

20

weekly notice

Monday, 09 May 2022
Sunday, 15 May 2022



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 Safety and Standards
Sydney Trains**

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
21	16/05/2022 – 22/05/2022	19/04/2022
22	23/05/2022 – 29/05/2022	26/04/2022
23	30/05/2022 – 05/06/2022	03/05/2022

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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**WOLLONGONG NORTH, SOUTH AND THIRROUL
(ILLAWARRA) – MTMS2 LNIF LNW – CONSTRUCTION
WORKS PRIOR TO COMMISSIONING**

Commencing at 0200 hours on **Saturday, 21 May 2022**, and continuing until 0200 hours on Monday, 23 May 2022, the following works will be carried out:

- A new 10 car points clear sign will be installed and bagged at Wollongong North, Wollongong South and at Thirroul Yard. They will be commissioned at a later stage.

VER 200422**Colin McCarthy**

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WOLLONGONG (ILLAWARRA) – MTMS2 WOLLONGONG LNIF ENABLING – STAGE 4 FINAL CONFIGURATION OF UP AND DOWN YARDS. CONISTON RENEWAL OF SIGNALS 121 AND 125 TO LED

Commencing at 0200 hours on **Saturday, 21 May 2022**, and continuing until 0200 hours on Monday, 23 May 2022, the following works will be carried out:

- Wollongong Up Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. A new No.3 Up Siding and Perway Siding will be brought into use.
- Wollongong Down Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. The existing Down Refuge will be repurposed as the New No.1 Down Siding. The existing No.1 Down Siding will be renamed No.2 Down Siding
- Signal 121 (Coniston Platform 2) on the Down Main will be upgraded to LED 15m towards country
- Signal 125 (Coniston Platform 1) on the Up Main will be upgraded to LED in the same position
- Installation of 10 car marker signs on posts at the city and country ends of the Coniston platform 2
- Speed boards (60,65,65) at country end of Coniston Platform 2 will be lowered
- Speed board X25 at Country End of Coniston Platform 1 will become post mounted at its current position.
- New Speed boards X25 and 13 will be provided at 83.126km for new Down Yard city exit speed (25) and incoming general yard operating speed (13)

- New Speed boards 25 and 13 will be provided at 83.865km for new Down Yard country exit speed (25) and incoming general yard operating speed (13)
- ATP Changes on the Down Main and Down Yard.
- The existing No.1 Goods Siding will be renamed Goods Siding

The final Up Yard configuration will consist of the following roads;

- No.1 Up Siding (approx. 724m total standing room)
- No.2 Up Siding (approx. 225m total standing room)
- No.3 Up Siding (approx. 225m total standing room)
- Per way Siding (approx. 240m total standing room)

The final Down Yard configuration will consist of the following roads. Refer also to the Drivers Diagram for the new arrangement

- No.1 Down Siding (approx. 585m total standing room)
- No.2 Down Siding (approx. 541m total standing room)

Entry between the Main Lines and Yards will be authorised through controlled shunt routes only. Train Stops will be suppressed for these routes, with no trip passing signals required.

All roads will be track circuited.

All new points are power operated and controlled by the signaller. New EOLs are provided for emergency local operation

New and Altered Signal Route Designations

The following tables summarise the new and altered signals and points. Refer also to the Drivers Diagram for the new arrangement

Wollongong – Up Main Signals

Signal	Route	Designation	Route Indications	Remarks
463	(M)A	Down Starting, Up Main	-	Existing
	(S)A	Down Shunt, Up Main	UM	Existing
	(S)B	No.1 Up Siding	U1	Existing
	(S)C	No.2 Up Siding	U2	Existing
	(S)D	No.3 Up Siding	U3	New

Wollongong – Up Yard Signals

Signal	Route	Designation	Route Indications	Remarks
424	(S)A	Up Shunt, Perway Siding	PS	New. Requires local operation of 260 Points Push Button
	(S)B	Up Shunt, No.3 Up Siding	U3	New
	(S)C	Up Shunt, No.2 Up Siding	U2	Existing (S)A
	(S)D	Up Shunt, No.1 Up Siding	U1	Existing (S)B
429	(S)	Down Shunt, No.2 Up Siding	-	New
435	(S)	Down Shunt, No.2 Up Siding	-	New

437	(S)	Down Shunt, No.2 Up Siding	-	New. Requires local Operation of 260 Points Push Button
438	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear
440	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear
448	(S)	Up Shunt, No.1 Up Siding	-	Removed

Wollongong – Down Main Signals

Signal	Route	Designation	Route Indications	Remarks
406	(S)A	Up Shunt, No.1 Up Siding	U1	Existing
	(S)B	Up Shunt, Up Main	UM	Existing
	(S)C	Up Shunt, Down Main	-	Existing
	(S)D	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)E	Up Shunt, No.2 Down Siding	D2	Existing. New Indication
428	(S)B	Up Shunt, Up Main	UM	Existing
	(M)C	Up Home, Down Main	-	Existing
	(S)C	Up Shunt, Down Main	DM	Existing

	(M)D	Up Home, Down Bay	BOL	Existing
	(S)E	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
430	(M)C	Up Home, Up Main	-	Existing
	(S)C	Up Shunt, Up Main	UM	Existing
	(M)D	Up Home, Down Main	BOL + D	Existing
	(S)D	Up Shunt, Down Main	DM	Existing
	(M)E	Up Home, Down Bay	BOL + B	Existing
	(S)F	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
461	(S)A	Down Shunt, No.2 Down Siding	D2	Existing. New Indication
	(S)B	Down Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)B	Down Starting, Down Refuge	BOL	Removed
	(M)C	Down Starting, Down Main	-	Existing

Wollongong – Down Yard Signals

Signal	Route	Designation	Route Indications	Remarks
442	(S)A	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)B	Goods Siding	GS	Existing

Wollongong – Down Bay Signals

Signal	Route	Designation	Route Indications	Remarks
459	(S)A	Down Shunt, No.2 Down Siding	D2	Existing. New Indication
	(S)B	Down Shunt, No.1 Down Siding	D1	Existing. New Indication
	(M)B	Down Home, Down Refuge	-	Removed
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)C	Down Home, Down Main	BOL	Existing

The following route finishes have been applied on existing routes;

- 406(S)E finishes at 442
- 424(S)C finishes at new 438
- 443(S) finishes at 417
- 459(S)A finishes at 417
- 461(S)A finishes at 417

- 463(S)C finishes at new 429

Wollongong – New Point Designations

Points	Designation	Remarks
260	Single End Points, No.2 Up Siding to Per way Siding	New Power Operated Points. Requires Push Local Button for Operation
261	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points
264	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points

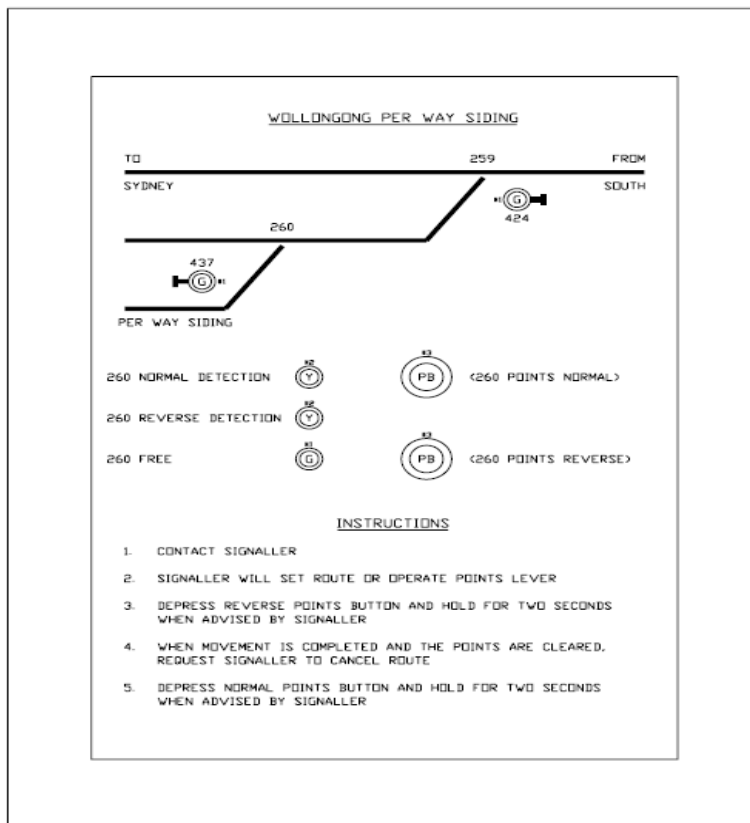
Wollongong Per Way Siding Operation.

New 260 points Push Button Control Box located next to new 260 EOL.

Coordination is required between local 260 points push button operator and the signaller to clear Signal WG437 from the Perway Siding or WG 424 S(A) into the Per way Siding

Alternatively, 260 points can operate Normal / Reverse with no signal routes. Coordination required between local 260 points push button operator and the signaller to agree desired position of points. The points switch on the signallers panel must be keyed in the position aligned with the requested push button request.

260 Points Push Button Control Panel Layout.



- #1 GREEN LED INDICATOR
- #2 YELLOW LED INDICATOR
- #3 PUSH BUTTON

VER 140422
DIAGRAM VER 140422

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TO SYDNEY

TO CONISTON

(DNIA) 82.490km



(DNIA) 82.784km



475	(M)A	DOWN MAIN	—
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	••
	(S)B	UP MAIN	UM

466	(M)A	UP MAIN	••
	(S)A	UP MAIN	UM
	(M)B	DOWN MAIN	—
	(S)B	DOWN MAIN	DM

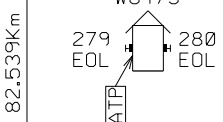
WOLLONGONG

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

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WG 475 D



WG 466 D



WG 468 U

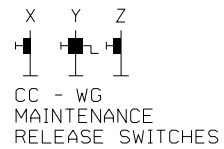
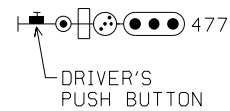
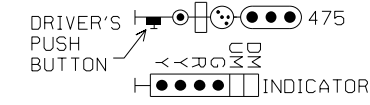


WG 477 U



477	(M)A	DOWN MAIN	••
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	—
	(S)B	UP MAIN	UM
	(S)C	SPARE	

468	(M)A	UP MAIN	—
	(S)A	UP MAIN	UM
	(M)B	DOWN MAIN	••
	(S)B	DOWN MAIN	DM



(UPIA) 82.490km



(UPIA) 82.782km

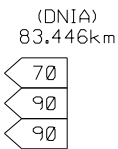


WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT PART SIGNALLING ARRANGEMENT SHEET 1 OF 4

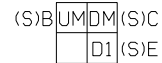
TO SYDNEY

83.500Km

TO CONISTON



428	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)C	DOWN MAIN	DM
	(M)D	DOWN BAY	..
	(S)E	No.1 DOWN SIDING	D1



PEDESTRAIN SUBWAY

No.2 DOWN SIDING

No.1 DOWN SIDING

265B

428 DRIVER'S PUSH BUTTON

DOWN MAIN

265A

UP MAIN

No.1 UP SIDING

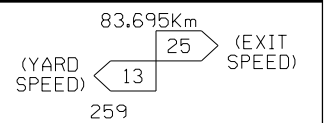
430 DRIVER'S PUSH BUTTON

MULTI LAMP ROUTE INDICATOR (MLRI)

No.2 UP SIDING

No.3 UP SIDING

PERWAY SIDING



429

427

424

435

261

260

437

PANTOGRAPH SIGN

259 WG424 EOL

261 PTS 83.512Km
CLEARANCE POINT
83.515Km

260 PTS 83.554Km

CLEARANCE POINT
83.645Km

259 PTS 83.686Km

83.695Km
WG 424

430	(M)C	UP MAIN	—
	(S)C	UP MAIN	UM
	(M)D	DOWN MAIN	..+D
	(S)D	DOWN MAIN	DM
	(M)E	DOWN BAY	..+B
	(S)F	No.1 DOWN SIDING	D1

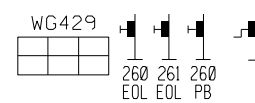


83.411Km
WG 430 U
WG 428 D



83.457Km
WG 429 US
WG 435 US

CLEARANCE POINT
83.473Km
83.471Km
WG 437



424	(S)A	PERWAY SIDING	PS
	(S)B	No.3 UP SIDING	U3
	(S)C	No.2 UP SIDING	U2
	(S)D	No.1 UP SIDING	U1



WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 3 OF 4

TO SYDNEY

84.000Km

TO CONISTON

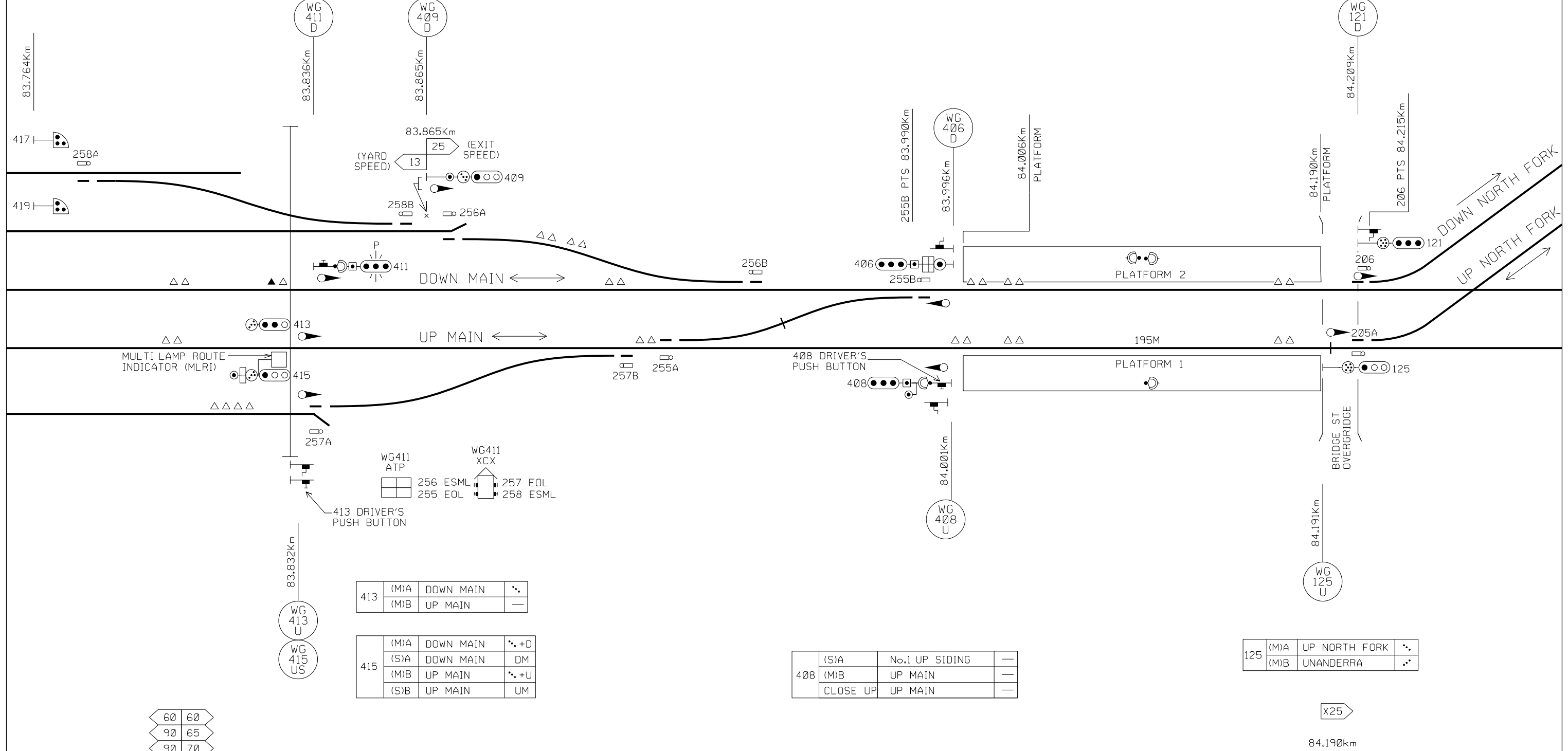
(DNIA)	83.801km
60	
90	
90	

409	S	DOWN MAIN	—
	M	DOWN MAIN	..

411	M	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—

406	(S)A	No.1 UP SIDING	U1
	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)D	No.1 DOWN SIDING	D1
	(S)E	No.2 DOWN SIDING	D2

121	(M)A	DN NORTH FORK	..
	(M)B	DN PORT KEMBLA	—
	(M)C	UNANDERRA	..



413	(M)A	DOWN MAIN	..
	(M)B	UP MAIN	—

415	(M)A	DOWN MAIN	..+D
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	..+U
	(S)B	UP MAIN	UM

408	(S)A	No.1 UP SIDING	—
	(M)B	UP MAIN	—
	CLOSE UP	UP MAIN	—

125	(M)A	UP NORTH FORK	..
	(M)B	UNANDERRA	..

60	60
90	65
90	70

(UPIA) 83.801km



**WOLLONGONG (ILLAWARRA) -
MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 4 OF 4**

CONISTON / WOLLONGONG – INSTALLATION OF SPEED SIGN – CANCELLED

The speed sign change associated with the Renewal of 256A Catchpoints and 256B Turnout (published in WN 19 – 02 May 2022) has been postponed and will not be installed.

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MTMS2 – HURSTVILLE – SPEED SIGN CHANGES CANCELLED

The speed sign changes associated with MTMS2 Hurstville Final Commissioning (published in WN 7 – 07 February 2022 & WN 8 – 14 February 2022) were cancelled and did not go ahead.

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SUTHERLAND – CRONULLA – DIGITAL SYSTEMS PROJECT – ETCS LEVEL 2 BALISES AND SIGNAGE INSTALLATION WORKS

Commencing 0001 hours on **Saturday, 21 May 2022**, and continuing until 0600 hours on Saturday, 02 July 2022, the following works will be progressively carried out at the Cronulla Branch lines as part of the Digital Systems Program (DSP) Area 1A Sutherland to Cronulla:

- Installation of new Digital Systems Project ETCS Level 2 Balises on the UP Cronulla and DOWN Cronulla Mainlines, Cronulla No.1 and No.2 Platform Roads and Cronulla Sidings 1, 2 and 3. The limits of these installations is from 25.848Km to 35.000Km. All balises will be securely covered with metallic Balise Muting Covers and will not be read by trains.
- Installation of new Digital Systems Project ETCS Level 2 Signage. All new signage will be covered and not be visible to drivers.

This work is required to enable future commissioning of the Digital Systems ETCS Level 2 System. All new signage and balises will remain covered at this stage of the project pending future commissioning.

VER25032022

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RHODES TO STANMORE - COMMISSIONING OF AUTOMATIC TRAIN PROTECTION (ATP) ETCS LEVEL 1 LIMITED SUPERVISION

Commencing at 2300hrs on **Wednesday, 25 May 2022** and continuing until 0400hrs on Thursday, 26 May 2022, TfNSW will commission into use Automatic Train Protection (ATP) ETCS Level 1 Limited Supervision from Main North Lines – Rhodes to Main, Suburban, and Local Lines – Stanmore.

As part of these works the following signage will be brought into use:

Location	Line	Direction	Inscription
MACDONALDTOWN (EXCL) – LEWISHAM (INCL)			
Stanmore at 4.144km	Down Local	Down	BEGIN ATP
Stanmore at 4.144km	Down Local	Up	END ATP
Stanmore at 4.141km	Up Local / Down Suburban	Down	BEGIN ATP
Stanmore at 4.141km	Up Local / Down Suburban	Up	END ATP
Stanmore at 4.135km	Up Suburban / Down Main	Down	BEGIN ATP
Stanmore at 4.135km	Up Suburban / Down Main	Up	END ATP
Stanmore at 4.131km	Up Main	Down	BEGIN ATP
Stanmore at 4.131km	Up Main	Up	END ATP

ATP signage will be as per the Macdonaldtown (Excl) – Lewisham (Incl) Drivers Diagram.

DIAGRAM VER14032022

The following signage will be removed:

Location	Line	Direction	Inscription
CONCORD WEST (EXCL) – EASTWOOD (INCL)			
Rhodes at 17.129km	Down Main	Down	BEGIN ATP
Rhodes at 17.129km	Down Main	Up	END ATP
Rhodes at 17.041km	Up Main	Down	BEGIN ATP
Rhodes at 17.041km	Up Main	Up	END ATP

VER14032022

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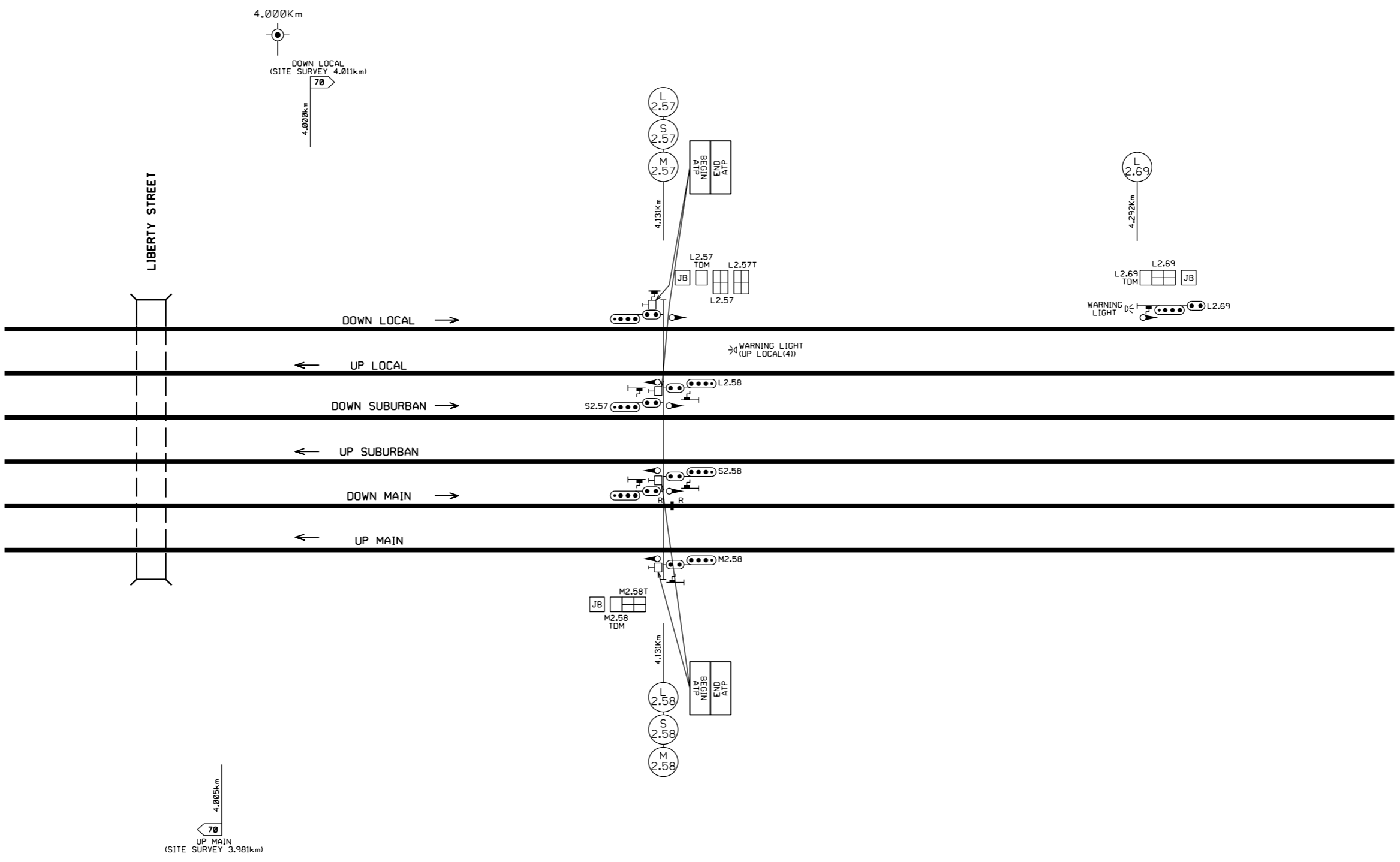
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FROM NEWTOWN

TO STANMORE

LIBERTY STREET



REGENTS PARK, AUBURN TO STANMORE - COMMISSIONING OF AUTOMATIC TRAIN PROTECTION (ATP) ETCS LEVEL 1 LIMITED SUPERVISION

Commencing at 0900hrs on **Wednesday, 25 May 2022** and continuing until 0400hrs on Thursday, 26 May 2022, TfNSW will commission into use Automatic Train Protection (ATP) ETCS Level 1 Limited Supervision from Main South Line – Regents Park, Main West and Suburban Lines – Auburn to Main, Suburban, and Local Lines – Stanmore.

As part of these works the following signage will be brought into use:

Location	Line	Direction	Inscription
MACDONALDTOWN (EXCL) – LEWISHAM (INCL)			
Stanmore at 4.144km	Down Local	Down	BEGIN ATP
Stanmore at 4.144km	Down Local	Up	END ATP
Stanmore at 4.141km	Up Local / Down Suburban	Down	BEGIN ATP
Stanmore at 4.141km	Up Local / Down Suburban	Up	END ATP
Stanmore at 4.135km	Up Suburban / Down Main	Down	BEGIN ATP
Stanmore at 4.135km	Up Suburban / Down Main	Up	END ATP
Stanmore at 4.131km	Up Main	Down	BEGIN ATP
Stanmore at 4.131km	Up Main	Up	END ATP

ATP signage will be as per the Macdonaldtown (Excl) – Lewisham (Incl) Drivers Diagram.

DIAGRAM VER14032022

The following signage will be removed.

Location	Line	Direction	Inscription
SEFTON PARK (INCL) - CABRAMATTA (EXCL) and LIDCOMBE			
Regents Park at 18.818km	Down Main (South)	Down	BEGIN ATP
Regents Park at 18.818km	Down Main (South)	Up	END ATP
Berala at 18.789km	Up Main (South)	Down	BEGIN ATP
Berala at 18.789km	Up Main (South)	Up	END ATP

Location	Line	Direction	Inscription
AUBURN			
Auburn at 17.793km	Down Main	Down	BEGIN ATP
Auburn at 17.793km	Down Main	Up	END ATP
Auburn at 17.952km	Up Main	Down	BEGIN ATP
Auburn at 17.952km	Up Main	Up	END ATP
Auburn at 17.800km	Down Suburban	Down	BEGIN ATP
Auburn at 17.800km	Down Suburban	Up	END ATP
Auburn at 17.956km	Up Suburban	Down	BEGIN ATP
Auburn at 17.956km	Up Suburban	Up	END ATP

VER14032022

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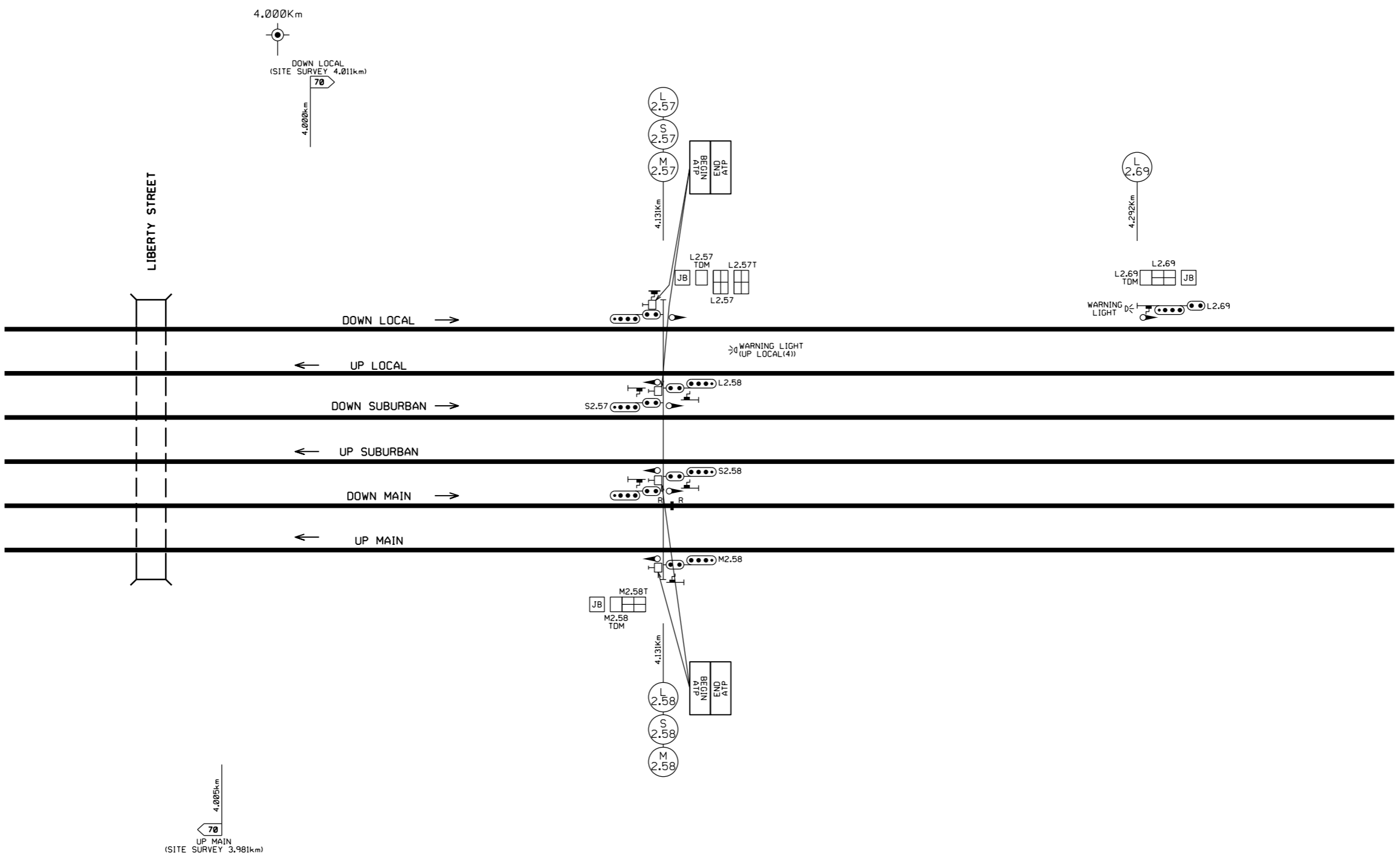
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FROM NEWTOWN

TO STANMORE

LIBERTY STREET



MOUNT VICTORIA (WEST) – MOUNT VICTORIA AREA REMODELLING (MVAR) – UP SIDING MODIFICATION & REMOVALS

Commencing at 0200 hours on **Monday, 23rd May 2022**, and continuing until 00:00 hours on Saturday, 28th May 2022, the following works will be carried out:

- Existing signals 35A, 35B, 31, 32, 19B, 19A, 17 & Up Siding No.1 point indicator will be removed
- Existing track circuits on the Up Siding URBT, IRBT, IRCT & IRDT will be removed
- Existing 28/29 Points on the Up Siding will be removed
- 23/26 Points will be clipped & XL locked normal position
- 24/25 Points will be clipped & XL locked in the normal position
- New points MV105B, MV106, MV106, MV107, MV108 & MV109 turnout will be installed in the Up Sidings and will be commissioned at a later date.

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**FAULCONBRIDGE (WESTERN) – REMOVAL OF BELL TIMER
AT SIR HENRYS PARADE LEVEL CROSSING**

Commencing at 0200 hours on **Saturday, 28 May 2022**, and continuing until 0200 hours on Monday, 30 May 2022, the following work will be carried out:

- The bell timer that silences the bell between 22:00 and 06:00 will be removed.
- Country side bells will remain suppressed when the boom gates are fully closed.
- Sydney side bells will remain alarmed until the departure of the train.
- All other Controls and indications of the Pedestrian Crossing will remain unchanged.

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**WOLLI CREEK (UP NEW SOUTHERN RAILWAY) – MTMS2
STAGE 2- INSTALLATION OF NEW UNCOMMISSIONED SR9.6
AND SR9.8 SIGNALS**

Since 0200 hours on **Saturday, 30 Apr 2022**, and continuing until 0200 hours on Monday, 2 May 2022, the following works will be carried out:

- Installation of new SR9.6 Signal at 9.843KM and bagged out of use (uncommissioned).
- Installation of new SR9.8 Signal at 10.056KM and bagged out of use (uncommissioned).

VER29032022**DIAGRAM VER29032022****Mark Skribins**

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TO SYDNEY

TO TURRELLA

9.500km

10.000km

WOLLI CREEK

9.404km

WHEN THE 'A' LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

SR 9.5

9.572km

9.576km

(2) (1)

PLATFORM 2

SOUTHERN PORTAL

9.704km

80

9.855km

7.700km

9.656km

F

FOR CONTINUATION REFER TO:
TURRELLA (INCL) - BARDWELL PARK (EXCL)
SIGNALLING PLAN

PLATFORM 1

(1) (2)

E

9.392km

9.397km

SR 9.4

WHEN THE 'A' LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

9.567km

WALL J.B. SR9.6 J.B.

WHEN THE 'A' LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

9.694km

SR 9.6

9.843km

SR 9.6

7.691km/9.917km

SR 9.8

9.680km

60

#1 SIGNAL BAGGED OUT OF USE



MTMS (STAGE 2) T8 - AIRPORT LINE TRANSFORMATION WOLLI CREEK SUBSTATION SIGNALLING ALTERATION WORKS
PART SIGNALLING ARRANGEMENT
SHEET 1 OF 2

Produced by WSP - Signal Design

WN 44

VER29032022

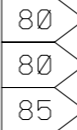
TO SYDNEY
←

TO TURRELLA
→

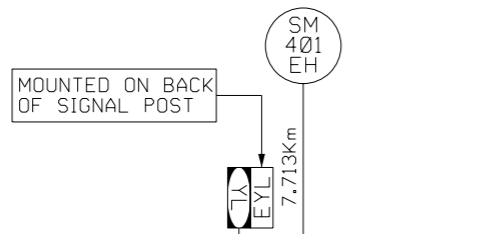
8.000km



DOWN MAIN



7.829km



MOUNTED ON BACK OF SIGNAL POST

SM 401 EH

7.713km

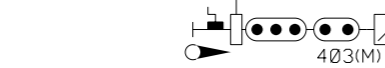
FOR CONTINUATION REFER TO:
SYDENHAM (EXCL) -
TEMPE - WOLLI GREEK (INCL)
SIGNALLING PLAN

FOR CONTINUATION REFER TO:
NEW SOUTHERN RAILWAY
CENTRAL (EXCL) -
TURRELLA (EXCL)
SIGNALLING PLAN

FOR CONTINUATION REFER TO:
SYDENHAM (EXCL) -
TEMPE - WOLLI GREEK (INCL)
SIGNALLING PLAN



401(M)



403(M)



#1 SR9.8

E

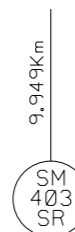
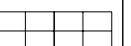
DN EAST HILLS →

DN NEW SOUTHERN RAILWAY →

← UP NEW SOUTHERN RAILWAY

← UP EAST HILLS

1/FACE
10.2 LOC

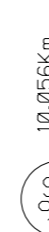


9.949km

SM 403 SR



401AT LOC



10.056km

SR 9.8

#1 SIGNAL BAGGED OUT OF USE



MTMS (STAGE 2) T8 - AIRPORT LINE TRANSFORMATION WOLLI
CREEK SUBSTATION SIGNALLING ALTERATION WORKS
PART SIGNALLING ARRANGEMENT
SHEET 2 OF 2

Produced by WSP - Signal Design

WN 44

VER29032022

METROPOLITAN FREIGHT LINES – TOC UPDATE & REMOVAL OF SPEED SIGN

On **Saturday, 21 May 2022**, the up direction X40MU speed sign (for 696 Pts turnout) at 16.050km on the Up Homebush Bay West Fork will be removed and Section 14g of the TOC manual will be updated as follows:

**Section 14g
Metropolitan Freight Lines
(including Olympic Park)**

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
	^14.567	Flemington Gds Jun			
Amend to Read	(1)14.595	..	..	X35	..
Existing	(1)14.595	634A Pts	..	X35	..
Existing	(1)14.650	35	..	..	..
Existing	(1)14.910	40	..	..	..
Amend to Read	(1)15.390	..	..	40	..
Amend to Read	(1)15.340	..	..	40	..
Amend to Read	(1)15.610	50	..	..	..
Amend to Read	(1)15.650	50	..	..	..
	15.840	Flemington Nth Jun			
Amend to Read	(2)15.850	X30	..	..	..
Remove	(2)15.850	X30	..	..	863A Pts
Remove	(2)15.880	..	..	X50	..
Existing	(2)16.040	50	..	..	..
Amend to Read	(2)16.920	X50	..	..	..
Amend to Read	(2)16.920	X50	..	..	870 Pts
Existing	(3)17.230	40	..	..	..
Existing	(4)17.230	40	..	..	..
	17.330	Olympic Park			
Existing	(3)17.640	50	..	..	..
Existing	(4)17.640	50	..	..	..
Amend to Read	(4)17.640	X50	..	..	..
Amend to Read	(4)17.640	X50	..	..	871 Pts
Insert	(2)19.250	X50	..	..	862 Pts
	15.840	# Flemington Nth Jun			
Amend to Read	(5)15.785#	..	..	X50	..
Existing	(5)15.785#	861B Pts	..	X50	..
Existing	(6)15.780#	50	..	..	..
Amend to Read	(5)15.530#	..	..	X40	..
Amend to Read	(5)15.530#	860A Pts	..	X40	..
Amend	(5)14.870#	..	..	50	..

to Read	(5)14.865%	..	..	50	..
Existing	(6)15.050%	40	..	..	..
Existing	(5)15.070%	35	..	..	..
Existing	(5)15.145%	..	..	X40	..
Existing	(5)15.145%	686 Pts	..	X40	..
Amend	(7)15.285%	X35	..	35	..
to Read	(7)15.285%	X35	..	..	687 Pts
Insert	(7)15.275%	..	..	35	..
Existing	(5)15.330%	..	..	40	..
Amend	(6)15.350%	X35	..	X35	..
To Read	(6)15.350%	X35	..	..	689A Pts
Insert	(6)15.350%	687 Pts	..	X35	..
Amend	(8)15.390	..	..	X35	..
To Read	(6)15.390	688 Pts	..	X35	..
Amend	(8)15.490	50	..	..	..
To Read	(6)15.490	50	..	..	..
Amend	(8)15.815	X45	..	50	..
To Read	(6)15.815	..	..	50	..
Amend	(9)15.905	..	..	50	..
To Read	(5)15.905	..	..	50	..
Amend	(9)15.925	X20	..	X40	..
To Read	(5)15.925	X20	..	..	695A Pts
Amend	(8)15.960	X35	X40MU	..	..
To Read	(6)15.960	X35	X40MU	..	697 Pts
16.030 Flemington West Jun					
Amend	(9)16.050	..	..	X35	X40MU
To Read	(5)16.050	696 Pts	..	X35	..
Amend	(8)16.090	X35	X40MU	..	..
To Read	(6)16.090	X35	X40MU	..	701B Pts
Lidcombe Shuttle Road					

- Amend #Km via H'bush Bay East Fork.
- To %Km via H'bush Bay Line.
- Read %Km via H'bush Bay West Fork.
- (1) Homebush Bay East Fork.
- (2) Homebush Bay Loop.
- (3) Inner Platform Road.
- (4) Outer Platform Road.
- (5) Up Homebush Bay West Fork.
- (6) Down Homebush Bay West Fork.
- (7) Homebush Bay connection.
- Remove (8) Down Homebush Bay Line.
- Remove (9) Up Homebush Bay Line.

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STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 – 2007	Introduction of TOM Notices	13/09/07	13/09/07
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: Wheelslip light indications	20/02/14	02/03/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
001 – 2017	Incorporation of Waratah, Oscar and Millennium TOM Notices and SAFE Notices into the TOM	19/01/17	29/01/17
005 – 2017	TWP 150: Damaged or Missing Window Glass	06/04/17	16/04/17
008 – 2017	TWP 176: Wayside Train Condition Monitoring	06/07/17	16/07/17
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
016 – 2017	WAR 030 Minimum Standards	23/11/17	03/12/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
011 – 2018	Trial of C-Set trains fitted with ATP	19/07/18	29/07/18
012 – 2018	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
013 – 2018	Trial of K sets fitted with ATP	17/08/18	27/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
005 – 2019	TWP 106: On Road Performance Assessment	31/01/19	10/02/19
001 – 2019	OMET 266: Operation of Y-set trains	21/02/19	03/03/19
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
010 – 2019	TWP 152 Disabled trains	06/03/19	24/03/19
011 – 2019	TWP 156: Operating doors	14/03/19	24/03/19
014 – 2019	OSCAR Internal Emergency Door Releases	14/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
022 - 2019	Exception to WAR 030 – Minimum Standards	03/10/19	13/10/19
008 - 2020	MOS for TTU Upgraded Tangara trains during testing	20/02/20	01/03/20
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
001 - 2020	Trial of Millennium trains fitted with ATP	12/06/20	21/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
005 - 2021	OMET 254 Topside preparation locations	05/03/21	15/03/21
006 - 2021	TWP 100 Responsibilities of Train Crews	23/03/21	05/04/21
007 - 2021	Operation of H sets fitted with ATP	10/05/21	24/05/21
008 - 2021	Transition (Emergency couplers on OSCAR trains)	14/07/21	26/07/21
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
001 - 2022	Use of Automatic train Protection in Millennium trains	23/03/22	03/04/22
002 - 2022	Waratah A & B sets fitted with ATP	23/03/22	03/04/22
005 - 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22

01
STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
003 - 2021	Use of Signal Key Switches	02/12/21	12/12/21
002 - 2021	Introduction of the NIMP	14/10/21	24/10/21

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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)




Title *Status Sheet* *Date issued*

Train Working Procedures

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	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	TN 005 - 2017	April 2017
TWP 152	TN 010 - 2019	March 2019
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 184	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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NOTES

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 Safety and Standards

Sydney Trains

Level 4, 36-46 George Street

Burwood NSW 2134

Tuesday, 26 April 2022