

Train Working

NTR 402 Inspecting trains

Description

This document describes the requirements for ensuring that trains are fit to travel.

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Purpose

To prescribe the rules for ensuring that trains are fit to travel in the Network.

Inspections before travel

Operators must make sure that:

- vehicles in a train consist are inspected and certified as meeting the operating standards specified in the *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 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 Network, and the brakes:

- work in accordance with the requirements specified in the TOC manual

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- 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:

- secure
- within the relevant rollingstock 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 Asset Standards Authority Representative, or
- detached from the train.

Standard equipment

Before a train travels in the Network:

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

Dangerous goods

Before a train travels in the 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.

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Dangerous goods must be loaded, labelled, and marshalled in accordance with the *Australian Dangerous Goods Code*.

Inspections during travel

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

- if possible, to the crew of the passing train
- to the Signaller.

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
- 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
- tell the Signaller
- if possible, check and remedy the faults.

If unsafe conditions or defects are reported to the Signaller, the Signaller must:

- tell the affected Train Crew about unsafe conditions and defects
- follow the requirements of [NGE 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 [NTR 414 Defective vehicles](#).

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