Notice type	SAFE Notice
Title	**Turnout and Catchpoint Upgrades, Moss Vale Junction**

AFFECTED AREA

Network Control

Control Centre
NCCS (Junee)

Boards
Main South A

Network Area

Corridor
Main South

Locations
Moss Vale

Kilometrage
143.790 - 148.105 km

Corridor
Unanderra to Moss Vale

Locations
Moss Vale

Kilometrage
149.715 - 150.517 km

EFFECTIVE PERIOD

	From/at	To
Date and time	Sun, 19 Apr 2026 16:30 AEST	Mon, 04 May 2026 13:00 AEST

REFERENCE DOCUMENTS

Other notices	Empty
Train Alteration Advice	0518-2026, 0519-2026 and 0679-2026
Route Access Standards	Empty
NIBs	OGW-30-28

OPERATING CONDITIONS (GENERAL DETAILS)

During the times indicated above, or until the works are completed, the Turnout Resilience Project will be undertaking the following infrastructure upgrade works at Moss Vale Junction:

- Book out of use and permanently remove existing points machines and associated equipment, and
- Install, commission and book into use new Series 84 MIII point motors and associated equipment.

and

- Permanently remove the current points ESMLs, and

- Replace with new EOLs.

  and

- Replace each of these existing timber turnouts/points with new concrete turnouts/points.

The upgrade works will take place in two stages:

Stage One:

From 19th April 2026, on the Inspection Rd, North Fork and Down Loop:

ID	Equipment	Track/s	Current KM Location	New KM Location
116	Catchpoints	Inspection Road	144.554	144.552
122A	Points	Inspection Road / Down Loop to North Fork	144.650	144.644
122B	Catchpoints	Down Loop	144.764	144.750
119B	Points	Inspection Road / Down Loop	144.640	144.631

Stage Two:

From 1st May 2026, on the Up Main, Down Main, Inspection Rd and Down Loop:

ID	Equipment	Track/s	Current KM Location	New KM Location
119A	Points	Down Main	144.554	144.566
113A	Points	Up Main	144.458	144.457
113B	Points	Down Main	144.542	144.546

Important Information:

- During the works the 116 Catchpoints, the 119A/B Crossover, the 122A Points, and the 122B Catchpoints will all remain detected within the Interlocking but will be installed in a non-operational state only.
- The 113A/B Crossover will be spiked, clipped and XL locked in the normal position and will also be bridged.
- The 119B end will be disconnected from the Main Line and will also be bridged.
- The 119A end will be spiked, clipped and XL locked in the normal position.
- Both the 113 and 119 ESML / EOL will have the SL Locks temporarily removed and replaced with Signalling Locks to further prevent use during the works.
- During Stage One, Main Line (Up and Down) running will be available through Moss Vale as only the reverse positions of both the 113 and 119 Points will be impacted.
- Stage Two is to coincide with the Config 14 LPA, and no traffic will be permitted to run on the Main Lines in the vicinity of 113 or 119 Points.
- Necessary protection arrangements at the start of Stage One will require 110 Points, 131 Points, and 128 Points to also be secured to prevent entry, but these points are not part of the scope of the work.
- All equipment will be reinstated by close of the Config 14 LPA (4th May 2026).
- These works will involve route-setting, signal testing and points 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 and Procedures ANWT 312 Infrastructure Booking Advice and ANPR 704 Using Infrastructure Booking Advice.

ADDITIONAL DETAILS

This SAFE Notice will serve as an amendment to the Network Information Book (NIB).

Amendment to Network Information Book:

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

Section 2.2 Moss Vale Junction (MVJ)	
	Text under the following subheading. **Operation of Power-operated Points in an Emergency**
DELETE:	ESML cabinets for the points at Moss Vale Junction are located on the Down side on the Main line at the junction.
REPLACE WITH:	The 113 crossover points EOL cabinet is located on the Traffic Hut on the up side of the Up Main near MV15 Signal. The 116 catchpoints and 119 crossover points EOL cabinets are each mounted to posts located on down side of the Inspection Road near MV17 Signal. The 122A points EOL cabinet is mounted to a post on the down side of track adjacent to the points. The 122B points EOL cabinet is mounted to a post on the down side of track adjacent to the points. The 125 points EOL cabinet is mounted to a post on the fenced side of the North Fork Line near to MV28 Signal. The 128 points EMSL cabinet is located on the Traffic Hut on the up side of the Main Line in near to MV23 Signal. The 131 points EOL cabinet is mounted to a post on the down side of the Down Loop near the A end of the points.
AMEND:	Moss Vale Junction NIB-T0306 Line Diagram

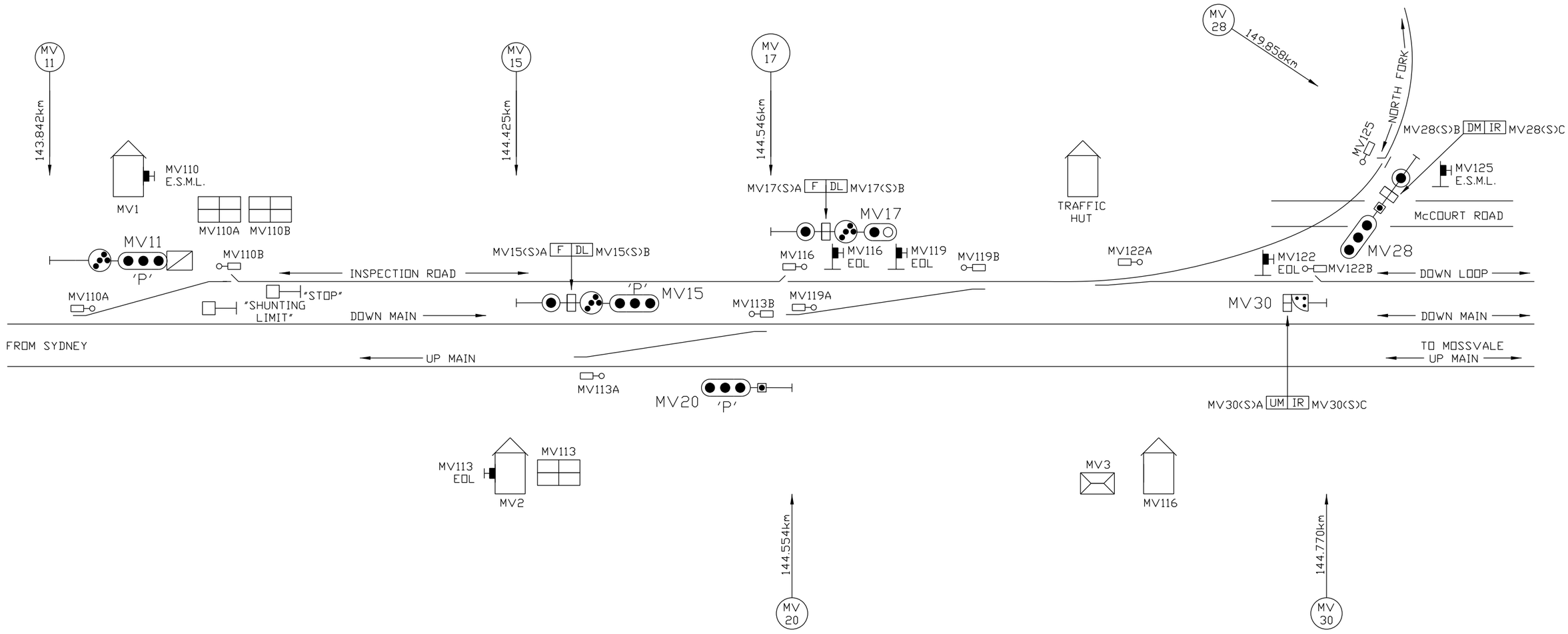
A copy of the updated Drivers Diagram for Moss Vale is provided as an attachment to this SAFE notice.

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.

CONTACTS

Boz Martic	Project Manager	0490852847

APPROVED BY	Delivery Support Manager South	22/04/2026



LEGEND

POINT MACHINE

ROUTE INDICATOR DESCRIPTION

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

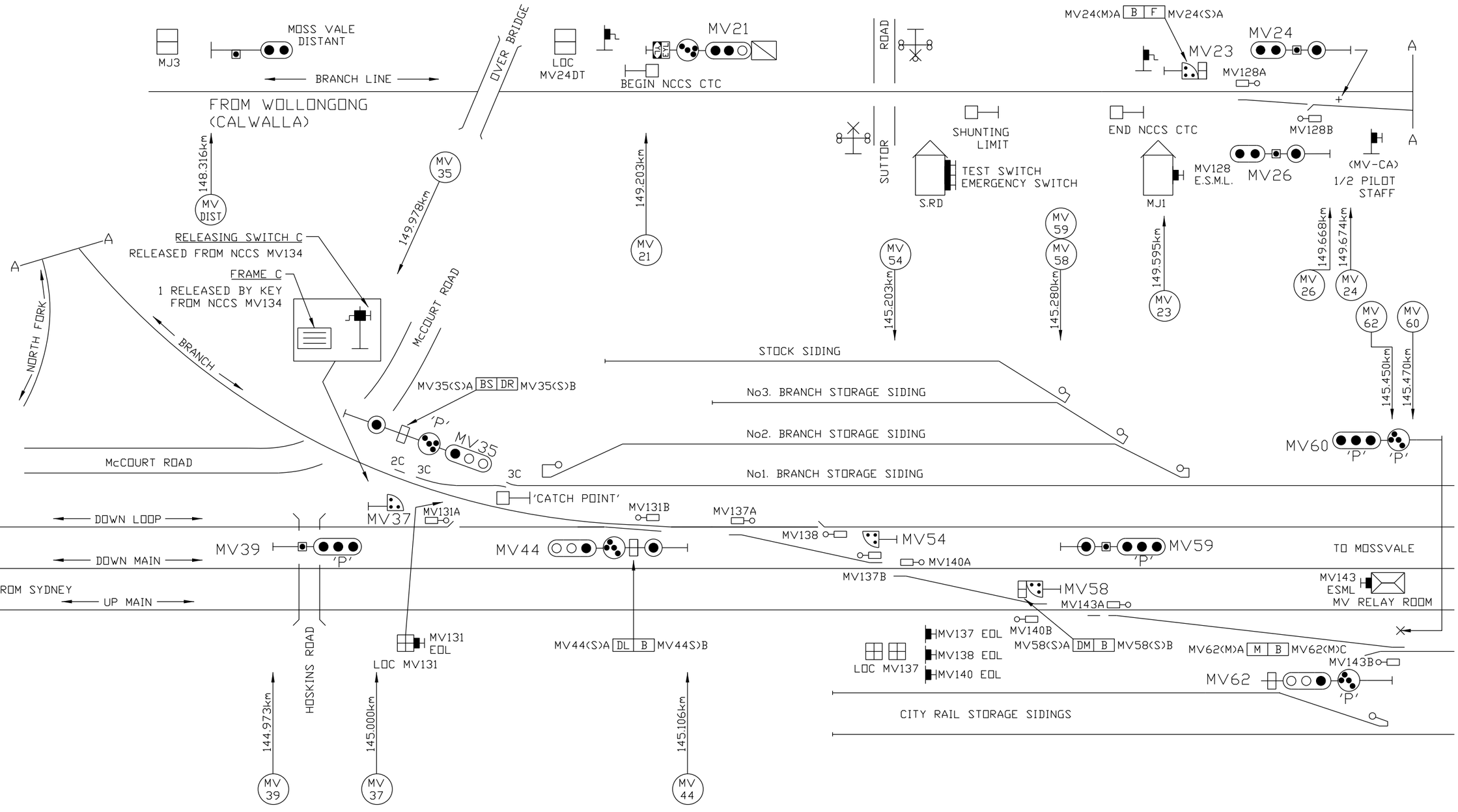
AUSTRALIAN RAIL TRACK CORPORATION

MOSS VALE SIGNALLING ARRANGEMENT

(DRIVER'S DIAGRAM)

SHEET 1 OF 3

Produced by SIA



LEGEND

POINT MACHINE

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

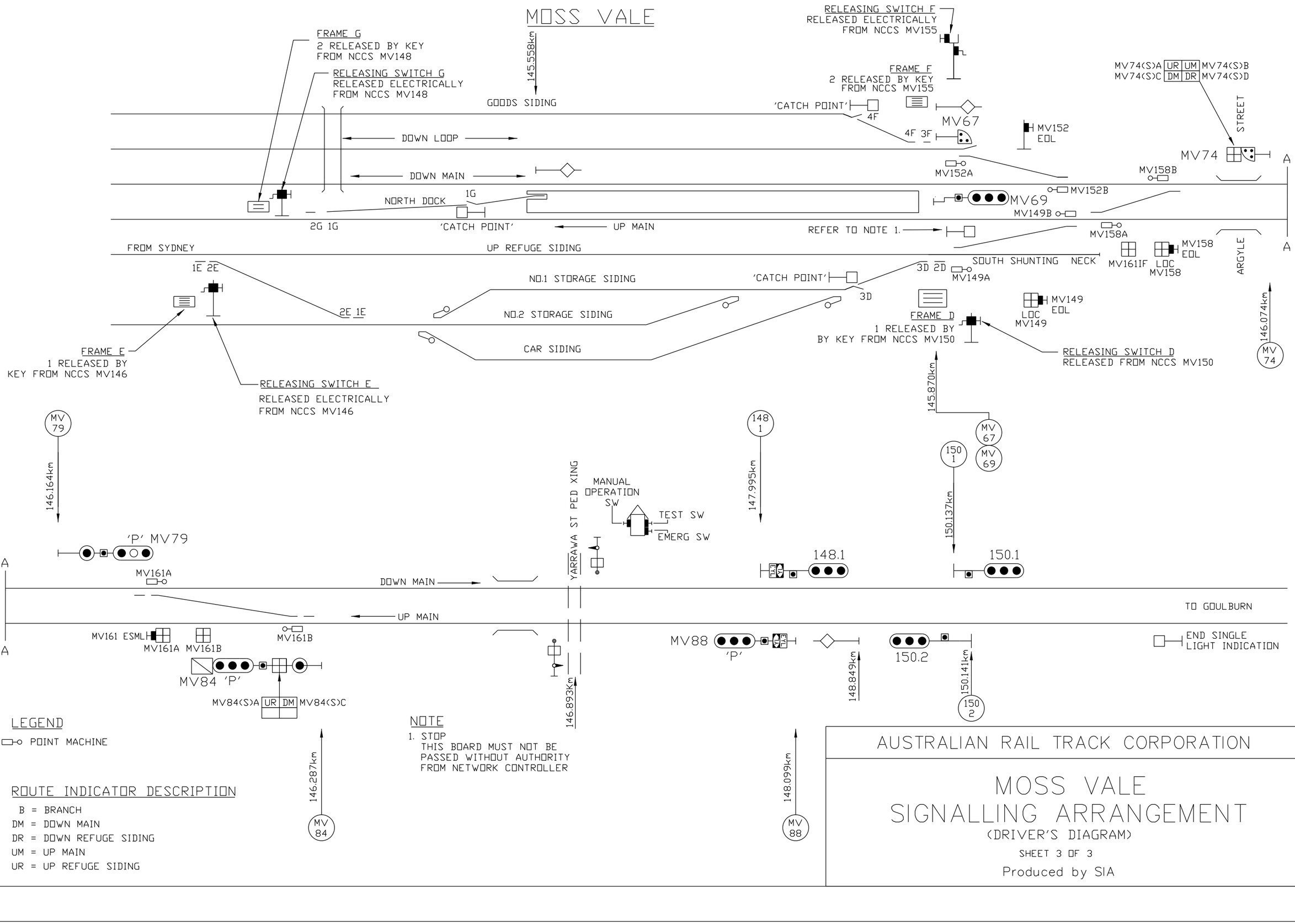
MOSS VALE SIGNALLING ARRANGEMENT

(DRIVER'S DIAGRAM)

SHEET 2 OF 3

Produced by SIA

MOSS VALE



LEGEND

POINT MACHINE

ROUTE INDICATOR DESCRIPTION

B = BRANCH
DM = DOWN MAIN
DR = DOWN REFUGE SIDING
UM = UP MAIN
UR = UP REFUGE SIDING

NOTE

1. STOP
   THIS BOARD MUST NOT BE
   PASSED WITHOUT AUTHORITY
   FROM NETWORK CONTROLLER

AUSTRALIAN RAIL TRACK CORPORATION

MOSS VALE
SIGNALLING ARRANGEMENT

(DRIVER'S DIAGRAM)

SHEET 3 OF 3

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