

ANTR 402

Inspecting Trains

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

Issue/Revision #	Effective from
2.0	11 October 2015

Purpose

To prescribe the rules for ensuring that *trains* are fit to *travel* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

Inspection before travel

Operators must make sure that:

- vehicles in a train *consist* are inspected and *certified* as meeting the operating standards specified in the ARTC *Train Operating Conditions (TOC)* manual, and
- details of the train's consist, and changes to the consist, are promptly provided to *Network Control*, and
- during travel in the ARTC Network, trains continue to comply with the requirements specified in the TOC manual.

Trains, *rakes* of vehicles, and vehicles must be re-inspected in accordance with the requirements specified in the TOC manual:

- after *re-marshalling*
- if they stand without an attached *locomotive* for longer than the specified time
- if vehicles that have not been examined within the specified time are attached.

The *airbrakes* of trains must pass the continuity, holding and leakage tests specified in the TOC manual.

Brake certification

Operators must make sure that train brakes are examined before a train travels in the ARTC Network, and the brakes:

- work in accordance with the requirements specified in the TOC manual, and
- are certified as doing so in current documentation carried on the train.

Vehicle integrity

Operators must make sure that vehicle attachments, doors and loads are:

- *secured*, and
- within the relevant rolling-stock *loading outlines* specified in the TOC manual.

If an inspecting *Qualified Worker* finds a defective vehicle or load in a train consist, the affected vehicle must be:

- repaired, and certified by an *Operator's Representative* as fit to travel, or
- reloaded within the relevant loading outline, or
- *authorised* to travel as an out-of-gauge vehicle by an authorised ARTC Representative, or
- detached from the train.

Standard equipment

Before a train travels in the ARTC Network:

- speed-monitoring equipment, if fitted, must be working correctly, and
- a Driver safety system, in accordance with the requirements specified in the TOC manual, must be fitted and working correctly, and
- prescribed train lights must be fitted and working correctly, and
- a train *whistle* must be fitted to the leading end of the leading *motive power unit* and working correctly, and
- equipment fitted to communicate with Network Control must be working correctly.

Dangerous goods

Before a train travels in the ARTC Network, Operators must make sure that the classes of *dangerous goods*, and the identification numbers of vehicles carrying dangerous goods, are recorded in the train consist documentation.

Dangerous goods must be loaded, labelled, and marshalled in accordance with the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (ADG Code).

Inspection during travel

Qualified Workers must report abnormalities and unsafe conditions in passing trains:

- if possible, to the crew of the passing train, and
- to the *Network Control Officer*.

During travel, *Train Crews* must inspect their trains in accordance with the requirements specified in the TOC manual, and observe passing trains, for:

- abnormalities of equipment, loading and security, and
- unsafe conditions, defects and failures.

Responding to reports during travel

If unsafe conditions or defects in a travelling train are suspected or reported, the Train Crew must:

- if necessary, stop the train, and
- tell the Network Control Officer, and
- if possible, check and remedy the faults.

If unsafe conditions or defects are reported to Network Control, a Network Control Officer must:

- tell the affected Train Crew about unsafe conditions and defects, and
- follow the requirements of *Rule ANGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*.

Moving defective vehicles

A defective vehicle that the Train Crew considers to be unable to travel must be moved only in accordance with *Rule ANTR 414 Defective vehicles*.

If an affected train cannot keep to its programmed schedule, it must travel only at the direction of the *Train Controller*.

Related ARTC Network Procedures

NIL

Effective Date

11 October 2015