

BLUEBELL *Safety* NEWS

May 2012

Hello!

This is the second of these newsletters, and I'd like to thank the many people who took time to let me have feedback. I'm pleased to say that it was very positive.

Don't forget, if you have any ideas for inclusion in future newsletters please let me know.

Roland Law

Safety Assistant
Sheffield Park Station
safety@bluebell-railway.co.uk
01825 720802

Safety Management at the Railway – "SMS 2013"

The railway's Safety Management System (SMS) is currently under review. The aim is to re-issue and re-launch it in late 2012 to encompass the changes necessary to reflect the extension of the operating railway to East Grinstead. The SMS handbook will be simplified, referring out to other documents within the SMS for detail, as required.

If you have any suggestions as to how the SMS can be improved, please speak up. Your input is invited and can be sent to the Safety Assistant (see above) or the Director responsible for safety, Chris White.

An Inspector Calls

How long ago did you take your Rules test? Those of us in roles that require we demonstrate an appropriate understanding of the Rules may soon get a call from an inspector. There will be a programme to ensure that we maintain our knowledge of the Rules and their application. This

will include formal re-assessments. So now would be a good time to dust off that Rule Book, General Appendix etc., for a refresher.

Learning Points



The Operations and Safety Review Group (OSRG) reviews all reports on accidents and incidents that are published by the Rail Accident Investigation Branch (RAIB). Some learning points for our railway emerging from recent reports are:

- Clear and effective communication is vital – especially between those controlling train movements and those controlling crossings. Incidents at Lydney (Glos.) and near Kings Lynn have highlighted the need for this. This is of relevance to us in many areas – eg in regard to use of the foot crossing at the north end of Horsted Keynes station on special event days.
- An incident on a heritage railway in Australia highlights that Rules, procedures etc are in place to provide for safe operation of the railway. No matter how short-staffed or pressed for time, they must not be short circuited.
- At Torworth a person was struck by a train because he used the wrong walking route. All people needing to go on or near the line, for whatever reason, must be adequately briefed.
- There have been several instances of track worker near-misses – caused by unclear or ineffective communication, and

not standing in a position of safety.

- A boiler incident at The Kirklees Light Railway highlights the need for proper, documented training and assessment of staff. It also showed that a Safety Management System (SMS) on paper is worthless unless all people involved implement it in practice.

First Aiders



The March 2012 issue of this newsletter featured a plea for volunteers to come forward to

be trained and serve as first aiders. Unfortunately the response has not been adequate for us to use this approach alone to provide cover. Alternatives are being investigated. Meanwhile, thanks very much to those who did put themselves forward, many of whom already hold a qualification. If you are one of these, please let your department manager know when you are attend the railway.

The Regulator's Viewpoint

Bluebell Railway has a reasonable safety record, but we must not be complacent. It is clear from the published statistics that, compared to the big operators, heritage railways have a disproportionately high incidence of accidents, and occupy too much of the Office of Rail Regulation (ORR) Inspectors' time – and that's their view.

Our railway was recently represented at a seminar on compliance with the governing regulations, which was organised by the ORR and the Heritage Railway Association.

Topical Tip

Slips, trips and falls account for about 30% of all workplace incidents. Take care and wear appropriate footwear.



The ORR made it clear that Heritage Railways that do not get the message can expect to get their collars felt! Key messages included:

- Our Safety Management System (SMS) needs to be up to date – and we must do what it says, in practice.
- Risk assessments of all our operations should be appropriate and regularly reviewed.
- We should measure our safety performance, and improve it.
- All changes need to be actively managed, to avoid unforeseen effects.
- Enthusiastic, but disparate, unsupervised groups must be brought under the railway's management structure and SMS.
- All staff, including new recruits, should receive adequate induction and training, and be assessed as competent to do their work.

Some readers may react strongly to what might appear to be a lot of bureaucracy. Although we operate a railway in the style of the 1950s and earlier, we must recognise that we do so in the 21st century. Modern standards of safety management are expected by our regulator and other stakeholders – including our customers who expect us to run the railway to the highest professional standards. Don't think that your job is exempt. We are *all* involved.

Lineside fire reporting

As I write this we are in the midst of a drought and hosepipe ban –

but we have just had the wettest month since The Flood. But it is good growing weather, they say, and lineside vegetation will flourish.

If the weather does become hot and dry this summer (we hope!) there is likely to be a lot of fuel around for lineside fires. If you see any fires do try to put them out, using beaters or water from lineside bowsers, but **only** if you are confident that you can do so without putting yourself in danger – from fire, smoke, trains or anything else. If a fire is out of control, summon the fire brigade *via* 999. Please do report all fires, however they are dealt with, as incidents (see below). We will use the information collected to improve our response to fires.



Trip Wires

Continuing the subject of the lineside, staff and photographers should be aware that some trip wires have been deliberately set on The Big Railway. It is believed that these are the work of thieves attempting theft of cable. This has not been a problem so far at our railway, but you should be alert. Report any trip wires to the Operations Manager or Supervisor, at Sheffield Park station.

Accidents and Incidents – again.

You may recall my plea for all accidents and incidents to be reported – but I need to repeat it. You **MUST** report all events that result in an injury or illness (ie accidents), and all events that could have done so, or led to other loss, under different circumstances

(ie incidents). Reports must be with the Operations Manager or Operations Supervisor on the same day as the event.

Accident / Incident books are to be found at many locations around the railway. As well as containing the report forms they also give the procedure for reporting. This is very straightforward but if you are in any doubt do ask your supervisor.

Personal Track Safety – Changes affecting photographers.

Changes have been made to the authorised walking routes arrangements at Horsted Keynes for holders of Personal Track Safety (PTS) Certificates for Photographers.

Access to Horsted Keynes station and yards between Leamland Bridge (northern limit) and New Road Bridge (southern limit) is not permitted, except for platforms and other public areas, and for access to the line south of the station. The only authorised route for this is: along platform 5, passing between the loading dock and the C&W works; down the steps at the end of the platform and along the path beside the C&W works; then via the down yard, inside the west fence, and past the down advanced Starting signal.

Staff should politely inform any photographers not complying with these arrangements of the restrictions now in force. The photographers' PTS handbook is being updated and an erratum sheet is available for the current handbook. Copies of this should be available in the HK Porters' room.