

MATCHTECH 



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Safety Briefing

February 2024

Monthly topics

Switches and Crossings

- Understanding Switch and Crossing components
- Facing points
- Trailing points

Safety Advice

- Razor Blades behind stickers
- Defective (Jafco) Keying hammers



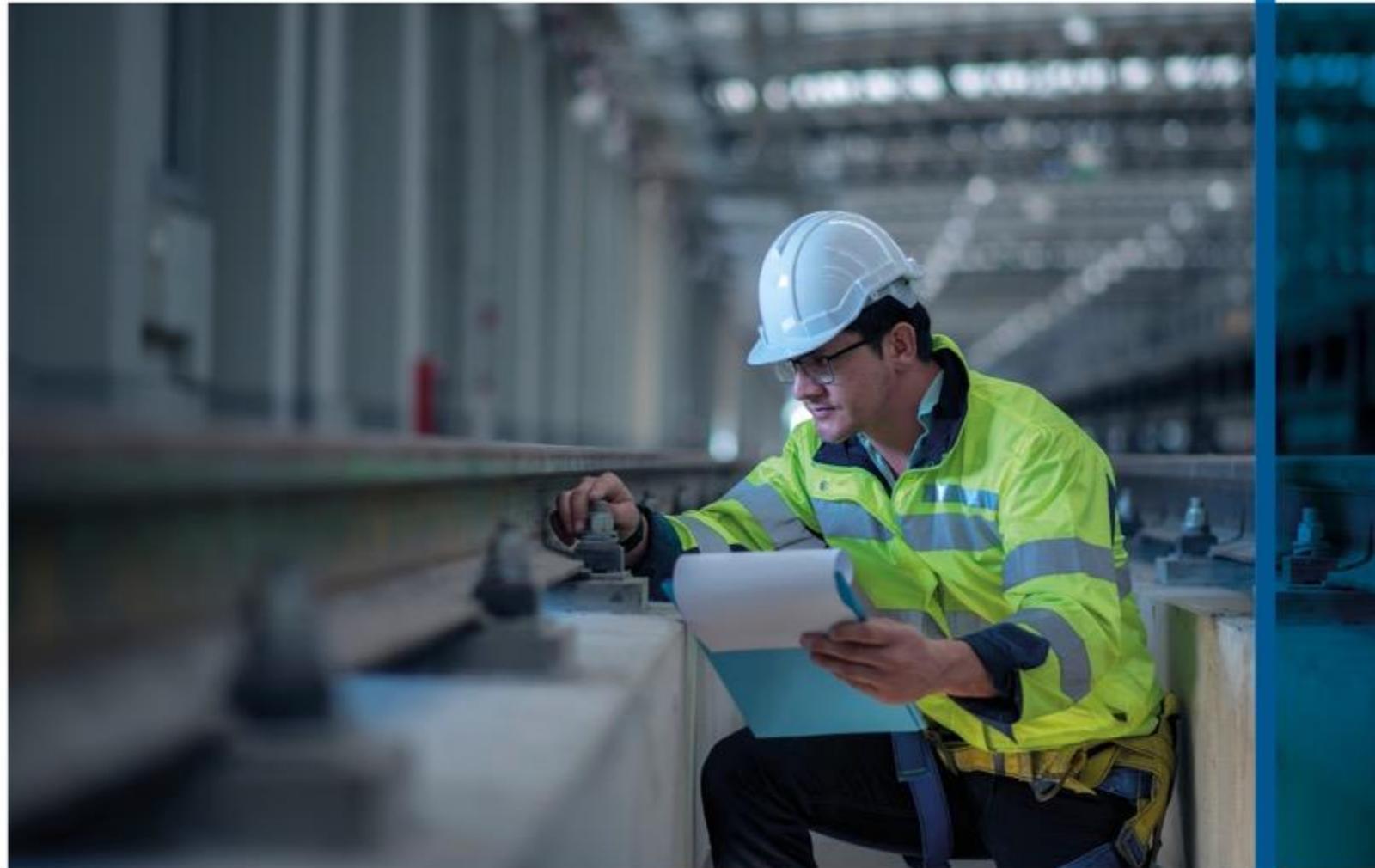
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Site Access APP

There are a regular number of incidents throughout the Network, when Road rail vehicles or Engineering trains are running through and damaging Switches.

Watch this video to get a basic understanding of the layout and purpose of a set of Points / Switch and Crossing

<https://youtu.be/ZuR5QTlfOzk>



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What are Points?

On a simple track layout, points are the connection of two railway lines that can be set to guide a train onto one of two alternative routes, or allow two lines to merge into one

The Crossing is the fixed section where the two tracks cross each other

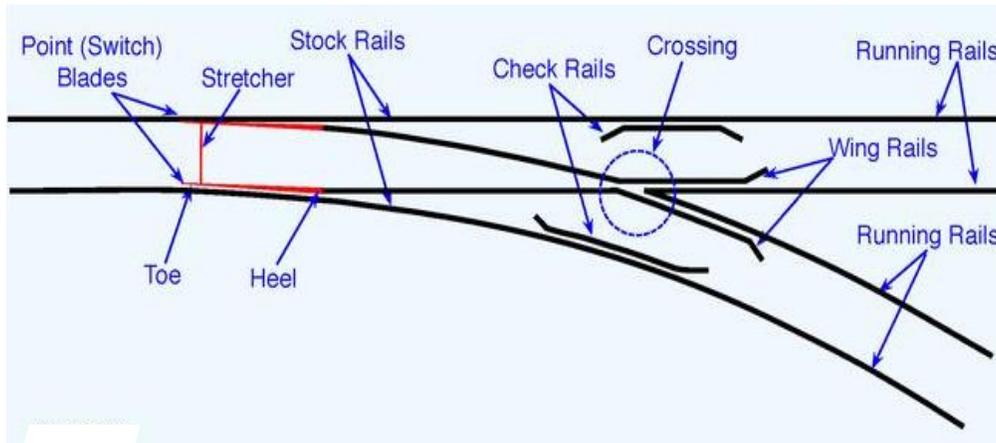


The Switch is the sliding part of the points, that determines which line the railway wheels are guided towards



Points = Switch and Crossing (S&C) = Turnouts

It is common to use any of these words above to describe the same part of the track;



These all describe a fundamental part of the infrastructure; in that they are the interface that allows trains to move from one track to another.



What is a points run though?

If a train or Road Rail vehicle passes over a set of points and the route is not set correctly, then the vehicle bogies can potentially force the points into a position that they are not prepared for, this can damage the points and damage / de-rail the train or machine.

Either scenario potentially causes a massive disruption to passenger services and engineering works and must be avoided at all costs.

To understand how a Run through occurs you must understand and be able to describe the status of the points from a train drivers' perspective as they approach the points.

Points are classes as either “**Trailing**” or “**Facing**” depending on what part of the points you pass over first when you are crossing over them.



When you approach a set of Points, then depending on your point of view, and whether you will pass over the toes or the Crossing first will determine whether the points are classed as either “**facing**” or “**trailing**”.

It is critically important to understand that it does not matter whether the switch rail is going to guide the train straight ahead or onto another line, the setting of a specific route does not make any difference as to whether the points are defined as either facing or trailing.



If, as you are approaching the switch, you can see the rail toe ends like the images above then the points are classed as “facing”. The points on the left would route a train to the left, while the points on the right would route a train to carry on straight ahead, it does not matter which direction the route is set to, the important thing to understand is that the points are classed as facing because you are approaching them from the toe ends.



A train or Road Rail Vehicle cannot “Run through” a set of points if it is approaching them in the facing position.

The train will be routed along the direction that the points are set to, but no damage will occur.

IMPORTANT: It is still critically important to understand whether the route is set correctly for the planned train movement, and a train is never allowed to pass over a set of points unless clarified with the E.S. that the route is set correctly that and the movements is authorised.

When you approach a set of Points, from the crossing section of rail first, towards the point toes, and cannot see the “point toe ends” then the points are classed as “trailing.”

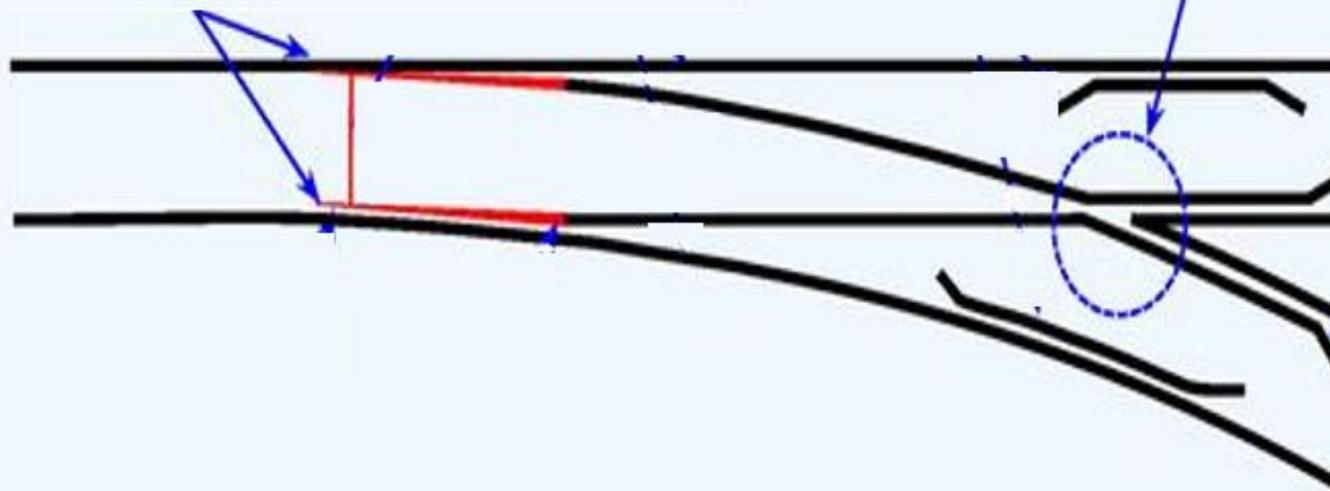


Both of the points in the images above are defined as Trailing, because you cannot see the ends of the point toes, and you would move over the crossing section of the points before the Switch rail section. If you look carefully at the switch rails in these two images you can see that the route setting is different in both of the images.

If a Train or Road Rail vehicle attempted to pass over the points on the left hand side images in the direction of the red arrow then this would cause a points run through.

Switch Toe Ends

Crossings



If you are traveling in this direction then these points are classed as facing

If Traveling in this direction then these points are classed as trailing

Safety Advice



everyone
home safe
every day

Razor blades behind stickers

Issued to: **All line managers, safety professionals
and accredited contractors**

Ref: NRA24-02

Date of issue: 07/02/2024

Location: National

Contact: Technical Authority



Overview

Removing stickers is usually deemed a low risk task but not in a restaurant in Weston-Super-Mare.

We have been alerted that stickers (example above) were found in a restaurant's toilet in Weston-Super-Mare. When staff went to remove the stickers, they found razor blades stuck behind the stickers.

It appears that this has been designed to injure those who try to remove the stickers.

This is not a new tactic; it has been used in the past by a variety of individuals/groups. If stickers are found we should proceed with caution as you cannot see the blades until you start to remove the sticker.

To keep our colleagues safe from this potential harm, please can everyone who removes unauthorised stickers and posters protect their hands and use tools when removing the items.

What you should do?

- Raise awareness of this risk with your teams, especially those staff who may be responsible for removing unauthorised posters and stickers.
- Report any incidents of this type to the BTP on 0800 40 50 40, text 61016 or use [Report | British Transport Police \(btp.police.uk\)](#) and inform your Region Security team or Group Security

If you require further information or you have moved to another role and no longer want to receive security messages, contact Group Security (GroupSecurity@networkrail.co.uk).

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of Safety Bulletins

**Safety
Alert**

**Safety
Bulletin**

**Safety
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Safety Advice



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every day

Defective hand grip on Jafco Controlled Keying Hammers

Issued to: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRA24-03

Date of issue: 15/02/2024

Location: National

Contact: [Route Services Helpdesk](#)



Fig 01



Fig 02

Overview

Due to a change in manufacturing process, the rubber hand grip on these two keying hammers, manufactured after July 2023, are not bonded to the fibreglass shaft.

Users have reported that these hand grips can become detached in normal use.

This could result in the hammer injuring or striking people and / or equipment if it becomes detached.

The hammer pictured in Fig 01 shows a detached hand grip.

Immediate action required

- The 3-letter batch code on the fibreglass shaft (See Fig 02 circled in red) needs to be checked and if they correspond to the defective batches listed below, they should be removed from use immediately.
- Brief your work & stores teams about this defect and ensure appropriate checks are completed.
- All users need to check their tools before use to see if the rubber hand grip is either loose or not properly bonded to the handle.
- Defective hammers should be returned by contacting the Helpdesk and new replacements can be ordered from iStore.

Keying Hammer 10lb - 0039/034340		
Codes:	Qty:	Date of manufacture:
VAG	25	20-Sep-23
RAC	25	30-Aug-23
WAN	25	3-Oct-23
ZAJ	25	1-Nov-23
AHG	25	4-Jan-24

Keying Hammer 6lb - 0039/034341		
Codes:	Qty:	Date of manufacture:
HAT	50	27-Jul-23
QAZ	50	21-Aug-23
AHF	50	10-Jan-24

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Reminder to all Sentinel Card Holders & Checkers

Safety Central

Network Rail share updates of recent incidents, accidents and best practice advice online. Please get into the habit of checking this website for the latest news; <https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

Southern Shield

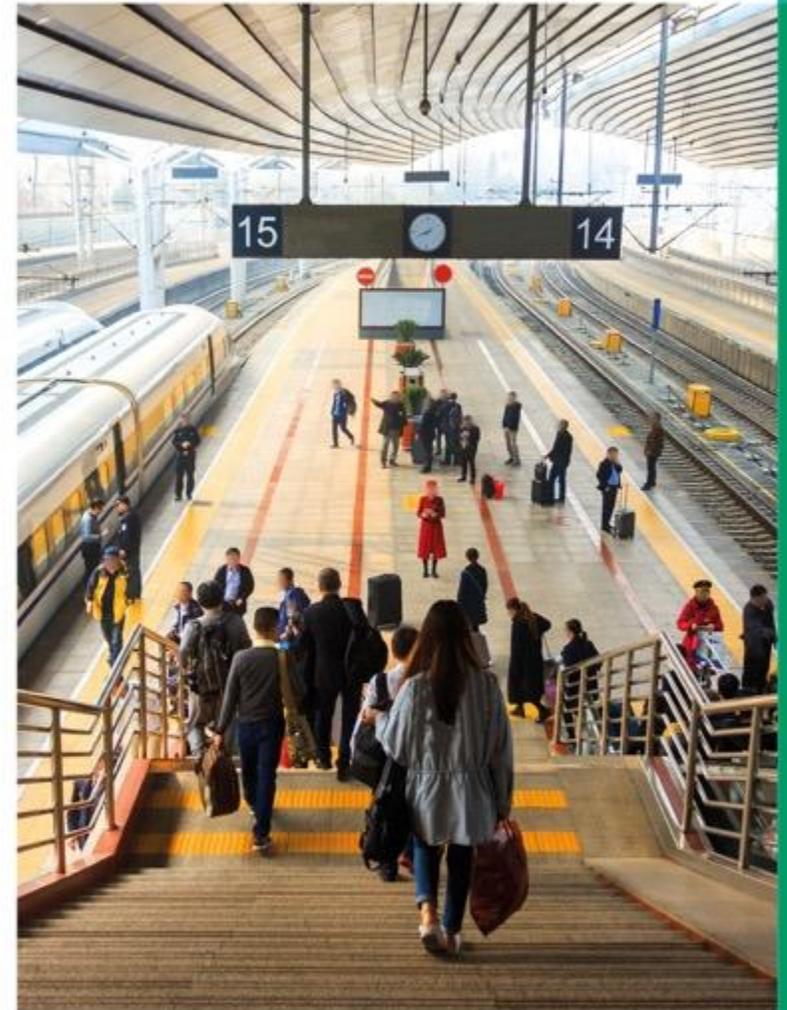
Southern Shield is a collaborative safety forum that consists of Network Rail Southern Capital Delivery and its principal contractors. On their website they have useful articles and explain the rules of the Southern Shield charter, which is mandatory on some southern sites. <https://www.southernshield.co.uk/>

Railway Rule book

Add this website address to your browser favourites to ensure that you always have access to the Network Rail Rulebook modules

Previous monthly rail briefings

<https://www.matchtech.com/about-us/health-and-safety/safety-briefings>



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Work-safe Procedure

This is for anyone to use, it works as follows:

If you believe the Safety Arrangements to be inadequate:

- Stop Work and talk to the Team Leader or person in charge; they should:
 - Review the arrangements
 - Change them if necessary and re-brief

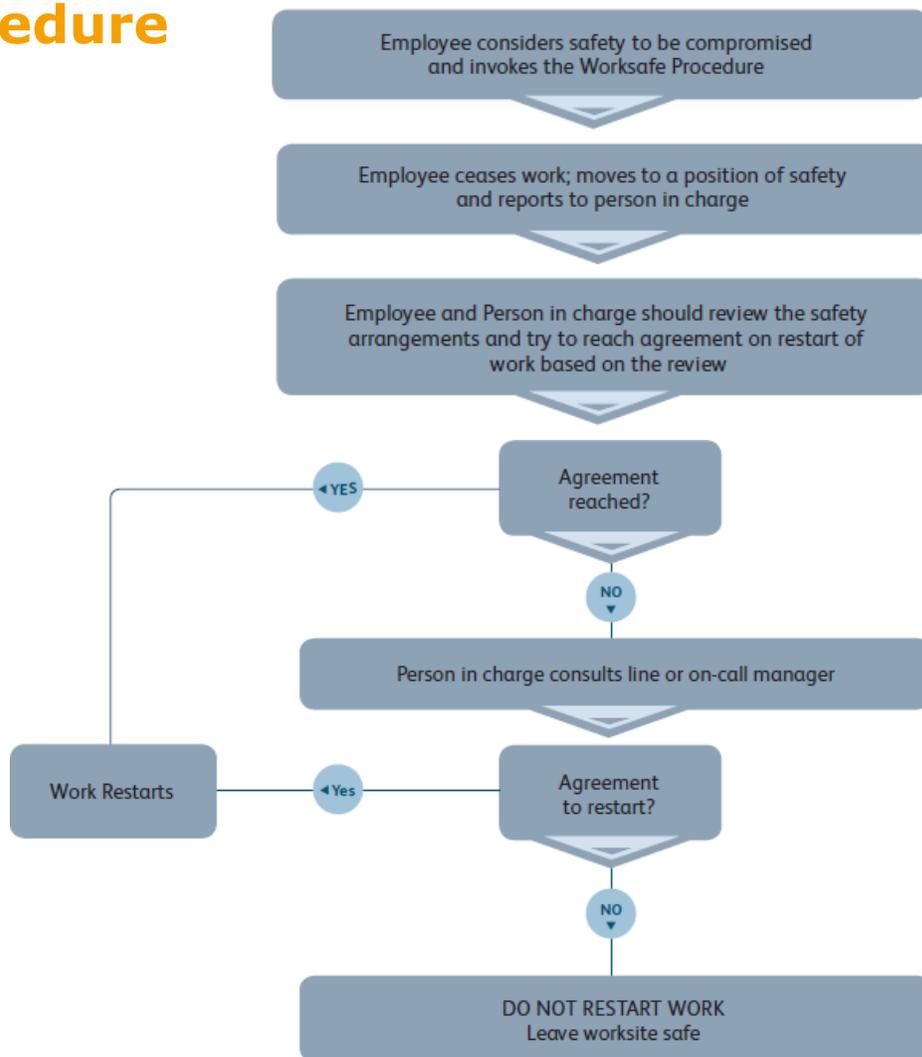
If you are still unhappy DO NOT RESTART; escalate to the next level by contacting one of the following:

- Your Line Manager, Your Safety Rep, Any member of the management team, The DU Safety Advisor, Network Rail Control, MT on-call 07786 265531
- Do not start work until you are satisfied that the safety arrangements are appropriate to the activity



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Work-safe Procedure



Changes to your shift times and increased fatigue risk

It is important that you notify your consultant as soon as possible if there is a change to your rostered work pattern while working on the Network Rail Infrastructure.

As part of our commitment to you and our obligations to monitor and manage your fatigue, we must always have an accurate understanding of where and when you are working.

In addition, you also have a legal obligation to ensure that you are safe to work, the Health and Safety at Work Act 1974. This states that “Workers have a duty to take care of their own health and safety and that of others who may be affected by their acts or omissions at work”

Do not start work until you are satisfied that the safety arrangements are appropriate to the activity

Never, ever drive while feeling tired

If you are starting to feel fatigued while you are onsite then instigate the work safe procedure.

Contact the Rail team

24 hour on call - 07786 265531

Use this on-call number if you need to contact someone from the company urgently, for example to report an accident / incident or if you are being pressured to do something that you are not comfortable with, such as being asked to exceed the working hours rules etc.

Store this number in your phone in case of an emergency.

This number is not to be used to query timesheets or to enquire about vacancies, it is an emergency contact number.

If you would like to suggest a topic for future safety briefings, or need to talk to someone in confidence then email the Rail HSQE manager Joe Christopherson; jchristopherson@matchtech.com

Your Feedback is always welcomed, email us at MT railonboarding@matchtech.com

Safety sQuaRed

See it, Scan it, Share it

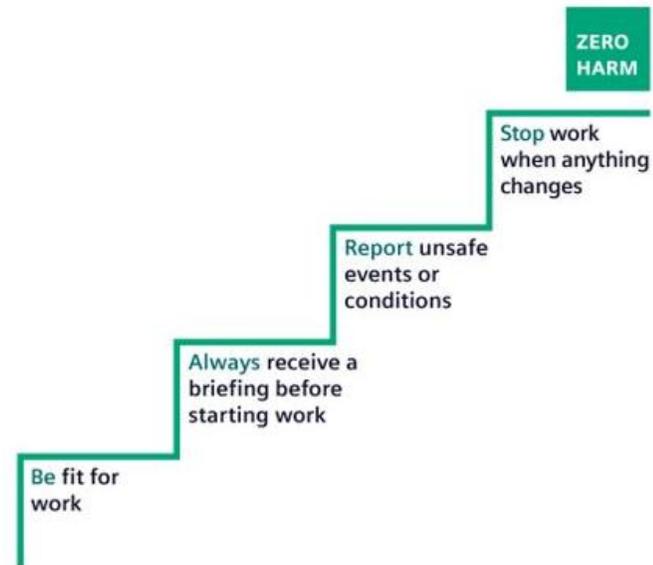


<https://www.gattacaplc.com/report-near-misses>

4 Steps to Zero Harm

Our Priority: Your safety and wellbeing is our absolute priority. We believe that Zero Harm is achievable each and every day by following the four steps and through our behaviours.

Our expectation of everyone, whether an employee / an agency worker or a contractor, is that you will know and live by the 4 Steps.



SIEMENS

Our Lifesaving Rules



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



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.



Always use equipment that is fit for its intended purpose.



Always test before applying earths or straps.



Never undertake any job unless you have been trained and assessed as competent.



Never assume equipment is isolated – always test before touch.



Never work or drive while under the influence of drugs or alcohol.



Always use a safety harness when working at height, unless other protection is in place.



Always obey the speed limit and wear a seat belt.



Never enter the agreed exclusion zone, unless directed to by the person in charge.



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Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk