Risk Assessment - Use of GWSR Saloon Car

Reference No: OPE-46176-44
Version No: 1
Assessment Approver: Kevin Jarvis

The GWR Inspection Saloon is a standalone carriage (ie no corridor connection), with two four-wheel bogies. The internal layout comprises open areas at each end for up to 13 passengers each, separated by (from North to South) a toilet, the Guards compartment, and a kitchenette. It is anticipated for use at special events and galas etc.

Department: Operations
Date Of Assessment: 03 June 2026
Review Due Before: 04 June 2031
Lead Assessor: Chris Matthews (Guards HoD)
Team: Michael Bell (Operations Director), Stuart Tayles (C&W Workshop Manager), Colin Charman (Safety Director) & Kev Jarvis (Process Assurance Manager)

Use of GWR Saloon Carriage

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Injury to passengers or staff & damage to infrastrure Unfamiliarity. Unusual vehicle. Non standard.	Everyone	1) CRITICAL - Elimination: If the saloon is in multiple operation, then the TTI travelling in it must be able to communicate with the guard via mobile phone. - Effective 2) CRITICAL - Engineering: The vehicile must only be operated in the 'vacuum brake' mode. - Effective 3) CRITICAL - Engineering: The saloon vehicle must be connected to other carriages via its screw coupling which must ne 'tight'. - Effective 4) CRITICAL - Engineering: If the saloon is in multiple operation of a train with a brake coach, then, whenever possible, its own brake must be secured in the 'off' position. - Effective 5) CRITICAL - Administrative: Access doors must be secured with the outside handle in the horizontal position. - Effective 6) CRITICAL - Administrative: Access doors must be secured with the internal handle in the vertical position. - Effective 7) CRITICAL - Administrative: Access doors to the passenger saloon will be locked shut with vehicle access only though the guard compartment doors. - Effective 8) CRITICAL - Administrative: If the saloon is being operated on its own, a guard must travel in the vehicle. - Effective 9) CRITICAL - Administrative: If the saloon is being opeated as a part of a train, a TTI must travel in the vehicle. - Effective 10) CRITICAL - Administrative: If the saloon is being operated as a part of a train it must be at one or other extremity of the consist. - Effective 11) CRITICAL - Administrative: The extendable steps must not be used for access and must be locked out of use. - Effective 12) CRITICAL - Administrative: Passengers must be instructed not to use the communications buttons located within the vehicle. - Effective 13) CRITICAL - Administrative: Passengers must be instructed not to use the brake lever within the vehicle. - Effective	1 x 3 = 3 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider fitting signage to warn passengers not to use the communication buttons or brake lever. - Effective	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.

Reference Documents

• Method of Operation -
• Fitness to Run checklist -

Ends