

35

weekly notice

Monday, 28 August 2017
Sunday, 3 September 2017



See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, such as 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.

**GENERAL MANAGER 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:

Weekly Notice	For Week	Deadline
36	4/9/17–10/9/17	8/8/17
37	11/9/17–17/9/17	15/8/17
38	18/9/17–24/9/17	22/8/17
39	25/9/17–1/10/17	29/8/17

So that printing and distributing schedules can be met, it is essential articles are received by the deadline.

Late articles 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 details at the end of the articles as shown below:

Steve Swanson

Network Rules Specialist

Tel: 02 8922 4183 (external) 2 4183 (internal)

Email: stephen.swanson@transport.nsw.gov.au

NETWORK RULES COMMENT & FEEDBACK REQUEST

The Network Rules Unit (NRU) is conducting a review of the Network Rules, Network Procedures and Network Forms. As part of this review NRU is seeking stakeholder involvement in the development process.

To assist in the development process stakeholders can submit their comments or feedback by email to NRU@transport.nsw.gov.au.

To ensure your comment or feedback is considered as part of the current review, submissions must be received no later than 2359 hours. **Sunday, 15 October 2017.**

COMMISSIONING OF NEWCASTLE INTERCHANGE AND NEW HAMILTON STABLING YARD – ALTERATIONS TO STANDARD WORKING TIMETABLE 2013, RAIL PASSENGER SERVICES BOOKS 1 AND 2

Commencing **Saturday 23 September 2017**, Newcastle Interchange and the new Hamilton Stabling Yard will be brought into use.

Alterations to the 2013 Standard Working Timetable Book 1 and Book 2 will be advertised in STN1234-2017 and includes the following changes:

- All trains that currently commence or terminate at Hamilton will instead commence or terminate at Newcastle Interchange.
- Trains will operate as non-revenue services between Hamilton and Newcastle Interchange in both directions.
- Additional non-revenue services will operate between Newcastle Interchange and Hamilton Stabling Yard in both directions.
- Overnight stabling will take place in the new Hamilton Stabling Yard.
- Decanting of H sets and V sets at Hamilton Stabling Yard.

All staff concerned are to familiarise themselves with the contents of STN1234-2017 as applicable to their role prior to introduction. Queries should be directed to your Supervising Officer for referral to the relevant divisional timetable planning representative or the Operations Readiness & Implementation Manager.

Suresh Raina

Manager Standard Operating Timetable

Sydney Trains

Tel: 02 8922 0684 (internal x20684)

Mob: 0408 422 625

Email: SURESH.RAINA@transport.nsw.gov.au

CLYDE (WEST) – PROVISION OF AUTOMATIC RE-CLEARING OF SIGNALS FOR THE DOWN MAIN AND UP MAIN

On **Wednesday, 13 September 2017** and Thursday, 14 September 2017, between 0000 hours and 0400 hours, the following work will be progressively brought into use at Clyde Signal Box:

Automatic re-clear push/pull buttons will be provided for the Down Main and Up Main through Clyde. The function allows for signals to automatically re-clear after the passage of each train. They apply only to the straight through main routes on the Down Main or Up Main.

The buttons are labelled 'DOWN MAIN AUTO 90.89.81' and 'UP MAIN AUTO 13.17.18R.21' and are coloured white with the letter 'A' engraved in black. The buttons illuminate when the automatic re-clear has been set.

Method of Operation

Down Main Automatic Re-clearing

To set automatic re-clearing of signals on the Down Main

- Set signal routes 90, 89 and 81.
- Depress the Down Main 'A' button.
- A white light will be displayed in the Down Main 'A' button when automatic working has been established.
- Signals on the Down Main will now clear automatically after the passage of each train.

To cancel automatic re-clearing of signals on the Down Main

- Pull the Down Main 'A' button to cancel and restore normal working.
- The Down Main 'A' button light will extinguish. Cancelling the auto re-clear function will not cancel any signal routes currently set.
- Alternatively, cancelling one of the signal routes (90, 89 or 81) will also cancel the auto re-clearing function.

Up Main Automatic Re-clearing

To set automatic re-clearing of signals on the Up Main

- Set signal routes 13, 17, 18R and 21.
- Depress the Up Main 'A' button.
- A white light will be displayed in the Up Main 'A' button when automatic working has been established.
- Signals on the Up Main will now clear automatically after the passage of each train.

To cancel automatic re-clearing of signals on the Up Main

- Pull the Up Main 'A' button to cancel and restore normal working.
- The Up Main 'A' button light will extinguish. Cancelling the auto re-clear function will not cancel any signal routes currently set.
- Alternatively, cancelling one of the signal routes (13, 17, 18R or 21) will also cancel the auto re-clear function.

VER25072017

Richard Lay

Project Engineer, Signalling

Signals, Control & Electrical, Major Works, Maintenance

Mob: 0421 054 970

Email: richard.lay@transport.nsw.gov.au

Ragulan Vivekanantharajah

Signal Design Engineer

Signalling & Control Systems, Engineering & System Integrity, Maintenance

Tel: 02 8574 2993 (external)

Email: ragulan.vivekanantharajah@transport.nsw.gov.au

HORNSBY MAINTENANCE CENTRE STABLING LIMITATIONS

Commencing at 1900 hours on **Friday, 25 August 2017**, and continuing until 0200 hours on Monday, 15 January, 2018, there will be power outage and possession requirements in Hornsby Yard (Inwards Car Shed Road, Outwards Car Shed Road, Up Loop, Number 1 Up Siding) which will result in limited overhead power supply for stabling within Hornsby Maintenance Centre.

The limitations are set out in the attachment for the number of sets that can be powered on.

ATTACHMENT

Suresh Raina

Manager Standard Operating Timetable, Future Network Delivery

Tel: 8922 0684 (external) 20684 (internal)

Mob: 0408 422 625

Email: suresh.raina@transport.nsw.gov.au

Only T sets permitted to stable

Hornsby MC Stabling Limitations - Aug 25, 2017 to Jan 15, 2018

Road no.	Capacity	Day stabling	Night stabling
Loop road, 1/2/3 roads (0600-0900)	4T	No	yes
Loop road (0900-1900)	4T	Shunting allowed	yes
1 road (0900-1900)	8T	Shunting allowed	yes
2 road (0900-1900)	8T	Shunting allowed	yes
3 road (0900-1900)	8T	Shunting allowed	yes
4 road	Not available		
5 road	Not available		
6 road	Not available		
7 road	Not available		
8 road	16T	Yes	Yes
9 road	8T	Yes	Yes
11 road	16T	Yes	Yes

Road no.	Capacity	Day stabling	Night stabling
12 road	16T	Yes	yes
13 road	16T	Yes	yes
14 road	16T	Yes	yes
15 arrival road	8 + 4	Yes	yes
16 wash road	16 cars	No	Yes

Time	Full yard limits	Max	Max	Max	Rds 1 to 11	Rds 12 to 16
		T Sets	Maintenance T sets **	Timetabled T Sets	Max limit	
00:00 – 04:00	1223	13	3	10	8	5
04:00 – 06:00	1102	11	3	8	6	5
06:00 – 09:00	337	3	3	0	0	3
09:00 – 15:00*	757	8	3	5	5	3
15:00 – 19:00*	644	7	3	4	5	2
19:00 – 22:00	909	9	3	6	7	2
22:00 – 23:59	962	10	3	7	8	2

0600-0900 No Trains to be powered on Loop rd, Rd 1, 2 & 3
Trains must have lowered pantographs

*** 0900-1900** Trains permitted to be shunted in/ out of Loop rd, Rd 1, 2 & 3
Trains must have lowered pantographs when not shunting

**** Maintenance includes exchange cars or trial trips**

HORNSBY – YARD AREA BOOK-OUT AND REMOVAL

This article as advertised in Weekly Notices 32 & 33 is ammended as it relates to the mileage at the temporary network access crossing.

Commencing at 0200 hours on **Saturday, 26 August 2017**, and continuing until 0200 hours Monday, 15 January 2018, the following signalling alterations will be carried out:

- Hornsby Yard area will be booked out of use and progressively removed.
- A temporary network access crossing will be installed at the entry of No.2-7 Up Sidings at approximately 34.146km

The Hornsby yard area will be booked out of use and progressively removed over a 4 month period in preparation for the final configuration.

All train movements between the Main Lines and the Up Loop, No.1 Up Siding, Inwards Car Shed Road and the Outward Car Shed Road will be disabled.

A single entry to the Hornsby Car Siding from the Main Lines will be available via 572 Points.

Frame B will be booked out of use. Local shunting will enable train movements between the Car Siding and the country end of the Outward Car Shed Road. A new temporary buffer stop will be provided to represent the limit of train movements towards the city.

The following signal routes will be booked out of use.

Signal Route	Description	Route Indication	Remarks
HY53(M)F	Down Main to Up Loop	L	Main Route Booked out of use.
HY53(S)F	Down Main to Up Loop	UL	Shunt Route Booked out of use.
HY53(S)G	Down Main to Up Siding No.1	U1	Shunt Route Booked out of use.
HY53(S)H	Down Main to Inwards Car Shed	IC	Shunt Route Booked out of use
HY55(M)D	Up Main to Up Loop	L	Main Route Booked out of use + Indicator

Continued from the previous page

Signal Route	Description	Route Indication	Remarks
HY55(S)D	Up Main to Up Loop	UL	Shunt Route Booked out of use.
HY55(S)F	Up Main to Up Siding 1	U1	Shunt Route Booked out of use.
HY55(S)G	Up Main to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY57(M)D	Down Shore to Up Loop	L	Main Route Booked out of use + Indicator
HY57(S)D	Down Shore to Up Loop	UL	Shunt Route Booked out of use.
HY57(S)F	Down Shore to Up Siding 1	U1	Shunt Route Booked out of use.
HY57(S)G	Down Shore to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY59(M)C	Up Shore to Up Loop	L	Main Route Booked out of use + Indicator
HY59(S)C	Up Shore to Up Loop	UL	Shunt Route Booked out of use.
HY59(S)D	Up Shore to Up Siding No.1	U1	Shunt Route Booked out of use.
HY59(S)F	Up Shore to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY106(M)A	Up Main to Up Loop	-	Main Route Booked out of use
HY106(S)A	Up Main to Up Loop	UL	Shunt Route Booked out of use
2 FRB	FRAME B	-	Booked out of use
3 FRB	FRAME B	-	Booked out of use
4 FRB	FRAME B	-	Booked out of use

Continued on the next page

The following signals will be fully booked out of use and removed on site.

Signal	Location	Remarks
HY76	Up Loop	All routes booked out of use.
HY78	No.1 Up Siding	All routes booked out of use
HY80	Inwards Car Shed Road	All routes booked out of use
HY82	Outwards Car Shed Road	All routes booked out of use
HY105 REPT	Up Loop	Booked out of use

The following points will be booked out of use and removed on site.

Points No.	Description	Remarks
531	Catch Point, Up Loop	Booked out of use + EOL
532A/B	Crossover, No.1 Up Siding to Up Main	Booked out of use + EOL
533A/B	Crossover, Inwards Car Shed Road to Up Main	Booked out of use + EOL
534A/B	Crossover, Outwards Car Shed Road to Up Main	Booked out of use + EOL

The following points will be Clipped, Spiked and XL Locked Normal.

Points No.	Description	Remarks
564A/B	Crossover / Catch, Up Main to Up Loop	Points Clipped, Spiked and XL Locked Normal
6B A/B	Crossover / Catch, Hornsby Car Siding to Outwards Car Shed Road	Points Clipped, Spiked and XL Locked Normal
7B	Turnout Hornsby Car Siding to Inwards Car Shed Road	Points Clipped, Spiked and XL Locked Normal

Train Control System

The ATRICS workstation at Homebush Signalling Centre will be amended to identify the booked out area. Signal route bars will be placed on the affected signals. Bars will also be placed on the booked out of use points.

All track circuits within the booked out area will be retained within the interlocking. These tracks will be shown as unoccupied on the ATRICS indication panel.

All vital normal detection for removed points has been retained within the interlocking. These points will have to be re-stroked normal in event of a system reboot or power-down. Reverse detection has been removed.

All current path functions on removed signals have been retained within the interlocking. This will avoid unnecessary alarms on the ATRICS workstation.

The new arrangements are depicted in the attached signalling arrangement diagram.

VER 10042017

DD VER 10042017

Continued on the next page

Adam Toffolo

Commissioning Engineer – Hornsby Junction Remodelling Project

Mob: 0416 942 861

Email: AToffolo@novorail.com.au

Jason Eadie

Signalling Design Manager, Parsons Brinckerhoff

Tel: 02 9200 0930

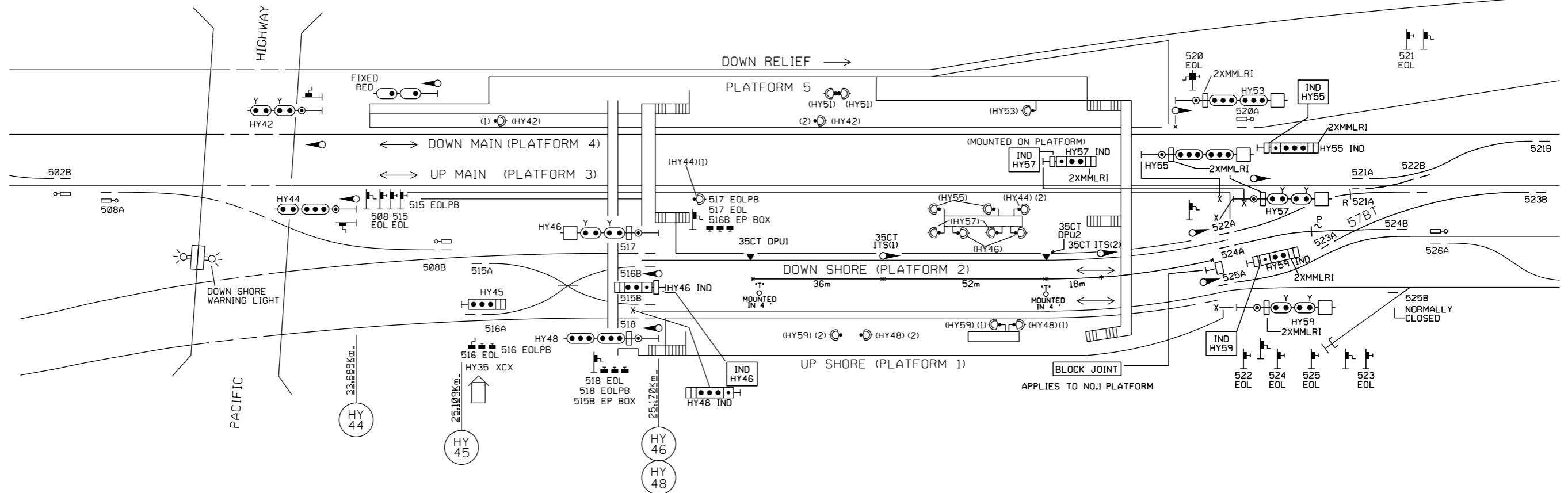
Email: jeadie@pb.com.a26

SIGNAL	ROUTE	DESTINATION	IND
HY53	(M)A	DOWN RELIEF	R
	(S)A	DOWN RELIEF	DR
	(M)B	TURNBACK 1	T
	(S)B	TURNBACK 1	T1
*1	(M)C	DOWN MAIN	-
	(S)C	DOWN MAIN	DM
	(M)F	UP LOOP	L
	(S)F	UP LOOP	UL
*1	(S)G	UP SIDING 1	U1
	(S)H	INWARDS CARSHED	IC

SIGNAL	ROUTE	DESTINATION	IND	IND
HY55	(M)A	TURNBACK 1	T	T1
	(S)A	TURNBACK 1	T1	T1
	(M)B	DOWN MAIN	D	DM
	(S)B	DOWN MAIN	DM	DM
*1	(M)C	UP MAIN	-	UM
	(S)C	UP MAIN	UM	UM
	(M)D	UP LOOP	L	UL
	(S)D	UP LOOP	UL	UL
*1	(S)F	UP SIDING 1	U1	U1
	(S)G	INWARDS CARSHED	IC	IC

SIGNAL	ROUTE	DESTINATION	IND
HY51	(M)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-

HORNSBY



SIGNAL	ROUTE	DESTINATION	IND
HY44	(M)A	UP MAIN	-
	(S)A	UP MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
HY45	(S)A	DOWN SHORE	2
	(S)B	UP SHORE	1

HY45(S)
2 A
1 B

SIGNAL	ROUTE	DESTINATION	IND	IND
HY46	(M)A	UP SHORE	S	S
	(S)A	UP SHORE	US	S
	(M)C	UP MAIN	M	M
*1	(S)C	UP MAIN	UM	M

HY46(S)
A [US] [UM] C
IND
S A
M C

SIGNAL	ROUTE	DESTINATION	IND	IND
HY48	(M)A	UP SHORE	-	-
	(S)A	UP SHORE	US	S
	(M)C	UP MAIN	-	-
	(S)C	UP MAIN	UM	M

HY48(S)
A [US] [UM] C
IND
S A
M C

SIGNAL	ROUTE	DESTINATION	IND	IND
HY57	(M)A	TURNBACK 1	T	T1
	(S)A	TURNBACK 1	T1	T1
	(M)B	DOWN MAIN	D	DM
	(S)B	DOWN MAIN	DM	DM
*1	(M)C	UP MAIN	U	UM
	(S)C	UP MAIN	UM	UM
	(M)D	UP LOOP	L	UL
	(S)D	UP LOOP	UL	UL
*1	(S)F	UP SIDING 1	U1	U1
	(S)G	INWARDS CARSHED	IC	IC
*1	(S)J	UP SIDINGS	US	US

SIGNAL	ROUTE	DESTINATION	IND	IND
HY59	(M)A	DOWN MAIN	D	DM
	(S)A	DOWN MAIN	DM	DM
	(M)B	UP MAIN	U	UM
	(S)B	UP MAIN	UM	UM
*1	(M)C	UP LOOP	L	UL
	(S)C	UP LOOP	UL	UL
	(S)D	UP SIDING 1	U1	U1
	(S)F	INWARDS CARSHED	IC	IC
*1	(S)H	UP SIDINGS	US	US

*1 ROUTE BOOKED OUT OF USE



HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 1 OF 3

WN 34 to 52 - 2017

VER 10042017

SIGNAL	ROUTE	DESTINATION	IND
HY70	(MA)	DOWN SHORE	2
	(SA)	DOWN SHORE	2
	(MB)	UP MAIN	3
	(SB)	UP MAIN	3
(MC)	DOWN MAIN	4	
(SC)	DOWN MAIN	4	

HY70(S)	
A	2 4
B	3

SIGNAL	ROUTE	DESTINATION	IND
HY60	(MA)	DOWN MAIN	-
	(SA)	DOWN MAIN	DM
	(SB)	DOWN RELIEF	DR

HY60(S)	
A	DM DR B

SIGNAL	ROUTE	DESTINATION	IND
HY83	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY93	(SA)	TURNBACK 1	T1
	(MB)	DOWN MAIN	-
	(SB)	DOWN MAIN	DM

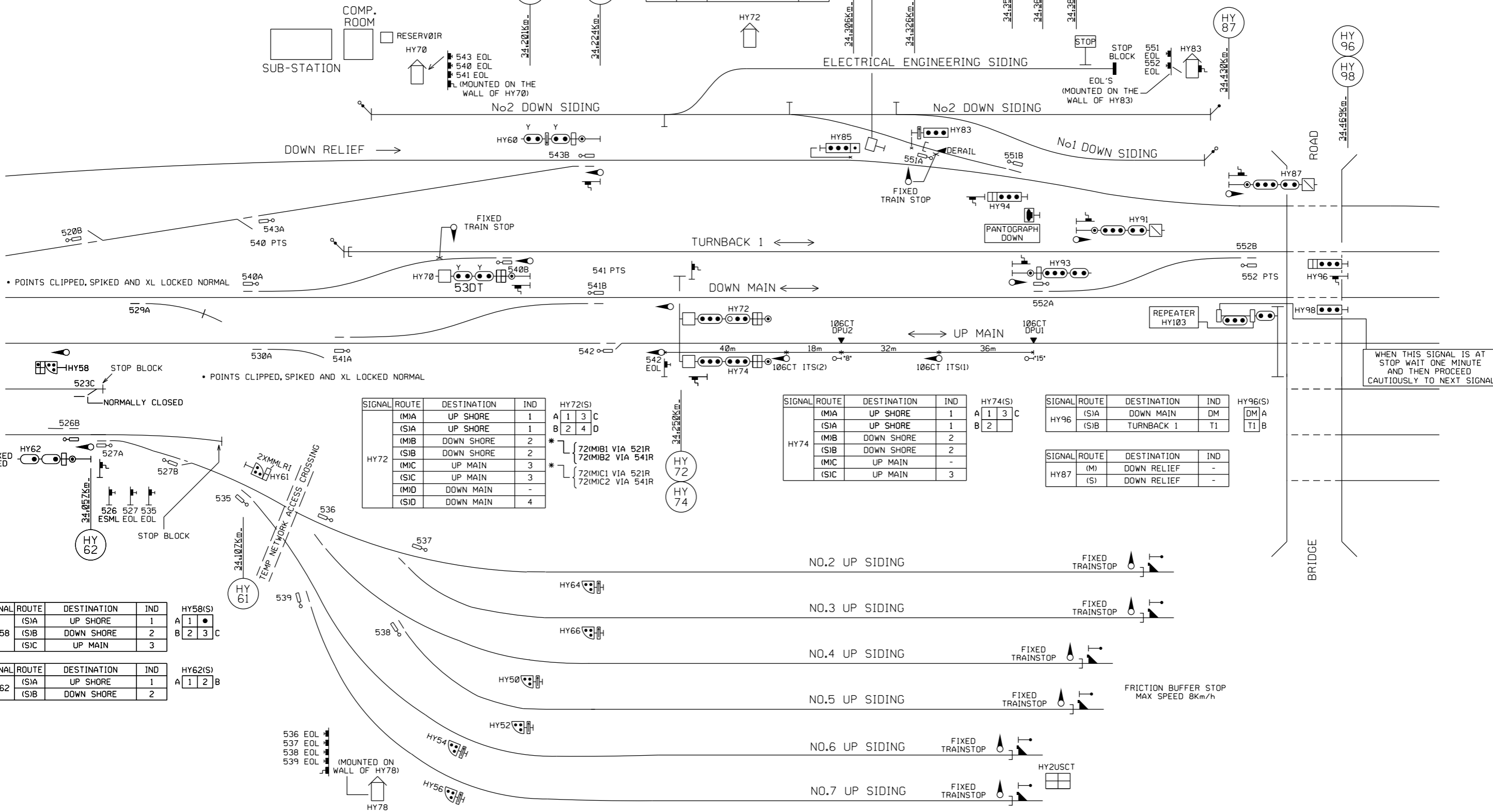
HY93(S)	
A	T1 DM B

SIGNAL	ROUTE	DESTINATION	IND
HY94	(SA)	DOWN RELIEF	DR
	(SB)	DOWN SIDING	DS

HY94(S)	
DR A	DS B

SIGNAL	ROUTE	DESTINATION	IND
HY85	(S)	DOWN RELIEF	-

END SIGNALLED AUTHORITY
DO NOT PROCEED
UNLESS AUTHORISED



SIGNAL	ROUTE	DESTINATION	IND
HY72	(MA)	UP SHORE	1
	(SA)	UP SHORE	1
	(MB)	DOWN SHORE	2
	(SB)	DOWN SHORE	2
	(MC)	UP MAIN	3
	(SC)	UP MAIN	3
	(MD)	DOWN MAIN	-
	(SD)	DOWN MAIN	4

HY72(S)	
A	1 3 C
B	2 4 D

SIGNAL	ROUTE	DESTINATION	IND
HY74	(MA)	UP SHORE	1
	(SA)	UP SHORE	1
	(MB)	DOWN SHORE	2
	(SB)	DOWN SHORE	2
	(MC)	UP MAIN	-
	(SC)	UP MAIN	3

HY74(S)	
A	1 3 C
B	2

SIGNAL	ROUTE	DESTINATION	IND
HY96	(SA)	DOWN MAIN	DM
	(SB)	TURNBACK 1	T1

HY96(S)	
DM A	T1 B


SIGNAL	ROUTE	DESTINATION	IND
HY87	(M)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY58	(SA)	UP SHORE	1
	(SB)	DOWN SHORE	2
	(SC)	UP MAIN	3

HY58(S)	
A	1 3 C
B	2

SIGNAL	ROUTE	DESTINATION	IND
HY62	(SA)	UP SHORE	1
	(SB)	DOWN SHORE	2

HY62(S)	
A	1 2 B



NSW Transport

**HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 2 OF 3**

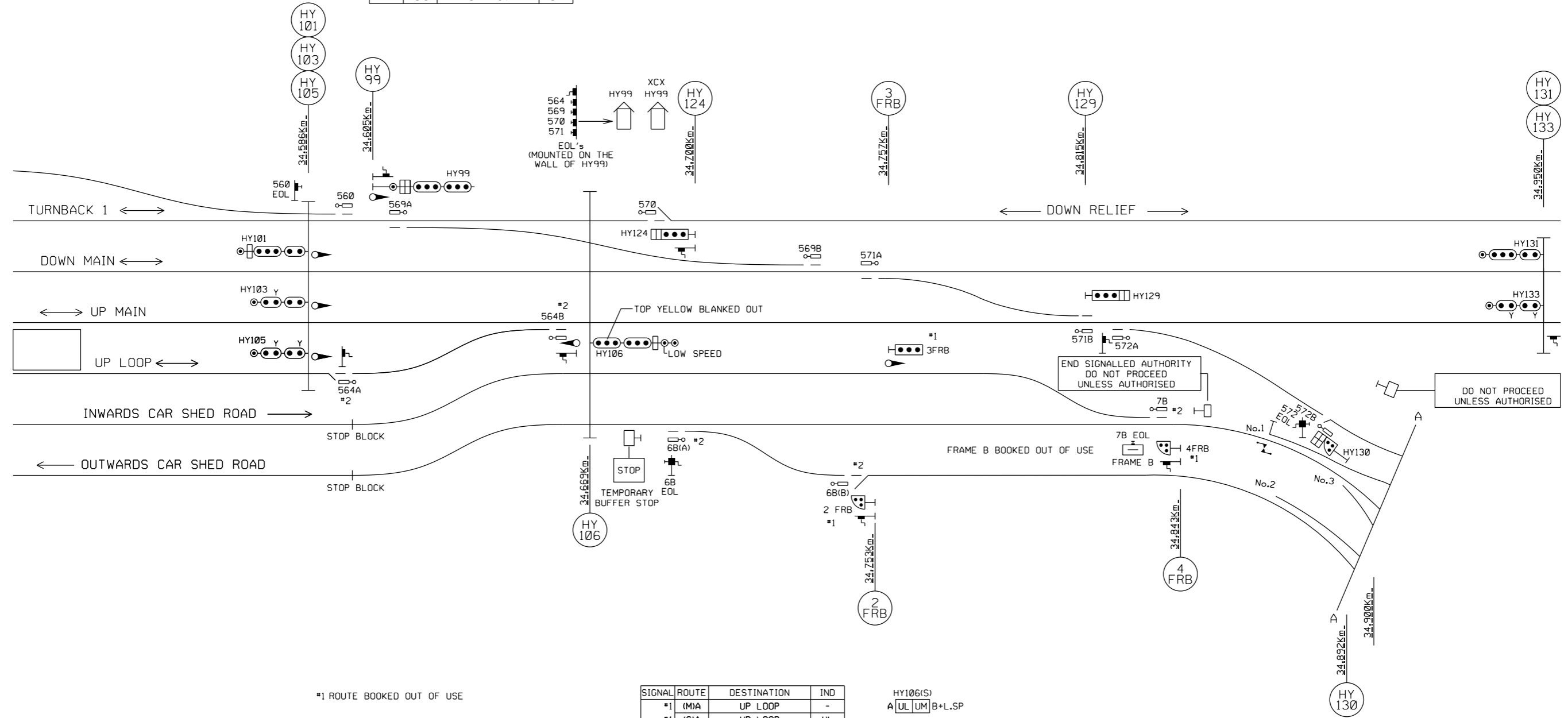
WN 34 to 52 - 2017 VER 10042017

SIGNAL	ROUTE	DESTINATION	IND
HY101	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

SIGNAL	ROUTE	DESTINATION	IND
HY99	(M)A	DOWN RELIEF	-
	(S)A	DOWN RELIEF	DR
	(M)B	DOWN MAIN	-
	(S)B	DOWN MAIN	DM
(S)C	UP MAIN	UM	

SIGNAL	ROUTE	DESTINATION	IND
HY124	(S)A	TURNBACK 1	T1
	(S)B	DOWN RELIEF	DR

SIGNAL	ROUTE	DESTINATION	IND
HY129	(S)A	UP MAIN	UM
	(S)B	CAR SHEDS	CS



*1 ROUTE BOOKED OUT OF USE

*2 POINTS CLIPPED, SPIKED, XL LOCKED & DETECTED IN NORMAL POSITION

SIGNAL	ROUTE	DESTINATION	IND
*1	(M)A	UP LOOP	-
	(S)A	UP LOOP	UL
HY106	(M)B	UP MAIN	-
	(S)B	UP MAIN	UM

HY106(S)
A [UL] [UM] B+L.SP

SIGNAL	ROUTE	DESTINATION	IND
HY130	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM
	(S)C	TURNBACK 1	T1
	(S)D	DOWN RELIEF	DR

HY130(S)
A [UM] [T1] [C]
B [DM] [DR] [D]



Transport

HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 3 OF 3

WN 34 to 52 - 2017

VER 10042017

BERRY - BOMADERRY (ILLAWARRA) – PROVISION OF ANNUNCIATOR BELLS

Since **Sunday, 27 August 2017**, the following work was carried out:

Annunciator bells were provided at Berry and Bomaderry stations. The annunciator bells sound when an approaching train has entered the section adjacent to the interlocking.

At Bomaderry indicators will be provided in the station masters office to indicate either an Up or Down train in the Berry-Bomaderry section.

VER 09022017

Patricia Roser

Commissioning Manager, Signalling
Sydney Trains

Tel: 0438 461 351

Email: patricia.rosier@transport.nsw.gov.au

Andrew Allison

Senior Signal Design Engineer, Signalling & Control Systems
Sydney Trains

Tel: 85742982 (external) 42982 (internal)

Email: andrew.allison@transport.nsw.gov.au

YENNORA SIDING ACCESS IMPROVEMENT – FINAL COMMISSIONING

This article as advertised in Weekly Notices 32 & 33 is ammended as it relates to the signal descriptions on signals YA4 & YA5.

Since **Saturday 19 August 2017**, the following work was carried out:

Train Control System

At the commencement of the possession the existing "driver push button" local release operation of Yennora Sidings will be decommissioned. In Granville Signal Box, the "Yennora Control" push button & release indication will be removed. At the conclusion of the possession the Yennora interlocking will be controlled via the Sefton ATRICS panel from the Sydenham Control Centre.

ATRICS – Sydenham Control Centre and Granville Signal Box

The existing ATRICS system at Sydenham will be amended to include control of the new Yennora signalling area. This includes control of

- YA1, YA3, YA4, YA5, YA6, YA8 – signals.
- 51A/B and 52A/B - points.

YA3 & YA5 signal routes into the siding will operate as a dual control signal. The yard shunter will provide the Sydney Trains Signaller on Sefton ATRICS panel control of these signals by accepting entry into the yard through the local control panel. The Sydney Trains signaller will receive a yellow indicator on the Sefton ATRICS panel to advise when control has been accepted by the Yard Shunter.

The Sefton ATRICS panel at Sydenham will be amended to include visibility of all controlled signals, both the Cycle path and Military Road level Crossings, and the track circuited connection between the Main Line and the Yard. Alarm indications from the Yennora Interlocking and control of Train Trip ID numbers will also be provided.

The request from the Yard Shunter for the train to depart from the yard will be indicated by a yellow indicator on the Sefton ATRICS panel. The Sydney Trains Signaller accepts the request by setting YA4 signal onto the Main Line.

The existing ATRICS TVS panels at Granville Signal Box will be modified (indications only) to reflect the Yennora signalling changes in the field. Alarms and control of Train Trip ID numbers in the area will be transferred to Sydenham.

Continued on the next page (W.N. 35 – 2017)

Yennora Wool Siding

A local shunters control panel will be provided within the Yard area. This control panel will enable the yard shunter to coordinate with the Sydney Trains Signaller to accept trains into the yard and request for Main Line depart from the yard.

The following controls and indications will be provided to the local Yard Shunter

Buttons	Indications
MAIN LINE DEPART	MAIN LINE DEPART ACCEPTED
TRAIN ENTRY ACCEPT	TRAIN ENTRY ACCEPTED
CANCEL	

Yennora Yard trains Entry/Exit protocol between Sydenham Control Centre and Local Shunter will be followed as in Operation briefing.

Existing Crossing Upgrades

Military Road Level Crossing:

- The existing passive level crossing at Military Road will be upgraded to an active Type F level crossing with boom gates, flashing lights, bells, signage, and road markings.
- The associated pedestrian crossing will be provided with red man 'DON'T WALK' warning lights, audible warning devices, signage, and maze.
- Emergency and Manual Operation switches will be provided at Military Road new bungalow to activate or isolate the warning equipment under failed conditions, or for maintenance purposes. Keys will be located at Fairfield station.
- New 'STOP' boards and 'END OF SIGNALLING AUTHORITY' boards will be provided as shown in signalling arrangement diagram.
- New Shunters Switch Boxes will be provided either side of the Military Road Level Crossing. These switch boxes will allow the Yard Shunter to manually

Continued on the next page

operate the level crossing to enable yard shunting moves and operation of the level crossing for train departure.

Shunters Switch

BUTTONS
START – Level Crossing Activation
CANCEL – Level Crossing De-Activation

Cycle Path Crossing:

- Existing passive crossing will be upgraded to include track circuit operated warning equipment, including lit red man 'DON'T WALK' lights and audible warnings.
- Advance warning signs on approach to the crossing will also be provided, along with a pedestrian and cyclist maze.
- Emergency and Manual Operation switches will be provided to activate or isolate the warning equipment under failed conditions, or for maintenance purposes. Keys will be located at Fairfield station.

New and Altered Signal and Route Designations

SIGNAL / ROUTE	KM	STATUS	DESCRIPTION	ROUTE INDICATOR	REMARKS
YA1	25.839	Existing	Down Accept, Down Main		Existing auto converted to controlled signal. Existing signal heads re-aligned New YL/EYL Board provided.

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SIGNAL / ROUTE	KM	STATUS	DESCRIPTION	ROUTE INDICATOR	REMARKS
YA3	26.706	Existing	Down Home, Down Main	(S)A - DM (S)C - WS	Existing auto onverted to controlled signal. New Shunt stencil indicator added to indicate (S)A & S(C) Routes leading to Down Main and Wool Sidings. (S)C route into the sidings not to clear without 'Train Accept' release given by the Siding Operator. 'A; light removed New level crossing and cycle path advanced warning boards provided.
YA4	26.921	Existing	Up Home, Siding to Up Main		Existing signal removed and relocated with new LED type signal on the yard side of the cycle path crossing. New shunt aspect provided.

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SIGNAL / ROUTE	KM	STATUS	DESCRIPTION	ROUTE INDICATOR	REMARKS
YA5	26.706	New	Down Shunt Up Main to siding	WS	New shunt signal with route indicator. Signal route only to be used under possession and requires a push pull operation between the train drivers. Route into the sidings not to clear without 'Train Accept' release given by the Siding Operator. New level crossing and cycle path advanced warning boards provided on the right hand side of the track.
YA6	26.849	Existing	Up Home Up Main		'A' light removed New shunt aspect provided.
YA8	27.292	Existing	Up Accept Up Main		Existing auto signal replaced with new controlled signal. New YL/EYL boards provided.
S16.4	26.251	Existing	Up Auto Up Main		New YL/EYL boards provided
S16.9	27.155	Existing	Down Auto Down Main		New YL/EYL boards provided

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Yard Limit Boards

Yard limit boards will be provided as described above and shown on the signalling arrangement diagram.

DTRS Transponders

Existing and new transponder will be provided as shown in the signaling arrangement diagram.

Down Main

Existing transponder TP 209 at 26.972 will be removed and Liverpool train radio signaller control will be extended to new transponder TP 214 at 23.520. Granville existing radio control section will be altered to control from the new transponder TP 214 at 23.520 toward Sydney side.

Up Main

Existing transponder TP 208 at 27.984 will be re-configured and new transponder TP 215 will be provided at 26.151.

Existing Granville train radio signaller control boundary will be altered from existing transponder TP 208 to new transponder TP 215 towards Sydney side. Liverpool train radio Signaller boundary control between existing transponder TP 208 and new TP 215 proposed.

Communications

All existing & new telephones within the Yennora Yard area will be directed to the Sefton ATRICS panel at Sydenham Control Centre.

The new arrangements are depicted in the attached Signalling Arrangement diagram.

VER 22062017

Signalling Arrangement VER 22062017

Kevin Hure

Role: Commissioning Manager

Mob: 0425 715 150

Email: khure@tpg.com.au

Saraswathi Penneru

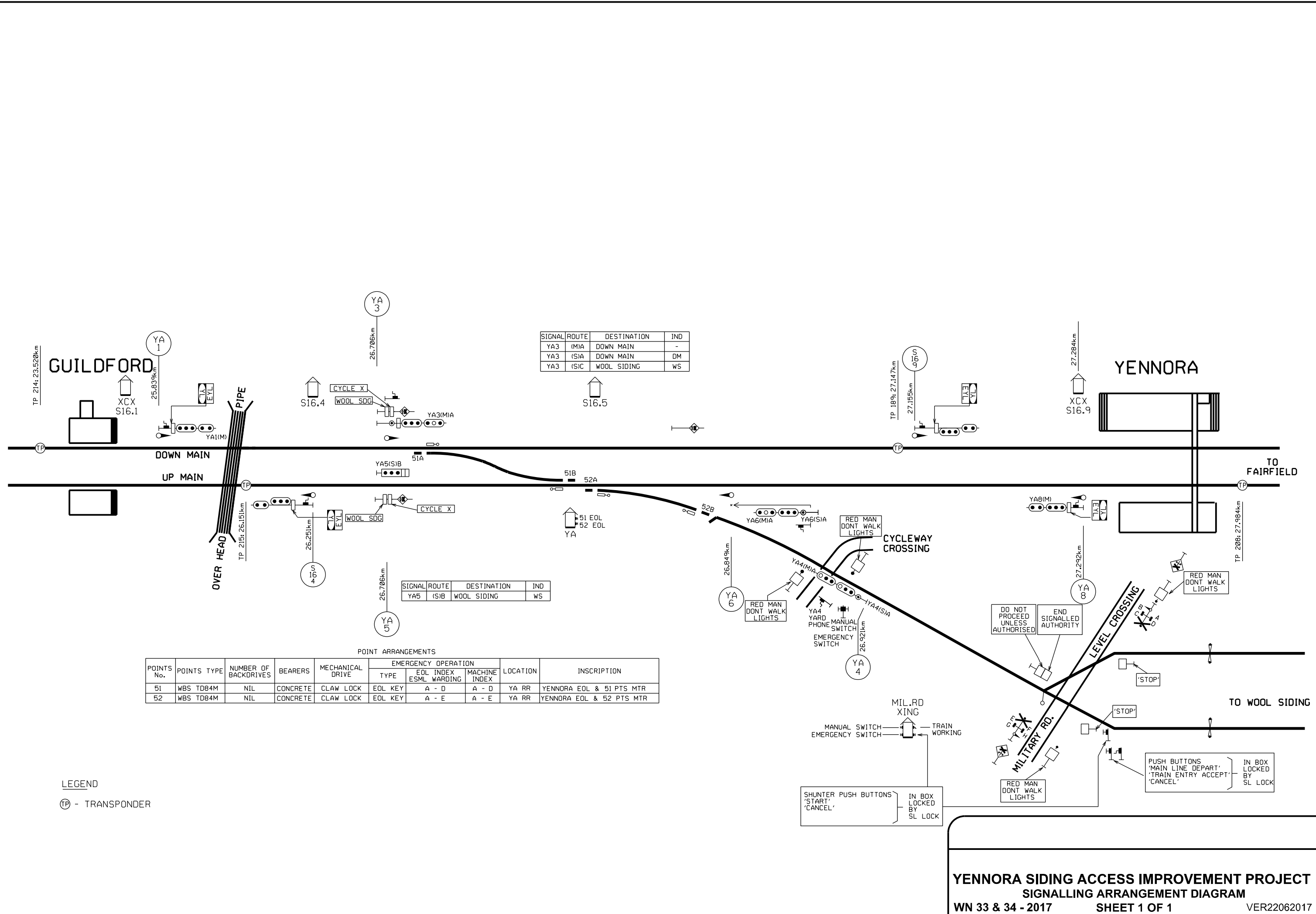
Senior Signal Engineer

Engineering Signal Design

Tel: 02 9422 0547

Mob: 0448 724 702

Email: spenneru@pb.com.au



SIGNAL	ROUTE	DESTINATION	IND
YA3	(M)A	DOWN MAIN	-
YA3	(S)A	DOWN MAIN	DM
YA3	(S)C	WOOL SIDING	WS

SIGNAL	ROUTE	DESTINATION	IND
YA5	(S)B	WOOL SIDING	WS

POINT ARRANGEMENTS

POINTS No.	POINTS TYPE	NUMBER OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			LOCATION	INSCRIPTION
					TYPE	EOL INDEX ESML	WARDING MACHINE INDEX		
51	WBS TD84M	NIL	CONCRETE	CLAW LOCK	EOL KEY	A - D	A - D	YA RR	YENNORA EOL & 51 PTS MTR
52	WBS TD84M	NIL	CONCRETE	CLAW LOCK	EOL KEY	A - E	A - E	YA RR	YENNORA EOL & 52 PTS MTR

LEGEND
 TP - TRANSPONDER

HOMEBUSH (MAIN SOUTH) – UPGRADE OF 600A/B POINTS MACHINES

Commencing at 0200 hours on **Saturday, 9 September 2017**, and continuing until 0200 hours on Monday, 11 September 2017, the following work will be carried out:

- Existing 600A & 600B Points (Up Main to Up Suburban crossover), will be upgraded with an EP "A" style point controller unit with Clawlock arrangement.
- 600A/B Emergency Operation Lock of the keyless type (EOL) will be provided on the up side adjacent to the Up Main line, near Signal ST236.

VER08052017

Neil Hook

Commissioning Manager, Signalling
Signals, Control & Electrical, Major Works, Maintenance

Mob: 0423 636 577

Email: neil.hook@transport.nsw.gov.au

Ragulan Vivekanantharajah

Signal Design Engineer

Tel: 02 8574 2993 (external) 4 2993 (internal)

Signalling & Control Systems, Engineering & System Integrity, Maintenance

Email: ragulan.vivekanantharajah@transport.nsw.gov.au

STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
019–2007	MK16 Vigilance control on XPT power car	2/11/07	8/11/07
018–2007	Emergency equipment boxes RailCorp train fleet	1/11/07	19/11/07
004–2008	OMDT 450: Description and operation of XPT trains+	1/5/08	11/5/08
008–2009	OMET 264: Minimum tractive effort requirements	1/10/09	11/10/09
010–2009	OMDT 461: XPT radio amalgamation unit (RAU)	26/11/09	6/12/09
011–2009	OMDT 462: XPT MetroNet radio	26/11/09	6/12/09
012–2009	OMDT 463: XPT CountryNet and local radios	26/11/09	6/12/09
013–2009	OMDT 464: MultiChannel radio	26/11/09	6/12/09
014–2009	OMDT 465: XPT train-to-base radio	26/11/09	6/12/09
001–2010	OMDT 458: Train preparation of XPT trains	18/2/10	28/2/10
010–2011	XPT 030: Minimum Operating Standards	28/7/11	7/8/11
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
011–2012	TWP 178: CountryNet and Local Radios	29/11/12	9/12/12
001–2013	Operation of H–Set (Oscar) Trains Fitted with Automatic Train Protection (ATP) Equipment	17/1/13	27/1/13
003–2013	48 Class: Wheels	7/2/13	10/2/13
013–2013	OMDT 454: Disabled Train	23/5/13	2/6/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
002–2014	OMET 220: Wheelslip light indications	20/2/14	2/3/14
005–2014	Operation of T–Set (Tangara) Trains fitted with ATP equipment	3/4/14	14/4/14
011–2015	ATP Train Testing	17/9/15	29/9/15
012–2015	Guards Trial: Waterfall to Wollongong	24/9/15	6/10/15
010–2015	Drivers Mobility Trial	24/9/15	6/10/15
002–2015	TWP 182: Digital Train Radio System (DTRS)	1/10/15	2/11/15
002–2016	Train Crew Mobility Program	28/4/16	8/5/16

Continued on the next page

Number	Title	Issued	Effective
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
006–2016	OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains	11/8/16	21/8/16
009–2016	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	22/9/16	2/10/16
001–2017	Incorporation of Waratah, OSCAR and Millenimum TOM Notices and Safe Notices into the TOM	19/1/17	29/1/17
002–2017	Amendment to OMET 200, XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)20/2/14	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17
006–2017	OMDT 500: Minimum Standards for Hunter Rail Cars	30/3/17	9/4/17
007–2017	WAR 208 Main Power Faults	30/3/17	9/4/17
005–2017	TWP 150: Damaged or Missing Window Glass	6/4/17	16/4/17
009–2017	Operation of H-set (OSCAR) trains fitted with ATP	25/5/17	4/6/17
010–2017	Train Specifications & Descriptions	15/6/17	25/6/17
008–2017	TWP 176: Wayside Train Condition Monitoring	6/7/17	16/7/17
004–2017	TWP174 ICE Radio	20/7/17	31/7/17
011–2017	Exception to TWP108: Route Knowledge	3/8/17	18/8/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
005–2017	Network Rules Publications	9/2/17	19/2/17
008–2017	Trial of Signal Key Switches	2/3/17	12/3/17
011–2017	Trial of Worksite Delineation Markers	30/3/17	11/4/17
012–2017	Unreliable track circuit operation	18/5/17	28/5/17
013–2017	WAR 030 Minimum Standards	6/7/17	16/7/17
014–2017	XPT 030 MOS	6/7/17	16/7/17
015–2017	Management of work on track at Interface	6/7/17	16/7/17
016–2017	Digital Train Radio System	3/8/17	13/8/17

Steve Swanson

Network Rules Specialist

Tel: 02 8922 4183 (external) 2 4183 (internal)

Email: stephen.swanson@transport.nsw.gov.au

STATUS OF NETWORK MANUALS AND FORMS

Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Network Forms (Units)	RailSafe Website	Online documents
Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents

The Network Rules, Network Procedures and Network Forms (Units) have changed and are available as a digital-only publication.

Network Forms will continue to be available as printed pads or workbooks and you can order these through your Distribution Officer online through the RailSafe website.

STATUS OF TRAIN WORKING PROCEDURES

Title	Version	Date issued
TWP 100 (New)	4	November 2015
TWP 102	3	May 2012
TWP 106	3	May 2012
TWP 108	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114 (New)	4	November 2015
TWP 116	3	May 2012
TWP 118 (New)	4	November 2015
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	4	November 2015
TWP 138 (New)	4	November 2015
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150 (New)	4	November 2015
TWP 152 (New)	4	November 2015
TWP 154	3	May 2012
TWP 156 (New)	6	November 2015
TWP 158	3	May 2012
TWP 160 (New)	4	November 2015
TWP 162	3	May 2012
TWP 164	4	May 2012
TWP 166	3	May 2012
TWP 168	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174 (New)	2	November 2015
TWP 176 (New)	1	November 2015
TWP 182 (New)	1	November 2015
TWP 184 (New)	1	November 2015
TWP 188 (New)	1	November 2015

DISTRIBUTION OFFICERS

Sydney Trains

Safety and Environment

Maria Economou

Safety Support

Tel: 2 4502 Fax: 2 1840

Email: Maria.Economou@transport.nsw.gov.au

Operations

Gary Poulson

Team Leader TCAC

Tel: 93791702

Email: gary.poulson@transport.nsw.gov.au

Martin Bollmann

Area Manager - Hornsby

Tel: 36513

Email: Martin.Bollmann@transport.nsw.gov.au

Ian Bannon

Area Manager - Central

Tel: 94489

Email: Ian.Bannon@transport.nsw.gov.au

Kamal Deo

Crew Manager PPP

Tel: 93964

Email: KAMAL.DEO@transport.nsw.gov.au

Paul Bartolo

Area Manager - Blacktown

Tel: 25938

Email: Paul.Bartolo@transport.nsw.gov.au

Roopali Khanna

Area Manager - Flemington

Tel: 68844

Email: Roopali.Khanna@transport.nsw.gov.au

Catherine George

Area Manager - Mortdale

Tel: 42624

Email: Catherine.George@transport.nsw.gov.au

Fiona Eid

Administration Assistant

Operations Central

Tel: 9379 4489

Email: fiona.eid@transport.nsw.gov.au

Rochelle Takai

Administration Support Campbelltown

Tel: 0407976529

Email: rochelle.takai@transport.nsw.gov.au

Mario Chalouhi

Train Crew Standards Manager

Tel: 42616

Email: Mario.Chalouhi@transport.nsw.gov.au

Gretchen Wilson

Business Support Officer

Tel: 42314

Email: gretchen.wilson@transport.nsw.gov.au

William Morrison

Signal Box Operations — North

Tel: 9 1057

Email: William.Morrison@transport.nsw.gov.au

Mohamad Chahine

Signal Box Operations - Sydenham

Tel: 37705

Email: mohanad.chahine@transport.nsw.gov.au

Greg Oxley

Operations — Rail Management Centre (RMC)

Tel: 9 4255 Fax: 9 4438

Email: Greg.Oxley@transport.nsw.gov.au

Mason Fairbrother

Operations — Train Planning

Tel: 2 636

Email: Mason.Fairbrother@transport.nsw.gov.

Ashraf Riyadh

Customer Service — Illawarra

Tel: 2 7728 Fax: 02 95637728

Email: Ashraf.Riyadh@transport.nsw.gov.au

Jason Cooper

Customer Service — Central

Tel: 9 2776 Fax: 9 3168

Email: Jason.Cooper@transport.nsw.gov.au

Megan Mcrae

Customer Service - North West

Tel: 98489850

Email: megan.mcrae@transport.nsw.gov.au

Maintenance**Fleet Maintenance****Hoshedar Movdawalla**

Fleet Maintenance Sydney Trains

Tel: 2 0532 Fax: 2 1274

Email: HOSHEDAR.MOVDAWALLA@transport.nsw.gov.au

Ram Ramaswamy

Fleet Maintenance Sydney Trains

Tel: 2 0523 Fax: 2 1274

Email: RAMYAVARAN.RAMASWAMY@transport.nsw.gov.au

Network Maintenance**Shannon Newton**

Track Access Coordinator – North

Tel: 95363791

Email: Shannon.Newton@transport.nsw.gov.au

Xerxes Francia

Track Access Coordinator – North

Hornsby Network Base

Tel: 3 6740

Email: Xerxes.Francia@transport.nsw.gov.au

Jonathan Barnes

Track Access Coordinator – West

Blacktown Network Base

Tel: 87512

Email: Jonathan.Barnes@transport.nsw.gov.au

Ennio Soster

SCE

Project Delivery Electrical

Tel: 25236 Fax: 25917

Email: ENNIO.SOSTER@transport.nsw.gov.au

Daljit Kaur

Infrastructure Maintenance — Facilities

Tel: 2 5922 Fax: 2 5950

Email: Daljit.Kaur@transport.nsw.gov.au

Adrian Aquilina

Team leader - Strathfield Mains

Tel: 97526610

Email: adrian.aquilina@transport.nsw.gov.au

Christina Morgan

Administration Support

ICON

Tel: 9379 6051

Email: Christina.Morgan@transport.nsw.gov.au

Edward Lusik

Team Leader Signals

CBD

Tel: 95368135

Email: edward.lusik@transport.nsw.gov.au

Major Works

Greg Page

Infrastructure Track

Tel: 25375

Email: gregory.page@transport.nsw.gov.au

Michael Warner

Signals and Electricity

Tel: 9848 9333

Email: michael.warner@transport.nsw.gov.au

Logistics & Supply Chain

Murari Singh

Contract Assurance Administrator

Tel: 02 9848 9698

Email: Murari.Singh@transport.nsw.gov.au

Asset Management

Anurag Nehra

Operations Safeworking Supervisor

Tel: 0429 362419

Email: Anurag.nehra@transport.nsw.gov.au

Engineering & System Integrity

Teresa Sitjar

Signalling & Control Systems

Tel: 42458

Email: Teresa.Sitjar@transport.nsw.gov.au

Kenneth Maran

Signalling & Control Systems

Tel: 26141

Email: kenneth.maran@transport.nsw.gov.au

Yass Zahab

Geotechnical Services

Tel: 2 7589 Fax: 2 7786

Email: Yassine.El-Zahab@transport.nsw.gov.au

Richard Agostino

C and CS

Tel: 2 0875 Fax: 9 2137

Email: Richard.Agostino@transport.nsw.gov.au

Peter Nilon

Survey Group

Tel: 9848 9904

Email: peter.nilon@transport.nsw.gov.au

Human Resources

Robert Neloski

Training — Learning and Development

Tel: 2 7567

Email: robert.neloski@transport.nsw.gov.au

Finance and Corporate Services

Graham Church

Compliance and Review Unit

Tel: 4 2143 Fax: 5 0321

Email: Graham.Church@transport.nsw.gov.au

NSW TrainLink

Phil Clancy

Head of Competence & Assurance

Tel: 8574 2960 Mob: 0417694249

Email: phillip.clancy@transport.nsw.gov.au

Ranjit Khara

Shift Manager Operations - Central IC

Tel: 85750559 Mob: 0437275443

Email: ranjit.khara@transport.nsw.gov.au

Dale Merrick

Train Crew Manager - Hamilton/Gosford

Tel: 49629364 Mob: 0427809242

Email: dale.merrick@transport.nsw.gov.au

Wayne Simpson

Train Crew Manager - South

Tel: 42235602 Mob: 0437670621

Email: wayne.simpson@transport.nsw.gov.au

Notice to Subscribers

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

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

General Manager Safety and Standards
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 15 August 2017