



Risk Assessment - Buckeye Coupling and Uncoupling

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Coupling and uncoupling buckeyes

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 when coupling/uncoupling. Crush, strain or burn	Volunteers & Staff	1) CRITICAL - Engineering: Always carry out this activity on straight and not curved track if possible. - Effective 2) CRITICAL - Administrative: The GWSR Rule Book must be followed at all times - Effective 3) CRITICAL - Administrative: All staff involved must be trained, competent and certified. - Effective 4) CRITICAL - Administrative: Before starting the driver and shunter must come to a clear understanding of what is involved and what is to be carried out. - Effective 5) CRITICAL - Administrative: Be aware of own physical limitations and the weight of couplings. - Effective 6) CRITICAL - Administrative: Be aware of the presence of various pinch points. - Effective 7) CRITICAL - Administrative: Be aware of the possibility of hot steam pipes. - Effective 8) CRITICAL - Administrative: Be aware of other train movements in the area - Effective 9) CRITICAL - Administrative: The procedure for coupling and uncoupling as per the GWSR Rule Book must be followed at all times. - Effective 10) CRITICAL - Administrative: Pay particular attention and be extra cautious during hours of darkness. - Effective 11) CRITICAL - Administrative: Ensure that no other staff than the driver and shunter are anywhere near the activity. - Effective 12) CRITICAL - Administrative: Adopt a good posture when lifting the couplings. - Effective 13) CRITICAL - PPE: Safety Footwear, gloves and hi-viz to be worn. - Effective	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) PPE: Consider wearing a bump hat to avoid injury. - Effective	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a

Score and Control Measure Notes.

Risk is medium. Coupling is one of the most hazardous activities on the railway and must be treated with caution.
 Risk remain medium.

COSHH Assessments

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