

**TITLE/SUBJECT:**

Correct Use of End of Train Markers

Type: External alert / guide / compliance obligation.**PURPOSE**

To clarify and communicate compliance obligations to Rail Operators and Network Controllers.

This bulletin has been issued following incidents at Kooragang Island, NSW when two trains collided on the 29th September 2020 and also at Kaleentha, NSW when a train parted leaving four wagons in the section on 2nd October 2020 where the use of End of Train Markers (ETM's) was not correctly applied as per the standards.

There have also been over 27 reported incidents of missing or malfunctioning ETM's in the last 12 months on the ARTC Network

INTENT OF THE STANDARDS AND SAFEWORKING RULES

A train shall have an operable and compliant ETM when it enters the ARTC network and shall carry an operable spare.

The standards listed below state, "Shall not continue", they do not say "stop immediately". So, "shall not continue" means the train (or track vehicle) cannot continue to run the rest of its planned path as if nothing needs fixing. The standards also state, "repaired or replaced as soon as possible."

The correct intention of all the documents listed below is to move the "defective" train in a safe manner (such as block working) to the first suitable location where the operator can repair or replace the defective ETM. This means the first suitable siding or loop. It should remain there until the defective ETM is repaired or replaced by the operator.

ACTION REQUIRED

1. Rail Operators, Drivers and Rail Traffic Crews are to ensure they comply to the Standards and Safeworking Rules associated with ETM's for the safe operation on the ARTC Network

Approved by Simon Ormsby, GE Interstate

Applicability: Rail Operators and Network Controllers

Issued by: Interstate Operations

HSE Category Rail Safety

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2. Place this Safety Alert on display and make copies of this alert available to people who report to you (without regular email access)
3. Ensure that the contents of the safety alert are discussed/explained to your staff. In particular with staff who are responsible for the placement and maintenance of ETM's.
4. Ensure a method of sign-off is obtained (eg via tool-box/safety meetings/morning briefings etc) to verify that the Safety Alert has been distributed and discussed.
5. If you have any safety concerns with this Safety Alert please speak directly to your supervisor.
6. If engaging contractors, ensure they are made aware of current ARTC Safety Alerts

LIST OF RELEVANT STANDARDS AND SAFEWORKING RULES

RISSB AS-7351

3. Tail and Marker Lights

Route Access Standard – General Information

3.2 Safeworking Forms and Safety Equipment

4.12 Train Identification and Markers

SA/WA/Western Victoria

CoP VOL 3 for the DIRN

5.11 Roll-by when trains cross or pass on single lines

ARTC Addendum to the CoP for the DIRN

6.1 Trains Crossing or Passing on CTC Territory

6.2 Trains Crossing or Passing on ABS Territory

6.3 Trains Crossing or Passing on Train Order Territory

Electronic Authority - Advanced Train Management System (ATMS)

13.2 Unequipped Rail Traffic (At least One)

NSW

TOC – GI 03 Train Operations

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Emergency Equipment

ANTR-406 – Using Train Lights

Principle

Defective end-of-train markers or unlit taillights

Missing end-of-train markers

VICTORIA

TA20 Section 10 – Rule 43

a. Wagons to be Examined before Departure

TA20 Section 11 – Rule 2

2. Tail Signals

a. Train Discs and Lights

TA20 Section 11 – Rule 3

f. Testing End of Train Marker

TA20 Section 13 – Rule 7

e. Tail Signals

TA20 Section 29 – Rule 19

i. Stationmaster/Officer-in-Charge at Originating Station

FURTHER INFORMATION

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