

Notice Type: Train Operating Conditions (TOC) Waiver

Subject Title: Movement of stored passenger vehicles Telarah to Goulburn

Operator(s): Sydney Rail Services

Corridor/line: Telarah to Werris Creek, Werris Creek to Merrygoen, Merrygoen to Narromine, Narromine to Cootamundra-Goulburn

Effective From: 20/11/2024

Effective To: 31/12/2024

Reference Documents:

Route Access Standard: RAS – General Information, TOC Manual Section 8

General Details / Operating Condition:

Note updates in **red text**

A Waiver to the conditions of the ARTC TOC Manual is issued for the movement of long-term stored wagons between Telarah to Goulburn, via Werris Creek.

Vehicles in the Consist: 2 x suitable locomotives, locomotive 4472 (dead attached), SDS 2278, BS 1684, BAM 1743 & BAM 2189 (consist position may vary).

The following vehicles in the consist are not registered with ARTC and will be permitted to travel on the ARTC Network for the movement only, vehicles to be deactivated on arrival of destination:

Class Code	Description	Max Load t	Length m	Draw Gear Capacity (MN)	Notes
SDS	Lounge Car	41	21.5	0.50	No. 2278
BS	Passenger	40.1	20.3	0.30	No. 1684

Conditions of movement:

- Movement should take place in daylight hours for initial portion of the move on both days to assist in observation of the vehicle condition.
- No additional vehicles to be added to the consist without ARTC consent.
- Prior to departure: The inspection of the wagons shall be undertaken before initial transit 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.
- Where a defective vehicle is identified it is to be removed from the consist before continuation at a suitable location.
- 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.
- The train crew are to communicate with passing trains crew en-route and request a passing roll by where possible.

- Crew are permitted onboard the vehicles, with windows to be opened and listening for abnormal noises on route. Crew should be in communication the crew when monitoring the transit.
- A safeworking plan shall be developed
- A copy of this TOC Waiver is to be carried with the train crew.

Prior to entering the ARTC Network

- The wagons shall be moved on the branch line prior to departure to ensure all wheels are turning and bearings are fit for operations.
- Wagons are to be stopped and inspected at Branxton before entering the ARTC network. Crew to undertake bearing inspections and check all bearing temperatures.

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 box detection (HBD) systems:

- The consist will pass hot box detectors at the following locations:
 - Wingen 331.430km
 - Colley Creek 379.860km
- Operation of the hot box detectors shall be confirmed the day prior. 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 box or an appropriately safe position. PN will identify contingency locations where for potential inspection locations.
- **If abnormal or warning indications from the HBD are identified that wagon should be detached before proceeding.**

Telarah To Greta

- Train to be **Manually Block Worked** from Telarah to Greta at Maximum speed of **25 km/h**
- Vehicles to be inspected at Greta.

Greta to Singleton

- Maximum speed of **50 km/h**
- Vehicles to be inspected at Singleton.

Singleton to Binnaway

- Maximum speed of **80 km/h**
- Vehicles to be inspected at Muswellbrook, Murrurundi, Werris Creek & Binnaway

- Inward rollby at Binnaway,
- Train stabled overnight in Binnaway

Binnaway to Junee

- On outward rollby on departure.
- Maximum speed to Neilrex of **40 km/h**, vehicle inspection at Neilrex
- Neilrex to Cootamundra, maximum speed **80km/h**
- Vehicles to be inspected at Merrygoen, Dubbo, Goobang Junction and on arrival and Cootamundra.
- Locomotive 4472 will be detached at **Junee**

Junee to Goulburn

- maximum speed **80km/h**

Approval:Approved by: Date: