

## Special points of interest

The following is a list of all stickers that must be clearly visible on all ARTC road rail vehicles:

- \* T12 restriction warning
- \* Maximum on track vehicle speed
- \* Hi-rail operating information
- \* Incident contact information
- \* Injury reporting hotline
- \* Warning to engage/disengage hi-rail locks prior to going on road/track
- \* Correct tyre pressures above all 4 wheels
- \* Reflective delineators

Should any of these stickers not be present please have your Team Manager or Supervisor contact Scott Chillingworth on the number below for replacements.

### PLANT & FLEET CONTACT DETAILS

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# Plant Safety Bulletin

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## T12 Operating Restriction

To enable ARTC and Contractor owned hi-rail vehicles to safely operate within the ARTC network it is essential that they meet certain requirements and restrictions outlined in the WOS Engineering Standards.

One of these restrictions relates to the vehicle conforming to the approved rolling stock outlines. This includes where the rubber tyres interface with the rail line. An operating restriction often imposed on hi-rail vehicles is the T12 restriction that requires all affected hi-rail vehicles to travel across track areas fitted with check or guard rails, such as points, crossings, bridges and level crossings at a reduced operating speed.

**This warning label is mandatory for all affected vehicles and must be displayed in the cabin of the vehicle in full view of the driver.**

**WARNING**  
REDUCE SPEED WHEN TRAVERSING TRACK FITTED WITH CHECK RAILS OR GUARD RAILS.

Maximum Speed Forward = 20kph  
Maximum Speed Reverse = 5kph

**This includes Points, Crossings, Bridges & Level Crossings**  
Refer T12 Restriction in the Train Operating Conditions (TOC) Manual

The following photographs depict a Land Cruiser hi-rail travelling through a new Vossloh turnout.

Figure 1 shows the left hand road tyre passing through the crossing in what is normal on-track operation.

Figure 2 shows the right hand road tyre of the vehicle riding predominantly on the check rail which is 20mm higher than the running rail.



Figure 1



Figure 2

Artificially raising the road wheel such as this has the potential to reduce the amount of load on the hi-rail wheels and contributes to the chances of the vehicle becoming unstable on track and possibly derailling.



Check the TOC manual or relevant TOC waiver for your vehicle to determine if it is affected by this issue (the majority of ARTC vehicles are), and ensure you take all necessary precautions when travelling across points, crossings, bridges & level crossings.

Your safety depends on it.