

# Home Safe

## The Southern Region's Weekly Safety Update 2 March

*Everyone Home Safe Every Day*

***Would you intervene if you saw the Lifesaving Rules being breached?***

### **Safe to proceed?**

A level crossing attendant was manning a level crossing within a possession work site at Chilham. The attendant displayed a red flag when a tamper approached and the tamper stopped. The attendant then removed the red flag, but did not display a green flag to indicate to the tamper driver that it was safe to proceed. The tamper driver correctly refused to pass over the level crossing. The issue was escalated to the Engineering Supervisor (ES) who ascertained that the Level Crossing Attendant did not have his green flag which he had left in his car.

The level crossing was closed while the attendant retrieved his green flag. The tamper was then allowed to proceed by the ES.

### **Line could have been live**



A COSS reported to work within a possession worksite without a Live Line Tester. As a result, the works within the possession were suspended and were instead carried out within a fenced green zone.

It is mandatory that every COSS taking a conductor rail permit uses a Live Line Tester to check that the conductor rail is isolated at each site of work. It is also a requirement of the Southern Shield Charter that all the individuals in the work group observe the COSS testing the Conductor Rail prior to works commencing.

### **Positive Intervention**

A Construction Manager noticed two individuals pushing a track trolley within a possession at Hove without safety helmets, gloves or high visibility clothing. The Construction Manager stopped the individuals and the incident is being investigated.

### **Remember...**

If you suspect a breach of the Lifesaving Rules or observe something you feel is unsafe, stop the work until the issue is resolved and report it.



Click on the shield above to access our website

### **Driver Fatigue**

Driving is the most dangerous work activity that most people do. It is estimated that around 150 people are killed or seriously injured every week in crashes involving someone who was driving, riding or otherwise using the road for work purposes. The majority of these tragedies can be prevented.

A new Toolbox Talk on driver fatigue is now available on the [Southern Shield website](#).

You can download all of the Southern Shield Toolbox Talks from the website library.



### **Fatal lifting failure**

Last week's Evening Standard reported that during the unloading of steel sections by crane from a delivery lorry, one of the chains supporting the load snapped. The

You can download a copy of the Lifesaving Rules poster on the [Southern Shield website](#).



### Are you fit for work?

Random drugs and alcohol testing had been arranged during a 52 hour possession at Chartham, with approximately 50% of the workforce being tested. One agency employee arrived for his shift and signed in, acknowledging that he was declaring himself fit to work. He was then randomly selected to be tested; however, the individual made an excuse to go back to his vehicle and did not return.

#### **Remember...**

Everyone should be aware that random drugs and alcohol testing is undertaken on our sites.

Anyone reporting to work who subsequently refuses drugs and alcohol testing is deemed to have failed the test. Following an investigation, the individual could be banned from working on the railway infrastructure for up to five years.



### Damaged cables can kill

During works at Waterloo Platforms 2 and 3, a half set of spare points stored in the 6ft were moved to allow site investigation coring. However, the team identified that the feeder cable was damaged and had an exposed core. This meant there was the potential for the points to be live.

The damaged area of the cable was sprayed to ensure it could be identified and reported as a Close Call to the Engineering

load fell, causing fatal injuries to the steelworker.

This follows an incident earlier this year at Borough Green depot, where a load was not slung correctly and subsequently fell to the ground whilst being lifted.

#### **Remember...**

When you are undertaking lifting operations;

- Is there an Exclusion Zone in place?
- Is there an adequate and approved lifting plan?
- Is the lifting equipment fit for purpose?
- Are those carrying out the operation suitably trained and competent?

### **Costly Contamination**

During works at Dover, three cement based pipes encased in concrete were identified as containing asbestos.

A specialist waste contractor was brought in; however, during excavation work three fragments of the asbestos pipe got mixed into the general excavation of the track bed.

#### **Remember...**

There are many examples of poor removal practice leaving asbestos containing debris and residues. Areas where asbestos has been removed will need to be re-inspected as part of any survey.

In this case, seven wagons carrying around

Supervisor for repair.

This follows incidents at Victoria sub station and Point Pleasant, where operatives suffered serious electrical burns from 650v cables. In both cases, the cable insulation had been damaged by metal cable cleats, causing it to short circuit and flash.



***Lesson learnt...***

When you are working around cables, be alert for any damage that could expose you or your team to an electric shock. Quarantine the area and report any damage immediately.

***If you would like a colleague to receive Home Safe, select the forward button at the bottom of this page.***

200 tonnes of material were quarantined and taken to landfill as hazardous waste. This has cost the project approximately £36,000.

