

	Health, Safety, Quality and Environmental Alert	Alert number: 015-14	Document Reference: RSS/F/HSQE/001
	Risk of Electric Shock from Signalling Power Supplies	Issue Date: 06/05/14	Author: Steve Milroy

(To be posted on HSQE Notice Boards for a Period of 1 MONTH from date of issue)

This bulletin is aimed at staff **not** specifically undertaking work on lineside signalling equipment and who have not previously been briefed on the requirements of NRS 278 Safety Bulletin that was issued in April 2013. Responsibilities:

Background

Following three recent electric shock incidents, Network Rail has identified a design shortfall in a number of Location Cases, Supply Terminal Pillars, Functional Supply Points (FSP) and Relay Rooms, herein all referred to as FSPs. In general, FSPs will be of metallic construction but also included are those of wooden construction. A plan has been developed to provide a permanent solution which is being rolled out.

Actions Required

Because of this potential danger, you are advised to avoid coming in to contact with lineside FSPs, unless your job requires you to do so. Contact includes leaning on a cabinet and placing tools or lunch bags against a cabinet or associated structure.



All of these elements above have the potential of being live. Staging, support pillars, handrails, ladders, compound fencing, metal lineside buildings, railings, transformers, in fact any metalwork or metal structure in close proximity to signalling power supplies greater than 175v.

If the nature of your (non S&T E/P) work means coming into contact with Signalling, and other associated, equipment is unavoidable you must obey our Life Saving Rule ‘**Test Before Touch**’ as required by NRS278. Testing must only be undertaken by trained and certificated staff using equipment which is appropriate, approved and in date for testing and where appropriate calibration.



Never assume the equipment is safe, always test before touch



Never undertake an activity unless you have been trained, assessed as competent and have the right equipment

When identifying a place of safety COSS's and IWA's should consider the proximity of signalling equipment. Where relevant such equipment should be identified as a hazard in briefings and supporting documentation.

A guidance note is available for the original NRS 302 Safety Bulletin and further information, if required, can be obtained from Robert Wilson, Principal Engineer, Energy Services on 07885 430847 or via e-mail robert.wilson2@networkrail.co.uk

“REMEMBER SAFETY IS YOUR RESPONSIBILITY”