Overview of Event
- Deliveries were being made to a number of sites using an RRV with two trailers with personnel travelling in a Gator.
- A number of deliveries had been made without incident.
- The vehicles had reloaded and were travelling to the next delivery site; in order to get there they had to cross a level crossing which was under local control.
- As the vehicles approached the level crossing the drivers saw their path was blocked by a road vehicle and trailer that were delivering a tracked chipper to another work site.
- The gator slowed and stopped.
- The RRV with two trailers saw this, the driver throttled back and applied the brake.
- The RRV did not slow as expected and the driver engaged reverse gear.
- The RRV slowed but collided with the rear of the Gator which was unable to move forward due to the road vehicle and trailer on the crossing.
- The initial investigation identified a quantity of grease had been applied to the rail head.

Investigation details
- A summary of the findings of the local investigation involving Infrastructure Projects, Maintenance and the manufacturer of the automatic grease distribution unit close to the level crossing are in underlying causes.

Underlying causes:
- The site specific risk assessment required by the Product Acceptance process for the installation of Automatic Grease Distribution Units (AGDU) was not completed; this should have included the interaction with rail mounted construction plant.
- The planning for the deliveries did not involve a walk of the whole length of the route - therefore the AGDU was not identified as a hazard (although the Term “grease pots” is mentioned in the documentation for planning to use rail plant).
- Any rail vehicle passing the sensor of an AGDU will actuate the unit and every actuation delivers the set amount of grease – in this case sufficient for eight full sized rail wheels.
- The AGDU was actuated at least 22 times by the RRV and Gator during deliveries.
- The size and number of wheels on the RRV, trailers and Gator meant they became over loaded with grease which was “splashed” on to the railhead as the wheels rotated.