

Notice Type:

Train Operating Conditions (TOC) Waiver

Subject Title:

Stowed movement of RHCH wagons from Werris Creek to Port Waratah

Operator(s):

Pacific National

Corridor/line:

Narrabri to Werris Creek

Effective From:

11/08/2025

Effective To:

26/09/2025

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.

Movements to occur as follows:

Marshalling requirements:

- The move from Werris Creek to Port Waratah will permit up to 8 x RHCH wagons to be marshalled on the train,
- No additional vehicles are to be added to the consist, movement is to be standalone,
- 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 25-039 Transfer of RHCH wagons from WCK to PTW”.
- Movements shall take place during daylight hours to assist with visual inspection.
- Due to the structural condition of the RHCH wagons, **dynamic braking is not permitted during this movement**. Vehicles shall be red-carded on arrival for repair work.
- Train crew shall monitor driving techniques, ensuring that in-train forces are managed.
- 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.
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- 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 it's bearing the train is to be stopped and not moved until certified and/or detached at a suitable location.

Roll- by Inspection Process:

- The 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.
- If any wagons are found with wheels not rotating or abnormal noises from bearings, the train shall be stopped, and the wagon's bearings shall be inspected with a temperature gun. Bearing temperature should not exceed 90 degrees.

On passing hot bearing detection (HBD) systems:

- The consist will pass hot box detectors at the following locations:
 - Colly Creek – 379.8 km
 - Wingen – 331.43 km
 - Grasstree – 280.61 km
 - Belford – 222.03 km
- 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.**

Werris Creek to Bells Gate:

- **Train is to be manually block worked from Werris Creek to Bells Gate.**
- **Roll-by inspection** to be conducted on departure at Werris Creek.
- Maximum speed of 60 km/h.

Bells Gate to Port Waratah:

- Maximum speed of 80 km/h.
- Additional **Roll-by inspections** are to be conducted in the following locations:
 - Bells Gate, Bells Gate Rd LX – 397.709 KM
 - Kankool, Glenyalla Rd LX – 368.99 KM

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

Approval:

Approved by: Carolyn Southern

Date: 08/08/2025