

**Notice Type:** Train Operating Conditions (TOC) Waiver

**Subject Title:** Transfer of Long Term Stowed Vehicles Albury to Goulburn

**Operator(s):** Sydney Rail Services

**Corridor/line:** Albury to Goulburn

**Effective From:** 01/06/2023

**Effective To:** 30/06/2023

**Reference Documents:**

**Route Access Standard:** General Information

**TOC Manual:** TOC – Section 8 and 10

**General Details / Operating Condition:**

A Waiver to the conditions of the ARTC TOC Manual and Route Access Standard General Information is issued for the movement of long-term stored wagons between Albury to Goulburn. Movements to occur as follows:

This is a continuation of movement from Dimboola to Albury covered by RACN 23-009, and to be moved in conjunction with SRS documentation "SRS Ops Plan Dimboola passenger car wagon transfer May 2023".

Movement to occur as follows:

**Marshalling requirements:**

- Vehicles to be coupled to a suitable locomotive(s).
- Stowed vehicles identified with package roller bearings should be marshalled immediately behind the locomotive.
- No additional wagons are to be added to the consists.

**Consist : Albury to Goulburn**

- AK 502
- DCK 601,
- 603,
- 604,
- 605,
- CP24,
- AK 500

Vehicles details not registered in ARTC TOC Manual for the movement:

Code	Description of Vehicle	Max. Speed (km/h)	Maximum loaded mass (tonnes)	Capacity	Length Coupled (metres)	Draw Capacity (MN)	Notes
AK	Seating Passenger	n/a	46.5	n/a	21.8	0.35	No 500

**General Movement Conditions:**

- Movements should take place in daylight hours at the commencement of the journey(s) to assist with visual inspection.
- Network Control are to be advised that the vehicles have been stowed and may not reliably activate circuits on commencement of the trip due to tread contamination.
- Prior to departure: Vehicles should be moved back and forth within the yard. Inspection of the wagons shall be undertaken to ensure brakes are working, wheels are turning freely and there are no obvious bearing faults. Any bearings with grease leakage are to be noted before movement to identify fresh grease leakage at each inspection point. Inspections are to be completed by appropriately competent personnel.
- Air and hand brakes will be operational and brake pipe continuous throughout the train.
- Where a defective vehicle is identified it is to be removed from the consist at a suitable location.
- During the movement the drivers are to monitor the consist where possible to identify any early detection of any faults.
- The train crew are to communicate with passing trains crew en-route and request a passing roll by where possible.
- Maintenance staff are permitted on the passenger cars and shall be in communication the crew while monitoring transit.
- A safeworking plan shall be established to cover staff protection at all inspection locations.
- During inspections, if any wagons are found with wheels not rotating or with abnormal noises from its bearing the train is to be stopped and not moved until certified and/or detached at a suitable location.
- A copy of this TOC Waiver is to be carried with the train crew.

At inspection locations the following **inspection process** shall be undertaken:

- Maintenance staff will conduct a roll-by inspection both sides of the train as the train enters with the focus on bearings. The roll-by inspection must confirm all wheels are rotating and there are no abnormal noises coming from any of the bearings. The train speed during the roll-by shall not exceed **10 km/h**.
- After the train comes to a stand the representative is to walk up the side of the train checking the bearings with the heat gun. If any bearing appears significantly hotter than the normal bearing temperature, that wagon is to be detached.
  - Appropriate heat guns shall be used for the movement and all staff are to measure the seal / cartridge in 3 positions about the bearing and use the maximum temperature recorded for each bearing. Bearing temperatures shall not exceed 90 degrees.

Albury to Junee

- On leaving Albury a roll by inspection of both sides of the train must be conducted to confirm all wheels are rotating and there are no abnormal noises coming from any of the bearings. The train speed during the roll-by shall not exceed 10 km/h.
- If any wagons are found with wheels not rotating or with abnormal noises from the bearings, the train is to be stopped.
- On arrival at Junee maintenance representatives to undertake inspection process as detailed above.
- Maximum speed of 80 km/h.

Junee to Harden:

- Maximum speed of 80km/h.
- On arrival at Harden maintenance representatives to undertake inspection process as detailed above.

Harden to Goulburn:

- Maximum speed of 80km/h.

Accompanying maintenance staff travelling by road will conduct additional roll by inspections when operational opportunity exists.

Additional inspection points can be added as required.

**Approval:**

Approved by:

Date: