

Notice Type: Train Operating Conditions (TOC) Waiver

Subject Title: Update to TOC Section 10 Locomotive and Rolling Stock Data – Explanation of Notes

Effective From: 22/09/2024 **Effective To:** 22/03/2025

Reference Documents:

TOC Manual: Section 10

General Details / Operating Condition:

This Waiver supersedes the ‘Explanation of Notes’ with Section 10 of the ARTC TOC Manual ‘Locomotive and Rolling Stock Data’. This TOC Waiver also supersedes TOC Waivers 24018. Until further notice the relevant section, ‘Explanation of Notes’, has been stood down and this is the single source for ‘Locomotive and Rolling Stock Data’ ‘Explanation of Notes’ thus all TOC Waivers that refer to the ‘Explanation of Notes’ shall have any details superseded by details provided below.

In addition, all vehicle speed classes are no longer link the vehicle loading to the speed for any particular ARTC route.

Unless a maximum operating speed has been noted on the vehicle registration, the maximum vehicle speed is to read as the “max speed” for the registered “Speed Class”.

Registered Speed Class ³	A	B	C	D	E	F	G ¹
Max Speed (km/h) ²	115	100	80	65	80	65	60

Notes:

1. Maximum vehicle speed of 60km/h for “G” category (30 tonne axle load) vehicles applies unless there is an applicable “Special Access Condition” within the appropriate ARTC Route Access Standard (RAS) Section Page.
2. If applicable Route Capacity for the axle load and section is less it shall govern the maximum vehicle speed, refer to the Route Capacity tables in applicable ARTC RAS Section Page

EXPLANATION OF NOTES:

FOR LOCOMOTIVE AND ROLLING STOCK DATA

NOTE	Details										
a	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
a2	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
b	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
c	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
d	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
e	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
e2	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
f	No longer applicable.										
g	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
h	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
i	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
j	Fuel/oil tanks 70 km/h unless stencilled for 80 km/h										
k	Tank wagons – maximum gross mass and length. Individual vehicles may vary. The following NTAf wagons only have a rivetted underframe and must therefore be classified as Low DRAW CAPACITY (0.75) when calculating trailing loads :- Nos. 5193, 5194, 6006, 6010, 6011, 6019, 6034, 6046, 6055, 6063, 6065, 6066, 6069, 6073, 7276.										
l	No longer applicable.										
m	These locomotives are with sanding equipment but are non-compliant to the Rolling Stock requirements for de-sanding equipment, refer to ARTC Route Access Standard, Section 4.6 “Locomotive De-Sanding Equipment”										
n	No longer applicable, refer to appropriate RAS Section Page axle load limits.										
o	Vehicles (Locomotives and other Rolling Stock) with this note conform with ARTC Rolling Stock Outline Plate NSW Narrow Square (NS), as published in RAS Appendix A, diagram A1.13. However these vehicles exceed the ARTC Rolling Stock Outline Plate NSW Narrow Non-Electric (NNE), as published in RAS Appendix A, diagram A1.11. These vehicles may infringe trackside equipment such as platforms, sheep and cattle races and therefore are not permitted to operate on lines/routes that are specified in RAS General Information Tables 5.2.1, 5.2.2 & 5.2.3 as “Not Allowed” in the “NSW NS” Column. The following exemptions apply to the routes & vehicles listed below:										
	<table border="1"> <thead> <tr> <th>Routes</th> <th>Vehicles</th> </tr> </thead> <tbody> <tr> <td>H3 Werris Creek – Narrabri</td> <td>NR, 92, 93, 5000, 5020, 6000, 6020, ACB, CF</td> </tr> <tr> <td>I4 Gap – Binnaway – Merrygoen</td> <td>NR, 6000, 6020, ACB, CF</td> </tr> <tr> <td>I6 Narrabri – Moree (including Moree East)</td> <td>6000, 6020, ACB, CF</td> </tr> <tr> <td>I6 Moree – North Star</td> <td>NIL</td> </tr> </tbody> </table>	Routes	Vehicles	H3 Werris Creek – Narrabri	NR, 92, 93, 5000, 5020, 6000, 6020, ACB, CF	I4 Gap – Binnaway – Merrygoen	NR, 6000, 6020, ACB, CF	I6 Narrabri – Moree (including Moree East)	6000, 6020, ACB, CF	I6 Moree – North Star	NIL
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I6 Moree – North Star	NIL										
p	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
q	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
r	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
s	No longer applicable, refer to limitations of RAS Appendix A, Diagram A2.4										
t	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
u	No longer applicable.										
v	No longer applicable, refer to limitations of RAS Appendix A, Diagram A2.8										
w	No longer applicable, refer to appropriate RAS Section Page Route Capacity Tables.										
BW	<p>Vehicle Must be Block Worked</p> <p>Vehicles that:</p> <ul style="list-style-type: none"> • Cannot activate track circuits reliably, and • Are not signal compliant, and • Must operate under alternate safeworking methods as applicable by the safeworking rules. 										
TCA	<p>Vehicle operates with Track Circuit Assistors (TCA)</p> <p>Vehicle is fitted with TCA, refer to ARTC RAS General Information section 2.14 for detailed operational requirements.</p>										

BRAKE NOTES

B1 Any position in the first 900 metres of train

B2 & B3 Any position in the first 1500 metres of train

B4 Any position in train

ECP Any position in ECP train (all locomotives and wagons ECP braked)

•• Indicates that the vehicle is fitted with a "two pipe" air brake system. The main reservoir air recharges the air brake system.

•□ Indicates that the vehicle is fitted with a main reservoir pipe but it does not recharge the air brake system. This vehicle can be marshalled anywhere in a two pipe train but is not categorized as a "two pipe" vehicle

Approval:

Prepared by: Drew Palmer

Date: 02/10/2024

Approved by: Carlyne Southern

Date: 22/09/2024