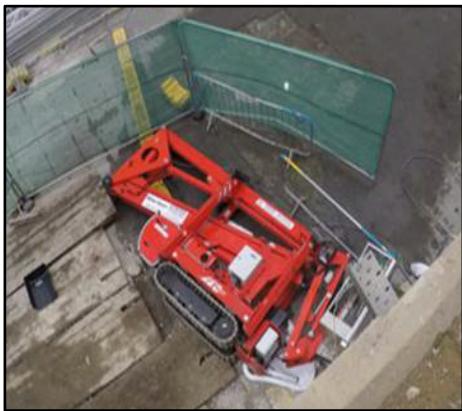




# Home Safe

The Southern Region's Weekly Safety Update – 1 February 2017

## Overturned Spider MEWP



A LEO 18 Spider Boom MEWP was being moved via remote control and with the boom fully lowered. There was nobody in the basket or inside the exclusion zone. The machine started to malfunction causing it to rotate and topple off the side of the ekki crash mat, falling on its side. Nobody was injured and a full investigation is in progress to determine the cause.

### **The immediate learning is:**

- Only an authorised and competent person should operate machinery
- Faulty machinery should be left in quarantine until an approved engineer is available
- Ground conditions must be suitable for machinery
- All activities need to be planned and sufficiently assessed
- The use of a fenced exclusion zone prevented any staff injuries
- Being remote controlled the operator was not near the machine so was not at risk of injury

## Cable damage in troughing



It was found that troughing at Streatham South Junction had been over-filled with cables. These were then being damaged by the weight of the lids and people walking on them. The Route team are taking remedial action; in the meantime if you are working in the Streatham area, please be aware of the underfoot conditions as there is an increased risk of slip, trips and falls.

**Remember...**you should not be using troughing lids as walkways.



**Click on the shield above to access our website**

## Great Close Calls

### **Close Call – wet concrete**

An operative was working with wet concrete without the correct impervious gloves. The operative was stopped from working until he obtained the appropriate PPE.

**Did you know...**wet concrete is highly alkaline? A serious burn or ulcer can rapidly develop if it is trapped against the skin. In extreme cases, these burns may need a skin graft or can even cause a limb to be amputated. Wet concrete can also cause chemical burns to the eyes. A series of toolbox talks, including 'Working with wet concrete' are available in the [Southern Shield website library](#) for download.

**Everyone Home Safe**  
**Southern Shield**  
**Toolbox Talk**  
**WORKING WITH CONCRETE**  
12 January 2016

**Wet concrete is dangerous!**  
In the Southern, an operative was working on a concrete slab whilst carrying out concrete finishing works. Due to heavy rainfall, concrete had been applied to the slab. The operative was not wearing waterproof trousers, his clothes became completely saturated with concrete. Some hours after leaving site, the operative began to suffer significant discomfort and pain. On attending hospital it was confirmed he had suffered concrete alkali burns.

**Assess the risk...**

Those tasks where concrete will be used must be identified and a risk assessment carried out to determine the concrete or reduce the amount to be used. Plans for contact with concrete should be implemented and controls should be planned for any existing skin or allergy problems.

**So...what can you do to stop concrete burns?**

Always wear the right PPE to protect your skin from wet concrete.

- Operatives should wear waterproof trousers or waterproof high visibility substances they should be marked with EN471:2003. They should not be worn over clothes that are not waterproof.
- Footwear should be worn that will not trap concrete or the skin if it gets split change; them immediately.
- Wet concrete should not be applied over the top of boots and not backed in. This stops the concrete getting into them.
- Using a concrete float or trowel to remove concrete from the floor for finishing.
- Where there is access to good washing facilities and any operatives are likely to come into contact with concrete.

**Wet concrete is extremely corrosive and quickly destroys skin surfaces. Typically it causes areas of skin to become red and crusty with some acidic smacking causing severe areas of blisters and even ulceration.**

**What you need to do if you get a burn from wet concrete:**

- If it is on your skin – wash with warm water.
- If it is on your eyes – rinse with warm water.
- In your eyes – report to a medical professional and then seek further medical advice and treatment.

Contact us: shield@networkrail.co.uk

## Near Miss in bad weather



A train driver reported a near miss with a group of railway workers at Ladbroke Grove. The group were stood in the down main line CESS and were only seen at the last moment by the driver due to the weather conditions. The following control measures were not being implemented:

- Red Zone working approval was not in place
- Supervisors did not attend the ES Briefings with their COSS
- The COSS not adhering to the ES briefing
- Lookout protection was not suitable for the weather conditions

**Remember...**in IP Southern we use the Track Access Protocol to determine the safe system of work with the lowest risk rating that our people must use.

## Manual handling injury

A gang were moving rail trolleys weighing 100kg that had been left in the way of their activities by others. The Task Briefing included manual handling and during a team lift one of the team members felt some discomfort in the groin area. Although at the time, he chose not to report the incident or the discomfort and carry on working, he was subsequently signed off work by his GP.



**Think...**is your manual handling plan as safe as it can be? Are your teams properly briefed? Is there a better way of moving heavy items? Would you or one of your team report an injury immediately?

## Did you know – using ABS?

Drivers when faced with an emergency situation inevitably slam on the brakes as hard as possible in a desperate attempt to stop the car in the shortest distance. In a car without an anti-lock braking system (ABS), this procedure typically locks the wheels and initiates a skid. However, most modern cars are fitted with ABS which uses wheel speed sensors to determine if one or more wheels are trying to lock up during braking. If a wheel tries to lock up, a series of hydraulic valves limit or reduce the braking on that wheel, this prevents skidding and allows you to maintain steering control.

If your vehicle has ABS, in an emergency situation firmly press the brake pedal and do not release or pump. It is likely that you will feel feedback from the ABS on the brake pedal in the form of vibration or pulsation. This can be an unfamiliar and maybe uncomfortable experience but it is proof that the ABS is working.

## Close Call – fire extinguishers

Due to the very cold temperatures on site, a Close Call was raised concerning the reliability of fire extinguishers in the recent extremely cold temperatures. It was highlighted that they may not function correctly once any ice particles started to develop.

As a result, fire extinguishers were stored in the welfare office overnight to stop them freezing.

## Cable strike at Waterloo

A remote controlled demolition machine was demolishing a wall when it struck a live cable within an electrical conduit. The area had been marked green, indicating that services were redundant and isolation certificates were all in place.

The cable and area were made safe and further works were suspended pending an investigation.

## Christmas Incidents

There were 105 safety incidents logged by Network Rail between 24 December and 2 January.

These included:

- 1 near miss
- 10 slips, trips & falls
- 4 manual handling incidents.
- 2 staff failed a D&A test
- 2 cases of unauthorised access to the track
- 5 thefts or attempted theft
- 7 occasions where plant struck the OLE
- 7 points run-throughs
- 7 hydraulic hose failures
- 9 Road Traffic Accidents

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