CLIC

Issue 156 – 1st October *2025*

Simpler
Better
Greener

Continuous Learning & Improvement Cascade
Capital Programmes Eastern

Welcome to another issue of CLIC

Over the weekend of 20–21 September, we successfully completed sheet piling works at ECM7/65, an underbridge between Newcastle and Morpeth. Originally planned in CP6 and deferred to CP7, the renewal was delivered by our new specialist supplier, CK Rail. The wingwalls had been in a deteriorated condition for an extended period Thanks to extended access—coordinated with CRSA's nearby level crossing renewal—all 108 sheet piles were installed.

This project highlights strong collaboration across teams. CP6 designs were revalidated, with support from previous supply chain partners. OLE modifications and access planning were key challenges, expertly managed by Suzanne Glenister and CK Rail. Despite tough ground conditions, the delivery teams performed brilliantly. Works will now continue off-track to regrade the area, secure the wingwalls, and extend the asset life of this vital East Coast Mainline structure.

As mentioned last week we are refreshing how we distribute CLIC with this week being the last issue in its current format. Please take a note of the dates for the new versions and please provide any feedback on the new issues once they arrive in your inbox.

Geofencing and in-cab positioning technologies are helping to reshape how rail worksite boundaries are defined. Through the use of Virtual Worksite Marker Boards (VWSMBs), physical markers can be removed, improving safety and operational efficiency for engineering teams and on-track equipment. Developed through collaboration between industry partners, this digital solution has been successfully implemented in three phases and is expected to influence future rail operations.

In our previous issue, we highlighted October as ADHD Awareness Month. This month also features another important initiative, World Mental Health Day on the 10th. It provides a timely opportunity to explore how the workplace can contribute positively to mental wellbeing.

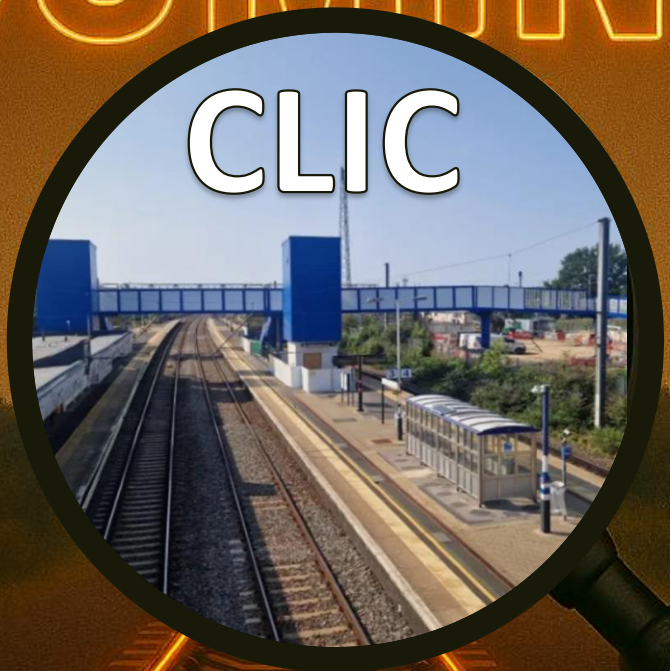
Stay informed, stay safe.

Tom Grainger
Lead Portfolio Manager
Renewals and Minor Enhancements – Structures and Geotech
Eastern Routes Capital Programmes

In this issue…

Issue 156 will be the **final edition** of CLIC in its current format.

CHANGE IS COMING



Starting 7th October

Weekly CLIC Digest

A weekly publication providing a round up of accidents, incidents, national alerts and bulletins.

Every Tuesday

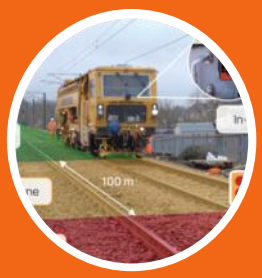
Starting 28th October

Periodic CLIC

A periodic 4-weekly issue with articles focussed on health, well-being, safety, environment, sustainability and social value.

Every 4th Tuesday

Revolutionising Railway Safety
Virtual Worksite Markerboards



In an era where technology is rapidly transforming industries, the railway sector is no exception. The introduction of Virtual Worksite Markerboards (VWSMBs) is set to revolutionise how worksite boundaries are managed, enhancing both efficiency and safety.

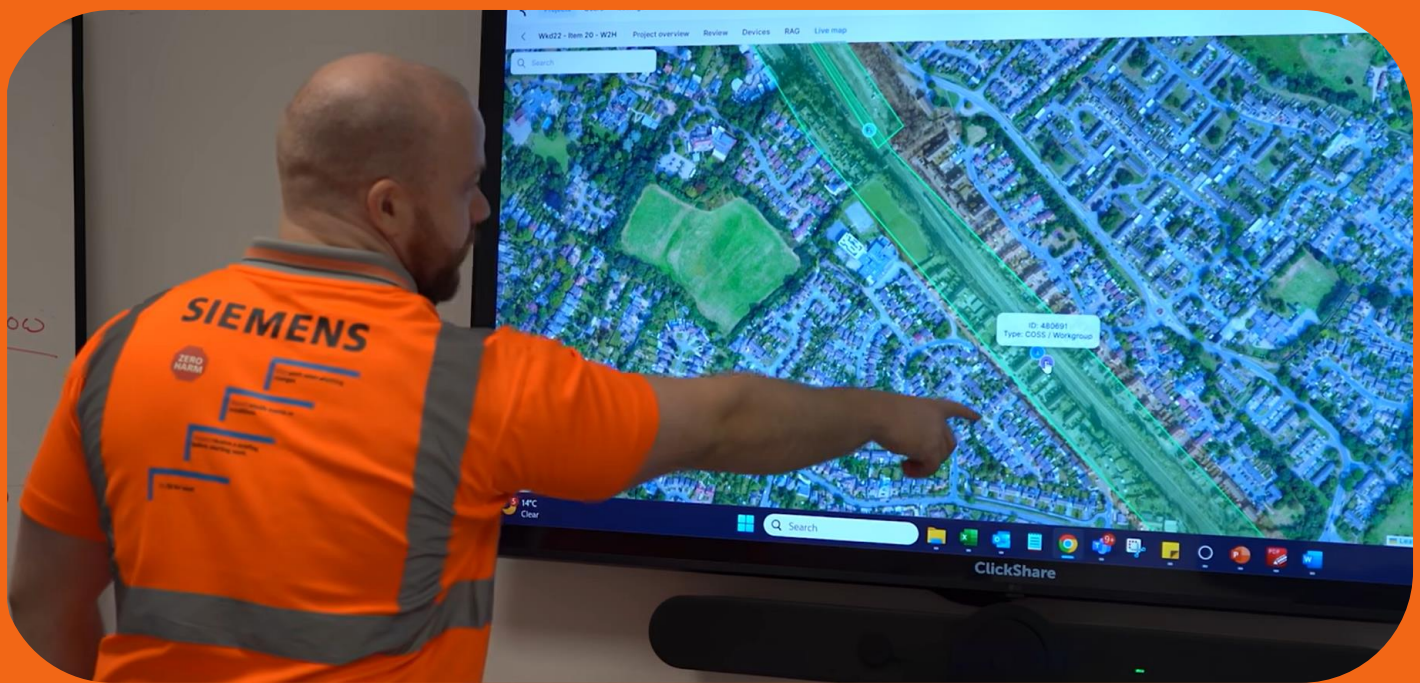
The Concept of VWSMBs

The VWSMBs are a collaborative initiative between Siemens Mobility, Tended and Network Rail's Technical Authority. By utilising geofencing and in-cab positioning devices, VWSMBs digitally define worksite limits, eliminating the need for physical Worksite Marker Boards (WSMBs).

This innovative approach aids On-Track Plant (OTP), On-Track Machinery (OTM), and Engineering teams in recognising worksite boundaries without the traditional physical markers. The journey to implement VWSMBs has been meticulously planned and executed in phases and controlled environments.

The initial phase was conducted in January at Spa Valley Railway, a non-operational setting, to establish baseline and control methodology. This phase was successfully completed with all objectives met.

The second phase took place at the Kingmoor Project area in April, where VWSMBs were trialled alongside traditional WSMBs. This phase also met all its objectives. The final phase was conducted in August at the Welwyn to Hitchin Project worksite under an approved deviation from the rulebook. This phase focused on validating geofence technology from Tended, prioritising on-track plant operations.

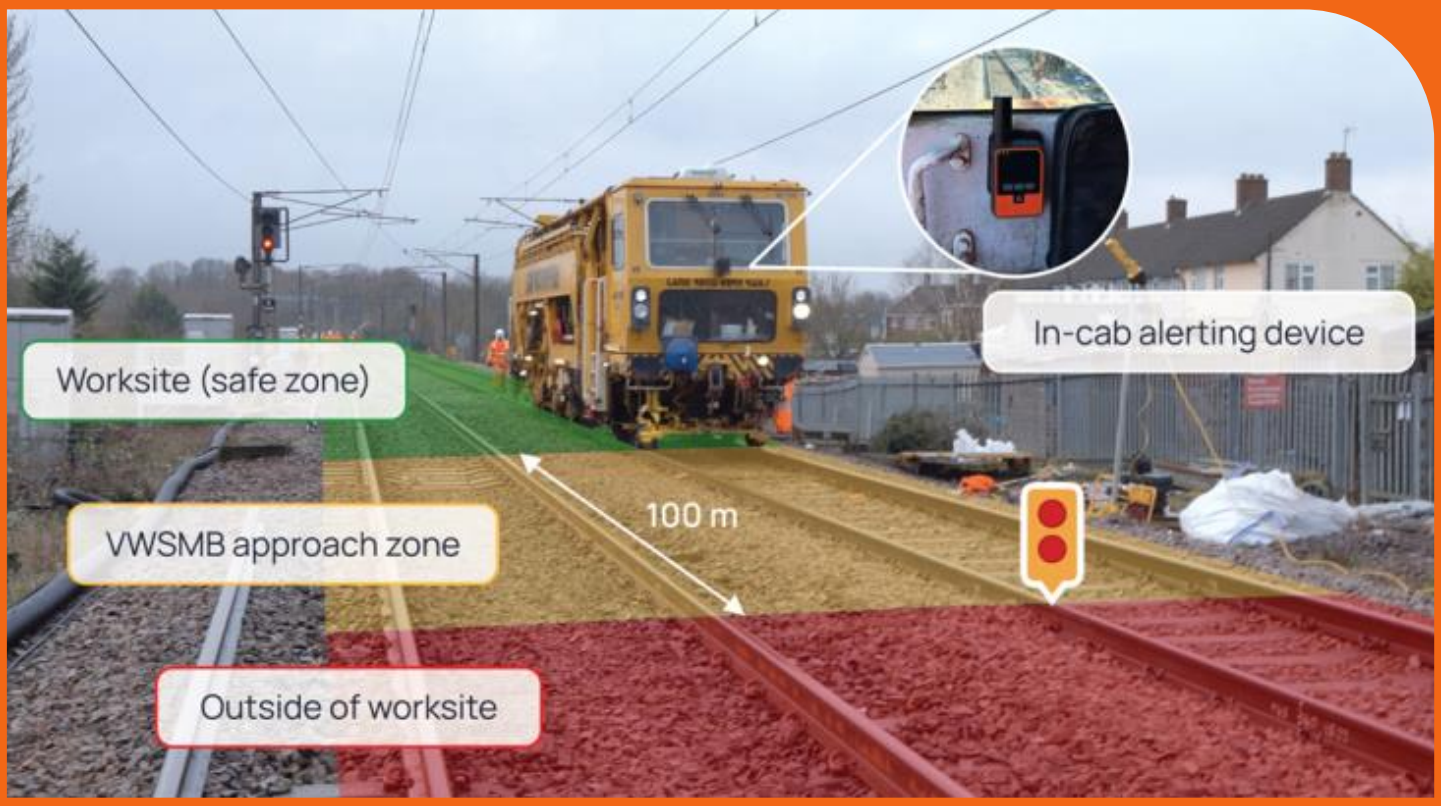


Revolutionising Railway Safety
Virtual Worksite Markerboards

Benefits

- **Resource Efficiency:** eliminating WSMBs allowed Engineering Supervisor Assistants (ESAs) to be reassigned to more productive tasks, enhancing resource efficiency.
- **Safety Improvements:** Removing physical WSMBs reduced the risk of incorrect placement or non-removal, thereby improving safety for both personnel and railway operations.
- **Enhanced Visibility:** The integration of devices provided the Engineering Supervisor (ES) with full visibility of all OTP and Network Rail Works Delivery vehicles, reducing the need for numerous phone calls to track movements.
- **Time Savings:** The absence of physical WSMBs extended the available work window by approximately 60 minutes, improving efficiency and maximising available working time.

The successful implementation of VWSMBs marks a significant milestone in the railway industry. By leveraging advanced technology, VWSMBs not only enhance operational efficiency but also ensure a safer working environment. As the railway sector continues to evolve, innovations like VWSMBs will play a crucial role in shaping its future.



Mental Health in the Workplace
Celebrating World Mental Health Day

Every year on the 10th October, mental health is celebrated worldwide. Your mental health is just as important as your physical health, it can influence how we think, feel and act at both wok and home. This is why it is important that we break the stigma by encouraging open conversations about mental health to make it easier for people to help and get help.

With 1 in 4 people experiencing a mental health problem during their life, the workplace plays a crucial role. It can be both a contributor and a protective factor for mental health. Being in a supportive environment can help to reduce stress, improve safety and increase engagement and productivity.

Why is the day so important?

- 776,000 workers experienced work related stress, anxiety or depression in 2023/2024 (HSE)
- Stress, depression or anxiety accounted for 46 % of work-related ill health and 55 % of all working days lost due to ill health in 2023/2024 (HSE)
- Some of the main work factors causing work related stress, depressions or anxiety include the demands of the job, lack of control, lack of information and support, wok relationships and roles/responsibilities.

How to get involved

- Take time to check in on yourself and others
- Join events, workshops, or discussions taking place around World Mental Health Day.
- Make use of available support, things like peer networks and mental health champions might be of use.

Even if you don't need support, being familiar with what's available could be useful to a colleague or friend. Share resources that you come across to help break the stigma of mental health and spread awareness.

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	01 October 2025	**Time of Accident / Incident**	10:30hrs
Location of Accident / Incident	Up Goods Loop	**Type Accident / Incident**	Operational Close Call
Route Control Reference	3135843	**IRIS Reference**	44516

Outline of Accident Incident

While removing the Line Block protection from the Up Goods Loop, the COSS failed to remove the final detonator from the track and handed back the Line Block at 10:19. An approaching freight train then ran over the detonator at 10:30. The driver contacted the Signaller, who in turn contacted the COSS. At this point the COSS confirmed he had mistakenly left one detonator on track while removing the protection.

Immediate Actions Taken

COSS stood down with immediate effect and For Cause Drug & Alcohol testing booked. Signaller confirmed with driver that the freight train could move into the sidings as planned. Statement taken and incident reported to all parties.

Initial Known Facts / Causes Identified

For reasons unknown at present, the COSS changed his planned sequence or removing his protection, which led to the detonator being left on track – Human Error

Next Steps

- Carry out For Cause Drug & Alcohol Testing
- Brief Safety Critical Staff / Suppliers on Fast Facts

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	29 September 2025	**Time of Accident / Incident**	15:00hrs
Location of Accident / Incident	Siemens Yard (Mortimer House)	**Type Accident / Incident**	Cable Theft
Route Control Reference	TBC	**IRIS Reference**	TBC

Outline of Accident Incident

At approximately 15:00 on 29th September 2025, it was noted that the following equipment had been stolen from Siemens Depot at Mortimer House on the Darlington Station project, with an estimated cost of £21k:

- 20pr 0.9 telecoms cable – 200 meters
- 2c 95mm CU – 256 meters
- 2c 35mm CU LSZH 620 meters
- 2c 35mm CU – 250 meters
- 37c 2.5mm B2 – 470 meters

Immediate Actions Taken
The theft has been reported to BTP (Incident Number: 146290925)

Initial Known Facts / Causes Identified
As above.

Next Steps
- L1 Investigation to be completed

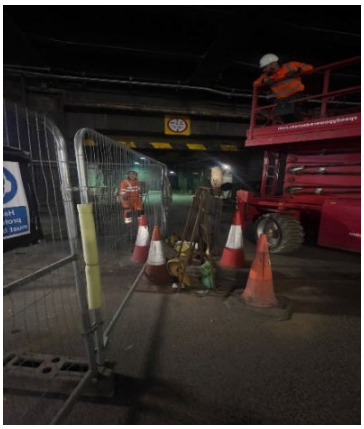
Shared Learning

Supplier Organisation:	Kent PHK Ltd	**Project:**	188374: Leeds HV Mitigation
Date of Incident:	Thursday 11th September 2025	**Time of Incident:**	09:00hrs
Location of Incident:	Neville Street/Leeds Station	**Type Incident:**	Adverse Incident

Outline of Accident Incident

On the morning of Thursday 11th September 2025, a third-party hire company were in the process of delivering a scissor lift, having been ordered by Kent Group to Leeds Station to facilitate cable containment installation works. Upon delivery of the scissor lift, the driver of the hire equipment was asked to leave the plant external to the site of works for the competent Kent operatives to then transport into the site of works, of which they are inducted to carry out works within. However, the delivery driver had drove the lift into the site of work where it was immediately apparent that it was fuel powered. As a result of this and the size of the plant, the exhaust(s) of the lift have created a sizeable dust cloud (pictured below). Causing the internal smoke alarms at the site of works within Leeds Station to be raised, and subsequently station management to attend the site immediately to investigate. Luckily, a station wide alarm had not sounded so no evacuation of the station was implemented. A battery powered scissor lift was requested to mitigate any risks associated with fuel powered lifts. However, the hire company had provided equipment that was not suitable for use in the location specified.

Scissor lift outside the entrance to the site of works



*Dust cloud created as a result of the exhausts of the scissor lift.(from video taken on removal of the equipment after the event).

Causes

- Cause 1: Despite following the correct process to request an electric scissor lift from Speedy Hire to mitigate the risk of triggering the fire alarm, the supplier failed to identify the specific requirement and recommended and provided a diesel lift. This oversight was not detected prior to placing the purchase order.
- Cause 2: Site teams did not verify that the delivered equipment matched the specified requirement and accepted a diesel scissor lift instead of the requested electric model.
- Cause 3: Existing excessive dust accumulation at the station entrance posed a potential safety hazard, vulnerable to setting off the fire alarm.

Lessons Learned and actions taken to prevent recurrence

- Action 1: Coordinate with the station team to isolate the fire alarm following additional surveys for future work in this area.
- Action 2: Conduct a thorough sweep of the road prior to any further works in the affected area.
- Action 3: Ensure site staff verify all future deliveries against the specifications established during planning and survey stages.
- Action 4: Better assurance at planning stages, to eliminate the requirement of diesel-powered equipment, and where possible, substitute for electric.
- Action 5: Enhanced communication to be implemented during the event reporting stages to all clients and stakeholders.

Do you have something to share that others could learn from? Whether it's related to Health, Safety, Environment, or Social Value, we're always looking for stories, initiatives, and insights to feature in future issues. If you'd like to contribute—or if you'd like access to past editions of the CLIC—please get in touch by emailing: **clic@networkrail.co.uk**.