Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Use of GWR Railcar W22 - Diesel Loco

Risk Assessment - Use of GWR Railcar W22

Reference No: DIE-46119-93
Version No: 1
Assessment Approver: Kevin Jarvis

This vintage railcar is a 'new' visitor to the GWR and its use needs to be risk assessed.

Department: Diesel Loco
Date Of Assessment: 07 April 2026
Review Due Before: 08 April 2031
Lead Assessor: Kevin Jarvis (Process Assurance)
Team: Dave Stanton (Head of Diesel) & Mike Solloway (Loco Procurement)

Use of W22 at the GWSR

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Injury or damage Unfamiliarity	Everyone	1) CRITICAL - Engineering: Railcar owner maintenance schedule to be followed. - Effective 2) CRITICAL - Engineering: Railcar to undergo GWSR Fitness to Run Examination. - Effective 3) CRITICAL - Engineering: Test run to be carried out before use on public services to ensure no platform interface issues. - Effective 4) CRITICAL - Administrative: Railcar to be operated by owner drivers. - Effective 5) CRITICAL - Administrative: When moving, railcar must always have a fully qualified GWSR driver on the footplate. - Effective 6) CRITICAL - Administrative: Owners to provide existing maintenance documents in advance of visit. - Effective 7) CRITICAL - Administrative: Owners to provide evidence of operator competence in advance of visit. - Effective 8) CRITICAL - Administrative: Guard to be responsible for physical checking of door handles before departure from every station. - Effective 9) CRITICAL - Administrative: Access from track level only allowed via entrance with external grab rails. - Effective 10) CRITICAL - Administrative: Max 48 seated passengers in the saloon. - Effective 11) CRITICAL - Administrative: Only nominated GWSR staff or owners representatives to be allowed to stand in any part of the vehicle, when it is moving, except for the guard - Effective 12) CRITICAL - Administrative: All dispatch from saloon door where both buzzer and setter are available. - Effective 13) CRITICAL - Administrative: Max 2 on footplate due to limited space. - Effective 14) CRITICAL - Administrative: Guard to close exterior door as soon as they have confirmed safe dispatch. - Effective 15) CRITICAL - Administrative: All public access into and from the railcar to be via the saloon door except in an emergency. - Effective 16) CRITICAL - Administrative: Driver must bring the railcar to a stand to exchange tokens with signallers - Effective 17) CRITICAL - Administrative: Railcar must have two drivers on the footplate when in motion due to a lack of a Drivers Safety Device - Effective	1 x 3 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 3 = 3 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

Appendix



Reference: UI-46119-292
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