

Defective running gear

Purpose

To prescribe the rules for dealing with damaged vehicle wheels, suspension equipment, drawgear, overheating axle box bearings and defective traction in the Country Regional Network (CRN).

Principle

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

- if necessary, stop the train, and
- tell the Network Control Officer, and
- follow the requirements of Rule CNTR 400 Protecting rail traffic, 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, Rail Traffic Crew must act in accordance with the requirements specified in the JHR 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, Rail Traffic Crew 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 Rail Traffic Crew becomes aware of, or is warned about a hot axle box, the Driver must:

- stop the train, and
- tell the Network Control Officer.

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Overheating axle boxes cont.

If Rail Traffic Crew become 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 Rail Traffic 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 Rail Traffic 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 Rail Traffic 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 Rail Traffic Crew must follow the requirements of Rule CNTR 416 Disabled rail traffic.

Removal of detached drawgear

The Rail Traffic Crew must tell the Network Control Officer whether detached drawgear:

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

If necessary, the Network Control Officer must arrange for detached drawgear equipment to be moved clear of the track.

Locomotive wheelspin

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

- tell the Network Control Officer about the Condition Affecting the Network (CAN), and
- if necessary, follow the requirements of Rule CNTR 400 Protecting rail traffic.

The Network Control Officer 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 CNSG 604 Indicators and signs.

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Oversanding

If a locomotive applies sand continuously or excessively, the Rail Traffic Crew must act in accordance with the requirements specified in the TOC manual.

The Network Control Officer must arrange for Maintenance Representatives to inspect and assess the affected portion of track.

If oversanding occurs in track-circuited territory, the Network Control Officer responsible for the affected portion of line must treat the track-circuits as unreliable.

Until the track is certified, rail traffic must be block worked over the affected portion of line.

JHR Network Procedures

CNPR 703 Using Route Control Blocking

CNPR 711 Using Lookouts

CNPR 720 Protecting rail traffic

Effective date

October 2019