

52

weekly notice

Monday, 16 December 2024

Sunday, 29 December 2024

RailSafe



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

CONTENTS

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES	4
REGIONAL INFRASTRUCTURE UPGRADES – NEW INTERCITY FLEET PROJECT PLATFORM CAR MARKER ALTERATIONS FOR THE NEWCASTLE AND CENTRAL COAST LINE	5
NEWTOWN TO MACDONALDTOWN (CENTRAL INNER WEST) – MTMS3A HEADWAY IMPROVEMENT PROJECT – RELOCATION OF SY520S, SY522L & L1.80 SIGNALS	14
MTMS3 STAR (SYDNEY TERMINAL AREA REMODELLING) PHASE 2 FINAL STAGE (DIAGRAM)	16
SYDNEY YARD (METROPOLITAN) – LINE NAME CHANGE FROM SUBURBAN TO STEAM (DIAGRAM)	24
INSTALLATION OF MEDLOW PATH PEDESTRIAN BRIDGE	35
WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY UP YARD SPEED SIGN (DIAGRAM)	36
STATUS OF TOM NOTICES	37
STATUS OF PERMANENT SAFE NOTICES	39
STATUS OF NETWORK MANUALS AND FORMS	40
DISTRIBUTION OFFICERS	42

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>
1	30/12/2024 – 05/01/2025	03/12/2024
2	06/01/2025 – 12/01/2025	10/12/2024
3	13/01/2025 – 19/01/2025	10/12/2024

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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REGIONAL INFRASTRUCTURE UPGRADES – NEW INTERCITY FLEET PROJECT PLATFORM CAR MARKER ALTERATIONS FOR THE NEWCASTLE AND CENTRAL COAST LINE

Commencing at 0200 hours on **Saturday, 4 January 2025**, and continuing until 0200 hours on Monday, 6 January 2025, the following works will be carried out:

- New platform car marker & trackside stopping sign arrangements will be completed at the following stations & respective platforms to accommodate the new 4,6 and 8 car NIF trains.
- Affected stations comprise Booragul (1,2), Lisarow (1,2), Niagara Park (1,2), Wondabyne (1,2), Cockle Creek (1,2), Cowan (1,2), Adamstown (2), Awaba (1,2), Kotara (1,2), Narara (1,2), Ourimbah (1,2), Teralba (1,2).
- The “10” carmarker at these stations will be removed to be reinstated in a later stage.
- No modification to the existing Trackside ASDO System.

New platform car marker & trackside stopping sign arrangements.

Booragul Platform 1 Sydney End

- Existing combined “10/8/6/4” carmarker sign on the fence and post mounted “8H” sign will be removed & replaced with
 - New “4” carmarker sign on the fence.
 - New Post mounted “6” carmarker installed approx. 18.8m to Sydney from the fence.
 - New post mounted combined “8” & “8H” carmarker installed approx. 59.6m to Sydney from the fence.
- The “10” Carmarker will be reinstated in a later stage.

Booragul Platform 2 Country End

- Existing combined “10/8/6/4” carmarker sign on the fence and post mounted “8H” sign will be removed & replaced with
 - New “4” carmarker sign on the fence

- New Post mounted “6” carmarker installed approx. 19.2m to country from the fence.
- New post mounted combined “8” & “8H” carmarker installed approx. 60.07m to country from the fence.
- The “10” Carmarker will be reinstated in a later stage.

Lisarow Platform 1 Sydney End

- Existing combined “10/8/6” carmarker sign on the fence will be removed and replaced with
- New post mounted “8/6” carmarker installed approx. 58.3m to Sydney from the fence.
- The “10” Carmarker will be reinstated in a later stage.

Lisarow Platform 2 Country End

- Existing combined ‘10/8/6’ carmarker sign on the fence will be removed & replaced with
 - New post mounted “6” carmarker installed approx. 11.9m to country from the fence.
 - New post mounted “8” carmarker installed approx. 52.7m to country from the fence.
- The “10” Carmarker will be reinstated in a later stage.

Niagara Park Platform 1 Sydney End

- Existing combined ‘10/8/6/4’ carmarker sign on the fence will be removed & replaced with
 - New “4” carmaker sign on the fence.
 - New post mounted “6” carmarker installed approx. 17.8m to Sydney from the fence.
 - New post mounted “8” carmarker installed approx. 58.8m to Sydney from the fence.
- The “10” Carmarker will be reinstated in a later stage.

Niagara Park Platform 2 Country End

- Existing combined '10/8/6/4' carmarker on the fence & the post mounted "8" carmarker sign will be removed & replaced with
 - New "4" carmarker sign on the fence.
 - New post mounted "6" carmarker installed approx. 16.9m to country from the fence.
 - New "8" carmarker installed on OHWS approx. 57.966m to Country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Wondabyne Platform 1 Sydney End

- Existing combined '10/8/6/4' carmarker sign on the fence & the post mounted "8H" carmarker sign will be removed and replaced with
 - New "4" carmarker sign installed on & sharing the same post as existing "4H" sign approx. 66.805 to Sydney from the fence.
 - New post mounted "6" carmarker sign installed approx. 104.42m to Sydney from the fence.
 - New post mounted "8" and "8H" carmarker signs installed on the same post approx. 149.58m to Sydney from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Wondabyne Platform 2 Country End

- Existing combined '10/8/6/4' carmarker sign on the fence & the post mounted "8H" carmarker sign will be removed and replaced with
 - New "4" carmarker sign installed on & sharing the same post as existing "4H" sign approx. 67.034 to country from the fence.
 - New post mounted "6" carmarker sign installed approx. 107.4m to country from the fence.
 - New post mounted "8" and "8H" carmarker installed approx. 146.833m to country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Cockle Creek Platform 1 Sydney End

- Existing combined '10/8/6' carmarker sign on the fence will be removed and replaced with
 - New post mounted "6" carmarker installed approx. 5.4m to Sydney from the fence.
 - New post mounted "8" carmarker installed on and sharing the same post as existing "8H" carmarker sign approx. 46.255m to Sydney from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Cockle Creek Platform 2 Country End

- Existing combined '10/8/6' carmarker sign on the fence & the post mounted "8H" carmarker sign will be removed and replaced with
 - New post mounted "6" carmarker installed approx. 6.0m to country from the fence.
 - New post mounted "8" & "8H" carmarker on the same post installed approx. 48.7m to country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Cowan Platform 1 Sydney End

- Existing combined '10/8/6/4' carmarker sign on the fence and existing "10", "8", "6" and "4" carmarkers on the coping will be removed and replaced with
 - New post mounted "6" carmarker installed approx. 26.2m to Sydney from the fence.
 - New post mounted "8" carmarker installed approx. 79.5m to Sydney from the fence.
 - New "4" carmarker to be painted on coping against the fence.
 - New "4" carmarker sign on the fence.
- The "10" Carmarker will be reinstated in a later stage

Cowan Platform 1 Country End

- Existing combined '10/8/6/4' carmarker sign on the fence will be removed & replaced with
 - New "4" Carmarker sign on the fence.
 - New post mounted "6" carmarker installed approx. 26.2m to country from the fence.
 - New post mounted "8" carmarker installed approx. 64m to country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Cowan Platform 2 Sydney End

- Existing combined "10/8/6/4" carmarker sign on fence and existing "10", "8", "6" and "4" carmarkers on the coping will be removed and replaced with
 - New combined "6/4" Carmarker sign on the fence.
 - New "4" and "6" carmarker to be painted on coping against the fence.
- The "10" Carmarker will be reinstated in a later stage.

Cowan Platform 2 Country End

- Existing combined "10/8/6" carmarker sign on fence and the existing post mounted "8H" carmarker will be removed and replaced with
 - New "6" Carmarker sign on the fence.
 - New post mounted "8" & "8H" sign on the same post at approx.39.3m to country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Adamstown Platform 2 Country End

- Existing combined '10/8/6' carmarker sign on the fence will be removed and replaced with
 - New post mounted "6" carmaker installed on existing OHWS approx. 51.8m to country from the fence.

- New post mounted "8" carmarker installed on and sharing the same post as existing "8H" carmarker sign approx. 66.8m to country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Awaba Platform 1 Sydney End

- Existing combined '10/8/6' carmarker on the fence and the existing post mounted "8H" carmarker will be removed & replaced with
 - New "6" carmarker sign on the fence.
 - New post mounted "8" & "8H" sign on the same post approx. 28.7m to Sydney from the fence
- The "10" Carmarker will be reinstated in a later stage.

Awaba Platform 2 Country End

- Existing "10/8/6/4" car marker on the coping and the existing post mounted "8H" carmarker will be removed & replaced with
 - New "6/4" carmarker painted on coping against the fence.
 - New post mounted "8" & "8H" sign on the same OHWS approx. 29.4m to country from the fence
- The "10" Carmarker will be reinstated in a later stage.

Kotara Platform 1 Sydney End

- Existing combined '10/8' carmarker sign on the fence will be removed.
- New post mounted "8" carmarker installed on and sharing the same post as existing "8H" carmarker sign approx. 6.1m to Sydney from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Kotara Platform 2 Country End

- Existing combined '10/8' carmarker sign on the fence will be removed.
- New post mounted "8" carmarker installed on and sharing the same post as existing "8H" carmarker sign approx. 6.0m to country from the fence.

- The "10" Carmarker will be reinstated in a later stage.

Narara Platform 1 Sydney End

- Existing combined '10/8/6' carmarker sign on the fence and the existing post mounted "8H" carmarker will be removed & replaced with
 - New post mounted "6" carmarker installed approx. 23.8m to Sydney from the fence.
 - New post mounted "8" & "8H" sign on the same post approx. 67.28m to Sydney from the fence
- The "10" Carmarker will be reinstated in a later stage.

Narara Platform 2 Country End

- Existing combined '10/8/6/4' carmarker sign on the fence and the existing post mounted "8H" carmarker will be removed & replaced with
 - New "4" carmarker sign on the fence.
 - New post mounted "6" carmarker installed approx. 28.3m to Country from the fence.
 - New post mounted "8" & "8H" sign on the same post approx. 69.2m to country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Ourimbah Platform 1 Sydney End

- Existing combined '10/8/6' carmarker sign on the fence and the existing post mounted "8H" carmarker will be removed & replaced with
 - New '6' carmarker sign on the fence.
 - New post mounted "8" & "8H" sign on the same post approx. 28m to Sydney from the fence.
- The "10" Carmarker on the fence will be reinstated in a later stage.

Ourimbah Platform 2 Country End

- Existing combined '10/8/6' carmarker sign on the fence and the existing post mounted "8H" carmarker will be removed & replaced with
 - New '6' carmarker sign on the fence.
 - New post mounted "8" & "8H" sign on the same OHWS approx. 25m to country from the fence
- The "10" Carmarker on the fence will be reinstated in a later stage.

Teralba Platform 1 Sydney End

- Existing combined '10/8' carmarker sign on the fence will be removed.
- New post mounted "8" carmarker installed on and sharing the same post as existing "8H" carmarker sign approx. 30m to Sydney from the fence.
- The "10" Carmarker will be reinstated in a later stage.

Teralba Platform 2 Country End

- Existing combined '10/8/6' carmarker sign on the fence will be removed & replaced with
 - New '6' carmarker sign on the fence.
 - New post mounted "8" carmarker installed on and sharing the same post as existing "8H" carmarker sign approx. 29m to country from the fence.
- The "10" Carmarker will be reinstated in a later stage.

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NEWTOWN TO MACDONALDTOWN (CENTRAL INNER WEST) – MTMS3A HEADWAY IMPROVEMENT PROJECT – RELOCATION OF SY520S, SY522L & L1.80 SIGNALS

Since 02:00 **Monday, 2nd December 2024**, the following work was carried out.

- The old SY520S and SY522L signals located on gantry at 2.600km, were de-energised and decommissioned, with their associated Trainstops and Yard Limit and End Yard Limit signs also decommissioned and removed. These signals have been bagged out of use with a white cross until their removal from the gantry at a later stage.
- The new SY520S signal and Trainstop on the Up Suburban, and SY522L signal and Trainstop on the Up Local, were commissioned on a new gantry at 2.745km.
- The old L1.80 signal located on gantry at 2.907km, was de-energised and decommissioned, with its associated Trainstop also decommissioned and removed. This signal has been bagged out of use with a white cross until its removal from the gantry at a later date.
- The Old L1.80 REPT (Dwarf Repeater) at 3.007Km was decommissioned and removed.
- The new L1.80 signal and Trainstop on the Up Local was commissioned on a new post at 3.011km.
- The new L1.80 Co-Act (Dwarf Signal) on the Up Local was commissioned at 3.011km
- All other work was carried out as advertised in Weekly Notice 47 and 48, 2024.

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MTMS3 STAR (SYDNEY TERMINAL AREA REMODELLING) PHASE 2 FINAL STAGE

Commencing at 0200 hours on **Thursday, 26th December 2024**, and continuing until 0200 hours on Tuesday, 31st December 2024, the following works will be carried out:

The Microlok II interlocking, installed as part of STAR Phase 1, will be expanded to replace the existing NX relay-based interlocking for routes using the Bankstown corridor between Signals SY74 and SY75 on the Up and Down Bankstown lines and Platforms 9 to 14.

Sydney Yard will continue to be controlled from the ATRICS workstation located at the Rail Operations Centre.

The ATRICS workstation will be altered to reflect the revised track layout and signalling arrangement.

Alteration to Points

- New 203A/B crossover connecting the Up Bankstown at 0.381km and the Down Bankstown at 0.328km will be installed and commissioned into use.
- Existing 204A/B crossover and EOL will be decommissioned and permanently removed and replaced with new 204A/B crossover connecting the Down Bankstown at 0.384km and the Up Bankstown at 0.326km, which will be commissioned into use.
- New 205 turnout will be installed and commissioned into use at 0.319km on the Down Bankstown, connecting the Down Bankstown and Platforms 13 and 14 Roads.
- New 206 turnout at 0.315km connecting the Up Bankstown and Platforms 11 and 12 Roads will be commissioned in use.
- A new Keyless type Emergency Operations Lock (EOL) for 203A and 203B points will be provided adjacent to 204A point end in Platform 14 Road cess.
- A new Keyless type Emergency Operations Lock (EOL) and EOL telephone for 204A and 204B points will be provided adjacent to 204A point end in Platform 14 Road cess.

- A new Keyless type Emergency Operations Lock (EOL) for 205 points will be provided adjacent to 205 point end in Platform 14 Road cess.
- A new EOL telephone for 206 points will be provided adjacent to 205 point end in Platform 14 Road cess. The previously installed Keyless type Emergency Operations Lock (EOL) will be commissioned into use.

Alteration to Signals

- SY43 signal and its associated Trainstop will be renumbered as SY16, at the departure end of Platform 10 Road.
- New SY17 Co-acting signal, ground mounted Tri-Colour LED, including a shunt aspect with a Stencil Route Indicator (SRI), will be installed at 0.263km on Platform 11 Road and commissioned into use. The route indications will display 'DB' for Down Bankstown and 'UB' for Up Bankstown.
- New SY17 Repeater signal, ground mounted Tri-Colour LED, including a shunt aspect, will be installed approximately 90m city-side of SY17 signal at 0.167km on the left side of Platform 11 Road and commissioned into use.
- A new mid-platform Trainstop SY17(2) will be installed approximately 37m city-side of SY17 signal, as flank protection at Platform 11 and commissioned into use.
- New SY18 signal and its associated Trainstop, including a shunt aspect with a Stencil Route Indicator (SRI), will be installed at 0.257km on Platform 12 Road and commissioned into use. The route indications will display 'DB' for Down Bankstown and 'UB' for Up Bankstown.
- New SY18 Co-acting signal, ground mounted Tri-Colour LED, including a shunt aspect with a Stencil Route Indicator (SRI), will be installed at 0.264km on Platform 12 Road and commissioned into use. The route indications will display 'DB' for Down Bankstown and 'UB' for Up Bankstown.

- New SY18 Repeater signal, Tri-Colour LED, including a shunt aspect, will be installed approximately 90m city-side of SY18 signal at 0.167km on the left side under Platform 12 Road canopy and commissioned into use.
- A new mid-platform Trainstop SY18(2) will be installed approximately 37m city-side of SY18 signal, as flank protection at Platform 12 and commissioned into use.
- New SY19 signal and its associated Trainstop, including a shunt aspect with a Stencil Route Indicator (SRI), will be installed at 0.259km on Platform 13 Road and commissioned into use. The route indications will display 'DB' for Down Bankstown and 'UB' for Up Bankstown.
- New SY19 Co-acting signal, ground mounted Tri-Colour LED, including a shunt aspect with a Stencil Route Indicator (SRI), will be installed at 0.266km on Platform 13 Road and commissioned into use. The route indications will display 'DB' for Down Bankstown and 'UB' for Up Bankstown.
- New SY19 Repeater signal, ground mounted Tri-Colour LED, including a shunt aspect, will be installed approximately 90m city-side of SY19 signal at 0.169km on the left side of Platform 13 Road and commissioned into use.
- A new mid-platform Trainstop SY19(2) will be installed approximately 37m city-side of SY19 signal, as flank protection at Platform 13 and commissioned into use.
- New SY20 signal and its associated Trainstop, including a shunt aspect with a Stencil Route Indicator (SRI), will be installed at 0.259km on the end of Platform 14 slab and commissioned into use. The route indications will display 'DB' for Down Bankstown and 'UB' for Up Bankstown.
- New SY20 Co-acting signal, ground mounted Tri-Colour LED, including a shunt aspect with a Stencil Route Indicator (SRI), will be installed at 0.267km on Platform 14 Road and commissioned into use. The route indications will display 'DB' for Down Bankstown and 'UB' for Up Bankstown.

- New SY20 Repeater signal, Tri-Colour LED, including a shunt aspect, will be installed approximately 90m city-side of SY20 signal at 0.169km on the left side under Platform 14 Road canopy and commissioned into use.
- A new mid-platform Trainstop SY20(2) will be installed approximately 37m city-side of SY20 signal, as flank protection at Platform 14 and commissioned into use.
- Existing SY32 signal on approach to Platform 9 Road will be decommissioned and permanently removed.
- Signal route 34B (previously booked out of use) to Platform 12 will be commissioned into use. The route indication will display '12' for Platform 12.
- New SY35 vertical LED shunt signal with a Stencil Route Indicator (SRI) will be installed at 0.324km on the Down Bankstown line and commissioned into use. The route indications will display '13' for Platform 13 and '14' for Platform 14.
- Existing SY51 signal on approach to Platform 11 Road will be decommissioned and permanently removed.
- Existing SY58 signal on departure from Platform 9 Road and its associated Trainstop will be decommissioned and permanently removed.
- Existing SY59 signal on approach to Platform 12 Road will be decommissioned and permanently removed.
- Existing SY74 signal, positioned country-side of 194 points, will have a renewed 4 routes Stencil Route Indicator (SRI). The existing 74(S)A and 74(S)B routes will continue to display a '9' and '10' indication respectively for the corresponding platform. 74(S)C route will display 'UB' for Platform 11 or 12 destinations. New route 74(S)D will display 'DB' for Platform 13 or 14 destinations.
- Signal routes 74(M)D, 74(M)E and 74(M)F (previously booked out of use) leading to Platforms 12, 13 and 14, will be commissioned back into use.

- Existing SY75 signal positioned country-side of 198 points will be renewed in the same location (0.430km) with a new vertical LED shunt signal with separate top/bottom Miniature Multi Lamp Route Indicators (MMLRI). The new 75(S)A and 75(S)B routes will display a '9' and '10' indication respectively for the corresponding platform. 75(S)C route will display 'UB' for Platform 11 or 12 destinations. 75(S)D route will display 'DB' for Platform 13 or 14 destinations.
- Existing SY79 signal positioned city-side of 239B points will be relocated to 0.419km and renewed with a vertical LED shunt signal with separate top/bottom Miniature Multi Lamp Route Indicators (MMLRI). The route indications displayed by the MMLRI provide a 'U' in the top unit with either a 'B', 'S' or 'M' in the bottom unit for routes 79A to the Up Bankstown, 79B to the Up Steam and 79C to the Up Main respectively.

Alteration to Buffer Stops

- Existing Platform 9-12 operational arrival arrangements are retained and replicated for Platforms 13 and 14, which are made under the authority of signal SY74 (Up Bankstown) displaying a low speed indication with the MLRI indicating the platform identity and the train stop conditionally lowered for a 25km/h approach speed if the platform is unoccupied; or SY74 will display a shunt indication with an SRI and the train stop conditionally lowered for a 10km/h approach speed if the platform is occupied.
- Buffer Stop Protection will be provided for Platforms 10 to 14 with each road having a series of 3 new Intermediate Trainstops (ITS) installed, which in conjunction with train stop advisory speed boards of 15km/h and 5km/h on approach to ITS(2) and ITS(3), progressively reduce and speed check a train on approach to the friction buffer stops.
- New friction buffer stops, buffer stop lights and fixed train stops will be installed on Platforms 13 and 14.

Alteration to Platforms

- Existing Platforms 11 and 12 will be extended by 10.2m and 35.9m respectively towards the country. Platforms 13 and 14 (previously decommissioned as part of Sydney Metro project) will be extended by 39.5m and 14.5m respectively and commissioned in to use.
- Sydney Terminal Platform 12, 13 and 14 and their associated roads will be reinstated.
- Platform 11 temporary car markers installed in WE21 will be removed and replaced with reinstated 4-car marker adjacent to the 6-car marker near the Platform Buffer Stop.
- Platforms 11 and 12 will have a new 10-car marker installed adjacent to the Platform Buffer Stops.
- Platforms 13 and 14 will have new 10, 8, 6, and 4-car markers adjacent to the Platform Buffer Stops.

Alteration to Guard Indicators

- New LED type guard indicators will be installed at the country end of Platforms 10, 11 and 12, designated as P10 GI(1), P11 GI(1) and P12 GI(1). The existing guard indicators that are situated mid platform will be upgraded to LED and renamed as P10 GI(2), P11 GI(2) and P12 GI(2).
- New LED type guard indicators will be installed on Platforms 13 and 14 at mid platform, designated as P13 GI(2) and P14 GI(2), and towards the country end, designated as P13 GI(1) and P14 GI(1).

Alteration to ETCS

- Automatic Selective Door Operation (ASDO) trackside equipment will be re-instated for Platforms 11 and 12 but mechanically covered for commissioning at a later date.
- ASDO trackside equipment will be provided for Platforms 13 and 14 but mechanically covered for commissioning at a later date.
- Automatic Train Protection (ATP) will be installed for Platforms 13 and 14 and commissioned into use to monitor line speeds and approaches to buffer stops. Existing ATP operation for Platforms 9 to 12 will be retained.

Alteration to Speed Signs

The following TOC updates and speed sign changes will take place as part of final commissioning.

	KILO – METRAGE	DOWN		UP	
		Normal	XPT	Normal	XPT
		Roads 9 to 10 (Up and Down Bankstown)			
Remove	0.200			10	
Remove		Roads 10, and Middle Rd			
Insert	0.230	25		Road 9	
Insert	0.231	25		Road 10	
Remove	0.310	X40			
		192B Pts Rd 9 to Rd 10			
Amend To Read	0.380	X15			
	0.354	X15			
		193B Pts Rd 10 to Up Banks			
Remove	0.400	Road 9		25	
Insert	0.433	40		Down Banks	
Insert	0.433			25	
Insert		Up Sign on Down Banks			
Insert	0.433	Up Banks		25	
Existing	0.455	X40			
		240B Pts Down Banks to Down Yard Sub			
		Roads 11 & 12			
Remove	0.220	Road 12		10	
Remove	0.230	Road 11		10	
Insert	0.263	25		Road 11	
Insert	0.264	25		Road 12	
Remove	0.300	X15			

Remove		203B Pts Rd 12 to Rd 11			
Remove	0.350			X15	
Remove		203A Pts Rd 11 to Rd 12			
Amend To Read	0.400			X15	
	0.412			X15	
Amend To Read		193A Pts Rd 11 to Rd 10			
		193A Pts Rd 12 to Rd 10			
Insert		Roads 13 & 14			
Insert	0.266	25			Road 13
Insert	0.267	25			Road 14

Special Instructions

- Trains longer than 172m, or otherwise occupying the departure signal’s berth track, will trigger flank protection restrictions that prevent main signalled moves into and out of Platforms 11-14. Shunt moves are not affected.

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

VER 11112024
DRIVERS DIAGRAM
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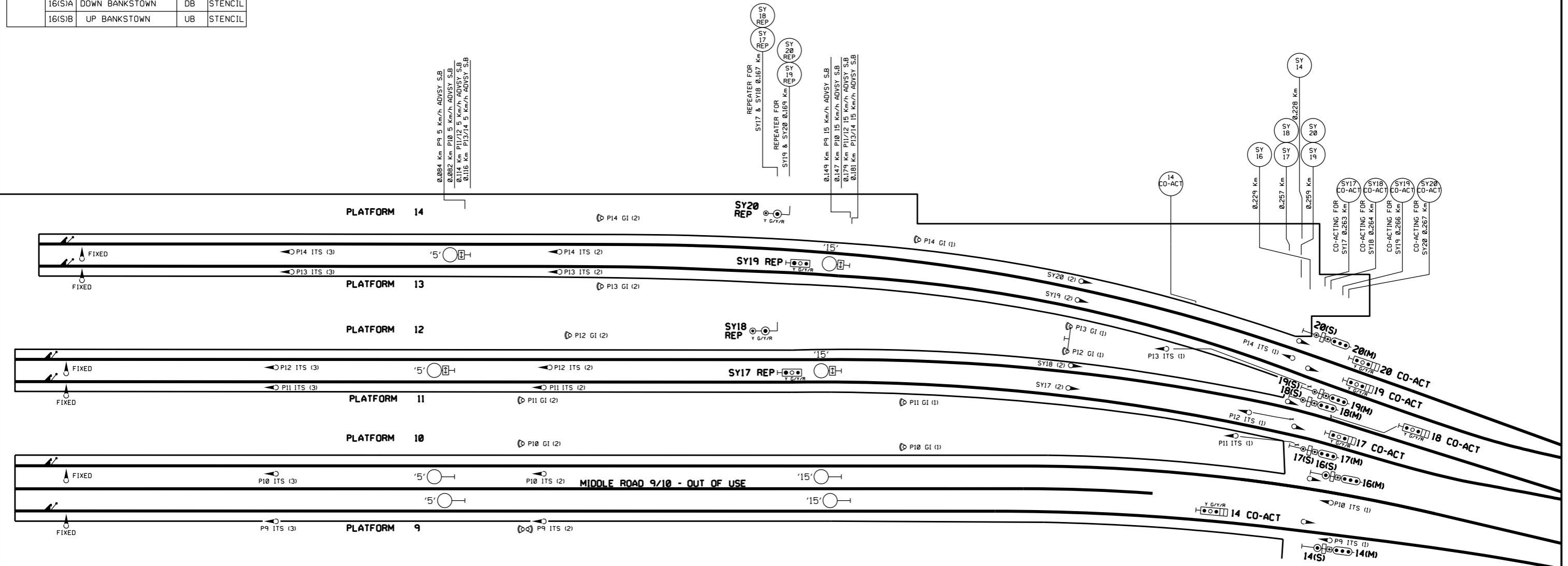
SIGNAL	ROUTE	DESTINATION	IND.	TYPE
14	14(M)A	DOWN BANKSTOWN	-	-
	14(S)A	DOWN BANKSTOWN	DB	STENCIL
	14(S)B	UP BANKSTOWN	UB	STENCIL
14 CO-ACT	14(M)A	DOWN BANKSTOWN	-	-
	14(S)A	DOWN BANKSTOWN	DB	STENCIL
	14(S)B	UP BANKSTOWN	UB	STENCIL
16	16(M)A	DOWN BANKSTOWN	-	-
	16(S)A	DOWN BANKSTOWN	DB	STENCIL
	16(S)B	UP BANKSTOWN	UB	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
17	17(M)A	DOWN BANKSTOWN	-	-
	17(S)A	DOWN BANKSTOWN	DB	STENCIL
	17(S)B	UP BANKSTOWN	UB	STENCIL
17 CO-ACT	17(M)A	DOWN BANKSTOWN	-	-
	17(S)A	DOWN BANKSTOWN	DB	STENCIL
	17(S)B	UP BANKSTOWN	UB	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
18	18(M)A	DOWN BANKSTOWN	-	-
	18(S)A	DOWN BANKSTOWN	DB	STENCIL
	18(S)B	UP BANKSTOWN	UB	STENCIL
18 CO-ACT	18(M)A	DOWN BANKSTOWN	-	-
	18(S)A	DOWN BANKSTOWN	DB	STENCIL
	18(S)B	UP BANKSTOWN	UB	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
19	19(M)A	DOWN BANKSTOWN	-	-
	19(S)A	DOWN BANKSTOWN	DB	STENCIL
	19(S)B	UP BANKSTOWN	UB	STENCIL
19 CO-ACT	19(M)A	DOWN BANKSTOWN	-	-
	19(S)A	DOWN BANKSTOWN	DB	STENCIL
	19(S)B	UP BANKSTOWN	UB	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
20	20(M)A	DOWN BANKSTOWN	-	-
	20(S)A	DOWN BANKSTOWN	DB	STENCIL
	20(S)B	UP BANKSTOWN	UB	STENCIL
20 CO-ACT	20(M)A	DOWN BANKSTOWN	-	-
	20(S)A	DOWN BANKSTOWN	DB	STENCIL
	20(S)B	UP BANKSTOWN	UB	STENCIL



NOT TO SCALE



MTMS3 STAR PHASE 2
FINAL STAGE
SYDNEY YARD DRIVERS DIAGRAM

VER 11112024

PAGE 1 OF 2

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
34	34(S)A	PLATFORM 11	11	STENCIL
	34(S)B	PLATFORM 12	12	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
35	35(S)A	PLATFORM 13	13	STENCIL
	35(S)B	PLATFORM 14	14	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
69	69(M)A	DOWN BANKSTOWN	-	-
	69(M)B	DOWN MAIN	M	MLRI
	69(S)A	DOWN BANKSTOWN	DB	STENCIL
	69(S)C	DOWN MAIN	DM	STENCIL

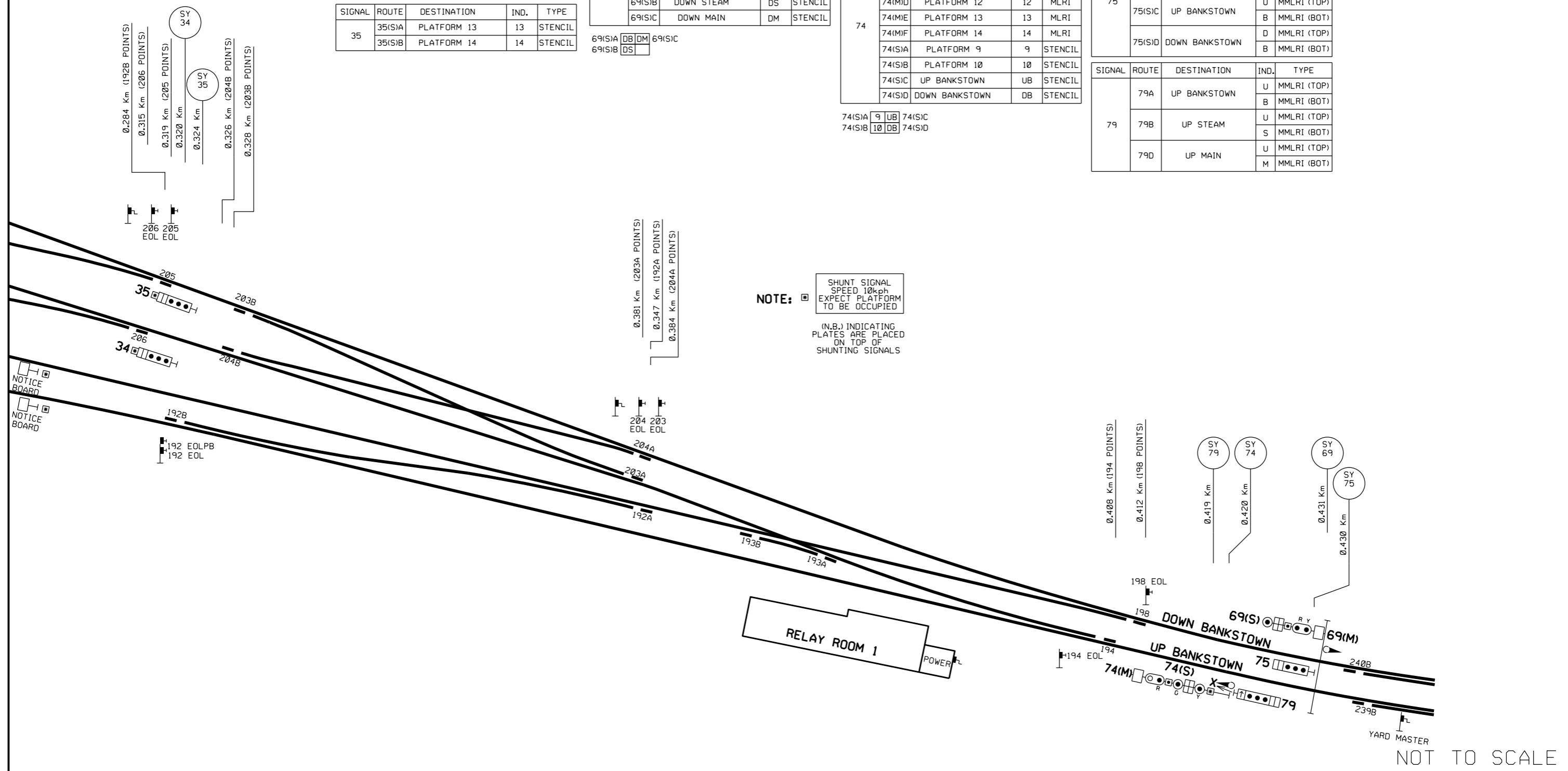
69(S)A DB DM 69(S)C
69(S)B DS

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
74	74(M)A	PLATFORM 9	9	MLRI
	74(M)B	PLATFORM 10	10	MLRI
	74(M)C	PLATFORM 11	11	MLRI
	74(M)D	PLATFORM 12	12	MLRI
	74(M)E	PLATFORM 13	13	MLRI
	74(M)F	PLATFORM 14	14	MLRI
	74(S)A	PLATFORM 9	9	STENCIL
	74(S)B	PLATFORM 10	10	STENCIL
	74(S)C	UP BANKSTOWN	UB	STENCIL
	74(S)D	DOWN BANKSTOWN	DB	STENCIL

74(S)A 9 UB 74(S)C
74(S)B 10 DB 74(S)D

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
75	75(S)A	PLATFORM 9	9	MMLRI (BOT)
	75(S)B	PLATFORM 10	1	MMLRI (TOP)
			0	MMLRI (BOT)
	75(S)C	UP BANKSTOWN	U	MMLRI (TOP)
	75(S)D	DOWN BANKSTOWN	B	MMLRI (BOT)
			D	MMLRI (TOP)
B	MMLRI (BOT)			

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
79	79A	UP BANKSTOWN	U	MMLRI (TOP)
			B	MMLRI (BOT)
	79B	UP STEAM	U	MMLRI (TOP)
			S	MMLRI (BOT)
	79D	UP MAIN	U	MMLRI (TOP)
			M	MMLRI (BOT)



NOTE: SHUNT SIGNAL SPEED 10kph EXPECT PLATFORM TO BE OCCUPIED (N.B.) INDICATING PLATES ARE PLACED ON TOP OF SHUNTING SIGNALS

NOT TO SCALE



SYDNEY YARD (METROPOLITAN) – LINE NAME CHANGE FROM SUBURBAN TO STEAM

On **Tuesday, 31st December 2024**, within Sydney Yard the line presently named Up Suburban will be renamed to Up Steam and the line presently named Down Suburban will be renamed Down Steam.

A *Line Name discrepancy* has been identified in Sydney Yard between **ATRICS display** and the following documents:-

- Signalling Plan
- Electrical Operating Diagrams
- Network Local Appendix
- Drivers Route Knowledge Diagrams
- Worksite Protection Diagrams
- WEB-GIS

To ensure the safe operation of the Railway, line names **must be correct** and **unique**, therefore the *Signalling Plan* will be corrected and **will be** the "**Single Source of Truth**" that the *ATRICS Display* and all other *documents* listed above will be **AMENDED to ALIGN** with the Signalling Plan.

The **line name discrepancy** relates to the naming of the line "**SUBURBAN**" within Sydney Yard to Wells Street as this line is described in various forms between the *ATRICS display* and *documentation* listed above.

The *Line name* of "**SUBURBAN**" is **also duplicated** on two parallel lines:-

- Sydney Yard to Wells Street*
- Central Electric (platforms 16 and 18) to Wells Street.*

The *line name* tables for Sydney Yard are shown below and the **limits of the line** are defined as follows:-

- beginning of line** – defined from Sydney end
- ending of line** – defined to Country end

To **ensure correct** line naming and uniqueness, the “**SUBURBAN**” line in *Sydney Yard to Wells Street* will be renamed to the “**STEAM**” line and **its limits** are defined as follows:-

Existing Line Name	New Line Name	Begin Sydney end	End Country end
Down Bankstown		SY69 <i>signal</i>	SY97 <i>signal</i>
Up Bankstown		SY74 <i>signal</i>	SY95 <i>signal</i>
Down Suburban	Down Steam	SY68 <i>signal</i>	265B <i>points</i>
Up Suburban	Up Steam	SY72 <i>signal</i>	SY123 <i>signal</i>
Down Main		SY64 <i>signal</i>	To Redfern
Up Main		SY71 <i>signal</i>	To Redfern

The segment of line between the Line limit and platform is named “**ROAD**”

Line Name	Begins (Sydney End)	Ends (Country End)
1 ROAD	SY54 <i>signal - Country end Platform 1</i>	SY71 <i>signal</i>
2 ROAD	SY37 <i>signal - Country end Platform 2</i>	157B <i>points</i>
3 ROAD	N/A	
4 ROAD	SY6 <i>signal - Country end Platform 4</i>	SY64 <i>signal</i>
5 ROAD	SY7 <i>signal - Country end Platform 5</i>	SY72 <i>signal</i>
6 ROAD	SY9 <i>signal - Country end Platform 6</i>	SY68 <i>signal</i>
7 ROAD	SY11 <i>signal - Country end Platform 7</i>	183 <i>points</i>
8 ROAD	SY13 <i>signal - Country end Platform 8</i>	SY57 <i>signal</i>

9 ROAD	SY14 <i>signal - Country end Platform 9</i>	SY74 <i>signal</i>
10 ROAD	SY16 <i>signal - Country end Platform 10</i>	193 <i>points</i>
11 ROAD	SY17 <i>signal - Country end Platform 11</i>	SY51 <i>signal</i>
12 ROAD	N/A	
13 ROAD	N/A	
14 ROAD	SY20 <i>signal - Country end Platform 14</i>	SY69 <i>signal</i>

The segment of line in the platform is named “**PLATFORM**”

Line Name	Begins (Sydney End)	Ends (Country End)
1 PLATFORM	Bufferstop <i>Platform 1</i>	SY54 <i>signal</i>
2 PLATFORM	Bufferstop <i>Platform 2</i>	SY37 <i>signal</i>
3 PLATFORM	Bufferstop <i>Platform 3</i>	SY38 <i>signal</i>
4 PLATFORM	Bufferstop <i>Platform 4</i>	SY6 <i>signal</i>
5 PLATFORM	Bufferstop <i>Platform 5</i>	SY7 <i>signal</i>
6 PLATFORM	Bufferstop <i>Platform 6</i>	SY9 <i>signal</i>
7 PLATFORM	Bufferstop <i>Platform 7</i>	SY11 <i>signal</i>
8 PLATFORM	Bufferstop <i>Platform 8</i>	SY13 <i>signal</i>
9 PLATFORM	Bufferstop <i>Platform 9</i>	SY14 <i>signal</i>
10 PLATFORM	Bufferstop <i>Platform 10</i>	SY16 <i>signal</i>
11 PLATFORM	Bufferstop <i>Platform 11</i>	SY17 <i>signal</i>
12 PLATFORM	Bufferstop <i>Platform 12</i>	SY18 <i>signal</i>
13 PLATFORM	Bufferstop	SY19

PLATFORM	<i>Platform 13</i>	signal
14 PLATFORM	Bufferstop <i>Platform 14</i>	SY20 signal

The segment of line located between platforms is named “**MIDDLE ROAD**”

Line Name	Begins (Sydney end)	Ends (Country end)
1-2 MIDDLE ROAD	P1/P2 ¹⁻² <i>Middle Rd</i> Trap Points	SY2 signal
3-4 MIDDLE ROAD	Bufferstop ³⁻⁴ <i>Middle Rd</i>	SY5 signal
5-6 MIDDLE ROAD	Bufferstop ⁵⁻⁶ <i>Middle Rd</i>	SY8 signal
7-8 MIDDLE ROAD	Bufferstop ⁷⁻⁸ <i>Middle Rd</i>	SY12 signal
9-10 MIDDLE ROAD	Bufferstop ⁹⁻¹⁰ <i>Middle Rd</i>	OUT OF USE

Signalling equipment in the field does not require any change as:-

Main Line Route Indicator - MLRI

miniature Main Line Route Indicator – mMLRI

Stencil Route Indicator

will remain the same as the Indication is identical.

The following tables appear on the Signalling Plan and show the Route destination and description for any signals with multiple turnout routes where MLRI, mMLRI or Stencil Route Indicator is used to identify where multiple turnouts exist or multiple shunt movements exist.

These route tables appear on the Sydney Area Signalling Plan and are only for signals where the Route Destination is being changed from Suburban line to Steam Line.

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
7	7(M)	DOWN Steam	-	-	UP Suburban
	7(S)A	DOWN Steam	DS	STENCIL	DOWN Suburban
	7(S)B	UP Steam	US	STENCIL	UP Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
67	67(S)B	UP Steam	US	STENCIL	UP Suburban
	67(S)D	UP Main	UM	STENCIL	

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
68	68(M)A	DOWN Steam	-	-	DOWN Suburban
	68(M)B	DOWN Main	M	MLRI	
	68(S)A	DOWN Steam	DS	STENCIL	DOWN Suburban
	68(S)B	UP Steam	US	STENCIL	UP Suburban
	68(S)C	DOWN Main	DM	STENCIL	
	68(S)D	UP Main	UM	STENCIL	

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
69	69(M)B	DOWN Main	M	MLRI	
	69(S)A	DOWN Bankstown	DB	STENCIL	
	69(S)B	DOWN Steam	DS	STENCIL	DOWN Suburban
	69(S)C	DOWN Main	DM	STENCIL	

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>
79	79A	UP Bankstown	U	mMLRI (upper)
			B	mMLRI

				(lower)	
	79B	UP Steam	U	mMLRI (upper)	UP Suburban
			S	mMLRI (lower)	
	79D	UP Main	U	mMLRI (upper)	
			M	mMLRI (lower)	

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
88	88A	OUT OF USE	-	mMLRI	
	88B	OUT OF USE	-	mMLRI	
	88C	OUT OF USE	-	mMLRI	
	88D	UP Steam	S	mMLRI	UP Suburban
	88E	UP Bankstown	B	mMLRI	

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
89	89A	OUT OF USE	U	mMLRI (upper)	
			S	mMLRI (lower)	
	89B	DOWN Steam	D	mMLRI (upper)	DOWN Suburban
			S	mMLRI (lower)	
	89C	DOWN Bankstown	D	mMLRI (upper)	
B			mMLRI (lower)		

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
95	95	UP Steam	US	STENCIL	DOWN Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
105	105(M)A	DOWN Local	L	mMLRI	Oversets SY120
	105(M)B	DOWN Suburban	S	mMLRI	Oversets SY120
	105(M)C	DOWN Main	-	-	
	105(S)	DOWN Main	-	-	

NB: **105(M)** routes **OVERSETS** 120(M) routes.

105(M)A (Down Main) -> SY120 (Down Steam) oversets 120(M)A -> **SY439** (Down **Local**)

105(M)B (Down Main) -> SY120 (Down Steam) oversets 120(M)B -> **SY437** (Down **Suburban**)

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
106	106A	DOWN Steam	DS	STENCIL	DOWN Suburban
	106B	UP Steam	US	STENCIL	UP Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
107	107(M)A	DOWN Local	L	MLRI	Oversets SY120
	107(M)A	DOWN Suburban	S	MLRI	Oversets SY120
	107(M)C	DOWN Main	M	MLRI	Oversets SY120
	107(S)B	DOWN Steam	-	-	DOWN Suburban

NB: **107(M)** routes **OVERSETS** 120(M) routes.

107(M)A (Down Steam) -> SY120 (Down Steam) oversets 120(M)A -> **SY439** (Down **Local**)

107(M)B (*Down Steam*) -> SY120 (*Down Steam*) oversets 120(M)B -
 > **SY437** (*Down Suburban*)

107(M)C (*Down Steam*) -> SY120 (*Down Steam*) oversets 120(M)D -
 > **SY435** (*Down Main*)

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
110	110(M)A	UP MAIN	-	-	
	110(M)F	Platform 6	6	MLRI	
	110(M)G	Platform 7	7	MLRI	
	110(M)H	Platform 8	8	MLRI	
	110(M)I	Bankstown	B	MLRI	
	110(M)E	Steam	S	MLRI	Suburban
	110(S)A	UP Main	M	STENCIL	
	110(S)C	Steam	S	STENCIL	Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
110 CO-ACT	110(M)A	UP MAIN	-	-	
	110(M)F	Platform 6	6	MLRI	
	110(M)G	Platform 7	7	MLRI	
	110(M)H	Platform 8	8	MLRI	
	110(M)I	Bankstown	B	MLRI	
	110(M)E	Steam	S	MLRI	Suburban
	110(S)A	UP Main	M	MLRI	
	110(S)C	Steam	S	MLRI	Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
111	111A	DOWN Main	DM	STENCIL	
	111B	DOWN Steam	DS	STENCIL	DOWN Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
112	112(M)A	Booked Out Of	M	MLRI	
	112(M)B	Platform 2	2	MLRI	
	112(M)C	Platform 3	3	MLRI	
	112(M)D	Platform 4	4	MLRI	
	112(M)F	Platform 6	6	MLRI	
	112(M)G	Platform 7	7	MLRI	
	112(M)H	Platform 8	8	MLRI	
	112(M)I	UP Bankstown	B	MLRI	
	112(S)A	UP Steam	US	STENCIL	UP Suburban
	112(S)B	UP Bankstown	UB	STENCIL	

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
113	113A	DOWN Steam	DS	STENCIL	DOWN Suburban
	113B	DOWN Bankstown	DB	STENCIL	

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>	
114	114A	UP Steam	U	mMLRI (upper)	UP Suburban
			S	mMLRI (lower)	
	114B	DOWN Steam	D	mMLRI (upper)	DOWN Suburban
			S	mMLRI (lower)	

The following route tables do not exist on the Sydney Area Signalling Plan and must be added to the Sydney Area Signalling Plan. These are only for signals where the Route Destination is being changed from Suburban line to Steam Line within Sydney Yard.

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>
121	121A	DOWN Main	DM	STENCIL
	121B	DOWN Steam	DS	STENCIL

DOWN Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>
124	124	DOWN Steam	DS	STENCIL

DOWN Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>
428	428	DOWN Steam	DS	STENCIL

DOWN Suburban

<i>Signal</i>	<i>Route</i>	<i>Destination</i>	<i>IND.</i>	<i>Type</i>
436	436(M)A	Yard	Y	MLRI
	436(M)B	Suburban	S	MLRI
	436(M)C	UP Local	-	-
	436(S)A	Yard	-	-
	436(S)B	Suburban	-	-
	436(S)C	UP Local	-	-

VER18112024

Bharath Balkatta

Signal Design Engineer

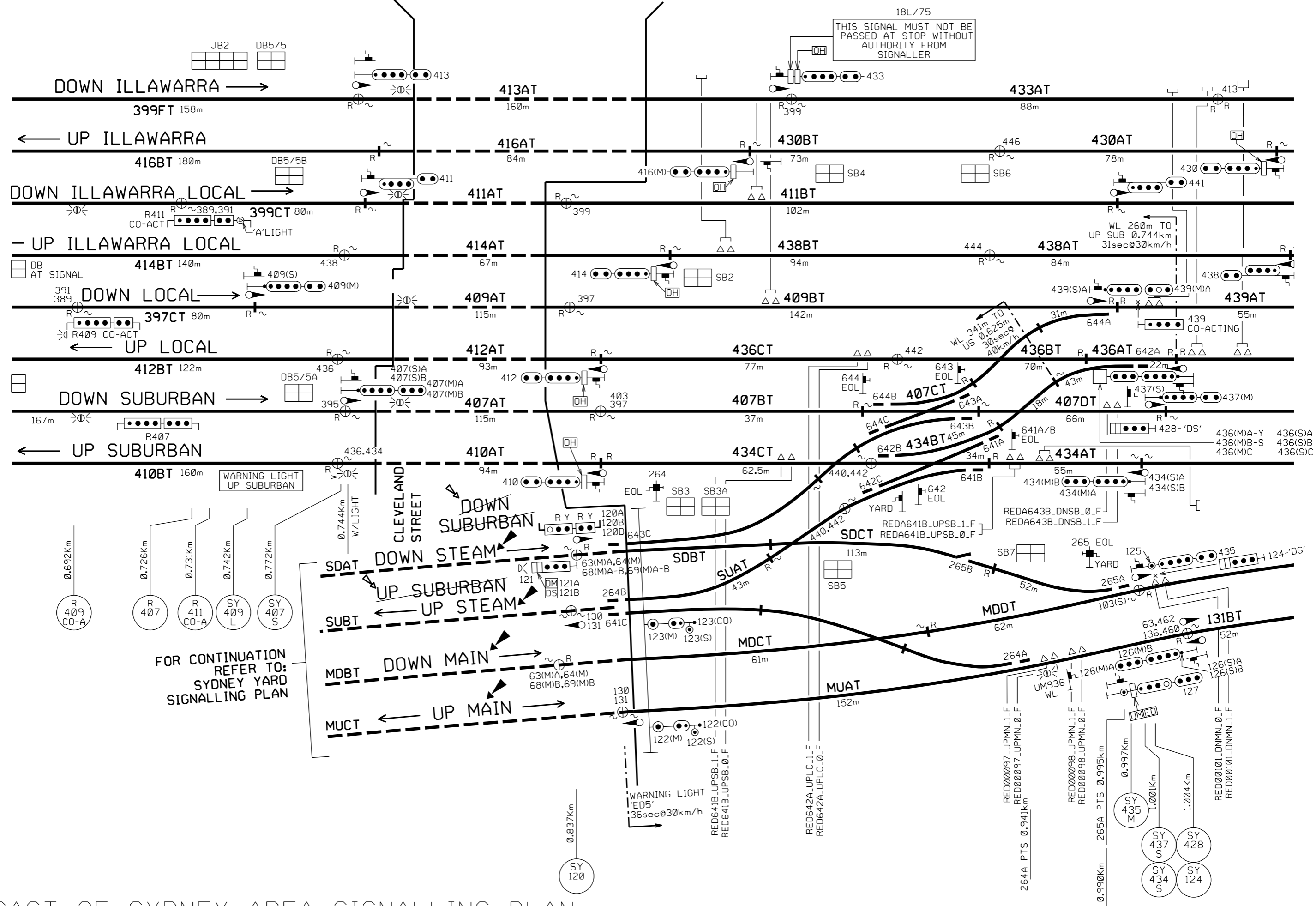
Signalling and Control Systems, Engineering Systems Integrity

Engineering & Maintenance Directorate

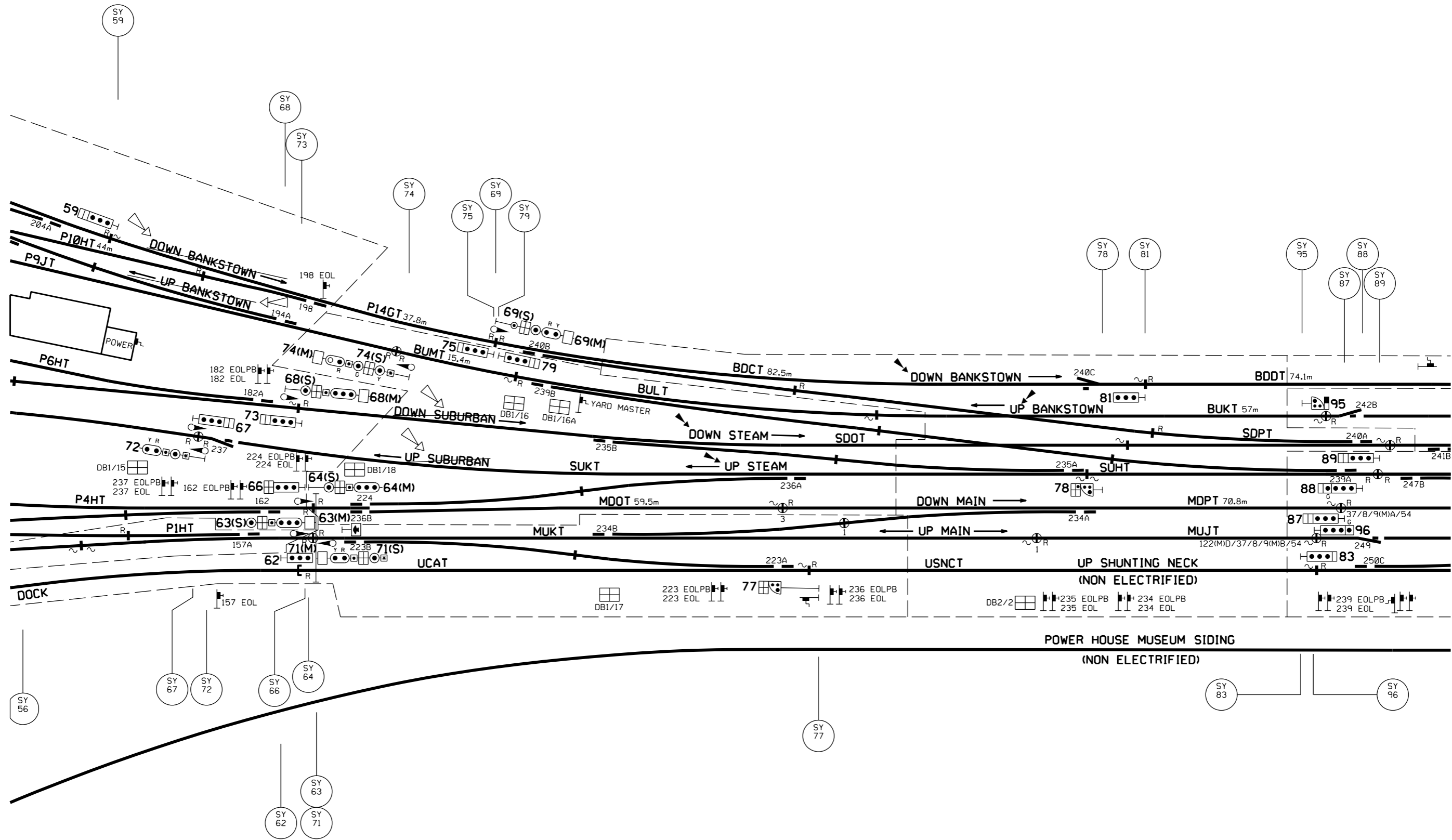
Tel: 8574 2788 (external), 42788 (internal)

Mobile: 0421 447 086

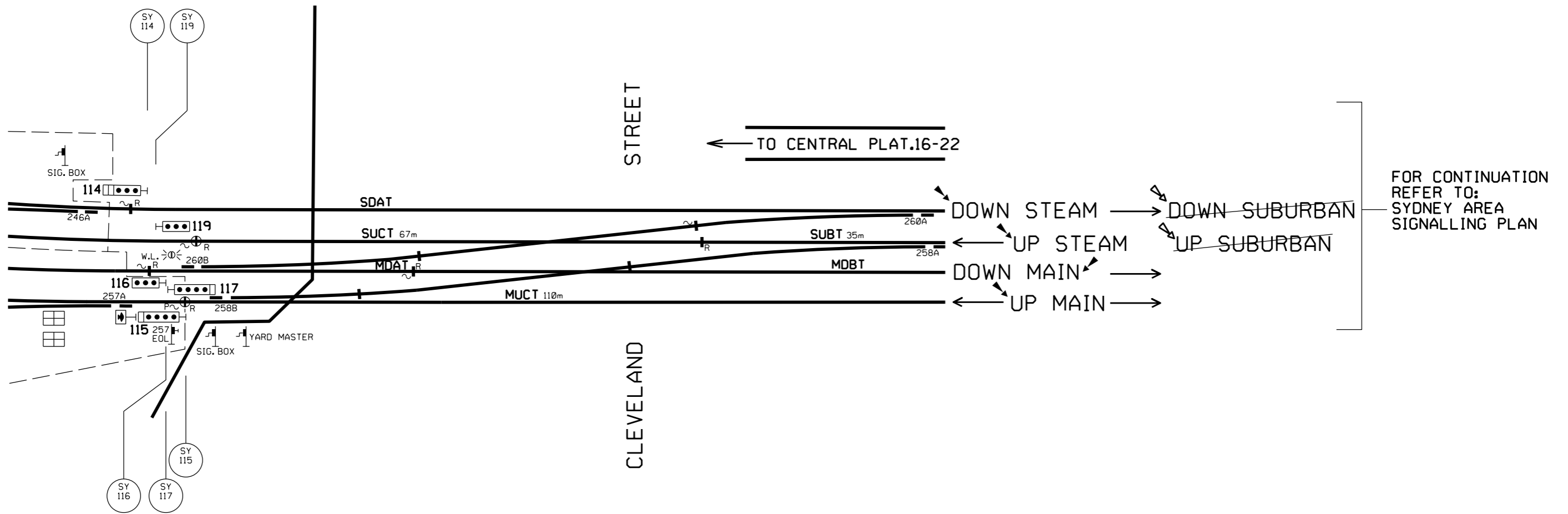
Email: Bharath.Balkatta@transport.nsw.gov.au



EXTRACT OF SYDNEY AREA SIGNALLING PLAN
SYDNEY YARD TO WELLS STREET
LINE NAME CHANGE FROM SUBURBAN TO STEAM
PART 1 OF 1



EXTRACT OF SYDNEY YARD SIGNALLING PLAN
 SYDNEY YARD TO WELLS STREET
 LINE NAME CHANGE FROM SUBURBAN TO STEAM
 PART 1 OF 2



EXTRACT OF SYDNEY YARD SIGNALLING PLAN
 SYDNEY YARD TO WELLS STREET
LINE NAME CHANGE FROM SUBURBAN TO STEAM
 PART 2 OF 2

INSTALLATION OF MEDLOW PATH PEDESTRIAN BRIDGE

Commencing at 11:00 hours on **Tuesday, 10 December 2024**, and continuing until 17:00 hours on Wednesday, 11 December 2024, the following work shall be carried out:

- Installation of Medlow Bath pedestrian footbridge segments A and B at Great Western Highway adjacent to rail corridor (Down main).

Michael Di-Filippo

Senior Project Engineer

Arenco (NSW) Pty Limited

0428 417 564

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WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY UP YARD SPEED SIGN

Since **Monday, 9 December 2024**, the following was carried out:

- The existing Yard 13 Speed sign located adjacent to WL317A points on the No.2 Up Siding was relocated 37m towards country.

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

VER27112024**Diagram VER27112024****Adam Toffolo**

Signalling Commissioning Engineer, JMDR

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Joe Trinh

Design Delivery Manager, JMDR

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Email: joe.trinh@jmdr.com

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
70	70(S)A	No.2 UP SIDING	S2	SRI
	70(S)B	No.1 UP SIDING	S1	SRI
	70(S)C	UP REFUGE	UR	SRI
			• GREEN LIGHT	-

70(S)
A [S] [UR] C
B [S] [UR] C
GREEN LIGHT

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
73	73(M)B	DOWN MAIN	-	BOL
	73(M)C	UP MAIN	-	-
	73(S)A	SHUNTING NECK	S	SRI
	73(S)B	DOWN MAIN	DM	SRI
73(S)C	UP MAIN	UM	SRI	

73(S)
A [S] [UM] C
B [DM] C
MMLRI
S [73(S)A] CO-ACT
D [73(M)B] CO-ACT
U [73(M)C] CO-ACT

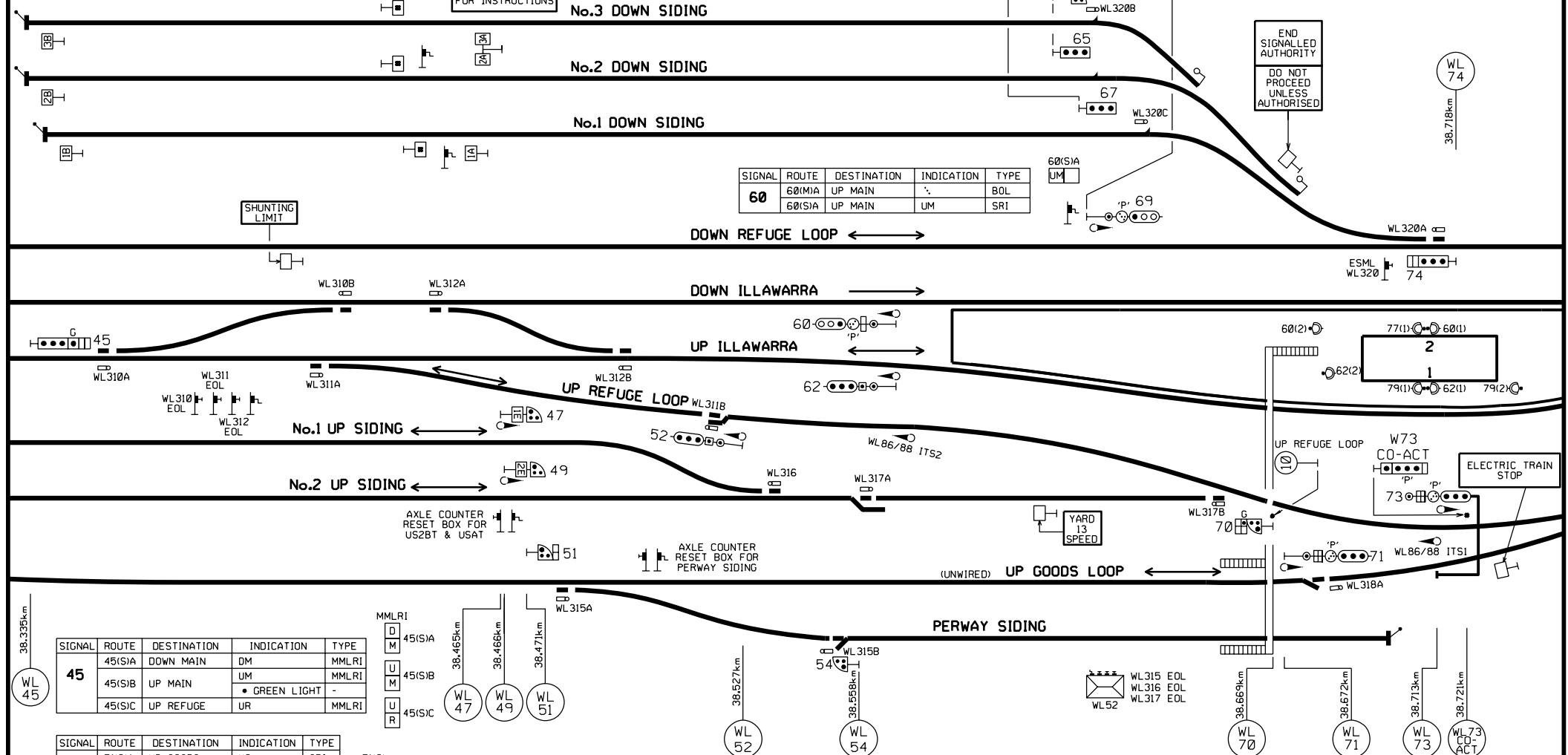
SIGNAL	ROUTE	DESTINATION	INDICATION
69	69(M)B	DOWN MAIN	-
	69(S)	DOWN REFUGE	-

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
71	71(M)B	DOWN MAIN	-	BOL
	71(M)C	UP MAIN	-	-
	71(S)A	SHUNTING NECK	S	SRI
	71(S)B	DOWN MAIN	DM	SRI
	71(S)C	UP MAIN	UM	SRI

71(S)
A [S] [UM] C
B [DM] C

SIGNAL	ROUTE	DESTINATION	INDICATION
74	74(S)A	DOWN REFUGE	DR
	74(S)B	DOWN SIDING	DS

74(S)
A [DR] B [DS]



SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
45	45(S)A	DOWN MAIN	DM	MMLRI
	45(S)B	UP MAIN	UM	MMLRI
	45(S)C	UP REFUGE	UR	MMLRI
			• GREEN LIGHT	-

MMLRI
D [45(S)A]
U [45(S)B]
M [45(S)C]
R [45(S)C]

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
51	51(S)A	UP GOODS	UG	SRI
	51(S)B	PERWAY SIDING	PS	SRI

51(S)
A [UG] [PS] B



Transport for NSW

WATERFALL

MTMS2 WATERFALL STABLING FACILITY DECEMBER 2024
DRIVERS DIAGRAM SHEET 1 OF 1

Produced by JMDR

VER. 27112024

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

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
026 – 2023	TWP 156: Operating doors	15/09/23	25/09/23
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>
008 - 2024	Use of Signal Key Switches	10/10/24	24/10/24
004 - 2024	Transition of NSW TrainLink Operations to Sydney Trains	12/06/24	01/07/24
005 - 2024	New Trackside Signage associated with Digital Systems Train Testing	07/08/24	24/08/24
006 - 2024	Compiling NRF 008 – Pilot Staff Notice	14/08/24	30/08/24
007 - 2024	Instructions Related to the Use of Digital Forms for The Network Rules and Network Procedures	12/09/24	12/09/24

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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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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**

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Tuesday, 2 December 2024