

Notice Type: SAFE Notice**Location:** Weraí**Subject Title:** Southern Highlands Overtaking Opportunities (SHOO) – Weraí Commissioning**Corridor/Line:** Main South – Sydney to Albury**Control Board:** Main South A**Kilometrage:** 146.200 To: 153.400**Effective From:** 12/09/2025 **Time:** 2300 hrs**Effective To:** 15/09/2025 **Time:** 0600 hrs**Reference Documents:****Train Alteration Advice:** 1099-2025**Notices (Previous/Existing):** SAFE Notice 2-5688**Network Information Book:** OGW-30-28**Route Access Standard:** D51 Macarthur to Albury**General Details / Operating Condition:**

Commencing 2300 hours Friday 12th September 2025 until 0600 hours Monday 15th September 2025, or until the works are completed, the Southern Highlands Overtaking Opportunities (SHOO) Project will undertake commissioning works at the Weraí site.

The works will include:

- The existing Up and Down Main Lines will be altered from uni-directional to bi-directional running:
 - Down Main between 152.555km and 146.164km, and
 - Up Main between 150.370km and 152.555km,
- Completion of the installation of four new crossovers between the Main Lines,
- Signalling changes, including:
 - Installation of nine (9) new signals,
 - Alterations to three (3) existing signals, and
 - Permanent removal of four (4) existing automatic signals,
- Relocation of existing Yard Limits at Moss Vale country end to now include Weraí as part of a Consolidated Yard, and
- Reconfiguration of the existing Yarrawa Road Pedestrian Level Crossing operations to accommodate for bi-directional movements on the Down Main.

➤ SIGNALS

The following infrastructure will be booked out of use and permanently removed:

Signal No.	Track	Direction	KM Location	Description / Details
150.1	Down Main	Down	150.137	Existing Automatic Signal
150.2	Up Main	Up	150.141	Existing Automatic Signal
152.7	Down Main	Down	152.600	Existing Automatic Signal
152.6	Up Main	Up	152.603	Existing Automatic Signal

The following existing infrastructure will be altered:

Current Signal No.	New Signal No.	Track	Direction	KM Location	Change / Form & Signal Aspects / Additional Details
148.1	WE1	Down Main	Down	147.955	Existing Automatic Signal changed to a Controlled Signal, with aspect and indicator modifications <ul style="list-style-type: none"> Right Hand Turnout Repeater 3 Aspect (G / Y* / R) Marker Light
155.4	WE14 DIST	Up Main	Up	155.449	Existing Automatic Signal changed to a Distant Signal, with aspect modifications <ul style="list-style-type: none"> 3 Aspect (G / Y* / Blank) Yellow Marker Light
158.2	158.2	Up Main	Up	158.114	Aspect modifications to existing Automatic Signal <ul style="list-style-type: none"> 3 Aspect (G / Blank / R) Marker Light

** Steady or pulsating aspect.*

The following new infrastructure will be commissioned and booked into use:

New Signal No.	Track	Direction	KM Location	Form & Signal Aspects / Additional Details
MV82	Down Main	Up	146.277	<ul style="list-style-type: none"> Right Hand Turnout Repeater 3 Aspect (Blank / Blank / R) Lower Left Hand Turnout Unit (Band of Lights*) with Marker Light Subsidiary Shunt (Y) Includes an arrow sign, indicating signal location is 'wrong-sided' due to limited track clearance.
MV86	Down Main	Up	147.959	<ul style="list-style-type: none"> Left Hand Turnout Repeater 3 Aspect (Blank / Y* / R) Marker Light Includes an arrow sign, indicating signal location is 'wrong-sided' due to limited track clearance.
WE3	Down Main	Down	150.245	<ul style="list-style-type: none"> Left Hand Turnout Repeater 3 Aspect (G / Y / R) Lower Right Hand Turnout Unit (Band of Lights*) with Marker Light
WE4	Down Main	Up	150.512	<ul style="list-style-type: none"> 3 Aspect (G / Y / R) Lower Left Hand Turnout Unit (Band of Lights*) with Marker Light Includes an arrow sign, indicating signal location is 'wrong-sided' due to limited track clearance.
WE6	Up Main	Up	150.512	<ul style="list-style-type: none"> 3 Aspect (G / Y / R) Lower Right Hand Turnout Unit (Band of Lights*) with Marker Light
WE9	Down Main	Down	152.415	<ul style="list-style-type: none"> 3 Aspect (G / Y / R) Marker Light

WE11	Up Main	Down	152.415	<ul style="list-style-type: none"> 3 Aspect (Blank / Blank / R) Lower Left Hand Turnout Unit (Band of Lights*) with Marker Light <p>Includes an arrow sign, indicating signal location is 'wrong-sided' due to limited track clearance.</p>
WE12	Up Main	Up	152.692	<ul style="list-style-type: none"> Both Left and Right Turnout Repeaters 3 Aspect (G / Y* / R) Lower Right Hand Turnout Unit (Band of Lights*) with Marker Light
WE14	Up Main	Up	153.394	<ul style="list-style-type: none"> Right Hand Turnout Repeater 3 Aspect (G / Y* / R) Marker Light

** Steady or pulsating aspect.*

➤ POINTS MACHINES

The following new infrastructure will be commissioned and booked into use:

Number	Machine Type	KM Location	Description / Details / Placement
200A	D84M MKIII with EOL	150.260	EOL is mounted to WE3 Location Cupboard
200B	D84M MKIII with EOL	150.370	EOL is mounted to WE3 Location Cupboard
201A	D84M MKIII with EOL	150.397	EOL is mounted to WE3 Location Cupboard
201B	D84M MKIII with EOL	150.507	EOL is mounted to WE3 Location Cupboard
202A	D84M MKIII with EOL	152.430	EOL is post mounted adjacent to 202B/203A Points
202B	D84M MKIII with EOL	152.540	EOL is post mounted adjacent to 202B/203A Points
203A	D84M MKIII with EOL	152.567	EOL is post mounted adjacent to 202B/203A Points
203B	D84M MKIII with EOL	152.677	EOL is post mounted adjacent to 202B/203A Points

➤ TRACKSIDE SIGNAGE

The following existing infrastructure will be altered:

Type	Track	Direction	Current KM	New KM	Description / Details
W7-4B	Up Main	Up	148.849	148.661	Relocation of existing Level Crossing approach warning sign for Yarrawa Street Pedestrian Level Crossing.
Yard Limit	Up Main	Both	148.099	153.394	Berrima Jct-Moss Vale-Werai Consolidated Yard. The country end Yard Limit / End Yard Limit (YL/EYL), relocated from current placement on MV88 Signal to new placement on WE14 Signal.
Yard Limit	Down Main	Both	147.995	155.447	Berrima Jct-Moss Vale-Werai Consolidated Yard. The country end Yard Limit / End Yard Limit (YL/EYL), relocated from current placement on 148.1 Automatic Signal to new placement on 155.3 Automatic Signal.

The following new infrastructure will be commissioned and booked into use:

Type	Track	Direction	KM Location	Description / Details
W7-4B	Down Main	Up	147.955	Level Crossing approach warning sign for new Bi-Directional running towards Yarrawa Street Pedestrian Level Crossing.
W7-4B	Down Main	Down	145.858	Level Crossing approach warning sign for crossing hold track running from Moss Vale yard towards Yarrawa Street Pedestrian Level Crossing.

➤ **PERMANENT SPEED SIGNS**

The following existing infrastructure will be altered:

Track	Direction	Current KM	New KM	Speed	Description / Details
Up Main	Up	152.440	152.420	80/85	Relocation of existing signage by 20 metres.

The following new infrastructure will be commissioned and booked into use:

Track	Direction	KM Location	Speed	Description / Details
Down Main	Up	146.020	X15	Turnout speed for 158 points
Down Main	Up	146.277	40	Main line running
Down Main	Up	150.250	80	Main line running
Down Main	Down	150.250	X75	Turnout speed for 200 points
Up Main	Up	150.380	X75	Turnout speed for 200 points
Down Main	Up	150.520	X75	Turnout speed for 201 points
Up Main	Down	151.020	80	Main line running
Up Main	Down	152.420	X75	Turnout speed for 202 points
Down Main	Up	152.420	80	Main line running
Up Main	Up	152.680	X75	Turnout speed for 203 points

➤ **TRAIN DETECTION**

The following existing infrastructure will be altered:

Track	Current KM	New KM	Description / Details
Up Main	148.849	148.661	Relocation of the strike-in-point for Up direction Rail Traffic approaching Yarrawa Road Pedestrian Level Crossing.

The following new infrastructure will be commissioned and booked into use:

Track	KM Location	Description / Details
Down Main	147.955	New strike-in-point for Up direction Rail Traffic utilising Bi-Directional approach to existing Yarrawa Road Pedestrian Level Crossing.
Up & Down Mains	150.385	In-field Axle Counter Reset and Sweep Release Acknowledgement equipment located at WE3 Signal Hut.
Up & Down Mains	152.276	In-field Axle Counter Reset and Sweep Release Acknowledgement equipment located at WE12 Signal Hut.

Note: Testing and commissioning of the signalling infrastructure at Werai will involve route-setting, signal & aspect testing, track circuit testing, and point correspondence testing activities.

Safeworking Arrangements:

All work must be carried out as per the appropriate ARTC Network Rules and Procedures.

As required an Infrastructure Booking Advice (ANRF 003) must be compiled as per ARTC Rules and Procedures ANWT 312 Infrastructure Booking Advice & ANPR 704 Using Infrastructure Booking Advices.

The Phoenix System for Main South A at NCCS Junee will be updated to reflect the infrastructure changes listed above.

Additional Details:

This SAFE Notice will serve as an amendment to both the Network Information Book and Route Access Standard for the infrastructure changes as detailed above, as well as the additional information below.

Amendments to Network Information Book (NIB):**OGW-30-28 - Berrima Turnout (inc) to Harden (exc) & Moss Vale (inc) to Unanderra (exc)****Section 1.2 Safeworking System**

- INSERT:** Bi-directional signalling capabilities of the main lines at the following locations:
- Berrima Jct, Moss Vale & Werai consolidated yard.
 - Goulburn & Joppa Jct consolidated yard.
 - Yass Jct yard.

Section 1. 5.1 Interlockings and Sidings

INSERT: 151.000 Werai (Blank)

New Section**INSERT: 2.4 Werai (WRI)****General Arrangements**

Werai is a part of Consolidated Yard limits that also includes Moss Vale, Moss Vale Junction and Berrima Junction. The points and signals at Werai are controlled from NCCS.

The signalling arrangements at Werai permit bi-directional movements on both the Down and the Up Main lines, with Up direction movements via the Down Main able to continue all the way through into Moss Vale.

To allow for overtaking, standing room at Werai is designed to accommodate for the maximum allowable rail traffic length on this portion of the ARTC Network. The maximum available standing room on either the Up or Down Main between WE4/WE6 and WE9/WE11 is 1903 metres.

Operation of Power-Operated Points in an Emergency

All points worked from NCCS are electrically power-operated.

Operation of power operated points in an emergency will be in accordance with ARTC Network Rules and Procedures.

The Emergency Operating Locks (EOL) for 200 and 201 points are located on the wall of the WE3 Location Cupboard, and for the 202 and 203 points they are located on a post adjacent to the points location.

Signalling Power Supply Indicators

All power supplies are indicated to the Network Controller at NCCS.

Diagrams

ADD: Werai Diagram

AMEND: Moss Vale NIB-T0307
Exeter NIB-T0308
Bundanoon NIB-T0309
Line Diagram

Amendments to Route Access Standard (RAS):

D51 Macarthur to Albury

Section 3 Permanent Speed Restrictions

AMEND: Data between Moss Vale and Exeter locations to be updated to match the below table.

LOCATION	KM	DOWN TRACK		UP TRACK	
		NORMAL	PASSENGER	NORMAL	PASSENGER
MOSS VALE	145.711				
Up Direction on Down Main					
158 PTS	146.020	(X15)	(X15)		
	146.050			70	70
Up Direction on Down Main	146.277	(40)	(40)		
	146.300	115	125		
	148.200			115	135
	148.500	115	125		
Up Direction on Down Main	150.250	(80)	(80)		
200 PTS	150.250	X75	X75		
200 PTS	150.380			X75	X75
Up Direction on Down Main					
201 PTS	150.520	(X75)	(X75)		
	150.710			110	125
Down Direction on Up Main	151.020			(80)	(80)
	151.020	80	85		
	152.420			80	85
Down Direction on Up Main					
202 PTS	152.420			(X75)	(X75)
Up Direction on Down Main	152.420	(80)	(80)		
203 PTS	152.680			X75	X75
	152.750	65	75		
	154.200			65	75
	154.500	80	90		
EXETER	155.881				

A updated Drivers Diagram of the layout is provided as an attachment to the SAFE Notice.

Recipients must ensure this Notice is circulated to and understood by all personnel affected by, or needing to know, its content.

This Notice must be issued to all affected Competent Workers.

Competent Workers who receive this Notice must follow the requirements.

Contact Details:

Contact: Jarrad Kircher – Signalling Commissioning Engineer

Contact No. 0408 116 717

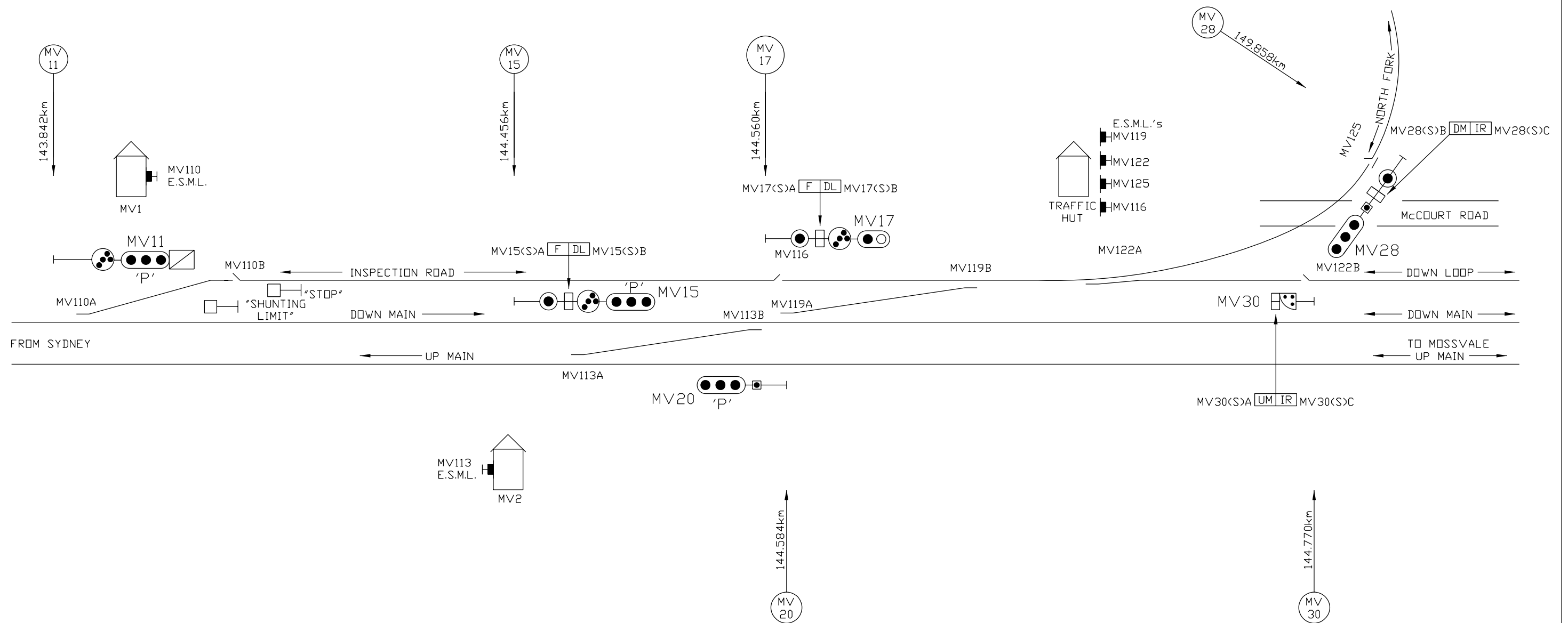
Contact: Clinton Patterson – ARTC Project Manager

Contact No. 0447 008 845

Approval:

Approved by: Delivery Support Manager, Network Control Centre South

Date: 29/08/2025



ROUTE INDICATOR DESCRIPTION

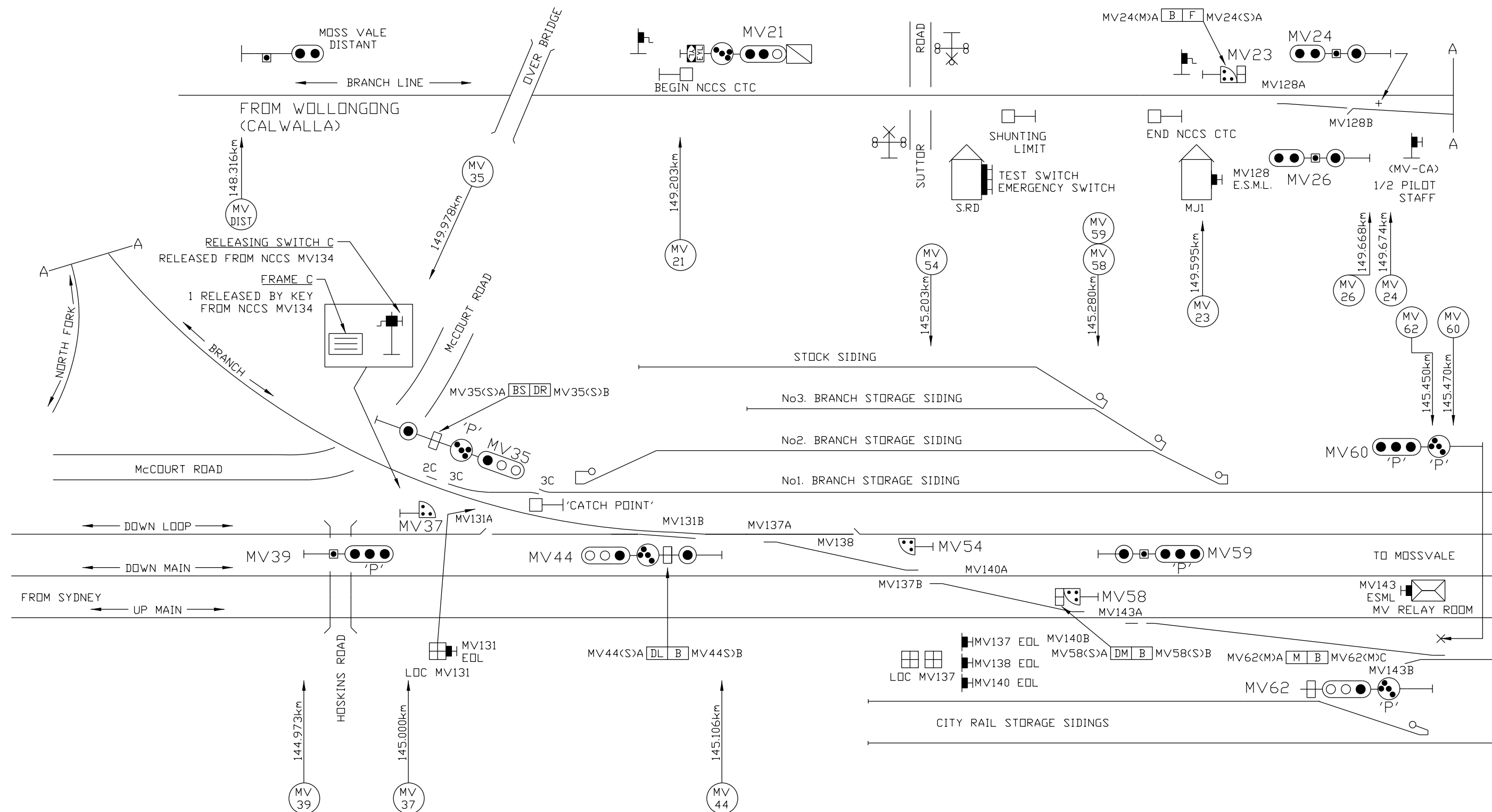
F = NORTH FORK
DL = DOWN LOOP
DM = DOWN MAIN
UM = UP MAIN
IR = INSPECTION ROAD

AUSTRALIAN RAIL TRACK CORPORATION

MOSS VALE
SIGNALLING ARRANGEMENT
(DRIVER'S DIAGRAM)

SHEET 1 OF 4

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ROUTE INDICATOR DESCRIPTION

B = BRANCH
 F = NORTH FORK
 M = UP MAIN
 BS = BRANCH STORAGE
 DL = DOWN LOOP
 DM = DOWN MAIN
 DR = DOWN REFUGE SIDING

AUSTRALIAN RAIL TRACK CORPORATION

MOSS VALE SIGNALLING ARRANGEMENT (DRIVER'S DIAGRAM)

SHEET 2 OF 4
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