



MAT Tool Use

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South West Trains

- Alliances with NR Wessex
- 500,00 Passenger Journeys each day
- 616 mile of track
- 6,000 employees
- 206 stations
- 7 Train Care Depots
- 1,674 train journeys per day
- 3.3 Billion passenger miles per year
- 334 trains units
- 4,626 signals
- Europe's Busiest rail Interchange



SOUTH WEST TRAINS

Trains

Traction Types

450/ 444 Desiro	158/9
455/456	458 (458/5)
+ IOW 483 stock & MPV's	



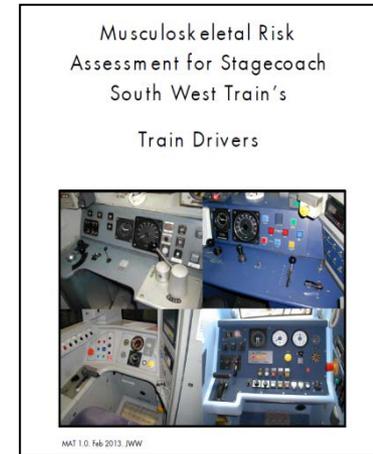
Data gathering

- Cab Measurements
 - Some areas open to interpretation due to cab design/modifications
- Task info
 - Diverse stopping pattern for some rolling stock
 - Best quality info gathered from SME's due to daily variation
- H&S rep workshop
 - Representation for each area/stock type
 - Reviewed and input Task information



Outputs

- Report detailing findings
 - Some issues discovered with the tool
 - Force and frequency (selecting correct answer)
 - Sense checked with RSSB
 - Initial conclusions not entirely correct
 - Briefed risks to drivers
- Next Steps
 - Some simple solutions identified- e.g. Lumbar support also addresses seat pan depth
 - Development of CBA for business case for cab mods



Health & Wellbeing—Cab Posture

In the last company day booklet we introduced some information concerning cab posture. This information is designed to build on this and contain specific information that will assist you.

The information has been taken out of research undertaken to give guidance to drivers in order to lower the risk of musculoskeletal disorders and carpal tunnel syndrome. Below is some guidance and advice on the correct position and posture to take. Please remember that what you may currently find comfortable, may not be correct or good for you.

Seating and Hand Positions

Recent research into reducing the risks of musculoskeletal disorders of the upper limbs associated with the use of power and brake controls has indicated that the drivers seating position should be close enough to the driving controls to limit the amount of reaching that takes place to operate the controls.

This also recommends that driver should rest their arms in their lap rather than on the controls or desk, for periods of inactivity in the cab where the operation of the driving controls are not required, and it is safe to do so. This is referred to as a neutral position.

When operating the controls, a light grip is recommended when moving both brake or power controllers. This approach can help reduce the risk of carpal tunnel syndrome so that the wrist is more in line with the forearm, rather than pushing with the palm of the hand, which bends the wrist.

This type of advice and guidance can be applied to all our traction units, and both power controllers, brake controllers and combined controllers.

Please do note that this is guidance only, and these techniques should be adopted when safe to do so and should not compromise the safe operation of the train.

Working at Height (cab access/egress)

Driver are reminded that there are risks when entering and leaving a driving cab from ground (e.g. in a depot).

If carrying a bag or rucksack, these must be placed in the driving cab prior to entering, and placed on the cab floor prior to leaving. They must not be worn when climbing in or out, as this increases the risk of slipping or falling.

Always make sure you have 3 points of contact and use the steps and handrails provided. If you are unsure of the correct technique for climbing in or out of a driving cab please contact your local driver manager.

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New Trains?

- Included in requirement for manufacturer
- Common response was 'cab has already been subject to HF assessment/ approved for use by other operators'
- HF assessment did not cover the scope and detail of the MAT
- Is this a suitable tool to use?

