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weekly notice

Monday, 20 February 2017
Sunday, 26 February 2017



See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, such as Weekly Notices and SAFE Notices, is available on the RailSafe website.

By accessing Weekly Notices and SAFE Notices online, you will receive safety information more quickly. Weekly Notices remain on the RailSafe website for two years; Permanent and Temporary SAFE Notices remain online as long as they are current.

Anyone needing back issues of Weekly Notices and SAFE Notices should contact the Network Rules unit.

If you are outside Sydney Trains, you can reach the RailSafe website via the following address:

www.railsafe.org.au

Other Safeworking documents, such as Network Rules, Network Procedures, Network Local Appendices, Safeworking Policies, SafeTracks flyers, and contractor information are also available online.

**GROUP MANAGER SAFETY AND ACCREDITATION
SYDNEY TRAINS**

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
9	27/2/17–5/3/17	31/1/17
10	6/3/17–12/3/17	7/2/17
11	13/3/17–19/3/17	14/2/17
12	20/3/17–26/3/17	24/1/17

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

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

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

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

ATTENTION: All train examiners

Rollingstock can contribute to track buckles.

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

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

Train examinations: Passenger and freight trains

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

Constant contact side bearers (where fitted)

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

Friction wedges

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

Wheel profiles

Check for excessive flange wear and arises.

Overloading or unbalanced loading

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

Continued on the next page

Evidence of hunting

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

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

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

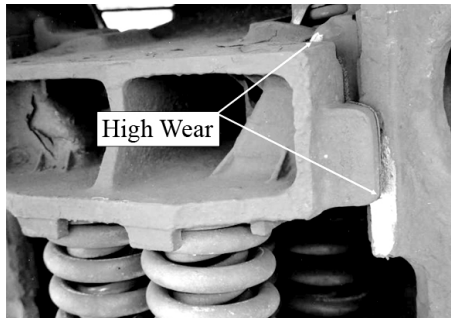


Figure 1: High gib/side frame wear and friction wedge lateral wear

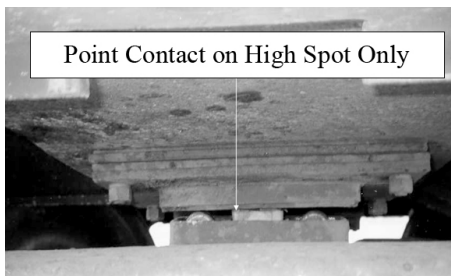


Figure 2: Constant contact side bearer with point contact

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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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FAIRFIELD (WEST) – RENEWAL OF 21 A/B POINTS TO D84M MKIII

Commencing at 0200 hours on **Saturday, 4 March 2017**, and continuing until 0200 hours on Monday, 6 March 2017, the following work will be carried out:

- Existing 21A and 21B Points on the Up Old Main South and Down Old Main South respectively at Fairfield will be renewed. The point mechanisms will be replaced with Westinghouse D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 21A end will be relocated 0.942 metres towards Cabramatta.
- 21B end will be relocated 0.500 metres towards Cabramatta.
- The existing ESML (Emergency Switch Machine Lock) will be replaced with a new EOL (Emergency Operation Lock) of the Fortress key type and retained in the existing location.

VER 14042016

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HORNSBY YARD – SIGNAL SIGNAGE UPGRADES

Commencing at 0200 hours on **Saturday, 11 March 2017**, and continuing until 1600 hours on Sunday, 12 March 2017 the following work will be carried out:

- The existing sign for HY27 IND Signal will be replaced with HY27 CO-ACT sign
- The existing sign for HY46 IND Signals will be replaced with HY46 CO-ACT sign
- The existing sign for HY48 IND will be replaced with HY48 CO-ACT sign
- The existing sign for HY55 IND will be replaced with HY CO-ACT sign

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GOSFORD (MAIN NORTH) – RENEWAL OF GEC 86 & 88 POINTS WITH M3A MK II

Commencing at 0200 hours on **Saturday, 11 March 2017**, and continuing until 0200 hours on Monday, 13 March 2017 the following work shall be carried out:

- The existing 86A and 86B points, on the Up Main North and Down Main North will be upgraded. The point mechanisms will be replaced with M3A MKII and will be retained in their existing locations.
- The existing 86 Emergency Switch Machine Lock (ESML) shall be replaced with a new Emergency Switch Machine Lock (ESML) and will be retained in its existing location.
- The existing 88A and 88B points, on the Down Refuge and Down Main North will be upgraded. The point mechanisms will be replaced with M3A MKII and will be retained in their existing locations.
- The existing 88 Emergency Switch Machine Lock (ESML) shall be replaced with a new Emergency Switch Machine Lock (ESML) and will be retained in its existing location.

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HAWKESBURY RIVER (NORTH) – RENEWAL OF 208 POINTS TO D84M MKIII

Commencing at 0200 hours on **Saturday, 11 March 2017** and continuing until 0200 hours on Monday, 13 March 2017, the following work will be carried out:

- The existing 208A and 208B points, on the Up Refuge and Up Main respectively at Hawkesbury River will be renewed. The point mechanisms will be replaced with Siemens D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 208A points will be moved approximately 1.0m towards Sydney and 208B points will be moved approximately 1.0m towards Gosford
- The existing Emergency Switch Machine Lock (ESML) will be replaced with a new Emergency Operation Lock (EOL) of the fortress key type and retained in the existing location.

VER17012017

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HORNSBY – AUTO-NORMALISATION OF 572A/B POINTS

Commencing at 0200 hours on **Saturday, 11th March 2017**, and continuing until 0200 hours Monday, 13th March 2017, the following signalling alterations will be carried out:

- Hornsby Points 572A/B will Auto-Normalise

These Points enable train moves between the Hornsby Car Sidings and the Up Main Line. The Points are located at approximately 34.815km (572A) & 34.900km (572B)

572A/B Points are controlled from Homebush Signalling Centre and operate as a typical set of points.

The Homebush 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;

- 572A/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;

- 572 Points control is left in the normal or reverse position on the Homebush control panel.
- 572 EOL has been removed to manually operate the points locally.

There will be no alteration to the indication panel at Homebush Signalling Centre.

VER 30012017

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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
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
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
013–2013	OMDT 454: Disabled Train	23/5/13	2/6/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
002–2014	OMET 220: Wheelslip light indications	20/2/14	2/3/14
005–2014	Operation of T–Set (Tangara) Trains fitted with ATP equipment	3/4/14	14/4/14
011–2015	ATP Train Testing	17/9/15	29/9/15
012–2015	Guards Trial: Waterfall to Wollongong	24/9/15	6/10/15
010–2015	Drivers Mobility Trial	24/9/15	6/10/15
002–2015	TWP 182: Digital Train Radio System (DTRS)	1/10/15	2/11/15
002–2016	Train Crew Mobility Program	28/4/16	8/5/16

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Number	Title	Issued	Effective
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
006–2016	OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains	11/8/16	21/8/16
009–2016	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	22/9/16	2/10/16
010–2016	TWP 150: Damaged or Missing Window Glass	20/10/16	30/10/16
001–2017	Incorporation of Waratah, OSCAR and Millenimum TOM Notices and Safe Notices into the TOM	19/1/17	29/1/17
002–2017	Amendment to OMET 200, XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)20/2/14	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
038–2016	NGE 204 - Network Communication	1/9/16	11/9/16
036–2016	Trial of Signal Key Switches	8/9/16	18/9/16
039–2016	Use of the Automatic Track Warning System (ATWS) on the Network	22/9/16	2/10/16
040–2016	Speno Ultrasonic Testing	29/9/16	9/10/16
041–2016	Trial of Worksite Delineation Markers	6/10/16	18/10/16
042–2016	Network Rules – Network Procedures	27/10/16	6/11/16
046–2016	Network Rules – Network Forms – Network Procedures	1/12/16	11/12/16
047–2016	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	1/12/16	11/12/16
048–2016	Operator Specific Procedures	8/12/16	18/12/16
049–2016	NWT 310 – Lookout Working	12/1/17	22/1/17
050–2016	NPR 711 – Using Lookouts	12/1/17	22/1/17
051–2016	NPR 751 – Calculating Minimum Warnign Time	12/1/17	22/1/17
052–2016	NPR 752 – Using ATWS	12/1/17	22/1/17
001–2017	WAR 030 Minimum Standards	12/1/17	22/1/17
002–2017	XPT 030 MOS	12/1/17	22/1/17
003–2017	Management of work on track at Interface	12/1/17	22/1/17
004–2017	Unreliable track circuit operation	25/1/17	5/2/17
005–2017	Network Rules Publications	9/2/17	19/2/17
006–2017	Use of Network Rules Forms	9/2/17	19/2/17

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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

Title	Status Sheet	Date issued
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Network Rules

General	11	March 2016
Work on Track	14	March 2016
Train Working	10	March 2016
Systems of Safeworking and Special Working	6	March 2016
Signals and Signs	11	March 2016
Glossary	8	July 2012

Network Procedures

Procedures	15	March 2016
Forms	10	March 2016

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
- March 2016

Network Local Appendices	RailSafe Website	Online documents
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Operator Specific Procedures	RailSafe Website	Online documents
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Title	Version	Date issued
Train Working Procedures		
TWP 100 (New)	4	November 2015
TWP 102	3	May 2012
TWP 106	3	May 2012
TWP 108	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114 (New)	4	November 2015
TWP 116	3	May 2012
TWP 118 (New)	4	November 2015
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	4	November 2015
TWP 138 (New)	4	November 2015
TWP 142	3	May 2012
TWP 144	5	May 2012

Title	Version	Date issued
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150 (New)	4	November 2015
TWP 152 (New)	4	November 2015
TWP 154	3	May 2012
TWP 156 (New)	6	November 2015
TWP 158	3	May 2012
TWP 160 (New)	4	November 2015
TWP 162	3	May 2012
TWP 164	4	May 2012
TWP 166	3	May 2012
TWP 168	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174 (New)	2	November 2015
TWP 176 (New)	1	November 2015
TWP 182 (New)	1	November 2015
TWP 184 (New)	1	November 2015
TWP 188 (New)	1	November 2015

Network Forms

Title	Form version	Date issued
NRF 000 General Information	N/A	July 2014
NRF 002 Track Occupancy Authority	6	July 2014
NRF 003 Infrastructure Booking Authority	4	July 2014
NRF 004 Condition Affecting the Network	3	July 2014
NRF 005 Special Proceed Authority	4	July 2014
NRF 007 Pilot Staff Ticket	3	July 2014
NRF 008 Pilot Staff Notice	3	July 2014
NRF 010 Pilot Staff Working Introduction	3	July 2014
NRF 011 Worksite Warning	3	July 2014
NRF 012 Checklist for an Unsignalled Movement within Consolidated Yard Limits	3	July 2014
NRF 013 Temporary Rail Bond Approval	3	July 2014
NRF 014 Pre-work Briefing	3	July 2014
NRF 015A Worksite Protection Plan	3	July 2014
NRF 015B Worksite Protection Plan for Lookout Working	3	July 2014
NRF 015C Worksite Protection Plan ASB	1	March 2016
NRF 016 Protection Officer's Log Book	2	July 2014
NRF 017 Protection Officer's Diary	2	July 2014
NRF 018 Absolute Signal Blocking (ASB)	1	March 2016

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

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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 Safety and Accreditation
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 7 February 2017