



Infrastructure Projects Southern

# Home Safe

The Southern Region's Weekly Safety Update

02 November 2016

## Knocked over by van

Last week we reported that a store keeper at Waterloo International Terminal was knocked over by a van whilst taking a delivery. A fair culture investigation is now underway as it appears that the van driver was communicating with his office via mobile phone in the lead up to the accident.

Use of mobile phones whilst driving is not only a breach of our Lifesaving Rules - it is also against the law to use a hand held mobile phone while driving or while stopped with the engine running. You could face a fine of £100 and three penalty points on your licence.



If your driving is effected, or if there is a crash while you are using a mobile phone, you could be prosecuted for careless driving, dangerous driving or, if someone is killed, for causing death by careless or dangerous driving. Fines can then be much greater and prison becomes almost certain if a death is caused.

### Think...

What do you do to ensure that delivery drivers and other one off visitors to your site obey the Lifesaving Rules?



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.

## Winter driving



With British summertime officially over, it is time to prepare for the winter months and in particular, ensure that we take appropriate measures to keep us safe whilst driving.

50% of all road traffic collisions happen at night in wet conditions.

**You can find useful tips and information on winter driving on the RAC website.**



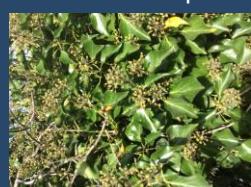
Click on the shield above to access our website

### Beware of wasps

De-vegetation teams at Redhill have observed a number of wasps and hornets on the ivy plants that border the site. The wasps appear to be attracted to the flowers that are currently in bloom on the ivy.

### Remember...

When carrying out de-vegetation at this time of year, please be vigilant when cutting ivy in case wasps or hornets are present.



### Asbestos exposure

A Maintenance Delivery Unit Team reported finding materials suspected to contain asbestos that had been disturbed at Balcombe Sub Station.

The material was removed by an asbestos contractor and the incident is under investigation.



Contact us: [shield@networkrail.co.uk](mailto:shield@networkrail.co.uk)

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## Handle with care

An operative at Oxford Parkway received an electric shock when he touched a Bussmann CamMaster fuse carrier in a location case.

Subsequent testing revealed that the fuse carrier had an elevated voltage of up to 300V on its surface. Under normal operating conditions, no voltage should be present. Investigations have revealed that insulation breakdown in the faulty fuse carrier caused the elevated voltage.



STE engineers are currently investigating the incident, but are not yet able to identify if this is a one-off component failure or a batch problem. Fortunately in this instance, the operative sustained no lasting injuries from the electric shock. [You can find the full bulletin here.](#)

### Immediate advice:

While investigations are underway, the surface of a Bussmann CamMaster fuse must be tested before touching or removing the fuse carrier from the base.

## Safety game changer

Short circuiting straps may become a thing of the past following the successful trial of negative short circuit devices (NSCDs), a new technology that will make track isolations significantly safer and faster.



The technology was successfully trialled in the South East route from January until the end of September. Trials took place at Balham, Streatham, Belle View, Selhurst, Southwark, Ludgate Cellars and Farringdon, as well as sub-stations in the Guildford area on the

Wessex route. The intention is to roll them out along the Brighton Main Line in the coming years.

Short-circuiting straps have traditionally been used to guard against the risk that the rail may be electrified unexpectedly. While a potentially lifesaving piece of kit, the straps also introduced safety challenges and increased the time taken for a possession to be implemented safely, with workers often walking long distances in the dark and rain.

Mick Gates, Programme Manager, explained how the new technology works "NSCDs are permanently connected into the sub-station equipment and provide greater protection than short-circuiting straps. All you have to do is operate two switches and you have completed the same exercise as walking out to site and manually fitting straps. A padlock prevents anyone else removing the protection - all this is done at an off-track location."

Matthew Ogundairo, track operative at Victoria Depot, said "It's great because it saves us time and makes it safer for us as we don't have to go on track and carry heavy straps."

## Reminder: Conductor rail isolation arrangements

Investigations are currently ongoing into an Operational Close Call at Dover Sea Wall. It appears that a track trolley was placed on the line without a clear agreement being reached between the ES and the COSS about the safe system of work.

A guide has been produced to remind those involved in planning of works or with those with specific duties such as COSS, about the forms required to record the work-site and conductor rail isolation arrangements. [You can access the guide here.](#)

## Culture Survey update

Thank you to all of those that participated in the recent Culture Survey within Southern. The team are currently producing a report identifying key issues which will be presented to the Safety Leadership Team on 17 November. The information from the survey will be used to help form the focus and strategy for next year. The findings will also be shared at the Southern Shield event on 1 December.

Post-Christmas, the team will work to develop and put into effect an action plan based on the survey results. It is intended that the survey will be re-run every year to track our progress.

## Operative dies at Scottish substation

A contractor has died after sustaining injuries at an electricity substation in Moray, Scotland. This is still under investigation, but acts as a sad and stark reminder about the risks of working with electricity.

[You can read the article here.](#)

*If you would like a colleague to receive Home Safe, please contact [Daisy.Read@networkrail.co.uk](mailto:Daisy.Read@networkrail.co.uk)*