Track Stability Management Plan

20xx-xx High Temperature Seasons

XXPC Name

# General

Application

|  |  |  |
| --- | --- | --- |
| LINE | START KM | END KM |
|  |  |  |
|  |  |  |

Document Status

|  |  |
| --- | --- |
| Date prepared |  |
| Prepared by | *[Name]* | *[Position]* |
| Approved by | *[Name]* | *[Position]* |

# Buckling Force Management

Detailed Inspections

[Specify the type of detailed inspections to be carried out]

|  |  |
| --- | --- |
| TRACK SECTION | DETAILED INSPECTION METHOD |
|  | *[WTSA, or creep/joint gap measurement, or stress free temperature measurement.]* |
|  |  |

Creep Measurement Plan

[Not required for WTSA - creep measurements mandatory every 500 m.]

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| --- | --- |
| TRACK SECTION | CREEP MEASUREMENT LOCATIONS |
|  |  |
|  |  |

Curve Alignment Measurement Plan

|  |  |  |
| --- | --- | --- |
| TRACK SECTION | CURVE LOCATION | CURVE RADIUS |
|  |  |  |
|  |  |  |

Stress Free Temperature Measurement Plan

[The Measurement Plan must include:

• Locations where rail defects have been removed or short rail installed, and the work has not been completed, or where the balance of steel may have changed;

• Locations where the rails have been restressed due to track construction, reconditioning or re-railing etc, and are awaiting stress free temperature checks; and

• Locations where broken rails have occurred since the previous inspection and the balance of steel may have changed.

Otherwise, not required for WTSA]

|  |  |  |
| --- | --- | --- |
| TRACK SECTION | LOCATION | REASON FOR INCLUSION\* |
|  |  |  |
|  |  |  |

\* [e.g. suspected faulty rail repair]

Destressing Required Prior to High Temperature Season

|  |  |  |
| --- | --- | --- |
| TRACK SECTION | LOCATION | REASON FOR INCLUSION\* |
|  |  |  |
|  |  |  |

\* [e.g. suspected faulty rail repair]

# Buckling Resistance Management

Inspections and Assessments:

Ballast profile inspection and assessment:

* As per ARTC Code of Practice Section 4 - Ballast, and as programmed in the Work Management System.

Sleeper and fastening inspection and assessment:

* As per ARTC Code of Practice Section 2 - Sleepers and Fastenings, and as programmed in the Work Management System.

Ballast compaction:

* Managed by control of work activities that disturb ballast. Local work restriction or the default standard restrictions apply.

# Pre-high Temperature Season Work Requirements

[Summarise here, or provide reference to where this information is located – e.g. work management system. Include all tasks essential to assure track stability, e.g. ballast deficiency rectification.]

# High Temperature Risk Mitigation

High Temperature Season Work Restrictions

[For all types of work involving track disturbance planned to be carried out during the high temperature season, specify:

• Use of standard work restrictions, or

• Other referenced documents containing such work restrictions, or

• Document the work restrictions here.]

High Temperature Season Speed Restrictions

[Specify precautionary TSRs to be applied during the high temperature season to mitigate risks at identified track deficiencies, including for geometry defects on sharp curves.]

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| --- | --- |
| TRACK SECTION | HIGH TEMPERATURE SPEED RESTRICTION IMPLEMENTATION TEMPERATURE |
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|  |  |
| --- | --- |
| TRACK SECTION | STAFF RESPONSIBLE FOR OBTAINING WEATHER INFORMATION AND IMPLEMENTING HIGH TEMPERATURE SPEED RESTRICTION |
|  |  |
|  |  |

High Temperature Unscheduled Track Patrol Inspections (Heat Patrols)

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| --- | --- |
| TRACK SECTION | HEAT PATROL REQUIREMENTS |
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[Unscheduled track patrol inspections will normally coincide with application of high temperature speed restrictions.]

# Attachment: Special Locations Register

|  |  |  |  |
| --- | --- | --- | --- |
| KILOMETRAGE | REASON FOR INCLUSION | DATE ADDED | SPECIAL REQUIREMENTS |
|  |  |  |  |
|  |  |  |  |

[Special Locations may include:

• Curves of radius 400 m and below

• Track sections with a history of lateral instability or pull-apart failures

• Bunching points

• Areas with a non-conforming ballast profile or condition

• Areas with defective fastenings (e.g. loose dogspikes, missing anchors)

• Areas affected by track disturbance (e.g. tamping)

• Sites with localised initiators (e.g. mud holes)

• Sites with multiple concurrent initiator defects (mandatory inclusion)

• Maintenance tasks in AMS which potentially affect track stability to a significant extent, necessitating closer than normal monitoring (mandatory inclusion)

• Sites of buckles over the previous 3 high temperature seasons, where a residual risk of further instability is considered possible (mandatory inclusion).]