

19

weekly notice

Monday, 02 May 2022
Sunday, 08 May 2022



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**

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
20	09/05/2022 – 15/05/2022	12/04/2022
21	16/05/2022 – 22/05/2022	19/04/2022
22	23/05/2022 – 29/05/2022	03/05/2022

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:

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Network Rules Specialist

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**WOLLONGONG NORTH, SOUTH AND THIRROUL
(ILLAWARRA) – MTMS2 LNIF LNW – CONSTRUCTION
WORKS PRIOR TO COMMISSIONING**

Commencing at 0200 hours on **Saturday, 21 May 2022**, and continuing until 0200 hours on Monday, 23 May 2022, the following works will be carried out:

- A new 10 car points clear sign will be installed and bagged at Wollongong North, Wollongong South and at Thirroul Yard. They will be commissioned at a later stage.

VER 200422**Colin McCarthy**

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WOLLONGONG (ILLAWARRA) – MTMS2 WOLLONGONG LNIF ENABLING – STAGE 4 FINAL CONFIGURATION OF UP AND DOWN YARDS. CONISTON RENEWAL OF SIGNALS 121 AND 125 TO LED

Commencing at 0200 hours on **Saturday, 21 May 2022**, and continuing until 0200 hours on Monday, 23 May 2022, the following works will be carried out:

- Wollongong Up Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. A new No.3 Up Siding and Perway Siding will be brought into use.
- Wollongong Down Yard will be commissioned in its final configuration to support future stabling of 10 Car New Intercity Fleet. The existing Down Refuge will be repurposed as the New No.1 Down Siding. The existing No.1 Down Siding will be renamed No.2 Down Siding
- Signal 121 (Coniston Platform 2) on the Down Main will be upgraded to LED 15m towards country
- Signal 125 (Coniston Platform 1) on the Up Main will be upgraded to LED in the same position
- Installation of 10 car marker signs on posts at the city and country ends of the Coniston platform 2
- Speed boards (60,65,65) at country end of Coniston Platform 2 will be lowered
- Speed board X25 at Country End of Coniston Platform 1 will become post mounted at its current position.
- New Speed boards X25 and 13 will be provided at 83.126km for new Down Yard city exit speed (25) and incoming general yard operating speed (13)

- New Speed boards 25 and 13 will be provided at 83.865km for new Down Yard country exit speed (25) and incoming general yard operating speed (13)
- ATP Changes on the Down Main and Down Yard.
- The existing No.1 Goods Siding will be renamed Goods Siding

The final Up Yard configuration will consist of the following roads;

- No.1 Up Siding (approx. 724m total standing room)
- No.2 Up Siding (approx. 225m total standing room)
- No.3 Up Siding (approx. 225m total standing room)
- Per way Siding (approx. 240m total standing room)

The final Down Yard configuration will consist of the following roads. Refer also to the Drivers Diagram for the new arrangement

- No.1 Down Siding (approx. 585m total standing room)
- No.2 Down Siding (approx. 541m total standing room)

Entry between the Main Lines and Yards will be authorised through controlled shunt routes only. Train Stops will be suppressed for these routes, with no trip passing signals required.

All roads will be track circuited.

All new points are power operated and controlled by the signaller. New EOLs are provided for emergency local operation

New and Altered Signal Route Designations

The following tables summarise the new and altered signals and points. Refer also to the Drivers Diagram for the new arrangement

Wollongong – Up Main Signals

Signal	Route	Designation	Route Indications	Remarks
463	(M)A	Down Starting, Up Main	-	Existing
	(S)A	Down Shunt, Up Main	UM	Existing
	(S)B	No.1 Up Siding	U1	Existing
	(S)C	No.2 Up Siding	U2	Existing
	(S)D	No.3 Up Siding	U3	New

Wollongong – Up Yard Signals

Signal	Route	Designation	Route Indications	Remarks
424	(S)A	Up Shunt, Perway Siding	PS	New. Requires local operation of 260 Points Push Button
	(S)B	Up Shunt, No.3 Up Siding	U3	New
	(S)C	Up Shunt, No.2 Up Siding	U2	Existing (S)A
	(S)D	Up Shunt, No.1 Up Siding	U1	Existing (S)B
429	(S)	Down Shunt, No.2 Up Siding	-	New
435	(S)	Down Shunt, No.2 Up Siding	-	New

437	(S)	Down Shunt, No.2 Up Siding	-	New. Requires local Operation of 260 Points Push Button
438	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear
440	(S)	Up Shunt, No.1 Up Siding	-	New. Requires 452 Clear
448	(S)	Up Shunt, No.1 Up Siding	-	Removed

Wollongong – Down Main Signals

Signal	Route	Designation	Route Indications	Remarks
406	(S)A	Up Shunt, No.1 Up Siding	U1	Existing
	(S)B	Up Shunt, Up Main	UM	Existing
	(S)C	Up Shunt, Down Main	-	Existing
	(S)D	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)E	Up Shunt, No.2 Down Siding	D2	Existing. New Indication
428	(S)B	Up Shunt, Up Main	UM	Existing
	(M)C	Up Home, Down Main	-	Existing
	(S)C	Up Shunt, Down Main	DM	Existing

	(M)D	Up Home, Down Bay	BOL	Existing
	(S)E	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
430	(M)C	Up Home, Up Main	-	Existing
	(S)C	Up Shunt, Up Main	UM	Existing
	(M)D	Up Home, Down Main	BOL + D	Existing
	(S)D	Up Shunt, Down Main	DM	Existing
	(M)E	Up Home, Down Bay	BOL + B	Existing
	(S)F	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
461	(S)A	Down Shunt, No.2 Down Siding	D2	Existing. New Indication
	(S)B	Down Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)B	Down Starting, Down Refuge	BOL	Removed
	(M)C	Down Starting, Down Main	-	Existing

Wollongong – Down Yard Signals

Signal	Route	Designation	Route Indications	Remarks
442	(S)A	Up Shunt, No.1 Down Siding	D1	Existing. New Indication
	(S)B	Goods Siding	GS	Existing

Wollongong – Down Bay Signals

Signal	Route	Designation	Route Indications	Remarks
459	(S)A	Down Shunt, No.2 Down Siding	D2	Existing. New Indication
	(S)B	Down Shunt, No.1 Down Siding	D1	Existing. New Indication
	(M)B	Down Home, Down Refuge	-	Removed
	(S)C	Down Shunt, Down Main	DM	Existing
	(M)C	Down Home, Down Main	BOL	Existing

The following route finishes have been applied on existing routes;

- 406(S)E finishes at 442
- 424(S)C finishes at new 438
- 443(S) finishes at 417
- 459(S)A finishes at 417
- 461(S)A finishes at 417

- 463(S)C finishes at new 429

Wollongong – New Point Designations

Points	Designation	Remarks
260	Single End Points, No.2 Up Siding to Per way Siding	New Power Operated Points. Requires Push Local Button for Operation
261	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points
264	Single End Points, No.2 Up Siding to No.3 Up Siding	New Power Operated Points

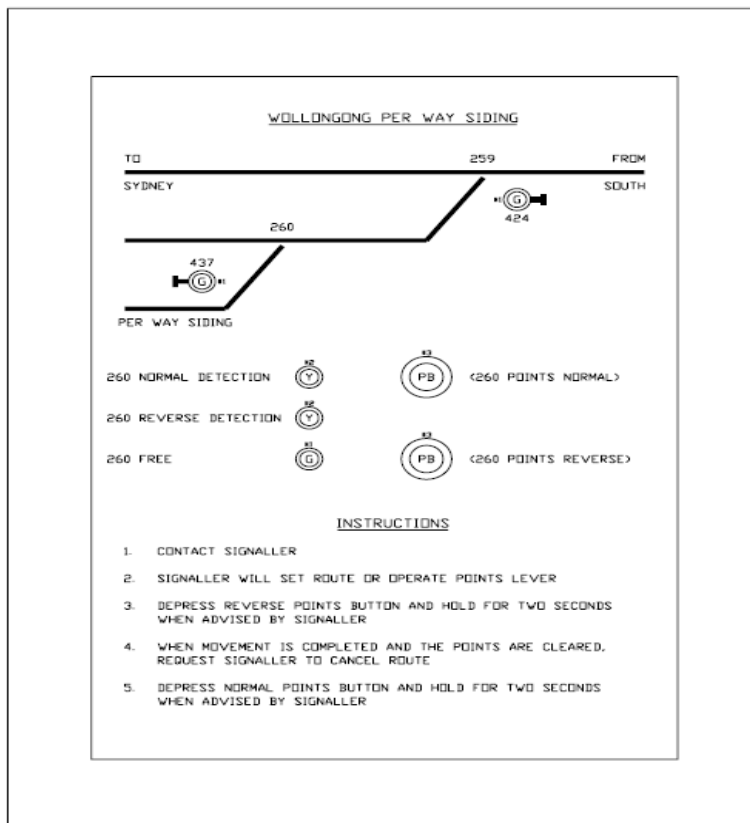
Wollongong Per Way Siding Operation.

New 260 points Push Button Control Box located next to new 260 EOL.

Coordination is required between local 260 points push button operator and the signaller to clear Signal WG437 from the Perway Siding or WG 424 S(A) into the Per way Siding

Alternatively, 260 points can operate Normal / Reverse with no signal routes. Coordination required between local 260 points push button operator and the signaller to agree desired position of points. The points switch on the signallers panel must be keyed in the position aligned with the requested push button request.

260 Points Push Button Control Panel Layout.



- #1 GREEN LED INDICATOR
- #2 YELLOW LED INDICATOR
- #3 PUSH BUTTON

VER 140422
DIAGRAM VER 140422

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TO SYDNEY

TO CONISTON

(DNIA) 82.490km



(DNIA) 82.784km



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

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

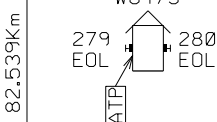
WOLLONGONG

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

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WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

WG 475 D



WG 466 D



WG 468 U

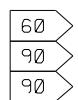
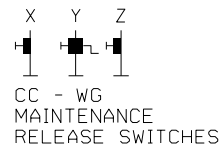
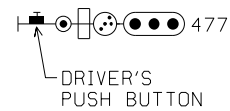
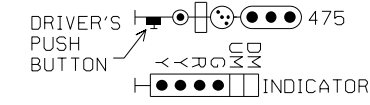


WG 477 U



477	(M)A	DOWN MAIN	••
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	—
	(S)B	UP MAIN	UM
	(S)C	SPARE	

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



(UPIA) 82.490km



(UPIA) 82.782km



WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT PART SIGNALLING ARRANGEMENT SHEET 1 OF 4

TO SYDNEY

TO CONISTON

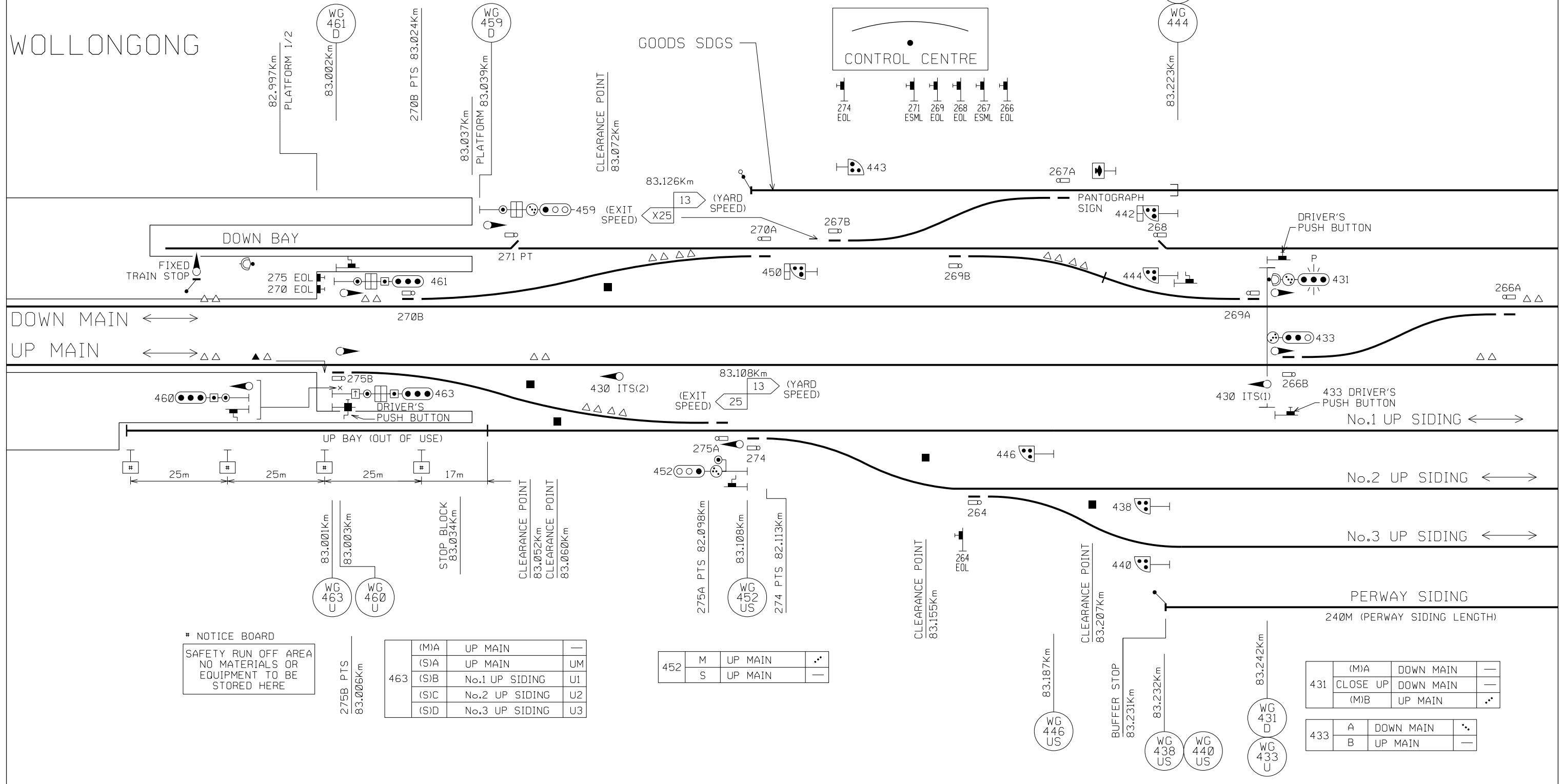
WOLLONGONG

461	(S)A	No.2 DOWN SIDING	D2
	(S)B	No.1 DOWN SIDING	D1
	(S)C	DOWN MAIN	DM
	(M)C	DOWN MAIN	—

459	(S)A	No.2 DOWN SIDING	D2
	(S)B	No.1 DOWN SIDING	D1
	(S)C	DOWN MAIN	DM
	(M)C	DOWN MAIN	∴

450	A	DOWN MAIN	DM
	B	DOWN BAY	DB

442	A	No.1 DOWN SIDING	D1
	B	GOODS SDGS	GS



NOTICE BOARD
SAFETY RUN OFF AREA
NO MATERIALS OR
EQUIPMENT TO BE
STORED HERE

463	(M)A	UP MAIN	—
	(S)A	UP MAIN	UM
	(S)B	No.1 UP SIDING	U1
	(S)C	No.2 UP SIDING	U2
(S)D	No.3 UP SIDING	U3	

452	M	UP MAIN	∴
	S	UP MAIN	—

431	(M)A	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—
	(M)B	UP MAIN	∴

433	A	DOWN MAIN	∴
	B	UP MAIN	—

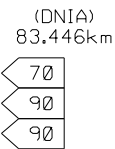


**WOLLONGONG (ILLAWARRA) -
MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 2 OF 4**

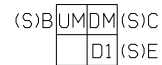
TO SYDNEY

83.500Km

TO CONISTON



428	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)C	DOWN MAIN	DM
	(M)D	DOWN BAY	..
	(S)E	No.1 DOWN SIDING	D1



PEDESTRAIN SUBWAY

No.2 DOWN SIDING

No.1 DOWN SIDING

265B

428 DRIVER'S PUSH BUTTON

DOWN MAIN

265A

UP MAIN

No.1 UP SIDING

430 DRIVER'S PUSH BUTTON

MULTI LAMP ROUTE INDICATOR (MLRI)

No.2 UP SIDING

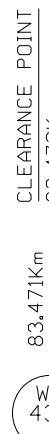
No.3 UP SIDING

PERWAY SIDING

430	(M)C	UP MAIN	—
	(S)C	UP MAIN	UM
	(M)D	DOWN MAIN	..+D
	(S)D	DOWN MAIN	DM
	(M)E	DOWN BAY	..+B
	(S)F	No.1 DOWN SIDING	D1



(UPIA)
83.446km



260 EOL

261 EOL

260 PB

PANTOGRAPH SIGN

261 PTS 83.512Km

CLEARANCE POINT
83.515Km

260 PTS 83.554Km

CLEARANCE POINT
83.645Km

259 EOL

259 PTS 83.686Km

83.695Km

424	(S)A	PERWAY SIDING	PS
	(S)B	No.3 UP SIDING	U3
	(S)C	No.2 UP SIDING	U2
	(S)D	No.1 UP SIDING	U1



**WOLLONGONG (ILLAWARRA) -
MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 3 OF 4**

TO SYDNEY

84.000Km

TO CONISTON

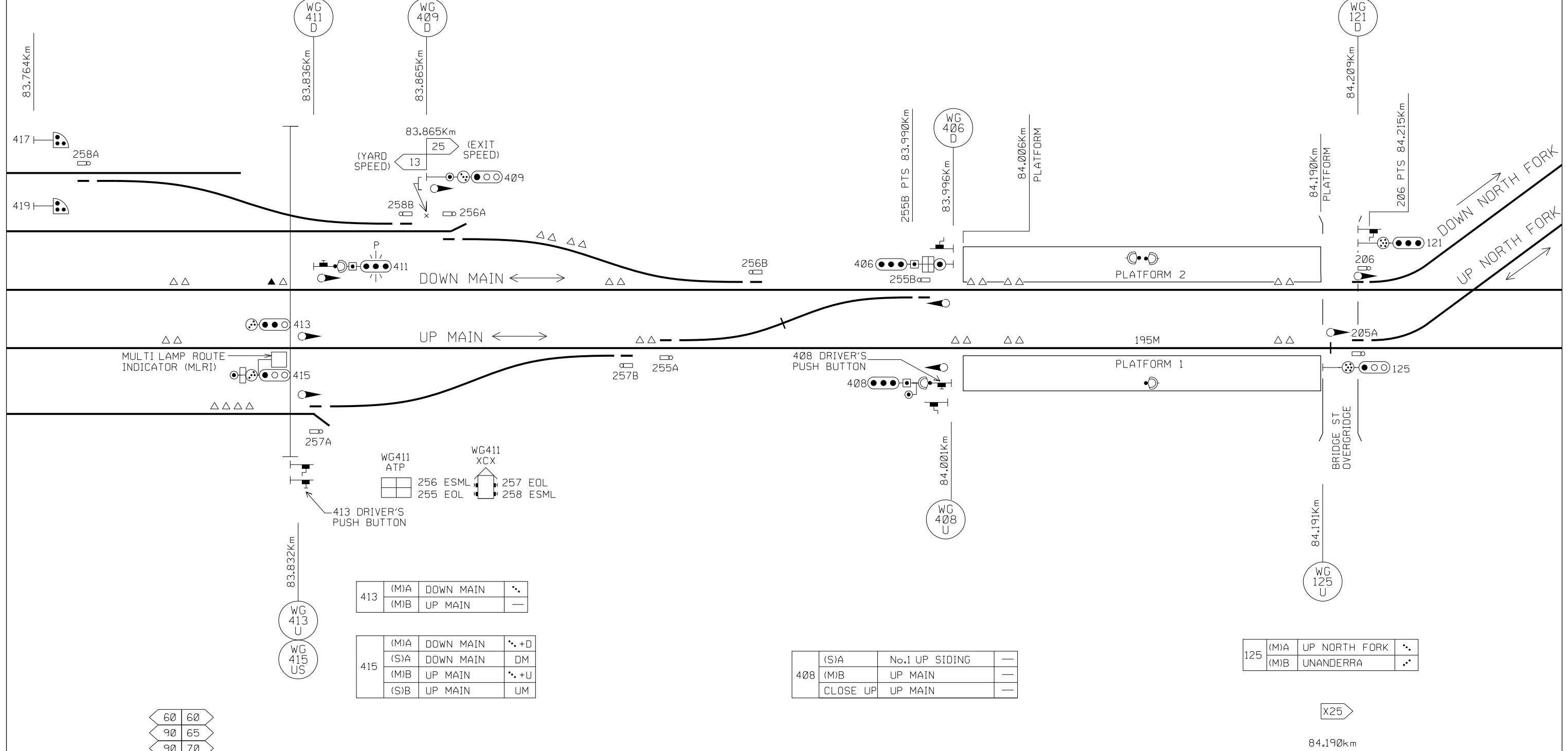
(DNIA)	83.801km
60	
90	
90	

409	S	DOWN MAIN	—
	M	DOWN MAIN	..

411	M	DOWN MAIN	—
	CLOSE UP	DOWN MAIN	—

406	(S)A	No.1 UP SIDING	U1
	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)D	No.1 DOWN SIDING	D1
	(S)E	No.2 DOWN SIDING	D2

121	(M)A	DN NORTH FORK	..
	(M)B	DN PORT KEMBLA	—
	(M)C	UNANDERRA	..



WG 411 D	83.836Km
WG 409 D	83.865Km

WG 406 D	83.996Km
WG 408 U	84.001Km

WG 121 D	84.209Km
WG 125 U	84.191Km

25	(EXIT SPEED)
13	(YARD SPEED)

WG411 ATP	256 ESML	WG411 XCX	257 EOL
	255 EOL		258 ESML

413	(M)A	DOWN MAIN	..
	(M)B	UP MAIN	—

415	(M)A	DOWN MAIN	..+D
	(S)A	DOWN MAIN	DM
	(M)B	UP MAIN	..+U
	(S)B	UP MAIN	UM

408	(S)A	No.1 UP SIDING	—
	(M)B	UP MAIN	—
	CLOSE UP	UP MAIN	—

125	(M)A	UP NORTH FORK	..
	(M)B	UNANDERRA	..

60	60
90	65
90	70

(UPIA) 83.801km



WOLLONGONG (ILLAWARRA) - MTMS2 LNIF ENABLING PROJECT
PART SIGNALLING ARRANGEMENT
SHEET 4 OF 4

Produced by WSP - Signal Design

WN 20 & 21 VER20042022

REDFERN (ILLAWARRA) – CONVERSION OF SY468 AND SY470 SIGNALS TO TRI-COLOUR LED TYPE

Commencing at 0200 hours on **Saturday, 14 May 2022**, and continuing until 0200 hours on Monday, 16 May 2022, the following work will be carried out:

- Gantry signals SY468 on the Up Illawarra Dive and SY470 on the Down Illawarra Dive will be replaced with Tri-colour LED type signals at the same location.

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CONISTON / WOLLONGONG – INSTALLATION OF SPEED SIGNS

On **Saturday, 21 May 2022**, one down direction speed signs will be installed on the Down Refuge from the Thirroul to TfNSW Boundary as listed as follows over the page:

**15. Illawarra Division Pages
Location of Speed Signs (p.56)**

Thirroul to TfNSW Boundary (Unanderra - Moss Vale Line)

KILOM- ETRAGE	DOWN MAIN						UP MAIN					
	DOWN SIGNS			UP SIGNS			UP SIGNS			DOWN SIGNS		
	GENER A1	MEDIUM	HIGH	GENER	MEDIUM	HIGH	GENER	MEDIUM	HIGH	GENER	MEDIUM	HIGH
81.320	NORTH WOLLONGONG											
81.438	75	90	90	..	..	..	..	..	..	75	90	90
82.490	60	90	90	..	..	..	..	..	..	60	90	90
82.782	..	..	..	..	..	..	95	95	95	..	..	..
82.784	..	..	..	95	95	95	..	..	..	..	..	..
82.919	WOLLONGONG CITY											
83.120	25	..	..	<i>On Down Refuge</i>			..	..	..	..	..	..
83.446	70	90	90	70	90	90
83.446	60	90	90	60	90	90	60	65	70
84.097	CONISTON											

Cameron Ly

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**COALCLIFF (ILLAWARRA) - RENEWAL OF 366 AND 367
POINTS TO SIEMENS D84M MKIII**

The renewal of 366 & 367 Points at Coalcliff that was previously advertised in Weekly Notice 14 & 15 was cancelled. It will be commissioned on a new date to be confirmed.

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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
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
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
005 – 2017	TWP 150: Damaged or Missing Window Glass	06/04/17	16/04/17
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
016 – 2017	WAR 030 Minimum Standards	23/11/17	03/12/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
011 – 2018	Trial of C-Set trains fitted with ATP	19/07/18	29/07/18
012 – 2018	Control Circuit Failure	23/08/18	02/09/18
005 – 2018	OMET 242 Reverser handle jams in forward or reverse	18/08/18	28/08/18
006 – 2018	OMET 250 Applying power from the rear	18/08/18	28/08/18
008 – 2018	TWP 154 Responding to incapacitated Driver/Guard	18/08/18	28/08/18
013 – 2018	Trial of K sets fitted with ATP	17/08/18	27/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
005 – 2019	TWP 106: On Road Performance Assessment	31/01/19	10/02/19
001 – 2019	OMET 266: Operation of Y-set trains	21/02/19	03/03/19
003 - 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	03/03/19
012 – 2019	TWP 192: Working Trains Out of service	21/02/19	03/03/19
007 – 2019	TWP 136 Defective wheels	06/03/19	24/03/19
008 – 2019	TWP 190 Automatic Train Protection	06/03/19	24/03/19
009 – 2019	Train crew relieved in service & relay driver	06/03/19	24/03/19
010 – 2019	TWP 152 Disabled trains	06/03/19	24/03/19
011 – 2019	TWP 156: Operating doors	14/03/19	24/03/19
014 – 2019	OSCAR Internal Emergency Door Releases	14/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
022 - 2019	Exception to WAR 030 – Minimum Standards	03/10/19	13/10/19
008 - 2020	MOS for TTU Upgraded Tangara trains during testing	20/02/20	01/03/20
004 - 2020	TWP 124 Defective Brakes	20/05/20	08/06/20
005 - 2020	TWP 126 Defective Automatic Brakes	20/05/20	08/06/20
012 - 2020	WAR 202 Bogie Faults	20/05/20	08/06/20
011 - 2020	TWP 162 Train Crew Bell Signals	02/06/20	15/06/20
001 - 2020	Trial of Millennium trains fitted with ATP	12/06/20	21/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
001 - 2021	Waratah (A&B sets) fitted with ATP	03/11/21	15/11/21
005 - 2021	OMET 254 Topside preparation locations	05/03/21	15/03/21
006 - 2021	TWP 100 Responsibilities of Train Crews	23/03/21	05/04/21
007 - 2021	Operation of H sets fitted with ATP	10/05/21	24/05/21
008 - 2021	Transition (Emergency couplers on OSCAR trains)	14/07/21	26/07/21
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21

01
STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
003 - 2021	Use of Signal Key Switches	02/12/21	12/12/21
002 - 2021	Introduction of the NIMP	14/10/21	24/10/21

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

Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents
Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Forms	RailSafe Website	Online documents (or order as applicable)




Title *Status Sheet* *Date issued*

Train Working Procedures

TWP 100	TN 006 - 2021	April 2021
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	August 2020
TWP 114	4	November 2015
TWP 116	3	May 2012
TWP 118	TN 004 - 2019	April 2019
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	TN 004 - 2020	May 2019
TWP 126	TN 005 - 2020	May 2019
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136	TN 007 - 2019	March 2019
TWP 138	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	TN 005 - 2017	April 2017
TWP 152	TN 010 - 2019	March 2019
TWP 154	TN 008 - 2018	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	4	November 2015
TWP 162	TN 011- 2020	May 2019
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	TN 004 - 2017	July 2017
TWP 176	TN 008 - 2017	July 2017
TWP 182	1	November 2015
TWP 184	1	November 2015
TWP 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

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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

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Tuesday, 19 April 2022