

# SAFE Notice **2023** 110

## **ILLAWARRA JUNCTION – STRATHFIELD – NORTH STRATHFIELD – HOMEBUSH – FLEMINGTON – FLEMINGTON MAINTENANCE CENTRE – LIDCOMBE**

From Friday, 27 January until Monday, 30 January 2023

In conjunction with Special Train Notice No. 0161 – 2023, 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 SAFEWORKING ARRANGEMENTS**

- In exception to NPR 709 & 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.

#### **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**
- In exception to NPR 709, additional Railway Track Signals (RTS) must be placed 10m apart on the Down Suburban line at approximately **12.210km, 12.220km and 12.230km**
- An Additional Worksite Protection Marker must be placed on the Down Suburban line at approximately **12.230km**.

**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 Suburban line – Homebush

In exception to NWT 302, a worksite with associated rail traffic may be established on the Up 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 STOP Block must be fixed to the Up Suburban line at approximately **12.900km**
- In exception to NPR 709, additional Railway Track Signals (RTS) must be placed 10m apart on the Up Suburban line at approximately **12.890km, 12.880km and 12.870km.**
- An Additional Worksite Protection Marker must be placed on the Up Suburban line line at approximately **12.870km.**

**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.

### SIGNAL ROUTES

An authorised Signal Engineering Employee must book out of use the signal routes for signal **ST262S** as follows;

- (M)A Up Main
- (S)A Up Main
- (M)B Lsp Up Suburban
- (M)B G/R Up Suburban
- (S)B Up Suburban
- (S) C/D 258 Down Suburban.

## Up Main line – Flemington

In exception to NWT 302, a worksite with associated rail traffic may be established on the Up Main line at Flemington 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 Flemington, 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**
- In exception to NPR 709, additional Railway Track Signals (RTS) must be placed 10m apart on the Up Main line at approximately **15.540km, 15.530km and 15.520km.**
- An Additional Worksite Protection Marker must be placed on the Up Main line line at approximately **15.520km.**

**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 Temporary 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 Temporary Friction Buffer Stop and additional protection must be replaced.

**SYDNEY, 12 JANUARY 2023**

**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: .....

Received SAFE Notice No. 110 – 2023    Date: .....    Signed: .....

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

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