



# September 2018 ACS Rail Updates

Welcome to the September 2018 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 109: 01<sup>st</sup> September 2018 – 30<sup>th</sup> November 2018

### 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 Management

##### Publications Manager

Nicole Lockwood  
Phone: 01908 782 481

#### 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 109 - 01 Sep 2018

References	Title	Replaces
NR/GN/TRK/065 Issue 1	NR 60 Mark 2 Standardised S&C – Assembly and Maintenance	New
NR/GN/TRK/7001 Issue 15	Index of Track Work Information Sheets (TWI)	NR/GN/TRK/7001 Issue 14
NR/GN/TRK/8203 Issue 2	NR56V Standardised S & C – Assembly and Maintenance	NR/GN/TRK/8203 Issue 1
NR/L2/CIV/086 Issue 8	Management of Earthworks	NR/L2/CIV/086 Issue 7
NR/L2/CIV/295 Issue 2	Scour Assessment of Bridges, Culverts and Retaining Walls	NR/L2/CIV/295 Issue 1
NR/L2/ELP/21087 Issue 8	Specification of Maintenance Frequency and Defect Prioritisation of Overhead Line Electrification Equipment	NR/L2/ELP/21087 Issue 7
NR/L2/ELP/27715 Issue 3	Overhead Contact System Design Specification	NR/L2/ELP/27715 Issue 2
NR/L2/MTC/MG0012 Issue 6	Route Business [Non-Operations] Briefing Process (formerly NR/L3/MTC/MG0012)	NR/L2/MTC/MG0012 Issue 5
NR/L2/MTC/MG0042 Issue 5	The Definition and Review of Maintenance Compliance Indicators	NR/L2/MTC/MG0042 Issue 4
NR/L2/MTC/SE0117 Issue 4	Planned Assurance Inspections and Site Surveillance	NR/L3/MTC/SE0117 Issue 3
NR/L2/RSK/001 Issue 2	Enterprise Risk Management	NR/L2/RSK/001 Issue 1
NR/L2/SIG/14201 Issue 3	Signalling Risk Assessment Handbook	NR/L2/SIG/14201 Issue 2 NR/GN/SIG/14202 issue 2 RT/E/S/14200 Issue 1 NR/TI095 Issue 4
NR/L2/SIG/17002 Issue 26*	SSI Applications Manual	NR/L2/SIG/17002 Issue 25
NR/L2/SIG/30009 Issue 15	Signalling Principles Handbook	NR/L2/SIG/30009 Issue 14
NR/L2/TRK/001 Issue 12	Inspection and Maintenance of Permanent Way	NR/L2/TRK/001 Issue 11
NR/L2/XNG/310 Issue 1	Product Specification for an Obstacle Detection System at Level Crossings	New
NR/L3/CTM/302 Issue 2	Production and Maintenance of Training and Assessment Solutions	NR/L3/CTM/302 Issue 1
NR/L3/ELP/3091 Issue 4	DC Electrified Lines Working Instructions	NR/WI/ELP/3091 Issue E2 RT/E/W/00109 Issue E1
NR/L3/ELP/27115 Issue 4	Arrangements for Isolation of the Conductor Rail for Pre-Planned Possessions of the Line	NR/L3/ELP/27115 Issue 3
NR/L3/ELP/27140 Issue 3	Application of Short Circuits for Conductor Rail Isolations	NR/WI/ELP/27140 Issue 2
NR/L3/ELP/27237 Issue 16	Overhead Line Work Instructions	NR/L3/ELP/27237 Issue 15
NR/L3/MTC/MG0180 Issue 3	Maintenance Compliance Indicator Reporting	NR/L3/MTC/MG0180 Issue 2
NR/L3/MTC/MG0213 Issue 11	Index of Standard Maintenance Forms	NR/L3/MTC/MG0213 Issue 10
NR/L3/MTC/MG0221 Issue 5	Network Operations Non-Operations Staff Management Self-Assurance Procedure	NR/L3/MTC/MG0221 Issue 4
NR/L3/MTC/RCS0216 Issue 13	Risk Control Manual	NR/L3/MTC/RCS0216 Issue 12
NR/L3/OPS/002 Issue 7	Driving Cab Passes (formerly NR/L3/OCS/002)	NR/L2/OCS/002 Issue 6
NR/L3/OPS/045 Issue 5	National Operating Procedures Index	NR/L3/OPS/045 Issue 4
NR/L3/OPS/084 Issue 4	Line Clear Arrangements Following Engineering Works in Axle Counter Areas – Line Clear Verification Process (formerly NR/L3/OCS/084)	NR/L3/OCS/084 Issue 3
NR/L3/RMVP/40028 Issue 2	Core Maintenance for Traversers	RT/E/S/40028 Issue 1
NR/L3/RMVP/40031 Issue 2	Core Maintenance for Wheel/Bogie Drops	RT/E/S/40031 Issue 1
NR/L3/SCO/320 Issue 1	Supplier Quality Assurance (SQA)	New
NR/L3/SIG/10064 Issue 7	General Instructions to Staff Working on S&T Equipment	NR/L3/SIG/10064 Issue 6
NR/L3/SIG/10661 Issue 17	Signal Maintenance Task Intervals	NR/L3/SIG/10661 Issue 16
NR/L3/SIG/10663 Issue 9*	Signal Maintenance Specifications	NR/L3/SIG/10663 Issue 8
NR/L3/SIG/10665 Issue 16	Reliability Centred Maintenance of Signalling Equipment	NR/L3/SIG/10665 Issue 15
NR/L3/SIG/11231 Issue 12*	Signal Maintenance Testing Handbook	NR/L3/SIG/11231 Issue 11
NR/L3/TRK/003 Issue 27	Index of Track Engineering Forms	NR/L3/TRK/003 Issue 26
NR/L3/TRK/3406 Issue 3	Design, Installation and Maintenance of Modular Bearer Joints	NR/L3/TRK/3406 Issue 2
NR/SIN/181 Issue 1	Signal Overrun Risk Assessment-Gap Analysis	New
NR/SIN/183 Issue 1	Cast Crossing Inspection and Replacement NR56 JEZ 1:13 Design	New

\* These standards are up-issued, but full details on the updates not received in time for this Catalogue to go to print.

## Withdrawn, Closed and Superseded Documents

References	Title	Replaced by/Status
NR/GN/SIG/14202 Issue 2	Prevention and Mitigation of Overruns – Risk Assessment of Signals	NR/L2/SIG/14201 Issue 3
NR/GN/TRK/7001 Issue 14	Index of Track Work Information Sheets (TWI)	NR/GN/TRK/7001 Issue 15
NR/GN/TRK/8203 Issue 1	NR56V Standardised S & C – Assembly and Maintenance	NR/GN/TRK/8203 Issue 2
NR/L2/CIV/086 Issue 7	Management of Earthworks	NR/L2/CIV/086 Issue 8
NR/L2/CIV/295 Issue 1	Scour Assessment of Bridges, Culverts and Retaining Walls	NR/L2/CIV/295 Issue 2
NR/L2/ELP/21087 Issue 7	Risk Based Maintenance for Overhead Line Electrification Assets	NR/L2/ELP/21087 Issue 8
NR/L2/ELP/27715 Issue 2	Overhead Contact System Design Specification	NR/L2/ELP/27715 Issue 3
NR/L2/ENV/015 Issue 7	Environment and Social Minimum Requirements – Design and Construction	WITHDRAWN
NR/L2/MTC/MG0012 Issue 5	Network Operations [Non-Operations] Briefing Process	NR/L2/MTC/MG0012 Issue 6
NR/L2/MTC/MG0042 Issue 4	The Reporting and Review of Maintenance Compliance Indicators	NR/L2/MTC/MG0042 Issue 5
NR/L2/RSK/001 Issue 1	Enterprise Risk Management	NR/L2/RSK/001 Issue 2
NR/L2/SIG/14201 Issue 2	Prevention and Mitigation of Overruns – Risk Assessment of Signals	NR/L2/SIG/14201 Issue 3
NR/L2/SIG/17002 Issue 25	SSI Applications Manual	NR/L2/SIG/17002 Issue 26
NR/L2/SIG/30009 Issue 13	Signalling Principles Handbook	NR/L2/SIG/30009 Issue 14
NR/L2/TRK/001 Issue 11	Inspection and Maintenance of Permanent Way	NR/L2/TRK/001 Issue 12
NR/L3/CTM/302 Issue 1	Production and Management of Training and Assessment Solutions	NR/L3/CTM/302 Issue 2
NR/L3/ELP/27115 Issue 3	Arrangements for Isolation of the Conductor Rail for Pre-Planned Possessions of the Line	NR/L3/ELP/27115 Issue 4
NR/L3/ELP/27237 Issue 15	Overhead Line Work Instructions	NR/L3/ELP/27237 Issue 16
NR/L3/MTC/MG0180 Issue 2	Production of Compliance Indicator Reports	NR/L3/MTC/MG0180 Issue 3
NR/L3/MTC/MG0213 Issue 10	Index of Standard Maintenance Forms	NR/L3/MTC/MG0213 Issue 11
NR/L3/MTC/MG0221 Issue 4	Network Operations Non-Operations Staff Management Self-Assurance Procedure	NR/L3/MTC/MG0221 Issue 5
NR/L3/MTC/RCS0216 Issue 12	Risk Control Manual	NR/L3/MTC/RCS0216 Issue 13
NR/L3/MTC/SE0117 Issue 3	Planned General Safety Inspections and Site Surveillance	NR/L2/MTC/SE0117 Issue 4
NR/L3/OCS/002 Issue 6	Driving Cab Passes	NR/L3/OPS/002 Issue 7
NR/L3/OPS/045 Issue 4	National Operating Procedures Index	NR/L3/OPS/045 Issue 5
NR/L3/OCS/084 Issue 3	Line Clear Arrangements Following Engineering Works in Axle Counter Areas – Line Clear Verification Process	NR/L3/OPS/084 Issue 4
RT/E/S/40028 Issue 1	Core Maintenance Specification for Traversers	NR/L3/RMVP/40028 Issue 2
RT/E/S/40031 Issue 1	Core Maintenance Specification for Wheeldrops	NR/L3/RMVP/40031 Issue 2
NR/L3/SIG/10064 Issue 6	General Instructions to Staff Working on S&T Equipment	NR/L3/SIG/10064 Issue 7
NR/L3/SIG/10661 Issue 16	Signal Maintenance Task Intervals	NR/L3/SIG/10661 Issue 17
NR/L3/SIG/10663 Issue 8	Signal Maintenance Specifications	NR/L3/SIG/10663 Issue 9
NR/L3/SIG/10665 Issue 15	Reliability Centred Maintenance of Signalling Equipment (RoSE)	NR/L3/SIG/10665 Issue 16
NR/L3/SIG/11231 Issue 11	Signal Maintenance Testing Handbook	NR/L3/SIG/11231 Issue 12
NR/L3/TRK/003 Issue 26	Index of Track Engineering Forms	NR/L3/TRK/003 Issue 27
NR/L3/TRK/3406 Issue 2	Installation of Modular S&C	NR/L3/TRK/3406 Issue 3
NR/TI095 Issue 4	Signal Overrun Risk Assessment	NR/L2/SIG/14201 Issue 3
NR/WI/ELP/3091 Issue E2	DC Electrified Lines Working Instructions	NR/L3/ELP/3091 Issue 4
NR/WI/ELP/27140 Issue 2	Application of Short Circuiting Straps for Conductor Rail Isolations	NR/L3/ELP/27140 Issue 3
RT/E/S/14200 Issue 1 (NT/SP/SIG/14200)	Prevention and Mitigation of Overruns – Risk Assessment Tools	NR/L2/SIG/14201 Issue 3
RT/E/WI/00109 Issue E1	Machine Switch out in Conjunction with the Trial of on Track Maintenance Machines	NR/L3/ELP/3091 Issue 4

## 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.

Emergency Changes published since the last report are highlighted in italic; 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

Document Reference	Title	Issue	Date
NR/BS/LI/408	Standard/control document affected: NR/L2/SIG/11704 (Issue 3), Signalling Requirements for the Application Design and Management of Points	1	31/07/2018
NR/BS/LI/407	Standard/control document affected: NR/L2/SIG/11704 (Issue 3), Signalling Requirements for the Application Design and Management of Points	1	31/07/2018
NR/BS/LI/406	Standard / control document affected: NR/L3/ELP/29987 (Issue 04), [Working on or about 25 kV A.C. Electrified Lines]	1	20/04/2018
NR/BS/LI/405	Standard/control document affected: NR/L2/TRK/053 (Issue 7), Inspection and Repair Procedures to Reduce the Risk of Derailment at Switches.	1	09/03/2018
NR/BS/LI/404	Standard/control document affected: NR/L2/TRK/053 (Issue 7), Inspection and Repair Procedures to Reduce the Risk of Derailment at Switches.	1	20/03/2018
NR/BS/LI/401	Standard affected: NR/L3/ELP/29987 (Issue 4), Working on or About 25 kV A.C. Electrified Lines	1	21/12/2017
<del>NR/BS/LI/400</del>	<del>Standard-Affected: NR/L3/OPS/045/2.03 (Issue 01) Electrical Control Operator Competence and Assessment Framework Superseded by NR/L3/OPS/045 Issue 3 Historic on 2 Jne 2018</del>	<del>4</del>	<del>31/10/2017</del>
<del>NR/BS/LI/399</del>	<del>Standard affected: NR/L2/ELP/21087 (Issue 07), [Risk Based Maintenance for Overhead Line Electrification Assets] Superseded by NR/L2/ELP/21087 Issue 8 Historic on 1 December 2018</del>	<del>4</del>	<del>08/12/2017</del>
NR/BS/LI/398	Standard Affected: NR/L3/MTC/MG0221 (Issue 4) Network Operations non-operations staff management self-assurance procedure Superseded by NR/L3/MTC/MG0221 Issue 5 Historic on 1 December 2018	1	23/08/2017
NR/BS/LI/397	Standard/control document affected: NR/SP/CTM/016 Issue 1, Competency & Training in Fixed Plant Engineering	1	20/04/2018
<del>NR/BS/LI/396</del>	<del>Standard/control document affected: NR/L3/ELP/29987 [Working On or about 25 kV a.c. Electrified Lines] Superseded by NR/BS/LI/408</del>	<del>4</del>	<del>07/07/2017</del>
<del>NR/BS/LI/393</del>	<del>Standard/control document affected: NR/L3/ELP/29987 (Issue 4). Working on or about 25 kV A.C. Electrified Lines Superseded by NR/BS/LI/401</del>	<del>4</del>	<del>19/06/2017</del>
NR/BS/LI/391	Standard/control document affected: NR/L2/SIG/11201 Module B11 (Issue 4). Interlockings - Electronic Interlocking Guidelines Superseded by NR/L2/SIG/11201 Issue 11 Historic on 01 December 2018	1	28/04/2017
NR/BS/LI/389	Standard affected: NR/L2/SIG/30009 (Issue 11). Signalling Principles Handbook	1	13/02/2017
NR/BS/LI/387	Standard/control document affected: NR/L3/ELP/21067 (Issue 5). Instructions for making out. issuing and cancelling high voltage Permits to Work. Sanctions for Test and Circuit State Certificates	1	26/07/2017
NR/BS/LI/383	Standard affected: NR/L2/CTM/021 (Issue 4). Competence and Training	2	08/12/2016
NR/BS/LI/372	Standards affected: NR/L2/ELP/27401 (Issue 1), Configuration Management and change to protection and control systems	2	04/12/2017
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	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	1	07/01/2016
NR/BS/LI/366	Standard affected: NR/L2/ELP/27229 (Issue 2). Specification for remote control equipment for electrical distribution systems	2	04/12/2017
NR/BS/LI/365	Standard affected: NR/L3/TRK/4004 (Issue 2). Switch and Crossing Assemblies	2	16/06/2016
NR/BS/LI/349	Standards affected: NR/L2/CIV/003 Engineering Assurance of Building and Civil Engineering Works [Issue 4]	1	02/02/2015
NR/BS/LI/348	Requirements for undertaking the roles of Lead Examiner and Examining Engineer for the examination of Tunnels.	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

# Standards Updates

Document Reference	Title	Issue	Date
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/282	Standard affected: NR/WI/ELP/3091 (Issue 2). DC Electrified Lines Working Instructions Superseded by NR/L3/ELP/3091 Issue 4 Historic on 1 December 2018	1	24/01/2013
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
NR/BS/LI/193	Standards affected: NR/L3/CIV/006 Part 11A: Reporting and recording examinations of Structures in CARRS [Issue 2]	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/174	Standard affected: NR/WI/ELP/3091 (E 2). DC Electrified Lines Working Instructions Superseded by NR/L3/ELP/3091 Issue 4 Historic on 1 December 2018	1	19/04/2010
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	1	31/10/2009
NR/BS/LI/119	Standard affected: NR/WI/ELP/3091 (Issue E2). DC Electrified Lines Working Instructions Superseded by NR/L3/ELP/3091 ISSUE 4 Historic on 1 December 2018	1	12/12/2008
NR/BS/LI/118	DC Electrified Line Working Instruction - standard affected NR/WI/ELP/3091 Superseded by NR/L3/ELP/3091 Issue 4 Historic on 1 December 2018	3	21/04/2011
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/095	Standard affected NR/WI/ELP/3091. DC electrified lines and working instructions Superseded by NR/L3/ELP/3091 Issue 4 Historic on 1 December 2018	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/090	Standard affected: NR/WI/ELP/3091. DC electrified lines working instructions. Issue E2 Superseded by NR/L3/ELP/3091 Issue 4 Historic on 1 December 2018	4	14/02/2014
NR/BS/LI/084	Project D686: Western Territory 650 V Cable Renewals	1	18/04/2008
NR/BS/LI/083	Rail Defect Classification Codes and Summary of Changes to NR/SP/TRK/057 Superseded by NR/L2/TRK/001 issue 12 Historic on 1 December 2018	4	15/05/2008
NR/BS/LI/074	DC Certificates of Isolation associated with circuit breaker - Affected Standard NR/WI/ELP/3091 Superseded by NR/L3/ELP/3091 Issue 4 Historic on 1 December 2018	1	25/10/2007
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 - standard affected NR/SP/ELP/21032	1	23/11/2006
NR/BS/LI/056	Permalite Bushings: Access Restrictions	1	11/09/2006
NR/BS/LI/054	Maintenance and Operation of WS Switchgear Withdrawn. Historic on 1 September 2018	1	04/08/2006
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

# Standards Updates



Document Reference	Title	Issue	Date
NR/BS/LI/037	Letter of Instruction re Neutral Section trippings at Hayes Withdrawn. Historic on 1 September 2018 – No Longer applicable at Hayes	1	10/11/2005
NR/BS/LI/034	Programme to replace components in d.c. circuit breakers comprising asbestos containing materials - standard affected NR/L3/ELP/00110 Withdrawn. Historic on 1 September 2018	1	31/10/2005
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
NR/BS/LI/011	Substation Entry Restrictions for Locations Containing ASEA Minimum Oil 25 kV Switchgear Withdrawn. Historic on 1 September 2018 – equipment obsolete	6	17/10/2006

## 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 31.1](#)  
[GERT8000-RBBL Iss 32](#)

Rule Book Briefing Leaflet  
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 5.1](#) Master Module Manual  
[GERM8000-master-module Iss 6](#) Master Module Manual





## Controlled Document List 01 Sep 2018

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 Master Module Manual</b>	6	09/2018
<del>GERM8000-master-module Master Module Manual</del>	<del>5.1</del>	<del>06/2018</del>
<b>GERM8000 Track Workers Manual</b>	5	09/2018
<del>GERM8000 Track Workers Manual</del>	<del>4.2</del>	<del>06/2018</del>
<b>GERM8000 Possession Workers Manual</b>	3	09/2017
<del>GERM8000 Possession Workers Manual</del>	<del>2</del>	<del>09/2017</del>
<b>GLRT1210 AC Energy Subsystem and Interfaces to Rolling Stock Subsystem</b>	1	12/2014
<b>GLRT1212 DC Conductor Rail Energy Subsystem and Interfaces to Rolling Stock Subsystem</b>	1	09/2015
<b>GOGN3655 Guidance on Medical Fitness for Railway Safety Critical Workers</b>	2	06/2014
<b>PTS Handbook RT 3170</b>	09	06/2013
<b>RIS-1530/PLT Rail Industry Standard for Technical Requirements for On-Track Plant and their Associated Equipment and Trolleys</b>	6	12/2015
<b>RIS-2750-RST Supplier Assurance</b>	1	12/2017
<b>RIS-3118-TOM Incident Response Planning &amp; Management</b>	1	12/2016
<b>RIS-3119-TOM Accident and Incident Investigation</b>	2	09/2018
<del>RIS-3119-TOM Accident and Incident Investigation</del>	<del>1</del>	<del>12/2016</del>
<b>RIS-3279-TOM High Visibility Clothing</b>	1	12/2016
<b>RIS-3350-TOM Communication of Urgent Operating Advice</b>	1	12/2016
<b>RIS-3701-TOM Rail Industry Standard for a Confidential Reporting System for Rail Staff</b>	1	06/2010
<b>RIS-8046-TOM Spoken Safety Communications</b>	1	12/2016
<b>RIS-8047-TOM Reporting of Safety Related Information</b>	2	03/2018
<b>RIS-8070-TOM Testing Railway Safety Critical Workers for Drugs and Alcohol</b>	1	12/2016

Ref. / Title	Issue No	Issue Date
<b>LONDON UNDERGROUND (LU) STANDARDS</b>		
<b>LUL G1163 Stations DLO - Failure Reporting Analysis &amp; Corrective Action System (FRACAS)</b>	A2	11/2015
<b>LUL G1164 Making a Referral to the Drug and Alcohol Advisory and Treatment Service</b>	A2	04/2014
<b>LUL G1234 Incident recording, investigation and reporting</b>	A4	04/2017
<b>LUL G1241 ALCOHOL AND DRUGS AT WORK GUIDELINES AND INFORMATION FOR MANAGERS</b>	6	07/2009
<b>LUL G1242 Alcohol and Drugs at Work – Managers For Cause and Post Incident Check List</b>	A3	02/2014
<b>LUL G1249 Environmental Incident Categories</b>	A5	07/2018
<del>LUL G1249 Environmental Incident Categories</del>	<del>A4</del>	<del>10/2014</del>
<b>LUL G557 Electronic Incident Reporting Form (eIRF)</b>	A5	03/2014
<b>LUL LF29 Incident investigation &amp; reporting or recording What you need to remember</b>	01	n/a
<b>LUL R0350 Guidance and advice for the use of personal protective equipment</b>	A1	01/2014



Ref. / Title	Issue No	Issue Date
<b>LONDON UNDERGROUND (LU) STANDARDS</b>		
LUL R0403 Personal Protective Equipment (PPE) catalogue	1.1	01/2014
LUL S1251 Alcohol and Work; includes Written Notice 12/24/2014, 6/16/2015	A2	11/2011
LUL S1257 Drugs and Work; Includes Written Notice 01317: 12/24/2014	A2	11/2011
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	109	09/2018
NR/L2/AMG/1030 Working Safely in the Vicinity of Buried Services	1	12/2008
NR/L2/CIV/003 Engineering Assurance of Building & Civil Engineering Works	4	06/2012
NR/L2/CIV/035 Structural Assessments <b>replaces RT/CE/S/035 Issue 2 (NR/SP/CIV/035)</b>	1	12/2017
NR/L2/CIV/086 Management of Earthworks	8	09/2018
<del>NR/L2/CIV/086 Management of Earthworks</del>	<del>7</del>	<del>03/2018</del>
NR/L3/CIV/006 Handbook for the Examination of Structures	8	06/2017
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/L2/CIV/295 Scour Assessment of Bridges, Culverts and Retaining Walls	2	09/2018
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/EBM/088 Arrangements for Maintenance of New and Changed Assets	4	06/2009
NR/L2/ELP/21087 Risk Based Maintenance for Overhead Line Assets	8	09/2018
<del>NR/L2/ELP/21087 Risk Based Maintenance for Overhead Line Assets</del>	<del>7</del>	<del>03/2017</del>

# Controlled Documents



Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
NR/L2/ELP/21088 General maintenance parameters for 25 kV overhead line electrification equipment	3	12/2015
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
<del>NR/SP/ELP/21078 Specification for design of return conductor systems for a.c. electrified lines Replaced by NR/L2/ELP/27715</del>	<del>2</del>	<del>12/2005</del>
NR/L3/ELP/3091 DC Electrified Lines Working Instructions	4	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	3	09/2018
NR/L3/ELP/27237 Overhead Line Work Instructions	16	09/2018
<del>NR/L3/ELP/27237 Overhead Line Work Instructions</del>	<del>15</del>	<del>03/2018</del>
NR/SP/ELP/29987 Working on or About 25 KV AC Electrified Lines	4	09/2018
<del>NR/SP/ELP/29987 Working on or About 25 KV AC Electrified Lines</del>	<del>3</del>	<del>06/2007</del>
<del>NR/L2/ENV/015 Environment and Social Minimum Requirements – Design and Construction WITHDRAWN</del>	<del>7</del>	<del>06/2018</del>
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/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/RMVP/0201 Calibration Work Instruction Manual Replaces NR/L3/MTC/ME0201 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
<del>NR/L3/MTC/ME0201/CAL263 Calibration of GTRM/Carillion 25kv Overhead Live Line Tester</del>	<del>1</del>	<del>06/2008</del>
NR/L3/MTC/RCS0216 Risk Control Manual	13	09/2018
<del>NR/L3/MTC/RCS0216 Risk Control Manual</del>	<del>12</del>	<del>06/2018</del>

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Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
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
<del>NR/L3/MTC/SE0117 Planned General Safety Inspections &amp; Site Surveillance</del>	<del>3</del>	<del>12/2011</del>
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 Management <b>Compliance Date: 29 October 2022 - Formerly NR/L2/ERG/003</b>	6	06/2018
NR/L2/OHS/0044 Planning and Managing Construction Work replaces NR/L3/INI/CP0044 Work Package Planning	5	12/2016
NR/L2/OHS/0047 Application of the construction (Design and Management) Regulations to Network Rail Construction Projects	6	06/2015
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/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
<del>NR/L3/OCS/084 Line Clear Arrangements following Engineering Works in Axle Counter areas – Line Clear Verification Process</del>	<del>3</del>	<del>12/2011</del>
NR/L2/OTK/5201 Lineside Vegetation Management Manual replaces NR/L2/TRK/5201 Management of Lineside Vegetation	1	03/2018
NR/L2/RMVP/0200 Infrastructure Plant Manual (formerly known as NR/PLANT/0200)	9	06/2017
NR/L2/RSE/070 Engineering Verification	2	12/2011
NR/L2/RSE/100 Network Rail Acceptance Panel processes	4	12/2017
NR/L1/RSK/001 Network Rail Risk Policy	2	03/2018



Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
NR/L3/SCO/313 On-Track Machines (OTMs) Driver and Operations Standards Manual	3	06/2018
NR/SIN/113 Special Inspection of Bonding at Bridges, Tunnels & other Overline Structures	2	11/2017
NR/L3/SIG/10064 General Instructions to Staff Working on S&T Equipment	7	09/2018
NR/L2/SIG/11201 Signalling Design Handbook	11	06/2018
NR/L3/SIG/11231 Signal Maintenance Testing Handbook	12	09/2018
NR/L2/SIG/14201 Signalling Risk Assessment Handbook	3	09/2018
NR/L2/SIG/30009 Signalling Principles Handbook	15	09/2018
<del>NR/L2/SIG/30009 Signalling Principles Handbook</del>	<del>14</del>	<del>06/2018</del>
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
<del>NR/GN/TRK/7001 Index of Track Work Information Sheets (TWI)</del>	<del>14</del>	<del>12/2017</del>
NR/L2/TRK/001 Inspection and Maintenance of Permanent Way	12	09/2018
<del>NR/L2/TRK/001 Inspection and Maintenance of Permanent Way</del>	<del>11</del>	<del>06/2017</del>
NR/L3/TRK/003 Index of Track Engineering Forms	27	09/2018
<del>NR/L3/TRK/003 Index of Track Engineering Forms</del>	<del>26</del>	<del>03/2018</del>
NR/L3/TRK/3530 Track Lubricants	1	06/2012



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
The Fire Precautions (Workplace) Regulations 1997	1997 No. 1840



Ref. / Title	Reference
<b>LEGISLATION</b>	
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



**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
GERT8000-RBBL Iss 31.1	May 2018	Rule Book Briefing Leaflet	Changes to Rule Book module TW1, section 28, have been made regarding terminology used in relation to low adhesion. These changes in terminology need to be reflected in section 8.4 of RS523. This issue of the RBBL includes changes to RS523, section 8.4.
<a href="#">GERT8000-RBBL Iss 32</a>	Sep 2018	<a href="#">Rule Book Briefing Leaflet</a>	<a href="#">This Leaflet contains details of changes being introduced in December 2018.</a>
<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	<a href="#">Glossary of Railway Terminology</a>	<a href="#">The Glossary has been updated to reflect changes in terminology within TW5 which removes 'entering service' and replaces it with 'starting a journey'.</a>
<a href="#">GERT8000-AC Iss 4</a>	Sep 2015	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. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-AC Iss 5</a>	Sep 2018	<a href="#">AC electrified lines</a>	<a href="#">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>
<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.
<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.



# Controlled Documents



Name & Issue	Issue Date	Title	Synopsis
<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 3</a>	Sep 2015	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. 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	<a href="#">This handbook is for those personnel who need to go on the operational railway in an AC electrified area to carry out their duties.</a>
<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-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-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 been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB21 Iss 3</a>	Sep 2017	Safe work leader (SWL) blocking a line	You will need this handbook if you are a safe work leader (SWL) blocking a line. This document has been 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	<a href="#">You will need this handbook if you are a safe work leader (SWL) blocking a line.</a>
<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 6</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. 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	<a href="#">You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.</a>
<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.

# Controlled Documents



Name & Issue	Issue Date	Title	Synopsis
<u>GERT8000-OTM Iss 8</u>	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.
<u>GERT8000-T10 Iss 4</u>	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).
GERT8000-T3 Iss 8	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)

- [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 5<sup>th</sup> September 2018

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 Learned
- 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.**



## Useful Links

### Safety Bulletins

- [Safety Bulletin NRB 18\\_13 – Securing materials for the passage of trains](#) August 30, 2018
- [Safety Bulletin NRB 18\\_12 – Possession irregularity – work involving engineering moves and level crossings](#) August 7, 2018
- [Safety Bulletin NRB 18\\_11 – Unauthorised staff providing advice to level crossing users](#) August 6, 2018
- [Safety Bulletin NRB 18\\_10 – Fatal accident – fall from height](#) June 8, 2018

### Safety Advice

- [Safety Advice NRA 18\\_15 – Tandem lifting software error](#) August 31, 2018
- [Safety Advice NRA 18\\_14 – Correct use of HVD03\\_2D live line indicator](#) July 24, 2018
- [Safety Advice NRA 18\\_13 – Prohibition of rail connected speed boards in 3rd and 4th rail areas](#) July 20, 2018
- [Safety Advice NRA 18\\_12 – Lifesaving rules – Test before touch on 25kV OLE](#) July 20, 2018
- [Safety Advice NRA 18\\_11 – Vegetation encroachment on overhead line equipment](#) July 10, 2018
- [Safety Advice NRA 18\\_10 – Manual handling of steel sleepers](#) July 9, 2018
- [Safety Advice NRA 18\\_09 – Road Rail Vehicle runaway](#) June 22, 2018

### Other documents

- [Tree Felling clarification](#) June 4, 2018

## 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.



## Useful Links

### Resource Library

<https://safety.networkrail.co.uk/tools-resources/resource-library/>  
The Resource Library holds a wealth of information.

### Track Safety Alliance

A few videos of interest at the Track Safety Alliance website:

<http://www.tracksafetyalliance.co.uk/videos/65/>

- [Waste Management](#)
- [Japanese knotweed](#)
- [Near miss one too many](#)
- [Prep4Safety V2](#)
- [Prep4Winter](#)
- [Track Safety Matters - Introduction To TSA](#)
- [Track Safety Matters - The Ballast Dust Story](#)
- [Track Safety Matters - Close Calls](#)
- [Track Safety Matters - Safety And Innovation](#)
- [Fatigue Management](#)
- [TSA - Prep4Safety](#)
- [Working at Height](#)
- [Great Crested Newts](#)

### 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@ihs.com">emeastore@ihs.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>
<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>

## Useful Links



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</b>  <b>Codes of Practice</b>  <a href="http://www.rssb.co.uk/rgs">http://www.rssb.co.uk/rgs</a></p> <p><b>Refine results by selecting Lead Committee</b></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 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/>

- [SSoWP Guidance](#)
- [PDSW Communications](#)
- [Standard 019 issue 9 Support](#)
- [Standard 019 Briefing Materials](#)
- [Standard 019 Further Guidance](#)
- [019 Infrastructure Projects Guidance](#)

#### Latest updates:

- [Latest 019 FAQs – August 2017](#) PDF / 20 Oct 2017
- [Revised Standard 019 Animation](#) MP4 / 17 Feb 2017





**NetworkRail**



# Who are you?

**Wear your lanyard and building pass visibly at all times.** Those who don't will be challenged. Help us all clearly identify who has authority to be here.

**Someone not wearing their pass?** Don't be afraid to remind them to put it on, ask them who they are, where they're going. If in doubt alert security.

Call out security risks or concerns using the Close Call phone line 01908 723 500 or via the app. In an emergency always call 999.



**See it. Say it. Sorted**



Protect our railway





Take responsibility



Behave securely

Report security incidents to our helpdesk on 085 51600 or 01270 721600. Call out security risks or suspected misconduct using the Close Call phone line 01908 723500 or via the app. If in doubt ask us by emailing [asksecurity@networkrail.co.uk](mailto:asksecurity@networkrail.co.uk) or post on Yammer using the hashtag #AskSecurity. In emergency call 999



 		Incidents & Accidents
Close Calls	Faults	Incidents & Accidents
<p>A Close Call is defined as anything that could have the potential to cause harm or damage but has not done so on this occasion.</p> <p><b>Examples include</b></p> <ul style="list-style-type: none"> <li>Scrap rail, materials or tools obstructing access points / walkways</li> <li>Slip/trip hazards across railway infrastructure (e.g. toughing/sleepers) / office environment</li> <li>PPE not being worn (Breach of Life Saving Rules)</li> <li>Essential details missing from Safe Work Pack prior to planned work</li> <li>Wires left exposed causing an electrical hazard</li> <li>Individuals walking up/down stairs using their mobile phone</li> <li>Liquid spilt on the floor (Report after making area safe in first instance)</li> <li>Computer/Laptop left unattended with screen unlocked</li> <li>Signage displaying incorrect details (i.e. Chemicals stored incorrectly in wrong place)</li> </ul> <p><b>Phone:</b> 01908 723500 (Option 1 then Option 2);</p> <p><b>Network Rail Close Call App:</b> available to download via MaaS360 Catalogue;</p> <p><b>Email:</b> using template available via Close Call page on Safety Central</p>	<p>A fault is identified as an unsafe condition within the railway infrastructure / property that could cause harm or damage and needs to be reported through the correct channels.</p> <p><b>Examples include</b></p> <ul style="list-style-type: none"> <li>Cracked/broken rails</li> <li>Hypodermic needles left on a walkway or lineside</li> <li>Signals not displaying the correct or any aspect</li> <li>Track defects</li> <li>Trees or branches leaning dangerously close to operational or overhead lines</li> <li>Wrong side signal failures</li> <li>Escalator at a station with damaged teeth</li> <li>Fire door damaged/blocked</li> <li>Unsecured access gates (Once resolved and if behavioural element identified, report as Close Call)</li> <li>Damaged stair edgings</li> </ul> <p><b>Report to local fault control, signaller or facilities management (as appropriate)</b></p>	<p>An incident/accident is the occurrence of an event which has resulted in a safety loss incident, injury, accident or collision involving people and equipment.</p> <p><b>Examples include</b></p> <ul style="list-style-type: none"> <li>Derailments</li> <li>Injury as a result of an accident (minor – cuts or major – hospital stay)</li> <li>Injury caused as result of slips, trips and falls</li> <li>Oil spills (environmental incident)</li> <li>Operational Close Calls / Irregularities:             <ul style="list-style-type: none"> <li>- Unauthorised movement of a train in a possession</li> <li>- Person trapped inside a CCTV crossing</li> </ul> </li> <li>Theft</li> <li>Train striking objects</li> <li>Trespass where individuals are on or near to the infrastructure</li> <li>Fatigue / unauthorised working beyond agreed hours</li> <li>Poorly loaded rail or motor vehicle</li> </ul> <p><b>Routes:</b> Report to relevant Route Control / Health &amp; Safety Team</p> <p><b>Central Functions / Infrastructure Projects:</b> Report to Supply Chain Operation (SCO) 24/7</p> <p><b>Phone:</b> 01908 723500 (Option 1 then Option 1)</p>



Infrastructure Projects Southern

# Home Safe

The Southern Region's Weekly Safety Update



29 August 2018

## Working at height unsafely...

A painting operative climbed through the scaffold handrail and laid on top of the viaduct cross-head in order to prep the bearing plate steel prior to application of the primer coat. Works were stopped, and the operative was stood down.



This incident is currently under investigation; however, the following points should be considered:

- The operative changed from using a scissor lift to scaffold access and this was not reflected in the Task Briefing Sheet (TBS). **Always consider the access requirements and include these within the task briefing.**
- The operative and supervisor were advised by the engineer about the areas that could not be reached safely and that alternative arrangements would be made for this. **If an area cannot be reached safely then stop works and reassess the task.**

## Near miss with track workers



Two track workers were involved in a Near Miss incident while investigating a fault with a track circuit. They moved onto the track after a train had just passed their location, but this put them in the path of another approaching train. The driver applied the train's emergency brake when he saw the workers ahead. The track workers managed to move clear around two seconds before the train passed them.

A full report has been produced which includes further information, immediate causes and underlying factors. You can [read the full report here](#).

## Protecting employees from injuries

Advice has been shared by Safety and Health Practitioner (SHP) on how to minimise injuries on site.

How can you minimise injuries on site?

1. **Fire extinguishers** - Your site should include fire extinguishers based on floor area and relevant to the nature of the potential fire.
  2. **First aid equipment** - In the event of an emergency, it is important to have all the correct first aid equipment on site to protect workers, should there be an injury.
  3. **Fire alarms** - No matter how small or large your site is, it is important to have the appropriate fire alarms in place to protect workers.
  4. **Spill kits** - Make sure you manage the specific risks associated with oil, chemical, and general maintenance spills by having the right spill kits to hand.
  5. **Signage** - Appropriate signage ensures workers are aware of fire hazards and other safety risks and can act swiftly in an emergency.
  6. **Training** - From fire safety awareness to emergency first aid, it is important that regular training is provided for workers to ensure they are prepared in an emergency.
- A video with more information has been produced by the SHP and you can view it [here](#).

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk) or go to [www.southernshield.co.uk](http://www.southernshield.co.uk)

# Home Safe

## Is your risk assessment thorough and effective?



A manhole had been removed in an excavated trench with the intention of replacing it with a new waterproof design. From within the trench, an operative completed some drilling into the base and penetrated through the arch into the vacated shop below. It appeared that the thickness of the arch at this point had been reduced to approximately 120mm by the original manhole works that predated the project.

An investigation will determine the full causal factors; however, these are the following points to consider:

- Part of the arch rings had been broken out as part of the pre-project works to install the manhole. The arch formation was not removed as part of these works.
- The Permit to Demolish and Permit to Dig were both in place for the operation, but neither document noted that the arches below were significantly higher in this location than anywhere else in the trench. *A thorough and effective risk assessment should always be carried out prior to works commencing.*

## Getting to work and back home safe

Many of our company vehicles now have tracking systems to help us all follow the rules of the road and keep us safe when at work. But, do you always follow the Lifesaving Rules when driving your own vehicle? Did you know that:

- On average 3,000 people are killed or seriously injured each year in drink drive collisions.
- Drivers using a hands-free or handheld mobile phone are slower at recognising and reacting to hazards. Your reaction times are two times slower if you text and drive than if you drink drive, and this increases to three times if you use a phone.
- You are twice as likely to die in a crash if you don't wear a seat belt. Research shows that 24 per cent of people admit they sometimes don't wear a seat belt when travelling in the back, and 10 per cent in the front.
- In some road conditions, including fog and rain and traffic flow, even driving at the speed limit could be too fast. The risk of death is approximately four times higher when a pedestrian is hit at 40mph than at 30mph.



## Beware of Weil's disease



Weil's disease is a severe form of leptospirosis, a type of bacterial infection caused by Leptospira bacteria. You can contract it if you come into contact with the infected urine or blood, or rodents that are infected with the bacteria. Rodents are one of the primary carriers of the infection.

Early symptoms of Weil's disease resemble a cold or the flu; which include:

- Headaches or a fever,
- Sensitivity to light,
- Chills and muscle pain,
- Fatigue,
- Vomiting,
- Loss of appetite
- Red eyes.

Leptospirosis could be easily dismissed as something less threatening. If you show signs of the above symptoms having been in contact with canal, river water, rats or landfill areas, visit a GP immediately.

### Always remember to:

- Wash cuts and grazes immediately with soap and running water and cover all cuts and broken skin with waterproof plasters before and during work
- Wear protective clothing
- Wash your hands after working in areas which could be infected before eating, drinking or smoking.

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk) or go to [www.southernshield.co.uk](http://www.southernshield.co.uk)



# Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update



01 August 2018

## Do you always follow the task briefing?



During works to remove glass doors, a glass panel struck the floor and shattered. Fragments of the glass cut an operative's arm and he was taken to hospital where he required two stitches.

*An investigation of the incident found that:*

- The task briefing required long sleeve tops to be worn and the glass to be laminated as a shatter control measure; however, these controls were not implemented or checked by the supervisor and no one in the team challenged this.
- The work group did not consider the risk of the glass breaking as they had previously removed a number of panels with the same methodology without incident.
- Tools to aid moving of the glass such as suction pads were not considered in the task planning or available on site.
- The task briefing was not suitably concise and specific to the task.

Always ensure that you have a detailed task briefing and that the all the safety requirements are implemented as advised.



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

## What emergency procedures are in place for the task?

Whilst filling up a fuel bowser a pipe burst causing a loss of 30 litres of diesel and an operative being covered in diesel. The operative had to shower to remove the diesel from their skin and then apply barrier cream. Spill kits were used immediately to contain the spill; however, further work is required to clean contaminated ground.

*When undertaking fuelling activities:*

- What emergency procedures do you have in place for dealing with environmental spillages and for dealing with uncontrolled releases of substances that are hazardous to your health?
- Are you wearing the correct PPE as detailed in the task briefing to prevent hazardous substances coming into contact with skin?

## The Southern Shield Charter has been updated



Following the recent fatality when a railway colleague fell from a step ladder on a station in Scotland, the Southern Shield Charter has been updated. The Working at Height hierarchy (Appendix C) prohibits the use of alloy, fibreglass or timber pole ladders without the approval of a Construction Director or equivalent. This has now been extended to include step ladders.

Before applying for this approval, the following criteria must always be met:

- Ladders may not be used unless a task specific risk assessment has been carried out.
- There is no other practical way of carrying out the task.

The updated Southern Shield Working at Height hierarchy can [be found here](#) and the complete Southern Shield Charter and appendices is available [on the Southern Shield website](#).

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk) or go to [www.southernshield.co.uk](http://www.southernshield.co.uk)

# Home Safe

## What protection do you have in place when working at height?

A property maintenance team was working on a ground floor lift. While there was a barrier between them and public there was no barrier or fall arrest equipment to prevent them falling 15 feet into the lift shaft. When discussing with the operatives what fall protection was in place, the operatives believed that the floor would stop them from falling. No one else had challenged up until that point.

You should always have fall protection in place or use a safety harness when working at height.



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

Always challenge unsafe behaviour, remember: you can raise a Close Call, take a Time Out Take Five, Feel Safe to Ask or implement the Worksafe procedure at any time.

## Don't risk your life for your phone...

An operative slipped on the access steps on his way to the site and landed on his back. The operative was taken to hospital and subsequently discharged.

Although this incident is currently under investigation, initial indications suggest that the operative was on his phone and was not holding the handrail as he walked down the stairs despite having been warned about the slippery stairs.

**Avoid using your phone on site and only use it while standing in a place of safety. Always take precaution in slippery conditions.**

## Lifesaving Rules video



Did you know that the Southern Shield has a video animation available to help you and your team remember the Lifesaving Rules. You can use this video during team meetings, briefings and stand-downs to discuss the importance of knowing these rules. You can view the video on the [Southern Shield website](http://www.southernshield.co.uk).

If you would like to request a copy of the video, contact [Shield@Networkrail.co.uk](mailto:Shield@Networkrail.co.uk)

Available for downloading on the Southern Shield website



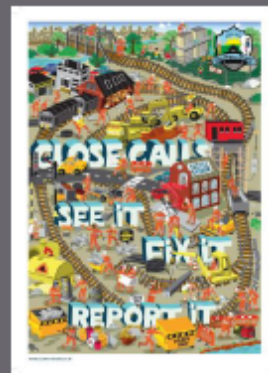
Lifesaving Rules poster in English



Lifesaving Rules poster in Polish



Lifesaving Rules poster in Romanian



Close Calls – See it, Fix it, Report it

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# Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

27 June 2018

## Lessons from rail left in four foot



An Inverness to London train struck the end of a 130 metre long section of rail. The rail had been left between the two running rails with one end resting on the left-hand rail of the up line, following an overnight engineering possession. The train pushed the whole length of rail from the four-foot into the cess but did not derail.

The incident demonstrated the importance of the Person in Charge making sure that suitable arrangements are in place to confirm that the line is clear and safe for the passage of trains, and that these arrangements are properly implemented.

See the full [Rail Accident Investigation Branch Safety Digest](#) here.

## Danger to the public

A piece of wood fell from the wooden panelling within London Bridge station concourse onto the public area below. Although no one was injured there were members of the public in the area. The wood showed signs of glue which indicates the panel was either repaired before or after installation. The investigation is still ongoing.



**Remember...** to report all damages. If material has been damaged it must not be installed until an approved and recorded repair has been carried out or a replacement has been made.

## Unauthorised access to the railway



In the southern region, a member of the public was seen walking down the cess. The individual was detained until the BTP arrived.

The risk posed to those who trespass on the railway was highlighted by the recent fatalities at Loughborough Junction (above).

Although trespassers can readily get access to the infrastructure at places such as stations, it does reiterate the need for our teams to ensure that our access points are always fully secured.

**And it's not just unauthorised members of the public...**

...a contractor working for another project attempted to access the track via an IP Southern worksite without a Safe Work Leader, Safe Work Pack or any form of protection. They were challenged by the IP Southern Principal Contractor.

Both incidents are examples of great behaviour by our teams who were prepared to challenge and then raised a Close Call. Remember to always:

**See it, Fix it and Report it.**

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk) or go to [www.southernshield.co.uk](http://www.southernshield.co.uk)

# Home Safe

## Manhole left uncovered...

A Close Call was raised after a manhole was left open on the platform with incomplete barriers. People continually walked past without challenging this. When the operatives were finally challenged, they responded saying that there was nothing wrong with the situation. Afterwards, full barriers were put around the manhole to secure it.

*And when it goes wrong...*



Last year, an operative was injured whilst surveying external cable routes. As he walked in an area covered in leaves, he stood on a cable chamber manhole cover which gave way beneath him. One of his legs plunged down the chamber to waist depth resulting in an injury to his right knee. He was taken to hospital where it was confirmed he had suffered serious ligament/tendon trauma, bruising and fluid accumulation to his knee.

The manhole cover was refitted, tested and found to be in good condition. It transpired that the manhole cover had not been fitted properly by previous users which resulted in the cover not being seated correctly in its frame. This caused it to tilt when weight was applied. Consequently, the operative was signed off from work for 66 days.

A Close Call was also raised to remove a sharp, broken pipe from the cable chamber. Fortunately, the injured person had fallen on the opposite side to this pipe and did not come into contact with it.



**Always make sure that you replace manhole covers correctly and test to check that it is fitted in its frame.**

VolkerFitzpatrick have produced a document which provides guidance on holes, voids and shafts protection. You can read this on [the Southern Shield website](#).

## Stay out of the exclusion zone

A recent Close Call reported an incident where an operative ignored the exclusion zone and entered behind a telehandler whilst it was unloading bricks. The operations were stopped and a safety conversation was held.

**Personnel controlling exclusion zones should remain vigilant during works and intervene where necessary. Always challenge anyone attempting to enter an exclusion zone.**



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

## Safety Advice

Network Rail has issued safety advice on the correct use of HDV03/2D live line indicators.



You can read the full safety advice on the [Safety Central website](#).

## Toolbox Talk – increased risk of fire in hot weather



The [Southern Shield Toolbox Talk document](#) has been updated to include a briefing on the increased risk of fires in hot weather. During the summer period, the risk of lineside fires is greatly increased.

The Toolbox Talk contains information on how to reduce the risk of a fire starting on your site and emergency procedures that should be in place in the event of a fire.

**Raising the bar**  
Did you know a Safe Use of Plant handbook is available on the Southern Shield website?



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## Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

25 July 2018

### Beware of hypodermic needles

An operative was working within the rail corridor and sat down on the embankment when he felt something sharp. On investigation, he found a discarded needle and syringe lying on the ground where he had just sat down. The operative was taken to hospital where blood samples were taken and he was given precautionary inoculations against hepatitis.



This incident highlights the need for constant vigilance in respect of discarded sharps and the potential consequences of contact with used hypodermics. Unfortunately, this is becoming an increasing problem as areas like railway embankments are convenient places for people to dump rubbish and drug users to discard used syringes.

#### Lessons learnt from this incident

- Work areas should be checked before the start of each shift for any newly discarded needles as these are the most likely to be carrying infections.
- In the event of discovery of hypodermic needles, or associated items which may indicate their presence, the Site Manager should be notified immediately.

A Toolbox Talk on hypodermic needles is available on the [Southern Shield website](#).

### Unauthorised access on site

In the southern region, a few incidents have occurred involving members of the public. In the first incident, a man threatened staff on site and attempted to enter the site before being challenged.

Subsequently, the site team were briefed on their security plan. In a second incident, a member of public climbed over the boundary fence and into the down cess area. They were quickly escorted from site and reported.

This is an example of our teams being prepared to challenge and then raising a Close Call. **Remember: see it, fix it, report it.**

### Are you applying sunscreen correctly?



Studies have found that most people apply less than half of the amount required to provide the level of protection indicated on the packaging. Areas such as the back and sides of the neck, temples and ears are commonly missed, so you need to apply it generously and be careful not to miss patches.

#### 1. How much should you apply?

You should try to apply at least six full teaspoons (approximately 36 grams) to cover the body of an average adult, which is more than half a teaspoon of sunscreen to each arm and the face/neck (including ears), and just over one teaspoon to each leg, front of body and back of body.

#### 2. When should you apply?

Apply sunscreen 15 to 30 minutes before going out in the sun to allow it to dry, and then again shortly after heading outdoors. Reapply it at least every two hours, and immediately after swimming, perspiring and towel drying or if it has rubbed off.

A sunscreen fact sheet with further information is available on the [British Association of Dermatologists website](#).

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# Home Safe

## Runaway MEWP

A Genie Z60 Mobile Elevating Work Platform (MEWP) ran away for approximately 340 metres whilst in the process of being on-tracked. It came to a standstill at Platform 1 of Bradford station. No injuries or damage was sustained but several staff had to move clear of the uncontrolled movement. The incident is under investigation but immediate actions that are required include:



- Bringing forward Genie Z60 Type 9b parking brake inspections to three monthly intervals.
- Re-briefing all Operators, Machine Controllers and POS representatives on the correct on/off-tracking procedures and on the correct completion of pre-start and functional checks.
- Having a suitable risk assessment where gradients are present and have a detailed recovery plan for failed OTP.
- The full list of actions that are required is [on Safety Central](#).

## How good is your supervision?



A trainee scaffolder put his hand on the edge of a cross brace tube and was tightening up the swivel with a scaffold spanner when the tube popped out at the top. This caused the tube to fall and pinch his finger resulting in six stitches and two days off work. Key findings from the investigation are:

- No one took the lead in this task and there was a lack of communication between the experienced scaffolder and the trainee
- The trainee misjudged when to stop tightening the swivel due to his lack of experience.

## No plans or equipment for the task

Scaffolders, who had received a daily brief and a task specific brief, were found working inside a restricted area without authorisation. They also did not have the necessary PPE for the task they were going to carry out. The whole scaffolding team was stood down with two people sent away from site.

	Always be sure the required plans and permits are in place, before you start a job or go on or near the line.		Always use the equipment that is fit for its intended purpose
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## Close Calls

### Incorrectly placed marker boards

At the end of the possession on the Gospel Oak to Barking line, it was discovered that marker boards had been placed on the incorrect line for the duration of the possession. For cause screening was carried out and the incident is under investigation.

### Excavation safety

An operative was found to be working in an excavation where temporary works had not been installed. The works were stopped, the temporary works were installed and a safety conversation was held with the operative.

### Lift plans

During works to install expanded polystyrene blocks the lifting slings were not correctly installed when lifting the sections. The issue was reported to the supervisor who stopped the works and ensured slings were correctly installed. A re-briefing of the lessons learnt, [from a similar incident at Redhill](#), also took place.

The June edition of the Shield is available – Click on the picture below to see a copy.



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# Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update



06 June 2018

## Workplace fatality

It has been confirmed that there has been a fatal accident on an IP worksite. The young man was an electrician working for Linbrooke who died as a result of a fall from height and a detailed investigation has been initiated into this terrible accident. Although it is too early to draw any conclusions as to how this occurred, now would be a good time to check that all our safety measures for working at height are in place, including for relatively low heights which can be equally as dangerous.

We know that everyone in Southern Shield will want to express their deepest sympathies to the family, friends and loved ones at this tragic time.

## Face injury from grinder



An operative was using a nine inch angle grinder to cut through a seven inch cast iron water main and during this process the cutting blade broke into a number of pieces. Initial investigations suggest that the blade may have 'kicked'.

As a result, the operative sustained lacerations to his face, mouth and arm. He was taken to hospital and received 50 stitches. Despite the terrible injuries,

the operative is now at home recovering.

Although this incident is currently under investigation, consider the following points when using equipment like grinders and disc-cutters on your site:

- Are you using the correct equipment?
- Is the tool in full working order and correctly maintained?
- Is the correct blade fitted and is it of the correct speed rating for the tool?
- Is the correct PPE being used and in the right way?



You can read more on this incident [here](#). Please be advised the document contains graphic content.

## Safety Advice

Network Rail has issued safety advice regarding the use of bitumen boilers for sealing longitudinal timbers after an operative's face and neck were splashed with hot bitumen during longitudinal timber replacement work.



The following action is required:

- The Person in Charge or Supervisor must ensure that [Health and Safety Guidance Note 33 Appendix 6 \(Safe operation of bitumen boilers\)](#) is complied with.
- The risk of fire and explosion from storage and use of liquefied petroleum gas, burning from contact with hot bitumen and the risk of respiratory irritation from excessive inhalation of bitumen fumes must be controlled when using the boilers.
- Workers and supervisors should be trained in specific first-aid procedures for bitumen burns.
- Always consider whether the task is safe in the prevailing weather conditions.

You can read the full Safety Advice [here](#).

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# Home Safe

## Are you wearing the correct PPE?

While erecting an access scaffold, a scaffolder was putting in a seven foot transom with a top and bottom swivel. As he was just about to tighten the lower swivel another scaffolder, at ground level, reached up to help. The second scaffolder put his left hand on the edge of the cross brace tubed while tightening up the swivel with his right hand with a fixed scaffold spanner.

As the first scaffolder pulled himself up from a kneeling position, the second scaffolder started to tighten the swivel and the tube popped out of the top swivel causing the tube to fall and pinch his left index finger. Although he was wearing Cut 5 gloves, this resulted in a cut that required stitches.

An investigation is currently on-going; however, a key lesson from this incident is:

- The second scaffolder was wearing Cut 5 gloves when he was cut but he could have easily sustained a much worse injury had he not been wearing the correct PPE. **Risk assessments should be carried out for every task to determine what task specific PPE is required.**

In another incident an irate member of the public drove over an engineer's foot. His safety boots took the majority of the force and he was able to continue work without having to receive medical treatment. In this case, his safety boots prevented any serious injury.



A PPE guide is available on the [Southern Shield website](#).

## Check it before you use it

An excavator that was being delivered to site had damaged steps which were unusable and the delivery driver was unable to get into the machine safely. The damaged machine was quarantined and a fitter was called to repair the steps.

**Always check that equipment is safe to use and compliant with standards before you begin using it.**

## See it, Fix it, Report it

Whilst using an RRV with a mounted drilling rig, a small spark was witnessed. The team stood down and reported the incident and it was found that the spark was caused by stray currents. The track circuits were powered down and the spark was reduced to an acceptable level.

Well done to the site team for stopping work. Remember... **See it, Fix it, Report it.**

## Is your equipment for purpose?

During on site checks it was identified that the safety rails on two scaffold towers had incorrect fittings and were secured by cable ties. This could have resulted in a fall from height. The works were stopped until the proper fittings we installed.



## Is your scaffolding still safe?



Did you know that all scaffolding should be inspected to ensure it meets appropriate safety standards following:

- Installation and before first use.
- At an interval of no more than seven days.
- Any circumstances that arise which could potentially compromise the safety of the installation, for example extreme weather conditions.

A scaffold checklist can be found on [the HSE website](#). This guide is clarifies when a scaffold design is required and what level of training and competence those erecting, dismantling, altering, inspecting and supervising scaffolding operations are expected to have.

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# Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update



30 May 2018

## Lost Time Injury during lifting operations


A fork lift truck was lifting into position an OHLE mast transfer plate using neodymium magnet lifter lifting equipment. As the plate was being lowered into place, witnesses reported that the plate dropped off the magnet striking an individual on both hands. He was taken to A&E for treatment. This incident is still under investigation but this is the immediate lesson learnt:

**Always ensure that during lifting operations, no part of the body is ever placed under a suspended load.**

## Stay out of the exclusion zone

A Close Call was raised after a joiner walked into a machine exclusion zone while working on concrete pour. The Banksman did not adequately control the exclusion zone. Works were stopped and the Safe Work Leaders were instructed to re-brief operatives and pay extra care to maintaining exclusion zones.


**Personnel controlling exclusion zones should remain vigilant during works and intervene where necessary. Always challenge anyone attempting to enter an exclusion zone.**



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

## Did this Close Call prevent an accident?

A subcontractor couldn't get a wagon out from the cess so they decided to lift it out without a lift plan or knowledge of the wagon's weight. Works were stopped and immediately re-planned in a safe manner.



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

## Did you know?

Did you know that dust can be categorised into types?



**Inhalable dust** which is larger sized dust particles that you can generally see with the naked eye. This type of dust reach the upper section of your lungs.

**Respirable dust** which is smaller sized dust particles that can be invisible to the naked eye. This gets trapped in the lower section of your lungs.

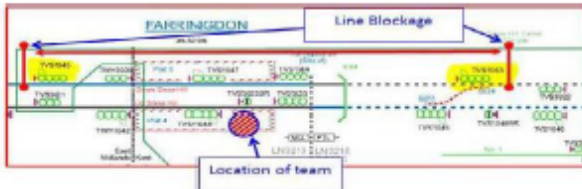
**Remember...** risk assessments should be carried out for every task, to determine whether additional or task specific PPE is required, such as respiratory protection.

The Health and Safety Executive have a [dust hub](#) which provides information to help employers control exposure to dust in the workplace.

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk) or go to [www.southernshield.co.uk](http://www.southernshield.co.uk)

# Home Safe

## Wrong line



A team were tasked with carrying out a survey and gauging works and the line blockage was taken correctly for the Down line adjacent to the platform they were working on. However, the team were about to start work on the Up line which was open to traffic. Fortunately, the error was spotted just prior to a train travelling through at line speed.

An investigation determined that following factors contributed to the incident:

- The Person in Charge (PIC) was not familiar with the exact layout of the site at the station.
- The PIC was not fully involved with the development of the Safe Work Pack in accordance with the Network Rail Standard NR/L2/OHS/019.
- There was a lack of discussion between the planner and the person in charge.

**Lessons Learnt:**

- Always follow the principles and standards for safety of people at work on or near the line.
- Always ensure that you have the appropriate local knowledge and confirm the location using a known datum point (signal or other railway asset) before work begins.

**Remember, when taking a line blockage never assume that you're in the correct location... always check.**

## Shared Learning – Working at height

Recent working at height incidents have been reported that have included:

- An operative chose to stand on the mid-rail of a podium step to complete a short duration task knowing he was breaking the rules related to working at height.
- An operative used a powered access platform to reach the top area of large walk-in fridges and this was an area that was not made safe for working at height.

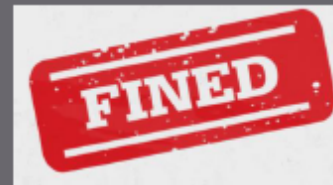


**Always apply the Lifesaving Rule when working at height**

- If an area cannot be reached safely then stop work and reassess the task.
- Access requirements must be included in the Work Package Plans and Task Briefing Sheets.

Thameslink have produced a [Shared Learning document](#) on working at height and you can find the Southern Shield Working at height hierarchy [here](#).

Worker suffers life changing injuries after fall



A company has been fined after a worker fell through a roof and suffered multiple fractures to his ribs and spine.

The HSE's investigation found that although the company had a risk assessment in place, there were no sufficient measures in place to prevent falls through a void in the roof of the building.

The HSE Inspector said: "Falls from height remain one of the most common causes of work related fatalities in this country and the risks associated with working at height are well known. This incident might have been prevented if suitable and sufficient measures had been in place such as a crash desk or safety net."

What preventative measures do you have in place to prevent incidents like this from occurring on your sites?

*Remember the Lifesaving Rule for working at height*



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

Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk) or go to [www.southernshield.co.uk](http://www.southernshield.co.uk)

# Shared Learning

Infrastructure Projects

Issue Date: 10<sup>th</sup> July 2018 - For further info contact your Regional Head of S & SD

**Issue Number: IPSL001 Title: Review of Handback Arrangements for your action**

**Overview of Event:**

There have been three significant events which have occurred in Network Rail in the last 18 months where sites had been handed back with objects left affecting the safety of the railway.

- Engineering train finding a pile case in the four foot in Northern Programmes.
- Heathrow Express train striking a timber left in the four foot during Crossrail works.
- Passenger train striking a 400ft length of rail which had been left sitting high on the running edge of up cess rail in Scotland Route. (Note this was not an IP project, but reviewed due to its significance and learning opportunity)



Findings of these investigations have some similarities and further review will need to be undertaken by IP and our Supply Chain colleagues, however to prevent these events recurring, the following needs to be addressed by all projects in IP :-

- When planning the work, arrangements on how the worksite will be closed out on the shift need to be understood by those managing the work activity.
- The Person handing back the worksite must be included in the planning phase for the work and they are to confirm their handback arrangements during whiteboard process.
- Any changes to either site or activity arrangements during the shift must be communicated to those who will be handing back the site as well as the Person in Charge and/or Responsible Manager.
- Clear understanding that technical infrastructure handback contributes to the overall handback for operational running, however full accountability of the Person handing back the railway for its safe operation is to be understood.
- Use of Line Clear Verification arrangements in axle counter areas must be adhered to. NR/L3/OCS/084 details the requirements for this process.

**Remember**

Take 5 at the start, middle and end of the work. Do you have everything, has anything changed, who do you need to confirm your arrangements with.

Things change, how you manage the change is key. Who needs to know, do you know why they need to know.



# Shared Learning

Infrastructure Projects

Issue Date: 10<sup>th</sup> July 2018 - For further info contact your Regional Head of S & SD

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# HSE Bulletin 23 in 2018

## Attempted vehicle theft and assault

Date of issue: 4<sup>th</sup> July 2018

### Background

On 14 June at 0100hrs a sub-contractor to London Underground stopped at a red traffic light in a plain hire van in central London. An assailant opened the driver's door and attempted to drag the driver from the vehicle. In this instance the driver was able to defend himself and the assailant ran away.

### Instruction

Carjacking and similar crime is infrequent, but risks can be reduced by adopting sensible precautions and staying alert.

#### Getting In

- Walk with a purpose and approach the vehicle with key in hand, be aware of any people around, and anyone trying to engage in conversation.
- Trust your instinct, if you feel uneasy get in quickly, lock the doors, and drive away.

#### On the Road

- Keep doors locked and windows up (but an open window may be needed for ventilation in hot weather).
- Keep valuable items out of sight.
- Approach traffic lights slowly if red, so that you minimise waiting time or arrive as they turn green.
- Leave room between you and the vehicle in front in case you need to drive around it to get away.

#### Getting Out/Parking

- Before parking be alert for anything suspicious, and if necessary drive around the block and come back. Trust your instinct.
- Park in a well lit area, near a CCTV camera is better still.
- Arrange to meet someone if possible.
- Don't leave valuables or other items in sight, and stay alert.

#### If It Happens To You

- If threatened and you cannot drive away, give up your vehicle if that is likely to be the safer option, and get away from the area as soon as possible.
- Try to remember what the assailant looked like, voice, clothing, other features etc.
- Call the police to report the crime.
- Be cautious in the event of a lower speed collision, which may be a deliberate act. Look around before getting out, check who is in the vehicle that hit you, and assess a possible threat.
- If you get out of the vehicle to exchange details, keep the keys with you.
- If the situation/location makes you uneasy, signal for the other vehicle to follow you to a well-lit or busy area, or a police station.

For more information:	Alec Ferguson, HSE Senior Manager, <a href="mailto:alexanderferguson@tfl.gov.uk">alexanderferguson@tfl.gov.uk</a>
Approved by:	James Terry, Head of HSE, MPD & CD

MAYOR OF LONDON

# SHE ALERT

Ref: SHE H085 A 18  
Issued by: Kier Highways SHE  
Department  
Date: 07/08/2018



## Razor Blades attached to Traffic Management Signage & Frames

### What Happened

There have been several reports in the Cumbria area that individuals are melting Razor Blades to Traffic Management signage and Frames with the intention to harm individuals who handle them during their work activities. Please be aware and cautious when altering and removing all Traffic Management on the Network.



### How do we prevent injury?

- Ensure gloves are being worn during all work activities.
- Thorough visual Inspection of all Signage and Frames prior to handling.
- For night time works ensure Head Torch is being worn to visually Inspect the signs and Frames.
- Any reports of similar incidents near miss and feedback to your Local SHE Advisor.





# Safety Alert

*A serious incident has taken place*



## Significant Accident

Issued to: South East Route  
 Ref: SMIS2310380  
 Date of Issue: July 18<sup>th</sup>, 2018  
 Location: Dartford  
 Contact: Emma Foster 07730 359 819



## Overview

One of our colleagues suffered a severe facial injury.

On July 12<sup>th</sup> a Maintenance contractor team were tasked with clearing ballast from the foot of the rail to allow for a PLPR inspection. The Safe System of Work was open line with lookout protection.

At approximately 1030hrs, upon the approach of a train, the gang were called off and moved to a position of safety. As the train passed the IP was struck by a piece of ballast which broke his safety glasses and resulted in a large laceration above his right eye.

First Aid was administered on site and the IP was transported to hospital where he received eight stitches.

It is clear that the injury could have been significantly more serious had the IP not been wearing his safety glasses.

An internal investigation is currently underway, but it is likely that the incident was caused by the train's shoe gear hitting a high ballast profile.

## Immediate Actions

- Please ensure that you have been issued with the correct eye protection for the task and that they are in good condition, and that they are **worn at all times** (if you are unsure **ASK** your Manager)
- Do not hesitate to **challenge** any individual who is not wearing their safety glasses (or full and correct PPE)
- Your **Safe Work Pack** must contain the task, location and operational risks and control measures. Ensure you are briefed on these prior to starting work
- When carrying out similar tasks please be reminded of the importance of maintaining a ballast profile which is **clear of the conductor rail and of the collector shoes**.
- Remember **Take 5 for safety!** Think about the risk before, during and at the end of the task.



Part of our group of Safety Bulletins

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South East route

	<b>Major Projects Directorate</b>		
<b>CONSTRUCTION ADVICE NOTICE</b>			
CAN Number: 251		Date authorised for Issue: 27/07/2018	
For enquiries on this CAN, contact: Construction Compliance Team: <a href="mailto:MPDcomplianceteam@TFL.gov.uk">MPDcomplianceteam@TFL.gov.uk</a>			
<h2 style="color: #000080;">False widow Spider</h2>			
<p>The False Widow Spider (<i>Steatoda nobelis</i>) originally from western Mediterranean has become naturalized in the UK. There is now six species of this spider and is widespread across the London Underground infrastructure. They can be found both inside and outside of buildings and structures if warm, dry and dark/shaded and have been found in office buildings, train depots, Cable runs, smoking shelters, container units, storage chests and trees/vegetation.</p> <p>They are shy and will not bite unless provoked. There is a potential risk of injury to operatives and customers if bitten. The bite is similar to that of a bee/wasp sting, the results of which are dependent on sensitivity to the toxins within the venom or bite. It could be very uncomfortable if bitten several times; for example if a spider gets trapped between clothing and the wearer's skin. Bites, although uncomfortable, are not considered dangerous. In rare cases, the injured person may suffer an anaphylactic reaction.</p>			
<p>All operatives should exercise sensible precautions to avoid contact with the spider. Do not reach into places where you cannot see whether a spider or web are present, ensuring that you have adequate task lighting to do so. Special care should be taken when working directly below areas that could contain spiders to prevent them being dislodged by your work and falling onto you or other operatives.</p> <p>Spiders or webs can be removed using a suitable brush, probe or vacuum cleaner, dependent on the working location. This should cause the spiders to disperse. Working gloves will offer protection from bites – no specific gloves are recommended.</p> <p>If you suspect you have been bitten or you have identified A False Widow Spider then take some photos, report it to your Site Person in Charge and the First Aider. The sighting/injury should be reported to the Incident Reporting Line – (eIRF Line) 029 20266780 and also the Asset Performance Control Centre (APCC) 02070271913, as they will want the photos and location so arrangements can be made to spray the area.</p> <p>You must seek professional medical advice from your GP as a precautionary measure to ensure you are given any medical help you may require.</p>			
<i>Striving towards Zero Harm</i>			

Author: Dave Thompson/Richard Prior

Commissioned by: Paul Flynn

Revision: 1



# SafetyAlert

August 2018

## Lifting Operations Incident

### Overview

On the 20<sup>th</sup> July, two operatives working on behalf of Balfour Beatty at Switch Island Road works improvement scheme were constructing a manhole brace frame (temporary excavation support) prior to transporting it to site. The IP (a slinger) was releasing a lifting chain from a 3 metre waler rail when they were struck by the second rail causing fractures to bones in their ankle.

Both rails had been lifted from a laydown area using a wheeled excavator then been rigged with two chains to lifting eyes located on the rail ends. The rails were then lifted vertically into position but did not land in parallel to each other as planned, with one positioned over the other (as below). In an attempt to rectify the situation, the IP stood between the two rails to release one chain. This caused the top rail to shift abruptly from its position, swing round and strike the back of their ankle.



### Main Findings

Although the lifting operation had been planned earlier, activities on site had made the work area congested. Additional pre-start checks should have been undertaken to ensure sufficient space and access arrangements.

Supervision had not assured that Safe Systems of Work were appropriate for the intended task prior to works commencing. Poor housekeeping standards were accepted in the location of the lift, and the supervisors failed to check on progress against the planned works.

Golden rule No.4, 'Stop work if anything changes' was not observed/ applied. Decisions were made by the lifting team to deviate from agreed standard working practices.

### Actions

- Poor housekeeping on site will introduce hazards and increase risks to safety; if you spot unsafe conditions on site report them immediately.
- Ensure lifting plans are in place and have been approved and briefed by the site supervisor prior to works.
- Ensure the ground area is clear of obstruction and items being lifted can be landed without difficulty.
- Never attempt to unslung a lifting chain attached to equipment that has not fully landed.
- If you are unsure of the task being undertaken or something changes STOP WORK!! and seek further advice from your site supervisor and site manager.
- Remember you must always Report all unsafe acts and conditions. "See it, report it".

If you have any further queries please contact the National Health and Safety Team: [NH&ST@highwaysengland.co.uk](mailto:NH&ST@highwaysengland.co.uk)

HEi054

# Shared Learning

**The Thameslink Programme** Issue Date: 15<sup>th</sup> Aug 2018 - For further info contact [sharon.fink@networkrail.co.uk](mailto:sharon.fink@networkrail.co.uk)

**Issue Number: TLP092 Title: Escalator Cladding Panel Fell**

**Overview of Event:**

At approximately 1740 hours on Friday 15<sup>th</sup> June 2018, a triangle shaped escalator cladding panel weighing 4.8kg fell approximately 7 metres into the public concourse area. No one was injured however there were members of the public in the area at the time.

**General Key Messages:**

- Designs must consider interface of multiple components, in particular fixing specifications
- Designs and installation of unusual / unique detail should be highlighted to installation and assurance teams
- Principal Contractors and Network Rail Engineering teams must have robust assurance regimes (inc. Inspection and Test Plans) in place to satisfy themselves that works have been installed as per design

**Causes:**

The Panel fell due to the toe bracket becoming de-bonded from the rear of the Triangular Panel. A number of findings emerged however the key findings were: -  
Design:

- The panel fixing failed at the toe connection where bonding had been used. The panel had fixings on the top of the panel but only bonded at the toe of the panel. The triangular panel and the connection detail for this particular panel was unique due to it's location.
- The fixing detail identified the panel being fixed with a positive fixing through the panel and into a Unistrut channel. The drawings and supporting calculations were approved by the Principal Designer, Principal Contractor and Network Rail via the Subcontractor Design Review SDR process. The fabrication drawing was not included in any of the final SDR submissions and therefore the bonding at the toe had not been identified by those undertaking the review. The fabrication drawing did not detail the unique connection detail for the panel that fell.
- Processes were not followed which included off site manufacture of materials, technical queries around design detail and assurance of installation. Note: The Inspection & Test Plan was not prescriptive on the detail of the fixing connection.

**Planning:**

- The works were not planned for that night and neither the Principal Contractor or Network Rail were aware of the panel having been installed until the end of the shift. There was missed opportunity to identify any associated hazards and risks associated with the installation of the panel. The Sub Contractor Supervisor did not attend the nightly co-ordination meeting were planned works are discussed. This would have led the team to discuss assurance checks required also.
- The nightshift generally operates with a lower ratio of supervision than the dayshift. There was a culture of undertaking activities that we not on the handover for the shift.

**Actions Taken As a Result of the Investigations:**

- A review and inspection of fabrication drawings and installation has been undertaken
- An independent quality investigation is being undertaken around assurance processes and their application on the project
- Design management is under review
- Design risk assessments are under review
- Short term planning of works reviewed with works to be planned at least 2 shifts in advance
- Nightshift resource was reviewed to make sure sufficient allocation of resource to carry out allocated responsibilities
- Workshops have been undertaken on the project for key Supervisors / Engineers to discuss behavioural impact in events like this one.

**Photo of Event :**



The panel was placed to the side by station staff.



The triangle panel that fell into the public concourse



The location of panel prior to it falling .



Exclusion zone set up in concourse after the panel fell



Impact point on panel



# Company fined after workers exposed to Hand Arm Vibration Syndrome

Date:

8 August 2018

Nordam Europe Limited have been fined after workers were exposed to Hand Arm Vibration Syndrome (HAVS).

Cardiff Crown Court heard how around 100 employees of the company, which maintains and repairs aircraft components, were exposed to Hand Arm Vibration (HAV) and developed Hand Arm Vibration Syndrome (HAVS) over 22 years. At least 30 employees were exposed to risk of significant harm.

An investigation by the Health and Safety Executive (HSE) found that employees used a range of hand-held vibrating tools including orbital sanders, rivet guns, grinders and drills. The company should have carried out a suitable assessment of work activities which exposed employees to vibration and should have implemented additional controls to reduce exposure so far as was reasonably practicable.

The investigation found that the company failed in their duty to implement a safe system of work in order to control exposure to vibration. In addition, employees should have undergone suitable health surveillance to identify symptoms at an early stage of the disease. This would have prevented it from progressing to a disabling condition.

Nordam Europe Limited of Hawtin Park, Blackwood, Gwent pleaded guilty to breaching Section 2(1) of the Health and Safety at Work etc. Act 1974, and has been fined £400,000 and ordered to pay costs of £39,620.92.

Speaking after the hearing HSE inspector Janet Hensey said: "This was a case of the company completely failing to grasp the importance of HAVS health surveillance.

"If they had understood why health surveillance was necessary, it would have ensured that it had the right systems in place to monitor worker's health and the employee's condition would not have been allowed to develop to a severe and life altering stage".





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

### Issue 59 Autumn 2018

The publication of the Safety 3-4-3 and Fleet 3-4-3 is due in mid-September 2018 and will be sent out in a separate email to all ACS Rail clients.