

NORTHERN ASSOCIATION OF MODEL ENGINEERS

FACTSHEET

COMPLACENCY v HSE/RAIB

With increasing legislation for what, in reality is only a hobby, is there a risk that complacency is a growing concern? Two railways this summer were closed down and, in one case, the RAIB were called in by the HSE. We are well aware that comments such as “could not happen here”, “why didn’t they obey the rules?” and “we would never allow that” will, doubtless, be heard. One only has to look at www.raib.gov.uk and look at the section marked Publications – Investigations Reports, to see what has happened, albeit on larger railways.

The Health & Safety Executive can be called in by a local council or, indeed, a member of the public. We understand that sub-15” gauge incidents should be handled through HSE Glasgow. The Rail Accident Investigation Branch normally attend incidents on railways/tramways with a gauge of 15” or greater, but they can be asked to investigate at any gauge by the HSE.

Officialdom will be checking the following areas:

- permanent way
- competence/training of drivers
- method of operation/code of practice
- drug and alcohol testing

and, of course, the incident itself.

Should members want further suggestions/ideas on driver examination records, guidance notes for drivers or, indeed, a specimen code of practice, copies of these are available from myself.

I am sure that this will not be a problem for the majority of our members but, equally, the slightest problem anywhere will affect our pastime, which costs us time, effort and money.

FRANK COOPER

Chairman

12 November 2007