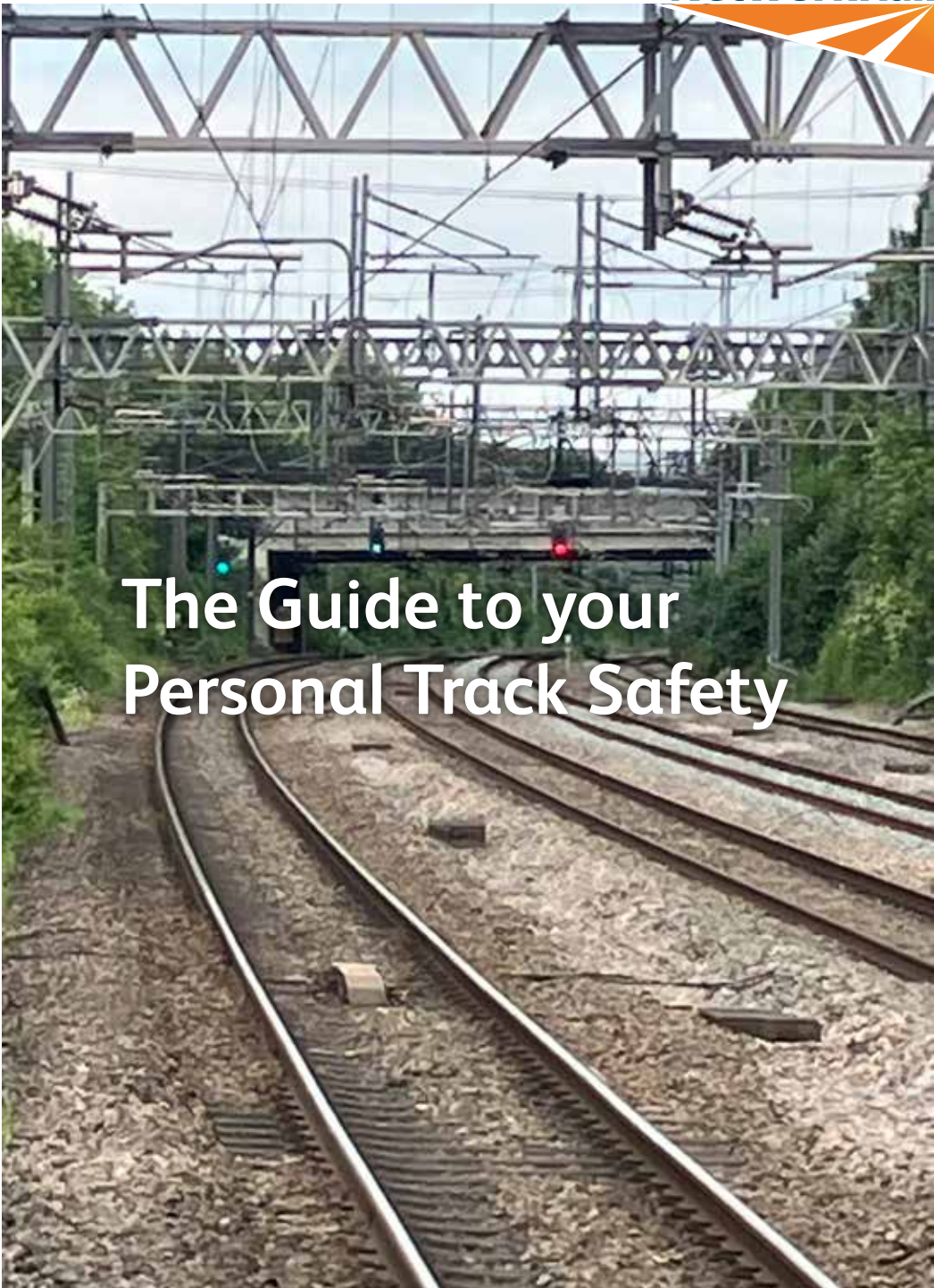
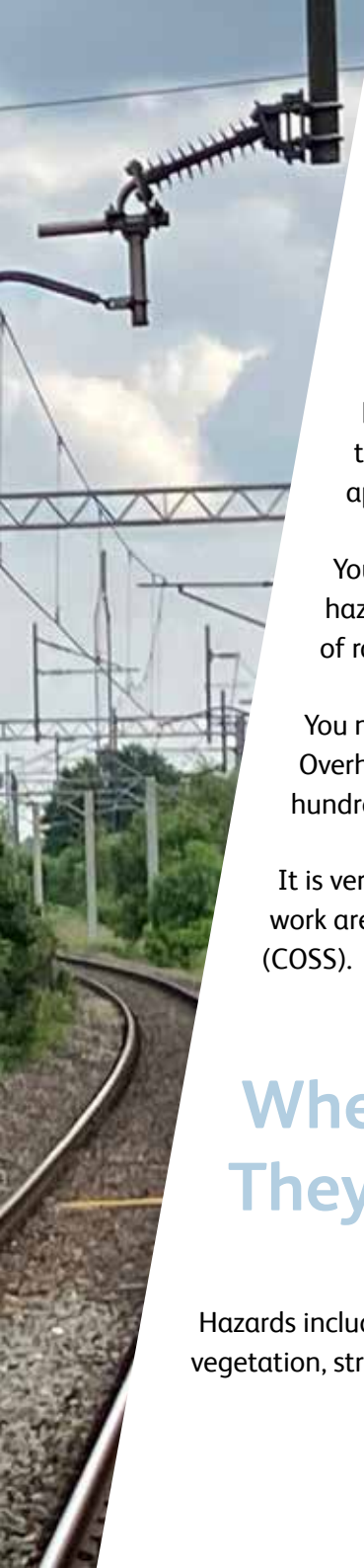


A photograph of a railway track curving through a landscape. The track is made of steel rails on a bed of gravel. In the background, there are overhead power lines and signal lights. The sky is blue with some clouds. The text "The Guide to your Personal Track Safety" is overlaid on the image in a large, white, sans-serif font.

The Guide to your Personal Track Safety



Where are the
dangers here?



Take extra care when working around lineside features such as foliage (bushes or trees) as it may block your line of sight, especially where there is track curvature, and you may not see or hear trains approaching.

You must also be aware of underfoot conditions, and hazards such as foliage, cables, drainage covers or pieces of rail. These hazards could cause you to slip, trip or fall.

You must also be cautious of trackside electricity supply. Overhead line equipment is carrying 25,000 volts, a hundred times more than your supply at home.

It is very important that you remain in the safe system of work area that was briefed by the Controller of Site Safety (COSS).

Where are the dangers? They're everywhere.

Hazards include passing trains, the ballast shoulder, cess walking, vegetation, structures, and equipment to maintain.

All railways have their risks, but none of them have to be killers.

This guide is designed to remind you of the dangers and hazards of working in a Railway Environment; it is your route to safe working on or near the line. Please take time to study this guide.

Personal Track Safety, known as PTS, is a qualification required by people who –

- Go on a line
- Go within 3 metres (10 feet) of on or near the line
- Carry out engineering or technical work on a platform within 1.25 metres (4 feet) of its edge

This handbook covers the rules, which must be applied in these situations by Sentinel card holders, Signallers and Crossing Keepers and visitors to the infrastructure who have a Track Visitor Permit. It also contains useful information for other railway workers.

The handbook does not cover –

- Local instructions
- Lines on which trains are allowed to travel at more than 125 mph

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1 *Getting to know the infrastructure*

You'll need to have some knowledge of the railway infrastructure to apply the rules in this handbook properly and safely. This section gives you the basics. Whether it's a busy multi-track area or a little-used branch line, every section of railway is unique, and each has its own dangers.

1.1 Track Layout

A running line is a line used by trains to go from place to place. Each running line has a name – for example the Up Main or Down Goods – and a speed limit. Details are given in a document called the Sectional Appendix.

The picture below shows a railway with two tracks – one for each direction. Trains travel away from the camera on the left-hand track – in this case called the Down Main line – and towards the camera on the right-hand track – the Up Main as shown by the train 'white direction light'. Here the limit is 125mph.



Sometimes trains can travel in both directions on the same track. This is either a bi-directional line or, if it's the only track, a single line. Speeds can vary depending on Stock and locations. Always check the local Sectional Appendix.



Some busy railways have four or more lines. In the picture below, the two tracks to the left – the Up and Down Slow lines – have a speed limit of 100 mph. To the right are the Up and Down Fast lines, with trains allowed to travel at 125 mph. Up is towards the principal city or town and Down is away from the principal city or town.



Trains can be authorised to travel along another open line in either direction, known as single line working. Points and crossovers are used by trains to go from one line to another. Generally, points are operated from a signalling location and have an identifying number displayed on them.



In the pictures below, the camera is looking in the direction trains travel. The points on the left are 'facing' – they allow trains to leave the line – whilst, on the right, they are 'trailing' – allowing trains to join. The speed limit usually changes in these junction areas, but not always.



Near stations the track layout can be complex with many lines, with several sets of points and crossovers with trains entering and leaving the station at the same time from different directions.



There are hundreds of sidings on the railway network, as well as depots and yards. These are used to store trains and other railway vehicles when they are not in use. Sidings, depots and yards are not running lines they can be managed by train and freight operating companies and are not usually shown in the Sectional Appendix .



Mileposts are positioned alongside the railway – usually every quarter of a mile – to help identify the location.



1.2 Terminology

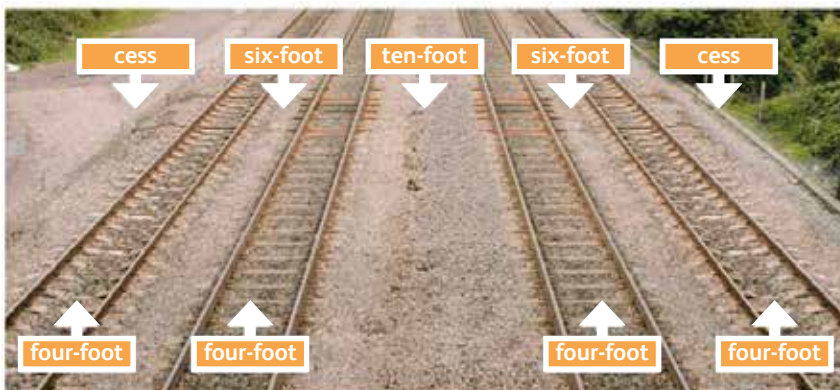
The picture below shows the terms used to describe parts of the track –



- Running rails are the two rails that a trains wheels run on
- Sleepers support the rails and keep them the correct distance apart
- Fastenings hold the running rails to the sleepers
- Ballast keeps the track in place

In this handbook, when distances are given 'from the nearest line', the measurement is taken from the nearest running rail of that line.

This picture shows the terms used to describe parts of the railway –



- The cess is the area alongside the railway
- The four-foot is the space between the running rails of one line
- The six-foot is the space between a pair of lines if they're the normal distance apart

Sometimes, if there are three or more lines, a wider space is provided between two of the lines. This is known as the ten-foot, or a wideway.

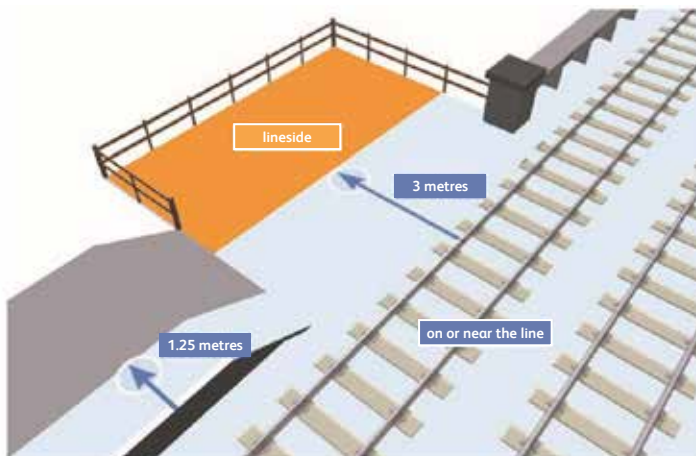
Be aware, these are just terms not measurements.

On or near the line and lineside

You are 'on or near the line' and in danger from trains if –

- You are on a line
- You are within 3 metres (10 feet) of a line and there is no permanent fence or structure between you and the line
- You are doing engineering or technical work on a station platform within 1.25 metres (4 feet) of its edge

These areas are shown below -



You are not on or near the line if you are crossing the line at a level crossing.

You are on the lineside if –

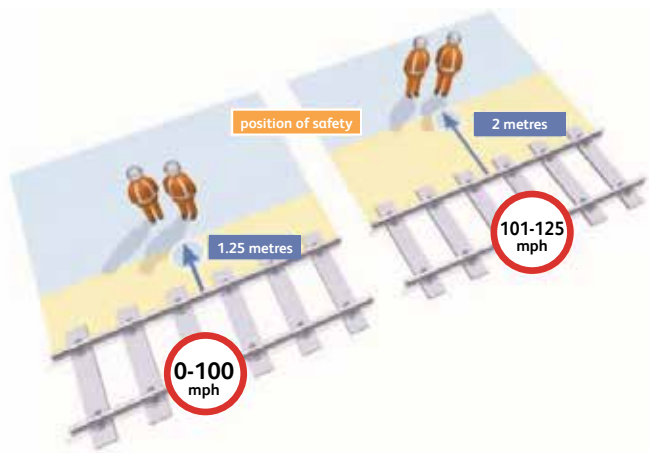
- You are within the railway boundary but not on or near the line, and
- You can be seen by the driver of an approaching train

You are not on the lineside if you are on a station platform.

Position of safety

A position of safety is a place where it is safe to stand when a train is passing. A COSS/person in charge should always tell you where the nominated position of safety is as part of the safety briefing.

You are in a position of safety if you are at least 2 metres (6 feet 6 inches) from the nearest line on which a train might approach. However, if the speed limit on this line is no more than 100 mph, the distance can be reduced to 1.25 metres (4 feet). You must be in a position of safety at least 10 seconds before a train passes.



Authorised walking route

An authorised walking route provides safe access to or from a place of work. They are often found near depots, stations and signal boxes and vary in construction – some are constructed walkways, others are just made up pathway. Details are given in a document called the National Hazard Directory (NHD).



1.3 Signals

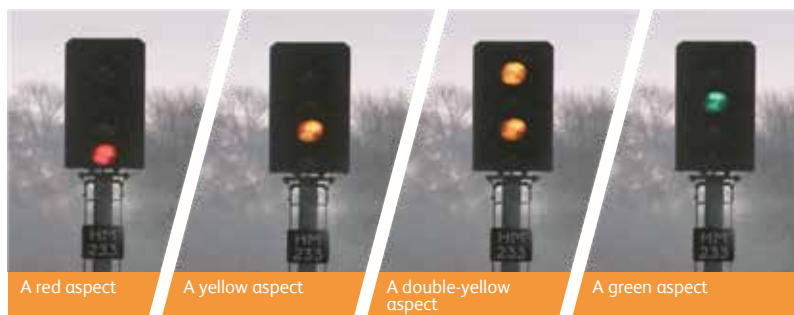
Most running lines have signals to control the trains. Generally, signals are operated from a signal box and have an identifying number displayed on them. There are also in cab signals.



Signals are usually attached to posts alongside the track but can also be found on overhead gantries or on the ground. Modern signals tend to use coloured lights, but some lines still have semaphore signals.



Each colour light signal has an 'aspect'. These are shown below.



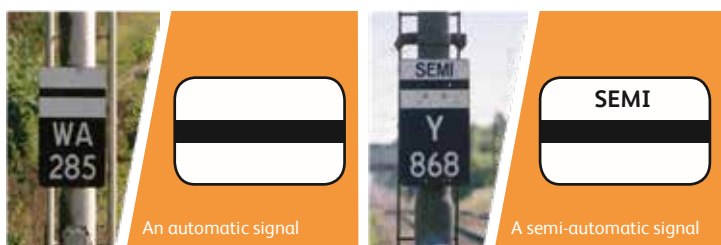
A colour light signal is said to be 'at danger' if it's showing a red aspect.

A red semaphore signal is at danger if it's in the horizontal position.



Normally trains will stop at a danger signal but, in some situations, they can be authorised to pass them at danger.

Some signals are automatic or semi-automatic and cannot always be put to danger by the Signaller. These are identified by the signs shown below.



An automatic signal may have a switch on the signal post which can be used to put it to danger, called a signal post replacement switch (SPRS).



A signal post replacement switch

Be aware, some colour light signals don't have red lights, so trains won't stop at them. This is also true of yellow semaphore signals. These are called distant signals.



1.4 Electrified lines

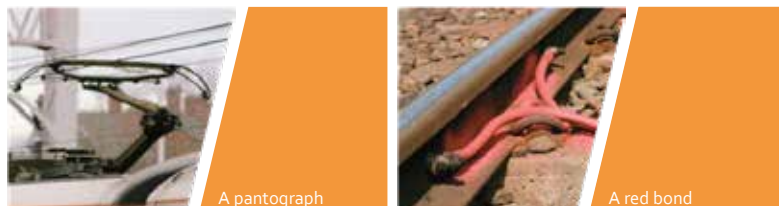
Some trains are powered by electricity from overhead cables or rails alongside the track. The electricity is controlled from an electrical control room.

Overhead line equipment (OLE)

Overhead line equipment, known as OLE, provides trains with 25,000 volts AC or, where trams or metro trains use the line, up to 750 volts DC. Each structure has a number displayed on it.



You can only go on or near a line with OLE if your Sentinel card includes the qualification “PTS AC”.



Always assume that the OLE, and anything in contact with it, is live and extremely dangerous. Make sure you, and anything you're carrying, does not go within 2.75 metres (9 feet) of live

OLE or the electrification equipment on a train's roof, such as the pantograph.

Each OLE structure has a black cable connecting it to the running rail. This is known as a bond. There are also yellow bonds and red bonds. All bonds are to be considered dangerous especially if they become disconnected. Never touch them as there could be a dangerous voltage.

Immediately report to the Electrical Control Operator (ECO) any bond that you find disconnected, broken or defective. Include the colour of the bond, and the location of the bond.

In some situations, work can take place within 2.75 metres (9 feet) of live OLE, but only if a special Safe System of Work has been approved beforehand.



An OLE structure plate, which will identify where you are to a ECO.

Conductor rails

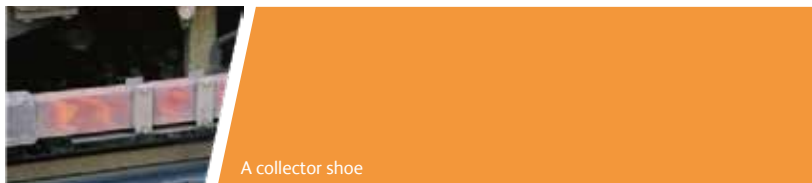
A conductor rail, often called a third rail, provides trains with up to 750 volts DC. They can be identified because they are raised above the running rail and rest on plastic or ceramic insulators. They can be seen in the picture below. On lines used by London Underground trains, there's another conductor rail in the four-foot. This is often called a fourth rail.



You can only go on or near a line with conductor rails if your sentinel card includes the qualification “PTS DCCR”.



Always assume that conductor rails are live and extremely dangerous. Make sure you, and anything you are carrying, does not touch them or the electrification equipment on a train, such as the collector shoe.



Work can only take place within 0.3 metres (1 foot) of a live conductor rail if the approved insulated tools, shrouds or troughing, and Personal Protective Equipment (PPE) are used. A valid and tested safe system of work must also be in place.

Take care with liquids – they will become live if they come into contact with a conductor rail. Keep clear of flood water.

Track circuits and axle counters

Track circuits and axle counters are two different methods of indicating to the Signaller in the signal box where trains are in the area they control train movements on.

You must not place objects (e.g. measuring tapes or chains) across the rails, as it might operate the signalling equipment and change a signal aspect in front of a driver.

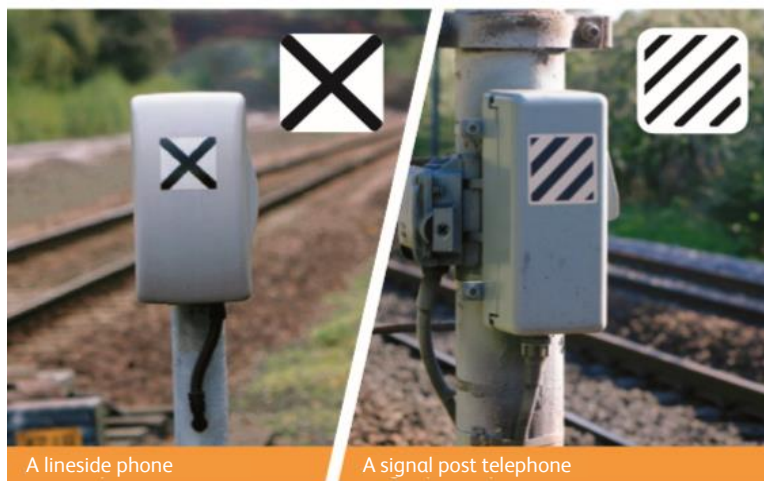
You must not allow any metal object near signalling equipment or within 0.3m (1 foot) of an axle counter head, as this could interfere with its operation.



1.5 Telephones

There are many telephones on the railway. Most of them go straight through to the controlling signal box.

The most common are lineside phones (usually found near points) and signal post telephones (SPT). These are identified by the signs shown below.



A lineside phone

A signal post telephone

Other signs are also displayed on railway phones.



A phone to the electrical control room

General railway phones

Level crossing phone

An emergency phone

1.6 Limited clearances

On some parts of the railway, the space between the track and the nearest wall or structure is very narrow. These are areas of limited clearance. The sign shown below means there is no position of safety on this side of the railway for the length of the structure beyond it.



A refuge is a place where it is safe for you to stand when a train is passing. They can be built out over an embankment or cut into the wall of a viaduct, cutting or tunnel.



Tunnels can be very dangerous places and people are not allowed to work in most tunnels whilst trains are running. You must also have a hand lamp or head lamp with you if you are entering a tunnel, working during the hours of darkness, or if the visibility is poor.

The sign shown below means there are no positions of safety or refuges on this side of the railway, but there are on the other side.



Some railway phones are in areas of limited clearance and can only be used in an emergency. They are identified by the signs shown below on the phone cabinet or at a signal.



2 *Are you fit for work?*

2.1 Medical fitness

It is your responsibility to inform your Primary Sponsor informed about any medication you are taking or medical condition that may affect your safety on the track.

Medical restrictions or the need for a risk assessment may be applied for certain medical conditions [e.g. monitoring your blood glucose for diabetics, or being accompanied trackside if you have a hearing deficit] to ensure your safety.

The purpose of the medical assessment is to determine that you are medically fit to work on Network Rail managed infrastructure. This assessment will take place periodically throughout your employment and assess your general health, vision, hearing and ability to work alone.

It's important that you are able to see clearly when working on the railway. If you need glasses or contact lenses this will be shown on your Sentinel Record, make sure you wear them. If you are a contact lens wearer, always have a spare pair of glasses with you.

If you are asked to do something you are medically restricted from doing, explain why you cannot.

2.2 Alcohol and drugs

Network Rail takes a zero-tolerance approach to any employee or contractor attending work in an 'unfit state' due to drugs, alcohol and/or other substances and this is considered a reason for gross misconduct.

The misuse of drugs and alcohol has the potential to cause life altering changes to lives of our employees and those impacted by the work they undertake as part of their role.

If you work in a safety critical post, you must declare any medication you are taking that may affect your safety via the medication declaration process.

2.3 *Fatigue*

Arriving for work well rested is as important as making sure you have the right tools and equipment to undertake a task.

Fatigue is recognised as a decline in mental and/or physical performance that results from prolonged exertion, lack of sleep or disruption of the internal body clock.

This can lead to an increased risk of accidents, injury and ill health, especially when you combine a reduction in alertness with day to day hazards that are frequently encountered in a railway environment (e.g. failing to observe underfoot conditions; unintended reduction in situational awareness, lack of attention when undertaking activities with tools/equipment).

Effective management of fatigue and associated risks requires a collaborative approach, with the Primary Sponsor working to reduce the potential risks through good planning, effective shift/roster management and provision of suitable welfare facilities.

Equally, the PTS holder also has a responsibility to manage their fatigue through maintaining a healthy lifestyle that enables adequate rest between shifts and highlights where something may have the potential to affect those rest patterns. Most adults need 7-9 hours to perform at their best so set aside this amount of time to sleep.

Talk to those in your home environment to support you in getting enough rest for the next time you are at work.

More information on fatigue and its effects on you and work can be found on the RSSB website or from your primary sponsor.

3

The Sentinel scheme

Sentinel is Network Rail's scheme for making sure that the people who work on or near the line are competent and medically fit. Full details about the Sentinel scheme are covered in rail Sentinel; your sponsor will brief you on these and how they affect you.

Your sponsor

You will always have a Primary Sponsor and you may also have up to two secondary sponsors.

Without a Primary Sponsor your Sentinel card is invalid and you are not allowed to work on or near the line, or attend Sentinel recorded training courses.

Each time you have a new sponsor you will need to –

- Pass an alcohol or drugs test or provide proof you have passed one in the previous 12 months
- Provide proof of your identity by use of passport or driving licence
- Provide a copy of your medical certificate
- Provide your Sentinel card, if you have one
- Give details of any medical condition which might affect you while working on the railway
- Give details of any medication you are taking or have taken recently

If you have a sentinel card, you can only go on or near the line if you have your card with you and it is valid.



Example Sentinel Card

Common symbols associated with individual Sentinel accounts –

-  Green square means you are newly qualified in PTS and will receive learning support from your line manager or Sponsor
-  Red triangle means you must be accompanied when on the infrastructure
-  Blue circle means you have a colour vision defect; this prevents you holding some competencies

Your card has to include a photo which accurately shows how you look. If your appearance changes, perhaps because you start wearing glasses, you will need to provide a new photo. In any case, it must be updated after ten years.

Following a new qualification being received, your online Sentinel account will automatically be updated. You can use your online Sentinel account to check the status of your card.

If your Sentinel card is lost or stolen tell your Primary Sponsor immediately so it can be cancelled and replaced. In certain situations, your card can be withdrawn, or individual

qualifications suspended. This might be because you have failed a drugs and alcohol test or your actions have contributed to an incident. This could also happen if you misuse your card – for example, by trying to use it as a credit card or travel pass.

To be valid –

- You must have an in-date PTS, a valid medical and a valid drugs and alcohol screening
- You must have a primary sponsor and be working for them

Always –

- Comply with Network Rail's and your sponsor's alcohol and drugs policy
- Wear the required Personal Protective Equipment
- Work safely and comply with track safety rules
- Only do things you are competent and, where necessary, qualified to do
- Report any accidents, incidents or safety concerns straight away
- Co-operate with anyone carrying out an investigation, spot-check or audit
- Attend medicals, training and assessments when required
- Tell your sponsor all your working hours
- Report fatigue issues to your Primary Sponsor

Never –

- Work excessive hours or back-to-back shifts (double shifting)
- Try to use your Sentinel card as a credit card or travel pass train service or any public transport

If you don't comply with these rules your Sentinel card could be withdrawn.

Remember, no card no work – You must always carry your physical or virtual Sentinel card when on managed infrastructure and present your card for checking upon request.

4 *Going onto the railway*

4.1 *Controlling access*

The railway is a dangerous place, designed for trains rather than people. Keep off the railway unless you absolutely have to be there.

Even if you have a right to go onto the line, trespassers do not – they're a danger to themselves and the railway. So, keep access gates closed and locked, even if your work will only take a few minutes. Make sure user-worked crossing gates are shut and barriers lowered. If you find a damaged boundary fence, try to secure it if possible.

Report problems with fences, gates or barriers to Operations Control.

4.2 *PPE and workwear*

Your employer has the responsibility to give you any PPE required for your work and show you how to use it. Keep it clean, check it for damage and report any defects. PPE can only protect you if you wear it properly – so make sure you do.

These are the minimum requirements for PPE when you're on or near the line or lineside –

- On an authorised walking route you have to wear at least a class 1 high visibility (HV) vest
- If you have been recently qualified in PTS you will be inexperienced in the rules when you go on or near the line. You'll be required to wear a blue safety helmet until you and your sponsor agree that you are sufficiently experienced.



Blue safety helmet for inexperienced staff



Safety boots



A Safety helmet

When on or near the line or lineside you will be required to follow the all-orange commitment. This includes wearing approved safety footwear, a blue or white safety helmet and high visibility orange (HV) clothing on your upper body a jacket as shown on this page, and HV trousers or overtrousers, safety glasses and gloves.

The wearing of these items is the minimum mandatory requirement.

Depending on your work or the site rules, you might also have to wear other items such as, hearing, hand, eye, respiratory protection and coveralls, safety footwear applicable for the task.



Workwear is the normal clothing you wear to work. Comply with your employer's policy if it has one. Make sure you wear clothing suitable for the work, location and conditions. Full-length trousers are compulsory to help protect you from lineside vegetation and slips, trips or falls.

Sunglasses are allowed in bright conditions. But don't use tinted glasses if your job requires you to see colours. And take care with lenses which react to changes in light – they don't always react quickly if it suddenly gets dark.

4.3 Using road vehicles near the line

A person qualified as a COSS/person in charge must be present and have given permission before a road vehicle is allowed to go in the area called on or near the line.

Make sure you understand the instructions before making any movement.

Road vehicles can be a serious danger to trains if they are used near the line without proper care. If you're the driver –

- Don't allow any part of the vehicle to come within 2 metres (6 feet 6 inches) of any line on which a train might approach
- switch the hazard warning lights on and, in darkness or poor visibility, use dipped headlights
- Only turn the vehicle at a suitable turning point and keep the back of the vehicle furthest from the line
- make sure all red lights are off when the vehicle is parked

4.4 *Going on or near the line*

You will go on the line normally as part of a work group or under the instructions of the COSS

The COSS will -

- Brief you on the arrangements as part of a Safe System of Work
- The approved access point
- Where the authorised walking routes or the route you are to take to the place or site of work
- The line speed and normal direction trains move in on each line
- The hazards at the access, on the walking route or site of work
- Any areas of limited clearance or locations that you must not go if trains are running
- The locations of positions of safety
- The purpose of you being on or near the line

Do not go on or near the line unless you're absolutely clear about the arrangements – this is for your safety. Remember your safety is your responsibility.

The Sectional Appendix and National Hazard Directory contains location information and can be obtained from your manager or supervisor.

4.5 *Walking alone*

Unless you are making your way to your normal place of work on an authorised walking route you should not be on or near the line unless you are under supervision by a COSS.



If you are walking alone you must do the following:

Use an authorised walking route or other made up pathway if there is one. Otherwise walk in the cess. Only if absolutely necessary such as avoiding an obstruction, walk in the four foot for the shortest distance possible and then return to your walking route. Avoid having your back to trains, if unsure which direction trains run find an alternative route.

Keep watching and listening for trains at all times – look up at least every 5 seconds. Never assume that you're safe just because a signal is at danger or a level crossing is open to road traffic.

Be aware, trains could approach in the wrong direction if they are operating on a single line, or the line is under possession to allow engineering work to take place.

At locations listed in the Sectional Appendix, A Train Activated Warning System (TAWS) or Train Operated Warning System (TOWS) is provided. This only to be used by competent individuals. When the system is switched on, trackside sirens make a noise every few seconds to confirm that it's working properly – this is called a safe tone.

Approaching trains are detected by the signalling system and a continuous warning is then given.



Example of a TOWS switch



Example of a TOWS warning siren

Don't allow yourself to be distracted. Switch your mobile phone off unless you need it on for safety reasons. If you have to use it,

make sure you're in a position of safety and stand still until you have finished using the phone.

There is no position of safety in an area of limited clearance, they are potentially dangerous places, do not enter without the COSS briefing you first on the safe system of work though this area. The only exception is when carrying out emergency protection.

4.6 When a train approaches

When a train approaches you must go to the position of safety straight away and be there at least 10 seconds before the train passes.



The driver will sound the horn. Raise one arm above your head to show you have heard this warning. If you hear a series of short blasts on the horn, the train could be moving in the wrong direction.

Never assume you know which line the train is on, particularly if there are points nearby. Keep watching the train until it has passed you or you are certain that it isn't a danger

to you. Before leaving the position of safety, make sure no other trains have approached without you noticing.

If a train approaches and for some reason you can't get to a position of safety, lie down but not in the four-foot. Gather loose clothing under you.

4.7 *Crossing the line safely*

If you need to cross the line, use a bridge, subway or level crossing if there is one. Follow the instructions given to you by your COSS, they will make sure suitable arrangements are in place for you to cross making sure no trains are approaching.

When told, cross straight away without stepping on the rails and sleepers.



Always walk ballast to ballast and take great care near points – they could move and trap your foot.

In sidings and engineering worksites, take great care when crossing the line near stationary trains or vehicles (allow a minimum 20m distance - your line of sight should be to the drivers window).

They might move without warning or they could be hiding another train approaching on a line beyond them. Keep well clear and only cross if you're sure no other trains are coming.



On lines with conductor rails,
find a gap in the conductor rail.



Otherwise step over
both the running rail and
conductor rail together
– never put your foot
between them.



And, if possible, cross at
a place where protective
guarding has been provided.

5 *Walking in a group and working*

5.1 The Controller of Site Safety (COSS)



The Controller of Site Safety (COSS) is required when work is to take place on or near the line.

The COSS will set up a Safety System of Work (SSOW) this is to make sure you can work safely and not be put in harms way from the work or trains.

A COSS wears a blue armlet with white lettering COSS on the left upper arm or attached to the upper torso, left hand side.

The COSS must be with the work group from when you access the infrastructure, while working up to when you leave the infrastructure.

5.2 The Person in Charge

Whilst the COSS deals with the safety of the workgroup, the person in charge makes sure that the work itself is carried out properly, within the relevant rules and to the required standards.

It's their job to confirm that a COSS is appointed, and a suitable safe system has been set up before allowing work to start – this is particularly important if the work might affect the safety of work group.

The person in charge can also act as the COSS for the work. The person in charge must be COSS competent.

5.3 *The Safe System of Work*

The Safe System of Work the COSS/person in charge will set up may involve working in the following –

- Safeguarded - lines blocked
- Fenced - a fence separating the work group from trains
- Separated - with a Site Warden, who warns a group member if they stray outside the safe work area
- Track Warning Systems - these provide a minimum of a warning sound when a train is approaching and some also have flashing lights
- Lookouts - these are people who signal trains are approaching using flags, horn or whistle depending on how close they stand to the work group

Work will be planned to use the safest method possible to allow you to work.

A Line blockage with no train movements being the preferred option, this though is not always possible. This is why we have other safe systems of work.

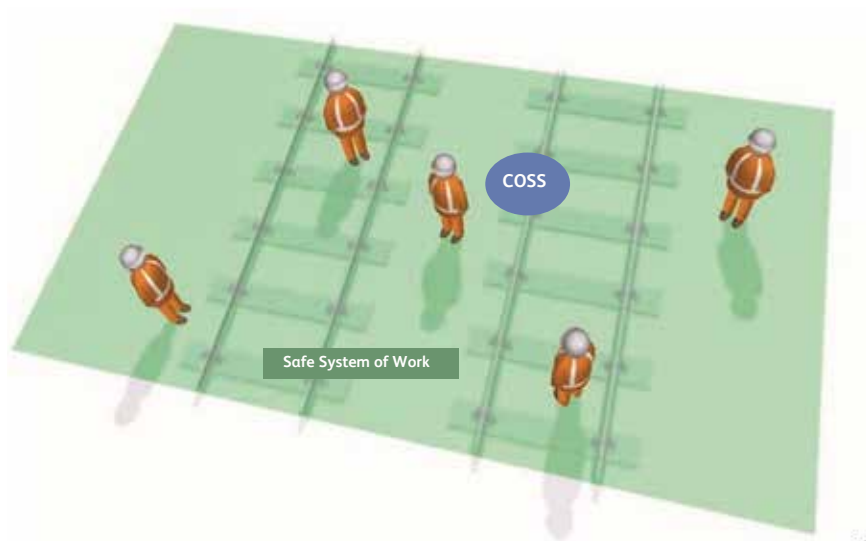
There are restrictions on Lookout use, special approval must be given by a company director.

It is permissible to have train movements in a Safeguarded area within a possession worksite. This applies to engineering trains and On Track Plant travelling no faster than walking pace. If this is to happen you will be briefed by the person in charge/COSS.

This arrangement can also apply to fenced areas and Site Warden warning areas, but only within a possession worksite.

1. *Safeguarded Site of Work*

With a safeguarded Site of Work, all the lines at your site are blocked as shown below -

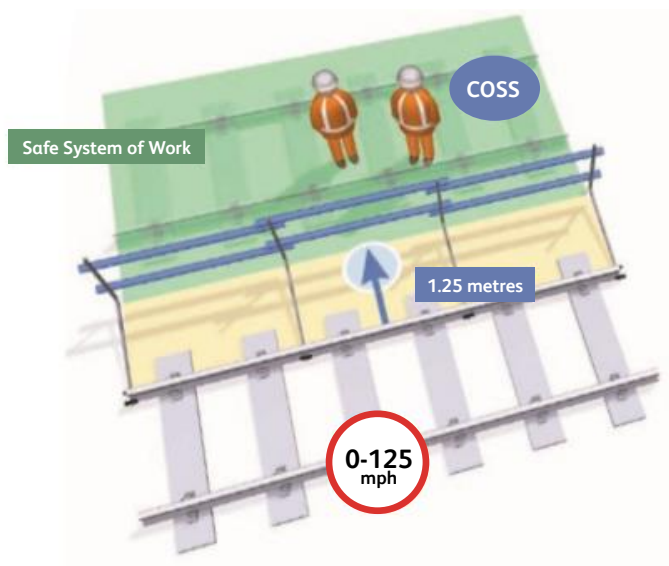


Safeguarded Site of Work

2. Fenced Site of Work

A temporary fence is put up between the site and nearest open line. There are three types – rigid safety barrier, plastic netting or barrier tape.

A rigid safety barrier can be positioned no less than 1.25 metres (4 feet) from the nearest open line.



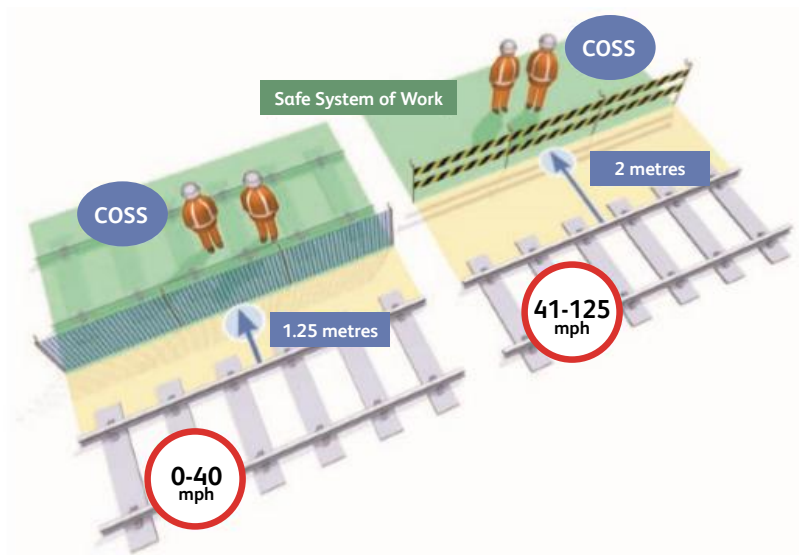
An example of a fenced Safe System of Work using a rigid fenced safety barrier

You will be briefed by the person in charge/COSS about the fenced area. Stay on the safe side of the fence. Do not lean on or over the fence and do not lean objects against the fence.

If the person in charge/COSS told you at the briefing there is a fence marking the safe working limit, you must –

- Stay on the safe side of the fence
- Not lean on or over the fence
- Not lean objects against the fence

Fence made of barricade tape or plastic netting. If the fence is placed at 1.25 metres (4 feet) from the nearest running rail of the open line and the maximum speed on the open line is no greater than 40 mph (65km/h), you may work on the safe side of the fence. If the fence is at least 2 metres (6 feet 6 inches) from the nearest running rail of the open line, you may work on the safe side of the fence. There is no restriction on the speed of trains on the open line.



Examples of fenced Safe System of Work – (left) using plastic netting on a blocked line and (right) using a barricade tape in the cess.

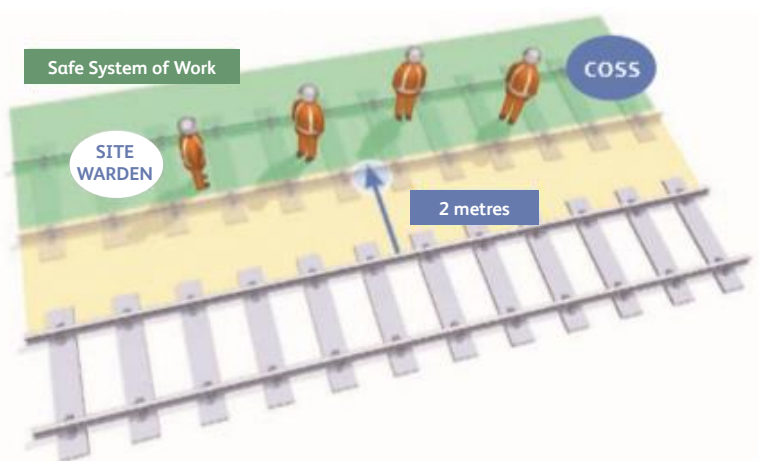
3. *Separated Site of Work using Site Warden*

With a Site Warden area, a space is provided between the site and the nearest open line.

The space must be at least 2 metres (6 feet 6 inches) and the site warden is appointed if there are more than two people in the group.

Site Wardens are only used for static sites of work.

They must not be used when walking to a site of work

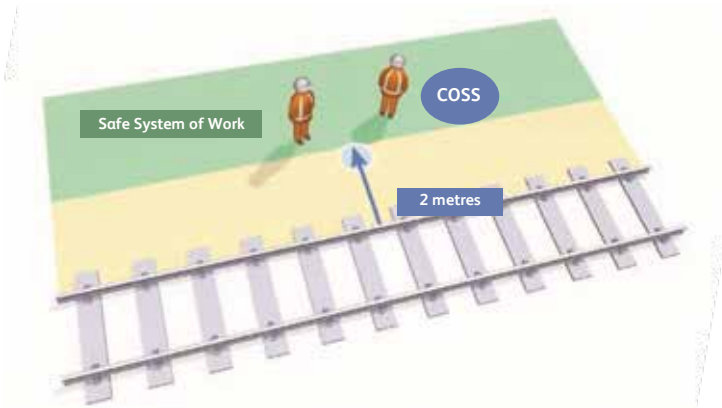


The Site Warden is provided so if someone strays outside the Site Warden Warning area, towards an open line, they will shout a warning 'get back!'



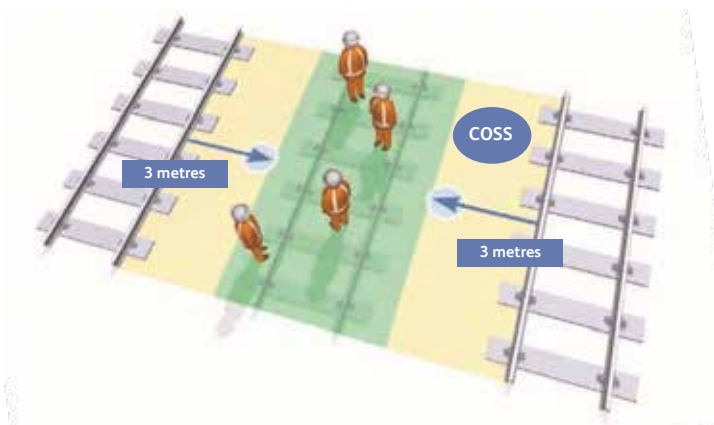
They wear a white armband on their left arm, or badge on their upper body, with "SITE WARDEN" written in blue letters

If the group is you and the person in charge/COSS, the appointment of a Site Warden is not required. The space must still be at least 2 metres (6 feet 6 inches) between the site and the nearest open line.



Example of COSS and PTS holder working 2 metres from any open line.

The space must be at least 3 metres (10 feet) if there are more than two people in the group, and there's no Site Warden.



Example of at least 3 metres between any open line and any member of a group.

4. Track Warning Systems

For a Track Warning System Safe System of Work you will be warned when a train is coming. The COSS/person in charge will make sure enough prior warning is given for you to reach the position of safety, at least 10 seconds before the train passes.

There are three methods of equipment warning, listed in order of preference –

a. Automatic Track Warning System (ATWS)

With an ATWS, approaching trains are detected by the signalling system or equipment attached to the running rails. The warning is given by trackside flashing lights and sirens and/or a personal warning device. This system is independent from human operation.

b. Semi-Automatic Track Warning System (SATWS)

This works the same way as ATWS, the only difference is an operator cancels the warning tone and lights at the site of work.

c. Train Activated Warning System (TAWS) and Train Operated Warning System (TOWS)

With TAWS and TOWS, approaching trains are detected by the signalling system. The warning is given by trackside sirens.

Once the system is switched on an intermittent tone is heard, as a train gets closer the tone and frequency changes.



Example of a TOWS switch



Example of a TOWS warning siren

5. *LOWS and Lookout*

Lookout Operated Warning Systems and Lookout, unassisted using flags, horn or whistle can only be used with permission from a company director.



Lookout warning

Lookout working is being reduced, so you may not experience this method of warning.

Lookout warning is using unassisted Lookouts, the warning is given by horn, whistle and touch if there is noise or the group are wearing ear protection.

A Lookout may also use a cut off device on noisy equipment or plant.

The PIC/COSS will brief you on which method is to be used.



A warning given with a horn



With a whistle



By touch



Lookouts wear a white armlet on their left arm, or badge on their upper body, with "LOOK OUT" written in red letters.

5.4 *The briefings*

Before you walk to site or start work, the COSS/person in charge will –

- Show you their Sentinel card and swipe themselves in to show they are qualified to perform COSS/person in charge duties
- Swipe your Sentinel card to check that your card, medical, PTS and any other relevant qualifications are in date and tell you –
- The nature and location of the work
- The approved access point and the walking route to the site of work
- The limits of the site and how they are defined
- First aid arrangements and who the emergency contact is
- The lines at the site together with the maximum speed at which trains are allowed to travel and their direction
- The best means of contacting the Signaller, the emergency services and, if necessary, the Electrical Control Operator
- Information about site hazards, such as electrification equipment, buried services or poor access conditions
- The lines that will be blocked to trains, the lines that will remain open to trains
- The location of the nearest hospital
- The location of welfare facilities provided for the work group

For a Safeguarded, Fenced or Site Warden Warning Safe System of Work, the person in charge/COSS will also tell you –

- The safe limits of work area and how it is defined
- Where relevant, who the Site Warden(s) is and their method of warning.

For equipment and Lookout warning working, the COSS/person in charge will tell you –

- Where the position of safety is
- The method of warning
- Where relevant, who the site and touch Lookouts are, and where they are positioned.

On electrified lines, you must assume that the OLE or conductor rails are live and dangerous, unless the person in charge/COSS tells you that the electrification equipment has been isolated and -

- The limits within which it is safe to work
- Whether any nearby electrification equipment is still live and dangerous and where it is
- Whether non-electric trains or on-track plant could still approach on the isolated lines.

You will then be asked to confirm your understanding of the safety brief, the COSS/person in charge will question you on the safe system and then ask you to sign a briefing form or scan your Sentinel card to confirm your digital signature on the Sentinel App.

If you are unsure about any part of the briefing, ask the COSS/person in charge to repeat it or explain it further.

The COSS/person in charge shall inform you of other safety aspects such as how the work is being carried out. Items shall be covered such as PPE for task, welfare arrangements and work content. Note: The COSS may also be the person in charge who will cover both train and working risk considerations and will brief you on both sections.

6 *During the work*

6.1 *Keep to the safe system*

The COSS sets up a safe system to make sure you're not put in danger by trains or electrification equipment – but it will only work if you follow the COSS/person in charge's instructions and comply with the track safety rules.

If you have any doubts about a safe system, stop work, make sure you're in a position of safety and then tell the COSS/person in charge.



Only do things you're competent and, if necessary, qualified to do. Never do something which you think is unsafe or against the rules, even if you feel under pressure to get the job done.

Safe System of Work

The preferred safe system of work will be to block a line to train movements. (Safeguarded)

Always stay within the limits of the safe system of work.

If a fence has been put up, don't lean over it or place anything against it.

If a site warden has been appointed, don't distract them. If you think you might not hear their warning, tell the person in charge/ COSS.

If the Site Warden shouts a warning, make sure you're still within the Safe System of Work and move back into it if you're not. If you don't move back straight away, the site warden will give a series of short blasts on their whistle or horn.

Equipment and lookout warning working

When a warning is given that a train is approaching, stop work straight away and, if you are not already there, go to the position of safety.

If it's given by a lookout, raise one arm above your head to show you have heard their warning. If you don't move straight away, the lookout will give a series of short blasts on their whistle or horn. Never distract a lookout. If you think you might not hear their warning, make sure you're in a position of safety and then tell the person in charge/COSS.

After the train has passed, don't leave the position of safety until the person in charge/COSS tells you it's safe to do so.

6.2 Tools and materials

If tools or materials are to be left on the ground whilst a train is passing, they must be at least 2 metres (6 feet 6 inches) from the running line unless there's no chance of them being moved by the train's slipstream.



Tools and materials can be a hazard to people and trains – make sure they don't cause an obstruction. When the work has finished, remove them from the railway or secure them properly so vandals can't use them.

Be careful when you're using metal equipment. If it makes a connection between the two running rails it might put a signal to danger. It can also interfere with signalling and level crossing equipment. On electrified lines, you could get an electric shock.

6.3 *Deviating from an authorised safe system of work*

Where the person in charge/COSS makes a request to implement a lower level safe system of work than the one authorised, it shall only be implemented if the responsible manager authorises the change and issues an authority reference.

If this happens, the COSS/person in charge will stop the work and make sure you're in a position of safety. If they change the safe system of work they will make sure you understand the new arrangements before allowing work to start again.

7 *Communicating clearly*

7.1 A structured approach

It's vital that all messages about safety are fully understood by both parties – this means communicating clearly and accurately. The rules in this section will help – make sure you apply them whenever you pass on important information, whether it's by phone, radio or face to face.



The phonetic alphabet is used to spell out difficult words and names, as well as making sure single letters are heard clearly.

For example, the town of Euxton would be spelt out as “*echo uniform x-ray tango oscar november*”.

The phonetic alphabet

A	<i>alpha</i>	J	<i>juliet</i>	S	<i>sierra</i>
B	<i>bravo</i>	K	<i>kilo</i>	T	<i>tango</i>
C	<i>charlie</i>	L	<i>lima</i>	U	<i>uniform</i>
D	<i>delta</i>	M	<i>mike</i>	V	<i>victor</i>
E	<i>echo</i>	N	<i>november</i>	W	<i>whisky</i>
F	<i>foxtrot</i>	O	<i>oscar</i>	X	<i>x-ray</i>
G	<i>golf</i>	P	<i>papa</i>	Y	<i>yankee</i>
H	<i>hotel</i>	Q	<i>quebec</i>	Z	<i>zulu</i>
I	<i>india</i>	R	<i>romeo</i>		

Numbers can also be a problem, so split them up and say them one at a time. For example, 205 would be spoken as “two zero five”. “Zero” is the correct way of saying the number 0.

There are also several standard phrases which you’ll need to use -

“This is an emergency call”	In an emergency, this is the first thing you must say when your phone or radio call is answered. It tells the other person that they will need to take action straight away to prevent death, injury or damage.
“Repeat back”	Repeat all of the message back to me.w
“Correction”	I have made a mistake and will now correct the word or phrase just said.

You'll need to use the following phrases when communicating with radios, which only allow one person to speak at a time -

“Over”	I have completed my message and am expecting a reply.
“Out”	I have completed my message and am not expecting a reply.

One of the people involved in the conversation will have ‘lead responsibility’. This person will help the other to pass on their information clearly and accurately and understand what’s required. For example –

Electrical Control Operator (ECO)	has lead responsibility when talking to	anyone
Signaller		anyone except an ECO
COSS/PIC		Lookout/Site Warden and anyone in their group

7.2 Make it clear

If you are giving a safety message make sure you are speaking to the right person. Both people must say who they are, their role and where they are speaking from. For example –

“This is Derek Pilling – I’m a COSS for Network Rail, calling from mike papa one four zero signal.”

It’s important to speak clearly and avoid lots of ums and errs. If you don’t understand something, perhaps because the other person has a broad accent, ask them to repeat it.

Phone lines and radio links can break up. You can help by speaking slightly slower than you would normally. Don't shout – the sound will just distort.

If you are using a radio, press the 'transmit' button fully before you speak and don't release it until you've finished. With some phones, you have to push a 'press to talk' button.



Make sure the microphone is in front of your mouth but not too close.



Try to shield the mouthpiece if it's windy.

Before allowing the conversation to end and any action to be taken, the person with lead responsibility must make sure that any errors have been corrected and both people know what's going to happen next.

If you are receiving the message repeat it back to confirm you have understood it properly. Ask for the other person's phone or radio call number.

7.3 Emergency calls

When lives are in danger, time is of the essence, pressure is high and accuracy is everything. Here's how a typical emergency call might go.

Start by getting the attention of the person on the other end by saying –

“This is an emergency call.”

Make sure you're speaking to the right person, usually the Signaller or Electrical Control Operator –

“Is that the Signaller?”

Tell them who you are, what you do and where you are –

“This is Mike Middleton - I'm a track chameleon for Network Rail, calling from Shapton East junction.”

Describe the problem –

“I've found a member of the public lying in the four-foot of the Down Goods line, 300 yards beyond sierra hotel one two zero signal. They're badly injured and I can't move them.”

Tell them what action needs to be taken –

“I need you to stop trains on the Down Goods line and arrange for an ambulance to attend.”

Make sure the other person repeats back the information – it's vital they fully understand it. The Signaller or ECO will tell you what they've done, what's going to happen next and what they want you to do. Give them your phone or radio call number so they can contact you.

As someone who works for the railway, there are situations where you might have to take action to prevent death, injury or damage.

But whatever you do, don't put yourself in danger.

8 *Emergency situations*

8.1 *Danger to trains*

An emergency call must be made to the Signaller straight away if you see or are told about something which might be a danger to trains.

On a moving train, possible problems include –

- A door not closed properly
- A load which is not secure
- A fire or hot axle box
- No lit headlight or tail lamp
- The driver or guard showing a red flag or red light
- The driver repeating a series of long blasts on the horn
- A train's headlights flashing.

Other problems include –

- A fault with the track
- A colour light signal not showing an aspect
- A fire, flood or obstruction
- A large animal within the railway boundary

In any of these situations, you might also need to stop the trains and call the emergency services.

The Signaller does not need to be told if there's an obstruction that you can remove safely.

8.2 *Stopping a train*

In an emergency you can stop a train by giving a hand danger signal. Obviously this must be clearly visible to the driver.

In daylight, hold out a red flag or raise both arms above your head.



In darkness or poor visibility, shine a red light or wave any light vigorously.

If possible, try not to give the hand signal in such a way that other approaching trains might stop.

8.3 *Protecting the line*

If a line becomes unsafe, the driver of any approaching train must be alerted to the danger ahead. – this is known as protecting the line.

To stop train movements on a line, a call must be made to the Signaller using any lineside phone or a mobile phone.

Track circuit signalled areas

If you have one, your first step is to connect a track circuit operating device clip between the two running rails. On those lines signalled by track circuits this will turn the nearest signal on the approach to danger. If there's a conductor rail, attach the first clip to the running rail furthest from the conductor rail first.

Where there are 4 rail DC areas you are not able to use a track circuit operating clip.

Axle counter and other signalling system areas

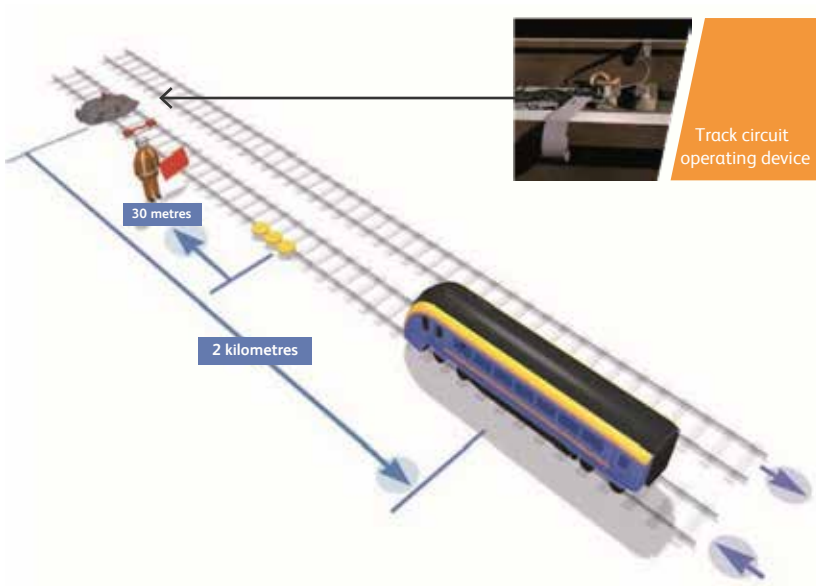
When you are unable to contact the Signaller, walk towards approaching trains for 2 kilometres (1¼ miles) and place three detonators on the line 20 metres (65 feet) apart.

Be aware, detonators must be handled carefully. When you've placed them on the rail, move at least 30 metres (100 feet) away. Make sure nobody else goes near them.

On lines with a conductor rail, place the detonators on the running rail furthest from the conductor rail.

There are a number of things which you might encounter as you walk the 2 kilometres (1¼ miles).

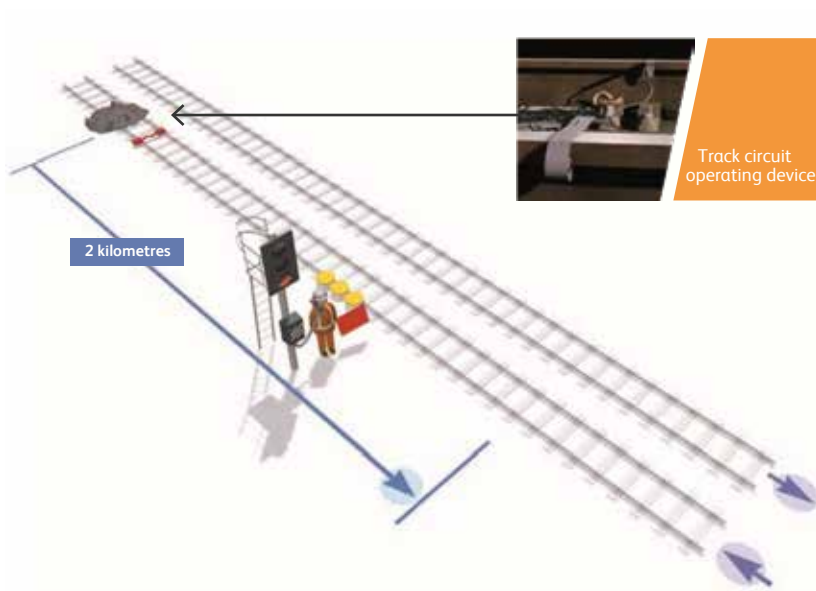
If you see a train approaching, place three detonators on the line straight away and display a hand danger signal. Please be careful not to put yourself in danger and stand at least 30 metres (100 feet) from the detonators.



If you reach a signal box or railway phone and you've been unable to report the emergency, place three detonators on the line and contact the Signaller.

If the Signaller tells you that the line is now protected by signals, you do not need to continue to 2 kilometres (1¼ miles).

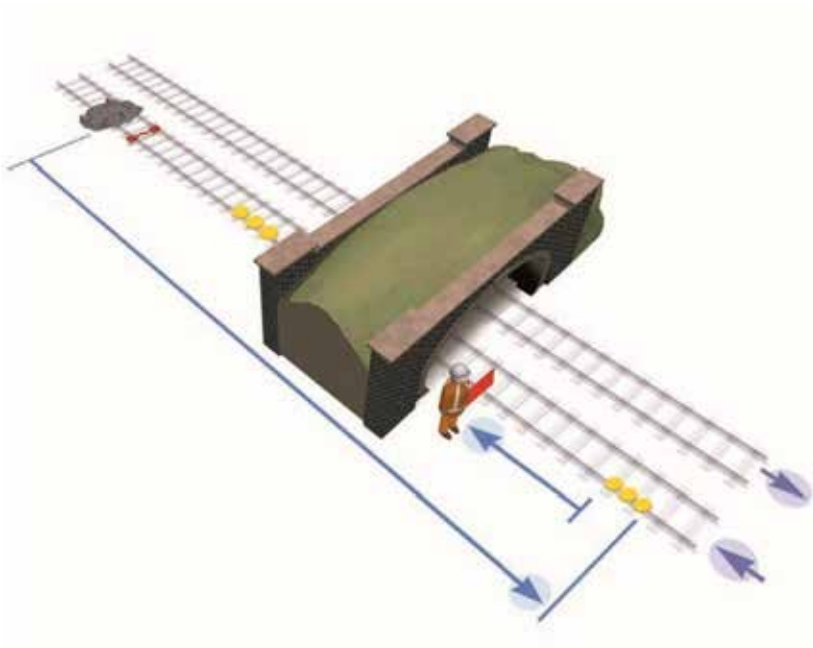
If the first signal you reach has a signal post replacement switch and you have a key and are competent to use it, turn the signal to danger, place three detonators on the line and call the Signaller.



If you used a signal post replacement switch to turn a signal to danger, ask the Signaller for permission before putting it back to automatic.

If you reach a tunnel, place three detonators on the line at the tunnel entrance. Try and make contact with the Signaller with your mobile phone again.

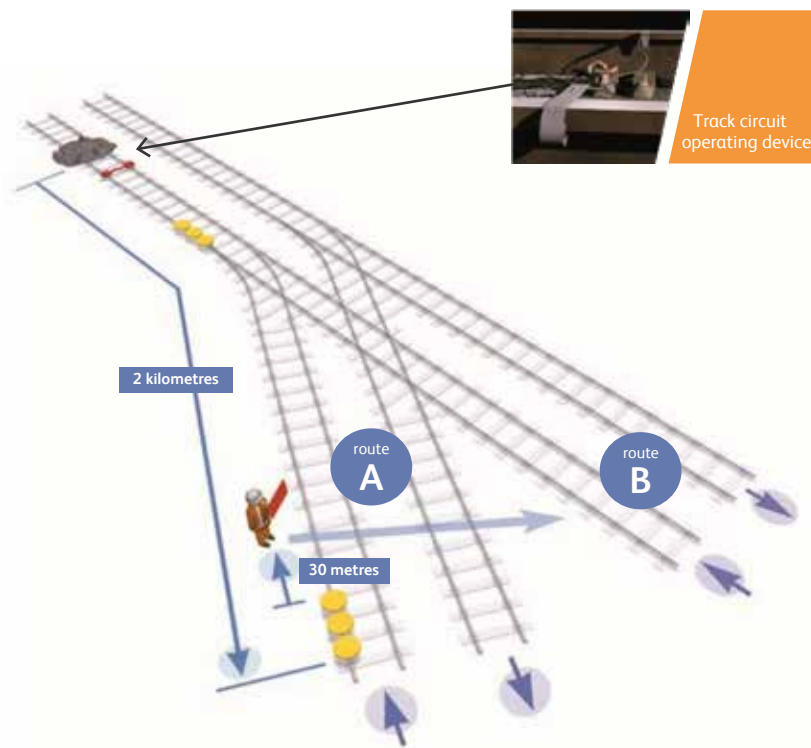
You must take care of your own safety prior to continuing through any tunnel to reach the 2-kilometre point. If the 2 kilometres (1¼ miles) distance is inside the tunnel, walk to the other end and place three more detonators on the line.



If you reach a junction trains could approach from more than one direction. Try to make contact with the Signaller with your mobile phone again.

You must take care of your own safety prior to continuing.

Place three detonators on the line before the points. Then decide from which direction the next train is most likely to approach. Walk in that direction and place three detonators on the line 2 kilometres (1¼ miles) from the obstruction. After that, go back and place detonators on the other lines.



In this example the person placing the detonators thought the next train was most likely to approach on route A.

After placing the detonators, display a hand danger signal to any approaching train but make sure you've got your back to the detonators to avoid the blast. Stand at least 30 metres from the detonators.

Remain in position until someone else takes over from you, or the line is protected in some other way.

When your protection is no longer needed, remove all the detonators and any track circuit operating clips. Then tell the Signaller. Give the track circuit operating clips to your supervisor – they can only be used once.

8.4 Incidents on electrified lines

An emergency call must be made to the Electrical Control Operator (ECO) straight away if you see or are told about something, which requires the electricity to be switched off.

Possible problems include –

- A derailment
- A person in contact with electrification equipment
- A fire on a train, vehicle or lineside
- Damage to the OLE or conductor rail

Explain why the electricity needs to be switched off. On lines with OLE, give the number of the nearest OLE structure. For conductor rail areas, give the nearest mileage post, nearest hookswitch or track isolating switch number, nearest signal post number, or nearest bridge number.

Emergency rescue on lines with OLE

Do not approach a casualty whilst the OLE is live if –

- They are in contact with the OLE
- They are within 2.75 metres (9 feet) of the OLE
- Any part of them is above the OLE



You must wait until the ECO has arranged an ‘emergency isolation’ and assured you that the electricity has been switched off. Even then, there may still be a residual voltage so cover your hands with something dry and non-conductive before touching the person – dry clothing for example.

If it's not possible to switch the electricity off immediately, you can attempt a rescue but only if the casualty is at least 2.75 metres (9 feet) from any live OLE, or anything in contact with it, and neither of you move within this distance during the rescue.

Emergency rescue on lines with conductor rails



If someone is in contact with a live conductor rail, they should not be approached until the ECO has assured you that the electricity has been switched off – an emergency isolation.

If it's not possible to switch the electricity off immediately, you can attempt a rescue but only if you cover your hands with, and stand on, something dry and non-conductive before touching the person. Never use anything metallic or wet.

9 *Reporting your concerns*

If there's a safety issue, don't keep it to yourself.

Take action straight away if you see someone acting in a way which is a danger to themselves or the railway. If you can speak to the person and get them to stop, do so. Otherwise, report them to your supervisor or the Signaller – whichever is quickest.

To raise a Close Call that requires NR attention, please access the "Safety Events" App (for NR users) or via the Web Portal (for external users). For full details, please access [Safety Central](#)

CIRAS – Confidential Incident Reporting & Analysis Service for the rail industry

CIRAS is the confidential safety hotline for the rail industry. CIRAS acts as a safety net, listening to the voices that might be missed and helping our members listen inclusively.

Whoever you are, you can contact CIRAS's confidential safety hotline with a potential safety issue and they will send a report to the right people, protecting the reporter's identity.

When we listen, we learn, so CIRAS works closely with its members across the sector to promote an even stronger culture of listening.

You can use CIRAS to raise concerns about another company other than your employer.

CIRAS fits alongside your other reporting channels (H&S team, H&S rep, close call, Speak Out, Company internal reporting channels). Your first step should be to tell your supervisor/line manager/sponsor. If this isn't possible, you can contact CIRAS – the railway's confidential reporting service. They will listen to your concern independently and confidentially.

Contact Details:

Report hotline (UK) Freephone – **0800 0850 449**

Freepost CIRAS

<https://www.ciras.org.uk/Raise-a-concern>

Notes

Notes

Notes



GUIDE TO PERSONAL TRACK SAFETY

THIS IS YOUR ACKNOWLEDGEMENT FORM

You must when you receive this Track Safety Handbook immediately acknowledge receipt by completing the section below.

**WHEN YOU HAVE COMPLETED FILLING IN THIS FORM,
YOU MUST RETURN IT TO YOUR SUPERVISOR OR
LOCAL MANAGER AS APPROPRIATE**

I, the undersigned, acknowledge receipt of Track Safety Handbook (RT3170), and undertake to familiarise myself with and carry out the instructions in this Handbook
Full Name (Block capitals)
Signature (in full)
Grade/Title
Station/Location
Employer
Witness to Signature
Date Received

This page is intentionally left blank
Acknowledgement Form

Technical Authority

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