

# BLUEBELL *Safety* NEWS

2012 / 4 ( November )

## Looking North

As reported in the last newsletter work of safety-related matters regarding operating the extended railway to East Grinstead is continuing.



The formal Hazard and Operability study (HAZOP) took place in September. As expected many issues and actions arose. These will be followed through by those responsible, and monitored at the regular Readiness Reviews. The revisions to the Rules and Appendices will be presented to the Operations and Safety review group in December, as will the Operating Instructions that are being prepared by Chris Knibbs and his team.

## Getting from A to B

You will be aware that visitors are not allowed everywhere at our stations – for example the yards, or the foot crossings (unless escorted). Staff are reminded that there are approved walking routes at all of our stations which **must** be used in preference to any alternatives. For example, foot crossings must only be used where the approved alternative (foot bridge or subway) is impractical and not just when the approved route may appear to be inconvenient.

This requirement remains in force at all times, including when you may *think* trains are not running. You may not have read the STN, or there may be specials or engineer's

trains operating. A recent incident has highlighted a resurgence in the practice of accessing the Ardingly siding and signalbox at Horsted Keynes from the down yard by crossing the line to the south of the platforms. This is not permitted. The approved route is via the subways at the station. The principle remains – keep people and trains separate, as far as possible

## Sheffield Park Carriage Shed

On a similar theme, there have been several instances of people (from several departments)



entering the carriage shed and even working on vehicles within without taking proper precaution to protect themselves from danger. The Carriage Shed is operated under the procedures laid out in SON 1205. Anyone wishing to enter the shed to work (and uncontrolled visits for other purposes are not allowed) must be briefed on the requirements of the SON and have it issued to them beforehand.

## First Aiders

With a large volunteer workforce, who often work to unpredictable attendance patterns, providing appropriate first aid cover has proven to be a tough nut to crack. After some consideration it has been decided that the best way

forward is to require all appointees to management and supervisory roles to become first aiders, wherever possible. Managers and supervisors in post now will also be encouraged to become qualified. The reasoning is that, almost always, whenever a department is open a supervisor or manager is present, and they can provide the cover (and not only for their own department).

Other members of staff are encouraged to become first aiders where their attendance pattern is likely to provide the benefit of additional cover. If you are interested, contact your department manager. If selected, you will be expected to attain and maintain first aid accreditation, for which the railway will pay the course fees at a local training centre.

If you are a qualified first aider, please let your manager know, when you are at work.

## And finally ...

One small change, I'm now the Safety Manager rather than the Assistant. Other things remain the same, and if you have any ideas for inclusion in future newsletters please let me know.

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