

## 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)

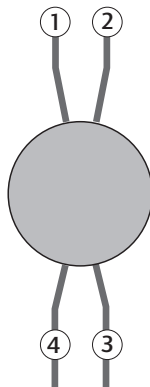
### Systems of Safeworking

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

<i>Section</i>	<i>System</i>	<i>Details</i>
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	

#### Diagram

#### Location details



**Penrith** 54.986km (NLA 210)

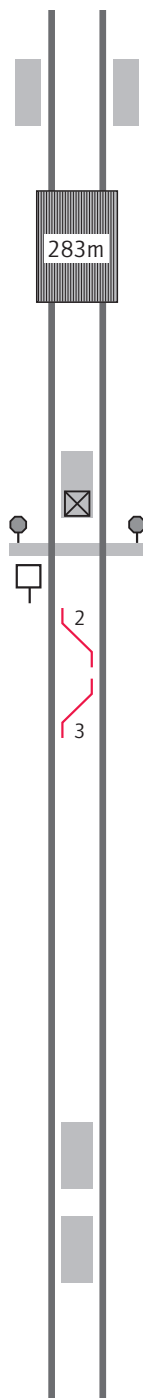
- ① Up Main West line (Lidcombe–Penrith)
- ② Down Main West line (Lidcombe–Penrith)
- ③ Down Main West line
- ④ Up Main West line



## Penrith–Wallerawang

*Diagram*

### Location details



- 63.515km Lapstone. Platforms 1, 2
- 65.248km Glenbrook

**Glenbrook 66.994km**



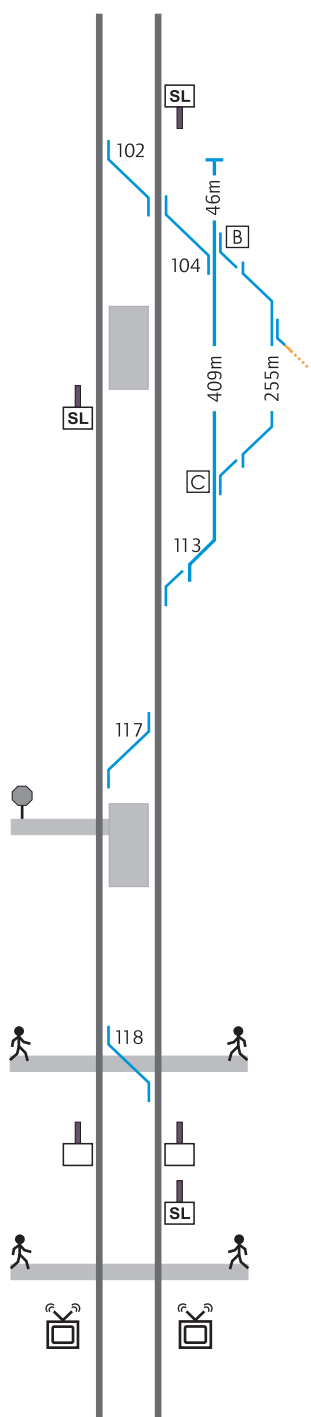
- ! Can be switched in
- 66.994km Glenbrook. Platform 1 and 2
- ⊠ 67.182km Traffic hut: local control panel and frame A
- 📶 67.226km Network access
- 📶 67.239km Up BLOCK JOINT signal on Up Main West line
- ! If either release is taken, rail traffic in the approach track-circuit for signal 42.6 will not 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

- 71.403km Blaxland. Platform 1 and 2
- 74.217km Warrimoo. Platform 1 and 2

## Penrith–Wallerawang


























### Diagram

### Location details



### Springwood 79.604km

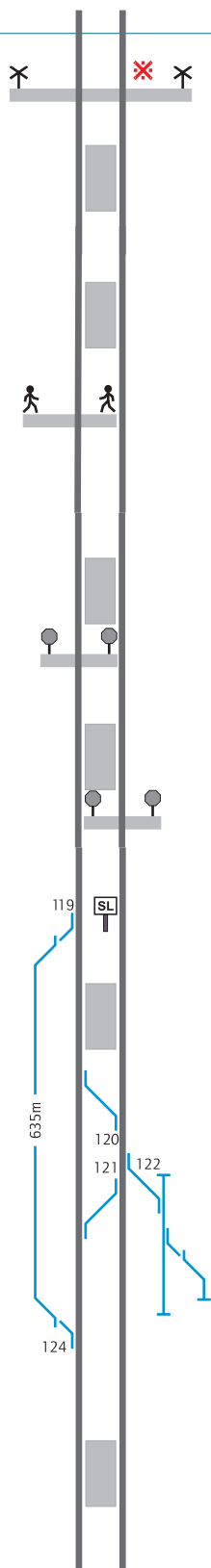











-  WARNING: This location has narrow track clearances
-  Controlled from Blacktown (Katoomba panel)
-  75.843km Down signal SD1
-  76.309km Up SHUNT LIMIT sign on Down Main West line
-  76.542km Up signal 47.6
-  102- Down Main West line to Up Main West line
-  104- Down Main West line to Down Refuge siding
-  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
-  77.493km Down SHUNT LIMIT sign on Up Main West line
-  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
-  80.674km Down SHUNT LIMIT sign on Down Main West line
-  80.829km Falconbridge: 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
-  81.720km Down signal 50.9
-  82.093km Up signal SD46

## Penrith–Wallerawang

### 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

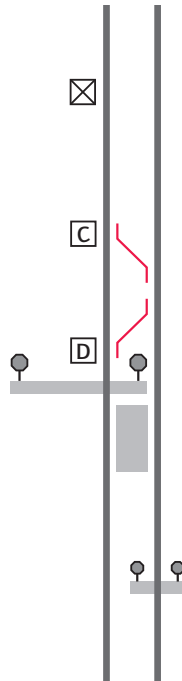
Lawson 95.936km



- ! 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

## Penrith–Wallerawang

### Diagram



### Location details

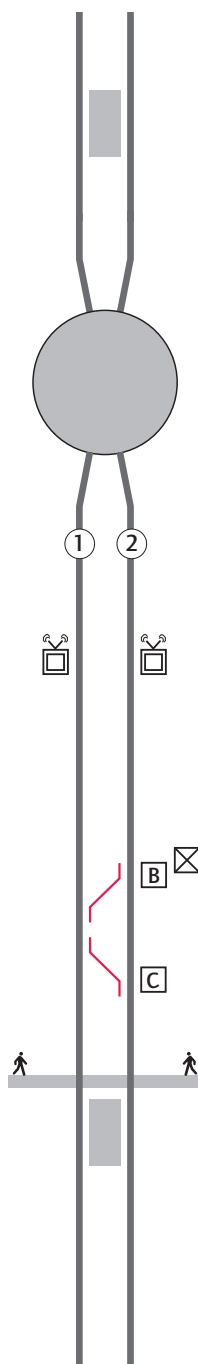
#### Wentworth Falls 102.515km



- ⊗ 102.104km Traffic hut: Annett lock
- ⓐ 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
- ⓓ 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

## Penrith–Wallerawang

### Diagram



### Location details

■ 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

📡 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

☒ 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

☒ 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

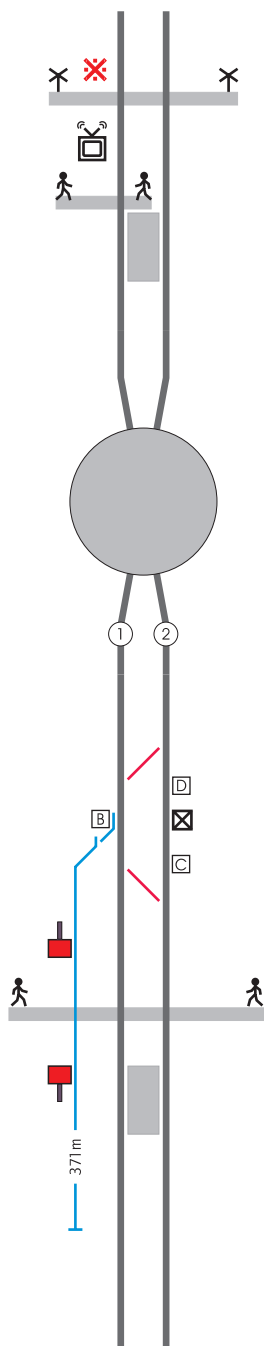
🚶 115.705km Medlow Bath: automatic. Keys at Katoomba






■ 115.713km Medlow Bath. Platform 1 and 2

## Penrith–Wallerawang

### Diagram

### Location details



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

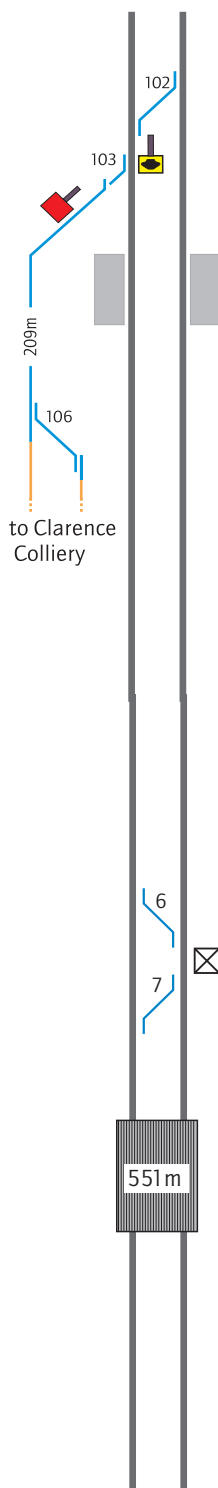
### Bell 137.082km



-  WARNING: This location has narrow track clearances
-  136.857km Emergency crossover Down Main West line to Up Main West line: Booked out of use
-  136.860km Up Main West line to Up siding: key from releasing switch B, released by track-circuit
-  136.881km Traffic hut: Annett lock CD
-  136.897km Emergency crossover Down Main West line to Up Main West line: Booked out of use
-  2 x level crossing STOP signs on Up siding
-  137.076km Bell: automatic. Keys at Mount Victoria
-  Rail traffic on Up siding does not activate the warning equipment for the pedestrian level crossing
-  137.082km Bell. Platform 1 and 2

## Penrith–Wallerawang

### Diagram



### Location details

#### 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

#### Edgecombe 145.305km



- ! Controlled from Lithgow Coal Stage, or Zig Zag if that is switched in
- ! See Special instructions
- YL 144.077km Down signal 89.5
- EYL 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
- X 145.305km Traffic hut
- 7 Down Main West line to Up Main West line
- 145.817km No 1 Zig Zag
- YL 146.523km YL/EYL: Up signal U91.0
- EYL 146.548km EYL/YL: Up signal D91.0



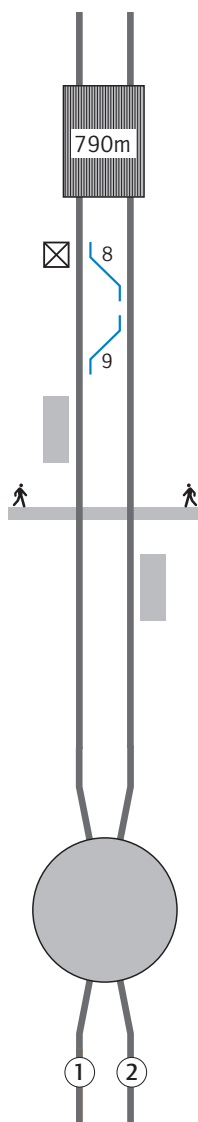
Penrith–Wallerawang

Diagram	Location details
	<ul style="list-style-type: none"><li>146.835km No 2 Zig Zag</li><li>147.224km No 3 Zig Zag</li><li>147.519km No 4 Zig Zag</li><li>147.987km No 5 Zig Zag</li><li>148.227km No 6 Zig Zag</li><li>148.471km No 7 Zig Zag</li><li>148.868km No 8 Zig Zag</li><li>149.168km No 9 Zig Zag</li><li>XYZ 149.333km X, Y and Z keys for the Edgecombe–Zig Zag section</li></ul>

## Penrith–Wallerawang

## Diagram

## Location details



## Zig Zag 150.946km



- ! Usually controlled from Lithgow Coal Stage. Can be switched in
- ! See Special instructions
- YL 149.347km YL/EYL: Down signal 92.7D
- EYL 149.347km EYL/YL: Down signal 92.7U
- 149.493km No 10 Zig Zag
- X 150.547km Traffic hut: local control panel
- 8- Down Main West line to Up Main West line
- 9- 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”
- EYL 150.701km EYL: Down signal 93.7
- 150.946km Zig Zag. Platforms 1, 2
- ! 150.966km Zig Zag: automatic. Keys at Lithgow
- YL 150.988km YL: Up signal 93.8
- ! Zig Zag and Lithgow abut on the Up Main West line

## Lithgow 155.687km (NLA 218)

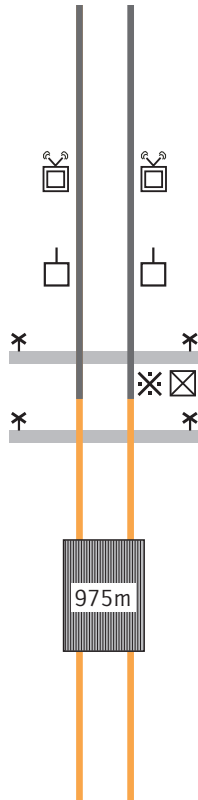








- ① Up Main West line
- ② Down Main West line

## Penrith–Wallerawang

### Diagram

### Location details

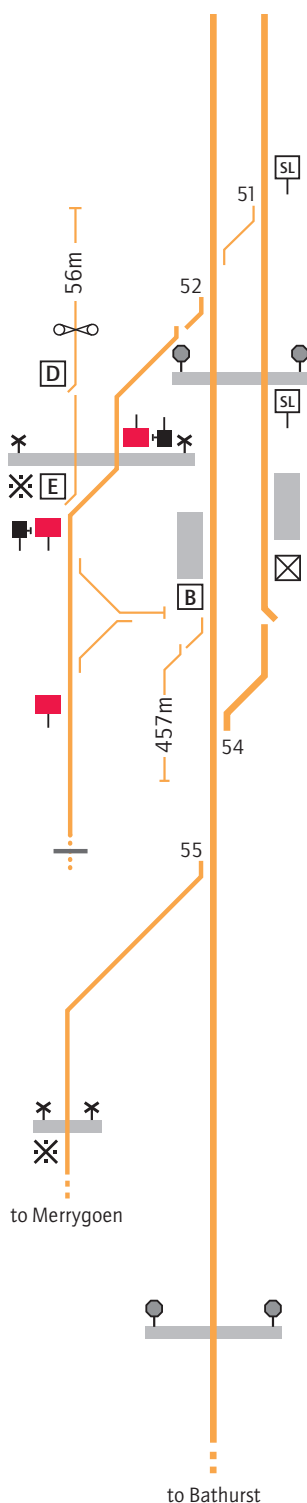


-  156.476km Bearing and brake temperature system: broadcasts WB radio message and reports to Lithgow Coal Stage. Signaller tells Network Controller and warns Train Crew
-  156.549km 2 x Down electric train STOP signs on Down and Up Main West lines
-  158.098km Geordie Street, Bowenfels: automatic, with 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

## Penrith–Wallerawang



























### Diagram

### Location details



Wallerawang 171.175km



-  WARNING: This location has narrow track clearances
-  Controlled from JHR (Mayfield)
-  166.865km EYL: Up signal 103.6
-  167.204km YL: Down signal WG1
-  168.747km Up SHUNT LIMIT sign on Down Main West line
-  Down Main West line to Up Main West line
-  Wallerawang Colliery Branch line to Up Main West line
-  169.920km Access road
-  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
-  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
-  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
-  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
-  Down Main West line to Main West line. Up Main West line begins
-  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
-  172.544km EYL/YL: Up signal WG22
-  172.567km EYL/YL: Wallerawang–Merrygoen line Up signal WG20
-  174.517km Stop block on Colliery Branch line

## Penrith–Wallerawang

### Special instructions

#### Signal Key Switches (Emu Plains – Valley Heights)

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

The removal of a Worksite Protection key will cause the protecting signal to return to STOP and will also affect the aspects displayed by signals approaching the protecting signal.

To avoid the possibility of altering the aspect displayed to Drivers on approaching signals, the table below also indicates the first signal that will be unaffected by removal of the Worksite Protection key.

The Signaller MUST not give permission to remove the Worksite Protection key from a protecting signal displaying a proceed indication unless the line is unoccupied between the first unaffected signal and the worksite.

<i>Line</i>	<i>Worksite limit</i>	<i>First unaffected signal/s</i>	<i>Protecting signal fitted with a Key Switch</i>
Down Main line	63.084km to 67.551km	37.3 on the Down Main line	38.9 (Lapstone)
Up Main line	68.296km to 63.898km	45.4 on the Up Main line	42.6 (Glenbrook)

#### Passing Signals fitted with a Signal Key Switch at STOP

##### Instruction sign displayed

If a Handsignaller is positioned at the signal, the signal must only be passed at STOP on the authority of the Handsignaller working under the directions of the Protection Officer.

If a Handsignaller is not positioned at the signal, the Driver must contact the Signaller to find out why the signal is at STOP.

If it is known that a TWA has been established using a Signal Key Switch, the signal must only be passed at STOP on the authority of the Handsignaller working under the directions of the Protection Officer.

If the Signaller is not aware a TWA has been established using a Signal Key Switch, the Driver is to be informed that there is no known TWA in place, and provided with any other information known about the block ahead. This signal may then be passed at STOP in accordance with the requirements for passing automatic signals in NSG 608.

##### Instruction sign not displayed

If a Signal fitted with a Signal Key Switch is indicating STOP and the instruction sign is not displayed, the normal provisions of NSG 608 will apply.

## Penrith–Wallerawang

### 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.

### 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.

## Penrith–Wallerawang

### 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.
- 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.

**Caution:** 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.

## Penrith–Wallerawang

### Honour Avenue and Bundarra Street level crossing equipment

The level crossing warning equipment for Honour Avenue level crossing, Faulconbridge and Bundarra Street level crossing, Blackheath 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.

### 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.



## Penrith–Wallerawang

### Operational boundaries

The operational boundaries between the John Holland Rail (JHR) and Sydney Trains territory are as follows:

### Train control boundaries

The train control boundaries between the JHR and Sydney Trains territories define the appropriate location for Network Controller responsibilities.

The Sydney Trains Network Controllers have operational control on the Sydney side of:

- Down Main line, signal 97.1 (exclusive)
- Up Main line, signal 97.0 (inclusive).

The JHR Network Controllers have operational control on the country side of:

- Down Main line, signal 97.1 (inclusive)
- Up Main line, signal 97.0 (exclusive).

### Signal boundaries

The signal boundaries between the JHR and Sydney Trains territories define the appropriate location for Signaller responsibilities.

The boundary between Lithgow and Wallerawang for Sydney Trains Signallers is:

- Down Main line, signal 97.1
- Up Main, signal 97.0.

The boundary between Lithgow and Wallerawang for JHR Signallers is:

- Down Main line, signal WG 1
- Up Main line, signal WG 10
- Wallerawang Colliery Branch line, signal WG 6.

Activities on the Down Main line between signal 97.1 and signal WG 1 are protected by the Sydney Trains Signaller at Lithgow.

Activities on the Up Main line between signals WG 10 and WG 6 (on the Wallerawang Colliery Branch line) and signal 97.0 are protected by the JHR Signaller at Mayfield.

### Advertised possession boundaries

The boundaries for the issue of a LPA between the JHR and Sydney Trains at Wallerawang are as follows:

#### During back-to-back Sydney Trains and JHR possessions

- Down Main West line, signal WG 1 (exclusive)
- Up Main West line, signal WG 10 (inclusive)
- Wallerawang Colliery Branch line, signal WG 6 (inclusive).

Sydney Trains will advertise the possession to signal 97.1 (inclusive) on the Down Main West line and from signal 97.0 (inclusive) on the Up Main West line on a Special Train Notice (STN).

JHR will advertise the possession from signal 97.1 (exclusive) to signal WG 1 on the Down Main West line and WG 10 and WG 6 to 97.0 (exclusive) on the Up Main West line on a Country Train Notice (CTN).

## Penrith–Wallerawang

The Sydney Trains Possession Protection Officer will get the portion of the Local Possession Authority advertised on the CTN from the JHR Network Controller at Mayfield. Worksites and rail vehicles that need to move from Sydney Trains controlled possession to JHR controlled possession are authorised and supervised by the JHR Possession Protection Officer.


Worksites and rail vehicles that need to move from JHR controlled possession to Sydney Trains controlled possession are authorised and supervised by the Sydney Trains Possession Protection Officer.

### During Sydney Trains possessions

- Down Main West line, signal 97.1 (exclusive)
- Up Main West line, signal 97.0 (inclusive).

### During JHR possessions

- Down Main West line, signal 97.1 (exclusive)
- Up Main West line, signal 97.0 (inclusive).

 NOTE: JHR will advise the Network Rules Specialist, Sydney Trains Network Rules Unit when a JHR possession is to take place to allow time for instructions to be issued for signal 97.1 to be booked out prior to the possession commencement.

### Recognition of Safeworking Competencies/Certification

Transport for NSW Rail Safety Worker (RSW) cards including RISI cards, held by Sydney Trains and NSW Trains personnel and contractors, and RSW cards and RISI cards recognised by JHR are mutually recognised by both parties for any work that is performed in the area between the Yard Limits on the city side of Wallerawang and the Yard limits on the country side of Lithgow.

### Application of Network Rules and Procedures

The Sydney Trains Network Rules and Procedures will be used for all safeworking operations between the city side of Wallerawang Yard limits and Lithgow Yard Limits.

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## Related documents

NLA 200 *Lidcombe–Penrith*  
NLA 210 *Penrith*  
NLA 214 *Katoomba*  
NLA 216 *Mount Victoria*  
NLA 218 *Lithgow*

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## Effective date

16 May 2016