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weekly notice

Monday, 22 January 2024

Sunday, 28 January 2024

RailSafe





See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, including 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.

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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.

**Director Safety and Standards
Sydney Trains**

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
6	29/01/2024 – 04/02/2024	26/12/2023
7	05/02/2024 – 11/02/2024	02/01/2024
8	12/02/2024 – 18/02/2024	09/01/2024

To meet printing and distributing schedules, articles for a Weekly Notice must be received by its deadline.

Articles submitted after a deadline 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 address at the end of the articles as shown below:

Steve Swanson

Network Rules Specialist

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**ARTC SOUTHERN SYDNEY FREIGHT LINE (SSFL):
COMMISSIONING OF THE NEW CROSSING LOOP AT
WARWICK FARM**

Commencing at 0200 hours on **Saturday, 03 February 2024** and continuing until 0000 hours on Monday, 06 February 2024, the following work will be carried out:

- Commissioning of the new crossing loop at Warwick Farm, between Leightonfield and Glenfield.
- ARTC 240 and 241 crossovers are scheduled to be commissioned in this commissioning event.
- Updates to the Sydney Trains ATRICS to reflect these changes.
- See attached Drivers Diagram.

VER02122023**Adrian Magrath**

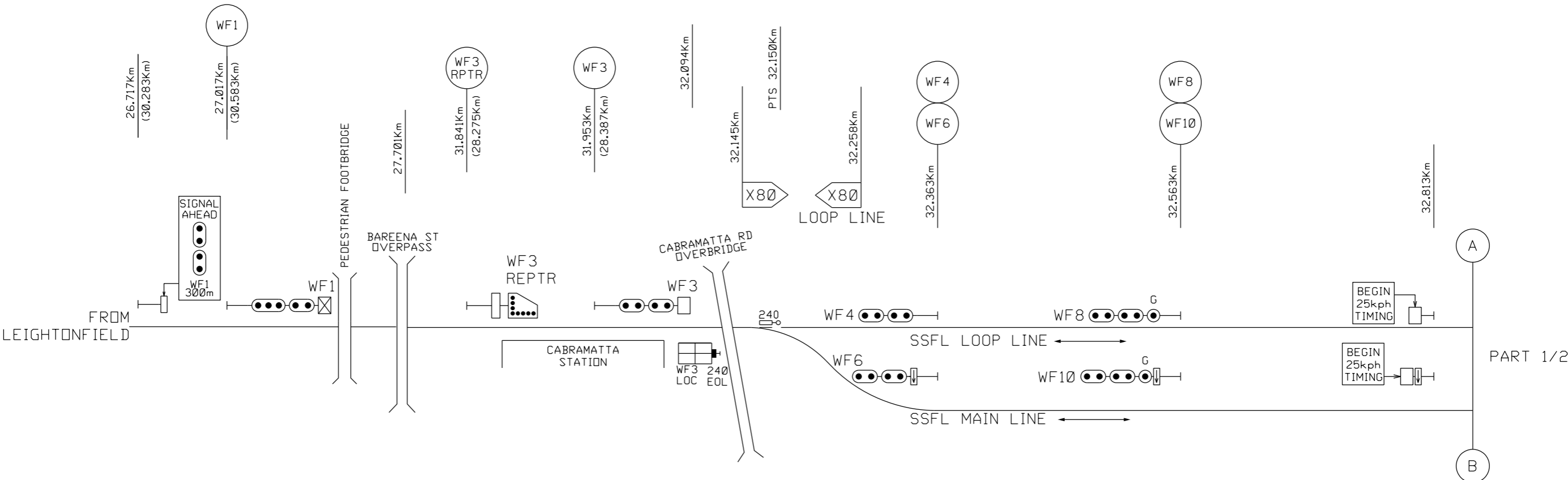
Signalling Manager,

Fulton Hogan

Mobile: 0427 955 277

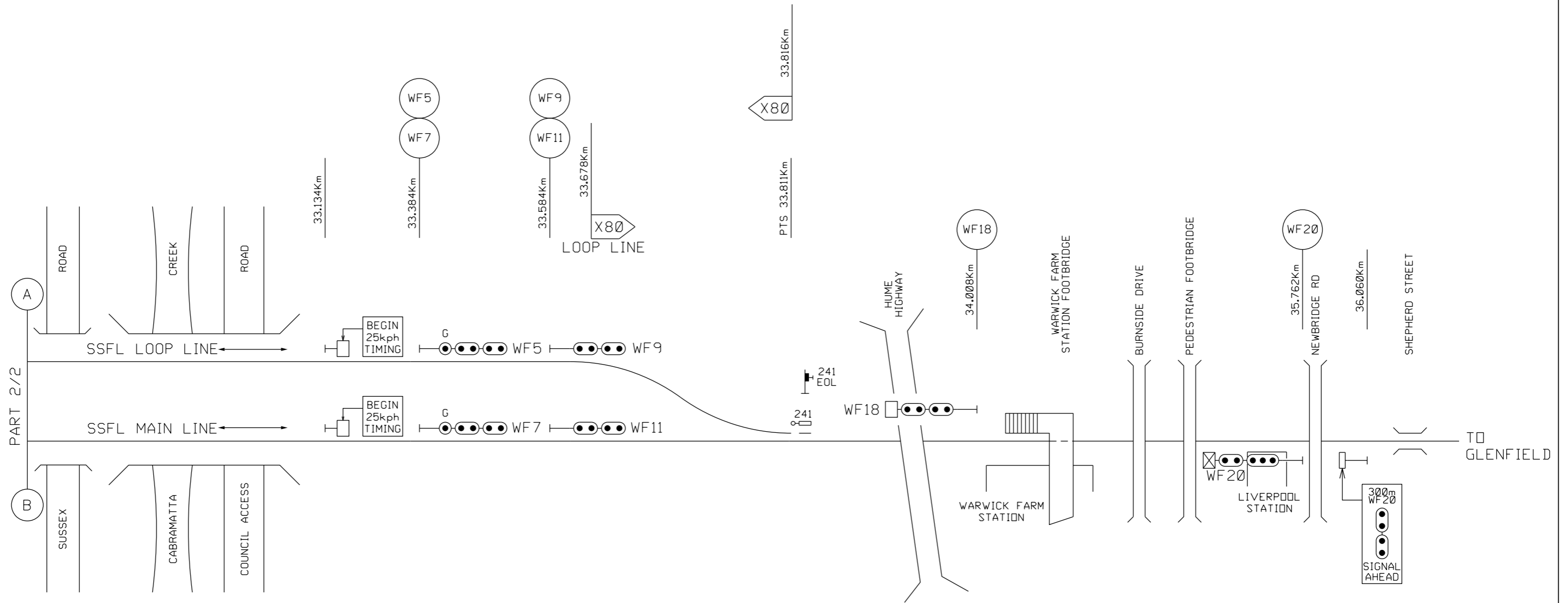
Email: Adrian.Magrath@fultonhogan.com.au

WARWICK FARM LOOP



ARTC	
WARWICK FARM LOOP SIGNALLING ARRANGEMENT	
Produced by RAIL SYSTEMS AUSTRALIA	DATE: 18/07/2023
DRAWING No.CABRAMATTA LOOP 1.DGN	JOB No. EJ3040

WARWICK FARM LOOP



ARTC	
WARWICK FARM LOOP SIGNALLING ARRANGEMENT	
Produced by RAIL SYSTEMS AUSTRALIA	DATE: 18/07/2023
DRAWING No.CABRAMATTA LOOP 2.DGN	JOB No. EJ3040

**STANMORE - PETERSHAM (CENTRAL INNER WEST) –
CONVERSION OF SIGNALS TO LED TYPE**

Commencing at 0200 hours on **Saturday, 03 February 2024** and continuing until 0200 hours on Monday, 05 February 2024 the following work will be carried out:

The following Signals between Stanmore and Petersham will be upgraded to LED Type at the same location. The indications displayed by the Signal will not change.

- Up Suburban: S2.58, S2.74 & S3.22
- Down Main: M2.57 & M2.75.
- Up Main: M2.58, M2.74 & M3.22

VER20112023**Neil Hook**

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MTMS STAGE 3A – SOUTH WESTERN WORKS CONVENTIONAL SIGNALLING UPGRADE – SEFTON PARK JUNCTION – STAGE 4 (FINAL STAGE)

Commencing at 02:00 hours on **Saturday, 03 February 2024**, and continuing until 0200 hours Monday, 05 February 2024, the following works will be carried out:

- Sefton Park Junction will be commissioned in its final configuration to support improvements to freight line speeds in the Sefton Pak Area.
- Relocation of existing Goods Line signal SP3 and telephone (Goods chainage approx. 21.287km) towards Sefton East Junction (Goods Chainage approx.21.443km).
- Commissioning of new North Junction signal SP22 and telephone on the Up East Fork at Bankstown chainage 23.269km.
- Commissioning of new North Junction signal SP22 Repeater on the Up East Fork at Bankstown chainage 23.048km.
- Existing 202 points will be renamed to 202B.
- New 202A catchpoints.
- New 205 & 206 crossover will be commissioned into use.
- All new points are power operated and controlled by the signaller. New EOLs are provided for emergency local operation.
- ATP Changes on the Down Bankstown Line and the Up Main.
- The following existing infrastructure will be decommissioned & removed,
 - Signal SP3 Co-Actor (Goods chainage approx. 21.287km).
 - Signal SP18 at Regents Park Station (Main South Chainage approx. 20.054km)
 - Signal SP21 & associated train stop at Regents Park Station (Main South Chainage approx. 19.947km).

- The Down Guards Indicators at Regents Park Station Platform 1.
- 200 catchpoints, EOL and telephone.
- 201 crossover (201A/B/C points) and associated EOL. NB: 201 crossover diamond will remain in-situ (& not connected to line) until removal at later stage.

New and Altered Signal Route Designations

The following tables summarise the new and altered signals and points. Refer also to the Drivers Diagram for the new arrangement.

Sefton Park (East Junction) – Goods Line Signals

Signal	Route	Destination	Route Indications	Remarks
SP3	(M)A	Down West Fork	-	Existing
	(S)A	Down West Fork	WF	Existing
	(M)B	Down East Fork	-	Removed
	(S)B	Down East Fork	EF	Removed
	(M)C	Up East Fork	-	New
	(S)C	Up East Fork	EF	New

Sefton Park (North Junction) – Up East Fork Signals

Signal	Route	Destination	Route Indications	Remarks
SP22	(M)	Up Main	-	New
	(S)	Up Main	-	New

The following route finishes have been applied on new routes;

- 3(M)C finishes at 22
- 3(S)C finishes at 22
- 22(M) finishes at 24

- 22(S) finishes at 24

Sefton Park – New Point Designations

Points	Designation	Remarks
202A/B	202B Turnout – Up West Fork to Up Bankstown 202A Catchpoints – Down Direction on Goods Line	New 202A Power Operated Points Former 202 points renamed 202B
205A/B	Crossover, Double Ended Points, Up West Fork to Down West Fork	New Power Operated Points. Unwired Crossover
206A/B	Crossover, Double Ended Points, Up South Line to Down South Line	New Power Operated Points. Unwired Crossover

The following new speed boards (installed in a previous stage with a diagonal black tape) will be commissioned. The black tape will be removed.

Speed Board/s	Kilometrage	Line	Direction
30	21.287km	Goods Line	Down
X25 / 30 (204 Points)	21.670km	Goods Line	Down
X35 (202B Points)	22.765km	Up East Fork	Up
X20 / 20 (203 Points)	22.743km	Down Bankstown	Down

X25 (205A Points)	Main South chainage 20.307km	Up West Fork	Down
X30 (207 Points)	23.290km	Up East Fork	Down
X30 (207 Points)	20.040km	Down Main	Up
X30 (206 Points)	20.044km	Down Main	Down
40	22.872km	Down East Fork	Down

The following existing speed boards will be removed:

Speed Board/s	Kilometrage	Line	Direction
50 / X50 (201A Points)	21.410km	Down Goods Fork	Down
X30 (201B Points)	21.585km	Down Goods Fork	Down
X35 (201B Points)	22.670km	Down Bankstown	Down
X10 / X25MU (203 Points)	22.750km	Down Bankstown	Down
X25 (202B Points)	22.765km	Up East Fork	Up
25 / 40MU	22.872km	Down East Fork	Down
X35MU (204 Points)	21.780km	Up West Fork	Up
X25 (207 Points)	20.035km	Down Main	Up

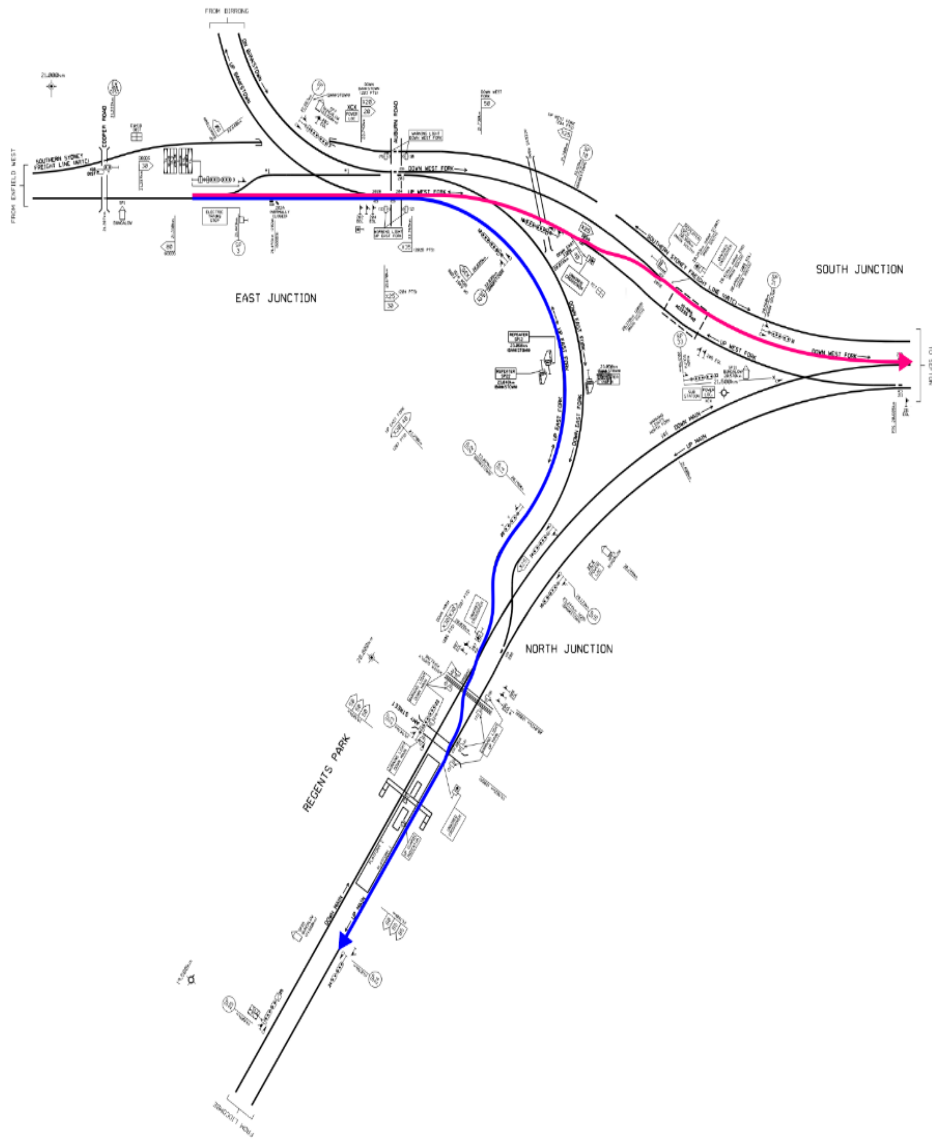
Unwired crossover signs installed near 205 and 206 crossovers from previous stages as follows:

Line	Direction	Approximate Kilometrage
Down Main (South) / Up East Fork	Up (Down Main) / Down (Up Fork)	20.072km (For 206B points)
Up Main (South)	Down	19.942km (For 206A points)
Up East Fork	Down	Main South Chainage 20.307km (For 205A points)
Down East Fork	Up	Main South Chainage 20.386km (For 205B points)

Changes to Freight Paths

With the commissioning of the infrastructure changes, the following freight paths will change:

- Freight services departing Enfield to travel via the Lidcombe Loop will operate on the bi-directional Up Goods Fork and Up East Fork lines and then cross to the Up Main South via the 206 Crossover at Regents Park.
- Freight services departing Enfield to travel towards Sefton will operate on the bi-directional Up Goods Fork and Up West Fork and then cross to the Down West Fork via the 205 Crossover.



A Driver's Diagram showing the new arrangement appears in this Weekly Notice.

The drivers diagram uses chainages that matches the signalling plan and some assets have been given a Bankstown line chainage instead

VER 20/12/2023

DIAGRAM VER 20/12/2023

Brian Spaul

Commissioning Manager

Transport for Tomorrow

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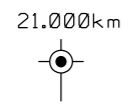
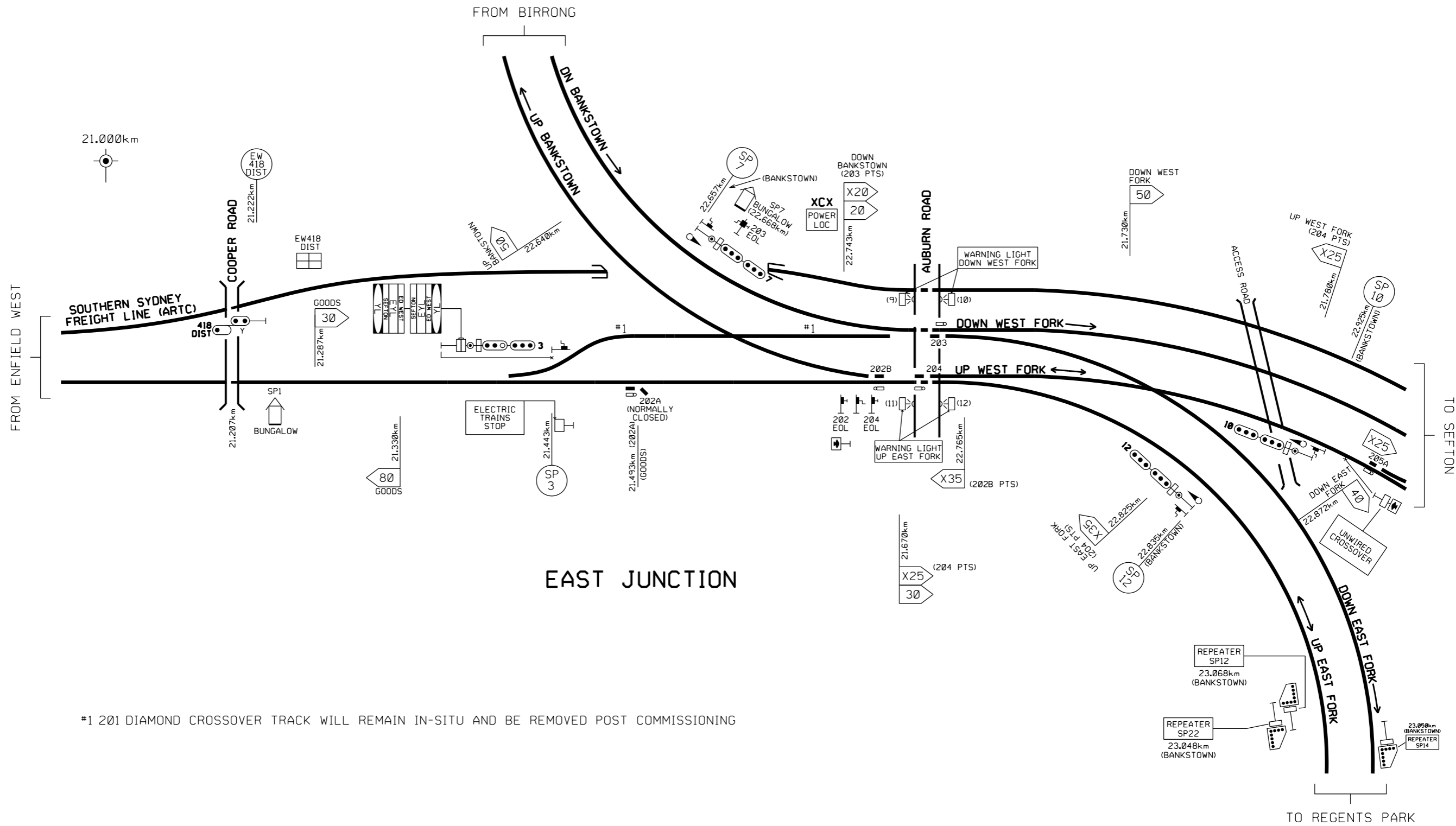
Immanuel Jegan

Signalling Design Engineer

Rail Systems Australia

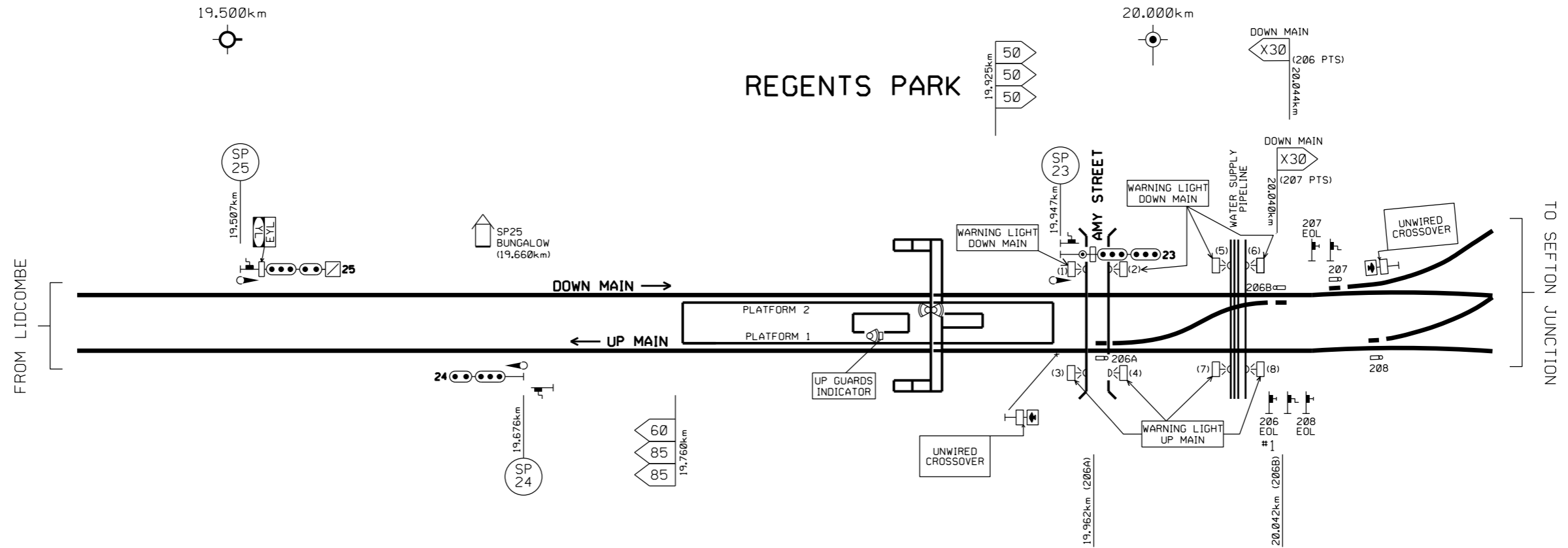
Mob: 0432 972 207

Email: Immanuel.Jegan@railssystemsaustralia.com.au



EAST JUNCTION

#1 201 DIAMOND CROSSOVER TRACK WILL REMAIN IN-SITU AND BE REMOVED POST COMMISSIONING



#1 206 EOL LOCK TO WILL BE CHANGED FROM A FALCON 4 LOCK TO AN SL LOCK.

**SYDNEY YARD (CENTRAL) – MTMS3 STAR PHASE 2 STAGE 2
& 3 - REMOVAL OF 205A & 206A POINTS**

Commencing at 2300 hours on **Friday, 9 February 2024**, and continuing until 0200 hours on Monday, 12th February 2024, the following works will be carried out:

- 205A points (previously booked out of use) and 205 EOL on platform 12 road will be removed.
- 206A points (previously booked out of use) and 206 EOL on platform 11 road will be removed.
- No ATRICS changes as part of this stageworks.
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

VER11122023**DIAGRAM VER30062023****Adam Toffolo**

Signalling Commissioning Engineer, JMDR

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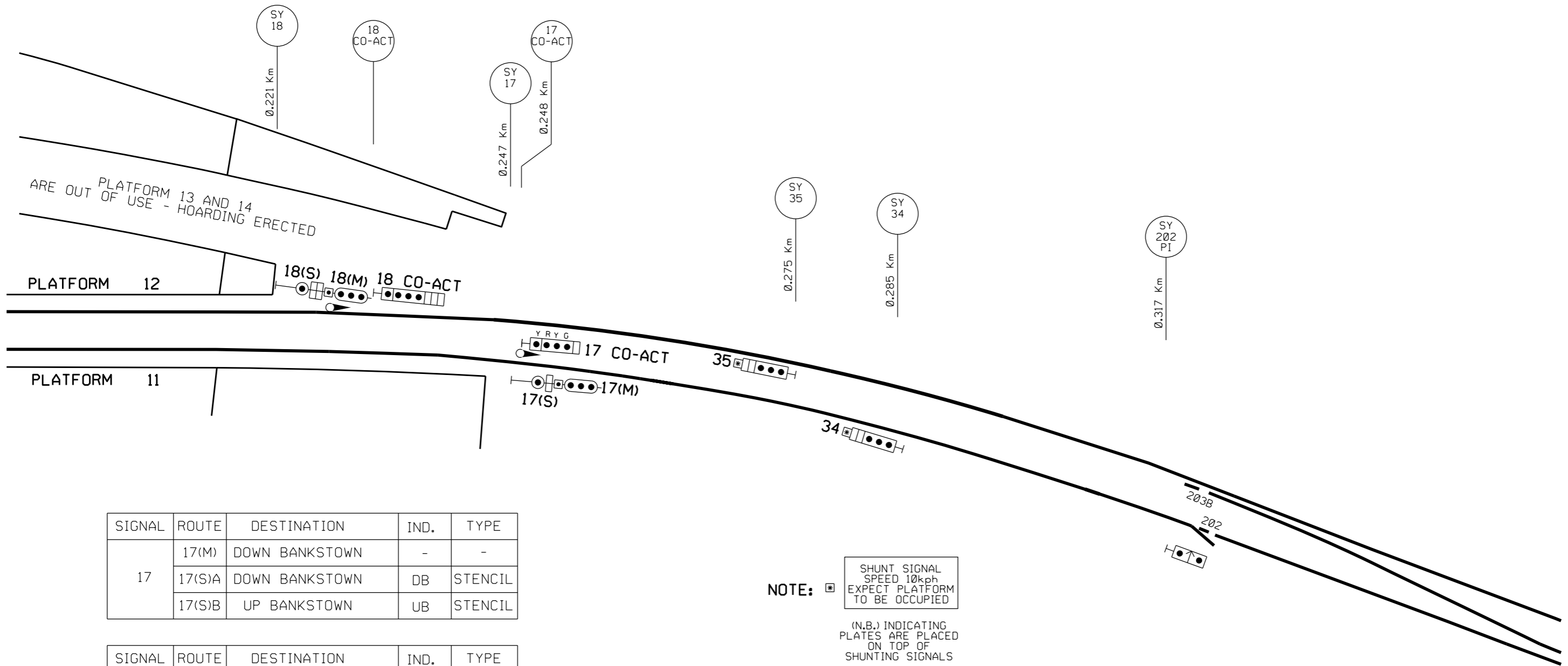
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Andrea Gasparini

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SIGNAL	ROUTE	DESTINATION	IND.	TYPE
17	17(M)	DOWN BANKSTOWN	-	-
	17(S)A	DOWN BANKSTOWN	DB	STENCIL
	17(S)B	UP BANKSTOWN	UB	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
17 CO-ACT	17(M)	DOWN BANKSTOWN	-	-
	17(S)A	DOWN BANKSTOWN	D	MMLRI
	17(S)B	UP BANKSTOWN	U	MMLRI

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
18	18(M)	DOWN BANKSTOWN	-	-
	18(S)B	DOWN BANKSTOWN	DB	STENCIL
	18(S)C	UP BANKSTOWN	UB	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
18 CO-ACT	18(M)	DOWN BANKSTOWN	-	-
	18(S)B	DOWN BANKSTOWN	DB	STENCIL
	18(S)C	UP BANKSTOWN	UB	STENCIL

NOTE: SHUNT SIGNAL SPEED 10kph EXPECT PLATFORM TO BE OCCUPIED

(N.B.) INDICATING PLATES ARE PLACED ON TOP OF SHUNTING SIGNALS

ROUTE BOOKED OUT OF USE.

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
34	34A	PLATFORM 11	P11	STENCIL
	# 34B	PLATFORM 13	P13	STENCIL

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
35	35A	PLATFORM 12	P12	STENCIL
	# 35B	PLATFORM 14	P14	STENCIL

NOT TO SCALE



MTMS3 STAR PHASE 2 STAGE 2 & 3
REMOVAL OF 205A & 206A POINTS
DRIVERS DIAGRAM

VER 20230630

PAGE 1 OF 1

WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY PROJECT SIGNALLING – REMOVAL OF 50 CROSSOVER AND OHW SWITCHING CHANGES

Commencing at 0200 hours on **Saturday, 10 February 2024**, and continuing until 0200 hours on Monday, 12 February 2024, the following works will be carried out:

- Existing 50 crossover located on the Down Refuge Loop and Down Main between 37.441km and 37.564km will be taken out of use, removed and the track straight railed.
- 50 ESML will be removed.
- Signal routes 5(M)B, 5(S)B, 5(M)C, 5(M)D and 14 will be permanently booked out of use and 14 Signal will be fixed at red and become the shunting limit on the Down Main.
- 5 Signal Main Route Indicator and Band of Lights will be disconnected and booked out of use.
- New OHW Rail Connection Switches will be installed at SW37+486 on the No.1 Up Siding and SW38+511 on the No.2 Up Siding and brought into use.
- The existing OHW Rail Connection Switch on the Up Refuge Loop at SW38+874 will be removed and a new switch installed at SW38+746 and brought into use.
- The Signaller's Control Panel will be altered to reflect these changes.
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

VER 22112023
DIAGRAM VER 22112023

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Joe Trinh

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SIGNAL	ROUTE	DESTINATION	INDICATION
5	5(M)A	DOWN REFUGE	-
	5(M)B	DOWN MAIN	D #
	5(M)C	UP MAIN	U #
	5(M)D	UP REFUGE	R #
	5(M)E	UP GOODS	G #
	5(S)A	DOWN REFUGE	DR
5(S)B	DOWN MAIN	DM #	

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
1	1(M)A	DOWN REFUGE	BOL
	1(M)B	DOWN MAIN	-
	1(S)A	DOWN REFUGE	DR
	1(S)B	DOWN MAIN	DM

1(S)
A DRUM C #5
B DM

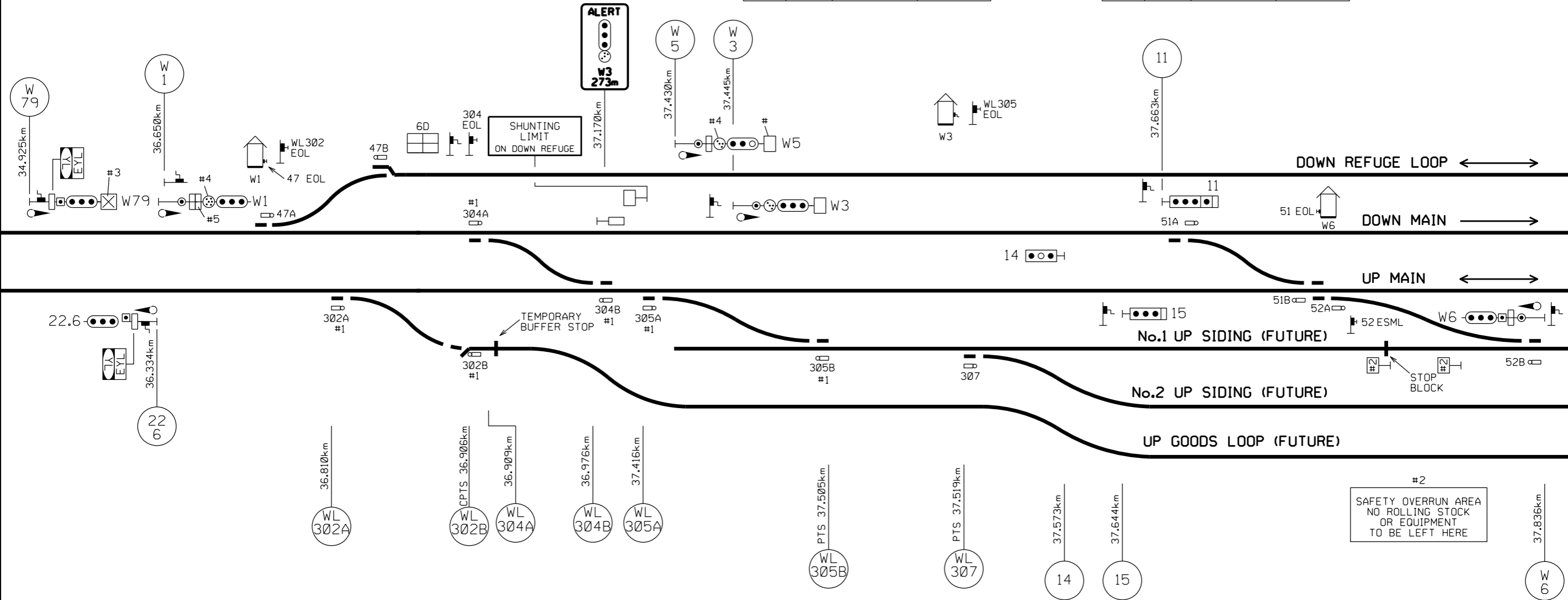
SIGNAL	ROUTE	DESTINATION	INDICATION
3	3(M)A	DOWN MAIN	-
	3(M)B	UP MAIN	U
	3(M)C	UP REFUGE	R
	3(M)D	UP GOODS	G #
	3(S)	DOWN MAIN	-

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
11	11A	DOWN MAIN	D
	11B	UP MAIN	U
	11C	UP REFUGE	R
	11D	UP GOODS	G #
		GREEN LIGHT	●

OUT OF USE

#3 TURNOUT REPEATER NOT IN USE AT THIS STAGE AND BAGGED
 #4 RIGHT HAND BAND OF LIGHTS NOT IN USE AT THIS STAGE - BLANKING PLATES INSTALLED
 #5 'UM' INDICATION NOT IN USE AT THIS STAGE - BLANKING PLATE INSTALLED



#1 POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL

SIGNAL	ROUTE	DESTINATION	INDICATION
15	15A	UP MAIN	U
	15B	UP REFUGE	R
	15C	UP GOODS	G #

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
6	6(M)	UP MAIN	-
	6(S)A	UP MAIN	UM
	6(S)B	DOWN MAIN	DM



Transport
for NSW

WATERFALL

MTMS2 WATERFALL STABLING FACILITY FEBRUARY 2024
 DRIVERS DIAGRAM SHEET 1 OF 1

Produced by JMDR

VER. 22112023

MTMS3 – SEFTON PARK JUNCTION – DIGITAL TRAIN RADIO SYSTEM, AUTO-TRIP UPDATE TRANSPONDERS CHANGES

Commencing at 0400 hours on **Saturday 03 February 2024**, DTRS auto-trip update transponders located on the Up East Fork & Down East Fork will no longer signal trains passing over them to increment their trip numbers.

The location of the impacted transponders are:

Line	Kilometre Location
Sefton Park Junction – Up East Fork	23.058 km
Sefton Park Junction – Down East Fork	23.058 km

The transponders will continue to provide limited positional information (Up East Fork or Down East Fork) to Signallers on the DTRS Dispatcher Console once the train has passed the transponder.

Mia Zhang

Wireless Systems Manager
Operational Technology
Major Works
Sydney Trains

HURSTVILLE (ILLAWARRA MAIN) – MTMS2 RECTIFICATION WORKS AND RATIONALISATION. COMMISSIONING OF 984A/B POINTS AND REMOVAL OF 989A/B POINTS

Commencing at 0200 hours on **Saturday 10 February 2024**, and continuing until 0200 hours Monday 12 February 2024, the following works will be carried out

Alterations to Points

- Commission of 984A/B points and EOL into service
- Removal of redundant 989A/B points

As such the following signal routes across 984A/B points between the Up and Down Illawarra Mains will be booked into service;

- SM918 signal and co-acting, routes 918(M)A and 918(S)A

Alterations to Train Stops

The Smartlock data will be updated to correct operation for the following Train Stops before being booked into service;

- 936/938 ITS(1) & 936/938 ITS(2)

936/938 ITS(1) & ITS(2) will be detected raised for approaching Low Speed routes from 936 and 938 signals.

936/938 ITS(1) will lower after approaching train occupies 938BT for 10 seconds

936/938 ITS(2) will lower after approaching train occupies 938CT for 12 seconds

No changes will be made to the ATRICS control system.

A driver's diagram with the altered arrangement is provided with this weekly notice.

VER 12/12/2023

DIAGRAM VER 12/12/2023

Mark Skribins

Commissioning Engineer

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Jason Eadie

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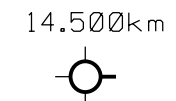
Email: Jason.eadie@wsp.com

TO SYDNEY

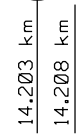
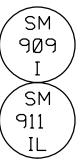
TO HURSTVILLE

911	(M)A	DN LOCAL	—
	(S)A	DN LOCAL	DL
	(M)B	UP LOCAL	—
	(S)B	UP LOCAL	UL

909	(M)A	DN MAIN	—
	(S)A	DN MAIN	DM
	(M)B	UP MAIN	—
	(S)B	UP MAIN	UM



(DNIA) 14.600km
DOWN ILLAWARRA MAIN

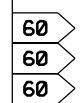


(DNIA) 14.265km

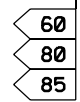


14.260 km
AVENUE

(DNIA) 14.356km
DOWN ILLAWARRA MAIN



(UPIA) 14.370km
UP ILLAWARRA MAIN

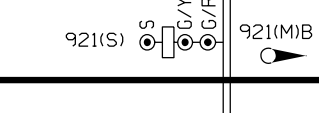
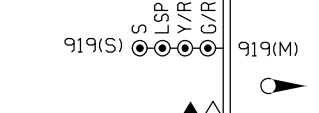
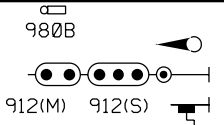
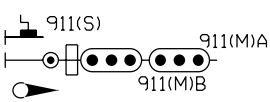
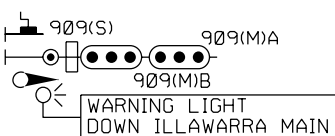


921	(S)A	DN LOCAL	DL
	(M)B	UP LOCAL	—
	(S)B	UP LOCAL	UL

(DNIA) 14.579 km

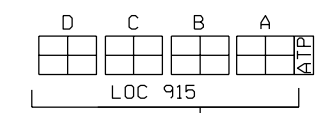
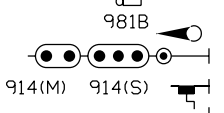
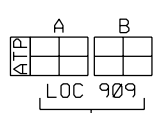


14.579 km



- UIL(9)WL (13.443 km) 811m, 36° @ 80KPH
- UIL(10)WL (13.563 km) 692m, 31° @ 80 KPH
- UIL(11)WL (13.602 km) 652m, 29° @ 80 KPH

14.255 km
WOIDS



EMERGENCY OPERATION LOCK
MOUNTED IN CUPBOARD SECURED WITH SL LOCK
RELEASES FORTRESS KEY FOR POINTS MOTOR

POINT ARRANGEMENTS

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	NUMBER OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION					INTERLOCKING BALL BEARING REMOVED	WIDE CUT NOTCH POSITION	FPL REMOVED
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX	LOCATION	INSCRIPTION			
980A	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	909	HURSTVILLE EOL & 980A PTS. MOTOR			
980B	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	909	HURSTVILLE EOL & 980B PTS. MOTOR			
981A	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-D	A-D	909	HURSTVILLE EOL & 981A PTS. MOTOR			
981B	WBS D84 MKIII	NO	1	IN-BEARER	SPHEROLOCK	EOL KEY	A-D	A-D	909	HURSTVILLE EOL & 981B PTS. MOTOR			
984A	SIEMENS D84 MKIII		1	IN-BEARER	SPHEROLOCK	EOL KEY	A-K	A-K	915	HURSTVILLE EOL & 984A PTS. MOTOR	NO	N/A	N/A
984B	SIEMENS D84 MKIII		1	IN-BEARER	SPHEROLOCK	EOL KEY	A-K	A-K	915	HURSTVILLE EOL & 984B PTS. MOTOR	NO	N/A	N/A
993	SIEMENS D84 MKIII		-	IN-BEARER	SPHEROLOCK	EOL KEY	A-J	A-J	915	HURSTVILLE EOL & 993 PTS. MOTOR	NO	N/A	N/A



HURSTVILLE (ILLAWARRA MAIN) - MTMS2 RATIONALISATION

PART SIGNALLING ARRANGEMENT
SHEET 1 OF 4

Produced by WSP - Signal Design

WN 07

VER12122023

TO SYDNEY

TO PENSHURST

(UPIA)
14.680km
UP ILLAWARRA MAIN

60
60
60

SM 918
CO-ACTING

SM 918
DI

SM 920
UI

14.692 km

14.700 km

14.755 km

14.792 km

14.830 km

HURSTVILLE

929	(M)A	DOWN MAIN	—	929(S)
	(S)A	DOWN MAIN	DM		A DM UM B
	(M)B	UP MAIN	—	
	(S)B	UP MAIN	UM	

SM 929
UI

SM 927
DI

14.920 km (PLATFORM)
LOC 14.925 km

14.937 km

14.970 km

Xc W/L 15.641 km
30° @ av 80 kph

STREET

918 CO-ACTING Y R

918(M)A Y Y
917 ITS(1) 918(S)A

DOWN ILLAWARRA MAIN ← →

(920) (918)(2) (917 ITS(2)) (927) (918)(1) 4 3

LOC 927 929(S) 929(M)A 929(M)B

920(M) 920(S)

936/938 ITS(2)

UP ILLAWARRA MAIN ← →

936/938 ITS(1)
985B NORMALLY CLOSED

919 ITS(1) 982B

DOWN ILLAWARRA LOCAL ← →

919 ITS(2)

922(M)A Y Y
922(S)A 983

UP ILLAWARRA LOCAL ← →

(924) (2) 1 (924) (1) (931) (933)

933(S) 933(M)A Y Y
931(S) 931(M)A 931(M)B

985A

TREACY

982 EOL 983 EOL

WARNING LIGHTS
UP ILLAWARRA LOCAL

924(M) 924(S)

14.696 km
14.698 km
14.700 km

SM 922
DIL

SM 924
UIL

14.815 km

14.865 km

14.880 km

14.900 km

931	(M)A	DOWN MAIN	D	931(S)
	(S)A	DOWN MAIN	DM		A DM UM B
	(M)B	UP MAIN	U	
	(S)B	UP MAIN	UM	

933	(M)A	UP LOCAL	—	933(S)
	(S)A	UP LOCAL	UL		A UL SR B
	(S)B	STABLING ROAD	SR	

EMERGENCY OPERATION LOCK
MOUNTED IN CUPBOARD SECURED WITH SL LOCK
RELEASES FORTRESS KEY FOR POINTS MOTOR

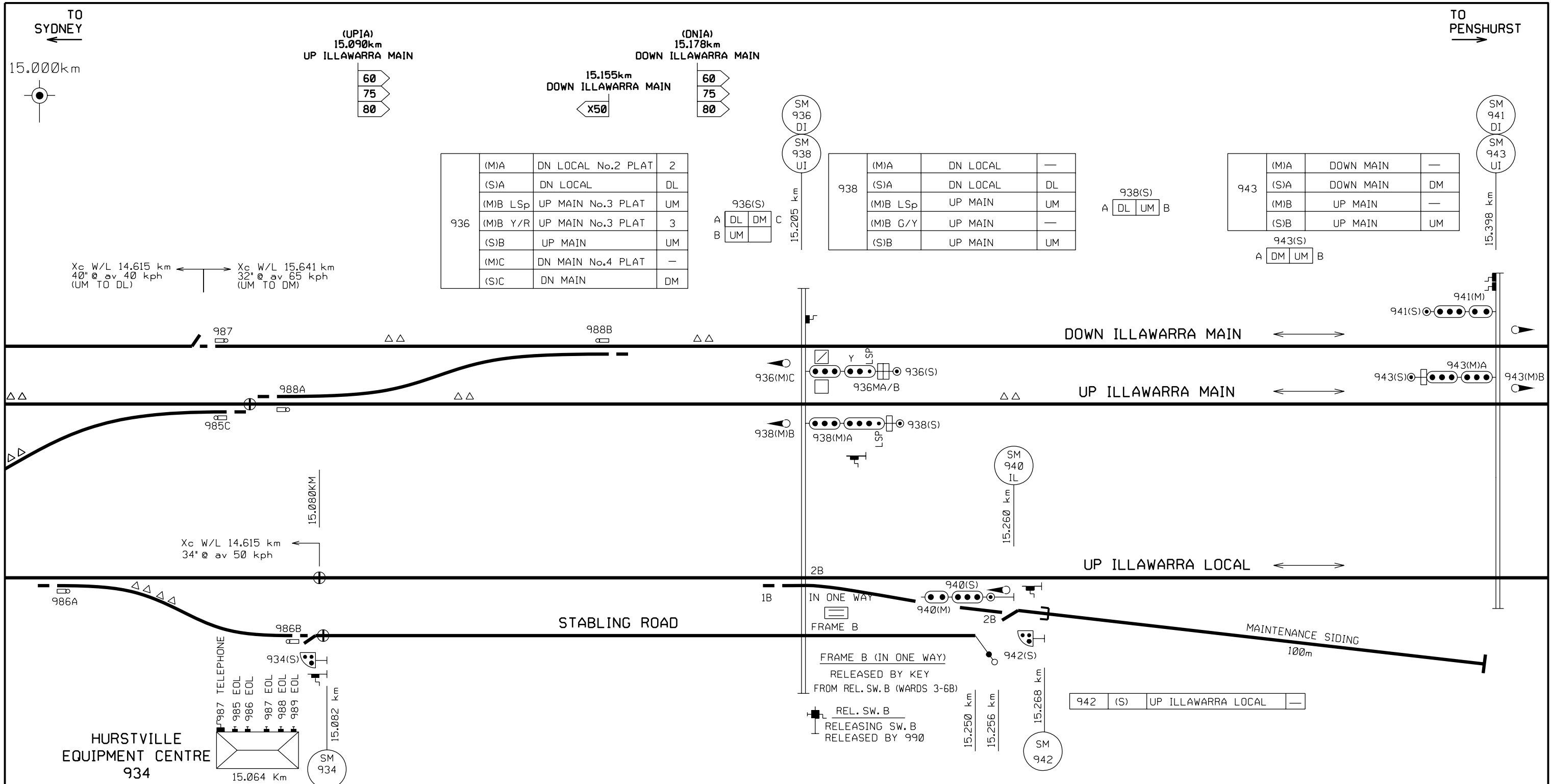
POINTS TYPE	POINTS	INDEX	KEY	INSCRIPTION
WBS D84M MKIII	982A	AE	FORTRESS	HURSTVILLE EOL AND 982A PTS MOTOR
WBS D84M MKIII	982B	AE	FORTRESS	HURSTVILLE EOL AND 982B PTS MOTOR
WBS D84M MKIII	983	AF	FORTRESS	HURSTVILLE EOL AND 983 PTS MOTOR

EMERGENCY OPERATION LOCK
MOUNTED IN CUPBOARD SECURED WITH SL LOCK
RELEASES FORTRESS KEY FOR POINTS MOTOR

POINTS No.	POINTS TYPE	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION				INSCRIPTION
					TYPE	EOL INDEX ESML WARDING	MACHINE INDEX	LOCATION	
985A	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985A EOL & 985A CPTS. MOTOR
985B	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985B EOL & 985B CPTS. MOTOR



HURSTVILLE (ILLAWARRA MAIN) - MTMS2 RATIONALISATION
PART SIGNALLING ARRANGEMENT
SHEET 2 OF 4



Xc W/L 14.615 km
40° @ av 40 kph
(UM TO DL)

Xc W/L 15.641 km
32° @ av 65 kph
(UM TO DM)

Xc W/L 14.615 km
34° @ av 50 kph

**HURSTVILLE
EQUIPMENT CENTRE
934**

EMERGENCY OPERATION LOCK
MOUNTED IN CUPBOARD SECURED WITH SL LOCK RELEASES FORTRESS KEY FOR POINTS MOTOR

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			INSCRIPTION	WIDE CUT NOTCH POSITION	FPL REMOVED	
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX				
986A	WBS D84 MKIII	NO	0	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	934	HURSTVILLE 986A EOL & 986A PTS. MOTOR	N/A	N/A
986B	WBS D84 MKIII	NO	0	IN-BEARER	SPHEROLOCK	EOL KEY	A-H	A-H	934	HURSTVILLE 986B EOL & 986B CPTS. MOTOR	N/A	N/A

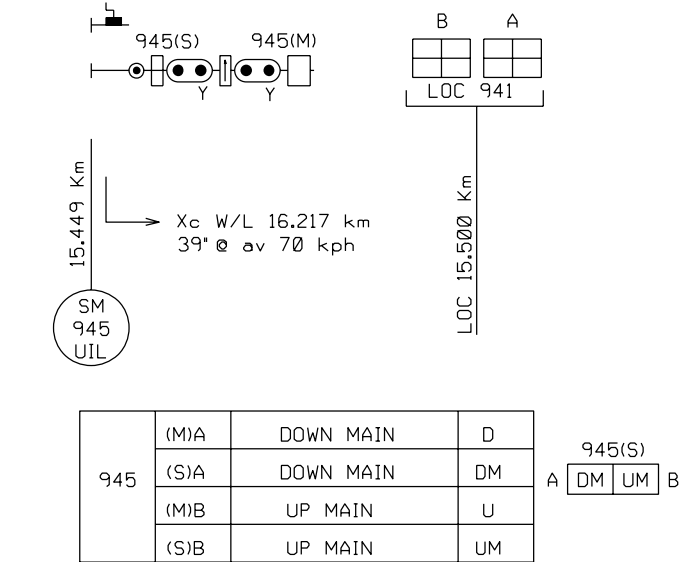
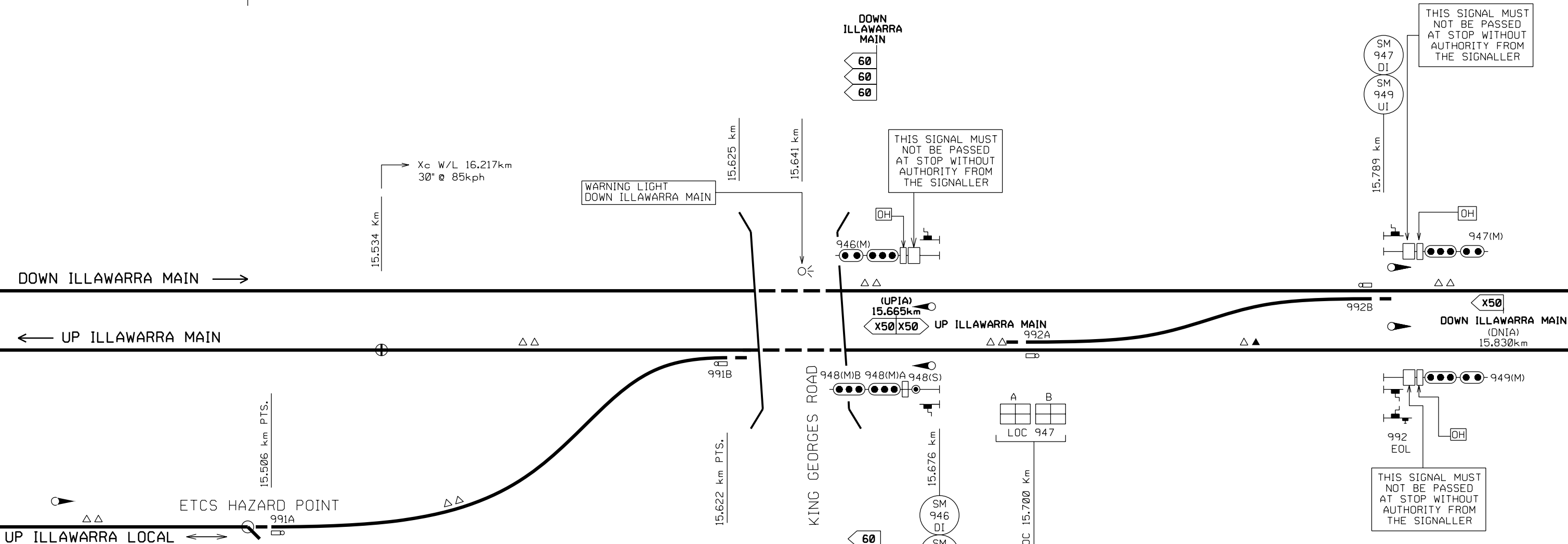
POINTS No.	POINTS TYPE	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			INSCRIPTION	
					TYPE	EOL INDEX ESML WARDING	MACHINE INDEX		
985A	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985A EOL & 985A CPTS. MOTOR
985B	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985B EOL & 985B CPTS. MOTOR
985C	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-G	A-G	934	HURSTVILLE 985C EOL & 985C PTS. MOTOR
987	WBS D84 MKIII	-	CONCRETE	SPHEROLOCK	EOL KEY	A-F	A-F	934	HURSTVILLE 987 EOL & 987 CPTS. MOTOR
988A	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-D	A-D	934	HURSTVILLE 988A EOL & 988A PTS. MOTOR
988B	WBS D84 MKIII	1	CONCRETE	SPHEROLOCK	EOL KEY	A-D	A-D	934	HURSTVILLE 988B EOL & 988B PTS. MOTOR

NOTES:
#1 989A & 989B POINTS CLIPPED, XL LOCKED, SPIKED & DETECTED NORMAL.

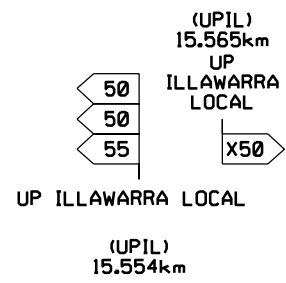
TO SYDNEY

TO PENSHURST

15.500km



945	(M)A	DOWN MAIN	D	A	945(S)	DM	UM	B
	(S)A	DOWN MAIN	DM					
	(M)B	UP MAIN	U					
	(S)B	UP MAIN	UM					



948	(M)A	UP LOCAL	—	A	948(S)	UL	UM	B
	(S)A	UP LOCAL	UL					
	(M)B	UP MAIN	—					
	(S)B	UP MAIN	UM					

POINT ARRANGEMENT

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION				INSCRIPTION
						TYPE	EOL INDEX	ESML WARDING	MACHINE INDEX		LOCATION
991A	WBS D84 MKIII	-	-	IN BEARERS	SPHEROLOCK	EOL KEY	AD	AD	'A' END	HURSTVILLE EOL & 991A CPTS. MOTOR
991A	WBS D84 MKIII	-	1	IN BEARERS	SPHEROLOCK	EOL KEY	AD	AD	'A' END	HURSTVILLE EOL & 991A CPTS. MOTOR
992A	WBS D84 MKIII	NO	1	IN BEARERS	SPHEROLOCK	EOL KEY	AH	AH	947	HURSTVILLE EOL & 992A PTS. MOTOR
992B	WBS D84 MKIII	NO	1	IN BEARERS	SPHEROLOCK	EOL KEY	AH	AH	947	HURSTVILLE EOL & 992B PTS. MOTOR

EMERGENCY SWITCH MACHINE LOCK (ESML)
MOUNTED IN CUPBOARD, SECURED BY S.L.LOCK
RELEASES KEY WITH CRANK HANDLE

POINTS TYPE	POINTS	WARDING	INDEX
WBS M3	991	2-5A	AD
WBS M3	992	1-3A	AH



HURSTVILLE (ILLAWARRA MAIN) - MTMS2 RATIONALISATION
PART SIGNALLING ARRANGEMENT
SHEET 4 OF 4

MTMS STAGE 3A – SOUTH WESTERN WORKS CONVENTIONAL SIGNALLING UPGRADE – SEFTON PARK JUNCTION – STAGE 3

THIS ARTICLE AS PUBLISHED IN WN 1 & 2 IS AMENDED AS HIGHLIGHTED

Commencing at **02:00 hours** on **Saturday, 23 December 2023**, and continuing until **02:00 hours Friday, 5^h January 2024**, the following works will be carried out,

- Existing 7CT Bungalow (at approx. Main South chainage 20.350km) will be renewed at the same location to new double width Signalling Location.
- The existing hi-rail access pad at approx. Main South chainage 20.370km on the UP & DOWN West forks will be removed and replaced with a new hi-rail access pad at approx. Main South chainage 20.393km to 20.424km.
- Installation of new Sefton Park 205 crossover (at approx. Main South chainage 20.313km to 20.378km Main South chainage) between the UP & DOWN West forks that will be commissioned into use in a later stage. Both ends will be clipped, XL locked and spiked in their normal position until commissioned.
- Installation of new 205 EOL and phone at approx. Main South chainage 20.495km. The EOL will be secured with a Falcon 4 lock.
- The new Sefton Park 205 crossover will be an unwired crossover & will be installed with post mounted Pantograph Down & Unwired Crossover Signage on approach to 205A and 205B points respectively. Details as follows:

Line	Direction	Approximate Kilometrage
Up West Fork	Down	Main South chainage 20.307km (For 205A points)
Down West Fork	Up	Main South chainage 20.386km (For 205B points)

- Note that signal SP31 at Main South chainage 20.560km is serving as reference points for the chainages mentioned above.
- All new Speed boards required for the final Sefton Park Configuration change commissioning will be installed with a black diagonal tape prior to their commissioning in a later stage. Similar to the example shown below.



Example of taped speed board.

- Speeds indicated on the taped speed boards are not in effect. There will be no change to the existing Speed boards & speeds.

- The table below summarises all new speed boards that will be installed with a diagonal black tape.

Speed Board/s	Kilometrage	Line	Direction
30	21.287km	Goods Line	Down
X25 / 30 (204 Points)	21.670km	Goods Line	Down
X35 (202B Points)	22.765km	Up East Fork	Up
X20 / 20 (203 Points)	22.743km	Down Bankstown	Down
X25 (205A Points)	Main South chainage 20.307km	Up West Fork	Down
X30 (207 Points)	23.290km	Up East Fork	Down
40	22.872km	Down East Fork	Down
X30 (207 Points)	20.035km	Down Main	Down
X30 (206 Points)	20.035km	Down Main	Up

- A Driver’s Diagram showing the new arrangement appears in this Weekly Notice. The drivers diagram uses chainages that matches the signalling plan and some assets have been given a Bankstown line chainage instead.

VER 20122023

Brian Spaul

Commissioning Manager

Transport for Tomorrow

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Immanuel Jegan

Signalling Design Engineer

Rail Systems Australia

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Email: Immanuel.Jegan@railssystemsaustralia.com.au

GOSFORD (MAIN NORTH) – REPLACE GF115 POINTS WITH M3A MKII MACHINES

Since 1530 hours on **Friday 15th December 2023**, the following work was carried out:

- GF115 point machine on the Down Siding at the country end of Gosford was replaced with M3A MKII type point machine.
- A special EOL and ESML combined key/handle was installed for emergency points operation for GF115. New EOL boxes were retained in their current positions.

VER04122023**Randall Dower**

Commissioning Manager, Signals

Major Works | Project Engineering and Support | Testing and Commissioning

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Yung Hui

Signal Design Engineer,

Signalling & Control Systems, Engineering & System Integrity

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MTMS STAGE 3A – SEFTON PARK JUNCTION & REGENTS PARK – SPEED SIGN CHANGES

On **Sunday, 4 February 2024** (WE32) the following speed sign changes will take place. Black tape will be removed and the new signs will be commissioned into use.

TS TOC.2 : 2023 issue 1

TOC Manual - Division Pages Version 27.0

18-July-2023

Section 5a

Lidcombe - Macarthur

	KILO-MET-RAGE	DOWN			UP		
		Genera	Mediu	m High	Genera	Mediu	High
Existing	18.357	Berala					
Existing	19.760	..	..	..	60	85	85
Existing	19.859	Regents Park					
Existing	19.925	50	50	50	..	..	..
Insert	20.040	<i>206B Pts</i>			<i>X30</i>		
Insert		<i>Up Sign on Down Main</i>					
Amend	20.035	<i>X25</i>	..	..	<i>207 Pts</i>		
To Read	20.044	<i>X30</i>	..	..	<i>207 Pts</i>		
Existing		<i>+ Kilometrage via Regents Park</i>					
Existing	+20.657	Sefton Park Jct					
Existing	+20.700	80	100	100	..	..	..
Existing	+20.701	<i>211 Pts</i>			<i>X50</i>	..	..
Existing	+20.814	..	..	..	50	50	50
Existing	+21.192	Sefton					

Section 11

**Sydenham - Regents Park
Suburban / Main**

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
Existing	22.106	Birrong			
Existing	22.130	..	..	65	..
Existing	22.290	50	..	..	..
Existing	22.640	..	..	50	..
Remove	22.670	X35	..	201B Pts	
Amend	22.750	X10	X25MU	203 Pts	
To Read	22.743	X20	..	203 Pts	
Insert	22.743	20	..	..	..
Existing	22.765	Sefton Park East Junction			
Amend	22.765	202 Pts		X25	..
To Read	22.776	202 Pts		X35	..
Existing	22.825	204 Pts		X35	..
Amend	22.872	25	40MU	..	..
To Read	22.872	40	..	..	..
Existing	23.274	X25	..	208 Pts	
Existing	23.290	..	..	40	..
Existing	23.392	Sefton Park North Junction			
Existing	20.062	+Sefton Park North Junction			
Existing		+ Via Lidcombe			

Section 14d

Metropolitan Freight Lines

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
Existing	ARTC Boundary - Sefton Park Junction				
Existing	21.285	ARTC Boundary			
Insert	21.287	30	..	..	..
Existing	21.330	..	..	80	..
Remove	21.410	X50	..		201A Pts
Remove	21.410	50	..	..	..
Remove	21.585	X30	..		201B Pts
Existing	21.635	..	..	25	..
Existing	21.658	Sefton Park East Junction			
Insert	21.665	X25	..		204 Pts
Insert		<i>Down Sign on Up West Fork</i>			
Insert	21.665	30	..		
Insert		<i>Down Sign on Up West Fork</i>			
Existing	21.730	50	..	..	..
Amend	21.780		204 Pts	X25	X35MU
To Read	21.780		204 Pts	X25	..
Insert	21.923	X25	..		205A Pts
Insert		<i>Down Sign on Up West Fork</i>			
Existing	22.245	X50	..		210 Pts
Existing	22.270	Sefton Park South Junction			

Cameron Ly

Principal Track Design Engineer, Engineering System Integrity
Email: Cameron.Ly@transport.nsw.gov.au

Jamie Ha

Designer, Track Design, Engineering System Integrity
Email: Jamie.Ha@transport.nsw.gov.au

HURSTVILLE – REMOVAL OF SPEED SIGN

On Sunday, **11 February 2024** (WE33) the X35 speed sign mounted on SW15+211 at 15.203km on the Up Illawarra Local will be removed as part of the Removal of 989AB Pts Crossover.

Cameron Ly

Principal Track Design Engineer, Engineering System Integrity

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Jamie Ha

Designer, Track Design, Engineering System Integrity

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MTMS STAGE 2 - SOUTH COAST WORKS LNIF SOUTH OF WOLLONGONG – KIAMA DOWN SIDING

THIS ARTICLE APPEARING IN WN 20 IS AMENDED AS IT RELATES TO THE DOWN SIDING STANDING ROOM LENGTH.

Commencing at 13:30 hours on **Friday, 03 March 2023**, and continuing until 16:00 hours on **Tuesday, 4 July 2023**, the following works will be carried out:

- The Kiama Down Siding will be booked out of use between the abovementioned dates.
- During this period,
 - 54A Point End will be clipped, spiked, XL locked and detected in the normal position.
 - A temporary stop block will be installed countryside of 54B points and removed later as part of final handback
- 54B catchpoints and Points motor will be renewed.
- The Down Siding will be extended with
 - The existing timber buffer stop and light removed.
 - 214m of total standing room
 - New 54B Catchpoints and 54B points motor
 - New Friction Buffer Stop installed at 119.675km
 - New post mounted LED buffer stop White over Red light, adjacent to new fixed train stop at 119.672km
 - New driver walkways with associated light poles on the Down siding at approx. from 119.320km to 119.680km to enable use by 10-car NIF trains
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.
- The existing Kiama Countryside Platform 1 “8” carmarker on the coping will be removed.

- The existing combined "8 & 10" Carmarker plate on the countryside Platform 1 fence line post will remain. This shall be completed by 16:00hrs Sunday 5 March 2023.

VER 15122023**Matthew Ward**

Commissioning Engineer, JMDR

Mobile: 0403 689 614

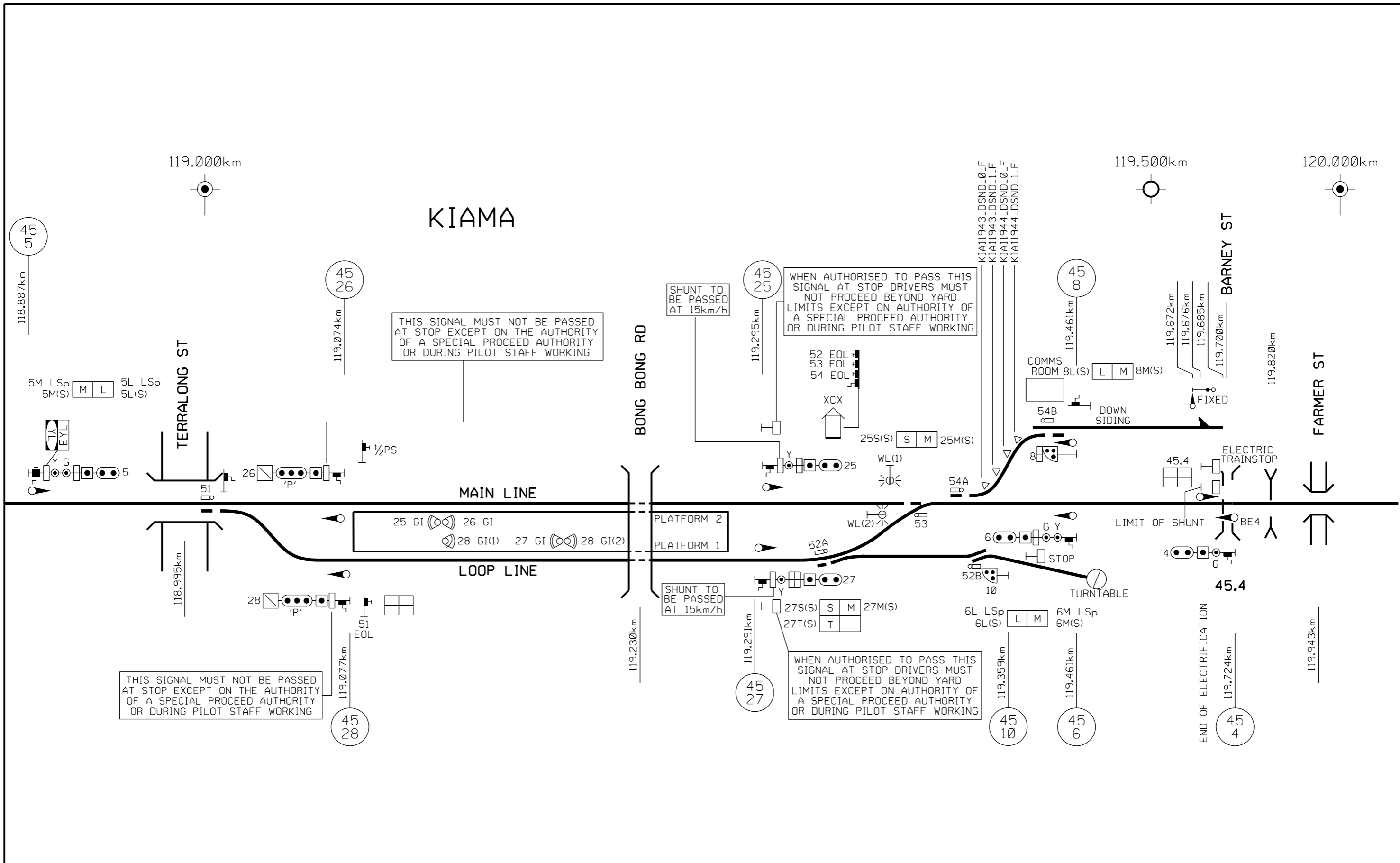
Email: matthew.ward@jmdr.com

Jason (Yixiang) Zhu

Signalling Design Delivery Manager, JMDR

Mob: 0430 911 844

Email: jason.zhu@jmdr.com



THIS SIGNAL MUST NOT BE PASSED AT STOP EXCEPT ON THE AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

THIS SIGNAL MUST NOT BE PASSED AT STOP EXCEPT ON THE AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

NOT TO SCALE



Transport for NSW

MTMS STAGE 2 SOUTH COAST WORKS
 KIAMA DOWN SIDING-INSTALLATION OF NEW FRICTION BUFFER STOP
SIGNALLING ARRANGEMENTS SHEET 1 OF 1
 Produced by JMDR
 VER. 151223

JMDR VERSION DATE: 15/12/2023

STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
018 – 2007	Emergency equipment boxes Rail	01/11/07	19/11/07
010 – 2012	48 Class: Train Operations Manual (TOM)	25/10/12	04/11/12
003 – 2013	48 Class: Wheels	07/02/13	10/02/13
015 – 2013	OMET 200: Minimum Standards for Electric Trains	30/05/13	09/06/13
002 – 2014	OMET 220: Wheel slip light indications	20/02/14	02/03/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
012 – 2018	OMET 228 Control Circuit Failure	23/08/18	02/09/18
005 – 2018	OMET 242 Reverser handle jams in forward or reverse	18/08/18	28/08/18
006 – 2018	OMET 250 Applying power from the rear	18/08/18	28/08/18
008 – 2018	TWP 154 Responding to incapacitated Driver/Guard	18/08/18	28/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
003 - 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	03/03/19
012 – 2019	TWP 192: Working Trains Out of service	21/02/19	03/03/19
007 – 2019	TWP 136 Defective wheels	06/03/19	24/03/19
008 – 2019	TWP 190 Automatic Train Protection	06/03/19	24/03/19
009 – 2019	Train crew relieved in service & relay driver	06/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
004 - 2020	TWP 124 Defective Brakes	20/05/20	08/06/20
005 - 2020	TWP 126 Defective Automatic Brakes	20/05/20	08/06/20
012 - 2020	WAR 202 Bogie Faults	20/05/20	08/06/20
011 - 2020	TWP 162 Train Crew Bell Signals	02/06/20	15/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
005 - 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22
023 - 2022	Exception to OMET 254 Topside Preparation Locations	16/08/22	22/08/22
028 - 2022	Testing of Tangara Sets fitted with European Train Control System (ETCS) Level 1 & Level 2 (In cab signalling) equipment at Mortdale Maintenance Centre	08/12/22	16/12/22
027 - 2022	TWP 150: Damaged or Missing Window Glass	27/09/22	10/10/22
014 - 2023	Use of Automatic Train Protection (ATP) equipment on Millennium trains	20/02/23	05/03/23
016 - 2023	TWP 152 Disabled trains	07/03/23	20/03/23
017 - 2023	TWP 138 Assisting Trains using Emergency Couplers	07/03/23	20/03/23
022 – 2023	WB Radios on Waratah, Oscar, Millenium, Tangara and K sets	05/04/23	23/04/23
023 - 2023	OSCAR trains fitted with Automatic Train Protection (ATP) equipment	19/06/23	26/06/23
028 – 2023	TWP 176: Wayside Train Condition Monitoring	07/08/23	21/08/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
029 - 2023	Testing of an OSCAR Set (H5) with ETCS Level 2 equipment	01/09/23	04/09/23
026 - 2023	TWP 156: Operating doors	15/09/23	25/09/23
032 - 2023	TWP 100 Responsibilities of Train Crews	19/09/23	30/09/23
030 - 2023	Tangara Automatic Train Protection (ATP) odometry testing	26/09/23	03/10/23
031 - 2023	Operation of Tangara trains fitted with ATP with Automatic Train Protection (ATP)	10/10/23	16/10/23
033 - 2023	Waratah (A and B SET) trains fitted with Automatic Train Protect equipment	17/10/23	23/10/23
034 - 2023	Testing Tangara trains fitted with ETCS Level 2	02/11/23	03/11/23

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 - 2023	Use of Signal Key Switches	19/01/23	25/01/23
002 - 2023	Control of the Country Rail Network (CRN) by UGL Regional Linx (UGLRL)	16/02/23	28/02/23
003 - 2023	New Trackside Signage associated with Digital Systems Train Testing	03/02/23	25/02/23

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STATUS OF NETWORK MANUALS AND FORMS**Network Manuals**

Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents
Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Forms	RailSafe Website	Online documents (or order as applicable)




Title *Status Sheet* *Date issued*

Train Working Procedures

TWP 100	TN 006 - 2021	April 2021
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	August 2020
TWP 114	4	November 2015
TWP 116	3	May 2012
TWP 118	TN 004 - 2019	April 2019
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	TN 004 - 2020	May 2019
TWP 126	TN 005 - 2020	May 2019
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136	TN 007 - 2019	March 2019
TWP 138	TN 017 - 2023	March 2023
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	TN 005 - 2017	April 2017
TWP 152	TN 016 - 2023	March 2023
TWP 154	TN 008 - 2018	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	TN 005 - 2022	May 2022
TWP 162	TN 011- 2020	May 2019
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	TN 004 - 2017	July 2017
TWP 176	TN 008 - 2017	July 2017
TWP 182	1	November 2015
TWP 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

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NOTICE TO SUBSCRIBERS

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

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

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Tuesday, 9 January 2024