



A Better,
Safer
Railway

Issue 36 Summer 2021

Righttrack



Corporate Memory
Matters: Colwich '86

RAIB Report:
Tragedy at Roade

SPADs: Remember
the Reminder

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Greg comes from a railway family. He has worked at RSSB for 16 years and is now the chair of the editorial board that brings you RED and Right Track.

From the editor

As I write this, an important anniversary is looming. By the time you read it, that anniversary will have passed. On 12 August last year, a passenger train struck a landslip near Carmont and derailed, taking the lives of a passenger and two of our colleagues. It was a tragedy only worsened by the length of time between it and the last fatal train accident in this country. That came on 23 February 2007, when 84-year-old Margaret Masson was killed in a derailment at Grayrigg in Cumbria. You might remember the media coverage, how it was ‘in the middle of nowhere’, how special roadways were built to let the emergency services get to the crash site.

The industry learned much from Grayrigg—about how strong modern trains are, about the need to improve its maintenance of switches and crossings, and about how much safer it is if passengers are kept on the train when it derails or collides with an obstacle.

In the years ahead, we will look back on Carmont and think of it in similar terms—of the improvements we made to our reporting, our monitoring of drainage systems and earthworks, our resolve to keep pace with climate change, which experts now agree is having a significant effect on extreme weather events. In the next issue of Right Track, we hope to start that process by making the accident the subject of our RAIB report brief. But for now—and forever—we must go on remembering the loss of Brett, Chris and Donald. Their loss was our loss too.

Right Track can be downloaded from the RSSB website: www.rssb.co.uk

Right Track is produced by RSSB through a cross-industry Editorial Board. It is designed for the people on the operational front line of the national mainline railway, yards, depots and sidings. Their companies are represented on various cross-industry groups, including the System Safety Risk Group, managed through RSSB.

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CORPORATE MEMORY MATTERS: COLWICH '86



This time, we're going to look at a tragic accident that occurred on 19 September 1986, when a Euston–Manchester service passed a signal at danger, entered the path of an ex-Liverpool Lime Street and struck it at speed at Colwich Junction.

Tragically, the driver of the Liverpool train was killed. Sixty passengers were also injured, but the fact there were no further fatalities was said to show the superior strength of the Mark III carriage over what had gone before.

On the surface, the accident was down to 'driver error'. But of course, it was much more complicated than that.

In brief, the driver of the Manchester train had been presented with a flashing double yellow aspect sequence, introduced at a number of junctions to allow faster speeds to be maintained for longer. They were then installed ahead of a number of crossovers on high-speed lines.

The trouble was this change had been introduced in such a way that was confusing – and therefore open to misinterpretation. The driver of the Manchester train thought he was clear all the way through the junction, when he was really only clear up to the protecting signal.

Colwich demonstrates the problem of introducing a change – for all the right reasons – without thinking through to all the possible consequences. Where SPADs are concerned, nowadays of course, we have more protection, mainly in the form of TPWS.

TPWS has helped cut SPAD risk, cut SPAD numbers and will almost certainly have prevented accidents. But it isn't fitted to EVERY signal – and it can't stop you if it isn't there. It also can't stop you if it doesn't work – there's no 'fail safe' with it. Yet even if it IS there and it IS working, it can still be reset by the driver before continuing.

It's important to remember that TPWS also can't regulate speed on the approach to a red signal and doesn't always guarantee a train will stop in the overlap beyond that signal. This means that, while we can rely on it, we can't rely on it.

TPWS is there to help the driver, not BE the driver.

Want to know more?

The Colwich report can be found by searching 'Colwich 1986' on www.railwaysarchive.co.uk

RSSB's Train Protection Digest gives more information on AWS and TPWS. Search "Train Protection Strategy Group" on www.rssb.co.uk.

1986 at a glance

UK and French governments announce plans to build Channel Tunnel

A radioactive leak at Chernobyl ultimately kills over 4000 people

Madonna's *True Blue* is among the top-selling albums

Margaret Thatcher is Prime Minister

US president is Ronald Reagan

Liverpool win FA cup

45 are killed in a helicopter crash near the Shetland Islands



For clarification on flashing yellow aspects, see Handbook RS521, *Signals, Handsignals, Indicators and Signs*, issue 6.



USING MORE THAN WE PUT BACK

We human beings are currently using the equivalent of 1.6 Earths to provide the resources we need for our one Earth. To put it another way, it takes the Earth one year and eight months to regenerate what we use in a year, and it's getting worse as countries industrialise and generate more waste. It's not sustainable. But the railway is trying to do something about it.

There are basically three things to think about:

- Environment
- Society
- Economics

They all link together, and we need to consider them all.

The Railway and Sustainability

Our railway creates lots of opportunities to improve sustainability for the country. We're a major landowner, with huge amounts of lineside vegetation. It provides refuges for wildlife, and can store carbon through the trees and vegetation.

Rail freight moves food and other products across the country. This takes lorries off the road, reducing air pollution and carbon emissions.

We also do a lot of construction work. We can reduce the amount of resources this uses, by thinking about how waste is designed out, and how lower carbon products can be used.

But there are challenges. The railway currently offers a sustainable option of travel, but with cleaner technology being developed (like electric cars), we run the risk of being left behind.

As we face major economic challenges coming out of the pandemic, we also need to show how investment in rail can support regeneration, create employment opportunities and much more.

There are several industry strategies feeding into the same overarching goals, looking at key issues like low emissions, climate change resilience, improving the biodiversity of plants and wildlife, minimising waste, and using materials sustainably.

The work to become a sustainable railway is huge. It cannot be achieved alone. Everyone has a part to play, sharing ideas on how we can become more sustainable. One small change can make a huge difference that could be a real game changer for our planet!

Find out more...

Network Rail Sustainability strategies can be found by copying this link into your browser: www.networkrail.co.uk/wp-content/uploads/2020/09/NR-Environmental-Strategy-FINAL-web.pdf

Summary

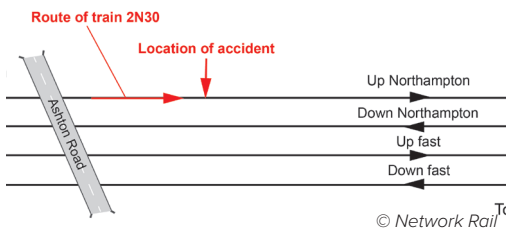
It takes the Earth one year and eight months to regenerate what we use in a year, and it's getting worse as countries industrialise and generate more waste. Sustainability is meeting the needs we have now, in a way that doesn't make it harder for future generations to meet their own needs. Our railway creates lots of opportunities to improve sustainability for the country.



Octavia Midgley
Head of Safety and Sustainable Development, Network Rail

Octavia is a graduate in ecology and management of the natural environment. She came to Network Rail from Atkins and heads up the company's safety and sustainable development work in the Eastern Region.

RAIB REPORT: TRAGEDY AT ROADE



Key learning points from the RAIB investigation:

- Track workers should only go on the track when they're protected by a SSoW specific to the job they're doing.
- Meaningful independent reviews of SSoW plans should be undertaken by a competent person to check that they're specific, suitable and sufficient for purpose.

In the last issue, we covered RAIB's report on the tragic accident at Margam, in which two track workers were struck and killed by a train. Sadly, within a year there'd been another tragedy. It occurred on the morning of 8 April 2020, when a passenger train, travelling at 90 mph, struck and killed a track worker at Roade in Northamptonshire.

The cutting nearby was in danger of slipping, so a team arrived to shore it up. There was a chance that the excavators they were using might touch the live wires, so they had to get an isolation.

After the isolation had been granted, the track worker—a Controller of Site Safety (COSS)—went back onto the line. He walked along the four-foot with his back to traffic. When the driver of the 10:45 Northampton–Euston saw him, he sounded the horn. The COSS put up his hand in acknowledgement, but didn't get out of the way. It was about 10:51 when the train struck him.

RAIB investigated and confirmed that the COSS had not looked towards the train when the warning horn was sounded. There seemed to be no specific reason why he decided to walk on the track with no protection, but it's probable that he had a purpose in mind and thought no trains were due. RAIB also pointed out that the COSS didn't always follow the rules and that this hadn't been picked up by his employer. Witnesses confirmed that he'd got overused to hearing warnings from approaching trains.

Furthermore, the Safe System of Work (SSoW) in place for the site was inadequate for the work being done and didn't specify the proper arrangements to encourage compliance with the rules.

RAIB recommended that staff competence and monitoring be reviewed in relation to maintaining performance, adding that there was a need to cut down the number of times staff had to access the line when taking isolations.

In response to earlier incidents, Network Rail had already started doing a lot of work to improve track worker safety. Its Safety Task Force, for example, is cutting the number of work orders using unassisted lookout protection and is looking at the log of maintenance tasks to keep people off the track as much as possible. It's also negotiating with train operators to help schedule more full possessions, is set to provide more track safety equipment and has brought forward the date it intends to stop using unassisted lookout protection entirely to 2021.

To read RAIB's full report, search on 'RAIB Roade' in a search engine.

To find out more about track worker safety, watch RED 56 on [rssb.co.uk](https://www.rssb.co.uk).

THE TROUBLE WITH E-SCOOTERS...

Easy rider?

In July 2020, the Department for Transport announced a 12-month e-scooter trial. As a result, they've become a familiar sight in many large towns and cities.

Hired e-scooters can only be ridden on cycle lanes or the road, but privately-owned ones are illegal in the UK (except on private land).

Private e-scooter riders risk a £300 fixed penalty notice and six points on their licence if stopped by police. The trouble is that some people are confused by the government messages, some think they'll soon be legal anyway and some don't care whether they're legal or not.

They're very green and very nippy. They've got a long battery life, and are easy to use. You may have had a few coming through your station or seen them on trains. They zip along the road, the path, wherever the rider wants to take them. They're not so safe on a station platform though.

Only last week I came out of a lift onto the bridge at Dartford station and a person on an e-scooter zoomed past nearly hitting me. I didn't even have time to say anything before they were gone. Imagine if that was a passenger alighting from a train?

A lot of e-scooters are owned by young people, and there's a worry that some of them might not be aware of the skills needed and risks involved. In July 2019,



for example, star vlogger Emily Hartridge was killed riding a privately owned e-scooter when she was thrown under a lorry in Battersea. The coroner said she'd lost control because she was riding "too fast and with an underinflated tyre".

A few of us at Dartford put suggestions to our management team regarding the safety of passengers and the difficulty we've faced as e-scooters have become more popular.

We came up with some ideas on how to help us keep the station safe. We suggested announcements being made throughout the day, just to remind our passengers that e-scooters are not to be ridden on the platforms or in the station.



Please keep everyone safe.

Do not ride your scooter inside the station.

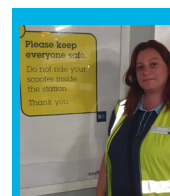
Thank you.



We produced some posters to be used around the station and on the platform. We also suggested that staff educated or challenged anyone riding an e-scooter about the dangers they pose.

I've found that the announcements have worked, and I now feel confident enough to challenge people and ask them not to ride their e-scooters on the platforms. Nine times out of ten, we get a good result. If we all have a consistent approach to challenging and educating people, the railway will be a safer place for passengers and colleagues alike.

E-scooters are here, we can't uninvent them, and more people will get them. They're environmentally friendly, but they need to be used safely. So please keep reporting. The more we know, the more we can do.



Carly Hasan
Platform
Dispatcher,
Southeastern

Carly has worked at Dartford station on both the gateline and on the platform, dispatching trains. She has been working for Southeastern for over two years.

RED



RED 59: Trespass

On the station platform, two station staff notice trespassers making their way across the track. One exclaims angrily that he's reported them to incident control three times already. A passing train driver also notices the trespassers.

Mandy won't risk her life on the tracks to save a few minutes. But she's late for work, again. Her boyfriend Matt encourages her to start taking a shortcut across the tracks to save time. He incorrectly reassures her that the dangers are small, since you can hear the trains, and the electricity is switched off when there are no trains. The consequences are tragic.

Trespass brings severe safety implications, for the trespassers and the wider network. We interview people from Network Rail, the British Transport Police, DB Cargo, MTR Elizabeth Line and RSSB. This is a whole-industry issue, and it will take the whole industry to tackle it.

Watch RED 59 by logging on at www.rssb.co.uk/red-programmes.



RED 17: The industry's most hazardous job?

This RED looks at the risks in yards, sidings and depots.

On Friday 14 January 2005, the weather at Old Oak Common depot in London was clear, but cold and damp. A Class 08 was in the process of remarshalling a set of coaches for a charter train. Charter companies often specify the order they want their coaches to be in. This set had the right coaches, but in the wrong order. The shunter became trapped between two of the coaches.

We hear from EWS and Freightliner about the importance of shunters in keeping the industry moving. And we speak to a shunter who suffered a major injury in a shunting incident, who tells us about the inherent dangers of working with moving rail vehicles.

Watch RED 17 by logging on at www.rssb.co.uk/red-programmes.

UNPRECEDENTED TIMES



Summary

Covid-19 has had a profound impact on virtually all of our society and the railway was no exception. A number of our colleagues became seriously ill and, sadly, some died. The railway continued to provide transport for key workers and essential goods. Rail companies and staff quickly put in additional controls to prevent coronavirus transmission, adapting to new circumstances and continuing to provide a railway that is fundamentally safe for passengers, workforce and the wider public.

Back in January 2020, Covid-19 was little more than a story on the news. It was there, but it wasn't there. You could say we should have seen it coming, because from China it reached Italy, and then – if not before – it was obvious it was coming here too.

It did, and the first national lockdown started on 23 March 2020. Some denied the existence of the virus. Many more were frightened. The railway kept calm and carried on.

As RSSB's latest Annual Health and Safety Report shows it was a period of rapid change. Passenger numbers fell (journeys down by 78%), and service levels were cut (passenger and freight train kilometres down by 23%).

Covid-19 impacted the railway just as it did the rest of society: some of our colleagues became seriously ill, and some of them died. The pandemic also created additional day-to-day pressures on staff, particularly those in customer-facing roles, who reported an increase in assault and abuse.

Covid-19 was also a causal factor in some SPADs, with staff distracted by anxiety around personal or family health, or by their focus on reducing transmission risk by cleaning the cab. It was highlighted as causing a distraction to the driver involved in the Bromsgrove derailment and collision in March 2020, for example. It also led to the temporary closure of Radyr signalling centre when a member of staff tested positive.

And yet overall performance improved, with operating incidents falling by more than the cut to services. Possible reasons include reduced fatigue from more conventional working hours, and more time to refresh skills and knowledge (by studying route videos, for example).

Despite all this, our pre-pandemic safety concerns didn't go away. This was highlighted on 12 August 2020, when a passenger train struck a landslip near Carmont. Two members of staff and a passenger were killed. RAIB is investigating, and we hope to bring you their findings in the next Right Track.

By the time you read this, though, there should more trains running with more people on them. The industry has created posters for drivers and station staff as the railway gets busier again. They remind us to look out for changes in stopping patterns, formations, expected signalling sequences, more people with luggage, children, pushchairs and so on. They also warn against distraction, and urge anyone feeling anxious to seek help.

To read the full report, search for 'RSSB annual' on www.rssb.co.uk.

To check out the posters, search for 'RSSB stepping up'.

RAIB's report on the Bromsgrove incident may be found on www.gov.uk/government/organisations/rail-accident-investigation-branch

Rail safety headlines 2020/21

3 fatalities in a train accident
One passenger, two members of train crew

3 workforce fatalities
Not in train accidents

1 passenger fatality in a station

16 public fatalities at other locations
Eleven trespassers, five on level crossings

78% reduction in passenger journeys

253 suicides or suspected suicides



Namrita Kohli
Principal Risk and Safety Intelligence Analyst, RSSB

Namrita has worked for RSSB in an analytical role since 2014. She now leads RSSB's safety data analysis and reporting efforts, including the work done each year to produce the Annual Health and Safety Report.

SPADtalk:

DRA – RED, SET, NO...?



Rule Book reminder – Module TW1, *Preparation and working of trains*, issue 16, section 10:

You must only reset the DRA when:

- there is a platform starting signal and it shows a proceed aspect
- there is a platform starting signal and you have been given permission to pass it at danger
- you have authority to start the train where there is no platform starting signal.



Justin Willett
Head of Safety,
Environmental and
Operational Standards

In Justin's 30-year railway career, he has been a train driver (a competence he retains), traincrew management and Head of Training. He's also been Professional Head of Operations at SWT and RSSB's Professional Lead for Ops and Performance.



Sean Hutchison
Professional Head of
Operations, Arriva Rail
London

Sean joined the Railway as a Depot Driver in 2003 and went on to be a Train Driver, Driver Manager, Driver Depot Manager and Lead Operational Standards Specialist. He was Professional Head of Operations at SWR before joining ARL in May 2020.

The Driver's Reminder Appliance (DRA) was introduced in 1996 to reduce SASSPADs, or Starting Against Signal Signals Passed at Danger. Before this, some readers will remember being taught to put the train into full service and wrap the PA cord round the brake handle as a makeshift reminder. When the 319s came in from 1987, we even had a small piece of red plastic with a hole to fit over the direction control on the master switch. Some called it a 'cherry stopper', and it was the right length to drop in front of the instrument panel when in neutral. You had to lift it before going back into forward. Both probably prevented many SASSPADs, but all relied on one thing—the driver—using them correctly.

A disproportionate number of SPADs occur within the first and last five miles of each journey. The DRA is crucial in reducing them.

At its simplest, the DRA is an on/off switch that prevents power being taken. At first, it was all about using it when standing at a red signal or in a platform where no signal was provided. In 2019, changes to the Rule Book provided more detail on when the driver can reset the DRA after they've entered the cab. This makes the rules around DRA much clearer.

So what causes someone to misapply the rules, forget to set the DRA, or use it as a reminder for something other than a red signal? Sometimes it's down to messroom myths and misunderstandings. Does that sound familiar? Then again, how clear are your company's instructions, and do you understand why they're in place?

We can also learn from our own mistakes, of course. Have you ever reset the DRA at the wrong time? What did you notice beforehand? A dispatcher's whistle? A signal that always clears? Or was it routine after entering the cab? We often fall into the trap of expecting what happened last time to happen again. In this situation, it can make us reset the DRA without thinking.

Have you ever forgotten to set the DRA, or set it to remind you of something other than a red signal? It can be tempting, but it can create another risk—particularly if you start to associate the DRA with something other than a red aspect.

Unlike the old PA cord or 'cherry stopper', the DRA is accompanied with clear instructions. When used consistently, it's a vital reminder for the red ahead.

LEADING HEALTH AND SAFETY ON BRITAIN'S RAILWAY

Safety in numbers

Our railway has a safety record we should all be proud of, but that doesn't mean we can't be even better. The industry's LHSBR strategy is how we all come together to share ideas, good practice and raise any new safety concerns we might have. After all, we're in this together. #railwayfamily



Everyone has a part to play in helping the industry achieve the goals set out in LHSBR. There's so much to be gained from working together—from finding better solutions, to delivering a safer railway.

Even during the Covid crisis, our railway was one of the safest in the world. The road to that place was a long one and involved a great deal of work by a lot of people in the industry.

Everyone who works in rail should be rightly proud of our record. But we know we can still do better. Leading Health and Safety on Britain's Railway (LHSBR) is the strategy that will help us on our way. It sets out 12 priority risk areas where working together can improve performance.

Some of these areas cover risk wholly generated by rail activity, like train operations or maintaining our rolling stock and signalling. Others cover what you might call external forces, like the behaviour of people using level crossings or stations. While we can't control all these risks, we can at least try to influence and manage them.

Across the industry, a number of national health and safety groups have been set up to take the lead. They provide a forum for industry to share good practice, help us review and analyse performance, provide leadership and guidance, and champion research in each area.

The Train Accident Risk Group looks at things like SPADs. You can hear more from the current chair, Justin Willett, in this edition's SPADtalk (see page 10). The other groups cover stations,



all our assets, level crossings, track workers, the movement of freight, public behaviour, health and wellbeing and suicide risk. Their members come from the train operators, freight operators, infrastructure maintainers, trades unions and suppliers, along with the ORR, RAIB and so on.

RSSB, as the railway's independent and cross-industry health and safety body, supports delivery of each group's activities by hosting meetings, conducting research, and providing technical expertise.

Everyone has a part to play in helping the industry achieve the goals set out in LHSBR. There's so much to be gained from working together—from finding better solutions, to delivering a safer railway.

Want to know more?

- Put 'LHSBR RSSB' into a search engine and check out the LHSBR risk areas.
- Go to rssb.co.uk and look at our latest podcasts.
- Think about which of the LHSBR priorities apply to your job. Ask your manager about how they're addressed in your organisation.
- If you're invited to join in any research or working groups, take part and get stuck in!



Katy Haylett
Principal Strategy Implementation Manager – stations, RSSB

Katy Haylett is the Principal Strategy Implementation Manager for Station Operations at RSSB. She is a chartered member of the Institution of Occupational Safety and Health, with over 20 years' experience in health and safety management.

THE LOWDOWN: NICK EDWARDS, DB CARGO



Nick Edwards

Q: How did you start working in the rail industry?

I was always interested in railways, and I come from a long line of railway people. I had the opportunity to join the footplate at Exeter and have never looked back. Been here 43 years now!

Q: How has training developed since you joined?

Prior to the early 1970s, training for promotion in the footplate grade was very much in the hands of the individual. This included 'voluntary' attendance at Mutual Improvement Courses. This is not as 'loose' as it sounds, as firemen had many years' experience and even as late as the 1980s there was a section in the Rule

Book titled Duties of Drivers and Drivers' Assistants.

When training was formalised, the style was very much 'chalk and talk' and very regimented. The style, though, was of its day and did deliver generations of footplate staff. And I suppose training—and the Rule Book and its associated documents—can seem a bit dry sometimes. But there are decades of development and history behind it all. Whilst it's not essential that trainees know the history, it can help them understand why things are the way they are today.

Our history can also help us understand the role of other grades in the industry, understand too how we all interact and play our part in running a safe railway together.

Trainees can be sent links to historic railway archive sites, as well as being pointed towards definitive books like those by Stanley Hall and L T C Rolt's famous (and ground-breaking) Red for Danger. Of course, trainees would need to read them away from work and it cannot be mandated, but I believe we should all be encouraged to study these books. We've been on a long safety journey together in rail, and it's important we don't forget the work done by those who came before us.

Q: What's worrying you right now?

My worry today? Well I have to say it's the thought of losing our corporate memory. Thankfully much of what underpins today's safety culture happened a long time ago, but some of our most tragic accidents have happened during the careers of many people still working in rail. Southall came in 1997, Ladbroke Grove two years after that and Hatfield came in 2000. I'm sure anyone who was employed in rail on 5 October 1999 will remember where they were and what they felt at around 08:10 when news started to filter through about the Ladbroke Grove accident. It may seem odd that an abstract concept worries me more than actual incidents, but without our memory we may be doomed to repeat the same mistakes.

Top tip

Safety is a state of mind and in that mind there are many compartments. Know today's rules and procedures and apply them, understand the intent behind them and pay attention to the history behind them. Finally, it's rare to find something no one has experienced before, so do ask questions!

Thankfully much of what underpins today's safety culture happened a long time ago, but some of our most tragic accidents have happened during the careers of many people still working in rail.

MODERN SLAVERY

Modern-day slavery is a serious crime which exploits vulnerable victims for someone else's gain. It covers slavery, servitude, forced or compulsory labour and human trafficking.

Victims are usually controlled by force, threat, coercion and/or deception. They can be adults, children and workers who have the legal right to work and reside in the UK.

And the problem's far more widespread than you might think. In 2014, the UK government put the total for potential victims of modern slavery between 10,000 and 13,000; but the Walk Free Foundation's 2018 report put it closer to 136,000. Quite a difference – and not in a good way!

Everyone needs to be aware of the possible modern slavery risks through their operations and manage them appropriately. That includes your own company developing and implementing policies and procedures for its internal operations (including recruitment of staff) and its supply chain. RSSB can help. Our modern slavery guide contains useful information about employing staff and procuring labour resources and materials. It also includes links to useful online sources of information to help develop your own governance system.

So what can you do yourself to help tackle this crime?

Spotting the signs.

The hidden nature of modern slavery can make it hard to spot. RSSB's new guide raises some of the signs that should ring alarm bells. You might want to consider:

- Is a group of workers dropped off or picked up at unusual times? Are they all taken to the same property?
- Does the person look malnourished or unkempt?
- Do they have physical injuries?
- Do they have few possessions and often wear the same clothes?
- Do they seem withdrawn or frightened?
- Does an accompanying third party speak for them?
- Is the person afraid of the authorities (police, immigration, the tax office)?

If in doubt, it's always best to report your concerns either through your internal systems or one of the resources below. And never approach a victim directly! If you feel that someone is in immediate danger call 999.

Additional resources

- Modern Slavery Helpline: Phone 08000 121 700 (24 hours)
- Gangmaster and Labour Abuse Authority: 0800 432 0804 (Monday to Friday 09:00 to 17:00)
- Hope4Justice: 0300 008 8000 (local rate call) (Monday to Friday 09:00 to 17:30)
- Salvation Army: Referral helpline: 0300 303 8151 (24 hours)
- CrimeStoppers: 0800 555 111

To read RSSB's full guide, search on 'RSSB modern slavery' in your chosen search engine.



Modern-day slavery is a serious crime which exploits vulnerable victims for someone else's gain... Victims are usually controlled by force, threat, coercion and/or deception. They can be adults, children and workers who have the legal right to work and reside in the UK.



Claudia Dommett-Noehren
Lead Social Sustainability Specialist, RSSB

Claudia leads the social sustainability work at RSSB, dealing with cross-industry groups like the Social Sustainability and Modern Slavery Solution Sharing Groups. She also leads the social aspects of the Sustainable Rail Strategy and the Rail Social Value Tool.

BESSIE MATTHEWS: TRAIN LADY

Learning point

One of the most interesting things about the railway is how many roles there are within it. We all play our parts, some of them thankless or taken for granted, some of them celebrated nationwide. But each of them is just as important as the next. Despite all these differences, though, there's one important common goal: getting everyone home safely.

Mine is just a drop in the ocean of origin stories. I wasn't always Bessie the guard, the information controller, or the depot driver; I was Bessie the barista, the popcorn-maker and Miss Matthews of Class 2B at one point.

In these previous lives, the top priority was always safety. It was never just a contract to sign or something that companies did to suck the fun out of everything. It was so much deeper than that. Working in these roles safely led to an interest in why we do things the way we do, what has changed and what will change in the future. My hyper-fixation on keeping myself and those around me safe naturally led me to a job on the railway, where the Rule Book is just as interesting as the jobs themselves.

I've been very lucky so far. I've worked in, and fallen in love with, two fantastic roles in a great company. That said, safe methods of working as a guard are completely different from safe methods of working as an information controller. My next role is going to involve depot driving, which is whole worlds away from what I've known so far. Despite all these differences, though, there's one important common goal: getting everyone home safely.

It's this that really joins us together as the #railwayfamily we're all so proud of. Whether you've been here for two weeks or two decades, it's almost certain you'll have your own stories that can have you talking for hours. I hope you'll join me as I tell you mine. By the time you read this, I'll be training to drive trains in a busy depot. The pandemic created a



whole new layer of working safely that none of us ever thought of before and, although it drove us two metres apart, we've never been closer.



During July, Bessie raised over £5000 for the Samaritans by selling ballast she'd painted by hand. Although the associated #Samarathon is now over, you can still donate by typing this link into your browser: <https://samarathon.samaritans.org/fundraising/bessie-goes>

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Bessie Matthews Shunter Driver in waiting

Bessie is a 20-something Londoner, now calling Hampshire her home. She is passionate about a lot of things, but it has to be said this girl's first love has always been the railway.

ALL BY MYSELF



Summary

RSSB has done some research to help understand the health, safety and wellbeing risks to lone workers in the rail industry. The advice we've published as a result will give you the tools you need to check if you fit the lone working definition, familiarise yourself with the risks you may be exposed to as a lone worker and understand how you can keep yourself safe.



Greg Morse talked to Joana Faustino
Senior Work Psychologist,
RSSB

Joana is a chartered psychologist who is passionate about creating healthy workplaces. She currently leads RSSB's work on mental wellbeing, and work-related violence and trauma.

The railway is a family – and it's a massive one, as we all know. But sometimes, we have to work on our own. This might conjure images of someone in orange out on the track, swinging a pick or shovel in a blizzard, fixing a bolt or checking for a wet bed or sink hole. In fact, between 47% and 79% of train and freight operating company staff could be lone workers too – from drivers to guards, signallers, ops managers and a whole host of others.

“When you're working alone,” says RSSB's resident psychologist Joana Faustino, “it can be hard to stay focused all the time”. And losing concentration can be a risk to you and others. You might leave a detonator out after a possession. You might run through a set of points, or even send the wrong work pack to the wrong delivery unit. Drivers often talk aloud through various situations, but you don't have to be a driver to benefit from that – and there's no need to be embarrassed – if you work alone, no one can hear you but you!

“Lone working involves being alone for a number of hours, with little contact with colleagues and not much support in carrying out work duties,” Faustino explains. The pandemic has put more people into this situation, by bringing in social distancing. It's also meant that some jobs which used to involve two people now involve one. With this in mind, RSSB did some research to help the industry identify who the lone workers are, understand the risks they might face, and develop ways to deal with them.

It's come up with some helpful advice, including a number of 'top tips' to help you manage yourself. As Faustino says, “it's very important that you're aware of your mental health and what makes you feel better or worse at work. It's good to talk, so share your thoughts with your line manager, colleagues, family and friends so that they can support you more effectively.” A problem shared can really be a problem halved – don't bottle things up: “get them out in the open, because if you can 'see' them (or say them), it's easier to sort them.”

You could also – if your work largely involves driving a desk – take short bursts of exercise (or just get up and move about a bit). You could also change tasks every few minutes. And don't forget to drink enough water.

There's no 'one size fits all' solution to all this. All lone workers need to decide what works best for them. Companies need to make sure their management approaches are flexible and varied enough to respond to the needs of all types of lone worker.

Want to know more?

To read the full research report and download the guides, search for “lone” on www.rssb.co.uk.

NEWS WIRE



7 March, Pakistan:

Passenger train derails in Sindh, killing 1

Early in the morning, a passenger train derailed between Rohri and Sangi, in the Sindh district of Pakistan. One passenger was killed and 25 more were injured. Initial reports suggest the train may have been overspeeding at the time of the incident. An investigation has been launched.



26 March, Egypt:

Rear-end collision in Sohag province kills 19

A rear-end collision occurred near Tahta, killing 19 people and injuring 185 more. The impact also caused two carriages to derail and overturn. The Egyptian Prosecutor General later ordered that the two drivers, their two assistants, the guard of a traffic control tower, the head of traffic control in Assiut and two other guards be arrested.



2 April, Taiwan:

Passenger train strikes lorry on line and derails in Xiulin, killing 49

An eight-car passenger train derailed at the northern entrance of Qingshui Tunnel, killing 49 people (including the driver and assistant driver). Another 202 were injured. The train had collided with a construction lorry being used in connection with the Taiwan Railway Administration's slope stabilisation project. The vehicle had fallen down the cutting and onto the line.



3 May, Mexico:

Elevated section of Metro line collapses as train passes overhead, killing at least 25

An elevated section of Mexico City Metro Line 12 collapsed between Olivos and Tezonco, causing a train to derail and fall to the ground, crushing at least one road vehicle. At least 25 people were killed and 70 more were injured, including 49 who required hospital treatment. An earthquake in 2017 damaged the tracks, causing Olivos to be closed temporarily.



15 May, USA:

Freight derails and spills 40,000 gallons of hydrochloric acid in Albert Lea

A Union Pacific freight train derailed in Albert Lea, Minnesota, resulting in the spillage of around 40,000 gallons of hydrochloric acid. There were no reported injuries. By the evening, emergency crews had started neutralising the chemical impact on the rails and surrounding soil and wetlands. The cause of the derailment is under investigation.



4 June, China:

Train strikes and kills 9 track workers in Jinchang

A train heading from Urumqi to Hangzhou struck and killed nine track workers on the line in Jinchang city. Medical and emergency teams were deployed. An investigation has been launched.



5 June, The Netherlands:

2 killed in collision at unprotected crossing in Friesland

Two people were killed in a collision between a train and a car at an unprotected level crossing near Boazum in Friesland. The car was dragged some 100 metres after impact. There were no injuries reported to the three passengers and crew on the train. A fatal accident occurred at the same place in July 2019.



7 June, Pakistan:

Passenger train derails and is struck by another near Daharki, 65 killed

Two passenger trains collided near Daharki, in the Ghotki District of Sindh in Pakistan, killing 65 people and injuring about 100 more. The incident occurred when the Millat Express derailed foul of the adjacent line; the Sir Syed Express, coming from Rawalpindi, struck it a minute later. A reported six carriages were totally destroyed.



16 June, France:

Freight train strikes lorry stuck on crossing in Ardennes, dangerous goods leaked, driver injured

A freight train carrying phosphoric acid struck a lorry that became stranded on a level crossing near Rumigny in the Ardennes. The train driver sustained minor injuries. The locomotive was derailed, along with seven wagons, three of which were punctured, causing acid to leak into an adjacent river. A small fire broke out on the road trailer, but was quickly put out.



27 June, USA:

Freight train strikes minivan at East Chicago crossing, 3 killed, including 5-year-old girl

Three road vehicle occupants, including a five-year-old child, were killed when their vehicle was struck by a freight train at Euclid Avenue level crossing in East Chicago. CCTV footage shows the road vehicle driver ignoring the warning signals at the interface, before driving round the lowered barriers.



2 July, Spain:

Car struck by passenger train at crossing in Novelda, 4 killed

A car was struck by a high-speed passenger service at a level crossing in Novelda, near Alicante on the Costa Brava. Three women and a child in the vehicle were killed by the impact. Witnesses said the car had been driven through a closed barrier at the crossing.



8 August, Czech Republic:

3 killed in collision near Czech-German border

At around 08:00 (local time) on 8 August 2021, an express from Munich to Prague passed a signal at danger at Milavce, near the Czech-German border. The train then struck a commuter service bound for Domazlice head on. Both drivers and one passenger were killed, with 42 reported injured.