



**Risk Assessment - Lack of fixed fire suppression on diesel locos**

Reference No: DIE-44522-60  
 Version No: 2  
 Assessment Approver: Kevin Jarvis

Department: Diesel Loco  
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 Lead Assessor: Andy Durham  
 Team: Paul Good & Kevin Jarvis

**Lack of fixed fire suppression equipment**

| Type              | Hazard Cause   | Persons Affected   | Control Measures  | L<br>Overall | S<br>T | Additional Control Measures   | L<br>Overall | S<br>T | Owner/Action |
|-------------------|--|--------------------|---|--------------|--------|---|--------------|--------|--------------|
| Health and Safety | Fire<br>Electrical fault, fuel spillage, combustible materials, oily underframe, train heat supply issues. | Volunteers & Staff | 1) CRITICAL - Engineering: Where fixed fire suppression systems are in place they could be checked regularly. - Effective<br>2) CRITICAL - Engineering: As a minimum locos carry fire extinguishers in each cab. - Effective<br>3) CRITICAL - Engineering: Loco with train heating fitted carry extra fire extinguishers. - Effective<br>4) CRITICAL - Engineering: Many locos are now fitted with electronic auxiliary voltage regulators, replacing carbon pile technology which were more prone to fire. - Effective<br>5) CRITICAL - Administrative: Regular 'A' and 'B' examinations must be carried out to ensure that fire hazards are not present or removed. - Effective<br>6) CRITICAL - Administrative: Locos are owned by groups and individuals with great pride in their assets and as such have a sense of pride in their locos that leads to improved cleanliness and attention to detail particularly with regard to leaks and spillages. - Effective<br>7) CRITICAL - Administrative: Locos are used infrequently compared to mainline and design use. - Effective<br>8) CRITICAL - Administrative: Locos undergo more frequent checks than in mainline use. - Effective<br>9) CRITICAL - Administrative: GWSR Rule Book Section 11 covers the handling of fires. All crews are aware, trained and competent. - Effective | 1 x          | 3 = 3  | 1) Engineering: Signage to be used to indicate if fixed fire suppression equipment is fitted and functional. - Effective<br>2) Administrative: Train crews are briefed on systems and operability during training - Effective<br>3) Administrative: Systems are checked by train crew before the loco is started at the beginning of each day of usage. - Effective | 1 x          | 3 = 3  | n/a          |

**Score and Control Measure Notes.**

Score is low based on experience and existing control measures.  
 Score remains low.

**COSHH Assessments**

There are no COSHH assessments associated with this risk assessment.  
 Ends