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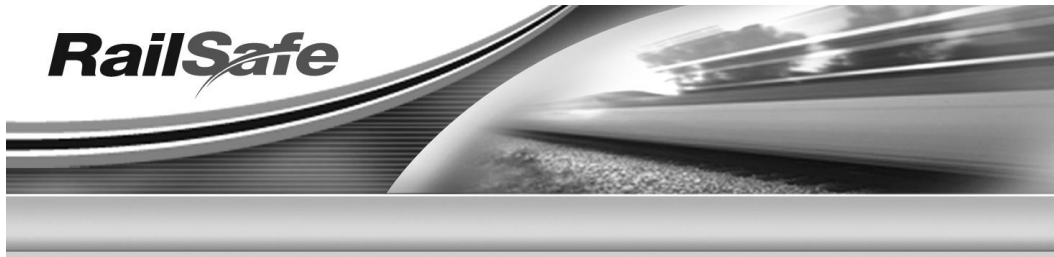
weekly notice

Monday, 26 August 2024

Sunday, 01 September 2024

RailSafe





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 Network Standards, Systems and Quality
Sydney Trains**

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

| <i>Weekly Notice</i> | <i>For Week</i> | <i>Deadline</i> |
|----------------------|-------------------------|-----------------|
| 37 | 02/09/2024 – 08/09/2024 | 30/07/2024 |
| 38 | 09/09/2024 – 15/09/2024 | 06/08/2024 |
| 39 | 16/09/2024 – 22/09/2024 | 13/08/2024 |

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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MOSS VALE (MAIN SOUTH LINE) – MOSS VALE STABLING YARD UPGRADE – EXTENSION OF NO. 1 & NO. 2 ENDEAVOUR SIDING.

Commencing on **9th September 2024** and continuing until 0700 hours on Friday 21st March 2025, the following work will be carried out:

- The existing Terminal line Buffer Stop on the No. 1 Endeavour Siding will be relocated to approximately 116m from the gated entrance into the stabling yard.
- The existing Terminal line Buffer Stop on the No. 2 Endeavour Siding will be relocated to approximately 59m from the gated entrance into the stabling yard.
- Construction will commence on the northern side of the NEW Terminal line Buffer Stop locations on the No. 1 and No. 2 Endeavour Siding and will include trackwork, building work, services, lighting, CCTV, noise wall, security fencing etc.
- Trains will be stabled as follows:
 - 2 off 2 car endeavour sets in the No.1 Endeavour Siding (Stabling Yard).
 - 1 off 2 car endeavour set in the No.2 Endeavour Siding (Stabling Yard).
 - 1 off 2 car endeavour set in the No.2 Storage Siding (ARTC Yard).
 - 2 off 2 car endeavour sets in the No.3 Storage (Car) Siding (ARTC Yard).
- Car markers will be provided to suit operations and stabling within the yard.
- Modifications to walkways, lighting and CCTV and services will be provided in the temporary stabling yard.
- Temporary office & amenities will be provided for security and cleaning staff.

Peter Page

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DAPTO TO KIAMA (ILLAWARRA) – ATRICS CONTROL ARRANGEMENTS AND LOW SPEED UPGRADES

Commencing at 20:00 hours on **Friday, 6 September 2024** and continuing until 02:00 hours on Monday, 9 September 2024 the following works will be carried out:

Signal Alterations

The alterations will be made to the following signals at Dapto:

| Signal | Route | Designation | Route Indication |
|--------|---------|-------------|------------------|
| 41.5 | 41.5M | Down Home | M |
| | 41.5L | Down Home | L |
| 41.15 | 41.15TR | Down Home | TR |
| | 41.15M | Down Home | M |
| 41.22 | 41.22 | Up Home | -- |
| 41.6 | 41.6L | Up Home | L |
| | 41.6M | Up Home | M |

The Low Speed aspects on these signals operate as follows.

- When the signal is cleared, it shall display a low speed with trainstop raised.
- When train occupies berth track, the trainstop will lower when train speed has been proved sufficiently reduced.

Level Crossing Alterations

The nighttime suppression of the level crossing bell at Darkes Rd will be removed. The bell will now operate whenever the crossing operates.

Signal Box Alterations

The South Coast ATRICS workstation will be provided in Outer Metropolitan Control Centre (OMCC) at Homebush (formally Homebush Control Centre).

The existing South Coast Control panel and Indication panel at Wollongong Signal Complex will be booked out of use and decommissioned.

An ATRICS overview screen to provide approach visibility for South Coast area will be provided in the Wollongong Signal Complex, adjacent to the Unanderra Control panel.

All phone and radio equipment for South Coast area controlled in Wollongong Signal Complex will be redirected to the South Coast ATRICS desk at OMCC.

VER 240724**Patricia Roser**

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SYDNEY YARD (CENTRAL) – MTMS3 STAR PHASE 2 STAGE 5A - REMOVAL OF 202 CATCHPOINTS FIELD EQUIPMENT

*****THE WORK LISTED BELOW, AND PREVIOUSLY ADVERTISED IN WN33 DID NOT TAKE PLACE AND WILL NOW TAKE PLACE ON THE DATES LISTED BELOW.*****

Commencing at 0200 hours on **Saturday, 31 August 2024**, and continuing until 0200 hours on Monday, 2 September 2024, the following works will be carried out:

- 202 catchpoints and 202 EOL on Platform 11 road which are currently spiked, clipped, XL locked and detected in the reverse position will be removed and straight railed.
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

VER07082024
DIAGRAM VER06062024

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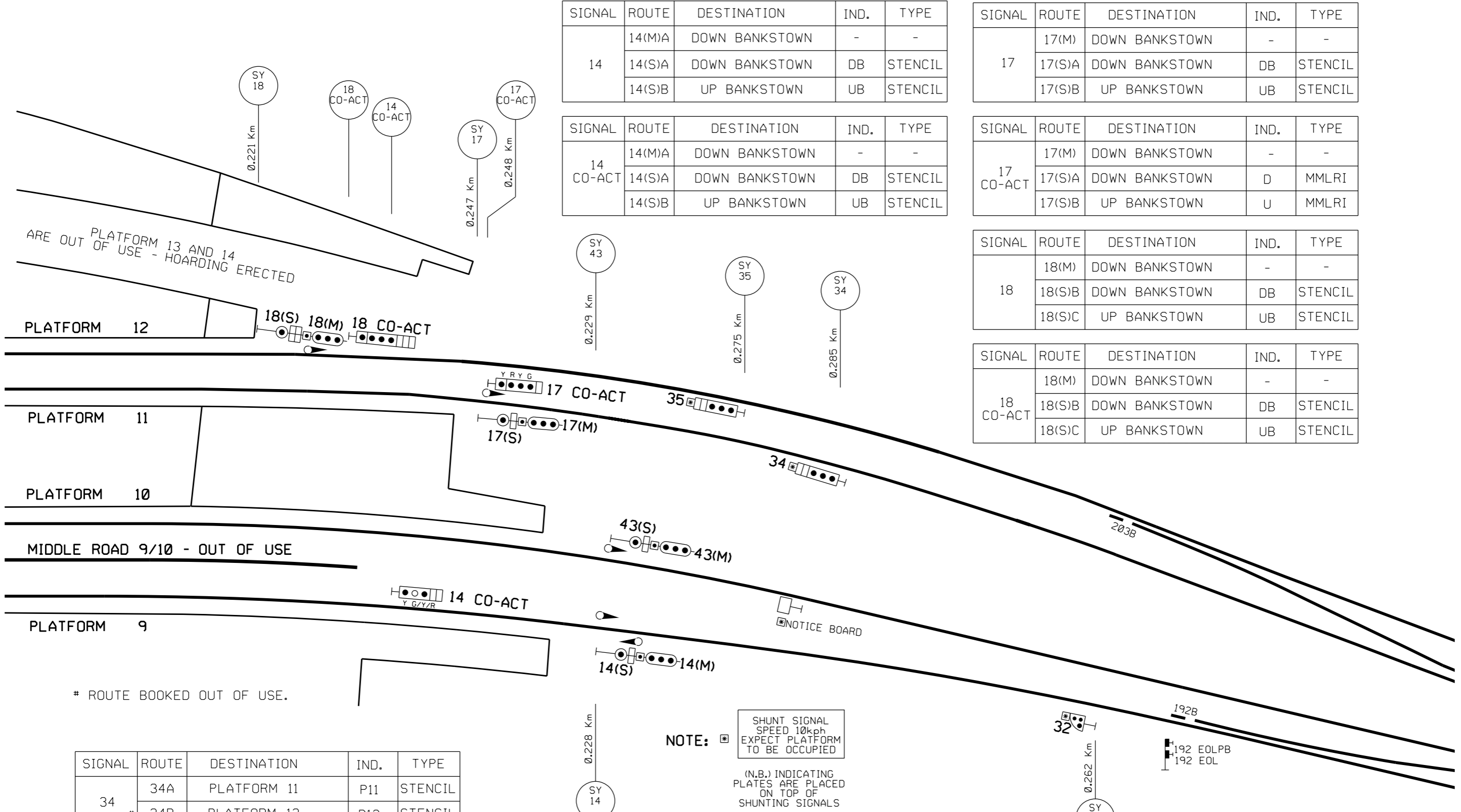
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| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|--------|--------|----------------|------|---------|
| 14 | 14(M)A | DOWN BANKSTOWN | - | - |
| | 14(S)A | DOWN BANKSTOWN | DB | STENCIL |
| | 14(S)B | UP BANKSTOWN | UB | STENCIL |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|-----------|--------|----------------|------|---------|
| 14 CO-ACT | 14(M)A | DOWN BANKSTOWN | - | - |
| | 14(S)A | DOWN BANKSTOWN | DB | STENCIL |
| | 14(S)B | UP BANKSTOWN | UB | STENCIL |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|--------|--------|----------------|------|---------|
| 17 | 17(M) | DOWN BANKSTOWN | - | - |
| | 17(S)A | DOWN BANKSTOWN | DB | STENCIL |
| | 17(S)B | UP BANKSTOWN | UB | STENCIL |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|-----------|--------|----------------|------|-------|
| 17 CO-ACT | 17(M) | DOWN BANKSTOWN | - | - |
| | 17(S)A | DOWN BANKSTOWN | D | MMLRI |
| | 17(S)B | UP BANKSTOWN | U | MMLRI |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|--------|--------|----------------|------|---------|
| 18 | 18(M) | DOWN BANKSTOWN | - | - |
| | 18(S)B | DOWN BANKSTOWN | DB | STENCIL |
| | 18(S)C | UP BANKSTOWN | UB | STENCIL |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|-----------|--------|----------------|------|---------|
| 18 CO-ACT | 18(M) | DOWN BANKSTOWN | - | - |
| | 18(S)B | DOWN BANKSTOWN | DB | STENCIL |
| | 18(S)C | UP BANKSTOWN | UB | STENCIL |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|--------|-------|-------------|------|---------|
| 34 # | 34A | PLATFORM 11 | P11 | STENCIL |
| | 34B | PLATFORM 13 | P13 | STENCIL |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|--------|-------|-------------|------|---------|
| 35 # | 35A | PLATFORM 12 | P12 | STENCIL |
| | 35B | PLATFORM 14 | P14 | STENCIL |

| SIGNAL | ROUTE | DESTINATION | IND. | TYPE |
|--------|--------|----------------|------|---------|
| 43 | 43(M) | DOWN BANKSTOWN | - | - |
| | 43(S)A | DOWN BANKSTOWN | DB | STENCIL |
| | 43(S)B | UP BANKSTOWN | UB | STENCIL |

NOTE: SHUNT SIGNAL SPEED 10kph EXPECT PLATFORM TO BE OCCUPIED

(N.B.) INDICATING PLATES ARE PLACED ON TOP OF SHUNTING SIGNALS

NOT TO SCALE

**MTMS3 STAR PHASE 2 STAGE 5A
REMOVAL OF 202 CATCHPOINTS
DRIVERS DIAGRAM**

VER 06062024
PAGE 1 OF 1

WENTWORTH FALLS (WEST): UPGRADE EMERGENCY CROSSOVER TO POWERED OPERATION STAGE 1

*****PLEASE NOTE THE ALTERATIONS TO THE KATOOMBA ATRICS PANEL ADVERTISED IN WEEKLY NOTICE 35-2024 WILL NOT TAKE PLACE AND ITS REFERENCE HAS BEEN REMOVED FROM THE BELOW WEEKLY NOTICE*****

Commencing at 0200 hours on **Saturday, 31 August 2024** and continuing until 0200 hours on Monday, 2 September 2024, the following work will be carried out:

- Ground Frame C and its associated equipment will be removed.
- Ground Frame C will be renewed with non-powered Siemens D84M MKIII Points Machines and renamed as WFC Points.
- WFC A point move 12.407m towards Sydney.
- WFC B point move 11.030m towards Sydney.
- Relocate 63.4 signal approximately 55m towards Sydney.
- WFC points will be spiked, clipped, XL locked normal and booked out of use post commissioning. EOL will not be provided during this stage.
- 62.3 signal 'A' light and signage installed and bagged. Red marker light remains staggered at this stage.
- 63.8 signal 'A' light and signage installed and bagged. Red marker light remains staggered at this stage.
- Katoomba ATRICS workstation will be altered accordingly.

VER03062024

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LITHGOW (WEST) – LITHGOW RESIGNALLING PROJECT (STAGE 2) – REMOVAL OF CROSSOVER 30, UPGRADE CROSSOVER 35, RELOCATION OF SIGNAL 96.0 AND TRAINSTOP

Commencing at 1000 hours on **Monday, 26 August 2024** and continuing until 1730 hours on Friday, 6 September 2024, the following works will be carried out.

- Coal Stage signal 96.0 (levers 63 & 40) and trainstop will be removed and replaced by a new signal 96.0 (levers 63 & 40) and trainstop positioned on a gantry at approximately 154.484 kilometrage.
- Signal aspects provided on the new 96.0 signal that are not in use and are for the final commissioning will be bagged or blanked.
- Existing Coal Stage 35 crossover Up Main to Down Main will be removed. Recently installed crossover 440 will be renamed 35 and brought into use. 35 points Emergency Switch Machine Lock (ESML) will be replaced with a 35 points Emergency Operation Lock (EOL) in the same position at 35 PTS location.
- Existing Coal Stage 30 crossover Main Crossing will be removed and shunt signals (levers 20 & 46) leading over 30 crossover reverse will be booked out of use.
- Coal Stage levers 20, 30 and 46 will be secured in the normal position.
- The Up Main signal aspect sequence will be altered as shown in the table below.
- To display a clear green aspect on Signal 96.4 (lever 60) requires both signals 96.2 and 96.0 to display a caution aspect.

| SIGNAL ASPECT SEQUENCE | | | | |
|------------------------|-------------|-------------|------------------|-------------|
| Signal 95.8 | Signal 96.0 | Signal 96.2 | Signal 96.4 | Signal 96.6 |
| C.ST 62 | C.ST 63 | C.ST 64 | C.ST 60, L.YD 3A | L.YD 1 |
| | | | R | Y |
| | | R | Y | PY |
| | R | Y | Y | G |
| R | Y | Y | G | |

- The signaller's Diagram and Indication Panel at Lithgow Coal Stage signal box will be modified to reflect the altered arrangements.
- A Drivers Diagram showing the new arrangements appears in this Weekly Notice.

VER 19072024
DRIVERS DIAGRAM VER 19072024

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Ben Jenkin

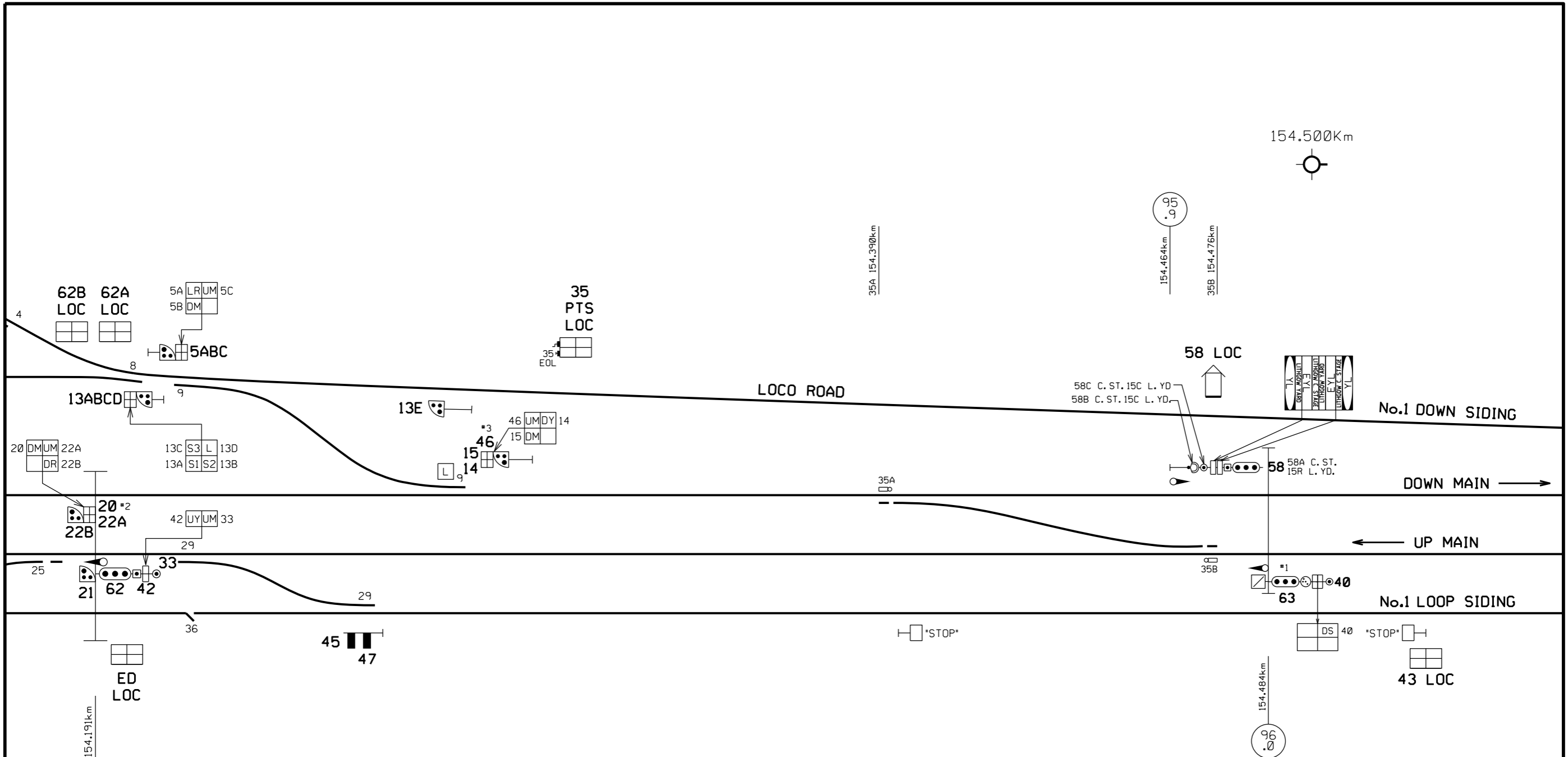
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POINT ARRANGEMENTS

| POINTS No | POINTS TYPE | NUMBER OF BACKDRIVES | BEARERS | MECHANICAL DRIVE | EMERGENCY OPERATION | | | LOCATION | INSCRIPTION | INTERLOCKING BALL BEARING REMOVED | WIDE CUT NOTCH POSITION | FPL REMOVED |
|-----------|--------------|----------------------|----------|------------------|---------------------|------------------------|---------------|----------|-----------------|-----------------------------------|-------------------------|-------------|
| | | | | | TYPE | EOL INDEX ESML WARDING | MACHINE INDEX | | | | | |
| 35A | D 84M MK III | 1 | CONCRETE | SPHEROLOCK | EOL KEY | A-J | A-J | 35 PTS | LITHGOW 35A EOL | YES | N/A | N/A |
| 35B | D 84M MK III | 1 | CONCRETE | SPHEROLOCK | EOL KEY | A-J | A-J | 35 PTS | LITHGOW 35B EOL | YES | N/A | N/A |

- #1 FINAL SIGNAL PROFILE SHOWN AND SIGNAL ASPECT NOT IN USE WILL BE BAGGED OR BLANKED
- #2 20 ROUTE BOOKED OUT OF USE.
- #3 46 ROUTE BOOKED OUT OF USE.

NOT TO SCALE



155.000km



KINEMATIC ENVELOPE (KE) LOCKING RESTRICTIONS
NO TRAINS ON DOWN MAIN BETWEEN 155.100km & 155.260km WITH 12 POINTS REVERSE
NO TRAIN ON UP MAIN BETWEEN 155.100km & 155.260km WITH 10 POINTS REVERS

96
3

155.000km

64
LOC



19
LOC



19C C.U.



19R

LITHGOW YARD
SIGNAL
BOX

24 LEVERS; ELEVATED

RELEASING SWITCH F
RELD. BY 12N OR 7N & 3N OR 8N & 3N AND
RELEASES KEY FOR 1F (WARDS 1-3c)
(LOCATION AT LITHGOW YARD SIGNAL BOX.)

LYD



XcX

ELECTRIC
TRAIN
STOP



No.1 DOWN DOCK

10

10

ACCEPTED BY 60 C. ST.
WHEN 8 REV. & 12 NOR.

16 C. STAGE

7A 4 7B

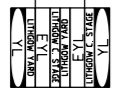
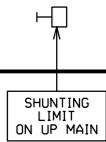
GOODS PLATFORM

3
LOC



BRIDGE STREET

64
64R C. ST. 64C C. ST.



154.875km

96
2

TO STATE MINE

DERAIL



2F

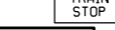
FRAME F

18A 18B



12

ELECTRIC
TRAIN
STOP



GOODS SHED

FRAME F

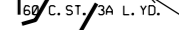
2 LEVERS - TYPE G

IF RELD. BY KEY FROM REL. SWITCH F
(WARD 1-3c) OUT WITH LEVER NORMAL.

DOCK SIDING

GOODS PLATFORM

60 C. ST. 3A L. YD.



3B YD.

155.400km

96
4

NOT TO SCALE

STATUS OF TOM NOTICES

| <i>Number</i> | <i>Title</i> | <i>Issued</i> | <i>Effective</i> |
|---------------|---|---------------|------------------|
| 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 |
| 004 – 2017 | TWP 174 Ice Radio | 20/07/17 | 31/07/17 |
| 018 - 2017 | Amendment to OMET 200 | 14/12/17 | 24/12/17 |
| 012 – 2018 | OMET 228 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 |
| 016 - 2018 | Network Rules Operational standards update | 17/08/18 | 27/08/18 |
| 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 |
| 004 – 2019 | TWP 118 Reporting Faults | 11/04/19 | 28/04/19 |
| 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 |
| 014 - 2020 | TWP 112 Changing ends | 20/07/20 | 03/08/20 |
| 017 - 2020 | Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground | 07/12/20 | 14/12/20 |
| 011 - 2021 | Exception to OMET 200 & 350 | 17/11/21 | 29/11/21 |
| 005 - 2022 | TWP 160 Driver procedure at stations | 21/04/22 | 08/05/22 |
| 023 - 2022 | Exception to OMET 254 Topside Preparation Locations | 16/08/22 | 22/08/22 |
| 028 - 2022 | Testing of Tangara Sets fitted with European Train Control System (ETCS) Level 1 & Level 2 (In cab signalling) equipment at Mortdale Maintenance Centre | 08/12/22 | 16/12/22 |
| 027 - 2022 | TWP 150: Damaged or Missing Window Glass | 27/09/22 | 10/10/22 |
| 014 - 2023 | Use of Automatic Train Protection (ATP) equipment on Millennium trains | 20/02/23 | 05/03/23 |
| 016 - 2023 | TWP 152 Disabled trains | 07/03/23 | 20/03/23 |
| 017 - 2023 | TWP 138 Assisting Trains using Emergency Couplers | 07/03/23 | 20/03/23 |
| 022 – 2023 | WB Radios on Waratah, Oscar, Millenium, Tangara and K sets | 05/04/23 | 23/04/23 |
| 023 - 2023 | OSCAR trains fitted with Automatic Train Protection (ATP) equipment | 19/06/23 | 26/06/23 |
| 028 – 2023 | TWP 176: Wayside Train Condition Monitoring | 07/08/23 | 21/08/23 |
| 029 - 2023 | Testing of an OSCAR Set (H5) with ETCS Level 2 equipment | 01/09/23 | 04/09/23 |

| <i>Number</i> | <i>Title</i> | <i>Issued</i> | <i>Effective</i> |
|----------------------|---|----------------------|-------------------------|
| 026 – 2023 | TWP 156: Operating doors | 15/09/23 | 25/09/23 |
| 032 - 2023 | TWP 100 Responsibilities of Train Crews | 19/09/23 | 30/09/23 |
| 031 - 2023 | Operation of Tangara trains fitted with ATP with Automatic Train Protection (ATP) | 10/10/23 | 16/10/23 |
| 033 - 2023 | Waratah (A and B SET) trains fitted with Automatic Train Protect equipment | 17/10/23 | 23/10/23 |
| 034 - 2023 | Testing Tangara trains fitted with ETCS Level 2 | 02/11/23 | 03/11/23 |
| 001 – 2024 | TWP 182 Digital Train Radio | 12/02/24 | 26/02/24 |
| 002 – 2024 | Testing of a Millennium set (M31) with ETCS level 2 equipment | 22/04/24 | 23/04/24 |
| 003 – 2024 | Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains | 12/06/24 | 01/07/24 |
| 004 - 2024 | Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection Protection(ATP) Trackside System | 28/06/24 | 01/07/24 |

STATUS OF PERMANENT SAFE NOTICES

| <i>Number</i> | <i>Title</i> | <i>Issued</i> | <i>Effective</i> |
|---------------|---|---------------|------------------|
| 002 - 2024 | Compiling NRF 008 – Pilot Staff Notice | 29/02/24 | 29/02/24 |
| 003 - 2024 | Use of Signal Key Switches | 11/04/24 | 26/04/24 |
| 004 – 2024 | Transition of NSW TrainLink Operations to Sydney Trains | 12/06/24 | 01/07/24 |
| 005 - 2024 | New Trackside Signage associated with Digital Systems Train Testing | 07/08/24 | 24/08/24 |

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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) |

| <i>Title</i> | <i>Status Sheet</i> | <i>Date issued</i> |
|--|---------------------|--------------------|
| <i>Train Working Procedures</i> | | |
| 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 | TN 017 - 2023 | March 2023 |
| 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 016 - 2023 | March 2023 |
| 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 188 | 1 | November 2015 |
| TWP 190 | TN 008 - 2019 | March 2019 |
| TWP 192 | TN 012 - 2019 | March 2019 |

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NOTES

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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.

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Tuesday, 13 August 2024