

# Route Access Condition Notice

## 16-00010

<b>Distributed To:</b>	ARTC Website
<b>Distribution Date:</b>	24-06-2016
<b>Requested By:</b>	ARTC
<b>Subject:</b>	<b>Correction to DIRN Section Pages D52 – Moss Vale to Unanderra Clause 5.2.5</b>
<b>Effective Period:</b>	24-06-2016 – Until Published
<b>Amendment Type:</b>	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Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.*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:** Section Page D52      **Version No.:** 1.5      **Page/s:** 8 & 9

**ARTC Network Location:**

**Line Sections & Kms:**      **D52 – Moss Vale to Unanderra**

This RACN details the following changes:

An error has occurred in the copying of details from the TOC Manual Section Pages to the RAS Section Pages D52 clause 5.2.5.

**Details of RACN:** When referring to the maximum length of trains covered by the clause the word “including” was used instead of the word “plus” in relation to locomotives in the train.

The corrected Clause 5.2.5 follows;

### 5.2.5 Single Pipe Trains in Excess of 2400 Tonnes and up to 1500 Meters Long (Summit Tank-Unanderra)

Single pipe trains between 2400 and 4000 tonnes and up to 1500 m long may operate from Summit Tank to Unanderra under the following mandatory dynamic brake conditions:

These trains must have a HP grade inspection and grade control valves must be set in the IP position

The minimum allowable vehicle mass for vehicles in the front third of the train must not be less than 25 tonnes. In the case of multipack vehicles, the minimum allowable vehicle mass shall be the gross mass divided by the number of platforms (decks). There must not be any empty platforms (decks).

The maximum train length is 1500m including plus locomotives

The maximum train mass is 4000 tonnes plus locomotives

The train must have three locomotives at the front of the train and up to two locomotives at the rear of the train from Summit Tank to Unanderra

One locomotive shall be provided for each 800 tonnes or part thereof of train load

All locomotives must have operable extended range dynamic brakes and a minimum mass of 129 tonnes

The speed of the train must be controlled by the dynamic brake supplemented by the use of the air brake as required

The speed of the train must not exceed 25 km/h

Crews must have a clear understanding of procedures for operating these trains in the event of the loss of radio communication.

If the dynamic brake fails on one locomotive only after departing Summit Tank, the train may continue under the control of the remaining dynamic brake and supplemented by the air brake.

If the driver has any trouble adequately recharging the brake pipe, the train must be brought to a stand and held on the locomotive independent brake and sufficient handbrakes and the brake pipe fully recharged

The grade control valves must be placed in the HP position

The train may then continue under the control of the remaining dynamic brake and supplemented by the air brake

If the driver again has trouble adequately recharging the brake pipe, the train must be brought to a stand and secured by handbrakes

The train may be subsequently moved only by dividing the train or attaching additional locomotive(s) with operable dynamic brake.

If the dynamic brake fails on more than one locomotive after departing Summit Tank, the train must be brought to a stand and secured by handbrakes. The train may be subsequently moved by dividing the train or attaching additional locomotive(s) with operable dynamic brakes.

If the dynamic brake fails on more than one locomotive between Moss Vale and Summit Tank, the train must be divided at the first suitable location.

If the train is required to be divided above, each portion of the train must comply with the Operator's procedure for single pipe train load and length limits.

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Approved By: Minor - Manager Standards  
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