



Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

27 July 2016

Lost time injury at Lewes

Whilst lifting a 1.9 x 0.6m panel of glass into a skip, the top of the panel fractured off and caught an operative on the rear of his calf. This resulted in a 3-4 inch cut that is approximately one centimetre deep. First aid was given on site and the operative was taken to hospital, where the laceration was stitched and bandaged.

Did you know?

Our Lost Time Injury Frequency Rate (LTIFR) has risen to 0.3 for every 100,000 hours worked. One of the things that we know contributes to a reduction in LTIFR is the number of Close Calls raised.

Remember, every Close Call raised is potentially one less accident.



How would you react in an emergency?

An operative was drinking coffee in the welfare facilities at Ascot Station compound when he was observed going red in the face, before beginning to cough and collapsing. He hit his head on the floor during the fall and the emergency services were called.

The operative was taken to hospital, stabilised and retained for observations. It appears that the incident was medically-induced rather than being attributable to any work he was undertaking, as he hadn't yet left the compound.

Always make sure you are aware of...

- The First Aid arrangements including the location of any defibrillators.
- Means of summoning the emergency services and arrangements to meet them, as well as arrangements for getting emergency services to a casualty on or near the line.
- If this is not possible, what are the arrangements for recovering a casualty from on or near the line to the emergency services?
- Arrangements for contacting next of kin.



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Operational Close Call

An ES arrived for their shift in the Sunningdale area. However, he was found to not have the correct competency to issue Conductor Rail Permits (CRPs). All works for the shift were stood down until another ES was sourced with the appropriate competency.

The incident was reported as an Operational Close Call and an entire shift was lost.

Remember...



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.

Good practice – secure site

With the school holidays underway, site security is paramount. At Fulwell, it was observed that the temporary site doors could be opened by members of the public. A combination lock has now been put in place to prevent access.



Contact us: shield@networkrail.co.uk

Home Safe

Cut cable could have serious consequences

An operative working at Waterloo International Terminal identified a fault within the fire alarm system and reported it to their supervisor.

Following investigations, it was determined that whilst work was being carried out removing services, a live fire communication cable had been cut. This was a low voltage cable carrying no current; however, the cut cable resulted in a fault on the fire alarm system within the construction site and Waterloo International Terminal Arches.

Twist and shout

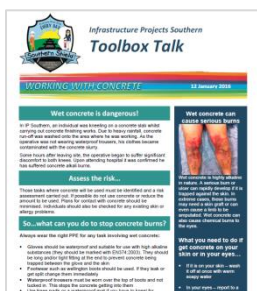
Whilst lifting roof sheets on a scaffold crash deck at Effingham Depot, an operative pulled his back after twisting sideways. The individual subsequently confirmed that he has a history of back issues, following an injury 10 years ago.



Lessons learnt...

Appreciation should be given at the design stage for the safe lifting and installation of materials. If you have a pre-existing medical condition, your supervisor should be made aware to allow for appropriate allocation of tasks.

Concrete burns update



The individual who recently received concrete burns at Tunnel Substation returned to work on Monday 18 July. This amounted to a total of 23 days absence from work as a result of his injuries.

You can find a toolbox talk on the risks of working with wet concrete on the [Southern Shield website](#).

Did you know?

When calculating total days lost for RIDDOR accident events, all days (except the day of the event) which the individual could not return to their full employment duties are counted – this includes non-rostered days, weekends and bank holidays.

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

Other incidents this week

Fulwell - Whilst exiting the depot, a delivery lorry struck one of the automatic gates, causing some damage to the gate. The issue was caused by the entrance being partially blocked by another vehicle.

Fulwell - A hydraulic pipe on an RRV caught on a piece of scrap rail and split, causing a discharge of hydraulic oil. This was dealt with by deploying a spill kit.

Leake Street - A traffic marshal spotted that a removals lorry had hit an overhead strip light, causing it to come away and hang in a dangerous manner. The area is not part of the site; however, the traffic marshal made the area safe with pedestrian barrier before arranging for the light to be disconnected.

Waterloo International Terminal - An operative reported that he had cut his leg on an object inside a waste bag as he walked past it. The cleaning staff have since been re-briefed on keeping walkways clear.

Dover Sea Wall – A kitchen porter cut his finger on a cheese grater. First aid was given onsite and he was able to return to work.

Dover Sea Wall – An Operative trapped his thumb between the timbers and formwork of concrete, resulting in a cut. First aid was administered on site before attending A&E for further review of his injury.

Dover Sea Wall – A chef slipped on a newly mopped floor resulting in them banging their knee. First aid was administered on site and the individual attended hospital for further examination and assessment.