

Team members injured during isolation irregularity

Issued to:	All Network Rail line managers, safety professionals and RISQS registered contractors
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Location:	Maxwell Bank, Orpington.
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Overview

During a possession, at 06:48 on Sunday 25 September members of Orpington Track team were injured when a pair of timber nips came into contact with the third rail within their worksite, which they believed to be isolated.

The incident happened in a two part possession that was planned to be shortened. The work was not planned within the usual timeframes, and due to this safety briefings were issued late. The conductor rail within the Orpington track worksite was partly re-energised, and the team were not advised or aware of the change in isolation and the new hazard within the worksite.

One staff member sustained a severe arc eye injury, another member 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.

Discussion Points

Whilst the investigation is on-going please discuss the following with your team:

- When possession limits and worksite limits change, how do staff re-visit safety controls, for example re-test conductor rail or overhead lines.
- What do our Lifesaving Rules require?
- How do you minimise late changes, and what is your safe 'cut off' point for accepting any changes to a plan?
- Where changes do occur how are they briefed to all responsible staff such as the PICOP and ES?

Safety

Alert

 Are suitable risk controls being identified and implemented when making late changes to a work plan or possession?

- When making late changes how are SSoW Packs and other safety related information checked for accuracy and provided to staff giving them sufficient time to read and understand the documents?
- If you have worked in the same location before, and different safety controls are in place, how might you question and challenge the safe system of work with your peers?

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