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May 2023

Rail Safety Bulletin



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Theft of Network Rail vehicle – NRA23-04

On Saturday 11 February 2023, a Network Rail vehicle being used by a member of the Overhead Line Equipment (OLE) team in Doncaster was forced off the road by three other vehicles as it entered the motorway.



Once stopped, persons wearing balaclavas and carrying crowbars forced the driver from the vehicle before it was driven away from the location. No one was injured during the theft.

At the time of the incident, the Network Rail vehicle was pulling a trailer containing a full reel of OLE cable.

The vehicle had just left a storage unit located in Armthorpe, Doncaster, and the theft happened a few minutes later.

Immediate action required:

- Workforce and Security staff should be aware of any vehicles loitering around depot entrances, especially in the hours of darkness. Note the make / model of the vehicle and the number plate if possible.
- When leaving depots, be aware of any vehicles potentially following and if safe, do not pull over if indicated to do so.
- All staff are to be vigilant and check ID / vehicle registrations as there is a risk that stolen equipment may be used to gain access to other NR sites to undertake further theft of metal resources.
- Consideration to be given to using heavy goods vehicles or covered vehicles for the transportation of expensive equipment.
- Report anything suspicious to British Transport Police (BTP) via 61016 or if immediately concerned, dial 999.
- Project / programme management teams are to engage with Route / region security leads to consider security measures for the protection of resources.

Reminder of Live Exposed (RoLE) Equipment – NRB23 - 03

The use of Reminder of Live Exposed (RoLE) equipment is mandated as part of NR/L3/ELP/29987. On 17th April 2022 during a planned isolation, the Nominated Person, while completing inspections of the RoLE equipment installed within the isolation, discovered that the rail mounted RoLE equipment used within the isolation had been removed from its position and was in the cess.

If RoLE equipment is removed without authorisation, this will contradict the brief and Overhead Line Permit (Form C). This might increase the risk of electric shock to those involved.

The Nominated Person immediately reinstated the RoLE equipment to the rail. The Nominated Person raised a Close Call and reported this to the maintainer.

RoLE equipment provides a reminder to check the Safe Working Limits as detailed on an Overhead Line Permit. Where appropriate it is also used to remind of Residual Electrical Hazards.

There are different types of RoLE equipment (freestanding, attached to the running rail, lineside structures or isolated OLE). Make sure you have selected the most appropriate RoLE equipment for the worksite.

RoLE equipment can only be installed, inspected, or removed by a Nominated Person, or an Authorised Person working under the Nominated Person's direction.

During temporary removal, the Nominated Person or Authorised Person will remain in a position of safety at the location and give verbal reminders of live exposed equipment until it is replaced. If you are unsure about the purpose of RoLE equipment within an Overhead Line Permit, please speak to your COSS (OLP).

If you're the COSS (OLP) then speak to the Nominated Person. Where your work does not involve an Overhead Line Permit and you come across RoLE equipment that needs moving, please speak to the Engineering Supervisor who will contact the Nominated Person.

More details on the use of RoLE equipment can be found within NR/L3/ELP/29987 Module 7.



Discussion points:

- What would you do if you came across RoLE equipment in a place you weren't expecting it?
- If you were operating On Track Plant (OTP) or On Track Machines (OTM) and saw a Rail Mounted RoLE device, what would you do?
- Who would you contact to find out more about RoLE equipment?

Cable breach during rail burning activity – NRB23-04

Colleague unknowingly hits cable leaving them in a state of shock and taking down the signalling power.

On Thursday 9th March 2023 at approximately 21:20 in Totnes, Devon, a supply chain colleague was burning scrap rail into 20ft pieces within the cess area of the infrastructure as it needed removing.

They couldn't see the 650v cable which supplied power to the signalling system. It was buried just under the surface of the wet ballast underneath the rail.



The cable had no protective routing and you could only see it intermittently on top of the ballast at points along the cess.

The cable sheathing was burnt through, causing a large bang and flash, and significant signalling power loss within the Totnes area.

The individual was not physically hurt but were in a state of shock. They were taken to hospital, accompanied by another operative, for precautionary checks.

The cable was repaired by the local S&T Fault Team, and normal working resumed at 04:15. All High Output rail burning activities have been suspended, while we review if any additional controls are necessary.

The incident is currently under investigation by Network Rail.

Discussion points:

- What are the benefits of pre work surveys and risk assessments regarding potentially vulnerable equipment?
- What work do you have planned that might affect cables?
- The outcome of these surveys and risk assessments may influence where tasks such as the one in this incident are undertaken.
- What checks do you do before starting work, to make sure that you don't disturb cables?

Accident at Leeds Station – NRX23-01

Do you see all the risks in your place of work?

On 30th August 2022, a mobile information stand fell on a child at Leeds Station, sadly they suffered a serious injury.

The information stand wasn't staffed at the time of the incident.

During investigation we've discovered that neither Network Rail nor the owner of the stand (LNER) had a valid risk assessment for the stand to be in or used in the station's public areas.

It was also identified that the general risk posed by other pieces of mobile equipment had not been adequately risk assessed.



Key messages:

- What mobile equipment do you have in your work area that expose staff or members of the public to risk?
- Are all pieces of mobile equipment (information stands, poster cases, etc.) at your location covered by an adequate risk assessment?
- Do staff routinely inspect the condition of mobile equipment at your location?
- When a piece of mobile equipment presents a fall risk, are controls in place to manage the risk and are they being followed?
- Do you have adequate first aid provision in place to manage incidents where equipment falls on staff or a member of the public?

Trackworker hit by moving train

Trackworker hit by moving train. Report issued by RAIB 15.05.2023

At around 09:28 hrs on Friday 15 April 2022, a London Underground passenger train travelling at around 25 mph (40 km/h) struck and injured a track worker who was working as part of a planned patrol near Chalfont & Latimer station on the Metropolitan line of the London Underground network.

The track worker was working as part of a group of three, undertaking the role of second lookout, and had been provided by a recruitment agency for the day's work. The patrol was planned to be undertaken during traffic hours when trains were running.

The accident happened because the track worker had moved from a place of safety and into the approaching train's path to get a better view of the track ahead, just as the train was about to pass her. She was walking with her back to the approaching train when she was struck and was not aware of the risk the train posed to her.

RAIB's investigation found that the track worker was not familiar with the exact location of the accident and that safety briefings provided to her on the day were not effective at giving her the information she needed to work safely.



Figure 1 Location of accident

Underlying factors to the accident were that London Underground's processes for managing track worker safety did not adequately control the risk to staff working on the line in traffic hours and that elements of the organisational culture at London Underground did not support effective management of track worker safety.

Although not relevant to the cause of the accident, RAIB observed that some designated places of safety on the Metropolitan line are sometimes obstructed, preventing them from being used as places of safety. RAIB also observed that the safety-critical communications after the accident were effective, and that an accurate understanding of information was reached by all the parties involved.

Full report can be found [HERE](#)

Environment and sustainability concerns

How to raise environment and sustainability concerns.

Network Rail has environmental and sustainability obligations in over 200 pieces of UK legislation.

It also has many strategic goals that go beyond basic compliance.

The means by which it complies with these obligations are bound in standards, processes, guidance, and other controls.

Reporting issues related to health and safety concerns is a well-established process across Network Rail and its supply chain-but what about environment and sustainability concerns?



They share many of the same processes and systems for reporting.

What's concerning you?

Activities or events that impact Network Rail's legal obligations or strategic goals as regards environment and sustainability are a concern for the business.

Some environment and sustainability concerns may be familiar to you, whilst others you may not have thought about reporting before:

<ul style="list-style-type: none">● Poor air quality at your work site● Waste management behaviour and facilities e.g. lack/misuse of recycling facilities● Concerns about noise levels● Concerns about inclusivity in a team	<ul style="list-style-type: none">● Absence of/incomplete mandatory environment and sustainability PACE products for a major project● Damage/destruction of habitat of a protected species● Poor material management e.g. storing of hazardous material inappropriately
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Who can you tell?

Your supervisor or your line manager should listen to all and any concerns you may have.

If your concerns are about environmental and sustainability management on a site, your Environment and Sustainability team should be made aware.

As with safety close calls & incidents, environmental incidents are raised in the same manner. More information on this can be found on [Safety Central in the Environmental Close Call and Incident Guidance Note.\[CW1\]](#)

Alternatively, you can report your environmental or sustainability concern to [CIRAS](#) - an independent confidential reporting services covering the whole rail sector.

QUIZ TIME

What no Winners??

Unfortunately, there were no winners to the February Quiz – so we are going to double up the Prize to a whopping £50.00 M&S Voucher and go with the same question again.

To help you out, here's a little clue: "I'm on the ECM"

So, we have another opportunity to create a winner!

There is a £50.00 M&S Voucher up for grabs!

To be a winner this month, just answer the simple question below;



The Question

**In 1839 I was outside the wall, by 1841 I was within the wall, and then in 1877
I was moved back out.**

What am I, and Where am I?

Answers by email please to info@prb-consulting.co.uk to be in with a chance of winning the £25.00 M&S voucher.

Closing Date: 31st May 2023

