



Rail Industry Safety Notice



RISN No. 12

Being Within the Rollingstock Outline

Background

On 15 April 2006, a volunteer member of a heritage rail operator was fatally injured when crushed between a steam locomotive and a passenger carriage. The volunteer was standing in between the rails when the steam locomotive was moving up to the carriage to couple. A Prohibition Notice was issued to all heritage operators with similar coupler types to that fitted to the steam locomotive and passenger carriage involved in the fatality prohibiting people standing within the rails when coupling.

During compliance inspections to ensure compliance with the Prohibition Notice a heritage operator was observed engaging in unsafe activities during coupling and uncoupling movements. Whilst these activities met the requirements of the Prohibition Notice they still involved people being within the rollingstock outline between units of rollingstock that were moving or not secured.

As a result of these observations and the fact that any piece of rollingstock has the momentum to cause injury or death, the opinion was formed that people should not be within the rollingstock outline when these units are approaching each other, coming into contact with each other, otherwise compressing or are not secured. A subsequent Prohibition Notice has been issued to operators that it was believed may be at risk of being in this situation.

The intent of this RISN is to provide the widest possible advice regarding the risks identified above in relation to this practice. With effective procedures and well maintained equipment there is no reason people need to be exposed to this risk.



Action

Accredited rail operators must ensure their employees, volunteers and contractors are made aware that any person being in the rollingstock outline between units of rolling stock when either or both are moving, or when either or both units are not secured is an unsafe activity. Rollingstock Outline is defined as the outline that defines the height, width and cross-sectional geometry of the rollingstock. Operating procedures that do not prohibit this activity should be appropriately amended.

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A/Chief Executive