



OTTR 412

Defective Running Gear

Applicability

NSW

SMS

Publication Requirement

Internal Only

Document Status

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1.0	1 January 2019

Purpose

To prescribe the rules for dealing with damaged vehicle wheels, suspension equipment, drawgear, and overheating axle box bearings and defective traction in the *Oberon Tarana Heritage Railway (OTHR) Network*.

Principle

If *train* running gear is suspected or reported to be defective during *travel*, the *Train Crew must*:

- if necessary, stop the train, and
- tell the *Train Controller* and
- follow the requirements of Rule *OTTR 400 Protecting trains*, and
- determine the nature and extent of the defect.

Damaged wheels

Wheel scale

If there is only surface *wheel scale* on a vehicle's wheel tread, the vehicle *may* travel at *normal speed*.

For greater thickness of wheel scale, *Drivers* or *track vehicle operators* must act in accordance with the requirements specified in the *OTHR Train Operating Conditions (TOC) manual*.

Flat spots (wheel skids)

If there is only one flat of less than 25mm length on a vehicle's wheel tread, the vehicle may travel at normal speed.

For multiple or larger flat spots, *Drivers* and *track vehicle operators* must act in accordance with the requirements specified in the *TOC manual*.

Defective suspension equipment

If suspension equipment is defective, it must be dealt with in accordance with the requirements specified in the *TOC manual*.



Overheating axle boxes

If a Train Crew becomes aware of, or is warned about a hot axle box, the Driver must:

- stop the train, and
- tell the Train Controller.

If a Train Crew becomes aware of, or is alerted about a warm axle box, they must assess whether the affected vehicle can travel, and at what speed.

If the affected vehicle can travel safely, the Train Crew must re-inspect the axle box bearing in accordance with the requirements specified in the TOC manual.

Defective drawgear

If drawgear is confirmed to be defective, the Train Crew must:

- if possible, replace or repair it, or
- arrange to detach and *stable* the vehicle.

If the drawgear cannot be replaced or repaired, the Train Crew may:

- *re-marshal* the defective vehicle as the rearmost in the *consist*, or
- tow the vehicle, with an approved towing device in place of the vehicle's defective drawgear, in accordance with the requirements specified in the TOC manual.

If a towing device cannot be used, the Train Crew must follow the requirements of Rule *OTTR 416 Disabled trains*.

Removal of detached drawgear

The Train Crew must tell the Network Operations Manager whether detached drawgear:

- has been removed from the *four-foot*, clear of the line, or
- needs *protection*.

If necessary, the Network Operations Manager must arrange for detached drawgear equipment to be removed clear of the line.



Locomotive wheelspin

Drivers must control the operation of *locomotives* and trains to limit wheelspin. If a *motive power unit* undergoes uncontrollable wheelspin, the Train Crew must:

- tell the Network Operations Manager about the *Condition Affecting the Network* (CAN), and
- if necessary, follow the requirements of Rule *OTTR 400 Protecting trains*.

The *Network Operations Manager* must arrange for *Maintenance Representatives* to inspect and assess the affected portion of *track*.

If necessary, the Maintenance Representatives must arrange for placement of speed restriction signs in accordance with Rule *OTSG 604 Indicators and signs*.

Related OTHR Network Procedures

OTPR 703	Working using controlled signal blocking
OTPR 711	Lookouts
OTPR 720	Protecting trains

Effective Date

1 January 2019