



OTTR 410

Defective Equipment

Applicability

NSW

SMS

Publication Requirement

Internal Only

Document Status

Issue/Revision #	Effective from
1.0	1 January 2019



Purpose

To prescribe the rules for responding to train equipment failure during travel in the *Oberon Tarana Heritage Railway (OTHR) Network*.

Brakes

If a train's brakes are suspected or reported to be defective during travel, the *Train Crew* must act in accordance with Rule *OTTR 404 Using brakes*.

Train Lights

If a train's lights are suspected or reported to be defective during travel, the *Train Crew* must act in accordance with Rule *OTTR 406 Using train lights*.

Train Whistles

If train *whistles* become defective during travel, the *Train Crew* must act in accordance with Rule *OTTR 408 Using train whistles*.

Speedometers

If the speedometer in the leading *motive power unit* is observed or reported to be defective during travel, the *Train Crew* must, if possible, remedy the defect.

If the fault persists, the *Train Crew* must not exceed the speed limits.

An affected train *may* continue to travel until:

- the train is *re-marshalled* at the first suitable *location*, or
- the equipment can be repaired or replaced, or
- the motive power unit is *worked out of service*.



Driver Safety Systems

If faulty Driver safety system equipment in the leading motive power unit needs to be completely isolated during travel, the Train Crew must tell the *Network Operations Manager*.

An affected train *may* continue to travel until:

- it is re-marshalled at the first suitable *location*; or
- it is taken out of service at a suitable *location*.

Network Operations Manager must monitor the journey of an affected train.

Train Communications Equipment

If the train communications equipment in the leading motive power unit is found or reported to be defective during travel, the Train Crew must report the failure, as soon as possible, to the Network Operations Manager.

Operators must arrange for alternative means of *effective communication* by Train Crews with Train Controller.

An affected train may continue to travel until the end of its scheduled journey.

At the end of that journey, the affected train must be taken out of service at a suitable maintenance location.

Related OTHR Network Procedures

OTPR 721 Spoken and written communication

Effective Date

1 January 2019