



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

24 January 2018

Failure of main hoist rope

An RRV crane was being used to lift a fuel bowser onto a low loader lorry in a compound area. The load was connected to the crane lifting hook by a four leg chain sling. When extending the RRV boom, the lifting eye/pulley was drawn up to make contact with the jib. The operator was concentrating on the clearance between the base of the fuel bowser and the bed of the lorry and did not notice the proximity of the eye/pulley to the jib. The wire became sufficiently tight to snap the hoist rope at the drum. The fuel bowser fell approximately 1.5 metres to the ground.



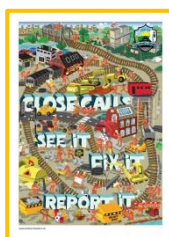
The safety switch on the RRV was found to operate when the boom was retracted but not when extended. This is an unsafe condition which is thought to have existed since an upgrade and crane modifications were made. Operators judge the rope tension during operations and this may be why the failure mode has not been revealed during use earlier.

Immediate actions required:

- Owners and operators of similar equipment shall arrange for the operation described above to be replicated under safe conditions to check whether the interlocking device fails to operate safely.
- Equipment that fails this test should be quarantined.
- Network Rail Construction Managers and supervisors should carry out a review of lifting equipment on their sites. Where any potentially affected equipment is identified they should check with the POS Representative that this test has been undertaken.
- Construction Managers should then confirm back the results of these checks to their Programme Directors.

See [the Safety Advice](#) for full details.

More Close Calls – less accidents



Did you know that by raising a Close Call you may have prevented an accident happening to you or one of your colleagues? More Close Calls equals fewer accidents.

See it, fix it (if safe to do so), and report it.

Download the poster from [the Southern Shield website](#).

Do you always have a lift plan?

A 24-year-old employee was injured during the loading of bins of scaffold fittings on to a lorry using a Hi-Ab lorry mounted crane. The Hi-Ab arm knocked him from the bed of the lorry to the ground and he suffered significant injuries to his arms.

At Derby Magistrates' Court, Benchmark Scaffolding Limited pleaded guilty to breaching Regulation 8(1) of the Lifting Operations and Lifting Equipment Regulations 1998. The Company was fined £40,000.

The HSE said, "This incident could so easily have been avoided through the company properly planning the lifting of scaffolding parts onto the lorry, giving clear instructions for employees to follow, and having a competent person identified as Supervisor. This would have ensured the lift was carried out in a safe manner".

Of course this would never happen on one of our sites...would it?



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.

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

Home Safe

When are road accidents most likely?

- On long journeys on monotonous roads, such as motorways
- Between 2am and 6am
- Between 2pm and 4pm (especially after eating, or taking even one alcoholic drink)
- After having less sleep than normal
- After drinking alcohol
- If taking medicines that cause drowsiness
- After long working hours or on journeys home after long shifts, especially night shifts

Driving is the most dangerous work activity that most people do. It is estimated that around 150 people are killed or seriously injured every week in crashes involving someone who was driving, riding or otherwise using the road for work purposes.

[A Toolbox Talk on driver fatigue](#) can be found on the Southern Shield website. Don't become a statistic.

Cable pull causes head injury



At Farringdon station, a cable winch was being used to assist with pulling a cable through a platform invert. A worker had a rope tied around his waist with the other end being fed through the winch. The winch snagged and lifted from its mounting moving forward five metres pulling the worker along the platform. This caused his safety helmet to fall off and he then fell head first down a manhole into the platform invert hitting his head on the frame of the manhole. He sustained a deep cut to his head and injuries to his shoulder and back. The investigation is ongoing.

Operational Close Calls

Three Operational Close Calls are under investigation in our region:

- A Safe Worker Leader (SWL) 2 issued a Conductor Rail Permit with incorrect mileages. This was picked up by the COSS and corrections were made but this wasn't notified to the Principal Contractor at the time.
- A signalling power supply to a location case was disconnected to allow works to be undertaken safely. However once the works were completed the fuses were incorrectly replaced. This resulted in a fuse blowing which affected a set of points.
- A SWL 1 tried to take a line blockage from the signaller with the wrong exit signal noted in the Safe Work Pack. This was not picked up by the Safe Work Leader on review of the pack or when inspecting the site prior to starting work.

Raising the bar

The Southern Shield Safe Use of Plant Working Group has produced a new best practice handbook which covers the safest way to use non-rail mounted plant in a rail engineering environment.

Being hit by plant is one of the top causes of fatalities in UK construction and this document provides best practice for all those who select, manage and allocate this type of plant on our sites.



To read or download this document, [visit the Southern Shield website](#). This document is also compatible for printing in A5.

Stopping Time video

Murphys have produced an excellent video called 'Stopping Time' about an incident that could have caused a fatal derailment of a train after a pile cast was left on the track at Kirkham.



The video provides key learning and key factors to ensure works are planned clearly and carried out safely.

To see the video, go to the [video library on the Southern Shield website](#).

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