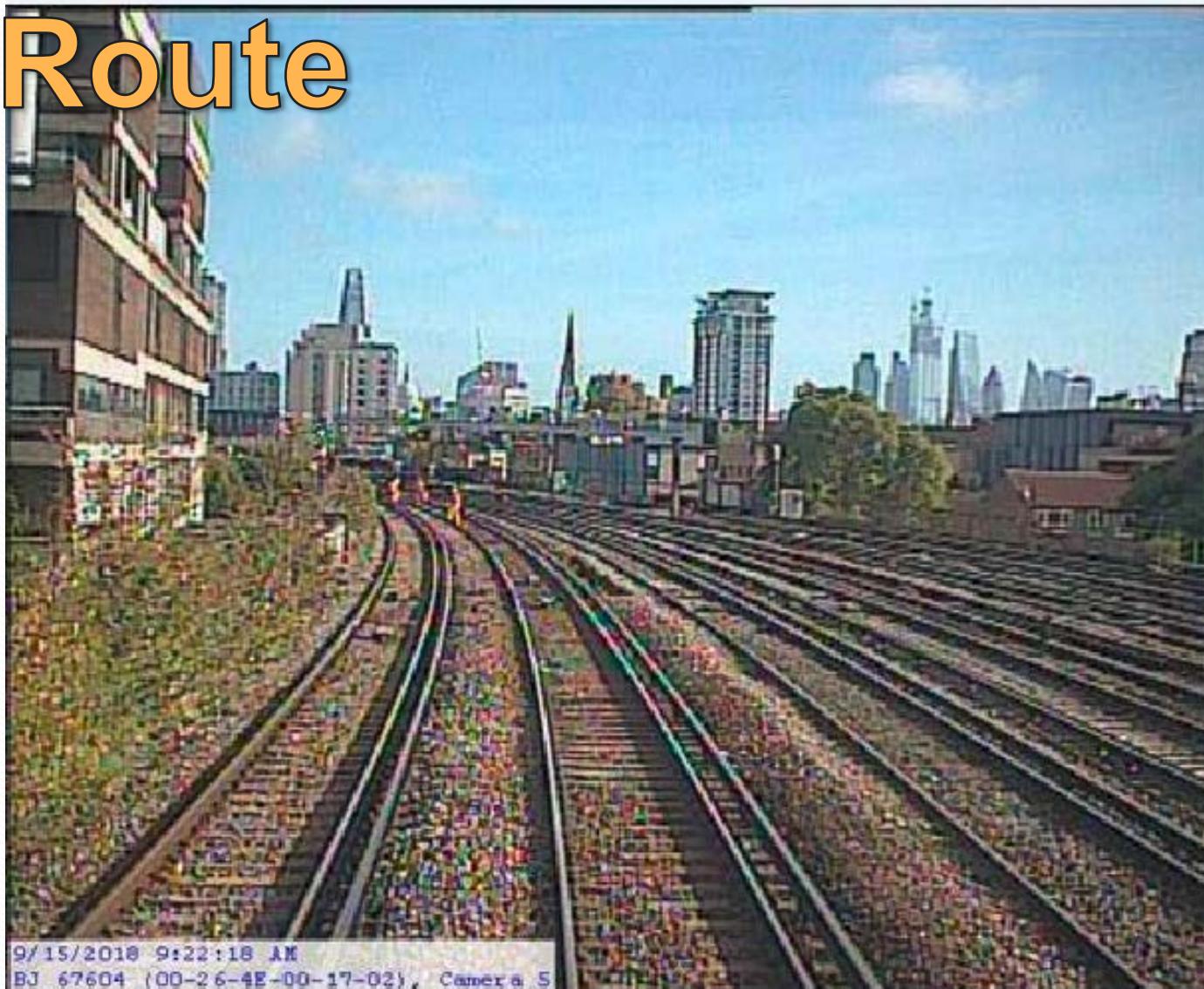


## Route



9/15/2018 9:22:18 AM  
BJ\_67604 (00-26-4E-00-17-02), Camera 5

# Welcome

**Welcome to your Health, Safety and Environment Cascade for Period 6 2018/19.**

**In this cascade;**

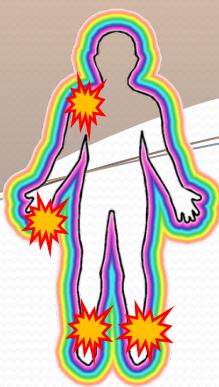
- **Workforce Accidents**
- **Slip trip and fall Hazards**
- **Operational incidents**
- **Winter preparedness**
- **Authority Number for SWPs**
- **Site Wardens – what is the purpose?**
- **Electrical Risk; Close Calls please**
- **Health and Wellbeing**
  - Mental First Aid Awareness courses.
  - Respiratory Awareness & Face Fit Briefings
- **Health & Safety Workshop reminder**
- **Safety Bulletins**
- **Appreciation**



# Workforce Safety

## Significant injuries

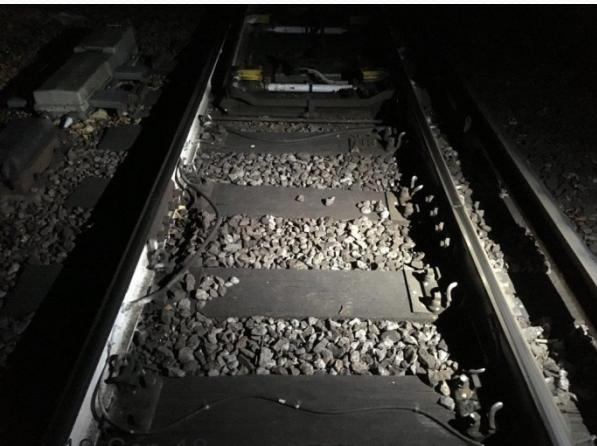
Inner DU NLT	23/08/18	Datchet: An Operative was walking along the track working as a lookout. The ballast shifted beneath him and he fell over sustaining a grazed right arm.  <b>Discussion point: STF... Ballast.</b>
Inner DU NLT	25/08/18	An S&T Team Leader, was attending a TPWS failure at Kingston, whilst crossing over two running lines to the cess, crossed over one running rail and as he placed his foot on the ballast, the ballast moved and caused him to twist his ankle. He sustained pain and swelling in the ankle exacerbated by all of his weight being centred on the front foot.  <b>Discussion point: STF.. Ballast.</b>
Inner DU LT	28/08/18	Guildford Depot: A Nash Contractor working for the Inner Off Track section, was exiting a vehicle on arrival at Guildford Off Track depot to report for work, he was wearing 'training shoes'. While getting out of the van, he put his left foot onto an uneven surface and twisted his ankle, suffering a torn a ligament.  <b>Discussion point: STF ...Uneven surface</b>
Works Delivery LT	12/09/18	Windsor Station: While testing track circuits as part of wire degradation tests on a LOC, the IP a Works Delivery Signals Operative, stepped over the running rail & conductor rail in one movement, believing this to be from ballast to ballast. He inadvertently stepped on to a timber sleeper, which resulted in him slipping and falling on to his side. Sustaining pain in his arm, shoulder and neck as well as limited movement on his left side.  <b>Discussion point: STF ... Uneven surface.</b>



# Workforce Safety

Hazards that can cause accidents - something to think about.

Is there sufficient lighting on your worksite to see where you are walking?

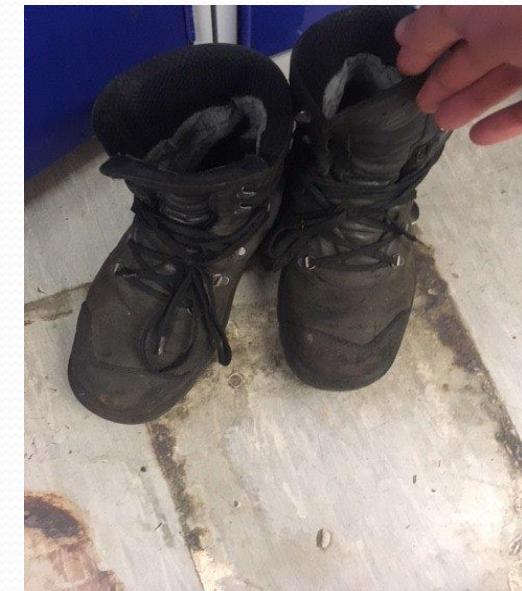


19 Sep 16



Off the track uneven surface can catch you out too.

Are your boots in good condition and have you done them up properly? Discuss these?



# Workforce Safety

## Three operational risk incidents still under investigation.

Until these events are fully investigated and a formal Safety Alert can be issued please adhere to the below instructions;

1. 27<sup>th</sup> August at 1102 hrs an S&T COSS contacted the Signaller at Dorchester Box to take a Line Blockage on the Down Line clear of 558pt to DR193 near Upwey. Immediately after the Line Blockage was granted, a train approached the S&T team:1W57 was already within the Line Blockage before it was given. See Operational Notice later.

**Safety Critical Communication between the COSS and Signaller must be formal, clear and precise.**

2. 28<sup>th</sup> August at 1157 hrs, a P-way COSS attempted to take a planned Line Blockage on the Up Fast between E87 and E91. During the conversation it became apparent the COSS was at Southampton Airport but the Line Blockage was for a section of track at Eastleigh.

**COSS's to check they are in the right location for the Line Blockage they are taking.**

3. On 15<sup>th</sup> September at 0930 hrs a Near Miss occurred on the Up Windsor line at 0m 56 ch. The P-way staff were working using the unassisted Lookout warning system.

**COSS's must check the Lookout arrangements are formalised, sufficient sighting distance can be achieved and test the system before putting the staff to work..**



# Workforce Safety

## Staff Winter Preparedness

### Are you prepared – personal kit check.

1. Sufficient good condition PPE -Enough layers?  
Thermal underlayers, Waterproof/Clean Hi-Viz external layer
2. Safety Boots – Correct for activity? \*\*Good condition/no leaks/plenty of grip/ good laces.
3. Personal Headlamp and Site Lighting – new bulbs & batteries
4. Gloves – warm & waterproof, fit for purpose.
5. Task Related PPE – do you know what it is? see the TRCS and order to replace worn equipment.

*The PPE catalogue is 'on line' and should be available in the depot.*

# Safety Helmet

## Comfortable with a better chin strap

New hard hat available on the system, designed for staff working at height or activities where the standard chin strap isn't suitable, helmet also fits with the Winter head cover.

Screenshot of the Network Rail iProcurement system showing a search result for a safety helmet.

**Search Results from PPE: 272417000**

Supplier	Supplier Site	Manufacturer	Source
Bunzl UK Ltd T/A	BRISTOL IPROC	Centurion	Agreement 1343038
Greenham			
272417000			
S08*L			
Lead Time	Comments	Un Number	Hazard Class
5			
Personal Protective Equipment - Non Clothing			
17.62 GBP			

**Quantity**  **Each** **Add to Cart**

**TIP** Can't find it? Try the following options:  
Look for any of the words, similar words, or spelling variations

# Safe Work Packs

## Authority numbers for SWPs

- **What is the purpose of an Authority Number?**
  - To confirm a Responsible Manager understands and agrees change to the SWP,
  - A conversation between PIC and RM is necessary before an Authority Number can be given.
- **These are the only circumstances when a Responsible Manager can issue an Authority Number for a SWP, this is only after it has been verified by the PIC and authorised by an RM ;**
  - There is requirement to move down the Hierarchy of Operational Control,
  - A significant change to work content and/or risk controls is required,
  - Changes to planned details are not supported by information in the SWP,
  - Site of work limits need extending to cover additional work,
  - Unforeseen absence of the named PIC has meant that another PIC has to be nominated for the work by the RM in the previous 24 hrs.

There is an Authority Number Record form to generate and record Authority Numbers on 'Wessex App Forms'.

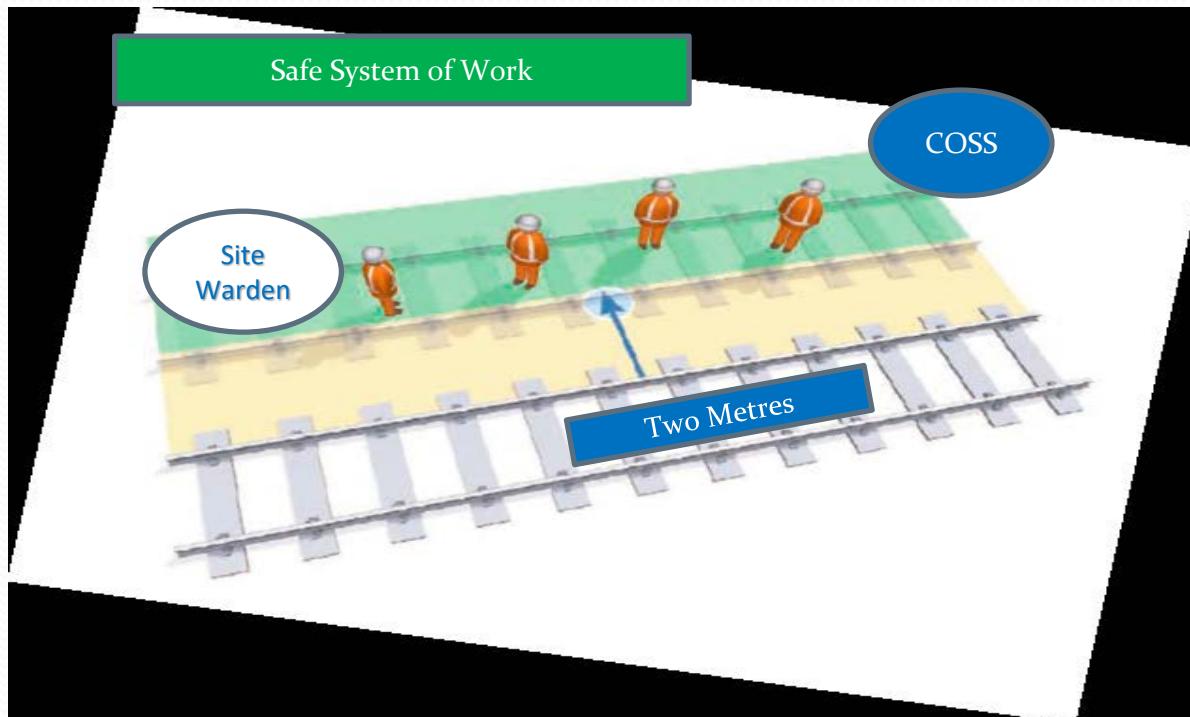
Use of this is mandated from 1st November 2018 for ALL Authority Numbers.

# Operational Protection Systems

Use of site wardens: separated system.

## ***Safe System of Work using Site Warden Warning***

When using a Site Warden Warning there must be at least 2 metres (6ft 6 inches) between the site and the nearest open line, a site warden is appointed if there are more than two people in the group.



# Operational Protection Systems

## Site Wardens: What is the purpose?

- Where there is a distance of at least 2 metres (6 feet 6 inches) between the nearest running rail of an open line and the site of work, a site warden will be appointed.
- The Site Warden must watch the group and make sure that no one moves beyond the safe limits laid down by the COSS.
- The Site Warden must warn anyone who attempts to move beyond the safe limits by shouting 'GET BACK'. If they do not immediately move back into the safe area, the Site Warden must give a series of short sharp blasts on the whistle or horn until they do move back into the safe area.
- There must be an identifiable limit to the site of work.
- If it is only you and one other person in the group, you do not need to appoint a site warden. However, you must make sure neither of you go any closer than 2 metres (6 feet 6 inches) to the nearest running rail of the open line.



REPEATED SLIDE

# Electrical Safety

## Focused Close Call reporting

- In recent months there has been a number of incidents where injury has occurred or the potential of serious injury from unexpected sources of electricity has been found, for example:
  - S & T staff working in Loc case (P3)
  - Scrap rail found live at 750v dc (P4)
  - D&P staff with Traction Current Relay (P5)\*\*
- I want everyone to report in the Close Call system any situations where they think there may be uncontrolled exposure to electrical risk using the words ELECTRICAL HAZARD to the responsible manager Route WHSEA so I can evaluate any so far unforeseen risks.
- *Thank you....T.M. Capstick. RWHSEA.*



# Health and Wellbeing

## Mental Health First Aid Awareness Half day Training

### What is it?

Half day course to enlighten you on;

- What 'mental health' is and how to challenge the social stigma associated with it.
- Some basic knowledge of some common mental health issues.
- A bit about looking after your own mental health
- Having some confidence to support someone in distress or who may be experiencing a mental health issue

### Who can enrol?

ALL Wessex employees irrespective of job role.

### How can I book on?

See links below

### ***PLEASE NOTE.***

#### ***On completion;***

- **You will not be** a Mental Health First Aider. This course is for general awareness only.
- You will receive a certificate of attendance to say you are '**Mental Health First Aid Aware**'



Course:	Date:	Time:	Room:	Location:	Booking Link:
Mental Health First Aid (Half Day Awareness)	07/11/2018	09:00 - 13:00	Training Room 4 & 5	Basingstoke ROC	<a href="https://www.eventbrite.co.uk/e/mental-health-first-aid-awareness-tickets-49854023727">https://www.eventbrite.co.uk/e/mental-health-first-aid-awareness-tickets-49854023727</a>
Mental Health First Aid (Half Day Awareness)	05/12/2018	09:30 - 13:30	Eastleigh AMM 1	Eastleigh Depot	<a href="https://www.eventbrite.co.uk/e/mental-health-first-aid-awareness-tickets-49855820100">https://www.eventbrite.co.uk/e/mental-health-first-aid-awareness-tickets-49855820100</a>
Mental Health First Aid (Half Day Awareness)	24/01/2019	22:00 - 02:00	Room 1A	Clapham Depot	<a href="https://www.eventbrite.co.uk/e/mental-health-first-aid-awareness-tickets-49852000676">https://www.eventbrite.co.uk/e/mental-health-first-aid-awareness-tickets-49852000676</a>

# Health and Wellbeing

## Respiratory Awareness Brief

### *GET THE BRIEFING....*

Face Fit Downloadable briefing: Module 1 – Awareness of Respiratory Hazards

WHO?.....This briefing is for ALL Wessex PTS holders

Face Fit Downloadable briefing: Module 2 – Face Fit Requirements and Fit Check

WHO? This briefing is for ALL Wessex staff issued with 'tight fitting RPE'.

Face Fit Downloadable briefing: Module 3 – Face Fit Testing

WHO? This briefing is for ALL Wessex employees training to be face-fit-tester

**Please note:**

- In Oracle use the term “Face Fit” in the search bar to find the Briefings
- Responsible Managers then need to download the briefs to cascade out to their respective employees and keep records of those briefed.



# Our Safety Workshop reminder

Have you booked on?

**AUTUMN 2018  
HEALTH & SAFETY  
WORKSHOPS**

**NetworkRail**

**everyone home safe every day**

Please make every effort to attend and encourage your teams and colleagues to do the same. This is a great opportunity for all of us to make sure that we get... **Everyone Home Safe Every Day**

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**Where and When?**

18 October 2018 <b>WOKING</b> H.G. Wells Church Street East Woking GU21 6HJ	31 October 2018 <b>SOUTHAMPTON</b> Novotel 1 West Quay Road Southampton SO15 1RA	6 November 2018 <b>WOKING</b> H.G. Wells Church Street East Woking GU21 6HJ	29 November 2018 <b>SOUTHAMPTON</b> Novotel 1 West Quay Road Southampton SO15 1RA
09:00 - 14:00 21:00 - 02:00	09:00 - 14:00 21:00 - 02:00	09:00 - 14:00 21:00 - 02:00	09:00 - 14:00 21:00 - 02:00

---

For all infrastructure teams including maintenance, asset management, works delivery & IP:

**INNER:**

Cecile Blackman	cecile.blackman@networkrail.co.uk	02033 007 431
Pauline Thomas	pauline.thomas@networkrail.co.uk	02033 007 438
Rachael Pryer	rachael.pryer@networkrail.co.uk	07701 053 569

**OUTER:**

Debra Cataffo	debra.cataffo@networkrail.co.uk	03308 547 225
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For all other teams including operations, planning, finance, performance & safety:

Mike Da Silva	michael.daSilva@networkrail.co.uk	07711 600 878
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Please take down by 29/11/18

Woking 18<sup>th</sup> October

Southampton 31<sup>st</sup> October

Woking 6<sup>th</sup> November

Southampton 29<sup>th</sup> November

# Safety Bulletin

A serious incident has taken place

# Safety Bulletin

## Securing materials for the passage of trains



### Overview

There have been several recent occurrences where materials or components have been displaced or struck by the passage of trains and have either caused or had the potential to cause damage.

These include an incident at Barton & Broughton in Lancashire where an AWS unit lid that had been removed for maintenance work had not been safely secured and was dislodged by a passing train, and earlier incidents involving plant and equipment stored in tunnels.

More recently, on 18 August 2018 a report was received from a driver that their train had jumped slightly when it came into contact with an obstruction and sustained minor damage near Tir-Phil station in Wales.

Subsequently a pallet of loose troughing bases and lids were discovered track side. The troughing bases used, potentially by a trespasser in this incident, would most likely have been taken from the pallet.

The pallet of troughing bases have now been banded and arrangements have been made to remove the material from site.

### Discussion Points

While we are investigating the incident please discuss the following with your team:

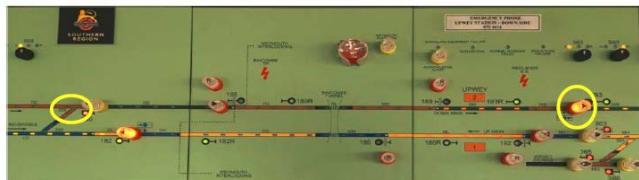
- How do you make sure that your site is tidy on completion of works and that all equipment and materials have been removed or secured?
- How could you plan for more of your equipment and materials to be removed from site?
- If equipment, materials or components need to be stored or left lineside, what precautions could you take to make them secure?
- When temporarily ceasing work for the passage of trains what could you do to ensure materials, tools or components are secured?
- How do you recognise and challenge suspicious behaviour on and around the infrastructure?
- If you do see any redundant lineside material what can you do to make it safe and arrange for its removal?

Issue No: NR/OPS/xxx

Date Issued: 30/08/2018

#### Line Blockage Irregularity at Dorchester

Dorchester signalling panel:



#### Summary of Incident:

At approximately 10:20 hours the signaller working Dorchester box was contacted by a COSS to request a pre-planned line blockage (both the Up and Down lines between Dorchester and Weymouth), the COSS and signaller discussed the blocking limits published on the GZAC notice and decided to change them from automatic signals to controlled signals. Further discussion took place on whether both the Up line and Down line would be required to be taken at the same time, a decision was made to take only the Down line from (clear of) 558 points to DR193 signal. The signaller did not repeat back the blocking points during the conversation but agreed they were okay. At the time the alterations were agreed the COSS was not at the site of work.

At 11:02 the COSS contacted the Dorchester signaller and requested the previously discussed line blockage, the signaller granted the block without reviewing and confirming the details on the NR3180 and provided an authority number and in doing so overlooked 1W57 which was in within the blocked limits on the Down line.

#### Learning points:

The signaller was thinking about the next fast service (1W17) in an attempt to give the COSS as much time between trains as possible, the signaller failed to realise that 1W57 had not yet cleared the blocking limits, if you are rushing to grant a line blockage; STOP and take 5 for Safety. The NR3180 is designed to ensure that you have that correct and robust conversation and not to rush to grant a line blockage.

#### Points to consider and further actions and precautions

The responsibility of the signaller is to ensure that all trains are clear of the line blockage limits and the responsibility of both the signaller and COSS/PC/SWL is to ensure that the rules are followed and that everyone working are correctly protected at all times,

# Safety Bulletin

## Line Blockage Irregularity at Dorchester

# Appreciation

## from Charlie Usher – Head of Maintenance

*Thank you to all those involved in the recent good progress on our track speed recovery plan.*

- ❖ 8 speeds have been removed
- ❖ 2 x 20MPH speeds raised (one to 40 MPH and one to 50MPH).
- ❖ We achieved a net improvement of 3, and this included the early removal of our longest and most performance impacting speed at Wanborough (stone blowing work held up better than anticipated).
- ❖ Another speed removed was on the Up at Reading Spur Junction, which will improve right time arrivals at Reading.
- ❖ The Maintenance Team continues to focus on recovering our position, and I'm proud of the determination that continues to be shown by our people at all levels within the organisation