

MATCHTECH 



HSQE Briefing

February 2021

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK

Monthly topics



- Driving in Poor Weather
- 019 briefing – Video to watch
- Worker received an electric shock, coming into Contact with the OLE
- Worker has fingers crushed by Points machine mechanism
- Track patroller fatality

- COVID 19 Link
- 24 hour on-call details
- CIRAS

Driving in windy weather

Driving in windy weather can be extremely hazardous. It's important you take note of expert driving advice to help you stay as safe as possible at all times.

The bottom line when weather is severe is consider whether your journey is really necessary – only travel where there is no other option. Motorcyclists especially should avoid travelling in high winds as high cross winds can affect the handling of the motorcycle.

If conditions get too hard to cope with and you get the chance to pull over, do so and, if it is safe and legal, phone a family member or friend and let them know that you have stopped for a while.

However, if you do have to drive, please observe the following advice.

- How to drive safely in strong wind
- Adhering to these top tips will give you the best chance of staying safe, should you need to drive in severely windy conditions.

Driving in windy weather

Driving in windy weather can be extremely hazardous. It's important you take note of expert driving advice to help you stay as safe as possible at all times.

The bottom line when weather is severe is consider whether your journey is really necessary – only travel where there is no other option. Motorcyclists especially should avoid travelling in high winds as high cross winds can affect the handling of the motorcycle.

If conditions get too hard to cope with and you get the chance to pull over, do so and, if it is safe and legal, phone a family member or friend and let them know that you have stopped for a while.

However, if you do have to drive, please observe the following advice.



How to drive safely in strong wind

Adhering to these top tips will give you the best chance of staying safe, should you need to drive in severely windy conditions.

- **1. Pack well**

It is a good idea to pack provisions before leaving if there's a chance severe weather could disrupt your journey or cause a breakdown. We recommend warm clothes, a fully charged mobile phone, some food and water.

Windy weather can lead to standing water - [find out how to avoid aquaplaning](#)

- **2. Listen out**

If you do have to travel, listen out for local news bulletins to keep up to date with road closures, the last thing you want is to get stuck in a queue of traffic due to a road closure you could have avoided.

- **3. Plan your journey**

[Research your route](#) before you leave to find out if there is a route with less exposure to the weather. Always choose a sheltered route if you have the option and let people know you're travelling in case you get stuck and your phone runs out of battery.

How to drive safely in strong wind

- **4. Drive slowly**

High winds can get under a car and affect its handling and braking significantly, this will be brought on by strong gusts which could take you by surprise. Slowing down will help anticipate these gusts and will reduce the impact they have on your driving too.

- **5. Don't leave yourself exposed**

As well as driving fast, areas of the road that are more exposed will leave your vehicles more susceptible to the impact of sudden gusts of wind, prepare yourself when approaching.

- **6. Careful when overtaking**

High-sided vehicles in particular can represent a hazard when overtaking. Driving past large vehicles can result in a sudden gust from the side as you clear, so be prepared for this change in how the vehicle may respond and do not attempt the manoeuvre unless you are certain it is safe and you are prepared to do so.

- **7. Hold firm**

Make sure you hold the steering wheel firmly. Strong winds are not constant; they're usually gusty and can catch you off guard, the key is not to grip too tightly, which may restrict your movement or cause you to jerk the wheel, but to maintain a firm grasp so you have as much control over the wheel as possible.

How to drive safely in strong wind

- **8. Allow more room**

In particular give cyclists, motorcyclists, lorries and buses more room than usual. They get blown around easily by side winds.

- **9. Keep an eye out**

Keep an eye on what is happening to other vehicles. Spotting when and where other vehicles appear to be blown off course by the wind will give you a pre-warning of the conditions.

- **10. More distance**

Keep extra distance between you and the car in front – consider increasing the two-second rule to three seconds.

- **11. Park safe**

Make sure that you park your car in a safe place – avoid parking under trees, near buildings, telephone lines or other structures that could represent a falling-danger in severe winds.

Four things to be wary of;

As well as following the above advice make sure you stay alert and be on the look out for these four potentially hazardous occurrences.

- Crossing high exposed bridges
- Vehicles towing caravans
- Using top or roof boxes as this increases susceptibility to cross-winds
- Debris on the road

Further reading is available here;

<https://www.rac.co.uk/drive/advice/winter-driving/driving-in-heavy-rain/>



019 Video briefing

- The 019 Principles video briefing, released in 2020, focuses on maintenance (route business) with the Person in Charge being integral in the process of planning and delivering safe work. This is different to capital delivery (regional business), with the Safe Work Leader at the heart of the process
- This briefing is not mandated in Sentinel and is not recorded on Sentinel (It is recorded differently for Network Rail employees)
- If you work regularly with Network Rail, then this video is a clear guide that details how the Safe Systems of work, and safety critical staff liaise when on site. It is a 16 minute video, but highly recommended for you to get a clear understanding of the process

https://safety.networkrail.co.uk/wp-content/uploads/2020/06/Principles-of-Standard-019_FULLv2-COMPRESSED.mp4

Safety Advice

Action required following a serious incident



Staff electric shock

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

Ref: NRA21-02

Date of issue: 01/02/2021

Location: Langley Junction, East Coast

Contact: [Linda Penfold](#), Principal Engineer
(M&E), Technical Authority



Overview

A recent incident occurred at Langley Junction on the 28 January 2021, which is currently being investigated, where a member of staff received an electrical shock when working on Overhead Line Equipment (OLE).

Initial indications are that the isolation was not implemented in line with Network Rail's standard for isolations. This resulted in the OLE being switched off but not correctly earthed.

Immediate action required

- The implementation of isolations must always be in accordance with NR/L3/ELP/29987.
- Nominated Persons must always issue and brief a Form STED to all persons authorised to test and apply earths on their behalf.
- All electrical safe system of work paperwork must be completed and retained.
- Always confirm you are working at the correct location.
- Always confirm you have been suitably briefed for the work you are to undertake and reach an understanding with person responsible for the task.
- Only carry out tasks you are trained and competent to do.

Safety Advice

Action required following a serious incident



Staff accident maintaining HW 1000 points machine

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

Ref: NRA21-04

Date of issue: 23/02/2021

Location: Eastleigh Station, Wessex Route

Contact: [Stephen Franklin](#), Network
Technical Head (S&C) - Interim



4 adjustment nuts

Overview

At 02:30hrs on Saturday 20th February a S&T member of staff was conducting fault maintenance on a HW 1000 points machine (E465B) on the BML1 at Eastleigh Railway Station when he sustained a deep laceration to his right index finger.

The incident occurred whilst the team member was making adjustments to the clutch. The dry plate clutch is adjusted mechanically by increasing or decreasing the clutch spring pressure by means of the four nuts on the clutch gear. The points had been switched to manual to prevent the points motor energising.

Although the cut-out switch had been operated, a multi-meter set to measure current had been connected across the cut-out switch in preparation for taking a clutch slip current reading.

As the clutch was being rotated manually, movement of the clutch mechanism caused the operating contacts to make contact and caused the points machine to power up and run.

As the clutch rotated the right index finger of the staff member brushed the adjustment pressure springs which caused a deep laceration.

The injured member of staff has had an operation to repair the damaged tendon in his finger. This incident investigation is ongoing.

Immediate action required

- Always follow Risk Controls Manual [NR/L3/MTC/RCS0216/MANUAL](#) [Issue: 18] Risk Control Manual - GA15 part SIG002 - Points.
- Always isolate the points machine prior to any inspections and adjustments and where any protective covers are removed for inspection and adjustment, these shall be refitted prior to operating the points on 'power'.
- Always confirm you have been suitably briefed for the work you are to undertake and reach a clear understanding with the person responsible for the task.
- Only carry out tasks you are trained and competent to do.

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

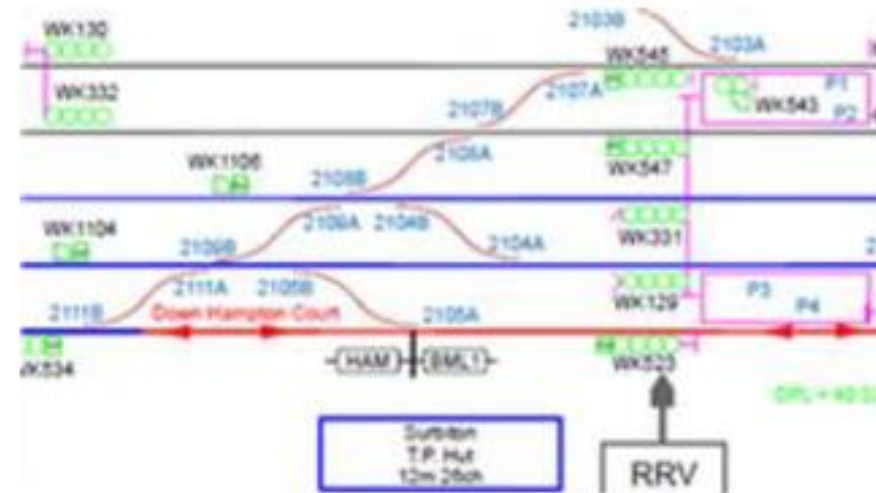
Safety Alert

A serious incident has taken place



Workforce fatality

- Scope: Network Rail line managers,
safety professionals and
accredited contractors
- Ref: NRX21-01
- Date: 12/02/2021
- Location: Surbiton station, BML1 Wessex
route
- Contact: [Allan Spence](#), Director of
Regulator Liaison



Overview

On Tuesday 9th February at 11.38 a.m. a track patroller was struck by 1L29, a Waterloo to Salisbury South Western Railway train, sustaining fatal injuries.

The patroller was one of a team of four inspecting the switches and crossings immediately west of Surbiton station. All of the lines were open to traffic and the system of work used unassisted lookout warnings.

The three other members of staff were acting as site lookout, distant lookout and patroller's assistant. All of the team were experienced at undertaking this activity, familiar with the location and had worked together previously. The inspection was a cyclical task done each week.

The line speed is 80mph. 1L29 was a through-train, travelling on the Down Fast line. Part of the asset to be inspected included a crossover between the Up and Down Fast lines at the location the patroller was struck.

The accident is being investigated by the Rail Accident Investigation Branch, the Office of Rail and Road and in a formal industry investigation.

While we don't yet know what led to this tragic accident, there are some immediate points for everyone undertaking, supervising and managing track patrols which inspect switches and crossings to consider:

- How do you check patrol diagrams* are clear, understood and always followed? How does everyone know what version to use?
- Does the Safe Work Pack (SWP) work with the track patrol diagram, if your SWP is wrong, what stops you challenging any errors?
- Consider how each track patrol team safely covers the entire crossover where trains may arrive from different directions?
- Never step out of the confines of the agreed safe system of work.
- What arrangements could you use to avoid unassisted lookout working?

*Company standard NR/L2/TRK/001/mod02

Safety briefing links

Safety Central

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

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

Southern Shield

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

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

Resourcing Solutions Monthly briefings

- Add this website address to your browser favourites to ensure that you always have access to the Network Rail Rulebook modules (Via RGS online, standards catalogue) as well as all previous monthly rail briefings.

<https://www.resourcing-solutions.com/health-and-safety-briefings>



IMPORTANT INFORMATION

For the Latest COVID 19 guidelines follow this link below.

<https://www.gov.uk/coronavirus>



Coronavirus (COVID-19)

**STAY
HOME**

**▶ PROTECT
THE NHS**

**▶ SAVE
LIVES**



Contact the Rail team

24 hour on call - 07786 265531

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

Store this number in your phone in case of an emergency.

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

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



Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk