



Safety First Briefing

August 2017

Accidents and Incidents

During July there were two accidents and no incidents reported.

1. Accident Details

On 24/07/17 the injured person was walking along the up cess when his left leg fell through a track drainage catchpit to waist height causing minor cuts & bruising to his left shin and left arm. First aid or medical attention was not required.

Investigation

The dislodged lid on the catchpit caused the IP to fall resulting in his injuries. The catchpit was not adequately covered or warning cones were not placed on top of the pit to alert workers to the fact that the lid was dislodged.

Recommendations

Immediate remedial actions were taken including placing cones & plywood over the catchpit to prevent any other workers falling into the same catchpit. Warning cones to be placed on any damaged or dislodged lids and workers to be briefed before working in the vicinity.

2. Accident Details

On 20/07/17 the injured person was pushing a B type trolley through the tunnel when he tripped on a magnet causing him to fall. This resulted in a cut to his PPE and caused the IP to rip the skin on his shin & left hip. First aid or medical attention was not required.

Investigation

The injured person was pushing the trolley on ground which had a downward gradient and the trolley was moving faster than expected. The IP was aware of a magnet ahead but due to the size of the trolley it became obscured from vision and the IP miss-timed stepping over it.

Recommendations

When pushing B type trolleys, it is essential to make use of the break to adjust the speed at which the trolley is moving, especially on ground that has a downward gradient. A safety alert will be sent to all workers reminding them of the correct use and control of B Type trolleys.

Close Call Reporting

We had 19 Close Calls reported by our workers since the last briefing:

| Date Raised | Location | Details | Risk Level | Comments / Findings | Status |
|-------------|-------------------------|--|------------|---|--------|
| 08.07.17 | Ashton | Insufficient lighting at the station which could cause slips, trips & falls | Caution | Reported & was fixed during the shift | CLOSED |
| 08.07.17 | Agecroft | PC wanted to load trailers within the exclusion zone | Caution | Refused entry to 100m exclusion zone & reported to Macrail | CLOSED |
| 09.07.17 | Agecroft | Planned point moves were outside of the worksite limits | Caution | Rearranged the planned point moves to a different set of points to accommodate the work | CLOSED |
| 09.07.17 | Agecroft | Water backing up from the soil pipe & letting off a foul smell | Care | Reported to Macrail & HSS whom are attending site to fix issue | CLOSED |
| 08.07.17 | Huyton & Roby | Devegging required as currently switch handles are covered | Care | Reported to Macrail to make PC aware | CLOSED |
| 09.07.17 | Huyton & Roby | Troughing, spoil & sandbags have been left out causing tripping hazard | Care | Reported to Macrail so items could be removed | CLOSED |
| 16.07.17 | Lostock | Sharps found on site | Caution | Reported to PC team | CLOSED |
| 16.07.17 | Orlando Street compound | Materials & plant left out causing a slip, trip & falls hazard | Caution | Reported to PC team & cleared away | CLOSED |
| 19.07.17 | Katherine Street | Loose paving slab on entrance to the mess room | Caution | Reported to Macrail | CLOSED |
| 20.07.17 | Katherine Street | Til Dawn lamp missing from a signal on the down Ashton | Caution | Reported to PC & replaced | CLOSED |
| 20.07.17 | Katherine Street | Masks provided with visors are scratched causing visibility issues | Caution | Reported to PC | CLOSED |
| 20.07.17 | Agecroft | There has been no fuel for the tower light for the past three nights causing inadequate lighting | Caution | Reported to PC | CLOSED |
| 22.07.17 | Katherine Street | Issues with on site lighting (LED lights failing) | Caution | Machines temporarily stood down & torrent trackside en route to fix issues | CLOSED |
| 22.07.17 | Katherine Street | Tools left across worksite & on the ballast | Caution | Advised that a site tidy is required on shift changeover | CLOSED |
| 22.07.17 | Katherine Street | Fuel tanks & funnels not set on nappies & no spill kits noted | Care | Reported to Macrail | CLOSED |
| 22.07.17 | Katherine Street | Sharps found in troughing route | Caution | Reported to Macrail | CLOSED |
| 27.07.17 | Katherine Street | Lighting management not being carried out correctly – risk of slips, trips & falls | Caution | Staff re-briefed regarding working in the dark | CLOSED |
| 28.07.17 | Katherine Street | Hole in side of catchpit | Caution | Reported to the PC | CLOSED |
| 30.07.17 | Stephenson House | Heavy vegetation throughout the site which is affecting the OLE | Caution | Reported to Macrail | CLOSED |

Safety Related Reminders

Correct Use of Tools

On 22/07/17 one of our workers was close called for their dangerous behaviour whilst using a disc cutter. The individual was using a disc cutter, and undid the rail clamp whilst the blade was still spinning which could have caused a serious injury. The individual was stood down and re-briefed on the correct use of the tool, and was also issued with a yellow card on the site.

Please note the following:

1. You should never proceed with a task without the correct equipment
2. Please ensure that you always listen to the COSS briefing and raise any concerns or queries that you may have in relation to the Task Brief
3. Only use equipment in which you have been trained on or have the required competence to use
4. Always follow the correct procedure or safety instructions when the equipment is in use and adhere to the manufacturer's instructions at all times

Unsafe working

On 30/07/17 ISS staff were reported for working in a trench without supports. You are reminded that you must never undertake activities if they are unsafe and to invoke the work safe procedure and raise a close call. You will not suffer any repercussions for doing so.

Client Feedback

We have received the following positive client feedback and would like to thank all of those workers concerned.

Carillion Rail Senior Supervisor

"Can you pass on my thanks to Gary Murfin your lighting supervisor that I had with my at Flitwick Saturday and Sunday night. Excellent brief to his staff whilst COSSing but mainly taking charge as normal of both lighting / fencing installation and removal, ensuring it was completed with no hindrance to core works. This was needed even more than normal this weekend and helped us in achieving all works to be completed as planned, fully welded and handed back at 80mph."

Babcock Rail WWW Project Manager

"I would like to say that Ian Abley is providing excellent service and the OLE staff provided to site for WWW have been of good quality to date."

Vehicle Accidents

07/07/17 – NU15BBE

Returning home from a shift the driver attempted to pass between two drop side vehicles parked and misjudged the gap. The result was that the N/S mirror housing was cracked and damaged and damage to a panel on the same side.

Along with misjudging the size of the gap the driver was also traveling too quickly meaning he could not stop and reduce the damage to the vehicle.



19/7/17 – NL64KDF

Working on site the driver was asked to reverse down an access which was tight resulting in damage the length of the N/S of the vehicle.

The driver should have alerted his site supervisor that the access was not suitable so that an alternative could be found or asked for a trained banksman to assist.



Industry Alerts

Safety Advice

Action required following a serious incident



Safe working arrangements for pantograph access

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRA 17/05 Update 1

Date of issue: 07/08/2017

Location: OLE equipped routes

Contact: [Rupert Lown](#), Head of Corporate Workforce Safety

Figure 10: Lanyards correctly attached and connected to the end of the safety harness allowing access to overheads



Pantograph access in depot environment

Overview

On 19 July 2017 NRA 17/05 was issued alerting managers and staff of the risks regarding safe work around pantographs on the train roof area.

The STE Contact Systems team have worked with LNW Route to rewrite the task risk control sheet for rapid response to damaged OLE.

The task risk control sheet was then reviewed with all Routes at the E&P Asset Technical Review.

As a result Task Risk Control Sheet NR/L3/MTC/RCS0216/OLE10 has been revised and updated to enable staff to undertake this activity.

Immediate action required

- OLE staff to be briefed on the content of the [Rapid Response to Damaged OLE](#) Task Risk Control Sheet issue 4 (watermarked *CURRENT AUGUST 2017*).
- Teams should check that they have the correct understanding of the task and how it is performed safely when following this new instruction.
- The Task Risk Control Sheet has been placed on [Safety Central](#) with this safety advice and will be included in the updated Task Risk Control Manual as soon as it can be published.

Copies of Safety Advice are available on [Safety Central](#).

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Action required following a serious incident



Slippage of OLE catenary wire in of Bonomi forked collar

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRA 17/03 Issue 2

Date of issue: 20/07/2017

Location: Edinburgh Glasgow Improvement Programme (EGIP), Scotland

Contact: [David Campbell](#), Principal Engineer (Contact Systems)



Overview

On Friday 5 May 2017 an inspection by the EGIP team discovered that the Overhead Line Equipment (OLE) catenary wire within a Bonomi forked collar socket C21/544/001 had slipped from its original installation position.

Whilst the wire remained anchored there is the potential that further slippage would result in an OLE de-wirement. This was the third reported slippage of the black catenary Bonomi Forked collar on EGIP K01 since April 2017.

This was also similar to incidents which occurred between January and March 2017 which were originally attributed to installation error. The latest incident raised concerns around the root cause of these incidents.

This update is being issued following independent testing which concluded the slippage occurred as a single event and not after full line tension was applied. The safety advice below has been updated to reflect the results of the testing.

Immediate action required

- Any Bonomi forked collar sockets that are installed to final system tensions do not require further monitoring after an initial visual inspection.
- If the tension of any catenary wire is modified or disturbed then any Bonomi forked collar socket is to be replaced at the time of those works.
- The previous action requiring periodic inspections has been rescinded.
- Any safety rigs installed can be removed if there is wire protruding past the end of the collar.
- The Network Rail Product Acceptance, PA05/06543, of the Bonomi forked collar sockets, 091/029042, 091/029043 and 091/029044, has been suspended and the product shall not be installed on Network Rail infrastructure.

Copies of Safety Advice are available on [Safety Central](#).

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EGIP OLE works going live on 03 September 2017



From 05:00 on Sunday 3rd September 2017 the equipment identified below will be energised at 25,000 Volts AC and from this time must be regarded as **LIVE** at all times.

Lifesaving rule
Always be sure the required plans and permits are in place, before you start a job or go on or near the line.

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What areas are affected?

The following is a summary of the areas that will be energised, and controlled from Cathcart Electrical Control Room:

Glasgow Queen Street High Level Station to Newbridge Junction (EG/00/03 TO EG/62/12)

This area includes:

- Greenhill Upper Junction to Greenhill Lower Junction (EJ/00/01 to EJ/00/20);

- Up & Down Perth Lines around Greenhill Lower Junction (GD/28/08 to GD/28/21);
- Up & Down Grahamston and Up North Loop at Polmont Junction (EP/00/01 to EP/01/12);
- Eastfield Carriage Servicing and Maintenance Depot (EGA/00/01 to EGA/00/74)

Millerhill EMU Depot (EWD/00/01 to EWD/01/07)

All lines and sidings at new Millerhill EMU depot from new junction with the Up Millerhill line adjacent to Overbridge 8 to buffer stops.

Cumbernauld Station to Greenhill Lower Junction (GD/20/09 to GD/28/09)

Both the Up and Down SCM3 lines from Greenhill Lower Junction to interface with existing 25kV overhead electrification immediately north of Cumbernauld station.

Next Steps

- Project CPPs/WPPs/TBSs/inductions in this area should be reviewed to include the new status of the OLE
- All works planned to take place in these areas from 03 September 2017 must consider the new status of the Overhead Line Equipment
- Site teams must consider the lines to be live at 25kV AC unless they are in possession of an Isolation Permit (Form C) for the works.
- All Safe Systems of Work Packs or Safe Work Packs produced for this area must initially include a copy of this SHEQ Alert to raise awareness

Find out more

More details of the changes to the OLE infrastructure are included within pages 2-4 of the Scotland Route Weekly Operating Notice for week 21 (SC2117WN).

HOME SAFE EVERYDAY

Land Sector | Ref: 2017-15 Issued 17th August 2017
DISPLAY UNTIL: 17th October 2017
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Environmental Alerts

Employee and Contractor Behaviour

All our employees and contractors are required to respect residents and business owner in the surrounding environment. We understand that maintenance and engineering work impacts on the people who live and work near the railway – particularly people who live or work near access points. This is why we require our employees and contractors to respect the privacy, sensitivity and surrounding environment of residents and business owners

Anti-social behaviour is behaviour, which causes nuisance and annoyance to anyone.

Incidents of anti-social behaviour can include but are not exclusive to:

- Harassment
- Verbal abuse
- Graffiti
- Noise nuisance
- Hate crime
- Under age drinking or smoking
- Assault
- Vehicle nuisance
- Fly tipping
- Violence/threat of violence
- Intimidation
- Accumulations of waste
- Bonfires
- Dog fouling
- Burning waste
- Domestic abuse

What we expect of our employees and contractors

We expect our employees and contractors to behave properly while carrying out any works for ISS Labour Ltd. This means that we expect them to:

- Deal with members of the public in a polite and courteous manner
- Keep noise to a minimum
- Avoid shouting and swearing – these will not be tolerated
- Park vehicles in proper parking areas only, so that public right of ways and residential and business properties are not blocked in any way
- Switch off vehicle engines when vehicles are parked
- Keep the volume of the radios in their vehicles down to a minimum
- Bag up and remove all litter, scrap and other debris from the site for proper disposal at the end of a shift

Feedback

We would like your feedback on any safety related issues that may help us improve the business and prevent further accidents and incidents.

We endeavour to minimise all foreseeable risks to you when you are at work. However you see what happens out there on a daily basis far more than we do, and will no doubt have some very valuable ideas or suggestions on how to make our industry a safer place for everyone. We would like to hear from you but appreciate you may want to remain anonymous. We value your opinion and thus confidentiality will be guaranteed when receiving your comments. You can send us feedback in any of the following ways:

- Send an email to the SQE Team directly sqeteam@isslabour.co.uk use the hashtag #Feedback in the subject heading and someone will contact you within 24 hours to acknowledge receipt of your message
- Complete the slip at the bottom of this page and take it into your nearest ISSL depot
- Call or text any of the “On Call” phone numbers listed on the rear of your Authority To Work Card
- Go to any ISSL Depot to talk to a senior member of the team, who will welcome feedback and consider confidentiality at all times
- Speak to any of the senior team when you meet them on-site for briefings or safety related visits.

Feedback Slip: **Monthly Brief**

Your name or contact number is optional. The detail is the most important section to complete



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| Name: |
| Local Office: |
| Date: |
| Contact No: |
| Subject: |

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