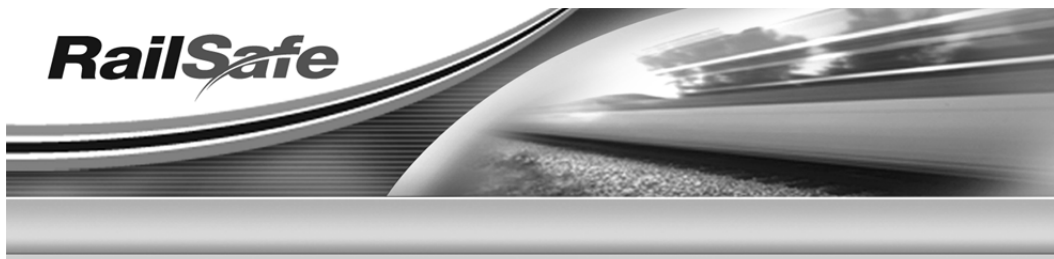


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weekly notice

Monday, 17 September 2018
Sunday, 23 September 2018



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 Safety and Standards
Sydney Trains**

Continued on next page

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

Dates of the next four Weekly Notices and deadlines for articles are:

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
39	24/09/2018 – 30/09/2018	28/08/2018
40	01/10/2018 – 07/10/2018	04/09/2018
41	08/10/2018 – 14/10/2018	11/09/2018
42	15/10/2018 – 21/10/2018	18/09/2018

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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EPPING TO CHATSWOOD RAIL CORRIDOR DECOMMISSIONING

Commencing at 0200 hours on **Sunday, 30th September 2018** the Epping to Chatswood Rail Link (ECRL) will be shutdown to allow for Sydney Trains to decommission and segregate the line from the existing rail network.

All ECRL infrastructure including tracks, signals and points both within or leading into the ECRL and will be secured and permanently booked out of use.

The ECRL and all associated assets will then be handed over to OpCo from 0001 hours on Saturday, 27 October 2018, where Northwest Rapid Transit will commence works in converting the line in preparation for Metro Operations.

During the shutdown and the commencement of Sydney Metro Operation in mid-2019, StationLink will be operations, providing a bus service for Macquarie University, Macquarie Park and North Ryde Stations.

VER 21082018

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MAIN NORTH & NORTH SHORE CORRIDOR WORKS, ECRL/NORTH SHORE SEGREGATION AND HEADWAY IMPROVEMENT ON THE NORTH SHORE LINE PORTION 2 - CHATSWOOD SEGREGATION

Commencing at 0200 hours on **Saturday, 6 October 2018**, and continuing until 0200 hours on Monday, 8 October 2018, the following work will be carried out:

- Complete segregation of the ECRL lines from the North Shore Lines at Chatswood

Details of the changes to facilitate these works are as follows:

Points

The following points will be altered or removed:

Points number	Description	Remarks
84	Points, Down Shore to Down Chatswood - Epping	Points removed. (Normal detection in the interlocking maintained until final arrangement)
85	Catch Point, Turnback Siding	Points removed. (Normal detection in the interlocking maintained until final arrangement)
86	Points, Up Chatswood – Epping to Up Shore	Points removed. (Normal detection in the interlocking maintained until final arrangement)
87	Points, Up Chatswood – Epping to Down Chatswood - Epping	Points remain in situ and disconnected from Sydney Trains control, clipped, XL locked and spiked in normal position (Normal detection in the interlocking maintained until final arrangement)
91	Points, Down Chatswood - Epping to Up Chatswood - Epping	Points remain in situ and disconnected from Sydney Trains control, clipped, XL locked and spiked in normal position (Normal detection in the interlocking maintained until final arrangement)
93	Points, Up Chatswood – Epping to Up Shore	Swingnose crossover permanently booked out of use. Point ends & swingnose spiked, clipped and XL locked normal. (Normal detection in the interlocking maintained until final arrangement)
94	Points, Up Chatswood – Epping to Down Chatswood - Epping	Points remain in situ and disconnected from Sydney Trains control, clipped, XL locked and spiked in normal position (Normal detection in the interlocking maintained until final arrangement)

Points number	Description	Remarks
95	Points, Down Chatswood - Epping to Down Shore	Swingnose crossover permanently booked out of use. Point ends & swingnose spiked, clipped and XL locked normal (Normal detection in the interlocking maintained until final arrangement)

EOL

The following EOLs will be removed:

EOL number	Description	Remarks
84	84 EOL, Down Shore	EOL removed
85	85 EOL, Down Shore	EOL removed
86	86 EOL, Up Shore	EOL removed
87	87 EOL, Up Shore	EOL removed
91	91 EOL, Down Chatswood - Epping	EOL removed
93	93 EOL, Up Shore - Side Wall of RES	EOL removed
94	94 EOL, Up Shore - Side Wall of RES	EOL removed
95	95 EOL, Down Shore - Side Wall of RES	EOL removed

Signals

As a summary, the following signal alterations will be done:

Signal / Route name	km	Status	Description	ROUTE INDICATOR	Remarks
CD11	10.737	Existing	Down Accept, Down North Shore		Turnout repeater removed.
CD15	11.270	Existing	Down Home, Down North Shore		Top yellow aspect removed and blanking plate fitted. Shunt route indicator removed.
CD15(M)B	11.270	Existing	Down Home, Down North Shore to Down Chatswood- Epping		Route booked out of use.
CD15(S)B	11.270	Existing	Shunt, Down North Shore to Down Chatswood- Epping		Route booked out of use.
CD17	11.285	Existing	Down Home, Turnback Siding		Signal and associated train stop removed.

Signal / Route name	km	Status	Description	ROUTE INDICATOR	Remarks
CD19	11.292	Existing	Shunt, Up North Shore		Signal removed.
CD22	11.589	Existing	Up Home, Up Chatswood-Epping		Signal and associated train stop removed.
CD24	11.589	Existing	Up Home, Down Chatswood-Epping		Signal, co-acting signal and associated train stop removed.
CD26	11.589	Existing	Up Fixed Red, Down North Shore		Signal and associated train stop removed.
CD29	11.765	Existing	Down Home, Down Chatswood-Epping		Signal and associated train stop removed.
CD31	11.765	Existing	Down Home, Up Chatswood-Epping		Signal, co-acting signal and associated train stop removed.
CD33	11.795	Existing	Down Home, Up North Shore		Signal and associated train stop removed.
CD36	11.896	Existing	Up Home, Up Chatswood-Epping		Signal, co-acting signal and associated train stop removed.
CD38	11.896	Existing	Up Home, Down Chatswood-Epping		Signal, co-acting signal and associated train stop removed.
CD52	12.274	Existing	Up Home, Up Chatswood-Epping		Signal, co-acting signal and associated train stop removed.
CD54	12.274	Existing	Up-Home, Down Chatswood-Epping		Signal, co-acting signal and associated train stop removed.

Guards Indicators

The following guards indicators will be removed:

Platform	Direction	Remarks
1	Down	Guards indicator removed
2	Up	Guards indicator removed
2	Down	Guards indicator removed
3	Up	Guards indicator removed
3	Down	Guards indicator removed

Buffer Stops & Intermediate Trainstops

The following alterations will be done at the buffer stop on turnback siding:

Platform	KM	Remarks
Turnback Siding	Approx 11.080	Buffer stop light & fixed trainstop removed
Turnback Siding	Approx 11.265	Fixed trainstop removed
Intermediate trainstops	Approx 11.285	22BT Intermediate trainstop removed

Telephones

All EOL & Signal post telephones will be removed between Artarmon & Roseville.

ATRICS

As the segregation works involves the disconnection of CD62 location from the Chatswood Interlocking, the associated power supply and Microlok status alarms will be activated. ATRICS alarms triggered by the segregation of the ECRL from the North Shore Lines will need to be temporarily managed until Final Commissioning of the Main North and North Shore Corridor works on January 2019.

ATRICS North Shore Panel will be updated to reflect the removed Chatswood infrastructure during WE15

The new arrangements are depicted in the attached Signalling Arrangement diagram.

DIAGRAM VER 06082018

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TO SYDNEY



TO HORNSBY



10.500Km



10.550Km



10.550Km

10.573Km



10.737Km

10.755Km

10.818Km



CD11

AIR GAP

DOWN SHORE →

← UP SHORE

BRAND STREET

SH6.62



SH 6.62

10.635Km

JB

CD11

CD12

SH6.76

AIR GAP

10.750Km

10.752Km

MOWBRAY ROAD

10.850Km



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION FINAL
SHEET 1 OF 5

Produced by WSP - Signal Design

VER06082018

TO SYDNEY



TO HORNSBY



11.000Km



11.020Km

70

SIG	ROUTE	DESCRIPTION
15	(M)A	No.4 PLATFORM
	(S)A	No.4 PLATFORM

CD 15

11.270Km

CD15

DOWN SHORE →

FRICION BUFFER STOP



#2

← UP SHORE

CD12

11.039Km

CD 12

NELSON STREET

PEDESTRIAN UNDERPASS

75

11.220Km

FRICION BUFFER STOP CIVIL DESIGN PARAMETERS		
TRAIN MASS	MIN	90 TONNES
	MAX	420 TONNES
TRAIN SPEED	MIN	8 Km/h
	MAX	25Km/h
OVER RUN LENGTH (INCL. BUFFER STOP)		35M

#2 POINTS REMAIN IN SITU AND DISCONNECTED FROM SYDNEY TRAINS CONTROL, SPIKED, CLIPPED AND XL LOCKED NORMAL



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION FINAL
SHEET 2 OF 5

Produced by WSP - Signal Design

VER06082018

TO SYDNEY



TO HORNSBY



SIG	ROUTE	DESCRIPTION
27	(M/A)	DOWN SHORE
	(S/A)	DOWN SHORE

12.000Km



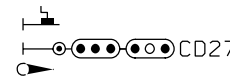
CHATSWOOD



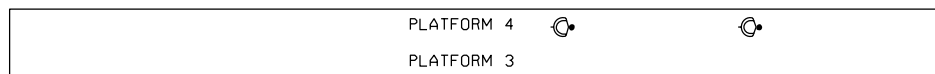
11.790Km



11.799Km



DOWN SHORE →



← UP SHORE



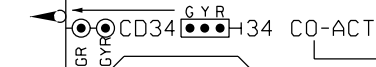
ALBERT AVE

11.570Km



11.589Km

SIG	ROUTE	DESCRIPTION
20	(M)	UP SHORE
	(S)	UP SHORE



HELP STREET

11.896Km



SIG	ROUTE	DESCRIPTION
34	(M)	No.1 PLATFORM

- #1 POINT ENDS & SWINGNOSE SPIKED, CLIPPED AND XL LOCKED NORMAL
- #2 POINTS REMAIN IN SITU AND DISCONNECTED FROM SYDNEY TRAINS CONTROL, SPIKED, CLIPPED AND XL LOCKED NORMAL



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION FINAL
SHEET 3 OF 5

Produced by WSP - Signal Design

VER06082018

TO SYDNEY



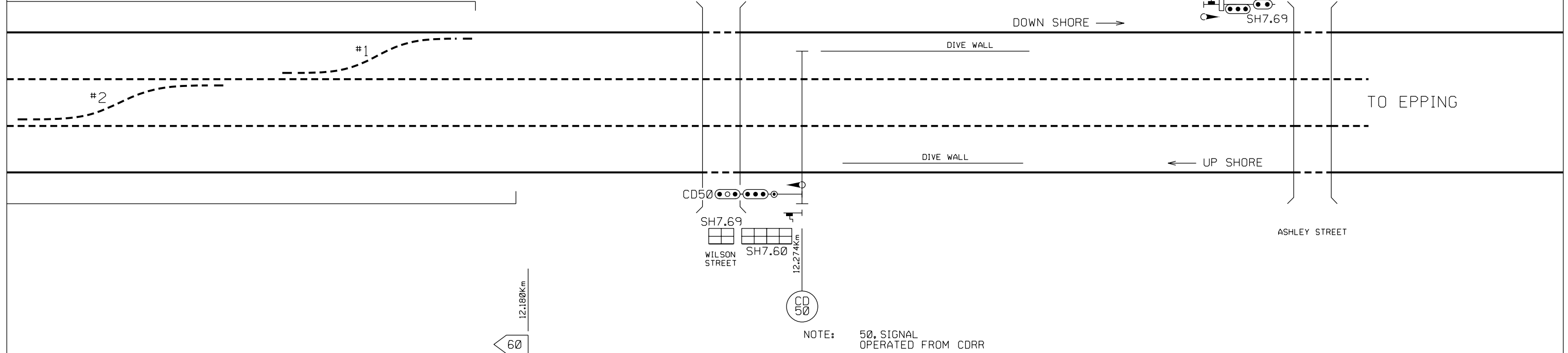
TO HORNSBY



12.500Km



RAIL ENCLOSURE STRUCTURE (RES)



NOTE: 50. SIGNAL OPERATED FROM CDRR

SIG	ROUTE	DESCRIPTION
50	(M)A	UP SHORE
	(S)A	UP SHORE

- #1 POINT ENDS & SWINGNOSE SPIKED, CLIPPED AND XL LOCKED NORMAL
- #2 POINTS REMAIN IN SITU AND DISCONNECTED FROM SYDNEY TRAINS CONTROL, SPIKED, CLIPPED AND XL LOCKED NORMAL



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION FINAL
SHEET 4 OF 5

Produced by WSP - Signal Design

VER06082018

TO SYDNEY



TO HORNSBY



13.000Km



SH 7.97

12.799Km



DOWN SHORE →

← UP SHORE

CD68



CD68

BOUNDRY STREET

WILLIAM STREET

12.864Km

6CD 68

80

12.862Km



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION FINAL
SHEET 5 OF 5

Produced by WSP - Signal Design

VER06082018

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
001 – 2012	OMET 266: Operation of Y-Set Trains	02/02/12	12/02/12
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
005 – 2014	Operation of T-Set (Tangara) Train fitted with ATP equipment	03/04/14	14/04/14
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
003 – 2017	Exception to TWP 100	19/01/17	29/01/17
007 – 2017	WAR 208: Main Power Faults	30/03/17	09/04/17
005 – 2017	TWP 150: Damaged or Missing Window Glass	06/04/17	16/04/17
009 – 2017	Operation of H-set (OSCAR) trains fitted with ATP	25/05/17	04/06/17
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
015 – 2017	Train crew relieved in service & relay driver	08/11/17	19/11/17
016 – 2017	WAR 030 Minimum Standards	23/11/17	03/12/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
003 - 2018	Trial of Millennium trains fitted with ATP	21/06/18	01/07/18
002 – 2018	Trial of Waratah trains fitted with ATP	26/04/18	06/05/18
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
007 - 2018	TWP 100 Responsibilities of Train Crews	18/08/18	28/08/18
008 - 2018	TWP 154 Responding to an incapacitated Driver or Guard	18/08/18	28/08/18
013 - 2018	Trial of K sets fitted with ATP	17/08/18	27/08/18

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
005 - 2018	Trial of worksite delineation markers	22/03/18	01/04/18
006 - 2018	Network Communications	17/05/18	27/05/18
007 - 2018	Unreliable track circuit operation	10/05/18	20/05/18
008 - 2018	Shared Corridor Protocols – MFN - SSFL	30/04/18	10/05/18
009 - 2018	Operation of passenger F1	24/05/18	07/06/18
010 - 2018	Planning & Management at abutting interface	02/07/18	12/07/18
011 - 2018	NPR 711 – Using lookouts	10/07/18	20/07/18
012 - 2018	Trial of Signal Key Switches ending	14/08/18	24/08/18

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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

<i>Network Local Appendices</i>	RailSafe Website	Online documents
<i>Operator Specific Procedures</i>	RailSafe Website	Online documents
<i>Network Rules</i>	RailSafe Website	Online documents
<i>Network Procedures</i>	RailSafe Website	Online documents
<i>Forms</i>	RailSafe Website	Online documents (or order as applicable)

<i>Title</i>	<i>Status Sheet</i>	<i>Date issued</i>
<i>Train Working Procedures</i>		
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	November 2015
TWP 114 (New)	4	May 2012
TWP 116	3	November 2015
TWP 118 (New)	4	May 2012
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

REQUESTS FOR NETWORK MANUALS AND FORMS

Please regularly check that your Network Manuals and Forms are up-to-date and include the current Status Sheet numbers for each section, as listed in the most recent Weekly Notice.

If your manuals do not have the correct Status Sheets, they have not been properly amended and the Safeworking information will not be up-to-date.

All Sydney Trains staff issued with Network Manuals and who require regular updates and amendments need to contact their distribution officer, as listed in the most recent Weekly Notice, to have their name and contact details included in the distribution list. This will ensure that you receive all updated Network Manuals and Forms.

All requests to receive Safeworking documentation must be forwarded through your controlling officer to the appropriate distribution officer.

Those outside Sydney Trains can access Safeworking information by visiting the RailSafe website at www.railsafe.org.au

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NOTES

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

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

Director Safety and Standards

Sydney Trains

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Tuesday, 04 September 2018