

SPECIAL
POINTS OF IN-
TEREST:

The QR (quick response) code shown below provides a direct link to the ARTC external plant website which holds all Plant Safety Bulletins and other plant related information.

Free QR code readers are available from your App store for iPhones, Android smart phones & Blackberry's.

Scanning the barcode with your smart phone will take you directly to the website for mobile access to this information.

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Road Rail Vehicle Safety - Part 3

In order to further highlight the safety risks associated with the operation of road rail vehicles and equipment, this Plant Safety Bulletin provides numerous links to external sites which demonstrate the results of previous incidents through investigations, safety alerts and accident re-creations.

Vehicle Runaways:

This incident investigation report details the runaway of a friction drive road rail excavator as highlighted in the previous Plant Safety Bulletin. The Key Facts & Analysis section contains what has been recognised in the UK as the 'best practice' method for on-tracking this type of equipment to assist in the prevention of future occurrences.

http://www.raib.gov.uk/cms_resources.cfm?file=/110711_R102011_Raigmore.pdf

Further links to incidents in this class include:

http://www.transport.wa.gov.au/rail_sa_rsn_2011_01.pdf

http://www.raib.gov.uk/sites/raib/latest_news/news_archive/news_archive_2009/090527_pn_brentwood.cfm

http://www.raib.gov.uk/sites/raib/latest_news/news_archive/news_archive_2009/091029_pn_rrv.cfm

http://www.raib.gov.uk/latest_news/news_archive/news_archive_2009/090225_pn_glen_garry.cfm

An animated re-enactment of the Glen Garry incident can be found at the safety film site listed below which highlights the dangerous conditions that may be encountered on track due to adverse weather, rail head contamination and prevailing gradients.

Workgroup Communication Failures:

Communication between personnel on the ground and heavy plant operators is key in maintaining a safe working envelope around the operating machine. The "What Happened" safety film found at the link below highlights the significance of this point and the potential catastrophic outcomes.

<http://www.safety.networkrail.co.uk/Information-Centre/Safety-Films>

Further links to communication related incidents include:

<http://www.otsi.nsw.gov.au/rail/Investigation-Report-Sandgate-final.pdf>

<http://www.atsb.gov.au/media/3523561/ro2011011.pdf>

<http://www.otsi.nsw.gov.au/rail/Interim-Factual-Statement-Zig-Zag-Collision-2011-04-01.pdf>

http://www.atsb.gov.au/publications/investigation_reports/2011/rair/ro-2011-006.aspx

**Equipment Failures & Fitness for Purpose:**

Component and maintenance failures on operating equipment can also result in derailments, equipment damage and personal injury. Owners and operators must ensure these matters are covered in their standards, operating practices, risk registers and asset management systems. See the following links to incidents and information in this category.

<http://www.transportregulator.nsw.gov.au/rail/publications/tsas/RISN8.pdf/view>

<http://www.transportregulator.nsw.gov.au/rail/publications/tsas/tsa39.pdf>

NSW Transport Regulator - failed stub axle metallurgical review at <http://tinyurl.com/itsr-rrv-1517562>

SA Government - Rail Safety Alert 2005, road rail operation at <http://tinyurl.com/sagov-alerts2005-1>

SA Government - Rail Safety Alert 2005, road rail equipment failure at <http://tinyurl.com/sagov-alerts2005-4>

SA Government - Rail Safety Alert 2005, road rail guidance system failure at <http://tinyurl.com/sagov-alerts2005-5>