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weekly notice

Monday, 1 September 2014
Sunday, 7 September 2014



Safeworking information, such as Weekly Notices and SAFE Notices, is available on the RailSafe website.

By accessing Weekly Notices and SAFE Notices online, you will receive safety information more quickly. Weekly Notices remain on the RailSafe website for two years; Permanent and Temporary SAFE Notices remain online as long as they are current.

Anyone needing back issues of Weekly Notices and SAFE Notices should contact the Network Rules unit.

If you are outside Sydney Trains, you can reach the RailSafe website via the following address:

www.railsafe.org.au

Other Safeworking documents, such as Network Rules, Network Procedures, Network Local Appendices, Safeworking Policies, SafeTracks flyers, and contractor information are also available online.

*GROUP MANAGER RULES AND COMPLIANCE
SYDNEY TRAINS*

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

Dates of the next four Weekly Notices and deadlines for articles are:

| Weekly Notice | For Week | Deadline |
|----------------------|-----------------|-----------------|
| 36 | 8/9/14–14/9/14 | 26/8/14 |
| 37 | 15/9/14–21/9/14 | 2/9/14 |
| 38 | 22/9/14–28/9/14 | 9/9/14 |
| 39 | 29/9/14–5/10/14 | 16/9/14 |

So that printing and distributing schedules can be met, it is essential articles are received by the deadline.

Late articles will be published in the next issue of the Weekly Notice. This may result in information not being distributed in time for it to be acted upon.

When submitting articles, please include your name, position title, telephone numbers and email details at the end of the articles as shown below:

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KATOOMBA (WEST) – REMOVAL OF 18 POINTS AND 30B SIGNAL

Commencing at 0200 hours on **Saturday, 13 September 2014**, and continuing until 0200 hours on Monday, 15 September 2014, the following work will be carried out.

Existing 18 points at Katoomba will be removed and the Emergency Switch Machine Lock (ESML) for 18 points will be removed.

Signal 30B (Down Main to Up Main) will be removed.

Signal route 8 (Up Main to Down Main) on signal 7/8 will be booked out of use.

Katoomba lever frame, levers 8, 18 and 30 will be booked out of use and secured in the normal position.

The Katoomba Indicator Diagram will be amended to reflect the altered arrangements.

VER31072014

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RICHMOND (WEST) – UPGRADE OF MORAY STREET PEDESTRIAN CROSSING

Since **Friday, 22 August 2014**, and continuing until 0400 Sunday, 7 September 2014, the following work will be carried out.

- Moray Street pedestrian crossing will be upgraded with swing gates, LED red man and electronic bells.
- The existing Emergency Switch box and Test Switch will be removed.
- A new Emergency Switch box and Manual Operation Switch will be provided on the wall of the new bungalow adjacent to the pedestrian crossing.
- Richmond Emergency Local Control Panel and Maintenance Panel will be amended to reflect the altered arrangements.

VER05082014

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LIDCOMBE (DOWN SUBURBAN) – ST397S SIGNAL ENHANCEMENT

Since **Friday, 8 August 2014** the following work was brought into use:

- The warning distance on approach to ST407S onto ST417S turnout, with 713 points in the reverse position Down Suburban (Inner West) to Down Suburban (Western Line), was increased to ST397S signal, providing consecutive medium aspects on approach to the turnout.

VER08082014

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BLACKTOWN TO EMU PLAINS – SPEED SIGN CHANGES

Commencing at 0700 hours **Saturday, 13 September 2014** until 1700 hours Sunday, 14 September 2014, between Blacktown and Emu Plains, the following work will be carried out:

- All existing 'pointy' speed signs except 'X' boards will be removed



- All existing partially obscured 'square' speed signs will have the tape removed



Between Blacktown and St Marys the following speed signs will be commissioned on the Mains:

| Kilometrage | DOWN | | | UP | | |
|-------------|-------------------|--------|------|---------|--------|------|
| | General | Medium | High | General | Medium | High |
| 34.874 | Blacktown | | | | | |
| 35.000 | 80 | 115 | 115 | – | – | – |
| 35.745 | – | – | – | 70 | 100 | 100 |
| 35.780 | 317B Pts | | | X25 | | |
| 38.592 | Doonside | | | | | |
| 40.600 | 80 | 95 | 95 | – | – | – |
| 40.905 | Rooty Hill | | | | | |
| 41.226 | – | – | – | 80 | 115 | 115 |
| 41.250 | 80 | 115 | 115 | – | – | – |
| 42.537 | – | – | – | 75 | 115 | 115 |
| 43.291 | Mt Druitt | | | | | |

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| Kilometrage | DOWN | | | UP | | |
|-------------|-----------------|--------|------|---------|--------|------|
| | General | Medium | High | General | Medium | High |
| 46.696 | – | – | – | 80 | 115 | 115 |
| 47.250 | 80 | 95 | 95 | – | – | – |
| 47.280 | – | – | – | 80 | 105 | 105 |
| 47.420 | St Marys | | | | | |
| 47.670 | 810B Pts | | | X40 | – | – |

Between Blacktown and St Marys the following speed signs will be commissioned on the Suburbans:

| Kilometrage | DOWN | | | UP | | |
|-------------|-------------------|--------|------|-----------------------------------|--------|------|
| | General | Medium | High | General | Medium | High |
| 34.874 | Blacktown | | | | | |
| 35.000 | 80 | 115 | 115 | – | – | – |
| 35.747 | – | – | – | 70 | 100 | 100 |
| 35.830 | X25 | | | 319A Pts Down Sign on Up Suburban | | |
| 35.835 | X40 | | | 320A Pts | | |
| 35.895 | 318B Pts | | | X25 | | |
| 38.592 | Doonside | | | | | |
| 40.905 | Rooty Hill | | | | | |
| 41.226 | – | – | – | 80 | 115 | 115 |
| 42.537 | – | – | – | 75 | 115 | 115 |
| 43.291 | Mt Druitt | | | | | |
| 46.715 | 805B Pts | | | X50 | | |
| 47.000 | – | – | – | 80 | 115 | 115 |
| 47.420 | St Marys | | | | | |
| 47.580 | X40 | | | 811A Pts | | |

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Between St Marys and Penrith the following speed signs will be commissioned:

| Kilometrage | DOWN | | | UP | | |
|-------------|-----------------------------|--------|------|----------|--------|------|
| | General | Medium | High | General | Medium | High |
| 47.420 | St Marys | | | | | |
| 47.580 | X40 | | | 809B Pts | | |
| 47.670 | 810B Pts | | | X40 | | |
| 47.900 | 80 | 115 | 115 | – | – | – |
| 49.084 | Werrington | | | | | |
| 49.300 | – | – | – | 80 | 115 | 115 |
| 50.567 | – | – | – | 80 | 105 | 105 |
| 52.030 | 115 | 115 | 115 | – | – | – |
| 52.702 | Kingswood | | | | | |
| 53.990 | 100 | 100 | 115 | – | – | – |
| 54.700 | 75 | 75 | 80 | 80 | 115 | 115 |
| 54.970 | 61 Pts Up Sign on Down Main | | | X35 | | |
| 55.086 | Penrith | | | | | |

Between Penrith and Emu Plains the following speed signs will be commissioned:

| Kilometrage | DOWN | | | UP | | |
|-------------|-------------------|--------|------|---------|--------|------|
| | General | Medium | High | General | Medium | High |
| 55.086 | Penrith | | | | | |
| 55.500 | – | – | – | 75 | 75 | 80 |
| 57.350 | 100 | 100 | 100 | – | – | – |
| 57.439 | Emu Plains | | | | | |

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LIDCOMBE – SPEED SIGN CHANGES

On **Wednesday, 17 September 2014**, at Lidcombe, the following work will be carried out on the Suburbans:

| Kilometrage | | DOWN | | | UP | | |
|-------------|--------|---------------------------------|--------|------|----------|--------|------|
| | | General | Medium | High | General | Medium | High |
| | 14.882 | Flemington Car Sheds Jct | | | | | |
| Existing | 15.501 | 700B Pts | | | X40 | | |
| Existing | 16.331 | 704B Pts | | | X40 | | |
| Existing | 16.350 | 45 | 45 | 45 | - | - | - |
| | 16.606 | Lidcombe | | | | | |
| Existing | 16.715 | - | - | - | 80 | 80 | 80 |
| Replace | 16.715 | X35 | | | 713A Pts | | |
| With | 16.715 | X25 | | | 713A Pts | | |
| Existing | 16.800 | 714 Pts | | | X35 | | |
| Existing | 16.890 | 60 | 80 | 80 | - | - | - |
| | 18.625 | Auburn | | | | | |

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BERRY (ILLAWARRA) – ALTERATIONS TO THE CLOSING FACILITY

Since **Sunday, 24 August 2014**, Berry Panel Closing facility has been altered to provide enhanced operation.

While Berry is in closing, trains greater than 250m (approx) in length are held at the home signal BE3 or BE8 when the section ahead is not available. The home and starting signals will clear when the route into the next section becomes available.

This enhancement prevents long trains standing across Albany Street or Wharf Road while waiting for the starting signal to clear.

If held at Berry for extended periods drivers should contact Berry Station. If Berry Station is unable to be contacted, Up trains should contact Wollongong Signal Box, Down trains should contact Bomaderry Station.

VER30072014

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KATOOMBA (WEST) – REMOVAL OF OVERHEAD WIRING ON THE UP REFUGE LOOP, UP SHUNTING NECK AND UP SIDINGS

Commencing at 0200 hours on **Saturday, 13 September 2014**, and continuing until completed the following work will be carried out.

The overhead wiring will be progressively removed from the Up Refuge Loop, Up Shunting Neck and Up Sidings at Katoomba.

The Up Refuge Loop, Up Shunting Neck and Up Sidings at Katoomba will not be available for electric traction.

Electric train STOP signs (figure 1) will be placed adjacent to the Up Main, for train movements through points 17 and 20 leading to the Up Refuge Loop at Katoomba.

The Katoomba indicator diagram will be amended to reflect the altered arrangements.



Figure 1.

VER14082014

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NORTH STRATHFIELD (NORTH) – CONVERSION OF 550 A/B POINTS TO D84M MKIII

Commencing at 0200 hours on **Saturday, 6 September 2014**, and continuing until 0200 hours Monday, 8 September 2014, the following work will be carried out:

Existing 550A and 550B Points on the Up Suburban North and Up Main North at North Strathfield will be renewed. The point mechanisms will be replaced with Westinghouse D84M MKIII point machines utilising an in-bearer sphereolock arrangement.

550A Catch point will be renewed approx. 24m towards Sydney at 12.457km with a guard rail arrangement.

550B Point end will be renewed approx. 1.5m towards Sydney to 12.574km.

The existing ESML (Emergency Switch Machine Lock) equipment for 550 points will be replaced with a new EOL (Emergency Operation Lock) of the fortress lock type. The new EOL will be positioned on the UP side of the UP North Main Line.

**VER 24072014
DIAGRAM**

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FLEMINGTON CAR SIDINGS (MAIN SUBURBAN) – UPGRADE OF 650B AND 652 POINTS

Since 0200 hours on **Monday, 16 June 2014**, the following work has been completed:

- 650B points on the Departure Road were renewed with a Claw Lock mechanism and 'A' type controller unit in the same location.
- 650A catch points remain unchanged.
- 652A derail and 652B points on the Shunting Neck were both renewed with Claw Lock mechanism and 'T' type controller units.
- 652A was relocated approximately 1 metre towards Sydney.
- 652B was relocated approximately 2 metres towards Sydney.
- 650 points was provided with new Emergency Operation Lock (EOL) equipment of the keyless type, located adjacent to 650B points.
- 652 points was provided with new Emergency Operation Lock (EOL) equipment of the keyless type, located adjacent to 652B points.
- ST319 signal was relocated approximately 0.5 metres towards Sydney and raised approximately 0.4 metres to improve driver sighting.
- ST321 signal was relocated approximately 1 metre towards Sydney.
- ST325 signal was relocated approximately 1.75 metres towards Sydney.

The signal indications for 319, 321 and 325 remain unchanged.

VER27062014

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STATUS OF TOM NOTICES

| Number | Title | Issued | Effective |
|---------------|--|---------------|------------------|
| 001–2007 | Introduction of TOM Notices | 13/09/07 | 13/09/07 |
| 017–2007 | Operating Instruction Manual for Hunter rail car | 1/11/07 | 13/11/07 |
| 019–2007 | MK16 Vigilance control on XPT power car | 2/11/07 | 8/11/07 |
| 018–2007 | Emergency equipment boxes RailCorp train fleet | 1/11/07 | 19/11/07 |
| 004–2008 | OMDT 450: Description and operation of XPT trains | 1/5/08 | 11/5/08 |
| 008–2009 | OMET 264: Minimum tractive effort requirements | 1/10/09 | 11/10/09 |
| 010–2009 | OMDT 461: XPT radio amalgamation unit (RAU) | 26/11/09 | 6/12/09 |
| 011–2009 | OMDT 462: XPT MetroNet radio | 26/11/09 | 6/12/09 |
| 012–2009 | OMDT 463: XPT CountryNet and local radios | 26/11/09 | 6/12/09 |
| 013–2009 | OMDT 464: MultiChannel radio | 26/11/09 | 6/12/09 |
| 014–2009 | OMDT 465: XPT train-to-base radio | 26/11/09 | 6/12/09 |
| 001–2010 | OMDT 458: Train preparation of XPT trains | 18/2/10 | 28/2/10 |
| 010–2011 | XPT 030: Minimum Operating Standards | 28/7/11 | 7/8/11 |
| 015–2011 | OMET 316: Defective Air Springs | 24/11/11 | 4/12/11 |
| 001–2012 | OMET 266: Operation of Y–Set Trains | 2/2/12 | 12/2/12 |
| 007–2012 | TWP 203: Changing ends | 25/10/12 | 4/11/12 |
| 008–2012 | TWP 217: Train Operating System (TOS) Display Unit Failure | 25/10/12 | 4/11/12 |
| 009–2012 | TWP 233: Control Circuit Failures | 25/10/12 | 4/11/12 |
| 010–2012 | 48 Class: Train Operations Manual (TOM) | 25/10/12 | 4/11/12 |
| 011–2012 | TWP 178: CountryNet and Local Radios | 29/11/12 | 9/12/12 |
| 001–2013 | Operation of H–Set (Oscar) Trains Fitted with Automatic Train Protection (ATP) Equipment | 17/1/13 | 27/1/13 |

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| Number | Title | Issued | Effective |
|---------------|---|---------------|------------------|
| 003–2013 | 48 Class: Wheels | 7/2/13 | 10/2/13 |
| 004–2013 | TWP 188: Jumper Couplings | 14/3/13 | 24/3/13 |
| 007–2013 | TWP 184: Refuelling XPT, Explorer and Endeavour Trains | 18/4/13 | 28/4/13 |
| 013–2013 | OMDT 454: Disabled Train | 23/5/13 | 2/6/13 |
| 010–2013 | OMET 350: Operation and Management of Electric Trains – Standards | 30/5/13 | 9/6/13 |
| 015–2013 | OMET 200: Minimum Standards for Electric Trains | 30/5/13 | 9/6/13 |
| 016–2013 | TWP 100: Responsibilities of Train Crews | 30/5/13 | 9/6/13 |
| 017–2013 | WAR 030: Minimum Standards | 30/5/13 | 9/6/13 |
| 020–2013 | TWP 152: Disabled Trains | 21/11/13 | 1/12/13 |
| 021–2013 | TWP 138: Assisting Trains Using Emergency Couplers | 21/11/13 | 1/12/13 |
| 001–2014 | Ammendment to OMET 200, OMET 350, WAR 030 XPT 030, OMDT 400 & OMDT 500(Visibility Lights) | 20/2/14 | 2/3/14 |
| 002–2014 | OMET 220: Wheelslip light indications | 20/2/14 | 2/3/14 |
| 005–2014 | Operation of T-Set (Tangara) Trains fitted with ATP equipment | 3/4/14 | 14/4/14 |
| 003–2014 | OMET 344 Internal Emergency Door Release and Passenger Emergency Intercom Alarm | 10/4/14 | 20/4/14 |
| 004–2014 | TWP 114: Train Crew Member Leaving or Returning to the Crew Compartment | 10/4/14 | 20/4/14 |
| 006–2014 | WAR 202: Bogie Faults | 24/4/14 | 4/5/14 |
| 007–2014 | WAR 001: Stabling | 24/4/14 | 4/5/14 |
| 008–2014 | TWP 176: Wayside Train Condition Monitor Alarms | 26/6/14 | 7/7/14 |
| 009–2014 | TWP 136: Defective Wheels | 21/8/14 | 31/8/14 |

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STATUS OF PERMANENT SAFE NOTICES

| Number | Title | Issued | Effective |
|----------|---|---------|-----------|
| 029-2014 | NLA 300: Strathfield – Hornsby | 20/3/14 | 31/3/14 |
| 030-2014 | Procedures for Trains Entering – Departing Macdonaldtown stabling yard | 27/3/14 | 6/4/14 |
| 031-2014 | NLA Explanatory notes | 27/3/14 | 6/4/14 |
| 032-2014 | NLA Introduction | 27/3/14 | 6/4/14 |
| 034-2014 | NLA 114: Strathfield | 27/3/14 | 6/4/14 |
| 038-2014 | NLA 510: Sydenham – Glenfield | 10/4/14 | 20/4/14 |
| 028-2014 | Trial of Signal Key Switches | 27/4/14 | 26/10/14 |
| 044-2014 | Worksite Protection Plan – Tablet Version Trial | 1/5/14 | 11/5/14 |
| 045-2014 | NLA 302: Hornsby | 8/5/14 | 18/5/14 |
| 043-2014 | Network Rules – Network Procedures | 15/5/14 | 25/5/14 |
| 046-2014 | NLA 618: Chullora | 15/5/14 | 25/5/14 |
| 047-2014 | NLA 616: Enfield | 15/5/14 | 25/5/14 |
| 062-2014 | Network Rules – Network Procedures – Network Forms | 22/5/14 | 1/6/14 |
| 055-2014 | NLA 208: Blacktown | 29/5/14 | 8/6/14 |
| 052-2014 | NLA 320: Broadmeadow - Newcastle | 5/6/14 | 15/6/14 |
| 057-2014 | NLA 416: Wollongong | 5/6/14 | 15/6/14 |
| 058-2014 | NLA 608: Port Kembla | 5/6/14 | 15/6/14 |
| 060-2014 | NLA 212: Penrith - Wallerawang | 5/6/14 | 15/6/14 |
| 061-2014 | NLA 504: Campbelltown | 5/6/14 | 15/6/14 |
| 064-2014 | Trial of Speed Signs in the Network | 5/6/14 | 15/6/14 |
| 067-2014 | NLA 420: Bomaderry (Nowra) | 12/6/14 | 22/6/14 |
| 063-2014 | Exception to TWP 108: Route Knowledge | 19/6/14 | 29/6/14 |
| 069-2014 | NLA 108: Central - Sydenham | 26/6/14 | 6/7/14 |
| 070-2014 | NLA 308: Chatswood - Epping | 26/6/14 | 6/7/14 |
| 074-2014 | NLA 312: Gosford | 26/6/14 | 6/7/14 |
| 050-2014 | Trial of Coded ASB | 26/6/14 | 6/7/14 |
| 072-2014 | NLA 318: Broadmeadow – Woodville Junction | 3/7/14 | 13/7/14 |
| 075-2014 | Worksite Handsignaller Ahead Signs NSG 604 | 3/7/14 | 13/7/14 |

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|----------|--|---------|---------|
| 076–2014 | Network Rules – Network Forms – Network Procedures | 3/7/14 | 13/7/14 |
| 077–2014 | NLA 102: Sydney Terminal | 3/7/14 | 13/7/14 |
| 051–2014 | NLA 500: Lidcombe - Campbelltown | 29/5/14 | 10/6/14 |
| 087–2014 | NLA 418: Wollongong – Bomaderry (Nowra) | 17/7/14 | 27/7/14 |
| 088–2014 | NLA 100: Central | 17/7/14 | 27/7/14 |
| 086–2014 | Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line (SSFL) | 17/7/14 | 28/7/14 |
| 089–2014 | NLA 116: Flemington | 17/7/14 | 28/7/14 |
| 090–2014 | NLA 402: Sydenham | 17/7/14 | 28/7/14 |
| 093–2014 | Testing & Restricted Movement of Bradken BK Class Locomotives | 24/7/14 | 3/8/14 |
| 078–2014 | NLA 104: City Circle | 31/7/14 | 10/8/14 |
| 079–2014 | NLA 110: Central – Lidcombe | 31/7/14 | 10/8/14 |
| 083–2014 | NLA 314: Gosford – Broadmeadow | 31/7/14 | 10/8/14 |
| 081–2014 | NLA 400: Central – Sutherland | 31/7/14 | 10/8/14 |
| 080–2014 | NLA 316: Sulphide Junction | 31/7/14 | 10/8/14 |
| 085–2014 | NLA 502: Sefton Park Jct | 31/7/14 | 10/8/14 |
| 095–2014 | NLA 214: Lithgow | 31/7/14 | 10/8/14 |
| 082–2014 | NLA 310: Hornsby – Gosford | 7/8/14 | 17/8/14 |
| 091–2014 | NLA 304: Central – Hornsby | 7/8/14 | 17/8/14 |
| 092–2014 | Speno Ultrasonic Testing | 14/8/14 | 24/8/14 |
| 097–2014 | NLA 508: Sydenham – Sefton Park Junction | 14/8/14 | 24/8/14 |
| 096–2014 | NLA 410: Sutherland – Wollongong | 14/8/14 | 24/8/14 |
| 098–2014 | NLA 204: Clyde Up Yard | 14/8/14 | 25/8/14 |
| 099–2014 | NLA 200: Lidcombe – Penrith | 14/8/14 | 25/8/14 |
| 101–2014 | NLA 202: Clyde Down Sidings | 14/8/14 | 25/8/14 |
| 103–2014 | NLA 206: Clyde and Granville | 14/8/14 | 25/8/14 |

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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

| Title | Status Sheet | Date issued |
|--------------|---------------------|--------------------|
|--------------|---------------------|--------------------|

Network Rules

| | | |
|--|----|-----------|
| General | 10 | July 2014 |
| Work on Track | 13 | July 2014 |
| Train Working | 9 | July 2014 |
| Systems of Safeworking and Special Working | 5 | July 2012 |
| Signals and Signs | 10 | July 2014 |
| Glossary | 8 | July 2012 |

Network Procedures

| | | |
|------------|----|-----------|
| Procedures | 14 | July 2014 |
| Forms | 9 | July 2014 |

Note, when filing your Network Rules and Procedures they should be comprised of the following amendment packs:

- August 2005 (Total reprint)
- May 2007
- November 2008
- June 2010
- December 2010
- July 2012 (Latest amendment packs. Note, 2 packs were issued)
- July 2014

Network Local Appendices

| | | |
|--------------------------|---|----------|
| Network Local Appendices | 9 | Dec 2012 |
|--------------------------|---|----------|

| Title | Version | Date issued |
|--------------|----------------|--------------------|
|--------------|----------------|--------------------|

Operator Specific Procedures

| | | |
|-------|---|-----------|
| OSP 3 | 9 | July 2014 |
| OSP 4 | 5 | July 2014 |
| OSP 5 | 6 | July 2014 |
| OSP 6 | 5 | July 2014 |

Continued on the next page

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| Title | Version | Date issued |
|-------------------------------------|----------------|--------------------|
| Operator Specific Procedures | | |
| OSP 7 | 7 | July 2014 |
| OSP 8 | 4 | July 2014 |
| OSP 9 | 6 | July 2014 |
| OSP 10 | 4 | July 2014 |
| OSP 11 | 7 | July 2014 |
| OSP 12 | 7 | July 2014 |
| OSP 13 | 4 | July 2014 |
| OSP 14 | 6 | July 2014 |
| OSP 15 | 6 | July 2014 |
| OSP 16 | 7 | July 2014 |
| OSP 17 | 4 | July 2014 |
| OSP 18 | 6 | July 2014 |
| OSP 19 | 4 | July 2014 |
| OSP 20 | 5 | July 2014 |
| OSP 21 | 6 | July 2014 |
| OSP 22 | 3 | July 2014 |
| OSP 23 | 1 | July 2014 |
| OSP 24 | 1 | July 2014 |

Train Working Procedures

| | | |
|---------------|---|----------|
| TWP 100 (New) | 3 | May 2012 |
| TWP 102 (New) | 3 | May 2012 |
| TWP 106 | 3 | May 2012 |
| TWP 108 (New) | 4 | May 2012 |
| TWP 110 | 3 | May 2012 |
| TWP 112 | 3 | May 2012 |
| TWP 114 | 3 | May 2012 |
| TWP 116 | 3 | May 2012 |
| TWP 118 (New) | 3 | May 2012 |
| TWP 120 | 3 | May 2012 |
| TWP 122 | 3 | May 2012 |
| TWP 124 | 3 | May 2012 |
| TWP 126 | 3 | May 2012 |
| TWP 128 (New) | 3 | May 2012 |
| TWP 130 | 3 | May 2012 |
| TWP 132 | 3 | May 2012 |
| TWP 134 | 3 | May 2012 |
| TWP 136 (New) | 3 | May 2012 |
| TWP 138 | 3 | May 2012 |

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| Title | Version | Date issued |
|---------------|----------------|--------------------|
| TWP 142 | 3 | May 2012 |
| TWP 144 | 5 | May 2012 |
| TWP 146 | 3 | May 2012 |
| TWP 148 | 3 | May 2012 |
| TWP 150 | 3 | May 2012 |
| TWP 152 | 4 | May 2012 |
| TWP 154 | 3 | May 2012 |
| TWP 156 (New) | 5 | May 2012 |
| TWP 158 | 3 | May 2012 |
| TWP 160 (New) | 3 | May 2012 |
| TWP 162 | 3 | May 2012 |
| TWP 164 (New) | 4 | May 2012 |
| TWP 166 | 3 | May 2012 |
| TWP 168 (New) | 3 | May 2012 |
| TWP 170 | 3 | May 2012 |
| TWP 172 | 4 | May 2012 |
| TWP 174 (New) | 1 | May 2012 |

Network Forms

| Title | Form version | Date issued |
|--|---------------------|--------------------|
| NRF 000 General Information | N/A | July 2014 |
| NRF 002 Track Occupancy Authority | 6 | July 2014 |
| NRF 003 Infrastructure Booking Authority | 4 | July 2014 |
| NRF 004 Condition Affecting the Network | 3 | July 2014 |
| NRF 005 Special Proceed Authority | 4 | July 2014 |
| NRF 007 Pilot Staff Ticket | 3 | July 2014 |
| NRF 008 Pilot Staff Notice | 3 | July 2014 |
| NRF 010 Pilot Staff Working Introduction | 3 | July 2014 |
| NRF 011 Worksite Warning | 3 | July 2014 |
| NRF 012 Checklist for an Unsignalled Movement within Consolidated Yard Limits | 3 | July 2014 |
| NRF 013 Temporary Rail Bond Approval | 3 | July 2014 |
| NRF 014 Pre-work Briefing | 3 | July 2014 |
| NRF 015A Worksite Protection Plan | 3 | July 2014 |
| NRF 015B Worksite Protection Plan for Lookout Working | 3 | July 2014 |
| NRF 016 Protection Officer's Log Book | 2 | July 2014 |
| NRF 017 Protection Officer's Diary | 2 | July 2014 |

REQUESTS FOR NETWORK MANUALS AND FORMS

Please regularly check that your Network Manuals and Forms are up to date and include the current status sheet numbers for each section, as listed in this Weekly Notice.

If your manuals do not have the correct status sheets, they have not been properly amended and the Safeworking information will not be up to date.

All Sydney Trains staff issued with Network Manuals and who require regular updates and amendments need to contact their relevant distribution officer, as listed in this Weekly Notice, to have their name and contact details included in the distribution list. This will ensure that you receive all updated Network Manuals and Forms.

All requests to receive Safeworking documentation must be forwarded through your controlling officer to the appropriate distribution officer.

Those outside Sydney Trains can access Safeworking information by visiting the RailSafe website at www.railsafe.org.au

External users who wish to purchase hard copies of the Network Rules and Network Procedures can download an order form from the RailSafe website under Contractors on the top menu bar.

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Notice to Subscribers

The Weekly Notice is issued every Tuesday and takes effect from the following Monday.

Those who require the Weekly Notice must ensure they receive it and are aware of the changes that affect their work duties and responsibilities.

Group Manager Rules and Compliance
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 19 August 2014