

The Shield

WIN A SUPERCAR
DRIVING EXPERIENCE



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THE PAPER FOR RAIL PEOPLE IN THE SOUTHERN REGION

ISSUE 02, SUMMER 2015

EF-FISH-ENT: PAUL FAGAN FROM OSBORNE
WITH LIAM TUCKER AND JOE PAINE FROM
SUTTLE PROJECTS WITH THE LITTLE
MERMAID AT A TEST SITE IN DORSET

Safe scouring is no fluke

WHEN a mermaid helped contractors complete vital railway protection works, it may have created history – but was no fairy story.

Thought to be the first service of its kind anywhere in the world, the submersible digger dubbed the Little Mermaid negotiated the fast flowing river Colne in Surrey to prepare a key railway bridge for scour protection.

It was the first time the machine had

been used commercially, and it dramatically reduced the time specialist divers needed to spend in hazardous conditions below the surface. Traditional sheet piling techniques were not viable at the site close to Staines station as the headroom was too low for a standard mini-excavator to be used on a pontoon.

Because the water was also too deep

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THE (NOT SO) LITTLE MERMAID

No shocks

Power in safe hands

CURRENT AFFAIRS

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*“It’s important
we look for silly
mistakes”*

BRIDGING THE GAP

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It’s a
family affair

FATHER AND SONS

ON TRACK

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Save a life and help a good cause – page 2

First Person



Andy Clarke, South East MFF Programme Director, Costain

"I fundamentally believe that we all come to work to do a good job so that we can get paid and then spend time with our family and friends."

"I have not met anyone who intends to have an accident whilst at

work – so why do we still have accidents? I am passionate that everyone gets home safe, every day and I believe that by working together we can make this happen. Admittedly, in every hour there will be moments when I am thinking about something else and not the task in hand; some call this going into 'alpha mode'. "Therefore, it would be wrong of

me to expect anyone else to not do the same. But I would hope that when this happens, one of my team will be looking out for me and that I would do the same for them. So today, please think about who in your team is looking out for you and who you are looking out for? Together, we can ensure that everyone goes home safely, every day."

MORE THAN 1,000 people have now attended awareness roadshows hosted by BAM Nuttall Plant.

The roadshows, which highlight safety features of equipment and potential hazards of operating vehicles and plant on construction projects, have proved popular since their launch in late 2014. The most recent series of events were held at sites from Heathrow to Dawlish in Devon.

Steve Jarvis, General Manager of BAM Nuttall Plant, said: "Education is the key to awareness, which is the fundamental driving factor behind our plant awareness roadshows."

"We strive to make our plant as safe as possible, combined with our company vision of Beyond Zero, driving us to seek continuous improvements, reducing risk."

BAM Nuttall has made the installation of a collision avoidance system to dumpers mandatory on all its sites.

Steve added: "A lot of people are not aware of the systems available, so it was also an obvious choice for the road shows and an opportunity for everyone to gain an understanding of the potential reduced visibility and why exclusion zones exist and are established."

BAM! – AND THE RISK IS GONE



TRUCK STOP: VISITORS CHECK OUT THE LATEST PLANT

The Shield

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COLLEAGUES MOVED BY HARD-HITTING MESSAGE

LESSONS learned from a serious accident formed part of a Southern Shield event attended by colleagues from across the region.

Former welder and construction firm boss James Gorry told the audience how he lost the use of his legs in an industrial accident in 2005 and about his subsequent campaign for safer workplaces.

Senior leaders from Network Rail and Southern Shield contractors also spoke at the event held at the Kia Oval cricket ground in April.

Here is what some colleagues made of the event:

"The guest speaker was brilliant – Network Rail should be taking him round sites."
Simon Dunbar, Costain Works Manager

"Very good, nice to listen to. James Gorry was very good indeed."
Mark Watkins, VolkerFitzpatrick

"Very informative."
Trevor Wickens, BCM

"It is good that we have been invited so that we have more of an understanding of what the management teams are doing."
Liam Coleman, BCM

THE ROAD TO SAFER DRIVING

DISTRACTIONS while driving reduce our level of concentration and can cause accidents.

A recent study commissioned by insurers showed that the reaction time of drivers using hands free and hand held phones slowed dramatically compared with those not using a device.

It is why one of Network Rail's Lifesaving Rules states that hand held or hands-free mobile de-

vices are not to be used while driving. It was also a key area of focus for a series of AA Driver Awareness training courses hosted recently by Network Rail IP Southern.

The programme, run by AA Drive Tech instructors, provided training for safe and efficient driving and hazard awareness, as well as guidance on:

- Vehicle safety checks
- Driving for optimum fuel economy
- Safe space
- Winter driving
- Tyre care/choice
- Fatigue

To find out more visit www.aadrivetech.com

SAVE A LIFE, HELP A GOOD CAUSE

CALLING in a Close Call will now not only save colleagues from serious injury, it will raise money for good causes.

The Safety Leadership Team has pledged to donate £1 to a worthy cause for every Close Call recorded every period.

Money raised will be donated to a variety of causes, from charities supporting terminally ill children, to organisations providing financial assistance, well-being advice and legal support to the construction community.

A Close Call is an event or hazard which has the potential to cause injury to people or damage to property. All colleagues are encouraged to report hazards as soon as they spot them.

Steve Walters, Network Rail Route Delivery Director, IP Southern (Wessex), said: "It was great to see our Close Call reporting numbers hit a new high last period. My personal safety commitment includes a promise to always act on information or actions that could prevent anyone going home safe – the reporting and resolution of Close Calls is a key way of achieving this. The more Close Calls we report and resolve, the closer we get to making sure everyone goes home safe every day."

If you've seen a hazard on railway infrastructure, or in a Network Rail building, notify your site supervisor or call the Network Rail Close Calls hotline on 01908 723 500.

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...to fully divert the flow to create a temporary dry work environment, contractor Osborne turned to the Little Mermaid – a bespoke, remote-controlled underwater digger, supplied by Suttle Projects.

Paul Fagan, Osborne Site Manager, said: "Using the Mermaid simplified a complex operation, significantly reducing the time divers had to spend in the water with the hazards and challenges that brings."

At Staines the Little Mermaid was deployed on a floating pon-

toon to carry out the scour protection work. Its lower height of 0.8 metres rather than the standard height of around 2.7 metres meant it was able to work effectively under the bridge, safely activated via remote control by an operative a few metres away.

The machine scooped out the existing river bed. Divers then set out grout bags – which had to be hand-placed underwater and layered to the right levels. Finally, silt was laid over the top of the hardened grout bags. Scour protection is required to elongate the life of the structures and to stop further erosion of the riverbeds.

Paul added: "We are delighted with the outcome of this pro-

ject and always look to new technology and better ways to deliver results."

Dave Hooper, who heads up Infrastructure for Osborne, said: "The Little Mermaid is just one of the innovations that prove excellence lies in collaborative working. It also has an important safety element. This is something the industry is focusing on – the imperative need is that we send our people home safe every day."

Joe Paine from Suttle added: "By collaborating with Osborne to use this equipment in the project, we were able to provide an efficient and cost-effective solution for what was historically a complicated and expensive task."



IN CONTROL: PAUL FAGAN (CENTRE), WITH LIAM TUCKER AND JOE PAINE



SEA CHANGE: THE LITTLE MERMAID IN ACTION IN POOLE HARBOUR

WORKING SAFELY? THINK AGAIN...



A CAMPAIGN encouraging colleagues to think differently about safety is helping reduce accidents and boost business.

STOP Think! was launched by Osborne in 2014 and has already seen more than 400 colleagues, customers and suppliers – from frontline workers to senior managers – take part in a series of workshops.

Rather than offer instructions on safety procedures, the sessions focus on the workings of the human mind and how colleagues at all levels make decisions which impact on safety and business efficiency.

"We recognise that business performance and safety performance go hand in hand, and the intended outcome is that we get people to think differently, make better decisions and ultimately change lives," said Carl Dolan, STOP Think! Programme Manager.

STOP Think! begins with a one-day session where colleagues learn how the brain works and what leads people to make certain decisions.

The next step is an optional two-day course where colleagues develop coaching skills to support others in making better decisions.

Part three is a six-day business coaching workshop programme, which gives colleagues a more detailed understanding of how they can make better decisions at a business level as well as an individual level.

"Each takes away a project to help bring about a positive change in the part of the business where they work."

"Of those going through the business coaching, around 25 per cent are front line colleagues. That's a good mix because if it was all management, it wouldn't work."

The campaign is already having an impact on the day

to day delivery of work.

"Site supervisors tell us they are doing briefings a little differently," said Carl. "Simple things like asking what teams have understood about risks, rather than just say 'this is right and this is wrong'."

"STOP Think! is becoming part of the language – and not just on site. We've had feedback that colleagues are using their new decision-making and communication skills at home."

"But perhaps the most important impact is that our AFR (Accident Frequency Rate) is down – that's a real plus."



THE MOST IMPORTANT THING I LEARNED...

"While working earlier this year on renewals work in Bearsted yard in Kent, I heard the blast of a train horn and then noticed a member of the public walking down the track."

"My first thought was to get him away from danger."

"I first quickly made my way to the station, where a train was stabled on the platform. The driver said that he had reported the incident and had the con rails isolated."

"I approached the man – he appeared to have been drinking and spoke of wanting to end his life. I convinced him to come off the track and he came with me to the front of the station as I spoke to him. When we reached a safe place I phoned the police and sat with the man until they arrived."

"You can't always stop this sort of thing but the incident made me realise how it's important to be alert and ready for the unexpected. And it is a reminder that we must always insure our own safety before reacting."

Dan is a Yardsman for McGarry Construction, a subcontractor for BCM



Dan Davies

CURRENT AFFAIRS

LIVE!

The Shield called into a lineside substation to see how colleagues working with electricity ensure they are switched-on to safety



SAFETY FIRST:
PROJECT ENGINEER
REECE WILLIAMSON



Bus stop

HVMS secured the services of Network Rail's Safety Bus during the Kings Worthy work. This mobile site office (above) provides a warm, dry environment in which site colleagues can learn more about a particular aspect of rail safety, get updates on the latest guidelines or find out about industry initiatives.

At Kings Worthy it was used to carry out a brief as part of the Mental Health Awareness week.

Owen Marsh, Head of Projects for HVMS, said: "The Safety Bus is a valued resource. It helps ensure that our safety culture is improved by direct engagement with site colleagues by reviewing key safety messages and sharing best practice."

AC/DC

The substation at Kings Worthy, near Winchester, is one of many where power from the 33,000 volt AC distribution network is fed into rectifier transformers. These step down the voltage to the 750 DC supply which provides traction power on the railway.

The work being carried out by HVMS is part of a wider renewal of AC switchgear installations on the Wessex route, which will improve the power distribution required for longer trains and improved reliability and resilience of the railway.



CABLE MINDED:
HOWARD HANSON
INSPECTS HV
CONNECTIONS

ONE of the biggest dangers on the railway is one that nobody can see – high voltage electricity.

Yet every day across the rail network, colleagues work on (or close to) live rails, overhead lines and the vast network of cables supplying power to tracks, signals, stations and other assets.

It is one of the reasons specific Lifesaving Rules are in place and why attention to detail and commitment to the highest safety standards are required to keep everyone safe.

At Kings Worthy, near Winchester, contractor HVMS recently undertook work as part of a wider high voltage switchgear asset renewals programme, improving the resilience of the existing infrastructure in providing traction power.

INDUCTION

As with any safe site, the vigilance starts long before any work begins.

"Before we go on any site, we determine if it's 'hot' or 'cold' – that is whether the rise of earth or shock potential is at a safe level," said Owen Marsh, Head of Projects for HVMS (pictured, right). "Where necessary we undertake works to make sites safe – this was the case here."

"When we are on site, everyone attending signs in and receives a task briefing each day on the work being undertaken, and any associated risks."

"Anyone new to the site receives a full site induction, including highlighting specific risks around the site, evacuation procedures, first aid procedures and a fit-for-work assessment."

Working with electricity brings its own set of checks to ensure compliance with Network Rail's Lifesaving Rules.

QUALIFICATION

Owen added: "We check that all required plans and permits are in place and that all equipment being worked on is under a High Voltage Isolation."

"All HVMS people on site are trained to exercise their specific duties. On site today, for example, we have a mix of qualified electricians and test and commissioning engineers with Sentinel competencies ranging from level A to D."

"Supervisory staff also undertake IOSH (Institution of Occupational Safety and Health) safety management training."

ISOLATION

The Test Before Touch rule is paramount wherever electricity is involved.

"We cannot carry out work on any equipment until it has been proven dead by a competent person with correctly calibrated equipment," said Owen.

"Where equipment is live, isolation warning signs are placed to alert personnel not to touch or operate. The signs are placed deliberately at an angle, as it draws attention to the sign more effectively."

"Live equipment is also padlocked to ensure that it cannot be operated or opened accidentally."

"Temporary HV cable routes are marked and labelled with a warning wrap and live cables are also protected by a non-smouldering, non-flammable self-extinguishing ducting."

As well as the regular PPE, yellow rubber 'dielectric' boots are also available for certain specialist access situations.

PARTICIPATION

Of course, having the right equipment and expertise is only part of the story – staying safe also requires everyone to have the right attitude and mindset.

Owen added: "Like many of my colleagues in Southern Shield I have made a personal commitment to improve the safety culture of HVMS."

"I set safety targets that challenge our teams to deliver consistent improvement."

"It's important an 'I care' attitude is adopted by everyone so that we all ensure everyone goes home safely every day."



Safety in numbers

In period one 2015 (1 April to 29 April) there were:

10 accidents

0 RIDDORs

That's still 10 people who did not "go home safe"

453 Close Calls recorded, of which 153 were about untidy sites

STOP PRESS

In period two there was not a single accident – zero specified RIDDORs, zero lost time accidents and zero minor injuries. This means 100 per cent of our people went home safe.

HEALTH CHECK

DO YOU know your numbers?

The numbers in question are your body mass index BMI (weight to height ratio), blood pressure and cholesterol levels. They can be a good measure of general health or sometimes an early warning of more serious problems.

As part of a commitment to look after the health and wellbeing of people working on the railway colleagues across the Southern region are being offered the chance of a 15 minute 'Know Your Numbers' assessment by an occupational health nurse.

At the end they will be given their BMI score and blood pressure and cholesterol levels and a table to compare against recommended guidelines.

Line managers will have more information on how this service can be arranged.

One Osborne colleague was certainly glad he took the test.

He said: "My blood pressure was a car crash waiting to happen. I was told I should visit my GP and I am now on medicine to sort out my blood pressure and understand better what foods impact on my cholesterol. I will be a healthier husband and dad as a result."

Blood pressure factfile

The main symptoms include:

- High blood pressure isn't dangerous in itself but, if it's left untreated it can lead to very serious conditions, heart attacks and strokes
- Doctors record blood pressure readings in the form of two numbers. The first figure is the blood pressure measured during the moment when the heart is contracting and actively pushing blood out. This is called the 'systolic' pressure
- The second figure is the pressure during the time when the heart is filling up ready for the next beat – called the 'diastolic' pressure
- For a young person a typical resting reading would be 120 systolic over 80 diastolic (120/80)
- Generally a blood pressure of 140/90 or more is considered as high blood pressure.



KIT IN CLOSE-UP

What you wear – and how you wear it – can be the difference between a job well done and a serious injury. In each issue we'll focus on one piece of PPE and reveal some of the science behind the safety



STEAMED UP? CALL IT IN

There have been reports of some safety glasses steaming up during strenuous activity or when an FFP3 dusk mask is worn, restricting the wearer's view. No one should be at risk in this way, so if you have experienced this problem, please report it as a close call.

EYES RIGHT

OUR eyesight is probably the most valuable – and vulnerable – of our senses.

Because wearing protective eyewear at all times whilst undertaking tasks on the railway is a must, it's important that the glasses are strong, clear and comfortable. And a lot of

science goes into making sure that's the case.

The Network Rail approved SILI-UM+ eyewear made by Bollé Safety for example is made of ultra-lightweight polycarbonate designed to cope with alternate exposure to bright and low light, as well extreme hot and cold environments.

Costain colleagues working on

Crossrail have been issued 3M 0386 Maxim Ballistic Clear spectacles. Designed to wear in combination with a helmet and ear protectors, they are the same as those used by British soldiers in Iraq, and meet military test standards for high velocity impact (that's MIL-STD 662, impact at 198m/s – for those who are interested in these things).



GLASS ACTS

IN EACH issue of The Shield we hand-over a pair of Bollé safety glasses to colleagues who have made an outstanding contribution to safety where they work. Scaffolders working on the Millsden Lane Bridge project in Winchester were praised for their "skill and attitude to safety" during the works.

Handing over pairs of safety specs to Mark Finch, Joe Wildes and Freddie Godwin, Senior Construction Manager Phil Mellish described the trio as "very valuable members of the team". Care for the safety of wildlife, rather than people, earned praise and a

pair of Bollé glasses for Construction Manager Rob Burr and his colleague Steve Hennigan. Rob and Steve created a "bug hotel" while closing out works at Polhill Sub Station in Kent providing a safe haven for beetles, insects and other small animals important to the local ecosystem.

Has your colleague made an outstanding contribution to safety? If so get in touch... shield@networkrail.co.uk



NEED TO KNOW – TOUCHY SUBJECT?



EVEN during isolations, it is not always obvious whether 'floaters' – those pieces of third rail that are not obviously connected to other parts of the electrified line – are live or safe.

Last year, at Guildford, two operatives were fortunate not to be killed or injured when a metal 'road pin' that they were about to place as part of a fencing task was dropped onto a live conductor rail causing a flashover.

The incident was compounded by a series of separate possession irregularities that did not take into account of the presence of floaters.

Floaters should be considered as especially dangerous and they should ALWAYS be treated as live until tested.

Remember, always test before touch – it could save your life.

ON SITE



RYAN CHANDLER, APPRENTICE

"I've been working on the wiring system, making sure the lights in the new blocks are wired up correctly and that the new blocks receive power.

"Before we start, we erect barriers to keep members of the public away and usually have someone standing guard to guide them away as well.

"Working with electrics can be quite dangerous, even for professionals, so it's vital we keep them as far away as possible, as any injury that does occur carries a risk of being extremely serious."

Most important piece of safety kit:

"I'd say my hard hat, as a bump on the head could seriously affect my ability to do my job in the future."

If I could change one thing: "Sometimes it could be communicated quicker if we are doing something wrong."

If you could represent your country at anything, what would it be?: "As a huge Chelsea fan, it would have to be football."



BARRY FORSTER, GROUND WORKER

"There's been a lot of digging and drilling involved in the project, so I have been busy CAT scanning areas so that we avoid hitting any existing cables.

"I have to fill in a CAT scan ticket when these are completed and also inform the diggers of what's below them so that they can proceed with caution.

"This is important as if someone were to hit a cable, not only would it be very expensive to sort out, it could also potentially cause them a huge amount of harm as well."

Most important piece of safety kit:

"Probably my boots – you've got to look after your feet!"

If I could change one thing: "The amount of PPE we have to wear in the summer, as it can get quite uncomfortable in the warm weather."

If you could represent your country at anything, what would it be?: "I'm a huge football fan, so it would have to be that."



CLIVE BENNETT, SUPERVISOR

"As a supervisor, it's my job to make sure the guys have been doing the job while working in a safety-conscious fashion.

"Fortunately, everyone working on the project is quite experienced. That being said, it's important we continue to look for silly mistakes, anything from trip hazards we may not have noticed or missing PPE.

"I've got to say, I think the work the team has done here is fantastic and a true credit to everyone involved. It will also greatly benefit the public and station employees when it's completed too."

Most important piece of safety kit:

"My glasses, as there is a lot of dust and debris when digging or drilling."

If I could change one thing: "Our gloves. They make your hands so cold it's hard to feel a thing sometimes."

If you could represent your country at anything, what would it be?: "I've been riding motorbikes all my life, so probably motorcycle racing."



DANE CAFFYN, ELECTRICIAN

"With a completely new wiring system needed, it's my job to complete the work efficiently and safely.

"It may seem obvious, but the first thing I check is that the person doing the job is fit to do it. Secondly, it's to make sure any wiring that is being worked on has been properly tested.

"The general rule is that if you have tested properly, and are also holding one end of the cable in your hand, then you are able to work safely."

Most important piece of safety kit: "As I work with electricity, it's got to be my tester."

If I could change one thing: "Access has been difficult at times, so it would be great if that was improved."

If you could represent your country at anything, what would it be?: "It's definitely got to be football."



BRIDGING THE GAP

This issue we stopped by Twickenham, London, to find out what goes into preparing a station for a major sporting event

PROJECT BRIEF

With the 2015 Rugby World Cup fast approaching, a team from Osborne has been busy making improvements at Twickenham station to ensure it can cope with the increased footfall.

A new footbridge is being installed and existing station buildings between platforms

two and three, and four five, have been demolished and replaced.

Structural repairs have also been made to the existing public footbridge and platforms now have improved surfacing and drainage, new copper and better riser walls.

Most work has taken place using night-time midweek and weekend possessions to re-

duce the work's impact on local residents, while also avoiding disruption to both passenger flow and station operations.

Project Manager Majid Nasiri said: "Collaborative weekly meetings with the station manager were a key element to reviewing the planned work and mitigating the impact on flows and passenger safety."

RAIL LIVES



THREE'S COMPANY

The railways really are a family affair for Alex Wason and sons

IT'S ALL RELATIVE: (LEFT TO RIGHT) ALEX, BRAD AND ALEX JR

IT'S ALWAYS good to have someone watching your back at work, but even better to have two.

That's the reality for Works Manager Alex Wason and sons Alex junior and Bradley, who have all pursued a career in the railways.

Alex senior spends his time managing projects and ensuring they stay safe while his sons both work as Site Operatives, supervising work and making sure it runs to schedule – all for contractor VolkerFitzpatrick.

"They have always been aware of where I was working and what I was doing, so I can imagine it did influence them a bit," said Alex.

"My eldest, Alex junior, did come in that way, whereas Bradley began his career constructing golf courses in France.

"Alex junior has worked with me in the past and Bradley is currently working with me on a project in Felixstowe. Of course, I trust my colleagues to look after my sons at work but it does put my mind at ease when they are working under my instruction.

"You are always going to have that worry as a parent but I am also confident in their ability and I know they can look after themselves."

While all three have a wealth of experience, that doesn't stop them thinking about their

family members' safety.

"I've worked with both my dad and my brother before," said Bradley. "I think perhaps when I first started there was a bit of worry in the back of my mind, but that feeling goes away reasonably quickly.

"There's definitely a reassuring feeling to know you have family in the same career and we certainly all watch out for each other when we're together on the lines."

Alex junior said he did get a tad nervous when younger brother Bradley joined the company.

"I do still worry about the pair of them, but

definitely not as much as I used to," said Alex. "When my brother first started especially, I did worry about him working near the lines when the electricity was still on.

"There is always going to be an element of danger, but my concern alleviated somewhat after the first year."

And, according to Alex senior, it's not just a career on the railways that the three have in common: "One of my biggest passions is motorcycles – something I share with both my sons. My grandson, Bradley's son, has his own trail bike too, so it's turned into a hobby shared between three generations!"



WIN A SUPERCAR DRIVING EXPERIENCE

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MEGASTORE

Fancy yourself as the next Lewis Hamilton? Enter our competition and you and a guest could put your race track skills to the test.

Two winners and two guests will enjoy a supercar driving day from Experience Megastore where they will be able to get behind the wheel of three amazing supercars from a range including Lamborghinis, Ferraris, Porsche 911s, Audi R8s and more. The winners can choose their location from circuits in Essex, Lincolnshire or Vale of Glamorgan, where they will get three laps in each car, plus guidance from professional instructors.

How to enter

Send your answers to the questions below to shield@networkrail.co.uk, including your name, job title and company and a daytime contact number. You can also post your entry to: Marsha Gray, Infrastructure Projects Southern, Waterloo General Offices, Waterloo Station, London, SE1 8SW. The winner will be drawn from correct entries. Closing date 19 July 2015.

Q1: What is the nickname of Suttle Projects' submersible digger?

Q2: How many Close Calls were recorded in period one 2015?

Q3: Which London station is undergoing work ahead of the Rugby World Cup?



Well done Chris

Congratulations to Chris Lines who won our competition in the first issue of The Shield. Chris, an Electrician for JRS industrial services, contracted to HVMS, won a two-night stay at the Wolfscastle Country Hotel in Pembrokeshire.

"I don't often enter these things," said Chris. "But it was the first edition so I thought I'd try my luck!"

T&Cs

Winner will be chosen from entrants via The Shield. Prize is for two winners, each with one guest – participant must be 12 years or older. Editors' decision is final with no cash alternative. The prize must be redeemed within six months of the winner being notified.

What do you think? Get in touch – shield@networkrail.co.uk