

# Inspection Maintenance and Operation of Side Dump Wagons

Issue date: 09/04/08

Review date: 25/08/11

|   |   |   |   |   |
|---|---|---|---|---|
| <b>SWMS number:</b><br>SMS-06-SW-1073   | <b>SWMS Name:</b><br>Inspection Maintenance and Operation of Side Dump Wagons   |   |   | <b>SWMS Team:</b><br>Work Train Operations Review Team  |
| <b>Custodian (Position):</b><br>Manager Work Train Operations   | <b>Assumptions:</b><br>Maintenance to be conducted during daylight hours.<br>Track on which maintenance is to take place is isolated. |   |   |   |
| <b>Approving Authority (Position):</b><br>Safety Environment and Quality<br>Manager Commercial Renewals   | <b>Plant/Equipment/Tools:</b> <ul style="list-style-type: none"><li>Compressor</li><li>Red flag</li><li>Point clip</li></ul>          | <b>Records/Reporting:</b><br>RSS 011<br>RSS 013<br>R1 Inspection Report sheet<br>Risk Assessment      | <b>Permits/licences required:</b><br>Not Required | <b>Content reviewed by Technical expert (SME) and RailCorp safety professional</b> (position including Div/Group)<br>Manager Work Train Operations & SEQ Coordinator Asset Management Group Commercial / Renewals |
| <b>Applicable Standards, Codes of Practice and guidance:</b> <ul style="list-style-type: none"><li>RailCorp Freight Rolling Stock Maintenance Standards</li></ul> |   |   |   |   |
|   |   | <b>Inspection requirements</b> <ul style="list-style-type: none"><li>R1 inspection annually</li></ul> | <b>Service schedule:</b><br>RSS011<br>RSS013      | <b>Training/Qualifications required:</b><br>Qualified wagon maintainer  |
|   |   | <b>MIMS or METRE Ref:</b><br>Nil  |   |   |

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| Number | Step                                       | Hazard or human error<br>(Safety/Environmental hazards identified, including physical environment, human errors, plant and equipment) | Risk ranking before controls | Control (to be Implemented to eliminate or reduce the risk to the lowest practicable level) | Risk ranking after controls | Responsibility              | Job step to be completed in accordance with (name associated documentation) |
|--------|--|---|------------------------------|---|-----------------------------|-----------------------------|---|
| 1      | Place track protection                     | Slip, Trip, Fall walking on uneven surfaces   | C+                           | Wagons maintained in sidings with flat level walkways, daylight hours only                  | D                           | Yard Controller             | Network Rules   |
| 2      | Secure the wagon to the rail               | Manual handling, Muscular Stress  | C+                           | Correct lifting technique, manual handling training   | C-                          | Maintainer                  | SWI   |
| 3      | Attach compressor to vehicle / start up    | Manual handling, Muscular Stress  | C-                           | Correct lifting technique, manual handling training   | D                           | Maintainer                  | SWI compressor  |
|        |  | Strike injury, opening and closing compressor hood  | C-                           | Correct lifting technique, manual handling training   | D                           | Maintainer                  | SWI compressor  |
|        |  | Exposure to compressed air  | C-                           | Safety net displayed on canopy of compressor, Training in operation                         | D                           | Maintainer                  | SWI compressor  |
| 4      | Visual inspection of wagon                 | Strike injury   | C-                           | Defined exclusion area, PPE   | D                           | Maintainer, Yard Controller | Network Rules<br>RSS011,<br>RSS013  |
| 5      | Maintenance of bogies, brakes              | Strike injury   | C+                           | Wearing of gloves, PPE  | D                           | Maintainer                  | RSS011  |
| 6      | Tilt wagon R1 Maintenance                  | Strike injury   | C+                           | Defined exclusion area, vehicle not full of ballast, rail anchor chain fitted               | D                           | Maintainer                  | RSS013  |
|        | Tilt wagon normal operation                | Strike injury   | C+                           | Defined exclusion area, vehicle loaded, rail anchor chain fitted, PPE                       | D                           | Operator                    | RSS013  |
| 7      | Examine linkages, cylinders both sides     | Strike injury   | C+                           | Defined exclusion area whilst in tilted position , PPE                                      | D                           | Maintainer                  | RSS013  |
| 8      | Return wagon to normal position            | Strike / hit  | C+                           | Ensure that door and wagon body return to the normal position, PPE                          | D                           | Maintainer / Operator       | SWI   |
| 9      | Detach compressor from vehicle / shut down | Manual handling, Muscular Stress  | C-                           | Correct lifting technique, manual handling training   | D                           | Maintainer                  | SWI compressor  |
|        |  | Strike injury, opening and closing compressor hood  | C-                           | Correct lifting technique, manual handling training   | D                           | Maintainer                  | SWI compressor  |
|        |  | Exposure to compressed air  | C-                           | Safety net displayed on canopy of compressor, Training in operation                         | D                           | Maintainer                  | SWI compressor  |

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|--------|-------------------|---|------------------------------|---|-----------------------------|-----------------|---|
| 10     | Remove protection | Slip, Trip, Fall walking on uneven surfaces   | C+                           | Wagons maintained in sidings with flat level walkways                                       | D                           | Yard Controller | Network Rules   |

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**NOTE: Each work group or team member must sign off on the SWMS to acknowledge they have been briefed about or instructed in the SWMS**

| Team member name<br>(Please print) | Team Member<br>signature | Instructor/<br>Briefer name | Date | Team member name<br>(Please print) | Team Member<br>signature | Instructor/<br>Briefer name | Date |
|------------------------------------|--------------------------|-----------------------------|------|------------------------------------|--------------------------|-----------------------------|------|
|                                    |                          |                             |      |                                    |                          |                             |      |
|                                    |                          |                             |      |                                    |                          |                             |      |
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|                                    |                          |                             |      |                                    |                          |                             |      |
|                                    |                          |                             |      |                                    |                          |                             |      |

| RailCorp Level 2<br>Risk Matrix<br>- Regional & Local<br>(Workplace) |    |              | Likelihood/Frequency              |                                 |   |  |   |  |   | Definition for Use - Regional & Local level (Workplace)  |
|--|----|--------------|-----------------------------------|---------------------------------|---|--|---|--|---|--|
|  |    |              | Event Frequency                   | Less than once every 1000 years | Once every 100 to 1,000 years                   | Once every 10 to 100 years                                   | Once every 1 to 10 years  | More than once per year up to and including 10 times per year                      | More than 10 times per year   |  |
|  |    |              | Historical (Likelihood)           | Unheard of in the rail industry | Has occurred once or twice in the rail industry | Has occurred many times in the rail industry, but not in NSW | Has occurred once or twice in NSW   | Has occurred frequently in NSW   | Has occurred frequently at specific locations                                       |  |
|  |    |              | Workplace Predictive (Likelihood) | Not expected to occur           | May occur only in exceptional circumstances     | Could occur at some time but not likely                      | You would expect it to occur at least once in the next 10 years performing similar activities | You would expect it to occur at least once this year performing similar activities | You would expect it to occur at least once this month performing similar activities |  |
| Consequence  |    |              |                                   | F1                              | F2  | F3   | F4  | F5   | F6  |  |
|  |    |              | Incredible                        | Improbable                      | Remote  | Occasional   | Probable  | Frequent   |   |  |
| >10 Fatalities   | C6 | Disastrous   | B-                                | B+                              | A   | A  | A   | A  | A   | <p>Used for workplace hazards and safety risks that do not consider the whole of the network. Indicatively this matrix is appropriate for use where the hazards under consideration are up to 10% of the total network exposure. This includes regional and local workplace risk assessments.</p> <p>As an example, the Level 2 scale would be used when examining the risk of slips, trips and falls on specific RailCorp platforms within a region or at a particular station, or the risk of fire within a depot.</p> <p>There are 3 options for descriptors which can be used to determine the frequency category. One set of descriptors is provided for frequency, one for historical likelihood, and one for predictive likelihood in the workplace. Choose the most appropriate.</p> <p>To score the risk, follow the steps:</p> <p>1. Identify the magnitude of the credible consequence if the risk were to occur. If applicable, risks should be considered in terms of the safety (this matrix), commercial and environmental impact (using other matrices).</p> <p>2. Identify the likelihood of this level of consequence occurring. (This is done after considering the effectiveness of the current controls in place)</p> <p>3. Score the risk using the combination of likelihood and consequence ranking.</p> <p>Note: Where there are a range of credible consequences which may lead to a different level or risks and/or where the controls may be different. It may be useful to score the risk more than once.</p> |
| 2-10 Fatalities  | C5 | Catastrophic | C+                                | B-                              | B+  | A  | A   | A  | A   |  |
| 1 Fatality (2-10 Major Injuries)                                     | C4 | Critical     | C-                                | C+                              | B-  | B+   | A   | A  | A   |  |
| 1 Major Injury   | C3 | Major        | D                                 | C-                              | C+  | B-   | B+  | A  | A   |  |
| 1 or more Minor Injuries   | C2 | Minor        | D                                 | D                               | C-  | C+   | B-  | B+   | B+  |  |
| First aid treatment, or illness/injury not requiring treatment       | C1 | Negligible   | D                                 | D                               | D   | C-   | C+  | B-   | B-  |  |