

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

Safety Briefing

August 2023

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK

Monthly topics

Safety Bulletins

Shared Learning

- Near Miss at Penkrige – Line block given up while workers still ontrack, forcing them to jump from an oncoming train.

Safety Advice

- GreenMech Woodchippers need inspecting for an installation oversight fault.
- Winch “Remote control” from Warn industries are recalled due to potentially causing an injury to operators

Shared Learning



everyone
home safe
every day

Near Miss at Penkrige

Issued to: All Network Rail line managers,
safety professionals and accredited contractors

Ref: NRL23-05

Date of issue: 14/08/2023

Location: Penkrige Station, West Coast South
Route

Contact: [Karn Khanna](#), Route Head of Health
Safety & Environment, West Coast South



Overview/Underlying causes

On Sunday 10th July 2022, a team of Overhead Line Equipment (OLE) staff were responding to an OLE issue affecting the Down Penkridge Line.

The Person in Charge had agreed a line blockage with the signaller and the team split into 3 groups. Two OLE technicians were instructed to operate an OLE Switch on the Down Penkridge Line, within the limits of the line blockage.

At 23:54, the signaller contacted the Person in Charge to hand back the line blockage to allow a diesel freight train through the area.

At 23:58, the train driver saw two track workers on the line they were travelling on and sounded the warning horn without having time to apply the emergency brake.

Initially it was reported back by the OLE team the technicians were positioned in the cess, however later onboard footage confirmed they jumped clear of the trains path at the last moment.

The two OLE technicians did not have a Safe System of Work (SSoW) when they left the work group to operate the switch.

The Stafford OLE team perceived that the group were under significant pressure to find the fault given their awareness of financial implications should the line remain closed, in addition to the knock-on effect on other planned work and the potential effect on the team's reputation.

Level 1 assurance in relation to reactive fault-finding work was not intrusive and therefore is not sufficient to fully assure the workforce are working in accordance with [NR/L2/OHS/019/01](#).

The RAIB report has also been published and is available [here](#).

<https://www.gov.uk/raib-reports/report-09-slash-2023-near-miss-with-two-track-workers-at-penkridge>

Discussion points

Line managers:

Review how your teams are supported in dealing with pressures of operational railway during fault scenarios

- Do you have right level of capability, supervision and leadership in your teams?
- What and how often are Non-technical skills trained and discussed with your teams

Senior managers and line managers:

Discuss how communication impacts safety in; leadership messages, functional cascades and communication during ongoing incident management. Are you unintentionally creating environments where performance, cost and Safety are competing priorities rather than Safety and performance going hand in hand?

Supportive Assurance: Review how robust your L1 assurance activities are in relation to application of 019 principles; in particular use of Incident Response Packs.

Front-line staff:

Life Saving Rules save lives –

A valid, implemented safe system of work would have avoided the risk of a fatality in this instance. The person in charge shall not allow the implemented SSoW to be comprised for any reason. Where there are changes in circumstances that affect the SSoW ,the person in charge shall make sure everyone in their workgroup moves to a position of safety, and only then shall they reassess and implement appropriate changes in line with the requirements of 019 and the rulebook.

Personal responsibility

Any incident must always be reported as soon as is safe to do so to Route Control and your management. Compromising the safety of yourself or others is not acceptable, we all have a personal responsibility to ensure incidents are reported.

Safety Advice



everyone
home safe
every day

GreenMech Woodchippers

Issued to: All Network Rail line managers,
safety professionals and accredited contractors

Ref: NRA23-09

Date of issue: 16/08/2023

Location: National

Contact: [John Watt, Senior Engineer, TA](#)



Overview

A number of GreenMech Woodchippers, EVO 205D SAFE and SURE-Trak models have left the factory without the Engine Harness Support Bracket being fitted.

GreenMech have now created a new bracket for retrofit, along with a new Over Centre Valve Mount which needs to be fitted in order to accommodate the new bracket and revised wiring loom position.

Owners of any models should carry out an inspection and confirm if retrofit work needs to be undertaken. You can order the part numbers as specified below and claim back the cost under GreenMech.

Warranty procedures. Questions should be directed to the Service Department:
support@greenmech.co.uk or 01789 400044
Option 2.



Harness



New position of over centre valve



Bracket



Old position of over centre valve

Immediate action required

1. Inspect EVO 205D SAFE and SURE-Trak models and confirm if retrofit work needs to be undertaken.
2. If work needs to be undertaken, parts should be ordered under:
 - ▶ Engine Harness Support Bracket – 4038913
 - ▶ Track Leg, Over Centre Valve Mount - 4038922
3. Any issues or questions should be directed to Service Department support@greenmech.co.uk or 01789 400044 Option 2.

Safety Advice



everyone
home safe
every day

Winch remote controls (Warn Industries)

Issued to: All Network Rail line managers,
safety professionals and accredited contractors

Ref: NRA23-08

Date of issue: 15/08/2023

Location: National

Contact: [John Watt, Senior Engineer, TA](#)



Overview

There has been a technical recall from Warn Industries concerning a batch of Winch Remote Controls possibly fitted to GreenMech SAFE and SURE-Trak vegetation machines.

Warn Industries advise that a defect exists in the handheld remote control device that was sold with WARN VR EVO winches. A small number of remotes which have been exposed to, or submerged in water have exhibited failures that can result in unintended winch operation, which may increase the risk of injury.

Note, only the remote is subject to this recall notice, the winch is not affected.

Products affected: Remotes shipped with all WARN VR EVO winch models manufactured between 03 June 2019 and 29 November 2022:

PN 103250 - VR EVO 8

PN 103251 - VR EVO 8-S

PN 103252 - VR EVO 10

PN 103253 - VR EVO 10S

PN 103254 - VR EVO 12

PN 102355 - VR EVO 12-S

PN 104218 - S/P Remote & Control module

Product Identification:

VR EVO Winch Serial numbers Affected:

03062019xxxx - 29112022xxxx

(03 June 2019 - 29 November 2022)

Serial numbers are located on the back side of the winch drum support.

Immediate action required

1. Inspect the remote for any internal corrosion or signs of water ingress.
2. Open the remote by removing the 3 screws and remove the batteries (1 x Li-ion or 3 x AAA depending on manufacturing date). Removing these batteries disables the wireless function of the remote.
3. If no corrosion is found, the remote can still be used to control the winch but only when physically plugged into the winch control pack.
4. Discard the batteries, you will not reinsert them back into the remote during reassembly.
5. If corrosion is found, the remote can no longer be used and must be replaced.
6. Reassemble the remote using the 3 screws without the batteries.
7. Contact your local WARN Distributor to obtain a refurbished or replacement remote. This may be a wired only remote as an interim solution while you wait to receive a refurbished or replacement wired/wireless remote when available.
8. Keep the remote dry and unplugged when not in use.
9. If you don't find a distributor in your area, contact Warn Industries at cs@warn.com or visit our website www.warn.com/vr-evo-remote-info for more information about getting a replacement remote.

Warn Industries is developing a replacement water-resistant remote control that it will make available to affected customers, at no charge, when the product is available



Part of our group
of Safety Bulletins

**Safety
Alert**

**Safety
Bulletin**

**Safety
Advice**

**Shared
Learning**

Confidential Incident Reporting and Analysis System

Download the APP today;

Android users can use the Google Play store link;

<https://play.google.com/store/apps/details?id=com.cirasapp&pli=1>

Apple phone users can use the App store;

<https://apps.apple.com/gb/app/ciras/id1670581772?platform=iphone>



Safety briefing links

Safety Central

- Network Rail share updates of recent incidents, accidents and best practice advice online. Please get into the habit of checking this website for the latest news;

<https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

Southern Shield

- Southern Shield is a collaborative safety forum that consists of Network Rail Southern Capital Delivery and its principal contractors. On their website they have useful articles and explain the rules of the Southern Shield charter, which is mandatory on some southern sites.

<https://www.southernshield.co.uk/>

Railway Rule book

- Add this website address to your browser favourites to ensure that you always have access to the

[Network Rail Rulebook modules](#)

Previous monthly rail briefings.

- TBC



Work-safe Procedure

This is for anyone to use, it works as follows:

If you believe the Safety Arrangements to be inadequate:

Stop Work and talk to the Team Leader or person in charge; they should:

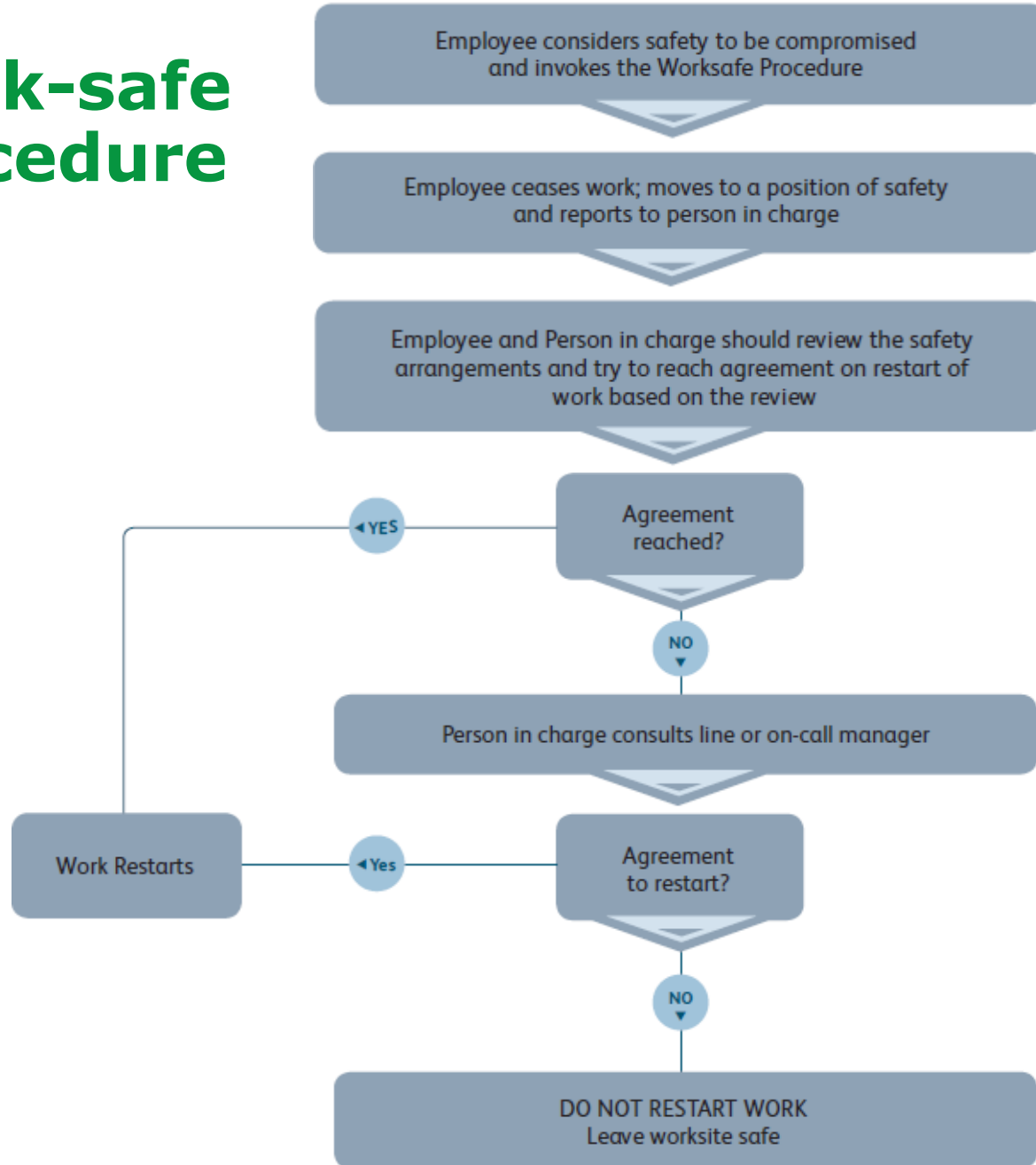
- o Review the arrangements
- o Change them if necessary and re-brief

If you are still unhappy **DO NOT RESTART**; escalate to the next level by contacting one of the following:

Your Line Manager, Your Safety Rep, Any member of the management team, The DU Safety Advisor, Network Rail Control, RSL/MT on-call **07786 265531**

- **Do not start work until you are satisfied** that the safety arrangements are appropriate to the activity

Work-safe Procedure



Changes to your shift times and increased fatigue risk



It is important that you notify your consultant as soon as possible if there is a change to your rostered work pattern while working on the Network Rail Infrastructure.

As part of our commitment to you and our obligations to monitor and manage your fatigue, we must always have an accurate understanding of where and when you are working.

In addition, you also have a legal obligation to ensure that you are safe to work, the Health and Safety at Work Act 1974. This states that **“Workers have a duty to take care of their own health and safety and that of others who may be affected by their acts or omissions at work”**

Do not start work until you are satisfied that the safety arrangements are appropriate to the activity

- Never, ever drive while feeling tired
- If you are starting to feel fatigue while onsite then instigate the work safe procedure.



Contact the Rail team

24 hour on call - 07786 265531

Use this on-call number if you need to contact someone from the company urgently, for example to report an accident / incident or if you are being pressured to do something that you are not comfortable with, such as being asked to exceed the working hours rules etc.

Store this number in your phone in case of an emergency

This number is **not to be used** to query timesheets or to enquire about vacancies, it is an emergency contact number.

- If you would like to suggest a topic for future safety briefings, or need to talk to someone in confidence then email the Rail HSQE manager Joe Christopherson; jchristopherson@matchtech.com

Your Feedback is always welcomed, email us at RSL/MT

safety@resourcing-solutions.com

Safety sQuaRed

See it, Scan it, Share it



MATCHTECH 

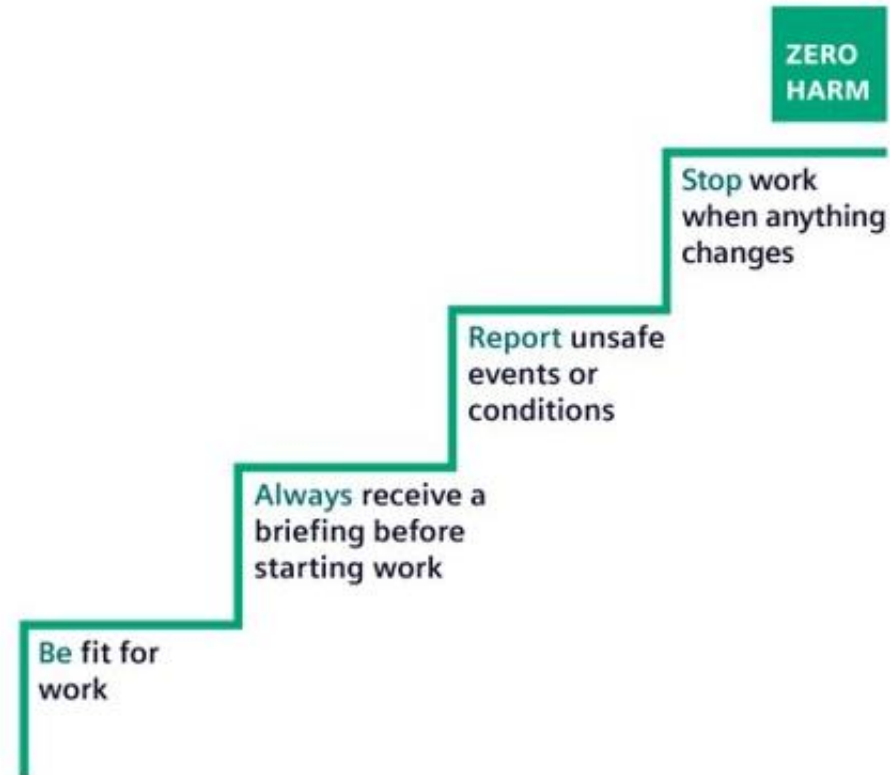


<https://www.gattacaplc.com/report-near-misses>

4 Steps to Zero Harm

Our Priority: Your safety and wellbeing is our absolute priority. We believe that Zero Harm is achievable each and every day by following the four steps and through our behaviours.

Our expectation of everyone, whether an employee / an agency worker or a contractor, is that you will know and live by the 4 Steps.



Our Lifesaving Rules



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.



Always use equipment that is fit for its intended purpose.



Always test before applying earths or straps.



Never undertake any job unless you have been trained and assessed as competent.



Never assume equipment is isolated – always test before touch.



Never work or drive while under the influence of drugs or alcohol.



Always use a safety harness when working at height, unless other protection is in place.



Always obey the speed limit and wear a seat belt.



Never enter the agreed exclusion zone, unless directed to by the person in charge.



Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk