 <p>PO Box 299 Oberon NSW 2787 ABN 98 107 506 208</p>	Version	Author	Reviewed	Reference
	A - 1	SMS Work party	Committee	HP-030
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	Rail Infrastructure Standards			

Document Status

Version	Date	Revision	Prepared	Reviewed	Approved
A - 1	27/03/2019	1	SMS Working Party	Committee	27/03/2019

Revision Record

Revision	Date issued	Description of Changes
1	27/03/2019	Formatting, updated related documents

Rail Infrastructure Standards

HP-030

1: Introduction

OTHR engineering standards were developed based on the original NSW SRA pioneer class 5 engineering standards to suit the operation and maintenance of this heritage line from Oberon to Tarana.

2: Responsibilities

It is the responsibilities of the Engineering Manager, Track Manager and Track Certifier to ensure that the maintenance of the infrastructure and operation of this heritage railway comply with OTHR engineering standards.

3: Related Documents

OTCS 100 V1-0, OTCS 200 V1-0, OTCS 203 V1-0, OTCS 210 V1-0, OTCS 215 V1-0, OTCS 220 V1-0, OTCS 230 V1-0, OTCS 240 V1-0, OTCS 250 V1-0, OTCS 300 V1-0, OTCS 301 V1-0, OTCS 302 V1-0, OTCS 310 V1-0, OTCS 320 V1-0, OTCS 330 V1-0, OTCS 410 V1-0, OTCS 420 V1-0, OTCS 510 V1-0, OTCS 520 V1-0, OTCS 540 V1-0, OTCS OTGM 005 V1-0.

4: Scope

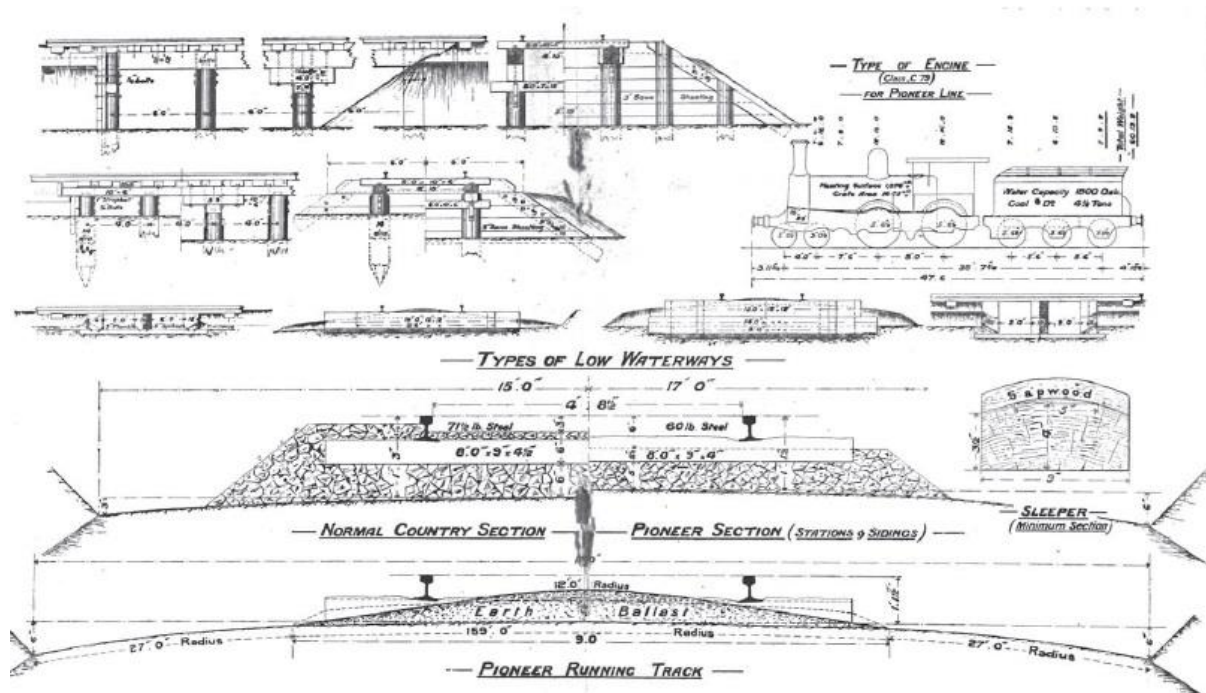
A 'Pioneer Line' were built with no ballast in its construction and the track was laid with 60lb rail.

The OTHR track is inspected and certified as fit for purpose by an appropriately qualified and competent person. Where the inspection uncovers matters needing attention or restrictions are imposed on operations (such as speed), OTHR complies with the conditions of the restriction and considers whether repairs are required to meet normal operating parameters. When repairs are carried out, the track is re-inspected and, where appropriate the conditions on operations amended.

Post-certification track inspection is the responsibility of the Track Manager who conducts or arranges for regular track inspections at intervals to comply with OTHR engineering standards while the track is open for traffic, together with track inspection patrols performed by the track manager or his designated representatives.

Regular operational maintenance is carried out **as per OTHR engineering standards** while the track is open for traffic to make sure all moving parts, such as point blades and levers, are appropriately lubricated and functioning in a correct and safe manner. Unscheduled maintenance is carried out on a needs basis as determined by inspection and to maintain the track to the standards.

At the completion of a track inspection if repairs are needed a work order is to be raised, prioritised and action taken to fix.



The track and associated infrastructure will be maintained to the following standards:

a) Formation

- Formation shall be evenly graded without obvious dips or humps.
- Maximum gradient shall be 1:25 (compensated).
- Minimum curve radius shall be 5 chain.

b) Sleepers

Sleepers on the Oberon-Tarana line are timber, are used to support the rail and are laid transverse to the rail. Weight is transferred from the rails to the sleeper and onto the ballast. By anchoring the rails to the sleepers via “dog spikes” they restrain movement and hold the correct gauge and geometry of the track.

c) Vegetation Control

- The main focus of vegetation control is to reduce the fire hazard along the line.
- Grass and weeds will be controlled by slashing, spray or mowing to minimise the risk of grass fire.
- Shrubs, trees or bushes will be trimmed or removed (after consultation with council) to maintain visibility at level crossings as well as not touching rolling stock
- Declared weeds shall be removed wherever practical.
- Vegetation on 4 foot – rotting vegetation shortens sleeper life, cause wheel slip on rolling stock.

d) Camber on Curves

- Camber is generally not required on this low speed operation. However, under no circumstances is the inside rail on curves to be higher than the outside rail (negative cant).

e) Other Infrastructure (Fencing and Platforms)

- Fencing and Platforms must be in sound, stable and safe condition free of potential trip or other injury hazards.

OTHR will follow the OTHR Specifications where they can be met. If they cannot be met an engineering solution will be found and a waiver will be documented and authorised by our **Engineering Manager**.

