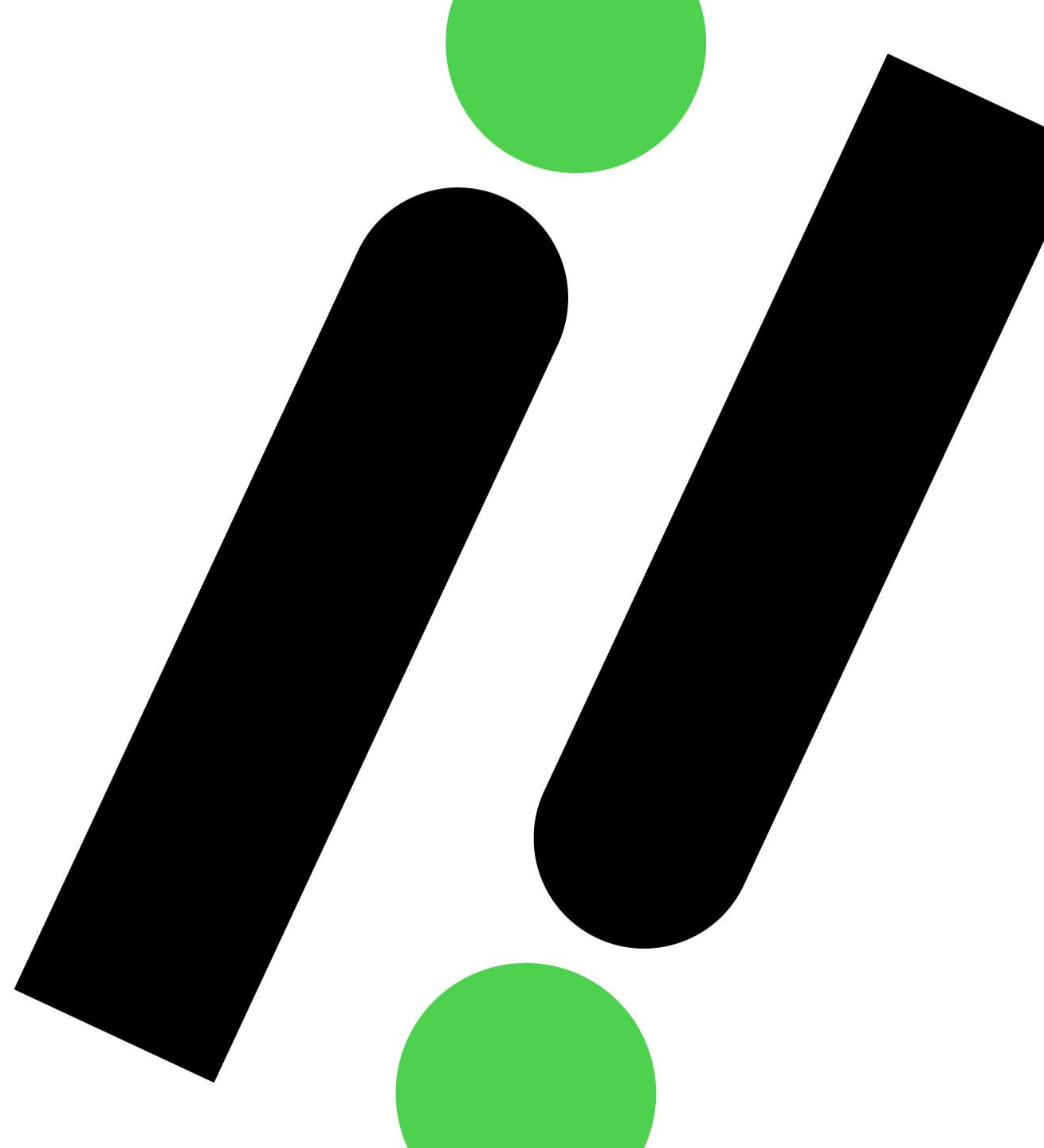


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Rail Safety Briefing
October



Monthly Topics

Sentinel Scheme Rules

- Swipe your Sentinel card

Safety Central updates

- Rail Skate struck by train
- Aspen Hi-Flow Condensate Pump Burn Out
- Sole Street denehole (mine)

Sentinel Scheme Rules

3.4 Sponsored Individual

3.4.3 The individual shall always carry their Sentinel card (virtual or physical while working on the Managed Infrastructure

3.4.4 All individuals shall provide their Sentinel card (virtual or physical) for swipe in before they undertake work on the Managed Infrastructure

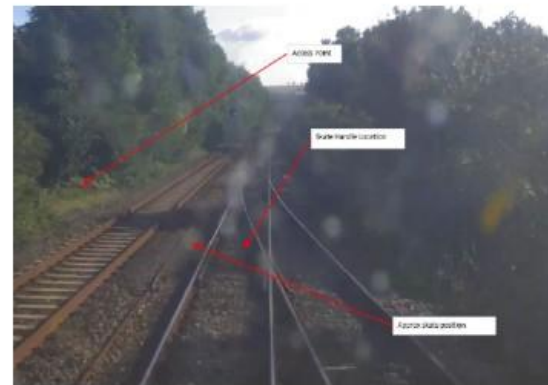
<http://info.railsentinel.co.uk/wp-content/uploads/2025/09/Sentinel-Scheme-Rules-V5.1-July-2025-1.pdf>

Safety Bulletin



Rail skate struck by train

Ref:	TC/001/25
Date of issue:	7th October 2025
Location:	MLN1, DN side 243m 30ch
Contact:	Daniel Collins, Western West, IMDM



Overview

On 14th September at 10:02, passenger train 1C70 was travelling on the Down Main Line.

As the train approached 233 points (at 243m 30 ch) it struck an object left against the 6-foot rail leaning into the 6-foot. This has been identified as a rail skate that was used by the Tavistock track team during the shift prior to the train running. This damaged the train and caused the train to come to a stop. It did not de-rail.

The Tavistock track team were removing Emergency Speed Restriction (ESR) items after the completion of installing a half set at 206B points. They were using a rail skate to aid them in transporting the ESR from where it was erected, back to the access point (Crabtree). The Engineering Supervisor (ER), member of the 3 person team involved in removing the ESR, called the Person In Charge of Possession (PICOP) when the task was complete to hand the line back as safe for the passage of trains. However they did not account for the rail skate had been left against the 6-foot rail leaning into the 6-foot.

At 11:15, after the fitters had assessed the train damage, it was decided that the train could not be moved and passengers were evacuated on to another train to reach their destination.

Damaged train 1C70 was then eventually moved to Laira depot.

Discussion Points

1. How can we make sure that we know where plant and equipment are so that when we leave site everything is accounted for? Do you know how to use the plant & equipment checking 'in & out' sheets?
2. Are you aware of the Line Clear Verification (LCV) process and the importance of its use?
3. Which details must be recorded on the Vehicle Management Form when using the LCV process?
4. Are you aware of where the LCV process is to be applied?
5. Is there a better way of assuring all plant and equipment is accounted for and clear of the track?

If you would like to print this safety bulletin to display on noticeboards please click below.

[Download the PDF](#)

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Safety
Alert

Safety
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Safety
Advice

Shared
Learning

Safety Bulletin



everyone
home safe
every day

Aspen Hi-Flow Condensate Pump Burn Out

Issued to: All Network Rail line managers
safety professionals and accredited contractors

Ref: NRB25-03

Date of issue: 06/10/2025

Location: Warrington PSB Telecoms room

Contact: [James Woof, PRE \(Buildings\), North West Route](#)



Overview

On Sunday, 14 September 2025 at 11:55, the Signaller at Warrington Power Signal Box (PSB) reported activation of the fire alarm within the Telecommunications Room. The Signalling Supervisor promptly obtained the key to access the room, whereupon they discovered the area was filled with smoke. The Fire and Rescue Service was immediately contacted.

The Fire Service arrived on site at 12:04 and determined that the source of the smoke had self-extinguished prior to their arrival. The origin of the incident was identified as the Aspen Hi-Flow Condensate Pump, as depicted in the attached photograph. No other equipment within the room sustained damage as a result of heat or smoke. Notably, no fire suppression systems or water-based extinguishing methods were required or deployed. As a precautionary measure, the Fire Service isolated the air conditioning unit and disconnected the pump from its power supply.

The precise cause of the pump failure remains under investigation. The unit has been inspected and returned to the manufacturer for detailed analysis. Further updates will be provided as additional information becomes available. The pump underwent its most recent scheduled maintenance in May 2025, at which time it was assessed to be in satisfactory working condition.

North-West route have reviewed their signal boxes and currently have this model of pump deployed at over 30 locations.

These pumps are widely used across the country by all regions, so all areas should review their asset information.

Discussion points

- Are the scheduled maintenance activities for air-conditioning units and condensate pumps being undertaken to the correct frequency?
- Do high demand or older systems require more regular maintenance activities?
- Do maintenance activities include regular cleaning to the filters and drain lines to prevent clogs?
- Are the units installed according to the manufacturer's instructions?

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group of **Safety
Bulletins**

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Alert**

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Shared Learning



everyone
home safe
every day

Sole Street denehole (mine)

Issued to: All Network Rail line managers, safety professionals and accredited contractors

Ref: NRL25-06

Date of issue: 14/10/2025

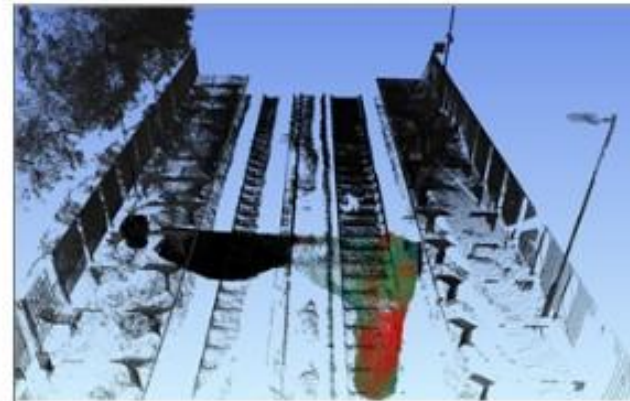
Location: Sole Street, Kent, Southern region

Contact: [Derek Butcher, Principal Engineer \(Geotech\), Southern Region](#)



Broken
through
culvert
showing
mine entry.

3D scan of
mine throat.



Overview

Old mineworks can create holes underneath the railway which when discovered can be very dangerous for trains and track workers, as well as disruptive to train services and expensive to repair. If we plan and prepare our engineering work thoroughly, we can avoid mines, or deal with them quickly and safely if we find them.

On Sunday 29 October 2024, during a track drainage renewal, a culvert was punched into by an excavator as part of the work. Following this, a vertical hole was noticed extending from the culvert base. This was measured as 9m deep and 2-3m wide.

NR/CIV/191 Mod 9 (Management of Mining Related Incidents) was followed on discovery as the incident had been reported to the B&C Engineering team on the day of discovery realising that it was a denehole*.

On further investigation it was revealed that the location was identified and capped over in 1999 following a similar unplanned exposure.

The location was separately subject to a mining risk assessment and evaluation in October 2023 and reports issued identifying the feature (from desk-based information) with geophysics and GI proposed to investigate it and potentially remediate the void.

The remit for the track drainage renewal was issued in January 2023.

To reopen the line a thick (20mm) metal sheet was put over the void with ballast on top and the lines reopened with 2 x 20mph Emergency Speed Restrictions. However subsequent delays of over 8000 mins occurred due to TSR's on both lines at the site. Since then, the denehole* has been grouted up and the TSR's have been removed. Further ground investigation is required outside of the railway to confirm the extents of the denehole* and a permanent concrete cap installed.

A lessons learnt has been undertaken by the Regional B&C Engineering team. This Shared Learning highlights good practice for project teams to follow on discovery of mines and for asset management teams to follow when writing project remits.

**A denehole is an underground mine consisting of several small chalk caves entered by a vertical shaft. The word, is probably derived from the Anglo-Saxon den, a hole or valley.*

Lessons Learnt Results

- The drainage project should have complied with NR/L2/CIV/191/05 Managing the risk from mining in design and construction (Issue 3 02/03/2024). The remit should have highlighted the risk of mining features which were recorded in GeoRINM.
- Initially the hole was thought by some to be a well, despite information existing showing it was more likely to be a denehole. This optimism led to an approach that was not in the best interests of the customer and did not balance the short term need to reopen the line with the long-term benefits of robust solution. In hindsight a longer line closure of perhaps 2 weeks (to investigate and remediate the feature) would have resulted in less disruption to the customer rather than weeks of speed restrictions and weekend possessions.
- Individuals involved in the drainage project and remediation of the mine were not assessed as competent to NR/L2/CIV/1000/07 Competence Management for Mining. As such there was a lack of knowledge of how to investigate / remediate a mine feature (individuals in the delivery team were not competent). This gap was plugged by bringing in a consultant later.
- A lack of awareness that the Technical Authority (National Mining Engineer) holds historic mine records and up to date mining risk assessments, and that features are identified on the Network Rail GIS platform GeoRINM.
- Mining related information is available free of charge from the both the Technical Authority National Mining Engineer and / or the Regional Asset Management. These teams should be contacted during the initial stages of projects where a mining risk exists

Key message

Network Rail staff have access to mining related information on GeoRINM and via the Technical Authority National Mining Engineer and Regional Asset Management Teams.

For Network Rail employees, there is a suite of training available to enrol on via Oracle. There are three course options available:

- Introduction to mining awareness
- Pathways in mining awareness
- Mining Geology

These can be accessed via NR eLearning <https://learn.networkrail.co.uk/login/index.php> (search 'mining' in the search box)

All Maintenance, Operations and Engineering staff should familiarise themselves with the Introduction to Mining Awareness course.

For further information please contact Regional or Route Geotechnical Asset Management teams or the Technical Authority National Mining Engineer on nationalminingengineer@networkrail.co.uk or access the following link - [Mining](#)

My Sentinel

Do you know that you can view all of your own Sentinel Competencies in real time?

- See the competency expiry dates and assessment due,
- look at your medical and Drugs and Alcohol test records.
- Receive emails directly from Sentinel
- Search and email Sentinel sponsors directly
- Follow the link to my sentinel <https://mysentinel.me/Account/LogOn/?ReturnUrl=/>
and set up your own Sentinel profile



Useful links

Safety Central

Network Rail share updates of recent incidents, accidents and best practice advice online. Please get into the habit of checking this website for the latest news;

<https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

Southern Shield

Southern Shield is a collaborative safety forum that consists of Network Rail Southern Capital Delivery and its principal contractors.

On their website they have useful articles and explain the rules of the Southern Shield charter, which are mandatory on some southern sites.

<https://www.southernshield.co.uk/>

Railway Rule book

Add this website address to your browser favourites to ensure that you always have access to the Network Rail Rulebook modules

<https://www.rssb.co.uk/standards/types-of-standards-and-how-they-work/the-rule-book>



1. Introduction

The purpose of this code

This section of the code tells you about getting access to the Network Rail standards and controls, which you will need to do before carrying out work on the rail infrastructure.

2. Network Rail standards and controls

Network Rail standards and controls are a set of documents we produce to define the way we work. They set out the information we share, the principles we have and the business requirements we work to.

Together, they give us a consistent, safe and coherent set of working practices across the whole company. By having a single external source for this information, we can be sure that contractors and suppliers have access to the most up-to-date standards and controls information. We publish Network Rail standards and controls quarterly. Publication dates are the first Saturday in March, June, September and December. We'll communicate any changes through the Network Rail Standards and Controls Change Summary Report.

All our principal contractors:

- Should show that they have systems in place to access our standards and controls and brief their own people on changes.
- Should brief their subcontractors on changes or, assure us that the subcontractors are competent to brief themselves.
- Must not distribute our standards and controls outside their organisation.

To aid your briefing process, you may give your subcontractors a copy of the Network Rail Standards and Controls Change Summary Report.

3. Who do I contact for more information?

Suppliers, principal contractors and subcontractors can access Network Rail standards and controls and the change summary report by registering for the [Network Rail Standards Portal](#).

To register, please complete and submit the webform. Please [Click Here](#)

To find out more, please contact the Network Rail Standards & Controls Management Team:
STSupplierSupport@networkrail.co.uk





Changes to your shift times and increased fatigue risk

It is important that you notify your consultant as soon as possible if there is a change to your rostered work pattern while working on the Network Rail Infrastructure.

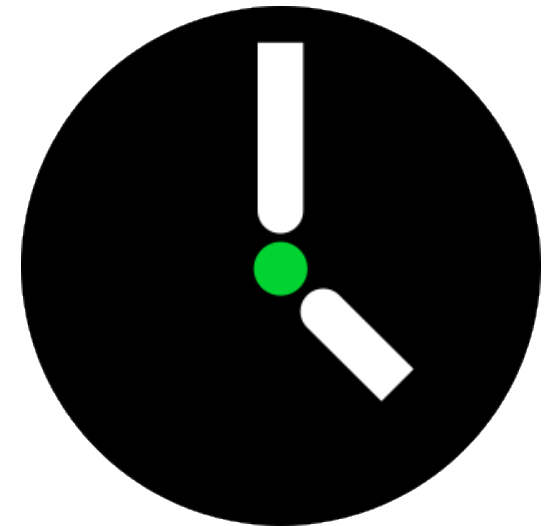
As part of our commitment to you and our obligations to monitor and manage your fatigue, we must always have an accurate understanding of where and when you are working.

In addition, you also have a legal obligation to ensure that you are safe to work, the Health and Safety at Work Act 1974. This states that "Workers have a duty to take care of their own health and safety and that of others who may be affected by their acts or omissions at work"

Do not start work until you are satisfied that the safety arrangements are appropriate to the activity

Never, ever drive while feeling tired

If you are starting to feel fatigued while you are onsite then instigate the work safe procedure.





Work-safe Procedure

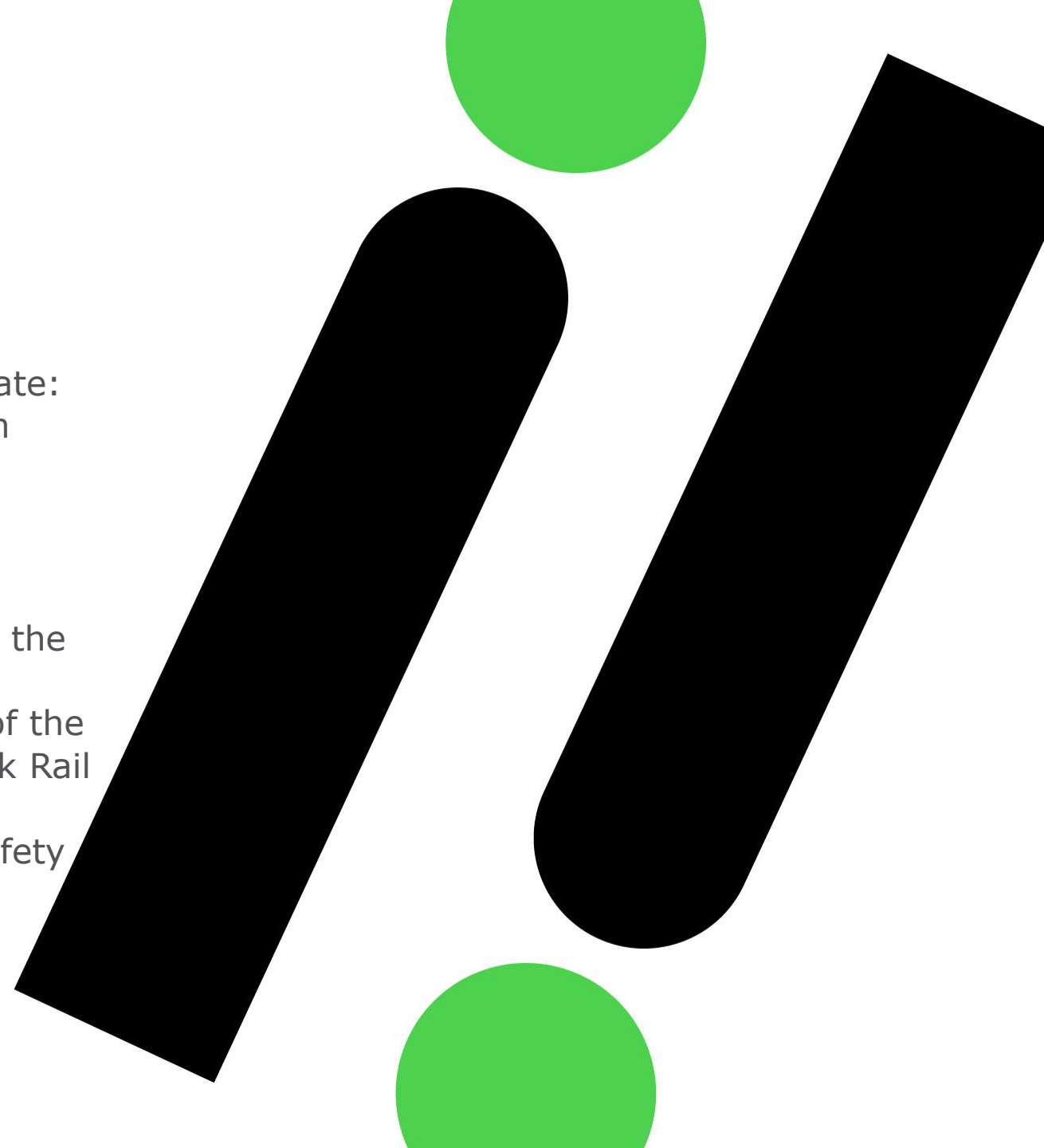
This is for anyone to use; it works as follows:

If you believe the Safety Arrangements to be inadequate:

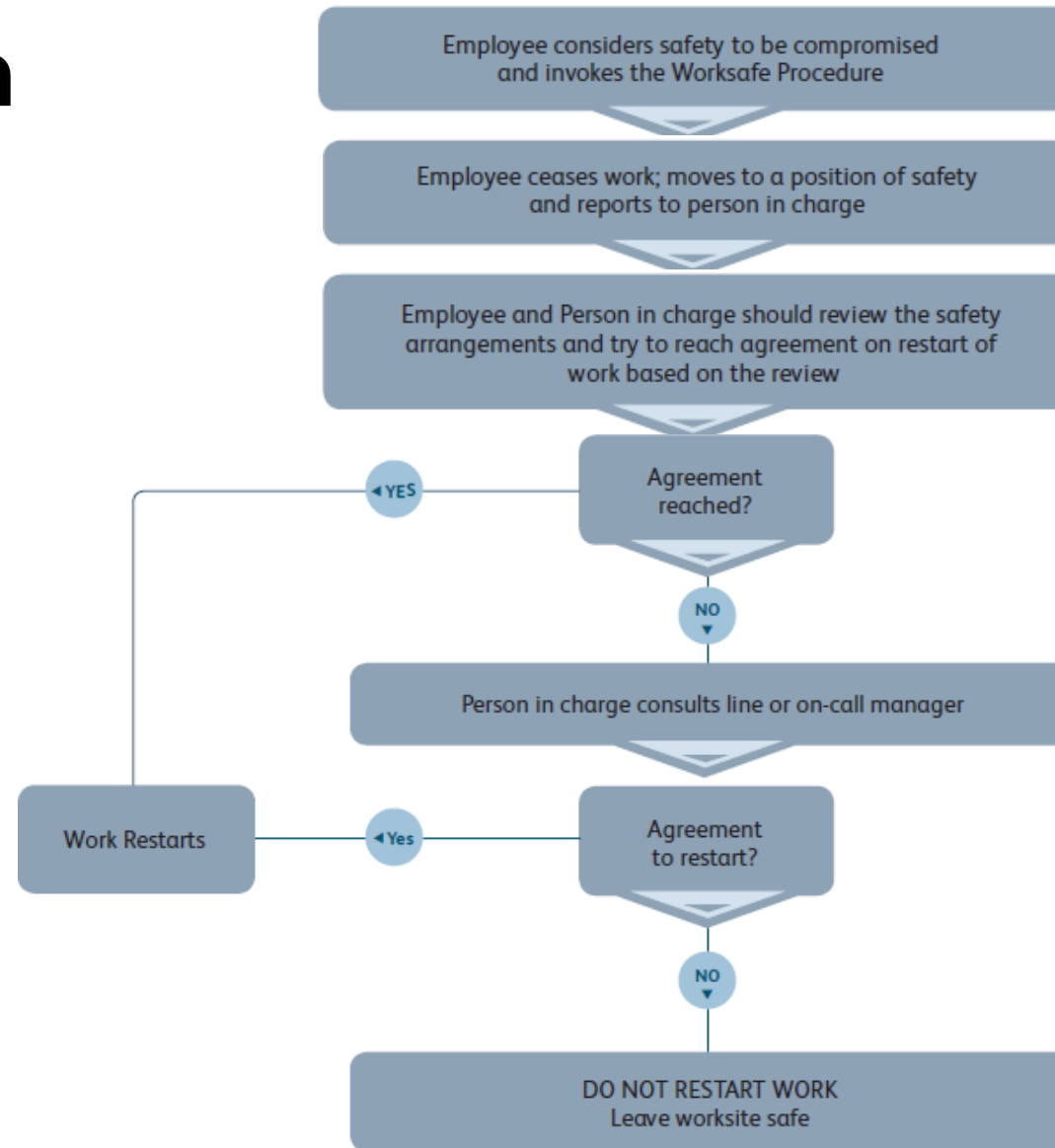
- Stop Work and talk to the Team Leader or person in charge; they should:
 - Review the arrangements
 - Change them if necessary and re-brief

If you are still unhappy **DO NOT RESTART**; escalate to the next level by contacting one of the following:

- Your Line Manager, Your Safety Rep, Any member of the management team, The DU Safety Advisor, Network Rail Control, MT on-call 07786 265531
- Do not start work until you are satisfied that the safety arrangements are appropriate to the activity



Work-safe Procedure





Contact the Rail team

- 24 hour on call - 07786 265531 Store this number in your phone in case of an emergency.
- Use this on-call number if you need to contact someone from the company urgently, for example to report an accident / incident or if you are being pressured to do something that you are not comfortable with, such as being asked to exceed the working hours rules etc.
- This number is not to be used to query timesheets or to enquire about vacancies, it is an emergency contact number.
- If you would like to suggest a topic for future safety briefings, or need to talk to someone in confidence then email the Rail HSQE manager Joe Christopherson; jchristopherson@matchtech.com
- Your Feedback is always welcomed, email us at MT railonboarding@matchtech.com

Previous monthly rail briefings

<https://www.matchtech.com/about-us/health-and-safety/safety-briefings>



• Safety sQuaRed

See it, Scan it, Share it

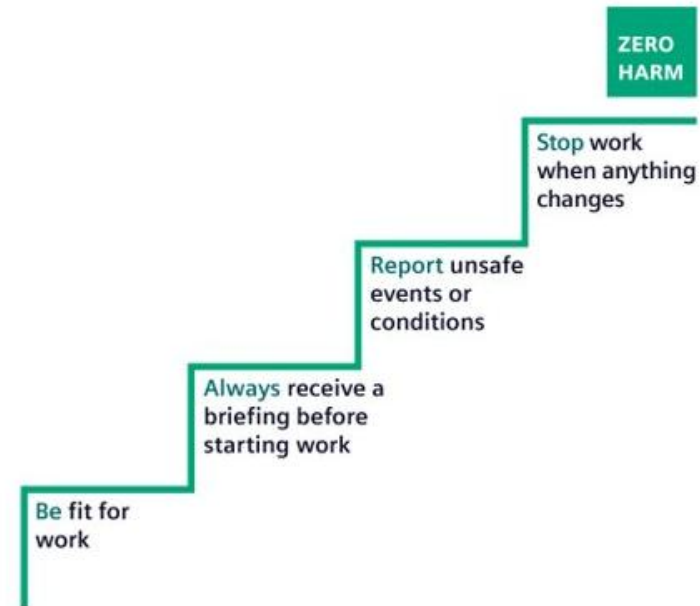


<https://www.gattacaplc.com/report-near-misses>

4 Steps to Zero Harm

Our Priority: Your safety and wellbeing is our absolute priority. We believe that Zero Harm is achievable each and every day by following the four steps and through our behaviours.

Our expectation of everyone, whether an employee / an agency worker or a contractor, is that you will know and live by the 4 Steps.



Our Lifesaving Rules



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.



Always use equipment that is fit for its intended purpose.



Always test before applying earths or straps.



Never undertake any job unless you have been trained and assessed as competent.



Never assume equipment is isolated – always test before touch.



Never work or drive while under the influence of drugs or alcohol.



Always use a safety harness when working at height, unless other protection is in place.

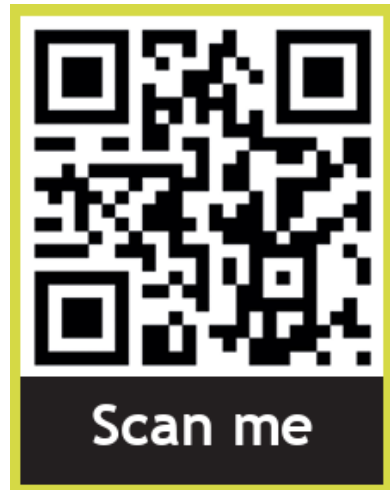


Always obey the speed limit and wear a seat belt.



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

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CIRAS
CIRAS
Confidential Safety Hotline

If you have a safety concern,
make the right call and report it.

Tell your supervisor, or contact us in complete confidence.
Call 0800 4 101 101 or download our CIRAS reporting app.



Google Play
App Store

We find safety in listening.

