

8

weekly notice

Monday, 14 February 2022
Sunday, 20 February 2022



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>
9	21/02/2022 – 27/02/2022	25/01/2022
10	28/02/2022 – 06/03/2022	01/02/2022
11	07/03/2022 – 13/03/2022	15/02/2022

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:

Steve Swanson

Network Rules Specialist

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SYDNEY TERMINAL – PROVISION OF INTERMEDIATE TRAINSTOPS IN PLATFORM 9 FOR BUFFER STOP COLLISION MITIGATION.

Commencing at 2330 hours on **Friday, 04 March 2022**, and continuing until 0200 hours on Monday, 07 March 2022, the following work will be carried out:

Provision of Intermediate Trainstops

Platform 9 will be provided with three intermediate trainstops for buffer stop collision mitigation.

Speed Checking will be enforced from SY74 signal trainstop through the new intermediate trainstops to Platform 9 Buffer stop.

Note – Advisory intermediate trainstop speed signs are provided for intermediate trainstops where the speed check is less than 25km/h.

SY74 signal and trainstop (at signal)

LOW SPEED indication - Trainstop timed for 25km/h approach speed

SHUNT indication - Trainstop timed for 15km/h approach speed

Intermediate trainstop 1 (entrance to Platform 9)

Trainstop timed for 25km/h approach speed

Intermediate trainstop 2 (within Platform 9)

Trainstop timed for 15km/h approach speed. Advisory speed sign provided.

Intermediate trainstop 3 (within Platform 9 - nearest to buffer stop)

Trainstop timed for 5km/h approach speed. Advisory speed sign provided.

Drivers must regulate their train speed in accordance with the speeds defined above for the approach to each trainstop while entering platform 9 or the train will be tripped and brought to stand.

Guards must be alert in the event of a trip and not open the doors of the train if the train is not wholly within platform 9.

Alterations to SY74 signal and trainstop

SY74 signal will be renewed in its current location and upgraded to LED type.

The CAUTION indication will be removed and a LOW SPEED indication provided.

The Main Line Route Indicator will be retained and work in conjunction with the new LOW SPEED indication and display the destination platform number.

SY74 signal trainstop will be modified to perform Speed Checking as detailed above.

VER 14012022

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SYDNEY YARD – INSTALLATION OF NEW SIGNAL & STENCILS (UNCOMMISSIONED / BAGGED)

Commencing at 0200 hours on **Saturday, 5 March 2022**, and continuing until 0200 hours on Sunday, 6 March 2022 the following work will be carried out:

- New SY72 Signal will be installed at 0.444km on the Up Suburban line with a white cross to indicate this signal is not commissioned
- Existing SY13 Signal a stencil route indicator will be installed, it will be bagged to indicate that it has not been commissioned
- Existing SY12 Dwarf Signal will have a stencil route indicator will be installed, it will be bagged to indicate that it has not been commissioned
- Existing SY11 Signal a stencil route indicator will be installed, it will be bagged to indicate that it has not been commissioned
- Existing SY09 Signal a stencil route indicator will be installed, it will be bagged to indicate that it has not been commissioned
- Existing SY08 Dwarf Signal will have a stencil route indicator will be installed, it will be bagged to indicate that it has not been commissioned

Mark Skribins

Signalling Commissioning Engineer

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**MTMS2 STAR (SYDNEY TERMINAL AREA REMODELLING)
PHASE 1 STAGE 4 [RENEWAL OF 182A TURNOUT]**

Commencing at 02:00 hours on **Saturday, 5 March 2022**,
and continuing until 02:00 hours on Sunday, 6 March 2022,
the following works will be carried out:

- Existing 182A turnout between the Down Suburban Road and Platform 8 Road will be removed.
- New 182A turnout will be installed at 0.431km (existing location) on the Down Suburban Road.
- A new Keyless type Emergency Operations Lock (EOL) for 182 points will be provided adjacent to 182A point end.
- Existing 182B points will remain unchanged and operate along with new 182A points.
- A Drivers Diagram showing the altered arrangement appears in this Weekly Notice.

VER 23072021**DRIVERS DIAGRAM VER 23072021****Mark Skribins**

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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, 19 February 2022**, and continuing until 0200 hours on Monday, 21 February 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****Mark Skribins**

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TO SYDNEY

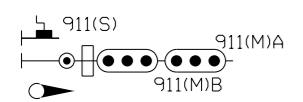
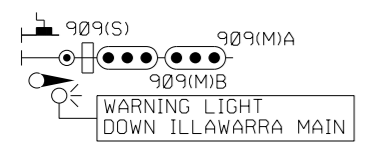
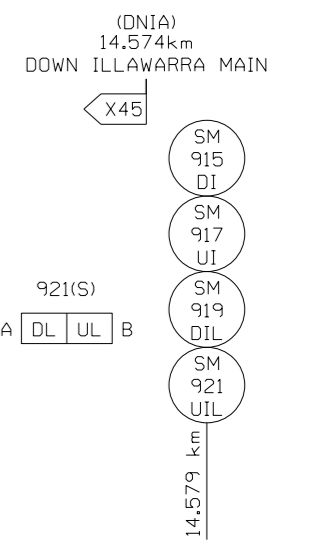
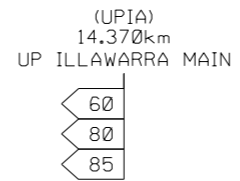
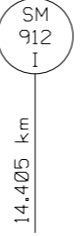
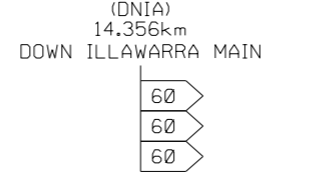
TO HURSTVILLE

14.500km

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

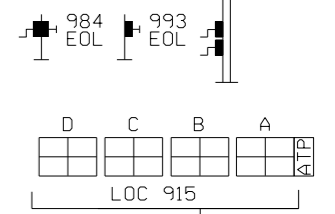
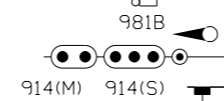
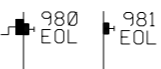
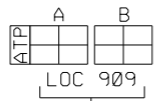
909	(M)A	DN MAIN	—
	(S)A	DN MAIN	DM
	(M)B	UP MAIN	—
	(S)B	UP MAIN	UM

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



- UIL(9)WL (13.443 km) 81m, 36" @ 80KPH
- UIL(10)WL (13.563 km) 692m, 31" @ 80 KPH
- UIL(11)WL (13.602 km) 652m, 29" @ 80 KPH

WOIDS



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

POINT ARRANGEMENTS

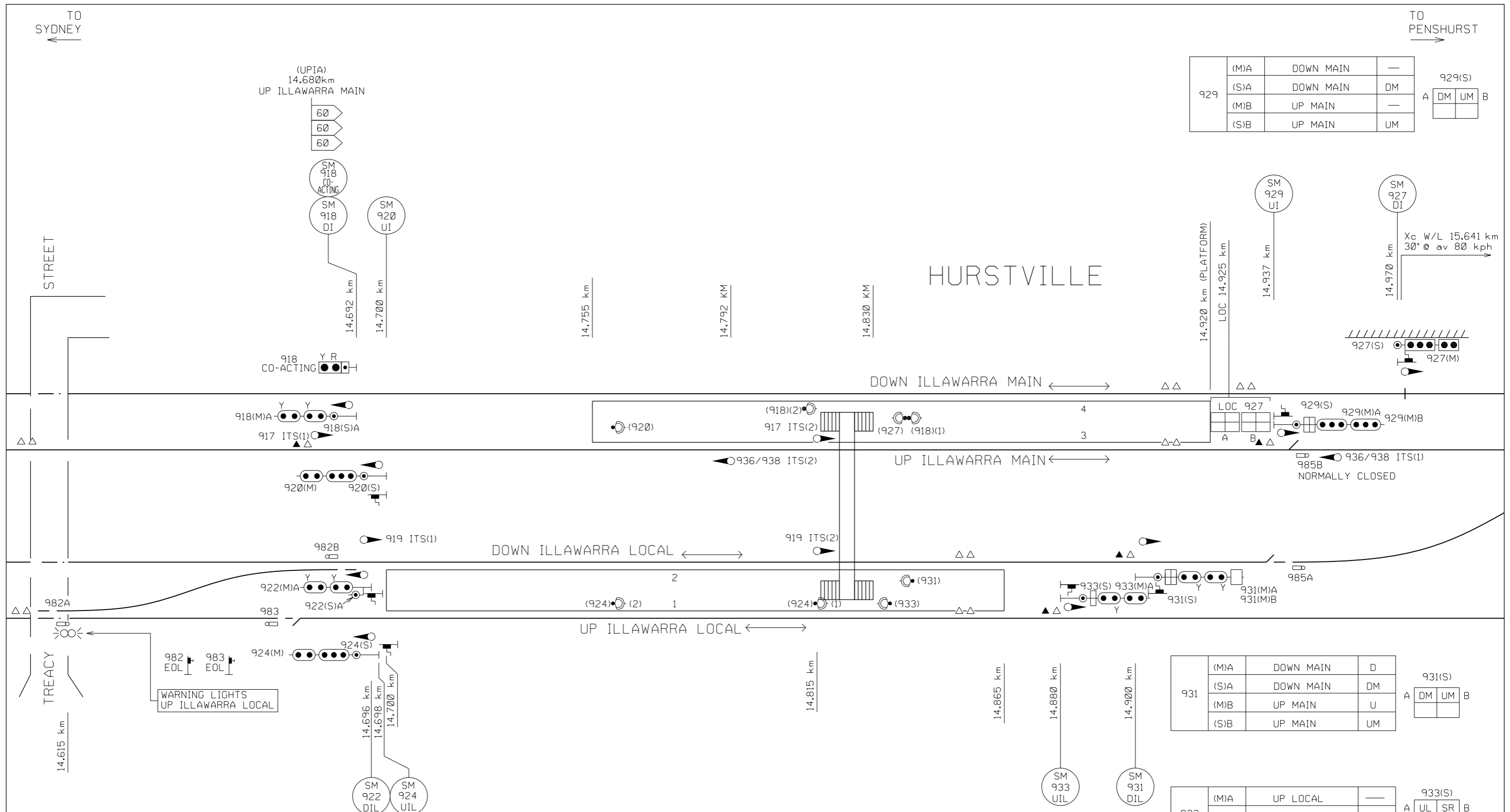
POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	NUMBER OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION					INTERLOCKING BALL BEARING REMOVED	WIDE CUT NOTCH POSITION	FPL REMOVED
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX	LOCATION	INSCRIPTION			
980A	WBS D84 MKIII	NO	1	IN-BEARER	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					

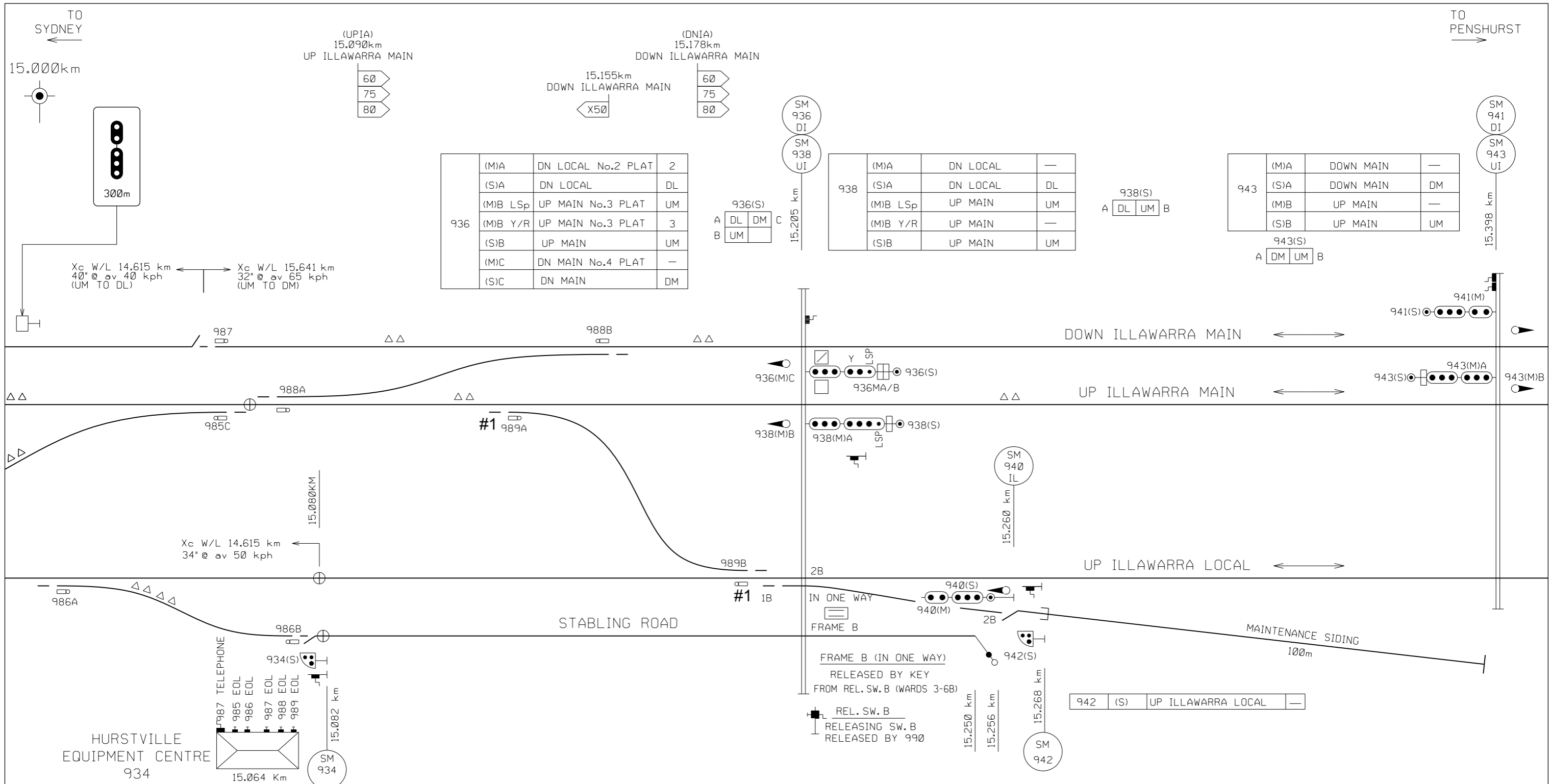
933	(M)A	UP LOCAL	—	933(S)	A	UL	SR	B
	(S)A	UP LOCAL	UL					
	(S)B	STABLING ROAD	SR					

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

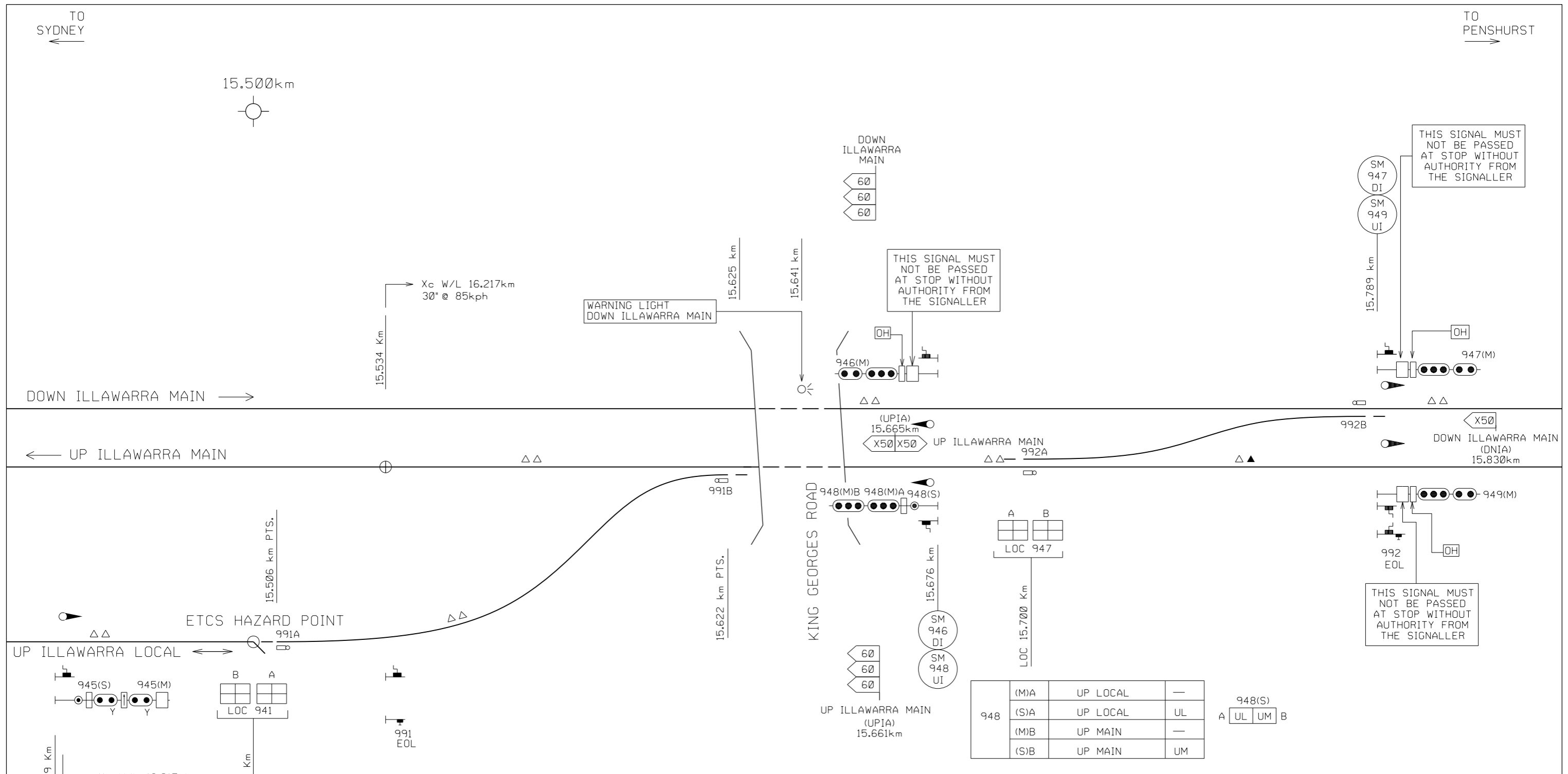
POINTS No.	POINTS TYPE	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			INSCRIPTION	
					TYPE	EOL INDEX ESML WARDING	MACHINE INDEX		
985A	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985A EOL & 985A CPTS. MOTOR
985B	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G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



WARNING LIGHT
DOWN ILLAWARRA MAIN

THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

ETCS HAZARD POINT

POINT ARRANGEMENT

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION				INSCRIPTION
						TYPE	EOL INDEX	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

WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY PROJECT SIGNALLING STAGE 8 – INSTALLATION OF NEW 302B CATCH POINTS, 305B POINTS, 307 POINTS, 60A CATCH POINTS, TRACTION RETURN BONDING OF NEW NO.1 UP SIDING AND UP REFUGE LOOP TRACKS AND UPGRADES TO W79 AND W1 SIGNALS

Commencing at 0200 hours on Saturday, **19 February 2022**, and continuing until 0200 hours on Monday, 21 February 2022, the following works will be carried out:

- New 302B catch points will be installed on the Up Goods Loop (Future) at 36.906km. The new catch points will be spiked, clipped, XL locked and detected normal.
- 302B catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 302 points Emergency Operation Lock (EOL) keys will be installed in 302 EOL box located near W1 location.
- Temporary buffer stop will be installed countryside of 302B points at 36.937km.
- New 305B points will be installed on the No.1 Up Siding (Future) at 37.505km. The new turnout will be spiked, clipped, XL locked and detected normal.
- 305B points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 305 points Emergency Operation Lock (EOL) keys will be installed in 305 EOL box located near W3 location.
- New 307 turnout will be installed on the No.1 Up Siding (Future) at 37.519km.
- 307 points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.

- New 60A catch points will be installed on Up Goods Loop (Future) at 38.678km. The new catch points will be spiked, clipped, XL locked and detected normal.
- 60A catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 60A Emergency Operation Lock (EOL) key will be installed with existing 60B key located in 60 EOL box.
- A new turnout repeater will be fitted onto existing W79 signal and bagged (uncommissioned).
- The existing 2-way stencil route indicator (SRI) on W1 signal will be replaced with a 4-way SRI. The existing 'DR' and 'DM' indications will be displayed in the top left and bottom left quadrants respectively. The top right quadrant will be blanked out (uncommissioned).
- The existing left hand band of light on W1 signal will be replaced with a combined left and right hand band of lights with the right hand indication blanked out (uncommissioned).

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

VER 30082021
DIAGRAM VER 30082021

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Joe Trinh

Design Delivery Manager, JMDR

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SIGNAL	ROUTE	DESTINATION	INDICATION
5	5(M)A	DOWN REFUGE	-
	5(M)B	DOWN MAIN	D
	5(M)C	UP MAIN	U
	5(M)D	UP REFUGE	R
	5(M)E	UP GOODS	G #
	5(S)A	DOWN REFUGE	DR
	5(S)B	DOWN MAIN	DM

OUT OF USE

1	SIGNAL	ROUTE	DESTINATION	INDICATION
	1(M)A	DOWN REFUGE	BOL	
	1(M)B	DOWN MAIN	-	
	1(S)A	DOWN REFUGE	DR	
	1(S)B	DOWN MAIN	DM	

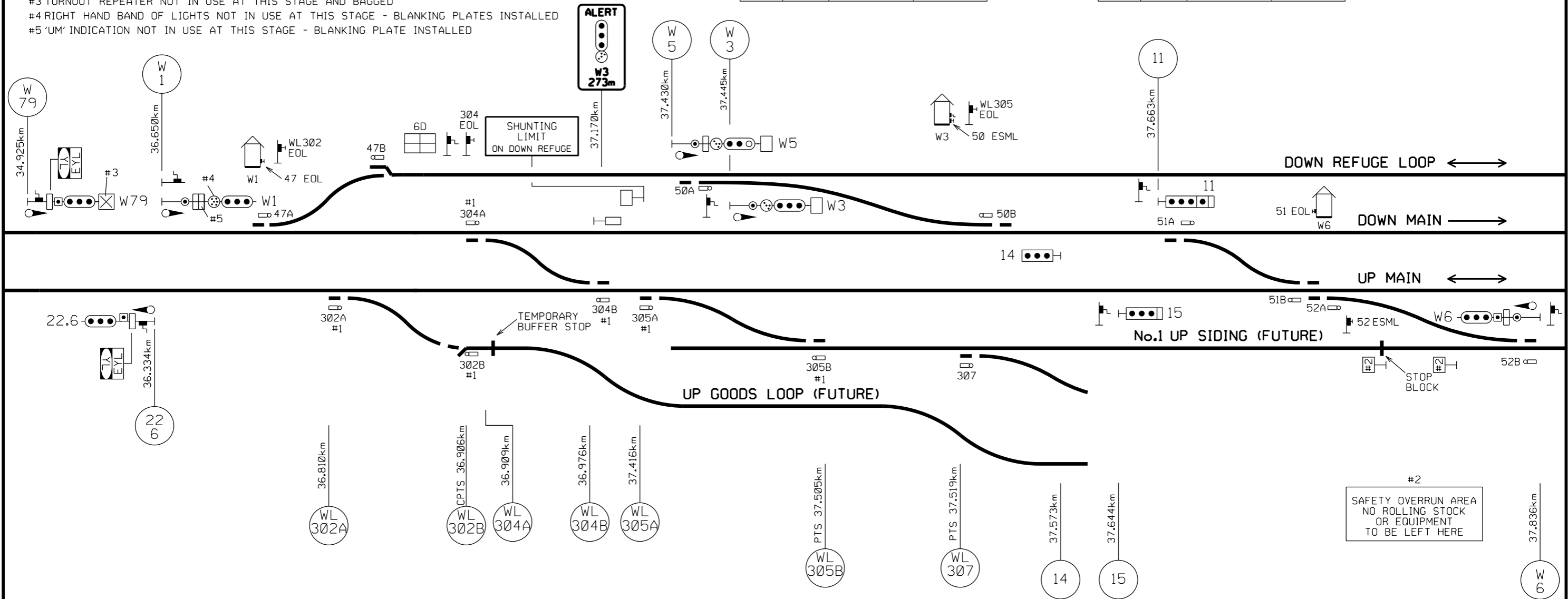
SIGNAL	ROUTE	DESTINATION	INDICATION
3	3(M)A	DOWN MAIN	-
	3(M)B	UP MAIN	U
	3(M)C	UP REFUGE	R
	3(M)D	UP GOODS	G #
	3(S)	DOWN MAIN	-

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
11	11A	DOWN MAIN	D
	11B	UP MAIN	U
	11C	UP REFUGE	R
	11D	UP GOODS	G #
		GREEN LIGHT	●

OUT OF USE

#3 TURNOUT REPEATER NOT IN USE AT THIS STAGE AND BAGGED
 #4 RIGHT HAND BAND OF LIGHTS NOT IN USE AT THIS STAGE - BLANKING PLATES INSTALLED
 #5 'UM' INDICATION NOT IN USE AT THIS STAGE - BLANKING PLATE INSTALLED



SIGNAL	ROUTE	DESTINATION	INDICATION
15	15A	UP MAIN	U
	15B	UP REFUGE	R
	15C	UP GOODS	G #

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
6	6(M)	UP MAIN	-
	6(S)A	UP MAIN	UM
	6(S)B	DOWN MAIN	DM

#1 POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL



Transport for NSW

WATERFALL
 MTMS2 WATERFALL STABLING FACILITY FEBRUARY 2022
 DRIVERS DIAGRAM SHEET 1 OF 2
 Produced by JMDR
 VER. 30082021

MT. VICTORIA TO NEWNES JUNCTION — COMMISSIONING OF DOWN MAIN MECHANICAL TRAINSTOPS

Commencing at 06:00 hours on **Saturday, 12 February 2022** and continuing until 22:00 hours on Sunday, 13 February 2022, TfNSW will commission into use four Down Main Mechanical Trainstops between Mt. Victoria and Newnes Junction.

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

Signal	Line	Remarks
Signal 81.5	Down Main	Mechanical Trainstop added.
Signal 82.7	Down Main	Mechanical Trainstop added.
Signal 83.7	Down Main	Mechanical Trainstop added.
Signal 84.5	Down Main	Mechanical Trainstop added.

DIAGRAM VER20012022

Emanuel Lavidis

Signal Commissioning Engineer UGL

Mob: 0473 419 250

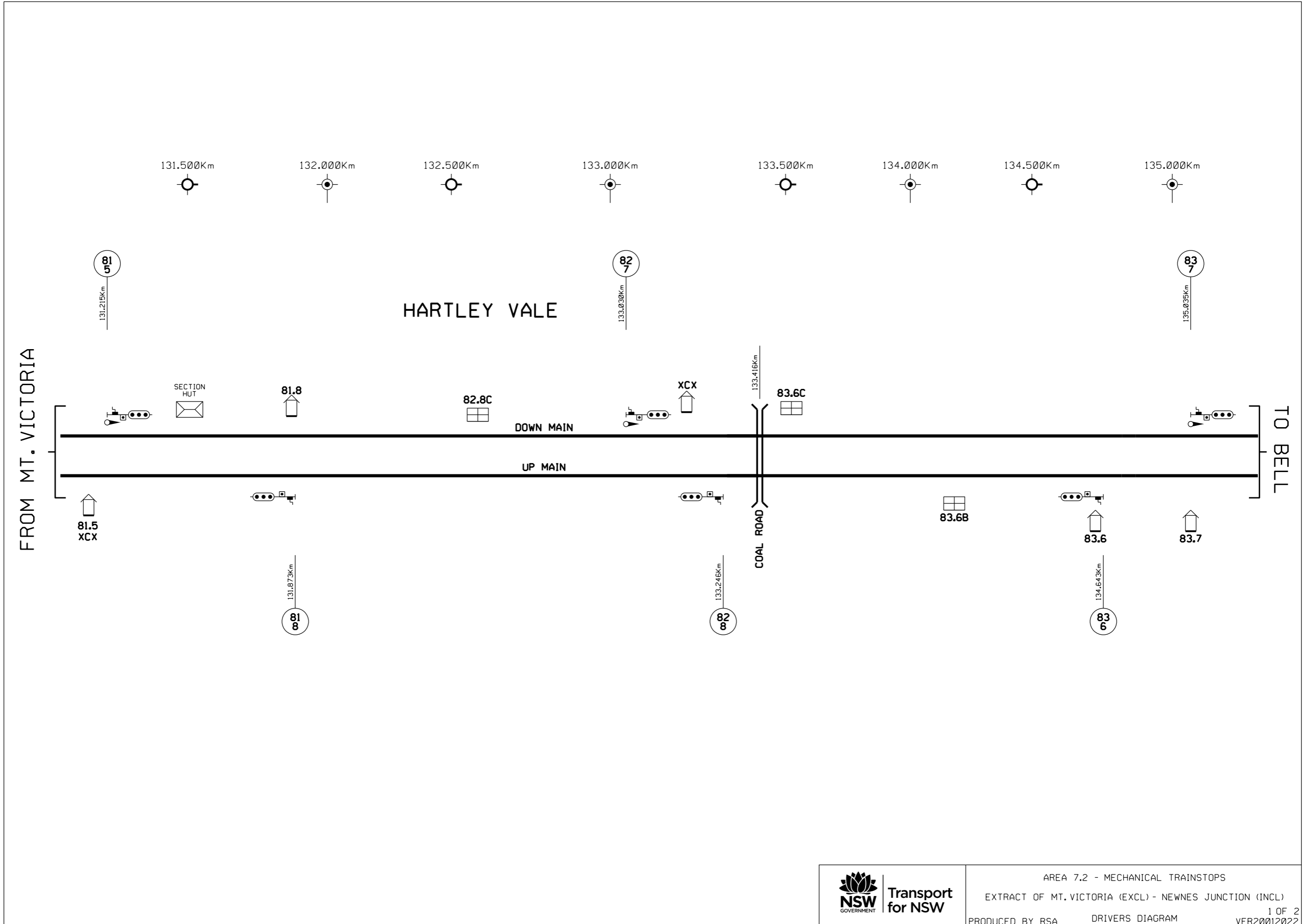
Email: emanuel.lavidis@ugllimited.com

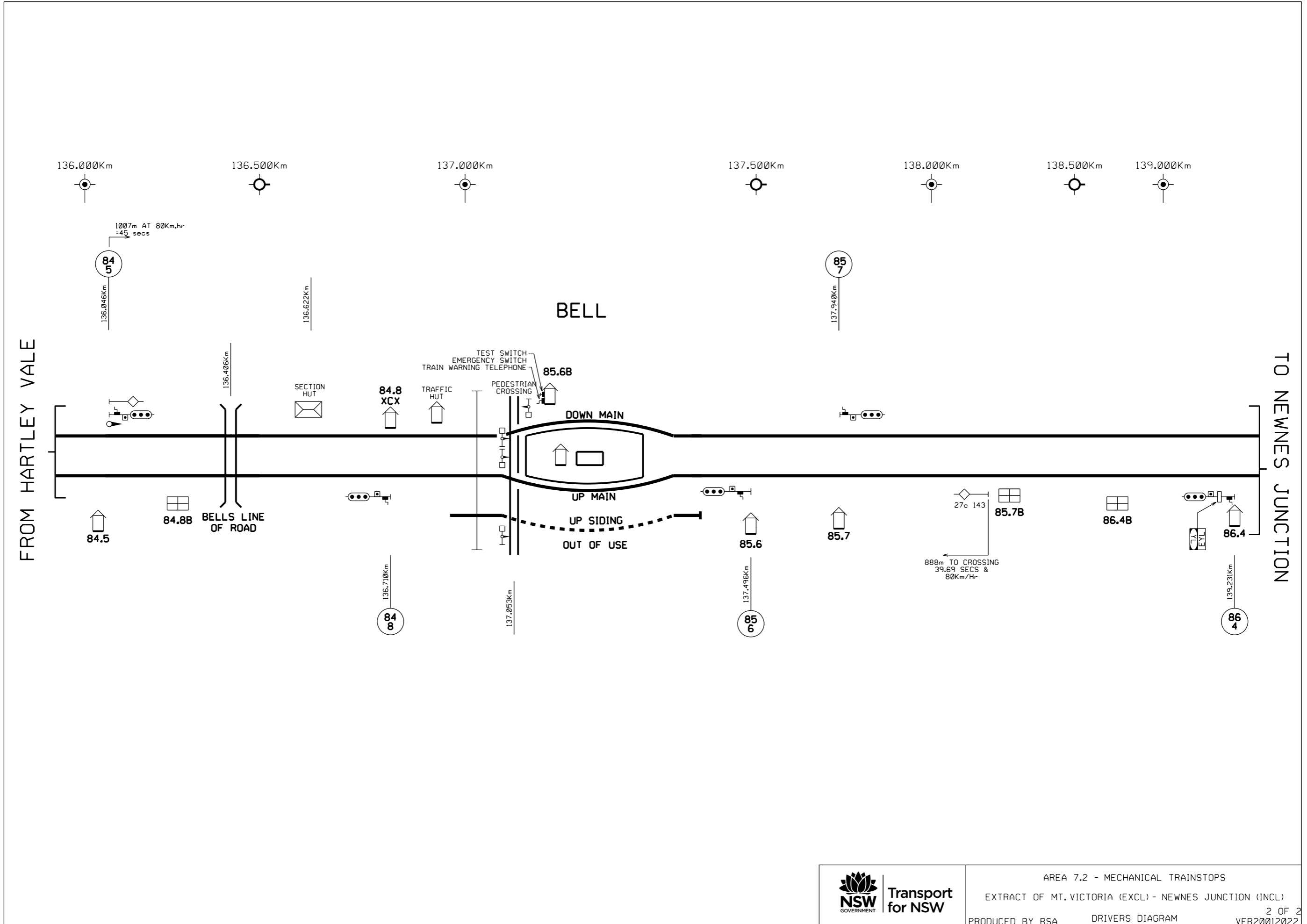
Immanuel Jegan

Signalling Design Engineer Rail Systems Australia

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WOLLONGONG (ILLAWARRA) – MTMS2 WOLLONGONG LNIF ENABLING – STAGE 4 FINAL CONFIGURATION OF UP AND DOWN YARDS. CONISTON RENEWAL OF SIGNALS 121 AND 125 TO LED

Commencing at 0200 hours on **Saturday, 19 February 2022**, and continuing until 0200 hours on Monday, 21 February 2021, the following works will be carried out:

- Wollongong Up Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. A new No.3 Up Siding and Perway Siding will be brought into use.
- Wollongong Down Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. The existing Down Refuge will be repurposed as the New No.1 Down Siding. The existing No.1 Down Siding will be renamed No.2 Down Siding
- Signal 121 (Coniston Platform 2) on the Down Main will be upgraded to LED 15m towards country
- Signal 125 (Coniston Platform 1) on the Up Main will be upgraded to LED in the same position
- The 10 car marker signs will be installed (including post & footing) on both city and country ends of the Coniston platform.
- ATP Changes on the Down Main and Down Yard.

The final Up Yard configuration will consist of the following roads;

- No.1 Up Siding (approx. 724m total standing room)
- No.2 Up Siding (approx. 225m total standing room)
- No.3 Up Siding (approx. 225m total standing room)
- Per way Siding (approx. 225m total standing room)

The final Down Yard configuration will consist of the following roads;

- No.1 Down Siding (approx. 585m total standing room)
- No.2 Down Siding (approx. 541m total standing room)

Entry between the Main Lines and Yards will be authorised through controlled shunt routes only. Train Stops will be suppressed for these routes, with no trip passing signals required.

All roads will be track circuited.

All new points are power operated and controlled by the signaller. New EOLs are provided for emergency local operation

New and Altered Signal Route Designations

The following tables summarise the new and altered signals and points. Refer also to the Drivers Diagram for the new arrangement

Wollongong – Up Main Signals

Signal	Route	Designation	Route Indications	Remarks
463	(M)A	Down Starting, Up Main	-	Existing
	(S)A	Down Shunt, Up Main	UM	Existing
	(S)B	No.1 Up Siding	U1	Existing
	(S)C	No.2 Up Siding	U2	Existing
	(S)D	No.3 Up Siding	U3	New

Wollongong – Up Yard Signals

Signal	Route	Designation	Route Indications	Remarks
424	(S)A	Up Shunt, Perway Siding	PS	New
	(S)B	Up Shunt, No.3 Up Siding	U3	New
	(S)C	Up Shunt, No.2 Up Siding	U2	Existing (S)A
	(S)D	Up Shunt, No.1 Up Siding	U1	Existing (S)B
429	(S)	Down Shunt, No.2 Up Siding	-	New
435	(S)	Down Shunt, No.2 Up Siding	-	New
437	(S)	Down Shunt, No.2 Up Siding	-	New

438	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear
440	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear
448	(S)	Up Shunt, No.1 Up Siding	-	Removed

Wollongong – Down Main Signals

Signal	Route	Designation	Route Indications	Remarks
406	(S)A	Up Shunt, No.1 Up Siding	U1	Existing
	(S)B	Up Shunt, Up Main	UM	Existing
	(S)C	Up Shunt, Down Main	-	Existing
	(S)D	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)E	Up Shunt, No.2 Down Siding	D2	Existing. New Indication
428	(S)B	Up Shunt, Up Main	UM	Existing
	(M)C	Up Home, Down Main	-	Existing
	(S)C	Up Shunt, Down Main	DM	Existing
	(M)D	Up Home, Down Bay	BOL	Existing
	(S)E	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
430	(M)C	Up Home, Up Main	-	Existing
	(S)C	Up Shunt, Up Main	UM	Existing
	(M)D	Up Home, Down Main	BOL + D	Existing
	(S)D	Up Shunt, Down Main	DM	Existing
	(M)E	Up Home, Down Bay	BOL + B	Existing
	(S)F	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
461	(S)A	Down Shunt, No.2 Down Siding	D2	New
	(S)B	Down Shunt, No.1 Down Siding	D1	New
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)B	Down Starting, Down Refuge	BOL	Removed
	(M)C	Down Starting, Down Main	-	Existing

Wollongong – Down Yard Signals

Signal	Route	Designation	Route Indications	Remarks
442	(S)A	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)B	No.1 Goods Siding	GS	Existing

Wollongong – Down Bay Signals

Signal	Route	Designation	Route Indications	Remarks
459	(S)A	Down Shunt, No.2 Down Siding	D2	Existing. New Indication
	(S)B	Down Shunt, No.1 Down Siding	D1	Existing. New Indication
	(M)B	Down Home, Down Refuge	-	Removed
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)C	Down Home, Down Main	BOL	Existing

The following route finishes have been applied on existing routes;

- 406(S)E finishes at 442
- 424(S)C finishes at new 438
- 443(S) finishes at 417
- 459(S)A finishes at 417
- 461(S)A finishes at 417
- 463(S)C finishes at new 429

Wollongong – New Point Designations

Points	Designation	Remarks
260	Single End Points, No.2 Up Siding to Per way Siding	New Power Operated Points
261	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points
264	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points

VER 100122
DIAGRAM VER 100122

Dean Farquharson

Commissioning Engineer, JMDR

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Email: dean.farquharson@jmdr.com

Jason Eadie

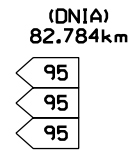
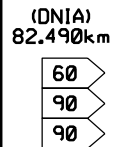
Technical Executive, WSP

Tel: 0437 599 153

Email: Jason.eadie@wsp.com

TO SYDNEY

TO CONISTON



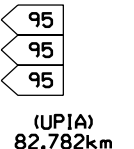
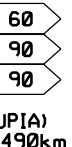
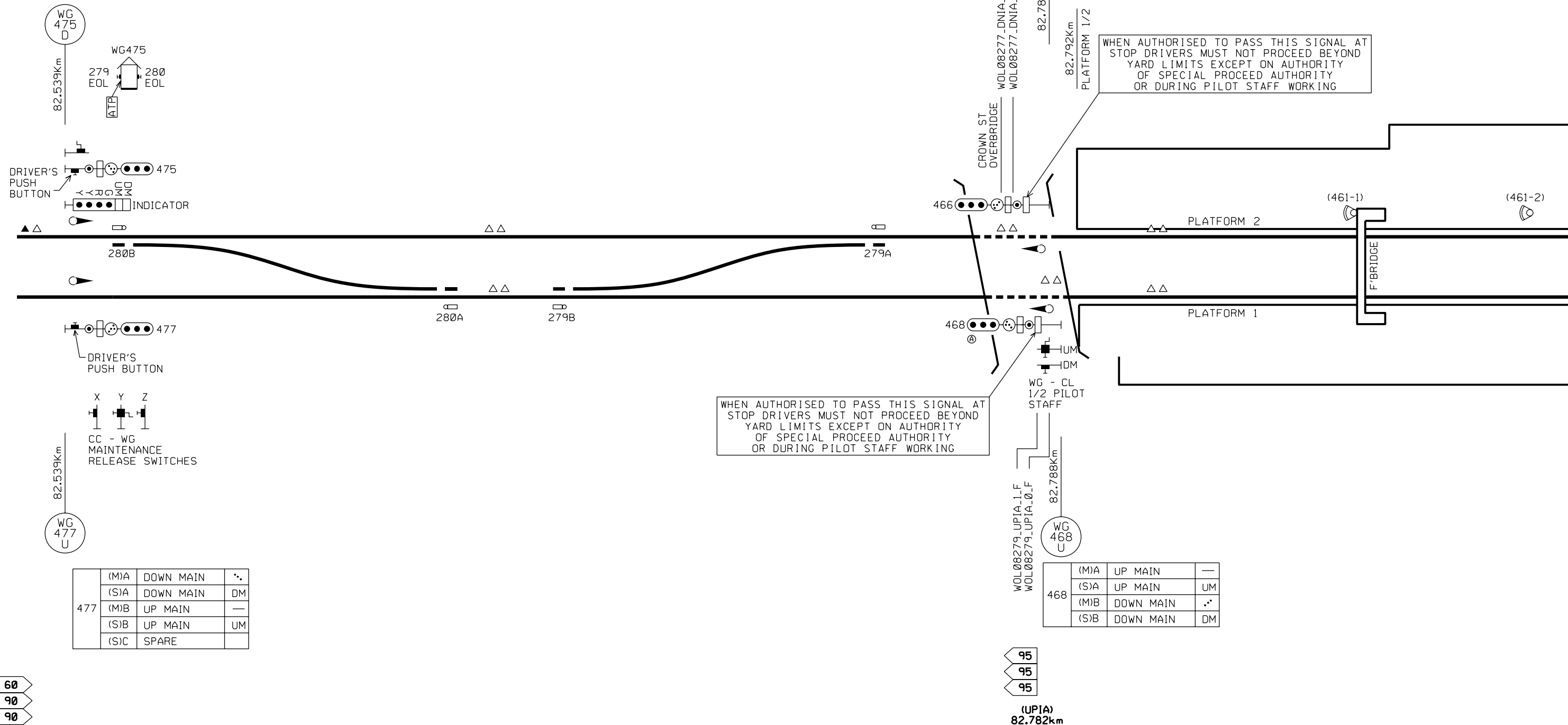
475	(M)A	DOWN MAIN	—
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	..
	(S)B	UP MAIN	UM

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

WOLLONGONG

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING



TO SYDNEY

TO CONISTON

461	(S)A	DOWN SIDING	DS
	(S)B	DOWN REFUGE	DR
	(S)C	DOWN MAIN	DM
	(M)C	DOWN MAIN	—

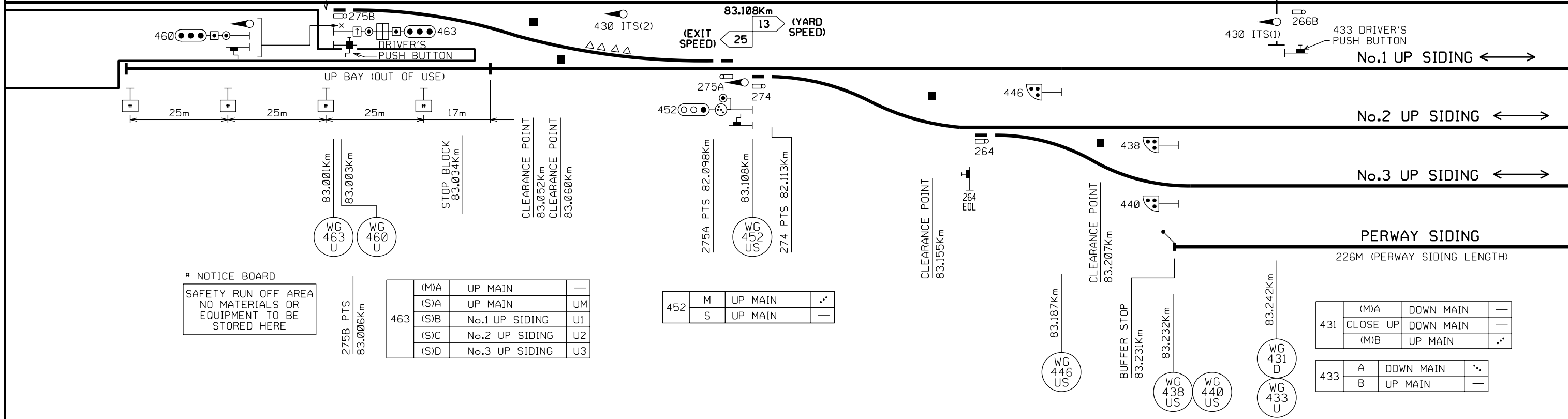
459	(S)A	No.2 DOWN SIDING	D2
	(S)B	No.1 DOWN SIDING	D1
	(S)C	DOWN MAIN	DM
	(M)C	DOWN MAIN	..

450	A	DOWN MAIN	DM
	B	DOWN BAY	DB

442	A	No.1 DOWN SIDING	D1
	B	No.1 GOODS SDGS	GS

WOLLONGONG

DOWN MAIN
UP MAIN



* NOTICE BOARD
SAFETY RUN OFF AREA
NO MATERIALS OR
EQUIPMENT TO BE
STORED HERE

463	(M)A	UP MAIN	—
	(S)A	UP MAIN	UM
	(S)B	No.1 UP SIDING	U1
	(S)C	No.2 UP SIDING	U2
(S)D	No.3 UP SIDING	U3	

452	M	UP MAIN	..
	S	UP MAIN	—

431	(M)A	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—
	(M)B	UP MAIN	..

433	A	DOWN MAIN	..
	B	UP MAIN	—

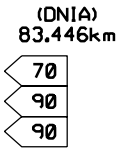


**WOLLONGONG (ILLAWARRA) -
MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 2 OF 4**

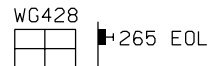
TO SYDNEY

83.500Km

TO CONISTON



428	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)C	DOWN MAIN	DM
	(M)D	DOWN BAY	.*
	(S)E	No.1 DOWN SIDING	D1



PEDESTRAIN SUBWAY

No.2 DOWN SIDING

No.1 DOWN SIDING

265B

428 DRIVER'S PUSH BUTTON

DOWN MAIN

428

UP MAIN

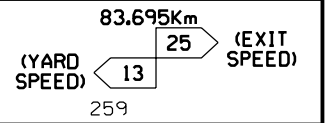
265A

No.1 UP SIDING

430 DRIVER'S PUSH BUTTON

430

LOW SPEED



No.2 UP SIDING

MULTI LAMP ROUTE INDICATOR (MLRI)

429

427

424

No.3 UP SIDING

435

261

260

PERWAY SIDING

PANTOGRAPH SIGN

259 WG424 EOL

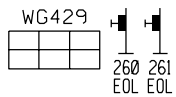
430	(M)C	UP MAIN	—
	(S)C	UP MAIN	UM
	(M)D	DOWN MAIN	.* +D
	(S)D	DOWN MAIN	DM
	(M)E	DOWN BAY	.* +B
	(S)F	No.1 DOWN SIDING	D1



(UPIA) 83.446km



CLEARANCE POINT 83.473km



260 EOL

261 EOL

261 PTS 83.512km

CLEARANCE POINT 83.515km

260 PTS 83.554km

CLEARANCE POINT 83.645km

259 PTS 83.686km

83.695km

424	(S)A	PERWAY SIDING	PS
	(S)B	No.3 UP SIDING	U3
	(S)C	No.2 UP SIDING	U2
	(S)D	No.1 UP SIDING	U1



WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 3 OF 4

TO SYDNEY

84.000Km

TO CONISTON

(DNIA)
83.801km
60
90
90

84.190km
X25

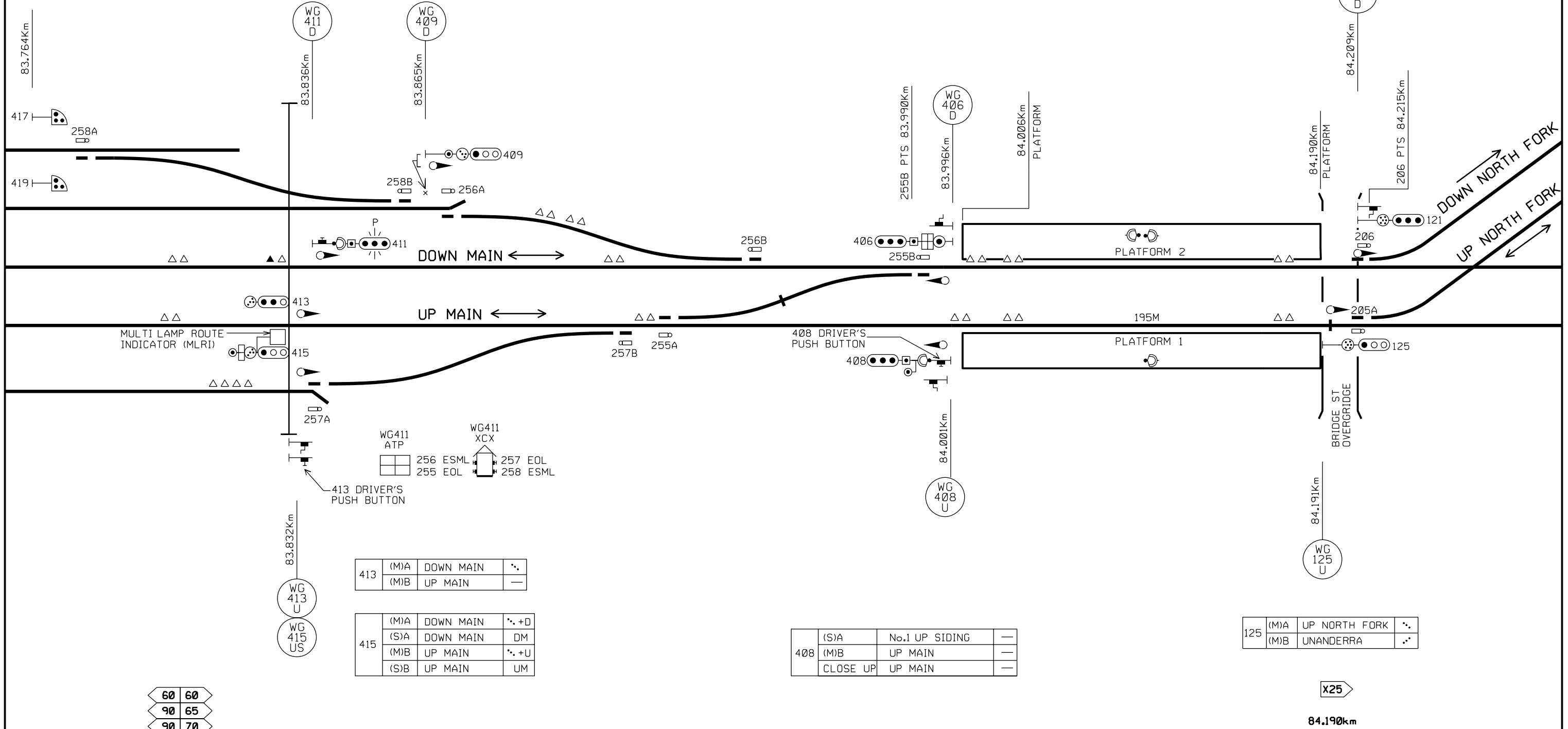
409	S	DOWN MAIN	—
	M	DOWN MAIN	..

411	M	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—

406	(S)A	No.1 UP SIDING	U1
	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)D	No.1 DOWN SIDING	D1
	(S)E	No.2 DOWN SIDING	D2

CONISTON

121	(M)A	DN NORTH FORK	..
	(M)B	DN PORT KEMBLA	—
	(M)C	UNANDERRA	..



413	(M)A	DOWN MAIN	..
	(M)B	UP MAIN	—

415	(M)A	DOWN MAIN	.. +D
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	.. +U
	(S)B	UP MAIN	UM

408	(S)A	No.1 UP SIDING	—
	(M)B	UP MAIN	—
	CLOSE UP	UP MAIN	—

125	(M)A	UP NORTH FORK	..
	(M)B	UNANDERRA	..

60 60
90 65
90 70
(UPIA)
83.801km

84.190km
X25



**WOLLONGONG (ILLAWARRA) -
MTMS2 LNIF ENABLING PROJECT**
PART SIGNALLING ARRANGEMENT
SHEET 4 OF 4

**PORT KEMBLA (ILLAWARRA) – MTMS2 PORT KEMBLA LNIF
ENABLING – SIGNALS 4 & 6 UPGRADE TO LED**

Commencing at 0730 hours on **Tuesday, 22 February 2022**, and continuing until 1700 hours the same day, the following works will be carried out:

- Port Kembla Signal 4 in the Engine Siding will be upgraded to LED in the same position and elevated 1.2m to improve sighting
- Port Kembla Signal 6 in the Loop Siding will be upgraded to LED in the same position and elevated 1.2m to improve sighting
- Platform 1 extended 8.3m towards country.
- New combined "8 &10" car marker installed country end of extended platform 1.

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

VER 171221**DIAGRAM VER 171221****Matthew Ward**

Commissioning Engineer, JMDR

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Technical Executive, WSP

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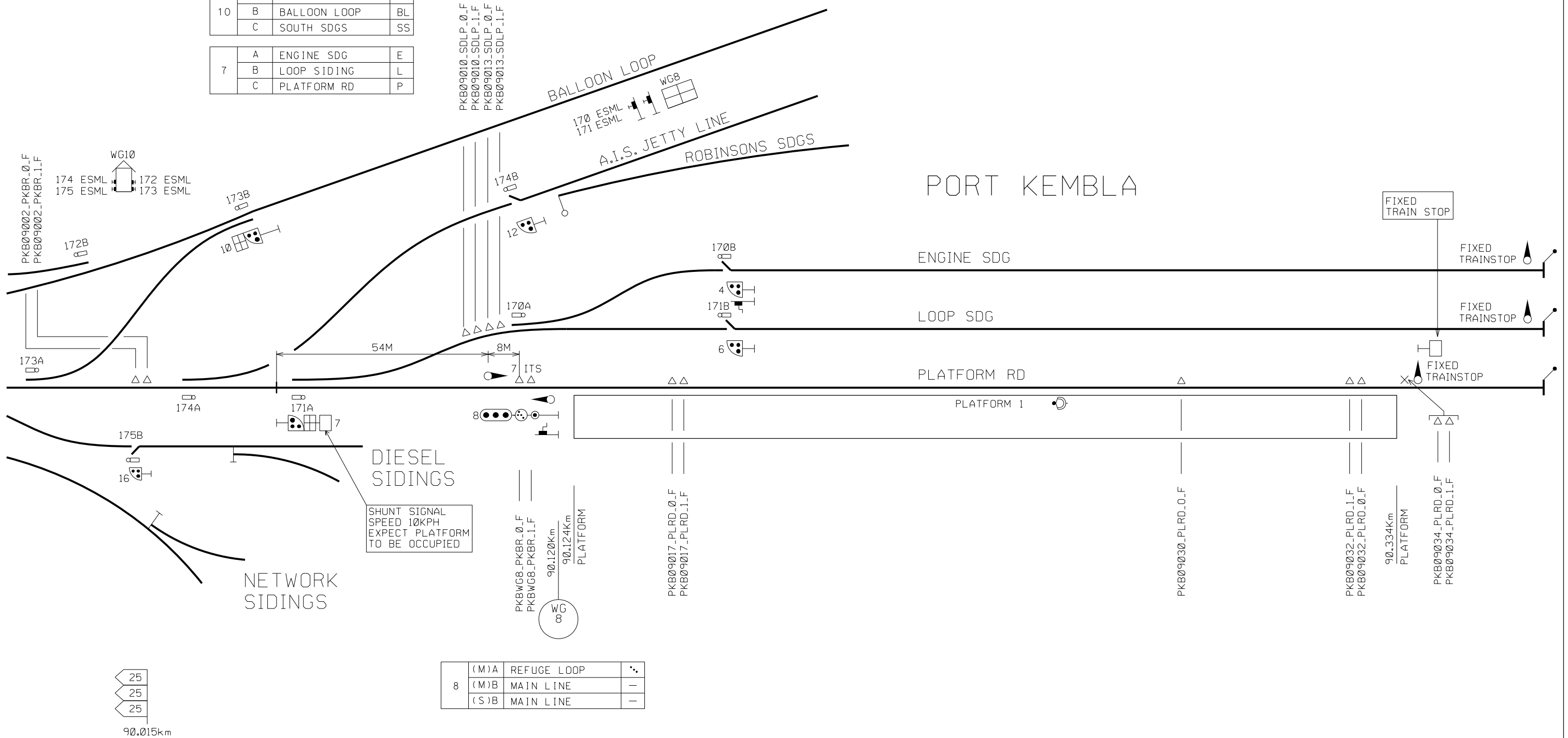
TO SYDNEY

TO PORT KEMBLA

10	A	MAIN LINE	ML
	B	BALLOON LOOP	BL
	C	SOUTH SDGS	SS

7	A	ENGINE SDG	E
	B	LOOP SIDING	L
	C	PLATFORM RD	P

PKB09010_SDL_P_0_F
 PKB09010_SDL_P_1_F
 PKB09013_SDL_P_0_F
 PKB09013_SDL_P_1_F



DIESEL SIDINGS
 SHUNT SIGNAL
 SPEED 10KPH
 EXPECT PLATFORM
 TO BE OCCUPIED

NETWORK SIDINGS

8	(M)A	REFUGE LOOP	⋯
	(M)B	MAIN LINE	-
	(S)B	MAIN LINE	-

25
 25
 25
 90.015km



**PORT KEMBLA (ILLAWARRA) -
 MTMS2 LNIF ENABLING PROJECT
 PART SIGNALLING ARRANGEMENT
 SHEET 1 OF 1**

MTMS2 – HURSTVILLE – SPEED SIGN CHANGES

On **Saturday, 19 February 2022** (WE34), 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
	13.692	Allawah					
Existing	14.265	X50	..	..	980A Pts		
Existing	14.356	60	60	60	..	..	..
Existing	14.370	..	..	..	60	80	85
Insert	14.600	984B Pts			X45	..	..
Existing	14.680	60	60	60	⤵	⤵	⤵
	14.837	Hurstville					
		⤵ 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	15.060	988A Pts			X50	..	..
Existing	15.090	..	..	..	60	75	80

Remove	15.090	<i>989A Pts</i>			X35	..	..
Existing	15.155	X50	..	..	<i>988B Pts</i>		
Existing	15.660	60	60	60	..	..	..
Existing	15.665	<i>992A Pts</i>			X50	..	..
Existing	15.830	X50	..	..	<i>992B Pts</i>		
Existing	16.125	Penshurst					

Cameron Ly

Principal Track Design Engineer, Engineering System Integrity

Email: Cameron.Ly@transport.nsw.gov.au

Jamie Ha

Designer, Track Design, Engineering System Integrity

Email: Jamie.ha@transport.nsw.gov.au

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
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 - 2021	Waratah (A&B sets) fitted with ATP	03/11/21	15/11/21
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

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	4	November 2015
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 Safety and Standards

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Tuesday, 01 February 2022