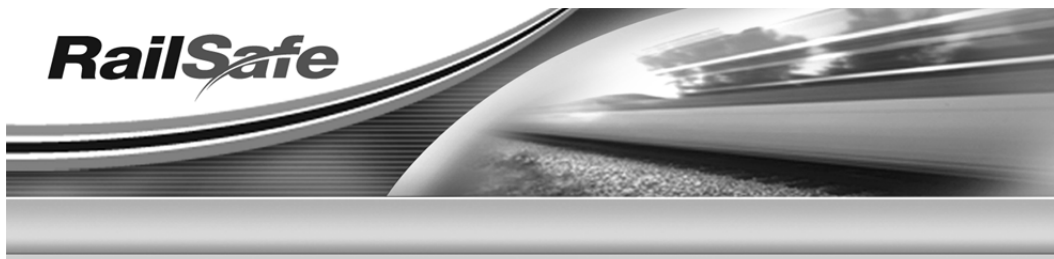


33

weekly notice

Monday, 13 August 2018
Sunday, 19 August 2018



See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, including 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.

**Director Safety and Standards
Sydney Trains**

Continued on next page

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

| <i>Weekly Notice</i> | <i>For Week</i> | <i>Deadline</i> |
|----------------------|-------------------------|-----------------|
| 34 | 20/08/2018 – 26/08/2018 | 24/07/2018 |
| 35 | 27/08/2018 – 02/09/2018 | 31/07/2018 |
| 36 | 03/09/2018 – 09/09/2018 | 07/08/2018 |
| 37 | 10/09/2018 – 16/09/2018 | 14/08/2018 |

To meet printing and distributing schedules, articles for a Weekly Notice must be received by its deadline.

Articles submitted after a deadline 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 address at the end of the articles as shown below:

Steve Swanson

Network Rules Specialist

Tel: 0428416505

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XL KEYS RECALL



Since **Monday 3 June 2018**, the process for issuing, distribution and custody of XL keys has changed. As a result of this change, Sydney Trains will be recalling all XL keys.

Existing registered key holders will be contacted and asked to surrender their XL key to the applicable Issuing Officer. If you have a XL key and have not been contacted, you should talk to the applicable Issuing Officer as listed in the table below.

Existing XL keys will be replaced with a new key featuring a unique serial number. This Serial number will be recorded against the individual key holder in a centralised register.

Individuals will no longer be able to order these keys from Clyde Logistics, keys must now be ordered through authorised issuing officers.

| Issuing Officers | Issues keys to |
|--|--------------------------------------|
| Manager Service Delivery Response | Incident Rail Commanders |
| | Area Managers Signal Box Operations |
| Principal Engineer Signalling Integrity | Signal Engineers |
| Director Safety and Standards Sydney Trains | Operations Safeworking Supervisors |
| | Other specially authorised positions |

Existing keyholders must surrender their XL key by 31 August 2018. *After 1 September 2018*, any unnumbered key within the Sydney Trains network will be considered unauthorised. Any person found in possession of an unnumbered XL key will have the key confiscated and may be subject to disciplinary action.

For more information about XL keys you can view the Network Standard "*Issue and Use of XL Keys within the Sydney Trains Network*" at railsafe.org.au or forward any questions to the Network Rules unit at NRU.transport.nsw.gov.au

MAIN NORTH & NORTH SHORE CORRIDOR WORKS, ARTARMON TO ROSEVILLE HEADWAY IMPROVEMENTS PORTION 2 – CHATSWOOD SEGREGATION ENABLING STAGE – REMOVAL OF 92 AND 96 POINTS

Commencing at 0200 hours on **Saturday, 25 August 2018**, and continuing until 0200 hours on Monday 27 August 2018, the following work will be carried out:

Points

Following points will be removed:

| Points number | Description | Remarks |
|---------------|---|------------------------------|
| 92 | Points, Down North Shore to Down Chatswood - Epping | Swingnose crossover removed. |
| 96 | Points, Up North Shore to Up Chatswood - Epping | Swingnose crossover removed. |

EOL

Following EOLs will be removed:

| EOL number | Description | Remarks |
|------------|--------------------------|--------------|
| 92 | 92 EOL, Down North Shore | EOL removed |
| 96 | 96 EOL, Up North Shore | EOL removed. |

Signals

As a summary, following signal alterations will be done:

| Signal / Route name | km | Status | Description | ROUTE INDICATOR | Remarks |
|---------------------|--------|----------|--|-----------------|--|
| CD15 | 11.275 | Existing | Down Home, Down North Shore | | Turnout repeater removed. |
| CD27 | 11.799 | Existing | Down Home, Down North Shore | | Shunt route indicator removed. Top yellow aspect removed and blanking plate fitted. |
| CD27(M)B | 11.799 | Existing | Down Home, Down North Shore to Chatswood – Epping | | Route booked out of use. |
| CD27(S)B | 11.799 | Existing | Shunt, Down North Shore to Down Chatswood - Epping | | Route booked out of use. |
| CD50 | 12.274 | Existing | Up Home, Up North Shore | | Shunt route indicator removed. Top yellow aspect removed and blanking plate fitted. |

| Signal / Route name | km | Status | Description | ROUTE INDICATOR | Remarks |
|---------------------|--------|----------|--|-----------------|---------------------------|
| CD50(M)B | 12.274 | Existing | Up Home, Up North Shore to Chatswood – Epping | | Route booked out of use. |
| CD50(S)B | 12.274 | Existing | Shunt, Up North Shore to Up Chatswood - Epping | | Route booked out of use. |
| CD54(M)D | 12.274 | Existing | Up Home, Down Chatswood – Epping to Down North Shore | MLRI "4" | Route booked out of use. |
| CD54(S)D | 12.274 | Existing | Shunt, Down Chatswood – Epping to Down North Shore | MLRI "4" | Route booked out of use. |
| CD68 | 12.804 | Existing | Up Accept Up North Shore | | Turnout repeater removed. |

Existing 92 Points swingnose crossover on the Down North Shore to Down Chatswood – Epping Line will be removed.

Existing 96 Points swingnose crossover on the Up North Shore to Up Chatswood – Epping Line will be removed.

Existing 92 EOL on the Down North Shore Line will be removed.

Existing 96 EOL on the Up North Shore Line will be removed.

Existing Signal CD15 at 11.275km on Down North Shore Line will have turnout repeater removed.

Existing Signal CD27 at 11.799km on Down North Shore Line will have shunt route indicator removed. Top yellow aspect removed and blanking plate fitted. Routes 27(M)B and 27(S)B will be booked out of use.

Existing Signal CD50 at 12.274km on Up North Shore Line will have will have shunt route indicator removed. Top yellow aspect removed and blanking plate fitted. Routes 50(M)B and 50(S)B will be booked out of use.

Existing Signal routes 54(M)D and 54(S)D will booked out of use.

Existing Signal CD68 at 12.804km on Up North Shore Line will have turnout repeater removed.

Telephones associated with 92 & 96 EOL will be removed.

No alterations to ATRICS are required in this stage.

The new arrangements are depicted in the attached Signalling Arrangement diagram.

Signalling Arrangement VER 24042018

Phil Meurant

Signal Commissioning Engineer

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Saraswathi Penneru

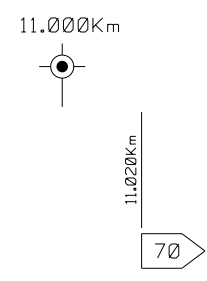
Senior Signal Engineer

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TO SYDNEY
←

TO HORNSBY
→

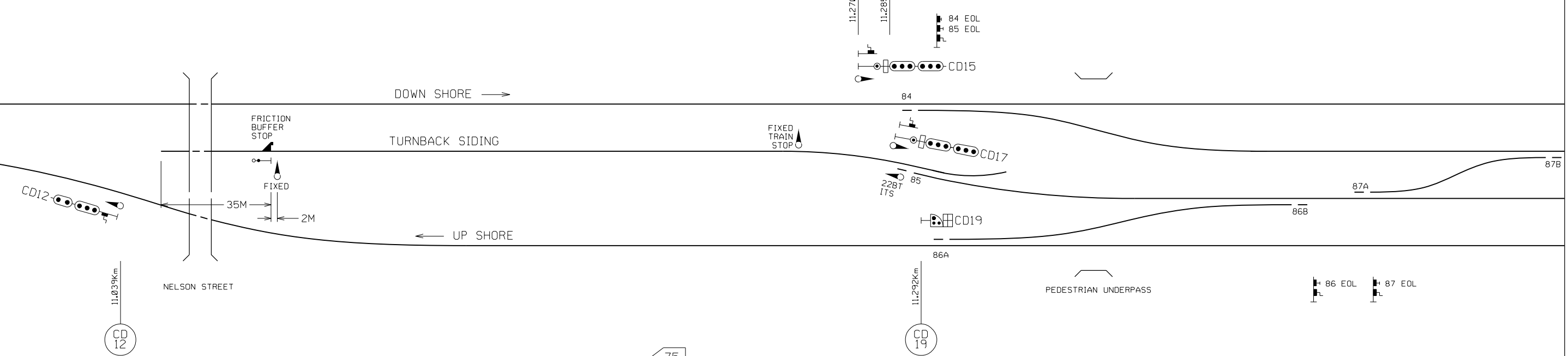


| SIG | ROUTE | DESCRIPTION | RTE | IND |
|-----|-------|---------------|-----|-----|
| 15 | (M)A | No.4 PLATFORM | - | |
| | (M)B | No.3 PLATFORM | - | |
| | (S)A | No.4 PLATFORM | 4 | |
| | (S)B | No.3 PLATFORM | 3 | |

4 3

| SIG | ROUTE | DESCRIPTION | RTE | IND |
|-----|-------|---------------|-----|-----|
| 17 | (M)A | No.3 PLATFORM | - | |
| | (M)B | No.2 PLATFORM | - | |
| | (S)A | No.3 PLATFORM | 3 | |
| | (S)B | No.2 PLATFORM | 2 | |

3 2



| FRICTION BUFFER STOP CIVIL DESIGN PARAMETERS | | | |
|--|-----|------------|--|
| TRAIN MASS | MIN | 90 TONNES | |
| | MAX | 420 TONNES | |
| TRAIN SPEED | MIN | 8 Km/h | |
| | MAX | 25Km/h | |
| OVER RUN LENGTH (INCL. BUFFER STOP) | 35M | | |



| SIG | ROUTE | DESCRIPTION | RTE | IND |
|-----|-------|---------------|-----|-----|
| 19 | (S)A | No.3 PLATFORM | 3 | |
| | (S)B | No.2 PLATFORM | 2 | |
| | (S)C | No.1 PLATFORM | 1 | |

3 1
2

| POINTS | POINTS TYPE | BACKDRIVE | EOL TYPE | LOCATION |
|--------|----------------------|----------------|------------|--------------|
| 84 | 'A' UNIT EP CLAWLOCK | TWO BACKDRIVES | PUSHBUTTON | POST MOUNTED |
| 85 | 'A' UNIT EP CLAWLOCK | NIL | PUSHBUTTON | POST MOUNTED |
| 86A | 'A' UNIT EP CLAWLOCK | ONE BACKDRIVE | PUSHBUTTON | POST MOUNTED |
| 86B | 'A' UNIT EP CLAWLOCK | ONE BACKDRIVE | PUSHBUTTON | POST MOUNTED |
| 87A | 'A' UNIT EP CLAWLOCK | NIL | PUSHBUTTON | POST MOUNTED |
| 87B | 'A' UNIT EP CLAWLOCK | NIL | PUSHBUTTON | POST MOUNTED |



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION ENABLING STAGE
SHEET 1 OF 4

Produced by WSP - Signal Design WN 34 & WN 35 VER24042018

TO SYDNEY

TO HORNSBY

| SIG | ROUTE | DESCRIPTION |
|-----|-------|-------------|
| 27 | (M)A | DOWN SHORE |
| | (S)A | DOWN SHORE |

| SIG | ROUTE | DESCRIPTION | RTE IND |
|------|-------------------|---------------------|---------|
| 29 | (M)A | DOWN SHORE | DS |
| | (M)B | DOWN CHATS - EPPING | - |
| | (M)C | UP CHATS - EPPING | UE |
| | (S)A | DOWN SHORE | DS |
| | (S)B | DOWN CHATS - EPPING | DE |
| (S)C | UP CHATS - EPPING | UE | |

| | |
|----|----|
| DS | UE |
| DE | |

| POINTS | POINTS TYPE | BACKDRIVE | EOL TYPE | LOCATION |
|--------|--------------------------|---------------|------------|--------------|
| 91A | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | PUSHBUTTON | POST MOUNTED |
| 91B | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 91C | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 91D | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | | |

12.000Km



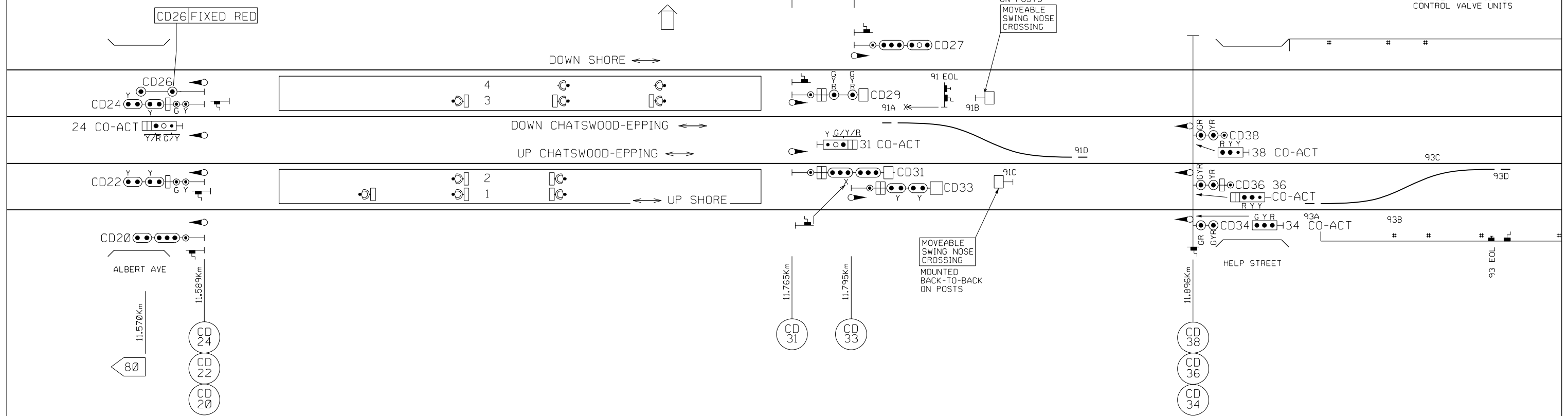
| SIG | ROUTE | DESCRIPTION | RTE IND | CO-ACT |
|-----|-------|-----------------|---------|--------|
| 24 | (M)A | UP SHORE | - | - |
| | (M)B | TURNBACK SIDING | TS | TS |
| | (S)A | UP SHORE | US | US |
| | (S)B | TURNBACK SIDING | TS | TS |

| | |
|----|--------|
| 24 | CO-ACT |
| US | TS |
| US | TS |

CHATSWOOD



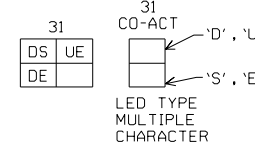
NOTE: # - NOTICEBOARDS
 MOVEABLE SWING NOSE CROSSING
 MOUNTED ON WALL ADJACENT TO POINTS CONTROL VALVE UNITS



| SIG | ROUTE | DESCRIPTION | RTE IND |
|-----|-------|-----------------|---------|
| 22 | (M)A | UP SHORE | - |
| | (M)B | TURNBACK SIDING | TS |
| | (S)A | UP SHORE | US |
| | (S)B | TURNBACK SIDING | TS |

| | |
|----|----|
| US | TS |
|----|----|

| SIG | ROUTE | DESCRIPTION | RTE IND | CO-ACT |
|-----|-------|---------------------|---------|--------|
| 31 | (M)A | DOWN SHORE | DS | DS |
| | (M)B | DOWN CHATS - EPPING | DE | DE |
| | (M)C | UP CHATS - EPPING | - | UE• |
| | (S)A | DOWN SHORE | DS | DS |
| | (S)B | DOWN CHATS - EPPING | DE | DE |
| | (S)C | UP CHATS - EPPING | UE | UE |



| SIG | ROUTE | DESCRIPTION | RTE IND |
|------|-------------------|---------------------|---------|
| 33 | (M)A | DOWN SHORE | DS |
| | (M)B | DOWN CHATS - EPPING | DE |
| | (M)C | UP CHATS - EPPING | UE |
| | (S)A | DOWN SHORE | DS |
| | (S)B | DOWN CHATS - EPPING | DE |
| (S)C | UP CHATS - EPPING | UE | |

| | |
|----|----|
| DS | UE |
| DE | |

| SIG | ROUTE | DESCRIPTION | RTE IND |
|-----|-------|---------------|---------|
| 38 | (M) | No.3 PLATFORM | - |
| | (S) | No.3 PLATFORM | - |

| SIG | ROUTE | DESCRIPTION | RTE IND | CO-ACT |
|-----|-------|---------------|---------|--------|
| 36 | (M)A | No.2 PLATFORM | - | 2 |
| | (M)B | No.3 PLATFORM | - | 3 |
| | (S)A | No.2 PLATFORM | 2 | 2 |
| | (S)B | No.3 PLATFORM | 3 | 3 |

| | |
|---|---|
| 2 | 3 |
|---|---|

| SIG | ROUTE | DESCRIPTION | RTE IND |
|-----|-------|-------------|---------|
| 20 | (M) | UP SHORE | - |
| | (S) | UP SHORE | - |

• CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

| SIG | ROUTE | DESCRIPTION | RTE IND |
|-----|-------|---------------|---------|
| 34 | (M) | No.1 PLATFORM | - |



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION ENABLING STAGE
SHEET 2 OF 4

TO SYDNEY
←

TO HORNSBY
→

| POINTS | POINTS TYPE | BACKDRIVE | EOL TYPE | LOCATION |
|--------|--------------------------|---------------|------------|-------------------------|
| 94A | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | PUSHBUTTON | UP - SIDE WALL OF RES |
| 94B | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 94C | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 94D | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | PUSHBUTTON | DOWN - SIDE WALL OF RES |
| 95A | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | | |
| 95B | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 95C | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 95D | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | | |

12.500Km

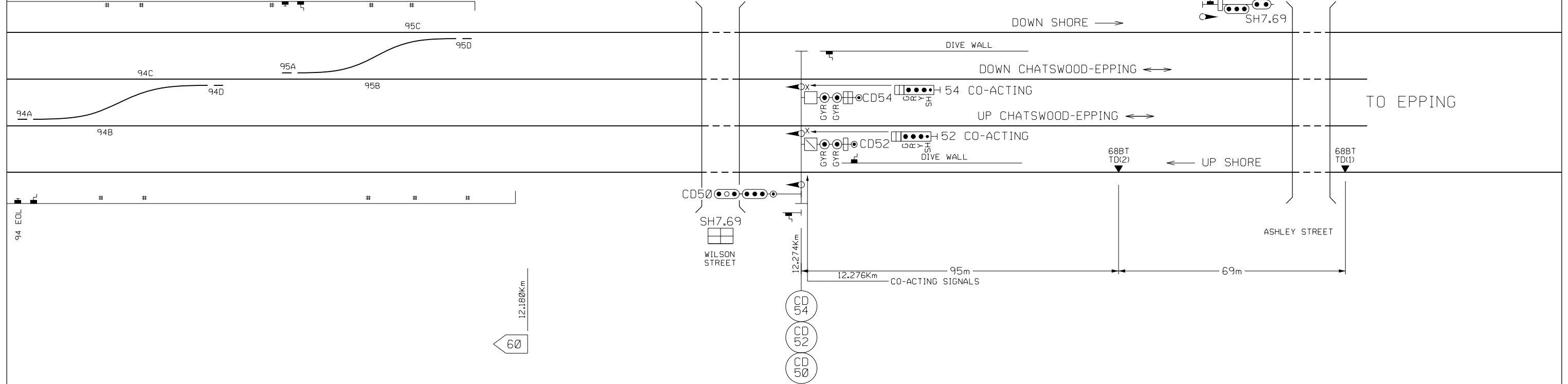


NOTE: # - NOTICEBOARDS

MOVEABLE SWING NOSE CROSSING
MOUNTED ON WALL ADJACENT TO POINTS CONTROL VALVE UNITS

NOTE: 50, 52, 54 SIGNALS OPERATED FROM CDRR

RAIL ENCLOSURE STRUCTURE (RES)



| POINTS | POINTS TYPE | BACKDRIVE | EOL TYPE | LOCATION |
|--------|--------------------------|---------------|------------|-----------------------|
| 93A | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | PUSHBUTTON | UP - SIDE WALL OF RES |
| 93B | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 93C | 'A' UNIT EP CLAWLOCK SNX | N/A | | |
| 93D | 'A' UNIT EP CLAWLOCK | SPRING ASSIST | | |

| SIG | ROUTE | DESCRIPTION |
|-----|-------|-------------|
| 50 | (M)A | UP SHORE |
| | (S)A | UP SHORE |

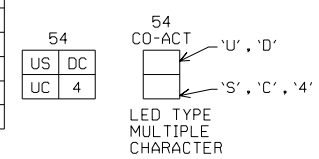
| SIG | ROUTE | DESCRIPTION | RTE IND | CO-ACT |
|-----|-------|-----------------------|---------|--------|
| 52 | (M)A | UP SHORE | - | US |
| | (M)B | UP CHATSWOOD - EPPING | - | UC• |
| | (S)A | UP SHORE | US | US |
| | (S)B | UP CHATSWOOD - EPPING | UC | UC |

• CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

| SIG | ROUTE | DESCRIPTION | RTE IND | CO-ACT |
|-----|-------|-------------------------|---------|--------|
| 54 | (M)A | UP SHORE | US | US |
| | (M)B | UP CHATSWOOD - EPPING | UC | UC |
| | (M)C | DOWN CHATSWOOD - EPPING | - | DC• |
| | (M)D | No.4 PLATFORM #2 | 4 | 4 |
| | (S)A | UP SHORE | US | US |
| | (S)B | UP CHATSWOOD - EPPING | UC | UC |
| | (S)C | DOWN CHATSWOOD - EPPING | DC | DC |
| | (S)D | No.4 PLATFORM #2 | 4 | 4 |

• CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

#2 ROUTE BOOKED OUT OF USE



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION ENABLING STAGE
SHEET 3 OF 4

TO SYDNEY



TO HORNSBY



13.000Km



SH 7.97

12.798Km

SH7.97

DOWN SHORE →

← UP SHORE

CD68

EYL

12.804Km

CD 80

CD68

BOUNDRY STREET

WILLIAM STREET

80

12.860Km



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION ENABLING STAGE
SHEET 4 OF 4

Produced by WSP - Signal Design

WN 34 & WN 35 VER24042018

MOUNT COLAH (NORTH) NEW INTERCITY FLEET ENABLING WORKS

Commencing at 0200 hours on **Saturday, 18 August 2018**, and continuing until 0200 hours on Monday, 20 August 2018 the following work will be carried out:

- The existing double light N23.48 Repeater signal on the Up Main at 37.774Km will be removed
- A new banner style N23.48 Repeater signal will be installed 22m towards the country at 37.796Km

The new arrangements are depicted in the attached signalling arrangement diagram.

VER 18062018
Signalling Arrangement Diagram VER 18062018

Adrian Magrath

Commissioning Engineer

Mob: 0427 955 277

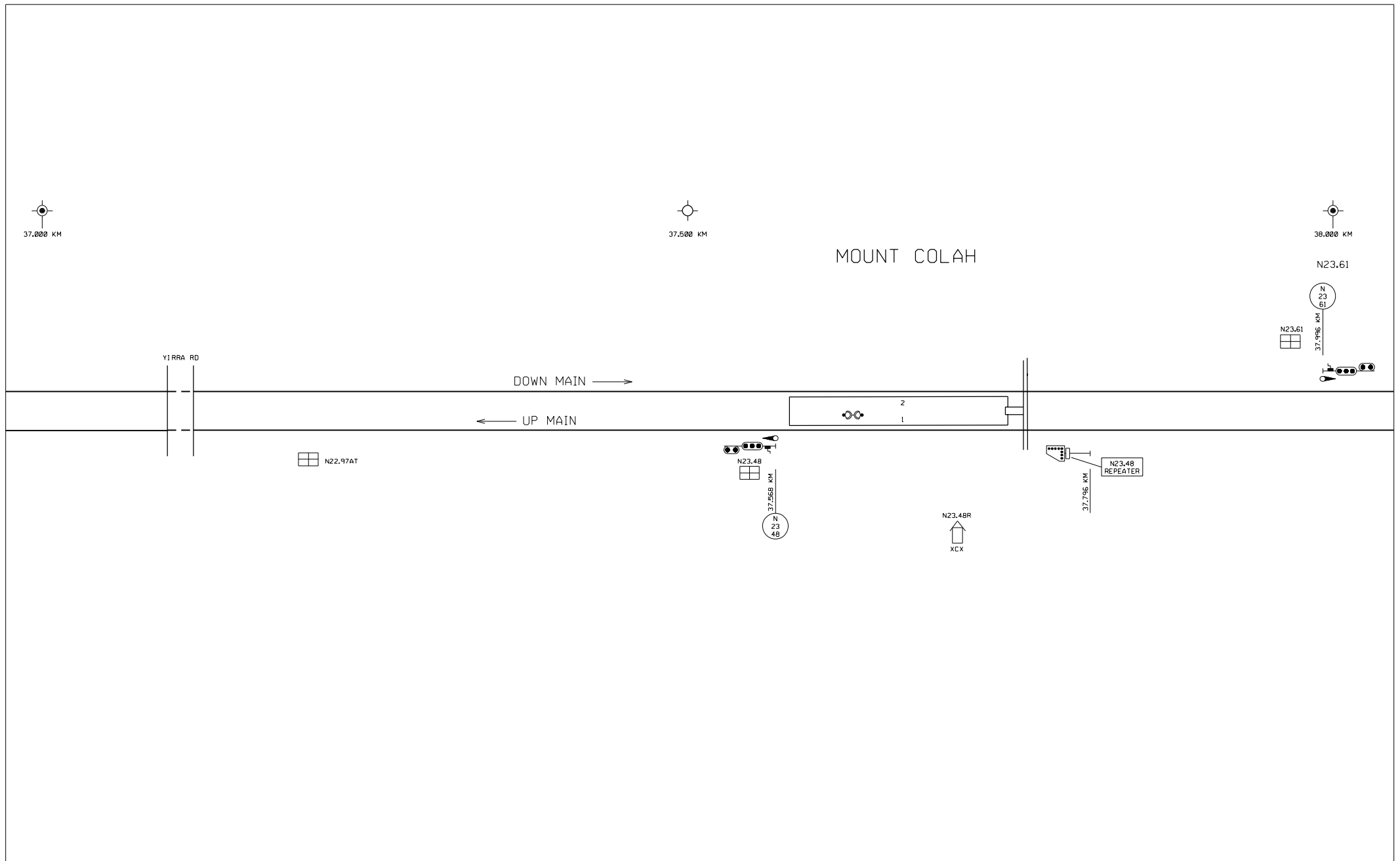
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Sathish Veerabadrappa

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MT. COLAH
SIGNALLING ARRANGEMENT DIAGRAM

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WN 33 & 34
SHEET 1 OF 1
VER18062018

N23.48 REPEATER SIGNAL
RENEWAL
UP MAIN

WYONG (NORTH) - NEW INTERCITY FLEET ENABLING WORKS

Commencing at 0200 hours on **Saturday, 18 August 2018**, and continuing until 0200 hours on Monday, 20 August 2018 the following work will be carried out:

- The existing WG11 signal, associated trainstop & signal post telephone on the Down Main will be relocated 28m towards country side from 101.056Km to 101.084Km.
- There will be no alterations to Wyong control panel and Indicator diagram.

The new arrangements are depicted in the attached signalling arrangement diagram.

VER 18062018
Signalling Arrangement Diagram VER 18062018

Adrian Magrath
Commissioning Engineer
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Sathish Veerabadrappa
Senior Signalling Engineer, WSP
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Email: sathish.veerabadrappa@wsp.com

101.000Km



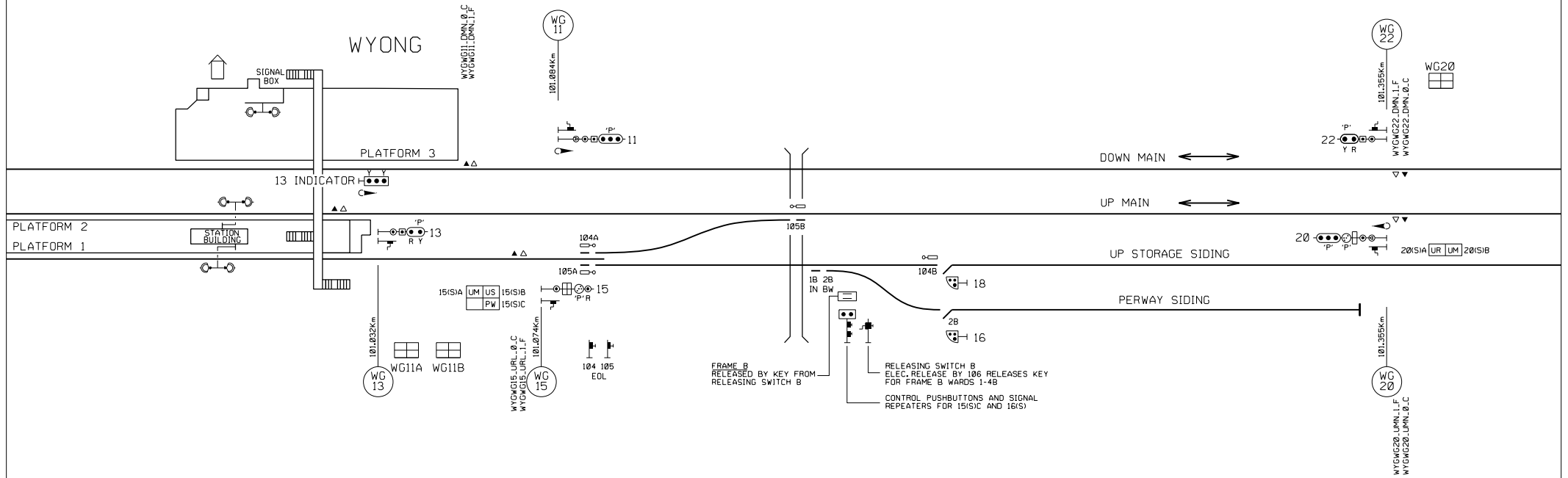
| | | | |
|------|-----|-----------|---|
| WG11 | (M) | DOWN MAIN | - |
| | (S) | DOWN MAIN | - |

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

| | | | |
|------|------|----------------|----|
| WG15 | (MA) | UP MAIN | .. |
| | (SA) | UP MAIN | UM |
| | (SB) | UP STORAGE SDG | US |
| | (SC) | UP MAIN | PW |

| | | | |
|------|------|----------------|----|
| WG20 | (MA) | UP REFUGE LOOP | .. |
| | (SA) | UP REFUGE LOOP | UR |
| | (MB) | UP MAIN | - |
| | (SB) | UP MAIN | UM |

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



FRAME B
RELEASED BY KEY FROM
RELEASING SWITCH B

RELEASING SWITCH B
ELEC. RELEASE BY 106 RELEASES KEY
FOR FRAME B WARDS 1-4B

CONTROL PUSHBUTTONS AND SIGNAL
REPEATERS FOR 15(S)C AND 16(S)

WYONG SIGNALLING ARRANGEMENT DIAGRAM

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Transport
Sydney Trains

WN 33 & 34
SHEET 1 OF 1
VER18062018

WG11 SIGNAL RELOCATION
DOWN MAIN

EPPING DOWN REFUGE SIDING – SYDNEY METRO NORTHWEST NORTHWEST RAPID TRANSIT

Commencing at 0200 hours on **Monday, 20 August 2018** and continuing until 2300 hours on Wednesday, 17 October 2018, the following work will be carried out:

- The Epping Down Refuge Siding will have a stop block attached to the rail, reducing it to 100m.

VER20062018

Adam Walter

ECRL Lead Engineer, North West Rapid Transit
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Peter Hynes

Safety Systems Assurance & Support Specialist, Sydney Metro Northwest
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NEW INTERCITY FLEET COMMISSIONING AND STABLING PROJECT – EVELEIGH - ENGINEERING ROADS 1 AND 2

EXTENSION OF ENGINEERING ROADS 1 & 2 AND THE RELOCATION AND RENEWAL OF BUFFER STOPS, BUFFER STOP LIGHTS AND FIXED TRAINSTOPS

On **Wednesday, 29 August 2018** the following work will be complete and commissioned:

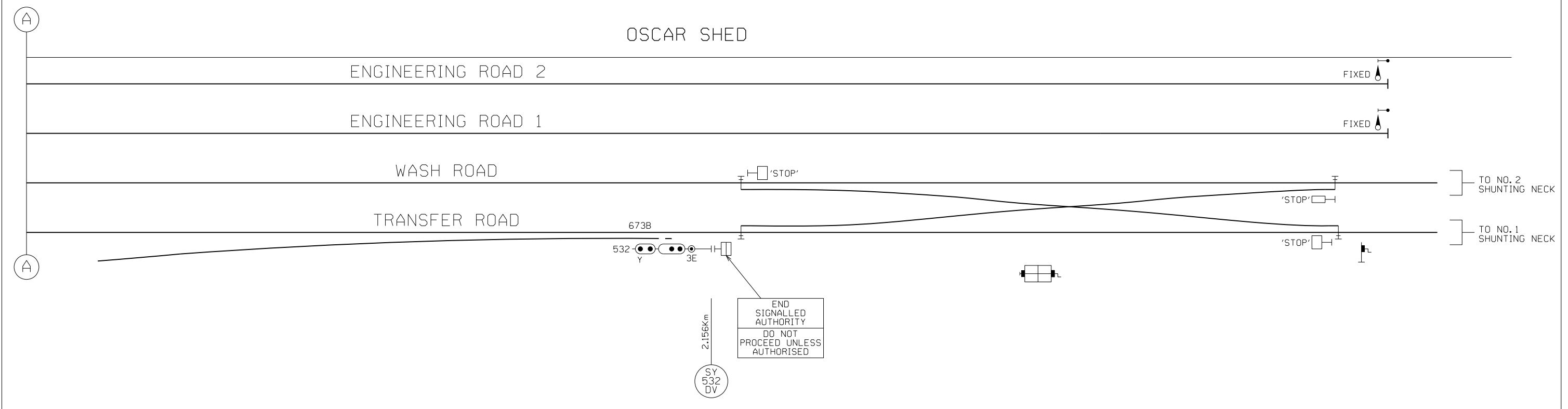
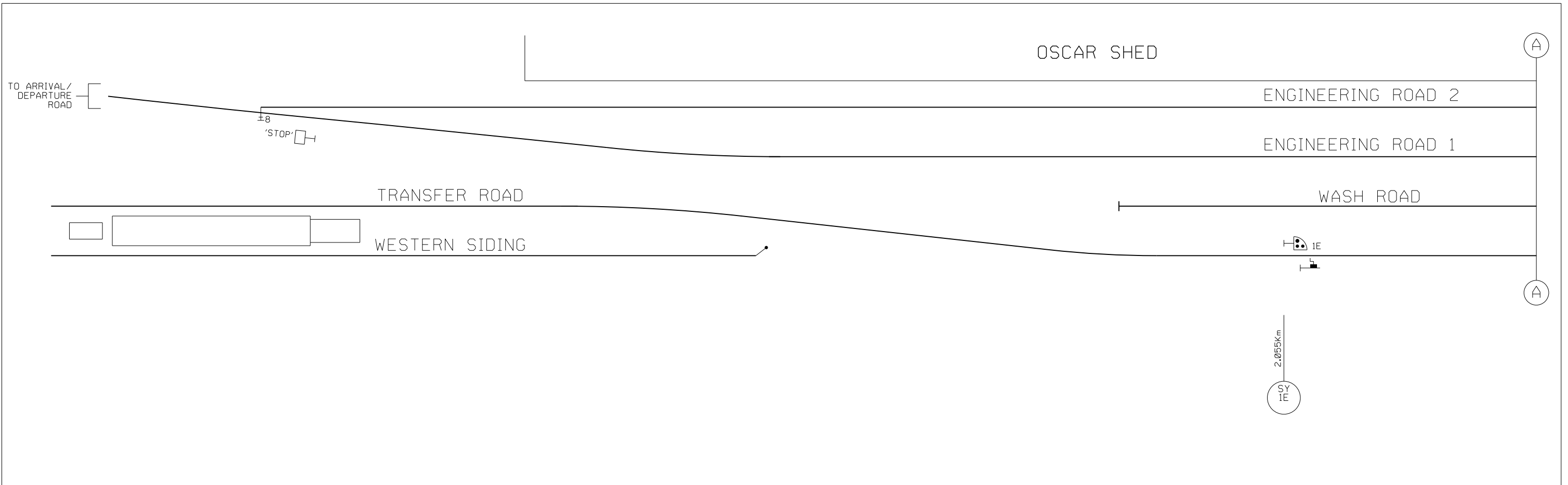
- Engineering Road 1 will be extended 43 meters towards Country end, with the existing removeable friction buffer stop, fixed train stop and red buffer stop light all removed. A new fixed buffer stop, fixed train stop and red LED buffer stop light will be installed at the end of this siding.
- Engineering Road 2 will be extended 43 meters towards Country end, with the existing friction buffer stop, fixed train stop and red buffer stop light removed all. A new fixed buffer stop, fixed train stop and red LED buffer stop light will be installed at the end of this siding.
- The OHW on Engineering Road 1 will be extended to the end of the siding
- The OHW on Engineering Road 2 will be extended to the end of the siding. The existing "Electric Trains Stop" sign located next to the existing friction buffer stop will be removed.

The new arrangements are depicted in the attached signalling arrangement diagram.

VER 22052018
Signalling Arrangement Diagram VER 22052018

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| | |
|---|--|
| EVELEIGH SIGNALLING ARRANGEMENT PLAN | |
| WN 35 | EXTENSION OF ENGINEERING RDS 1 & 2. RELOCATION & RENEWAL OF BUFFER STOPS, BUFFER STOP LIGHTS & FIXED TRAIN STOPS |
| SHEET 1 OF 1 | |
| VER22052018 | |

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GORDON (NORTH SHORE) – RENEWAL OF 52A/B POINTS WITH NEW M3A MECHANISM

Commencing at 0200 hours on **Saturday, 25 August 2018**, and continuing until 0200 hours on Monday, 27 August 2018, the following work will be carried out:

- The existing 52A points on the Up Shore and 52B points on the Down Shore will be renewed. The point mechanism will be replaced with new M3A point machines utilising an in-bearer arrangement.
- 52A points will be relocated approximately 7m towards Hornsby
- 52B points will remain in approximately the same position.
- The existing Emergency Switch Machine Lock (ESML) equipment will remain in use and retained in the existing location.

VER26062018

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SYDNEY TERMINAL PLATFORM 13 & 14 BOOKED OUT OF USE FOR AN EXTENDED PERIOD OF TIME

THE COMMENCEMENT DATE FOR THESE WORKS AS ADVERTISED IN WEEKLY NOTICE 31 & 32 ARE AMENDED AS FOLLOWS;

At 0200 hours on **Monday, 13 August 2018**, Platforms 13 & 14 Sydney Terminal Yard will be booked out of use for an extended period of time for the Central Station Sydney Metro works.

- All points and signals giving access to the portion of line will be booked out of use, XL locked, spiked, and an IBA completed.
- Temporary barriers will be placed on the booked out portion of line to control the potential for any inadvertent entry to the adjacent live line.
- All electrical infrastructure is to be treated as live at all times unless a power out permit is present while works is being completed.

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STATUS OF TOM NOTICES

| <i>Number</i> | <i>Title</i> | <i>Issued</i> | <i>Effective</i> |
|---------------|--|---------------|------------------|
| 001 – 2007 | Introduction of TOM Notices | 13/09/07 | 13/09/07 |
| 018 – 2007 | Emergency equipment boxes Rail | 01/11/07 | 19/11/07 |
| 008 – 2009 | OMET 264: Minimum tractive effort requirements | 01/10/09 | 11/10/09 |
| 001 – 2012 | OMET 266: Operation of Y-Set Trains | 02/02/12 | 12/02/12 |
| 010 – 2012 | 48 Class: Train Operations Manual (TOM) | 25/10/12 | 04/11/12 |
| 003 – 2013 | 48 Class: Wheels | 07/02/13 | 10/02/13 |
| 015 – 2013 | OMET 200: Minimum Standards for Electric Trains | 30/05/13 | 09/06/13 |
| 002 – 2014 | OMET 220: Wheelslip light indications | 20/02/14 | 02/03/14 |
| 005 – 2014 | Operation of T-Set (Tangara) Train fitted with ATP equipment | 03/04/14 | 14/04/14 |
| 004 – 2016 | OMET 262: Failure of Train Management System | 14/07/16 | 24/07/16 |
| 001 – 2017 | Incorporation of Waratah, Oscar and Millennium TOM Notices and SAFE Notices into the TOM | 19/01/17 | 29/01/17 |
| 003 – 2017 | Exception to TWP 100 | 19/01/17 | 29/01/17 |
| 007 – 2017 | WAR 208: Main Power Faults | 30/03/17 | 09/04/17 |
| 005 – 2017 | TWP 150: Damaged or Missing Window Glass | 06/04/17 | 16/04/17 |
| 009 – 2017 | Operation of H-set (OSCAR) trains fitted with ATP | 25/05/17 | 04/06/17 |
| 008 – 2017 | TWP 176: Wayside Train Condition Monitoring | 06/07/17 | 16/07/17 |
| 004 – 2017 | TWP 174 Ice Radio | 20/07/17 | 31/07/17 |
| 015 – 2017 | Train crew relieved in service & relay driver | 08/11/17 | 19/11/17 |
| 016 – 2017 | WAR 030 Minimum Standards | 23/11/17 | 03/12/17 |
| 018 2017 | Amendment to OMET 200 | 14/12/17 | 24/12/17 |
| 001 – 2018 | Millenium trains fitted with ATP | 01/03/17 | 11/03/17 |
| 002 – 2018 | Trial of Waratah trains fitted with ATP | 26/04/18 | 06/05/18 |
| 011 2018 | Trial of C-Set trains fitted with ATP | 19/07/18 | 29/07/18 |

STATUS OF PERMANENT SAFE NOTICES

| <i>Number</i> | <i>Title</i> | <i>Issued</i> | <i>Effective</i> |
|---------------|--|---------------|------------------|
| 001 - 2018 | Management of work on track at interface | 04/01/18 | 14/01/18 |
| 003 - 2018 | NPR 711 – Using lookouts | 11/01/18 | 21/01/18 |
| 004 - 2018 | Trial of Signal Key Switches | 15/02/18 | 25/02/18 |
| 005 - 2018 | Trial of worksite delineation markers | 22/03/18 | 01/04/18 |
| 006 - 2018 | Network Communications | 17/05/18 | 27/05/18 |
| 007 - 2018 | Unreliable track circuit operation | 10/05/18 | 20/05/18 |
| 008 - 2018 | Shared Corridor Protocols – MFN - SSFL | 14/12/17 | 13/01/18 |
| 009 - 2018 | Operation of passenger F1 | 24/05/18 | 07/06/18 |

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STATUS OF NETWORK MANUALS AND FORMS**Network Manuals**

| | | |
|--|------------------|---|
| <i>Network Local Appendices</i> | RailSafe Website | Online documents |
| <i>Operator Specific Procedures</i> | RailSafe Website | Online documents |
| <i>Network Rules</i> | RailSafe Website | Online documents |
| <i>Network Procedures</i> | RailSafe Website | Online documents |
| <i>Forms</i> | RailSafe Website | Online documents (or order as applicable) |

| <i>Title</i> | <i>Status Sheet</i> | <i>Date issued</i> |
|--|----------------------------|---------------------------|
| <i>Train Working Procedures</i> | | |
| 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 | November 2015 |
| TWP 114 (New) | 4 | May 2012 |
| TWP 116 | 3 | November 2015 |
| TWP 118 (New) | 4 | May 2012 |
| 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 |

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 the most recent 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 distribution officer, as listed in the most recent 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

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NOTES

NOTICE TO SUBSCRIBERS

The Weekly Notice is issued every Tuesday, and takes effect on the following Monday.

Those who require the Weekly Notice must ensure that they receive it and are aware of the changes that affect their work duties and responsibilities.

Director Safety and Standards

Sydney Trains

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Tuesday, 31 July 2018