



Home Safe

The Southern Region's Weekly Safety Update

08 March 2017

Mixed signals at Queenstown Road

Although you may not be directly involved in signalling works, do you always understand the extent of your work and the impact on the Operational Railway?

An Operational Close Call was raised after a train driver reported a signal showing a single yellow aspect instead of a double yellow aspect at Queenstown Road. Staff at Waterloo who had contact with the signaller contacted the team who were working at the location of the fault. They identified the issue and resolved it. Lessons learned from the incident have been produced.



Operational Close Call at Worthing



A possession required the West Worthing Level Crossing be taken under local control. When the Level Crossing Attendant (LXA) put the crossing into local control it caused the traffic lights to switch off. As a result, two vehicles were involved in a collision on the road junction.

An Operational Close Call was raised.

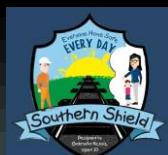
Remember... some level crossing interface with highways controlled traffic lights. At such locations it is necessary to implement traffic management control prior to switching the level crossing into local control.

In another incident an Operational Close Call was raised after a team working within a possession at Portslade Level Crossing were instructed by the Engineering Supervisor to put a track trolley on the line despite there being no LXA to put the crossing into local control. As a result the track trolley activated the level crossing.

Another hand injury

An operative crushed the tip of his finger while carrying out in situ California Bearing Ratio (CBR) tests using a TRL Dynamic Cone Penetrometer. While pulling the rod out of the ground, the operative caught the tip of his left index finger between the moveable drop-weight and the top hat. The operative was given first aid and taken to A&E.

Did you know that 55% of all injuries are to the hand or arms?



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More manual handling incidents

There are reports of two manual handling incidents at Ashford. Further information and lessons can be found in the accident alert.

Speeding RRV

An Operational Close Call was raised after a Road Rail Vehicle (RRV), believed to have been working in the south sidings of Waterloo was alleged to be travelling over the speed limit with no visible machine controller.



Tidy Sites

A Close Call was raised after the site stores at Virginia Water were left cluttered and untidy, creating a hazard for users.

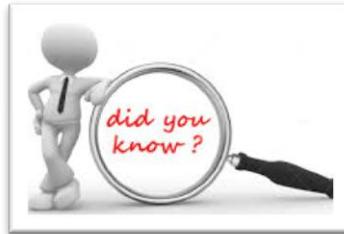
Remember... there are Seven Signs of a Tidy site.

Polhill Tunnel

An Operational Close Call was raised after a project team found loose anchor bars at Polhill Tunnel. Each anchor bar is required to be capable of enduring a 4.5 kilo newton pull out force. However when tested it was found that around 70% of the anchor bars could be pulled out by hand as they had been fixed in place using timber props rather than being resin fixed into the existing brick tunnel. The incident is currently under investigation.

Did you know?

The maximum shift any one should work is 12 hours. The maximum travel time (to and from work) should not exceed two hours. You should have 12 hours rest between shifts excluding travel time.



The [Managing Rail Staff Fatigue \(Management of Health and Safety at Work Regulations 1999, Railways and Other Guided Transport Systems \(Safety\) Regulations 2006\)](#) also states the following:

- Time spent travelling to and from work does not provide rest in the same way as time spent at home. This is especially true of staff who drive themselves to, from or at work since, to state the obvious, driving provides no opportunity for sleep.
- An estimated 25 to 33% of fatal and serious UK road traffic accidents involve drivers who are on the road for work related reasons.

Not on the level

A Close Call was raised after a fuel bowser, located at a site entrance, was seen with its tyre not fully positioned on the raised block being used to level it.



Remember...always continually check your work areas to see if anything has changed and now become a hazard.

A thorough tidy up

A Close Call was raised after a team on the final shift of the evening cleared their on-track work area and signed out of the site leaving items of equipment on the station platform. A Senior Construction Manager responded to a call from the Station Manager and attended the station to clear the tools away.



Remember... Our work environments should always be tidy - and we should leave them tidy when we've finished.

In other news

Safe by design

A 2016 change in traffic signal regulation gave the team working at the London Bridge Project the opportunity to look at their [designs for street sign lighting](#).

Environmental incident

A fitter was repairing a hydraulic hose when one of the traction motor hose fittings exploded. This caused a 50 litre oil spill. No injuries were sustained. The incident is currently under investigation.

Cut 5 Gloves

Bodyguard Work Wear has published a guide called [A Guide to Cut 5 Safety Gloves](#). The guide details the different types of cut five gloves available.

Stowe Hill Tunnel incident report

A [full incident report](#) has now been published after a Pendolino train operated by Virgin Trains collided with an engineering trolley in Stowe Hill Tunnel.

Incorrect marker boards

Marker boards were placed in an incorrect position after the PICOP gave instructions to the wrong team. A [shared learning](#) document has been produced with further details.

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