

# 11

## **weekly notice**

Monday, 07 March 2022  
Sunday, 13 March 2022

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## See online for all Safeworking Information

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

**Director Safety and Standards  
Sydney Trains**

*Continued on next page*

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**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>
12	14/03/2022 – 20/03/2022	15/02/2022
13	21/03/2022 – 27/03/2022	22/02/2022
14	28/03/2022 – 03/04/2022	01/03/2022

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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**COMMENCEMENT OF CONTROL OF THE COUNTRY RAIL NETWORK (CRN) BY UGL REGIONAL LINX (UGL RL)**

Since 2359 hours, **Monday, 28 February 2022.**

This Weekly Notice article is to be read in conjunction with Safe Notice Telegram 1002 – 2022 & 1003 – 2022

UGL Regional Linx (UGL RL) has assumed control of the Country Rail Network (CRN) replacing John Holland Rail (JHR).

Sydney Trains has assumed operational control from the following locations;

Line	location
Down Main line	Sydney side of Signal WG1
Up Main line	Sydney side of Signal 166.8

Sydney trains is now responsible for the following;

- Train path management
- Authorisation and issue of Work on Track authorities
- Authorisation and issue of Proceed authorities
- Special working

The network property boundary remains unchanged at 158.800km. CRN Engineering and asset standards remain in place on the country side of 158.800km.

**MTMS2 SYDNEY AREA (ERSKINEVILLE) –STAGE 4  
[REMOVAL OF 676 CROSSOVER]**

Commencing at 02:00 hours on **Saturday, 19 March 2022**, and continuing until 02:00 hours on Monday, 21 March 2022, the following works will be carried out:

- 676 crossover will be removed. ATRICS changes will be made at the later date of 9-10 July 2022.

The following infrastructure will be booked back into use:

- Points – 681A/B, 682A/B, 683A/B and 684A/B.
- Signal Routes - 537(M)B, 537(S)B, 546(M)B and 546(S)B.

A Drivers Diagram showing the altered arrangement is provided with this Weekly Notice.

**VER 08022022****DRIVERS DIAGRAM VER 31012022****Mark Skribins**

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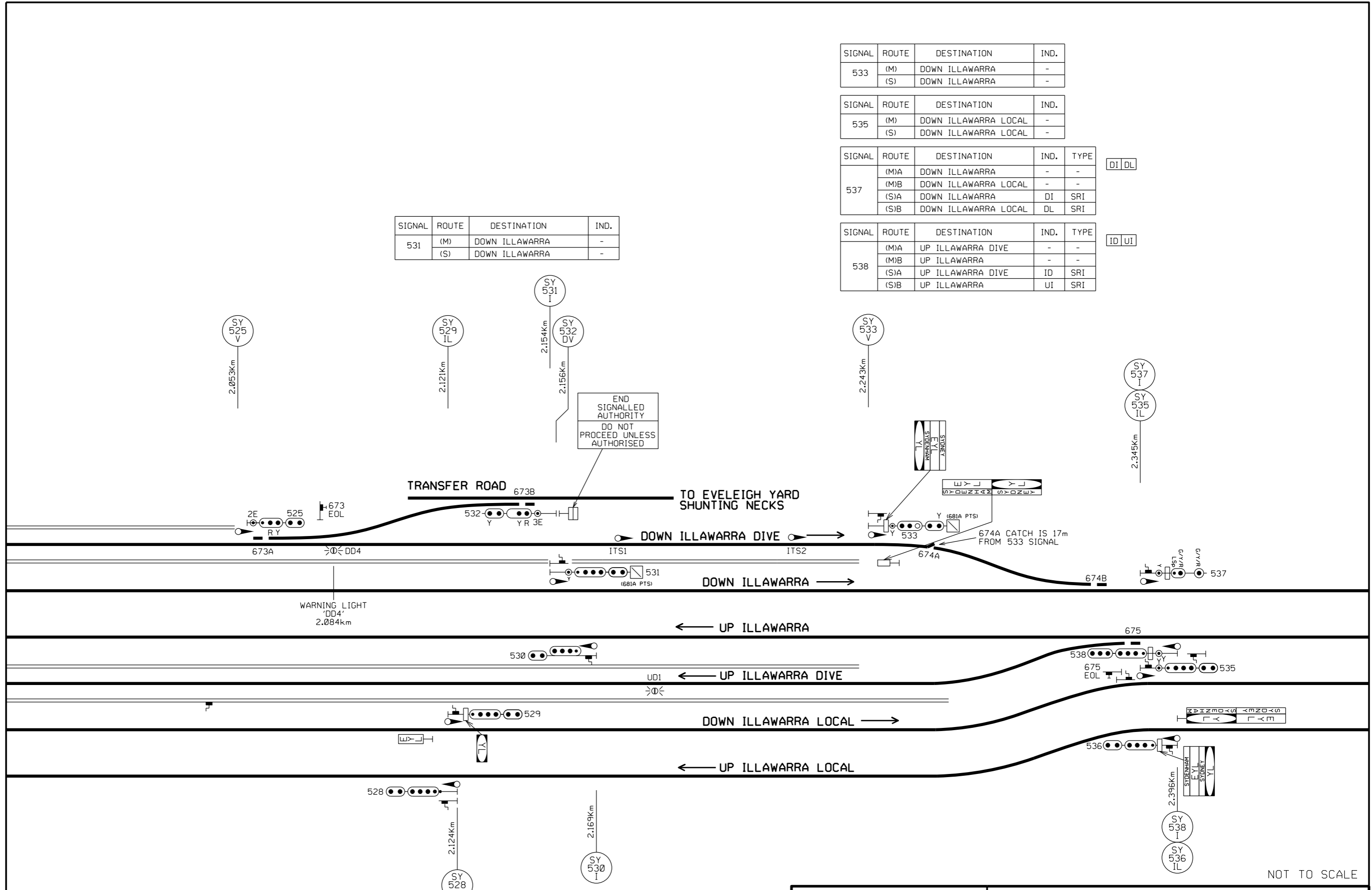
SIGNAL	ROUTE	DESTINATION	IND.
531	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

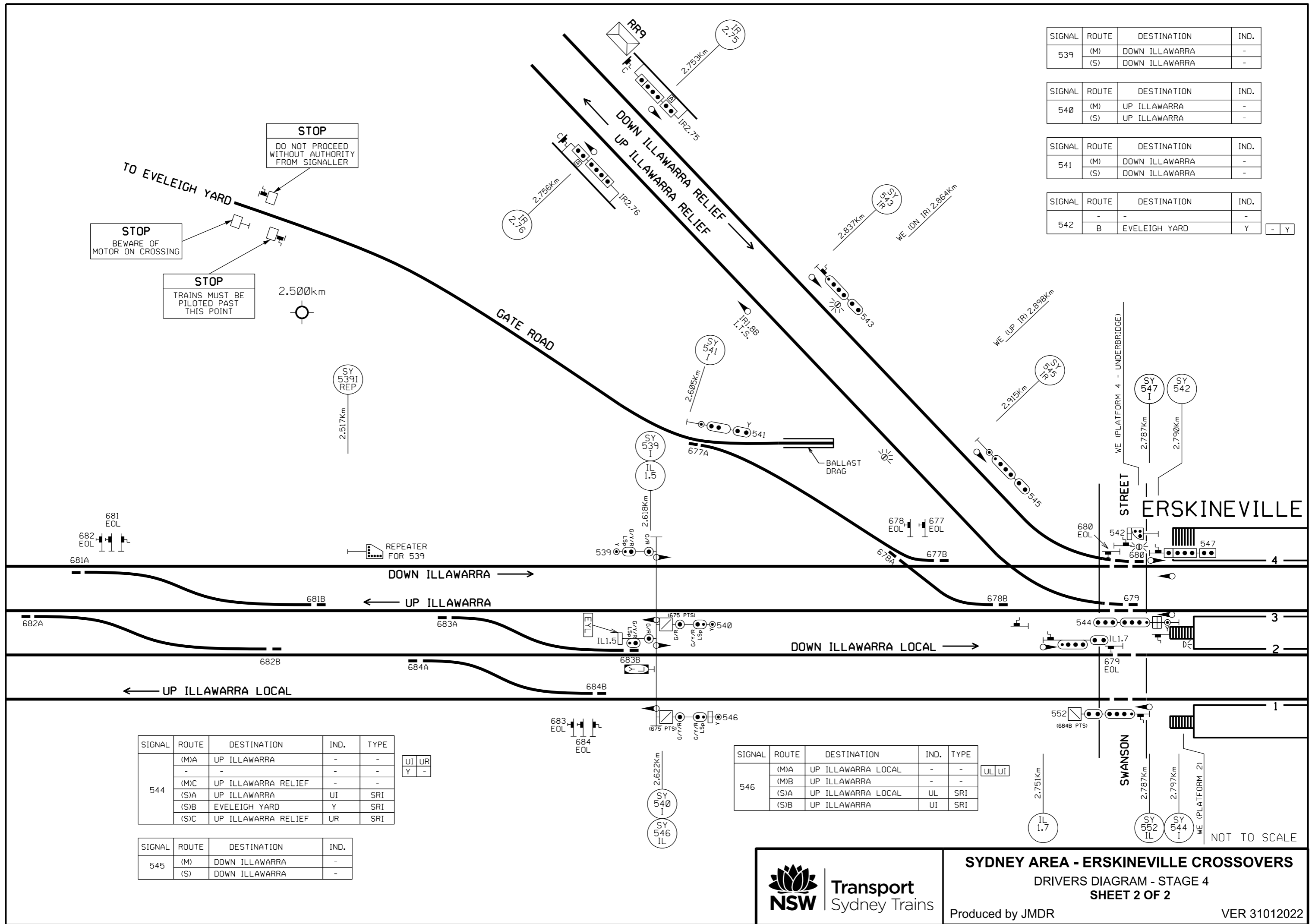
SIGNAL	ROUTE	DESTINATION	IND.
533	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
535	(M)	DOWN ILLAWARRA LOCAL	-
	(S)	DOWN ILLAWARRA LOCAL	-

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
537	(M)A	DOWN ILLAWARRA	-	-
	(M)B	DOWN ILLAWARRA LOCAL	-	-
	(S)A	DOWN ILLAWARRA	DI	SRI
	(S)B	DOWN ILLAWARRA LOCAL	DL	SRI

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
538	(M)A	UP ILLAWARRA DIVE	-	-
	(M)B	UP ILLAWARRA	-	-
	(S)A	UP ILLAWARRA DIVE	ID	SRI
	(S)B	UP ILLAWARRA	UI	SRI





SIGNAL	ROUTE	DESTINATION	IND.
539	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
540	(M)	UP ILLAWARRA	-
	(S)	UP ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
541	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.
542	-	-	-
	B	EVELEIGH YARD	Y

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
544	(M)A	UP ILLAWARRA	-	-
	-	-	-	-
	(M)C	UP ILLAWARRA RELIEF	-	-
	(S)A	UP ILLAWARRA	UI	SRI
	(S)B	EVELEIGH YARD	Y	SRI
(S)C	UP ILLAWARRA RELIEF	UR	SRI	

UI	UR
Y	-

SIGNAL	ROUTE	DESTINATION	IND.
545	(M)	DOWN ILLAWARRA	-
	(S)	DOWN ILLAWARRA	-

SIGNAL	ROUTE	DESTINATION	IND.	TYPE
546	(M)A	UP ILLAWARRA LOCAL	-	-
	(M)B	UP ILLAWARRA	-	-
	(S)A	UP ILLAWARRA LOCAL	UL	SRI
	(S)B	UP ILLAWARRA	UI	SRI

UL	UI
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NOT TO SCALE



**MTMS2 – ERSKINEVILLE JUNCTION – SPEED SIGN CHANGES**

On **Sunday 20 March 2022**, the following speed signs will be commissioned:

**Section 8a  
Central - Hurstville  
Illawarra Line**

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
Existing	2.213	<b>Illawarra Junction</b>			
Existing	2.300	..	..	50	..
Amend	2.360	..	..	X25	..
To Read	2.390	..	..	X25	..
Amend	2.390	50	..	..	..
To Read	2.423	50	..	..	..
Insert	2.410	X40	..	681A Pts	
Insert	2.538	X40	..	683A Pts ↻	
Existing	2.808	<b>Erskineville Junction</b>			
Existing	2.820	..	..	X25	..
Existing	2.881	<b>Erskineville</b>			
Existing	2.970	65	..	..	..
Existing	3.265	..	..	65	..
Existing	3.809	<b>St Peters</b>			

↻ Down sign on Up Main

**Section 8b  
Central - Hurstville  
Illawarra Local Line**

	KILO-MET-RAGE	DOWN		UP	
		Nor-mal	XPT	Nor-mal	XPT
Existing	0.000	<b>Central</b>			
Remove	0.814	60	..	..	..
Existing	0.885	..	..	50	..
Insert	0.891	60	..	..	..
Existing	1.299	<b>Redfern</b>			
Existing	1.610	..	..	60	..
Existing	2.213	<b>Illawarra Junction</b>			
Insert	2.520	682B Pts ⬇️		X40	..
Insert	2.632	684B Pts		X40	..
Existing	2.808	<b>Erskineville Junction</b>			
Existing	2.881	<b>Erskineville</b>			
Existing	3.240	70	..	..	..
Existing	3.809	<b>St Peters</b>			
Existing	4.700	..	..	65	..
Existing	5.050	734 Pts		X25	..
Existing	5.100	55	..	..	..
Existing	5.113	735B Pts ⬇️		X40	..
Existing	5.308	<b>Sydenham</b>			

⬇️ Down sign on Up Local

⬆️ Up sign on Down Local

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**SYDNEY YARD – ROADS 5 TO 8 – REPLACEMENT OF SPEED SIGNS**

Since Sunday 6 March 2022, the following reduced clearance speed signs has been replaced with standard permanent speed signs.

**Section 2a**

**Central - Homebush**

**Sydney Yard**

	KILO-MET-RAGE	DOWN		UP		
		Nor-mal	XPT	Nor-mal	XPT	
<i>Roads 5 to 6 (Up &amp; Down Yard Subs)</i>						
Existing	0.222	25	..	Road 5		<i>Installed 30/11/2021 and operational 9/12/2021 (WN 51)</i>
<i>Down Sign on Road 5</i>						
Existing	0.220	25	..	Road 6		<i>Installed 30/11/2021 and operational 9/12/2021 (WN 51)</i>
Existing	0.420	..	..	25	..	
Existing	0.450	40	..	..	..	<i>Installed and operational 30/10/2021 (See WN 44)</i>
Existing	0.450	..	..	25	..	<i>Installed 30/11/2021 and operational 9/12/2021 (WN 51)</i>
<i>Up Sign on Down Yard Sub</i>						
Existing	0.465	X40	..	..	..	
<i>235B Pts Down Yard Sub to Up Yard Sub</i>						
Existing	0.535	..	..	X40	..	
<i>235A Pts Up Yard Sub to Down Yard Sub</i>						
Existing	0.565	..	..	X40	..	

<i>239A Pts Up Yard Sub to Up Banks</i>					
Existing	0.575	X40	..	..	..
<i>241B Pts Down Yard Sub to Down Main</i>					
Existing	0.640	X40	..	..	..
<i>243A Pts Down Yard Sub to Down Yard Sub</i>					
Existing	0.670	..	..	X40	..
<i>242A Pts Up Yard Sub to Up Banks</i>					
Existing	0.670	X15	..	..	..
<i>246B Pts Up Yard Sub to Down Yard Sub</i>					
Existing	0.730	..	..	X15	..
<i>246A Pts Down Yard Sub to Up Yard Sub</i>					
Existing	0.960	X40	..	..	..
<i>265A Pts Down Yard Sub to Down Main</i>					
<b>Roads 7 to 8</b>					
Existing	0.220	<b>25</b>	..	Road 7	<i>Installed 30/11/2021 and operational 9/12/2021 (WN 51)</i>
Existing	0.234	<b>25</b>	..	Road 8	<i>Installed 30/11/2021 and operational 9/12/2021 (WN 51)</i>

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## **HURSTVILLE (ILLAWARRA MAIN) – MTMS2 FINAL – COMMISSIONING OF 984A/B POINTS CROSSOVER, 993 CATCHPOINTS & 984/993 EOLS AND PERMANENTLY BOOK OUT 989A/B POINTS CROSSOVER & EOL**

**THESE WORKS AS ADVERTISED IN WN 7 & 8 DID NOT OCCUR AND WILL BE PERFORMED AT A LATER DATE.**

Commencing at 0200 hours on **Saturday, 19 February 2022**, and continuing until 0200 hours on Monday, 21 February 2022, the following works will be carried out:

- Removal of Hurstville Fixed Red Signal and Trainstop (Hurstville Station Platform 4).
- Recover signage from SM915 & SM917 Signal
- Installation of new X45 speed board on Down Illawarra Main at **14.600Km.**
- Removal of **X35** speed board on Down Illawarra Main at 15.090Km.
- New SM918 Signal, SM918 Co-acting signal and Trainstop.
- Relocation of signal ahead sign for SM918.
- New 918 Guards indicator (1) & (2) on platform 4 unbagged and brought into service.
- Removal of the entire SM929 Signal Theatre Route Indicator and only "UL" route is removed from SM929 Stencil Route Indicator.
- Removal of 'UL' route from SM931 Stencil Route Indicator.
- Modification of SM936 Bottom 3 aspect signal head with the addition of a low speed indication with Yellow + Red + Green (Lspd) profile.
- New SM936 Position Light junction indicator unbagged and brought into service.

- Conversion of SM938 bottom head signal from a 3 aspect head to 4 aspect head with the addition of a low speed indication with Green + Yellow + Red + Green (Lspd) profile
- Conversion of SM940 Signal from incandescent to LED with Stencil Route Indicator removed.
- Removal of SM942 Signal Stencil Indicator.
- Conversion of SM946 bottom head signal from 2 to 3 aspect signal head in addition of Green aspect with Green + Yellow + Red profile.
- Relocation of 917 ITS(1) Trainstop.
- New 936/938 ITS(1) & ITS(2) Trainstop.
- Commission of 984A/B points and 993 catch points and EOL box into service.
- 989 A/B point machines clipped, XL locked, spiked & detected in the normal position in 938AT and 940BT track circuit. Loss of point normal detection will drop 938AT and 940BT tracks.
- Conversion of 909BT & 920AT TI21 track circuit to JS DR
- Alteration to existing 915AT, 915BT and 938CT track circuit
- ATRICS display updated to show 984A/B Crossover and 993 Catch point in service and 989A/B Crossover removed.
- New HVLA984B\_DNIA\_0\_F, HVLA984B\_DNIA\_1\_F, HVLSM917\_UPIA\_0\_F, HVLSM917\_UPIA\_1\_F, HVLSM929\_UPIA\_0\_C and HVLSM292\_UPIA\_1\_F balise.
- Removal of HVLSM917\_UPIA\_0\_C, HVLSM917\_UPIA\_1\_F, HVL01472\_DNIA\_1\_F, HVL01472\_DNIA\_0\_F, HVL01474\_UPIA\_1\_F, HVL01474\_0\_F, HVL989B\_UPIL\_1\_F, HVL989B\_UPIL\_0\_F, HVL989A\_UPIL\_0\_F, HVL989A\_UPIL\_1\_F, HVL989A\_UPIA\_0\_F and HVL989A\_UPIA\_1F balise.
- A driver's diagram with the altered arrangement is provided with this weekly notice.

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**SYDNEY YARD – PLATFORM 9 – REMOVAL OF SPEED SIGN**

Since **Sunday 6 March 2022**, the 10 km/h speed sign on Platform 9 was removed as the platform entry signal speed will be managed by the Intermediate Trainstops commissioned on platform 9.

The TOC will be updated as follows:

**Section 2a  
Central - Homebush  
Sydney Yard**

	KILO- MET- RAG E	DOWN		UP	
		Nor- mal	XPT	Nor- mal	XPT
<i>Roads 9 to 10 (Up &amp; Down Bankstown)</i>					
Existing	0.200	..	..	10	..
<i>Amend</i>	<i>Roads 9, 10 and Middle Rd</i>				
<i>To Read</i>	<i>Road 10 and Middle Rd</i>				
Existing	0.270	X40	..	..	..
Existing	<i>195A Pts Down Yard Sub to Rd 8</i>				

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## **WOLLONGONG (ILLAWARRA) – MTMS2 WOLLONGONG LNIF ENABLING – STAGE 4 FINAL CONFIGURATION OF UP AND DOWN YARDS. CONISTON RENEWAL OF SIGNALS 121 AND 125 TO LED**

**THE FOLLOWING WORKS AS ADVERTISED IN WN07-2022 & WN08-2022 DID NOT TAKE PLACE AND WILL BE CONDUCTED AT A LATER DATE\*\***

Commencing at 0200 hours on **Saturday, 19 February 2022**, and continuing until 0200 hours on Monday, 21 February 2021, the following works will be carried out:

- Wollongong Up Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. A new No.3 Up Siding and Perway Siding will be brought into use.
- Wollongong Down Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. The existing Down Refuge will be repurposed as the New No.1 Down Siding. The existing No.1 Down Siding will be renamed No.2 Down Siding
- Signal 121 (Coniston Platform 2) on the Down Main will be upgraded to LED 15m towards country
- Signal 125 (Coniston Platform 1) on the Up Main will be upgraded to LED in the same position
- ATP Changes on the Down Main and Down Yard.

The final Up Yard configuration will consist of the following roads;

- No.1 Up Siding (approx. 724m total standing room)
- No.2 Up Siding (approx. 225m total standing room)
- No.3 Up Siding (approx. 225m total standing room)
- Per way Siding (approx. 225m total standing room)

The final Down Yard configuration will consist of the following roads;

- No.1 Down Siding (approx. 585m total standing room)
- No.2 Down Siding (approx. 541m total standing room)

Entry between the Main Lines and Yards will be authorised through controlled shunt routes only. Train Stops will be suppressed for these routes, with no trip passing signals required.

All roads will be track circuited.

All new points are power operated and controlled by the signaller. New EOLs are provided for emergency local operation

### **New and Altered Signal Route Designations**

The following tables summarise the new and altered signals and points. Refer also to the Drivers Diagram for the new arrangement

#### **Wollongong – Up Main Signals**

Signal	Route	Designation	Route Indications	Remarks
463	(M)A	Down Starting, Up Main	-	Existing
	(S)A	Down Shunt, Up Main	UM	Existing
	(S)B	No.1 Up Siding	U1	Existing
	(S)C	No.2 Up Siding	U2	Existing
	(S)D	No.3 Up Siding	U3	New

#### **Wollongong – Up Yard Signals**

Signal	Route	Designation	Route Indications	Remarks
424	(S)A	Up Shunt, Perway Siding	PS	New
	(S)B	Up Shunt, No.3 Up Siding	U3	New
	(S)C	Up Shunt, No.2 Up Siding	U2	Existing (S)A
	(S)D	Up Shunt, No.1 Up Siding	U1	Existing (S)B
429	(S)	Down Shunt, No.2 Up Siding	-	New
435	(S)	Down Shunt, No.2 Up Siding	-	New
437	(S)	Down Shunt, No.2 Up Siding	-	New
438	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear

440	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear
448	(S)	Up Shunt, No.1 Up Siding	-	Removed

### Wollongong – Down Main Signals

Signal	Route	Designation	Route Indications	Remarks
406	(S)A	Up Shunt, No.1 Up Siding	U1	Existing
	(S)B	Up Shunt, Up Main	UM	Existing
	(S)C	Up Shunt, Down Main	-	Existing
	(S)D	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)E	Up Shunt, No.2 Down Siding	D2	Existing. New Indication
428	(S)B	Up Shunt, Up Main	UM	Existing
	(M)C	Up Home, Down Main	-	Existing
	(S)C	Up Shunt, Down Main	DM	Existing
	(M)D	Up Home, Down Bay	BOL	Existing
	(S)E	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
430	(M)C	Up Home, Up Main	-	Existing
	(S)C	Up Shunt, Up Main	UM	Existing
	(M)D	Up Home, Down Main	BOL + D	Existing
	(S)D	Up Shunt, Down Main	DM	Existing
	(M)E	Up Home, Down Bay	BOL + B	Existing
	(S)F	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
461	(S)A	Down Shunt, No.2 Down Siding	D2	New
	(S)B	Down Shunt, No.1 Down Siding	D1	New
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)B	Down Starting, Down Refuge	BOL	Removed
	(M)C	Down Starting, Down Main	-	Existing

### Wollongong – Down Yard Signals

Signal	Route	Designation	Route Indications	Remarks
442	(S)A	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)B	No.1 Goods Siding	GS	Existing

### Wollongong – Down Bay Signals

Signal	Route	Designation	Route Indications	Remarks
459	(S)A	Down Shunt, No.2 Down Siding	D2	Existing. New Indication
	(S)B	Down Shunt, No.1 Down Siding	D1	Existing. New Indication
	(M)B	Down Home, Down Refuge	-	Removed
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)C	Down Home, Down Main	BOL	Existing

The following route finishes have been applied on existing routes;

- 406(S)E finishes at 442
- 424(S)C finishes at new 438
- 443(S) finishes at 417
- 459(S)A finishes at 417
- 461(S)A finishes at 417
- 463(S)C finishes at new 429

**Wollongong – New Point Designations**

Points	Designation	Remarks
260	Single End Points, No.2 Up Siding to Per way Siding	New Power Operated Points
261	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points
264	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points

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**PORT KEMBLA (ILLAWARRA) – MTMS2 PORT KEMBLA LNIF  
ENABLING – SIGNALS 4 & 6 UPGRADE TO LED**

THE FOLLOWING WORKS AS ADVERTISED IN WN07-2022 & WN08-2022 DID NOT TAKE PLACE AND WILL BE CONDUCTED AT A LATER DATE\*\*

- New 8 car marker installed country end of extended platform 1

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## 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
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20



<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
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**

**NOTICE TO SUBSCRIBERS**

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, 22 February 2022