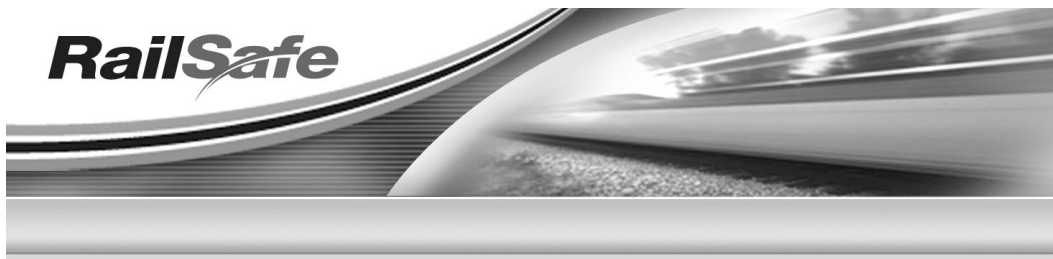


21

weekly notice

Monday, 16 May 2022
Sunday, 22 May 2022



See online for all Safeworking Information

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

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**

Continued on next page

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

Dates of the next three Weekly Notices and deadlines for articles are:

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
22	23/05/2022 – 29/05/2022	26/04/2022
23	30/05/2022 – 05/06/2022	03/05/2022
24	06/06/2022 – 13/06/2022	10/05/2022

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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Network Rules Specialist

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Email: stephen.swanson@transport.nsw.gov.au

WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY PROJECT SIGNALLING STAGE 8/9/10 – INSTALLATION OF NEW 302B, 311B AND 60A CATCH POINTS, 305B AND 307 POINTS, INSTALLATION OF AN ADDITIONAL PLATFORM 2 GUARDS INDICATOR AND UPGRADE TO W34 SIGNAL

Commencing at 0200 hours on Saturday, **21 May 2022**, and continuing until 0200 hours on Monday, 23 May 2022, the following works will be carried out:

- New 302B catch points will be installed on the Up Goods Loop (Future) at 36.906km. The new catch points will be spiked, clipped, XL locked and detected normal.
- 302B catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 302 points Emergency Operation Lock (EOL) keys will be installed in 302 EOL box located near W1 location.
- Temporary buffer stop will be installed countryside of 302B points at 36.937km.
- New 305B points will be installed on the No.1 Up Siding (Future) at 37.505km. The new turnout will be spiked, clipped, XL locked and detected normal.
- 305B points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 305 points Emergency Operation Lock (EOL) keys will be installed in 305 EOL box located near W3 location.
- New 307 turnout will be installed on the No.1 Up Siding (Future) at 37.519km.
- 307 points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.

- New 311B catch points will be installed on the Up Refuge Loop (Future) at 38.521km. The new catch points will be spiked, clipped, XL locked and detected normal.
- 311B catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 311B Emergency Operation Lock (EOL) key will be installed with existing 311A key located in 311 EOL box.
- New 60A catch points will be installed on Up Goods Loop (Future) at 38.678km. The new catch points will be spiked, clipped, XL locked and detected normal.
- 60A catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 60A Emergency Operation Lock (EOL) key will be installed with existing 60B key located in 60 EOL box.
- An additional up direction Guards Indicator will be installed on platform 2 and will operate in conjunction with 12 Signal.
- 34 Signal profile will change. The green aspect will be disconnected and booked out of use.
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

VER 09022022
DIAGRAM VER 09022022

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Joe Trinh

Design Delivery Manager, JMDR

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SIGNAL	ROUTE	DESTINATION	INDICATION
5	5(M)A	DOWN REFUGE	-
	5(M)B	DOWN MAIN	D
	5(M)C	UP MAIN	U
	5(M)D	UP REFUGE	R
	5(M)E	UP GOODS	G #
	5(S)A	DOWN REFUGE	DR
5(S)B	DOWN MAIN	DM	

OUT OF USE

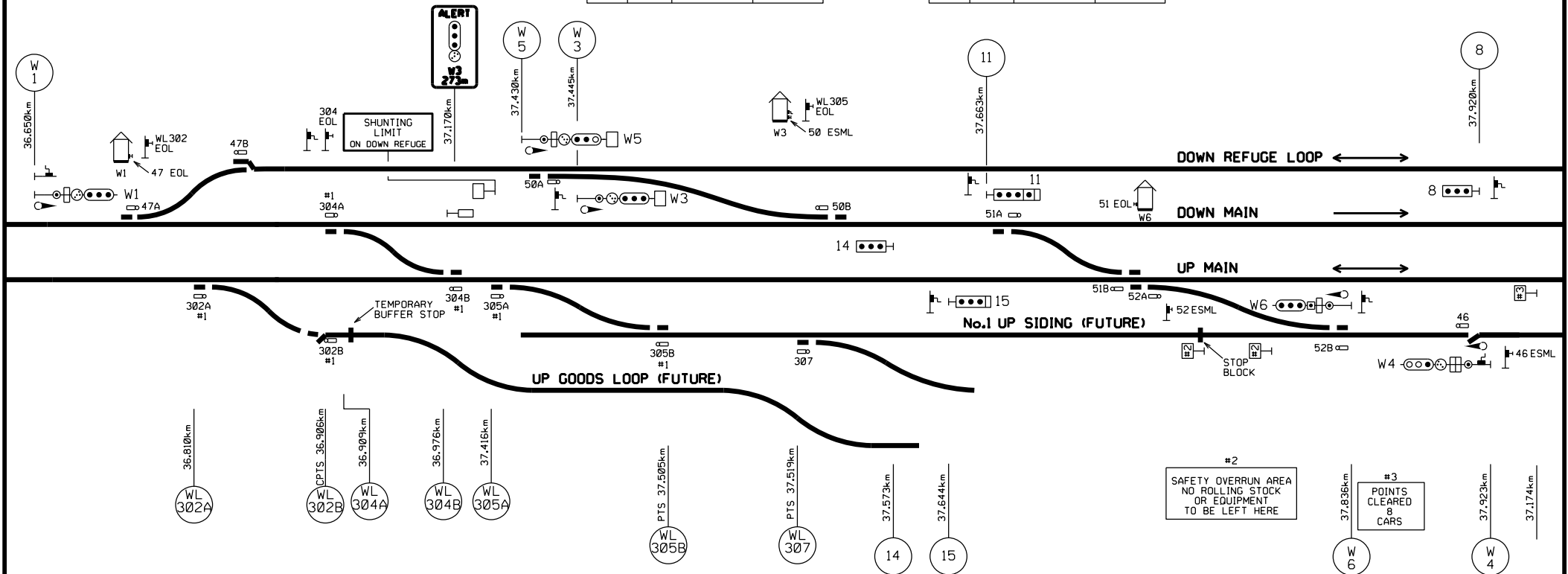
SIGNAL	ROUTE	DESTINATION	INDICATION
1	1(M)A	DOWN REFUGE	-
	1(M)B	DOWN MAIN	-
	1(S)A	DOWN REFUGE	DR
	1(S)B	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	INDICATION
3	3(M)A	DOWN MAIN	-
	3(M)B	UP MAIN	U
	3(M)C	UP REFUGE	R
	3(M)D	UP GOODS	G #
	3(S)	DOWN MAIN	-

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
11	11A	DOWN MAIN	D
	11B	UP MAIN	U
	11C	UP REFUGE	R
	11D	UP GOODS	G #
		GREEN LIGHT	•

OUT OF USE



SIGNAL	ROUTE	DESTINATION	INDICATION
15	15A	UP MAIN	U
	15B	UP REFUGE	R
	15C	UP GOODS	G #

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
6	6(M)	UP MAIN	-
	6(S)A	UP MAIN	UM
	6(S)B	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	INDICATION
4	4(S)A	No2 LOCO EXCHANGE SIDING	2L #
	4(S)B	No1 LOCO EXCHANGE SIDING	1L #
	4(S)C	UP MAIN	UM
	4(S)D	DOWN MAIN	DM
	4(M)C	UP MAIN	-

OUT OF USE

#1 POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL



Transport for NSW

WATERFALL

MTMS2 WATERFALL STABLING FACILITY MAY 2022
DRIVERS DIAGRAM SHEET 1 OF 2

Produced by JMDR

VER. 09022022

WATERFALL

SIGNAL	ROUTE	DESTINATION	INDICATION
9	9A	DOWN MAIN	DM
	9B	UP MAIN	UM
		GREEN LIGHT	• #

OUT OF USE

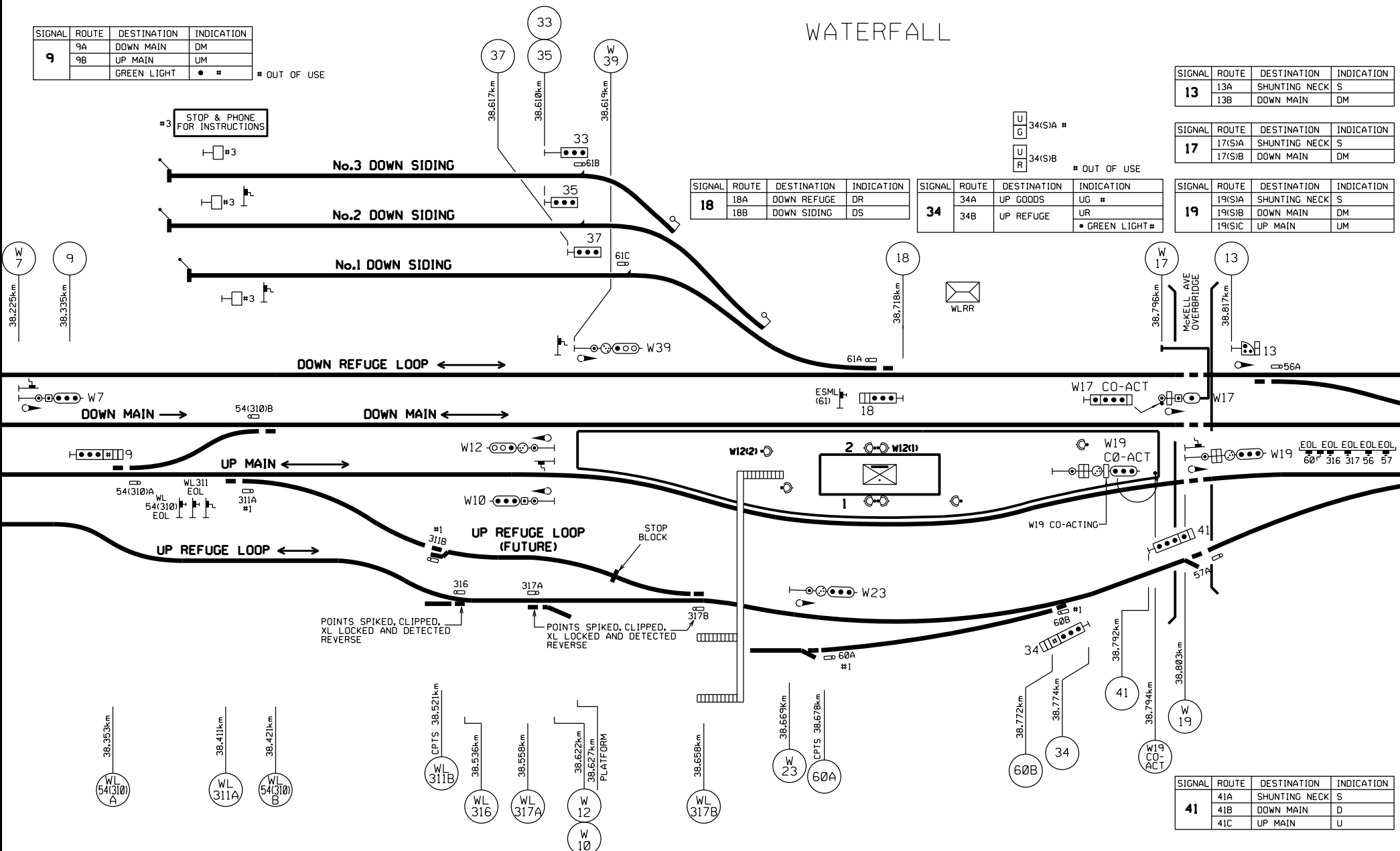
SIGNAL	ROUTE	DESTINATION	INDICATION
13	13A	SHUNTING NECK	S
	13B	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	INDICATION
17	17(S)A	SHUNTING NECK	S
	17(S)B	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	INDICATION
19	19(S)A	SHUNTING NECK	S
	19(S)B	DOWN MAIN	DM
	19(S)C	UP MAIN	UM

SIGNAL	ROUTE	DESTINATION	INDICATION
18	18A	DOWN REFUGE	DR
	18B	DOWN SIDING	DS

SIGNAL	ROUTE	DESTINATION	INDICATION
34	34A	UP GOODS	UG #
	34B	UP REFUGE	UR • GREEN LIGHT#



POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED REVERSE

#1 POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL



WATERFALL
 MTMS2 WATERFALL STABLING FACILITY MAY 2022
 DRIVERS DIAGRAM SHEET 2 OF 2
 Produced by JMDR
 VER. 09022022

JMDR VERSION DATE: 21/04/2022

**BLACKHEATH (WEST) – BLACKHEATH STATION UPGRADE
PLATFORM PEDESTRIAN CROSSING REMOVAL**

Commencing at 0700 hours on **Saturday, 28 May 2022**, and continuing until 1730 hours on Sunday, 29 May 2022, the following works will be carried out:

- The existing pedestrian crossing at Blackheath Station Platform approximately 120.604km, including LED red man lights, sirens, swing gates and associated signage will be removed and a new fence constructed.
- The Manual Operation and Emergency Switches along with the associated Telephone will be removed from BH PLAT Location.
- The level crossing Warning track side sign "Blackheath Station", located at approximately 121.223Km, will be removed.
- Signalling arrangements are depicted in the attached diagram

VER 13042022**Drivers Diagram VER 13042022****Jonathan Maher**

Signalling Commissioning Engineer

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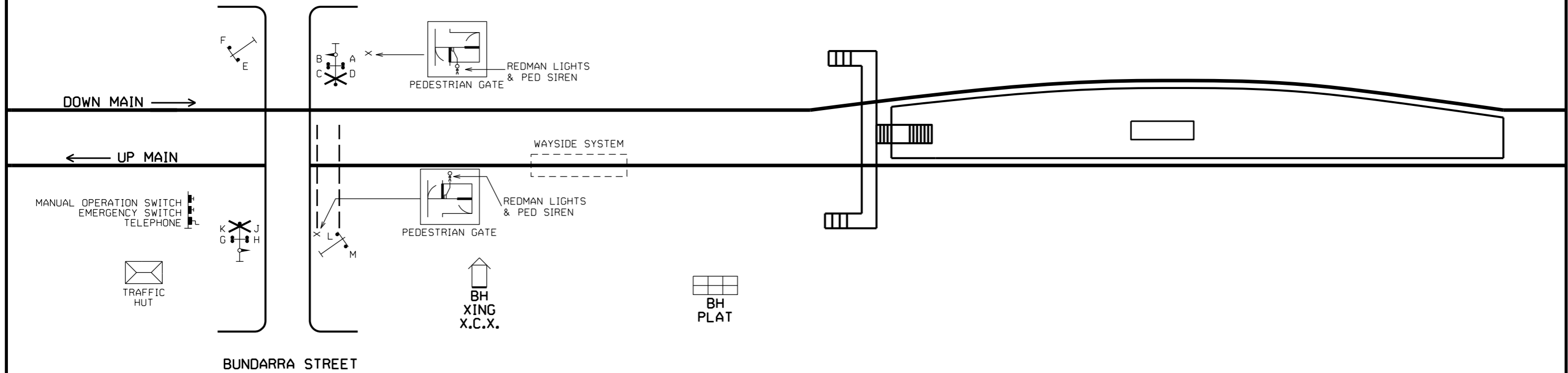
TO
KATOOMBA
←

TO
MT. VICTORIA
→

120.500km



BLACKHEATH



NOT TO SCALE



Transport
for NSW

BLACKHEATH STATION UPGRADE

BLACKHEATH PLATFORM PEDESTRIAN CROSSING REMOVAL
SIGNALLING ARRANGEMENT SHEET 1 OF 2

Produced by JMDR

VER. 13042022

TO
KATOOMBA
←

TO
MT. VICTORIA
→

121.000km

121.500km

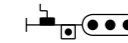
122.000km

122.500km



75
9

122.090km



76.2
X.C.X

DOWN MAIN →

← UP MAIN



120.893km

75
2

BUNDARRA ST
• 30 sec @ 70 kph
• 34.6 sec @ 65 kph

XC

STATION
STREET
OVERBRIDGE

BLACKHEATH
SECTION HUT
BUNDARRA ST
• 18 sec @ 70 kph
• 18 sec @ 65 kph

XH
XTD

BUNDARRA ST



122.677km

76
2

NOT TO SCALE



Transport
for NSW

BLACKHEATH STATION UPGRADE

BLACKHEATH PLATFORM PEDESTRIAN CROSSING REMOVAL
SIGNALLING ARRANGEMENT SHEET 2 OF 2

Produced by JMDR

VER. 13042022

SUTHERLAND – CRONULLA – DIGITAL SYSTEMS PROJECT – ETCS LEVEL 2 BALISES AND SIGNAGE INSTALLATION WORKS

Commencing 0001 hours on **Saturday, 21 May 2022**, and continuing until 0600 hours on Saturday, 02 July 2022, the following works will be progressively carried out at the Cronulla Branch lines as part of the Digital Systems Program (DSP) Area 1A Sutherland to Cronulla:

- Installation of new Digital Systems Project ETCS Level 2 Balises on the UP Cronulla and DOWN Cronulla Mainlines, Cronulla No.1 and No.2 Platform Roads and Cronulla Sidings 1, 2 and 3. The limits of these installations is from 25.848Km to 35.000Km. All balises will be securely covered with metallic Balise Muting Covers and will not be read by trains.
- Installation of new Digital Systems Project ETCS Level 2 Signage. All new signage will be covered and not be visible to drivers.

This work is required to enable future commissioning of the Digital Systems ETCS Level 2 System. All new signage and balises will remain covered at this stage of the project pending future commissioning.

VER25032022

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RHODES TO STANMORE - COMMISSIONING OF AUTOMATIC TRAIN PROTECTION (ATP) ETCS LEVEL 1 LIMITED SUPERVISION

Commencing at 2300hrs on **Wednesday, 25 May 2022** and continuing until 0400hrs on Thursday, 26 May 2022, TfNSW will commission into use Automatic Train Protection (ATP) ETCS Level 1 Limited Supervision from Main North Lines – Rhodes to Main, Suburban, and Local Lines – Stanmore.

As part of these works the following signage will be brought into use:

Location	Line	Direction	Inscription
MACDONALDTOWN (EXCL) – LEWISHAM (INCL)			
Stanmore at 4.144km	Down Local	Down	BEGIN ATP
Stanmore at 4.144km	Down Local	Up	END ATP
Stanmore at 4.141km	Up Local / Down Suburban	Down	BEGIN ATP
Stanmore at 4.141km	Up Local / Down Suburban	Up	END ATP
Stanmore at 4.135km	Up Suburban / Down Main	Down	BEGIN ATP
Stanmore at 4.135km	Up Suburban / Down Main	Up	END ATP
Stanmore at 4.131km	Up Main	Down	BEGIN ATP
Stanmore at 4.131km	Up Main	Up	END ATP

ATP signage will be as per the Macdonaldtown (Excl) – Lewisham (Incl) Drivers Diagram.

DIAGRAM VER14032022

The following signage will be removed:

Location	Line	Direction	Inscription
CONCORD WEST (EXCL) – EASTWOOD (INCL)			
Rhodes at 17.129km	Down Main	Down	BEGIN ATP
Rhodes at 17.129km	Down Main	Up	END ATP
Rhodes at 17.041km	Up Main	Down	BEGIN ATP
Rhodes at 17.041km	Up Main	Up	END ATP

VER14032022

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Immanuel Jegan

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REGENTS PARK, AUBURN TO STANMORE - COMMISSIONING OF AUTOMATIC TRAIN PROTECTION (ATP) ETCS LEVEL 1 LIMITED SUPERVISION

Commencing at 0900hrs on **Wednesday, 25 May 2022** and continuing until 0400hrs on Thursday, 26 May 2022, TfNSW will commission into use Automatic Train Protection (ATP) ETCS Level 1 Limited Supervision from Main South Line – Regents Park, Main West and Suburban Lines – Auburn to Main, Suburban, and Local Lines – Stanmore.

As part of these works the following signage will be brought into use:

Location	Line	Direction	Inscription
MACDONALDTOWN (EXCL) – LEWISHAM (INCL)			
Stanmore at 4.144km	Down Local	Down	BEGIN ATP
Stanmore at 4.144km	Down Local	Up	END ATP
Stanmore at 4.141km	Up Local / Down Suburban	Down	BEGIN ATP
Stanmore at 4.141km	Up Local / Down Suburban	Up	END ATP
Stanmore at 4.135km	Up Suburban / Down Main	Down	BEGIN ATP
Stanmore at 4.135km	Up Suburban / Down Main	Up	END ATP
Stanmore at 4.131km	Up Main	Down	BEGIN ATP
Stanmore at 4.131km	Up Main	Up	END ATP

ATP signage will be as per the Macdonaldtown (Excl) – Lewisham (Incl) Drivers Diagram.

DIAGRAM VER14032022

The following signage will be removed.

Location	Line	Direction	Inscription
SEFTON PARK (INCL) - CABRAMATTA (EXCL) and LIDCOMBE			
Regents Park at 18.818km	Down Main (South)	Down	BEGIN ATP
Regents Park at 18.818km	Down Main (South)	Up	END ATP
Berala at 18.789km	Up Main (South)	Down	BEGIN ATP
Berala at 18.789km	Up Main (South)	Up	END ATP

Location	Line	Direction	Inscription
AUBURN			
Auburn at 17.793km	Down Main	Down	BEGIN ATP
Auburn at 17.793km	Down Main	Up	END ATP
Auburn at 17.952km	Up Main	Down	BEGIN ATP
Auburn at 17.952km	Up Main	Up	END ATP
Auburn at 17.800km	Down Suburban	Down	BEGIN ATP
Auburn at 17.800km	Down Suburban	Up	END ATP
Auburn at 17.956km	Up Suburban	Down	BEGIN ATP
Auburn at 17.956km	Up Suburban	Up	END ATP

VER14032022

Mark Naylor

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Immanuel Jegan

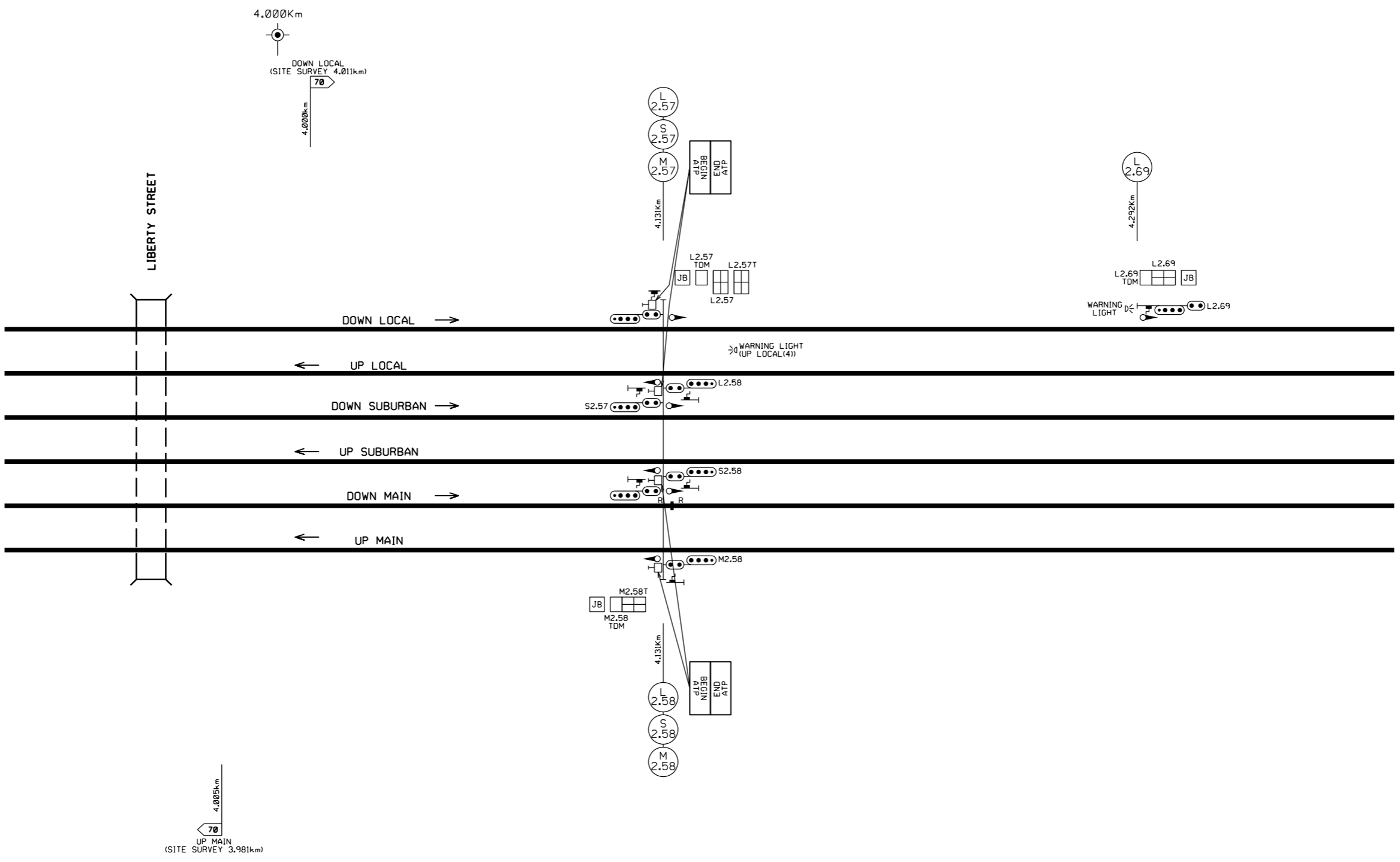
Signalling Design Engineer Rail Systems Australia Mob: 0432 972 207

Email: immanuel.jegan@railsystemsaustralia.com.au

FROM NEWTOWN

TO STANMORE

LIBERTY STREET



MOUNT VICTORIA (WEST) – MOUNT VICTORIA AREA REMODELLING (MVAR) – UP SIDING MODIFICATION & REMOVALS

Commencing at 0200 hours on **Monday, 23rd May 2022**, and continuing until 00:00 hours on Saturday, 28th May 2022, the following works will be carried out:

- Existing signals 35A, 35B, 31, 32, 19B, 19A, 17 & Up Siding No.1 point indicator will be removed
- Existing track circuits on the Up Siding URBT, IRBT, IRCT & IRDT will be removed
- Existing 28/29 Points on the Up Siding will be removed
- 23/26 Points will be clipped & XL locked normal position
- 24/25 Points will be clipped & XL locked in the normal position
- New points MV105B, MV106, MV106, MV107, MV108 & MV109 turnout will be installed in the Up Sidings and will be commissioned at a later date.

Rhoel Del Rosario

Commissioning Manager Signalling
Major Works – Engineering & Maintenance
Sydney Trains

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**FAULCONBRIDGE (WESTERN) – REMOVAL OF BELL TIMER
AT SIR HENRYS PARADE LEVEL CROSSING**

Commencing at 0200 hours on **Saturday, 28 May 2022**, and continuing until 0200 hours on Monday, 30 May 2022, the following work will be carried out:

- The bell timer that silences the bell between 22:00 and 06:00 will be removed.
- Country side bells will remain suppressed when the boom gates are fully closed.
- Sydney side bells will remain alarmed until the departure of the train.
- All other Controls and indications of the Pedestrian Crossing will remain unchanged.

VER09112021**Ben Jenkin**

Commissioning Engineer, Signalling
Project Engineering and Support, Sydney Trains
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**WOLLI CREEK (UP NEW SOUTHERN RAILWAY) – MTMS2
STAGE 2- INSTALLATION OF NEW UNCOMMISSIONED SR9.6
AND SR9.8 SIGNALS**

Since 0200 hours on **Saturday, 30 Apr 2022**, and continuing until 0200 hours on Monday, 2 May 2022, the following works will be carried out:

- Installation of new SR9.6 Signal at 9.843KM and bagged out of use (uncommissioned).
- Installation of new SR9.8 Signal at 10.056KM and bagged out of use (uncommissioned).

VER29032022**DIAGRAM VER29032022****Mark Skribins**

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Gerald Chin

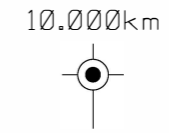
Principal Signalling Engineer

Mob: +61 435 631 133

Email: gerald.chin@wsp.com

TO SYDNEY

TO TURRELLA



WOLLI CREEK

9.404km

WHEN THE 'A' LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER



9.572km

9.576km

(2) (1)

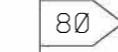


PLATFORM 2

9.656km



SOUTHERN PORTAL
9.704km



9.855km

7.700km

FOR CONTINUATION REFER TO:
TURRELLA (INCL) - BARDWELL PARK (EXCL)
SIGNALLING PLAN



(1) (2)



PLATFORM 1

9.392km

9.397km

WHEN THE 'A' LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

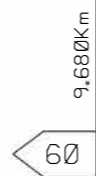


9.567km

WALL J.B. SR9.6 J.B.



9.694km



WHEN THE 'A' LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

9.843km



7.691km/9.917km



#1 SIGNAL BAGGED OUT OF USE

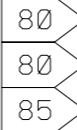
TO SYDNEY
←

TO TURRELLA
→

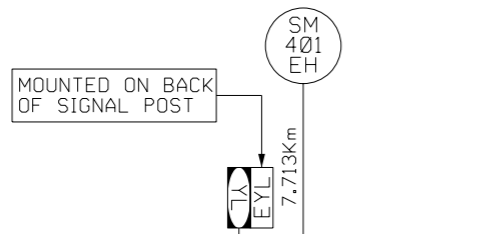
8.000km



DOWN MAIN



7.829km



MOUNTED ON BACK OF SIGNAL POST

SM 401 EH

7.713km

401(M)

403(M)

FOR CONTINUATION REFER TO:
SYDENHAM (EXCL) -
TEMPE - WOLLI GREEK (INCL)
SIGNALLING PLAN

FOR CONTINUATION REFER TO:
NEW SOUTHERN RAILWAY
CENTRAL (EXCL) -
TURRELLA (EXCL)
SIGNALLING PLAN

FOR CONTINUATION REFER TO:
SYDENHAM (EXCL) -
TEMPE - WOLLI GREEK (INCL)
SIGNALLING PLAN

DN EAST HILLS →

DN NEW SOUTHERN RAILWAY →

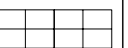
← UP NEW SOUTHERN RAILWAY

← UP EAST HILLS

#1 SR9.8

E

1/FACE
10.2 LOC



9.949km
SM 403 SR

401AT
LOC

10.056km
SR 9.8

#1 SIGNAL BAGGED OUT OF USE



MTMS (STAGE 2) T8 - AIRPORT LINE TRANSFORMATION WOLLI
CREEK SUBSTATION SIGNALLING ALTERATION WORKS
PART SIGNALLING ARRANGEMENT
SHEET 2 OF 2

Produced by WSP - Signal Design

WN 44

VER29032022

METROPOLITAN FREIGHT LINES – TOC UPDATE & REMOVAL OF SPEED SIGN

On **Saturday, 21 May 2022**, the up direction X40MU speed sign (for 696 Pts turnout) at 16.050km on the Up Homebush Bay West Fork will be removed and Section 14g of the TOC manual will be updated as follows:

**Section 14g
Metropolitan Freight Lines
(including Olympic Park)**

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
	^14.567	Flemington Gds Jun			
Amend	(1)14.595	..	..	X35	..
to Read	(1)14.595	634A Pts		X35	..
Existing	(1)14.650	35	..	..	..
Existing	(1)14.910	40	..	..	..
Amend	(1)15.390	..	..	40	..
to Read	(1)15.340	..	..	40	..
Amend	(1)15.610	50	..	..	..
to Read	(1)15.650	50	..	..	..
	15.840	Flemington Nth Jun			
Amend	(2)15.850	X30	..	..	..
to Read	(2)15.850	X30	..		863A Pts
Remove	(2)15.880	..	..	X50	..
Existing	(2)16.040	50	..	..	..
Amend	(2)16.920	X50	..	..	..
to Read	(2)16.920	X50	..		870 Pts
Existing	(3)17.230	40	..	..	..
Existing	(4)17.230	40	..	..	..
	17.330	Olympic Park			
Existing	(3)17.640	50	..	..	..
Existing	(4)17.640	50	..	..	..
Amend	(4)17.640	X50	..	..	..
to Read	(4)17.640	X50	..		871 Pts
Insert	(2)19.250	X50	..		862 Pts
	15.840	# Flemington Nth Jun			
Amend	(5)15.785#	..	..	X50	..
to Read	(5)15.785#	861B Pts		X50	..
Existing	(6)15.780#	50	..	..	..
Amend	(5)15.530#	..	..	X40	..
to Read	(5)15.530#	860A Pts		X40	..
Amend	(5)14.870#	..	..	50	..

to Read	(5)14.865%	..	..	50	..
Existing	(6)15.050%	40	..	..	..
Existing	(5)15.070%	35	..	..	..
Existing	(5)15.145%	..	..	X40	..
Existing	(5)15.145%	686 Pts	..	X40	..
Amend	(7)15.285%	X35	..	35	..
to Read	(7)15.285%	X35	..	..	687 Pts
Insert	(7)15.275%	..	..	35	..
Existing	(5)15.330%	..	..	40	..
Amend	(6)15.350%	X35	..	X35	..
To Read	(6)15.350%	X35	..	..	689A Pts
Insert	(6)15.350%	687 Pts	..	X35	..
Amend	(8)15.390	..	..	X35	..
To Read	(6)15.390	688 Pts	..	X35	..
Amend	(8)15.490	50	..	..	..
To Read	(6)15.490	50	..	..	..
Amend	(8)15.815	X45	..	50	..
To Read	(6)15.815	..	..	50	..
Amend	(9)15.905	..	..	50	..
To Read	(5)15.905	..	..	50	..
Amend	(9)15.925	X20	..	X40	..
To Read	(5)15.925	X20	..	..	695A Pts
Amend	(8)15.960	X35	X40MU	..	..
To Read	(6)15.960	X35	X40MU	..	697 Pts
16.030 Flemington West Jun					
Amend	(9)16.050	..	..	X35	X40MU
To Read	(5)16.050	696 Pts	..	X35	..
Amend	(8)16.090	X35	X40MU	..	..
To Read	(6)16.090	X35	X40MU	..	701B Pts
Lidcombe Shuttle Road					

- Amend #Km via H'bush Bay East Fork.
- To %Km via H'bush Bay Line.
- Read %Km via H'bush Bay West Fork.
- (1) Homebush Bay East Fork.
- (2) Homebush Bay Loop.
- (3) Inner Platform Road.
- (4) Outer Platform Road.
- (5) Up Homebush Bay West Fork.
- (6) Down Homebush Bay West Fork.
- (7) Homebush Bay connection.
- Remove (8) Down Homebush Bay Line.
- Remove (9) Up Homebush Bay Line.

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**WOLLONGONG (ILLAWARRA) – MTMS2 WOLLONGONG
LNIF ENABLING – STAGE 4 FINAL CONFIGURATION OF UP
AND DOWN YARDS.**

Commencing at 0200 hours on **Saturday, 21 May 2022**, and continuing until 0200 hours on Monday, 23 May 2022, the following works will be carried out:

- The “X25” speed board located at 83.108km in the No1 UP SIDING will be changed to a “25” speed board.

DIAGRAM VER 030522

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TO SYDNEY

TO CONISTON

(DNIA) 82.490km



(DNIA) 82.784km



475	(M)A	DOWN MAIN	—
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	••
	(S)B	UP MAIN	UM

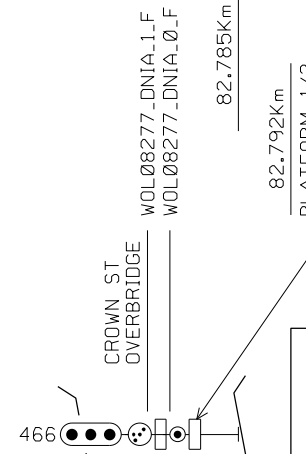
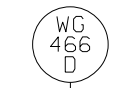
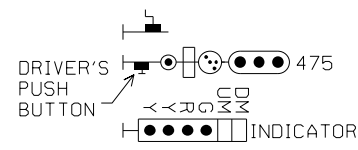
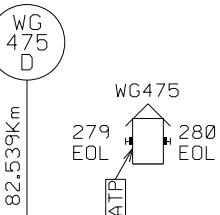
466	(M)A	UP MAIN	••
	(S)A	UP MAIN	UM
	(M)B	DOWN MAIN	—
	(S)B	DOWN MAIN	DM

WOLLONGONG

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

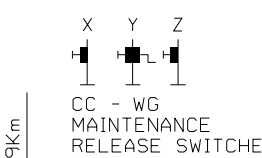
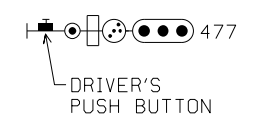
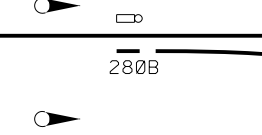
WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING



PLATFORM 1/2

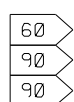
PLATFORM 2

PLATFORM 1

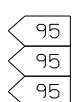


477	(M)A	DOWN MAIN	••
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	—
	(S)B	UP MAIN	UM
	(S)C	SPARE	

468	(M)A	UP MAIN	—
	(S)A	UP MAIN	UM
	(M)B	DOWN MAIN	••
	(S)B	DOWN MAIN	DM
	(S)C	DOWN MAIN	DM



(UPIA) 82.490km



(UPIA) 82.782km



WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT PART SIGNALLING ARRANGEMENT SHEET 1 OF 4

Produced by WSP - Signal Design

WN 20 & 21 VER20042022

TO SYDNEY

TO CONISTON

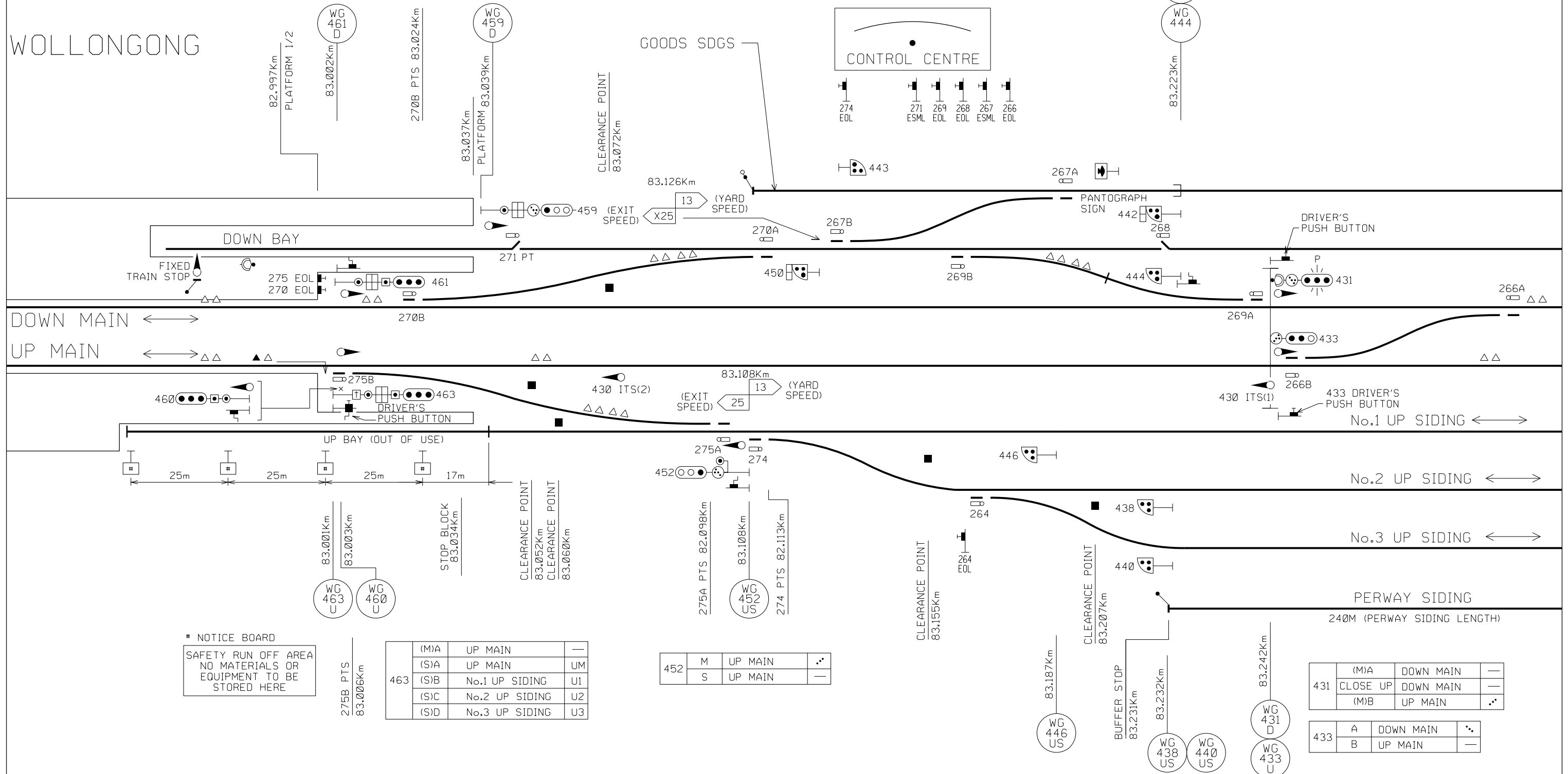
WOLLONGONG

461	(S)A	No.2 DOWN SIDING	D2
	(S)B	No.1 DOWN SIDING	D1
	(S)C	DOWN MAIN	DM
	(M)C	DOWN MAIN	—

459	(S)A	No.2 DOWN SIDING	D2
	(S)B	No.1 DOWN SIDING	D1
	(S)C	DOWN MAIN	DM
	(M)C	DOWN MAIN	∴

450	A	DOWN MAIN	DM
	B	DOWN BAY	DB

442	A	No.1 DOWN SIDING	D1
	B	GOODS SDGS	GS



NOTICE BOARD
SAFETY RUN OFF AREA
NO MATERIALS OR
EQUIPMENT TO BE
STORED HERE

463	(M)A	UP MAIN	—
	(S)A	UP MAIN	UM
	(S)B	No.1 UP SIDING	U1
	(S)C	No.2 UP SIDING	U2
(S)D	No.3 UP SIDING	U3	

452	M	UP MAIN	∴
	S	UP MAIN	—

431	(M)A	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—
	(M)B	UP MAIN	∴

433	A	DOWN MAIN	∴
	B	UP MAIN	—

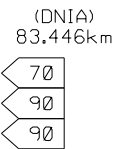


**WOLLONGONG (ILLAWARRA) -
MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 2 OF 4**

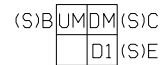
TO SYDNEY

83.500Km

TO CONISTON



428	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)C	DOWN MAIN	DM
	(M)D	DOWN BAY	..
	(S)E	No.1 DOWN SIDING	D1



PEDESTRAIN SUBWAY

No.2 DOWN SIDING

No.1 DOWN SIDING

265B

428 DRIVER'S PUSH BUTTON

DOWN MAIN

265A

UP MAIN

No.1 UP SIDING

430 DRIVER'S PUSH BUTTON

MULTI LAMP ROUTE INDICATOR (MLRI)

No.2 UP SIDING

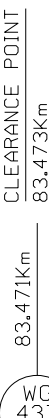
No.3 UP SIDING

PERWAY SIDING

430	(M)C	UP MAIN	—
	(S)C	UP MAIN	UM
	(M)D	DOWN MAIN	..+D
	(S)D	DOWN MAIN	DM
	(M)E	DOWN BAY	..+B
	(S)F	No.1 DOWN SIDING	D1



(UPIA) 83.446km



PANTOGRAPH SIGN

261 PTS 83.512Km
CLEARANCE POINT 83.515Km

260 PTS 83.554Km

CLEARANCE POINT 83.645Km



259 PTS 83.686Km
83.695Km
WG 424

424	(S)A	PERWAY SIDING	PS
	(S)B	No.3 UP SIDING	U3
	(S)C	No.2 UP SIDING	U2
	(S)D	No.1 UP SIDING	U1



WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 3 OF 4

TO SYDNEY

84.000Km

TO CONISTON

(DNIA)
83.801km
60
90
90

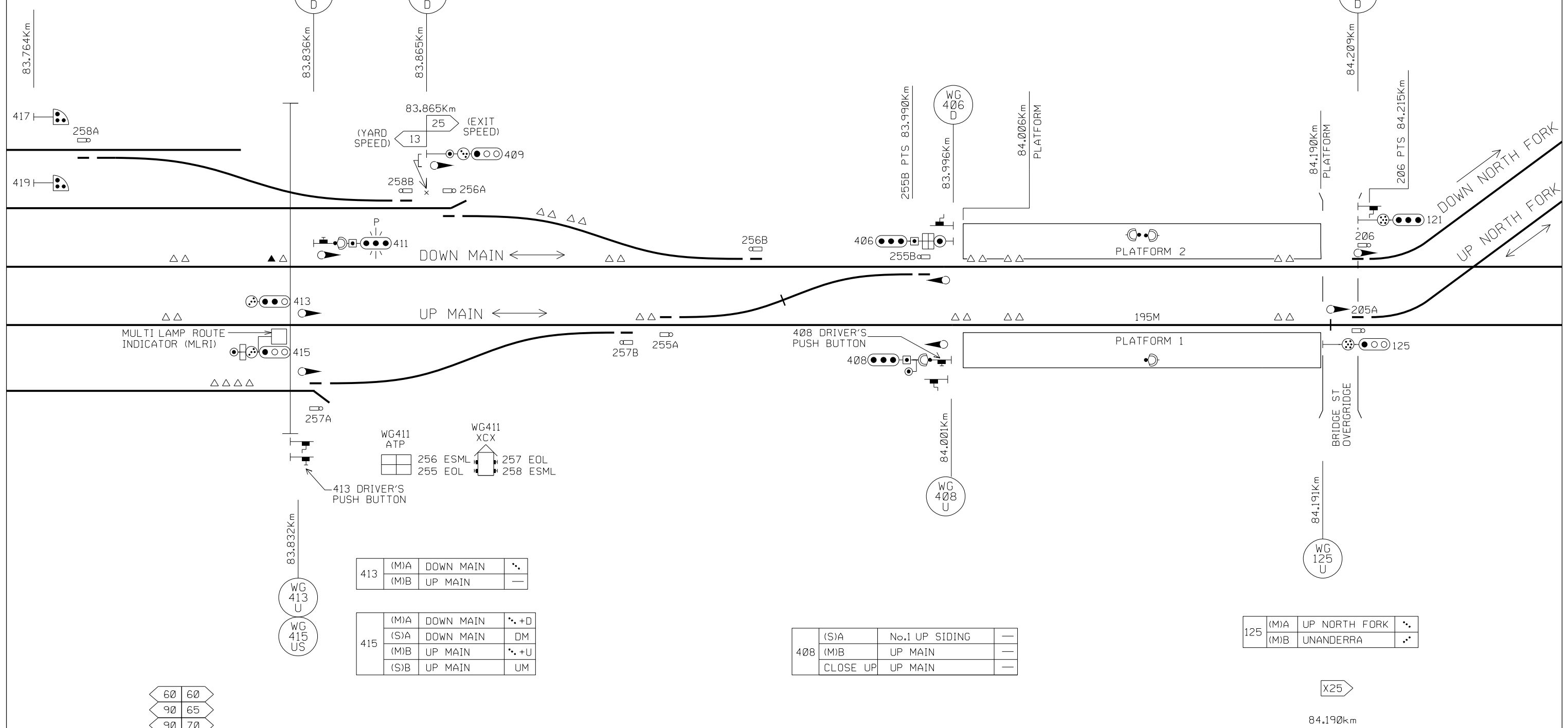
84.190km
X25

409	S	DOWN MAIN	—
	M	DOWN MAIN	..

406	(S)A	No.1 UP SIDING	U1
	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)D	No.1 DOWN SIDING	D1
	(S)E	No.2 DOWN SIDING	D2

121	(M)A	DN NORTH FORK	..
	(M)B	DN PORT KEMBLA	—
	(M)C	UNANDERRA	..

411	M	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—



WG 411 D
83.836km

WG 409 D
83.865km

WG 121 D
84.209km

WG 406 D
83.996km

255B PTS 83.990km

84.006km
PLATFORM

84.190km
PLATFORM

206 PTS 84.215km

83.764km

417
258A

419

83.865km
25 (EXIT SPEED)
13 (YARD SPEED)

258B
256A

411

DOWN MAIN

256B

406
255B

PLATFORM 2

121

DOWN NORTH FORK
UP NORTH FORK

UP MAIN

195M

205A

MULTI LAMP ROUTE INDICATOR (MLRI)

413

415

257B

255A

408 DRIVER'S PUSH BUTTON

408

PLATFORM 1

125

BRIDGE ST OVERBRIDGE

WG411 ATP

WG411 XCX

256 ESML
255 EOL
257 EOL
258 ESML

413 DRIVER'S PUSH BUTTON

83.832km
WG 413 U

WG 415 US

413	(M)A	DOWN MAIN	..
	(M)B	UP MAIN	—

415	(M)A	DOWN MAIN	..+D
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	..+U
	(S)B	UP MAIN	UM

408	(S)A	No.1 UP SIDING	—
	(M)B	UP MAIN	—
	CLOSE UP	UP MAIN	—

125	(M)A	UP NORTH FORK	..
	(M)B	UNANDERRA	..

60 60
90 65
90 70

(UPIA)
83.801km

84.191km
WG 125 U

X25

84.190km



WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT PART SIGNALLING ARRANGEMENT SHEET 4 OF 4

Produced by WSP - Signal Design

WN 20 & 21 VER20042022

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
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>
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
005 - 2021	OMET 254 Topside preparation locations	05/03/21	15/03/21
006 - 2021	TWP 100 Responsibilities of Train Crews	23/03/21	05/04/21
007 - 2021	Operation of H sets fitted with ATP	10/05/21	24/05/21
008 - 2021	Transition (Emergency couplers on OSCAR trains)	14/07/21	26/07/21
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
001 - 2022	Use of Automatic train Protection in Millennium trains	23/03/22	03/04/22
002 - 2022	Waratah A & B sets fitted with ATP	23/03/22	03/04/22
005 - 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22

01
STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
003 - 2021	Use of Signal Key Switches	02/12/21	12/12/21
002 - 2021	Introduction of the NIMP	14/10/21	24/10/21

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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	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	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 184	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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NOTES

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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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Tuesday, 03 May 2022