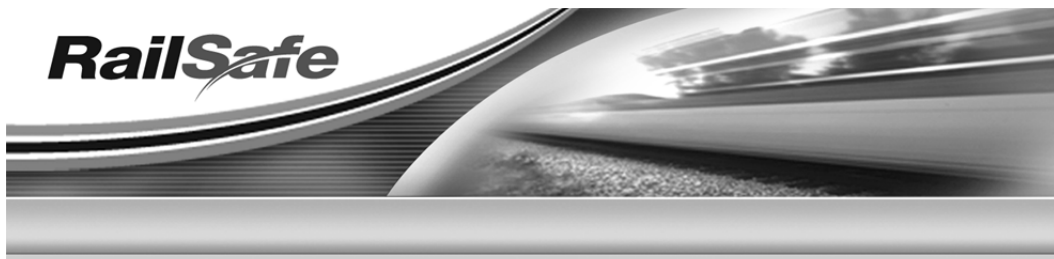


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weekly notice

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**

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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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Network Rules Specialist

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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

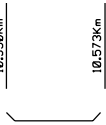


10.550Km



10.550Km

10.573Km



10.737Km



10.755Km

10.818Km



AIR GAP

DOWN SHORE →

← UP SHORE

BRAND STREET

SH6.62



10.635Km



JB

CD11

CD12

SH6.76

AIR GAP

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 →

FRICTION BUFFER STOP



← UP SHORE

CD12

11.039Km

CD 12

NELSON STREET

PEDESTRIAN UNDERPASS

75

11.220Km

| FRICTION 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

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VER06082018

TO SYDNEY



TO HORNSBY

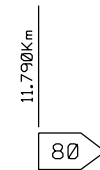


| SIG | ROUTE | DESCRIPTION |
|-----|-------|-------------|
| 27 | (M/A) | DOWN SHORE |
| | (S/A) | DOWN SHORE |

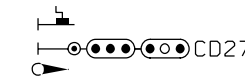
12.000Km



CHATSWOOD



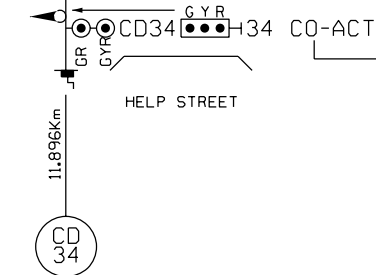
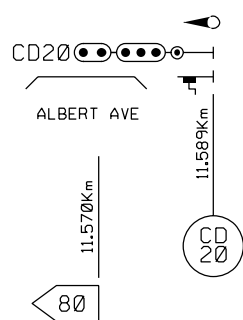
11.799Km



DOWN SHORE →



← UP SHORE



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

| 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



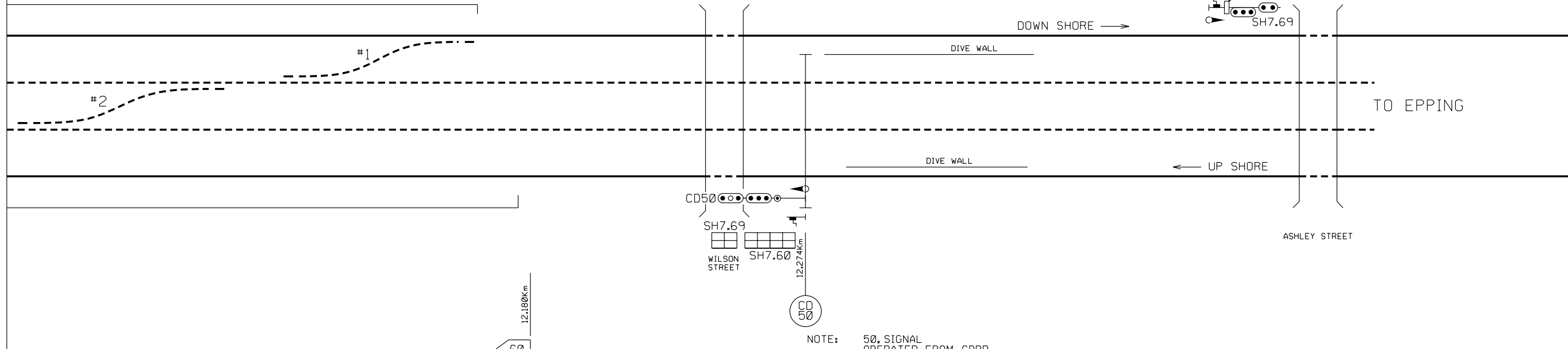
TO HORNSBY



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

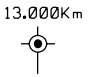
Produced by WSP - Signal Design

VER06082018

TO SYDNEY



TO HORNSBY



SH 7.97

12.799Km



DOWN SHORE →

← UP SHORE

CD68



CD68

BOUNDRY STREET

WILLIAM STREET

12.864Km

6CD 600

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

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 Safety and Standards

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Tuesday, 04 September 2018