

# Safety Bulletin

A serious incident has taken place



## Making safe engineering train movements in possessions

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

Ref: NRB20-05

Date of issue: 22/04/2020

Location: National

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Key Risks	Controls	Implementation by
Electrocution (DC areas)	All areas occupied with COG or other rail-to-rail equipment (including the equipment (COG) or other rail-to-rail equipment) is being used and adjacent areas within a radius of the track on which the rail-to-rail equipment (COG) is used.	COG/COG Operator Train warden / operators
Struck by train	All staff must ensure the track is clear of any obstructions and in accordance with an isolation of the railway (including the equipment (COG) or other rail-to-rail equipment) is used where applicable. All staff must ensure the track is clear of any obstructions and in accordance with an isolation of the railway (including the equipment (COG) or other rail-to-rail equipment) is used where applicable. All staff must ensure the track is clear of any obstructions and in accordance with an isolation of the railway (including the equipment (COG) or other rail-to-rail equipment) is used where applicable.	COG/COG Operator Train warden / operators
Train Derailment	Clearance of the track must be confirmed and the equipment (COG) or other rail-to-rail equipment must be used in accordance with the relevant isolation of the railway (including the equipment (COG) or other rail-to-rail equipment) is used where applicable.	COG/COG Operator Train warden / operators
Hazardous materials	All staff must ensure the track is clear of any obstructions and in accordance with an isolation of the railway (including the equipment (COG) or other rail-to-rail equipment) is used where applicable.	COG/COG Operator Train warden / operators
Manual handling	All staff must ensure the track is clear of any obstructions and in accordance with an isolation of the railway (including the equipment (COG) or other rail-to-rail equipment) is used where applicable.	COG/COG Operator Train warden / operators

## Overview

Several high-risk safety incidents have occurred in recent years from the incorrect movement of engineering trains. These incidents relate to the movements of trains whilst staff are in the vicinity and not aware. An example is at Battersea, South London, in November 2018 when an unplanned movement of out of gauge tilting wagon exposed several operators to life threatening danger.

This bulletin is to remind staff involved in train movements of the safety controls to enable the safe movement of trains. The controls are as follows:

All staff involved in the movement must

- have a common understanding of the train movement plan before any movements are made
- be able to be in communication with each other using Duplex Radios

Train movements should take place on a dedicated radio channel.

The train movement can only be made when all parties have positively confirmed they are clear of the train and ready for the move

On tilting wagons, the following additional steps are required:

- SCO will isolate all tilting wagons between train movements
- SCO must receive confirmation in advance of delivery that the Engineering Supervisor in charge of train movements has understood and signed for the Safe Work Pack

## Discussion Points

If you are involved in planning and making train movements in possessions, please always use the controls in this bulletin. If you manage a team involved in making movements, please brief and discuss this bulletin with your team.

If you feel you need further support or guidance regarding this bulletin, please contact [RSSafety@networkrail.co.uk](mailto:RSSafety@networkrail.co.uk) or if out of day time hours, please contact SCO 24/7 Control on 01908 723500 and select option 7 Operation Manager.