

## South West Expansion Track Works

### Purpose:

This SAFE Notice is issued to notify all workers within the MTS & SMA Network of an upcoming track works to enable South West expansion. The existing friction buffer stops at the city end of the Marrickville station (within Sydney Metro (SM) Network) will be removed and replaced with a Temporary Stop Block arrangement.

Additionally, this Safe Notice is also issued to allow infrastructure works to be undertaken at various times at or over the MTS and SMLPA interface boundaries at Sydenham, MTS / SMA will have back-to-back Local Possession Authorities (LPAs). To facilitate these works at or over the MTS and SMLPA interface boundaries, it will not be possible to place possession protection as described within MWT 302 Local Possession Authority and MPR 700 Using a Local Possession Authority, therefore altered safe working arrangements will apply as noted below.

### Introduction:

From **21 January 2025 to 24 January 2025**, during the **Weekday Engineering Hours (WK29)**, the existing Temporary Stop Blocks located at 5.410km Approx. (Up Metro South West (MSW)) and 5.406km Approx. (Down Metro South West (MSW)) at the Country End of Sydenham Metro Station (as shown in Diagram 1) will be removed to allow for track works. Furthermore, the current Friction Buffer Stop on the Up and Down Bankstown will also be removed and replaced with Stop Blocks and Stop Boards.

The following track works will take place:

- Track Tamping and rail grinding across the Sydenham MTS and South West Metro interface point at Sydenham on the up and down Metro.
- removal and replacement of the temporary stop blocks on the MTS side of the interface and the removal and replacement of the South West Temporary Friction Buffer Stops on the South West Metro side of the interface point.
- John Holland Tamper and Regulator will be entering from the South West Metro (Sydenham to Bankstown Section) and stabling each night on the South West Metro (Sydenham to Bankstown Section).

### Safeworking Arrangements:

Whilst work is being undertaken at or over the interface boundaries the following exception to MWT 302 and MPR 700 for protecting the limits will apply.

#### Possession Protection Officers

The MTS Possession Protection Officer (PPO) and the SMLPA Possession Protection Officer (S2BPPO) must confer and come to a clear understanding of the worksite requirements and the worksite protection to be established over the MTS and SMLPA interface boundaries. When the work at or over the interface boundaries is completed, the MTS and SMLPA PPO's must ensure that possession protection in accordance with MWT 302 and MPR 700 is put in place as soon as the work is complete.

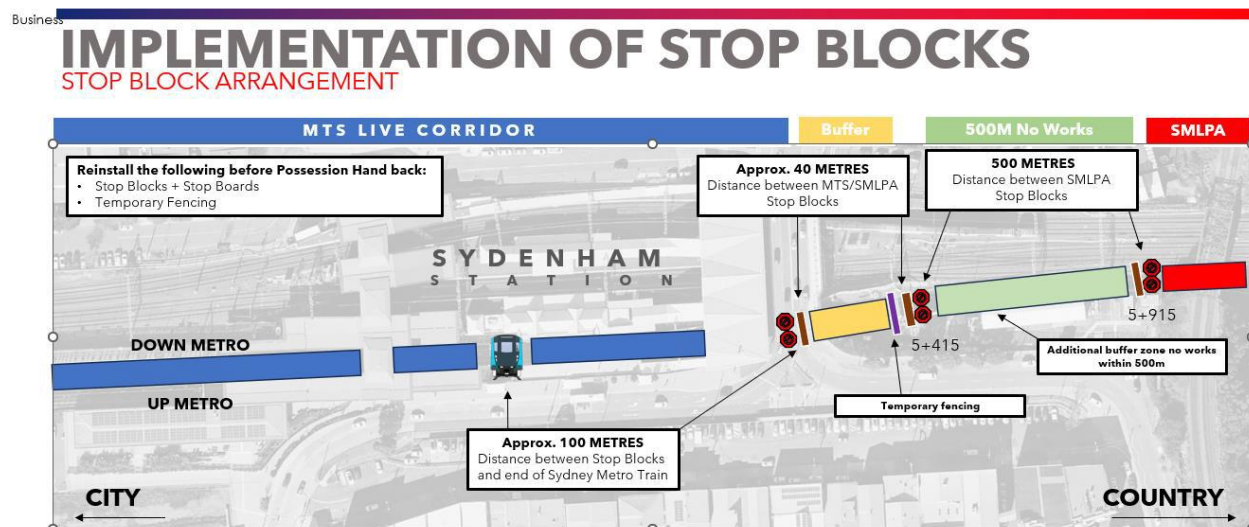
**Protection Officers**

Protection Officer responsible for the Track Works noted above must sign on and off with MTS PPO and S2B PPO.

**Worksite Supervisor**

Infrastructure Booking Authority and Certification Forms required to validate the removal and re-instatement of current Stop Blocks within MTS Network and must be submitted to MTS PPO/MTS EC and/or relevant MTS representative prior to the commencement of train operations.

*Below diagram as noted within S2B Staging Works for WK29 – 21 to 24 January 2025*



**Restrictions for trains / track vehicles proceeding towards the Temporary Stop Block arrangement:**

UTO / PM Train movements must not exceed past Sydenham Station i.e. SI\_2301 and SI\_2303. As such Route Setting is not available within the Traffic Controllers ATS HMI to prevent any UTO/PM movement past above mentioned Signals to Southwest boundary.

RM Train movements, Road Rail and Track vehicle movements **must be restricted to 10kmh** when proceeding towards the Temporary Stop Block arrangement from Sydenham Station.

When operating trains in RM mode, Traffic Controllers must verbally warn the CJC-T of the **10kmh speed restriction**. During track possessions, the Possession Protection Officer must verbally warn the operator of a Road Rail / Track vehicle.

**Restriction on the removal of the Temporary Stop Block arrangement:**

The **Temporary Stop Block arrangement** will be removed and reinstated as required to permit the transition of trains/track vehicles between the MTS Network and the SW Network.

Regards,



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