

12

weekly notice

Monday, 20 March 2017
Sunday, 26 March 2017



See online for all Safeworking Information

www.railsafe.org.au

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 SAFETY AND ACCREDITATION
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
13	27/3/17–2/4/17	28/2/17
14	3/4/17–9/4/17	7/3/17
15	10/4/17–16/4/17	14/3/17
16	17/4/17–23/4/17	21/3/17

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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Network Rules Specialist

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END OF DAYLIGHT SAVING – ADJUSTMENT OF CLOCKS

At 0300 hours (3.00 am) on **Sunday, 2 April 2017** 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.

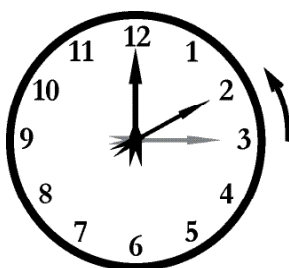
That is, a clock at 0300 hours (3.00 am) EDST (eastern daylight saving time), needs to be set back to show 0200 hours (2.00 am) EST (eastern standard time).

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.

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, 2 April 2017, of any impulse clock that has not been set back one hour (but not any time recorder).

George Asimakopoulos

Passenger Information Operations Manager

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MILSONS POINT (NORTH SHORE) – REPOSITIONING OF SIGNAL SH 2.67

Commencing at 0600 hours on **Saturday, 1st April 2017**, and continuing until 2230 hours on Sunday 2nd April 2017, the following work will be carried out:

- Signal SH2.67 on the Down Shore line will be repositioned and mounted on structure NS 4+310 at 4.267km.

VER 16022017

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HARRIS PARK TO PENDLE HILL: CONVERSION OF GE419 SIGNAL TO LED TYPE

Commencing at 0200 hours on **Saturday, 25 March 2017**, and continuing until 0200 hours on Monday, 27 March 2017 the following work will be carried out:

- Signal GE419 will be renewed to LED type lamps.

The indications displayed remain the same, as will the form of the signals.

VER17022017

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NORTH SYDNEY: (WYNYARD – WAVERTON HEADWAY IMPROVEMENTS)

Commencing at 0200 hours on **Saturday, 1 April 2017** and continuing until 0200 hours on Monday, 3 April 2017, the following work will be carried out:

Down Shore

The following signals will have medium aspect removed:

- NS331SH,
- NS327SH,
- NS327SH Co-acting and
- NS321SH

NS321SH signal profile will be reconfigured with the 'A' light moved from the top to the bottom of the signal.

Up Shore

- NS306SH will have medium aspect removed
- NS302SH signal will have medium aspect removed associated with (M) A route.

VER: 01/02/2017

Scott Watson

Commissioning Manager

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NARARA (NORTH) – PROVISION OF NEW ATP SIGNS

Commencing at 0900 hours and continuing until 1400 hours on **Monday, 27th March 2017**, ATP signage changes will be carried out at Narara as part of the Advanced Train Control Migration System (AMS) – Generic System Function Testing (GSFT) stage.

Existing "BEGIN ATP" and "END ATP" signage will be removed on the Down Main approximately 200m country side of 52.9 signal and the Up Main approximately 200m Sydney side of 54.3 signal.

As shown on the attached drivers diagrams, a new "BEGIN ATP" sign will be provided at 85.070km on the Down Main approximately 90m country side of 52.9 signal (84.980km) and a new "END ATP" sign will be provided at 85.595km on the Up Main approximately 390m Sydney side of 53.4 signal (85.984km).

The signs will have white retro-reflective text on a black background.

VER 14022017

DRIVERS DIAGRAM VER 07022017

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A diagram of a rectangular box with a hatched border. The border is composed of diagonal lines sloping downwards from left to right. The interior of the box is white.

DOWN MAIN →

← UP MAIN

52.9

84.980km

52.9

ATP		

85.070Km

△ △

BEGIN
ATP

53.4B

52.9B

A

ADJOINS SHEET 2 OF 14

A

△

▲



VER07022017

NIAGARA PARK

LISAROW



87.047Km



XCX



85.984Km



87.878Km



Transport
for NSW

ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - GSFT STAGE 1

DRIVERS DIAGRAM

54.1C

PACIFIC HWY

54.1D

54.1F

56.2B

55.9

89.855Km

55.9
PS
XCX

DOWN MAIN →

← UP MAIN

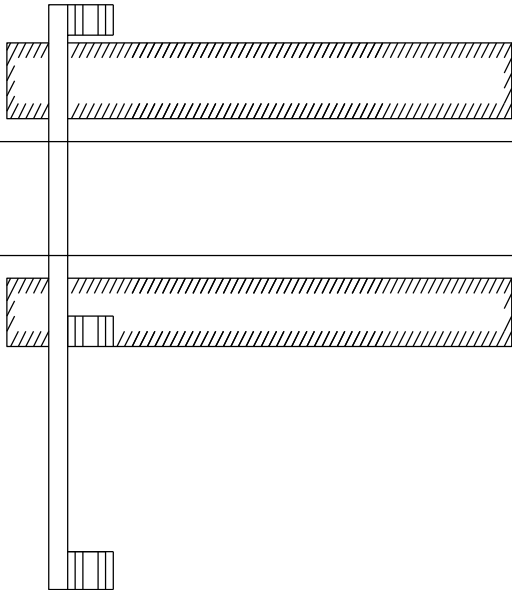
ADJOINS SHEET 3 OF 14



90.173km

56.2

56.2



OURIMBAH

57.2F

CHITAWAY ROAD

PS
57.2C
XCX

ADJOINS SHEET 5 OF 14



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ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - GSFT STAGE 1

DRIVERS DIAGRAM

4 OF 14

VER07022017

ADJOINS SHEET 4 OF 14

56.9

91.563km

56.9



OURIMBAH
SUBSTATION



56.9C

58.1

93.683km

58.1



57.2

57.2

92.163km

56.9D



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - GSFT STAGE 1

DRIVERS DIAGRAM

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VER07022017

ADJOINS SHEET 5 OF 14

XCX

58.4

58.1B



58.8

94.845Km
58.8

58.1D



TUGGERAH
SECTIONING HUT

58.1F

58.1G

OURIMBAH CREEK

ADJOINS SHEET 7 OF 14



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ADVANCED TRAIN CONTROL MIGRATION SYSTEM

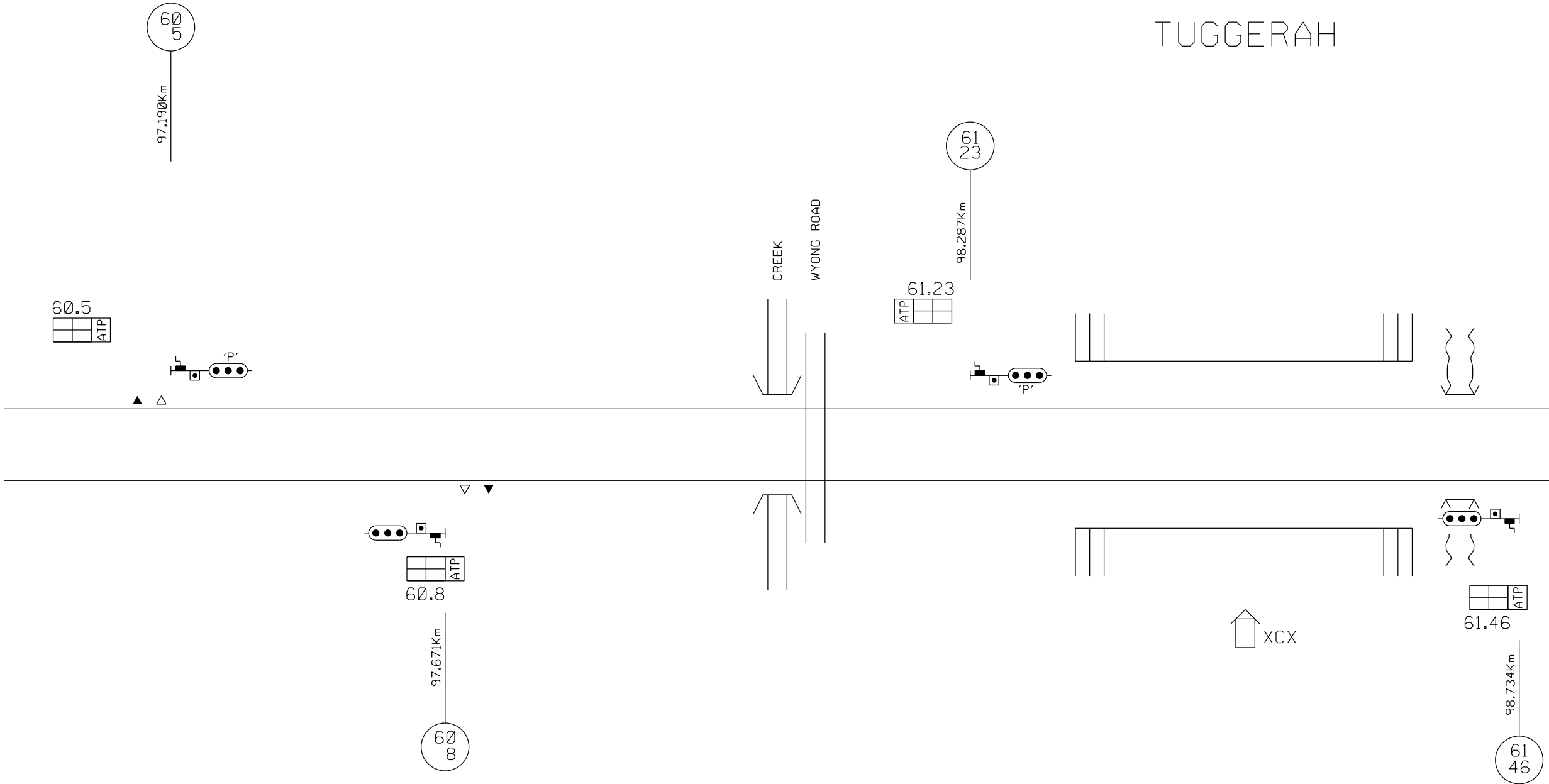
SYSTEM INTEGRATION TESTING AREA - GSFT STAGE 1

DRIVERS DIAGRAM

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VER07022017

TUGGERAH



- LEGEND :
- △ DOWN DIRECTION FIXED BALISE
 - ▽ UP DIRECTION FIXED BALISE
 - ▲ DOWN DIRECTION CONTROLLED BALISE
 - ▼ UP DIRECTION CONTROLLED BALISE

WYONG / WARNERVALE (NORTH) – PROVISION OF NEW ATP SIGNS

Commencing at 0900 hours and continuing until 1400 hours on **Monday, 27th March 2017**, ATP signage changes will be carried out at Warnervale as part of the Advanced Train Control Migration System (AMS) – Generic System Function Testing (GSFT) stage.

Existing "BEGIN ATP" and "END ATP" signage will be removed on the Up Main approximately 200m Sydney side of WG32 signal and the Down Main approximately 200m country side of 64.3 signal.

As shown on the attached drivers diagrams, a new "BEGIN ATP" sign will be provided at 105.100km on the Up Main approximately 260m country side of WG32 signal (104.839km) and a new "END ATP" sign will be provided at 105.100km on the Down Main approximately 155m Sydney side of 65.5 signal (105.255km).

The signs will have white retro-reflective text on a black background.

VER 14022017

DRIVERS DIAGRAM VER 07022017

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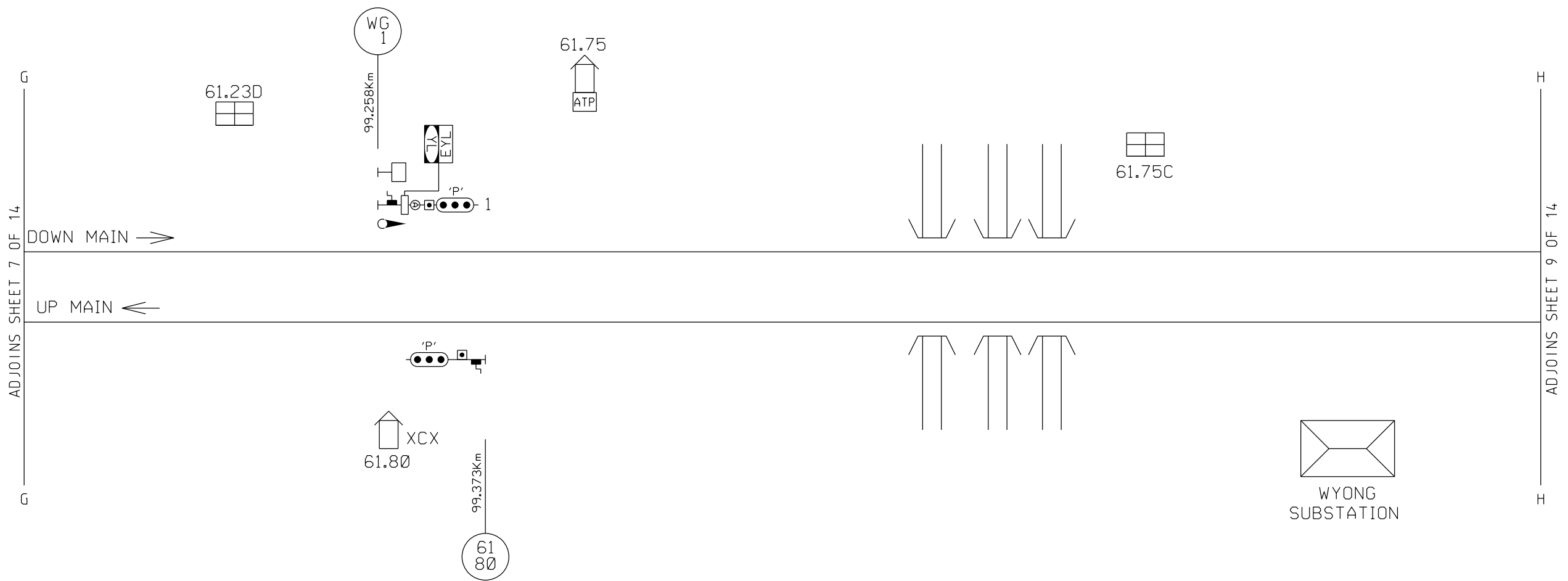
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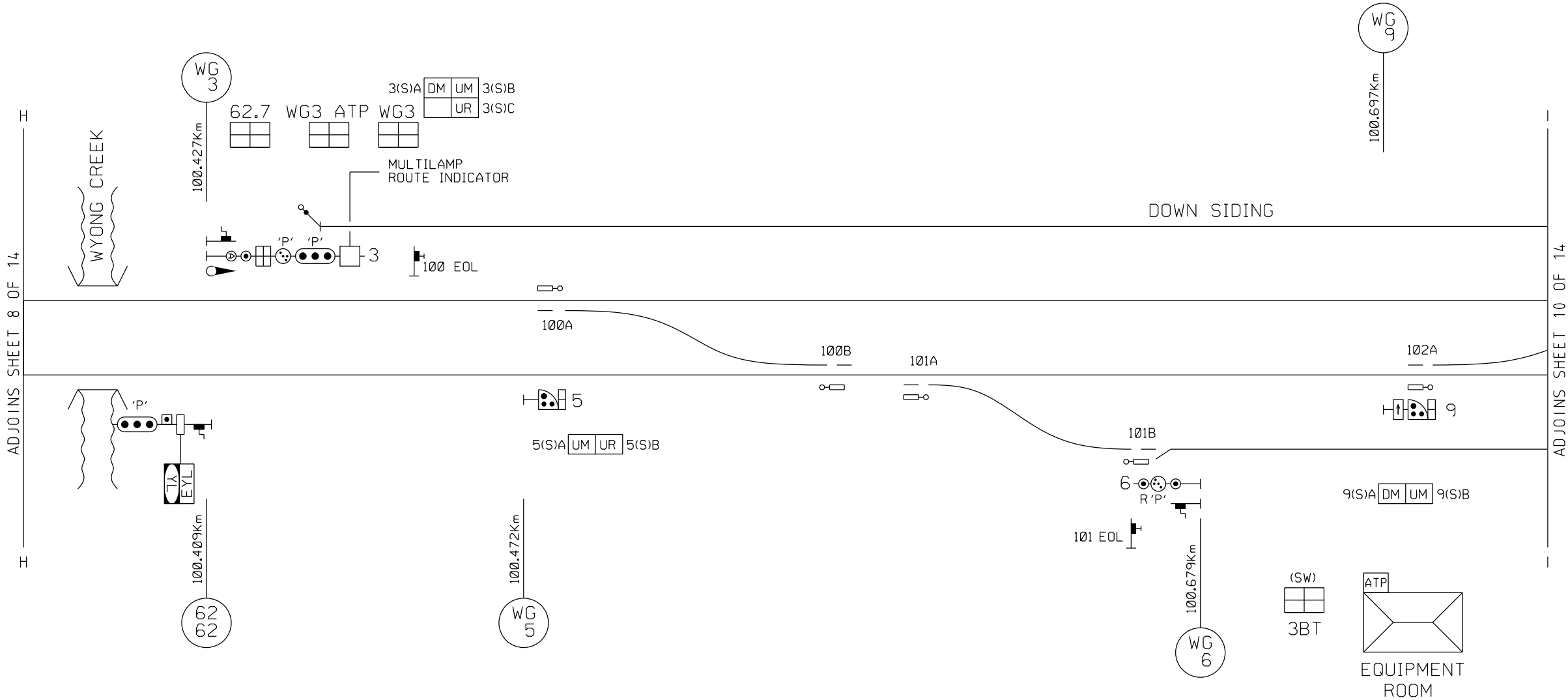
WG3	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	•+U
	(S)B	UP MAIN	UM
	(M)C	UP REFUGE LOOP	•+R
(S)C	UP REFUGE LOOP	UR	

WG5	(S)A	UP MAIN	UM
	(S)B	UP REFUGE LOOP	UR

EMERGENCY SWITCH MACHINE LOCK (ESML) (MOUNTED IN CUPBOARD SECURED BY S.L. LOCK) RELEASES KEY WITH CRANK HANDLE ATTACHED FOR 102 & 103 POINTS				
POINTS	TYPE	POINTS	WARDING	INDEX
WESTINGHOUSE M3A	102			A-F
WESTINGHOUSE M3A	103			A-G

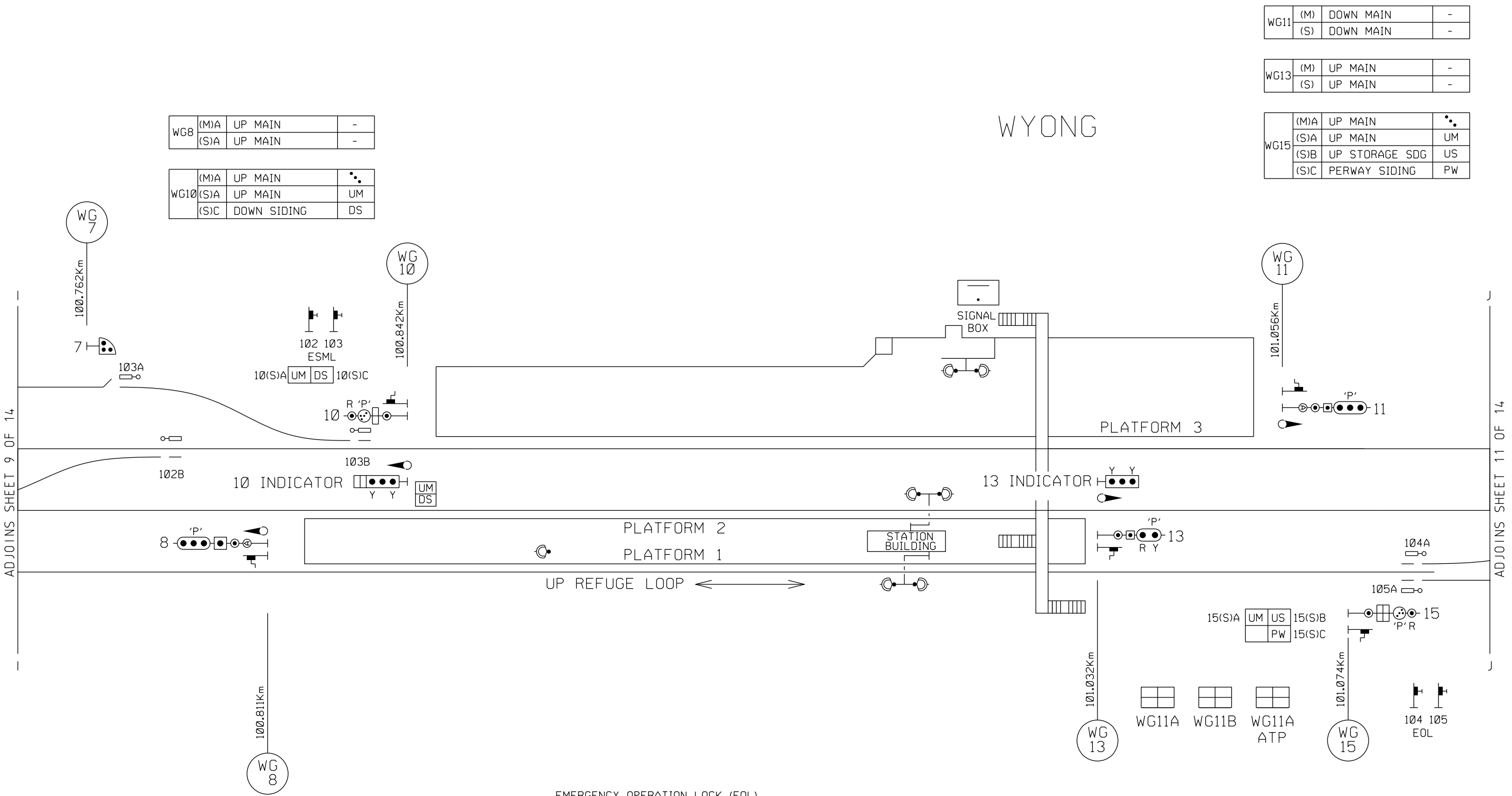
EMERGENCY OPERATION LOCK (EOL) (MOUNTED IN 53J/S CUPBOARD SECURED BY S.L. LOCK)				
POINTS	TYPE	INDEX	KEY	INSCRIPTION
100A	WBS D84M	AD	FORTRESS	WYONG 100 EOL AND 100A PTS MTR
100B	WBS D84M	AD	FORTRESS	WYONG 100 EOL AND 100B PTS MTR
101A	WBS D84M	AE	FORTRESS	WYONG 101 EOL AND 101A PTS MTR
101B	WBS D84M	AE	FORTRESS	WYONG 101 EOL AND 101B PTS MTR

WG6	(M)A	UP MAIN	-
	(S)A	UP MAIN	-



ADJOINS SHEET 9 OF 14

ADJOINS SHEET 11 OF 14



WG8	(M)A	UP MAIN	-
	(S)A	UP MAIN	-

WG10	(M)A	UP MAIN	••
	(S)A	UP MAIN	UM
	(S)C	DOWN SIDING	DS

WG11	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-

WG13	(M)	UP MAIN	-
	(S)	UP MAIN	-

WG15	(M)A	UP MAIN	••
	(S)A	UP MAIN	UM
	(S)B	UP STORAGE SDG	US
	(S)C	PERWAY SIDING	PW

EMERGENCY OPERATION LOCK (EOL)
MOUNTED IN CUPBOARD SECURED BY S.L. LOCK
RELEASES FORTRESS KEY FOR POINTS MOTOR

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	NUMBER OF BACKDRIVERS	BEARER	MECHANICAL DRIVE	EMERGENCY OPERATION			LOCATION	INSCRIPTION
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX		
104A	WBS D84M MKIII	NO	-	CONCRETE	SPHEROLOCK	EOL KEY	A-H	A-H	A END	WYONG EOL & 104A PTS MTR
104B	WBS D84M MKIII	NO	-	CONCRETE	SPHEROLOCK	EOL KEY	A-H	A-H	A END	WYONG EOL & 104B PTS MTR
105A	WBS D84M MKIII	NO	-	CONCRETE	SPHEROLOCK	EOL KEY	A-J	A-J	A END	WYONG EOL & 105A PTS MTR
105B	WBS D84M MKIII	NO	1	CONCRETE	SPHEROLOCK	EOL KEY	A-J	A-J	A END	WYONG EOL & 105B PTS MTR



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - GSFT STAGE 1

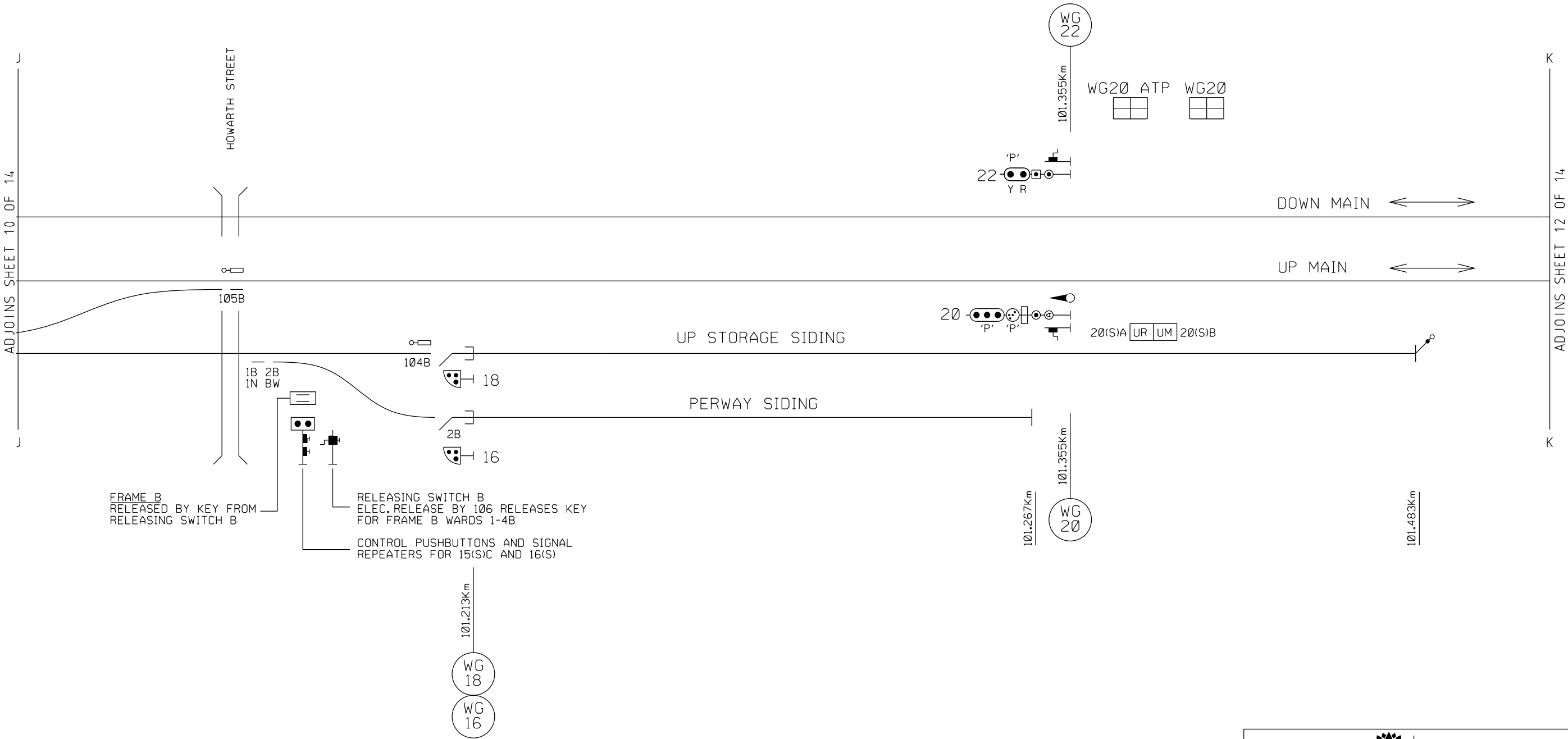
DRIVERS DIAGRAM

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VER07022017

WG20	(M)A	UP REFUGE LOOP	••
	(S)A	UP REFUGE LOOP	UR
	(M)B	UP MAIN	-
	(S)B	UP MAIN	UM

WG22	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-



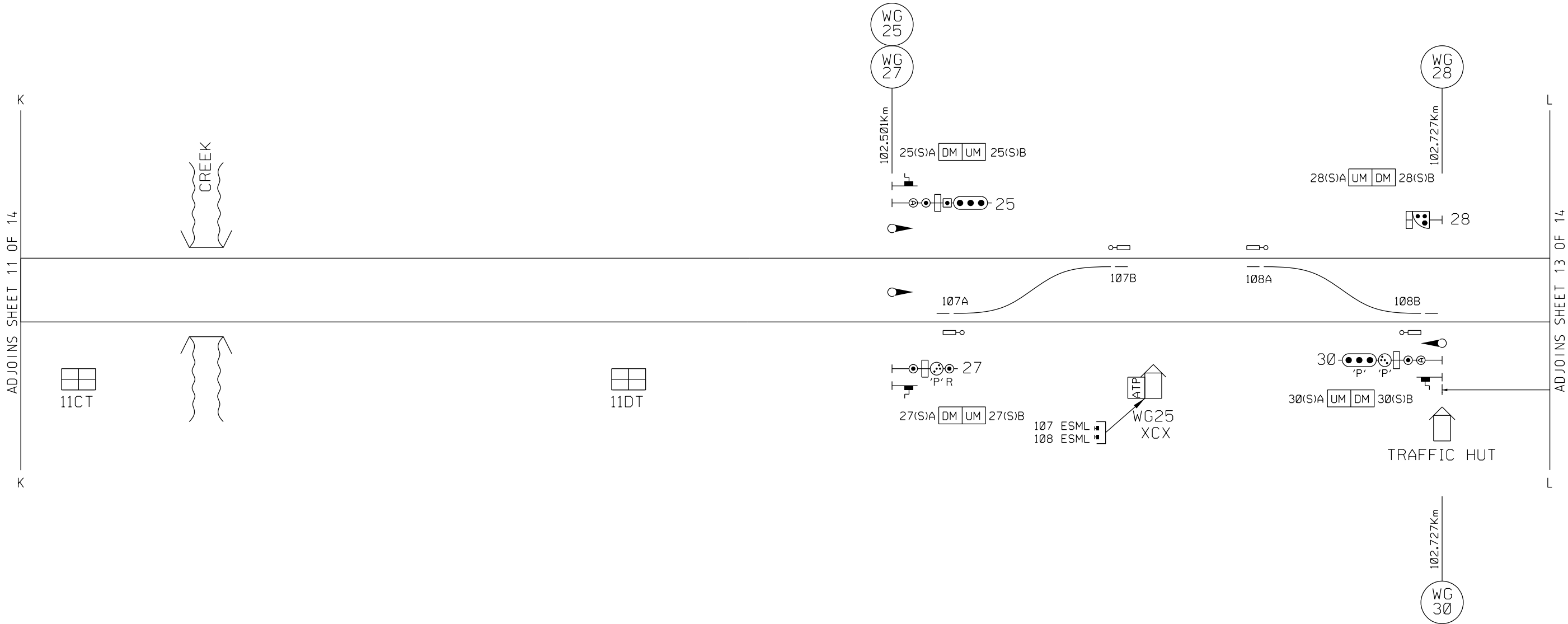
WG25	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

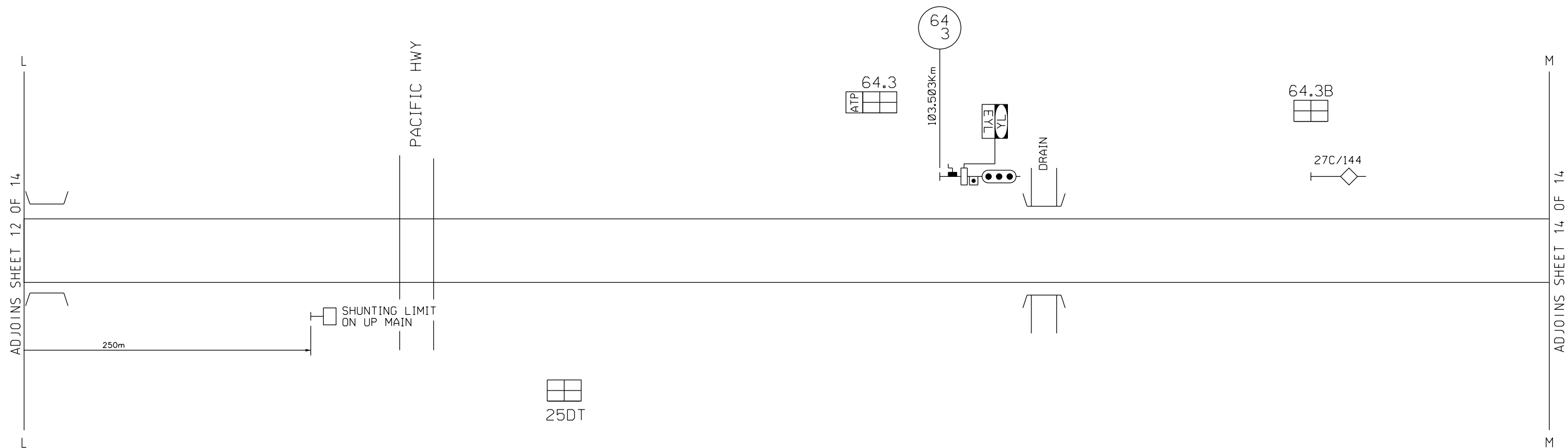
WG27	(M)A	DOWN MAIN	••
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

EMERGENCY SWITCH MACHINE LOCK (ESML) (MOUNTED IN CUPBOARD SECURED BY S.L. LOCK) RELEASES KEY WITH CRANKHANDLE ATTACHED FOR 107 & 108 POINTS				
POINTS TYPE	POINTS	WARDING	INDEX	LOCATION
WESTINGHOUSE M3A	107		A-K	WG25
WESTINGHOUSE M3A	108		A-D	WG25

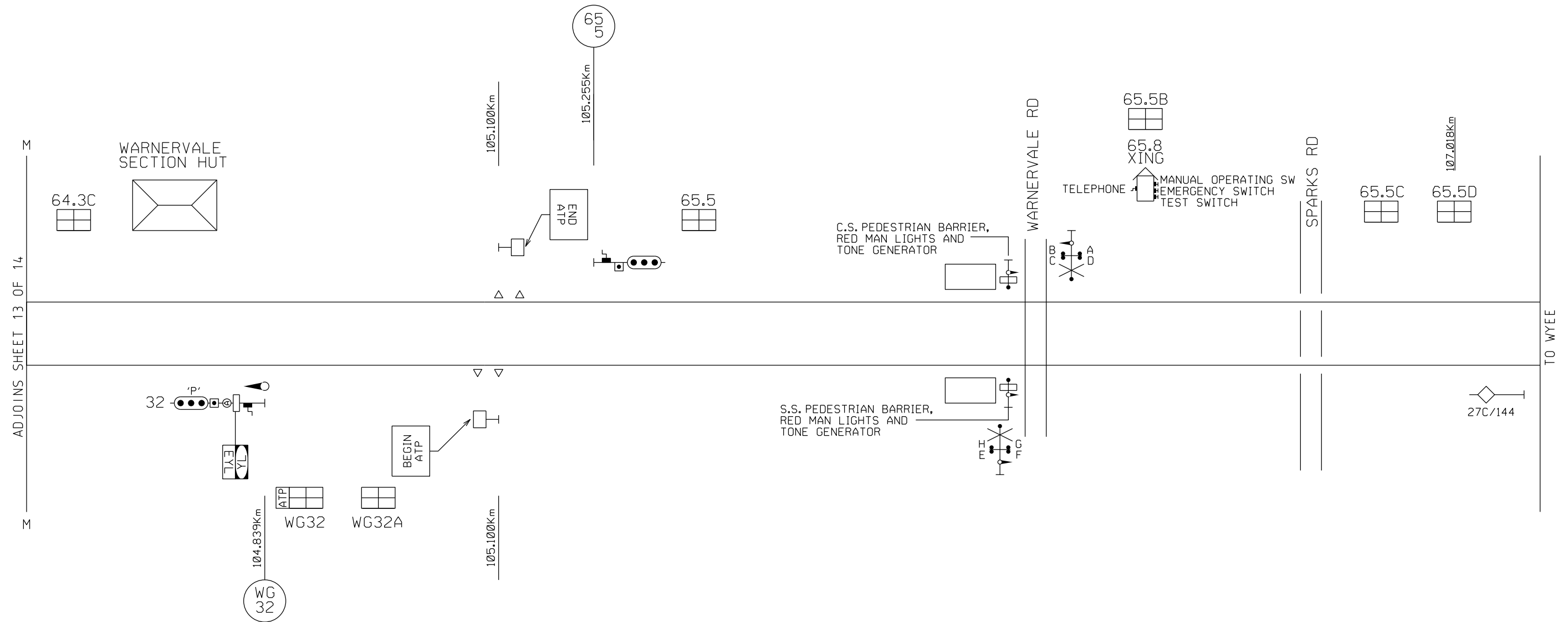
WG28	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM

WG30	(M)A	UP MAIN	-
	(S)A	UP MAIN	UM
	(M)B	DOWN MAIN	••
	(S)B	DOWN MAIN	DM









WARNERVALE



LEGEND :

-  DOWN DIRECTION FIXED BALISE
-  UP DIRECTION FIXED BALISE
-  DOWN DIRECTION CONTROLLED BALISE
-  UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - GSFT STAGE 1

DRIVERS DIAGRAM 14 OF 14

VER07022017

MORTDALE (ILLAWARRA) – MORTDALE MAINTENANCE CENTRE OHW ELECTRICAL ISOLATION AND TRACK LOCKOUT FOR ROADS NO.2, 3 AND LOOP ROAD

Since **Tuesday, 14 March 2017**, Roads No. 2, 3 and the Loop Road have been electrically isolated at the respective knife switches on those roads. Points in the yard will be set to only allow trains into Roads No. 1, 5, 6, through 12. Road No. 1 will remain as the maintenance road.

Downer EDI will commence upgrade works on the isolated roads. Downer will erect construction fencing around the isolated roads and this area will be controlled by Downer as the Principal Contractor for the site until further notice.

John Hickey

Transition Project Manager

Fleet Maintenance Division

Engineering & Maintenance Directorate

Sydney Trains

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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
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
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
003–2013	48 Class: Wheels	7/2/13	10/2/13
013–2013	OMDT 454: Disabled Train	23/5/13	2/6/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
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
011–2015	ATP Train Testing	17/9/15	29/9/15
012–2015	Guards Trial: Waterfall to Wollongong	24/9/15	6/10/15
010–2015	Drivers Mobility Trial	24/9/15	6/10/15
002–2015	TWP 182: Digital Train Radio System (DTRS)	1/10/15	2/11/15
002–2016	Train Crew Mobility Program	28/4/16	8/5/16

Continued on the next page

Number	Title	Issued	Effective
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
006–2016	OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains	11/8/16	21/8/16
009–2016	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	22/9/16	2/10/16
010–2016	TWP 150: Damaged or Missing Window Glass	20/10/16	30/10/16
001–2017	Incorporation of Waratah, OSCAR and Millenimum TOM Notices and Safe Notices into the TOM	19/1/17	29/1/17
002–2017	Amendment to OMET 200, XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)20/2/14	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
039-2016	Use of the Automatic Track Warning System (ATWS) on the Network	22/9/16	2/10/16
040-2016	Speno Ultrasonic Testing	29/9/16	9/10/16
041-2016	Trial of Worksite Delineation Markers	6/10/16	18/10/16
042-2016	Network Rules – Network Procedures	27/10/16	6/11/16
046-2016	Network Rules – Network Forms – Network Procedures	1/12/16	11/12/16
047-2016	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	1/12/16	11/12/16
048-2016	Operator Specific Procedures	8/12/16	18/12/16
049-2016	NWT 310 – Lookout Working	12/1/17	22/1/17
050-2016	NPR 711 – Using Lookouts	12/1/17	22/1/17
051-2016	NPR 751 – Calculating Minimum Warnign Time	12/1/17	22/1/17
052-2016	NPR 752 – Using ATWS	12/1/17	22/1/17
001-2017	WAR 030 Minimum Standards	12/1/17	22/1/17
002-2017	XPT 030 MOS	12/1/17	22/1/17
003-2017	Management of work on track at Interface	12/1/17	22/1/17
004-2017	Unreliable track circuit operation	25/1/17	5/2/17
005-2017	Network Rules Publications	9/2/17	19/2/17
006-2017	Use of Network Rules Forms	9/2/17	19/2/17
007-2017	NGE 204 - Network Communication	23/2/17	5/3/17
008-2017	Trial of Signal Key Switches	2/3/17	12/3/17

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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

Title	Status Sheet	Date issued
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Network Rules

General	11	March 2016
Work on Track	14	March 2016
Train Working	10	March 2016
Systems of Safeworking and Special Working	6	March 2016
Signals and Signs	11	March 2016
Glossary	8	July 2012

Network Procedures

Procedures	15	March 2016
Forms	10	March 2016

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
- March 2016

Network Local Appendices	RailSafe Website	Online documents
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Operator Specific Procedures	RailSafe Website	Online documents
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Title	Version	Date issued
Train Working Procedures		
TWP 100 (New)	4	November 2015
TWP 102	3	May 2012
TWP 106	3	May 2012
TWP 108	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114 (New)	4	November 2015
TWP 116	3	May 2012
TWP 118 (New)	4	November 2015
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	4	November 2015
TWP 138 (New)	4	November 2015
TWP 142	3	May 2012
TWP 144	5	May 2012

Title	Version	Date issued
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150 (New)	4	November 2015
TWP 152 (New)	4	November 2015
TWP 154	3	May 2012
TWP 156 (New)	6	November 2015
TWP 158	3	May 2012
TWP 160 (New)	4	November 2015
TWP 162	3	May 2012
TWP 164	4	May 2012
TWP 166	3	May 2012
TWP 168	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174 (New)	2	November 2015
TWP 176 (New)	1	November 2015
TWP 182 (New)	1	November 2015
TWP 184 (New)	1	November 2015
TWP 188 (New)	1	November 2015

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 015C Worksite Protection Plan ASB	1	March 2016
NRF 016 Protection Officer's Log Book	2	July 2014
NRF 017 Protection Officer's Diary	2	July 2014
NRF 018 Absolute Signal Blocking (ASB)	1	March 2016

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

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NOTES

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 Safety and Accreditation
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 9 March 2017