

22

weekly notice

Monday, 23 May 2022
Sunday, 29 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 Network Standards, Systems & Quality
Sydney Trains**

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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>
23	30/05/2022 – 05/06/2022	03/05/2022
24	06/06/2022 – 12/06/2022	10/05/2022
25	13/06/2022 – /0619/2022	17/05/2022

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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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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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

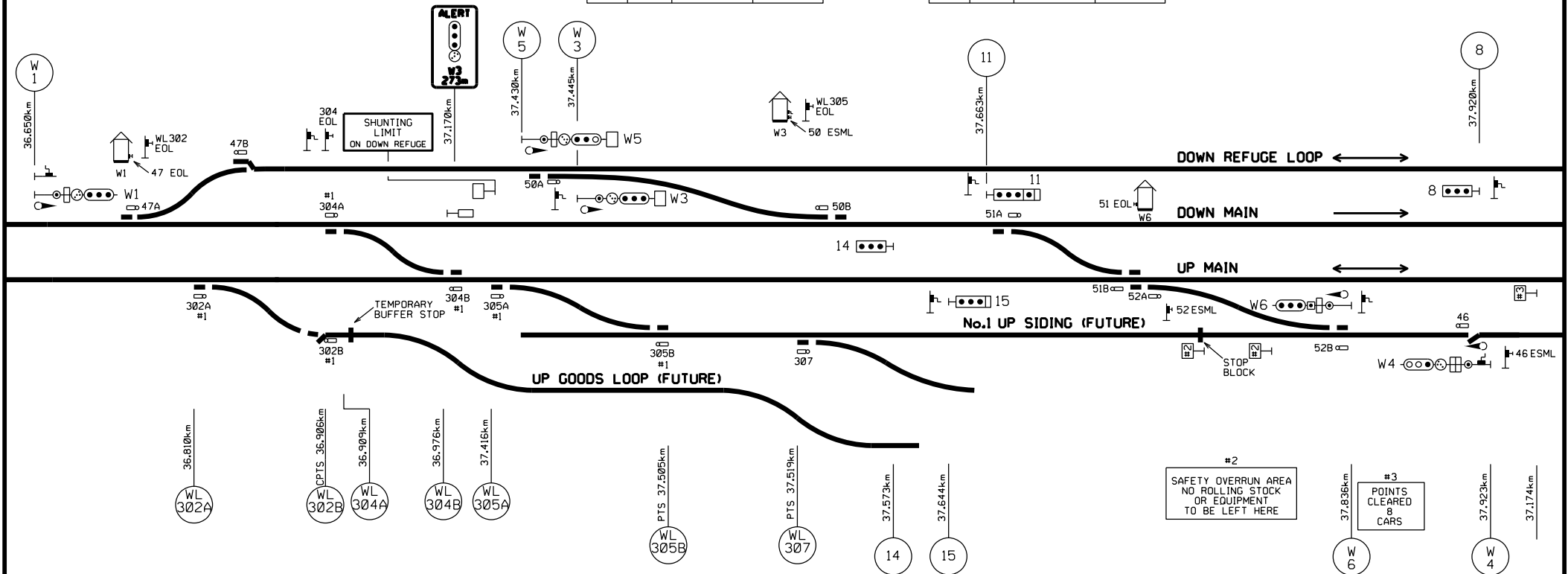
SIGNAL	ROUTE	DESTINATION	INDICATION
1	1(M)A	DOWN REFUGE	-
	1(M)B	DOWN MAIN	-
	1(S)A	DOWN REFUGE	DR
	1(S)B	DOWN MAIN	DM

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

OFFICIAL

JMDR VERSION DATE: 29/04/2022

WATERFALL

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

OUT OF USE

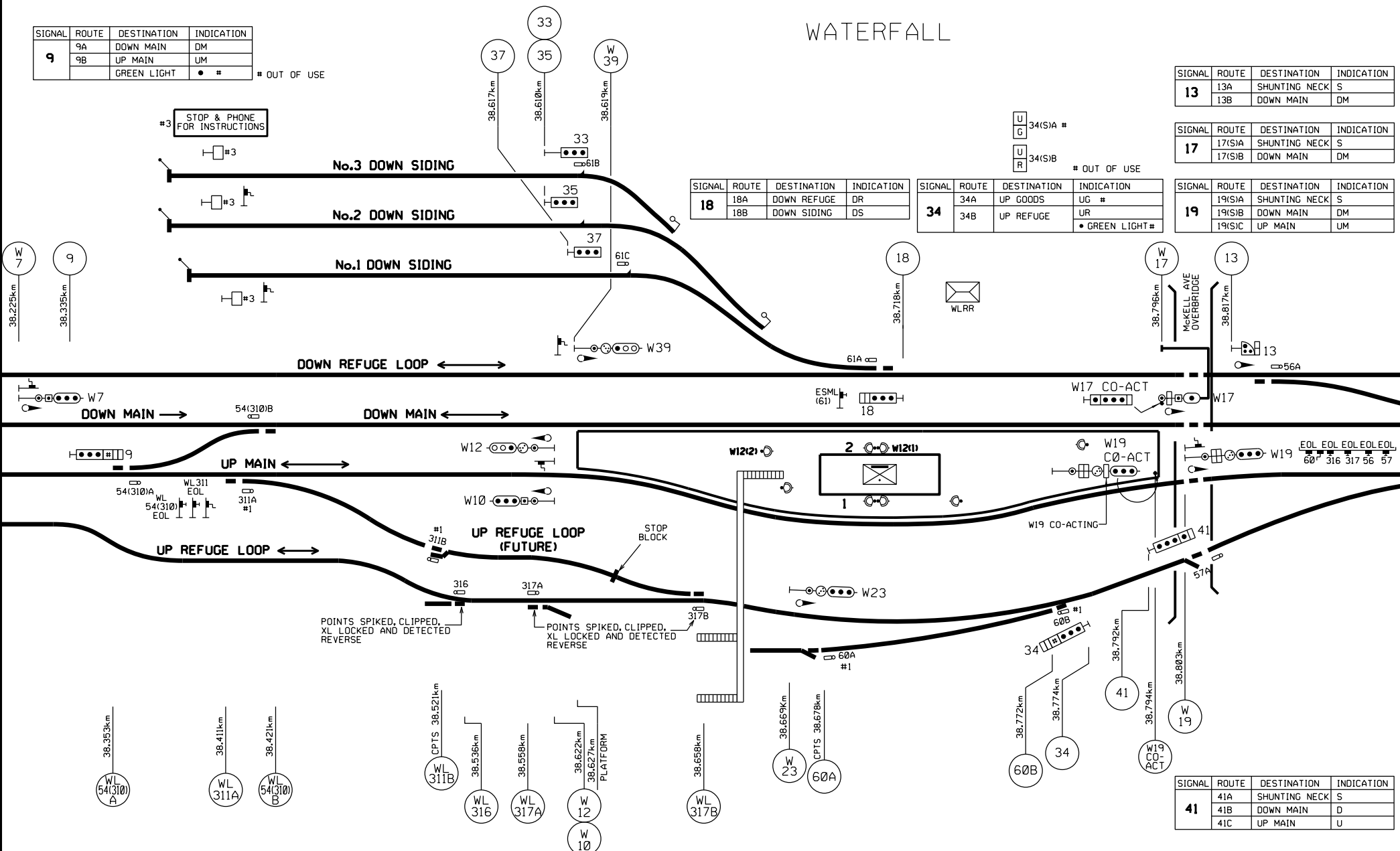
SIGNAL	ROUTE	DESTINATION	INDICATION
13	13A	SHUNTING NECK	S
	13B	DOWN MAIN	DM

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#



#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

MOUNT VICTORIA (WEST) – RESIGNALLING AND REMOTE CONTROL

Commencing at 0200 hours on **Saturday, 28 May 2022** and continuing until 0000 hours on Tuesday, 7 June 2022, renewed track and signalling arrangements at Mount Victoria will be brought into use.

Temporary Arrangements

At the commencement of the possession the Mount Victoria mechanical interlocking will be decommissioned. The Down Main will be made operational for Pilot Staff Working on a number of occasions during the commissioning period, as detailed in SAFE notice 172-2022.

During Pilot Staff Working all points through the resignalled area will be spiked, clipped and XL locked in the Normal position. All signals will be bagged and crossed out of use, or removed.

New Arrangements

A new track configuration will be installed between the Main Lines and Up Sidings. Nine (9) stabling berths each approximately 215m long will be provided in the Up Sidings. Four (4) new Perway Sidings on the Down side shall be brought into use. The Perway Sidings are not available for electric traction.

New signals, trainstops, points and signage will be installed as detailed. At the conclusion of the possession, control of Mount Victoria will be from the Blacktown Signal Box.

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 guards indicators within the resignalled area. Refer also to the Drivers Diagram for the new arrangements.

Mount Victoria – MV

Signal	Route	Designation	Route Indication	Remarks
77.4	-	Up Automatic Signal	-	No Change, Existing Signal Existing YL/EYL signs retained
MV1	MV1(M)	Down Accept	-	New Signal Turnout repeater fitted. Medium indication provided YL/EYL signs fitted
Fixed Red	-	Limit of Signalled Authority - Up Direction on Down Main	-	New Signal Vertical shunt form
MV3	MV3(M)A	Down Home, Down Main	-	New Signal Medium and Medium turnout indications provided
	MV3(M)B	Down Home, Down Main to Up Main	-	
	MV3(S)A	Shunt on Down Main	'DM'	
	MV3(S)B	Shunt, Down Main to Up Main	'UM'	
MV8	MV8(S)	Shunt on Down Main	'DM'	New Signal
MV10	MV10(M)A	Up Home/Starting, Up Main	-	New Signal
	MV10(S)A	Shunt on Up Main	'UM'	
	MV10(S)B	Shunt, Up Main to Down Main	'DM'	
MV11	MV11(M)A	Down Home, Down Main	-	New Signal MV11(M)A oversets MV43(S)
	MV11(S)A	Shunt on Down Main	'DM'	
	MV11(S)B	Shunt, Down Main to Up Main	'UM'	
	MV11(S)C	Shunt, Down Main to No.1 Up Siding	'U1'	
	MV11(S)D	Shunt, Down Main to No.2 Up Siding	'U2'	
	MV11(S)E	Shunt, Down Main to No.3 Up Siding	'U3'	

	MV11(S)F	Shunt, Down Main to No.4 Up Siding	'U4'	
	MV11(S)G	Shunt, Down Main to No.5 Up Siding	'U5'	
MV13	MV13(M)A	Down Home, Up Main	-	New Signal, on RHS of line Turnout repeater fitted. Medium indication provided
	MV13(S)A	Shunt on Up Main	'UM'	
	MV13(S)B	Shunt, Up Main to No.1 Up Siding	'U1'	
	MV13(S)C	Shunt, Up Main to No.2 Up Siding	'U2'	
	MV13(S)D	Shunt, Up Main to No.3 Up Siding	'U3'	
	MV13(S)E	Shunt, Up Main to No.4 Up Siding	'U4'	
	MV13(S)F	Shunt, Up Main to No.5 Up Siding	'U5'	
MV16	MV16(S)	Shunt on Down Main	'DM'	New Signal
MV18	MV18(M)A	Up Home, Up Main	-	New Signal Medium indication provided
	MV18(S)A	Shunt on Up Main	'UM'	
	MV18(S)B	Shunt, Up Main to Down Main	'DM'	
MV20	MV20(S)A	Shunt, Up Sidings to Up Main	'UM'	New Signal, fitted with trainstop Approach cleared by train on berth track
	MV20(S)B	Shunt, Up Sidings to Down Main	'DM'	
MV22	MV22(S)	Shunt on Up Sidings	-	New Signal, on RHS of line Requires MV20 route set
MV24	MV24(S)	Shunt on Up Sidings	-	New Signal Requires MV20 route set
MV26	MV26(S)	Shunt on Up Sidings	-	New Signal Requires MV20 route set
MV28	MV28(S)	Shunt on Up Sidings	-	New Signal Requires MV20 route set
MV30	MV30(S)	Shunt on Up Sidings	-	New Signal Requires MV20 route set

MV41	MV41(S)	Shunt, Perway Siding to Down Main	-	New Signal Approach locked when clear
MV43	MV43(S)	Shunt on Down Main	-	New Signal Overset by MV11(M)A, Green aspect provided
MV44	MV44(S)A	Shunt on Down Main	'DM'	New Signal
	MV44(S)B	Shunt, Down Main to Perway Siding	'PS'	
MV50	MV50(S)	Shunt on No.1 Up Siding	-	New Signal, on RHS of line
MV52	MV52(S)	Shunt on No.2 Up Siding	-	New Signal
MV61	MV61(M)	Down Home/Starting, Down Main	-	Existing Signal 77.9 (37) renumbered Shunt aspect added
	MV61(S)	Shunt on Down Main	-	
MV63	MV63(M)A	Down Home/Starting, Up Main to Down Main	-	New Signal, on RHS of line Medium turnout indication provided
	MV63(S)A	Shunt, Up Main to Down Main	'DM'	
MV68	MV68(S)A	Shunt, Down Main to Up Main	'UM'	New Signal
	MV68(S)B	Shunt on Down Main	'DM'	
MV70	MV70(M)	Up Home, Up Main	-	New Signal Medium indication provided
	MV70(S)	Shunt on Up Main	-	
MV72	MV72(S)	Shunt on No.1 Up Siding	-	New Signal, on RHS of line
MV74	MV74(S)	Shunt on No.2 Up Siding	-	New Signal
MV78	MV78(M)	Up Accept	-	New Signal Medium indication provided. YL/EYL Signs fitted
80.5	-	Down Automatic Signal	-	Existing Signal Existing YL/EYL Signs retained New trainstop fitted
81.8	-	Up Automatic Signal	-	Existing Signal New trainstop fitted

Sign	Location (approx.)	Remarks
'END SIGNALLED AUTHORITY – DO NOT PROCEED UNLESS AUTHORISED'	Adjacent to MV41 Signal	Down Direction on RHS of line
Electric Trains Stop (Pantograph Symbol)	Adjacent to 115B points	Down Direction on RHS of line – Perway Siding Unwired

Stabling Berth	Length (approx.)	Remarks
Berth A	215m	No.1 Up Siding, Sydney End
Berth B	215m	No.1 Up Siding, Middle
Berth C	215m	No.1 Up Siding, Country End
Berth D	215m	No.2 Up Siding, Sydney End
Berth E	215m	No.2 Up Siding, Middle
Berth F	215m	No.2 Up Siding, Country End
Berth G	225m	No.3 Up Siding
Berth H	225m	No.4 Up Siding
Berth J	225m	No.5 Up Siding
Berth signage is provided marking the berth limits, installed on the adjacent signal or bufferstop light.		

Points	Designation	Remarks
MV101	Crossover, Down Main to Up Main	Existing 41 points renumbered
MV102	Crossover, Down Main to Up Main	New points
MV105	Points and Catchpoints, Up Main to Up Sidings	New points and catchpoints
MV106	Points, Up Sidings to No.4 Up Siding	New points
MV107	Points, Up Sidings to No.3 Up Siding	New points
MV108	Points, Up Sidings to No.5 Up Siding	New points
MV109	Points, Up Sidings to No.2 Up Siding	New points

MV115	Crossover, Perway Siding to Down Main	New Points previously installed, brought into use
MV116	Crossover, Up Main to Down Main	New Points previously installed, brought into use

Guards Indicators	Designation	Remarks
MV8 GI	Mount Victoria Platform 2, Up Direction	2 x new guards indicators
MV10 GI	Mount Victoria Platform 1, Up Direction	1 x new guards indicator
MV11 GI	Mount Victoria Platform 2, Down Direction	2 x new guards indicators
MV13 GI	Mount Victoria Platform 1, Down Direction	2 x new guards indicators

Emergency Operation of Points

Points will be fitted with Emergency Operation Lock (EOL) equipment of the fortress key type for emergency hand operation.

Buffer Stop Arrangements

Buffer stop lights will be provided at the end of each siding. All roads in the Up Sidings will also be provided with fixed train stops.

Signal Box Alterations

Mount Victoria Signal Box will be placed out of use and control transferred to an ATRICS workstation at Blacktown Signal Box.

Telephones

Telephones will be provided adjacent to the EOL locations as shown on the Drivers Diagram. All new and retained phones will be arranged to call Mount Victoria Panel at Blacktown Signal Box.

Axle Counter Resets

Within Yard Limits axle counters provide the Rail Vehicle Detection. In certain situations axle counters require resetting. Reset functionality has been provided on the signallers workstation. Instructions and requirements for resetting axle counters will be detailed in the Network Local Appendix NLA 216 and the Signalling Safeworking procedures.

VER19042022**Mount Victoria Drivers Diagram VER19042022****Glen Collins**

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SIGNAL	ROUTE	DESTINATION	IND
3	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	BOL
	(S)B	UP MAIN	UM

3(S)A [DM] [UM] 3(S)B

SIGNAL	ROUTE	DESTINATION	IND
8	(S)	DOWN MAIN	DM

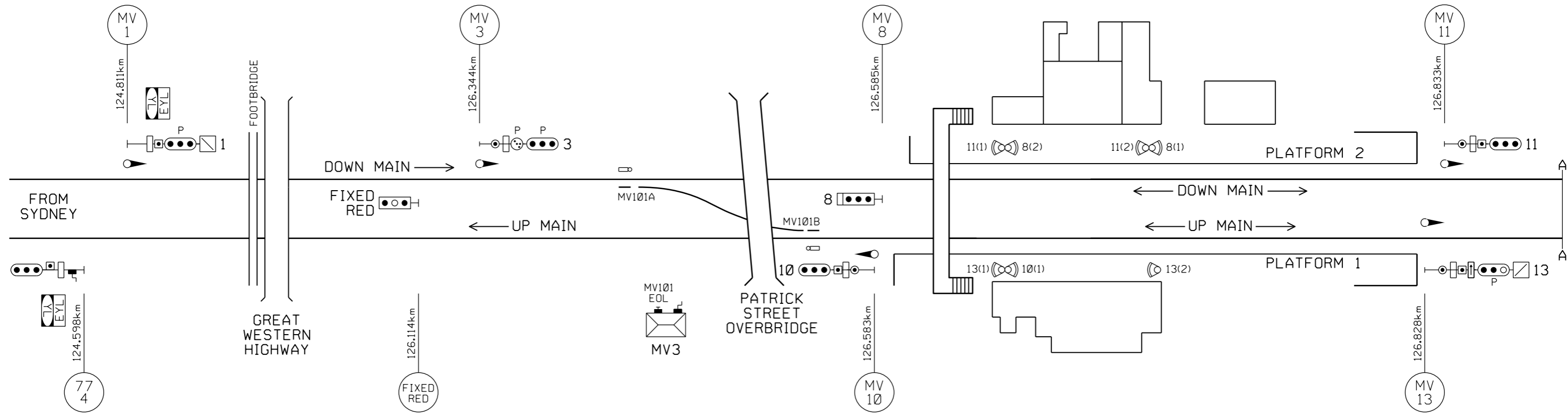
8(S) [DM]

SIGNAL	ROUTE	DESTINATION	IND
11	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM
	(S)C	NO.1 UP SIDING	U1
	(S)D	NO.2 UP SIDING	U2
	(S)E	NO.3 UP SIDING	U3
	(S)F	NO.4 UP SIDING	U4
(S)G	NO.5 UP SIDING	U5	

[D]	[M]	11(S)A
[U]	[M]	11(S)B
[U]	[1]	11(S)C
[U]	[2]	11(S)D
[U]	[3]	11(S)E
[U]	[4]	11(S)F
[U]	[5]	11(S)G

ATP EQUIPMENT
ON DOWN MAIN (124.455km)
WILL BE DECOMMISSIONED

MOUNT VICTORIA



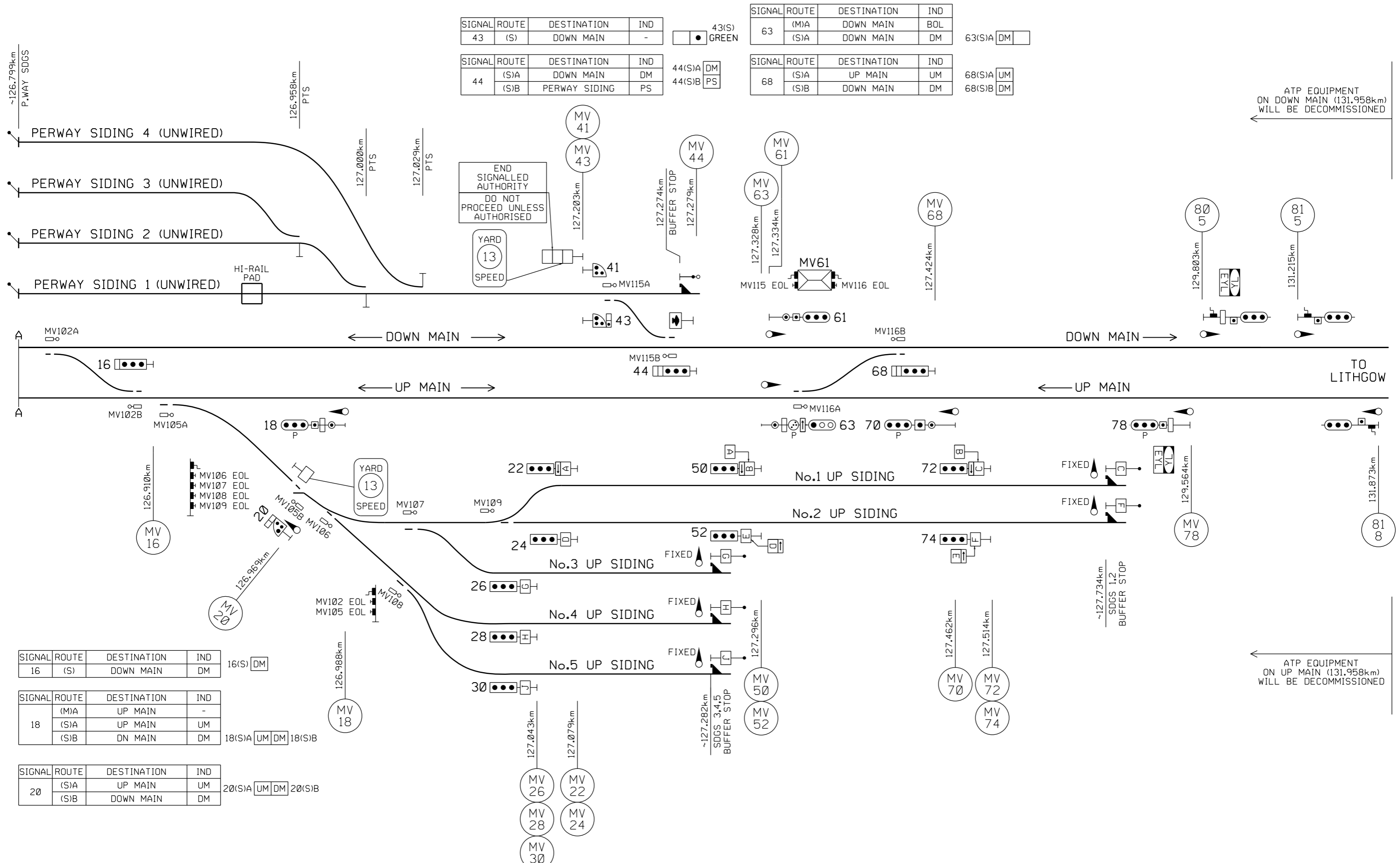
SIGNAL	ROUTE	DESTINATION	IND
10	(M)A	UP MAIN	-
	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM

10(S)A [UM] [DM] 10(S)B

SIGNAL	ROUTE	DESTINATION	IND
13	(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
	(S)E	NO.4 UP SIDING	U4
(S)F	NO.5 UP SIDING	U5	

[U]	[M]	13(S)A
[U]	[1]	13(S)B
[U]	[2]	13(S)C
[U]	[3]	13(S)D
[U]	[4]	13(S)E
[U]	[5]	13(S)F

ATP EQUIPMENT
ON UP MAIN (124.519km)
WILL BE DECOMMISSIONED



**MOUNT VICTORIA – TEMPORARY RESTRICTION OF ETCS
FITTED STOCK TO STAFF RESPONSIBLE MODE**

From 0600hrs on **Saturday, 28 May 2022**, Automatic Train Protection (ATP – ETCS Level 1) balise groups will be temporarily decommissioned and removed throughout the Mount Victoria interlocking area.

Any trains operating with ATP Level 1 Limited Supervision in this area will incur a service brake intervention. Trains must enter staff responsible mode to proceed until the next valid balise group has been read by the ATP system.

The limits of the impact is between 124.455km and 131.958km on the Down Main, and between 131.958km to 124.519km on the Up Main.

Mount Victoria Station Platform 1 & 2 ASDO balise groups will remain unchanged and operational. Full functionality will be restored at a date to be advised.

VER04052022**Mount Victoria Drivers Diagram VER04052022****Rhoel Del Rosario**

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MOUNT VICTORIA ATRICS OPS TECH WEEKLY NOTICE ENTRY

Telephones and WB Radio

From 0230 hours Saturday, 4 June 2022, new telephone numbers will be introduced for the Mount Victoria Signaller area when located at the Blacktown Control Centre.

Signaller Area	Train Control Normal		Train Control Emergency	
	Internal	Public In-Dial	Internal	Public In-Dial
Mount Victoria	77103	(02) 8577 7103	77104	(02) 8577 7104

The existing Mount Victoria Signaller telephone numbers will be redirected to call the new Mount Victoria Signaller when located at the Blacktown Control Centre.

Signal Post telephone circuits in the Mount Victoria Signalling areas will be redirected to call the new Mount Victoria Signaller when located at the Blacktown Control Centre.

Use of the Mount Victoria WB radio base will be provided for the Mount Victoria Signaller when located at the Blacktown Control Centre.

CHANGE OF DTRS TRAIN RADIO SIGNALLER CONTROL AREAS

From 0230 hours Saturday, 4th June 2022, the DTRS boundary areas for the Katoomba (047) and Mount Victoria (048) will be amended to align with the new Mount Victoria ATRICS signalling control areas.

Use of the DTRS Katoomba (047) and Mount Victoria (048) Signaller areas will be provided for the Mount Victoria Signaller when located at the Blacktown Control Centre.

New DTRS Transponders boundaries will be as follows.

Katoomba Interface

Track Description	Transponder Location	Kilometres (Km)
Up West Main (SCE136)	881m Country Side Signal 43.6	71.127 Km
Down West Main (SCE137)	103m Sydney Side Signal 44.3	71.117 Km
Down West Main (SCE145)	100m Sydney Side Medlow Bath BBT	114.436 Km
Up West Main (SCE144)	100m Country Side Medlow Bath BBT	114.64 Km

Mount Victoria Interface

Track Description	Transponder Location	Kilometres (Km)
Down West Main (SCE145)	100m Sydney Side Medlow Bath BBT	114.436 Km
Up West Main (SCE144)	100m Country Side Medlow Bath BBT	114.64 Km
Down West Main (SCE731)	100m Sydney side Signal 89.5	143.967 Km
Up West Main (SCE730)	123m Sydney Side Signal 89.6	144.165 Km

Between 1400 to 1600 hours Saturday 4th June 2022, configuration validation test calls will be raised from the Mount Victoria (048) Signaller and Katoomba (047) Signaller DTRS Radios.

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**GOSFORD (NORTH) - GOSFORD AREA REMODELLING (GAR)
STAGE 15 WORKS – REMOVAL OF 14 CATCHPOINTS**

Commencing at 0200 hours on **Saturday, 11 June 2022** and continuing until 2300 hours on Monday, 13 June 2022, the following work will be carried out:

- Existing 14 catchpoints (out of use) located at 80.690Km on the Down South Siding, will be removed and straight railed.
- Signal GF26 (Down Main to Platform 2) will be relocated 6 metres towards Sydney at 81.026Km.

VER12042022**Rick Maranik**

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**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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Paul Hartley

Design Delivery Manager

JMD Railtech Pty Ltd.,

Mob: 0447 429 815

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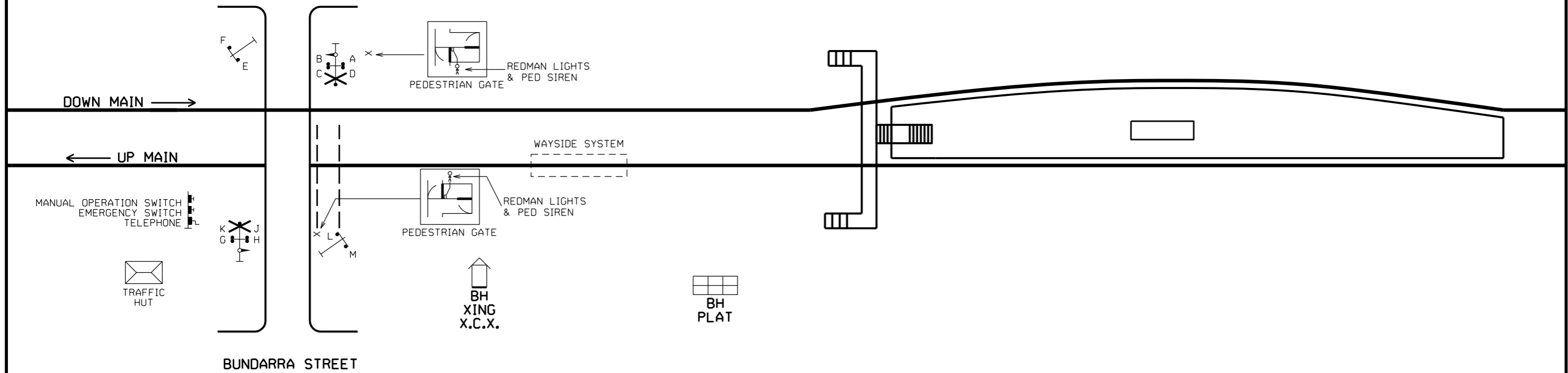
TO
KATOOMBA
←

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

**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**Michael Wu**

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Shannon Jarvis

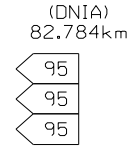
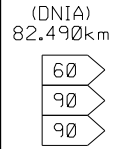
Construction Manager, Transport for Tomorrow

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Email: sjarvis@transfort.com.au

TO SYDNEY

TO CONISTON



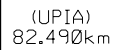
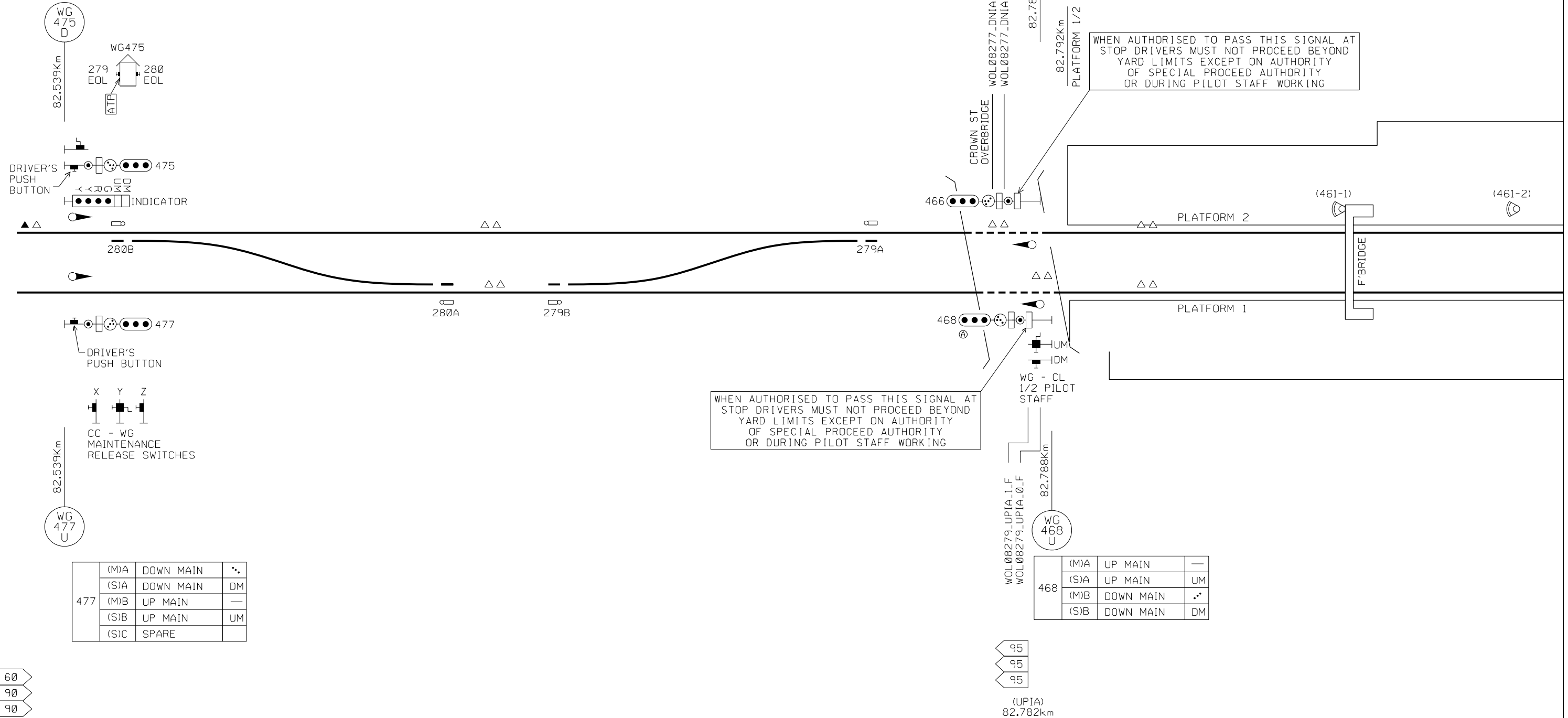
475	(M)A	DOWN MAIN	—
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	••
	(S)B	UP MAIN	UM

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



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



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

TO SYDNEY

TO CONISTON

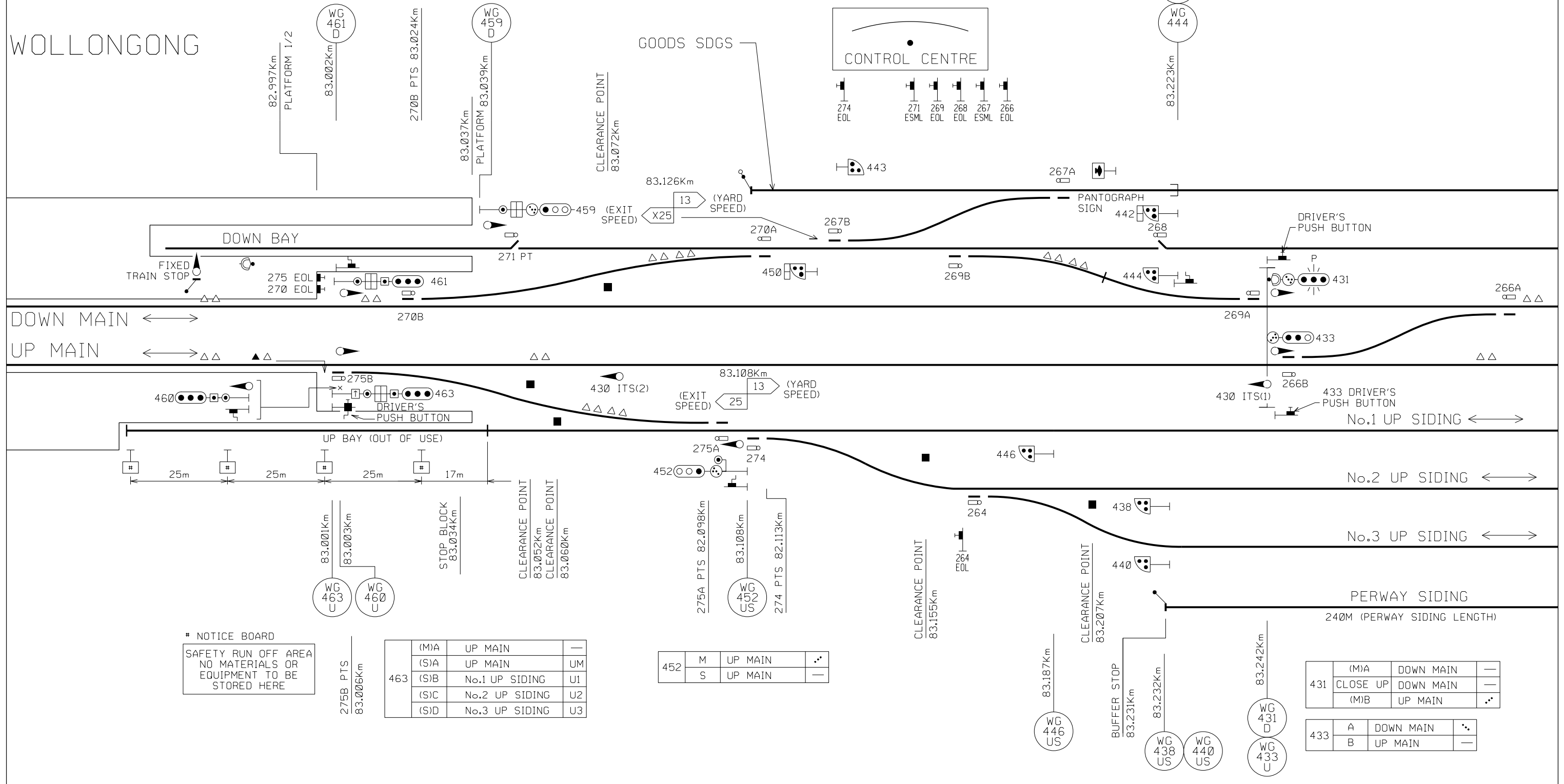
WOLLONGONG

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	—

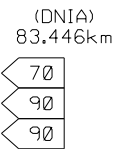


**WOLLONGONG (ILLAWARRA) -
MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 2 OF 4**

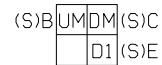
TO SYDNEY

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



260 EOL

261 EOL

260 PB

PANTOGRAPH SIGN

261 PTS 83.512Km

CLEARANCE POINT 83.515Km

260 PTS 83.554Km

CLEARANCE POINT 83.645Km

259 PTS 83.686Km

83.695Km

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

WG 424



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

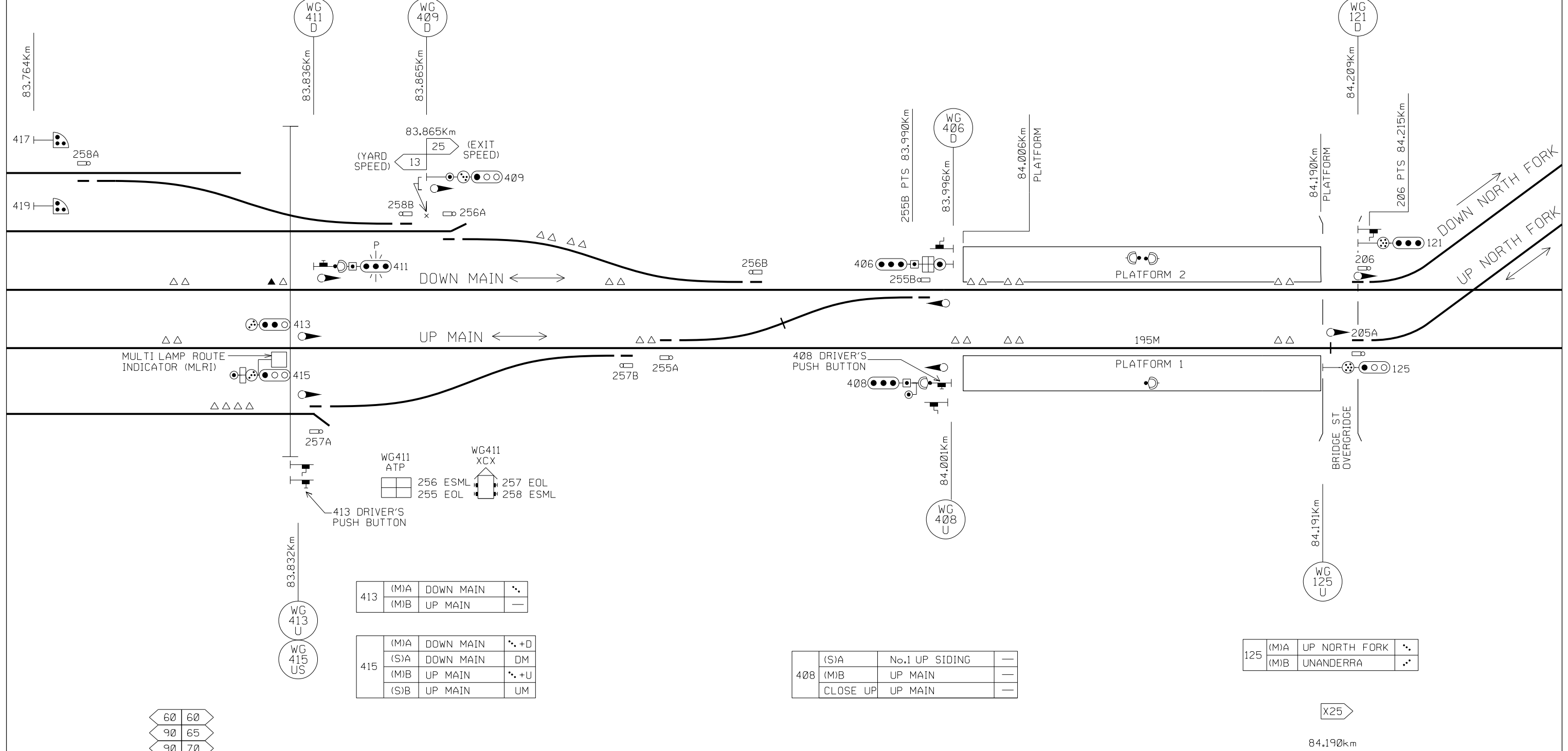
84.190km
X25

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 406 D
83.996km

WG 121 D
84.209km

WG 408 U
84.001km

WG 125 U
84.191km

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

84.190km
X25



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

Produced by WSP - Signal Design

WN 20 & 21 VER20042022

MOUNT VICTORIA AREA RE-SIGNALLING – SPEED SIGN CHANGES

On **Monday, 6 June 2022**, the following speed sign changes will take place as part of the Mount Victoria Area Re-Signalling project and the TOC manual will be updated as follows:

Western Division Pages

Location of Speed Signs

	KILOM- ETRAGE	DOWN			UP		
		General	Medium	High	General	Medium	High
Existing	120.724	BLACKHEATH					
Existing	121.600	65	65	70	..	..	..
Existing	121.655	..	..	..	60	60	65
Amend	124.455	40	65	75	..	..	..
To Read	124.455	65	65	75	..	..	..
Existing	124.519	..	..	..	65	65	70
Remove	125.050	65	65	75	..	..	..
Existing	126.370	..	..	..	70	70	75
Insert	126.425	50	50	60	..	..	..
Amend	126.595	..	..	..	40	40	40
To Read	126.595	..	..	..	65	65	75
Remove	126.596	50	50	60	..	..	..
	126.720	MT. VICTORIA					
Remove	126.850	..	..	..	40	40	40
Insert	126.907	..	..	..	50	50	60
Existing	126.910	65	65	70	..	..	..
Insert	127.345	X40	116A Pts		Down Sign on Up Main		

Insert	127.435	65	65	70	..	..	..
Remove	127.580	..	..	..	40	40	40
Existing	128.023	..	..	..	65	65	70
Existing	128.091	85	85	90	..	..	..
Existing	129.233	85	95	95	85	85	90
Existing	131.958	80	80	85	95	100	105
Existing	132.635	..	..	..	60	60	65
Existing	132.829	75	75	80	..	..	..
Existing	137.126	BELL					

Cameron Ly

Principal Track Design Engineer, Engineering System Integrity
 Email: Cameron.Ly@transport.nsw.gov.au

Jamie Ha

Designer, Track Design, Engineering System Integrity
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REDFERN (ILLAWARRA) – CONVERSION OF SY468 AND SY470 SIGNALS TO TRI-COLOUR LED TYPE

The conversion of gantry signals SY468 on the Up Illawarra Dive and SY470 on the Down Illawarra Dive to Tri-Colour LED type that was previously advertised in Weekly Notice 18 & 19 was cancelled. It will be commissioned on a new date to be confirmed.

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Signal Design Engineer

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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
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

Steve Swanson

Network Rules Specialist

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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)




Title *Status Sheet* *Date issued*

Train Working Procedures

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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gov.au

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NOTES

NOTES

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**

Burwood NSW 2134

Tuesday, 10 May 2022