

# 34

**weekly notice**

Monday, 21 August 2017  
Sunday, 27 August 2017



**RailSafe**

## **See online for all Safeworking Information**

[www.railsafe.org.au](http://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](http://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*

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## PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<b>Weekly Notice</b>	<b>For Week</b>	<b>Deadline</b>
35	28/8/17–3/9/17	1/8/17
36	4/9/17–10/9/17	8/8/17
37	11/9/17–17/9/17	15/8/17
38	18/9/17–24/9/17	22/8/17

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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## NETWORK RULES COMMENT & FEEDBACK REQUEST

The Network Rules Unit (NRU) is conducting a review of the Network Rules, Network Procedures and Network Forms. As part of this review NRU is seeking stakeholder involvement in the development process.

To assist in the development process stakeholders can submit their comments or feedback by email to [NRU@transport.nsw.gov.au](mailto:NRU@transport.nsw.gov.au).

To ensure your comment or feedback is considered as part of the current review, submissions must be received no later than 2359 hours. **Sunday, 15 October 2017.**

## **BLACKHEATH (WEST) – BUNDARRA STREET LEVEL CROSSING AND BLACKHEATH STATION PEDESTRIAN CROSSING UPGRADE**

Commencing at 0500 hours on **Saturday, 2 September 2017** and continuing until 1730 hours on Sunday, 3 September 2017, the following work will be carried out:

Blackheath Station pedestrian crossing

- Blackheath Station pedestrian crossing will be upgraded.
- The existing Emergency Switch box and Test Switch will be removed and replaced with a new Emergency Switch box and Manual Operation Switch box adjacent to the pedestrian crossing on the side of the signalling location.

**Note:** The new Emergency switches will no longer be provided with a 'T' handle. The method of operation of the Emergency switches is unchanged.

- The keys for the Emergency switches will be kept by the Station Master at Katoomba and Mount Victoria.
- A new level crossing track side sign "Blackheath Station" will be provided at approximately 121.223Km.

Bundarra Street level crossing and pedestrian crossing

- Electronic bells will be provided on the adjacent country side pedestrian crossing.
- A new level crossing track side sign "Bundarra St" will be provided at approximately 121.595Km.

The Katoomba ATRICS workstation at Blacktown Signal Box will be amended to reflect the altered arrangements.

**VER24072017**

*Continued on the next page*

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## **BLACKTOWN - INSTALLATION OF 352A AND 352B POINTS**

Commencing at 02:00 hours on **Saturday, 2 September 2017**, and continuing until 02:00 hours on Monday, 4 September 2017, the following work will be carried out:

- 352A points will be installed at 34.178Km on the Down Suburban between Seven Hills and Blacktown.
- 352B points will be installed at 34.308Km on the Down Main between Seven Hills and Blacktown.
- 352A and 352B points will be spiked, clipped, XL locked and detected in the normal position until further notice.
- An Emergency Operation Lock (EOL) will not be provided at this stage.
- No alterations will be made to the controls and indications at Blacktown Signal Box.

**VER 05072017**

**DIAGRAM VER 05072017**

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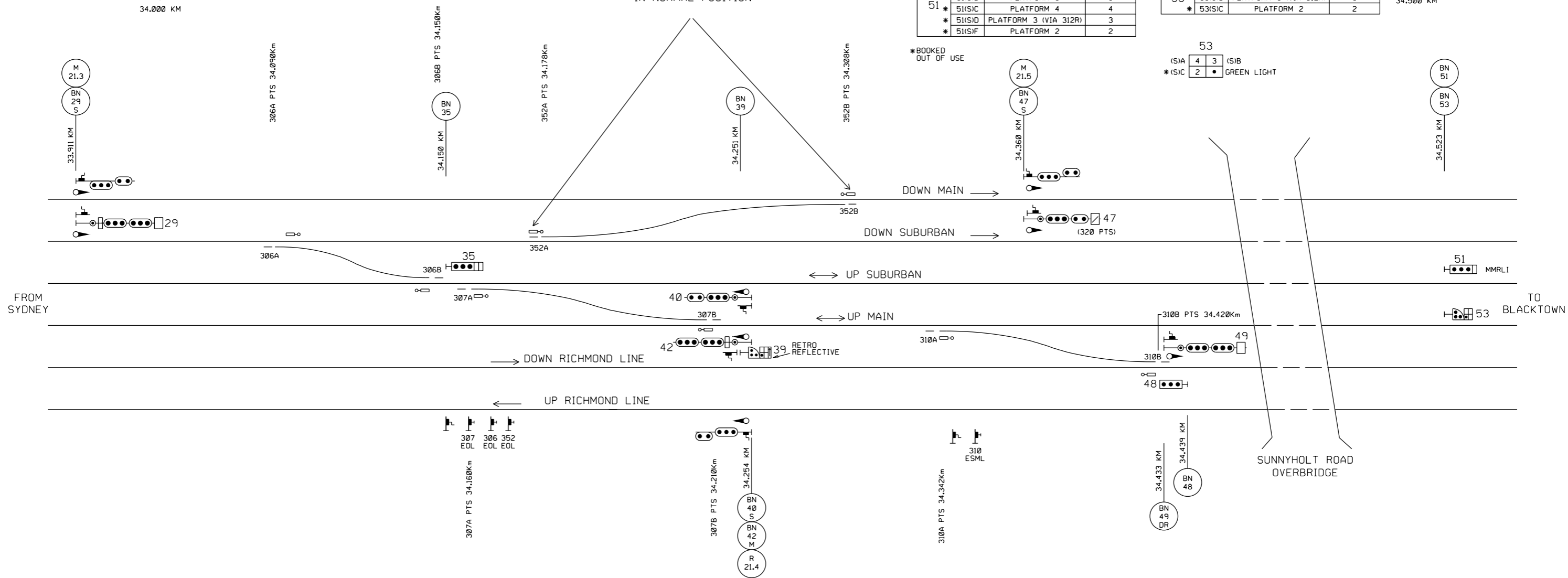




SPIKED, CLIPPED,  
XL LOCKED AND DETECTED  
IN NORMAL POSITION

SIGNAL	ROUTE	DESTINATION	INDICATION
51	51(SIA)	PLATFORM 6	6
	51(SIB)	PLATFORM 5	5
	51(SIC)	PLATFORM 4	4
	51(SID)	PLATFORM 3 (VIA 312R)	3
	51(SIF)	PLATFORM 2	2

SIGNAL	ROUTE	DESTINATION	INDICATION
53	53(SIA)	PLATFORM 4 (GREEN LT.)	4
	53(SIB)	PLATFORM 3 (VIA 312R)	3
	53(SIC)	PLATFORM 2	2



\*BOOKED  
OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
53	53(SIA)	4	3
	53(SIB)	2	• GREEN LIGHT

SIGNAL	ROUTE	DESTINATION	INDICATION
29	29(M)A	DOWN SUBURBAN	-
	29(M)C	PLATFORM 5	5
	* 29(M)D1	PLATFORM 4 (VIA 350R)	4
	29(M)D2	PLATFORM 4 (VIA 307R)	4
	29(M)F1	PLATFORM 3 (VIA 350R,312R)	3
	29(M)F2	PLATFORM 3 (VIA 307R,312R)	3
	* 29(M)G1	PLATFORM 2 (VIA 350R)	2
	* 29(M)G2	PLATFORM 2 (VIA 307R)	2
	29(M)H	DOWN RICHMOND	R
	29(S)A	DOWN SUBURBAN	DS
29(S)B	UP SUBURBAN	US	

(SIA) [DS] [US] (SIB)

SIGNAL	ROUTE	DESTINATION	INDICATION
35	(SIA)	UP SUBURBAN	US
	(SIB)	UP MAIN	UM

35  
[US] (SIA)  
[UM] (SIB)

SIGNAL	ROUTE	DESTINATION	INDICATION
39	(SIA)	UP MAIN (GREEN LIGHT)	UM
	(SIB)	DOWN RICHMOND	DR

39  
39(SIA) [UM] [DR] 39(SIB)  
[ ] [ ] • GREEN LIGHT

SIGNAL	ROUTE	DESTINATION	INDICATION
42	42(M)A	UP MAIN	-
	42(M)B	UP SUBURBAN	-
	42(S)A	UP MAIN	UM
	42(S)B	UP SUBURBAN	US

42  
(SIA) [UM] [US] (SIB)

SIGNAL	ROUTE	DESTINATION	INDICATION
49	49(M)A	PLATFORM 3	-
	49(M)B	PLATFORM 2	2
	49(M)C	PLATFORM 1	1
	49(S)	DOWN RICHMOND	-

\* BOOKED  
OUT OF USE



**BLACKTOWN**  
**SIGNALLING ARRANGEMENT**  
**HIGH SPEED CROSSOVER INSTALLATION**  
Produced by AECOM VER05072017

## **HORNSBY MAINTENANCE CENTRE STABLING LIMITATIONS**

Commencing at 1900 hours on **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	Max	Max	Rds 1 to 11	Rds 12 to 16
		T Sets	Maintenance T sets **	Timetabled T Sets	Max limit	
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**

## **HORNSBY – YARD AREA BOOK-OUT AND REMOVAL**

**This article as advertised in Weekly Notices 32 & 33 is ammended as it relates to the mileage at the temporary network access crossing.**

Commencing at 0200 hours on **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.

<b>Signal Route</b>	<b>Description</b>	<b>Route Indication</b>	<b>Remarks</b>
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

Continued from the previous page

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

Continued on the next page

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

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**

*Continued on the next page*

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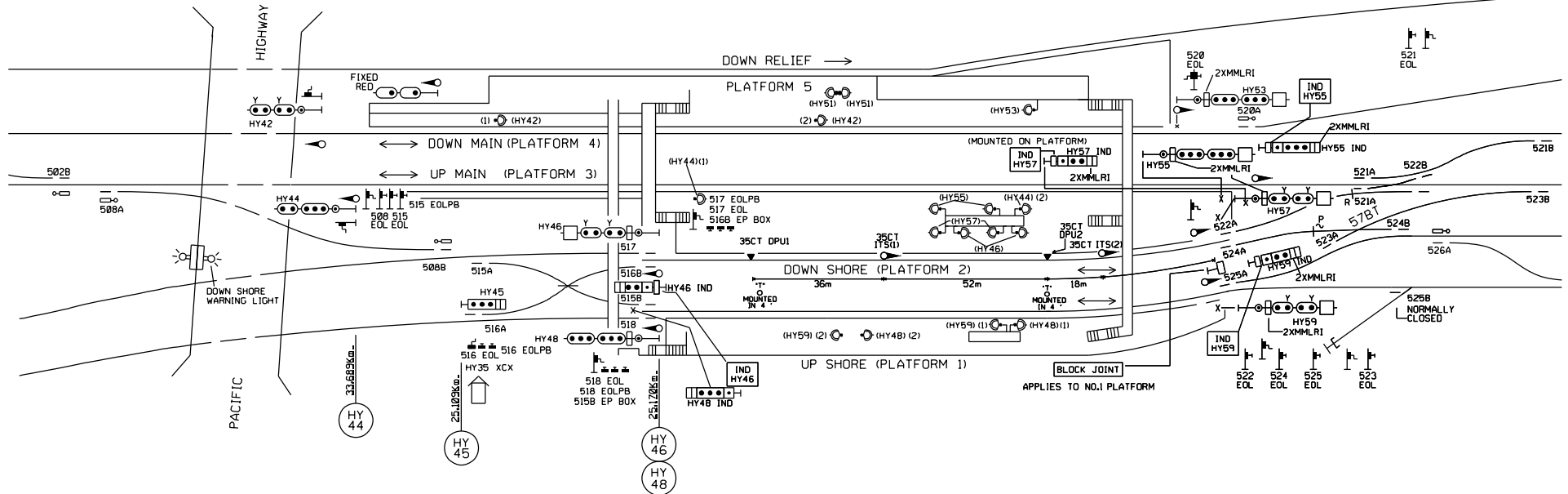


SIGNAL	ROUTE	DESTINATION	IND
HY53	(M)A	DOWN RELIEF	R
	(S)A	DOWN RELIEF	DR
	(M)B	TURNBACK 1	T
	(S)B	TURNBACK 1	T1
	(M)C	DOWN MAIN	-
	(S)C	DOWN MAIN	DM
	*1 (M)F	UP LOOP	L
	*1 (S)F	UP LOOP	UL
	*1 (S)G	UP SIDING 1	UI
	*1 (S)H	INWARDS CARSHED	IC

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	UI	UI
	*1 (S)G	INWARDS CARSHED	IC	IC

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

### HORNSBY



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

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

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	UI	UI
	*1 (S)G	INWARDS CARSHED	IC	IC

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	UI	UI
	*1 (S)F	INWARDS CARSHED	IC	IC
	*1 (S)H	UP SIDINGS	US	US

\*1 ROUTE BOOKED OUT OF USE



SIGNAL	ROUTE	DESTINATION	IND
HY70	(IMA)	DOWN SHORE	2
	(SIA)	DOWN SHORE	2
	(IMB)	UP MAIN	3
	(SIB)	UP MAIN	3
	(IMC)	DOWN MAIN	4
(SIC)	DOWN MAIN	4	

HY70(S)  
A 2 4  
B 3

SIGNAL	ROUTE	DESTINATION	IND
HY60	(IMA)	DOWN MAIN	-
	(SIA)	DOWN MAIN	DM
	(SIB)	DOWN RELIEF	DR
	(SIB)	DOWN RELIEF	DR

HY60(S)  
A DM DR B

SIGNAL	ROUTE	DESTINATION	IND
HY83	(S)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY93	(SIA)	TURNBACK 1	T1
	(IMB)	DOWN MAIN	-
	(SIB)	DOWN MAIN	-

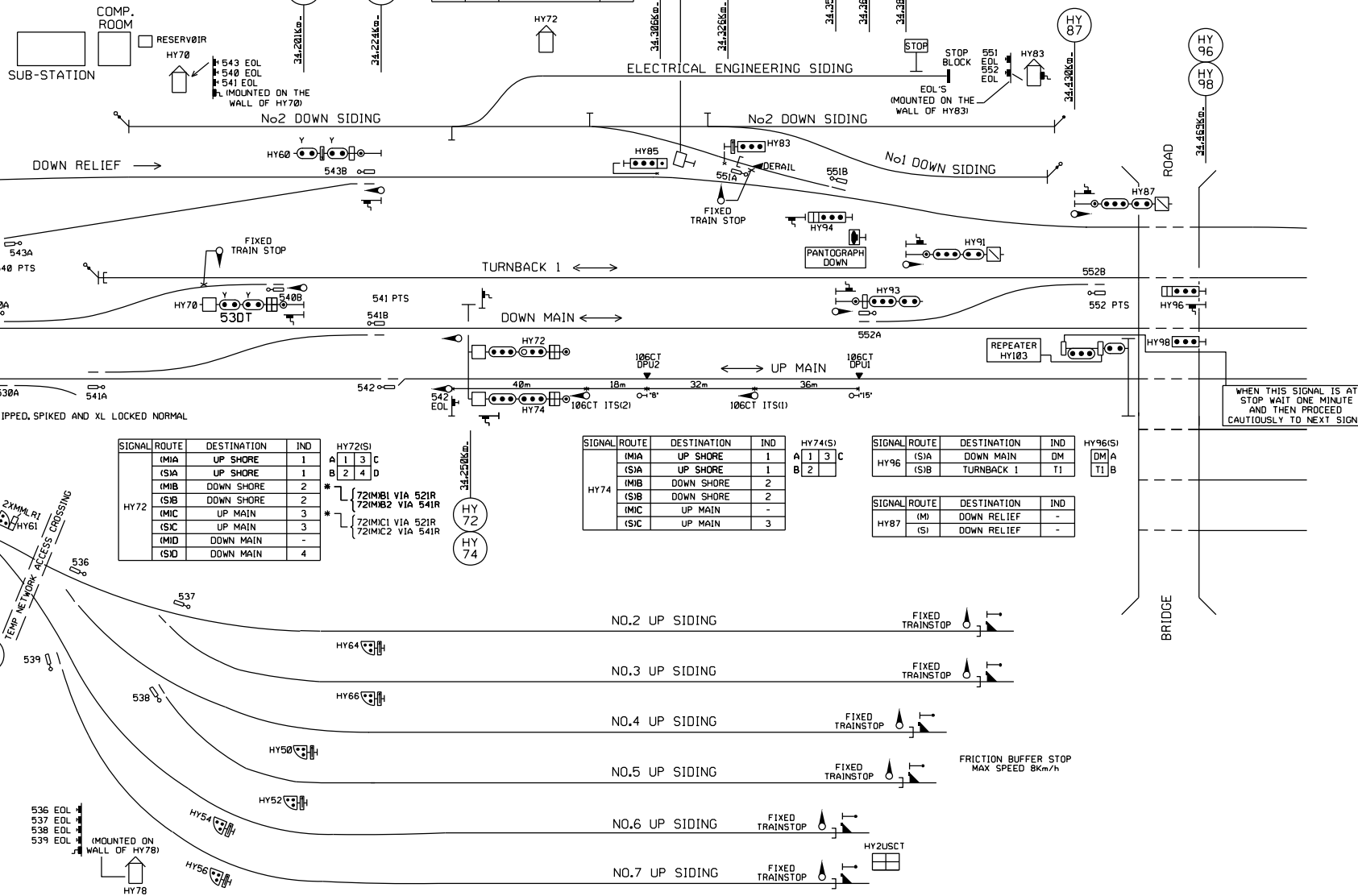
HY93(S)  
A T1 DM B

SIGNAL	ROUTE	DESTINATION	IND
HY94	(SIA)	DOWN RELIEF	DR
	(SIB)	DOWN SIDING	DS

HY94(S)  
DR A DS B

SIGNAL	ROUTE	DESTINATION	IND
HY85	(S)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-

END SIGNALLED AUTHORITY  
DO NOT PROCEED  
UNLESS AUTHORISED



SIGNAL	ROUTE	DESTINATION	IND
HY72	(IMA)	UP SHORE	1
	(SIA)	UP SHORE	1
	(IMB)	DOWN SHORE	2
	(SIB)	DOWN SHORE	2
	(IMC)	UP MAIN	3
(SIC)	UP MAIN	3	
(IMD)	DOWN MAIN	-	
(SID)	DOWN MAIN	4	

HY72(S)  
A 1 3 C  
B 2 4 D  
\* 72(MB) VIA 521R  
72(MB) VIA 541R  
\* 72(MC) VIA 521R  
72(MC) VIA 541R

SIGNAL	ROUTE	DESTINATION	IND
HY74	(IMA)	UP SHORE	1
	(SIA)	UP SHORE	1
	(IMB)	DOWN SHORE	2
	(SIB)	DOWN SHORE	2
	(IMC)	UP MAIN	-
(SIC)	UP MAIN	3	

HY74(S)  
A 1 3 C  
B 2

SIGNAL	ROUTE	DESTINATION	IND
HY96	(SIA)	DOWN MAIN	DM
	(SIB)	TURNBACK 1	T1
	(SIB)	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	(SIA)	UP SHORE	1
	(SIB)	DOWN SHORE	2
	(SIC)	UP MAIN	3

HY58(S)  
A 1 3 C  
B 2 3

SIGNAL	ROUTE	DESTINATION	IND
HY62	(SIA)	UP SHORE	1
	(SIB)	DOWN SHORE	2

HY62(S)  
A 1 2 B


**NSW Transport**

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

WN 34 to 52 - 2017
VER 09082017

SIGNAL	ROUTE	DESTINATION	IND
HY101	(MA)	DOWN MAIN	-
	(SA)	DOWN MAIN	DM
	(SB)	UP MAIN	UM

HY101(S)  
A [DM] [UM] B

SIGNAL	ROUTE	DESTINATION	IND
HY99	(MA)	DOWN RELIEF	-
	(SA)	DOWN RELIEF	DR
	(MB)	DOWN MAIN	-
	(SB)	DOWN MAIN	DM
	(SC)	UP MAIN	UM

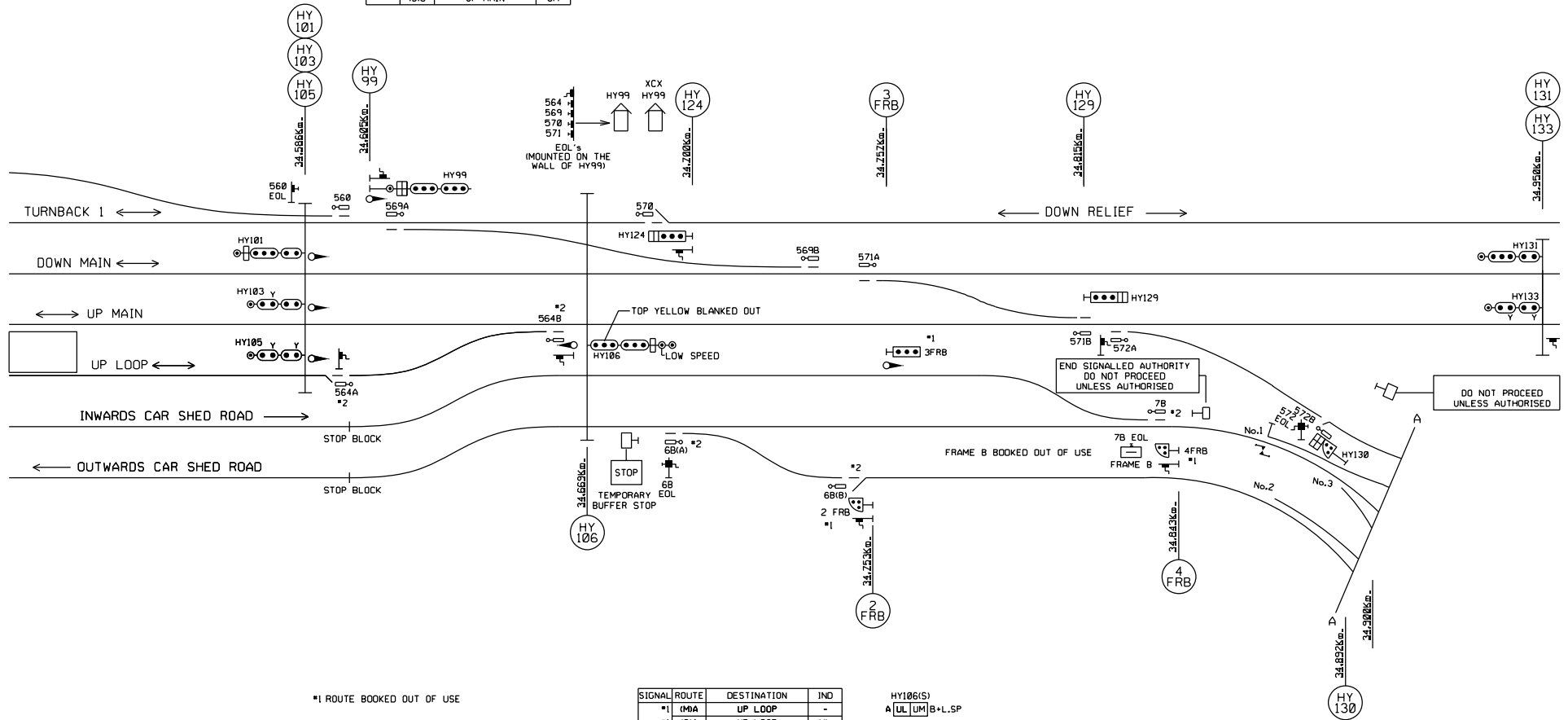
HY99(S)  
A [DR] [UM] C  
B [DM]

SIGNAL	ROUTE	DESTINATION	IND
HY124	(SA)	TURNBACK 1	T1
	(SB)	DOWN RELIEF	DR

HY124(S)  
T1 A  
DR B

SIGNAL	ROUTE	DESTINATION	IND
HY129	(SA)	UP MAIN	UM
	(SB)	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
*1	(MA)	UP LOOP	-
	(SA)	UP LOOP	UL
HY106	(MB)	UP MAIN	-
	(SB)	UP MAIN	UM

HY106(S)  
A [UL] [UM] B+L.SP

SIGNAL	ROUTE	DESTINATION	IND
HY130	(SA)	UP MAIN	UM
	(SB)	DOWN MAIN	DM
	(SC)	TURNBACK 1	T1
	(SD)	DOWN RELIEF	DR

HY130(S)  
A [UM] T1 C  
B [DM] [DR] D



## **FASSIFERN (NORTH) – RENEWAL OF 55 A & B POINTS TO D84M MK III**

Commencing at 0200 hours on **Saturday, 26 August 2017**, and continuing until 0200 hours on Monday, 28 August 2017 the following work shall be carried out:

- 55A catch points on the North Fork will be renewed. The point mechanism will be replaced with a D84M Mk III type utilising an in-bearer Spherolock arrangement and remain in the same location;
- 55B points from North Fork to Down Main will be renewed. The point mechanism will be replaced with a D84M Mk III type utilising an in-bearer Spherolock arrangement and will be relocated 0.5m towards Sydney;
- The existing Emergency Switch Machine Lock (ESML) shall be replaced with an Emergency Operation Lock (EOL) of the Fortress Key type. The EOL shall replace the ESML in the same location on the exterior wall of 88.7A location.

**VER23062017**

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## **YENNORA SIDING ACCESS IMPROVEMENT – FINAL COMMISSIONING**

**This article as advertised in Weekly Notices 32 & 33 is ammended as it relates to the signal descriptions on signals YA4 & YA5.**

Since **Saturday 19 August 2017**, the following work was carried out:

### **Train Control System**

At the commencement of the possession the existing "driver push button" local release operation of Yennora Sidings will be decommissioned. In Granville Signal Box, the "Yennora Control" push button & release indication will be removed. At the conclusion of the possession the Yennora interlocking will be controlled via the Sefton ATRICS panel from the Sydenham Control Centre.

### **ATRICS – Sydenham Control Centre and Granville Signal Box**

The existing ATRICS system at Sydenham will be amended to include control of the new Yennora signalling area. This includes control of

- YA1, YA3, YA4, YA5, YA6, YA8 – signals.
- 51A/B and 52A/B - points.

YA3 & YA5 signal routes into the siding will operate as a dual control signal. The yard shunter will provide the Sydney Trains Signaller on Sefton ATRICS panel control of these signals by accepting entry into the yard through the local control panel. The Sydney Trains signaller will receive a yellow indicator on the Sefton ATRICS panel to advise when control has been accepted by the Yard Shunter.

The Sefton ATRICS panel at Sydenham will be amended to include visibility of all controlled signals, both the Cycle path and Military Road level Crossings, and the track circuited connection between the Main Line and the Yard. Alarm indications from the Yennora Interlocking and control of Train Trip ID numbers will also be provided.

The request from the Yard Shunter for the train to depart from the yard will be indicated by a yellow indicator on the Sefton ATRICS panel. The Sydney Trains Signaller accepts the request by setting YA4 signal onto the Main Line.

The existing ATRICS TVS panels at Granville Signal Box will be modified (indications only) to reflect the Yennora signalling changes in the field. Alarms and control of Train Trip ID numbers in the area will be transferred to Sydenham.

*Continued on the next page* (W.N. 34 – 2017)

## Yennora Wool Siding

A local shunters control panel will be provided within the Yard area. This control panel will enable the yard shunter to coordinate with the Sydney Trains Signaller to accept trains into the yard and request for Main Line depart from the yard.

The following controls and indications will be provided to the local Yard Shunter

Buttons	Indications
MAIN LINE DEPART	MAIN LINE DEPART ACCEPTED
TRAIN ENTRY ACCEPT	TRAIN ENTRY ACCEPTED
CANCEL	

Yennora Yard trains Entry/Exit protocol between Sydenham Control Centre and Local Shunter will be followed as in Operation briefing.

### Existing Crossing Upgrades

#### Military Road Level Crossing:

- The existing passive level crossing at Military Road will be upgraded to an active Type F level crossing with boom gates, flashing lights, bells, signage, and road markings.
- The associated pedestrian crossing will be provided with red man 'DON'T WALK' warning lights, audible warning devices, signage, and maze.
- Emergency and Manual Operation switches will be provided at Military Road new bungalow to activate or isolate the warning equipment under failed conditions, or for maintenance purposes. Keys will be located at Fairfield station.
- New 'STOP' boards and 'END OF SIGNALLING AUTHORITY' boards will be provided as shown in signalling arrangement diagram.
- New Shunters Switch Boxes will be provided either side of the Military Road Level Crossing. These switch boxes will allow the Yard Shunter to manually

Continued on the next page

operate the level crossing to enable yard shunting moves and operation of the level crossing for train departure.

**Shunters Switch**

BUTTONS
START – Level Crossing Activation
CANCEL – Level Crossing De-Activation

**Cycle Path Crossing:**

- Existing passive crossing will be upgraded to include track circuit operated warning equipment, including lit red man 'DON'T WALK' lights and audible warnings.
- Advance warning signs on approach to the crossing will also be provided, along with a pedestrian and cyclist maze.
- Emergency and Manual Operation switches will be provided to activate or isolate the warning equipment under failed conditions, or for maintenance purposes. Keys will be located at Fairfield station.

**New and Altered Signal and Route Designations**

SIGNAL / ROUTE	KM	STATUS	DESCRIPTION	ROUTE INDICATOR	REMARKS
YA1	25.839	Existing	Down Accept, Down Main		Existing auto converted to controlled signal. Existing signal heads re-aligned New YL/EYL Board provided.

Continued from the previous page

SIGNAL / ROUTE	KM	STATUS	DESCRIPTION	ROUTE INDICATOR	REMARKS
YA3	26.706	Existing	Down Home, Down Main	(S)A - DM (S)C - WS	Existing auto onverted to controlled signal. New Shunt stencil indicator added to indicate (S)A & S(C) Routes leading to Down Main and Wool Sidings. (S)C route into the sidings not to clear without 'Train Accept' release given by the Siding Operator. 'A; light removed New level crossing and cycle path advanced warning boards provided.
YA4	26.921	Existing	Up Home, Siding to Up Main		Existing signal removed and relocated with new LED type signal on the yard side of the cycle path crossing. New shunt aspect provided.

Continued on the next page



SIGNAL / ROUTE	KM	STATUS	DESCRIPTION	ROUTE INDICATOR	REMARKS
YA5	26.706	New	Down Shunt Up Main to siding	WS	New shunt signal with route indicator. Signal route only to be used under possession and requires a push pull operation between the train drivers. Route into the sidings not to clear without 'Train Accept' release given by the Siding Operator. New level crossing and cycle path advanced warning boards provided on the right hand side of the track.
YA6	26.849	Existing	Up Home Up Main		'A' light removed New shunt aspect provided.
YA8	27.292	Existing	Up Accept Up Main		Existing auto signal replaced with new controlled signal. New YL/EYL boards provided.
S16.4	26.251	Existing	Up Auto Up Main		New YL/EYL boards provided
S16.9	27.155	Existing	Down Auto Down Main		New YL/EYL boards provided

Continued on the next page

### **Yard Limit Boards**

Yard limit boards will be provided as described above and shown on the signalling arrangement diagram.

### **DTRS Transponders**

Existing and new transponder will be provided as shown in the signaling arrangement diagram.

### **Down Main**

Existing transponder TP 209 at 26.972 will be removed and Liverpool train radio signaller control will be extended to new transponder TP 214 at 23.520. Granville existing radio control section will be altered to control from the new transponder TP 214 at 23.520 toward Sydney side.

### **Up Main**

Existing transponder TP 208 at 27.984 will be re-configured and new transponder TP 215 will be provided at 26.151.

Existing Granville train radio signaller control boundary will be altered from existing transponder TP 208 to new transponder TP 215 towards Sydney side. Liverpool train radio Signaller boundary control between existing transponder TP 208 and new TP 215 proposed.

### **Communications**

All existing & new telephones within the Yennora Yard area will be directed to the Sefton ATRICS panel at Sydenham Control Centre.

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

**VER 22062017**

**Signalling Arrangement VER 22062017**

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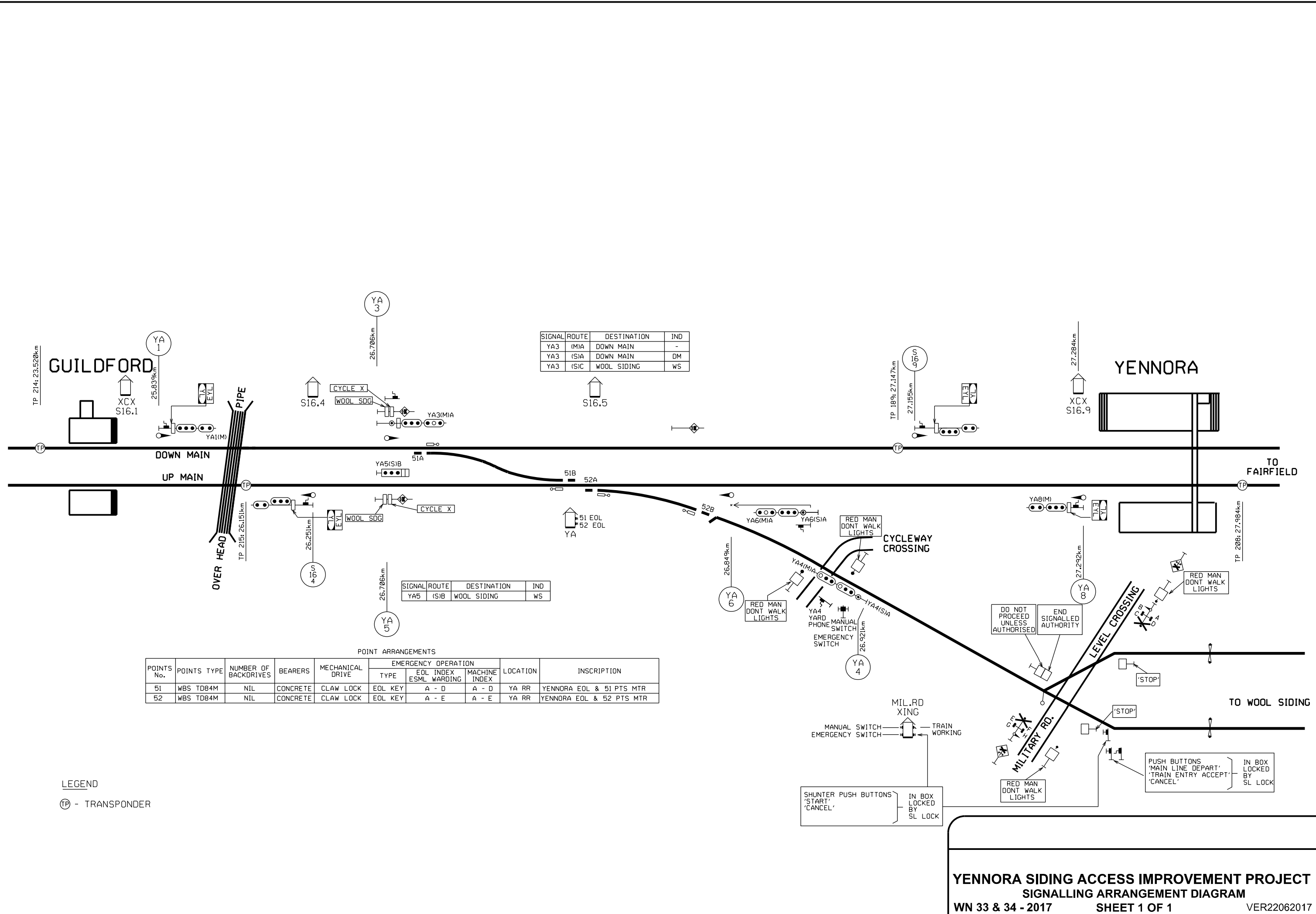
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SIGNAL	ROUTE	DESTINATION	IND
YA3	(M)A	DOWN MAIN	-
YA3	(S)A	DOWN MAIN	DM
YA3	(S)C	WOOL SIDING	WS

SIGNAL	ROUTE	DESTINATION	IND
YA5	(S)B	WOOL SIDING	WS

POINT ARRANGEMENTS

POINTS No.	POINTS TYPE	NUMBER OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			LOCATION	INSCRIPTION
					TYPE	EOL INDEX ESML WARDING	MACHINE INDEX		
51	WBS TD84M	NIL	CONCRETE	CLAW LOCK	EOL KEY	A - D	A - D	YA RR	YENNORA EOL & 51 PTS MTR
52	WBS TD84M	NIL	CONCRETE	CLAW LOCK	EOL KEY	A - E	A - E	YA RR	YENNORA EOL & 52 PTS MTR

LEGEND  
 TP - TRANSPONDER

## **NEWNES JUNCTION (WEST) – POWER SUPPLY AND TRACK CIRCUIT CONFIGURATION CHANGE**

Commencing at 0200 hours on **Saturday, 2 September 2017** and continuing until 1730 hours on Sunday, 3 September 2017, the following work will be carried out:

- The Newnes Junction power supply configuration will be altered and an additional track circuit provided country side of signal NJ3.
- The “STOP” sign on the Clarence Colliery Arrival Road will be relocated to approximately 142.936km. A drivers diagram showing the altered arrangement appears in this weekly notice.
- The Katoomba ATRICS panel at Blacktown Signal Box will be amended to reflect the altered arrangement.

**VER 24072017**

**Drivers Diagram 24072017**

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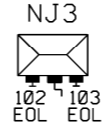
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# NEWNES JUNCTION

SIGNAL	ROUTE	DESTINATION	IND
3	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	'DM'
	(S)C	COAL SIDING	'CS'

3(S)A [DM] [CS] 3(S)C



FROM SYDNEY

DOWN MAIN →

← UP MAIN

SIGNAL	ROUTE	DESTINATION	IND
5	(S)B	COAL SIDING	'CS'
	(S)B	COAL SIDING	'CS'

[CS] 5(S)B

SIGNAL	ROUTE	DESTINATION	IND
8	(M)	UP MAIN	-
	(S)	UP MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
10	(M)	UP MAIN	-
	(S)	UP MAIN	-

COAL SIDING

# CLARENCE

DOWN MAIN →

← UP MAIN

TO LITHGOW

SIGNAL	ROUTE	DESTINATION	IND
23	(S)A	DEPARTURE ROAD	'DR'
	(S)B	ARRIVAL ROAD	'AR'

23(S)A [DR]  
23(S)B [AR]

END SIGNALLED AUTHORITY  
DO NOT PROCEED UNLESS AUTHORISED

DEPARTURE ROAD

ARRIVAL ROAD

CLARENCE COLLIERY BALLOON LOOP

END SIGNALLED AUTHORITY  
DO NOT PROCEED UNLESS AUTHORISED

STOP



NEWNES JUNCTION  
SIGNALLING ARRANGEMENT

Produced by Sydney Trains - Signal Design

VER24072017

## **HOMEBUSH (MAIN SOUTH) – UPGRADE OF 600A/B POINTS MACHINES**

Commencing at 0200 hours on **Saturday, 9 September 2017**, and continuing until 0200 hours on Monday, 11 September 2017, the following work will be carried out:

- Existing 600A & 600B Points (Up Main to Up Suburban crossover), will be upgraded with an EP "A" style point controller unit with Clawlock arrangement.
- 600A/B Emergency Operation Lock of the keyless type (EOL) will be provided on the up side adjacent to the Up Main line, near Signal ST236.

**VER08052017**

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## STATUS OF TOM NOTICES

<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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

*Continued on the next page*



<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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
041-2016	Trial of Worksite Delineation Markers	6/10/16	18/10/16
047-2016	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	1/12/16	11/12/16
048-2016	Operator Specific Procedures	8/12/16	18/12/16
001-2017	WAR 030 Minimum Standards	12/1/17	22/1/17
004-2017	Unreliable track circuit operation	25/1/17	5/2/17
005-2017	Network Rules Publications	9/2/17	19/2/17
008-2017	Trial of Signal Key Switches	2/3/17	12/3/17
011-2017	Trial of Worksite Delineation Markers	30/3/17	11/4/17
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

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## STATUS OF NETWORK MANUALS AND FORMS

<b>Network Rules</b>	RailSafe Website	Online documents
<b>Network Procedures</b>	RailSafe Website	Online documents
<b>Network Forms (Units)</b>	RailSafe Website	Online documents
<b>Network Local Appendices</b>	RailSafe Website	Online documents
<b>Operator Specific Procedures</b>	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

<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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

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### **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.

General Manager Safety and Standards  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
Tuesday, 8 August 2017