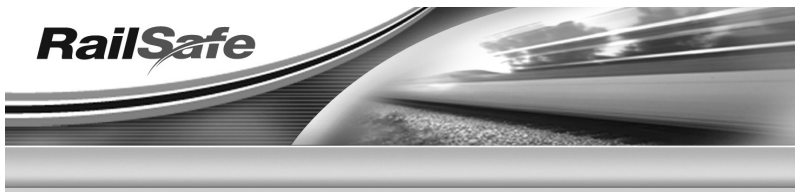


9

weekly notice

Monday, 26 February 2018
Sunday, 4 March 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*

CONTENTS

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES	2
TRAIN EXAMINATIONS – EXTRA PRECAUTIONS DURING THE WOLO RISK PERIOD (OCTOBER TO MARCH)	3
TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH	6
TRIAL OF NEW SPEED SIGN USED FOR TEMPORARY SPEED RESTRICTIONS	7
RICHMOND (RICHMOND LINE) – PROVISION OF SPEED CHECKING ON RD5 SIGNAL	9
BEROWRA (NORTH) – DECOMMISSION OF BEROWRA EMERGENCY LOCAL PANEL	10
WOLLONGONG (ILLAWARRA) – PROVISION OF WG460 SIGNAL, WG430 SIGNAL ASPECT ALTERATIONS AND NEW INTERMEDIATE TRAINSTOPS (DIAGRAM)	11
INSTALLATION OF 'POINTS CLEARED 8 CARS' CLEARANCE SIGNS.	14
HORNSBY – SPEED BOARD CHANGES	17
STATUS OF TOM NOTICES	19
STATUS OF PERMANENT SAFE NOTICES	20
STATUS OF NETWORK MANUALS AND FORMS	21
STATUS OF TRAIN WORKING PROCEDURES	22
DISTRIBUTION OFFICERS	23

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
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
13	26/3/18–1/4/18	27/2/18

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.

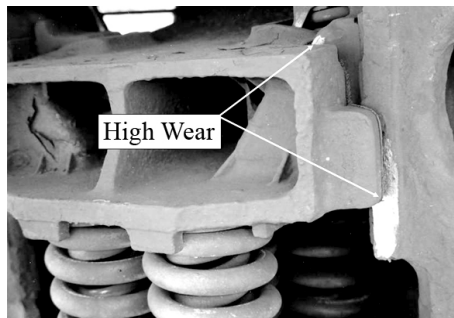


Figure 1: High gib/side frame wear and friction wedge lateral wear

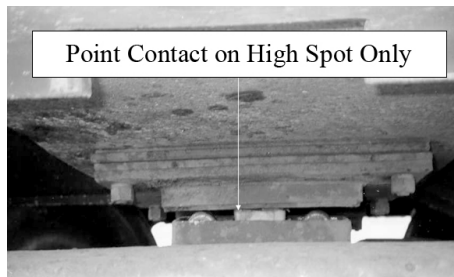


Figure 2: Constant contact side bearer with point contact

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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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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..

VER26012018

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BEROWRA (NORTH) – DECOMMISSION OF BEROWRA EMERGENCY LOCAL PANEL

Commencing at 0200 hours on **Saturday, 17 March 2018**, and continuing until 0200 hours on Monday, 19 March 2018 the following work will be carried out:

- The emergency local control panel situated within the Station Manager's office at Berowra will be disconnected & decommissioned.

VER20122017

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WOLLONGONG (ILLAWARRA) – PROVISION OF WG460 SIGNAL, WG430 SIGNAL ASPECT ALTERATIONS AND NEW INTERMEDIATE TRAINSTOPS

Commencing at 0200 hours on **Saturday, 10 March 2018** and continuing until 0200 hours on Monday, 12 March 2018 new and altered signals and trainstops controlled from Wollongong Signal Box will be brought into use to facilitate the amalgamation of trains in Wollongong platform 1.

A Drivers Diagram showing the new arrangements appears in this Weekly Notice.

Line side infrastructure alterations

The following tables summarise the new and altered signals and trainstops. Refer also to the drivers diagram for the new arrangements.

Signal	km	Route	Designation	Route Indication	Remarks
WG430	83.411km	430(M)C	Up Home on Up Main		Existing LED Signal & trainstop Medium indication provided Low Speed aspect with timed trainstop operation provided
WG446	83.203km	446(M)C	Up Home on Up Refuge	Band of Lights	Existing Signal, oversets 452 and requires 452, 460 to clear
WG448	83.168km	448(S)	Shunt Up Sidings to Up Refuge		Existing Signal, requires 452, 460 to clear

Signal	km	Route	Designation	Route Indication	Remarks
WG452	83.106km	452(S)B	Shunt Up Sidings to Up Main	UM	Existing Signal, requires 460 to clear
	83.242km 83.080km	430 ITS(1) 430 ITS(2)	Intermediate Trainstop Intermediate Trainstop		New timed intermediate trainstops Located between WG430 and WG460 signals
WG460	82.991 km	460(M)	Up Home on Up Main		New LED Signal & trainstop Timed trainstop operation on shunt
		460(S)	Shunt on Up Main		

Altered aspects on WG430 and trainstop

Signal WG430 will be provided with a low speed indication. The aspect will be able to display with a train occupying platform 1 provided it is clear of 460AT track. WG430 trainstop will lower when train speed on approach has been proven to be suitably reduced.

When WG430 clears to a caution indication, WG430 trainstop will lower.

A new medium indication will be provided on WG430. WG430 will clear to medium when WG460 shows a caution.

Altered operation of WG446, WG448 and WG452 signals

WG446(M)C and WG452 from Up Refuge to Up Main will set but will not clear unless signal WG460 is cleared to either a proceed or shunt indication. WG448 from Up Sidings to Up Refuge will set but not clear until WG452 and WG460 have been cleared.

Operation of intermediate trainstops

Two intermediate trainstops will be provided on the approach to WG460 from WG430. The intermediate trainstops will lower when the relevant tracks in advance are unoccupied. If tracks are occupied (e.g. a train sitting in platform 1) each intermediate trainstop will lower on approach provided train speed is suitably reduced.

New WG460 signal, trainstop and telephone

Signal WG460 is located at the country end of Wollongong platform 1. To facilitate the amalgamation of trains, when WG460 shows a shunt indication the trainstop will lower when train speed on approach has been proven to be suitably reduced. A new telephone that calls Wollongong Signal Box will be provided adjacent to WG460.

Signal box alterations

Wollongong control panel and indicator diagram will be updated to reflect the new arrangements. A repeater for 460 signal along with main and shunt route pushbuttons will be provided. 460 will be provided with auto re-clear button Up Main 460. 460 signal routes will finish on 468 signal. All signal routes that previously finished on 468 signal shall now finish on new 460 signal.

VER06022018

Drivers Diagram VER05012018

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

461	(S)A	DOWN SIDING	DS
	(S)B	DOWN REFUGE	DR
	(M)B	DOWN REFUGE	—
	(S)C	DOWN MAIN	DM
(M)C	DOWN MAIN	—	

459	(S)A	DOWN SIDING	DS
	(S)B	DOWN REFUGE	DR
	(M)B	DOWN REFUGE	—
	(S)C	DOWN MAIN	DM
(M)C	DOWN MAIN	—	

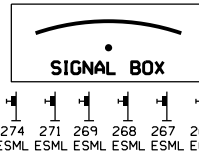
450	A	DOWN MAIN	DM
	B	DOWN BAY	DB

442	A	DOWN REFUGE	DR
	B	No.1 GOODS SDGS	GS

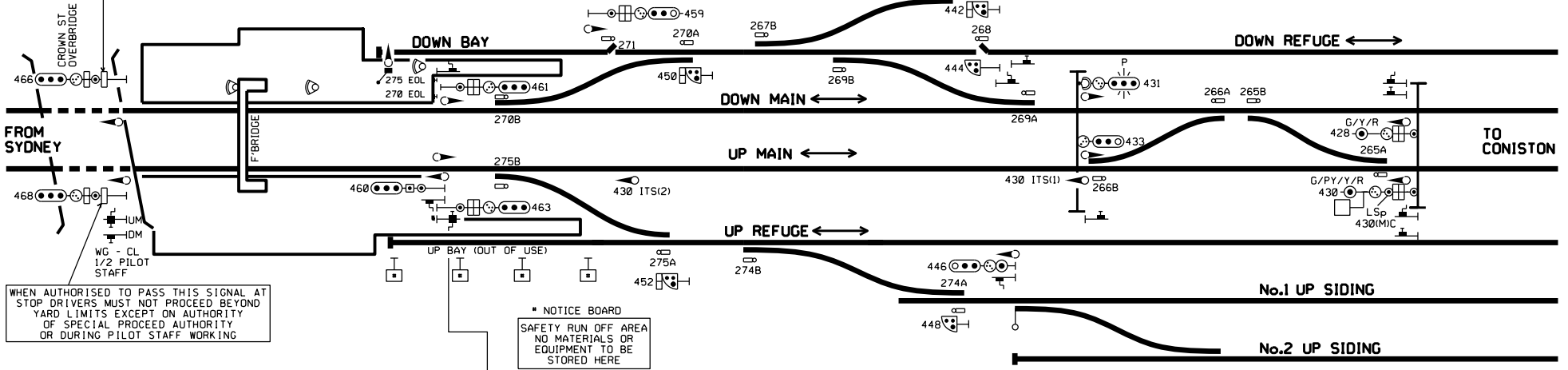
428	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)C	DOWN MAIN	DM
	(M)D	DOWN BAY	—
	(S)E	DOWN REFUGE	DR

(S)B	UM	DM	(S)C
	DR	(S)E	

WOLLONGONG



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



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

* NOTICE BOARD
SAFETY RUN OFF AREA
NO MATERIALS OR EQUIPMENT TO BE STORED HERE

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

463	(M)A	UP MAIN	—
	(S)A	UP MAIN	UM
	(M)B	UP REFUGE	—
	(S)B	UP REFUGE	UR
(S)C	UP SIDING	US	

452	B	UP MAIN	UM
-----	---	---------	----

431	(M)A	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—
	(M)B	UP MAIN	—

433	A	DOWN MAIN	—
	B	UP MAIN	—

446	(S)A	UP REFUGE	—
	(M)C	UP MAIN	—

430	(M)C	UP MAIN	—
	(S)C	UP MAIN	UM
	(M)D	DOWN MAIN	—
	(S)D	DOWN MAIN	DM
	(M)E	DOWN BAY	—
	(S)F	DOWN REFUGE	DR

WOLLONGONG DRIVERS DIAGRAM

SHEET 1 OF 1

VERSION DATE: 05012017

WG460 SIGNAL, WG430 ASPECT CHANGES AND INTERMEDIATE TRAINSTOPS

INSTALLATION OF 'POINTS CLEARED 8 CARS' CLEARANCE SIGNS.

Since **October 2017**, 37 "POINTS CLEARED 8 CARS" clearance signs were installed. Locations of signs are tabled below.

Location	Track Base Code	Description	Km	Location Details
North Sydney - Points 609	10029	Nth Shore Up	4.794	OHW N 4+795 minus 1.2m
Epping - Points 103/106	10014	Main Nth Suburban Up	22.859	OHW H 22+857 plus 2m
Epping - Points 105	10014	Main Nth Suburban Up	22.954	OHW H 22+951 plus 3 m
Hornsby - Points 516/517	10029	Nth Shore Up	24.96	OHW MH 24+963 minus 3m
Hornsby - Points 571/572	10001	Main Nth Up	34.66	OHW N 34+668 minus 8.4m
Strathfield - Points 541	10002	Main Nth Dn	12.301	OHW H 12+274 plus 27m
Rhodes - Points 51/52	10001	Main Nth Up	16.052	On OHW H 16+052
West Ryde - Points 123	10001	Main Nth Up	18.643	On OHW H 18+643
Eastwood - Points 102	10014	Main Nth Suburban Up	20.815	OHW H20+811 plus 4 m
Redfern - Points 667	10106	Local Up	1.93	On OHW SW 1+930
Redfern - Points 668	10103	Main Dn	2.355	OHW MS 2+347 plus 8 m
Strathfield - Points 530	10104	Main Up	11.409	OHW MS 11+403 plus 5.5m

Homebush - Points 600	10102	Suburban Up	12.399	OHW MS 12+389 plus 10.5m
Homebush - Points 613	10101	Suburban Dn	13.125	OHW MS 13+126 minus 1m
Flemington - Points 631/633	10103	Main Dn	14.76	OHW MS 14.765 minus 5m
Harris Park - Points 720/721	10178	Main Wst Up 1	23.011	OHW SL 23+012 minus 1m
Parramatta - Points 725	10177	Main Wst Dn 1	23.796	On OHW SL 23+796
Parramatta - Points 722	10178	Main Wst Up 1	22.857	OHW SL 22+847 plus 9.5m
Westmead - Points 729	10178	Main Wst Up 1	24.647	OHW SL 24+634 plus 13m
Westmead - Points 730	10178	Main Wst Up 1	24.799	On OHW SL 24+799
Riverstone - Points 40	10191	Blacktown to Richmond Sngl Line	45.554	On OHW R 45+554
Mulgrave - Points 51	10191	Blacktown to Richmond Sngl Line	52.243	On OHW R52+243
Mulgrave - Points 53	10191	Blacktown to Richmond Sngl Line	52.592	On OHW R52+952
Seven Hills - Points 304	10188	Richmond Br Dn	32.7112	OHW SL 32+728 minus 16 m
Blacktown - Points 320	10177	Main Wst Dn 1	36.183	OHW SL 36+138 plus 44m
St Mary's - Points 805	10178	Main Wst Up 1	46.412	OHW SL 46+384 plus 28m
St Mary's - Points 808	10178	Main Wst Up 1	47.002	OHW SL 47.018 minus 16m
St Mary's - Points 809	10177	Main Wst Dn 1	47.837	OHW MS 47+853 minus 16
St Mary's - Points 806	10178	Main Wst Up 1	46.691	On OHW SL 46+691

Penrith - Points 57	10178	Main Wst Up 1	54.634	On OHW SL 54+634
Emu Plains - Points 53	10178	Main Wst Up 1	56.97	OHW SL 56+977 minus 7m
Gordon - Points 52	10028	Nth Shore Dn	17.511	OHW MH 17+520 minus 9 m
Granville - Points 710	10177	Main Wst Dn 1	21.086	OHW MS 21+076+10 m
Berowra - Points 52	10001	Main Nth Up	44.259	OHW N 44+237 plus 25 m
Gordon - Points 51	10029	Nth Shore Up	16.803	OHW MH 16+788 plus 15
Homebush - Points 602	10101	Suburban Dn	12.301	OHW MS 12+313 minus 12m
Lidcombe - Points 713	10101	Suburban Dn	16.968	OHW MS 16+943+25m

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HORNSBY – SPEED BOARD CHANGES

Since 0200hrs, **Monday 16th January 2018**, the following speed board changes were implemented:

- The existing 60/60/60 speed board located at 34.510km on Turnback 1 Road for UP direction moves was reduced to 30/30/30.
- Existing 569A/B points speed was reduced for UP direction moves to X30. Down direction moves remain at X60
- Existing 540A/B points speed was reduced for UP direction moves to X30. Down direction moves remain at X45

VER 09022018

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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, 13 February 2018