

TOC Waiver

TW 201-051

Issued to	Sydney Rail Management Centre Downer
Issued by	Michael Uhlig Lead Rolling Stock Engineer
Issued date	07 March 2018
Effective dates	07 March 2018 to 07 September 2018
Prevalence	This TOC Waiver supersedes TOC Waiver 201-050
Subject:	Movement of Sydney Growth Trains (SGT) B Set cars between Woodville Junction and Sulphide Junction

This TOC Waiver supersedes TOC Waiver 201-050; the requirement for push pull operation has been removed.

This TOC Waiver is issued at the request of Downer to allow for the movement of Sydney Growth Trains (SGT) cars from Carrington Basin to Cardiff Workshops (Woodville Junction to Sulphide Junction). Movement of cars from Sulphide Junction to Woodville Junction is also permitted to return cars back to China. All movements shall be blocked worked at all times.

The SGT B Set cars have been assessed and found to be compliant with the required Rolling Stock Standards for the movement over the RailCorp Network.

A waiver to the published conditions in the Train Operating Conditions Manual is granted for the SGT B Set cars movement between Woodville Junction and Sulphide Junction (and return if required).

Operating conditions shall be as follows Table 1 - Sydney Trains - Passenger Rolling Stock:

Table 1 – Sydney Trains – Passenger Rolling Stock

Type of car	Sets	Car numbers	Code	Tare mass (t)	Length coupled (m)	Width (mm)	Seat capacity	Remarks	Notes
Motor Car (D)	B	1601-1624 1701-1724 1801-1824 1901-1924	N	52.2	20.2	3035	N/A		See below
Trailer Driver Car (D)	B	1101-1124 1201-1224	D	52.1	20.7	3035	N/A		See below
Trailer Car (D)	B	1301-1324 1401-1424	T	48.1	20.3	3035	N/A		See below

Notes:

- a. The cars shall be hauled as 8 car sets.
- b. The cars shall have the required ballast fitted and this shall be confirmed prior to the movement.
- c. The train shall be block worked at all times.
- d. The maximum speed for this movement shall not exceed 80 km/h with inflated airbags or 25 km/h with deflated airbags.
- e. The cars shall be inspected by a qualified examiner and deemed in fit condition prior to the movement.
- f. The brake pipe and main reservoir pipe shall be continuous throughout the train consist.
- g. The service and park brakes shall be operational.
- h. When the locomotives are marshalled onto the train consist, a static brake test shall be conducted.
- i. The cars shall be empty during the movement (no passengers).
- j. The cars may have the airbags inflated or deflated as required.
- k. Acceleration and braking shall be kept smooth to minimise acceleration jerk. Independent and dynamic brakes are to be avoided.
- l. A copy of this TOC Waiver shall be present in the cabs of the hauling locomotives.

Michael Uhlig
Lead Rolling Stock Engineer