

Xplorer/Endeavour/XPT Trip Gear Rolling Stock Outline Infringement

Applicability

ARTC Network Wide		Western Jurisdiction		New South Wales	✓	Victoria	
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Audience	Main Points	Change History
Corridor/Delivery Manager Team Managers Work Group Leaders Project/Delivery Engineers Engineering Compliance Managers	Trip gear is installed on XPT, Xplorer & Endeavour High ballast and material causes trip gear operation Field staff need to be sure no material infringes the trip area Field staff need to change work practices to prevent trip hazards	Previously Civil Eng Instruction N0401 (RIC CTN 04/01)

Trip gear has been installed on the above trains and has been operating for some time, however the potential still exists for trip gear to be activated by perway activities.

To avoid incidents of trains tripping, maintainers may need to:

- change their work practices to avoid infringements
- check fixed locations (platforms, level crossings etc) to check that clearances remain satisfactory

1. Change of work practices

Field staff must make sure they do not place any material (rails, sleepers, ballast etc) above superelevated rail height for a distance of at least 750mm away from gauge face of both up and down rails.

This meets the requirements of ARTC Standard BDS 11 "Transit Space Standards".

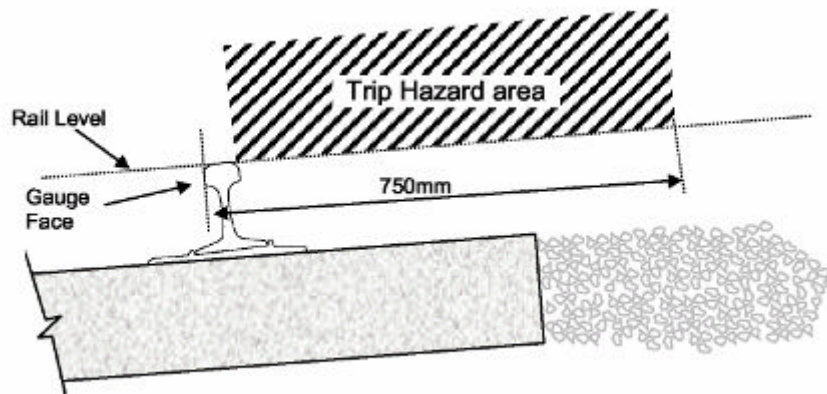


Figure 2: Trip Arm Infringement

Particular note should be taken of the need to remove any work infringements prior to the running of trains with trip arms (ballast will be of particular concern if ballast trains are run shortly before the passage of an XPT, Xplorer or Endeavour).

Issued by	Date
John Cowie, Manager Standards	08 May 2007

Patrol staff need to be made aware of the potential problem and watch out for infringements eg animals, rocks, ballast, sleepers etc. Field managers should routinely include this matter in pre-work briefings.

2. Fixed Locations

For assessment of potential infringements at Level Crossings, walkways, take offs, turnouts and signalling equipment etc, the more detailed trip profile should be used. Because the trip is located on the bogie of the vehicles no kinematic allowance is required for:

- centre throw or end throw
- vehicle roll
- vehicle bounce

The trip infringement sits between 400mm and 700mm out from the gauge face and between 50mm and 300mm above rail height (see fig 2 attached).

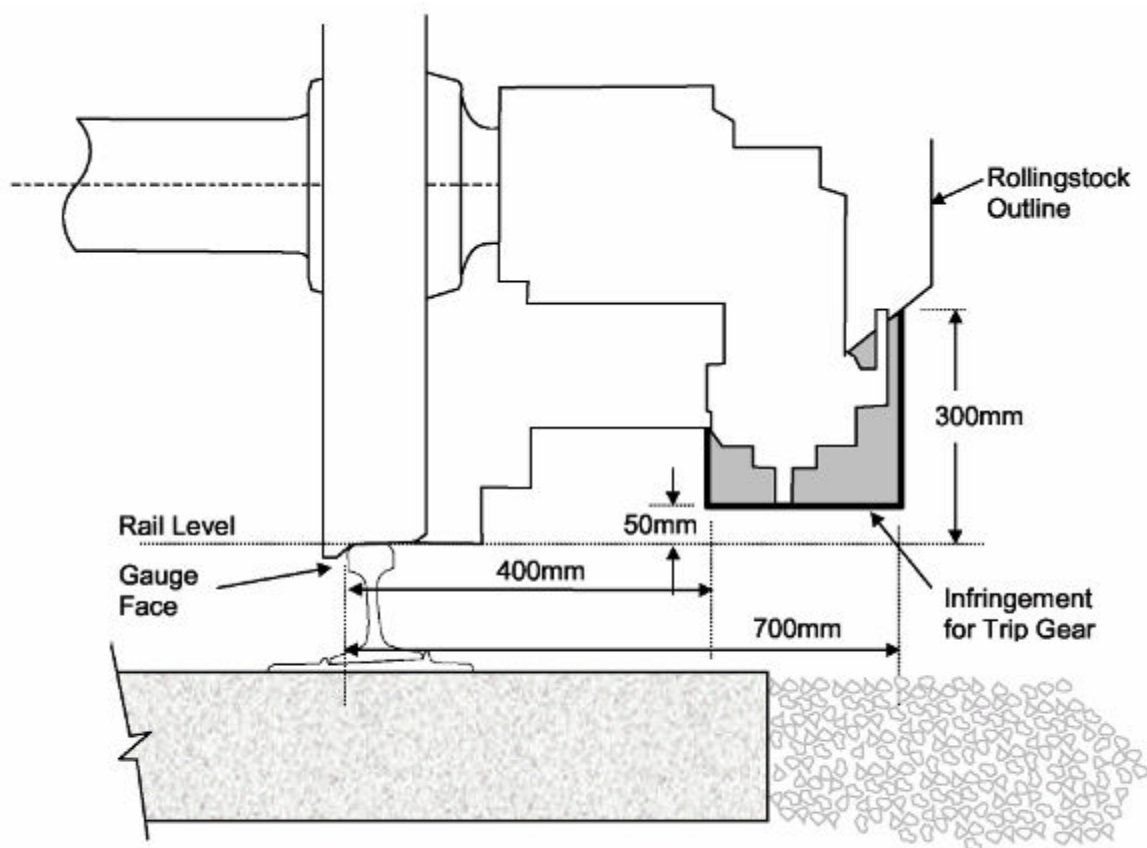


Figure 2: Trip Arm Infringement