



Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

07 December 2016

Operational Close Call

An Operational Close Call occurred on site in Ashford when the Engineering Supervisor (ES) was moving a tamper from the sidings into his worksite. Initial information suggests that he contacted the signaller to move the tamper; however, the sidings were not part of the possession and short circuiting straps were set out in the worksite. The incident is under investigation.

Remember...

Only the Person in Charge of Possession (PICOP) is able to arrange movements into a possession with the signaller.

Contact with energised conductor rail

After completing surveys at Blackheath for Thameslink, a COSS and a surveyor made their way to Maze Hill Station to carry out further surveys.

Whilst taking a measurement across the 6 foot with a steel tape measure, the tape measure came into contact with the conductor rail, creating a spark and disintegrating. Upon checking their 'Safe System of Work Pack' they realised they were outside of the possession. An investigation is currently underway.



Things to consider...



- Possession limits within Safe System of Work Packs and Conductor Rail Permits should be rechecked when moving between Access Points/Worksites.
- A test using a Live Line Tester should be completed every time a new worksite is visited.
- Non-metallic measuring tapes should be used on railway infrastructure.



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Stop, it's not safe

The Wessex Capacity Alliance Management Team have recognised Jason Rickward for his positive intervention on site at Vauxhall.

Jason was working as part of a team undertaking intrusive survey works at the station. This involved digging inspection holes, before backfilling them. Having successfully and safely finished one hole, the team began filling the second and final hole. As the end of the shift drew closer, the team began multitasking to speed up progress – risking deviating from the agreed working methodology. Jason perceived a risk to completing the work safely and intervened, calling a 'Time Out Take Five'. All activity was stopped for a few minutes to draw attention to the risk of working quickly at the expense of working safely. Work resumed without incident.

This intervention is a great example of the safe behaviour and leadership. Remember, everyone is empowered to stop work if they believe it is unsafe.

Time Out Take Fives are featured in the Southern Shield Charter.

You can find a copy of the Charter here.

Contact us: shield@networkrail.co.uk

Equipment left on site

Members of London Bridge P-WAY were installing rail as part of a possession. Two members went to assist with the removal of short circuit straps before the block was given up. The remaining team members removed tools and equipment from site using a trolley to be loaded onto a vehicle at the access point.



A tramm (an on track machine) entered the worksite and came between the trolley and the access. Items such as a disc cutter were left in front of the tramm ready to be placed onto the vehicle once the tramm had exited the site. However, the COSS was not informed that the equipment was still on site and the team left. Only after returning to work for the next shift was the COSS made aware. ***You can find a copy of the [full bulletin here](#).***

Lessons learnt...

- Always check that the worksite is clear following the removal of equipment.
- Where safe systems or a method of working changes, a dynamic risk assessment needs to be undertaken to ensure everyone is aware of their duties.
- Timescales should be properly assessed in order to ensure that egress from site and unloading of tools can be undertaken in a controlled manner.

Lifting incident



An operative became entangled in a tag line during a lifting operation at London Bridge. The load had been unslung and the crane was hoisting up when the tag line got caught around the operatives ankle. He was lifted approximately 2.5m high before the team became aware of the situation. He was lowered back down and fortunately was not injured.

A steel fixing gang and a slinger-signaller were involved in the activity. A full investigation is currently underway.

Remember...

- Only trained operatives should be involved in slinging/signalling tasks.
- Slingers/Signallers are responsible for slinging and unslinging loads and should satisfy themselves that it is safe to instruct operators to lift.
- Operatives should make sure that they are clear of loads/tag lines during lifting operations.
- Areas being used to land and store materials should be sufficiently clear to allow safe working.

In the red zone

A potential trip hazard was reported at Virginia Water due to copers that had not been grouted. The site team decided to undertake a remedial repair in a red zone prohibited area. The site management team and COSS were stood down for the remainder of the shift and an investigation is underway.

Safe success

Osborne are celebrating the completion of works ahead of schedule at Gomshall Level Crossing. The new footbridge and ramps provide safe, step free access to replace a high risk rail foot crossing. ***You can find out more about their [recent successes here](#).***

Company fined after exposure to toxic mist

An Uxbridge manufacturer has been fined £800,000 after three workers developed debilitating lung conditions due to exposure to the mist of working metal fluid.

An investigation by the Health and Safety Executive (HSE) found that the measures in place within the factory to stop the exposure to workers were inadequate. The fluid is commonly used as a lubricant and coolant in engineering processes. The company failed to put in place a system of cleaning away the excess fluid or providing extraction to prevent the build-up of the mist.

HSE Inspector, Stephen Faulkner, said "Companies need to make sure they consider workers' health just as much as their safety when carrying out risk assessments."

You can find a copy of the [full bulletin here](#).