



Home Safe

The Southern Region's Weekly Safety Update

10 May 2017

Substation incident



A team had to revisit a site several hours after they finished work as a fault was reported on one of the Track Isolating Switches (TIS) they had installed. During their earlier shift they undertook installation, section proving and commissioning of five TIS'. The team left the site with four of the TIS' padlocked in the closed position and one of the TIS' padlocked in the open position. The keys

to each padlock were left in the sub-station and the commissioned equipment was handed over to the Electrical Control Room. When the team attended the site later that day they found the TIS' with the padlock still in place but with the operation handle hanging loosely in the down position and the securing bolt removed. Further investigations found that the switch was in the open position and had been operated by removing the handle and bypassing the padlock. The securing bolt was found on top of the TIS cabinet. The TIS' were made safe by replacing the handle pin and locking it in the open position. The incident is currently under investigation.

Lessons learned from incident



A lesson learned document has been released by colleagues at HS2 after a tele-handler was being misused on a site. It was reported that the boom was fully extended and the weight on the forks had caused the machine to become unstable. Further details can be found [here](#).

Your health and wellbeing



Are you feeling stressed or overwhelmed by a personal or work issue? Or maybe struggling to make rent or mortgage payments on time?

If the answer to either of these questions is **YES** then help is available. The Southern Shield Employee Assistance Programme is a free, confidential counselling and information service available to you. This service is now available to anyone working in the southern region including short term contractors. Contact: shield@networkrail.co.uk for more details. **Look out for posters and details of information sessions in your office or on your site.**



Click on the shield above to access our website

Eye injury

A piece of debris got into an operative's eye whilst using a circular saw to cut cable trough. The operative was treated with eye wash on site and was taken to the nearby eye hospital as a precautionary measure.

Clamp down

All trains were stopped and the line blocked after reports of debris on the track near Acton Central level crossing. It was discovered that clamps and fishplates had fallen from the rail joint. Further information regarding this incident can be found [here](#).

Fingers and thumbs

An operative cut his thumb while moving a heras panel fence. First aid was given on site and the operative returned to his duties.

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

Lifting anchor failure

A set of chain blocks and one metre of 20 millimetre diameter Dywidag bar fell from five metres down into a site. The incident occurred while the lifting tackle (chain blocks) was suspended from a hook attached to a lifting anchor. The Dywidag bar system involved the joining of two bars together using a proprietary coupler in accordance with an approved design. The top of the bar is cast into a concrete slab above the arch. The chain blocks are one of four sets of lifting tackle used to lift the shutters for the quadripartite arches. The lifting had been completed and the blocks were not being used when they fell. No one was hit or otherwise injured by the falling material. A safety stand down was held during the shift to discuss the incident and an investigation is currently underway.



Think...do you make sure that details of engineering designs are understood and implemented in accordance with the designs?

Three Operational Close Calls

Three Operational Close Calls have been reported recently in the southern region. In one incident two team members crossed the safe system of work line, which stated that the team should be working at least three metres from the line at any time.

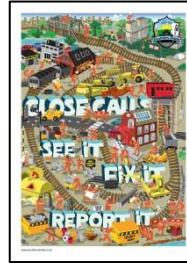
Think...are you following the planned safe system of work?

In another incident a bag of soil being pulled on a trailer by an RRV hit a signal resulting in the signal being pulled over. The damage was reported and repaired before the end of the possession.

In a third incident, a member of staff unknowingly walked out of the worksite and onto the open railway. He then urinated between two signal location cabinets. It is understood the operative reached about 20 yards out of the worksite before someone caught his attention. He was escorted off the site and drug and alcohol tested. The operative was stood down for the remainder of the shift. All three incidents are currently under investigation.

Close Calls in action

We have been able to show that when more Close Calls have been raised we have had less accidents. Reporting a Close Call can also make a difference to your working environment. Here is an example of a Close Call that reduces the potential hazards on site and contributes towards a tidy site. At the Birchwood Lane Underbridge site a Close Call was raised stating that dirty boots from crossing the field could cause excessive dirt build up in site's welfare facilities. As a result of this a boot brush was installed at the welfare location to minimise dirt and debris in the cabin.



In other news...

Cables cut

A team operating a floor saw cut through two coaxial cables, which were buried at a shallow depth (10mm to top of duct). The floor sawing was required prior to the excavation works, to establish a neat line of route. The cables were identified as being responsible for CCTV cameras and did not carry any current. The cables were repaired bringing them back into full service. The incident is being investigated.

Break in

A team returned to a site one morning and found that half of the contents of a skip full of HV cables was missing. The team also found pieces of cables strewn from the skip to the boundary fence on the site. The incident has been reported to the British Transport Police.

Near miss

A near miss was reported after a train travelling at 70 miles per hour approached a group (including a COSS and three lookouts) undertaking a site inspection. Further information can be found in the [Network Rail safety bulletin](#).

