



Infrastructure Projects

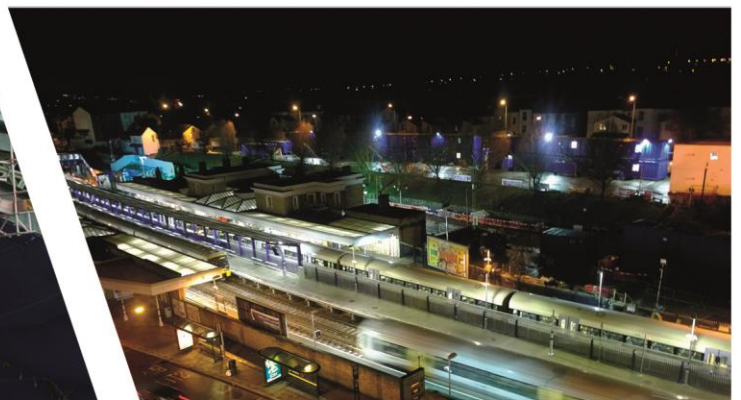
Southern



Home Safe

The Southern Region's weekly safety update

2016





Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

02 November 2016

Knocked over by van

Last week we reported that a store keeper at Waterloo International Terminal was knocked over by a van whilst taking a delivery. A fair culture investigation is now underway as it appears that the van driver was communicating with his office via mobile phone in the lead up to the accident.

Use of mobile phones whilst driving is not only a breach of our Lifesaving Rules - it is also against the law to use a hand held mobile phone while driving or while stopped with the engine running. You could face a fine of £100 and three penalty points on your licence.



If your driving is effected, or if there is a crash while you are using a mobile phone, you could be prosecuted for careless driving, dangerous driving or, if someone is killed, for causing death by careless or dangerous driving. Fines can then be much greater and prison becomes almost certain if a death is caused.

Think...

What do you do to ensure that delivery drivers and other one off visitors to your site obey the Lifesaving Rules?



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.

Winter driving



With British summertime officially over, it is time to prepare for the winter months and in particular, ensure that we take appropriate measures to keep us safe whilst driving.

50% of all road traffic collisions happen at night in wet conditions.

You can find useful tips and information on winter driving on the RAC website.



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Beware of wasps

De-vegetation teams at Redhill have observed a number of wasps and hornets on the ivy plants that border the site. The wasps appear to be attracted to the flowers that are currently in bloom on the ivy.

Remember...

When carrying out de-vegetation at this time of year, please be vigilant when cutting ivy in case wasps or hornets are present.



Asbestos exposure

A Maintenance Delivery Unit Team reported finding materials suspected to contain asbestos that had been disturbed at Balcombe Sub Station.

The material was removed by an asbestos contractor and the incident is under investigation.



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Handle with care

An operative at Oxford Parkway received an electric shock when he touched a Bussmann CamMaster fuse carrier in a location case.

Subsequent testing revealed that the fuse carrier had an elevated voltage of up to 300V on its surface. Under normal operating conditions, no voltage should be present. Investigations have revealed that insulation breakdown in the faulty fuse carrier caused the elevated voltage.



STE engineers are currently investigating the incident, but are not yet able to identify if this is a one-off component failure or a batch problem. Fortunately in this instance, the operative sustained no lasting injuries from the electric shock. [You can find the full bulletin here.](#)

Immediate advice:

While investigations are underway, the surface of a Bussmann CamMaster fuse must be tested before touching or removing the fuse carrier from the base.

Safety game changer

Short circuiting straps may become a thing of the past following the successful trial of negative short circuit devices (NSCDs), a new technology that will make track isolations significantly safer and faster.



The technology was successfully trialled in the South East route from January until the end of September. Trials took place at Balham, Streatham, Belle View, Selhurst, Southwark, Ludgate Cellars and Farringdon, as well as sub-stations in the Guildford area on the

Wessex route. The intention is to roll them out along the Brighton Main Line in the coming years.

Short-circuiting straps have traditionally been used to guard against the risk that the rail may be electrified unexpectedly. While a potentially lifesaving piece of kit, the straps also introduced safety challenges and increased the time taken for a possession to be implemented safely, with workers often walking long distances in the dark and rain.

Mick Gates, Programme Manager, explained how the new technology works "NSCDs are permanently connected into the sub-station equipment and provide greater protection than short-circuiting straps. All you have to do is operate two switches and you have completed the same exercise as walking out to site and manually fitting straps. A padlock prevents anyone else removing the protection - all this is done at an off-track location."

Matthew Ogundairo, track operative at Victoria Depot, said "It's great because it saves us time and makes it safer for us as we don't have to go on track and carry heavy straps."

Reminder: Conductor rail isolation arrangements

Investigations are currently ongoing into an Operational Close Call at Dover Sea Wall. It appears that a track trolley was placed on the line without a clear agreement being reached between the ES and the COSS about the safe system of work.

A guide has been produced to remind those involved in planning of works or with those with specific duties such as COSS, about the forms required to record the work-site and conductor rail isolation arrangements. [You can access the guide here.](#)

Culture Survey update

Thank you to all of those that participated in the recent Culture Survey within Southern. The team are currently producing a report identifying key issues which will be presented to the Safety Leadership Team on 17 November. The information from the survey will be used to help form the focus and strategy for next year. The findings will also be shared at the Southern Shield event on 1 December.

Post-Christmas, the team will work to develop and put into effect an action plan based on the survey results. It is intended that the survey will be re-run every year to track our progress.

Operative dies at Scottish substation

A contractor has died after sustaining injuries at an electricity substation in Moray, Scotland. This is still under investigation, but acts as a sad and stark reminder about the risks of working with electricity.

[You can read the article here.](#)

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Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

26 October 2016

Conductor rail shrouds struck by train



Following works in a line blockage at Ascot Station, a train struck two conductor rail shrouds on the down main line. The line blockage was set up by a Protection Controller (PC) with a number of COSS's undertaking a range of works on and around the station platforms. Conductor rail shrouds were deployed for each of these operations.

Once the works were completed, each COSS signed out with the PC and confirmed verbally that all staff, plant and materials were clear of the line. However, the PC did not identify the presence of the shrouds during his checks and handed back the line blockage to the signaller.

The site manager was later made aware of the incident by station staff, who advised that the first train on the down main had come to a standstill in the platform having struck two conductor rail shrouds. The train driver requested an emergency DC isolation in order to safely remove the resulting debris from beneath the train. [*You can find the full bulletin here.*](#)

Remember...

Before giving up line blockages, PCs and COSS's must always satisfy themselves that the line is clear and safe to pass trains, by carrying out a visual inspection.

Emergency contact details

A recent incident occurred at the Network Rail offices in Milton Keynes whereby a colleague was involved in an incident, but next of kin details were not registered with the business. It took over three hours to find someone to contact; which was both upsetting and stressful for everyone involved.

Please ensure that your emergency contact details are up to date, either with your line manager or on your company records.



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access our website*

Knocked down by van

Whilst working in stores at Waterloo International Terminal, an individual was knocked over by a delivery driver.

The driver was manoeuvring a transit van at slow speed outside the stores in readiness for off-loading. It is believed that the individual was on the passenger side dealing with paperwork for the delivery at the time of the incident.

She attended hospital after suffering grazes to her right elbow and shoulder. The shoulder was bruised, but she was able to return to work.

Lessons learnt...

It is critical that segregation between people and vehicles, and exclusion zones, are maintained at all times.

Clocks go back this weekend

Don't forget that the clocks go back this Sunday 30 October.

Please ensure this is considered in any weekend works.

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Loose hard hats cause collision

Operatives were driving from the Ascot yard to a work area at Bracknell. Their hard hats were resting on the empty middle seat in the front of the vehicle when one of the hard hats slipped into the driver's foot well.



The driver reached down to remove the hard hat, causing him to veer to the left and collide with two parked cars. The vehicle tracker confirmed the driver was under speed limit at 31mph in a 40mph zone. Fortunately, neither of the operatives were hurt.

Lessons learnt...

Always secure loose items in the cab of vehicles to prevent unplanned movement and distraction.

Team members injured during isolation irregularity

During a possession, members of Orpington Track team were injured when a pair of timber nips came into contact with the third rail within their worksite. They had believed that the third rail was isolated.

The work had not been planned within the usual timeframes, and due to this safety briefings were issued late. The conductor rail within the worksite was partly re-energised; however, the team had not been made aware of the change or the new hazard within the worksite.

One operative sustained a severe arc eye injury and another sustained a bruised ankle and a fractured wrist whilst moving away from the flash over. A third team member's overalls caught fire, but they did not sustain any physical injuries. [You can find the full bulletin here.](#)



Think...

- When possession limits and worksite limits change, how do we ensure safety is not compromised and changes are communicated to the relevant parties?
- How do you minimise late changes, and what is your safe 'cut off' point for accepting any changes to a plan?

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Beware of trespassers

Whilst visiting a site at Slade Green, a Construction Manager noticed a gap in the lineside fencing. The palisade fencing had been removed and a subsequent temporary repair of the fence had also been cut to create an access to a yard to steal cable.

The Construction Manager reported the damage to the fencing to Fault Control who dispatched a Mobile Operations Manager (MOM).

Remember...

Be vigilant and if they notice any breaches to lineside fencing, report it.

You can find a toolbox talk on site security on the [Southern Shield website.](#)



Sentinel 2 App

Some users have been reporting issues with applying the new Sentinel 2 App. Please note that the full functionality of the new application is as yet not mandatory for use on sites; however, the requirement to check cards on site remains a mandatory part of the process.

If your operatives aren't familiar with the upgraded app or are experiencing problems, they can still use the app in the way that they did before to check Sentinel cards.

You can [find out how to do this on the new app here.](#)



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

19 October 2016

Operational Close Call



Whilst undertaking lineside de-vegetation at Burgess Hill, a complaint was received as to the Safe System of Work (SSOW) being used. A Mobile Operations Manager attended site and checked the SSOW pack.

The pack identified the work as being planned within a Separated Green Zone using Site Wardens to keep staff a minimum of two metres from the adjacent line. The incident is currently under investigation.

Think...

- Are the operatives shown in the photograph a minimum of two metres from the open lines?
- Where are the Site Wardens protecting the operatives working on the right hand cess?
- How would the operatives using the strimmer on the right hand cess be warned by a Site Warden if he is getting too close to the 2m point?
- Is the operative using the strimmer on the right hand cess working safely on a slope adjacent to an open line and a live conductor rail?
- How is the 2m point measured and identified to those working?
- Is it acceptable to use a limited clearance without a suitable SSOW to gain access to the site of work?
- Is it safe working so close to a live conductor rail?
- How are operatives crossing from one side to the other?

Are you wearing the correct PPE?

Whilst setting up a SSOW for vegetation clearance at Reading, a COSS undertook a live-line test of the conductor rail after receiving confirmation that the electricity had been switched off. However, he was observed to have done this without wearing insulated gloves (gauntlets), which are a mandatory PPE requirement for this task.



Always use the equipment that is fit for its intended purpose

You can find a copy of the Southern Shield PPE guide here.



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Finger crush

An RRV was located on the Down line whilst replacing sleepers on the Up line as part of the Gospel Oak to Barking project. The Crane Controller had placed timber spaces on top of the first row of sleepers that had been positioned on the trailer in preparation for the next row.

However, there was an issue with the timber spacer. In an attempt to release the timber, which was caught between two sleepers, the operative asked the Machine Controller to push the sleeper forward using the arm of the RRV.

At this stage, the operative had positioned his fingers between two of the sleepers on the trailer. As the Machine Operator proceeded to push the sleeper forward, the chain that was attached for lifting the sleepers caught the sleeper below and trapped the operative's hand.

The incident is currently under investigation.

Think...

Is it necessary for operatives to work so closely to moving machinery?

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Cut cable



During demolition of an escalator and 'soft strip out' at Waterloo International, a hidden 240v AC cable which was believed to be dead and redundant was cut by an operative. At the time that the cable was cut, no one was aware of the error. The cut resulted in the switching off of the main distribution board on Platform 19. The

cable in question was powering a customer information screen in the station. An isolation certificate was in place for the escalator to be removed; however, the cable in question was not covered by the certificate. *You can [find the full bulletin here](#).*

Lessons learnt...

When removing redundant cables, always ensure that cables are correctly colour coded to avoid confusion and that operatives are briefed accordingly.

Changes to Network Rail Standard

A letter of instruction has been issued by Network Rail affecting the Standard NR/L2/OHS/019 (Issue 8) – Safety of People Working On or Near the Line. Following research arising from the events at Newark Northgate when a track worker was struck and killed, this includes the requirement that 'a person shall not undertake look out duties for more than two hours without an adequate break'.

Remember...

In the IP Southern Region, the use of the Southern Shield Charter - Track Access Protocol is mandatory. This details an agreed hierarchy to get our people to use the safe system of work with the lowest risk level.

Fatigued driver narrowly misses lorry

Following a night shift at Blackfriars station, a contractor for Thameslink took the decision to drive home. During the journey home, he momentarily fell asleep and veered across two lanes, narrowly missing a lorry that was travelling in the nearside lane.



Initial investigations show that the contractor attended site without being authorised, planned or contracted to do so and that the supervisor accepted this change. Accommodation had not been booked as the operative had not been expected on site.

Whilst driving home, the operative failed to take rest breaks. During this time, he had travelled approximately 240 miles, driven for 6hrs 50mins and completed a shift of 6hrs 35mins. *You can [find the full bulletin here](#).*

You can find a [toolbox talk on Driver Fatigue here](#).

Other incidents

Stratford: A member of IP Anglia suffered a fractured wrist when they fell on the stairs at One Stratford Place. Please remember to use the hand rail when using stairs and do not become distracted by mobile devices.

Dover: Works had been planned to be undertaken at Dover and suitable arrangements made for track access. However, on arrival at site, it was found that other unknown parties had also made arrangements to use the possession and the access point, resulting in curtailment of planned works. The incident is currently being investigated by the Route to ascertain if the works had been planned and de-conflicted by the other party.

Shepherds Well: Whilst undertaking vegetation clearance within a line blockage, a small tree was being felled when it fell and struck the platform, damaging a platform coping stone.

Wimbledon: During a possession it was identified that a couple of coping stones near to the RRV access point had been broken. The damaged copers have since been repaired.

Reading: A rubber duck was being used to lift copers from the car park onto Platform 1, struck an overhead BT cable spanning two posts. The boom was not fully extended, with the drop chain on the ground. The operatives were D&A tested and BT attended site to check and test the cable, which they later confirmed was redundant.

Green Hythe Station: Operatives arrived on site to find two vans with smashed windows. British Transport Police have been advised.



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

12 October 2016

Finger trapped in van – the underlying cause

Last week we reported that a driver was collecting tools from site at Queenstown Road when he trapped one of his fingers in the drop-side gate of a vehicle.



Initial investigations suggest that there was poor coordination and communication between the two operatives when closing the flatbed sides. The tools had not been loaded correctly into the van, which had led to this becoming a two person operation.

Remember...

Always ensure loads are securely and correctly loaded onto vehicles. If the task requires more than one person, always communicate clearly before moving loads or equipment to ensure hands and fingers are out of the way.

Would you report unsuitable PPE?

A contractor was burning out sheared bolts on a bridge structure in South Yorkshire when molten metal burnt through the palm of their leather gauntlet. As a result, they suffered minor burns to their forearm and wrist.

The leather gauntlet being worn was the Warrior Red Split Leather Welding Gauntlet (0111WRSC).

Personal Protective Equipment should be the last line of defence against harm. All PPE must be CE marked and made to relevant standards. [You can view the full bulletin here.](#)



Remember...

If PPE or equipment is not fit for purpose, or you suspect it not to be genuine, report it.

You can find a guide to the PPE required in IP Southern on the Southern Shield website.



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Electrical incident update

We recently reported that whilst installing Vortok fencing, a short circuit occurred when a shovel came into contact with a running rail and conductor rail. He had no apparent injuries at the time, but attended hospital as a precaution.

Update...

The following day, the operative admitted himself to A&E complaining of numbness in his right hand, fingers and lower forearm. He was detained in hospital for four days for the purposes of observation and tests. This has now been reported as a 7+ day RIDDOR event and is under investigation.

Aggressive behaviour

A staff altercation occurred on site which resulted in an eye injury and one individual being taken to hospital for treatment. A fair culture investigation has since been carried out.

All four individuals involved in the incident no longer work on the project.

Remember...

Aggressive behaviour is totally unacceptable and will not be tolerated.

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Shared learning – Landslide at Harbury Cutting

Following a landslide at Harbury Cutting earlier this year, the following shared learning has been released. The learning states that the slope failure was caused by excavations taking place to install drainage trenches and reduce the slope angle.

The slope stability analysis did not adequately take into account the history of failure in the cutting and the presence of low strength layers caused by previous cutting failures and geological features. [You can find the full bulletin here.](#)



Lessons learnt...

For large, complex earthworks or earthworks with a history of ground movement there is a need to carry out sufficient site research, investigation and monitoring to meet the design and investigation requirements of Eurocode Geotechnical Category 3 (BS EN 1997-1).

Assurance should be more intrusive where there is greater project complexity or a history of ground movement.

Incorrect equipment causes injury to eye

A member of the Dover Track Team was struck in the face by flying debris whilst removing pandrol clips. The individual was using a keying hammer to remove the clips, as opposed to a panpuller, causing a piece of ballast to fly up and hit him in the eye.

As a result, he suffered inflammation to his eye and had to attend hospital as a precaution. Fortunately, the operative was wearing safety glasses which prevented it being a more serious injury. [You can find the full bulletin here.](#)



For this particular activity, a keying hammer should only be used as a last resort when removing pandrol clips and if used, should be undertaken in a controlled manner.

Remember...



Always use the equipment that is fit for its intended purpose

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Leading the way with Mental Health

World Mental Health Day was celebrated this week and Osborne have recently firm up their commitment to the cause by signing up to Mind's Mental Health Wellbeing Index.

This makes a long term commitment to supporting the mental wellbeing of their employees and should help them find out more about the effectiveness of the policies, procedures and initiatives they have in place.



Cable incident

Whilst connecting up a power cable to the heating elements in overlay panels, the power cable was observed to smoulder. The incident is under investigation.

Is your site lighting sufficient?

With Winter approaching and light conditions deteriorating, it was identified that there was insufficient lighting at Wrecclesham when the team arrived for the morning shift. Night time security has now been briefed to ensure lighting is turned on ahead of the morning shift.

Think...

Is your current site lighting sufficient for the changing weather and light conditions?

Don't forget...

There is a wealth of information and useful Toolbox Talks on the [Southern Shield website.](#)

If there is an issue you would like us to cover, get in touch with your suggestion at:

Shield@networkrail.co.uk



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

05 October 2016

Hammer to the hand

An operative working at Waterloo International Viaduct hit his thumb whilst using a 4lb club hammer, resulting in a cut and bruising. The individual was using an improvised tool for the task.

The operative's thumb was cleaned and dressed on site, before attending hospital for further examination. He was advised that there were no broken bones, but the injury required stitches or glue. The operative has returned to work and the incident is currently under investigation. *You can find the [full bulletin here](#).*



Lessons learnt...

The tool being used was not appropriate for the task being undertaken. Always make sure you are using the correct tool for the job and seek advice if you are unsure.

Concrete burns



A ground worker was helping to lay concrete when he waded in too deep, resulting in concrete rising over his safety wellington boots and coming into contact with his leg. This caused him to receive a concrete burn to his leg and require medical advice.

Luckily as only a small amount of concrete came into contact with his skin and it was washed off shortly after coming into contact, the individual only sustained a minor burn on a very small surface area of the skin. Concrete burns should not occur, however when they do, they must be taken seriously as the consequences can be life threatening. *You can view the [full bulletin here](#).*

Immediate lessons learnt...

Always ensure you are wearing suitable PPE for the task you are undertaking. On this occasion, safety waders would have provided better protection.

You can find a copy of the ['Working with wet concrete' toolbox talk on the Southern Shield website](#).



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Good practice

A hand operated whacker plate was being used on site at Wreclesham for the compaction of foundations in preparation for a gabion basket wall.

The extended use of this machine exposes those using it to a HAVs risk. The One Team Wessex team identified the risk and looked into alternative methods that would reduce the risk.

Following this, the team have hired a remotely operated whacker plate, which removes the HAVs risk to the operative using the machine. A purple CRN has been issued to the team for taking this proactive step.



For more information, please contact [Nick Freeman](#).

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Home Safe

Finger caught in van



A driver was collecting tools from site at Queenstown Road when he trapped one of his fingers in the drop-down gate on the side of the vehicle. This resulted in a small cut to his finger and bruising.

First aid was administered on site and he was able to continue with his duties.

Remember...

We have recently had a number of incidents involving trapped fingers. Keep your hands and fingers away from moving parts and trapping hazards.

Is your PPE fit for purpose?

Whilst undertaking surveys on site at Brighton, a Designer who was wearing new safety boots, experienced discomfort and found that the new boots had caused bad blisters to his feet.

Remember...

PPE is personal protective equipment, and as such should be supplied to fit the individual.



Derailment and Collision at Watford Tunnel

On 19 September, a train struck a landslip at the entrance to Watford Tunnel. Coming to a stop in the tunnel, the derailed train was then struck by a train travelling in the opposite direction before emergency protection could be put in place. There were two passenger injuries reported from the trains involved.

60mm of rain fell between 3am and 7am that morning which is equivalent to a months' worth of rainfall for September in the Watford area. This had caused a failure of the cutting. Vegetation had also been removed from the cutting surface as part of work to mitigate the threat of rock-fall with netting. You can find the [full bulletin here](#).



Think...

Are similar cutting slopes being worked on in our region and if so, are the procedures for managing the risks posed by adverse weather events clearly understood and applied?

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Behaviour on site

An altercation between four operatives occurred on the staircase access to the south sidings Waterloo. This resulted in an eye injury and one individual being taken to hospital for treatment. Investigations are currently underway, but it is thought that the incident was initiated by work site 'banter' that turned sour.

Remember...

Aggressive behaviour is totally unacceptable on our worksites and in our offices and will not be tolerated.

Driving down accidents

Driving is the most dangerous work activity that most people do and 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.

Exceeding the speed limit is a factor in 14% in fatal road accidents and is a real issue in our business where we see numerous rule breaches.

Remember...

Network Rail's Lifesaving Rules apply both at work and whilst using company supplied equipment such as a car or a mobile phone, including using company equipment in your own time.

Check your speedometer regularly and look out for signs, especially at junctions and when leaving high speed roads.

Recognise what makes you speed, concentrate and give yourself plenty of time.





Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

28 September 2016

Electrical flash



Whilst erecting Vortok fencing at Tunbridge Wells, an insulated shovel caused a short circuit between the conductor rail and running rail. This resulted in an electrical flash that burnt an operative's trouser leg.

The operative was taken to hospital as a precaution and after being examined was discharged. The incident is currently under investigation.

Finger trapped in grab claw

A banksman at Waterloo International Terminal was assisting the loading of scrap metal into a skidsteer bucket. After the grab claw was closed a piece of metal began to slide out of the bucket and the banksman reached out to prevent the metal from falling.

As he did so, the piece of metal trapped one of his fingertips, cutting a piece of the fingertip off. The individual was wearing cut 5 gloves at the time of the accident. First aid was given on site before attending hospital.

Good first aid provision on site and a quick response reduced the severity of this injury, as the team knew what to do and were able to get the injured person to hospital within 10 minutes of the accident.



Immediate lessons learnt...

- Never place your hand near a trapping hazard and if materials slide out of a grab claw, do not attempt to stop them.
- Always make sure you are know where your nearest A&E department is and who the designated first aiders are on site.



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Beware of wasps

An operative was attacked by wasps on site at Erith Station. He left site and was given medication, returning to work on the same shift. This is another in a series of wasp stings that have been experienced recently.

Remember...

First aid risk assessments need to consider this hazard. Individuals that are susceptible to an adverse reaction to a sting should have their own medication with them and make supervisors/first aiders aware.

Operational Close Call

A Close Call was raised at Fulwell by a Construction Manager when an excavator was observed working without its slew restrictor in place. This was not in accordance with the ALO plan. Works were taking place behind a blue netlon fence set out three metres back from the track.

After seeking guidance from the Health and Safety Manager, this has now since been raised as an Operational Close Call. The incident is currently under investigation.

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Use of brush cutters with metal blades



A Safety Advice notice was issued by Network Rail regarding the use of brush cutters fitted with metal blades for vegetation clearance.

Following three incidents since July this year, it has been advised that the use of metal blades on brush cutters for de-vegetation works shall **ONLY** be permitted when specific control measures have been put in place.

You can find out [more information here](#).

Vehicle collision with barrier

A lorry driver was on site at Queenstown Road delivering items required for the works taking place that night. Whilst leaving site, the vehicle then collided with a traffic barrier, dislodging it.

Remember...

- Ensure effective traffic management is in place including arrangements for dealing with delayed deliveries.
- Ensure that vehicle drivers are correctly briefed on the arrangements for your site on arrival.
- Ensure when you are organising deliveries that all relevant employees have been informed.



Safety Flash: Equipment not isolated

A Safety Flash was issued after an installer working at Bracknell sub-station found that the bus bar he was about to work on was still live.

In the event, no injuries were sustained because the installer followed his electrical training and the Network Rail Lifesaving Rules by carrying out a 'test before touch'.

The incident is under investigation but more details and the initial learning can be found in the [Osborne 'STOP Think Moment' here](#).



Never assume equipment is isolated
– always test before touch.



Many thanks to Osborne for sharing details of this incident and the actions they are taking.

A neat solution for storing scaffolding

Scaffolders have designed a method of storing and transporting scaffold tubes as an alternative to stillage's.



Sharing best practice

To save on water use during diamond drilling, a Golz Air Slurryfox was used on site at Waterloo International Terminal.

This is a portable, easy to use, air powered filter press which separates water and solids so the water can be reused over again.

This equipment has significantly reduced potable water demand as 450 – 600 litres of water can be recycled per hour and eliminates any issues with water run-off from conventional methods.

When completed, any waste water must be disposed of correctly under a trade effluent licence from the Water Authority.

For further information, please contact the [Wessex Capacity Alliance Environment Manager](#).



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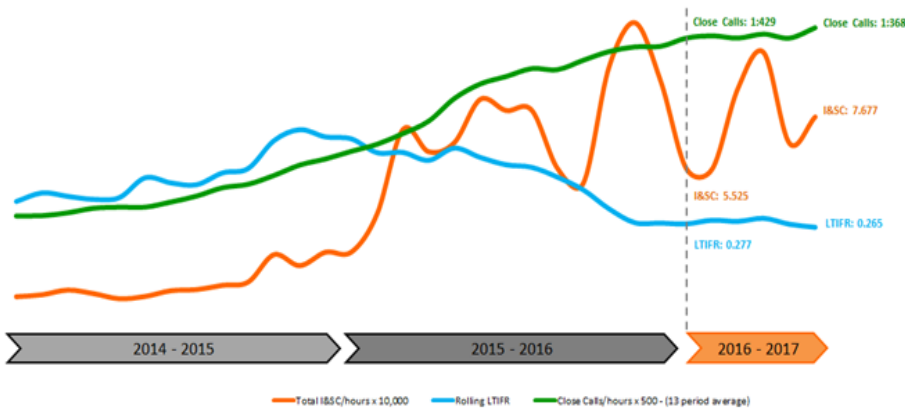
Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

21 September 2016

Slight fall in LTIFR

IP Southern - Rolling 13 period LTIFR, close calls by 500 hours worked and inspections & safety conversations by 10,000 hours worked



There was a slight fall in our Lost Time Injury Frequency Rate at the end of Period 6 which now stands at **0.265** per 100,000 hours worked.

However, the last Period saw the highest number of accidents and incidents in the Southern Region since the exact same Period in 2014/15. This 'Summer Spike' saw a total of 15 accidents including two RIDDORs. The number of Close Calls rose slightly but we were well down on the number of Inspections and Safety Conversations we should have carried out.

Remember: we know that reporting more Close Calls and carrying out more Inspections and Safety Conversations go hand-in-hand with a reduction in the number of accidents and incidents that we suffer.

HAVS monitors trialed on WCA

Hand Arm Vibration (HAVS) monitors are currently being trialed by subcontractors on the Wessex Capacity Alliance (WCA). The wrist worn vibration monitor from Reactec allows operatives to monitor their daily vibration exposure limits. Once this is reached the monitor flashes red and vibrates as a warning to stop using the tool.



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Two people hurt while lifting

Hurt lifting generator

An operative suffered strain to his lower back after trying to lift a generator over a wall with his colleague. As they were putting the generator back down on the floor the operative lost his footing and then reported that he had felt a twinge in his back resultant of the lift. He was sent to A&E as a precautionary measure. As a result of this incident the ground around the wall was levelled with ramp and steps, to create a safe access and platform for lifting.

Hurt while troughing

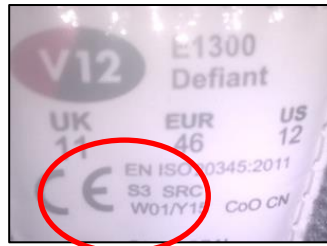
An operative undertaking troughing replacement injured his back after manually handling a c-19 concrete trough. He attempted to lift a trough on his own despite being briefed that it was a two person lift. He was given first aid on site and went home. He returned to work the next shift.

To subscribe to Home Safe email:
Shield@Networkrail.co.uk

Contact us: shield@networkrail.co.uk

Nail punctures foot

Nails were being removed from boards as a part of a site demolition when an operative suffered a puncture wound to his foot after stepping on a nail sticking out of a piece of wood. After checking his work boots it was found that they didn't have the correct midsole protection. Further checks revealed that other operatives were also wearing incorrect footwear and were stopped from working.



Remember...

- Boots with steel midsole protection are labelled S3 (pictured above).
- The Southern Shield [PPE Guide](#) provides further information regarding the PPE requirements within the Southern Region.

Chemical Burn

Whilst removing pipework on site an operative released a clip holding the pipe. Fluid started to run out from the pipe and spilled onto the operatives left shoulder for approximately 30 seconds. The fluid seeped through the operatives clothing and he began to feel a burning sensation. As a result there was a three or four centimetre circular red mark on his skin. The operative rinsed the area and the redness subsided.



What would you do if there was a chemical burn on your site?

PPE beyond the minimum

After a breeze block fell on an operative grazing his arm Wessex Capacity Alliance have introduced Kevlar Sleeves.

Kevlar Sleeves are a knitted sleeves designed to work in conjunction with gloves and provide superior mechanical strength in light to heavy-duty handling and production applications. Kevlar Sleeves are available in a number of protection levels.



Think...

Have you considered going beyond the minimum PPE required for the task to provide your people with extra protection?

Southern Shield Culture Survey

The Southern Shield Culture survey will be taking place between 4 October 2016 – 16 October 2016. By understanding your views we can develop a better safety culture. If you would like to take part please contact your [survey lead](#).

Operational Close Call at Blackheath

An Operational Close Call was raised after a COSS arrived on site to find that some of the Vortok fencing installed as a part of the planned safe system of work had been removed. The COSS contacted the London Bridge Signal Box to explain and request a Line Block, once granted he safely reinstalled the Vortok fence poles.

Well done to the COSS for recognising, reporting and fixing the problem safely.

Insect Sting

A designer was carrying out a survey, when they were stung on the cheek by a flying insect. Their cheek started to swell, so they attended A&E as a precautionary measure.

Lessons Learned...

During this time of year wasps are dying off and become aggressive. First aid risk assessments should take this into account. Any individuals that are sensitive to stings should make the site management team aware.

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Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

14 September 2016

Lessons Learned from Operational Close Call

An Operational Close Call was raised after a member of the protection staff supervising a possession on a DC electrified line did not have the correct competency.



After a shift change the Engineering Supervisor (ES) scheduled to work only held a Level B: Isolating the Conductor Rail – Testing and Strapping competency. This meant that they could not issue, maintain or cancel conductor rail permits.

Lessons Learned...

- Only a person with Level A: DC Electrified Lines – Procedure A competency is allowed to issue, maintain and cancel conductor rail permits or authorise a person with a Level B competency to place or remove straps.
- A Level A competent person must hand their responsibilities over to another person holding a Level A competency.

Remember...

When establishing isolation for a worksite on a DC electrified line the Engineering Supervisor must hold a Level A: DC Electrified Lines – Procedure A competency in accordance with Network Rail standard NR/SP/CTM/015.

Hurt while lifting

An operative and supervisor were removing a bearing plate from the top column of a structure. The plate slipped and the location pointer punctured the operative's stomach. The operative received first aid and was then taken to hospital where he received further treatment.



Lesson Learned...

- When lifting sharp objects pointers should be removed or protected to prevent injury.



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access our website

Cable Strike at Victoria

A road was being made ready for waterproofing beside Eccleston Bridge, when a traffic light control cable was struck. The cable was set just 100 millimetres below the surface.

Temporary traffic lights were erected. TFL attended site and made the cables safe.

Signal Post drop

Whilst removing a redundant signal post at London Bridge Station one end of the sling came out releasing the signal post mid-air and it fell to the ground. A [lessons learned](#) document has been provided by the team.

Cut arm

An operative suffered a cut arm whilst removing timber from a redundant building. The operative was carrying pieces of wood down stairs to pass onto another operative. Whilst carrying out this task, one of the pieces had moved causing grazing and a small cut to his arm.

Contact us: shield@networkrail.co.uk

Operational Close Call at Egham

An Operational Close Call was raised after a Level Crossing Attendant attempted to hand control of the barriers to the Signaller at the end of his 12 hour shift without gaining authority from the Engineering Supervisor (ES). A local investigation has been launched.



Remember...

- Level Crossing Attendant must always work under the instruction of the ES when taking or relinquishing manual control of level crossing barriers.
- Refer to Network Rail Rule Book Handbook 18 for Level Crossing Attendant duties.
- If in any doubt always contact the ES or your Line Manager for advice and guidance.

Spillages

A work group were erecting scaffolding on a site and knocked over a 25 litre drum of oil. This resulted in 5% of the oil being spilled onto the ground.



In another incident... During a weekend possession a spill was identified on a station work site. It is understood that the spill occurred after a leak from plant which was left unattended on the site. The spill covered an area approximately 23 x 23 centimetres.

Remember...

- All plant and equipment, particularly those holding fuel and oil, must be stored in a designated safe area. This should also apply to storage of fuels and other COSHH liquids.
- Ensure that any spill is reported as an incident, however small.

The Southern Shield suite of [environmental toolbox talks](#) provides further information and advice on potential environmental hazards.

Broken foot at Sunningdale



A COSS working at Sunningdale on the Reading 10 car project was injured after a concrete edge beam fell onto his foot. The injury was not initially reported but later the COSS complained of a sore foot. The COSS attended A&E where his foot was x-rayed and it

was confirmed that his little toe and another bone in his right foot were broken. Works have been suspended on site and an investigation is currently taking place.

In Other News...

The Wire

An Operational Close Call was raised after wires were cut in error at Waterloo relay room during preparation for circuitry recoveries.

This caused the points detection to fail safe. This was immediately identified by the installer and repaired and returned to full functionality.

Lesson Learned...

The installer was running and cutting multiple wires and cut a live wire by mistake. Only run and cut one wire at a time.

Stop! This is unsafe

If it's not safe we shouldn't do it. Here are some examples of activities which were correctly challenged following safety concerns.

Stuck in the mud

A team's van got stuck in mud. To try and free it they put timber behind the back wheels and were about to stand on it whilst the driver was going to try and reverse. A colleague saw this and stopped the activity, they highlighted the risks involved. The group devised a plan to use a strop and the forklift to tow out the van.

Scaffold pole run

Whilst on a site tour a member of staff was seen carrying scaffold poles single handily down a staircase to the pavement below. The poles were approximately six meter in length. The colleague was challenged and the task brief reviewed. The task was designated as a two person lift. All site staff were re-briefed and made aware of this.

Would you challenge unsafe activities?



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

07 September 2016

Raising the bar for Close Calls

Our only red site of the bank holiday weekend, Long John Hill Bridge replacement in Anglia, was successfully completed without accident or injury. The project involved replacing the previous brick and iron structure with a single 120 ton reinforced concrete structure.

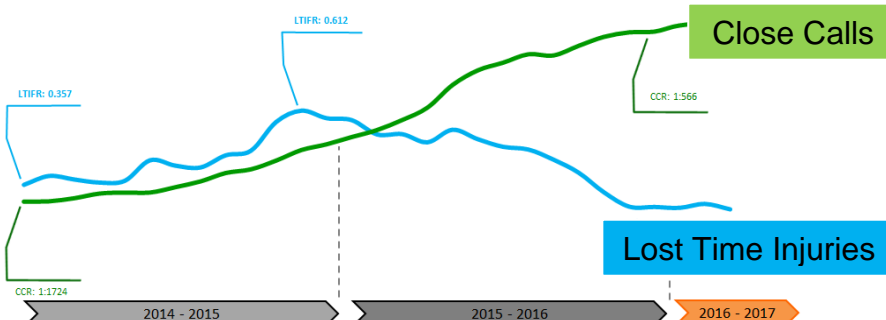
To try and raise the bar on safety, the Principal Contractor, VolkerFitzpatrick, decided to target an improvement in the number of Close Calls. The final Close Call ratio was one Close Call raised for every 61 hours worked (the IP Southern norm is 1:500).



John Cox, Managing Director (Rail) VolkerFitzpatrick, commented "I am really pleased to see such a significant number of Close Calls were reported at our site at Long John Hill. We are seeing the benefits of this rich source of information in shaping our plans to prevent accidents.

We are reaching a place where Close Call reporting is part of our culture. It was also great to see how the team addressed and closed out each Close Call so promptly and with such enthusiasm. Finally, it is an opportunity for me to thank everybody who raised a Close Call, which helps us to get home safe every day."

Our statistics show that **the more Close Calls we raise, the less accidents and incidents we have**. Could you increase the number of Close Calls raised on your sites to prevent accidents and incidents from happening, so that your people get home safely?



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Manual handling safely

Two operatives were undertaking a two man lift at Tottenham Hale to move a small generator (66kgs) over a low wall. As they lifted the generator back to ground level from the stub wall, one of the individuals lost his footing and as a result, suffered a muscle strain in his back.

The ground has since been levelled with a ramp and steps up to stub wall, to create a safe access and platform for lifting.

Lessons learnt...

Review ground conditions before conducting manual handling activities.



Before



After (work in progress)

Contact us: shield@networkrail.co.uk

Home Safe

Are you wearing the correct PPE?

Whilst dismantling the wooden maintenance building at Waterloo, an operative removed a section of timber from the wall and placed it behind him. As he removed a second section, he stepped backwards onto the timber. The timber had a protruding nail which went through his boot, causing a small puncture wound.



The safe system of work that had been briefed to the staff is that when a timber is removed, it is either taken directly to the onsite skip, or to a quarantine and safe area for subsequent de-nailing. This process had not been followed.

During the investigation, it became apparent that the boots that the individual was wearing did not comply to safety standards as they did not have a steel midsole. Further investigation highlighted that most of the site labour had non-compliant boots. These employees were all supplied by an external contractor.



Think...

Do you check the PPE of operatives on site to ensure it is compliant and safe?

You can find a copy of our PPE poster on the [Southern Shield website](#).

Moving load fractures finger

A Works Delivery Track team were removing rail and scrap materials from site using an RRV trailer.

As one of the operatives went to remove a ballast bag from the trailer the bag became caught on the rail, causing the rail to move. The individual put out their hand to catch the falling rail, but as it fell their fingers became trapped between two pieces of rail. The operative was taken to the local hospital where he received an x-ray and it was confirmed he had fractured his index finger. [You can find the full bulletin here.](#)

Lessons learnt...

- Visually inspect a load before and during unloading activities, to check it has not slipped or moved. Consider the potential for movement of the load when straps are removed.
- Ensure the load has been evenly distributed and supported correctly.
- Ensure that any equipment which you are going to remove is not supporting other materials or is caught on any materials it may affect.
- Always wear gloves when handling loads – in Infrastructure Projects, we mandate Cut 5 gloves.

Stop and think when you return to work

As the summer draws to an end, many of us will have returned from our summer holiday. Sites change regularly, so a period of time away can leave colleagues in a vulnerable position.

It is important we refocus and are briefed on any changes to the site upon returning. Individual, personal back to work briefings should be conducted as good practice. This is not just important after the summer but after any annual leave or prolonged period of site absence.

Let's keep having the safety conversations and together we can make a difference.

Unauthorised drone collides with crane



In the Central region, a drone recently collided with a crane jib whilst a photographer was taking photos of a bridge installation.

Although on this occasion the only damage sustained was to the drone, the unauthorised use of unmanned aircraft systems on or near Network Rail infrastructure pose a potential risk to people on the ground, infrastructure and other airspace users.

Remember...

No unmanned aircraft/drones are to be used on or near Network Rail infrastructure without prior authority/advice from the Head of the Network Rail Air Operations Team.

[You can find out more about the policy here.](#)



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

31 August 2016

Are your eyes protected?

An operative working at Queenstown Road suffered dust blown in to his eye due to windy conditions on site. First aid was given and he was able to return to work. The operative was wearing safety glasses at the time of the incident.



Think...

Is your PPE fit for purpose and suitable for the task and weather conditions?

Operational Close Call at Dover



While running an engineering test train between Folkestone East and Abbots Cliff Tunnel at Dover Sea Wall, the Engineering Supervisor (ES) noticed there was some movement at the Dover end of Abbots Cliff Tunnel.

The ES identified that a trolley packed with tower scaffolding was fouling the gauge between the Up Line and the Down Line. The project manager and ES approached the workgroup and advised that they would need to remove the trolley, before standing the group down. The incident is currently under investigation.

Working at height reminder

A contractor working at Camberley Station was observed unloading site cabins from the back of lorry without edge protection. The individual was re-briefed on the working at height procedure that is mandated across IP Southern as part of the Southern Shield Charter.



Picture of a typical incident.

The Charter states that methods for working at height will be selected according to the hierarchy of methods.

You can find a copy of the hierarchy of methods on the [Southern Shield website](#).



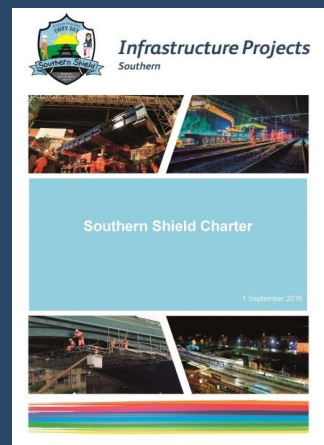
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Southern Shield Charter update

The Southern Shield Charter has been updated following its annual review. The charter is mandatory in IP Southern from 1 September 2016.

Major changes to the Charter include an update to the Track Access Protocol which is also mandatory from 1 September 2016. The Protocol can be found as item 4.8 and Appendix A of the attached Charter.

A further summary of changes to the Charter can be [found here](#). You can find the full [Charter on the Southern Shield website](#).



Contact us: shield@networkrail.co.uk

Home Safe

Spills: Close Call or not?

During works at London Waterloo Relay Compound, a scaffolder knocked over a 25 litre tin of oil left on site by another team. The incident was initially reported as a Close Call, but was later reported as an environmental incident.

Spill kit absorbent pads were used to soak up the spill and prevent ground contamination. The pads have since been removed and bagged up as hazardous waste, storing them in a separate location to prevent removal with general waste.



In another incident at Queenstown Road, whilst carrying plant equipment and tools across the station to the site access point, approximately seven square inches of petrol fluid spilt onto the platform. It is suspected this occurred due to a jerry can lid not being tightly secured.

Remember...

A Close Call is an event that has the *potential* to cause injury or damage. Always report spills as an environmental incident.

Cut arm could have been avoided

An operative at Stewarts Lane Depot was undertaking removal of existing roof cladding, comprising of Georgian wired glass. Georgian style glazing of this age has protruding wires from the edges of the panels.

As the individual was placing the panel on a pallet he caught his arm on the side of the glass panel. A protruding wire pierced through his overall sleeve and caused minor cut to his forearm. First aid was administered on site and the operative returned to work.

The individual was working with glazing gloves and arm protection to Cut 5 standard, as well as wearing fully covered arm overalls. However, it is thought the arm protect may have been removed at the time of the accident because of the high temperatures. The incident is under investigation



Remember...

Minimum PPE for the task must be worn in all weather conditions; unless a risk assessment has identified that it is safe to remove it.

You can find a guide to PPE in the Southern region on the [Southern Shield website](http://www.networkrail.co.uk/shield).

If you would like a colleague to receive Home Safe, contact Daisy.Read@networkrail.co.uk

Other incidents

London Waterloo Relay Compound – An operative was carrying small pieces of wood when he advised that he had a slight muscular pain in the left arm. Works were stopped and first aid was administered. He was advised that he had 'cramp' and to rest for 30 minutes.

Reporting this incident demonstrated the teams positive attitude towards safety.

Another member of the team sustained a graze to his arm whilst carrying out the activity. First aid was administered and the wound was cleaned and dressed.

Think...

Should you be wearing long sleeves to ensure better protection?

An operative strained his back when lifting troughing. He was sent back to his lodgings but returned to work the next day. The lift was designed as a two person life. An investigation is underway.

Redhill – An operative was installing a cable into an Under Track Crossing (UTX) pit when he caught his finger and dislocated it. The individual managed to put finger back in place and had good mobility, so did not require any further first aid. The accident is under investigation.

Dover sea wall - Operational Close Call - A construction manager observed an unattended track trolley left in a worksite. The incident is under investigation.

Queenstown Road - Two subcontractors were stung by wasps having uncovered a nest on site whilst undertaking piling works.



Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

24 August 2016

Hacksaw injury to hand

An operative at Northumberland Park was cutting through an armoured cable with a hacksaw, when the hacksaw blade slipped and cut through the back of the cuff of his protective glove.

The individual was given first aid on site; however, he was still in discomfort after his shift. The operative attended A&E and received four stitches to the laceration, returning to work on his next shift as planned. Cut 5 gloves were being worn in accordance with the Southern Shield Charter.



Think...

Are you using the most appropriate tool and wearing the correct PPE for the task, or is there a safer way of doing things?

Close Call – public on site



During works at Godalming Station, a slip road access to the station was being tarmacked following the installation of a new fence. However, the public could still access platform 1 via the slip road.

Two children on scooters were observed coming down the slip road and straight into the area where the tarmacking was taking place. As a result, an exclusion zone was created and marshals put in place to guide the public.

Remember...

This acts as a timely reminder that during the school holidays in particular, we need to ensure we consider the proximity of our works to areas that are open to the public and secure any access to our sites.



You can find a toolbox talk on [secure sites here](#).



Click on the shield above to access our website

August edition of The Shield now available

You can now find a digital copy of the August edition of [The Shield on the Southern Shield website](#).

This month's edition features a green machine at Dover, sustainable solutions at Cambridge North Station and colleagues share their stories of living with mental health, as well a piece on driving safety.

See it, fix it, report it

Close Calls are vital to preventing accidents and incidents. We know that the more Close Calls are raised, the less accidents and incidents we have.

Remember...

If you see something that is unsafe, if you can fix it, do so and then report it.



Contact us: shield@networkrail.co.uk

Home Safe

In the zone

Teams at Cambridge North Station and Long John Hill are currently trialling MyZone, a proximity warning system. Both sites are a high street environment with tight site working. The system is installed on the cab of the machine and operatives working around the machine wear a receiver attached to their hard hat. This issues a vibration alert if they come within 10 metres of the plant (range dependant on size of site).

Works Manager Dave Goodey commented “I was initially sceptical of the use of the MyZone product as there was a considerable cost, and this would need additional management...However, as the trial went ahead I can see the real benefits of the system, it is very simple, and easy to use, and does not affect anybody’s normal working day, apart managing the equipment.”



“It does provide an additional warning when you are within the range; this is exactly what it is designed to do! I was very pleased with this equipment and the knowledge we are doing all we can to keep people safe and segregated from dangerous plant.”

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

Hazard up ahead

An operative was carrying out scaffolding inspection at Mitre Bridge. Whilst trying to get a closer look at a connection, he walked into a horizontal scaffold tube, causing a small cut to the bridge of his nose. The individual received first aid onsite.

An investigation is underway; however the contractor has implemented the following remedial actions:

- All horizontal scaffold tubes in areas on the bridge that have the potential to cause a similar type of injury will be identified.
- Scaffold tubes identified will have yellow foam padding attached and secured using black and yellow hazard tape, this will provide padding and also act as a visual reminder to operatives.
- The need for operatives to remain alert and vigilant of their working environment will be included as part of the daily shift briefing.



If you would like a colleague to receive Home Safe, contact Daisy.Read@networkrail.co.uk

Safety Flash: serious leg injury



A safety flash was issued after an operative suffered a serious leg injury whilst lifting precast units at a site in Wales. As the signaller stood on a ladder and removed the upper lifting chains from a unit, it toppled and struck his right leg above the ankle, causing multiple fractures. ***You can find the full bulletin [here](#).***

Disposal of railway detonators

A box of detonators was discovered at a waste recycling centre in Leistershire after it had been collected in a roll skip from a Network Rail depot.

During the processing of the waste, a storage container was broken open. The machine then drove over one of the detonators and activated it. The police were contacted and an EOD team were brought in to safely dispose of it. ***You can find out more [here](#).***

Remember...

Always dispose of detonators correctly.



Reporting reminder

It has been identified that a number of incidents/injuries have not been reported through the correct reporting process, via NSC 24/7. It is important that we report all incidents and accidents so that any lessons can be learnt to prevent a re-occurrence.



Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

17 August 2016

Lessons Learned from RIDDOR

In a previous edition of *Home Safe* we reported that an operative suffered a fractured elbow after tripping over a crane mat during the bridge replacement works at Aldershot High Street. As a result of this injury the operative was signed off work for six weeks.



Background: A 750 tonne mobile land crane was employed to replace Aldershot High Street Bridge within a 52 hour possession. Crane mats were installed to spread the load from the outriggers so that the pavement, carriageway and buried services were protected.

Changes to the work environment: During the course of the works the crane supervisor switched off one of the tower floodlights as it was hindering the crane driver's visibility. As a result some of the crane mats were no longer visible and the operative tripped over one of them.

Lessons Learned...

- Always work within the recommended safe system of work.
- When a method of work on site or site conditions change, call a Time Out Take Five. Risk assess the changes and look at the safe system of work. Discuss any new potential hazards or changes as a team.
- Barriers must be installed to segregate matting from walking routes.



Practice makes perfect

The Southern Shield Best Practice Group is made up of members from Network Rail and its supply chain. They meet to discuss site safety and best practice. Three members of the group undertook site visits to Dover Sea Wall and Shoreham Viaduct. Here are some [highlights](#) from the visits.

Contact us: shield@networkrail.co.uk



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Track Access Protocol

The new Southern Shield Track Access Protocol has been released and may be used with immediate effect. The Protocol will become mandatory in the Southern Region from 1 September 2016. If you would like a copy of the Protocol or require a RIPS Manager briefing contact: Shield@Networkrail.co.uk.

Good Calls

A Close Call was raised after a colleague visiting the Rail Systems works area in Waterloo saw a scaffolder working on the back of the lorry with no edge protection. The colleague approached the scaffolder and asked for the work to be stopped. Guidance for Working at Height can be found in the [Southern Shield Charter](#).



Always use a safety harness when working at height, unless other protection is in place.

A Crane Operator inspected a spider crane and noticed that the safety lock indicator was not working. The Crane Operator contacted HIRD who sent out a repair operative.



Always use the equipment that is fit for its intended purpose

Home Safe

Drug and Alcohol Testing

A COSS failed a random drug and alcohol test on site. The COSS is currently temporarily suspended from all Sentinel competencies' pending the outcome of the laboratory test results.



Never work or drive while under the influence of drugs or alcohol.

In another incident

Five operatives tried to access their worksite after drinking at a pub. A for cause drug and alcohol test was arranged, but all of the operatives resigned before this could be carried out.

Lessons Learned...

Always comply with your organisation's drugs and alcohol policy. You must also remember to declare any prescription or over the counter medication that you are taking.

Both incidents are currently under investigation.

PPE Focus – Respiratory Protective Equipment

Where Respiratory Protective Equipment (RPE) is used as a means of controlling residual risk, it must be able to provide adequate protection for individual wearers. RPE will not protect the wearer if it leaks. A major cause of leaks is poor fit; tight fitting face pieces such as the type shown need to fit the wearer's face properly to be effective.

So remember to get your RPE fit tested by a trained and competent person. This will ensure that the equipment is suitable for your task.



Is your load secure?

Memories of a tragic accident came flooding back for one Senior Construction Manager after reading about the recent death of a member of the public as a result of a generator falling off of a lorry.

12 years ago he lost a close friend who was traveling on the M62 when a sheet of ply that was being carried on the back of a flatbed transit van, came adrift and went straight into her windscreen.

As a result the Wessex Construction Managers will be highlighting the risks of unsecure loads by emphasising the importance of tying down and securing tools, plant and materials whilst transporting them from the yard to site.

For further information contact: shield@networkrail.co.uk.



In other news

Heat Stress

With the summer months in full swing the Health and Safety Executive have published information about heat stress. For further information please visit the [HSE](http://www.hse.gov.uk) website.

Wasp Sting

Vegetation work was being carried out on an embankment and a wasp nest was disturbed. One member of team was stung. He was given first aid and was declared fit for work after a short rest break.

Remember...

- Be vigilant when working around vegetation and other places where wasps and bees might be nesting.
- Wasp and bee stings can be very serious for those who suffer from an allergic reaction. Those who are allergic must receive immediate medical attention.

Safety Alert

A team member working at Tonbridge received irritation to his arm and a burn on his neck whilst changing sleepers. Further information can be found in the [incident report](#).

Tidy Sites

A train struck a pile of timbers which had been placed in the six foot. As a result of this the train lost its Shoe Gear. The timbers had been used to create temporary RRV access and were left unsecured. Further information and lessons learned can be found in the [incident report](#).

Minor Injury

An operative trapped his right hand little finger whilst drilling a hole. First Aid was given. An investigation is underway.



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

10 August 2016

Adder spotted on site

An operative was carrying out troughing works at Whitmoor Substation when he moved a cable and discovered an Adder underneath. The site manager stood the site down until the snake had moved away. No one was harmed.

Remember...

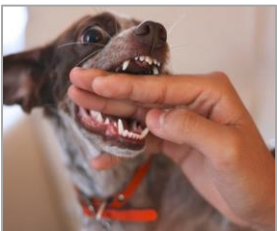
- Adders only bite when threatened, disturbed or deliberately antagonised. Allow the snake to move away on its own accord.
- In the event of being bitten by a snake, seek immediate professional medical help.
- Do not injure or harm the snake in any way, as this is illegal.



You can find a Toolbox Talk on Adders and the danger of snake bites on the [Southern Shield website](#).

Beware of dog bites

As part of the Reading Ten Car project, an operative was carrying out routine letter drops to houses when he was bitten by a dog whilst posting a letter. The individual attended hospital and received a tetanus injection as a precaution. *You can find the [full bulletin here](#).*



Lessons learnt...

- Avoid putting fingers into letter boxes.
- Consider using stiff card rather than thin paper when printing letters.
- Do not approach any pet or stray dog, or enter any land or premises where dogs or other potentially hazardous animals roam freely.

If someone is bitten:

- Wash the wound with soap and water.
- Seek medical advice from the local medical centre or hospital.
- Report the incident as soon as possible to your supervisor.
- Monitor the bite for any signs of infection, such as swelling, redness and heat. If these occur, seek further medical attention.



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Track Access Protocol



The new Southern Shield Track Access Protocol has been released and may be used with immediate effect. The Protocol will become mandatory in the Southern Region from 1 September 2016.

Some of the changes include:

- Reduction to six protocol levels.
- Appointment of an accountable Rail Interface Planning (RIPS) Manager and a Responsible Manager.
- DC Isolations now under its own separate Protocol.
- COSS name changes are permitted within five days (in certain circumstances).
- Use of Site Wardens, Open Line Access and working (Red Zone) authorised by the Principal Contractor.
- Introduction of Forms [F2001A](#), [F2001B](#) and [F2001C](#).

A toolbox talk has been produced for discussion with your teams.

You can find the [Toolbox Talk](#) and [Protocol](#) on the [Southern Shield website](#).

Contact us: shield@networkrail.co.uk

Home Safe

Is the load secure?



Following a recent incident in the Southern region where a fuel can fell off of a vehicle, a fatal accident in the news has highlighted how serious the incident could have been. A member of the public was recently killed when a generator fell off of a lorry and crushed her while walking her dog. [You can read the full article here.](#)

Remember...

Always check loads are secured before driving a vehicle.

Driving safety

Following a fatal road traffic accident on 5 June involving colleagues working for Crossrail East, Network Rail held a safety stand down throughout July focussing on driving safety. The stand down centred on fatigue and the risk of driving whilst tired, as well as reiterating the importance of following our Lifesaving Rules.



You can find a [toolbox talk on driver fatigue](#) on the Southern Shield website for discussion with your teams. Since the stand down, colleagues have been sharing additional advice for driving safely:

Stay hydrated

Did you know - not drinking enough water can have the same effect as drink driving, as a study reveals that motorists who are dehydrated make twice as many mistakes. Dehydration can result in impaired mental functioning, changes in mood, and reductions in concentration, alertness and short-term memory. [You can read the full article here.](#)

Pay attention

In addition to hand held devices, The Highway Code advises that 'using hands-free equipment is likely to distract your attention from the road. It is far safer not to use any telephone while you are driving or riding - find a safe place to stop first or use the voicemail facility and listen to messages later.' This is also in line with our Lifesaving Rules.

Safety checks

It is possible that many of us do not test vehicle safety features such as brake lights and tyre pressure as often as we should. There are simple checks that can help to ensure that our vehicles are fit for purpose. You can find [more information here.](#)

Remember...

Always follow our Lifesaving Rules and challenge anything you feel is unsafe.

Did you miss the Health and Wellbeing event?



Following the Southern Shield Health and Wellbeing event in July, a Toolbox Talk has been produced summarising some of the key information from the day.

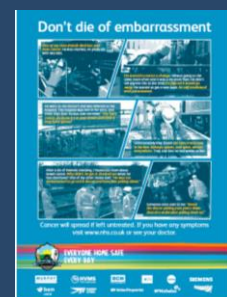
The Toolbox Talk features the 'Know Your Numbers' initiative, information on the effects of drugs and alcohol - including prescription drugs - as well as mental wellbeing and some of the myths around it.

[You can find a copy of the Toolbox Talk on the Southern Shield website.](#)

Don't die of embarrassment

A new poster is now available raising awareness of bowel cancer. The poster gives a real life account and urges people to get checked out if they have any symptoms.

[If you would like a copy of the poster, please contact **Shield@networkrail.co.uk.**](#)



[If you would like a colleague to receive Home Safe, please contact **Daisy.Read@networkrail.co.uk**](#)



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

03 August 2016

Near miss at Barnhurst

During stabilisation works at Barnhurst Cutting, drilling rigs had been positioned on the embankment so that they could be seen by passing train drivers. The project team considered a 'distraction notice', but were advised that these works were not considered a distraction.

The rig was subsequently positioned in line with the Any Line Open (ALO) plan, which included a requirement for the rig to be tethered by a 16mm cable to the crest of the embankment.



However, a train driver passing the worksite reported a near miss, stating that he thought a soil nailing rig was positioned too close to the open line. A Route Mobile Operations Manager attended the site and confirmed the team had placed the equipment in accordance with their plans. In order to prevent future reports of this nature, a distraction notice has now been issued. [You can read the full bulletin here.](#)

Lessons learned...

While the project team had been given correct advice from the Project Operations Interface Specialist (POIS) in that these works were not unusual, novel or new; consideration could have been given to this particular area. It may have been unusual, novel or new on this particular line. This should, therefore, be considered when discussing distraction notices with the POIS in future.

Did you know?

Where PPE could become caught by an external or moving object, it should have a method of quickly parting, such as Velcro or poppers. This is to eliminate the risk of entanglement to the user.

Although this obligation has been removed from the Railway Group Standard (GO/RT3279), it is still a requirement in the PPE Directive (Schedule 2, Annex II of 89/686/EEC) and must therefore be adhered to.



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Safety Flash: serious hand injury

A Safety Flash was issued after a linesman working on the Western Route suffered a serious hand injury when his hand became trapped between a pipe and bracket. [You can find the full bulletin here.](#)

Think...

When planning work, how do you make sure the risks from hand and other crush injuries are identified and mitigated against?

Easy access

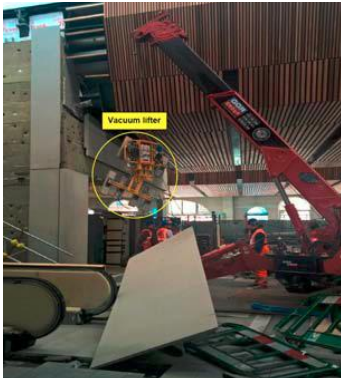
Whilst working on the Thameslink Borough Viaduct, an intermediate access platform was created on the falsework system.

The 'Peri-Up' system offered a modular access platform that provided a solid steel base to walk on with the falsework acting as handrails, reducing the risk of falls from height. [You can find the full bulletin here.](#)



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Sharing lessons learnt



We recently reported that during works at London Bridge on the Thameslink Programme, a glass reinforced concrete panel weighing 362kg became detached from a vacuum suction lifting device. The panel fell to the ground, hitting the Spider crane outriggers and escalator. Fortunately, there were no injuries. An investigation into the cause of the incident is now complete. [You can find the full bulletin here.](#)

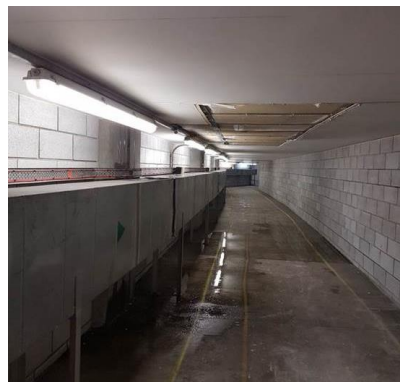
Lessons learnt...

- All required documentation detailing the work should be in place prior to works commencing.
- Supervision should be in place and effective for all works.
- Appropriate resources should be assigned prior to works commencing.
- Anyone undertaking the task should be competent to do so.



Is your site safe before you leave?

An operative working at Waterloo International Terminal turned a water hose off from the spout at the end of their shift, but left the water turned on at the tap. The pressure built up and eventually split the hose, causing flooding in the kitchen and fire escape walkway of Spectre House. It appears that no one in the team checked that the water was turned off, therefore it went undetected overnight.



Damage has been caused to the kitchen ceiling and flooded the surrounding area, making the area out of use while inspection works are conducted and repairs undertaken.

Remember...

At the end of a shift, always check that any power or water supplies are turned off, electrical equipment is left isolated and the site of work is tidy.

Lewes Station incident update

Last week we reported that an operative working at Lewes Station sustained a cut to their leg when the panel of glass they were lifting shattered. The operative returned to work on Monday after five days absence.

Asbestos awareness

An operative unearthed what appeared to be some asbestos based ducting pipe during hand excavation work at Star Lane.

The area was immediately cordoned off and signage erected until it is disposed of in the correct manner.



Near miss

The Rail Accident Investigation Board has launched an investigation after a track worker dodged death by just one second in Hampshire.

The operative was not injured but was badly shaken by the incident. He was part of a team of three carrying out rail inspections and maintenance near Shawford station using GPS equipment. While crossing, he stopped in the centre track as he became distracted by the GPS equipment.

At the same time, a train was approaching at about 80 mph around a right-hand bend.

[You can read the full article here.](#)

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Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

27 July 2016

Lost time injury at Lewes

Whilst lifting a 1.9 x 0.6m panel of glass into a skip, the top of the panel fractured off and caught an operative on the rear of his calf. This resulted in a 3-4 inch cut that is approximately one centimetre deep. First aid was given on site and the operative was taken to hospital, where the laceration was stitched and bandaged.

Did you know?

Our Lost Time Injury Frequency Rate (LTIFR) has risen to 0.3 for every 100,000 hours worked. One of the things that we know contributes to a reduction in LTIFR is the number of Close Calls raised.

Remember, every Close Call raised is potentially one less accident.



How would you react in an emergency?

An operative was drinking coffee in the welfare facilities at Ascot Station compound when he was observed going red in the face, before beginning to cough and collapsing. He hit his head on the floor during the fall and the emergency services were called.

The operative was taken to hospital, stabilised and retained for observations. It appears that the incident was medically-induced rather than being attributable to any work he was undertaking, as he hadn't yet left the compound.

Always make sure you are aware of...

- The First Aid arrangements including the location of any defibrillators.
- Means of summoning the emergency services and arrangements to meet them, as well as arrangements for getting emergency services to a casualty on or near the line.
- If this is not possible, what are the arrangements for recovering a casualty from on or near the line to the emergency services?
- Arrangements for contacting next of kin.



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Operational Close Call

An ES arrived for their shift in the Sunningdale area. However, he was found to not have the correct competency to issue Conductor Rail Permits (CRPs). All works for the shift were stood down until another ES was sourced with the appropriate competency.

The incident was reported as an Operational Close Call and an entire shift was lost.

Remember...



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

Good practice – secure site

With the school holidays underway, site security is paramount. At Fulwell, it was observed that the temporary site doors could be opened by members of the public. A combination lock has now been put in place to prevent access.



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Home Safe

Cut cable could have serious consequences

An operative working at Waterloo International Terminal identified a fault within the fire alarm system and reported it to their supervisor.

Following investigations, it was determined that whilst work was being carried out removing services, a live fire communication cable had been cut. This was a low voltage cable carrying no current; however, the cut cable resulted in a fault on the fire alarm system within the construction site and Waterloo International Terminal Arches.

Twist and shout

Whilst lifting roof sheets on a scaffold crash deck at Effingham Depot, an operative pulled his back after twisting sideways. The individual subsequently confirmed that he has a history of back issues, following an injury 10 years ago.



Lessons learnt...

Appreciation should be given at the design stage for the safe lifting and installation of materials. If you have a pre-existing medical condition, your supervisor should be made aware to allow for appropriate allocation of tasks.

Concrete burns update



The individual who recently received concrete burns at Tunnel Substation returned to work on Monday 18 July. This amounted to a total of 23 days absence from work as a result of his injuries.

You can find a toolbox talk on the risks of working with wet concrete on the [Southern Shield website](#).

Did you know?

When calculating total days lost for RIDDOR accident events, all days (except the day of the event) which the individual could not return to their full employment duties are counted – this includes non-rostered days, weekends and bank holidays.

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Other incidents this week

Fulwell - Whilst exiting the depot, a delivery lorry struck one of the automatic gates, causing some damage to the gate. The issue was caused by the entrance being partially blocked by another vehicle.

Fulwell - A hydraulic pipe on an RRV caught on a piece of scrap rail and split, causing a discharge of hydraulic oil. This was dealt with by deploying a spill kit.

Leake Street - A traffic marshal spotted that a removals lorry had hit an overhead strip light, causing it to come away and hang in a dangerous manner. The area is not part of the site; however, the traffic marshal made the area safe with pedestrian barrier before arranging for the light to be disconnected.

Waterloo International Terminal - An operative reported that he had cut his leg on an object inside a waste bag as he walked past it. The cleaning staff have since been re-briefed on keeping walkways clear.

Dover Sea Wall – A kitchen porter cut his finger on a cheese grater. First aid was given onsite and he was able to return to work.

Dover Sea Wall – An Operative trapped his thumb between the timbers and formwork of concrete, resulting in a cut. First aid was administered on site before attending A&E for further review of his injury.

Dover Sea Wall – A chef slipped on a newly mopped floor resulting in them banging their knee. First aid was administered on site and the individual attended hospital for further examination and assessment.



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

20 July 2016

Stop! This is unsafe

Ahead of works at Kemsley Station, a COSS reported to the site supervisor that markings on the platforms and the SSOW Pack did not correspond. The Hazard Directory, Sectional Appendix and Track Diagrams showed that the down line marked as Platform 1 is in fact Platform 2. The supervisor stopped the work and reported the issue as a Close Call. The observation was escalated to the Route, who confirmed that all three drawings are incorrect and will be amended.

This positive intervention and behaviour of the COSS and the Costain Supervisor may have prevented a serious incident in the future, where lack of familiarity and confusion could have led to a significant event. [You can find the full bulletin here.](#)



Remember...

- Check that you have the required drawings within the SSOW Pack.
- Undertake a check of the worksite before works commence.
- Compare the Hazard Directory, Track Diagrams and Sectional Appendix with the markings around you to confirm that they are correct.
- Report any inconsistencies.

COSS involved in road traffic collision

A Safety Flash report was issued after a COSS was involved in a road traffic collision whilst travelling home from his shift. He was treated at the roadside by paramedics for a suspected broken arm. A Toolbox Talk on Driver Fatigue can be found on the Southern Shield website. [You can find the full bulletin here.](#)



Immediate lessons....

- Always be aware of other road users who may not be driving as safely as you.
- Always obey the Lifesaving Rules and drive according to the conditions of the road at the time.
- Never exceed the amount of hours that you are allowed to work.



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Have you thought it through?

Survey works were being undertaken at a site in Anglia. Due to the location of a palisade fence, the team could not get close enough to the wing wall to undertake the task. The team therefore took the decision to erect a scaffold tower over the fence. However, when dismantling the tower, an operative slipped and cut his arm on the top of the fence.

The changes to the plan had not been documented, risk assessed or escalated for approval. The sharp edge on the palisade was also exposed and supervisors looking after the activity did not have the relevant awareness training for erecting tower scaffolds. Following a reconstruction of the incident, the team concluded that a MEWP should have been used to gain access. [You can find the full bulletin here.](#)

Remember the Lifesaving Rules...



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Beware of using shrouds

A P-Way team were fitting rail clamps onto an arc damaged rail in Lewes Tunnel. The task was being undertaken under line blockage without isolation. Once in the tunnel, the section supervisor made an attempt to apply conductor rail shroud to secure the area for clamping.

However, as the shroud was applied it created a flash, causing the operative to jump away. Whilst doing so, he fell backwards onto a tunnel wall which resulted in scratches to his arm.

An initial investigation has determined that possible remnants of slag or delamination material from under the conductor rail had been dislodged as the shroud was applied. This connected the running rail with the conductor rail via "metal residue" between the rails.



Prior to the team arriving on site, they were advised that scaling between the rails would need to be removed as it could cause further electrical tripping. The operatives assumed this was usual and made no attempt to look underneath the conductor rail and check its condition. [You can find the full bulletin here.](#)

Lessons learnt...

- Locations known to flooding are at risk of conductor rail scaling.
- High ballast in tunnels, weather and proximity of insulators all need to be taken into account when working live with shrouds.
- If the area where the conductor rail is to be applied is assessed and there is a chance of a short, the conductor rail must be isolated.

Are you wearing the correct PPE?



A member of the Dover Track Maintenance Team suffered a small cut to his finger whilst attempting to install a T-COD (Track Circuit Operating Device). The operative was carrying out a practical session during a T-COD Training Course, but felt the gloves were too cumbersome and did not allow him the dexterity required to unhinge the T-COD.

He removed the gloves and subsequently caught his finger on the machine. The equipment had a sharp edge which had the potential to cause injury; however, this was not adequately highlighted during the training. [You can find the full bulletin here.](#)

Lessons learnt...

Be vigilant to the task/type of equipment being moved and any hazards that could result in an injury, such as sharp edges. Cut 5 gloves are mandated in IP Southern, unless a risk assessment identifies a more suitable measure for the task.

[You can find a guide to PPE in the Southern region on the Southern Shield website.](#)

Safety Advice: provision of asbestos survey information

Following an HSE audit of building works at Wadborough Station House, Network Rail was served with a 'Notification of Contravention' detailing three material breaches. Notable amongst these breaches was a failure to carry out a refurbishment and demolition asbestos assessment in advance of intrusive construction works. This had the potential to expose the workforce to airborne asbestos fibres. [You can find the full bulletin and immediate learning here.](#)



Mind the MEWP

As a Road/Rail Mobile Elevating Working Platform (MEWP) was leaving site at Mitre Road, a lorry tried to overtake it and struck the machine. The MEWP operator was driving the machine from the basket and suffered a minor cut to his thumb. Details of the lorry driver and witness statements were taken. The operative was seen by a first aider, and did not require further treatment. The incident is under investigation.

Arun River Bridge – RIDDOR update

Back in March 2016 an operative working in a possession broke his ankle when he put his foot through a small gap in the decking on a bridge he was working on. The operative returned to work for the first time on the 8 July.

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Infrastructure Projects Southern **Home Safe**

The Southern Region's Weekly Safety Update

13 July 2016

Operative credits cut 5 gloves for saving his finger

A scaffolding operative was cutting a board using a battery operated reciprocating saw at Stewarts Lane Depot. As he picked up the saw, he inadvertently operated the machine's switch. The action of the saw blade caused the blade to come into contact with his hand, resulting in a minor cut. The operative commented on the fact that he was wearing cut 5 gloves:



I was about to cut some boards to continue my work so I needed to ~~the~~ get the re-cip saw as on doing this I accidentally nipped my index finger on my right hand at the time I was thinking please be in one piece and as I took my glove off my finger was slightly cut by the nail but I'm so glad I had my cut 5 gloves on as it could of been worse that proved to me that the cut 5 gloves are the correct gloves I need with the work I do.

The operative simply had a momentary lapse in concentration; however, there is no doubt that a power saw capable of cutting through timber boards is equally capable of cutting through skin, muscle, sinew and bone. The cut 5 glove prevented what could have been a much more serious injury.

Remember...

Wear the correct PPE at all times – when all else fails, it really is your last line of defence.

You can find a guide to PPE in the Southern Region on the Southern Shield website.



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Safety Bulletin: serious injury in Sheffield

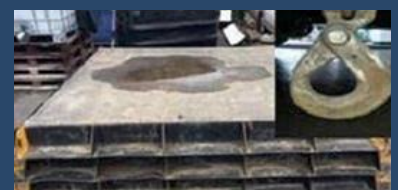
A serious hand injury occurred on a structures renewals site during a lifting operation at Woodside Lane in Sheffield.

An operative was unloading crane pad mats with a lorry mounted crane, when their hand became trapped between the lifting chains and the load.

The injury resulted in amputation at the knuckle of the operative's ring and little finger, and a laceration to their middle finger. The operative had surgery to his injured hand and spent three days in hospital. An investigation is underway. [You can find the full bulletin here.](#)

Think...

What can be done to reduce risk to operatives during lifting operations?



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Unsecure load strikes operative

During works on the Thameslink Programme, a load became unstable whilst moving counterbalance weights on a pedestrian operated pallet truck. An operative sustained bruising to the chest when he was struck by the stillage and was taken to hospital as a precaution. The stillages and weights weighed a total of 2200kgs. *You can [find the full bulletin here](#).*

Lessons learnt...

Point of work risk assessments should be undertaken when changes to the original plan occur. Risks/controls relating to any changes must be briefed and understood before undertaking the work.



Always use the lowest risk level



A near miss incident occurred on South Wales Mainline earlier this year which resulted in three operatives jumping onto a bridge structure to avoid being hit by a passing train. It has since been determined that the bridge should have been prohibited from red zone working, as it is over 70 meters long and does not have a position of safety on either side of the track. *You can [find the full bulletin here](#).*

Remember...

In the Southern Region, the Track Access and Isolation protocol was introduced following a serious safety incident when 11 operatives mistakenly walked along an open line. The primary purpose of this protocol is to make sure that the Safe System of Work with the lowest risk level is always used. As the risk level increases, the level of approval required also increases. *You can [find the Southern Shield charter on the website](#).*

Highway aerosol explosion

A marker spray exploded in the cab of a Manchester Smart Motorways vehicle as two operatives were preparing to drive off.

The driver and passenger of the vehicle managed to exit the vehicle but received surface burns to the arms and head. *You can [find the full bulletin here](#).*



Lessons learnt...

Vehicles should be kept tidy and tools, materials and objects should be removed from cabs and securely stored.

Signal post narrowly misses operatives

A civils team were removing a redundant 2.5 metre temporary signal post which had been installed at London Bridge. The methodology was agreed to be changed on site due to restricted access to the structure's base plate.

The signal post was being cut approximately one metre above the base whilst attached by means of a lifting strap to a road rail vehicle (RRV). However, as the final cut was being made, the post came free and swung in an uncontrolled manner towards the RRV, before falling to the ground. Fortunately, no one was hurt. *You can [find the full bulletin here](#).*

Lessons learnt...

- Detailed site surveys should be undertaken before works commence to confirm the planned working methodology is achievable.
- Point of Work Risk Assessment should clearly identify the risks and implement appropriate controls when planned work methodology changes.



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EVERY DAY**

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Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

06 July 2016

Southern Shield Pocket Guide for PPE



A new pocket guide for PPE has been launched in the Southern Region. The guide confirms the minimum PPE requirement on site, it also includes advice on how to wear PPE correctly, and to risk assess the appropriate PPE for the task and the environment you are working in. A poster version of the pocket guide is now available. If you would like a copy of the guide please [contact us](#).

The poster can be downloaded from the [Southern Shield](#) website.



Click on the shield above to access our website

Latest Safety Flash

A [safety flash report](#) was issued last week after an operative suffered alkali burns while working with wet concrete.

Remember... Always wear the correct PPE for any task involving wet concrete.

A [safety flash report](#) was issued today after an operative at a non-rail site lost his eye after being struck by a pressurised screen pump.

Site security

A group were caught by the site staff at Crayford attempting to steal some redundant cable left at the lineside between Crayford and Bexley Stations. The cable was awaiting recovery. As the site staff approached the group ran off. This was reported to the British Transport Police.

Are your sites as secure as they can be?

Secure Sites

A member of the public found their way onto a work site at platform 20 at London Waterloo Station. The person seemed to be lost and was also suspected of being intoxicated. They were escorted off the site. The incident was reported to the Waterloo Station Manager who reviewed their CCTV footage. The footage showed that a gate had been left open by station staff for refuse collection and access to the arches.

In last week's edition of Home Safe we reported an attempted cable theft from a site in Northfleet. Yesterday at the same site staff arrived at work and discovered that their welfare unit was missing. Thieves also attempted to take the dumper and the excavator. A toolbox talk regarding secure sites can be found on the [Southern Shield website](#).

Remember.... A secure site stops thieves and members of the public (including children) trespassing and seriously injuring themselves.

Shared learning

The Thameslink Programme have released [Lesson Learned](#) regarding an eye injury and the importance of risk assessing the work you are doing and wearing the appropriate PPE.



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Home Safe

Innovations at Shoreham



A new bio security system has been installed on a project at Shoreham Viaduct.

Everyone who works on, or visits the site has their details logged into the new system as part of their site induction. A copy of their index fingerprint is taken alongside a scan of their CSCS card which retrieves their professional details. Everyone completes a health questionnaire, is asked to confirm whether they are taking any prescription drugs and confirms their next of kin contact details.

Only once this is completed are they then authorised to enter the construction site.

The system features a wireless emergency fire and first aid call point alongside a biometric fingerprint recognition turnstile. If the fire alarm is triggered the turnstiles automatically reverts to a free wheel, allowing all staff and visitors to exit the site quickly and safely. The system will automatically print out a list of people who have entered the site on that day; this list is then used for the roll call.

What about after the incident?

A crane supervisor working at the Aldershot Bridge replacement project tripped over an outrigger mat on site. This resulted in a bruised arm and was reported as a minor injury.

He continued working but later that evening and over the weekend his arm started to hurt him. He attended hospital a few days later and it was confirmed he has suffered a radius fracture to his elbow. As the colleague confirmed he was ok to continue working there was no follow up contact made by the principal contractor.

Lessons learned... The area around outrigger mats should be physically barriered off, with a path created to the crane cab and suitable lighting.

Floods at Wrecclesham

Heavy rains resulted in the banks of River Wey bursting and flooding at the site compound at Wrecclesham. The water in the compound was up to one metre deep. The incident occurred the day before a 52 hour possession and access to the site was deemed unsafe.



The site was securely cordoned off and an alternative compound was set up outside of the flood plain, enabling the possession works to go ahead.

Emergency evacuation at Streatham Common

A suspect package was discovered on board a train. The Driver raised the alarm and asked passengers to evacuate the train at Streatham Common station.

Other lines at the station were kept open to allow other services to use the station.

The British Transport Police arrived on the scene and confirmed that the suspect package was lost property.

Dog bite during letter drop

An operative was undertaking a leaflet drop to inform local residents of works taking place in the area. Whilst he posted a leaflet through one of the resident's front door their dog bit his middle finger.

The operative visited hospital and was given an anti-tetanus injection and a course of antibiotics.

Remember... Do not put your fingers through the letter box if you are delivering letters to residents.



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EVERY DAY**

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Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

Step Up for Safety

Step Up for Safety is a national safety initiative which started on 27 June and will run throughout the summer.

The initiative has been rolled out nationally across Infrastructure Projects following the success of the Southern Region back to work briefings in January and the significant reduction in accidents during that period.

Historically we have also seen an increase in accidents over the summer period when people return to work from holiday or are carrying out unfamiliar tasks covering for people on holiday.

The Step Up for Safety briefing can be found [here](#). Along with [Time Out Take Five](#) and accompanying [notes](#).



Close Call – a life saved?

A large gap left between scaffolds at Whitton has been reported as a Close Call. Bricklayers were constantly stepping over the gap as they were constructing the internal and external lift shaft walls together.

The work was stopped and the scaffold company were on site 20 minutes later and rectified the problem.



Railway safer than ever – but more to do!

For the first time a year has passed without a railway worker losing their life on Britain's railway. The Office of Rail and Road (ORR), announcing the achievement, said that Britain's railway network is "safer than it has ever been". Further information on this can be found [here](#).

Remember: we can't rest until everyone gets home safe every day



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Site security

Workers arrived on site at Northfleet and discovered that there had been an attempted cable theft and in another location the cable that had been cut. There was an onsite security guard and cable alarms but this didn't deter the thieves. The British Transport Police were called. As a result of this incident further measures are now being considered to prevent a similar incident occurring in the future. **Are your sites as secure as they can be?**

Be vigilant

In Aldershot a concrete hut was seen to be leaning over in the direction of the track. An email was sent to the Maintainer and a Close Call was raised. The following week it was seen that no action had been taken. It was decided that it was too dangerous to leave any longer and the hut was dismantled and removed.

Loose escalator panel falls at London Bridge

During the escalator installation process, a steel end plate at the top of the escalator being installed detached and fell 10 metres to the new concourse level below. The escalator was one of a pair being installed to provide access to platform level.

Immediately prior to the plate falling, the installation team noticed it was loose. To read the full briefing from the Thameslink Programme please click [here](#).

A Time Out Take Five

The underbridge deck of a bridge at Aldershot High Street had come to the end of its useful life and was being replaced to mitigate performance risks. A Time Out Take Five was held during the works when it was noted that multiple trades were undertaking various activities on the bridge, causing congested working practices. As a result, all the non-critical activities were suspended, to allow the workers involved in critical path activities to operate in a less congested environment.



Well done to all who helped and ensured that work was carried out in a timely and safe manner.

Cut 5 out of 5

At Stewarts Lane depot a colleague was preparing to paint a roof truss underneath the new roof. The back of his finger came into contact with one of the tek screws protruding through the underside of the roof. The screw split his Cut 5 glove and caused a minor cut to the back of his finger. He received first aid to clean the wound and then continued working.



Lesson Learned...

Always place end caps on the longer tek screws which stick through the underside of the roofing before painting works commence.

Material fall

Two members of staff were walking into to the Cottons Centre office at London Bridge when a large screwdriver fell from a window cleaner's cradle six floors above them. Luckily the screwdriver narrowly missed both people.

A Close Call was raised and the contractor was stopped from working. An information pack giving advice on the correct use of small tools at height can be found [here](#).

Flooding at Waterloo

Flooding was reported at the London Underground escalators 8, 9 and 10 at Waterloo Station. After heavy rain fall, water found its way through openings in the Orchestra Pit slab to infiltrate escalator barrels. This was possible because the Orchestra Pit is now open to the elements following removal of sections of the BRUTE deck. The escalator was taken out of service and access was closed to the Bakerloo line.

A threat too far

At Northfleet a resident saw works taking place which prevented him from taking a short cut across a construction site. The resident issued personal threats against the staff, who suspended work due to the nature of the threats. The Police were called and attended the site.

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Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

22 June 2016

Equipment on the line

An Operational Close Call was raised during a line block with detonator protection at East Croydon Station. Three detonators and a marker board were placed at each end of the line block. The Protection Controller (PC) and Signaller agreed an end of the protection and gave the instruction to lift the detonators and the marker boards. An operative went out to collect the equipment; however, when he got back to his vehicle realised that one of the detonators was missing. After going back out to retrieve the sixth detonator, he could not find it and assumed it had been dropped, so the line blockage was handed back.

However, a slow moving engineering train later drove over the detonator which had not been recovered, causing it to explode.

Lessons learnt...

Protection Controller/COSS are to physically check that the detonators have been collected before handing back the line to the signaller. Detonators should also be included in the daily hand back form.

Rocks thrown at operatives

During works at Dover, rocks were thrown from the cliff above by youths, narrowly missing an operative. Rocks had also been thrown during an earlier shift.

The incident had the potential to be much more serious. As a result, the site are instating 24/7 security and lighting on top of the cliff.

Think...

Have you considered the potential dangers posed to operatives on site from the public and ways to reduce those risks?



Click on the shield above to
access our website

Other incidents this week

- Whilst undertaking random drugs and alcohol testing, an operative failed the test for drugs. Remember, random D&A tests could be undertaken at any time, as well as for cause testing following an incident, or in a situation where individuals are suspected of being under the influence. Never report to work under the influence of drugs and alcohol.

- A member of public arrived at Haver station for their train and shouted across to operatives working in the area, who advised him trains were not running due to engineering works. He immediately started swearing and shouting abuse at the operatives which continued for more than 20 minutes. BTP were notified and asked to attend to remove him from the station.

- Whilst adjusting the forks on the boom of an excavator at Dover, an operative crushed his finger between the end plate and the forks. First aid was given, but no further action was required.

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Home Safe

Slip, trip, twisted ankle

An operative was walking from the project compound at Redhill across a car park when he slipped on a kerb, twisting his ankle. He was taken to hospital for further assessment but returned to work the next day. Investigations suggest that wet surface conditions may have contributed to the individual slipping, as well as a history of ankle problems.

Lessons learnt...

Take extra care when walking on any surface in wet conditions.

Rail drill failure

A Safety Flash was issued after a Cembre LD-1PR rail drill failed and fell apart during use. An inspection discovered an age-related crack had developed in the housing which had led to the failure. [You can read the full bulletin here.](#)



Immediate actions...

- All users and maintainers of the equipment must complete a full maintenance visual inspection of the equipment.
- All drills which show a date of 2006 (06) or older should be quarantined and inspected at the earliest opportunity by a plant servicing technician.

Machine falls from height



A Safety Flash was issued after a remotely operated Brokk 160 demolition machine fell from height at Waterloo International Terminal. As the jaws of the Brokk 160 broke through the concrete, a large piece broke free and pulled down the Brokk in the process. The machine fell approximately 7.8 metres to the ground into the exclusion zone. The 400v cable tripped the operator but no injuries were sustained.

The incident is under investigation but the establishment of an exclusion zone, that the machine fell into, reduced the possibility of more serious injuries occurring. [You can find the full bulletin here.](#)

Remember...



Never enter the agreed exclusion zone, unless directed to by the person in charge.

Track gauge struck by train

An incident occurred at Swanley station when a member of P/Way Orpington team was conducting track inspection and forgot to remove the gauge from the track. As a result, an approaching train struck the gauge when slowing down on entry to station platform. Paperwork was within a wet weather writer and the operative had a large number of inspection forms within his pack. As a result, the individual moved to a position of safety to find the correct one for this location, forgetting the gauge.

The track gauge was damaged, but fortunately did not cause any injuries or damage to the train. However, there was the potential to cause injury to other track workers. [You can view the full bulletin here.](#)

Lessons learnt...

- All tools and equipment must be removed from track when moving to a position of safety.
- When moving away from track, even if you are not clearing for passage of a train, remember to remove all tools and equipment.
- Keep forms as organised as possible to avoid distraction when trackside.
- When you receive a warning from lookout, stop what you're doing and assess the area you are currently working in.



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Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

08 June 2016

Could this be our next accident?

The key trends from Close Calls raised in Period 2 were;
13 x unsecured sites - sites or access point gates left open or unlocked, **7 x working at height** - not clipping on or no edge protection, **6 x no banksman** and **5 x speeding on site**.

A Close Call was raised recently on the South East Route after two heras fence panels were found locked loosely with a chain and padlock, leaving a gap at the bottom.



It is a little over 10 years ago when a four year old boy rode his bike through an open gate at a railway works yard, close to his home in Kent. He died after suffering extensive burns when he touched the live 650v rail. Network Rail and its contractor were fined £150,000 each in court as a result of the incident. *You can find a [Toolbox Talk on site security here](#).*

Remember...

Always ensure sites are secured robustly to prevent members of the public accessing unsafe environments.

Walking the wrong line

A workgroup carrying out ETE surveys on the Reading line went outside their possession limits, after walking the wrong direction from their starting point.

The COSS tested the conductor rail at the beginning of their shift and found that it was not live. However, when the group suspected that they had walked in the wrong direction, the COSS re-tested the conductor rail and found that it was live. Although no-one was injured, this could have been a very serious incident.

Lessons learnt...

It is vital COSS's are familiar with sites and copies of the SSOW documentation are supplied in advance.



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Mind the gap

During works at Bracknell Station, a pickup truck struck the height restrictor crossbeam at the station car park, damaging it beyond repair. The pickup had passed under the barrier into the car park with the aid of a banksman. However, after loading up with materials, the vehicle struck the barrier on the way out, when a banksman was not used. *You can find the [full bulletin here](#).*

Remember...

The height profile of vehicles can change after loading. Be vigilant to ensure that materials are loaded centrally to avoid one side of the vehicle tipping upwards.

Banksmen must be used at all times, even if a particular barrier/tunnel has already been passed safely.



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Fatal road traffic accident

On 5 June, a road traffic accident occurred on the A267, approximately 20 miles South bound towards Eastbourne. The accident involved two members of a team working for a sub-contractor to Balfour Beatty working on the Crossrail East programme.

It has been established that they had worked a 10 hour shift on Saturday night at Abbey Wood and were returning home when the accident occurred. The driver of the vehicle is largely unharmed, however the passenger was killed. The cause of the accident at this stage is unknown and the event is currently under investigation. [You can find the full bulletin here.](#)

This occurred the day before sentencing was being carried out for the June 2014 M4 crash involving three Carillion operatives working for IP Western and Wales. Accommodation had been booked for them after their shift but they decided to return home rather than taking a rest.

The driver has been convicted of causing death by dangerous driving after it was established in court that he had fallen asleep at the wheel. He was jailed for four-and-a-half years, disqualified from driving for four years and three months, and he will have to take an extended retest to regain a driving licence.



Think...

Take time to discuss these accidents and the dangers of driving whilst tired with your teams. The following video can be used to support discussions. [**You can access the video here.**](#)

Avoid contact with toxic moths



Oak Processionary Moths are an invasive species that can cause health issues. The moth can be found in areas of Kent, Sussex and Essex close to London. In their caterpillar state, they are covered in thousands of tiny toxic hairs that can lead to skin rashes, eye irritation and sore throats. [You can find out what to look](#)

[out for and more information here.](#)

Avoid contact and report any caterpillars or nests to your supervisor or line manager.

Injured finger

A bog mat was being lifted and to the side of the haul road at Wrecclesham. An operative went to remove the hook from the mat; however, as they did so the machine moved, causing an inch long cut to his finger.

Lessons learnt...

Assign a slinger/banksman prior to starting the lifting and removal process.

Safety truck in South East

This week, the safety truck has been visiting our South East sites. The construction managers are rolling out the '**promise and requests**' and trying to make an engaging appeal for 'safety at the heart', using a video featuring the events that led to Ayrton Senna's fatal crash.



If you spot something unsafe, Close Call it in

Whilst undertaking a PGI, a Network Rail employee identified that as the substation compound has been built up; chambers installed for future fence posts were now at ground level and presented a hazard. A Close Call was raised and barriers installed to segregate the hazard until the substation compound fencing is installed.





Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

01 June 2016

Short cut causes slip



A maintenance operative was carrying out inspections on a timber bridge when he decided to crossover the wet walk boards, rather than walk around the ballast. As he was walking across to the down road, he slipped on the timber and hit his left hip and knee on the running rail.

Due to the wet conditions, this accident could have been a lot more serious. Fortunately, the operative only sustained minor bruising. Slips, trips and falls remain the most common cause of incidents. [You can find the full bulletin here.](#)

Lessons learnt...

Always use the identified safe walkways and take extra care in wet weather conditions.

Are your gloves suitable?

An operative working for Works Delivery was lifting hoses over a fence when he caught his palm on the fence. He suffered a bad laceration which required stitching at hospital.

It appears that the operative was wearing gloves, but they were not of a high anti cut category. The Southern Shield Charter mandates Cut 5 gloves in the Southern region; however, risk assessments should be conducted to determine whether additional crush, heat, vibration or chemical protection is required. [You can find the full bulletin here.](#)

Lessons Learnt...

- Personal protective equipment must be appropriate for the task being undertaken
- When working near/over fences, hazards due to barbs or sharp edges should be considered and suitable protection put in place



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Ramadan – how does it affect safety on site?

Ramadan takes place 6 June and 4 July (+/- 1 day). As the holy Islamic month of Ramadan begins, Muslims will start a month of fasting between dawn and sunset, which at this time of year means avoiding food and drink for more than 16 hours each day.

This year, Ramadan falls during the longest days of the year, so it is important to understand how it affects individuals. Take the time to understand who in your team may be fasting and what this means for them, the team and their role. Adjustments may be required to ensure safety on site is not compromised.

[A toolbox talk is available on the Southern Shield website to help you have discussions with your team.](#)



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Do you report faulty equipment?

An accident occurred at Appledore during the removal/installation of strail panels, resulting in an eye injury. The team were using an old style ratchet spanner with a new style tie rod; however, the new style ratchet does not locate properly into the end bracket of the tie rod.

The operative had come over to assist another operative with a problematic tie rod and attempted to manoeuvre the rod from the wrong position. He suffered a cut close to his eye, but fortunately, he was wearing safety glasses at the time of the incident which prevented a more serious injury.

During the investigation, it was identified that a number of teams had experienced the same issues with the new tie rods not accepting the ratchet fully, with slippage occurring frequently.

[You can find the full bulletin here.](#)



Lessons learnt...

- Close Calls should be raised for potential hazards as soon as you identify them, including faulty equipment
- Always use the correct tools and equipment for the task

Scrap rail could have been live

A team working in the South East reported a 50 meter length of scrap running rail lying on top of a 1000mm positive traction cable.



The scrap rail had been placed in the 6ft by Works Delivery during installation of new rail; however, an engineering train prevented the team from removing the scrap rail during later shifts. A decision was made to leave the scrap rail in place until a suitable possession was identified.

During inspection, the rail was found to be in direct contact with the 1000mm positive traction cable, creating the potential for someone to come into contact with the live rail. [You can find the full bulletin here.](#)

Lessons Learnt...

Consideration should be given for the storage of rails including proximity to cables, operational impact, potential slip, trips and falls and any movements which could occur whilst rail is stored.

Hendy praises Dover site

Sir Peter Hendy visited our site at Dover recently.

After receiving a briefing, he commented that it was a 'very impressive safety briefing done with passion and commitment. A very tidy site given the space constraints and the real time nature of the job. Well Done.'

How tidy is your site?

A Close Call was raised due to the general housekeeping of a site at Ash Vale. The site was untidy, the notice board had faded, making the information illegible, and the access to the fire point was also restricted.



Tidy sites can help to eliminate slips, trips and falls, our most common incidents.

Take this opportunity to assess your site conditions and welfare facilities. Check for obstructions to walking routes/fire points and that the information available is both current and legible.

[You can find a copy of the 'seven signs of a tidy site' poster on the Southern Shield website.](#)

Environmental Toolbox Talks

A series of Environmental Toolbox Talks have been created and are now available on the [Southern Shield website.](#)

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Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

18 May 2016

Knife accident whilst working alone

An operative was working alone in a storage container at Belvedere Yard in Kent when he sustained a deep cut to his wrist. The individual was cutting nylon rope with a sharp knife when he lost control and cut his left wrist with the knife. Fortunately, he was able to raise the attention of a nearby worker on the station platform who applied first aid, before he was taken to hospital. If his calls for help had not been heard, the incident could have been much more serious.

The incident is currently under investigation; however, the contractor has a prohibition on the use of non-retractable cutting blades, as well as a policy on working alone.

Remember...

Remind yourself and others of your company's policies on non-retractable blades and working alone, and the risks associated with these.

You can find HSE guidance on reducing hand knife injuries here.

Test before you touch

Two COSSs turned up to site at Slade Green without the correct strapping equipment. One COSS had a Live Line Tester but not the correct gloves, while the second COSS wasn't aware he required a Live Line Tester, despite the SSOW stating an isolation would be required. Works were stopped and the COSSs were asked to get the appropriate equipment, resulting in a two hour delay.

Lessons learnt...



Always use the equipment that is fit for its intended purpose

You can find a copy of the Southern Shield DC Isolation strapping guide with equipment checklist here.



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Mobile scaffold tower blown over

A four metre high mobile scaffold tower was blown over by high winds on the Thameslink programme whilst being stored. The tower struck an operative, causing a small cut to his ear, before striking him on the shoulder. *You can find the full bulletin here.*

Lessons learnt...

- Storage should be considered during the planning stages of the works to determine locations of storage and identify any specific controls required
- Consider how you are made aware of changing weather conditions and the impact this may have on site



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Home Safe

Near misses – are you making safe decisions?

On 14 March, two track workers had a near miss with a train service. Initial investigation shows the SSOW pack did not cover the walking element to and from the site of work and an access point different to the access point that was being used. The team also were not using the safest means of crossing the track as there was a footbridge at the station. Additionally the COSS stated they assumed from previous experience, that all trains would stop at the station.



On 22 March, two track workers had a near miss whilst undertaking patrolling at Wanstead Park. The workers took two planned line blockages at Leytonstone High Road to walk through the viaducts due to poor sighting distance and only having one lookout. However, the operatives decided not to take their third planned line blockage, resulting in them walking under a bridge as a freight train approached. [You can find the full bulletin here.](#)

Think...

- Do you make assumptions, for example on the train service?
- What would you do if your safe system of work does not cover your access and egress?
- Do you always use the safest option available in the work you do?
- What might stop you taking the safest option? Remember, if it's not safe, don't do it

Genie Z60 quarantined

A MEWP operator noticed a problem with the MEWP. In an attempt to reconfigure the MEWP it was taken out of rail mode. As the MEWP Operator lowered the rail wheels remotely from outside of the basket, the brakes failed and the MEWP made an uncontrolled movement.



Minor damage was sustained to the ballast box and to the basket and arm of the MEWP. Fortunately, nobody was injured as there was an exclusion zone in place. The exact cause of the incident is not yet known but there is cause to believe that the brake override switch had been operated which releases the machine brakes. [You can find the full bulletin here.](#)

Immediate actions required...

All Genie Z60 Rail Mounted MEWPs are to be quarantined immediately and subjected to a fleet check to ensure that the emergency override switch is correctly isolated.

Other incidents this week

– Whilst jet washing platform fixtures at Margate Station, an RRV belonging to another site of work passed through the station and struck the acoustic screens. The COSS had allegedly not been notified of machine movements by Engineering Supervisor.

– While painting on a station platform at Whitstable, an Engineering train intending on passing through the station stopped short. It was felt that the scaffolding erected was too close to the edge of the platform.

- Heavy rain at Swanley Station caused damage to electrical equipment. This resulted in short circuit failures and circuits to station equipment to be closed down for two days. The canopy roof had been stripped and tarpaulin installed; however heavy rain then penetrated the tarpaulin.

- An operative poured water over a griddle in the welfare unit whilst cleaning it; however, it had not cooled down. The steam caused a minor burn to his right forearm.

– Whilst works were being carried out on Ashford to Canterbury using an RRV, a spill occurred from the clam shell bucket. The spillage was collected for disposal as hydrocarbon waste.



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Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

11 May 2016

Torn ligaments on bridge inspection

During works at Avon and Stour, an operative injured his knee while inspecting the bridge from scaffold. The individual was manoeuvring around the girders of the bridge when a muscle in his right leg began causing him pain. He was taken to hospital where it was confirmed he had torn ligaments at the back of his knee.

Lessons learnt...

Additional care should be taken when moving around restricted areas, paying particular attention to obstacles that have the potential to cause harm.

A safer solution

We recently reported that an operative at Dover was removing a tremi pipe from a concrete pile when he trapped his finger between the cage and the tremi line. Unfortunately, the operative suffered a fractured finger as a result.

Following the incident, a tool was created by the team that means the movement of the hopper and concrete shoot is no longer carried out by the hands of the operators. The metal hook can be seen in action below.



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Mental Health Awareness Week

Mental Health Awareness Week runs from Monday 16 - Friday 22 May and the focus this year is relationships.

Relationships are vital for our health and wellbeing and are just as important as better established lifestyle factors, such as eating well and exercising more. [Read more here.](#)

You can find literature for your sites and more information [here](#). Why not hold a toolbox talk around the subject next week?

Work pressure survey

ISLG (Infrastructure Safety Liaison Group) have released a survey to find out what type of pressures our people face when carrying out work and what impact it has on their job.

To find out more about the survey and take part, [click here.](#)



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Home Safe

Dangerous load

A Close Call was raised at Waterloo International Terminal after three Bass Wagons were incorrectly loaded. If the doors had been opened on the adjacent end, there was the potential for sleepers to fall onto the operatives unloading the wagon. *You can read the [full bulletin here](#).*



Remember...

- Sleepers should be loaded either in an orderly manner with timber dunnage separating each tier, or in a pyramid without timber dunnage.
- The load must not rest against the wagon doors.
- The loading of Bass type wagons must be supervised by a certified and competent person.

Builders merchants fined £2m for death of customer

A builders' merchant has been fined £2m after a customer was killed at its yard in Milton Keynes. Mark Pointer died after being crushed by a company vehicle at Travis Perkins Trading Company Limited in Old Wolverton in November 2012.

Mr Pointer was loading planks onto the roof rack of his Land Rover, when he fell backwards after it appeared one of the cargo straps he was using snapped. He fell to the ground where he was run over by a company vehicle, sustaining fatal crushing injuries. Milton Keynes Council, who investigated the case, commented that the company had 'failed to ensure loading and unloading activities were undertaken in a safe manner in a safe area'. *You can read the [full article here](#).*

Remember...

Always risk assess loading and unloading activities on site. Where possible, avoid working at height and make sure appropriate safety measures are in place.

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Benefits of a tidy site

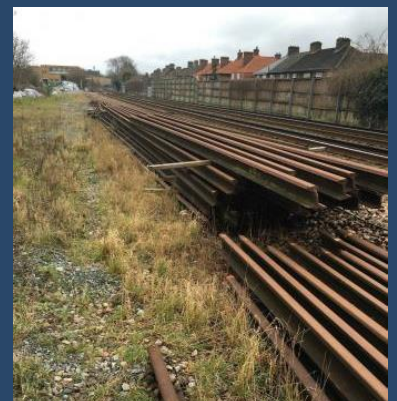
A team working at Bellingham had completed work ahead of schedule, so decided to utilise the time and machinery they had available to clear a large amount of rail that had been left trackside.

Over 23 tonnes of material was cleared in around two hours. Whilst this decision was made because it made good use of available possession time, a number of additional benefits were also achieved.

Not only did this work improve the aesthetics of the area for local residents and travelling customers, the team have also removed hazards that had the potential to cause slips, trips and falls. Furthermore, over £4000 was generated in scrap metal rebates, that will get returned directly back into the maintenance of infrastructure.

The team are now hoping to remove a further 60 tonnes that had previously been left, to be reinvested in projects.

You can read the [full article here](#).



With thanks to





Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

04 May 2016

Blown airline causes hand injury



During sheet piling works on the Gospel Oak to Barking project, a screwed-in airline connecting the compressor to the piling hammer blew off and struck an operative in the hand.

The individual had bent down to line up the next pile when he heard a bang and felt a sharp pain in his right hand. The individual was taken to hospital with excessive swelling. The cause of the incident is currently under investigation.

Remember...

The Southern Shield Charter states that air fuses should be a first choice means of protection on all pneumatic systems in use within the Southern Region. Where not reasonably practicable, use of whip checks is also acceptable.

You can find a copy of the Charter on the [Southern Shield website](#).

Cable strikes

During works at Dover Sea Wall, a fibre optic cable was damaged. It appears that the cable was cut by an excavator while loading train wagons.

Last month, we reported that a trackside bulldozer cut through a communications cable whilst carrying out works at Waterloo International Terminal. Fortunately, neither were high voltage cables, as the end result could have been very different. [You can view the full bulletin here.](#)

Lessons learnt...

- Always ensure that cables are secured into position when installed
- Always conduct a pre-site survey, paying particular attention to trackside cabling and equipment at ground level
- Always inspect cabling installation works before leaving site



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Hold up

An Operational Close Call was raised at Gatwick Airport after it was identified ahead of a possession that the Engineering Supervisor had not got an up to date Drugs & Alcohol screening assessment. Consequently, works were not allowed to proceed.

Remember...

To avoid putting yourself and others in danger, or causing delays, ensure your competencies are up to date.



Share Home Safe on site

The new Home Safe format means you can print copies to display on sites.

You can also find back copies of Home Safe and other publications on the [Southern Shield website](#), as well as campaigns, posters and toolbox talks.

Contact us: shield@networkrail.co.uk

Location case learning

On Christmas morning, a team were undertaking the recovery of redundant trackside 650v feeder cables within location cabinets on the Waterloo Station Approach.

The equipment was confirmed as being isolated and they began work. The team leader, who was responsible for functional testing of the works, decided to help out by removing a feeder cable at the next signalling location. However, while he continued to work on the equipment that had been previously been proven dead, the system was re-energised.



It has been identified that the Isolation Permit was mistakenly handed back by the Assistant Tester. The individual received an electric shock, but fortunately only sustained minor injuries.

Lessons learnt...

- The isolation brief was not properly communicated and therefore it wasn't understood that the permit related to several locations.
- The Person In Charge Of Isolation assumed communication had taken place to all team members to ensure they were informed that the system was to be made live.
- The Team Leader informally appointed one of the team to take over his responsibilities under mentorship, however, did not adequately control the activities of the individual.

You can find the full learning here.

Operational Close Call

During platform extension works at Haver Station, within a fenced safe system of work, two operatives crossed the two open lines without the permission of the COSS.

The operatives had both been briefed and were signed in with the COSS. However, at the time of the crossing the COSS was supervising further along the platform. The incident is currently under investigation.

Remember...

An 'Operational Close Call' is a Close Call that requires an immediate operational response.

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South East tackles untidy sites

Slips, trips and falls are the most commonly occurring incidents in our region, as well as being the cause of our last lost time injury.

A tidy and well-ordered site can reduce the risk of this type of injury, so this is great area to target in your inspections and safety conversations. The South East team have launched a 'Safe and Tidy Sites' board in their office in order to support this.

The team split tidiness into four categories on the board and display photographs of Poor, Adequate, Good and Exceptional examples from sites. The photos are taken by Construction Managers on their general inspections with the Site Managers/Supervisors and they decide on the category.

The intention is that you can use this information to have safety conversations and share best practice. It will also be used to recognise exceptional sites to help promote safe behaviours.



You can download copies of our tidy site posters on the [Southern Shield website](#).



Infrastructure Projects Southern *Home Safe*

The Southern Region's Weekly Safety Update

27 April 2016

Always test before touch

There continues to be a number of Controllers of Site Safety (COSS) who do not test the conductor rail to check that it is isolated.

'Test Before Touch' is one of our Life Savings Rules and requires the COSS to test the conductor rail at the location they are working to prove it is isolated. This check needs to be performed every time they start work within a worksite and every time they move location within the worksite, irrespective of being in possession of a Conductor Rail Permit.



Latchmere Curve: what happens when you don't test before touch.

Under the Southern Shield charter, it is also a requirement that everyone in the working group observes the COSS testing the conductor rail and signs the SSOW pack to confirm they have witnessed the test.

Remember...

- Take time to discuss the importance of checking the conductor rail every time work starts and every time a location is moved
- Undertake appropriate assurance checks to determine the level of compliance with this requirement
- And if you suspect a breach of the Lifesaving Rules or observe something you feel is unsafe, stop the work until the issue is resolved and report it.



You can find a copy of the Charter on the [Southern Shield website](#).



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Pensioner nearly dies after falling between train and platform

Pensioner Louisa Spivack demands safety improvements after falling through gap at East Croydon station



This incident was recently reported in the press following an incident at East Croydon Station.

IP South East's East Croydon platform improvement project has since commenced works to correct the stepping distance, as they begin to install an overlay system from the London End of the platform.

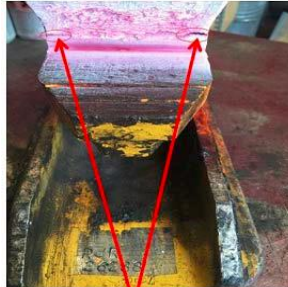


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Home Safe

Cracking in Stanley Lifting Jack

A Safety Flash was issued after an inspection of a Stanley TJ10 lifting jack identified cracking approximately 5mm from the elbow at the foot of both sides of the lifting face. Testing has identified that a significant number of these jacks have cracking and there is a risk that a catastrophic failure could occur when lifting.



Immediate actions...

All Stanley TJ10 lifting jacks must be quarantined immediately and a competent fitter must complete Dye Penetrant NDT to identify any failure.

You can find the [full bulletin here](#).

Keep your distance

Recent site inspections have identified inadequate segregation of 'men and machine'. This occurred when tonne bags were being filled with waste spoil during UTX activities. Site operatives have been holding the bags either by hand or with a rope, whilst they are filled by the machine.

The pictures below demonstrate what has been seen on occasions and best practice. The bag holder (*on the right*) ensures that operatives always remain a safe distance away from the machine. *You can view the [full document here](#).*



Remember...



Never enter the agreed exclusion zone, unless directed to by the person in charge.

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Close Call reminder

Following a review of Close Calls submitted in IP Southern, it appears there is confusion between what is and isn't a Close Call.

'A Close Call is an event with the potential to cause injury or damage.'

You can find more information in the [S&SD Period Brief](#).

Is your site secure?



There have been a number of recent incidents involving thefts or trespassers on site, including one last week at Clapham North (*pictured above*).

Not only can this cause delays, loss of equipment and put staff in danger; unsecure sites also pose a risk for the public who may gain access. Last summer, a seven year old boy was killed after gaining access to a site.

You can find a toolbox talk on the [Southern Shield website](#).

Good practice – pole camera

As part of the Thameslink works at London Bridge, there has regularly been a need to carry out inspections at high level.

The team have been using a PK night vision pole camera which allows inspections up to a height of 10m. The camera not only speeds up inspections across the site, as it removes the need for scaffolding access or working out of a MEWP, but also reduces the safety risk to individuals. **You can [find out more here](#).**



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

20 April 2016

Safe to access?



We recently reported that during nightshift works at London Bridge, a vehicle access gate detached from the gate post and fell to the ground in an uncontrolled manner. Fortunately, there were no injuries; however, there was the potential for the incident to be much more serious.

Shared learning...

Where routes are used for plant and machinery, consideration should be given to the protection of any gates and hoardings. **You can find the full learning here.**

Failure of Robel hand tamper



A Safety Flash was issued after the failure of a 62.05 Robel orbital hand tamper resulted in a wrist injury to the operator. It was identified that the weld around the base of the shaft had cracked, causing a catastrophic failure of the weld.

All unmodified tampers must be quarantined immediately. However, tampers fitted with the modified reinforced shaft can remain in use following thorough inspection of the weld and flange area, specifically looking for signs of cracking and deformation.

For more information, see the full [Safety Advice Bulletin here](#).



Click on the shield above to access our website

Other incidents this week

1. A barge at Tovil had off loaded and was making its way back upstream when it collided with a boating pontoon, causing damage.

2. While conducting site investigations on the approach to Northfleet, staff came across a cable which had been cut, thought to be an attempted theft. It has since been repaired.

April edition of The Shield

You can find the latest copy on the [Southern Shield website](#).



Contact us: shield@networkrail.co.uk

Attention! Adjacent cables

Whilst carrying out works at Waterloo International Terminal, a trackside bulldozer cut through a fibre optic communications cable. The cable was laid on the parapet wall when installed, but had since come adrift and fallen to ground level.

As the bulldozer began to level ballast, the cable became caught in the bulldozer blade, causing a loss of the office networks for a number of hours. Fortunately, it was not a high voltage cable, as the end result could have been very different.



When conducting works with trackside equipment, buried services are usually taken into consideration; however, the same level of consideration should also be applied to adjacent services.

Remember...

Always survey the site before starting works and be aware of ground level cables or obstructions.

Fractured ankle factors



An operative at Tovil recently suffered a fractured ankle whilst carrying a 20kg box of bio diesel on his shoulder. Whilst making his way to site to fill up an excavator, the operative slipped on trackway, twisting his ankle. This was later confirmed as a fractured ankle and resulted in 6 weeks off work.

Investigations have identified that rubber matting had been placed on top of the trackway to prevent plant causing damage to the metal panels; however, this left no designated walkway.

Lessons learnt...

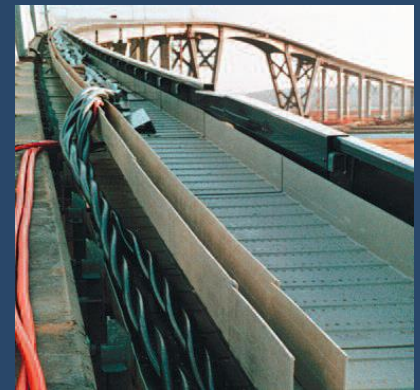
- Ensure dedicated walkways are maintained at all times
- Where possible, refuelling activities should take place in an area close to the unloading area of fuel to avoid unnecessary manual handling
- Consider the risk of slips, trips and falls when planning manual handling activities and where possible, use additional or alternative measures

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

Good practice cable management

Glass reinforced polyester (GRP) cable management systems provide robust yet lightweight, corrosion resistant solutions for installations in demanding environments.

You can find a [copy of the brochure here.](#)



Company fined over fatal accident

A large steel fabrication company based in North Yorkshire has been fined after a forklift truck operator was killed when the truck he was operating overturned.

The company did not enforce the wearing of seat-belts or control the speed at which some forklift truck operators drove their trucks.

You can [read the full article here.](#)





Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

13 April 2016

Faulty equipment breaks finger



An operative was using a threaded rod cutter to remove excess threaded rod at Dover. During this, a piece of threaded rod became lodged in the jaws of the cutter. The individual attempted to remove the lodged piece of rod from the jaws of the cutter; however, the cutter trigger was still engaged. The rod became dislodged and the jaws of the cutter cut the operatives finger.

He was taken to hospital and it was confirmed that the bone just below the nail is broken. Initial investigations suggest that threaded rod had been stuck in the jaws of the machine on previous occasions, but the equipment was still in use. **[You can view the bulletin here.](#)**

Remember...

Always use equipment that is fit for purpose. Report any equipment that is not fit for use.



Fall from height – is it secure?



A section of trunking lid fell from height within Waterloo Station during station operating hours, narrowly missing a member of public. The previous night, the same piece of trunking had been removed to facilitate the installation of an armoured cable. It was believed the tab fixings had been locked back into place; however, these had come loose. **[You can read the full bulletin here.](#)**

Lessons learnt...

When working on existing installations where fixings have the potential to be worn, a secondary method of fixing should be considered. Always carry out a visual inspection of the area on completion of work confirming all fixings are secure.



Click on the shield above to access our website

Amtrak workers killed in train crash

A crash occurred in Chester, Pennsylvania when an Amtrak train carrying 341 people slammed into a backhoe (RRV) on the track near Philadelphia, killing two construction workers. Evidence suggests the two construction workers were on the wrong line.

This follows a number of recent incidents in IP Southern when operatives have mistakenly accessed an open line and highlights the potential serious consequences. **[You can find the full bulletin here.](#)**

When accessing a line, remember...

- Always give your full name, location and purpose of the call
- State the Possession/Worksite reference or WON item number
- Use Phonetic Alphabet



Contact us: shield@networkrail.co.uk

Home Safe

Keep your access safe

Scaffold was being struck in the Orchestra Pit of the Waterloo International Terminal within the construction site boundary. The agreed access and egress route for materials was through the glass doors, where it was to be loaded onto a waiting lorry. Whilst an operative was carrying a scaffold ladder beam through the open door, the wind caught the door, swinging it back onto the beam and causing the glass to shatter. Fortunately, no one was injured.



This follows an incident last year where an operative's finger was caught in the door of a welfare cabin when strong winds blew it shut (See image). The fitting of door closures to external doors on all welfare units has since been mandated as part of the **Southern Shield Charter**.

Lessons learnt...

When planning your route, make sure any doors are secured open to prevent unexpected closing.

Spill onto public highway

During the directional drill at Northfleet, pressure built up under the ground and resulted in fluid (50-60 litres) from the drilling route forcing its way above ground and across the public highway.

Spill kits were deployed and an additional receive pit was dug to accommodate the fluid coming through the ground. Fortunately, none of the material entered the nearby drains. A road sweeper was also deployed to clean up the highway.



Lessons learnt...

Ensure an adequate supply of spill response equipment is available on site and the emergency spill response plan is followed.

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

Good Practice – mobile welfare units

A site at Chislehurst employed towable and mobile welfare units for the weekend work which required site setup on Friday and shut down on Sunday evening.

Temporary welfare removes the need for lifting permits and makes the positioning of the welfare much safer. The welfare can also be moved if required as the project progresses.

Not only were the units safer, but they were also more energy efficient, fitted with a smaller power unit and various sensors, which shut the engine off when power is not being drawn from the sockets, saving on fuel and reducing noise.

For more information, contact kathryn.swalwell@costain.com.



Home Safe Monthly

The latest copy of Home Safe Monthly is now available on the **Southern Shield website**.





**EVERYONE HOME SAFE
EVERY DAY**