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weekly notice

Monday, 27 October 2014
Sunday, 2 November 2014



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 RULES AND COMPLIANCE
SYDNEY TRAINS*

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
44	3/11/14–9/11/14	21/10/14
45	10/11/14–16/11/14	28/10/14
46	17/11/14–23/10/14	4/11/14
47	24/11/14–30/11/14	11/11/14

So that printing and distributing schedules can be met, it is essential articles are received by the deadline.

Late articles will be published in the next issue of the Weekly Notice. This may result in information not being distributed in time for it to be acted upon.

When submitting articles, please include your name, position title, telephone numbers and email details at the end of the articles as shown below:

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

ATTENTION: All train examiners

Rollingstock can contribute to track buckles.

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

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

Train examinations: Passenger and freight trains

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

Constant contact side bearers (where fitted)

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

Friction wedges

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

Wheel profiles

Check for excessive flange wear and arises.

Overloading or unbalanced loading

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

Continued on the next page

Evidence of hunting

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

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

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

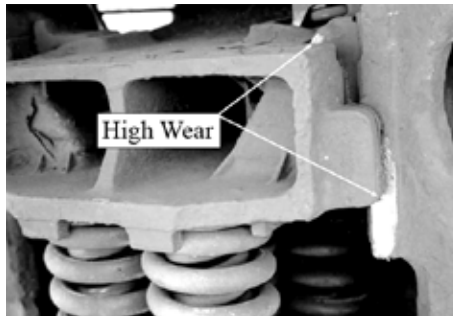


Figure 1: High gib/side frame wear and friction wedge lateral wear

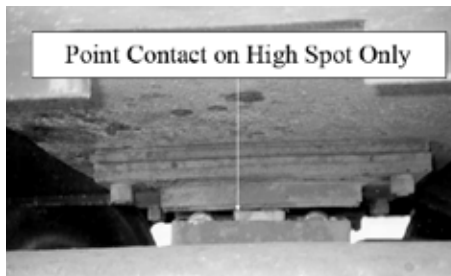


Figure 2: Constant contact side bearer with point contact



Figure 3: Constant contact side bearers with melted plastic blocks

What to do if defects are detected or reported

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

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

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

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

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

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

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TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH

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

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

Be aware of:

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

Report all track disturbances

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

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

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NORTHERN STRATHFIELD RAIL UNDERPASS (NSRU) – REBUILT AND SHORTENED EXISTING PLATFORM LENGTHS AT CONCORD WEST STATION

Since **31 March 2014**, works have been completed for rebuild and shortening of Concord West Station to address structural integrity issues and improving compliances with fire engineering and building legislation requirements.

The existing Concord West platforms no. 1, 2 and 3 are reduced in lengths as follows.

Track	Up Main	Down Main	Down Relief
Platform No.	Platform 1	Platform 2	Platform 3
Start	14458.669	14459.754	14460.34
End	14627.145	14627.706	14629.689
Length (m)	168	168	169

In case of passenger evacuation from Intercity V-sets at the existing platforms, Train Crews are advised to implement the Short platform door operation from TWP156 Operating Doors.

On 6 June 2015, a new platform at the Up Relief will be commissioned to primarily accommodate freight trains and the existing platforms will be renumbered. A separate Weekly Notice will be issued to communicate this change closer to the commissioning time.

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SHELLHARBOUR JUNCTION STATION OPENING / DUNMORE (SHELLHARBOUR) STATION CLOSURE

Commencing from the first train (0525hrs) on **Saturday, 15 November 2014**, the new station at Shellharbour Junction, located at 108.890km to 109.080km on the Main Illawarra Line and the Dunmore Loop, will be brought into service and open to the public. All trains will stop as tabled in STN1634 - 2014 at the new station. The station will not be staffed during normal operations.

- There is a new Guards indicator located on each platform of the station.
- At the same time, Dunmore (Shellharbour) Station will be no longer be in service and trains will no longer stop at that station, as detailed in STN1634 - 2014. The site of Dunmore (Shellharbour) station will be secured to prevent public access from this time, but will not be demolished immediately. This portion of the project is still being developed and further advice will be provided at a later date.
- The pedestrian level crossing located at 110.750km on the Country end of the closed Dunmore Station platforms will remain unaltered and in use.
- The mimic panel located at the Wollongong Signal Complex will be altered to show the changes.

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SHELLHARBOUR JUNCTION – GUARDS INDICATORS

Commencing on **Saturday, 15 November 2014** and continuing until completed, the following work will be carried out:

- Platform No 1 – Up Guards Indicator
- A new Up Direction LED type Guards Indicator will be brought into use to operate in conjunction with 28 signal.
- Platform No 2 – Up Guards Indicator
- A new Up Direction LED type Guards Indicator will be brought into use to operate in conjunction with 26 signal.
- Wollongong Control Panel will be altered to reflect the name change from Flinders to Shellharbour Junction

VER03102014

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EDGECOMBE (WEST) – 6 POINTS TURNOUT RENEWAL

Commencing at 0200 hours on **Saturday, 8 November 2014**, and continuing until 0200 hours on Monday, 10 November 2014, the following work will be carried out.

- Existing 6 points (Down Main to Up Main) will be renewed in approximately the same position. The point machines will be replaced with Westinghouse D84M MKIII type.
- The existing Emergency Switch Machine Lock (ESML) for 6 points will be replaced with new Emergency Operations Lock (EOL) of the Fortress key type in the same location for emergency hand operation.

VER30092014

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FLEMINGTON (MAIN SUBURBAN) – CONVERSION OF 700A/B POINTS TO 'A' UNIT OPERATION

Commencing at 0200 hours on **Saturday, 15th November 2014**, and continuing until 0200 hours on Monday, 17th November 2014, the following work will be carried out:

- The existing 700A points on the Up Main and 700B points on the Up Suburban will be renewed. The point mechanisms will be replaced with an 'A' type point control unit utilising an in-bearer Spherolock arrangement.
- 700A points will be relocated approximately 3m towards Sydney.
- 700B points will be renewed in approximately the same position.
- An Emergency Operations Lock (EOL) of the keyless type will be provided at location case FC 3/4 (700B end).

VER09072014

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ASHFIELD – SPEED SIGN CHANGES

On **Monday, 10 November 2014**, at Ashfield, the following work will be carried out on the Main Suburban:

Locals

	KILO -	DOWN		UP	
	METRAGE	NORMAL	XPT	NORMAL	XPT
Existing	5.600	75	..	..	..
Existing	6.140	..	..	60	..
Existing	6.246	Lewisham			
Existing	7.032	Summer Hill			
Replace	7.725	50	..	..	..
With	7.725	70	..	..	..
Existing	7.750		..	75	..
New	8.200	50	..	50	..
Replace	8.200	X25	521 B Pts	50	..
With	8.200	X25	521 B Pts		
Existing	8.376	Ashfield			
Existing	8.460	25	..	Term. Rd	
Existing	8.460	25	..	..	..
Existing	8.580	50	..	..	..
Existing	8.700	70	..	..	..
Existing	9.424	Croydon			
Existing	10.624	Burwood			
Existing	11.000	..	..	70	..

Suburbans

	KILO -	DOWN		UP	
	METRAGE	NORMAL	XPT	NORMAL	XPT
Existing	3.270	..	..	50	..
Existing	3.360	80	..	..	..
Existing	4.671	Stanmore			
Existing	5.499	Petersham			
Existing	6.246	Lewisham			
Existing	7.032	Summer Hill			
Replace	7.750	50	..	80	..
With	7.750	70	..	80	..
Existing	8.290	80	..	50	..
Existing	8.376	Ashfield			
Existing	9.424	Croydon			
Existing	10.624	Burwood			
Existing	11.200	80	..
Existing	11.344	60

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GOSFORD (NORTH) – INSTALLATION OF NEW 85 POINTS

Commencing at 0200 hours on **Saturday, 1 November 2014** and continuing until 0200 hours on Monday, 3 November 2014, the following work will be carried out.

- New 85A/B Crossover from the Up Main to the new Up Refuge will be installed between Gosford and Narara. Both 85A Points (81.361 km) and 85B Points (81.449km) will be spiked, clipped and XL locked in the normal position until final commissioning.
- The Control and indication panels at Gosford Signal box will remain unaltered at this stage. Panels will be amended during the final commissioning to reflect the final layout.

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

**VER 25092014
DIAGRAM**

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EPPING TO THORNLEIGH THIRD TRACK – STAGE K: REMOVAL OF 52B POINTS

Commencing at 0200 hours on **Saturday, 1 November 2014** and continuing until 0200 hours on Monday, 3 November 2014, the following works will be carried out;

- Removal of 52B points, currently located on the Down Main at approximately 29.344km.
- Modification of TH7 signal – removal of 'A' light

The Control and indication panels at Homebush Signal box will remain unaltered at this stage. Panels will be amended during the final commissioning to reflect the final layout.

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

**VER 21082014
DIAGRAM**

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NORTH STRATHFIELD RAIL UNDERPASS – STAGE 4B

Commencing at 0200 hours on **Saturday, 1 November 2014** and continuing until 0200 hours on Monday, 3 November 2014, the following work will be carried out.

- 557A turnout will be installed in final position at 12.652km for the New Up Relief at North Strathfield. 557A (New) turnout will be spiked, clipped and XL locked reverse with detection included in 157 Signal operation until final commissioning
- 557B turnout will be commissioned and become fully operational at this stage
- Existing 557A catch point will remain in use until final commissioning
- Existing 557A catch points ESML will remain in use for emergency operation for existing 557A catch points
- 557B EOL will be commissioned into use for emergency operation of 557B end only
- In emergency operations, both 557B and existing 557A catch point need to be placed into the correct position for traffic movements.
- OH indication removed from ST171 signal

The ATRICS workstation and the NX control desk and illuminated diagram at Strathfield Signal Box will remain unaltered at this stage. The panels will be amended during the final commissioning to reflect the final layout.

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

**VER19092014
DIAGRAM**

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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
015–2011	OMET 316: Defective Air Springs	24/11/11	4/12/11
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
007–2012	TWP 203: Changing ends	25/10/12	4/11/12
008–2012	TWP 217: Train Operating System (TOS) Display Unit Failure	25/10/12	4/11/12
009–2012	TWP 233: Control Circuit Failures	25/10/12	4/11/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
011–2012	TWP 178: CountryNet and Local Radios	29/11/12	9/12/12
001–2013	Operation of H–Set (Oscar) Trains Fitted with Automatic Train Protection (ATP) Equipment	17/1/13	27/1/13
003–2013	48 Class: Wheels	7/2/13	10/2/13
004–2013	TWP 188: Jumper Couplings	14/3/13	24/3/13
007–2013	TWP 184: Refuelling XPT, Explorer and Endeavour Trains	18/4/13	28/4/13

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Number	Title	Issued	Effective
013–2013	OMDT 454: Disabled Train	23/5/13	2/6/13
010–2013	OMET 350: Operation and Management of Electric Trains – Standards	30/5/13	9/6/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
016–2013	TWP 100: Responsibilities of Train Crews	30/5/13	9/6/13
017–2013	WAR 030: Minimum Standards	30/5/13	9/6/13
020–2013	TWP 152: Disabled Trains	21/11/13	1/12/13
021–2013	TWP 138: Assisting Trains Using Emergency Couplers	21/11/13	1/12/13
001–2014	Ammendment to OMET 200, OMET 350, WAR 030 XPT 030, OMDT 400 & OMDT 500(Visibility Lights)	20/2/14	2/3/14
002–2014	OMET 220: Wheelslip light indications	20/2/14	2/3/14
005–2014	Operation of T-Set (Tangara) Trains fitted with ATP equipment	3/4/14	14/4/14
003–2014	OMET 344 Internal Emergency Door Release and Passenger Emergency Intercom Alarm	10/4/14	20/4/14
004–2014	TWP 114: Train Crew Member Leaving or Returning to the Crew Compartment	10/4/14	20/4/14
006–2014	WAR 202: Bogie Faults	24/4/14	4/5/14
007–2014	WAR 001: Stabling	24/4/14	4/5/14
008–2014	TWP 176: Wayside Train Condition Monitor Alarms	26/6/14	7/7/14
009–2014	TWP 136: Defective Wheels	21/8/14	31/8/14
010–2014	TWP 244: OSCAR - Internal Emergency Door Release and Passenger Intercom Alarm	18/9/14	28/9/14

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STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
044-2014	Worksite Protection Plan – Tablet Version Trial	1/5/14	11/5/14
045-2014	NLA 302: Hornsby	8/5/14	18/5/14
043-2014	Network Rules – Network Procedures	15/5/14	25/5/14
046-2014	NLA 618: Chullora	15/5/14	25/5/14
047-2014	NLA 616: Enfield	15/5/14	25/5/14
055-2014	NLA 208: Blacktown	29/5/14	8/6/14
052-2014	NLA 320: Broadmeadow - Newcastle	5/6/14	15/6/14
057-2014	NLA 416: Wollongong	5/6/14	15/6/14
058-2014	NLA 608: Port Kembla	5/6/14	15/6/14
060-2014	NLA 212: Penrith - Wallerawang	5/6/14	15/6/14
061-2014	NLA 504: Campbelltown	5/6/14	15/6/14
064-2014	Trial of Speed Signs in the Network	5/6/14	15/6/14
067-2014	NLA 420: Bomaderry (Nowra)	12/6/14	22/6/14
063-2014	Exception to TWP 108: Route Knowledge	19/6/14	29/6/14
069-2014	NLA 108: Central - Sydenham	26/6/14	6/7/14
070-2014	NLA 308: Chatswood - Epping	26/6/14	6/7/14
074-2014	NLA 312: Gosford	26/6/14	6/7/14
050-2014	Trial of Coded ASB	26/6/14	6/7/14
072-2014	NLA 318: Broadmeadow – Woodville Junction	3/7/14	13/7/14
075-2014	Worksite Handsignaller Ahead Signs NSG 604	3/7/14	13/7/14
076-2014	Network Rules – Network Forms – Network Procedures	3/7/14	13/7/14
077-2014	NLA 102: Sydney Terminal	3/7/14	13/7/14
051-2014	NLA 500: Lidcombe - Campbelltown	29/5/14	10/6/14
088-2014	NLA 100: Central	17/7/14	27/7/14
086-2014	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line (SSFL)	17/7/14	28/7/14
089-2014	NLA 116: Flemington	17/7/14	28/7/14
090-2014	NLA 402: Sydenham	17/7/14	28/7/14
093-2014	Testing & Restricted Movement of Bradken BK Class Locomotives	24/7/14	3/8/14
078-2014	NLA 104: City Circle	31/7/14	10/8/14

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079–2014	NLA 110: Central – Lidcombe	31/7/14	10/8/14
083–2014	NLA 314: Gosford – Broadmeadow	31/7/14	10/8/14
081–2014	NLA 400: Central – Sutherland	31/7/14	10/8/14
080–2014	NLA 316: Sulphide Junction	31/7/14	10/8/14
085–2014	NLA 502: Sefton Park Jct	31/7/14	10/8/14
095–2014	NLA 214: Lithgow	31/7/14	10/8/14
082–2014	NLA 310: Hornsby – Gosford	7/8/14	17/8/14
091–2014	NLA 304: Central – Hornsby	7/8/14	17/8/14
092–2014	Speno Ultrasonic Testing	14/8/14	24/8/14
097–2014	NLA 508: Sydenham – Sefton Park Junction	14/8/14	24/8/14
096–2014	NLA 410: Sutherland – Wollongong	14/8/14	24/8/14
100–2014	NLA 214: Katoomba	4/9/14	15/9/14
113–2014	NLA 210: Penrith	11/9/14	21/9/14
115–2014	NLA 202: Clyde Down Sidings	11/9/14	22/9/14
116–2014	NLA 204: Clyde Up Yard	11/9/14	22/9/14
117–2014	NLA 200: Lidcombe – Penrith	11/9/14	22/9/14
118–2014	NLA 206: Clyde and Granville	11/9/14	22/9/14
109–2014	NLA Explanatory notes	18/9/14	28/9/14
110–2014	NLA Introduction	18/9/14	28/9/14
112–2014	Procedures for Trains Entering – Departing Macdonaldtown stabling yard	18/9/14	28/9/14
121–2014	Trial of Track Circuit Occupancy Device (TCOD)	18/9/14	28/9/14
104–2014	OSP 13–Responding to a Medical Emergency on a Train	18/9/14	5/10/14
122–2014	Use of Network Rules Forms	18/9/14	28/9/14
102–2014	NLA 418: Wollongong – Bomaderry (Nowra)	25/9/14	5/10/14
120–2014	NLA 510: Sydenham – Glenfield	2/10/14	12/10/14
119–2014	Trial of Signal Key Switches	9/10/14	19/10/14
123–2014	NLA 300: Strathfield – Hornsby	9/10/14	19/10/14
124–2014	NLA 114: Strathfield	9/10/14	19/10/14
126–2014	OSP 15–Propelling Trains	9/10/14	19/10/14
129–2014	NLA - Location Guide	16/10/14	26/10/14

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(W.N. 43 – 2014)

STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

Title	Status Sheet	Date issued
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Network Rules

General	10	July 2014
Work on Track	13	July 2014
Train Working	9	July 2014
Systems of Safeworking and Special Working	5	July 2012
Signals and Signs	10	July 2014
Glossary	8	July 2012

Network Procedures

Procedures	14	July 2014
Forms	9	July 2014

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

Network Local Appendices

Network Local Appendices	9	Dec 2012
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Title	Version	Date issued
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Operator Specific Procedures

OSP 3	9	July 2014
OSP 4	5	July 2014
OSP 5	6	July 2014
OSP 6	5	July 2014

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Title	Version	Date issued
Operator Specific Procedures		
OSP 7	7	July 2014
OSP 8	4	July 2014
OSP 9	6	July 2014
OSP 10	4	July 2014
OSP 11	7	July 2014
OSP 12	7	July 2014
OSP 13	4	July 2014
OSP 14	6	July 2014
OSP 15	6	July 2014
OSP 16	7	July 2014
OSP 17	4	July 2014
OSP 18	6	July 2014
OSP 19	4	July 2014
OSP 20	5	July 2014
OSP 21	6	July 2014
OSP 22	3	July 2014
OSP 23	1	July 2014
OSP 24	1	July 2014

Train Working Procedures

TWP 100 (New)	3	May 2012
TWP 102 (New)	3	May 2012
TWP 106	3	May 2012
TWP 108 (New)	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114	3	May 2012
TWP 116	3	May 2012
TWP 118 (New)	3	May 2012
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128 (New)	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	3	May 2012
TWP 138	3	May 2012

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Title	Version	Date issued
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	3	May 2012
TWP 152	4	May 2012
TWP 154	3	May 2012
TWP 156 (New)	5	May 2012
TWP 158	3	May 2012
TWP 160 (New)	3	May 2012
TWP 162	3	May 2012
TWP 164 (New)	4	May 2012
TWP 166	3	May 2012
TWP 168 (New)	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174 (New)	1	May 2012

Network Forms

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 016 Protection Officer's Log Book	2	July 2014
NRF 017 Protection Officer's Diary	2	July 2014

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

External users who wish to purchase hard copies of the Network Rules and Network Procedures can download an order form from the RailSafe website under Contractors on the top menu bar.

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DISTRIBUTION OFFICER CONTACT FORM

Are you a new distribution officer?

Y / N

Are you replacing the previous distribution officer?

Y / N

Add

Full name:

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Please scan and e-mail the completed form to NRU@transport.nsw.gov.au

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

www.railsafe.org.au/weekly-notices

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 Rules and Compliance
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 14 October 2014