



# Level 3 Incident Investigation Report

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## *Collision*

*Between Section cars CC81/323-324 and  
Stationary Track Plant*

*27<sup>th</sup> August 2018*

Insert photo

## Table of Contents

1.	Executive Sign Off .....	3
2.	Incident .....	4
3.	Incident Type .....	4
4.	Incident description .....	5
5.	Description of damage .....	5
6.	Description of Injuries .....	5
7.	Notifications.....	5
8.	Findings .....	6
9.	Proposed safety actions .....	6
10.	Investigation details.....	7
11.	Reports.....	7
	Guard's Report .....	7
	Report of collision between SteamRanger Cockle Train and private vehicle .....	7
	Drivers Report .....	10
	Incident Report for 15/02/2017 .....	10
	Train Control Report .....	11

## 1. Executive Sign Off

### Incident ARHS-NO-08-18

#### Collision between Section cars CC81/323-324 and Stationary Track Plant 15<sup>th</sup> February 2017

The final report on incident ARHS-NO-08-18 was approved for release by the Executive and Board of Managers

President \_\_\_\_\_ Date \_\_\_\_\_

Vice President \_\_\_\_\_ Date \_\_\_\_\_

Secretary \_\_\_\_\_ Date \_\_\_\_\_

Rail Safety Manager \_\_\_\_\_ Date \_\_\_\_\_

## **2. Incident**

### *Date*

27<sup>th</sup> August 2018

### *Time*

14:05 Hrs

### *Incident location.*

74.7 Km mark

### *Section*

Gemmells - Strathalbyn

### *Kilometre*

74.7

### *Incident number*

ARHS-NO-08-18

### *Track Plant*

RRV tractor tamper  
Section cars CC81/323-324

### *Drug and Alcohol testing*

Section car driver tested

### *Conditions*

The track was dry, with a clear sunny day and a slight breeze from the NE,

## **3. Incident Type**

### *Collision*

At approx 1410 hours Monday 27 August 2018 Section Cars 323/324 ran into stationary Heavyweight track machines between Stirling Hill level crossing No 2 and 3 at about the 72.750km.

#### **4. Incident description**

Section cars CC81/323-324 left Mount Barker depot with a crew of 4 at 08.20 to proceed to Gemmells under the authority of a TRI. At Gemmells the section cars and crew waited to be admitted to the worksite by the worksite supervisor. The Track gang were working under the authority of a Track Occupancy Authority from Gemmells to Strathalbyn.

At 09.23 the worksite Supervisor admitted the section cars into the worksite. Where they assisted in sleeper replacement working from approx. 71.5km towards Stirling Hill #2 level crossing. The work paused for smoko and lunch was had at 1230. After lunch the work progressed further south to approx. 72.7 km to replace 3 sleepers.

At about 13.40 the Worksite Supervisor requested the Section car driver to take 2 of the gang back to Stirling Hill level crossing #2 to reposition two road vehicles to Stirling Hill level crossing #3 in preparation to return to Goolwa. Upon returning to the worksite the driver of section car 323 while negotiating a downhill right-hand curve failed to stop before coming into collision with the stationary tractor tamper. The track was dry, with a clear sunny day and a slight breeze from the North East.

#### **5. Description of damage**

Track

- There was no damage to the track.

Section cars CC81/323-324

- 323 suffered damage to the radiator
- front of section car damaged requiring repair
- tow bar between the section car and trolley bent requiring replacement

Tractor tamper

- minimal damage to a toolbox.

#### **6. Description of Injuries**

The driver of the section car sustained a laceration to the head.

#### **7. Notifications**

##### ***Train Control***

Train Control was notified at 14:10 hrs.

##### ***Track Manager***

The Track Manager was notified

##### ***HR Manager***

The HR Manager was informed.

##### ***Rail Safety Manager***

The Rail Safety Manager was informed at approximately 14:15.

***Occurrence Number***

ARHS-NO-08-18

***Executive notified***

Members of the Executive notified by phone

***Regulatory Authorities notified***

Both the ATSB and ONRSR notified

***Breath testing***

The railcar driver was breath tested at the incident site by Police Officer J McHugh and drug tested by Senior Traffic Investigating Officer W Weidenhofer with both results negative.

Medvet as contractors for ONRSR arrived at Goolwa about 16:45 to repeat the drug and alcohol test previously carried out by the Police at the incident site.

## **8. Findings**

The speed recording chart from the Railcar was examined for track speed and train handling. The train was being operated within the permitted parameters at the time of the incident. The train speed before the crossing was less than the track speed of 50kph and slowing down for the TSR at the crossing of 30kph. Speed was not considered a contributing factor.

The Railcar head lamp and flashing light were operative. The hi-visibility dayglow boards on the front of the railcar were in place and were of recent manufacture. Visibility of the train was not considered a contributing factor.

The weather was fine, slightly overcast with a light wind. The temperature was about 30<sup>o</sup>. The weather was not considered a contributing factor.

The railway crossing is protected by Railway crossing give-way assembly (RX-1) both which were in place, clearly visible and were of good condition. Signage was not considered a contributing factor.

The cause of the incident was due to the failure of the road vehicle driver to observe the passive level crossing signage and approach of the train.

The presence of foliage on the road side outside of the rail corridor may have been a contributing factor to the incident.

## **9. Proposed safety actions**

Discussions to implement a safety interface agreement for Public Road crossings with the Alexandrina Council are in progress. In reference to Houlden Road crossing the following will be sought;

- A new ALCAM assessment to be done (part of the SIA process). Pending the outcome of the ALCAM assessment it may be that the passive GIVE WAY sign is altered to a STOP sign.

- Request the Alexandrina Council to reduce the roadside vegetation leading up to the crossing to improve the sighting distances.

## 10. Investigation details

The investigation was carried out by SteamRanger's Rail Safety Manager in accordance with Australian Standard AS 4292.

Written reports were sought from all personnel directly involved in the incident.

The speed recording chart from the railcar was examined for track speed and train handling.

## 11. Reports

### Guard's Report

#### Report of collision between SteamRanger Cockle Train and private vehicle.

Date: Feb 15th 2017    Time: 13:55 hrs    Place: level crossing, Houlden Road, near Goolwa.  
Weather: fine, overcast, light wind. Temp about 30.

Train number 4556 enroute from Victor Harbor to Goolwa.

Number of persons on board: 43 plus 4 SteamRanger staff.

SteamRanger personnel: [REDACTED], Driver; [REDACTED], Guard; [REDACTED] and [REDACTED], Passenger attendants.

Vehicle: Grey Nissan Terrano, WPN 201

Driver: Ms Mary Whitley, 309 Kessel Road, Goolwa

Insurance Company: SGIC

Witness to accident: Ben Minards, 0407 187 611

Police report number: 932

Sequence of events as observed by the Guard

As the train approached the Houlden Road level crossing the train driver had commenced slowing the train in preparation for the TSR which begins at about Houlden Rd. Some 100-150 mts from the crossing he sounded the whistle for quite a long time as he usually did. Almost immediately afterwards he sounded the whistle continuously and I looked out of the guards van window to see the Nissan travelling in a northerly direction towards the crossing, seemingly not braking. The vehicle then

disappeared from my sight and the train was braking heavily although not so much as to cause any passengers to fall. I did not see, hear or feel the collision. When the train had stopped I opened the guards van door and was surprised to see the vehicle nose-down in the culvert alongside the road. I immediately alighted from the train and ran to the vehicle to see if anyone was injured. The female driver was the only occupant and obviously shaken but appeared un-injured. Two men from a vehicle which was travelling behind the accident vehicle also ran to the scene and the train driver came immediately afterwards. I then rang the Train Controller, [REDACTED], at 13:56 to report the collision and asked him to call police.

By about 14:05 I was concerned that police had not yet arrived so rang 000 myself and was put through to the Goolwa police station. I requested urgent attendance and the first police officer arrived about 5 minutes later. Meanwhile, the driver had been in contact with the Operations Manager and the Safety Manager. Passenger Attendant (PA), [REDACTED], was seeing to the welfare of the train passengers and ensuring that all passengers remained on the train. One of the passengers was a nurse and she also checked on the welfare of the driver. Very soon afterwards the police arrived and an ambulance arrived and the paramedics attended to the vehicle driver. Then two SES vehicles arrived and, shortly afterwards, a CFS vehicle. A second police officer arrived sometime later but I did not notice the time.

The first police officer interviewed the train driver and witnesses and carried out a breath test of the train driver. I was not aware of any other testing. The driver and I checked the train for any damage and was aware of only slight damage to the front right corner of 334 and slight denting of the protective wire cage around the compressor drive belts. (the driver fixed the wire cage with tools from one of the emergency services.) I paced out the skid marks on Houlden Rd at about 15 mtrs.

When it became apparent that we were not about to depart the scene any time soon, two train passengers became concerned that they had to catch a plane later that afternoon from Adelaide Airport. I asked the witness, Ben, if he wouldn't mind taking these two into Goolwa, which he gladly did. Ben also stated that he heard the train whistle clearly as he turned from the Goolwa Road onto Houlden Road.

Meanwhile, the driver was in contact with the Safety Officer concerning when we might be able to get underway again and was told that the Rail Safety regulator wanted to attend and also that the Track Manager, would have to inspect the track to check if there was any damage which might stop the train from proceeding. At all times I kept the passengers informed of progress via the PA system. Passenger Attendant, [REDACTED], suggested to me that it would be a good idea if some water could be obtained for the passengers as it was quite warm. I rang Goolwa ticket officer, to ask if he could arrange something and he said he would send drinks with the track manager; which he did. [REDACTED] also took the names and contact details of the passengers who were to return to Victor Harbor so that BoM could contact them in the future although no promises were made re complimentary tickets or refunds.

Track manager arrived at 15:05 to inspect the track and found no damage. Police had no objection to us leaving the scene and the Safety Officer gave approval to depart. The train then departed at 15:15 and arrived at the Goolwa station about 7 minutes later. As there were 11 passengers on the train who had to return to Victor Harbor plus those waiting at Goolwa to return, the operations manager arranged for a bus to take passengers back to Pt Elliot or Victor Harbor. This bus was waiting for us on our arrival at Goolwa. I ensured that all returning passengers were on board, apologised on behalf of SteamRanger and thanked them for their patience and understanding.



*Report into collision between section car and stationary track plant 27/8/2018*

At about 16:45 an officer from the Safety Regulator arrived to take an alcohol and drug test from the train driver. Shortly afterwards two other officers arrived to take statements from the train crew and the track manager.

We departed Goolwa station at 17:25, and arrived back at the Goolwa depot at 17:30.

## Drivers Report

### Incident Report for 15/02/2017

Date of Incident ; Wednesday 15th February 2017-02-16

Time ; 1355 hrs

Journey ; Victor Harbor to Goolwa Train No 4556

Consist ; 300/400 Railcar Set 334 – 824- 412

Driver ; ██████████, Guard ██████████.

Weather Conditions ; Fine, slightly overcast

Vicinity ; Houlden Rd road crossing Goolwa SA 118km mark.

Site Report Number 932

Accident Report Number SAP 1700019287

Incident ;

As driver I had sounded the warning device prior to the crossing and again once the car emerged from behind the tree line.

Vehicle travelling behind a row of trees/bushes was obscured from view by the driver until the car emerged within approximately 15 metres of the crossing.

The driver had applied the brakes at the last minute and the wheels were observed to be in a locked position as the said vehicles skidded on the unsealed road towards the crossing.

As driver I believed the vehicle would just be able to stop, however unfortunately that was not the case.

Driver action ;

On approach to Houlden Rd I had already re-moved the “throttle application” and had braked to maintain the 30 kph restriction between the 118.km and 117.9 which applies on the current TSR.

Upon the car emerging from my right I further applied braking and was able to come to a complete stop with the last metre of car 334 still on Houlden Rd crossing.

The vehicle struck the right hand front corner of RC334 and caused minimal damage. Only minor paintwork scratches to the Cow Catcher and Couple handle. The coupler handle was very slightly bent as was the strengthening metal that is positioned between the chassis and the carriage body. It was also observed that at some point the wire mesh grill cover for the compressor belts was slightly pushed in. The wire frame just fouled the belt pulley wheel. ( The wire frame was adjusted to allow free movement of the pulley wheel before proceeding) Tools borrowed from the SES on site and the task to re-adjust the grill was completed by myself)

I secured the railcar set to ensure it was stabled correctly whilst the investigation in the incident was undertaken.

I looked out of the RH side door nearest the drivers compartment and observed that the vehicle was in a parallel position to the side of Railcar 334 with the front sitting at an angle of approx 45 degrees in a cement culvert approx. 4-5 metres from point of impact. The driver was still inside and sitting in the driver’s seat. She said she was not hurt and made a comment that she only lived down the road and that she crosses this crossing everyday and there are never any trains. (A bit of self defence conversation)

A Police Officer (Jane McHugh) arrived within approx. 10-15 minutes and took details and performed a RBT on myself which was Negative. A site report number of 932 was advised and information that a full report would be available as from 16/2/2017, I rang and got the number SAP1700019287 from Wayne WeidenHofer.

The Senior Traffic Investigating Officer, Wayne Weidenhofer arrived some 20-25 minutes later and more detail and performed a Drug test on myself. He was also the person to issue the final clearance from the scene from a police point of view.

Ambulance, SES and a Fire fighting unit all arrived with 15-20 minutes.

The driver was attended to by the Ambulance Officers and allowed to go home with her partner once the scene was cleared.

Other Information.

As I alighted to investigate a passenger advised she was a Nurse and prepared to assist if required.

I approached the vehicle and the Guard [REDACTED] was also there. The driver is female and was in a state of what I would describe as "Mild Shock" but not physically injured.

I re-assured her that it would be okay and to just stay still and calm. I then went to get the Nurse to come and stay with her.

I spoke with the Guard [REDACTED] to ensure he had called Train Control etc which he had done. He was then busy with other calls and gathering detail.

I rang the Safety Officer [REDACTED] at approx 1415 hrs, Additional calls to and from ensured with advice given not to leave the scene until the Track Manager had arrived and inspected the track and also Rail safety manager had confirmed that the ONRSR personnel had cleared the option of other persons to investigate the scene.

Rang Train Control at 1430 Hrs as the Guard was a bit too busy for further follow-up.

I rang The MSM at 1434Hrs to report the incident.

We were cleared from the scene at 1515hrs and proceeded to Goolwa Station where were stabled to await the arrival of the MedVet representative and the personnel from the ONRSR office.

At approx 1630 hrs a Nurse arrived (Dianne Barber) with instruction to complete one test. She proceeded to test for Alcohol and Drugs on myself. Both results were negative.

Approximately 15-20 minutes later Tony Keeley and Rod Masters from ONRSR arrived,. Discussion and notes were made and an inspection of railcar 334 where impact occurred.

They left the station at approx 1715 hrs.

We departed Goolwa Station after confirmation to then RSM and upon the issue of a new Train Authority to proceed to Goolwa Depot to stable.

[REDACTED]  
Driver Journey 4556.  
16/02/2017

### **Train Control Report**

Received a report today from guard [REDACTED] at 1357 that a car had hit train 4556

Train details: Motorman: [REDACTED],

rail cars 334-824-412

No injuries reported.

I rang the local police.

Minor damage to car 334 extensive damage to road car Nissan Teranno WPN201.

Only one occupant

Car was slightly fouling line at first.

I advised Operations , Rail safety and Mechanical services managers

I also advised stations at Victor Harbor, Port Elliot and Goolwa.

Train eventually departed for Goolwa Depot. I was advised that the crew had been breath tested.

Trains 4557 and 4558 were replaced by a bus.

[REDACTED]  
Train Control

Houlden rd. Arr. 1356 dep. 1520

Goolwa 1541 to 1730 !!

Goolwa depot 1735