





Brake Work-Train Isolation (Diesel Fleet)

Document no. SMS-06-SW-1231	Work description This SWI describes the safe work practices for the isolation of Diesel Fleet trains, to prevent their unexpected movement during brake maintenance		
	Scope This SWI is only for use under RSD line management authorisation, in situations where the implementation of isolation makes working on the brakes impossible (i.e. as the brakes are locked on) This SWI covers isolation only and does not include actual work being carried out.		
Review date 12/12/10	References <ul style="list-style-type: none">• OHS Act 2000• Rail Safety Act 2008• OHS Regulation 2001, Part 5.4• AS4024.1 Safeguarding of Machinery• SMS-06-PR-0173 Plant and Equipment Lock-out Tag-out• SMS-12-OI-0886 Red Flagging Trains in stabling yards, depots and Maintenance Centres		
Responsible supervisor	PPE and precautions	Competencies or qualifications	Licences or permits required
Line Manager	<ul style="list-style-type: none">• High visibility clothing or vest• Safety Footwear	<ul style="list-style-type: none">• IRISI• Site specific induction• Electrical Safety Awareness• Manual Handling training• Competent in the use of this SWI	
Tools and equipment required Red, Black and White Danger Tags Red Flag			
IF CONTROL MEASURES ARE NOT SUITABLE AND MAJOR CHANGES ARE NEEDED, CONDUCT A RISK ASSESSMENT AND DEVELOP NEW CONTROLS ACCORDING TO SMS-06-PR-0104 WORKPLACE RISK MANAGEMENT.			
	Warning <ul style="list-style-type: none">• The isolation provided in this SWI is an administrative (procedure) control only. Wherever possible make use of hard isolation that can be locked out. Also consider the ability to utilise physical barriers such as chocks• This SWI does not provide any protection from electrical energies. Refer to relevant electrical isolation SWI's and if required seek assistance from your Line Manager• Plan your escape before working on trains and be alert to the sound of air recharging or signs of wheels or couplers moving and where possible avoid placing any part of your body in a position that could result in injury should the train move		
Pre-isolation Work	Determine, in conjunction with relevant Line Manager if any lockable hard isolation can be used instead and work in accordance with the relevant SWI. If not, proceed as follows		
Red Flag	Place a red flag in accordance with SMS-12-OI-0886 Red Flagging Trains in Stabling Yards, depots and Maintenance Centres		
Isolation	Apply local road isolation (eg. lock boom gate, place Stop boards, position chocks etc) Cut-out the Bogie Cock on the bogie which is to be isolated Place a Danger Tag on the Bogie Cock controller related to the car being worked on		
	Note By isolating one car only at a time, the brakes remain on in all the other cars preventing train movement		
	Warning Never commence work on another car without first removing your Danger Tag and affixing it to the new car		
Undertake Work	Carry out work in accordance with the relevant SWI		

Safe Work Instruction		Issue date: 15/09/09
Brake Work-Train Isolation (Diesel Fleet)		Review date: 12/12/10
Removing isolation	Upon completion of work, ensure no other persons tags are affixed and ensure all persons are clear before removing your Danger Tag and reinstating (Cut-in) the Bogie Cock	
Removing Tags & Flags	Remove Red Flag, in accordance with <u>SMS-12-OI-0886 Red Flagging Trains in Stabling Yards, depots and Maintenance Centres</u>	
	Warning <i>Only remove your own Danger Tag. The removal of another persons Danger Tag and/or cutting the bogie cock back in with another persons Tag in place could result in their injury or death</i>	
Notify upon completion	Notify immediate line manager upon completion of task	
Additional controls		
Additional controls may be required, depending upon the work being carried out. Refer to the relevant SWIs		