



**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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Review Due Before: 26 February 2028  
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 Medium - Risk to be minimised and controlled so far as is reasonably practical.	5 = 10	10	1) Administrative: Take extra care during times of darkness and low visibility - Effective	2 x Medium - Risk to be minimised and controlled so far as is reasonably practical.	5 = 10	10	n/a

**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 Medium - Risk to be minimised and controlled so far as is reasonably practical.	5 = 10	10	None	2 x Medium - Risk to be minimised and controlled so far as is reasonably practical.	5 = 10	10	n/a

**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	Medium - Risk to be minimised and controlled so far as is reasonably practical.	10	None	2 x 5 = 10	Medium - Risk to be minimised and controlled so far as is reasonably practical.	10	n/a

### **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