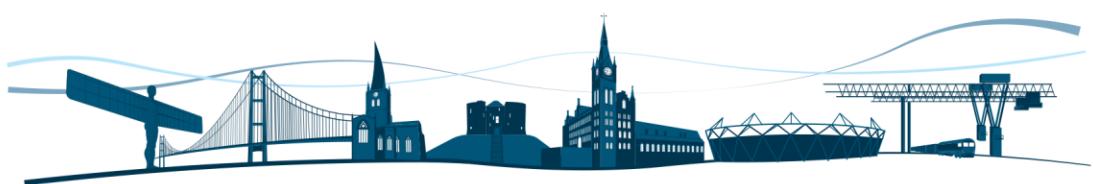


CLIC



Beaulieu Park Station Progress
Major Projects Portfolio

Issue 114
27th November 2024



SPEED

everyone
home safe
every day

PACE

Continuous Learning & Improvement Cascade
Eastern Routes Capital Programmes

What's in this issue...



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Shared Learning from an Accident: Signal Post Finger Injury



Description of Event

On the 13th October, a signal structure was subject to pre-testing activities (signal sighting) in preparation for the week 39 commissioning at Beaulieu Station. It was required to be erected to validate the signal to design.

Once on site, the Construction Manager (CM) noticed the wedge's incorrect installation and that the hinge was coming from the transfer box. Four nuts and washers had been loosened, meaning nothing was holding the base of the hinge in place.



Photos of signal post wedge & damaged glove

To rectify the situation, the CM devised a plan of action, re-briefed the team, and confirmed that they all understood what was required of them before recommencing work. The CM, wearing the appropriate gloves, removed a washer and nut from one thread. Team members were asked to take the weight of the signal post as per the Collis Operation Manual. This dropped the bottom plate flush to the transfer box. As the CM proceeded to wind the nut down with his hands, a team member accidentally lowered the signal post slightly which resulted in the base kicking up and trapping the CM's finger between the nut and the wedge, causing a small cut. The CM was taken to hospital to have the wound checked. They returned to work on the following shift on full duties.

Investigation Findings

- The wedge was installed incorrectly. The Collis Manual provides detailed illustrations of the installation process of the signal post. However, the wedge installation only provides a technical drawing that demonstrates what looks wrong.
- If the CM had fastened the bolts onto the thread using a spanner instead of his hands, his finger might not have been pinched, and the spanner could have taken the impact.
- Other team members did not challenge the CM using their hands instead of the correct tools.
- The Construction Manager should only be overseeing site works, not be carrying out physical works.

Action Taken

- All other signal structures were checked and corrected across the project within the available possession.
- The task brief sheet was updated with more details about the wedge removal.
- Sub-contractor provided a shared learning at a weekly safety stand down.
- Similar works are to be carried out during the Christmas period; therefore, a full Safety review of Christmas works was undertaken to ensure all learnings are implemented.
- A Planned vs Actual assurance review will occur during these works to assess and monitor the associated risks.

Shared Learning from an Incident: Cable Damage



Description of incident

On the 23rd October, a track circuit fault was reported to Fault Control on the Midland Mainline Electrification (MMLE) Programme, near Humberstone Road Junction. A contractor was working in the area clearing vegetation before undertaking geotechnical investigations. The contractor assessed the area using a bespoke checklist and a ground surface cable was identified (not contained within a trough).

On completion of the de-vegetation, which involved a petrol hedge trimmer (see photo) the team moved on to the next location. The team were later notified of the track circuit fault, and the cable was found to be damaged.

Key Learning

It took some time for the fault team to locate the damaged cable due to miscommunication between the Person in Charge of Possession (PICOP) and the contractor, who believed the fault was not associated with their works.

Actions to be taken

- Pre-start walkouts to be undertaken to identify hazards and potential risks
- Any cables outside troughing should be reported to Network Rail
- Photographs and videos to be taken before and after the works
- If cables are close to the work area, shielding should be considered and included within the Point of Work Risk Assessment
- Signaller to be contacted prior to commencing work to make them aware that the team are undertaking vegetation works and what locations. Follow up call to the Signaller after works are complete
- Internal procedure updated to include above actions



Photo above showing repaired cable and locations of proposed geotechnical investigations (blue



Petrol hedge trimmer

Volunteering at Downs Park Road



Overview of Activity

The Murphy team at Downs Park Road bridge replacement project used the half-term holiday to transform the gardens of their next-door neighbour Stormont House Special School in Hackney.

The Murphy team were joined by Network Rail colleagues, and they completed the following works:

- Removed old timber flower beds and overgrown vegetation.
- Rebuilt six flower beds with brick and extra topsoil.
- Enhanced garden spaces with new plants, stepping stones and benches.

Before..



Before..



After..



After..



Wellbeing

They initially planned to paint the new benches in rainbow colours, however, the school decided to make this a staff wellbeing activity and Murphy provided the paint for them.

After learning their sports equipment was outdated, Murphy purchased over 60 basketballs and footballs to help enhance the PE lessons and encourage health and wellbeing amongst the children.



Winter Working: Driving



Drive Safely

It's easy to forget the risks we take whilst driving, especially if you're in a rush to get to your destination. Winter weather increases the dangers to you, your passengers, other drivers, and pedestrians. Driving safely in winter can be simple with these basics:

- Allow time to demist and clear your windscreens and windows to ensure you have full visibility before setting off.
- Drive and brake to suit the weather conditions.
- Allow enough distance between you and other road users.

Look after your vehicle

It's easy to think that because your vehicle has been running fine up until now, that nothing needs doing to it before winter sets in. Although, something as small as low tyre pressure can have a huge impact on your ability to stop in an emergency. So, always be prepared and carry out these simple checks:

- Tyre pressure (refer to the vehicle manual) & tread depth (3mm minimum)
- Wipers (make sure that they effectively clear the screen).
- Windscreens washers (check they are working, and fluids are topped up with 50% water and 50% anti-freeze screen wash).
- Lights (check they are all working and clean).
- Engine coolant (check level of anti-freeze).
- Keep de-icer, an ice scraper and warm hi-vis clothing in your vehicle.

Winter Sun

The low winter sun can dazzle even the most confident and experienced drivers. The glare can easily impair your vision and cause you to miss signs and lights, or pedestrians crossing the road. If you can't see very well, chances are that other road users can't either. To help avoid the dangers of low winter sun:

- Reduce your speed or stop all together.
- Wear sunglasses in bright sunlight.
- Make sure your windscreens and all vehicle windows are clean, both inside and out.

Did you Know?

- Stopping distances increase by up to 10 times in the snow and ice*
- Sun glare has contributed to an average of 28 road deaths per year in the UK since 2010*



* Source: theaa.com

Recent Accidents and Incidents

Date of Incident	Portfolio	Project	Location	Type of Incident / Accident	Event Description
18/11/2024	North & East - S&T	159568 - South Kirkby Re-signalling - Alstom	Hemsworth 3 ELR DOL1 168m 62ch	Railway Operating Incidents - General	During bonding installation works, the bond was installed on the signalling rail instead of the traction rail causing a short circuit.
21/11/2024	Anglia – S&T	157001 - Cambridge Interlocking Re-Sig - Alstom	Cambridge	Road Traffic Accident	Accident whilst driving to work. Car skidded on the ice into a ditch.
24/11/2024	Anglia SRSA	A00132 – SRSA – Colas Rail	Site Cabin, Barrington Road, Foxton.	Route Crime	Attempted theft at Foxton. On Saturday evening all power went out in the Site Access Cabin at Barrington Road at Foxton. On inspection, the cables from the generator had been removed and 2 cables were damaged. The fence at the back of the compound had been undone and the fence to the yard beyond was damaged
24/11/2024	East Coast – S&T	137861 - LNE Signalling Power Distribution Doncaster to Scunthorpe – Kent PHK	Moat Hills Level Crossing - Bridge ECM1-332A	Route Crime	Approximately 450 metres of 2 core 95mm power cable and 40 metres 2 core 35mm power cable has been stolen from between Moat Hills LC and Bridge ECM1 - 332A.





- **Do you have something to share?**
- **Can others learn from your work?**



Whether it be linked Health, Safety, Environment or Social Value
Please get in touch and email: clic@networkrail.co.uk



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