

# Health and Safety Briefing

## Stanley Knives/Open Blades Banned

### After a recent finding this is a general reminder of the following.

The use of Fixed Blade Stanley Knife/Open Blades is prohibited, if you currently have these as part of your tool kit please read below for suggestions on alternative tools.

No staff or contractors are to be allowed to use them on Invensys projects or in Invensys offices.



#### Identified Problems:

Employees & Contractors have found it difficult to strip Heavy power cables and have begun using open blades.

Often new cable types are brought into the business prior to a tool specific for working on them is introduced. This leads to the workforce finding non-approved means to complete their work.

#### Solutions:

Three suggested standard tools for S&T installers

- Wire stripper for cores
- Rotary Cable Stripper for multicore cables
- Heavy duty sharp knife with automatic retractable blade for power cable stripping (e.g. Mega Safe for Martor)

Please ensure that necessary controls are followed when completing any task. The correct PPE as identified in the risk assessment (such as gloves) should be provided and worn.



# HSE launches safety clampdown on construction sites

**Date:** 18 February 2013

Unsafe practices on construction sites are to be targeted as part of a national initiative aimed at reducing death, injury and ill health.

During a month-long drive to improve standards in one of Britain's most dangerous industries, the Health and Safety Executive (HSE) will visit sites where refurbishment or repair works are taking place.

Between 18th February and 15th March, inspectors will make unannounced visits to construction sites to ensure they are managing high-risk activity, such as working at height.

They will also check for general good order, assess welfare facilities and check whether suitable PPE such as head protection, is being used appropriately.

During 2011/12, 49 workers were killed while working in construction and 2,884 major injuries were reported. The purpose of the initiative is to remind those working in the industry that poor standards are unacceptable and could result in enforcement action.

Philip White, HSE Chief Inspector of Construction, said: "Death and injury continue to result from avoidable incidents and it is largely those engaged in refurbishment and repair work who are failing to step up to the mark. Poor management of risks and a lack of awareness of responsibilities is unacceptable. "In many cases simple changes to working practices can make all the difference, and can even save lives. Therefore if we find evidence that workers are being unnecessarily put at risk we will take strong action. "We are determined to drive the message home that site safety and worker welfare can not be compromised."

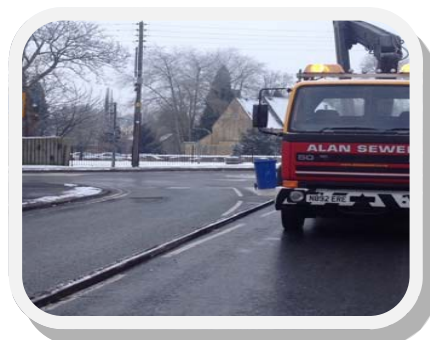
## Securing of Rail for Road Haulage

**F**or the attention of all staff involved in loading, securing and haulage of rail.

Background:

On Thursday January 17th 2013, a flatbed lorry was transporting a load of 60ft serviceable rails along the public highway to a heritage railway site. The load shifted resulting in one 60ft rail becoming displaced and dropping on the road.

The driver of the flatbed stopped traffic until local Police took control of the situation. Arrangements were made for a local haulage firm to supply a HIAB to reload the rail onto the lorry. Fortunately this incident resulted in no injury or damage to road or property.



### **Immediate Action Required by all persons affected:**

Whilst the incident remains under investigation and until further notice, all staff involved in planning the loading, securing and carriage of rail by road should seek advice and guidance from the Road Haulage Planning Centre by contacting Wayne Gould on 07887 896261 before arranging the delivery of rail by road.

Please note that friction of steel products can be reduced by as much as 50% in freezing conditions. This means extra restraints are needed to make loads safe.

Arrangements for road haulage of rail should be made through the Road Haulage Planning Centre with requirements sent by email to DHLroad@networkrail.co.uk.

### **OLE CAST DOUBLE CLEVIS BODY 146/008/001 ('808' FITTING)**

For the attention of OLE Maintenance Delivery Units, Overhead Condition Renewals Team, Construction and Design Contractors.

#### **Background:**

A previous safety bulletin (IGS 266) has referred to failures of the above cast component. No further progress has been made with the manufacturer regarding the investigation of the failure mode of the component.

The Product Acceptance for this item has been suspended until such time as the investigation is complete and Network Rail is satisfied that the failure will not reoccur.

#### **Immediate Action Required by all persons affected:**

Cast double clevises, OLEMI reference 126/008/001 to 126/008/009 inclusive, all of which use the suspect clevis body, are not to be used for new installation or routine maintenance works. The "high strength" version, 126/803/001 or 126/803/002, can be used in place of these components. Trial acceptance has been granted for the new machined version of the "standard" clevis body (PADS reference 091/012515) for OCR usage only, which if successful will be rolled out for national use.

Works involving existing components fitted in the line shall be carried out in accordance with the actions specified in IGS 266.

Existing components in stock may be used for emergency response works only until further notice.

For further technical details and advice contact John Hayes, Senior Technology Engineer

(john.hayes3@networkrail.co.uk – 07801 907 046)

Issued by: Richard Stainton – Professional Head of Electrical Power

## Network Rail Safety Bulletin

This is only for contractors working on the Network Rail Infrastructure

For the attention of **ALL STAFF AND CONTRACTORS**

**F** Background:

On Saturday 26th January, during high winds, a First Great Western train struck a fallen telegraph pole that was fouling the open line at Laira, Plymouth. The train was damaged but fortunately no-one was injured.



Photograph A



Photograph B

**P**hotograph A shows the damage sustained by the unit and Photograph B shows the final resting position of the pole after the impact.

A formal investigation is on-going to determine the immediate and underlying causes.

Immediate Action:

1. Network Rail to establish whether all telegraph poles on the infrastructure are in Ellipse and have thus been subject to an assessment and regular inspection.
2. Any person concerned about the condition or stability of any pole should report the matter immediately to the Fault Control Centre as normal.

## **S** **T** **A** **N** **D** **A** **R** **D** **S**

New Standards attached on page 7.

## **W** **O** **R** **K** **I** **N** **G** **H** **O** **U** **R** **S**

Anyone seen not adhering to the Network Rail Working Hours, as required for Safety Critical workers without a risk assessment being taken to allow the work to be carried out will result in a 5yr suspension.

Any Contractor caught “**double shifting**” (which means two shifts back to back with less than 12 hours break) will be reported to the NCCA and will result in the suspension of a PTS card for up to 5 years.

### **Network Rail:**

A maximum of 12 hours per shift.

A maximum of 72 hours per week.

A minimum of 12 hours rest period between shifts.

A maximum of 13 shifts per fortnight.

In addition to the above requirements, specifically relating to Signalling and Telecommunications Testing Engineers, these employees shall not work more than 23 turns of duty in any two consecutive 14 day periods.

## Letter of Instruction: NR/BS/LI/285

Issue date: 5<sup>th</sup> February 2013

Compliance date: 22<sup>nd</sup> February 2013

Expiry date: On compliance date of NR/PLANT/0200/module P501 – 1<sup>st</sup> June 2013

Contact details: Jim Allenden, Professional Head of Plant & T&RS, Milton Keynes, Tel 07515 625999

### Standard affected: NR/L2/RMVP/0200/P006 (Issue 2), *Safe Use of Plant for Infrastructure Work*

#### 1 Reason for issue

**F**ollowing a review of the risks involved in using Type 9b 'High-Ride' RRV Excavators on Network.

Rail managed Infrastructure; Network Rail mandated a new process for the planning for use of this type of RRV via NR/BS/LI/235 Issue 1 and NR/BS/LI/235 Issue 2.

This LOI reflects the availability to the industry of Type 9b RRV's which have been upgraded to include direct acting rail wheel brakes.



**Picture 1 – Example of upgraded Type 9b RRV with Brake**



**Picture 2 – Example of Type 9b RRV with knurled drive hub extensions**



**Picture 3 - Example of Standard 'High-Ride' type system**

**F**or all works, machines must be planned for use with the following hierarchy;

1. Type 9a, Self powered rail wheels (Hydrostatic or Direct Drive) or Type 9b, 'High-

Ride' systems upgraded with direct acting rail wheel brakes as shown in picture 1 above.

2. Type 9c, 'Low-Ride' or Type 9b 'High Ride' with knurled drive hub extensions (as shown in picture 2 above).

3. Type 9b, 'High-Ride' standard systems as shown in picture 3 above.

You must be able to demonstrate that it has not been possible to use a machine falling into categories 1 or 2 above before using a machine which falls into category 3.

Additionally, when a rail trailer is required on works planned for gradients equal to or greater than 1 in 75 then it is mandated that a trailer with service brakes, capable of being activated by the towing RRV, is to be used.

A list of Type 9b machines that are exceptions to this hierarchy may be found on safety central; <http://www.safety.networkrail.co.uk/>, however, these machines are NOT to be used on gradients equal to or greater than 1 in 75 under any circumstances. This list will be updated periodically and Network Rail will be reviewing the planning data and any plant hirers / business areas that have used a standard Type 9b machine on any gradient will be required to justify that use.

Section 4 'Working on gradient and cant' of NR/PLANT/0200/module P501 has been written to include these requirements and will supersede Section 5 of NR/L2/RMVP/0200/P006 'Preparing a safe system of work for use of plant

## **2 Scope**

This Letter of Instruction applies to all Network Rail employees and Contractors' employees when planning and managing the use of Road Rail Vehicles (RRV's) on Network Rail managed infrastructure.

Briefings will be carried out in Maintenance delivery units in advance of the compliance date. The briefings will be conducted by the Rail Plant Support Engineers. Track Renewals and Infrastructure Project colleagues will be welcome to attend at a suitable Maintenance Delivery Unit.

## **3 Changes**

Hierarchy of planning types of Road Rail Vehicles for all worksites to be applied.

A list of Type 9b machines that are exceptions to this hierarchy may be found on safety central; <http://www.safety.networkrail.co.uk/> , however, these machines are NOT to be used on gradients equal to or greater than 1 in 75 under any circumstances.

Use service braked trailers only, on works where the gradient is equal to or greater than 1 in 75.

# **F**atigue Risk Management












Sarah Hesketh  
Senior Human Factor Specialist RSSB

Fatigue is a feeling of extreme tiredness and an inability to perform effectively. It is a contributory factor in numerous railway accidents and impacts many thousands of staff driving on the road for work.

Fatigue can cause or contribute to, potentially dangerous errors – misreading or overlooking signals, misunderstanding or forgetting communications, straying into a place of danger, failing to complete maintenance checks, or braking too late. Lack of sleep and rest between activities are major causes of fatigue, as are; shift work, roster design, travel time, workload, time pressure, environmental conditions, family circumstances, sleep disorders, poor fatigue awareness. Losing as little as one or two hours sleep can affect concentration, reaction time, decision making, memory, mood and motivation. It is recommended that we sleep for 7-8 hours' a night. Failure to do so results in a 'sleep debt' where we risk falling asleep without warning and a rest break no-longer overcomes the need for sleep. Safe performance will only be restored by obtaining sufficient sleep to make up for sleep previously missed. Employers have a legal duty to manage fatigue risks which requires a systematic approach to control its multiple causes. This offers significant potential for improved safety and greater operational flexibility. Employees share this responsibility, including when travelling on the road to and from work. This includes using fatigue management information provided by an employer, managing sleep and alertness to ensure fitness for duty and reporting any fatigue-related issue. RSSB have produced guidance for employers. See [www.opsweb.co.uk](http://www.opsweb.co.uk) and [www.rssb.co.uk/EXPERTISE/HF/Pages/HFTOOLSANDRESOURCES.aspx](http://www.rssb.co.uk/EXPERTISE/HF/Pages/HFTOOLSANDRESOURCES.aspx). RSSB will be publishing more on road vehicle driver fatigue this spring.

| NUMBER           | IS-SUE | TITLE  | STATUS     | INFO   |
|------------------|--------|--|------------|--|
| NR/GN/INI/002    | 1      | Network Rail Health & Safety Management System - Infrastructure Investment Accountabilities & Responsibilities | WITH-DRAWN | withdrawn as the information contained with it is outdated, does not align with the current organisation within Infrastructure Projects and is no longer considered to be relevant   |
| NR/L3/INI/CI0035 | 3      | Civil's Health & Safety File Control Process   | WITH-DRAWN | The requirements contained within this standard are considered obsolete; this coupled with the fact that posts listed within the standard no longer fit the current organisational structure mean that the standard requires withdrawal. |
| NR/L3/INI/CP0078 | 1      | Working on or Adjacent to the Conductor Rail   | WITH-DRAWN | Remaining requirements are now considered to be obsolete and therefore the standard is required to be withdrawn in order to avoid confusion.   |
| NR/L3/INI/TK0042 | 2      | Use of ATWS to Protect Adjacent Open Lines when Working with On Track Plant                                    | WITH-DRAWN | can now be withdrawn as current requirements are contained within NR/BS/LI/228   |
| NR/L3/MP/TK0052  | 2      | Freight Haulier Claims   | WITH-DRAWN | NR/L3/MP/TK0052 has been replicated in the Track Programme's Quality Management System. This allows its existence to be preserved in order that it can be refined as required and updated to suite the CP5 delivery strategy.            |
| NR/PLANT/0200    | 5      | Infrastructure Plant Manual  | UPDATED    | In view of this NR/L3/MP/TK0052 can now be withdrawn from the Projects Standards Portfolio<br>The "Plant Operations Manual - NR/L2/RMVP/0200" has been re-named and given a new reference - Infrastructure Plant Manual - NR/PLANT/0200  |
| NR/PRC/MP/CI0058 | 1      | Controlling the Risk of Earthwork Instability during MP&I Civils Excavation Works                              | WITH-DRAWN | requirements contained with the standard are now considered to be obsolete and therefore the standard is deemed to be obsolete and requires withdrawal   |
| NR/PRC/MP/TK0054 | 1      | Risk   | WITH-DRAWN | NR/PRC/MP/TK0054 has been replicated in the Track Programme's Quality Management System. This allows its existence to be preserved in order that it can be refined as required and updated to suite the CP5 delivery strategy.           |
| NR/SIG/10661     | 12     | Signalling Maintenance Task Intervals  | UPDATED    | In view of this NR/PRC/MP/TK0054 can now be withdrawn from the Projects Standards Portfolio.   |
| NR/SIG/10663     | 4      | Signal Maintenance Specifications (SMS)  | UPDATED    | Signalling DS to provide info  |
| NR/SIG/11231     | 7      | Signal Maintenance Testing Handbook (SMTH)   | UPDATED    | Signalling DS to provide info  |
| NR/SIG/10665     | 10     | Reliability Centred Maintenance of Signalling Equipment (ROSE)   | UPDATED    | Signalling DS to provide info  |

**L**ife Saving Rules  
Risk: Contact on Trains

1.  Always test before applying earths.
2.  Never drive or work while under the influence of drugs or alcohol.
3.  Never enter the agreed exclusion zone, unless directed to by the person in charge.
4.  Always have a valid permit to work where required.
5.  Never use a hand-held device or programme any hands-free device while you are driving a road vehicle.
6.  Always wear a seat belt while in a moving vehicle and always obey the speed limit.
7.  Always have a valid safe system of work in place before going on or near the line.
8.  Never assume equipment is isolated – always test before touch.
9.  Never undertake an activity unless you have been trained, assessed as competent and have the right equipment.
10.  Always use equipment for working at heights that is fit for purpose.
11.  Unless it is clear other protection is in place, never work at height without a safety harness.