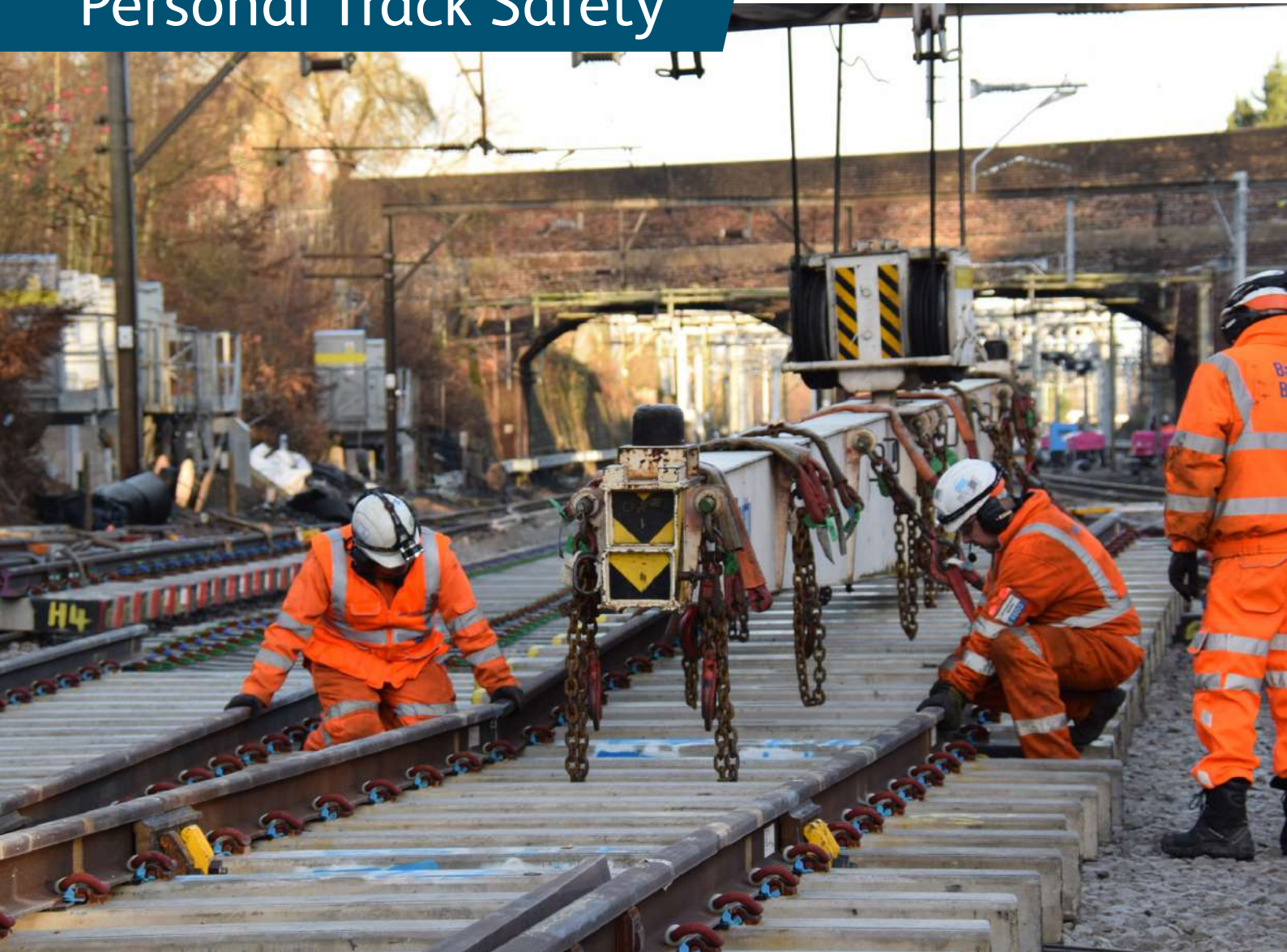


Personal Track Safety



01

Getting started

Getting started

Welcome

Welcome to this course on **Personal Track Safety (PTS)**. Before you start your PTS training, please take a moment to understand what is involved.

It is your responsibility to make sure you are ready to proceed at each step.

If anything is unclear about this process, please stop your training and speak to your sponsor.



Step 1. This training

This PTS course has eight topics and you can do it in short sessions, if you wish. There's a knowledge check (assessment) at the end, and you must pass this to be able to proceed to the practical event.

You can use these PDFs, or the e-learning, or a combination of both but you must cover every topic. You can access the PDFs and the e-learning as many times as you like.

When you finish working through the main topics, you need to pass an assessment before you can continue your Network Rail training.

The assessment is a separate e-learning module in the same place as these PDFs on the Network Rail training website.

There are 30 questions, all based on the material you'll have covered. You must score at least 28 to pass the assessment. Your sponsor will then book you a place at the practical event.

Before that, you can use the PDFs and e-learning again as a refresher or refer to the PTS handbook. Ask your sponsor for a copy of the handbook if you don't have one.

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Step 2. Verification test

When you arrive at the practical event, you will be tested on what you have learned in this e-learning.

You must pass this test to continue with the practical event.

Step 3. Practical event

The practical event itself takes a day to complete, including a track visit and other activities.

Step 4. Final assessment

At the end of the practical day, you will take a final assessment.

You must pass this in order to gain your PTS competence.

Getting started

How is our railway run?



There are several types of company involved in running the railway network in the UK.

Train Operating Companies (TOCs) operate passenger train services, such as **Southern** and **First Capital Connect**.

Freight Operating Companies (FOCs) operate **freight** train services, carrying cargo rather than passengers.

Examples of FOCs include **Freightliner** and **DB Schenker**.

While these companies organise train services, **Network Rail** is responsible for managing the **infrastructure** on which trains operate.

This includes all parts of the track, signals, tunnels and anything else the trains need in order to run.

You'll find out more in the next topic **Railway orientation**.



Getting started

Speak up!

There are risks to working on the railway.
But what are those risks?

Tuesday

It's 4pm on a typical, busy Tuesday at Network Rail's Midtown depot. Several colleagues are working at PCs, replying to emails and telephones are ringing.

Dave Carter, Track Section Manager, takes a call from Ronnie, the Controller of Site Safety (COSS) working on the track.

Ronnie asks for the RIMINI (risk minimisation) Plan for tomorrow's job at Twiss Fork and says he's on his way to the office to pick it up.

Due to pressure of work, the plan is not ready.

Dave suggests that Ronnie uses the Plan he worked from yesterday.

Ronnie is uncertain. He asks: "Yesterday's plan? Doesn't it have to be reviewed?"

"It should be fine," Dave replies, "It's just up the track from where you are today. Just change the date and the mileage."

Ronnie isn't happy, this is not the right procedure, but he says; "Alright, you're the boss..."

The next day

The following afternoon (Wednesday) Ronnie and his crew are working at Twiss Fork.

The pressure is on and one of the crew trips and injures his knee, slowing the work down even more.

Ronnie calls Dave in the office to explain but Dave is very busy again, he doesn't allow Ronnie to finish and asks him to complete the work that day. Another phone rings and Dave hangs up.



Getting started

Speak up!

Ronnie takes the copy of Monday's plan, from a different part of the track, from his pocket. It only lists one look out. He doesn't want to call Dave again because he knows he wants the job done today. His senior crew member is also concerned about the situation but he keeps quiet and agrees to be the single look out.

Dean asks Ronnie about placing another look out at the tunnel but Ronnie is running out of patience and cuts him short, telling him to talk less and work more.

Can you guess what happens next?

Within minutes a train rushes out of the tunnel, the single look out does not see it and noisy machinery makes it difficult to hear it approaching.

The driver slams on the breaks and the crew eventually spot the danger and scatter off the track.

Sadly, it's the look out who is the last to move and he is hit by the train and killed.

Emergency services are called and Ronnie has to break the terrible news to Dave over the phone. The entire crew and the train driver are all deeply affected by the accident.

Dave knows that he was wrong to ask Ronnie to use the wrong RIMINI Plan and not listen properly to Ronnie who was on a dangerous part of the track.

Ronnie knows that he should have challenged being told to use the wrong plan by Dave. He also should have listened to the concerns of his crew and to his own misgivings.

Dean feels guilty because he thinks he should have said more. He could have saved his friend's life.

If you don't feel safe speak up!

In line with the Network Rail health and safety policy, if you don't feel safe, you have the right to refuse to work by invoking the Worksafe Procedure.

For more information, speak to your line manager, supervisor or health and safety rep.



Getting started

Speak up!

What are the dangers?

This example shows what can happen when safety procedures aren't followed. It can result in injury or even death.

What do you think might be the most common cause of fatalities when working on the railway?

Driving, working at height, machinery and electrocution all bring their own hazards and you'll be shown the right way to work and minimise the risks to you and others. Incidents involving these activities do happen and can cause injury.

But being **hit by a train** is still the most common cause of fatality on the railway tracks.

Less severe incidents are more common, but this is one of the most dangerous.

Unfortunately, safety incidents like these **do** happen, and can happen to **anyone**. Often we think that accidents happen to other people but you need to realise that they can happen to **you**.



Getting started

Summary



As you progress through the course you'll see people who are already qualified to work on track.

In every PDF you'll see Steve

“ Hi! My name's Steve and I'm a Controller of Site Safety (COSS).

It's my responsibility to make sure everyone working for me stays safe. I've been on the railways for years, so I know what I'm doing!

I'll be on hand to guide you through each section and check how much you've learned.

That's the end of this introduction to the Personal Track Safety (PTS) learning. Please read the other PDFs or e-learning topics in this course before you take the online Assessment. ”