

29

weekly notice

Monday, 8 July 2024

Sunday, 15 July 2024

RailSafe





RailSafe

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**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>
30	15/07/2024 – 21/07/2024	11/06/2024
31	22/07/2024 – 28/07/2024	18/06/2024
32	29/07/2024 – 04/08/2024	25/06/2024

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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WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY PROJECT SIGNALLING FINAL WORKS

THIS ARTICLE AS PUBLISHED IN WEEKLY NOTICE 27 IS AMENDED WHERE HIGHLIGHTED. AMENDED DIAGRAMS ARE ALSO ATTACHED.

Commencing at **0200 hours on Saturday, 06 July 2024**, and continuing until 0200 hours on Monday, 15 July 2024, the following work will be carried out:

Temporary Arrangements

At the commencement of the possession, the Waterfall Relay Interlocking and Signal Box at Waterfall Station will be decommissioned. The Down Main and Down Refuge Loop will be made operational for down direction movements and the Up Main, Up Refuge Loop and No.2 Up Sidings will be made operational for up direction movements using Pilot Staff Working (PSW) between Monday 08 July 2024 to Saturday 13 July 2024. The scheduled times for the up and down movements are detailed in STN 1104-2024.

During the PSW period, all points through the remodelled area will be spiked, clipped and XL locked in the appropriate position required for the Pilot Staff Working.

New Arrangements

A new track configuration will be brought into use between the Main Lines, Up Sidings, Up Goods Loop, Up Refuge Loop and Perway Siding. The existing Up Goods Loop will be extended to accommodate 1500m long freight trains. No.1 Up Siding and No. 2 Up Siding will provide a new stabling facility suitable for 10 x 8-car electric Suburban trains on the T4 Illawarra. Installation of new crossovers, turnouts, and catchpoints to facilitate entry/exit to/from the new stabling facility. The Up Goods Loop and Perway Siding will not be available for electric traction.

The city end of Platform 1 and 2 will be extended approx. 45m to accommodate new 10 car NIF trains with the following platform car marker changes:

- a new '10' car marker will be installed on the Platform 1 city end fenceline
- a new '10' car marker will be painted on the city end of Platform 2 coping approx. 4.14m from the fenceline with an additional post mounted '10' car marker located in the cess at the same chainage.
- the existing '8' car marker on the city end of Platform 2 will be relocated approx. 10m towards city.

New signals, trainstops, points and signage will be installed as detailed. At the conclusion of the possession, remote control of the new Microlok II Waterfall Interlocking will be from the Sutherland Panel at the ROC via the RCS at Sydenham.

A new Train Watering facility (water tank) located on the Down Refuge Loop at approx. 38.225km (next to the Hi-Rail Access pad) will become operational.

A Drivers Diagram showing the new arrangements appears in this Weekly Notice.

Line side Infrastructure Alterations

The following tables summarise all signals, signs, berths, points and guard's indicators within the resignalled area. Refer also to the Drivers Diagram for the new arrangements.

Signals

Signal	Route	Designation	Route Indication	Remarks
WL1 (OLD W79)	(M)	Down Main	-	Existing signal renamed. New Medium indication provided. Turnout Repeater brought into use. Existing YL/EYL signs retained.
WL3 (OLD W1)	(M)A	Down Main to Down Refuge Loop	LH BOL	Existing signal renamed. New Caution Turnout and Medium Turnout indications provided. New Right-Hand BOL brought into use. New (M/S)C route provided.
	(M)B	Down Main	-	
	(M)C	Down Main to Up Main	RH BOL	
	(S)A	Shunt, Down Main to Down Refuge Loop	DR	
	(S)B	Shunt, Down Main	DM	
	(S)C	Shunt, Down Main to Up Main	UM	

WL5	(S)A	Shunt, Up Main	UM	New shunt signal.
	(S)B	Shunt, Up Main to Up Goods Loop	UG	
WL6	(M)	Up Main	-	New signal and trainstop.
	(S)	Shunt, Up Main	-	
WL8	(M)	Up Goods Loop to Up Main	-	New signal and trainstop.
	(S)	Shunt, Up Goods Loop to Up Main	-	
WL17	(M)	Down Main	-	New signal and trainstop.
WL19	(M)	Up Main	-	New signal on RHS of line. New trainstop.
	(S)A	Shunt, Up Main	UM	
	(S)B	Shunt, Up Main to No. 1 Up Siding	S1	
	(S)C	Shunt, Up Main to No. 2 Up Siding	S2	
WL20	(M)	Up Main	-	New signal and trainstop.

	(S)	Shunt, Up Main	-	
WL22	(M)	Up Siding to Up Main	RH BOL	New signal and trainstop. Approach cleared by train on berth track. Flashing green repeater until WL24 or WL26 route used or train on berth track.
	(S)	Shunt, Up Siding to Up Main		
WL24	(S)	No.1 Up Siding	-	New signal and trainstop. Requires WL22 route set.
WL26	(S)	Shunt, No.1 Up Siding	-	New signal and trainstop. Requires WL22 route set.
WL28	(M)	Up Goods	-	New signal and trainstop.
WL34	(M)	Up Main	-	New signal and trainstop.
WL35	(M)	Down Refuge Loop	-	New signal and trainstop.
WL37	(M)A	Down Main	-	New signal and trainstop.
	(M)B	Down Main to Up Main	RH BOL	
	(S)A	Shunt, Down Main	DM	
	(S)B	Shunt, Down Main to Up Main	UM	
WL39	(M)A	Up Main to Down Main	LH BOL	New Signal on RHS of line.

	(M)B	Up Main	-	39(M) routes oversets 45(S). New trainstop.
	(M)C	Up Main to Up Refuge Loop	RH BOL	
	(S)	Shunt, Up Main	-	
WL45 (OLD 9)	(S)A	Shunt, Up Main to Down Main	DM	Existing signal renamed. Overset by 39(M) routes Green aspect provided. New (S)C route provided.
	(S)B	Shunt, Up Main	UM	
			Green Light	
(S)C	Shunt, Up Main to Up Refuge Loop	UR		
WL47	(S)	Shunt, No.1 Up Siding to Up Refuge Loop	-	New signal and trainstop.
WL49	(S)	Shunt, No.2 Up Siding to Up Refuge Loop	-	New signal and trainstop.
WL51	(S)A	Shunt, Up Goods Loop	UG	New signal.
	(S)B	Shunt, Perway Siding	PS	

WL52	(M)	Up Refuge Loop to Up Main	-	New signal and trainstop.
	(S)	Shunt, Up Refuge Loop to Up Main	-	
WL54	(S)	Shunt, Perway Siding to Up Goods Loop	-	New signal.
WL60 (OLD W12)	(M)A	Down Main to Up Main	LH BOL	Existing signal renamed. New Medium Turnout indication provided. New route indicator provided.
	(S)A	Shunt, Down Main to Up Main	UM	
WL62 (OLD W10)	(M)	Up Main	-	Existing signal renamed.
	(S)	Shunt, Up Main	-	
WL63 (OLD 33)	(S)	Shunt, No. 3 Down Siding to Down Refuge Loop	-	Existing signal renamed.
WL65 (OLD 35)	(S)	Shunt, No. 2 Down Siding to Down Refuge Loop	-	Existing signal renamed.

WL67 (OLD 37)	(S)	Shunt, No. 1 Down Siding to Down Refuge Loop	-	Existing signal renamed.
WL69 (OLD W39)	(M)B	Down Refuge Loop to Down Main	RH BOL	Existing signal renamed. New Medium Turnout indication provided. 69(M)B route oversets 83(S)B
	(S)	Shunt, Down Refuge Loop	-	
WL70	(S)A	Shunt, Up Refuge Loop to No.2 Up Siding	S2	New signal. 70(S)C Overset by 86(M)B or 88(M)B routes. Green aspect provided.
	(S)B	Shunt, Up Refuge Loop to No.1 Up Siding	S1	
	(S)C	Shunt, Up Refuge Loop	UR GREEN LIGHT	
WL71	(M)B	Up Goods Loop to Down Main	LH BOL	New signal and trainstop.
	(M)C	Up Goods Loop to Up Main	-	

	(S)A	Shunt, Up Goods Loop to Shunting Neck	S	
	(S)B	Shunt, Up Goods Loop to Down Main	DM	
	(S)C	Shunt, Up Goods Loop to Up Main	UM	
WL73 (OLD W23)	(M)B	Up Refuge Loop to Down Main	LH BOL	Existing signal renamed. New Medium Turnout indication provided. Shunt route indicator brought into use. New shunt routes provided.
	(M)C	Up Refuge Loop to Up Main	-	
	(S)A	Shunt, Up Refuge Loop to Shunting Neck	S	
	(S)B	Shunt, Up Refuge Loop to Down Main	DM	
	(S)C	Shunt, Up Refuge Loop to Up Main	UM	
WL73 CO-ACT (OLD W23)	(M)B	Up Refuge Loop to Down Main	D	Existing signal renamed. New shunt routes provided.
	(M)C	Up Refuge Loop to Up Main	U	

CO- ACT)	(S)A	Shunt, Up Refuge Loop to Shunting Neck	S	New pulsating yellow aspect provided.
	(S)B	Shunt, Up Refuge Loop to Down Main	D	
	(S)C	Shunt, Up Refuge Loop to Up Main	U	
WL74 (OLD 18)	(S)A	Shunt, Down Refuge Loop	DR	Existing signal renamed.
	(S)B	Shunt, Down Refuge Loop to Down Siding	DS	
WL76 (OLD 34)	(S)A	Shunt, Up Refuge Loop to Up Goods Loop	UG	Existing signal renamed. (S)A route brought into use. 76(S)A Overset by 86(M)A or 88(M)A routes. 76(S)B Overset by 86(M)B or 88(M)B routes. Green aspect provided
	(S)B	Shunt, Up Refuge Loop	UR GREEN LIGHT	
WL77	(M)B	Down Main	-	Existing signal renamed.

(OLD W17)	(S)A	Shunt, Down Main to Shunting Neck	S	
	(S)B	Shunt, Down Main	DM	
WL77 CO-ACT (W17 CO- ACT)	(M)B	Down Main	-	Existing signal renamed.
	(S)A	Shunt, Down Main to Shunting Neck	S	
	(S)B	Shunt, Down Main	M	
WL79 (OLD W19)	(M)B	Up Main to Down Main	LH BOL	Existing signal renamed. New Medium Turnout indication provided.
	(M)C	Up Main	-	
	(S)A	Shunt, Up Main to Shunting Neck	S	
	(S)B	Shunt, Up Main to Down Main	DM	
	(S)C	Shunt, Up Main	UM	
WL79 CO-ACT	(M)B	Up Main to Down Main	LH BOL	Existing signal renamed. New Medium Turnout indication provided.
	(M)C	Up Main	-	

(W19 CO- ACT)	(S)A	Shunt, Up Main to Shunting Neck	S	
	(S)B	Shunt, Up Main to Down Main	DM	
	(S)C	Shunt, Up Main	UM	
WL83 (OLD 13)	(S)A	Shunt, Down Refuge Loop to Shunting Neck	S	Existing signal renamed. 83(S)B Overset by 69(M)B route.
	(S)B	Shunt, Down Refuge Loop to Down Main	DM	
WL84 (OLD 24)	(S)A	Shunt, Shunting Neck to Up Refuge Loop	UR	Existing signal renamed.
	(S)B	Shunt, Shunting Neck to Up Main	UM	
	(S)C	Shunt, Shunting Neck to Down Main	DM	

	(S)D	Shunt, Shunting Neck to Down Refuge Loop	DR	
WL86 (OLD W20)	(M)A	Down Main to Up Goods Loop	LH BOL + 'G'	Existing signal renamed. New Left-Hand Turnout Repeater provided. New Low Speed indication provided. New Medium indication provided. New Medium Turnout indication provided. 86(M)A route oversets 76(S)A. 86(M)B route oversets 76(S)B and 70(S)C.
	(M)B LSp	Down Main to Up Refuge Loop	UR	
	(M)B	Down Main to Up Refuge Loop	LH BOL + 'R'	
	(M)C	Down Main to Up Main	LH BOL + 'U'	
	(M)D	Down Main	-	
	(S)B	Shunt, Down Main to Up Refuge Loop	UR	
	(S)C	Shunt, Down Main to Up Main	UM	
	(S)D	Shunt, Down Main	DM	
	(S)E	Shunt, Down Main to Down Refuge Loop	DR	

WL88 (OLD W22)	(M)A	Up Main to Up Goods Loop	LH BOL + 'G'	Existing signal renamed. New Low Speed indication provided. New Medium Turnout indication provided. 88(M)A route oversets 76(S)A. 88(M)B route oversets 76(S)B and 70(S)C.
	(M)B LSp	Up Main to Up Refuge Loop	UR	
	(M)B	Up Main to Up Refuge Loop	LH BOL + 'R'	
	(M)C	Up Main	-	
	(S)B	Shunt, Up Main to Up Refuge Loop	UR	
	(S)C	Shunt, Up Main	UM	
WL91D (OLD W25D)	(M)	Down Main	-	Existing signal renamed. Flashing green repeater until accepted by Helensburgh WG781
WL93U (OLD W27U)	(M)	Up Main	-	Existing signal renamed. Flashing green repeater until accepted by Helensburgh WG783
WL94D (OLD W28D)	(M)	Down Main	-	Existing signal renamed. New Left-Hand Turnout Repeater and medium indication provided. Existing YL/EYL signs retained.

WL96U (OLD W26U)	(M)	Up Main	-	Existing signal renamed. New Left-Hand Turnout Repeater provided. Existing YL/EYL signs retained.
W3	(M)A	Down Main	-	Signal and trainstop removed.
	(M)B	Down Main to Up Main	RH BOL + 'U'	
	(M)C	Down Main to Up Refuge Loop	RH BOL + 'R'	
	(M)D	Down Main to Up Goods Loop	R/H BOL + 'G'	
	(S)	Shunt, Down Main	-	
W4	(M)C	Up Refuge Loop to Up Main	-	Signal and trainstop removed.
	(S)A	Shunt, Up Refuge Loop to No. 2 Loco Exchange	2L	
	(S)B	Shunt, Up Refuge Loop to No. 1 Loco Exchange	1L	

	(S)C	Shunt, Up Refuge Loop to Up Main	UM	
	(S)D	Shunt, Up Refuge Loop to Down Main	DM	
W5	(M)A	Down Refuge Loop	-	Signal and trainstop removed.
	(M)B	Down Refuge Loop to Down Main	RH BOL + 'D'	
	(M)C	Down Refuge Loop to Up Main	RH BOL + 'U'	
	(M)D	Down Refuge Loop to Up Refuge Loop	R	
	(M)E	Down Refuge Loop to Up Goods Loop	G	
	(S)A	Shunt, Down Refuge Loop	DR	
	(S)B	Shunt, Down Refuge Loop to Down Main	DM	
W6	(M)	Up Main	-	

	(S)A	Shunt, Up Main	UM	Signal and trainstop removed.
	(S)B	Shunt, Up Main to Down Main	DM	
W7	(M)	Down Main	-	Signal and trainstop removed.
	(S)	Shunt, Down Main	-	
8	(S)	Shunt, Down Refuge Loop	-	Signal removed.
11	A	Down Main	D	Signal removed
	B	Down Main to Up Main	U	
	C	Down Main to Up Refuge Loop	R	
	D	Down Main to Up Goods Loop	G	
		Green Light	•	
14	(S)	Down Refuge Loop	-	Signal removed.
15	A	Up Main	U	Signal removed.
	B	Up Main to Up Refuge Loop	R	
	C	Up Main to Up Goods Loop	G	

41	A	Up Refuge Loop to Shunting Neck	S	Signal removed.
	B	Up Refuge Loop to Down Main	D	
	C	Up Refuge Loop to Up Main	U	

Points (Refer to Drivers Diagram for positioning of EOL/ESML)

Points Number	Designation	Emergency Operation Points	Remarks
WL301A /B (OLD 47A/B)	50km/h Turnout and Catchpoint Down Main to Down Refuge Loop	EOL	Existing Turnout and Catchpoint renamed
WL302A /B	60km/h Turnout and Catchpoint Up Main to Up Goods Loop	EOL	Siemens D84M MKIII point machines utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, brought into normal operational use.
WL304A /B	45km/h Crossover Down Main to Up Main	EOL	Siemens D84M MKIII point machines utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, brought into normal operational use.

WL305A /B	35km/h Crossover Up Main to No.1 Up Siding	EOL	Siemens D84M MKIII point machines utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, brought into normal operational use.
WL307	25km/h Crossover No.1 Up Siding to No.2 Up Siding	EOL	Siemens D84M MKIII point machine utilising an in bearer Spherolock arrangement was previously installed, brought into normal operational use.
WL310A /B (OLD 54(310) A/B)	45km/h Crossover Down Main to Up Main	EOL	Existing Crossover renamed.
WL311A /B	45km/h Turnout and Catchpoint Up Refuge Loop to Up Main	EOL	Siemens D84M MKIII point machines utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, brought into normal operational use.
WL312A /B	35km/h Crossover Down Main to Up Main	EOL	Siemens D84M MKIII point machines utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked normal, brought into normal operational use.
WL315A /B	25km/h Turnout and Catchpoint Up Goods	EOL	New Siemens D84M MKIII point machines utilising an in bearer Spherolock arrangement

	Loop to Perway Siding		
WL316	25km/h Turnout No.2 Up Siding to No.1 Up Siding	EOL	Siemens D84M MKIII point machine utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked reverse, brought into normal operational use.
WL317A /B	25km/h Turnout and Catchpoint Up Refuge Loop to No.2 Up Siding	EOL	Siemens D84M MKIII point machines utilising an in bearer Spherolock arrangement was previously installed, clipped and XL locked reverse, brought into normal operational use.
WL318A /B (OLD 60A/B)	45km/h Turnout and Catchpoint Up Refuge Loop to Up Goods Loop	EOL	Existing Turnout and Catchpoint renamed. Previously installed, clipped and XL locked normal, brought into normal operational use.
WL320A /B/C (OLD 61A/B/C)	25km/h Turnout and Derailers Down Refuge Loop to Down Siding	ESML	Existing 61A/B/C Turnout and Derailers renamed WL320A/B/C.
WL321A /B (OLD 57A/B)	50km/h Turnout and Catchpoint Up Main to Up Refuge Loop	EOL	Existing Turnout and Catchpoint renamed.

WL322A /B (OLD 56A/B)	25km/h Crossover Down Refuge Loop to Down Main	EOL	Existing Crossover renamed.
WL323A /B (OLD 58A/B)	25km/h Crossover Down Main to Up Main	EOL	Existing Crossover renamed.
WL324A /B (OLD 59A/B)	25km/h Crossover Shunting Neck to Down Main	EOL	Existing Crossover renamed.
WL325A /B (OLD 63A/B)	25km/h Catchpoint Shunting Neck	EOL	Existing Catchpoints renamed.
46	Catchpoint Up Refuge Loop	ESML	Existing HW4400 point machine and ESML removed.
51A/B	25km/h Crossover Down Main to Up Main	EOL	Existing D84M point machines and EOL removed.
52A/B	50km/h Crossover Up Refuge Loop to Up Main	ESML	Existing M3A MKIII point machines and ESML removed.

Stabling Berths: All Stabling Berths are Bidirectional

Stabling Berth	Length (approx..)	Remarks
1A	177m	No.1 Up Siding
1B	168m	No.1 Up Siding
1C	168m	No.1 Up Siding
1D	168m	No.1 Up Siding
1E	178m	No.1 Up Siding
2A	176m	No.2 Up Siding
2B	168m	No.2 Up Siding
2C	168m	No.2 Up Siding
2D	169m	No.2 Up Siding
2E	178m	No.2 Up Siding
Berth signage is provided marking the berth limits, installed on the adjacent signal or adjacent wheel sensor.		

'8' car marker signs are provided, one per direction of travel, in the No.1 & No.2 Up Sidings to help train drivers stop trains in the correct position within each berth.

Perway Siding

A new buffer stop light will be installed, mounted on the buffer stop, at the end of Perway siding which is 145m in length.

Guard's Indicators

Guard Indicators	Designation	Remarks
60 GI (OLD 12)	Waterfall Platform 2, Down Main Up Direction	2 x existing guard's indicators operating in conjunction with WL60 Signal
62 GI (OLD 10)	Waterfall Platform 1, Up Main Up Direction	2 x existing guard's indicators operating in conjunction with WL62 Signal
77 GI (OLD 17)	Waterfall Platform 2, Down Main Down Direction	2 x existing guard's indicators operating in conjunction with WL77 Signal
79 GI (OLD 19)	Waterfall Platform 1, Up Main Down Direction	2 x existing guard's indicators operating in conjunction with WL79 Signal

Intermediate Trainstops

Intermediate Trainstop	Designation	Remarks
WL86/88 ITS1	Up Refuge Loop	Up Direction Speed 25km/h 9 Seconds on 73AT track with 318 points normal
WL86/88 ITS2	Up Refuge Loop	Up Direction Speed 10km/h 24 Seconds on URBT track with 317 points normal

Axle Counter Resets

Within No.1 and No.2 Up Siding and Perway Siding axle counters provide the Rail Vehicle Detection. In certain situations, the axle counter track sections require resetting.

Trackside reset facilities have been provided as per the table below and is to be used in conjunction with the reset enable functionality provided on the signaller's workstation.

Trackside Axle Counter Reset	Applicable Line	Location (approx.)	Remarks
US1GT/USHT	No.1 Up Siding	Adjacent to WL24 signal	Local Reset US1GT or USHT track sections.
US1FT/US1DT	No.1 Up Siding	Adjacent to 1B/1C berth sign	Local Reset US1DT or US1FT track sections.
US1CT/US1BT	No.1 Up Siding	Adjacent to 1D/1E berth sign	Local Reset US1BT or US1CT track sections.
US2BT/USAT	No.2 Up Siding	Adjacent to WL49 signal	Local Reset USAT or US2BT track sections.
US2DT/US2CT	No.2 Up Siding	Adjacent to 2C/2D berth sign	Local Reset US2DT or US2CT track sections.
US2GT/US2FT	No.2 Up Siding	Adjacent to 2A/2B berth sign	Local Reset US2GT or US2FT track sections.
GLAT(2)	Up Goods Loop / Perway Siding	Adjacent to 315A points	Local Reset GLAT(2) track section.

In addition, a Preparatory Reset / Sweep Control function is provided on the signaller’s workstation for GLAT(2) track however it will be booked out of use and not available.

Instructions and requirements for resetting axle counters will be detailed in the Network Local Appendix NLA 412 and the Signalling Safeworking procedures.

Signage

Sign	Location (approx..)	Remarks
'END SIGNALLED AUTHORITY – DO NOT PROCEED UNLESS AUTHORIZED'	Adjacent to WL320A points	Up Direction on RHS of line – Down Sidings
Electric Train Stop	Adjacent to WL302A points	Down Direction on RHS of line – Up Goods Loop Unwired
Pantograph Down	Adjacent to WL5 signal	Down Direction on RHS of line – Up Goods Loop Unwired
Electric Train Stop	Adjacent to WL318B points	Up Direction on LHS of line – Up Goods Loop Unwired
Pantograph Down	Adjacent to WL76 signal	Up Direction on LHS of line – Up Goods Loop Unwired
'8' Car Marker	City side of WL19 signal and Point Cleared 8 Cars	Up Direction on LHS of line – Up Main used for turning back at WL19 signal

	sign at approx. 35.157km	
Point Cleared 8 Cars	City side of WL19 signal	Up Direction on LHS of line – Up Main
Point Cleared 8 Cars	Between WL39 and WL34 signal	Up Direction on LHS of line – Up Main
Point Cleared 10 Cars	Between WL39 and W34 signal	Up Direction on LHS of line – Up Main
Safety Overrun Area No Rolling Stock or Equipment to Be Left Here	Centre line of WL305B points run off track	Up Direction within 4 foot – No.1 Up Siding
Yard 13 Speed	Adjacent to WL307 points	Down Direction on LHS of line – No.1 Up Siding
Yard 13 Speed	Adjacent to WL317A points	Up Direction on LHS of line – No.2 Up Siding
Advisory 10 Speed	Adjacent to WL317B points	Up Direction on LHS of line – Up Refuge Loop
Shunting Limit	Behind of WL69 signal	Up Direction on LHS of line – Down Refuge Loop

Temporary Stop Block

Location(approx..)	Designation	Remarks
36.937km Adjacent to WL302B points	Up Goods Loop	Temporary Stop Block removed

37.743km Adjacent to 52B points	No.1 Up Siding	Temporary Stop Block removed
38.476km Adjacent to WL316 points	No.2 Up Siding	Temporary Stop Block removed
38.588km Adjacent to WL317B points	Up Refuge Loop	Temporary Stop Block removed

Helensburgh Up and Down Main Accept controls

The Helensburgh Up Accept controls W44 and W42 will be renamed to WL100 and WL98.

Telephones

Telephones will be provided adjacent to the EOL locations and Axle Counter reset boxes as shown on the Drivers Diagram. All new and retained phones will be arranged to call the area controller for Sutherland Panel.

VER05062024

Diagram VER05062024

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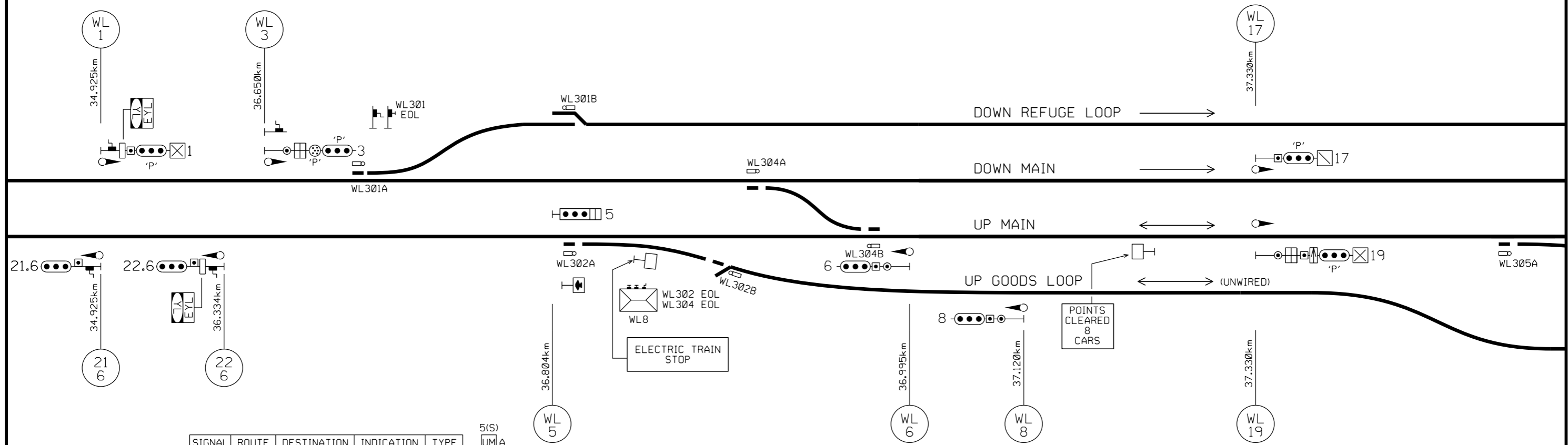
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SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
3	3(M)A	DOWN REFUGE	DR	BOL
	3(M)B	DOWN MAIN	-	-
	3(M)C	UP MAIN	UM	BOL
	3(S)A	DOWN REFUGE	DR	SRI
	3(S)B	DOWN MAIN	DM	SRI
	3(S)C	UP MAIN	UM	SRI

3(S)	DR	UM	C
B	DM		



SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
5	5(S)A	UP MAIN	UM	SRI
	5(S)B	UP GOODS	UG	SRI

5(S)	UM	A
B	UG	B

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
19	19(M)	UP MAIN	-	-
	19(S)A	UP MAIN	UM	SRI
	19(S)B	No.1 UP SIDING	S1	SRI
	19(S)C	No.2 UP SIDING	S2	SRI

19(S)	UMS2	C
B	S1	



Transport for NSW

WATERFALL

MTMS2 WATERFALL STABLING FACILITY JULY 2024
DRIVERS DIAGRAM SHEET 1 OF 4

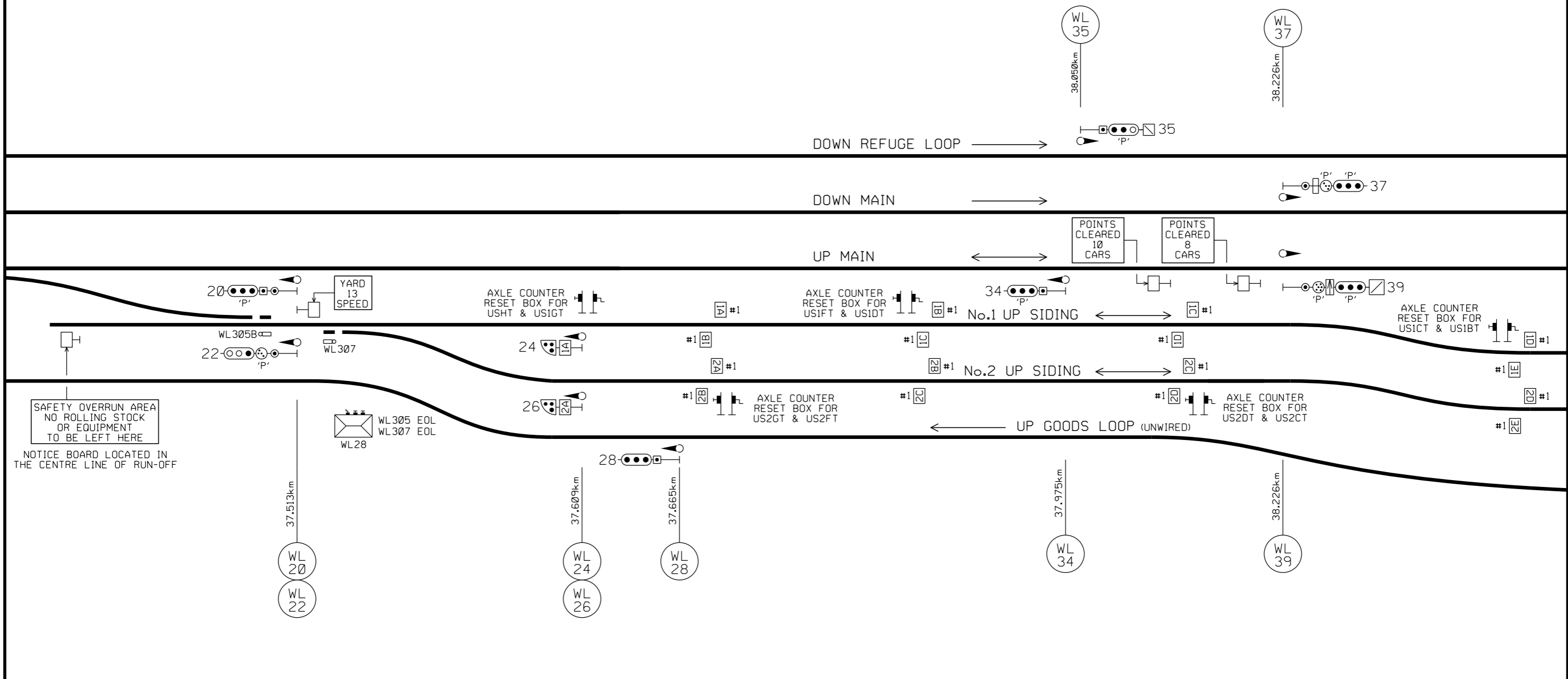
Produced by JMDR

VER. 05062024

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
22	22(M)	UP MAIN	.	BOL
	22(S)	UP MAIN	-	-


SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
37	37(MA)	DOWN MAIN	-	-
	37(MB)	UP MAIN	.	BOL
	37(SA)	DOWN MAIN	DM	SRI
	37(SB)	UP MAIN	UM	SRI

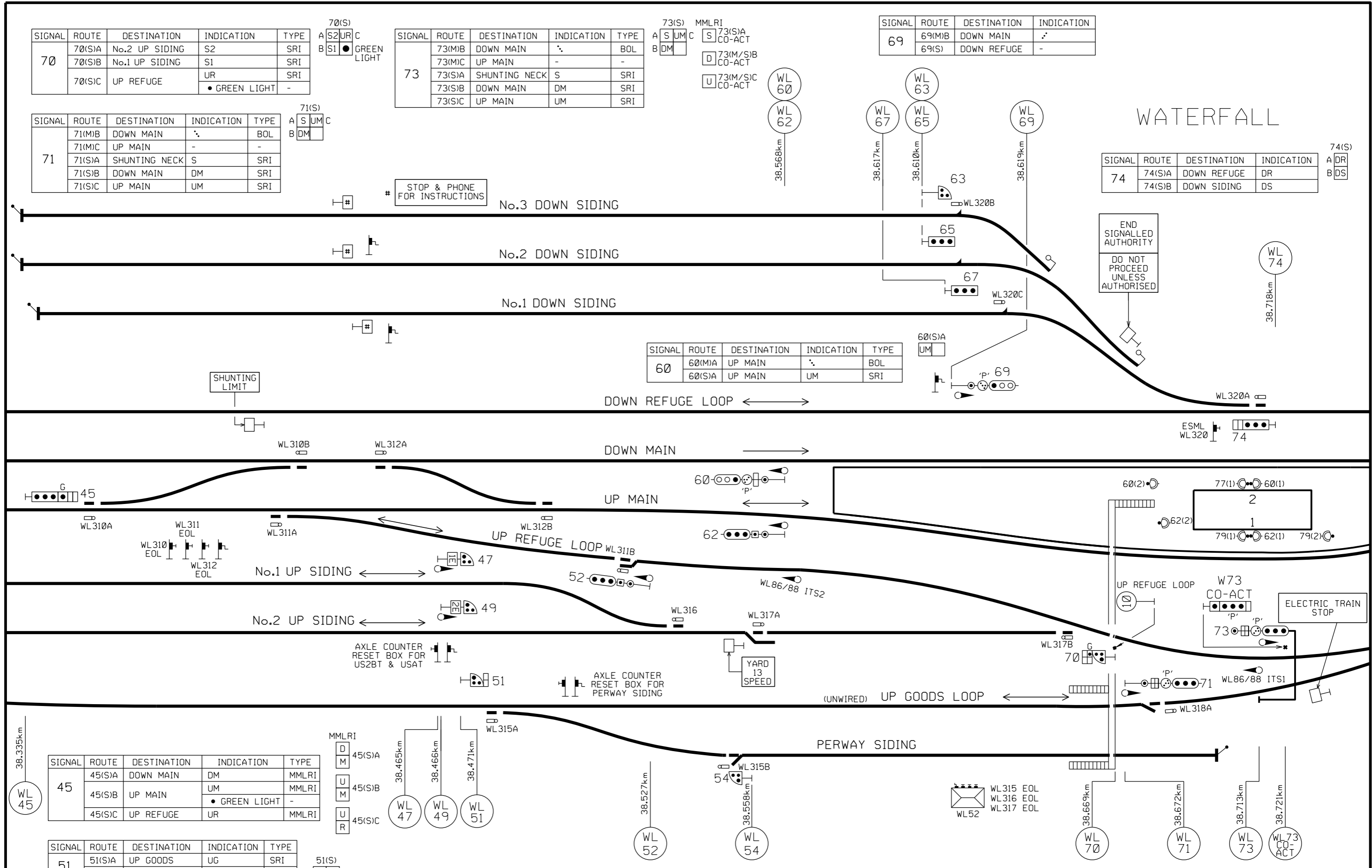
SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
39	39(MA)	DOWN MAIN	.	BOL
	39(MB)	UP MAIN	-	-
	39(MC)	UP REFUGE	.	BOL
	39(S)	UP MAIN	-	-



SAFETY OVERRUN AREA
NO ROLLING STOCK
OR EQUIPMENT
TO BE LEFT HERE
NOTICE BOARD LOCATED IN
THE CENTRE LINE OF RUN-OFF

NOTE:
#1 BERTH SIGN PLACED IN 4 FOOT

 Transport for NSW	<h2>WATERFALL</h2> <p>MTMS2 WATERFALL STABLING FACILITY JULY 2024 DRIVERS DIAGRAM SHEET 2 OF 4</p>
	<p>Produced by JMDR</p> <p style="text-align: right;">VER. 05062024</p>



WATERFALL
 MTMS2 WATERFALL STABLING FACILITY JULY 2024
 DRIVERS DIAGRAM SHEET 3 OF 4
 Produced by JMDR
 VER. 05062024

SIGNAL	ROUTE	DESTINATION	INDICATION
83	83(S)A	SHUNTING NECK	S
	83(S)B	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	INDICATION
77	77(M)B	DOWN MAIN	-
	77(S)A	SHUNTING NECK	S
	77(S)B	DOWN MAIN	DM

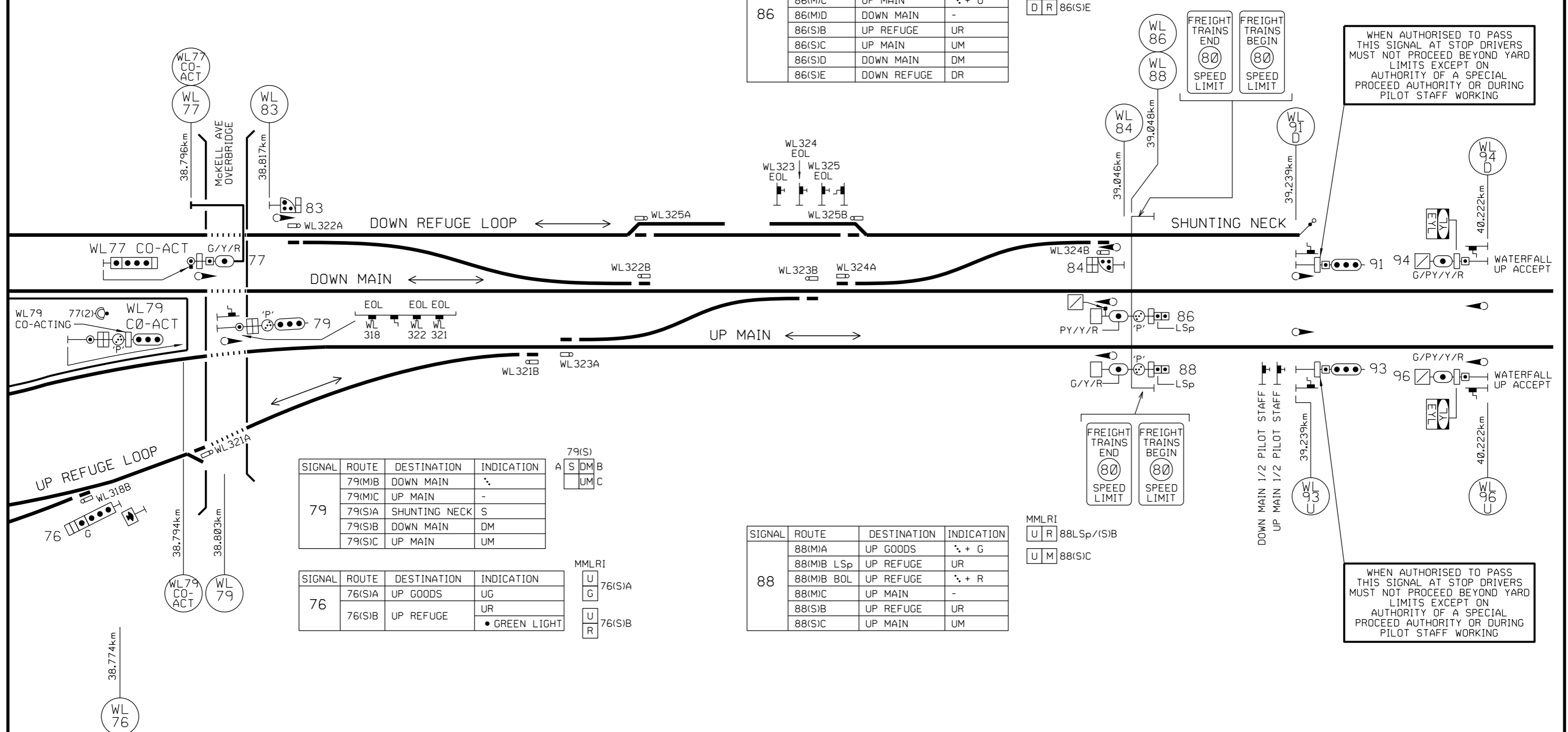
SIGNAL	ROUTE	DESTINATION	INDICATION
84	84(S)A	UP REFUGE	UR
	84(S)B	UP MAIN	UM
	84(S)C	DOWN MAIN	DM
	84(S)D	DOWN REFUGE	DR

SIGNAL	ROUTE	DESTINATION	INDICATION
86	86(M)A	UP GOODS LOOP	+. G
	86(M)B LSp	UP REFUGE	UR
	86(M)B BOL	UP REFUGE	+. R
	86(M)C	UP MAIN	+. U
	86(M)D	DOWN MAIN	-
	86(S)B	UP REFUGE	UR
	86(S)C	UP MAIN	UM
	86(S)E	DOWN REFUGE	DR

SIGNAL	ROUTE	DESTINATION	INDICATION
79	79(M)B	DOWN MAIN	+
	79(M)C	UP MAIN	-
	79(S)A	SHUNTING NECK	S
	79(S)B	DOWN MAIN	DM
	79(S)C	UP MAIN	UM

SIGNAL	ROUTE	DESTINATION	INDICATION
76	76(S)A	UP GOODS	UG
	76(S)B	UP REFUGE	UR • GREEN LIGHT

SIGNAL	ROUTE	DESTINATION	INDICATION
88	88(M)A	UP GOODS	+. G
	88(M)B LSp	UP REFUGE	UR
	88(M)B BOL	UP REFUGE	+. R
	88(S)B	UP REFUGE	UR
	88(S)C	UP MAIN	UM



Transport for NSW

WATERFALL

MTMS2 WATERFALL STABLING FACILITY JULY 2024
DRIVERS DIAGRAM SHEET 4 OF 4

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OFFICIAL

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
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
001 - 2024	TWP 182 Digital Train Radio	12/02/24	26/02/24
002 - 2024	Testing of a Millennium set (M31) with ETCS level 2 equipment	22/04/24	23/04/24
003 - 2024	Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains	12/06/24	01/07/24

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
003 - 2024	Use of Signal Key Switches	11/04/24	26/04/24
001 - 2024	New Trackside Signage associated with Digital Systems Train Testing	08/02/24	24/02/24
002 - 2024	Compiling NRF 008 – Pilot Staff Notice	29/02/24	29/02/24
004 – 2024	Transition of NSW TrainLink Operations to Sydney Trains	12/06/24	01/07/24

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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	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**

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Tuesday, 25 June 2024