

44

weekly notice

Monday, 2 November 2015
Sunday, 8 November 2015



RailSafe

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.

***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:

Weekly Notice	For Week	Deadline
45	9/11/15–15/11/15	13/10/15
46	16/11/15–22/11/15	20/10/15
47	23/11/15–29/11/15	27/10/15
48	30/11/15–6/12/15	3/11/15

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.

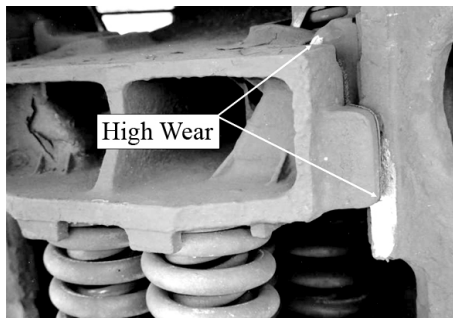


Figure 1: High gib/side frame wear and friction wedge lateral wear

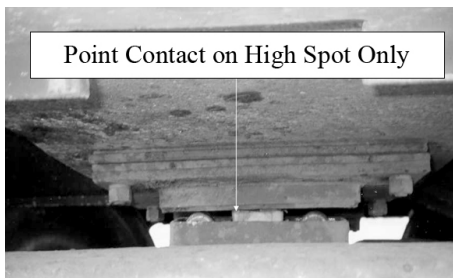


Figure 2: Constant contact side bearer with point contact



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

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COMMISSIONING OF ATRICS CONTROL OF ASHFIELD AT STRATHFIELD SIGNAL BOX

Commencing 02:00 hours, **Saturday, 14 November 2015** and continuing until 02:00 hours on Monday, 16 November 2015 the existing control and indication panel for Ashfield will be booked out of use. The control of Ashfield will be from a new ATRICS workstation positioned near the aforementioned control panel in Strathfield Signal Box.

- Overview Plasma Type Screens will be provided showing train movements and indications.
- A second ATRICS workstation with all necessary communication and control system equipment will be installed and configured on the existing spare desk at Strathfield Signal Box. This is to allow monitoring and control of Ashfield from this position if required.

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BANKSTOWN (CENTRAL INNER WEST)- UPGRADE OF BIRRONG GUARDS INDICATORS

Commencing at 0700 hours, **Saturday, 14 November 2015** and continuing until 0200 hours on Monday, 16 November 2015; the following work will be carried out:

- Birrong existing Guards Indicators on Platform 1 (Up Bankstown line) and Platform 2 (Down Bankstown line) will be upgraded to LED Type and remain in the same position.

VER25092015

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REGENTS PARK (MAIN SOUTH LINE): RENEWAL OF 208 POINTS & RELOCATION OF SP16 SIGNAL

Commencing at 0200 hours, **Saturday, 14 November 2015** and continuing until 0200 hours on Monday, 16 November 2015, the following work will be carried out:

- The existing 208 points on the Up Main will be renewed 10.171m country side of existing position.
- Signal/Trainstop SP16 and associated track equipment will be relocated 23m country side of existing position.

VER16032015

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COMMISSIONING OF ARS FOR HORNSBY AND HORNSBY NORTH PANEL AT HOMEBUSH CONTROL CENTRE

Commencing 22:00 hours on **Friday, 13 November, 2015** and continuing until 04:00 hours Saturday, 14 November 2015, the existing control and indication panel for Hornsby and Hornsby North at Homebush Control Centre will be seamlessly upgraded to have ARS functionality available to the Area Controllers to route trains through Hornsby Area.

All necessary control system equipment will be upgraded and configured in the existing spare desk at Homebush Control Centre to allow monitor and control at Hornsby from the spare workstation desk if needed.

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EASY ACCESS STATION UPGRADES, FLEMINGTON STATION – HIGH RAIL ACCESS PAD

Commencing at 0200 hours on **Monday, 16 November 2015**, a track vehicle access point at 14.174kms, Sydney side of Flemington station, will be introduced in to the down suburban and will be fully operational.

Any further information required regarding the operation of this track vehicle access point can be obtained from;

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NORTH STRATHFIELD – POINTS RATIONALISATION REMOVAL OF 561AB, 562AB, 564AB, 566AB

The removal of 561AB, 562AB, 564AB & 566AB points advertised in Weekly Notice 40 & 41, 2015 did not take place on 24 and 25 October 2015 as planned.

The work will be completed at a later date, to be advertised.

VER19102015

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STATUS OF TOM NOTICES

Number	Title	Issued	Effective
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
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

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Number	Title	Issued	Effective
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	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
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
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
001–2015	TWP 174: Ice Radio	19/2/15	1/3/15
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

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
050-2015	Exception to TWP 108: Route Knowledge	4/6/15	14/6/15
053-2015	Network Rules – Network Procedures	21/5/15	31/5/15
052-2015	OSP 23 - Responding to Wayside Train Condition Monitoring Alarms	28/5/15	7/6/15
054-2015	NGE 204 - Network Communication	11/6/15	21/6/15
055-2015	Worksite Handsignaller Ahead Signs NSG 604	25/6/15	4/7/15
056-2015	Network Rules – Network Forms – Network Procedures	25/6/15	4/7/15
057-2015	NSG 604: Indicators and Signs	9/7/15	19/7/15
058-2015	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	2/7/15	12/7/15
059-2015	Trial of Coded ASB	16/7/15	26/7/15
060-2015	Spenco Ultrasonic Testing	30/7/15	9/8/15
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

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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

Title	Status Sheet	Date issued
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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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Title	Version	Date issued
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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

Title	Version	Date issued
Operator Specific Procedures		
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)	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

Title	Version	Date issued
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

Title	Form version	Date issued
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

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, 22 October 2015