

Track Patrol, Front of Train, General and Detailed Inspections

ETE-00-02

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Amendment Version #	Date Reviewed	Clause	Description of Amendment
1.0	01 Dec 09		Implementation draft. Supersedes NSW Standards TEP 04 v2.1, TEP 07 v1.2, TEP 13 v1.5 in part, TEP 14 v2.1 and TES 07 v1.2
1.1	18 Jun 10		Banner added regarding mandatory requirements in other documents and alternative interpretations.
1.2	13 Jun 11		Editorial amendments following risk analysis
1.3	29 Nov 11	1, 2.1, 2.4, 2.5.1, 3.1 & 5	Walking inspections replaced by General and Detailed inspections. Further editorial amendments following advice from field staff.

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Amendment Version #	Date Reviewed	Clause	Description of Amendment
1.4	04 Mar 14	2.2, 2.3, 3.5, & 5	Updated to reflect current Infrastructure Management structure and competency identifiers. Inclusion of Adjacent Track Patrol waiver 800/TR/110310/266. Updated for 7 day minimum patrol frequency. Added description of General and Detailed inspections. Review for network wide application. Also amended reference from "WOLO" to "high temperature". (This revision approved by S&EC 14/04/2014 but not published due to extended Regulator Notification period – further updates on version 1.5)
1.5	05 Sep 14	3.1	Editorial amendment to describe the purpose of the track patrol inspection.
1.6	20 Apr 16	All	Rebranded
1.7	28 June 16	3.1	Amendment to clarify the use of form EGP1001F-01.

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Mandatory requirements also exist in other documents.

Where alternative interpretations occur, the Manager Standards shall be informed so the ambiguity can be removed. Pending removal of the ambiguity the interpretation with the safest outcome shall be adopted.

1 Purpose

The ARTC Track and Civil Code of Practice (CoP) details the requirement for Patrol, General, and Detailed inspections to be performed on the various infrastructure elements described in each of the Code Sections.

This document sets out the requirements for the track and civil inspections which are carried out on a scheduled basis, the frequency of which is specified in the CoP or Technical Maintenance Plan (TMP) ETE-00-03:

- Track patrols (hi-rail and engine).
- Front of train inspection.
- General and Detailed inspections.

This document does not detail the requirements for the inspection of structures other than in Track Patrol. For Structures inspection requirements, responsibilities, and frequencies refer to *CoP Section 9 Structures, ETE-09-01 Structures Inspection* and *ETE-09-02 Structures Inspection Procedure*.

Requirements for the inspection of non-operational lines are specified in the Technical Maintenance Plan ETE-00-03.

2 Track and Civil Inspection System

2.1 General

The Track and Civil Inspection System provides the basic elements of Safety Assurance Certification for the Track and Civil Infrastructure.

The system has been developed to assist ARTC infrastructure maintenance management to:

- a. Inspect all important aspects of the track and take appropriate action where exceedence situations are found;
- b. record essential information detailing the condition of the track;
- c. monitor variations of track conditions over time;
- d. prepare priority based asset maintenance and renewal programs.

2.2 Responsibilities

With respect to track and civil equipment inspections all line management shall act within the constraints of their individual position descriptions, certified competencies, and delegated engineering authority.

The Infrastructure Manager is responsible for:

- Monitoring the compliance of scheduled inspection activities to ARTC requirements and taking appropriate action to address non-compliance.

The Delivery Manager is responsible for:

- Resourcing maintenance teams with the tools, materials, plant, competencies, and track access required to complete the scheduled inspections.
- Ensuring that all assets or components for which the CoP or the TMP specifies periodic inspection are recorded in the appropriate ARTC equipment databases and managed within the ARTC Works Management System.

The Team Manager is responsible for:

- The completion of scheduled inspections on track and civil infrastructure within their area of control in accordance with the Code of Practice, this standard, the inspection schedules, track access rules, and other relevant requirements.
- Ensuring that inspection personnel hold appropriate competency certification and are otherwise fit to perform the inspection tasks.
- Ensuring that allocated plant and tools are operated and maintained in accordance with ARTC policies and procedures or manufacturers recommendations. Hi-rail equipment is to be maintained in accordance with *PP139.2 Maintenance Policy – Rail Guidance Systems*.
- Maintaining records of all inspections.

The inspection personnel are responsible for:

- Completion of scheduled inspections to the best of their abilities and in accordance with their certified competencies.
- Recording and/or reporting (electronically or on standard forms where appropriate) the results of their inspections including completion, defects found, and observations made.

2.3 Competencies of staff engaged on track inspection

Persons carrying out track patrol, front of train, general, or detailed inspections shall hold the required competencies listed in the ARTC Track and Civil Competency Matrix and in particular:

- TLIB 3100A - Visually inspect track infrastructure
- TLIB 3099A - Examine track infrastructure

The above competencies are part of the National Competencies for the Transport and Logistics Industry and are published by the Australian National Training Authority.

2.4 Content of track and civil inspections

The content of track patrol and front of train inspections are described in this standard.

Other, component specific general and detailed inspections for track, civil (including structures) and right of way assets are described in the CoP and supporting documents listed on the contents pages of the ARTC Track and Civil Infrastructure Standards website.

2.5 Methods of manual measurement

2.5.1 Scope

This section sets out the normal methods of manual track measurement for use during track patrol, General and Detailed inspections.

Measurements applicable to the use of track recording cars are not included.

2.5.2 Rail Wear

Rail curve wear or side wear should be measured 16mm below the highest point of the rail head.

Rail tangent wear or top wear should be measured 16mm in from the running face of the rail.

When measuring rail height the measurement should be taken from the highest point on the rail head to the underside of the foot of the rail.

2.5.3 Gauge of Track

The track shall be gauged 16mm below the top of the rail.

The gauge recording is to be increased by the amount of any visible movement in the track fastening system. The additional amount added is to be noted.

2.5.4 Alignment

The outer rail of curves should be maintained as the line rail. On tangent track, either rail may be used as the line rail, but the same rail should be used throughout the tangent.

The method of measurement on curves should be by standard stringlining techniques.

2.5.5 Surface and Level

Track profile is the running surface along the grade rail which on curves is the low rail.

Cross level/superelevation should be measured square to the track.

Longitudinal level shall be measured using a chord of specified length. The maximum depression shall be measured at the mid-point with the measurement taken at the centre of the rail head.

2.5.6 Points and Crossing measurements

The gauge, superelevation, alignment, longitudinal profile, superelevation ramp and twist throughout points and crossings shall be within the same limits and tolerances as for plain track of the same specified class.

Flangeway width shall be measured as the distance between the gauge side of a running rail and the guard face of a check rail or wing rail.

Flangeway depth shall be measured as the height of the running surface of the rail above the top of the blocks at check rails and in 'V' and 'K' crossings.

The check rail effectiveness measurement is the distance from the guard face of a check rail to the gauge face of the crossing nose rail, measured square to the running rail.

2.5.7 Track geometry

Inspection of Main Lines and Crossing Loops by the Track Recording Car (currently the "AK" Car) is a scheduled requirement. Whilst the AK Car is generally able to maintain the inspection cycle it may sometimes miss Crossing Loops or sections of mainline. In these circumstances maintainers are to undertake their own inspection of track geometry.

The inspection should be undertaken by using portable track recording equipment or the "track master" measuring board which will address twist and gauge. Top and line can be assessed

visually supplemented with string line measurements if required. Rail play can also be assessed visually.

All Emergency and Priority One defects detected are to be recorded and marked for appropriate maintenance action.

2.6 Timing of Inspections

Generally, inspections can be scheduled for any time of the year as long as stated frequencies are maintained, with the exception of Welded Track Stability inspections which are to be performed when seasonal conditions are suitable: typically in the August to September period for summer analysis; and February to March period where winter analysis is required.

3 Track patrol

3.1 General

The purpose of the Track patrol inspection is to:

- Identify any conditions that might threaten the safe passage of trains operating in accordance with advertised or posted operating limits (e.g. speed, axle load, etc) in the immediate future and at least until the next scheduled track patrol inspection.
- Take any necessary action to repair those abnormal conditions, or impose operating restrictions on trains until necessary repairs are carried out.
- Identify other defective conditions that may require monitoring, or planned maintenance.
- Monitor previously identified and reported defects for deterioration.

Where a new defect is identified or repaired it is to be recorded in EGP1001F-01.

Each track length must be patrolled at the frequency stipulated in the Technical Maintenance Plan ETE-00-03 or at any increased frequency (more often) stipulated by the ARTC Infrastructure Manager or nominated representative. Sign off of the inspection work order is confirmation the inspection has been completed.

Crossing loops, relief lines, and sidings with a maximum permissible speed greater than 25km/h, are to be patrolled as for the adjacent main line.

Where the Infrastructure Manager or nominated representative wishes to reduce the frequency of patrol (less often), specific approval to do so must be obtained by way of an Engineering Waiver in accordance with ARTC Procedure EGP-02-01 Engineering Waiver Management. Approval will be specific to a site, location or track length dependant on factors such as infrastructure configuration, complexity and condition.

Where variation to patrol methods has been approved, the Infrastructure Manager or nominated representative must supply patrol staff with details of any special inspection requirements, monitor the effectiveness of the patrol regime, and take action to perform additional patrols where circumstances require.

Patrol Inspections should keep a lookout for obvious abnormal conditions.

Note: Track Patrol is a visual inspection intended to detect obvious, abnormal conditions. It is unlikely that hidden failures or conditions that don't have a significant visual impact will be detected by Track Patrol which is typically performed from a hi-rail vehicle at moderate speed. Other scheduled (and ad-hoc) general and detailed inspections focus

on specific components or conditions and are intended to detect these less obvious defects.

During Patrol inspections specific locations may be subject to General inspection where known or suspected defects are present. An up to date defect list and a list of specific locations requiring particular attention shall be obtained prior to carrying out the Patrol. Track Patrol inspections may be carried out by hi-rail vehicle, engine (as prescribed in section 3.4) or walking, and are to be carried out in a manner and at a speed consistent with the scope of the inspection.

3.2 Scheduled Patrol

Regularly scheduled patrol inspections are carried out by competent employees who are familiar with the track characteristics and traffic patterns of the section. Scheduled track patrols are typically performed using hi-rail vehicles.

Patrol Inspections require the patroller to keep a lookout for a variety of defects and conditions that affect the integrity of the asset. This includes inspection of rail and attachments, sleepers and fastenings, points and crossings, ballast, track geometry, track stability, clearances, structures, waterways and drainage, line side signage, line of sight, at grade crossings, and right of way.

The track patroller is to report by exception using the defect report form EGP1001-F01. Other adverse track condition indicators should also be reported to Team Managers. Where possible, track patrols should conduct minor necessary repairs and adjustments in the course of the patrol.

3.3 Unscheduled Patrol

These are inspections carried out in response to “defined or abnormal events”, and include those required at “special locations” where defects are more likely to occur as indicated from other inspections.

Their primary purpose is to ensure that the defined event (initiating condition) has not resulted in any abnormal hazards or unexpected change in the condition of the infrastructure. Typical initiating conditions include:

- Climatic/environmental conditions such as storms, lightning, high winds, heavy rain/floods, fires, extremes of heat (incl. high temperature conditions) and cold, earthquakes, etc.
- Bridge strikes, usually by road vehicles,
- Dragging loads and/or damaged rolling stock
- Callouts by Network Control

The Team Manager is responsible for arranging suitably qualified staff to conduct the particular type of inspection required. When circumstances and/or appropriate resources permit, these inspections may be incorporated into other routine scheduled inspections. These inspections can often include the involvement of specialist technical/engineering personnel.

3.4 Engine Patrol

A routine Track Patrol may be carried out from the front of an engine as an alternative to hi-rail vehicle. This may only occur:

- a. Where patrol by engine is included in an authorised engineering waiver, but is to be limited so that no more than every second patrol can be by engine. Patrols are to be carried out in accord with the requirements specified in the waiver, or

- b. When a patrol opportunity is lost due to strike/loss of track access etc, a single standard patrol may be replaced by an engine patrol.

Engine Patrols are not Front of Train inspections and should be undertaken on the slowest train service where practicable. If, however, the fastest and slowest services coincide, the inspections may be combined.

The following conditions apply to engine patrols:

- Patrol staff to be competent.
- Cannot be used for consecutive routine track patrols.
- The previous scheduled routine track patrol must have been carried out normally.
- Any serious safety issues identified must be followed up with a site inspection.

3.5 Adjacent Track Patrol

Adjacent Track Patrol may be used on multiple tracks. For a 7 day patrol cycle, 2 adjacent mainline tracks may be patrolled alternately once each 14 days with a maximum 7 days (plus 1 day latitude) between patrols. Both tracks are patrolled from one track alternately.

E.g.: Where Up and Down mainlines are adjacent, patrol may travel on the Down Main one week (with the Up Main observed from the Down Main) and in the following week patrol will travel on the Up Main (with the Down Main observed from the Up Main).

When adjacent tracks are separated (e.g. at island platforms, diversions, grade separations) or when it is not possible to patrol one track from the other due to poor weather, then each track shall be patrolled separately.

Passing refuges, crossing loops and sidings may also be inspected as adjacent track patrol from the mainline but without alternating.

The following conditions apply:

- a. The patrol vehicle speed shall be determined by local infrastructure condition and may vary from location to location.
- b. For inspection of adjacent mainline the patrol vehicle shall have at least two patrollers observing the track. At least one of the patrollers shall be familiar with the track being inspected.
- c. The reporting/recording of adjacent track patrol completion is the same as for scheduled track patrol.

3.6 Track Patrol – Tools and Equipment

An overall assessment of tools, equipment, or spare parts needed to be carried on track patrol should be made to reflect the configuration of the track being inspected e.g. continuously welded concrete mainline compared to jointed timber sleeper track. Patrollers shall ensure that any measuring or testing equipment is accurate and in good order and adjustment. A current listing of identified defects for the section to be patrolled should be taken on the inspection and particular attention paid to any deterioration at those defect locations.

3.7 Scheduled Track Patrol – Scope

3.7.1 Rails and Welded Joints

Track patrol inspections should keep a lookout for obvious, abnormal rail defects or conditions including:

- broken rails and broken rail welds;
- rail and rail weld deformations and discontinuities;
- wheel burns and rail squats;
- damage to rail surface or section;
- unusual patterns of gauge face contact;
- unusual vehicle tracking patterns;
- rail corrugation;
- rail crippling; and
- other obvious indications of defects (e.g. bleeding from cracks).

3.7.2 Non-welded joints

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions including:

- broken, missing or loose bolts;
- broken plates;
- metal flow across joint;
- vertical deformation;
- rail end batter;
- insulation breakdown;
- track circuit bond wire damage;
- other obvious defects or missing components.

3.7.3 Rail wear

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions including:

- High wear rates (e.g. presence of filings).
- Other unusual and obvious wear patterns and defects indicating for example poor vehicle tracking, sharp points in curves or excess/deficiency in track superelevation.

3.7.4 Rail lubrication

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions including:

- Contamination of the rail surface (e.g. pests, spills).
- Obvious over or under lubrication.
- Other obvious unusual conditions.

3.7.5 Sleepers and fastenings

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions including:

- damaged, split, cracked, broken or missing components;
- indications of lateral movement of fastenings and sleeper plates on timber sleepers;
- indication of sleeper movement (e.g. bunching, skewing);
- indications of incorrect rail cant;
- abnormal deterioration of sleepers and fastening condition;
- guard rail alignment and fastenings;
- other obvious defects that may affect the track structural integrity or stability.

3.7.6 Turnouts

Track patrol inspections should keep a lookout for obvious, abnormal points and crossing defects and conditions including:

- Broken crossings, switch blades, or rails.
- Missing components.
- Damage to any component that does not allow it to perform its intended function including switch operating equipment.
- Flangeway and other obstructions.
- Track geometry defects.
- Wheel marks which indicate incorrect wheel/rail interaction.
- Rail creep which may for example lead to displacement of components and rail alignment problems.
- Rail pulling including at the point and splice rails of fabricated crossings.
- Other obvious defects that may affect continuity of support and direction to rollingstock.

Patrol inspection of points and crossing structures should be carried out at walking pace (ie. 5 km/h) or less and should include walking inspection where appropriate.

3.7.7 Ballast

Track patrol inspections should keep a lookout for obvious, abnormal ballast defects including:

- track sections with inadequate ballast profile;
- track sections where the ballast profile may interfere with the operation of infrastructure (e.g. signals or switches) or rolling stock;

- mud holes or wet spots that may affect the deterioration rate of the track condition;
- indications of poor sleeper support by ballast (e.g. cracking of sleepers and bearers, excessive vertical sleeper movement);
- heaped ballast or gaps between sleepers that indicate longitudinal track movement, sleeper skewing, or a lack of crib ballast;
- heaped ballast or gaps at sleeper ends that indicate lateral track movement, or a migration of ballast away from the track;
- accelerated loss of track geometry (e.g. following wet or dry weather) that may indicate poor ballast quality;
- other obvious defects that may affect track stability and support.

3.7.8 Track Geometry

Track patrol inspections should keep a lookout for obvious, abnormal track geometry defects and conditions (i.e. indicators of a defect) that may affect the ability of the track to guide rolling stock or cause unacceptable rolling stock response including the following:

- track geometry defects including those that may indicate problems with the underlying track and civil structure;
- locations where the deterioration in track geometry is abnormal since last inspected;
- evidence of recent or current movement;
- unusual wear patterns on the rail;
- locations where the geometry is inconsistent with the track either side (e.g. a sudden change in curve radius);
- obvious variations in track alignment that may, for example, affect clearances or track stability;
- alignment defects and signs of movement that could cause excessive vibration of track-mounted signalling equipment;
- alignment defects and signs of movement that could affect the operation and/or reliability of switches, crossings and associated equipment;
- other obvious defects that may affect track stability and support.

The speed at which the inspection is carried out should be consistent with the local conditions and the full scope of the inspection being carried out.

3.7.9 Track lateral stability

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions that may affect, or indicate problems with the lateral stability of the track (e.g. evidence of excessive rail creep, degraded ballast conditions, longitudinal sleeper movement) including:

- lateral misalignments;
- curved track sections with sharp or flat curvature;
- rail breaks (i.e. excessive local tensile rail stresses contributing to pull-aparts);

- twists and wriggles in the rail at temperatures well below design neutral temperature which may indicate the rail is in compression;
- marks on the rail indicating longitudinal movement of the rail (creep) through the fastening assemblies;
- gaps between sleepers and ballast (laterally and longitudinally)
- heaped ballast
- skewed sleepers;
- other obvious defects or conditions that may affect lateral track stability.

3.7.10 Clearances

Track patrol inspections should keep a lookout for obvious, abnormal clearance infringements and conditions including:

- track obstructions;
- changes in track or structure location since previous inspection;
- visible markings or damage to structures;
- horizontal and vertical alignment past or through structures;
- evidence of recent or current movement;
- fouling point markers are not visible, conspicuous or performing the function intended;
- other obvious defects that may affect clearances.

The speed at which the inspection is carried out should be consistent with the local conditions and the full scope of the inspection being carried out.

3.7.11 Earthworks

Track patrol inspections should keep a lookout for obvious, abnormal earthworks defects and conditions including:

- indications of recent movement including slippage, slumping, settlement or heaving;
- fissures and cracks in formation or earth batters;
- rock, earth, or other debris falling on or near the track;
- loss of track geometry;
- track subsidence due to ground movements;
- earthwork scour and/or erosion including narrow formation leading to loss of ballast and undercutting of the toe of embankments and cuttings by water or wind;
- water seepage from embankments and cuttings;
- damage to embankments or cuttings including that caused by construction or vehicle access;
- conditions that may cause future slip, scour, slump, or settlement, including burning off or clearing of steep embankments and cuttings;
- any other occurrence likely to impact on the stability of earthworks.

Sections of track with suspected defects related to the stability of earthworks should be subject to general inspection.

3.7.12 Structures

Track patrol inspections should keep a lookout for obvious, abnormal structure defects and conditions including:

- changes in the alignment of the structure (e.g. as indicated by track geometry error or movement in vertical or horizontal alignment);
- component or structural member damage, for example as caused by derailment, collision, dragging equipment on rolling stock or vandalism;
- other obvious defects that may affect the structure's integrity.

3.7.13 Waterway and drainage system

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions that may affect waterway and drainage system capacity or indicate increased risk of flooding (e.g. debris build-up in waterways) including:

- scour;
- blockage or partial blockage of the waterway, track drain or cess due to debris, rubbish or silt;
- damage to waterways, drains or cesses by construction or vehicle access;
- indications of floods overtopping a structure;
- culvert/drain damage or collapse.

Sections of track with suspected defects related to inadequate or reduced waterway or drainage capacity should be subject to general inspection.

3.7.14 Operating Signage

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions including:

- damaged, missing or unreadable signs; or
- any location where sight distance is deficient, or the view by the train crew of the sign or signal may be obscured.

The speed at which the inspection is carried out should be consistent with the local conditions and the full scope of the inspection being carried out.

3.7.15 Right of Way

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions which could result in trespass or vandalism risk or breach statutory requirements incl:

- damaged or missing fencing (where provided)
- open or unlocked gates
- evidence of trespass

- illegal dumping of rubbish
- noxious weeds or animals
- vegetation affecting signal sighting
- access road condition
- fire hazard controls
- material stockpiles

3.7.16 Level Crossings

Track patrol inspections should keep a lookout for obvious, abnormal defects and conditions which could result in risk to road or rail users including:

- damage to the track or road surface by road vehicles
- track geometry defects
- blocked flangeways
- missing or damaged rail signage or road signage at the crossing
- obstructions to sighting distances
- open gates (where provided)
- missing or damaged cattle grids (where provided)

Note that road/rail vehicles may not operate the track circuitry at level crossings with “active” protection and the operation of flashing lights, bells, and booms may not be observed during a Track Patrol unless testing of this equipment is specifically included in the Patrol.

4 Front of Train Inspection

4.1 General

A Front of Train (FoT) inspection is a General Inspection of a number of track aspects which assists in the assessment of track by enabling the reaction of trains to the track structure to be experienced (preferably at the maximum allowable speed). A FoT inspection is not mandatory where train speed is less than 50 km/h.

The Front of Train inspection is to be carried out from the Driver’s compartment of the fastest train over the length where this is practical. Whilst Track Patrol is essentially a visual inspection FoT inspections use the other senses of hearing and feeling, in addition to vision, to gather information about infrastructure defects or condition. Train crew can also be a valuable source of information.

The minimum frequency of Front of Train inspection is specified in Technical Maintenance Plan ETE-00-03.

On Freight only lines, if trains run only at night, the effectiveness of this type of inspection should be reviewed with the ARTC Infrastructure Manager or nominated representative and an engineering waiver applied where appropriate.

4.2 Scope

Front of Train inspections are mandated in ETE-00-03 for the following track elements:

- Broken or loose joints which may be felt and/or heard.
- Rail lubrication deficiencies which may be seen or wheel/rail noise heard.
- Track geometry defects or deterioration which can be felt and/or seen.
- Signage defects due to restricted sighting or sign clarity.
- Right of Way condition including fire hazard, corridor security, and vegetation growth.
- Level Crossing conditions including sight distances, track geometry, and road vehicle behaviour.

Typically all the above track elements would be inspected concurrently, although multiple FoT inspections may be performed if required as long as the minimum frequency is maintained for all track elements.

5 General and Detailed Inspections

In addition to Patrols and Front of Train inspections, each asset type may have specific General and/or Detailed inspections designed for that asset class.

General inspections are typically visual but may include some elementary site testing and measurement. They typically include the elements of a patrol inspection in addition to inspection of all readily visible elements of the infrastructure, and elements known to contain critical defects. They are at a level of detail sufficient to:

- observe and record unsatisfactory conditions or changes in condition of the infrastructure since the previous inspection
- enable the need for more detailed or frequent inspections to be determined
- identify locations requiring more regular inspection due to expected high deterioration rates
- determine required repairs or remedial actions in cases where a detailed inspection is not required.

Detailed Inspections address specific aspects of the infrastructure condition or behaviour and may involve visual inspection, measurements, testing and some diagnostic assessment. In addition to the elements included in general inspections, detailed inspections are at a level of detail sufficient to record the condition of the infrastructure for purposes such as:

- determining necessary repairs or remedial actions
- establishing the capacity rating against set condition standards or assessment guidelines.

The requirements for General and Detailed inspections are documented in the ARTC T&C CoP sections with the frequencies listed in the Technical Maintenance Plan ETE-00-03 Reporting of Track Patrol, Front of Train, General and Detailed Inspections

Inspection personnel are to report the results of their inspections to their Manager or nominated representative (where applicable) on EGP1001F-01 Inspection/Defects Found Report Form. Unscheduled Patrols or FoT inspections are also to be reported using the same form.