



Infrastructure Projects Southern

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The Southern Region's Weekly Safety Update

14 September 2016

Lessons Learned from Operational Close Call

An Operational Close Call was raised after a member of the protection staff supervising a possession on a DC electrified line did not have the correct competency.



After a shift change the Engineering Supervisor (ES) scheduled to work only held a Level B: Isolating the Conductor Rail – Testing and Strapping competency. This meant that they could not issue, maintain or cancel conductor rail permits.

Lessons Learned...

- Only a person with Level A: DC Electrified Lines – Procedure A competency is allowed to issue, maintain and cancel conductor rail permits or authorise a person with a Level B competency to place or remove straps.
- A Level A competent person must hand their responsibilities over to another person holding a Level A competency.

Remember...

When establishing isolation for a worksite on a DC electrified line the Engineering Supervisor must hold a Level A: DC Electrified Lines – Procedure A competency in accordance with Network Rail standard NR/SP/CTM/015.

Hurt while lifting

An operative and supervisor were removing a bearing plate from the top column of a structure. The plate slipped and the location pointer punctured the operative's stomach. The operative received first aid and was then taken to hospital where he received further treatment.



Lesson Learned...

- When lifting sharp objects pointers should be removed or protected to prevent injury.

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Cable Strike at Victoria

A road was being made ready for waterproofing beside Eccleston Bridge, when a traffic light control cable was struck. The cable was set just 100 millimetres below the surface.

Temporary traffic lights were erected. TFL attended site and made the cables safe.

Signal Post drop

Whilst removing a redundant signal post at London Bridge Station one end of the sling came out releasing the signal post mid-air and it fell to the ground. A [lessons learned](#) document has been provided by the team.

Cut arm

An operative suffered a cut arm whilst removing timber from a redundant building. The operative was carrying pieces of wood down stairs to pass onto another operative. Whilst carrying out this task, one of the pieces had moved causing grazing and a small cut to his arm.

Contact us: shield@networkrail.co.uk

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Operational Close Call at Egham

An Operational Close Call was raised after a Level Crossing Attendant attempted to hand control of the barriers to the Signaller at the end of his 12 hour shift without gaining authority from the Engineering Supervisor (ES). A local investigation has been launched.



Remember...

- Level Crossing Attendant must always work under the instruction of the ES when taking or relinquishing manual control of level crossing barriers.
- Refer to Network Rail Rule Book Handbook 18 for Level Crossing Attendant duties.
- If in any doubt always contact the ES or your Line Manager for advice and guidance.

Spillages

A work group were erecting scaffolding on a site and knocked over a 25 litre drum of oil. This resulted in 5% of the oil being spilled onto the ground.



In another incident... During a weekend possession a spill was identified on a station work site. It is understood that the spill occurred after a leak from plant which was left unattended on the site. The spill covered an area approximately 23 x 23 centimetres.

Remember...

- All plant and equipment, particularly those holding fuel and oil, must be stored in a designated safe area. This should also apply to storage of fuels and other COSHH liquids.
- Ensure that any spill is reported as an incident, however small.

The Southern Shield suite of [environmental toolbox talks](#) provides further information and advice on potential environmental hazards.

Broken foot at Sunningdale



A COSS working at Sunningdale on the Reading 10 car project was injured after a concrete edge beam fell onto his foot. The injury was not initially reported but later the COSS complained of a sore foot. The COSS attended A&E where his foot was x-rayed and it

was confirmed that his little toe and another bone in his right foot were broken. Works have been suspended on site and an investigation is currently taking place.

In Other News...

The Wire

An Operational Close Call was raised after wires were cut in error at Waterloo relay room during preparation for circuitry recoveries.

This caused the points detection to fail safe. This was immediately identified by the installer and repaired and returned to full functionality.

Lesson Learned...

The installer was running and cutting multiple wires and cut a live wire by mistake. Only run and cut one wire at a time.

Stop! This is unsafe

If it's not safe we shouldn't do it. Here are some examples of activities which were correctly challenged following safety concerns.

Stuck in the mud

A team's van got stuck in mud. To try and free it they put timber behind the back wheels and were about to stand on it whilst the driver was going to try and reverse. A colleague saw this and stopped the activity, they highlighted the risks involved. The group devised a plan to use a strap and the forklift to tow out the van.

Scaffold pole run

Whilst on a site tour a member of staff was seen carrying scaffold poles single handily down a staircase to the pavement below. The poles were approximately six meter in length. The colleague was challenged and the task brief reviewed. The task was designated as a two person lift. All site staff were re-briefed and made aware of this.

Would you challenge unsafe activities?