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## TOC Waiver – TW: 203-1262

**Issued to:** Sydney Rail Management Centre  
Various Operators

**Issued by:** Jakub Zawada  
Principal Engineer, Fleet Access Integrity

**Issue date:** 10 March 2023

**Effective dates:** 10 March 2023 to 08 September 2023 Pending Publication

**Prevalence:** This TOC Waiver supersedes TOC Waiver 203-1186

**Title:** **Updated operating conditions of passenger trains and track corridor width**

This TOC Waiver supersedes TOC Waiver 203-1186, provides an updated diagram and additional clarification of track width between Lithgow and Bowenfels.

This TOC Waiver updates the operating conditions of passenger trains and track width classification arising from the modification of platforms with platform gap fillers (PGFs). To date platforms at Circular Quay, Wynyard, and Town Hall stations have been fitted with PGFs. Further platforms are planned to be fitted with PGFs and an updated TOC Waiver will be issued as stations are fitted with PGFs. Stations fitted with PGFs are not compatible with Extended Medium Electric and Wide Electric rolling stock (group 4 and group 5).

A waiver to the published conditions in the Train Operating Conditions Manual is granted for the updated operating condition on the TfNSW Metropolitan Heavy Rail Network.

The following sections are updated:

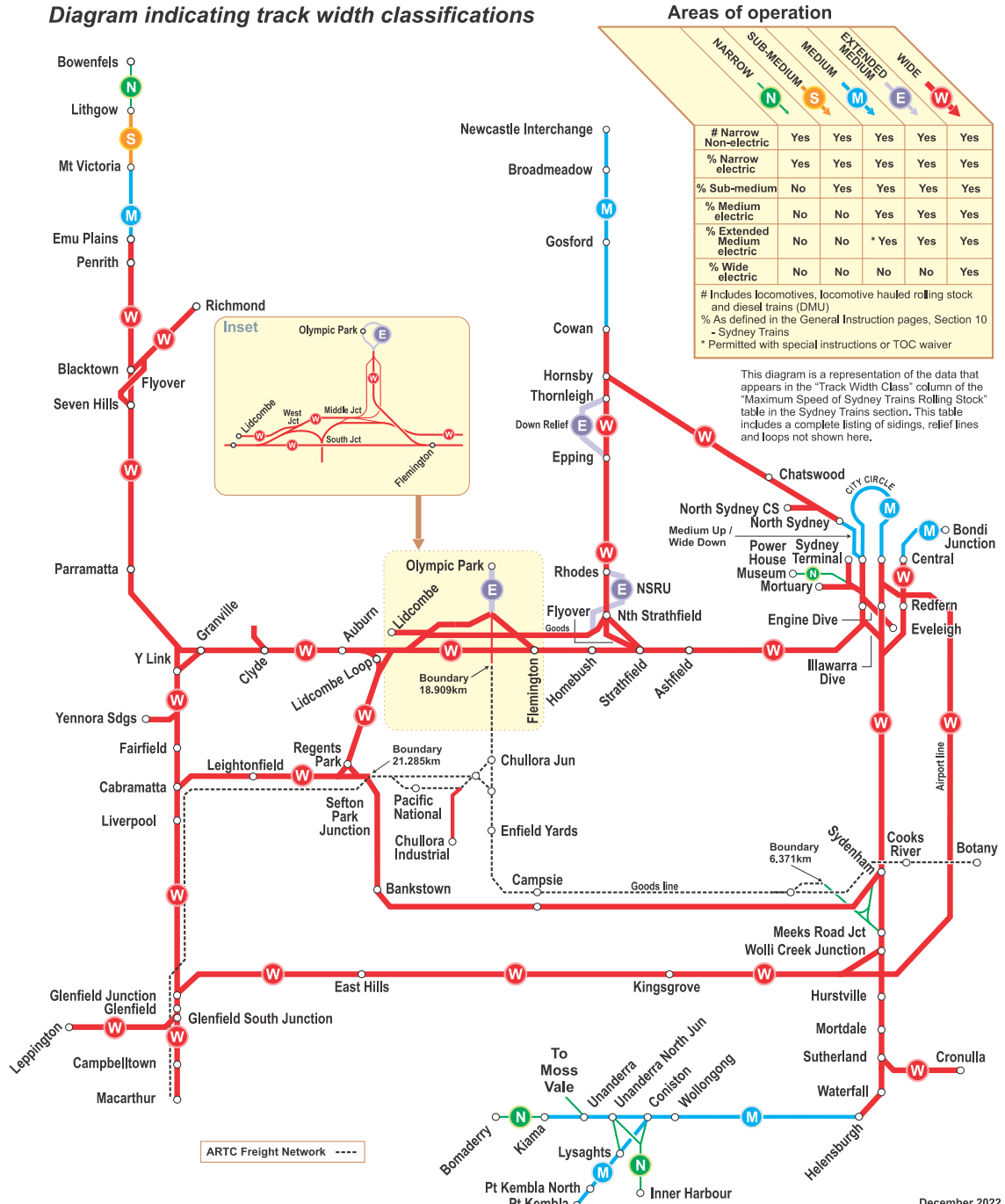
- TS TOC 1, Section 1.10. Diagram indicating track width classification
- TS TOC 2, section 17, Table 5 and Table 6, Maximum speed of Sydney Trains and NSW TrainLink rolling stock

Updates on the following pages.

# 1.10. Diagram indicating track width classifications

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Diagram indicating track width classifications



December 2022

## Maximum speed of Sydney Trains and NSW TrainLink rolling stock

*Version TW 203-1262*

Table 5 and Table 6 - Maximum speed of Sydney Trains and NSW TrainLink rolling stock (pp 99-100) show the maximum speed of Sydney Trains and NSW TrainLink rolling stock over the various sections of lines. These speeds are subject to permanent speed signs and temporary speeds that may be in force.

The approval applies to Down and Up directions unless specified.

Where speeds are shown in the following table, these are to be taken as authority for these trains to operate on the designated section of line.

Where the letters N/A are shown, trains are not permitted to travel over that section of line under normal conditions. When the letters N/A are shown and a train is required to travel over that section of line, permission shall be obtained from Director Fleet Engineering, Asset Management Branch before the movement commences.

**Table 5 – Maximum speed of Sydney Trains and NSW TrainLink rolling stock**

AREA / SECTION	TRACK WIDTH CLASS	ELEC- TRIFIED	SPEED- SIGNS Y/N	INTER-CITY			SUBURBAN			DIESEL RAILCARS			NOTES Locality working	
				Double Deck	Double Deck	Double Deck	Double Deck	Double Deck	Double Deck	Single Deck	Endeavour / Xplorer	Narrow		Narrow
Train Type ⇒														
Train Width ⇒				Narrow	Sub Medium	Medium	Medium	Medium	Extended +Medium	Wide	Narrow	Narrow	Narrow	
++ Group				1	3b	2	3	3a	4	5	6	6		
<b>City Circle</b>														
CENTRAL – CIRCULAR QUAY – CENTRAL – City Inner and Outer	Medium*	Yes	Yes	40	N/A	40	40	40	40*	40*	40	N/A	N/A	1a
<b>Sydney to Lithgow</b>														
SYDNEY <> GRANVILLE – Main	Wide	Yes	Yes	100	100	100	100	100	100	80	100	100	100	
GRANVILLE <> ST MARYS –West Sub/Sub	Wide	Yes	Yes	115	115	115	115	115	115	80	115	115	115	
CENTRAL <> GRANVILLE – Suburban	Wide	Yes	Yes	80	80	80	80	80	80	80	80	80	80	
GR'VILLE <> ST MARYS – West Main/Main	Wide	Yes	Yes	115	115	115	115	115	115	80	115	115	115	
CENTRAL <> HOMEBUSH – Local	Wide	Yes	Yes	75	75	75	75	75	75	75	75	75	75	
ST MARYS <> EMU PLAINS	Wide	Yes	Yes	115	115	115	115	115	115	80	115	115	115	
EMU PLAINS <> SPRINGWOOD	Medium	Yes	Yes	85	85	85	85	85	N/A	N/A	85	85	85	
SPRINGWOOD <> MT VICTORIA	Medium	Yes	Yes	100	100	100	100	100	N/A	N/A	115	115	115	
MT VICTORIA <> LITHGOW (156.361km)	Sub-Medium	Yes	Yes	100	N/A	N/A	N/A	N/A	N/A	N/A	110	110	110	
LITHGOW (156.361km) <> BOWENFELS	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	90	90	90	
Power House Museum Siding	Narrow	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10	10	N/A	
Regent Street- Mortuary Platform	Wide	No	No	10	N/A	10	10	10	10	10	10	10	N/A	
Eveleigh > Redfern – Up Engine Dive	Wide	Yes	Yes	15	15	15	15	15	15	15	15	15	15	
Redfern – Illawarra Dives	Wide	Yes	Yes	30	30	30	30	30	30	30	30	30	30	
<b>Clyde</b>														
CLYDE <> PARRAMATTA RD	Wide	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10	10	10	
<b>Blacktown to Richmond</b>														
BLACKTOWN <> RICHMOND	Wide	Yes	Yes	115	N/A	115	115	115	115	80	115	N/A	115	
SEVEN HILLS > BLACKTOWN >- Down Branch	Wide	Yes	Yes	70	N/A	70	70	70	70	70	70	N/A	70	
<b>Lidcombe/Granville to Macarthur</b>														
GRANVILLE <> CABRAMATTA	Wide	Yes	Yes	100	N/A	100	100	100	100	80	100	100	100	
LIDCOMBE <> MACARTHUR (Via Regents Prk)	Wide	Yes	Yes	115	N/A	115	115	115	115	80	115	115	115	
Lidcombe <> Loop Line	Wide	Yes	Yes	15	N/A	15	15	15	15	15	15	15	15	
Granville <> Y Link	Wide	Yes	Yes	70	N/A	70	70	70	70	70	70	70	70	
<b>Central to Hornsby (Via North Shore)</b>														
CENTRAL <> NORTH SYDNEY	Medium#	Yes	Yes	60	60	60	60	60	60#	60#	60	N/A	60	1a
NORTH SYDNEY <> HORNSBY	Wide	Yes	Yes	80	80	80	80	80	80	80	80	80	80	
Waverton <> North Sydney Car Sidings	Wide	Yes	Yes	40	40	40	40	40	40	40	40	40	40	N/A
<b>Strathfield to Newcastle Interchange</b>														
STRATHFIELD <> COWAN (Main)	Wide	Yes	Yes	115	115	115	115	115	115	80	115	115	115	
COWAN <> Newcastle Interchange	Medium	Yes	Yes	115	130(7a)	115(7a)	130(7a)	115(7a)	115(7b)	N/A	145	145	160	7a, 7b
Strathfield <> Nth Strathfield – Flyover	Wide	Yes	No	40	40	40	40	40	40	40	40	40	40	
Rhodes>Nth Strathfield – Up Relief / NSRU	Ext Med	Yes	Yes	80	80	80	80	80	80	N/A	80	80	80	
North Strathfield <> Rhodes – Down Relief	Wide	Yes	Yes	85	90	85	90	85	85	80	90	90	90	
West Ryde > Epping – Down Suburban	Wide	Yes	Yes	90	95	90	95	90	90	80	95	95	95	
Epping > West Ryde – Up Suburban	Wide	Yes	Yes	90	90	90	90	90	90	80	90	90	90	
Epping>Thornleigh – Down Relief	Ext Med	Yes	Yes	75	90	75	90	75	75	N/A	90	90	90	
Thornleigh > Pennant Hills – Up Relief	Wide	Yes	No	50	50	50	50	50	50	50	50	50	50	
Berowra > Down Relief	Wide	Yes	Yes	50	50	50	50	50	50	50	50	50	50	

- + See Sydney Metropolitan area – operation of wide gauge rolling stock (page 101) regarding operation of Wide Gauge rolling stock in the Metropolitan area.
- ++ Refer to Section General Instructions, Section 10 Locomotive and Rolling Stock Data for group categories.
- \* Circular Quay platforms 1 and 2, Town Hall platform 6, Wynyard platform 5 and 6 restricted to Medium and Narrow rolling stock widths only, Wide and Extended Medium Rolling Stock not permitted between Circular Quay and Central.
- # Wynyard platform 3, restricted to Medium and Narrow rolling stock widths only, Wide and Extended Medium Rolling Stock not permitted between Town Hall and Milsons Point on the Up Shore (Down Shore remains Wide).

**For all operational requirements outside the TfNSW Metropolitan Heavy Rail network, refer to the CRN and ARTC Train Operating Conditions Manuals.**

Table 6 – Maximum speed of Sydney Trains and NSW TrainLink rolling stock

AREA / SECTION	TRACK WIDTH CLASS	ELEC-TRIFIED	SPEED-SIGNS Y/N	INTER-CITY			SUBURBAN			DIESEL RAILCARS			NOTES Locality working	
				Double Deck	Double Deck	Double Deck	Double Deck	Double Deck	Double Deck	Single Deck	Endeavour / Xplorer	Narrow		Narrow
Train Type ⇨														
Train Width ⇨				Narrow	Sub Medium	Medium	Medium	Medium	Extended Medium	+Wide	Narrow	Narrow	Narrow	
++Group				1	3b	2	3	3a	4	5	6	6		
<b>Sydney to Port Kembla/Bomaderry</b>														
CENTRAL ⇨ HURSTVILLE - Illawarra Line	Wide	Yes	Yes	100	100	100	100	100	100	80	100	100	100	
CENTRAL ⇨ HURSTVILLE - Illawarra Local	Wide	Yes	Yes	80	85	80	85	80	80	80	85	85	85	
HURSTVILLE ⇨ HELENSBURGH	Wide	Yes	Yes	115	115	115	115	115	115	80	115	115	115	
HELENSBURGH ⇨ PORT KEMBLA	Medium	Yes	Yes	115	115	115	115	115	N/A	N/A	115	115	115	
CONISTON ⇨ KIAMA	Medium	Yes	Yes	115	130	115	130	115	N/A	N/A	140	140%	140	
KIAMA ⇨ BOMADERRY	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	140	N/A	140	
Redfern ⇨ Down and Up Illawarra Dive	Wide	Yes	Yes	30	30	30	30	30	30	30	30	30	30	
Meeks Road - XPT Depot	Narrow	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15	15	15	
Allans Creek - Unanderra North Junction	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	60	60	60	
<b>Sutherland to Cronulla</b>														
SUTHERLAND ⇨ CRONULLA	Wide	Yes	Yes	100	N/A	100	100	100	100	80	100	N/A	100	
<b>Erskineville Jct to Bondi Jct</b>														
ERSKINEVILLE Jct ⇨ BONDI Jct	Medium#	Yes	Yes	60	N/A	60	60	60@	60#	60#	N/A	N/A	15	10a
<b>Sydenham to Regents Park</b>														
SYDENHAM ⇨ REGENTS PARK	Wide	Yes	Yes	80	N/A	80	80	80	80	80	80	80	80	
<b>Central to Wollie Creek (Airport Line)</b>														
CENTRAL ⇨ WOLLIE CREEK	Wide	Yes	Yes	80	N/A	80	80	80	80	80	80	80	80	12a
<b>Wollie Creek to Glenfield</b>														
WOLLIE CREEK JCT ⇨ TURRELLA	Wide	Yes	Yes	80	N/A	80	85	80	80	80	85	85	85	
TURRELLA ⇨ REVESBY - Main Line	Wide	Yes	Yes	115	N/A	115	125	115	115	80	125	125	125	
TURRELLA ⇨ REVESBY - Local Line	Wide	Yes	Yes	110	N/A	110	115	110	110	80	115	115	115	
REVESBY ⇨ GLENFIELD	Wide	Yes	Yes	115	N/A	115	115	115	115	80	115	115	115	
<b>Glenfield to Leppington</b>														
GLENFIELD ⇨ LEPPINGTON - Main Line	Wide	Yes	Yes	115	N/A	115	115	115	115	N/A	115	115	115	
GLENFIELD ⇨ LEPPINGTON - Loop Line	Wide	Yes	Yes	60	N/A	60	60	60	60	N/A	60	60	60	
<b>Metropolitan Freight Lines</b>														
NORTH STRATH JCT ⇨ FLEM MARKETS JCT	Wide	Yes	Yes	50	N/A	50	50	50	50	50	50	50	50	
FLEMINGTON GOODS JCT ⇨ FLEM STH JCT	Wide	Yes	Yes	40	N/A	40	40	40	40	40	40	40	40	
FLEMINGTON STH JCT ⇨ LIDCOMBE GDS JCT	Wide	Yes	Yes	40	N/A	40	40	40	40	40	40	40	40	
FLEMINGTON MIDDLE JCT ⇨ FLEM WEST JCT	Wide	Yes	Yes	50	N/A	50	50	50	50	50	50	50	50	
FLEM EAST JCT/ FLEM MIDDLE JCT ⇨ HOMEBUSH BAY LOOP Olympic Park	Ext Med	Yes	Yes	50	N/A	50	50	50	50	N/A	50	50	50	
FLEMINGTON STH JCT ⇨ ARTC BOUNDARY	Wide	* Yes	Yes	70	N/A	70	70	70	70	70	70	70	70	
ARTC BOUNDARY ⇨ SEFTON PK EAST JCT	Wide	* Yes	Yes	80	N/A	80	80	80	80	80	80	80	80	
SEFTON PARK EST JCT ⇨ SEFTON PK STH JCT	Wide	* Yes	Yes	35	N/A	35	35	35	35	35	35	35	35	
CHULLORA NTH JCT ⇨ CHULLORA WEST JCT						Refer to ARTC for operating conditions								
CHULLORA WEST JCT ⇨ PAC. NAT. DEPOT						Refer to ARTC for operating conditions								
CHULLORA TRACKFAST JCT ⇨ INDUST SDGS						Refer to ARTC for operating conditions								
CHULLORA SOUTH JCT ⇨ ENFIELD STH MAIN						Refer to ARTC for operating conditions								
ENFIELD SOUTH ⇨ CAMPSIE						Refer to ARTC for operating conditions								
CAMPSIE ⇨ WARDELL ROAD WEST JCT						Refer to ARTC for operating conditions								
ARTC BOUNDARY ⇨ MEEKS RD WEST JCT	Narrow	No	Yes	40	N/A	N/A	N/A	N/A	N/A	N/A	40	40	40	
MEEKS RD WEST JCT > MEEKS RD/ SYDENHAM UP LINE Up North Fork	Narrow	* Yes	Yes	25	N/A	N/A	N/A	N/A	N/A	N/A	25	25	25	
SYDENHAM/MEEKS RD DOWN LINE Dwn North Fork ⇨ MEEKS RD WEST JCT	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25	25	25	
MEEKS RD STH JN ⇨ MEEKS RD NORTH JCT	Narrow	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25	25	25	
MEEKS ROAD WEST JCT ⇨ TEMPE JCT	Narrow	* Yes	Yes	25	N/A	N/A	N/A	N/A	N/A	N/A	25	25	25	14a
MARRICKVILLE JCT ⇨ COOKS RIVER						Refer to ARTC for operating conditions								
COOKS RIVER ⇨ BOTANY (10.410km)						Refer to ARTC for operating conditions								

+ See Sydney Metropolitan area – operation of wide gauge rolling stock (page 101) regarding operation of Wide Gauge rolling stock in the Metropolitan area.  
 ++ Refer to General Instructions, Section General Instructions, Section 10 Locomotive and Rolling Stock Data for group categories.  
 % Hunter cars not permitted beyond Dunmore.  
 \* This section of track may be 'Unavailable for electric traction'. Refer to the 1500-volt sectioning diagrams for the current status.  
 @ Waratah (A) and Waratah 2 (B) sets not permitted on ESR line between Erskineville Jct and Bondi Jct (Electrical and Signalling restrictions). Refer to note 10a.

# Town Hall platforms 4 and 5, restricted to Medium and Narrow rolling stock widths only, Wide and Extended Medium Rolling Stock not permitted between Central and Bondi Junction.

**For all operational requirements outside the TfNSW Metropolitan Heavy Rail network refer to the CRN and ARTC Train Operating Conditions Manuals.**

Jakub Zawada

Principal Engineer, Fleet Access Integrity