

Tanking Trains at Sydney Terminal

Document no. SMS-06-SW-0625	Work description Filling train water tanks at Sydney Terminal.							
	Scope Filling the tanks with water for drinking and toilets.							
Review date 20/09/13	References: <ul style="list-style-type: none"> • OHS Act 2000 section 8 (1,2) 20 (1,2) 21 • OHS Regulation 2001 clause 13, 14 & 137 • Rail Safety Act 2008 • SMS-06-SM-0487 Entering Trains from Ballast • SMS-06-SM-0488 Climbing out of Trains onto Ballast • SMS-12-01-0886 Red Flagging Trains in Stabling Yards, Depots or Maintenance Centres • NWT 308 Controlled Signal Blocking • NPR 703 Working using Controlled Signal Blocking 							
Responsible supervisor Supervisor Presentation Services Central								
PPE and precautions <ul style="list-style-type: none"> • High visibility vest • Safety Footwear • Heavy duty gloves • Red Flag • Personal Identity Card (PID) Competencies or qualifications <ul style="list-style-type: none"> • Induction • Protection Officer Level 1 • Track Safety Awareness and Electrical Safety or • Rail Industry Safety Induction (RISI) Licences or permits required								
Tools and equipment required <p>Red flag, water hose</p> <p>IF CONTROL MEASURES ARE NOT SUITABLE AND MAJOR CHANGES ARE NEEDED, CONDUCT A RISK ASSESSMENT AND DEVELOP NEW CONTROLS ACCORDING TO SMS-06-PR-0104 WORKPLACE RISK MANAGEMENT.</p>								

	Warning Tanking operations must not be carried out unless the train/trains are red flagged and Controlled Signal Blocking has been applied to the appropriate tracks.
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Preparation	The Supervisor/Protection Officer is to: <ul style="list-style-type: none"> • obtain Control Signal Blocking (CSB) as the work on track method and record details about the protection arrangements • check that a red flag is attached to the lead carriage adjacent to Driver's compartment with an approved mounting bracket.
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	Warning Do NOT use tanking hoses to refill or top up effluent storage tanks.
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Procedure	<ul style="list-style-type: none"> • Make sure that CSB has been applied to the protecting signals for the affected tracks. • Check the affected trains are red flagged. • Climb from the train onto the track via crew compartment. • Release air pressure from the water storage tank (if fitted) by releasing and taking off the cap on the water storage filling pipe. • Remove dust cap. • Use camlock connections to attach one end of the hose to the tap (Figure 5). • Use camlock connections to attach the other end of the hose to the water storage tank filling pipe fitting (Figure 2). • Make sure that both connections are locked in place. • Turn on the water tap (Figure 6). • Turn on the water at the train connection (Figure 3). • Fill the water storage tank to the correct level (until water starts to overflow). • Turn the water tap off. • Turn off water at the train connection and remove the hose. • Replace dust caps on train, tap and hose • Check that the air supply has cut in.
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FIGURE 1
Hose disconnected (OFF position)



FIGURE 2
Hose connected (OFF position)



FIGURE 3
Hose connected (ON position)



FIGURE 4
Dust cap in place (OFF position)



FIGURE 5
Hose attached (OFF position)



FIGURE 6
Hose attached (ON position)

Clean up	<ul style="list-style-type: none"> Make sure that all dust caps are replaced Make sure that the hose is not fouling the track Climb into the train via crew compartment Report any leaks or defects to the Supervisor/Protection Officer Tell the Supervisor/Protection Officer that the track is clear.
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Ending protection	<p>When the work is completed the Supervisor/ Protection Officer is to:</p> <ul style="list-style-type: none"> make sure that staff are clear of track advise the Signaller that Controlled Signal Blocking is no longer required make sure that the red flag has been removed from lead carriage on the Driver's compartment window
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Additional controls	
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