Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Diesel Loco Driving Experience - Diesel Loco

Risk Assessment - Diesel Loco Driving Experience

Reference No: STE-45665-61
Version No: 1
Assessment Approver: Kevin Jarvis

This Risk Assessment covers members of the public who are actively participating in Diesel Locomotive Driving Experience courses. This assessment considers that participants will be operating a diesel locomotive under the close supervision of a suitably qualified and experienced GWSR diesel driver and secondman.

Department: Diesel Loco
Date Of Assessment: 08 January 2025
Review Due Before: 15 January 2028
Lead Assessor: Andy Durham & Dave Stanton
Team: Kev Jarvis

Customer participation in Diesel Locomotive Driving experiences.

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Personal Injury or equipment/infrastructure damage Slips, trips, falls, strains, burns, scalds, crush, manual handling, falls from height, etc.	Public	1) CRITICAL - Engineering: Participants are not permitted to undertake buffering up moves. - Effective 2) CRITICAL - Engineering: Participants are not permitted to undertake light engine moves towards headshunts or other obstructions. - Effective 3) CRITICAL - Engineering: If participants want to undertake coupling/uncoupling duties, the secondman is to be present "in between" during such operations. - Effective 4) CRITICAL - Engineering: Cab doors are to be closed when the train is in motion. - Effective 5) CRITICAL - Administrative: Participants are to be provided with a safety briefing prior to boarding any locomotive footplate. - Effective 6) CRITICAL - Administrative: The hosting driver and secondman must be suitably qualified and experienced. Neither crew member is to be of probationary status or on the Enhanced Supervision Register. Hosting crews are to have successfully undertaken at least one biennial practical assessment i.e. a minimum tenure in grade of two years. - Effective 7) CRITICAL - Administrative: There are to be no other scheduled train movements during periods when the Footplate Experience train is in operation. - Effective 8) CRITICAL - Administrative: Maintain three points of contact using the handrails when climbing on and off the locomotive. - Effective 9) CRITICAL - Administrative: Partipants must be aware of their individual body needs, taking on hot or cold fluids as necessary and make it known to the hosting GWSR if they feel unwell. - Effective 10) CRITICAL - Administrative: Be aware of own physical limitations - Effective 11) CRITICAL - Administrative: There is to be sufficient time in the daily operating schedule to allow sufficient practical instruction to be given by the GWSR crews without imposing any time pressure on participants. - Effective 12) CRITICAL - PPE: Sturdy footwear must be worn. Hi-Viz to be worn if on the track. Gloves to be worn if coupling/uncoupling. - Effective	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	None	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Reference Documents

• Diesel Footplate Experience Safety Briefing Note -

Ends