

Notice type	SAFE Notice
Title	Re-Signalling, Joppa Junction to Fish River

AFFECTED AREA

Network Control	Control Centre NCCS (Junee) Boards Main South A
Network Area	Corridor Main South Locations Joppa Jct, Joppa Jct to Gunning Kilometrage 230.266 - 274.403 km

EFFECTIVE PERIOD

Date and time	From/at Sat, 02 May 2026 05:00 AEST	To Tue, 05 May 2026 05:00 AEST
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REFERENCE DOCUMENTS

Other notices	SAFE Notice 26-053
Train Alteration Advice	Empty
Route Access Standards	D51 Macarthur to Albury
NIBs	OGW-30-28

OPERATING CONDITIONS (GENERAL DETAILS)

Commencing from 0500 hours Saturday 2nd May 2026 until 0500 hours Tuesday 5th May 2026, or until the works are completed, the Joppa Junction to Cullerin Signal Upgrade Project will undertake re-signalling.

The work will include:

Signalling changes, comprising of:

- Installation of thirteen (13) new signals,
- Alterations to seven (7) existing signals, and
- Permanent removal of nineteen (19) existing automatic signals,
- Adjustments, alterations, and new track circuit equipment for rail vehicle detection.
- Relocation of existing Goulburn / Joppa Junction consolidated Yard Limits, and
- Removal of Advisory Speed Signage.

SIGNALLING

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

Signal No.	Track	KM Location	Description / Additional Details
145.7 DIST	Down Main	233.669	Current Distant Signal removed.
145.7	Down Main	234.820	Current Automatic Signal removed.
150.1 DIST	Down Main	240.340	Current Distant Signal removed.
150.1	Down Main	241.490	Current Automatic Signal removed.
153.3 DIST	Down Main	245.456	Current Distant Signal removed.
153.3	Down Main	247.000	Current Automatic Signal removed.
154.3	Down Main	248.304	Current Automatic Signal removed.
156.7	Down Main	252.104	Current Automatic Signal removed.
157.9	Down Main	253.300	Current Automatic Signal removed.
159.1	Down Main	256.151	Current Automatic Signal removed.
159.0	Up Main	255.886	Current Automatic Signal removed.
157.2	Up Main	253.029	Current Automatic Signal removed.
154.8	Up Main	249.110	Current Automatic Signal removed.
153.6	Up Main	247.034	Current Automatic Signal removed.
149.2 DIST	Up Main	241.490	Current Distant Signal removed.
149.2	Up Main	240.340	Current Automatic Signal removed.
146.2 DIST	Up Main	237.080	Current Distant Signal removed.
146.2	Up Main	235.570	Current Automatic Signal removed.
G2 DIST	Up Main	233.669	Current Distant Signal removed.

The following existing infrastructure will be altered:

Current Signal No.	New Signal No.	Track	Current KM Location	New KM Location	Change / Description / Form & Signal Aspects / Additional Details
161.7	260.3	Down Main	260.320	n/a	Renaming of existing automatic signal.
163.3	262.9	Down Main	262.943		Renaming of existing automatic signal.
166.1	267.3	Down Main	267.361		Renaming of existing automatic signal.
166.2	267.4	Up Main	267.360		Renaming of existing automatic signal.
163.4	262.8	Up Main	262.946		Renaming of existing automatic signal.
161.8	260.4	Up Main	260.299		Renaming of existing automatic signal. The new signal will contain the following indications: • 3 Aspect (G / Blank / R) • Marker Light Note: 260.4 signal will only show a proceed indication when 255.8 signal is showing a proceed indication.
G2	n/a	Up Main	232.032	232.600	Relocation of signal placement by 568 metres in the down direction. The new G2 signal will contain the following indications: • Right Hand Turnout Repeater # • 3 Aspect (G / Y* / R) • Marker Light
# The Turnout Repeater on G2 Signal will be installed now and black bagged, commissioning will occur at a later date as part of the SHOO Project. * Designed with either a steady or pulsating yellow aspect. The pulsating yellow aspect, like the Turnout Repeater will not be available at this time.					

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

Signal No.	Track	KM Location	Description / Form & Signal Aspects / Additional Details
236.7 DIST	Down Main	232.500	New Distant Signal, containing the following indications: • 3 Aspect (G / Y / Blank) • Marker Light (Y)
236.7	Down Main	236.793	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
239.5	Down Main	239.550	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
242.5	Down Main	242.500	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
246.9	Down Main	246.987	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
251.5	Down Main	251.478	New Automatic Signal, containing the following indications: • 3 Aspect (G / Blank / R) • Marker Light Note: 251.5 Signal will only show a proceed indication when 255.9 Signal is showing a proceed indication.
255.9	Down Main	255.825	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
255.8	Up Main	255.878	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
251.6	Up Main	251.545	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
247.0	Up Main	247.050	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
242.6	Up Main	242.550	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
239.6	Up Main	239.550	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
236.8	Up Main	236.910	New Automatic Signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light

SIGNS & INDICATORS

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

Type	Track	Current KM	Description / Additional Details
Advisory	Down Main	245.431	85km/h advisory speed sign removed.
Advisory	Down Main	246.331	85km/h advisory speed sign removed.
Advisory	Up Main	242.500	80km/h advisory speed sign removed.

The following existing infrastructure will be altered:

Type	Track	Facing Direction	Current KM Location	New KM Location	Description / Additional Details
Yard Limit	Down Main	Both	234.820	236.793	The country end Down Main Yard Limit / End Yard Limit (YL/EYL) for Goulburn/Joppa Jct is being relocated by 1973 metres in the down direction and will be positioned on newly installed 236.7 signal post.
Yard Limit	Up Main	Both	232.032	232.600	The country end Up Main Yard Limit / End Yard Limit (YL/EYL) for Goulburn/Joppa Jct is being relocated by 568 metres in the down direction, with signage to remain on the newly positioned G2 signal post.
W7-4B	Down Main	Down	246.993	247.003	Relocated 10 metres in the down direction to avoid being obscured by the placement of new 246.9 signal.

TRAIN DETECTION

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

Equipment Name	Track	KM Location	Description / Additional Details
145.7A	Down Main	234.820	Existing track circuit removed.
145.7B	Down Main	236.600	Existing track circuit removed.
145.7C	Down Main	238.510	Existing track circuit removed.
145.7D	Down Main	240.340	Existing track circuit removed.
150.1A	Down Main	241.490	Existing track circuit removed.
150.1B	Down Main	242.750	Existing track circuit removed.
150.1C	Down Main	244.500	Existing track circuit removed.
150.1D	Down Main	245.456	Existing track circuit removed.
153.3A	Down Main	247.000	Existing track circuit removed.
154.3A	Down Main	248.304	Existing track circuit removed.
154.3B	Down Main	249.110	Existing track circuit removed.
154.3C	Down Main	249.850	Existing track circuit removed.
156.7A	Down Main	252.104	Existing track circuit removed.
156.7B	Down Main	253.029	Existing track circuit removed.
157.9A	Down Main	254.300	Existing track circuit removed.
157.9B	Down Main	254.726	Existing track circuit removed.
159.1A	Down Main	256.151	Existing track circuit removed.
161.8A	Up Main	255.886	Existing track circuit removed.
159.0A	Up Main	255.886	Existing track circuit removed.
159.0B	Up Main	254.300	Existing track circuit removed.
157.2A	Up Main	253.029	Existing track circuit removed.
157.2B	Up Main	252.104	Existing track circuit removed.
157.2C	Up Main	249.850	Existing track circuit removed.
154.8A	Up Main	249.110	Existing track circuit removed.
154.8B	Up Main	248.304	Existing track circuit removed.
153.6A	Up Main	247.043	Existing track circuit removed.
153.6B	Up Main	246.000	Existing track circuit removed.
153.6C	Up Main	244.500	Existing track circuit removed.
153.6D	Up Main	242.750	Existing track circuit removed.
153.6F	Up Main	241.490	Existing track circuit removed.
149.2A	Up Main	240.340	Existing track circuit removed.
149.2B	Up Main	238.510	Existing track circuit removed.

149.2C	Up Main	237.080	Existing track circuit removed.
146.2A	Up Main	235.570	Existing track circuit removed.
146.2B	Up Main	233.669	Existing track circuit removed.

The following existing infrastructure will be altered:

Current Equipment Name	New Equipment Name	Track	Current KM Location	New KM Location	Change / Description / Additional Details
11C	n/a	Down Main	230.585	230.585	Existing same named track circuit to be replaced by a new 1449 metre track circuit on Down Main departure from Joppa Jct.
11D	n/a	Down Main	232.295	232.500	Existing same named track circuit to be replaced by a new 469 metre berth track circuit on approach to 236.7 DIST Signal.
11F	n/a	Down Main	233.669	232.500	Existing same named track circuit to be replaced by a new 4293 metre coded track circuit between 236.7 DIST Signal and 236.7 Signal.
161.7A	260.3A	Down Main	260.320	n/a	Renaming of existing track circuit signal.
163.3A	262.9A	Down Main	260.320	n/a	Renaming of existing track circuit signal.
166.1A	267.3A	Down Main	267.361	n/a	Renaming of existing track circuit signal.
166.2A	267.4A	Up Main	232.500	n/a	Renaming of existing track circuit signal.
163.4A	262.8A	Up Main	232.500	n/a	Renaming of existing track circuit signal.
2A	n/a	Up Main	232.036	232.600	Existing same named track circuit to be replaced by a new 569 metre track circuit on Up Main approach to Joppa Jct.

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

Equipment Name	Track	KM Location	Change / Description / Additional Details
236.7A	Down Main	236.793	New 2757 metre coded track circuit between 236.7 Signal and 239.5 Signal.
239.5A	Down Main	239.550	New 2950 metre coded track circuit between 239.5 Signal and 242.6 Signal.
242.5A	Down Main	242.500	New 4487 metre coded track circuit between 242.5 Signal and 246.9 Signal.
246.9A	Down Main	246.987	New 4491 metre coded track circuit between 246.9 Signal and 251.5 Signal.
251.5A	Down Main	251.478	New 4347 metre coded track circuit between 251.5 Signal and 255.9 Signal.
255.9A	Down Main	255.825	New 4495 metre coded track circuit between 255.9 Signal and 260.3 Signal.
2B	Up Main	232.031	New 1420 metre track circuit on Up Main approach to Joppa Jct.
236.8A	Up Main	232.500	New 4310 metre coded track circuit between 236.8 Signal and G2 Signal.
239.6A	Up Main	236.910	New 2640 metre coded track circuit between 239.6 Signal and 236.8 Signal.
242.6A	Up Main	239.550	New 3000 metre coded track circuit between 242.6 Signal and 239.6 Signal.
247.0A	Up Main	242.550	New 4500 metre coded track circuit between 247.0 Signal and 242.6 Signal.
251.6A	Up Main	247.050	New 4495 metre coded track circuit between 251.6 Signal and 247.0 Signal.
255.8A	Up Main	251.545	New 4333 metre coded track circuit between 255.8 Signal and 251.6 Signal.
260.4A	Up Main	255.878	New 4418 metre coded track circuit between 260.4 Signal and 255.8 Signal.

Note: Testing and commissioning of the signalling infrastructure will involve route-setting, signal & aspect testing, and track circuit 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 / D 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.

Amendments to Network Information Book (NIB):

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

Section 2.14 Joppa Junction (JPJ)

AMEND:	Joppa Junction NIB-T0320 Yarra – Breadalbane NIB-T0321 Cullerin NIB-T0322 Fish River NIB-T0323 Line Diagram
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Amendments to Route Access Standard (RAS):**D51 Macarthur to Albury****Section 4 Advisory Speed Signs***DELETE: from the existing tables***MACARTHUR – ALBURY (DOWN)**

Section		Location of Advisory Speed Sign / Kilometres	Signal Approached	Freight Over 1150 Metres	Freight and Loco Hauled Passenger	XPT Explorer Endeavour
Joppa Jun	Breadalbane	245.435	153.3 Distant		85	
Joppa Jun	Breadalbane	246.325	153.3 Auto		85	

MACARTHUR – ALBURY (UP)

Section		Location of Advisory Speed Sign / Kilometres	Signal Approached	Freight Over 1150 Metres	Freight and Loco Hauled Passenger	XPT Explorer Endeavour
Yass Jun	Joppa Jun	242.500	149.2	80		

An 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.

CONTACTS

Adrian Karsten	Project Manager	0427400605
Craig Doorey	Commissioning Engineer	0412244996

APPROVED BY

Delivery Support Manager South

09/04/2026



