

Chief Clerk

For the information of Employees and not for publication.

"SAFETY FIRST"—*Don't put off till to-morrow that which, for the cause of safety, you can do to-day.*

NEW SOUTH WALES RAILWAYS.

WEEKLY NOTICE—No. 41.

SATURDAY, OCTOBER 6, to FRIDAY, OCTOBER 12, 1923.

NOTE—The Weekly Notice contains Train Alterations and General Instructions affecting the working of the Lines.

The "Explanatory Notes" shown on page 1 of Main Suburban and Illawarra Working Books, and on the cover of the Northern, Western, and Southern Working Books, also apply to trains shown in the Weekly Notice.

Station Masters, Night Officers, Guards, Shunters, Signalmen, Drivers, and all others connected with the working of trains must see that they receive a copy not later than Friday morning in each week; and take care that all train alterations are made in ink in each Working Book.

Acknowledgments are not necessary, but it is the duty of all those who, from the nature of their duties, require these Notices to see that they get them; and, if not received, a telegram to that effect must be at once sent, addressed to "Despatch," Sydney. In the case of the Locomotive Branch, the Inspector of the District must be at once advised by wire.

Under this arrangement, absence of advice to the contrary is regarded as sufficient proof of receipt.

Arrangements in connection with Shows, Races, Picnics, and other events appear in Weekly Special Train Notice.

TRAIN ALTERATIONS. Main Suburban and West.

ADDITIONAL PASSENGER TRAIN, SYDNEY TO MOUNT VICTORIA
ON SATURDAYS.

Commencing on Saturday, October 6.

	No. 45		No. 45 —contd.
Engine to enter "Dive" at 12.45 p.m. (attached to engine for 1.5 p.m. North).	Pass. Sets. p.m.		Sats. p.m.
SYDNEY (No. 2 Plat.) Dep.	1 0	Linden Pass	3 9
	Main	Woodford "	3 14
	Line.	Lawson Arr.	3 23
Homebush Pass	1 15	Do Dep.	3 29
Parramatta Arr.	1 33	Wentworth Falls Arr.	3 40
Do Dep.	1/85	Do Dep.	3 42
Penrith Arr.	2 6	Leura Arr.	3 51
Do Dep.	2/11	Do Dep.	3 53
Emu Plains Pass	2 14	Katoomba Arr.	3 59
Glenbrook "	2 31	Do Dep.	4 1
Blaxland Junction "	2 37	Medlow Bath "	4 10
Valley Heights Arr.	2 50	Blackheath Arr.	4 15
Do Dep.	2/55	Do Dep.	4 18
Springwood "	2 59	MOUNT VICTORIA Arr.	4 26

No. 45 will call only where timed.
The usual Cheap Tickets to be issued by No. 45, vide page 13 of current Public Time-table Book.

OBERON BRANCH.

OPENING OF THE BRANCH LINE FROM TARANA TO OBERON.

Since Thursday, October 4.

The following regular Time-table is in operation:—

Distance from Sydney.		No. 1. Mixed. Week-days.	Distance from Oberon.		No. 2. Mixed. Week-days.
123 16	TARANA Dep.	p.m. 3 15	— —	OBERON Dep.	a.m. 11 50
129 17	Carlwood Arr.	3 40		Do Dep.	p.m. 12 5
	Do Dep.	3 45	3 27	Hazelgrove Arr.	12 12
134 72	Hazelgrove Arr.	4 18		Do Dep.	12 45
	Do Dep.	4 25	9 2	Carlwood Arr.	12 50
138 19	OBERON Arr.	4 40	16 3	Do Dep.	1 15
				TARANA Arr.	

Nos. 1 and 2 Mixed trains work all stations and sidings.

Main Suburban and North.

Commencing on Monday, October 8.

The 2.30 a.m. Pass. (No. 203) Sydney to Strathfield and empty thence to Hornsby, Week-days, will call at Thornleigh to set down passengers when required.

Station Master, Sydney, to hand written instructions to Guard and Driver before departure on Monday, Tuesday, and Wednesday, 8th, 9th, and 10th October.

NORTH-WEST LINE.

Since Tuesday, October 2.

The 4.5 p.m. Mail (No. 7) Sydney to Moree and 2.10 p.m. Mail (No. 8) Moree to Sydney, Week-days, have discontinued calling at Bommeri Ballast Siding to pick up and set down Permanent-way men, also to put out food.

Instructions shown on page 3 of Weekly Notice No. 39 are cancelled.

LOCAL APPENDIX, WESTERN DIVISION.

Pages 24, 35, and 174—

Opening of the Branch Line from Tarana to Oberon (West)—Since 3rd October, 1923, the Branch Line from Tarana to Oberon has been opened for traffic.

This line is unfenced, therefore Drivers must keep a sharp look-out for live-stock that may be straying, so as to be prepared to reduce speed or stop if necessary. It is classed as a "Pioneer" line, and the maximum speed of trains and light engines must not exceed 25 miles per hour during daylight and, in the case of engines not fitted with an Electric head-light, 15 miles per hour during dark.

The following are the stations, platforms, and sidings, with mileage from Sydney.

There are Officers in charge at Tarana and Oberon only. There are no Platforms at either Carlwood or Hazelgrove, but Waiting Sheds are provided.

Mileage for Rates Purposes.		Mile Post.	Station, Siding, or Platform.	Station No.	Parcels Obsolete Stamp No.	Sheep Seal No.	Crane or Jantry.		Weighbridge.		Goods Shed.	Carrriage Dock.	Sheep Race.	Cattle Race.	Loading Beam.	Engine Shed.	Carrriage Shed.	Standing room for Four-wheeled Wagons in Sidings.
From Sydney.	To Darling Harbour.						No.	Capacity.	No.	Capacity.								
m. 128	m. 124	B. P. 123 10	TARANA†	T 3			1	5	1	12	30 x 30	*	*	*				58
129	126	129 17	Carlwood	T 1														24
134	135	134 75	Hazelgrove	T 2														20
139	139	138 19	OSBERON†	T 3			1	2			30 x 12	*	*	*	60			69

† Ordinary Train Staff Stations. * Indicates that the various places shown thus are furnished with the requirements under the several headings; and, where there are blanks, accommodation is not provided.

Officers will be on duty as follows:—

Tarana—Week-days, always,

Sundays, 12.0 midnight (Saturday) to 8.0 a.m.; 8.0 p.m. to 12.0 midnight.

Oberon—Week-days, 7.30 a.m. to 6.0 p.m.

Sundays, no officer on duty.

The number of trucks of either sheep or cattle that can be dealt with without the use of an engine is as follows:—

Station.	Number of Trucks.
Tarana	7
Oberon	19

SYSTEM OF WORKING.

The system of working between Stations is as follows:—

Tarana—Oberon Ordinary Train Staff; Color—Red; Shape—Round.

TELEPHONE COMMUNICATION.

Telephone communication is provided as follows:—

No. 13A Circuit (West).

Tarana	• — •
Carlwood	• • •
Hazelgrove	• • •
Oberon	• • •

RESTRICTIONS REGARDING RUNNING OF ENGINES.

Specially fitted engines of the "A" class only will be run between Tarana and Oberon.

Opening of the Branch Line from Tarana to Oberon—continued.

ENGINE LOADS.

The following are the loads in tons, including Brake-van, that can be taken by all trains:—

Section.	"A" Class.
Down—	tons.
Tarana-Oberon	90
Up—	
Oberon-Tarana	245

Pinning Down Brakes—On the Up journey all trains must stop at Hazelgrove, and Drivers and Guards must see that a sufficient number of vehicle hand-brakes are applied to keep their trains under perfect control to Carlwood, where the trains are to be stopped and the hand-brakes released.

RUNNING TIMES FOR TRAINS AND LIGHT ENGINES.

The running times for Trains and Light Engines over the sections shown will be as follow:—

Distance.	Section.	Minutes.
m. c.	DOWN—	
6 1	Tarana—Carlwood	25
5 58	Carlwood—Hazelgrove	33
3 24	Hazelgrove—Oberon	15
	UP—	
3 24	Oberon—Hazelgrove	15
5 58	Hazelgrove—Carlwood	33
6 1	Carlwood—Tarana	25

Speed of Branch trains through Junction at Tarana, 10 miles per hour.

LEVEL CROSSINGS.

The following is a list of Level Crossings, with mileage of each from Sydney:—

Name of Crossing.	New Mileage from Sydney.	Under Control of	Name of Crossing.	New Mileage from Sydney.	Under control of
	miles. chains.			miles. chains.	
Private	123 55	Tarana.	Private	128 74	Tarana.
Public	123 71		Carlwood	129 8	
Private	123 79		Public	129 58	
"	124 10		Private	131 8	
"	124 16		"	132 76	
"	124 28		"	134 29	
"	124 57		Public	134 35	
"	124 78		Hazelgrove	135 1	
"	125 30		Public	135 53	
Public	125 37		Private	135 66	Oberon.
Private	125 46		Public	136 8	
"	126 9		Private	136 24	
Public	126 22		Public	136 43	
Private	126 48		"	136 64	
"	127 12		Private	137 21	
"	127 51	"	137 37		
Public	128 38	Public	137 68		

Opening of the Branch Line from Tarana to Oberon—*continued.*

SHARP CURVES.

The following is a list of the curves of 15 chains radius and under:—

Locality.	Extent of Curve.		Radius of Curve.	Locality.	Extent of Curve.		Radius of Curve.
	From.	To.			From.	To.	
	m. ch.	m. ch.	chains.		m. ch.	m. ch.	chains.
	123 48	123 66	10		130 73	130 78	5
	123 67	123 76	8		130 78	131 2	8
	124 1	124 8	8		131 10	131 17	5
	124 32	124 41	5		131 20	131 32	5
	124 43	124 52	6		131 33	131 39	8
	124 60	124 67	5		131 43	131 54	15
	124 67	124 76	5		131 63	131 77	10
	124 77	125 3	5		132 10	132 17	5
	125 10	125 31	15		132 17	132 21	6
Tarana--	125 48	125 57	12		132 23	132 31	8½
Carlwood	125 60	125 73	12	Carlwood--	132 31	132 37	9
	126 37	128 42	8	Hazelgrove ...	132 56	132 64	5
	126 53	126 58	5		132 65	132 71	5
	127 21	127 30	12		132 71	133 1	10
	127 33	127 44	8		133 2	133 10	5
	127 54	127 60	8		133 12	133 23	5
	127 69	127 75	5		133 28	133 34	5
	127 78	128 4	5		133 49	133 54	5
	128 4	128 12	5		133 55	133 61	5
	128 13	128 22	8		133 62	133 67	8
	128 25	128 39	10		133 67	133 77	10
	129 32	129 42	10		133 77	134 3	5
	129 43	129 52	8		134 21	134 31	10
	129 56	129 65	12		134 32	134 46	15
Carlwood -	129 72	130 1	8		135 25	135 36	10
Hazelgrove	130 2	130 12	5	Hazelgrove...	135 72	136 1	12
	130 12	130 21	5	Oberon	136 6	136 15	10
	130 24	130 38	8		136 17	136 28	10
	130 42	130 49	5		137 57	137 66	15
	130 65	130 73	8		137 71	138 0	15

Rates and charges for the conveyance of Merchandise and Live-stock over the Railway from Tarana to Oberon, and which traffic has been or is to be carried over other portions of the Railways, before or after reaching Tarana.

COACHING TRAFFIC.

Fares and Rates will be computed on the through Mileage from starting point to destination at the rates shown in By-law 608 (Passenger Fares and Coaching Rates Book, dated 1st May, 1922) and any subsequent amendments thereto.

GOODS TRAFFIC.

The through Mileage rates will be levied on all Goods and Live-stock hauled to and from this Extension excepting that the maximum tonnage rates from Darling Harbour and Newcastle to stations on the Extension (for the traffic specified), and Wool rates from stations on the Extension to Darling Harbour and Newcastle, will be as shown hereunder:—

The maximum tonnage rates will be as under:—

Description of Traffic.	From Darling Harbour and intermediate stations.		From Newcastle and intermediate stations.	
	Per Ton.		Per Ton.	
	£	s. d.	£	s. d.
<i>For one Consignee.</i>				
Sugar, Golden Syrup, Treacle, Rice and Kerosene, or any of them, conveyed in four-wheeled truck loads of not less than 8 tons.	6	4 0	6	10 0
Gunpowder and Explosives.....	12	16 8	12	16 8

Opening of the Branch Line from Tarana to Oberon—*continued.*

Wool Rates.

Station From—	To Darling Harbour or Alexandria.	
	Scoured Wool.	Greasy Wool.
	Minimum 1 ton.	Minimum 1 ton.
	£ s. d.	£ s. d.
Tarana	2 16 10	2 11 8
Carlwood	2 19 7	2 14 2
Hazelgrove.....	3 2 4	2 16 8
Oberon	3 3 9	3 17 11

STATION DISTINGUISHING BRANDS.

The following Brands have been allotted to the stations mentioned, and the necessary additions should be made to the lists, the principal senders of traffic being informed accordingly:—

Station.	Brand.
Tarana	TAR
Carlwood.....	COD
Hazelgrove	HAZ
Oberon.....	OBR

SIGNALLING AND INTERLOCKING ARRANGEMENTS.

TARANA.

Signal-box "A"—All points and signals shown thus (2) on the diagram will be worked from Signal-box "A."

Frame "B"—Nos. 1 and 3 Levers in Frame "B" will be unlocked by key from Levers Nos. 31 and 32, respectively, in Signal-box "A," and must be operated in accordance with Regulation "G" of Weekly Notice No. 37 of 1920.

Accepting or allowing Trains to Approach—The Signalman at Tarana may give permission for trains to approach, provided the line is clear to the points indicated hereafter:—

On Line.	May accept from—	When Line is clear to—	By—
Down Main	Sodwalls	(a) No. 5 Down Main Starting Signal (No. 123/5) when No. 11 points are normal. (b) A point on the Branch Line opposite No. 5 Down Main Starting Signal when No. 11 points are reversed and the Signalman is in possession of the Ordinary Train Staff for the section Tarana—Oberon.	Block Instrument.
Up Main ...	Automatic Signal, 123/8.	Runaway Catch-points in advance of No. 21 Up Main Starting Signal.	
			Pulling over No. 24 Accepting Lever.

Shunting back outside Up Home Signal—Shunting back outside the Up Home signal (No. 28) in the direction of Locksley is prohibited.

Runaway Catch-points—Runaway Catch-points are provided in the Up Main line at Tarana, situated 157 feet in advance of the Up Starting signal.

Temporary Construction Siding—A temporary construction siding, situated between the Up Home Signal and the Landmark on the Branch Line, will be retained until further notice for use by the Construction Branch, and the method of working will be as follows:—

The Points in the Branch Line and the Catch-points in the Siding will be connected to a Ground Lever secured by Duplex and Bracket Lock "C." The Bracket Lock will be unlocked by key on the Ordinary Train Staff for the section Tarana—Oberon, and must be operated in accordance with Regulation "C" on page 55 of the General Appendix.

Opening of the Branch Line from Tarana to Oberon—continued.

SIDINGS AT CARLWOOD AND HAZELGROVE.

No. 1 Lever in Frames "A" and "B" at both Carlwood and Hazelgrove will be unlocked by key on the Ordinary Train Staff for the section Tarana—Oberon, and must be operated in accordance with Regulation "B" on page 55 of the General Appendix.

OBERON.

Lever "A"—The Down Home signal will be worked from Lever "A" fixed at the Sydney end of the Platform as shown upon the diagram. Lever "A" will be fitted with front and rear locks—the key from the front lock will unlock No. 1 Lever in Frames "B" and "C" and Lever "E," and the key from the rear lock will act as a Closing Key. When Lever "A" has been pulled over, the Closing Key must be removed from the rear lock and locked up in the Box provided for the purpose on the Platform.

Frames "B" and "C" and Lever "E"—No. 1 Lever in Frames "B" and "C" and Lever "E" will be unlocked by key from the front lock on Lever "A," and must be operated in accordance with Regulation "G" of Weekly Notice No. 37 of 1920.

Frame "D"—No. 1 Lever in Frame "D" will be unlocked by key on the Ordinary Train Staff for the section Tarana—Oberon, and must be operated in accordance with Regulation "B" on page 55 of the General Appendix.

CANCELLATION OF INSTRUCTIONS.

The following instructions relative to Tarana will be cancelled:—

Interlocking arrangements on page 138 of the Local Appendix, Western Division.

Interlocking arrangements on page 1 of Circular No. 206 of 1916, and that portion of the diagram relative to Tarana.

Local Appendix, Western Division, Passenger Fares and Coaching Rates, Merchandise and Live-stock Rates Books, Public and Working Time-tables, also Alphabetical List of Stations and Platforms, Intermediate Sidings, and Colliery Lines to be posted accordingly. (W.N. 41—1923.)

LOCAL APPENDIX—NORTHERN DIVISION.

Page 1—

Names and Addresses of Officers, Inspectors, and others—With reference to the instruction on this subject issued in Weekly Notice No. 39 of 1923, Sub-Inspector William Armstrong's address is now Goobar Street, Narrabri West. (A. 23—7,211—367.) (W.N. 41—1923.)

WORKING TIME-TABLE—NORTHERN DIVISION.

Page 158—

Running Times of Trains and Light Engines—The running time for Excursion Trains from Kentucky to Walcha Road is 35 minutes.

Page 158 of the Northern Working Time-table to be amended accordingly. (W.N. 41—1923.)

C. A. HODGSON,

Chief Traffic Manager.

Office of the Chief Traffic Manager,
Sydney, 4th October, 1923.