



Home Safe

The Southern Region's Weekly Safety Update

30 November 2016

Hand injuries continue in Southern

During vegetation clearance works in the South East, an operative was using a petrol powered hedge cutter to clear the undergrowth adjacent to the railway. The operative stepped into a hidden hole and lost his footing. As he fell, he reached out his hand to break the fall and brushed it against the blade of the hedge trimmer.



The operative sustained a cut to his finger and was taken to the hospital. He received stitches and was able to return to work the next morning. Fortunately, the operative was wearing cut 5 gloves which reduced severity of the injury. [You can find a copy of the full bulletin here.](#)

Lessons learnt...

- Always refer to the manufacturer's guide to understand how a tool's safety devices work and any recommended PPE for the tool.
- Check the working area before starting work and keep the area clear of cut material during works.
- Undertake a PPE risk assessment prior to commencement of works.

Finger crush



Whilst lifting a wooden sleeper, an Electrical Supervisor working for Wessex Capacity Alliance crushed his middle finger between a railway sleeper and the tarmac ground. This resulted in him splitting the end of his finger open. First aid was provided on site before attending hospital.

It appears that during the lifting operation, another operative lifted his end of the sleeper quicker than the individual that was injured; creating a pinch point between the ground and the sleeper.

Lessons learnt...

Communication between lifting parties is essential to ensure that lifts are undertaken in unison and that body parts are clear of materials and equipment.

Think: How could we reduce hand injuries in our region? Could mechanised handling or purpose designed tools be used instead?



[Click on the shield above to access our website](#)

Overturned Rail Road Vehicle

On Friday 11 November, a Liebherr A900 excavator working for Network Rail Maintenance at Kingsbury Junction derailed and overturned in the cess.

The machine was in rail mode and slewing around from end to end on a road rail access point (RRAP) in preparation to couple with a trailer. The track at the site had a 127mm cant, which is within the machine's certified capability for cant up to 150mm. The boom was fitted with a wet bed bucket which was empty.

Initial indications are that the machine was put into an overload condition which caused it to derail and subsequently overturn. Fortunately, no one was injured. An investigation is currently underway.

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



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Man 'sucked onto live rail' by current



This week, Network Rail launched a campaign surrounding alcohol related incidents on the railway. Chris Dos Santos suffered severe burns and a cardiac arrest when he fell and landed on the electric rail conductor. He received a 750 volt electric shock through his leg after deciding to cross the railway after a day out drinking.

Chris said "If I could go back to that night, I would never have walked along the railway. No matter how many drinks you've had, making the wrong decision can leave you with consequences that you have to live with for the rest of your life. Three of my friends came and tried to help me but also received a shock. They thought I was going to die. I remember the smell of burning skin - it was awful. I received severe burns to my legs, back and arm. When I got to hospital they thought they were going to have to amputate my leg."

This incident acts as a reminder of the effect drugs and alcohol can have on your judgement.

Sharing best practice initiatives



Wessex Capacity Alliance has installed a number plate and sign at their Spectre House Office, as well as entrances to some of their sites. The initiative provides a low cost way of letting people self-assess whether their eyesight meets the requirements specified by the Highway Code and whether they require an eye test.

Did you know?

According to the Highway Code, you must be able to read (with glasses or contact lenses, if necessary) a car number plate from 20 metres.

In the South East, the Multifunctional Framework have been holding Hand Arm Vibration briefings to raise awareness of the condition. Hand Arm Vibration syndrome (HAVS) is a preventable, but at present not curable occupational disease.

The sessions included information on tools that aim to warn operatives when they are being exposed to levels that could put them at risk of long-term damage.

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



Live line indicators

Last week we shared information on new live line indicator equipment. There have been a number of queries as it was believed that the product had been approved and was available for use. However, we have now been informed that we are still waiting for product approval before we are able to use this equipment. Further updates on the equipment will be provided in Home Safe as soon as we have them.

Other incidents

Egham Station: Whilst breaking out tarmac to expose a buried duct at Egham Station, an operative struck a live electricity cable. The operative was briefed to maintain a distance from the cable but due to a hard area, used a hand breaker. However, as he did so the hand breaker slipped and clipped the cable.

The operative reported the cable strike and works were immediately stopped. The cable has been repaired and the incident is under investigation.

Ashurst Station: Information has been received that an operative has sustained a cut to his leg at Ashurst Station. The reason and extent of the injury are unknown at present. The operative has been taken to hospital.

Gipsy Road: An operative removed his protective gloves in order to open a packet containing a Stanley knife. Once he had opened the packet, he continued to cut the end of a mastic tube; however, he did not replace his gloves.

While cutting the mastic tube the knife caught his finger. First aid was administered on site and he attended hospital for treatment.