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weekly notice

Monday, 15 December 2014
Sunday, 21 December 2014

Transport
Sydney Trains

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

RailSafe

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weekly notice

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
51	22/12/14–4/1/15	9/12/14
1	5/1/15–11/1/15	16/12/14
2	12/1/15–18/1/15	**16/12/14**
3	19/1/15–25/1/15	**16/12/14**

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.

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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.

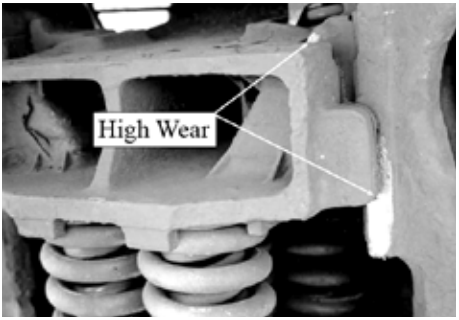

Figure 1: High gib/side frame wear and friction wedge lateral wear

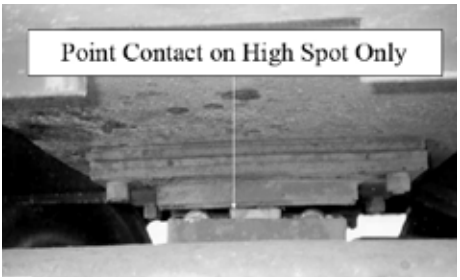

Figure 2: Constant contact side bearer with point contact

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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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AUBURN JUNCTION (AUBURN WEST SUBURBANS) – COMMISSIONING OF AUBURN JUNCTION STAGE 10

Commencing at 2200 hours on **Thursday, 25 December 2014** until 0200 hours on Wednesday, 31 December 2014 for the Up and Down Suburban lines; and commencing 0200 hours on **Friday, 26 December 2014** until 0200 hours on Monday, 29 December 2014 for the Up & Down Main lines, Stage 10 of the Auburn Junction project (Auburn West Suburban's control area) will be brought into use.

- The controls of the Main lines on the country side of Auburn will resume from Auburn Signal Box and the controls of the Main lines on Sydney side of Auburn will commence from Homebush Signal Box (transferred from Strathfield Signal Box) at 0200 hours on Monday 29 December 2014. The controls of the Suburban lines will be from Homebush Control Centre as of 0200 hours on Wednesday, 31 December 2014.
- Points 608, 609, 626, 628, 629 and 630 will be brought into use.
- Points 627 will be clipped, spiked, XL locked and detected normal to the Main Train Through Road.
- Existing Auburn 47 & 48 Electric Points will be renamed as 624 & 625 respectively with control transferred to Homebush.
- All existing Down signals on the Down Suburban between 85D/87D from the country end of Auburn station and 83D signal (inclusive), including the shunt signal 20D located on the Shunting Neck providing signalled routes into the Auburn Maintenance Facility (AMF) and onto the Down Relief, will be replaced with signals in new positions.
- Existing Up signals on the Up Suburban , including the exit signal 21U on Storage Road 1 from the AMF, exit signal 20D from the Down Relief and exit signal 22U from the Main Train siding, will be replaced with signals in new positions. Existing signal 16D will be renamed as AN96 with aspects modified.
- The system of safe working is Rail Vehicle Detection.

A driver's diagram showing the new arrangements is included in this Weekly Notice.

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Signals – Train Operation

Down Trains from Lidcombe on the Down Main will first arrive at AN3 (Down Outer Home), onto AN7 (Down Outer Home) where the train can be signalled onto the Up Suburban via crossover 605 using route AN15(M)B or AN15(S)B, and continue towards Auburn under the authority of signal AN23 and onto signal AN35 where the train can be signalled into Auburn Platform 3.

Down Trains from Auburn Platform 4 on the Down Suburban will depart under the authority of AN45, where the train can be signalled onto the Shunting Neck using AN45(S)A route over 608 crossover and continue onto the Main Train Siding or the AMF Arrival Roads under the authority of signal AN57. Alternatively the train can be signalled on to the Down Suburban using route 45(M)C or 45(S)C and continue towards Down Relief using AN73(S)A route or continue on the Down Suburban towards Clyburn using AN73(M)B or AN73(S)B route.

Down Trains continuing onto the AMF under the authority of signal AN57 can be signalled into Arrivals Roads 1, 2 or 3 using AN61(S)A, AN61(S)B or AN61(S)C route respectively.

Down Trains from Auburn Platform 3 on the Up Suburban will depart under the authority of AN47, where the train will be signalled onto the Down Suburban via 609 crossover using routes AN47(M)B or AN47(S)B and continue onto the Down Relief using AN73(S)A route or continue on the Down Suburban towards Clyburn using AN73(M)B or AN73(S)B route.

Up Trains from Clyburn on the Up Suburban will first arrive at AN96 (Up Outer Home), onto AN84 (Up Outer Home) and then proceed to signal AN78 (Up Home) where the train can continue towards Auburn on the Up Suburban using AN52(M) route in to Platform 3.

Up Trains from the Main Train Siding will depart under the authority of signal AN68 up to signal AN56 on the Shunting Neck, where the train can be signalled onto the Down Suburban via 608 Crossover into Platform 4.

Up Trains from the AMF Storage Roads 1 – 4 will depart under the authority of AN72 via turnout 629, where the train can either be signalled onto the Up

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Suburban, using AN72(M)A or AN72(S)A route over 609 crossover, and continue under the authority of signal AN52 or continue towards Auburn on the Down Suburban using AN72(M)B or AN72(S)B route and into Auburn Platform 4 under the authority of AN50 signal.

Trains from the Down Relief will depart under the authority of AN82 signal via turnout 630, where the train can either be signalled onto the Up Suburban, using AN82(M)A or AN82(S)A route over 609 crossover, and continue under the authority of signal AN52 or continue on the Down Suburban using AN82(M)B or AN82(S)B route and into Auburn Platform 4 under the authority of AN50 signal.

Up Trains from Auburn Platform 4 will depart under the authority of signal AN38 and continue towards Lidcombe under the authority of signal AN26 where the train will be signalled onto the Up Suburban via crossover 604 using route AN26(M)B or AN26(S)B.

AN33 Low Speed Arrangement

AN33 signal is restricted to displaying a Low Speed aspect (with a R/R) for movements up to signal AN45 at Platform 4 when signal AN45 is displaying a R/R aspect. An associated intermediate train stop, AN33 ITS, will be provided in the vicinity of AN38 signal for train speed regulation. A G/R aspect for AN33 signal can be displayed when AN45 signal is displaying a R/R aspect, provided AN45(M)C route is set and waiting to clear

Parallel Movements

An Up Train from the Main Train Siding can traverse onto the Down Suburban via points 608 in the reverse position while an Up Train from the AMF Storage Roads 1 – 4 can traverse onto the Up Suburban at the same time via points 629 & 609 in the reverse position.

An Up Train exiting the Main Train Siding can traverse onto the Down Suburban via points 608 in the reverse position while a Down Train from Auburn Platform 3 can traverse onto the Down Suburban at the same time via points 609 in the reverse position and onto the Down Relief via points 630 in the reverse position.

An Up Train exiting the Main Train Siding can traverse onto the Down Suburban via points 608 in the reverse position while an Up Train from the Down Relief can

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traverse onto the Down Suburban via points 630 in the reverse position and into Auburn Platform 3 at the same time via points 609 in the reverse position.

A Down Train from the Down Suburban can traverse onto the AMF Arrival Road via points 608, 628 & 803 in the reverse position while an Up train from the AMF Storage Roads 1 – 4 can traverse onto the Up Suburban at the same time via points 629 & 609 in the reverse position.

A Down Train from the Down Main can traverse onto the Up Suburban using AN15(M)B or AN15(S)B route via 605 points into Platform 3 and then onto the Down Suburban using AN47(M)B or AN47(S)B route via 609 points. At the same time an Up Train can exit from the Main Train Siding under the authority of AN56 signal and continue on the Down Suburban using AN38(M) route, and then onto the Up Suburban under the authority of AN26 signal.

Control Systems

The existing Auburn Signal Box controls and indications are currently split into Auburn (Auburn Station area and Auburn West) and Auburn East sections, since Stage 9 of the Auburn Junction Project.

Auburn Signal Box (Auburn Station area and Auburn West Sections)

The Indications and/or Controls for the Suburban Lines, AMF and Main Train Siding will be removed from Auburn Signal Box and the Indicator Diagram as all signals and points on the Suburban lines, AMF and Main Train Sidings will be controlled and indicated on the new Auburn ATRICS workstation at Homebush Control Centre.

The controls and/or indications for the Main Lines at Auburn Signal Box will still be maintained until the next stage of the Auburn Junction Project (Stage 11).

The existing Auburn Signal Box Train Visibility System will be modified for the revised arrangements.

Auburn Signal Box (Auburn East)

The indications for the Suburban Lines for the Auburn East section will be removed from Auburn Signal Box and the Indicator Diagram, as the indications will be migrated to the new Auburn ATRICS workstation at Homebush Control

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Centre.

This will result in the removal of the dual control of signal routes 15(M)A and 13(M) by lever 90D. The lever controls for AN21 and AN33 signals (levers 89D and 88D respectively) will also be removed from Auburn Signal Box.

The controls of signals AN25 and AN37 on the Down Main Line remain with Auburn Signal Box until the next stage using existing levers 75D and 74D respectively.

The existing Auburn Signal Box Train Visibility System will be modified for the revised arrangements.

Strathfield Signal Box (Auburn East Section)

The Auburn East control area, currently part of the Olympic Park ATRICS control panel at Strathfield Signal Box, will be transferred onto a new ATRICS workstation (Auburn) located in Homebush Control Centre.

The existing Olympic Park ATRICS overview panel located on top of the mimic panel will be updated to reflect the new arrangements.

Auburn Maintenance Centre

The existing AMC Yard Masters Office Phoenix system will be modified for the revised arrangements.

Granville Signal Box

The existing Granville Signal Box indication panel will be altered to reflect the track circuit and signal name changes on the Down Suburban approaching Clyburn.

The existing Granville Train Visibility System will be modified for the revised arrangements.

Clyde Signal Box

The existing Clyde Signal Box Phoenix System will be modified for the revised arrangements.

Rail Management Centre (RMC)

The existing Overview and Workstation displays in the Rail Management Centre (RMC) will be modified to reflect the altered layout.

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New and altered signal routes and points

The following tables summarises the new and altered signals, points and yard limits.

AUBURN WEST SUBURBANS:
Routes Controlled from Homebush Control Centre

SIGNAL	ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
AN45	AN45(S)A	Shunt, Down Suburban to Arrival Roads	AR	New signal with preliminary medium and Stencil Route Indicator (SRI). AN45(S)A will drive AN45 trainstop. AN45(S)B route not brought into use at this stage.
	AN45(S)B	Shunt, Down Suburban to Storage Roads	SR	
	AN45(M)C	Down Home, Down Suburban	-	
	AN45(S)C	Shunt, Down Suburban	DS	
AN47	AN47(S)A	Shunt, Up Suburban to Storage Roads	SR	New tri-colour gantry mounted signal with Stencil Route Indicator (SRI). AN47(S)A not brought into use at this stage.
	AN47(M)B	Down Home, Up Suburban to Down Suburban	-	
	AN47(S)B	Shunt, Up Suburban to Down Suburban	DS	
AN50	AN50(M)	Up Home, Down Suburban	-	New signal.
AN52	AN52(M)	Up Home, Up Suburban	-	New tri-colour gantry mounted signal with left hand turnout repeater and preliminary medium.
AN56	AN56(S)	Shunt, Arrival Road to Down Suburban	DS	New signal with Stencil Route Indicator (SRI), lower SRI is blank. Train Stop provided to protect movements on the Down Suburban.

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SIGNAL	ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
AN57	AN57(S)B	Shunt, Arrival Road to MainTrain Workshops	WS	New signal with Stencil Route Indicator (SRI)
	AN57(S)C	Shunt, Arrival Road to Arrival Roads	AR	
AN61	AN61(S)A	Shunt, Arrival Road to Arrival Road 3	A3	New signal with Stencil Route Indicator (SRI).
	AN61(S)B	Shunt, Arrival Road to Arrival Road 2	A2	
	AN61(S)C	Shunt, Arrival Road to Arrival Road 1	A1	
	AN61(S)D	Shunt, Arrival Road to Storage Road 6	S6	AN61(S)D and AN61(S)E are not brought into use at this stage.
	AN61(S)E	Shunt, Arrival Road to Storage Road 5	S5	
AN68	AN68(S)	Shunt, MainTrain Through Road to Arrival Road	-	New signal Train Stop provided on this signal.
AN72	AN72(M)A	Up Home, Storage Roads to Up Suburban	U	New signal with Mainline Route Indicator (MLRI), Stencil Route Indicator (SRI) and Co-Actor.
	AN72(S)A	Shunt, Storage Roads to Up Suburban	US	
	AN72(M)B	Up Home, Storage Roads to Down Suburban	D	
	AN72(S)B	Shunt, Storage Roads to Down Suburban	DS	
AN73	AN73(M)A	Down Home, Down Suburban to Down Relief	-	New signal with preliminary medium and Stencil Route Indicator (SRI). AN73(M)A route will not be brought into use at this stage.
	AN73(S)A	Shunt, Down Suburban to Down Relief	DR	
	AN73(M)B	Down Home, Down Suburban	-	
	AN73(S)B	Shunt, Down Suburban	DS	

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SIGNAL	ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
AN78	AN78(M)	Up Home, Up Suburban	-	New signal with preliminary medium.
	AN78(S)	Shunt, Up Suburban	-	
AN82	AN82(M)A	Up Home, Down Relief to Up Suburban	U	New signal with Mainline Route Indicator (MLRI) and Stencil Route Indicator (SRI).
	AN82(S)A	Shunt, Down Relief to Up Suburban	US	
	AN82(M)B	Up Home, Down Relief to Down Suburban	D	
	AN82(S)B	Shunt, Down Relief to Down Suburban	DS	
AN84	AN84(M)	Up Outer Home, Up Suburban	-	New signal with preliminary medium.
AY918	AN94(S)	Shunt, Down Relief	-	AMF signal AY918 to become dual controlled by the AMF and Homebush Control Centre. Homebush Control Centre AN94(S) Route Control accepts AMF signalled route AY918(S) on the Down Relief up to AN82 signal.
AN96	AN96(M)	Up Outer Home, Up Suburban	-	Existing signal S12.14 to be renamed as AN96 signal with the addition of a preliminary medium aspect.

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SIGNAL	ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
AY948	AN106(S)	Shunt, Down Relief	DR	AMF Signal AY948 to become dual controlled by the AMF and Homebush Control Centre. Homebush Control Centre AN106(S) Route Control accepts AMF signalled route AY948(S)A on the Down Relief up to AY918 Signal.

AUBURN WEST SUBURBANS Points: Controlled from Homebush Control Centre

POINTS	DESCRIPTION	REMARKS
608	Crossover, Down Suburban to Arrival Roads	New air operated crossover. Brought into use at this stage. (608A previously installed and booked out of use in WN48 & 49 – 2014)
609	Crossover, Down Suburban to Up Suburban	New air operated crossover. Brought into use at this stage. (609A previously installed and booked out of use in WN01 – 2014) (609B previously installed and booked out of use in WN45 – 2014)
624	Points, Arrival Road 1 to Arrival Roads 2 & 3	Existing Auburn 47 Electric Points renamed with control transferred to Homebush.
625	Points, Arrival Road 2 to Arrival Road 3	Existing Auburn 48 Electric Points renamed with control transferred to Homebush.
626	Derailer, MainTrain Sidings	New air operated Derailer. Brought into use at this stage.
627	Points, Arrival Road to Manildra Goods Sidings	Points to be Spiked, Clipped and XL locked in the normal position as Manildra Siding is out of use.

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POINTS	DESCRIPTION	REMARKS
628	Crossover, Arrival Road to Arrival Roads 3, 2, 1 & Storage Roads 5 & 6	Existing 51 points will become air operated and re-named as 628A. 51 Derailer will be removed. Existing 50 Catchpoint will become air operated and re-named as 628B. Configuration of 628A points will change from Left Hand Switch normally closed to Right Hand Switch normally closed. Points will lead into Main Train Siding when set normal instead of the Arrival Roads.
629	629 Turnout & Catchpoint, Down Suburban to Storage Roads 1 – 4	New air operated Turnout & Catchpoint. Brought into use at this stage. (629A previously installed and booked out of use in WN12 – 2014) Existing 49A Catchpoint will become air operated and re-named as 629B.
630	630 Turnout & Catchpoint, Down Suburban to Down Relief	New air operated Turnout & Catchpoint. Brought into use at this stage. (630A previously installed and booked out of use in WN44 – 2013) Existing 46 Catchpoint will be relocated, become air operated and re-named as 630B.

AUBURN EAST: Controlled from Homebush Control Centre

SIGNAL	SIGNAL ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
AN1	AN1(M)	Down Outer Home, Down Suburban	-	AN1 control will be transferred from Strathfield Signal Box to Homebush Control Centre.
AN3	AN3(M)	Down Outer Home, Down Main	-	AN3 control will be transferred from Strathfield Signal Box to Homebush Control Centre.
AN5	AN5(M)	Down Outer Home, Down Suburban	-	AN5 control will be transferred from Strathfield Signal Box to Homebush Control Centre.
AN7	AN7(M)	Down Outer Home, Down Main	-	AN7 control will be transferred from Strathfield Signal Box to Homebush Control Centre

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SIGNAL	SIGNAL ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
AN13	AN13(M)	Down Home, Down Suburban	-	Lever 90D control will be removed from Auburn Signal Box. AN13(M) Control transferred from Strathfield Signal Box to Homebush Control Centre.
	AN13(S	Shunt, Down Suburban	-	AN13(S) route will be brought into use at this stage
AN15	AN15(M)A	Down Home, Down Main to Down Suburban	D	Lever 90D control will be removed from Auburn Signal Box. AN15(M) Control transferred from Strathfield Signal Box to Homebush Control Centre. AN15(S)A route will be brought into use at this stage. AN15(M)B route will be brought into use at this stage. AN15(S)B route will be brought into use at this stage. AN15(S)C route will be brought into use at this stage.
	AN15(S)A	Shunt, Down Main to Down Suburban	DS	
	AN15(M)B	Down Home, Down Main to Up Suburban	U	
	AN15(S)B	Shunt, Down Main to Up Suburban	US	
	AN15(M)C	Down Home, Down Main	-	
	AN15(S)C	Shunt, Down Main	DM	
AN21	AN21(M)	Down Outer Home, Down Suburban	-	Lever 89D control will be removed from Auburn Signal Box. AN21(M) Control transferred from Auburn Signal Box to Homebush Control Centre.
AN23	AN23(M)	Down Outer Home, Up Suburban	-	AN23(M) route will be brought into use at this stage.
AN26	AN26(M)B	Up Home, Down Suburban to Up Suburban		AN26(M)B route will be brought into use at this stage. AN26(S)B route will be brought into use at this stage.
	AN26(S)B	Shunt, Down Suburban to Up Suburban	US	

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AN28	AN28(M)A	Up Home, Up Suburban to Up Main	-	AN28 control will be transferred from Strathfield Signal Box to Homebush Control Centre.
	AN28(S)A	Shunt, Up Suburban to Up Main	UM	
	AN28(M)C	Up Home, Up Suburban	-	
	AN28(S)C	Shunt, Up Suburban	US	
AN32	AN32(M)	Up Home, Up Main	-	AN32 control will be transferred from Strathfield Signal Box to Homebush Control Centre.
	AN32(S)	Shunt, Up Main	-	
AN33	AN33(M)	Down Home, Down Suburban	-	Lever 88D control will be removed from Auburn Signal Box. AN33(M) Control transferred from Auburn Signal Box to Homebush Control Centre. Low Speed Aspect will be brought into use at this stage.
AN35	AN35(M)	Down Home, Up Suburban	-	AN35(M) route will be brought into use at this stage.
AN38	AN38(M)	Up Home, Down Suburban	-	AN38(M) route will be brought into use at this stage.
AN40	AN40(M)	Up Outer Home, Up Suburban	-	AN40 control will be transferred from Strathfield Signal Box to Homebush Control Centre
AN44	AN44(M)	Up Outer Home, Up Main	-	AN44 control will be transferred from Strathfield Signal Box to Homebush Control Centre. Yard Limit board will be updated to reflect transfer of control.

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AUBURN: Controlled from Auburn Signal Box

SIGNAL ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
S12.14 (16D)	Up Outer Home, Up Suburban	-	Lever 16D control will be removed from Auburn Signal Box. Existing signal S12.14 will be renamed as AN96. New Preliminary Medium Aspect. Remote controlled from Homebush Control Centre.
S11.92 (17D)	Up Outer Home, Up Suburban	-	Existing signal S11.92 will be removed.
20D	Shunt, Down Relief	-	Signal removed
21U	Shunt, Storage Roads to Down Relief	-	Signal removed
22U	Shunt, Main Train Sidings to Down Relief	-	Signal removed
23U	Shunt, Down Relief to Down Suburban	DS	Signal removed
23D	Shunt, Down Relief to Shunt Neck	SN	Signal removed
24U	Shunt, Down Suburban to Up Suburban	US	Signal removed
24D	Shunt, Down Suburban	DS	Signal removed
S11.70 (27D)	Up Home, Up Suburban	-	Signal removed
79U	Shunt, Shunt Neck to Workshop Sidings	WS	Signal removed

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SIGNAL ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
79D	Shunt, Shunt Neck to Arrival Roads	AR	Signal removed
80D	Shunt, Shunt Neck to Down Relief	DR	Signal removed
S11.77 (83D)	Down Home, Down Suburban	-	Signal removed
84U	Shunt, Down Suburban to Shunt Neck	S	Signal removed
84D	Shunt, Down Suburban	DS	Signal + Green Light removed
85D	Shunt, Down Suburban	-	Signal removed
S11.65 (87D)	Down Home, Down Suburban	-	Signal removed
87U	Shunt, Up Suburban to Down Suburban	DS	Signal removed
88D (AN33)	Down Home, Down Suburban	-	Control removed
89D (AN21)	Down Outer Home, Down Suburban	-	Control removed
90D (AN13)	Down Home, Down Suburban	-	Control removed
90D (AN15(M)A)	Down Home, Down Main to Down Suburban	-	Control removed

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AUBURN Points: Controlled from Auburn Signal Box

POINTS	DESCRIPTION	REMARKS
38	Crossover, Down Suburban to Down Main	Previously removed
40	Crossover, Up Main to Up Suburban	Previously removed
46	Catchpoint, Down Relief	Points removed.
49	Crossover, Down Relief to Departure Roads	Points removed.
50	Catchpoint, Arrival Roads	Points removed.
51	Turnout and Derailer, Arrival Roads to Main Train Sidings	Points removed.
52	Turnout, Shunt Neck to Down Relief	Points removed
53	Crossover, Down Suburban to Down Relief	Points removed
54	Crossover, Down Main to Down Suburban	Previously removed
55	Crossover, Up Suburban to Down Suburban	Previously removed
56	Crossover, Up Suburban to Up Main	Previously removed
RELEASE 58	Release, Auburn Maintenance Facility, Down Relief Line	Existing Control of 58 Release removed.

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AMF: Controlled from AMF

SIGNAL ROUTE	DESCRIPTION	ROUTE INDICATION	REMARKS
AY918(S)	Shunt, Down Relief	-	Existing Signal AY918 will become dual controlled by the AMF and Homebush Control Centre, with the existing Down Relief access control (58 Release) removed Accepted by AN94(S) route control at Homebush.
AY948(S)A	Shunt, Down Relief	DR	Existing Signal AY948 will become dual controlled by the AMF and Homebush Control Centre, with the existing Down Relief access control (58 Release) removed Accepted by AN106(S) route control at Homebush.

Yard Limit Signs

Line	Signal	Down Direction	Up Direction	Remarks
Storage Road	AN72	HOMEBUSH EYL AMF YL	AMF EYL HOMEBUSH YL	New signs
ARRIVAL ROAD 3	AY935	HOMEBUSH EYL AMF YL	AMF EYL HOMEBUSH YL	Existing signs, "Auburn" updated to read "Homebush"
ARRIVAL ROAD 2	(End of Line)	HOMEBUSH EYL	AMF EYL HOMEBUSH YL	Existing signs, "Auburn" updated to read "Homebush"

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Line	Signal	Down Direction	Up Direction	Remarks
ARRIVAL ROAD 1	(End of Line)	HOMEBUSH EYL	AMF EYL HOMEBUSH YL	Existing signs, "Auburn" updated to read "Homebush"
DOWN RELIEF	AY917	HOMEBUSH EYL CLYDE YL	CLYDE EYL HOMEBUSH YL	Existing signs, "Auburn" updated to read "Homebush"
DOWN SUBURBAN	AN21	STRATHFIELD EYL AUBURN YL	AUBURN EYL STRATHFIELD YL	Signs removed.
DOWN SUBURBAN	AN1	STRATHFIELD EYL HOMEBUSH YL	HOMEBUSH EYL STRATHFIELD YL	New signs
DOWN SUBURBAN	CL103	HOMEBUSH EYL GRANVILLE YL	GRANVILLE EYL HOMEBUSH YL	Existing signs, "Auburn" updated to read "Homebush"
UP SUBURBAN	ST428	EYL	YL	New signs
UP SUBURBAN	S11.2	YL	EYL	New signs
UP SUBURBAN	AN40	STRATHFIELD EYL AUBURN YL	AUBURN EYL STRATHFIELD YL	Signs removed.
DOWN MAIN	AN3	STRATHFIELD EYL HOMEBUSH YL	HOMEBUSH EYL STRATHFIELD YL	New signs
DOWN MAIN	AN25	AUBURN YL HOMEBUSH EYL	HOMEBUSH YL AUBURN EYL	Existing signs, "Strathfield" updated to read "Homebush"
UP MAIN	ST426	EYL	YL	New signs

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Line	Signal	Down Direction	Up Direction	Remarks
UP MAIN	M11.2	YL	EYL	New signs
UP MAIN	AN44	AUBURN YL HOMEBUSH EYL	HOMEBUSH YL AUBURN EYL	Existing signs, "Strathfield" updated to read "Homebush"

Speed Signs

Line	Train Type	Speed (km/h)	Kilometerage	Remark
Up Suburban	Normal/XPT(MU)	40km/h	18.761km	New speed sign for 609 Crossover
Down Suburban	Normal/XPT(MU)	50km/h	18.721km	New speed sign for up direction movements on the Down Suburban

Guard Indicators

Signal	Platform	Remark
AN38	Auburn Platform 4	Two new Guard Indicators.
AN45	Auburn Platform 4	Two new Guard Indicators.
AN40	Auburn Platform 3	Existing Guard Indicator.
AN47	Auburn Platform 3	Two new Guard Indicators.

Emergency Operation of Points

Keyless type EOLs are provided for emergency control of points at Auburn as shown on the drivers diagram in this Weekly Notice. Operation of the EOL push buttons will move all ends of the corresponding points to the desired position. When using the EOL care must be taken to ensure that all ends of the points have operated correctly and the points are clipped and locked before any train is permitted to pass over them.

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Auburn Override Facilities

Auburn East and Auburn West Suburbans Interlockings are configured to enable the continued passage of trains during certain conditions including loss of communication between Homebush Control Centre and the Auburn Microlok Interlockings using the Auburn East and Auburn West Suburbans Override Facilities.

When Override is enabled, all non-through routes will cancel. Through signal routes will set if not already set and auto-reclear after the passage of each train.

Listed below are the Stage 10 Auburn West Suburbans Interlocking control area through routes that will be set, when Override is enabled:

Line	Route
Down Suburban	AN45(M)C
	AN73(M)B
Up Suburban	AN52(M)
	AN78(M)
	AN84(M)
	AN96(M)

Listed below are through routes that will be set when Override is enabled, added to the Auburn East Interlocking Override Facility installed in Stage 9 of the project:

Line	Route
Down Suburban	AN21(M)
	AN33(M)

The mode of operation of Auburn East Override is selected by using the three position switch (AUTO/OFF/FORCED) located in an XL locked box on the outside wall of location AN13.

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The mode of operation of Auburn West Suburbans Override is selected by using the three position switch (AUTO/OFF/FORCED) located in an XL locked box on the

outside wall of location AN73.

OFF: Emergency override is disabled.

AUTO: When selected, emergency override will be enabled when communication with the control system is lost for 180 seconds.

FORCED: When selected, emergency override will be enabled.

(Note - AUTO and FORCED modes are disconnected and booked out of use until further notice)

Override switch indication is provided on the new Auburn ATRICS workstation at Homebush Control Centre.

VER 30102014

DRIVERS DIAGRAM VER 30102014

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HAMILTON STATION TRUNCATION – FINAL COMMISSIONING

Commencing at 0200hours on **Friday, 26 December 2014,** and continuing until 1200hours on Sunday, 4 January 2015, the following work will be carried out:

The track section from 164.742km to 165.5km formerly known as the Up and Down Mains to Newcastle will become Hamilton Shunting Yard with the Up Main and Down Main renamed as the Up and Down Sidings respectively.

A local control panel will be provided in the new Shunters Building that will control all signal and points associated with the new shunting yard. A slotting arrangement will be introduced between Hamilton Junction signal box and the new local panel for moves from the shunting yard into Platform No.2. The slotting control from Hamilton Junction Box will utilise existing lever 55.

Points

- 25A turnout will be installed at 164.853km on the Up siding in Hamilton Shunting Yard.
- 26A turnout will be installed at 164.853km on the Down siding in Hamilton Shunting Yard.
- 25B turnout will be installed at 164.908km on the Down siding in Hamilton Shunting Yard.
- 26B turnout will be installed at 164.908km on the Up siding in Hamilton Shunting Yard.
- 27 Derailer will be installed on up siding at 164.948km protecting unauthorised moves from the Up siding.
- 28 Derailer will be installed on down siding at 164.948km protecting unauthorised moves from the Down Siding.
- New Emergency Operation Locks (EOLs) for points 25, 26 and derailers 27 & 28 will be installed on the side wall of the Shunters Building.

All points between 165.5Km and Newcastle station are redundant and will be booked out of use for removal. All associated ESML / EOL keys shall be removed from site.

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Points Designations

Points	Designation	Remarks
25	Crossover, Up Siding to Down Siding	New Crossover Emergency Operation Lock (EOL) provided.
26	Crossover, Up Siding to Down Siding	New Crossover Emergency Operation Lock (EOL) provided.
27	Derailer, Up Siding.	New derailer Emergency Operation Lock (EOL) provided.
28	Derailer, Down Siding.	New derailer Emergency Operation Lock (EOL) provided.

Emergency operation of Points

In case of a failure, Emergency Operation Locks (EOL's) are provided.

When using EOL's, care must be taken to ensure that all ends of the points and the derailers have been operated correctly before any train is permitted to pass over them.

Signals

- Existing signal NH102.34 signal will become a fixed red signal with a red over red aspect over a subsidiary aspect. A stencil route indicator will be provided below the subsidiary aspect. The stencil indicator shall display 'US' for shunt moves into the Up Siding and 'DS' for shunt moves into the Down Siding.
- The trainstop associated with NH102.34 will remain operational and will be lowered when either of the new subsidiary shunt routes 6(S)A or 6(S)B are set and the train approach speed is proved at 13kmph or less.
- The existing signal heads of signal NH102.34 will be raised approximately 300mm with the green and yellow aspects being blanked out. The red aspects will be retained in use for the fixed red signal.

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- New ground position light shunt signals NH7 & NH9 will be installed at 164.953Km. NH7 will be positioned on the Up Siding authorising moves to Platform No.2 and NH9 will be positioned in the Down Siding authorising moves to Platform No.2.
- All signals between 165.6Km and Newcastle station are redundant and will be booked out of use for removal.
- New and altered signaling routes and notice boards:

Signal	Route	Description	Route Indicator	Remarks
NH102.34	**Fixed Red**	-	-	Existing main aspects used for Fixed Red aspects
NH102.34	**6(S)A**	Shunt, Up Main to Up Siding	US	New Subsidiary shunt signal below NH102.34 New Stencil route indicators End Yard Limit and Yard Limit boards to be provided.
	6(S)B	Shunt, Up Main to Down Siding	DS	
NH7	**7(S)**	Shunt, Up Siding to Down Main	-	New Ground Position Light Shunt
NH9	**9(S)**	Shunt, Down Siding to Down Main	-	New Ground Position Light Shunt
NH102.24	**2**	Up Main	-	Lower Green aspect out of use
NH102.24	**4**	Down Main to Up Main	-	Lower Green aspect out of use
NH102.26	**5**	Up Main to Platform 1	-	Lower Green and Yellow aspect out of use

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Signal	Route	Description	Route Indicator	Remarks
NH102.54	**14**	Up Main		Signal, End Yard Limit and Yard Limit boards to be removed
NH102.76	**16**	Up Main		Signal, End Yard Limit and Yard Limit boards to be removed
NH102.63	**55**	Down Main		Signal, End Yard Limit and Yard Limit boards to be removed
NH102.83	**6**	Down Main		Signal to be removed
Yard Limit Boards				Provided at the country end of Platform No.1

Note: telephones will be removed from all redundant signals.

Guards Indicator

The guards indicator on Hamilton Platform 2 will remain in use and work in conjunction with the subsidiary shunt aspect below NH102.34

Yard Limit Boards

Yard limit boards shall be provided as described above and shown on the signalling arrangement diagram.

Friction Bufferstops & fixed red lights

New Friction bufferstops will be installed at 165.488Km on both the Up & Down Sidings. The buffer stops will be provided with fixed red stop lights and fixed train stops.

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2, 4 & 8 Cars Boards

Every Siding berth on up & sidings will be installed with 2 cars, 4 cars & 8 cars sign boards to aid train parking.

The Up and Down Siding area will be split into two separate sections each section will be provided with 2, 4 and 8 Car marker boards. The first section will extend from 7 and 9 shunt signals to the first 8 car marker board. The second section will extend from the 8 car marker board to the buffer stops. Each section shall be individually indicated on the shunters control panel. There is sufficient room for an eight car set to stand between the Maitland road over bridge and the first eight car board.

Level Crossings

Railway Street Level Crossing: The crossing boom gates will be permanently maintained in the down position closing the crossing to all road traffic.

Stewart Avenue Level crossing at Wickham station: The level crossing controls will be disabled and boom and pedestrian gates will be removed. Road lights, bells, pedestrian lights and sirens will be inhibited from operating.

Merewether Level Crossing at Civic station: The level crossing controls will be disabled and boom and pedestrian gates will be removed. Road lights, bells, pedestrian lights and sirens will be inhibited from operating.

Hamilton Junction Signal Box

Lever No. 6 & 14 at Hamilton Junction signal box will be collared 'out of use'. Existing Lever No.55 shall be re-used as the Accept control for shunt moves from the Up & Down Sidings.

Local Control Panel at Shunters Building

A local control panel shall be provided within the new Shunters Building for the control of points and signals within the Shunting Yard limits.

A slot arrangement will be provided for 7(S) and 9(S) routes, before the Shunting Yard controller can clear these routes Hamilton Junction signaler must accept the routes via 55 lever.

All relevant alarms and indications will be provided on the local panel.

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Communications

All telephone within the Shunting Yard will be directed to the Shunting Yard controller.

System of Working

There is no change to the system of working – Rail Vehicle Detection (RVD).

Telephones

Telephones will be provided as shown on the attached Signalling arrangement diagrams. Phones at signal no.NH102.34, NH7 & NH9 and new point EOLs will be connected to the local panel in the Shunters Building.

A communication line will be provided between Hamilton Junction signal box and the Shunters Building to allow the signallers to communicate.

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

VER 24092014

DIAGRAM VER 24092014

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CLYDE JUNCTION PROJECT GRANVILLE (WEST) – RENEWAL OF 705 POINTS AND GE221 SIGNAL

Commencing at 0200 hours on **Friday, 26 December 2014** and continuing until 0400 hours on Monday, 29 December 2014, the following work will be carried out:

- Existing 705A point located on Down Relief will be renewed and relocated from 21.032km to 21.029km. Existing M3A MkII type machine shall be replaced by WBS D84M MkIII type.
- Existing 705B points located on Down Suburban will be renewed and relocated from 21.103km to 21.106km. Existing M3A MkII type machine shall be replaced by WBS D84M MkIII type.
- Existing 705 ESML shall be removed and replaced by 705 EOL.
- Existing ground shunt GE221 will be renewed at 21.021km. The form of signal GE221 will be renewed to a full main line signal with subsidiary shunt aspect. The Main Line proceed aspects will not be brought into use at this stage.
- There will be no alterations to the controls and indications at Granville Signal Box.

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

VER 24062014

DIAGRAM VER 24062014

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STANDARD WORKING TIMETABLE 2013, RAIL PASSENGER SERVICES BOOKS 1 AND 2

FROM SATURDAY, 03 JANUARY 2015

The Wickham Transport Interchange Construction Period (WTICP) Timetable will commence from **Saturday, 3 January 2015**. Services will no longer operate at Newcastle, Civic and Wickham stations, which will be closed to rail traffic. Rail Passenger services will instead operate to/from Hamilton. A section of the former Main line between Hamilton and Wickham in both directions will be utilised as a new stabling yard, with capacity for up to 2 x 8 Car V sets on each road. The stabling positions will be designated as Hamilton Yard (Hamilton Station end) and Hamilton Sidings (Buffer Stop end).

The following Sections of the Standard Working Timetable 2013, Rail Passenger Services Books 1 & 2 will be re-issued with effect from Saturday 03 January 2015.

- Section 7- DOWN- Central to Hornsby-Berowra (All Routes)
- Section 7- UP- Berowra-Hornsby to Central (All Routes)
- Section 8- DOWN- City to Gosford-Wyong-Morisset-Broadmeadow-Hamilton
- Section 8- UP- Hamilton-Broadmeadow-Morisset-Wyong-Gosford to City
- Section 9- DOWN- Hamilton to Maitland-Dungog/Scone
- Section 9- UP- Scone/Dungog-Maitland to Hamilton

Cover pages, Explanatory Notes and Section Maps will also be issued. Additionally, amendments to Section 6 of the Standard Working Timetable 2013, Rail Passenger Services Books 1 & 2, Version 3.31, (140417), reprint from 07 June 2014 will need to be made manually to include updated run numbers and changes to Sydney Yard working as per Special Train Notice 0034-2015.

The re-issued sections of Books 1 & 2 will be designated as Version 3.92, (141205) and replace the corresponding sections of Standard Working Timetable 2013, Rail Passenger Services, Books 1 & 2, Version 3.31, (140417), reprint from 07 June 2014.

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With the re-issue of Sections 7, 8 and 9 of the Standard Working Timetable 2013, Rail Passenger Services from 03 January 2015, a number of changes to the content and format of the Working Timetable have been incorporated.

WTICP Timetable arrangements with altered train working.

- Altered Train numbering.
- Changes to stabling arrangements, decanting and maintenance cycles.
- Increased deployment of Oscar sets on weekends.
- Build-up of selected Central Coast Intercity services.
- Revised train rosters and altered empty running.
- Altered paths for Mechanised Track Patrol.

All staff concerned are to familiarise themselves with the contents of the Standard Working Timetable 2013 Rail Passenger Services Version 3.92 (141205), as applicable to their role prior to introduction. Queries should be directed to your Supervising Officer for referral to the relevant divisional timetable planning representative or the Operations Readiness & Special Events Manager.

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ST. LEONARDS (NORTH) – RECONFIGURATION OF GUARDS INDICATOR ARRANGEMENT

From 0700 hours **Saturday, 3 January 2015** and concluding at 1730 hours on Sunday, 4 January 2015, the following work will be carried out:

ST. LEONARDS Platform 2

- No1 Guards Indicator will be renewed to LED type in the same position.
- No2 Guards Indicator will be removed.

ST. LEONARDS PLATFORM 3

- No1 Guards Indicator will be renewed to LED type in the same position.
- No2 Guards Indicator will be removed.

VER14112014

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WAVERTON (NORTH) – RECONFIGURATION OF GUARDS INDICATOR ARRANGEMENT

From 0700 hours **Saturday, 3 January 2015** and concluding at 1730 hours on Sunday, 4 January 2015, the following work will be carried out:

WAVERTON Platform 1

- No1 Guards Indicator will be renewed to LED type in the same position.
- No2 Guards Indicator will be relocated to a post-mounted position, re-orientated to face the country and renewed to LED type.

WAVERTON Platform 2

- No1 and No2 Guards Indicators will be renewed to LED type in the same position.

VER14112014

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CHANGE OF METRONET TRAIN RADIO SIGNALLER CONTROL AREAS FOR NEWCASTLE TRACK TRUNCATION PROJECT STAGE 1 – HAMILTON SHUNTING YARD

Commencing at 0300 hours **Monday, 5 January 2015**, the MetroNet Train Radio Signaller control areas at both Newcastle Signal Box and Wickham Signal Box will cease and replaced by a new Hamilton Shunting Yard area which will be controlled by Hamilton Yard Signaller (034) as below as part of the Newcastle Track Truncation Project Stage 1 – Hamilton Yard commissioning activity:

Controller's Name	Area Code	Future Status	Track	From	To
Hamilton	031	Remain	Down Hamilton Loop	181m Sydney Side of Signal N181.93 at 163.798 KM	Next to Western End Hamilton Platform 2 at 164.559 KM
			Up Hamilton Loop	153m Hamilton Jct. Side of Signal NH131.82 at 163.886Km	2m inside of Eastern End Hamilton Platform 1 at 164.811Km
Hamilton Yard	034	New	Up Main	Next to Western End Hamilton Platform 2 at 164.559 KM	End of Hamilton Shunting Yard
			Down Main	2m inside of Eastern End Hamilton Platform 1 at 164.811Km	End of Hamilton Shunting Yard
Wickham	032	To be Ceased	-	-	-
Newcastle	033	To be Ceased	-	-	-

Due to the system limitation at present, Train Crews please be advised that the text message "034" only will be displayed on the MetroNet Radio Control Head with no Signallers name displayed once the train enters into Hamilton Shunting Yard Area.

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Please refer to the attachment for MetroNet Train Radio Signaller Control Areas at Hamilton Station.

DIAGRAM

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NEWNES JUNCTION (WEST) – REMOVAL OF 26 CROSSOVER

Commencing at 0200 hours on **Saturday, 10 January 2015,** and continuing until 0200 hours on Monday 12 January 2015, the following work will be carried out:

- Crossover 26 will be removed.
- Lever 26 in the Signal Box will be secured in the normal position and the lever nameplate removed.
- The Indication Diagram will be amended to the altered work.

VER02102014

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NORTH SYDNEY (CENTRAL CITY) – CONVERSION OF 605AB POINTS AND 606B POINTS TO 'A' UNITS WITH SPHEROLOCK MECHANISM

Commencing at 0200 hours on **Saturday, 3 January 2015,** and continuing until 0200 hours on Monday, 5 January 2015, the following work will be carried out:

- The existing 605A points on the Up Main, 605B points and 606B points on the No. 2 Platform Road will be renewed. The point mechanisms will be replaced with an 'A' type point control unit utilising an in-bearer Spherolock arrangement.
- 605A points will be relocated approximately 1.3m towards Sydney.
- 605B points will be relocated approximately 0.7m towards Sydney.
- The existing Emergency Operations Locks (EOL) with fortress key will be renewed with the keyless type.

VER14112013

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KATOOMBA (WEST) – REDUCTION IN LENGTH OF THE UP SHUNTING NECK

Commencing at 0600 hours on **Saturday, 10 January 2015,** and continuing until 2000 hours on Sunday, 11 January 2015, the following will be carried out.

- To facilitate stage work for the Katoomba Re-signalling Project the effective length of the Up Shunting Neck at Katoomba will be reduced from 337m to 201m.

VER27112014

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ARTC METROPOLITAN FREIGHT NETWORK: ALTERATIONS TO ENFIELD SIGNALLING

Commencing at 1000 hours on **Friday 2 January 2015** and continuing until 0200 hours on Monday the 5th January 2015, the following work will be carried out as part of Enfield area signalling alteration works:

- The track indicator labelled "ED259H/ED282GT" will be renamed to "ED259J/ED282GT" on the Down Goods Line from Enfield on the Strathfield indicator Panel.

VER271114

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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
060–2014	NLA 212: Penrith - Wallerawang	5/6/14	15/6/14
064–2014	Trial of Speed Signs in the Network	5/6/14	15/6/14
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
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
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
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

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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
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
131–2014	NLA 500: Lidcombe - Campbelltown	23/10/14	2/11/14
132–2014	NLA 510: Sydenham – Glenfield	23/10/14	2/11/14
133/2014	NLA 512: Glenfield – Leppington	23/10/14	2/11/14
136–2014	NLA 302: Hornsby	30/10/14	9/11/14
144–2014	NLA 312: Gosford	30/10/14	9/11/14
130–2014	Network Rules – Network Procedures	6/11/14	16/11/14
137–2014	NLA 618: Chullora	6/11/14	16/11/14
138–2014	NLA 616: Enfield	6/11/14	16/11/14
140–2014	NLA 418: Wollongong – Bomaderry (Nowra)	6/11/14	22/11/14
156–2014	Trial of Worksite Delineation Markers	13/11/14	29/11/14
146–2014	NLA 208: Blacktown	20/11/14	30/11/14
147–2014	NLA 306: North Sydney	20/11/14	30/11/14
114–2014	Trial of Coded ASB	20/11/14	30/11/14
139–2014	Network Rules Publications	27/11/14	7/12/14
151–2014	NLA 320: Broadmeadow - Newcastle	27/11/14	7/12/14
152–2014	NLA 416: Wollongong	27/11/14	7/12/14
153–2014	NLA 608: Port Kembla	27/11/14	7/12/14
154–2014	NLA 504: Campbelltown	27/11/14	7/12/14
155/2014	NLA 514: Leppington	27/11/14	7/12/14
158/2014	NGE 230: Communications Equipment	27/11/14	7/12/14
157–2014	NLA 420: Bomaderry (Nowra)	4/12/14	14/12/14

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(W.N. 50 – 2014)

STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

Title	Status Sheet	Date issued
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

Title	Version	Date issued
Operator Specific Procedures		
OSP 3	9	July 2014
OSP 4	5	July 2014
OSP 5	6	July 2014
OSP 6	5	July 2014

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	7	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

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 Limts	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

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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

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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.

Group Manager Rules and Compliance
Sydney Trains
Level 4, 477 Pitt Street
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Tuesday, 2 December 2014

(W.N. 50 - 2014)