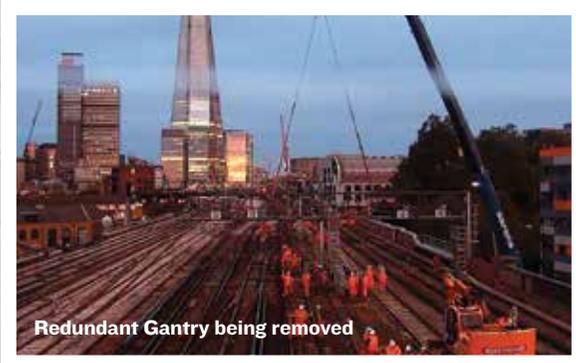


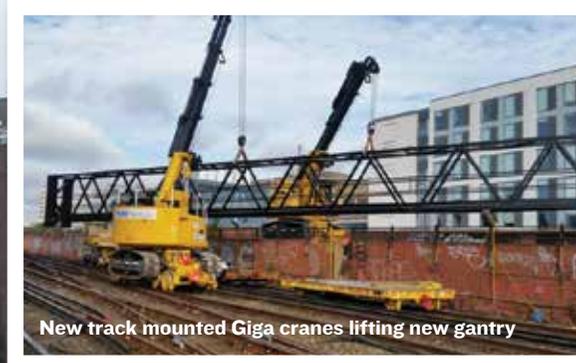
FREE!

Hi-VIZ

EVERYONE GETS HOME SAFE EVERY DAY!



Redundant Gantry being removed



New track mounted Giga cranes lifting new gantry



Slewing track at London Bridge



Tilting Wagons delivering to 'Met' Junction

ANOTHER ONE ACROSS THE LINE

OVER THE AUGUST bank holiday weekend another major stage works was successfully completed on the high level lines and western and eastern approaches around London Bridge Station.

In fact over the 3 days more than 20 000 hours of work was completed without a single accident thanks to the planning, professional-

ism and behaviours of our site and backroom staff. The work involved 36 pieces of on-track plant, including two new type of rail crane in addition to two Kirow 250 rail cranes, and was serviced by 12 engineering trains, carrying 132 wagons. 24 sites of work were integrated into the plan - maintenance, structural survey works, and block joint installation - to name but a few, all safely

choreographed around the main Railway Systems work.

The changes included two diamond crossovers at Ewer Street, near Waterloo East, in preparation for when Charing Cross trains start using the new Borough Market Viaduct, as well as the installation and removal of signal gantries to enable the track to be slewed into a new alignment and the installation and

testing of signalling equipment.

Thameslink Programme Rail Systems director Mark Somers said: "Every weekend where we can do work on this scale is absolutely massive for us. Every single piece of track and every piece of equipment we put in position this weekend is crucial for Christmas, which will be the vital next stage for the Thameslink Programme"

THE SHARP END

GAVIN BOORAN
(Ganger)



Q. Please give us an overview of what your job entails here at Horsham.
A. I'm a Civils and Permanent Way Ganger. My main remit is to look at plant safety, but I also get involved in making sure the Task Briefings are briefed out to the lads involved in the works.

Q. What is your input to making Horsham a safe place to work, for you and your mates?
A. We all work in a close nit team. We look out for each other and genuinely care for the fellow who we work next to. We use the Carillion Don't Walk By (DWB) System to raise and sort out day t day issues. More importantly we use the DWB system to learn.

Q. What is the most important piece of Safety Kit on Site?
A. Me. Yourself.

Q. If you could change one thing what would it be?
A. I would like to start getting more involved in developing Task Briefings. I will try to get more involved in the future.

Q. If you could represent your country at one thing what would it be?
A. Canoeing.

ANDY JONES
(COSS)



Q. Please give us an overview of what your job entails here at Horsham.
A. I'm a COSS. I set up Safe Systems of Works and look after all of those who form part of my team each day. I also assist with ensuring the communications systems are working on a dialy basis.

Q. What is your input to making Horsham a safe place to work, for you and your mates?
A. Bringing lessons and experiences from working on projects at Brighton and Cricklewood. I always try to ensure that we don't make the same mistake twice.

Q. What is the most important piece of Safety Kit on Site?
A. Back to Back Radios. This is a great way to communicate throughout the day and is very important to ensure good communication between COSS's and Supervisors.

Q. If you could change one thing what would it be?
A. I would like to change some of the Safety Glasses / Brands Supplied.

Q. If you could represent your country at one thing what would it be?
A. As a West Ham fan, I would represent England in football and play right back.

DAVE RESNICK
(Site Manager)



Q. Please give us an overview of what your job entails here at Horsham.
A. My main function to the coordination of a safe site, whilst delivering our programme of works. I am also responsible for briefing out safety messages to ensure information and lessons are communicated to all on site. I also work as a ALO Coordinator and a POS Representative.

Q. What is your input to making Horsham a safe place to work, for you and your mates?
A. I get out on site as much as is physically possible. I talk with all of the guys about Safety related topics. I am always reviewing the risk associated with the ever changing work environment. I encourage the use of Don't Walk By's to make Horsham a safer place to work.

Q. What is the most important piece of Safety Kit on Site?
A. My ears, my eyes and my brain.

Q. If you could change one thing what would it be?
A. Eradicating complacency across the industry... Not sure how I could even tackle this one, but that would be the one thing that I would like to change.
Q. if you could represent your country at one thing what would it be?
A. Cricket, playing for England obviously.

STUART PENNIKET
(Scheme Project Manager)



Q. Please give us an overview of what your job entails here at Horsham.
A. I'm the Carillion Scheme Project Manager. I'm responsible for ensuring that design, planning & delivery all consider workforce Health & Safety at each stage. I also play a key role in managing the interface arrangements between key stakeholders.

Q. What is your input to making Horsham a safe place to work, for you and your mates?
A. carry out safety inspections and give the workforce feedback. I look at what other projects do and take note of good practice to help the team continually improve.

Q. What is the most important piece of Safety Kit on Site?
A. I think protecting our head is essential. Luckily we don't have to worry about enforcing this anymore as everyone just wears their hard hat.

Q. If you could change one thing what would it be?
A. Industry wide, we need to continue improving buried services records. I'd love if one day all this info existed.

Q. if you could represent your country at one thing what would it be?
A. Rugby. I would need to work on my pace first!

During a recent visit to the Horsham Sidings, where Carillion PLC are carrying out some modification and renewal works on behalf of Network Rail (Thameslink), we took the opportunity to chat with a few of the guys delivering the works.

We caught up with the following lads who work for Carillion:

DON'T BE LEFT IN THE DARK

As the clocks are due to go back in October, we share some advice on how to stay safe as the nights draw in



25 October
Back one hour

BRITISH SUMMER TIME officially ends as the clocks will go back one hour on Sunday 25th October at 2 am.

As the evenings get darker early and there are shorter periods of daylight, there is more potential for accidents to happen. 450 deaths and serious injuries occur during the autumn months*. With a little planning, and common sense, these accidents can be avoided.

Areas of potential change for the workforce and staff to consider:

- Access points & walking routes
- Positions of safety
- Positions of lights (potential to over-heat and cause fire)
- The work area (should be well lit to avoid slip, trip and falls hazards)
- Task lighting (avoid causing shadows)
- Lower angle of the sun (will cause

- problems to machine/plant operators)
- Lights on all vehicles (cleaned regularly to ensure vehicles are visible at all times)
- Impact/disturbance to local residents
- Reflection of light on train signals or positioning of lighting columns (no obstruction of signals)
- Additional reflective PPE

It is vital that we all take responsibility for reporting any inadequacies in site or office lighting to our supervisors or managers
Be vigilant and stay safe!

Article by Michelle Gander, Health & Safety Specialist

Royal Society for the Prevention of Accidents (Rospa)



SLIPS, TRIPS & AUTUMN (FALL)

AUTUMN IS HERE; as the daylight hours become shorter, the risks of slips, trips and falls increases.

Fallen leaves can create slip risks as the leaves:

- Hide any hazards that may be on the path you are walking on.
- Have started to decay and become slippery when wet.

The become more dangerous especially in dark conditions when you cannot see them.

CLOSE CALL REPORTING

All Bridgeway staff have been encouraged to report Close Calls in relation to dangerous underfoot conditions and include pictures when possible. This enables us to forward the information to the relevant parties for remedial action to be undertaken.



Close Calls that have been reported to us: Uncovered Manhole



Close Calls that have been reported to us: Damaged / Fallen Manhole Cover



Close Calls that have been reported to us: Overgrown underfoot conditions

Tips to reduce risks of injury:

- Ensure that your footwear is in good condition and the soles have good traction/grip.
- Lace up your footwear properly - this will help prevent unnecessary ankle injuries.
- Use a headlamp during darkness.
- Do not put your hands in your pockets while walking - you need them to help restore your balance in case you start falling.
- Watch where you are going.
- Walk - DO NOT RUN OR RUSH.

Do's and Don'ts When Walking on the Infrastructure / Worksites:

- Always use authorised walking routes where one is provided.
- Don't walk on sleepers or troughing.
- When crossing rails - step on ballast to ballast, do not step on the sleepers or rails.
- Do not cross conductor rails unless it is unavoidable and absolutely necessary.

Conductor rails and associated equipment must be considered at all times.

WHEELIE SAFE

PERHAPS DUE TO the success of the likes of Bradley Wiggins, Chris Froome and Mark Cavendish over recent years, cycling has become increasingly popular in Britain. Many people now cycle to work, which is good for fitness and stress relief, as well as for the environment.

However, it can be potentially dangerous, so extreme care must be taken, especially with the nights drawing in and winter approaching. According to my Strava app, I've cycled over 5000km this year (equivalent to 1 1/2 Tour de France routes) on my commute to Bermondsey from Finchley in North London and would like to share a few practical tips based on my experience:

1. ALWAYS WEAR A CYCLING HELMET

You can't go on site without a hard hat, so why would you cycle without a helmet? Most cycling deaths are caused by head injuries.

2. DON'T RIDE WHILST LISTENING TO MUSIC OR TALKING ON THE PHONE

You need all your senses to ride safely.

Don't switch one off needlessly. You hear large vehicles approaching from behind long before you feel their presence or see them.

3. WEAR SENSIBLE FOOTWEAR

It's harder to control a bike safely wearing flip-flops or heels.



Greg Thornett, Project Manager kitted up for his journey

4. BE SEEN

Wear bright clothing. Fluorescent or hi-viz are preferable. Lights are essential in the dark and are a legal requirement.

5. PLAN YOUR ROUTE

Avoid known black-spots (e.g. Elephant & Castle roundabout) if possible. It is a lot easier making a right turn off a road than making a right turn to join a road (unless there are traffic lights at a junction). If you find a good route, why not share with colleagues who cycle a similar way?

6. STOP AT RED LIGHTS

Red lights are there for a reason. Don't jump them! You gain so little by doing it and risk so much.

7. ANTICIPATE

Look ahead down the road and identify potential hazards. You can often tell a vehicle's planned manoeuvre by their positioning on the road. When moving on the inside of stationary traffic, watch out for gaps being left. This is often to allow another vehicle to make a turn, which may cross your path.

8. HOLD YOUR LINE

If you need to overtake another vehicle or an obstacle, look over your shoulder, signal, and move out gradually, holding your line until you have past the obstacle. It is a lot safer than leaving it to the last moment before making an awkward dog-leg manoeuvre.

9. RISK ASSESS

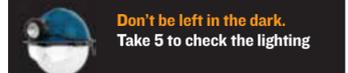
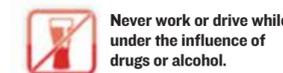
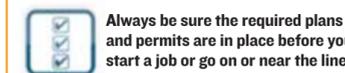
Continually assess what is a safe manoeuvre. Only pass on the inside of stationary or slow moving traffic if there is a means of escape, in the event a vehicle moves into your path (e.g. sufficient space at the other end, no railings on the pavement, etc). Hang back rather than trying to pass between two large vehicles, or between a large vehicle and a permanent barrier like railings.

10. IT'S NOT A RACE

Don't travel so fast that you don't give yourself enough time to react to something that happens up ahead. It is better that you arrive a couple of minutes late than not arriving at all.

As with anything in life, nothing is guaranteed, but hopefully by following the above, you'll improve the odds of arriving safely and enjoying your cycling!

By Greg Thornett (Project Manager, Bermondsey Dive Under & Structure Strengthening Programme)



YOU ARE NEVER TOO YOUNG TO LEARN

AS PART OF our on going commitment to give back to the local community we visited Highshore School with the Network Rail Safety Truck to deliver rail and station safety briefings to the pupils. Highshore School is a complex mixed needs special secondary school in the Southwark area.

We delivered an interactive presentation on station and rail safety to assist with the independent travel lessons the school already carries out. All attendees also learnt about what Balfour Beatty Rail do and how we keep our employees safe out on track. Everyone had the opportunity to play with the interactive safety boards on the truck and try on the PPE. Photographs were also taken of each pupil in PPE which we used to create mock Thameslink Induction Cards for them as a memento of the day.

The safety truck was based at the school for the whole day and 6 classes had the opportunity to take part in the event. Much fun was had by everyone and it was a great day. I returned to attend a special school assembly on Friday 10th July to hand out certificates and the mock induction cards to all those who took part. These will form part of their individual school portfolio that show cases each pupil's achievements and assists them with gaining college and work placements.

The event was such a success that we are planning a revisit with the school in October.

Article by Heidi Mortlock –
Community Relations Specialist
Balfour Beatty



Safety truck goes down a treat

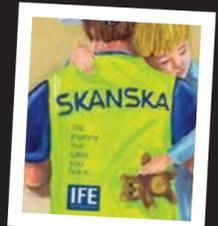


Trackman of the future

“Much fun was had by everyone and it was a great day”

Why Injury Free Environment is important to the team at Bermondsey

WORKER HURT AT HOME



SKANSKA, THE PRINCIPAL Contractor on the Bermondsey Dive Under and Structural Strengthening Programme, run a safety initiative called Injury Free Environment (IFE). Its main focus is putting a personal attachment to safety and as Skanska's UK President & CEO, Mike Putnam, explains, “it's about all of us going home safely, being safe and healthy at home and at work.”

The IFE training (or “orientation” as it's branded) makes us stop, take a step back, and consider how those close to us could be affected if we were to have an injury on site. Thinking in this way, we're more likely to risk assess (even just briefly in our heads) and less likely to take a needless short-cut, just to get the job done quicker.

As the client, Network Rail is fully supportive of IFE and at Bermondsey, all of our staff undertake the IFE orientation along with Skanska and their sub-contractors. The Network Rail construction managers are even trained up to deliver the IFE orientation. Network Rail Construction Manager, Neil Bishop, has been delivering them for 2 ½ years explains,

“IFE is reflected on site by the low number of accidents and incidents that we have had. Whenever I have carried out any orientations the focus of attention has been on the fact that this is not just at work but this is very much 24/7 and the buy in from the participants has to date been very good. On a personal note the delivering of the training is an enjoyable aspect of my current role as it gives me more of an opportunity to get to know the guys on site on a different level from just being on site.”

As part of safety week, Skanska's Managing Director, James Richardson, gave a poignant briefing about a fatality



No matter how safe you think you are, and how impressive your safety statistics, a major accident can occur at any time

that occurred on an M25 upgrade programme he was working on. The key message was that no matter how safe you think you are, and how impressive your safety statistics, a major accident can occur at any time, which could have devastating consequences. We should therefore never be complacent or take our eye off the ball.

Doing things safely is important at all times, not just between 8am and 6pm at work. At Bermondsey, we were all affected by the injuries that Neil Jones, our former surveyor who has moved onto the Wessex programme, sustained in a D.I.Y. accident at home over the May Bank Holiday.

Neil was using a circular saw to cut timber for some roof joists. He was using a push stick to guide the timber under the guard rail to the saw. Cutting the pieces required was a repetitive job and half way through, the push stick got caught in the saw and snapped. Neil's momentum took him forward and his hand being thinner than the timber being cut, went under the guard rail and into the saw.

Neil was working alone and with the horrific injuries sustained, he was unable to call for help. He had to run down the street to find his wife who was at a friend's house, so that she could call the emergency services. The run increased his heart rate and led to further blood loss.

Fortunately, the doctors were able to save his finger and thumb, but Neil has had to undergo several surgeries and skin grafts, and will require ongoing physiotherapy.

By Greg Thornett (Project Manager,
Bermondsey Dive Under & Structure
Strengthening Programme)

SAFETY ON STAGE

Some of our supplier's recent activities and events to promote safety messages and involve everyone in their projects



The Costain workforce gather in the stations service yard for the event

A DRAMATIC ACT

COSTAIN HELD A safety event on site on Thursday 13th August week to promote Costain's aim and vision to keep everyone working on the project healthy, safe and focused. This was an open forum with Questions and scenarios done with participation and engagement from the audience. The overall opinion after the event was that it was delivered well and everybody enjoyed this as it was something different not normally seen on a large construction project.

We had the majority of personnel who work on site, including representation from Network Rail, the supply chain and other organisations attend. The event was initially to be staged under the arches near Bachys piling mat area but due to adverse weather conditions on the day there was a last minute decision to hold the event inside the service yard for safety reasons.

The event was a short play delivered by actors from the company Dramanon with a script that was tailored to construction activities / tasks on site. The play was followed by a short musical event hosted by "Drum Café" who got the adrenalin going with the attendees with their musical talents. The majority of personnel were also given drums to partake in a drumming session which was applauded by all.

There was a large turnout and the overall event was enjoyed by all who attended.

Article by John McGrath, Health & Safety Manager, Costain



Safety Poster competition entry

FAMILY DAY

THE BERMONDSEY DIVE Under project (Skanska) held an open Family Day in August 2015. The team brought their families along to their workplace to see what's going on behind the scenes.

WHAT WE DID

The aim of family day is to give all of the team members an opportunity to invite their family to come along to our workplace and see what we do on a daily basis. It also allows the family members to experience at first hand what a construction project looks like, as well as putting faces to names for all of the people that the family members work with.

A total of 56 family members came to see the extent of the BDU works that their family members were undertaking.

On arrival each family were greeted with brunch and soon afterwards a fun presentation and quiz outlining the job and safety on the railways. This was delivered by the Skanska Project Director Susan Ryall.

Followed by this each family was given an opportunity to take the mini bus to site and sit in the mission room to allow them to see the work first hand and understand all of the hard work their parents are doing.

Other activities that were undertaken on the day were safety poster competitions, face painting, quizzes, giant Lego etc.

BENEFITS

Very positive feedback was given from all of the men on site.

"The day was really great and I felt so proud to show my family what I do on a daily basis and for them to be familiar with where I come to work. My girls had a great time playing with all of the other kids and all of the activities that were organised for them. They even remembered the previous family days held at Borough Viaduct over three years ago. One of their best highlights was being shown around the mission room" Sukhvinder Dhalwal (Gogs) - Danny Sullivan

Article by Feila Scally, Project EHS Manager, Skanska - Bermondsey Dive Under & Structural Strengthening Programme



Jeff Bawden and Ross O'Neill from Fleet were on hand to answer any questions that arose and to collate feedback on the issues.

BOOTS ON THE GROUND

BALFOUR BEATTY RAIL hosted a Boots On The Ground Day at their New Cross Gate depot on Thursday 18th June 2015. A number of suppliers were engaged as part of this interactive event with drop in sessions being held throughout the day.

The team were supported by our colleagues from Balfour Beatty Fleet who gave a thought provoking presentation about the telematics system installed in the company vans prompting useful discussion with those that attended. A fleet van was also based in the depot to show the labour force what to look for on their company vans/cars to ensure that they are road worthy each time they use them.

Bodyguard attended to showcase new developments in PPE and also discuss the improvements being made in the area of hi-visibility work wear for on track. New products were made available for people to try and good debate was had over some of the new features and the potential for improvements to current work wear.

Our waste management suppliers Cofely/UKWSL and Reconomy attended to give briefings and advice on waste management best practice the challenges facing this area of the business.

The event was a success with all sessions being well attended and fully supported by the Thameslink Safety and Sustainability Team. Feedback from the event was very positive and everyone got a lot from the day.

Article by Heidi Mortlock, Sustainability Specialist - Community Relations, Balfour Beatty Rail



Bodyguard representative demonstrating the new PPE with the Balfours workforce

SOS LIFE GUARD DAY DRAMA - CARILLION

"A safety culture works when everyone collectively covers and sees everything"



Is it possible to have zero safety issues? No. We are all human, we all make mistakes and there will always be things beyond our control.

Carillion Rail Operations Director Simon Fowler's bold statement was the springboard for a series of new-look Support Our Safety Days (SOS), held at a hotel in Cricklewood recently. Organised by Simon Fowler and Debbie Bewley, Sustainability & Assurance Manager, Lifeguards SOS Days involve teams from all Carillion Thameslink sites, covering all disciplines. They are held quarterly as a way of sharing experiences, recognising and rewarding individual and team achievements, debating issues, ideas and innovations in health, safety and sustainability - and driving home the Lifeguards message that everyone, no matter what rank or role within the company, has the power to speak up and make a difference without fear of reprisal or ridicule.

In a dramatic change from previous formats, actors were used to dramatise possible scenarios, encouraging the audience to relate to the situations and people involved. Dramatrain's Steve Holden explained, "Drama - you all watch TV and films. It works because it connects and it gets you thinking and feeling."

Mornings were all about communication, production pressures, changes to the plan and awareness of the risks associated with fatigue. Dramatrain began by setting the scene: We have an anonymous rail environment, company and scenario. It is 11.30 pm on the last night of a 6-month contract. Task briefing involving Dave (Team Leader), Barry (COSS) and John (Supervisor) has just finished. The team disperse to carry out works but things don't go according to plan.

When asked to explain what went wrong and why, delegates very quickly realised that, without more information, all they could do was make assumptions. This was followed by a lively and in-depth Q&A session with the actors to discover what had



Steve Ransley receives his Innovation Award from Simon Fowlerservice yard for the event



Simon Forty picks up a Managing Directors Award from Simon Fowler



Steve Ransley's winning idea at Horsham for his life-size Lifeguard signage, directing site traffic to limit speeds to 5 mph, following a number of Don't Walk Bys about speeding delivery vehicles.

happened and what steps could or should have been taken to avoid the incident. This exercise revealed the importance of listening and of clear communication. In order to collect the information you need, your questions need to be clear, relevant and not open to misunderstanding. How you say something is just as important as what you say. Then you need to listen carefully to the answers as they often reveal more than you were expecting. Simon Fowler commented, "I forget how many times we've started an investigation when the things that come out are not those being looked at in the beginning."

Each morning was rounded off with a fun exercise to demonstrate that even

simple tasks become impracticable when you do not communicate. Everyone was asked to form a line based on their eye colour, from the darkest brown to the lightest blue, without speaking or communicating in any way. On both days this proved to be impossible. Without communication, unfamiliar tasks create stress and everyone reverts to their own way of doing things.

Afternoons took the form of an auction in which teams were given a list of key issues that can enable a safety culture. They were asked to identify which were the most important and then bid to win them for the team. Interestingly, although the monetary value placed on various issues differed, the most prized item

on both days across all groups was 'The Power to Intervene'. This goes to show just how far the Lifeguards culture has come since its launch in 2012. Every member of staff at all levels understands the value of being able to intervene when something's not right, and to innovate if something could be done better. This really is the lynch pin of the thinking behind Lifeguards.

After all the excitement, Lifeguard Champion Awards were presented. Simon Fowler then went on to present a Managing Director's Award to Simon Forty at Hornsey for his 'Don't Walk By' raising the alarm when he noticed that an OLE feed cable was disconnected. And, as the next step forward in the TLP-Carillion Safety Culture Action Plan, he also presented the first ever Innovation Award. This award is specifically aimed at recognising great ideas and innovation, and went to Steve Ransley at Horsham for his life-size Lifeguard signage, directing site traffic to limit speeds to 5 mph, following a number of DWBs about speeding delivery vehicles.

Feedback from those who attended was overwhelmingly positive, with comments such as, "The best and most engaging SOS day I've been to", "A very different and enjoyable method of safety culture teaching", "Do keep this safety stand down and these sessions going", "Thameslink has been in a different league in terms of safety culture. Hope my next job is a good!"

The final comment goes to Simon Fowler: "The safety of everyone on Thameslink depends on teamwork. A safety culture works when everyone collectively covers and sees everything - and as we all know, safety performance goes hand in hand with business performance."

Article by Neil Selling, H&S Manager, Carillion

PREPARING TO WORK YOUR NIGHT SHIFT

WHAT DO FIREFIGHTERS, police officers, doctors, nurses, paramedics, factory workers and office cleaning staff all have in common? They are all at risk for shift work sleep disorder. Are you?

If you work at night or often rotate shifts, you may share the risk for shift work sleep disorder. Working at night or irregular shifts can keep you from getting the regular snooze time that most daytime workers take for granted.

Sleep problems, including snoring, sleep apnea, insomnia, sleep deprivation, and restless legs syndrome, are common sleep disorders. Good sleep is necessary for optimal health and can affect hormone levels, mood and weight.

Did you know...

- Night-shift workers get an average of one to two hours less sleep per 24 hours than day workers.
- Having less sleep than you need can affect your mood, health and work safety.
- To avoid fatigue, shift workers need to get as close to 7-8 hours of sleep as possible, which is the average amount of sleep for most adults.
- Losing two hours sleep a day for four days or nights can make you almost as sleep-deprived as missing a whole night of sleep. This increases the risk of accidents at work or on the road.
- If you go to bed before 12 midday between shifts, you are likely to sleep deeper and for longer than if you go to bed after midday.

- Fatigue increases the risk of a 'micro sleep'. This means falling asleep for a few brief seconds — dangerous if you're driving or operating machinery.
- Having an afternoon nap, and waking up at least 1 hour before you are ready to set off for work will leave you refreshed and ready for work.

The hallmarks of shift work sleep disorder are excessive sleepiness during night work and insomnia when a worker tries to sleep during the daytime. Workers with significant symptoms -- including headaches, lack of energy and trouble concentrating -- should talk to their manager or supervisor or alternatively their GP.

However it is not all bad... Mark Bolton, Night-

shift Construction Manager, London Bridge Station Redevelopment gives his view on night shift working.

"The permanent night shift worker in many instances prefers to work the night shift as a life choice; sometimes their partners work shift hours that suit one or both on night work.

Many of us find the journeys to and from work less stressful and going to bed at 07:00 and being up and about at 13:00 or 14:00 hours gives us the afternoon with our families as we tend to be away when they are in bed. Many of us have a better life by working these hours and there is usually an up rated salary.

Many rail safe critical tasks can only be carried out at night. As a manager working continuous permanent nights for over 6 years it is my observation that nightshift workers who cannot drink at night tend to be sober reliable people that plan their works well as they have to plan their lives well to work these shifts. Also of the three hundred people who work at London Bridge with me at night I would say they are healthy strapping souls which is borne out by the amount of work that is carried out with quality and safety.

There is no link to higher accident frequencies at night; if anything it is rare for incidents on the night shift with the people I work with".

Article by Michelle Gander, H&S Specialist, Network Rail

BEFORE YOU START A NIGHT SHIFT... ASK YOURSELF...

- How do you prepare before coming to work on night shift?
- How much sleep do you have between shifts?
- How do you ensure you get a good days sleep?
- Do you have an afternoon nap before your first night shift?
- How do you make sure you are alert and safe to travel home after your shift?
- Are you fit for work

Please contact your manager or supervisor if you are concerned about any physical or mental health issues, or alternatively contact your GP or a Pharmacist. Health advice is also available through NHS Choices at www.nhs.uk

WELL, WELL, WELL... WHAT'S ALL THIS THEN?

SINCE SIEMENS RAN the Health, Safety & Environment Week earlier this year one of the main company focuses was around the improvement of Fatigue Management.

We recognise that Fatigue may have disastrous consequences and that being awake for around 17 hours has been found to produce an impairment on a range of tasks equivalent to the blood alcohol concentration for the drink driving limit. As we continue to strive to Zero Harm the Siemens Health & Safety team are conducting several training sessions focusing on the pro-active management of Fatigue.

We recognise that this is one of the key areas for improvement within our Fatigue Risk Management System and simply put we want to treat fatigue as we would any other hazard. Where possible we want to eliminate or reduce so far as reasonably possible any work related Fatigue. This can be done utilising the Health & Safety Executives' Fatigue Risk Index Tool. This Tool enables our Line Managers to assess an individual or groups' Fatigue and Risk Score, it informs them of those people at risk and enables us to discuss and implement additional controls to reduce Fatigue.

These controls range from reduction in shift times, staying in local accommodation, increasing the frequency/length of



"Coffee must make you sleepy. They're always sleepy when they drink it."

breaks, utilisation of Public Transport, removal of Individual Working Alone (IWA) working, selection of alternative staff and Occupational Health Assessments.

These pro-active controls allow us to reduce the risk to our workforce prior to them attending site. Allowing them to concentrate on the safe delivery of their works without feeling the effects of work related fatigue. This has statistically shown to reduce the likelihood of accidents and incidents and also decrease the likelihood of our workforce developing health problems such as sleep, gastrointestinal and cardiovascular disorders.

Good Fatigue Risk Management is the right thing to do across the industry and more specifically sits within the Siemens 4 Steps to Zero Harm and ensuring our staff return home safe everyday.

Article by Neil Akehurst, Regional HSE Manager, Siemens Rail

ACROSS

1) The 'T' in DfT (14)

10) 17 Down's record? 'a golden _____' (5)

11) Complete focus on one thing (9)

12) Circus act's equipment (7)

13) Later on today (7)

14) _____, trips and falls' biggest cause of accidents on site (5)

16) Domestic light fitting (5,4)

19) The new one at London Bridge opens August 2016 (9)

20) Be nose-y, spy on (5)

22) African mammal - simples! (7)

25) Mocked, laughed at (7)

27) Seen something that could be dangerous on site?

28) They carry electricity and are targets for thieves (5)

29) Visitors from Mars? (6,5,3)

CROSSWORD

1	2	3	4	5	6	7	8
9							
10				11			
12					13		
14			15	16	17		18
19						20	21
22	23		24	25	26		
27					28		
29							

DOWN

2) Energy emission - can be dangerous (9)

3) Relative (5)

4) Guards against electrical damage: 'surge _____' (9)

5) Start again, to adjust (5)

6) People who haven't turned up (9)

7) Sugar frosting on cakes etc. (5)

8) Unceasing (3-4)

9) Home of Queen Park rangers '_____ Road' (6)

15) Area of South East London (9)

16) Pop star from the 1950's, her hits included "Sweet nothin's" and "Jambalaya" (6,3)

18) All accidents are this (9)

19) Funny, silly (7)

21) Teddy bear, mascot of BBC Children in Need (6)

23) WWII German

24) Sound of a plucked string or heavy accent (5)

25) Poisonous substance (5)

Crossword by Tim Witcomb, Network Rail

Any ideas or suggestions email sharon.fink@networkrail.co.uk

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