



Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

19 October 2016

Operational Close Call



Whilst undertaking lineside de-vegetation at Burgess Hill, a complaint was received as to the Safe System of Work (SSOW) being used. A Mobile Operations Manager attended site and checked the SSOW pack.

The pack identified the work as being planned within a Separated Green Zone using Site Wardens to keep staff a minimum of two metres from the adjacent line. The incident is currently under investigation.

Think...

- Are the operatives shown in the photograph a minimum of two metres from the open lines?
- Where are the Site Wardens protecting the operatives working on the right hand cess?
- How would the operatives using the strimmer on the right hand cess be warned by a Site Warden if he is getting too close to the 2m point?
- Is the operative using the strimmer on the right hand cess working safely on a slope adjacent to an open line and a live conductor rail?
- How is the 2m point measured and identified to those working?
- Is it acceptable to use a limited clearance without a suitable SSOW to gain access to the site of work?
- Is it safe working so close to a live conductor rail?
- How are operatives crossing from one side to the other?

Are you wearing the correct PPE?

Whilst setting up a SSOW for vegetation clearance at Reading, a COSS undertook a live-line test of the conductor rail after receiving confirmation that the electricity had been switched off. However, he was observed to have done this without wearing insulated gloves (gauntlets), which are a mandatory PPE requirement for this task.



Always use the equipment that is fit for its intended purpose

You can find a copy of the Southern Shield PPE guide [here](#).



Click on the shield above to access our website

Finger crush

An RRV was located on the Down line whilst replacing sleepers on the Up line as part of the Gospel Oak to Barking project. The Crane Controller had placed timber spaces on top of the first row of sleepers that had been positioned on the trailer in preparation for the next row.

However, there was an issue with the timber spacer. In an attempt to release the timber, which was caught between two sleepers, the operative asked the Machine Controller to push the sleeper forward using the arm of the RRV.

At this stage, the operative had positioned his fingers between two of the sleepers on the trailer. As the Machine Operator proceeded to push the sleeper forward, the chain that was attached for lifting the sleepers caught the sleeper below and trapped the operative's hand.

The incident is currently under investigation.

Think...

Is it necessary for operatives to work so closely to moving machinery?

Contact us: shield@networkrail.co.uk

Home Safe

Cut cable



During demolition of an escalator and 'soft strip out' at Waterloo International, a hidden 240v AC cable which was believed to be dead and redundant was cut by an operative. At the time that the cable was cut, no one was aware of the error. The cut resulted in the switching off of the main distribution board on Platform 19. The

cable in question was powering a customer information screen in the station. An isolation certificate was in place for the escalator to be removed; however, the cable in question was not covered by the certificate. *You can [find the full bulletin here](#).*

Lessons learnt...

When removing redundant cables, always ensure that cables are correctly colour coded to avoid confusion and that operatives are briefed accordingly.

Changes to Network Rail Standard

A letter of instruction has been issued by Network Rail affecting the Standard NR/L2/OHS/019 (Issue 8) – Safety of People Working On or Near the Line. Following research arising from the events at Newark Northgate when a track worker was struck and killed, this includes the requirement that 'a person shall not undertake look out duties for more than two hours without an adequate break'.

Remember...

In the IP Southern Region, the use of the Southern Shield Charter - Track Access Protocol is mandatory. This details an agreed hierarchy to get our people to use the safe system of work with the lowest risk level.

Fatigued driver narrowly misses lorry

Following a night shift at Blackfriars station, a contractor for Thameslink took the decision to drive home. During the journey home, he momentarily fell asleep and veered across two lanes, narrowly missing a lorry that was travelling in the nearside lane.



Initial investigations show that the contractor attended site without being authorised, planned or contracted to do so and that the supervisor accepted this change. Accommodation had not been booked as the operative had not been expected on site.

Whilst driving home, the operative failed to take rest breaks. During this time, he had travelled approximately 240 miles, driven for 6hrs 50mins and completed a shift of 6hrs 35mins. *You can [find the full bulletin here](#).*

You can find a [toolbox talk on Driver Fatigue here](#).

Other incidents

Stratford: A member of IP Anglia suffered a fractured wrist when they fell on the stairs at One Stratford Place. Please remember to use the hand rail when using stairs and do not become distracted by mobile devices.

Dover: Works had been planned to be undertaken at Dover and suitable arrangements made for track access. However, on arrival at site, it was found that other unknown parties had also made arrangements to use the possession and the access point, resulting in curtailment of planned works. The incident is currently being investigated by the Route to ascertain if the works had been planned and de-conflicted by the other party.

Shepherds Well: Whilst undertaking vegetation clearance within a line blockage, a small tree was being felled when it fell and struck the platform, damaging a platform coping stone.

Wimbledon: During a possession it was identified that a couple of coping stones near to the RRV access point had been broken. The damaged copers have since been repaired.

Reading: A rubber duck was being used to lift copers from the car park onto Platform 1, struck an overhead BT cable spanning two posts. The boom was not fully extended, with the drop chain on the ground. The operatives were D&A tested and BT attended site to check and test the cable, which they later confirmed was redundant.

Green Hythe Station: Operatives arrived on site to find two vans with smashed windows. British Transport Police have been advised.