



**STEM** TALENT PARTNER OF CHOICE

# Safety Briefing

October 2024

## Monthly topics

### **Clocks going back in October**

- Metal and physical health advice

### **Shared Learning**

- Geofencing - Replaces NRA24-05
- Train Collision on the Cambrian Line
- Operational Restrictions on use of FSKII Circuit Breakers



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<https://changemh.org/resources/clock-changes/#practicaltips>

**It's that time again when our clocks change, shifting to Daylight Saving Time (in March) or Greenwich Mean Time (in October). While this change might seem harmless, these clock changes could affect your mental health.**

The clock shift occurs to make the most of daylight and save energy. But this time change can disrupt your internal body clock, also known as the 'circadian rhythm'. Our bodies get used to a certain schedule, like waking up and going to bed at the same time every day. When we spring forward or fall back, it can take some time for our bodies to adjust. This adjustment period can leave you feeling a bit out of sync, affecting your **sleep** patterns.

But that's not all. The clocks changing can have a broader impact on your health. **Studies** have suggested that this shift might be linked to an increase in mood problems and even some **physical health issues**. So, while that hour might not seem like much, it's essential to be aware of how these clock changes can influence your wellbeing.



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## Common myths about clock changes

### the extra hour of sleep compensates for sleep loss

When we 'fall back' and gain an extra hour of sleep, some believe it compensates for the sleep debt. However, your body clock isn't immediately adjusted. This disruption caused by changing the clocks can lead to sleep disturbances and increased sleepiness in the days.

### everyone adapts easily to the clock change

Some individuals, especially those with certain medical conditions, may find it challenging to adapt to the clock change. This can lead to sleep disturbances and mood disruptions.

### clock changes have little impact on mental health

Even a one-hour shift in time can disrupt your internal body clock and lead to mood disturbances. These seemingly minor changes can have real and sometimes noticeable effects on your wellbeing such as your **eating habits**.

# What are the possible effects of the clock changes?

## Seasonal Affective Disorder (SAD)

**SAD** is a condition that can intensify during the clock change. With shorter days and reduced exposure to natural daylight, individuals with SAD may find their symptoms worsening. The changes in sunlight can lead to mood changes, decreased energy and heightened feelings of sadness and fatigue.

## Isolation

Clock changes and earlier sunsets can have an **isolating** effect on individuals. With limited daylight hours, outdoor activities and social interactions may be limited. You might be more inclined to stay indoors, leading to a sense of isolation and social withdrawal.

## Depression

The clock change can disrupt sleep patterns and the body clock. These disruptions can contribute to an increased risk of **depressive symptoms**, such as persistent feelings of sadness or **suicidal thoughts**.



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## What can I do about clock changes?

### Maintain a consistent routine

Stick to a regular daily schedule, especially for **sleep** and meal times. Consistency can help regulate your body's internal clock and reduce the disruption caused by clock changes.

### Maximise natural light exposure

Spend time outdoors during daylight hours. Exposure to natural light can help regulate your circadian rhythm and improve mood. Even a short walk during the day can make a difference.

### Stay active

Regular physical activity can help **boost your mood** and energy levels. Incorporate exercise into your daily routine to counteract the potential impact of clock changes on your physical and mental wellbeing.

### Connect with others

Don't let the shorter days lead to isolation. Try to stay connected with friends and family. Social interactions can help combat feelings of loneliness and improve your mood. Read more about how **David** was able to combat isolation with Change Mental Health.

### Practice relaxation techniques

If you're feeling stressed or anxious due to the clock change, try relaxation techniques such as deep breathing, meditation, **grounding** or **mindfulness**. These practices can help you manage your emotions and reduce the impact on your mental health.



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## support

Our **Advice and Support Service** is open Monday to Friday, 10am to 4pm (closed for lunch between 12.30pm and 1.30pm), where advisers can signpost you to local support that most fits your needs, including our **Change Mental Health services**. We offer initial advice on money worries and help to deal with emergencies.

Contact **0808 8010 515**, email us at **[advice@changemh.org](mailto:advice@changemh.org)** or fill out the enquiry form on the Advice and Support Service page.

<https://changemh.org/resources/clock-changes/#practicaltips>



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# Safety Advice



everyone  
home safe  
every day

## Geofencing - Replaces NRA24-05

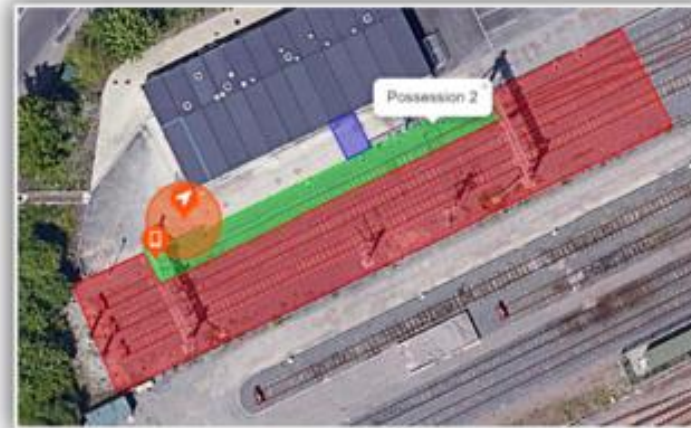
Issued to: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRA24-10

Date of issue: 11/10/2024

Location: National

Contact: Emrys Warriner, Senior Programme Manager, Technical Authority



## Overview

This Safety Advice replaces Safety Advice NRA24-05 and relates to Product Acceptance certificates:

- PA05/07418 Issue 7 Onwave – Worksite Geofence alerting system.
- PA05/07419 Issue 7 Tended – Worksite Geofence alerting system.

The product acceptance certificates have been updated following a period of thorough independent testing and analysis. The geofencing systems are approved for use on or near the line where there is a suitable Safe System of Work in place (as defined within NR/L2/OHS/019).

The geofencing equipment has satisfied Network Rail's technical requirements to provide location information and alerts to improve situational awareness to users in line with the rule book requirements. This includes:

- Increasing the awareness of users through the transfer of situational information and alerts;
- Supporting the distribution of information associated with the location of works on Network Rail operational infrastructure;
- Facilitating the management, placement and control of assets, plant and equipment (tagging).

**Geofencing has an important role to play in improving the safety of our railway.<>**

## Immediate action required

Network Rail and the supply chain should review the Safety Bulletin, and the updated Product Acceptance certificates to evaluate how the devices can be used.

Example use cases include:

- Correct placement of Worksite Marker Boards, Possession Limit Boards, detonators, and/or isolation equipment.
- Improving situational or positional awareness. Such as, correct access point, monitoring when/where teams access the track, supporting staff to remain within safe work limits (such as worksites, isolation areas or environmentally sensitive areas.)
- Supporting effective worksite management, real time machine speeding alerts, controlled location of equipment, supporting efficient Line Clear Verification and providing Information to Machine Operators.

# Safety Alert

A serious incident has taken place

## Train Collision on the Cambrian Line

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

Ref: NRX24-02

Date: 24/10/2024

Location: Cambrian Line, Wales

Contact: Paul Ashton, System Operator



## Overview

On the evening of 21 October, two Transport for Wales (TfW) passenger trains collided at low speed at Llanbrynmair in Powys, Wales. One person has tragically passed away, and a number of passengers and train crew have sustained injuries, not believed to be life-threatening and are receiving treatment.

The priority for Network Rail and TfW is supporting colleagues, customers and continuing to deliver the service as best we can whilst also, separately, supporting the investigation into understanding what has happened.

Rail Accident Investigation Branch (RAIB) and the British Transport Police (BTP) have the site of the incident under control and are in the process of gathering evidence in conjunction with the Network Rail Designated Competent Person (DCP) and TfW. The facts we do know are that the location has a falling gradient, the line is bi-directional with a passing loop.

RAIB's initial inspection of the track on approach to the point of collision found evidence that wheel/rail adhesion was relatively low, suggesting that the train may have entered into wheel slide when braking. The cause of the collision remains under investigation, and it is important not to speculate on the events whilst investigations are ongoing.

This incident acts as a reminder to all operational colleagues the importance of continuing to follow the established rules and procedures in place for low adhesion conditions throughout your everyday working and thank you for your ongoing commitment to the safety of our railway.

# Safety Advice



everyone  
home safe  
every day

## Operational Restrictions on use of FSKII Circuit Breakers

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

Ref: NRA24-09

Date of issue: 30/09/2024

Location: National

Contact: [Dom Banham-Hall](#), Network Technical

Head Distribution HV/LV (Acting)



## Overview

- During Test before Earth of an isolation between Finnieston and Rutherglen in Scotland, it became apparent that one of the electrical sections was still live.
- Subsequent investigations have found that a Circuit Breaker, which is an ABB supplied FSKII Circuit Breaker (top photo), had failed in the closed position.
- Whilst an investigation is undertaken, it is necessary to introduce restrictions on the use of ABB FSKII Circuit Breakers as detailed below.
- An update to this Safety Advice will be provided when more information is available.

## Failure Mode Detail

- The insulating part of the operating rod (left photo) had become detached from the metal drive rod (right photo).
- A failure of the operating rod in this manner leaves the Circuit Breaker's vacuum bottle sprung closed.
- Whilst this is the first time ABB have seen a failure of this nature and the FSKII is a widely used circuit breaker, further investigations are urgently underway to understand the extent of devices which may be affected by this defect.



## Immediate action required

### Identification and Implementation of Operational Restrictions

If there is any uncertainty over the locations of ABB FSKII Circuit Breakers, or the best available option to implement this advice for a particular scenario, contact your Regional or Route (E&P) Engineering team.

### Implementation of Emergency Switch-Offs

Where an ABB FSKII Circuit Breaker is being used to effect an Emergency Switch-Off, a second open point shall be created in series with the FSKII breaker before confirming that the ESO has been taken.

Where available, the second open point should be a motorised air-break disconnecter (e.g. Busbar disconnecter), but otherwise may be the TNO/DNO Circuit Breaker, Feeder circuit breaker, bus coupler, set of track feed circuit breakers or overhead line switches and may be another FSKII circuit breaker.

### Implementation of Overhead Line Isolations

Where practicable, the same principle of creating a second open point should be applied to overhead line isolations.

Where such facilities are not practicable to use, then secondary indications (where available) may be used to confirm that the associated circuit breaker has correctly opened (e.g. through a low volts alarm). The ECO should draft and use a switching schedule to identify the actions being taken to disconnect the equipment and validate the associated secondary indications.

This shall be done before issuing the Form B permission to test and apply earths.

The test before earth and earthing of the equipment is the final confirmation that the equipment is disconnected from the supply and protected against re-energisation.

### Investigation of Trips

In the event of any mal-discrimination of the protection system (i.e. Circuit Breakers which are not normally associated with a section or area are seen to operate) and where ABB FSKII circuit breakers may be a contributory cause (i.e. by failure to open) a fault shall be raised against the associated FSKII circuit breaker and it shall be investigated to confirm that the vacuum bottle is correctly operating.

# Reminder to all Sentinel Card Holders & Checkers

## 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 is 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

## Previous monthly rail briefings

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



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## 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

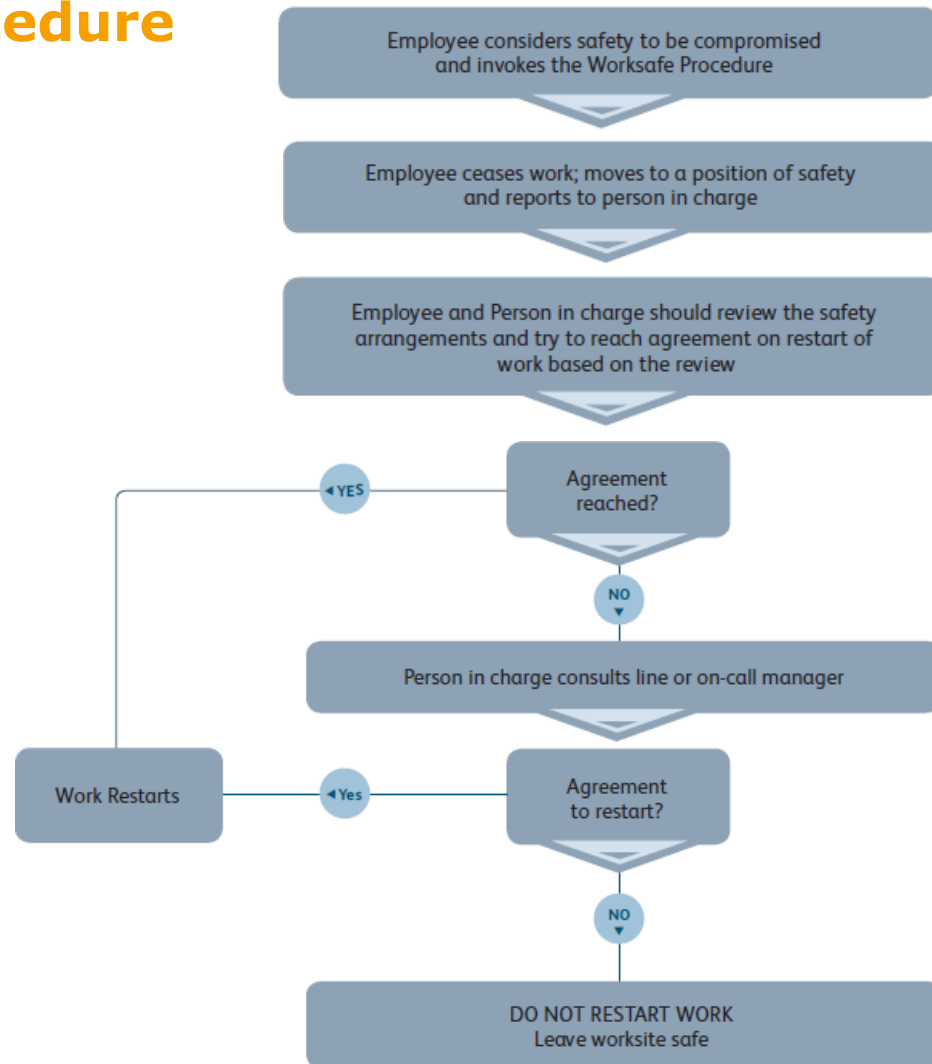
If you are still unhappy DO NOT RESTART; escalate to the next level by contacting one of the following:

- 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



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## Work-safe Procedure



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## Contact the Rail team

24 hour on call - 07786 265531

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.

Store this number in your phone in case of an emergency.

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](mailto:jchristopherson@matchtech.com)

Your Feedback is always welcomed, email us at MT [railonboarding@matchtech.com](mailto:railonboarding@matchtech.com)

# Safety sQuaRed

See it, Scan it, Share it

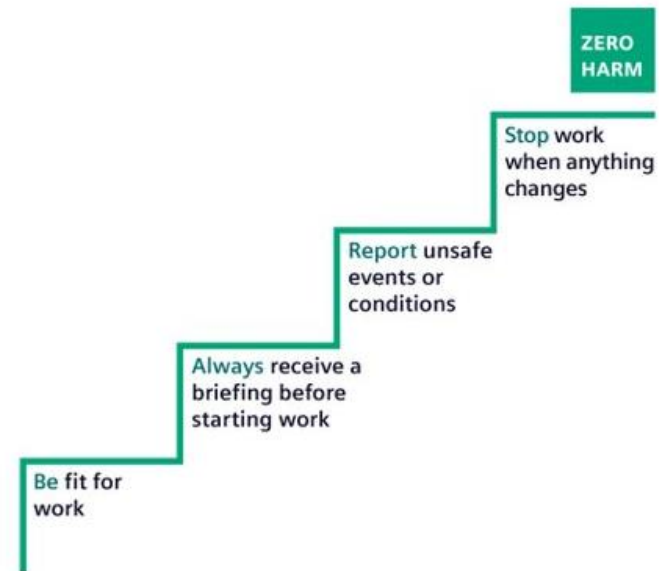


<https://www.gattacaplc.com/report-near-misses>

## 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.



SIEMENS

## 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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Report hotline:  
0800 4 101 101

Report textline:  
07507 285 887

Freepost: CIRAS  
[www.ciras.org.uk](http://www.ciras.org.uk)