Penrith – Wallerawang

Network Control

Network Controller at John Holland Rail (JHR) (Mayfield)

Signallers at Blacktown, Penrith, Mount Victoria, Lithgow Coal Stage, Lithgow Yard and JHR (Mayfield).

Systems of Safeworking

The Main West line between Penrith and Wallerawang is Rail Vehicle Detection (RVD) territory. It includes the sections:

Section	*System*	*Details*
Penrith–Springwood	RVD double-line	
Springwood–Lawson	RVD double-line	
Lawson–Katoomba	RVD double-line	
Katoomba–Mount Victoria	RVD double-line	
Mount Victoria–Newnes Junction	RVD double-line	
Newnes Junction–Edgecombe	RVD double-line	
Edgecombe–Zig Zag	RVD double-line bidirectional	Half-staffs and X, Y and Z keys available
Zig Zag–Lithgow	RVD double-line	
Lithgow–Wallerawang	RVD double-line	

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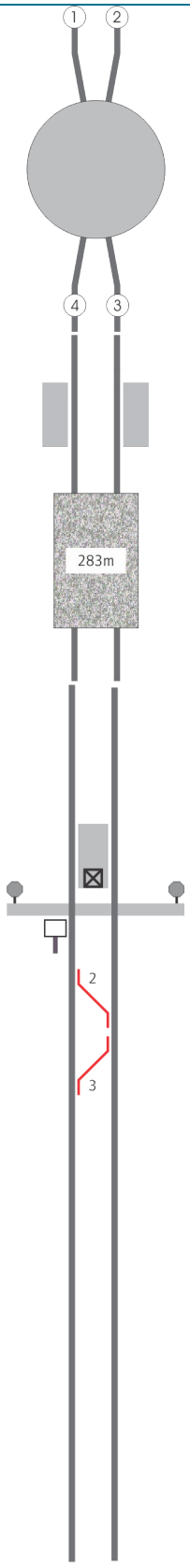
Penrith-Wallerawang

Diagram



Location details

Penrith 54.986km (NLA 210)

① Up Main West line (Lidcombe–Penrith)

② Down Main West line (Lidcombe–Penrith)

③ Down Main West line

④ Up Main West line

63.515km Lapstone. Platforms 1, 2

65.248km Glenbrook

Glenbrook 66.994km

Can be switched in

66.994km Glenbrook. Platform 1 and 2

67.182km Traffic hut: local control panel and frame A

67.226km Network access

67.239km Up BLOCK JOINT sign on Up Main West line

If either release is taken, rail traffic in the approach track-circuit for signal 42.6 will not be shown in the track indicator diagram

Signals set at STOP by taking a release: Down signals 41.3 and 41.7; Up signals 42.6 and 42.0

67.253km Emergency crossover Down Main West line
to Up Main West line: operated by frame A, released by Up or Down track-circuits

67.339km Emergency crossover Up Main West line to Down Main West line: operated by frame A, released by Up or Down track-circuits

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Diagram	*Location details*
	71.403km Blaxland. Platform 1 and 2 74.217km Warrimoo. Platform 1 and 2

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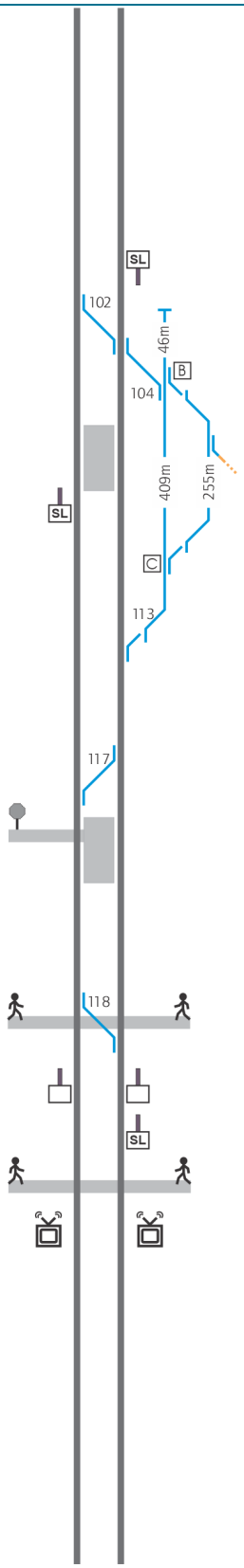
Penrith-Wallerawang

Diagram



Location details

Springwood 79.604km

- ⚠ WARNING: This location has narrow track clearances
- ! Controlled from Blacktown (Katoomba panel)
- YL 75.843km Down signal SD1
- SL 76.309km Up SHUNT LIMIT sign on Down Main West line
- EYL 76.542km Up signal 47.6
- 102 Down Main West line to Up Main West line
- 104 Down Main West line to Down Refuge siding
- B 77.087km Down Refuge siding to Storage siding: key from releasing switch B, released from the signal box
- Storage siding to Coal Storage road NSW Rail Transport Museum private sidings
- ! The siding owners control rail traffic movements in the Coal Storage road and NSW Rail Transport Museum private sidings
- 77.323km Valley Heights. Platform 1 and 2
- SL 77.493km Down SHUNT LIMIT sign on Up Main West line
- C 77.524km Down Refuge siding to Storage siding: key from releasing switch C, released from the signal box
- 113 Down Refuge siding to Down Main West line
- 117 Down Main West line to Up Main West Line
- 79.604km Springwood. Platform 1 and 2
- 79.779km Network access
- 80.205km Springwood: automatic. Keys at Springwood SM
- 118 Down Main West line to Up Main West Line
- 80.484km 2 x Down NARROW ELECTRIC STOCK ONLY signs on Down and Up Main West lines
- SL 80.674km Down SHUNT LIMIT sign on Down Main West line
- 80.829km Faulconbridge: automatic. Keys at Springwood SM
- 81.000km Bearing and brake temperature system: broadcasts WB radio message and reports to Blacktown. Signaller tells Network Controller and warns Train Crew
- EYL 81.720km Down signal 50.9
- YL 82.093km Up signal SD46

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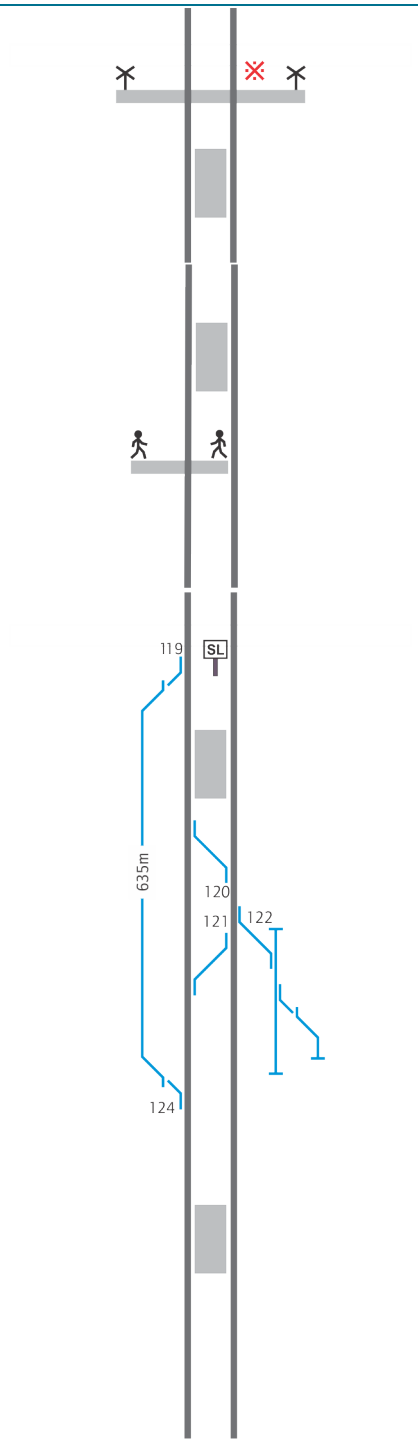
Diagram



Location details

- 82.665km Honour Avenue: automatic, with Manual Operation and Master Emergency switch. Keys at Springwood SM. Linked
- See Special instructions
- 82.869km Faulconbridge. Platform 1 and 2
- 86.734km Linden. Platform 1 and 2
- 86.876km Linden: automatic. Keys at Springwood SM
- 90.266km Woodford. Platform 1 and 2
- 90.597km Network access
- 93.373km Hazelbrook. Platform 1 and 2
- 93.616km Network access

Lawson 95.936km

- Controlled from Blacktown (Katoomba panel)
- 94.129km Up signal 58.6
- 94.493km Down signal LN49
- 95.923km Up SHUNT LIMIT sign on Down Main West line
- 119 Up Refuge Loop line to Up Main West line
- 95.936km Lawson. Platform 1 and 2
- 120 Down Main West line to Up Main West line
- 121 Up Main West line to Down Main West line (spiked, clipped and XL locked normal. Booked out of use)
- 122 Down Main West line to Perway sidings. (Booked out of use)
- 124 Up Main West line to Up Refuge Loop line
- 97.570km Bullaburra. Platform 1 and 2
- 97.773km Up signal LN64
- 98.065km Down signal 60.9

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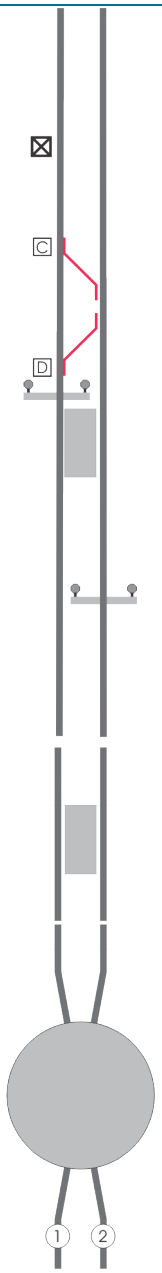
Diagram



Location details

Wentworth Falls 102.515km

- ☒ 102.104km Traffic hut: Annett lock
- C 102.129km Emergency crossover Down Main West line to Up Main West line: key from Annett lock, released from special hasp with XL key
- ! Signals set at STOP by taking the release: Down signal 62.3; Up signal 63.8
- D 102.264km Emergency crossover Down Main West line to Up Main West line: key from Annett lock, released from special hasp with XL key
- ! Signals set at STOP by taking the release: Down signal 62.3 and Up signal 63.8. If frame D lever 2 is reversed, also Down signal 63.7 and Up signal 63.4
- 102.448km Network access
- 102.515km Wentworth Falls. Platform 1 and 2
- 104.097km Network access

- 107.489km Leura. Platform 1 and 2

Katoomba 109.835km (NLA 214)

- ! Controlled from Blacktown (Katoomba panel)
- ① Up Main West line
- ② Down Main West line

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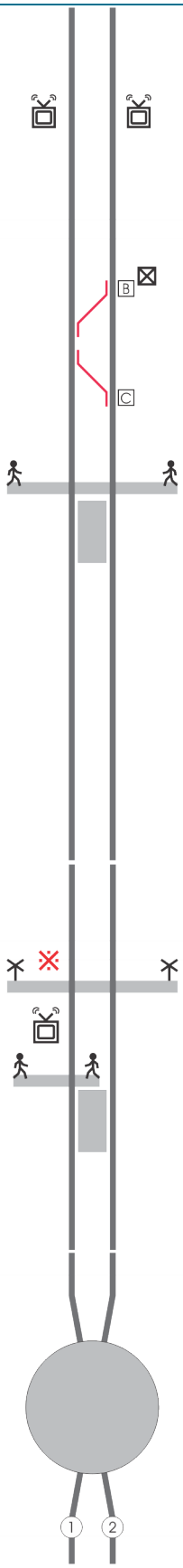
Diagram



Location details

114.548km Bearing and brake temperature system: broadcasts WB radio message and Up detector reports to Blacktown, Down detector reports to Mt Victoria. Signaller tells Network Controller and warns Train Crew

Medlow Bath 115.713km

115.476km Traffic hut: Annett lock

B 115.477km Emergency crossover Down Main West line to Up Main West line: key from Annett lock, released from special hasp with XL key

Signals set at STOP by taking the release: Down signals 70.1 and 71.3; Up signals 72.8 and 71.8

C 115.634km Emergency crossover Down Main West line to Up Main West line: key from Annett lock, released from special hasp with XL key

Signals set at STOP by taking the release: Down signals 70.1 and 71.3; Up signals 72.8 and 71.8

115.705km Medlow Bath: automatic. Keys at Katoomba

115.713km Medlow Bath. Platform 1 and 2

120.419km Bundarra Street, Blackheath: automatic; with Manual Operation and Master Emergency switch. Keys at Blackheath and Mount Victoria.

See Special instructions

120.470km High speed weightbridge: reports to Rolling Stock and Network Access divisions

120.603km Blackheath: automatic. Keys at Blackheath and Mount Victoria

120.622km Blackheath. Platform 1 and 2

Mount Victoria 126.621km (NLA 216)

① Up Main West line

② Down Main West line

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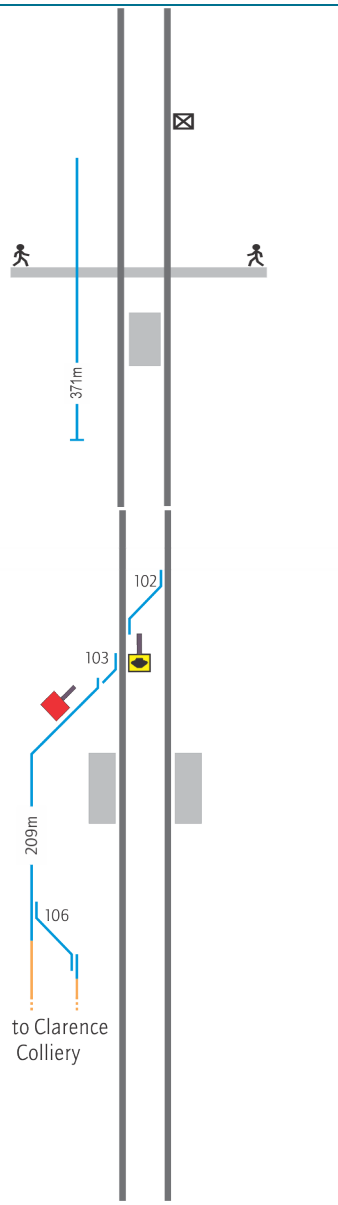
Diagram



Location details

Bell 137.082km

- ⚠ WARNING: This location has narrow track clearances
- ☒ 136.881km Traffic hut: Annett lock CD
- 137.076km Bell: automatic. Keys at Mount Victoria
- ! Rail traffic on Up siding does not activate the warning equipment for the pedestrian level crossing
- 37.082km Bell. Platform 1 and 2

Newnes Junction 141.718km

- ! Controlled from Blacktown (Katoomba panel)
- EYL 139.220km Up signal 86.4
- YL 139.578km Down signal NJ1
- 102 Down Main West line to Up Main West line
- 103 Coal siding to Up Main West line
- 141.656km Down electric train STOP sign on Coal siding
- ! The siding owners control rail traffic movements in the Coal siding Balloon Loop line
- 141.718km Newnes Junction. Platforms 1, 2
- 106 Clarence Colliery Departure road to Coal siding
- EYL 141.865km Down signal 88.1
- YL 142.308km Up signal NJ30

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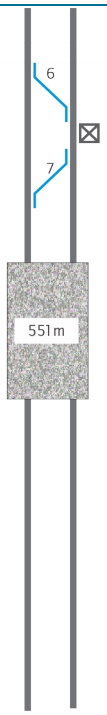
Diagram



Location details

Edgecombe 145.305km

- Controlled from Lithgow Coal Stage, or Zig Zag if that is switched in
- See Special Instructions
- 144.077km Down signal 89.5
- 144.280km Up signal 89.6
- The half pilot staffs for the Edgecombe–Zig Zag section are inscribed “EDGECOMBE 90.3 DOWN MAIN” and “EDGECOMBE 90.3 UP MAIN”
- 6 Down Main West line to Up Main West line
- 7 Down Main West line to Up Main West line
- 145.817km No 1 Zig Zag
- 146.523km YL/EYL: Up signal U91.0
- 146.548km EYL/YL: Up signal D91.0

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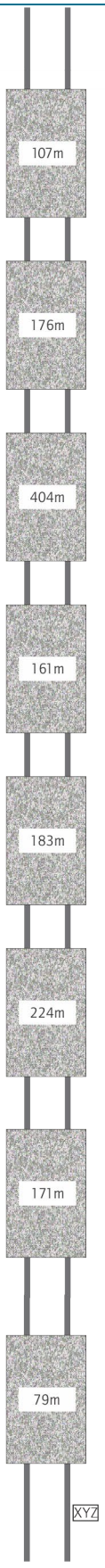
Diagram



Location details

- 146.835km No 2 Zig Zag
- 147.224km No 3 Zig Zag
- 147.519km No 4 Zig Zag
- 147.987km No 5 Zig Zag
- 148.227km No 6 Zig Zag
- 148.471km No 7 Zig Zag
- 148.868km No 8 Zig Zag
- 149.168km No 9 Zig Zag
- XYZ 149.333km X, Y and Z keys for the Edgecombe–Zig Zag section

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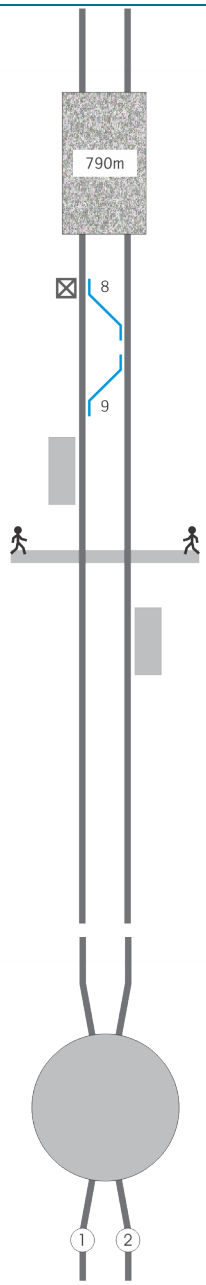
Diagram



Location details

Zig Zag 150.946km

- Usually controlled from Lithgow Coal Stage. Can be switched in
- See Special Instructions
- 149.347km YL/EYL: Down signal 92.7D
- 149.347km EYL/YL: Down signal 92.7U
- 149.493km No 10 Zig Zag
- 150.547km Traffic hut: local control panel
- Down Main West line to Up Main West line
- Down Main West line to Up Main West line
- The half pilot staffs for the Edgecombe–Zig Zag section are inscribed “ZIG ZAG 93.6 DOWN MAIN” and “ZIG ZAG 93.6 UP MAIN”
- 150.701km EYL: Down signal 93.7
- 150.946km Zig Zag. Platforms 1, 2
- 150.966km Zig Zag: automatic. Keys at Lithgow
- 150.988km YL: Up signal 93.8
- Zig Zag and Lithgow abut on the Up Main West line

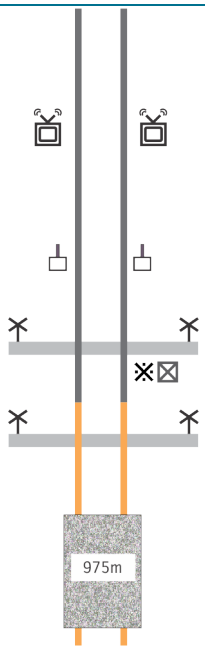
Lithgow 155.687km (NLA 218)

① Up Main West line

② Down Main West line

Penrith-Wallerawang

Diagram



Location details

- 156.476km Bearing and brake temperature system: broadcasts WB radio message and reports to Lithgow Coal Stage. Signaller tells Network Controller and warns Train Crew
- 156.549km 2 x Down electric train STOP signs on Down and Up Main West lines
- 158.098km Geordie Street, Bowenfels: automatic, with Manual Operation switch. Keys at Lithgow Yard signal box
- 158.120km Traffic hut
- 161.840km Oakey Forest Road, Marrangaroo: automatic. Keys at Wallerawang signal box
- 164.822km Marrangaroo

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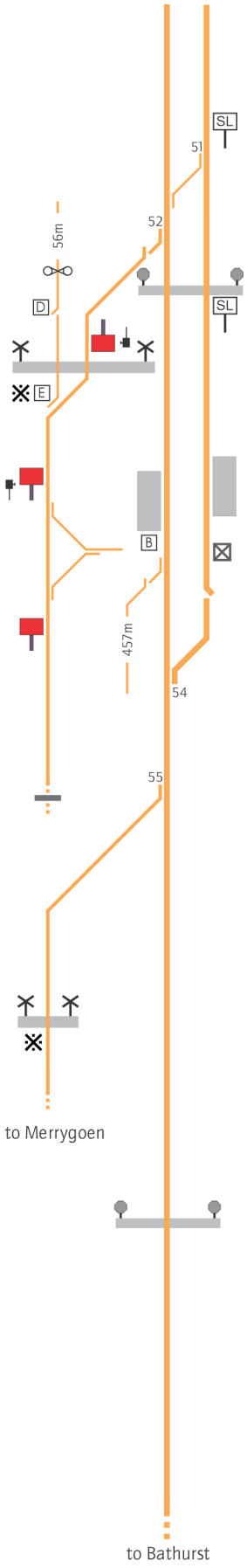
Penrith-Wallerawang



Wallerawang 171.175km

- ⚠ WARNING: This location has narrow track clearances
- ! Controlled from JHR (Mayfield)
- EYL 166.865km EYL: Up signal 103.6
- YL 167.204km YL: Down signal WG1
- SL 168.747km Up SHUNT LIMIT sign on Down Main West line
- 51 Down Main West line to Up Main West line
- 52 Wallerawang Colliery Branch line to Up Main West line
- 169.920km Access road
- SL 170.255km Up SHUNT LIMIT sign on Down Main West line
- 170.510km Down STOP and BEGIN YARD WORKING signs and Up END YARD WORKING sign on Colliery Branch line
- D 170.520km Catch points on Power Station siding: key from releasing switch D, released from JHR (Mayfield)
- 170.524km Main Street on Colliery Branch line: with manual push buttons and a Manual Operation switch. Keys at Wallerawang Traffic Hut
- E 170.560km Colliery Branch line to Power Station siding: key from lever D
- Colliery Branch line to Austen, Butta siding
- Colliery Branch line to Austen, Butta siding
- 171.175km Wallerawang. Platforms 1, 2
- 171.364km Traffic hut
- B 171.366km Perway siding to Up Main West line: key from releasing switch B, released from JHR (Mayfield)
- Colliery Branch line to Austen, Butta siding: non-interlocked trailable points
- 54 Down Main West line to Main West line. Up Main West line begins
- 55 Main West line to Merrygoen line
- 172.231km Portland Road on Wallerawang–Merrygoen line: automatic, with Manual Operation switch. Keys at Wallerawang Traffic hut
- 172.540km Network access
- EYL 172.544km EYL/YL: Up signal WG22
- EYL 172.567km EYL/YL: Wallerawang–Merrygoen line Up signal WG20
- 174.517km Stop block on Colliery Branch line

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Special instructions

Signal Key Switches (Emu Plains – Valley Heights)

Signal Key Switches are fitted to the automatic signals listed in the table below.

Signal Key Switch may be used for worksite protection in accordance with the following Network Rule & Procedures:

- NWT 306 Track Work Authority
- NWT 320 Signal Key Switch Blocking
- NPR 702 Using a Track Work Authority
- NPR 753 Using Signal Key Switch Blocking
- NPR 754 Using a Signal Key Switch

Line	*Worksite limit*	*First affected signal/s*	*Protecting signal fitted with a Key Switch*
Down Main West	Signal 38.9 to Signal 41.7	38.3 on the Down Main West	38.9 (Lapstone)
Up Main West	Signal 42.6 to Signal 42	43.6 on the Up Main West	42.6 (Glenbrook)

Operation of Signal 52.0 to prevent long trains standing across Faulconbridge Level Crossing

The operation of the control of 52.0 Signal to prevent long trains standing across Faulconbridge Road Level Crossing when held at Springwood signal SD46 is as follows:

1. When SD46 is at stop, 52.0 signal will also be at stop.
2. When a train approaches 52.0 signal, and the track between 52.0 and SD46 is clear, the signal will clear to caution providing that train has been measured as being approximately 560 m or less in length. This measurement is taken approximately 1100 m before 52.0 signal.
3. If the train is longer than approximately 560 m, 52.0 signal will remain at stop.
4. When SD46 is then cleared, 52.0 will also clear.

A notice board inscribed 'This Signal must not be passed at stop without authority of the Signaller' is provided on 52.0 Signal.

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Emergency Operation of Points at Lawson

All points will be fitted with ESML equipment for emergency hand operation.

Operation 121 Points

121 points are power operated and controlled from Blacktown Signal Box. There are no signal routes leading over the points when reverse. 121 points are Spiked, Clipped and XL Locked Normal and booked out of use, and are provided for planned work or emergency situations where they can be booked into service and called reverse.

Operation 122 Points

122 Points are set by the Signaller but operated locally by a Qualified Worker using 122 points pushbutton unit. The pushbutton unit consists of an SL locked box that contains an 'Operate Points' pushbutton and a 'Points Free' indicator (flashing green). Instructions for working trains into or out of the Perway Sidings are inscribed inside the pushbutton unit locked box. A telephone is also provided.

Operation of 122 points by setting signal routes

The Qualified Worker will contact the Signaller to discuss the train movement.

The Signaller will set 57(S)A or 59(S)A or 58(S) route's as required.

The signal route on the ATRICS control panel will set but the signal will remain at stop (i.e. 122 points have not operated) and the 'Points Free' indication on 122 points pushbutton unit will flash green.

When advised by the Signaller, the Qualified Worker will visually ensure the track over the points is clear and any approaching track vehicles are stationary. Observe the 'Points Free' indicator is flashing green.

Depress and hold the pushbutton for 2 seconds to operate the points.

The signal will clear for the selected route once the points are in the correct position.

Operation of 122 points by calling the points

The Qualified Worker will contact the Signaller to discuss the train movement.

The Signaller will call 122 points either 'normal' or 'reverse' as required.

The points indications on the ATRICS panel will be unchanged (i.e. 122 points have not operated) and the 'Points Free' indication on 122 points pushbutton unit will flash green.

When advised by the Signaller, the Qualified Worker will visually ensure the track over the points is clear and any approaching track vehicles are stationary. Observe the 'Points Free' indicator is flashing green.

Depress and hold the pushbutton for 2 seconds to operate the points.

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On the ATRICS control panel 122 points will indicate either 'normal' or 'reverse', once the points are in the new position.

Note

122 points must be restored to the normal position on completion of the train movements

Operation 123 Release (Lever 1D and 2D)

123 Release is operated by the Signaller with a Qualified Worker operating levers 1D and 2D.

Levers 1D and 2D are secured with an SL Lock.

There is a 'Point Lock Release' unit for each lever. The Point Lock Release units consist of an SL locked box that contains a 'Pushbutton' to release the Point lock and a 'Release Available' indicator. Instructions for working trains into and out of the Perway Siding are inscribed inside the Point Lock Release unit locked box.

Operation of 123 Release

The Qualified Worker will contact the Signaller to discuss the train movement.

The Signaller will provide 123 Release.

The 'Release Available' indication in both 1D and 2D 'Point Lock Release' units will flash green.

The Qualified Worker will now depress and hold the pushbutton for 1 second.

The 'Release Available' indication will now display a steady green for 10 seconds during which time the lever to which the 'Point Lock release' unit applies will be free to operate.

If the points are not operated with 10 seconds, the pushbutton will need to be pressed again.

Warning

Both points and catchpoints (1D and 2D) must be operated to the correction position for the required train movement.

Once the train movements are complete restore both levers 1D and 2D to the normal position. This action does not require the pushbutton to be pressed.

Advise the Signaller on completion of the shunting.

The Signaller will now restore 123 Release to the normal position.

Standard release indications are displayed on the ATRICS control panel for 123 Release.

Note

If after depressing the Point Lock Release pushbutton the points do not release, the signal electrician will need to be called to release the point lock. The hand operated release lever shall be secured by a Falcon 4 lock.

Honour Avenue and Bundarra Street level crossing equipment

The level crossing warning equipment for Honour Avenue level crossing, Faulconbridge and Bundarra Street level crossing, Blackheart are linked with the road traffic control equipment.

When the warning equipment has been isolated during work on track, the Signals Maintenance Representative must be informed before a rail vehicle is to occupy the track-circuiting for an extended period.

Honour Avenue level crossing

Honour Avenue level crossing is fitted with a single Master Emergency switch. Operation of the Master Emergency switch will place Down signal 50.9 and Up signal 52.0 to STOP. They will remain at STOP until the Manual Operation switch is operated and the level crossing equipment has operated and the booms are lowered or the Master Emergency switch is restored.

Bundarra Street level crossing

Bundarra street level crossing is fitted with a single Emergency Control switch.

Operation of the Emergency Control switch will place Down signal 74.3 and Up signal 75.2 to STOP. They will remain at STOP until the Manual Operation switch is operated and the level crossing equipment has operated and the booms are lowered or the Master Emergency switch is restored.

Edgecombe–Zig Zag

Warning

Out-of-gauge rail traffic between Edgecombe and Zig Zag must travel on the Up Main line only to avoid being fouled by Down-side signal troughs in the Zig Zag tunnels

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Zig Zag–Lithgow

Bank locomotive working is authorised between Lithgow and Zig Zag.

A coupled bank locomotive may release only at an attended yard.

A non-coupled bank locomotive must release from the assisted train before the Zig Zag Up accept.

If the assisting non-coupled bank locomotive cannot release from an assisted train, it must be detached at an attended location.

If pilot staff working is in operation, the Driver of an assisting non-coupled bank locomotive must hold the pilot staff during the assist and the return to Lithgow.

If an assisted train fails, the bank locomotive must be coupled to the failed train.

The speed of a propelled train must not exceed 15km/h.

If the failed train returns to Lithgow, the Driver of the bank locomotive must hold the documentation for special working.

Sydney Trains – Country Rail Network (CRN) interface arrangements

Sydney Trains - CRN interface boundaries

The Network Control boundaries between the CRN and Sydney Trains territories define the location for Network Controller responsibilities.

Line	*Limits*	*Sydney side*	*Country side*
Down	97.1	Signaller Lithgow Yard box	CRN Network Controller
Up	97.0	Signaller Lithgow Yard box	CRN Network Controller

Application of Network Rules

Line	*Limits*	*Network Rules*
Down Main	Country side of WG 1 signal	CRN
	Sydney side of WG 1 signal	Sydney Trains
Up Main	Country side of 166.8 signal	CRN
	Sydney Side of 166.8 signal	Sydney Trains

Work on Track

Where any work on track activity within the Sydney Trains network requires protection from the adjacent network owner, the Network Control Officers and the Protection Officer must establish a conference call to agree upon:

- affected rail traffic movements
- location of work
- required protection arrangements
- duration of work

Where work on track will be conducted and the work extends into a CRN controlled area, or work on track will require protection to be provided by the CRN Network Controller, the following instructions will apply:

Absolute Signal Blocking (ASB)

Down Main line

The Signaller at Lithgow Yard Box is responsible for issuing Absolute Signal Blocking (ASB) on the Down Main line between 96.9 signal and WG1 signal.

Up Main line

The Signaller at Lithgow Yard Box is responsible for issuing ASB on the Up Main line beyond 97.0 signal.

Track Occupancy Authority (TOA)

Down Main line

The Signaller at Lithgow Yard Box is responsible for issuing a TOA on the Down Main line between 97.1 signal and WG1 signal in accordance with the Sydney Trains Network Rules.

Up Main line

The CRN Network Controller at Mayfield is responsible for issuing a TOA for the Up Main line between WG 10 / WG 6 signal and 166.8 signal in accordance with the CRN Network Rules.

If the limits of TOA a for the Up Main line are to extend from 166.8 signal to either 97.0 signal or 96.6 signal, the CRN Network Controller at Mayfield is responsible for issuing the TOA in accordance with the Sydney Trains Network Rules.

The Protection Officer must record the security code issued by the CRN Network Controller in section 6 of the NRF 002 form.

The Signaller at Lithgow Yard Box is responsible for issuing a TOA on the UP Main line from 97.0 signal to a defined clearance point beyond 96.6 signal, in accordance with the Sydney Trains Network Rules.

Special instructions for a TOA between 166.8 signal and 96.6 signal on the Up Main

If it is necessary to issue a TOA on the Up Main line between 166.8 signal and 96.6 signal, the TOA must be issued by the CRN Network Controller and the following requirements will apply:

- The Signaller Lithgow, CRN Network Controller Mayfield and the Protection Officer must establish a conference call
- The points controlled by B frame must be clipped and locked in the normal position to prevent access to the TOA limits
- The CRN Network Controller at Mayfield must issue a copy of the NRF 002 form to the Signaller at Lithgow Yard Box

Track Work Authorities (TWA)

Down Main line

The Signaller at Lithgow Yard Box is responsible for issuing a TWA on the Down Main line between 96.9 signal and WG 1 signal in accordance with the Sydney Trains Network Rules.

Up Main line

The CRN Network Controller at Mayfield is responsible for issuing a TWA on the Up Main line.

Where the worksite is located on the country side of 166.8 signal the TWA must be implemented in accordance with the CRN Network Rules.

Where the worksite is located on the Sydney side of 166.8 signal, the TWA must be implemented in accordance with the Sydney Trains Network Rules.

Local Possession Authorities (LPA)

CRN only LPA

Line	*Limits*
Down Main	Country side of 97.1 signal
Up Main	Country side of 97.0 signal

CRN will advertise the possession on a Country Train Notice (CTN).

Where the limits of an LPA extend from 97.1 signal on the Down Main line, CRN must make arrangements for 97.1 signal to be booked out of use.

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Sydney Trains only LPA

Line	*Limits*
Down Main	Sydney side of 97.1 signal
Up Main	Sydney side of 97.0 signal

Where the limits of an LPA extend to 97.1 signal on the Down Main line, Sydney Trains must make arrangements for 97.1 signal to be booked out of use.

Sydney Trains – CRN back to back LPA

Line	*Limits*
Down Main	97.1 signal
Up Main	97.0 signal

Where a back to back Possession is implemented, the following instructions will apply:

- Worksites and rail vehicles that need to move from Sydney Trains territory to CRN territory are authorised and supervised by the CRN Possession Protection Officer.
- Worksites and rail vehicles that need to move from CRN territory to Sydney Trains territory are authorised and supervised by the Sydney Trains Possession Protection Officer.

Use of forms

Where it is necessary to compile Safeworking forms associated with work on track, train operations or infrastructure maintenance, the following instructions will apply:

Activity	*Form*
Worksite Protection or Proceed Authority issued by CRN for movement or authority for the UP main on Sydney side of 166.8 signal	Sydney Trains form
Worksite Protection or Proceed Authority issued by Sydney Trains for movement or authority for the Down main on the Sydney side of WG 1 signal	Sydney Trains form
Infrastructure maintained by CRN	CRN form
Infrastructure maintained by Sydney Trains	Sydney Trains form

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Recognition of Safeworking Competencies/Certification

Recognition of RISI and Railway Safety Worker Competencies. Where work or activities occur between Lithgow and Wallerawang require RISI or a RSW competency, mutual recognition of RISI and RSW or RIW cards will apply.

Recognition of RISI and RSW competencies are detailed in the table below.

Workers	*RISI*	*RSW competency*
CRN Employees	RIW Card	RIW Card
Contractors engaged by CRN	RIW Card	RIW Card
Sydney Trains employees	RIW card or RSW issued by TfNSW	RSW issued by TfNSW
Contractors engaged by Sydney trains	RIW Card	RIW Card

Related documents

NLA 200 *Lidcombe–Penrith*

NLA 210 *Penrith*

NLA 214 *Katoomba*

NLA 216 *Mount Victoria*

NLA 218 *Lithgow*

Effective date

12 August 2020

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