

# Route Access Condition Notice

## 20-0023

<b>Distributed To:</b>	ARTC Website
<b>Distribution Date:</b>	04/05/20
<b>Requested By:</b>	ARTC
<b>Subject:</b>	Adjustments to bank locomotive working in the Hunter Valley
<b>Effective Period:</b>	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Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.*

<b><u>RAS Reference:</u></b>			
<b>Section:</b>	Section Page H2	<b>Version No.:</b>	2.0
		<b>Page/s:</b>	N/A
<b><u>ARTC Network Location:</u></b>			
Muswellbrook to Werris Creek			

**Details:** This RACN details the changes to bank locomotive working on the ARTC Hunter Valley Network

### EXISTING WORDING - REMOVED

## 4.2 Bank Locomotive Working (Willow Tree - Ardglen)

The following conditions apply for loaded trains between Willow Tree and Ardglen. This is the current accepted and approved ARTC practice, but operators may develop their own alternative safe practices:

- Trains with 20 to 40 tonnes gross mass vehicles in the trailing 1000 tonnes, one bank locomotive may power; trains with 40 to 60 gross mass tonne vehicles in the trailing 1000 tonnes, two bank locomotives may power; trains with vehicles of minimum mass 60 tonne gross mass in the trailing 1000 tonnes, three bank locomotives may power. When three locomotives are used for banking, loading in front of the trailing 1000 tonnes must not comprise any vehicles with less than 15 tonnes of loading whose individual deck lengths exceed 23.7 m whilst they are attached to vehicles less than 14.6 m in length.
- The automatic coupling lifter on the leading bank locomotive must be locked in the open position by means of the approved latching device.
- The air hoses are not to be connected between the train and the bank locomotives.
- An adaptor will be fitted on the rear vehicle to accommodate the flashing tail light other than in auto coupler knuckle.

Method of operation:

An operator shall follow the procedure below unless they have sufficient and adequate alternative operational procedures that have been developed by the application of a risk-based methodology and independently verified by an appropriately qualified organisation.

1. The train shall be stopped at the allocated marker signs in the Up-refuge loop at Willow Tree and remain with the automatic brake applied.
2. Bank locomotives shall compress against the rear of the train standing in the loop.
3. The bank locomotive driver shall notify the train driver by radio when ready to assist.
4. The train driver shall notify the bank locomotive driver when the starting signal is cleared, and the train is ready to proceed.
5. When acknowledgement is received, the train driver shall release the automatic brakes and the bank locomotives shall commence pushing.
6. The train driver shall begin throttling up. When the load metre registers approximately 400 amps, the train driver shall release the locomotive brakes and allow the train to proceed.
7. The maximum speed when assisted from the rear must not exceed 50 km/h. Only the driver shall control the speed of the train between Willow Tree and Ardglen.
8. Signal indicators en route shall be relayed by the train crew to the bank locomotive driver.
9. Upon arrival at Ardglen, the bank locomotives shall only assist the train to such distance as will allow the bank locomotives to stop and remain inside the Ardglen Up starting signals, being on either the Main or Loop line.
10. In the event of bank locomotives failing to release from the rear of the train at Ardglen, the train may proceed to Murrurundi where bank locomotives are to be detached. The bank locomotive driver shall notify the train driver of the circumstances when clear of Ardglen tunnel.
11. The trailing load for marshalling restriction purposes behind the rear train locomotive is calculated as the train load, less the sum of the full sectional loads for the operational bank locomotives (for the section Willow Tree to Ardglen).

In the event of failure, the train must be cleared from the section on the authority of a Special Proceed Authority. Should the bank locomotive(s) be required to return to Willow Tree with a portion of the load, this operation must be completed on the authority of a separate Special Proceed Authority.

## **NEW WORDING – ADDED**

### **4.2 Bank Locomotive Working (Chilcotts Creek - KanKool – Ardglen – Pages River - Murrurundi)**

The following conditions apply for loaded trains between Chilcotts Creek and Ardglen. This is the current accepted and approved ARTC practice, but operators may develop their own alternative safe practices:

- Trains with 20 to 40 tonnes gross mass vehicles in the trailing 1000 tonnes, one bank locomotive may power; trains with 40 to 60 gross mass tonne vehicles in the trailing 1000 tonnes, two bank locomotives may power; trains with vehicles of minimum mass 60 tonne gross mass in the trailing 1000 tonnes, three bank locomotives may power. When three locomotives are used for banking, loading in front of the trailing 1000 tonnes must not comprise any vehicles with less than 15 tonnes of loading whose individual deck lengths exceed 23.7 m whilst they are attached to vehicles less than 14.6 m in length.
- The automatic coupling lifter on the leading bank locomotive must be locked in the open position by means of the approved latching device.

- The air hoses are not to be connected between the train and the bank locomotives.
- An adaptor will be fitted on the rear vehicle to accommodate the flashing taillight other than in auto coupler knuckle.

Method of operation:

An operator shall follow the procedure below unless they have sufficient and adequate alternative operational procedures that have been developed by the application of a risk-based methodology and independently verified by an appropriately qualified organisation.

1. The train shall be stopped in the crossing loop at Chilcotts Creek and remain with the automatic brake applied.
2. Bank locomotives shall compress against the rear of the train standing in the loop.  
*Note: The attachment process, including all activities between the loaded train coming to a stand and the Bank locomotive driver notifying the train driver as ready to assist should be completed **within 10 minutes** from when the loaded train came to a stop at Chilcotts Creek*
3. The bank locomotive driver shall notify the train driver by radio when ready to assist.
4. The train driver shall notify the bank locomotive driver when the starting signal is cleared, and the train is ready to proceed.
5. When acknowledgement is received, the train driver shall release the automatic brakes and the bank locomotives shall commence pushing.
6. The train driver shall begin throttling up. When the load metre registers approximately 400 amps, the train driver shall release the locomotive brakes and allow the train to proceed.
7. The maximum speed when assisted from the rear must not exceed 50 km/h. Only the driver shall control the speed of the train between Chilcotts Creek and Ardglen.
8. The train Driver must advise the bank locomotive(s) Driver of all signal indications, any temporary speed restrictions, and other train working conditions to ensure the safe and efficient operation of the train.
9. Once the Bank Train Driver is satisfied that the loaded train has sufficient load clear of the grade at Ardglen so that the loaded train can self-propel through the Ardglen tunnel the bank locomotives can be released from the loaded train. The bank locomotives will stop at the clear (City end) of the High Street Level Crossing (363.350km) at Ardglen, where the bank locomotives will be secured. The Bank Train Driver and Co-Driver will alight from the lead locomotive and walk to the rear locomotive activating the High Street level crossing (363.350km) button at the 51-pts signal hut in the process.
10. In the event of bank locomotives failing to release from the rear of the train at Ardglen, the train may proceed to Murrurundi where bank locomotives are to be detached. The bank locomotive driver shall notify the train driver of the circumstances when clear of Ardglen tunnel.
11. The trailing load for marshalling restriction purposes behind the rear train locomotive is calculated as the train load, less the sum of the full sectional loads for the operational bank locomotives (for the sections Chilcotts Creek to Ardglen).
12. To support the method of operation, it is expected that there are two (2) sets of bank locomotives are available at Chilcotts Creek for the purpose of Bank Locomotive working.
13. Under normal track operating conditions, the time taken to proceed from Chilcotts Creek to Ardglen **must meet the timetabled section runtimes**.

#### 4.2.1 Assisted Train Disabled 361.948 km – Murrurundi

It will be permissible for the bank locomotive(s) to assist a disabled train through to Murrurundi, if required.

Before this working is carried out, the Drivers of the train locomotive(s) and the bank locomotive(s) must confer and come to a clear understanding as to the working. The Network Controller at NCCN must be informed of the arrangements as soon as possible.

The automatic air brake must be complete throughout the train and operated from the leading locomotive.

#### 4.2.2 Bank Locomotive(s) Failing to Release

If the bank locomotive(s) fails to release from the rear vehicle at Ardglen, the train must proceed to Murrurundi where the bank locomotive(s) must be detached, if possible. On clearing the Ardglen tunnel, the Driver of the bank locomotive(s) must notify the train Driver and the Network Controller of the circumstances.

#### 4.2.3 Failure of the train and/or the bank locomotive(s) in the sections Murrurundi – Ardglen, Ardglen – Kankool or Kankool – Chilcotts Creek and returning to the crossing loop in the rear

If the train and / or the bank locomotive(s) fail while the train is enroute, the two locomotive crews must immediately confer with each other and with the Network Controller.

If the train will be required to return to the crossing loop in the rear on a Special Proceed Authority, the bank locomotive(s) must be coupled to the train with the brake pipe and main reservoir hoses connected and the coupling air cocks opened.

The leading locomotive(s) in the direction of travel will become the train locomotive(s) and the Special Proceed Authority must be issued to the Driver of this train locomotive(s).

Issued By: *Richard Potts*  
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Approved By: Minor - Manager Standards