

Notice Type: Train Operating Conditions (TOC) Waiver

Subject Title: Restricted Movement of HPF and TC (DEB) Cars on the ARTC Network

Operator(s): The Rail Motor Society

Corridor/line: Woodville - Islington to **Paterson**

Effective From: 26/06/2024 **Effective To:** 25/07/2024

Reference Documents:

Route Access Standard: General Information, H1 - Islington Junction to Muswellbrook

TOC Manual: TOC – Section 8 and 10

General Details / Operating Condition:

27/06/2024 – note this TOC waiver has been amended, refer to **red text** for updates.
 A waiver to the published conditions in the ARTC Train Operating Conditions Manual is granted to The Rail Motor Society for the movement of HPC and TC passenger cars on the ARTC Network subject to the following operating conditions:

Vehicle details: (DEB sets)

Code	Description of Vehicle	Max. Speed (km/h)	Maximum loaded mass (tonnes)	Capacity	Length Coupled (metres)	Draw Capacity (MN)	Notes
HPF	950 Class Power Car	40	39.6	N/A	19.202	0.30	No. 952 & 954
TC	700 Class Trailer	40	25.6	N/A	18.339	0.30	No. 753

The movement will align with TfNSW TOC waiver Number TW 203-1465.

Movements to occur as follows:

Marshalling and Preparation Requirements:

- Movement to be hauled by a suitable locomotive.
- Movement is for a once off restricted operation between Woodville Junction, Islington Junction and **Paterson**.
- No additional vehicles to be added to the consist.
- Inspection personnel are permitted on the vehicles during the movement, passengers are not permitted.
- HPF and TC cars shall be inspected by a qualified person to ensure vehicle condition is fit for movement.
- Vehicles have had all loose components secured prior to departure.
- The BP on the train shall be continuous and the functionality of the car brakes shall be confirmed prior to movement. BP pressure to be set appropriately for the cars.

General Movement Conditions:

- Movement shall be under manual block working conditions.
- Rail Motors are to be hauled dead attached.

- Maximum speed of movement is 40km/h.
- Movement to occur in daylight hours.
- During the movement the drivers are to monitor the consist where possible to identify any early detection of any faults, and remain in communication with onboard maintenance support staff.

At Islington the vehicles will have an inspection undertaken as follows:

- 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.

Approval:

Approved by:

Date: