

Notice Type: Train Operating Conditions (TOC) Waiver

Subject Title: Restricted Operation of Regional Rail Fleet - Long Regional Variant

Operator(s): Southern Shorthaul / NSW Trainlink

Effective From: 26/03/2026 **Effective To:** 26/09/2026

Reference Documents:

Route Access Standard: RAS General Information

TOC Manual: TOC Manual 10

General Details / Operating Condition:

This waiver supersedes TOC Waiver 25076, granting restricted operation of the new Regional Rail fleet on the ARTC Network. (Note this waiver covers the “Long Regional” variant.)

Details of the vehicles as below:

Vehicle Code	Description	Max Speed (Km/h)	Tare Mass (t)	Gross vehicle mass (t)	Length Coupled (m)	Draw Gear Capacity (MM)	Notes (see below)
RDA	Driver Passenger Car (DMCA)	80	57.4	65.5	25.02	1.0	R set No 2301 to 2312
RIA	Intermediate Passenger Car (IMCA)	80	51.5	58.8	24.08	1.0	R set No 2401 to 2412
RIB	Intermediate Passenger Car (IMCB)	80	57.4	66.5	24.08	1.0	R set No 2441 to 2452
RIC	Intermediate Passenger Car (IMCC)	80	52.5	62.5	24.08	1.0	R set No 2461 to 2472
RID	Intermediate Passenger Car (IMCD)	80	52.7	61.8	24.08	1.0	R set No 2481 to 2492
RDB	Driver Passenger Car (DMCB)	80	56.9	66.6	25.02	1.0	R set No 2351 to 2362

Vehicle notes for operation:

1. The regional rail passenger cars are permanently coupled in either 3-vehicle or 6-vehicle configuration known as the “R Set”.
2. The vehicles are **Narrow Square Outline** and are only permitted where the Narrow Square (NS) is permitted.
3. Vehicles shall have pantographs in the lowered position while operating and the secondary suspension (air bags) inflated during transfer on the ARTC Network.
4. The park and service brakes shall be confirmed operational prior to any movement.
5. Passengers are not permitted in the cars, only train crew, technical staff, and security are permitted.
6. When at tare loading, any missing equipment shall be observed and ballasted appropriately to maintain tare mass.

When Self Propelled:

7. **Vehicle has not been certified to activate track circuits reliably. Related Network Rules such as manual block working must be applied at all times.**

BW Vehicle Must be Block Worked

Vehicles that:

- Cannot activate track circuits reliably, and
- Are not signal compliant, and
- Must operate under alternate safeworking methods as applicable by the safeworking rules. This includes rules for active ("Type F") level crossings

8. Maximum speed of operation is 80km/h.

When hauled by locomotive:

9. The cars are permitted to be transferred by locomotive haul on the ARTC Network at reduced speed of 80km/h using heavy duty Scharfenberg adaptor couplers.
10. The passenger cars shall be locomotive hauled dead attached with an appropriate locomotive.
11. Only one car set is permitted to be transferred at any time, with no additional vehicles added to the consist.
12. Independent or dynamic brake shall be avoided during transfer except in an emergency situations.
13. The marker lights will be lit in transit, an additional end of train marker may be placed in the rear window to assist visibility.
14. If an emergency coupler is required, the conditions of the ARTC TOC manual will then apply with maximum speed of operation of 25km/h.
15. The cars shall have the BP and MR connected and continuous throughout the train.
16. A copy of this TOC Waiver shall be in all the hauling locomotive cabs.

New units commencing commissioning for the initial movement departing Dubbo:

17. Maximum speed of 25km/h for the movement and it shall be block worked until entering the UGL Regional Linx network.
18. All other conditions apply afterwards.

A copy of this TOC Waiver shall be carrier by loco crew or cab crew.

This TOC Waiver does not cover any dynamic testing conditions.

Approval:

Approved by:

Date: