

## Purpose

To prescribe the rules for ensuring that rail traffic is fit to travel in the MTS Network.

## Application of this Rule in the MTS Network

- The following rule does not apply to EMUs operating in UTO or PM modes.

### Normal train operations

During normal train operations, pre-journey train inspections are performed automatically through a series of self-diagnostic tests and checks as follows:

- prior to a train entering passenger service, and
- continually whilst performing passenger service.

In addition, systems and functionality checks are performed each day prior to a train entering passenger service.

## Inspections

### Track vehicles and work trains

Operators of track vehicles and work trains must make sure that:

- vehicles in a train consist are inspected and certified as meeting the operating standards specified in MTS minimum rolling stock requirements and registration conditions, and
- details of the trains consist, and changes to the consist, are promptly provided to the Traffic Controller, and
- during travel in the Network, trains continue to comply with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

Trains, rakes of vehicles, and vehicles must be re-inspected in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions:

- after re-marshalling, or
- if they stand without an attached locomotive for longer than the specified time, or
- if vehicles that have not been examined within the specified time are attached.

The airbrakes of trains must pass the continuity, holding and leakage tests specified in MTS minimum rolling stock requirements and registration conditions.

### Brake certification

Operators must make sure that train brakes are examined before a train travels in the Network, and the brakes:

- work in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions, and
- are certified as doing so in current documentation carried on the train or kept in the Rolling Stock Maintainer's documentation.

## Inspecting Trains

### Vehicle integrity

Operators must make sure that vehicle attachments, doors and loads are:

- secured, and
- within the relevant rollingstock loading outlines specified in MTS minimum rolling stock requirements and registration conditions.

If an inspecting Qualified Worker finds a defective vehicle or load in a train consist, the affected vehicle must be:

- repaired and certified by the Qualified Worker as fit to travel, or
- reloaded within the relevant loading outline, or
- authorised to travel as an out-of-gauge vehicle by an authorised representative, or
- detached from the train.

### Standard equipment

Before a train travels in the MTS Network:

- speed-monitoring equipment, if fitted, must be working correctly, and
- safety systems, in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions, must be fitted and working correctly, and
- prescribed train lights must be fitted and working correctly, and
- a train whistle must be fitted to the leading end of the leading motive power unit and working correctly, and
- equipment fitted to communicate with Traffic Controllers must be working correctly.

## Inspections during travel

Qualified Workers must report abnormalities and unsafe conditions in passing trains:

- if possible, to the Qualified Worker travelling on the passing train, and
- to the Traffic Controller.

During travel, Train Operators must inspect their trains in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions, and observe passing trains for:

- abnormalities of equipment, loading and security, and
- unsafe conditions, defects and failures.

## Responding to reports during travel

If unsafe conditions or defects in a travelling train are suspected or reported, the Train Operator must:

- if necessary, stop the train, and
- tell the Traffic Controller, and
- if possible, check and remedy the faults.

If unsafe conditions or defects are reported to the Traffic Controller, the Traffic Controller must:

- tell the affected Train Operator about the unsafe conditions and defects, and
- follow the requirements of *MGE 206 reporting and responding to a Condition Affecting the Network (CAN)*.

### Moving Defective vehicles

A defective vehicle that the Train Operator considers to be unable to travel must be moved only in accordance with *MTR 414 Defective vehicles*.

If an affected train cannot keep to its programmed schedule, it must travel only at the direction of the Traffic Controller.

### Procedures

Nil

### Effective Date

28 April 2025