Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Use of Carriage Lifting Jacks - Carriage and Wagon

Risk Assessment - Use of Carriage Lifting Jacks

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Assessment Approver: Kevin Jarvis

Department: Carriage and Wagon
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Lead Assessor: Ian Stroud
Team:

Raising or lowering a carriage

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Crush injury/entrapment Person in close proximity/under a carriage during raising/lowering operations	Volunteers & Staff	1) CRITICAL - Engineering: Lifting jacks only to be used if inspected, certified and in date - Effective 2) CRITICAL - Administrative: C&W written procedures for Safe Operation of Carriage Jacks to be followed - Effective 3) CRITICAL - Administrative: Use of Jack Controls only permitted by trained/authorised personnel - Effective 4) CRITICAL - Administrative: Visual check for persons at risk and verbal warning given before raising or lowering operations commence - Effective 5) CRITICAL - Administrative: No body parts to be put in any potential pinch points whilst the load is moving - 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
Score and Control Measure Notes. Medium risk due to potential impact. No further control measures identified.							
Health and Safety	Persons fall out of carriage door during raising/lowering operations Persons in carriage during raising or lowering operations	Volunteers & Staff	1) CRITICAL - Elimination: No persons to be present inside or on top of any vehicle being lifted whilst it is in motion - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. Low risk due to elimination. No further control measures identified.							

Work to the underside of a raised carriage

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Head injury from carriage fittings Multiple obstructions located to underside of carriage	Volunteers & Staff	1) CRITICAL - PPE: Wear head protection when working to underside of carriage - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Eye injury/contamination Loose dirt/debris to underside of carriage or bogies	Volunteers & Staff	1) CRITICAL - PPE: Wear eye protection whilst working underneath lifted vehicles - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. Low score due to nature of injury. No further control measures identified.							
Health and Safety	Bruising to body Multiple obstructions to underside of carriage and bogies	Volunteers & Staff	1) CRITICAL - Administrative: Be aware of any pinch points - Effective 2) CRITICAL - PPE: Wear suitable PPE including overalls, gloves and safety shoes - Effective	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	2 x 2 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Score and Control Measure Notes. Low risk due to nature of injuries. No further control measures identified.							
Health and Safety	Crush injury/entrapment Collapse of carriage jack or lifting arm, carriage slipping off jack anvil	Volunteers & Staff	1) CRITICAL - Elimination: Only authorised/trained persons permitted to use Jack Controls - Effective 2) CRITICAL - Elimination: Jack controls to be disabled when persons working underneath the carriage - Effective 3) Engineering: Stands can be used to also support the weight. - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Connecting/disconnecting carriage brake rigging

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Crush injury/entrapment Connecting/disconnecting brake rigging requires the carriage to be slightly raised from its bogies and access to very tight spaces	Volunteers & Staff	1) Elimination: Jack controls to be disabled when persons working underneath the carriage - Effective 2) Elimination: Only authorised/trained persons permitted to use Jack Controls - Effective 3) Engineering: Stands can be used to also support the weight. - Effective	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 5 = 5 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends