

## June 2019 ACS Rail Updates

Welcome to the June 2019 edition of ACS Rail updates. The following pages contain summaries of updates which may be relevant to you. Please brief and distribute this information to the relevant people as per your internal procedures.

The ACS Team

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### BRIEFING REQUIREMENTS:

**NOTE:** Contractors are responsible for arranging and undertaking and recording their own Safety and Awareness Briefings in accordance with their own processes and procedures.



## Changes to Network Rail Standards

Issue 112: 01<sup>st</sup> June 2019 – 06<sup>th</sup> September 2019

### Making sure you are aware of the relevant standards

Every employee has a duty to comply with any mandatory Network Rail company standards and procedures relevant to their role. It is vital therefore that all employees are aware of which standards are relevant to their area of work, and where to find them. Network Rail Standards can be accessed via:

- For users internal to Network Rail: Network Rail Standards pages on Connect
- For users external to Network Rail: all enquiries should be directed to IHS Customer Care on 01344 328 300 or email [customer.support@ihs.com](mailto:customer.support@ihs.com)

### Other Information

#### Network Rail Standards Subscriptions

IHS Global Ltd  
Phone: 01344 328000

#### Network Rail Standards & Controls Publications Manager

Neil Whitaker  
Phone: 01908 782564

#### Network Rail Standards Hard Copy Document Centre

IHS Retail  
Phone: 01344 328039  
Fax: 01344 328005 or email: [emeastore@ihs.com](mailto:emeastore@ihs.com)

#### Railway Group Standards

Rail Safety & Standards Board Enquiry Desk  
Phone: 020 3142 5400 Website [www.rssb.co.uk](http://www.rssb.co.uk)

#### Network Rail Technical Drawings

National Records Group  
Email: [nrgcivils@networkrail.co.uk](mailto:nrgcivils@networkrail.co.uk)

You must make sure that the team and the activities for which you are responsible comply with the Network Rail company standards and procedures.

By doing this, you will be complying with the Network Rail Health & Safety Management System and relevant legislation.

**The following pages contain summary extracts of the changes / new issue to the Network Rail Company Standards which may be relevant to you.**

# Standards Updates

## New and Up-Issued Standards Issue 112 - 01 Jun 2019

References	Title	Replaces
NR/GN/OTK/5000 Issue 1	Index of Off Track Drawings	New at Issue 112
NR/L1/RMVP/0001 Issue 5	Plant and Traction & Rolling Stock Policy	NR/L1/RMVP/0001 Issue 4
NR/L2/CIV/035 Issue 2	Management of Structures	NR/L2/CIV/035 Issue 1
NR/L2/ELP/1007 Issue 3	Specification for 25 kV A.C. Disconnectors, Earthing Switches and Switches	NR/L2/ELP/1007 Issue 2
NR/L2/ELP/27311 Issue 5	Engineering Assurance Requirements for Design and Implementation of Electrical Power	NR/L2/ELP/27311 Issue 4
NR/L2/ELP/27550 Issue 2	Traction Power Isolation Documentation	NR/L2/ELP/27550 Issue 1
NR/L2/ELP/CTM015 Issue 2	Competence & Training in DC Conductor Rail Engineering	NR/L2/SP/CTM015 Issue 1
NR/L2/OHS/003 Issue 8	Fatigue Risk Management	NR/L2/OHS/003 Issue 7
NR/L2/OHS/0047 Issue 7	Managing Health and Safety in Construction (Application of the Construction (Design and Management) Regulations to Network Rail)	NR/L2/OHS/0047 Issue 6
NR/L2/OPS/021 Issue 8	Weather: Managing the Operational Risks	NR/L2/OPS/021 Issue 7
NR/L2/OPS/033 Issue 3	Recording Spoken Safety Critical Communications between Possession Management and Engineering Trains / On-Track Plant Drivers when Working in Possessions and Worksites.	NR/L2/OPS/033 Issue 2
NR/L2/OPS/095 Issue 6	High Risk Sites for Wrong Side Track Circuit Failures in Leaf Areas and for Low Rail Adhesion	NR/L2/OPS/095 Issue 5
NR/L2/RSE/100 Issue 5	Network Rail Assurance Panel Processes	NR/L2/RSE/100 Issue 4
NR/L2/SIG/30014 Issue 14	Signalling Works Testing Handbook	NR/L2/SIG/30014 Issue 13
NR/L2/TEL/30185 Issue 1	Principles for Operational Telecommunications, Signalling and E&P Sub-Access Internet Protocol Networks	New at Issue 112
NR/L2/XNG/30020 Issue 1	Level Crossing Design Handbook	New at Issue 112
NR/L3/CIV/040 Issue 2	Work Instruction for the use of Protective Coating Systems	NR/L3/CIV/040 Issue 1
NR/L3/CIV/151/F010 Issue 14	Index of Standard Designs and Details for Building and Civil Engineering Works	NR/L3/CIV/151/F010 Issue 13
NR/L3/MTC/MG0173 Issue 3	Monitoring of Spoken Safety Communications	NR/L3/MTC/MG0173 Issue 2
NR/L3/MTC/MG0210 Issue 3	Management of Maintenance Work within a Worksite to Prevent a Possession Overrun	NR/L3/MTC/MG0210 Issue 2
NR/L3/MTC/MG0213 Issue 13	Index of Standard Maintenance Forms	NR/L3/MTC/MG0213 Issue 12
NR/L3/MTC/RCS0216 Issue 14	Risk Control Manual	NR/L3/MTC/RCS0216 Issue 13
NR/L3/OPS/021 Issue 1	Weather Management Index	New at Issue 112
NR/L3/OPS/045 Issue 7	National Operating Procedures Index	NR/L3/OPS/045 Issue 6
NR/L3/SCO/313 Issue 6	On-Track Machines (OTMs) Driver and Operations Standards Manual	NR/L3/SCO/313 Issue 5
NR/L3/SIG/10064 Issue 8	General Instructions to Staff Working on S&T Equipment	NR/L3/SIG/10064 Issue 7
NR/L3/SIG/10661 Issue 18	Signal Maintenance Task Intervals	NR/L3/SIG/10661 Issue 17

## Standards Updates

NR/L3/SIG/10663 Issue 10	Signal Maintenance Specifications	NR/L3/SIG/10663 Issue 11
NR/L3/SIG/10665 Issue 17	Reliability Centred Maintenance of Signalling Equipment	NR/L3/SIG/10665 Issue 16
NR/L3/SIG/11231 Issue 13	Signal Maintenance Testing Handbook	NR/L3/SIG/11231 Issue 12
NR/L3/TEL/30123 Issue 2	Communication with Emergency Services - ETD Network Testing Procedure	NR/WI/TEL/30123 Issue 1
NR/L3/TRK/003 Issue 30	Index of Track Engineering Forms	NR/L3/TRK/003 Issue 29
NR/SIN/170 Issue 2	Manage Risk of Extended Closure Times at Automatic Level Crossings	NR/SIN/170 Issue 1
NR/SIN/185 Issue 1	Identification and Inspection of Plain-Lined S&C	New at Issue 112
NR/SIN/187 Issue 1	Special Inspection Notice of Distribution Buildings for Water Ingress or Dampness	New at Issue 112
NR/SIN/188 Issue 1	Removal of Howells BR985 (Mk2) Re-Engineered Hydraulic Level Crossing Barrier Packs	New at Issue 112

## Withdrawn, Closed and Superseded Documents

References	Title	Replaced by/Status
NR/L1/RMVP/0001 Issue 4	Plant and Traction & Rolling Stock Policy	NR/L1/RMVP/0001 Issue 5
NR/L2/CIV/035 Issue 1	Structural Assessments	NR/L2/CIV/035 Issue 2
NR/L2/ELP/1007 Issue 2	Specification for 25 kV A.C. Disconnectors, Earthing Switches and Switches	NR/L2/ELP/1007 Issue 3
NR/L2/ELP/27311 Issue 4	Engineering Assurance Requirements for Design and Implementation of Electrical Power Engineering Infrastructure Projects	NR/L2/ELP/27311 Issue 5
NR/L2/ELP/27550 Issue 1	Traction Power Isolation Documentation	NR/L2/ELP/27550 Issue 2
NR/L2/SP/CTM015 Issue 1	Competence & Training in DC Conductor Rail Engineering	NR/L2/ELP/CTM015 Issue 2
NR/L2/OCS/095 Issue 5	High Risk Sites for Wrong Side Track Circuit Failures in Leaf Fall Areas and for Low Rail Adhesion	NR/L2/OPS/095 Issue 6
NR/L2/OHS/003 Issue 7	Fatigue Risk Management	NR/L2/OHS/003 Issue 8
NR/L2/OHS/0047 Issue 6	Application of the Construction (Design and Management) Regulations to Network Rail Construction Projects	NR/L2/OHS/0047 Issue 7
NR/L2/OPS/021 Issue 7	Weather: Managing the Operational Risks	NR/L2/OPS/021 Issue 8
NR/L2/OPS/033 Issue 2	Radio Communications for the Control Of Trains (Including On Track Machines and On- Track Plant) in Possessions	NR/L2/OPS/033 Issue 3
NR/L2/RSE/100 Issue 4	Network Rail Assurance Panel Processes	NR/L2/RSE/100 Issue 5
NR/L2/SIG/30014 Issue 13	Signalling Works Testing Handbook	NR/L2/SIG/30014 Issue 14
NR/L3/CIV/040 Issue 1	Specification for the use of Protective Coating Systems	NR/L3/CIV/040 Issue 2
NR/L3/CIV/151/F010 issue 13	Index of Standard Designs and Details for Building and Civil Engineering Works	NR/L3/CIV/151/F010 issue 14
NR/L3/MTC/MG0173 Issue 2	Monitoring of Spoken Safety Communications	NR/L3/MTC/MG0173 Issue 3
NR/L3/MTC/MG0210 Issue 2	Management of Maintenance Work within a Worksite to Prevent a Possession Overrun	NR/L3/MTC/MG0210 Issue 3
NR/L3/MTC/MG0213 Issue 12	Index of Standard Maintenance Forms	NR/L3/MTC/MG0213 Issue 13
NR/L3/MTC/RCS0216 Issue 13	Risk Control Manual	NR/L3/MTC/RCS0216 Issue 14
NR/L3/OPS/045 Issue 6	National Operating Procedures Index	NR/L3/OPS/045 Issue 7
NR/L3/SCO/313 Issue 5	On-Track Machines (OTMs) Driver and Operations Standards Manual	NR/L3/SCO/313 Issue 6
NR/L3/SIG/10064 Issue 7	General Instructions to Staff Working on S&T Equipment	NR/L3/SIG/10064 Issue 8
NR/L3/SIG/10661 Issue 17	Signal Maintenance Task Intervals	NR/L3/SIG/10661 Issue 18
NR/L3/SIG/10663 Issue 11	Signal Maintenance Specifications	NR/L3/SIG/10663 Issue 10

## Standards Updates

NR/L3/SIG/10665 Issue 16	Reliability Centred Maintenance of Signalling Equipment	NR/L3/SIG/10665 Issue 17
NR/L3/SIG/11231 Issue 12	Signal Maintenance Testing Handbook	NR/L3/SIG/11231 Issue 13
NR/WI/TEL/30123 Issue 1	Communication with Emergency Services - ETD Network Testing Procedure	NR/L3/TEL/30123 Issue 2
NR/L3/TRK/003 Issue 29	Index of Track Engineering Forms	NR/L3/TRK/003 Issue 30
NR/SIN/113 Issue 2	Special Inspection of Bonding at Bridges, Tunnels and Other Overline Structures	Withdrawn
NR/SIN/170 Issue 1	Manage Risk of Extended Closure Times at Automatic Level Crossings	NR/SIN/170 Issue 2

## Standards Updates

### Emergency Changes (Also Known as Letters of Instruction)

To access any active Emergency Change you need to refer to its associated Network Rail Standard. The front page of the standard will provide details of the relevant change. When using the online service there will be an active link to each relevant change.

Historic changes (where text has been crossed out) will be removed next publication. Please note, some changes may stay current after the stated Expiry Date

Reference	Title	Issue	Date
NR/BS/LI/424	Standard/control document affected: NR/SP/SIG/19812 (issue 1), Cross Track Cable Management	1	18/04/2019
NR/BS/LI/423	Standard/control documents affected: NR/L2/TRK/001/mod07 [ Issue: 8 ] Management of rail defects	1	11/03/2019
NR/BS/LI/422	Standard/control documents affected: NR/L3/TRK/055/U15 (Issue 1), [Ultrasonic testing of rail using the Sperry roller search unit rail testing system including identification & sizing of 37o suspects reported by the UTU]	1	11/03/2019
NR/BS/LI/421	Standard/control document affected: NR/L2/TRK/053 (Issue 7), Inspection and Repair Procedures to Reduce the Risk of Derailment at Switches.	1	20/03/2019
NR/BS/LI/419	Standard/control document affected: NR/L3/ELP/29987 [Working On or About 25 kV	1	13/02/2019
NR/BS/LI/416	Standard/control document affected: NR/L2/CTM/018 Issue 2, Competency & Training in Traction Power Distribution	1	05/02/2019
NR/BS/LI/415	Standard/control document affected: NR/L3/TEL/30170 (Issue 1) Work Instruction for the maintenance of public address voice alarm (PAVA) equipment	1	10/12/2018
NR/BS/LI/413	Standard/control document affected: NR/L2/OHS/022 Issue 1, Working Safely at Height.	1	04/01/2019
NR/BS/LI/410	Standard affected: NR/L2/ELP/27229 (Issue 2), Specification for remote control equipment for electrical distribution systems	1	14/12/2018
NR/BS/LI/409	<del>Standard/control document affected: NR/L2/OPS/251/1.1 (Issue 1), Unmanned Aircraft System (Drone/UAV) Operations – Managing the Operational Risks</del> <del>SUPERSEDED BY NR/L3/OPS/251 ISSUE 2 HISTORIC ON 02 MARCH 2019</del>	1	18/09/2018
NR/BS/LI/408	Standard/control document affected: NR/L3/ELP/29987 [Working On or About 25 kV a.c Electrified Lines] <del>SUPERSEDED BY NR/L3/ELP/29987 HISTORIC ON 01 JUNE 2019</del>	1	16/07/2018
NR/BS/LI/407	Standard/control document affected: NR/L2/SIG/11704 (Issue 3), Signalling Requirements for the Application Design and Management of Points <del>SUPERSEDED BY NR/L2/SIG/11704 ISSUE 4 HISTORIC ON 01 JUNE 2019</del>	1	04/06/2018
NR/BS/LI/406	Standard / control document affected: NR/L3/ELP/29987 (Issue 04), [Working on or about 25 kV A.C. Electrified Lines] <del>SUPERSEDED BY NR/L3/ELP/29987 HISTORIC ON 01 JUNE 2019</del>	1	20/04/2018
NR/BS/LI/405	<del>Standard/control document affected: NR/L2/OPS/250 (Issue 6), [Network Rail National Emergency Plan]–</del> <del>SUPERSEDED BY NR/L2/OPS/250 ISSUE 7 HISTORIC ON 02 MARCH 2019</del>	1	09/03/2018
NR/BS/LI/404	<del>Standard/control document affected: NR/L2/TRK/053 (Issue 7), Inspection and Repair Procedures to Reduce the Risk of Derailment at Switches. SUPERSEDED BY NR/BS/LI/421. HISTORIC ON 19 MARCH 2019</del>	1	20/03/2018
NR/BS/LI/401	Standard affected: NR/L3/ELP/29987 (Issue 4), Working on or About 25 kV A.C. Electrified Lines <del>SUPERSEDED BY NR/L3/ELP/29987 HISTORIC ON 01 JUNE 2019</del>	1	21/12/2017

# Standards Updates

Reference	Title	Issue	Date
NR/BS/LI/397	Standard/control document affected: NR/SP/CTM/016 Issue 1, Competency & Training in Fixed Plant Engineering	1	20/04/2018
NR/BS/LI/393	Standard/control document affected: NR/L3/ELP/29987 (Issue 4). Working on or about 25 kV A.C. Electrified Lines SUPERSEDED BY NR/L3/ELP/29987 HISTORIC ON 01 JUNE 2019	1	19/06/2017
NR/BS/LI/389	Standard affected: NR/L2/SIG/30009 (Issue 11). Signalling Principles Handbook	1	13/02/2017
NR/BS/LI/383	Standard affected: NR/L2/CTM/021 (Issue 4). Competence and Training	2	08/12/2016
NR/BS/LI/371	Standard affected: NR/L2/CIV/162 (Issue 2). Platform Extensions. Location of metal structures on Third Rail area Station Platforms	1	02/03/2016
NR/BS/LI/370	Standard affected: RT/E/S/21131 (Issue 1). Warning and other signs for a.c. and d.c. electrified lines SUPERSEDED BY NR/L2/ELP/21131 HISTORIC ON 1 JUNE 2019	1	26/10/2016
NR/BS/LI/367	Standard affected: NR/L3/ELP/29987 (Issue 4). Working On or About 25kV A.C. Electrified Lines SUPERSEDED BY NR/L3/ELP/29987 HISTORIC ON 1 JUNE 2019	1	07/01/2016
NR/BS/LI/365	Standard affected: NR/L3/TRK/4004 (Issue 2). Switch and Crossing Assemblies	2	16/06/2016
NR/BS/LI/349	<del>Standards affected: NR/L2/CIV/003 Engineering Assurance of Building and Civil Engineering Works [Issue 4] SUPERSEDED BY NR/L2/CIV/003 HISTORIC ON 2 March 2019</del>	1	02/02/2015
NR/BS/LI/348	Requirements for undertaking the roles of Lead Examiner and Examining Engineer for the examination of Tunnels. Standards affected: NR/L3/CIV/006 Part 4A Issue 1, NR/L3/CIV/006 Part 4B Issue 1 and NR/L3/CIV/006 Part 1D Issue 1	1	23/02/2015
NR/BS/LI/347	Standard affected: NR/L2/CTM/028 (Issue 2). Competence and Training	1	16/01/2015
NR/BS/LI/342	Standard affected: NR/SP/ELP/21028 (Issue 3). Specification for ancillary wiring of electrical distribution equipment on A.C. and D.C. electrified lines	1	13/04/2016
NR/BS/LI/340	Standards affected: NR/L3/TRK/4004 (Issue 2). Switch and crossing assemblies	1	07/01/2015
NR/BS/LI/331	Requirements for parapet heights on over bridge and footbridge structures spanning overhead line electrification equipment	2	07/08/2015
NR/BS/LI/328	Standard affected: NR/SP/ELP/21104 (ISSUE 2). Design and Installation of Electric Track Equipment for DC Electrified Lines	1	28/03/2014
NR/BS/LI/326	Standard affected: NR/L2/OHS/050 (Issue 4), Sentinel Scheme Rules	1	16/04/2014
NR/BS/LI/322	Standards affected: NR/L2/TRK/5100. Issue 2. Management of Fencing and Other Boundary Measures SUPERSEDED BY NR/L2/OTK/5100 HISTORIC ON 1 APRIL 2019	1	28/03/2014
NR/BS/LI/306	Standard affected: NR/L1/CIV/032: The Management of Structures [Issue 2]	2	26/09/2014
NR/BS/LI/305	Standards Affected: NR/L2/TRK/001 Issue 6. NR/L2/TRK/2102 Issue 6. NR/L2/TRK/3038 Issue 5. NR/L2/TRK/0032 Issue 5. NR/L2/TRK/0132 Issue 6. NR/L3/TRK/3510/A01 Issue 1. NR/L3/TRK/3510/B01 Issue 1. NR/L3/TRK/1015 Issue 2	2	31/01/2014
NR/BS/LI/292	NR/L3/TRK/1010 (Issue 2). Management of responses to extreme weather conditions at structures. earthworks and other key locations	1	18/07/2013
NR/BS/LI/283	Standard affected: NR/L3/TRK/4004 (Issue 2). Switch and Crossing Assemblies	2	14/09/2015
NR/BS/LI/281	Standard affected: NR/SP/ELP/21060 (Issue 2). Issue of Safety Documentation for Work on 650/750 V dc Apparatus	1	24/01/2013
NR/BS/LI/256	Standard affected: NR/SP/ELP/27243 (Issue 1). Specification for Signalling Power Supplies	2	24/10/2016
NR/BS/LI/217	Standards affected: NR/SP/ELP/27224 [Issue: 2] Specification for the installation of cable routes forming part of the traction distribution system	4	25/01/2016



# Standards Updates



Reference	Title	Issue	Date
NR/BS/LI/193	Standards affected: NR/L3/CIV/006 Part 11A: Reporting and recording examinations of Structures in CARRS [Issue 2] SUPERSEDED BY NR/L3/CIV/006 – HISTORIC ON 1 APRIL 2020	2	03/09/2014
NR/BS/LI/185	Standard affected: NR/L2/TRK/5100 (Issue 2). Management of Fencing and Other Boundary Measures SUPERSEDED BY NR/L2/OTK/5100 HISTORIC ON 1 APRIL 2019	3	03/03/2017
NR/BS/LI/163	Standard affected: RT/CE/S/130 (Issue 1). Flash-Welded Rails: Site Welded Strings	2	01/10/2010
NR/BS/LI/154	Use Of The Geismar THR542 Lightweight Stressing Equipment In Tandem. Standard affected: NR/L2/TRK/3011 (Issue 6)	1	18/01/2010
NR/BS/LI/146	Standard affected: NR/L2/TRK/5100 (Issue 2). Management of Fencing and Other Boundary Measures SUPERSEDED BY NR/L2/OTK/5100 HISTORIC ON 1 APRIL 2019	4	31/10/2009
NR/BS/LI/106	Electric Points Heating - standard affected NR/L2/ELP/40045	2	01/09/2011
NR/BS/LI/101	Standard affected: RT/CE/S/077 Storage. Installation & Testing of TSR & ESR AWS	1	08/09/2008
NR/BS/LI/097	Standard affected NR/WI/ELP/27052 Work Instructions for DC electrified lines in the Northern city line	1	04/06/2008
NR/BS/LI/091	Use of CEMBRE Rail Web Connection Systems on DC Conductor Rail - standard affected NR/GN/ELP/27020	1	27/05/2008
NR/BS/LI/084	Project D686: Western Territory 650 V Cable Renewals	1	18/04/2008
NR/BS/LI/072	STL Auxiliary Transformer Failures at Traction Substations or Switching Stations	4	19/10/2007
NR/BS/LI/061	Dangerous Incident Notification: 11kV indoor switchgear type YSF6 manufactured by Yorkshire Switchgear	1	23/11/2006
NR/BS/LI/060	Traction electrical distribution sites with compromised earthing due to theft of cables - affected standard NR/SP/ELP/21032	1	23/11/2006
NR/BS/LI/056	Permal Bushings: Access Restrictions	1	11/09/2006
NR/BS/LI/047 - E&P	Bimold Connections on Rectifier Transformers at DC Traction Substations	1	05/05/2006
NR/BS/LI/040	650 V D.C. Traction Power Cables - Support Systems - affected standard NR/SP/ELP/27224	1	20/12/2005
NR/BS/LI/032	Labelling of Track Isolating Switches (T.I.S)	1	17/10/2005
NR/BS/LI/028	Segregation of D.C. Track Feed Cables	1	22/08/2005
NR/BS/LI/025	Paralleling of EDFE Supply Points New Cross - Croydon. Wimbledon. Northfleet: Restrictions	3	07/01/2008

## RSSB - Standards and the rail industry

Access all current (and many withdrawn) Railway Group Standards, Rail Industry Approved Codes of Practice (RACOPs), Guidance Notes (GNs) and Rail Industry Standards (RISs).

<http://www.rssb.co.uk/railway-group-standards>

Useful links:

- [Catalogues](#)
- [Document structure and type categories](#)
- [Railway Group Standards Help Manual](#)
- [Rule Book module matrix](#)

### Railway Group Standards (RGSs)

Mandatory requirements for the GB mainline railway system are defined in Railway Group Standards (RGSs). They facilitate the management and operation of the mainline railway as a shared system. RGSs set out technical requirements applicable to vehicles or the infrastructure, or processes applicable to transport operators.

<http://www.rssb.co.uk/railway-group-standards>

### Rule Book (GE/RT8000)

The Rule Book (GE/RT8000) and other National Operations Publications are documents that contain direct instructions for railway staff.

The Rule Book is held in printed copy by over 100,000 people, and as such is probably the best known and most widely distributed in the entire RSSB catalogue. Even greater numbers of people are known to use it as a reference and information document both from the United Kingdom and abroad using the online version.

You can still order hard copies of individual standards and Rule Book modules or handbooks from Willsons External link (Tel: 01636 702334) or download them from the Railway Group Standards section of this site.

[GERT8000-RBBL Iss 32](#)

Rule Book Briefing Leaflet

### GE/RM8000 Master Module Manual

RSSB has produced this manual to provide end-users with access to the content of GE/RT8000 (The Rule Book) that is relevant to all roles as defined in the Rule Book Matrix published by RSSB.

[GERM8000-master-module Iss 6](#)

Master Module Manual



Controlled Document List 01 June 2019

Ref. / Title	Issue No	Issue Date
<b>RAIL MANAGEMENT SYSTEM</b>		
Rail Management System		

Ref. / Title	Issue No	Issue Date
<b>GROUP STANDARDS</b>		
<b>Modular Rulebook GE/RT8000/</b> (See separate page for listed modules and issue dates)	-----	-----
<b>GERM8000-master-module</b> Master Module Manual	6	09/2018
<b>GERM8000</b> Track Workers Manual	5	09/2018
<b>GERM8000</b> Possession Workers Manual	3	09/2017
<b>GLRT1210</b> AC Energy Subsystem and Interfaces to Rolling Stock Subsystem	1	12/2014
<b>GLRT1212</b> DC Conductor Rail Energy Subsystem and Interfaces to Rolling Stock Subsystem	1	09/2015
<b>GOGN3655</b> Guidance on Medical Fitness for Railway Safety Critical Workers	2	06/2014
<b>PTS Handbook</b> RT 3170	09	06/2013
<b>RIS-1530-PLT</b> Rail Industry Standard for Technical Requirements for On-Track Plant and their Associated Equipment and Trolleys	6	12/2015
<b>RIS-2750-RST</b> Supplier Assurance	1	12/2017
<b>RIS-3118-TOM</b> Incident Response Planning & Management	1	12/2016
<b>RIS-3119-TOM</b> Accident and Incident Investigation	2.2	03/2019
<b>RIS-3279-TOM</b> High Visibility Clothing	1	12/2016
<b>RIS-3350-TOM</b> Communication of Urgent Operating Advice	1	12/2016
<b>RIS-3701-TOM</b> Rail Industry Standard for a Confidential Reporting System for Rail Staff	1	06/2010
<b>RIS-8046-TOM</b> Spoken Safety Communications	1	12/2016
<b>RIS-8047-TOM</b> Reporting of Safety Related Information	2	03/2018
<b>RIS-8070-TOM</b> Testing Railway Safety Critical Workers for Drugs and Alcohol	1	12/2016

Ref. / Title	Issue No	Issue Date
<b>LONDON UNDERGROUND (LU) STANDARDS</b>		
<b>LUL G1163</b> Stations DLO - Failure Reporting Analysis & Corrective Action System (FRACAS)	A2	11/2015
<b>LUL G1164</b> Making a Referral to the Drug and Alcohol Advisory and Treatment Service	A2	04/2014
<b>LUL G1234</b> Incident recording, investigation and reporting	A4	04/2017
<b>LUL G1241</b> ALCOHOL AND DRUGS AT WORK GUIDELINES AND INFORMATION FOR MANAGERS	6	07/2009
<b>LUL G1242</b> Alcohol and Drugs at Work – Managers For Cause and Post Incident Check List	A3	02/2014
<b>LUL G1249</b> Environmental Incident Categories	A5	07/2018
<b>LUL G557</b> Electronic Incident Reporting Form (eIRF)	A5	03/2014
<b>LUL LF29</b> Incident investigation & reporting or recording What you need to remember	01	n/a
<b>LUL R0350</b> Guidance and advice for the use of personal protective equipment	A1	01/2014
<b>LUL R0403</b> Personal Protective Equipment (PPE) catalogue	1.1	01/2014
<b>LUL S1251</b> Alcohol and Work; includes Written Notice 12/24/2014, 6/16/2015	A2	11/2011
<b>LUL S1257</b> Drugs and Work; Includes Written Notice 01317: 12/24/2014	A2	11/2011



Ref. / Title	Issue No	Issue Date
<b>LONDON UNDERGROUND (LU) STANDARDS</b>		
LUL S1552 Contract QUENSH Conditions	A18	11/2016
LUL S1601 Management Arrangements to Assure Medical Fitness	A5	01/2012
LUL TE-HBS-0017 Managing competence and training	A1 Cat 3	02/1995

Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
NR/CAT/STP/001 CATALOGUE OF NETWORK RAIL STANDARDS	112	06/2019
NR/L2/AMG/1030 Working Safely in the Vicinity of Buried Services	1	12/2008
NR/GN/CIV/208 Ground Investigation	1	12/2018
NR/L2/CIV/003 Engineering and Architectural Assurance of Building and Civil Engineering Works	5	12/2018
NR/L2/CIV/035 Management of Structures	2	06/2019
<del>NR/L2/CIV/035 Structural Assessments replaces RT/CE/S/035 Issue 2 (NR/SP/CIV/035)</del>	4	12/2017
NR/L3/CIV/040 Work Instruction for the use of Protective Coating Systems	2	06/2019
NR/L2/CIV/086 Management of Earthworks	9	03/2019
NR/L2/CIV/295 Scour Assessment of Bridges, Culverts and Retaining Walls	2	09/2018
NR/L3/CIV/006 Handbook for the Examination of Structures	8	06/2017
NR/L3/CIV/170 Assessment of Tunnels	1	03/2019
NR/L3/CIV/185 Management of Reports of Safety Related Geotechnical Incidents	1	09/2017
NR/L3/CIV/190 Developing Extreme Weather Plans	1	12/2017
NR/GN/CPR/401 Guidance on Contractual Health and Safety Requirements	1	12/2008
NR/L2/CPR/201 Supplier Qualification	2	12/2011
NR/L2/CPR/302 Supplier Qualification - Core Requirements (For PCL / POL Holders)	2	09/2011
NR/L2/CSG/STP001 Standards and Controls Management Manual	7	03/2018
NR/CS/CTM/001 Competence Management	1	12/2006
NR/GN/CTM/401 Mentoring & Learning Support	1	03/2010
NR/L2/CTM/017 Competence and Training in Civil Engineering	1	06/2006
NR/L2/CTM/021 Competence & Training in Track Safety	4	12/2010
NR/L2/CTM/201 Competence Management	2	03/2012
NR/L2/CTM/202 Quality Assurance in Training & Assessment	2	12/2011
NR/L2/CTM/207 Competence & Training in Planning	2	06/2012
NR/L2/CTM/209 Competence & Training in Safe System of Work Planner	1	12/2010
NR/L2/CTM/220 Competence & Training in Portable, Transportable & Mobile Plant Operation	1	06/2012
NR/L2/CTM/223 Competence & Training in Managing Site Safety	1	06/2011
NR/L2/ELP/21087 Risk Based Maintenance for Overhead Line Assets	8	09/2018
NR/L2/ELP/21088 General maintenance parameters for 25 kV overhead line electrification equipment	3	12/2015

# Controlled Documents



Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
NR/L2/ELP/27009 Overhead Line Equipment Campaign Changes	3	03/2017
NR/L2/ELP/27307 Management of M&EE Safety Related Event Reports	4	12/2017
NR/L2/ELP/27402 Specification for protection and control devices for electrical systems	1	12/2009
NR/L2/ELP/27715 Overhead Contact System Design Specification	3	09/2018
NR/L3/ELP/27051 Working Instructions for d.c. Electrified Lines in the Liverpool Area	5	12/2017
NR/L3/ELP/27115 Arrangements for Isolation of the Conductor Rail for Pre-Planned Possessions of the Line	4	09/2018
NR/L3/ELP/27140 Application of Short Circuits for Conductor Rail Isolations	4	03/2019
NR/L3/ELP/27237 Overhead Line Work Instructions	16	09/2018
NR/L3/ELP/3091 DC Electrified Lines Working Instructions	4	09/2018
NR/SP/ELP/29987 Working on or About 25 KV AC Electrified Lines	5	12/2018
NR/L2/ENV/015 Environment and Social Minimum Requirements for Projects – Design and Construction <i>* Issue 7 was published June 2018, then withdrawn and Issue 6 reinstated.</i>	8	03/2019
NR/L2/ENV/115 Environment and Social Management System Requirements	1	03/2018
NR/L2/INF/02203 Controlled Publications - Issue & Receipt	2	12/2011
NR/L3/INF/02204 Controlled Publications - Process & Accountabilities	3	12/2011
NR/L3/INF/02226 Corporate Records Retention Schedule	3	12/2017
NR/GN/INI/001 Guidance on the Management of Door to Door Work & Travel Time	1	12/2008
NR/L2/INI/CP0070 Principal Contractor Licensing Scheme	5	06/2017
NR/L2/INI/P3M/101 Business Process - Governance of Railway Investment Projects (GRIP) - for Projects	5	09/2017
NR/L2/INI/P3M/104 Network Rail Requirements (formerly NR/L1/INI/CP0095)	2	09/2017
NR/L3/INI/CP0028 Contract Requirements - Quality	3	06/2012
NR/L3/INI/CP0036 Provision of Welfare Facilities	4	08/2008
NR/L3/INI/CP0064 Delivering Work Within Possessions	5	06/2017
NR/L2/INV/002 Accident and Incident Reporting and Investigation	13	12/2011
NR/L3/INV/3001 Reporting and Investigation Manual	5	06/2016
NR/L2/MTC/089 Arrangements for the Exchange of Asset Data and the Continuing Maintenance of Assets Undergoing Change	2	12/2018
NR/L3/MTC/EN0100 Waste Management	3	06/2012
NR/L3/MTC/EN0101 Management of Discharges to Sewers & Controlled Waters	3	06/2012
NR/L3/MTC/EN0225 Environ Management System for Infrastructure Maintenance	1	06/2012
NR/L3/MTC/EP0152 Working on or Adjacent to Conductor Rail	5	12/2011
NR/L3/MTC/MG0173 Monitoring of Spoken Safety Communications	3	06/2019
NR/L3/MTC/MG0210 Management of Maintenance Work within a Worksite to Prevent a Possession Overrun	3	06/2019
NR/L3/MTC/MG0213 Index of Standard Maintenance Forms	13	06/2019
NR/L3/MTC/RCS0216 Risk Control Manual	14	06/2019

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Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
<del>NR/L3/MTC/RCS0216 Risk Control Manual</del>	<del>13</del>	<del>09/2018</del>
NR/L3/MTC/RCS0216/OLE02 Risk Control Manual: Working on Red Bonds/Impedance Bonds	2	03/2012
NR/L3/MTC/SE0115 Confined Spaces Working & Entry Procedure	2	06/2008
NR/L3/MTC/SE0117 Planned Assurance Inspections and Site Surveillance	4	09/2018
NR/CS/OHS/002 Policy on Working Safely	1	02/2007
NR/L1/OHS/051 Drugs and Alcohol	6	12/2015
NR/L1/OHS/052 Traumatic Incident Management	1	06/2016
NR/L1/OHS/053 Assessing Risk of Stress in the Workplace	1	06/2016
NR/L2/OHS/00110 First Aid at Work	6	09/2017
NR/L2/OHS/00112 Worksafe Procedure	2	12/2009
NR/L2/OHS/00120 Testing for Drugs and Alcohol	5	12/2015
NR/L2/OHS/00124 Competence Specific Medical Fitness Requirements and Occupational Health Provider Requirements for Medical Assessments	3	12/2016
NR/L2/OHS/003 Fatigue Risk	8	06/2019
<del>NR/L2/OHS/003 Fatigue Risk</del>	<del>7</del>	<del>03/2019</del>
NR/L2/OHS/0044 Planning and Managing Construction Work replaces NR/L3/INI/CP0044 Work Package Planning	5	12/2016
NR/L2/OHS/0047 Managing Health and Safety in Construction (Application of the Construction (Design and Management) Regulations to Network Rail)	7	06/2019
<del>NR/L2/OHS/0047 Application of the construction (Design and Management) Regulations to Network Rail Construction Projects</del>	<del>6</del>	<del>06/2015</del>
NR/L2/OHS/005 High Street Environment & Conditions for Work outside Network Rail Managed Infrastructure	7	09/2010
NR/L2/OHS/019 Safety of People working on or near the Line	9	03/2017
NR/L2/OHS/020 Track Visitor Permits	5	08/2008
NR/L2/OHS/021 Personal Protective Equipment and Work Wear	3	06/2009
NR/L2/OHS/022 Working Safely at Height	1	09/2010
NR/L2/OHS/050 Sentinel Scheme Rules	4	03/2011
NR/L2/OHS/157 Health surveillance for silica and asbestos and the management of diagnosed occupational respiratory conditions	1	03/2017
NR/L3/OHS/0046 The Reporting, Investigation and Recording of Safety and Sustainable Development Events and Close Calls within Infrastructure Projects	3	06/2018
NR/L3/OHS/019-IP Planning and Delivering Safe Work – Implementation Principles for Infrastructure Projects	1	06/2018
NR/L3/OHS/133 Planning and Delivering Safe Work Using Proscient in the East Midlands	1	06/2017
NR/L2/OPS/033 Recording Spoken Safety Critical Communications between Possession Management and Engineering Trains / On-Track Plant Drivers when Working in Possessions and Worksites.	3	06/2019
NR/L3/OPS/084 Line Clear Arrangements Following Engineering Works in Axle Counter Areas – Line Clear Verification Process (formerly NR/L3/OCS/084)	4	09/2018
NR/L3/OPS/251 Unmanned Aircraft System (Drone/UAS) Operations	2	03/2019
NR/GN/OTK/5000 Issue 1 Index of Off-Track Drawings	1	06/2019
NR/L2/OTK/5201 Lineside Vegetation Management Manual	2	03/2019

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Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
NR/GN/RMVP/0200 Infrastructure Plant Manual Guidance	1	12/2018
NR/L2/RMVP/0200 Infrastructure Plant Manual	10	12/2018
<b>NR/L3/RMVP/0201 Calibration Work Instruction Manual Replaces NR/L3/MTC/ME0201</b> This standard provides the index and version control of Calibration Work Instructions for the internal calibration and comparison checking of Inspection, Measuring and Test Equipment (IMTE).	2	09/2011
NR/L2/RSE/070 Engineering Verification	2	12/2011
NR/L2/RSE/100 Network Rail Acceptance Panel processes	5	06/2019
<del>NR/L2/RSE/100 Network Rail Acceptance Panel processes</del>	4	12/2017
NR/L1/RSK/001 Network Rail Risk Policy	2	03/2018
NR/L3/SCO/313 On-Track Machines (OTMs) Driver and Operations Standards Manual	6	06/2019
<del>NR/L3/SCO/313 On-Track Machines (OTMs) Driver and Operations Standards Manual</del>	5	03/2019
NR/L3/SCO/314 Engineering Assurance for T&RS, OTM and OTP Projects	1	12/2018
<del>NR/SIN/113 Special Inspection of Bonding at Bridges, Tunnels &amp; other Overline Structures - WITHDRAWN</del>	2	11/2017
NR/SIN/185 Identification and Inspection of Plain-Lined S&C	1	06/2019
NR/L2/SIG/11201 Signalling Design Handbook	11	06/2018
NR/L2/SIG/14201 Signalling Risk Assessment Handbook	4	03/2019
NR/L2/SIG/30009 Signalling Principles Handbook	16	03/2019
NR/L2/SIG/30014 Signalling Works Testing Handbook	14	06/2019
NR/L3/SIG/10064 General Instructions to Staff Working on S&T Equipment	8	06/2019
<del>NR/L3/SIG/10064 General Instructions to Staff Working on S&amp;T Equipment</del>	7	09/2018
NR/L3/SIG/10661 Signal Maintenance Task Intervals	18	06/2019
NR/L3/SIG/10663 Signal Maintenance Specifications	10	06/2019
NR/L3/SIG/11231 Signal Maintenance Testing Handbook	13	06/2019
<del>NR/L3/SIG/11231 Signal Maintenance Testing Handbook</del>	12	09/2018
NR/L3/SIG/MG0110 Imposition & Removal of Temporary Speed Restrictions	3	06/2012
NR/L2/SIGELP/50000 Safe working and maintenance on or near Signalling Power Distribution Equipment above 175 volts	3	03/2017
NR/L3/SIGELP/50001 Signalling Power Distribution Equipment above 175 Volts	3	03/2017
NR/L3/SIGELP/50002 Safe Working Practices When Working on or Near Signalling Power Distribution Equipment Above 175 Volts	1	12/2016
NR/L3/SIGELP/50003 Safe Working Practices When Working on or Near Signalling Equipment	1	03/2018
NR/L2/TEL/30067 The Transmission of Safety Related Information	2	12/2011
NR/L2/TEL/30156 Functional Requirements for Safety Related Communications Equipment for On Track Plant Working	1	12/2011
NR/GN/TRK/7001 Index of Track Work Information Sheets (TWI)	15	09/2018

# Controlled Documents



Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
<b>NR/L2/TRK/001</b> Inspection and Maintenance of Permanent Way	<b>12</b>	<b>09/2018</b>
<b>NR/L3/TRK/003</b> Index of Track Engineering Forms	<b>30</b>	<b>06/2019</b>
<del>NR/L3/TRK/003</del> Index of Track Engineering Forms	<del>29</del>	<del>03/2019</del>
<b>NR/L3/TRK/3530</b> Track Lubricants	<b>1</b>	<b>06/2012</b>
<b>NR/L3/TRK/7006</b> Creation and Application of Initial ESR Design	<b>1</b>	<b>03/2019</b>



# Controlled Documents



Ref. / Title	Reference
<b>OTHER STANDARDS &amp; GUIDANCE</b>	
BS EN ISO 14001:2015	2015
BS EN ISO 9001:2015	2015
BS EN ISO 45001:2018	2018
BS OHSAS 18001:2007	2007
Investigating Accidents and Incidents – HS(G)245	ISBN 9780717628278
Management of Health and Safety at Work Regulations 1999 Approved Code of Practice and guidance	ISBN 9780717624881
Managing health and safety in construction Construction (Design and Management) Regulations 2015. Guidance on Regulations	ISBN 9780717666263
Successful Health and Safety Management – HS(G)65	ISBN 9780717612765

Ref. / Title	Reference
<b>LEGISLATION</b>	
Bribery Act 2010	2010 c. 23
Control of Asbestos at Work Regulations 2002	2002 No. 2675
Control of Pollution (Amendment) Act 1989	1989 c. 14
Control of Pollution Act 1974	1974 c. 40
Corporate Manslaughter and Corporate Homicide Act 2007	2007 c. 19
Data Protection Act 2018	2018 c. 12
Environmental Protection Act 1990	1990 c. 43
Health & Safety at Work etc. Act 1974	1974 c. 37
Modern Slavery Act 2015	2015 c. 30
Pollution Prevention and Control Act 1999	1999 c. 24
The Confined Spaces Regulations 1997	1997 No. 1713
The Construction (Design and Management) Regulations 2015	2015 No. 51
The Control of Asbestos at Work (Amendment) Regulations 1992	1992 No. 3068
The Control of Asbestos at Work (Amendment) Regulations 1998	1998 No. 3235
The Control of Asbestos at Work Regulations 1987	1987 No. 2115
The Control of Asbestos in the Air Regulations 1990	1990 No. 556
The Control of Asbestos Regulations 2006	2006 No. 2739
The Control of Asbestos Regulations 2012	2012 No. 632
The Control of Lead at Work Regulations 1980	1980 No. 1248
The Control of Lead at Work Regulations 1998	1998 No. 543
The Control of Lead at Work Regulations 2002	2002 No. 2676
The Control of Noise at Work Regulations 2005	2005 No. 1643
The Control of Substances Hazardous to Health (Amendment) Regulations 2004	2004 No. 3386
The Control of Substances Hazardous to Health Regulations 2002	2002 No. 2677
The Environmental Noise, Site Waste Management Plans and Spreadable Fats etc. (Revocations and Amendments) Regulations 2013	2013 No. 2854

# Controlled Documents



Ref. / Title	Reference
<b>LEGISLATION</b>	
The Fire Precautions (Workplace) Regulations 1997	1997 No. 1840
The Hazardous Waste (England and Wales) (Amendment) Regulations 2009	2009 No. 507
The Hazardous Waste (England and Wales) Regulations 2005	2005 No. 894
The Health and Safety (Consultation with Employees) Regulations 1996	1996 No. 1513
The Health and Safety (Display Screen Equipment) Regulations 1992	1992 No. 2792
The Health and Safety (First-Aid) Regulations 1981	1981 No. 917
The Lifting Operations and Lifting Equipment Regulations 1998	1998 No. 2307
The Manual Handling Operations Regulations 1992	1992 No. 2793
The Personal Protective Equipment (EC Directive) Regulations 1992	1992 No. 3139
The Personal Protective Equipment at Work Regulations 1992	1992 No. 2966
The Personal Protective Equipment Regulations 2002	2002 No. 1144
The Provision and Use of Work Equipment Regulations 1992	1992 No. 2932
The Provision and Use of Work Equipment Regulations 1998	1998 No. 2306
The Railways and Other Guided Transport Systems (Safety) Regulations 2006	2006 No. 599
The Regulatory Reform (Fire Safety) Order 2005	2005 No. 1541
The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013	2013 No. 1471
The Safety Representatives and Safety Committees Regulations 1977	1977 No. 500
The Site Waste Management Plans Regulations 2008	2008 No. 314
The Waste Management (England and Wales) Regulations 2006	2006 No. 937
The Workplace (Health, Safety and Welfare) Regulations 1992	1992 No. 3004
Transport and Works Act 1992	1992 c. 42
Water Resources Act 1991	1991 c. 57
Wildlife and Countryside (Amendment) Act 1991	1991 c. 39
Wildlife and Countryside Act 1981	1981 c. 69

# Controlled Documents



## Modular Rulebook GE/RT8000

### PTS Only

In most cases only PTS handbook is required, unless one of the following applies:

1. Index, amendment module and Module G1 to be issued to the following;

*Supervisors and managers who issue publications*  
*Staff who operate signal post replacement switches*  
*Staff who place protection for Line Blockage or T3*  
*Staff who secure points*  
*Those who use tents on or near the line*

2. Index and amendment module to be issued to the following;

*Lookouts*  
*People who take charge of cranes and equipment which could foul an open line*  
*People who take charge of work on or near points*  
*People who carry out patrolling/inspecting duties*

### Other competencies (IWA, COSS, PC, ES, MC, CC)

Name & Issue	Issue Date	Title	Synopsis
<a href="#">GERT8000-RBBL Iss 32.1</a>	Jun 2019	Rule Book Briefing Leaflet	This Leaflet contains details of changes being introduced in December 2018.
<del><a href="#">GERT8000-RBBL Iss 32</a></del>	<del>Sep 2018</del>	<del>Rule Book Briefing Leaflet</del>	<del>This Leaflet contains details of changes being introduced in December 2018.</del>
<a href="#">GERT8000-Gloss Iss 4</a>	Sep 2017	Glossary of Railway Terminology	You will need this glossary if you are issued with GERT8000. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 29)
<a href="#">GERT8000-Gloss Iss 5</a>	Sep 2018	Glossary of Railway Terminology	The Glossary has been updated to reflect changes in terminology within TW5 which removes 'entering service' and replaces it with 'starting a journey'.
<a href="#">GERT8000-AC Iss 5</a>	Sep 2018	AC electrified lines	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper or person in charge of sidings in AC electrified areas.
<a href="#">GERT8000-DC Iss 4</a>	Sep 2015	DC electrified lines	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper and person in charge of sidings in DC electrified areas. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-G1 Iss 6</a>	Sep 2015	General safety responsibilities and personal track safety for non-track workers	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP) and a signaller or crossing keeper in General safety responsibilities and personal track safety for non-track workers. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB1 Iss 4</a>	Sep 2015	General duties and track safety for track workers	This handbook is for those personnel who need to go on the operational railway to carry out their duties, with the exception of a train driver, guard, shunter, signaller, crossing keeper or designated person (DP). This handbook has been updated as part of the December 2015 Rule Book Programme.

# Controlled Documents



Name & Issue	Issue Date	Title	Synopsis
<a href="#">GERT8000-HB2 Iss 2</a>	Sep 2015	Instructions for track workers who use emergency protection equipment	This handbook is for those personnel who need to go on the operational railway to carry out their duties and have been trained to carry out emergency protection. It does not apply to: train drivers, guards, shunters, signallers, crossing keepers and those who act as a designated person (DP). This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB3 Iss 3</a>	Sep 2014	Duties of the lookout and site warden	This handbook is for those personnel who have duties of the lookout and site warden. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
<a href="#">GERT8000-HB4 Iss 2</a>	Sep 2014	Duties of a points operator and route-setting agent - moving and securing points by hand	This handbook is for those personnel who has duties of a points operator and route-setting agent - moving and securing points by hand. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
<a href="#">GERT8000-HB5 Iss 2</a>	Sep 2011	Handsignalling duties	This handbook is for those who carry out handsignalling duties.
<a href="#">GERT8000-HB6 Iss 5</a>	Sep 2015	General duties of an individual working alone	This handbook is for those personnel with general duties of an individual working alone (IWA). This handbook has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB7 Iss 5</a>	Sep 2015	General duties of a controller of site safety (COSS)	This handbook is for those personnel who have the general duties of a controller of site safety (COSS). This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB8 Iss 7</a>	Sep 2017	IWA, COSS or PC blocking a line	You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.
<a href="#">GERT8000-HB9 Iss 6</a>	Sep 2017	IWA or COSS setting up safe systems of work within possessions	You will need this handbook if you carry out the duties of an IWA or COSS setting up safe systems of work within possessions. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB10 Iss 4</a>	Sep 2015	Duties of the COSS or SWL and person in charge when using a hand trolley	You will need this handbook if you are the COSS or SWL and person in charge when using a hand trolley. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB11 Iss 6</a>	Sep 2017	Duties of the person in charge of a possession (PICOP)	You will need this handbook if you carry out the duties of the PICOP. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB12 Iss 6</a>	Sep 2017	Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession	You will need this handbook if you carry out the duties of the ES or SWL in a possession. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB13 Iss 2</a>	Sep 2014	Duties of the person in charge of the siding possession (PICOS)	You will need this handbook if you carry out the duties of a PICOS. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27)
<a href="#">GERT8000-HB14 Iss 2</a>	Mar 2014	Duties of the person in charge of loading and unloading rail vehicles during engineering work	You will need this handbook if you carry out the duties of the person in charge of loading and unloading rail vehicles during engineering work.
<a href="#">GERT8000-HB15 Iss 5</a>	Sep 2017	Duties of the machine controller (MC) and on-track plant operator	You will need this handbook if you carry out the duties of the machine controller (MC) and on-track plant operator. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB16 Iss 4</a>	Sep 2018	AC electrified lines	This handbook is for those personnel who need to go on the operational railway in an AC electrified area to carry out their duties.

# Controlled Documents



Name & Issue	Issue Date	Title	Synopsis
<a href="#">GERT8000-HB17 Iss 3</a>	Sep 2015	DC electrified lines	This handbook is for those personnel who need to go on the operational railway in a DC electrified area to carry out their duties. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB18 Iss 4</a>	Sep 2015	Duties of a Level Crossing Attendant	You will need this handbook if you carry out the duties of a level crossing attendant. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB19 Iss 3</a>	Sep 2015	Work on signalling equipment - duties of the signalling technician	You will need this handbook if you carry out the duties of a signalling technician. This document has been updated as part of the December 2015 Rule Book Programme
<a href="#">GERT8000-HB20 Iss 2</a>	Sep 2015	General duties of a safe work leader (SWL) working outside a possession	You will need this handbook if you have the general duties of a safe work leader working outside a possession. This document has be updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB21 Iss 4</a>	Sep 2018	Safe work leader (SWL) blocking a line	You will need this handbook if you are a safe work leader (SWL) blocking a line.
<a href="#">GERT8000-OTM Iss 8</a>	Sep 2017	Working of on-track machines (OTM)	You will need this module if you carry out the duties of a driver of an on-track machine, operator of an on-track machine or signaller. This document has be updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-T10 Iss 4</a>	Sep 2014	Duties of a designated person (DP) and people working on rail vehicles	You will need this module if you carry out the duties of a designated person and people working on a rail vehicle. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
<a href="#">GERT8000-T3 Iss 8</a>	Sep 2017	Possession of a running line for engineering work	You will need this module if you carry out the duties of a driver or signaller. Information on changes to the issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 29)

## Network Rail Safety Central – Information Section

### Code of Conduct

The Code of Conduct establishes some minimum standards that Network Rail expects in their supply chain. It has been developed by Network Rail's National Supply Chain, Industry bodies, and the Unions. It will be reviewed and updated by members of these same groups bi-annually. Please email queries to [codeofconduct@networkrail.co.uk](mailto:codeofconduct@networkrail.co.uk)

### [Code of Business Ethics](#) (web page)

- [Conflicts-of-Interest-and-Outside-Activities-Policy-Refreshed](#) PDF / 1 Jun 2018
- [Speak-Out-Policy-2018](#) PDF / 30 Apr 2018
- [Anti-bribery-Policy-2018-Updated-iEthics-Links](#) PDF / 30 Apr 2018
- [Anti-Slavery and Human Trafficking Policy May 2017](#) PDF / 30 Oct 2017
- [Code of Conduct Oct 2017](#) PDF / 30 Oct 2017
- [Gifts and Hospitality Policy](#) PDF / 23 Mar 2017
- [Code of Business Ethics](#) PDF / 17 Feb 2017
- [Operational Briefing Video](#) ZIP / 15 Jul 2016

### [Modern Slavery](#) (web page)

- [Modern-Slavery-On-Site case study](#) PDF / 28 Nov 2018
- [Speak-Out-Policy-2018](#) PDF / 30 Apr 2018
- [Stronger-Together-Poster](#) PDF / 6 Apr 2018
- [Stronger-Together-Worker-Induction-Template](#) PPT / 6 Apr 2018
- [Toolbox talk – Modern slavery](#) PDF / 3 Apr 2018
- [Discussion Pack – Modern Slavery](#) PDF / 3 Apr 2018
- [Anti-Slavery and Human Trafficking Policy May 2017](#) PDF / 30 Oct 2017

### Safety Bulletins as of 1<sup>st</sup> June 2019

In this section you'll find copies of the Network Rail safety bulletins regularly sent out to staff working on the Network Rail infrastructure. These cover a range of different safety issues and are often issued in response to a specific incident.

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

You can refine your search by:

#### Bulletin type

- Archive - Lessons Learnt
- Archive - Safety Bulletins
- Safety Advice
- Safety Alert
- Safety Bulletin
- Shared Learning

There will also be an archive of past bulletins, so you can download any that you missed, or want to read again. **Please download them for the FULL TEXT OF THE BULLETINS.**

#### Safety Bulletins

- [Safety Bulletin – NRB19-06 Dumper overturn incident](#) May 15, 2019

#### Safety Advice

- [Safety Alert NRA19-07 – Working safely near level crossings](#) May 13, 2019
- [Safety Advice NRA19-05 National Electrical Power Safety Hour Briefing](#) March 29, 2019
- [Safety Advice NRA19 -04 – Rotameg Rail Lifter](#) March 8, 2019

#### Other documents

- [Safety-Alert-NRX19-3-Deliberate-safety-and-security-incidents](#) May 10, 2019
- [Safety Alert NRX19-02 Railway security and safety](#) April 11, 2019

## Lessons Learnt / Shared Learning

Network Rail are now producing 'Lessons Learnt' publications following events which have led to Formal investigations or local investigations where significant points of learning have resulted. Network Rail believes that these lessons will be of value for all involved in the industry and not just safety professionals, they are ultimately designed to aid prevention of events of a similar nature happening again elsewhere.

### [Shared Learning](#)

## Health & Wellbeing

[Health and wellbeing](#) (web page)

## Risk Management

[Think RISK](#) (web page)

Think RISK is a campaign to help to stop you and your colleagues getting injured at work. Quite simply, it is a series of prompts for you to think through when you're doing your job and help identify and manage safety risks more effectively.

- [Think RISK Launch Film](#) MP4 / 26 May 2018
- [Think-RISK-safety-hour-discussion-pack](#) PPTX / 25 May 2018
- [Think RISK Safety Hour supporting document](#) PDF / 25 May 2018
- [Think RISK Feedback Form](#) DOCX / 25 May 2018
- [Think RISK- Lisbeth Fromling](#) MP4 / 24 May 2018
- [Think RISK Discussion with Chester DU](#) MP4 / 24 May 2018
- [Think RISK Poster Set 1](#) PDF / 22 May 2018
- [Think RISK Poster Set 2](#) PDF / 22 May 2018

## Safety Films

<http://safety.networkrail.co.uk/Alerts-and-Campaign/Safety-Films>

In this section you will find all the safety films which are also listed in the relevant subject areas with supporting materials. Please note some of these films contain strong language and scenes which viewers might find upsetting. As such we recommend that these films are only viewed by people over the age of 16.

Have you got a good idea for a film? If you have, write into [safety.central@networkrail.co.uk](mailto:safety.central@networkrail.co.uk) to let us know.

## Resource Library

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

The Resource Library holds a wealth of information.

## SCO 24:7 (Supply Chain – Operations) Telephone

**SCO 24:7 (formally the NSC247 and NDS24:7): call 01908 723500 or 085 65500 (internal)**

SCO 24:7 operates 24 hours a day, 365 days of the year from the Quadrant in Milton Keynes. Our remit is to manage the real-time delivery of SCO products & services to our customers. This includes engineering haulage, materials, on track machines, infrastructure monitoring, seasonal treatment, HSEA reporting, site access services and lone worker monitoring.

## Emergency

If there's a safety threat to you or to others such as:

- Animals, objects or people on or near the track
- Damage or fault at a level crossing
- A vehicle has hit a bridge
- A broken fence or open gate allowing access to the track

Please call Network Rail Emergency 24-hour helpline immediately: **03457 11 41 41**

## To report a crime

Please contact the British Transport Police: **0800 40 50 40**, **999** or **Text 61016**



## Useful Links

The following pages contain other useful links and safety information from various sources which may be relevant to you.

Item	Details
<p><b>Health and Safety Executive</b>  <a href="http://www.hse.gov.uk">http://www.hse.gov.uk</a>                      – Website</p>	<p>Government agency responsible for regulating risks to health and safety arising from work. HSE publications can be downloaded free in Adobe PDF format.</p>
<p><b>CIRAS Online</b>  <a href="http://www.ciras.org.uk">http://www.ciras.org.uk</a>                      – free access</p>	<p>The Confidential Incident Reporting and Analysis System                      Freephone number 0800 4 101 101.</p>
<p><b>Network Rail</b>  <a href="http://www.networkrail.co.uk">http://www.networkrail.co.uk</a>                      – Website</p>	<p>Owner and operator of Britain's railway infrastructure.</p>
<p><b>Network Rail Standards</b>  <a href="http://www.ihserc.com/">http://www.ihserc.com/</a>                      – subscription required</p> <p><b>Network Rail Standards Subscriptions</b>                      IHS Global Ltd                      Phone: 01344 328000</p> <p><b>Network Rail Standards Management Publications Manager</b>                      Nicole Lockwood                      Phone: 01908 782 481</p> <p><b>Network Rail Standards Hard Copy Document Centre</b>                      IHS Retail                      Phone: 01344 328039                      Fax: 01344 328005 or email:  <a href="mailto:emeastore@ihserc.com">emeastore@ihserc.com</a></p> <p><b>Network Rail Technical Drawings</b>                      National Records Group                      Email: <a href="mailto:nrgcivils@networkrail.co.uk">nrgcivils@networkrail.co.uk</a></p>	<p>All current Network Rail standards are available via the IHS website.</p> <p><b>How do I become an annual subscriber to an IHS product?</b>                      IHS business packages are available to purchase on an Annual Subscription basis by either Core Selection Criteria or individual/additional supplements.</p> <p>Upon receiving the above information, we will be in contact to confirm your exact requirements along with pricing details. Before issuing a Password for Internet Access or forwarding CD ROMs we will require an official Purchase Order No. from your Company.</p>
<p><b>Network Rail Safety Central</b>  <a href="http://safety.networkrail.co.uk">http://safety.networkrail.co.uk</a>                      – free access</p>	<p>The site is your one-stop shop of safety information, advice, resources and useful contacts, designed to promote consistency and best practice across the whole rail industry. The information is divided under the following sections:</p> <ul style="list-style-type: none"> <li>• Alerts &amp; Campaign Material</li> <li>• Communication &amp; Health</li> <li>• Commitment &amp; Rules</li> <li>• Safety Groups</li> <li>• On Site Solutions</li> <li>• Toolbox</li> </ul>
<p><b>RSSB Close Call System</b>  <a href="http://www.closecallsystem.co.uk">www.closecallsystem.co.uk</a>                      – Register for access</p>	<p>At the request of Network Rail and its contractors, RSSB has developed a new internet-based system that will allow the industry to centrally record and analyse 'Close Call incidents'. This is known as the Close Call System.</p>



## Useful Links



Item	Details
<p><b>Rail Safety and Standards Board</b>  <a href="http://www.rssb.co.uk">http://www.rssb.co.uk</a>                      – free access</p>	<p>RSSB builds industry-wide consensus and facilitates the resolution of difficult cross-industry issues. They provide knowledge, analysis, a substantial level of technical expertise, powerful information and risk management tools.</p>
<p><b>RSSB Websites &amp; Online Services</b>  <a href="http://www.rssb.co.uk/rssb-websites-and-services">http://www.rssb.co.uk/rssb-websites-and-services</a></p>	<p><b>RSSB Websites &amp; Online Services</b></p> <p>This is a very useful page that provides links to various other websites. These websites are fully or partially hosted by RSSB and other external organisations within the rail industry to you with useful resources and tools.</p>



Item	Details
<p><b>Railway Group Standards</b>  <a href="http://www.rssb.co.uk/rgs">http://www.rssb.co.uk/rgs</a>                      – free access</p> <p>Rail Safety &amp; Standards Board                      Enquiry Desk                      Phone: 020 3142 5400                      Website <a href="http://www.rssb.co.uk">www.rssb.co.uk</a></p>	<p><b>Purchasing Railway Group Standards</b>                      A copy of the order form can be found in the forms section of the RGS Catalogue or from the RGSONLINE website stated above. You will need the following details in order to complete the form:</p> <ul style="list-style-type: none"> <li>• Railway Group Standards code and title</li> <li>• Quantity</li> <li>• Price</li> <li>• Purchaser's full name, business, address and telephone number</li> <li>• Credit card details, cheque or purchase order number</li> </ul> <p>Then fax or post it to <b>Willsons Printers Limited</b> at the address below.</p> <p>Please ensure that you include your credit card details, purchase order or a cheque made payable to Willsons Printers. Payments can also be made by BACS - please contact Willsons for company bank details. Orders received will be dispatched within five working days.</p> <p><b>Purchasing National Operations Publications</b>                      National Operations Publications are Railway Group Standards which set out mandatory requirements for direct application in the workplace. These include:</p> <ul style="list-style-type: none"> <li>• Modular Rule Book (GERT8000)</li> <li>• Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods (GORM3053)</li> <li>• Working Manual for Rail Staff: Freight Train Operators (GORM3056)</li> <li>• Rule Book Forms</li> </ul> <p>Details of these documents can be found in the sections 'Document Titles and Descriptions' for Traffic Operation and Management.</p> <p>As these documents are subject to frequent change, amendments which do not justify the reissue of the module or section of the working manual are published in GERT8001, Changes to National Operations Publications.</p> <p>Willsons Printers Limited supplies the modules and handbooks which make up the Modular Rule Book, Working Manual and Rule Book forms.</p> <p>You can order these documents by contacting <b>Denise Atkinson</b> at <b>Willsons Printers Limited</b> at the address below:</p> <p><b>Willsons Printers Limited</b>  <b>Highlander House</b>  <b>Cross Street, Newark</b>  <b>Nottinghamshire, NG24 1PP</b>  <b>Tel: 01636702334      Fax: 01636701396</b>  <a href="http://www.willsonshop.com">http://www.willsonshop.com</a></p>
<p><b>M&amp;EE Networking Group Codes of Practice</b>  <a href="http://www.rssb.co.uk/rgs">http://www.rssb.co.uk/rgs</a></p>	<p>The M&amp;EE Networking Group is a non profit making group dedicated to the sharing of professional engineering and railway operations information and to provide a focus to the rail industry relating to operational and technical safety of plant. The group is</p>

## Useful Links



Item	Details
<p><b>Refine results by selecting Lead Committee</b></p>	<p>a meeting of the professional heads of mechanical and electrical engineering and operations from infrastructure contractors, Network Rail, RSSB, the Rail Plant Association, London Underground and elected representatives from other infrastructure renewal companies, plant owners, and manufacturers/suppliers of plant and technical services.</p> <p>The M&amp;EE Networking Group produces Codes of Practice and other documents as good practice for all members of the industry.</p>
<p><b>Rail Sentinel</b>  <a href="https://www.railsentinel.co.uk/">https://www.railsentinel.co.uk/</a> – registered companies only</p>	<p><b>Sentinel Scheme Rules</b>                      The latest copy of the scheme rules can be found here: <a href="#">Sentinel Scheme Rules</a> (bottom of website)</p>
<p><b>Office of Rail and Road</b>  <a href="http://orr.gov.uk/">http://orr.gov.uk/</a>                      – free access</p>	<p>Independent safety and economic regulator for Britain's railways, and monitor of performance and efficiency for England's Strategic Road Network.</p>
<p><b>Rail Accident Investigation Branch</b>  <a href="http://www.raib.gov.uk/">http://www.raib.gov.uk/</a>                      – free access</p>	<p>Independent railway accident investigation organisation for the UK. It investigates railway accidents and incidents on the UK's railways to improve safety, not to establish blame.</p>



## Other Safety Information

### Other Bulletins

#### Planning and Delivering Safe Work

Standard 019 – Safety of people at work on or near the line is now live.  
<https://safety.networkrail.co.uk/safety/planning-and-delivering-safe-work/>

#### Working at Height

In January 2019 an Emergency Change NR/BS/LI413 was implemented. this affect Standard NR/L2/OHS/022 issue 1 Working Safely at Height.

- [Emergency Change – Working Safely at Heights – January 2019](#) PPTX / 30 Jan 2019
- [Working at height ukxi\\_20050735\\_en](#) PDF / 30 Jan 2019
- [Safe use of ladders HSE indg455](#) PDF / 30 Jan 2019
- [Working at Height HSE indg401](#) PDF / 30 Jan 2019

#### Track Safety Alliance

A few videos of interest at the Track Safety Alliance website:  
<http://www.tracksafetyalliance.co.uk/videos/65/>

Latest Video:

- [TSA - Caring Neighbours](#)
- [Waste Management](#)
- [Great Crested Newts](#)

#### Southern Shield

##### Everyone Home Safe Every Day

Southern Shield is a collaborative safety forum that consists of Network Rail Infrastructure Projects Southern Region and its principal contractors. There are many more useful links on their website  
<https://www.southernshield.co.uk/>

- Best Practice <https://www.southernshield.co.uk/best-practice/90/>
- Safety Messages <https://www.southernshield.co.uk/safety-messages/4/>
- Health & Wellbeing <https://www.southernshield.co.uk/health-and-wellbeing/82/>

# FAQ: CBD Oil



## What is CBD oil?

CBD (cannabidiol) oil is extracted from strains of the cannabis plant and is sold as a food or herbal supplement.

Different strains of the cannabis plant contain varying levels of the psychoactive component tetrahydrocannabinol (THC) due to the differing levels of active cannabis.

In order to be sold in the UK, it must contain less than 0.2 % THC which is deemed not to cause psychoactive effects.

CBD oil is not controlled under the same regulations as a medication.



everyone fit  
for the future



### Is CBD oil safe for use?

CBD oil may cause symptoms which impact on safety critical working.

The use of CBD oil is not advisable for any Network Rail employee, due to a lack of definitive evidence that performance or judgement is not impaired.

Furthermore, the rail industry does not support the use of CBD oil.

### What if I already take CBD oil or if my GP recommends CBD oil to support a medical condition?

It is likely that any existing health conditions where a GP recommends CBD oil for symptom management, will require support from occupational health.

If you currently take CBD oil it is recommended that you speak to your GP to understand all potential side effects and request that your line manager refer you to occupational health.

### How does this apply to Network Rail drug and alcohol testing?

Network Rail has a zero tolerance to drugs and alcohol at work. Should you take CBD oil, you could be at risk of failing a drug and alcohol test.

The advice could change if new conclusive evidence emerges around the safe use of CBD oil.



# Shared Learning

Key learning following a serious incident



## RIDDOR Dangerous Occurrence - Signalling wrong side failure

**Issued to:** All Network Rail line managers, safety professionals and RISQS registered contractors  
**Ref:** NRL19-04  
**Date of issue:** 01/03/2019  
**Location:** Up Doncaster line between Knottingley South and Haywood Junctions, LNE/EM Route  
**Contact:** Neil Horton, Programme Engineering Manager, IP SNE  
[Neil.Horton@networkrail.co.uk](mailto:Neil.Horton@networkrail.co.uk)



### Overview

In August 2018, during work to renew four Automatic Half Barrier level crossings, problems with a data changeover occurred. During the overnight possession a decision was taken to revert to using some original wiring. When that wiring was recommissioned, 'track circuit clear' conditions were omitted from the controls for an automatic signal.

This omission caused the signal to display a proceed aspect whilst trains were still within the signal section ahead. The mistake was found 11 days after the old wiring was reinstated and commissioned.

### Underlying causes

- Assumptions were made about compatibility of electronic systems and data
- There were no planned contingencies for data changeover issues despite similar experiences on other projects
- The independence between installation and testing was compromised
- Testers made assumptions about the extent of testing being undertaken by others
- Installation took place without labelling or clear drawings; useful diagrams and materials were removed from site before the works were complete
- Perceived time pressure to return the railway into service in a timely manner contributed to the decisions made on site

### Key message

Signalling wrong-side failures have the potential for catastrophic consequences as they result in the infrastructure being in an unsafe state.

In this example, the discipline of the Signalling Works Testing Handbook (SWTH) procedure to control that risk was not followed.

Re-planning of works needs to acknowledge that the full SWTH testing must always happen.

How could you use contingency planning to anticipate similar failures and avoid last minute decisions?

How can you learn from other failures and close calls to improve the effectiveness of risk control in your work?

When work doesn't go to plan:

- Who is responsible for ensuring all processes are followed?
- Who is responsible for risk assessing the change to plans?
- Who is responsible for re-planning the work?
- Who is responsible for making sure that all the necessary information is available on site?
- How are new / late plans communicated?
- What support is available to those delivering the work?

Part of our group of Safety Bulletins





# Shared Learning

Key learning following a serious incident



## Managing the risk from welding fumes

**Issued to:** All Network Rail Line Managers, Safety Professionals and Welding Team Leaders

**Ref:** NRL19-05

**Date of issue:** 14/03/2019

**Location:** National

**Contact:** Dr Richard Peters Chief Medical Officer; Bob Cox Principal Engineer Welding & Grinding; Bill Cooke Head of Corporate Workforce Safety



### Overview

In February 2019, the Health & Safety Executive (HSE) published a Safety Alert STSU1-2019 which highlighted a change in enforcement expectations for mild steel welding fume.

There is a change in HSE enforcement expectations in relation to the control of exposure of all welding fumes, including that from mild steel welding.

Control of the risk of exposure will require suitable engineering controls for all welding activities undertaken indoors, e.g. Local Exhaust Ventilation (LEV).

Extraction will also control exposure levels to manganese, present in mild steel welding fume, which can cause neurological effects similar to Parkinson's disease.

### Underlying causes

HSE's Workplace Health Expert Committee has endorsed the reclassification of mild steel welding fume as a human carcinogen.

There is new scientific evidence that uncontrolled exposure to all welding fume, including mild steel welding fume, can cause Lung cancer in humans, in some cases. There is also limited evidence linked to kidney cancer.

### Key message

<p>All businesses units undertaking welding activities should ensure effective engineering controls are provided and correctly used to control fume arising from those welding activities, irrelevant of task duration. This includes welding outdoors.</p> <p>LEV must be thoroughly inspected and tested at least every 14 months by a competent person.</p> <p>All risk assessments should be reviewed, updated and reissued following the new HSE guidance.</p>	<p>Where engineering controls are not adequate to control all fume exposure, adequate and suitable Respiratory Protective Equipment (RPE) is also required. RPE must be correctly fitted and maintained to control the risk from the residual fume.</p> <p>RPE is available from the Personal Protective Equipment (PPE) catalogue. It is important to select RPE that is suitable for the task and properly fits each user.</p> <p>Ensure plans are in place so that any employee at risk can receive the required health surveillance.</p>
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## Shared Learning

Key learning following a serious incident



### Issue 2.00 Lifesaving Rule - Test before touch 25kV OLE

**Issued to:** All Network Rail line managers, safety professionals and RISQS registered contractors

**Ref:** NRL19-03

**Date of Issue:** 25/03/2019

**Location:** National

**Contact:** Paul Thompson, Senior Engineer Contact Systems



Never assume equipment is isolated – always test before touch.

#### Overview

This bulletin is issued to provide enhanced guidance around the lifesaving rule for 'test before touch' for 25kV Overhead Line Equipment (OLE).

A previous safety bulletin NRA 18/12 was issued in July 2017 which set out the 5 step process for test before touch on 25kV OLE.

Recent feedback from practitioners on site have highlighted a need to address concerns on the different ways 'Test before Touch' is being interpreted across the 25kV Network.

A revised application guide has been produced specifically for 25kV OLE titled "Never assume equipment is isolated – always test before touch". This is available to download from Safety Central website ([https://safety.networkrail.co.uk/wp-content/uploads/2019/12/L3R-update-25kV-overhead-line-equipment-Test-Before-Touch\\_-\\_06-02-2019.pdf](https://safety.networkrail.co.uk/wp-content/uploads/2019/12/L3R-update-25kV-overhead-line-equipment-Test-Before-Touch_-_06-02-2019.pdf)). This will be implemented for use by 30th June 2019.

The revised application guide will be incorporated into the existing application of the electrical lifesaving rules applied to electrical power assets (<https://safety.networkrail.co.uk/wp-content/uploads/2016/12/Application-of-the-Electrical-Lifesaving-Rules.pdf>).

#### Guidance on the Life Saving Rule 'Test before touch'

- The Form C holder is required to witness the test of 25kV OLE by a Nominated Person or an Authorised Person before accepting the Form C on site.
- Test before Touch is required for any circumstance which requires a person, or any tools (excluding approved insulated tools), to come within 600mm of 25kV a.c. overhead line equipment.
- Only Network Rail product accepted test devices shall be used to perform testing.
- When touching the 25kV OLE, once in receipt of a Form C, a further test shall be carried out prior to work commencing for the first time at the site of work. The test shall be performed by a competent person and witnessed by all members of the working group who will be touching the 25kV OLE.
- When in receipt of a Form C and having carried out an initial test before touch, you shall test the new location if: you have moved beyond discrete features in the OLE (such as Section Insulators, Neutral Sections, Insulated Overlaps), moved onto a different track; or moved on to a different conductor. If there is any doubt, then the test shall be performed again.

#### Key message

Follow the life saving rule and always test before touch.

A revised application guide has been produced specifically for 25kV OLE titled "Never assume equipment is isolated – always test before touch". This is available to download from Safety Central website ([https://safety.networkrail.co.uk/wp-content/uploads/2019/12/L3R-update-25kV-overhead-line-equipment-Test-Before-Touch\\_-\\_06-02-2019.pdf](https://safety.networkrail.co.uk/wp-content/uploads/2019/12/L3R-update-25kV-overhead-line-equipment-Test-Before-Touch_-_06-02-2019.pdf)). This will be implemented for use by 30th June 2019.

The electrical lifesaving rule for test before touch on 25kV OLE is a five-step process:

1. Test before earth – to ensure the equipment is de-energised before applying an earth.
2. Apply earths – eliminate the risk of residual voltage.
3. Always be sure the required plans and permits are in place, before you start work or go on or near the line – For 25kV OLE this means ensure that you have a Form C in accordance with NR/L3/ELP/29987 which details the working limits of the Isolation.
4. Test before touch – a check that you are in the right location as per your Form C working limits.
5. Retest if you move beyond any inline OLE feature, move to different track or work on a different conductor.

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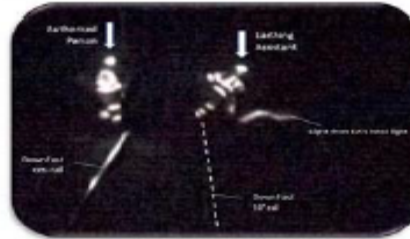
# Shared Learning

Key learning following a serious incident



## Sundon near miss

**Issued to:** All Network Rail line managers, safety professionals and RISQS registered contractors  
**Ref:** NRL19-06  
**Date of issue:** 08/04/2019  
**Location:** Sundon, Bedfordshire (LNE)  
**Contact:** Joe Rowberry, Infrastructure Maintenance Engineer, LNE



### Overview

At approximately 23:50 hours on Wednesday 12th December 2018, the East Midlands Trains' 1D91 London St Pancras to Derby service approached two isolated staff who were walking back-to-traffic on the Down Fast line.

The train was travelling at 101mph, although the linespeed was 125mph. The driver of 1D91 sounded a warning horn and applied the emergency brake.

On realizing the imminent danger, one of the staff members pushed the other clear of the Down Fast and into the open Up Fast where he sustained minor injuries due to contact with the running rail.

The two staff did not get to a defined position of safety, but managed to get clear of the path of the train a fraction of a second before the train passed them.

### Underlying causes

The two workers accessed the open Down Fast line on the misunderstanding that it was the blocked Up Slow line. The pair had become disorientated, in part due to the safety brief they received being carried out at a different location on the opposite side of the railway to the point that they arrived at to access the track in their vehicles.

There were access points on opposite sides of the railway, linked by a footbridge which contributed to the misunderstanding. There were no access point information boards at either access point. Although experienced workers, the two staff had little experience on the section of line concerned.

The work group comprised of an Authorised Person (AP) and an Earthing Assistant. The AP was also fulfilling the duties of a Controller of Site Safety and Person In Charge (COSS/PIC). The AP was unclear about the role he was supposed to be carrying out.

The AP did not receive a brief on the arrangements from the Engineering Supervisor (ES). Instead the ES briefed the Nominated Person, and the Nominated Person onward briefed the information to the AP.

Consequently, the AP/COSS/PIC did not directly speak to the ES and did not sign in with him. In briefing the AP, the Nominated Person was not filling any official Rule Book role.

When the Nominated Person signed in with the ES, he also signed out to enable him to avoid going back to the ES's location once the work was finished. The shortcut had become custom and practice.

The AP/COSS's Safe Work Pack (SWP) did not detail the access point arrangements and was provided to him just 10 minutes before the planned start time.

### Key message

Any person working as a COSS in an engineering worksite should ALWAYS receive a brief from the ES and sign the RT3199.

A COSS MUST NOT sign-out with an ES at the same time he/she signs in, unless the work is cancelled.

Every work group MUST have a SWP and Person In Charge.

Anyone going on or near the line should always be absolutely clear about the access, egress and protection/warning method.

Any COSS or PIC should ALWAYS have the Safe Work Pack to check and understand a minimum of a shift in advance.

Copies of Safety Advice are available on [Safety Central](#)

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Safety Alert

Safety Bulletin

Safety Advice

Shared Learning



News

HAZARDOUS SUBSTANCES

## New welding risk control measures

*As a result of new scientific evidence being published, the HSE now expects a higher standard of welding fume control. What risk control measures should be implemented when welding is undertaken?*

### Important changes

In 2017 a paper published by the International Agency for Research on Cancer (IARC) led to welding fume being designated as a “Group one carcinogen”. It’s relatively rare for the IARC to put a substance in this group; there are only 100 in this category in total. This designation means that there’s evidence to prove that the substance is “Carcinogenic to humans”, i.e. it causes cancer.

### HSE’s response

As a result of the IARC’s reclassification, the HSE reviewed its current position on welding fume (yr.17, iss.11, pg.1, see **The next step**). It recognised that the standards of control it had previously described in its guidance would be insufficient to protect workers from the risk of cancer. There was clearly some significant work carried out in the background at the HSE as it was not until 14 January 2019 that it announced any changes (see **The next step**).

### What does this entail?

Previously, many businesses had assessed that natural ventilation was likely to provide adequate protection to staff when welding outside, particularly when the work was of short duration. Now, under the new standard, respiratory protective equipment (RPE) is to be used for all outdoor welding operations.

When the work takes place indoors the HSE expects the use of local exhaust ventilation (LEV). If LEV is unable to capture fumes effectively, RPE must be worn as well. We’ve incorporated these risk control measures into our example risk

assessment for welding using oxy-acetylene equipment (see **The next step**).

**Tip 1.** Determining whether your LEV is likely to be effective in capturing the fume should take into account visual evidence and the results of your system’s thorough examination and test under the **Control of Substances Hazardous to Health Regulations 2002**. This examination and test is required every 14 months.

**Tip 2.** For occasional short duration welding, you should find that a disposable respirator (designed for welding fume) provides suitable protection. However, you may prefer the comfort of a filtered air-fed hood. This hood involves a much higher initial outlay but has several advantages, including that facial hair does not affect performance.

**Tip 3.** If in doubt regarding RPE, speak to a reputable specialist supplier. Once you’ve decided on a product, write the specification into your COSHH assessment.

**Note.** Given that this is a hot topic, and that inspectors will be checking up on businesses on site, it’s time to review your arrangements against the expected control standards.

**Tip 4.** Review your risk assessments, making sure that they reflect and take into account these stricter requirements. Ensure that staff are instructed in any revised safe method of work.

### The next step



For a previous article on welding fumes, a link to the HSE guidance and a risk assessment - safe use of oxy-acetylene welding and cutting equipment, visit <http://tipsandadvice.healthandsafety.co.uk/download/HS-17-13-07>.

*As welding fumes have been classified as a carcinogen, respiratory protective equipment (RPE) is required, even when welding takes place outside. Inside you’ll need extraction equipment and possibly RPE as well. Make sure your methods of work and documentation are up to date.*

7 - 18.03.2019

TIPS • ADVICE™ HEALTH • SAFETY



# Safety Bulletin

*A serious incident has taken place*



## Needle Stick Injury- Malicious Act

**Issued to:** Western Route- Cascade to front line colleagues today.

**Ref:** WNB1913

**Date of issue:** 16.04.19

**Location:** Trowbridge, Wiltshire

**Contact:** Emily Farthing-Chedzoy Workforce Health, Safety and Environment Advisor



### Overview

This morning (16.04.19) at 00:45 a Network Rail colleague whilst attending site and unlocking an access gate padlock, came into contact with a needle stick and received a puncture wound to the palm of their hand.

It appears the needle sick has been deliberately stuck to the back of the padlock. Police have been made aware of the incident and will be provided with the object (if safe to do so). Our colleague was accompanied to hospital where they are being supported.

Checks are being completed at other access points in the area and all colleagues are asked to share this alert and be vigilante on this new risk.

In the event of contact with a discarded needle, its advised the wound is allowed to gently bleed, ideally holding it under running water and seeking medical advice as soon as possible.

Always report the accident to Fault Control and arrange for removal of the needles by a competent person.

### Discussion Points

While we are investigating this incident, please discuss the following with your teams:

Malicious incidents of this nature have unfortunately taken place before on our

- Are suitable gloves worn at all times to include when using padlocks?
- Any locations found to have padlock/s that have been tampered with in a similar way are to

# IP Signalling Shared Learning

Key learning following a serious incident



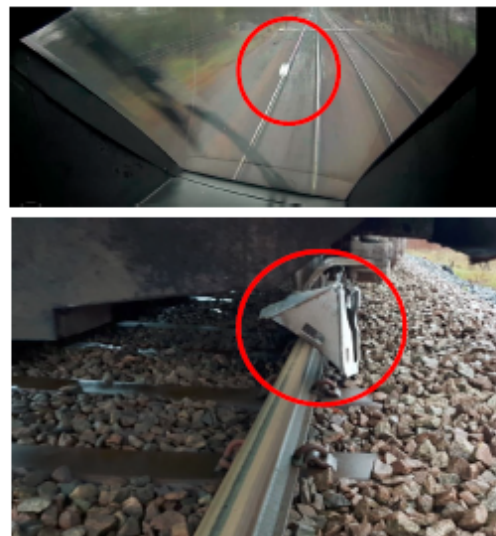
**IP Signalling** Issue Date: 9th April 2019 For more information contact: [Gavin.Burns3@networkrail.co.uk](mailto:Gavin.Burns3@networkrail.co.uk)

**Issue Number:** IPSIG-SL007 **Title:** Operational Close Call - Signal Wedge on Line

**Details of event**  
 At 14:00 on the 18th December 2018 the driver of a Hull Trains service reported that a train had struck a metal bar upon departing Gilberdyke Station area on the Down Hull line. Following an inspection of the damage, the driver reported that a piece of metal had become wrapped around the leading bogie, causing damage to a foot crossing after the point of impact.

After further investigation the reported piece of metal was identified as a signal wedge, used to sit lightweight signals upon whilst in a lowered position awaiting commissioning. The signal wedge had been left on site after the signal in question had been erected. The full investigation identified that a member of the public had intentionally placed the signal wedge on the rail head to cause damage. The result of the train striking the signal wedge caused a 2030 minute delay and criminal proceedings to be taken against the individual.

- Immediate Cause**
- Train striking signal wedge which had been placed on rail head by a member of the public.
- Underlying Causes**
- Easter commissioning cancelled (Apr 18) - This led to signal wedges being procured to alleviate pressure on structures.
  - Commissioning plans changed — Technical problems led to a change of focus during the Commissioning, leading to the recovery of the wedges to be overlooked.
  - Knowledge of the need to collect the wedges was not communicated outside of the signalling team.
  - Poor trespass mitigation measures in the area was a contributory factor.
  - Unforeseen malicious act of vandalism — No previous reported crime project related crime for the life cycle of the project.
  - Project material left unsecured lineside.



(Top right) FFC footage from train showing item on railhead (Bottom right) the signal wedge after impact, lodged in the wheel guard

- Corrective Actions Taken**
- Updated the project local risk assessment.
  - Reviewed and updated the Business level risk assessment.
  - Updated the Construction Phase Plan, Work Package Plans, and project risk register.
  - Close called and recommend that the security arrangements against trespass are reviewed in the vicinity of the incident (station platform and pedestrian crossing).

- Discussion Points**
- What does your Business risk assessment / Project risk assessments say about leaving materials lineside?
  - How do we ensure materials are recovered from our project sites?
  - What would you do if you observed an increased vandalism risk in your respective project / work area?

For further information contact: [gavin.burns3@networkrail.co.uk](mailto:gavin.burns3@networkrail.co.uk)  
 Date of issue: 9th April 2019

# STOP Think! Moment – A565 NLKC Damage to 11kV power cable using road pins



### What Happened?

A section of footway had been previously excavated as part of the scheme to widen a carriageway. This involved the installation of new kerbs further into the footway. The subcontractor's engineer was marking out the line of new kerbs using road pins installed using a lump hammer.

During this process, one of the pins pierced an underground 11kV power cable causing it to flash. The engineer was caught in the flash and received minor burns to his hand, face and torso. His clothes and PPE were also burned. He went to hospital immediately to be checked. He returned to site later that day and was fit to work the following day.



### Impacts

- Minor burns to the engineer's hand, face and torso. This could have been significantly worse.
- Damage to the cable with some short term power loss to local businesses.



The investigation is currently on-going, however the following points apply with immediate effect...

- ✓ The use of metal road pins creates a significant risk. **They are not to be used on Osborne projects. This BAN is with IMMEDIATE effect.**
- ✓ **Flame and arc flash resistant clothing MUST be worn when breaking ground.**

If you need assistance sourcing an alternative to metal road pins, please contact a member of the SHE team. Finally if you are unsure, **always STOP Think!**, and discuss with your line manager and/or the SHE team.



**STOP Think!**  
Metal road pins are **BANNED** on all Osborne projects with immediate effect

STOP Think Moment – A565 NLKC – 11kV Power Cable Strike  
Contact for further guidance and information Will Kinson [will.kinson@osborne.co.uk](mailto:will.kinson@osborne.co.uk)

# HSE Lessons Learned



**Title:** Grinding Accident on Unit 172 002 at Tyesley Depot. IP sustained injury to their thumb  
*HSE Critical Risk:- Machinery*

<b>Date:</b> 08/05/2019	<b>Business Segment:</b> Services UK
<b>Site:</b> Tyesley (off site for Ilford HM)	<b>City / Country:</b> England
<b>Area:</b> West Midlands Tyesley Depot <b>QHSE Portal ID:</b> AC-00966	

## Description

IP received a cut to his thumb whilst carrying out grinding work to a component, which was clamped to a pallet.

## Key Lessons Learned

Control measures that had been identified from a previous grinding accident, were not followed at this off site location. With the hazards known around grinding, the task was not assessed for an alternative process.

Root Causes	Corrective and Preventive Actions
No HSE Leadership / Supervision	Ensure all levels of management enforce control measures
Control measures not fully implemented from a previous accident	Develop and ensure implementation of robust risk assessment



Site Reference: AC-00966  
 Contact Person: Andy Mills

**BOMBARDIER**



# Application of the Electrical Lifesaving Rules

## Purpose

### The electrical lifesaving rules are;



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



Always test before applying earths or straps.



Never assume equipment is isolated – always test before touch.

The Lifesaving Rules were introduced to support the Network Rail safety vision of Everyone Home Safe Every Day.

The purpose of this document is to describe how these rules are applied to electrical power systems. This guidance is based upon requirements stated in the following company standards:

- NR/SP/ELP/29987 ac electrified lines work instruction
- NR/WI/ELP/3091 dc electrified lines work instruction
- NR/L3/MTC/EP0152 Working on, or adjacent to, conductor rail
- NR/WI/ELP/27051 Work instructions for dc electrified lines in the Liverpool area
- NR/WI/ELP/27052 Work Instructions for dc Electrified Lines on the Nothern City
- NR/SP/ELP/21060 Issue of safety documentation for work on 650/750V dc apparatus
- NR/L3/ELP/21067 Instructions for making out issuing and cancelling high voltage permits to work, sanctions for test and state certificates
- NR/L3/SIGELP/50001 Working on or near 650V signalling power supplies

The Electrical Safety Delivery (ESD) and Business Critical Rules (BCR) programmes are committed to improving these standards. This means the Lifesaving Rules requirements will evolve as new controls are implemented.





## Scope

There are 10 Network Rail Lifesaving Rules. This document focuses on three rules which are specifically relevant to electrical safety and how these apply to the following electrical systems:

- 25 kV ac overhead line equipment
- 750 V dc conductor rail system
- HV distribution systems (switchgear, transformers, etc.)
- 750 V dc distribution equipment (switchgear, rectifiers, etc.)
- Signalling power supplies

Other Rules that are relevant, but which are not detailed in this document include:

- Always use equipment that is fit for its intended purpose
- Never undertake any job unless you have been trained and assessed as competent

## Application


These rules must be adhered to by all Network Rail employees or contractors working on Network Rail infrastructure.

## Definitions

ac	alternating current
ATF	auto transformer feeder
COSS	controller of site safety
dc	direct current
DCCR	direct current conductor rail
DEP	designated earthing point
DPE	designated project engineer
ECO	electrical control operator
EPME	electrification and plant maintenance engineer
FSP	functional supply point
HV	high voltage (above 1000 volts)
kV	kilo volts
LV	low voltage
OLE	overhead line equipment
PTS	personal track safety
RAM	route asset manager
RC	return conductor
SMOS	structure mounted outdoor switchgear
TP	track paralleling



## The application of Electrical Lifesaving Rules (Please click on hyperlinks to download files)

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

25 kV Overhead Line Equipment

750 V dc Conductor Rail System

HV Distribution Equipment (Switchgear, transformers, etc.)


750 V dc Distribution Equipment (Switchgear / Rectifiers etc.)

 Always test before applying earths or straps.

25 kV Overhead Line Equipment

750 V dc Conductor Rail System

HV Distribution Equipment (Switchgear, transformers, etc.)

 Never assume equipment is isolated – always test before touch.

25 kV Overhead Line Equipment

750 V dc Conductor Rail System

HV Distribution equipment (Switchgear, transformers, etc.)

750 V dc Distribution Equipment (Switchgear / Rectifiers etc.)

Signalling Power Supplies

# Other Safety Information

## Safety 3-4-3 and Fleet 3-4-3





## TARGET



Bridgeway's 1<sup>st</sup> Golden Site Rule, "I will Always Be Fit for Work" means that you will take care of your mental and physical wellbeing in order to be fit to work.



• Enjoy socialising sensibly. Keep an eye on the amount of alcohol you drink. If you will be working the next day, it's best not to drink alcohol at all.

## I Will Always Be Fit for Work

- Make sure you are well rested before your next shift. A good night's sleep helps boost your immunity and restore energy as well as improving your concentration.
- Do not use illegal drugs, misuse prescription or over-the-counter medication. Check with your pharmacist or GP if you are taking medication to ensure that it will not prevent you working or driving safely.

# 1 Challenge Unsafe Situations and Behaviours

We all have a responsibility to personally intervene and challenge if we feel that our safety or the safety of others are at risk.

If you're ever asked to break or ignore any of the rules, you should say no. You must always challenge unsafe situations and behaviours; even the unsafe behaviours of a Bridgeway or rail industry colleague who is more senior than you. You must also be prepared to accept and be challenged by others.

If you don't challenge unsafe situations and behaviours, you, a colleague or a member of the public may get hurt.

Our Worksafe procedure empowers you to challenge where work or behaviour is believed to be unsafe.

- Invoke the Worksafe procedure by informing your COSS/Supervisor and tell them of your safety concerns.
- Contact the Bridgeway On-Call Manager if no action has been taken or if an amicable and safe solution cannot be reached.
- Report the unsafe situation or behaviour as Close Call to your Line Manager or the Assurance HSQE team.

By challenging, we identify risk earlier, deal with it sooner and create a safer, more effective work place.



**HELP PREVENT FUTURE INJURIES BY CHALLENGING UNSAFE SITUATIONS AND BEHAVIOURS.**

# 2 Security Alert - Malicious Incidents

There have been a few recent malicious incidents with intent to cause disruption and harm to railway safety.

- A train struck an abandoned vehicle on the Morris Cowley Branch Line near Kennington Jn, Oxford. On the same day, another train struck a 6 metre (20ft) length of rail deliberately placed across the same line. Fortunately the crew were unharmed and no damage caused to the locomotives.
- A caller on a withheld number pretending to be someone involved in the work contacted Possession Support staff and instructed them to lift their possession protection.

- "Malicious obstructions" were placed on the railway at Yaxley and Netherfield.
- A signal wedge intentionally placed on the rail head was struck by a train departing the Gilberdyke Station area on the Down Hull line.

Always challenge if someone gives you instruction you would expect to come from someone else, such as the Person in Charge of Possession.

Challenge anyone on or around the railway who should not be there and report this to Route control and British Transport Police at **0800 40 50 40**.

**WE MUST ALL PLAY OUR PART IN SECURING THE RAILWAY.**



# 3 Hot Weather Working - Heat Stress

Although Summer often doesn't always result in excessively hot temperatures, there will be times when the sun does come out and you will find yourselves working in very hot weather conditions. This can put you at risk from heat stress, especially when performing heavy work.

This is due to:

- Sweat evaporation restricted by the type of clothing and humidity of the environment.
- Your core body temperature rising increasing

the amount of sweat produced, which may lead to dehydration.

- Your heart rate increasing putting additional strain on the body.

If left unchecked, it will eventually reach a point when your body's control mechanism itself starts to fail. Some precautions to take:

- Slow down and work at an even pace.
- Schedule more frequent rest breaks in the shade where possible
- Drink plenty of fluids to rehydrate your body
- Cool your body down with a wet towel.

**IT IS IMPORTANT TO STAY HYDRATED WHEN WORKING IN HOT WEATHER.**



### Air Pollution

Air pollution is a mix of particles and gases that can reach harmful concentrations both outside and indoors. Its effects can range from higher disease risks to rising temperatures.

These days, the major threat to clean air is now posed by traffic emissions. Petrol and diesel-engined motor vehicles emit a wide variety of pollutants, principally carbon monoxide (CO), oxides of nitrogen (NOx), volatile organic compounds (VOCs) and particulate matter (PM10), which have an increasing impact on urban air quality.

An estimated 7 million people worldwide die from air pollution-related diseases every year. Air pollution has been linked to higher rates of cancer, heart disease, stroke, and respiratory diseases such as asthma. You can't always see or smell air pollution.

Pollutants in the air cause less-direct health effects when they contribute to climate change. Heat waves, extreme weather, food supply disruptions, and other effects related to increased greenhouse gases can have negative impacts on human health, animals, plants and entire ecosystems.

Air pollution can directly contaminate the surface of bodies of water and soil. Acid rain caused by air pollution damages plants by changing soil composition. It can degrade water quality in rivers, lakes and streams, damages crops, and cause buildings and monuments to decay.

Anybody can take steps to reduce air pollution. Millions of people every day make simple changes in their lives to do this. Here are some tips on what we can collectively do on a day-to-day basis to help reduce air pollution:

- **Plastics:** Avoid single use plastics - use paper bags or your own reusable containers.
- **Limit driving:** Carpool, use public transport, cycle or walk. Avoid excessive idling of your automobile.
- **Go local:** Buy local produce; grow your own fruits and vegetables.
- **Go green:** Use energy efficient light bulbs and appliances.
- **Conserve energy:** Turn off lights, computers, and electric appliances when not in use.
- **Don't pollute:** Reduce or eliminate fireplace and wood stove use. Avoid burning leaves, trash, and other materials.

**Our planet needs our help now more than ever.**

Hay fever or allergic Rhinitis is an allergy to pollen or even dust and mould. Hay fever is caused by your immune system reacting to pollens and using up a lot of your energy uselessly 'fighting off' pollens which it interprets as attacking you.

It's always more effective to commence treatment for hay fever about 3 weeks prior to the season starting. However, this is often difficult to commit to and many of us only remember we need treatment after the season is well underway.

If you suffer from hay fever you'll experience a range of symptoms when there is a high pollen count:

- Sneezing
- Blocked or runny nose
- Itchy or watery eyes
- Blocked sinuses, headaches and migraines
- Wheezing and shortness of breath
- Fatigue

Some are manageable with home remedies, however others need medication such as:

- Antihistamines
- Nasal Sprays
- Eye drops

Unfortunately there is no cure for it. Around 10 per cent of hay fever sufferers find their symptoms do not respond to readily over the counter treatments. In particularly severe cases, a Kenalog injection may be the best option. It contains steroids which are a powerful anti-inflammatory medication that helps suppress the body's response when the immune system gets out of control.

A Kenalog injection does not cure hay fever. It just temporarily suppresses the immune system enough to take away the symptoms in most people and relieves the symptoms for the entire season.

However, it is possible to experience some side-effects from the Kenalog injection. Check with your GP if it is safe for you.

**Always consult your GP for advice.**

**Close Calls**

You said

We did!

Numerous scrap rail along cess near Crewe  
**Michal Pastir**

Reported to Network Rail Close Call Reporting. Text received from NR to advise closed.

Broken glass found in bed at stop away hotel, potential for Lacerations while sleeping if glass was not spotted  
**Darren Walsh**

BSS has been made aware and the accommodation will not be used going forward

The lights have been out in the Asfordby office for two days and no one has made any attempt to fix them. It is a tripping hazard as people cannot see where they are going.  
**Richard Nagy**

Serco and Network Rail advised at the RIDC. Confirmation received from Martyn Mason that this has been rectified

Dry suit right foot full of water  
**Lee Appleby**

BSS advised. All relevant staff re-briefed on care of dry suits and to get personal issue

Cable drum left and cliplock removed from access  
**Daniel Cains**

Reported to PICOP, ODM and MOM. Lock replaced

Week 50, EM086 - RRV planned to access onto the down goods loop which is outside of the possession  
**Franco Fragola**

Network Rail advised and WIRE issued to resolve

No 007 key would not work in padlock to access  
**Alex Brown**

Reported to Network Rail Fault Control and padlock replaced

CAT Scan equipment left on site  
**Stefan Taylor**

It has been removed from site by SERCO OSMs and taken to Old Dalby

### Close Calls of the Month

**March 2019**  
**Franco Fragola**  
Site Investigations



"Week 51, EM007- The PICOP pack is showing a mileage of 119m50ch on the Up & Dn Chellaston SSJ1/ LN4520 for parts 1 & 3, which is outside of the possession limits (TD746pts & TD747B pts)"

**April 2019**  
**Kerry Grace**  
South West



"No ID plates whatsoever to distinguish that PSS was at the correct location, the close call is for these points not being correctly marked up."

**May 2019**  
**David Giles**  
Wales & Marches



"David Giles and Jamie Mullins for their PSS pack for Items 230 and 232, both PSS staff are due to place protection on Lines B and C accessing from Pellet street, Cardiff but the PSS pack has instructed them both to access from Ellen street, Cardiff on the opposite side which brings them both out onto Lines E and D which are both open lines"

### Safety First (NOT!!!) Seriously?



## Working at Heights

Falls from height are one of the biggest causes of workplace fatalities and major injuries.

Work at height means work in any place where, if precautions were not taken, a person could fall a distance liable to cause personal injury. You are working at height if you:

- Work above ground/floor level
- Could fall from an edge, through an opening or fragile surface or
- Could fall from ground level into an opening in a floor or a hole in the ground

Work at height does not include a slip or a trip on the level, as a fall from height has to involve a fall from one level to a lower level, nor does it include walking up and down a permanent staircase in a building.

### The Work at Height Regulations 2005

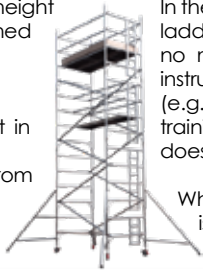
As part of the Regulations, you must ensure:

- All work at height is properly planned and organised
- Those involved in work at height are competent
- The risks from work at height are assessed, and appropriate work equipment is selected and used
- The risks of working on or near fragile surfaces are properly managed
- The equipment used for work at height is properly inspected and maintained

### Planning

Questions to ask yourself:

- Can you avoid working at height in the first place? If no,
- Can you prevent a fall from occurring? If no,
- Can you minimise the distance and/or consequences of a fall?



The following are all requirements in law that you need to consider when planning and undertaking work at height. You must:

- Take account of weather conditions that could compromise worker safety.
- Check that the place (e.g. a roof) where work at height is to be undertaken is safe. Each place where people will work at height needs to be checked every time, before use.
- Stop materials or objects from falling or, if it is not reasonably practicable to prevent objects falling, take suitable and sufficient measures to make sure no one can be injured, e.g. use exclusion zones to keep people away or mesh on scaffold to stop materials such as bricks falling off.
- Store materials and objects safely so they won't cause injury if they are disturbed or collapse.
- Plan for emergencies and rescue, e.g. agree a set procedure for evacuation. Think about foreseeable situations and make sure employees know the emergency procedures. Don't just rely entirely on the emergency services for rescue in your plan.

### Competence

You should make sure that people with sufficient skills, knowledge and experience are employed to perform the task, or, if they are being trained, that they work under the supervision of somebody competent to do it.

In the case of low-risk, short duration tasks involving ladders, competence requirements may be no more than making sure employees receive instruction on how to use the equipment safely (e.g. how to tie a ladder properly) and appropriate training. Training often takes place on the job, it does not always take place in a classroom.

When a more technical level of competence is required, for example drawing up a plan for assembling a complex scaffold, existing

training and certification schemes drawn up by trade associations and industry is one way to help demonstrate competence.

### Risk Assessments

A risk assessment is not about creating huge amounts of paperwork, but rather about identifying sensible measures to control the risks in your workplace.

How to assess the risks in your workplace

- Identify the hazards
- Decide who might be harmed and how
- Evaluate the risks and decide on precautions
- Record your significant findings
- Review your assessment and update if necessary

<http://www.hse.gov.uk/risk/controlling-risks.htm>

### Correct equipment

When selecting equipment for work at height, employers must:

- Provide the most suitable equipment appropriate for the work (use <http://www.hse.gov.uk/work-at-height/step-by-step-guide.pdf> to help you decide);
- Take account of factors such as:
  - The working conditions (e.g. weather).
  - The nature, frequency and duration of the work.
  - The risks to the safety of everyone where the work equipment will be used.



## Check Your Safe Work Packs

Your safe work pack contains all the essential documents and instructions to enable you to carry out your task safely.

When you receive your safe work pack, it is essential that you be proactive and check it to ensure that you have received all the documentation required and that you understand all the documents contained within your safe work pack.

Always **BE 100% SURE AND CERTAIN** of the safety arrangements before you start work:

- Check your understanding of the Safe System of Work and question anything you are unsure about.
- Contact co-workers and review agreed procedures.
- If working over consecutive shifts, identify any changes to work instructions, procedures or equipment.
- Check you are at the right access point by identifying known landmarks such as bridges and other lineside features.
- Familiarise yourself with your worksite surroundings.

Complacency and rushing can lead to serious mistakes.



## Railway Fog Signals - Detonators

If you are placing protection, only take the amount of detonators that you require.

- Count out what you need.
- **DON'T** take spares with you when picking up protection.
- Count in what you have brought back.

### Storage of Detonators

Detonators must always be kept in an approved detonator container.



### Placing and lifting detonator protection

Do not take spare detonators, with you when lifting protection at the end of the possession.

Report any detonators that are missing from the protection to your PICOP immediately.

### Detonator Checks

Detonators have a five year life span - e.g. those manufactured in **2014** will expire in **2019** and need to be replaced at the **end of 2019**.

### Exchange of Expired / Defective Detonators

Return the following detonators to the Access Services department for exchange:

- Expired or due to expire detonators.
- Detonators that need new straps.
- Damaged detonators.



## Look Up Every 5 Seconds

There have been many recent incidents where trains have been erroneously signalled or routed towards line blockages and possessions, some of these causing near misses. Fortunately no one was injured.

Whether working in a possession, within a line block or anywhere on or near the line within the rail infrastructure, you must always keep a good lookout for approaching trains.

Make sure you look up at least every 5 seconds so that you can reach a position of safety and be in it no less than 10 seconds before an approaching train arrives.



We all have a part to play in working, driving and behaving SAFELY.

If you have any comments on this issue of the Safety 3-4-3™ and Fleet 3-4-3™ newsletter, or any other suggestions regarding close calls, safety behaviours, health, safety, environmental or driving related matters, please contact us at the email addresses shown on the right.

### Bridgeway Consulting Ltd

Bridgeway House, 2 Riverside Way, Nottingham NG2 1DP

- [safety@bridgeway-consulting.co.uk](mailto:safety@bridgeway-consulting.co.uk)
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- [fleet@bridgeway-consulting.co.uk](mailto:fleet@bridgeway-consulting.co.uk)

### TARGET



everyone  
home safe  
every day



### The Driving Lifesaving Rules

More accidents happen to people while driving to and from work than while on the job or at home. The Driving Lifesaving Rules are applicable for everyone - not just those who work on the railway infrastructure:

- **Never work or drive while under the influence of drugs or alcohol.**
- **Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.**
- **Always obey the speed limit and wear a seat belt.**

Be safe always - your unsafe driving behaviours could be life changing for others, not just yourself.  
**We want everyone to go home safe every day.**

## 1 Secure Your Load

Selection of the best means of securing a load to a vehicle will depend on the type and composition of the load to be carried. All equipment used for securing loads should be regularly inspected for wear or damage. Inspection arrangements should be in accordance with the manufacturers instructions.

Incidents happen when you underestimate how much restraint is needed to keep a load on the vehicle, i.e. more force is required to secure a load when it is moving than when it is stationary.

Many incidents are a direct result of poor load securing, for example:

- Poorly-secured loads collapsing or falling over damaging other equipment
- Items falling out of a vehicle during the journey causing accidents or injury
- Damage to roads, which may themselves lead

to more wear and tear on vehicles.

The Highways Agency reported on average over 22,000 road impact incidents per year caused by objects falling from vehicles. This is dangerous to all road users and have usually resulted in the closure of either a single lane or the full carriageway by the Highways Agency. It can take a long time for emergency services to deal with each incident. This places a significant financial burden on the UK economy from:

- Time wasted in traffic
- Damage to goods
- Damage to infrastructure.

As a Bridgeway driver, you have the ultimate responsibility to check and ensure that the vehicle is not overloaded and that all loads are properly secured even after it has been pre-loaded by the Bridgeway Stores team.



## 2 Idling: The Law

**Rule 123 of The Highway Code** states that drivers must not leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road.

Currently, drivers who ignore a warning and then continue to leave an engine idling for at least a minute can receive fines between £20 and £80.

Drivers who repeatedly leave their engines running while parked could receive instant fines under proposals being considered by the government to give local authorities more power to reduce pollution.

Air pollution is an immediate and ongoing concern

in the UK. It impacts health, economic growth, and quality of life. Vehicle exhaust from idling vehicles contributes significantly to CO<sub>2</sub> emissions and can seriously affect the health of people who are exposed.

Bridgeway believes in providing a positive image to the local communities where we work and operate in. We all have a social responsibility to always respect our neighbours by minimising nuisance and disruptions caused by our work.

It is Bridgeway's policy that except when in traffic, all drivers driving on behalf of the company must turn the engine off when their vehicle will be stopped for more than 20 seconds, especially when at worksites or when working in residential areas.



## 3 Highway Code: Motorcyclists and Cyclists

Understanding other road users can help improve your anticipation and forward planning skills, giving you the ability to take evasive action when required. This leads to safer roads and less conflict between road users.

Here's a reminder of the Highway Code regarding motorcyclists and cyclists.

### Rule 211 of The Highway Code

It is often difficult to see motorcyclists and cyclists, especially when they are coming up from behind, coming out of junctions, at roundabouts, overtaking you or filtering through traffic. Always look out for them before you emerge from a junction; they could be approaching faster than you think. When turning right across a line of slow-moving or stationary traffic, look out for cyclists or

motorcyclists on the inside of the traffic you are crossing. Be especially careful when turning, and when changing direction or lane. Be sure to check mirrors and blind spots carefully.

### Rule 212 of The Highway Code

When passing motorcyclists and cyclists, give them plenty of room (see Rules 162 to 167). If they look over their shoulder it could mean that they intend to pull out, turn right or change direction. Give them time and space to do so.

### Rule 213 of The Highway Code

Motorcyclists and cyclists may suddenly need to avoid uneven road surfaces and obstacles such as drain covers or oily, wet or icy patches on the road. Give them plenty of room and pay particular attention to any sudden change of direction they may have to make.

