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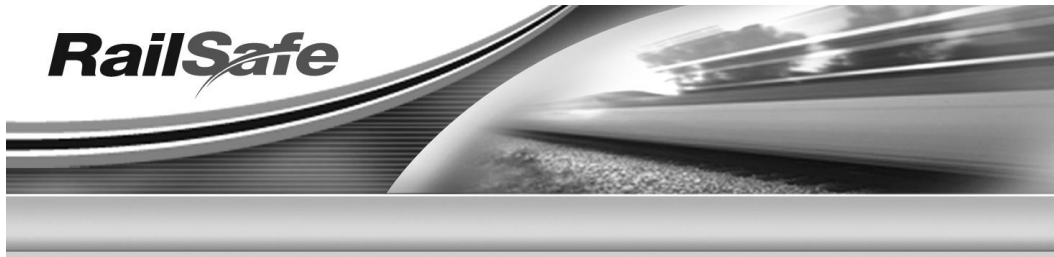
weekly notice

Monday, 02 September 2024

Sunday, 08 September 2024

RailSafe





See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, including Weekly Notices and SAFE Notices, is available on the RailSafe website.

By accessing Weekly Notices and SAFE Notices online, you will receive safety information more quickly. Weekly Notices remain on the RailSafe website for two years; Permanent and Temporary SAFE Notices remain online as long as they are current.

Anyone needing back issues of Weekly Notices and SAFE Notices should contact the Network Rules unit.

If you are outside Sydney Trains, you can reach the RailSafe website via the following address:

www.railsafe.org.au

Other Safeworking documents, such as Network Rules, Network Procedures, Network Local Appendices, Safeworking Policies, SafeTracks flyers, and contractor information are also available online.

**Director Network Standards, Systems and Quality
Sydney Trains**

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

Dates of the next four Weekly Notices and deadlines for articles are:

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
38	09/09/2024 – 15/09/2024	06/08/2024
39	16/09/2024 – 22/09/2024	13/08/2024
40	23/09/2024 – 29/09/2024	20/08/2024

To meet printing and distributing schedules, articles for a Weekly Notice must be received by its deadline.

Articles submitted after a deadline will be published in the next issue of the Weekly Notice. This may result in information not being distributed in time for it to be acted upon.

When submitting articles, please include your name, position title, telephone numbers and email address at the end of the articles as shown below:

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SEGREGATION OF THE BANKSTOWN LINE AT BANKSTOWN AND RECONFIGURATION OF BANKSTOWN STATION FOR 4 CAR SHUTTLE OPERATIONS

Commencing at 02:00 hours on **Saturday, 21 September 2024**, and continuing until 02:00 hours on Monday, 30 September 2024, the following works will be carried out:

- Segregation of the Bankstown Line (at Bankstown Station 18.685km) from the Sydney Trains Network
- Reconfiguration of the trackside signalling system at Bankstown Station to facilitate turnback moves and operate a 4 car shuttle service
- Decommissioning of both the Up Bankstown Line and Down Bankstown Line for the section between Belmore Station (Excl) and Bankstown Station (Excl)
Specifically, the below works will be carried out at Bankstown to enable the line segregation and altered 4 car train operations:
- A section of track on the Up and Down Bankstown lines city side of 18.685km will be removed. The signalling system will be truncated at this new cut off point and all track city side will be transferred to Sydney Metro
- Bankstown Suburban Platforms 1 & 2 will be shortened at the Sydney end up to the new buffer stop locations
- New 4 car city end stopping markers will be installed on Platforms 1 & 2 to suit the new shortened platform
- New 10km/h friction buffer stops to be provided and commissioned at the new track end side of Bankstown Suburban Platforms 1 & 2 at 18.694km.
- New fixed trainstops will be installed and commissioned at the city end of Bankstown Suburban Platforms 1 & 2 to trip trains in the event of an overrun at 18.698km. New fixed red lights on posts will be installed adjacent to the fixed trainstops at 18.698km.
- New intermediate trainstops P1ITS (18.740km) and P2ITS (18.740km) will be installed and commissioned at Bankstown station platforms 1 & 2 to manage the speed of trains approaching the new buffer stops

- New 10km/h advisory speed sign will be installed on the Up Bankstown line (18.803km) on the approach to Platform 1, advising suitable approach speeds into Platform 1 and timing of new intermediate train stop P1ITS
- New 10km/h advisory speed sign installed on the Down Bankstown line (18.799km) on the approach to Platform 2, advising suitable approach speeds from the Loop Line into Platform 2 and timing of new intermediate train stop P2ITS
- New co-acting signal SM339 Co-Actor will be commissioned at 18.799km in the six foot to manage sighting during 4 car operations
- Existing shunt signal SM341 will be decommissioned and removed at 18.805km and a new double head main signal SM341 installed and commissioned at 18.803km for trains departing platform 1 through the existing loop line towards Country. SPT and trainstop will also be installed with the new SM341 signal
- Existing signal SM346 will be modified to have top G and bottom G and Y aspects removed and blanking plates installed, converting SM346 main heads to a R/R only signal. The signal will have a low speed aspect installed to facilitate movements into Bankstown Suburban Platform 1. Note: This signal will be altered to have LED lamps
- Existing signal SM372 will be modified to have bottom G and Y aspects removed with blanking plates installed
- Existing signal SM374 will be modified to have bottom G aspect removed with blanking plate installed.
- Existing SM336 Guards Indicators (decommissioned from a previous enabling works project) on Bankstown platform 2 (336(1) & 336(2)) will be removed
- Existing SM338 Guards Indicators on Bankstown Platform 1 (338(1) & 338(2)) will be decommissioned and removed
- Existing SM339 Guards Indicator on Bankstown Platform 2 city end will be decommissioned and removed. The existing SM339 Guards Indicator on the country end will be retained -

- Existing SM341 Guards Indicator (1) will be relocated, and new SM341 Guards Indicator (2) will be installed and commissioned on Bankstown Platform 1
- New P1T track circuit for Platform 1 will be commissioned
- New P2T track circuit for Platform 2 will be commissioned

The following table details the signals and routes to be altered and retained:

Signal	Status	Km	Route	Description	Route Ind.	Remarks
SM339	Existing, modified	18.797	(M)A	Down Bankstown		Signal realigned for new driver position. New SM339 co-acting signal installed and commissioned at 18.799km
			(S)A	Shunt, Down Bankstown	DB	
			(S)B	Shunt, Down Bankstown to Loop Line	LL	
SM341	Existing, removed and renewed	18.803	(M)	Up Bankstown to Down Bankstown		Existing shunt signal removed and new main signal installed. Oversets SM345 intermediate shunt signal. New train stop provisioned. Existing guards indicator renewed to new position. A new country end guards indicator on Platform 1 provisioned which will be aligned with the existing country end GI on Platform 2.
			(S)	Down Shunt, Up Bankstown to Loop Line		
SM342	Existing	18.903	(S)A	Up Shunt, Loop Line to Up Bankstown	UB	Checks P1 ITS
			(S)B	Up Shunt, Loop Line to Down Bankstown	DB	Checks P2 ITS
SM345	Existing, modified	19.075	(S)	Down Shunt, Loop Line to Down Bankstown		Can now be overset by SM341(M) as an intermediate shunt.
SM346	Existing, modified	19.146	(M)Lsp	Up Bankstown		Aspects changed. Highest aspect is now Low Speed. SM346(M) replaced with SM346(M)
			(S)	Shunt, Up Bankstown		

						Lsp. Flashing Green indication provided. Timed release of SM346 Trainstop enforcing 25km/h approach speed.
SM372	Existing	19.763	(M)	Home, Up Bankstown		Aspects changed. Highest aspect is now Green over Red
SM374	Existing	20.475	(M)	Up Bankstown		Aspects changed. Highest aspect is now Green over Yellow

The following table details the signals and routes to be decommissioned:

Signal	Status	km	Route	Description	Route Ind.	Remarks
SM269	Existing, Decommissioned	13.347	(M)	Down Bankstown	-	Guards Indicators also decommissioned
SM270	Existing, Decommissioned	13.540	(M)	Up Bankstown	-	
SM271	Existing, Decommissioned	13.711	(M)	Down Bankstown	-	
SM272	Existing, Decommissioned	13.942	(M)	Up Bankstown	-	
SM273	Existing, Decommissioned	14.156	(M)	Down Bankstown	-	
SM274	Existing, Decommissioned	14.393	(M)	Up Bankstown	-	Guards Indicators also decommissioned
SM275	Existing, Decommissioned	14.562	(M)	Down Bankstown	-	Guards Indicators also decommissioned
SM276	Existing, Decommissioned	14.887	(M)	Up Bankstown	-	
SM277	Existing, Decommissioned	14.919	(M)	Down Bankstown	-	
SM278	Existing, Decommissioned	15.260	(M)	Up Bankstown	-	
SM279	Existing, Decommissioned	15.452	(M)	Down Bankstown	-	
SM280	Existing, Decommissioned	15.965	(M)	Up Bankstown	-	
SM281	Existing, Decommissioned	15.990	(M)	Down Bankstown	-	

SM282	Existing, Decommissioned	16.350	(M)	Up Bankstown	-	Guards Indicators also decommissioned
SM283	Existing, Decommissioned	16.537	(M)	Down Bankstown	-	Guards Indicators also decommissioned
SM292	Existing, Decommissioned	16.976	(M)	Up Bankstown	-	
SM299	Existing, Decommissioned	17.169	(M)	Down Bankstown	-	
SM304	Existing, Decommissioned	17.542	(M)	Up Bankstown	-	
SM331	Existing, Decommissioned	17.793	(M)	Down Bankstown	-	
SM332	Existing, Decommissioned	18.170	(M)	Up Bankstown	-	
SM333	Existing, Decommissioned	18.386	(M)	Down Bankstown	-	
			(S)	Shunt, Down Bankstown	-	
SM335	Existing, Decommissioned	18.516	(S)A	Down Shunt, Up Bankstown to Down Bankstown	DB	Currently booked out of use
			(S)B	Down Shunt, Up Bankstown	UB	
Platform 2 Fixed Red	Existing, Decommissioned	18.623	N/A	Fixed Red	-	Previously SM336 Guards indicators on Platform 2 removed
SM338	Existing, Decommissioned	18.616	(M)	Up Bankstown	-	SM338 Co- acting also decommissioned . Guards Indicators on Platform 1 removed.
			(S)	Shunt, Up Bankstown	-	

The following table details the alterations to existing points:

Points	Status	Operational Speed (km/h)	Points Type	Remarks
358A/B	Existing, Asset transferred to Sydney Metro	N/A	D84M MkIII	Crossover becomes responsibility of Sydney Metro, all detection from Sydney Trains assets to be removed. Points have been clipped, spiked, XL locked and detected in normal position.
359A/B	Existing, Asset transferred to Sydney Metro	N/A	D84M MkIII	Crossover becomes responsibility of Sydney Metro. Points have been clipped, spiked and XL locked in normal position.

The following alterations to the train control system will be carried out:

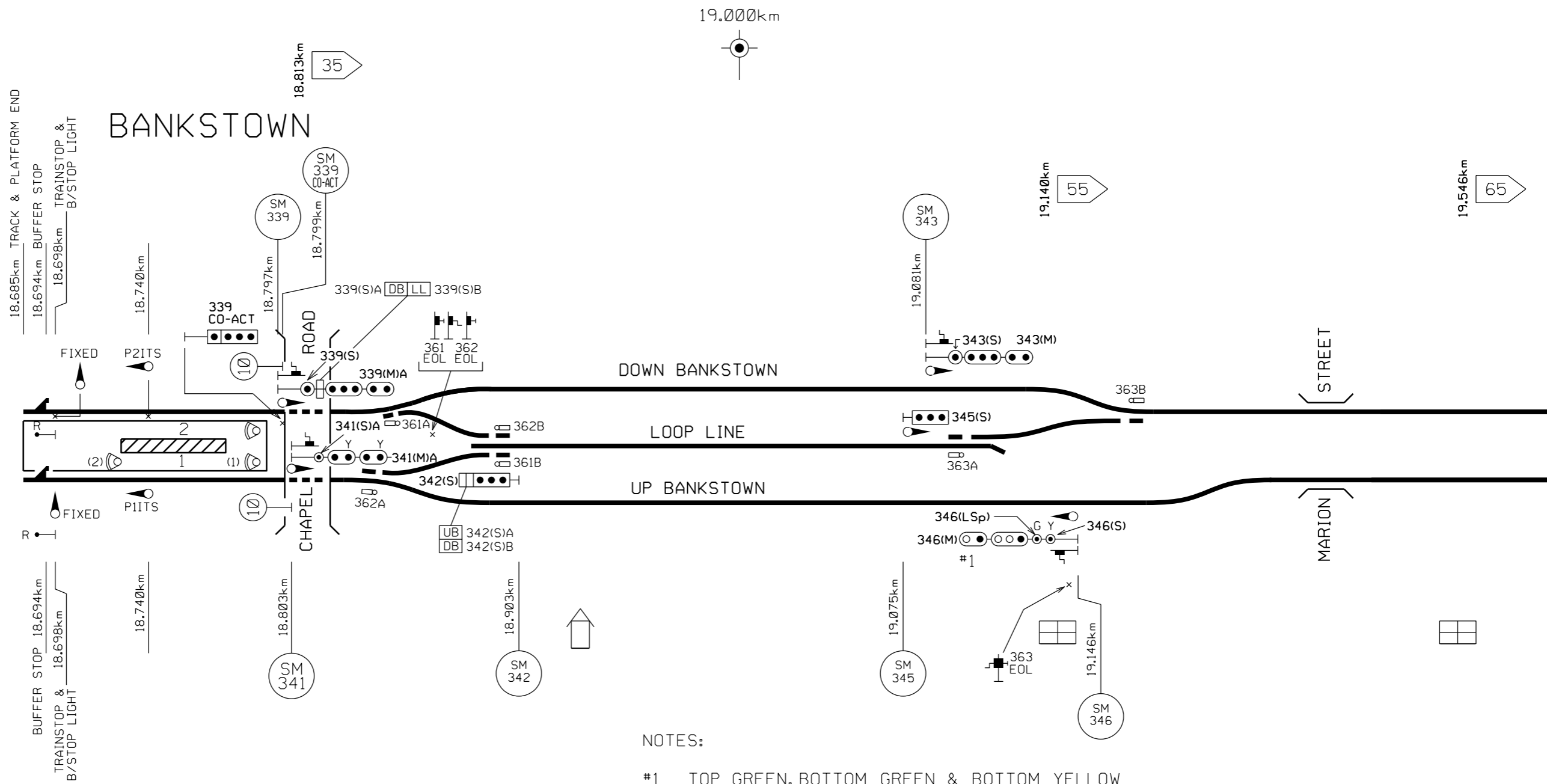
- The existing Sydenham ATRICS display will be amended to remove the Bankstown line section from Belmore Station (excluded) to Bankstown Station (excluded).
- The following track circuits on the Down Bankstown Line will be decommissioned:
269AT, 269BT, 271AT, 271BT, 273AT, 273BT, 275AT, 275BT, 277AT, 277BT, 279AT, 279BT, 281AT, 281BT, 283AT, 283BT, 299AT, 299BT, 331AT, 331BT, 333AT, 333BT
- The following track circuits on the Up Bankstown Line will be decommissioned:
272BT, 272AT, 274BT, 274AT, 276BT, 276AT, 278BT, 278AT, 280BT, 280AT, 282BT, 282AT, 292BT, 292AT, 304BT, 304AT, 332BT, 332AT, 338CT, 338BT, 338AT, 346CT
- The existing 360 points (currently booked out of use) will be removed from the Sydenham ATRICS display
- The track section from Bankstown Station (inclusive) to Birrong on the Sydenham ATRICS display (Controls/Indications) will be transferred from the Sydenham Panel to the Sefton Panel in the Sydenham Signal Box, with Bankstown Station updated as a terminating platform.
- The Sefton ATRICS display will be modified to reflect the Bankstown arrangement as stated above.

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NOTES:

#1 TOP GREEN, BOTTOM GREEN & BOTTOM YELLOW ASPECTS REMOVED AND BLANKING PLATE INSTALLED

SIGNAL	ROUTE	DESTINATION	IND
339	339(M)A	DOWN BANKSTOWN	
	339(S)A	DOWN BANKSTOWN	'DB'
	339(S)B	LOOP LINE	'LL'
341	341(M)A	DOWN BANKSTOWN	
	341(S)A	LOOP LINE	
342	342(S)A	UP BANKSTOWN	'UB'
	342(S)B	DOWN BANKSTOWN	'DB'
346	346(M) LSp	BANKSTOWN PLATFORM 1	
	346(S)	BANKSTOWN PLATFORM 1	



BANKSTOWN - YAGOONA
 DRIVERS DIAGRAM SHEET 1 OF 2
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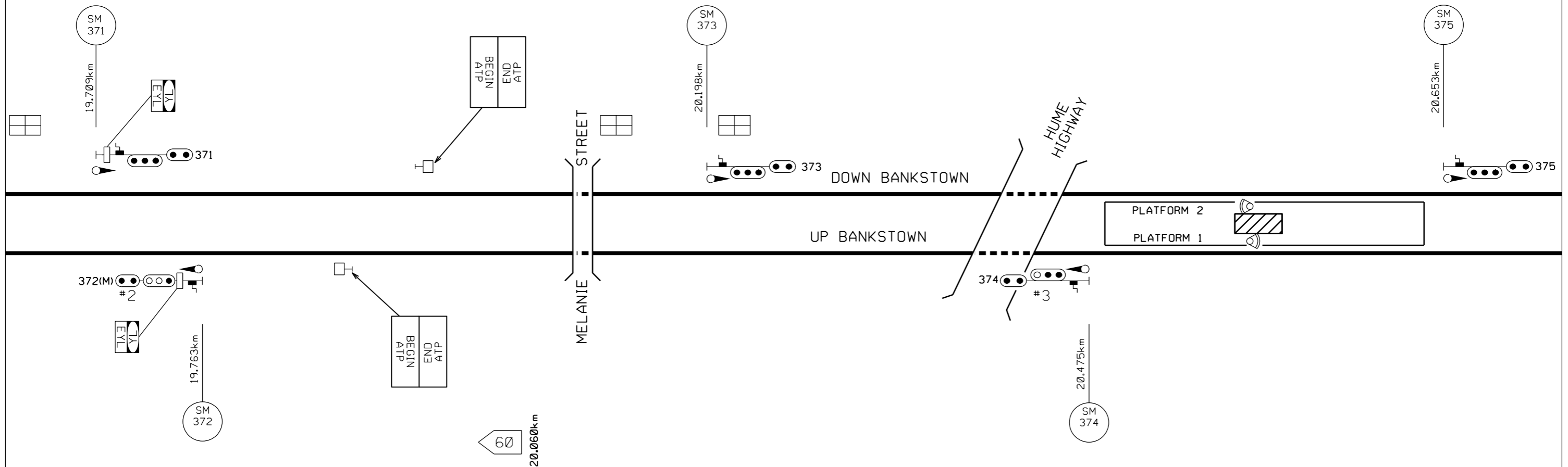
20.000km



20.500km



YAGOONA



NOTES:

#2 BOTTOM GREEN & YELLOW ASPECTS REMOVED AND BLANKING PLATE INSTALLED

#3 BOTTOM GREEN ASPECT REMOVED AND BLANKING PLATE INSTALLED



BANKSTOWN - YAGOONA

DRIVERS DIAGRAM SHEET 2 OF 2

PRODUCED BY AGJV

VER: 24072024

STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
018 – 2007	Emergency equipment boxes Rail	01/11/07	19/11/07
010 – 2012	48 Class: Train Operations Manual (TOM)	25/10/12	04/11/12
003 – 2013	48 Class: Wheels	07/02/13	10/02/13
015 – 2013	OMET 200: Minimum Standards for Electric Trains	30/05/13	09/06/13
002 – 2014	OMET 220: Wheel slip light indications	20/02/14	02/03/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
012 – 2018	OMET 228 Control Circuit Failure	23/08/18	02/09/18
005 – 2018	OMET 242 Reverser handle jams in forward or reverse	18/08/18	28/08/18
006 – 2018	OMET 250 Applying power from the rear	18/08/18	28/08/18
008 – 2018	TWP 154 Responding to incapacitated Driver/Guard	18/08/18	28/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
003 - 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	03/03/19
012 – 2019	TWP 192: Working Trains Out of service	21/02/19	03/03/19
007 – 2019	TWP 136 Defective wheels	06/03/19	24/03/19
008 – 2019	TWP 190 Automatic Train Protection	06/03/19	24/03/19
009 – 2019	Train crew relieved in service & relay driver	06/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
004 - 2020	TWP 124 Defective Brakes	20/05/20	08/06/20
005 - 2020	TWP 126 Defective Automatic Brakes	20/05/20	08/06/20
012 - 2020	WAR 202 Bogie Faults	20/05/20	08/06/20
011 - 2020	TWP 162 Train Crew Bell Signals	02/06/20	15/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
005 - 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22
023 - 2022	Exception to OMET 254 Topside Preparation Locations	16/08/22	22/08/22
028 - 2022	Testing of Tangara Sets fitted with European Train Control System (ETCS) Level 1 & Level 2 (In cab signalling) equipment at Mortdale Maintenance Centre	08/12/22	16/12/22
027 - 2022	TWP 150: Damaged or Missing Window Glass	27/09/22	10/10/22
014 - 2023	Use of Automatic Train Protection (ATP) equipment on Millennium trains	20/02/23	05/03/23
016 - 2023	TWP 152 Disabled trains	07/03/23	20/03/23
017 - 2023	TWP 138 Assisting Trains using Emergency Couplers	07/03/23	20/03/23
022 – 2023	WB Radios on Waratah, Oscar, Millenium, Tangara and K sets	05/04/23	23/04/23
023 - 2023	OSCAR trains fitted with Automatic Train Protection (ATP) equipment	19/06/23	26/06/23
028 – 2023	TWP 176: Wayside Train Condition Monitoring	07/08/23	21/08/23
029 - 2023	Testing of an OSCAR Set (H5) with ETCS Level 2 equipment	01/09/23	04/09/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
026 – 2023	TWP 156: Operating doors	15/09/23	25/09/23
032 - 2023	TWP 100 Responsibilities of Train Crews	19/09/23	30/09/23
031 - 2023	Operation of Tangara trains fitted with ATP with Automatic Train Protection (ATP)	10/10/23	16/10/23
033 - 2023	Waratah (A and B SET) trains fitted with Automatic Train Protect equipment	17/10/23	23/10/23
034 - 2023	Testing Tangara trains fitted with ETCS Level 2	02/11/23	03/11/23
001 – 2024	TWP 182 Digital Train Radio	12/02/24	26/02/24
002 – 2024	Testing of a Millennium set (M31) with ETCS level 2 equipment	22/04/24	23/04/24
003 – 2024	Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains	12/06/24	01/07/24
004 - 2024	Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection Protection(ATP) Trackside System	28/06/24	01/07/24

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
003 - 2024	Use of Signal Key Switches	11/04/24	26/04/24
004 - 2024	Transition of NSW TrainLink Operations to Sydney Trains	12/06/24	01/07/24
005 - 2024	New Trackside Signage associated with Digital Systems Train Testing	07/08/24	24/08/24
006 - 2024	Compiling NRF 008 – Pilot Staff Notice	14/08/24	30/08/24

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STATUS OF NETWORK MANUALS AND FORMS**Network Manuals**

Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents
Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Forms	RailSafe Website	Online documents (or order as applicable)

<i>Title</i>	<i>Status Sheet</i>	<i>Date issued</i>
<i>Train Working Procedures</i>		
TWP 100	TN 006 - 2021	April 2021
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	August 2020
TWP 114	4	November 2015
TWP 116	3	May 2012
TWP 118	TN 004 - 2019	April 2019
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	TN 004 - 2020	May 2019
TWP 126	TN 005 - 2020	May 2019
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136	TN 007 - 2019	March 2019
TWP 138	TN 017 - 2023	March 2023
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	TN 005 - 2017	April 2017
TWP 152	TN 016 - 2023	March 2023
TWP 154	TN 008 - 2018	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	TN 005 - 2022	May 2022
TWP 162	TN 011- 2020	May 2019
TWP 164	4	May 2012
TWP 166	3	May 2012
TWP 168	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174	TN 004 - 2017	July 2017
TWP 176	TN 008 - 2017	July 2017
TWP 182	1	November 2015
TWP 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

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NOTICE TO SUBSCRIBERS

The Weekly Notice is issued every Tuesday, and takes effect on the following Monday.

Those who require the Weekly Notice must ensure that they receive it and are aware of the changes that affect their work duties and responsibilities.

Director Network Standards, Systems & Quality**Sydney Trains**

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Tuesday, 20 August 2024