

# 8

## weekly notice

Monday, 12 February 2024

Sunday, 18 February 2024

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***RailSafe***



## **See online for all Safeworking Information**

[www.railsafe.org.au](http://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](http://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>
9	19/02/2024 – 25/03/2024	16/01/2024
10	26/02/2024 – 03/03/2024	23/01/2024
11	04/03/2024 – 10/03/2024	30/01/2024

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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## **DAPTO(ILLAWARRA) BONG BONG ROAD PEDESTRIAN CROSSING UPGRADE**

Commencing at 0200 hours on **Saturday, 24 February 2024**, and continuing until 0200 hours on Monday, 26 February 2024, the following works will be carried out:

- The Bong Bong Road pedestrian crossing at Dapto Station Platform approximately 95.143km will be upgraded with new swing gates at Sydney side and emergency exit gates at both Sydney and Country sides.
- The new emergency exit gates will be fitted with magnetic locks and latch release pushbuttons at both Sydney and Country sides.
- Foot paths, fences will be upgraded at Sydney side only.
- The red man 'Don't Walk' warning lights will be upgraded to LED type at both Sydney and Country sides.
- New Pedestrian bells will be installed at both Sydney and Country sides.
- The Bong Bong Road [Dapto] Pedestrian Crossing swing gates delay will be updated from 11 seconds to 18 seconds.
- All other controls and indications of the pedestrian crossing will remain unchanged.
- Installation of 2 x "Velostrail" Pedestrian Pads at 94+759km. One located on the Down Main and the second on the Up Loop
- Installation of one trackside sign on the country end at 95+187km of each pad facing Country AND one trackside sign on the city end at 94+709km of each pad facing City with wording as follows:

"WARNING  
LEVEL CROSSING  
AHEAD  
AXLE LOAD  
<0.6 TONNE TO  
TRAVEL <5 KPH"

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## WYEE – RELOCATION OF SPEED SIGN

On **Sunday, 25 February 2024 (WE35)** the existing 105/105/115 speed sign at 114.534km on the Up Main will be relocated 2m towards Sydney to 114.532km onto OHWS N114+432.

**TS TOC.2: 2023 issue 1**

**Version 27.0**

**Issue date: 18 July 2023**

### Gosford - Newcastle Interchange

	KILOM- ETRA G E	DOWN			UP		
		GENERAL	MEDIUM	HIGH	GENERAL	MEDIUM	HIGH
Existing	<b>105.896</b>	<b>WARNERVALE</b>					
Existing	<b>106.488</b>	110	110	115	..	..	..
Existing	<b>111.803</b>	..	..	..	110	115	115
Existing	<b>113.009</b>	105	105	115	110	115	135
Amend	<b>114.532</b>	115	115	140	..	..	..
To Read	<b>114.532</b>	115	115	140	105	105	115
Remove	<b>114.534</b>	..	..	..	105	105	115
Existing	<b>114.864</b>	<b>WYEE</b>					

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**WYEE (NORTH) – REMOVAL OF EMERGENCY CROSSOVERS**

Commencing at 1400 hours on **Friday, 23<sup>rd</sup> February 2024** and continuing until 0200 hours on Tuesday, 27<sup>th</sup> February 2024, with reference to weekly notice 29 and 30 of 2021, the following work will be carried out:

- Wyee Frame A Up Main North facing points will be removed and straight railed.
- Wyee Frame B Up Main North trailing points will be removed and straight railed.
- Ground Frames A and B and its associated equipment will be completely removed.
- Traffic Hut along with Annett Lock AB and Telephone will be removed.
- ATRICS Map will be updated to reflect these changes at later date.

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## MTMS STAGE 3A – SEFTON PARK JUNCTION & REGENTS PARK – SPEED SIGN CHANGES

THIS NOTICE PUBLISHED IN WN 5, 6 & 7 (2024) IS AMENDED AS HIGHLIGHTED.

SINCE **Sunday, 4 February 2024 (WE32)** the following speed sign changes will take place. Black tape will be removed and the new signs will be commissioned into use.

TS TOC.2 : 2023 issue 1

TOC Manual - Division Pages Version 27.0

18-July-2023

Section 5a

Lidcombe - Macarthur

	KILO-MET-RAGE	General	DOWN Medium	High	General	UP Medium	High
Existing	18.357	Berala					
Existing	19.760	..	..	..	60	85	85
Existing	19.859	Regents Park					
Existing	19.925	50	50	50	..	..	..
Insert	20.040	206B Pts			X30		
Insert		Up Sign on Down Main					
Amend	20.035	X25	..	..	207 Pts		
To Read	20.044	X30	..	..	207 Pts		
Existing		+ Kilometrage via Regents Park					
Existing	+20.657	Sefton Park Jct					
Existing	+20.700	80	100	100	..	..	..
Existing	+20.701	211 Pts		X50	..	..	
Existing	+20.814	..	..	..	50	50	50
Existing	+21.192	Sefton					

**Section 11**  
**Sydenham - Regents Park**  
**Suburban / Main**

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
Existing	<b>22.106</b>	<b>Birrong</b>			
Existing	<b>22.130</b>	..	..	65	..
Existing	<b>22.290</b>	50	..	..	..
Existing	<b>22.640</b>	..	..	50	..
Existing	<b>22.670</b>	X35	..	<b>201B Pts</b>	
Amend	<b>22.750</b>	X10	X25MU	<b>203 Pts</b>	
To Read	<b>22.743</b>	X20	..	<b>203 Pts</b>	
Insert	<b>22.743</b>	20	..	..	..
Existing	<b>22.765</b>	<b>Sefton Park East Junction</b>			
Amend	<b>22.765</b>	<b>202 Pts</b>		X25	..
To Read	<b>22.776</b>	<b>202 Pts</b>		X35	..
Existing	<b>22.825</b>	<b>204 Pts</b>		X35	..
Amend	<b>22.872</b>	25	40MU	..	..
To Read	<b>22.872</b>	40	..	..	..
Existing	<b>23.274</b>	X25	..	<b>208 Pts</b>	
Existing	<b>23.290</b>	..	..	40	..
Existing	<b>23.392</b>	<b>Sefton Park North Junction</b>			
Existing	<b>20.062</b>	<b>+Sefton Park North Junction</b>			
Existing		<b>+ Via Lidcombe</b>			

**Section 14d**

## Metropolitan Freight Lines

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
Existing	ARTC Boundary - Sefton Park Junction				
Existing	21.285	ARTC Boundary			
Insert	21.287	30	..	..	..
Existing	21.330	..	..	80	..
Remove	21.410	X50	..	201A Pts	
Remove	21.410	50	..	..	..
Remove	21.585	X30	..	201B Pts	
Existing	21.635	..	..	25	..
Existing	21.658	Sefton Park East Junction			
Insert	21.665	X25	..	204 Pts	
Insert	Down Sign on Up West Fork				
Insert	21.665	30	..		
Insert	Down Sign on Up West Fork				
Existing	21.730	50	..	..	..
Amend	21.780	204 Pts		X25	X35MU
To Read	21.780	204 Pts		X25	..
Insert	21.923	X25	..	205A Pts	
Insert	Down Sign on Up West Fork				
Existing	22.245	X50	..	210 Pts	
Existing	22.270	Sefton Park South Junction			

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## **MTMS STAGE 3A – SOUTH WESTERN WORKS CONVENTIONAL SIGNALLING UPGRADE – SEFTON PARK JUNCTION – STAGE 4 (FINAL STAGE)**

### **THIS ARTICLE AS IT APPEARED IN WN 5 & 6 IS AMENDED AS HIGHLIGHTED**

Commencing at 02:00 hours on **Saturday, 03 February 2024**, and continuing until 0200 hours Monday, 05 February 2024, the following works will be carried out:

- Sefton Park Junction will be commissioned in its final configuration to support improvements to freight line speeds in the Sefton Pak Area.
- Relocation of existing Goods Line signal SP3 and telephone (Goods chainage approx. 21.287km) towards Sefton East Junction (Goods Chainage approx.21.443km).
- Commissioning of new North Junction signal SP22 and telephone on the Up East Fork at Bankstown chainage 23.269km.
- Commissioning of new North Junction signal SP22 Repeater on the Up East Fork at Bankstown chainage 23.048km.
- Existing 202 points will be renamed to 202B.
- New 202A catchpoints.
- New 205 & 206 crossover will be commissioned into use.
- All new points are power operated and controlled by the signaller. New EOLs are provided for emergency local operation.
- ATP Changes on the Down Bankstown Line and the Up Main.
- The following existing infrastructure will be decommissioned & removed,
  - Signal SP3 Co-Actor (Goods chainage approx. 21.287km).
  - Signal SP18 at Regents Park Station (Main South Chainage approx. 20.054km)

- Signal SP21 & associated train stop at Regents Park Station (Main South Chainage approx. 19.947km).
- The Down Guards Indicators at Regents Park Station Platform 1.
- 200 catchpoints, EOL and telephone.
- 201 crossover (201A/B/C points) and associated EOL. NB: 201 crossover diamond will remain in-situ (& not connected to line) until removal at later stage.

### New and Altered Signal Route Designations

The following tables summarise the new and altered signals and points. Refer also to the Drivers Diagram for the new arrangement.

#### Sefton Park (East Junction) – Goods Line Signals

Signal	Route	Destination	Route Indications	Remarks
SP3	(M)A	Down West Fork	-	Existing
	(S)A	Down West Fork	WF	Existing
	(M)B	Down East Fork	-	Removed
	(S)B	Down East Fork	EF	Removed
	(M)C	Up East Fork	-	New
	(S)C	Up East Fork	EF	New

#### Sefton Park (North Junction) – Up East Fork Signals

Signal	Route	Destination	Route Indications	Remarks
SP22	(M)	Up Main	-	New
	(S)	Up Main	-	New

The following route finishes have been applied on new routes;

- 3(M)C finishes at 22

- 3(S)C finishes at 22
- 22(M) finishes at 24
- 22(S) finishes at 24

**Sefton Park – New Point Designations**

Points	Designation	Remarks
202A/B	202B Turnout – Up West Fork to Up Bankstown 202A Catchpoints – Down Direction on Goods Line	New 202A Power Operated Points Former 202 points renamed 202B
205A/B	Crossover, Double Ended Points, Up West Fork to Down West Fork	New Power Operated Points. Unwired Crossover
206A/B	Crossover, Double Ended Points, Up South Line to Down South Line	New Power Operated Points. Unwired Crossover

The following new speed boards (installed in a previous stage with a diagonal black tape) will be commissioned. The black tape will be removed.

Speed Board/s	Kilometrage	Line	Direction
30	21.287km	Goods Line	Down
X25 / 30 (204 Points)	21.670km	Goods Line	Down
X35 (202B Points)	22.765km	Up East Fork	Up



X20 / 20 (203 Points)	22.743km	Down Bankstown	Down
X25 (205A Points)	Main South chainage 20.307km	Up West Fork	Down
X30 (207 Points)	23.290km	Up East Fork	Down
X30 (207 Points)	20.040km	Down Main	Up
X30 (206 Points)	20.044km	Down Main	Down
40	22.872km	Down East Fork	Down

The following existing speed boards will be removed:

<b>Speed Board/s</b>	<b>Kilometrage</b>	<b>Line</b>	<b>Direction</b>
50 / X50 (201A Points)	21.410km	Down Goods Fork	Down
X30 (201B Points)	21.585km	Down Goods Fork	Down
X10 / X25MU (203 Points)	22.750km	Down Bankstown	Down
X25 (202B Points)	22.765km	Up East Fork	Up
25 / 40MU	22.872km	Down East Fork	Down
X35MU (204 Points)	21.780km	Up West Fork	Up
X25 (207 Points)	20.035km	Down Main	Up

- The following existing speed board shall remain in situ until removed in a later stage:

<b>Speed Board/s</b>	<b>Kilometrage</b>	<b>Line</b>	<b>Direction</b>
X35 (201B Points)	22.670km	Down Bankstown	Down

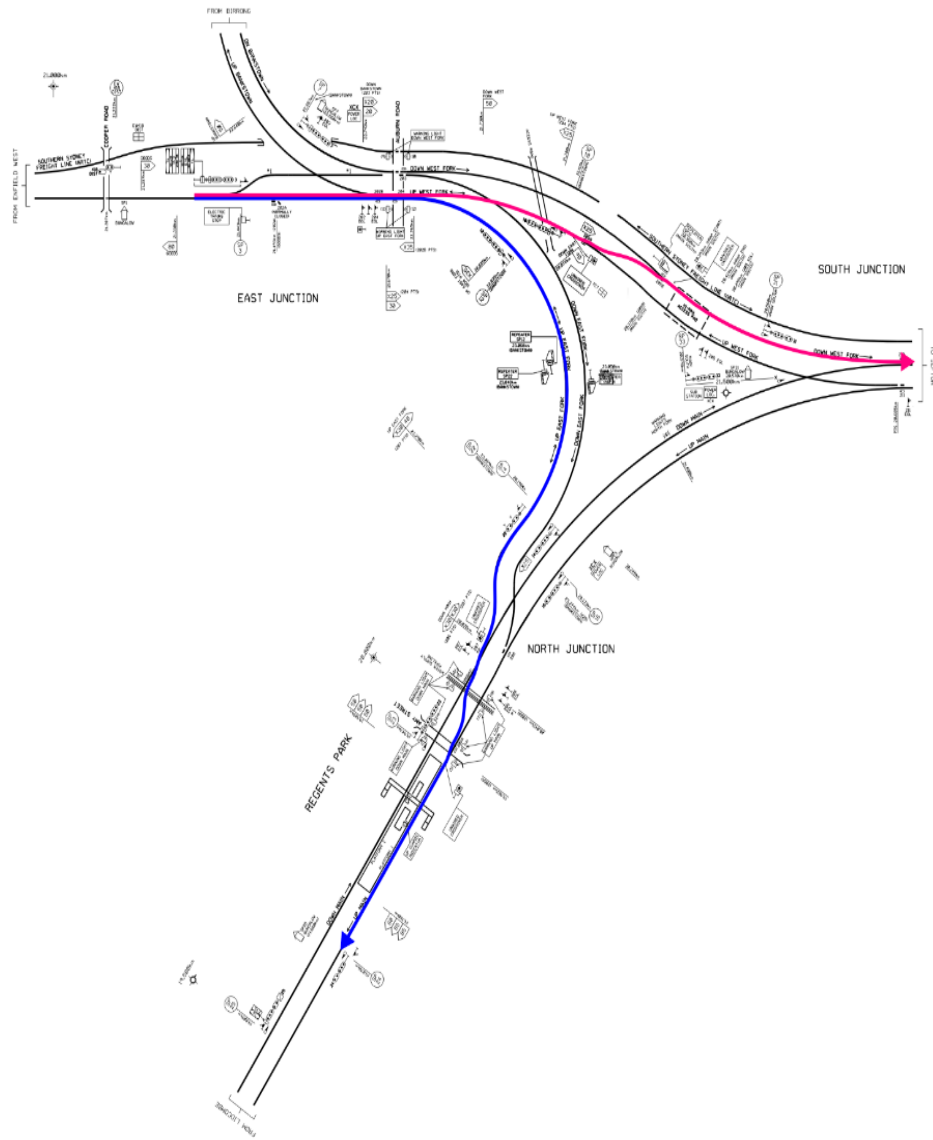
Unwired crossover signs installed near 205 and 206 crossovers from previous stages as follows:

Line	Direction	Approximate Kilometrage
Down Main (South) / Up East Fork	Up (Down Main) / Down (Up Fork)	20.072km (For 206B points)
Up Main (South)	Down	19.942km (For 206A points)
Up East Fork	Down	Main South Chainage 20.307km (For 205A points)
Down East Fork	Up	Main South Chainage 20.386km (For 205B points)

## Changes to Freight Paths

With the commissioning of the infrastructure changes, the following freight paths will change:

- Freight services departing Enfield to travel via the Lidcombe Loop will operate on the bi-directional Up Goods Fork and Up East Fork lines and then cross to the Up Main South via the 206 Crossover at Regents Park.
- Freight services departing Enfield to travel towards Sefton will operate on the bi-directional Up Goods Fork and Up West Fork and then cross to the Down West Fork via the 205 Crossover.



A Driver's Diagram showing the new arrangement appears in this Weekly Notice.

The drivers diagram uses chainages that matches the signalling plan and some assets have been given a Bankstown line chainage instead

**VER 20/12/2023**

**DIAGRAM VER 20/12/2023**

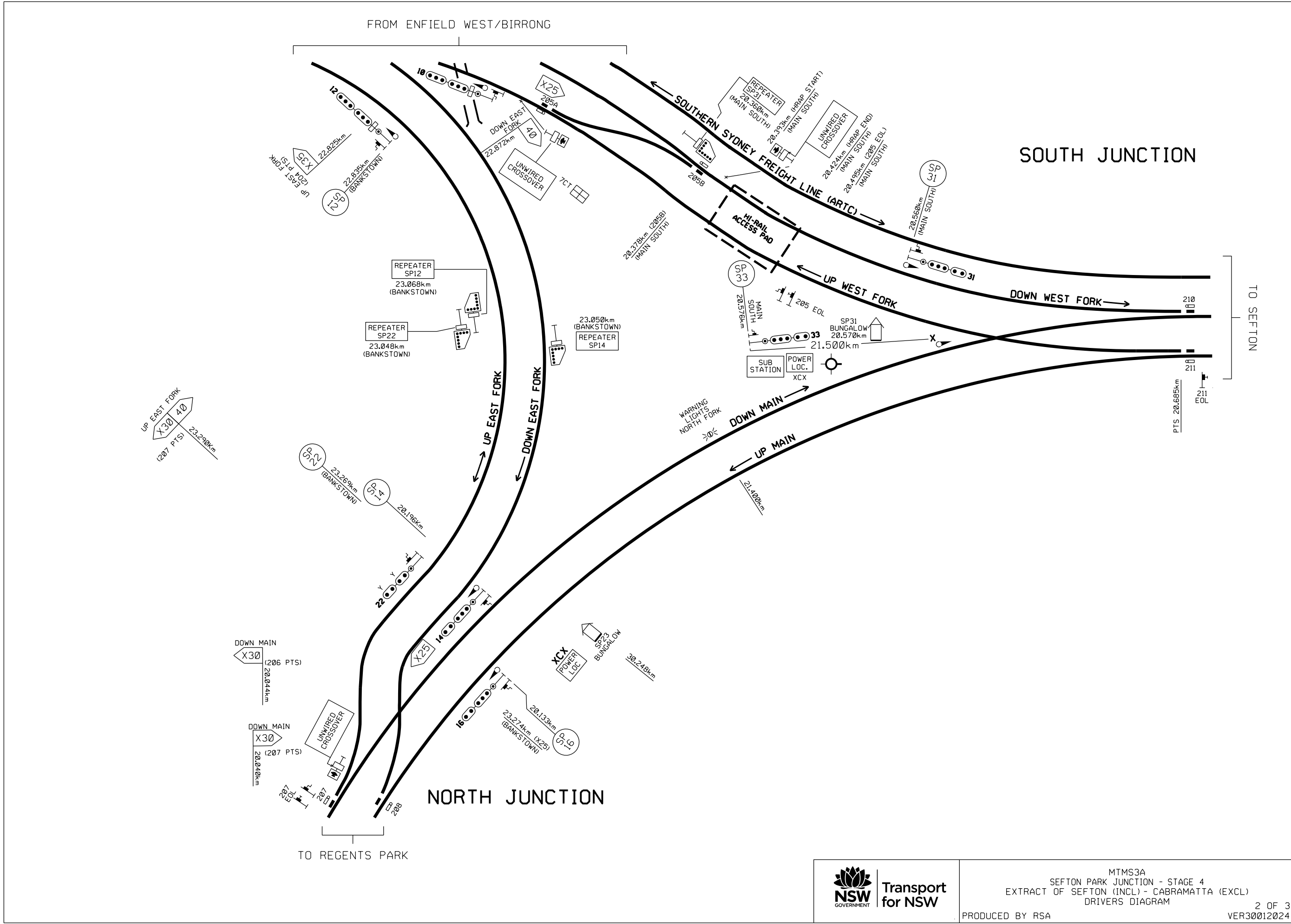
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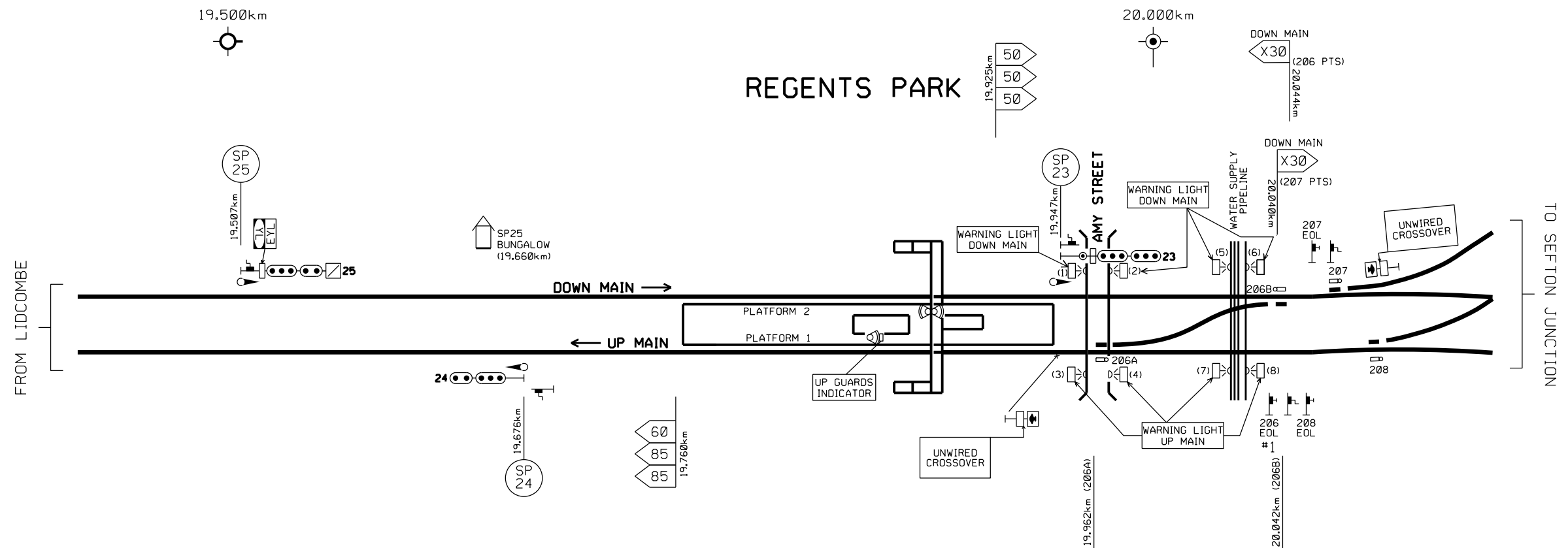
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#1 206 EOL LOCK TO WILL BE CHANGED FROM A FALCON 4 LOCK TO AN SL LOCK.

## ST PETERS (INNER WEST) – PROVISION OF SPEED SIGN

On, **Saturday, 17 February 2024**, the following up direction speed signs are to be installed as follows:

Section 8a					
Central - Hurstville Illawarra Line					
	KILOMETRAGE	DOWN		UP	
		Normal	XPT	Normal	XPT
Existing	2.808	Erskineville Junction			
Existing	2.820	..	..	X25	..
Existing	2.881	Erskineville			
Existing	2.970	65	..	..	..
<b>Remove</b>	<b>3.265</b>	..	..	<b>65</b>	..
Existing	3.809	St Peters			
<b>Amend</b>	<b>3.950</b>	..	..	<b>70</b>	..
<b>To Read</b>	<b>3.950</b>	..	..	<b>50</b>	..
Existing	4.930	X25	..	..	..
Existing	5.040	..	..	80	..
Existing	5.308	Sydenham			

The existing 65 speed board at 3.265km on the Up Illawarra Main will remain in situ and continue to apply until removal on WE01, 07<sup>th</sup> July 2024.

At 3.950km on the Up Illawarra Main, the new 50 speed board will be installed (and crossed out) below the existing 70 speed board for driver familiarity. The existing 70 speed board at the same location will continue to apply until WE01, 07<sup>th</sup> July 2024.

**VER10012024**



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## **CAMPBELLTOWN (WEST) – REMOVAL OF 9 POINTS – WEIGHBRIDGE SIDING**

Since **Monday, 5<sup>th</sup> February 2024**, the following work had been completed:

- No. 9 points turnout between Weighbridge Siding and New Road at Campbelltown has been removed together with the existing stop block.
- A new Stop block has been installed at approximately 30m towards the country side of the existing stop block.
- The existing stop sign at Weighbridge siding has been relocated to the new stop block position and a fixed trainstop has been installed at the new stop block.
- The control panel has been altered to reflect the removal of 9 points. ATRICS will be updated at a later stage.

A drivers diagram showing the new arrangements appears in this weekly notice.

**VER29012024**  
**Drivers Diagram**

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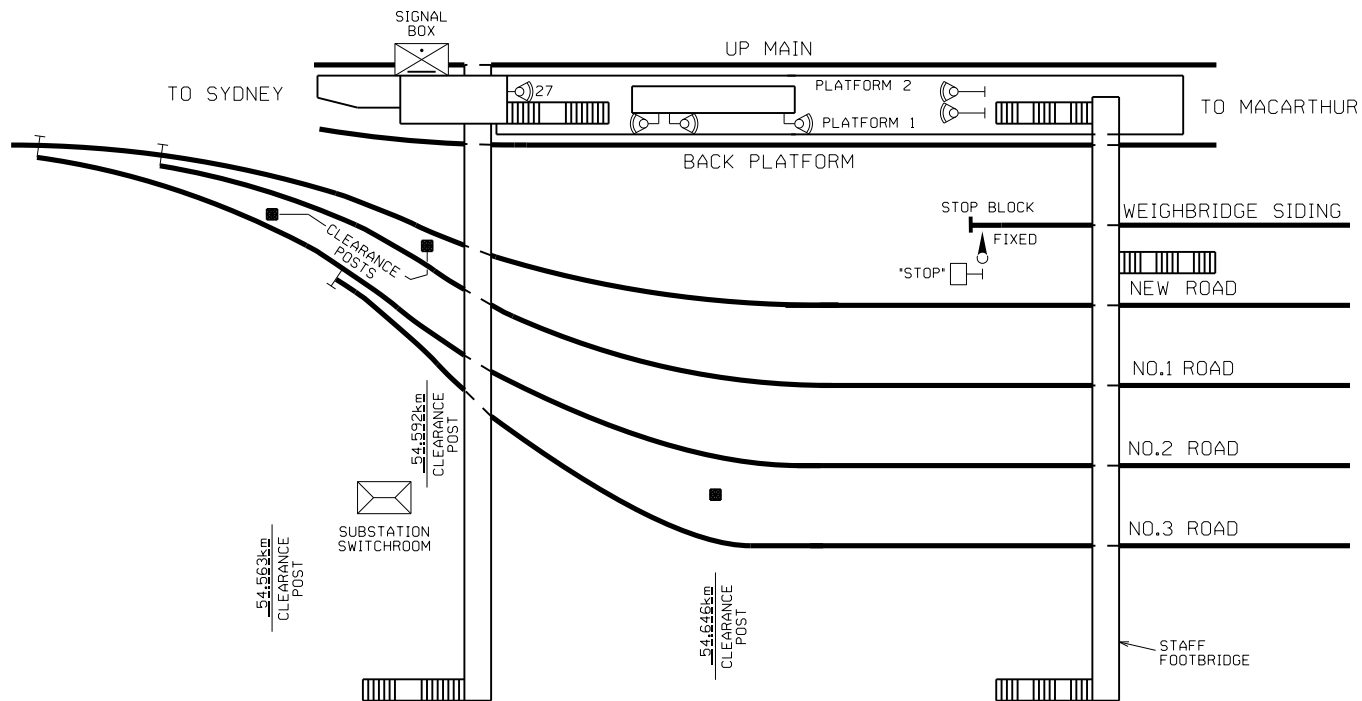
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# CAMPBELLTOWN



## 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

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
029 - 2023	Testing of an OSCAR Set (H5) with ETCS Level 2 equipment	01/09/23	04/09/23
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
030 - 2023	Tangara Automatic Train Protection (ATP) odometry testing	26/09/23	03/10/23
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

**STATUS OF PERMANENT SAFE NOTICES**

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
007 - 2023	Use of Signal Key Switches	25/10/23	25/10/23
006 - 2023	New Trackside Signage associated with Digital Systems Train Testing	10/08/23	24/08/23

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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)

*Title* *Status Sheet* *Date issued*





***Train Working Procedures***

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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**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 Network Standards, Systems & Quality****Sydney Trains**

Level 4, 36-46 George Street  
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Tuesday, 30 January 2024