

BLUEBELL *Safety* NEWS

August 2012

Looking North

Progress of the railway to East Grinstead is well-reported elsewhere. Please remember that



the whole of the extension north of Kingscote remains a worksite under the control of the Infrastructure Manager and access is restricted.

Many of our processes and procedures, including the Personal Track Safety (PTS) certification scheme, will need to be updated to reflect our “new” railway, and this is in hand. A formal Hazard and Operability study (HAZOP) will take place in September. This will include representation from across the railway, to identify hazards and operational issues, and how they will be addressed.

Learning Points

Here are some learning points for our railway that emerge from recent RAIB and other reports.

- The behaviour of passengers on trains during prolonged delays between stations was a feature of an



incident near Kentish Town. Effective communication with passengers has been highlighted as key to managing emergency situations like this. Review of our emergency planning will take the learning points into consideration.

- Several reports have emphasised the need for staff to act only within their competence or on instructions from a competent person. Do not put yourself and others in harm's way by going beyond what you are competent to do – even with the best of intentions. Think before you act.
- Engineering vehicles and trolleys have featured in recent incidents. Everyone involved should be aware that these “plant” items are subject to operational and maintenance rules and procedures, just like any other vehicles.

- There is a continuing series of incidents involving track workers being struck by trains,



or nearly so. Even at very low speed there is immense energy in a moving engine or train. This is a significant potential danger to those on or near the line. If you are working alone look up frequently – at least every five seconds or so. When working as a team the Person In Charge must ensure that a safe system of work is in place, and all must be aware of and comply with it.

“Emergency. Which service?”



Or perhaps that should be “Which Station?” When a call is made to the emergency services via ‘999’ they

sometimes call back – to check that the call is not a hoax, or to confirm location details. With the railway’s phone systems being linked across many sites, it is possible that a return call to us could be made to a different site.

If you need to call the emergency services always ensure that you give the location, not just “Bluebell Railway”. The postcode is very helpful. Also, do make sure that the Operations Manager or Operations Supervisor is alerted as soon as possible after the initial call. They are then in a good position to deal with any enquiries. Name and contact details for the Operations Manager/Supervisor are always in the current STN.

Track Safety for Catering Staff

Some catering staff need to go on or near the line - to service catered trains, for example – but only in very specific circumstances. A special track safety handbook with scope limited to suit



those circumstances has been produced. The handbook and associated briefing will be rolled out via the catering management team. This will avoid the need for a full staff PTS course for those involved.

All readers are reminded that they must not go beyond the public areas, or their own work area, without specific authority to do so.

Loco First Aid Kits

These are now available and are to be taken on all engines operating

Topical Tip

Bend your legs, not your back, when lifting – and don't over-do it. If you can't lift it easily, get help or use a lifting aid.

under power beyond the confines of the yard at Sheffield Park.

Mid-Platform Staff Foot Crossings

You may have noticed that the staff foot crossings mid-way along the platforms at Sheffield Park and Kingscote have been removed. This was done as part of recent track re-laying works, and with the agreement of the management of



the Operations department.

The crossings had to be removed for the works to take place and, given the

Operations

input and their need for major repairs, it was decided not to replace them.

The decision could have been communicated better, and all involved apologise for that omission.

Everyone is reminded that the approved walking route between platforms is via the footbridge or subway. Foot crossings at platform ends should be used, taking appropriate care, only when using the approved route is impractical. Visitors who use the crossings must be escorted by staff.

Customer leaflet

The customer information leaflet includes important safety advice for our visitors, many of whom are unfamiliar with the vehicles in which they travel, and the emissions from our steam



engines. The leaflet should be handed to customers when they visit, please, not simply made available. And please note that further supplies of the leaflet are being obtained by the Operations Manager.

PTS – Are you valid?

Do you hold a Personal Track Safety (PTS) certificate for your role on the railway? If so, is it still valid?

You should make sure that your PTS certificate is valid. If it is not, and your work at the railway still requires it, you must be re-assessed. Nominations for attendance at a course and assessment must be via line managers.

If you have a PTS certificate and no longer need it for your role, please return it to the Safety Assistant. The address given towards the end of this newsletter.

Getting things done

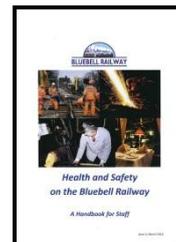
Do you have a safety or operational issue that you'd like to get addressed? If it relates to an accident, incident or near-miss then do complete a report form. They are in the Accident & Incident books. All accidents and incidents are investigated and the completed reports are reviewed by the relevant Director.

If your concern or issue one of a less immediate nature you should raise it with your manager. All departments have regular meetings that review and deal with safety and other matters affecting them. They then have access up to the Board, via OSRG, if necessary. These procedures are part of the Safety Management System

(Section 8, in fact). If you follow them you are more likely to get the appropriate result. Get the process to work for you. Don't try to short-circuit it.

Safety Handbook

If you haven't yet received, and been briefed on, the new safety handbook "Health and Safety on the Bluebell Railway"



Issue 4, please contact your manager.

The old loco shed

Several people have reported concerns over the safety of the old loco shed at Sheffield Park. The plan is to remove the shed next year. In the meantime, the asbestos cladding poses little threat if undisturbed. All staff are advised to not enter the shed unless it is unavoidable, and not at all in very windy conditions. Report any damage to the Infrastructure Manager.

And finally ...

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

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This newsletter is distributed around the railway's workplaces. It is also available on the Bluebell Railway website at:

<http://www.bluebell-railway.co.uk/bluebell/safety/index.html>