

**Notice Type:** SAFE Notice

Location: Singleton

Subject Title: Permanent removal of 55A, 55B and Frame B Points

Corridor/Line: Hunter Valley

Control Board: Middle Hunter

Kilometrage: 238.200 to 238.550

Effective From: 17/05/2025 Time: 0300 hrs

Effective To: 20/05/2025 Time: 0300 hrs

**Reference Documents:**

Train Alteration Advice: 0007-2025

Network Information Book: OGW-30-16

**General Details / Operating Condition:**

Commencing from 0300 hours Saturday 17 May 2025 to 0300 hours Tuesday 20 May 2025, or until the works are completed, the following infrastructure alteration works will be undertaken at Singleton:

- 55A and 55B points between Up Main and Down Main will be permanently removed and straight railed,
- 55 points Emergency Switch Machine Lock (ESML) will be permanently removed,
- 1B and 2B points between Down Main and Down Siding will be permanently removed and straight railed,
- Frame B will be permanently removed, and
- Signalling infrastructure and routing availability will be updated to align to the changes.

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

Equipment Identifier	Description	Location	Details / Change
55A	Points & Electronic Motor	238.308	Removal of the points from Up Main, including the Nippon Type KA1200A Switch Machine, straight rail of Up Main.
55B Points	Points & Electronic Motor	238.392	Removal of the points from Down Main, including the Nippon Type KA1200A Switch Machine, straight rail of Down Main.
55	Points ESML	238.430	Removal of the ESML for 55A and 55B points.
B (1B)	Mechanical Points	238.430	Removal of 1B Mechanical Points from Down Main, straight rail of Down Main.
B (2B)	Mechanical Points	238.478	Removal of 2B Mechanical Points from Down Siding, straight rail of Down Siding.
B	Mechanical Frame	238.430	Removal of Mechanical Frame B for 1B and 2B points.

The following existing infrastructure will be temporarily booked out of use:

Equipment Identifier	Description	Location	Details / Change
63	Frame B Release	238.430	Book out the release from Network Control for the manual operation of the Frame B points.
47	Signal (Route 46)	238.303	Book out the signal route on 47 Shunt Signal for Up Main to Down Siding.
47	Signal (Route 47L)	238.303	Book out the signal route on 47 Shunt Signal for Up Main to Down Main.
71	Signal (Route 71)	238.481	Book out the signal route on 71 Shunt Signal for Down Siding to Up Main.
148.1	Signal (Route 43)	238.204	Book out the signal route on 148.1 Signal for Down Main to Down Siding.
D148.2	Signal (Route 72R)	238.552	Book out the signal route on D148.2 Signal for Down Main to Up Main.
D148.2	Signal (Route 72L)	238.552	Book out the Low Speed signal route on D148.2 Signal for Down Main to Up Main.

**Note:** All of these items are all being recorded as temporarily booked out of use as a future project will be required to be undertaken to permanently remove them.

The removal and alterations to infrastructure noted above will involve route-setting, signal testing, track circuit testing, and point 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 NSW Rules & Procedures ANWT 312 Infrastructure Booking Advice and ANPR 704 Using Infrastructure Booking Advice, to book out of use, back into of use, commission, and/or permanently remove infrastructure.

The Phoenix System for NCCN Middle Hunter will be updated to reflect the infrastructure changes listed above. Additionally, the Phoenix System for NCCN Middle Hunter will be equipped with two indicators:

- 1) "55 POINTS NOT NORMAL", and
- 2) "63 RELEASE NOT NORMAL".

If the field infrastructure detects an anomaly of either, the respective indicator will illuminate on the Phoenix System, and the Network Controller will be required to contact Signal Electrician to advise them.

### Additional Details:

This SAFE Notice will serve as an amendment to the Network Information Book of the infrastructure changes as detailed above.

#### Amendments to Network Information Book:

**OGW-30-16 Middle Hunter - Allandale (inc) to Singleton (inc) & Mt Thorley-Bulga-Wambo Branch Line**  
Section 2.6 Singleton (SGL)

Operation of Power Operated Points in an Emergency

**DELETE:** *Nos 55, 56, 57 and 59 points worked from the Network Control Centre North are electrically power operated.*

**INSERT:** *Nos 56, 57 and 59 points worked from the Network Control Centre North are electrically power operated.*

Ground Frames

**DELETE:** *Frame B*  
*Frame B is located on the Down side of the South shunting neck adjacent to the crossover and provides access to the Down sidings.*  
*Frame B is unlocked by a key from releasing switch B, which is electrically released by No. 63 release.*  
*No. 3 lever in frame B controls shunting signals Nos. 43 and 46 for movements in the Down direction from the Down or the Up main line to the Down sidings.*  
*No. 4 lever in frame B controls shunting signal No. 71 for movements from the Down sidings to the Up main line.*  
*White control indicator lights are provided behind Nos. 3 and 4 levers in frame B to indicate when the corresponding control from Network Control Centre North Broadmeadow (No. 43, No. 46 or No. 71 lever) is available.*

Diagrams

**AMEND:** Singleton NIB-T0403  
Line Diagram

A copy of the updated Drivers Diagram for Singleton is provided as an attachment to this 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: Phil Smith – Commissioning Manager

Contact No. 0408 012 423

Contact: Clint Neville – Signal Commissioning Engineer

Contact No. 0457 588 078

**Approval:**

Approved by: Delivery Support Manager, Network Control Centre North

Date: 08/05/2025

