

SAFE Notice 2020 336

ASHFIELD – STRATHFIELD – FLEMINGTON MAINTENANCE CENTRE – LIDCOMBE

From Friday, 30 October until Monday, 2 November 2020

In conjunction with Special Train Notice No. 2337 – 2020, the following Safeworking arrangements will apply:

STRATHFIELD & LIDCOMBE – ADDITIONAL SAFEWORKING REQUIREMENTS

STOP BLOCK Down Suburban line (Strathfield)

In exception to NWT 302, a worksite with associated rail traffic may be established on the Down Suburban line within 500m of the LPA limit at Strathfield in accordance with the site safety plan and the following:

Prior to a worksite being established, the following additional possession protection must be provided:

A STOP Block painted white and fitted with a red flag and a red light must be fixed to the Down Suburban line at approximately **12.240km**.

A Worksite Protection Marker must be placed at **12.285km** and additional Railway Track Signals (RTS) placed at **12.245km, 12.265km and 12.285km**.

Note: When it is necessary for a work train, track vehicle or plant to enter or depart the possession, it will be permissible for the STOP Block to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the STOP Block must be re-secured to the line.

STOP BLOCK Down Main line (Lidcombe)

In exception to NWT 302, a worksite with associated rail traffic may be established on the Down Main line within 500m of the LPA limit at Lidcombe in accordance with the site safety plan and the following:

Prior to a worksite being established, the following additional possession protection must be provided:

A STOP Block painted white and fitted with a red flag and a red light must be fixed to the Down Main line at approximately **15.700km**.

A Worksite Protection Marker must be placed at **15.640km** and additional Railway Track Signals (RTS) placed at **15.640km, 15.660km and 15.680km**.

Note: When it is necessary for a work train, track vehicle or plant to enter or depart the possession, it will be permissible for the STOP Block to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the STOP Block must be re-secured to the line.

STOP BLOCK Up Main line (Lidcombe)

In exception to NWT 302, a worksite with associated rail traffic may be established on the Up Main line within 500m of the LPA limit at Lidcombe in accordance with the site safety plan and the following:

Prior to a worksite being established, the following additional possession protection must be provided:

A STOP Block painted white and fitted with a red flag and a red light must be fixed to the Up Main line at approximately **15.600km**.

A Worksite Protection Marker must be placed at **15.560km** and additional Railway Track Signals (RTS) placed at **15.560km, 15.570km and 15.580km**.

In exception to NPR 709, the above additional RTS may be placed 10 metres apart on the Up Main line at the country end limit of the worksite.

Note: When it is necessary for a work train, track vehicle or plant to enter or depart the possession, it will be permissible for the STOP Block to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the STOP Block must be re-secured to the line.

STOP BLOCK Up Suburban line (Lidcombe)

In exception to NWT 302, a worksite with associated rail traffic may be established on the Up Suburban line within 500m of the LPA limit at Lidcombe in accordance with the site safety plan and the following:

Prior to a worksite being established, the following additional possession protection must be provided:

A STOP Block painted white and fitted with a red flag and a red light must be fixed to the Up Suburban line at approximately **15.885km**.

A Worksite Protection Marker must be placed at **15.825km** and additional Railway Track Signals (RTS) placed at **15.825km, 15.845km and 15.865km**.

Note: When it is necessary for a work train, track vehicle or plant to enter or depart the possession, it will be permissible for the STOP Block to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the STOP Block must be re-secured to the line.

FLEMINGTON CAR SIDINGS

To permit maintenance operations of fleet to be carried out, approval is given for the restricted movement of electric trains between No. 21 road and No 26 roads inclusive at Flemington Car Sidings in accordance with the instructions shown in NWT 302 and NPR 700.

- The PO and PPO must confer and come to a clear understanding for all shunting movements between roads 21 to 26.
- While shunting operations are being undertaken, the PPO and PO must ensure that NO fixed worksites, work trains or track vehicles are permitted to traverse or occupy roads 21 to 26. In addition no persons other than those associated with the shunting movements are permitted within roads 21 to 26.

SYDNEY, 15 OCTOBER 2020

DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS

Returned to Controlling Manager: Date: Signed:



(Cut along this line and forward the detached receipt to your Controlling Manager)

To Controlling Manager:

Received SAFE Notice No. 336 – 2020 Date: Signed:

Name (print): Location:

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