AUSTRALIAN RAIL TRACK CORPORATION LTD

Route Access Condition Notice

13-00013

Distributed To: ARTC Website
Distribution Date: 27/11/13
Requested By: ARTC Ref:00095, 00134
Subject: Additional Wayside Equipment, new WILD limits and KLD limits included.
Effective Period: Until Published
Amendment Type: Permanent (to be added to RAS)

Note: Permanent Route Access Condition Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.

RAS Reference:
Section: General Information
Version No.: 1.2
Page/s: 18,19,20

ARTC Network Location:
Line Section: 
Kms:

Changes to Wayside Equipment:
Hunting Detector and Hot Wheel Detector added to the wayside equipment location diagram. See figure 2.9.1 below.
New WILD limits set, see table 2.9.2 below.
KLD wheel profile monitor levels added, see table 2.9.2 below.
### Location of Wayside Devices

1. Angle of Attack
2. Acoustic Bearing Detector (RailBAM)
3. Dragging Equipment Detector
4. Embankment Slip Detector
5. Embankment Rockfall Detector
6. Ground Fault Detector
7. Hot Box Detector
8. Hunting Detector
9. Hot Wheel Detector
10. Wheel Impact Detector
11. Wheel Profile Monitor
12. Out of Gauge Detector
13. Rainfall Monitor
14. Wheel Noise Detector (RailSQAD)
15. Weighbridge

### Figure 2.9.1 – Wayside Monitoring Devices on the ARTC Network
Table 2.9.2 – Wheel Impact Load Detector Limits

<table>
<thead>
<tr>
<th>Wheel Impact Load</th>
<th>Required Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;325kN (normalised) MEDIUM</td>
<td>Operator notified and advised that the vehicle will require an immediate technical examination at the next maintenance facility.</td>
</tr>
<tr>
<td>&gt;400kN (normalised) HIGH</td>
<td>Operator notified &amp; TCR raised, train slowed (110km/h service to 80km, 80km/h service to 60km/h) at the discretion of ARTC Operations, and advised that the vehicle will require an immediate technical examination at the next maintenance facility. Untagged Alarm</td>
</tr>
<tr>
<td>&gt;500kN (normalised) EXTREME</td>
<td>Operator notified &amp; TCR raised, train slowed to 60km/h until the defective vehicle can be safely inspected by the operating crew. If a defect is confirmed, vehicle is to be detached at the next agreed location.</td>
</tr>
</tbody>
</table>

Note: Normalised refers to the process of normalising vehicle impacts for a maximum axle weight for the class to facilitate accurate trending of emerging wheel impacts.

Response to WILD Impact Loads – Hunter Valley Coal (Metford Coal)

<table>
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</thead>
<tbody>
<tr>
<td>&gt;325kN (normalised) MEDIUM</td>
<td>Operator notified and advised that the vehicle will require a technical examination at the next maintenance cycle. Untagged Alarm</td>
</tr>
<tr>
<td>&gt;400kN (normalised) HIGH</td>
<td>Operator notified &amp; TCR raised, immediate technical examination of the vehicle to be requested to be cut out of vehicle consist at the next maintenance facility.</td>
</tr>
</tbody>
</table>
## Response to Automatic KLD Wheel Profile Monitor Levels – Exeter and Port Germein

<table>
<thead>
<tr>
<th>Profile</th>
<th>Optimal</th>
<th>Warning</th>
<th>Condemn</th>
<th>Extreme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flange Thickness</td>
<td>24mm</td>
<td>21mm</td>
<td>18.75mm</td>
<td>17mm</td>
</tr>
<tr>
<td>Flange Height</td>
<td>33mm</td>
<td>34mm</td>
<td>35.25mm</td>
<td>37mm</td>
</tr>
<tr>
<td>Tread Hollowing</td>
<td>2mm</td>
<td>2.5mm</td>
<td>3.25mm</td>
<td>4mm</td>
</tr>
<tr>
<td>Rim Thickness</td>
<td>24mm</td>
<td>22mm</td>
<td>19.75mm</td>
<td>18mm</td>
</tr>
</tbody>
</table>

**Issued By:** Richard Potts  
*Australian Rail Track Corporation*

**Approved By:** John Furness - Manager Standards (Minor)

**NAN Ref (if applicable):**