

# Near Miss

Report Date	Near Miss Date & Time	Near Miss Type	Region	Project or Operation	Individual Completing Report	Individual Reporting Near Miss	Classification	Severity If Incident had evolved	Detailed Near Miss Location	Weather Conditions	Supervisor in charge of work at time of accident	Was Supervisor Informed Immediately	Description of Near Miss	Contributing Factors	Details of Contributing Factors	Was a JSA Required for the Operation?	Recommended Actions to Prevent Recurrence
7/20/2023	7/20/2023	11-15	NE	4501-MassDOT R	Eric Alford	Eric Alford	Equipment/Vehicles	High (Fatality, permanent disability, high dollar loss)	Lime kiln road crossing	Hot & Humid	Jason Menard	Yes	Heading down rail on the Housatonic line in Sheffield, the brakes went out on the drilling machine. The operator was able to quickly react and use the emergency brake to prevent us from going through a crossing with out locking both ways.	Equipment/Tool Malfunction/Failure	Wear and tear	Yes	Newer equipment
7/18/2023	7/18/2023	09:30	NE	4501-MassDOT R	Jason Menard	Jason Menard	Equipment/Vehicles	Low (minor injury)	on hi-rail between miller and the switch	Mostly Cloudy	Jason Menard	Yes	Driving the truck down the rail and one of the lock pins did not engage in the hi-rail gear allowing one side to slowly rise causing the truck to derail. driver was going less than 5 MPH and it slowly came to a stop	Equipment/Tool Malfunction/Failure	RHS are located up under the truck and can not be seen without crawling under it. This is the first time it has happened so Bruce will look into it to see if something was not working the way it is suppose to. The pins are controlled by air not like the manual ones that you install by hand.	Yes	Until it is looked at we will crawl under the truck to make sure both pins are engaged before leaving the grade crossing.
6/19/2023	6/19/2023	09:15	NE	4501-MassDOT R	William Hayden	William Hayden	Equipment/Vehicles	Medium (temporary disability, some dollar loss)	Mill post 50.61	Partly Cloudy	Mark Scotti	Yes	While a gravel dump was attempting to dump off rail I notice the tailgate retention chains were in the lock position! So I stop the driver and we took the chains out of the lock!	Improper Planning	Spotter should have checked chains Spotter did not know chains were used on prior spread dump operation.	Yes	Have driver/spotter check chain's before dumping
6/1/2023	5/25/2023	14:00	NE	4501-MassDOT R	Jason Menard	Jason Menard	Behavioral Observations	High (Fatality, permanent disability, high dollar loss)	57.30 turn out	Clear	Jason Menard	Yes	On 5/25/23, all crew members received a briefing in the laydown yard at 6:30 AM by EIC PJ Baily. Working limits of MP 50 to MP 61 were established at the briefing. At the time of the briefing, the crew broke into two separate work groups; one group working on track moving south from MP 57 to MP 50, and another working off track at MP 57.30. The crew was made aware of a train to enter the work limits from the south and stop at "Plastics" roughly MP 53.32.  At around 1:50 pm, a three-person crew working at the turnout at 57.30, changed their scope and fouled the ROW; two crew members were laboring and one operating a speed swing on rail. This location and operation was not included in the scope of work during the 6:30 AM job briefing.  The crew did not notify EIC or their Foreman of change in scope and fouled the tracks without permission from the EIC. The EIC became aware that the work crew was fouling the track after he pulled into 57.30 yard at ~2:00 PM. The crew was instructed to stop work on track, exit ROW, stand down.	Carelessness/Complacency	The crew members fouled the ROW and put equipment on track due to a change in scope of work without permission from the EIC. Poor communication and misunderstanding the RWP for the day was the leading cause.	No	Onsite safety stand down to bring the issue to all crew members and access the root cause; held on 5/26/23 @ 49 Lime Kiln Rd.  Per HRRC direction crew members involved had their RWP cards revoked until they are retrained.  Involved crew members involved received a mandatory two days off work.  Involved crew members will be retrained via RailProx online RWP training.  All current crew members assigned to the project will undergo a RailProx in-person training on Monday June 5th 2023  TMC will be strictly enforcing improved communication between TMC members and EICs; foreman shall first receive approval from EIC before any crew members or equipment can access the ROW or track, and notify after they have left the ROW or track. No crew members are to be on track without clear direction from the foreman.  Short Term: - installing "BaseCamm" radio system with contractors and HRRC for clear and unrestricted communication for RWP.  TMC huddles (contractor internal documents) will include documentation of who provided RWP, when RWP was provided, and limits of RWP for the scope of work that coordinates with HRRC's daily briefing.  All new crew member will be required to go through a job-specific
5/16/2023	5/16/2023	09:00	NE	4501-MassDOT R	Jason Menard	Jason Menard	Equipment/Vehicles	Medium (temporary disability, some dollar loss)	culvert pipe on hi-rail	Clear	Jason Menard	Yes	The crew was performing a timed dry run to see how long a round trip would take for concrete placement with a speed swing. As the speed swing was approaching the pour location the operator needed to switch from high-rail to rubber tires the speed swing has no brakes until the tires make contact with the ground. Once the tires made contact the speed swing stopped fast and derailed with the pour bucket springing around. No one was around because it was a test.	Insufficient Training	not enough seat time , inexperienced operator	Yes	more training for specialty rail equipment. Project is in the process of training new team members on this type of equipment. Nick had a huddle and discussed that the speed swing will come to a complete stop before switching to tires.
4/19/2023	4/6/2023	08:00	NE	4501-MassDOT R	Owen McCaffrey	Owen McCaffrey	Equipment/Vehicles	Medium (temporary disability, some dollar loss)	Sheffield, MA, Grade Crossing MP 54.00	Clear	Owen McCaffrey	Yes	The operator was on rail moving south through MP 54.00. The hi-rail vehicle was traveling through a grade crossing, the bottom of the tires made contact with the raised crossing panel. The operator stopped and inspected the area. No damage to the equipment of grade crossing. It was found that the hi-rail was not fully entered to the necessary height to move on rail. The equipment was inspected and was working properly.	Carelessness/Complacency	The operator did engage the hi-rail, just not the proper height. Complacency with a routine/daily operation was the key contributor to this near miss.	No	The operator was retrained on the proper usage of the equipment. All team members were informed about the incident to bring awareness to the near miss.