Risk Assessment - Propelling into the Winchcombe Up Sidings at Night

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Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Operations	Set hitting the buffer stops at the end of the siding Train overshooting its stopping position and colliding with the buffer stops	Volunteers & Staff	1) Elimination: Before commencing movement, DOO to check that a stop marker is present at an appropriate point in the sidings to indicate where the stock should be stabled. - Effective 2) Elimination: DOO to switch on floodlights in the C&W yard to help with visibility. - Effective 3) Elimination: DOO positioned with clear sight of buffer stops and be prepared to stop movement if the set gets too close. - Effective 4) Elimination: DOO to stand in sight of Guard and Loco and relay hand signals. - Effective 5) Elimination: Movement to stop if the loco crew are unable to see DOO or Guard. - Effective 6) Elimination: Movement to stop once the south end of the coaches reach the stop marker. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends