Gloucestershire Warwickshire Steam Railway Plc
Risk Assessment for Footplate Steam Driving Experience - Steam Loco

Risk Assessment - Footplate Steam Driving Experience

Reference No: STE-45319-32
Version No: 1
Assessment Approver: Kevin 'Kev' Jarvis

This Risk Assessment covers members of the public who are actively participating in Steam Locomotive Driving Experiences (also referred to as Fire and Drive Experiences). This assessment considers that participants will be operating a steam locomotive under the close supervision of a suitably qualified and experienced GWSR steam driver and fireman. STE-44569-13 'Travelling on the footplate of a steam loco' is a separate Risk Assessment for GWSR Crew and Staff.

Department: Steam Loco
Date Of Assessment: 28 January 2024
Review Due Before: 11 March 2027
Lead Assessor: Ian Butler
Team: John Pedley, Kev Jarvis

Customer participation in Steam Locomotive Driving experiences.

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Personal Injury Slips, trips, falls, strains, burns, scalds, crush, manual handling, falls from height etc.	Public	1) CRITICAL - Engineering: Participants are not permitted to undertake buffering up moves. - Effective 2) CRITICAL - Engineering: Participants are not permitted to undertake light engine moves towards headshunts or other obstructions. - Effective 3) CRITICAL - Engineering: To remove any risk of scalding from cylinder drain cocks, participants may only attempt uncoupling/coupling procedures between a locomotive tender and the train. The fireman is to be present "in between" during such operations. - Effective 4) CRITICAL - Engineering: Participants are not permitted to handle fire irons. Cleaning (and redistributing if necessary) the fire must be undertaken by the hosting crew and participants must vacate the footplate during this process. - Effective 5) CRITICAL - Engineering: Where fitted, footplate doors are to be closed when the train is in motion. - Effective 6) CRITICAL - Administrative: Participants are to be provided with a safety briefing prior to boarding any locomotive footplate. Briefing to cover eventualities such as blowbacks, gaugeframe glass breakages, hot water splashes, "spring-back" impacts from vacuum hoses, etc. - Effective 7) CRITICAL - Administrative: The hosting driver and fireman must be suitably qualified and experienced. Neither crew member is to be of probationary status or on the Enhanced Supervision Register. Hosting crews are to have successfully undertaken at least one biennial practical assessment i.e. a minimum tenure in grade of two years. - Effective 8) CRITICAL - Administrative: There are to be no other scheduled train movements during periods when the Footplate Experience train is in operation. - Effective 9) CRITICAL - Administrative: Maintain three points of contact using the handrails when climbing on and off the locomotive. - Effective 10) CRITICAL - Administrative: Partipants must be aware of their individual body needs, taking on hot or cold fluids as necessary and make it known to the hosting GWSR if they feel unwell. - Effective 11) CRITICAL - Administrative: Be aware of own physical limitations - Effective 12) CRITICAL - Administrative: There is to be sufficient time in the daily operating schedule to allow sufficient practical instruction to be given by the GWSR crews without imposing any time pressure on participants. - Effective 13) CRITICAL - PPE: Safety footwear, leather rigger gloves and fire-retardant overalls must be worn. Overalls are to cover arms in full i.e. no short sleeves or exposed forearms. - Effective	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	None	2 x 5 = 10 Medium - Risk to be minimised and controlled so far as is reasonably practical.	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.

Reference Documents

• FPE Participant Safety Briefing - This briefing must be delivered to all FPE participants.

Ends