



Infrastructure Projects Southern

Home Safe

The Southern Region's Weekly Safety Update

15 February 2017

Stowe Hill Tunnel incident digest

The Rail Accident Investigation Board has released its safety digest about a collision between a train and an engineering trolley at Stowe Hill Tunnel on 7 December. The report highlights some important safety messages:

- Track workers and managers need to be aware that the air flows generated within tunnels and pressure relief shafts (where provided) can be significant when trains pass, and are capable of lifting or moving heavy items of equipment unless robustly secured.
- Complying with the rules for securely storing equipment by the line-side (e.g. using chains and padlocks), not only to stop theft or vandalism, but also, in the case of tunnels, to prevent equipment being swept onto the track by strong air flows. If there is no suitable means of securing the equipment, the safest approach is to not store equipment in a tunnel.
- Including full consideration of where, and how, equipment should be stored during the task planning process and associated risk assessments and not deviating from agreed methods of securing equipment, particularly if storage in tunnels (which leads to increased risk of high aerodynamic forces) is unavoidable.



You can read the [full digest here](#).

Hurt while manual handling

Last week we reported on the growing number of manual handling incidents happening in the southern region.

In another recent manual handling incident operatives were placing trough lids when one of the operatives accidentally dropped one onto his colleague's hand. The operative was taken to hospital but was released with bruising to the hand.

Remember...Always work at a steady pace when manual handling and keep in constant communication with the people you are working with.

We are injuring too many people when manual handling...

In recent weeks there has been three incidents involving manual handling that have occurred in the southern region.



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Did you know?

Did you know that a Track Visitors Permit (TVP) can only be used 'on or near the line' under the following safety arrangements (as per [NR/L2/OHS/020](#)):

1. Walking in a Group.
2. Specialist or minor work in Green Zones.
3. Minor work in Red Zones. Subject to the following:
 - a) there is no live conductor rail at the site of the work.
 - b) the safe system of work provides a minimum 25 seconds warning time of an approaching train.

Heart Health

February is Heart Month, so show your heart some love. Cardiovascular disease is a term for conditions that affect the heart and includes everything from conditions that are diagnosed at birth, or inherited, to developed conditions. For more information, check out this [toolbox talk](#) about heart health.

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Environmental Incident

A category 1 environmental incident was raised after Network Rail started work without consent at Insh Marshes which is owned and managed by RSPB Scotland. Network Rail was due to undertake works to carry out culvert repairs and then install a 30 metre ditch but needed prior consent from Scotland Natural Heritage.

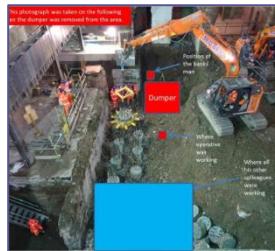
An overview and learning from the incident can be found [here](#).



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.

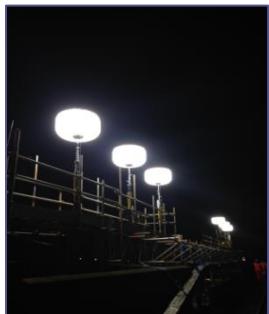
Close Call raised at London Bridge

A Close Call was raised after a dumper reversed to within half a metre of an operative who was working behind it. The operative had been working approximately two/three metres away from the back of the dumper at the time. The banksman was to the front of the dumper when it reversed. An investigation is currently underway.



Remember... Work should be planned, where possible, to physically segregate people and plant. If not, movements should only be made once the area is clear of any people.

All light on the night



The team at the Old Lodge Lane are using balloon lights on their site. The lights are economical and give great visibility for teams working at night. The lights have an anti-glare function which means it doesn't dazzle operatives when working near plant. Balloon lights reduce shadows and provide a 360° illumination without any dark patches. For further information on this product email: shield@networkrail.co.uk.

Conductor rail contact

After completing signal surveys at Blackheath, a COSS and survey team made their way to a nearby station to carry out further surveys. The team carried out a number of measurements on the track, the last measurement was across the 6 foot. Whilst taking the measurement, the steel tape measure came into contact with the conductor rail.

Remember... metal tools and equipment should not be used anywhere near live conductor rails.

Further information and learning regarding this incident can be found [here](#).



In other news...

Stop Think! At Ascot

At Ascot, whilst applying a conductor rail shield an electrical short occurred when a piece of discarded metal wire came into contact with the live conductor rail and the running rails. No-one was injured. More details can be found [here](#).

Lifted by a Tag Line

A steelfixer became tangled 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 steelfixer's ankle. Further learning and information about this incident can be found [here](#).

Best Practice at Thameslink

Transparency is key!

The team working on the London Bridge redevelopment have created a way to ensure that they can spot buried services when they are working on site. Click [here](#) for more details.

Clamp before cut

In August 2016 a plumber at the London Bridge redevelopment sustained a deep cut to his finger after he put his hand into a pipe that was being cut by a Blucher cutter. As a result of this a clamp before cut rule was implemented on site. Further information can be found [here](#).

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