

# BLUEBELL *Safety* NEWS

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## Heritage and Safety

Bluebell Railway aims to preserve and operate our railway and to recreate periods of railway history. But Bluebell Railway also operates in the 21<sup>st</sup> Century. We cannot ignore modern practice and requirements. On the contrary, we should embrace them where they reduce our risks and costs, and we *must* comply where there is a statutory or similar requirement. This applies in all disciplines, and to the safety aspects of all disciplines.

Many practices that were normal in the eras that we attempt to re-create - the 1960s and earlier – are now deemed to be unsafe or even illegal. “We do it this way because it has always been done this way” does need to be challenged. We must value the ways of our youth and of our forebears because they are the result of hard-earned experience. However, reviewing them with a 21<sup>st</sup> century eye is not disrespectful. It is essential. We may well find that risks are now better understood, or safer alternatives are available. All activities should have the risks assessed regularly. (General Instruction 028 describes the Bluebell Railway approach to risk assessment.)



## Extension matters

The extension opening date is now firm. All staff are reminded that there are training and competency requirements associated with most roles involved in operating the extended railway. If you are in any

doubt about the requirements for your role, ask your manager.



The railway's Safety Management System (SMS) has been revised to take account of the extension and other necessary changes. The handbook (SMS 2013) has been made more concise, referring out to detailed procedures etc where appropriate. This format provides the opportunity to issue the SMS handbook to all staff, via managers.



All are reminded that the entire line and the lineside north of Kingscote platforms through to East Grinstead remains off limits to everyone except those whose work requires them to be there, and who have been assessed as competent in that respect. This limitation includes holders of Photographers' Personal Track Safety (PTS) Certificates.

## Are you getting the message?

### Do you have concerns?

We all have a lot to contribute, and we all have a responsibility to “do the right thing”. So do you know how to get relevant information and raise concerns – on safety and other matters? The detailed arrangements in place at Bluebell have recently been reviewed and reissued as General Instruction 032 “Staff Consultation and



Engagement”. This Instruction will be briefed to all staff, via managers or their delegates. Copies are available in all Departments. Ask your manager to see a copy if you wish.

One important point to note is that each Department has its own operating and safety committee. The remit of these is “to meet quarterly to discuss all matters relating to the department in order to report to the Operating and Safety Review Group and to ensure awareness of the day-to-day issues by all staff and to provide a communications conduit through the organisation”. If you have a safety matter that you can't resolve, ask your manager or your representative to raise it at your local meeting.

Do you know who your rep. is, and when your local meetings take place?

## Defibrillators

You may have noticed white “AED” cases at Sheffield Park and Horsted Keynes



stations. These contain Automatic External Defibrillators, which have been provided by SE Coast Ambulance Service, who are also responsible for their on-going maintenance etc. The devices are provided for “public access”, and can be used by anyone (who is willing) to restore a normal heart rhythm in a casualty. Voice instructions are given as soon as the pouch containing the device is opened and I am assured that they will not shock anyone who doesn't need it. Training is not essential but will be offered to staff, on a

voluntary basis, at sessions to be organised by the Ambulance Service after the extension opening. A further device will be installed at East Grinstead, if a suitable location can be identified.

### Working Visitors and Contractors

The railway has legal and other responsibilities to take care of everyone on the premises, including informing them of risks and what to do in an



emergency. For staff, this is covered by induction and other training. Customers are asked to read the customer information leaflet, and are managed in an emergency by the staff present. In order to exercise proper care over contractors and working visitors the railway needs to know where they are and what they are doing. All must sign in on arrival and sign out when leaving, and their safety etc. is the responsibility of the member of staff they are visiting or for whom they are working. Casual and short term visitors must be escorted by a member of staff. Those visitors and contractors who work unescorted must receive *and understand* full instructions from their host regarding measures which they must take to work safely, and in the event of an emergency.

Arrangements at the various railway locations differ in detail, but all embody these basic principles.

### Learning Points –at home

Reports of accidents and incidents that occur at the railway are regularly reviewed to see what changes to practice, or reinforcement of rules and procedures may be necessary.

A recent incident involved a train being moved without the Guard's permission, while he was attending to the tail lamp. Fortunately, in this case, no one was hurt - but the potential for serious injury was very real. The key learning points are:

- Guards are reminded that the handbrake must be applied immediately when berthing stock. *Rule 150(b) and Rule 111(ii) refer.*
- Drivers must only work to signals given by the person in charge - the Guard in this case. *Rule 108 refers.*
- Persons not involved in a movement should not interfere – except to stop the movement in an emergency.

### Learning Points – from other railways

Operating and Safety Review Group (OSRG) regularly review reports produced by the Rail Accident Investigation Branch (RAIB) – to extract the learning points for our operation. Some of these were:

- A train was derailed at **Letterston Jct** when it hit a cow. The inspection regime for our lineside fences will be formalised, and staff briefed appropriately.
- A road vehicle went through a fence and was struck by a train at **Stowmarket Road**. This provided a timely reminder to review our own assessment of this risk.



It was encouraging to note that the issues highlighted by several RAIB reports were already addressed by our own practice – but we must not be complacent.

More detail on incidents will be made available to the appropriate local operating and safety meetings.

### Management of Change

The railway formalised its Management of Change process in August 2011 in order to comply with the Railways and Other Guided Systems (ROGS) and other Regulations. The policy and process are part of the Safety Management System, and are detailed in GI019. If you trusted in the process, then only one change has been initiated since 2011. Well done to the Sheffield Park Platform One Canopy Extension team!



Clearly there other changes have been made without complying with the process. These include special events, filming, visiting locos, changes to maintenance regimes, changes to use of buildings. “So what!” I hear you all cry. Well, change management is there to identify and properly control any new or changed risks – including by application of *appropriate levels* of risk assessment and management. So whatever you are thinking of changing, check with the GI. The safety manager can also advise on the process.

### And finally ...

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>

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