



# Team talk

& Safety brief

Period 8

Our periodic video and discussion pack for everyone in Wessex



# Safety

## Significant Events Period 8



Sun	Mon	Tue	Wed	Thu	Fri	Sat
18 Week 1	19	20	21	22	23	24
25 Week 2	26	27	28	29	30	31
01 Week 3	02	03	04	05	06	07
08 Week 4	09	10	11	12	13	14

	NR Staff	Contract
Everyone Home Safe		
No Lost Time Injury	6	2
Lost Time Injury	1	1
Near Miss / Line Block	0	0
Road Traffic Accident	0	0

### Fatality Weighted Injuries (FWI)

0.087 MAA against target of 0.059 for the route

### Details of the Accidents:

#### Lost time injuries

18/10/2020 (Inner DU) IP carrying equipment tripped on a J bracket on the Richmond River Bridge, resulting in a right ankle sprain.

3 days lost time

03/11/2020 (Outer DU) IP caught his foot on top of the rail whilst carrying a stressing saddle in the Andover Up Yard and fell over with his chest landing on a screw spike, (see slide 4 for more information).

The IP is currently still off duty

#### Key Learning:

Obscured vision and awareness of underfoot conditions when carrying equipment/tools.



Discuss with your team the key learning points from the accidents this period



# Safety

## Significant Events Period 8 continued



### Operational Close Calls

**29/10/2020 (Outer DU) the driver of 2N23 reported an alleged near miss on the Down Frimley line with a team carrying out HV cable inspections between Camberley and Bagshot station, (see slide 7).**

02/11/2020 (Inner DU) whilst installing a temporary speed magnet in a line blockage on the Up Main Slow line at Wimbledon the magnet fell from the shoulder of one of the staff onto the running and conductor rail.

03/11/2020 (Outer DU/Ops) a miscommunication between the signaller and PSS led to the signaller believing that signal EW209 was keyed to danger and subsequently sending a tamper down whilst the signal was still showing a green aspect. The PSS gave up his line blockage without making the signaller aware he did not key the signal to danger, confirming the line was clear and safe for passage of trains.

08/11/2020 (Inner DU) the driver of 2C54 reported striking a possession limit board and detonators at Queens Town Road on the Windsor Reversible after the possession was given up. The PSS confirmed that he failed to remove the protection from the line.

12/11/2020 (Inner DU) whilst lifting and packing in the vicinity of 1570b pts at Waterloo a shovel came into contact with a live floater adjacent to the worksite.

**14/11/2020 (Inner DU) a track trolley was moved from a blocked Up Main Fast line onto an open Up Main Slow line at Clapham Junction and a rail grinder came into a contact with a live conductor rail, (see slide 5).**

### Key Learning common throughout:

Importance of local knowledge and good understanding of plans and permits.

Stop, Think and Take 5 for Safety and always challenge if you think something is unsafe.

Importance of dynamic risk assessment.

Good quality of Safety Critical Communications and clear understanding.



**Discuss with your team the key learning points from the incidents this period**



# Serious Accident

## Andover Up Siding/Yard, BAE1 66m20ch



### Overview

On Wednesday 4<sup>th</sup> November 2020, a member of staff was setting up a worksite in preparation to fix a rail defect. With the assistance of another team member the Injured Person (IP) had collected the Stressing Saddle from the vehicle and proceeded to carry it, to the rail trolley to be transported to the site of work. The team thought about the requirement for manual handling and parked their vehicle as close as possible to reduce the carrying distance.

On stepping over a rail, the IP missed his footing catching the rail. Unable to stop the fall, the IP struck his left leg on the rail, but his right side of chest landed on a screw spike.

Initial assessment and First Aid were given on site, but a decision was made to transport the IP to hospital for a check-up. Whilst X-ray's and scans identified no breaks or internal damage, the bruising to the chest area was significant and the IP was kept in hospital for four days followed by a significant period off work to recover.



The full Safety Bulletin can be found [here](#)

### ***Key Learning and Discussion Points:***

- How you assess the worksite to identify potential hazards that could cause an incident and/or injury.
- Being aware of worksite hazards and taking extra caution when moving heavy equipment.
- Being aware that even the most innocuous fall could result in potentially serious injury that should not be overlooked or dismissed. A hospital check-up should always be considered.



**Discuss with your team the above points**

# Clapham Junction, Up Main Slow line BML1

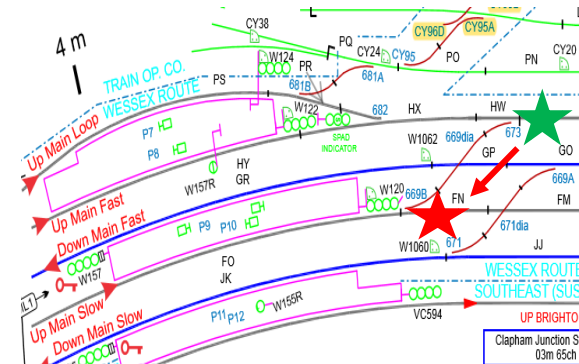


On the 14th of November 2020 at approx. 04:00, after completing work in an ES worksite under T3 protection with an isolation, a maintenance team (consisting of P-Way and Welding staff), moved out of a protected and isolated area into an open line and caused an electrical incident when an item of grinding equipment came into contact with a live conductor rail.

The group, under the control of a PiC/COSS carried a hand trolley and their equipment from the Up Main Fast line, crossed over one line and then into adjacent Up Main Slow line which was open to the movement of trains.

The decision to move from the protected line was made by the PiC/COSS, because it was believed a set of points were set against the movement, this was not questioned by others within the team.

This incident is currently under investigation.



The full Safety Bulletin can be found [here](#)

- Do you have the necessary local knowledge and are you fully conversant with the diagrams and maps within your Safe Work Pack and the information included in your Conductor Rail Permit? **Do you know where you are?**
- Do we take the time to **'Stop, Think and Take 5 for Safety'** or do we let the situation that may be unfolding around us take the lead in the decisions that we make?
- Do we feel empowered to challenge our colleagues, no matter their position or standing if they are doing something that **we** think may be unsafe?



## Discuss with your team the above points



# Potentially Significant Incident

## Cable Strike at Fleet Station



### Overview

On Monday 26<sup>th</sup> October 2020, a contractor working on behalf of SWR was erecting car stop signs on Platform 1 at Fleet station.

The team proceeded with the excavation without having a buried services survey carried out first. Whilst digging they saw the cables but still chose to place the pole for the sign.

The team came unbelievably close to cutting in to a 33kV cable that would have had serious, if not fatal, implications. In the process they damaged the pilot cable which required some remedial repairs by the Outer E&P team.

This incident is currently being investigated by our SWR colleagues.



### Discussion Points:

- Did you know that it is quite common for our HV routes to run through platforms?
- Importance of using CAT scanners and buried services surveys before any work involving excavation on or near the line.
- Should you require buried services information in response to an emergency, please call **01904 386390** to confirm your requirements.



Refer to NR/L2/AIF/1020 for more information







# Potentially Significant Incident

## Operational Close Call at Bagshot



### Overview

On Thursday 29<sup>th</sup> October 2020 at approx. 11:05 hrs, the driver of 2N23 travelling from Ascot to Aldershot on the Down Frimley line (AVV), reported an alleged Near Miss with a group of 3 members of staff carrying out HV cable inspections between Camberly and Bagshot Station.

The team were walking/inspecting the HV cable route in the cess but when they reached an area with a particularly wet and slippery overgrowth and troughing, they stepped into the 4 foot to walk past the hazardous section.

The lookout positioned at the front of the group gave a warning of an approaching train just before the driver sounded his horn, and the team moved into the position of safety in the cess.



### ***Key Learning and Discussion Points:***

- The preliminary investigation established that the group were in a position of safety in the Down cess for approximately 11 seconds before the train reached their location, therefore this was not deemed to be a Near Miss.
- It was also established that the train was travelling at 44mph but with the line speed of 60mph it would not have been possible to achieve the minimum required sighting distance and therefore the SSOW implemented was not appropriate for the location. The event was classified as an Operational Close Call.
- Importance of a dynamic risk assessment to ensure the SSOW in a moving worksite is sufficient and adequate.
- How do you ensure/check that you can achieve the right sighting distance, could range finders be used as an aid to assess distance on the ground more accurately?



**Discuss with your team the key learning points from this event**



# Protecting our colleagues

## COVID-19 Safe Working Practices



- Maintain Social Distancing – you must work at least 2 metres apart.
- Where this is not possible and not safe to do so only whilst working outside, follow the good practice:
  - Wear safety glasses and gloves to reduce the spread of the virus,
  - Cough/sneeze into a tissue and safely discard, if no tissues available, use the crook of your elbow.
  - Refer to Southern Region TRC sheet for minimising risk when working under 2 metres - [link](#)
- If you are required to work within 2 meters of your colleague/s you must wear a face mask or a face shield.
- Wash your hands or use hand sanitiser if soap and water are not available more frequently and for at least 20 seconds.
- Road vehicles must be single occupancy only unless an approved barrier is installed in the vehicle, then 2 people are permitted. If not practicable to maintain single occupancy, maximum distance between occupants must be achieved by sitting diagonally from the driver, not achievable in small crew cab vans.
- Vehicles and communally used desks should be cleaned with sanitizing wipes before and after use.
- If you can't follow any of the steps you must inform your line manager.
- If you are told by NHS Test and Trace that you need to self-isolate, you need to notify your line manager who must make sure you do not return to work before the 14 day self-isolation period is complete.
- If you or a member of your household are displaying any symptoms of the virus you must stay at home, inform your line manager and order a test immediately at [nhs.uk/coronavirus](https://nhs.uk/coronavirus) or call 119 if you have no internet access.
- Line Managers - If somebody in your teams tests positive and has been to work in the preceding 7 days, you must notify your OHW Manager (Grazia Elsehimy).

A circular button with a white border and a dark blue background, containing the word 'ACTION' in white capital letters.

ACTION

Please refer to [NR/L3/MTC/CP009 \(link\)](#) and Southern COVID-19 response FAQ [\(link\)](#) for more information





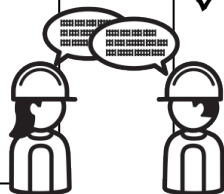
# Track Worker Safety (TWS) programme

## Update



### What we'll do

- Work with you to remove need for unassisted lookout working
- Improve the way we plan work
- Enable additional protection for line blocks– using technology to protect our track workers
- Reduction in single point of failure
- Supporting effective signaller workload assessment to protect signallers.



### Our survey said...

You said you wanted to interact with technology

- ✓ Tech demo days
- ✓ Videos coming

You are concerned there are more night shifts

- ✓ Your FAQ on MyConnect

You want more information

- ✓ Newsletters, drop-in sessions, focus groups
- ✓ Visit [MyConnect page](#)

### What we've been up to

- Reviewed over 130,000 Maintenance Scheduled Tasks to give them highest form of protection
- Focus Groups on additional protection
- Zoom into safety regional call
- Sharing forum for section Planners



## Search 'Southern Track Worker Safety' on MyConnect

[WessexTWS@networkrail.co.uk](mailto:WessexTWS@networkrail.co.uk)



# Road Safety

## Incorrect Speed Limit Labels



We have been made aware of a batch of Ford Transit Connect vehicles that may have been supplied with an Incorrect Speed Limit label. Could you please check these vehicles to ensure the correct label (please see below) is in position on these vehicles.

**CORRECT LABELS**

**EXTERNAL**

117206

**INTERNAL**

113089

**INCORRECT LABELS**

**EXTERNAL**

117207

**INTERNAL**

113088

**EXTERNAL**

117205

**INTERNAL**

110817

To obtain the correct stickers  
please contact the Road Team  
Fleet

[SouthernRegionRoadFleet@networkrail.co.uk](mailto:SouthernRegionRoadFleet@networkrail.co.uk)

they can then arrange supply  
of replacement labels.

**ACTION**

**Check the speeding stickers on your vehicles**



# On Track Plant

## Upgraded Rail Land Rover and R2R Trailer



### The third upgraded Rail Land Rover was delivered to Wessex in October

The list of Safety improvements and upgrades include:

A Road and Rail R2R trailer with a payload of 2400kgs on the road and 3000kgs on rail.

Load Tray Extension trailer with a load carrying payload of 480kgs with Up & over roof rack to transport it on the road.

New directional LED lighting at the front, rear and on the sides to improve site lighting all around the site of work.

A 360 degree camera system to give the driver/operator a 360 degree view to assist with maintaining the exclusion zone.

Repainted white to comply with the our NWR road fleet with new NWR signage.

Seating for 6 occupants with seatbelts and personnel carrier MC controls in the rear compartment.



Never enter the agreed exclusion zone, unless directed to by the person in charge.



**This Rail Land Rover is currently being used for training purposes at the Basingstoke ROC but will be allocated to Havant P-way.**



# Environment

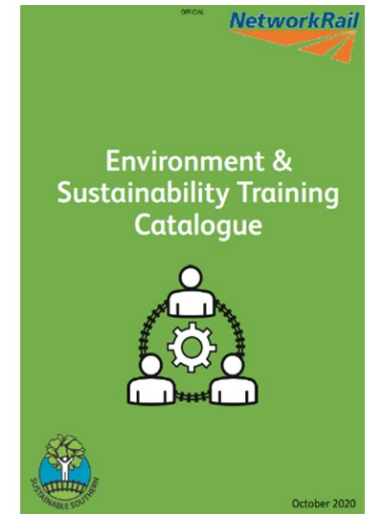
## Environmental Training



An Environment and Sustainability training catalogue has been produced by the region to provide you with details of all the environmental and social training available within Network Rail. This can be accessed on the [Southern Sustainability Hub site](#).

The catalogue is your one stop shop to accessing environmental and sustainability eLearning available on the Network Rail eLearning site, as well as the classroom-based courses such as the IEMA Environmental Sustainability Training.

The guide provides examples of key roles that each classroom course is suitable for, as well as the steps to finding the e-learning courses on the [Network Rail E-Learning site](#). The region is ready to deliver the first virtual IEMA training courses before on 15/16<sup>th</sup> December 2020.



### Environment Induction\*

This eLearning provides a basic introduction on environmental awareness, including legal requirements and why they are important, company specific information such as the policies, Lifesaving Rules, and the safety vision.

**Duration** 30min-1hr

**Suitability:** All

\*If you have any access issues using Internet Explorer please try using a different browser.



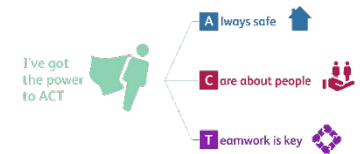
**Book yourself onto the waitlist via oracle now**



# Environment



## Legal Update: PCBs (Polychlorinated biphenyls)



### Environment Bulletin



#### Changed law for equipment contaminated with polychlorinated biphenyls (PCBs) England & Wales only

Issued by: **Pauline Ward, K. Richardson**

Ref: **NR/L2/ENV/120**

Date of issue: **21/11/2025**

Location: **National**

Contact: **Legal Services, Environment  
Strategy Manager, Technical  
Authority**

#### Overview

The Environmental Protection (Regulation of Polychlorinated Biphenyls and other dangerous substances) (England and Wales) Regulations 2025 have been amended in 2025.

From the 1st July 2025 the lower threshold of PCBs in equipment will increase from 0.001% to 0.005%. Therefore, any equipment containing 50ml or more of PCBs in the fluid, or more than 0.005% by weight (0.005% of the fluid, now falls within the scope of the regulations.

Any remaining equipment containing PCBs must be decommissioned by 31st December 2025. If decommissioned, it must have a PCB concentration of no more than 0.005% by weight (0.005 ppm).

Equipment holding less than 50ml of PCBs, or with a PCB concentration of 0.005% by weight or less, can be retained until the end of the useful life but must not be re-distributed or disposed of as waste or possible.

A large scale of the 2025/26 assessment will be carried out by the [Local Authority](#), which is available via [Tools & More on My portal](#).

If you have any queries please contact your local Environment and Sustainability team, or contact the [Legal Services](#) team via [Legal Services](#) or [Legal Services](#).

#### Frequently Asked Questions

##### What is a PCB?

Polychlorinated biphenyls are a highly toxic industrial compound used in various products (PCBs). They pose serious health risks from prolonged or repeated exposure to small amounts.

##### What types of equipment contain PCBs?

PCB contamination may be found in types of electrical equipment such as: transformers (including power transformers and existing power transformers), power capacitors, MK1 AHB LX location cases, heat transfer equipment, process heating equipment, vacuum pumps, electrical resistors, switchgears and stock PCBs.

Manufacturing of PCBs involving 'dry', so it is recommended to ensure that any equipment is cleaned and sealed after 1st July 2025.

##### How do I find out if equipment contains PCBs?

Contact the [Legal Services](#) team via [Legal Services](#) or [Legal Services](#). Please note the register may not contain all equipment or assets containing PCBs contaminated fluid on both the equipment may be required. The register can be used to check which are in the [register](#).

##### Do I need to report PCB contaminated equipment?

Yes, a legal requirement that requires a register of equipment containing PCBs contaminated fluid. Equipment that contains more than 50ml of fluid containing PCBs, or more than 0.005% by weight (0.005 ppm) must be registered. Contact the [Legal Services](#) team via [Legal Services](#) or [Legal Services](#).

##### How should I dispose of PCB contaminated equipment?

PCB contaminated equipment must be disposed of as hazardous waste. Evidence of PCB testing and analysis, certificates of destruction and consignment notes must be retained.

Please refer to [NR/L2/ENV/120](#) - Waste Management and [NR/L2/ENV/123](#) - Prevention of Pollution to Land and Water for more information.

##### Do there is a change apply to the register?

Standard is currently undergoing a consultation period changes which is expected to end on 10th October 2025. Should the proposals go ahead as they currently stand, the changes are expected to apply from 1st January 2026. More information on the consultation can be found [here](#).

Part of our group of **Environmental Communications**

**Environment Alert** **Environment Notice** **Environment Bulletin** **Shared Learning**

The Technical Authority have released an environmental bulletin detailing legal changes associated with PCBs. For the full bulletin visit the [Southern Sustainability Hub Site](#).

### What are PCBs?

PCBs are a highly toxic fluid and prolonged or repeated exposure to small amounts can pose serious health risks.

### Where are PCBs found?

They are usually found in the following types of electrical equipment manufactured before 1986: transformers (including booster transformers & signalling power transformers), power capacitors, MK1 AHB LX location cases, heat transfer equipment, process heating equipment, vacuum pumps, electrical resistors, switchgears and stock PCBs.

If the volume of the PCB fluid is greater than 50ml, decontaminate or dispose of the equipment by 31<sup>st</sup> December 2025.

**ACTION**

Please refer to NR/L2/ENV/120 - Waste Management and NR/L2/ENV/123 - Prevention of Pollution to Land and Water for more information.



# Health and Wellbeing


Reminder to complete the process



**REQUESTED**

Your voucher

**BOOK**

your jab 

**PROTECT**

yourself

If you requested your flu voucher, then follow the link in your email to book your jab **today!**

**ACTION**

Remember the scheme only runs until 31/12/2020!



# Health and Wellbeing

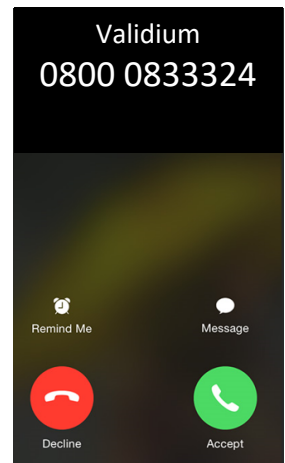
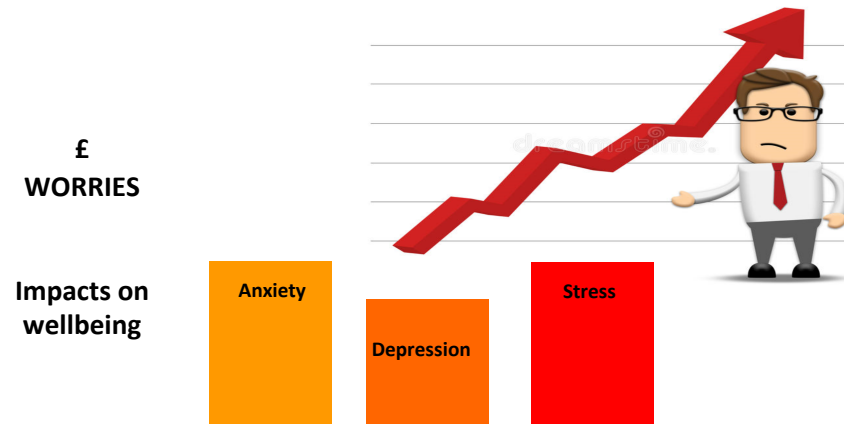
## Talk Money



Money related worries often have a significant emotional impact and recent research shows that being in debt has a negative impact on individual's mental health.

With this in mind, Validium have recorded a short podcast [\(LINK\)](#) to help with raising awareness of support that is available to our staff.

There really is help available and it costs nothing more than a few minutes of your time to pick up the phone and speak to one of the team to see how they can help. Validium can support you to help you to manage your worries, coping strategies to minimise the feelings of anxiety or stress. They can also link you in to PayPlan who are one of the UK's leading free debt advice providers.



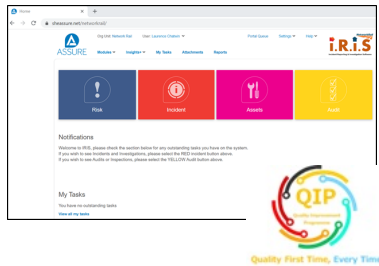
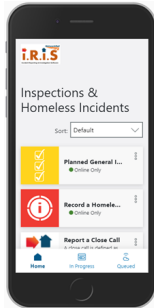
**You can get the help you need to stop debt from spiralling.**





# Safety Investigations & PAISS

## IRIS system



IRIS is a web-based safety management system that brings together investigations, assurance inspections, Close Calls, and TOC incident reviews (performance), to enable effective management of actions and drive better insights from the data, so we can avoid risks materialising. [Watch period 4 Team Talk for more information.](#)

### Key Benefits

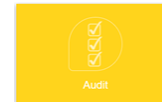
- Brings a number of key activities into one place which means one system to access and a single version of the truth
- Efficient action management, tracking and notifications
- Ability to store evidence and photographs
- Greater assurance on the quality of these activities
- Easier to facilitate best practice sharing of findings



To access safety investigations, go to

<https://sheasure.net/networkrail>

Username is firstname.surname



To access the PAISS inspections, go to

<https://mobile.sheasure.net/networkrail/p/Assurance-mSkmDcreKW>

or scan the QR Code



**ACTION**

**Ensure you use the IRIS system for safety investigations and PAISS inspections (guidance and video in notes)**



## Remember to record that you have watched Team Talk

[Click here](#) for a guide on how to use the new Business Briefing System to do this

Business Briefing System

Welcome To The Business Briefing System

**Login**

Welcome to the Business Briefing System.  
Please log in using either your Windows account name and password, or your employee number and system password.

Username / Employee Number Required

Password Required

☐ Stay logged in Login

# Team talk

Our periodic video and discussion pack for everyone in Wessex

& Safety brief