

FREE!

Hi-VIZ

EVERYONE GETS HOME SAFE EVERY DAY!



TAKE 'EM TO THE BRIDGE

A train travelling across the recently opened Borough Viaduct



AFTER A 10-DAY blockade of the Southeastern platforms at London Bridge this Christmas, the new Borough Viaduct has been brought into use, almost five years after it was first built.

Along with the track and signalling work needed to bring the new structure into use, and remove the track through the adjacent – old – viaduct, the lines from Charing Cross to London Bridge were resignalled.

Those lines are now controlled from Three Bridges.

Thameslink Programme director Simon Blanchflower said: “By opening Borough Viaduct, we have been able to take two existing tracks out of use for rebuilding, which is a crucial step in the ongoing reconstruction of London Bridge station. Platforms alongside those new tracks are rapidly taking shape and we are looking forward to opening new station concourse in August this year.”

After the August Bank Holiday, Charing Cross trains will begin calling at London Bridge again, and the Cannon

“The Borough Viaduct has been brought into use”

Street services will run through without stopping until January 2018, when the station will be complete.

The Christmas work at London Bridge was part of a £150m investment nationally by Network Rail, as part of its Railway Upgrade Plan. More than 20,000 men and women worked through Christmas and New Year at more than 500 worksites.

Article by Chris Denham, Communications Manager, Network Rail

NAVY AND RAIL... AIR AND LAND...

VERY DIFFERENT, BUT WITH THE SAME CHALLENGES...

TAKING PLACE AT the Royal Naval Flight Safety Centre, Yeovil, Linbrooke Services led the first ever rail and aviation joint safety day for the 815 Naval Air Squadron and attendees from Network Rail, Northern Power Grid, Amey, Govia Thameslink Railway and Murphy's.

Based on the 'high risk' factor of both industries, the event was organised to hear new questions and perspectives, share best safety practices and promote lessons learnt.

Beginning with a welcome by the Head of the Air Naval Base, Commodore Jon Pentreath, the day consisted of 4 sessions - each describing a current cultural, logistical or technical situation that impacts operational safety.

The first session led by the Navy, covered the principle of 'just culture', which encourages individuals to speak up after making a mistake without the fear of harsh or unfair consequences. Sharing real life stories of how promoting a just culture within the Navy has saved lives, the session enabled the rail attendees to develop an understanding on how continuing to encourage such a culture is equally beneficial, allowing for more trust and the ability to learn from mistakes.

The second session was led by the rail industry and covered the advantages gained from debriefing. Following on from the Navy input regarding their own debriefing after particularly challenging or unique operations, there was

a lot of discussion how debriefing before and after shifts which involve unfamiliar factors may help to prevent the process becoming ignored. The lack of onsite reflections and debriefs is wide spread, and improving this is expected to develop safety industry-wide.

The next topic was "Industry Tribal Bias", which explored how loyalty to a team, department or organisation may affect the overall safety of operations. The Navy explained how they are currently working side by side with the Army, and how separating themselves on grounds of 'loyalty' only serves to detract from shared goals. This is the same in rail, between businesses and their contractors and it can promote a lack of communication and safety.

When striving for the same objective, working together is key.

The final workshop, 'Fleet in Decline', a new Army/Navy cross training initiative, covered the fear and internal competition that often occurs when protocol is changed to make way for new procedures. Based on the rail attendees own experience, the name 'fleet in decline', was raised as being instantly negative. This led to the agreement that when those in a position of power do not communicate effectively, rumours or fear-mongering can arise and impact the safety and success of entire projects.

The importance of training and being prepared within operational work was a key theme of the day. The closing activity enabled the rail attendees to proactively participate in aviation training through the use of a Lynx helicopter simulator - which included experiencing first-hand what happens when an aircraft is shot down!

Scott Maddison, Head of HSEQ for Linbrooke stated, "the event was a fantastic success which revolved around topics of continuous improvement - particularly best practice and lessons learnt. It highlighted how collaboration and preparation on a multi-industry basis can truly make the rail industry a safer place to work."

Article by Ebony Soltani, Marketing Director
Linbrooke Services Ltd

MARK CARNE (NETWORK Rail CEO) visited the London Bridge site recently & challenged Costain on their exposure to noise. Generally individuals involved in a task had good hearing protection but not everyone in the vicinity had adequate protection. Costain introduced personal noise monitors (3M Noise Indicator NI-100) for



Noise indicator being worn



Noise indicator

certain members of their workforce as a result.

The 3M Noise Indicator NI-100 is a sound level meter that helps identify areas where noise control is an issue and where hearing protection may need to be worn.

The Noise Indicator is durable, small and lightweight and very easy to use.

A-weighted decibels, abbreviated dBA, are an expression of the loudness of sounds in the environment as perceived by the human ear. The Noise Indicator is economical and very accurate, flashing green to indicate noise levels below 85 dBA and flashing red to indicate noise levels equal to or above 85 dBA.

The Noise Indicator can be fitted easily to a shirt or jacket as seen above.

Trevor Sharp, Costain Section Project Manager, came up with the idea for front line supervisors to wear the monitors. Trevor and Costain won the Thameslink 'Good Practice' award in December 2015 for the idea. We want to hear from you if you are using an idea that you consider 'good practice' so please speak to your local Health & Safety Team, and share your ideas... you could be in with a chance of winning our Good Practice Award!

Article by John McGrath,
Health & Safety Manager, Costain



Trevor Sharp, right, accepting the award from Mark Howard, Costain Project Director

Costain successfully introduce personal noise monitors for members of their workforce to alert them to potentially dangerous industrial noise levels

GOOD! VIBRATIONS!

Balfour Beatty listen to the workforce to improve communications

BBR'S BEST PRACTICE IN ATHENA MANAGEMENT

IN THE THIRD quarter of 2014, dB Communications were asked to support a possession with technical support and equipment control specifically on communications for the back to back radios and the duplex communications systems. With over 50% of UK rail engineering work now using either Athena or Apollo duplex communications, when busy blockades or possessions are scheduled it makes sense to have the equipment manufacturer at the engineering site.

It was noted that whilst the users were able to operate the equipment the full extent of the functionality was not always known. In addition, the core engineering work had many priorities outside of communications to concentrate on, therefore having communication specialists on hand, enabled the full complexity of the equipment to be explored. In brief, the service dB Communications provide is to ensure equipment readiness, cleanliness, charged state and accounted for throughout the period of work. The equipment has less than 1% failure rate but on the occasion that it does fail or has been operated incorrectly dB personnel are on hand to make good and carry on without any impact to time.

During the Christmas blockade, it was observed that having trained communication personnel specifically championing that function had added benefits of quality, efficient service, uninterrupted production and overall increased delivery output. By providing 24 hour on site expertise, a standard of communications and equipment control was maintained throughout (photos showing setup and staff returning Athena headset at end of his shift).

Together with Balfour Beatty Rail (BBR) on London Bridge the service has been impeccable and added professionalism and service to the communications support function. For instance, during the Christmas blockade, David Sullivan, a BBR POS Rep commented that 'For the most part we had no issues with Machine Controllers and there was good use of the Athena System with all machines maintaining good communication between the Controllers and Operators. I witnessed good



Balfour's dB Communications site Cabin providing 24/7 support



Staff collecting communication kit

control and enforced exclusion zones being implemented on a lot of occasions. At our peak, we had 27 machines that were working around many small workgroups and train movements. And it is a testament to the control being implemented that no Near Misses were recorded in such a busy environment. Throughout the entire possession we had no issue with lost sets and all machines and supervisors were kitted out with the communications kit required for their tasks. Only 1 set broke down but a replacement set was out on site in 15 minutes'.

The service is now expanding to include plant asset management known as the dB VOR systems which enables accurate positional details of plant activity whilst operating on the track. Historic tracking can be recalled when needed.'

Article by David O'Connell & Tom Parker (dB Communications in partnership with BBR)

"No more problems with Bluetooth pairing, broken or uncharged headsets!"

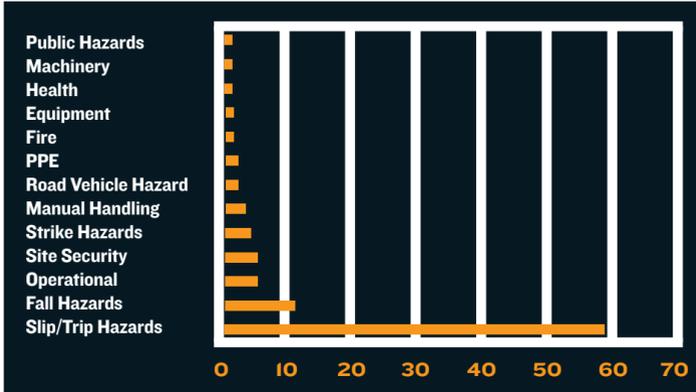


Receiving briefing on use of communications kit



Machine Controller and Operator with Athena comms kit in use

WHEN 'HITTING THE POST' IS LUCKY



Why?
Reporting Close Calls is not carried out to meet targets or to look impressive on reports, it is to keep people safe by removing hazards or bad practises before they can cause harm or damage.

Over the Christmas Blockade works, Siemens received 95 Close calls for the following reasons (see graph above).

While unplanned storage of materials and waste is clearly not acceptable (see photo), there are many historical trip hazards on the railway, including lineside equipment and other operational components, so vigilance is key when moving around.

It is clear that Siemens staff are thinking about the 'what if' moments that trigger the conscious and are following this up by making it known through Close Call reports

What is a Close Call?

For those who are sometimes unclear as to what constitutes a Close Call, it is 'anything that could result in injury, damage or harm to the environment.'

Why Close Calls?

Without your reports we cannot understand unsafe working conditions and behaviours and fix them.

Additionally it allows rail managers to respond, locally, by removing risks and more widely, to identify trends across the network which helps those in strategic roles take decisions on what needs to be done to improve safety on the railways.

Rail companies will often have developed their own Close Call reporting system, and although Network Rail and individual contractors may have different systems, the objective remains the same, to eliminate hazards before they cause harm or damage. Anyone working on a

project will often report Close Calls as directed by the Principal Contractor.

Clearly, there is a difference in the action an individual should take upon the discovery of a close call, depending on the degree of risk associated with the situation. A serious fall hazard, for example (see photo), requires immediate attention.

Operational Close Calls

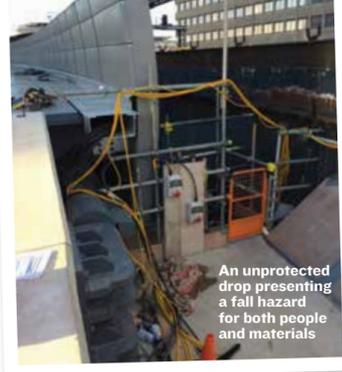
Close calls which could impact the safe passage of trains or public are known as Operational Close Calls which can be described as:

- Unsafe incidents that take place on an operational railway (including managed stations) and have a direct potential for safety loss
- These may pose an immediate threat to the safe operation of the railway and require immediate action by you by contacting the signaller or calling route control.

Examples include:

- Near miss (between person and train)
- Working in a 'Red Zone Prohibited' area
- Failed to caution train
- Discharge irregularity
- Level crossing user authorised to cross with insufficient time.

Where there is a fault on the infrastructure, this need to be fixed, so by reporting such events to Route control and following up with a Close Call Report, the fault can be assigned to the appropriate person. The infrastructure controller also needs to learn about the risk that the fault presented, hence its importance to be made known.



An unprotected drop presenting a fall hazard for both people and materials

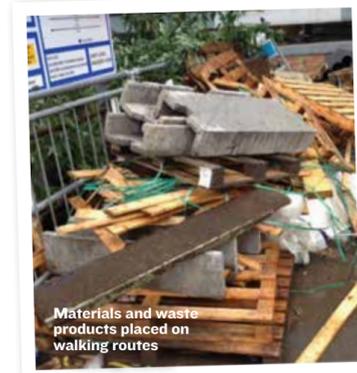
What should you do?

All staff, whoever you work for should take personal responsibility, not only by acting safely yourself, and acting as an example to others, but also by challenging unsafe behaviours and acting when discovering unsafe conditions.

Remember the three R's:

- **RECOGNISE:** Could it cause harm or damage?
- **RESPOND:** What can I do? Fix the situation, if you can do so safely – then report it. Always challenge unsafe behaviour – then report it.
- **REPORT:** Always report Close Calls.

If the problem can be fixed there and then, such as removing a trip hazard across a walkway or by closing and locking a gate then do it, if it can be done safely, but still report it. If the problem cannot be fixed straight away, then assistance should be sought. In both cases, the Close Call reporting system used by the employing or managing organisation should be used; reporting the information is key.



Materials and waste products placed on walking routes

Providing information

Whether the problem can be fixed at source or not, it is important to provide as much detail as possible when reporting. Getting it right first time will help those who need to take action to close the call. Having said that, not being able to provide all the information should not be a barrier to reporting the Close Call; the call should always be made, with as much information as known.

Finally

Individuals within all organisations need to have the confidence to be able to speak up and say when they think something is wrong (or even if they are unsure). The ability to be able to report Close Calls can make the world of difference, they could even save lives.

Managers should discuss with their work teams how the Close Call reporting system can be used to improve safety and to identify anything which could prevent individuals from reporting Close Calls. Any obstacles which prevent individuals from reporting Close Calls should be removed to allow the safety benefits of Close Call reporting to meet its objectives, and save lives!

Article by Dave Thomas, H&S Manager, Siemens

THAMESLINK TAKEN TO THE CLEANERS

WALLETS, MOBILES PHONES, umbrellas, false teeth and even a new kitchen sink... railway cleaners find all kinds of leftovers when trains pull into their sidings for a break.

The Thameslink Programme is helping them on their way with the official opening of a new £35m railway facility in Cricklewood. The new yard, which also features a train wash, is already cleaning trains and will be vital to keep the full Thameslink 24-trains per hour timetable running.

Thameslink Programme director Simon Blanchflower said: "Everything the Thameslink Programme does is about improving journeys for passengers and this new facility will make a real difference."

"We have turned a disused piece of railway land into a first-class railway facility that will play a crucial part in what will be one of the country's most intensive main line train services."

Keith Wallace, Projects Director at Govia Thameslink Railway, said: "The facility is state-of-the-art and a credit to Network Rail and the Thameslink Programme team. Our 26 staff on site are already using them to keep trains clean."

The huge facility, which can accommodate 22 trains at a time, was constructed by contractors

Carillion with site operator GTR and Network Rail, on the site of a disused part of the former Cricklewood yard. It features five 600m tracks and three 400m tracks that can accommodate ten 12-car trains in the south end and twelve 8-car trains in the north end.

The location of the sidings in Cricklewood means that trains will be able to visit the sidings in between duties – often during the quieter parts of the day – to keep them looking their best.

The sidings were opened by Simon Blanchflower, Keith Wallace and local MP Matthew Offord.

Article by Chris Denham, Communications Manager, Network Rail



The new train wash at Cricklewood gives a Thameslink class 319 a scrub



Keith Wallace from GTR, Simon Blanchflower from the Thameslink Programme, and Matthew Offord MP cut the ribbon to open the sidings

SSP COMING OUT OF THE SHADOWS!

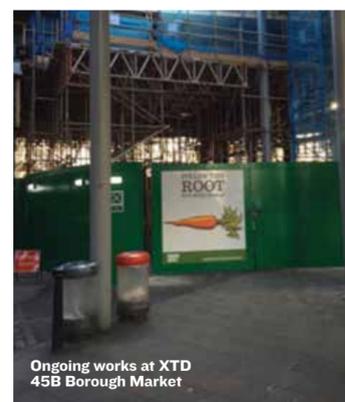
MOST PEOPLE ON the Thameslink programme are well aware of the major reconstruction works at London Bridge Station and the track realignment works being undertaken by Railway Systems. However, often tucked away in the shadows are the Structure Strengthening Programme (SSP) works being done to facilitate this. The SSP remit is to provide the required bridge loading capacity for structures affected by the Thameslink realignment works between Waterloo East and New Cross. 49 structures across this route were originally assessed, and 20 were identified as requiring strengthening.

Works began on site in 2013, and so far 15 of the 20 structures have been strengthened with the rest scheduled to be completed before the end of 2016. Our busy 2016 programme kicked off with works at the beloved Borough Market. Apart from having an excuse to be around great food, I've really enjoyed working closely with various key stakeholders such as Borough Market Trust and

"We've had to relocate the market traders to access the underside of the bridge"



Scarp yard underneath XTD 93A Grand Surrey Canal



Ongoing works at XTD 45B Borough Market

Southwark Council. We've had to relocate the market traders from the Green Market to Jubilee place to access the underside of the bridge. To achieve this, we worked closely with the Comms Team to develop a creative and informative campaign to ensure a seamless transition for the public and traders.

We also have works coming up at Bermondsey Street and Spratts Viaduct (along Holyrood Street), where we have an interface with Costain's station works. There's also strengthening works required at Grand Surrey Canal. This structure sits over an old scarp yard and accessing the underside of the bridge will be a challenge in itself. However, we've made sure we saved the best for last! Artillery Street is considerably the biggest structure we've had to strengthen. We've had some hurdles in the design phase, but the team is fully confident we can deliver the works within the desired time, cost and quality constraints.

2016 promises to be an exciting year for SSP! Working on this project has been one of the greatest highlights of my relatively young career with Network Rail. I'm not sure what my next move is once the project finishes at the end of the year, but I know I'll have some amazing stories to tell on a Friday night.

Article by Niyi Denloye Scheme Project Manager, SSP/Network Rail

DURING A RECENT visit to London Bridge Civils Site, where Costain are redeveloping London Bridge Station on behalf of Network Rail (Thameslink), we took the opportunity to chat with a few of the workforce who are delivering the works.

We caught up with the following guys who work for Costain:

1. **Tommy Laycock** (Stores Manager, Costain)
2. **Bob Taylor** (Scaffold Supervisor, Anglewast)
3. **Sohan Deol** (Operative, Woodlands)
4. **Ben Lennon** (General Foreman, Costain)

THE SHARP END

LONDON BRIDGE REDEVELOPMENT PROJECT



The Costain Stores area with Tommy the Stores Manager discussing products with a supplier

1. Tommy Laycock (Stores Manager, Costain)



Tommy Laycock discussing a product with a supplier

Q. Please give us an overview of what your job entails here at London Bridge

A. I am responsible for issuing the right safety kit and regularly checking and maintaining the stock. I deal with the requirements from the workforce for tools and pass these to the office to process the orders.

Q. What is your input to making this site a safe place to work, for you and your mates?

A. I make sure everyone gets a COSSH assessment on all products and issue the HAVS meters. I have implemented Costain and BCL with helmet mounted ear defenders, and I personally complete close call cards when necessary.

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

A. The workforce. If they receive the right training, they will work safely.

Q. If you could change one thing what would it be?

A. Better quality of the safety boots for the environments our guys are working in (something I am personally working on to implement).

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

A. I'm happy as I am - being clever & charming!

2. Bob Taylor (Scaffold Supervisor, Anglewast)



Bob Taylor, Scaffold Supervisor

Q. Please give us an overview of what your job entails here at London Bridge

A. I manage a group of 8 scaffolders and responsible for putting them to work safely each day.

Q. What is your input to making this site a safe place to work, for you and your mates?

A. Everything I do is making the site a 100% safe environment to work for myself and my scaffolders so we go home in the same way we came to work.

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

A. The harnesses that my scaffolders wear. The control measures and methods of works are also very important.

Q. If you could change one thing what would it be?

A. There are too many operatives from various companies working in the same area under very tight exclusion zones. It's very hectic for the trade supervisors all working on top of one another and trying to watch their guys. It is very tough for Costain but they manage it extremely well under the circumstances.

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

A. Football. I support Valencia and have done for the last 15 years, even before I moved out there. They call us English supporting fans 'Los che inglese' - The mates in England!

3. Sohan Deol (Operative, Woodlands)



Sohan Deol, Operative, Woodlands

Q. Please give us an overview of what your job entails here at London Bridge

A. I am responsible for installing the temporary lighting and power on Platform 6. I have been on the project for 3 months.

Q. What is your input to making this site a safe place to work, for you and your mates?

A. I am briefed by my supervisor on the tasks for the day and any changes to the site, methods, etc. I give feedback to my supervisor and work as a team with my fellow workers, and I report close calls if I see them.

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

A. Yourself and others. People make a project safe.

Q. If you could change one thing what would it be?

A. I wouldn't change anything, but I like that we continuously look at different ways to be more safer here.

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

A. Football or cricket.

4. Ben Lennon (General Foreman, Costain)



Ben Lennon, General Foreman, Costain

Q. Please give us an overview of what your job entails here at London Bridge

A. I am responsible for self delivery and sub contractors. I put men to work safely and work to programme deadlines, with the challenge of working alongside the operational railway.

Q. What is your input to making this site a safe place to work, for you and your mates?

A. I get involved at the readiness review stages alongside engineers and the construction team to plan safe systems of work. I stop and challenge unsafe practices and help to find alternatives to ensure that the workforce are safe.

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

A. Radio for communicating. The radios help to make sure people are in the right place at the right time. This site is so big; it is easier to communicate quickly using the radios and get help and assistance when needed.

Q. If you could change one thing what would it be?

A. The station was open! This would make our lives a lot easier.

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

A. Motor Bike Racing - it would be a good excuse to ride more.

DO YOU REALLY WANT TO HURT ME?

A review of last year's injuries involving our workforce on the various sites across the programme and what we found

117 PEOPLE WERE injured on our sites in 2015. That's 117 injuries meaning people like you and me didn't go home in the same condition we left that morning.

We did some analysis on all the injuries and found the following:

25 finger injuries counted for 21% of the injuries, these were due to

- cutting of materials using hacksaws
- using small plant
- getting fingers trapped in equipment or machinery such as hoists, etc etc

16 ankle injuries counted for 14% of the injuries. As you can probably guess these were mostly due to slips, trips or falls on

- ballast
- cables
- points
- uneven ground / unsecured plywood

15 Back Injuries which amounted to 13% of all injuries. The injuries were during Manual Handling activities such as

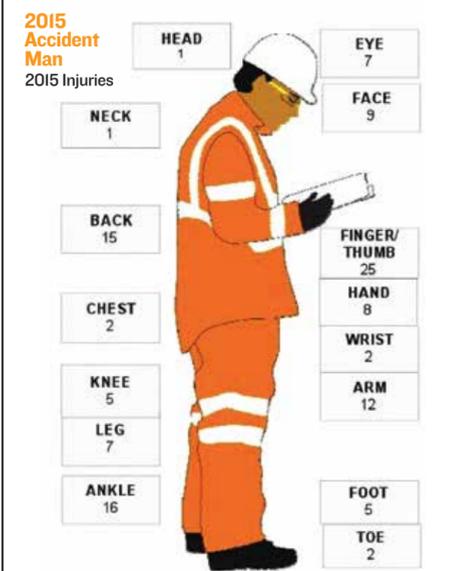
- lifting non-heavy loads
- over-reaching
- bending over
- working in tight spaces and using certain equipment

But some of the back injuries also occurred through

- slips
- trips or falls over cables and ballast on the track.

We can all do more to avoid getting hurt on our sites and in the office.

Before you start work, remember to review your work areas for potential hazards. Speak up if you notice something or someone that is unsafe, and raise close calls where necessary. Take personal responsibility to make sure that YOU and your workmates go home safe today, and every day.



Article by Michelle Gander, Health & Safety Specialist, Network Rail



WHO YOU GONNA CALL?

Meet Thameslink's un-sung superheroes, the Operations Delivery Managers...

THE OPERATIONS DELIVERY Managers (ODMs) are here to help Thameslink's delivery teams. For operational matters, they are a key interface with the Routes and liaise with East Midlands at Cricklewood & Bedford, Anglia at Peterborough & Cambridge, London North East (LNE) at Canal Tunnels, Sussex at Three Bridges, Wessex for ballast trains from Eastleigh, and of course the Kent Route for the works in the London Bridge area. Due to the relationships they've built up over time, the Routes are often more likely to deal with the ODMs than the project teams directly. These "fire-fighters" can therefore act as a first defence mechanism, protecting possessions booked by Thameslink that might otherwise be canned.

In the event of an operational related emergency, the ODMs all have incident response training and will communicate with both Route Control and the relevant Signal Box to help minimise the impact of an incident. The ODMs can act as a conduit between the project teams and the ES / PICOP, facilitating emergency access if necessary (e.g. line blocks, extended possessions). They can also act as an interim investigating officer until one is appointed from within the project team.

The ODMs act as a "lighthouse", reviewing the national control logs every 15-20 minutes and recognising what might have an impact on

our works. Every weekday morning they represent Thameslink in the Kent Route conference call, and will either confirm incidents that have occurred or correct information being reported incorrectly. They also issue a daily log which tracks the operational footprint of the Thameslink Programme.

When should you contact the ODMs?

After an incident or accident has occurred, you should contact them as soon as you have initiated your project's own response protocols - they may be able to help! The ODMs must be informed about any events that could impact on the operational railway.

What information do you need to provide?

The ODMs will ask for an explanation of the incident, whether there are any injuries, whether the infrastructure has been damaged, whether you are going to affect the passage of trains or your possession is going to overrun and finally whether the ES / PICOP has been informed. Basically, they'll throw the outside world at you, but don't panic, they'll offer you support unless you already have the situation under control.

Where can you find them?

Mick and Dave are based in James Forbes House (Ground Floor, B Block), whilst Peter and Paul are based at New Cross Gate (1st Floor). You'll also find them in the New Cross Gate "War Room" during major possessions.

They are contactable by email: DL-TLP-ODM@networkrail.co.uk and also by phone: 02086295990

So, you know who to call!!!

Article by Greg Thornett, Project Manager, BDU / SSP Network Rail

So who are these Men of Mystery? I caught up with our ODMs, Mick Hilder, David Cunnea, Peter Elliott and Paul Clark to find out...

MICK HILDER

What's the most challenging part of your role?
Keeping well informed.

What's the most rewarding thing about work?
Helping people.
If you could change something, what would it be?
Getting people to talk to me when they need help.

What do you like to do outside of work?
Outside of work? What's that? I split my time between two families, the one at home and the one at work.
Who's your favourite superhero?
Inspector Gadget.



DAVID CUNNEA

What's the most challenging part of your role?
Late reporting of incidents.

What's the most rewarding thing about work?
Delivering what is planned for each shift when time is against you.
If you could change something, what would it be?
People reporting incidents sooner.

What do you like to do outside of work?
Spend time with my family, play golf and watch Arsenal.
Who's your favourite superhero?
Batman.



PETER ELLIOT

What's the most challenging part of your role?
Getting up at 3:30am for a day shift!

What's the most rewarding thing about work?
Delivering what is planned regardless of difficulties.
If you could change something, what would it be?
A closer working relationship with our signallers.

What do you like to do outside of work?
Spend time with my family.
Who's your favourite superhero?
My late father. And comic-book wise it would be Superman.



PAUL CLARK

What's the most challenging part of your role?
Preparing before the shift so that I'm ready for what's to come.

What's the most rewarding thing about work?
Going home each morning without an incident.
If you could change something, what would it be?
The amount of changes to possessions.

What do you like to do outside of work?
Spending time with my partner and kids.
Who's your favourite superhero?
My Partner. And comic-book wise it would be Iron Man.



NEW YEAR – NEW YOU

JANUARY IS OVER... the post Christmas blues probably feel a distant past and your new year resolutions may long be forgotten but it's still dark and there seems to be no end in sight to the leaden winter skies. Fear Not! February is much more the optimistic month to consider any changes to our routines – we know that Spring is just round the corner, we start to see that the evenings are getting lighter. It's a great time to start to think about our Wellbeing. Starting a new regime is tricky – should it be a gradual change or should it be radical like a so called "detox"?

It is quite true that we have powerful detoxification structures within the body – whether through the bowel, skin, breath or other excretion avenues. We have enzymes and mechanisms that handle the outside toxins and internal toxins (e.g. produced in the liver or through natural oxidation within the body). On the other hand, the tasks we were built for millions of years ago, is not what the body has to deal with now.

Many of us choose the first few months of year to just clean up our act. If you can't face the full Monty (there are loads of books

Kate Cook is a nutritionist who has worked with leading companies for 16 years to improve health through inspiring change in nutrition. Eating better, she believes, is not only better for individuals but for companies too. She has written 5 books including "The Corporate Wellness Bible" and has a clinic in Harley Street, London.



Kate will be giving us some advice on health and wellbeing. If you have any specific requests for articles that you'd like to see Kate cover contact sharon.fink@networkrail.co.uk.

about going the whole hog on a detox) what are the MUST do's to clean up our acts and start having the bright eye and bushy tail to face the Spring? Here are a few tips:

Begin by Substituting Wheat products (with rye, spelt, Kamut – yes weird but you can get hold of these products if you look):

Commercial wheat products just seem to be badly made and produced. As soon as you are producing wheat products in a factory you are having to compromise on health and quality (e.g. using baking aids which you don't have to declare on the label and not proving the bread properly because you are compromised for time in the manufacturing process. Profit

over health every time. Try bringing leftovers to work instead of relying on getting a sandwich.

Knock off the booze:

Alcohol is classed as an anti-nutrient. It steals our nutrients. There are lots of studies showing that very moderate consumption of alcohol may contribute to health – but in excess clearly there are no benefits. In the 19th Century beer drinking actually contributed to health and when the Temperance movement convinced the working poor to change to tea there were unconsidered health consequences as a result. Knocking off the booze helps us to stay on course too.

Knock off the Sugar:

Sugar has been constantly

in the headlines recently. It is thought by the World Health Organisation that about 6 added teaspoons a day should be our limit (a Red Coke has 27 grams which is over 5 teaspoons) – it kind of adds up especially if you are relying on any "industrialised foods" – Go clean and cook your own food. The issue is often TIME – so planning is the key. I love the Abel and Cole recipe boxes (they even do a green juicing box) – even if you invest in this for a month. A and C send the exact food and recipe in order for you to cook from scratch. (I have nothing to do with Abel and Cole – I should!! I love it – and it enables me as a busy working mum to be authentic in what I am telling everyone else to do) If money is an issue then try to prioritise fresh fruit and veg over processed food every time. Think about "Food Assembly" rather than recipe – e.g. grilled Chicken and Veg. You don't have to do anything fancy. If you don't have cooking facilities where you are currently, then prioritise your breakfast and your lunch.

The Solution to Pollution is Dilution:

So make sure you drink

How the sugar stacks up...



enough water – I like to drink warm water or put a little orange peel in the water just to give it a little something! Don't drink out of plastic bottles – yes something else to worry about... the plastics leach into the water. Try a hard plastic or metal water bottle.

When it comes to making a difference to your health and wellbeing, it doesn't have to be an all or nothing approach – choose one action and stick to it, even for a month and see how you feel.

I was recently doing a survey of the diets of construction workers – one bloke was on 3 Monster Energy Drinks plus a load of coffees and teas with 3 teaspoons of sugar in each. We calculated that all in all he was up to 40 teaspoons of sugar a day in total once we had accounted for all his sugar in take – e.g. in processed food. The current recommendation for an adult by The World Health Organisation is 6 teaspoons – so even making a little indent into that huge sugar mountain would be progress.

WORDSEARCH

Winter is nearly over! A springtime wordsearch for you. 29 words are hidden in the grid below words can appear forwards or backwards!

A	M	R	A	W	G	N	I	P	E	E	K	S	T	A
T	H	G	I	L	N	U	S	G	N	I	R	A	L	G
S	T	N	E	D	I	C	C	A	T	R	O	P	E	R
X	C	E	S	E	G	N	A	R	O	L	L	A	A	I
S	O	D	H	C	A	R	Y	S	S	U	A	G	P	P
L	S	P	O	O	L	S	K	P	T	F	A	O	I	E
L	T	T	W	N	L	E	A	U	C	T	I	O	N	S
A	A	R	E	C	I	P	E	E	A	E	P	D	G	I
C	I	A	R	O	P	E	N	I	N	G	L	F	L	E
E	N	G	A	U	G	U	S	T	E	R	A	R	A	M
S	G	G	E	R	E	T	S	A	E	O	Y	I	M	E
O	E	A	B	S	L	I	D	O	F	F	A	D	B	N
L	A	R	V	E	S	R	E	D	N	A	W	A	S	S
C	R	B	A	N	K	H	O	L	I	D	A	Y	A	W
B	A	L	F	O	U	R	B	E	A	T	T	Y	O	H

- Concourse
- Opening
- August
- Spools
- All orange
- Bank holiday
- Costain
- Siemens
- Balfour Beatty
- In gear
- Leaping lambs
- Easter eggs
- Pillaging
- Close calls
- Gripes
- Daffodils
- Glaring sunlight
- Shower
- Good Friday
- Report accidents
- Sneaky Wanders
- Forgetful Auctions
- Braggart
- Recipe
- Enacts
- Keeping warm
- Tie ups

Wordsearch by Tim Witcomb, Network Rail

WHAT HAPPENS ONE HOUR AFTER DRINKING A CAN OF COKE

- FIRST 10 MINUTES**
10 teaspoons of sugar hit your system. (100% of your recommended daily intake.) You don't immediately vomit from the overabundance of sweetness because phosphoric acid coats the taste allowing you to keep it down.
- 20 MINUTES**
Your blood sugar spikes, causing an insulin burst. Your liver responds to this by turning any sugar it can get its hands onto fat. (There's plenty of that at this particular moment)
- 40 MINUTES**
Caffeine absorption is complete. Your pupils dilate, your blood pressure rises, as a response your liver dumps more sugar into your bloodstream. The adenosine receptors in your brain are now blocked preventing drowsiness.
- 45 MINUTES**
Your body ups your dopamine production stimulating the pleasure centers of your brain. This is physically the same way heroin works, by the way.
- 60 MINUTES**
The phosphoric acid binds calcium, magnesium and zinc in your lower intestine, providing a further boost in metabolism. This is compounded by high doses of sugar and artificial sweeteners also increasing the urinary excretion of calcium.
- >60 MINUTES**
The caffeine's diuretic properties come into play. It makes you have to pee. It is now assumed that you'll excrete the bonded calcium, magnesium and zinc that was headed to your bones as well as sodium, electrolyte and water.

As the rave inside of you dies down you'll start to have a sugar crash. You may become irritable and/or sluggish. You're also now, literally, peeing away all the water that was in the Coke. But not before infusing it with valuable nutrients your body could have used for things like even having the ability to hydrate your system or build strong bones and teeth.

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

Editor, Sharon Fink, Health & Safety Manager, Network Rail