

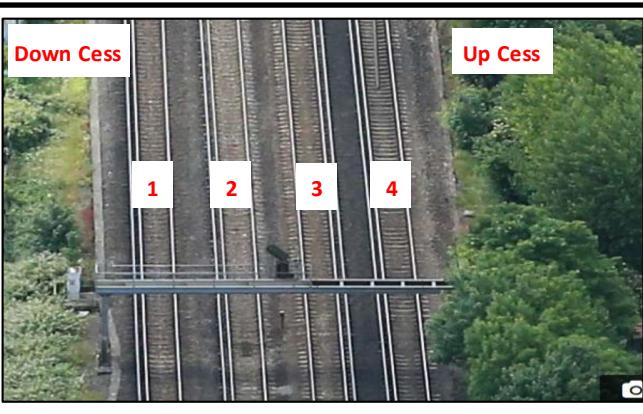
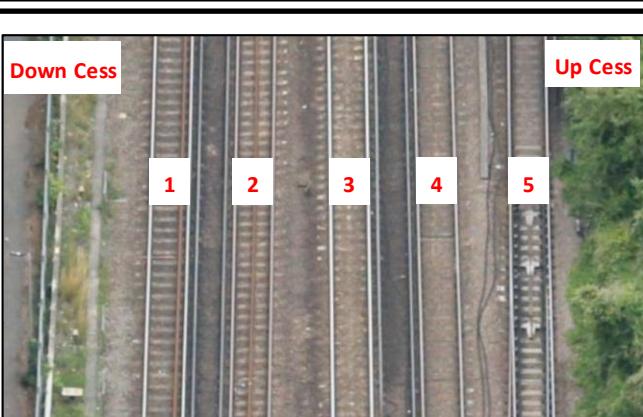
Wessex Route Infrastructure Team Briefing Note

Compliance with Rule Book places limits on the number of open lines that can be crossed to reach a position of safety when working under lookout warning system.

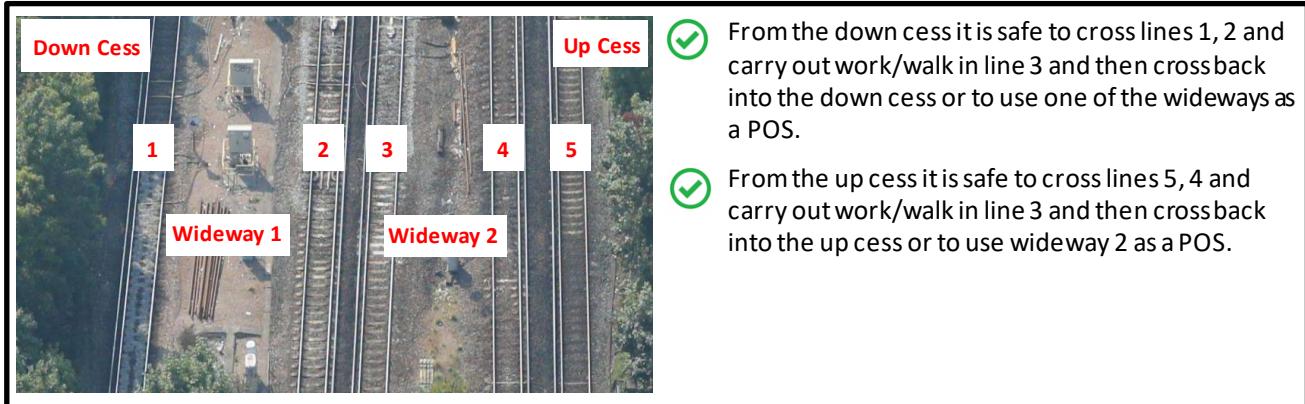
The Rule Book GERT8000-HB7 Issue 7, General duties of a controller of site safety (COSS), Section 4.8 Safe system of work using lookout warning states that a COSS can set up a Safe System of Work (SSOW) using one or more lookouts if the following criteria can be met;

There will be no need for anyone to cross more than two open lines to reach the position of safety (POS).

This means that the team/individual team members can leave the line they are working/walking in and cross two more complete lines in order to reach their POS, please refer to the below examples for clarity.

	<p>✓ It is safe to cross from one cess to the other.</p>
	<p>✓ From the down cess it is safe to cross lines 1, 2 and carry out work/walk in line 3 and then crossback into the down cess. ✓ From the up cess it is safe to cross lines 4, 3 and carry out work/walk in line 2 and then crossback into the up cess. ✗ It is not safe to cross from the down cess into line 4. ✗ It is not safe to cross from the up cess into line 1. ✗ It is not safe to cross from one cess to the other.</p>
	<p>✓ From the down cess it is safe to cross lines 1, 2 and carry out work/walk in line 3 and then crossback into the down cess. ✓ From the up cess it is safe to cross lines 5, 4 and carry out work/walk in line 3 and then crossback into the up cess. ✗ It is not safe to cross from the down cess into line 4 or 5. ✗ It is not safe to cross from the up cess into line 1 or 2.</p>

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The list of the examples above is not exhaustive and there might be different scenarios out on site. But it is important to remember that the same principle will apply, and teams can only cross two more lines except the line they are working/walking in.

Whilst we work to move as much of our work as possible from SSOW using warning into SSOW using protection, it is important to ensure at the planning, verification and authorisation stage (as per NR/L2/OHS/019 – Safety of people at work on or near the line) that we do not plan any SSOW that would require the teams to cross more than two lines.

Note:

Although addressed to the Route Infrastructure Team the information contained in this briefing note is in line with GE/RT8000 and as such is applicable to all groups or individuals working on or about Network Rail Infrastructure.