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29 weekly notice

Monday, 13 July 2020
Sunday, 19 July 2020



See online for all Safeworking Information

www.railsafe.org.au

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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>
30	20/07/2020 – 26/07/2020	23/06/2020
31	27/07/2020 – 02/08/2020	30/06/2020
32	03/08/2020 – 09/08/2020	07/07/2020
33	10/08/2020 – 16/08/2020	14/07/2020

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:

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COMMISSIONING OF KANGY ANGY (NORTH) – NEW INTERCITY FLEET MAINTENANCE CENTRE

Commencing at 02:00 hours on **25 July 2020**, and continuing until 01:00 hours on 27 July 2020, the following works will be carried out;

- The existing Down and Up Main will be reconfigured to facilitate the new connections to the Kangy Angy Maintenance Facility (KMF). The area will be designated Kangy North (KN). The KN signalling area will be controlled from a new ATRICS panel in Wyong Signal Box. All signals controlled from the Kangy Angy North ATRICS panel will be plated "KN". A new Microlok CBI interlocking will control the signalling within KN. The existing IASS panels in Gosford and Wyong Signal boxes covering the area as well as the Wyong NX panel will be amended to reflect the new arrangement.
- There is no change to the system of working – Rail Vehicle Detection (RVD).

Kangy North

Down Main

The following signals will have a medium aspect added:

- 55.9

The following signals will have a mechanical trainstop added:

- 55.9

The following signal will be reconfigured as a controlled signal:

- 56.9 becomes KN1

Up Main

The following signals will have a medium aspect added:

- 60.8
- 61.46

The following signals will have a mechanical trainstop added:

- 57.2

- 60.8
- 61.46

Points

- Kangy Angy 110A Points and 112A Points (WN28 2019) will be brought into service.
- Kangy Angy 111A/B Points (WN23 2019) will be brought into service.
- Kangy Angy Points 110A/B and 112A/B will Auto-Normalise. These Points enable train moves between the Down Main Line and Kangy Angy Arrivals Road and Kangy Angy Departure Road and the Up Main Line. The Points are located at approximately 93.329km (110A) & 93.425km (110B) 93.564km (112A) & 93.706km (112B). Points are controlled from Wyong Signal Box and operate as a typical set of points. The Wyong Signaller has control to manually operate the points normal or reverse, or leave control to the availability of the interlocking and control system.

The provision of Auto-Normalisation will automatically set these points normal when;

- 110A/B & 112A/B Points are not already normal and available to be set (free of locking) after 30 seconds.
- Auto-Normalisation will be deactivated under the following conditions;
- 110 or 112 Points control is left in the normal or reverse position on the Wyong control panel.
- 110 or 112 EOL has been removed to manually operate the points locally.

ATRICS Area of Control – To be confirmed by Atrics design

The new Wyong panel will have one area of control which is to be controlled by a single user. The boundary limits of the control area are:

Area of Control – Kangy Angy

Line Boundary – Down Main

First Signal – N54.1

First Track – N54.1AT

Last Signal – WG1

Last Track – WG1BT

Line Boundary – Up Main

First Signal – N61.80

First Track – N62.62AT

Last Signal – N56.2

Last Track – N56.2FT

Dual Control

A dual control arrangement will be implemented between Wyong Signal Box and KMF for routes KN3(M)A - Down Main to Arrival Road, KN3(S)B – Down Main to Departure Road & KN5(S)A - Up Main to Departure Road.

To clear a dual controlled signal requires cooperation between adjacent signallers. The route must be set by the sending signaller and the acceptance must be given by the receiving signaller.

Acceptance may be given before or after the route has been set and accepting will apply locking to the opposing signals. Once acceptance has been given by the KMF signaller, the ATRICS control indicator will display yellow.

KN3(M)A, KN3(S)B and KN5(S)A signal routes are controlled by Wyong Signal Box. Once accepted by the Kangy Angy signaller, the appropriate ATRICS Control Indicator will then illuminate yellow.

The KN3(S)A route does not need the acceptance by the Kangy Angy signaller.

The accept is automatically normalised after the passage of a train. If the Wyong signaller cancels a dual controlled route, the accept will remain active until cancelled by the KMF signaller.

New Lines brought into use

The following table details new and altered lines in the Sydney Trains controlled area:

Kilometrage From (Approx)	Kilometrage To (Approx)	Line Name	Remarks
93.329km	94.654km	Arrival Road	New line for KMF arrivals.
93.749km	94.266km	Wash Road	New line for KMF arrivals and train wash facilities.
93.716km	94.559km	Departure Road	New line for KMF departures.

Note: Only a small portion of these new roads will be displayed on the ATRICS Panel at Wyong.

Signals

The final signalling arrangements are shown on the Drivers Diagram published in this weekly notice. The new and altered signals will display indications in accordance with Network Rules.

All new and amended running signals in the area are fitted with mechanical train stops.

Additional LED-type, single head colour light signals and main line route indicators (where provided), turnout repeaters, subsidiary shunt signals and route indicators (where provided) and train stops will be brought into use as shown in the new and altered signal and route designations table below.

Approach locking is provided on every new controlled signal. A time limit of 120 seconds applies to all main line aspects and either 60 or 30 seconds applies to all shunt aspects to release the approach locking if the signal is restored to STOP with a train closely approaching.

Emergency override facilities are provided to permit the signalling to continue to operate under failures of the remote control arrangements. The override sets the through routes and cancels any conflicting routes. Any route set by the override will also automatically reclear when interlocking controls allow. An override control box is provided on the outside wall of KN6 location, the main interlocking relay room. The box contains a three position switch. The switch positions are 'Auto, Off, Forced'. Each position has a yellow indicator light to confirm the setting within the interlocking. A fourth green indicator light is provided marked 'Override'. The box is secured by a SL lock.

When the control switch is in the 'Off' position then no override functions are enabled. When the control switch is in the 'Forced' position the interlocking will enter override mode. When the control switch is in the 'Auto' position, the interlocking will enter override mode only if both control communication links are lost. The KN6 emergency override 'Auto' position is disconnected and booked out of use pending network rules being updated to permit its use.

Signal	Route	Description	Route Indication	New/Altered	Remarks
Controlled from Wyong					
KN1	(M)	Down Main		Altered	Existing 56.9 Automatic Signal converted to Controlled Signal with Pulsating Yellow Aspect Left Hand Turnout Repeater provided.

Signal	Route	Description	Route Indication	New/ Altered	Remarks
					Yard Limit commences on Down Main. Override sets route and auto reclearing.
KN3	(M)A	Down Main to Arrival Road		New	Accepted by KY203. Right Hand Turnout Repeater provided. Override cancels route.
	(S)A	Down Main to Arrival Road	AR	New	Override cancels route.
	(S)B	Down Main to Departure Road	DR	New	Accepted by KY205. Override cancels route.
	(M)C	Down Main		New	Override sets route and auto reclearing.
	(S)C	Down Main	DM	New	Override cancels route.
KN5	(S)A	Up Main to Departure Road	DR	New	Accepted by KY205. Override cancels route.
	(S)B	Up Main to Down Main	DM		Override cancels route.
KN6	(M)	Up Main		New	Override sets route and auto reclearing.
	(S)	Up Main		New	Override cancels route.
KN8	(M)	Departure Road to Up Main		New	KMF Yard Limit commences in Down direction. Wyong Yard Limit commences in the Up direction.

Signal	Route	Description	Route Indication	New/ Altered	Remarks
					Override cancels route.
	(S)	Departure Road to Up Main		New	Override cancels route.
KN16	(M)	Up Main		New	Yard Limit commences on Up Main. Override sets route and auto reclearing.
Automatic Signals					
Signal	Description		New/ Altered	Remarks	
55.9	Down Main		Altered	Medium aspect added. Mechanical trainstop added.	
57.2	Up Main		Altered	Mechanical trainstop added. Yard Limit commences in the Down direction.	
58.7	Down Main		New	Yard Limit commences in the Up direction.	
59.5	Down Main		New		
59.6	Up Main		New		
60.8	Up Main		Altered	Medium aspect added. Mechanical trainstop added.	
61.46	Up Main		Altered	Medium aspect added. Mechanical trainstop added.	

Points

The following table details new and altered points brought into use:

Points Number	New/ Altered	Remarks
Controlled from Wyong		
110A/B	Altered	70km/h Turnout (110A), Down Main to Arrival Road. Electric Points D84M MkIII Style with EOL & In Bearer Spherolock. 110B end is a catchpoint. 110A end previously installed clipped and XL locked normal will be brought into use. These points autonormalise.
111A/B	Altered	75km/h Crossover, Up Main to Down Main. Electric Points D84M MkIII Style with EOL & In Bearer Spherolock. 111A/B end previously installed clipped and XL locked normal will be brought into use. A points cleared sign is provided at 93.162km.
112A/B	Altered	75km/h Turnout (112A), Down Main to Departure Road. Electric Points D84M MkIII Style with EOL & In Bearer Spherolock. 112B end is a catchpoint. 112A end previously installed clipped and XL locked normal will be brought into use. These points autonormalise.

Stop Blocks

Existing stop blocks will be removed as shown in the table below:

Kilometrage (Approx)	Description	Remarks
93.419km	Arrival Road	Existing stop block removed.
93.654km	Departure Road	Existing stop block removed.

Yard Limit Signs

New 'Yard Limit' and "End Yard Limit" signs will be installed as shown in the table below:

Signal	Description	Remarks
KN1	Horizontal EYL and horizontal YL mounted on Signal Post.	New signs provided on existing signal on the Down Main at 91.563km.
57.2	Horizontal EYL and horizontal YL mounted on Signal Post.	New signs provided on existing signal on the Up Main at 92.163km.
KY201	Adjoining location Wyong & KMF Horizontal EYL and horizontal YL mounted on Signal Post.	New signs provided on new signal on the Arrival Road at 93.648km.
KN8	Adjoining location Wyong & KMF Horizontal EYL and horizontal YL mounted on Signal Post.	New signs provided on new signal on the Departure Road at 93.716km.
58.7	Horizontal EYL and horizontal YL mounted on Signal Post.	New signs provided on new signal on the Down Main at 94.650km.
KN16	Horizontal EYL and horizontal YL mounted on Signal Post.	New signs provided on new signal on the Up Main at 94.890km.

Speed Signs

New speed signs will be installed as shown in the table below:

	KLMS	DOWN			UP		
		GENERAL	MEDIUM	HIGH	GENERAL	MEDIUM	HIGH
Existing	92.231				110	110	120
Existing	92.231	115	115	145			
New	93.329	X70 Points		110A	Down Sign on Down Main		
New	93.360				115	115	145
New	93.525	X75 Points		111B	Up Sign on Down Main		
Existing	95.335	115	115	135	115	115	145

The new arrangement is shown in the attached Drivers Diagram.

VER 10062020

DRIVERS DIAGRAM VER 10062020

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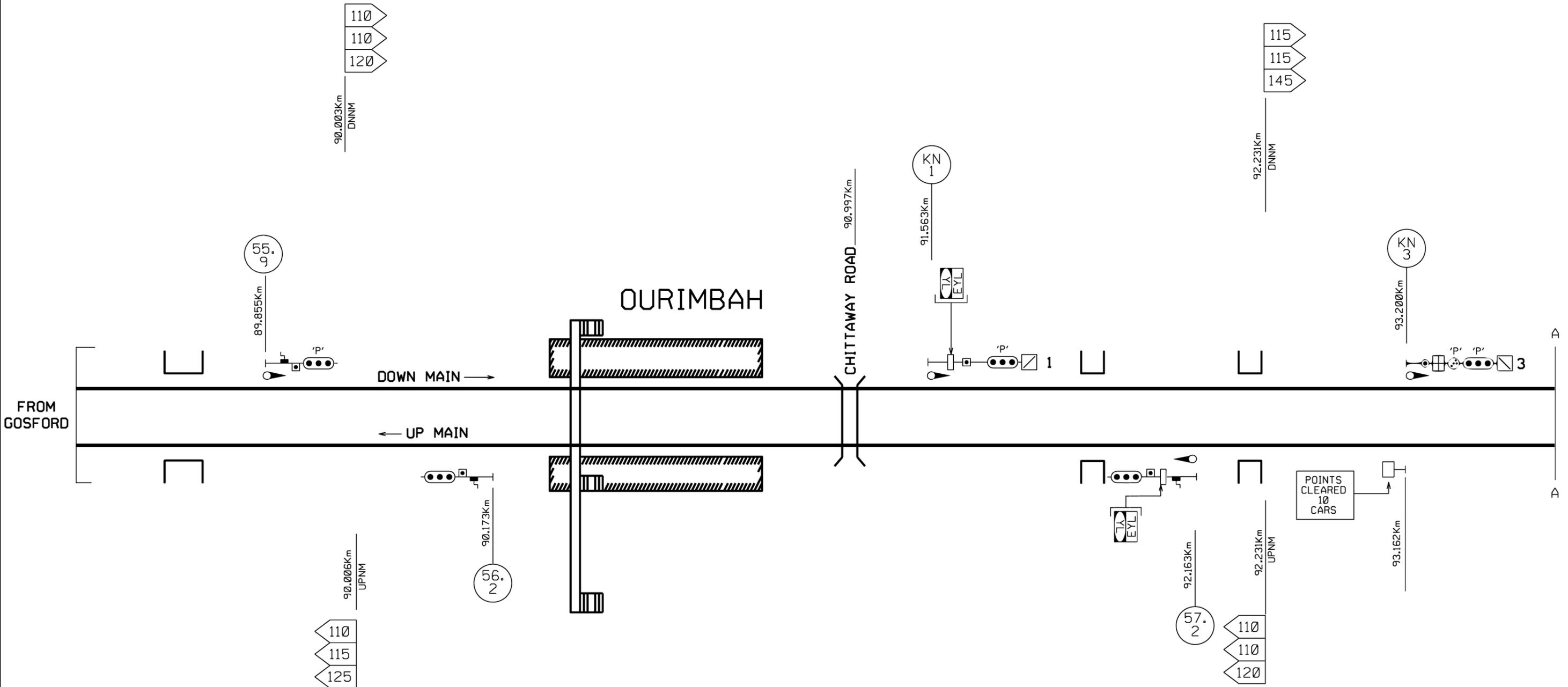
Email: callum.woods-mcconville@arcadis.com

	ROUTE	DESTINATION	IND	TYPE
KN1	(M)	DOWN MAIN	-	-

101 PTS

	ROUTE	DESTINATION	IND	TYPE
KN3	(M)A	ARRIVAL ROAD	BOL	
	(S)A	ARRIVAL ROAD	AR	SRI
	(S)B	DEPARTURE ROAD	DR	SRI
	(M)C	DOWN MAIN	-	-
	(S)C	DOWN MAIN	DM	SRI

ACCEPTED BY KY203 3(S)A AR DM 3(S)C
 ACCEPTED BY KY205 3(S)B DR 301 PTS

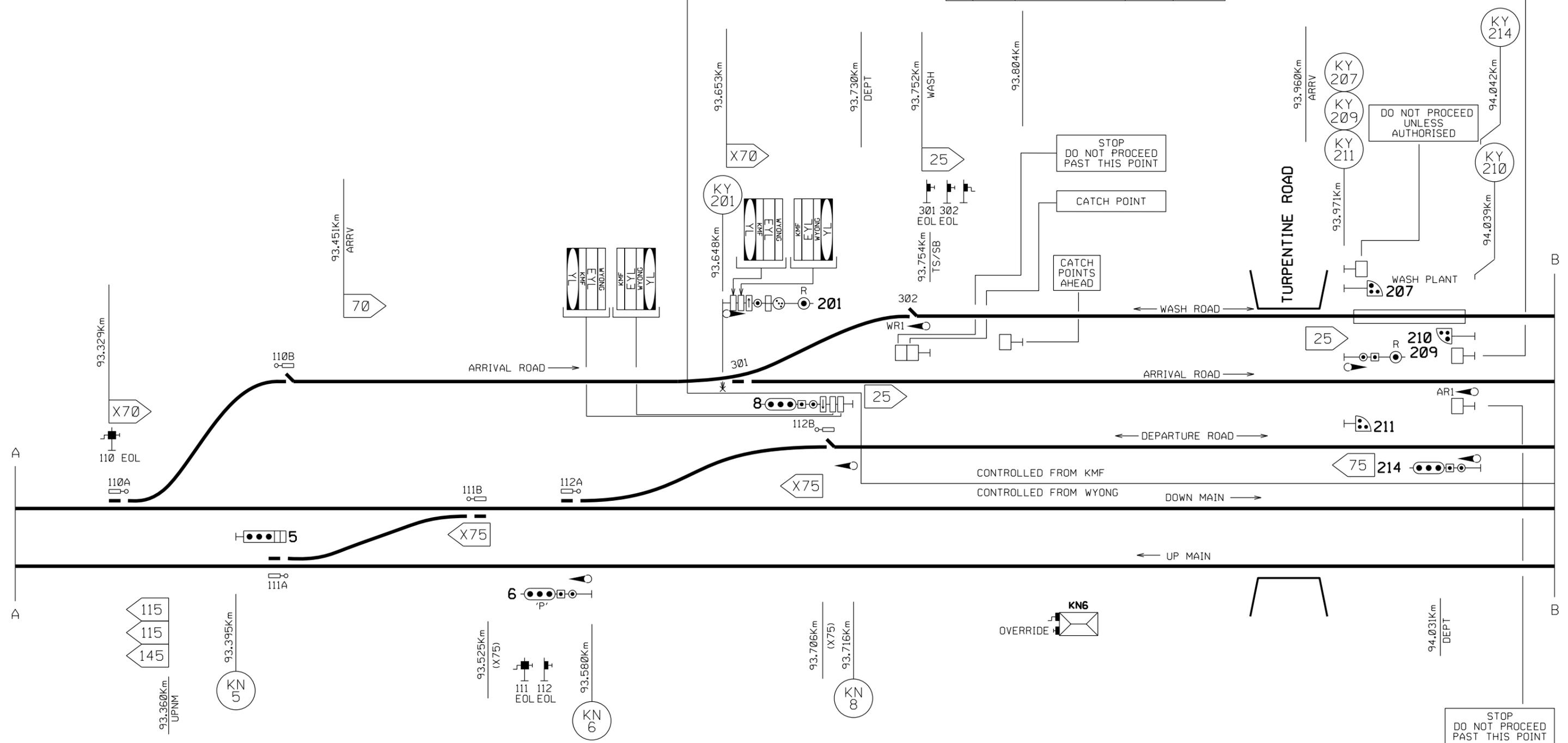


KANGY ANGY
 NEW INTERCITY FLEET MAINTENANCE CENTRE

ROUTE	DESTINATION	IND	TYPE
KY 201 (S)A	WASH ROAD	WR	SRI
(M)B	ARRIVAL ROAD		BOL
(S)B	ARRIVAL ROAD	AR	SRI
KY 214 (M)A	DEPARTURE ROAD	-	-
(S)A	DEPARTURE ROAD	-	-

201(S)A WR AR 201(S)B

CONTROLLED FROM WYONG ← → CONTROLLED FROM KMF



ROUTE	DESTINATION	IND	TYPE
KN5 (S)A	DEPARTURE ROAD	DR	SRI
(S)B	DOWN MAIN	DM	SRI

ACCEPTED BY KY205

5(S)A DR DM 5(S)B

ROUTE	DESTINATION	IND	TYPE
KN6 (M)	UP MAIN	-	-
(S)	UP MAIN	-	-

ROUTE	DESTINATION	IND	TYPE
KN8 (M)	UP MAIN	-	-
(S)	UP MAIN	-	-



KANGY ANGY
NEW INTERCITY FLEET MAINTENANCE CENTRE

ROUTE	DESTINATION	IND	TYPE
(S)A	STANDING ROAD 1	1	MMLRI
(S)B	STANDING ROAD 2	2	MMLRI
(S)C	STANDING ROAD 3	3	MMLRI
(S)D	STANDING ROAD 4	4	MMLRI
(S)F	WHEEL LATHE	W	MMLRI
(S)G	STANDING ROAD 6	6	MMLRI
(S)H	STANDING ROAD 7	7	MMLRI

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI

ROUTE	DESTINATION	IND	TYPE
236(S)A	DR	WR	236(S)C
236(S)B	AR		

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI

ROUTE	DESTINATION	IND	TYPE
230(S)A	DR	WR	230(S)C
230(S)B	AR		

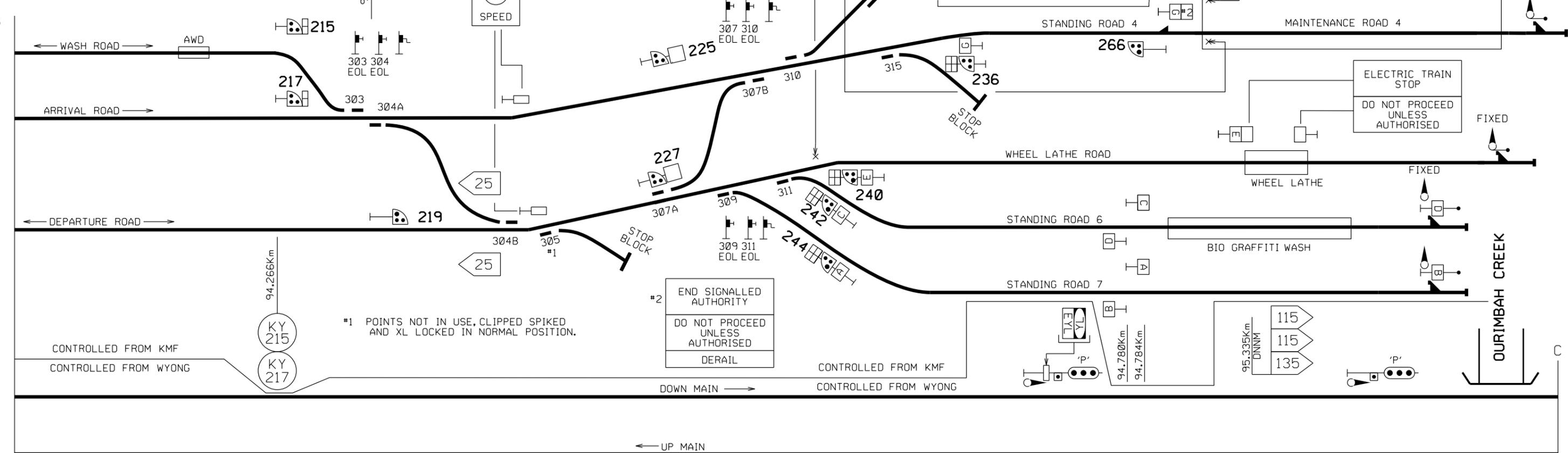
ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI

ROUTE	DESTINATION	IND	TYPE
232(S)A	DR	WR	232(S)C
232(S)B	AR		

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI

ROUTE	DESTINATION	IND	TYPE
234(S)A	DR	WR	234(S)C
234(S)B	AR		

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI



ROUTE	DESTINATION	IND	TYPE
(S)A	ARRIVAL ROAD	AR	SRI
(S)B	DEPARTURE ROAD	DR	SRI

ROUTE	DESTINATION	IND	TYPE
215(S)A	AR	DR	215(S)B

ROUTE	DESTINATION	IND	TYPE
(S)A	ARRIVAL ROAD	AR	SRI
(S)B	DEPARTURE ROAD	DR	SRI

ROUTE	DESTINATION	IND	TYPE
217(S)A	AR	DR	217(S)B

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	-	-
-	PROVISION FOR FUTURE ROUTE	-	-

ROUTE	DESTINATION	IND	TYPE
(S)A	STANDING ROAD 1	1	MMLRI
(S)B	STANDING ROAD 2	2	MMLRI
(S)C	STANDING ROAD 3	3	MMLRI
(S)D	STANDING ROAD 4	4	MMLRI

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI

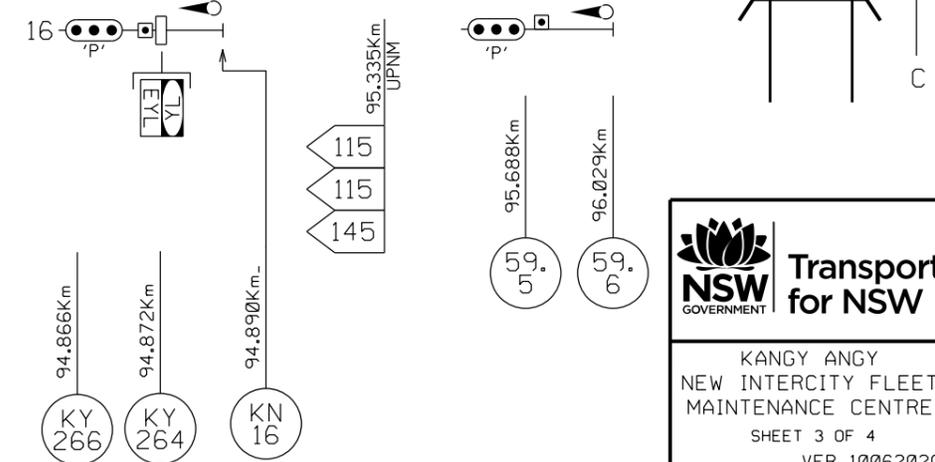
ROUTE	DESTINATION	IND	TYPE
240(S)A	DR	WR	240(S)C
240(S)B	AR		

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI

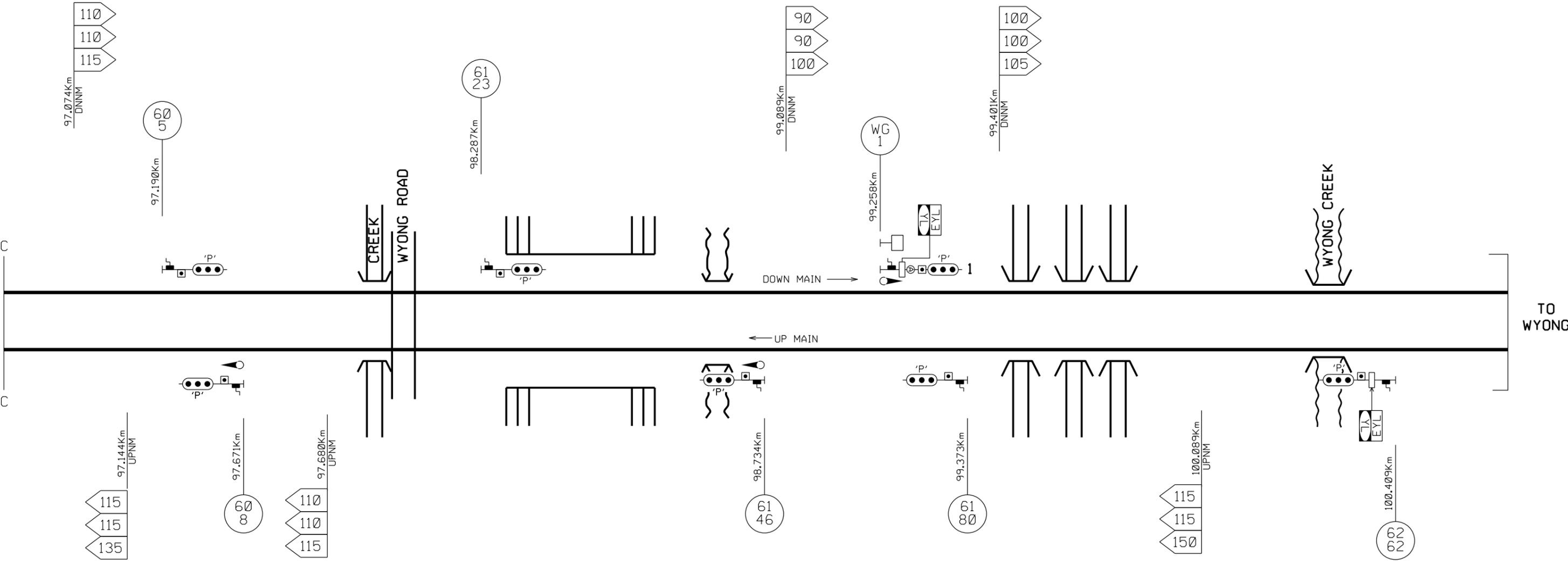
ROUTE	DESTINATION	IND	TYPE
242(S)A	DR	WR	242(S)C
242(S)B	AR		

ROUTE	DESTINATION	IND	TYPE
(S)A	DEPARTURE ROAD	DR	SRI
(S)B	ARRIVAL ROAD	AR	SRI
(S)C	WASH ROAD	WR	SRI

ROUTE	DESTINATION	IND	TYPE
244(S)A	DR	WR	244(S)C
244(S)B	AR		



TUGGERAH



BLACKTOWN ATRICS

Telephones and WB Radio

From 0200 hours **Sunday, 5 July 2020** new telephone numbers will be introduced for the Blacktown - Richmond Signaller area when located at the Rail Operations Centre or Homebush Control Centre.

Signaller Area	Train Control Normal		Train Control Emergency	
	Internal	Public In-Dial	Internal	Public In-Dial
Blacktown - Richmond	77051	02 - 85777051	77052	02- 85777052

The existing Blacktown and Richmond Signaller telephone numbers will be redirected to call the new Blacktown – Richmond Signaller when located at the Rail Operations Centre or Homebush Control Centre.

Signal Post telephone circuits in the Blacktown & Richmond Signalling areas will be redirected to call the new Blacktown - Richmond Signaller when located at the Rail Operations Centre or Homebush Control Centre.

Use of the Blacktown WB radio base will be provided for the Blacktown - Richmond Signaller when located at the Rail Operations Centre or Homebush Control Centre.

Change of DTRS Train Radio Signaller Control Area

From 0200 hours Sunday, 5th July 2020, the DTRS boundary areas for the Blacktown (043) and Richmond (061) will be amended to align with the new Blacktown – Richmond ATRICS signalling control areas.

Use of the DTRS Blacktown (043) and Richmond (061) Signaller areas will be provided for the Blacktown – Richmond Signaller when located at the Rail Operations Centre or Homebush Control Centre.

New DTRS Transponders will be as follows.

Granville – Blacktown Interface

Track Description	Transponder Location	Kilometres (Km)
Up West Main	200m on approach M17.4	28.393 Km
Up West Suburban	200m on approach S17.4	28.393 Km
Down West Main	100m on approach M17.3	27.669 Km
Down West Suburban	100m on approach S17.3	27.669 Km

Blacktown – St Marys Interface

Track Description	Transponder Location	Kilometres (Km)
Up West Main	100m on approach M26.2 No Change	42.339 Km
Up West Suburban	100m on approach S26.2 No Change	42.339 Km
Down West Main	200m on approach M25.5	40.800 Km
Down West Suburban	200m on approach S25.5	40.800 Km

Blacktown – Richmond Interface

Track Description	Transponder Location	Kilometres (Km)
Richmond Down Track	130m on approach BN188DR	40.425 Km
Richmond Up Track	130m on approach BN190UR	40.425 Km

Between 0900 to 1300 hours **Saturday, 4 July 2020**, configuration validation test calls will be raised from the Blacktown – Richmond Signaller and Granville (041) Signaller DTRS Radios.

Mia Zhang

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CENTRAL (EAST AREA) - RENEWAL OF 630A & B POINTS

Commencing at 0200 hours on **Saturday, 1 August 2020** and continuing until 0200 hours on Monday, 3 August 2020, the following work will be carried out:

- Existing 630A Point on the UP SUBURBAN will be renewed with in-bearer Spherolock arrangement and relocated 2.000 meters towards city.
- Existing 630B Point on the UP LOCAL will be renewed with an in-bearer Spherolock arrangement and will be relocated 2.176 meters towards country.
- The existing Emergency Lock (EOL) of keyless type will remain unchanged.

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**GOSFORD (NORTH) – GOSFORD AREA REMODELLING (GAR)
STAGE 8 ENABLING WORKS**

Commencing at 0200 hours on **Saturday, 25 July 2020**, and continuing until 0200 hours on Monday, 27 July 2020, the following work will be carried out:

- Existing 88A & B crossover, Down Refuge to Down Main will be renewed and 88A points will be relocated 6 metres towards Sydney at 81.691km and 88B points will be relocated 4 metres towards Sydney at 81.771km.
- 88A and 88B M3A MKII point machines will be replaced with Siemens D84M MKIII point machines utilising an in-bearer Spherolock arrangement.
- The Existing 88 ESML will be replaced by a new 88A & 88B Emergency Operation Lock (EOL) in the same location.
- Existing GF77 signal and associated trainstop & telephone will be relocated 6 metres towards Sydney at 81.682Km.

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REDFERN (WELLS STREET) - RENEWAL OF 264 & 265 POINTS TO "A" UNIT AND 264A AND 265A TO IN BEARER SPHEROLOCK - STAGE 1

Commencing at 0200 hours on **Saturday, 25 July 2020**, and continuing until 0200 hours on Monday, 27 July 2020, the following work will be carried out:

- The existing 264A turnout on the Up Main will be renewed in the same location with an In bearer spherolock arrangement. The 264A and 264B Point controllers will be renewed with "A" type point controller units.
- A new Keyless type Emergency Operations Lock (EOL) for 264 points will be provided adjacent to 264B point end.
- The existing 265A turnout on the Down Main will be renewed in the same location with an In bearer spherolock arrangement. The 265A and 265B Point controllers will be renewed with "A" type point controller units.
- A new Keyless type Emergency Operations Lock (EOL) for 265 points will be provided adjacent to 265A point end.

VER 06032020

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**WYONG (NORTH) – WESTRACE MKII INTERLOCKING
UPGRADE ENABLING WORKS**

Commencing at 0200 hours on **Saturday, 25 July 2020**, and continuing until 0200 hours on Monday, 27 July 2020, the following work will be carried out:

- Existing WG30 signal at 102.727Km on the Up Main will have a new Left Hand Turnout Repeater provided, which will be covered and out of use.

VER 05052020**Drivers Diagram VER 05052020****Jonathon Maher**

Commissioning Manager, Sydney Trains

Mob: 0417 201 543

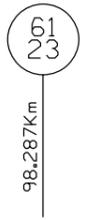
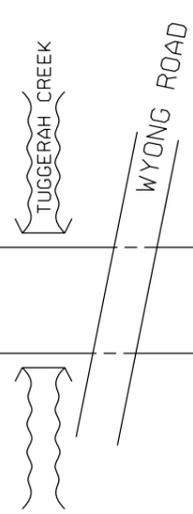
Email: JONATHAN.MAHER@transport.nsw.gov.au

Steven Thirkell

Engineering Manager, Siemens Mobility

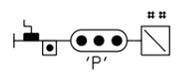
Tel: +61 447771377

Email: steven.thirkell@siemens.com



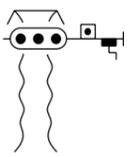
TUGGERAH

** TURNOUT REPEATER COVERED.
'NOT IN USE'

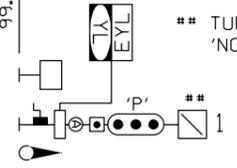


DOWN MAIN →

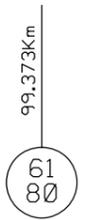
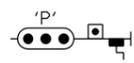
← UP MAIN



99.258km



** TURNOUT REPEATER COVERED.
'NOT IN USE'



Transport for NSW

WYONG WESTRACE MK2 UPGRADE
ENABLING WORKS
DRIVERS DIAGRAM
SIGNALLING ARRANGEMENT PART 1 of 2

AUBURN – SPEED SIGN CHANGES

The advertisement for Auburn speed sign changes, advertised in the Weekly Notice 28, contained an error. Please disregard. The following is the correct information.

The following TOC changes will take place. The speed sign was advertised in W.N. 49-2014 and has been installed.

Section 2e Homebush- St Marys Suburban/Mains							
	KILO -	DOWN			UP		
	METRAGE	GENERAL	MEDIUM	HIGH	GENERAL	MEDIUM	HIGH
	18.625	Auburn					
Insert	18.721	ⓘ	ⓘ	ⓘ	50		
Existing	20.570				60	80	80
	20.660	Clyde			40		
			ⓘ	Down Sign on Up Suburban/ Up Main			
			ⓘ	Up Sign on Down Suburban/Down Main			

Cameron Ly

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STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 – 2007	Introduction of TOM Notices	13/09/07	13/09/07
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: Wheelslip light indications	20/02/14	02/03/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
001 – 2017	Incorporation of Waratah, Oscar and Millennium TOM Notices and SAFE Notices into the TOM	19/01/17	29/01/17
005 – 2017	TWP 150: Damaged or Missing Window Glass	06/04/17	16/04/17
008 – 2017	TWP 176: Wayside Train Condition Monitoring	06/07/17	16/07/17
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
016 – 2017	WAR 030 Minimum Standards	23/11/17	03/12/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
011 – 2018	Trial of C-Set trains fitted with ATP	19/07/18	29/07/18
012 – 2018	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
013 – 2018	Trial of K sets fitted with ATP	17/08/18	27/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
005 – 2019	TWP 106: On Road Performance Assessment	31/01/19	10/02/19
001 – 2019	OMET 266: Operation of Y-set trains	21/02/19	03/03/19
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
010 – 2019	TWP 152 Disabled trains	06/03/19	24/03/19
011 – 2019	TWP 156: Operating doors	14/03/19	24/03/19
014 – 2019	OSCAR Internal Emergency Door Releases	14/03/19	24/03/19
016 – 2019	Operation of H-set (OSCAR) trains fitted with ATP	04/04/19	14/04/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
022 2019	Exception to WAR 030 – Minimum Standards	03/10/19	13/10/19
023 2019	Operation of H sets fitted with ATP	11/11/19	21/11/19
002 2020	TWP 100 Responsibilities of Train Crews	05/03/20	15/03/20
007 2020	Waratah A and B sets fitted with ATP	20/02/20	01/03/20
008 2020	MOS for TTU Upgraded Tangara trains during testing	20/02/20	01/03/20
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
001 2020	Trial of Millennium trains fitted with ATP	12/06/20	21/06/20

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 – 2020	Planning & Management of work on track interface locations	12/12/19	06/01/20
002 - 2020	Shared Corridor Protocols MFN - SSFL	14/02/20	24/02/20
005 - 2020	Use of Signal Key Switches	28/05/20	14/06/20
004 – 2020	Operation of Passenger set F1	14/05/20	31/05/20

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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)

<i>Title</i>	<i>Status Sheet</i>	<i>Date issued</i>
<i>Train Working Procedures</i>		
TWP 100	TN 002 - 2020	March 2020
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	3	November 2015
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 018 - 2019	May 2019
TWP 126	TN 019 - 2019	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	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	TN 005 - 2017	April 2017
TWP 152	TN 010 - 2019	March 2019
TWP 154	TN 008 - 2019	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	4	November 2015
TWP 162	TN 020- 2019	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 184	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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NOTES

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.

Director Safety and Standards

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Tuesday, 30 June 2020