



Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Coupling locomotives to tenders - Steam Loco

Risk Assessment - Coupling locomotives to tenders

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Department: Steam Loco
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Coupling a loco and tender together

Type	Hazard Cause	Persons Affected	Control Measures	Additional Control Measures			L Overall	S Overall	T Overall	Owner/Action
				L	S	T				
Health and Safety	Personal injury Crush, strain, slips, trips or falls.	Volunteers & Staff	1) Elimination: use spacing bar if available for class of loco - Effective 2) CRITICAL - Engineering: Either the loco or tender must be braked, scotched or otherwise secured to stop it from moving as the other vehicle is shunted towards it. - Effective 3) CRITICAL - Administrative: The associated Method Statement must be followed at all times. - Effective 4) CRITICAL - Administrative: Those involved in shunting activities must be competent and qualified for the role they are undertaking. - Effective 5) CRITICAL - Administrative: Staff must keep clear of any pinch or crush points between the loco and tender during this activity. - Effective 6) CRITICAL - Administrative: A safety briefing must be held before the activity starts for all those involved. - Effective 7) CRITICAL - Administrative: The activity must be led/managed by someone with previous experience who is competent. - Effective 8) CRITICAL - Administrative: All staff other than those involved in the shunting and the one person who is coupling must stand well clear when movements are taking place. - Effective 9) CRITICAL - PPE: Safety footwear, overalls and gloves must be worn. - Effective	1 x	5 =	5	None	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.	1 x 5 = 5 n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Reference Documents

- Coupling Tenders to locomotives Method Statement -

Ends