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0.1 Introduction

This High Level Summary of the South Tynedale Railway (STR) Safety Management System (SMS) addresses how the railway complies with the requirements of the Railway and Other Guided Systems (ROGS) regulations and how the effectiveness of the SMS which facilitates such compliance is measured and improved by using RM3 Risk Management Maturity Model 2019 (RM3).

The SMS also covers non railway health and safety requirements as they apply to the STR.

Key to this is the establishing of effective systems of governance for the railway as whole and safety governance on the railway in particular. The South Tynedale Railway Preservation Society acknowledges that in the end all failures on the railway, if they occur, are failures of governance.

The principle vehicle for the development of effective safety governance and safety policy is the Safety Management Group (SMG) which meets bi monthly. The membership consists of key personnel on the railway having a responsibility for safety matters. Minutes from each SMG meeting are presented to the STRPS board of trustees in order to ensure that all trustees are aware of and take ownership of safety issues on the railway.

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Within in the regulations the South Tynedale Railway falls into the category, Minor and Heritage Railway. This means that all the requirements of the “big railway” do not necessarily apply to the STR and the trustees of the South Tynedale Railway Preservation Society may take an approach to the Safety Management System that they consider proportionate to the size and complexity of the railway. We generally consider the STR to be not large and not complex.

However as a non mainline railway operating below 25mph the STR under the regulations is still required to:

- Have a duty of cooperation with other transport providers although this has no practical application on the STR as it is “landlocked” from the national railway system and has exclusive use of its own infrastructure
- To effectively manage safety critical work, including its engineering, permanent way, signalling and day to day operations
- To carry out risk assessments of its operations wherever necessary and make these risk assessments known and available as appropriate to the personnel involved in running the railway
- To have in place a Safety Management System which is sufficient and proportionate to the scope to the operation of the railway.

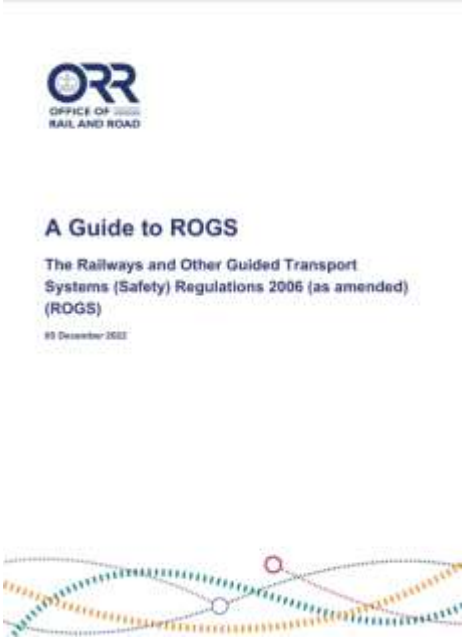
The South Tynedale Railway as a minor railway is listed on the Office of Rail and Road list of railways excluded from the requirements of the mainline railway.

The guiding principle behind the STR Safety Management System is that we “Say what we do and do what we say”

0.2 The Principle sources of railway related safety and regulatory information used in this Safety Management System are:



0.2.1 Safety Management Systems – Guidance for Minor and Heritage Railways - 2022



0.2.2 A Guide to ROGS – The Railways and Other Guided Systems (Safety) Regulations 2006

GUIDANCE ON MINOR RAILWAYS

Railway Safety Publication 5



0.2.3 Guidance On Minor Railways – Office of Rail and Road and hosted by the Heritage Railway Association - 2020

RM³ 2019

The Risk Management Maturity Model

Topic set 1


Heritage Railways

Version 1 2021



0.2.4 RM3 The Risk Management Maturity Model
Topic Set 1 – Heritage Railways Version 2021



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0.3 Office of Rail and Road Recommended Components of the Safety Management System

These components are shown below with comments on South Tynedale Railway compliance with these requirements.

0.3.1 Scope of the SMS


The STR SMS covers all railway operational activities; engineering, permanent way, signalling systems and railway infrastructure. The index to the SMS is set out in the following sections:

1. Location, Ownership and Operation of the Railway
2. Health and Safety Policy
3. Environmental Policy
4. Safety Management Structure and Organisation
5. Risk Assessment
6. Competence Management
7. The Rulebook
8. Health and Safety Arrangements
9. Engineering, Infrastructure Inspection and Maintenance Operations
10. Emergency Plan
11. Accident and Incident Reporting and Investigation
12. Customer Facing Facilities and Operations
13. STR Office and Infrastructure Operations
14. STRPS Risk Register

These sections are described in more detail later in this document.

0.3.2 Safety policy and objectives;

This covered in SMS section 2 and consists of the Health and Safety Policy Statement as required by the Health and Safety at Work Act 1974 and SMS section 4 Safety Management Structure and Organisation.

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0.3.3 Safety accountabilities;

The South Tynedale Railway Preservation Society (STRPS) which is a charitable company is responsible for the safety of all volunteers, contractors, passengers and the general public who are involved in, encounter or use the railway. There are no other organisations involved in the operation of the railway.

As the STRPS is incorporated as a charitable company it is the company itself rather than its individual trustee/directors that are responsible for the safe operation of the railway. Only in the most egregious breach of safety management would a trustee/director find themselves personally responsible.

0.3.4 Key safety personnel;

The key safety personnel on the South Tynedale Railway are:


0.3.4.1 Mr Ian Millward, Chair of Trustees who is responsible for the effective governance of the South Tynedale Railway Preservation Society and ensures that we hold safety at the centre of everything we do on the railway.

0.3.4.2 Mr David Granath, Trustee and Head of Safety who is responsible for the development of effective safety governance and safety policy in accordance with the legal and regulatory duties of the South Tynedale Railway Preservation Society.

0.3.4.3 Mr Frank Shaw, Trustee, Deputy Chair and Head of Engineering and Permanent Way who is responsible for the development of safety policy and risk assessments in these designated areas of work.

0.3.4.4 Mr Kevin Malone, Trustee and Head of Infrastructure who is responsible for safety of the railway's infrastructure including bridges, viaducts, culverts, embankments and retaining walls and any other relevant structures.

0.3.4.5 Ms Natalie Tomlinson, Trustee and Operations Manager who is responsible for the day to day running of the railway and safety of crew, passengers and the public when the railway is running.

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In addition there is on each running day a **Duty Operations Manager** who is responsible for the safe running of the railway on their duty day.

0.3.5 Documentation control procedures;

The Head of Safety has in place a system of SMS document control which ensures that on each new edition of any part of the SMS there is an identification number and date.

Personnel have access to the SMS through the volunteers' area of the STRPS website and the SMS file which is held in the signal boxes at Alston and Slaggyford, the engineering workshop and the DOM's office. As each new version of an SMS policy is issued the previous version whether in paper or electronic form is removed.

0.3.6 Hazard identification reporting;

There is in place a hazard report system in section 11 of the SMS, Accident and Incident Reporting and Investigation and this is described in more detail later in this document.

0.3.7 Risk management schemes;

There is in place under SMS section 5 a comprehensive range of risk assessments which are added to as and when new risk assessments are required. The risk assessment policy is described in greater detail later in this document.

0.3.8 Management of contractors;


The management of contractors requires further work and when complete will be covered in sections 9.1.12 and 9.1.13 of the SMS. In the meantime there is a contractor authorisation procedure where basic contractor information is entered on to a Contractor Authorisation Form and a pink notice posted at the signing on point in the engineering workshop and the DOMS' office.

More work is required in this area to establish a robust but proportionate system of contractor assessment and control.

0.3.9 Safety performance monitoring;

Safety performance on the railway is monitored in a number of ways.

- Under section 11 of the SMS there are procedures by which particular incidents or accidents are investigated

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- There is a report to each meeting of the Safety Management Group on accidents and near misses in order to learn from any such events to avoid a recurrence
- The railway uses the RM3 model to assess the performance of the Safety Management System and there is a more detailed discussion on the use of RM3 later in this document.

0.3.10 Incident investigation and reporting;

Incident investigation is covered in section 11 of the SMS, This details investigation and reporting procedures and is discussed in more detail later in this document.

0.3.11 Emergency response planning;

This is dealt with in section 10 Emergency Plan of the SMS and is currently under review and is discussed in more detail later in the document.

0.3.12 Management of change processes;

There is in place a system of management of change which involves a trustee sponsor for each change project bringing a proposal on a change management form to the board of trustees for approval. Once approval is given the sponsor is responsible for monitoring the progress of the project and reporting to the board of trustees upon its completion.


0.3.13 Safety promotion and communication;

Section 8.3.5 of the SMS covers Volunteer Safety and Communication Arrangements and this is described in more detail later in this document.

0.3.14 Safety/just culture policy and supporting processes;

At present, while individual personnel on the railway tend to look after themselves and act safely. It cannot be said there is a strong safety culture. The SMS while available to all personnel appears not to be a part of every day thinking on the railway.

In some departments, engineering for example, there are regular “toolbox talks” but this approach is not reflected across the wider railway and requires improvement.

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0.4 The South Tynedale Railway Safety Management System in Summary

The last number in red in each section heading below corresponds to the section number in the SMS. For example section 0.4.1 below corresponds to section 1 in the SMS

0.4.1 Section 1 Location, Operation and Ownership of the Railway

This section describes the location, history and present state of the South Tynedale Railway. It is a 2 foot single line narrow gauge railway currently operating on a one train working basis with a line speed of 15mph running along the trackbed of the old Alston branch between Alston in Cumbria and Slaggyford in Northumberland.

The STR is essentially a tourist railway but with enough railway activity to interest the railway enthusiast market as well. It operates between Easter and the end of October each year with additional Santa Specials in December and carries about 9,000 passengers a year. It is able to earn enough in fares and sales to cover its running costs. Apart from some freelance help the railway is run entirely by volunteers, it would not be financially viable if it employed paid staff.


The South Tynedale Railway Preservation Society is an incorporated charitable company. It owns or leases on a long term basis all of its land, infrastructure and equipment. There is no trading company or other body to complicate matters.

The railway owns a number of offline structures which require maintenance and repair. The nature of these structures is such that if major repairs were required they could severely affect the finances of the railway and they are therefore a significant risk to its survival.

The South Tynedale Railway justifiably brands itself “the friendly railway” but in order to ensure its long term survival it should be better known and busier.

0.4.2 Section 2 Health and Safety Policy

The South Tynedale Railway has a Health and Safety Statement which is posted in the engineering workshop, the duty operations manager’s office, Station House, the mess room and the

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signalboxes at Alston and Slaggyford. The statement sets out the key areas as required by the Health and Safety Executive.

Namely:

- The moral and legal responsibility to run a railway that is safe for those that work on it, passengers, contractors and the public
- Board leadership regarding the safety of the railway
- The provision of safe systems of working and suitable risk assessments
- Involvement of those that work on the railway in health and safety policy
- To provide effective training in safety matters as required
- To review and continually improve safety arrangements on the railway

The Health and Safety Statement is reviewed annually and signed off by the Chair of Trustees. Last review January 2026.

0.4.3 Section 3 Environmental Policy


This policy describes the STRPS commitment to operating the railway in a way that has the least damaging effect on the environment. It sets out the measures to be taken in the context of applicable legislation and guidance.

0.4.4 Section 4 Safety Management Structure and Organisation

This section of the Safety Management System describes the approach taken by the South Tynedale Railway Preservation Society to the structure and organisation of safety on the railway. It makes reference to the key railway guidance by which we are bound, namely that covering the SMS and ROGS and RM3.

It acknowledges the ultimate responsibility for safety on the railway rests with the board of trustees of STRPS and that the management, development and monitoring of safety on the railway is delegated to the Safety Management Group. The two key positions are the Chair of Trustees who leads the board in all matters including safety and the Head of Safety who convenes the Safety Management Group.

The railway is assisted in its safety duties by the appointment of an Independent Competent Person as is required under section 2 of A Guide to ROGS. In particular the ICP is responsible for the verification of the safety of any new or amended safety critical changes on the railway. The ICP

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must a) have the skills and knowledge required to fulfil this task and b) be able to make assessments of safety critical changes on the railway in an objective manner.

The ICP for the South Tynedale Railway is Mr Martyn Ashworth and the trustees are satisfied that he fulfils the requirement of skills and objectivity. In addition Mr Ashworth provides more general consultancy to the railway.

In terms of safety governance the minutes of the Safety Management Group are presented to each board meeting in order that all trustees are aware of safety developments and issues on the railway.

Section 4 of the SMS also describes the duties of the DOM who is responsible on their duty day for the safe running of the railway. Section 4 also describes the duties of volunteers and other personnel to work in a safe manner.


The Safety Management System is reviewed on a two yearly basis and this is a joint effort between the ICP and railway personnel and the last review took place in July 2025 and is valid for 2 years. In addition we employ RM3 for Heritage Railways to review the SMS, again involving our ICP. The last such review took place in September 2024 and the next is scheduled for March 2026. The railway under RM3 is mainly rated as Managed.

0.4.5 Section 5 Risk Assessment

The South Tynedale Railway has, as is required under the Health and Safety Regulations 1999, in place a system of risk assessment. The system identifies hazards and measures their severity and seeks to minimise them by putting in place mitigating measures. It has risk severity identification matrices in relation to people, property and management of change.

A new risk assessment is put in place in the following circumstances:

- A new hazard is identified
- There is significant operational change to a piece of equipment
- A new substance that may be hazardous is put in place
- A new activity or commercial offering is put in place
- A risk assessment is more than 3 years old

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There are particular types of risk assessment:

- Generic risk assessments that apply across the whole railway
- Task and equipment specific risk assessments
- COSHH risk assessments
- Asbestos risk assessments
- Legionella risk assessments
- Railway safety risk assessments
- Level crossing risk assessments
- Fire risk assessments
- External contractor risk assessments

0.4.6.1 Section 6.1 Competence Management – Railway Operations

The South Tynedale Railway in accordance with the requirements of ROGS section 24, Competence and Fitness, has in place a system of competency management.


This applies to all safety critical duties on the railway and sets out the means by which competency in any particular role is assessed and maintained. Any safety critical requires the individual in question to:

- have passed the rulebook exam,
- hold either a safety critical or self declaration medical statement depending upon the role
- have achieved the necessary competencies
- passed a practical and theory examination in the chosen area

In addition there are the Railway 1 and 2 courses which set out basic personal and operational safety and the shunting course which is required by any personnel in addition to their qualification in their chosen role.

A candidate must have achieved 10 turns before examination can take place, modified to 5 turns in some cases when moving from one safety critical role to another.

A certificate of competency is valid for 3 years from the date of examination and in order to maintain the competency the individual must complete 3 turns each season. There are procedures in place to recertify personnel who do not achieve their 3 turns.

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In some situations it may be necessary to make derogations from the policy and the Chair of Trustees has the power to do so.

The railway has appointed a Competence Manager to administer the competency management system.

0.4.6.2 Section 6.2 Competency Management – Fixed and Mobile Equipment

This section is currently being written.

0.4.7 Section 7 Rulebook

The South Tynedale Railway rulebook consists of the following sections:

Section A General rules for everyone

Section B Personal track safety

Section C Fixed signals

Section D Degraded working – failure of signalling equipment

Section E The Duty Operations Manager

Section F Special working during extreme weather conditions

Section G One train working – operation of the single line

Section H Working of trains

Section I Continuous automatic air brakes

Section J Shunting

Section K Train detained at a signal

Section M Accidents, obstructions and failed trains


Section N Locomotives and rolling stock

Section T Possessions and work on or near the line

Section W Workshop and running sheds

Section Y Communications

In addition there are local working instructions for Alston and Slaggyford Stations.

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All operational personnel are required to pass the open book rulebook examination prior to taking practical and theory examinations in their chosen duty. In addition all operational personnel are required to take an open book multi choice questionnaire examination every 2 years.

There is an appointed rulebook examiner.

The rulebook is subject to revision from time to time.

0.4.8 Section 8 Health and Safety Arrangements

0.4.8.1 Section 8.1 First Aid Provision

This section stipulates that there should be adequate emergency first aid provision on site, both for public running days and all other days when the railway is occupied.

0.4.8.2 Section 8.2 Staff and Volunteer Welfare Facilities

This section describes the provision of welfare facilities including toilets and changing facilities for men and women working on the railway.

0.4.8.3.1 Section 8.3.1 Drug and Alcohol Policy


This section stipulates that all personnel working on the railway must not be under the influence of drugs or alcohol. Personnel must declare that any prescribed medication will not adversely affect their ability to operate safely and when signing on at the beginning they are declaring that they are free of drugs and alcohol.

0.4.8.3.2 Section 8.3.2 Personal Property

This section stipulates that personal property is marked with the owner's name. In the case of any power tools brought on to the railway the DOM/Responsible Person is informed and where appropriate a PAT test is carried out on the equipment before it is used.

0.4.8.3.3 Section 8.3.3 Equal Opportunities Policy

It is the policy to treat all personnel on the railway equally and with respect. Volunteers will be allocated tasks solely on the grounds of their ability. All personnel must adhere to the Equal Opportunities Policy and where they do not words of advice of if necessary disciplinary procedures may be invoked.

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0.4.8.3.4 Section 8.3.4 Medical Assessment of Volunteers

All volunteers that undertake operational work on the railway must undergo a medical assessment to confirm they are fit to work.

For drivers of what ever form of traction there is a requirement to undertake a safety critical medical examination by a qualified medical practitioner. For all other personnel the requirement is to complete a medical self certification.

The latter documents are scrutinised by the Chair of Trustees or some other suitable person and enquiries may be made of their medical practitioner if there are any matters of concern.

There are prescribed intervals for medicals depending upon the age of the individual.

Personnel are required to inform the railway if there is any change in their fitness to carry out their role.

0.4.8.3.5 Section 8.3.5 Staff and Volunteer Communication and Consultation Arrangements

The South Tynedale Railway undertakes consultation and communication with people on the railway by publishing the rulebook and Safety Management System and issuing as required special notices. The railway also provides training as necessary and there is opportunity to discuss safety matters.

0.4.8.3.6 Section 8.3.6 Volunteer Grievance and Disciplinary Procedures


This section sets out the grievance and disciplinary procedures that apply to the South Tynedale Railway and the circumstances in which they may be employed.

The disciplinary procedure also deals with safety critical incidents where personnel may be suspended where there is a breach of the safety rules. Both procedures allow for an appeal if the appellant is dissatisfied with the outcome of their case.

0.4.8.3.7 Section 8.3.7 Children and Young People

The railway offers volunteering opportunities for children (age 14 and 15) and young people (age 16 and 17).

Such activities are subject to a children and young persons risk assessment and must be supervised by an appropriately qualified and vetted adult. Adult volunteers are required to exercise the highest standards of behaviour both in terms of safety and professional conduct.

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Where the criteria are met for vetting under the Disclosure and Barring Service this can be carried out through and arrangement with the local Council for Voluntary Service.

0.4.8.3.8 Section 8.3.8 New and Expectant Mothers

This section covers the necessary risk assessment for expectant mothers.

0.4.8.3.9 Section 8.3.9 Occupational Health Monitoring

Pending upon a decision as to whether it would be applicable to the South Tynedale Railway.

0.4.8.3.10 Section 8.3.10 Smoking Policy

This section forbids smoking and vaping in and on all STR properties apart from two designated areas, one at Alston and one at Slaggyford.

0.4.8.3.11 Section 8.3.11 Vulnerable Adults Policy

This section describes the measures to be taken to protect vulnerable adults who work on the railway from harm and abuse. It provides definitions of vulnerable adults and the positive measures to be taken by the South Tynedale Railway to provide a safe and inclusive working environment.

0.4.8.4 Section 8.4 Site Visitor Control


The railway has a duty of care to all visitors and has therefore put in place measures to ensure their safety. These include site visitor signing in books at appropriate locations, restricted access to some areas and the supervision of visitors in safety critical areas such as workshops.

0.4.8.5 Section 8.5 Lone Working

It is recognised that there will be some circumstances where lone working will be necessary and this section deals with arrangements to be put in place to minimise risk to lone workers. These measures include risk assessments, control measure, the forbidding of certain activities while lone working and reporting on and off duty measures.

0.4.8.6 Section 8.6 Fire Safety Arrangements

There is a fire safety management plan for each of the buildings around the Alston and Slaggyford sites. Each plan covers site procedures in the event of a fire, evacuation plans, equipment testing procedures.

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0.4.8.7 Section 8.7 Legionella Risk Management

Risk management is carried out by an external competent company and STRPS has identified an internal competent person to manage risks associated with legionella. There is a legionella management plan which is kept up to date by the competent person.

0.4.8.8 Section 8.8 Asbestos Management Plan

All buildings and equipment on the railway have been surveyed for asbestos and an asbestos register is in place. The register is added to whenever new asbestos containing items are identified. The asbestos register is published on the volunteers' area of the STRPS website and included in the SMS files.

0.4.8.9.1 Section 8.9.1 COSHH

This section deals with the arrangements for the management of substances hazardous to health, including a register of such substances and risk assessments where appropriate. The register is included in the SMS as section 8.9.2.

0.4.8.10 Section 8.10 PPE and Dress Code

All personnel should wear suitable personal protective equipment suitable for the role they are undertaking. In addition the dress code specifies smart, clean and functional clothing for all public facing personnel.

0.4.8.11 Section 8.11 Noise


This sets out the measures required to protect the hearing of personnel on the railway including noise risk assessments, hearing protection zones in noisy areas and the provision of necessary PPE.

0.4.8.12 Section 8.12 Covid Arrangements

This section is derived from the Covid 19 arrangements in place during the pandemic of 2020/21 and is currently in abeyance.

0.4.8.13 Section 8.13 Managing Fatigue

Measures are in place to reduce the risk of fatigue which could lead to unsafe working practices. These include split shifts for operational crew and labour saving devices. Volunteers also have a responsibility to consider whether or not they are fit for work and if significantly fatigued then to withdraw.

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0.4.9.1 Engineering, Infrastructure Inspection, & Maintenance Operations

This part of the Safety Management System contains the detailed health and safety arrangements in place throughout STRPS to create and maintain a safe and compliant workplace whilst personnel are engaged in work tasks, and includes general instruction in work activities, as well as instruction on work activities requiring the use of specialist equipment. Each topic is presented in a format which details the:

Requirements – the legal compliance associated with an activity

Arrangements – arrangements to achieve compliance with legislation.

Applicable Legislation – cites the relevant legislation.

References – sources of HSE & other guidance.

Documentation – listing of the documentation that will be maintained to evidence compliance.

The sections are as follows:

0.4.9.1.1 Section 9.1.1 Manual Handling

0.4.9.1.2 Section 9.1.2 Slips Trips and Falls

0.4.9.1.3 Section 9.1.3 Work at Height

0.4.9.1.4 Section 9.1.4 Confined Spaces

0.4.9.1.5 Section 9.1.5 Use of Fixed and Portable Equipment

0.4.9.1.6 Section 9.1.6 Lifting Equipment

0.4.9.1.7 Section 9.1.7 Cutting/Welding/Grinding


0.4.9.1.8 Section 9.1.8 Isolation of Equipment

0.4.9.1.9 Section 9.1.9 Pressure Systems

0.4.9.1.10 Section 9.1.10 Electrical Safety at Work

0.4.9.2 Engineering, Infrastructure Inspection, & Maintenance Operations

This part of the Safety Management System contains the detailed health and safety arrangements in place throughout STRPS to create and maintain a safe and compliant workplace whilst personnel are engaged in work tasks, and includes general instruction in work activities, as well as instruction on work activities requiring the use of specialist equipment. Each topic is presented in a format which details the:

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Requirements – outlines the legal compliance associated with an activity.

Arrangements – covers the STRPS arrangements to achieve compliance with legislation.

Applicable Legislation – cites the relevant legislation.

References – sources of HSE & other guidance.

Documentation – listing of the documentation that will be maintained to evidence compliance.

The sections are as follows:

0.4.9.2.1 Section 9.2.1 Infrastructure Inspection Regime and Procedures

0.4.9.2.2 Section 9.2.2 Permanent Way Inspection Regime and Procedures

0.4.9.2.3 Section 9.2.3 Signalling Inspection Regime and Procedures

0.4.9.2.4 Section 9.2.4 Rolling Stock and Locomotive Inspection Regime and Procedures

0.4.9.2.5 Section 9.2.5 Buildings Inspection Regime and Procedures

0.4.9.2.6 Section 9.2.6 Grounds and Lineside Inspection Regime and Procedures

0.4.10 Section 10 Emergency Plan

The Emergency Plan in the SMS details how the railway responds to accidents, emergencies and incidents anywhere within its boundaries including those associated with operating trains and when the railway is non operational to the public.

Sections of the plan cover:

Emergency Access Routes

Site Evacuation Plans


Action in the event of an Operating Train Emergency

Fire

Security Alert

Environmental Emergency

The plan covers the duties of the Incident Controller as well as special rules for the operation of trains in an emergency situation. All STRPS staff & volunteers must be aware of and understand their roles in the Emergency Plan in the event that it is activated they required to undertake such roles.

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0.4.11 Section 11 Accident and Incident Reporting and Investigation

All accidents or “near miss” incidents that occur on the railway are recorded and where appropriate the relevant regulator is notified of the event as required by legislation.

South Tynedale Railway personnel must in the event of an accident or incident report this to the Duty Operations Manager/Responsible Person as soon as possible after the event. At the time of reporting an entry should be made in the accident or near miss book. The accident and near miss books are held in the DOM’s office in the mess coach. Once completed the relevant tear off page is securely filed in the accident/near miss file in Station House.

Accidents and near misses are discussed at each Safety Management Group meeting on a lessons learnt basis.

This section also details the procedures in place for the investigation of accidents and incidents and is linked to SMS Section 8.3.6 Grievance and Disciplinary Procedures should these procedures need to be invoked.

0.4.12.1 Section 12.1 Footplate Experience

This section cover footplate experiences of steam, diesel and electric traction with a particular reference to the safety of participants and others involved. Hands on steam experiences may only be undertaken on non service trains. Footplate rides may take place on service trains. Each participant must read basic safety information, sign a fitness statement and wear appropriate clothing as instructed.

0.4.12.2 Section 12.2 Videography


To be written

0.4.13 Section 13 Display Screen Equipment

To be written

0.4.14 Section 14 Risk Register

This section introduces the South Tynedale Railway Preservation Society risk register. The risk register is an organisation wide document which records and puts in place mitigation measures for a wide range of risks including governance, financial, operational and regulatory risk. It is acknowledged that the greatest risk to the South Tynedale Railway is a breakdown of effective governance due the actions of its own trustees.

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0.5 Review of the Safety Management System

The Safety Management System is reviewed on a two yearly basis by the Railway's Independent Competent Person. The most recent review took place in July 2025 and is deemed fit for purpose for two year up until July 2027.

The most recent RM3 review took place in September 2024 and the outcome was:

- SP1 - Leadership - Managed
- SP3- Board Governance - Managed
- SP4 - Written Health and Safety Management System (SMS) - Managed
- OC7- Record Keeping etc - Ad Hoc
- OP2 - Competence Management System - Standardised
- P11 - Risk Assessment and Management - Managed
- RCS2 - Management of Assets - Managed
- RCS3 - Change Management - Managed
- MRA2 - Audit - Managed
- MRA3 - Incident Investigation – Managed

The next RM3 review will take place on 19th March 2026.