

24

weekly notice

Monday, 06 June 2022
Sunday, 12 June 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>
25	13/06/2022 – 19/06/2022	17/05/2022
26	20/06/2022 – 26/06/2022	24/05/2022
27	27/06/2022 – 03/07/2022	07/06/2022

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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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

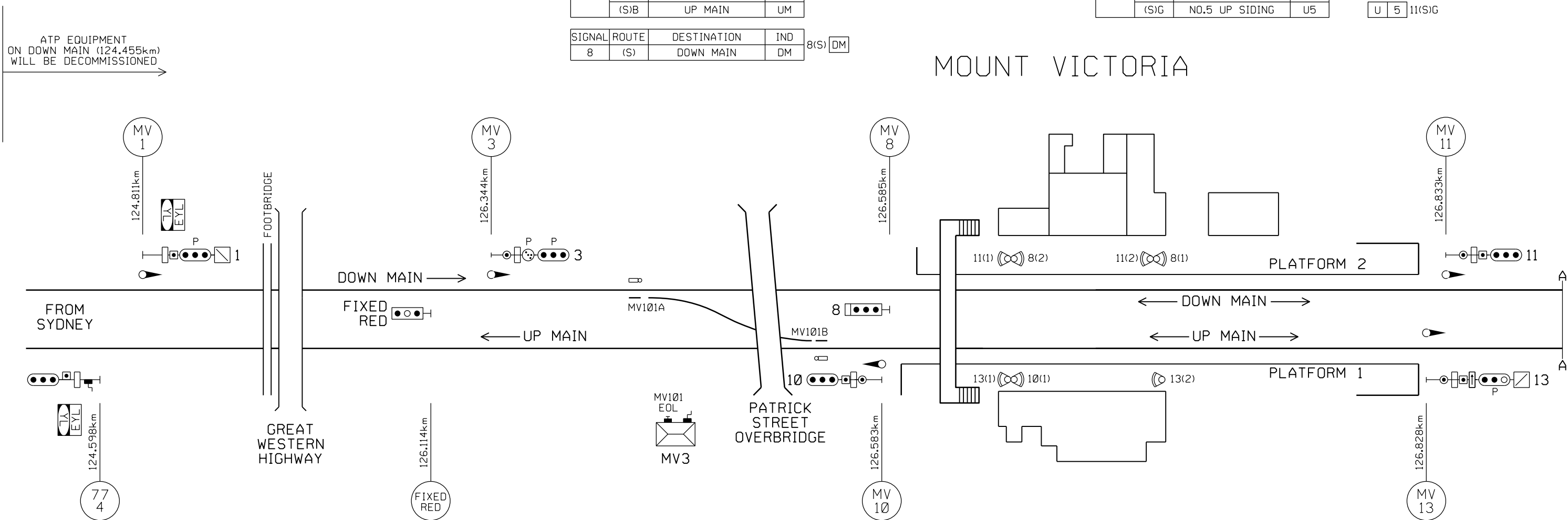
SIGNAL	ROUTE	DESTINATION	IND
10	(M)A	UP MAIN	-
	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM

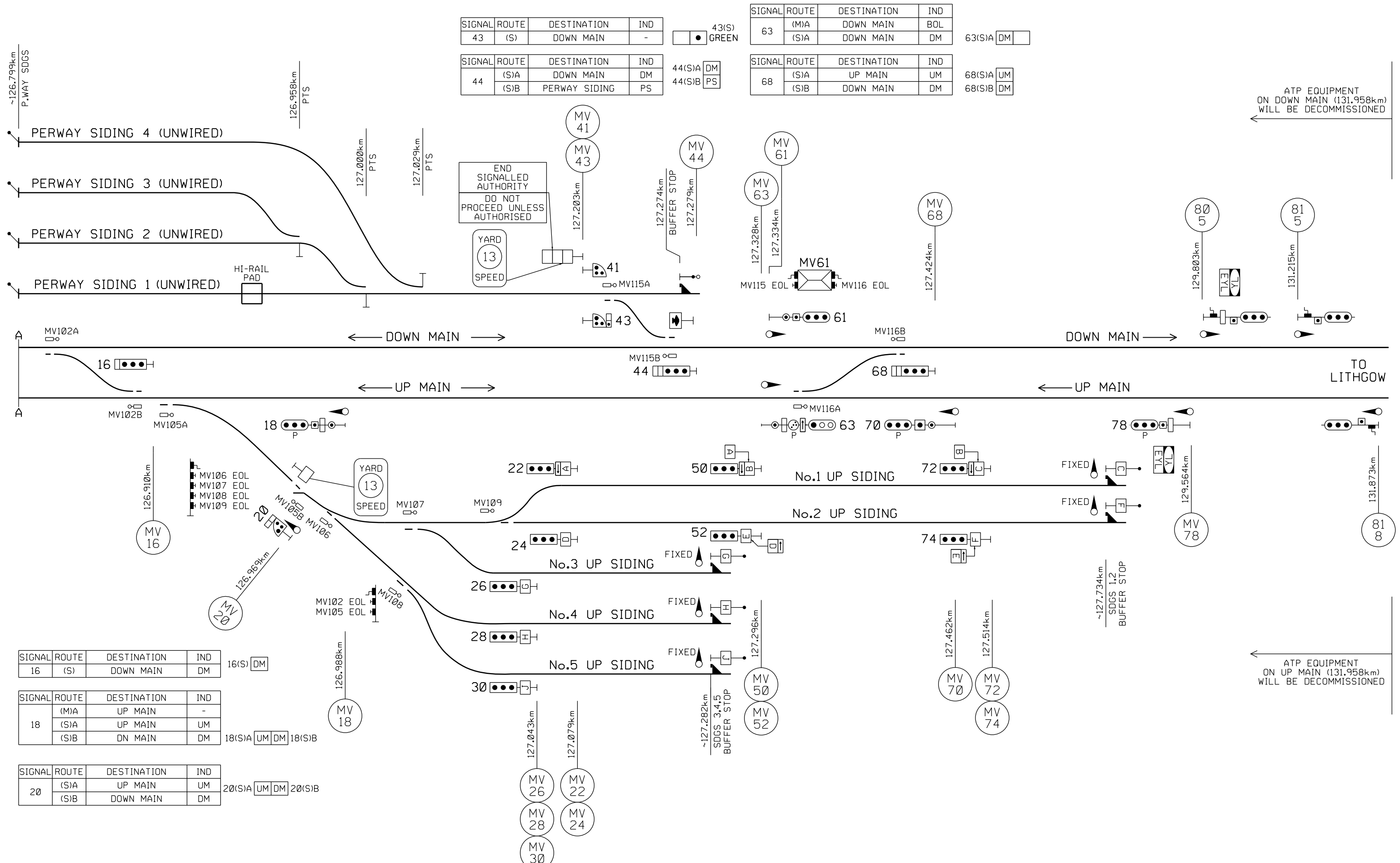
10(S)A [UM] [DM] 10(S)B

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

MOUNT VICTORIA





SIGNAL	ROUTE	DESTINATION	IND
43	(S)	DOWN MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
44	(S)A	DOWN MAIN	DM
	(S)B	PERWAY SIDING	PS

SIGNAL	ROUTE	DESTINATION	IND
63	(M)A	DOWN MAIN	BOL
	(S)A	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	IND
68	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	IND
16	(S)	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	IND
18	(M)A	UP MAIN	-
	(S)A	UP MAIN	UM
	(S)B	DN MAIN	DM

SIGNAL	ROUTE	DESTINATION	IND
20	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM

MOUNT VICTORIA

RESIGNALLING & REMOTE CONTROL
DRIVERS DIAGRAM SHEET 2 OF 2

Produced by Hitachi

VER04052022

**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.

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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.

Mia Zhang

Wireless Systems Manager

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MTMS STAGE 2 - SOUTH COAST WORKS LNIF SOUTH OF WOLLONGONG – THIRROUL

Commencing at 0900 hours on **Friday, 10 June 2022**, and continuing until 1500 hours on Friday, 17 June 2022, the following works will be carried out:

- New 10-car Points cleared sign on post on the Up Refuge Loop at approximately 69.580km, 212m from signal WG579. Sign will be on the left-hand side of the track reading in the Up direction.
- Sign will be bagged. To be removed at a later date.

VER 29042022
DIAGRAM VER 29042022

Matthew Ward

Commissioning Engineer, JMDR

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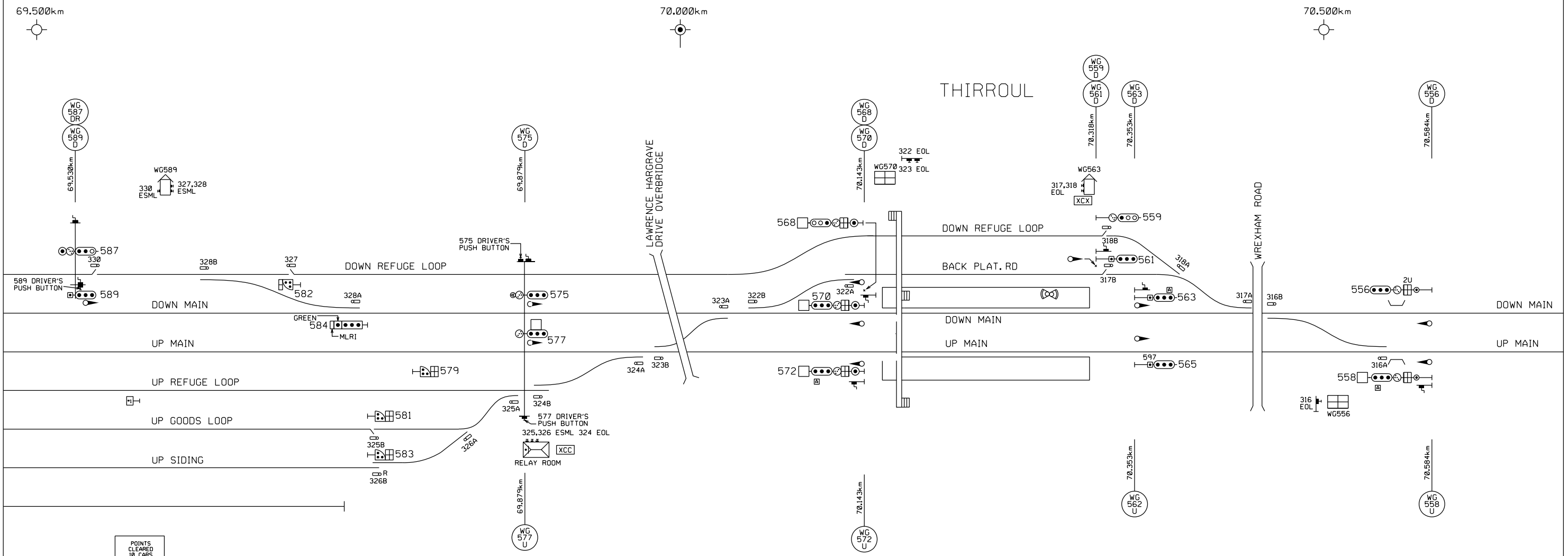
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MTMS STAGE 2 - SOUTH COAST WORKS
 LNIF SOUTH OF WOLLONGONG - THIRROUL
 DRIVERS DIAGRAM



NOT TO SCALE



MTMS STAGE 2 SOUTH COAST WORKS
 THIRROUL
SIGNALLING ARRANGEMENTS SHEET 1 OF 1
 Produced by JMDR
 VER. 290422

MTMS STAGE 2 - SOUTH COAST WORKS LNIF SOUTH OF WOLLONGONG - NORTH WOLLONGONG

Commencing at 0900 hours on **Friday, 10 June 2022**, and continuing until 1500 hours on Friday, 17 June 2022, the following works will be carried out:

- New 10-car Points cleared sign on post on the Down Main at approximately 82.327km, 212m from signal WG475D. Sign will be on the right-hand side of the Down Main reading in the Up direction.
- New 10-car Points cleared sign on post on the Up Main at approximately 82.327km, 212m from signal WG477U. Sign will be on the left-hand side of the Up Main reading in the Up direction.
- Signs will be bagged. To be removed at a later date.

VER 29042022**DIAGRAM VER 29042022****Matthew Ward**

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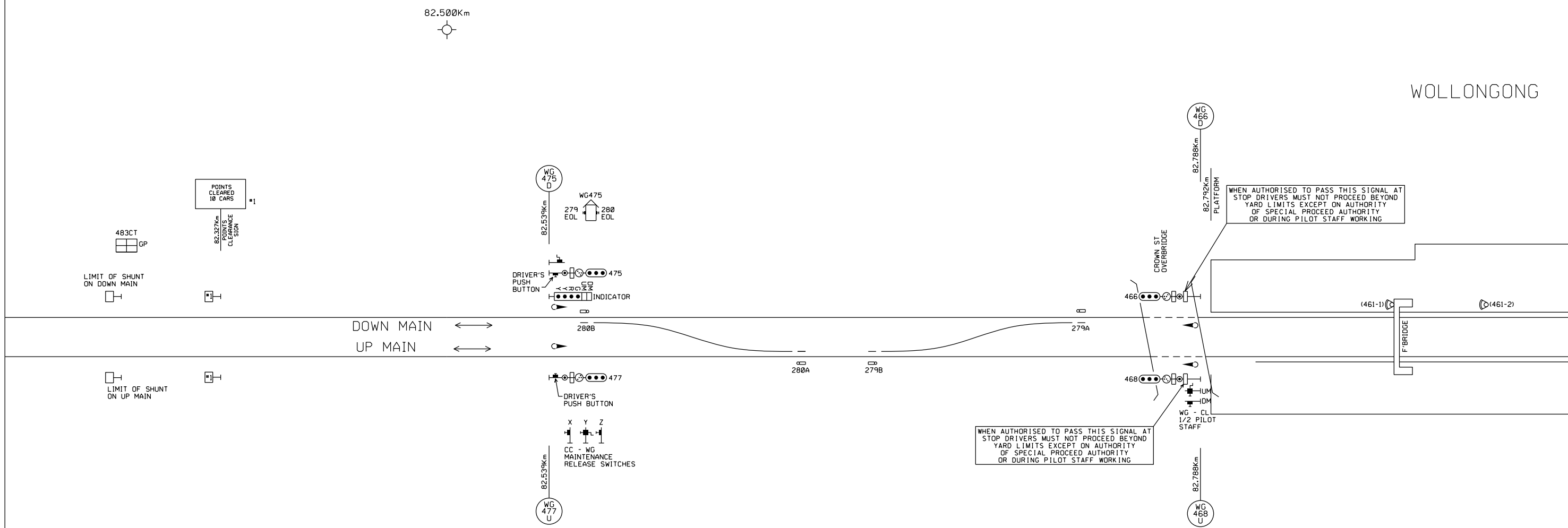
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**MTMS STAGE 2 - SOUTH COAST WORKS
 LNIF SOUTH OF WOLLONGONG - NORTH WOLLONGONG
 DRIVERS DIAGRAM**



MTMS STAGE 2 SOUTH COAST WORKS
 NORTH WOLLONGONG
SIGNALLING ARRANGEMENTS SHEET 1 OF 1
 Produced by JMDR
 VER. 290422

MTMS STAGE 2 - SOUTH COAST WORKS LNIF SOUTH OF WOLLONGONG - SOUTH WOLLONGONG

Commencing at 0900 hours on **Friday, 10 June 2022**, and continuing until 1500 hours on Friday, 17 June 2022, the following works will be carried out:

- New 10-car Points cleared sign on post on the Down Main at approximately 83.360km, 219m from signal WG428D. Sign will be on the left-hand side of the track reading in the Down direction.
- New 10-car Points cleared sign on post on the Up Main at approximately 83.360km, 219m from signal WG430D. Sign will be on the right-hand side of the track reading in the Down direction.
- Signs will be bagged. To be removed at a later date.

VER 11052022**DIAGRAM VER 11052022****Matthew Ward**

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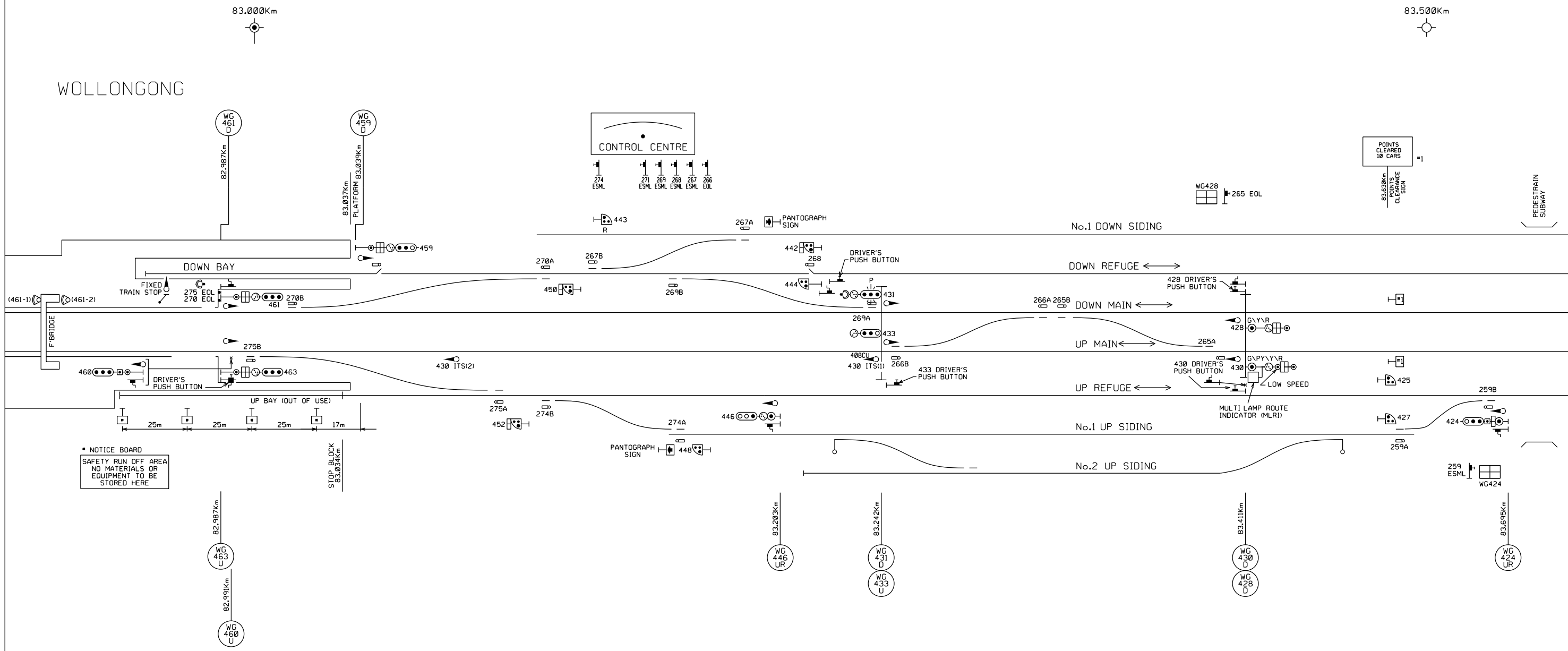
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MTMS STAGE 2 - SOUTH COAST WORKS
 LNIF SOUTH OF WOLLONGONG - SOUTH WOLLONGONG
 DRIVERS DIAGRAM



NOT TO SCALE



MTMS STAGE 2 SOUTH COAST WORKS
 SOUTH WOLLONGONG
SIGNALLING ARRANGEMENTS SHEET 1 OF 1
 Produced by JMDR
 VER. 110522

MTMS STAGE 2 - SOUTH COAST WORKS LNIF SOUTH OF WOLLONGONG – DAPTO PLATFORM 1

Commencing at 0200 hours on **Saturday, 18 June 2022**, and continuing until 0200 hours on **Monday, 20 June 2022**, the following works will be carried out:

- Signal 41.22 (Dapto Platform 1) on the Loop Line will be relocated approximately 11m towards Sydney (from 94.921km to 94.910km). Including the associated Trainstop & Signal Post Telephone

VER 12052022
DIAGRAM VER 12052022

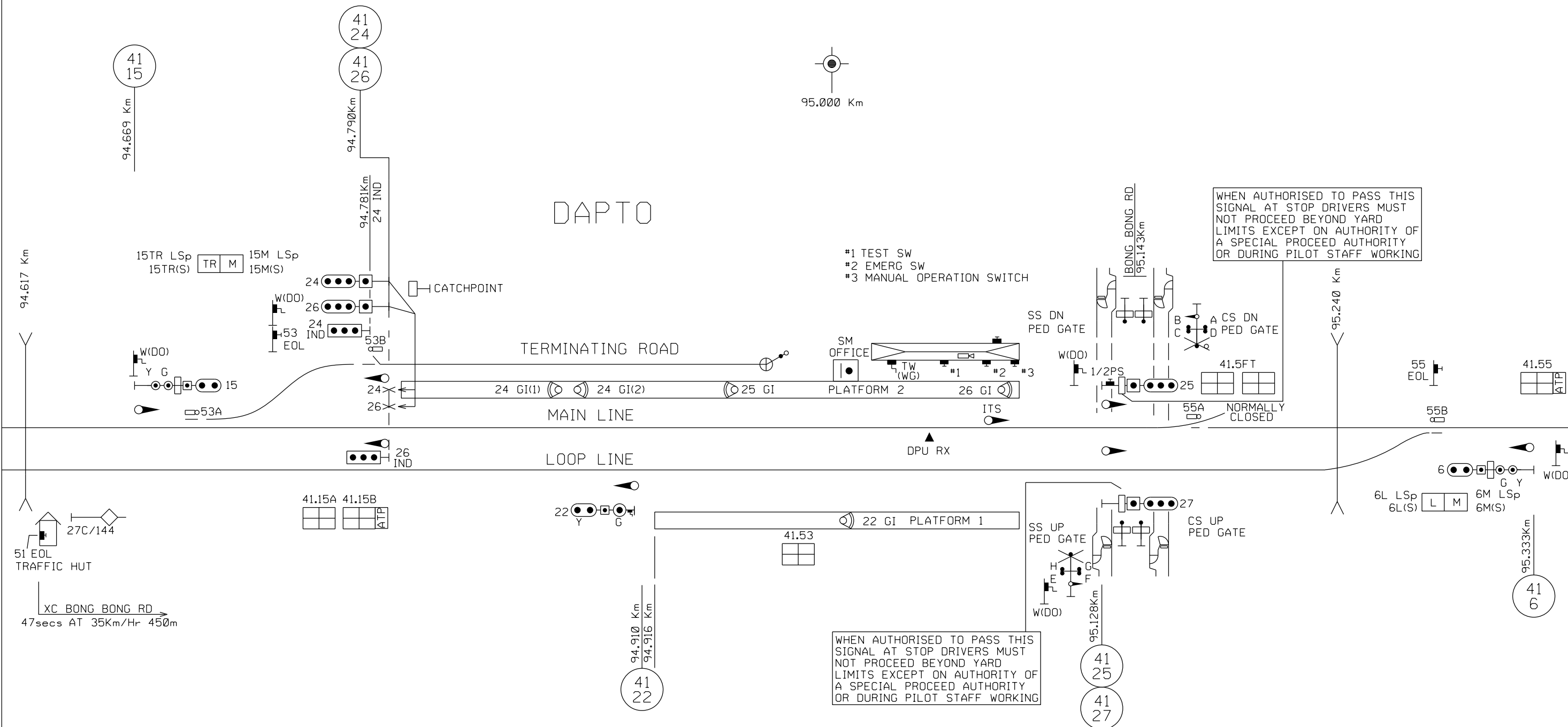
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MTMS STAGE 2 - SOUTH COAST WORKS LNIF
 SOUTH OF WOLLONGONG - DAPTO PLATFORM 1
 DRIVERS DIAGRAM



NOT TO SCALE



MTMS STAGE 2 SOUTH COAST WORKS
 DAPTO PLATFORM 1 EXTENSION
SIGNALLING ARRANGEMENTS SHEET 1 OF 1
 Produced by JMDR
 VER. 120522

OFFICIAL

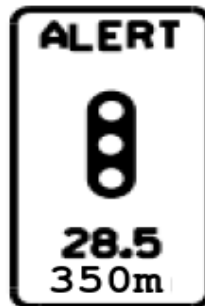
BEROWRA - INSTALLATION OF WARNING BOARD FOR MULTI SPAD SIGNAL 28.5 AT BEROWRA

Commencing at **0200 hours on Saturday, 11 June 2022**, and continuing until 0200 hours on Tuesday, 14 June 2022, the following works will be carried out:

- A warning board for Multi SPAD Signal 28.5, will be installed at Berowra as shown below:

28.5 SPAD WARNING BOARD (Down Main North)

- A track side warning board will be installed 350m on the approach side of the 28.5 signal as shown:

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PENNANT HILLS - RELOCATION OF SIGNAL N17.68 AT PENNANT HILLS.

Commencing at **0200 hours on Saturday, 11 June 2022**, and continuing until 0200 hours on Tuesday, 14 June 2022, the following works will be carried out:

- Relocation of signal N17.68 at Pennant Hills with a new signal.
- The new signal N17.68 will be installed 20m from its existing position, towards Sydney side, along with its trainstop.
- Yard Limit board on the Up main line will also to be relocated along with new signal N17.68.
- There is no change to the profile of the signal.

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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.

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BOMBO (ILLAWARRA) - WESTRACE MK2 INTERLOCKING UPGRADE

***The works planned for Bombo – Westrace MK2 Interlocking upgrade advertised in WN49-2021 & WN50-2021, and were to have taken place on Monday 13th Dec 2021 to Thursday 16th Dec 2021, were cancelled and are re-scheduled as follows:**

Commencing at 00:01 hours on **Saturday, 18 June 2022**, and continuing until 23:59 hours on Sunday, 19 June 2022, the following works will be carried out:

- Bombo Down Signal 44.1 at 116.279km on the Main Line will be fitted with a new Left Hand Turnout Repeater. The Turnout Repeater will operate in conjunction with 44.1 medium indication and provides advance warning that Bombo Signal 44.3 has set route for Loop Line turnout.
- Removal of Drivers Pushbuttons at Bombo on 44.1, 44.3, 44.6, 44.25, 44.26, 44.27 & 44.28 Signals.
- The existing WESTRACE MK1 interlocking in the BOMBO area will be replaced with a WESTRACE MK2 to control existing signalling equipment.
- The Wollongong Control Panel will have some minor changes:
 - Track 113.7CT at Minnamurra will be renamed to 113.7CT-DT
 - The alarms for the Bombo Fire System and Intruder will be removed

The new arrangement are shown in the attached Drivers Diagram.

VER 180322

Drivers Diagram VER 180321

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Richard Fang

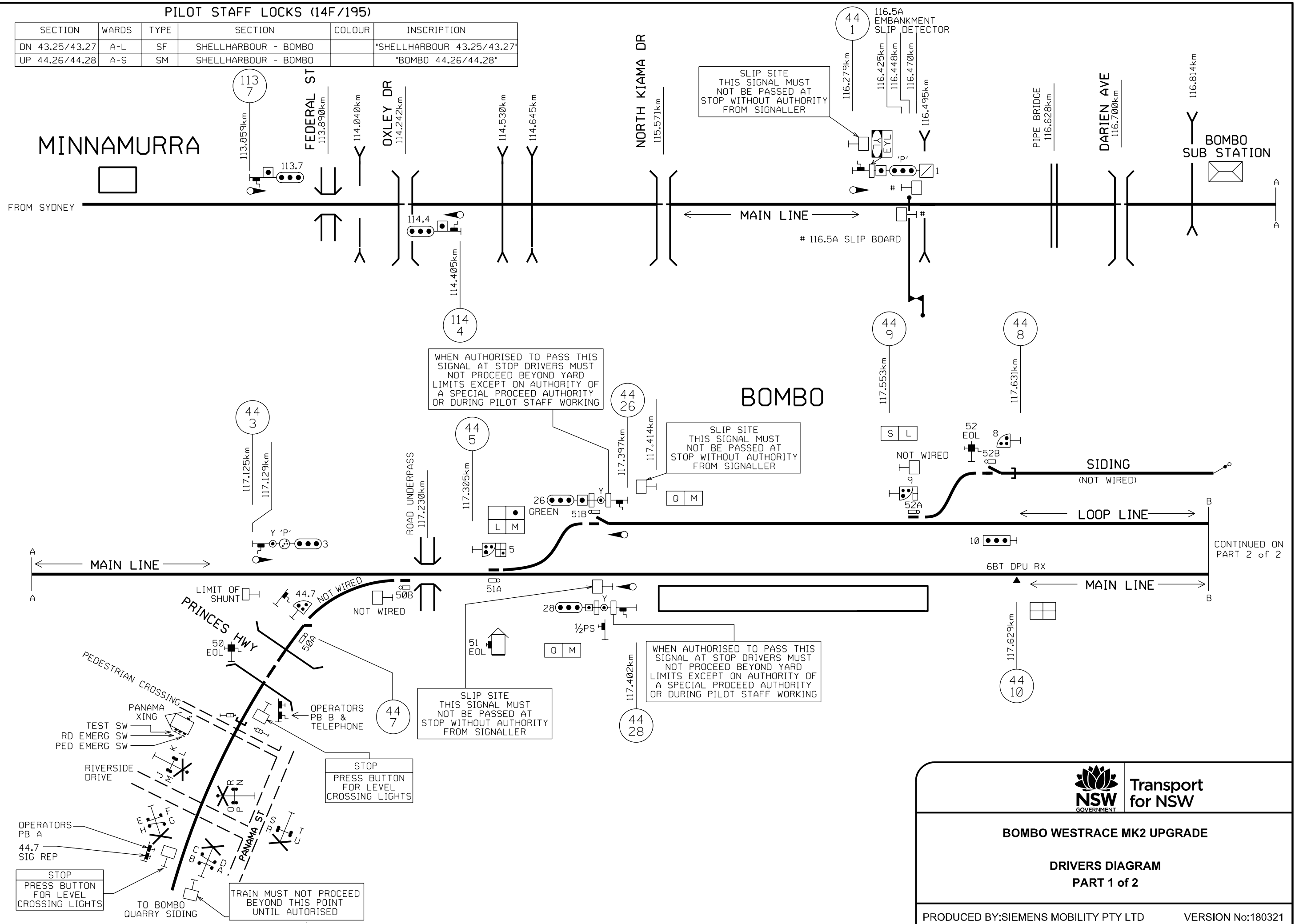
Signalling Design Engineer Siemens Mobility

Mobile: 0412141804

Email: Richard.Fang@siemens.com

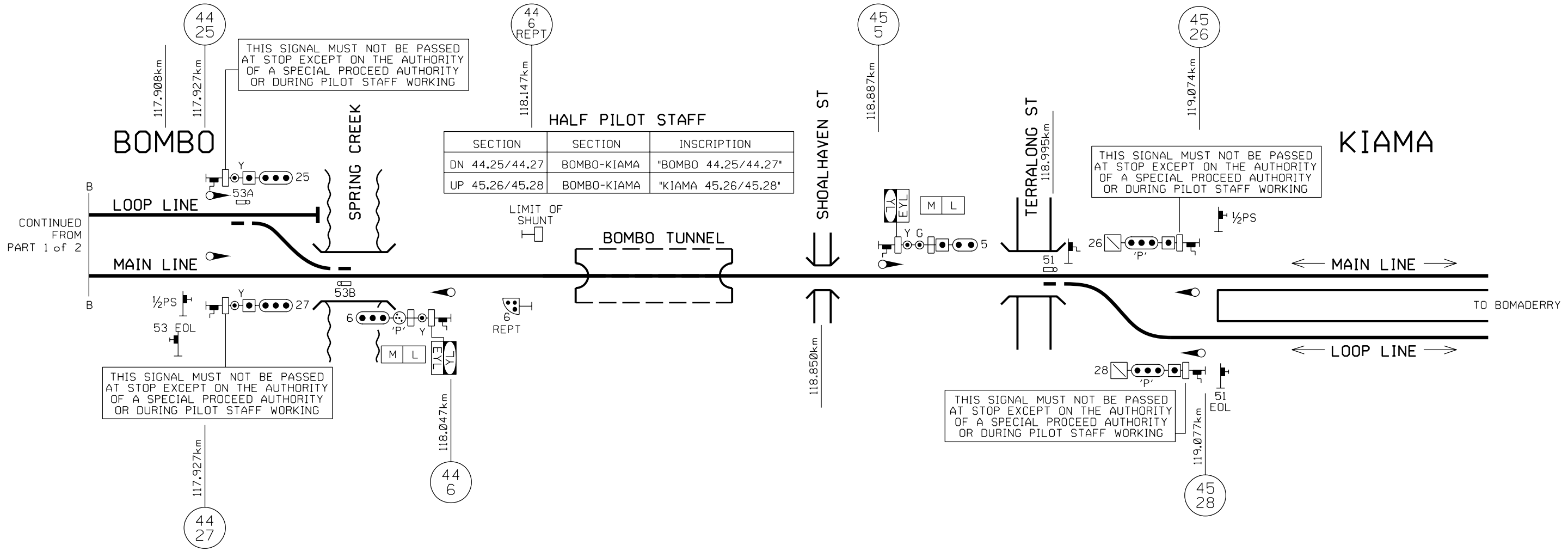
PILOT STAFF LOCKS (14F/195)

SECTION	WARDS	TYPE	SECTION	COLOUR	INSCRIPTION
DN 43.25/43.27	A-L	SF	SHELLHARBOUR - BOMBO		"SHELLHARBOUR 43.25/43.27"
UP 44.26/44.28	A-S	SM	SHELLHARBOUR - BOMBO		"BOMBO 44.26/44.28"



BOMBO WESTRACE MK2 UPGRADE

**DRIVERS DIAGRAM
PART 1 of 2**



AWABA – A18 SIGNAL RENEWAL

Commencing at 0200 hours on **Saturday, 11 Jun 2022** and continuing until 0200 hours on Tuesday, 14 Jun 2022, the following work will be carried out:

- A18 Signal on the Up Main will be renewed to LED type. The indications remain un-altered.
- Marker light will now become part of the Turnout unit.

Version 20052022**Randall Dower**

Commissioning Manager Signalling

SYDNEY Trains

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Shekhar Arora

Signal Design Engineer,

Signalling & Control Systems, Engineering & System Integrity,

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MT. VICTORIA TO EDGECOMBE - COMMISSIONING OF MECHANICAL TRAINSTOPS

Commencing at 06:00 hours on **Saturday, 4 June 2022** and continuing until 22:00 hours on Sunday, 5 June 2022, TfNSW will commission into use eight Mechanical Trainstops between Mt. Victoria and Edgewcombe.

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

Signal	Line	Remarks
Signal 82.8	Up Main	Mechanical Trainstop added.
Signal 83.6	Up Main	Mechanical Trainstop added.
Signal 84.8	Up Main	Mechanical Trainstop added.
Signal 85.6	Up Main	Mechanical Trainstop added.
Signal 86.4	Up Main	Mechanical Trainstop added.
Signal 89.6	Up Main	Mechanical Trainstop added.
Signal 85.7	Down Main	Mechanical Trainstop added.
Signal 88.1	Down Main	Mechanical Trainstop added.

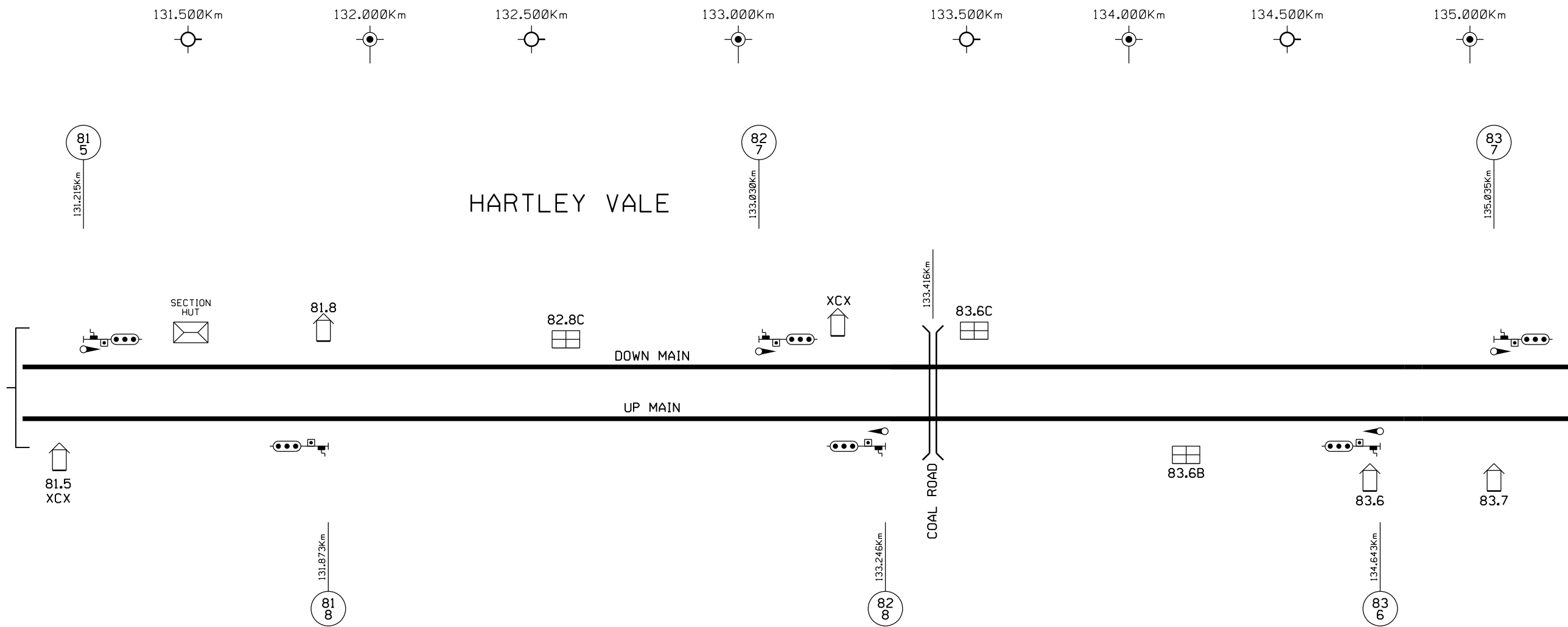
DIAGRAM VER28032022

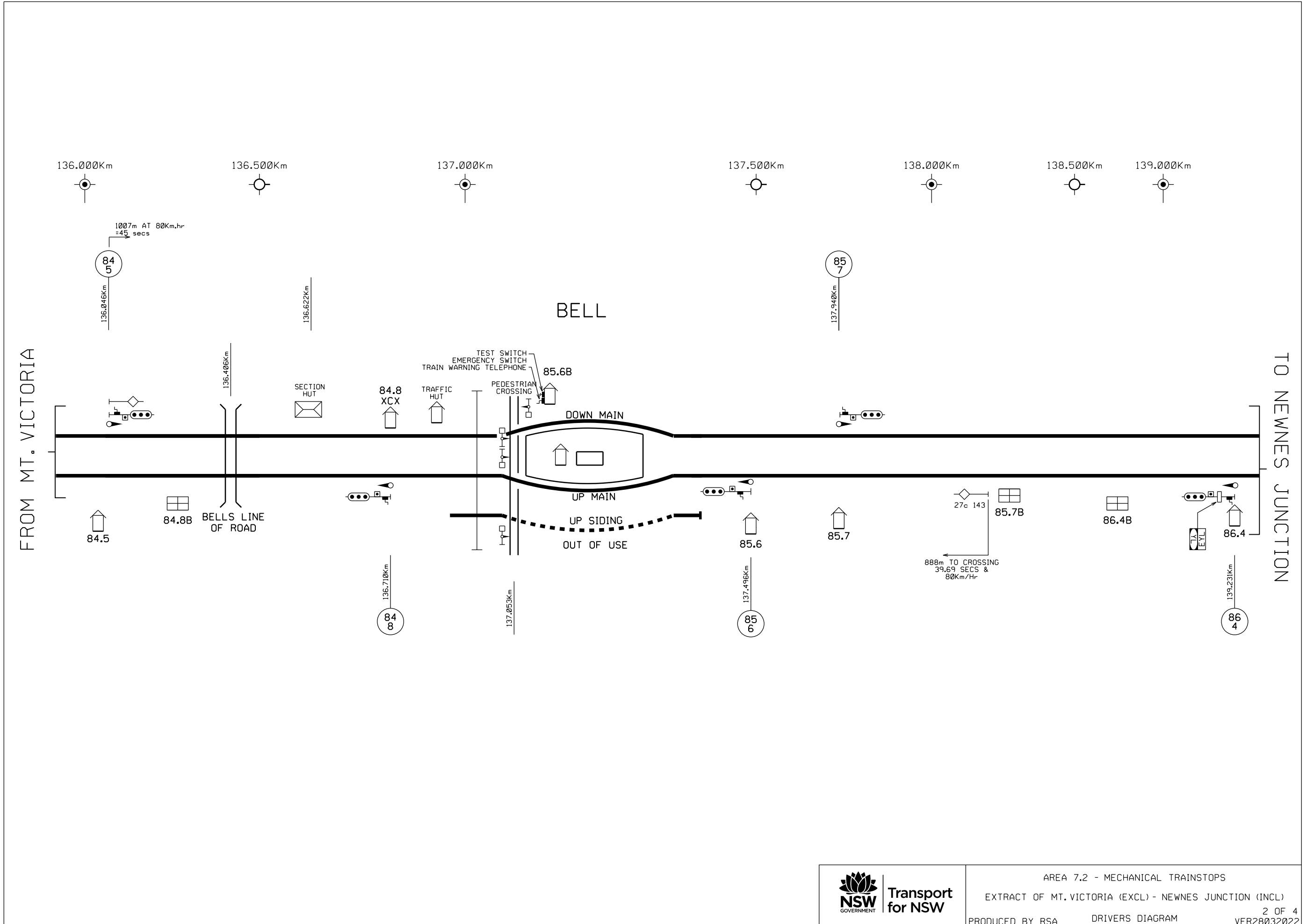
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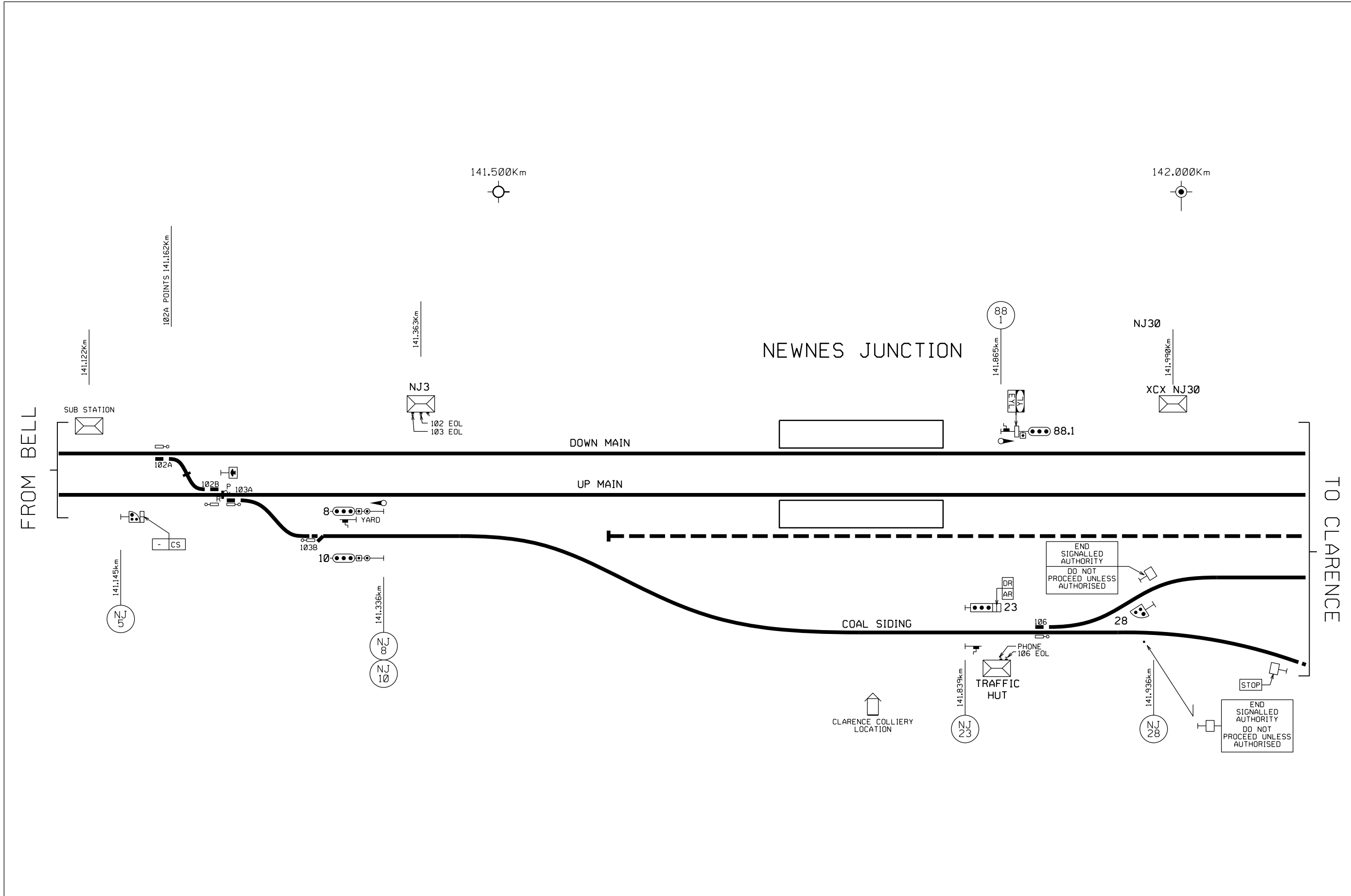
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FROM MT. VICTORIA

TO BELL







FROM CLARENCE

TO ZIG-ZAG

144.000Km

144.500Km

145.000Km

89.5

144.077Km

89.6

XCX

89.5

EYL

PLUG BOX
PW

P

1

PLUG BOX
PW

88.1F

89.6

90.2C

143.769Km


144.296Km


89.6

PENRITH – TOC UPDATE

On **Monday, 20 June 2022**, the TOC will be updated as follows to reflect location of speed signs on site.

Section 2f St Marys - Penrith

	KILO-MET-RAGE	DOWN			UP		
		General	Medium	High	General	Medium	High
	49.084	Werrington					
Existing	49.300	..	..	..	80	115	115
Existing	50.567	..	..	..	80	105	105
Existing	52.030	60	80	80	..	..	..
	52.702	Kingswood					
Amend	54.700	75	75	80	80	115	115
To read	54.546	75	75	80	80	115	115
Existing	54.970	61 Pts 			X35
	55.086	Penrith					

 Up Sign on Down Main

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Principal Track Design Engineer, Engineering System Integrity
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Jamie Ha

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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

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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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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, 24 May 2022