



Infrastructure Projects Southern

Home Safe

The Southern Region's Weekly Safety Update

10 January 2018

Contact with the Live Conductor Rail...

An operative was pushing a wheelbarrow containing redundant components over uneven ballast. The wheel barrow hit a concrete sleeper and a piece of metal was ejected and came to rest in contact with both the running rail and the Live Conductor Rail. This caused an arc resulting in damage to both rails. The MOM came to site and a 5mph speed limit was put in place.



In another incident (photo), an earthing strap was dropped onto a Live Conductor Rail while a possession isolation was being taken by the Wessex Route team. This caused a flashover and the individual was taken to hospital to have an eyesight check.

Remember: that in the IP Southern Region it is mandatory to seek authorisation in advance of any planned work or requirement to encroach e.g. walking or accessing, within 1.0m of the Live Conductor Rail.

...and shared learning from tandem lift



A track team tasked with moving lengths of rail next to an out of use line, were utilising two RRVs. These were fitted with lifting chain attachments to tandem lift a 60ft length of rail which had been left on the sleeper ends adjacent to the track. During the task the Crane Controller directed the Machine Operator to lower the machine's jib

for the lift and as the chain attached to the jib came into contact with the rail, it created an electrical circuit causing an arc and flashover. The Crane Controller suffered suspected arc eye from the flashover.

The loose rail had vibrated onto the ballast and had comprised the sheaf of an energised traction cable sitting on the ballast.

Key Messages:

- Detailed site surveys should be carried out prior to storing rail in 'out of use' areas as operational cables may be present.
- Due consideration and robust planning should be made when storing materials/equipment in the railway environment.
- Operational cables should be identified and marked accordingly.
- The detailed [Shared Learning and actions taken can be found here](#).

Our Health & Wellbeing Group needs your help



The Southern Shield H&W group would like to carry out a pulse check at your worksite to gather information on your thoughts and feelings about health and wellbeing. The results will be used to inform the group on the areas to focus on in 2018. This is your opportunity to have your say and influence the group on what information and initiatives will be coming your way.

The pulse checks will be carried out at your site or in your office and will be led by a member of the H&W group. Each session will take approximately 30-45 minutes and will involve completing a short survey and participating in an open and honest conversation about health and wellbeing. To book a session at your site or in your office, please contact the Health & Wellbeing Group Lead: Juliette.cannock@networkrail.co.uk

Close Call – are your temporary works signed off?

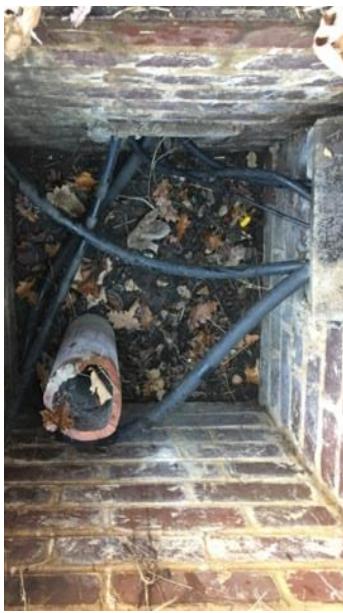
During lifting operations, the crane controller stood on temporary timber decking. After the lift it was realised that these temporary works had not been signed off by the CRE. Was this decking safe?

Contact us: shield@networkrail.co.uk or go to www.southernshield.co.uk

Lessons from serious leg injury



An operative working for the supervisory controls project sustained a leg injury whilst surveying external cable routes at Penge sub-station. As he walked in an area covered in leaves, he stood on a cable chamber manhole cover which gave way beneath him. One of his legs plunged down the chamber to waist depth resulting in an injury to his right knee. He was taken to hospital where it was confirmed he had suffered serious ligament/tendon trauma, bruising and fluid accumulation to his knee.



The manhole cover was refitted, tested and found to be in good condition. It transpired that the manhole cover had not been fitted properly by previous users which resulted in the cover not being seated correctly in its frame. This caused it to tilt when weight was applied. This accident was recorded as an over seven day RIDDOR event.

A Close Call was also raised to remove a sharp, broken pipe from the cable chamber. Fortunately, the injured person had fallen on the opposite side to this pipe and did not come into contact with it. Had he done so, his injuries could have been even more serious.

Lessons Learnt from this incident

- Always ensure that that you replace manhole covers correctly and test to check it is securely fitted in its frame.
- Always report (and Close Call) any missing, damaged or ill-fitting covers to the responsible owner/maintainer and make them safe or indicate there is a hazard before leaving site.
- Be aware that leaf fall and vegetation can hide hazards in the ground. In this particular case, the hazard of the incorrectly fitted cover was exacerbated by a covering layer of fallen leaves following recent high winds.

Danger of metal blade brush cutters

There have been numerous incidents when using metal blades on brush cutters for vegetation clearance and new safety advice has been issued as a result. The use of metal blades on brush cutters for de-vegetation works is now only permitted when additional control measures have been put in place. These include the required equipment and competence, additional PPE and an extended exclusion zone. Details of these new requirements can be found in the [Safety Advice notice](#) on Safety Central.

Did you know that Network Rail has approved a new thermal helmet liner?



Hoodies and beanie hats risk reducing the protection provided by hard hats and can also restrict hearing. By using these approved liners the temptation to use unapproved means of keeping warm can be reduced. This product is classed as PPE as it mitigates the risk of exposure to the cold.

However, please remember that these thermal liners are only approved for use with JSP Evo Safety Helmets.

You can [find out more on the JSP website](#).

Operational Close Call during line block

Contractors were undertaking ballast consolidation at West Dulwich using a line blockage with additional protection. One COSS was appointed to place protection while another COSS oversaw the kango packing. The line blockage was protected by signals/points at either end with additional detonator protection due to the nature of the activity. Stop boards and three detonators were placed at the protecting points.

The group was then contacted by the signaller who stated that a train had come to a stand at a marker board. The works were stopped and early indications suggest the boards and detonators were placed on the correct line, but on the approach to the points rather than beyond them. The COSS removed all the protection to allow the train to pass.