



Infrastructure Projects Southern Home Safe

The Southern Region's Weekly Safety Update

25 October 2017

Do you regularly check your spike extractors?



Rail chair spike extractors are designed for the easy removal of spikes that hold chairs to the rails. Two instances have recently occurred on a southern region site which resulted in the spike extract bending or cracking. This has the potential to cause a fall injury to the user.

What you need to do:

- Make regular checks of all rail chair spike extractors and quarantine any that are cracked, out of shape or otherwise damaged.
- Remind all users of spike extractors of the dangers of a catastrophic failure and to take extra care when using the tool.

Electrical Awareness Briefing available

The Southern Shield DC Electrical Working Group has produced [a DC Electrical Hazard Awareness briefing](#) which you can now access through the Southern Shield website. Network Rail were consulted on the development of this briefing and are looking at incorporating some of the key messages into an enhanced version of DC Conductor Rail training as part of PTS in the Southern Region.



OLE Safety Advice Notice issued



A Network Rail Safety Advice Notice has been issued following the failure of a Tensorex Upper Fitting Bracket in OLE. Investigations indicate that the failure of the bracket was caused by poor quality welding of the stiffening plate during manufacture. This in turn caused a secondary failure of a terminal fork. Please go to Safety Central (bulletin NRA 17/10) for more details.

Safe Work Leader – Did you know?

If a Safe Work Leader (SWL) is brought in under a Labour Agency then they have to be primary sponsored by the Principal Contractor undertaking the work. If the work is packaged up so that you are buying a service (for example an MFF contractor contracts a sub-contractor to paint a bridge) then the SWL can be employed by the sub-contractor undertaking the work providing they have a Railway Contractors Certificate or a PC Licence. The reasoning behind this is that these types of arrangements will generally be providing a specialist skill or service under contract.

Seat belt prevents injury



A skidsteer tipped forward whilst descending a ramp when the operative applied the brakes. The operative was not injured as he was wearing a seat belt.



Always obey the speed limit and wear a seat belt.

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

Home Safe

Two MEWP incidents at Slade Green

An operative was acting as banksman for a MEWP which was traveling along the walkway between roads within the depot. He stopped to ask an engineer to move survey equipment out of the MEWP's path but while he was talking to the engineer, the MEWP continued to move forward and drove onto the banksman's foot. The Banksman was taken to a local hospital where he was diagnosed with two broken bones in his foot.

The incident is under investigation; **however, an initial investigation identified that the banksman was not qualified to marshal the MEWP.**



In a further incident (above), a MEWP was moved out of the depot sheds onto the ballast between two sets of lines which were under possession. It became bogged down and was unable to be moved until the next day when a recovery plan was developed. As a result, the MEWP fouled the adjacent line preventing the possession hand back for that line.

The incident is under investigation but **this type of MEWP is only suitable for operating on hard surfaces such as concrete and tarmac. It is not an all-terrain vehicle.**

Do you have your Feel Safe to Ask sticker?



If you don't have a sticker for your helmet contact your local safety team or email: Shield@networkrail.co.uk

Beware of OLE

During recent construction work by TfL at Bromley-by-Bow, a metal outrigger for a tower scaffold was lifted by a worker on the westbound platform, to within 2.75 metres of the adjacent Network Rail high voltage overhead line equipment (OLE).



Although the electrical power to the OLE was off, this information had not been briefed to the individual concerned.

A case study in what can go wrong when working around electricity

In an incident at a Swindon construction site in 2016 a scaffolder received such severe injuries from contact with overhead power lines that it resulted in the amputation of his left arm above the elbow, right arm below the elbow and both of his feet. The 32-year-old also suffered severe burns to his legs and back, damage to his vocal chords, and was in an induced coma for six weeks.

The injured man said: "I can't quite put into words how it feels to wake up with no hands. I had five-month-old twin girls at the time of the accident, all I could think of when I woke up was the things I wouldn't be able to do, for example I wouldn't be able to hold my babies' hands again, I wouldn't be able to draw, play catch or teach my girls any of the things that I had learned with my hands. How my life has changed is almost indescribable."

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