

# SAFETY MANAGEMENT

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### The 'B' Word

*It was only a matter of time before the 'B' became a health & safety sales tool.*

*There will be no changes to your H&S duties on 29th or whenever. So ignore any hard sell approaches that state you must update your H&S arrangements because of 'B'.*

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*Is a Maximum Temperature on its Way?*

*Confirming what the government said in Oct 18, there are no plans to set an upper temperature limit for workplaces*

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*Is reverse Parking Mandatory?*

*Whilst there is no legislation that requires you to do this, it is a Network Rail recommendation and is becoming more common in other businesses*

\*

*HSE are focusing on construction dust—be aware.*

## Dust will Always be with Us—you must Handle it.

*"A bakery has been fined after its workers suffered ill health from long-term exposure to flour dust."*

**Sounds familiar??** Flour dust is just one of many substances which is known to cause asthma. Others include wood dust, glues and resins, natural rubber latex and isocyanates and of course silicates from ballast dust. I don't think it will long before there is a flood of court cases from rail trackmen—and anyone else who would like to jump in and have a go—claiming asthma or whatever.



See my report in issue 19 regarding the Airflow RPE safety helmets

*It was back. It was in London. And it was unstoppable. England's capital city was in turmoil. The horror had returned, to cause widespread fear, disease and death in the most appalling way imaginable. In truth, it had never really gone away, as over the centuries since the plague had made its first appearance there had been other occasional outbreaks in London, which had long been filthy, stinking and overcrowded. But nothing could have prepared the people of the city for this latest manifestation, and suddenly everyone, from the highest to the lowest, was literally in mortal danger.*

The pestilence spread from the Netherlands, where thousands had already died, and arrived just before Christmas 1664. For a few months, with London locked in the grip of a bitter winter and the Thames frozen over, the plague spread only slowly. But people who had lived through earlier outbreaks in the city knew what was in store once the cold subsided. Those who could fled. The temperature rose steadily through the spring and summer, and with it the death toll as the epidemic went from strength to strength.

First would come a bad cold, then vomiting and fever, and finally repulsive swellings in the armpit and groin, oozing blood and pus. Death almost invariably followed. Inhabitants were trapped in the city amid unspeakable filth, breathing in its repulsive stench of rotting rubbish, raw sewage and animal entrails. Escape was forbidden by law from this, the most putrid place in Britain.

Families were locked in their houses even if only one member was afflicted. All would die horribly and their bloodcurdling screams could be heard across the city. (Continued on P2)

## MYZONE—WORKER ALERT—the Approved Exclusion Zone Alert



- Personal proximity warning
- Up to 64 individual threats (such as RRV's)
- 360° capability to address blind spots
- Suitable for noisy environments
- Scalable
- Can be worn with comms and ear defenders
- Network Rail product approved

MyZone can help prevent accidents by giving ownership of personal safety back to the individual. This unique technology alerts the wearer via a receiver attached to their hard hat, which responds to the detected threat by vibrating for a couple of seconds and warning directly that a danger is present.

The alarm will only go off once for each and every hazard that enters the zone. It will not go off again until that hazard leaves and re-enters the area.

It does not contribute to noise pollution, with a discreet buzzer only alerting the individual wearer. Each standard unit can create a safety area of up to 10 m around each hazard. Able to withstand being dropped from great heights.

Mandatory on some sites now



See P2



## Did you Know?

### PPE?

#### Is it working for you?

The age old question from our agencies, how much PPE should we or do we issue and to what standard? You are required by law to issue all your workers PPE appropriate to the work and to a satisfactory standard.

It is unreasonable in practice to issue a temporary worker hundreds of pounds worth of PPE when he might only be there for a week. NR have laid down standards of quality and requirement however if a worker already has it and it has been checked as suitable, there is no need to issue again.

★

As a minimum the primary sponsor must issue a hi-visibility vest (tabard) with their logo or name on the back. A helmet would be good too as it needs to be in date. It won't be long however before all tabards or vests must be long sleeved (already mandatory on some sites) so think about you next huge order.

★

*"During my checks, I noticed some boots had exposed steel in the toe caps. Is this bad?"*

Regulation 7 PPE at Work Regulations 1992 requires employers to maintain PPE in 'an efficient state, in efficient working order and in good repair'.

If the boot is so worn that the steel toe cap is exposed then the PPE now has a defect but the question is whether this is sufficient to contravene Regulation 7. Bearing in mind that the boots may provide different types of protection, e.g. electric shock, chemicals or water, I would suggest that they be replaced.

★

**PPE Requirements Have Changed**  
IP Southern have issued instructions that whilst doing strapping duties or work in high voltage locations, operatives must wear clothing to EN ISO 11612 with flame retardant undergarments (asbestos under pants?).

★

**Employee Fined after Believing CV**  
A company whose employee was killed in a tree felling accident was prosecuted despite the fact that the man had told them he was trained to use a chainsaw.

Don't accept a new employee's word, check with the awarding body or training provider that claims are genuine. It's not necessarily enough just to send someone of a course.

Remember your staff must be competent and current. The RISQS audit will check you have a robust process in place to maintain staff competence.

## RISQS - SOME TIPS - RANDOM SCREENING ETC

With the influx of new auditors for Capita we are getting a variety of emphasis on the protocol questions however the basic requirements are still more or less the same. The main difference at the moment is that the questions don't follow the order of the protocols. The auditor will ask questions on the IMR and Sentinel separately so you may think you have got to the end only to backtrack and ask questions again!. The auditors write reports 'on line' and are not allowed to finish the audit before the appointed time. A 1.25 day audit may be just 1 day though.

## ENVIRONMENTAL SNIPS AND TIPS

Following an investigation by the EA, two waste criminals have received suspended prison sentences and been ordered to hand back £270,000 in illegal earnings. They had an **environmental permit** but ignored its terms.

The EA report **predicts heatwaves**, increased temperatures, water shortages and flooding. It's suggesting businesses start to prepare for these effects when investing in buildings and infrastructure, not afterwards.

A company disposed of 50 buckets of ink into surface water drains turning the local river purple. The situation arose when the firm ran out of storage space for **waste liquids**. It's important to understand where drains lead to. Disposing of waste in an unauthorised manner will lead to prosecution.

Studies have identified that there is no definite way of killing **Japanese Knotweed** completely. It is now considered by anti-social behaviour legislation. If it's on land next door, ask your neighbour to rectify the issue and if they refuse speak to your local council about enforcement. If you have it on your premises

employ a competent contractor to help you control and prevent it from spreading and causing damage. (I only know of one—Elcot Environmental in Swindon, 01793 700100)

**Waste notes** must be retained on site for a minimum of two years. They must be kept to hand and make sure all applicable parts have been completed and they have been signed.

11.2 billion **paper receipts** are issued in the UK every year. There are arguments for ditching these paper receipts and these include hazardous substances used to generate print, plus the paper and waste implications. Why not consider going over to e-receipts.

There are green benefits with **solar energy** but many will object to an installation on visual grounds. Make sure you address these issues as early as possible.

Amongst other things, big 'B' is causing uncertainty in the **waste market**. If you must make temporary arrangements i.e. store more materials than your permit allows, get permission from the EA first, don't assume it'll be OK.

The 5p single use **plastic carrier** bag charge has not reduced plastic waste. Consumers are simply using the thicker 'bag for life' as if they were disposable. The drive to reduce plastic has backfired! Changes afoot!

## The Black Death strikes again -The Great Plague of 1665 continued from P1

Hastily-daubed red crosses of death appeared on the doors of ever more houses. Gangs of grave-diggers, carters with loads of corpses and men piling up bodies in the streets worked in endless shifts amid the unimaginable nightmare. By the time the plague showed the first signs of easing in the September of 1665, London had become a ghost city, and although the numbers affected had declined, thousands were still dying every month.

It is one of those oddities of history that the Great Plague ended in the flames and drama of another disaster, during the Great Fire of the following year, 1666. It had claimed the lives of more than 100,000 souls. Huge plague pits were dug all over the city and soon filled.

Do you remember this child's rhyme?

Ring a ring of roses  
A pocket full of posies  
Atishoo, atishoo,

### We all fall down

The first line of the rhyme depicts the round red rash that appeared on the victim's skin. The sweet smelling posies were what people held to their noses to ward off infection. Sneezing was an early symptom of the disease, and this was closely followed by 'falling down' or sudden death.

Whilst nowadays there are good medicines to protect us from the plague we do have a real threat from another rat carrying disease - Leptospirosis or Weils Disease. This disease spreads through contact with urine from infected animals in particular rats and cattle.

The bacteria can get into your body through cuts and scratches and through the lining of the mouth, the nose and the eyes after contact with infected urine or slow flowing contam-

inated water such as sewers, ditches, ponds and rivers etc. The first symptoms are high fever, aches, pains, chills, headache similar to those of influenza. If not treated in the early stages the disease will spread to the liver and will cause sores and jaundice. It is a serious illness often resulting in death if not treated early with antibiotics.

Prevent infection by wearing gloves, covering cuts and grazes, wearing proper footwear and having a good wash after work. Don't eat or drink until hygiene procedures have been done. Carry a Leptospirosis card if you work in sewers or wherever rats are likely to be and inform your doctor if you contract the symptoms anything from 2 - 6 weeks after.

## SOME MISCELLANEOUS RRV ITEMS



This RRV Excavator Crane overturned whilst tandem lifting concrete sleeper track panels.

**For those agencies or contractors who support machine controllers we must ask the questions: Do the MCs confirm that the OTP is operating in the correct configuration as detailed in the lift plan? Do the MCs confirm that the OTP is operating in the correct mode when tandem lifting? Do the MCs confirm the OTP is the equipment identified on the Lift Plan?**

**Another incident where a dumper driver collided with a traffic column; it was found that he did not have a driving licence.**

**How many sponsors carry out annual log book reviews and an Annual Capability Conversation for their sponsored MC/ CCs?**



## WEST HAMPSTED A POTENTIAL DISASTER?



I am saddened that the S Hampstead incident should have occurred at all. Just about every rule was broken and it was pure luck that a disaster was averted.

3 undertrack crossings were to be installed using three trolleys with 3 COSSs. On the night the trolleys were put on the open fast lines instead of the blocked slows and it was luck that the train travelling at 49 mph was spotted and the trolleys scrambled away just in time.

The investigation revealed a number of issues:

The group accessed at South Hampstead

which was not as per the SWP.

There was no Person in Charge (PIC) appointed for the work group.

There was only a single copy of the SWP on site between the 3 COSSs and Supervisor.

COSS 1 briefed everyone on the SSoW but did not make clear on site which lines were open.

COSS 2 was only appointed on the night and confused the fast (open) and slow (blocked) lines. A challenge from the supervisor was rejected.

Under observation of COSS 2 the main work group began placing track trolleys on the Up Fast believing it was one of the blocked lines.

The safety arrangements were not effective—there was no PIC for the task and various unofficial practices were adopted by the group.

COSS 2 confused the fast and slow lines—they were not familiar with the location, had no prior sight of the SWP and did not verify the lines.

There was confusion as to the responsibilities of the PIC under 019, in particular the PIC must both plan AND deliver the work.

Delegating COSS duties should be determined in the planning stage & the COSS should endorse the SWP.

Limited information in the SWP made it difficult to verify the lines.

Industry wide the roll out of 019 has caused confusion.

## CO-ORDINATE WORKS EFFECTIVELY



Blue lamps fitted to the exterior of a cab to identify the exclusion zone have not been approved and must not be used ref. RIS-1530-PLT Issue 6 clause 9.7.2.1



According to the HSE, every year in the UK, two people are killed and many more injured when mechanical plant and machinery comes into contact or close proximity to overhead power lines.

Make sure your risk assessment is sound & approved.

Having obtained the correct paper authority, form C and the like, two RRVs were off loaded but before the ES had given his verbal permission. Personnel (& equipment) must not access the track until the person in charge has given permission. Oops!



## Did you Know?



The surface area of contact between a train wheel and the rail head is no more than a five pence piece.

So a whole train load of wheels would probably have no greater surface area than the sole of your shoe!

Not great when you think that is all the train has to grip the rail, provide a return current from the OLE & signalling circuits. Be patient then when leaves fall on the line, wheels slip and the signaller loses train identity.

\*

## So How can we get a Flat Tyre?

Strictly speaking it is a flat on a tyre caused when the braking system locks a wheel and it slides on the rail. Once a flat forms it can only get worse as every time the train brakes the wheels tend to stick on the flat area. In extreme cases as happened



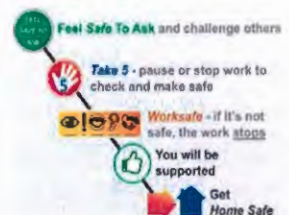
recently a deep groove was formed and the false flange jammed in points thereby de-railing a train.

\*

The family of a cyclist who fell into Bristol harbour and drowned has lost their claim for compensation on the basis that the man would have understood the risk of riding close to the edge. It shows that not all deep-water hazards require protective barriers.

\*

Always challenge if you think it is unsafe (see report at Hampstead)



Phone us;

We are here to help!

Accidents or incidents or general problems may still be phoned to NSC (National Supply Chain) 24/7.

Call 01908 723500 NSC operates 24 hours a day, 365 days of the year

## MY SOAP BOX



At times I feel like being an Alan Sugar going onto site and banging heads together! There are too many instances of COSSs going onto open lines by mistake, getting the wrong access points, not bothering to do proper Live Line Testing, leaving their post without proper handover etc. The biggest killer in my view is a combination of ignorance and arrogance (see Hampstead for example). Too many people not having the competence but arrogant enough to

strut around pretending to know. There is also a serious issue of communication. Too many incidents occur I'm afraid because of misunderstanding or just not being able to understand the accent.

There is definitely a need for a serious review of the 019 standards (see my last newsletter) and this obsession to report unrealistic close calls. By all means have a reporting system, but let's stop going round telling operatives that they must report a minimum number of 'close call' incidents each week. And I am not convinced that CIRAS is helping. I would be fascinated to hold a survey of how many suppliers actually think it is value for money.

How do you deal with manual handling with your staff or contractors? Do you give them a 'training course' where they are shown how to lift cardboard boxes? Is it sufficient, how often do you do it?

Personally you can't beat going outside or wherever and demonstrating how to handle materials that they are likely to come across.

A very simple demonstration is to ask the candidate to hold out an arm (as in my picture of AS) and to keep the hand elevated at any cost. By putting weight on the hand you can show how easy it is to drop the arm. By then putting weight at the shoulder end the hand can be easily kept up. This shows that the best way to lift things is by keeping them close to the body, and so on.

If you are a labour supplier you are advised to ensure your candidates have been properly trained in manual handling before sending them out to work on the track.



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0800 999 7739 if you wish.



### Are Your HGV Tyres too Old?

If you are operating HGVs with tyres over ten years old, get them changed. Operators found to be using older tyres may now be referred to the Office of the Traffic Commissioner for potential enforcement action.

### Changes to Road Traffic Laws

In 2019 you can expect alterations to the Highway Code. MOT tests changed last year. New penalty points and fines will apply to those caught cutting up cyclists or ignoring lane closures.

### Warned Up

Although March has been quite miserable, we did have a week or so of hot weather and to be sure there will be more (sometime). Do not provide your employees with sunscreen. You are not legally required to do so and it could result in skin reaction problems.

### Do you know Where the Nearest Defibrillator is?

An emergency is not the time to look for the nearest defibrillator because in an emergency every second counts. In the UK around 60,000 deaths occur out of hospital each year from sudden cardiac arrest. 30 people every day die whilst at work. The nearest defibrillator should be no more than 90 seconds away. Next time you're out have a look around!

Lakewood Management Services Ltd. was formed some 22 years ago to deliver a variety of management training packages to major organisations throughout the country and continue to do so today. The Director of the company Peter Owen has had 50 years' experience in the rail industry, primarily in civil engineering and building and it is with this knowledge and expertise that he is able to assist sub-contractors and suppliers to the rail industry with rail interfacing and safety issues arising. As a qualified health and safety practitioner and registered auditor, safety is foremost with the company and many a small and large company has benefited from Peter's expertise.

If you require any assistance on any rail matter, or an audit on one of your suppliers, contact Peter Owen on 01189 772977 or mobile 07802 318401 or e-mail to [lakewoodtraining@yahoo.co.uk](mailto:lakewoodtraining@yahoo.co.uk)  
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### Disclaimer:

Statements made within the text of this newsletter are the opinion of the author and may vary from instructions or standards issued by Network Rail.

## SOME RECENT RELEVANT NR COMPANY STANDARD CHANGES

### NR/L2/OHS/003 Fatigue Risk Management: Issue 7 02 March 2019 and comes into force 29/10/22.

The standard has been reviewed to confirm that it complies with general legislation. It now supports the module 02, Roster Design

### NR/L2/OHS/003 Module 02 Issue 1 March 2019 Roster Design & Working Patterns

New at issue 1 and covers how and who may design roster / working patterns.

### NR/L2/OTK/5201 Lineside Vegetation Management Manual Issue 2. Compliance 01 April 2019

To be read with supporting module  
**NR/L2/OTK/5201/MOD02 Lineside Vegetation Management Requirements** compliance 1 April 2019.

This identifies hazards and methodology of dealing with signal sighting, hazardous trees, level Xing, OLE, leaf fall and provides guides to evaluate threats.

### NR/L2/OTK/5100/Mod 02 Boundary Measure Repair by Maintenance or Renewal. New at issue 1.

Provides information about repair and enhancement of various boundary measures, fences etc.

### NR/GN/OTK/6201 How to Manage Invasive, non-native and Harmful Plants New at issue 1, compliance with immediate effect.

Provides good guidance on the methods and techniques for identifying, recording and managing infestations of invasive, non-native species and harmful plants (Japanese Knotweed etc.).

### NR/GN/OTK/6202 Protecting Railway Assets During Vegetation Work new at issue 1, compliance 02 March 2019.

Provides guidance on how to dispose of excess wood waste, how to protect drainage systems, assess points, track and ballast.

### Other Changes:

### NR/L2/CIV/084 Issue 2 Management of Tunnels.

### NR/L2/CIV/086 Issue 9 Management of Earthworks Manual.

### NR/L2/TRK/012 Issue 2 Railway Crossings.

### NR/L3/OPS/251 Issue 2 Unmanned Aircraft (Drones) System Operations.

### NR/L3/SCO/313 Issue 5 On-track Machines (OTMs) Driver and Operations Standards Manual.

### NR/L3/CIV/170 Issue 1 Assessment of Tunnels.