

# 38

**weekly notice**

Monday, 22 September 2014  
Sunday, 28 September 2014



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

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

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

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

[www.railsafe.org.au](http://www.railsafe.org.au)

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

*GROUP MANAGER RULES AND COMPLIANCE  
SYDNEY TRAINS*

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## PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<b>Weekly Notice</b>	<b>For Week</b>	<b>Deadline</b>
39	29/9/14–5/10/14	16/9/14
40	6/10/14–12/10/14	23/9/14
41	13/10/14–19/10/14	30/9/14
42	20/10/14–26/10/14	7/10/14

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:

### **Steve Swanson**

Network Rules Specialist

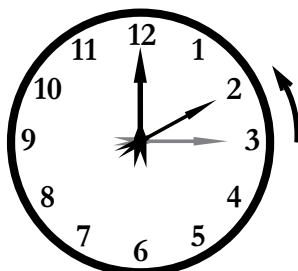
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## START OF DAYLIGHT SAVING – ADJUSTMENT OF CLOCKS

At 0200 hours (2.00 am) on **Sunday, 5 October 2014**, daylight saving commences and it is necessary for all Sydney Trains clocks to be advanced one hour as soon as practicable after 0200 hours (2.00 am).

That is, a clock at 0200 hours (2.00 am) EST (eastern standard time) needs to be advanced one hour to show 0300 hours (3.00 am) EDST (eastern daylight saving time).



### **Mechanical, battery-operated and synchronous electric clocks**

All clocks, other than impulse clocks and synchronous clocks that cannot be adjusted without being removed from the wall, shall be advanced one hour by the officers normally responsible for correcting the time of the clocks.

**Note:** clocks numbered SSR1-2, etc. must only be advanced in the direction of the arrow marked on the clock case. Considerable damage can be done to this type of clock movement if the hands are moved in the direction opposite to that shown by the arrow.

### **Impulse clocks**

Electric impulse clocks, in which the minute hand advances at half-minute intervals, are controlled from a master clock, and will be advanced one hour by Sydney Trains Commercial Renewals staff. This includes the Sydney Terminal tower clock.

*Continued on the next page*

### **Attendance-recording machines**

Attendance-recording machines will be advanced one hour by the staff normally responsible for making attendance-recording machine adjustments.

### **Adjustment difficulties**

The Electrical Operating Centre (ext 9 4911) should be advised by 1200 hours (noon) on Sunday, 5 October 2014 of any impulse clock that has not been advanced one hour (but not any time recorder).

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## GORDON – SPEED SIGN CHANGES

Commencing **Monday, 6 October 2014**, the following work will be carried out on the Down Shore at Gordon:

	KILO - METRAGE	DOWN		UP	
		Normal	Up Sign	Normal	Dwn Signs
Existing	15.889	Killara			
Existing	16.880	X40		50 Pts	
Existing	16.900	50			
Existing	17.035	51 Pts		X40	
		On Platform Road			
Remove	17.100	70			
Existing	17.118	Gordon			
Existing	17.250	X25		52 Pts	
		Dwn Sign on Up Shore			
New	17.298	70			
Existing	17.300			80	
Existing	17.345			X40	
Existing	18.710			70	
Existing	18.896	Pymble			

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## RICHMOND – SPEED SIGN CHANGES

Commencing **Monday, 6 October 2014**, the following work will be carried out on the Richmond Line at Richmond:

	KILO -	DOWN		UP	
	METRAGE	NORMAL	Up Signs	NORMAL	Up Signs
Existing	57.218	Clarendon			
Existing	57.405	^X50		^50	
Existing	57.440	115		100	
Existing	57.560			X50	
New	59.645	50			
Replace	59.800	50		115	
With	59.800			115	
Existing	59.996	East Richmond			
New	60.413			40	
Existing	60.630			40	
Existing	60.681	Richmond			

^ On Loop

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## **EASTWOOD: (NORTH) – ALTERATIONS TO GUARDS INDICATORS**

With reference to the above job advertised in Weekly Notice 33 and 34 – 2014. The two new Up Direction Guards Indicators on Platform 2 were not brought into use. They will be commissioned and readvertised at a later date.

**VER02092014**

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## CENTRAL (ESR) - CONVERSION OF SIGNALS TO LED TYPE

Since **Sunday 31st August, 2014**, the following work has been carried out.

- Signals ES0.24, ES0.14, ES0.06 and SY716 on the Up Eastern Suburbs and signals IR0.55 and IR0.39 on the Down Illawarra Relief at Central have been replaced with new signal heads fitted with LED type lamps:

The indications displayed and the form of signal remains the same.

**VER27082014**

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## **CENTRAL (EAST AREA): CONVERSION OF 627B & 629A POINTS**

Commencing at 0200 hours, **Saturday 11 October 2014** and continuing until 0200 hours on Monday, 13 October 2014, the following work will be carried out:

- Existing 627B Points on the Down Local will be renewed with an in-bearer Spherolock arrangement and "A" style point controller unit, approximately 1m towards the country side.
- Existing 629A Points on the Down Local will be renewed with an in-bearer Spherolock arrangement and "A" style point controller unit, approximately 1m towards Sydney.

**VER03092014**

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## ERSKINEVILLE (ILLAWARRA) – PROVISION OF WARNING LIGHTS AT 2.864KM AND 2.898KM

Since 0200 hours on **Monday, 1 September 2014**, the following equipment was brought into use:

- A 3-way yellow LED type Warning Light located at 2.864Km on the Down Illawarra Relief. The Warning light is orientated to face toward both the Up and Down directions, and toward the Illawarra Relief track.
- A 2-way yellow LED type Warning Light located at 2.898Km on the Up Illawarra Relief. The Warning light is orientated to face toward the Up Direction and toward the Illawarra Relief track.

The Warning Light timings are as follows:

Warning Lights	Position	Description & Type	Minimum Warning Time (seconds)
2.864km (Down Illawarra Relief)	2.864km	3-way yellow LED	34
2.898km (Up Illawarra Relief)	2.898km	2-way yellow LED	35

**VER04092014**

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## **AUBURN STABLING YARD CLYDE CONNECTION WORKS PROJECT - COMMISSIONING OF AUBURN STABLING YARD.**

Commencing at 0200 hours on **Saturday 20 September 2014** until 0200 hours Monday 22 September 2014, the commissioning of Auburn Stabling Yard and the signal control transfer for the Auburn Maintenance Centre and Down Relief to Sydney Trains as advertised in Weekly Notices 31-2014, 32-2014 and 33-2014, will become operational.

- New service level crossing, altered road level crossing, new and altered yard limit boards, level crossing warning boards, signals, points, and train stops will be provided.
- The Auburn Stabling Yard will be brought into use.

The new signalling equipment will be controlled from Clyde signal box, via a new Phoenix control system. Additionally, the Auburn Maintenance Facility signalling control will be transferred to Clyde signal box utilising a phoenix control system. As part of this transfer the existing Down Relief will revert to Sydney Trains control.

The Auburn Stabling Yard shall consist of eleven new roads, with each road capable of catering for one eight car train set. Within the stabling yard each siding stopping point is protected with a fixed red (buffer stop) light, fixed train stop and friction buffer stops. All of the point mechanisms are of the spherolock type and are fitted with 'A' valve pneumatic style point control units with keyless type Emergency Operating Locks. New approaches from the new yard & transfer road will be included in the Auburn Maintenance Road Level Crossing. Alterations to the level crossing approaches from the AMC will also be implemented. A new local service level crossing for vehicular access will cross the Auburn Stabling roads 1 to 11 to the new amenities building adjacent to the Stabling No. 1 road.

Details of the changes are as follows.

### **New and altered lines brought into use**

The following table details new roads in the area:

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Kilometrage From (Approx)	Kilometrage to (Approx)	New Road Name	Remarks
20.460	20.010	Transfer Road	New Line/s.Traverses existing Maintenance Yard Level Crossing and new Service Crossing
20.010	19.825	Stabling No. 1	New Siding.
20.010	19.825	Stabling No. 2	New Siding.
20.010	19.825	Stabling No. 3	New Siding.
20.010	19.825	Stabling No. 4	New Siding.
20.010	19.825	Stabling No. 5	New Siding.
20.010	19.825	Stabling No. 6	New Siding.
20.010	19.825	Stabling No. 7	New Siding.
20.010	19.825	Stabling No. 8	New Siding.
20.010	19.825	Stabling No. 9	New Siding.
20.010	19.825	Stabling No. 10	New Siding.
20.010	19.825	Stabling No. 11	New Siding.

### Speed Boards

New speed boards will be installed for the Down Relief and Transfer Road as shown in the table below:

Road	Speed Board Designation	Approximate Position	Remarks
Down Relief	X25	Adjacent to 683B points (20.460 Km)	Up direction turnout speed to access Transfer Road

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Road	Speed Board Designation	Approximate Position	Remarks
Transfer Road	25	Adjacent to AY997 signal (20.373 Km)	Down direction movement along Transfer Road
	13 (Yard Speed)	Adjacent to AY548 signal (20.308 Km)	Up direction movement along Transfer Road

### Yard Working Signs

New and altered Yard Working signs will be installed for the Train Wash Road within the Auburn Maintenance Facility as shown in the table below:

Road	Board Description	Kilometrage Approximate	Remarks
Train Wash	8 Cars Clear of Train Wash	20.222	Existing board removed
Train Wash	8 Cars Clear of Train Wash – Stop – Do Not Proceed Unless AY971 is Clear	20.214	New board installed.

### Yard Limit Signs

New and altered “Yard Limit” and “End Yard Limit” signs will be installed for the Down Relief, Bypass Road 1, Standing Roads and hand signalled areas within the Auburn Maintenance Facility as shown in the table below:

Signal/Free standing	Description/Existing Board Name	Description/New Board Name	Remarks
AY917	Horizontal YL (AMF) mounted on shunt signal post	Horizontal YL (Clyde) mounted on shunt signal post	Existing board replaced with a new board
Post mounted on opposing track side to AY917	Horizontal EYL (AMF) mounted on post	Horizontal EYL (Clyde) mounted on post	Existing board replaced with a new board
Movements along 871 crossover	N/A	Horizontal EYL (AMF) mounted on post	New board and post

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Signal/Free standing	Description/Existing Board Name	Description/New Board Name	Remarks
Movements along 871 crossover	N/A	Horizontal YL (AMF) mounted on post	New board and post
AY941	N/A	Horizontal EYL (AMF) and YL (Clyde) mounted on shunt signal post	New boards mounted to existing signal
Post mounted on opposing track side to AY941	N/A	Horizontal EYL (Clyde) and YL (AMF) mounted on post	New boards and post
AY948	Horizontal YL (AMF) mounted on shunt signal post	Horizontal YL (Clyde) mounted on shunt signal post	Existing board replaced with a new board
Post mounted on opposing track side to AY948	Horizontal EYL (AMF) mounted on post	Horizontal EYL (Clyde) mounted on post	Existing board replaced with a new board
AY950	N/A	Horizontal YL (AMF) mounted on shunt signal post	New board mounted to existing signal
Post mounted on opposing track side to AY950	N/A	Horizontal EYL (AMF) mounted on post	New board and post
AY989	Horizontal YL (AMF) mounted on shunt signal post	Horizontal YL (Clyde) mounted on shunt signal post	Existing board replaced with a new board
Post mounted on opposing track side to AY989	Horizontal EYL (AMF) mounted on post	Horizontal EYL (Clyde) mounted on post	Existing board replaced with a new board
AY990	N/A	Horizontal EYL (Clyde) and YL (AMF) mounted on shunt signal post	New boards mounted to existing signal
AY991	N/A	Horizontal EYL (AMF) and YL (Clyde) mounted on shunt signal post	New boards mounted to existing signal

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<b>Signal/Free standing</b>	<b>Description/Existing Board Name</b>	<b>Description/New Board Name</b>	<b>Remarks</b>
Post mounted on opposing track side to AY991	N/A	Horizontal EYL (Clyde) and YL (AMF) mounted on post	New boards and post
AY993	N/A	Horizontal EYL (AMF) and YL (Clyde) mounted on shunt signal post	New boards mounted to existing signal
AY996	Horizontal YL (AMF) mounted on shunt signal post	Horizontal YL (Clyde) mounted on shunt signal post	Existing board replaced with a new board
Post mounted on opposing track side to AY996	Horizontal EYL (AMF) post	Horizontal EYL (Clyde) mounted on post	Existing board replaced with a new board

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### **Maintenance Yard Level Crossing Boards**

New and altered Maintenance Yard level crossing boards will be installed for the Down Relief, Bypass Road 1, Train Wash, Wheel Profile and the Auburn Stabling Yard as shown in the table below:

<b>Road</b>	<b>Kilometrage From (Approx)</b>	<b>Kilometrage To (Approx)</b>	<b>Remarks</b>
Down Relief	20.471	20.573	Relocated LX board to include additional Transfer Road sign
Bypass Road 1	20.213	20.163	Relocated LX board
Train Wash	20.213	20.163	Relocated LX board
Wheel Profile	20.213	20.163	Relocated LX board
Stabling No.1	N/A	20.093	New LX board within ASY
Stabling No.2 & Stabling No.3	N/A	20.093	New LX board within ASY
Stabling No.4	N/A	20.057	New LX board within ASY
Stabling No.5	N/A	20.010	New LX board within ASY
Stabling No.6	N/A	20.010	New LX board within ASY
Stabling No.7	N/A	20.010	New LX board within ASY
Stabling No.8	N/A	20.010	New LX board within ASY
Stabling No.9	N/A	20.010	New LX board within ASY
Stabling No.10	N/A	20.010	New LX board within ASY
Stabling No.11	N/A	20.081	New LX board within ASY

### **Signals**

The final arrangements are shown on the Auburn Stabling Yards Drivers Diagram published on this weekly notice.

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The new and altered signals will display indications in accordance with the Network Rules.

All new signals are LED type.

The new 683B turnout point mechanism will be booked into use on the Down Relief line, with the protecting signal AY994 having a stencil route indicator booked into use to allow movements into the stabling yard. The form of Signal AY994 and its existing indications will remain unchanged, with the exception of a new TR - "Transfer Road" stencil light indication.

On the Train Wash road within the Auburn Maintenance Facility the existing AY971 ground position light shunt signal at approximately 20.210Km shall be recovered and replaced with a new signal at approximately 20.222Km. The form of the new signal shall be changed to a vertical shunt signal. The train stop shall be positioned approximately 8m on the approach to the signal, adjacent to the new STOP board. All wash trains must stop at the new sign and must not proceed past the sign unless AY971 is clear and the train stop has been driven down.

The following table summarises the new and altered signals and routes:

<b>Signal Route</b>	<b>Status</b>	<b>Description</b>	<b>Route Indicator</b>	<b>Remarks</b>
AS523(S)	New	Shunt, Stabling No. 11 to Transfer Road	-	New post mounted position light Shunt Signal
AS525(S)	New	Shunt, Stabling No. 10 to Transfer Road	-	New post mounted position light Shunt Signal
AS527(S)	New	Shunt, Stabling No. 9 to Transfer Road	-	New post mounted position light Shunt Signal
AS529(S)	New	Shunt, Stabling No. 8 to Transfer Road	-	New post mounted position light Shunt Signal
AS531(S)	New	Shunt, Stabling No. 7 to Transfer Road	-	New post mounted position light Shunt Signal

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Signal Route	Status	Description	Route Indicator	Remarks
AS533(S)	New	Shunt, Stabling No.6	-	New post mounted position light Shunt Signal
AS535(S)	New	Shunt, Stabling No.5 to Stabling No.6	-	New post mounted position light Shunt Signal
AS537(S)	New	Shunt, Stabling No.4 to Stabling No.6	-	New post mounted position light Shunt Signal
AS539(S)	New	Shunt, Stabling No.3 to Stabling No.6	-	New post mounted position light Shunt Signal
AS541(S)	New	Shunt, Stabling No.2 to Stabling No.6	-	New post mounted position light Shunt Signal
AS543(S)	New	Shunt, Stabling No.1 to Stabling No.6	-	New post mounted position light Shunt Signal
AS544(S)A	New	Shunt, Transfer Road to Stabling No. 7	7	Leads AY548(S)B  New ground mounted position light shunt signal.  New Miniature Multi-lamp Route Indicators provided.
AS544(S)B	New	Shunt, Transfer Road to Stabling No. 8	8	
AS544(S)C	New	Shunt, Transfer Road to Stabling No. 9	9	
AS544(S)D	New	Shunt, Transfer Road to Stabling No. 10	10	
AS544(S)E	New	Shunt, Transfer Road to Stabling No. 11	11	

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Signal Route	Status	Description	Route Indicator	Remarks
AS546(S)A	New	Shunt, Stabling No. 6 to Stabling No. 1	1	Leads AY548(S)A  New ground mounted position light shunt signal.  New Miniature Multi-lamp Route Indicators provided.
AS546(S)B	New	Shunt, Stabling No. 6 to Stabling No. 2	2	
AS546(S)C	New	Shunt, Stabling No. 6 to Stabling No. 3	3	
AS546(S)D	New	Shunt, Stabling No. 6 to Stabling No. 4	4	
AS546(S)E	New	Shunt, Stabling No. 6 to Stabling No. 5	5	
AS546(S)F	New	Shunt, Stabling No. 6	6	
AY548(S)A	New	Shunt, Transfer Road to Stabling No. 6	6	Led by AS546.  New post mounted position light Shunt Signal.  New Miniature Multi-lamp Route Indicators provided.  New Train stop provided.  Interlocked with Level Crossing.

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Signal Route	Status	Description	Route Indicator	Remarks
AY548(S)B	New	Shunt, Transfer Road	TR	<p>Led by AS544.</p> <p>New post mounted position light Shunt Signal.</p> <p>New Miniature Multi-lamp Route Indicators provided.</p> <p>New Train stop provided.</p> <p>Interlocked with Level Crossing.</p>
AY123(S)	New	Shunt, Transfer Road	-	<p>Led by AY997(S)</p> <p>New ground mounted position light shunt signal.</p> <p>New Train stop provided.</p> <p>Interlocked with Level Crossing.</p>
AY125(S)	New	Shunt, Stabling No. 6 to Transfer Road	-	<p>Led by AY997(S)</p> <p>New ground mounted position light shunt signal.</p> <p>New Train stop provided.</p> <p>Interlocked with Level Crossing.</p>

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Signal Route	Status	Description	Route Indicator	Remarks
AY971(S)	Existing	Shunt, Train Wash to Bypass Road	-	Existing horizontal form shunt signal recovered and replaced with a new vertical form Shunt signal  New Train stop provided.
AY994(S)A	Existing	Shunt, Down Relief	DR	Existing signal, unaltered indication
AY994(S)B	Existing	Shunt, Down Relief to Standing Roads	SR	
AY994(S)C	Existing	Shunt, Down Relief to Bypass Road	BR	
AY994(S)D	New	Shunt, Down Relief to Transfer Road	TR	Existing signal, new indication
AY997(S)	New	Shunt, Transfer Road to Down Relief	-	Leads AY123(S) & AY125(S)  New post mounted position light Shunt Signal  New Train stop provided.

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## Points

The following table details the points that will be brought into use:

Points	Kilometrage	Line	Description	Remarks
647	20.064	ASY	Turnout for Stabling No.2 and Stabling No.3	Non-Commissioned points and EOL brought into use
648	20.071	ASY	Turnout for Stabling No.5 and Stabling No.6	Non-Commissioned points and EOL brought into use
649	20.086	ASY	Turnout for Stabling No.7 and Stabling No.8	Non-Commissioned points and EOL brought into use
650	20.090	ASY	Turnout for Stabling No.9 and Stabling No.10	Non-Commissioned points and EOL brought into use
651	20.122	ASY	Turnout for Stabling No.11 and Stabling No.9/10	Non-Commissioned points and EOL brought into use
652	20.146	ASY	Turnout for Stabling No.1 and Stabling No.2/3	Non-Commissioned points and EOL brought into use
653	20.155	ASY	Turnout for Stabling No.4 and Stabling No.5/6	Non-Commissioned points and EOL brought into use

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Points	Kilometrage	Line	Description	Remarks
654	20.179	ASY	Turnout for Stabling No.7/8 and Stabling No.9/10/11	Non-Commissioned points and EOL brought into use
655	20.182	ASY	Turnout for Stabling No.1/2/3 and Stabling No.4/5/6	Non-Commissioned and EOL points brought into use
656	20.250	Transfer Road	Turnout for Stabling No.1/2/3/4/5/6 and Stabling No.7/8/9/10/11	Non-Commissioned points and EOL brought into use
683A	20.380	Transfer Road	Catch Point	Non-Commissioned points and EOL brought into use
683B	20.460	Down Relief	Turnout for Auburn Stabling Yard	Non-Commissioned points brought into use

### Emergency Operation of Points

Keyless type EOL's are provided for emergency control of points as shown on the drivers diagram in this Weekly Notice. Operation of the EOL pushbuttons 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. EOL's are positioned as per Drivers Diagram.

### Telephones

Telephones will be provided as shown on the Drivers Diagram in this weekly notice. All phones will ring through to Clyde Signal Box.

Continued on the next page

## **Operation of Service Road Level Crossing**

### **To Cross Tracks:**

- Contact the Signaller and request the release of the gate key. Then unlock the door of the releasing switch.
- When the light of the releasing switch is illuminated, press the button, turn the handle and remove the key.
- Insert the key into the top gate lock and turn the key.
- Remove the lower key which is attached to the gate. The gate can now be opened.
- Once through the gate, close the gate and reinsert in the lower gate lock and turn it.
- Remove the top key. It is to be taken to operate the opposite gate in the same manner as above, once on the other side after crossing the tracks.
- Once across the tracks, close the gate, return the key to the nearest releasing switch and turn.
- Contact the Signaller to advise there is no further need of the level crossing.
- Lock the door of the releasing switch.
- To return across the service crossing the above procedure is used in the reverse direction.

### **Signal Box Control**

A new Phoenix workstation will be installed in Clyde Signal Box to provide controls and indications for the new Auburn Stabling Yard, the Down Relief and signalled areas of the Auburn Maintenance Facility.

The existing Phoenix workstation within the Auburn Maintenance Facility will be upgraded to include the Auburn Stabling Yard area and shall be used to provide the Yard Master with indications only.

*Continued from the previous page*

The Granville panel will be altered to add the new Transfer Road connection and the additional track circuit indications on the Down Relief.

The existing Auburn Maintenance Facility Down Relief Control Switch shall be booked out of use and removed from the Granville panel console. No further alterations are required to the panel.

The Auburn panel shall have the existing Auburn Maintenance Facility Down Relief Control Switch sleeved and booked out of use. There are no changes to the signalling indications on the panel.

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

**VER22042014**

**DIAGRAM VER22042014**

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## CHANGE OF METRONET TRAIN RADIO SIGNALLER CONTROL AREAS FOR AUBURN PRECINCT

Commencing at 0300 hours on **Monday, 22 September 2014**, the MetroNet Train Radio Signaller control areas at Auburn Maintenance Centre, Auburn Stabling Yard and Down Relief will be re-arranged and controlled by AMC Yard Master (896), Clyde Signaller (040) and Granville (041) as below as part of the Auburn Stabling Yard commissioning activity.

This information was previously advertised in Weekly Notices 31-2014 and 32-2014.

Controller's Name	Area Code	Track	From	To
AMC Yard Master	896 (manually input 969 from cab radio)	Auburn Maintenance Centre Area	As per Diagram below	As per Diagram below
Clyde Signaller	040	Auburn Stabling Yard	As per Diagram below	As per Diagram below
Clyde Signaller	040	Down Relief	AY917	AY948
Clyde Signaller	040	Down Relief	AY989	AY996
Auburn Signaller	039	Down Relief	Dead End	AY917
Granville	041	Down Relief	AY948	AY989

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(W.N. 38 – 2014)

## STATUS OF TOM NOTICES

<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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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<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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

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## STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
030-2014	Procedures for Trains Entering – Departing Macdonaldtown stabling yard	27/3/14	6/4/14
031-2014	NLA Explanatory notes	27/3/14	6/4/14
032-2014	NLA Introduction	27/3/14	6/4/14
034-2014	NLA 114: Strathfield	27/3/14	6/4/14
038-2014	NLA 510: Sydenham – Glenfield	10/4/14	20/4/14
028-2014	Trial of Signal Key Switches	27/4/14	26/10/14
044-2014	Worksite Protection Plan – Tablet Version Trial	1/5/14	11/5/14
045-2014	NLA 302: Hornsby	8/5/14	18/5/14
043-2014	Network Rules – Network Procedures	15/5/14	25/5/14
046-2014	NLA 618: Chullora	15/5/14	25/5/14
047-2014	NLA 616: Enfield	15/5/14	25/5/14
062-2014	Network Rules – Network Procedures – Network Forms	22/5/14	1/6/14
055-2014	NLA 208: Blacktown	29/5/14	8/6/14
052-2014	NLA 320: Broadmeadow - Newcastle	5/6/14	15/6/14
057-2014	NLA 416: Wollongong	5/6/14	15/6/14
058-2014	NLA 608: Port Kembla	5/6/14	15/6/14
060-2014	NLA 212: Penrith - Wallerawang	5/6/14	15/6/14
061-2014	NLA 504: Campbelltown	5/6/14	15/6/14
064-2014	Trial of Speed Signs in the Network	5/6/14	15/6/14
067-2014	NLA 420: Bomaderry (Nowra)	12/6/14	22/6/14
063-2014	Exception to TWP 108: Route Knowledge	19/6/14	29/6/14
069-2014	NLA 108: Central - Sydenham	26/6/14	6/7/14
070-2014	NLA 308: Chatswood - Epping	26/6/14	6/7/14
074-2014	NLA 312: Gosford	26/6/14	6/7/14
050-2014	Trial of Coded ASB	26/6/14	6/7/14
072-2014	NLA 318: Broadmeadow – Woodville Junction	3/7/14	13/7/14
075-2014	Worksite Handsignaller Ahead Signs NSG 604	3/7/14	13/7/14
076-2014	Network Rules – Network Forms – Network Procedures	3/7/14	13/7/14
077-2014	NLA 102: Sydney Terminal	3/7/14	13/7/14

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051–2014	NLA 500: Lidcombe - Campbelltown	29/5/14	10/6/14
087–2014	NLA 418: Wollongong – Bomaderry (Nowra)	17/7/14	27/7/14
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
105–2014	NLA 300: Strathfield – Hornsby	27/8/14	8/9/14
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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# STATUS OF NETWORK MANUALS AND FORMS

## Network Manuals

<b>Title</b>	<b>Status Sheet</b>	<b>Date issued</b>
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### Network Rules

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

### Network Procedures

Procedures	14	July 2014
Forms	9	July 2014

Note, when filing your Network Rules and Procedures they should be comprised of the following amendment packs:

- August 2005 (Total reprint)
- May 2007
- November 2008
- June 2010
- December 2010
- July 2012 (Latest amendment packs. Note, 2 packs were issued)
- July 2014

### Network Local Appendices

Network Local Appendices	9	Dec 2012
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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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### Operator Specific Procedures

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

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

### **Train Working Procedures**

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

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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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

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

## REQUESTS FOR NETWORK MANUALS AND FORMS

Please regularly check that your Network Manuals and Forms are up to date and include the current status sheet numbers for each section, as listed in this Weekly Notice.

If your manuals do not have the correct status sheets, they have not been properly amended and the Safeworking information will not be up to date.

All Sydney Trains staff issued with Network Manuals and who require regular updates and amendments need to contact their relevant distribution officer, as listed in this Weekly Notice, to have their name and contact details included in the distribution list. This will ensure that you receive all updated Network Manuals and Forms.

All requests to receive Safeworking documentation must be forwarded through your controlling officer to the appropriate distribution officer.

Those outside Sydney Trains can access Safeworking information by visiting the RailSafe website at [www.railsafe.org.au](http://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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### **Notice to Subscribers**

The Weekly Notice is issued every Tuesday and takes effect from the following Monday.

Those who require the Weekly Notice must ensure they receive it and are aware of the changes that affect their work duties and responsibilities.

Group Manager Rules and Compliance  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
Tuesday, 9 September 2014