



1 Key message

What is Emergency Door Release?

As part of our commitment to safety and service, all operational staff are required to be competent in the safe operation of Emergency Door Releases (EDRs)

Knowing how to operate the EDR's for the various fleet, along with exit control, will ensure, in the case of an Emergency that all passengers alight from the train safely.

Safety requirements

There are some safety requirements we must uphold when operating an EDR.

When instructed by the Signaller, Train Controller or Daily Operational Continuity Centre (DOCC) to implement EDR procedures, staff should:

- Operate the EDR only do so when assurance is given that the rail traffic on the affected lines has been brought to a stand.
- Be accompanied and assisted by at least one other colleague (unless they are at a single staff station)
- Ensure that their manager, their colleagues and the relevant Signaller, Train Controller or DOCC are aware of where they are going and what is happening.

At a single staff station:

- Station staff must confirm that the Signaller, Train Controller or DOCC will be monitoring them and arranging assistance as soon as possible.

Before entering the Danger Zone, staff must:

- Conduct a risk assessment
- Identify a safe place.

Safety risks

In operating EDRs, staff will need to walk in the Danger Zone safely and assist our customers to walk in the Danger Zone.

The following risks and hazards need to be considered:

- Location of safe places
- Train protection
- Adjacent lines
- Electricity and overhead wiring
- Trip and slip hazards such as oil, debris, broken tracks, glass, etc.
- Hazardous substances such as chemicals
- People – our customers that will come out of the train – possibly a crowd
- Evacuation route if required
- Poor lighting / weather conditions.



Important

Before entering the Danger Zone and attempting to operate EDRs, staff should ensure that the train and the site are protected and they must follow any necessary Safeworking or Network rules.

Equipment required

- High visibility clothing
- Safety footwear
- Phone or radio
- Crowd control devices (flags, megaphone, etc.)
- Qualification (RISI minimum).

Confirmations

You must make contact with the relevant Signaller, Train Controller or DOCC to confirm that:

- Signals are at STOP
- Blocks are applied
- Electrical power is off (if necessary).

Before entering the Danger Zone

- Identify risks
- Assess the consequences of the risks
- Determine appropriate controls to manage or negate risks.

Risk assessment

You must ensure an ongoing risk assessment – before, during and after implementing the EDR procedure. The situation may change and you may need to change your risk assessment plan accordingly.



Consider this ...

Observe your surroundings and consider...what might be some associated risks with exiting passengers from this carriage?

- Is it raining?
- Are trains frequently coming in the adjacent direction?
- Is the train crowded?
- Is there an embankment next to the train and no easily accessible safe place?
- Is the overhead wiring down?



2 Keeping it real

What does this mean for me?

If the Driver, Guard or Passenger Attendant is incapacitated or unable to open the train doors during an emergency, you will need to operate the Emergency Door Release.

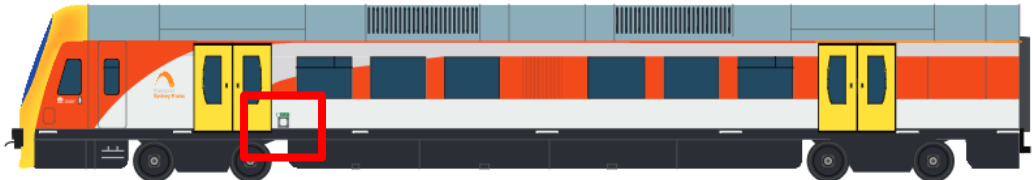
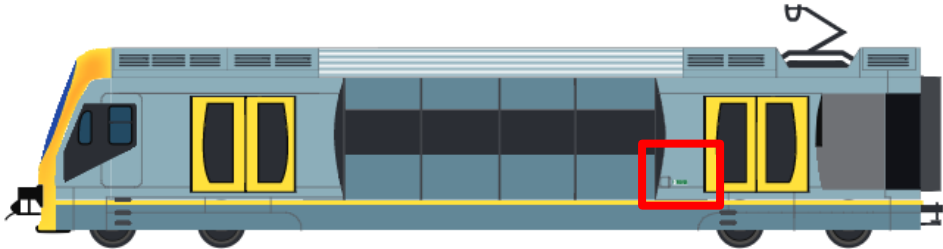

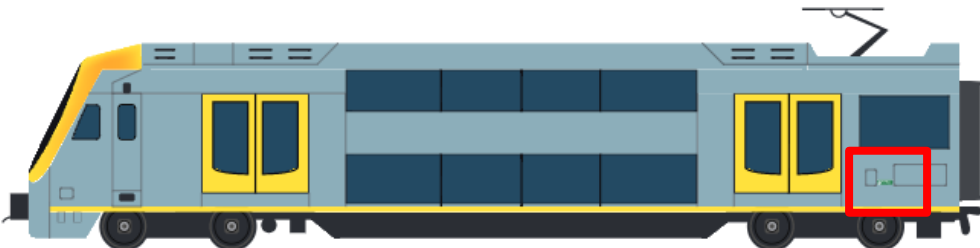
The operation of the EDR varies per train type. They may be operated by a:

- Push button
- Turn switch
- Lever.



Tips and hints

The EDR is generally located on every train carriage on doors diagonally opposite each other and always indicated by green decals.

Hunter Turn switch	
Oscar Turn switch	
Tangara Push button	
Millennium Pull down lever	

**Suburban/
Intercity**

Turn switch



Waratah

Pull down
lever

A set:

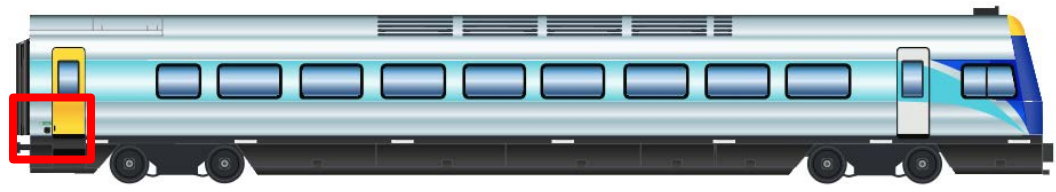


B set:



**Xplorer/
Endeavour**

Pull lift lever



XPT

Push button

