



Network Rail  
The Quadrant:MK  
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Milton Keynes  
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14<sup>th</sup> May 2014

**No: NRS 323**

## **Network Rail Safety Bulletin**

### **ORR Prohibition Notice on the Manual Lifting and Carrying of C143 Troughing Units on Network Rail Infrastructure**

**For the attention of all staff and contractors engaged in the planning and installation of cable troughing units on behalf of Network Rail.**

#### **Immediate Action Required by all persons affected:**

Network Rail employees and others under their control **must stop with immediate effect, manual lifting and carrying of C143 troughing units.**

The ORR prohibition notice does not require Network Rail to cease using the C143 units, only to mitigate and control the risks from manually handling these units.

Site Managers should determine if they have any C143 units and determine how they are to be installed or removed without manually lifting or carrying of these units and supported by risk assessment.

Engineers and designers must seek to eliminate this risk at source.

#### **Background:**

During a planned ORR inspection of signalling renewal and relocking in the Bristol / Swindon area in 2013, concerns were raised with the Bristol Areas Re-signalling Project regarding manual handling of heavy concrete troughing units. The Project carried out a series of improvements and at the request of the ORR engaged an independent ergonomic assessment of troughing renewal and installation. The ORR have considered the independent assessment and taken the decision to issue a Prohibitions Notice on Network Rail for not having carried out a suitable and sufficient risk assessment for handling, moving and positioning C143 concrete troughing routes on Network Rail infrastructure.

#### **Future Action:**

Network Rail is reviewing its policy on troughing which will consider, among other potential solutions, lighter weight concrete and half length units.

Network Rail will commission research into more suitable composite materials.

An update to this bulletin will be published in due course.

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