



Infrastructure Projects Southern

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The Southern Region's Weekly Safety Update

25 May 2016

Do you know the risks?

The arches at Waterloo International terminals were engulfed with fumes and smoke after a generator was used in an enclosed space.



Operatives were manoeuvring two remote control Brokk demolition machines. The machines were towing (and being powered by) a diesel generator between the access point for the site and the platforms at the Waterloo International terminals.

The fumes from the generator triggered the fire shutters to activate and sound the alarms. The works were stopped immediately and the Brokk units parked. An investigation is currently underway.

Lesson Learned... Does your risk assessment properly cover all of the activities you are carrying out?

A competent COSS

A team was working at Manningtree Station to complete installation of CCTV cameras.

The Network Rail Designated Project Engineer visited the site during the works and challenged the COSS to demonstrate his competence via the Sentinel smartphone application. During this check it was found that he was a Probationary COSS and was required to carry out COSS duties under the supervision of a mentor. The COSS was asked to leave site and another member of the team took over.



Never undertake any job unless you have been trained and assessed as competent.

Hurt while lifting

Earlier this month a team member suffered a sprain to his back following a manual handling incident at Ramsgate Depot. Click [here](#) for further details.

Lesson Learned...

When lifting or handling heavy objects trolleys should be used wherever possible to reduce the risk of manual handling injuries.



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Vandalism at Waterloo International

Another broken glass pane was found in the canopy roof of Waterloo International Terminals.

The incident was reported to the British Transport Police who will keep the area under surveillance. Security patrols will also keep a close eye on the area. An investigation is currently underway.

Slip, trip and fall

While walking in the depot, the operative lost his balance after kicking a stone that was on the walking route.

Whilst trying to regain his balance, his hand made contact with barbed wire (that was installed on top of the fence line) causing a cut to his finger.

The operative was given first aid and continued to work.

Lessons Learned...

Always use the appropriate equipment to undertake the task.

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650v cable cut

A 650v energised cable was cut in error at London Bridge. The error was discovered during cable recoveries along the north wall adjacent to Platform one at London Bridge station. The error was not realised until the COSS asked the Signaller to check the signalling equipment through Platform one. The cable was fixed during the night but led to some minor delays and train cancellations. Fortunately no one was hurt, however there was a high potential of significant injury. An investigation is currently underway.

RJ Power welcomes the safety truck

The Safety Truck made a stop at RJ Power in Sussex this week.

Operatives had a session on board focussing on the Lifesaving Rules, which was rounded off with a Who Wants to Be a Millionaire style quiz. They also had presentations on driving awareness and speed limits. There was also a discussion around managing fatigue and not exceeding the recommended working hours each week. **To book the Safety Truck for your site please click [here](#).**



Freight train collisions in work sites

A freight train operated by Colas Rail collided with the rear of a stationary freight train. This was while it was travelling at a speed of about 10 mph within a work site on the Down Main line close to Ivybridge station, between Totnes and Plymouth.

No one was injured although the freight train driver was badly shaken. The locomotive and the wagon immediately behind it derailed along with the rear wagon of the stationary train. These vehicles and the track beneath them were damaged.

This follows a similar collision between freight trains in a work site near Logan, East Ayrshire. Poor communication between the Engineering Supervisor and the driver of these trains appears to be common to both these incidents. [The RAIB accident reports can be found here](#)



Do you and your teams understand the risks associated with the movement of trains within engineering work sites?

Other incidents this week

- A contractor was working within a Maintenance possession when an Engineering train passed through their worksite at walking pace. The COSS contacted the ES and challenged him over why they had not contacted him about the movement. The ES said that he did not need to do so. The COSS reported this as an Operational Close Call and is being investigated by the SE Route team.

- While lowering GRP decking panels onto the platform at East Croydon an operative's hand was twisted awkwardly causing a swelling on his thumb. Work stopped and after an hours rest the operative was fit enough to resume with his duties.

- At Dover Sea Wall a plant operator was closing the front windscreen of his 360 excavator and caught his finger on a bracket that is positioned below the track that the windscreen mechanism runs in. The IP was treated by the First Aider and resumed his duties.

- An operative suffered suspected cartilage damage to his knee following a slip, trip and fall incident at Canterbury Station. For further details click [here](#).

- An operative who was working as a part of a maintenance team at Ashford sustained a cut to the side of his eye following a manual handling incident. For further details click [here](#).

- A 50 metre scrap of rail was found by Works Delivery lying on top of a traction cable at Newington. For lessons learned and more, click [here](#).

If you would like a colleague to receive Home Safe, please contact
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