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weekly notice

Monday, 3 July 2017
Sunday, 9 July 2017



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.

**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
28	10/7/17–16/7/17	13/6/17
29	17/7/17–23/7/17	20/6/17
30	24/7/17–30/7/17	27/6/17
31	31/7/17–6/8/17	4/7/17

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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UNANDERRA (ILLAWARRA) – CONVERSION OF 1106 A/B POINTS TO D84M MKIII AND CONVERSION OF 1015 AT TO DOUBLE RAIL JEUMONT

Commencing at 0200 hours on **Saturday, 15th July 2017**, and continuing until 0200 hours on Monday, 17th July 2017, the following work will be carried out:

- Existing 1106A and 1106B Points on the Down Main and Branch respectively at Unanderra will be renewed. The point mechanisms will be replaced with D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 106A end will remain at existing location.
- 1106B (Catch Points) end will remain at existing location
- The existing ESML (Emergency Switch Machine Lock) will be replaced in the existing location with a new EOL (Emergency Operation Lock) of the fortress key type.

VER 09092016

Harry Reddy

A/Signalling Support Manager Turnouts, Signal Works & External Resources
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Sydney Trains

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STRATHFIELD AREA (INNER WEST) – REMOVAL OF DUAL CONTROL AND ALTERATIONS TO YARD LIMITS

Commencing at 0200 hours on **Saturday 8th July 2017** and continuing until 0800 hours on Sunday 9th July 2017 the following work will be carried out:

Removal of Dual Control

In conjunction with the transfer of signalling control from Strathfield Signal Box to ATRICS workstations in Homebush Control Centre (see separate Weekly Notice) the dual control arrangements at Rhodes signal RS8 (196 Accept) and Flemington Goods Line signals 253 and 255 (99 Accept), 278 and 280 (100 Accept) shall be removed. These signals shall be able to set by the controlling signaller without requiring acceptance from an adjacent signaller.

Signal Nameplate Alterations

Signals ST 257M RPT and ST 261S RPT shall be renamed ST 257M CO-ACTING and ST 261S CO-ACTING respectively. Signal ST 281 IND shall be renamed ST 281G CO-ACTING.

Yard Limit Alterations

Yard Limit signs will be altered to suit the new control arrangements.

Notation used:

(R) – Reverse to normal direction of signalled operation

(G) –Ground mounted on left side of track for applicable direction

Yard Limit Signs to be Removed

The following table lists the Yard Limit/End Yard Limit (YL/EYL) signs to be removed:

Continued on the next page

Location	Line	Direction	YL	EYL
Flemington	Down Main	Down (G) Up (R, G) Down Up(R,G)	ST269 Signal ST291 Signal	ST269 Signal ST291 Signal
	Up Main	Up (G) Down (R,G) Up Down (R,G)	ST268 Signal ST290 Signal	ST268 Signal ST290 Signal
	Down Suburban	Down (G) Up (R,G) Down Up (R, G)	ST375 Signal ST293 Signal	ST275 Signal ST293 Signal
North Strathfield	Up relief	Up Down Up Down	ST174 Signal ST192 Signal	ST174 Signal ST192 Signal

Yard Limit Signs to be Installed

The following table lists the Yard Limit/End Yard Limit (YL/EYL) signs to be installed:

Location	Line	Direction	YL	EYL
Flemington	Down Main	Down Up (R,G)	ST291 (Homebush) ST291 Strathfield)	ST291 Strathfield) ST291 (Homebush)
	Up Main	Up (G) Down (R,G)	ST268 (Strathfield) ST268 (Homebush)	ST268 (Homebush) ST268 (Strathfield)
	Down Suburban	Down Up (R, G)	ST293 (Homebush) ST293 (Strathfield)	ST293 (Strathfield) ST293 (Homebush)
North Strathfield	Up Relief	Up Down (R,G)	ST174 (Strathfield) ST174 (Rhodes))	ST174 (Rhodes)) ST174 (Strathfield)

Instruction Signs to be Removed

The SPA signs on the following signals will be removed;

Flemington

ST278

ST280

North Strathfield

ST164

ST166

ST168

VER05052017

Andrew Allison

Senior Signal Design Engineer

Signalling & Control Systems

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NARARA (NORTH) – PROVISION OF NEW ATP SIGNS

Commencing at 0900 hours and continuing until 2300 hours on **Monday, 17th July 2017**, ATP signage changes will be carried out at Narara as part of the Advanced Train Control Migration System (AMS) – System Integration Testing (SIT) stage.

Existing “END ATP” signage will be removed on the Up Main approximately 390m Sydney side of 53.4 signal (85.984km).

As shown on the attached drivers diagrams, a new “END ATP” sign will be provided on the rear of existing “BEGIN ATP” sign at 85.070km on the Down Main approximately 90m country side of 52.9 signal (84.980km). A new back to back “END ATP” and “BEGIN ATP” sign will be provided at 85.568km on the Up Main approximately 416m Sydney side of 53.4 signal (85.984km).

The signs will have white retro-reflective text on a black background.

VER 01052017

DIAGRAM VER 20042017

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FROM GOSFORD

NARARA

DOWN MAIN →

← UP MAIN

51.9C



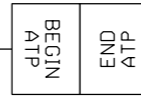
52.9

84.980Km

52.9



85.070Km



53.4B

52.9B

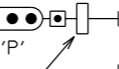
A
ADJOINS SHEET 2 OF 14
A



116B



116



116

GF 116

84.868m

PS 116
XCX



85.568Km

LEGEND :

△ DOWN DIRECTION FIXED BALISE

▽ UP DIRECTION FIXED BALISE

▲ DOWN DIRECTION CONTROLLED BALISE

▼ UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

1 OF 14

VER20042017

NIAGARA PARK

LISAROW

53.4
ATP

52.9D

X.CX

52.9F

54.1

87.047Km

54.1
ATP





54.1B

54.6

54.6 X.CX

85.984Km
53.4

87.878Km
54.6

- LEGEND :
-  DOWN DIRECTION FIXED BALISE
 -  UP DIRECTION FIXED BALISE
 -  DOWN DIRECTION CONTROLLED BALISE
 -  UP DIRECTION CONTROLLED BALISE


ADVANCED TRAIN CONTROL MIGRATION SYSTEM
 SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2
 DRIVERS DIAGRAM 2 OF 14
 VER20042017

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ADJOINS SHEET 4 OF 14

54.1C

PACIFIC HWY

54.1D

54.1F

56.2B

55.9

89.855Km

55.9
PS
XCX

DOWN MAIN →

← UP MAIN

- LEGEND :
- △— DOWN DIRECTION FIXED BALISE
 - ▽— UP DIRECTION FIXED BALISE
 - ▲— DOWN DIRECTION CONTROLLED BALISE
 - ▼— UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2
DRIVERS DIAGRAM

ADJOINS SHEET 3 OF 14

ADJOINS SHEET 5 OF 14

OURIMBAH

57.2F

56.2





PS
57.2C
XCX

CHITAWAY ROAD

90.173km

56.2

LEGEND :

-  DOWN DIRECTION FIXED BALISE
-  UP DIRECTION FIXED BALISE
-  DOWN DIRECTION CONTROLLED BALISE
-  UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2
DRIVERS DIAGRAM

ADJOINS SHEET 4 OF 14

ADJOINS SHEET 6 OF 14

56.9

91.563km



OURIMBAH SUBSTATION

56.9C

58.1





93.683km



57.2

92.163km

56.9D

- LEGEND :
-  DOWN DIRECTION FIXED BALISE
 -  UP DIRECTION FIXED BALISE
 -  DOWN DIRECTION CONTROLLED BALISE
 -  UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

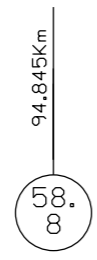
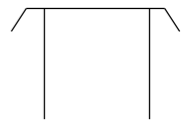
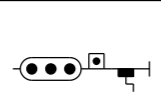
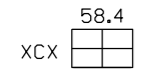
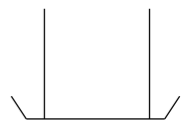
SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2
DRIVERS DIAGRAM

ADJOINS SHEET 5 OF 14

ADJOINS SHEET 7 OF 14

TUGGERAH SECTIONING HUT

OURIMBAH CREEK



- LEGEND :
- DOWN DIRECTION FIXED BALISE
 - UP DIRECTION FIXED BALISE
 - DOWN DIRECTION CONTROLLED BALISE
 - UP DIRECTION CONTROLLED BALISE

NSW Transport for NSW

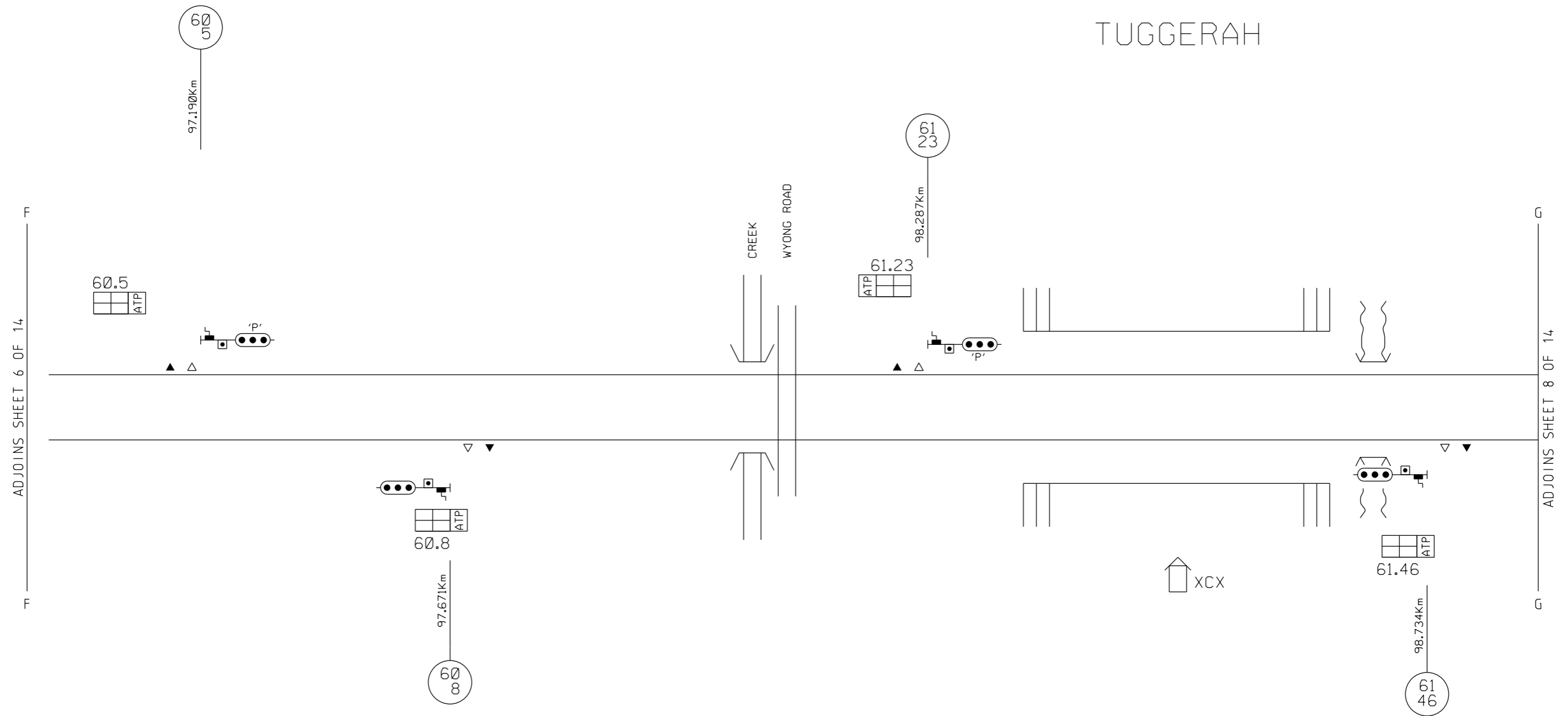
ADVANCED TRAIN CONTROL MIGRATION SYSTEM





SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM 6 OF 14

VER20042017

TUGGERAH



- LEGEND :
-  DOWN DIRECTION FIXED BALISE
 -  UP DIRECTION FIXED BALISE
 -  DOWN DIRECTION CONTROLLED BALISE
 -  UP DIRECTION CONTROLLED BALISE


ADVANCED TRAIN CONTROL MIGRATION SYSTEM SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2 DRIVERS DIAGRAM
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ADJOINS SHEET 7 OF 14

ADJOINS SHEET 9 OF 14

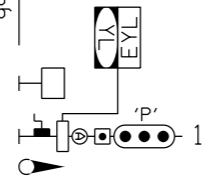
DOWN MAIN →

UP MAIN ←

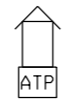
61.23D

WG 1

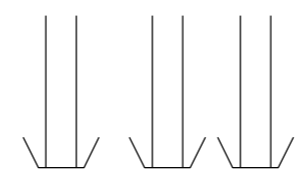
99.258km



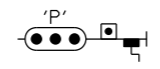
61.75



61.75C

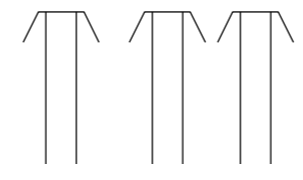


61.80 XCX







99.373km

61.80



LEGEND :

-  DOWN DIRECTION FIXED BALISE
-  UP DIRECTION FIXED BALISE
-  DOWN DIRECTION CONTROLLED BALISE
-  UP DIRECTION CONTROLLED BALISE



ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

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VER20042017

WG3	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	•+U
	(S)B	UP MAIN	UM
	(M)C	UP REFUGE LOOP	•+R
(S)C	UP REFUGE LOOP	UR	

WG5	(S)A	UP MAIN	UM
	(S)B	UP REFUGE LOOP	UR

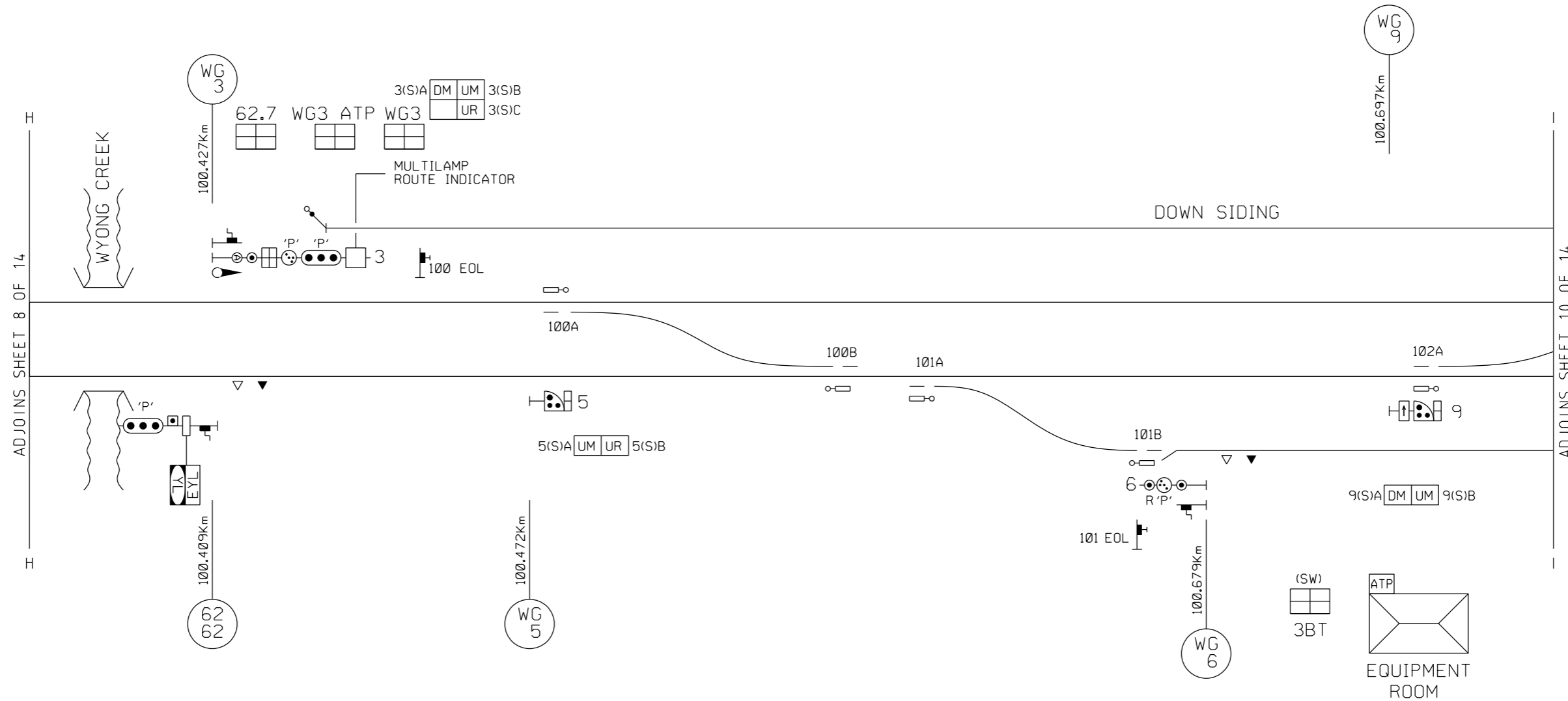
EMERGENCY SWITCH MACHINE LOCK (ESML)
(MOUNTED IN CUPBOARD SECURED BY S.L. LOCK)
RELEASES KEY WITH CRANK HANDLE ATTACHED
FOR 102 & 103 POINTS

POINTS	TYPE	POINTS	WARDING	INDEX	LOCATION
WESTINGHOUSE M3A		102		A-F	ADJ 10 SIG
WESTINGHOUSE M3A		103		A-G	ADJ 10 SIG

EMERGENCY OPERATION LOCK (EOL)
(MOUNTED IN 53J/S CUPBOARD SECURED BY S.L. LOCK)

POINTS	TYPE	INDEX	KEY	INSCRIPTION
100A	WBS D84M	AD	FORTRESS	WYONG 100 EOL AND 100A PTS MTR
100B	WBS D84M	AD	FORTRESS	WYONG 100 EOL AND 100B PTS MTR
101A	WBS D84M	AE	FORTRESS	WYONG 101 EOL AND 101A PTS MTR
101B	WBS D84M	AE	FORTRESS	WYONG 101 EOL AND 101B PTS MTR

WG6	(M)A	UP MAIN	-
	(S)A	UP MAIN	-



ADJOINS SHEET 8 OF 14

ADJOINS SHEET 10 OF 14

- LEGEND :
- DOWN DIRECTION FIXED BALISE
 - UP DIRECTION FIXED BALISE
 - DOWN DIRECTION CONTROLLED BALISE
 - UP DIRECTION CONTROLLED BALISE

NSW Transport for NSW

ADVANCED TRAIN CONTROL MIGRATION SYSTEM

SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2

DRIVERS DIAGRAM

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VER20042017

WYONG

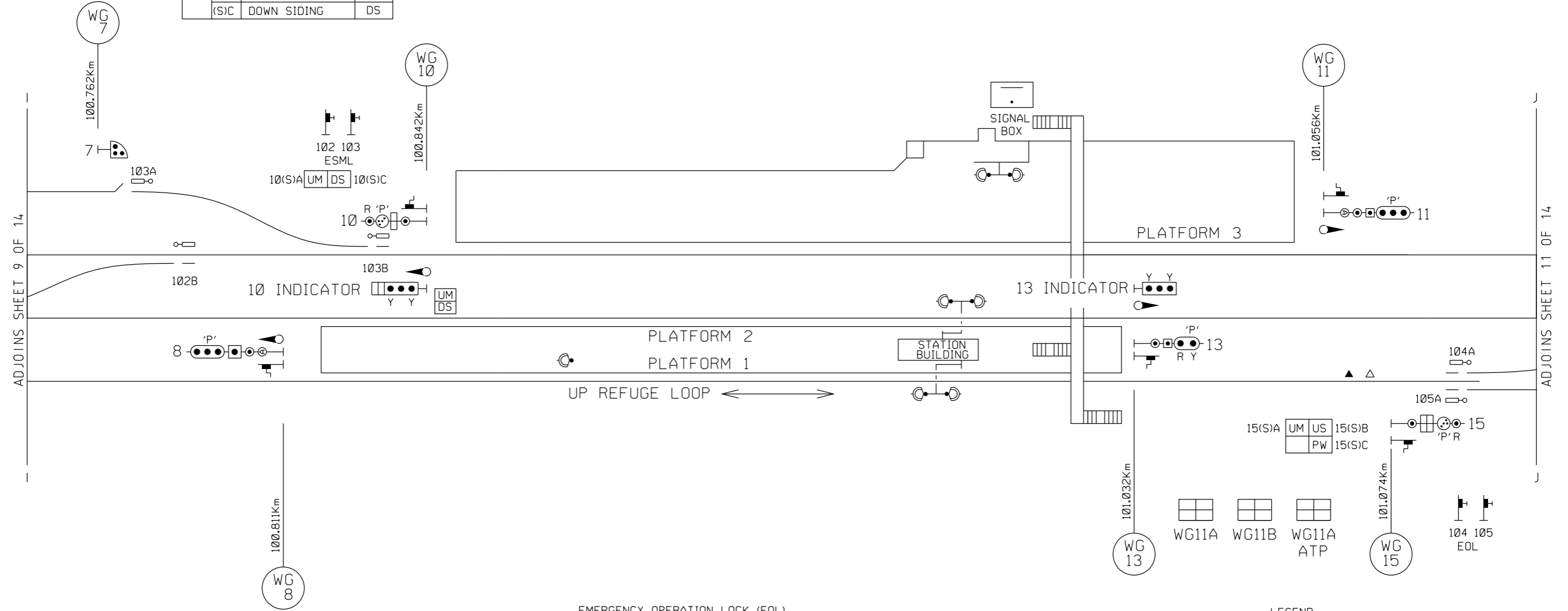
WG11	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-

WG13	(M)	UP MAIN	-
	(S)	UP MAIN	-

WG15	(M)A	UP MAIN	•
	(S)A	UP MAIN	UM
	(S)B	UP STORAGE SDG	US
	(S)C	PERWAY SIDING	PW

WG8	(M)A	UP MAIN	-
	(S)A	UP MAIN	-

WG10	(M)A	UP MAIN	•
	(S)A	UP MAIN	UM
	(S)C	DOWN SIDING	DS



EMERGENCY OPERATION LOCK (EOL)
MOUNTED IN CUPBOARD SECURED BY S.L. LOCK
RELEASES FORTRESS KEY FOR POINTS MOTOR

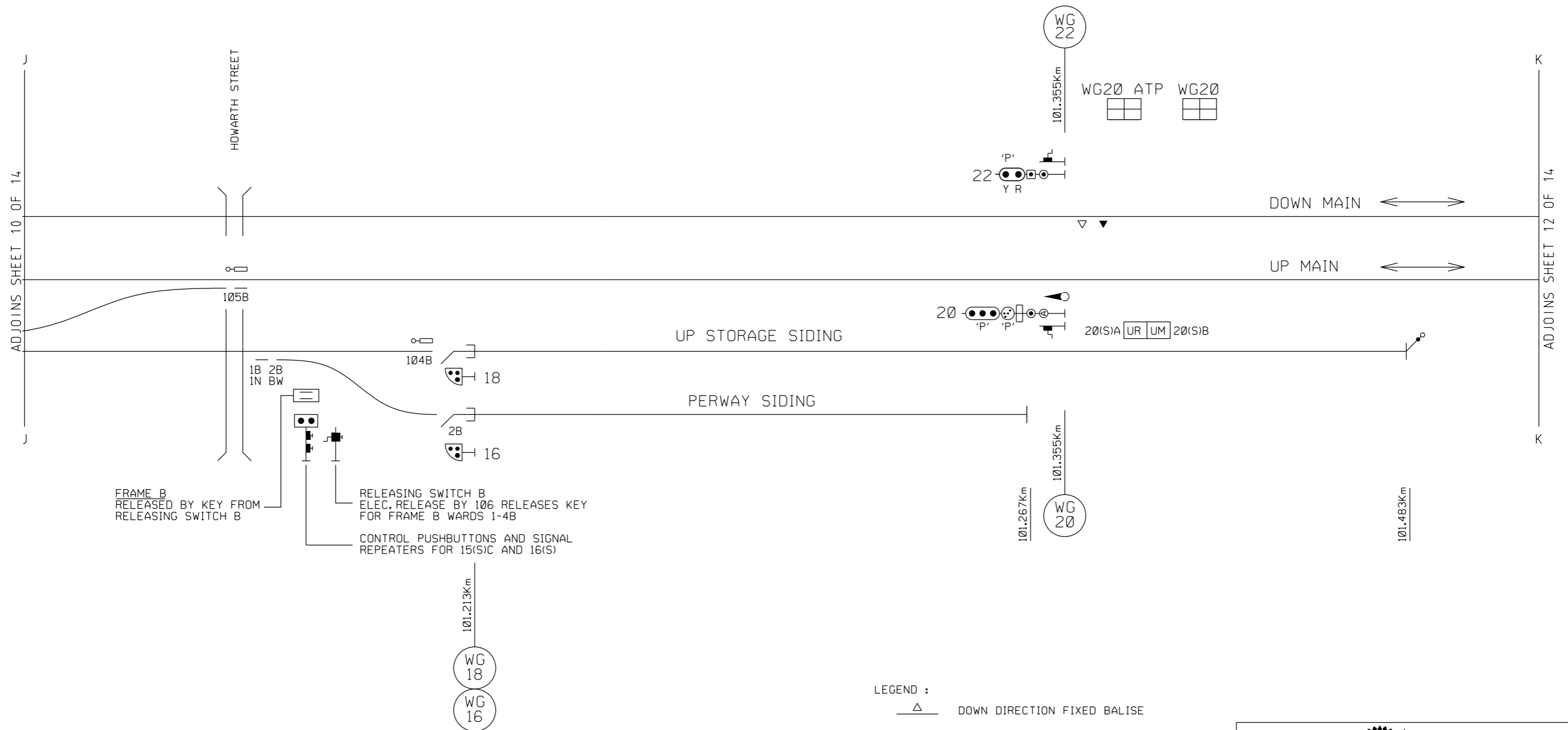
POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	NUMBER OF BACKDRIVERS	BEARER	MECHANICAL DRIVE	EMERGENCY OPERATION			LOCATION	INSCRIPTION
						TYPE	EOL INDEX ESML WARDING	MACHINE INDEX		
104A	WBS D84M MKIII	NO	-	CONCRETE	SPHEROLOCK	EOL KEY	A-H	A-H	A END	WYONG EOL & 104A PTS MTR
104B	WBS D84M MKIII	NO	-	CONCRETE	SPHEROLOCK	EOL KEY	A-H	A-H	A END	WYONG EOL & 104B PTS MTR
105A	WBS D84M MKIII	NO	-	CONCRETE	SPHEROLOCK	EOL KEY	A-J	A-J	A END	WYONG EOL & 105A PTS MTR
105B	WBS D84M MKIII	NO	1	CONCRETE	SPHEROLOCK	EOL KEY	A-J	A-J	A END	WYONG EOL & 105B PTS MTR

- LEGEND :
- △ DOWN DIRECTION FIXED BALISE
 - ▽ UP DIRECTION FIXED BALISE
 - ▲ DOWN DIRECTION CONTROLLED BALISE
 - ▼ UP DIRECTION CONTROLLED BALISE


ADVANCED TRAIN CONTROL MIGRATION SYSTEM
 SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2
 DRIVERS DIAGRAM 10 OF 14
 VER20042017

WG20	(M)A	UP REFUGE LOOP	•••
	(S)A	UP REFUGE LOOP	UR
	(M)B	UP MAIN	-
	(S)B	UP MAIN	UM

WG22	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-



- LEGEND :
- △ DOWN DIRECTION FIXED BALISE
 - ▽ UP DIRECTION FIXED BALISE
 - ▲ DOWN DIRECTION CONTROLLED BALISE
 - ▼ UP DIRECTION CONTROLLED BALISE


ADVANCED TRAIN CONTROL MIGRATION SYSTEM
 SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2
 DRIVERS DIAGRAM 11 OF 14
 VER20042017

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ADJOINS SHEET 12 OF 14

WG25	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

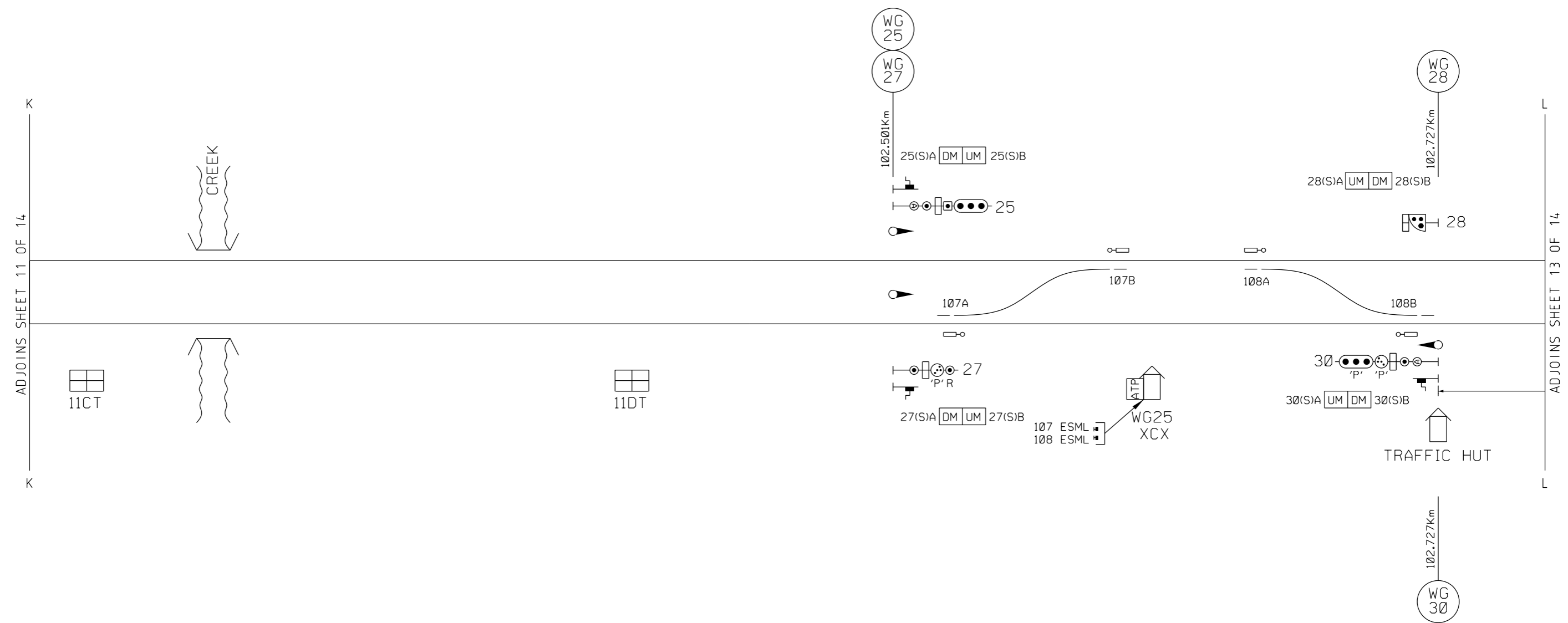
WG27	(M)A	DOWN MAIN	••
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

EMERGENCY SWITCH MACHINE LOCK (ESML)
(MOUNTED IN CUPBOARD SECURED BY S.L. LOCK)
RELEASES KEY WITH CRANKHANDLE ATTACHED
FOR 107 & 108 POINTS

POINTS TYPE	POINTS	WARDING	INDEX	LOCATION
WESTINGHOUSE M3A	107		A-K	WG25
WESTINGHOUSE M3A	108		A-D	WG25

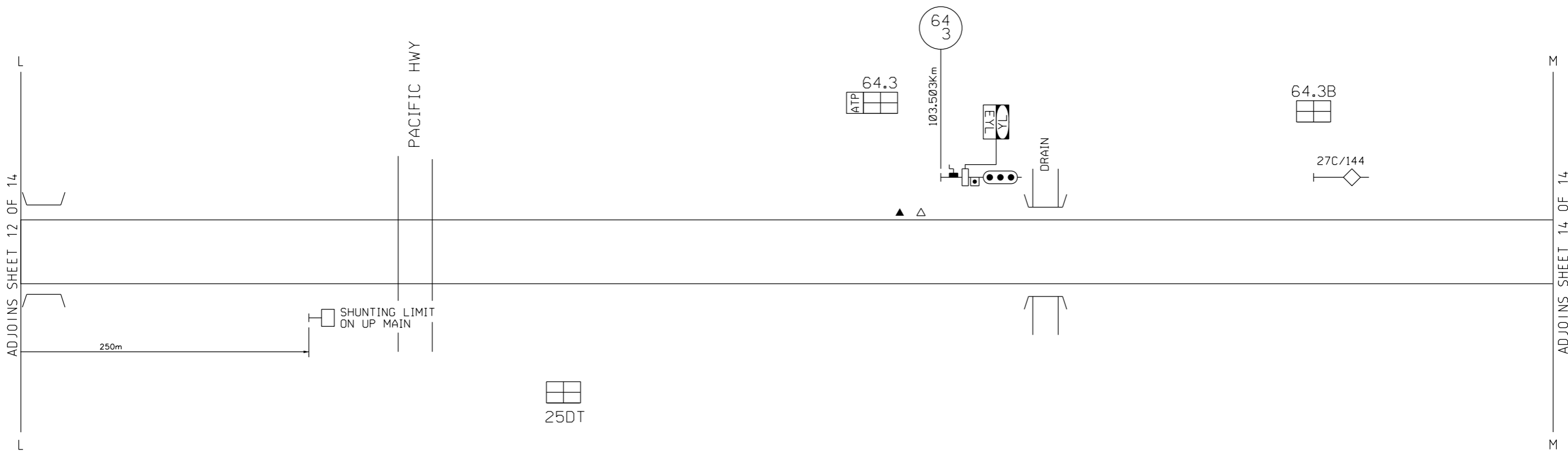
WG28	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM





WG30	(M)A	UP MAIN	-
	(S)A	UP MAIN	UM
	(M)B	DOWN MAIN	••
	(S)B	DOWN MAIN	DM



ADJOINS SHEET 12 OF 14

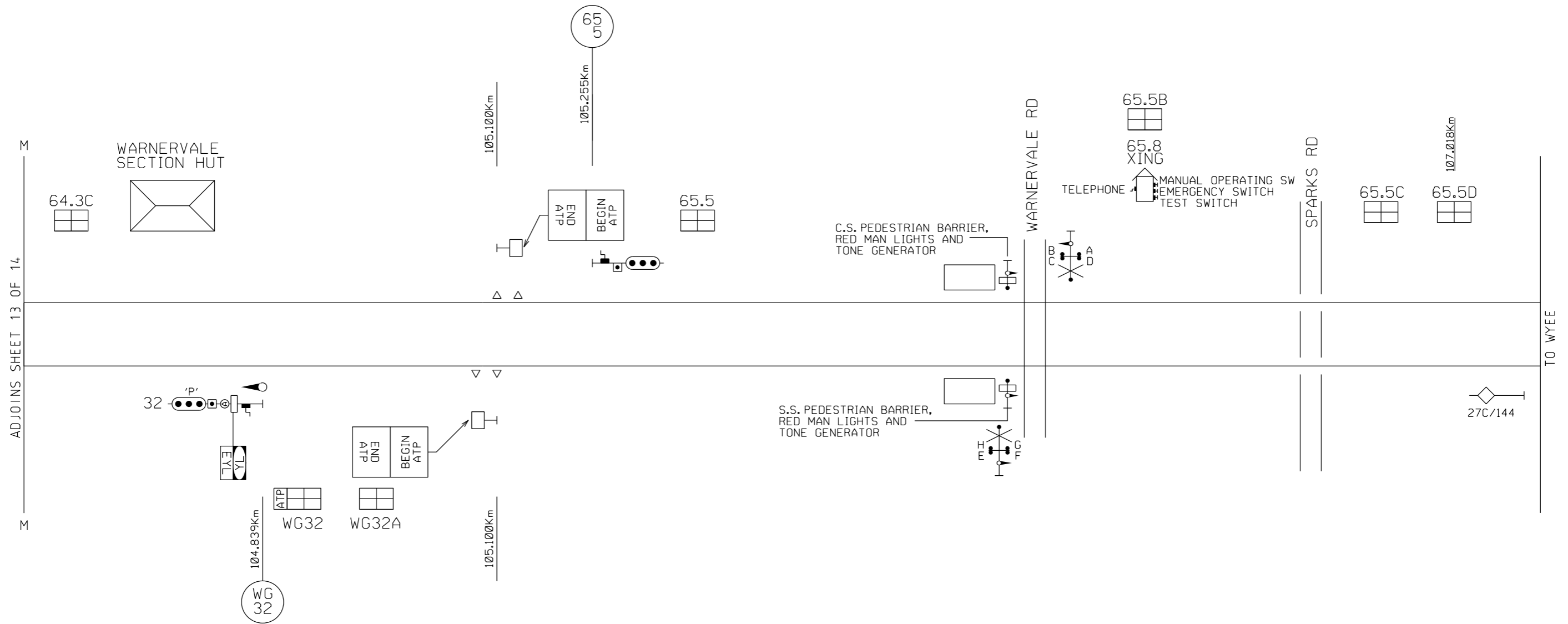
ADJOINS SHEET 14 OF 14



- LEGEND :
-  DOWN DIRECTION FIXED BALISE
 -  UP DIRECTION FIXED BALISE
 -  DOWN DIRECTION CONTROLLED BALISE
 -  UP DIRECTION CONTROLLED BALISE


ADVANCED TRAIN CONTROL MIGRATION SYSTEM SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2 DRIVERS DIAGRAM
13 OF 14 VER20042017

WARNERVALE



ADJOINS SHEET 13 OF 14

TO WYEE

- LEGEND :
- DOWN DIRECTION FIXED BALISE
 - UP DIRECTION FIXED BALISE
 - DOWN DIRECTION CONTROLLED BALISE
 - UP DIRECTION CONTROLLED BALISE

ADVANCED TRAIN CONTROL MIGRATION SYSTEM SYSTEM INTEGRATION TESTING AREA - SIT STAGE 2 DRIVERS DIAGRAM
14 OF 14 VER20042017

WYONG / WARNERVALE (NORTH) – PROVISION OF NEW ATP SIGNS

Commencing at 0900 hours and continuing until 2300 hours on **Monday, 17th July 2017**, ATP signage changes will be carried out at Warnervale as part of the Advanced Train Control Migration System (AMS) – System Integration Testing (SIT) stage.

As shown on the attached drivers diagrams, a new “END ATP” sign will be provided on the rear of existing “BEGIN ATP” sign at 105.100km on the Up Main approximately 260m country side of WG32 signal (104.839km) and a new “BEGIN ATP” sign will be provided on the rear of existing “END ATP” sign at 105.100km on the Down Main approximately 155m Sydney side of 65.5 signal (105.255km).

The signs will have white retro-reflective text on a black background.

VER 01052017

DRIVERS DIAGRAM VER 20042017

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STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
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
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
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
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
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
002–2015	TWP 182: Digital Train Radio System (DTRS)	1/10/15	2/11/15
002–2016	Train Crew Mobility Program	28/4/16	8/5/16
010–2017	Train Specifications & Descriptions	15/6/17	25/6/17

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Number	Title	Issued	Effective
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
006–2016	OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains	11/8/16	21/8/16
009–2016	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	22/9/16	2/10/16
001–2017	Incorporation of Waratah, OSCAR and Millenimum TOM Notices and Safe Notices into the TOM	19/1/17	29/1/17
002–2017	Amendment to OMET 200, XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)20/2/14	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17
006–2017	OMDT 500: Minimum Standards for Hunter Rail Cars	30/3/17	9/4/17
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

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
041-2016	Trial of Worksite Delineation Markers	6/10/16	18/10/16
047-2016	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	1/12/16	11/12/16
048-2016	Operator Specific Procedures	8/12/16	18/12/16
001-2017	WAR 030 Minimum Standards	12/1/17	22/1/17
002-2017	XPT 030 MOS	12/1/17	22/1/17
003-2017	Management of work on track at Interface	12/1/17	22/1/17
004-2017	Unreliable track circuit operation	25/1/17	5/2/17
005-2017	Network Rules Publications	9/2/17	19/2/17
008-2017	Trial of Signal Key Switches	2/3/17	12/3/17
011-2017	Trial of Worksite Delineation Markers	30/3/17	11/4/17

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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, 20 June 2017