Risk Assessment - Travelling on the footplate of a steam loco (Crew & Staff)

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Travelling on the footplate

Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Travelling on the footplate of a steam loco (Crew & Staff) - Steam Loco

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Personal injury Slips, trips, falls, strains, burns, crush, manual handling, falls from height etc.	Volunteers & Staff	1) CRITICAL - Engineering: Cab external doors should be closed if fitted when the train is in motion, except for the purposes of token exchange. - Effective 2) CRITICAL - Engineering: When approaching a tunnel the crew are to ensure that the firebox door is shut. The blower will need to be operated to maintain an uninterrupted draft of air through the boiler. - Effective 3) CRITICAL - Engineering: There may be times, other than for firing, when the firebox door needs to be partly opened to aid firebox combustion. - Effective 4) CRITICAL - Engineering: If for any reason the blower needs to be turned off then the firebox door must first be closed. - Effective 5) CRITICAL - Engineering: If at any other time the regulator is closed during running make sure that the blower is operated. - Effective 6) CRITICAL - Engineering: Use water from the pep-pipe to damp down coal dust. - Effective 7) CRITICAL - Engineering: Where appropriate all controls are to be maintained and lubricated to ensure ease of use. If necessary ask for assistance and report difficult to operate controls. - Effective 8) CRITICAL - Engineering: When the loco is in motion, irons must be kept within the confines of the cab due to the risk of striking a line-side object, permanent structure or another train on an adjacent track. - Effective 9) CRITICAL - Engineering: If the loco is stationary the irons can be extended beyond the confines of the cab but awareness must first be taken to ensure that there is no risk of striking an approaching train. Also be mindful that non-crew and members of the public are not at risk of being struck. - Effective 10) CRITICAL - Engineering: The use of the whistle is necessary for operational needs as per the Rule Book. - Effective 11) CRITICAL - Engineering: The firebox door can be opened slightly to allow some light onto the footplate when in a tunnel or at night but the blower may need to be operated. - Effective 12) CRITICAL - Engineering: When using the pep-pipe be aware of the wind direction and take care not to blow particles into the face of other crew members or members of the public stood on the platform adjacent to the loco. - Effective 13) CRITICAL - Engineering: Take care not to blow hot water onto other crew members. - Effective 14) CRITICAL - Administrative: The GWSR Rule Book must be followed at all times - Effective 15) CRITICAL - Administrative: Maintain three points of contact using the handrails when climbing on and off the loco. - Effective 16) CRITICAL - Administrative: When in a tunnel with the firebox door closed the crew should stand to the side with heads lowered away from direct line with the firebox to avoid any potential egress of flame or heat emitting from the firebox. - Effective 17) CRITICAL - Administrative: Be aware of the dangers of protruding metalwork from lineside equipment etc. - Effective 18) CRITICAL - Administrative: Be aware of hot surfaces. - Effective 19) CRITICAL - Administrative: Be aware of the potential for spilled oil and water on the footplate. - Effective CONTINUES ON NEXT PAGE	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	1) Engineering: Consider fitting warning notices in the cab outlining the risk of leaning out of the cab. - Effective 2) Administrative: Consider training crew in basic first aid. - Effective 3) PPE: Consider wearing gloves. - Effective 4) PPE: Consider wearing suitable PPE including protection for respiratory system, hearing and eyes. - Effective 5) PPE: Consider wearing head protection. - Effective	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
			20) CRITICAL - Administrative: Ensure good housekeeping on the footplate to keep trip and slip hazards to a minimum. - Effective 21) CRITICAL - Administrative: Be prepared to maintain handholds and to brace one-self when the loco is moving, especially when crossing points. - Effective 22) CRITICAL - Administrative: Crew members must be aware of their individual body needs, taking on hot or cold fluids as necessary and make it known to other crew members if they feel unwell. - Effective 23) CRITICAL - Administrative: Be aware of own physical limitations - Effective 24) CRITICAL - Administrative: Irons are very heavy and difficult to handle, hence when using them care must be taken to maintain correct posture to avoid a strain injury. - Effective 25) CRITICAL - Administrative: Irons are often very hot when removed from the firebox and so special care is required when placing them back into their housing to avoid striking other crew members or loco controls or gauges. Seek assistance if necessary. - Effective 26) CRITICAL - Administrative: Be aware of lifting safety valves causing sudden loud noise without warning. - Effective 27) CRITICAL - Administrative: Be aware that when the loco is in motion there are many line-side objects, permanent way structures or passing trains that can cause severe or fatal injury if the crew were to come into contact with them when leaning outside of the confines of the cab. - Effective 28) CRITICAL - Administrative: If it is necessary to lean out of the cab observations must first be made via a window and then careful observation to check that there is no risk of coming into contact with these or other objects. i.e. during token exchange. - Effective 29) CRITICAL - Administrative: All footplate crew must be PTS trained. - Effective 30) CRITICAL - Administrative: Minimise the period of time looking directly into the firebox and if necessary wear tinted or dark spectacles. - Effective 31) CRITICAL - PPE: Safety footwear must be worn. - Effective 32) CRITICAL - PPE: A first aid kit must be available on the loco. - Effective 33) CRITICAL - PPE: Footplates are exposed to ambient weather conditions due to openness and direction of travel. Appropriate clothing is required whilst still mainatining the authentic clothing code of the GWSR. Warm clothing is required in cold periods and to take account of wind chill. Light clothing will be needed for hot weather. - Effective				

Score and Control Measure Notes.
Medium risk due to potential fatality.
Risk remains medium.

COSHH Assessments

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