



**Gloucestershire Warwickshire Steam Railway Plc**  
**Risk Assessment for Carrying passengers in brake vans on freight trains - Operations**

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**Risk Assessment - Carrying passengers in brake vans on freight trains**

Reference No: OPE-46077-97

Version No: 1

Assessment Approver: Michael Bell

The railway occasionally uses its fleet of heritage freight wagons on service trains and charters, as well as at galas. Passengers are sometimes carried in brake vans of such trains. This RA assesses the risks associated with such activities.

Department: Operations  
Date Of Assessment: 24 February 2026  
Review Due Before: 03 March 2031  
Lead Assessor: Mike Solloway  
Team: Kevin Jarvis & Operations Team

**Carrying passengers in brake vans of freight trains**



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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 passengers Operational issues, slips, trips, falls, pinches	Passengers	1) CRITICAL - Elimination: The GWSR Rule Book must be adhered to. In particular, Section 4, Paragraph 10. - Effective 2) CRITICAL - Engineering: All brake vans will be subject to a maintenance examination scheme and be fit for traffic in every way. - Effective 3) CRITICAL - Engineering: All brake vans must be fitted with a full set of functioning doors that can be secured in the closed position. - Effective 4) CRITICAL - Engineering: The automatic vacuum brake pipe must be continuous throughout the entire formation with the brake operative on at least half of the vehicles. - Effective 5) CRITICAL - Engineering: The automatic vacuum brake must be operative on the first two and last two vehicles and the brake vans used for the conveyance of passengers. - Effective 6) CRITICAL - Administrative: Passengers must not lean against external doors. - Effective 7) 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 brake van. - Effective 8) CRITICAL - Administrative: Passengers will only be carried in brake vans that have been authorised for public use and that have a fully functioning automatic, continuous, brake in addition to the hand brake wheel and guard's emergency 'setter' brake. - Effective 9) CRITICAL - Administrative: A maximum of 10 passengers are to be carried in 4 wheeled brake vans and 20 in bogie brake vans. Passengers to be spread equally between verandas. - Effective 10) CRITICAL - Administrative: Passengers must be aged 16 or older and must not be infirm or have impaired mobility. - Effective 11) CRITICAL - Administrative: Passengers must be 4 foot tall or more. - Effective 12) CRITICAL - Administrative: The interior of the brake van and veranda platforms should be clean and free of trip and slip hazards. - Effective 13) CRITICAL - Administrative: Passengers must be instructed to hold onto handrails and the veranda edge and are not to move around when the train is in motion. - Effective 14) CRITICAL - Administrative: Loco crews should be made aware that there are passengers travelling in the brake vans. - Effective 15) 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 16) CRITICAL - Administrative: Passengers must not be allowed to lean out of the brake van. - Effective 17) CRITICAL - Administrative: Passengers must be warned of the risk of dust and soot from the locomotive. - Effective 18) CRITICAL - Administrative: Passengers must be informed at the point of ticket sale regarding potential damage to clothes. Their clothing should be suitable, including footwear. - Effective 19) CRITICAL - Administrative: In addition to the guard of the train a GWSR work permit holding chaperone must be in position on each occupied veranda when the train is in motion and at either end. - Effective CONTINUES ON NEXT PAGE	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	4 None	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	4 None	n/a	



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			20) CRITICAL - Administrative: Crews to take extra precautions not to 'snatch' the couplings when the train is being controlled. - Effective 21) CRITICAL - Administrative: Passengers must only board and alight in station platforms. - Effective 22) CRITICAL - Administrative: There will be no 'Photo Stops'. These are only allowed on photo charter trans that are covered by separate risk assessment. - Effective 23) CRITICAL - Administrative: Passengers must not be carried during times of darkness or poor visibility. - Effective 24) CRITICAL - Administrative: Passengers to be warned in advance, regarding darkness, before entering the tunnel. - Effective 25) CRITICAL - Administrative: Passengers may only be carried in a brake van when authorised by the Operations Team and when the arrangements have been published in a Special Notice. - Effective 26) CRITICAL - Administrative: Staff in a chaperone role for the brake van rides must have valid PTS and operational training on the GWSR, therefore drivers, firemen, second men, guards, TTIs, signalmen and passed cleaners are all suitable for this role. - Effective									

**COSHH Assessments**

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