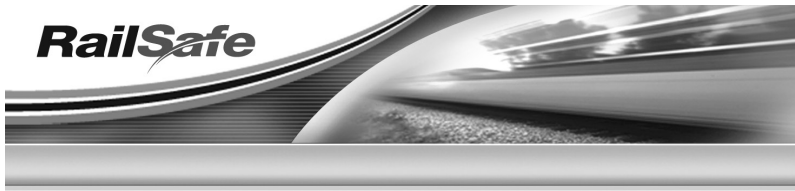


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weekly notice

Monday, 19 February 2018
Sunday, 25 February 2018



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.

*GENERAL MANAGER 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:

Weekly Notice	For Week	Deadline
9	26/2/18–4/3/18	30/1/18
10	5/3/18–11/3/18	6/2/18
11	12/3/18–18/3/18	13/2/18
12	19/3/18–25/3/18	20/2/18

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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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 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.

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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.

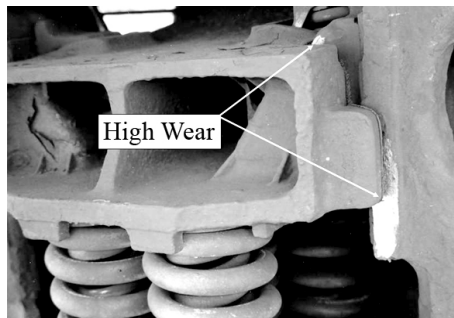


Figure 1: High gib/side frame wear and friction wedge lateral wear

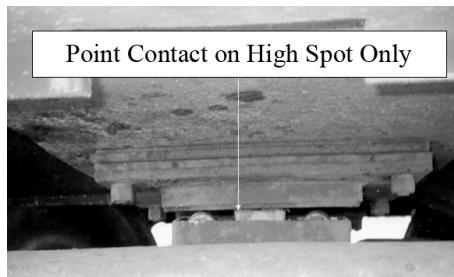


Figure 2: Constant contact side bearer with point contact

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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.

Planned work to be advised to email address PermissionToDisturb@transport.nsw.gov.au

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Sydney Trains

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TRIAL OF NEW SPEED SIGN USED FOR TEMPORARY SPEED RESTRICTIONS

Commencing from **Wednesday, 7 March 2018** and continuing until Friday, 16 March 2018, Sydney Trains Network Rules Unit will carry out the trial of a new WARNING Sign.

The trial will allow Drivers and Track Vehicle Operators to view the new sign and provide feedback to the Network Rules Unit.

For purpose of the trial, the WARNING sign will be installed on Down Main North line at 39.667 km between Mt Colah and Mt Kuring-gai.

Drivers Please Note: There will be **NO TEMPORARY SPEED RESTRICTION** associated with the trial of the new WARNING sign placed at the above location and there will be **NO CAUTION or CLEARANCE** signs installed beyond 2.5 km of the new WARNING SIGN.

To assist staff to easily identify the new sign, a diagram is shown below.

Train Drivers are encouraged to review the signs and provide feedback at their local depots where feedback forms associated with the new signs will be available. **Figure 1: Trial Warning Sign**



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RICHMOND (RICHMOND LINE) – PROVISION OF SPEED CHECKING ON RD5 SIGNAL

Since **Saturday, 27 January 2018**, the following work has been implemented:

- Speed checking has been provided on RD5 Signal for running movements into Platforms 1 & 2 at Richmond.
- 5(M)A Route - Main to Platform 2 provides a timed Caution aspect (Green/Red – Trainstop Up)
- 5(M)B Route – Main to Platform 1 provides a timed Caution Turnout aspect (Yellow/Red – Trainstop Up)

A train approaching RD5 Signal will now be speed checked and if travelling at a speed of not more than 20km/h, the trainstop will lower, authorising entry into the appropriate platform..

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SYDNEY AREA (ILLAWARRA) – UPGRADE OF 667A/B & 668A/B POINTS MACHINES

Commencing at 0200 hours on **Saturday, 03 March 2018**, and continuing until 0200 hours on Monday, 05 March 2018, the following work will be carried out:

- Existing 667A & 667B Points (Up Main to Up Suburban crossover), will be upgraded with an EP "A" style point controller unit with Clawlock arrangement.
- 667A/B Emergency Operation Lock of the keyless type (EOL) will be provided on the up side of the Up Main line, adjacent to 667B Points.
- Existing 668A & 668B Points (Down Suburban to Down Main crossover), will be upgraded with an EP "A" style point controller unit with Clawlock arrangement.
- 668A/B Emergency Operation Lock of the keyless type (EOL) will be provided on the up side of the Up Main line, in line with 668B Points.

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STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
018–2007	Emergency equipment boxes RailCorp train fleet	1/11/07	19/11/07
008–2009	OMET 264: Minimum tractive effort requirements	1/10/09	11/10/09
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
003–2013	48 Class: Wheels	7/2/13	10/2/13
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
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
001–2017	Incorporation of Waratah, Oscar & Millenium TOM Notices & Safe Notices into the TOM manula	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17
007–2017	WAR 208 Main Power Faults	30/3/17	9/4/17
005–2017	TWP 150: Damaged or Missing Window Glass	6/4/17	16/4/17
009–2017	Operation of H-set (OSCAR) trains fitted with ATP	25/5/17	4/6/17
008–2017	TWP 176: Wayside Train Condition Monitoring	6/7/17	16/7/17
004–2017	TWP174 ICE Radio	20/7/17	31/7/17
015–2017	Train crew relievd in se rvicce & relay driver	8/11/17	19/11/17
014–2017	Millenium trains fitted with ATP	23/11/17	3/12/17
016–2017	WAR 030 Minimum Standards	23/11/17	3/12/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
017–2017	Trail of Signal Key Switches	23/8/17	3/9/17
018–2017	Trail of Worksite delineation markers	23/8/17	3/9/17
019–2017	Unreliable track circuit operation	9/11/17	23/11/17
020_2017	Shared corridor protocols MFFN & SSFL	3/12/17	13/12/17
001–2018	Management of work on track at Interface	4/1/18	14/1/18
003–2018	NPR 711- Using lookouts	11/1/18	21/1/18

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STATUS OF NETWORK MANUALS AND FORMS

Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Network Forms (Units)	RailSafe Website	Online documents
Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents

The Network Rules, Network Procedures and Network Forms (Units) have changed and are available as a digital-only publication.

Network Forms will continue to be available as printed pads or workbooks and you can order these through your Distribution Officer online through the RailSafe website.

STATUS OF TRAIN WORKING PROCEDURES

Title	Version	Date issued
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
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

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Notice to Subscribers

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

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

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Level 4, 477 Pitt Street
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Tuesday, 6 February 2018