

RAMSGATE AND DISTRICT MODEL ENGINEERING CLUB

RISK ASSESSMENT

Assessment No.:	RA02	Issue No.	3
Activity:	Train or Traction Engine Rides		
Persons at risk:	Collision and / or Derailment		

Key								
L: Likelihood	5	5	10	15	20	25	High-risk: 15-25	High-risk activities should cease immediately. Further effective control measures to mitigate risks must be introduced.
	4	4	8	12	16	20		
	3	3	6	9	12	15	Medium-risk: 8-12	Medium-risks should only be tolerated for the short-term, whilst further control measures to mitigate the risks are being planned and introduced.
	2	2	4	6	8	10		
	1	1	2	3	4	5	Low-risk: 1-6	Low-risks are largely acceptable. Where it is reasonable to do so, efforts should be made to reduce risks further.
	1	1	2	3	4	5		
S: Severity				DR: Degree of risk			RR: Residual risk	



Guidance.

1. Identify the persons at risk and the significant hazards.
2. Calculate an initial RR for the activity.
3. Identify risk control measures that reduce the risks to an acceptable level.
4. Calculate a revised RR – assuming the control measures are followed.

(Consider changing both the likelihood (L) and the severity (S) ratings.)

Significant Hazards	Initial		
	L	S	DR L x S
Risk of falling from moving train or traction engine ride.	2	5	10
Risk of collision with another train, or objects / people when driving / riding on a traction engine.	2	5	10

Risk Control Measures	Residual		
	L	S	RR L x S
<p>There is a prominent sign advising passengers to sit still, to remain seated at all times and not to lean out. This is repeated verbally before a train departs.</p> <p>Staff MUST be aware and check scarves, clothing, shoelaces etc. cannot become entangled with the train wheels or track.</p> <p>The Club reserves the right to refuse to carry those who do not comply with these safety requests.</p> <p>When running more than one train on the track, drivers are aware that they must keep an adequate distance from the train in front, to enable them to stop safely in an emergency, thus avoiding a collision.</p> <p>All locomotives that are fitted with an audible warning device should sound it when approaching the steaming bay, when it is in use, and when approaching the station, should the train not be stopping. That, coupled with the yellow 'do not cross' line in the station minimises the risk of collision with people. All train drivers MUST observe the track ahead and be alert to any obstructions or hazards adjusting their driving or stopping the train if necessary.</p> <p>Derailments can occur, but usually only when a passenger disobeys the rules. As the track is elevated and has anti-tip rails, the centre of gravity is low, so the risk of a derailment causing a serious problem is extremely low.</p>	1	5	5

Authorised By – Safety Officer:		Print:	Peter Wilson	Date:	04-01-2024
Annual Review By:			Duncan Edwards		17-03-2025
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