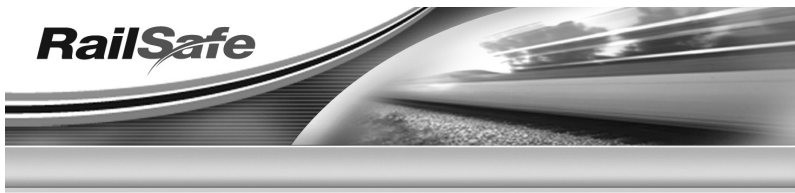


# 28

**weekly notice**

Monday, 10 July 2017  
Sunday, 16 July 2017



## **See online for all Safeworking Information**

[www.railsafe.org.au](http://www.railsafe.org.au)

Safeworking information, such as 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.

*GENERAL MANAGER 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:

| <b>Weekly Notice</b> | <b>For Week</b>  | <b>Deadline</b> |
|----------------------|------------------|-----------------|
| 29                   | 17/7/17–23/7/17  | 20/6/17         |
| 30                   | 24/7/17–30/7/17  | 27/6/17         |
| 31                   | 31/7/17–6/8/17   | 4/7/17          |
| 32                   | 7/8/17 – 13/8/17 | 11/7/17         |

So that printing and distributing schedules can be met, it is essential articles are received by the deadline.

Late articles 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 details at the end of the articles as shown below:

**Steve Swanson**

Network Rules Specialist

Tel: 02 8922 4183 (external) 2 4183 (internal)

Email: [stephen.swanson@transport.nsw.gov.au](mailto:stephen.swanson@transport.nsw.gov.au)

# COMMISSIONING OF ATRICS CONTROL OF STRATHFIELD NORTH STRATHFIELD AT HOMEBUSH CONTROL CENTRE

Commencing 2100 hours on **Friday 7 July 2017** and continuing until 0800 hours Sunday 9th July 2017, the control of the Ashfield, Homebush, Strathfield and North Strathfield area will be transferred to a new ATRICS panel called: Strathfield panel, which will incorporate the Ashfield, Homebush, Strathfield and North Strathfield control area located at Homebush Control Centre.

The existing three ATRICS spare workstations at Homebush Control Centre will be upgraded to include the new control areas.

The existing Ashfield and Spare ATRICS panels, as well as the Homebush, Strathfield and North Strathfield NX panels at Strathfield Signal Box will be decommissioned and permanently booked out of use.

## ATRICS Area of Control

The new Strathfield panel will have four separate areas of control which is to be controlled by a single user. The boundary limits of these control areas are:

| Area of Control | Line          | Boundary     |             |             |            |
|-----------------|---------------|--------------|-------------|-------------|------------|
|                 |               | First Signal | First Track | Last Signal | Last Track |
| <b>Ashfield</b> | Down Local    | L1.49        | SY517AT     | L6.69       | L6.69BT    |
|                 | Up Local      | L6.80        | L6.80AT     | L1.80       | L1.80AT    |
|                 | Down Suburban | S1.49        | SY495FT     | S6.69       | S6.69BT    |
|                 | Up Suburban   | S6.80        | S6.80AT     | S1.80       | S1.80AT    |
|                 | Down Main     | M1.61        | SY513BT     | M6.69       | M6.69BT    |
|                 | Up Main       | M6.80        | M6.80AT     | M1.80       | M1.80AT    |

*Continued on the next page*

Continued from the previous page

| Area of Control    | Line                | Boundary     |             |             |            |
|--------------------|---------------------|--------------|-------------|-------------|------------|
|                    |                     | First Signal | First Track | Last Signal | Last Track |
| <b>Strathfield</b> | Down Local          | ST105L       | ST105AT     | ST133L      | ST133BT    |
|                    | Up Local            | ST234L       | ST234AT     | ST104L      | ST104AT    |
|                    | Down Suburban       | ST103S       | ST103AT     | ST131S      | ST131CT    |
|                    | Up Suburban         | ST232S       | ST232AT     | ST102S      | ST102AT    |
|                    | Down Main           | ST101M       | ST101AT     | ST137M      | ST137BT    |
|                    | Up Main             | ST236M       | ST236AT     | ST100M      | ST100BT    |
|                    | Down North Suburban | N/A          | N/A         | N/A         | ST131ZT    |
|                    | Up North Suburban   | ST140NS      | ST140AT     | N/A         | N/A        |
|                    | Down North Main     | N/A          | N/A         | N/A         | ST137XT    |
|                    | Up North Main       | ST138N       | ST138AT     | N/A         | N/A        |
| <b>Homebush</b>    |                     |              |             |             |            |
|                    | Down Local          | ST233L       | ST233AT     | N/A         | ST261AT    |
|                    | Up Local            | N/A          | N/A         | ST240L      | ST240BT    |
|                    | Down Suburban       | ST231S       | ST231AT     | ST275S      | ST275BT    |
|                    | Up Suburban         | ST276S       | ST276AT     | ST238S      | ST238BT    |
|                    | Down Main           | ST235M       | ST235AT     | ST273M      | ST273BT    |
|                    | Up Main             | ST274M       | ST274AT     | ST242M      | ST242BT    |

Continued on the next page

| Area of Control          | Line                         | Boundary     |             |             |            |
|--------------------------|------------------------------|--------------|-------------|-------------|------------|
|                          |                              | First Signal | First Track | Last Signal | Last Track |
|                          | North Strathfield Goods Line | ST272G       | STGLAT      | ST253G      | STGLXT     |
| <b>North Strathfield</b> | Up Relief                    | ST192R       | ST192AT     | ST155G      | ST155AT    |
|                          | Down Relief                  | N/A          | N/A         | ST191R      | ST191CT    |
|                          | Down Main                    | N/A          | N/A         | ST189N      | ST189DT    |
|                          | Up Main                      | ST194N       | ST194AT     | N/A         | N/A        |
|                          | Down North Suburban          | ST139NS      | ST139AT     | N/A         | N/A        |
|                          | Up North Suburban            | N/A          | N/A         | N/A         | ST144XT    |
|                          | Down North Main              | ST141N       | ST141AT     | N/A         | N/A        |
|                          | Up North Main                | N/A          | N/A         | N/A         | ST144CT    |

## Communications

### Telephones

Existing numbers for Homebush, Ashfield, Strathfield and North Strathfield panels will ring through to the new Strathfield panel.

Signal Post phones will be redirected to the new Strathfield panel.

**CHANGE OF METRONET AND DTRS TRAIN RADIO SIGNALLER CONTROL AREAS FOR STRATHFIELD 036.**

Commencing at 0630 on **Sunday, 9 July 2017**, the boundary between Ashfield Signaller Area (058) and Strathfield Signaller Area (036) will be eliminated. Ashfield Signaller Area will be merged with Strathfield Signaller Area and will be known as Strathfield Signaller Control Area.

The new Strathfield Signaller Area will retain the area code 036.

The boundaries between Ashfield (058) and Illawarra Junction (035) will now be boundaries between Strathfield (036) and Illawarra Junction (035). These boundaries are presented below:

| Boundary  | Track Description | Location          | Kilometres (km) |
|---|-------------------|-------------------|-----------------|
| <b>Between Strathfield and Illawarra Junction</b> | Down Local        | Adjacent to L1.79 | 2.907           |
|   | Down Suburban     | Adjacent to S1.79 | 2.907           |
|   | Down Main         | Adjacent to M1.79 | 2.907           |
|   | Up Local          | Adjacent to L1.8  | 2.907           |
|   | Up Suburban       | Adjacent to S1.8  | 2.907           |
|   | Up Main           | Adjacent to M1.8  | 2.907           |

### Dean Farquharson

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## **WOLLONGONG (ILLAWARRA) – RENEWAL OF 268, 269A&B POINT MACHINES TO D84M MKIII AND RELOCATION OF SIGNAL WG442**

Commencing at 0200 hours on **Saturday, 29 July 2017** and continuing until 0200 hours on Monday, 31 July 2017 the following work shall be carried out:

- Existing 268 catch points on the DN Refuge will be renewed in approximately the same position. The point mechanisms will be renewed with D84M MkIII machines, utilising an in-bearer Spherolock arrangement.
- Existing 269A and 269B crossover from the DN Refuge to the DN Main will be renewed in approximately the same position. The point mechanisms will be renewed with D84M MkIII machines, utilising an in-bearer Spherolock arrangement.
- 268 & 269 existing ESML's (Emergency Switch Machine Lock) will be replaced with EOL's (Emergency Operation Lock) of the Fortress key type for emergency hand operation.
- Shunt signal WG442 will be relocated approximately 26m towards the Country

**VER03052017**

### **John Ananin**

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## **NARARA (NORTH) – PROVISION OF NEW ATP SIGNS**

Commencing at 0900 hours and continuing until 2300 hours on **Monday, 17th July 2017**, ATP signage changes will be carried out at Narara as part of the Advanced Train Control Migration System (AMS) – System Integration Testing (SIT) stage.

Existing “END ATP” signage will be removed on the Up Main approximately 390m Sydney side of 53.4 signal (85.984km).

As shown on the attached drivers diagrams, a new “END ATP” sign will be provided on the rear of existing “BEGIN ATP” sign at 85.070km on the Down Main approximately 90m country side of 52.9 signal (84.980km). A new back to back “END ATP” and “BEGIN ATP” sign will be provided at 85.568km on the Up Main approximately 416m Sydney side of 53.4 signal (85.984km).

The signs will have white retro-reflective text on a black background.

**VER 01052017**

**DIAGRAM VER 20042017**

### **Warren Daley**

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## **WYONG / WARNERVALE (NORTH) – PROVISION OF NEW ATP SIGNS**

Commencing at 0900 hours and continuing until 2300 hours on **Monday, 17th July 2017**, ATP signage changes will be carried out at Warnervale as part of the Advanced Train Control Migration System (AMS) – System Integration Testing (SIT) stage.

As shown on the attached drivers diagrams, a new “END ATP” sign will be provided on the rear of existing “BEGIN ATP” sign at 105.100km on the Up Main approximately 260m country side of WG32 signal (104.839km) and a new “BEGIN ATP” sign will be provided on the rear of existing “END ATP” sign at 105.100km on the Down Main approximately 155m Sydney side of 65.5 signal (105.255km).

The signs will have white retro-reflective text on a black background.

**VER 01052017**

**DRIVERS DIAGRAM VER 20042017**

### **Warren Daley**

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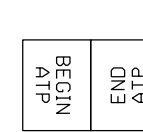
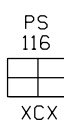
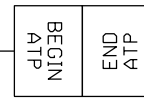
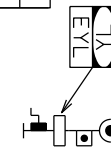
FROM GOSFORD

NARARA

DOWN MAIN →

← UP MAIN

A  
ADJOINS SHEET 2 OF 14  
A



LEGEND :

- DOWN DIRECTION FIXED BALISE
- UP DIRECTION FIXED BALISE
- DOWN DIRECTION CONTROLLED BALISE
- UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

1 OF 14

VER20042017

ADJOINS SHEET 1 OF 14

ADJOINS SHEET 3 OF 14

NIAGARA PARK

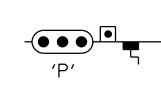
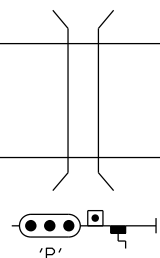
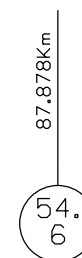
LISAROW



87.047km



XCX



LEGEND :

- DOWN DIRECTION FIXED BALISE
- UP DIRECTION FIXED BALISE
- DOWN DIRECTION CONTROLLED BALISE
- UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

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VER20042017

ADJOINS SHEET 2 OF 14

ADJOINS SHEET 4 OF 14

54.1C

PACIFIC HWY

54.1D

54.1F

56.2B

55.9

89.855Km

55.9  
PS  
XCX

DOWN MAIN →

← UP MAIN

- LEGEND :
- △— DOWN DIRECTION FIXED BALISE
  - ▽— UP DIRECTION FIXED BALISE
  - ▲— DOWN DIRECTION CONTROLLED BALISE
  - ▼— UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2  
DRIVERS DIAGRAM

ADJOINS SHEET 3 OF 14

ADJOINS SHEET 5 OF 14

# OURIMBAH

57.2F

56.2





PS  
57.2C  
XCX

CHITAWAY ROAD

90.173km

56.2

LEGEND :

-  DOWN DIRECTION FIXED BALISE
-  UP DIRECTION FIXED BALISE
-  DOWN DIRECTION CONTROLLED BALISE
-  UP DIRECTION CONTROLLED BALISE



### ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

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VER20042017

ADJOINS SHEET 4 OF 14

ADJOINS SHEET 6 OF 14

56.9

91.563km



OURIMBAH SUBSTATION

56.9C

58.1





93.683km



57.2

92.163km

56.9D

- LEGEND :
-  DOWN DIRECTION FIXED BALISE
  -  UP DIRECTION FIXED BALISE
  -  DOWN DIRECTION CONTROLLED BALISE
  -  UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2  
DRIVERS DIAGRAM

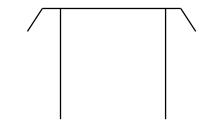
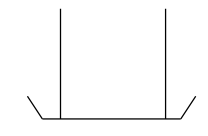
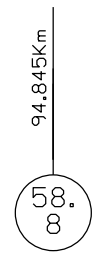
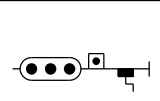
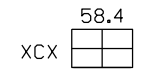


ADJOINS SHEET 5 OF 14

ADJOINS SHEET 7 OF 14

TUGGERAH SECTIONING HUT

OURIMBAH CREEK



- LEGEND :
- DOWN DIRECTION FIXED BALISE
  - UP DIRECTION FIXED BALISE
  - DOWN DIRECTION CONTROLLED BALISE
  - UP DIRECTION CONTROLLED BALISE

**NSW Transport for NSW**

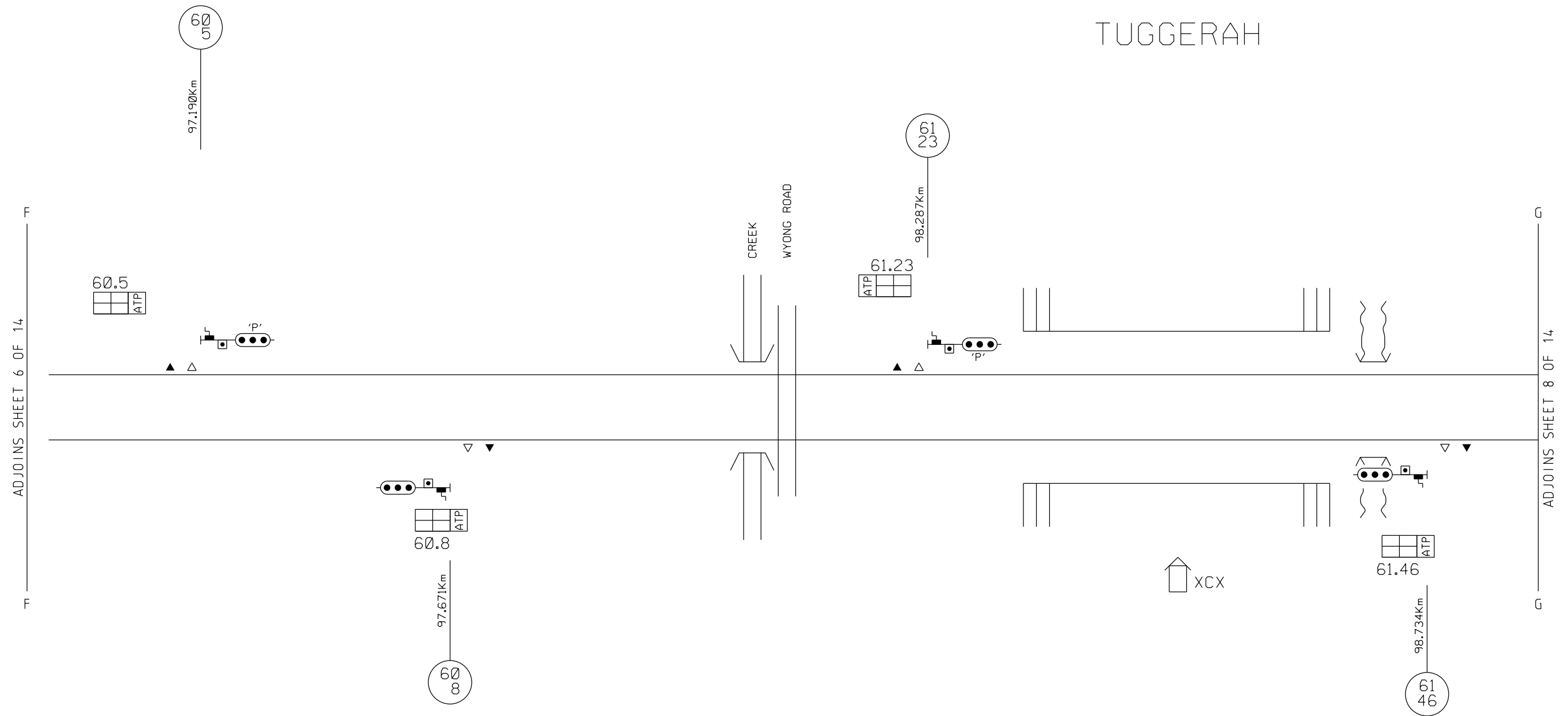
**ADVANCED TRAIN CONTROL MIGRATION SYSTEM**

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM 6 OF 14

VER20042017

# TUGGERAH



ADJOINS SHEET 6 OF 14

ADJOINS SHEET 8 OF 14

- LEGEND :
- DOWN DIRECTION FIXED BALISE
  - UP DIRECTION FIXED BALISE
  - DOWN DIRECTION CONTROLLED BALISE
  - UP DIRECTION CONTROLLED BALISE

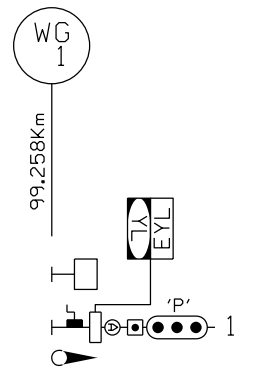
|  |
|--|
|  |
| <b>ADVANCED TRAIN CONTROL MIGRATION SYSTEM</b><br>SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2<br>DRIVERS DIAGRAM |
| 7 OF 14<br>VER20042017   |

ADJOINS SHEET 7 OF 14

ADJOINS SHEET 9 OF 14

DOWN MAIN →  
UP MAIN ←

61.23D



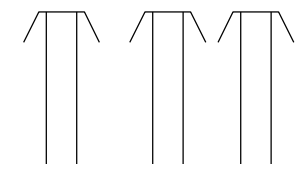
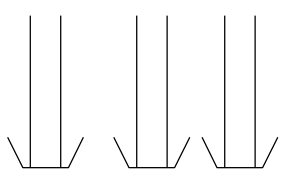
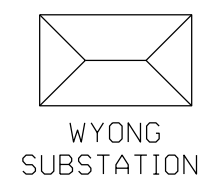
61.75  
ATP

61.75C

61.80  
XCX

99.373km

61.80



- LEGEND :
- △ DOWN DIRECTION FIXED BALISE
  - ▽ UP DIRECTION FIXED BALISE
  - ▲ DOWN DIRECTION CONTROLLED BALISE
  - ▼ UP DIRECTION CONTROLLED BALISE

**NSW** Transport for NSW

**ADVANCED TRAIN CONTROL MIGRATION SYSTEM**

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM 8 OF 14

VER20042017

|      |                |                |     |
|------|----------------|----------------|-----|
| WG3  | (M)A           | DOWN MAIN      | -   |
|      | (S)A           | DOWN MAIN      | DM  |
|      | (M)B           | UP MAIN        | •+U |
|      | (S)B           | UP MAIN        | UM  |
|      | (M)C           | UP REFUGE LOOP | •+R |
| (S)C | UP REFUGE LOOP | UR             |     |

|     |      |                |    |
|-----|------|----------------|----|
| WG5 | (S)A | UP MAIN        | UM |
|     | (S)B | UP REFUGE LOOP | UR |

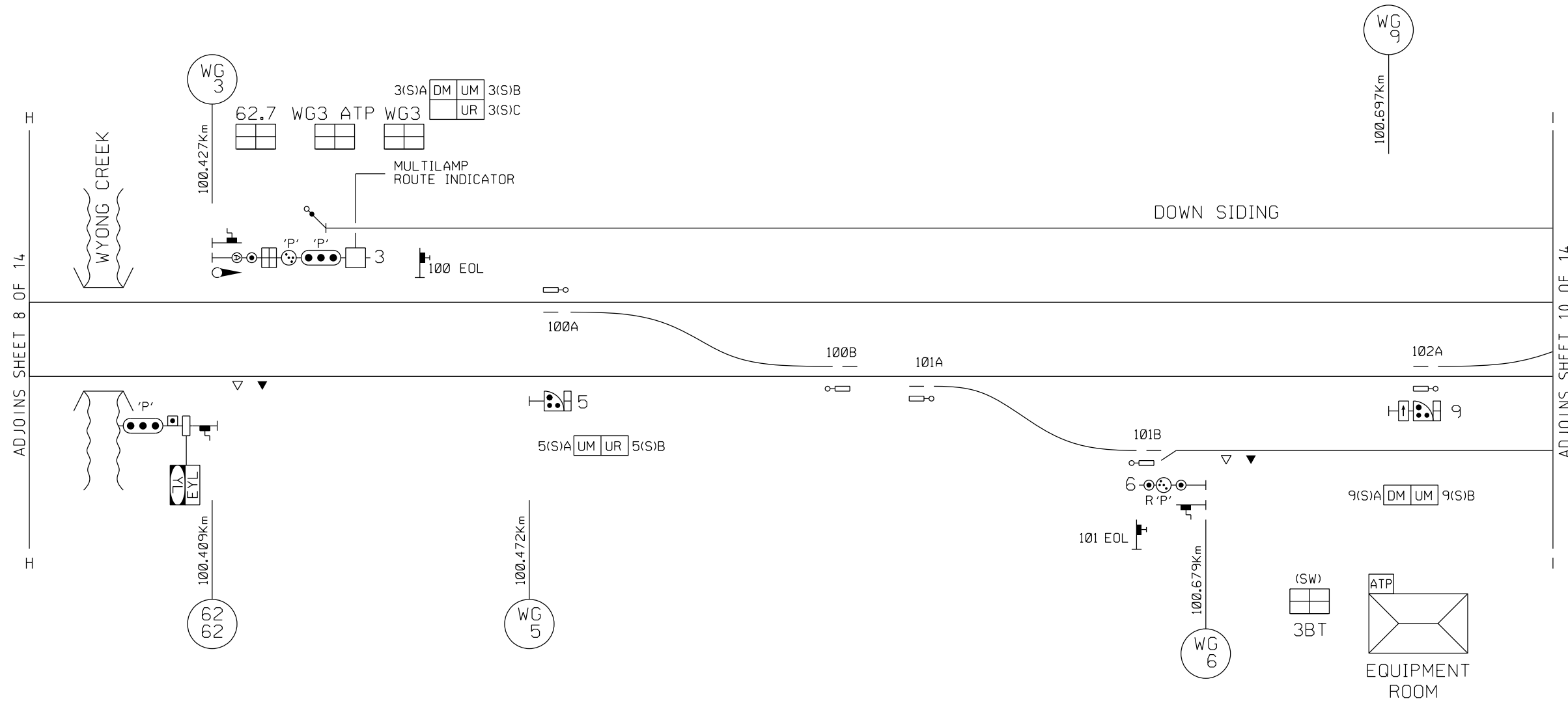
EMERGENCY SWITCH MACHINE LOCK (ESML)  
(MOUNTED IN CUPBOARD SECURED BY S.L. LOCK)  
RELEASES KEY WITH CRANK HANDLE ATTACHED  
FOR 102 & 103 POINTS

| POINTS           | TYPE | POINTS | WARDING | INDEX | LOCATION   |
|------------------|------|--------|---------|-------|------------|
| WESTINGHOUSE M3A |      | 102    |         | A-F   | ADJ 10 SIG |
| WESTINGHOUSE M3A |      | 103    |         | A-G   | ADJ 10 SIG |

EMERGENCY OPERATION LOCK (EOL)  
(MOUNTED IN 53J/S CUPBOARD SECURED BY S.L. LOCK)

| POINTS | TYPE     | INDEX | KEY      | INSCRIPTION                    |
|--------|----------|-------|----------|--------------------------------|
| 100A   | WBS D84M | AD    | FORTRESS | WYONG 100 EOL AND 100A PTS MTR |
| 100B   | WBS D84M | AD    | FORTRESS | WYONG 100 EOL AND 100B PTS MTR |
| 101A   | WBS D84M | AE    | FORTRESS | WYONG 101 EOL AND 101A PTS MTR |
| 101B   | WBS D84M | AE    | FORTRESS | WYONG 101 EOL AND 101B PTS MTR |

|     |      |         |   |
|-----|------|---------|---|
| WG6 | (M)A | UP MAIN | - |
|     | (S)A | UP MAIN | - |



ADJOINS SHEET 8 OF 14

ADJOINS SHEET 10 OF 14

- LEGEND :
- DOWN DIRECTION FIXED BALISE
  - UP DIRECTION FIXED BALISE
  - DOWN DIRECTION CONTROLLED BALISE
  - UP DIRECTION CONTROLLED BALISE

**NSW Transport for NSW**

**ADVANCED TRAIN CONTROL MIGRATION SYSTEM**

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

9 OF 14

VER20042017

# WYONG

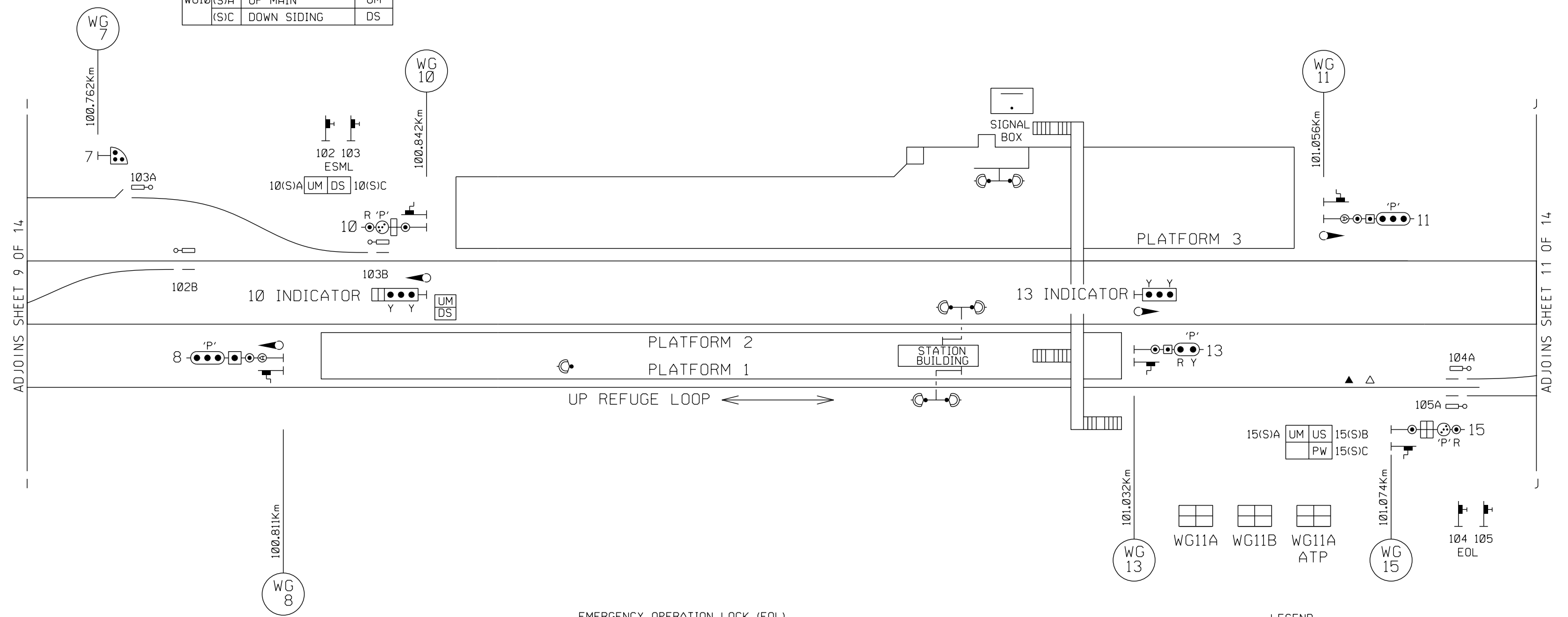
|      |     |           |   |
|------|-----|-----------|---|
| WG11 | (M) | DOWN MAIN | - |
|      | (S) | DOWN MAIN | - |

|      |     |         |   |
|------|-----|---------|---|
| WG13 | (M) | UP MAIN | - |
|      | (S) | UP MAIN | - |

|      |      |                |    |
|------|------|----------------|----|
| WG15 | (M)A | UP MAIN        | •  |
|      | (S)A | UP MAIN        | UM |
|      | (S)B | UP STORAGE SDG | US |
|      | (S)C | PERWAY SIDING  | PW |

|     |      |         |   |
|-----|------|---------|---|
| WG8 | (M)A | UP MAIN | - |
|     | (S)A | UP MAIN | - |

|      |      |             |    |
|------|------|-------------|----|
| WG10 | (M)A | UP MAIN     | •  |
|      | (S)A | UP MAIN     | UM |
|      | (S)C | DOWN SIDING | DS |



EMERGENCY OPERATION LOCK (EOL)  
MOUNTED IN CUPBOARD SECURED BY S.L. LOCK  
RELEASES FORTRESS KEY FOR POINTS MOTOR

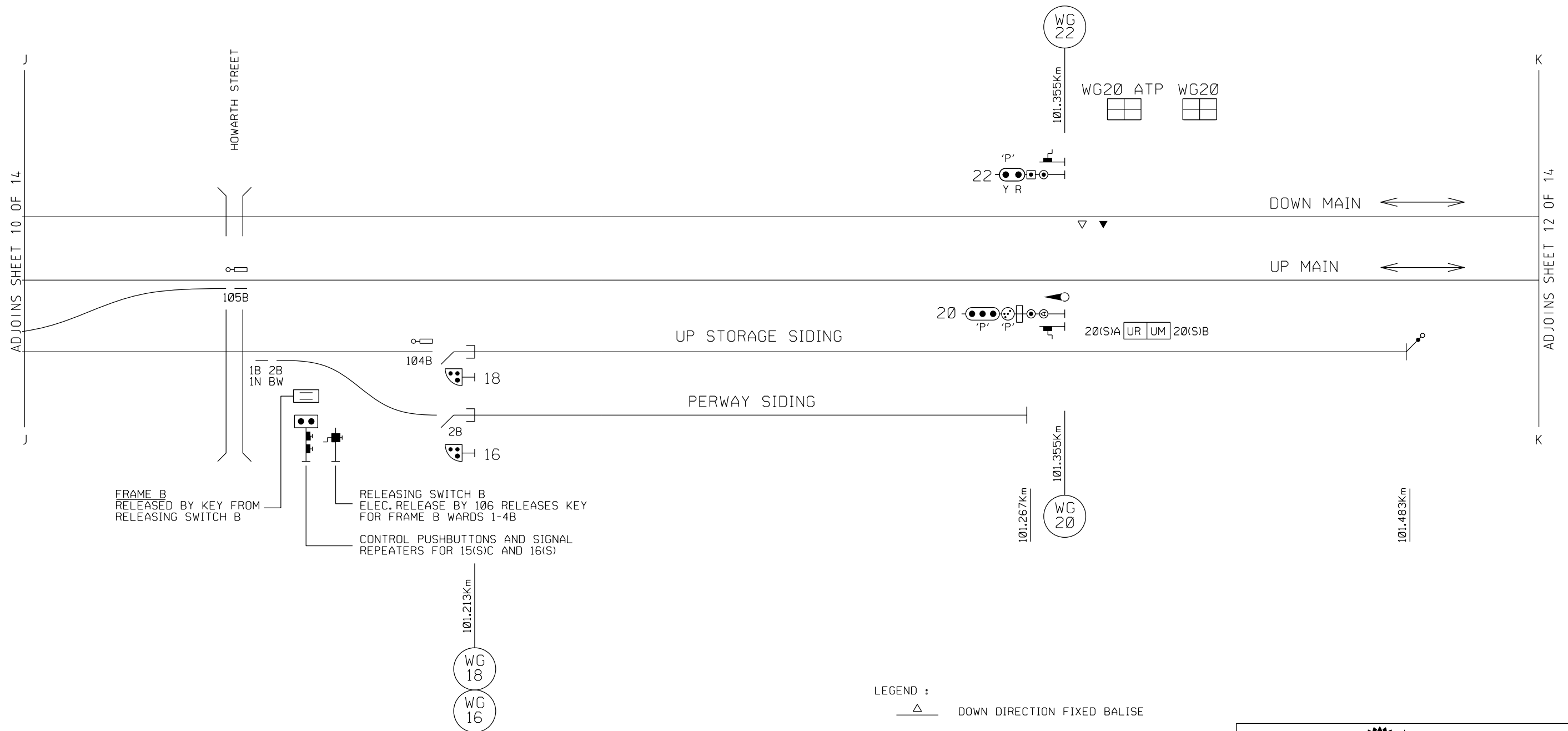
| POINTS No. | POINTS TYPE    | DUAL 84M LEVER BALL BEARING REMOVED | NUMBER OF BACKDRIVERS | BEARER   | MECHANICAL DRIVE | EMERGENCY OPERATION |                        |               | LOCATION | INSCRIPTION              |
|------------|----------------|-------------------------------------|-----------------------|----------|------------------|---------------------|------------------------|---------------|----------|--------------------------|
|            |                |                                     |                       |          |                  | TYPE                | EOL INDEX ESML WARDING | MACHINE INDEX |          |                          |
| 104A       | WBS D84M MKIII | NO                                  | -                     | CONCRETE | SPHEROLOCK       | EOL KEY             | A-H                    | A-H           | A END    | WYONG EOL & 104A PTS MTR |
| 104B       | WBS D84M MKIII | NO                                  | -                     | CONCRETE | SPHEROLOCK       | EOL KEY             | A-H                    | A-H           | A END    | WYONG EOL & 104B PTS MTR |
| 105A       | WBS D84M MKIII | NO                                  | -                     | CONCRETE | SPHEROLOCK       | EOL KEY             | A-J                    | A-J           | A END    | WYONG EOL & 105A PTS MTR |
| 105B       | WBS D84M MKIII | NO                                  | 1                     | CONCRETE | SPHEROLOCK       | EOL KEY             | A-J                    | A-J           | A END    | WYONG EOL & 105B PTS MTR |

- LEGEND :
- △ DOWN DIRECTION FIXED BALISE
  - ▽ UP DIRECTION FIXED BALISE
  - ▲ DOWN DIRECTION CONTROLLED BALISE
  - ▼ UP DIRECTION CONTROLLED BALISE

  
**ADVANCED TRAIN CONTROL MIGRATION SYSTEM**  
 SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2  
 DRIVERS DIAGRAM 10 OF 14  
 VER20042017

|      |      |                |     |
|------|------|----------------|-----|
| WG20 | (M)A | UP REFUGE LOOP | ••• |
|      | (S)A | UP REFUGE LOOP | UR  |
|      | (M)B | UP MAIN        | -   |
|      | (S)B | UP MAIN        | UM  |

|      |     |           |   |
|------|-----|-----------|---|
| WG22 | (M) | DOWN MAIN | - |
|      | (S) | DOWN MAIN | - |



- LEGEND :
- △ DOWN DIRECTION FIXED BALISE
  - ▽ UP DIRECTION FIXED BALISE
  - ▲ DOWN DIRECTION CONTROLLED BALISE
  - ▼ UP DIRECTION CONTROLLED BALISE



**ADVANCED TRAIN CONTROL MIGRATION SYSTEM**

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

11 OF 14

VER20042017

|      |      |           |    |
|------|------|-----------|----|
| WG25 | (M)A | DOWN MAIN | -  |
|      | (S)A | DOWN MAIN | DM |
|      | (S)B | UP MAIN   | UM |

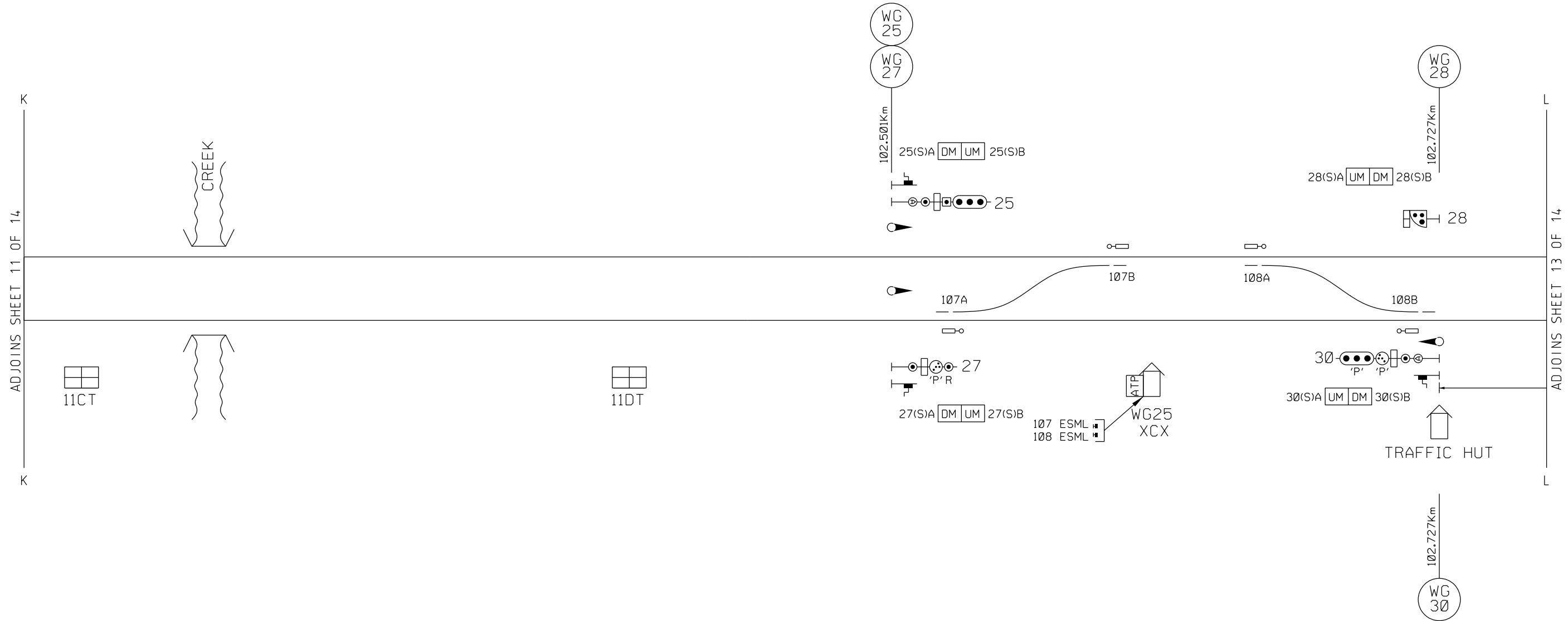
|      |      |           |    |
|------|------|-----------|----|
| WG27 | (M)A | DOWN MAIN | •• |
|      | (S)A | DOWN MAIN | DM |
|      | (S)B | UP MAIN   | UM |

EMERGENCY SWITCH MACHINE LOCK (ESML)  
(MOUNTED IN CUPBOARD SECURED BY S.L. LOCK)  
RELEASES KEY WITH CRANKHANDLE ATTACHED  
FOR 107 & 108 POINTS

| POINTS TYPE      | POINTS | WARDING | INDEX | LOCATION |
|------------------|--------|---------|-------|----------|
| WESTINGHOUSE M3A | 107    |         | A-K   | WG25     |
| WESTINGHOUSE M3A | 108    |         | A-D   | WG25     |

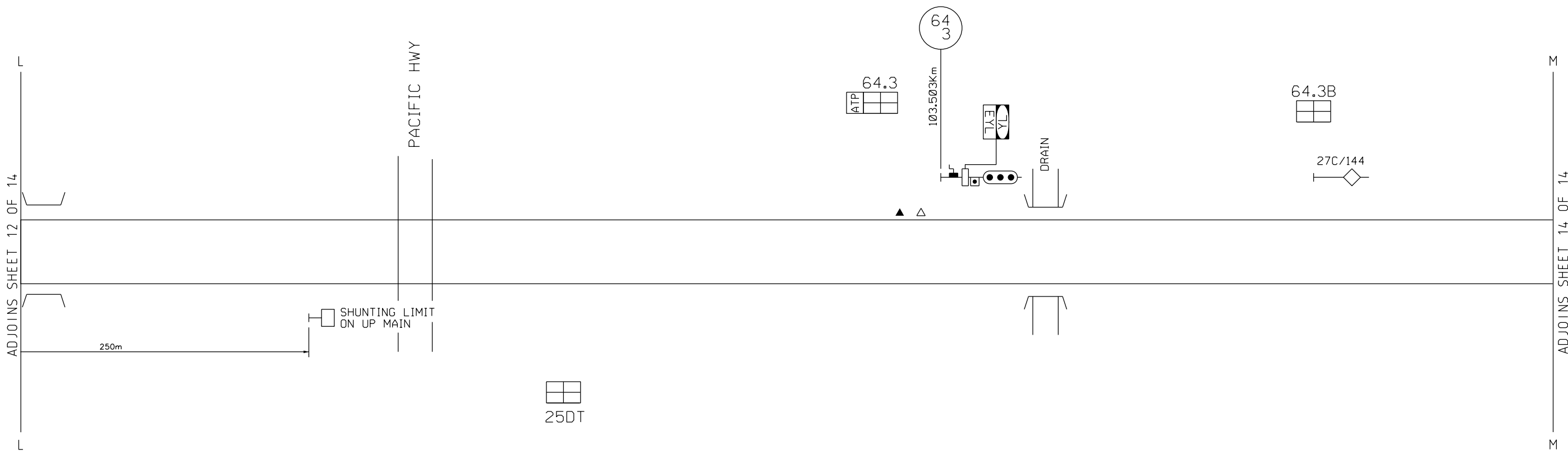
|      |      |           |    |
|------|------|-----------|----|
| WG28 | (S)A | UP MAIN   | UM |
|      | (S)B | DOWN MAIN | DM |





|      |      |           |    |
|------|------|-----------|----|
| WG30 | (M)A | UP MAIN   | -  |
|      | (S)A | UP MAIN   | UM |
|      | (M)B | DOWN MAIN | •• |
|      | (S)B | DOWN MAIN | DM |



ADJOINS SHEET 12 OF 14

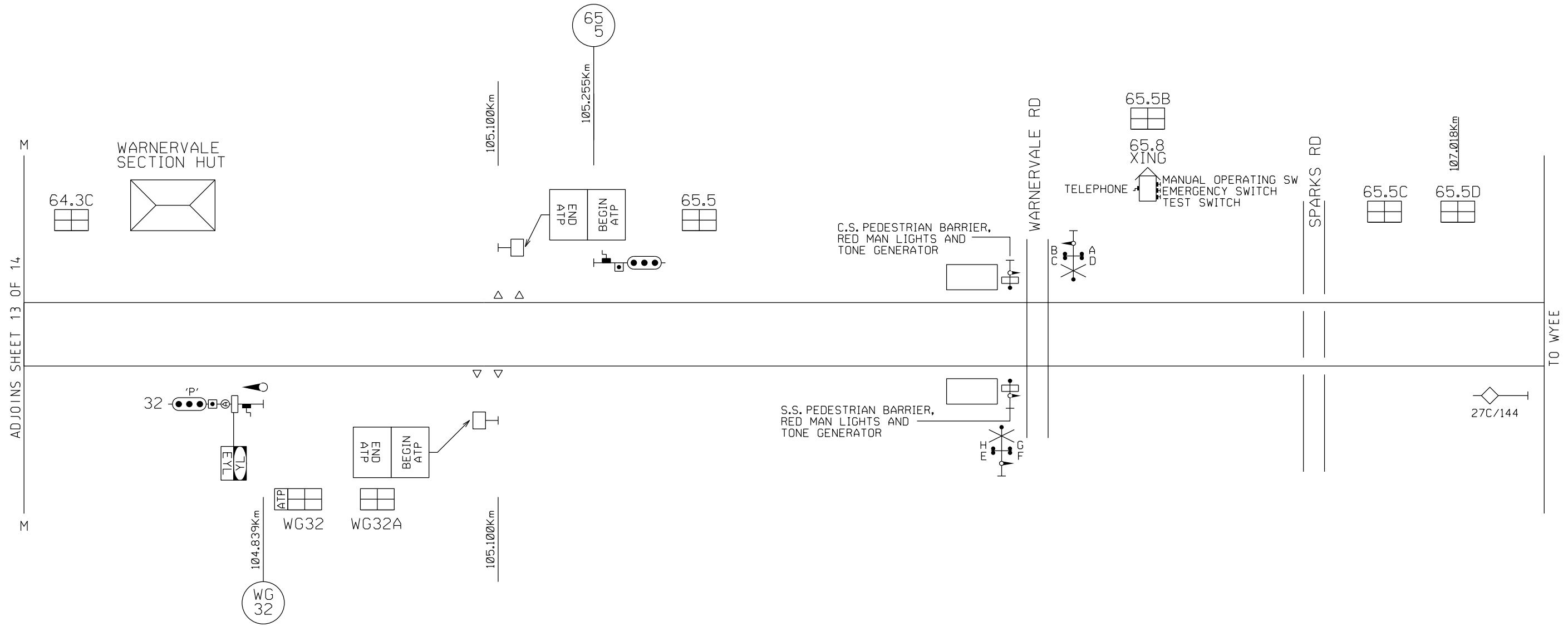
ADJOINS SHEET 14 OF 14







- LEGEND :
-  DOWN DIRECTION FIXED BALISE
  -  UP DIRECTION FIXED BALISE
  -  DOWN DIRECTION CONTROLLED BALISE
  -  UP DIRECTION CONTROLLED BALISE



# WARNERVALE



- LEGEND :
-  DOWN DIRECTION FIXED BALISE
  -  UP DIRECTION FIXED BALISE
  -  DOWN DIRECTION CONTROLLED BALISE
  -  UP DIRECTION CONTROLLED BALISE

|  |
|--|
|                               |
| <b>ADVANCED TRAIN CONTROL MIGRATION SYSTEM</b><br>SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2<br>DRIVERS DIAGRAM |
| 14 OF 14<br>VER20042017  |

## STATUS OF TOM NOTICES

| Number   | Title  | Issued   | Effective |
|----------|--|----------|-----------|
| 001–2007 | Introduction of TOM Notices  | 13/09/07 | 13/09/07  |
| 019–2007 | MK16 Vigilance control on XPT power car  | 2/11/07  | 8/11/07   |
| 018–2007 | Emergency equipment boxes RailCorp train fleet   | 1/11/07  | 19/11/07  |
| 004–2008 | OMDT 450: Description and operation of XPT trains+                                       | 1/5/08   | 11/5/08   |
| 008–2009 | OMET 264: Minimum tractive effort requirements   | 1/10/09  | 11/10/09  |
| 010–2009 | OMDT 461: XPT radio amalgamation unit (RAU)  | 26/11/09 | 6/12/09   |
| 011–2009 | OMDT 462: XPT MetroNet radio   | 26/11/09 | 6/12/09   |
| 012–2009 | OMDT 463: XPT CountryNet and local radios  | 26/11/09 | 6/12/09   |
| 013–2009 | OMDT 464: MultiChannel radio   | 26/11/09 | 6/12/09   |
| 014–2009 | OMDT 465: XPT train-to-base radio  | 26/11/09 | 6/12/09   |
| 001–2010 | OMDT 458: Train preparation of XPT trains  | 18/2/10  | 28/2/10   |
| 010–2011 | XPT 030: Minimum Operating Standards   | 28/7/11  | 7/8/11    |
| 001–2012 | OMET 266: Operation of Y-Set Trains  | 2/2/12   | 12/2/12   |
| 010–2012 | 48 Class: Train Operations Manual (TOM)  | 25/10/12 | 4/11/12   |
| 011–2012 | TWP 178: CountryNet and Local Radios   | 29/11/12 | 9/12/12   |
| 001–2013 | Operation of H-Set (Oscar) Trains Fitted with Automatic Train Protection (ATP) Equipment | 17/1/13  | 27/1/13   |
| 003–2013 | 48 Class: Wheels   | 7/2/13   | 10/2/13   |
| 013–2013 | OMDT 454: Disabled Train   | 23/5/13  | 2/6/13    |
| 015–2013 | OMET 200: Minimum Standards for Electric Trains  | 30/5/13  | 9/6/13    |
| 002–2014 | OMET 220: Wheel slip light indications   | 20/2/14  | 2/3/14    |
| 005–2014 | Operation of T-Set (Tangara) Trains fitted with ATP equipment                            | 3/4/14   | 14/4/14   |
| 011–2015 | ATP Train Testing  | 17/9/15  | 29/9/15   |
| 012–2015 | Guards Trial: Waterfall to Wollongong  | 24/9/15  | 6/10/15   |
| 010–2015 | Drivers Mobility Trial   | 24/9/15  | 6/10/15   |
| 002–2015 | TWP 182: Digital Train Radio System (DTRS)   | 1/10/15  | 2/11/15   |
| 002–2016 | Train Crew Mobility Program  | 28/4/16  | 8/5/16    |
| 010–2017 | Train Specifications & Descriptions  | 15/6/17  | 25/6/17   |

*Continued on the next page*

(W.N. 28 – 2017)

| <b>Number</b> | <b>Title</b>  | <b>Issued</b> | <b>Effective</b> |
|---------------|---|---------------|------------------|
| 004–2016      | OMET 262: Failure of Train Management System  | 14/7/16       | 24/7/16          |
| 006–2016      | OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains                                | 11/8/16       | 21/8/16          |
| 009–2016      | OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars | 22/9/16       | 2/10/16          |
| 001–2017      | Incorporation of Waratah, OSCAR and Millenimum TOM Notices and Safe Notices into the TOM              | 19/1/17       | 29/1/17          |
| 002–2017      | Amendment to OMET 200, XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)20/2/14                        | 19/1/17       | 29/1/17          |
| 003–2017      | Exception to TWP 100  | 19/1/17       | 29/1/17          |
| 006–2017      | OMDT 500: Minimum Standards for Hunter Rail Cars  | 30/3/17       | 9/4/17           |
| 007–2017      | WAR 208 Main Power Faults   | 30/3/17       | 9/4/17           |
| 005–2017      | TWP 150: Damaged or Missing Window Glass  | 6/4/17        | 16/4/17          |
| 009–2017      | Operation of H-set (OSCAR) trains fitted with ATP   | 25/5/17       | 4/6/17           |

## STATUS OF PERMANENT SAFE NOTICES

| Number   | Title  | Issued  | Effective |
|----------|--|---------|-----------|
| 041–2016 | Trial of Worksite Delineation Markers  | 6/10/16 | 18/10/16  |
| 047–2016 | Shared Corridor Protocols - Metropolitan Freight Network<br>(MFN) - Southern Sydney Freight Line(SSFL) | 1/12/16 | 11/12/16  |
| 048–2016 | Operator Specific Procedures   | 8/12/16 | 18/12/16  |
| 001–2017 | WAR 030 Minimum Standards  | 12/1/17 | 22/1/17   |
| 002–2017 | XPT 030 MOS  | 12/1/17 | 22/1/17   |
| 003–2017 | Management of work on track at Interface   | 12/1/17 | 22/1/17   |
| 004–2017 | Unreliable track circuit operation   | 25/1/17 | 5/2/17    |
| 005–2017 | Network Rules Publications   | 9/2/17  | 19/2/17   |
| 008–2017 | Trial of Signal Key Switches   | 2/3/17  | 12/3/17   |
| 011–2017 | Trial of Worksite Delineation Markers  | 30/3/17 | 11/4/17   |

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## STATUS OF NETWORK MANUALS AND FORMS

|                                     |                  |                  |
|-------------------------------------|------------------|------------------|
| <b>Network Rules</b>                | RailSafe Website | Online documents |
| <b>Network Procedures</b>           | RailSafe Website | Online documents |
| <b>Network Forms (Units)</b>        | RailSafe Website | Online documents |
| <b>Network Local Appendices</b>     | RailSafe Website | Online documents |
| <b>Operator Specific Procedures</b> | RailSafe Website | Online documents |

The Network Rules, Network Procedures and Network Forms (Units) have changed and are available as a digital-only publication.

Network Forms will continue to be available as printed pads or workbooks and you can order these through your Distribution Officer online through the RailSafe website.

## STATUS OF TRAIN WORKING PROCEDURES

| <b>Title</b>  | <b>Version</b> | <b>Date issued</b> |
|---------------|----------------|--------------------|
| TWP 100 (New) | 4              | November 2015      |
| TWP 102       | 3              | May 2012           |
| TWP 106       | 3              | May 2012           |
| TWP 108       | 4              | May 2012           |
| TWP 110       | 3              | May 2012           |
| TWP 112       | 3              | May 2012           |
| TWP 114 (New) | 4              | November 2015      |
| TWP 116       | 3              | May 2012           |
| TWP 118 (New) | 4              | November 2015      |
| TWP 120       | 3              | May 2012           |
| TWP 122       | 3              | May 2012           |
| TWP 124       | 3              | May 2012           |
| TWP 126       | 3              | May 2012           |
| TWP 128       | 3              | May 2012           |
| TWP 130       | 3              | May 2012           |
| TWP 132       | 3              | May 2012           |
| TWP 134       | 3              | May 2012           |
| TWP 136 (New) | 4              | November 2015      |
| TWP 138 (New) | 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 (New) | 4              | November 2015      |
| TWP 152 (New) | 4              | November 2015      |
| TWP 154       | 3              | May 2012           |
| TWP 156 (New) | 6              | November 2015      |
| TWP 158       | 3              | May 2012           |
| TWP 160 (New) | 4              | November 2015      |
| TWP 162       | 3              | May 2012           |
| 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 (New) | 2              | November 2015      |
| TWP 176 (New) | 1              | November 2015      |
| TWP 182 (New) | 1              | November 2015      |
| TWP 184 (New) | 1              | November 2015      |
| TWP 188 (New) | 1              | November 2015      |

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### **Notice to Subscribers**

The Weekly Notice is issued every Tuesday and takes effect from the following Monday.

Those who require the Weekly Notice must ensure they receive it and are aware of the changes that affect their work duties and responsibilities.

General Manager Safety and Standards  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
Tuesday, 27 June 2017