

# SAFE Notice 2021 206

## **CONISTON – INNER HARBOUR – LYSAGHTS – UNANDERRA – DAPTO – ALBION PARK – DUNMORE – BOMBO – KIAMA – BERRY – BOMADERRY**

From Friday, 6 August until Monday 9 August 2021

In conjunction with Special Train Notice No. 1788 – 2021, the following Safeworking arrangements will apply:

### **KIAMA – BERRY**

#### **TRACK POSSESSION No 1 & 5**

In accordance with the Special Instructions detailed in NLA 418, Wollongong – Bomaderry (Nowra), the Track Possessions 1 & 5 advertised in Special Train Notice (STN) 1788 – 2021 will require *NO ADDITIONAL* protection arrangements.

### **CONISTON – INNER HARBOUR LYSAGHTS – UNANDERRA – DAPTO – ALBION PARK – DUNMORE**

#### **TRACK POSSESSION No. 2**

The following additional Possession Protection must be read in conjunction with the Special Instructions detailed in NLA 418: Wollongong – Bomaderry (Nowra).

In conjunction with Special Train Notice No. 1788 – 2021, the following Safeworking arrangements will apply for Track Possession No. 2

Prior to any Rail Traffic movement occurring within, and for the duration of the LPA, the following points MUST be clipped and locked at all times, or be booked out of use:

#### **KEMBLA GRANGE**

Points No. 49

#### **DAPTO**

Points numbers 51, 53 and 55

#### **ALBION PARK**

Points numbers 51 and 52

#### **SHELLHARBOUR JUNCTION**

Points numbers 51, 52 and 53.

**NOTE:** If any points listed above have been clipped and locked and are required for a Rail Traffic movement, they MUST be unclipped, the route set and the points re-clipped and locked prior to any movement occurring.

### **DUNMORE – BOMBO – KIAMA**

#### **TRACK POSSESSION No. 3**

The following additional Possession Protection must be read in conjunction with the Special Instructions detailed in NLA 418: Wollongong – Bomaderry (Nowra).

In conjunction with Special Train Notice No. 1788 – 2021, the following Safeworking arrangements will apply for Track Possession No. 3

Prior to any Rail Traffic movement occurring within, and for the duration of the LPA, the following points MUST be clipped and locked at all times, or be booked out of use:

#### **BOMBO**

Points numbers 50, 51, 52 and 53

#### **KIAMA**

Points numbers 51, 52, 53 and 54.

**NOTE:** If any points listed above have been clipped and locked and are required for a Rail Traffic movement, they MUST be unclipped, the route set and the points re-clipped and locked prior to any movement occurring.

#### **SOUTH COAST INTERLOCKING TESTING**

The above listed points may be unclipped only for the purposes of the South Coast interlocking testing under the following conditions:

- prior to any testing commencing, (unclipping the points) the PPO & Signaller must be advised
- while the points are unclipped, the PPO must ensure that no rail traffic is permitted to traverse the points at any time
- once the interlocking testing is complete, the points must be clipped and locked or booked out of use and the PPO & Signaller advised in accordance with the Safeworking arrangements detailed in this SAFE Notice.

**ADDITIONAL SAFEWORING ARRANGEMENTS – INTERLOCKING UPGRADE WORKS**

In conjunction with the upgrade works occurring to the Kiama and Bombo interlockings, the following additional safeworking arrangements will apply:

Effective communications MUST be provided for the affected Signaller/s at all times.

An Infrastructure Booking Authority form (IBA) must be compiled at the commencement of the work in accordance with NWT 312.

While the upgrade work is being undertaken to the Kiama interlocking or the Bombo interlocking, rail traffic movements past the Yard Limit signs and within the affected yard limits must be made with the agreement of the Signaller and made in accordance with the relevant Network Rules and Procedures.

The Signaller and PPO must confer and come to a clear understanding for all movements in the affected portion of line while the interlocking upgrade work is being undertaken.

Sufficient Qualified Workers must be provided to manually operate and clip and lock points as required for the movement of all work trains and track vehicles within the affected portion of line during this time.

**SYDNEY, 22 JULY 2021**

**DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS**

Returned to Controlling Manager:      Date: .....      Signed: .....



*(Cut along this line and forward the detached receipt to your Controlling Manager)*

To Controlling Manager: .....

Received SAFE Notice No. 206 – 2021      Date: .....      Signed: .....

Name (print): .....      Location: .....

*(Controlling Manager to retain this Acknowledgment of Receipt of the SAFE Notice for record purposes for 90 days.)*