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weekly notice

Monday, 28 June 2021
Sunday, 04 July 2021



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www.railsafe.org.au

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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.

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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>
28	05/07/2021 – 11/07/2021	08/06/2021
29	12/07/2021 – 18/07/2021	15/06/2021
30	19/07/2021 – 25/07/2021	22/06/2021
31	26/07/2021 – 01/08/2021	29/06/2021

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:

Steve Swanson

Network Rules Specialist

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ERSKINEVILLE – INSTALLATION OF NEW SIGNAL ARRANGEMENTS (UNCOMMISSIONED / BAGGED)

Commencing at 0200 hours on **Saturday, 17 July 2021**, and continuing until 0200 hours on Monday, 19 July 2021 the following work will be carried out:

- Existing SY550 Signal (3.176km) to install Route Indicator and bag to indicate this signal indication is not commissioned.
- Existing SY548 Signal (2.973km) to install Route Indicator and bag to indicate this signal indication is not commissioned.
- Existing IL1.8 Signal (2.787km) to install Route Indicator and bag to indicate this signal indication is not commissioned.
- Existing SY533 Signal (2.243km) to install Route Indicator and bag to indicate this signal indication is not commissioned.
- Existing SY531 Signal (2.154km) to install Route Indicator and bag to indicate this signal indication is not commissioned.

Mark Skribins

Signalling Commissioning Engineer

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SYDNEY AREA (ERSKINEVILLE) -STAGE 3 – RELOCATION OF SIGNAL GANTRY SY539/SY540/IL1.5/IL1.6

Commencing at **0200 hours on Saturday, 17 July 2021**, and continuing until 1800 hours on Sunday, 18 July 2021, the following works will be carried out:

- Existing signals SY539, SY540, IL1.5 and IL1.6 will be relocated onto a new signal gantry at 2.620km. SY539 "CO" indicator will be replaced by a new shunt aspect. IL1.6 will be fitted with an "A" plate. There will be no other changes to profiles or aspects displayed on these relocated signals.
- New SY539 Repeater signal will be installed and commissioned.
- The existing signal gantry located at 2.560km will be removed.
- Signal SY537I will be altered in the same location and fitted with new tri-colour LED signal heads
- A Drivers Diagram showing the altered arrangement is provided with this Weekly Notice.

VER 16042021**DRIVERS DIAGRAM****VER 30032021****Mark Skribins**

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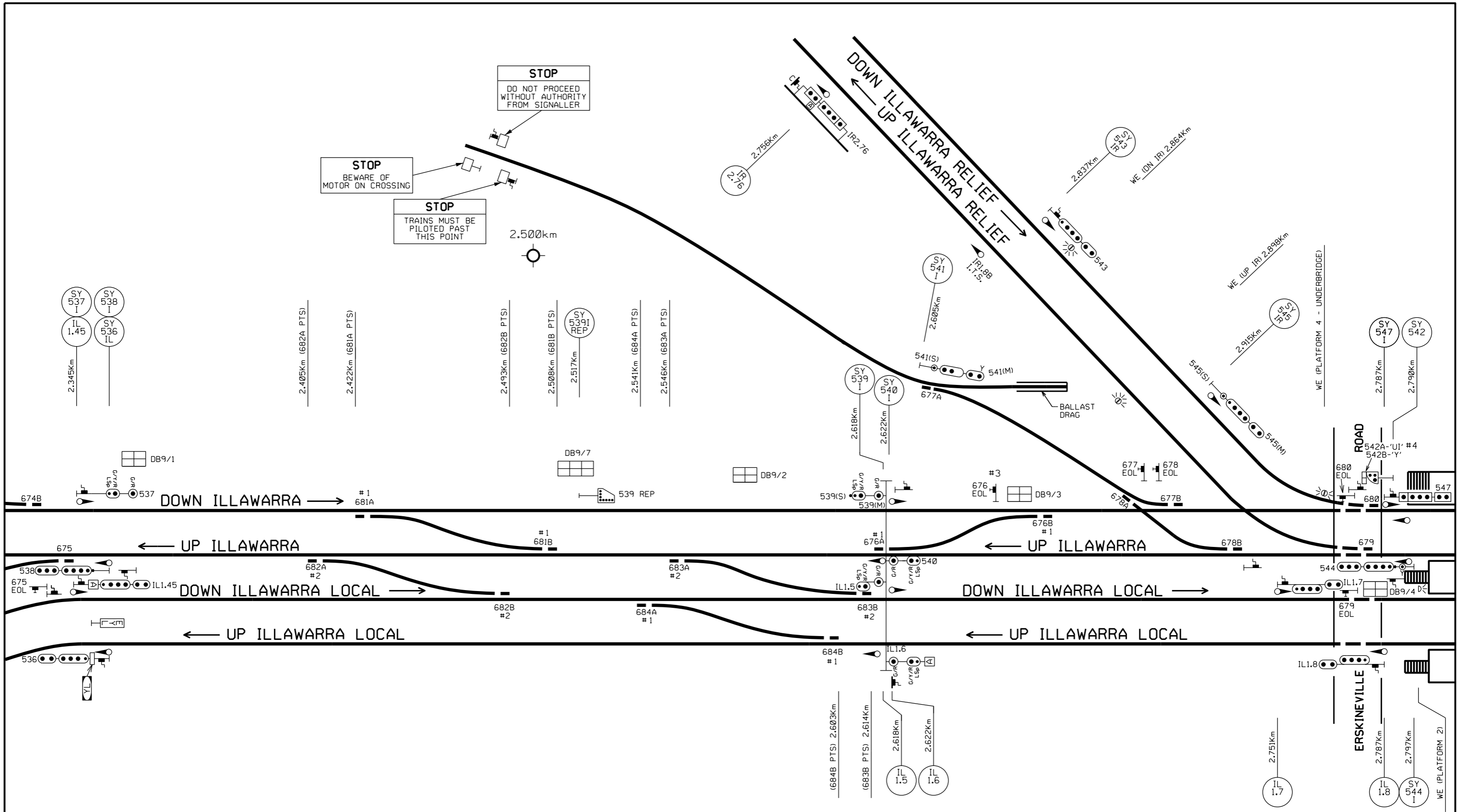
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- #1 POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL
- #2 POINTS SPIKED, CLIPPED AND XL LOCKED NORMAL
- #3 676 EOL DISCONNECTED AND BOOKED OUT OF USE
- #4 SY542A ROUTE OUT OF USE

NOT TO SCALE


<p>MTMS2 ERSKINEVILLE STAGE 3 DRIVERS DIAGRAM</p>
VER 30032021 PAGE 1 OF 1

HURSTVILLE – HURSTVILLE UP MAINTENANCE SIDING

From 0700 hours on **Monday, 5 July 2021**, until 0200 hours on Monday, 13 September 2021, the unwired up maintenance siding at Hurstville will be booked out of use for the purpose of constructing the new 984 crossover and 993 catchpoint that will be installed during the config 1 possession in WE11 on the 11th and 12th September.

During this time the buffer stop at the country end of the siding will be moved towards city end on the approach side of SM 942 signal at approximately 15+270 kms.

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BELLAMBI (ILLAWARRA) – MTMS2 BELLAMBI LNIF ENABLING PROJECT - PLATFORM 1 & 2 EXTENSIONS. FINAL COMMISSIONING AND HANDOVER

Commencing at 0600 hours on **Monday, 28 June 2021**, and continuing until 1600 hours on Friday, 16 July 2021, the following works will be carried out:

- Platforms 1 and 2 will be extended 53.09m towards country to enable use by 10-car NIF trains
- Install 4x light poles, 2x light circuits, terminate, test and energise
- Install 1x Help point, terminate, test and energise
- Install stairs, gate and fencing to end of platform
- Install seats and signage
- Install CCTV
- Paint coping and train markers
- Place topping level to platform and cast in tactiles
- Commission and handover of the above

No changes are required to Signalling and OHW. These were completed in previous possessions.

No change to Drivers Diagram is required.

Note: All above works are non-possession.

VER 01062021

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KIAMA (ILLAWARRA) – MTMS2 KIAMA LNIF ENABLING PROJECT - PLATFORM 1 & 2 EXTENSIONS. FINAL COMMISSIONING AND HANDOVER

Commencing at 1530 hours on **Monday, 12 July 2021**, and continuing until 0030 hours on Thursday, 15 July 2021, the following works will be carried out:

- Platform 1 (Loop Line side only) will be extended 8.6m towards city to enable use by 10-car NIF trains
- Platform 2 (Main Line side only) will be extended 9.2m towards country to enable use by 10-car NIF trains
- Install new platform signage
- Install lights to city end and country end extensions.
- Pour topping level to platform and cast in tactiles
- Tactiles and coping painting to be completed.
- Install stairs, gate and fence to platform ends
- Install platform Car markers
- Commission and handover of the above
- No changes are required to Signalling and OHW. These were completed in previous possessions.

No change to Drivers Diagram is required.

VER 01062021

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SYDNEY YARD - RENEWAL OF 258 & 260 POINTS TO "A" UNIT POINT CONTROLLERS WITH IN-BEARER SPHEROLOCK

Since **Tuesday, 15 June 2021**, the following work was carried out:

- The existing 258A turnout on the Up Suburban will be renewed approx. 5 metres towards Sydney with an In-bearer Spherolock arrangement. The point controller will be renewed with an 'A' type point controller unit.
- The existing 258B turnout on the Up Main will be renewed approx. 3 metres towards Sydney with an In-bearer Spherolock arrangement. The point controller will be renewed with an 'A' type point controller unit.
- The existing 260A turnout on the Down Suburban will be renewed approx. 8 metres towards Sydney with an In-bearer Spherolock arrangement. The point controller will be renewed with an 'A' type point controller unit.
- The existing 260B turnout on the Down Main will be renewed approx. 6 metres towards Sydney with an In-bearer spherolock arrangement. The point controller will be renewed with an 'A' type point controller unit.
- A new Keyless type Emergency Operation Lock (EOL) for 258 points will be provided adjacent to the 258B point end on the up side.
- A new Keyless type Emergency Operation Lock (EOL) for 260 points will be provided adjacent to the 258B point end also on the up side.
- The existing SY115 shunt signal on the Up Main for the Up direction will be renewed approx. 4 metres towards Sydney with LED type lamps. The existing horizontal type will be changed to a vertical type shunt signal. The profile will change to become the following from top to bottom:
 - MMLRI (R, G, M),

- Green light (overset),
 - Red light,
 - Yellow light,
 - Red light.
-
- The existing SY117 shunt signal on the Up Main for the Down direction will be renewed with LED type lamps with the same profile in approx. the same location.
 - The existing SY116 shunt signal on the Down Main for the Up direction will be renewed approx. 11m towards Sydney with LED type lamps and the same profile.
 - The existing SY119 shunt signal on the Up Suburban for the Down direction will be renewed approx. 9 metres towards Sydney with LED type lamps and the same profile.

VER 03/12/2020**Scott Watson**

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**WATERFALL (ILLAWARRA) - 63A/B CATCHPOINTS
RENEWAL - STAGE 2**

Since 0200 hours on **Monday, 28 June 2021**, the following work was commissioned into use:

- 63A & 63B catchpoints (Down Refuge Loop) was renewed as containment style catchpoints. The operating mechanisms were upgraded to D84M MKIII type with in-bearer spherolocks.
- 63A & 63B Catchpoints remained in the same position.
- The Emergency Switch Machine Lock (ESML) was replaced with new Emergency Operation Lock (EOL) equipment of the Fortress Key type mounted in the same position for emergency hand operation.

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GOSFORD (NORTH) - GOSFORD AREA REMODELLING (GAR) FINAL STAGE 13 WORKS

THIS ARTICLE AS PUBLISHED IN WEEKLY NOTICES 22,23 & 24 IS AMENDED WHERE HIGHLIGHTED. AMENDED DIAGRAMS ARE ALSO ATTACHED.

Since **Tuesday 15th June 2021**, the following work will be carried out:

The signalling area will now be controlled from the Gosford Panel at Homebush Control Centre while the existing Gosford local control panel will be removed.

The existing Gosford Relay interlocking will be replaced with a WESTRACE MK2 interlocking to control the new and existing signalling equipment. The new WESTRACE MK2 interlocking will control from the Sydney side of Gosford station, interfacing to the Hawkesbury River - Gosford automatic section, countryside of Narara station. The new WESTRACE MK2 interlocking will also interface to the existing Gosford to Kangy Angy automatic section. There will be new system alarms added to the ATRICS for the new WESTRACE MK2 interlocking.

There is no change to the system of working – Rail Vehicle Detection (RVD)

Signals

The final signalling arrangements are shown on the Gosford final commissioning Drivers Diagram published in this weekly notice.

The new and altered signals will display indications in accordance with Network Rules.

All running signals in the area are fitted with trainstops.

Additional LED-type, single head colour light signals, main line route indicators (where provided), turnout repeaters, subsidiary shunt signals, route indicators (where provided) and mechanical trainstops (where provided) will be brought into use as shown in the new and altered signal and route designations table below unless otherwise stated.

Approach locking is provided on every new controlled signal. A time limit of 120 seconds applies to all main line aspects and 60 seconds applies to all shunt aspects to release the approach locking if the signal is restored to STOP with a train closely approaching.

New, removed or altered signals are shown in the table below:

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
47.3	-	Automatic, Down Main North	Altered	-	New pulsating yellow aspect provided.
48.1	-	Automatic, Down Main North	Altered	-	New pulsating yellow aspect provided.
48.6	-	Automatic, Up Main North	Altered	-	Existing Yard Limit and End Yard Limit sign removed.
48.7	-	Automatic, Down Main North	Altered	-	New Left-Hand and Right-Hand Turnout Repeaters will be brought into use. New trainstop provided. Signal relocated 20m towards Sydney at 78.383 km.
GF1	(M)	Down Accept, Down Main North	New	-	New LED aspects and trainstop. New Left Hand and Right-Hand Turnout Repeaters provided. Yard limit sign provided.

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
49.2	-	Automatic, Up Main North	New	-	New LED aspects and trainstop. New Yard limit sign provided.
49.2 REP	-	Repeater, Up Main North	New	-	New LED white light Banner style.
GF9	(M)A LSp	Down Home, Down Main North to Back Platform Road	New	BP	New LED aspects and trainstop. New Left-Hand Turnout Repeater provided.
	(M)A			LH BOL	
	(M)B LSp	Down Home, Down Main North		DM	
	(M)B			-	
	(S)B	Shunt, Down Main North		DM	
	(M)C LSp	Down Home, Down Main North to Up Main North		UM	
	(M)C			RH BOL	
	(S)C	Shunt, Down Main North to Up Main North		UM	
GF3	(S)	Shunt, No.1 Car Siding	New	-	New LED vertical ground shunt signal.
GF5	(S)	Shunt, No.2 Car Sidings	New	-	New LED vertical ground shunt signal.
GF7	(S)	Shunt, No.3 Car Sidings	New	-	New LED vertical ground shunt signal.
Fixed Red	-	Up Fixed Red, Down Main North	New	-	New LED aspects, with arrow sign fitted.
GF10	(S)A	Shunt, No.3 Car Siding	New	C3	

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
	(S)B	Shunt, No.2 Car Siding		C2	New LED horizontal ground shunt signal and 2-way MMLRI provided.
	(S)C	Shunt, No.1 Car Siding		C1	
GF11	(S)A	Shunt, Car Sidings to Down Main North	New	DM	New LED horizontal ground shunt signal and trainstop. New 2-way MMLRI provided.
	(S)B	Shunt, Car Sidings to Up Main North		UM	
	(S)C	Shunt, Car Sidings to South Perway Siding		PS	
GF12	(S)	Shunt, South Perway Siding	New	-	New LED horizontal ground shunt signal.
GF13	(S)	Shunt, Down South Siding to Back Platform Road	New	-	New LED horizontal ground shunt signal and trainstop.
GF14	(S)A	Shunt, Up Main North to Car Sidings	New	CS	New LED horizontal ground shunt signal and 4-way MMLRI provided. Displays 'Green' when GF22(M)B route shows a proceed indication.
	(S)B	Intermediate Shunt, Up Main North		UM	
GF15	(S)A	Shunt, Down Main North to Back Platform Road	New	BP	New LED horizontal ground shunt signal and 4-way MMLRI provided.
	(S)B	Intermediate Shunt, Down Main North		DM	

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
					Displays 'Green' when GF9(M)B route shows a proceed indication.
GF17	(M)	Down Home, Back Platform Road	New	-	New LED aspects and trainstop. New Right-Hand Turnout Repeater provided. Signal mounted on the right-hand side of the track with arrow sign fitted.
	(S)	Shunt, Back Platform Road		-	
GF18	(M)B	Up Home & Starting, Back Platform Road to Up Main North	New	LH BOL	New LED aspects and trainstop. New Left-Hand BOL and 2-way MMLRI provided.
	(S)B	Shunt, Back Platform Road to Up Main North		UM	
	(S)C	Shunt, Back Platform Road to Down Main North		DM	
	(S)D	Shunt, Back Platform Road to Down South Siding		DS	
GF19	(M)	Down Home, Down Main North	New	-	Gantry Mounted. New LED tricolour aspects and trainstop. New Left Hand Turnout Repeater provided.
	(S)	Shunt, Down Main North		-	
GF20	(M)B	Up Home & Starting, Down Main North to Up Main North	Altered	LH BOL	Existing D50.2 Signal renamed. New 2-way new MMLRI provided.

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
	(S)B	Shunt, Down Main North to Up Main North		UM	
	(S)C	Shunt, Down Main North		DM	
GF21	(M)	Down Home, Up Main North	New	-	Gantry Mounted. New LED tricolour aspects and trainstop.
	(S)	Down Shunt, Up Main North		-	
GF22	(M)B	Up Home & Starting, Up Main North	Altered	-	Existing 50.2 Signal renamed.
	(S)B	Shunt, Up Main North		-	
GF23	(M)A	Down Home, Back Platform Road to Down Refuge	New	-	New LED aspects and trainstop. New Right-Hand Turnout Repeater, Right-Hand BOL and 2-way MMLRI provided.
	(S)A	Shunt, Back Platform Road to Down Refuge		DR	
	(M)B	Down Home, Back Platform Road to Down Main North		RH BOL	
	(S)B	Shunt, Back Platform Road to Down Main North		DM	
GF24	(M)	Up Home, Back Platform Road	New	-	New LED aspects and trainstop.
	(S)	Shunt, Back Platform Road		-	

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
GF25	(M)A	Down Home, Down Main North to Down Refuge	New	LH BOL	New LED aspects and trainstop. New Left-Hand BOL and 2-way MMLRI provided.
	(S)A	Shunt, Down Main North to Down Refuge		DR	
	(M)B	Down Home, Down Main North		-	
	(S)B	Shunt, Down Main North		DM	
GF26	(M)	Up Home, Down Main North	New	-	New LED aspects and trainstop. Signal mounted on the right- hand side of the track with arrow sign fitted.
	(S)	Shunt, Down Main North		-	
GF27	(S)A	Shunt, Up Main North to Down Refuge	New	DR	New LED aspects and trainstop. New Left-Hand BOL and 2-way MMLRI provided. Signal mounted on the right- hand side of the track with arrow sign fitted.
	(M)B	Down Home, Up Main North to Down Main North		LH BOL	
	(S)B	Shunt, Up Main North to Down Main North		DM	
	(S)C	Shunt, Up Main North		UM	
GF28	(M)	Up Home, Up Main North	New	-	New LED aspects and trainstop.
	(S)	Shunt, Up Main North		-	

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
GF29	(S)B	Shunt, Up Main North to Perway Siding No.2	New	PS	New LED vertical ground shunt signal and 2-way MMLRI provided.
GF31	(S)	Shunt, Perway Siding No.1 to Perway Siding No.2	New	-	New LED horizontal ground shunt signal.
GF32	(S)A	Shunt, Perway Siding No.2 to Perway Siding No.1	New	PS	New LED horizontal ground shunt signal and 2-way MMLRI provided.
	(S)B	Shunt, Perway Siding No.2 to Up Main North		UM	
GF33	(S)	Shunt, No. 2 Down Siding	New	-	New LED horizontal ground shunt signal.
GF34	(S)A	Shunt, Down Refuge to Up Main North	New	UM	New LED vertical ground shunt signal and 2-way MMLRI provided.
	(S)B	Shunt, Down Refuge to Down Main North		DM	
	(S)C	Shunt, Down Refuge		DR	
GF35	(S)	Shunt, No. 1 Down Siding	New	-	New LED horizontal ground shunt signal.
GF36	(S)A	Shunt, Down Main North to Up Main North	New	UM	New LED vertical ground shunt signal and 2-way MMLRI provided.
	(S)B	Shunt, Down Main North		DM	

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
	(S)C	Shunt, Down Main North to Down Refuge		DR	
GF37	(S)	Shunt, Engine Road	New	-	New LED horizontal ground shunt signal.
GF39	(S)	Intermediate Shunt, Down Refuge	New	-	New LED vertical ground shunt signal. Displays 'Green' when GF23(M)A route shows a proceed indication.
GF41	(S)	Shunt, Down Sidings to Down Refuge	New	-	New LED horizontal ground shunt signal with trainstop.
GF44	(M)B	Up Home, Up Refuge to Up Main North	New	-	Gantry Mounted. New LED tricolour aspect and 2-way MMLRI provided.
	(S)B	Shunt, Up Refuge to Up Main North		UM	
	(S)C	Shunt, Up Refuge to Down Main North		DM	
	(S)D	Shunt, Up Refuge to Down Refuge		DR	
GF44 REP	-	Repeater, Up Refuge	New	-	New LED white light Banner style.
GF46	(S)A	Shunt, Down Refuge	New	DR	

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
	(S)B	Shunt, Down Refuge to Engine Road		ER	New LED vertical ground shunt signal and 2-way MMLRI provided.
	(S)C	Shunt, Down Refuge to No.1 Down Siding		D1	
	(S)D	Shunt, Down Refuge to No.2 Down Siding		D2	
GF48	(M)A LSp	Up Home, Up Main North	New	UM	New LED aspects and trainstop. New MLRI, Right-Hand BOL and 2-way MMLRI provided.
	(M)A			-	
	(S)A	Shunt, Up Main North		UM	
	(M)B LSp	Up Home, Up Main North to Down Main North		DM	
	(M)B			RH BOL +'D'	
	(S)B	Shunt, Up Main North to Down Main North		DM	
	(M)C LSp	Up Home, Up Main North to Down Refuge		DR	
	(M)C			RH BOL + 'R'	
(S)C	Shunt, Up Main North to Down Refuge	DR			
GF49	(M)A	Down Home, Down Refuge	Altered	-	

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
	(S)A	Shunt, Down Refuge		DR	Existing GF77 Signal renamed. Existing SRI converted to new 2-way MMLRI.
	(M)B	Down Home, Down Refuge to Down Main North		RH BOL	
	(S)B	Shunt, Down Refuge to Down Main North		DM	
GF51	(M)	Down Home, Down Main North	New	-	New LED aspects and trainstop.
	(S)	Shunt, Down Main North		-	
GF52	(S)A	Shunt, Down Main North	New	DM	New LED vertical ground shunt signal and 2-way MMLRI provided. Route 52(S)A booked out of use.
	(S)B	Shunt, Down Main North to Down Refuge		DR	
GF54	(M)	Up Home, Up Main North	Altered	-	Existing GF104 signal renamed.
GF56	(M)	Up Home, Up Refuge	Altered	-	Existing GF106 signal renamed. New Green aspect provided. Shunt Aspect Removed. Right Hand Turnout Repeater Removed
GF56 REP	-	Repeater, Up Refuge	Altered	-	Existing GF106 Repeater LED white light Banner style signal renamed.
GF58	(M)	Up Home, Up Main North	Altered	-	Existing GF108 signal renamed.

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
GF60	(M)	Up Home, Up Refuge	Altered	-	Existing GF110 signal renamed. Shunt Aspect Removed.
GF61	(M)	Down Home, Down Refuge	Altered	-	Existing GF107 signal renamed. Shunt Aspect Removed.
GF63	(M)	Down Home, Down Main North	Altered	-	Existing GF109 signal renamed.
GF65	(M)	Down Home & Starting, Down Refuge to Down Main North	Altered	-	Existing GF111 signal renamed.
	(S)	Shunt, Down Refuge to Down Main North		-	
GF67	(M)	Down Home & Starting, Down Main North	Altered	-	Existing GF113 signal renamed.
	(S)	Shunt, Down Main North		-	
GF68	(M)A	Up Home, Up Main North to Up Refuge	Altered	LH BOL	Existing GF112 signal renamed.
	(S)A	Shunt, Up Main North to Up Refuge		UR	
	(M)B	Up Home, Up Main North		-	
	(S)B	Shunt, Up Main North		UM	
GF70	(M)	Up Accept, Up Main North	Altered	-	Existing GF116 signal renamed.

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
49.5	(M)	Home, Down Main North	Removed	-	Existing Signal and trainstop removed.
49.9	(M)	Home, Down Main North	Removed	-	Existing Signal and trainstop removed.
50.0	(M)	Starting, Up Main North	Removed	-	Existing Signal and trainstop removed.
6U	(S)	Shunt, No 1 Car Siding	Removed	-	Existing Signal removed.
7.8	(S)	Down Shunt, Up Main North	Removed	-	Existing Signal removed.
50.1	(M)	Home, Down Main North	Removed	-	Existing Signal and trainstop removed.
11U	(S)	Shunt, Down South Siding	Removed	-	Existing Signal and trainstop removed.
B50.2	(M)	Home, Back Platform Road	Removed	-	Existing Signal and trainstop removed.
U50.3	(M)	Home, Up Main North	Removed	-	Existing Signal and trainstop removed.
13	(S)	Shunt, No 1 Loco Siding	Removed	-	Existing Signal removed.
B50.3	(M)	Home, Back Platform Road	Removed	-	Existing Signal and trainstop removed.
50.3	(M)	Down Home, Down Main North	Removed	-	Existing Signal and trainstop removed.
R50.4	(M)	Home, Perway Siding No.1	Removed	-	Existing Signal removed.
60.61	(S)	Shunt, Down Main North	Removed	-	Existing Signal removed.

Signal	Route	Designation	New/ Removed/ Altered	Route Indication	Remarks
62.63	(S)	Shunt, Down Refuge	Removed	-	Existing Signal removed.
41	(S)	Shunt, Engine Road	Removed	-	Existing Signal removed.
64	(S)	Shunt, Down Refuge	Removed	-	Existing Signal removed.
66 65	(S)	Shunt, Engine Road	Removed	-	Existing Signal removed.
F1 INDR	-	Points Indicator, Down Sidings	Removed	-	Existing signal Points Indicator removed.
F2 INDR	-	Points Indicator, Down Refuge	Removed	-	Existing signal Points Indicator removed.
F3 INDR	-	Points Indicator, Down Refuge	Removed	-	Existing signal Points Indicator removed.
50.4	(M)	Home, Up Main North	Removed	-	Existing Signal and trainstop removed.
UR50.4	(M)	Home, Up Refuge	Removed	-	Existing Signal removed.
GF75	(M)	Home, Down Main North	Removed	-	Existing Signal and trainstop removed.
GF93.94	(S)	Shunt, Down Main North	Removed	-	Existing Signal removed.
GF77	(M)	Home, Down Refuge	Removed	-	Existing Signal and trainstop removed.
95.96	(S)	Shunt, Down Main North	Removed	-	Existing Signal removed.
GF98	(S)	Shunt, Down Refuge	Removed	-	Existing Signal removed.

Points

New, removed or altered points are shown in the table below:

Points Number	Designation	New/ Altered/ Removed	Remarks
GF101A/B (OLD 16A/B)	35km/h Crossover Down Main North to Up Main North	Altered	16A/B Crossover renamed GF101A/B.
GF102	Turnout No.1 Car Siding to No.2 Car Siding	New	Siemens M23A MkIII point machine utilising a conventional arrangement and EOL will be brought into normal operational use.
GF103	Turnout No.1 Car Siding to No.3 Car Siding	New	Siemens M23A MkIII point machine utilising a conventional arrangement and EOL will be brought into normal operational use.
GF104A/B (OLD 17A/B)	Crossover Car Sidings to Up Main North	Altered	New EOL provided. 17A/B Crossover renamed GF104A/B
GF105	Catchpoint South Perway Siding	New	Siemens D84M MKIII point machine utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, will be brought into normal operational use. New EOL provided. Set by signaller, operated locally by 105 points pushbutton unit.
GF106A/B (OLD 18A/B)	35km/h Crossover Down Main North to Up Main North	Altered	New EOL provided. 18A/B Crossover renamed GF106A/B.
GF107 (OLD 14A)	Catchpoint Down South Siding	Altered	Siemens D84M MKIII point machine utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked reverse, will be brought into normal operational use. New EOL provided.

Points Number	Designation	New/ Altered/ Removed	Remarks
			14A Catchpoint renamed GF107.
GF108A/B (OLD 19A/B)	35km/h Crossover Crossover Down Main North to Back Platform Road	Altered	New EOL provided. 19A/B Crossover renamed GF108A/B.
GF109A/B (OLD 45A/B)	35km/h Crossover Up Main North to Down Main North	New	Siemens D84M MKIII point machine utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, will be brought into normal operational use. New EOL provided. 45A/B Crossover renamed GF109A/B.
GF110A/B (OLD 43A/B)	Crossover Up Main North to Perway Siding No.2	New	Siemens D84M MKIII point machine utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, will be brought into normal operational use. New EOL provided. Set by signaller, operated locally by 110 points pushbutton unit. 43A/B Crossover renamed to GF110A/B.
GF111A/B (OLD 46A/B)	35km/h Crossover Crossover Down Main North to Down Refuge	New	Siemens D84M MKIII point machine utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, will be brought into normal operational use. New EOL provided. 46A/B Crossover renamed to GF111A/B.
GF112A/B (OLD 55A/B)	35km/h Crossover Down Refuge to Down Main North	Altered	New EOL provided. 55A/B Crossover renamed GF112A/B.

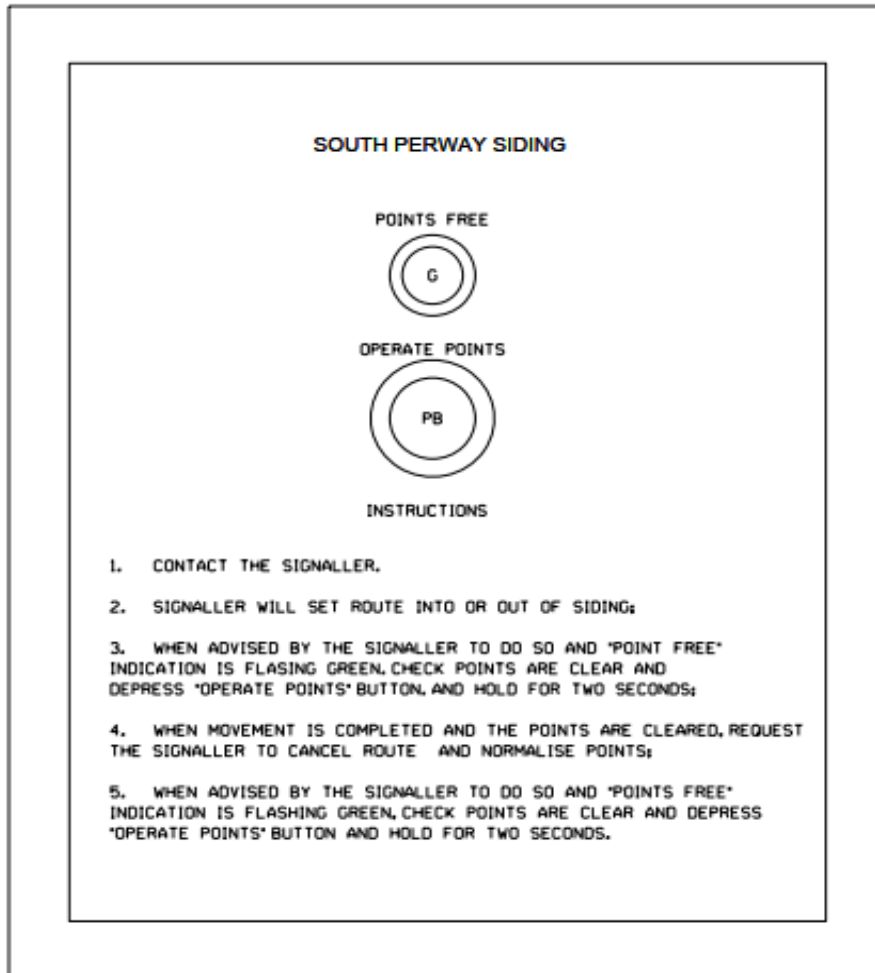
Points Number	Designation	New/ Altered/ Removed	Remarks
GF113 (OLD 55C)	Catchpoint Down Refuge	Altered	New EOL provided. Existing 55C Catchpoint renamed to GF113.
GF114A/B (OLD 56A/B)	35km/h Crossover Up Main North to Down Main North	Altered	New EOL provided. 56A/B Crossover renamed GF114A/B.
GF115	Turnout No.1 Down Siding to No.2 Down Siding	New	Siemens M23A MkIII point machine utilising a conventional arrangement and EOL will be brought into normal operational use.
GF116A/B (OLD 85A/B)	60km/h Crossover Up Refuge to Up Main North	Altered	New EOL provided. 85A/B Crossover renamed to GF116A/B.
GF117	Turnout Engine Road to Down Sidings	New	Siemens M23A MkIII point machine utilising a conventional arrangement and EOL will be brought into normal operational use.
GF118A/B (OLD FA/B)	Turnout Down Sidings to Down Refuge	Altered	New EOL provided. Frame F A/B Turnout renamed to GF118A/B.
GF119A/B (OLD 88A/B)	35km/h Crossover Down Refuge to Down Main North	Altered	88A/B Crossover renamed to GF119A/B.
GF120 (OLD 89C)	Catchpoint Down Refuge	Altered	89C Crossover renamed to GF120.
GF123A/B (OLD 201A/B)	75km/h Crossover Down Refuge to Down Main North	Altered	201A/B Crossover renamed to GF123.
GF124A/B (OLD 202A/B)	75km/h Crossover Up Main North to Up Refuge	Altered	202A/B Crossover renamed to GF124.
86A/B	Crossover Down Refuge to Down Main North	Removed	Existing M3A MKII point machine removed, point switches and stock rails have been straight railed, crossing remains.

Emergency Operation of Points

The new and renumbered points will be fitted with Emergency Operation Lock (EOL) equipment of fortress key type for emergency hand operation.

Operation of GF105 Points

GF105 Points are set by the signaller but operated locally by a Qualified Worker using GF105 points pushbutton unit. The pushbutton unit consists of an SL locked box that contains an 'Operate Points' pushbutton and a 'Points Free' indicator (flashing green). Instructions for working trains into or out of the South Perway Siding are inscribed inside the pushbutton unit locked box. A telephone is also provided. See pushbutton layout below.



Operation of GF105 points by setting signal routes

The Qualified Worker will contact the signaller to discuss the train movement.

The signaller will set either 12(S) or 11(S)C route.

The signal route on the Gosford Panel at Homebush will set but the signal will remain at stop (i.e. GF105 points have not been operated) and the 'Points Free' indication on GF105 points pushbutton unit will flash green.

When advised by the signaller, the Qualified Worker will visually ensure the track over the points is clear and any approaching track vehicles are stationary. Observe the 'Point Free' indicator is flashing green.

Depress and hold the pushbutton for 2 seconds to operate the points.

The signal will clear for the selected route once the points are in the correct position.

Operation of GF105 points by calling the points

The Qualified Worker will contact the signaller to discuss the train movement.

The signaller will call GF105 points either 'normal' or 'reverse' as required.

The point indicator on the Gosford Panel at Homebush will be unchanged (i.e. GF105 points have not been operated) and the 'Points Free' indication on GF105 points pushbutton unit will flash green.

When advised by the signaller, the Qualified Worker will visually ensure the track over the points is clear and any approaching track vehicles are stationary. Observe the 'Point Free' indicator is flashing green.

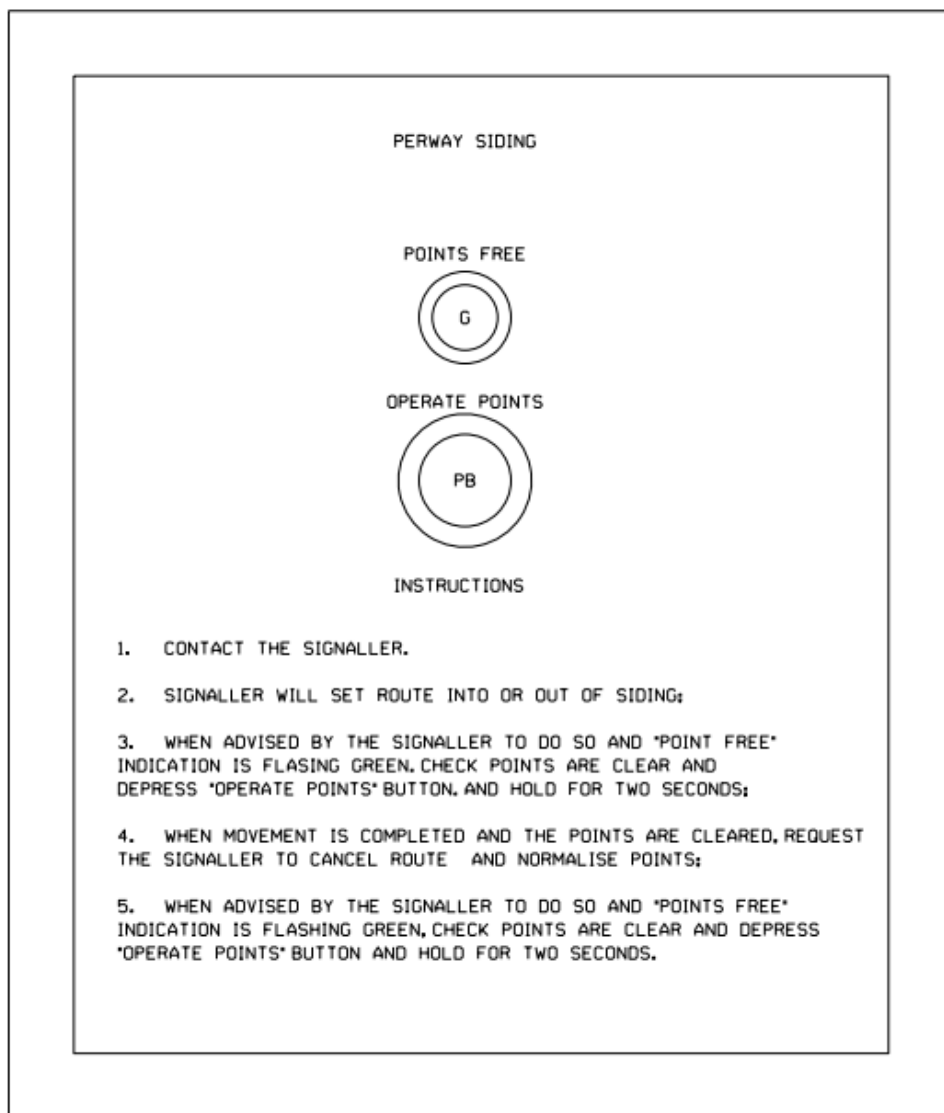
Depress and hold the pushbutton for 2 seconds to operate the points.

On the Gosford Panel at Homebush, GF105 points will indicate either 'normal' or 'reverse', once the points are in the new position.

Note: GF105 points must be restored to the normal position on completion of the train movements.

Operation of GF110 Points

GF110 Points are set by the signaller but operated locally by a Qualified Worker using GF110 points pushbutton unit. The pushbutton unit consists of an SL locked box that contains an 'Operate Points' pushbutton and a 'Points Free' indicator (flashing green). Instructions for working trains into or out of the Perway Siding are inscribed inside the pushbutton unit locked box. A telephone is also provided. See pushbutton layout below.



Operation of GF110 points by setting signal routes

The Qualified Worker will contact the signaller to discuss the train movement.

The signaller will set either 31(S), 32(S)A, 32(S)B or 29(S)B route.

The signal route on the Gosford Panel at Homebush will set but the signal will remain at stop (i.e. GF110 points have not been operated) and the 'Points Free' indication on GF110 points pushbutton unit will flash green.

When advised by the signaller, the Qualified Worker will visually ensure the track over the points is clear and any approaching track vehicles are stationary. Observe the 'Point Free' indicator is flashing green.

Depress and hold the pushbutton for 2 seconds to operate the points.

The signal will clear for the selected route once the points are in the correct position.

Operation of GF110 points by calling the points

The Qualified Worker will contact the signaller to discuss the train movement.

The signaller will call GF110 points either 'normal' or 'reverse' as required.

The point indicator on the Gosford Panel at Homebush will be unchanged (i.e. GF110 points have not been operated) and the 'Points Free' indication on GF110 points pushbutton unit will flash green.

When advised by the signaller, the Qualified Worker will visually ensure the track over the points is clear and any approaching track vehicles are stationary. Observe the 'Point Free' indicator is flashing green.

Depress and hold the pushbutton for 2 seconds to operate the points.

On the Gosford Panel at Homebush, GF110 points will indicate either 'normal' or 'reverse', once the points are in the new position.

Note: GF110 points must be restored to the normal position on completion of the train movements.

Warning Lights

New and removed Warning Lights are shown in the table below:

Kilometrage	Designation	New/ Altered/ Removed	Remarks
80.442	Down Main North	New	New Down direction white LED Warning Light.
80.442	Up Main North	New	New Down direction white LED Warning Light.
80.458	Down Main North	New	New Up direction white LED Warning Light.
80.463	Up Main North	New	New Up direction white LED Warning Light.
80.464	Down Main North	Removed	Existing Down and Up Line Warning Lights removed.
80.464	Up Main North	Removed	Existing Down and Up Line Warning Lights removed.
81.447	Up Refuge	New	New double facing white LED Warning Lights.
81.457	Down Refuge	New	New double facing white LED tunnel type Warning Lights.
81.521	Down Refuge	New	New double facing white LED Warning Lights.
81.873	Up Main North	New	New double facing white LED Warning Lights.
81.873	Up Refuge	New	New double facing white LED Warning Lights.

Guards Indicators

The following new Guards Indicators will be commissioned into use:

Platform 1

- Two new Down Departure LED type Guard Indicators will be installed, located on the Sydney and country ends of the platform, operating in conjunction with GF27 Signal.
- The Up Departure Guards Indicator operating in conjunction with D50.2 Signal will be removed. Two new Up Departure LED type Guards Indicators will be installed, located on the Sydney and country ends of the platform, operating in conjunction with GF22 Signal.

Platform 2

- The Down Departure Guards Indicator operating in conjunction with 50.3 Signal will be removed. A new Down Departure LED type Guards Indicator will be installed on the platform, operating in conjunction with GF25 Signal.
- The Up Departure Guards Indicator operating in conjunction with D50.2 Signal will be removed. A new Up Departure LED type Guards Indicator will be installed on the platform, operating in conjunction with GF20 Signal.

Platform 3

- The three Down Departure Guards Indicators operating in conjunction with B50.3 Signal will be removed. Three new Down Departure LED type Guards Indicators will be installed, located mid platform and on the Sydney and country ends of the platform, operating in conjunction with GF23 Signal.
- The two Up Departure Guards Indicators operating in conjunction with B50.2 Signal will be removed. Two new Up Departure LED type Guards Indicators will be installed at the same existing Guard Indicator positions, operating in conjunction with GF18 Signal.

Telephones

New, removed or altered telephones are shown in the table below:

Kilometrage	New/ Altered/ Removed	Remarks
79.804	Removed	49.5 Signal telephone.
80.350	Removed	Down South Siding Yard telephone.
80.437	New	A new telephone will be provided for GF102 & GF103 EOL. The telephone will be post mounted adjacent to GF102 and GF103 EOL.
80.442	Removed	Car Siding Yard telephone.
80.490	New	A new telephone will be provided for GF101 EOL. The telephone will be post mounted adjacent to GF101 EOL.
80.560	New	A new telephone will be provided for GF104 EOL, GF105 EOL, GF106 EOL and GF105 PB. The telephone will be provided on the external wall of GF19 XCX signalling location.
80.600	Removed	16 & 17 ESML and 18 EOL telephone.
80.621	Removed	Down South Siding Yard telephone.
80.621	Removed	No.1 Loco Siding Yard telephone.
80.700	New	A new telephone will be provided for GF107 and GF108 EOL. The telephone will be post mounted adjacent to GF107 and GF108 EOL.
80.780	Removed	Loco Siding Yard telephone.
81.066	New	A new telephone will be provided for GF109 and GF110 EOL. The telephone will be provided on external wall of GFRR signalling location
81.165	New	A new telephone will be provided for GF110 points pushbutton unit.

Kilometrage	New/ Altered/ Removed	Remarks
		The telephone will be mounted on the same post as the GF110 points pushbutton unit.
81.172	New	A new telephone will be provided for GF111 and GF112 EOL. The telephone will be mounted on the same post as the GF111 EOL.
81.289	New	A new telephone will be provided for GF113 EOL. The telephone will be post mounted adjacent to GF113 EOL.
81.328	New	A new telephone will be provided for GF114 and GF116 EOL. The telephone will be post mounted adjacent to GF114 EOL and GF116 EOL.
81.457	Removed	UR50.4 Signal telephone.
81.688	Removed	GF77 Signal telephone.
81.754	Altered	88 ESML and 89 EOL phone renamed GF119 and GF120 EOL phone.
83.444	Altered	201 EOL telephone renamed GF123 EOL phone.
83.588	Altered	202 EOL telephone renamed GF124 EOL phone.

Intermediate Trainstops

New intermediate trainstops are shown in the table below:

Kilometrage	Designation	New/ Altered/ Removed	Remarks
80.638	GF9 ITS1, Down Main North	New	Down Direction Speed 29km/h 12 Seconds on 9BT track with 106 points normal 3 Seconds on 9BT track with 106 points reverse
80.709	GF9 ITS2, 108 Crossover	New	Down Direction Speed 29km/h 8 Seconds on 9CT track with 108 points reverse

Kilometrage	Designation	New/ Altered/ Removed	Remarks
80.709	GF9 ITS3, Down Main North	New	Down Direction Speed 29km/h 8 Seconds on 9CT track with 108 points normal
80.638	GF9 ITS4, Up Main North	New	Down Direction Speed 29km/h 8 Seconds on 22BT track with 106 points normal
80.709	GF9 ITS5, Up Main North	New	Down Direction Speed 29km/h 8 Seconds on 22AT track
81.339	GF48 ITS1, Up Main North	New	Up Direction Speed 27km/h 14 Seconds on 48BT track with 116 points normal 8 Seconds on 48BT track with 116 points reverse
81.140	GF48 ITS2, Up Main North	New	Up Direction Speed 28km/h 14 Seconds on 48DT track with 110 points normal
81.140	GF48 ITS3, Down Main North	New	Up Direction Speed 28km/h 14 Seconds on 25BT track with 111 & 112 points normal
81.109	GF48 ITS4, Down Refuge	New	Up Direction Speed 27km/h 23 Seconds on 23BT track with 111 & 112 points normal 13 Seconds on 23BT track with 112 points reverse

Down South Siding

Enables the storage of 2 x NIF trains in the Down South Siding.

- A new fixed trainstop will be installed at 80.176Km for the Up direction.
- A new buffer stop Red light will be installed at 80.176Km, post mounted on Up 6 foot.
- A new berth sign 'H' will be installed at 80.176Km, mounted in the 4 foot for Up direction.
- A new berth sign 'H' will be installed at 80.399Km, mounted in the 4 foot for Down direction.
- A new berth sign 'G' will be installed at 80.399Km, mounted in the 4 foot for Up direction.
- A new berth sign 'G' will be installed at 80.619Km, mounted in the 4 foot for Down direction.

Car Sidings

Enables the storage of 6 x NIF trains in the Gosford South Car Sidings.

No.1 Car Siding

- Removed existing buffer stop white over red light.
- A new buffer stop White over Red light will be installed at 79.968Km, post mounted on Up 6 foot.
- A new fixed trainstop will be installed at 79.968Km on Up 6 foot.
- A new berth sign 'B' will be installed at 79.968Km, mounted in the 4 foot for Up direction.
- A new berth sign 'A2' will be installed at 80.146Km, mounted in the 4 foot for Up direction.
- A new berth sign 'B1' will be installed at 80.148Km, mounted in the 4 foot for Down direction.

- A new berth sign 'A1' will be installed at 80.187Km, mounted in the 4 foot for Up direction.
- A new berth sign 'B2' will be installed at 80.189Km, mounted in the 4 foot for Down direction.
- A new berth sign 'A' will be installed at 80.358Km, mounted in the 4 foot for Down direction.

No.2 Car Siding

- Removed existing buffer stop white over red light.
- A new buffer stop Red light will be installed at 79.968Km, post mounted on Up 6 foot.
- A new fixed trainstop will be installed at 79.968Km on Up 6 foot.
- A new berth sign 'D' will be installed at 79.968Km, mounted in the 4 foot for Up direction.
- A new berth sign 'C2' will be installed at 80.146Km, mounted in the 4 foot for Up direction.
- A new berth sign 'D1' will be installed at 80.148Km, mounted in the 4 foot for Down direction.
- A new berth sign 'C1' will be installed at 80.187Km, mounted in the 4 foot for Up direction.
- A new berth sign 'D2' will be installed at 80.189Km, mounted in the 4 foot for Down direction.
- A new berth sign 'C' will be installed at 80.359Km, mounted in the 4 foot for Down direction.

No.3 Car Siding

- Removed existing buffer stop white over red light.
- A new buffer stop Red light will be installed at 79.968Km, post mounted on Up cess.
- A new fixed trainstop will be installed at 79.968Km on Up cess.

- A new berth sign 'F' will be installed at 79.968Km, mounted in the 4 foot for Up direction.
- A new berth sign 'E2' will be installed at 80.146Km, mounted in the 4 foot for Up direction.
- A new berth sign 'F1' will be installed at 80.148Km, mounted in the 4 foot for Down direction.
- A new berth sign 'E1' will be installed at 80.187Km, mounted in the 4 foot for Up direction.
- A new berth sign 'F2' will be installed at 80.189Km, mounted in the 4 foot for Down direction.
- A new berth sign 'E' will be installed at 80.387Km, mounted in the 4 foot for Down direction.

South Perway Siding

- A new Unwired Road sign will be installed near 105 Catchpoint, post mounted on Up Cess at the entrance of South Perway Siding which is 167m in length.
- A new GF105 Points Pushbutton Unit will be installed with a new Telephone on the wall of GF19 Location.
- A new buffer stop White over Red light will be installed at the end of Storage Siding, mounted on the stop block.

Down Sidings

Enables the storage of 3 x NIF trains in the Gosford North Down Storage Sidings.

No.2 Down Siding

- A new fixed trainstop will be installed at 81.074Km on Up 6 foot.

No.1 Down Siding

- A new fixed trainstop will be installed at 81.074Km on Up 6 foot.

Engine Road

- A new fixed trainstop will be installed at 81.162Km on Up 6 foot.
- A new Unwired Road sign will be installed at the entrance of Turntable Road/Storage Siding post mounted on Down 6 foot.
- A new 'STOP DO NOT PROCEED UNLESS AUTHORISED' sign will be installed at 81.160Km on Down 6 foot for Down direction.
- A new 'END SIGNALLED AUTHORITY' sign back to back with 'DO NOT PROCEED UNLESS AUTHORISED' will be installed at 81.160Km on Up 6 foot for Up direction.

Storage Siding

- A new fixed trainstop will be installed at 81.057Km on Up 6 foot.

Perway Sidings

- A new Unwired Road sign will be installed near 110A points, post mounted on Up 6 foot for the train moments going towards Perway Siding.
- A new GF110 Points Pushbutton Unit will be installed near 110B points, post mounted with the new Telephone on Up cess.
- A new buffer stop White over Red light will be installed, mounted on the buffer stop, at the end of Perway siding No.1, which is 64m in length.
- A new buffer stop White over Red light will be installed, mounted on the buffer stop, at the end of Perway siding No.2, which is 121m in length.

The Final Signalling arrangements are depicted in the attached Drivers Diagram.

VER 03062021**Drivers Diagram VER 03062021**

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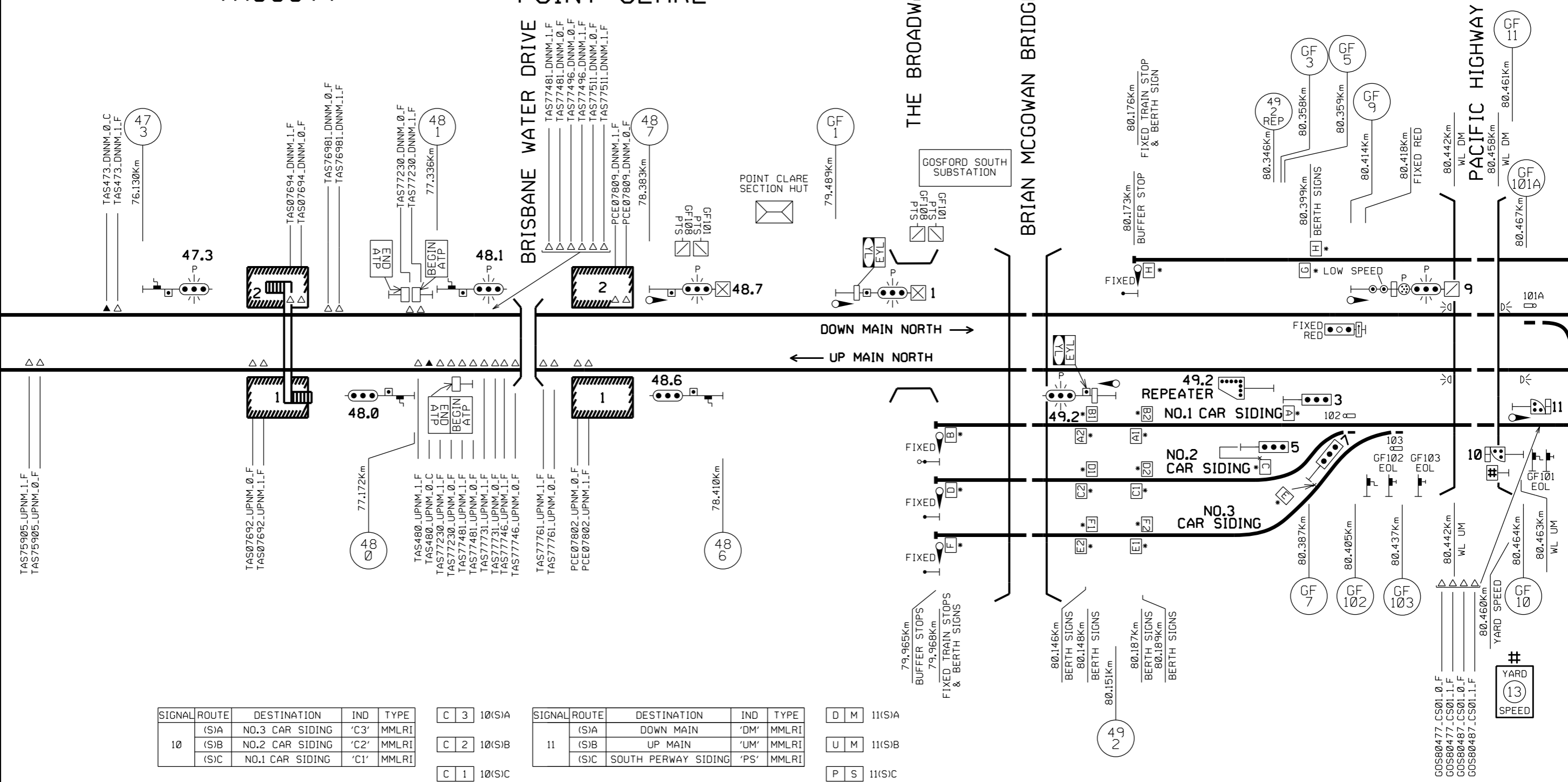
Email: paul.hartley@jmdr.com

TASCOTT

POINT CLARE

SIGNAL	ROUTE	DESTINATION	IND	TYPE
9	(M)A LSp	BACK PLATFORM	'BP'	MMLRI
	(M)A BOL	BACK PLATFORM	'.'	BOL
	(M)B LSp	DN MAIN	'DM'	MMLRI
	(M)B Y	DN MAIN	-	-
	(S)B	DN MAIN	'DM'	MMLRI
	(M)C LSp	UP MAIN	'UM'	MMLRI
	(M)C BOL	UP MAIN	'.'	BOL
(S)C	UP MAIN	'UM'	MMLRI	

B	P	9(M)A LSp
D	M	9(M)B LSp/9(S)B
U	M	9(M)C LSp/9(S)C



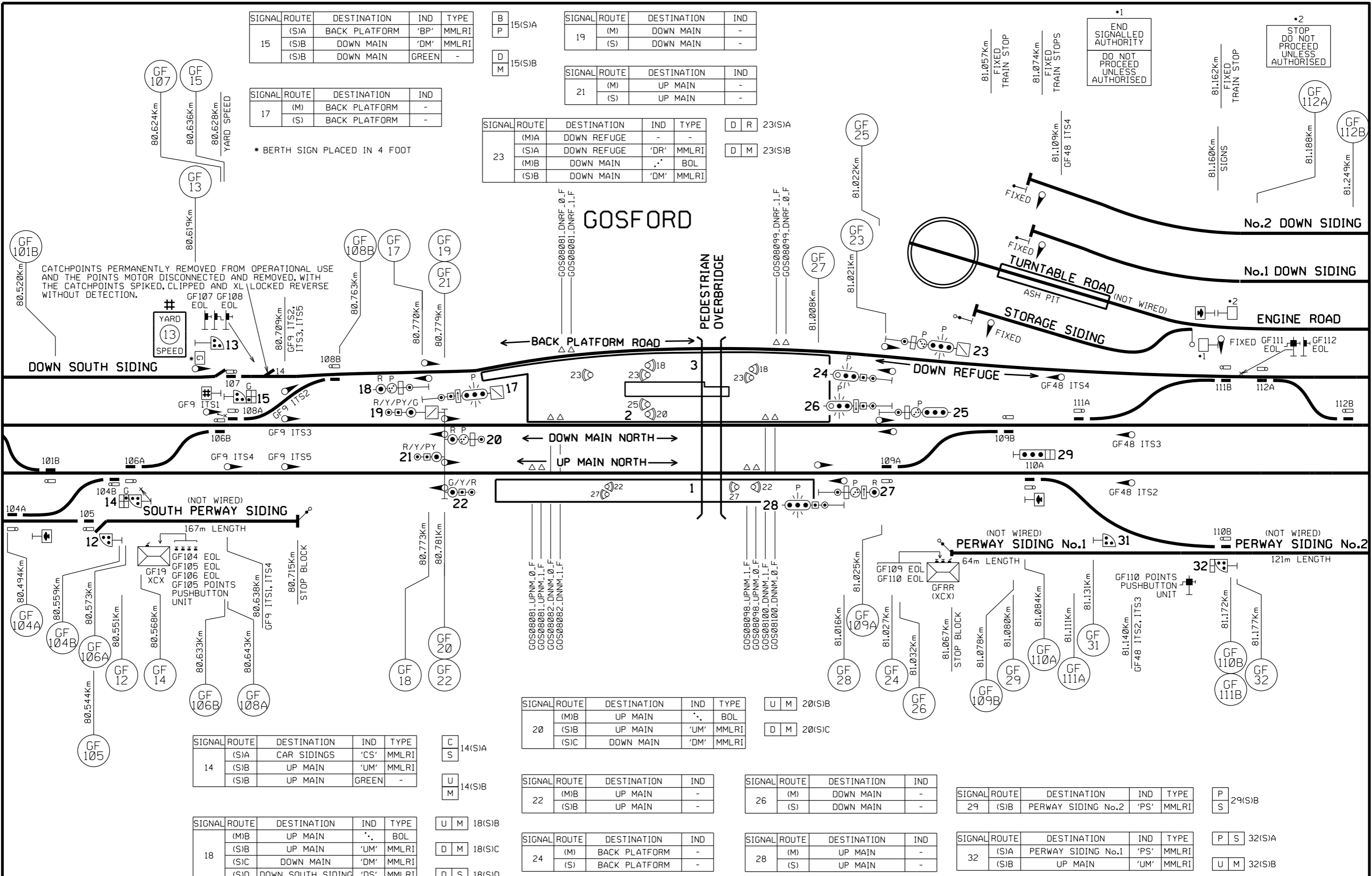
SIGNAL	ROUTE	DESTINATION	IND	TYPE
10	(S)A	NO.3 CAR SIDING	'C3'	MMLRI
	(S)B	NO.2 CAR SIDING	'C2'	MMLRI
	(S)C	NO.1 CAR SIDING	'C1'	MMLRI

C	3	10(S)A
C	2	10(S)B
C	1	10(S)C

SIGNAL	ROUTE	DESTINATION	IND	TYPE
11	(S)A	DOWN MAIN	'DM'	MMLRI
	(S)B	UP MAIN	'UM'	MMLRI
	(S)C	SOUTH PERWAY SIDING	'PS'	MMLRI

D	M	11(S)A
U	M	11(S)B
P	S	11(S)C

* BERTH SIGN PLACED IN 4 FOOT



SIGNAL	ROUTE	DESTINATION	IND	TYPE
15	(S)A	BACK PLATFORM	'BP'	MMLRI
	(S)B	DOWN MAIN	'DM'	MMLRI
	(S)B	DOWN MAIN	GREEN	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
17	(M)	BACK PLATFORM	-	-
	(S)	BACK PLATFORM	-	-

* BERTH SIGN PLACED IN 4 FOOT

SIGNAL	ROUTE	DESTINATION	IND	TYPE
19	(M)	DOWN MAIN	-	-
	(S)	DOWN MAIN	-	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
21	(M)	UP MAIN	-	-
	(S)	UP MAIN	-	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
23	(M)A	DOWN REFUGE	-	-
	(S)A	DOWN REFUGE	'DR'	MMLRI
	(M)B	DOWN MAIN	'DM'	BOL
(S)B	DOWN MAIN	'DM'	MMLRI	-

D R 23(S)A

D M 23(S)B

SIGNAL	ROUTE	DESTINATION	IND	TYPE
20	(M)B	UP MAIN	'UM'	BOL
	(S)B	UP MAIN	'UM'	MMLRI
	(S)C	DOWN MAIN	'DM'	MMLRI

U M 20(S)B

D M 20(S)C

SIGNAL	ROUTE	DESTINATION	IND	TYPE
22	(M)B	UP MAIN	-	-
	(S)B	UP MAIN	-	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
26	(M)	DOWN MAIN	-	-
	(S)	DOWN MAIN	-	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
29	(S)B	PERWAY SIDING No.2	'PS'	MMLRI

P S 29(S)B

SIGNAL	ROUTE	DESTINATION	IND	TYPE
14	(S)A	CAR SIDINGS	'CS'	MMLRI
	(S)B	UP MAIN	'UM'	MMLRI
	(S)B	UP MAIN	GREEN	-

C S 14(S)A

U M 14(S)B

SIGNAL	ROUTE	DESTINATION	IND	TYPE
18	(M)B	UP MAIN	'UM'	BOL
	(S)B	UP MAIN	'UM'	MMLRI
	(S)C	DOWN MAIN	'DM'	MMLRI
	(S)D	DOWN SOUTH SIDING	'DS'	MMLRI

U M 18(S)B

D M 18(S)C

D S 18(S)D

SIGNAL	ROUTE	DESTINATION	IND	TYPE
24	(M)	BACK PLATFORM	-	-
	(S)	BACK PLATFORM	-	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
28	(M)	UP MAIN	-	-
	(S)	UP MAIN	-	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
32	(S)A	PERWAY SIDING No.1	'PS'	MMLRI
	(S)B	UP MAIN	'UM'	MMLRI

P S 32(S)A

U M 32(S)B

SIGNAL	ROUTE	DESTINATION	IND	TYPE
25	(M)A	DOWN REFUGE	'DR'	BOL
	(S)A	DOWN REFUGE	'DR'	MMLRI
	(M)B	DOWN MAIN	-	-
	(S)B	DOWN MAIN	'DM'	MMLRI

D R 25(S)A

D M 25(S)B

SIGNAL	ROUTE	DESTINATION	IND	TYPE
27	(S)A	DOWN REFUGE	'DR'	MMLRI
	(M)B	DOWN MAIN	'DM'	BOL
	(S)B	DOWN MAIN	'DM'	MMLRI
	(S)C	UP MAIN	'UM'	MMLRI

D R 27(S)A

D M 27(S)B

U M 27(S)C



Transport Sydney Trains

GOSFORD AREA REMODELLING

SIGNALLING ARRANGEMENT - STAGE 13

SHEET 2 OF 4

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SIGNAL	ROUTE	DESTINATION	IND	TYPE
49	(M)A	DOWN REFUGE	-	-
	(S)A	DOWN REFUGE	'DR'	MMLRI
	(M)B	DOWN MAIN	'DM'	BOL
	(S)B	DOWN MAIN	'DM'	MMLRI

D R 49(S)A

D M 49(S)B

*1 86 POINT SWITCHES AND STOCK RAILS HAVE BEEN STRAIGHT RAILED, CROSSING REMAINS.

SIGNAL	ROUTE	DESTINATION	IND	TYPE
51	(M)	DOWN MAIN	-	-
	(S)	DOWN MAIN	-	-

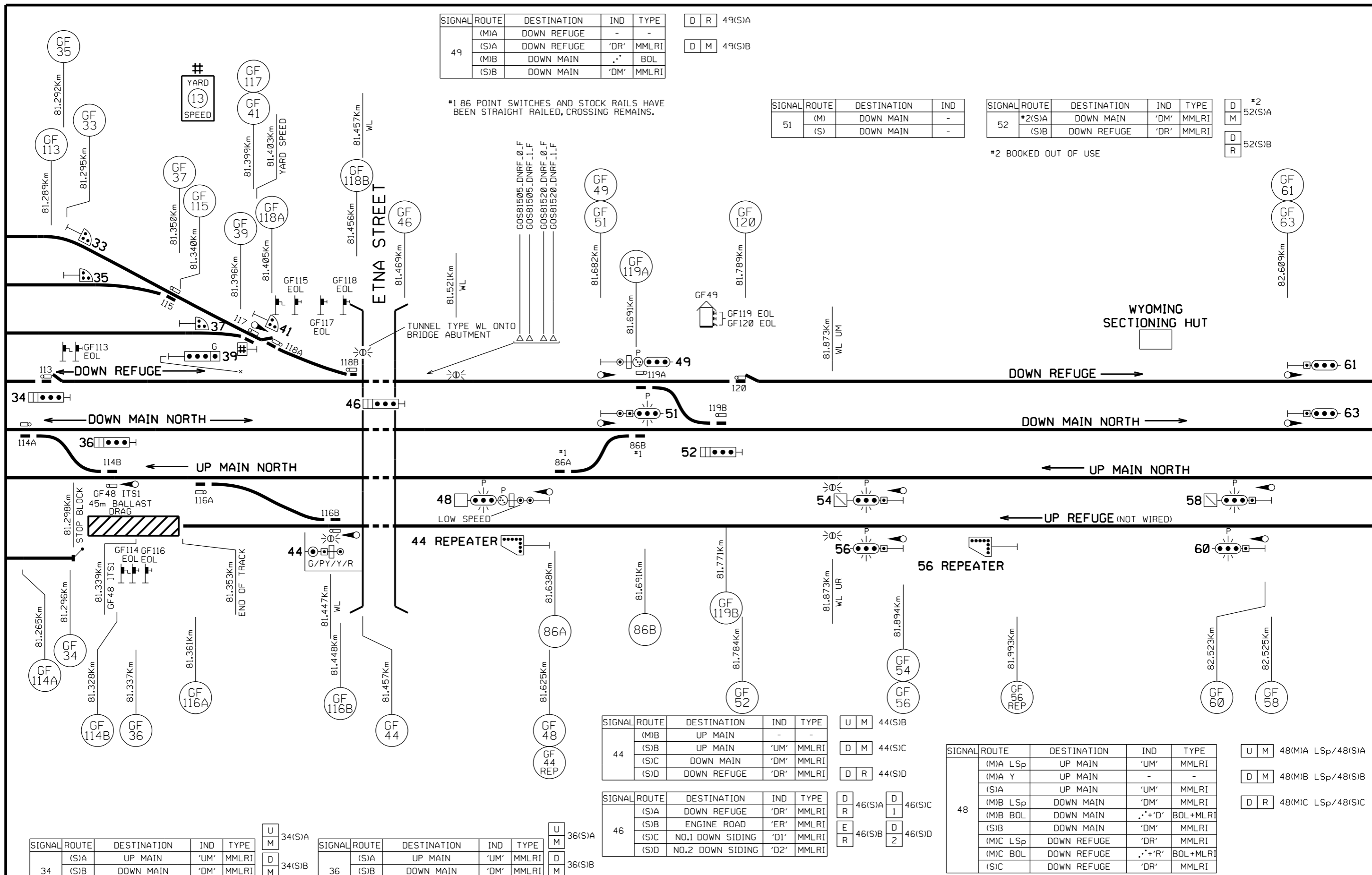
SIGNAL	ROUTE	DESTINATION	IND	TYPE
52	*2(S)A	DOWN MAIN	'DM'	MMLRI
	(S)B	DOWN REFUGE	'DR'	MMLRI

*2 BOOKED OUT OF USE

D #2

M 52(S)A

D R 52(S)B



SIGNAL	ROUTE	DESTINATION	IND	TYPE
34	(S)A	UP MAIN	'UM'	MMLRI
	(S)B	DOWN MAIN	'DM'	MMLRI
	(S)C	DOWN REFUGE	'DR'	MMLRI

SIGNAL	ROUTE	DESTINATION	IND	TYPE
36	(S)A	UP MAIN	'UM'	MMLRI
	(S)B	DOWN MAIN	'DM'	MMLRI
	(S)C	DOWN REFUGE	'DR'	MMLRI

SIGNAL	ROUTE	DESTINATION	IND	TYPE
44	(M)B	UP MAIN	-	-
	(S)B	UP MAIN	'UM'	MMLRI
	(S)C	DOWN MAIN	'DM'	MMLRI
	(S)D	DOWN REFUGE	'DR'	MMLRI

U M 44(S)B

D M 44(S)C

D R 44(S)D

SIGNAL	ROUTE	DESTINATION	IND	TYPE
46	(S)A	DOWN REFUGE	'DR'	MMLRI
	(S)B	ENGINE ROAD	'ER'	MMLRI
	(S)C	NO.1 DOWN SIDING	'D1'	MMLRI
	(S)D	NO.2 DOWN SIDING	'D2'	MMLRI

D R 46(S)A

E 1 46(S)C

R 2 46(S)D

SIGNAL	ROUTE	DESTINATION	IND	TYPE
48	(M)A LSp	UP MAIN	'UM'	MMLRI
	(M)A Y	UP MAIN	-	-
	(S)A	UP MAIN	'UM'	MMLRI
	(M)B LSp	DOWN MAIN	'DM'	MMLRI
	(M)B BOL	DOWN MAIN	'DM'	BOL+MMLRI
	(S)B	DOWN MAIN	'DM'	MMLRI
	(M)C LSp	DOWN REFUGE	'DR'	MMLRI
	(M)C BOL	DOWN REFUGE	'DR'	BOL+MMLRI
(S)C	DOWN REFUGE	'DR'	MMLRI	

U M 48(M)A LSp/48(S)A

D M 48(M)B LSp/48(S)B

D R 48(M)C LSp/48(S)C



Transport Sydney Trains

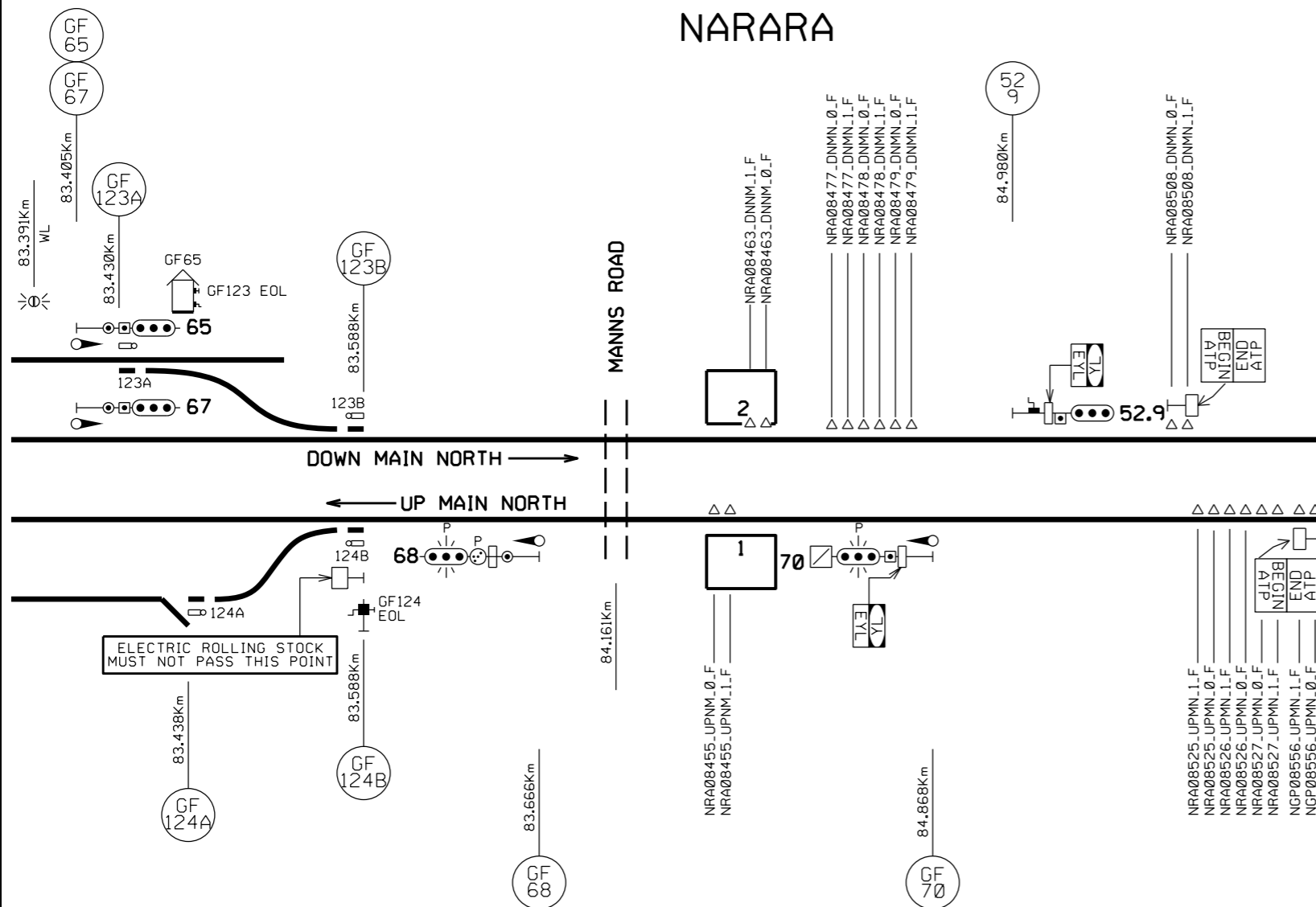
GOSFORD AREA REMODELLING
SIGNALLING ARRANGEMENT - STAGE 13
SHEET 3 OF 4

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SIGNAL	ROUTE	DESTINATION	IND
65	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
67	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-



SIGNAL	ROUTE	DESTINATION	IND	TYPE
68	(M)A	UP REFUGE	.	BOL
	(S)A	UP REFUGE	'UR'	SRI
	(M)B	UP MAIN	-	-
	(S)B	UP MAIN	'UM'	SRI

68(S)A UR UM



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GOSFORD AREA REMODELLING

SIGNALLING ARRANGEMENT - STAGE 13

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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
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
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 incapacitated Driver/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
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
022 - 2019	Exception to WAR 030 – Minimum Standards	03/10/19	13/10/19
002 - 2020	TWP 100 Responsibilities of Train Crews	05/03/20	15/03/20
007 - 2020	Waratah A and B sets fitted with ATP	20/02/20	01/03/20
008 - 2020	MOS for TTU Upgraded Tangara trains during testing	20/02/20	01/03/20
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
001 - 2020	Trial of Millennium trains fitted with ATP	12/06/20	21/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
005 - 2021	OMET 254 Topside preparation locations	05/03/21	15/03/21
007 - 2021	Operation of H sets fitted with ATP	10/05/21	24/05/21

⁰¹ **STATUS OF PERMANENT SAFE NOTICES**

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
006 - 2020	Use of Signal Key Switches	3/12/20	13/12/20

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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	March 2020
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	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 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	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 - 2018	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	4	November 2015
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 184	1	November 2015
TWP 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019

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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

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Burwood NSW 2134

Tuesday, 15 June 2021