Risk Assessment - Carrying passengers in brake vans on freight trains

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Carrying passengers in brake vans of freight trains

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 Operational issues, slips, trips, falls, pinches	Passengers	1) CRITICAL - Elimination: The GWSR Rule Rook 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 - Engineering: Freight trains will be limited in length to the usable length of the principal stations at which passengers will board and alight. - Effective 7) CRITICAL - Engineering: At least 50% of the freight vehicles will have a fully operational continuous brake. - Effective 8) CRITICAL - Engineering: The weight of the vehicles with the continuous brake will exceed that of the unfitted vehicles. - Effective 9) CRITICAL - Engineering: No more than 2 'though-piped' or unfitted wagons will be coupled together. - Effective 10) Engineering: Light weight, short wheelbase wagons will be suitable loaded to increase overall weight. - Improvable 11) CRITICAL - Engineering: All vehicles to be coupled together using screw link couplings as a first option, with the rest being of Instanter design to minimise slack. Instanter couplings to be replaced with screw couplings wherever possible. - Effective 12) CRITICAL - Engineering: Brake fitted vehicles to be evenly distributed throughout the train. - Effective 13) CRITICAL - Engineering: The last three vehicles at each end of the train, inside the brake vans, are to be brake fitted. - Effective 14) CRITICAL - Administrative: Passengers must not lean against external doors. - Effective 15) 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 16) 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 17) 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 18) CRITICAL - Administrative: Passengers must be aged 16 or older and must not be infirm or have impaired mobility. - Effective CONTINUES ON NEXT PAGE	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	1) Administrative: Consider providing additional guidance for freight train guards on the use of the brake van handbrake to control coupling slack where appropriate. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
			19) CRITICAL - Administrative: Passengers must be 4 foot tall or more. - Effective 20) CRITICAL - Administrative: The interior of the brake van and veranda platforms should be clean and free of trip and slip hazards. - Effective 21) 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 22) CRITICAL - Administrative: Loco crews should be made aware that there are passengers travelling in the brake vans and drive accordingly to avoid sudden or abrupt movements. - Effective 23) 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 24) CRITICAL - Administrative: Passengers must not be allowed to lean out of the vehicle. - Effective 25) CRITICAL - Administrative: Passengers must be warned of the risk of dust, soot or fumes from the locomotive. - Effective 26) 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 27) 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 28) CRITICAL - Administrative: Crews to take extra precautions not to 'snatch' the couplings when the train is being controlled. - Effective 29) CRITICAL - Administrative: Passengers must only board and alight in station platforms. - Effective 30) CRITICAL - Administrative: There will be no 'Photo Stops'. These are only allowed on photo charter trans that are covered by separate risk assessment. - Effective 31) CRITICAL - Administrative: Passengers must not be carried during times of darkness or poor visibility. - Effective 32) CRITICAL - Administrative: Passengers to be warned in advance, regarding darkness, before entering the tunnel. - Effective 33) 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 34) 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 35) CRITICAL - Administrative: A disclaimer must be issued or stated at the point of ticket sale regarding damage to clothes. - Effective 36) CRITICAL - Administrative: 'Top and Tail' working of such trains is not allowed other than for shunting purposes. - Effective				

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Ends