



MEN'S HEALTH WEEK

June 10 - 16

Health, Safety and Environment Period Cascade for P02 2019/20

Content

Welcome to your Health, Safety and Environmental Cascade for Period 02 2019/20. Please discuss and share the items that are relevant to your teams and display any relevant Safety Bulletins or Lessons Learnt on your notice boards.

- Front Line Focus Episode 85 - [Front Line Focus Episode 85 - May 2019.mp4](#)
- Significant Workforce Events
- Line Blockage Irregularity
- Near Miss at Havant Junction
- Staff Injury - Muscle Sprain Under Arm and Right Side of Chest
- Near Miss Sunningdale Level Crossing
- Lower Back Strain Feltham S&T
- Fatigue Risk Index Calculator and Investigations
- New Starter Mentoring Process
- Community Safety
- Safety Bulletin; Malicious Act- Items placed on the line
- Plant Manual Update
- Environmental Update
- Drug and Alcohol Policy Reminder
- Health and Wellbeing



Significant Events in the Period

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28 Week 1	29	30	01	02	03	04
05 Week 2	06	07	08	09	10	11
12 Week 3	13	14	15	16	17	18
19 Week 4	20	21	22	23	24	25



Slips, Trips and Falls



24/05/2019 Walking in the cess, caught foot on old rusty metal L bracket, tripped and twisted body, fell and landed heavily onto right shoulder on the ballast, sustained pain and unable to lift shoulder, muscle sprain under arm and right side of chest, hospital visit required.

Manual Handling



14/05/2019 Lifting boom into position at level crossing, felt aches and pains in their lower back, suffered stiffness in back afterwards, no absence anticipated.

Person interacting with tool/equipment



01/05/2019 Injured little finger whilst undoing a nut on a point detector, hand slipped and upon impact with adjacent equipment pierced the skin causing 2 x 1 1/4" cuts, wound cleaned and dressing applied

Near Miss



28/04/2019 COSS/PIC in UMF knocking pandrol clips in when train approached, Driver sounded horn, Driver sounded second warning and the PIC moved into a position of safety - currently under review.

Update The details of this near miss were included in the Period 01 HSE Cascade. During the investigation it was established that the COSS/PIC failed his "For cause" D&A testing

Discussion: All staff aware of the NWR Drugs and Alcohol Policy (incl. in this cascade)

25/05/2019 ES on Down Line, collecting protection in anticipation of clearing possession, driver could see ES ahead of train, ES was caught between the train and the fence - currently under review

OCC



02/05/2019 – The Eastleigh ECRO re-energized Item 78 Pirbright by mistake after SCS's were applied. The maintenance staff were shaken up.

Discussion: Under investigation

Line Blockage Irregularity



09/05/2019 - 2R09 traversed through the LB on the Up Windsor Slow/Windsor Reversible after the limits of the LB were confirmed and the authority number was issued to the COSS (Waterloo S&T team). The initial investigation identified breakdown in communication and a failure to reach clear understanding.

Discussion: How do you remain focused at all times?





Line Blockage Irregularity

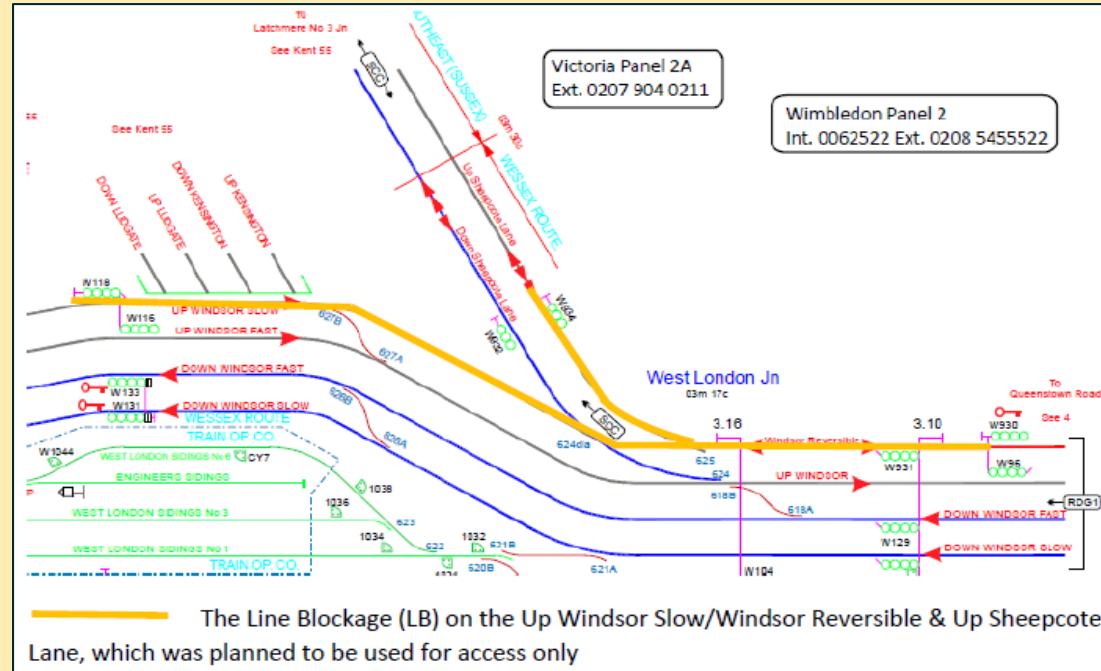
On Thurs 9th May at 08:24 hrs the Signaller operating panel 2 at Wimbledon Area Signalling Centre was contacted by a Waterloo S&T COSS in connection with line blockages (LB) necessary to attend a track circuit failure at West London Junction on the Windsor lines.

Earlier agreement had been reached with the maintenance and signaller functions and WICC that staff would attend to the fault at a time when the Signal Centre was working under degraded conditions due to several causes.

The Signaller and COSS discussed the arrangements for taking the LB on the UP Windsor Slow/ Windsor Reversible for access only, in conjunction with a second LB on the UP Windsor & Down Windsor Fast lines.

At 08:26 hours the authority number for the first LB was given. The COSS requested the second LB, the Signaller stated she could not grant it, as there was a train movement in the vicinity and she would call the COSS back, at which point the call was terminated.

3 minutes later, 2R09 (07:15 London Waterloo to London Waterloo) traversed through the limits of the LB on the Up Windsor Slow/Windsor Reversible line, this was observed by the COSS and the work group who had remained in a position of safety.



The incident is still under investigation, please consider the following points for discussion:

- When the train service is affected, clear concise communication is necessary between all parties involved in putting people to work.
- If you are a COSS, how do you know you have reached a clear understanding with the signaller.
- Active listening is important, always raise concerns and ask questions if there is the slightest suggestion of an unclear statement.



Near Miss at Havant Junction

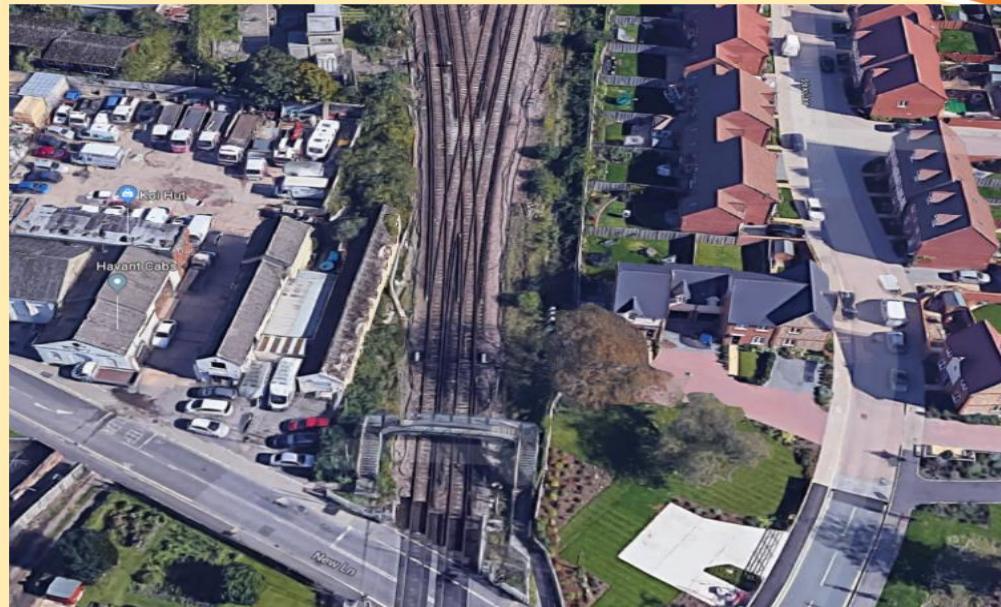
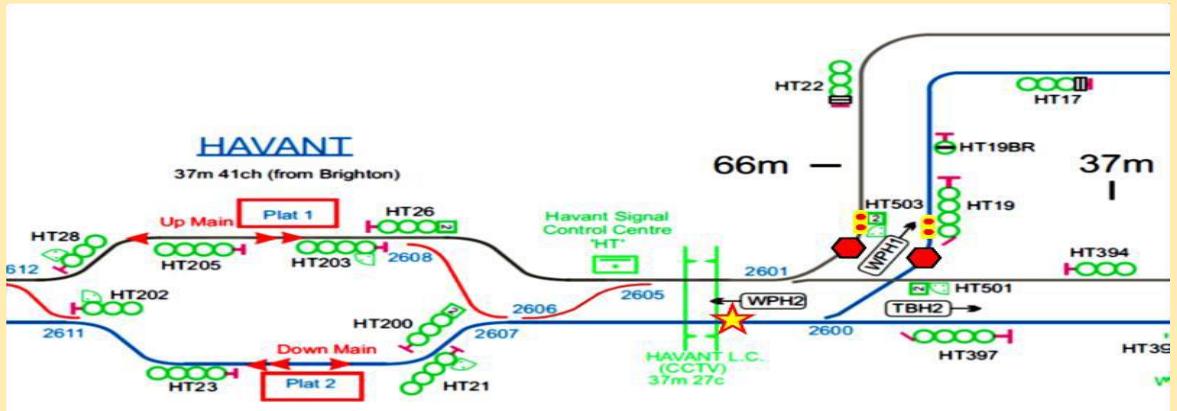
On Saturday the 25th of May at 04:59 a near miss occurred at Havant Junction between an Engineering Supervisor and an empty passenger train.

The ES strayed outside of the worksite and possession limits, to watch a Rail Grinder out of his work site. At the same time he began to make phone calls to his teams to prepare for lifting the worksite protection.

As he was doing so he heard a horn being sounded and moved into the 4 foot of the adjacent road.

As the horn continued to sound he turned around and saw a train coming along the "Open Line" that he had stepped into. The ES then immediately moved into the CESS to avoid contact with the train.

This incident is currently under investigation to understand what factors contributed to this near miss.



Lessons Learnt;

This incident is still under investigation. While the details are being confirmed, please discuss with your team;

- **The importance of always being in a position of safety whilst using your mobile phone**
- **The importance of staying within the limits of your safe system of work**
- **The importance of remaining vigilant whilst walking trackside and not allow distractions.**



Staff Injury- Muscle Sprain Under Arm and Right Side of Chest

On Friday the 24th of May a member of staff injured himself whilst walking in the CESS of the Aldershot down side, old siding, country end of Aldershot station on the PAA1 at 35m00ch. The IP was making his way along the CESS when his foot got caught on an old rusty metal L bracket attached to a sleeper.

The IP tripped and twisted his body, falling and landing heavy onto right shoulder on the ballast.

The individual was at the front of a work group, who were wearing head torches as their means of lighting and were carrying out routine maintenance.



Lessons Learnt:

- Did you leave your worksite in a safe condition for others?
- Did you report potential hazardous obstructions or others similar?
- If so, did you follow up why it was not removed?
- If you were unable to remove the hazard did you clearly mark it up to prevent other from walking into it.
- Have you been provided with suitable lighting for your intended work?



Near Miss Sunningdale LC

On the 15th of May, there was a near miss at Sunningdale level crossing(LC) where two members of the public (MOP) crossed the road via the LC barriers, moments before a train passed through.

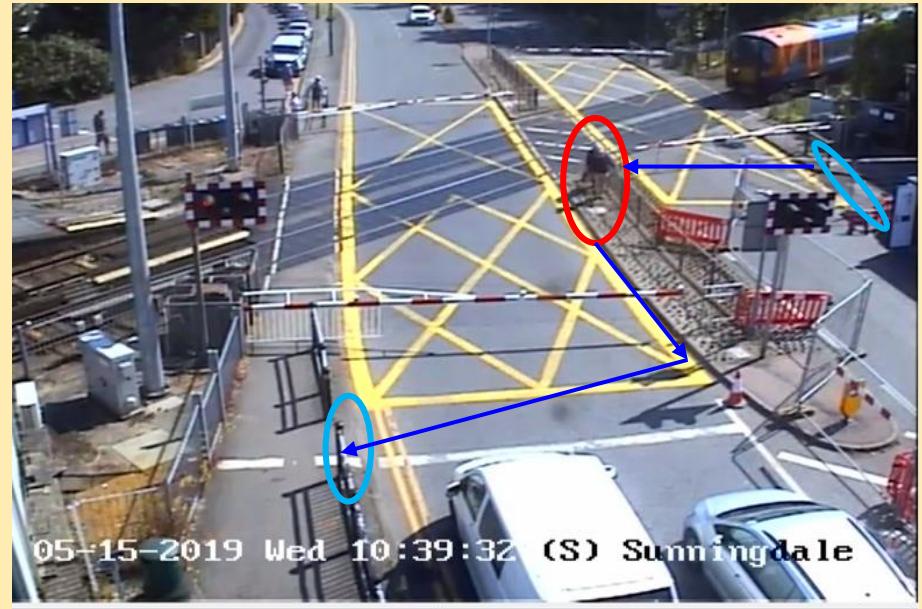
Contractors undertaking water pipe replacement works on behalf of a water company, closed off a section of the southbound lane and pedestrian crossing on the A30 London road near Sunningdale LC. A temporary pedestrian crossing was put in place and located at approximately 60 meters away from the normal crossing point, to allow MOP to safely access shops, restaurants located on the southside of the road.

At 10:39 am after the LC barrier had been lowered, two MOP crossed the road via the barrier from the southside pedestrian walkway, moments before a train passed through.

Following the incident, an inspection of the worksite showed that the contractor had not secured the point from where the MOP accessed the LC. Advance warning signs were not adequate and had not been positioned at appropriate locations.

Additional controls in the form of signages, heras fencing and 24 hrs road traffic marshals were put in place. This however proved inadequate, as further incidents were witnessed during inspection.

To ensure the safety of the public and operational railway, a decision was made to close the southside pedestrian walkway for the duration of the works.



Discussion points:

- Are initial planning processes for worksites operating near the rail infrastructure, robust enough
- The importance of reporting unsafe working practices and conditions near the rail infrastructure to the WICC or via the close call process
- The importance of regular monitoring of worksite locations for changing conditions that might affect the safety of the public and operational railway



Lower Back Strain Feltham S&T

On the 14th of May, a 3 person team from Feltham Signals and Telecommunications (S&T) (made up of the NR injured person, a PIC and a Contract member of staff) were replacing a 6 metre level crossing barrier boom into the ZO pedestal at Grove Park level crossing.

This was supposed to be a 6 –person S&T team attending to a fault report. However, only 3 members of the team were available due to various reason, and went on to repair the fault.

As the barrier boom was being replaced, the IP(circled) felt a pain in their lower back but continued to work and did not report it until they returned to the depot at approximately 03:40. By this time their back had begun to stiffen up.

As part of the initial investigation it was discovered that the level crossing barrier boom does not denote the weight, either on the boom itself or on the product information supplied with the boom.

It was subsequently found that the weight of this particular level crossing boom (6 metre long) is 90KG.



Lessons Learnt;

- **THINK; Do you know the weight of the equipment to be manually handled? Is the weight displayed on the equipment?**
- **Do you have the resources to carry out the required work?**
- **Check your posture, can you do something, even when sitting, that will make your back healthier?**
- **Avoid twisting and keep the load close to your body.**
- **Know your limits!**
- **See the 'Healthy Back' presentation or the 'Think Risk' film on Safety Central for some helpful tips.**

Background

Attention has been drawn to the omission on all L1 investigation, a demonstration that fatigue risk index (FRI) has been considered and recorded, as a potential contributory factor in an incident.

Moving forward, Wessex Route will assess and adequately consider fatigue as a potential causal factor of an incident as part of a Level 1 investigation.

This will be achieved by the use of the HSE's FRI calculator and will be demonstrated by inserting both the Fatigue and Risk index number in the relevant box on all Level 1 forms.

Action Plan

- **ALL** Wessex Route Investigators with L1(2&3) competence, will receive a BRIEF to be delivered by WHSEAs on how to understand and administer the HSE Fatigue Risk Index Calculator, which will then be used to complete the FRI score for all individuals during a Level 1 Investigation.
- The date for full compliance, which will be the demonstration of consideration of fatigue risk in all individuals involved in an accident or incident by the completion of the calculation within the L1 document is **28th June 2019**.
- The Route Accident & Assurance Investigator will provide an assurance check to confirm compliance.



ACTIVITY / DUTY DETAILS			
Normal activity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Type of duty?	Ordinary
Authorised to be there?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Level of Supervision?	Supervising others
Shift Pattern	From (HH:MM)	To (HH:MM)	Duration of last sleep
Rostered hours			Days since last rest day
Last break			Hours worked last 7 days
Previous shift			Previous shift date
			Fatigue Risk Index
Certificate of competence required?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If 'Yes', Certification Date (dd/mm/yyyy)			
Any medical restrictions?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Issue 2.3 Page 4 of 6 Form NR2072P

Fatigue / Risk Assessment

What is the typical commuting time of employees to OR from work (to the nearest 15 minutes)?

About hours mins
(Please specify the typical commuting time)

Every hours mins
(Please specify the typical interval between breaks)

What is the typical average length of these breaks (to the nearest 5 minutes) that are provided or taken?

hours mins
(Please specify the average length of breaks)

What is typically the longest (to the nearest 15mins) period of continuous work before a break?

hours mins
(Please specify the longest period between breaks)

What is typically the length of the break taken after this longest period of continuous work (to the nearest 5 minutes)?

hours mins
(Please specify the length of the break following the longest period between breaks)

NB Please note that the answers you provide above will be set as the 'default' for the entire work schedule, but that you can alter the value(s) for any given duty if appropriate.

[HSE Fatigue Guidance for Investigations.ppt](http://www.hse.gov.uk/research/rrhtm/rr446.htm)
<http://www.hse.gov.uk/research/rrhtm/rr446.htm>



Network Rail, Wessex Route, New Starter Mentoring Process, May 2019

Introduction

The New Starter Mentoring (Safety Passport) Process NR/L3/MTC/SE00089 ceased to be mandatory in July 2012.

It is however recognised that it is vital to ensure the new starters are ready, before they are issued with a white hat, and deemed sufficiently competent and signed off for full duty.

This document is to confirm that Wessex Route continues to apply this standard in full.

Purpose

The passport scheme exists so that new, inexperienced personnel are identified and minded / mentored whilst working track side, to enable them to develop the necessary experience and safety awareness without inadvertently exposing themselves to risk.

Please refer to the Wessex Instruction for more details on the following link: [New Starter Mentoring Process Wessex Route .pdf](#)



Community Safety



- For the first time since 2014 the total number of trespass incidents recorded in the SHEP has decreased
- We have delivered safety sessions to over 30,000 young people across the route to date
- School children from across the route work with us on various rail safety projects
- Woking Borough council youth workers are now delivering rail safety sessions on our behalf
- Rail safety is now part of Hounslow Borough Council's sustainable travel programme
- Basingstoke and Deane Borough Council promote rail safety sessions in all their schools
- Bournemouth FC, Southampton FC, Portsmouth FC and Brentford FC all work with us to deliver rail safety sessions
- Partnership with Boxing England to deliver rail safety awareness in Bournemouth and Poole
- Working with SWR and BTP to raise awareness of the dangers risk taking behaviours around the railway
- Creating a safety film on the route with a 16 year old girl who injured herself on the route last Summer
- Thomas the Tank engine rail safety books being delivered across the route
- If you have issues with youth trespass please report WICC/close call and contact Marcia.Burnett@networkrail.co.uk



Safety Bulletin



Malicious Act — items placed on the line

Issued to: Wessex Route

Ref: WEX120519

Date of Issue: 23/05/2019

Location: Yeovil Pen Mill Station

Overview

On Sunday 12th May 2019 at approx. 08:31 the BTP received a report from the local police that there were obstructions on the Single line between Yeovil Pen Mill Station and Castle Cary ((WEY) at 141m00ch. The first train through this location was cautioned, but struck the mile post sign that was laid across the line and came across some grease buckets and sand bags placed on the rails. It was discovered that the perpetrators gained access to the line by cutting the chain link fence at approx. 141m05ch.

Fortunately on this occasion no one was harmed. However, the obstructions were intended to disrupt rail operations and this incident may have had very different outcome. Placing objects on the line has clear safety consequences for rail passengers, train crews, our colleagues attending such incidents and to the individuals committing the criminal and malicious act.



Discussion Points

- We are all responsible for maintaining the safety and security of the railway. Access points, equipment and materials must be properly secured during works with lineside scrap and unused materials removed on completion. Guidance can be found in Task Risk Control sheet NR/L3/MTC/RCS0216/GA25.
- Malicious obstructions, unusual objects or obvious signs of trespass (damaged fences well-trodden paths, criminal damage etc.) must be reported. Colleagues should be alert and look for unusual activity or behaviour.
- Challenge anyone on or around the railway who you believe should not be there and report such incidents to BTP and route control. If you believe you may be in danger maintain a safe distance or leave the area and call the Police.
- Apply the HOT and WHAT protocols.





OTP Speeds and Movements in a T3 Engineering Possession.

The Rule Book, Module T3, Handbook 9,11,12 & 15 were changed in December 2017 because of the need to make it clearer throughout the industry of the speeds that Engineering Trains, OTM's and OTP must travel at in an engineering possession/worksit.

When things go wrong



Damage resulting from collision between 2x OTP in Scotland in March 2019.

All movements are to be made at a speed up to 5 mph unless authorised by an ES to travel at caution, up to a maximum of 25 mph.

There must always be an authorised method statement when on track plant is operated on Network Rail managed infrastructure.



Safety Bulletins, Alerts, Advice



- [Wessex Route Cable Theft Bulletin - Update 14MAY19.pdf](#)
- [Sunsafety – IOSH pocket.pdf](#)
- [Safety-Bulletin-NRB19-06-Dumper-overturn-incident.pdf](#)
- [Safety-Alert-NRX19-3-Deliberate-safety-and-security-incidents.pdf](#)
- [Safety-Alert-NRA19-07-Working-safely-near-level-crossings.pdf](#)
- [Safety Bulletin - Malicious Act 120519.pdf](#)
- [New Starter Mentoring Process Wessex Route.pdf](#)
- [DNA Bulletin.pdf](#)
- [HSE Fatigue Risk Index Calculator rr446cal.excel](#)
- [Lessons Learnt Manual handling incident - 14-05-2019.pdf](#)
- [Wessex Route Safety Alert Near Miss Havant Level Crossing 25 05 2019](#)



Oak Processionary Moth (OPM)

Caterpillars of the Oak Processionary Moth (OPM) are a pest which can be a hazard to the health of people as well as the tree itself.

- The greatest risk period is May to July, but nests should always be avoided.
- They have been recorded within Wessex Inner
- Their tiny hairs can be blown about by the wind and cause itchy skin rashes, eye and throat irritations and, occasionally, breathing difficulties.

DO

- ✓ Keep away from caterpillars
- ✓ Report suspected sightings to the WICC
- ✓ Call NHS111 or seek medical advice for serious allergic reactions

DON'T

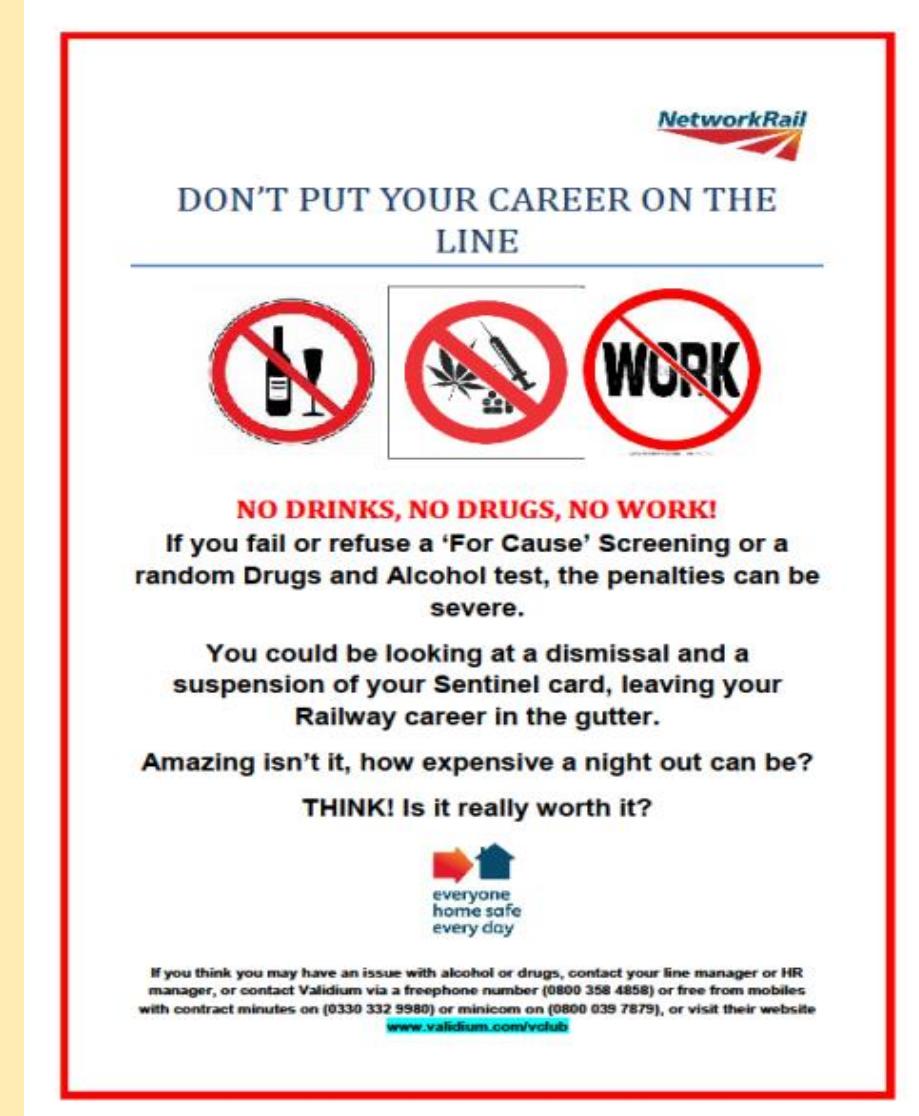
- ✗ Start work on a suspected infested tree or process, remove arisings from site, until you have sought advice from the Route Environmental Specialist

Rebecca.Jones@networkrail.co.uk(07734649591)



Drug and Alcohol Policy Reminder

- Consuming alcohol and drugs, even in small quantities, might adversely affect your safety, performance, conduct or efficiency, as well as the safety and wellbeing of others
- Random testing for drugs and alcohol are unannounced and take place without notification
- NR alcohol testing limits are much lower than the drink drive limit.
- A refusal to submit to drugs and alcohol testing is regarded as a positive (fail) result and will be dealt with accordingly
- It is your responsibility to manage your lifestyle and ensure you are fit for duty
- Employees and contractors are encouraged to declare to their line manager/supervisor or HR representative if they have, or believe they might be developing, a drug or alcohol misuse related problem for support
- Support and assistance, is available via your line manager, HR or you can contact Validium on 03303329980, 08003584858
www.validium.com/vclub



DON'T PUT YOUR CAREER ON THE LINE

NO DRINKS, NO DRUGS, NO WORK!

If you fail or refuse a 'For Cause' Screening or a random Drugs and Alcohol test, the penalties can be severe.

You could be looking at a dismissal and a suspension of your Sentinel card, leaving your Railway career in the gutter.

Amazing isn't it, how expensive a night out can be?

THINK! Is it really worth it?

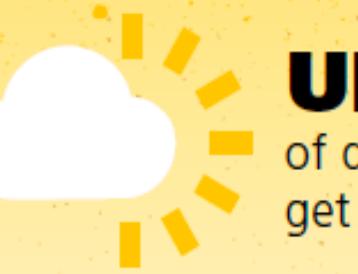

everyone
home safe
every day

If you think you may have an issue with alcohol or drugs, contact your line manager or HR manager, or contact Validium via a freephone number (0800 358 4858) or free from mobiles with contract minutes on (0330 332 9980) or minicom on (0800 039 7879), or visit their website www.validium.com/vclub

[DNA Bulletin.pdf](#)

[Drugs and Alcohol Policy NR/L1/OHS/051](#)

SUN SAFETY AWARENESS AND ACTION



UP TO 80%
of dangerous UV rays can
get through a cloudy sky



getting
painful sunburn
just once every two
years can triple
the risk of
melanoma



Skin cancer is the most common type of cancer in the world.
It's also the easiest to avoid.

1. Cover up
2. Protect your head
3. Seek Shade
4. Use sunscreen
5. Be skin safe
6. Stay hydrated



Summer Welfare Cooling Packs are obtainable on [IPROC\(0111/120 623\)](tel:0111120623), or speak to your local WHSEA

MEN'S HEALTH WEEK

June 10 - 16

Men's health by numbers

Know your numbers, take action on high Blood Pressure

	Systolic (Top Number):	Diastolic (Bottom Number):
Ideal blood pressure	100 - 120	60 - 80
Pre-high blood pressure	120 -140	80 - 90
High blood pressure	140+	90+
Why is it important?	Where to check your BP:	
<ul style="list-style-type: none"> ➤ High BP increase risk of stroke and heart disease. ➤ High BP doesn't have any symptoms, so need to check 	<ul style="list-style-type: none"> ➤ GP ➤ Some Pharmacies ➤ NHS Health check (40 - 75years) 	

If high, then make an appointment with your GP and get it checked out.

MEN'S HEALTH WEEK

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Men's health by numbers

**1 man in 5 dies before the age of 65
(2 men in 5 die before 75).**

NHS health checks are available from age 40.

A body mass index (BMI) over **25** is considered overweight. Over **30** is considered obese.

A waist over 37 inches puts you at increased risk of many serious health conditions.

Aim to drink no more than **14** units of alcohol a week

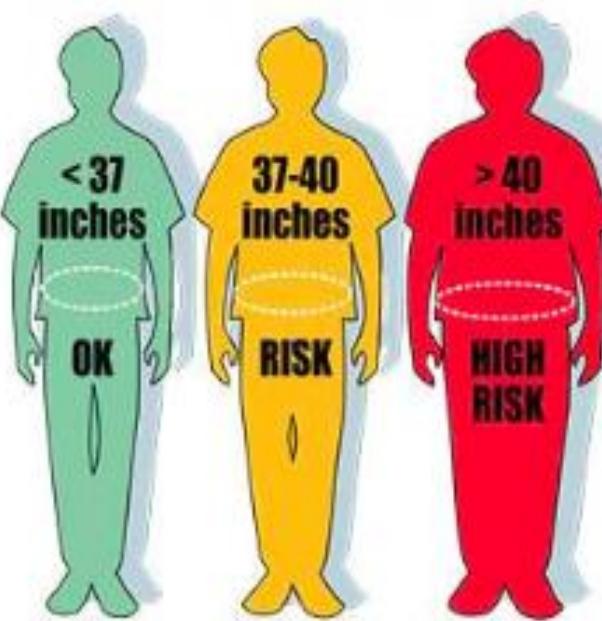
Aim for 5 portions of fruit and veg a day.

Aim for **150** minutes
of exercise a week.

Aim to walk **10,000** steps a day.

Men's health by numbers

Know your numbers, take action on waist size:



Why is it important?

- Carrying too much fat around your waist increase risk of heart disease, diabetes and cancer.

How to measure:

Measure around your belly button

- Breathe out naturally and take the measurement.

If high, then make an appointment with your GP and get support



ACTION CALENDAR: JOYFUL JUNE 2019



MONDAY

 **“Every day may not be good, but there is something good in every day” ~ Alice Morse Earle**

3 Re-frame a worry and try to find a positive way to respond	4 Thank someone for the joy they have brought into your life	5 Do something today which you know will make you feel good	6 Ask someone what brings them joy and listen to their answer	7 Make a plan with friends to do something fun together	1 Decide to look for what's good every day this month	2 Do three things to bring joy to other people today
10 Write a gratitude letter to thank someone for what they did	11 Try to say something positive every time you walk into a room	12 Spread joy. Give flowers or help to brighten someone's day	13 See the upside in a difficult situation you learnt from	14 Cook your favourite food and enjoy it (with others if possible)	8 Find the joy in music today: sing, play, dance or listen	9 Get out into green space and feel the joy that nature offers
17 Think of 3 things you're grateful for and write them down	18 Make time to do something playful today, just for the fun of it	19 Look for something to be thankful for where you least expect it	20 Make a list of favourite memories you feel grateful for	21 Send a positive note to a friend who needs encouragement	15 Go outside and find the joy in doing something active	16 Rediscover a fun childhood activity that you can enjoy today
24 Create a playlist of favourite songs and enjoy them	25 Eat food that makes you feel good and really savour it	26 Take a light-hearted approach. Choose to see the funny side	27 Be kind to you. Treat yourself the way you would treat a friend	28 Notice how positive emotions are contagious between people	22 Watch something funny and enjoy how it feels to laugh	23 Share a happy memory with someone who means a lot to you
					29 Make a list of the joys in your life (and keep adding to them)	30 Remember: joy is portable - so you can always take it with you!

ACTION FOR HAPPINESS



www.actionforhappiness.org

Thank you and keep safe

