Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Use of Class 25 loco without current air tank certification - Diesel Loco

Risk Assessment - Use of Class 25 loco without current air tank certification

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Assessment Approver: Kevin Jarvis

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Lead Assessor: Alex Raybould
Team: Kev Jarvis, Andy Durham, Steve Madge, Dave Stanton, & Peter Smith

Use of Class 25 locos without air tank certification

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 to equipment or infrastructure Unexpected catastrophic failure of a pressure vessel.	Everyone	1) CRITICAL - Engineering: Loco is fitted with a safety valve that protects from over pressurisation. This operates at approx 150 psi. - Effective 2) CRITICAL - Engineering: Normal operation cycles the main air pressure between approx 115 and 140 psi. - Effective 3) CRITICAL - Engineering: There are no air tanks in the loco cabs from where it is operated. - Effective 4) CRITICAL - Engineering: Each air tank is less than 250 'bar litres' so outside of the scope of the Regulations. - Effective 5) Administrative: Loco has operated for many years with no issues. - Effective 6) Administrative: We have never had such a failure at the GWSR or are aware of a similar failure at another heritage railway. - Effective 7) CRITICAL - Administrative: Certification is not required under law as the loco air pressure tanks are not classified as 'receivers' and the loco is classified as 'Mobile' and as such outside of the scope of the Pressure Systems Regulations. - Effective 8) CRITICAL - Administrative: The owner has presented the GWSR with 'B' Exam documentation to prove that the air systems are functional and fully operational. - Effective 9) CRITICAL - Administrative: The GWSR competent diesel engineer will carry out a Fitness to Run inspection to satisfy himself and the GWSR that the loco is fit for traffic. - Effective 10) Administrative: The loco will only be in service for a short time (4 days), hence reducing the risk - Effective 11) CRITICAL - Administrative: Crews will be instructed not to enter the engine room and or equipment room area unnecessarily when the air system is charged. - Effective 12) CRITICAL - Administrative: Crews to be instructed to change ends via the outside of the loco and not through the engine room. - Effective 13) CRITICAL - Administrative: The GWSR will instruct the Diesel competent engineer to pay particular visual attention to the air tanks and associated pipes. - Effective 14) CRITICAL - Administrative: Internal loco doors to be kept closed whilst in use - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Engineering: Arrange for inspection and certification - Effective 2) Engineering: Arrange an internal visual inspection by GWSR staff. - Effective 3) Administrative: Not use the loco - Effective	1 x 1 = 1 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Score and Control Measure Notes.
Low risk due to unlikelihood of failure and separation of all persons from the pressurised equipment.
Risk remains low.

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Reference Documents

• Class 25 Layout -

Ends