

Changes to Training

PTS

PLEASE NOTE:-

From the first September 2012 DC will no longer be included in the standard PTS course.

This means:-

Anyone who needs a PTS course (Initial or renewal) from 1st September and is going to work in an area that has "3rd Rail Electrification" will have to have an additional DCCR module (Working near or Adjacent to the DC Conductor Rail)

This is not working on / near 3rd Rail but in an area that has 3rd rail, for example most of the South of England has 3rd rail.

SO

Anyone who needs DCCR included in their PTS will have to have an additional days training from 1st September.

Current holders of PTS DC/AC or PTS DC have until 6th December 2014 to include the new DCCR module so the renewal process should cover these.

New POSSESSION SUPPORT competence

This affects any IWA or COSS who carries out "Block Roadman" activities as they will need to complete a transitional assessment before 6th September 2014. The start of this roll out scheduled to start 3rd September 2012 but may be delayed as a NWR standard NR/L2/CTM/200-PS (Possession Support) needs to be published to mandate this and there is currently a moratorium on new standards until after December 2012.

Lydney: Catastrophic Failure of Jacking Point on VMS Light Weight Signal Structure

This bulletin is for the attention of;

Infrastructure Projects; Network Operations; Asset Management

Background:

On 19th August 2012, a jacking point on a Variable Message Signs (VMS) Light Weight Signal catastrophically failed whilst being lowered to the ground. The light weight signal (NT1419) was being lowered during pre-commissioning works. No-one was injured as a result of this failure.

The cause of the failure is subject to investigation.

When the VMS Light Weight Signal is in its upright position it presents no risk, as there are no forces being applied at the jacking point.



Action Required:

☒ Until such time as the investigation has concluded and the cause of the failure established, the use of the jack system is to be prohibited.

☒ If work is required to take place on VMS Light Weight signal structures, an alternative system of work is to be established.

The people who can inspect what we are doing!

Everyone has heard of The HSE (Health and Safety Executive) and NWR (Network Rail) but not so many have heard of the ORR (Office of Rail Regulation).

The main responsibility of the ORR in so much as it affects us is that they have responsibility across the railways for Health and Safety enforcement and as such undertake site inspections. The ORR have considerable powers and can stop work, issue improvement notices and even instigate prosecutions.

If the ORR decides to inspect the site you are working on, by all means challenge them as they will all carry identity cards – **BUT**- offer them all the support they need and treat them with respect.

Currently the ORR has an inspection programme and although we do not know where they are going; will take action when they see any health and safety breaches; we do know that they have a particular interest in the following:-

- The use of road rail vehicles (RRV), construction plant and other vehicles.
- Working at height
- Slips trips & falls
- Health hazards
- Hand arm vibration (HAVS)

COSHH risk assessments and effective control of exposure to rail cutting, grinding and welding dust and fumes; Risk of exposure to asbestos.

SO

Make sure you have been briefed on the content of the WPP (Work Package Plan) and you know the risks and how you have to work safely to avoid the risks becoming an accident.

Lifting Operation: Failure to Secure Loads.

This bulletin is for the attention of:

Infrastructure Projects; Network Operations; Asset Management, NDS and Contractors.

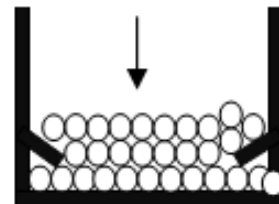
Background

An incident occurred on 23rd August 2012 when an individual working on site was struck on their hard hat by a scaffold storage frame, sometimes referred to as a stillage, when it became detached from a load whilst being lifted. The frame formed part of a load that consisted of a number of 5ft scaffold tubes. As it was being lifted the load struck part of the scaffold it was being lifted onto, resulting in one part of the storage frame becoming detached from the load. The frame fell approximately 20ft striking the individual with a glancing blow on his hard hat. The individual suffered no serious injury.



Load was secured with straps in between. It was believed that the frame did not need to be secured.

Weight of scaffold tubes secures frame during lift



2 unconnected scaffold storage frames to the load via the strop as it was held in place by the

Investigation

The investigation established that it was practice (both on this and other Thameslink sites) to lift with the storage frames unsecured to the load. The diagram above right indicates how the frame remains stable under normal conditions, despite being unsecured. Subsequent enquires with both the onsite scaffold company and the supplier of the storage frame/stillage have clarified that this is not the correct methodology for lifting of this equipment, however this had not been documented prior to the incident, and the investigation indicates that this had not been effectively communicated to the operatives on this site (and it would seem to other sites also).

Action

Those employees and contractors whose work activity involves planning or undertaking lifting activities involving scaffold tubes and storage frames, or related lifting brackets, on Network Rail sites are to review lifting activities involving this equipment to check that all component parts of the overall load are properly secured.



The frames at the site in question now employ a 'figure of 8' slinging technique around the frame/stillage and the tubes.

This means that the stillage is tied in to the overall load and cannot become detached in the event of an impact – which should be the case for all lifts

If you have any safety concerns, work should be stopped immediately and your concerns

The Following standards are WITHDRAWN from 1st September 2012.

PLEASE NOTE: According to NWR there will be no new or revised standards in September or December 2012.

During this period NWR are undertaking a "Spring Clean" this will result in a number of standards being with-
drawn, reclassified as for 'reference only' or 'no longer mandatory'

There are some exceptions to this and if any urgent issues are made a separate advice will be sent out.

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| Acceptance of Maintenance Plans | NR/L2/RVE/0116 |
| Assurance Plans | NR/L2/RMVP/1326 |
| Audits, Wagon Condition Surveys, and the Registration of Maintenance Sites | NR/L3/RVMP/0114 |
| Code of Practice for Terms and Definitions for Use in Civil Engineering Standards | RT/CE/C/045 (NR/GN/CIV/045) |
| FMS for Network Rail Fault Management | NR/L2/SIG/19811 |
| Incorporating Ergonomics Within Engineering Design Projects: Requirements | RT/E/P/24020 (NR/SP/ERG/24020) |
| Information Required for an Approval in Principle Submission | RT/CE/G/133 (NR/GN/CIV/133) |
| Issue and Amendment of Technical Publications - PWRA | NR/L3/RVMP/27118 (NR/WI/ELP/27118) |
| Maintenance Kit for Shot Blaster and Cleaning Cabinets | NR/L3/RVMP/27119 (NR/WI/ELP/27119) |
| Management of the Private Wagon Registration Agreements (PWRA) | NR/L2/RMVP/0004 |
| Network Rail Load Unit UIC Registration Procedure | NR/L2/RVMP/0052 |
| Network Rail Load Unit UIC Registration Work Instruction | NR/L3/RVMP/0053 |
| NTPO: Technical Approval Process for Civil Engineering Infrastructure | NR/WI/CIV/143 |
| Private Wagon Registration Agreement - Management Review | NR/L3/RVMP/0110 |
| PWRA Document and Data Control | NR/L3/RVMP/0112 |

All comments welcomed

If you want to comment on this newsletter or make suggestions about things that you would like to be included in our next newsletter please email us at - compliance@resourcing-solutions.com

If you want us to include your comment in the newsletter please also let us know although we do reserve the right to edit for length or not to publish.