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standards@transport.nsw.gov.au  
www.transport.nsw.gov.au  
Phone: 0457 524 759

## TOC Waiver – TW: 203-1287

**Issued to:** Sydney Trains Rail Operations Centre  
Fletcher International Exports Pty Ltd  
Southern Shorthaul Railroad

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

**Issue date:** 08 May 2023  
**Effective dates:** 08 May 2023 to 08 November 2023

**Prevalence:** This TOC Waiver supersedes TOC Waiver 203-1192

**Title:** **Trial of 6200t FIE/FRAY Train on the Main West**

This TOC Waiver supersedes TOC Waiver 203-1192 and extends operation for a further 6 months. This TOC Waiver describes Fletchers train consisting of FIE locomotives and FRAY wagons on the Main West.

A waiver to the published conditions in the Train Operating Conditions (TOC) Manual is granted for the trial of FIE/FRAY trains on the TfNSW Metropolitan Heavy Rail Network.

Operating conditions shall be as follows:

1. Train consisting of FRAY wagons hauled by FIE locomotives permitted on the Main West between Bowenfels (CRN Boundary) to Port Botany.
2. CEY locomotives may replace FIE locomotives as required.
3. All hauling locomotives shall be fitted and utilise dynamic brakes.
4. The MR and BP shall be continuous throughout the trains.
5. A quad trailing load of 6200t is permitted to operate between Bowenfels and Katoomba in a head end locomotive consist of 3 x FIE class assisted in the rear by a FIE locomotive.
  - a. The consist of 3 x FIE, 62 FRAY, 1 x FIE exceed the 1280m train length up to 1287.7m.
  - b. Where the train length exceeds 1280m, the train shall operate at 10km/h below the speed signs down to 50km/h, then observe the general speed signs.

- c. The rear assisting locomotive shall provide assistance to at least the 144km post and shall be detached from the consist at a location prior to Katoomba (109.9km).
6. The trailing load of 6200t is permitted to operate between Katoomba and Sydney Metrop with a head end locomotive consist of 3 x FIE locomotives (no assisting locomotives at the rear). The train shall operate as follows:
  - a. The train length is permitted to exceed 1100m, up to a maximum of 1280m between Katoomba and Valley heights.
  - b. TS TOC 1, 3.2 operation of freight trains descending grades of 1:33 or steeper shall apply.
7. The train shall nominally operate to the Lo2 schedule for the Up Main West.
8. Select trains (where the trailing load is at or near the maximum 6200t limit) shall record their running times at appropriate locations (refer TS TOC 2 West Up Sectional Running Times) through the TfNSW network to confirm the trains running times.

Running times of the select trains shall be sent through to the Fleet Engineering Director, [Michael.Uhlig@transport.nsw.gov.au](mailto:Michael.Uhlig@transport.nsw.gov.au), and Principal Engineer, Fleet Access Integrity, [Jakub.Zawada@transport.nsw.gov.au](mailto:Jakub.Zawada@transport.nsw.gov.au).

9. A copy of this TOC Waiver shall be in the cabs of the hauling and banking locomotives.

Jakub Zawada

Principal Engineer, Fleet Access Integrity