

# 4

## **weekly notice**

Monday, 17 January 2022  
Sunday, 23 January 2022

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## 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>
5	24/01/2022 – 30/01/2022	28/12/2021
6	31/01/2022 – 06/02/2022	04/01/2022
7	07/02/2022 – 14/02/2022	18/01/2022

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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**STANMORE / LEWISHAM (CITY WEST) - INSTALLATION OF SIGNAL KEY SWITCHES TO SIGNALS L2.96, L2.97 AND L3.82**

Commencing at 0700 hours on **Saturday, 22<sup>nd</sup> January 2022**, and continuing until 1730 hours on Sunday, 23<sup>rd</sup> January 2022, the following works will be carried out:

- Signal Key Switches (SKS) will be provided to Signals L2.96, L2.97 and L3.82.
- The signals fitted with an SKS will be identified on the ATRICS workstation at a future date.

Labelling of the new Signal Key Switches will be as follows:

**L2.96 SKS Up Local (Main South)**

- A label will be provided on the outside of the L2.96 SKS box as follows:

<p style="text-align: center;">SKS LIMIT UP LOCAL (MAIN SOUTH) SIGNAL L2.96 TO SIGNAL SY522 L</p>
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- The SKS key will be inscribed with the text – “L2.96 UP LOCAL (MAIN SOUTH)”

**L2.97 SKS DN Local (Main South)**

- A label will be provided on the outside of the L2.97 SKS box as follows:

<p style="text-align: center;">SKS LIMIT DN LOCAL (MAIN SOUTH) SIGNAL L2.97 TO SIGNAL ST17 L</p>
--

- The SKS key will be inscribed with the text – “L2.97 DN LOCAL (MAIN SOUTH) ”

**L3.82 SKS Up Local (Main South)**

- A label will be provided on the outside of the L3.82 SKS box as follows:

SKS LIMIT UP LOCAL (MAIN SOUTH) SIGNAL L3.82 TO SIGNAL L2.96
--

- The SKS key will be inscribed with the text – “L3.82 UP LOCAL (MAIN SOUTH)”

Use of the Signal Key Switches for worksite protection must only be carried out in accordance with the latest published Network Rules and Procedures.

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## **SYDNEY AREA (ERSKINEVILLE) - MTMS2 PHASE 1B ERSKINEVILLE CROSSOVERS FINAL STAGE**

### **THIS ARTICLE APPEARING IN WEEKLY NOTICE 51 IS AMENDED AS HIGHLIGHTED**

Since **Friday 31 December 2021**, the following works has been carried out:

The existing relay-based interlocking at Sydney Signal Box for Erskineville Junction will be replaced by a new Microlok II interlocking.

Erskineville Junction will continue to be controlled from the Eastern Suburbs Railway (ESR) ATRICS screen, located at Sydenham and the Rail Operations Centre.

The ESR ATRICS screen will be altered to reflect the alterations to the signalling and yard limits. This includes the addition of the Down Illawarra Local line and the Up Illawarra Local line. The adjacent ATRICS screens will be updated accordingly.

The Down Illawarra Local between signals SY529IL and IL1.5 will become part of Sydenham yard limits. Signage on these signals will be provided to suit. The portion of line between signals SY499IL and SY529IL will continue to be outside yard limits.

The Up Illawarra Local between signals SY554IL and SY536IL will become part of Sydenham yard limits. Signage on these signals will be provided or altered to suit. Signal SY536IL will continue to be part of the yard limits for Sydney, and it will become the boundary between Sydney and Sydenham yard limits.

### **Phased Handbacks**

Associated signalling will be booked into use with the associated end of possession handbacks:

- Up & Down Illawarra lines to Erskineville 680 / 679 points;

Up & Down Illawarra Relief lines:

Handback 0200 hours on Wednesday, 29 December 2021.

- Up & Down Illawarra lines from 680 / 679 points up to 674 / 675 points;  
Up & Down Illawarra Dive lines:  
Handback 0400 hours on Thursday 30 December 2021.
- Final possession handback: 1000 hours on Friday, 31 December 2021.

**Alteration to Points**

- New 681 crossover connecting the Down Illawarra and the Up Illawarra will be tested and commissioned, then booked out of use normal.
- New 682 and 683 crossovers connecting the Up Illawarra and the Down Illawarra Local will be tested and commissioned, then booked out of use normal.
- New 684 crossover connecting the Down Illawarra Local and the Up Illawarra Local will be tested and commissioned, then booked out of use normal.
- The new crossovers are suitable for a maximum 40 km/h. Turnout speed signs depicting "X40" will be provided accordingly.
- The points for the new crossovers are electro pneumatic (EP A-Valve). They can be operated locally at the trackside by using Emergency Operation Lock (EOL) push buttons.

The EOL controls are located behind a locked cover on the (RH) side of the master 'A-Valve' unit. For a crossover, the EOL controls in the master A-Valve unit will operate both ends of the crossover. Master A-Valve units are located at the following point ends: 681A, 682A, 683B and 684B.

- An EOL telephone will be provided adjacent to 681 & 682 EOLs in the Down Illawarra cess. An EOL telephone will be provided adjacent to 683 & 684 EOLs in the Up Illawarra Local cess.



**Alteration to Signals – Down Illawarra Dive**

- Signal SY533V: A new right-hand turnout repeater for 681 & 683 points will be brought into use. SY533V will display a Medium Turnout indication with a right-hand turnout repeater for moves to the Down Illawarra Local, when SY537I is displaying a Medium Turnout indication, or a Caution Turnout indication with IL1.5 displaying a Low Speed indication. **(\*NOTE: THE CALL ON SIGNAL ASPECT WILL NOW DISPLAY AS YELLOW SHUNT. THIS WAS NOT INDICATED IN PREVIOUS WEEKLY NOTICE ADVERTISEMENTS)**

**Alteration to Signals – Down Illawarra**

- Signal SY531I: A new right-hand turnout repeater for 681 & 683 points will be brought into use. SY531I will display a Medium indication with a right-hand turnout repeater for moves to the Down Illawarra Local, when SY537I is displaying a Medium Turnout indication, or a Caution Turnout indication with IL1.5 displaying a Low Speed indication. **(\*NOTE: THE CALL ON SIGNAL ASPECT WILL NOW DISPLAY AS YELLOW SHUNT. THIS WAS NOT INDICATED IN PREVIOUS WEEKLY NOTICE ADVERTISEMENTS)**
- Signal SY537I: A new main turnout route 537(M)B to the Down Illawarra Local through 681 & 683 points will be provided. The yellow portion of the top tricolour LED lamp will be brought into use accordingly.
- Two new shunt routes 537(S)A and 537(S)B will be provided. A new yellow LED subsidiary shunt aspect plus "DI" (for Down Illawarra) and "DL" (for Down Illawarra Local) stencil route indicators will be brought into use.
- Signal SY549I: The shunt ahead route 549(S) and associated signal aspect will be removed.

**Alteration to Signals – Up Illawarra**

- Signal SY550I: A new right-hand turnout repeater for 679 points will be brought into use. SY550I will display a Preliminary Medium indication with a right-hand turnout repeater for moves to the Up Illawarra Relief, when SY548I is displaying a Medium indication with a right-hand turnout repeater.
- Signal SY548I: A new right-hand turnout repeater for 679 points will be brought into use. SY548I will display a Medium indication with a right-hand turnout repeater for moves to the Up Illawarra Relief, when SY544I is displaying a Medium Turnout indication, or a Caution Turnout indication with IR2.76 displaying a Low Speed indication.
- Signal SY544I: Existing Route 544(M)B (indicated by a yellow subsidiary shunt aspect) to Eveleigh Yard Gate Road will be removed.

The three existing shunt routes will have their aspect altered from a calling on aspect to a yellow subsidiary shunt plus a new stencil route indicator. The route indications will be "UI" for the Up Illawarra, "Y" for Eveleigh Yard Gate Road and "UR" for the Up Illawarra Relief.

The calling on aspect will be removed.

- Signal SY540I: A new left-hand turnout repeater for 675 points will be brought into use. SY540I will display a Medium indication with a left-hand turnout repeater for moves to the Up Illawarra Dive, when SY538I is displaying a Medium Turnout indication.

A new shunt route 540(S) will be provided. An associated yellow LED subsidiary shunt aspect will be brought into use.

- Signal SY538I: A new stencil route indicator will be provided for the two existing shunt routes. The route indications will be "ID" for the Up Illawarra Dive and "UI" for the Up Illawarra. **(\*NOTE: THE CALL ON SIGNAL ASPECT WILL NOW DISPLAY AS YELLOW SHUNT. THIS WAS NOT INDICATED IN PREVIOUS WEEKLY NOTICE ADVERTISEMENTS)**

**Alteration to Signals – Down Illawarra Local**

- Signal SY529IL: This signal will be converted from an automatic signal to a controlled signal, with new route 529(M). The signal heads will be aligned accordingly.
- Signal SY535IL: Existing automatic signal IL1.45 will be converted to a controlled signal SY535IL, with new route 535(M). The A sign will be removed accordingly.

A new shunt route 535(S) and associated yellow LED subsidiary shunt aspect will be provided.

**Alteration to Signals – Up Illawarra Local**

- Signal SY554IL: Existing automatic signal IL2.0 will be converted to a controlled signal SY554IL, with new route 554(M). The signal heads will be aligned accordingly.
- Signal SY552IL: Existing automatic signal IL1.8 will be converted to a controlled signal SY552IL, with new route 552(M). The signal heads will be aligned accordingly.

A new right-hand turnout repeater for 684 & 682 points will be brought into use. SY552IL will display a Medium indication with a right-hand turnout repeater for moves to the Up Illawarra, when SY546IL is displaying a Medium Turnout indication, or a Medium Turnout indication with a left-hand turnout repeater, or a Caution Turnout indication with SY538I displaying a Low Speed or Caution Turnout indication.

- Signal SY546IL: Existing automatic signal IL1.6 will be converted to a controlled signal SY546IL. The A sign will be removed accordingly.

A new main route 546(M)A to the Up Illawarra Local will be provided.

A new main turnout route 546(M)B to the Up Illawarra through 684 & 682 points will be provided. The yellow portion of the top tricolour LED lamp will be brought into use accordingly.

A new left-hand turnout repeater for 675 points will be brought into use, applicable only to turnout route 546(M)B. SY546IL will display a Medium Turnout indication with a left-hand turnout repeater for moves to the Up Illawarra Dive via the Up Illawarra, when SY538I is displaying a Medium Turnout indication.

Two new shunt routes 546(S)A and 546(S)B will also be provided. A new yellow LED subsidiary shunt aspect plus "UL" (for Up Illawarra Local) and "UI" (for Up Illawarra) stencil route indicators will be brought into use.

**Infrastructure booked out of use**

Following the completion of signal testing and commissioning works, the following infrastructure will remain booked out of use until further notice:

- Points (Normal) - 681A/B, 682A/B, 683A/B and 684A/B.
- Signal Routes - 537(M)B, 537(S)B, 546(M)B and 546(S)B.

A Drivers Diagram showing the altered arrangement is provided in this Weekly Notice.

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SIGNAL	ROUTE	DESTINATION	IND.
531	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
533	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

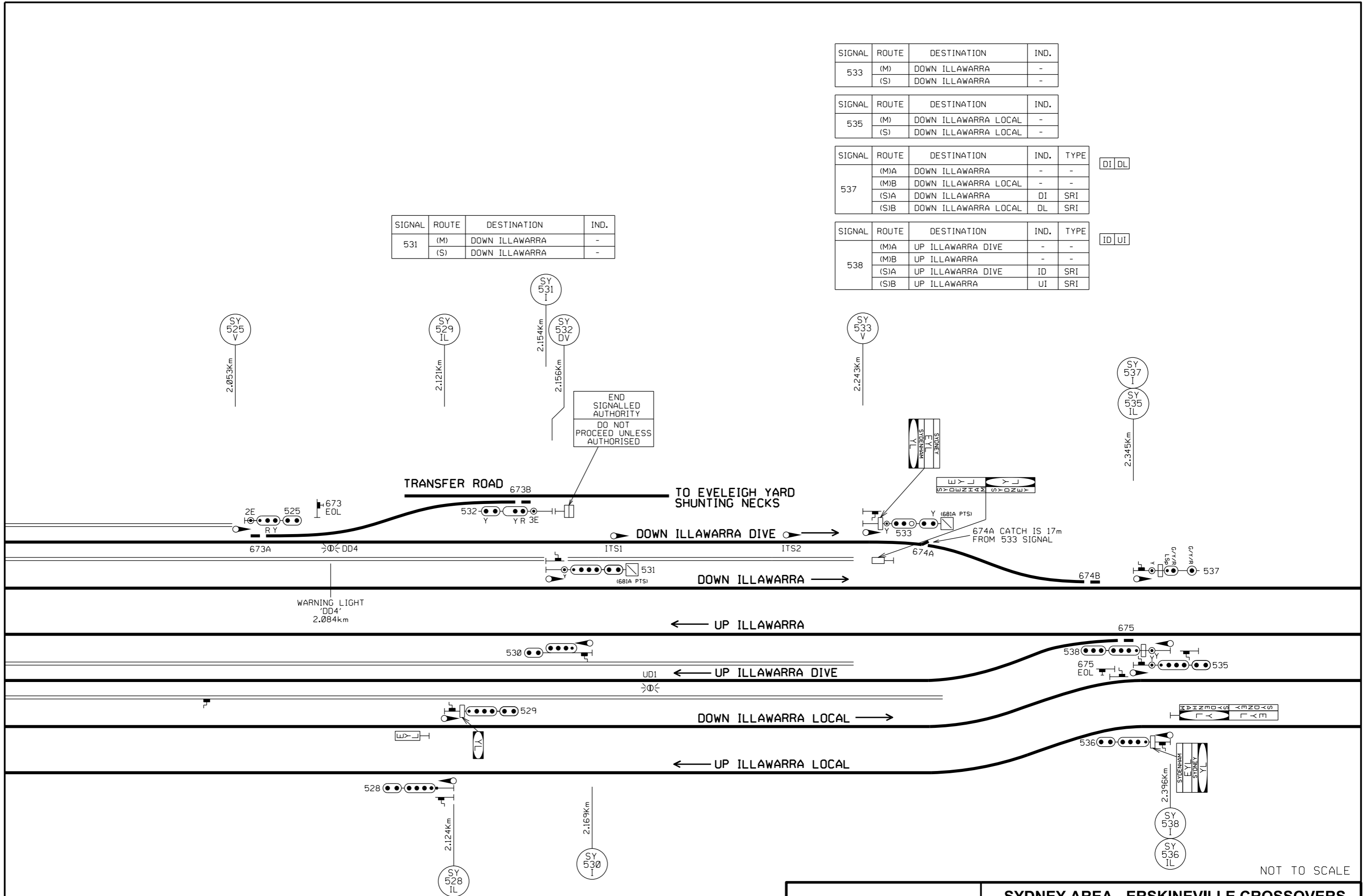
SIGNAL	ROUTE	DESTINATION	IND.
535	(M)	DOWN ILLAWARRA LOCAL	-
	(S)	DOWN ILLAWARRA LOCAL	-

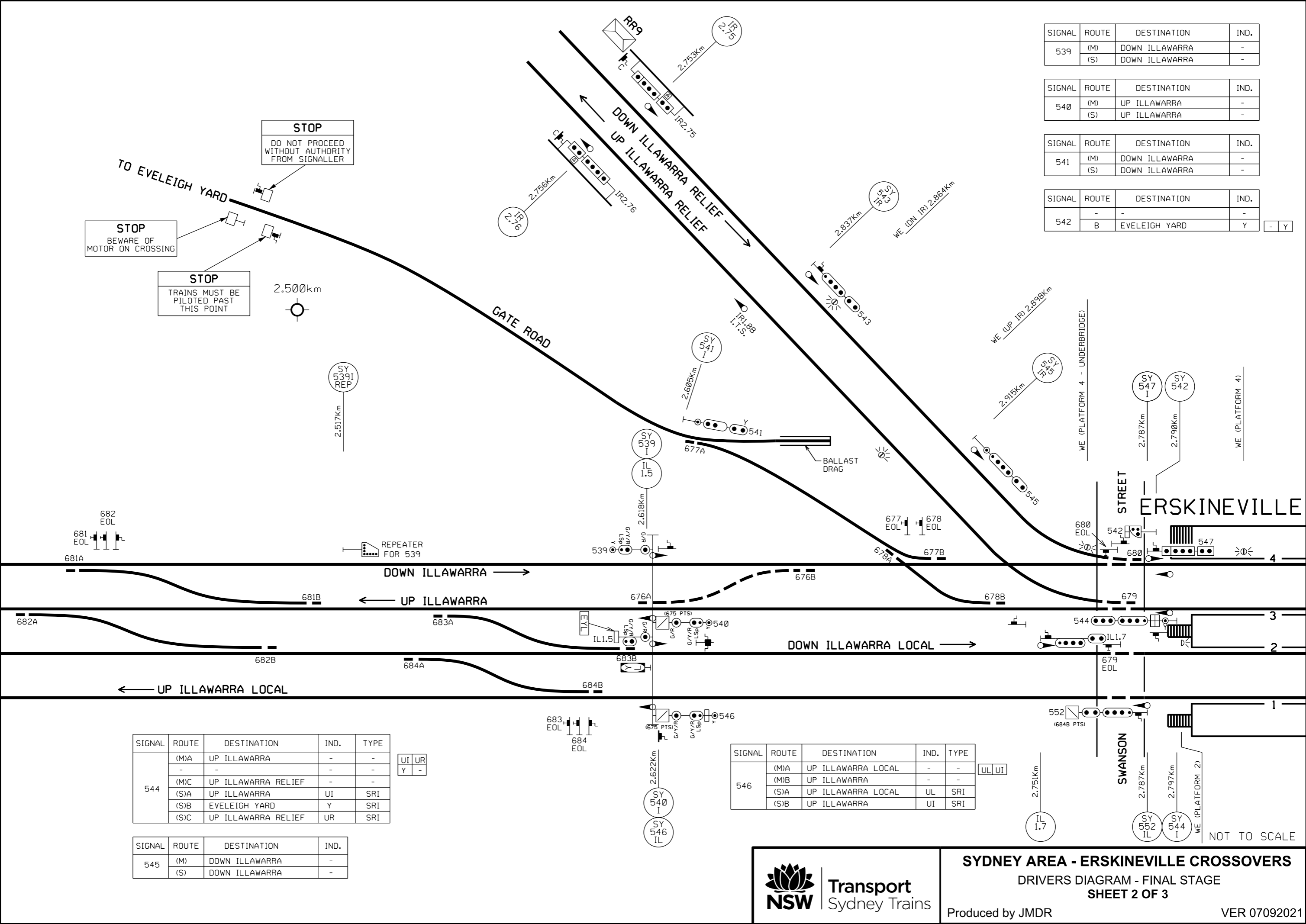
SIGNAL	ROUTE	DESTINATION	IND.	TYPE
537	(M)A	DOWN ILLAWARRA	-	-
	(M)B	DOWN ILLAWARRA LOCAL	-	-
	(S)A	DOWN ILLAWARRA	DI	SRI
	(S)B	DOWN ILLAWARRA LOCAL	DL	SRI

DI DL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
538	(M)A	UP ILLAWARRA DIVE	-	-
	(M)B	UP ILLAWARRA	-	-
	(S)A	UP ILLAWARRA DIVE	ID	SRI
	(S)B	UP ILLAWARRA	UI	SRI

ID UI





SIGNAL	ROUTE	DESTINATION	IND.
539	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
540	(M)	UP ILLAWARRA	-
	(S)	UP ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
541	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
542	-	-	-
	B	EVELEIGH YARD	Y

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
544	(M)A	UP ILLAWARRA	-	-
	-	-	-	-
	(M)C	UP ILLAWARRA RELIEF	-	-
	(S)A	UP ILLAWARRA	UI	SRI
	(S)B	EVELEIGH YARD	Y	SRI
(S)C	UP ILLAWARRA RELIEF	UR	SRI	

UI	UR
Y	-

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
546	(M)A	UP ILLAWARRA LOCAL	-	-
	(M)B	UP ILLAWARRA	-	-
	(S)A	UP ILLAWARRA LOCAL	UL	SRI
	(S)B	UP ILLAWARRA	UI	SRI

SIGNAL	ROUTE	DESTINATION	IND.
545	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-



**SYDNEY AREA - ERSKINEVILLE CROSSOVERS**  
 DRIVERS DIAGRAM - FINAL STAGE  
 SHEET 2 OF 3

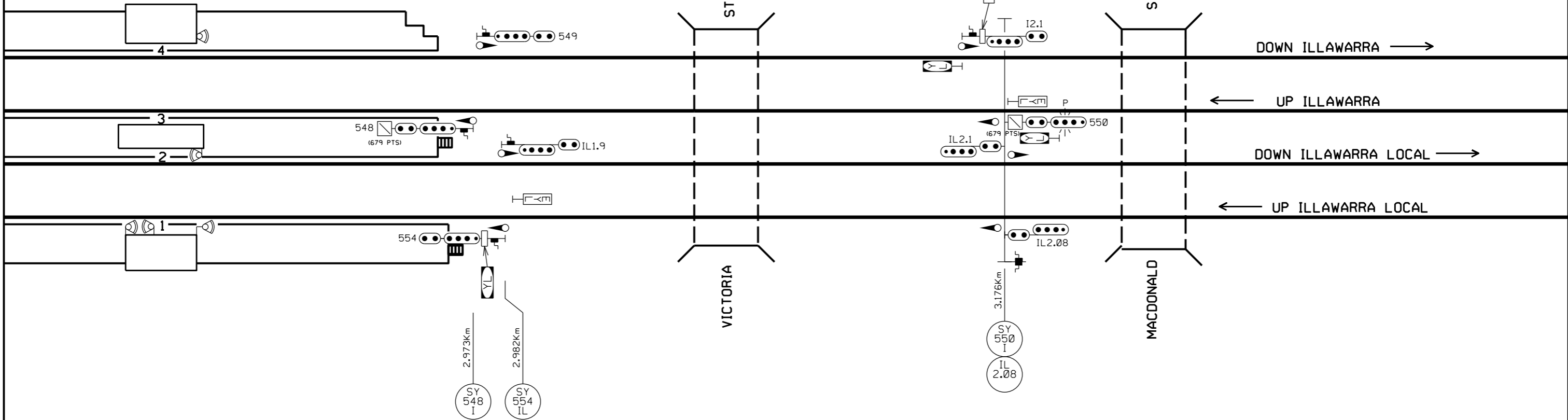
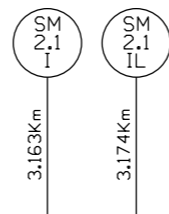
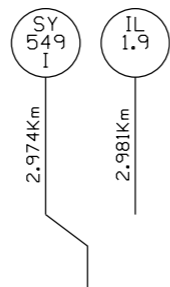
Produced by JMDR

VER 07092021

NOT TO SCALE

3.000km

ERSKINEVILLE



NOT TO SCALE



**SYDNEY AREA - ERSKINEVILLE CROSSOVERS**  
DRIVERS DIAGRAM - FINAL STAGE  
SHEET 3 OF 3  
Produced by JMDR  
VER 07092021

**YAGOONA TO SEFTON - AC FEEDERS STAGE 2 – 7Y2 FEEDER**

Commencing at 0600 hours on **Thursday, 13 January 2022**, and continuing until 1800 hours on Friday, 4 March 2022, the following work will be carried out on 7Y2 and 588/1 Feeders:

- Pole augering and standing of poles 93K, 94K, 96K, 96AK, 99K, 99AK, 100K, 103K, 103AK, 104K, 104AK, 105K, 107K, 108K, 110K, 116AK, 111K, 112K, 115K, 118K, 119K, 120AK, 121K, 121AK, 130, 129, 128.
- Stringing of 99K to 102K, 104AK to 111K, 117AK to 120K.

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**MORTDALE YARD – INSTALLATION OF BOOM GATE TO THE SIDE OF ROAD 1**

Commencing at 0700 hours on **Monday, 31 January 2022** to Friday, 04 February 2022, the following work will be carried out:

- Isolation of Road 1 + Loop Road OH Power from the existing Section Insulator at Ch. 17+566km.
- Installation of cable trays over 1 Road, ready for installation of a new Section Insulator at Ch.17+665km on WE33.
- Installation of a boom gate and warning light to the side of Road 1 at Ch 17+665km (to be locked in Open position until May 2022, installation only)
- Installation of GIJ on Road 1 at Ch. 17+665km. GIJ will be bridged with temporary bonds, it will not be commissioned into service until May 2022 (installation only)
- Installation of bonding cables on Road 1 at Ch. 17+666km

**VER06122021****Guillaume Barnes**

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Upgrade Project

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**HOME BUSH (INNER WEST) – RENEWAL OF 601 POINTS**

The following works previously advertised in WN 47 & 48 – 2021, are now to be conducted on Saturday, 26<sup>th</sup> February 2022 to Monday 28<sup>th</sup> February 2022.

Commencing at 0200 hours on **Saturday, 26<sup>th</sup> February 2022**, and continuing until 0200 hours on Monday, 28<sup>th</sup> February 2022, the following works will be carried out:

- The existing 601A points (Down Main to Down Suburban) at Homebush will be renewed and relocated approximately 13.0 metres towards country.
- The existing 601B points (Down Main to Down Suburban) at Homebush will be renewed and relocated approximately 3.8 metres towards country.
- The existing Clawlock will be replaced with a Spherolock arrangement.
- The Emergency Operation Lock (EOL) will remain in the same location.

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## 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
001 - 2021	Waratah (A&B sets) fitted with ATP	03/11/21	15/11/21
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

**01**  
**STATUS OF PERMANENT SAFE NOTICES**

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
006 - 2020	Use of Signal Key Switches	3/12/20	13/12/20

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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)



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**Patrick Rhymer**



Acting Crew Area Manager - Campbelltown

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**NOTES**

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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 Safety and Standards**

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Tuesday, 04 January 2022