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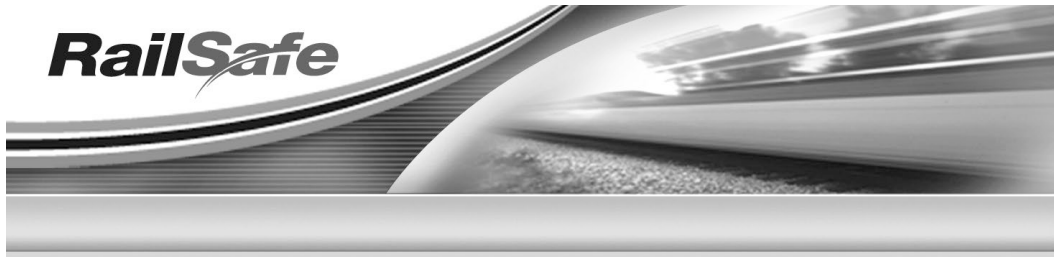
## weekly notice

Monday, 21 October 2024

Sunday, 27 October 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 Network Standards, Systems and Quality  
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>
45	28/10/2024 – 03/11/2024	24/09/2024
46	04/11/2024 – 10/11/2024	01/10/2024
47	11/11/2024 – 17/11/2024	08/10/2024

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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## **ISSUE OF STANDARD WORKING TIMETABLE 2024 PASSENGER SERVICES BOOKS 1 & 2. FROM 20 OCTOBER 2024**

New Passenger Standard Working Timetable 2024 Books 1 & 2 will be in operation from **20 October 2024**.

Books 1 & 2 will be designated as Version 2.08 (240705) and will replace Standard Working Timetable 2017 Books 1 & 2 Version 12.70 (240322) and all subsequent amendments.

Implementation STN 1944-2024 details all subsequent amendments since Version 2.08.

Any previously issued copies of Books 1 & 2 not designated as Version 2.08 (240705) or later are to be disregarded.

With the issue of the 2024 Standard Working Timetable from 20 October 2024, a number of changes to the content and format of the Working Timetable have been incorporated-

- A revised run number convention, as detailed in the Explanatory Notes
- Updated standby services, as detailed in the Explanatory Notes
- Revised route codes for greater train visibility as detailed in the Explanatory Notes
- Revised sections as detailed in the Table of Contents
- Revised Section Maps

### **Notes**

All staff concerned are to familiarise themselves with the contents of the Standard Working Timetable as applicable to their role prior to introduction.

Queries should be directed to your Supervising Officer for referral to the relevant divisional timetable planning representative.

Key changes to be introduced with the new Standard Working Timetable from 20 October 2024 include:

**Sector 1**

- Weekday and Weekend service structure remains unchanged from today.

**Sector 2**

- Changes to Weekday service structure with alterations to timings and frequencies on all lines.
- Bankstown Line will be removed between Sydenham and Bankstown for conversion to Southwest Metro operations.
- T3 services will operate to and from Liverpool to Circular Quay via Regents Park.
- Introduction of T6 services operating between Lidcombe and Bankstown. Bankstown, Yagoona and Birrong will no longer be served by T3 services.
- Erskineville will be added to T8 services (via Sydenham). St Peters and Erskineville will no longer be served by T3 services
- Additional T8 services will operate all stations to and from Sydenham and the City Circle.
- Weekend service structure has been adapted to accommodate the Bankstown to Sydenham closure, with introduction of T6 services between Lidcombe and Bankstown, T8 services between Sydenham and the City Circle and selected Homebush services extended to and from Liverpool via Regents Park.

**Sector 3**

- Changes to Weekday service structure with alterations to timings and frequencies on all lines.
- Weekend service structure remains unchanged from today.

**Blue Mountains**

- Changes to Weekday service structure with alterations to timings and extensions of selected services to run to and from Lithgow.

- Weekend service structure remains mostly unchanged from today with extensions of selected services to run to and from Lithgow.

**Central Coast & Newcastle, Hunter Line**

- Revised Central Coast and Newcastle Line service structure at current service frequencies with timing adjustments.
- Hunter Line services will be retained at current service frequencies, with timing adjustments required to maintain connections.

**Southern Highlands**

- Southern Highlands Line services will be retained at current service frequencies, with timing adjustments required to maintain connections with Sector 2 services where required.

**Regional**

- Regional services will be retained at current service frequencies, with timing changes to accommodate changes to the service structure on other lines.

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**CHANGE OF DTRS TRAIN RADIO SIGNALLER CONTROL AREAS**

Since **Saturday, 12<sup>th</sup> October 2024**, the DTRS boundary areas for Bankstown (057), Sydenham South (004), Sydenham North (005), Sefton (054), and Lidcombe (038) will be amended to align with the new ATRICS signalling areas. Note that the Bankstown NCO area will be completely removed as part of the changes.

Use of the DTRS Sydenham South (004), Sydenham North (005), Sefton (054), and Lidcombe (038) Signaller areas will be provided for the relevant Signaller when located at the either the Rail Operations Centre (ROC), Sydenham Control Centre (SMCC DRC), or Homebush Control Centre (HBCC DRC)

New DTRS Transponders boundaries will be as follows.

**Sefton Interface**

Track Description	Transponder Location	Kilometres (km)
Up Sefton (SCE536)	Country end of 363 Points	19.152
Down Sefton (SCE537)	Country end of 363 Points	19.152
Up Main (SCE 248)	366m Country side SP 118	26.155
Down Main (SCE 249)	Nearby Infrastructure: 262M Country Side SP 26.1	25.762
East Fork Up Line (SCE 3)	214m country side ES12-8	23.058
East Fork Down Line (SCE 4)	248m city side ES12-6	23.058
Up Main South (SCE 240)	790m Country side LC 11.4	19.044



Down Main South (SCE 241)	116m Sydney side LC 11.9	18.937
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### Sydenham South Interface 004

Track Description	Transponder Location	Kilometres (km)
Up Illa Local (SCE 21)	168m Country side SM 626 IL	5.969
Down Illa Local (SCE 23)	158m Sydney side SM 629 IL	5.822
Up Illawarra (SCE 20)	66m Country side SM 624 I	5.969
Down Illawarra (SCE 22)	158m Sydney side SM 627 I	5.821
Up Illa Local (SCE 929)	Adjacent to OHWS SW 3+918	3.901
Down Illa Local (SCE 928)	5M Before City End of Platform 2	3.72
Up Illawarra (SCE 160)	200m Country side SY 562 I	3.91
Down Illawarra (SCE 162)	191m Sydney side SM 565 I	3.721

### Sydenham North Interface 005 goods line

Track Description	Transponder Location	Kilometres (km)
Up Illa Local (SCE 21)	168m Country side SM 626 IL	5.969
Down Illa Local (SCE 23)	158m Sydney side SM 629 IL	5.822
Up Illawarra (SCE 20)	66m Country side SM 624 I	5.969
Down Illawarra	158m Sydney side	5.821

(SCE 22)	SM 627 I	
Up Main (SCE 721)	118M Country Side M 10.6	10.8
Down Main (SCE 720)	80M Sydney Side M 10.9	10.8
Up Local (SCE 703)	118M Country Side L 10.6	10.8
Down Local (SCE 702)	80M Sydney Side L 10.9	10.8
Up Illa Local (SCE 25)	196m Country side SM 856 IL	11.278
Down Illa Local (SCE 27)	121m Sydney side SM 859 IL	11.203
Up Illawarra (SCE 24)	196m Country side SM 854 I	11.278
Down Illawarra (SCE 26)	121m Sydney side SM 857 I	11.203

**Lidcombe Interface 038**

Track Description	Transponder Location	Kilometres (km)
Up Main South (SCE 240)	790m Country side LC 11.4	19.044
Down Main South (SCE 241)	116m Sydney side LC 11.9	18.937
Up Main (SCE 92)	120m Sydney side M11.2	17.88
Down Main (SCE 94)	100m Sydney side AN3	17.344
Up Suburban (SCE 93)	120m Sydney side S11.2	17.886
Down Suburban (SCE 95)	100m Sydney side AN5	17.683
Up Suburban (SCE 89)	116m Country side ST 392 S	16.222

Down Suburban (SCE 91)	140m Sydney side ST 387 S	15.515
Up Main (SCE 88)	147m Country side ST 386 M	15.808
Down Main (SCE 90)	140m Sydney side ST 385 M	15.522
Up East Fork (SCE 96)	136m Olympic Station side ST 338	15.56
Down East Fork (SCE 87)	9m Olympic Station side ST 333	15.065
Up Met. Goods (SCE 86)	143m Country side ST 350 UG	14.991
Down Met. Goods (SCE 85)	153m Country side ST 348 DG	14.965

Between 0000 to 0400 hours Saturday, 12<sup>th</sup> October 2024, configuration validation test calls will be raised from Sydenham South (004), Sydenham North (005), Sefton (054), and Lidcombe (038) Signaller DTRS radios after DTRS boundary areas have been amended.

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## AMALGAMATION OF SYDNEY EAST UP AND DOWN PANELS AT RAIL OPERATIONS CENTRE

Commencing at 2300 hours on **Friday, 1 November 2024** and continuing until 0500 hours on Saturday, 2<sup>nd</sup> November 2024, ATRICS panels for Sydney East Up and Sydney East Down will be permanently amalgamated as Sydney East Panel at Rail Operations Centre (ROC).

### Areas of Control:

The new Sydney East Panel will manage four separate areas of control. The boundary limits of these control areas remain unchanged as follows:

Area of Control	Line	Boundary			
		First Signal	First Track	Last Signal	Last Track
Sydney East Down (*)	Up City Outer	SY355CO	SY355AT	NA	NA
	Up City Inner	SY358UCI	SY358AT	NA	NA
	Up Shore	SY356SH	SY356AT	NA	NA
	Down Airport	NA	NA	SY801SR	SY801BT
	Down Illawarra	NA	NA	SY399	SY399FT
	Down Illawarra Local	NA	NA	SY399	SY399CT
	Down Local	NA	NA	SY389L	SY389CT
	Down Suburban	NA	NA	SY381S	SY381BT
	Down City Inner	NA	NA	CI24	CI24BCDT
	Down City Outer	NA	NA	SY363DCO	SY363ABCT
	Down Shore	NA	NA	SY361SH	SY361ABCT

Sydney East Up	Up Airport	SY820SR	SY820AT	NA	NA
	Up Illawarra	SY416I	SY416AT	NA	NA
	Up Illawarra Local	SY414IL	SY414AT	NA	NA
	Up Local	SY412L	SY412AT	NA	NA
	Up Suburban	SY410S	SY410AT	NA	NA
City Underground	Up City Outer	NA	NA	CO31	CO31BT
	Down City Inner	CI34	CI34ABT	NA	NA
	Up City Inner	NA	NA	CI258	CI258CT
	Down City Outer	CO271	CO271ABT	NA	NA
	Up Shore	SH2.30	SH2.50AT	SH0.42	SH0.42BT
	Down Shore	SH0.31	SH0.31ABT	SH2.59	SH2.55AT
Milsons Point	Up Shore	SH2.70	SH2.70AT	SH2.50	SH2.60AT
	Down Shore	SH2.67	SH2.59AT	SH2.83	SH2.83BT

There are no changes required to adjacent ATRICS panels.

**Communications**

**Telephones:**

Desk 5 current Sydney East Up Panel at Outer Metropolitan Control Centre following permanent amalgamation will be decommissioned and removed.

Telephone numbers for the Sydney area signalers will be allocated as follows:

Signaling Area	Train Control		Train Control	
	Normal		Emergency	
	Internal	External	Internal	External
Sydney East	71581	0297011581	71591	0297011591

The Sydney assist Table telephone numbers provided at Outer Metropolitan Control Centre will remain as 71531 (internal) 0297011531 (external).

Signal Post telephone circuits in the Sydney Yard, Sydney Illawarra, Sydney East Up, Sydney East Down and City Underground Signaling areas will remain directed as per current arrangements.

DTRS Train Radio:

There are no changes to DTRS boundaries with this permanent amalgamation.

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## **MORISSET (NORTH) – MORISSET AND VALES POINT RE-SIGNALLING INSTALLATION OF UNCOMMISSIONED SIGNALS**

Commencing at 0600 hours on **Saturday, 2 November 2024**, and continuing until 1800 hours on Sunday, 3 November 2024, uncommissioned signals will be installed at the following locations:

- Up Main @116.305km (future 72.4 signal)
- Down Main @116.348km (future MT1 signal)
- Down Main @119.046km (future MT5 signal)
- Up Main @121.201km (future MT8 signal)
- Vales Point Balloon Loop @121.964km (future MT3 signal)

All the above listed uncommissioned signals will be fitted with a retroreflective white cross and the signal heads turned away from the track to facilitate future aspect testing.

Aspect testing will commence at a date to be determined and will only occur during daylight hours. At the completion of aspect testing each day, all uncommissioned signals will be fully extinguished.

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## **NEWTOWN TO MACDONALDTOWN (CENTRAL INNER WEST) – MTMS3A HEADWAY IMPROVEMENT PROJECT – RELOCATION OF SY518M SIGNAL**

Commencing at 0200 hours on **Saturday, 2 November 2024** to 0200 hours on Monday, 4 November 2024, the following work will be carried out:

SY518M signal and trainstop on the Up Main will be relocated from a gantry located at 2.600km to a new gantry at 2.745km. The signal aspects on the relocated SY518M signal will remain unchanged.

A new track circuit (518AT) will be provided between the 2.600km and 2.745km gantries and existing 518AT and 518BT track circuits will be renamed 518BT and 518CT respectively.

The Strathfield 4 Screen and Sydney Yard-Illawarra 4 Screen ATRICS maps will be updated to show the new arrangements. These are controlled from three workstations: Strathfield, Sydney Yard and Sydney Illawarra..

A new signal telephone will be provided at the base of the new gantry at 2.745km.

Up Main Yard Limit and End Yard Limit boards located at 2.600km gantry will be removed and repositioned to the new 2.745km gantry.

**VER10092024**

**Drivers Diagram VER10092024**

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**WEST RYDE (NORTH) - FRAME A CONVERSION TO MOTOR OPERATION (STAGE 2)**

Commencing at 0200 hours on **Saturday, 02 November 2024** and continuing until 0200 hours on Monday, 04 November 2024, the following works will be carried out:

**Upgrade of Frame A**

- Ground Frame A and its associated equipment will be removed.
- Releasing switch AB will be booked out of use.
- Frame A points will be renewed with Siemens D84M MkIII machines and renamed as WRA points.
- WRAA points will move approximately 1.5m towards Sydney.
- Frame A EOL will not be provided during this stage.
- Frame A points will be booked out of use, spiked, clipped and XL locked normal post commissioning.

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## 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
029 - 2023	Testing of an OSCAR Set (H5) with ETCS Level 2 equipment	01/09/23	04/09/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
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
004 - 2024	Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection Protection(ATP) Trackside System	28/06/24	01/07/24

**STATUS OF PERMANENT SAFE NOTICES**

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
008 - 2024	Use of Signal Key Switches	10/10/24	24/10/24
004 - 2024	Transition of NSW TrainLink Operations to Sydney Trains	12/06/24	01/07/24
005 - 2024	New Trackside Signage associated with Digital Systems Train Testing	07/08/24	24/08/24
006 - 2024	Compiling NRF 008 – Pilot Staff Notice	14/08/24	30/08/24
007 - 2024	Instructions Related to the Use of Digital Forms for The Network Rules and Network Procedures	12/09/24	12/09/24

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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, 8 October 2024