



Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Shunting in Winchcombe Yard and Workshops - Carriage and Wagon

Risk Assessment - Shunting in Winchcombe Yard and Workshops

Reference No: CAR-44034-86
Version No: 3
Assessment Approver: Kevin Jarvis

Department: Carriage and Wagon
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Lead Assessor: A Killey
Team:

Moving Vehicles In and Out of the Workshop

Type	Hazard Cause	Persons Affected	Control Measures	L Overall	S	T	Additional Control Measures	L Overall	S	T	Owner/Action
Health and Safety	Being Struck by a Moving Railway Vehicle Drivers View Obstructed	Volunteers, Staff & Contractors	1) CRITICAL - Engineering: Wheels on Vehicles to be Chocked as a Preventive Precaution - Effective 2) CRITICAL - Administrative: Only Authorised Individuals are Permitted to be Involved with Shunting Operations - Effective 3) CRITICAL - Administrative: Shunting Team to Ensure that Track Area is Free from All Obstructions etc - Effective 4) CRITICAL - Administrative: Verbal warning to all others to keep clear during shunting operations - Effective 5) CRITICAL - Administrative: Visual contact between locomotive driver and shunter at all times - Effective 6) CRITICAL - Administrative: Follow the GWSR Rule Book at all times - Effective 7) CRITICAL - Administrative: All those involved to be PTS trained and competent - Effective 8) CRITICAL - Administrative: Driver and shunter to be suitably trained, certified and competent - Effective 9) CRITICAL - PPE: Orange High Visibility Clothing to be Worn at All Times - Effective	2 x	5 =	10	1) Administrative: Take extra care during times of darkness and low visibility - Effective	2 x	5 =	10	n/a
				Medium - Risk to be minimised and controlled so far as is reasonably practical.				Medium - Risk to be minimised and controlled so far as is reasonably practical.			

Score and Control Measure Notes.

Medium risk due to potential impact.
Score remains the same.

Coupling and Uncoupling Carriages and Wagons

Type	Hazard Cause	Persons Affected	Control Measures	L Overall	S	T	Additional Control Measures	L Overall	S	T	Owner/Action
Health and Safety	Being Struck by Diesel Shunter Worker being on the Track in the way of the Shunter	Volunteers & Staff	1) CRITICAL - Engineering: Vehicle Brakes to be Properly Maintained - Effective 2) CRITICAL - Engineering: Wheels on Vehicles to be Chocked as a Preventive Precaution - Effective 3) CRITICAL - Administrative: Only trained certified and competent staff are permitted to be involved with Shunting Operations - Effective 4) CRITICAL - Administrative: Locomotive driver to sound air horn warning before moving locomotive - Effective 5) CRITICAL - Administrative: Appropriate hand signals to be used between the driver and shunter - Effective 6) CRITICAL - Administrative: The GWSR Rule Book to be followed at all times - Effective 7) CRITICAL - PPE: Orange High Visibility Clothing to be Worn at All Times - Effective	2 x	5 =	10	None	2 x	5 =	10	n/a
				Medium - Risk to be minimised and controlled so far as is reasonably practical.				Medium - Risk to be minimised and controlled so far as is reasonably practical.			

Coupling and Uncoupling Diesel Shunter



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Type	Hazard Cause	Persons Affected	Control Measures	L Overall	S	T	Additional Control Measures	L Overall	S	T	Owner/Action
Health and Safety	Being Struck by Locomotive Drivers View Obstructed, Shunter Unsighted, Vehicle Brakes Unsound	Volunteers & Staff	1) CRITICAL - Elimination: Only trained, certified and competent staff to be involved with Shunting Operations - Effective 2) CRITICAL - Engineering: Vehicle Brakes to be Properly Maintained - Effective 3) CRITICAL - Administrative: GWSR Rule book to be followed at all times - Effective 4) CRITICAL - Administrative: Appropriate hand signals to be used between Driver and Shunter - Effective 5) CRITICAL - PPE: Orange High Visibility Clothing to be Worn at All Times - Effective	2 x	5 =	10	None	2 x	5 =	10	n/a
				Medium - Risk to be minimised and controlled so far as is reasonably practical.				Medium - Risk to be minimised and controlled so far as is reasonably practical.			

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Reference Documents

• Risk Assessment - Shunting in Winchcombe Yard - RA Created in 2015 - CW15

Ends