

Control of railway fog signals (detonators)

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

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Location: Newcastle

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Overview

While carrying out fieldwork for a road fleet maintenance audit at Newcastle Delivery Unit's Raven House an auditor noticed fog signals (detonators) present in the vehicle's cup well.

Further checks were made and in another vehicle detonators were again present in the front cup well.

The event was reported to local staff and management who quickly rectified the issue and a close call was raised reflecting the auditor's concern.

Discussion Points

Please discuss the following with your team.

Detonators are subject to strict controls over their distribution, storage and use as detailed within Group Standard GEGN 8532 and Operations Manual procedure NR/L3/OCS/041 2-10. Given this:

- What are the risks associated with the incorrect carriage of detonators?
- What controls do we think are missing in the above event?
- Where should detonators be stored in a vehicle?
- Would we consider this as being an isolated incident or more of a regular occurrence?
- How best can we avoid the poor handling and control of detonators?
- What should local supervisors do to ensure that we are meeting the legislative requirements for detonators?

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