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The Southern Region's Weekly Safety Update

09 August 2017

Left in the four foot

The Rail Accident Investigation Board (RAIB) has released its [safety digest into a near miss](#) between a tamper and steel pile in Lancashire.



The tamper was leaving an engineering possession and encountered a large tubular steel pile obstructing the track. The driver stopped short of the pile which weighed around one tonne. This had been left on the track on completion of earlier engineering works with the track being declared safe for the passage of trains.

The RAIB safety digest highlighted the importance of:

- Having a formal, well briefed process for checking that a site of work is clear of materials and equipment at the end of work, including identification of the person with responsibility for the checking
- Where possible, not placing objects capable of endangering trains in locations where such equipment could present a threat to railway safety were they to be forgotten
- Good lighting at a site of work to illuminate any materials or equipment remaining on the track at the end of work.

Visitors to our sites – a safety risk?

A delivery firm was offloading pile cages on site using a HIAB. However the HIAB operator did not extend the outriggers and was not wearing PPE. The works were stopped and it was found that although a generic lift plan was available, the operator had not undertaken a site specific risk assessment. The operator was made to complete a site specific risk assessment and put on PPE. The delivery was then completed under the supervision of the Principal Contractor. **Do you always...**

- Provide appropriate or additional levels of management and supervision for visitors to your site?
- Understand that there may be additional time pressure which could lead to short cuts being taken?
- Make sure that sub-contractors are aware of the Principal Contractor's requirements and that these are effectively communicated to their suppliers?

Above and beyond



COSS, Luke McDonagh was highly praised for his actions at Grove Hill substation when he witnessed a girl of 12 being knocked down by a car. Luke used his training to take charge of the situation, administering first aid to keep the little girl comfortable until the emergency services arrived. Well done Luke – you are a credit to the rail industry.

Best Practice at Battersea in the sun



Do you leave visitor safety to chance?



Three incidents – do you always check the plant and equipment properly?



Two members of staff from the Western Route were pushing a trolley to site. One worker pressed the spring-loaded lever to release the trolley brakes and the other team member started to push the trolley. The brake handle then gave way when a weld on the brake lever failed. This resulted in the first worker falling heavily and banging his arm on the trolley.

The individual suffered a hairline fracture in the forearm and some bruising and this was reported as a RIDDOR specified injury. The trolley was quarantined and a report is awaited from the supplier.

In a second incident, a one tonne excavator was delivered to an IP Southern site. The machine came fitted as standard with the bucket and no issues were noted during the pre-use inspection.

When works started it was necessary to change the digging blade for a breaker. After a few minutes, it was noticed that the bolts were coming loose as a result of the vibration. On inspection it was identified that this was a result of bolts having mushroom heads which were unfit for the size of the breaker hole, resulting in them coming loose. The machine was quarantined.



In a further incident, a Highway's team were operating a Stihl BT360 post auger to excavate the post foundation holes when the equipment got jammed on a rock within the excavation. The equipment handle snapped but the machine failed to stop rotating. Both operatives were injured as a result. The investigation identified that the welds on the handles may have been fractured prior to use and snapped when the auger struck an object in the ground. As a result, the company prohibited the use of hand-held Augers on Highways contracts.

At the delivery pre-use inspection, **do you always check?**

- That the plant and equipment you are about to use is fit for purpose and is going to be used as intended?
- And that all the attachments are compliant and suitable for use?



Always use the equipment that is fit for its intended purpose

Have you had your return to work briefing?

We typically see an increase in accidents during and *immediately after* the summer period



A short brief on the key things to remember before starting a shift, during the shift and when ending a shift has been produced.

This briefing and a set of briefers notes can be found on the [Southern Shield website](#).

Death by crushing averted?

An RRV mechanic was called to repair a leaking hydraulic hose. The machine was lifted up off its front wheels and propped up with the boom. The fitter was stopped by the site engineer when he attempted to go underneath the machine. The machine was then properly supported before repair works were allowed to continue.

Remember...fitters and other specialists are common on our sites but often the nature of their work is ad-hoc and therefore, not planned in advance. Do you provide appropriate levels of supervision?

