



# HSQE Briefing

## May 2017



# Think Safe, Act Safe and Be Safe



## Our Safety Vision:

- Our vision of “preventing harm to all” is at the centre of our Safety Strategy and is synonymous with our commitment to resourcing and working safely.
- We believe that our vision can be achieved if we all develop a safe mind-set, plan our tasks correctly and actively seek ways to prevent incidents. We also believe that behaving in a safe way will also lead to zero accidents. We have devised a set of rules that underpins our vision and are consistent with our mantra. **Think safe, act safe and be safe!**



**Resourcing  
Safely**



## Think Safe, Act Safe and Be Safe

### In this edition:

- Location case doors
- Needle stick injuries
- Trespass causes a severe electric shock
- Test before touch whilst fault finding
- Shift working



**Resourcing  
Safely**

### Action required:

After reading this briefing, you are required to respond, please click **“I have read and understood”** or email [lmillard@resourcing-solutions.com](mailto:lmillard@resourcing-solutions.com) with acknowledgement and any questions/suggestions

# Think Safe, Act Safe and Be Safe



## Location case doors:

**Overview:** On 20th February the drivers of two trains reported striking metal objects within the 4ft of the Up Badminton line at Chipping Sodbury Tunnel. The train strikes were identified as redundant location case metal doors at the mouth of Chipping Sodbury Tunnel, substantial damage and some loss of power was sustained to both trains.

**Lesson Learned:** Although the event is currently under investigation checks on tools, materials and equipment should be undertaken during and on completion of works. Location case doors existing and redundant should be securely fixed on hinges closed and locked.

**Remember:** Tools and equipment must not be placed any closer than 2 metres (6 feet 6 inches) from a line on which a train could pass as per GE/RT8000/HB1 (7.1).



Chipping Sodbury Tunnel Locs



Remains of a door

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## Needle stick injuries:

**Overview:** This alert is intended to advise you of the fact that two Siemens Rail operatives have in the last week suffered injury resulting from discarded needles found on the rail infrastructure. In the first instance in Scotland, the needle had been deliberately concealed by persons unknown with the clear intent to cause harm to others. In the second instance in Birmingham, the needle was found in the troughing route during the course of normal operations on a planned nightshift.

Discarded needles and related drug paraphernalia are not uncommon to find in and around such places as rail access points, railway sidings, railway arches and stations, hence the need for constant vigilance in respect of this known hazard in our working environment. As always, make sure these known hazards are risk assessed prior to attending site and communicated via the standard site briefing prior to starting works.

**Key Message:** Do not handle any discarded needles found on site. If you do find any discarded needles or related drug paraphernalia in your work area do not touch, keep away from it and mark the area so that others know about it. Inform your supervisor who will call in suitably trained professionals to dispose of the hazard.

**If you suffer a needle stick injury on site remember:** Do not panic, wash the affected area and attend your local hospital and seek medical advice.

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### Trespass causes a severe electric shock to a member of the public:

**Overview:** A member of the public came into contact with the live overhead line equipment after climbing over the parapet of overbridge 033/006 at Whitelees Road in Lanark. It is apparent that the male came into contact with the OHLE after slipping from the ledge on the outside of the parapet girder, subsequently causing his leg to make contact. This resulted in serious injury caused by the severe electric shock.

The circumstances as to why the young male was walking along the outside ledge of the parapet are unknown, however there is evidence of historic vandalism to the structure including graffiti on the external face of the parapet.

**Call for action:** If you find evidence of trespass and vandalism within the railway boundary how should you report this?

**Pause for thought:** What would you do if you saw a trespasser on the railway, or anti-social behaviour, near the boundary? When risk assessing lineside security or when we receive reports of trespass, what do we do to understand the risks at the location? How could you help communicate the dangers of the railway to local communities? What immediate action do you think could be taken to reduce the chances of access over the parapet and furthermore what long term mitigation should be considered (curved/sloped surfaces, spikes, etc)?

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## Test before touch whilst fault finding:

**Overview:** Technicians were sent to site to investigate an Intelligent Infrastructure alarm. The alarm was raised by a piece of equipment known as a Bender Earth Monitoring system which is typically found in signalling and plant equipment rooms and other trackside locations.

Staff used a volt-stick at the location to carry out the "Test before touch" lifesaving rule. Following the "Test before touch" rule avoided the risk of electric shock as the signalling location cabinet was found during the test to be live at 200 volts. Rubber gauntlets were used to access the location. A short circuit fault was observed in the 650 volt chamber located in the bottom of the signalling location cabinet which was then isolated and a repair carried out.

**Pause for thought:** When would you test a signalling location cabinet? How would you test to check it was safe to touch? What would you do if you noticed smoke or sparks emanating from a cable route or enclosure? What precautions should be applied when investigating low insulation values of 650V feeder systems?



Never assume equipment is isolated  
– always test before touch.

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## Shift working:

**Overview:** It is important that shift patterns are reviewed regularly. There are some undesirable effects of shift working, like a disruptive internal body clock, fatigue, difficulties sleeping, disturbed appetite and digestion. Some people turn to sedatives or stimulants and can become reliant on them.

There are risks associated with the effects of shift working, such as an increased risk of errors, accident and injuries, which increase when working on a night shift, when shift length is over eight hours and when shifts are successive, especially if they are night shifts.

Certain groups of people are more vulnerable than others, such as young workers, older workers, new and expectant mothers and workers with pre-existing health conditions which can be made worse by shift working, such as those with gastro-intestinal problems, coronary heart disease and sleeping problems; workers taking time-dependent medication such as insulin to name a few.

**Call for action:** Check and review your shift working arrangements regularly and report any symptoms that you believe are caused by shift working.



# “Think Safe, Act Safe and Be Safe”

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