



# Home Safe

The Southern Region's Weekly Safety Update



## Safety report on near miss at Ascot

The Rail Accident Investigation Branch has released a [safety digest](#) into the near miss at Ascot.

At approximately 01:30 hours on Friday 7 April 2017, two track workers narrowly avoided being struck by a train at Ascot station. They were working on a line that they mistakenly believed was blocked to trains and moved off the line less than three seconds before the arrival of a train. They were both unhurt in the incident.



### **The safety digest highlights two important safety messages:**

- The importance of good quality safety critical communications, and of both parties confirming a common understanding of the message being conveyed.
- That it is preferable for controllers of site safety to receive a face-to-face briefing from the protection controller before signing the RT3181 form, and authorising the team to start work. Staff are reminded that the COSS must always sign the RT3181 to confirm that a line blockage is in place unless it has been previously planned otherwise.

## The right gloves for the task?

Two operatives were manually loading C19 concrete troughs on to a flatbed van as part of the Wessex Capacity Programme. As the last trough was being loaded one of the operatives crushed the little finger of his right hand in between two troughs. He was taken to A&E and had the fingernail removed and his finger stitched. This has been recorded as a lost time injury.

The operative was wearing Cut 5 gloves at the time but they did not offer sufficient protection against a crushing injury. The team have since been issued with Cut 5 gloves with greater impact protection.



Click on the shield to access the Southern Shield website.



## Southern Shield EAP

Could counselling be the difference between hope and hopelessness?

For example would financial advice reduce your stress levels?



**Did you know that** support is available through your Employee Assistance Program (EAP).

The service is available 365 days a year, 24 hours a day. It's free and anonymous, and available to everyone in the IP southern region (Anglia, South East and Wessex).

**0800 358 4569**



Outside UK: +44 141 271 7540

For online support join vClub at [validium.com](#)

Username: [southernshield](#)

Password: [homesafe](#)

You can contact us for more details at:  
[shield@networkrail.co.uk](mailto:shield@networkrail.co.uk)

And keep an eye out for posters and information sessions at your workplace.

## Knife attack on lone worker

At around 6am a serious assault occurred outside a Network Rail managed construction site at Camberwell, London. The incident involved a site manager working for a contractor.



When opening the site in the morning while alone, the site manager was stabbed in the chest after he declined to give his phone to a lone male wanting to rob him. Luckily the assailant quickly left and the site manager was able to contact his line manager and the emergency services. He was promptly taken to hospital where he received medical attention and was sent home to recover.

The incident is subject to a police investigation but ***if you are a lone worker do you know:***

- What control measures are available to protect you? Are they adequate?
- How you inform members of your team and your line manager where you are working?

## Dry riser failure

A six inch diameter dry riser was in the process of being hydraulically tested when it failed.



The failure occurred at a 90 degree elbow which is approximately five metres from ground level. No one was injured but the event is being treated as significant due to the potential for injury to persons on site had the failure occurred at another point in the system.

The investigation is ongoing but ***some immediate learning is:***

- Systems being pressure tested must have the appropriate exclusion zones in place
- Pressure gauges must be calibrated and current
- Inspectors must have radio/phone contact with the person charging the line so in the event of a leak the pressure can be de-energised safely within an appropriate timescale
- Permits to load and temporary works assessments must be completed and checked by a Temporary Works Supervisor.



**Finally, are your procedures for delivery drivers robust and do you make sure they always follow the Lifesaving Rules? How many are being broken in this picture?**

## Operational Close Call – the wrong line

Possession support staff on the South East Route team applied detonators and Possession Limit Boards on the wrong lines. Upon realising the error the COSS and his assistant went to retrieve the protection; however, these lines were open to traffic and the driver of train made an emergency brake application.

The driver reporting the incident and the signaller contacted the COSS and instructed him to stand down. The staff were relieved from duty, interviewed and 'for cause' screened.

## Did you know?

On average 18 people commit suicide in the UK each day, with working class men in their 30-50s and those working in the construction industry over represented.



The Samaritans provide a free to call number **116 123** and can be contacted 24 hours a day, 365 days a year.

More information will follow throughout July.

You can download this poster from the Southern Shield website

