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NetworkRail

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Home Safe

The Southern Region's Weekly Safety Update 9 March

Everyone Home Safe Every Day

Getting Home Safe without being electrocuted

Last week we reported that a COSS arrived to work within a possession without a Live Line Tester. There has since been another incident at Redhill where a COSS attempted to begin work on site without testing the conductor rail was isolated.

'Test Before Touch' is one of our Life Savings Rules and requires the COSS to test the conductor rail at the location they are working to prove it is isolated. This check needs to be performed every time they start work within a worksite and every time they move location within the worksite.



Under the Southern Shield charter, it is also a requirement that everyone in the working group observes the COSS testing the conductor rail and signs the SSOW pack to confirm they have witnessed the test.

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.



Never assume equipment is isolated
– always test before touch.



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Electrocuted at work

In January 2015, a Strapman working at Latchmere

Curve received an electric shock when applying a strap to the conductor rail. He suffered severe burns to his hands and leg.



Would this incident have happened if the strapman tested before applying earth straps?

Be careful when cutting

A member of Brighton DU was clearing vegetation above Crowborough tunnel when he was struck by a branch.



Always test before applying earths or straps.

You can find a copy of the Charter on the [Southern Shield website](#).

A minor bump could have major consequences

During works at Cambridge North Station, a civils telehandler struck some newly installed platform slabs from the rear of the platform, forcing them to move into the railway envelope. The planned works included tamping the track to achieve realignment; however, there was an issue with the tamper and the plan was changed during the shift in order to continue works.

The change of works and damaged slab were not identified until 24 hours later as part of a safe start walkout to review the weekend works. The site team immediately reported the issues, before rectifying the situation under a new plan and line block. *Click on the image for full bulletin.*



Think.

- How are changes to methods of work managed on your site?
- Are inspections carried out before work commences and after work has finished?

Mobile scaffold tower blown over



A Thameslink operative sustained a minor injury after a mobile aluminium scaffold tower overturned, catching his safety helmet and subsequently cutting his ear.

The tower was not in use at the time of the incident but had been left in the area as a temporary storage point. The operative was retrieving materials close by when a gust of wind blew the tower

The operative was using a pole saw to cut down the branches when one of them swung back towards him and struck him on the left shoulder.

The operative suffered abrasions and bruising to the collar bone area, resulting in a lost time injury.

Lessons learnt.

Always plan the cut carefully and ensure you have considered how and where the branch may fall. **You can view the [full bulletin here](#).**

Changes to ALO working

Safety Central has recently updated the guidance on Any Line Open (ALO) working.

The term Adjacent Lines Open has been changed to Any Lines Open as previously, it was mistakenly believed that only the line immediately adjacent was to be considered.

You can find more information and guidance [on Safety Central](#).

Safety Flash: Collision and Derailment

A safety flash was issued following a derailment at Ivybridge (Plymouth Maintenance Delivery Unit) when an engineering train collided with some stationary wagons.

You can view the [full bulletin here](#).

over. The tower was situated on reasonably flat ground; however, although the outriggers were fitted, they had not been deployed.

Lessons learnt.

Plant, equipment and materials storage should be considered during the planning stages. Always factor in weather conditions when risk assessing the work.

Three damaged cables

Three cable strike incidents were reported over two periods on the Gospel Oak to Barking Electrification Project including two cables being struck during piling operations. *Click on the image below for full bulletin.*

Lessons Learnt...

- Inspect work locations for cables and services above ground. Any cables or services identified should be suitably highlighted or protected
- The most up to date buried services information should be checked prior to breaking ground
- Ensure that persons are competent to use the CAT scanner being used



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Scaffold best practice

A scaffold contractor at Stewarts Lane Depo has been using a Combisafe Scaffoldstep. The innovation helps with assembling tubes overhead and prevents operatives climbing on handrails, meaning the build is both faster and safer.



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