

Storage of Equipment and Materials

There have been a number of significant accidents and incidents where materials and equipment have been identified as either a casual or contributory factor to the event occurring. These events have resulted in injuries to members or staff, collisions with trains and/or damage to the infrastructure. To prevent the likelihood of recurrence, you are asked to review the storage of materials and equipment on project sites (both on and off the operational railway), where there is a potential that equipment or materials could either intentionally be used by vandals or accidentally create a hazard on the operational infrastructure. There are a number of actions that you can take to help manage these issues including:

- Planning the delivery of materials and equipment as near as possible to time that they are required to be used, thus preventing unnecessary storage at site.
- Providing secure storage, i.e. secure compounds or tool vaults.
- Considering appropriate methods of banding material together to avoid movement.
- Providing suitable site security measures.

Work Experience Logbooks

There has recently been confusion caused regarding the number of Work Experience Logbook entries required for competencies. The confusion arose because of a late publication of a Network Rail Standard, the standard does not specify that Work Experience Logbook entries are required on a yearly basis, they are in fact required before a specific event for a competency. Please see below for how many Work Experience Logbook entries are required by and which event:

Competency	Cycle (Initial/Re-cert)	Number of Work Experience Book entries	By when
PTS	Initial and Re-cert	4	Re-certification
Lookout	Initial	4	Sponsor Interim Review
Lookout	Re-cert	4	Re-certification
IWA	Initial	4	Initial Core Knowledge Assessment
IWA	Re-cert	4	Interim Knowledge Assessment
COSS	Initial and Re-cert	4	Interim Competence Assessment

Competency	Cycle (Initial/Re-cert)	Number of Work Experience Book entries	By when
PC	Initial and Re-cert	2	Interim Knowledge Assessment
ES	Initial and Re-cert	4	Interim Competence Assessment
PICOP	Initial and Re-cert	4	Interim Competence Assessment
SPICOP	Initial and Re-cert	4	Interim Competence Assessment

Invensys Briefing on Night Lighting

Anyone turning up for a nightshift at Invensys must have at least one source of personal lighting (head torch) & preferably a back up torch.

While site lighting is provided, personal lighting must also be available and in future site may turn staff away any contractors without personal lighting as they will not be fit to work.

Close Call Reporting

Reporting accidents and incidents are very important to ensure that measures can be put in place to prevent them from happening again. Similarly, Close Call Reporting (near misses) are also important. Often, the difference between a 'Close Call' and an accident is luck. Therefore if you report 'Close Calls' this information is very valuable and can be used to identify control measures to prevent a loss.

Resourcing Solutions operate an On Call Management System that allows access to a trained On Call Manager that will support you in recording 'Close Call' information. Resourcing Solutions will also issue 'Close Call' Cards which can be completed and posted. All of the 'Close Call' Cards received will be reviewed, actioned and be entered into a quarterly draw where the best 'Close Call' winner can donate £50 to a charity.

Sustainability

Understanding the impact we all have on the environment is very important. It is becoming more and more important to develop a business that is sustainable and allows sustainability of the economy, environment and society.

Resourcing Solutions have developed a host of sustainable initiatives that will evolve our service offering to become more sustainable. Working safely and carefully in a way that is conscious towards the environment is imperative to achieving sustainable goals.

Derailment & Overturning of a Rail Mounted Tracked Excavator

On the 5th February 2011 at Princes Risborough a Komatsu PC138US-2RM rail mounted tracked excavator working in a T3 possession overturned whilst engaged in the lifting and relocating of sleepers. Fortunately no one was injured and damage was confined to the machine itself. Whilst this incident is still under investigation, initial causal factors include:

- The operation of the machine with the safe load indicator (SLI) being in the 'off' position.
- Operation of the machine outside permissible safe working load radius. (Failure to reduce the excavators lifting arm extension prior to rotating the load).
- Poor communication between the Operator and the Crane Controller (CC).

Operational Irregularity

During lifting operations, SLI's must be operational, switched on, and not overridden. The lifting plan and lifting charts are to be consulted before commencing work and complied with at all times.

Two-way Communication

The Crane Controller and Operator are to establish a clear path of communication. If either party is unclear about any of the instructions, or have any concerns the activity should not take place until a full understanding is achieved and any concerns resolved to the satisfaction of all concerned.

Actions Required

- Supervisors on site need to ensure that the safe load indicators are operational at all times.
- Machine operators must ensure and check that the safe load indicators are functioning correctly.
- Crane Controllers and Operators to establish a clear two-way communication protocol prior to the job commencing.

Preventing Rail Head Contamination

Contamination of the rail head with grease, dust and other substances can adversely affect the stopping performance of trains. This has been caused by the transfer of grease from the gauge-face of the rail to the rail head by the use of iron men and track trolleys.

To ensure rail head contamination does not occur, the following actions must be taken:

- Ensure the wheels of all plant have been inspected and cleaned prior to accessing track.
- Visually inspect the running rails before, during and after work for signs of rail head contamination.
- When off-tracking plant, carry out a further inspection of the wheels for grease. If grease is found, a track walk of the entire site must be performed, to check for grease of the rails.

If the rail head is found to be contaminated, or has been contaminated during works, you must:

- Stop all works.
- Contact the FRC and provide them with the exact location of the contamination.
- Whilst waiting for the clean up operation, ensure the track is ready to be handed back.
- Ensure there is a person available to meet with the cleaning crew dispatched by the FRC.

Photo taken following the passage of an Iron Man illustrating how the wheel can cut the 'grease beard' and throw it on to the rail head.



Photo of wheel heavily contaminated with grease. Grease can flick up onto the Iron Man frame. This grease can be transferred onto the rail head

