



Rail Industry Safety Notice

RISN No. 25

PLASSER 09-16 DUAL CAB CONTINUOUS ACTION TAMPER – BRAKING SYSTEM FAILURE

Background

The Independent Transport Safety and Reliability Regulator (ITSRR) requests that rail transport operators in NSW read the attached safety alert issued by the Department of Planning and Infrastructure in relation to an incident in Western Australia.

Action

ITSRR suggests that operators review this alert and assess the information and risks described. Operators are to ensure that any similar risks are being managed.

Consideration should also be given to other track machines that have dual cabs with similar control configurations and the provision for isolating the unattended cab.

Simon Foster
Executive Director, Operations



Office of Rail Safety

SAFETY ALERT

DATE of ISSUE: 7 May 2009	NOTICE No: RSN 2009 - 01
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SUBJECT	Plasser 09-16 Dual Cab Continuous Action Tamper - Braking System Failure
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ADVICE TO:	All Rail Safety Regulators
FROM:	Rob Burrows - General Manager Rail Safety

Background

A report has been received by the Office of Rail Safety (WA) relating to the loss of the service brake operation on a Plasser 09-16 Dual Cab Continuous Action Tamper due to the brake lever in the rear cab being knocked into the release position by loose luggage which was stowed in the unattended cab.

This event had the potential to result in a serious accident and remedial action is required to either engineer out the problem or manage the stowage of equipment in the non-driving cab.

The photographs below highlight the following:

1. The Drivers Brake Panel showing the potential for the brake lever to be knocked into the "release" position.



2. The loose luggage movement onto the brake lever forcing it into the “release” position and preventing further brake applications from the other cab.



The following action is to be taken:

Accredited Rail Transport Organisations either using the Plasser 09-16 Dual Cab Continuous Action Tamper machines or engaging service providers who use these track machines need to be aware of the potential for the service brake lever to be knocked into the “release” position. The issue of instructions to their staff or service providers that loose luggage must not be stowed in a manner that would allow movement or the potential to strike the brake lever in the non-driving end cab when not attended is recommended. Alternatively an engineering solution to minimise the risk of the brake lever being able to be accidentally moved into the release position from the non-driving end needs to be considered by affected parties.

For further information, contact Clive Weaire on (08) 9216 8519