

<b>Notice Type:</b>	Train Operating Conditions (TOC) Waiver
Subject Title:	Trailing tonnage increase to 3600 tonne trial on the Unanderra to Moss Vale line (UP) - amended
Operator(s):	Pacific National
Effective From:	31/01/2024
Effective To:	31/07/2024

**Reference Documents:**

Route Access Standard:	RAS – General Information D52 - Moss Vale to Unanderra line
TOC Manual	Section 10 – Rolling Stock Data

**General Details / Operating Condition:**

This TOC Waiver has been amended, Additions are red in colour.

An extension to TOC Waiver 23064 is issued to PN for ongoing trials as follows:

This TOC Waiver permits a trial to increase the maximum trailing load from 3300 to 3600 tonnes for two L2/L3/L4 locomotives as a two-pipe train (up to 46 wagons) on the Moss Vale to Unanderra line (UP direction).

This waiver to the published conditions in *ARTC RAS D52 – Moss Vale to Unanderra* is granted for two L2/L3/L4 locomotives to haul up to 3600 tonnes between Moss Vale and 91.080 (TfNSW boundary) on the ARTC Network. This waiver should be read in conjunction with TfNSW TOC Waiver 203-1389.

Operating conditions shall be as follows.

1. Approval to operate under this waiver on the ARTC network is subject to an approved path request
2. The two L2/L3/L4 locomotives may be marshalled in any number or order as a head end power train.
3. The maximum trailing load shall not exceed 3600 tonnes.
4. The train shall be a two-pipe train, i.e. all wagons shall have a main reservoir supply that recharges the air brake system as stipulated in *RAS D52 – Moss Vale to Unanderra*. Wagons with approved main reservoir supply are identified with “••” along side the brake type in the vehicle listing.
5. All wagons (except for ECP wagons) shall be fitted with fixed exhaust chokes.
6. The net brake ratio of the wagons used on the train shall be at least 16% for wagons fitted with high friction brake blocks and 21% for wagons fitted with medium friction brake blocks.

7. There should be at least one dynamic brake locomotive per 2500 tonne trailing load or part thereof.
8. Dynamic brake shall be applied according to *RAS D52 – Moss Vale to Unanderra*. The minimum allowable axle-load for vehicles in the front third of a train shall not be less than 10 tonnes for dynamic braked trains.
9. The average speed of the train after leaving Summit Tank shall not exceed 25 km/h until the train is clear of 89.237 km.
10. A maximum speed of 30 km/h shall not be exceeded between Summit Tank and 89.237 km under any circumstance. If the train exceeds this speed, the train shall be brought to a stand and held until the brake pipe is fully recharged before continuing.
11. Drivers shall assess the braking equipment condition and performance of the train prior to the descent. This may be achieved through a running brake test. If there are any issues refer to item 13.
12. In the event of a dynamic brake failure, there shall be at least 50% of active locomotives in the consist with operable dynamic brake that can be controlled from the lead unit.
13. If the driver has any trouble in adequately recharging the brake pipe as a result of the dynamic brake failure or other brake related issues, the train shall be brought to a stand and held on with the locomotive independent brake and sufficient handbrake while the brake pipe fully recharges. If the driver again has trouble in adequately recharging the brake pipe later in the journey, the train shall be brought to a stand and secured by handbrakes. The train may be subsequently moved only by dividing the train or attaching additional locomotive/s with operable dynamic brake.
14. Success factors for the trial are as follows:
  - a. Testing and confirmation that the net brake ratio on the wagons used meet item 5, prior to commencement of trial operation.
  - b. The slowest running times in of all the trial runs, excluding operational delays not exceeding 60 minutes
  - c. The train speed does not exceed 30 km/h between Summit Tank and 89.267 km.
  - d. Provision of business as usual operations reports (e.g. train loads) or audits (e.g. running brake test, datalogger) as evidence of compliance to the operating conditions stated in this TOC waiver.

Pacific National to advise ARTC Network Control and Operations Standards Manager when the first trial is due to take place and confirm the day of running.

**Approval:**

Approved by: Carolyne Southern – Operations Standards Manager

Date: 31/01/2024