Operational Notice 25-037

ARTC

Notice type	SAFE Notice
Title	**Private Lines & Sidings Train Management Centre Handover, Medway & Berrima**

AFFECTED AREA

Network Control

Control Centre
NCCS (Junee)

Boards
Main South A

Network Area

Corridor
Main South

Locations
Berrima Junction, Medway Jct

Kilometrage
140.907 - 190.471 km

EFFECTIVE PERIOD

Date and time	From/at	To
	Wed, 31 Dec 2025 15:00 AEST	Mon, 29 Jun 2026 14:00 AEST

REFERENCE DOCUMENTS

Other notices	Empty
Train Alteration Advice	Empty
Route Access Standards	Empty
NIBs	OGW-30-28

OPERATING CONDITIONS (GENERAL DETAILS)

Occurring at 1500 hours on Wednesday 31st December 2025, a changeover of Train Control Management will take place for **BOTH** the Medway Junction Private Sidings and the Berrima Junction Private Sidings.

Below are the relevant timelines and contact details for the day of the handover.

Wednesday 31st December	Management in Charge	Contact Details
Up to 0900 hours	Pacific National Train Management Centre (TMC) Enfield, NSW	Normal No. (02) 8745 4331 Emergency Backup No. (02) 8745 4320
0901 hours to 1500 hours	Both Private Siding Locations under Local Possession Authorities	Brad Ryan - 0448 988 353 Boral Rail Infrastructure Manager
After 1501 hours	SSR Train Management Centre Bendigo, Victoria	Normal No. (02) 8484 0330 Emergency Backup No. 0474 522 575

There will be no alterations to the locations of any property, interface, operational or track maintenance boundaries recorded in the Interface Agreements as part of this Train Control Management changeover.

UHF Frequencies

ICE radios will need to be configured with the following local radio channel frequencies to communicate with the SSR Train Management Centre at Bendigo after the changeover has occurred.

Boral Peppertree (Medway)	**Boral Berrima**
TX 464.275 MHz, (B/width 12.5KHz), CTCSS 114.8 Hz RX 454.275 (B/width 12en.5kHz), CTCSS 114.8 Hz	TX 464.275 MHz, (B/width 12.5KHz), CTCSS 107.2 Hz RX 454.275 (B/width 12.5kHz), CTCSS 107.2 Hz

Train operations on these branch lines will continue to utilize the new UHF local radio channels, which appear in this document. Both Normal and Emergency button calls from the ICE will still be routed to ARTC Junee until the NTCS geofence changes are implemented at the end of January 2026.

NTCS ECP 193 will be released at a later date to the operators with the details of this change.

SAFEWORKING ARRANGEMENTS

From 2200 hours Tuesday the 30th December 2025, both Medway and Berrima Branch Lines will be under Local Possession Authorities (LPAs) and will reopen at 1500 hours Wednesday the 31st December 2025.

No rail movements or track maintenance is permitted during this time.

ADDITIONAL DETAILS

This SAFE Notice will serve as an amendment to the Network Information Book for the changes as detailed above, as well as the additional information below.

Amendments to Network Information Book (NIB):

OGW-30-28 - Berrima Junction (inc) to Harden (exc) & Moss Vale (inc) to Unanderra (exc)

Section 1.4 Adjacent Train Control Boards / Centres					
DELETE:	Pacific National Enfield Train Control	Medway Jct Berrima Jct	02 8745 4331	Emergency	02 8745 4320
REPLACE WITH:	SSR Train Management Centre, Bendigo	Medway Jct Berrima Jct	02 8484 0330	Emergency	0474 522 575

Section 2.1 Berrima Junction (BRM)	
DELETE:	*All current text under the following subheadings:* **General Arrangements** **Rail Traffic Entering Blue Circle Southern Cement (BCSC) Siding** **Rail Traffic Entering the ARTC Network** **Track Work Procedure**
REPLACE WITH:	**General Arrangements** The Network Controller at NCCS co-ordinates all rail traffic movements to the Berrima Junction interface point from the ARTC Network and controls the points and signals governing entry to and exit from the Sidings. The SSR Bendigo Train Management Centre is responsible for all rail traffic from the Berrima Junction interface point to Omya Australia Sidings, Ingham's Siding and Berrima Works. The ARTC Network Controller and the SSR Bendigo Train Controller must provide the estimated arrival times and other relevant information regarding rail traffic, to each other in order to facilitate the planning of train paths. Refer interface agreement IA1227 for further details. **Rail Traffic Entering the Private Lines & Sidings** The operator shall obtain permission from SSR Bendigo Train Control prior to requesting access to the siding from ARTC. The Network Controller at NCCS must provide the estimated arrival time of rail traffic at Berrima Junction to the SSR Bendigo Train Controller and confirm the route to be taken into Berrima Junction Sidings. **Rail Traffic Entering the ARTC Network** The SSR Bendigo Train Controller must provide the estimated time of arrival at Berrima Junction and other relevant information of rail traffic required to enter the ARTC Network to the Network Controller at NCCS. **Track Work Procedure** Track work staff will contact the SSR Bendigo Train Controller and advise the location of the work and the expected duration of the work. Track work staff will work in accordance with SSR Bendigo Train Controller's direction. The SSR Bendigo Train Controller will contact the Network Controller at NCCS if required, to apply blocking facilities to prevent access to Berrima Junction Sidings. Following completion of the work the SSR Bendigo Train Controller must advise the Network Controller at NCCS that the blocking facilities may be removed.

Section 2.9 Medway (MEJ)	
DELETE:	*All current text under the following subheadings:* **General Arrangements** **Rail Traffic Entering BCSC Sidings at Medway Junction** **Rail Traffic Entering the ARTC Network** **Track Work Procedure for Work in the BCSC Sidings at Medway Junction and the BCSC Line between Medway Junction and Medway Quarry Stop Board:**
REPLACE WITH:	**General Arrangements** The Network Controller at NCCS co-ordinates all rail traffic movements to the Medway Junction interface point from the ARTC Network and controls the points and signals governing entry to and exit from the Sidings. The SSR Bendigo Train Management Centre is responsible for all rail traffic from the Medway Junction interface point to Marulan Quarry. The ARTC Network Controller and the SSR Bendigo Train Controller must provide the estimated arrival times and other relevant information regarding rail traffic, to each other in order to facilitate the planning of train paths. Refer interface agreement IA1222 for further details. **Rail Traffic Entering the Private Lines & Sidings** The operator shall obtain permission from SSR Bendigo Train Control prior to requesting access to the siding from ARTC. The Network Controller at NCCS must provide the estimated arrival time and other relevant information of rail traffic at Medway Junction to the SSR Bendigo Train Controller. **Rail Traffic Entering the ARTC Network** The SSR Bendigo Train Controller must provide the estimated time of arrival at Medway Junction and other relevant information of rail traffic required to enter the ARTC Network to the Network Controller at NCCS. **Track Work Procedure** All track work in either the sidings at Medway Junction or on the line between Medway Junction and Medway Quarry will be performed under the ARTC NSW Rules & Procedures. Track work staff will contact the SSR Bendigo Train Controller and advise the location of the work and the expected duration of the work. The SSR Bendigo Train Controller will contact the Network Controller at NCCS if required, to apply blocking facilities to prevent access to Medway Junction Sidings. Following completion of the work the SSR Bendigo Train Controller must advise the ARTC Network Controller that the blocking facilities may be removed.

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.

CONTACTS

Brad Ryan	Rail Infrastructure Manager, Boral	0448988353

APPROVED BY

Delivery Support Manager South 18/12/2025