



Infrastructure Projects Southern

Home Safe

The Southern Region's Weekly Safety Update

27 April 2016

Always test before touch

There continues to be a number of Controllers of Site Safety (COSS) who do not test the conductor rail to check that it is 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, irrespective of being in possession of a Conductor Rail Permit.



Latchmere Curve: what happens when you don't test before touch.

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...

- Take time to discuss the importance of checking the conductor rail every time work starts and every time a location is moved
- Undertake appropriate assurance checks to determine the level of compliance with this requirement
- And 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.



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



Click on the shield above to access our website

Pensioner nearly dies after falling between train and platform

Pensioner Louisa Spivack demands safety improvements after falling through gap at East Croydon station



This incident was recently reported in the press following an incident at East Croydon Station.

IP South East's East Croydon platform improvement project has since commenced works to correct the stepping distance, as they begin to install an overlay system from the London End of the platform.

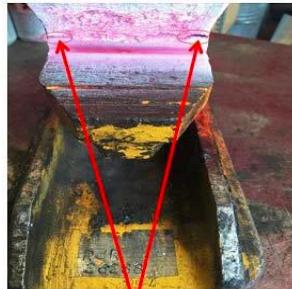


Contact us: shield@networkrail.co.uk

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Cracking in Stanley Lifting Jack

A Safety Flash was issued after an inspection of a Stanley TJ10 lifting jack identified cracking approximately 5mm from the elbow at the foot of both sides of the lifting face. Testing has identified that a significant number of these jacks have cracking and there is a risk that a catastrophic failure could occur when lifting.



Immediate actions...

All Stanley TJ10 lifting jacks must be quarantined immediately and a competent fitter must complete Dye Penetrant NDT to identify any failure.

You can find the full bulletin here.

Keep your distance

Recent site inspections have identified inadequate segregation of 'men and machine'. This occurred when tonne bags were being filled with waste spoil during UTX activities. Site operatives have been holding the bags either by hand or with a rope, whilst they are filled by the machine.

The pictures below demonstrate what has been seen on occasions and best practice. The bag holder (*on the right*) ensures that operatives always remain a safe distance away from the machine. **You can view the full document here.**



Remember...



Never enter the agreed exclusion zone, unless directed to by the person in charge.

If you would like a colleague to receive Home Safe, please contact Daisy.Read@networkrail.co.uk

Close Call reminder

Following a review of Close Calls submitted in IP Southern, it appears there is confusion between what is and isn't a Close Call.

'A Close Call is an event with the potential to cause injury or damage.'

You can find more information in the S&SD Period Brief.

Is your site secure?



There have been a number of recent incidents involving thefts or trespassers on site, including one last week at Clapham North (*pictured above*).

Not only can this cause delays, loss of equipment and put staff in danger; unsecure sites also pose a risk for the public who may gain access. Last summer, a seven year old boy was killed after gaining access to a site.

You can find a toolbox talk on the Southern Shield website.

Good practice – pole camera

As part of the Thameslink works at London Bridge, there has regularly been a need to carry out inspections at high level.

The team have been using a PK night vision pole camera which allows inspections up to a height of 10m. The camera not only speeds up inspections across the site, as it removes the need for scaffolding access or working out of a MEWP, but also reduces the safety risk to individuals. **You can find out more here.**