

# 48

**weekly notice**

Monday, 28 November 2016  
Sunday, 4 December 2016



**RailSafe**

## **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**

**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>
OPERATOR SPECIFIC PROCEDURES PRINT TO DIGITAL PUBLICATION	<b>7</b>
HAMILTON JUNCTION (NORTH) – REMOVAL OF AUTO RECLEARING FEATURE FOR HN5 SIGNAL	<b>8</b>
NORTH SYDNEY: WYNYARD – WAVERTON HEADWAY IMPROVEMENTS	<b>9</b>
UNANDERRA (ILLAWARRA) – CONVERSION OF 1 105 A/B POINTS TO D84M MKIII	<b>10</b>
CENTRAL (EAST AREA) – CONVERSION OF 625 A & B POINTS	<b>11</b>
STATUS OF TOM NOTICES	<b>12</b>
STATUS OF PERMANENT SAFE NOTICES	<b>14</b>
STATUS OF NETWORK MANUALS AND FORMS	<b>15</b>
REQUESTS FOR NETWORK MANUALS AND FORMS	<b>18</b>
DISTRIBUTION OFFICERS	<b>19</b>

## 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>
49	5/12/16–11/12/16	8/11/16
50	12/12/16–18/12/16	15/11/16
51	19/12/16–1/1/17	22/11/16
1	2/1/17–8/1/17	29/11/16

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 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.

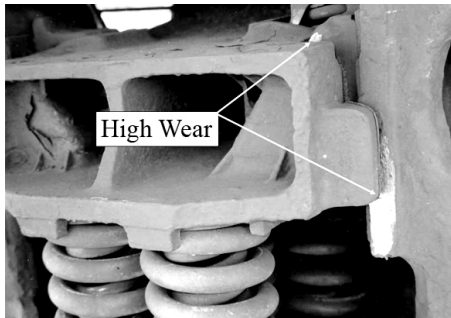
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## Evidence of hunting

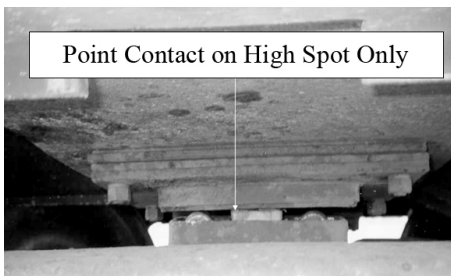
Tell-tale signs of hunting are any of the following:

- 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

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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## OPERATOR SPECIFIC PROCEDURES PRINT TO DIGITAL PUBLICATION

From **Sunday, 18 December 2016**, the Operator Specific Procedures (OSPs) will be withdrawn as a hard copy publication from the Network Rules publications and will no longer be printed and distributed.

The OSPs will continue to be published as an online digital publication to the RailSafe website and from 18 December 2016 will become effective immediately from the time the OSP unit has been uploaded to RailSafe. Removing the hard copy OSPs will enable the OSP units to be updated individually and without the previously required lead time for printing and distribution of an entire OSP reprint or Safe Notice to capture any changes.

Employees will need to destroy the hard copy publication of the OSPs that were printed and distributed in July 2014. In addition to this instruction the Permanent Safe Notices also to be destroyed are listed in the following table:

Number	Title
026 – 2016	OSP 25 Customers requiring boarding assistance
035 – 2016	OSP 13 Responding to a medical emergency on a train
037 – 2016	OSP 15 Propelling trains
043 – 2016	OSP 7 Right of way procedure for Guards and Passenger Service Supervisors
044 – 2016	OSP 23 Responding to wayside train condition monitoring alarms

With the transition away from printing the hard copy publication of the OSPs there will be some OSP units that will be transferred from Network Rules custodianship to the relevant business groups. The transfer of custodianship is planned to take place in December 2016. The details of the new custodian, name of the document, location of where the transferred document will be available and effective date will be advertised via a Safe Notice.

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(W.N. 48 – 2016)

## **WORKSITE PROTECTION HAZARDOUS CORRIDOR LOCATIONS REGISTER IS NOW LIVE ON THE RAILS SAFE WEBSITE**

Since **Tuesday, 15 November 2016**, the Hazardous Corridor Locations Register has been reviewed and revised and is now available on the RailSafe website as the Worksite Protection Hazardous Corridor Locations Register.

The review of the register commenced in August 2016 and has been conducted utilising the services of the Rail Safety Coaches, Protection Officers and Line Managers being involved in workshops to decide the look and content of the register. There has also been consultation and briefing sessions with Team leaders and Maintenance Depot staff during the review.

As a result of these workshops and consultation sessions, a revised reporting form, to be utilised to verify, modify or add to the register, has been developed and is now also available on the RailSafe website. Rail Safety Coaches and workers who are familiar with the areas in which they work, and who regularly utilise the register, are encouraged to familiarise themselves with the document and to send changes to the register through the reporting form.

**VER15112016**

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## **HAMILTON JUNCTION (NORTH) – REMOVAL OF AUTO RECLEARING FEATURE FOR HN5 SIGNAL**

Since **Saturday, 29th October 2016**, the following work was carried out:

- Auto re-clearing feature for HN5 signal was removed from the existing auto re-clearing facility for group auto re-clear function (Down Branch) on Newcastle panel at Broadmeadow Signalling Complex

**VER17102016**

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## **NORTH SYDNEY: WYNYARD – WAVERTON HEADWAY IMPROVEMENTS**

Commencing at 0200 hours on **Saturday, 10 December 2016** and continuing until 0200 hours on Monday, 12 December 2016, the following work will be carried out:

### **Down Shore**

The following signals will have medium aspect removed:

- NS331SH
- NS327SH
- NS327SH Co-acting and
- NS321SH

### **Up Shore**

- NS306SH will have medium aspect removed
- NS302SH signal will have medium aspect removed associated with (M)A route.

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## **UNANDERRA (ILLAWARRA) – CONVERSION OF 1105 A/B POINTS TO D84M MKIII**

Commencing at 0200 hours on **Saturday, 10 December 2016**, and continuing until 0200 hours on Monday, 12 December 2016, the following work will be carried out:

- Existing 1105A and 1105B Points on the Up Main and Dn Main respectively at Unanderra will be renewed. The point mechanisms will be replaced with Westinghouse D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 1105A end will be relocated approximately 1.3 metres towards Sydney.
- 1105B end will remain at existing location.
- The existing ESML (Emergency Switch Machine Lock) will be replaced with a new EOL (Emergency Operation Lock) of the fortress key type and retained in the existing location.

**VER 29022016**

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## **CENTRAL (EAST AREA) – CONVERSION OF 625 A & B POINTS**

Commencing at 0200 hours on **Saturday, 26 November 2016** and continuing until 0200 hours on Sunday, 27 November 2016, the following work will be carried out:

- Existing 625A points on the Down Illawarra Local will be renewed with an in-bearer Clawlock 4.4m towards Sydney.
- Existing 625B points on the Down Airport Line will be renewed with an in-bearer Clawlock 1m towards Country.
- The operating method will remain unchanged.

**VER28072016**

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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: Wheel slip 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
023-2016	OSP 7 – Right of Way procedure for Guards & PSS	12/5/16	22/5/16
024-2016	OSP 23 – Responding to Wayside Train Condition Monitoring Alarms	12/5/16	22/5/16
026-2016	Customers requiring boarding assistance	26/5/16	5/6/16
027-2016	Network Rules – Network Forms – Network Procedures	9/6/16	19/6/16
028-2015	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	9/6/16	19/6/16
029-2016	WAR 030 Minimum Standards	21/7/16	31/7/16
030-2016	XPT 030 MOS	21/7/16	31/7/16
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
035-2016	OSP 13 – Responding to a Medical Emergency on a Train	1/9/16	11/9/16
038-2016	NGE 204 - Network Communication	1/9/16	11/9/16
037-2016	OSP 15 – Propelling Trains	8/9/16	18/9/16
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

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# STATUS OF NETWORK MANUALS AND FORMS

## Network Manuals

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

### Network Local Appendices

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

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 22	3	July 2014
OSP 23	1	July 2014
OSP 24	1	July 2014

### **Train Working Procedures**

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  
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