

Safety Notification

TO : Team Managers; Hi-rail users

CC : Ian Newton; Ken Thornton; Denis Snowden; Plant Coordinators

FROM : Greg Whelan, Plant & Equipment Manager

DATE : 6/5/08

SUBJECT : *Hi-Rail Equipment*

Reference : TCR 4344

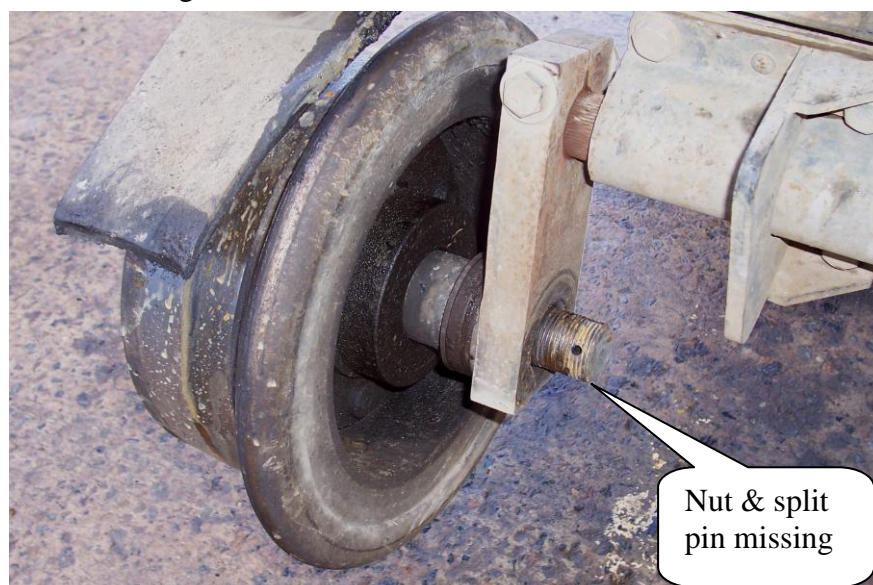
Following the investigation of a recent hi-rail incident and as a result of other recent hi-rail inspections, a number of safety critical items need to be addressed. These include:

1. Pre-start inspections on hi-rail equipment
2. Loading of hi-rail vehicles
3. Operating speed of hi-rail vehicles

1. Pre-start inspections

Daily pre-start inspections are required on all hi-rail vehicles in accordance with the requirements of *PP139.2F-01 Pre-Start Inspection Report – Rail Guidance Equipment*. These are to be performed to maintain the integrity of the equipment and the subsequent safety of operating personnel.

The following example of where a stub axle nut had worked loose over time was not picked up by the operator until the nut was totally missing resulting in a seriously unsafe condition although no incident resulted.





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While this condition was initiated by a maintenance fault, the potential for early rectification lies with the vigilance of the vehicle operator in performing routine mechanical safety checks.

Chassis cracks are still occurring on some of the older Canter vehicles and as previously advised, operators are to be vigilant in checking the front and rear chassis rails for any signs of crack propagation.

2. Loading of Hi-rail Vehicles

The even distribution of load on hi-rail vehicles is to be maintained within the maximum rated GVM of the vehicle to ensure the safety of both the vehicle and occupants both on road and on track.

It has been identified that a number of 100 Series Land Cruisers have incorrect GVM rating stencilled on the side of the vehicle. The maximum GVM rating of these vehicles is 3500kg. These will be checked by your Plant Coordinator and updated accordingly.

For maintenance inspections where a twist test is to be carried out, the vehicle must be in its Tare or unladen state. This is important to ensure even and accurate load distribution on the hi-rail equipment. The only loads that should remain are large fixed equipment installations eg cranes, welders etc that always stay in the same position.

Maintenance providers may refuse to conduct twist compliance inspections if these conditions are not met.

3. Operating Speed:

The noted operating speed in the vehicle is the maximum allowable on track speed. The vehicle should always be driven at a speed suitable for the conditions at the time and according to any local regulations or speed restrictions.

A recent incident has again highlighted the ongoing T12 operating restriction on the vehicle in question. From additional research it has been found that virtually all hi-rail vehicles including the following classes of vehicles are affected by this restriction:

- All Toyota Land Cruiser hi-rail vehicles – 70, 75, 78, 79 & 100 series
- All Holden Rodeo 4x4 hi-rail vehicles
- All Mitsubishi Canter hi-rail vehicles
- All Toyota Dyna hi-rail vehicles
- All Hino hi-rail trucks
- All Toyota Hilux hi-rail vehicles



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Other plant items may also be affected by the T12 restriction. The TOC manual or existing TOC waivers should be reviewed to confirm these requirements.

The T12 restriction requires the vehicle operator to reduce speed over track fitted with guard rails or check rails as per warning label below to be issued to all affected vehicles.

WARNING

**REDUCE SPEED WHEN TRAVERSING TRACK FITTED WITH
CHECK RAILS OR GUARD RAILS.**

**Maximum Speed Forward = 20kph
Maximum Speed Reverse = 5kph**

This includes Points, Crossings, Bridges & Level Crossings
Refer T12 Restriction in the Train Operating Conditions (TOC) Manual

The Isuzu FTS750 Hi-rail vehicle is affected by a T13 restriction which is as per the T12 plus it is not allowed to operate within the electrified network and care must be taken around high ballast shoulders, laid out sleepers and rail lubricators.

These restrictions are not as a result of a design fault or failure in the vehicle but are related to the road tyre inner and outer track width and the interaction with other rail structures.

If you require additional pre-start inspection books or have any queries related to these or any other hi-rail issues please contact your local Plant Coordinator or myself.

Your cooperation in maintaining the safety of our hi-rail fleet is appreciated.

Regards,

Greg Whelan
Plant & Equipment Manager