

Notice Type:	Route Access Condition Notice	
Subject Title:	SSR ECP trial on the Unanderra to Moss Vale line (UP)	
Operator(s):	SSR	
Effective From:	23/08/2024	Effective To: 21/02/2025

Reference Documents:

Route Access Standard:	RAS – General Information D52 - Moss Vale to Unanderra line
TOC Manual	Section 10 – Rolling Stock Data

General Details / Operating Condition:

This TOC Waiver permits a trial to increase the maximum trailing load for two locomotives as a ECP train up to 54 wagons loaded to 92 tonne on the Moss Vale to Unanderra line (UP direction).

This waiver to the published conditions in *ARTC RAS D52 – Moss Vale to Unanderra* is granted for up to 3 x locomotives and 54x BGUY wagons (4,968 tonne) between Moss Vale and 91.080 (TfNSW boundary) on the ARTC Network. This waiver should be read in conjunction with TfNSW TOC Waiver 203-1485.

Operating conditions shall be as follows.

- Locomotives shall be marshalled as a head end locomotive consist as follows:
 - up to two SSR class
 - 1 x SSR class + up to 2x DC locomotives
- The DC locomotives noted in 1b may include BRM, C, G, or RL.
- The maximum trailing load of the train shall not exceed:
 - 2x SSR class – 4986t
 - 1x SSR + 2x DC Loco – 4968t
 - 1x SSR + 1x DC Loco – 3800t
- The driving crew shall ensure an appropriate throttle / notch procedure is utilised such that tractive power is delivered uniformly between the various locomotives to minimise risk wheel spin.
- The train shall consist of up to 54x BGUY wagons in ECP braking mode.
- Drivers shall assess the braking equipment condition and performance of the train prior to the descent. This may be achieved through a running brake test.
- If brake applications above 40% are required, then the average speed of the train after leaving Summit Tank shall not exceed 20 km/h until the train is clear of 89.237 km.

8. The target maximum speed shall be 25km/h between Summit Tank and 89.237km. During the descent if the speed of the train exceeds 25 km/h and the driver has not implemented actions to slow down or stop the train prior to reaching 25 km/h, the train crew shall immediately implement actions to slow down or stop the train. However if the train speed continues to increase and exceeds 30 km/h, the train shall be brought to a stand and held until the brake pipe is fully recharged and brakes cooled before continuing.
9. The Locomotive Park Brake shall not be relied on to hold the train on the 1:30 gradient, the Locomotive Independent Brake shall be used to assist any train holding activity that may occur on the 1:30.
10. Success factors for the trial are as follows:
 - a. The train speed does not exceed 30 km/h between Summit Tank and 89.267 km.
 - b. Provision of business as usual operations reports (e.g. train loads) or audits (e.g. running brake test, datalogger) as evidence of suitability of the operating conditions stated in this TOC waiver and resolution of any issues causing the trial trains to be deemed as 'unhealthy'.
 - c. Any reports or assessments used to support the success of this trial shall include assessment of actual train data/information that achieves a maximum load in excess of 4,471 tonne trailing load
11. Approval to operate under this waiver on the ARTC network is subject to an approved path request
12. A copy of this TOC Waiver shall be in the cabs of all crewed locomotives.

SSR to advise ARTC Network Control and Operations Standards Manager when the first trial is due to take place and confirm the day of running.

Approval:Approved by: Date: