

# 7

**weekly notice**

Monday, 15 February 2016  
Sunday, 21 February 2016



**RailSafe**

## **See online for all Safeworking Information**

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

<b>Weekly Notice</b>	<b>For Week</b>	<b>Deadline</b>
8	22/2/16–28/2/16	26/1/16
9	29/2/16–6/3/16	2/2/16
10	7/3/16–13/3/16	9/2/16
11	14/3/16–20/3/16	16/2/16

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.

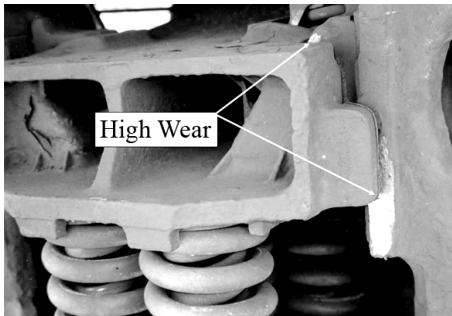
*Continued on the next page*

## Evidence of hunting

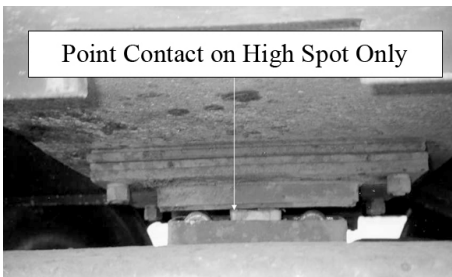
Tell-tale signs of hunting are any of the following:

- 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



**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](mailto:PermissionToDisturb@transport.nsw.gov.au)

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## NEW AMENDMENT PACK COMING SOON

A new amendment pack for the Network Rules & Network Procedures will be available in early 2016.

To make sure you get your copy contact your local distribution officer and check that your details are correct. If you are a contractor please contact the NRU inbox to verify your details so that we can tell you when the Amendment Packs are available for ordering on-line.

Sydney Trains and NSW Trains staff will need to find their local distribution officer for their area in the Weekly Notice.

The amendments to the Network Rules and Network Procedures include:

- Aspects that have proven to provide a safety benefit as a result of the Coded ASB trial
- Improvements to work on track documentation
- Removal or update of obsolete references e.g. RailCorp
- Restructuring of the documents to re-order content to improve readability
- Assigning specific tasks to the correct role and updating roles post reform name changes
- Where possible, information that was regularly published in Safe Notices has been incorporated within the Rules and Procedures

Local Distribution Officers and contractors will need to make sure that their contact details are current.

The Amendment Packs will be available soon for pre-ordering on-line at [www.bspg.com.au/sydneytrains](http://www.bspg.com.au/sydneytrains).

# RE-ISSUE OF STANDARD WORKING TIMETABLE 2013, RAIL PASSENGER SERVICES BOOKS 1 AND 2

## FROM SUNDAY, 6 March 2016

The Standard Working Timetable 2013, Rail Passenger Services Books 1 & 2 will be re-issued with effect from Sunday 6 March 2016.

Books 1 & 2 will be designated as Version 5.15, (151214) to replace the Standard Working Timetable 2013, Rail Passenger Services, Books 1 & 2, Version 5.00, (151001), from 13 December 2015 and all subsequent amendments.

Any copies of Books 1 & 2 not designated as Version 5.15, (151214) are to be discarded.

With the re-issue of the Standard Working Timetable 2013, Rail Passenger Services from 6 March 2016, a number of changes to the content and format of the Working Timetable have been incorporated:

- Passenger time alterations for the majority of South Coast services
- Altered train numbering, stabling arrangements, and revised train rosters for some South Coast services
- Additional dividing service in the afternoon at Wollongong
- Improved platform consistency on the single line sections between Kiama and Wollongong
- Increased use of "clock face" operating patterns on the South Coast line
- Oscars on South Coast will run to high speed signs
- Revised sectional running times on South Coast resulting in minor alterations
- Guards will be located in the 5th Position Compartment for the entire journey on South Coast
- Mechanised Track Patrol has been extended to Nowra (Bomaderry)
- Weekend platform working changes at Waterfall

*Continued on the next page*

All staff concerned are to familiarise themselves with the contents of the Standard Working Timetable 2013 Rail Passenger Services Version 5.15, (151214), 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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## **SYDNEY AREA (REDFERN) – RENEWAL OF 647 A/B POINTS**

Commencing at 0200 hours on **Saturday, 27 February 2016** and continuing until 0200 hours on Monday, 29 February 2016 the following work will be carried out:

- Existing 647A points on the Up Main will be renewed with an in-bearer Spherolock arrangement and 'A' type points controller. 647A Points will be relocated approximately 2.04 metres towards Sydney.
- Existing 647B points on the Down Main will be renewed with an in-bearer Spherolock arrangement and 'A' type points controller. 647B Points will be relocated approximately 1.366 metres towards country.
- An Emergency Operation Lock (EOL) of the keyless type will be provided adjacent to 647 points.
- No changes will be made to the control panel at Sydney Signal Box.

**VER08052015**

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## **EPPING TO THORNLEIGH THIRD TRACK PROJECT – SIGNAL TESTING**

Commencing at 0700 hours on **Monday, 29 February 2016** and continuing until 0200 hours on Tuesday, 14 June 2016, the following work will be carried out.

New signals between Epping and Thornleigh on the new un-commissioned Down Relief Line will be illuminated to facilitate signal testing activities only.

The signals to be tested on the new line which are not in use, have an existing white cross fixed to each signal which will remain in place.

The signals will be tested during daylight hours only between 0600 hours and 1800 hours 7 days per week but will remain illuminated 24 hours per day displaying a stop aspect when testing is completed each day.

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## 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
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

*Continued on the next page*

<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
015-2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
017-2013	WAR 030: Minimum Standards	30/5/13	9/6/13
001-2014	Amendment 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
006-2014	WAR 202: Bogie Faults	24/4/14	4/5/14
007-2014	WAR 001: Stabling	24/4/14	4/5/14
010-2014	TWP 244: OSCAR - Internal Emergency Door Release and Passenger Intercom Alarm	18/9/14	28/9/14
014-2014	Modification to Millennium DWD (Door Warning Device) Functionality	27/11/14	7/12/14
004-2015	TWP 206: OSCAR - Stabling Procedure	18/3/15	29/3/15
003-2015	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	2/4/15	12/4/15
005-2015	Train Crew Mobility Program	9/4/15	19/4/15
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
009-2015	OMET 346 MOS Millennium	1/10/15	11/10/15
002-2015	TWP 182 DTRS	1/10/15	2/11/15
013-2015	WAR 030: Minimum Standards (Amendment)	5/11/15	15/11/15

## STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
054–2015	NGE 204 - Network Communication	11/6/15	21/6/15
062–2015	Trial of Worksite Delineation Markers	20/8/15	29/8/15
061–2015	Use of Network Rules Forms	20/8/15	6/9/15
063–2015	Network Rules Publications	20/8/15	30/8/15
065–2015	Trial of Track Circuit Occupancy Device (TCOD)	10/9/15	20/9/15
064–2015	OSP 13 – Responding to a Medical Emergency on a Train	10/9/15	20/9/15
042–2015	Digital Train Radio System (DTRS)	17/9/15	2/11/15
066–2015	Trial of Signal Key Switches	24/9/15	4/10/15
067–2015	OSP 15 – Propelling Trains	24/9/15	4/10/15
068–2015	NGE 230: Communications Equipment	1/10/15	11/10/15
069–2015	Network Rules – Network Procedures	12/11/15	22/11/15
074–2015	OSP 23 - Responding to Wayside Train Condition Monitoring Alarms	19/11/15	29/11/15
079–2015	OSP 7 – Right of Way procedure for Guards & PSS	19/11/15	29/11/15
072–2015	Exception to TWP 108: Route Knowledge	19/11/15	6/12/15
078–2015	OSP 21 - Signal Box Management - Transfer of custodianship	19/11/15	7/12/15
077–2015	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	17/12/15	27/12/15
075–2015	Worksite Handsignaller Ahead Signs NSG 604	17/12/15	27/12/15
076–2015	Network Rules – Network Forms – Network Procedures	17/12/15	27/12/15
001–2016	NSG 604: Indicators and Signs	17/12/15	10/01/16
003–2016	Use of Automatic Train Warning System (ATWS) on the network	17/12/15	11/01/15
002–2016	Trail of Coded ASB	17/12/15	17/01/15
006–2016	Digital Train Radio System (DTRS)	21/1/16	2/2/16
005–2016	Speno Ultrasonic Testing	7/2/16	6/8/16
007–2016	XPT 030 MOS	7/2/16	6/8/16
008–2016	WAR 030 Minimum Standards	7/2/16	6/8/16

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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	RailSafe Website	Online documents
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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

<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	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)	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

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

<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 Safety and Accreditation  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
Tuesday, 1 February 2016