

## Safety Alert

**\*REVISED\* ARTC No. 86  
Issued 02/03/2016**

### Un-braked Flat Top Rail Trolleys – Potential for Runaway

When un-braked, flat, high top or caged trolleys are used on rail there is a risk that the trolley could run away and our risk assessment has identified that event as a high risk, especially if the trolley reached a level crossing.

There are however other risks such as hitting a worker or other equipment or trains on track.

We should not use un-braked trolleys when mounted on rail and we are progressively replacing all ARTC un-braked flat top trolleys with trolleys which have fail-safe brakes fitted where there is continued demand for their use. (An un-braked trolley may be used when securely coupled to another item of equipment which has sufficient braking capability e.g. a mini-excavator).

The use of trolleys should be governed by the following principles;

1. Replace the un-braked trolley with one with fail-safe braking and decommission all un-braked trolleys that are no longer needed.
2. If an un-braked trolley is to be used (for example to get equipment to a location where truck access is difficult) the following risks mitigations are required;
  - The trolley must be securely attached to another piece of equipment that has brakes and is capable of controlling the additional load; or
  - Place the un-braked trolleys on the ground rather than the rail head (where continuous relocation is not required); or
  - Assess the risk of a runaway (taking into account gradient and other features such as level crossings) and restrain the trolley when unmanned by;
    - Use of chocks (typically in level areas of rail).
    - Creation of a buffer stop (which may include tying the trolley to an anchor point by ropes or chain. Anchor points include the track itself or one created for that purpose).
    - Test the restraint that is applied to ensure it works.

Some typical flat top trolleys are shown below.



Similar risks (although lower potential) may also apply to other light weight rail trolleys such as machine support frames and hand held measuring trolleys. If left unattended these items should have tooling grounded or be totally removed from the running line.

Assistance is available from your local Plant Coordinator in:

- Identifying and supplying alternate equipment
- Reviewing options for installing brake systems to existing trolleys, and
- Disposal of unwanted rail trolleys

#### **For your action**

1. Place Safety Alert on display and make copies of this alert available to people who report to you (without regular email access) and ensure that the contents of the safety alert are discussed/explained to your staff.
2. If engaging contractors, ensure they are made aware of current ARTC Safety Alerts.
3. Ensure a method of sign-off is obtained (eg via tool-box/safety meetings/morning briefings etc) to verify that the Safety Alert has been distributed and discussed.
4. If you have any safety concerns with this Safety Alert please speak directly to your supervisor or Plant coordinator.

#### **Further information**

- All Safety Alerts issued can be [found here](#).
- For further information contact Greg Whelan, Plant Manager on (02) 4941 9623 or at [gwhelan@artc.com.au](mailto:gwhelan@artc.com.au)