


Task Control Sheet

Continuous Welded Rail (CWR)
delivery/recovery by LWRT (Long
Welded Rail Train)

TCS No: TCS007
Issue: 2

 <p>Key Risks !</p>	<ul style="list-style-type: none"> • Struck by Train/OTP • Electrocution • Train derailment • Rails left foul of line or cess • Slips, trips & falls 	<p>Personnel Involved</p>	E&P	
			S&T	
			Track	✓
			LWRT Operators	✓
			Property	

Tools / Equipment	Hand Tools	Head / Hand Torches	Rail Torque equipment
Plant / Engineering Train	LWRT (Long welded rail train)		

Key Risks	Controls	Implemented By
Struck by train	<ul style="list-style-type: none"> • A safe system of work shall be provided for the LWRT delivery/recovery worksite. Production of the SWP and the control of site safety, including the on-site provision of a dedicated COSS / SWL or Safe Task Leader (STL), is the responsibility of the rail recipient. 	Rail recipient
	<ul style="list-style-type: none"> • The line(s) on which the rail delivery/recovery is taking place shall be protected by the application of a T3 engineering possession (Ref RSSB Rule Book). • Any adjacent line(s) within 4 metres of the line(s) on which the rail is being delivered / recovered shall be BLOCKED. 	Planners & SWL or PIC / COSS
	<ul style="list-style-type: none"> • The engineering worksite for the delivery/recovery shall be planned and managed so that no other Trains, On Track Machines or On Track Plant are to be present (either in operation or stabled) in the worksite during any part of the delivery/recovery activity. This requirement applies to the line on which the rail is being delivered to or recovered from and any adjacent line(s) within 4 metres. • Should there be an urgent operational need for an engineering train, OTM, OTP or any other train to enter the delivery/recovery worksite, this can only be done by suspending the delivery/recovery activity and moving personnel to positions of safety in agreement with and under the control of the SWL or PIC. 	Planners & SWL or PIC
	<ul style="list-style-type: none"> • The protection and other worksite arrangements shall be briefed to all drivers, operators and any other staff working within and adjacent to the rail delivery/recovery worksite. 	SWL or PIC / COSS
	<ul style="list-style-type: none"> • Communications shall be by dedicated radios provided by the LWRT team. 	LWT Supervisor
	<ul style="list-style-type: none"> • ES shall confirm that prior to them starting work the LWRT driver receives an appropriate safety brief for their role and activities within the worksite. 	ES
Electrocution (DC areas)	<ul style="list-style-type: none"> • In areas equipped with 3rd or 4th rail DC electrified conductor rail equipment (CRE), the CRE on line(s) on which the rail delivery/recovery is taking place and all adjacent line(s) within 4 metres of the line(s) on which the rail is being delivered/recovered shall be ISOLATED. 	Defined competent person / All Staff
Electrocution (AC Areas)	<ul style="list-style-type: none"> • In areas equipped with AC electrified overhead line equipment (OLE) there is no requirement to ISOLATE the OLE for the normal operation of the long welded rail train when delivering rail. 	Defined competent person / COSS

Task Control Sheet

	<ul style="list-style-type: none"> • If a failure of the LWRT occurs that requires on-site remedial repairs or special securing and stowage arrangements to enable the LWRT to be moved from the worksite, then the remedial repairs or stowage arrangements may be undertaken under live OLE with the implementation of the following control measures: <ol style="list-style-type: none"> a) The work shall be carried out under continuous competent and responsible supervision; b) The site of work is not in an area of reduced wire height; c) The task shall be undertaken from positions that are no higher than standing on the LWRT wagon decking and designed walkways; d) No attempts shall be made to gain access to the vehicle except by the designated access; e) Persons engaged in the work shall remain on the decking or within the designed walkways and shall not climb or stand on any material or equipment cases, or the like; f) No part of any person, or any tool or material being used, shall project higher than the top of their head; g) Suitable precautions, such as provision of illumination, shall be taken when visibility of the OLE is obscured, e.g. during hours of darkness or in tunnels or under long bridges. <p>In a failure scenario where each of (a) to (g) above can be met, then the competent and responsible supervision shall be undertaken by the SWL/PIC.</p> <ul style="list-style-type: none"> • If a failure of the LWRT occurs that requires on-site remedial repairs or special securing and stowage arrangements to be made that cannot be done by achieving each of the above control measures and the work brings any part of the person's body or clothing or anything being used to within 2.75 metres (9 feet) of any live part of the OLE, or within the vertically unbounded space above 2.75 metres (9 feet) to either side of the live OLE then the OLE must be isolated and earthed before the work or stowage can commence. 	
Coupling & Uncoupling loco from LWRT	<ul style="list-style-type: none"> • Before and after operation of the LWRT, the haulier's train crew and/or ground staff shall uncouple/couple the hauling loco(s) in conjunction with the LWRT Supervisor. • Correct selection of the brake control system on the LWRT is the responsibility of the LWRT Chute Operator. 	Train crew & LWRT Chute Operator
Train Derailment	<ul style="list-style-type: none"> • All LWRT train movements shall be authorised by the ES or SWL. • The control of LWRT movements during the delivery/recovery activity shall be controlled by the LWRT Supervisor (and team) under the authority of the ES or COSS / SWL. • The control of LWRT movements not associated with the delivery/recovery activity (e.g. crossing over from one line to another), shall be controlled by the ES or COSS / SWL. • Operational control of the LWRT movements when delivering/recovering rail shall be controlled by the Chute Operator. Controls for the competence of the operator shall be managed via the contract between NR and the LWRT supplier. 	LWRT Supervisor and ES or SWL / COSS. NR Fleet / Ops Team.
Rails left foul	<ul style="list-style-type: none"> • During the delivery operation the LWRT Supervisor shall observe the rail being discharged and report to the PIC/ES/SWL any noted areas of concern, (e.g. rail sitting higher than the running rail, rail not sitting correctly in saddles, rail end not supported). • It is the sole responsibility of the PIC/ES/SWL/COSS to confirm that the delivered rail is in a position safe for the passage of trains before the line is handed back to traffic. • The provision of adequate resource and tools to confirm that rails are not left foul shall be considered at the planning and site walk out stages and provided for the delivery depending on local site specific 	Planner, LWRT Supervisor & ES or SWL / COSS

Task Control Sheet

	conditions.	
Damage to Signal / Power cables or other lineside furniture	<ul style="list-style-type: none"> •During the delivery/recovery site walk out the rail recipient and the LWRT Supervisor/Deputy shall identify and record all relevant cabling and other track furniture requiring on the Lineside Equipment Protection Form. •Agreed and appropriate protection shall be provided prior to the rail delivery by the recipient of the rail. 	Planner / Section Manager & LWRT Supervisor or deputy.
Delivery / recovery of rails	<ul style="list-style-type: none"> •When delivering/recovering rail from the LWRT, clear communication shall be established and maintained between the LWRT staff and the ES/SWL/COSS in accordance with the delivery/recovery method statement. 	ES/SWL/COSS and LWRT Supervisor
	<ul style="list-style-type: none"> •To avoid injury to personnel, the positioning and securing of any individual rail shall not take place until the delivery of that rail to the ground by the LWRT is complete. The LWRT supervisor and SWL/COSS or PIC shall cover this requirement at the relevant briefing. 	LWRT Supervisor, SWL/COSS or PIC
Derailment of RHV	<ul style="list-style-type: none"> •Training and compliance with Operations Manual. 	LWRT Operators
Trapping / slipping barring rails for recovery stage at ground level	<ul style="list-style-type: none"> •Manual Handling Training and compliance with the Loading Manual for Infrastructure Traffic 	Rail recipient
Radio communication failure	<ul style="list-style-type: none"> •In the event of loss of radio communication failure (through equipment fault or inadequate signal strength) the delivery/recovery shall be stopped and only re-started if secure communication can be achieved. 	LWRT Supervisor, ES/ SWL/COSS
LWRT Lights fail	<ul style="list-style-type: none"> •LWRT team shall use hand lamps or head lamps. Delivery/recovery shall be stopped if lighting inadequate. 	LWRT Operators
Unbalanced load	<ul style="list-style-type: none"> •LWRT Supervisor trained to the requirements of NR/L3/NDS/308 "Loading Manual". 	LWRT Supervisor
Fire	<ul style="list-style-type: none"> •Hand held fire extinguishers in cabs and fire-trace equipment installed around engines. 	LWRT Operators
Manual Handling	<ul style="list-style-type: none"> •All staff shall be trained and informed on manual handling techniques. •A person shall be appointed to control the movement and shall brief all staff, prior to the movement, on how the load is to be moved and where it is to be moved to. •Manual handling risk assessments to be carried out for all manual handling activities. •Gloves shall be worn. 	All staff
Fuel, oil spillage	<ul style="list-style-type: none"> •Spillage / Environmental Kits shall be made available •Spill kit training undertaken by all Operators 	LWRT Operators
Lack of welfare facilities	<ul style="list-style-type: none"> •Welfare facilities shall be considered in the work planning stage and provided as and when required. •Welfare app displays the nearest welfare facilities. 	Line manager / planner
Noise	<ul style="list-style-type: none"> •Ear defenders shall be worn within the hearing protection zone. •Where possible site noisy equipment shall be away from worksite. 	All staff
Slips, Trips & Falls	<ul style="list-style-type: none"> •Grated steps on machine •Use appropriate and maintained footwear •Use handrails for access and alighting at all times 	All staff

Task Control Sheet

PPE Required by NR / Maintenance Policy



Wear Head Protection



Wear Foot Protection



Wear Hi Visibility Clothing



Wear Safety glasses to BS EN166.F

Additional PPE Required by Task Risk Control Sheet



Wear Hand Protection suitable for the task



Wear hearing protection



Wear Face fitted FFP3 or RPE