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weekly notice

Monday, 6 November 2017
Sunday, 12 November 2017

Transport
Sydney Trains

RailSafe

See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, such as 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.

GENERAL MANAGER SAFETY AND STANDARDS
SYDNEY TRAINS

RailSafe

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
46	13/11/17–19/11/17	17/10/17
47	20/11/17–26/11/17	24/10/17
48	27/11/17–3/12/17	31/10/17
49	4/12/17–10/12/17	7/11/17

So that printing and distributing schedules can be met, it is essential articles are received by the deadline.

Late articles 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 details at the end of the articles as shown below:

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TRAIN EXAMINATIONS – EXTRA PRECAUTIONS DURING THE WOLO RISK PERIOD (OCTOBER TO MARCH)

ATTENTION: All train examiners

Rollingstock can contribute to track buckles.

Between October to March each year, higher temperatures increase the risk of track buckles on welded track due to expansion of the rails.

Rollingstock with poorly tracking or hunting bogies can apply additional lateral force to the rails that disturb the track structure under these conditions. This can contribute to track buckling under a train or after the passage of a train.

Train examinations: Passenger and freight trains

To reduce the track buckling forces from rollingstock, the following components should be inspected more closely during the WOLO risk period:

Constant contact side bearers (where fitted)

Check for wear of non-metallic components, and that the side bearers are seating correctly with no gap (see Figure 2). This applies mainly to freight, but also applies to passenger rollingstock such as NHA bogies under XPT and J type bogies under S, K and C sets.

Friction wedges

Check for excessive wedge rise, condemn notch thickness, and wear plate condition.

Wheel profiles

Check for excessive flange wear and arises.

Overloading or unbalanced loading

Check For spring deflection, obviously incorrect loading of wagon including over decks of multipack wagons.

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Evidence of hunting

Tell-tale signs of hunting are any of the following:

- fresh bolster gib wear (see Figure 1)
- wear between the side of the friction wedge and bolster pocket (see Figure 1)
- fresh wear between the axle box or the bearing adaptor and bogie side frame
- melting of plastic elements in the constant contact side bearers due to friction heating (see Figure 3).

Freight wagons with the following hunting defects should be marked off, or reduced to 50km/h maximum speed, when a WOLO has been declared.

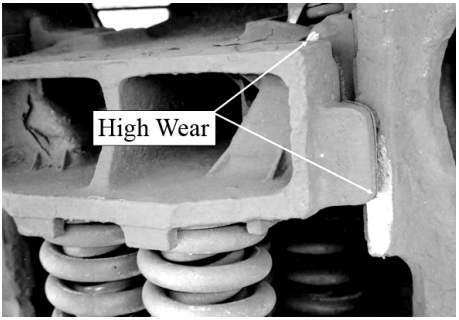

Figure 1: High gib/side frame wear and friction wedge lateral wear

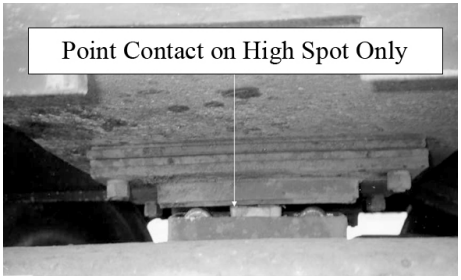

Figure 2: Constant contact side bearer with point contact

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Figure 3: Constant contact side bearers with melted plastic blocks

What to do if defects are detected or reported

Defects are usually identified via passenger complaints (for passenger trains), and drivers and wayside staff reports and observations, including roll-by inspections (for freight trains).

Any passenger vehicle, freight train or locomotive should undergo corrective action if suspected of hunting.

Freight vehicles showing any of the above defects should be marked off, or operate at reduced speed until corrective action is taken.

The reduced speed shall be the maximum permitted track speed not exceeding 50km/h when a WOLO has been declared.

The reduced speed when a WOLO has been declared is published in the Train Operating Conditions Manual General Instruction Pages, Section 3 Page 5.

Note: These items form part of the normal train examination procedures, but are especially important at this time of year when track buckles are a greater risk. Please refer to your examiners manuals for the inspection procedure and limits for these components and, if you have any questions, speak with your supervisor.

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TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH

ATTENTION: All engineering and construction staff who work on or about the track

Disturbance of the track during the period October to March can cause track misalignments (track buckles).

Be aware of:

- Bumping of the track (e.g bumping the track with a front-end loader).
- Knocking down or removing ballast profile (e.g running along the ballast shoulder in a truck).
- Undermining the ballast profile by excavation (e.g excavating a trench beside or under the track).

Report all track disturbances

If the track is disturbed, report it immediately to local track staff.

Planned work to be advised to email address PermissionToDisturb@transport.nsw.gov.au

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ISSUE OF STANDARD WORKING TIMETABLE 2017 PASSENGER SERVICES BOOKS 1 & 2.

FROM 26 NOVEMBER 2017

New Passenger Standard Working Timetable Books 1 & 2 will be in operation from **26 November 2017.**

Books 1 & 2 will be designated as Version 2.07 (171010) and will replace Standard Working Timetable 2013 Books 1 & 2 Version 6.15 (170731) and all subsequent amendments.

Any previously issued copies of Books 1 & 2 not designated as Version 2.07 (171010) are to be disregarded.

With the issue of the Standard Working Timetable from 26 November 2017, a number of changes to the content and format of the Working Timetable have been incorporated-

- A revised run number convention, as detailed in the Explanatory Notes
- Updated standby services, as detailed in the Explanatory Notes
- Revised route codes for greater train visibility as detailed in the Explanatory Notes

All staff concerned are to familiarise themselves with the contents of the Standard Working Timetable as applicable to their role prior to introduction. Queries should be directed to your Supervising Officer for referral to the relevant divisional timetable planning representative.

Key changes introduced with the new Standard Working Timetable from 26 November 2017 include:

Sector 2

- Sector 2 will be the primary service provider in the Granville-Homebush corridor for most of the day, Monday to Friday and most Inner West services will extend to Parramatta.

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- Increased capacity and reduced journey times will be provided on T3 to encourage Liverpool-Cabramatta customers to travel this way. T2 services will make more stops between Granville and the City.
- New limited stops T3 services will operate to and from Liverpool all day Monday to Friday.
- All T2 and T5 services will operate to and from Leppington (no services to Campbelltown)
- The Macarthur-Macquarie Fields corridor will only be served by T8. Cross-platform timed interchange is generally provided at Glenfield between T8 and T2/T5.
- Macarthur services will generally operate via the East Hills Main between Revesby and Wolli Creek.
- T5 will operate all day, Monday to Sunday. All services will operate between Leppington and Blacktown, Schofields or Richmond.
- Weekend service structure along the entire T2 corridor will be similar to today, with increased service frequency in some time periods. Weekend frequency will also increase on T8.

Sector 3

- In Peak periods, Penrith and Richmond branch services will be separated west of Westmead, then operate via the Main to the City.
- Increased frequencies will be provided in many time periods, including weekend and late night.
- Interchange to T2 stations will be available at Parramatta.
- Parramatta platform 3 will be bi-directional on weekdays (up and down T5 services).
- All Intercity services will stop at Blacktown, with the exception of the Bathurst service and the new weekday Lithgow express.
- T5 services will extend to Richmond in late-night time periods. Richmond branch customers travelling to and from the City will interchange at Parramatta.
- Four trains per hour will operate on both T1 Northern Lines all day, Monday to Sunday.

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Intercity and Regional services

- New trial faster Newcastle – Central – Newcastle services, departing Newcastle in the morning and Central in the afternoon.
- New weekend 8-carriage express services on the Blue Mountains Line to support the Blue Mountains tourist market.
- Minor timing changes to Regional services.

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HORNSBY MAINTENANCE CENTRE STABLING LIMITATIONS

Since **Friday, 25 August 2017,** and continuing until 0200 hours on Monday, 15 January, 2018, there will be power outage and possession requirements in Hornsby Yard (Inwards Car Shed Road, Outwards Car Shed Road, Up Loop, Number 1 Up Siding) which will result in limited overhead power supply for stabling within Hornsby Maintenance Centre.

The limitations are set out in the attachment for the number of sets that can be powered on.

ATTACHMENT

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Only T sets permitted to stable

Hornsby MC Stabling Limitations - Aug 25, 2017 to Jan 15, 2018

Road no.	Capacity	Day stabling	Night stabling
Loop road, 1/2/3 roads (0600-0900)	4T	**No**	yes
Loop road (0900-1900)	4T	**Shunting allowed**	yes
1 road (0900-1900)	8T	**Shunting allowed**	yes
2 road (0900-1900)	8T	**Shunting allowed**	yes
3 road (0900-1900)	8T	**Shunting allowed**	yes
4 road	**Not available**		
5 road	**Not available**		
6 road	**Not available**		
7 road	**Not available**		
8 road	16T	Yes	Yes
9 road	8T	Yes	Yes
11 road	16T	Yes	Yes

Road no.	Capacity	Day stabling	Night stabling
12 road	16T	Yes	yes
13 road	16T	Yes	yes
14 road	16T	Yes	yes
15 arrival road	8 + 4	Yes	yes
16 wash road	16 cars	No	Yes

Time	Full yard limits	Max T Sets	Max Maintenance T sets **	Max Timetabled T Sets	Rds 1 to 11 Max limit	Rds 12 to 16
00:00 – 04:00	1223	**13**	3	10	8	5
04:00 – 06:00	1102	**11**	3	8	6	5
06:00 – 09:00	337	**3**	3	0	0	3
09:00 – 15:00*	757	**8**	3	5	5	3
15:00 – 19:00*	644	**7**	3	4	5	2
19:00 – 22:00	909	**9**	3	6	7	2
22:00 – 23:59	962	**10**	3	7	8	2

0600-0900	No Trains to be powered on Loop rd, Rd 1, 2 & 3 *Trains must have lowered pantographs*
*** 0900-1900**	Trains permitted to be shunted in/ out of Loop rd, Rd 1, 2 & 3 *Trains must have lowered pantographs when not shunting*

**** Maintenance includes exchange cars or trial trips**

Version 1.3 (Issue date: June 13, 2017)

HORNSBY – YARD AREA BOOK-OUT AND REMOVAL

Since **Saturday, 26 August 2017**, and continuing until 0200 hours Monday, 15 January 2018, the following signalling alterations will be carried out:

- Hornsby Yard area will be booked out of use and progressively removed.
- A temporary network access crossing will be installed at the entry of No.2-7 Up Sidings at approximately 34.146km

The Hornsby yard area will be booked out of use and progressively removed over a 4 month period in preparation for the final configuration.

All train movements between the Main Lines and the Up Loop, No.1 Up Siding, Inwards Car Shed Road and the Outward Car Shed Road will be disabled.

A single entry to the Hornsby Car Siding from the Main Lines will be available via 572 Points.

Frame B will be booked out of use. Local shunting will enable train movements between the Car Siding and the country end of the Outward Car Shed Road. A new temporary buffer stop will be provided to represent the limit of train movements towards the city.

The following signal routes will be booked out of use.

Signal Route	Description	Route Indication	Remarks
HY53(M)F	Down Main to Up Loop	L	Main Route Booked out of use.
HY53(S)F	Down Main to Up Loop	UL	Shunt Route Booked out of use.
HY53(S)G	Down Main to Up Siding No.1	U1	Shunt Route Booked out of use.
HY53(S)H	Down Main to Inwards Car Shed	IC	Shunt Route Booked out of use
HY55(M)D	Up Main to Up Loop	L	Main Route Booked out of use + Indicator

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Signal Route	Description	Route Indication	Remarks
HY55(S)D	Up Main to Up Loop	UL	Shunt Route Booked out of use.
HY55(S)F	Up Main to Up Siding 1	U1	Shunt Route Booked out of use.
HY55(S)G	Up Main to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY57(M)D	Down Shore to Up Loop	L	Main Route Booked out of use + Indicator
HY57(S)D	Down Shore to Up Loop	UL	Shunt Route Booked out of use.
HY57(S)F	Down Shore to Up Siding 1	U1	Shunt Route Booked out of use.
HY57(S)G	Down Shore to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY59(M)C	Up Shore to Up Loop	L	Main Route Booked out of use + Indicator
HY59(S)C	Up Shore to Up Loop	UL	Shunt Route Booked out of use.
HY59(S)D	Up Shore to Up Siding No.1	U1	Shunt Route Booked out of use.
HY59(S)F	Up Shore to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY106(M)A	Up Main to Up Loop	-	Main Route Booked out of use
HY106(S)A	Up Main to Up Loop	UL	Shunt Route Booked out of use
2 FRB	FRAME B	-	Booked out of use
3 FRB	FRAME B	-	Booked out of use
4 FRB	FRAME B	-	Booked out of use

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The following signals will be fully booked out of use and removed on site.

Signal	Location	Remarks
HY76	Up Loop	All routes booked out of use.
HY78	No.1 Up Siding	All routes booked out of use
HY80	Inwards Car Shed Road	All routes booked out of use
HY82	Outwards Car Shed Road	All routes booked out of use
HY105 REPT	Up Loop	Booked out of use

The following points will be booked out of use and removed on site.

Points No.	Description	Remarks
531	Catch Point, Up Loop	Booked out of use + EOL
532A/B	Crossover, No.1 Up Siding to Up Main	Booked out of use + EOL
533A/B	Crossover, Inwards Car Shed Road to Up Main	Booked out of use + EOL
534A/B	Crossover, Outwards Car Shed Road to Up Main	Booked out of use + EOL

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The following points will be Clipped, Spiked and XL Locked Normal.

Points No.	Description	Remarks
564A/B	Crossover / Catch, Up Main to Up Loop	Points Clipped, Spiked and XL Locked Normal
6B A/B	Crossover / Catch, Hornsby Car Siding to Outwards Car Shed Road	Points Clipped, Spiked and XL Locked Normal
7B	Turnout Hornsby Car Siding to Inwards Car Shed Road	Points Clipped, Spiked and XL Locked Normal

Train Control System

The ATRICS workstation at Homebush Signalling Centre will be amended to identify the booked out area. Signal route bars will be placed on the affected signals. Bars will also be placed on the booked out of use points.

All track circuits within the booked out area will be retained within the interlocking. These tracks will be shown as unoccupied on the ATRICS indication panel.

All vital normal detection for removed points has been retained within the interlocking. These points will have to be re-stroked normal in event of a system reboot or power-down. Reverse detection has been removed.

All current path functions on removed signals have been retained within the interlocking. This will avoid unnecessary alarms on the ATRICS workstation.

The new arrangements are depicted in the attached signalling arrangement diagram.

VER 10042017

DD VER 10042017

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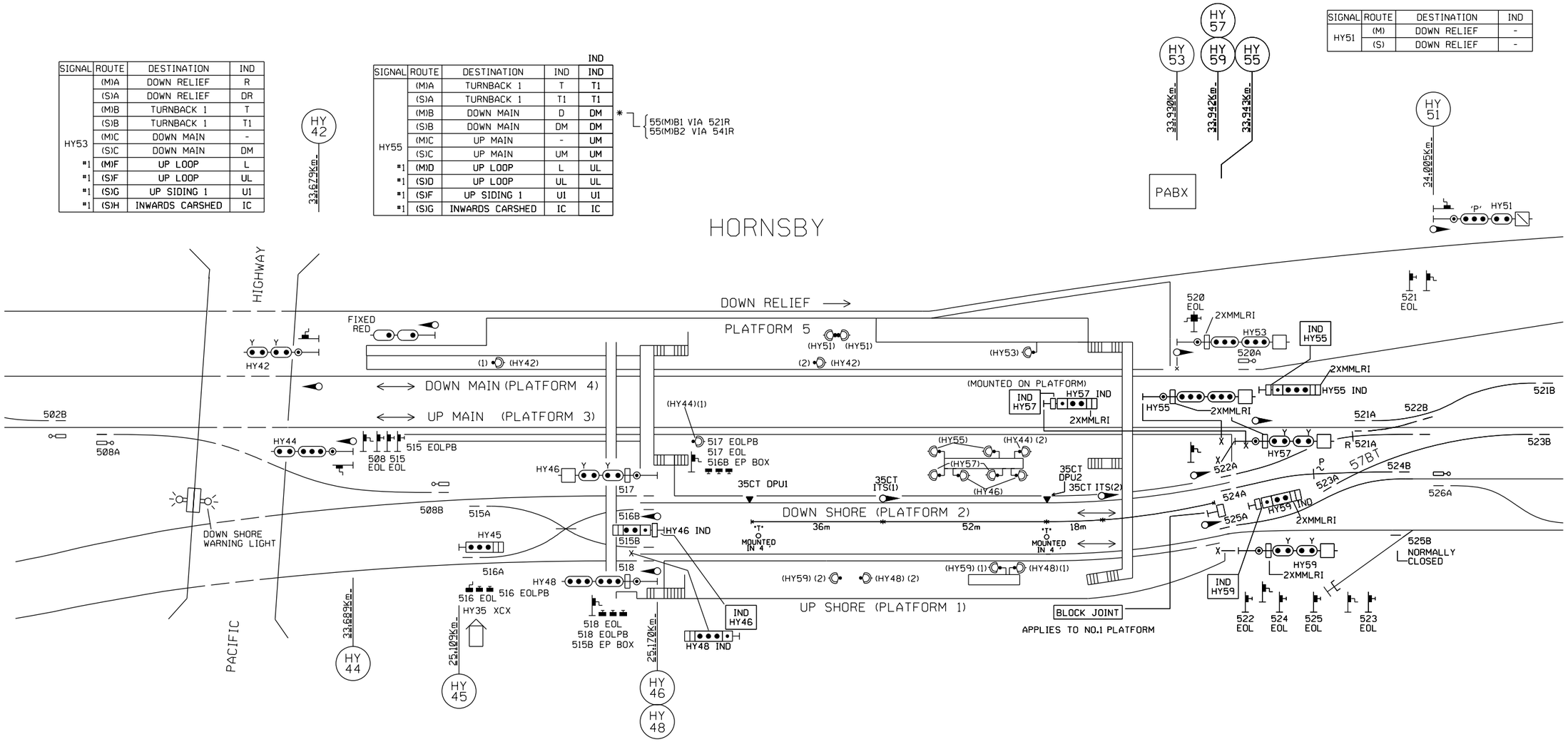
SIGNAL	ROUTE	DESTINATION	IND
HY53	(M)A	DOWN RELIEF	R
	(S)A	DOWN RELIEF	DR
	(M)B	TURNBACK 1	T
	(S)B	TURNBACK 1	T1
	(M)C	DOWN MAIN	-
	(S)C	DOWN MAIN	DM
	*1 (M)F	UP LOOP	L
	*1 (S)F	UP LOOP	UL
	*1 (S)G	UP SIDING 1	U1
	*1 (S)H	INWARDS CARSHED	IC

SIGNAL	ROUTE	DESTINATION	IND	IND
HY55	(M)A	TURNBACK 1	T	T1
	(S)A	TURNBACK 1	T1	T1
	(M)B	DOWN MAIN	D	DM *
	(S)B	DOWN MAIN	DM	DM
	(M)C	UP MAIN	-	UM
	(S)C	UP MAIN	UM	UM
	*1 (M)D	UP LOOP	L	UL
	*1 (S)D	UP LOOP	UL	UL
	*1 (S)F	UP SIDING 1	U1	U1
	*1 (S)G	INWARDS CARSHED	IC	IC

* 55(M)B1 VIA 521R
55(M)B2 VIA 541R

SIGNAL	ROUTE	DESTINATION	IND
HY51	(M)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-



SIGNAL	ROUTE	DESTINATION	IND
HY44	(M)A	UP MAIN	-
	(S)A	UP MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
HY45	(S)A	DOWN SHORE	2
	(S)B	UP SHORE	1

HY45(S): 2 A, 1 B

SIGNAL	ROUTE	DESTINATION	IND	IND
HY46	(M)A	UP SHORE	S	S
	(S)A	UP SHORE	US	S
	(M)C	UP MAIN	M	M
	(S)C	UP MAIN	UM	M

HY46(S): A US UM C; IND: S A, M C

SIGNAL	ROUTE	DESTINATION	IND	IND
HY48	(M)A	UP SHORE	-	-
	(S)A	UP SHORE	US	S
	(M)C	UP MAIN	-	-
	(S)C	UP MAIN	UM	M

HY48(S): A US UM C; IND: S A, M C

SIGNAL	ROUTE	DESTINATION	IND	IND
HY57	(M)A	TURNBACK 1	T	T1
	(S)A	TURNBACK 1	T1	T1
	(M)B	DOWN MAIN	D	DM *
	(S)B	DOWN MAIN	DM	DM
	(M)C	UP MAIN	U	UM
	(S)C	UP MAIN	UM	UM
	*1 (M)D	UP LOOP	L	UL
	*1 (S)D	UP LOOP	UL	UL
	*1 (S)F	UP SIDING 1	U1	U1
	*1 (S)G	INWARDS CARSHED	IC	IC
	(S)J	UP SIDINGS	US	US

* 57(M)B1 VIA 521R
57(M)B2 VIA 541R

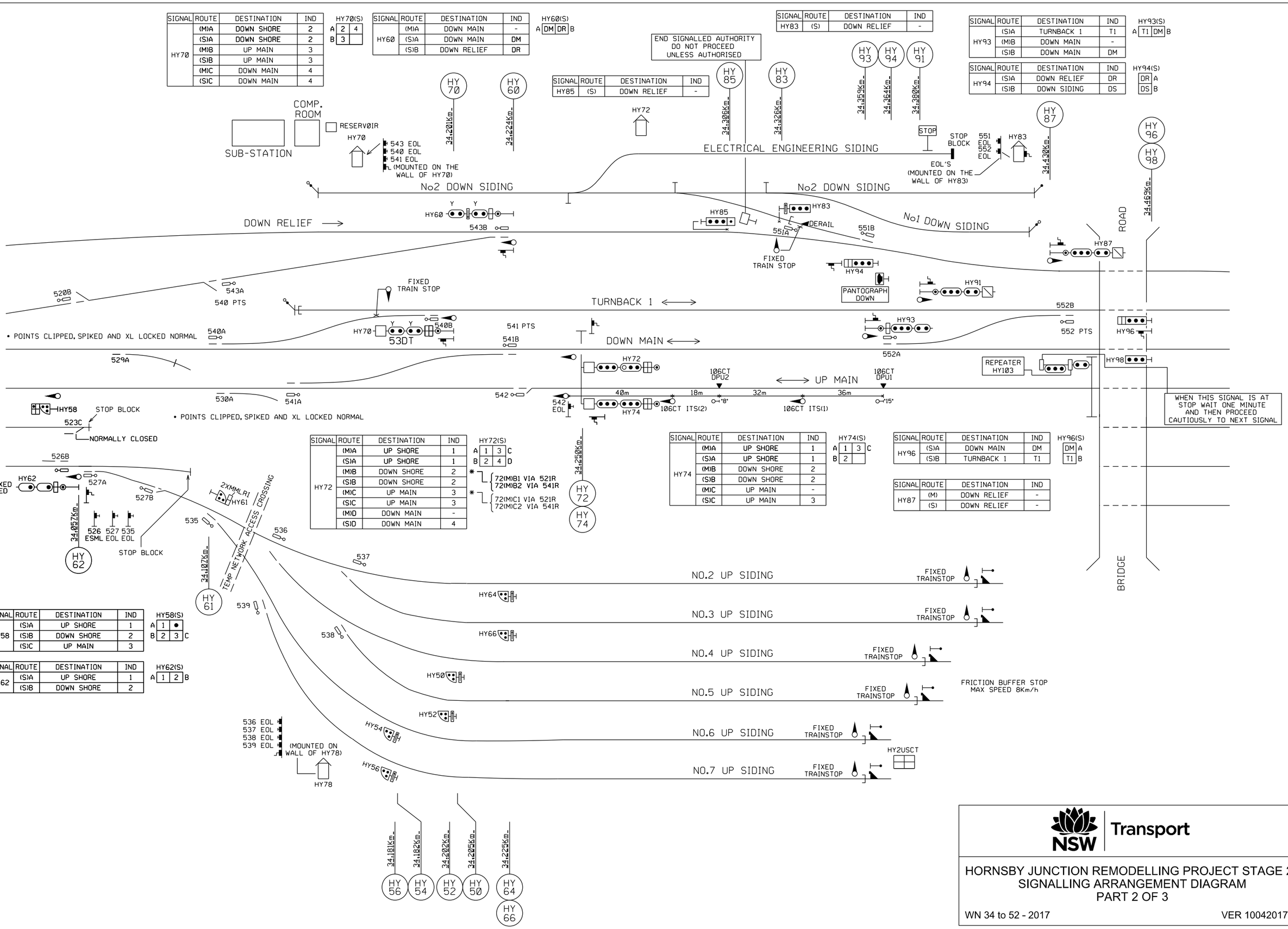
SIGNAL	ROUTE	DESTINATION	IND	IND
HY59	(M)A	DOWN MAIN	D	DM
	(S)A	DOWN MAIN	DM	DM
	(M)B	UP MAIN	U	UM
	(S)B	UP MAIN	UM	UM
	*1 (M)C	UP LOOP	L	UL
	*1 (S)C	UP LOOP	UL	UL
	*1 (S)D	UP SIDING 1	U1	U1
	*1 (S)F	INWARDS CARSHED	IC	IC
	(S)H	UP SIDINGS	US	US

*1 ROUTE BOOKED OUT OF USE

NSW Transport

HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 1 OF 3

WN 34 to 52 - 2017 VER 10042017



SIGNAL	ROUTE	DESTINATION	IND
HY70	(M)A	DOWN SHORE	2
	(S)A	DOWN SHORE	2
	(M)B	UP MAIN	3
	(S)B	UP MAIN	3
	(M)C	DOWN MAIN	4
	(S)C	DOWN MAIN	4

HY70(S): A 2 4; B 3

SIGNAL	ROUTE	DESTINATION	IND
HY60	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	DOWN RELIEF	DR

HY60(S): A DM DR B

SIGNAL	ROUTE	DESTINATION	IND
HY85	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY83	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY93	(S)A	TURNBACK 1	T1
	(M)B	DOWN MAIN	-
	(S)B	DOWN MAIN	DM

HY93(S): A T1 DM B

SIGNAL	ROUTE	DESTINATION	IND
HY94	(S)A	DOWN RELIEF	DR
	(S)B	DOWN SIDING	DS

HY94(S): DR A; DS B

SIGNAL	ROUTE	DESTINATION	IND
HY72	(M)A	UP SHORE	1
	(S)A	UP SHORE	1
	(M)B	DOWN SHORE	2
	(S)B	DOWN SHORE	2
	(M)C	UP MAIN	3
	(S)C	UP MAIN	3
	(M)D	DOWN MAIN	-
	(S)D	DOWN MAIN	4

HY72(S): A 1 3 C; B 2 4 D

* 72(M)B1 VIA 521R; 72(M)B2 VIA 541R
* 72(M)C1 VIA 521R; 72(M)C2 VIA 541R

SIGNAL	ROUTE	DESTINATION	IND
HY74	(M)A	UP SHORE	1
	(S)A	UP SHORE	1
	(M)B	DOWN SHORE	2
	(S)B	DOWN SHORE	2
	(M)C	UP MAIN	-
	(S)C	UP MAIN	3

HY74(S): A 1 3 C; B 2

SIGNAL	ROUTE	DESTINATION	IND
HY96	(S)A	DOWN MAIN	DM
	(S)B	TURNBACK 1	T1

HY96(S): DM A; T1 B

SIGNAL	ROUTE	DESTINATION	IND
HY87	(M)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY58	(S)A	UP SHORE	1
	(S)B	DOWN SHORE	2
	(S)C	UP MAIN	3

HY58(S): A 1 •; B 2 3 C

SIGNAL	ROUTE	DESTINATION	IND
HY62	(S)A	UP SHORE	1
	(S)B	DOWN SHORE	2

HY62(S): A 1 2 B

Transport NSW

HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 2 OF 3

WN 34 to 52 - 2017 VER 10042017

SIGNAL	ROUTE	DESTINATION	IND
HY101	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

HY101(S)

A	DM	UM	B

SIGNAL	ROUTE	DESTINATION	IND
HY99	(M)A	DOWN RELIEF	-
	(S)A	DOWN RELIEF	DR
	(M)B	DOWN MAIN	-
	(S)B	DOWN MAIN	DM
	(S)C	UP MAIN	UM

HY99(S)

A	DR	UM	C
B	DM		

SIGNAL	ROUTE	DESTINATION	IND
HY124	(S)A	TURNBACK 1	T1
	(S)B	DOWN RELIEF	DR

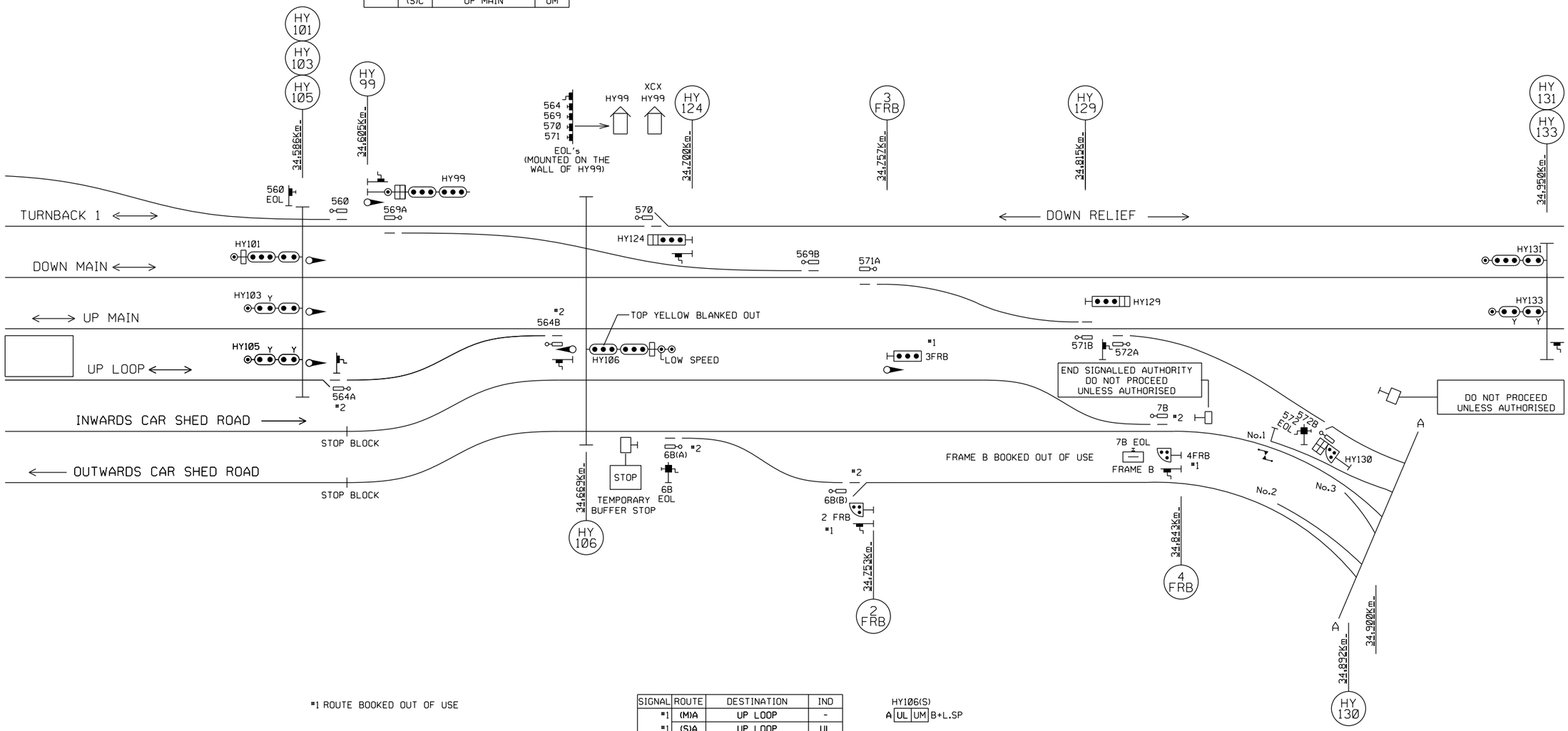
HY124(S)

T1	A
DR	B

SIGNAL	ROUTE	DESTINATION	IND
HY129	(S)A	UP MAIN	UM
	(S)B	CAR SHEDS	CS

HY129(S)

UM	A
CS	B



*1 ROUTE BOOKED OUT OF USE

*2 POINTS CLIPPED, SPIKED, XL LOCKED & DETECTED IN NORMAL POSITION

SIGNAL	ROUTE	DESTINATION	IND
HY106	*1 (M)A	UP LOOP	-
	*1 (S)A	UP LOOP	UL
	(M)B	UP MAIN	-
	(S)B	UP MAIN	UM

HY106(S)

A	UL	UM	B+L.SP

SIGNAL	ROUTE	DESTINATION	IND
HY130	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM
	(S)C	TURNBACK 1	T1
	(S)D	DOWN RELIEF	DR

HY130(S)

A	UM	T1	C
B	DM	DR	D

NSW Transport

HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 3 OF 3

WN 34 to 52 - 2017

VER 10042017

MAIN NORTH & NORTH SHORE CORRIDOR WORKS, PYMBLE TO HORNSBY HEADWAY IMPROVEMENTS PORTION 5A – ENABLING STAGE1 COMMISSIONING

This advertisement appeared in Weekly Notice 41,42 & 43 and has been revised as it relates to Signal SH14.10

Since **Saturday, 28 October 2017,** the following speed board changes on the Up & Down North Shore Lines has been carried out:

- Existing speed board of 70kph will be removed at 18.710km on Up North Shore Line.
- A new speed board of 70kph will be added at 19.230km on Up North Shore Line.
- A new speed board of 65kph will be added at 20.750km on Up North Shore Line.
- Existing speed board of 80kph will be removed at 21.810km on Up North Shore Line.
- Existing speed board of 75kph will be removed at 22.090km on Up North Shore Line.
- A new speed board of 70kph will be added at 22.315km on Up North Shore Line.
- A new speed board of 65kph will be added at 23.000km on Up North Shore Line.
- Existing speed board of 80kph will be replaced with 70kph at 24.740km on Up North Shore line.
- Existing speed board of 80kph will be removed at 23.010km on Down North Shore Line.

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Speeds – up direction

DIRECTION	TRAIN TYPE	LINE SPEED (KM/H)	KILOMETRAGES From	To
Up North Shore Line	General	70	24.740Km	23.000Km
		65	23.000Km	22.315Km
		70	22.315Km	20.750Km
		65	20.750Km	19.230Km
		70	19.230Km	17.300Km

Speeds – down direction

DIRECTION	TRAIN TYPE	LINE SPEED (KM/H)	KILOMETRAGES From	To
Down North Shore Line	General	80	19.070Km	20.760Km
		50	20.760Km	20.920Km
		80	20.920Km	21.810Km
		70	21.810Km	24.100Km
		50	24.100Km	25.150Km

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Signals

Signals in the following table will be upgraded to LED Type.

SIGNAL / ROUTE NAME	KM	STATUS	DESCRIP-TION	ROUTE INDICA-TOR	REMARKS
SH14.10	22.681	Existing	Up Auto, Up North Shore		Medium aspect removed, lower yellow blanked out.
SH14.46	23.341	Relocated as New	Up Auto, Up North Shore		Existing signal relocated and renewed as LED type. Medium aspect removed, lower yellow blanked out.
SH14.69	23.613	Existing	Down Auto, Down North Shore		Medium aspect removed, lower yellow blanked out. Signal upgraded as LED type.
SH14.93	23.955	Relocated as New	Down Auto, Down North Shore		Existing signal relocated and renewed as LED type.

Existing Signal SH14.10 at 22.681km on Up North Shore Line will have the medium aspect removed and the lower yellow aspect will be blanked.

Signal SH14.46 will be relocated to 23.341km on Up North Shore Line and renewed with LED type with trainstop and associated track circuit equipment, this signal will also have Aspect changes. The current medium aspect will be removed.

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Existing Signal SH14.69 at 23.613km on Down North Shore Line will have the medium aspect removed the lower yellow aspect will be blanked out the signal will also be upgraded to LED type.

Signal SH14.93 will be relocated to 23.955km on Down North Shore Line and renewed with LED type with trainstop and associated track circuit equipment.

No SPTs will be provided on relocated signals SH14.46 & SH14.93.

No alterations to ATRICS are required in this stage.

The new arrangements are depicted in the attached Signalling Arrangement diagram.

VER 26072017

Signalling Arrangement VER 26072017

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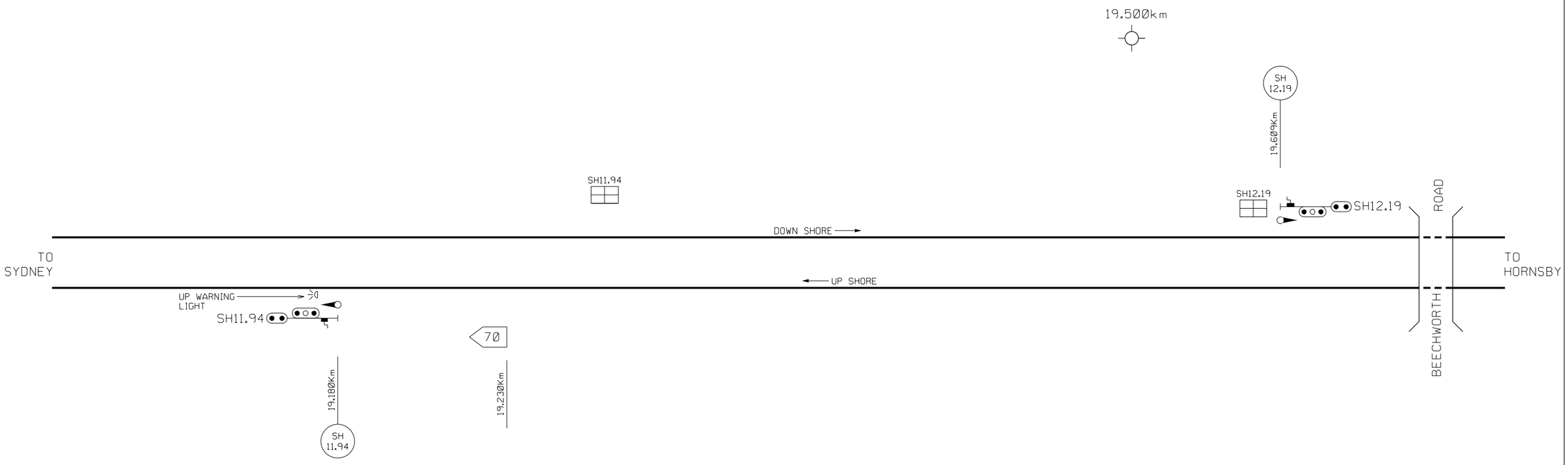
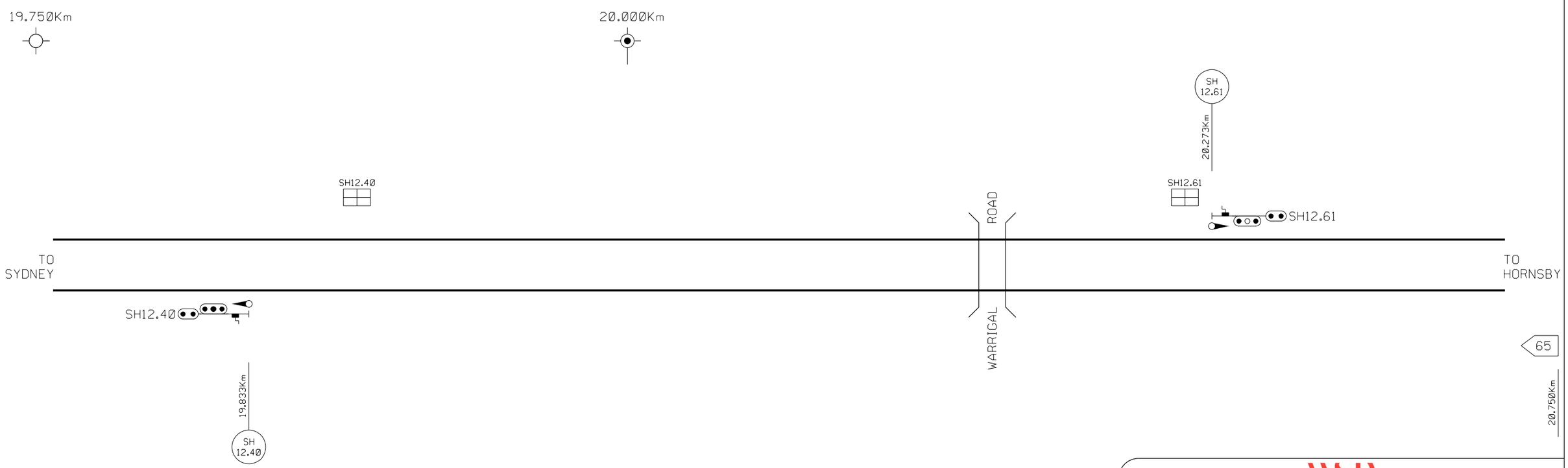




wsp

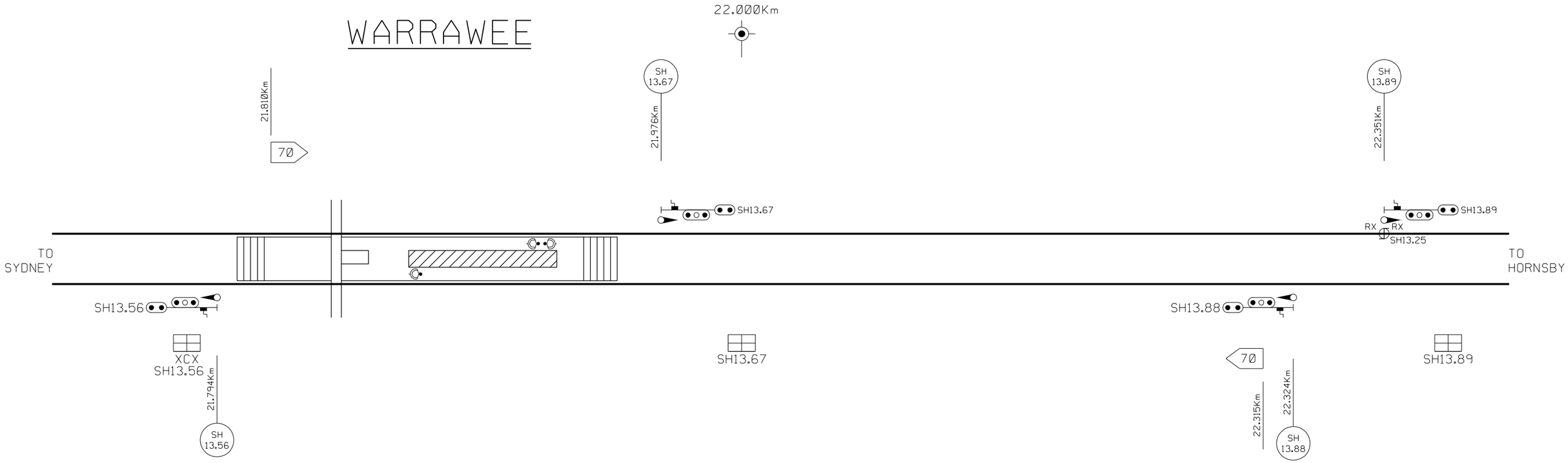
NSW GOVERNMENT Transport for NSW

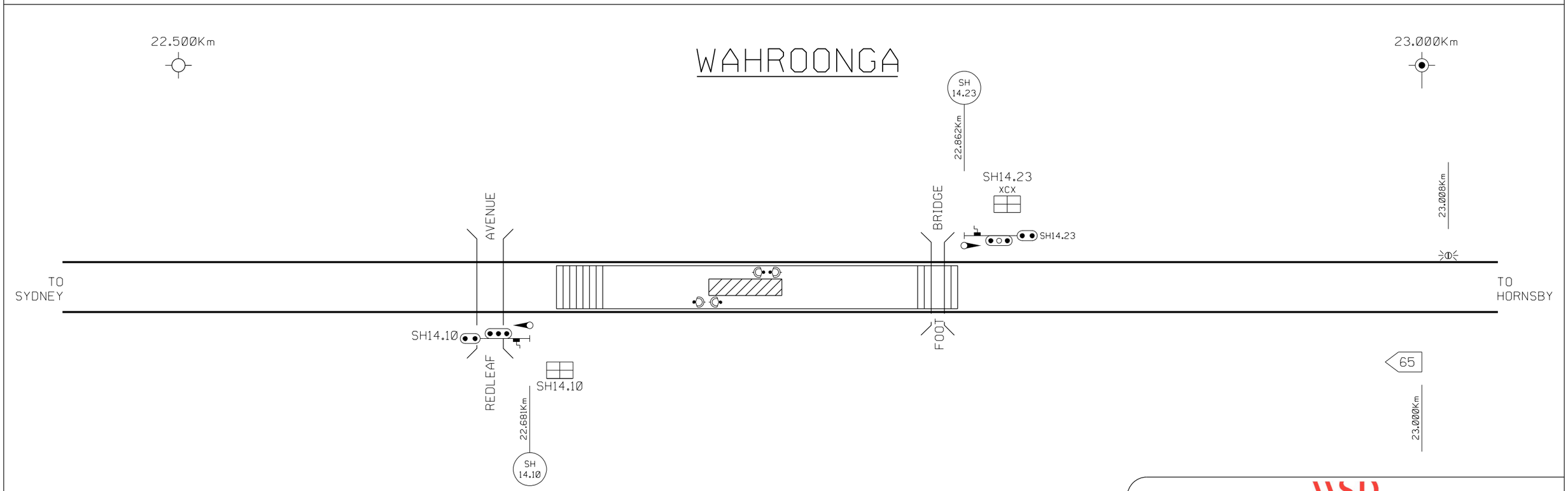
MAIN NORTH & NORTH SHORE CORRIDOR WORKS

PART SIGNALLING ARRANGEMENT
PORTION 5A ENABLING STAGE 1
SHEET 1 OF 3

Produced by WSP - Signal Design

VER26072017





wsp

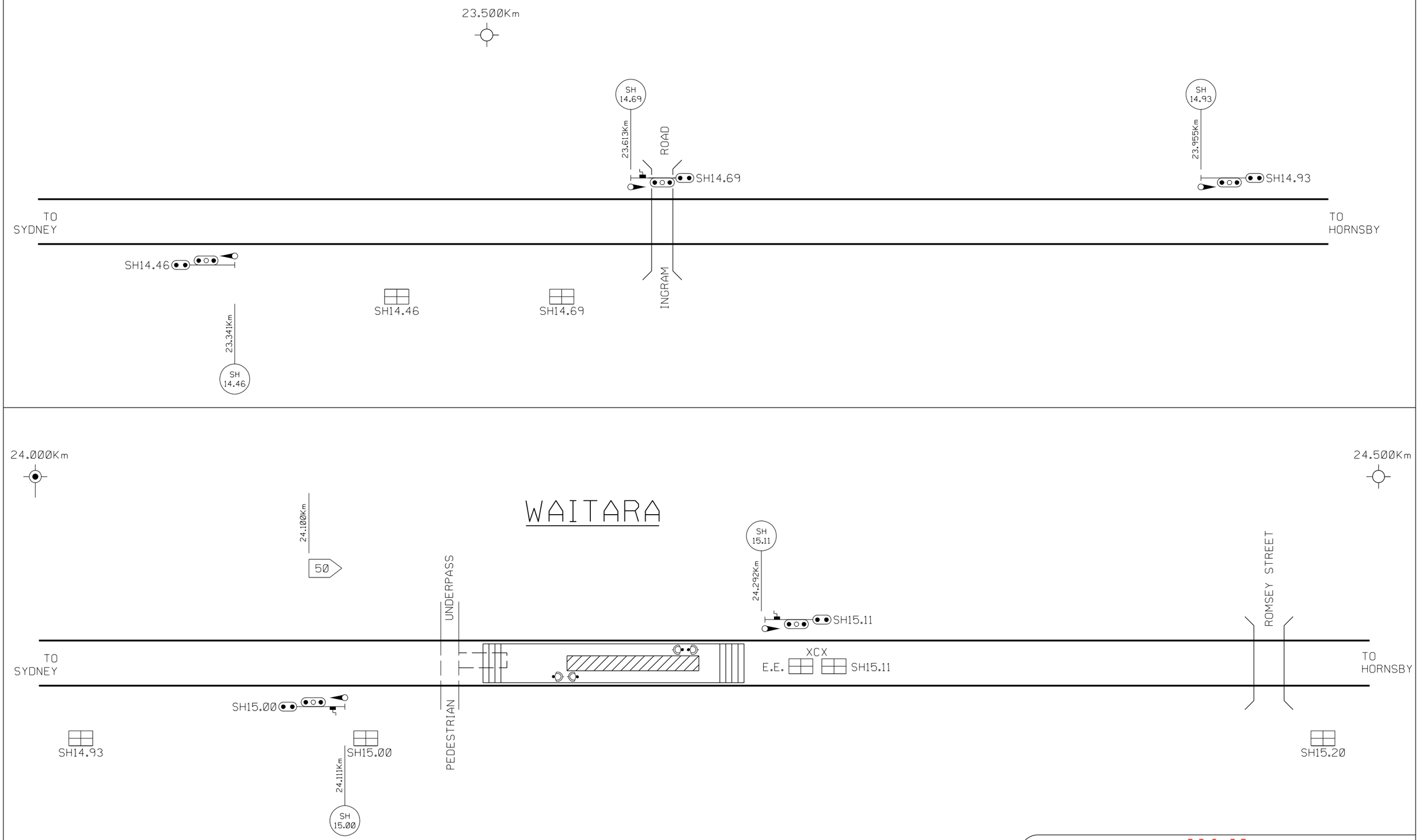
Transport for NSW

MAIN NORTH & NORTH SHORE CORRIDOR WORKS

PART SIGNALLING ARRANGEMENT
PORTION 5A ENABLING STAGE 1
SHEET 2 OF 3

Produced by WSP - Signal Design

VER26072017



MAIN NORTH & NORTH SHORE CORRIDOR WORKS

PART SIGNALLING ARRANGEMENT
PORTION 5A ENABLING STAGE 1
SHEET 3 OF 3

Produced by WSP - Signal Design

VER26072017

LOCATION OF SPEED SIGNS: HAWKESBURY RIVER - GOSFORD

This advertisement as it appeared in Weekly Notice 44 is revised as follows;

On **Monday, 6 November 2017,** the following speed sign alterations will be carried out:

Location of Speed Signs: Hawkesbury River - Gosford

	KM's	DOWN GENERAL	DOWN MEDIUM	DOWN HIGH	UP GENERAL	UP MEDIUM	UP HIGH
Existing	**80.078**	**60**	**60**	**60**	**--**	**--**	**--**
Insert	80.515	60	40	40			
Existing	80.579				85	90	95
Amend	80.791	--	--	--	60	60	60
To Read	80.791	--	--	--	60	40	40
	80.908	**GOSFORD**					

Location of Speed Signs: Gosford - Hamilton

	KM's	DOWN GENERAL	DOWN MEDIUM	DOWN HIGH	UP GENERAL	UP MEDIUM	UP HIGH
	80.908	**GOSFORD**					
Insert	81.017				50	40	40
Existing	81.040	25	25	25	--	Down refuge-	--
Existing	81.045	50	60	60			
Existing	81.465		85B Pts Up Refuge		X50		
Existing	81.640	--	--	--	50	60	60

Cameron Ly
Group Leader Design Resource
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(W.N. 22 – 2017)

FILMING OF SYDNEY TRAINS SAFETY VIDEO

On **Sunday, 12 November 2017**, between 1000 hours and 1400 hours, Sydney Trains and Transport for NSW Media will be filming a train safety video on the Down Main line between St Marys and Blacktown highlighting the braking distances of an Electric Train set

A Local Possession Authority (LPA) will be taken to facilitate the activity with the majority of the filming being undertaken in the Rooty Hill area.

Garry Massoud
Events Transport Manager
Operational Readiness and Events
Mob: 0419 689 607

STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
019–2007	MK16 Vigilance control on XPT power car	2/11/07	8/11/07
018–2007	Emergency equipment boxes RailCorp train fleet	1/11/07	19/11/07
004–2008	OMDT 450: Description and operation of XPT trains+	1/5/08	11/5/08
008–2009	OMET 264: Minimum tractive effort requirements	1/10/09	11/10/09
010–2009	OMDT 461: XPT radio amalgamation unit (RAU)	26/11/09	6/12/09
011–2009	OMDT 462: XPT MetroNet radio	26/11/09	6/12/09
012–2009	OMDT 463: XPT CountryNet and local radios	26/11/09	6/12/09
013–2009	OMDT 464: MultiChannel radio	26/11/09	6/12/09
014–2009	OMDT 465: XPT train-to-base radio	26/11/09	6/12/09
001–2010	OMDT 458: Train preparation of XPT trains	18/2/10	28/2/10
010–2011	XPT 030: Minimum Operating Standards	28/7/11	7/8/11
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
011–2012	TWP 178: CountryNet and Local Radios	29/11/12	9/12/12
001–2013	Operation of H–Set (Oscar) Trains Fitted with Automatic Train Protection (ATP) Equipment	17/1/13	27/1/13
003–2013	48 Class: Wheels	7/2/13	10/2/13
013–2013	OMDT 454: Disabled Train	23/5/13	2/6/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
002–2014	OMET 220: Wheelslip light indications	20/2/14	2/3/14
005–2014	Operation of T-Set (Tangara) Trains fitted with ATP equipment	3/4/14	14/4/14
011–2015	ATP Train Testing	17/9/15	29/9/15
012–2015	Guards Trial: Waterfall to Wollongong	24/9/15	6/10/15
010–2015	Drivers Mobility Trial	24/9/15	6/10/15
002–2015	TWP 182: Digital Train Radio System (DTRS)	1/10/15	2/11/15
002–2016	Train Crew Mobility Program	28/4/16	8/5/16

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Number	Title	Issued	Effective
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
006–2016	OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains	11/8/16	21/8/16
009–2016	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	22/9/16	2/10/16
001–2017	Incorporation of Waratah, OSCAR and Millenimum TOM Notices and Safe Notices into the TOM	19/1/17	29/1/17
002–2017	Amendment to OMET 200, XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)20/2/14	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17
006–2017	OMDT 500: Minimum Standards for Hunter Rail Cars	30/3/17	9/4/17
007–2017	WAR 208 Main Power Faults	30/3/17	9/4/17
005–2017	TWP 150: Damaged or Missing Window Glass	6/4/17	16/4/17
009–2017	Operation of H-set (OSCAR) trains fitted with ATP	25/5/17	4/6/17
010–2017	Train Specifications & Descriptions	15/6/17	25/6/17
008–2017	TWP 176: Wayside Train Condition Monitoring	6/7/17	16/7/17
004–2017	TWP174 ICE Radio	20/7/17	31/7/17
011–2017	Exception to TWP108: Route Knowledge	3/8/17	18/8/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
012–2017	Unreliable track circuit operation	18/5/17	28/5/17
013–2017	WAR 030 Minimum Standards	6/7/17	16/7/17
014–2017	XPT 030 MOS	6/7/17	16/7/17
015–2017	Management of work on track at Interface	6/7/17	16/7/17
016–2017	Digital Train Radio System	3/8/17	13/8/17
017–2017	Trail of Signal Key Switches	23/8/17	3/9/17
018–2017	Trail of Worksite delineation markers	23/8/17	3/9/17

Steve Swanson
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STATUS OF NETWORK MANUALS AND FORMS

Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Network Forms (Units)	RailSafe Website	Online documents
Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents

The Network Rules, Network Procedures and Network Forms (Units) have changed and are available as a digital-only publication.

Network Forms will continue to be available as printed pads or workbooks and you can order these through your Distribution Officer online through the RailSafe website.

STATUS OF TRAIN WORKING PROCEDURES

Title	Version	Date issued
TWP 100 (New)	4	November 2015
TWP 102	3	May 2012
TWP 106	3	May 2012
TWP 108	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114 (New)	4	November 2015
TWP 116	3	May 2012
TWP 118 (New)	4	November 2015
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	4	November 2015
TWP 138 (New)	4	November 2015
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150 (New)	4	November 2015
TWP 152 (New)	4	November 2015
TWP 154	3	May 2012
TWP 156 (New)	6	November 2015
TWP 158	3	May 2012
TWP 160 (New)	4	November 2015
TWP 162	3	May 2012
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 (New)	2	November 2015
TWP 176 (New)	1	November 2015
TWP 182 (New)	1	November 2015
TWP 184 (New)	1	November 2015
TWP 188 (New)	1	November 2015

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NOTES

NOTES

NOTES

Notice to Subscribers

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

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

Director Safety and Standards
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 24 October 2017