



**Gloucestershire Warwickshire Steam Railway Plc**  
**Risk Assessment for Cab Rides in Diesel Shunters at Toddington - Diesel Loco**

**Risk Assessment - Cab Rides in Diesel Shunters at Toddington**

Reference No: DIE-45812-20  
 Version No: 1  
 Assessment Approver: Kevin Jarvis

Cab rides are occasionally offered as an additional attraction at galas.

Department: Diesel Loco  
 Date Of Assessment: 04 June 2025  
 Review Due Before: 11 June 2030  
 Lead Assessor: Dave Stanton  
 Team: Kev Jarvis, Andy Durham, Alex Raybould & Peter Smith

**Public cab rides in diesel shunters**

Type	Hazard Cause	Persons Affected	Control Measures	L Overall	S	T	Additional Control Measures	L Overall	S	T	Owner/Action
Health and Safety	Personal injury or equipment damage Unfamiliar with surroundings and unusual task	Everyone	1) CRITICAL - Engineering: All pit areas to be barriered off or covered by a loco or boards. - Effective 2) CRITICAL - Engineering: Access to the sheds to be restricted but No.7 shed door to be open and barrier taped off. - Effective 3) CRITICAL - Engineering: The public must enter and exit the loco cab via mobile stairs and not cab steps. - Effective 4) CRITICAL - Engineering: Loco in use to have a current, valid maintenance exam in place. - Effective 5) CRITICAL - Engineering: Cab doors must be shut when the loco is in motion. - Effective 6) CRITICAL - Engineering: Physical barriers to be in place to stop the public from crossing Road 7. - Effective 7) CRITICAL - Administrative: The GWSR Rule Book must be obeyed at all times. - Effective 8) CRITICAL - Administrative: Loco to be manned by a fully competent driver and secondman. No 'shunter only' passed drivers. - Effective 9) CRITICAL - Administrative: A defined length of track to be used for cab rides. Normally No.7 road between the concrete apron and first yard point. - Effective 10) CRITICAL - Administrative: A defined walking route to and from the loco to be identified and barriered off. - Effective 11) CRITICAL - Administrative: 5 mph max speed to be enforced. - Effective 12) CRITICAL - Administrative: Passengers must not leave the loco in the yard area. - Effective 13) CRITICAL - Administrative: Cab rides to be halted when other locos are moving in the yard area. - Effective 14) CRITICAL - Administrative: Loco cabs to be cleaned/cleared to remove all unnecessary trip, slip, fall and COSHH hazards. - Effective 15) CRITICAL - Administrative: Passengers must not be allowed to drive the loco. - Effective 16) CRITICAL - Administrative: Maximum number of passengers is 2. - Effective 17) CRITICAL - PPE: Sturdy shoes to be worn. No open toed sandals etc. - Effective	1 x	4 =	4	None	1 x	4 =	4	n/a
				Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.				Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.			

**COSHH Assessments**

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