


# Task Risk Control Sheet

Continuous Welded Rail (CWR)  
delivery by RDT (Rail Delivery Train)

TCS No: TCS004  
Issue: 2

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

<b>Tools / Equipment</b>	Hand Tools	Head / Hand Torches	Rail Torque equipment
<b>Plant / Engineering Train</b>	RDT (Rail Delivery Train)		

Key Risks	Controls	Implemented By
<b>Struck by train</b>	• A Safe Work Pack (SWP) shall be provided for the RDT rail delivery worksite. Production of the SSOw and the control of site safety, including the on-site provision of a dedicated Safe Task Leader (STL), is the responsibility of the rail recipient.	Rail recipient
	• 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 COSS / SWL or PIC
	• The engineering worksite for the rail delivery 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 rail delivery activity. This requirement applies to the line on which the rail is being delivered 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 rail delivery worksite, this can only be done by suspending the rail delivery activity and moving personnel to positions of safety in agreement with and under the control of the SWL or PIC.	Planners COSS / SWL or PIC
	• 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 worksite.	COSS
	• Communications shall be by dedicated radios provided by the RDT team.	RDT Supervisor
	• ES shall confirm that prior to them starting work the Train driver receives an appropriate safety brief for their role and activities within the worksite.	ES / SWL
<b>Electrocution (DC areas)</b>	• In areas equipped with 3rd or 4th rail DC electrified conductor rail equipment (CRE), the CRE on line(s) on which the rail delivery is taking place and all adjacent line(s) within 4 metres of the line(s) on which the rail is being delivered shall be ISOLATED.	Defined competent person / All Staff





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<p><b>Electrocution (AC Areas)</b></p>	<ul style="list-style-type: none"> <li>• In areas equipped with AC electrified overhead line equipment (OLE) there is no requirement to ISOLATE the OLE for the normal operation of the rail delivery train when delivering rail.</li> <li>• If a failure of the RDT occurs that requires on-site remedial repairs or special securing and stowage arrangements to enable the RDT to be moved from the worksite, 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"> <li>a) The work shall be carried out under continuous competent and responsible supervision;</li> <li>b) The site of work is not in an area of reduced wire height;</li> <li>c) The task shall be undertaken from positions that are no higher than standing on the RDT wagon decking and designed walkways;</li> <li>d) No attempts shall be made to gain access to the vehicle except by the designated access;</li> <li>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;</li> <li>f) No part of any person, or any tool or material being used, shall project higher than the top of their head;</li> <li>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.</li> </ol> </li> <li>• 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.</li> <li>• If a failure of the RDT 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, the OLE shall be isolated and earthed before the work or stowage can commence.</li> </ul>	<p>Defined competent person</p>
<p><b>Train Derailment</b></p>	<ul style="list-style-type: none"> <li>• All RDT train movements shall be authorised by the ES or SWL.</li> <li>• The control of RDT movements during the rail delivery activity shall be controlled via radio communication by the RDT Supervisor (and team) under the authority of the ES or SWL.</li> <li>• The control of RDT movements not associated with the delivery/recovery activity (e.g. crossing over from one line to another), shall be controlled by the ES or SWL.</li> </ul>	<p>RDT Supervisor and ES or COSS / SWL.</p>
<p><b>Rails left foul</b></p>	<ul style="list-style-type: none"> <li>• During the delivery operation the RDT Supervisor will 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).</li> <li>• It is the sole responsibility of the PIC/ES/SWL to confirm that the delivered rail is in a position safe for the passage of trains before the line is handed back to traffic.</li> <li>• The provision of adequate resource and tools to confirm 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 conditions.</li> </ul>	<p>Planner, RDT Supervisor &amp; ES or COSS / SWL.</p>
<p><b>Damage to Signal / Power cables or other lineside furniture</b></p>	<ul style="list-style-type: none"> <li>• During the rail delivery site walk out, the rail recipient and the RDT Supervisor/Deputy shall identify and record all relevant cabling and other track furniture requiring protection on the Lineside Equipment Protection Form.</li> <li>• Agreed and appropriate protection shall be provided prior to the rail delivery by the recipient of the rail.</li> </ul>	<p>Planner / Section Manager &amp; RDT Supervisor or deputy.</p>

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Delivery of rails	<ul style="list-style-type: none"> <li>When delivering rail from the RDT, clear communication shall be established and maintained between the RDT staff and the train driver in accordance with the rail delivery method statement.</li> </ul>	RDT Supervisor and Train Driver.
	<ul style="list-style-type: none"> <li>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 RDT is complete. The RDT supervisor and SWL or PIC shall confirm this requirement is covered at the relevant briefing.</li> </ul>	RDT Supervisor, SWL or COSS / PIC
Radio communication failure	<ul style="list-style-type: none"> <li>In the event of loss of radio communication failure (through equipment fault or inadequate signal strength) the rail delivery shall be stopped and only re-started if secure communication can be achieved.</li> </ul>	RDT Supervisor, Train Driver, ES/ SWL / COSS
RDT Lights fail	<ul style="list-style-type: none"> <li>RDT team shall use hand lamps or head lamps. Rail delivery shall be stopped if the lighting inadequate.</li> </ul>	RDT Operators
Unbalanced load	<ul style="list-style-type: none"> <li>RDT Supervisor shall be trained to the requirements of NR/L3/NDS/308 "Loading Manual".</li> </ul>	RDT Supervisor
Fire	<ul style="list-style-type: none"> <li>Hand held fire extinguishers in cabs and fire-trace equipment installed around engines.</li> </ul>	RDT Operators
Manual Handling	<ul style="list-style-type: none"> <li>All staff shall be trained and informed on manual handling techniques.</li> <li>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.</li> <li>Manual Handling risk assessments shall be carried out for all manual handling activities.</li> <li>Gloves shall be worn.</li> </ul>	All staff
Fuel, oil spillage	<ul style="list-style-type: none"> <li>Spillage / Environmental Kits shall be made available.</li> </ul>	RDT Operators
Lack of welfare facilities	<ul style="list-style-type: none"> <li>Welfare facilities shall be considered in the work planning stage and provided as and when required.</li> </ul>	Line manager / planner
Noise	<ul style="list-style-type: none"> <li>Ear defenders shall be worn within the hearing protection zone.</li> <li>Where possible site noisy equipment shall be away from worksite.</li> </ul>	All staff

## PPE Required by NR / Maintenance Policy

 <b>Wear Head Protection</b>	 <b>Wear Foot Protection</b>	 <b>Wear Hi Visibility Clothing</b>	 <b>Wear Safety glasses to BS EN166.F</b>	<p>If safety glasses introduce a risk (ie weather conditions) then the Team Leader shall assess the risk. The outcome of the assessment shall be recorded on the SWP's and safety glasses may be removed.</p> <p><b>This does not supersede the requirements for eye protection detailed on relevant Task Risk Control Sheets.</b></p>
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## Additional PPE Required by Task Risk Control Sheet

 <b>Wear Hand Protection suitable for the task</b>	 <b>Wear hearing protection</b>	 <b>Wear Face fitted FFP3 or RPE</b>				
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