

19

19 weekly notice

Monday, 04 May 2020
Sunday, 10 May 2020



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 four Weekly Notices and deadlines for articles are:

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
20	11/05/2020 – 17/05/2020	14/04/2020
21	18/05/2020 – 24/05/2020	21/04/2020
22	25/05/2020 – 31/05/2020	28/04/2020
23	01/06/2020 – 07/06/2020	05/05/2020

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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LITHGOW (WEST) – LITHGOW AREA REMODELLING (LAR) – REPOSITIONING OF 88 SIGNAL AND INSTALLATION OF NARROW TRACK CLEARANCES SIGNS

Commencing at 0930 hours on **Monday, 18 May 2020**, and continuing until 1700 hours on Friday, 22 May 2020, the following works will be carried out:

- 88 Signal on the No.2 Down Siding will be repositioned to 153.441km to provide additional transit space clearance
- Narrow Track Clearances signs will be installed at:
 - Sydney end of Down Sidings at approx. 153.415km and 153.475km
 - Sydney end of Up Sidings at approx. 153.450km and 153.550km
 - Lithgow end of Down Sidings at approx. 154.050km and 154.100km
 - Lithgow end of Up Sidings at approx. 153.985km and 154.075km
 - Sydney end of No.1 Down Siding at approx. 154.462km
 - Lithgow end of No.1 Down Siding at approx. 155.010km

A Drivers Diagram showing the altered arrangement appears in this Weekly Notice.

VER09042020
DIAGRAM VER09042020

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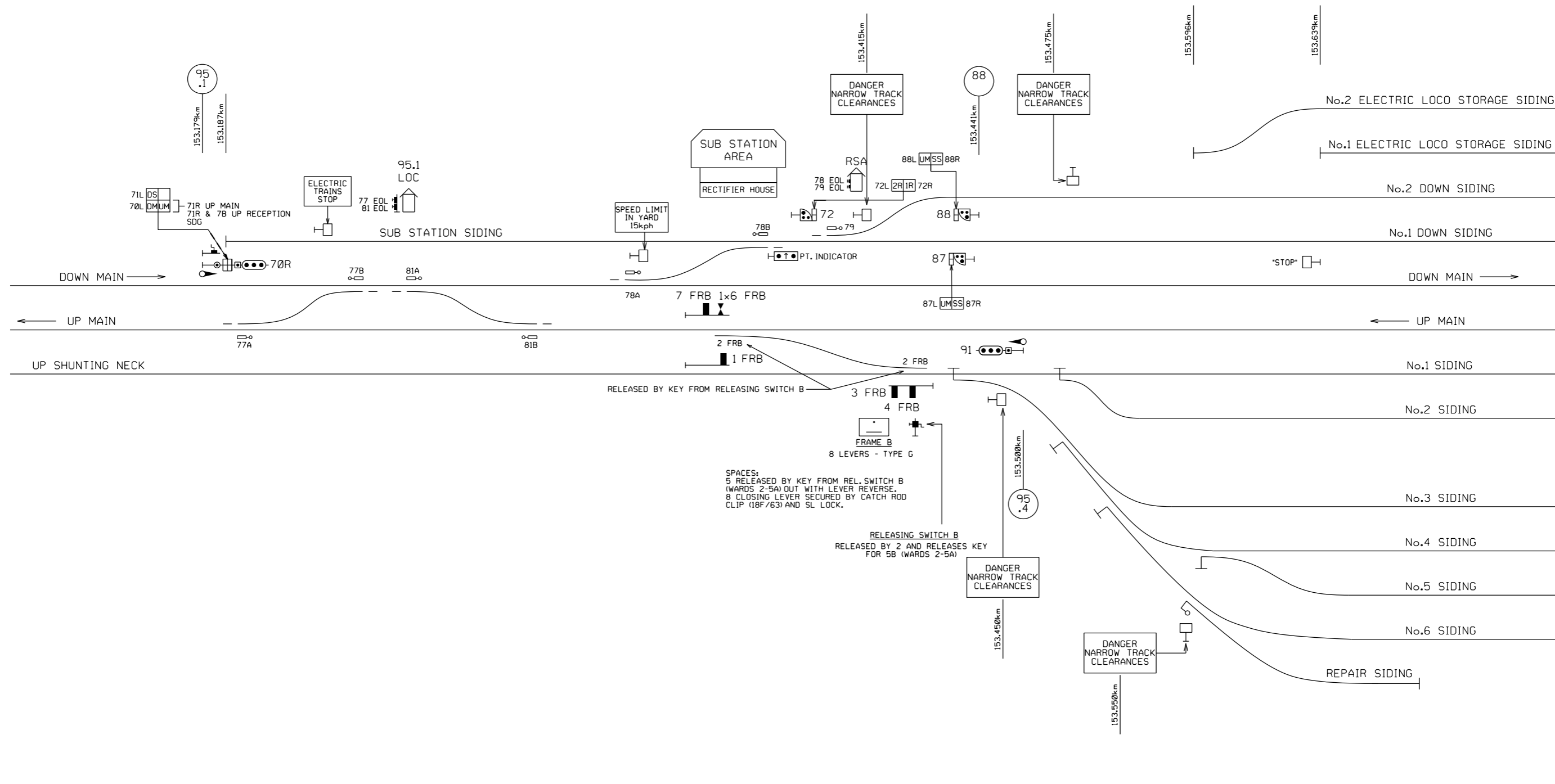
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Joe Trinh

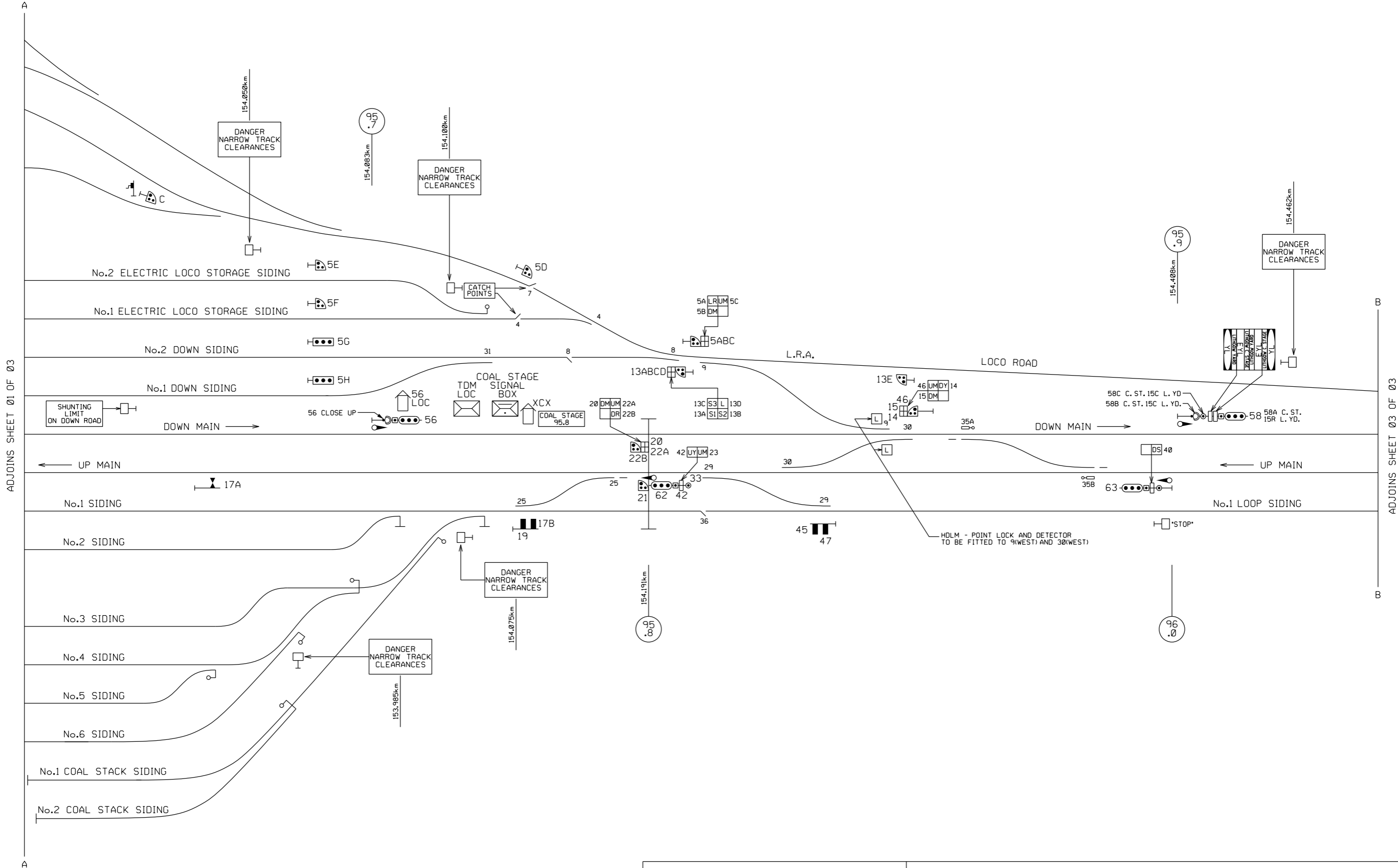
Design Delivery Manager, JMDR

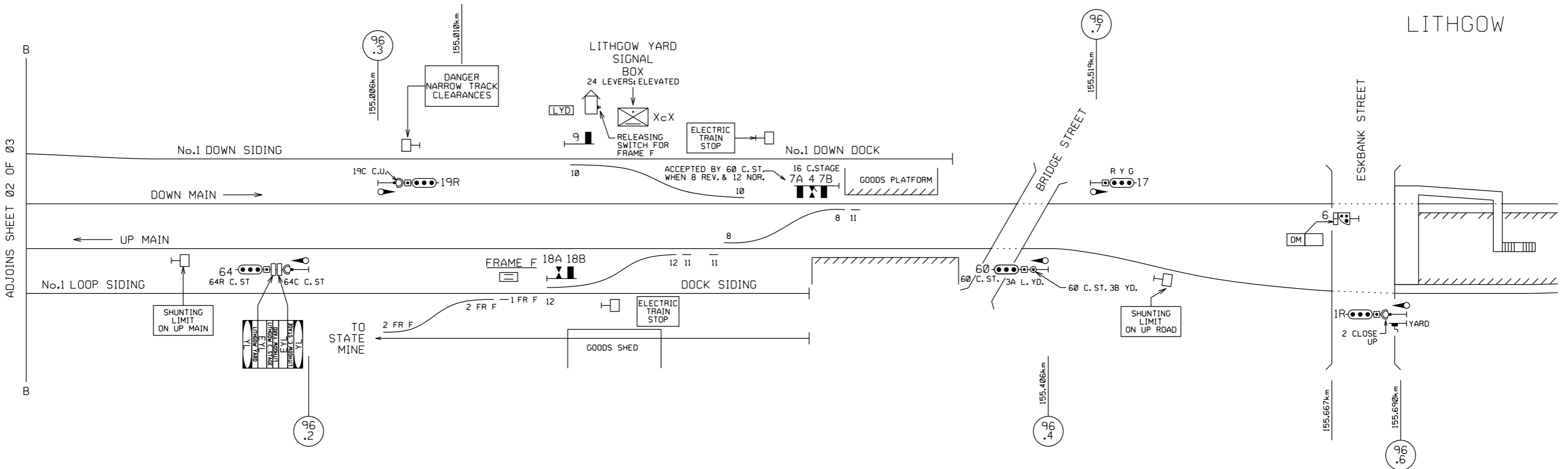
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ADJOINS SHEET 02 OF 03





RHODES – PROVISION OF ATP VIRTUAL BALISE COVER (VBC) BALISES

Commencing at 1200 hours and continuing until 1600 hours on **Saturday, 9 May 2020**, as part of the ATP Network Rollout in Area 1, the following works will be carried out:

- Two ATP balise groups known as Virtual Balise Covers (VBCs) will be removed from 16.856km and 16.863km on the Up Main Line. Two new ATP balise groups will be commissioned and enter revenue service on the Countryside of Rhodes at 16.700km and 16.706km on the Up Main Line.

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LITHGOW YARD (WEST) – WIDENING OF TRACK CENTRES AND PROVISION OF ADDITIONAL INTERLOCKING

Commencing at 0200 hours on **Saturday, 16 May 2020** and continuing until 0200 hours on Monday, 18 May 2020, the following work will be carried out:

Alterations to Track Clearance Restrictions

The Up and Down Main track centres will be altered to remove the narrow clearances between the Up and Down Main Lines in the vicinity of Lithgow Yard Signal Box.

Simultaneous train movements on the Main Lines will now be permissible, however no simultaneous train movements are permitted where 10 or 12 points are reverse due to conflicting Kinematic Envelopes (KE) when a train is on a turnout route.

The KE restrictions are,

- Down Main: Between 155.100km (aligns with 18 signal) and 155.260km (7 signal) when 12 points are reverse
- Up Main: Between 155.100km and 155.260km when 10 points are reverse.

Refer to Drivers Diagram detailing the limits of the KE restrictions.

Provision of Kinematic Envelope Locking

Additional locking will be provided on signal levers 3, 4, 19 and point levers 10 & 12 to assist the signaller in managing the KE restrictions.

- 10 points will be locked Normal if lever 3 or 12 is Reverse, or a train has entered the route with 96.4A track occupied after using lever 3 or 12 Reverse.
- 12 points will be locked Normal if lever 4, 10 or 19 is Reverse, or a train has entered the route with 96.3A track occupied after using lever 4, 10 or 19 Reverse.

Note: A set back on the Down Main from 7 signal to either the Departure Road or State Mine Siding will require 8 & 12 points reverse. However 12 points may be locked normal due to KE restrictions. To free 12 points first pull 8 lever reverse.

Indicator lamps will be located behind 10 and 12 levers and will illuminate when the KE locking is released. The lamps will be labelled 'KE LOCKING FREE'. Note the lamps only indicate the release of the KE locking, there may be locking from other levers still applied.

Provision of 12 Emergency Release

An emergency release push button and indicator will be provided on the shelf above 12 lever.

If it is required to operate 12 points reverse when a train is occupying the Down Main between the Down Home (96.3) and Down 2nd Home (96.7) signals, but outside the area where KE restrictions apply, the KE locking may be released using the 12 Emergency Release push button.

To use 12 Emergency Release:

- Ensure the KE restricted area (155.100km to 155.260km) is clear of rail traffic.
- Ensure levers 4, 10 and 19 are in the normal position.
- After 5 minutes, the release will become available, indicated by the illumination of the emergency release lamp.
- When the indicator is lit, depress the emergency release push button for one second and then release. The '12 KE LOCKING FREE' indicator will illuminate.
- 12 Points will now be free to move Reverse subject to any locking applied by other levers.

VER01112019
DD VER03072019

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155.000km

155.500km

KINEMATIC ENVELOPE (KE) LOCKING RESTRICTIONS

NO TRAINS ON DOWN MAIN BETWEEN 155.100km & 155.260km WITH 12 POINTS REVERSE
NO TRAINS ON UP MAIN BETWEEN 155.100km & 155.260km WITH 10 POINTS REVERSE

155.100km (18 SIGNAL) LIMIT OF KE RESTRICTIONS

155.260km (7 SIGNAL) LIMIT OF KE RESTRICTIONS

LITHGOW YARD SIGNAL BOX

L.Y.D

RELEASING SWITCH F

RELEASED BY 12N OR 7N.3N OR 8N.3N AND RELEASES KEY FOR 1F

ELECTRIC TRAINS STOP

BROWNS SIDING

No.1 DOWN DOCK



DOWN MAIN

ACCEPTED BY 60 C. ST. WHEN 8 REV. & 12 NOR. → 16 C. STAGE 7A 4 7B

GOODS PLATFORM



UP MAIN

DEPARTURE ROAD

DOCK SIDING

FRAME 'F'

18A 18B

GOODS PLATFORM

96.4 (60 C. ST. 3A L. YD. 3B YD.)

DERAIL

2F 1F

ELECTRIC TRAINS STOP

SHUNTING LIMIT ON UP ROAD

TO STATE MINE

GOODS SHED

FRAME F

2 LEVERS - TYPE G

1F RELEASED BY KEY FROM REL. SWITCH F OUT WITH LEVER NORMAL

155.406km (96.4)

	LITHGOW YARD
	AREA OF KINEMATIC ENVELOPE RESTRICTIONS
	(SHEET 1 OF 1)
NOT TO SCALE	Produced by Sydney Trains - Signal Design VER03072019

**LITHGOW (WEST) – LITHGOW AREA REMODELLING (LAR) –
OHW STRUCTURES AND SWITCHING CHANGES**

Commencing at 0900 hours on **Monday, 11 May 2020**, and continuing until 1600 hours on Friday, 22 May 2020, the following works will be carried out:

- OHW from SL154+935 to SL155+999 (Through Lithgow Station) will be transferred from old structures to new structures. The redundant OHWS will be removed.
- 1500V Isolators W92/11 and W91/11 will be replaced with new isolators at SL 155+115
- Redundant 1500V Isolators W92/1&2 and W91/1&2 at SL155+583 will be removed

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MOUNT VICTORIA (WEST) – MOUNT VICTORIA AREA REMODELLING (MVAR) – RELOCATION OF 78.7 SIGNAL, 38 SIGNAL AND BUFFER STOP LIGHTS ON STORAGE SIDINGS 1, 2 & 3

Commencing at 0600 hours on **Saturday, 16 May 2020**, and continuing until 2000 hours on Sunday, 17 May 2020, the following works will be carried out:

- 78.7 Signal, including 35B Aspect will be replaced and will be relocated 300mm further away from the Down Main, uncommissioned aspects will be bagged
- 38 Signal, including 35A Aspect will be replaced and will be relocated approximately 1.2m towards City and 300mm further away from the Up Main, uncommissioned aspects will be bagged.
- Buffer Stop Lights on Storage Sidings 1, 2 & 3 will be moved to the new Friction Buffer Stop locations
- Fixed Train Stops will be installed as per standard at the new Friction Buffer Stop locations on Storage Sidings 1, 2 & 3
- The TVS System will not be altered to reflect the altered works.

VER08042020

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BLUE MOUNTAINS ROUTE CLEARANCE – LAWSON OVERLAP CHANGE

Commencing at 0200 hours on **Saturday, 16 May 2020** and continuing until 0200 hours on Monday, 18 May 2020, in order to allow a 10 carriage New Intercity Fleet (NIF) train to stop at Lawson platform without any detrimental effects to on-time running, the following alterations will be carried out:

- Existing Up Main track circuit 62BT will be shortened by 73m at the city end.
- Existing Up Main track circuit 62CT will be renamed to 62DT.
- A new Up Main track circuit 62CT will be installed (73m in length).
- 64(M) overlap will include 62AT and 62BT track circuits only and will exclude the newly created 62CT track circuit.

The existing Katoomba Panel ATRICS system at Blacktown will be updated to reflect the new signalling arrangements.

VER 03042020

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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
005 – 2014	Operation of T-Set (Tangara) Train fitted with ATP equipment	03/04/14	14/04/14
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
003 – 2018	Trial of Millennium trains fitted with ATP	21/06/18	01/07/18
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 an incapacitated Driver or 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
016 – 2019	Operation of H-set (OSCAR) trains fitted with ATP	04/04/19	14/04/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
020 – 2019	TWP 162 Bell Signals	18/04/19	05/05/19
018 – 2019	TWP 124 Defective Brakes	02/05/19	12/05/19
019 – 2019	TWP 126 Defective Automatic Brakes	02/05/19	12/05/19
022 2019	Exception to WAR 030 – Minimum Standards	03/10/19	13/10/19
023 2019	Operation of H sets fitted with ATP	11/11/19	21/11/19
002 2020	TWP 100 Responsibilities of Train Crews	05/03/20	15/03/20

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 – 2020	Planning & Management of work on track interface locations	12/12/19	06/01/20
002 - 2020	Shared Corridor Protocols MFN - SSFL	14/02/20	24/02/20
016 - 2019	Use of Signal Key Switches	05/12/19	15/12/19
013 – 2019	Operation of Passenger set F1	14/11/19	01/12/19

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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 002 - 2020	March 2020
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	3	November 2015
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 018 - 2019	May 2019
TWP 126	TN 019 - 2019	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 - 2019	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	4	November 2015
TWP 162	TN 020- 2019	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

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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

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Tuesday, 21 April 2020