

CLIC



Eaglescliffe AFA
Renewals and Minor Enhancements
Credit: James Taylor

Issue 144
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SPEED

everyone
home safe
every day

PACE

Continuous Learning & Improvement Cascade
Eastern Routes Capital Programmes

What's in this issue...



Staying Safe in Summer



Bites and Sting



Shared Learning



Fast Facts



National Alerts, Bulletins, Advice & Shared Learning



Continuous Learning & Improvement Cascade

Eastern Routes Capital Programmes

Staying Safe in Summer

Managing the Risks of Hot Weather



Working on the railway in summer means long hours outdoors, often with little shade. While the sunshine can lift morale, it also brings health risks—especially from heat and UV rays. This guide covers simple ways to look after yourself and your team during hot weather.

Why UV Protection Matters

Even on cloudy days, the sun's UV rays can burn your skin. Over time, this damage increases the risk of skin cancer. Unlike heat, UV rays can't be felt—they do harm quietly. Always apply sun cream to any exposed skin, even if it's overcast. Use SPF 30 or higher and make sure it protects against both UVA and UVB. Reapply every two hours, and more often if you're sweating. Keep sun cream in your bag or PPE locker so it's always to hand.

Hard hats protect your head but can leave the neck and ears exposed so remember to apply sun cream to those areas too. Safety glasses that block UV will also help protect you. It's not just about comfort—it's about long-term health too.

Hydration and Heat

Hot conditions can lead to dehydration quickly—especially when wearing PPE. Don't wait until you feel thirsty to drink. By then, your body may already be struggling. Aim to drink small amounts regularly throughout your shift. Water is best. Avoid energy drinks and high-caffeine fizzy drinks, as these can make dehydration worse.

A good way to check if you're drinking enough is to look at the colour of your urine. Pale straw-coloured is a sign you're well hydrated. If it's dark yellow or brown, you need to drink more water straight away. The NHS urine colour chart is a useful tool—stick one up in the mess room or near the toilets to remind everyone.

Spotting the Signs of Heat Illness

Working in heat can affect how your body works. The first stage is usually heat exhaustion. This includes symptoms like heavy sweating, feeling faint, headaches, cramps, and nausea. Skin may be cool and clammy, and you might feel shaky or dizzy. If this happens, stop work, move to a shaded or cool area, loosen clothing, and sip water slowly. Use a damp cloth on your neck or forehead. Most people recover with rest and fluids.

If left untreated, heat exhaustion can turn into heat stroke. This is a medical emergency. Warning signs include confusion, very hot or dry skin, collapse, or loss of consciousness. Call 999 straight away. While waiting for help, keep the person in the shade, use water to cool their body, and always stay with them.

Look Out for Each Other

Heat and sun exposure can creep up on people without them realising. Someone who's dehydrated or starting to overheat might not recognise the signs in themselves. Watch out for your team and speak up if something doesn't look right. If someone's acting confused, looking flushed, or seems unsteady, take it seriously. Early action can prevent a serious incident.

What You Can Do

Planning makes all the difference. Apply sun cream before going outside. Take a full water bottle and refill it during breaks. Make the most of shade and mess rooms when possible and avoid heavy physical tasks in the hottest part of the day if the work allows. Don't just think about yourself—check in with your workmates, especially if they look like they're struggling in the heat.



Now with
hydrating water
bottle and
SPF50
Suncream

Bites and Stings

Staying Safe Around Insects and Snakes



Summer brings longer days, warmer weather—and sometimes, a few extra challenges. In particular, there's an increased chance of bites and stings from insects like ticks and wasps, and from wildlife such as adders. While serious problems are rare, it's important to know how to avoid these risks and what to do if something happens.

Tick Bites – Know the Signs

Ticks are tiny insects that live in grass, bushes, and vegetation. They can attach to your skin and feed on your blood. Most bites are harmless, but some ticks carry a serious infection called **Lyme disease**.

Ticks are very small and often go unnoticed at first. After feeding, they swell up and are easier to spot. They prefer warm, moist areas—like behind the knees, around the waistband, underarms, or in body hair.

If you've been working near grass or plants, check your skin and clothing when you get home. Use a mirror or ask someone to help you check harder-to-see areas.

If you find a tick:

- Remove it with a **tick removal tool** or **fine-point tweezers**. Pull slowly and steadily close to the skin—don't twist or squeeze.
- **Wash the bite area** with soap and water.
- Keep an eye on how you feel over the next few weeks.

If you notice a red rash (often circular like a bullseye), or feel unwell with flu-like symptoms, see a doctor. Lyme disease is treatable with antibiotics, but early action is important.

You can reduce your risk by wearing long sleeves and tucking trousers into socks when working in grassy or overgrown areas.

Wasp Stings – What to Do

Wasps become more active in warm weather, especially in late summer. They're often found near rubbish bins, drinks, food, or wooden structures. A sting is painful but usually clears up quickly.

However, a small number of people may have a serious allergic reaction. This needs urgent medical help.

If you're stung:

- Wash the area with water and apply a cold pack or damp cloth to reduce pain and swelling.
- Avoid scratching the area.
- Take an antihistamine tablet if needed.

If you notice swelling in your face, neck or mouth, have trouble breathing, or feel dizzy, call **999 immediately**. This could be a sign of a severe allergic reaction.

To reduce the risk:

- Keep food and drink covered when outside.
- Don't leave sugary drinks or wrappers in vehicles or work areas.
- Be cautious around known wasp nest locations—report them if you spot regular wasp activity.

Adder Bites – Rare but Serious

The adder is the UK's only native venomous snake. They are more active in warm weather and may be seen basking on sun-warmed ground, including paths, ballast, or near vegetation. Adders are shy by nature and usually avoid people, but they may bite if stepped on or disturbed.

Adder bites are rare, but they always need **urgent medical attention** so if someone is bitten:

- Call **999 immediately**.
- Help them stay **calm and still** to slow the spread of venom.
- Remove tight clothing or jewellery near the bite in case of swelling.
- **DO NOT** try to suck out the venom, cut the wound, or apply a tourniquet.

The bite may cause pain, swelling, or bruising. Some people may feel sick, dizzy, or have trouble breathing. Most people recover fully with treatment, but fast action is important.

Important: Adders are a **protected species** under UK law. It is illegal to intentionally kill or harm them. If you see an adder, do not try to touch or move it. Just give it space and let it move away on its own.

To stay safe, watch where you step—especially in sunny or quiet spots. Avoid putting your hands into undergrowth, piles of ballast, or under stones or logs.



Simple Steps to Stay Safe

- Stay alert when working outdoors, especially in warmer weather.
- Wear suitable clothing and check your skin if you've been in grassy or vegetated areas.
- Keep food and drink covered to avoid attracting wasps.
- Know how to respond to bites or stings—and don't delay getting help if symptoms are serious.

Final Word

Insect bites and stings—and even snake bites—are part of outdoor life in the UK, especially in summer. Serious problems are rare, and most can be avoided with simple steps and quick action when needed. Know what to look for, protect yourself, and respect the wildlife we share the railway with.

Shared Learning



STORY

Supplier Organisation	Story Contracting	Project	Goole Subway
Date of Accident / Incident	22/06/2025	Time of Accident / Incident	10:00 hrs
Location of Accident / Incident	Site Compound	Type Accident / Incident	Damage to Plant

Outline of Accident Incident

Whilst reinstating the dwarf wall on the North subway the dumper driver tried to pass the stationary telehandler whilst it was parked in the site compound. The mini dumper hit the door of the telehandler causing damage to the glass panel on the door. The glass remained intact although it was damaged



Causes

- Dumper driver did not hold competency to drive the dumper truck
- Inadequate sub-contractor site supervision - the driver of the dumper was the sub-contractor's supervisor
- Competent dumper driver was available on shift but was not used
- Non-adherence to the task brief that required a banksman to be in place while moving material from the works area to the compound
- No dynamic risk assessment undertaken – moving the telehandler would have kept the traffic route within the compound clear and free from obstacles

Actions taken to prevent recurrence

- Story to directly supervise all contractor activities
- Task brief refreshers given to everybody on site

Key Messages & Learning for Others

- Only operate plant which you are competent and certificated to move
- Increase direct supervision of sub-contractor activities
- Review of sub-contractor performance and feedback to procurement to update preferred supplier list

Eastern Routes Capital Programmes



Fast Facts



MURPHY
WORLD-CLASS INFRASTRUCTURE

Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	J Murphy & Sons	Project	Cambridge South
Date of Accident / Incident	01 July 2025	Time of Accident / Incident	08:45hrs
Location of Accident / Incident	Cambridge South	Type Accident / Incident	3 Day Lost Time Injury
Route Control Reference	Reference Number	IRIS Reference	43885

During offloading activities, the operator of a JCB 533-105 telehandler operator opened the top half of the cab's split door. Although the weather was sunny, a sudden gust of wind caused the door to swing shut, trapping the operator's left ring finger and causing a laceration injury.



Immediate Actions Taken

- First aid was provided on site.
- The injured person (IP) was transferred to hospital for further treatment.

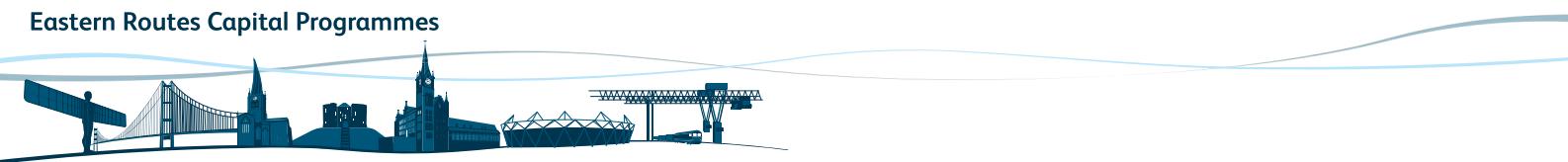
Initial Known Facts / Causes Identified

- The telehandler has been quarantined pending inspection.

Next Steps

- The injured person returned to work on full duties following hospital treatment.
- The accident is subject to investigation

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Fast Facts



Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	BAM	Project	Darlington Station
Date of Accident / Incident	02 July 2025	Time of Accident / Incident	14:00hrs
Location of Accident / Incident	Station area	Type Accident / Incident	Environmental incident
Route Control Reference	NA	IRIS Reference	43933

Outline of Incident

Works within the station building involved breaking out concrete using a breaker and a plate compactor which produced noise. The BAM supervisor had been checking with LNER during the week, and noise levels were deemed acceptable with no complaints. However, a different LNER Duty Team Leader disagreed on 02/07/2025. High winds also caused dust to blow around more than usual.



Immediate Actions Taken

Work was stopped and re-arranged for Saturday night shift when Station would be closed to public.

Initial Known Facts / Causes Identified

High winds caused dust to travel

No dust suppression was being used

Lack of communications between BAM & LNER with regards agreed working times for activity.

Next Steps

Ensure all scheduled works of this nature are planned in for out of hours working.

- Share incident with site team
- BAM to ensure dust suppression is used at all times
- Reinstate the practice of signing out a radio from LNER to ensure direct communication going forward.

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Fast Facts



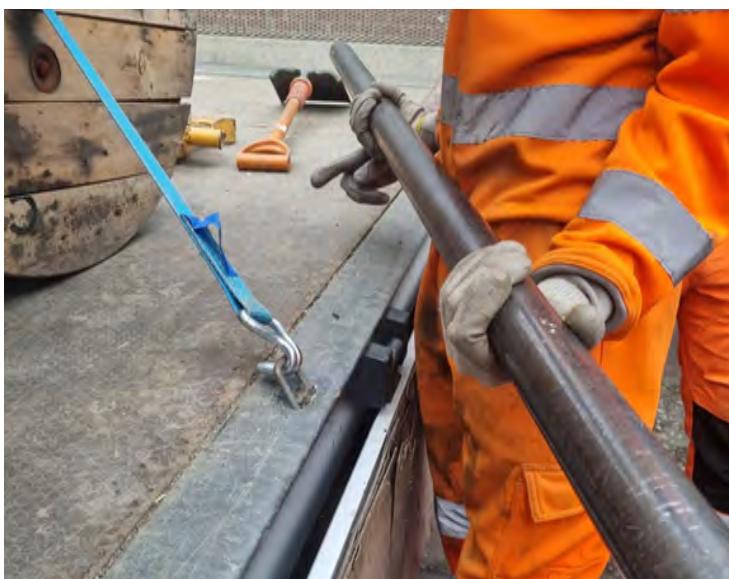
SIEMENS

Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	Siemens Mobility	Project	Darlington Station
Date of Accident / Incident	03 July 2025	Time of Accident / Incident	16:00hrs
Location of Accident / Incident	Siemens Yard	Type Accident / Incident	Minor Injury
Route Control Reference	CCIL 3085272	IRIS Reference	43936

Outline of Accident Incident

At approximately 16:00 on 3rd July 2025, during the process of loading a Siemens works van with cable drums in preparation for the following day's activities, a metal bar used to secure the drums was being positioned onto the back of the vehicle. While handling the bar, an operative accidentally dropped it, resulting in the bar striking the injured person's (IP's) right hand. This caused a minor impact/crushing injury. The IP promptly reported the incident to the Site Supervisor, who is also a qualified First Aider. Upon assessment, it was determined that a hospital visit was not necessary. The IP sustained minor swelling to the right hand but retained full mobility and reported feeling fit and well.



Immediate Actions Taken

Task stopped and IP assessed by on-site First Aider.

Initial Known Facts / Causes Identified

As above.

Next Steps

- L1 Investigation to be completed

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Fast Facts



AUREOS

Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	Aureos	Project	Thorpe Level Crossing
Date of Accident / Incident	04 July 2025	Time of Accident / Incident	23:03hrs
Location of Accident / Incident	Site Compound	Type Accident / Incident	Attempted Theft
Route Control Reference	3086203	IRIS Reference	TBC

Outline of Accident Incident

Site Manager and local Police was contacted by the WCCTV Control Centre regarding an attempted break-in observed via site security footage. The Site Manager deployed to the location and found the front gate padlock and chain missing.

The site was checked for theft and damage. Observations included:

48-core and 2-core cables cut in multiple places, but none removed
Generator unplugged
Container doors had been tampered with but not accessed

CCTV footage showed entry was gained by:

Jumping over a wooden Network Rail boundary fence located on the main road
Clipping a Heras fencing panel in the back corner of the compound.



Immediate Actions Taken

- Police attend site.
- Route control was informed.

Initial Known Facts / Causes Identified

- WCCTV system operated as intended: intruders were disturbed, and a verbal warning prompted them to flee the compound.
- Waste cable had been left exposed next to the open skip.
- 48-core and 2-core cables were damaged during the attempted theft; however, no cable was removed.

Next Steps

- Site and WCCTV to review the current security system and assess potential upgrades.
- Local Security Company now engaged to act as first responders for any future attempts.
- Given the site's remote location and the area's high crime rate, review occupation patterns and apply SFARP to minimise times when the compound is left unoccupied—while also avoiding lone working scenarios.
- Replace open-top skips with lockable alternatives and ensure all cables, including waste, are securely stored.

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Fast Facts



Central
Rail Systems
Alliance

Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	CRSA	Project	East Midlands – S&C
Date of Accident / Incident	06/07/2025	Time of Accident / Incident	11:00hrs
Location of Accident / Incident	Wigston	Type Accident / Incident	Infrastructure Damage
Route Control Reference	TBC	IRIS Reference	43963

Outline of Accident Incident

- Upon completion of tamping signalling staff identified damage to switch heating strip on 774 Pts.
- Damage is suspected to have happened during tamping caused by the lining wheel.
- This had not been reported during the tamping.
- The tamper that was working on the Down Main over 774 was 6Q62 operated by SB Rail.
- The tamper crew had been briefed on previous damage caused to points heart strips by the COSS.



Immediate Actions Taken

- Damage assessed by E&P Supervisor and made safe.
- L3 on call informed.
- Close call and fast facts raised.

Initial Known Facts / Causes Identified

Initial findings indicate the damage was caused by the lining wheel on the tamper.

Next Steps

- Repairs to be completed next weekend.
- Level 1 investigation underway
- Discussions with SCO regarding briefing of tamper operators in progress

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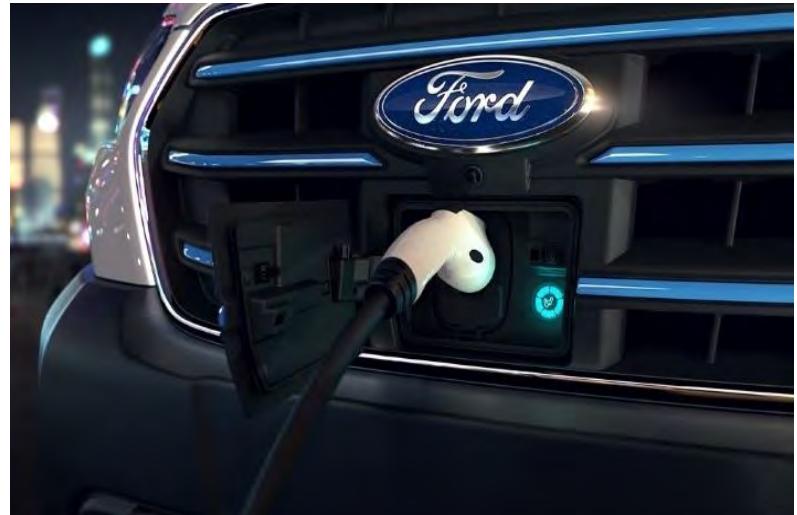


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Safety Advice

Update to Reverse Parking Standard for Electric Vehicles

Issued to: All Network Rail Line Managers and safety professionals
Ref: NRA25-06
Date of issue: 01/07/2025
Location: National
Contact: Sarah Armitage, Decarb & Vehicle Strategy Manager



Overview

Why the change?

With the growing use of electric vehicles (EVs) across our fleet, it's become clear that strict adherence to the reverse parking policy can introduce new safety risks in some cases. Many EVs have front-mounted or B-pillar charging ports, and reversing into a space may result in:

- Trip hazards from trailing charging cables
- Obstructed access to doors or loading areas
- Unsafe charging setups that pose health and safety risks

What's the change?

To support safe and practical EV charging, the following variation has been approved:

- Reverse parking remains the standard for all vehicles wherever possible.
- Front parking is permitted only when an EV is charging, and has a front charge port, and where reverse parking would:
 - create a trip hazard due to trailing cables
 - obstruct safe operation or vehicle access
 - EVs that are not charging must continue to reverse park.
- This change applies only to EVs actively charging and where front parking is the safest option available.

What about safety and performance?

- All EVs are fitted with reversing cameras or sensors supporting the driver to reverse safely.
- As with all manoeuvres, driver caution and checks remain essential.
- The change is intended to reduce trip hazards and improve charging safety.
- Stay safe and thank you for supporting a smarter, safer fleet.

Immediate action required

As a driver or fleet user, your support is key to ensuring this change improves safety without introducing new risks. Here's what we need from you:

Follow the updated parking guidance:

- Continue to reverse park as standard practice.
- **Assess the charging bay before parking.**
- Only front park if the vehicle is an EV actively charging, and front charge port and reverse parking would create a safety issue (e.g. trailing cables or blocked access).

Avoid causing trip hazards or blocking footpaths and other vehicles.

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning



- Do you have something to share?
- Can others learn from your work?
- If you would like access to all our past issues, please use the below email to request access



SCAN ME

Whether it be linked Health, Safety, Environment or Social Value

Please get in touch and email: clic@networkrail.co.uk



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