Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Coupling & uncoupling train vehicles whilst using a locomotive - Global

Risk Assessment - Coupling & uncoupling train vehicles whilst using a locomotive

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Team:

Coupling & uncoupling train vehicles.

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 damage to infrastructure Crush, strain, impact or 'run over', scalds and burns.	Volunteers & Staff	1) CRITICAL - Administrative: The GWSR Rule Book must be followed at all times. - Effective 2) CRITICAL - Administrative: Staff must only perform roles for which they are trained, competent and certified to do so. - Effective 3) CRITICAL - Administrative: Driver and Shunter to establish a clear understanding of what is to be achieved before the move starts. The Driver should only take instruction from the Shunter. - Effective 4) CRITICAL - Administrative: 'Stop' signal to be communicated verbally, by hand signals, by colour lights or by radio. Driver must not move again until instructed to do so. - Effective 5) CRITICAL - Administrative: The automatic train brake should be used whenever possible and this brake should be destroyed when the shunter is between vehicles. - Effective 6) CRITICAL - Administrative: The brake hoses should be removed first and reconnected last in the uncoupling and coupling operation. - Effective 7) CRITICAL - Administrative: Shunter to be aware of weight of couplings and own limitations when lifting. Adopt a correct posture to aid lifting. - Effective 8) CRITICAL - Administrative: Shunters should seek assistance if couplings or hoses are stiff or difficult to operate. - Effective 9) CRITICAL - Administrative: Be aware of pinch and trapping points when handling equipment. - Effective 10) CRITICAL - Administrative: When disconnecting steam hoses, the steam supply should first be shut off from the footplate, then the carriage valve should be closed first to vent the residual pressure in the pipe. - Effective 11) CRITICAL - Administrative: Be aware of very hot surfaces when handling steam pipes. - Effective 12) CRITICAL - Administrative: The train crew should shut off the carriage heating steam supply in good time before disconnecting. - Effective 13) CRITICAL - Administrative: The Shunter should be the only person in the vicinity when steam hoses are being disconnected. - Effective 14) CRITICAL - Administrative: Drivers of moving trains should be vigilant for shunting/coupling operations when passing trains in platforms or in yards. - Effective 15) Administrative: Crews to be aware of any locomotive specific operating instructions. - Effective 16) CRITICAL - PPE: PPE for the tasks should be worn as appropriate. Overalls/Jacket/Smock (long sleeved), gloves and safety footwear. - 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

• Original format risk asessment -

Ends