



Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Brake van rides for the public - Operations

Risk Assessment - Brake van rides for the public

Reference No: OPE-44483-77

Version No: 5

Assessment Approver: Kevin Jarvis

Department: Operations

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Review Due Before: 11 June 2030

Lead Assessor: Kevin Jarvis

Team:

Carrying passengers in brake vans at gala events

Type	Hazard Cause	Persons Affected	Control Measures	L Overall	S T	Additional Control Measures	L Overall	S T	Owner/Action
Health and Safety	Injury to staff or passengers whilst travelling in a brake van Passengers not normally carried in brake vans, so unusual occurrence	Everyone	1) CRITICAL - Engineering: All brake vans will be subject to a maintenance examination scheme and be fit for traffic in every way - Effective 2) CRITICAL - Engineering: All vans must be fitted with a full set of functioning doors that can be secured in the closed position. - Effective 3) CRITICAL - Administrative: The GWR Rule Book must be followed at all times. In particular, section 4, Paragraph 10. - Effective 4) CRITICAL - Administrative: Passengers must not lean against external doors - Effective 5) CRITICAL - Administrative: When at a station, doors must be opened and closed by a member of staff who must then manage those boarding and alighting from the van - Effective 6) CRITICAL - Administrative: Passengers will only be carried in brake vans that have been authorised for public use and that have a functioning automatic brake. - Effective 7) CRITICAL - Administrative: A maximum of 10 passengers to be carried on each veranda - Effective 8) CRITICAL - Administrative: Passengers must be able bodied - Effective 9) CRITICAL - Administrative: Passengers must be aged 16 or above. - Effective 10) CRITICAL - Administrative: The interior of the van and veranda platforms should be clean and free of trip and slip hazards - Effective 11) CRITICAL - Administrative: Passengers must be instructed to hold onto handrails and the veranda edge and not to move around when the train is in motion - Effective 12) CRITICAL - Administrative: Locos crews should to made aware of passengers travelling in the van - Effective 13) CRITICAL - Administrative: Care should be taken if the floors are wet due to rain and staff should warn passengers of the risk of slipping - Effective 14) CRITICAL - Administrative: Passengers must not be allowed to lean out of the vehicle - Effective 15) CRITICAL - Administrative: Passengers must be warned of the risk of dust and soot from the locomotive - Effective 16) CRITICAL - Administrative: A disclaimer must be issued at the point of ticket sale regarding damage to clothes - Effective 17) CRITICAL - Administrative: A guard and further chaperone (GWSR work permit holding volunteer) must be on the vehicle at all times when it is in motion. One at each end. - Effective 18) CRITICAL - Administrative: Passengers must be 4 foot tall or more. - Effective	1 x Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	4 = 4	None	2 x Medium - Risk to be minimised and controlled so far as is reasonably practical.	5 = 10	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Reference Documents

- Brake van rides T&C's -



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Ends