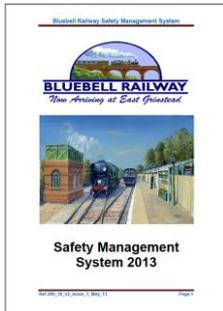


# BLUEBELL *Safety* NEWS

May 2015

## SMS 2013

Many readers will be familiar with the latest version of the Safety Management System (SMS) that was launched at the end of 2013. Those who have not attended a briefing session should attend one of the briefings provided for new entrants to the Railway.



## New Entrants

And talking of whom ... every new member of staff should now be attending one of the briefing sessions. If you are a new volunteer and have not done so, please contact the volunteer recruitment team at: bluebellvolunteer@gmail.com.

If you are a recent employee then speak with your manager.

## Learning points

The regular review, by OSRG, of accidents and incidents that have been investigated by the Rail Accident Investigation Branch (RAIB) can highlight specific actions for Bluebell railway to avoid or mitigate the risks that are identified. Obviously some "Big Railway" events are not relevant to



Bluebell, for example because of the technology involved, or perhaps the particular circumstances. Of the fifteen reports reviewed by OSRG in March none highlighted any immediate action or significant learning points. That included the unauthorised entry of a train into a single line section at Greenford. The review, led by the Operations Director, concluded that the risks, including those associated with Kingscote up home signal, are adequately mitigated and it is not necessary to change the application of Rule 39a at Bluebell.

Another recent incident involved a train departing without the proper authority being given by the Guard. Learning points from that are:

- Guards should take care not to give any signal that may be confused with a proper "right-away".
- Engine crews should be certain that the signal to start is the correct one – by day, a green flag, unfurled, waved above the guard's head.
- If a train does depart without the proper authority it should be stopped, if possible, to ascertain the reason.

## Cameras at night

Station staff and train crews should be aware that many of today's cameras have focus-assist lights to help them work in the dark. Often these are red in colour, but sometimes another colour is used, such as green,. Be aware of this,

and be wary not to confuse a camera light with a hand signal or a fixed signal light.

If you use a camera at the railway at night please be aware of this also and avoid giving potentially confusing signals to our operating staff. And please don't use flash where it might affect the night vision of staff.



## PTS revisions ...

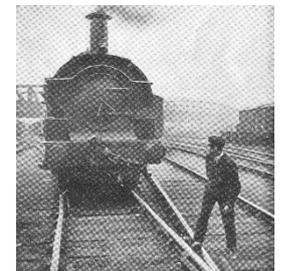
The Personal Track Safety Handbooks – for both Staff and for Photographers – have been reviewed and updated.

The changes to the staff version are few and relatively minor.

More significant are changes to the arrangements for photographers to access the lineside. The following access points are now closed to photographers (including holders of staff PTS who are engaged in photography) for safety and security reasons.

- Sloop (or Freshfield Lane) Bridge - at MP 7m 73ch
- Monteswood Lane (or Cockhaise) Bridge - at MP 88m 29ch, and
- Holywell (or Waterworks) Bridge - at MP 9m 62ch

These locations are, or will be, receiving secure fencing to protect



the railway from trespassers. Access will be available to holders of the appropriate key.

If you need a copy of the latest PTS Handbook please contact your manager, or let the Safety Manager know. (See contact details at the end of this newsletter.)

### ... and a reminder.

Personal Track Safety (PTS) arrangements provide a Safe System of Work (SSOW) for a range of activities on the line and lineside – but not everything. If what you need to do does not allow you to apply the PTS requirements in full then an alternative, approved SSOW must be in place **before work starts**.

For example, if it is necessary for one or more people who do not hold a valid PTS certificate to go on or near the line or the lineside, then those circumstances are clearly **not** covered by PTS.

### Accidents and Incidents

Any edition of this newsletter would not be complete without a few words on accidents and incidents, so here goes ...

... Firstly, thank you to all who have reported accidents and incidents. That important action is the first step in learning from our



experience and avoiding, as far as practicable, future similar events. Thanks also to those people (mostly managers and supervisors) who have investigated the events, so that we understand the real issues and take appropriate action.

For your information, in 2014: 188 events were reported: 73 accidents and 115 incidents.

Of those, 49 directly involved customers; 58 directly involved members of staff; and 81 related to train operation.

The overall numbers are similar to those in 2013.

In addition to the investigation of each event, when particular themes emerge special attention is brought to bear – for example the emphasis on carriage door security in recent months.



Please keep reporting accidents and incidents (including near-misses) using the procedure and forms in the accident books. Each one is considered so please make them complete and legible!

### Mind the doors, again

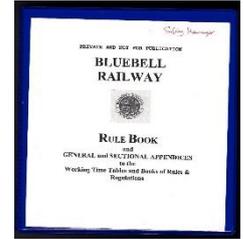
On the subject of carriage doors, a recent near-miss involved a carriage door not being properly locked “out of use”. Operations staff are reminded to check that **all**



doors operate as they should – including those that are not in service and so should not be able to open.

### The Rule Book, and safety.

The Bluebell Railway Rules apply to all staff. In the words of the Rule Book itself, they



“...are for observance by the employees and volunteers of The Bluebell Railway...”. Whilst a lot of the Rules relate to train operation, and not everyone needs to know all of them off by heart, there are some that have more general relevance. For example:

- “Members of staff **must** see that the safety of themselves, other members of the staff and the public is their chief care ...” in Rule 2, and
- “Members of staff **must not** report for duty when unfit through drink or drugs, consume intoxicating liquor or ingest controlled drugs ... while on duty...” in Rule 3.

These are clearly common sense, and essential for the safe and professional operation of our business, but it is worth reminding everyone that these and other Rules apply to **all** Bluebell Railway people, no matter what role we fulfil.

Roland Law

Safety Manager

safety@bluebell-railway.co.uk

This newsletter is available on the Bluebell Railway website at:

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