



Recent upgrade of an authorised walking route
at Eastleigh Down Carriage Sidings

Health, Safety and Environment Period Cascade for P03 2019/20 Wessex Route

Content

Welcome to your Health, Safety and Environmental Cascade for Period 03 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.

- Significant Workforce Events
- Near Miss between Pooley Green Level Crossing and Egham
- Laceration to the top of a right eye socket – LTI
- 2 x STF accidents whilst working in Location Cases
- Gloves Update
- Monitoring of Safety Critical Communications
- Manual Handling
- Vehicle Safety
- Leptospirosis
- Discarded needles
- Plant Manual Update
- Environmental Update
- Health and Wellbeing



Significant Events in the Period

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26 Week 1	27	28	29	30	31	01
02 Week 2	03	04	05	06	07	08
09 Week 3	10	11	12	13	14	15
16 Week 4	17	18	19	20	21	22



Slips, Trips and Falls x 6



12/06/2019 – Whilst the IP was walking in the cess to collect a gauge he tripped on an old chair that was discarded in the cess and obscured by the vegetation. The IP dislocated his left shoulder and sustained a small cut above his lip. **LT**

Lessons Learnt – Awareness of underfoot conditions/most suitable walking route. The COSS brief should cover site specific hazards including ground conditions where you may be more likely to slip, trip or fall.

18/06/2019 - The IP was testing a new cable when 2 timbers of a loc case base gave way. The IP fell through grazing his lower right arm and jarring his back as a result of the impact.

LT

More detail included in the cascade.



Person interacting with tool/equipment

18/06/2019 - IP was struck from behind by an overloaded cage of goods being pushed by members of retail staff at Waterloo Station. **LT**

Lessons Learnt – trolleys not to be overloaded/piled up too high, ensure objects will not restrict the vision, exclusion zone maintained, keep a safe distance from other members of staff

06/06/2019 – The IP was using a track jack when the handle slipped flicking up and striking him in the face, cut required 25 stitches.

More detail included in the cascade



Person undertaking hot works

02/06/2019 - The IP was flame cutting a rail at Raynes Park when his overalls caught alight. The IP sustained burn blister on his left foot. It was established as part of the Level 1 Investigation that a Fire Extinguisher and a First Aid kit were not available on site.

Lessons Learnt – ensure you have a Fire fighting equipment and First Aid kit available on site (Safety Bulletins are included in this cascade)



Near Miss

06/06/2019 - Near Miss on the Down Main RDG1 between Pooley Green Level Crossing and Egham. **More detail on the following slide**



Alleged Near Miss between Pooley Green Level Crossing and Egham on 06/06/2019

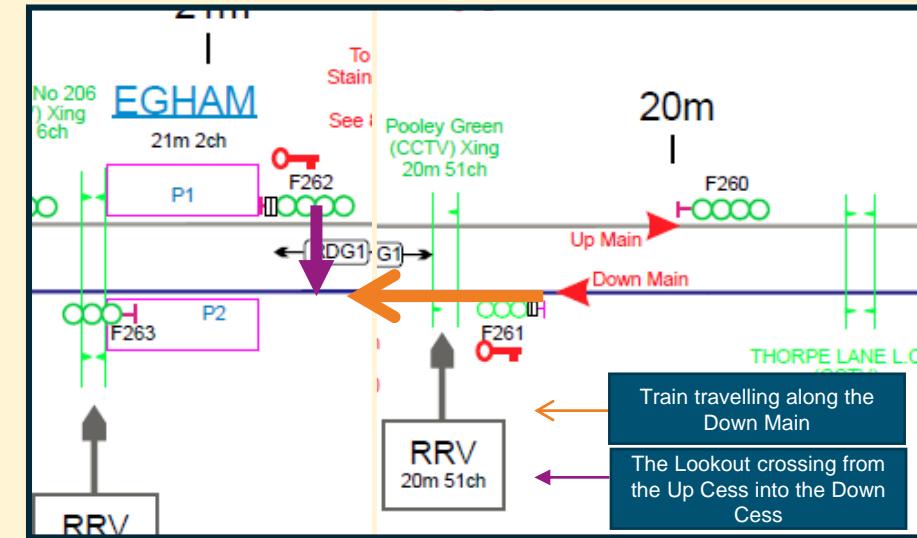
On Thursday 6th June 2019 the Driver of the SWR train 2C31 reported a Near Miss as he was approaching Egham Station on the Down Main RDG1.

The Lookout for a Telecoms team, who were working in the area earlier that morning, was crossing from the Up Cess into the Down Cess as the work was completed and he was returning back to the access point to join the rest of the team.

The Driver sounded his horn which the Lookout acknowledged and carried on across the Down Main into the Down Cess.

The Preliminary Investigation established the following:

- The Lookout was in the POS for approximately 8 to 9 seconds prior to the train passing
- The required sighting distance in the down direction is 550m but only approximately 390m can be achieved



Lessons Learnt

Please discuss with your teams the following:

- The importance of testing the warning time before the work is allowed to start as per the GE/RT8000/HB7 - General duties of a controller of site safety (COSS)
- The importance of ensuring that sufficient sighting distance can be achieved in all directions.
- The use of Range Finders as a useful tool when checking the sighting distance.
- If you believe something is not safe, CHALLENGE!

Please refer to the Lessons Learnt for further information: [Lessons Learnt - Near Miss Pooley Green Level Xing, Egham 060619.pdf](#)



Lost Time Accident – Laceration to the top of a right eye socket

In the early hours of the 16th of June 2019, a Section Supervisor based at Waterloo P-Way suffered a severe laceration above his right eye.

The Supervisor was operating a Simplex Jack and was pushing the handle down into position. However, before it had 'clicked' into place, the handle slipped from the Supervisor's grasp and sprung back up, striking him above the right eye and causing a severe laceration.

25 stitches were required at hospital to treat the injury.

The Supervisor was not wearing safety glasses at the time of the accident.

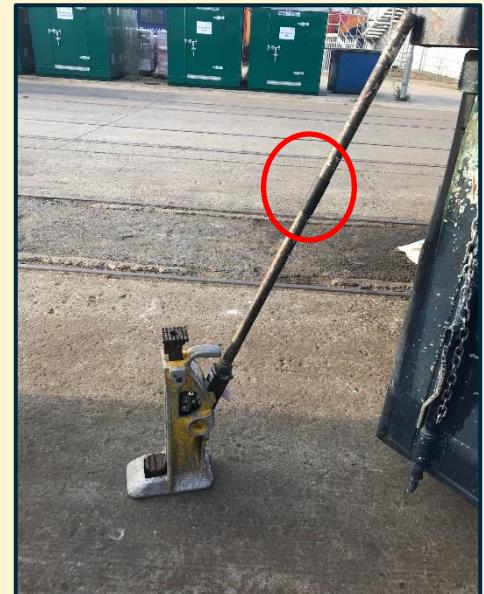
The Supervisor was wearing rigger style gloves that were wet and greasy so would have affected his grip on the handle.

Lessons Learnt

- Have you checked that the equipment is in good condition, in date and not faulty before you use it?
- Are you trained to use the equipment, no matter how simple it is to use? Don't be fooled, there is a reason NR carry out small tools training.
- PPE is the last line of defence:
 - Are your gloves suitable for the task? Are they in good condition? Will they give you protection?
 - Are you wearing your safety glasses?

Guidance on using rail jacks is available within the 'How to guide' in the Info Centre app. Further information on the "How to guide" can be found here - [How to Guide.pptx](#)

Below is the Simplex Jack and handle in use at the time of the accident. Circled is the rubber grip which should be at the top of the handle.



The full Lessons Learnt can be found on the following link: [Lessons Learnt Simplex Jack eye injury 160619.pdf](#)



2 x STF Accidents whilst working in Location Cases



On 18th June 2019 a Wessex WDU S&T engineer was carrying out cable testing prior to planned change over on Location Case PF37A.

Whilst working at the rear of the location case, two of the decking boards snapped approximately two inches from the end without warning, and the engineer subsequently fell approximately 1 metre through the deck and landed on the embankment ballast scraping his arm and jarring his back.

First aid was administered on site but due to the injuries the IP was unable to return to normal duties

Lessons Learnt so far:

This location has not been upgraded to the current standard.

The location is surrounded by foliage therefore leading to the platform being kept in predominantly damp conditions which can lead to the rotting of timber.

The condition of the platform was not identified at the start of the works.

The full Lessons Learnt can be found on the following link: [Lessons Learnt Location Case LT Accident 180619.pdf](#)



The barrier and Operatives hard hat (circled) following the accident, with Location cases behind.

The team began working within WD21 Location Case and an Operative who was part of the team (in the role of Site Warden) lent against the barrier, which is positioned in front of the Location Case and functions to prevent the inadvertent access to either the operational railway or the electrified third rail.

The barrier, which broke away at its base, gave way under the Operative, causing him to fall to the ground and resulting in him landing on his right forearm and suffering some pain to his lower back.

Lessons Learnt:

- Do **NOT** lean against Location Case barriers. They are there to prevent inadvertent access to the operational railway and/or the electrified third rail!
- EL21 Section 1.4 of NR/L3/SIG/10663 SIGNAL **MAINTENANCE** SPECIFICATIONS states that; as part of the external inspection, staff should check (if provided) that any guarding or staging are secure.

The full Lessons Learnt can be found on the following link: [Lessons Learnt Location Case Barrier 270519.pdf](#)



Workforce Safety – Wearing appropriate gloves for the task

- Rigger gloves are being gradually phased out until the stock on I-store is gone
- At the recent workshops we introduced some Cut 5 gloves from Traffiglove and staff had an opportunity to take a pair to try them out
- Different coating/finish – provide different benefits and suitability for various tasks
- They are available in sizes 6 to 11 so there should be a pair to fit everybody



Size	IPROC Code	Qty
06	303262060	
07	303262070	
08	303262080	

Size	IPROC Code	Qty
09	303262090	
10	303262100	
11	303262110	

- Offering outstanding hot contact heat resistance and chemical contamination resilience
- Providing excellent grip



Size	IPROC Code	Qty
06	303279060	
07	303279070	
08	303279080	

Size	IPROC Code	Qty
09	303279090	
10	303279100	
11	303279110	

- Flexible and very comfortable
- Excellent dexterity, highly tactile
- Reinforced thumb crotch
- Provide excellent grip in wet, dry and oily conditions



NR/L3/MTC/MG0173 Issue 3, Comp Date 07/09/19 – Scope expanded to include Works Delivery & Operations Delivery

We know that poor communication is a factor in almost all safety incidents. Its not just about knowing the phonetic alphabet.

Effects:

- All staff carrying out SCC including PICOP / ES / COSS / IWA / PC / PSS.
- By Line Manager.
- Annually (3 conversations and at least one of them an Emergency call)
- Recorded on SMF/MG/467
- Results viewed by WHSEAs & IMDM or equivalent in PDRs

Methods;

- Voice recordings
- Outputs from the CRG sessions
- Post accident/incident tapes
- Work place observations / assessments as part of PGAI
- Simulated conversations

Line Managers shall annually make a decision about an individual's spoken communications competence.

Evidence of this may come from on the job or simulations undertaken as part of the ACC process.

DO YOU HAVE A PLAN IN PLACE FOR ALL YOUR SAFETY CRITICAL STAFF?



Manual handling can be described as lowering, lifting, pulling, pushing, holding and carrying. In effect, any activity that requires an individual to lift, move or support a load, will be classified as a manual handling task.

The Management of Manual Handling Risk Standard NR/L2/OHS/00106 was updated and the Issue 3 came into effect on 01/09/2018.

The Primary Purpose of the Standard is to eliminate or reduce the risk of injuries from manual handling operations across Network Rail activities, from heavy engineering tasks, through operational activities, to office environments.

Key Principles are to:

- ▶ avoid manual handling operations at work that pose a risk of injury
- ▶ where not possible to avoid, assess the risk and reduce to as low as is reasonably practicable

2 new training courses are being designed and their completion will lead to either:

1. Basic competence in manual handling (which will be refreshed every 2 years)
2. Risk Assessor competence (which will also be refreshed every 2 years)





There is a suite of 25 MH Risk Assessment Control Sheets available focusing primarily on the heavy/bulky items.

These “One pagers” are a record of controls derived from risk assessments and can be used during the planning stages.

A dynamic Risk Assessment can also be carried out on site by the PIC or nominated person in charge of the lift before the commencement of a task.

The following One page Control Sheets are available and can be found on the this link:

[Manual Handling Risk Assessment Control Sheets single document.pdf](#)

Equipment	Risk Assessment reference No.
Geismar AC1 spike puller	MandWD 31_Geismar AC1 spike puller
Geismar AP11 Clipper	MandWD 16_Geismar AP11 Clipper
Geismar AP11 S6 Lightweight Clipper	MandWD 17_Geismar AP11 S6 Lightweight Clipper
Geismar AP21 Clipper	MandWD 18_Geismar AP21 Clipper
Geismar ESN 3H MkII Weld Shear	MandWD 19_Geismar ESN 3H MkII Weld Shear
Geismar JB40 Rail Bender	MandWD 20_Geismar JB40 Rail Bender
Geismar MC3 Grinder	MHIP-WAL-0006
Geismar MLC Grinder	MandWD 21_Geismar MLC Grinder
Geismar MP12 Electric Grinder	MHIP-WAL-0005
Geismar MP12 Grinder (no anti-vibration)	MHIP-WAL-0005
Geismar MP12 Grinder (with anti-vibration)	MHIP-WAL-0005
Geismar MP23 Grinder	MandWD 22_Geismar MP23 Grinder
Geismar MP23 9-HP Grinder	MandWD 23_Geismar MP23 9-HP Grinder

Geismar MS9 Grinder	MandWD 24_Geismar MS9 Grinder
Geismar MV3 Grinder	MHIP-WAL-0005
Geismar TB2 Coach Screwing Machine	MandWD 25_Geismar TB2 Coach Screwing Machine
Permaquip Lightweight Ironman	MHIP-LNW-0010
Permaquip Stressing Half Set	MHIP-LNW-0003
Robel 13.48 GX270 Grinder	MHIP-WESSEX-0011
Robel 13.48-04 Grinder	MHIP-WESSEX-0011
Robel 13.61 S&C Grinder	MandWD 26_Robel 13.61 S&C Grinder
Robel 24.70 Hydraulic Rail Stressor (non 3 rd rail)	MandWD 27_Robel 24.70 Hydraulic Rail Stressor (non 3 rd rail)
Robel 24.70 Hydraulic Rail Stressor (DC areas)	MandWD 28_Robel 24.70 Hydraulic Rail Stressor (DC areas)
Robel 30.82 Universal Power Wrench inc RKS	MandWD 29_Robel 30.82 Universal Power Wrench inc RKS
Robel 34.01 Fast Clipper	MandWD 30_Robel 34.01 Fast Clipper

Worker Safety – Vehicle Overloading



EE 22:22 87% Tweet

North West Motorway Police @NWmotorwaypolice

Couple of overweight vehicles stopped at Sandbach today by the RCVU. All vehicles prohibited until load made safe and GFPN's issued.

16:49 · 12/05/2019 · Orlo

**Are your vehicles overloaded?
Does the vehicle on the right
look familiar?**

Vehicle Overloading

Vehicle users must ensure that vehicles are not overloaded and do not pose any danger to themselves or other road users. Fines of up to £5,000 can be imposed **on the driver and Network Rail** for each offence committed.

What can I do to prevent my vehicle from being overloaded?

- ✓ **DO** – Know the permitted Gross Laden Weight (GLW) of your vehicle
- ✓ **DO** – Know what materials you are carrying and the weight of the overall load
- ✓ **DO** – Distribute your load appropriately to avoid overloading axles
- ✓ **DO** – Obey the on-board weighing indicator fitted within the vehicle

If you are stopped and your vehicle is found to be overloaded, you must inform your Line Manager, the ICC and the RS Road Fleet Team and Route Road Vehicle Compliance Manager without delay. This will be treated as a significant incident.

For more information please refer to the Driver's handbook - p31

A Guide on How to load vehicles safely will be produced and shared with teams



Safety Alert – Airbags in vehicles



Get your feet off the dashboard !



Airbags deploy at 200mph—so keep your feet away from them

It can be tempting to put your feet up on the dashboard while travelling as a passenger in a car or van.

But a young woman recently received life-changing injuries after a low-speed collision where the airbag deployed and drove her knees into her head. She broke every bone in her face, suffered brain damage and had to have her forehead removed. Please pass on this message to our colleagues, friends and family so we can all learn from this incident.

Never put your feet up on the dashboard



Worker Safety – Leptospirosis (Weil's disease)



A serious and potentially fatal infection that is transmitted to humans by contact with urine from infected rats

- The bacteria can enter your body through cuts and scratches and through the lining of the mouth, throat and eyes after contact with urine or contaminated water such as that in sewers, ditches, drains, ponds and slow flowing rivers and water ways

Symptoms:

- Flu like illness with a severe and persistent headache, which can lead to vomiting and muscle pains and ultimately to jaundice, meningitis and kidney failure. In rare cases the disease can be fatal.

Prevention:

- Don't encourage rats – dispose of all your rubbish correctly
- Avoid inadvertent entry or immersion into water that could be infected
- Wash cuts and grazes immediately with soap and running water and cover all cuts and broken skin with waterproof plasters both before and during work
- Wash your hands, forearms and all other exposed areas of skin after completion of tasks
- Avoid rubbing your nose, mouth or eyes during work
- Report any illness to your doctor who will prescribe antibiotics and you should make a full recovery in a few days





Reminder about correct reporting – Fault and not a Close Call

REMEMBER

If you see any hypodermic needles on site:

- **DO NOT TOUCH THEM**
- Report them to the ICC giving as much detail about the exact location as possible (mark out the spot if you can and take photos)
- A team with the correct equipment will go to site and remove
- If you have any work planned in a known “hot spot” a competent contractor/team can carry out a sweep through of the area beforehand and remove the sharps





On Track Plant and On Track Machine Lift Planner Competencies & Training (Regime 3).

All lifts should be planned by a competent person as identified in LOLER Regulation 8 and further defined in BS7121

Part 1 as the Appointed Person (Lifting Operations) known as 'Lift Planner' in this Code of Practice.

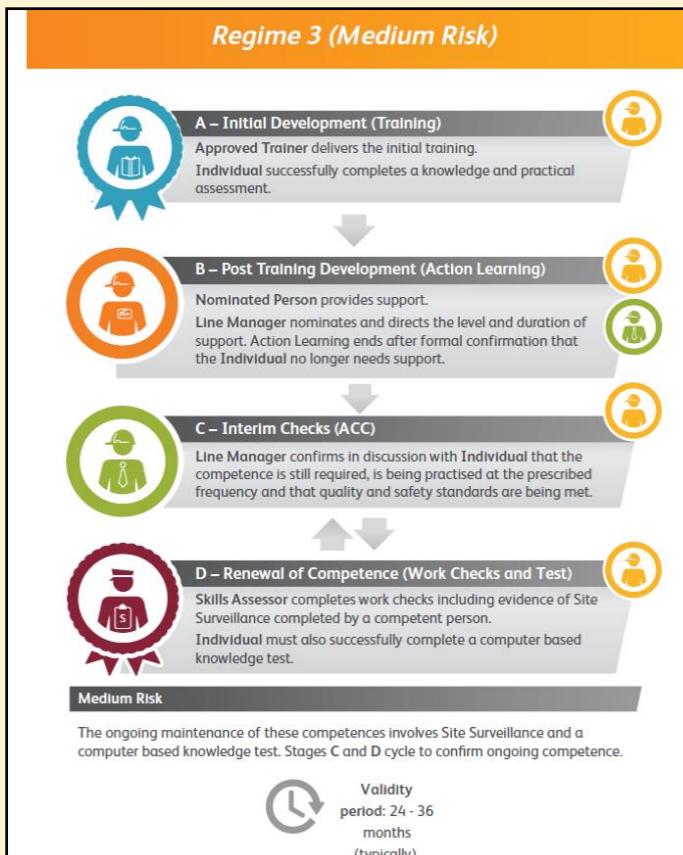
[COP011-Code of Practice for Planning and Executing Lifting Operations](#)



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



Never undertake any job unless you have been trained and assessed as competent



[The SMF/PL/0253 \[Issue: 9 \] OTP Work Plan](#)

The On Track Plant lift planner competence is a hybrid Regime 3 competence and follows the usual path (left) with the exception of anyone who has been trained and is in the post training development (mentoring) stage, they must complete a post mentoring assessment test. They must have proof that they have used the competence the required number of times and that their mentor has recommended them for the assessment. The assessment must be carried out by a level 5 competent lift planner (typically a RPSE).

We currently have 10 lift planners in Wessex who are under mentorship. There is also the requirement for a specific On Track Machine lift planner competence, there are training courses taking place later this year. This will cover safe planning of machines like the Plasser GP Crane and the Plasser TRAMM. If any of your staff require this training then please contact your Competence Delivery Specialist or

Keith Penn, RPSE
<mailto:keith.penn@networkrail.co.uk>

Safety Bulletins, Alerts, Advice



- [Safety-Alert-NRX19-04-Work-affecting-level-crossing.pdf](#)
- [Shared-Learning-NRL19-09-Barnards-Lock-Environmental-Incident.pdf](#)
- [Shared-Learning-NRLN19-10-On-track-plant-contact-with-overhead-line-equipment.pdf](#)
- [Lessons Learnt - Near Miss Pooley Green Level Xing, Egham 060619.pdf](#)
- [Lessons Learnt Location Case LT Accident 180619.pdf](#)
- [Lessons Learnt Simplex Jack eye injury 160619.pdf](#)
- [Lessons Learnt Location Case Barrier 270519.pdf](#)
- [Wessex Route Cable Theft Bulletin - Update 24JUN19.pdf](#)
- [Manual Handling Risk Assessment Control Sheets single document.pdf](#)
- [How to Guide.pptx](#)
- [FIRE FIGHTING EQUIPMENT PROVISIONS.docx](#)
- [First Aid-Burns Kit notice.docx](#)



General Licences for Bird Control

All wild bird species, their eggs and nests are protected by law. Nesting bird guidance can be found on the [Wessex Environment Hub site](#) and [Safety Central](#). The following information applies to instances where bird control is required for public health or safety reasons.

Important Changes to licence requirements

Natural England revoked three general licences (GL 04/05/06) in April 2019. Defra have since issued a set of General Licences.

Licence WML-GL35 could apply to situations where Network Rail needs to control certain bird species for public health or public safety reasons.

- Subject to all the terms and conditions of this licence, this licence permits authorised persons: to kill or take wild birds of any of the species listed at (a) and (b) below, to take, damage or destroy their nests or to take or destroy their eggs:
 - (a)
 - Carrion Crow
 - Jackdaw
 - Magpie
 - Pigeon, Feral
 - Rook
 - (b)
 - Canada Goose
 - Monk Parakeet
- WML-GL35 will not apply to control on European Protected Sites or Sites of Special Scientific Interest
- If the species is not listed above (e.g. wood pigeon), licence A08 may need to be applied for.



Bird Control on Protected Sites

- GM35 does not provide consent for actions in Sites of Special Scientific Interest (SSSI's), European protected site (SAC, SPA or RAMSAR), or within 300 metres of those sites. Consent will need to be sought from Natural England. Protected site locations can be found on GeoRINM, [Magic](#) or via your planning team or WHSEA.

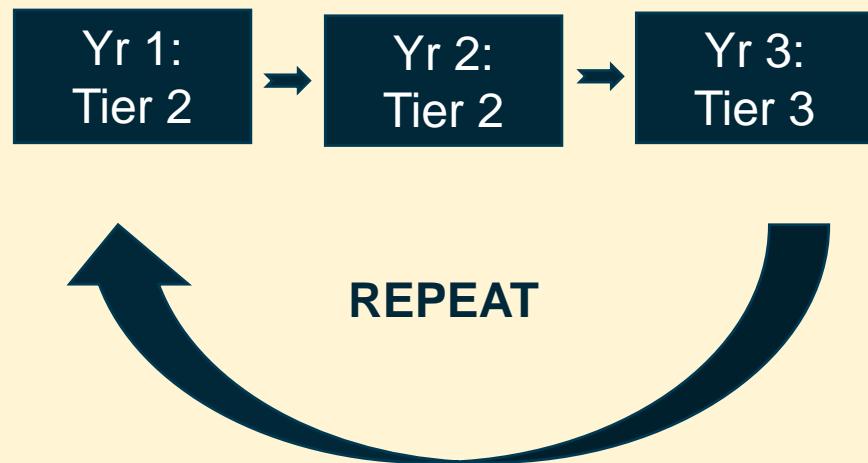
Any activities to control bird species carried out under licence should be recorded.

A record form can be found using this [link](#) or on the [Wessex Environment Hub Site](#) under the Protected Sites and Species Tab.

(<https://wsxenv.hub.networkrail.co.uk/Pages/NRHome.aspx>)

HAVS SURVEILLANCE: need to know

- HAVS surveillance is run in a three year cycle
- Tier 2: Always a questionnaire
- Tier 3: A face-to-face assessment



An employee will keep repeating this cycle for as long as they continue to use vibrating tools



Once damaged, the nerve endings cannot be repaired

- In any given surveillance year, an employee can be escalated from Tier 2 to Tier 3 to Tier 4
- Tier 4: is an appointment with a trained doctor to make the diagnosis
- HAVS surveillance is a legal requirement and participation is mandatory





ACTION CALENDAR: JUMP BACK JULY 2019



MONDAY

1 Make a list of things that you're looking forward to

8 Get the basics right - eat well, exercise and go to bed on time

15 Find fun ways to distract yourself from unhelpful thoughts

22 Make a list of 3 things that you feel hopeful about

29 Catch yourself over-reacting and take a deep breath

TUESDAY

2 Find an action you can take to overcome a problem or worry

9 When things get tough, say to yourself "this too shall pass"

16 Set yourself an achievable goal and make it happen

23 Remember that all feelings and situations pass in time

30 Ask for help from a friend, family member or colleague

WEDNESDAY

3 Adopt a growth mindset. Change "I can't" into "I can't... yet"

10 Reach out to someone you trust and share your feelings with them

17 Use one of your strengths to overcome a challenge today

24 Choose to see something good about what has gone wrong

31 Remember we all struggle at times - it's part of being human

THURSDAY

4 Be willing to ask for help when you need it today (and always)

11 Look for something positive in a difficult situation

18 Let go of the small stuff and focus on the things that matter

25 Notice when you are feeling judgemental and be kind instead

32 Identify what helped you get through a tough time in your life

FRIDAY

5 Avoid saying "must" or "should" to yourself today

12 When things go wrong, be compassionate to yourself

19 Write your worries down and save them for a specific 'worry time'

26 Identify what helped you get through a tough time in your life

27 Write down 3 things you're grateful for (even if today was hard)

SATURDAY

6 Put a problem in perspective and see the bigger picture

13 Challenge negative thoughts. Find an alternative interpretation

20 If you can't change it, change the way you think about it

28 Think about what you can learn from a recent challenge

SUNDAY

7 Shift your mood by doing something you really enjoy

14 Go for a walk to clear your head when you feel overwhelmed

21 Ask yourself: "what's the best that can happen?"

29 Think about what you can learn from a recent challenge



We can't control what happens to us, but we can choose how we respond



ACTION FOR HAPPINESS



www.actionforhappiness.org

Thank you and keep safe

