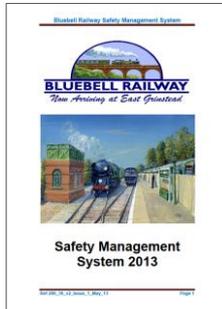


# BLUEBELL *Safety* NEWS

December 2014

## SMS 2013

Most of you will be familiar with the latest version of the Safety Management System (SMS) that was



launched at the end of 2013 and was introduced at the staff briefing sessions. Those who have not attended a session will get the opportunity to do so in the New Year. These latest briefings, on the SMS only, are being finalised so do keep a watchful eye for the publication of dates.

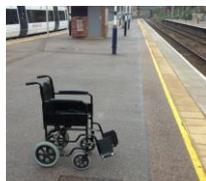
As the latest version of the SMS has been in place for a year it was timely to conduct an audit of its completeness and compliance in key areas. The audit was conducted by an independent, qualified auditor in October 2013. The audit report of findings and recommendations is now with us and will be considered fully by the Operating and Safety Review Group (OSRG). As was expected, there are areas where knowledge and compliance is good – such as compliance with the Rules, and an improved understanding of the structure of the railway – and others where it was not so good. The areas that are identified for improvement include:

- Coverage, suitability and sufficiency of risk assessments;
- Compliance with local instructions in some departments; and
- Emergency arrangements.

The appropriate directors and managers will be responsible for developing and implementing prioritised action plans to address the recommendations of the audit report. So you will hear more of these in coming weeks and months.

## Learning points

Bluebell management, including OSRG, reviews all accidents and incidents reported at the railway and those elsewhere that are the subject of Rail Accident Investigation Branch (RAIB) reports and bulletins. Often specific actions are taken to avoid or mitigate the risks that are identified. Sometimes the need wider awareness is a factor.



Accidents at both Southend and Whyteleafe stations last year have highlighted the risks of pushchairs and wheelchairs rolling from a platform onto the track. Station staff (in particular) are reminded to help customers, who may be unaware of the risks, to keep wheelchairs, buggies and the like safely under control at all times.

At our own railway, an accident occurred when a person sat on the un-supported end of a luggage



barrow – like the one shown in the picture. It is most important that this kind of barrow is parked “tilted” – not flat as shown – and where they will not roll towards the platform edge, of course.

## Carriage doors – again. Any bright ideas?

The subject of improperly-closed carriage doors (particularly doors left “on the catch”) has arisen many times in earlier issues of this newsletter – and continues to be a problem.



All staff are reminded to be vigilant as an improperly-closed door is a potential hazard. The reasons why these incidents occur may be varied, and probably include the lack of familiarity of many of our passengers with manually-operated carriage doors that do not have “central locking”. Any ideas that readers may have to combat this issue are invited. Please send your suggestions to the e-mail address at the end of this newsletter.

## Droning on

There is an increasing trend towards using “drones” – small free-flying, remotely-controlled aircraft – for photography from a new viewpoint. The drones themselves can be heavy and the operators require skill to operate them safely. So they can present a

hazard to those involved in the photography and to others.

Use of “Unmanned Aircraft and Aircraft Systems” is governed by the Civil Aviation Authority. The regulations are available on-line at [www.caa.co.uk](http://www.caa.co.uk) and include the requirement not to fly within 50 metres of any person, vessel, vehicle or structure which is not under the control of the person in charge of the aircraft.



To protect those who might be impacted, and the Company’s property, it is not permitted to operate a drone from or within 50m of Bluebell Railway property - except where specific authority is given by either the Infrastructure or Operations Director.

An addendum to the *Bluebell Railway Track Safety Handbook for Lineside Photographers* has been issued to cover this topic.

### **That was close!**



Near misses aren’t all as dramatic as this, but we all see them. Perhaps it is where, but for good luck, something serious could have happened. Don’t forget to report these events so that they can be looked at to see what could be done to avoid a similar situation – possibly with more serious consequences – in the future. Use the Accident and Incident Books to

do this to make sure that it does get appropriate consideration.

### **Winter working**

We are approaching the shortest day of the year, and some of us are working early or late in the day. Apart from the cold, ice (and snow?) do be prepared to work without the sun to provide light. Even if you don’t plan to work that late do be prepared, just in case. For example, make sure lighting is available and working. (If it’s not, then report it for repair.) It might be wise to carry a torch. Even the flashlight on your mobile phone can be used in an emergency – if you have enough charge in your battery!

And do take extra care when working alone, and when travelling to and from the railway.

### **Lookout! ... and PICOW**

If you work on the line or the lineside – other than as train crew, shunter or signaller – you will be aware of the need to hold a certificate of competency for Personal Track Safety. You should also be aware, from the PTS course and the handbook, that where you



are one of a group of two or more people working together “on or near the line” then one of the group must be the Person In Charge Of Work (PICOW). It is the PICOW’s responsibility to establish a safe system of work to protect

the members of the workgroup from being endangered by trains. In certain circumstances, that safe system of work may include the provision of Lookouts, who themselves are appointed by the PICOW.

Both PICOW and Lookout are safety-related roles that are crucial to the safety of the work group. Only people who are competent to do so may perform these roles. Competence for each is gained by successful completion of the relevant course and assessment. If you think that you need to be a PICOW or Lookout then you must first speak with your manager.

### **Parking at Sheffield Park ...**

... may not be an obvious safety issue, but congestion and inconsiderate parking  in Car Park ‘A’ – the “top” car park – causes difficulties for some staff, disabled visitors, coach parties, and deliveries – and also for evacuation routes and access for the emergency services. With these in mind a review of parking in Car Park ‘A’ took place in November, involving key stakeholder representatives. The outcome of the review is that new arrangements, including new marking-out, will be introduced in spring 2015. In the meantime, if you use Car Park ‘A’, please park considerately and don’t obstruct the existing marked disabled, visitor, coach and access areas.

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This newsletter is available on the Bluebell Railway website at:

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