



RAIL SAFETY SHOWCASE

Industry contributions to rail safety

#BuildingSafetyTogether

October 2023

Rail Forum 



Foreword

Established in 2016, Rail Safety Week (RSW) is an industry wide and industry led initiative focused on rail safety for all – people who work on the railway, customers that use our railway and those that can be affected by our operations. Rail Forum adopted RSW in 2023 to take it forward and continue bringing rail safety to the forefront of everyone's minds. In 2023, the dedicated week ran from 26 June to 2 July, promoting the vital importance of safety across and beyond the industry to the communities it serves.

From our perspective as the custodian of RSW on behalf of the industry it's very much about working together. We are delighted by the response from the industry for this year's RSW and would like to commend all those who supported for playing a part in building safety together.

We hope the case studies, best practice and examples of activities inspire further engagement with and commitment to safety, not just during RSW, but all throughout the year.

We would also like to encourage early engagement and planning for Rail Safety Week 2024 which will run between 24th - 30th June.

Elaine Clark

Chief Executive at Rail Forum





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SETTING THE SCENE



Rail is the safest form of public land transport and the United Kingdom has one of the best safety records of any major railway in the world.

Fatal accidents are rare and the risk of potentially high-risk train accidents has decreased by 70% over the past 20 years. We had a record 13 years without a train accident involving a passenger or workforce fatality between 2007 and 2020. This last year continued that trend – there were no workforce or passenger fatalities from train accidents for the second year running. Level crossing and trespass related fatalities also fell by 9% from the previous year. Consequently, the UK's rail passenger and workforce fatality rate is comfortably below the European average.

This world-leading rail safety record is driven by several interlinked factors. The UK's rail industry has a strong and ingrained safety culture. Managing risks to ensure safe operations, working practices and delivery of safe infrastructure is not seen as a 'tick box' exercise, but rather an inherent part of day-to-day work in the UK rail industry. The industry also has a sophisticated culture of continuous learning, drawing on many decades of expertise on what works and what does not.

Sitting above this, the UK has a well-established system of oversight. Assessment bodies and the Office of Rail and Road (ORR) play vital roles in holding the rail industry to high standards of safety, and we have a Rail Accident Investigation Branch (RAIB) able to issue no-blame recommendations on industry, the regulator and government alike when

accidents do occur. This system is underpinned by strong regulations set by government and informed by the learnings of the UK's extensive experience of running railways. Finally, safety remains a top priority for both the high levels of government and industry investment in rail which keeps the wheel turning.

Rail safety remains fundamental in supporting the overall effectiveness, viability and growth of both passenger and rail freight, supporting the Government's objective of levelling up the nation and reducing the number of car and lorry journeys. The latter will ultimately reduce carbon emissions from transport and help the UK reach its net zero targets.

However, the UK's strengths in rail safety do not mean that we can be complacent. The railways are going through a state of change. Demand and usage are evolving. New technology is transforming how the railways are built, maintained and run. And many long-serving members of the railway family are nearing retirement. The sector needs to be even more vigilant to safety risks in this time of change. The Department for Transport is confident that the sector can meet this challenge, and recognises that the sector has the tools, the expertise and the focussed staff at its disposal to maintain the UK's world-leading record on rail safety.

James LeGrice
Head of Rail Safety and Standards at
Department for Transport

INDUSTRY CASE STUDIES



Aura Brand Solutions fit CANT lines as part of our rail liveries to adhere to overhead line safety requirements. The orange stripe around the top of the carriage where the side panel meets the roof warns workers not to touch above it to avoid risk of electrocution.



INDUSTRY CASE STUDY



How Bio-Circle supports safety in the rail industry

Historically, surface cleaning processes in the rail industry have always involved using corrosive cleaners. Many of these cleaners - be it cleaning solvents, brake cleaners or thinners - contain high levels of volatile organic compounds (VOCs). You can tell if something contains VOCs because they have that distinctive strong chemical odour. VOCs are organic compounds that have a high vapour pressure at room temperature – their quick change from liquid to vapour is why they are 'volatile'. Many VOCs evaporate so quickly that it is impossible not to inhale them, unless using high level PPE, air filtration or high-powered extraction systems.

It's undeniable that many VOC-containing chemicals are great cleaners. The solvent has the effect of 'dissolving' many contaminants immediately on contact, breaking it down into smaller particles and carrying it into the solution and away from the surface. However, this great cleaning comes at a price. VOCs are a huge health

hazard. They have been proven to cause eye, nose and throat irritation, shortness of breath, fatigue, nausea, dizziness, drowsiness and even skin problems such as dermatitis. At higher concentrations they can also cause irritation of the lungs as well as damage to the liver, kidney or central nervous system. Some VOCs are even suspected of causing cancer. Read the Material Safety Data Sheet of any VOC containing cleaner – you will find these potential hazards listed. When high quantities of VOCs are present in indoor environments they pose the biggest risk and they can have a marked effect on the users working in such environments - paint-shops, workshops, tooling areas.

BIO-CIRCLE systems and liquids have been specially formulated to eliminate and minimise the use of VOCs without compromising on cleaning efficacy or performance. Our unique combination of equipment, chemistry, biotechnology and service are designed to change the way that we all clean. Our customers in the rail industry have replaced all their surface preparation and cleaning processes with VOC-free or low-VOC liquids and water-based parts washers, with brilliant results.

Over the page are a couple of snapshots:

1

Freight maintenance service provider replaces corrosive cleaner with CB 100 Alu & HTW. Huge increase in safety and an 800% increase in the service life of the cleaner!

CLEANING APPLICATION: Bearings

BIO-CIRCLE SYSTEM/ LIQUIDS USED: CB 100 Alu in HTW at 55 degrees. Previously a corrosive cleaner was used at 65 degrees in an automatic parts washer (from another manufacturer). It had a service life of just 14 days before it needed replacing.

CUSTOMER REQUIREMENT: An improved cleaning process that has a reduced waste chain (especially in disposal), is more energy efficient and safe for personnel.

THE RESULT: Increased service life to 18weeks! Plus more energy efficient cleaning with a reduction in temperature by 10 degrees. Removed a step in the cleaning process.

2

Customer achieves more efficient & safe clean with UNO X

CLEANING APPLICATION: Bogies

EXISTING CLEANING PROCESS: Corrosive cleaner sprayed onto bogies in a small enclosed cabin

THE PROBLEM WITH THIS: Issues for employee health and safety. The corrosive cleaner entirely covered the operator's protective clothing by the end of the clean. Also potential respiratory risks.

BIO-CIRCLE CLEANING PROCESS: Replaced corrosive cleaner with 100% UNO X in an industrial sprayer.

THE RESULT: Much more efficient clean - the bogies only need to be sprayed once with UNO X. Huge reduction in health risk to the operator, along with a reduced environmental impact. UNO X is VOC reduced, energy efficient and less hazardous to dispose of once spent.



INDUSTRY CASE STUDY



New CIRAS app makes reporting safety concerns easier

CIRAS, the rail sector's confidential safety reporting hotline, launched a new app in June to help the workforce raise confidential health, safety and wellbeing concerns simply and quickly, on the go.

CIRAS developed the free app in response to feedback from its members and transport workers.

CIRAS receives hundreds of contacts a year from people working on the railway. CIRAS listens to their concerns in confidence and sends them to the company for resolution – helping to improve safety and reduce risk.

Rail workers can use the CIRAS confidential reporting service to raise health, safety and wellbeing concerns for their own employer or for another company.

They can use the form on the app or press the quick-dial button to call the reporting hotline. They can save their details on the app for faster reporting.

There is also a website reporting form, hotline (0800 4 101 101) and Freepost CIRAS address.

CIRAS listens to a wide range of concerns impacting health, safety and wellbeing, including about organisational and industry change, culture, infrastructure assets, systems and environmental issues.

Concerns do not need to have been reported through another channel before being raised with CIRAS. If an issue has an immediate safety risk, it should be reported through appropriate alternative channels instead.

Download the CIRAS app from the App Store and the Play Store. View a demo of the app in action on the [CIRAS YouTube channel](#).



INDUSTRY CASE STUDY



The Role of AI in Rail Safety

CrossTech on using AI, data and industry collaboration to revolutionise vegetation management, signal sighting and overhead line inspections.

Since 2018, Network Rail has been leading the way in using new AI technology to manage lineside inspections and improve safety. With 20,000 miles of track to oversee, manual video review, cab rides and track walks are very time-consuming. Hubble, an advanced AI technology, has helped to transform the process with support from Network Rail and the Department of Transport.

By analysing forward-facing CCTV footage, Hubble quickly identifies where potential faults pose a risk, enabling timely and accurate intervention. The system uses machine learning algorithms and geospatial analysis to assess the lineside and provide locational data on potential issues.

For the last 5 years, Hubble has expanded its capabilities, becoming the leading, enterprise-grade AI system used across various Network Rail routes. Notably, it now automatically classifies biodiversity habitats and detects hazardous species such as ash dieback. The benefits of Hubble are tangible with improved inspection efficiency, enhanced safety,

and increased reliability. The system is also up to 8 times as fast as manual video review and helps reduce the need for manual inspections.

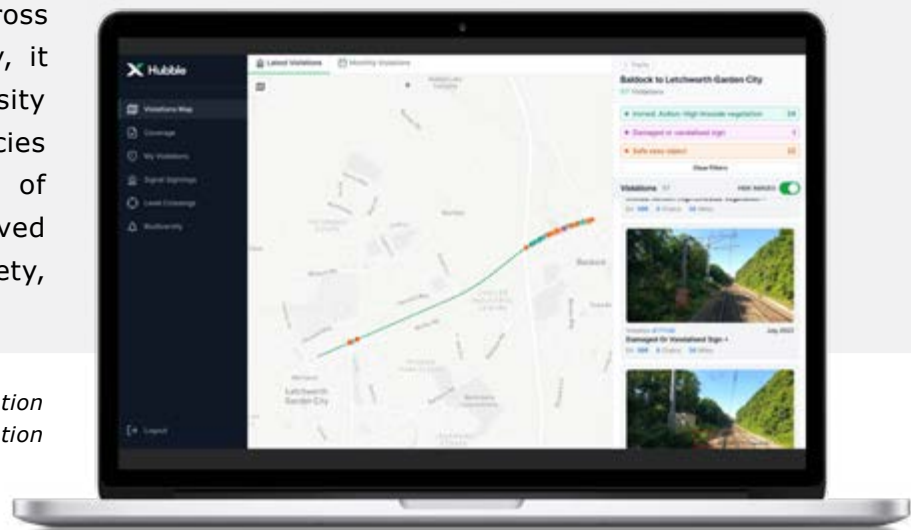
Hubble's impact on Network Rail's operations is significant. It has reduced higher-risk potential issues by 80% and up to 96% on critical corridors, improving performance for train and freight operators and helping front-line teams get timely and regular critical insights to contribute to improved safety.

Furthermore, Hubble fosters industry collaboration, working with over 13 major rail organisations. It also contributes to environmental conservation by minimising travel for site visits and providing up-to-date information on biodiversity and habitats.

The success of Hubble showcases the power of data collaboration and demonstrates how innovative use of existing industry data can bring transformative benefits and support preventative maintenance practices.

Email haydon@crosstech.co.uk for a demo or to learn more.

Hubble quickly identifies areas where vegetation poses risks, enabling timely intervention



INDUSTRY CASE STUDY



Tram safety in the hands of the experts; Making every journey a safe one

The Rail Accident Investigation Branch (RAIB) recommended that light rail networks deliver programmes to prevent the risk of serious accidents from tram over-speeding or driver inattention following the tragic event in November 2016, at Sandilands in Croydon, where a tram overturned.

In January 2019, DB ESG was selected by Transport for London, following a competitive tendering process, to develop, design, install and commission a device to physically prevent the overspeeding (PPOS) of light rail vehicles operated by London Trams in the Croydon area. DB ESG collaborated with Sella Controls who provided the hardware and software, including a PPOS controller and Tracklink III system.

This system has been fully operational for over a year, during which time it has demonstrated exceptional performance, with 100 per cent availability and zero system failures over this time. In February 2023, the Independent Safety Assessor certified the overspeeding protection system, including both the hardware and the software, as being safety assured at Level 2 (SIL2).

This SIL2 accreditation is a UK first for a light rail overspeed protection system and provides independent safety assurance.

In May 2023, Transport for Greater Manchester (TfGM) appointed DB ESG to deliver its tram safety improvement programme. DB ESG, again working in partnership with Sella Controls, will design, install, test and commission the Driver Vigilance Devices (DVD) and Tram Overspeed Protection Systems (TOPS) onto the Metrolink fleet of trams.

To prevent over-speeding, Metrolink's fleet of 147 trams will be equipped with the new systems that will use GPS and other information to determine the location and speed of the tram.

The system utilises Sella Controls' UK Rail approved TRACKLINK® III and EKE Electronics TRAINNET® technologies to provide the TOPS and DVD System. In the event of over-speeding, the driver will be alerted, and if there is no response the brakes will be applied automatically. The protection system will operate independently of other tram monitoring systems. To ensure drivers remain alert, an upgrade will be applied to the traction brake system and if no movement is detected input will be requested from the driver.

www.deutschebahn.com/dbesg



INDUSTRY CASE STUDY



Can consumables reduce Vibration exposure within the rail industry?

Results from a recent test carried out by three businesses to explore whether consumables used in sheet metal grinding can reduce the harmful effects of exposure to vibration within the rail industry have shown that safe usage time, and productivity can be improved dramatically by selecting the right consumables.

TecForce, a specialist in weld engineering services and repair for the rail industry, used hand arm vibration specialists, HAVi Technologies, an innovative, outcome driven provider to coordinate a series of tests to determine whether switching to PFERD's grinding disks would benefit TecForce.

Background:

In order to reduce exposure to vibration in the workplace, we need to focus on the amount of vibration emitted by the tool in use whilst at the same time minimising the time to complete the task. The HSE, in their guidelines L140, refer to these variables as the Vibration Magnitude and the Trigger Time. Indeed, they go further and direct us to reduce risk to As Low As Reasonably Practicable (ALARP) by mandating the creation of a Suitable & Sufficient Risk Assessment to manage these.

Failure to manage these risks properly leads to employees being harmed by incurable damage to the blood vessels, nerves and other soft tissues in the hand and lower arm. This damage is known as Hand Arm Vibration Syndrome (HAVs) and we are duty bound to manage it under the Control of Vibration Regulations (2005). These regulations are enforceable by the HSE and increasingly by the civil courts.

Testing:

HAVi's team measured the vibration magnitude and Trigger Time resulting from the use of a single grinder with two types of grinding consumable; the existing Grinding Steel currently in use at TecForce and the PFERD CC Grind Robust disk. The same operative was used throughout the test.

For the Vibration Magnitude test, a Svantek SV106 six channel human vibration meter and Analyser was used in accordance with BS EN ISO 5349-2 & BS EN ISO 8041. The operative performed surface grinding on a mild steel plate. The data showed that the PFERD disk halved the vibration exposure level for the operative, increasing safe usage time by more than 200%.

For the Trigger Time test, the latest generation HAVi+ Trigger Time on-tool monitor and HAVi Watch were used to accurately record the vibration exposure. The operative used both grinders to grind a 300mm weld flat on a mild steel plate. The PFERD disk completed the task in only 1/3 of the time taken using the existing grinding disk.

To see a full breakdown of the results of the test carried out by HAVi Technologies [click here](#).



INDUSTRY CASE STUDY



Professional Inductions - Safer Sites

Lucid develops high-quality, professional, online inductions for the UK rail industry.

Experience

We built our first online induction in 2009 and have now developed over 40 for both depots and stations. Last year we delivered more than 20K inductions. Network Rail Wales and Western introduced SiteSentinel at Reading Station in 2020 and have continued to expand their usage since.

Perspective

Lucid has been active in the rail industry since 2002. We do not regard ourselves as rail industry experts, but we are able to ask the right questions and understand the answers. We bring an experienced external perspective to a development project.

Technology

SiteSentinel 2.0 launched in January 2023 to facilitate ongoing feature development. Wales and Western have moved to SS2.0 and are using the Pathway-specific pass mark function.

Pathways

This is a core development concept: different types of visitors require different induction content. For example, Reading Station has induction Pathways for Contractors, Volunteers, Film Crew, Retail Personnel, Charity Workers, and Visitors. Pathways have different content, different pass marks, different results delivery and different information capture.

Craft

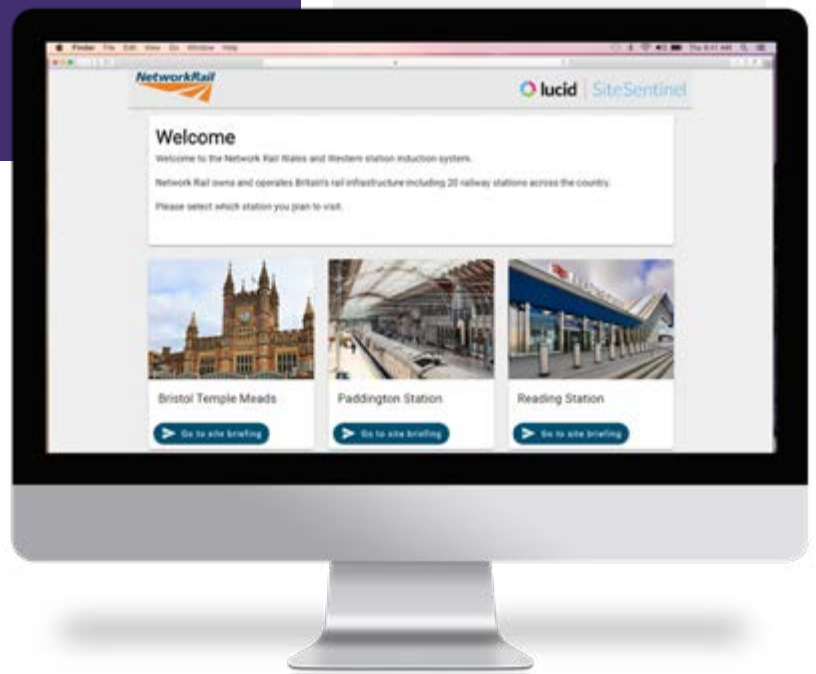
It's not just about technology. A quality induction uses language and media to convey information and drive behaviour. We use professional photos, video, audio, diagrams and maps.

Info

Capture Information flow should be two-way. A professional induction will capture information such as contact number, PTS status, COSHH substances, Production Reference, visitor photo, etc.

Futures

We continue to develop our offering. Future versions will introduce randomised questions, Permit to Work, electronic RAMS and Smart Glossary. We continue to work with several Network Rail Regions to enhance their induction process.



INDUSTRY CASE STUDY



Rapid Maturity Development Using RM3 in Multi-Site Organisations

In the safety critical world of fleet maintenance, managing risks and ensuring safety is paramount, especially for a major supplier undergoing rapid expansion across multiple sites. This case study examines a transformative project that aimed to expedite the learning process and enhance safety risk management maturity within the organisation, utilizing the Risk Management Maturity (RM3) Model. By adopting a collaborative approach and leveraging the expertise of QSS, the fleet maintenance supplier successfully improved safety practices across its growing business.

Establishing a Project Team:

A project team of management personnel from each depot and HQ was formed to be the driving force behind improvements to safety risk management practices at each site.

Customizing RM3 Protocols:

RM3 protocols were tailored to the organisation's specific language and safety management system. This customisation makes it simpler to match evidence to criteria.

Basic RM3 Awareness Training:

Selected representatives from each site participated in a comprehensive RM3 awareness training program which educated them on RM3 criteria and how to match to evidence. This fostered consistency, collaboration and information sharing.

Collaborative Sessions and Shared Document Library:

QSS facilitated sessions with depot representatives to discuss lower-level RM3 criteria. Examples of policies and procedures delivering basic SMS requirements were uploaded to a shared document library during these sessions. This process identified shared and common processes, and enabled HQ to incorporate locally optimised processes into group level standards, and in some cases added strength into local management systems.

Empowering Depot Representatives:

Depot representatives gained a comprehensive understanding of the RM3 criteria and learned how to identify and upload evidence into shared document libraries. This empowered them to take ownership of their depot's safety risk management and contribute effectively to the overall assessment process.

Building on the Basics - Level Three Assessments:

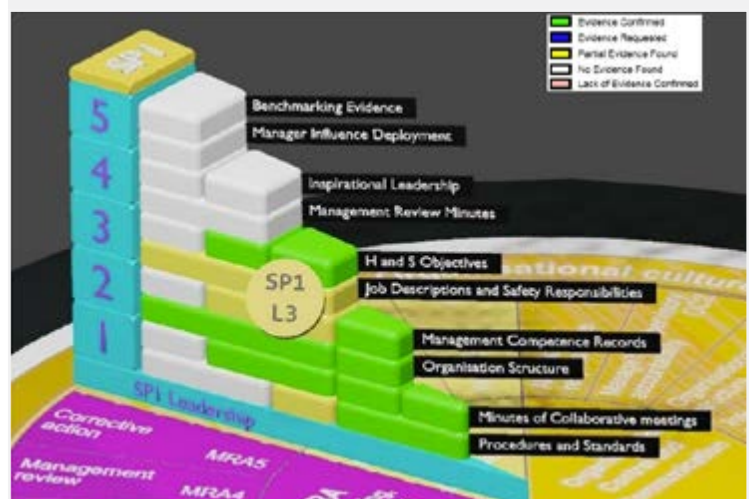
The solid foundation in place allowed a preplanned schedule to be deployed that gave each depot project team time to gather the required data for the assessment of higher levels of maturity.

Verification and Refinement:

Each depot collected and uploaded their evidence. A QSS verifier remotely reviewed the evidence, ensuring its alignment with the provided answers. Verification sessions held remotely addressed challenges and questions, adding quality to evidence linkage to the relevant criterion. This gave a verified assessment against RM3 level 3, 'Standardised.'

Conclusion:

Through a collaborative approach and leveraging QSS's expertise, the fleet maintenance supplier successfully accelerated their learning and improved safety risk management maturity across their rapidly expanding business. By establishing a dedicated project team, customising protocols, conducting training programs, and fostering collaboration, the organisation achieved enhanced safety practices at multiple sites.



INDUSTRY CASE STUDY



ZF Services UK puts safety in the spotlight with connect@rail solution

ZF Services UK recognises that operators and manufacturers must keep downtimes to a minimum, safety and comfort at a maximum, and avoid failures at all cost, and therefore is committed to supporting companies with its smart and digital connect@rail system for condition monitoring and maintenance management.

By embracing new technologies entering the market, safety can be maximised. The enormous quantities of information available everywhere and in real time make new functions and business models possible, providing the customer with added reassurance that all processes will be delivered as smoothly and efficiently as possible.

With connect@rail, ZF leverages its extensive expertise as a leading global company for driveline, chassis, and safety technology. The system is a comprehensive and modular approach to fleet maintenance management and condition monitoring, with the following components:

- Heavy Duty TAGs, battery-operated Bluetooth sensors that are placed on the vehicle bogies. There, they measure acceleration, vibrations and other parameters.
- Gateways, the VCU Pro Onboard Units, with CAN interfaces, several analogue input and digital output ports that supports Bluetooth, Wi-fi and all common GNSS. The gateway is able to store and pre-process data gathered by the sensors.
- The ZF IoT Cloud, accessed via said secure onboard gateway, that uses the collected and enriched data to detect wear, damage and abnormality early and precisely.

- A dashboard for desktops and mobile devices that gives end-users a comprehensive overview of all parameters, reports, maintenance schedules and more.
- Digital typeplates with an integrated RFID chip that log actual installation position and hours of service of individual components. They both facilitate and keep records of scheduled maintenance.

With these hardware and software components, the connect@rail Infrastructure and Driveline Monitoring system is able to monitor flat spots, wheel-tread wear, tracks and even driveline components. This ensures safety is maximised, as any potential issues will be raised and can be addressed accordingly.

As it can be integrated and retrofitted into existing vehicle platforms and is not dependent on ZF-proprietary hardware, it also offers manufacturers and fleet operators an efficient way to reduce downtimes. Thus, it helps keeping public and cargo transport running efficiently and safely.

The modular designed connect@rail platform is a turnkey solution. ZF not only delivers the matching hardware, but also offers the required software, the advanced analytics and the associated platforms. If requested by the customer, more sensors, evaluations and monitoring functions can be added. ZF is also meeting the challenges of digitalisation by creating and implementing eco systems, leading to shorter periods for the market launch of innovative and tailored solutions that meet rapidly changing customer requirements. This, in turn, ensures that any safety requirements can be met as quickly as possible.



INDUSTRY CASE STUDY



Digital solutions to ensure safety and drive effective competency management

Safety, compliance, and standards are the bedrock of the rail industry. Here at 3Squared, we create digital solutions that cater to these values and adapt to the emerging demands of tomorrow. Competency management plays an essential role in keeping everyone safe on the railway.

Competency Management with RailSmart EDS (Employee Development System)

RailSmart EDS is our competency management solution that has delivered tangible results for a diverse range of organisations. Designed with efficiency in mind, RailSmart EDS enables its users to lower business risk and reduce incident rates through digital-based, reliable competency management. To date, more than 200,000 assessments have been conducted with over 15,000 employees using EDS.

Over the last seven years, we've worked in collaboration with organisations, such as London North Eastern Railway (LNER), to implement EDS and drive vital improvements across safety and performance, with resounding success:

"We have been using RailSmart EDS for the last seven years and it has made a significant change to our business. Bringing in an electronic system means we have a better oversight of our competency management arrangement, allows us to work with teams and provides all records in front of us on screen."- Melanie Sewell, Safety & Environment Programme Manager, LNER

"My number one priority is looking at the competency of our drivers and as RailSmart EDS is an electronic system, I always have information at hand and can look at competency with ease. - Simon Reading, Driver Team Manager, LNER

EDS enables clear organisation and oversight for users, reducing administrative burden and creating a smoother, consistent, and structured process, driving significant operational improvements. With EDS, information flows easily, supporting crucial decision making; imperative for security and operations in a safety-critical environment like rail.

Safety Critical Document Management with RailSmart

We recognise the importance of continuous improvement in effectively conveying safety critical information in the rail industry. Part of the RailSmart suite of solutions, RailSmart DFH is a secure document distribution and data capture platform. This solution enables organisations to collect data from staff and ensure awareness with secure document communication. We have developed RailSmart DFH as a single, standardised place for users from rail operating companies to share and access Common Safe Systems of Work (CSSoW) documents UK-wide. The solution can be utilised for risk assessments, compliance and safety checks, inspections, and much more. RailSmart DFH supports safety and compliance across the industry, through an easy-to-use, digital tool.

Looking ahead, our collaborative approach sees us working flexibly with the industry to further enhance RailSmart. This makes the most of the data they have at their fingertips to drive digital improvements across their organisation, making a positive change today and for the future.



RSW 2023

Supporting organisations



Visit the 'What's on' page on the Rail Safety Week website to see the variety of activities and events that occurred during #RSW23.

RSW 2023 highlights from Rail Forum

Rail Forum, as the custodian of RSW on behalf of the industry, hosted the RSW launch Conference on Monday 26th June. Key recurring themes across the conference included using RM3 to drive safety improvements, making best use of technology, human factors and the importance of taking our people with us and the potential risks we face over the next few years as we lose significant numbers of people through retirement.

Alongside the Conference, there were a number of [short interviews](#) filmed for broadcasting into schools with some of the guest speakers and industry representatives. These were filmed in collaboration with Stuart Heaton of Learn Live, the founder of Rail Safe Friendly. Interviewees included representatives from East Midlands Railway, ORR, Community Rail Network, DfT, British Transport Police, Shoosmiths, Tracsis, Great British Railways Transition Team, RSSB and Freightliner.

We also released a series of [podcasts](#) and videos during the week featuring some familiar faces in rail, **including:**



A rail safety spotlight with Network Rail's Andrew Haines and Rail Forum's own Elaine Clark.



A video of Rail Minister Huw Merriman MP encouraging the rail industry to put safety at the heart of all activities.



A powerful and impactful video urging everyone to keep their health and wellbeing as a priority featuring Wendy McCristal, Clive Humphrey, Heidi Lee, Tim Bentley and Donna Hoffman.



A podcast with Community Rail's Karen Bennett and Rail Forum's Jemma Smalls which explored the work Community Rail does around safety and a couple of the fantastic resources that are available.

In addition to the previous page, we ran two children's competitions, a colouring competition and Wordsearch.

Congratulations to our colouring competition winners:



4-6 age category

Alex
aged 6



7-8 age category

Isabella
aged 8



See the runners up
on our [website here.](#)

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Key resources for schools, community and workplace engagement

We have identified a handful of useful resources which will hopefully provide inspiration for organisations to engage people with rail safety. All of these and more can be found on the Rail Safety Week website.

'Arlo's Adventures: There and Back A pick-a-path railway safety book'

Arlo's Adventure's was written and illustrated by Freightliner's Bessie Matthews. The story follows Arlo the badger as he makes his first ever solo trip on the train to see his friends Duskie and Moss, who live a couple of stops away. The reader helps the trio stay safe by choosing the correct answer to make safe choices in real world scenarios such as level crossings and station platforms. [An online version can be read here.](#)



Rail Safe Friendly

This initiative provides schools and the rail industry with an opportunity to work together using content from Network Rail's Switched On Rail Safety website. We encourage all rail organisations to get involved with Rail Safe Friendly.

<https://railsafefriendly.com/>



Go for Gold!



Key resources for schools, community and workplace engagement

Siemens' "Why don't you" list

All their offices, factories, depots and sites were given a list of “Why don’t you” for each day and were asked to pick at least one thing to do. Why not take a look and create your own list for engaging your workforce during Rail Safety Week 2024?

[View their list here.](#)



British Transport Police's Railway Guardian App

The free Railway Guardian app is an all-in-one safety app that allows you to report crimes or concerns on the rail network, share your journeys with trusted contacts, and get access to news, guides, or support. Having the app gives rail users confidence when travelling. It makes reporting easier as a template text format is available for people to ensure they include all important details in their initial report.





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**# Building
Safety
Together**