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**weekly notice**

Monday, 24 March 2014  
Sunday, 30 March 2014



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

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[www.railsafe.org.au](http://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:

<b>Weekly Notice</b>	<b>For Week</b>	<b>Deadline</b>
13	31/3/14–6/4/14	18/3/14
14	7/4/14–13/4/14	25/3/14
15	14/4/14–20/4/14	1/4/14
16	21/4/14–27/4/14	8/4/14

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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## **PROPOSED SHELL COVE STATION – EXCAVATION ADJACENT TO CORRIDOR**

Since **Monday, 18 November 2013**, and continuing until mid-April 2014, the following work will be carried out:

Excavation, formwork, concreting and reinforcement placement (including use of boom pump) will be happening behind an existing timber hoarding (190m in length 2.04m high) adjacent to the main and loop line between CK 108+890 to CK109+080.

This work will allow for the construction of new platform and station structures at the Proposed Shell Cove Station location.

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## END OF DAYLIGHT SAVING – ADJUSTMENT OF CLOCKS

At 0300 hours (3.00 am) on **Sunday, 6 April 2014** daylight saving will end and it will be necessary for all clocks to be set back one hour as soon as practicable after 0300 hours.

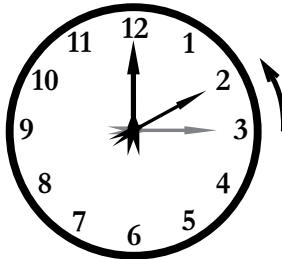
That is, a clock at 0300 hours (3.00 am) EDST (eastern daylight saving time), needs to be set back to show 0200 hours (2.00 am) EST (eastern standard time).

Adjustment of clocks will be arranged as follows.

### **Mechanical, battery-operated and synchronous electric clocks**

All clocks, other than impulse clocks and synchronous clocks that are adjusted by Network Maintenance Division - Operational Technology staff, shall be set back one hour by the officers normally responsible for correcting the time of the clocks.

Note: Clocks numbered SSR1-2 etc. must *only* be set back in the direction of the arrow marked on the clock case. Considerable damage can be done to this type of clock movement if the hands are moved in the direction opposite to that shown by the arrow.



### **Impulse clocks**

Electric impulse clocks, in which the minute hand advances at half-minute intervals, are controlled from a Master Clock, and will be set back one hour by Network Maintenance Division - Operational Technology staff.

### **Tower clocks**

This will include the Sydney Terminal Tower Clock, it will be set back one hour by Customer Environment Division – Facilities Maintenance staff.

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### **Attendance recording machines**

Attendance recording machines will be set back one hour by the staff normally responsible for making attendance recording machine adjustments.

Under arrangements commenced on 1 July 1990, any adjustment difficulties encountered with these machines will need to be rectified by the private firm undertaking maintenance and repairs to those individual machines.

### **Adjustment difficulties**

The Electrical Operating Centre (telephone 9 491 1) should be advised by 1200 hours (noon) on Sunday, 6 April 2011, of any impulse clock that has not been set back one hour (but not any time recorder).

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## **KIAMA (ILLAWARA) – RENEWAL OF 45.2 DISTANT SIGNAL**

Commencing at 0500 hours on **Saturday, 5 April 2014** and continuing until 2300 hours on Sunday, 6 April 2014, the following works will be carried out:

The new colour light LED signal 45.2 DIST installed at 121.230km (see Weekly Notice 07 – 2013) shall be brought into use.

The old 45.2 DIST signal located at 121.386km shall be removed.

The indications and form of signal shall not change.

The signs “Begin Single Light Indication” and “End Single Light Indication” shall be relocated adjacent to the new signal.

**VER17022014**

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## **EPHING TO THORNLEIGH THIRD TRACK PROJECT EPPING (EXCL) – HORNSBY (EXCL) – REMOVAL OF DOWN RELIEF**

Commencing at 0200 hours on **Saturday, 29 March 2014**, and continuing until 0200 hours on Monday, 31 March 2014, the following work will be carried out:

- Removal of the Down Relief between Pennant Hills and Thornleigh
- Removal of TH9 signal
- Removal of 3 Intermediate Trainstop(1) and 3 Intermediate Trainstop(2)

The following signal routes and points will be booked out of use to facilitate the removal of the Down Relief:

- 3(M)A and 3(S)A – Down Main to Down Relief
- 9(M) and 9(S) – Down Refuge to Down Relief
- 50 Points at Pennant Hills – clipped, spiked and XL locked normal
- 52 Points at Thornleigh – clipped, spiked and XL locked normal

There will be no changes to the Homebush ECRL 4 ATRICS map (Rhodes to Normanhurst).

The new arrangements are depicted in the attached Signalling Arrangement Diagram.

**VER11022014**  
**DIAGRAM VER11022014**

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## **GOSFORD (NORTH) – REMOVAL OF UP REFUGE WIRE, DECOMMISSIONING OF GROUND FRAME G & 85 POINTS**

Commencing at 0200 hours on **Saturday, 29 March 2014**, Gosford Up Refuge will be booked out of use with no restoration in its current configuration.

The following work will be carried out:

- Wire run N-UR081A & N-XO080D (Up Refuge & 43 Crossover) will be removed.
- 85A & 85B Points will be Decommissioned with 85B Points being removed and Straight Railed.
- Ground Frame G and Releasing Switch G will be Decommissioned.
- Existing entry into the Up Refuge via 92 and 100 Signals will be Decommissioned.
- Existing entry into the Up Refuge via 40 Signal Push Button will be booked out of use.
- Stop blocks will be installed at 81.270km on the Up Refuge & Goods Siding.
- Buffer Stop Lights will be installed on the Up Refuge (Red / White) and Goods Siding (Red) Stop Blocks.
- The Weighbridge Road will be decommissioned.

The Indication Panel at Gosford Signal Box will be amended to reflect the new layout.

The new arrangements are depicted in the attached Signalling Arrangements Diagram.

**VER03032014  
DIAGRAM VER03032014**

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## **NORTH STRATHFIELD – RELOCATION OF ST188 AND INSTALLATION OF SIGNAL ST184RH JUNCTION REPEATER**

Commencing at 0200 hours on **Saturday, 29 March 2014**, and continuing until 0200 hours on Monday 31 March 2014, the following work will be carried out:

- Existing signal ST188 will be moved approximately 20m towards the City to 14.435Km. The yellow aspect of the top head will be removed and covered by a blanking plate. The existing shunt route indicator will also be removed.
- A new right hand junction route indicator will be installed on top of the existing ST184 signal and will be hooded, crossed and booked out of use until the final commissioning.
- The Control & Indication Panels at Strathfield Signal Box will remain unaltered at this stage. The panels will be amended during the final commissioning to reflect the final layout.

The new arrangements are depicted in the attached Signalling Arrangements diagram.

**VER03032014  
DIAGRAM VER03032014**

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## **ALBION PARK (ILLAWARRA) – RENEWAL OF 51A POINTS AND 51B CATCH POINTS**

Commencing at 0200 hours on **Saturday, 5 April 2014**, and continuing until 0200 hours on Monday, 7 April 2014, the following work will be carried out:

- The existing 51A points and 51B catch points on the Illawarra Main will be renewed. The point mechanisms will be replaced with Westinghouse D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 59A points will be moved approximately 1m towards Sydney and 51B catchpoints will be renewed in the same location.

**VER04112013**

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## **GOSFORD (NORTH) – REMOVAL OF SIGNALLING EQUIPMENT BUNGALOW GF50.8 AND INSTALLATION OF SIGNALLING EQUIPMENT BUNGALOW GF77 AND ITS ASSOCIATED POWER ROOM**

Commencing at 0800 hours on **Saturday, 29 March 2014**, signalling equipment bungalow GF 50.8 adjacent to the Up Relief at 81.715km will be removed and the new bungalow GF77 will be installed adjacent to the Down Refuge Loop at 81.715km.

- The following work will be carried out:
- GF 50.8 bungalow will be removed.
- New GF 77 bungalow will be commissioned

The ESML's for 86, 88 and 89 points will be relocated to the wall of the new GF77 signalling equipment bungalow.

The new arrangements are depicted in the attached Signalling Arrangements Diagram.

**VER18022014**  
**DIAGRAM VER18022014**

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## SYDNEY (EVELEIGH) REMOVAL OF SHUNTERS CABIN AND INSTALLATION OF NEW SHUNTERS CONTROL UNIT

Commencing at 0700 hours on **Saturday, 5 April 2014** and continuing until 1730 hours on Sunday, 6 April 2014 the following work will be carried out:

The Eveleigh shunters cabin control panel and indication panel will be removed.

A new Eveleigh local control unit located on Dis Box 7/8A will be commissioned into use.

Rail Vehicle Detection will be removed from the No 2 shunting neck.

Rail Vehicle Detection will be reduced to SSAT over 673B points only on the No 1 shunting neck/transfer Road.

The buffer stop lights located at the country end of the No.1 and No.2 shunting necks will be upgraded to LED type lights.

The following table shows the changes to the shunter controlled signals and points from the Eveleigh shunters cabin control to the new Shunters control panel.

Signal/ Point	Description	Remarks
1E	Shunt – Transfer Road to Shunting Neck.	Existing signal 1E upgraded to LED. Now controlled from new shunters control panel.
2E	Shunt – Down Illawarra Dive to Shunting neck.	Existing signal 2E remains unchanged. Now controlled from new shunters control panel.
OLD 3E	Shunt – No 2 Shunting Neck to No 1 Shunting Neck.	To be Removed
NEW 3E	Shunt – Shunting Neck to Transfer Road.	Existing signal renamed and upgraded to LED. Formerly 14E renamed to 3E and now controlled from the new shunters control panel.
9E A&B	Points – No 2 Shunting Neck to No 1 Shunting Neck.	Control to be removed. Spike and lock to be removed. New hand operated Thornley levers to be installed and brought into use.

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Signal/ Point	Description	Remarks
10E A&B	Points – No 2 Shunting Neck to Transfer Road.	Control to be removed. New Hand operated Thornley levers to be installed and brought into use.
OLD 14E	Shunt – Shunting Neck to Transfer Road.	Renamed to 3E and upgraded to LED. Now controlled from new shunters control panel.
15E	Shunt – No 2 Shunting Neck to Transfer Road or No2 Shunting neck.	To be Removed
16E	Shunt – No 1 Shunting Neck to Transfer Road or No 2 Shunting Neck.	To be Removed

## **Operation of the new Shunters control panel**

### **Eveleigh shunters**

Refer to notice plate and control unit details located on drivers diagram in this weekly notice.

A new telephone will be installed adjacent to Dis Box 7/8A for direct connection between Sydney signal box and the shunter. This phone will also ring to the shunters office when selected.

A new telephone will be installed adjacent to the No 1 shunting neck points and will ring to the shunters office.

### **Sydney signal box**

The Sydney signal box operation of control for trains entering Eveleigh using SY525 signal and leaving Eveleigh using SY532 signal remains the same.

The Sydney signal box control panel will be altered to reflect the infrastructure changes.

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### **Signalling Arrangements Diagram**

A diagram showing the new arrangement, new shunters control unit layout and shunters control unit notice plate detail appears in this weekly notice.

**VER21022014**  
**DIAGRAM VER21022014**

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## **ROOTY HILL (WEST) – COMMISSIONING OF HOLCIM SIDINGS**

Commencing at 0200 hours on **Saturday, 5 April 2014**, and continuing until 0200 hours on Monday, 7 April 2014, the following works will be carried out:

A turnout from the Up Main West line to Holcim Sidings No. 1 & 2, Shunting Neck and associated signalling infrastructure will be brought into use.

The relevant infrastructure is shown on the Rooty Hill/Holcim Sidings Signalling Arrangements published in Weekly Notice 11 – 2014 and 12 – 2014.

### **Train Operations**

Entry to Holcim Sidings from the Up Main West line will be authorised via Signal RH3 (LED type) using an adjacent pushbutton control. Trains to enter Holcim Sidings will travel on the Up Main West line from St Marys and must stop with the train fully behind RH3 Signal. A "Points Cleared 530m" board will be provided as a reference point.

Entry to the Up Main West line from Holcim Sidings will be authorised via a 120" release given by the Signaller at St Marys. Once the release has been acknowledged, Signal RH4 (LED type) will be able to be operated using a push button control. The pushbutton will be located approximately 50 metres on the approach side of RH4 Signal.

### **Pushbutton Operation**

#### **Holcim Sidings to the Up Main West. RH4 Signal**

1. Contact the Signaller at St Marys to obtain a release to exit Holcim Sidings. Once the release is acknowledged press the 'Cancel' button. The Signal will display red lights, the Points Indicator arrow will extinguish and the 'Points Free' green light will begin to flash.
2. Once the 'Points Free' light is steady, press the 'Main' button and 50 Points will set reverse.
3. Once the Points are reverse, RH4 Signal will display a proceed indication. This is also indicated by the 'Signal Repeater' displaying a green light. The 'Points Free' light will be extinguished.

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4. When the train movement has completed, the points will automatically set normal. The Points Indicator will display an arrow pointing to the left. All lights in the push button control will extinguish.
5. If necessary RH4 Signal can be set to stop by pressing the 'Cancel' button. RH4 Signal will display red lights and after a timeout period the points will automatically set normal. The Points Indicator will display an arrow and the Up Main West line Signals will re-clear.

### **Up Main West to Holcim Sidings. RH3 Signal**

1. With the train at RH3 Signal, press the 'Cancel' button. Signal RH4 will display red lights, the Points Indicator arrow will extinguish and the 'Points Free' green light will begin to flash.
2. Once the 'Points Free' light is steady, press the 'Siding' button and 50 Points will set reverse.
3. Once the points are reverse, RH3 signal will display a proceed indication. This is also indicated by the 'Signal Repeater' displaying a green light. The 'Points Free' light will be extinguished.
4. When the train movement has completed, the points will automatically set normal. The Points Indicator will then display an arrow pointing to the left and the Up Main West line Signals will re-clear. All lights in the push button control will extinguish.
5. If necessary RH3 Signal can be set to stop pressing the 'Cancel' button. RH3 Signal will display red lights and after a timeout period, the points will automatically set normal. The Points Indicator will display an arrow and the Up Main West line Signals will re-clear once the train has further proceeded towards Sydney.

Summarised instructions for the above operations will be placed in each pushbutton box.

Up Main West line Signals RH6, RH8 and RH10 will operate automatically. When RH3 or RH4 are used to or from Holcim Sidings these signals will be placed at stop with the 'A' light on RH8 Signal extinguished. If a train is closely approaching when the operation of RH4 has commenced, RH6, RH8 and RH10 will be maintained at proceed. Once the train has passed the signals they will be held at stop until the siding operation is complete or cancelled.

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The points indicator on RH4 will display a white arrow pointing to the left when 50 Points are normal to allow train movements into the shunting neck.

Changes to the signalling infrastructure are detailed below and are shown on the Rooty Hill/Holcim Sidings Signalling arrangements

### Signals

The new and altered signals will display indications in accordance with the Network Rules.

The following table summarises the new and altered signals and routes:

Signal	Route	Line	Description	Indication	Remarks
RH3	3(S)	Up Main West	Shunt - Up Main West to Siding	–	New Signal
RH4	4(S)A	Holcim Siding	Point indicator - Shunting neck	White left arrow	New Signal
	4(S)B	Holcim Siding	Shunt - Siding to Up Main West	–	
RH6	6(S)	Up Main West	Shunt - Up Main West	Yellow Green light (with RH8 clear)	New Signal
RH8	8(M)	Up Main West	Main - Up Main West	–	Existing signal renamed from M24.8. Heads realigned vertically and fitted with an 'A' light.
RH10	10(M)	Up Main West	Main - Up Main West	–	Existing signal renamed from M25.4.

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### Notice boards

New notice boards will be installed as shown in the table below:

Kilometrage (Approx)	Description	Remarks
38.946	Notice board	Points cleared 530m.
39.595	Notice board	Instructions for passing signal RH6 at stop.
39.902	Notice board	Instructions for passing signal RH8 at stop.
40.799	Notice board	Instructions for passing signal RH10 at stop.

### Points

The following table details the points that will be brought into use:

Points	Kilometrage (Approx)	Line	Description	Remarks
50A	39.491	Up Main	In-bearer Spherolock D84 Mk III	New points.
50B	39.672	Holcim Siding	In-bearer Spherolock D84 Mk III	New points.
–	39.692	Holcim Siding No.1	Hand lever operated	New points.
–	40.313	Holcim Siding No.1	Hand lever operated	New points.

### Speed Signs

New speed signs will be installed as shown in the table below:

Kilometrage (Approx)	Description	Remarks
39.476	25km/h turnout speed	Installed on Up Main West line down direction.
39.687	25km/h turnout speed	Installed on Holcim Siding line up direction.

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## Telephones

Telephones will be provided as shown and all phones will ring St. Marys Signal Box.

## Drivers Pushbutton Control Boxes

The control box faceplates and instructions are provided as shown. The following table details the new pushbutton control boxes that will be brought into use:

Pushbutton Control Box	Kilometrage (Approx)	Line	Description
RH3	39.476	Up Main West	Indications: Points Free, Signal Repeater Push Buttons: Siding, Cancel
RH4	39.737	Holcim Sidings	Indications: Points Free, Signal Repeater Push Buttons: Main, Cancel

### RH3 Drivers Push Button Control Box Instructions

Step	Action (set route to Sidings)	Indication
1	Press 'Cancel' button to free points	'Points Free' green light flashes After a period of time 'Points Free' light will steady
2	To set points reverse Press 'Siding' button to set route for Holcim Sidings	'Signal Repeater' green light Signal displays proceed 'Points Free' light extinguished
3	If required Press 'Cancel' button to set signal to stop	'Signal Repeater' light extinguished Signal displays red lights (after a period of time points set normal)

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### RH4 Drivers Push Button Control Box Instructions

Step	Action (set route to Up Main)	Indication
1	Once release is acknowledged press 'Cancel' button to free points	'Points Free' green light flashes Signal displays red lights Points indicator arrow extinguished After a period of time 'Points Free' light will steady
2	To set points reverse Press 'Main' button to set route for Up Main West	'Signal Repeater' green light Signal displays proceed 'Points Free' light extinguished
3	If required Press 'Cancel' button to set signal to stop	'Signal Repeater' light extinguished Signal displays red lights After a period of time signal red lights extinguish Points indicator arrow displayed (points set normal)

#### Maintenance Isolation switch

A maintenance isolation key switch will be provided on the external wall of the new RH6 location. This is to lock 50 Points in the normal position when maintenance work is being performed. A yellow light indicates 50 points normal detection.

#### Local Control Override Switch

A local control override switch will be provided on the external wall of new RH6 location. The system will be non-operational, with the override locked permanently in the 'Forced' position until further notice. In this mode the signalling will operate automatically or from the local pushbuttons.

#### St. Marys and Blacktown Signal Box

A release push button and control indication will be provided at St Marys Signal Box. The release is required when using RH4 Signal pushbutton to set a route to the Up Main West. The Train Visibility System in both Blacktown and St. Marys signal boxes will be updated to the new layout.

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## **TRAIN EXAMINATIONS – EXTRA PRECAUTIONS DURING THE WOLO RISK PERIOD (OCTOBER TO MARCH)**

### **ATTENTION: All train examiners**

Rollingstock can contribute to track buckles.

Between October to March each year, higher temperatures increase the risk of track buckles on welded track due to expansion of the rails.

Rollingstock with poorly tracking or hunting bogies can apply additional lateral force to the rails that disturb the track structure under these conditions. This can contribute to track buckling under a train or after the passage of a train.

### **Train examinations: Passenger and freight trains**

To reduce the track buckling forces from rollingstock, the following components should be inspected more closely during the WOLO risk period:

#### **Constant contact side bearers (where fitted)**

Check for wear of non-metallic components, and that the side bearers are seating correctly with no gap (see Figure 2). This applies mainly to freight, but also applies to passenger rollingstock such as NHA bogies under XPT and J type bogies under L, R, S, K and C sets.

#### **Friction wedges**

Check for excessive wedge rise, condemn notch thickness, and wear plate condition.

#### **Wheel profiles**

Check for excessive flange wear and arises.

#### **Overloading or unbalanced loading**

Check For spring deflection, obviously incorrect loading of wagon including over decks of multipack wagons.

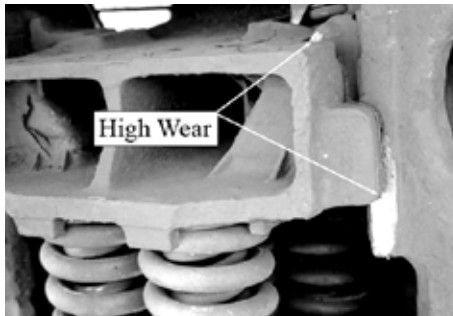
*Continued on the next page*

## Evidence of hunting

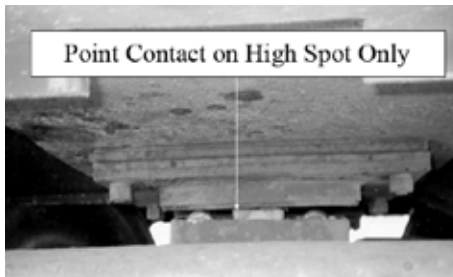
Tell-tale signs of hunting are any of the following:

- fresh bolster gib wear (see Figure 1)
- wear between the side of the friction wedge and bolster pocket (see Figure 1)
- fresh wear between the axle box or the bearing adaptor and bogie side frame
- melting of plastic elements in the constant contact side bearers due to friction heating (see Figure 3).

Freight wagons with the following hunting defects should be marked off, or reduced to 50km/h maximum speed, when a WOLO has been declared.



**Figure 1:** High gib/side frame wear and friction wedge lateral wear



**Figure 2:** Constant contact side bearer with point contact



**Figure 3:** Constant contact side bearers with melted plastic blocks

### **What to do if defects are detected or reported**

Defects are usually identified via passenger complaints (for passenger trains), and drivers and wayside staff reports and observations, including roll-by inspections (for freight trains).

Any passenger vehicle, freight train or locomotive should undergo corrective action if suspected of hunting.

Freight vehicles showing any of the above defects should be marked off, or operate at reduced speed until corrective action is taken.

The reduced speed shall be the maximum permitted track speed not exceeding 50km/h when a WOLO has been declared.

The reduced speed when a WOLO has been declared is published in the Train Operating Conditions Manual General Instruction Pages, Section 3 Page 5.

**Note:** These items form part of the normal train examination procedures, but are especially important at this time of year when track buckles are a greater risk. Please refer to your examiners manuals for the inspection procedure and limits for these components and, if you have any questions, speak with your supervisor.

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## TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH

### **ATTENTION: All engineering and construction staff who work on or about the track**

Disturbance of the track during the period October to March can cause track misalignments (track buckles).

Be aware of:

- Bumping of the track (e.g bumping the track with a front-end loader).
- Knocking down or removing ballast profile (e.g running along the ballast shoulder in a truck).
- Undermining the ballast profile by excavation (e.g excavating a trench beside or under the track).

### **Report all track disturbances**

If the track is disturbed, report it immediately to local track staff.

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## STATUS OF TOM NOTICES

<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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
004–2012	TWP 176: Wayside Train Condition Monitor Alarms	27/9/12	7/10/12
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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<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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
018–2013	WAR 202: Bogie Faults	31/10/13	10/11/13
019–2013	WAR 001: Stabling	31/10/13	10/11/13
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

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Number	Title	Issued	Effective
080-2013	Procedures for Trains Entering - Departing Macdonaldtown stabling yard	3/10/13	13/10/13
081-2013	NLA Explanatory notes	3/10/13	14/10/13
082-2013	NLA Introduction	3/10/13	14/10/13
083-2013	NLA 420 Bomaderry (Nowra)	3/10/13	14/10/13
084-2013	NLA 114: Strathfield	3/10/13	14/10/13
095-2013	NLA 108: Central - Sydenham (via Green Square)	10/10/13	20/10/13
098-2013	NLA 510: Sydenham – Glenfield	17/10/13	27/10/13
096-2013	Trial of Signal Key Switches	24/10/13	3/11/13
099-2013	NLA 418: Wollongong - Bomaderry (Nowra)	31/10/13	16/11/13
105-2013	Worksite Protection Plan – Tablet Version Trial	7/11/13	17/11/13
107-2013	NLA 302: Hornsby	14/11/13	24/11/13
104-2013	Network Rules – Network Procedures	21/11/13	1/12/13
120-2013	NLA 618: Chullora	21/11/13	2/12/13
121-2013	NLA 616: Enfield	21/11/13	2/12/13
114-2013	NLA 320: Broadmeadow – Newcastle	28/11/13	12/12/13
108-2013	NLA 306: North Sydney	5/12/13	15/12/13
122-2013	NLA 208: Blacktown	5/12/13	15/12/13
123-2013	NLA 402: Sydenham	5/12/13	15/12/13
125-2013	NLA 500: Lidcombe - Campbelltown	5/12/13	15/12/13
126-2013	Metropolitan Freight Network (MFN) – ARTC Assume Signalling Control Function of Enfield	5/12/13	16/12/13
109-2013	NLA 416: Wollongong	12/12/13	22/12/13
110-2013	OSP 3: Protection Arrangements for Repairing Trains in Service	12/12/13	22/12/13
111-2013	OSP 23: Responding to Wayside Train Condition Monitoring Alarms	12/12/13	22/12/13
112-2013	Trial of New Speed Signs in the Sydney Trains Network	12/12/13	22/12/13
115-2013	NLA 608: Port Kembla	12/12/13	22/12/13
116-2013	NLA 502: Sefton Park Junction	12/12/13	22/12/13

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<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
117–2013	NLA 212: Penrith – Wallerawang	12/12/13	22/12/13
118–2013	NLA 504: Campbelltown	12/12/13	22/12/13
119–2013	NLA 200: Lidcombe – Penrith	12/12/13	22/12/13
007–2014	Exception to TWP 108: Route Knowledge	19/12/13	3/1/14
001–2014	Network Rules – Network Forms – Network Procedures	9/1/14	19/1/14
002–2014	NLA 202: Clyde Down Sidings	9/1/14	19/1/14
003–2014	NLA 206: Clyde and Granville	9/1/14	19/1/14
004–2014	NLA 312: Gosford	9/1/14	19/1/14
005–2014	Worksite Handsignaller Ahead Signs NSG 604	9/1/14	19/1/14
006–2014	NLA 318: Broadmeadow – Woodville Junction	9/1/14	19/1/14
008–2014	NTR 406: Using Train Lights	23/1/14	2/2/14
009–2014	NSG 608: Passing Signals at Stop	23/1/14	2/2/14
016–2014	NLA 102: Sydney Terminal	30/1/14	9/2/14
011–2014	NLA 104: City Circle	6/2/14	16/2/14
012–2014	NLA 100: Central	6/2/14	16/2/14
013–2014	NLA 110: Central - Lidcombe	6/2/14	16/2/14
017–2014	NLA 314: Gosford - Broadmeadow	6/2/14	16/2/14
018–2014	NLA 400: Central - Sutherland	6/2/14	16/2/14
015–2014	NLA 316: Sulphide Junction	6/2/14	16/2/14
019–2014	NLA 300: Strathfield – Hornsby	13/2/14	23/2/14
020–2014	NLA 304: Central – Hornsby	13/2/14	23/2/14
021–2014	NLA 310: Hornsby – Gosford	13/2/14	23/2/14
014–2014	NLA 214: Lithgow	20/2/14	2/3/14
022–2014	Speno Ultrasonic Testing	20/2/14	2/3/14
023–2014	NLA 410: Sutherland - Wollongong	20/2/14	2/3/14
027–2014	NLA 508: Sydenham - Sefton Park Junction	20/2/14	2/3/14
035–2014	Southern Sydney Freight Line (SSFL) – Shared Corridor Protocols	13/3/14	23/3/14
026–2014	NLA 116: Flemington	13/3/14	23/3/14

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# STATUS OF NETWORK MANUALS AND FORMS

## Network Manuals

<b>Title</b>	<b>Status Sheet</b>	<b>Date issued</b>
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### Network Rules

General	9	July 2012
Work on Track	12	July 2012
Train Working	8	July 2012
Systems of Safeworking and Special Working	5	July 2012
Signals and Signs	9	July 2012
Glossary	8	July 2012

### Network Procedures

Procedures	12	July 2012
Forms	8	July 2012

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)

### Network Local Appendices

Network Local Appendices	9	Dec 2012
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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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### Operator Specific Procedures

OSP 3	8	May 2012
OSP 4	4	Sept 2009
OSP 5	5	Sept 2009

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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
OSP 6	4	Sept 2009
OSP 7	6	May 2012
OSP 8	3	Sept 2009
OSP 9	5	May 2012
OSP 10	3	Sept 2009
OSP 11	6	May 2012
OSP 12	6	Sept 2009
OSP 13	3	Sept 2009
OSP 14	6	May 2012
OSP 15	5	Sept 2009
OSP 16	6	May 2012
OSP 17	3	Sept 2009
OSP 18	5	Sept 2009
OSP 19	3	Sept 2009
OSP 20	4	May 2012
OSP 21	5	May 2012
OSP 22	2	Sept 2009

### **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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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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

<b>Title</b>	<b>Form version</b>	<b>Date issued</b>
NRF 000 General Information	N/A	Dec 2010
NRF 002 Track Occupancy Authority	5	Aug 2005
NRF 003 Infrastructure Booking Authority	3	Aug 2005
NRF 004 Condition Affecting the Network	2	May 2007
NRF 005 Special Proceed Authority	3	July 2012
NRF 007 Pilot Staff Ticket	2	Aug 2005
NRF 008 Pilot Staff Notice	2	Aug 2005
NRF 010 Pilot Staff Working Introduction	2	Aug 2005
NRF 011 Worksite Warning	2	Aug 2005
NRF 012 Checklist for an Unsignalled Movement within Consolidated Yard Limits	2	Aug 2005
NRF 013 Temporary Rail Bond Approval	2	Aug 2005
NRF 014 Pre-work Briefing	2	July 2012
NRF 015A Worksite Protection Plan	2	July 2012
NRF 015B Worksite Protection Plan for Lookout Working	2	July 2012
NRF 016 Protection Officer's Log Book	1	Dec 2010
NRF 017 Protection Officer's Diary	1	Dec 2010

## 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](http://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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## DISTRIBUTION OFFICER CONTACT FORM

Are you a new distribution officer? Y / N

Are you replacing the previous distribution officer? Y / N

### Add

Full name:

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Business Group:

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Division:

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Telephone:

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E-mail:

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Business Group:

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Please scan and e-mail the completed form to [NRU@transport.nsw.gov.au](mailto:NRU@transport.nsw.gov.au)

Alternatively, the form is available online at the following address:

[www.railsafe.org.au/weekly-notices](http://www.railsafe.org.au/weekly-notices)











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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, 11 March 2014