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|---------------------|--|---------------|------------|
| <b>Notice Type:</b> | Train Operating Conditions (TOC) Waiver                            |               |            |
| Subject Title:      | Stowage movement of NHRH wagons from West Tamworth to Port Waratah |               |            |
| Operator(s):        | Pacific National   |               |            |
| Corridor/line:      | Werris Creek to Port Waratah                                       |               |            |
| Effective From:     | 17/06/2024   | Effective To: | 31/07/2024 |

**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 listed long-term stored vehicles between Werris Creek and Port Waratah. (the continuation from movement from West Tamworth to Werris Creek interface)

Movements to occur as follows:

**Marshalling requirements:**

- The move from Werris Creek to Port Waratah will permit up to 42 NHRH wagons to be marshalled on the train,
- No additional vehicles are to be added to the consist,
- All wagons shall be in the tare condition.

**General Movement Conditions:**

- Wagons shall be inspected for preparation and in-train examination as per Pacific National document “RSN E 24-034 - Transfer of 42x NHRH wagons from West Tamworth to Port Waratah”. Wagons will be carded on the completion of the movements in accordance with the above RSN documentation.
- Movements shall take place during daylight hours to assist with visual inspection.
- Any bearings with grease leakage are to be noted before movement to assist in the identification of 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. Vehicles with Air Cut Out (ACO) have been identified prior to departure and listed in the RSN. (any additional ACO vehicles identified shall be notified to ARTC).
- Vehicles identified in the RSN have known defects to be inspected prior to departure and at mechanical inspection locations.
- Where a defective vehicle is identified it is to be removed from the consist at a suitable location in negotiation with Network Control.
- 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 train crew en-route and request a passing roll by where possible.

- 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.

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.

On passing hot bearing detection (HBD) systems:

- The consist will pass hot box detectors at the following locations:
  - Colly Creek 379.860km
  - Wingen 331.430km
  - Grasstree 280.610km
  - Belford 222.020km
  - Maitland 192.040km Up Coal Road
- Operation of the hot bearing detectors shall be confirmed the day prior with ARTC Operations. If the hot boxes are out of service at the time of the transfer a roll by inspection of both sides of the rolling stock should be carried out near the vicinity of the hot bearing detector at an appropriately safe position. PN will identify contingency locations where there is potential for inspection locations.
- **If abnormal or warning indications from the HBD are identified, that wagon should be detached before proceeding.**

Conditions of movements between Werris Creek and Port Waratah:

Werris Creek to Willow Tree:

- On arrival at Werris Creek Crossing Loop, the maintenance representatives shall undertake the **inspection process** as detailed above before proceeding on the ARTC Network.
- Maximum speed of 40 km/h.

Willow Tree to Port Waratah:

- At Willow tree, a roll by inspection will be conducted from both sides of the train 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.
- Maximum speed of 60 km/h.
- Additional roll-by inspections to be conducted from railway crossings at:

- Service Crossing, 356.490km Pages River
- Service Crossing, 264.420km, Ravensworth
- Cemetery Lane Level Crossing, 236.383km at Whittingham

A copy of this toc waiver shall be carried by the train crew.

**Approval:**

Approved by:

Date: