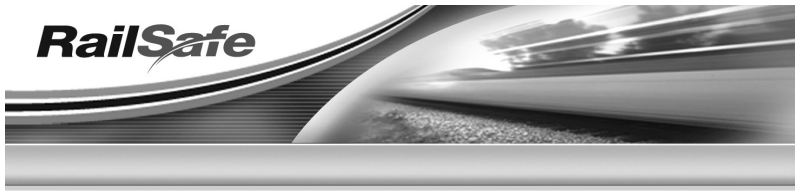


18

weekly notice

Monday, 30 April 2018
Sunday, 6 May 2018



See online for all Safeworking Information

www.railsafe.org.au

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

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

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

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

www.railsafe.org.au

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

*GENERAL MANAGER SAFETY AND STANDARDS
SYDNEY TRAINS*

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
19	7/5/18–13/5/18	10/4/18
20	14/5/18–20/5/18	17/4/18
21	21/5/18–27/5/18	24/4/18
22	28/5/18–3/6/18	1/5/18

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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Email: stephen.swanson@transport.nsw.gov.au

TRIAL OF NEW SPEED SIGN USED FOR TEMPORARY SPEED RESTRICTIONS

Commencing from **Wednesday, 09 May 2018** and continuing until Friday, 11 May 2018, Sydney Trains Network Rules Unit will carry out the trial of a new WARNING Sign.

The trial will allow Drivers and Track Vehicle Operators to view the new sign and provide feedback to the Network Rules Unit.

For purpose of the trial, the WARNING sign will be installed on Down Main West line between St Marys & Werrington.

Drivers Please Note: There will be **NO TEMPORARY SPEED RESTRICTION** associated with the trial of the new WARNING sign placed at the above location and there will be NO CAUTION or CLEARANCE signs installed beyond 2.5 kms of the new WARNING SIGN.

To assist staff to easily identify the new sign, a diagram is shown below.



Figure 1: Trial Warning Sign

UMA YEOLE

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MAIN NORTH & NORTH SHORE CORRIDOR WORKS, WAVERTON TO ARTARMON HEADWAY IMPROVEMENTS PORTION 5C – ENABLING STAGE 1 & STAGE 2 COMMISSIONING

Commencing at 0200hrs on **Saturday, 19 May 2018**, and continuing until 0200hrs on Monday, 21 May 2018, the following work will be carried out:

The following speed sign change on the Up North Shore Line will be done:

- Existing speed sign of 80kmh will be removed at 17.300km on Up North Shore Line.
- A new speed sign of 75kmh will be added at 17.300km on Up North Shore Line.
- Existing speed sign of 75kmh will be removed at 13.320km on Up North Shore Line.
- A new speed sign of 70kmh will be added at 13.320km on Up North Shore Line.
- A new speed sign of 60kmh will be added at 12.180km on Up North Shore Line.
- Existing speed sign of 60kmh will be removed at 11.920km on Up North Shore Line.
- Existing speed sign of 80kmh will be removed at 11.595km on Up North Shore Line.
- A new speed sign of 80kmh will be added at 11.570km on Up North Shore Line.
- Existing speed sign of 80kmh will be removed at 11.287km on Up North Shore Line.
- A new speed sign of 75kmh will be added at 11.220km on Up North Shore Line.
- A new speed sign of 80kmh will be added at 10.860km on Up North Shore Line.
- A new speed sign of 75kmh will be added at 10.280km on Up North Shore Line.

The following speed sign change on the Down North Shore Line will be done:

- A new speed sign of 70kmh will be added at 11.020km on Down North Shore Line.
- Existing speed sign of 80kmh will be removed at 11.287km on Down North Shore Line.
- A new speed sign of 80kmh will be added at 11.790km on Down North Shore Line.
- Existing speed sign of 80kmh will be removed at 14.725km on Down North Shore Line.
- A new speed sign of 75kmh will be added at 14.725km on Down North Shore Line.

Speeds – up direction

DIRECTION	TRAIN TYPE	LINE SPEED (KM/H)	KILOMETRAG- ES	
			From	To
Up North Shore Line	General	75	17.300Km	14.540Km
		45	14.540Km	14.290Km
		80	14.290Km	13.320Km
		70	13.320Km	12.860Km
		80	12.860Km	12.180Km
		60	12.180Km	11.570Km
		80	11.570Km	11.220Km
		75	11.220Km	10.860Km
		80	10.860Km	10.280Km
		75	10.280Km	8.630Km

Speeds - Down direction

DIRECTION	TRAIN TYPE	LINE SPEED (KM/H)	KILOMETRAGES	
			From	To
Down North Shore Line	General	80	10.560Km	11.020Km
		70	11.020Km	11.790Km
		80	11.790Km	14.290Km
		50	14.290Km	14.725Km
		75	14.725Km	16.900Km

The following alterations will be carried out to signals in the Wollstonecraft to Artarmon Section:

Signals

SIGNAL / ROUTE NAME	KM	STATUS	DESCRIPTION	REMARKS
SH4.65	7.518	Existing	Down Auto, Down North Shore	Medium aspect removed, lower yellow blanked out.
SH5.03	8.050	Existing	Down Auto, Down North Shore	Medium aspect removed, lower yellow blanked out
SH5.13	8.315	Existing	Down Auto, Down North Shore	Medium aspect removed, lower yellow blanked out.
SH5.20	8.353	Existing	Up Auto, Up North Shore	Medium aspect removed, lower yellow blanked out.

SH5.32	8.561	Existing	Up Auto,Up North Shore	Medium aspect removed, lower yellow blanked out.
SH5.40	8.756	Existing	Up Auto,Up North Shore	Medium aspect removed, lower yellow blanked out.
SH5.59	8.964	Existing	Down Auto,Down North Shore	Medium aspect provided. Blanking plate removed and lower yellow added.
SH6.19	9.871	Relocated as New	Down Auto,Down North Shore	Existing signal relocated approx. 60 meters closer to Sydney and renewed as LED type.
SH6.38	10.203	Existing	Up Auto,Up North Shore	Medium aspect provided. Blanking plate removed and lower yellow added.

Existing Signal SH4.65 at 7.518km on Down North Shore Line will have the medium aspect removed and the lower yellow aspect will be blanked.

Existing Signal SH5.03 at 8.050km on Down North Shore Line will have the medium aspect removed and the lower yellow aspect will be blanked.

Existing Signal SH5.13 at 8.315km on Down North Shore Line will have the medium aspect removed and the lower yellow aspect will be blanked.

Existing Signal SH5.20 at 8.353km on Up North Shore Line will have the medium aspect removed and the lower yellow aspect will be blanked.

Existing Signal SH5.32 at 8.561km on Up North Shore Line will have the medium aspect removed and the lower yellow aspect will be blanked.

Existing Signal SH5.40 at 8.756km on Up North Shore Line will have the medium aspect removed and the lower yellow aspect will be blanked.

Existing Signal SH5.59 at 8.964km on Down North Shore Line will have a new medium aspect provided. Blanking plate removed and lower yellow added.

Signal SH6.19 will be relocated to 9.871 km on Down North Shore Line and renewed with trainstop and associated track circuit equipment. The signal will also be upgraded to LED type.

Existing Signal SH6.38 at 10.203km on Up North Shore Line will have a new medium aspect provided. Blanking plate removed and lower yellow added.

No SPTs will be provided on relocated signal SH6.19.

No alterations to ATRICS are required in this stage.

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

Signalling Arrangement VER 21022018

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Doug Milosevic

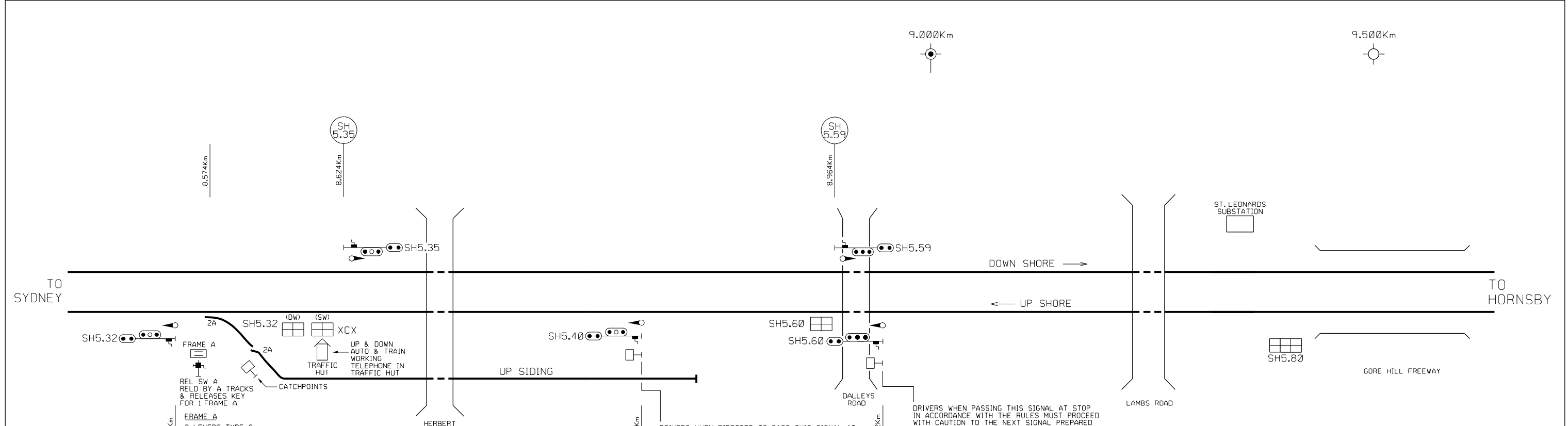
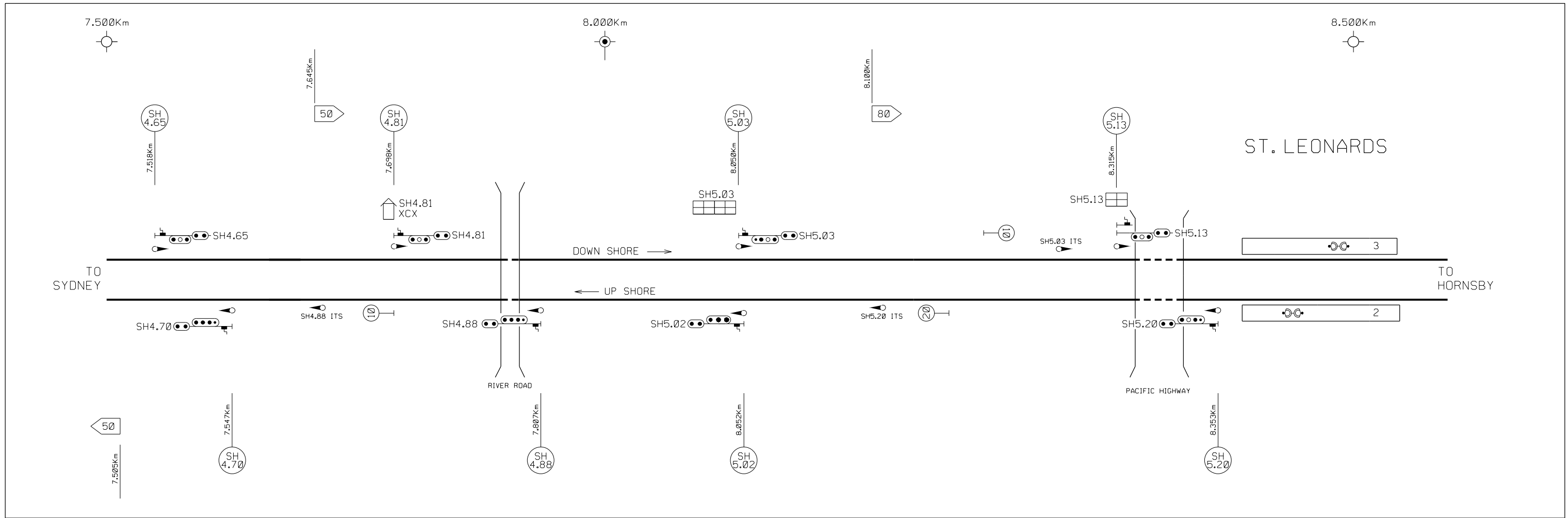
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FRAME A
2 LEVERS TYPE G
1 RELD BY KEY FROM
REL SW A OUT WITH
LEVER NORMAL

REL SW A
RELD BY A TRACKS
& RELEASES KEY
FOR 1 FRAME A

UP & DOWN
AUTO & TRAIN
WORKING
TELEPHONE IN
TRAFFIC HUT

DRIVERS WHEN DIRECTED TO PASS THIS SIGNAL AT STOP MUST PROCEED AT CAUTION AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF ST. LEONARDS SIDING AND MUST NOT RESTART UNTIL SATISFIED THAT IT IS SAFE TO DO SO

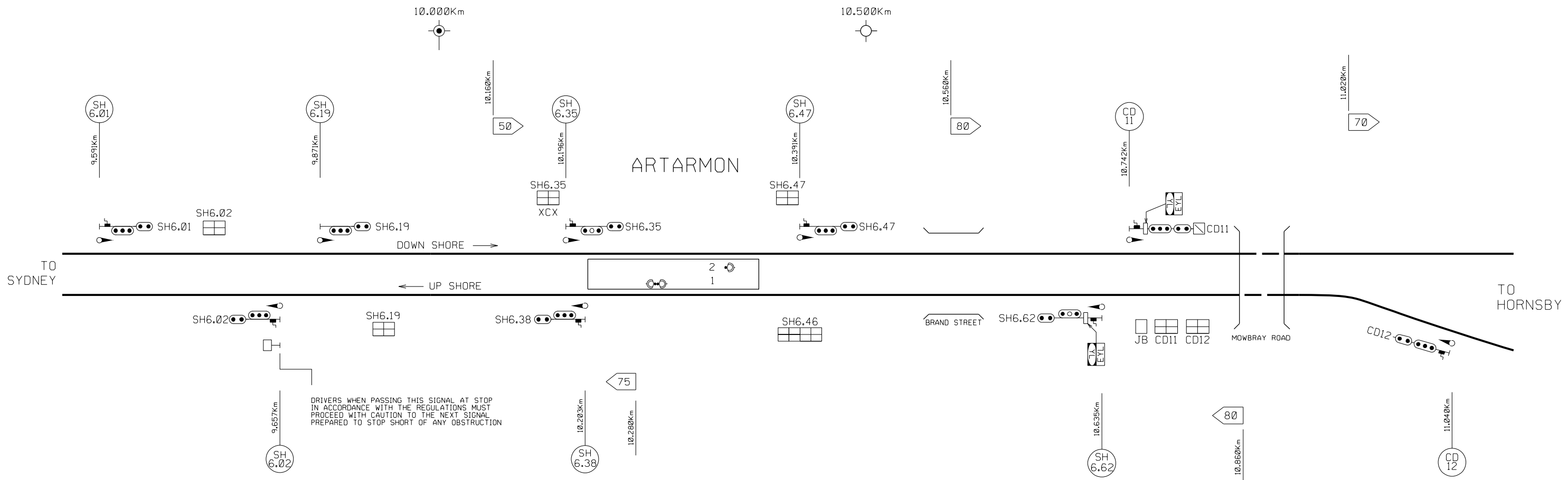
DRIVERS WHEN PASSING THIS SIGNAL AT STOP IN ACCORDANCE WITH THE RULES MUST PROCEED WITH CAUTION TO THE NEXT SIGNAL PREPARED TO STOP SHORT OF ANY OBSTRUCTION



WSP

MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 5C ENABLING STAGE 1 & 2
SHEET 1 OF 6

Produced by WSP - Signal Design VER21022018



DRIVERS WHEN PASSING THIS SIGNAL AT STOP
IN ACCORDANCE WITH THE REGULATIONS MUST
PROCEED WITH CAUTION TO THE NEXT SIGNAL
PREPARED TO STOP SHORT OF ANY OBSTRUCTION

SIG	ROUTE	DESCRIPTION	RTE IND
15	(M)A	No.4 PLATFORM	-
	(M)B	No.3 PLATFORM	-
	(S)A	No.4 PLATFORM	4
	(S)B	No.3 PLATFORM	3

SIG	ROUTE	DESCRIPTION	RTE IND
17	(M)A	No.3 PLATFORM	-
	(M)B	No.2 PLATFORM	-
	(S)A	No.3 PLATFORM	3
	(S)B	No.2 PLATFORM	2

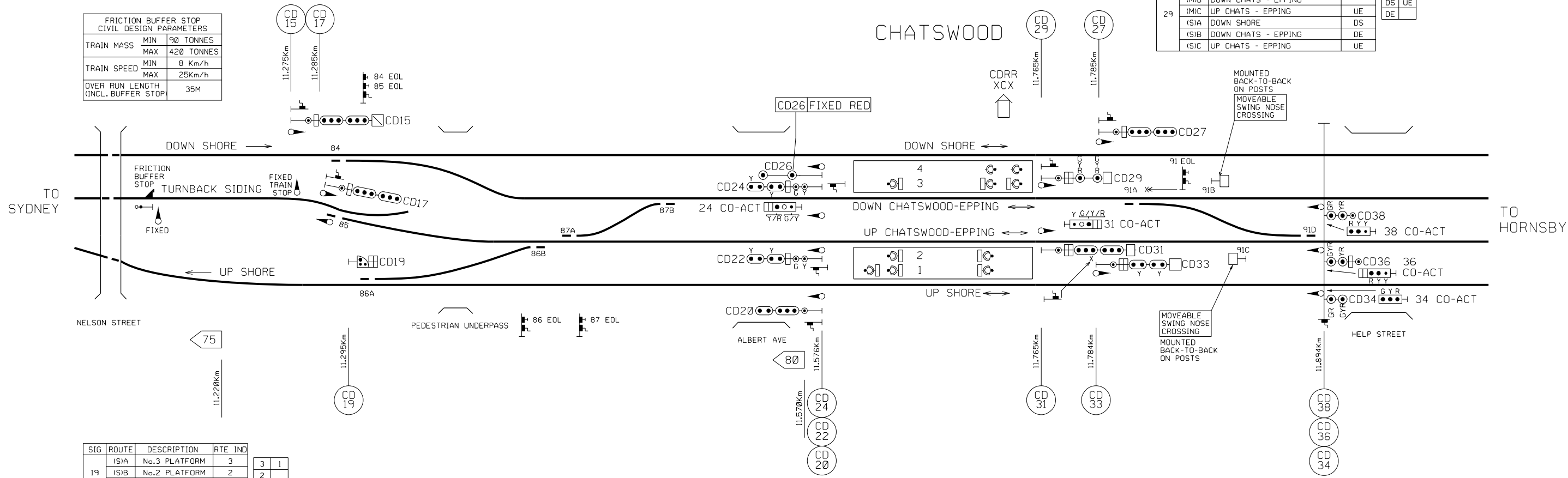
11.500Km

SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
24	(M)A	UP SHORE	-	-
	(M)B	TURNBACK SIDING	TS	TS
	(S)A	UP SHORE	US	US
	(S)B	TURNBACK SIDING	TS	TS

SIG	ROUTE	DESCRIPTION	RTE IND
27	(M)A	DOWN SHORE	-
	(M)B	DOWN CHATS - EPPING	-
	(S)A	DOWN SHORE	DS
	(S)B	DOWN CHATS - EPPING	DE

SIG	ROUTE	DESCRIPTION	RTE IND
29	(M)A	DOWN SHORE	DS
	(M)B	DOWN CHATS - EPPING	-
	(M)C	UP CHATS - EPPING	UE
	(S)A	DOWN SHORE	DS
	(S)B	DOWN CHATS - EPPING	DE

FRICTION BUFFER STOP CIVIL DESIGN PARAMETERS			
TRAIN MASS	MIN	90 TONNES	
	MAX	420 TONNES	
TRAIN SPEED	MIN	8 Km/h	
	MAX	25Km/h	
OVER RUN LENGTH (INCL. BUFFER STOP)		35M	



SIG	ROUTE	DESCRIPTION	RTE IND
19	(S)A	No.3 PLATFORM	3
	(S)B	No.2 PLATFORM	2
	(S)C	No.1 PLATFORM	1

SIG	ROUTE	DESCRIPTION	RTE IND
22	(M)A	UP SHORE	-
	(M)B	TURNBACK SIDING	TS
	(S)A	UP SHORE	US
	(S)B	TURNBACK SIDING	TS

SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
31	(M)A	DOWN SHORE	DS	DS
	(M)B	DOWN CHATS - EPPING	DE	DE
	(M)C	UP CHATS - EPPING	-	UE
	(S)A	DOWN SHORE	DS	DS
	(S)B	DOWN CHATS - EPPING	DE	DE

SIG	ROUTE	DESCRIPTION	RTE IND
38	(M)	No.3 PLATFORM	-
	(S)	No.3 PLATFORM	-

POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
84	'A' UNIT EP CLAWLOCK	TWO BACKDRIVES	PUSHBUTTON	POST MOUNTED
85	'A' UNIT EP CLAWLOCK	NIL	PUSHBUTTON	POST MOUNTED
86A	'A' UNIT EP CLAWLOCK	ONE BACKDRIVE	PUSHBUTTON	POST MOUNTED
86B	'A' UNIT EP CLAWLOCK	ONE BACKDRIVE	PUSHBUTTON	POST MOUNTED
87A	'A' UNIT EP CLAWLOCK	NIL	PUSHBUTTON	POST MOUNTED
87B	'A' UNIT EP CLAWLOCK	NIL	PUSHBUTTON	POST MOUNTED

SIG	ROUTE	DESCRIPTION	RTE IND
20	(M)	UP SHORE	-
	(S)	UP SHORE	-

* CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

SIG	ROUTE	DESCRIPTION	RTE IND
33	(M)A	DOWN SHORE	DS
	(M)B	DOWN CHATS - EPPING	DE
	(M)C	UP CHATS - EPPING	UE
	(S)A	DOWN SHORE	DS
	(S)B	DOWN CHATS - EPPING	DE
	(S)C	UP CHATS - EPPING	UE

SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
36	(M)A	No.2 PLATFORM	-	2
	(M)B	No.3 PLATFORM	-	3
	(S)A	No.2 PLATFORM	2	2
	(S)B	No.3 PLATFORM	3	3

SIG	ROUTE	DESCRIPTION	RTE IND
34	(M)	No.1 PLATFORM	-



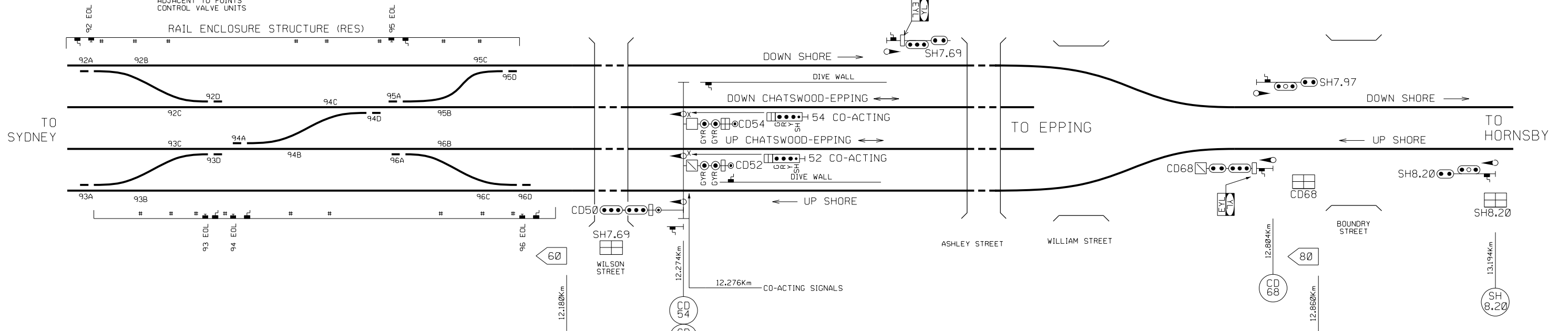
12.000Km



POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
91A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	POST MOUNTED
91B	'A' UNIT EP CLAWLOCK SNX	N/A		
91C	'A' UNIT EP CLAWLOCK SNX	N/A		
91D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		
92A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	DOWN - SIDE WALL OF RES
92B	'A' UNIT EP CLAWLOCK SNX	N/A		
92C	'A' UNIT EP CLAWLOCK SNX	N/A		
92D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		

POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
94A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	UP - SIDE WALL OF RES
94B	'A' UNIT EP CLAWLOCK SNX	N/A		
94C	'A' UNIT EP CLAWLOCK SNX	N/A		
94D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		
95A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	DOWN - SIDE WALL OF RES
95B	'A' UNIT EP CLAWLOCK SNX	N/A		
95C	'A' UNIT EP CLAWLOCK SNX	N/A		
95D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		

NOTE: # - NOTICEBOARDS
 MOVEABLE SWING NOSE CROSSING
 MOUNTED ON WALL ADJACENT TO POINTS CONTROL VALVE UNITS



POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
93A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	UP - SIDE WALL OF RES
93B	'A' UNIT EP CLAWLOCK SNX	N/A		
93C	'A' UNIT EP CLAWLOCK SNX	N/A		
93D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		
96A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	UP - SIDE WALL OF RES
96B	'A' UNIT EP CLAWLOCK SNX	N/A		
96C	'A' UNIT EP CLAWLOCK SNX	N/A		
96D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		

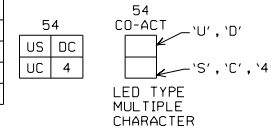
SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
50	(M)A	UP SHORE	-	-
	(M)B	UP CHATSWOOD - EPPING	-	-
	(S)A	UP SHORE	US	US UC
	(S)B	UP CHATSWOOD - EPPING	UC	UC

SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
52	(M)A	UP SHORE	-	US
	(M)B	UP CHATSWOOD - EPPING	-	UC*
	(S)A	UP SHORE	US	US
	(S)B	UP CHATSWOOD - EPPING	UC	UC

* CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

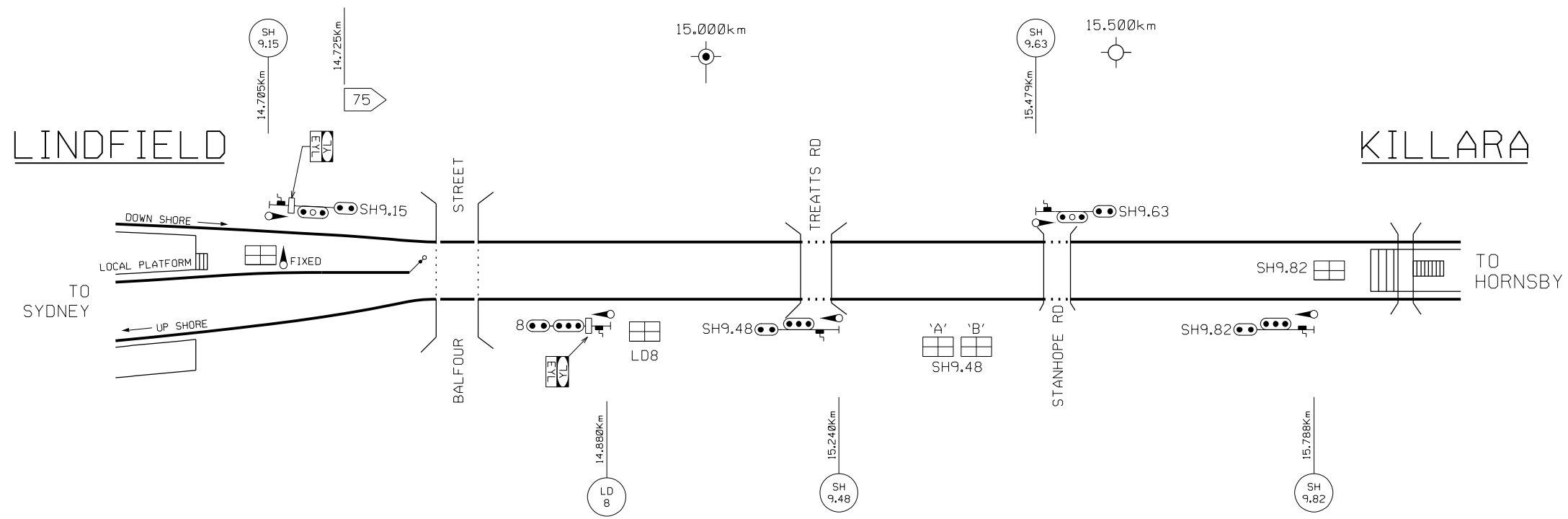
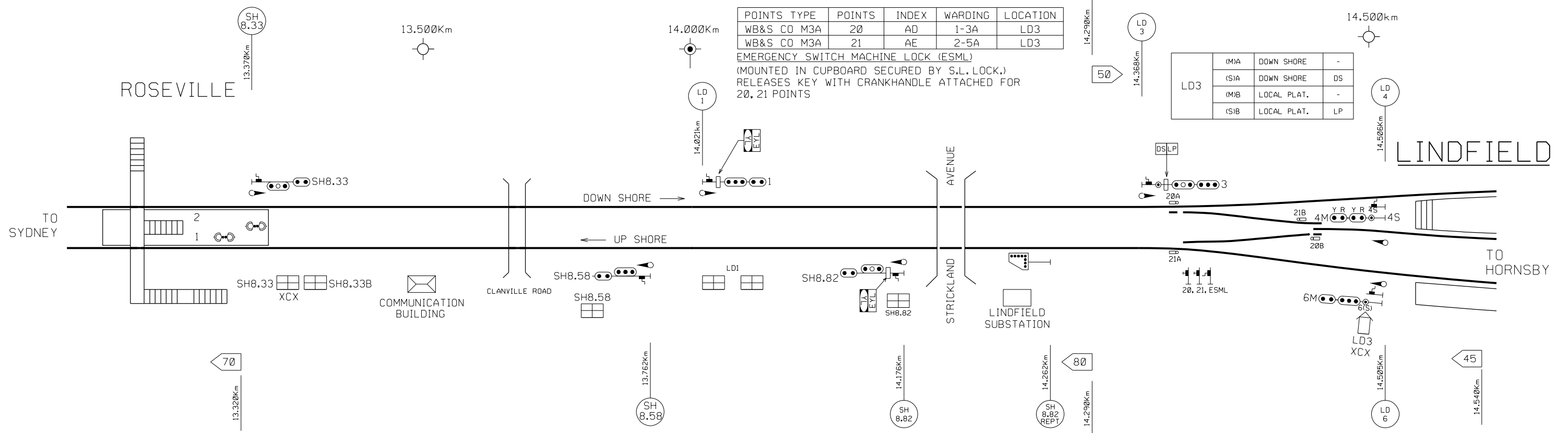
SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
54	(M)A	UP SHORE	US	US
	(M)B	UP CHATSWOOD - EPPING	UC	UC
	(M)C	DOWN CHATSWOOD - EPPING	-	DC*
	(M)D	No.4 PLATFORM	4	4
	(S)A	UP SHORE	US	US
	(S)B	UP CHATSWOOD - EPPING	UC	UC
(S)C	DOWN CHATSWOOD - EPPING	DC	DC	
(S)D	No.4 PLATFORM	4	4	


* CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN





MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 5C ENABLING STAGE 1 & 2
SHEET 4 OF 6



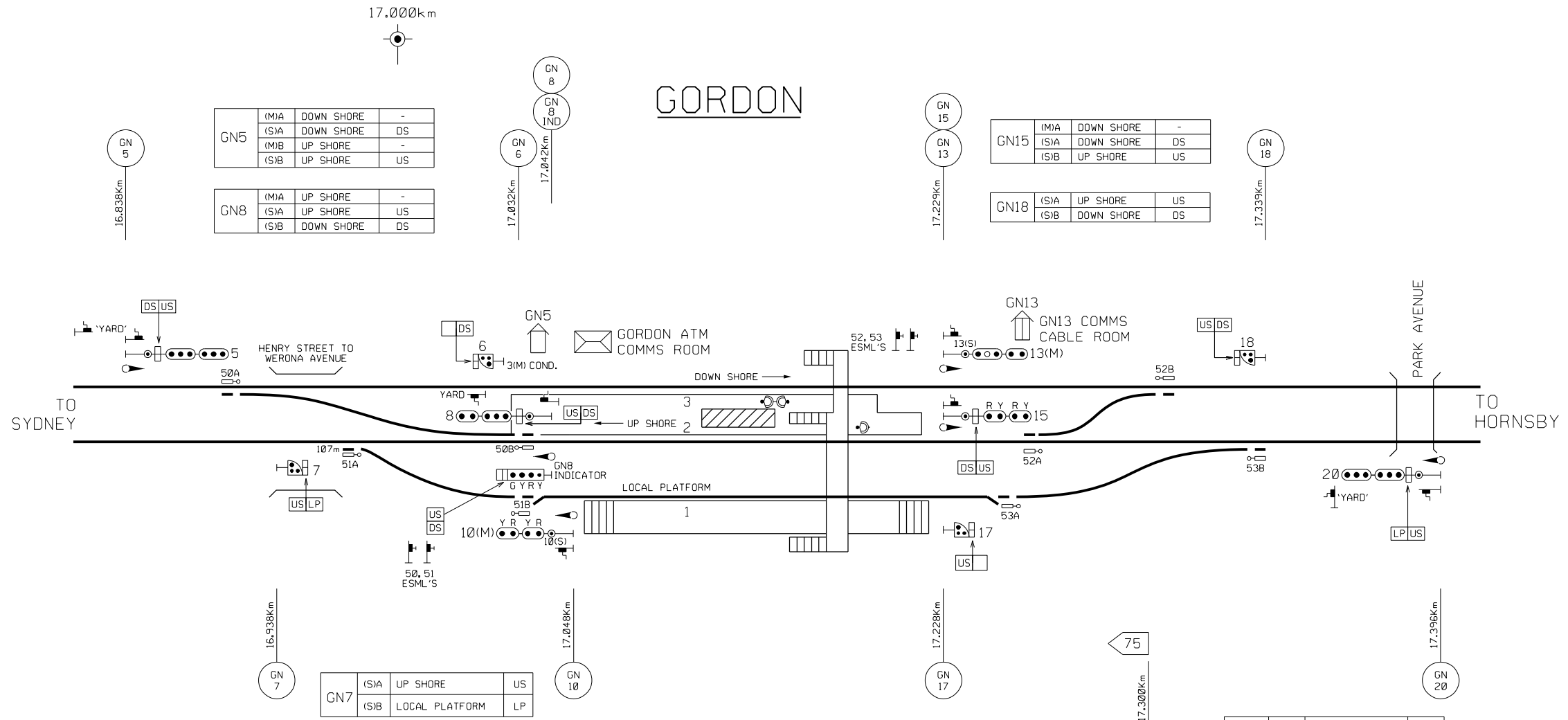




MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 5C ENABLING STAGE 1 & 2
SHEET 5 OF 6

Produced by WSP - Signal Design VER21022018



GN5	(M)A	DOWN SHORE	-
	(S)A	DOWN SHORE	DS
	(M)B	UP SHORE	-
GN8	(M)A	UP SHORE	-
	(S)A	UP SHORE	US
	(S)B	DOWN SHORE	DS


GN15	(M)A	DOWN SHORE	-
	(S)A	DOWN SHORE	DS
	(S)B	UP SHORE	US
GN18	(S)A	UP SHORE	US
	(S)B	DOWN SHORE	DS

GN7	(S)A	UP SHORE	US
	(S)B	LOCAL PLATFORM	LP



GN20	(M)A	LOCAL PLATFORM	-
	(S)A	LOCAL PLATFORM	LP
	(M)B	UP SHORE	-
	(S)B	UP SHORE	US

EMERGENCY SWITCH MACHINE LOCK (ESML)
(MOUNTED IN CUPBOARD SECURED BY S.L. LOCK.)
RELEASES KEY WITH CRANKHANDLE ATTACHED FOR
50, 51, 52, 53 POINTS

POINTS	TYPE	POINTS	INDEX	WARDING	LOCATION
WB & S CO M3A		50	AF	1-3C	GN5
WB & S CO M3A		51	AG	2-5C	GN5
WB & S CO M3A		52	AH	3-5B	GN13
WB & S CO M3A		53	AD	4-6C	GN13



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 5C ENABLING STAGE 1 & 2
SHEET 6 OF 6

Produced by WSP - Signal Design VER21022018

GORDON (NORTH SHORE) – CONVERSION OF 52A/B POINTS TO D84M MKIII WITH SPHEROLOCK MECHANISM

Commencing at 0200 hours on **Saturday, 19 May 2018**, and continuing until 0200 hours on Monday, 21 May 2018, the following work will be carried out:

- The existing 52A points on the Up Shore and 52B points on the Down Shore will be renewed. The point mechanism will be replaced with a D84M MKIII point machine utilising an in-bearer Spherolock arrangement.
- 52A points will be relocated approximately 7m towards country
- 52B points will be relocated approximately 0.1m towards country.
- The existing Emergency Switch Machine Lock (ESML) equipment will be replaced with an Emergency Operation Lock (EOL) of the fortress key type and retained in the existing location.

VER13032018

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CASULA (SOUTH) – CONVERSION OF SIGNALS TO LED TYPE

Commencing at 0600 hours on **Saturday, 12 May 2018**, and continuing until 2230 hours on Sunday, 13 May 2018, the following work will be carried out:

The existing auto signals (Up Main) 23.2, 24.0, 24.6, 25.0 will be replaced with new signal heads fitted with LED type, the indications displayed and form of signal will remain the same.

The existing auto signals (Down Main) 23.1, 23.5, 24.1, 24.7 will be replaced with new signal heads fitted with LED type, the indications displayed and form of signal will remain the same.

VER21022018

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LIVERPOOL (SOUTH) – CONVERSION OF SIGNALS TO LED: S20.8, S21.2, S21.6, LL204

Commencing at 0200 hours on **Saturday, 12 May 2018**, and continuing until 0200 hours on Monday, 14 May 2018 the following signals will be converted to LED type:

- Liverpool Up Main signal: LL204
- Warwick Farm automatic signals on Up Main: S20.8, S21.2, S21.6.

The indications displayed and form of the signals will remain the same.

VER04092017

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WYNYARD (CENTRAL) – WYNYARD 612AB TURNOUT RE-FURBISHMENT SPRING WING CROSSING INSTALLATION

Commencing at **0200 hours on Saturday, 19 May 2018**, and continuing until 0200 hours on Monday, 21 May 2018, the following work will be carried out:

- Existing crossings on Wynyard 612A & 612B Points (Up Shore to Down Shore crossover) will be refurbished with new spring wing crossings

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STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
018–2007	Emergency equipment boxes RailCorp train fleet	1/11/07	19/11/07
008–2009	OMET 264: Minimum tractive effort requirements	1/10/09	11/10/09
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
003–2013	48 Class: Wheels	7/2/13	10/2/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
002–2014	OMET 220: Wheelslip light indications	20/2/14	2/3/14
005–2014	Operation of T-Set (Tangara) Trains fitted with ATP equipment	3/4/14	14/4/14
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
001–2017	Incorporation of Waratah, Oscar & Millenium TOM Notices & Safe Notices into the TOM manual	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17
007–2017	WAR 208 Main Power Faults	30/3/17	9/4/17
005–2017	TWP 150: Damaged or Missing Window Glass	6/4/17	16/4/17
009–2017	Operation of H-set (OSCAR) trains fitted with ATP	25/5/17	4/6/17
008–2017	TWP 176: Wayside Train Condition Monitoring	6/7/17	16/7/17
004–2017	TWP174 ICE Radio	20/7/17	31/7/17
015–2017	Train crew relieved in service & relay driver	8/11/17	19/11/17
016–2017	WAR 030 Minimum Standards	23/11/17	3/12/17
001–2018	Millennium trains fitted with ATP	1/3/17	11/3/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
019–2017	Unreliable track circuit operation	9/11/17	23/11/17
020_2017	Shared corridor protocols MFFN & SSFL	3/12/17	13/12/17
001–2018	Management of work on track at Interface	4/1/18	14/1/18
003–2018	NPR 711- Using lookouts	11/1/18	21/1/18
004–2018	Trial of Signal Key Switches	15/2/18	25/2/18
005–2018	Trial of worksite delineation markers	22/3/18	1/4/18

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STATUS OF NETWORK MANUALS AND FORMS

Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Network Forms (Units)	RailSafe Website	Online documents
Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents

The Network Rules, Network Procedures and Network Forms (Units) have changed and are available as a digital-only publication.

Network Forms will continue to be available as printed pads or workbooks and you can order these through your Distribution Officer online through the RailSafe website.

STATUS OF TRAIN WORKING PROCEDURES

Title	Version	Date issued
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
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

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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.

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Tuesday, 17 April 2018