

Safety Alert – Review of risks associated with ‘long end leading’ operations

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1 Subject

Review of risks associated with long end leading locomotive operations

2 Issue

‘Long end leading’ is the practice of driving a locomotive when the drivers’ cab is at the rear of the locomotive relative to the direction of travel.

When locomotives are operated long end leading the driver(s) has a more restrictive view of the route ahead and as a result the risk profile of such operations may be increased. Risks include but are not limited to:

- train to train collision;
- train to vehicle collision;
- train to person collision; and
- derailment.

Depending on the size of the locomotive hood, equipment attached to the side of the hood and positioning of the driver’s cab, long end leading may result in the driver’s forward vision being further restricted.



(This picture is a historical photo to represent long end leading operations to assist understanding. It is NOT implying anything regarding the safety of the operations depicted.)

The Rail Safety National Law requires that rail transport operators manage the risks associated with rail operations and ensure safety so far as is reasonably practicable (SFAIRP).

Rail infrastructure managers (RIMs) should understand the risks of any long end leading operations that occur on their respective networks and rolling stock operators (RSOs) should understand the risks of operating locomotives long end leading.

ONRSR expects all rail transport operators to review the risks associated with long end leading operations as it applies to their RIM and RSO responsibilities and consider the effectiveness of their safety management system.

ONRSR further expects that these reviews are completed and documented by **30 July 2021**.

From August onwards rail safety officers will be contacting selected rail transport operators to review the work undertaken and expect rail transport operators to be able to demonstrate that any long end leading operations are conducted in a manner that manages the risks to safety SFAIRP.

This advice is effective immediately

Peter Doggett

Chief Operating Officer