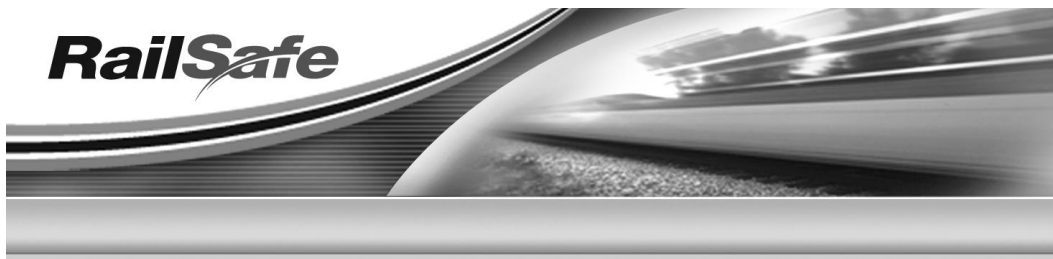


14

weekly notice

Monday, 28 March 2022
Sunday, 03 April 2022



See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, including 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.

**Director Safety and Standards
Sydney Trains**

Continued on next page

CONTENTS

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES	4
LITHGOW TO MT. VICTORIA — COMMISSIONING OF AUTOMATIC TRAIN PROTECTION (ATP) ETCS LEVEL 1 LIMITED SUPERVISION	5
COALCLIFF (ILLAWARRA) - RENEWAL OF 366 AND 367 POINTS TO SIEMENS D84M MKIII	7
EDGECLIFF - (EASTERN SUBURBS RAILWAY LINE) – 905 & 906 POINTS REMOVAL	8
SOUTH WEST METRO CORRIDOR(SWMC)	9
MARRICKVILLE – RELOCATION OF SPEED SIGN	10
WONDABYNE TO TASCOTT (NORTH) - INSTALLATION OF SIGNAL KEY SWITCHES TO SIGNAL 42.9, 45.3 AND 47.3 -- SINCE NOTICE	11
WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY PROJECT SIGNALLING STAGE 8/9 – INSTALLATION OF NEW 302B CATCH POINTS, 305B POINTS, 307 POINTS, 60A CATCH POINTS, 312 CROSSOVER, RELOCATION OF W10 AND W12 SIGNALS, INSTALLATION OF PLATFORM 2 GUARDS INDICATOR AND W23 GANTRY SIGNAL, UPGRADES TO W79 AND W1 SIGNALS AND UP ILLAWARRA TRACK SLEW BETWEEN 38.500KM – 38.772KM (DIAGRAM)	14
STATUS OF TOM NOTICES	18
STATUS OF PERMANENT SAFE NOTICES	20
STATUS OF NETWORK MANUALS AND FORMS	21
DISTRIBUTION OFFICERS	23

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
15	04/04/2022 – 10/04/2022	08/03/2022
16	11/04/2022 – 17/04/2022	15/03/2022
17	18/04/2022 – 24/04/2022	22/03/2022

To meet printing and distributing schedules, articles for a Weekly Notice must be received by its deadline.

Articles submitted after a deadline will be published in the next issue of the Weekly Notice. This may result in information not being distributed in time for it to be acted upon.

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

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LITHGOW TO MT. VICTORIA — COMMISSIONING OF AUTOMATIC TRAIN PROTECTION (ATP) ETCS LEVEL 1 LIMITED SUPERVISION

Commencing at 0700 hours on **Wednesday, 13 April 2022** and continuing until 1700 hours on Wednesday, 13 of April 2022, TfNSW will commission into use Automatic Train Protection (ATP) ETCS Level 1 Limited Supervision between Lithgow to Mt Victoria.

As part of these works the following signage will be removed:

Location	Line	Direction	Inscription
KATOOMBA (EXCL) - MT. VICTORIA (INCL)			
Mt. Victoria at 124.205km	Down Main	Down	END ATP
Mt. Victoria at 124.205km	Down Main	Down	BEGIN ATP
Mt. Victoria at 124.269km	Up Main	Up	END ATP
Mt. Victoria at 124.269km	Up Main	Up	BEGIN ATP

There will be no ATP Signage installed.

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COALCLIFF (ILLAWARRA) - RENEWAL OF 366 AND 367 POINTS TO SIEMENS D84M MKIII

Commencing at 0200 hours on **Friday, 15 April 2022** and continuing until 2300 hours on Monday, 18 April 2022, the following work will be carried out:

- 366 and 367 Points (UP and Down Illawarra Line) will be renewed.
- The operating mechanisms will be upgraded to Siemens D84M MKIII with in-bearer Spherolocks.
- 366A Points will be relocated approximately 4.787m towards Country.
- 366B Points will remain at existing location.
- 367A Points will remain at existing location.
- 367B Points will be relocated approximately 4.835m towards Sydney.
- The existing Emergency Switch Machine Locks (ESML) will be replaced with Emergency Operation Locks (EOL) of the Fortress key type in the same position.

VER14022022**Rick Maranik**

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EDGECLIFF - (EASTERN SUBURBS RAILWAY LINE) – 905 & 906 POINTS REMOVAL

Commencing at 2200 hours on **Friday, 15 April 2022**, and continuing until 0200 hours on Monday, 18 April 2022, the following work shall be carried out:

- 905 & 906 points between the Up and Down Main on the Eastern Suburbs Railway will be removed, along with all trackside equipment.
- 905 & 906 points will remain on the ATRICS panel.
- 752(M) and 752(S) routes will be booked out of use

VER02022022**Rhoel Del Rosario**

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SOUTH WEST METRO CORRIDOR(SWMC)

****THE FOLLOWING WORK WHICH WAS ADVERTISED IN WN51-2021 & WN01-2022 HAS NOT BEEN COMPLETED AND THE HIGH RAIL PADS AT THESE LOCATIONS ARE NON-OPERATIONAL****
HIGH RAIL ACCESS PAD INSTALLED AT DULWICH HILL(B8+285), CAMPSIE(B12+400) AND PUNCHBOWL(B16+100)

Commencing at **0200 hours on Sunday, 26 December 2021**, and continuing until 0200 hours on Monday, 10 January 2022, the following works will be carried out:

- Hi Rail Access Pad installed at Dulwich Hill B8+285 across Up and Down Bankstown. Access via Down Bankstown will be operational.
- Hi Rail Access Pad installed at Campsie B12+400 across Up and Down Bankstown. Access via Up and Down Bankstown will be operational.
- Hi Rail Access Pad installed at Punchbowl B16+100 across Up and Down Bankstown. Access via Up Bankstown will be operational.

****IT IS NOT KNOWN WHEN THIS WORK WILL BE COMPLETED, OR WHEN THE HIGH RAIL PADS WILL BECOME OPERATIONAL****

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MARRICKVILLE – RELOCATION OF SPEED SIGN

On **Sunday, 20 March 2022**, (WE38), the following speed sign will be relocated on the Down Bankstown Line as listed below:

TS TOC.2 : 2021 issue 3

TOC Manual Version 23.0

Issue date: 15 December 2021

Section 11

Sydenham - Regents Park

	KILO- MET- RAG E	DOWN Nor- mal	XP T	UP Nor- mal	XPT
	5.308	Sydenham			
Existing	5.499	741B Pts	X35
Existing	5.587	40
Existing	5.622	800B Pts	X35
Amend	6.040	70
To Read	6.010	70
Existing	6.250	40	..
	6.575	Marrickville			

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WONDABYNE TO TASCOTT (NORTH) - INSTALLATION OF SIGNAL KEY SWITCHES TO SIGNAL 42.9, 45.3 AND 47.3 -- SINCE NOTICE

Since **0200 hours on Saturday, 12th March 2022**, and continuing until 2300 hours on Sunday, 13th March 2022, the following works were carried out:

- Signal Key Switches (SKS) were provided to Signals 42.9, 45.3 and 47.3.
- The Signals fitted with an SKS were to be identified on the ATRICS workstation at a future date.

Labelling of the new Signal Key Switches Installed were as follows:

45.3 SKS (Down Main North)

- A label was provided on the outside of the 45.3 SKS box as follows:

SKS LIMIT
 DOWN MAIN NORTH
 SIGNAL 45.3 TO
 SIGNAL 47.3

- The SKS key was inscribed with the text – “45.3 DN MAIN NORTH”

47.3 SKS (Down Main North)

- An updated label was provided on the outside of the 47.3 SKS box as follows:

SKS LIMIT
 DOWN MAIN NORTH
 SIGNAL 47.3 TO
 SIGNAL GF1

- The SKS key was inscribed with the text – “47.3 DN MAIN NORTH”

The following additional SKS box (not advertised) in Weekly Notice 12, was Installed as below:

42.9 SKS (Down Main North)

- A label was provided on the outside of the 42.9 SKS box as follows:

SKS LIMIT DOWN MAIN NORTH SIGNAL 42.9 TO SIGNAL 45.3

- The SKS key was inscribed with the text – “42.9 DN MAIN NORTH”

The following works advertised in Weekly Notice 12, have been deferred to a later date.

66.9 SKS (Down Main North)

- A label will be provided on the outside of the 66.9 SKS box as follows:

SKS LIMIT DOWN MAIN NORTH SIGNAL 66.9 TO SIGNAL V1

- The SKS key will be inscribed with the text – “66.9 DN MAIN NORTH”

Use of the Signal Key Switches for worksite protection were carried out in accordance with the latest published Network Rules and Procedures.

VER10032022

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WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY PROJECT SIGNALLING STAGE 8/9 – INSTALLATION OF NEW 302B CATCH POINTS, 305B POINTS, 307 POINTS, 60A CATCH POINTS, 312 CROSSOVER, RELOCATION OF W10 AND W12 SIGNALS, INSTALLATION OF PLATFORM 2 GUARDS INDICATOR AND W23 GANTRY SIGNAL, UPGRADES TO W79 AND W1 SIGNALS AND UP ILLAWARRA TRACK SLEW BETWEEN 38.500KM – 38.772KM

Commencing at **0200 hours on Friday, 15 April 2022**, and continuing until 0200 hours on Tuesday, 19 April 2022, the following works will be carried out:

- New 302B catch points will be installed on the Up Goods Loop (Future) at 36.906km. The new catch points will be spiked, clipped, XL locked and detected normal.
- 302B catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 302 points Emergency Operation Lock (EOL) keys will be installed in 302 EOL box located near W1 location.
- Temporary buffer stop will be installed countryside of 302B points at 36.937km.
- New 305B points will be installed on the No.1 Up Siding (Future) at 37.505km. The new turnout will be spiked, clipped, XL locked and detected normal.
- 305B points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 305 points Emergency Operation Lock (EOL) keys will be installed in 305 EOL box located near W3 location.
- New 307 turnout will be installed on the No.1 Up Siding (Future) at 37.519km.

- 307 points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- New 60A catch points will be installed on Up Goods Loop (Future) at 38.678km. The new catch points will be spiked, clipped, XL locked and detected normal.
- 60A catch points will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 60A Emergency Operation Lock (EOL) key will be installed with existing 60B key located in 60 EOL box.
- New 312 crossover will be installed on the Down Main and Up Main between 38.443km and 38.497km. The new crossover will be spiked, clipped, XL locked and detected normal.
- 312A and 312B point will be fitted with a Siemens D84M MKIII point machine with an in-bearer spherolock arrangement.
- 312 point Emergency Operation Lock (EOL) will be installed adjacent to 311A point end.
- W10 Signal and trainstop on the Up Main will be relocated to 38.568km.
- W12 Signal and trainstop on the Down Main will be relocated to 38.568km and profile changed. A stencil route indicator will be provided, bagged and brought into use at a later stage.
- An additional up direction Guards Indicator will be installed on platform 2 and will operate in conjunction with W12 signal.
- W23 signal on the Up Refuge Loop will be relocated to 38.713km, mounted on a gantry and profile changed. A stencil route indicator will be provided, bagged and brought into use at a later stage. W23 trainstop will be relocated adjacent to the gantry signal.

- A ground level co-acting signal for W23 on the Up Refuge Loop will be installed at 38.721km. A miniature route indicator will be provided with 'D' and 'U' indications brought into use at this stage. These will operate in conjunction with the caution aspect on the co-acting signal indicating routes to the Down Main and Up Main respectively.
- A new turnout repeater will be fitted onto existing W79 signal and bagged (uncommissioned).
- The existing 2-way stencil route indicator (SRI) on W1 signal will be replaced with a 4-way SRI. The existing 'DR' and 'DM' indications will be displayed in the top left and bottom left quadrants respectively. The top right quadrant will be blanked out (uncommissioned).
- The existing left hand band of light on W1 signal will be replaced with a combined left and right hand band of lights with the right hand indication blanked out (uncommissioned).
- The Up Main track will be slewed between 38.500km to 38.772km in preparation for the platform extension to the Sydney end of Waterfall station at a later stage.
- The Signaller's Control Panel will be altered with suitable means to reflect these changes.
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

VER 10032022
DIAGRAM VER 10032022

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SIGNAL	ROUTE	DESTINATION	INDICATION
5	5(M)A	DOWN REFUGE	-
	5(M)B	DOWN MAIN	D
	5(M)C	UP MAIN	U
	5(M)D	UP REFUGE	R
	5(M)E	UP GOODS	G #
	5(S)A	DOWN REFUGE	DR
5(S)B	DOWN MAIN	DM	

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
1	1(M)A	DOWN REFUGE	BOL
	1(M)B	DOWN MAIN	-
	1(S)A	DOWN REFUGE	DR
	1(S)B	DOWN MAIN	DM

1(S)
A DRUM C #5
B DM

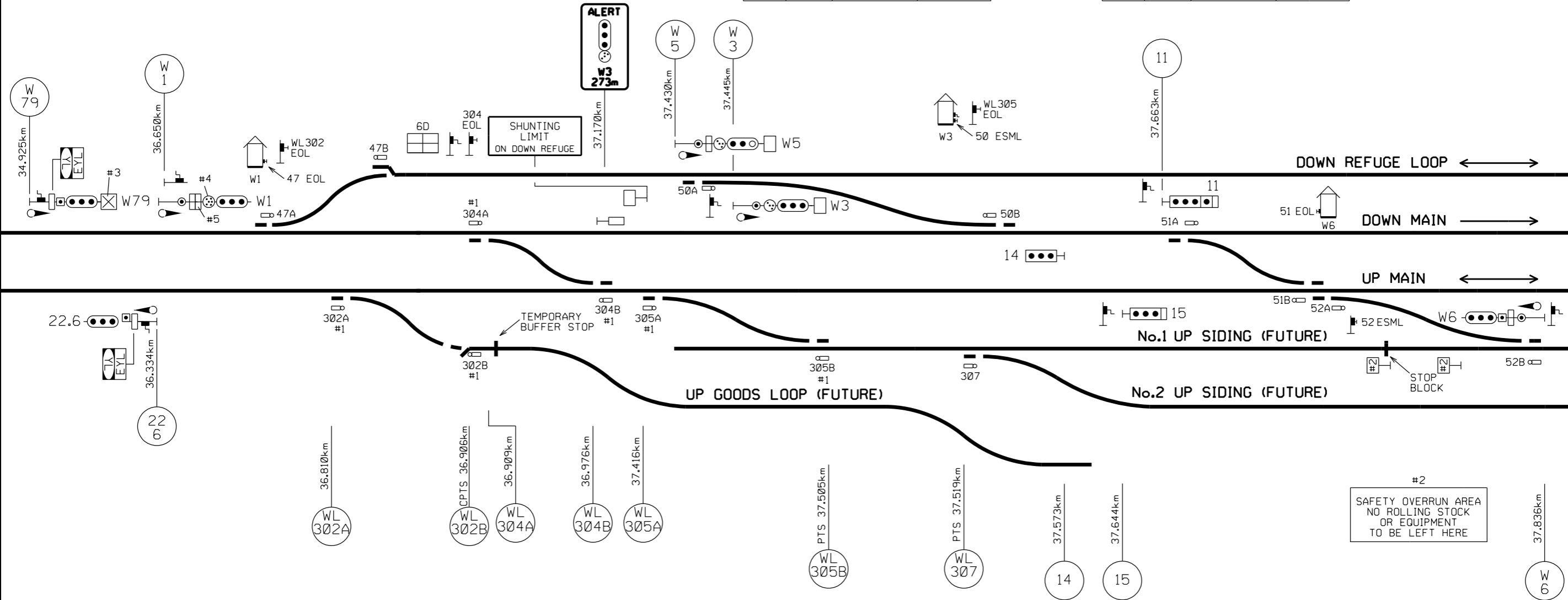
SIGNAL	ROUTE	DESTINATION	INDICATION
3	3(M)A	DOWN MAIN	-
	3(M)B	UP MAIN	U
	3(M)C	UP REFUGE	R
	3(M)D	UP GOODS	G #
	3(S)	DOWN MAIN	-

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
11	11A	DOWN MAIN	D
	11B	UP MAIN	U
	11C	UP REFUGE	R
	11D	UP GOODS	G #
		GREEN LIGHT	●

OUT OF USE

#3 TURNOUT REPEATER NOT IN USE AT THIS STAGE AND BAGGED
 #4 RIGHT HAND BAND OF LIGHTS NOT IN USE AT THIS STAGE - BLANKING PLATES INSTALLED
 #5 'UM' INDICATION NOT IN USE AT THIS STAGE - BLANKING PLATE INSTALLED



#1 POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL

SIGNAL	ROUTE	DESTINATION	INDICATION
15	15A	UP MAIN	U
	15B	UP REFUGE	R
	15C	UP GOODS	G #

OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
6	6(M)	UP MAIN	-
	6(S)A	UP MAIN	UM
	6(S)B	DOWN MAIN	DM



Transport
for NSW

WATERFALL

MTMS2 WATERFALL STABLING FACILITY APRIL 2022
 DRIVERS DIAGRAM SHEET 1 OF 2

Produced by JMDR

VER. 10032022

WATERFALL

SIGNAL	ROUTE	DESTINATION	INDICATION
9	9A	DOWN MAIN	DM
	9B	UP MAIN	UM
		GREEN LIGHT	● #

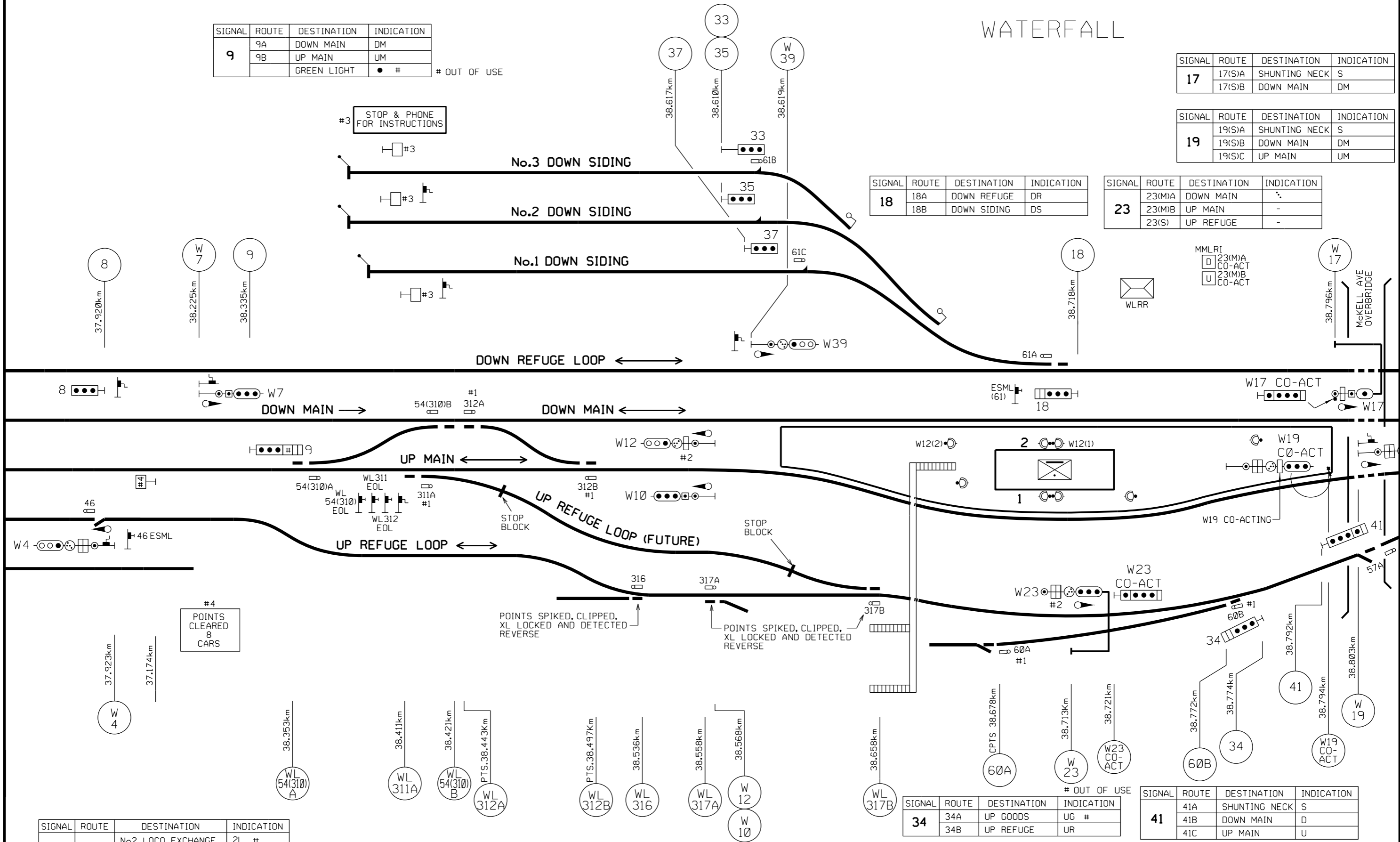
OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
17	17(S)A	SHUNTING NECK	S
	17(S)B	DOWN MAIN	DM

SIGNAL	ROUTE	DESTINATION	INDICATION
19	19(S)A	SHUNTING NECK	S
	19(S)B	DOWN MAIN	DM
	19(S)C	UP MAIN	UM

SIGNAL	ROUTE	DESTINATION	INDICATION
18	18A	DOWN REFUGE	DR
	18B	DOWN SIDING	DS

SIGNAL	ROUTE	DESTINATION	INDICATION
23	23(M)A	DOWN MAIN	-
	23(M)B	UP MAIN	-
	23(S)	UP REFUGE	-



SIGNAL	ROUTE	DESTINATION	INDICATION
4	4(S)A	No2 LOCO EXCHANGE SIDING	2L #
	4(S)B	No1 LOCO EXCHANGE SIDING	1L #
	4(S)C	UP MAIN	UM
	4(S)D	DOWN MAIN	DM
	4(M)C	UP MAIN	-

OUT OF USE
 #1 POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL
 #2 ROUTE INDICATOR NOT IN USE AT THIS STAGE

SIGNAL	ROUTE	DESTINATION	INDICATION
34	34A	UP GOODS	UG #
	34B	UP REFUGE	UR

SIGNAL	ROUTE	DESTINATION	INDICATION
41	41A	SHUNTING NECK	S
	41B	DOWN MAIN	D
	41C	UP MAIN	U



Transport for NSW

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WATERFALL

MTMS2 WATERFALL STABLING FACILITY APRIL 2022
 DRIVERS DIAGRAM SHEET 2 OF 2

VER. 10032022

STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 – 2007	Introduction of TOM Notices	13/09/07	13/09/07
018 – 2007	Emergency equipment boxes Rail	01/11/07	19/11/07
010 – 2012	48 Class: Train Operations Manual (TOM)	25/10/12	04/11/12
003 – 2013	48 Class: Wheels	07/02/13	10/02/13
015 – 2013	OMET 200: Minimum Standards for Electric Trains	30/05/13	09/06/13
002 – 2014	OMET 220: Wheelslip light indications	20/02/14	02/03/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
001 – 2017	Incorporation of Waratah, Oscar and Millennium TOM Notices and SAFE Notices into the TOM	19/01/17	29/01/17
005 – 2017	TWP 150: Damaged or Missing Window Glass	06/04/17	16/04/17
008 – 2017	TWP 176: Wayside Train Condition Monitoring	06/07/17	16/07/17
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
016 – 2017	WAR 030 Minimum Standards	23/11/17	03/12/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
011 – 2018	Trial of C-Set trains fitted with ATP	19/07/18	29/07/18
012 – 2018	Control Circuit Failure	23/08/18	02/09/18
005 – 2018	OMET 242 Reverser handle jams in forward or reverse	18/08/18	28/08/18
006 – 2018	OMET 250 Applying power from the rear	18/08/18	28/08/18
008 – 2018	TWP 154 Responding to incapacitated Driver/Guard	18/08/18	28/08/18
013 – 2018	Trial of K sets fitted with ATP	17/08/18	27/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
005 – 2019	TWP 106: On Road Performance Assessment	31/01/19	10/02/19
001 – 2019	OMET 266: Operation of Y-set trains	21/02/19	03/03/19
003 - 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	03/03/19
012 – 2019	TWP 192: Working Trains Out of service	21/02/19	03/03/19
007 – 2019	TWP 136 Defective wheels	06/03/19	24/03/19
008 – 2019	TWP 190 Automatic Train Protection	06/03/19	24/03/19
009 – 2019	Train crew relieved in service & relay driver	06/03/19	24/03/19
010 – 2019	TWP 152 Disabled trains	06/03/19	24/03/19
011 – 2019	TWP 156: Operating doors	14/03/19	24/03/19
014 – 2019	OSCAR Internal Emergency Door Releases	14/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
022 - 2019	Exception to WAR 030 – Minimum Standards	03/10/19	13/10/19
008 - 2020	MOS for TTU Upgraded Tangara trains during testing	20/02/20	01/03/20
004 - 2020	TWP 124 Defective Brakes	20/05/20	08/06/20
005 - 2020	TWP 126 Defective Automatic Brakes	20/05/20	08/06/20
012 - 2020	WAR 202 Bogie Faults	20/05/20	08/06/20
011 - 2020	TWP 162 Train Crew Bell Signals	02/06/20	15/06/20
001 - 2020	Trial of Millennium trains fitted with ATP	12/06/20	21/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
001 - 2021	Waratah (A&B sets) fitted with ATP	03/11/21	15/11/21
005 - 2021	OMET 254 Topside preparation locations	05/03/21	15/03/21
006 - 2021	TWP 100 Responsibilities of Train Crews	23/03/21	05/04/21
007 - 2021	Operation of H sets fitted with ATP	10/05/21	24/05/21
008 - 2021	Transition (Emergency couplers on OSCAR trains)	14/07/21	26/07/21
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21

01
STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
003 - 2021	Use of Signal Key Switches	02/12/21	12/12/21
002 - 2021	Introduction of the NIMP	14/10/21	24/10/21

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STATUS OF NETWORK MANUALS AND FORMS**Network Manuals**

Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents
Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Forms	RailSafe Website	Online documents (or order as applicable)




<i>Title</i>	<i>Status Sheet</i>	<i>Date issued</i>
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Train Working Procedures

TWP 100	TN 006 - 2021	April 2021
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	August 2020
TWP 114	4	November 2015
TWP 116	3	May 2012
TWP 118	TN 004 - 2019	April 2019
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	TN 004 - 2020	May 2019
TWP 126	TN 005 - 2020	May 2019
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136	TN 007 - 2019	March 2019
TWP 138	4	November 2015
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	TN 005 - 2017	April 2017
TWP 152	TN 010 - 2019	March 2019
TWP 154	TN 008 - 2018	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	4	November 2015
TWP 162	TN 011- 2020	May 2019
TWP 164	4	May 2012
TWP 166	3	May 2012
TWP 168	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174	TN 004 - 2017	July 2017
TWP 176	TN 008 - 2017	July 2017
TWP 182	1	November 2015
TWP 184	1	November 2015
TWP 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

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NOTES

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

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

Director Safety and Standards

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Tuesday, 15 March 2022