

# 8

**weekly notice**

Monday, 23 February 2015  
Sunday, 1 March 2015



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 RULES AND COMPLIANCE  
SYDNEY TRAINS*

**CONTENTS**

|   |           |
|---|-----------|
| PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES  | <b>2</b>  |
| TRAIN EXAMINATIONS – EXTRA PRECAUTIONS DURING THE WOLO RISK PERIOD (OCTOBER TO MARCH)                                     | <b>3</b>  |
| TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH   | <b>6</b>  |
| GOSFORD PASSING LOOPS PROJECT – GOSFORD – NARARA  | <b>7</b>  |
| NORTH STRATHFIELD RAIL UNDERPASS PROJECT CONCORD WEST – INSTALLATION OF NEW PLATFORM 3 GUARDS INDICATORS <b>(DIAGRAM)</b> | <b>8</b>  |
| HURSTVILLE (ILLAWARRA) – RELOCATION OF SIGNAL SM945UIL AND CONVERSION OF 991A/B POINTS TO D84M WITH SPHEROLOCK MECHANISM  | <b>9</b>  |
| BERRY (ILLAWARRA) - CONTROL PANEL ENHANCEMENTS  | <b>10</b> |
| ASHFIELD – SPEED SIGN CHANGES   | <b>11</b> |
| WYONG (NORTH) – CONVERSION OF 104A INDEPENDENT SWITCH, 104B CATCHPOINT AND 105A/B POINTS TO D84M MKIII                    | <b>12</b> |
| STATUS OF TOM NOTICES   | <b>13</b> |
| STATUS OF PERMANENT SAFE NOTICES  | <b>15</b> |
| STATUS OF NETWORK MANUALS AND FORMS   | <b>18</b> |
| REQUESTS FOR NETWORK MANUALS AND FORMS  | <b>21</b> |
| DISTRIBUTION OFFICERS   | <b>22</b> |
| DISTRIBUTION OFFICER CONTACT FORM   | <b>25</b> |

## PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

| <b>Weekly Notice</b> | <b>For Week</b> | <b>Deadline</b> |
|----------------------|-----------------|-----------------|
| 9                    | 2/3/15–8/3/15   | 3/2/15          |
| 10                   | 9/3/15–15/3/15  | 10/2/15         |
| 11                   | 16/3/15–22/3/15 | 17/2/15         |
| 12                   | 23/3/15–29/3/15 | 24/2/15         |

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.

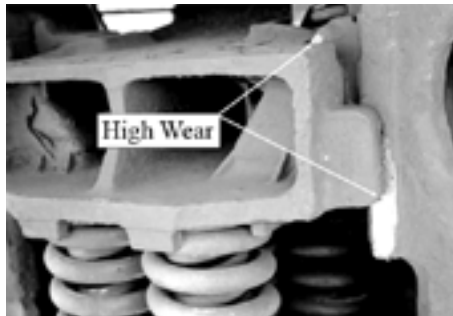
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## Evidence of hunting

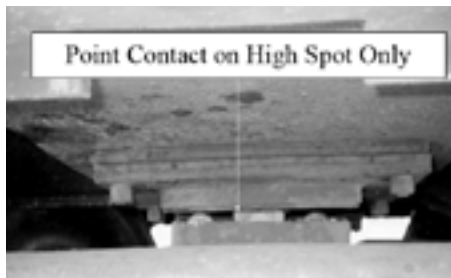
Tell-tale signs of hunting are any of the following:

- 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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## **GOSFORD PASSING LOOPS PROJECT – GOSFORD – NARARA**

Since **Monday, 26 January 2015**, 1500V overhead wiring became LIVE over the "NEW" Down Refuge line between 81.500 km to 83.700 km (OHW structures N81+572 to N83+599).

All persons are to be informed that the overhead wiring is to be treated as "live" and work must not be undertaken in the vicinity of the 1500V overhead equipment where there is danger of contact or the possibility of electrical clearance being breached, unless a "Permit to Work" form has been issued in accordance with Electrical Safety Instructions.

If "Permit to Work" forms are required or doubt exists if you require one while working in this area, contact EI-C@transport.nsw.gov.au for details.

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# **NORTH STRATHFIELD RAIL UNDERPASS PROJECT CONCORD WEST – INSTALLATION OF NEW PLATFORM 3 GUARDS INDICATORS**

Commencing at 02:00 hours on **Saturday, 28 February 2015**, and continuing until 02:00 hours on Monday, 2 March 2015, the following work will be carried out.

- The existing Platform 3 incandescent guards indicator for signal ST191 on the down relief will be relocated and converted to LED. In addition, a secondary new LED guards indicator for ST191 will be installed at the city end of Platform 3.
- There will be no alterations to the controls and indications on the NX panel in Strathfield Signal Box.

The new arrangement is shown in the attached Drivers Diagram.

**VER06022015**

**DIAGRAM VER06022015**

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## **HURSTVILLE (ILLAWARRA) – RELOCATION OF SIGNAL SM945UIL AND CONVERSION OF 991A/B POINTS TO D84M WITH SPHEROLOCK MECHANISM**

Since **Monday, 9 February 2015**, the following work was carried out:

- Signal SM945UIL and associated equipment was relocated approximately 86m towards Sydney to 15.448 km. All signal lamps were upgraded to LED type.
- The existing 991A catch point on the Up Illawarra Local and 991B points on the Up Illawarra Main was renewed. The point mechanisms were replaced with D84M MkIII point machines utilising an in-bearer Spherolock arrangement.
- 991A catch point was relocated approximately 36m towards Sydney to 15.506 km.
- 991B points was relocated approximately 1m towards Sydney to 15.622 km.
- An Emergency Operations Lock (EOL) with associated keys was provided to replace the existing Emergency Switch Machine Lock (ESML).

**VER04022015**

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## **BERRY (ILLAWARRA) - CONTROL PANEL ENHANCEMENTS**

Since 1300hrs on **Friday, 6 February 2015**, Berry control panel has been altered to provide enhanced indications.

### **Remote/Local/Closing Switch**

If the interlocking is unable to enter the selected control mode, the audible alarm will continue to re-sound after it is silenced, and the 'Local' indicator will flash. The panel must be returned to Local control. Conditions preventing the interlocking from entering the selected control mode (e.g. Closing selected but Section Blocking is still applied) may then be rectified.

Note that Remote control is not yet available.

### **Releasing Lever 71**

If releasing lever 71 is in the Normal position but Frames C or D are not detected normal the Reverse indicator will flash to indicate the release is not Normal.

**VER05022015**

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## ASHFIELD – SPEED SIGN CHANGES

On **Tuesday, 10 March 2015**, between Summer Hill and Ashfield, the following work will be carried out on the Main Suburban:

### Suburbans

|          | KILO -  | DOWN        |     | UP     |     |
|----------|---------|-------------|-----|--------|-----|
|          | METRAGE | NORMAL      | XPT | NORMAL | XPT |
| Existing | 3.270   | ..          | ..  | 50     | ..  |
| Existing | 3.360   | 80          | ..  | ..     | ..  |
| Existing | 4.671   | Stanmore    |     |        |     |
| Existing | 5.499   | Petersham   |     |        |     |
| Existing | 6.246   | Lewisham    |     |        |     |
| Existing | 7.032   | Summer Hill |     |        |     |
| Replace  | 7.750   | 70          | ..  | 80     | ..  |
| With     | 7.750   | 50          | ..  | 80     | ..  |
| Existing | 8.290   | 80          | ..  | 50     | ..  |
| Existing | 8.376   | Ashfield    |     |        |     |
| Existing | 9.424   | Croydon     |     |        |     |
| Existing | 10.624  | Burwood     |     |        |     |
| Existing | 11.200  | ..          | ..  | 80     | ..  |
| Existing | 11.344  | 60          | ..  | ..     | ..  |

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## **WYONG (NORTH) – CONVERSION OF 104A INDEPENDENT SWITCH, 104B CATCHPOINT AND 105A/B POINTS TO D84M MKIII**

With reference to the above works as advertised in Weekly Notices 5 & 6 (2015), this had been postponed. The existing equipment will remain in use.

The commissioning into use of the new equipment will be rescheduled and advertised at a later date.

**VER10022015**

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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          |
| 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          |

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| <b>Number</b> | <b>Title</b>  | <b>Issued</b> | <b>Effective</b> |
|---------------|---|---------------|------------------|
| 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           |
| 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      | Ammendment 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          |

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## STATUS OF PERMANENT SAFE NOTICES

| <b>Number</b> | <b>Title</b>  | <b>Issued</b> | <b>Effective</b> |
|---------------|---|---------------|------------------|
| 064–2014      | Trial of Speed Signs in the Network                                       | 5/6/14        | 15/6/14          |
| 093–2014      | Testing & Restricted Movement of Bradken<br>BK Class Locomotives          | 24/7/14       | 3/8/14           |
| 113–2014      | NLA 210: Penrith  | 11/9/14       | 21/9/14          |
| 109–2014      | NLA Explanatory notes   | 18/9/14       | 28/9/14          |
| 110–2014      | NLA Introduction  | 18/9/14       | 28/9/14          |
| 112–2014      | Procedures for Trains Entering – Departing<br>Macdonaldtown stabling yard | 18/9/14       | 28/9/14          |
| 121–2014      | Trial of Track Circuit Occupancy Device (TCOD)                            | 18/9/14       | 28/9/14          |
| 104–2014      | OSP 13–Responding to a Medical Emergency<br>on a Train                    | 18/9/14       | 5/10/14          |
| 122–2014      | Use of Network Rules Forms  | 18/9/14       | 28/9/14          |
| 119–2014      | Trial of Signal Key Switches  | 9/10/14       | 19/10/14         |
| 126–2014      | OSP 15–Propelling Trains  | 9/10/14       | 19/10/14         |
| 129–2014      | NLA - Location Guide  | 16/10/14      | 26/10/14         |
| 131–2014      | NLA 500: Lidcombe - Campbelltown  | 23/10/14      | 2/11/14          |
| 132–2014      | NLA 510: Sydenham – Glenfield   | 23/10/14      | 2/11/14          |
| 133/2014      | NLA 512: Glenfield – Leppington   | 23/10/14      | 2/11/14          |
| 136–2014      | NLA 302: Hornsby  | 30/10/14      | 9/11/14          |
| 130–2014      | Network Rules – Network Procedures  | 6/11/14       | 16/11/14         |
| 137–2014      | NLA 618: Chullora   | 6/11/14       | 16/11/14         |
| 138–2014      | NLA 616: Enfield  | 6/11/14       | 16/11/14         |
| 140–2014      | NLA 418: Wollongong – Bomaderry (Nowra)                                   | 6/11/14       | 22/11/14         |
| 156–2014      | Trial of Worksite Delineation Markers                                     | 13/11/14      | 29/11/14         |
| 146–2014      | NLA 208: Blacktown  | 20/11/14      | 30/11/14         |
| 147–2014      | NLA 306: North Sydney   | 20/11/14      | 30/11/14         |
| 139–2014      | Network Rules Publications  | 27/11/14      | 7/12/14          |
| 152–2014      | NLA 416: Wollongong   | 27/11/14      | 7/12/14          |
| 153–2014      | NLA 608: Port Kembla  | 27/11/14      | 7/12/14          |
| 154–2014      | NLA 504: Campbelltown   | 27/11/14      | 7/12/14          |
| 155/2014      | NLA 514: Leppington   | 27/11/14      | 7/12/14          |
| 158/2014      | NGE 230: Communications Equipment   | 27/11/14      | 7/12/14          |

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|          |  |          |          |
|----------|--|----------|----------|
| 157–2014 | NLA 420: Bomaderry (Nowra)   | 4/12/14  | 14/12/14 |
| 143–2014 | Exception to TWP 108: Route Knowledge  | 11/12/14 | 21/12/14 |
| 159–2014 | NLA 108: Central - Sydenham  | 18/12/14 | 28/12/14 |
| 160–2014 | NLA 308: Chatswood - Epping  | 18/12/14 | 28/12/14 |
| 148–2014 | NLA 200: Lidcombe – Penrith  | 18/12/14 | 31/12/14 |
| 149–2014 | NLA 202: Clyde Down Sidings  | 18/12/14 | 31/12/14 |
| 150–2014 | NLA 204: Clyde Up Yard   | 18/12/14 | 31/12/14 |
| 161–2014 | NLA 206: Clyde and Granville   | 18/12/14 | 31/12/14 |
| 001–2015 | Worksite Handsignaller Ahead Signs NSG 604   | 18/12/14 | 4/1/15   |
| 002–2015 | Network Rules – Network Forms –<br>Network Procedures  | 18/12/14 | 4/1/15   |
| 005–2015 | NLA 320: Broadmeadow - Newcastle   | 18/12/14 | 4/1/15   |
| 006–2015 | NLA 318: Broadmeadow – Woodville Junction  | 18/12/14 | 4/1/15   |
| 007–2015 | NLA 102: Sydney Terminal   | 18/12/14 | 4/1/14   |
| 008–2015 | NLA 100: Central   | 18/12/14 | 18/1/14  |
| 003–2015 | Shared Corridor Protocols - Metropolitan Freight Network<br>(MFN) - Southern Sydney Freight Line(SSFL) | 18/12/14 | 18/1/14  |
| 011–2015 | NSG 604: Indicators and Signs  | 18/12/14 | 25/1/14  |
| 004–2015 | NLA 212: Penrith - Wallerawang   | 18/12/14 | 12/1/14  |
| 009–2015 | NLA 116: Flemington  | 15/1/15  | 25/1/15  |
| 010–2015 | NLA 402: Sydenham  | 15/1/15  | 25/1/15  |
| 027–2015 | Trial of Coded ASB   | 22/1/15  | 1/2/15   |
| 012–2015 | NLA 214: Katoomba  | 29/1/15  | 8/2/15   |
| 013–2015 | NLA 214: Lithgow   | 29/1/15  | 8/2/15   |
| 014–2015 | NLA 400: Central – Sutherland  | 29/1/15  | 8/2/15   |
| 015–2015 | NLA 316: Sulphide Junction   | 29/1/15  | 8/2/15   |
| 016–2015 | NLA 110: Central – Lidcombe  | 29/1/15  | 8/2/15   |
| 017–2015 | NLA 104: City Circle   | 29/1/15  | 8/2/15   |
| 018–2015 | NLA 502: Sefton Park Jct   | 29/1/15  | 8/2/15   |
| 020–2015 | NLA 410: Sutherland – Wollongong   | 29/1/15  | 8/2/15   |
| 023–2015 | NLA 304: Central – Hornsby   | 29/1/15  | 8/2/15   |
| 024–2015 | NLA 310: Hornsby – Gosford   | 29/1/15  | 8/2/15   |
| 025–2015 | Speno Ultrasonic Testing   | 5/2/15   | 15/2/15  |

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|            |  |         |         |
|------------|--|---------|---------|
| 026–2015   | NLA 508: Sydenham – Sefton Park Junction | 5/2/15  | 15/2/15 |
| 031 - 2015 | NLA 216: Mount Victoria                  | 5/2/15  | 15/2/15 |
| 022–2015   | NLA 300: Strathfield – Hornsby           | 12/2/15 | 23/2/15 |
| 028–2015   | NLA 312: Gosford                         | 12/2/15 | 23/2/15 |
| 029–2015   | NLA 314: Gosford – Broadmeadow           | 12/2/15 | 23/2/15 |
| 030–2015   | NLA 114: Strathfield                     | 12/2/15 | 23/2/15 |
| 028–2015   | NLA 312: Gosford                         | 12/2/15 | 23/2/15 |

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# STATUS OF NETWORK MANUALS AND FORMS

## Network Manuals

| <b>Title</b> | <b>Status Sheet</b> | <b>Date issued</b> |
|--------------|---------------------|--------------------|
|--------------|---------------------|--------------------|

### 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 |
|--------------------------|---|----------|

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

### 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          |
| <b>Train Working Procedures</b>     |                |                    |
| 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           |

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

| <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 Rules and Compliance  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
Tuesday, 10 February 2015