

Safe Work Instruction	Issue date: 20/09/10
Tanking Trains at Sydney Terminal	Review date: 20/09/13

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	PPE and precautions	Competencies or qualifications	Licences or permits required
Supervisor Presentation Services Central	<ul style="list-style-type: none"> • High visibility vest • Safety Footwear • Heavy duty gloves • Red Flag • Personal Identity Card (PID) 	<ul style="list-style-type: none"> • Induction • Protection Officer Level 1 • Track Safety Awareness and Electrical Safety or • Rail Industry Safety Induction (RISI) 	
Tools and equipment required			
Red flag, water hose			
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 .			



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.

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.

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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Tanking Trains at Sydney Terminal

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

- 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.

Ending protection

When the work is completed the Supervisor/ Protection Officer is to:

- 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

Additional controls