

# 25

**weekly notice**

Monday, 13 June 2022  
Sunday, 19 June 2022

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## See online for all Safeworking Information

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

**Director Network Standards, Systems & Quality  
Sydney Trains**

*Continued on next page*

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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>
26	20/06/2022 – 26/06/2022	24/05/2022
27	27/06/2022 – 03/07/2022	31/05/2022
28	04/07/2022 – 10/07/2022	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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## HURSTVILLE (ILLAWARRA MAIN) – MTMS2 FINAL – COMMISSIONING OF 984A/B POINTS CROSSOVER, 993 CATCHPOINTS & 984/993 EOLS AND PERMANENTLY BOOK OUT 989A/B POINTS CROSSOVER & EOL

Commencing at 0200 hours on **Saturday, 2 July 2022**, and continuing until 0200 hours on Monday, 4 July 2022, the following works will be carried out:

- Removal of Hurstville Fixed Red Signal and Trainstop (Hurstville Station Platform 4).
- Recover signage from SM915 & SM917 Signal
- Installation of new X45 speed board on Down Illawarra Main at **14.600Km.**
- Removal of **X35** speed board on Down Illawarra Main at 15.090Km.
- New SM918 Signal, SM918 Co-acting signal and Trainstop.
- Relocation of signal ahead sign for SM918.
- New 918 Guards indicator (1) & (2) on platform 4 unbagged and brought into service.
- Removal of the entire SM929 Signal Theatre Route Indicator and only "UL" route is removed from SM929 Stencil Route Indicator.
- Removal of 'UL' route from SM931 Stencil Route Indicator.
- Modification of SM936 Bottom 3 aspect signal head with the addition of a low speed indication with Yellow + Red + Green (Lspd) profile.
- New SM936 Position Light junction indicator unbagged and brought into service.
- Conversion of SM938 bottom head signal from a 3 aspect head to 4 aspect head with the addition of a low speed indication with Green + Yellow + Red + Green (Lspd) profile

- Conversion of SM940 Signal from incandescent to LED with Stencil Route Indicator removed.
- Removal of SM942 Signal Stencil Indicator.
- Conversion of SM946 bottom head signal from 2 to 3 aspect signal head in addition of Green aspect with Green + Yellow + Red profile.
- Relocation of 917 ITS(1) Trainstop.
- New 936/938 ITS(1) & ITS(2) Trainstop.
- Commission of 984A/B points and 993 catch points and EOL box into service.
- 989 A/B point machines clipped, XL locked, spiked & detected in the normal position in 938AT and 940BT track circuit. Loss of point normal detection will drop 938AT and 940BT tracks.
- Conversion of 909BT & 920AT TI21 track circuit to JS DR
- Alteration to existing 915AT, 915BT and 938CT track circuit
- ATRICS display updated to show 984A/B Crossover and 993 Catch point in service and 989A/B Crossover removed.
- New HVLA984B\_DNIA\_0\_F, HVLA984B\_DNIA\_1\_F, HVLSM917\_UPIA\_0\_F, HVLSM917\_UPIA\_1\_F, HVLSM929\_UPIA\_0\_C and HVLSM292\_UPIA\_1\_F balise.
- Removal of HVLSM917\_UPIA\_0\_C, HVLSM917\_UPIA\_1\_F, HVL01472\_DNIA\_1\_F, HVL01472\_DNIA\_0\_F, HVL01474\_UPIA\_1\_F, HVL01474\_0\_F, HVL989B\_UPIL\_1\_F, HVL989B\_UPIL\_0\_F, HVL989A\_UPIL\_0\_F, HVL989A\_UPIL\_1\_F, HVL989A\_UPIA\_0\_F and HVL989A\_UPIA\_1F balise.
- A driver's diagram with the altered arrangement is provided with this weekly notice.

**VER14012022**  
**DIAGRAM VER14012022**

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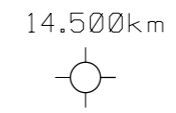
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TO SYDNEY

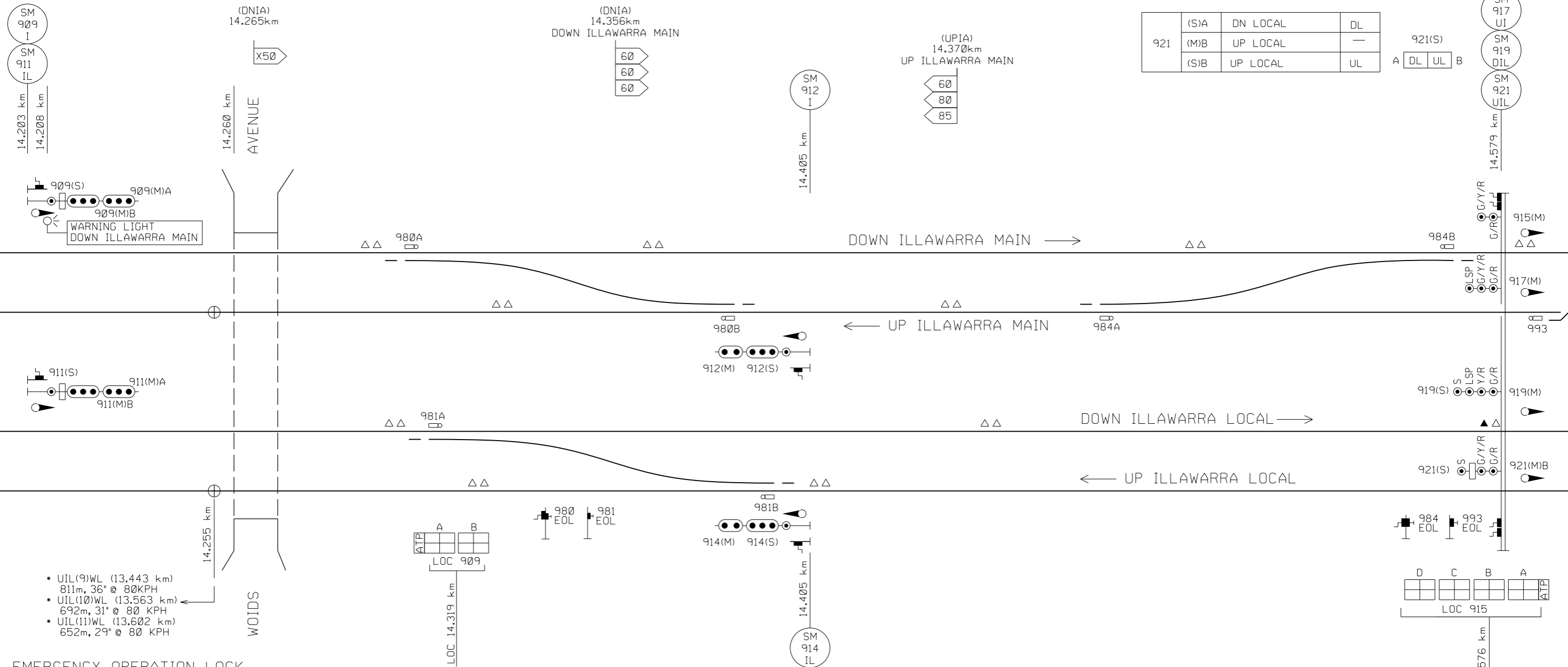
TO HURSTVILLE



911	(M)A	DN LOCAL	—
	(S)A	DN LOCAL	DL
	(M)B	UP LOCAL	—
	(S)B	UP LOCAL	UL

909	(M)A	DN MAIN	—
	(S)A	DN MAIN	DM
	(M)B	UP MAIN	—
	(S)B	UP MAIN	UM

921	(S)A	DN LOCAL	DL
	(M)B	UP LOCAL	—
	(S)B	UP LOCAL	UL



- UIL(9)WL (13.443 km) 811m, 36° @ 80KPH
- UIL(10)WL (13.563 km) 692m, 31° @ 80 KPH
- UIL(11)WL (13.602 km) 652m, 29° @ 80 KPH

**EMERGENCY OPERATION LOCK**  
MOUNTED IN CUPBOARD SECURED WITH SL LOCK  
RELEASES FORTRESS KEY FOR POINTS MOTOR

**POINT ARRANGEMENTS**

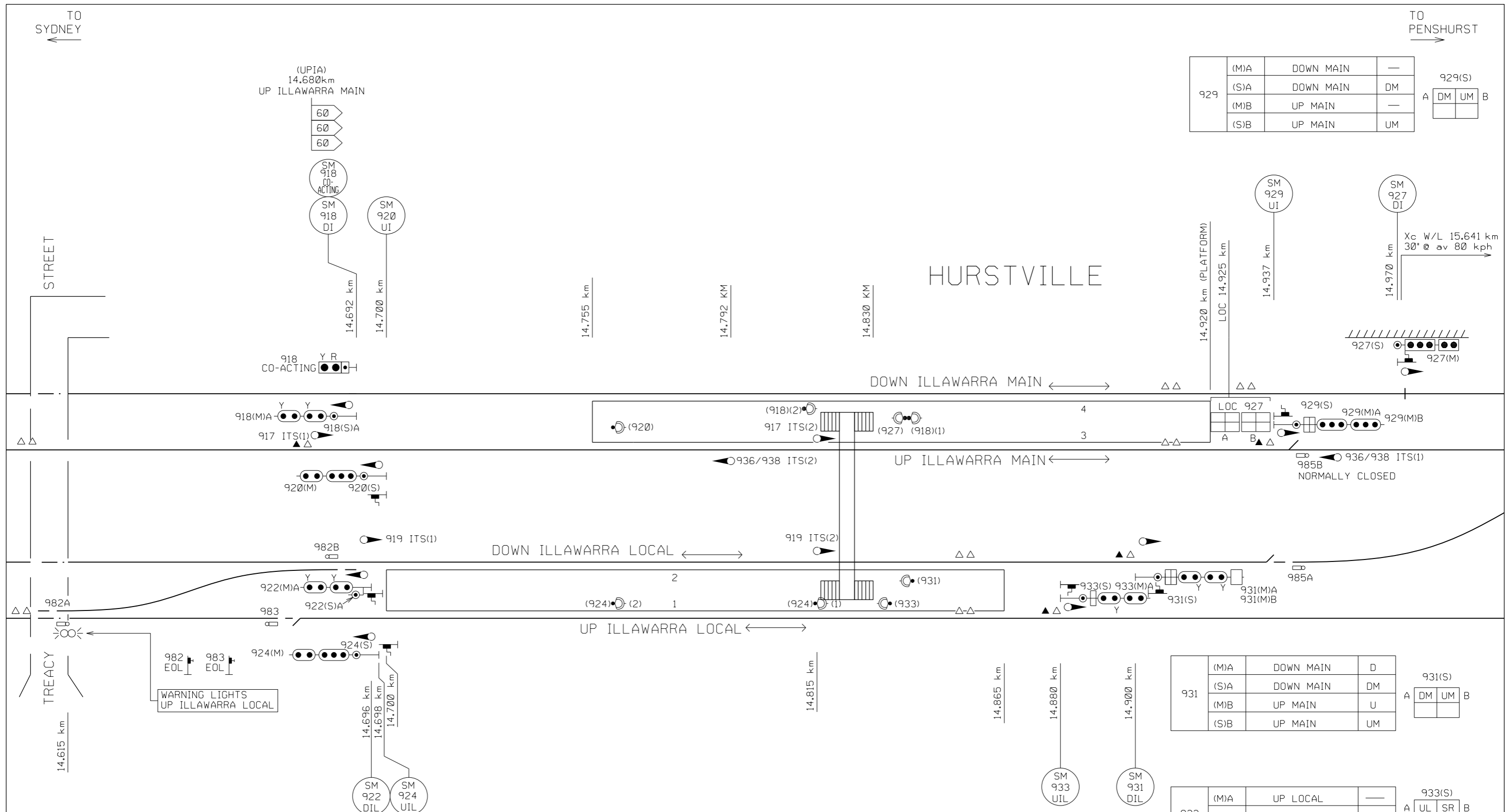
POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	NUMBER OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION					INTERLOCKING BALL BEARING REMOVED	WIDE CUT NOTCH POSITION	FPL REMOVED
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX	LOCATION	INSCRIPTION			
980A	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	909	HURSTVILLE EOL & 980A PTS. MOTOR			
980B	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	909	HURSTVILLE EOL & 980B PTS. MOTOR			
981A	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-D	A-D	909	HURSTVILLE EOL & 981A PTS. MOTOR			
981B	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-D	A-D	909	HURSTVILLE EOL & 981B PTS. MOTOR			
984A	SIEMENS D84 MKIII		1	IN-BEARER	SPHEROLOCK	EOL KEY	A-K	A-K	915	HURSTVILLE EOL & 984A PTS. MOTOR	NO	N/A	N/A
984B	SIEMENS D84 MKIII		1	IN-BEARER	SPHEROLOCK	EOL KEY	A-K	A-K	915	HURSTVILLE EOL & 984B PTS. MOTOR	NO	N/A	N/A
993	SIEMENS D84 MKIII		-	IN-BEARER	SPHEROLOCK	EOL KEY	A-J	A-J	915	HURSTVILLE EOL & 993 PTS. MOTOR	NO	N/A	N/A



**HURSTVILLE (ILLAWARRA MAIN) - MTMS2 STAGE FINAL**  
PART SIGNALLING ARRANGEMENT  
SHEET 1 OF 4

TO SYDNEY

TO PENSHURST



929	(M)A	DOWN MAIN	—	929(S)	A	DM	UM	B
	(S)A	DOWN MAIN	DM					
	(M)B	UP MAIN	—					
	(S)B	UP MAIN	UM					

931	(M)A	DOWN MAIN	D	931(S)	A	DM	UM	B
	(S)A	DOWN MAIN	DM					
	(M)B	UP MAIN	U					
	(S)B	UP MAIN	UM					

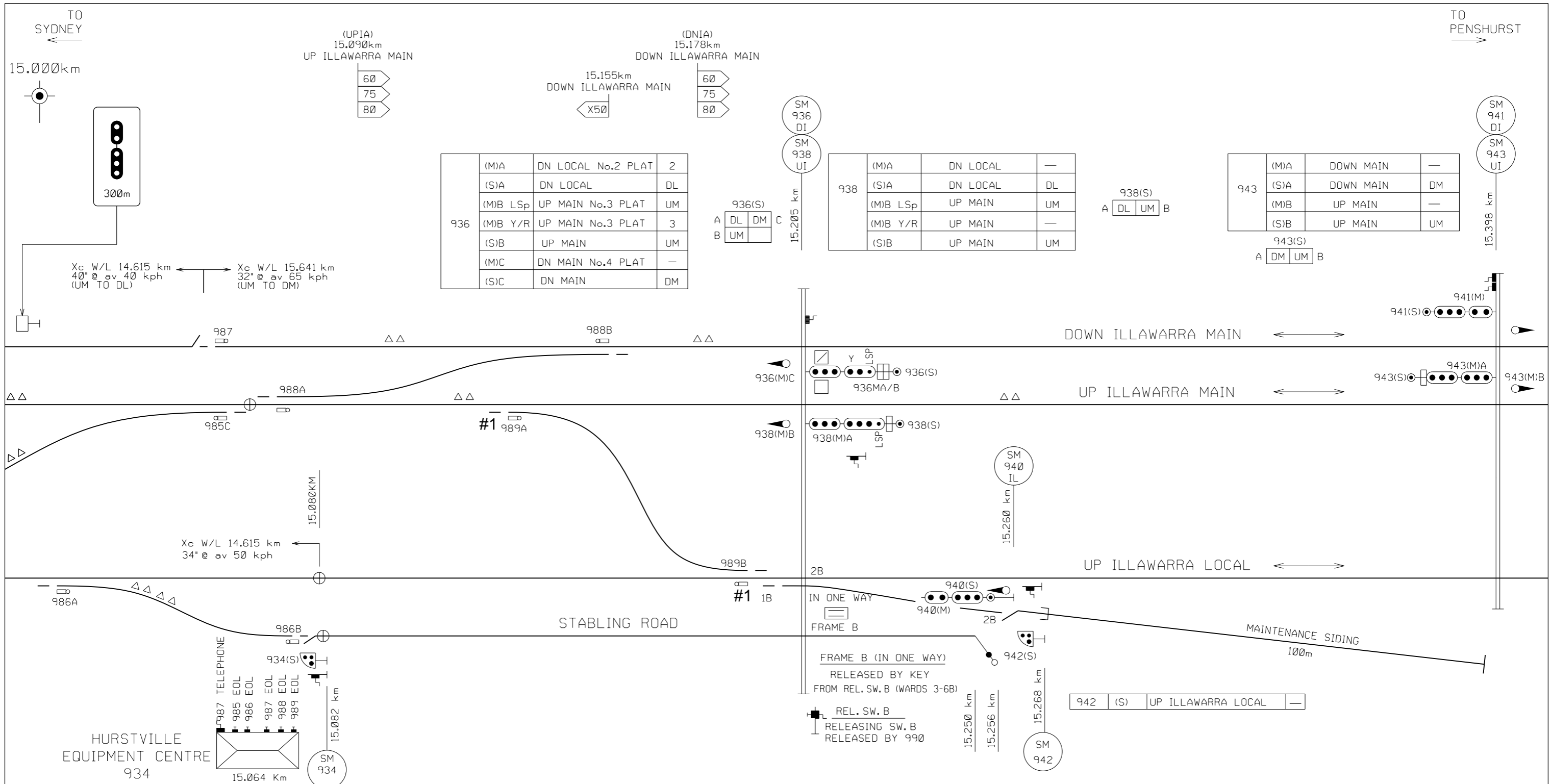
933	(M)A	UP LOCAL	—	933(S)	A	UL	SR	B
	(S)A	UP LOCAL	UL					
	(S)B	STABLING ROAD	SR					

EMERGENCY OPERATION LOCK  
MOUNTED IN CUPBOARD SECURED WITH SL LOCK  
RELEASES FORTRESS KEY FOR POINTS MOTOR

POINTS TYPE	POINTS	INDEX	KEY	INSCRIPTION
WBS D84M MKIII	982A	AE	FORTRESS	HURSTVILLE EOL AND 982A PTS MOTOR
WBS D84M MKIII	982B	AE	FORTRESS	HURSTVILLE EOL AND 982B PTS MOTOR
WBS D84M MKIII	983	AF	FORTRESS	HURSTVILLE EOL AND 983 PTS MOTOR

EMERGENCY OPERATION LOCK  
MOUNTED IN CUPBOARD SECURED WITH SL LOCK  
RELEASES FORTRESS KEY FOR POINTS MOTOR

POINTS No.	POINTS TYPE	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION				INSCRIPTION
					TYPE	EOL INDEX ESML WARDING	MACHINE INDEX	LOCATION	
985A	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985A EOL & 985A CPTS. MOTOR
985B	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985B EOL & 985B CPTS. MOTOR



**EMERGENCY OPERATION LOCK**  
MOUNTED IN CUPBOARD SECURED WITH SL LOCK RELEASES FORTRESS KEY FOR POINTS MOTOR

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			INSCRIPTION	WIDE CUT NOTCH POSITION	FPL REMOVED	
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX				
986A	WBS D84 MKIII	NO	0	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	934	HURSTVILLE 986A EOL & 986A PTS. MOTOR	N/A	N/A
986B	WBS D84 MKIII	NO	0	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	934	HURSTVILLE 986B EOL & 986B CPTS. MOTOR	N/A	N/A

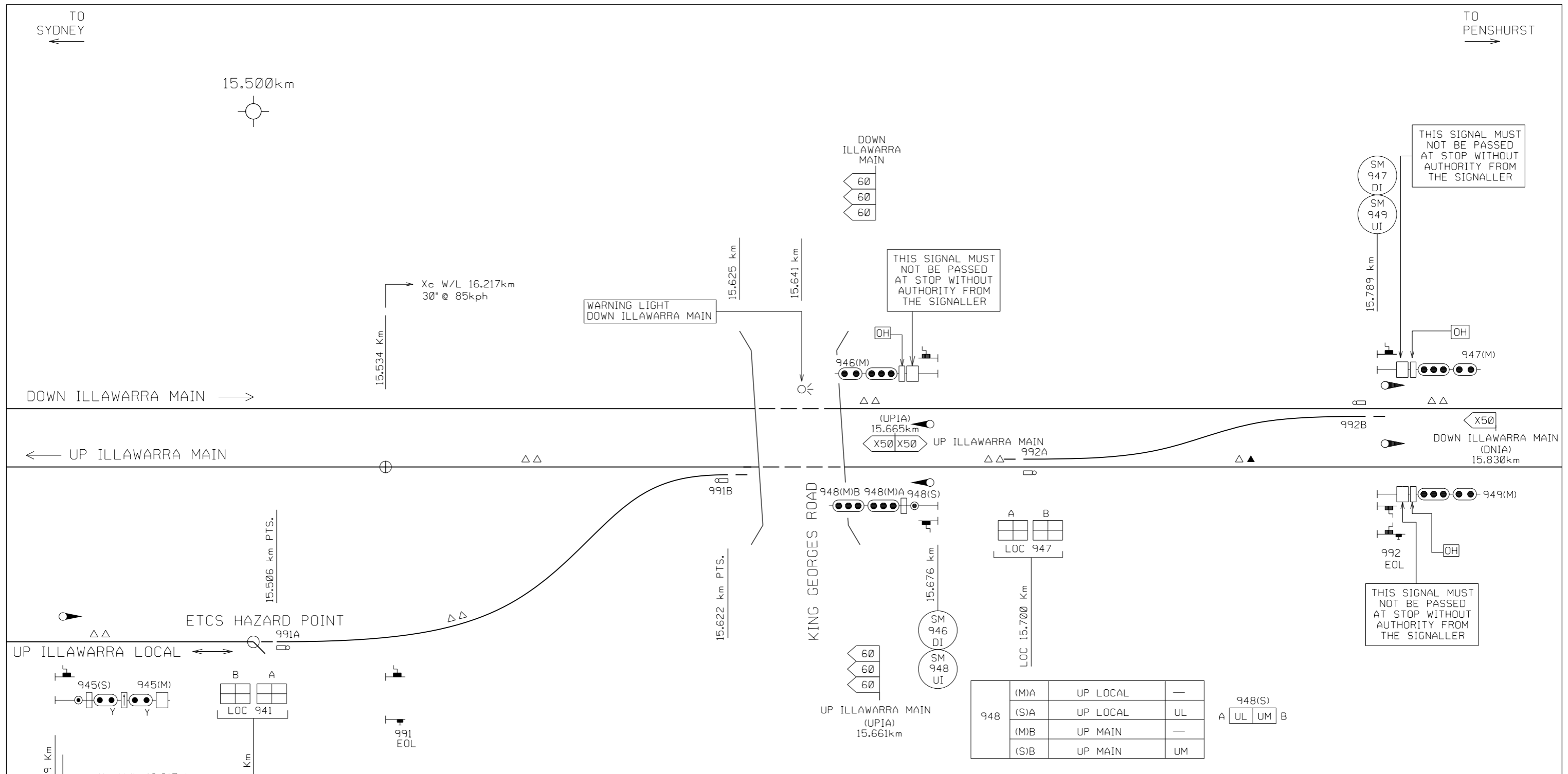
POINTS No.	POINTS TYPE	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			INSCRIPTION	
					TYPE	EOL INDEX ESML WARDING	MACHINE INDEX		
985A	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985A EOL & 985A CPTS. MOTOR
985B	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985B EOL & 985B CPTS. MOTOR
985C	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985C EOL & 985C PTS. MOTOR
987	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-F	A-F	934	HURSTVILLE 987 EOL & 987 CPTS. MOTOR
988A	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-D	A-D	934	HURSTVILLE 988A EOL & 988A PTS. MOTOR
988B	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-D	A-D	934	HURSTVILLE 988B EOL & 988B PTS. MOTOR
#1 989A	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-E	A-E	934	HURSTVILLE 989A EOL & 989A PTS. MOTOR
#1 989B	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-E	A-E	934	HURSTVILLE 989B EOL & 989B PTS. MOTOR

**NOTES:**  
#1 989A & 989B POINTS CLIPPED, XL LOCKED, SPIKED & DETECTED NORMAL.

TO SYDNEY

TO PENSHURST

15.500km



POINT ARRANGEMENT

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			INSCRIPTION	
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX LOCATION		
991A	WBS D84 MKIII	-	-	IN BEARERS	SPHEROLOCK	EOL KEY	AD	AD	'A' END	HURSTVILLE EOL & 991A CPTS. MOTOR
991A	WBS D84 MKIII	-	1	IN BEARERS	SPHEROLOCK	EOL KEY	AD	AD	'A' END	HURSTVILLE EOL & 991A CPTS. MOTOR
992A	WBS D84 MKIII	NO	1	IN BEARERS	SPHEROLOCK	EOL KEY	AH	AH	947	HURSTVILLE EOL & 992A PTS. MOTOR
992B	WBS D84 MKIII	NO	1	IN BEARERS	SPHEROLOCK	EOL KEY	AH	AH	947	HURSTVILLE EOL & 992B PTS. MOTOR

EMERGENCY SWITCH MACHINE LOCK (ESML)  
MOUNTED IN CUPBOARD, SECURED BY S.L.LOCK  
RELEASES KEY WITH CRANK HANDLE

POINTS TYPE	POINTS	WARDING	INDEX
WBS M3	991	2-5A	AD
WBS M3	992	1-3A	AH

945	(M)A	DOWN MAIN	D	A	945(S) DM UM B
	(S)A	DOWN MAIN	DM		
	(M)B	UP MAIN	U		
	(S)B	UP MAIN	UM		

948	(M)A	UP LOCAL	-	A	948(S) UL UM B
	(S)A	UP LOCAL	UL		
	(M)B	UP MAIN	-		
	(S)B	UP MAIN	UM		



**HURSTVILLE (ILLAWARRA MAIN) - MTMS2 STAGE FINAL**  
PART SIGNALLING ARRANGEMENT  
SHEET 4 OF 4

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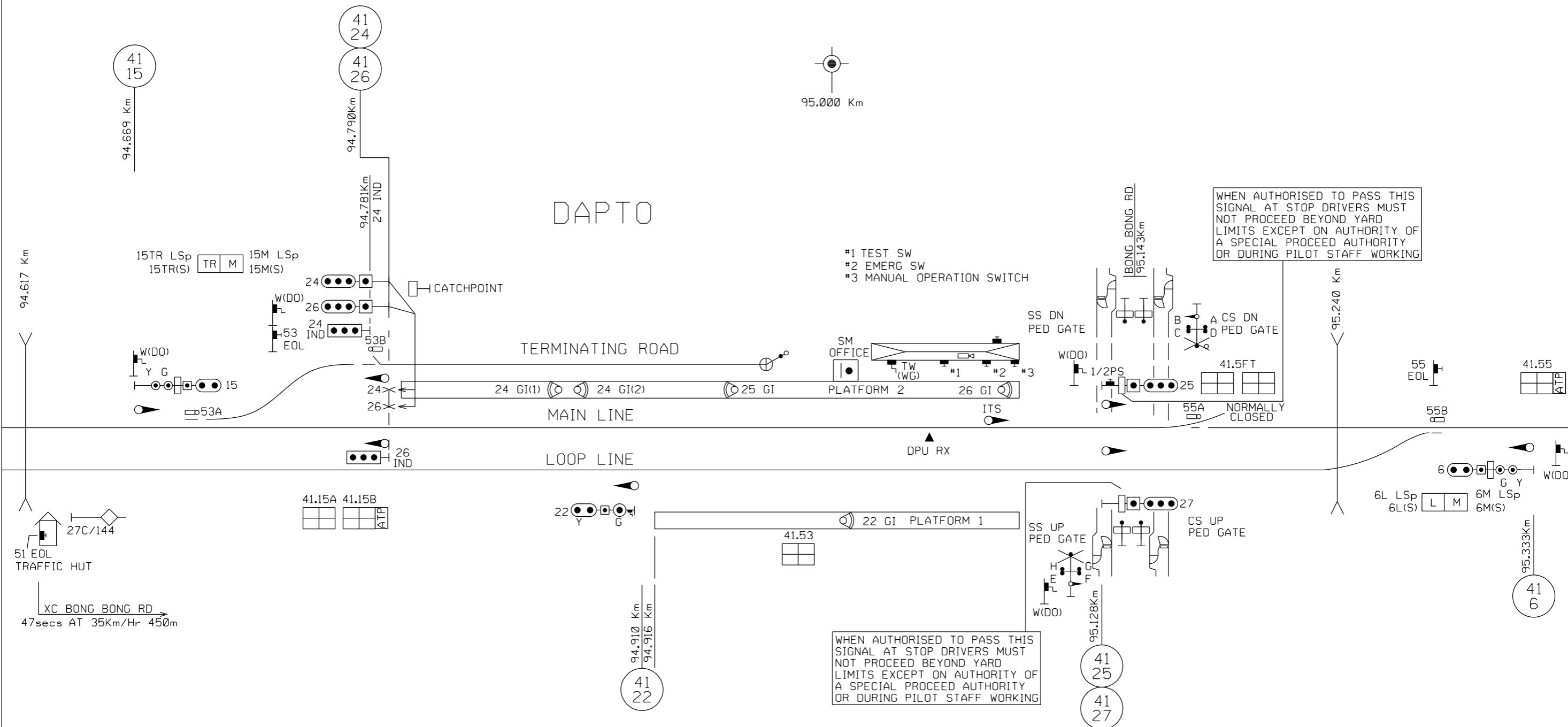
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MTMS STAGE 2 - SOUTH COAST WORKS LNIF  
 SOUTH OF WOLLONGONG - DAPTO PLATFORM 1  
 DRIVERS DIAGRAM



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

**FROM CENTRAL TO ST. LEONARDS, STANMORE, TURRELLA, AND KOGARAH - COMMISSIONING OF AUTOMATIC TRAIN PROTECTION (ATP) ETCS LEVEL 1 LIMITED SUPERVISION**

Commencing at 0900hrs on **Tuesday, 28 June 2022** and continuing until 0400hrs on Wednesday, 29 June 2022, TfNSW will commission into use Automatic Train Protection (ATP) ETCS Level 1 Limited Supervision from Central to St. Leonards, Stanmore, Turrella and Kogarah.

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

<b>Location</b>	<b>Line</b>	<b>Direction</b>	<b>Inscription</b>
<b>ESR Central (Excl) - Erskineville (Excl)</b>			
Erskineville at 2.180km	Down Illawarra Relief	Down	BEGIN ATP
Erskineville at 2.180km	Down Illawarra Relief	Up	END ATP
Erskineville at 2.148km	Up Illawarra Relief	Down	BEGIN ATP
Erskineville at 2.148km	Up Illawarra Relief	Up	END ATP
<b>Erskineville (Excl) - Sydenham (Incl)</b>			
Sydenham at 5.796km	Down Bankstown	Down	END ATP
Sydenham at 5.796km	Down Bankstown	Up	BEGIN ATP
Sydenham at 5.767km	Up Bankstown	Down	END ATP
Sydenham at 5.767km	Up Bankstown	Up	BEGIN ATP

ATP signage will be as per the ESR Central (Excl) - Erskineville (Excl) & Erskineville (Excl) - Sydenham (Incl) Drivers' Diagrams.

**DIAGRAM VER14042022**

The following signage will be removed:

Location	Line	Direction	Inscription
<b>Macdonaldtown (Excl) – Lewisham (Incl)</b>			
Stanmore at 4.144km	Down Local	Down	BEGIN ATP
Stanmore at 4.144km	Down Local	Up	END ATP
Stanmore at 4.141km	Up Local / Down Suburban	Down	BEGIN ATP
Stanmore at 4.141km	Up Local / Down Suburban	Up	END ATP
Stanmore at 4.135km	Up Suburban / Down Main	Down	BEGIN ATP
Stanmore at 4.135km	Up Suburban / Down Main	Up	END ATP
Stanmore at 4.131km	Up Main	Down	BEGIN ATP
Stanmore at 4.131km	Up Main	Up	END ATP

Location	Line	Direction	Inscription
<b>Bardwell Park (Incl) – Padstow (Excl)</b>			
Bardwell Park at 9.652km	Down Main	Down	BEGIN ATP
Bardwell Park at 9.652km	Down Main	Up	END ATP
Bardwell Park at 9.652km	Down Local	Down	BEGIN ATP
Bardwell Park at 9.652km	Down Local	Up	END ATP
Bardwell Park at 9.649km	Up Main	Down	BEGIN ATP
Bardwell Park at 9.649km	Up Main	Up	END ATP
Bardwell Park at 9.649km	Up Local	Down	BEGIN ATP
Bardwell Park at 9.649km	Up Local	Up	END ATP



<b>Arncliffe (Excl) – Carlton</b>			
OHWS SW 12+141 in the Down cess at 12.135km	Down Illawarra Main	Down	BEGIN ATP
OHWS SW 12+141 in the Down cess at 12.135km	Down Illawarra Main	Up	END ATP
OHWS SW 12+141 in the Up cess at 12.132km	Up Illawarra Local	Down	BEGIN ATP
OHWS SW 12+141 in the Up cess at 12.132km	Up Illawarra Local	Up	END ATP
On a post in the six foot between the Up Illawarra Main and Down Illawarra Local at 12.135km	Up Illawarra Main / Down Illawarra Local	Down	BEGIN ATP
On a post in the six foot between the Up Illawarra Main and own Illawarra Local at 12.135km	Up Illawarra Main / Down Illawarra Local	Up	END ATP
<b>Waverton (Excl) – Artarmon (Incl)</b>			
St Leonards at 8.851km	Down Shore	Down	BEGIN ATP
St Leonards at 8.851km	Down Shore	Up	END ATP
St Leonards at 8.896km	Up Shore	Down	BEGIN ATP
St Leonards at 8.896km	Up Shore	Up	END ATP

**VER14042022**
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**Immanuel Jegan**

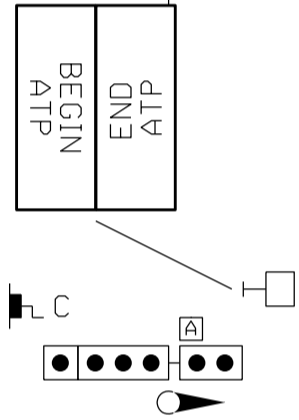
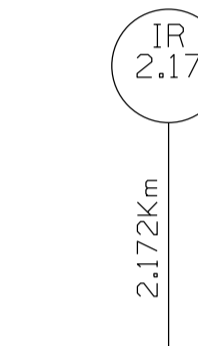
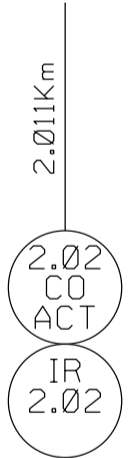
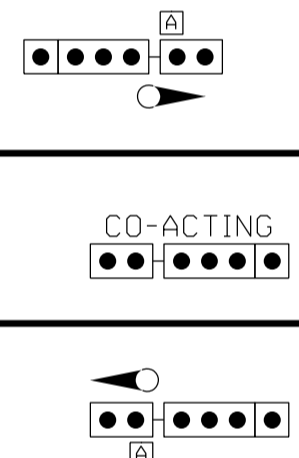
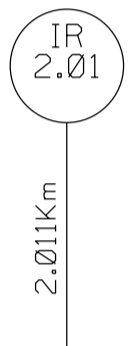
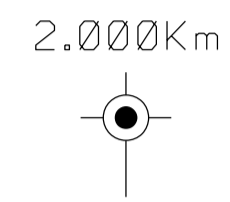
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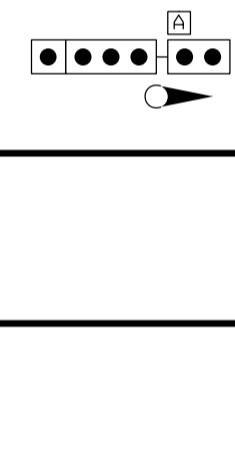
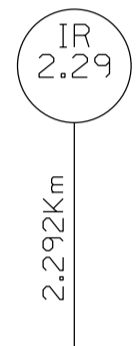
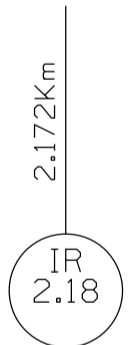
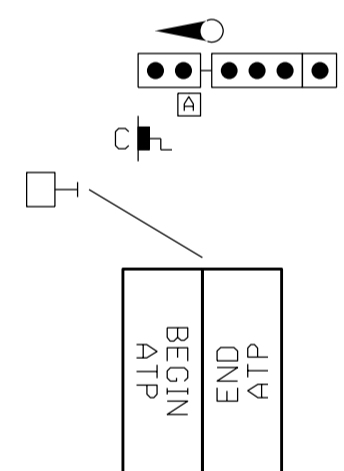
FROM REDFERN

TO ERSKINEVILLE



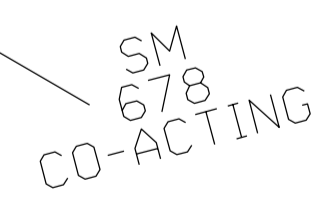
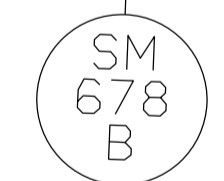
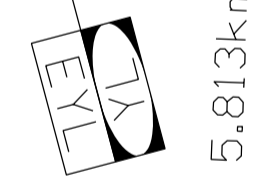
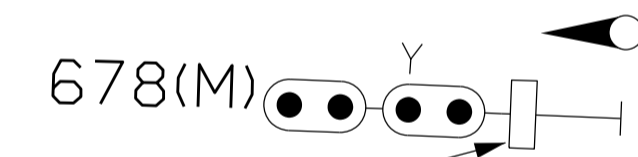
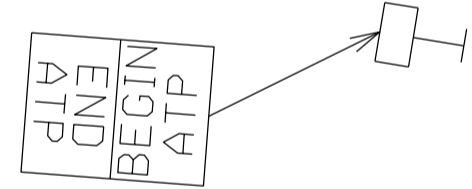
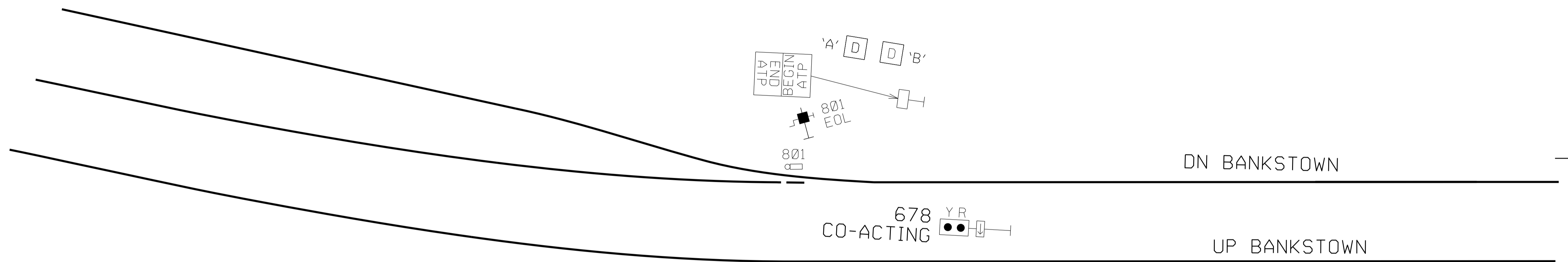
DOWN ILLAWARRA RELIEF →

← UP ILLAWARRA RELIEF



FROM SYDENHAM

TO CANTERBURY



**CLARENDON – TRANSPORT ACCESS PROGRAMME -  
EMERGENCY OPERATION AND BLOCKING KEYS  
RELOCATION WORKS**

Since 0820 hours on **Saturday, 28 May 2022**, the following works was carried out:

- Removal of 2 sets of Emergency Operation and Blocking Keys and Test Keys at Old Signals (EMD) room Clarendon station were removed and kept at Richmond station office key safe with other keys at Richmond station.

This work was required to enable future 24/7 access to the emergency operation and blockings keys.

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**BANKSTOWN TO YAGOONA - MARIYUNG (NIF) AC  
FEEDERS STAGE 2 – 713 FEEDER**

Commencing at 0600 hours on **Monday, 13 June 2022**, and continuing until 1800 hours on Friday, 1 July 2022, the following work will be carried out on 713 Feeder poles:

- Non-Destructive Digging (NDD)
- Pole Hole Boring for Poles J2R, J2RSs, 3R, 4R, 5R, 6R, 7R, 7AR, 8R, 8AR, 9AR, J10R, J10RSs, 11R,

**VER15122021****Philip Tan**

Project Engineer, Abergeldie Complex Infrastructure

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**MTMS2 – HURSTVILLE – SPEED SIGN CHANGES**

On **Sunday, 3 July 2022** (WE1), the following speed sign changes will take place in the vicinity of Hurstville Station as part of the MTMS2 project:

**Section 8a Central -  
Hurstville Illawarra Line**

	KILO-MET-RAGE	DOWN			UP		
		General	Medium	High	General	Medium	High
	<b>13.692</b>	<b>Allawah</b>					
Existing	<b>14.265</b>	X50	..	..	980A Pts		
Existing	<b>14.356</b>	60	60	60	..	..	..
Existing	<b>14.370</b>	..	..	..	60	80	85
Insert	<b>14.600</b>	984B Pts			X45	..	..
Existing	<b>14.680</b>	60	60	60	⤵	⤵	⤵
	<b>14.837</b>	<b>Hurstville</b>					
		⤵ Down Sign on Up Main					
		⤴ Up Sign on Down Main					

**Section 8d Hurstville - Sutherland  
Bi-directional - Illawarra Line**

	KILO-MET-RAGE	DOWN MAIN			UP MAIN		
		UP direction			Down Direction		
		General	Medium	High	General	Medium	High
Existing	<b>15.060</b>	988A Pts			X50	..	..
Existing	<b>15.090</b>	..	..	..	60	75	80
Remove	<b>15.090</b>	989A Pts			X35	..	..
Existing	<b>15.155</b>	X50	..	..	988B Pts		
Existing	<b>15.660</b>	60	60	60	..	..	..

Existing	<b>15.665</b>	992A Pts	X50	..	..
Existing	<b>15.830</b>	X50	..	..	992B Pts
Existing	<b>16.125</b>	<b>Penshurst</b>			

**Cameron Ly**

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**Jamie Ha**

Designer, Track Design, Engineering System Integrity  
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**GOSFORD (NORTH) - GOSFORD AREA REMODELLING (GAR)  
STAGE 15 WORKS – PROVISION OF CATCHPOINT SIGN**

Commencing at 0200 hours on **Saturday, 11th June 2022** and continuing until 2300 hours on Monday, 13th June 2022, the following work will be carried out:

- A new sign inscribed "CATCHPOINT" will be installed on the Down Refuge, approximately 28m on the Country side of GF120 catchpoints.

**VER18/05/2022****Rick Maranik**

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Test &amp; Commissioning

Project Engineering and Support

Major Works – Engineering &amp; Maintenance

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**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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Signal Design Engineer,

Signalling &amp; Control Systems, Engineering &amp; System Integrity,

Sydney Trains

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**MT. VICTORIA TO EDGECOMBE - COMMISSIONING OF MECHANICAL TRAINSTOPS**

Sinec **Saturday, 4 June 2022**, TfNSW will commission into use eight Mechanical Trainstops between Mt. Victoria and Edgecombe.

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

<b>Signal</b>	<b>Line</b>	<b>Remarks</b>
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.

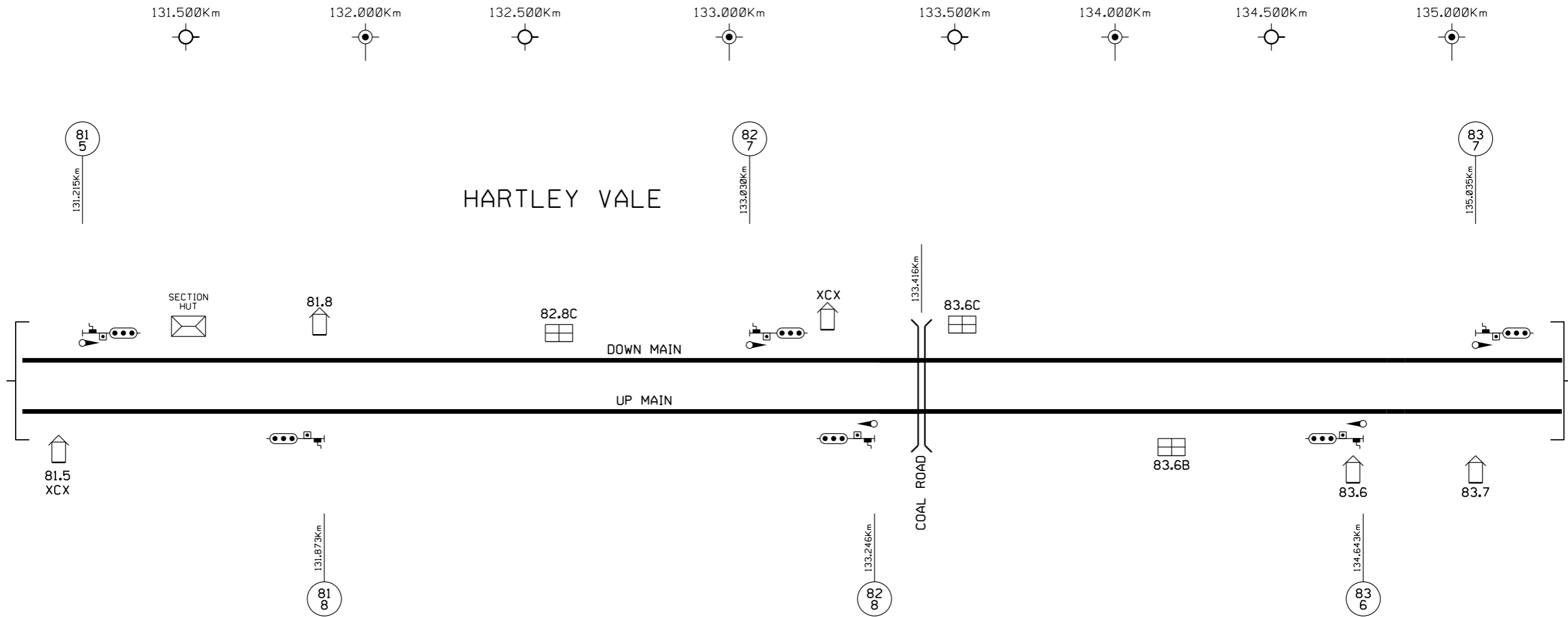
**DIAGRAM VER28032022**

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 Signal Commissioning Engineer UGL  
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**Ekachai Yimsin** Signalling Engineer  
 Rail Systems Australia  
 Ph: +61 8 6145 2288  
 Email: ekachai.yimsin@railssystemsaustralia.com.au

FROM MT. VICTORIA

TO BELL

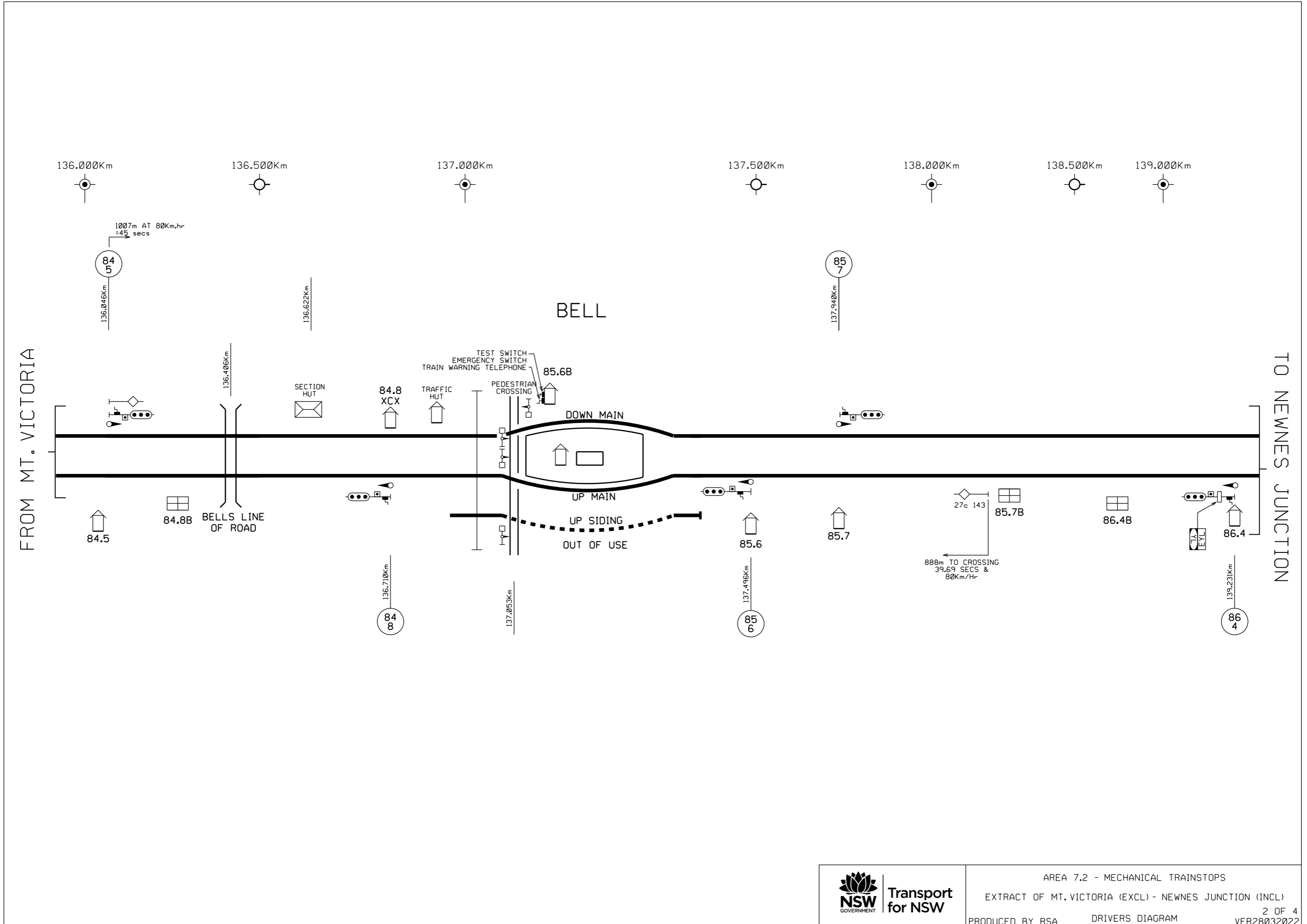


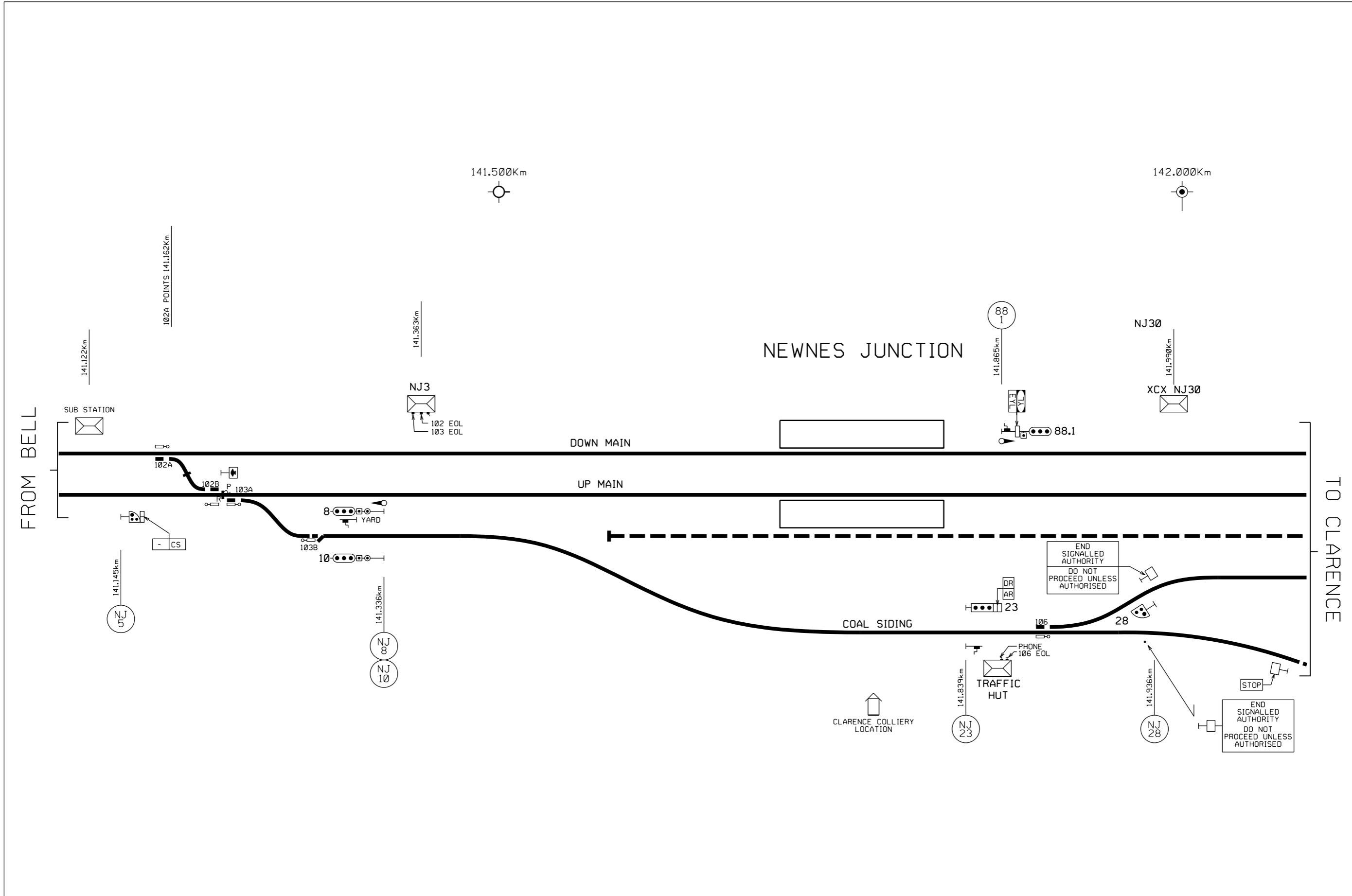
HARTLEY VALE

DOWN MAIN

UP MAIN

COAL ROAD





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
	<b>49.084</b>	<b>Werrington</b>					
Existing	<b>49.300</b>	..	..	..	80	115	115
Existing	<b>50.567</b>	..	..	..	80	105	105
Existing	<b>52.030</b>	60	80	80	..	..	..
	<b>52.702</b>	<b>Kingswood</b>					
Amend	<b>54.700</b>	75	75	80	80	115	115
To read	<b>54.546</b>	75	75	80	80	115	115
Existing	<b>54.970</b>	61 Pts ↻			X35	..	..
	<b>55.086</b>	<b>Penrith</b>					

↻ Up Sign on Down Main

**Cameron Ly**

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**Jamie Ha**

Designer, Track Design, Engineering System Integrity  
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**CARINGBAH – KINGSWAY OVERBRIDGE BRIDGE  
REFURBISHMENT (CARINGBAH STATION)**

Since **Monday, 6 June 2022** and continuing until 0200 hours on Monday 26 June 2023, the following work will be carried out;

- Installation of scaffold and plywood containment on the Up and Dn Cronulla lines at Caringbah Station. These works are part of a bridge refurbishment project and will be ongoing and staged throughout for a year.

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**Phillip Nguyen**

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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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**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, 31 May 2022