ANTR 412

Defective Running Gear

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

Issue/Revision #	Effective from
2.0	11 October 2015

Purpose

To prescribe the rules for dealing with damaged vehicle wheels, suspension equipment, drawgear, and overheating axle box bearings and defective traction in the *Australian Rail Track Corporation (ARTC) NSW Network.*

Principle

If *train* running gear is suspected or reported to be defective during *travel*, the *Train Crew must*:

- if necessary, stop the train, and
- tell the *Network Control Officer*, and
- follow the requirements of Rule *ANTR 400 Protecting trains*, and
- determine the nature and extent of the defect.

Damaged wheels

Wheel scale

If there is only surface *wheel scale* on a vehicle's wheel tread, the vehicle *may* travel at *normal speed*.

For greater thickness of wheel scale, *Drivers* or *track vehicle operators* must act in accordance with the requirements specified in the *ARTC Train Operating Conditions (TOC) manual.*

Flat spots (wheel skids)

If there is only one flat of less than 25mm length on a vehicle's wheel tread, the vehicle may travel at normal speed.

For multiple or larger flat spots, Drivers and track vehicle operators must act in accordance with the requirements specified in the TOC manual.

Defective suspension equipment

If suspension equipment is defective, it must be dealt with in accordance with the requirements specified in the TOC manual.

Overheating axle boxes

If a Train Crew becomes aware of, or is warned about a hot axle box, the Driver must:

- stop the train, and
- tell the Network Control Officer.

If a Train Crew becomes aware of, or is alerted about a warm axle box, they must assess whether the affected vehicle can travel, and at what speed.

If the affected vehicle can travel safely, the Train Crew must re-inspect the axle box bearing in accordance with the requirements specified in the TOC manual.

Defective drawgear

If drawgear is confirmed to be defective, the Train Crew must:

- if possible, replace or repair it, or
- arrange to detach and *stable* the vehicle.

If the drawgear cannot be replaced or repaired, the Train Crew may:

- re-*marshal* the defective vehicle as the rearmost in the *consist*, or
- tow the vehicle, with an approved towing device in place of the vehicle's defective drawgear, in accordance with the requirements specified in the TOC manual.

If a towing device cannot be used, the Train Crew must follow the requirements of Rule *ANTR 416 Disabled trains*.

Removal of detached drawgear

The Train Crew must tell the Network Control Officer whether detached drawgear:

- has been removed from the *four-foot*, clear of the line, or
- needs *protection*.

If necessary, the Network Control Officer must arrange for detached drawgear equipment to be removed clear of the line.

Locomotive wheelspin

Drivers must control the operation of *locomotives* and trains to limit wheelspin. If a *motive power unit* undergoes uncontrollable wheelspin, the Train Crew must:

- tell the Network Control Officer about the *Condition Affecting the Network* (CAN), and
- if necessary, follow the requirements of Rule *ANTR 400 Protecting trains*.

The *Train Controller* must arrange for *Maintenance Representatives* to inspect and assess the affected portion of *track*.

If necessary, the Maintenance Representatives must arrange for placement of speed restriction signs in accordance with Rule *ANSG 604 Indicators and signs*.

Oversanding

If a locomotive applies sand continuously or excessively, the Train Crew must act in accordance with the requirements specified in the TOC manual.

The Train Controller must arrange for Maintenance Representatives to inspect and assess the affected portion of track.

If oversanding occurs in *track-circuited territory*, the *Signaller* responsible for the affected portion of line must treat the *track-circuits* as unreliable.

Until the line is *certified*, *rail traffic* must be *block worked* over the affected portion of line.

Related ARTC Network Procedures

ANPR 703	Working using controlled signal blocking
ANPR 711	Lookouts
ANPR 720	Protecting trains

Effective Date

11 October 2015