WORKING SMARTER IN THE RAIL INDUSTRY

MENTAL HEALTH
Mental health issues are becoming more common in the UK with 1 in 4 experiencing illness each year.

PAGE 10

AM I AT RISK OF SUNBURN?
Find out all you need to know ahead of the summer months.

PAGE 16

TURNING THE TIDE
Tideway announces the allocation of twelve apprentices, to be trained as the next generation of tunnelling operatives.

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## YOU SAID - WE DID!

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>METHOD OF REPORT</th>
<th>CLIENT RESPONSE</th>
<th>McGINLEY RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle too small for four workers.</td>
<td>Close call.</td>
<td>N/A.</td>
<td>Fleet manager to investigate and offer alternative vehicle if required.</td>
</tr>
<tr>
<td>Special prescription safety glasses.</td>
<td>Line manager.</td>
<td>N/A.</td>
<td>Additional requirements to be evidenced and authorised by safety team.</td>
</tr>
<tr>
<td>Cut 5 gloves not to standard.</td>
<td>Close call.</td>
<td>Client informed of poor batch.</td>
<td>Collaborate with delivery team and supplier to identify issue and quarantine.</td>
</tr>
<tr>
<td>Allegation of workers under the influence attending work.</td>
<td>Whistle blowing.</td>
<td>Client informed and test arranged.</td>
<td>Test returned negative.</td>
</tr>
<tr>
<td>Not enough drivers or extra pay for drivers.</td>
<td>Close call.</td>
<td>Rates and additional drivers agreed with client.</td>
<td>Thank the operative and reinforce their right to challenge.</td>
</tr>
<tr>
<td>Expired inductions on key projects.</td>
<td>Mac rail reports.</td>
<td>Client agreed induction dates and briefings.</td>
<td>Remind delivery teams to release workers for key inductions.</td>
</tr>
</tbody>
</table>

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**MEET YOUR MCGINLEY MANAGER**

**JIMMY RITSON – TUNNELLING SERVICES AND PROJECT WORKS DIRECTOR**

Jimmy has unrivalled experience within the infrastructure industry, working his way from a miner on the Jubilee Line Extension in 1990, across multiple successful projects to Director of Tunnelling Services and Project Works Divisions. Projects Jimmy has managed include: The Channel Tunnel, Heathrow T5 Baggage System Tunnel, Crossrail, Northern Line Extension and Thames Tideway to name a few. Key achievements also include the mobilisation of major tunnelling projects in short timescales.

In his current role as Director of the Tunnelling Services and Project Works Divisions at McGinley, Jimmy...
One of the best parts of my job is offering our workforce the chance to follow the same route and develop into professional safety managers. To date, McGinley has upskilled ten workers from entry-level onto fully qualified HSE professionals. As with all professions, in order to develop and achieve their potential, people move into more senior roles; which for us means moving in to positions with our key clients and Tier 1 contractors.

As another well-respected colleague, Russell Bradshaw, Grad IOSH Safety Manager, leaves to take on one of these roles I am confident that the opportunity we as a company have provided, and the investment in time and money has been well spent and that Russell will thrive in his new role. We wish him the best of luck.

I personally am always sad to see good people leave but pleased to have played a part in their development. The good news is that due to successfully winning a number of contracts in Q1 of 2019, such as Network Rail High Output (page 5), McGinley will be recruiting two new entry-level Workforce Safety Advisors from within the contracts we are working on. These individuals will bring their wealth of experience, and combine that with an extensive health and safety training and development programme.

If any of our workforce feel this may be a career they are interested in, or would like to find out more about this opportunity, please get in touch with me directly via john.jebson@mcginley.co.uk

John Jebson
HSQE Director
McGinley Support Services (Infrastructure) Ltd

oversees the dedicated on-site operational teams and supports the monitoring of tunnelling activities.

Providing a detailed understanding of correct tunnel sequence, primary lining support, additional support, waterproofing (sprayed and sheet) and secondary lining (sprayed and in-situ concrete) for SCL works and TBM tunnel lining construction sequence (segment quality, bolts, grouting, sealing) for TBM works.

In his spare time, Jimmy is the Chairman of the Aylsham and Rural Community Welfare Scheme, which promotes sports for all ages and abilities within Aylsham and the surrounding areas. Jimmy is also a keen follower of Rugby Union.
ACCIDENT AND INCIDENT ANALYSIS

<table>
<thead>
<tr>
<th>PERIOD NUMBER</th>
<th>INJURY</th>
<th>CLIENT</th>
<th>LIFESAVING RULE</th>
</tr>
</thead>
<tbody>
<tr>
<td>09</td>
<td>Broken bones in the foot. Operative dropped a duff jack which was holding a track panel. Operative ensured all others clear but his own foot was caught under the panel.</td>
<td>Colas.</td>
<td></td>
</tr>
<tr>
<td>09</td>
<td>Operative suffered injury to foot and back when pushing a trolley and slipped on ice.</td>
<td>Colas.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Severe bruising and tendon damage. Operative using approved access point which had been inspected. Access steps collapsed and IP's leg was trapped.</td>
<td>Babcock.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Bruised foot when operative knocked a trough lid off when moving a duff jack.</td>
<td>Network Rail High Output.</td>
<td></td>
</tr>
</tbody>
</table>

If you would like to know more about our accident and incident trends, or have any suggestions on how we can work collaboratively on THINKING, ACTING and PREVENTING (TAP), please get in touch with john.jebson@mcginley.co.uk

TOP 5 CLOSE CALLS

<table>
<thead>
<tr>
<th>DATE</th>
<th>DETAILS</th>
<th>ACTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/02/2019</td>
<td>Sleepers lying in cess blocking the walking route.</td>
<td>Sleepers moved from the walking route further into cess.</td>
</tr>
<tr>
<td>11/02/2019</td>
<td>Open catch pit found on the up cess.</td>
<td>Operative obtained some tools and cleared the ballast and re-fitted the catch pit lid.</td>
</tr>
<tr>
<td>26/03/2019</td>
<td>Petrol spill.</td>
<td>Operative mixed sand in with the petrol spill to prevent it catching alight.</td>
</tr>
<tr>
<td>28/03/2019</td>
<td>No fire extinguisher nearby when using the rail cutter.</td>
<td>Operative got a fire extinguisher and placed it close enough to use in case of a fire.</td>
</tr>
<tr>
<td>28/03/2019</td>
<td>Operatives not wearing gloves and glasses.</td>
<td>Operatives told to put them on and wear at all times.</td>
</tr>
</tbody>
</table>

Don’t forget! Our workforce safety app SAM “Safety at McGinley”, your simple and speedy way to report close calls anytime, anywhere is available to download now. Visit www.mcginley.co.uk/sam or your app store today.
McGinley Support Services has been appointed by Network Rail as labour framework provider for High Output track renewals CP6.

The five-year contract builds on McGinley Support Services’ ongoing relationship with Network Rail High Output, which saw it manage more than 120 operatives for the contract up until its renewal.

This is fantastic news, not only for McGinley but for the industry as a whole. The new contract has innovation at its core, with McGinley providing a new way of thinking, allowing long term planning and greater commitment for our workforce.

The five-year contract period allows McGinley to adapt their service offering and work closely with Network Rail High Output to transform and invest in the future.

Marc Booth, Track Director, McGinley Support Services, said, “Our people working both on and off-site are now as much part of High Output as they are of McGinley Support Services, they are fully embedded within operations to maximise output and value for money. As such, the team here at McGinley is looking forward to working closely with our Network Rail colleagues to deliver a world-class track renewals service on behalf of customers and the industry”.

Innovative recruitment: Fiona Burke, HR Director and Andrew Holtom, National Operations Manager (High Output) from McGinley Support Services visiting the High Output Team at the High Marnham Test Track in February 2019.

Each core operative on the contract will receive a McGinley water bottle, which keeps contents cold for 24 hours and warm for 12 hours. This is to ensure all operatives have access to water throughout their shift and as part of the McGinley Protect programme, reduces the need for single use plastics.
REWARD AND RECOGNITION SCHEME

The McGinley Support Services reward and recognition scheme has been running for over five years and is a vital tool in improving workplace safety and encouraging long-term behaviour change.

If you would like to nominate a McGinley Support Services operative for an award please contact us by emailing safety@mcginley.co.uk

Carl Fieldsend joined McGinley Support Services in March 2006 and is currently working as a Lead Building Surveyor and ES out of our Dartford Office.

Carl has been recognised on numerous occasions for his contribution to safety and workforce efficiency over this time. On this occasion Carl has been recognised due to his constant vigilance on track with regards to reporting close calls, since the introduction of our SAM (Safety at McGinley App), Carl has logged over 90 close calls and still going!

“Carl is a credit to McGinley Support Services and is leading the way for our work force, his close calls have helped us in securing extra work from the client and making the rail environment a safer place. Keep it up Carl.”

James Ritson, Tunnelling and Project Works Director, McGinley Support Services (Infrastructure) Limited

Louise Healey has been working for McGinley Support Services for 6 months as a Track Operative on rail infrastructure projects out of our Manchester Office.

Louise is a valued member of the team and has been recognised on this occasion for a positive contribution to our safety culture. Louise has been referred to as ‘one of the best’ by clients in the region and has been retained as a permanent member of the team as a result. We are proud to reward Louise on this occasion.

“This is exactly the types of behaviours we want to see from our staff and it should be celebrated. I cannot praise Louise highly enough”

John Jebson, HSQE Director, McGinley Support Services (Infrastructure) Limited

“Louise has always been a great asset to McGinley from the day she started and always goes above and beyond on each shift. Louise is a brilliant team player, she has a fantastic attitude & work ethic and I congratulate her for this well-deserved recognition.

Tom Burrow, Area Manager, McGinley Support Services (Infrastructure) Limited

NetworkRail
Connor Rhoades has been working for McGinley Support Services for 2.5 years out of our Watford Office.

Connor has recently been promoted to COSS/Ganger after continued hard work and a good work ethic, after being recommended for the position by one of our long term employees.

“To receive such positive feedback for Connor from the client is fantastic. He shows true professionalism in all works that he undertakes. Well done and keep up the good work.”

Sam Knight, Health & Safety Advisor, McGinley Support Services (Infrastructure) Limited

“Connor is keen to show others how to learn and takes on board any additional requests such as ensuring all staff are in correct PPE and briefing out any recent safety bulletins to ensure his gang are fully aware of any recent issues. Keep up the great work Connor”

Steve Bradley, Area Manager, McGinley Support Services (Infrastructure) Limited

Team McGinley in the spotlight.

Over the last few months members of Team McGinley have been acknowledged for their commitment to our business and the industry as a whole, by colleagues, peers and clients and this is something we are extremely proud of – find out more below.

Rebecca Meggs, Marketing Communications Manager
Highly Commended for Young Rail Person of the Year and shortlisted for Railstaff Marketing & Communications Team Award.

John Jebson, HSQE Director
Shortlisted for Railstaff Lifetime Achievement Award and SHE Health & Safety Manager of the Year Award.

Marc Booth, Tack Director
Nominated for Rail Partnership Awards ‘Best Collaboration’.

Kelley Bissell, Bid Manager
Shortlisted for Young Rail Person of the Year.

Mick Kiely, Fleet Manager
Shortlisted for Fleet Manager of the Year.
As a founding member of the Track Safety Alliance (TSA), McGinley Support Services is committed to its collaborative mission of improving the health and safety for the rail workforce by building strong relationships and sharing information and innovation from across the industry.

McGinley Support Services frequently ‘shares with pride’ on hot topics within the industry, speaking at TSA forums, conference and peer group meetings as well as leading workstreams into issues such as fatigue.

Although there are always two points of view and on occasion, this means McGinley must ‘share with pain’.

Following on from our previous edition of SafetyINRail and feature on a road traffic crash (RTC) in 2018 involving McGinley Support Services operative Darren Williams, we explore the contributing factors to this incident and define how the industry can learn from this.

EXPLAINING THE EVENTS OF THE RTC

On 1 July 2018, a van containing four workers left a worksite heading home. At approximately 5 am the driver stopped at a service station for a comfort break and a bite to eat. Half an hour later, the driver entered micro-sleep and hit the rear of an articulated lorry travelling at 54 mph. All occupants, including the driver, escaped with minor injuries.

The compliance side:
- The driver had worked 21 hours in the last seven days;
- The driver’s fatigue score, according to the HSE calculator, was 38.0;
- The journey time to and from the site was 2 hours 15 minutes in each direction;
- All occupants were wearing seatbelts;
- Vehicle speed was not considered to be a contributing factor (54mph);
- On-board front and inward facing CCTV;
- The police did not find any reason to prosecute the driver.

“This incident is the first time we had video evidence of an approved driver falling asleep at the wheel whilst driving home from the shift, and it only tells us part of the story”, explains McGinley Support Services HSQE Director John Jebson. “Whilst there were no major injuries this was purely by chance and it is important we share the details of this incident to educate our peers and prevent this from happening in the future”.

“Darren was allocated correctly, was not fatigued and had recently had a short break so was compliant to all standards, regulations and fatigue controls, crucially Darren did not feel tired”.

Darren recalls, “On the morning of 30 July, I was looking after my son while my partner went to work. There was nothing unusual about the day, just some father and son time. When my partner returned from work at approximately 5 pm, I then went to get some sleep, managing to get an hour or so before setting off for work at around 7:15 pm. After picking up the other three members of the team, I proceeded to site”.

“Our work task for the night was to disc cut scrap rail into manageable lengths and to bag ballast, but I didn’t take part in the disc cutting activities. The task was finished fairly quickly, and the works manager allowed us to leave the site three hours early. At no point before setting off for home did I feel mentally or physically fatigued. We stopped at a service station on the motorway and bought drinks and snacks before setting off again.”

It is shortly after this at 5:29 am, whilst all the other occupants of the vehicle were asleep, the driver can be seen on the inward facing CCTV footage going into micro sleep. One and a half seconds later the vehicle impacts into the rear of the lorry.
THE POST EVENT INVESTIGATION IDENTIFIED:

- Via advanced telemetry fitted to the vehicle, that Darren’s driving previously and prior to the incident was of a good standard, with rest breaks taken regularly;
- The childcare arrangements of that day were not ideal, with Darren looking after his young son from early on the Saturday morning;
- Darren took a brief rest in the afternoon but would not define this as fully rested;
- The journey to site had rest breaks included and Darren completed the travel without incident;
- The shift was a short;
- The incident occurred 10 minutes after a rest break;
- Darren was open and honest and immediately declared he had fallen asleep.

Once the investigation was complete Darren realised how close they could have been to a tragic event and volunteered to work with the McGinley Support Services Safety Team and the TSA to talk about the event at TSA Forums. In addition in partnership with Network Rail High Output Darren had created a video highlighting the dangers of fatigue. A copy of the video can be found here: www.safety.networkrail.co.uk/high-output-darren-lee-williams

HOW DO WE LEARN FROM THIS?

“As an industry ‘hidden fatigue’ (fatigue outside the compliance perimeters) is something we need to address, we need our workforce to be open and to support them if instances occur”, says Jebson.

The key message that Darren wants to share with his colleagues is that “Although I was compliant with the rules and did not feel tired, fatigue is an unknown increasing risk that cannot be avoided. It may not be an obvious symptom”.

Jebson adds, “The key message for all operatives is be honest. Please speak to your Workforce Safety Advisor or Line Manager if there is anything in your personal life that may have an impact on your work or ability to rest before a shift. It may be that you are a primary carer for a relative or friend, have a medical condition or other factors that could affect your fatigue. McGinley will discuss the issue with you and try and find reasonable adjustments to allow continued work on a case by case basis”

WHERE IS DARREN NOW?

Following on from the investigation, in which there was no action taken, Darren is continuing to work with the McGinley Support Services Safety Team to help prevent a repeat of the incident, attending site safety stand down days and TSA events.

In relation to his working hours, the McGinley Safety Team in partnership with the High Output Resource Team has worked with Darren to find a pattern that helped meet his financial needs and took into account his personal situation. Darren is now placed as an approved driver and operative on a day time roster on a key local project and is enjoying work and home life.
MENTAL HEALTH

Mental health conditions, such as stress, depression, anxiety and bi-polar disorder, are becoming more common in the UK and it’s estimated that 1 in 4 of us will experience some kind of mental health issue each year.

Over the past few years, there has been an increase in the number of people who have publicly identified themselves as living with a mental health condition, including England cricketer Marcus Trescothick, actor and comedian Stephen Fry and former political advisor Alastair Campbell. Each of them has helped others to understand that mental health issues can affect men and women, rich and poor, young and old. For example 10% of children have a mental health problem at any one time and depression affects 1 in 5 older people.

These days, talking about physical health issues, such as a broken leg or even heart disease, have become easier as people feel more comfortable and supported. Unfortunately, many people living with mental health problems still feel unable to tell others how they are feeling, and spend months or years struggling on their own. Yet initiatives such as ‘Time to Change’ are changing people’s perception of mental health problems and encouraging more people to feel able to talk openly about how they are feeling.

Whilst there are many things that can influence a person’s mental health and wellbeing, including biological factors, mental and social factors, it’s important to bear in mind that many people live with mental health problems and are able to lead positive, fulfilling lives. One in six workers experience depression, anxiety or unmanageable stress. A further one in six experience symptoms of mental ill health such as sleep problems and fatigue. Talking to others, making changes to lifestyle and using effective support services are great ways to enable you to carry on with life as ‘normal’.

When living with a mental health issue, sometimes the hardest first step is just talking to someone else and letting them know how you’re feeling. You worry how they will respond, if they will think you are just being silly or if it makes you look weak. Whilst these feelings are entirely understandable, thousands of people living with mental health problems report that the best thing they did was to take the brave step and talk about how they are feeling with someone, whether a friend, their GP, a colleague, a manager or a confidential support service.

Sometimes, it might be that you are concerned about someone else’s mental wellbeing and might not know how to broach the subject. You might think that you need to be a health specialist, or have some form of training to be able to discuss mental health issues – neither of these are true. Often,
the most powerful and helpful thing you can do is to simply ask, “how are you?” or “is everything ok?” and to listen to what is said in a non-judgemental way. Some things that can help make the conversation a positive one include talking in a private location that you both feel comfortable in, giving yourself sufficient time so that it’s not rushed, and making sure that the other person knows anything you discuss will remain private. If you feel that the person may benefit from further support, you may want to highlight the benefits of them talking to someone such as their GP or Network Rail’s employee assistance programme.

SUPPORT

It is still possible to lead a normal life through changes in lifestyle or medical intervention. Try to keep a diary of when you’ve felt depressed or anxious – where you were, what time of day, and whether anything triggered it or made it worse. This could be useful information if you decide to visit your GP to discuss treatment options.

Looking after your health and wellbeing may help prevent some problems developing or getting worse. Studies show that exercise helps if you have depression. Choose something you enjoy doing, as you’re more likely to stick with it. Ask your GP if they offer an exercise referral scheme in your local area. It is also important to maintain a social life as it can help you feel valued and confident about yourself as well as providing you with a different perspective on things.

If you do visit your GP there are two main types of treatment they are likely to offer you – talking treatments and/or medication.

Self-help techniques can also be effective in managing the symptoms of many mental health problems and for some people mean that no other treatment is needed.

Talking treatments are exactly that, they help with your problems by talking about them with trained therapists. For example, Cognitive Behavioural Therapy (CBT) looks at the way you think and feel and helps you deal with your thoughts and change the way you respond to them.

Mindfulness-based therapies involve talking therapies and mindfulness meditation, and help you lower your stress levels and make changes to your life. With counseling, you talk about your problems with a trained therapist, and look at ways in which you can deal with them and reduce your depression.

Your GP may recommend taking anti-depressants alongside a talking therapy, but this will depend on the severity of your symptoms.

WE’RE WAITING FOR YOUR CALL

Whatever you’re going through, a Samaritan will face it with you. We’re here 24 hours a day, 365 days a year.

Call 116 123 for free or email jo@samaritans.org (response time: 24 hours)
TURNING THE TIDE

Earlier this month, Tideway announced the allocation of twelve apprentices, who will be trained to be the next generation of tunnellers as part of the Level Two Tunnelling Operative Apprenticeship. With over 160 applicants, the scheme is the first of its kind in the tunnelling industry.

Photographer: John Smith Peres
info@johnsmithmedia.com
With primary works taking place in 2016 and tunnelling activities commencing in early 2018, Millicent the first Tideway Tunnel Boring Machine (TBM), named for the suffragist Millicent Fawcett, built the first ring of the tunnel at Kirtling Street in November 2018.

As one of four labour providers to the Ferrovial Laing O’Rourke JV on Tideway in Battersea, McGinley Support Services is proud to welcome Daniel White to the team and look forward to supporting him through his 18-month apprenticeship.

Speaking on site about his apprenticeship and joining McGinley Support Services, Daniel said; I’m excited to start my apprenticeship at Tideway with McGinley. I decided to join the infrastructure industry as my cousin is a Civil Marine Engineer and there are so many opportunities in the sector, I want to make a career for myself and develop new skills. I’ve been on site for a few shifts now shadowing existing staff, they have been so welcoming and I’m learning so much each day, its great!”

John Gibson, Labour Manager for McGinley Support Services said, “This apprenticeship is an opportunity to bring people from various backgrounds into the industry, something that wasn’t open to them before. It will allow us to upskill in the next generation of operatives on site and ready them for a career in the industry. Daniel has taken this all in his stride and is extremely eager to learn. He is already a fantastic asset to McGinley and I look forward to working with him in the future”

Dermot McGinley, Managing Director for McGinley Support Service added, “It’s fantastic we’re able to support Daniel with his new Tunnelling Operative apprenticeship, which will allow him to become part of the next generation of tunnellers and to train alongside some of our most highly skilled and experienced operatives in the infrastructure industry all the while helping us to bridge the skills gap for the future”

The scheme will teach the twelve students the distinctive tunnelling methods such as hand tunnelling, machine tunnelling, pipejacking, sprayed concrete lining, shaft sinking and drill and blast.

By the end of the scheme, individuals will be competent tunnelling operatives able to assist with the excavation, support and forming of tunnels and shafts on Tideway and beyond.

Tideway is the independent construction company delivering London’s super sewer, the Thames Tideway Tunnel – a 25km sewer tunnel urgently required to tackle sewage pollution in the tidal River Thames. In total the project is creating 4,000 direct sustainable jobs. One in every 50 site jobs is an apprenticeship. Construction from 24 sites across London is due for completion by 2024. For more information visit www.tideway.london

TIME TO JOIN A NEW INDUSTRY

Here at McGinley Support Services, we hope that by sharing workforce experiences like the one above we can encourage more people to consider the infrastructure industry as a career of choice.

We have opportunities to suit your needs. Whether you are looking for full-time hours, part-time hours or just an odd shift, we have a position for you.

To find our more call 0845 543 5953 or email rail@mcginley.co.uk
SAFETY ALERTS

Person struck by falling over head wire

OVERVIEW
During planned renewal of an OLE wire run, it was discovered that the planned methodology was unable to be applied. Following review by the site management the decision was made to revert to the contingency plan to manually de-wire.

A re-brief of the manual methodology and the associated hazards and controls was undertaken and the work re-commenced.

As the work progressed, some of the supporting temporary materials failed which resulted in the contact wire dropping to the ground uncontrollably, striking the injured person on the head and shoulders.

The injured person was wearing his hard hat, which took most of the impact, however he had pains to his back and forearm and was taken to the local hospital by ambulance for a check-up. The injured person was later released and is currently recovering at home.

DISCUSSION POINTS
While the investigations into the accident are underway, please discuss the following points with your teams:

• What assurances do you have when making late changes to planned tasks that all risks have been assessed and controls are implemented, briefed and understood as required?
• Are the “Take 5” principles applied before, during and after your work?
• Are the methodologies and processes checked to ensure they are still applicable as the work progresses?
• Who can authorise late changes to a safe system of work / SWP?

Sundon near miss

OVERVIEW
At approximately 23:50 hours on Wednesday 12th December 2018, the East Midlands Trains’ 1D91 London St Pancras to Derby service approached two isolated staff who were walking back-to-traffic on the Down Fast line.

The train was travelling at 101mph, although the linespeed was 125mph. The driver of 1D91 sounded a warning horn and applied the emergency brake.

On realizing the imminent danger, one of the staff members pushed the other clear of the Down Fast and into the open Up Fast where he sustained minor injuries due to contact with the running rail.

The two staff did not get to a defined position of safety, but managed to get clear of the path of the train a fraction of a second before the train passed them.

KEY MESSAGES
Any person working as a COSS in an engineering worksite should ALWAYS receive a brief from the ES and sign the RT3199.

A COSS MUST NOT sign-out with an ES at the same time he/she signs in, unless the work is cancelled.

Every work group MUST have a SWP and Person in Charge.

Anyone going on or near the line should always be absolutely clear about the access, egress and protection/warning method.

Any COSS or PIC should ALWAYS have the Safe Work Pack to check and understand a minimum of a shift in advance.
**Needle stick injury**

**OVERVIEW**
This morning (16.04.19) at 00:45 a Network Rail colleague whilst attending site and unlocking an access gate padlock, came into contact with a discarded needle and received a puncture wound to the palm of their hand.

It appears the needle stick had been deliberately stuck to the back of the padlock. Police have been made aware of the incident and will be provided with the object (if safe to do so). Our colleague was accompanied to hospital where they are being supported. Checks are being completed at other access points in the area and all colleagues are asked to share this alert and be vigilant on this new risk.

In the event of contact with a discarded needle, its advised the wound is allowed to gently bleed, ideally holding it under running water and seeking medical advice as soon as possible.

Always report the accident to Fault Control and arrange for removal of the needles by a competent person.

**KEY MESSAGES**
While we are investigating this incident, please discuss the following with your teams:

- Malicious incidents of this nature have unfortunately taken place before on our infrastructure.
- Are you and your colleagues aware of this type of risk and infection controls? (NR/GN/OHS/00150)
- Do you and your colleagues regularly check access areas and padlocks for sharps before opening?
- Are suitable gloves worn at all times to include when using padlocks?
- Any locations found to have padlock/s that have been tampered with in a similar way are to be reported immediately to Fault Control and the British Transport Police.
- Extra vigilance is required going forward as this can re-occur on any site at any time.

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**RIDDOR Burn Injury – Use of hedge trimmer**

**OVERVIEW**
On 23 August 2018, a five-person team, including two supervisors, were carrying out vegetation clearance tasks on a steep embankment utilising rope access.

The investigation revealed that fuel leaked from the hedge trimmer whilst in use. There was no visible damage to the equipment but, the fuel cap was found 2-3 metres away.

A petrol driven hedge trimmer was being used to cut light brush. After 3-4 minutes the equipment was placed on the embankment where it ignited.

All workers and supervisors on site were aware that the operative was not trained to use the equipment.

The flames spread to the operative’s right leg causing a significant burn.

The injured person required hospital treatment for a duration of 5 days and 23 days recovery time in total.

**KEY MESSAGES**
Consider the following on your sites:

- How is visibility of workforce competence provided on sites to enable safe and appropriate allocation of resources?
- What are the requirements for storage, checks and safe handling of equipment on site?
- What are supervisors’ safety responsibilities on site? How are these assessed?
- To prevent recurrence: Never undertake any job unless you have been trained and assessed as competent.

Regardless of your role, be prepared to challenge Life Saving Rule breaches.
AM I AT RISK OF SUNBURN?

• Your risk of sunburn depends on how sun-sensitive your skin is and how strong the UV rays are you’re exposed to.

• Tools such as the UV index and the shadow rule can tell you when the sun’s UV rays are strong, and when your risk of sunburn may be high.

Sunburn doesn’t just happen on holiday or in hot, sunny places. The sun is often strong enough in the UK, even when it’s cloudy.

We all love a sunny day and need some sun to help us make vitamin D, but it’s important to enjoy the sun safely while you’re out and about. You may just be walking round town, doing the gardening, or just sitting in the park.

WHEN DO I NEED TO PROTECT MY SKIN?

In the UK, the sun’s UV rays are the strongest when the sun is highest in the sky between 11am and 3pm, from early April to late September. During this time, the sun can be strong enough to cause sunburn. If you have fair coloured skin or get sunburnt easily, protect your skin during these hours by seeking shade, covering up with clothing, a hat and sunglasses and using sunscreen on parts not covered with clothing.

Find out how you can protect your skin and enjoy the sun safely here:

Getting sunburn, just once every 2 years, can triple your risk of melanoma skin cancer. Get to know when to protect your skin to reduce your risk of sunburn. Tools such as the UV index and the shadow rule can tell you when the sun’s UV rays are strong, and when your risk of sunburn may be high.

THE UV INDEX

The UV index is a useful tool that tells us how strong the sun’s UV rays are and when we might be at risk of burning. The higher the value, the greater the risk of sunburn and the less time it takes to damage your skin.

When the UV Index is 3 or more, the sun is strong enough to cause damage for some skin types so take care and protect your skin, especially if you burn easily.

You can check UV index forecasts for different parts of the UK at the Met Office website, and on many weather forecasts.

THE SHADOW RULE

Another handy tip to help you work out when the sun is strong is the ‘shadow rule’. It’s simple and it works anywhere in the world. Simply look at your shadow and if it is shorter than your height this means that the sun’s UV rays are strong. So that’s when you’re more likely to burn and need to take care and protect your skin, especially if you get sunburnt easily.

WHO’S AT RISK OF SUNBURN?

Anyone can get sunburnt or develop skin cancer, but there are some characteristics that mean people are likely to have a higher risk and need to take more care in the sun.

You should take more care in the sun if you have one or more of the following:

• Skin that burns easily;
• Light or fair coloured skin, hair, or eyes;
• Lots of moles or freckles;
• A history of sunburn;
• A personal or family history of skin cancer.

You’re the best person to know how your skin reacts in the sun. The more easily you get sunburnt, the more careful you need to be. Remember, you don’t need to peel – if your skin’s gone red or pink in the sun, that’s sunburn, and it’s dangerous.

**AM I AT RISK OF SUNBURN IF I HAVE DARKER SKIN?**

People with naturally dark brown or black skin burn less easily and have a lower risk of skin cancer. But people with darker skin can still burn, it doesn’t need to peel- if your skin feels irritated, tender or itchy, that’s sunburn.

People with darker skin can still develop skin cancers, especially types not related to UV, for example on non-pigmented parts of the body like the soles of the feet.

**HOW CAN MY RISK OF SUNBURN CHANGE?**

Although 11am to 3pm is when the sun’s UV rays are strongest in the UK, this can differ depending on where in the world you are.

Other things that affect the strength of UV rays are:

- Time of year - the highest risk months in the UK are April to September. Near the equator, there are strong UV rays all year round;
- Cloud cover – over 90% of UV can pass through light cloud and cause sunburn;
- Location and altitude – UV rays are stronger in locations nearer to the equator. UV rays are also stronger at higher altitudes. So skiers and mountaineers can easily get caught out;
- Reflection – up to 80% of UV rays are reflected back from snow, 15% from sand, 10% from concrete and up to 30% from water (depending on how choppy it is).
McGinley Support Services is one of the UK’s largest specialist recruitment businesses providing the infrastructure sector with permanent, contract and temporary staff of any type, at all levels. Consulting and recruiting since 1979, we now help customers across the infrastructure in Rail, Metro, Roads, Energy, Telecoms, Water, Waste, Ports and Airports.

Over the years, the company has developed solutions that can help maintain optimum levels of staff and operatives whether the company is a contractor, asset manager, consultant owner or operator connected to the UK infrastructure.

Our main locations allow us the national footprint we need to service projects and infrastructure networks. Our policy is to supplement this with local satellites within customer offices, or in the vicinity of major projects and transport hubs, so that we can meet local employment objectives. We believe that by maintaining a flexible location strategy, we can make a difference to local communities and, at the same time, provide a support network to ensure that the people needed are delivered.

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