

Electrical Isolation on Rollingstock



Target audience

Sydney Trains workers and contractors who conduct work on Sydney Trains Rollingstock.

The Issue

A fleet maintenance worker received a 1500 volt electric shock while working on a compressor unit of a Tangara train at Mortdale Maintenance Centre due to electrical isolations not being correctly implemented. The worker luckily sustained only minor burns to the thumb and index finger and was transported to hospital for further assessment and later cleared of any significant injury.

What you must do

This incident reinforces the critical importance of ensuring that electrical isolations are correctly implemented, systems are de-energised, locked out, tagged out and tested dead before work is commenced. Failure to do so can result in exposure to live electrical systems, placing yourself and others at serious risk.

These risks and controls are to be communicated to all workers involved in the task through clear safe work procedures (SWMS/SWI/SOI) and via the completion of pre-work briefings which identify the hazards for the work to be performed, and specific safety controls to be applied to manage them.

Your safety, and the safety of those working around you, depends on the understanding, implementation and strict adherence to electrical isolation and safety requirements

In the event of an electric shock we must also ensure compliance with our [Electric Shock Protocols](#).

If you have any questions or require clarification, contact your Line Manager or Safety Risk and Assurance (SRA) Partner or contact the Electrical Distribution Unit at railelectricalsafety@transport.nsw.gov.au.

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