

SAFE Notice *2024* 145

ILLAWARRA JUNCTION - ASHFIELD - STRATHFIELD - NORTH STRATHFIELD - HOMEBUSH - FLEMINGTON - FLEMINGTON MAINTENANCE CENTRE - HOMEBUSH BAY - LIDCOMBE

From Saturday, 06 April 2024 until Monday, 8 April 2024

In conjunction with Special Train Notice No. 0530 - 2024 the following Safeworking arrangements will apply:

FLEMINGTON CAR SIDINGS

To permit maintenance operations of fleet to be carried out, approval is given for the restricted movement of electric trains between No. 21 Road and No. 24 roads inclusive at Flemington Car Sidings in accordance with the instructions shown in NWT 302 and NPR 700.

- The PO and PPO must confer and come to a clear understanding for all shunting movements between roads 21 to 24.
- While shunting operations are being undertaken, the PPO and PO must ensure that NO fixed worksites, work trains or track vehicles are permitted to traverse or occupy roads 21 to 24. In addition, no persons other than those associated with the shunting movements are permitted within roads 21 to 24.

ADDITIONAL SAFE WORKING ARRANGEMENTS

ALTERED LPA PROTECTION STRATHFIELD

- In exception to NPR 709 and NPR 700, 2 Railway Track Signals (RTS) must be placed 10m apart on the Up Local line at Strathfield at the LPA limit.
- In exception to NPR 709, Railway Track Signals (RTS) must be placed 10m apart on the Up Suburban line at Strathfield at the LPA limit.

UP LOCAL LINE – STRATHFIELD

In exception to NWT 302, a worksite with associated rail traffic may be established on the Up Local line at Strathfield within 500m of the LPA limit in accordance with the site safety plan and the following:

Prior to a worksite being established within 500m of the LPA limits at Strathfield, the following additional possession protection must be provided for the duration of the work:

- A STOP Block must be fixed to the Up Local line at approximately **12.013km**
- Additional Railway Track Signals (RTS) must be placed on the worksite side of the STOP Block on the Up Local line at approximately **12.014km, 12.034km and 12.054km**
- An Additional Worksite Protection Marker must be placed on the Up Local line at approximately **12.054km.**

Note: When it is necessary for a work train, track vehicle or plant to enter or depart the possession, it will be permissible for the STOP Block and additional possession protection to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the STOP Block and additional protection must be replaced.

DOWN SUBURBAN LINE – HOMEBUSH

In exception to NWT 302, a worksite with associated rail traffic may be established on the Down Suburban line at Homebush within 500m of the LPA limit in accordance with the site safety plan and the following:

Prior to a worksite being established within 500m of the LPA limits at Homebush, the following additional possession protection must be provided for the duration of the work:

- A Temporary Friction Buffer STOP must be fixed to the Down Suburban line at approximately **12.200km**
- Additional Railway Track Signals (RTS) must be placed on the worksite side of Temporary Friction Buffer STOP on the Down Suburban line at approximately **12.220km, 12.240km and 12.260km**
- An Additional Worksite Protection Marker must be placed on the Down Suburban line at approximately **12.260km.**

Note: When it is necessary for a work train, track vehicle or plant to enter or depart the possession, it will be permissible for the Friction Buffer STOP and additional possession protection to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the Friction Buffer STOP and additional protection must be replaced.

UP MAIN LINE – LIDCOMBE

In exception to NWT 302, a worksite with associated rail traffic may be established on the Up Main line at Lidcombe within 500m of the LPA limit in accordance with the site safety plan and the following:

Prior to a worksite being established within 500m of the LPA limits at Lidcombe, the following additional possession protection must be provided for the duration of the work:

- A Temporary Friction Buffer STOP must be fixed to the Up Main line at approximately **15.550km**
- Additional Railway Track Signals (RTS) must be on the worksite side of Temporary Friction Buffer STOP on the Up Main line at approximately **15.545, 15.525, 15.505km.**
- An Additional Worksite Protection Marker must be placed on the Up Main line at approximately **15.505km.**

Note: When it is necessary for a work train, track vehicle or plant to enter or depart the possession, it will be permissible for the Friction Buffer STOP and additional possession protection to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the Friction Buffer STOP and additional protection must be replaced.

SYDNEY, 21 MARCH 2024**DIRECTOR NETWORK STANDARDS, SYSTEMS & QUALITY SYDNEY TRAINS**

Returned to Controlling Manager: Date: Signed:



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

To Controlling Manager: Date: Signed:

Received SAFE Notice No. 145 – 2024 Date: Signed:

Name (print): Location:

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