I AM EXTREMELY honoured and proud of the work that Network Rail and all our Partners have achieved in completing the first phase of the dramatic rebuild of London Bridge station which finished on schedule on Monday (31 March) when the first two new platforms were brought into use.

As we know, London Bridge is one of Britain’s busiest stations, serving 54m passengers a year, and is getting busier every day. The current layout of the station and the tracks surrounding it mean that currently no more trains can run during the morning or evening peak periods hence why we are making the improvements. The works will transform north-south travel through London and will remove bottlenecks to allow new, more spacious trains to run with Tube-like frequency every 2-3 minutes at peak times through central London by 2018.

The overhaul of London Bridge - Britain’s biggest ever station redevelopment - will result in a bigger, brighter, station that is unrecognisable from today. When complete the station will be longer than the Shard is tall, with a new single concourse at street level that is larger than the pitch at Wembley. It will provide more space and make easier connections to other rail services and the Underground.

The new longer platforms have strikingly-designed canopies of steel and aluminium which will allow passengers to make full use of the platforms during all weather conditions which in turn will make boarding of trains more efficient. The ‘eyebrow’ arches over north-facing glass will let light flood the platforms and the new concourse which is being built directly below.

As the new platforms 14 and 15 opened the next two platforms (12 and 13) were closed to start the next phase of the redevelopment. I thank every one of you who have made this a success.

In addition to the focus on the London Bridge Station Redevelopment there is also a tremendous amount of important work in the outer areas which is critical in making the whole of the Thameslink Programme a success. These works include depots, stabling points and enhanced power supply facilities, some of which can be seen in the center pages of this issue.

Every year on our programme there is between 6 to 7million manhours worked which extends a significant geographical area across the South East from Cricklewood and Peterborough in the north to Brighton and Horsham in the south. I want every member of the team to understand the importance not just of delivering the works but delivering them safely. Our programme will only be a success if we do everything within our power to stop people like you and me being injured.

Within this issue there is a focus on events that have happened in recent months – take time to read through them and consider what you or your team could do differently to make Thameslink a place where you and your colleagues make returning home safely everyday a reality. I would encourage everyone to have honest safety conversations and if you ever feel uneasy or have a concern please speak up, you have my promise that we will listen and seek to address your concerns.

Jim Crawford, Programme Director, Thameslink
SAFETY IN ACTION AT BALFOUR BEATTY

BALFOUR BEATTY has introduced a Safety Leadership programme across its Rail business to ensure that Everybody Goes Home Safe Every Day. This has been facilitated by a leadership consultant, Alkoomi, and is fully mandated and supported by the BB Rail executive team.

Any ideas or suggestions email Hi-Viz@networkrail.co.uk

A VIEW FROM THE NIGHT SHIFT

London Bridge Station Redevelopment

To enable the works to be carried out at night within the constraints of being located in the city centre and without the 300mm in diameter and the cores are 300mm in diameter and the cores having up to 2 metres long.

Crushing plant in action and a materials rehandling scaffold tower.

The coring through the arches for the track drainage system. Any ideas or suggestions email Hi-Viz@networkrail.co.uk

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

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WHAT WOULD YOU DO?

OVERVIEW: On the 10th March 2014 a gentleman, who works for a supplier on the Thameslink Programme, was dropped off by his colleague at Mill Hill Broadway rail station. After completing planned work activities at another location, he was on his way back to the office via Blackfriars Bridge. Whilst waiting to cross the bridge, he became aware of a gentleman’s attention, to which he reacted with good intentions.

What happens next?

I received a call from STIHL; they had the one left as the truck had been repaired by the time I got to the bridge. They were provided. A member of the station staff noticed me struggling and offered some support. The staff member fetched a brompton and then waited next to me to see if I needed anything. I was grateful for that.

When I walked on to the platform, I noticed that the train was running a little late and the platform was getting busy. I then noticed that a Passenger Train was at a standstill on the City Line side of the platform. The train had pulled a number of passengers into the area. I then looked for any obstruction and noticed nothing. I then thought that something was wrong, I made my way down the platform; I could tell the public to get on... but it in fact that I could have killed myself. I knew better than that!

I thought I had done a good deed for mankind. I was wearing orange PPE, the perception from the commuting public who were looking up at the train, I could hear the public feedback from the train driver. The driver asked for my details, I walked through his cab and in to the carriage. I thought I had done a good deed, I thought I was a “railwayman”, I felt obliged to mind! I handed back the hook switch pole to the driver. The driver asked me if I was going to wear it. I said that I wasn’t. He asked me to wear it, I said that I wasn’t. He asked me to wear it... I handed back the hook switch pole to the driver. The driver asked for my details, I walked through his cab and in to the carriage. I thought I had done a good deed, I thought I was a “railwayman”, I felt obliged to mind! I handed back the hook switch pole to the driver. The driver asked me if I was going to wear it. I said that I wasn’t. He asked me to wear it, I said that I wasn’t. He asked me to wear it...

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SOME OF THE PEOPLE DELIVERING OUR WORKS

PETERBOROUGH

Peterborough Shunt improvements have been identified through the Thameslink Shunting Strategy as a location for installing 12 cars with Carriage Wash 6, 200kW facilities and a head shed to support a rolling stock carousel for Thameslink Key Output 2. The spur lines are isolated and the sidings are currently out of use. Their current condition is below par with a lack of coordination between the sidings. The site project team is required to make several changes to the Shunt line and the sidings that were previously used for those improvements. Access to the re-instated sidings will also need to be reinstated and the supplies of a small section of the Shunt line.

CRICKLEWOOD

Thameslink K2 BeautyRail team

The collaborative approach from our client and all of the various delivery partners has made working a real delight. The construction work is going to the customer’s satisfaction.

NEW CROSS GATE

Mick Long
Project Manager, Balfour Beatty Rail

The project team are working closely to deliver a new station, and the work is going to plan.

BERMONDSEY

Carillion

Carillion are the PC for all the track work and all of the civils work at London Bridge.

THREE BRIDGES

Some of the UKPN’s team

LONDON BRIDGE

Mick Long
Project Manager, Balfour Beatty Rail

The project team are working closely to deliver a new station, and the work is going to plan.

Environmental Project Team
London Bridge Station Redevelopment Project

At London Bridge we work tirelessly to ensure the Broca platform is sustainably delivered to support the local community and align ourselves with employment aims.

Joe Chambers
Costain Senior General Foreman – Thameslink

"The challenge has been one of logistics. To place thousands of tonnes of concrete material with minimal excavations in a busy environment, and materials being brought in that have plans that need to be seen by clients and the local community, and then to work around this and move the equipment is a challenge. But we have been successful in this.

The 24 hour working has meant programmes can be completed more quickly and the information handovers from the site to the client are not delayed. The 25KvA OLE is being installed and in use.

I am proud to be involved with this exciting project.”

Clive Locsmore
Delivery Director – London Bridge Station Redevelopment Project

The formation of an Integrated Network Rail and Costain team has proved to be beneficial to each team and to the overall project. The team has been able to bring all of the skills together into one team.

The success of bringing the two companies together has meant that the project can be delivered faster and more economically. The combination of all the hard work done by both has led to this milestone being achievable and the success of this project.

The team has all worked together in a constructive manner, and the local community has been kept informed of the progress of the works.

"The project is going well and we are excited to see the final result."
A CHANGING STATION

The transformation of London Bridge Station story so far....

Stage 1 was a nine month period of intense activity to transform the Southern part of the station. It started in May 2013 with platforms 14, 15 and 16 being decommissioned and demolished. This allowed the arches within the footprint of the new concourse and service yard to be demolished and the new structures to be constructed. Working 24/7 the sequence of works was piling, pile caps, columns, crossheads, bridge deck steel, bridge deck concrete, platforms, canopies and the MEP systems (Lighting, speakers, CCTV, fire alarms etc.). All the works were delivered while maintaining the safe operation of the station and facilitating the installation of track and signals by the Railway systems team.

A significant amount of work was achieved over the weekend of the 29th/30th March 14 to bring the new platforms 14 and 15 into operation on Monday morning. This is a great achievement for the project and concludes the first stage of the re-development of London Bridge station.

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Stage 1 ended with the climactic weekend possession noted earlier. Over the 64 hour weekend, new hoardings were installed along platform 11 and around the concourse to create a new route through to platforms 14 and 15. Hundreds of workers gave it their all to deliver a lot of work in difficult working conditions. When you have a lot of trades working in close proximity it can be challenging to do all the right things in terms of housekeeping and segregation.

Everyone receives the briefing to ensure they understand the key risks and interfaces with the track and signalling works. Red wristbands are distributed for PTS zones and Green for non-PTS zones.

Now that the project is in Stage 1A, we can’t rest on our laurels. The rest of 2014 requires another two significant transitions and completion of two very demanding stages. In August we move from 1A into 1B, this will be achieved by the opening of new platforms 12 and 13 allowing possession and decommissioning of existing platforms 10 and 11. The move into 1B has a 9 day blockade in which the end of platform 12 which can’t be constructed in Stage 1A will be completed.

We conclude the year moving from Stage 1B into Stage CC, which is half way across the station and will complete the transformation of the low level part of the station.

Following the track and signal recovery in trackbed 12 and 13 the demolition of the decommissioned platforms commenced.

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Now that the project is in Stage 1A, we can’t rest on our laurels. The rest of 2014 requires another two significant transitions and completion of two very demanding stages. In August we move from 1A into 1B, this will be achieved by the opening of new platforms 12 and 13 allowing possession and decommissioning of existing platforms 10 and 11. The move into 1B has a 9 day blockade in which the end of platform 12 which can’t be constructed in Stage 1A will be completed.

We conclude the year moving from Stage 1B into Stage CC, which is half way across the station and will complete the transformation of the low level part of the station.

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Now that the project is in Stage 1A, we can’t rest on our laurels. The rest of 2014 requires another two significant transitions and completion of two very demanding stages. In August we move from 1A into 1B, this will be achieved by the opening of new platforms 12 and 13 allowing possession and decommissioning of existing platforms 10 and 11. The move into 1B has a 9 day blockade in which the end of platform 12 which can’t be constructed in Stage 1A will be completed.

We conclude the year moving from Stage 1B into Stage CC, which is half way across the station and will complete the transformation of the low level part of the station.

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Everyone receives the briefing to ensure they understand the key risks and interfaces with the track and signalling works. Red wristbands are distributed for PTS zones and Green for non-PTS zones.

Now that the project is in Stage 1A, we can’t rest on our laurels. The rest of 2014 requires another two significant transitions and completion of two very demanding stages. In August we move from 1A into 1B, this will be achieved by the opening of new platforms 12 and 13 allowing possession and decommissioning of existing platforms 10 and 11. The move into 1B has a 9 day blockade in which the end of platform 12 which can’t be constructed in Stage 1A will be completed.

We conclude the year moving from Stage 1B into Stage CC, which is half way across the station and will complete the transformation of the low level part of the station.

Following the track and signal recovery in trackbed 12 and 13 the demolition of the decommissioned platforms commenced.
One Man's Story about Exclusion Zones

On any construction site, exclusion zones come in all shapes and sizes, around plant, around testing and around excavation. Some are obvious while others are not, so where the space is for something, is more obvious!

With many accidents we have always said ‘jump down those guys’… did you see the photo but had been the person who caused it or did you think whether it was their fault, or not? Below is one guy’s account, it makes you think…..

What happened to me one Friday afternoon when I was picking up some scrap, in the back of my 2-tonne RRV. I was picking up small pieces of the injured party.

The Ecolite H2 was shortlisted in the Skanska Sustainability Awards along with some significant new developments. The SSP is a low energy, LED lighting system (Servicing programme) which delivers an incredible 12,000 lux light output across a 12 x 12 meter area.

These are serious benefits that the company overall. OK, I was convinced. How can I convince the company in the site entrance area, and let’s do everything we can to prevent an accident that could happen to me if I was not careful? That’s a big question.

Looking at the lighting solution, I was impressed. The system offers an immediate, large-scale contribution to emissions reduction, with individual savings to be brought about and will not be achievable with typical gas and electric lighting systems.

I can’t believe what happened. For days I went home after the incident. The other guy didn’t, he was in hospital until he could work again. Feeling, ‘I’ve been home for a few days now and won’t be back to work until the dust and the after effects return. I have no worries about the results, but the time at home really ticks on the events over and over again. I can’t even begin to imagine what happened. The other guy. I can’t imagine what happened. The other guy.

I don’t think I can get used to looking at that photo of my foot on the rail head immediately in the nip point of view. The light for the five trips. With the reduced need for vehicles, the difference could be as much as 20%.

I was initially quite vocal regarding the supposed benefits of being ‘sustainable’. What is the true value of doing one small thing to reduce carbon emissions? This article demonstrates that good practice can and will make a difference! No matter how small we think our benefits are and that such considerations must be factored in to all future construction activities.

So, can you teach an old dog new tricks? Well, I have been convinced that simple but effective actions, undertaken in the best practice, deliver a difference. No matter what the scale of operations, in an average home using gas and electricity for just over ONE WEEK ($8,500). The above example clearly demonstrates that good practice can and will make a difference—no matter how small we think those benefits are and that such considerations must be factored in to all future construction activities.

We can teach the identity of the top dog of one of our suppliers was using (FORS compliant) as a programme to reduce fuel and maintain vehicles. In this example, the top dog of one of our suppliers was using (FORS compliant) as a programme to reduce fuel and maintain vehicles.
One man’s reflection of safety at work

IT IS NATURAL to find that, as human beings, we see life going through the time following a sequence of moments. In addition, we instinctively develop the ability to adapt to various situations and are likely to create structures or systems for learning from previous experiences.

However, it is wise to consider that there may be a large number of newly combined events which could emerge at a certain known or unknown momentum. In this occasion, endless links may exist and interact with each other under predictable or unpredictable circumstances.

Nature brings different fields that work in parallel, or can be directly linked, under the universal law. It is possible for example, to compare safety at work with the Chaos Theory in mathematics, which enforces the idea of expecting the unexpected. It refers to part of systems which interconnect and decline either at slow or fast pace, and are highly sensitive to initial conditions.

This can be represented by a hypothetical situation where works are being carried out in a construction site at any given time.

Different groups of workers are performing tasks in the same workspace where each member of the teams is properly trained, committed to achieve the best results and aims to finish their tasks safely. Members of the groups temporarily begin to perform tasks in close proximity to each other, with moving objects in one or more directions. Suddenly, a certain piece of equipment develops a fault, leading to injuries to those who are directly or indirectly involved.

Such event will need to be analysed into the smallest details to find the possible cause, where perhaps a tiny gap, a small dislocation or a sensible change of temperature in some particles that form parts of the equipment, may have emerged.

On the other hand, such negative events may take place from a misjudgement or any unfortunate circumstances that occur in a fraction of a second.

In this case, the use of the right personal protective equipment, plus an effective isolation of the parts of moving bodies and a minimum safe distance, could decrease consistently the occurrence of an incident.

In conclusion, work experience is essential for everyone and generates know-how. Nevertheless, during the course of acquiring expertise, we may still encounter the risk of falling, once again, into the already mentioned sequence of moments.

Article by Claudio R. Gomes, Security Guard, Costain

THAMESLINK HEALTH AND WELLBEING

Photo Competition

Following on from the article in the last edition of Hi-Viz we are pleased to announce the winners of the first photo competition:

1st place – Winter Sunset, Ouse Valley Viaduct taken by Andy J Smith

2nd place – Bluebells, Norsey Woods, Billericay, taken by Colin Howard

3rd place – Misty sunrise, Blackfriars Bridge Station taken by David Thomas

The next round of the competition will be for Spring/Summer photos.

Therefore, a detailed and continuous observation of the surrounding environment, in conjunction with a careful analysis of the equipment and materials prior to the commencing of any tasks, could also be an efficient way to minimize risks.

On the other hand, such negative events may take place from a misjudgement or any unfortunate circumstances that occur in a fraction of a second.

In this case, the use of the right personal protective equipment, plus an effective isolation of the parts of moving bodies and a minimum safe distance, could decrease consistently the occurrence of an incident.

In conclusion, work experience is essential for everyone and generates know-how. Nevertheless, during the course of acquiring expertise, we may still encounter the risk of falling, once again, into the already mentioned sequence of moments.

Winners to be announced in the next edition of Hi-Viz.