

# 4

**weekly notice**

Monday, 23 January 2017  
Sunday, 29 January 2017



## **See online for all Safeworking Information**

[www.railsafe.org.au](http://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](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 SAFETY AND ACCREDITATION  
SYDNEY TRAINS**

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## PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<b>Weekly Notice</b>	<b>For Week</b>	<b>Deadline</b>
5	30/1/17–5/2/17	3/1/17
6	6/2/17–12/2/17	10/1/17
7	13/2/17–19/2/16	17/1/17
8	20/2/17–26/2/17	24/1/17

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**

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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 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.

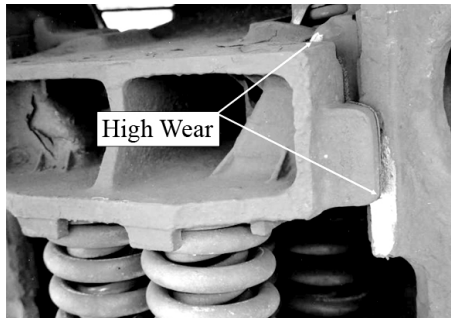
*Continued on the next page*

### **Evidence of hunting**

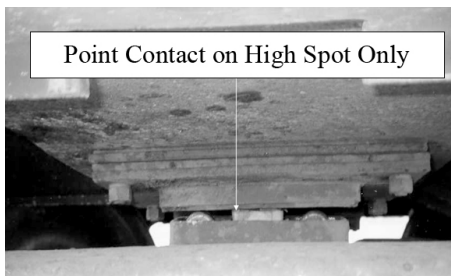
Tell-tale signs of hunting are any of the following:

- 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

*Continued on the next page*



**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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## **FLEMINGTON (CENTRAL INNER WEST) – FLEMINGTON MAINTENANCE CENTRE OHW LOCKOUT UPGRADE ROADS NO.4, A, B & C**

Since **Sunday 18th December 2016**, the following work was carried out:

- The existing OHW Protecting Signals on Roads A, B and C were replaced with new signals. The signals were fitted with LED lamp units, one red and one green.
- The existing Annett style OHW Lock Out system on Roads A, B and C was replaced with a new Fortress Style OHW Lock Out System.
- The existing Annett style OHW Lock Out system on Road No.4 was removed with the Fortress Style OHW Lock Out System already installed on Road No.4 brought in to use.
- Boom barriers with a 'STOP' sign fitted were installed at the entry to the sheds on Roads No.4, A, B and C.

**VER02122016**

**DIAGRAM VER02122016**

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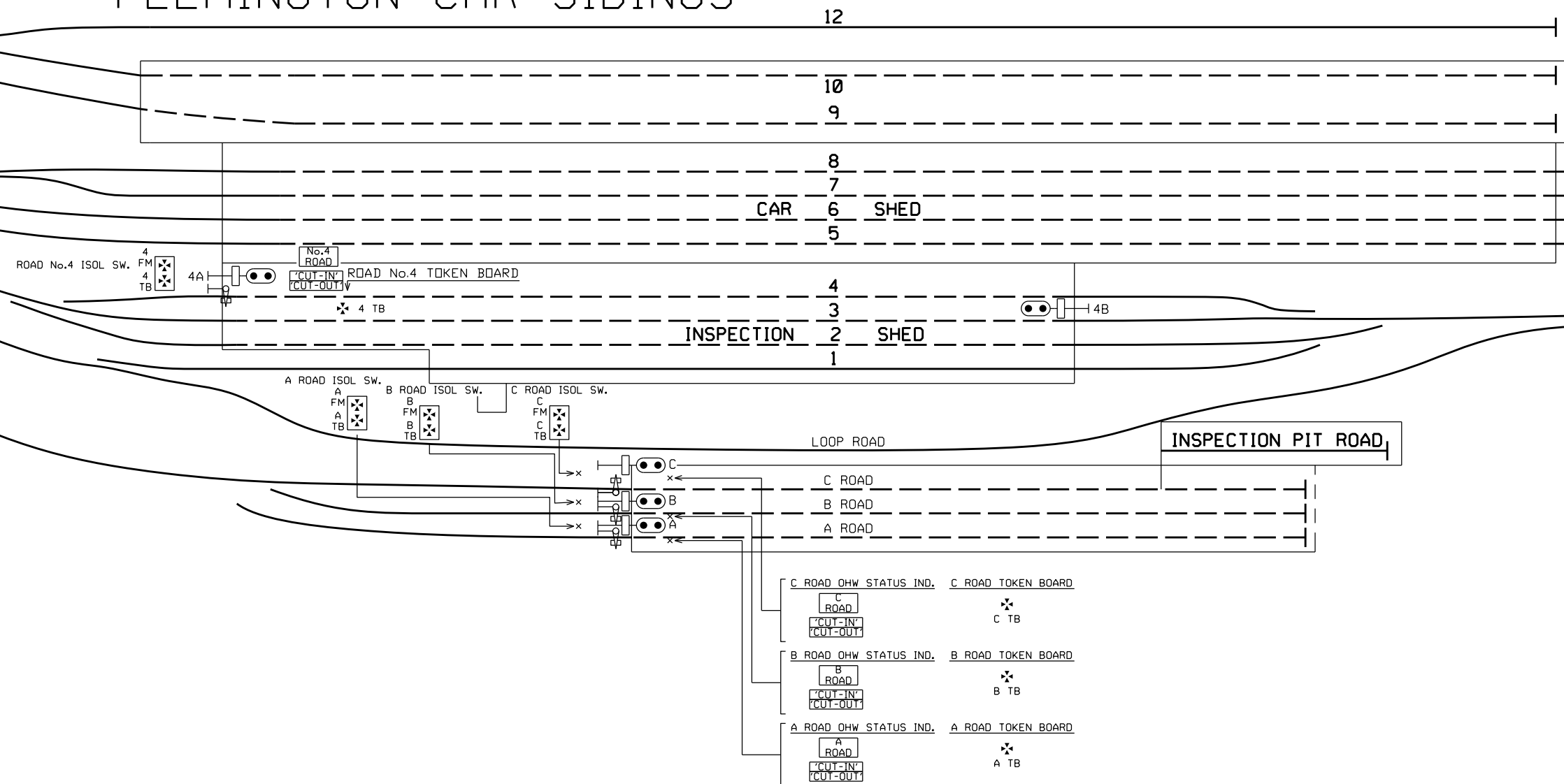
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TO FLEMINGTON

# FLEMINGTON CAR SIDINGS



Transport  
Sydney Trains

## FLEMINGTON CAR SIDINGS

SIGNALLING ARRANGEMENT

WN 50 - 2016

VER 02122016

## **GENERATION 4 TOM (TRAIN OPERATING MANUALS) WARATAH, MILLENIUM & OSCAR PRINT TO DIGITAL PUBLICATION**

From **Sunday, 29 January 2017**, the Generation 4 Train Operating Manuals (TOM) for Waratah, Millenium and Oscar trains will be withdrawn as a hard copy publication from the Network Rules publications and will no longer be printed and distributed.

The TOMs will continue to be published as an online digital publication to the RailSafe website. Removing the hard copy TOMs will enable the TOM units to be updated individually and without the previously required lead time for printing and distribution of an entire TOM reprint or TOM Notice to capture any changes.

Any Waratah, Millenium and Oscar TOM units currently published on TOM notice will be incorporated into the digitally published TOM manuals and the TOM notices withdrawn.

From 29 January 2017 the hard copy publication of the Waratah, Millenium and Oscar TOMs will become obsolete and should therefore be destroyed. From this date any amendments to Waratah, Millenium and Oscar TOM units will be made directly to the digital version, TOM notices will for these documents will no longer be issued.

Where digital changes occurs, an advance electronic notification will be sent to all Train Crewing electronic device holders, and email sent via the normal Railsafe publications distribution process. This advice will provide a brief summary of the change and effective date.

Sydney Trains Safety and Standards

Network Rules

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## **CENTRAL (EAST AREA) – RENEWAL OF 626 A & B POINTS TO EP VALVE STYLE 'A' UNITS**

Commencing at 0200 hours on **Saturday, 28 January 2017**, and continuing until 0200 hours on Monday, 30 January 2017 the following work will be carried out:

- The existing 626 crossover from the Up Illawarra Local to the Up Local will be renewed with EP valves of the Style 'A' type with an In-Bearer Spherolock arrangement;
- 626A points will be relocated 1.0m towards Sydney;
- 626B points will be relocated 0.8m towards Country;
- An Emergency Operation Lock (EOL) of the keyless type will be provided adjacent to the 'A' end of 626 points in the adjacent Safe Space.

**VER11102016**

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## **MORTDALE (ILLAWARRA) – MORTDALE MAINTENANCE CENTRE OHW LOCKOUT UPGRADE ROADS NO.1, 2, 3**

Since **Sunday, 8 January 2017**, the following work was carried out:

- The existing OHW Protecting Signals on Roads No. 1, 2 and 3 were replaced with new signals. The signals were fitted with LED lamp units, one red and one green.
- The existing Annett style OHW Lock Out system on Roads No. 1, 2 and 3 was replaced with a new Fortress Style OHW Lock Out System.
- Boom barriers with a 'STOP' sign fitted were installed at the entry to sheds on Roads No.1, 2, and 3.

**VER02122016**

**DIAGRAM VER02122016**

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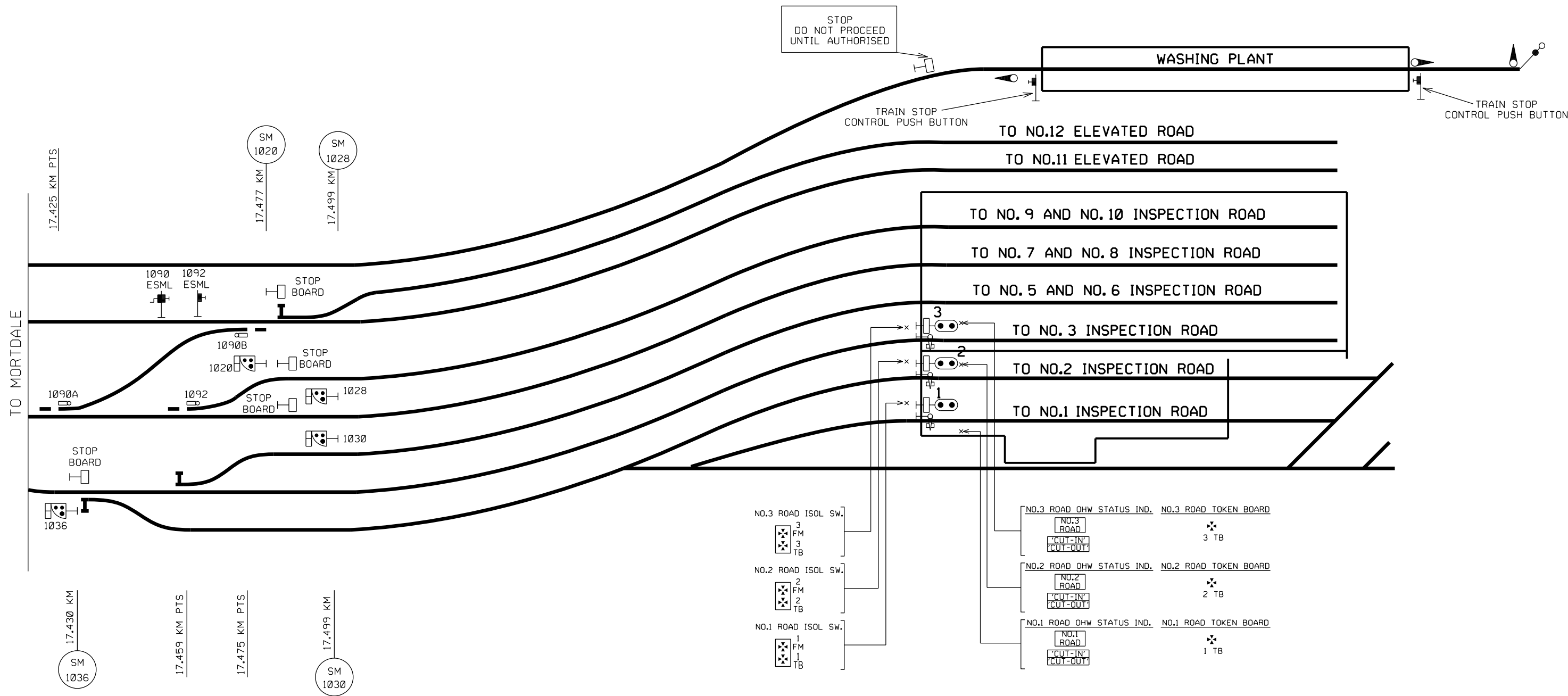
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## STATUS OF TOM NOTICES

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
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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<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
017–2013	WAR 030: Minimum Standards	30/5/13	9/6/13
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
006–2014	WAR 202: Bogie Faults	24/4/14	4/5/14
014–2014	Modification to Millennium DWD (Door Warning Device) Functionality	27/11/14	7/12/14
004–2015	TWP 206: OSCAR - Stabling Procedure	18/3/15	29/3/15
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: Digital Train Radio System (DTRS)	1/10/15	2/11/15
013–2015	WAR 030: Minimum Standards (Amendment)	5/11/15	15/11/15
002–2016	Train Crew Mobility Program	28/4/16	8/5/16
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
005–2016	WAR 001 – Stabling	11/8/16	21/8/16
006–2016	OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains	11/8/16	21/8/16
008–2016	TWP 244: OSCAR - Internal Emergency Door Release and Passenger Intercom Alarm	15/9/16	25/9/16
009–2016	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	22/9/16	2/10/16
010–2016	TWP 150: Damaged or Missing Window Glass	20/10/16	30/10/16



## STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
034-2016	Unreliable track circuit operation	28/7/16	7/8/16
032-2016	Network Rules Publications	11/8/16	21/8/16
033-2016	Use of Network Rules Forms	11/8/16	21/8/16
038-2016	NGE 204 - Network Communication	1/9/16	11/9/16
036-2016	Trial of Signal Key Switches	8/9/16	18/9/16
039-2016	Use of the Automatic Track Warning System (ATWS) on the Network	22/9/16	2/10/16
040-2016	Speno Ultrasonic Testing	29/9/16	9/10/16
041-2016	Trial of Worksite Delineation Markers	6/10/16	18/10/16
042-2016	Network Rules – Network Procedures	27/10/16	6/11/16
046-2016	Network Rules – Network Forms – Network Procedures	1/12/16	11/12/16
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
049-2016	NWT 310 – Lookout Working	12/1/17	22/1/17
050-2016	NPR 711 – Using Lookouts	12/1/17	22/1/17
051-2016	NPR 751 – Calculating Minimum Warnign Time	12/1/17	22/1/17
052-2016	NPR 752 – Using ATWS	12/1/17	22/1/17
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	Planning & Management of work on track at abutting interface locations	12/1/17	22/1/17

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## STATUS OF NETWORK MANUALS AND FORMS

### Network Manuals

Title	Status Sheet	Date issued
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#### Network Rules

General	11	March 2016
Work on Track	14	March 2016
Train Working	10	March 2016
Systems of Safeworking and Special Working	6	March 2016
Signals and Signs	11	March 2016
Glossary	8	July 2012

#### Network Procedures

Procedures	15	March 2016
Forms	10	March 2016

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
- March 2016

<b>Network Local Appendices</b>	RailSafe Website	Online documents
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<b>Operator Specific Procedures</b>	RailSafe Website	Online documents
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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
<b>Train Working Procedures</b>		
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

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

### 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 015C Worksite Protection Plan ASB	1	March 2016
NRF 016 Protection Officer's Log Book	2	July 2014
NRF 017 Protection Officer's Diary	2	July 2014
NRF 018 Absolute Signal Blocking (ASB)	1	March 2016

## 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)

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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, 10 January 2017