

SAFE Notice *2025* 326

ILLAWARRA JUNCTION - ASHFIELD - STRATHFIELD - NORTH STRATHFIELD - HOMEBUSH - FLEMINGTON - FLEMINGTON CAR SIDING JUNCTION - HOMEBUSH BAY - FLEMINGTON MAINTENANCE CENTRE - LIDCOMBE

From Saturday, 22 November 2025 until Monday, 24 November 2025

In conjunction with Special Train Notice No. 2537 - 2025 the following Safeworking arrangements will apply:

FLEMINGTON CAR SIDINGS

Approval is given for shunting movements between roads 21 – 24 (inclusive) at Flemington Car Sidings using the Trackmobile or the lift shop mule (road 23).

The following safeworking arrangements apply:

- As required, roads 21 - 24 must be protected as a fixed worksite 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 - 24.
- 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 - 24.

In addition, no persons other than those associated with the shunting movements are permitted within roads 21 - 24.

UP MAIN LINE – LIDCOMBE

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

Prior to a worksite being established within 500m of the LPA limits at Lidcombe, the following additional possession protection must be provided for the duration of the work:

- A Temporary Friction Buffer STOP must be fixed to the Up Main line at approximately **15.550km**
- Additional Railway Track Signals (RTS) must be on the worksite side of Temporary Friction Buffer STOP on the Up Main line at approximately **15.545, 15.525, 15.505km.**
- An Additional Worksite Protection Marker must be placed on the Up Main line at approximately **15.505km.**

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 Friction Buffer STOP and additional possession protection to be removed to allow the movement. Immediately after the work train, track vehicle or plant has entered or departed the possession area, the Friction Buffer STOP and additional protection must be replaced.

SYDNEY, 06 NOVEMBER 2025**DIRECTOR NETWORK STANDARDS, SYSTEMS & QUALITY SYDNEY TRAINS**

Returned to Controlling Manager: Date: Signed:



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

To Controlling Manager: Date: Signed:

Received SAFE Notice No. 326 – 2025 Date: Signed:

Name (print): Location:

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