



Infrastructure Projects Southern

Home Safe

The Southern Region's Weekly Safety Update

26 October 2016

Constructor rail shrouds struck by train



Following works in a line blockage at Ascot Station, a train struck two conductor rail shrouds on the down main line. The line blockage was set up by a Protection Controller (PC) with a number of COSS's undertaking a range of works on and around the station platforms. Conductor rail shrouds were deployed for each of these operations.

Once the works were completed, each COSS signed out with the PC and confirmed verbally that all staff, plant and materials were clear of the line. However, the PC did not identify the presence of the shrouds during his checks and handed back the line blockage to the signaller.

The site manager was later made aware of the incident by station staff, who advised that the first train on the down main had come to a standstill in the platform having struck two conductor rail shrouds. The train driver requested an emergency DC isolation in order to safely remove the resulting debris from beneath the train. [You can find the full bulletin here.](#)

Remember...

Before giving up line blockages, PCs and COSS's must always satisfy themselves that the line is clear and safe to pass trains, by carrying out a visual inspection.

Emergency contact details

A recent incident occurred at the Network Rail offices in Milton Keynes whereby a colleague was involved in an incident, but next of kin details were not registered with the business. It took over three hours to find someone to contact; which was both upsetting and stressful for everyone involved.

Please ensure that your emergency contact details are up to date, either with your line manager or on your company records.



Click on the shield above to access our website

Knocked down by van

Whilst working in stores at Waterloo International Terminal, an individual was knocked over by a delivery driver.

The driver was manoeuvring a transit van at slow speed outside the stores in readiness for off-loading. It is believed that the individual was on the passenger side dealing with paperwork for the delivery at the time of the incident.

She attended hospital after suffering grazes to her right elbow and shoulder. The shoulder was bruised, but she was able to return to work.

Lessons learnt...

It is critical that segregation between people and vehicles, and exclusion zones, are maintained at all times.

Clocks go back this weekend

Don't forget that the clocks go back this Sunday 30 October.

Please ensure this is considered in any weekend works.

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Loose hard hats cause collision

Operatives were driving from the Ascot yard to a work area at Bracknell. Their hard hats were resting on the empty middle seat in the front of the vehicle when one of the hard hats slipped into the driver's foot well.



The driver reached down to remove the hard hat, causing him to veer to the left and collide with two parked cars. The vehicle tracker confirmed the driver was under speed limit at 31mph in a 40mph zone. Fortunately, neither of the operatives were hurt.

Lessons learnt...

Always secure loose items in the cab of vehicles to prevent unplanned movement and distraction.

Team members injured during isolation irregularity

During a possession, members of Orpington Track team were injured when a pair of timber nips came into contact with the third rail within their worksite. They had believed that the third rail was isolated.

The work had not been planned within the usual timeframes, and due to this safety briefings were issued late. The conductor rail within the worksite was partly re-energised; however, the team had not been made aware of the change or the new hazard within the worksite.

One operative sustained a severe arc eye injury and another sustained a bruised ankle and a fractured wrist whilst moving away from the flash over. A third team member's overalls caught fire, but they did not sustain any physical injuries. [You can find the full bulletin here.](#)



Think...

- When possession limits and worksite limits change, how do we ensure safety is not compromised and changes are communicated to the relevant parties?
- How do you minimise late changes, and what is your safe 'cut off' point for accepting any changes to a plan?

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

Beware of trespassers

Whilst visiting a site at Slade Green, a Construction Manager noticed a gap in the lineside fencing. The palisade fencing had been removed and a subsequent temporary repair of the fence had also been cut to create an access to a yard to steal cable.

The Construction Manager reported the damage to the fencing to Fault Control who dispatched a Mobile Operations Manager (MOM).

Remember...

Be vigilant and if they notice any breaches to lineside fencing, report it.

You can find a toolbox talk on site security on the [Southern Shield website](#).



Sentinel 2 App

Some users have been reporting issues with applying the new Sentinel 2 App. Please note that the full functionality of the new application is as yet not mandatory for use on sites; however, the requirement to check cards on site remains a mandatory part of the process.

If your operatives aren't familiar with the upgraded app or are experiencing problems, they can still use the app in the way that they did before to check Sentinel cards.

You can [find out how to do this on the new app here](#).