Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Operating with more than 7 carriages - Operations

Risk Assessment - Operating with more than 7 carriages

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Operating Trains of greater than 7 carriages in length.

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Passengers falling out of doors which are not in platform when the train stops at a station. Toddington, Winchcombe, Gotherington and Hayles platforms are less than eight carriages in length.	Everyone	1) CRITICAL - Elimination: This is not an issue at Cheltenham or Broadway where platform length is sufficient. - Effective 2) CRITICAL - Elimination: Separate risk assessments are written specifically to deal with Gotherington and Hayles Halts - Effective 3) CRITICAL - Engineering: Carriages off the platform will have their doors locked out of use. This will protect the north end of Toddington station. - Effective 4) CRITICAL - Engineering: Southern most carriage to have the southern most set of doors locked. This will protect both Toddington and Winchcombe. - Effective 5) CRITICAL - Engineering: At Toddington a TTI will be stationed at the northern most door of the last carriage to be platformed to protect the north end of Toddington platform and will lock these doors if the train comes to a stand with this door on or beyond the platform end. - Effective 6) CRITICAL - Engineering: A fire extinguisher will be present in every carriage. - Effective 7) CRITICAL - Administrative: A member of staff will be present in every carriage that is not platformed to help instruct passengers with arangements. - Effective 8) CRITICAL - Administrative: Locked doors may be unlocked by competent staff and utilised at stations where there is sufficient length to accommodate them to help with groups as required but must then be relocked before departure. - Effective 9) CRITICAL - Administrative: Signage to be provided to alert passengers as to which doors are not to be used for entry and exit from the trains. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	n/a
Health and Safety	Running round trains of length greater than platform. Having room to safely move a locomotive from one end of the train to the other when running round.	Everyone	1) CRITICAL - Elimination: Both Cheltenham and Broadway platforms are more than sufficient in length accommodate up to 10 carriages and to run round more than this number. - Effective 2) CRITICAL - Elimination: The maximum run round at Winchcombe is 9 carriages. - Effective 3) CRITICAL - Administrative: Toddington - whilst the platforms are only six carriages long the positioning of points and signals allow safe running round of much longer trains which are correctly stopped in platform. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	1 x 4 = 4 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