

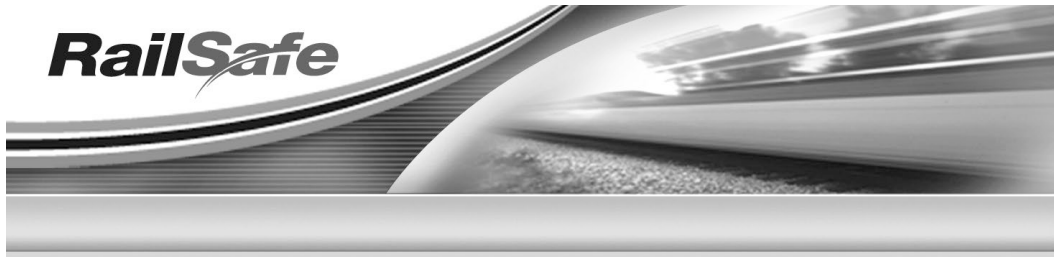
# 19

## **weekly notice**

Monday, 05 May 2025

Sunday, 11 May 2025

**RailSafe**



## 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 and Quality  
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>
20	12/05/2025 – 18/05/2025	08/04/2025
21	19/05/2025 – 25/05/2025	15/04/2025
22	26/05/2025 – 01/06/2025	22/04/2025

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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**BEROWRA (MAIN NORTH) – B5, B6 AND B8 SIGNALS  
UPGRADE TO LED**

Commencing at 0600 hours on **Saturday, 17 May 2025** and continuing until 2200 hours on Sunday, 18 May 2025, the following work will be carried out:

- Signal B5 on the UP MAIN will be converted to LED type.
- Signal B6 on the UP MAIN will be converted to LED type.
- Signal B8 on the DOWN MAIN will be converted to LED type.
- The indications displayed and the form of the signals will remain unaltered.

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**MORISSET (NORTH) – MORISSET AND VALES POINT RE-SIGNALLING STAGE 3 – INSTALLATION OF 55 CROSSOVER**

Commencing at 0200 hours on **Saturday, 17 May 2025**, and continuing until 0200 hours on Monday, 19 May 2025, the following works will be carried out:

- New 55 crossover will be installed on the Up North Main between 123.455km and 123.533km.
- MT55A points will be spiked, clipped and XL locked normal.
- MT55B catch points will be secured open, XL locked and detected normal.
- MT55A points and MT55B catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- MT55 points Emergency Operation Lock (EOL) will not be provided.
- The Signaller's Indication Panel will be altered by masking with suitable means to reflect these changes.
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.
- A new Perway Siding and associated buffer stop will be constructed during daylight hours following the installation of 55 crossover and will not be available for normal rail traffic until the new signalling arrangements at Morisset are commissioned into use.

**VER 05022024**  
**DIAGRAM VER 05022024**

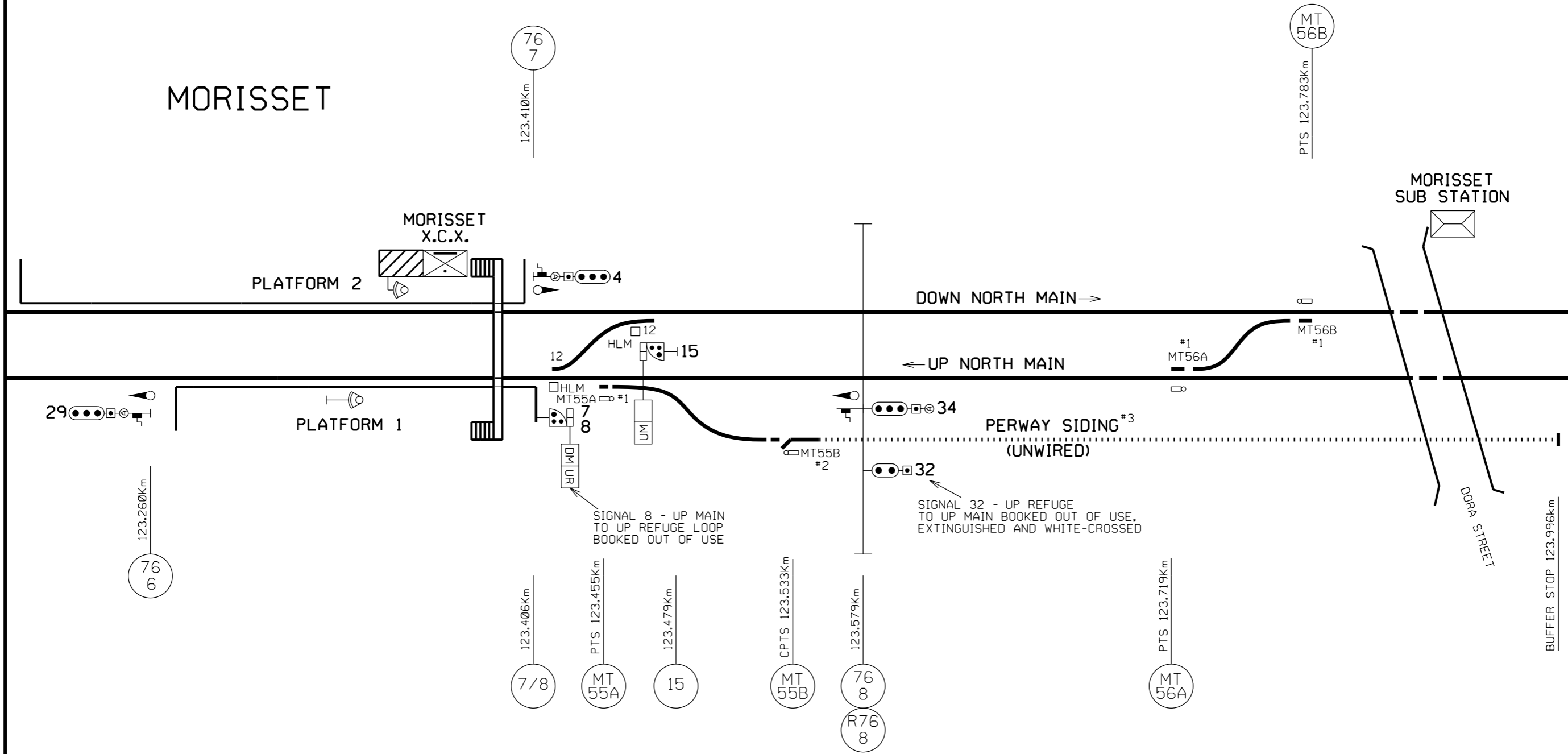
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# MORISSET



- \*1 POINTS SPIKED, CLIPPED AND XL LOCKED NORMAL
- \*2 MT55B CATCH POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL
- \*3 PERWAY SIDING UNDER CONSTRUCTION - NOT AVAILABLE FOR RAIL TRAFFIC

Reviewed

*H. Hales*

29/05/2024

Verified

*M*

30/05/2024



Transport  
for NSW

## MORISSET

MORISSET AND VALES POINT RE-SIGNALLING STAGE 3  
DRIVERS DIAGRAM SHEET 1 OF 1

Produced by JMDR

VER. 05022024

**REGIONAL INFRASTRUCTURE UPGRADES – NEW INTERCITY FLEET PROJECT - PLATFORM CAR MARKER CHANGES FOR THE CENTRAL COAST LINE – COWAN & LISAROW - SIGNALLING CHANGES AT COWAN – NEW C21 CO-ACTING SIGNAL**

Commencing at 0200 hours on **Saturday, 17 May 2025**, and continuing until 0200 hours on Monday, 19 May 2025, the following works will be carried out:

- New Cowan C21 Co-Acting Signal installed at approx. 48.968km. Located approx. 6m past the existing (parent) signal C21 UM towards country.
- No changes to the control & indication panel.

A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

New platform car marker & trackside stopping sign arrangements will be completed at Lisarow and Cowan Stations to accommodate the new 4,6,8 and 10 car NIF trains. Refer to Table 1 below for details.

**Table 1: New platform car marker & trackside stopping sign arrangements.**

Station	Platform	New Carmarker Sign	Installation Position (from the respective platform fenceline)
Cowan	Platform 1 Sydney End	10	Installed on post in 6 foot between Up Main & Down Main approx. 106.7m to city from the fence
Cowan	Platform 1 Country End	10	Installed on post in the Up Cess approx. 104.2m to country from the fence
Cowan	Platform 2 Country End	10	Installed on post in the Down Cess approx. 80m to country from the fence
Lisarow	Platform 1 Sydney End	6	Installed on post. approx. 17.6m to city from the fence existing post mounted "6" car marker removed
Lisarow	Platform 1 Sydney End	10	Installed on OHWS in the Up Cess approx. 98.77m to country from the fence



Lisarow	Platform 2 Country End	10	Installed on post in the Down Cess Approx. 98.156m to country from the fence
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**VER 08042025**  
**DIAGRAM VER 080425**

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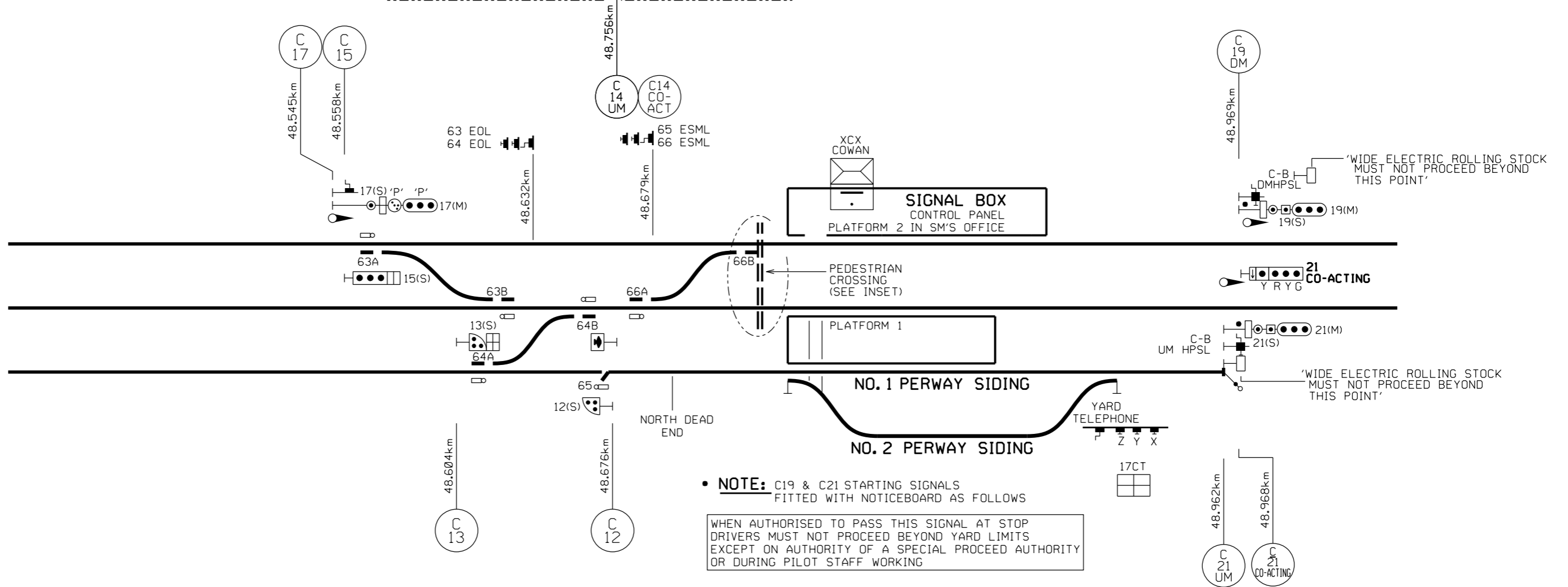
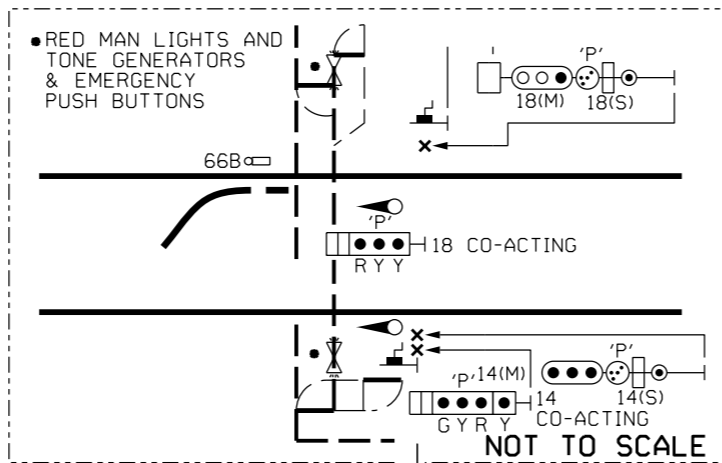
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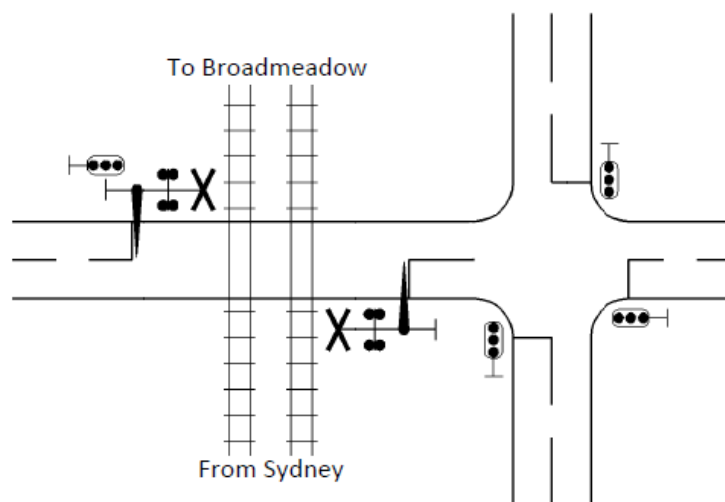
**ADAMSTOWN (NORTH) – INTERFACING TRAFFIC LIGHTS TO ST JAMES ROAD LEVEL CROSSING**

Commencing at 0200 hours on **Saturday 17 May 2025**, and continuing until 0200 hours on Monday 19 May 2025, the following work will be carried out:

- A traffic light interface will be provided between St James Road level crossing and new road traffic lights being brought into use on the both sides of the level crossing.
- The existing Emergency Switch arrangements will be upgraded with a Master Emergency Switch, and a new Manual Operation Switch will be provided at the crossing location.

**Traffic Light Interface**

Traffic lights are being provided at the intersection of St James Rd / Glebe Rd with Park Ave / Court St on the Up (eastern) side of the level crossing. An additional traffic light will be provided on the Down (western) side of the level crossing, facing eastbound road traffic.



*Simplified plan of traffic lights at St James Rd level crossing*

### **Operation of level crossing**

St James Road level crossing will remain under remote manual control and CCTV observation from Broadmeadow Signal Box and interlocked with railway signals. The traffic light interface will be integrated into the existing manual control as follows:

- When the Area Controller operates a control lever to initiate the level crossing warning, the traffic lights will be triggered first. The traffic lights will run a Clearance phase which stops traffic in both directions approaching the crossing, and allows eastbound traffic to exit the crossing.
- After the clearance phase is established, a response signal from the traffic light control unit starts the Type F flashing lights. A 22-second timer in the railway signalling will start the Type F lights if there is no response from the traffic light control unit.
- After the level crossing lights start flashing, the warning sequence continues as per existing.

After the Clearance phase is complete, the traffic lights will operate in Train phases for as long as the crossing is closed. Train phases allow various movements through the intersection that do not approach the level crossing. The traffic lights will revert to full normal operation once the crossing gates are fully open and lights stop flashing.

As the traffic light interface increases the time taken for the crossing to close, the Down Annunciator Bell in Broadmeadow Signal Box which presently sounds when an approaching train passes N98.5 signal will be altered to sound when a train passes N97.9 signal.

A new "TRAFFIC LIGHTS ACTIVATED" indication will be provided on the control panel at Broadmeadow to indicate the status of the traffic light interface. There are 3 states for this indication as follows

<b>Indication</b>	<b>Meaning</b>
Blank	The level crossing is open to road traffic, and the traffic light interface is operating correctly
Flashing	The traffic lights have been triggered in preparation for closing of the level crossing.  If the indicator continues flashing after the level crossing lights start flashing, or is flashing after the level crossing commences opening, it indicates a possible fault in the traffic light interface
Steady	The traffic lights are ready for the level crossing to close

A new "ADAMSTOWN ST JAMES RD TRAFFIC LIGHTS WARNING" indication will be provided on the indication panel. If the response signal from the traffic lights is in an unexpected state, the WARNING will illuminate and the audible alarm will sound. This warning will not prevent operation of the level crossing.

#### Failures affecting the Level Crossing

If a failure is causing the level crossing to operate continuously, this will cause the traffic lights to remain in Train phase. If the level crossing Master Emergency switch is operated, the traffic lights will return to normal operation when the level crossing lights stop flashing.

**Master Emergency and Manual Operation switches**

The existing LIGHTS & BELL Emergency Switch will be changed to a MASTER Emergency Switch. Operating the Master Emergency Switch will open all road and pedestrian gates, extinguish all warning lights and silence all bells and tone generators.

A new Manual Operation Switch will be provided on the side of the crossing location. Operating the Manual Operation Switch will start the level crossing warning sequence. The Manual Operation Switch can operate the crossing even while the Master Emergency Switch is switched to Emergency.

When using the Manual Operation Switch, the Type F equipment starts operating immediately – the traffic lights will still go through clearance phase to train phase, but the clearance phase will happen after the Type F lights start flashing. If possible, the Manual Operation Switch should be operated when there is no traffic approaching the crossing along the through roads.

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**FASSIFERN (NORTH) – ENHANCEMENT TO FASSIFERN  
PANEL ALARMS**

Commencing at 0200 hours on **Saturday, 17 May 2025** and continuing until 0200 hours on Monday, 19 May 2025, the following works will be carried out:

Indications and alarms on Fassifern Signal Box panel will be altered to provide visual and audible alarm alerts, if attempts to switch the panel to closing is unsuccessful.

**Local/Close Lever Instructions**

When the panel is switched from Local to Close or Close to Local, the audible alarm will sound for one second. No response required from the Signaller.

If Closing switch is turned to Close but the interlocking fails to enter Closing mode, the Local indication will flash, audible alarm will sound continuously and will be unable to be silenced. The panel must be switched back to Local and correct routes set prior to switching to Close.

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**EPPING (NORTH): PROVISION OF ADDITIONAL UP  
GUARD'S INDICATOR ON PLATFORM 1**

Commencing at 0200 hours on **Saturday, 17<sup>th</sup> May 2025** and continuing until 0200 hours on Monday, 19<sup>th</sup> May 2025, the following work will be carried out:

- On Platform 1, a new Guard's Indicator will be installed which will operate in conjunction with EG36 signal.
- Guard's Indicator will be located adjacent to EG41 signal Guard's Indicator, located midway through Platform 1.

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## STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
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
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
012 – 2018	OMET 228 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
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
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
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
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
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
005 - 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22
023 - 2022	Exception to OMET 254 Topside Preparation Locations	16/08/22	22/08/22
028 - 2022	Testing of Tangara Sets fitted with European Train Control System (ETCS) Level 1 & Level 2 (In cab signalling) equipment at Mortdale Maintenance Centre	08/12/22	16/12/22
027 - 2022	TWP 150: Damaged or Missing Window Glass	27/09/22	10/10/22
014 - 2023	Use of Automatic Train Protection (ATP) equipment on Millennium trains	20/02/23	05/03/23
017 - 2023	TWP 138 Assisting Trains using Emergency Couplers	07/03/23	20/03/23
022 – 2023	WB Radios on Waratah, Oscar, Millenium, Tangara and K sets	05/04/23	23/04/23
023 - 2023	OSCAR trains fitted with Automatic Train Protection (ATP) equipment	19/06/23	26/06/23
028 – 2023	TWP 176: Wayside Train Condition Monitoring	07/08/23	21/08/23
029 - 2023	Testing of an OSCAR Set (H5) with ETCS Level 2 equipment	01/09/23	04/09/23
026 – 2023	TWP 156: Operating doors	15/09/23	25/09/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
032 - 2023	TWP 100 Responsibilities of Train Crews	19/09/23	30/09/23
031 - 2023	Operation of Tangara trains fitted with ATP with Automatic Train Protection (ATP)	10/10/23	16/10/23
033 - 2023	Waratah (A and B SET) trains fitted with Automatic Train Protect equipment	17/10/23	23/10/23
034 - 2023	Testing Tangara trains fitted with ETCS Level 2	02/11/23	03/11/23
001 – 2024	TWP 182 Digital Train Radio	12/02/24	26/02/24
002 – 2024	Testing of a Millennium set (M31) with ETCS level 2 equipment	22/04/24	23/04/24
003 – 2024	Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains	12/06/24	01/07/24
004 - 2024	Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection Protection(ATP) Trackside System	28/06/24	01/07/24
006 - 2024	TWP 152 Disabled trains	18/11/24	5/12/24

**STATUS OF PERMANENT SAFE NOTICES**

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 – 2025	Transition of NSW TrainLink Operations to Sydney Trains	19/12/24	01/01/25
004 - 2025	New Trackside Signage associated with Digital Systems Train Testing	23/02/25	23/02/25
007 - 2025	Use of Signal Key Switches	16/04/25	29/04/25
008 - 2025	Permanent Safe Notices Cancelled & Withdrawn in conjunction with Network Rules Amendments	16/04/2025	04/05/2025

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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)

<i>Title</i>	<i>Status Sheet</i>	<i>Date issued</i>
<i>Train Working Procedures</i>		
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	TN 017 - 2023	March 2023
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 016 - 2023	March 2023
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 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

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
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**NOTES**



**NOTES**

**NOTICE TO SUBSCRIBERS**

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

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

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

Level 4, 36-46 George Street  
Burwood NSW 2134  
Tuesday, 22 April 2025