Metro Trains Sydney

REDEFINING RAIL

MECHANICAL GAP FILLER SCHEDULED MAINTENANCE WORK PROCEDURE

M1 METRO NORTHWEST AND BANKSTOWN LINE

ENGINEERING HOURS AND NON-ENGINEERING HOURS

INFORMATION

Issue Date:	Next Review Date:	Network:	Revision:
13/02/2026	**13/02/2027**	**Southwest**	**01**

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MTSMS-NA-PRO-000001	**n/a**

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1 Introduction

Mechanical Gap Fillers (MGFs) are electrical-mechanical extending-step devices that extend from the platform edge towards the train doors. Their purpose is to reduce the horizontal foot gap fall hazard between the platform and train. They are only installed on curved platforms along the Southwest Corridor between Marrickville and Bankstown.

While MGF's enhance passenger safety during Train Service operations, their movement and deployment during scheduled maintenance works introduces specific hazard risks that must be managed. The curved platform can exacerbate the hazards due to reduced line-of-sight.

1.1 Purpose

Provide administrative procedural controls to reduce risk So Far As Is Reasonably Practicable (SFAIRP) from hazards of MGF equipment striking workers, work tools, work materials or work vehicles (rail and non-rail) during MGF scheduled maintenance works.

Figure 1 MGF Retracted

Figure 2 MGF Extended

This procedure does **not** cover the following.

- Operations normal ATO (including UTO and PM modes) Train Services MGF operations.
- Operations remote manual MGF operation for pre-service testing (colloquially, '3am-cycling').
- Operations remote manual MGF operation during Train Services; including via CJC-T DDU, CJC-S LCP and OCC ATS (explanations of these abbreviations are in Appendix B).
- Operations MGF failure emergency response by engineering technicians.

1.2 Scope

This procedure applies to mitigate the hazard scenarios below arising from the operation of MGFs during scheduled maintenance works.

- Workers on track are exposed to unforeseen strike by MGF equipment extension into rail corridor.
- Tools on track are exposed to unforeseen strike by MGF equipment extension into rail corridor, with consequential hazards.
- Materials on track are exposed to unforeseen strike by MGF equipment extension into rail corridor, with consequential hazards.
- Vehicles (including rail mounted RRV and rail only vehicles, road only vehicles) are exposed to unforeseen strike by MGF equipment extension into rail corridor.

2 Locations of MGFs

Table 1 Locations of MGFs

Station Name	MGF Provided?
Marrickville	Yes
Dulwich Hill	Yes
Hurlstone Park	Yes
Canterbury	Yes
Campsie	Yes
Belmore	Yes
Lakemba	Yes
Wiley Park	No
Punchbowl	Yes
Bankstown	No

3 Conducting Planned MGF Maintenance

Owing to the hazards of conducting maintenance of the MGF's, planned MGF Maintenance must only be conducted:

- during engineering hours or during planned service disruptions, and
- must be treated as "Work within the Danger Zone" as shown in MWT 300 "Planning work in the Rail Corridor".

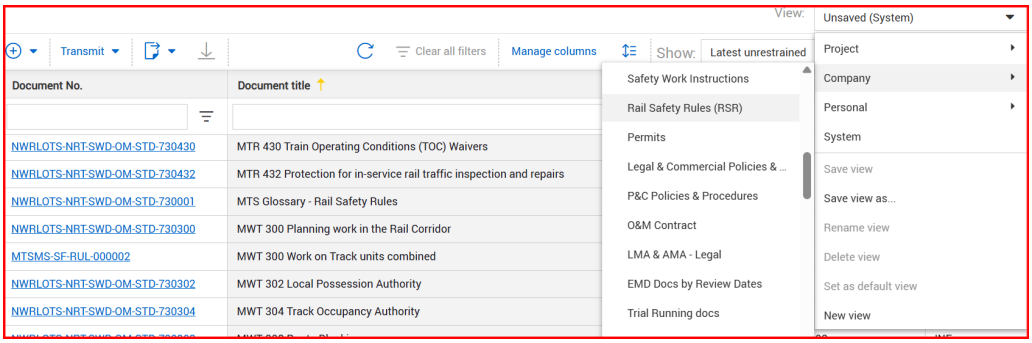
3.1 Rail Safety Rules

The Rail Safety Rules (RSRs) can be found using several methods.

- Available on the MTS external internet page.
- Available in InEight. Select the Rail Safety Rules (RSR) view under Company on top right.

Please refer to the Rail Safety Rule MWT 300 Planning Work in the Rail Corridor.

Figure 3 InEight RSR View



APPENDIX A: Version History

Approval Record

Function	Position	Name	Signature	Date
Prepared by	Possession Planner	William Beresford	William Beresford William Beresford (13/02/2026 15:42:39 GMT+11)	13/02/2026
Reviewed by	Customer Operations Manager	Rita Nassar	Rita Nassar	16/02/2026
Review by	Infrastructure SME	Graham Cooper	Graham Cooper	16/02/2026
Endorsed by	Head of Operations	Peter O'Brien	Peter O'Brien (23/02/2026 09:34:47 GMT+11)	23/02/2026
Approved by	Possessions Planning Manager	Danny Berghofer	Danny Berghofer	23/02/2026

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Amendment Record

Date	Rev	Amendment description	By
10/09/2025	01	Initial draft.	William Beresford
13/02/2026	01	Update to current MTS template standard. Added photos.	Peter Simcic

APPENDIX B: Glossary and List of Terms

Term	Definition
ATO	Automatic Train Operation
ATS	Automatic Train Supervision
CJC-S	Customer Journey Coordinator – Stations
CJC-T	Customer Journey Coordinator - Trains
DDU	Driver Display Unit
LCP	Local Control Panel
MGF	Mechanical Gap Filler
OCC	Operations Control Centre
PM	Protected Manual
SFAIRP	So Far As Is Reasonably Practicable
UTO	Unattended Train Operations

APPENDIX C: Related Documents

Note: some documents will be closely interconnected and will need to be reviewed when this one is changed. Those will be marked yes in the review column below.

Others are simply related content that supplement the material in this document.

Document #	Document Title	Review
NWRLOTS-NRT-SWD-OM-STD-730300	MWT 300 Planning work in the Rail Corridor	Yes

MTSMS-NA-PRO-000001 Mechanical Gap Filler Scheduled Maintenance Work Procedure

Final Audit Report 2026-02-22

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