

On Track Plan (OTP) Warning Horn

Recent incidents on worksites have indicated there may be confusion regarding warnings sounded by OTP prior to moving. The current rule contained in Handbook 15 (section 7.2) states the operator must:

- Give a warning that the OTP is moving forward—one short blast on the horn, or
 - Give a warning that the OTP is moving backwards—two short blasts on the horn
- As the OTP can swivel through 180 degrees while on track it can be unclear to the track worker which direction is forwards and backwards, for the operation of the OTP.

A derogation against Handbook 15 (section 7.2) of the rule book GE/RT8000 has been granted so that all movements of OTP will be preceded by only one short blast on the horn. On hearing every horn blast, all personnel working in the vicinity of any OTP are required to look and check in which direction the OTP is moving and move to a position of safety if required. Personnel are reminded that if they have any concerns regarding working in the vicinity of OTP these should be raised with the COSS immediately.

Do you have concerns about the safety of your working environment or conditions? Have you witnessed a safety critical incident? If so, please report this to CIRAS by phone on 0800 4 101 101, text 07507 285887 or online www.ciras.org.uk.

Head Torches

As the nights draw in, more and more of you will be working in darkness and the need for good visibility is imperative to prevent incidents or accidents. Having a well lit worksite is also important and each client will have a responsibility to ensure that adequate lighting is available. However, in some circumstances, this may not be possible and extra care must be taken when working in these situations. An option that a lot of our clients are taking is related to each candidate having access to and wearing a head torch. Resourcing Solutions provide each candidate that is likely to be exposed to a risk of poor visibility with a head torch. For more information on this matter, please contact the 'Compliance Department'. A head torch must be worn in order to mitigate some risks that you may be exposed to and is classed as Personal Protective Equipment. All PPE owed, provided or hired will be subject to your PPE & Equipment Policy and Procedure and must be well maintained.

Awareness of Competence

Resourcing Solutions prides itself on providing candidates with a good attitude and competence to our clients. Maintaining and developing competence is essential to Resourcing Solutions and the responsibility of each candidate. There are many obligations of Resourcing Solutions to ensure that competence is understood and maintained in order to increase safety levels and reduce costs on projects. Resourcing Solutions recognise that some candidates have many competencies, which are not always used on a regular basis. The Company identified that in these situations, some knowledge and awareness, including understanding of best and safe practise is often forgotten and the perceived level of competence may be less. It is imperative to report any failing in competence and to ensure that you only undertake work that you are competent to do. Resourcing Solutions will make every effort to check and maintain competence of our candidates and regular and random testing is undertaken to ensure that a sound level of knowledge is maintained. If you are contacted regarding this type of test, please participate in full to ensure that records and level of understanding towards your competence is of a high standard.

RRV Safety Improvement Programme

A letter of instruction has been released (NR/BS/LI/235) regarding High-ride excavator RRV's which goes live in IP/AM Project Delivery on 1st October 2011. This details a restriction (prohibition) for deploying high-ride (gb) Excavator RRVs that rely on friction braking Gradients of 1:75 or greater in Scotland, Wales and the West Country.

Invensys New Work Instruction: WI/E/023 Decommissioning Utility Services From Redundant Railway Infrastructure

The above work instruction has been developed to give guidance as to the processes required to be put in place to enable redundant structures and locations to be safely, effectively and permanently isolated from any utility service provisions, following a number of incidents over various projects whereby this has not been conducted correctly or thoroughly prior to attempted demolition or recovery. The process also has an associated form 'wie023f1is1 Permit to Demolish (Service Disconnection)', which should be completed to provide written verification that utility disconnections have been made and to then allow authorisation of demolition or recovery.

Rulebook Updates

The notification for the December 2011 Network Rail Rule Book updates has been released. The following Rule Books have been updated:

- AC (issue 2)
- DC (issue 2)
- TS9 (issue 2)
- TW8 (issue 5)
- HB1 (issue 2)
- HB3 (issue 2)
- HB5 (issue 2)

Additional Rule Books are to be released which are:

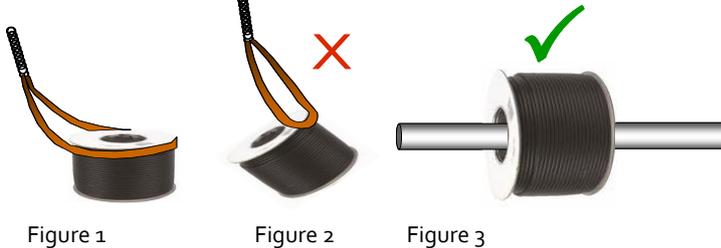
- HB16—AC
- HB17—DC
- HB18—LXA

These will be issued to you if applicable when the updates are released.

If you require any further Rule Books please contact the Compliance Team on 0118 932 0100.

Loading Cable Drums on to RRV

During recent works, a Machine Controller sustained a serious leg fracture when a 2.5T cable drum that was being righted came free from its stop fixing. Although the investigation is still on-going, it appears that the cable drum had been delivered and off-loaded at the RRAP on its base (see Figure 1). In this position, the spindle bar could not be fitted to enable the cable drum to be loaded on to the A frame (mounted on the RRV trailer).



A strop (attached to the RRV lifting arm) was placed around the cable drum (see Figure 1) and the cable drum was lifted/tilted to a position (see Figure 2) to enable the spindle bar to be fitted. During this operation it appears that the cable drum came loose from its strop and the non-pivoted end dropped to the ground trapping the Machine Controller's leg. Initial findings indicate that the laying down of the cable drum on its base has been a factor in this accident and therefore immediate actions required are as follows:

- All Cable Drums should be stored vertically and not placed on their side.
- The laying down of cable drum (for loading on to trailers/A frames) on to their diameters (See Figure 3) is documented in the safe system of work and adhered to.
- Under no circumstances should an attempt be made to 'right' a cable drum using strops (as depicted in Figure 2).
- For all lifting operations ensure that methodology has been approved and documented and a lifting zone is clearly identified and all staff including the machine operator and supervisor is clear before commencing the lifting operation.