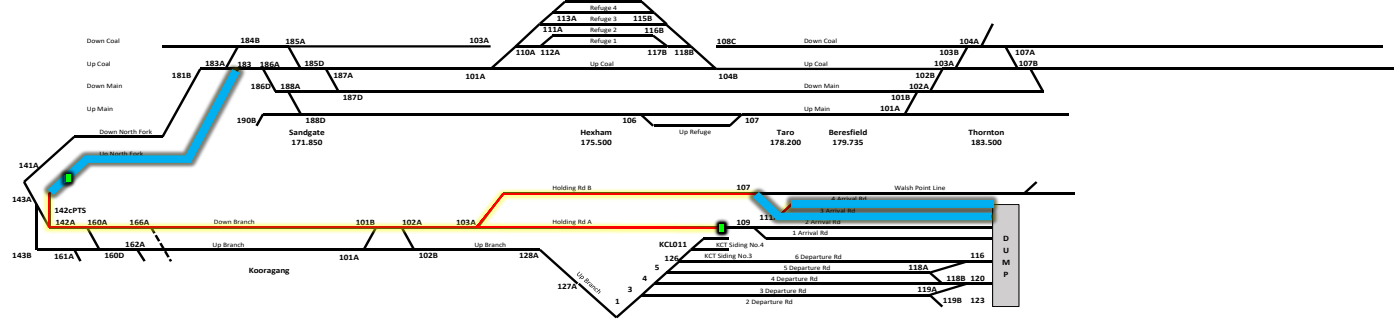


L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
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JOB #: S01
 START DATE/TIME: 01/10/2024 8:00
 MACHINE: LINMAG SF02
 WORKING DIRECTION: COUNTRY
 NUMBER OF SHIFTS: 3
 SHIFT TYPE: SINGLE (10H)
 SUPERVISOR (AM): ROD HETTIGER 0422 705 749
 CERTIFIER (AM): ROD HETTIGER 0422 705 749
 TO (AM): AMIN NEMATOLLAHI 0470 226 856
 SIGNAL ELECT (AM): NR
 SUPERVISOR (PM):
 CERTIFIER (PM):
 TO (PM):
 SIGNAL ELECT (PM):



L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
1	Tue 01/10 08:00		PUT-ON	0:15	HOLDING RD A - K'GANG	HOLDING RD A - K'GANG	175.000	175.000	0.000		
	Tue 01/10 08:15	1	Transfer	0:03	HOLDING ROAD A		175.000	173.700	1.300		
	Tue 01/10 08:18	2	Cross	0:05	103A PTS K'GANG		173.700	173.700	0.000		
	Tue 01/10 08:23	3	Transfer	0:04	HOLDING ROAD B		173.700	175.012	1.312		
	Tue 01/10 08:27	4	Cross	0:05	107 PTS K'GANG		175.012	175.012	0.000		
	Tue 01/10 08:32	5	Transfer	0:01	ARRIVAL ROAD NO3 - KGANG		175.012	175.200	0.188		
	Tue 01/10 08:33	6	Cross	0:05	111A PTS K'GANG		175.200	175.200	0.000		
	Tue 01/10 08:38	7	Transfer	0:00	ARRIVAL ROAD NO4 - KGANG		175.200	175.200	0.000		

- [1] AXLE COUNTER (175.303-175.303)
- [2] AXLE COUNTER (175.371-175.371)
- [3] AXLE COUNTER (175.521-175.521)
- [4] AXLE COUNTER (176.321-176.321)
- [5] AXLE COUNTER (176.669-176.669)
- [6] AXLE COUNTER (176.819-176.819)
- [7] AXLE COUNTER (176.883-176.883)

2	Tue 01/10 08:40		GRIND	6:30	ARRIVAL ROAD NO4 - KGANG	ARRIVAL ROAD NO4 - KGANG	175.200	177.068	1.868	1	
	Tue 01/10 15:10	1	Transfer	0:05	ARRIVAL ROAD NO4 - KGANG		177.068	175.200	1.868		
	Tue 01/10 15:15	2	Cross	0:05	111A PTS K'GANG		175.200	175.200	0.000		
	Tue 01/10 15:20	3	Transfer	0:01	ARRIVAL ROAD NO3 - KGANG		175.200	175.012	0.188		
	Tue 01/10 15:21	4	Cross	0:05	107 PTS K'GANG		175.012	175.012	0.000		
	Tue 01/10 15:26	5	Transfer	0:04	HOLDING ROAD B		175.012	173.700	1.312		
	Tue 01/10 15:30	6	Cross	0:05	103A PTS K'GANG		173.700	173.700	0.000		
	Tue 01/10 15:35	7	Transfer	0:08	HOLDING ROAD A		173.700	175.000	1.300		
3	Tue 01/10 15:45		DESWARF	0:15	HOLDING RD A - K'GANG	HOLDING RD A - K'GANG	175.000	175.000	0.000		
4	Tue 01/10 16:00		STABLE	0:15	HOLDING RD A - K'GANG	HOLDING RD A - K'GANG	175.000	175.000	0.000		
	Tue 01/10 16:15		BREAK	15:45							
5	Wed 02/10 08:00		EXIT	0:15	HOLDING RD A - K'GANG	HOLDING RD A - K'GANG	175.000	175.000	0.000		
	Wed 02/10 08:15	1	Transfer	0:03	HOLDING ROAD A		175.000	173.700	1.300		
	Wed 02/10 08:18	2	Cross	0:05	103A PTS K'GANG		173.700	173.700	0.000		
	Wed 02/10 08:23	3	Transfer	0:04	HOLDING ROAD B		173.700	175.012	1.312		
	Wed 02/10 08:27	4	Cross	0:05	107 PTS K'GANG		175.012	175.012	0.000		
	Wed 02/10 08:32	5	Transfer	0:05	ARRIVAL ROAD NO3 - KGANG		175.012	175.021	0.009		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											Assess for defects prior to completing
											[1] AXLE COUNTER (175.135-175.135)
											[2] AXLE COUNTER (175.303-175.303)
											[3] AXLE COUNTER (175.371-175.371)
											[4] AXLE COUNTER (175.521-175.521)
											[5] AXLE COUNTER (176.301-176.301)
											[6] AXLE COUNTER (176.662-176.662)
											[7] AXLE COUNTER (176.812-176.812)
											[8] AXLE COUNTER (176.883-176.883)
											[9] AXLE COUNTER (176.973-176.973)
											[10] E:04780747-001 (175.160-175.238)
											[11] E:04780748-001 (175.160-175.238)
											[12] E:04867431-001 (175.185-175.185)
6	Wed 02/10 08:40		GRIND	7:05	ARRIVAL ROAD NO3 - KGANG	ARRIVAL ROAD NO3 - KGANG	175.021	177.053	2.032	1	[13] E:04902674-001 (175.200-175.200)
	Wed 02/10 15:45	1	Transfer	0:05	ARRIVAL ROAD NO3 - KGANG		177.053	175.200	1.853		
	Wed 02/10 15:50	2	Cross	0:05	111A PTS K'GANG		175.200	175.200	0.000		
	Wed 02/10 15:55	3	Transfer	0:01	ARRIVAL ROAD NO3 - KGANG		175.200	175.012	0.188		
	Wed 02/10 15:56	4	Cross	0:05	107 PTS K'GANG		175.012	175.012	0.000		
	Wed 02/10 16:01	5	Transfer	0:04	HOLDING ROAD B		175.012	173.700	1.312		
	Wed 02/10 16:05	6	Cross	0:05	103A PTS K'GANG		173.700	173.700	0.000		
	Wed 02/10 16:10	7	Transfer	0:08	HOLDING ROAD A		173.700	175.000	1.300		
7	Wed 02/10 16:20		DESWARF	0:15	HOLDING RD A - K'GANG	HOLDING RD A - K'GANG	175.000	175.000	0.000		
8	Wed 02/10 16:35		STABLE	0:15	HOLDING RD A - K'GANG	HOLDING RD A - K'GANG	175.000	175.000	0.000		
	Wed 02/10 16:50		BREAK	15:10							
9	Thu 03/10 08:00		EXIT	0:15	HOLDING RD A - K'GANG	HOLDING RD A - K'GANG	175.000	175.000	0.000		
	Thu 03/10 08:15	1	Transfer	0:03	HOLDING ROAD A		175.000	173.700	1.300		
	Thu 03/10 08:18	2	Cross	0:05	103A PTS K'GANG		173.700	173.700	0.000		
	Thu 03/10 08:23	3	Transfer	0:01	DOWN BRANCH - KGANG		173.700	173.557	0.143		
	Thu 03/10 08:24	4	Cross	0:05	102A PTS K'GANG		173.557	173.557	0.000		
	Thu 03/10 08:29	5	Transfer	0:00	DOWN BRANCH - KGANG		173.557	173.544	0.013		
	Thu 03/10 08:29	6	Cross	0:05	101B PTS K'GANG		173.544	173.544	0.000		
	Thu 03/10 08:34	7	Transfer	0:08	DOWN BRANCH - KGANG		173.544	170.970	2.574		
	Thu 03/10 08:42	8	Cross	0:05	166 PTS K'GANG		170.970	170.970	0.000		
	Thu 03/10 08:47	9	Transfer	0:00	DOWN BRANCH - KGANG		170.970	170.856	0.114		
	Thu 03/10 08:47	10	Cross	0:05	160A PTS K'GANG		170.856	170.856	0.000		
	Thu 03/10 08:52	11	Transfer	0:02	DOWN BRANCH - KGANG		170.856	170.104	0.752		
	Thu 03/10 08:54	12	Cross	0:05	142B PTS K'GANG		170.104	170.104	0.000		
	Thu 03/10 08:59	13	Transfer	0:00	UP NORTH FORK		170.104	169.066	1.038		
	Thu 03/10 08:59	14	Cross	0:05	142A CPTS K'GANG		169.066	169.066	0.000		
	Thu 03/10 09:04	15	Transfer	0:00	UP NORTH FORK		169.066	169.096	0.030		
											[1] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-171.500)
											[2] E:04798765-001 (169.449-169.460)
											[3] E:04827891-001 (169.605-169.660)
											[4] E:04827890-001 (169.616-169.618)
											[5] E:04827881-001 (169.702-169.704)
											[6] E:04798766-001 (169.812-169.818)
											[7] E:04814270-001 (169.875-169.876)
											[8] E:04798767-001 (170.284-170.296)
											[9] E:04782944-001 (171.432-171.502)
											[10] E:04782945-001 (171.432-171.502)
											[11] E:04901803-001 (171.200-171.365)
											[12] E:04901801-001 (171.184-171.184)
10	Thu 03/10 09:05		GRIND	8:15	UP NORTH FORK	UP NORTH FORK	169.096	171.492	2.396	1	
	Thu 03/10 17:20	1	Transfer	0:10	UP NORTH FORK		171.492	169.449	2.043		
11	Thu 03/10 17:30		DESWARF	0:20	169.449 - 169.460 : LXING SERVICE HANBURY JC	169.449 - 169.460 : LXING SERVICE HANBURY JC	169.449	169.460	0.011	1	PASSIVE - LXING - UP NORTH FORK - SERVICE LEVEL CROSSING
	Thu 03/10 17:50	1	Transfer	0:00	UP NORTH FORK		169.460	169.481	0.021		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
12	Thu 03/10 17:50		TAKE-OFF	0:15	UP NORTH FORK	UP NORTH FORK	169.481	169.481	0.000		
	Thu 03/10 18:05		BREAK	0:00							
END OF CLOSEDOWN											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
JOB #: S02 START DATE/TIME: 01/10/2024 18:00 MACHINE: LORAM - VM8000 2 WORKING DIRECTION: COUNTRY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H) <hr/> SUPERVISOR (AM): CERTIFIER (AM): TO (AM): <hr/> SIGNAL ELECT (AM): SUPERVISOR (PM): ANDREW JARVIE 0430 419 135 CERTIFIER (PM): ANDREW JARVIE 0430 419 135 TO (PM): DAVID SHORE 0420 431 333 SIGNAL ELECT (PM): PO TO TEST FOR DETECTION											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
Maitland CPO until 2200 Will need to coordinate transfers with S05 Rhomberg 08-475 [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)											
1	Tue 01/10 18:00		PUT-ON	0:15		UP COAL	192.390	192.390	0.000		
	Tue 01/10 18:15	1	Transfer	0:02		UP COAL	192.390	192.763	0.373		
	Tue 01/10 18:17	2	Cross	0:05		410 PTS MAITLAND	192.763	192.763	0.000		
	Tue 01/10 18:22	3	Transfer	0:00		DOWN MAIN	192.763	192.773	0.010		
	Tue 01/10 18:22	4	Cross	0:10		413A PTS MAITLAND	192.773	192.773	0.000		
2	Tue 01/10 18:35		GRIND THRU RD	1:30		UP MAIN NORTH	192.849	192.849	0.000	3	[1] E:04819981-001 (192.849-192.849)*
3	Tue 01/10 20:05		GRIND TOUT RD	1:30		UP MAIN NORTH	192.849	192.849	0.000	3	[1] E:04819982-001 (192.849-192.849)*
	Tue 01/10 21:35	1	Cross	0:05		414B PTS MAITLAND	192.849	192.849	0.000		
	Tue 01/10 21:40	2	Transfer	0:02		UP MAIN NORTH	192.849	193.309	0.460		
	Tue 01/10 21:42	3	Cross	0:05		416A PTS MAITLAND	193.309	193.309	0.000		
	Tue 01/10 21:47	4	Transfer	0:09		UP MAIN NORTH	193.309	194.058	0.749		
4	Tue 01/10 22:00		GRIND THRU RD	1:30		UP MAIN NORTH	194.058	194.136	0.078	3	[1] AXLE COUNTER (194.124-194.124) [2] E:04819972-001 (194.058-194.136)*
5	Tue 01/10 23:30		GRIND TOUT RD	1:30		UP MAIN NORTH	194.058	194.136	0.078	3	[1] AXLE COUNTER (194.124-194.124) [2] E:04819973-001 (194.058-194.136)*
6	Wed 02/10 01:00		GRIND THRU RD	1:30		UP MAIN NORTH	194.136	194.241	0.105	3	[1] E:04780738-001 (194.136-194.241)*
7	Wed 02/10 02:30		GRIND TOUT RD	1:30		UP MAIN NORTH	194.136	194.241	0.105	3	[1] E:04780739-001 (194.136-194.241)*
	Wed 02/10 04:00	1	Transfer	0:00		UP MAIN NORTH	194.241	194.390	0.149		
8	Wed 02/10 04:00		GRIND THRU RD	0:00		UP MAIN NORTH	194.390	194.501	0.111	C	CONTINGENCY [1] E:04780745-001 (194.390-194.501)* [2] E:04777482-001 (194.440-194.440)
9	Wed 02/10 04:00		GRIND TOUT RD	0:00		UP MAIN NORTH	194.390	194.501	0.111	C	CONTINGENCY [1] E:04780746-001 (194.390-194.501)* [2] E:04777482-001 (194.440-194.440)
	Wed 02/10 04:00	1	Transfer	0:00		UP MAIN NORTH	194.501	194.440	0.061		
	Wed 02/10 04:00	2	Cross	0:05		422D PTS FARLEY	194.440	194.440	0.000		
	Wed 02/10 04:05	3	Transfer	0:02		UP MAIN NORTH	194.440	194.125	0.315		
	Wed 02/10 04:07	4	Cross	0:05		421A PTS FARLEY	194.125	194.125	0.000		
	Wed 02/10 04:12	5	Transfer	0:00		UP MAIN NORTH	194.125	194.115	0.010		
	Wed 02/10 04:12	6	Cross	0:05		420B PTS FARLEY	194.115	194.115	0.000		
	Wed 02/10 04:17	7	Transfer	0:05		UP MAIN NORTH	194.115	193.309	0.806		
	Wed 02/10 04:22	8	Cross	0:05		416A PTS MAITLAND	193.309	193.309	0.000		
	Wed 02/10 04:27	9	Transfer	0:03		UP MAIN NORTH	193.309	192.849	0.460		
	Wed 02/10 04:30	10	Cross	0:05		414B PTS MAITLAND	192.849	192.849	0.000		
	Wed 02/10 04:35	11	Cross	0:05		413A PTS MAITLAND	192.773	192.773	0.000		
	Wed 02/10 04:40	12	Transfer	0:00		DOWN MAIN	192.773	192.763	0.010		
	Wed 02/10 04:40	13	Cross	0:05		410 PTS MAITLAND	192.763	192.763	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
	Wed 02/10 04:45	14	Transfer	0:02	UP COAL		192.763	192.390	0.373		
10	Wed 02/10 04:50		TAKE-OFF	0:15	UP COAL	UP COAL	192.390	192.390	0.000		[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
	Wed 02/10 05:05		BREAK	12:55							
11	Wed 02/10 18:00		PUT-ON	0:15	REFUGE LOOP NO5 - HEXHAM	REFUGE LOOP NO5 - HEXHAM	176.460	176.460	0.000		[1] ACTIVE LXING - HEXHAM (176.384-176.624)
	Wed 02/10 18:15	1	Transfer	0:00	REFUGE LOOP NO5 - HEXHAM		176.460	176.598	0.138		
	Wed 02/10 18:15	2	Cross	0:05	104B PTS HEXHAM		176.598	176.598	0.000		
	Wed 02/10 18:20	3	Transfer	0:06	UP COAL		176.598	176.536	0.062		
12	Wed 02/10 18:30		GRIND THRU RD	1:30	UP COAL	104B PTS HEXHAM	176.536	176.624	0.088	3	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] ACTIVE LXING - HEXHAM (176.598-176.624) [3] E:04795539-001 (176.536-176.624)*
13	Wed 02/10 20:00		GRIND TOUT RD	1:30	UP COAL	104B PTS HEXHAM	176.536	176.624	0.088	3	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] ACTIVE LXING - HEXHAM (176.598-176.624) [3] E:04795540-001 (176.536-176.624)*
	Wed 02/10 21:30	1	Transfer	0:00	UP COAL		176.624	176.598	0.026		
	Wed 02/10 21:30	2	Cross	0:05	104B PTS HEXHAM		176.598	176.598	0.000		
	Wed 02/10 21:35	3	Transfer	0:15	UP COAL		176.598	174.073	2.525		
	Wed 02/10 21:50	4	Cross	0:05	101A PTS HEXHAM		174.073	174.073	0.000		
	Wed 02/10 21:55	5	Transfer	0:04	UP COAL		174.073	174.049	0.024		
14	Wed 02/10 22:00		GRIND THRU RD	1:30	UP COAL	101A PTS HEXHAM	174.049	174.128	0.079	3	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] E:04795537-001 (174.049-174.128)* [3] E:04845077-001 (174.049-174.069)
15	Wed 02/10 23:30		GRIND TOUT RD	1:30	UP COAL	101A PTS HEXHAM	174.049	174.128	0.079	3	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] E:04795538-001 (174.049-174.128)* [3] E:04845077-001 (174.049-174.069)
	Thu 03/10 01:00	1	Transfer	0:00	UP COAL		174.128	174.073	0.055		
	Thu 03/10 01:00	2	Cross	0:05	101A PTS HEXHAM		174.073	174.073	0.000		
	Thu 03/10 01:05	3	Transfer	0:13	UP COAL		174.073	171.829	2.244		
	Thu 03/10 01:18	4	Cross	0:05	187A PTS SANDGATE		171.829	171.829	0.000		
	Thu 03/10 01:23	5	Transfer	0:00	UP COAL		171.829	171.817	0.012		
	Thu 03/10 01:23	6	Cross	0:06	185D PTS SANDGATE		171.817	171.817	0.000		
	Thu 03/10 01:29	7	Cross	0:05	185A PTS SANDGATE		171.701	171.701	0.000		
	Thu 03/10 01:34	8	Transfer	0:01	DOWN COAL		171.701	171.594	0.107		
	Thu 03/10 01:35	9	Cross	0:10	184B PTS SANDGATE		171.594	171.594	0.000		
16	Thu 03/10 01:45		GRIND THRU RD	0:00	UP COAL	183A PTS SANDGATE	171.365	171.436	0.071	C	CONTINGENCY [1] E:04818731-001 (171.365-171.436)*
17	Thu 03/10 01:45		GRIND TOUT RD	0:00	UP COAL	183A PTS SANDGATE	171.365	171.436	0.071	C	CONTINGENCY [1] E:04818732-001 (171.365-171.436)*
	Thu 03/10 01:45	1	Cross	0:05	183A PTS SANDGATE		171.363	171.363	0.000		
	Thu 03/10 01:50	2	Transfer	0:01	UP COAL		171.363	171.502	0.139		
	Thu 03/10 01:51	3	Cross	0:05	183D PTS SANDGATE		171.502	171.502	0.000		
	Thu 03/10 01:56	4	Transfer	0:14	UP NORTH FORK		171.502	169.066	2.436		
	Thu 03/10 02:10	5	Cross	0:05	142A CPTS K'GANG		169.066	169.066	0.000		
	Thu 03/10 02:15	6	Transfer	0:05	UP NORTH FORK		169.066	169.060	0.006		
18	Thu 03/10 02:20		GRIND THRU RD	0:00	UP NORTH FORK	142A CPTS K'GANG	169.060	169.070	0.010	C	CONTINGENCY [1] E:04798774-001 (169.060-169.070)*
	Thu 03/10 02:20	1	Transfer	0:00	UP NORTH FORK		169.070	169.066	0.004		
	Thu 03/10 02:20	2	Cross	0:05	142A CPTS K'GANG		169.066	169.066	0.000		
	Thu 03/10 02:25	3	Transfer	0:00	UP NORTH FORK		169.066	170.104	1.038		
	Thu 03/10 02:25	4	Cross	0:05	142B PTS K'GANG		170.104	170.104	0.000		
	Thu 03/10 02:30	5	Transfer	0:05	DOWN SOUTH FORK		170.104	170.037	0.067		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
19	Thu 03/10 02:35		GRIND THRU RD	1:30		DOWN BRANCH - KGANG	170.037	170.089	0.052	3	[1] E:04798772-001 (170.037-170.089)* [2] E:04899162-001 (170.104-170.104) [3] E:04899158-001 (170.104-170.104)
20	Thu 03/10 04:05		GRIND TOUT RD	1:30		DOWN BRANCH - KGANG	170.037	170.089	0.052	3	[1] E:04798773-001 (170.037-170.089)* [2] E:04899162-001 (170.104-170.104)
21	Thu 03/10 05:35		STABLE	0:15		142B PTS K'GANG	170.089	170.089	0.000		[3] E:04899158-001 (170.104-170.104)
	Thu 03/10 05:50		BREAK	12:10							
22	Thu 03/10 18:00		EXIT	0:10		142B PTS K'GANG	170.089	170.089	0.000		
	Thu 03/10 18:10	1	Transfer	0:00		DOWN SOUTH FORK	170.089	170.104	0.015		
	Thu 03/10 18:10	2	Cross	0:05		142B PTS K'GANG	170.104	170.104	0.000		
	Thu 03/10 18:15	3	Transfer	0:08		DOWN BRANCH - KGANG	170.104	170.830	0.726		
23	Thu 03/10 18:20		GRIND THRU RD	0:00		DOWN BRANCH - KGANG	170.830	170.916	0.086	C	CONTINGENCY [1] MANUAL POINTS WINDING (170.856-170.856) [2] E:04818733-001 (170.830-170.916)*
24	Thu 03/10 18:20		GRIND TOUT RD	0:00		DOWN BRANCH - KGANG	170.830	170.916	0.086	C	CONTINGENCY [1] MANUAL POINTS WINDING (170.856-170.856) [2] E:04819978-001 (170.830-170.916)*
	Thu 03/10 18:20	1	Transfer	0:00		DOWN BRANCH - KGANG	170.916	170.970	0.054		
	Thu 03/10 18:20	2	Cross	0:05		166 PTS K'GANG	170.970	170.970	0.000		
	Thu 03/10 18:25	3	Transfer	0:04		DOWN BRANCH - KGANG	170.970	170.970	0.000		
25	Thu 03/10 18:20		GRIND TOUT RD	1:30		DOWN BRANCH - KGANG	170.970	170.970	0.000	1	[1] E:04818735-001 (170.933-171.022) [2] E:04863436-001 (170.970-170.970)* [3] E:04863437-001 (170.970-170.970)
26	Thu 03/10 19:50		GRIND THRU RD	1:30		DOWN BRANCH - KGANG	170.970	170.970	0.000	1	[1] E:04818734-001 (170.933-171.022) [2] E:04863436-001 (170.970-170.970) [3] E:04863437-001 (170.970-170.970)*
	Thu 03/10 21:20	1	Transfer	0:15		DOWN BRANCH - KGANG	170.970	173.544	2.574		
	Thu 03/10 21:35	2	Cross	0:05		101B PTS K'GANG	173.544	173.544	0.000		
	Thu 03/10 21:40	3	Transfer	0:00		DOWN BRANCH - KGANG	173.544	173.557	0.013		
	Thu 03/10 21:40	4	Cross	0:05		102A PTS K'GANG	173.557	173.557	0.000		
	Thu 03/10 21:45	5	Transfer	0:01		DOWN BRANCH - KGANG	173.557	173.700	0.143		
	Thu 03/10 21:46	6	Cross	0:05		103A PTS K'GANG	173.700	173.700	0.000		
	Thu 03/10 21:51	7	Transfer	0:08		HOLDING ROAD B	173.700	175.012	1.312		
	Thu 03/10 21:59	8	Cross	0:05		107 PTS K'GANG	175.012	175.012	0.000		
	Thu 03/10 22:04	9	Transfer	0:05		ARRIVAL ROAD NO3 - KGANG	175.012	175.160	0.148		
27	Thu 03/10 21:50		GRIND THRU RD	1:30		HOLDING ROAD B	175.160	175.238	0.078	3	[1] E:04780747-001 (175.160-175.238)* [2] E:04902674-001 (175.200-175.200) [1] E:04780748-001 (175.160-175.238)* [2] E:04867431-001 (175.185-175.185)
28	Thu 03/10 23:20		GRIND TOUT RD	1:30		HOLDING ROAD B	175.160	175.238	0.078	3	[3] E:04902674-001 (175.200-175.200)
	Fri 04/10 00:50	1	Transfer	0:00		ARRIVAL ROAD NO3 - KGANG	175.238	175.200	0.038		
	Fri 04/10 00:50	2	Cross	0:05		111A PTS K'GANG	175.200	175.200	0.000		
	Fri 04/10 00:55	3	Transfer	0:01		ARRIVAL ROAD NO3 - KGANG	175.200	175.012	0.188		
	Fri 04/10 00:56	4	Cross	0:05		107 PTS K'GANG	175.012	175.012	0.000		
	Fri 04/10 01:01	5	Transfer	0:08		HOLDING ROAD B	175.012	173.700	1.312		
	Fri 04/10 01:09	6	Cross	0:05		103A PTS K'GANG	173.700	173.700	0.000		
	Fri 04/10 01:14	7	Transfer	0:05		HOLDING ROAD A	173.700	173.700	0.000		
29	Fri 04/10 01:10		GRIND THRU RD	1:30		DOWN BRANCH - KGANG	173.700	173.748	0.048	3	[1] E:04782950-001 (173.700-173.748)*
30	Fri 04/10 02:40		GRIND TOUT RD	1:30		DOWN BRANCH - KGANG	173.700	173.748	0.048	3	[1] E:04782951-001 (173.700-173.748)*
	Fri 04/10 04:10	1	Transfer	0:07		HOLDING ROAD A	173.748	175.000	1.252		
31	Fri 04/10 04:20		TAKE-OFF	0:15		HOLDING RD A - K'GANG	175.000	175.000	0.000		
	Fri 04/10 04:35		BREAK	0:00							

END OF CLOSEDOWN

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
JOB #: S03 START DATE/TIME: 01/10/2024 8:00 MACHINE: LOR JAX 1 WORKING DIRECTION: COUNTRY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H) SUPERVISOR (AM): DAVID LATIMER 0408 457 334 (SHIFT 1 &2) CERTIFIER (AM): DAVID LATIMER 0408 457 334 (SHIFT 1 &2) TO (AM): ALLAN CLARK 0413 075 130 (SHIFT 1&2) SIGNAL ELECT (AM): DANIEL BONARIUS 0417 025 156 (SHIFT 1&2) SUPERVISOR (PM): DAVID LATIMER 0408 457 334 (SHIFT 3) CERTIFIER (PM): DAVID LATIMER 0408 457 334 (SHIFT 3) TO (PM): ALLAN CLARK 0413 075 130 (SHIFT 3) SIGNAL ELECT (PM): DANIEL BONARIUS 0417 025 156 (SHIFT 3)											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
1	Tue 01/10 08:00	EXIT		0:15	KCT SIDING NO.4	KCT SIDING NO.4	174.800	174.800	0.000		
	Tue 01/10 08:15	1 Cross		0:05	KCL011 PTS K'GANG		174.600	174.600	0.000		
	Tue 01/10 08:20	2 Cross		0:05	138976_P		0.000	0.000	0.000		
	Tue 01/10 08:25	3 Cross		0:05	138979_P		0.000	0.000	0.000		
	Tue 01/10 08:30	4 Transfer		0:00	N05 DEPARTURE RD KGANG		0.000	0.000	0.000		
	Tue 01/10 08:30	5 Cross		0:05	138980_P		0.000	0.000	0.000		
	Tue 01/10 08:35	6 Transfer		0:00	N04 DEPARTURE RD KGANG		0.000	0.000	0.000		
	Tue 01/10 08:35	7 Cross		0:05	138985_P		0.000	0.000	0.000		
	Tue 01/10 08:40	8 Cross		0:05	138986_P		0.000	0.000	0.000		
	Tue 01/10 08:45	9 Transfer		0:00	UP BRANCH - KGANG		0.000	174.173	174.173		
	Tue 01/10 08:45	10 Cross		0:05	127A PTS K'GANG		174.173	174.173	0.000		
	Tue 01/10 08:50	11 Transfer		0:01	UP BRANCH - KGANG		174.173	173.853	0.320		
	Tue 01/10 08:51	12 Cross		0:05	128 PTS K'GANG		173.853	173.853	0.000		
	Tue 01/10 08:56	13 Transfer		0:00	UP BRANCH - KGANG		173.853	173.621	0.232		
	Tue 01/10 08:56	14 Cross		0:05	102B PTS K'GANG		173.621	173.621	0.000		
	Tue 01/10 09:01	15 Cross		0:05	102A PTS K'GANG		173.557	173.557	0.000		
	Tue 01/10 09:06	16 Cross		0:06	103A PTS K'GANG		173.700	173.700	0.000		
2	Tue 01/10 09:15	TAMP T/O		2:15	DOWN BRANCH - KGANG	103A PTS - KOORAGANG ISLAND	173.700	173.700	0.000	1	[1] KGO SW/SR assemblies Turnout - Use the closed straight switch as a tamping reference. (173.700-173.700)
	Tue 01/10 11:30	1 Transfer		0:02	HOLDING ROAD A		173.700	175.140	1.440		
3	Tue 01/10 11:35	TAMP		0:25	HOLDING ROAD A	HOLDING ROAD A	175.140	175.177	0.037	1	
	Tue 01/10 12:00	1 Transfer		0:00	HOLDING ROAD A		175.177	175.177	0.000		
	Tue 01/10 12:00	2 Cross		0:05	109 PTS K'GANG		175.177	175.177	0.000		
	Tue 01/10 12:05	3 Transfer		0:01	ARRIVAL ROAD NO2 - KGANG		175.177	175.177	0.000		
	Very high priority for PC due to rerail in Nov. No 2 Arrival Road Will not be able to access Thursday due to prep works. [1] AXLE COUNTER (175.234-175.234) [2] AXLE COUNTER (175.371-175.371) [3] AXLE COUNTER (175.521-175.521) [4] AXLE COUNTER (176.277-176.277) [5] AXLE COUNTER (176.656-176.656) [6] AXLE COUNTER (176.806-176.806) [7] AXLE COUNTER (176.872-176.872) [8] AXLE COUNTER (176.962-176.962) [9] E:04855135-001 (175.140-177.180)										
4	Tue 01/10 12:05	TAMP		6:35	ARRIVAL ROAD NO2 - KGANG	ARRIVAL ROAD NO2 - KGANG	175.177	177.076	1.899	1	
5	Tue 01/10 18:40	STABLE		0:15	ARRIVAL ROAD NO2 - KGANG	ARRIVAL ROAD NO2 - KGANG	177.076	177.076	0.000		Stable clear of Holding Road A due to test train
	Tue 01/10 18:55	BREAK		13:05							
6	Wed 02/10 08:00	EXIT		0:15	ARRIVAL ROAD NO2 - KGANG	ARRIVAL ROAD NO2 - KGANG	177.076	177.076	0.000		
	Wed 02/10 08:15	1 Transfer		0:02	ARRIVAL ROAD NO2 - KGANG		177.076	175.177	1.899		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
	Wed 02/10 08:17	2	Cross	0:05	109 PTS K'GANG		175.177	175.177	0.000		
	Wed 02/10 08:22	3	Transfer	0:00	ARRIVAL ROAD NO1 - KGANG		175.177	175.177	0.000		
											No1 Arrival Rd High priority for PC due to rerail in Nov. Will not be able to access on Thursday due to prep works. Check job S16 prior to transfer as they need to hi-rail from 166 pts back to Dep Rds to off track. [1] AXLE COUNTER (175.234-175.234) [2] AXLE COUNTER (175.371-175.371) [3] AXLE COUNTER (175.521-175.521) [4] AXLE COUNTER (176.262-176.262) [5] AXLE COUNTER (176.652-176.652) [6] AXLE COUNTER (176.802-176.802) [7] AXLE COUNTER (176.861-176.861) [8] AXLE COUNTER (176.951-176.951) [9] E:04855128-001 (175.177-177.067)*
7	Wed 02/10 08:25	TAMP		6:35	ARRIVAL ROAD NO1 - KGANG	ARRIVAL ROAD NO1 - KGANG	175.177	177.067	1.890	1	
	Wed 02/10 15:00	1	Transfer	0:02	ARRIVAL ROAD NO1 - KGANG		177.067	175.177	1.890		
	Wed 02/10 15:02	2	Cross	0:05	109 PTS K'GANG		175.177	175.177	0.000		
	Wed 02/10 15:07	3	Transfer	0:03	HOLDING ROAD A		175.177	173.700	1.477		
	Wed 02/10 15:10	4	Cross	0:05	103A PTS K'GANG		173.700	173.700	0.000		
	Wed 02/10 15:15	5	Transfer	0:00	DOWN BRANCH - KGANG		173.700	173.557	0.143		
	Wed 02/10 15:15	6	Cross	0:05	102A PTS K'GANG		173.557	173.557	0.000		
	Wed 02/10 15:20	7	Transfer	0:00	DOWN BRANCH - KGANG		173.557	173.544	0.013		
	Wed 02/10 15:20	8	Cross	0:05	101B PTS K'GANG		173.544	173.544	0.000		
	Wed 02/10 15:25	9	Cross	0:09	166 PTS K'GANG		170.970	170.970	0.000		
8	Wed 02/10 15:35	TAMP T/O		2:15	DOWN BRANCH - KGANG	166A PTS - NCIG	170.970	170.970	0.000	2	Track block in the morning S16 wire feed welding team.
	Wed 02/10 17:50	1	Transfer	0:00	DOWN BRANCH - KGANG		170.970	170.856	0.114		
	Wed 02/10 17:50	2	Cross	0:05	160A PTS K'GANG		170.856	170.856	0.000		
	Wed 02/10 17:55	3	Transfer	0:01	DOWN BRANCH - KGANG		170.856	170.104	0.752		
	Wed 02/10 17:56	4	Cross	0:05	142B PTS K'GANG		170.104	170.104	0.000		
	Wed 02/10 18:01	5	Transfer	0:05	UP NORTH FORK		170.104	169.066	1.038		
9	Wed 02/10 18:10	STABLE		0:15	142A CPTS K'GANG	142A CPTS K'GANG	169.066	169.066	0.000		
	Wed 02/10 18:25	BREAK		22:35							
10	Thu 03/10 17:00	EXIT		0:15	142A CPTS K'GANG	142A CPTS K'GANG	169.066	169.066	0.000		No Sandgate CPO from 2200 - will need to take own site with S15 to sign on for weighbridge works.
	Thu 03/10 17:15	1	Transfer	0:00	UP NORTH FORK		169.066	170.104	1.038		
	Thu 03/10 17:15	2	Cross	0:05	142B PTS K'GANG		170.104	170.104	0.000		
	Thu 03/10 17:20	3	Transfer	0:00	DOWN SOUTH FORK		170.104	170.015	0.089		
	Thu 03/10 17:20	4	Cross	0:05	143A PTS K'GANG		170.015	170.015	0.000		
	Thu 03/10 17:25	5	Transfer	0:00	UNKNOWN		170.015	170.075	0.060		
	Thu 03/10 17:25	6	Cross	0:05	143B PTS K'GANG		170.075	170.075	0.000		
	Thu 03/10 17:30	7	Transfer	0:05	UP SOUTH FORK		170.075	169.922	0.153		
11	Thu 03/10 17:35	TAMP		0:20	[KOORAGANG ISLAND TRACK GROUP]	[KOORAGANG ISLAND TRACK GROUP]	169.922	170.075	0.153	0	FUT - Aug Culvert Replacement Will need to coordinate transfer with S01 Linmag
	Thu 03/10 17:55	1	Cross	0:05	143B PTS K'GANG		170.075	170.075	0.000		
12	Thu 03/10 18:00	TAMP T/O		1:30	UP SOUTH FORK	143B PTS - HANBURY JCT	170.075	170.075	0.000	0	FUT - Aug Culvert Replacement
13	Thu 03/10 19:30	TAMP		0:40	UP BRANCH - KGANG	UP BRANCH - KGANG	170.075	170.175	0.100	0	FUT - Aug Culvert Replacement
	Thu 03/10 20:10	1	Transfer	0:00	UP BRANCH - KGANG		170.175	170.075	0.100		
	Thu 03/10 20:10	2	Cross	0:05	143B PTS K'GANG		170.075	170.075	0.000		
	Thu 03/10 20:15	3	Transfer	0:05	UNKNOWN		170.075	170.015	0.060		
14	Thu 03/10 20:20	TAMP		0:20	UNKNOWN	UNKNOWN	170.015	170.075	0.060	0	FUT - Aug Culvert Replacement - tamp 143 crossover [1] E:04883169-001 (170.015-170.075)*
	Thu 03/10 20:40	1	Cross	0:05	143A PTS K'GANG		170.015	170.015	0.000		
15	Thu 03/10 20:45	TAMP T/O		1:30	DOWN SOUTH FORK	143A PTS - HANBURY JCT	170.015	170.015	0.000	0	FUT - Aug Culvert Replacement
	Thu 03/10 22:15	1	Transfer	0:00	DOWN SOUTH FORK		170.015	169.944	0.071		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
	Thu 03/10 22:15	2	Cross	0:05		141 PTS K'GANG	169.944	169.944	0.000		
	Thu 03/10 22:20	3	Transfer	0:04		DOWN SOUTH FORK	169.944	169.944	0.000		
16	Thu 03/10 22:25	TAMP		0:45		DOWN SOUTH FORK	169.944	170.104	0.160	0	FUT - Aug Culvert Replacement
	Thu 03/10 23:10	1	Cross	0:05		142B PTS K'GANG	170.104	170.104	0.000		
											FUT - Aug Culvert Replacement Tamp plain track from 142b to 142a c pts
17	Thu 03/10 23:15	TAMP T/O		1:30		DOWN BRANCH - KGANG	170.104	170.104	0.000	0	[1] KGO SW/SR assemblies Turnout - Use the closed straight switch as a tamping reference. (170.104-170.104)
	Fri 04/10 00:45	1	Transfer	0:01		UP NORTH FORK	170.104	169.066	1.038		
											FUT - Aug Culvert Replacement [1] E:04833023-001 (169.066-169.066) [2] E:04833024-001 (169.066-169.066)*
18	Fri 04/10 00:50	REJECT W/O		1:00		UP NORTH FORK	169.066	169.066	0.000	0	
	Fri 04/10 01:50	1	Transfer	0:00		UP NORTH FORK	169.066	170.104	1.038		
	Fri 04/10 01:50	2	Cross	0:05		142B PTS K'GANG	170.104	170.104	0.000		
	Fri 04/10 01:55	3	Transfer	0:01		DOWN BRANCH - KGANG	170.104	170.856	0.752		
	Fri 04/10 01:56	4	Cross	0:05		160A PTS K'GANG	170.856	170.856	0.000		
	Fri 04/10 02:01	5	Cross	0:05		160D PTS K'GANG	170.965	170.965	0.000		
	Fri 04/10 02:06	6	Transfer	0:00		UP BRANCH - KGANG	170.965	170.984	0.019		
	Fri 04/10 02:06	7	Cross	0:05		162A PTS K'GANG	170.984	170.984	0.000		
	Fri 04/10 02:11	8	Transfer	0:06		UP BRANCH - KGANG	170.984	172.000	1.016		
											Undercutting site - Requested: Fri 04/10/2024 01:00 Job S17
											30 MINS NOTICE TO PASS REQUIRED JOB S15 Weighbridge calibration site [1] E:04896901-001 (172.000-172.100)*
19	Fri 04/10 02:20	TAMP		1:00		UP BRANCH - KGANG	172.000	172.100	0.100	0	
	Fri 04/10 03:20	1	Transfer	0:02		UP BRANCH - KGANG	172.100	173.481	1.381		
	Fri 04/10 03:22	2	Cross	0:05		101A PTS K'GANG	173.481	173.481	0.000		
	Fri 04/10 03:27	3	Transfer	0:00		UP BRANCH - KGANG	173.481	173.621	0.140		
	Fri 04/10 03:27	4	Cross	0:05		102B PTS K'GANG	173.621	173.621	0.000		
	Fri 04/10 03:32	5	Transfer	0:00		UP BRANCH - KGANG	173.621	173.853	0.232		
	Fri 04/10 03:32	6	Cross	0:05		128 PTS K'GANG	173.853	173.853	0.000		
	Fri 04/10 03:37	7	Transfer	0:01		UP BRANCH - KGANG	173.853	174.173	0.320		
	Fri 04/10 03:38	8	Cross	0:05		127A PTS K'GANG	174.173	174.173	0.000		
	Fri 04/10 03:43	9	Transfer	0:00		UP BRANCH - KGANG	174.173	0.000	174.173		
	Fri 04/10 03:43	10	Cross	0:05		138986_P	0.000	0.000	0.000		
	Fri 04/10 03:48	11	Cross	0:05		138985_P	0.000	0.000	0.000		
	Fri 04/10 03:53	12	Transfer	0:00		NO4 DEPARTURE RD KGANG	0.000	0.000	0.000		
	Fri 04/10 03:53	13	Cross	0:05		138980_P	0.000	0.000	0.000		
	Fri 04/10 03:58	14	Transfer	0:00		NO5 DEPARTURE RD KGANG	0.000	0.000	0.000		
	Fri 04/10 03:58	15	Cross	0:05		138979_P	0.000	0.000	0.000		
	Fri 04/10 04:03	16	Cross	0:05		138976_P	0.000	0.000	0.000		
	Fri 04/10 04:08	17	Cross	0:05		KCL011 PTS K'GANG	174.600	174.600	0.000		
20	Fri 04/10 04:15	STABLE		0:15		KCT SIDING NO.4	174.800	174.800	0.000		
	Fri 04/10 04:30	BREAK		14:00							

END OF CLOSEDOWN

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
<p>JOB #: S04 START DATE/TIME: 01/10/2024 20:00 MACHINE: BRIM 3463 UNIMAT WORKING DIRECTION: CITY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H)</p> <hr/> <p>SUPERVISOR (AM): CERTIFIER (AM): TO (AM): SIGNAL ELECT (AM):</p> <hr/> <p>SUPERVISOR (PM): KAIDEN RITCHIE 0401 886 416 CERTIFIER (PM): KAIDEN RITCHIE 0401 886 416 TO (PM): KEVIN ROSE 0405 377 474 SIGNAL ELECT (PM): JARRAD NEAVE 0422 426 292</p>											
1	Tue 01/10 20:00	EXIT		0:15	MAITLAND NO.1 SIDING	MAITLAND NO.1 SIDING	192.000	192.000	0.000		
	Tue 01/10 20:15	1 Transfer		0:00	NO1 SIDING MAITLAND		192.000	0.000	192.000		
	Tue 01/10 20:15	2 Cross		0:05	228499_P		0.000	0.000	0.000		
	Tue 01/10 20:20	3 Cross		0:05	228498_P		0.000	0.000	0.000		
	Tue 01/10 20:25	4 Cross		0:05	400A PTS MAITLAND		191.900	191.900	0.000		
	Tue 01/10 20:30	5 Transfer		0:05	UP MAIN		191.900	191.510	0.390		
											TSR location 191.510km to 191.420km Also geometry concerns on bridge low leg
2	Tue 01/10 20:35	TAMP		1:00	UP MAIN	UP MAIN	191.510	191.100	0.410	0	[1] E:04816445-001 (191.190-191.220) [2] E:04712674-001 (191.330-191.510)*
	Tue 01/10 21:35	1 Transfer		0:11	UP MAIN		191.100	183.565	7.535		
	Tue 01/10 21:46	2 Cross		0:05	109B PTS THORNTON		183.565	183.565	0.000		
	Tue 01/10 21:51	3 Cross		0:05	109A PTS THORNTON		183.496	183.496	0.000		
	Tue 01/10 21:56	4 Transfer		0:00	DOWN MAIN		183.496	183.476	0.020		
	Tue 01/10 21:56	5 Cross		0:05	108B PTS THORNTON		183.476	183.476	0.000		
	Tue 01/10 22:01	6 Cross		0:05	108A PTS THORNTON		183.408	183.408	0.000		
	Tue 01/10 22:06	7 Transfer		0:00	UP COAL		183.408	183.398	0.010		
	Tue 01/10 22:06	8 Cross		0:05	107B PTS THORNTON		183.398	183.398	0.000		
	Tue 01/10 22:11	9 Transfer		0:02	UP COAL		183.398	182.430	0.968		
	Tue 01/10 22:13	10 Cross		0:05	103A PTS THORNTON		182.430	182.430	0.000		
	Tue 01/10 22:18	11 Transfer		0:00	UP COAL		182.430	182.420	0.010		
	Tue 01/10 22:18	12 Cross		0:05	102B PTS THORNTON		182.420	182.420	0.000		
	Tue 01/10 22:23	13 Cross		0:14	104B PTS HEXHAM		176.598	176.598	0.000		
3	Tue 01/10 22:40	TAMP T/O		2:15	UP COAL	104B PTS - HEXHAM UP COAL	176.598	176.598	0.000	1	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] ACTIVE LXING - HEXHAM (176.598-176.624)
	Wed 02/10 00:55	1 Transfer		0:01	UP COAL		176.598	176.150	0.448		
4	Wed 02/10 01:00	TAMP		1:50	UP COAL	UP COAL	176.150	175.700	0.450	2	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] E:04843465-001 (175.700-176.150)*
	Wed 02/10 02:50	1 Transfer		0:03	UP COAL		175.700	174.073	1.627		
	Wed 02/10 02:53	2 Cross		0:05	101A PTS HEXHAM		174.073	174.073	0.000		
	Wed 02/10 02:58	3 Transfer		0:04	UP COAL		174.073	174.073	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											Note: Rail adjusting site Job S26 country end limit 174.073km [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] KGO SW/SR assemblies Turnout - Use the closed straight switch as a tamping reference. (174.073-174.073) [3] E:04748063-001 (174.073-174.073) [4] E:04812954-001 (174.073-174.073)*
5	Wed 02/10 03:05		TAMP T/O	2:15		UP COAL	174.073	174.073	0.000	1	
						101A PTS HEXHAM					Must stable clear of 172.875km to avoid wheels free. job S25 Stable country side of 101A pts, clear of turnout. [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
6	Wed 02/10 05:20		STABLE	0:15		101A PTS HEXHAM	174.073	174.073	0.000		
	Wed 02/10 05:35		BREAK	14:50							
7	Wed 02/10 20:25		EXIT	0:15		101A PTS HEXHAM	174.073	174.073	0.000		No CPO for Sandgate after 2200 - team to take own protection [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
	Wed 02/10 20:40	1	Transfer	0:03		UP COAL	174.073	171.829	2.244		
	Wed 02/10 20:43	2	Cross	0:05		187A PTS SANDGATE	171.829	171.829	0.000		
	Wed 02/10 20:48	3	Transfer	0:00		UP COAL	171.829	171.817	0.012		
	Wed 02/10 20:48	4	Cross	0:05		185D PTS SANDGATE	171.817	171.817	0.000		
	Wed 02/10 20:53	5	Transfer	0:00		UP COAL	171.817	171.663	0.154		
	Wed 02/10 20:53	6	Cross	0:05		186A PTS SANDGATE	171.663	171.663	0.000		
	Wed 02/10 20:58	7	Transfer	0:04		UP COAL	171.663	171.663	0.000		
8	Wed 02/10 21:00		TAMP T/O	2:15		UP COAL	171.663	171.663	0.000	1	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000)
	Wed 02/10 23:15	1	Transfer	0:00		UP COAL	171.663	171.663	0.000		
	Wed 02/10 23:15	2	Cross	0:05		186A PTS SANDGATE	171.663	171.663	0.000		
	Wed 02/10 23:20	3	Cross	0:05		186D PTS SANDGATE	171.795	171.795	0.000		
9	Wed 02/10 23:20		TAMP T/O	2:00		DOWN MAIN	171.795	171.795	0.000	1	[1] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000)
	Thu 03/10 01:20	1	Cross	0:05		186A PTS SANDGATE	171.663	171.663	0.000		
	Thu 03/10 01:25	2	Transfer	0:00		UP COAL	171.663	171.817	0.154		
	Thu 03/10 01:25	3	Cross	0:05		185D PTS SANDGATE	171.817	171.817	0.000		
	Thu 03/10 01:30	4	Cross	0:05		185A PTS SANDGATE	171.701	171.701	0.000		
	Thu 03/10 01:35	5	Transfer	0:04		DOWN COAL	171.701	174.208	2.507		
	Thu 03/10 01:39	6	Cross	0:05		103A PTS HEXHAM	174.208	174.208	0.000		
	Thu 03/10 01:44	7	Transfer	0:04		DOWN COAL	174.208	176.866	2.658		
	Thu 03/10 01:48	8	Cross	0:05		108C PTS HEXHAM	176.866	176.866	0.000		
	Thu 03/10 01:53	9	Transfer	0:09		DOWN COAL	176.866	182.491	5.625		
	Thu 03/10 02:02	10	Cross	0:05		103B PTS THORNTON	182.491	182.491	0.000		
	Thu 03/10 02:07	11	Transfer	0:05		DOWN COAL	182.491	182.491	0.000		
10	Thu 03/10 02:15		TAMP T/O	4:00		DOWN COAL	182.491	182.491	0.000	0	Undercutting Site - Requested: Thu 03/10/2024 06:00 Job S17 [1] E:04866134-001 (182.491-182.491)* [2] E:04848110-001 (182.491-182.491)
11	Thu 03/10 06:15		STABLE	0:15		103B PTS THORNTON	182.491	182.491	0.000		
	Thu 03/10 06:30		BREAK	13:00							
12	Thu 03/10 19:30		EXIT	0:15		103B PTS THORNTON	182.491	182.491	0.000		
	Thu 03/10 19:45	1	Transfer	0:00		DOWN COAL	182.491	182.491	0.000		
	Thu 03/10 19:45	2	Cross	0:05		103B PTS THORNTON	182.491	182.491	0.000		
	Thu 03/10 19:50	3	Cross	0:05		103A PTS THORNTON	182.430	182.430	0.000		
	Thu 03/10 19:55	4	Transfer	0:04		UP COAL	182.430	182.430	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											Undercutting Site - Requested: Thu 03/10/2024 06:00 Job S17 [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] E:04866145-001 (182.430-182.430)*
13	Thu 03/10 19:45		TAMP T/O	4:00	UP COAL	103A PTS THORNTON	182.430	182.430	0.000	0	
	Thu 03/10 23:45	1	Transfer	0:00	UP COAL		182.430	182.430	0.000		
	Thu 03/10 23:45	2	Cross	0:05	103A PTS THORNTON		182.430	182.430	0.000		
	Thu 03/10 23:50	3	Cross	0:05	102B PTS THORNTON		182.420	182.420	0.000		
											Scope to include cross over 102A/B TAA 1318 for Down Main [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
14	Thu 03/10 23:55		TAMP T/O	4:15	UP COAL	102B PTS - THORNTON	182.420	182.420	0.000	1	
	Fri 04/10 04:10	1	Cross	0:05	102A PTS THORNTON		182.341	182.341	0.000		
	Fri 04/10 04:15	2	Transfer	0:00	DOWN MAIN		182.341	182.330	0.011		
	Fri 04/10 04:15	3	Cross	0:05	101B PTS THORNTON		182.330	182.330	0.000		
	Fri 04/10 04:20	4	Cross	0:05	101A PTS THORNTON		182.270	182.270	0.000		
	Fri 04/10 04:25	5	Transfer	0:02	UP MAIN		182.270	183.565	1.295		
	Fri 04/10 04:27	6	Cross	0:05	109B PTS THORNTON		183.565	183.565	0.000		
	Fri 04/10 04:32	7	Transfer	0:12	UP MAIN		183.565	191.900	8.335		
	Fri 04/10 04:44	8	Cross	0:05	400A PTS MAITLAND		191.900	191.900	0.000		
	Fri 04/10 04:49	9	Transfer	0:01	UP MAIN		191.900	192.290	0.390		
	Fri 04/10 04:50	10	Cross	0:05	404B PTS MAITLAND		192.290	192.290	0.000		
	Fri 04/10 04:55	11	Transfer	0:00	UP MAIN		192.290	192.301	0.011		
	Fri 04/10 04:55	12	Cross	0:05	406A PTS MAITLAND		192.301	192.301	0.000		
	Fri 04/10 05:00	13	Transfer	0:00	UP MAIN NORTH COAST		192.301	192.379	0.078		
	Fri 04/10 05:00	14	Cross	0:05	408 PTS MAITLAND		192.379	192.379	0.000		
	Fri 04/10 05:05	15	Transfer	0:00	UP MAIN NORTH COAST		192.379	192.733	0.354		
	Fri 04/10 05:05	16	Cross	0:05	411A PTS MAITLAND		192.733	192.733	0.000		
	Fri 04/10 05:10	17	Cross	0:05	411B PTS MAITLAND		192.788	192.788	0.000		
	Fri 04/10 05:15	18	Transfer	0:02	DOWN MAIN NORTH COAST		192.788	193.964	1.176		
	Fri 04/10 05:17	19	Cross	0:05	423B PTS TELARAH		193.964	193.964	0.000		
	Fri 04/10 05:22	20	Transfer	0:00	DOWN MAIN NORTH COAST		193.964	193.997	0.033		
	Fri 04/10 05:22	21	Cross	0:05	424B PTS TELARAH		193.997	193.997	0.000		
	Fri 04/10 05:27	22	Transfer	0:00	DOWN MAIN NORTH COAST		193.997	194.020	0.023		
	Fri 04/10 05:27	23	Cross	0:05	425 PTS TELARAH		194.020	194.020	0.000		
	Fri 04/10 05:32	24	Cross	0:05	3D PTS TELARAH		194.092	194.092	0.000		
	Fri 04/10 05:37	25	Cross	0:05	TLH001 PTS TELARAH		194.177	194.177	0.000		
	Fri 04/10 05:42	26	Transfer	0:05	NO1 DOWN SIDING TELARAH		194.177	194.400	0.223		
15	Fri 04/10 05:00		STABLE	0:15	No.1 DOWN SIDING - TELARAH	No.1 DOWN SIDING - TELARAH	194.400	194.400	0.000		
	Fri 04/10 05:15		BREAK	14:00							
END OF CLOSEDOWN											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
JOB #: S10 START DATE/TIME: 01/10/2024 20:00 MACHINE: BRIM 1263 WORKING DIRECTION: CITY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H) <hr/> SUPERVISOR (AM): CERTIFIER (AM): TO (AM): SIGNAL ELECT (AM): SUPERVISOR (PM): MICHAEL CURBY 0411 066 378 CERTIFIER (PM): MICHAEL CURBY 0411 066 378 TO (PM): MARIYA NAHORNA 0407 134 199 SIGNAL ELECT (PM): RUBEN SALVATUCCI 0403 147 223 (SHIFT 1) JARRAD NEAVE 0422 426 292 (SHIFT 2&3)											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
1	Tue 01/10 20:00	EXIT		0:15	MAITLAND NO.1 SIDING	MAITLAND NO.1 SIDING	192.000	192.000	0.000		Maitland CPO until 2200
	Tue 01/10 20:15	1	Transfer	0:00	NO1 SIDING MAITLAN		192.000	0.000	192.000		
	Tue 01/10 20:15	2	Cross	0:05	228499_P		0.000	0.000	0.000		
	Tue 01/10 20:20	3	Cross	0:05	228500_P		0.000	0.000	0.000		
	Tue 01/10 20:25	4	Transfer	0:00	NO3 SIDING MAITLAND		0.000	0.000	0.000		
	Tue 01/10 20:25	5	Cross	0:05	272176_P		0.000	0.000	0.000		
	Tue 01/10 20:30	6	Cross	0:05	408 PTS MAITLAND		192.379	192.379	0.000		
	Tue 01/10 20:35	7	Transfer	0:00	UP MAIN NORTH COAST		192.379	192.301	0.078		
	Tue 01/10 20:35	8	Cross	0:05	406A PTS MAITLAND		192.301	192.301	0.000		
	Tue 01/10 20:40	9	Transfer	0:00	UP LOCAL		192.301	192.390	0.089		
	Tue 01/10 20:40	10	Cross	0:05	407A PTS MAITLAND		192.390	192.390	0.000		
	Tue 01/10 20:45	11	Transfer	0:01	UP LOCAL		192.390	192.452	0.062		
	Tue 01/10 20:46	12	Cross	0:05	406B CPTS MAITLAND		192.452	192.452	0.000		
	Tue 01/10 20:51	13	Transfer	0:04	UP LOCAL		192.452	192.840	0.388		
2	Tue 01/10 20:55	TAMP		1:35	UP LOCAL	UP LOCAL	192.840	192.450	0.390	1	[1] E:04842704-001 (192.450-192.840)*
	Tue 01/10 22:30	1	Transfer	0:00	UP LOCAL		192.450	192.390	0.060		
	Tue 01/10 22:30	2	Cross	0:05	407A PTS MAITLAND		192.390	192.390	0.000		
	Tue 01/10 22:35	3	Cross	0:05	407B PTS MAITLAND		192.450	192.450	0.000		
	Tue 01/10 22:40	4	Transfer	0:00	DOWN MAIN		192.450	192.763	0.313		
	Tue 01/10 22:40	5	Cross	0:05	410 PTS MAITLAND		192.763	192.763	0.000		
	Tue 01/10 22:45	6	Transfer	0:01	UP COAL		192.763	192.148	0.615		
	Tue 01/10 22:46	7	Cross	0:05	403A PTS MAITLAND		192.148	192.148	0.000		
	Tue 01/10 22:51	8	Cross	0:05	402D PTS MAITLAND		192.139	192.139	0.000		
3	Tue 01/10 23:00	TAMP T/O		2:15	UP COAL	402D PTS - MAITLAND	192.139	192.139	0.000	1	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] WAYSIDE EQUIPMENT - Maitland (192.040-192.040)
	Wed 02/10 01:15	1	Cross	0:05	402A PTS MAITLAND		192.080	192.080	0.000		
	Wed 02/10 01:20	2	Transfer	0:04	DOWN COAL		192.080	192.080	0.000		
4	Wed 02/10 01:25	TAMP T/O		2:15	DOWN COAL	402A PTS MAITLAND	192.080	192.080	0.000	1	[1] E:04879204-001 (192.080-192.080)*
	Wed 02/10 03:40	1	Transfer	0:00	DOWN COAL		192.080	192.080	0.000		
	Wed 02/10 03:40	2	Cross	0:05	402A PTS MAITLAND		192.080	192.080	0.000		
	Wed 02/10 03:45	3	Cross	0:05	402D PTS MAITLAND		192.139	192.139	0.000		
	Wed 02/10 03:50	4	Transfer	0:10	UP COAL		192.139	188.140	3.999		
5	Wed 02/10 04:00	TAMP		0:20	UP COAL	UP COAL	188.140	188.120	0.020	1	Note for next transfer - steel replacement 102B Thornton from Wed 0600 S13 [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] E:04873458-001 (188.120-188.140)*

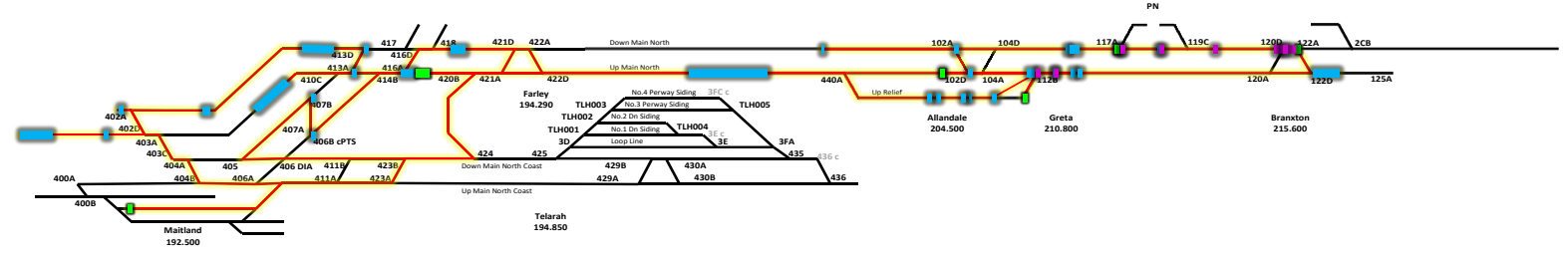
L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											Must stable clear of 172.875km to avoid wheels free Job S25 Stable country side of 101A pts, clear of turnout. S4 Brim 3463 will be in this location too. [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
6	Wed 02/10 04:20		STABLE	0:15		UP COAL	174.200	174.200	0.000		
	Wed 02/10 04:35		BREAK	15:00							
7	Wed 02/10 19:35		EXIT	0:15		UP COAL	174.200	174.200	0.000		[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
	Wed 02/10 19:50	1	Transfer	0:00		UP COAL	174.200	174.073	0.127		
	Wed 02/10 19:50	2	Cross	0:05		101A PTS HEXHAM	174.073	174.073	0.000		
	Wed 02/10 19:55	3	Transfer	0:03		UP COAL	174.073	171.829	2.244		
	Wed 02/10 19:58	4	Cross	0:05		187A PTS SANDGATE	171.829	171.829	0.000		
	Wed 02/10 20:03	5	Cross	0:05		187D PTS SANDGATE	171.958	171.958	0.000		
8	Wed 02/10 20:10		TAMP T/O	2:15		DOWN MAIN	171.958	171.958	0.000	1	Follow Up Tamp - August CD 185/187 turnout renewal [1] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000)
	Wed 02/10 22:25	1	Cross	0:05		187A PTS SANDGATE	171.829	171.829	0.000		
9	Wed 02/10 22:30		TAMP T/O	2:00		UP COAL	171.829	171.829	0.000	1	Follow Up Tamp - August CD 185/187 turnout renewal [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000)
	Thu 03/10 00:30	1	Cross	0:05		185D PTS SANDGATE	171.817	171.817	0.000		
10	Thu 03/10 00:35		TAMP T/O	2:00		UP COAL	171.817	171.817	0.000	1	Follow Up Tamp - August CD 185/187 turnout renewal [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000)
	Thu 03/10 02:35	1	Transfer	0:00		UP COAL	171.817	171.883	0.066		
11	Thu 03/10 02:35		TAMP	1:30		UP COAL	171.883	171.663	0.220	1	Tamp plain track between 185D & 187A pts. [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] AXLE COUNTER (171.704-171.704) [3] AXLE COUNTER (171.712-171.712) [4] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000) [5] E:04636389-003 (171.760-171.825) [6] E:04636393-003 (171.825-171.904)
	Thu 03/10 04:05	1	Transfer	0:00		UP COAL	171.663	171.817	0.154		
	Thu 03/10 04:05	2	Cross	0:05		185D PTS SANDGATE	171.817	171.817	0.000		
	Thu 03/10 04:10	3	Cross	0:05		185A PTS SANDGATE	171.701	171.701	0.000		
	Thu 03/10 04:15	4	Transfer	0:05		DOWN COAL	171.701	171.965	0.264		
											Plain Track FUT - Post Aug 24 Turnout Renewal Works [1] AXLE COUNTER (171.800-171.800) [2] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000) [3] E:04768322-002 (171.740-171.965)*
12	Thu 03/10 04:20		TAMP	1:00		DOWN COAL	171.965	171.740	0.225	1	
13	Thu 03/10 05:20		STABLE	0:15		DOWN COAL	182.400	182.400	0.000		
	Thu 03/10 05:35		BREAK	14:00							
14	Thu 03/10 19:35		EXIT	0:15		DOWN COAL	182.400	182.400	0.000		
	Thu 03/10 19:50	1	Transfer	0:00		DOWN COAL	182.400	182.491	0.091		
	Thu 03/10 19:50	2	Cross	0:05		103B PTS THORNTON	182.491	182.491	0.000		
	Thu 03/10 19:55	3	Transfer	0:00		DOWN COAL	182.491	182.495	0.004		
	Thu 03/10 19:55	4	Cross	0:05		104A PTS THORNTON	182.495	182.495	0.000		
	Thu 03/10 20:00	5	Transfer	0:04		DOWN COAL	182.495	182.544	0.049		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
15	Thu 03/10 20:05		TAMP	1:30		DOWN COAL	182.544	182.444	0.100	0	Undercutting Site - Requested: Thu 10/10/2024 06:00
	Thu 03/10 21:35	1	Transfer	0:00		DOWN COAL	182.444	182.491	0.047		Job S17
	Thu 03/10 21:35	2	Cross	0:05		103B PTS THORNTON	182.491	182.491	0.000		
	Thu 03/10 21:40	3	Cross	0:05		104A PTS THORNTON	182.495	182.495	0.000		
16	Thu 03/10 21:45		TAMP T/O	2:15		DOWN COAL	182.495	182.495	0.000	1	
	Fri 04/10 00:00	1	Transfer	0:00		DOWN COAL	182.495	182.491	0.004		
	Fri 04/10 00:00	2	Cross	0:05		103B PTS THORNTON	182.491	182.491	0.000		
	Fri 04/10 00:05	3	Cross	0:05		103A PTS THORNTON	182.430	182.430	0.000		
	Fri 04/10 00:10	4	Transfer	0:04		UP COAL	182.430	182.653	0.223		
											Support S4 Brim 3463 Unimat as required.
											Undercutting Site - Requested: Thu 10/10/2024 06:15
											Job S17
											[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION
											REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
											[2] E:04839219-001 (182.180-182.495)
											[3] E:04839228-001 (182.495-182.630)
17	Fri 04/10 00:15		TAMP	1:30		UP COAL	182.653	182.211	0.442	0	
	Fri 04/10 01:45	1	Transfer	0:00		UP COAL	182.211	182.420	0.209		
	Fri 04/10 01:45	2	Cross	0:05		102B PTS THORNTON	182.420	182.420	0.000		
	Fri 04/10 01:50	3	Cross	0:05		102A PTS THORNTON	182.341	182.341	0.000		
											CONTINGENCY
											Only tamp if absolutely required, within window of TAA.
18	Fri 04/10 01:55		TAMP T/O	2:15		DOWN MAIN	182.341	182.341	0.000	C	Plan is to tamp 102B and crossover only
	Fri 04/10 04:10	1	Transfer	0:00		DOWN MAIN	182.341	182.330	0.011		
	Fri 04/10 04:10	2	Cross	0:05		101B PTS THORNTON	182.330	182.330	0.000		
	Fri 04/10 04:15	3	Cross	0:05		101A PTS THORNTON	182.270	182.270	0.000		
	Fri 04/10 04:20	4	Transfer	0:02		UP MAIN	182.270	183.565	1.295		
	Fri 04/10 04:22	5	Cross	0:05		109B PTS THORNTON	183.565	183.565	0.000		
	Fri 04/10 04:27	6	Transfer	0:12		UP MAIN	183.565	191.900	8.335		
	Fri 04/10 04:39	7	Cross	0:05		400A PTS MAITLAND	191.900	191.900	0.000		
	Fri 04/10 04:44	8	Transfer	0:01		UP MAIN	191.900	192.290	0.390		
	Fri 04/10 04:45	9	Cross	0:05		404B PTS MAITLAND	192.290	192.290	0.000		
	Fri 04/10 04:50	10	Transfer	0:00		UP MAIN	192.290	192.301	0.011		
	Fri 04/10 04:50	11	Cross	0:05		406A PTS MAITLAND	192.301	192.301	0.000		
	Fri 04/10 04:55	12	Transfer	0:00		UP MAIN NORTH COAST	192.301	192.379	0.078		
	Fri 04/10 04:55	13	Cross	0:05		408 PTS MAITLAND	192.379	192.379	0.000		
	Fri 04/10 05:00	14	Transfer	0:00		UP MAIN NORTH COAST	192.379	192.733	0.354		
	Fri 04/10 05:00	15	Cross	0:05		411A PTS MAITLAND	192.733	192.733	0.000		
	Fri 04/10 05:05	16	Cross	0:05		411B PTS MAITLAND	192.788	192.788	0.000		
	Fri 04/10 05:10	17	Transfer	0:02		DOWN MAIN NORTH COAST	192.788	193.964	1.176		
	Fri 04/10 05:12	18	Cross	0:05		423B PTS TELARAH	193.964	193.964	0.000		
	Fri 04/10 05:17	19	Transfer	0:00		DOWN MAIN NORTH COAST	193.964	193.997	0.033		
	Fri 04/10 05:17	20	Cross	0:05		424B PTS TELARAH	193.997	193.997	0.000		
	Fri 04/10 05:22	21	Transfer	0:00		DOWN MAIN NORTH COAST	193.997	194.020	0.023		
	Fri 04/10 05:22	22	Cross	0:05		425 PTS TELARAH	194.020	194.020	0.000		
	Fri 04/10 05:27	23	Cross	0:05		3D PTS TELARAH	194.092	194.092	0.000		
	Fri 04/10 05:32	24	Cross	0:05		TLH001 PTS TELARAH	194.177	194.177	0.000		
	Fri 04/10 05:37	25	Cross	0:05		TLH002 PTS TELARAH	194.216	194.216	0.000		
	Fri 04/10 05:42	26	Transfer	0:00		NO2 DOWN SIDING TELARAH	194.216	194.500	0.284		
19	Fri 04/10 05:00		STABLE	0:15		No.2 DOWN SIDING - TELARAH	194.500	194.500	0.000		
	Fri 04/10 05:15		BREAK	14:00							

END OF CLOSEDOWN

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
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JOB #: S05
 START DATE/TIME: 01/10/2024 8:00
 MACHINE: RB 08-475 UNIMAT 1
 WORKING DIRECTION: CITY
 NUMBER OF SHIFTS: 6
 SHIFT TYPE: DOUBLE (10H)
 SUPERVISOR (AM): RYAN O'NEILL 0408 089 892
 CERTIFIER (AM): RYAN O'NEILL 0408 089 892
 TO (AM): ALEX ANDREW 0431 384 458
 SIGNAL ELECT (AM): LEE BLOOR 0405 026 952
 SUPERVISOR (PM): MATTHEW INMAN 0478 689 681
 CERTIFIER (PM): MATTHEW INMAN 0478 689 681
 TO (PM): KATHRYN KIRKNESS 0414 318 312
 SIGNAL ELECT (PM): ADAM MURTYN 0490 796 405



L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
1	Tue 01/10 08:00		EXIT	0:15	MAITLAND NO. 3 SIDING	MAITLAND NO. 3 SIDING	192.000	192.000	0.000		
	Tue 01/10 08:15	1	Transfer	0:00	NO3 SIDING MAITLAND		192.000	0.000	192.000		
	Tue 01/10 08:15	2	Cross	0:05	272176_P		0.000	0.000	0.000		
	Tue 01/10 08:20	3	Cross	0:05	408 PTS MAITLAND		192.379	192.379	0.000		
	Tue 01/10 08:25	4	Transfer	0:00	UP MAIN NORTH COAST		192.379	192.301	0.078		
	Tue 01/10 08:25	5	Cross	0:05	406A PTS MAITLAND		192.301	192.301	0.000		
	Tue 01/10 08:30	6	Transfer	0:00	UP MAIN		192.301	192.290	0.011		
	Tue 01/10 08:30	7	Cross	0:05	404B PTS MAITLAND		192.290	192.290	0.000		
	Tue 01/10 08:35	8	Cross	0:05	404A PTS MAITLAND		192.231	192.231	0.000		
	Tue 01/10 08:40	9	Transfer	0:00	DOWN MAIN		192.231	192.222	0.009		
	Tue 01/10 08:40	10	Cross	0:05	403C PTS MAITLAND		192.222	192.222	0.000		
	Tue 01/10 08:45	11	Cross	0:05	403A PTS MAITLAND		192.148	192.148	0.000		
	Tue 01/10 08:50	12	Transfer	0:00	UP COAL		192.148	192.139	0.009		
	Tue 01/10 08:50	13	Cross	0:06	402D PTS MAITLAND		192.139	192.139	0.000		
	Tue 01/10 08:56	14	Cross	0:05	402A PTS MAITLAND		192.080	192.080	0.000		
	Tue 01/10 09:01	15	Transfer	0:05	DOWN COAL		192.080	191.820	0.260		
2	Tue 01/10 09:10		TAMP	1:00	DOWN COAL	DOWN COAL	191.820	191.780	0.040	1	TSR Location [1] E:04892353-001 (191.800-191.810)
	Tue 01/10 10:10	1	Transfer	0:00	DOWN COAL		191.780	192.080	0.300		
	Tue 01/10 10:10	2	Cross	0:05	402A PTS MAITLAND		192.080	192.080	0.000		
	Tue 01/10 10:15	3	Cross	0:05	402D PTS MAITLAND		192.139	192.139	0.000		
	Tue 01/10 10:20	4	Transfer	0:09	UP COAL		192.139	190.120	2.019		
3	Tue 01/10 10:30		TAMP	2:40	UP COAL	UP COAL	190.120	189.400	0.720	2	Wire Feed Weld worksite 402D pts - 3 hours notice to pass required. [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] E:04816399-001 (189.400-190.120)*
	Tue 01/10 13:10	1	Transfer	0:01	UP COAL		189.400	191.250	1.850		
4	Tue 01/10 13:15		TAMP	0:20	UP COAL	UP COAL	191.250	191.240	0.010	1	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] E:04887183-001 (191.240-191.250)*
	Tue 01/10 13:35	1	Transfer	0:01	UP COAL		191.240	192.139	0.899		
	Tue 01/10 13:36	2	Cross	0:05	402D PTS MAITLAND		192.139	192.139	0.000		
	Tue 01/10 13:41	3	Cross	0:05	402A PTS MAITLAND		192.080	192.080	0.000		
	Tue 01/10 13:46	4	Transfer	0:01	DOWN COAL		192.080	192.290	0.210		
5	Tue 01/10 13:45		REGULATE	0:00	DOWN COAL	DOWN COAL	192.290	192.270	0.020	C	CONTINGENCY If ballasting team finished and clear Job S34 [1] E:04853885-002 (192.270-192.290)*
	Tue 01/10 13:45	1	Transfer	0:04	DOWN COAL		192.270	192.650	0.380		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
<p style="text-align: right;">CONTINGENCY If ballasting team finished and clear Job S34</p>											
6	Tue 01/10 13:50		REGULATE	0:00		DOWN COAL	192.650	192.460	0.190	C	[1] E:04860386-002 (192.460-192.650)*
	Tue 01/10 13:50	1	Cross	0:05		413D PTS MAITLAND	192.832	192.832	0.000		
<p style="text-align: right;">Job S31 steel removal cut and bump from 1430 to 1800. Will need to skip to line 14 and come back to complete 413D pts once cut and bump complete. Transfer via the Up Main permitted with notice to pass. [1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (192.800-193.500)</p>											
7	Tue 01/10 13:55		TAMP T/O	2:15		DOWN COAL	192.832	192.832	0.000	1	
	Tue 01/10 16:10	1	Transfer	0:00		DOWN MAIN NORTH	192.832	192.773	0.059		
	Tue 01/10 16:10	2	Cross	0:05		413A PTS MAITLAND	192.773	192.773	0.000		
	Tue 01/10 16:15	3	Transfer	0:00		DOWN MAIN	192.773	192.763	0.010		
	Tue 01/10 16:15	4	Cross	0:05		410 PTS MAITLAND	192.763	192.763	0.000		
	Tue 01/10 16:20	5	Transfer	0:01		UP COAL	192.763	192.650	0.113		
<p style="text-align: right;">CONTINGENCY If ballasting team finished and clear Job S34</p>											
8	Tue 01/10 16:20		REGULATE	0:00		UP COAL	192.650	192.460	0.190	C	[1] E:04860385-002 (192.460-192.650)*
	Tue 01/10 16:20	1	Transfer	0:00		UP COAL	192.460	192.763	0.303		
	Tue 01/10 16:20	2	Cross	0:05		410 PTS MAITLAND	192.763	192.763	0.000		
	Tue 01/10 16:25	3	Cross	0:05		413A PTS MAITLAND	192.773	192.773	0.000		
<p style="text-align: right;">Job S31 steel removal cut and bump from 1430 to 1800. Will need to skip to line 14 and come back to complete 413D pts once cut and bump complete. Transfer via the Up Main permitted with notice to pass. [1] E:04888512-001 (192.773-192.773)</p>											
9	Tue 01/10 16:30		TAMP T/O	2:15		UP MAIN NORTH	192.773	192.773	0.000	1	
	Tue 01/10 18:45	1	Cross	0:05		414B PTS MAITLAND	192.849	192.849	0.000		
	Tue 01/10 18:50	2	Transfer	0:00		UP MAIN NORTH	192.849	193.309	0.460		
	Tue 01/10 18:50	3	Cross	0:05		416A PTS MAITLAND	193.309	193.309	0.000		
	Tue 01/10 18:55	4	Cross	0:05		416D PTS MAITLAND	193.369	193.369	0.000		
	Tue 01/10 19:00	5	Transfer	0:00		DOWN MAIN NORTH	193.369	193.379	0.010		
	Tue 01/10 19:00	6	Cross	0:05		418 PTS PELTON LINE	193.379	193.379	0.000		
	Tue 01/10 19:05	7	Transfer	0:02		DOWN MAIN NORTH	193.379	194.271	0.892		
	Tue 01/10 19:07	8	Cross	0:05		421D PTS FARLEY	194.271	194.271	0.000		
	Tue 01/10 19:12	9	Cross	0:05		421A PTS FARLEY	194.125	194.125	0.000		
	Tue 01/10 19:17	10	Transfer	0:00		UP MAIN NORTH	194.125	194.115	0.010		
	Tue 01/10 19:17	11	Cross	0:05		420B PTS FARLEY	194.115	194.115	0.000		
	Tue 01/10 19:22	12	Transfer	0:05		UP MAIN NORTH	194.115	193.593	0.522		
10	Tue 01/10 18:45		STABLE	0:45		UP MAIN NORTH	193.593	193.446	0.147	1	
	Tue 01/10 19:30		BREAK	0:30							
11	Tue 01/10 20:00		EXIT	0:45		UP MAIN NORTH	193.593	193.446	0.147	1	Maitland CPO until 2200
	Tue 01/10 20:45	1	Transfer	0:00		UP MAIN NORTH	193.446	194.115	0.669		
	Tue 01/10 20:45	2	Cross	0:05		420B PTS FARLEY	194.115	194.115	0.000		
	Tue 01/10 20:50	3	Transfer	0:01		TELARAH TRIANGLE	194.115	193.997	0.118		
	Tue 01/10 20:51	4	Cross	0:05		424B PTS TELARAH	193.997	193.997	0.000		
	Tue 01/10 20:56	5	Transfer	0:00		DOWN MAIN NORTH COAST	193.997	193.964	0.033		
	Tue 01/10 20:56	6	Cross	0:05		423B PTS TELARAH	193.964	193.964	0.000		
	Tue 01/10 21:01	7	Transfer	0:02		DOWN MAIN NORTH COAST	193.964	192.788	1.176		
	Tue 01/10 21:03	8	Cross	0:05		411B PTS MAITLAND	192.788	192.788	0.000		
	Tue 01/10 21:08	9	Transfer	0:01		DOWN MAIN NORTH COAST	192.788	192.342	0.446		
	Tue 01/10 21:09	10	Cross	0:05		406 DIA MAITLAND	192.342	192.342	0.000		
	Tue 01/10 21:14	11	Transfer	0:00		DOWN MAIN NORTH COAST	192.342	192.301	0.041		
	Tue 01/10 21:14	12	Cross	0:05		405 PTS MAITLAND	192.301	192.301	0.000		
	Tue 01/10 21:19	13	Cross	0:05		407B PTS MAITLAND	192.450	192.450	0.000		
12	Tue 01/10 21:25		TAMP T/O	0:00		DOWN LOCAL	192.450	192.450	0.000	C	CONTINGENCY
	Tue 01/10 21:25	1	Cross	0:05		407A PTS MAITLAND	192.390	192.390	0.000		

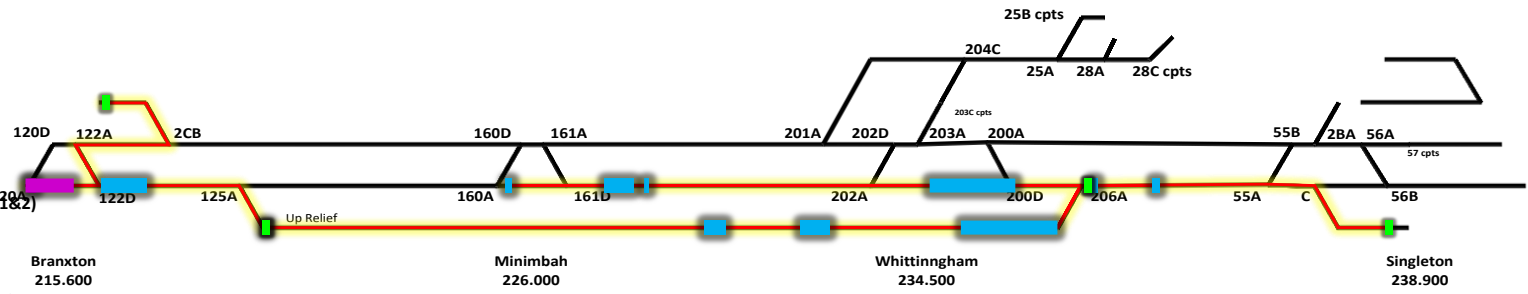
L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
13	Tue 01/10 21:30		TAMP T/O	0:00		407A PTS - MAITLAND	192.390	192.390	0.000	C	CONTINGENCY
	Tue 01/10 21:30	1	Transfer	0:00		UP LOCAL	192.390	192.452	0.062		
	Tue 01/10 21:30	2	Cross	0:05		406B CPTS MAITLAND	192.452	192.452	0.000		
	Tue 01/10 21:35	3	Transfer	0:00		UP LOCAL	192.452	192.849	0.397		
	Tue 01/10 21:35	4	Cross	0:05		414B PTS MAITLAND	192.849	192.849	0.000		
	Tue 01/10 21:40	5	Transfer	0:01		UP MAIN NORTH	192.849	193.309	0.460		
	Tue 01/10 21:41	6	Cross	0:05		416A PTS MAITLAND	193.309	193.309	0.000		
	Tue 01/10 21:46	7	Cross	0:05		416D PTS MAITLAND	193.369	193.369	0.000		
	Tue 01/10 21:51	8	Transfer	0:00		DOWN MAIN NORTH	193.369	193.379	0.010		
	Tue 01/10 21:51	9	Cross	0:05		418 PTS PELTON LINE	193.379	193.379	0.000		
	Tue 01/10 21:56	10	Transfer	0:04		DOWN MAIN NORTH	193.379	193.740	0.361		
14	Tue 01/10 22:00		TAMP	1:00		DOWN MAIN NORTH	193.740	193.580	0.160	1	[1] E:04805129-001 (193.580-193.740)*
	Tue 01/10 23:00	1	Transfer	0:00		DOWN MAIN NORTH	193.580	194.271	0.691		
	Tue 01/10 23:00	2	Cross	0:05		421D PTS FARLEY	194.271	194.271	0.000		
	Tue 01/10 23:05	3	Transfer	0:00		DOWN MAIN NORTH	194.271	194.293	0.022		
	Tue 01/10 23:05	4	Cross	0:06		422A PTS FARLEY	194.293	194.293	0.000		
	Tue 01/10 23:11	5	Cross	0:05		422D PTS FARLEY	194.440	194.440	0.000		
	Tue 01/10 23:16	6	Transfer	0:05		UP MAIN NORTH	194.440	193.430	1.010		
15	Tue 01/10 23:25		TAMP	1:00		UP MAIN NORTH	193.430	193.260	0.170	1	[1] E:04816394-001 (193.260-193.430)
	Wed 02/10 00:25	1	Transfer	0:00		UP MAIN NORTH	193.260	195.680	2.420		
16	Wed 02/10 00:25		TAMP	1:45		UP MAIN NORTH	195.680	195.250	0.430	2	[1] E:04853836-001 (195.250-195.680)*
	Wed 02/10 02:10	1	Transfer	0:00		UP MAIN NORTH	195.250	196.099	0.849		
	Wed 02/10 02:10	2	Cross	0:05		440A PTS FARLEY	196.099	196.099	0.000		
	Wed 02/10 02:15	3	Transfer	0:15		UP MAIN NORTH	196.099	202.600	6.501		
17	Wed 02/10 02:30		TAMP	1:00		UP MAIN NORTH	202.600	202.500	0.100	2	[1] E:04849488-001 (202.500-202.600)*
	Wed 02/10 03:30	1	Transfer	0:02		UP MAIN NORTH	202.500	204.477	1.977		
	Wed 02/10 03:32	2	Cross	0:05		102D PTS ALLANDALE	204.477	204.477	0.000		
	Wed 02/10 03:37	3	Transfer	0:00		UP MAIN NORTH	204.477	204.499	0.022		
	Wed 02/10 03:37	4	Cross	0:05		104A PTS ALLANDALE	204.499	204.499	0.000		
	Wed 02/10 03:42	5	Transfer	0:11		UP MAIN NORTH	204.499	209.600	5.101		
18	Wed 02/10 03:55		TAMP	2:30		UP MAIN NORTH	209.600	208.950	0.650	1	[1] E:04736452-001 (208.950-209.600)*
	Wed 02/10 06:25	1	Transfer	0:07		UP MAIN NORTH	208.950	204.499	4.451		
	Wed 02/10 06:32	2	Cross	0:05		104A PTS ALLANDALE	204.499	204.499	0.000		
	Wed 02/10 06:37	3	Transfer	0:00		UP MAIN NORTH	204.499	204.477	0.022		
	Wed 02/10 06:37	4	Cross	0:05		102D PTS ALLANDALE	204.477	204.477	0.000		
	Wed 02/10 06:42	5	Transfer	0:08		UP MAIN NORTH	204.477	202.600	1.877		
19	Wed 02/10 06:50		STABLE	0:15		UP MAIN NORTH	202.600	202.600	0.000		
	Wed 02/10 07:05		BREAK	0:55							
20	Wed 02/10 08:00		EXIT	0:15		UP MAIN NORTH	202.600	202.600	0.000		
	Wed 02/10 08:15	1	Transfer	0:02		UP MAIN NORTH	202.600	204.477	1.877		
	Wed 02/10 08:17	2	Cross	0:05		102D PTS ALLANDALE	204.477	204.477	0.000		
	Wed 02/10 08:22	3	Transfer	0:00		UP MAIN NORTH	204.477	204.499	0.022		
	Wed 02/10 08:22	4	Cross	0:05		104A PTS ALLANDALE	204.499	204.499	0.000		
	Wed 02/10 08:27	5	Transfer	0:08		UP MAIN NORTH	204.499	209.820	5.321		
	Wed 02/10 08:35	6	Cross	0:05		112B PTS GRETA	209.820	209.820	0.000		
	Wed 02/10 08:40	7	Transfer	0:05		UP MAIN NORTH	209.820	210.180	0.360		
21	Wed 02/10 08:45		TAMP	0:20		UP MAIN NORTH	210.180	210.160	0.020	1	[1] E:04853714-001 (210.160-210.180)* [2] E:04853714-003 (210.160-210.180) Undercutting Site - Requested: Thu 10/10/2024 06:00 Job S42
											[1] E:04853714-001 (210.160-210.180)
22	Wed 02/10 09:05		TAMP	1:00		UP MAIN NORTH	210.220	210.180	0.040	0	[2] E:04853714-003 (210.160-210.180)
	Wed 02/10 10:05	1	Transfer	0:00		UP MAIN NORTH	210.180	210.700	0.520		
23	Wed 02/10 10:05		TAMP	0:35		UP MAIN NORTH	210.700	210.610	0.090	2	[1] E:04816396-001 (210.610-210.700)*
	Wed 02/10 10:40	1	Transfer	0:00		UP MAIN NORTH	210.610	210.840	0.230		
24	Wed 02/10 10:40		TAMP	0:35		UP MAIN NORTH	210.840	210.740	0.100	2	[1] E:04855280-001 (210.740-210.840)*

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
	Wed 02/10 11:15	1	Transfer	0:01		UP MAIN NORTH	210.740	209.820	0.920		
	Wed 02/10 11:16	2	Cross	0:05		112B PTS GRETA	209.820	209.820	0.000		
	Wed 02/10 11:21	3	Transfer	0:08		UP MAIN NORTH	209.820	204.499	5.321		
	Wed 02/10 11:29	4	Cross	0:05		104A PTS ALLANDALE	204.499	204.499	0.000		
	Wed 02/10 11:34	5	Cross	0:05		102D PTS ALLANDALE	204.477	204.477	0.000		
25	Wed 02/10 11:40		TAMP T/O	2:15		UP MAIN NORTH	204.477	204.477	0.000	2	
	Wed 02/10 13:55	1	Cross	0:05		102A PTS ALLANDALE	204.330	204.330	0.000		
26	Wed 02/10 14:00		TAMP T/O	2:15		DOWN MAIN NORTH	204.330	204.330	0.000	2	
	Wed 02/10 16:15	1	Transfer	0:05		DOWN MAIN NORTH	204.330	200.850	3.480		
27	Wed 02/10 16:20		TAMP	0:45		DOWN MAIN NORTH	200.850	200.785	0.065	2	[1] E:04853821-001 (200.785-200.850)*
	Wed 02/10 17:05	1	Transfer	0:05		DOWN MAIN NORTH	200.785	204.330	3.545		
	Wed 02/10 17:10	2	Cross	0:05		102A PTS ALLANDALE	204.330	204.330	0.000		
	Wed 02/10 17:15	3	Transfer	0:00		DOWN MAIN NORTH	204.330	204.643	0.313		
	Wed 02/10 17:15	4	Cross	0:05		104D PTS ALLANDALE	204.643	204.643	0.000		
	Wed 02/10 17:20	5	Transfer	0:10		DOWN MAIN NORTH	204.643	208.500	3.857		
28	Wed 02/10 17:30		REGULATE	0:00		DOWN MAIN NORTH	208.500	208.300	0.200	C	CONTINGENCY Regulate only if time permits - PC worksite will be ballasting Wed day S34 [1] E:04865981-002 (208.300-208.500)*
											CONTINGENCY Regulate only if time permits - PC worksite will be ballasting Wed day S34. [1] E:04865981-002 (208.300-208.500)
29	Wed 02/10 17:30		REGULATE	0:00		DOWN MAIN NORTH	209.000	208.500	0.500	C	[2] E:04865982-002 (208.800-209.000)*
	Wed 02/10 17:30	1	Transfer	0:02		DOWN MAIN NORTH	208.500	210.844	2.344		
30	Wed 02/10 17:35		TAMP	1:00		DOWN MAIN NORTH	210.844	210.744	0.100	2	[1] E:04849459-001 (210.744-210.844)*
31	Wed 02/10 18:35		STABLE	0:15		DOWN MAIN NORTH	210.844	210.844	0.000		
	Wed 02/10 18:50		BREAK	1:10							
32	Wed 02/10 20:00		EXIT	0:15		DOWN MAIN NORTH	210.844	210.844	0.000		
	Wed 02/10 20:15	1	Cross	0:05		117A PTS PN DEPOT	211.027	211.027	0.000		
33	Wed 02/10 20:20		TAMP T/O	2:15		DOWN MAIN NORTH	211.027	211.027	0.000	2	
	Wed 02/10 22:35	1	Transfer	0:00		DOWN MAIN NORTH	211.027	211.100	0.073		
34	Wed 02/10 22:35		TAMP	1:00		DOWN MAIN NORTH	211.100	211.080	0.020	0	Undercutting Site - Requested: Thu 10/10/2024 06:00 Job S42
	Wed 02/10 23:35	1	Transfer	0:02		DOWN MAIN NORTH	211.080	212.450	1.370		
35	Wed 02/10 23:40		TAMP	1:00		DOWN MAIN NORTH	212.450	212.430	0.020	1	[1] E:04713488-001 (212.430-212.450)*
	Thu 03/10 00:40	1	Transfer	0:00		DOWN MAIN NORTH	212.430	212.550	0.120		
36	Thu 03/10 00:40		TAMP	1:20		DOWN MAIN NORTH	212.550	212.500	0.050	0	Undercutting Site - Requested: Thu 10/10/2024 06:00 Job S42
	Thu 03/10 02:00	1	Transfer	0:01		DOWN MAIN NORTH	212.500	213.582	1.082		
	Thu 03/10 02:01	2	Cross	0:05		119C PTS PN DEPOT	213.582	213.582	0.000		
	Thu 03/10 02:06	3	Transfer	0:05		DOWN MAIN NORTH	213.582	214.010	0.428		
37	Thu 03/10 02:15		TAMP	1:00		DOWN MAIN NORTH	214.010	214.000	0.010	0	Undercutting Site - Requested: Thu 03/10/2024 15:00 Job S42 [1] E:04866577-001 (214.000-214.010)*
	Thu 03/10 03:15	1	Transfer	0:01		DOWN MAIN NORTH	214.000	215.120	1.120		
38	Thu 03/10 03:30		TAMP	2:30		DOWN MAIN NORTH	215.120	215.020	0.100	0	Turnout Renewal Site - Requested: Thu 03/10/2024 03:30 Job S43 [1] E:04862274-001 (215.020-215.260)*
39	Thu 03/10 06:00		STABLE	0:00		DOWN MAIN NORTH	215.260	215.260	0.000		
	Thu 03/10 06:00		BREAK	2:00							
40	Thu 03/10 08:00		EXIT	0:00		DOWN MAIN NORTH	215.260	215.260	0.000		
	Thu 03/10 08:00	1	Transfer	0:00		DOWN MAIN NORTH	215.260	215.165	0.095		
	Thu 03/10 08:00	2	Cross	0:05		120D PTS BRANXTON	215.165	215.165	0.000		
	Thu 03/10 08:05	3	Transfer	0:04		DOWN MAIN NORTH	215.165	215.260	0.095		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											Carry over from previous shift. Turnout Renewal Site - Requested: Thu 03/10/2024 03:30 Job S43 [1] AXLE COUNTER (215.185-215.185) [2] E:04862274-001 (215.020-215.260)*
41	Thu 03/10 08:00		TAMP	4:00		DOWN MAIN NORTH	215.260	215.120	0.140	0	
	Thu 03/10 12:00	1	Transfer	0:00		DOWN MAIN NORTH	215.120	215.165	0.045		
	Thu 03/10 12:00	2	Cross	0:05		120D PTS BRANXTON	215.165	215.165	0.000		
	Thu 03/10 12:05	3	Transfer	0:04		DOWN MAIN NORTH	215.165	215.160	0.005		
											Turnout Renewal Site - Requested: Thu 03/10/2024 03:30 Job S43 [1] E:04489364-002 (215.160-215.160)*
42	Thu 03/10 12:00		TAMP T/O	4:30		DOWN MAIN NORTH	215.160	215.160	0.000	0	
	Thu 03/10 16:30	1	Transfer	0:00		DOWN MAIN NORTH	215.160	215.165	0.005		
	Thu 03/10 16:30	2	Cross	0:05		120D PTS BRANXTON	215.165	215.165	0.000		
	Thu 03/10 16:35	3	Transfer	0:00		DOWN MAIN NORTH	215.165	215.267	0.102		
	Thu 03/10 16:35	4	Cross	0:05		122A PTS BRANXTON	215.267	215.267	0.000		
	Thu 03/10 16:40	5	Cross	0:05		122D PTS BRANXTON	215.376	215.376	0.000		
	Thu 03/10 16:45	6	Transfer	0:05		UP MAIN NORTH	215.376	215.400	0.024		
											CONTINGENCY Preference is for S06 RB 08-275 to complete this scope prior to stabling. Contingency for this machine as a back up. Previous TSR location through Branxton Platform. [1] E:04816459-001 (215.400-215.707)*
43	Thu 03/10 16:50		TAMP	0:00		UP MAIN NORTH	215.400	215.707	0.307	C	
	Thu 03/10 16:50	1	Transfer	0:00		UP MAIN NORTH	215.707	215.376	0.331		
	Thu 03/10 16:50	2	Cross	0:05		122D PTS BRANXTON	215.376	215.376	0.000		
	Thu 03/10 16:55	3	Transfer	0:00		UP MAIN NORTH	215.376	215.056	0.320		
	Thu 03/10 16:55	4	Cross	0:05		120A PTS BRANXTON	215.056	215.056	0.000		
	Thu 03/10 17:00	5	Transfer	0:08		UP MAIN NORTH	215.056	209.820	5.236		
	Thu 03/10 17:08	6	Cross	0:05		112B PTS GRETA	209.820	209.820	0.000		
	Thu 03/10 17:13	7	Transfer	0:00		ALLANDALE UP RELIEF	209.820	209.820	0.000		
44	Thu 03/10 17:15		STABLE	0:15		112B PTS GRETA	209.820	209.820	0.000		
	Thu 03/10 17:30		BREAK	2:30							
45	Thu 03/10 20:00		EXIT	0:15		112B PTS GRETA	209.820	209.820	0.000		
											Turnout Bearer Replacement Site - Requested: Thu 03/10/2024 18:00 Job S41 Sitting up high off back of swing nose - potentially requires lift to ramp out off the back [1] E:04819592-001 (209.820-209.820)* [2] E:04868287-001 (209.820-209.820)
46	Thu 03/10 20:15		TAMP T/O	4:00		UP MAIN NORTH	209.820	209.820	0.000	0	
	Fri 04/10 00:15	1	Transfer	0:03		ALLANDALE UP RELIEF	209.820	207.320	2.500		
47	Fri 04/10 00:20		TAMP	0:25		ALLANDALE UP RELIEF	207.320	207.280	0.040	2	[1] E:04784583-001 (207.280-207.320)*
	Fri 04/10 00:45	1	Transfer	0:03		ALLANDALE UP RELIEF	207.280	205.550	1.730		
48	Fri 04/10 00:50		TAMP	1:05		ALLANDALE UP RELIEF	205.550	205.320	0.230	2	[1] E:04853867-001 (205.320-205.550)*
	Fri 04/10 01:55	1	Transfer	0:00		ALLANDALE UP RELIEF	205.320	204.700	0.620		
49	Fri 04/10 01:55		TAMP	0:30		ALLANDALE UP RELIEF	204.700	204.600	0.100	2	[1] E:04903028-001 (204.600-204.700)
	Fri 04/10 02:25	1	Transfer	0:04		ALLANDALE UP RELIEF	204.600	202.550	2.050		
											TSR location
50	Fri 04/10 02:30		TAMP	0:40		ALLANDALE UP RELIEF	202.550	202.450	0.100	1	[1] E:04875792-001 (202.450-202.550)*
	Fri 04/10 03:10	1	Transfer	0:01		ALLANDALE UP RELIEF	202.450	201.910	0.540		
51	Fri 04/10 03:15		TAMP	0:40		ALLANDALE UP RELIEF	201.910	201.800	0.110	2	[1] E:04853819-001 (201.630-202.110)*
	Fri 04/10 03:55	1	Transfer	0:08		ALLANDALE UP RELIEF	201.800	196.099	5.701		
	Fri 04/10 04:03	2	Cross	0:05		440A PTS FARLEY	196.099	196.099	0.000		
	Fri 04/10 04:08	3	Transfer	0:03		UP MAIN NORTH	196.099	194.440	1.659		
	Fri 04/10 04:11	4	Cross	0:05		422D PTS FARLEY	194.440	194.440	0.000		
	Fri 04/10 04:16	5	Transfer	0:00		UP MAIN NORTH	194.440	194.125	0.315		
	Fri 04/10 04:16	6	Cross	0:05		421A PTS FARLEY	194.125	194.125	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
	Fri 04/10 04:21	7	Transfer	0:00	UP MAIN NORTH		194.125	194.115	0.010		
	Fri 04/10 04:21	8	Cross	0:05	420B PTS FARLEY		194.115	194.115	0.000		
	Fri 04/10 04:26	9	Transfer	0:01	TELARAH TRIANGLE		194.115	193.997	0.118		
	Fri 04/10 04:27	10	Cross	0:05	424B PTS TELARAH		193.997	193.997	0.000		
	Fri 04/10 04:32	11	Transfer	0:00	DOWN MAIN NORTH COAST		193.997	193.964	0.033		
	Fri 04/10 04:32	12	Cross	0:05	423B PTS TELARAH		193.964	193.964	0.000		
	Fri 04/10 04:37	13	Cross	0:05	423A PTS TELARAH		193.900	193.900	0.000		
	Fri 04/10 04:42	14	Transfer	0:02	UP MAIN NORTH COAST		193.900	192.733	1.167		
	Fri 04/10 04:44	15	Cross	0:05	411A PTS MAITLAND		192.733	192.733	0.000		
	Fri 04/10 04:49	16	Transfer	0:00	UP MAIN NORTH COAST		192.733	192.379	0.354		
	Fri 04/10 04:49	17	Cross	0:06	408 PTS MAITLAND		192.379	192.379	0.000		
	Fri 04/10 04:55	18	Cross	0:05	272176_P		0.000	0.000	0.000		
	Fri 04/10 05:00	19	Transfer	0:04	NO3 SIDING MAITLAND		0.000	192.000	192.000		
52	Fri 04/10 05:00	STABLE	0:15	MAITLAND NO. 3 SIDING	MAITLAND NO. 3 SIDING		192.000	192.000	0.000		
	Fri 04/10 05:15	BREAK	2:00								
END OF CLOSEDOWN											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
JOB #: S06 START DATE/TIME: 01/10/2024 7:30 MACHINE: RB 08-275 UNIMAT 2 WORKING DIRECTION: CITY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H)											
SUPERVISOR (AM): FRED KEYS 0474 000 623 (SHIFT 1 &2) CERTIFIER (AM): FRED KEYS 0474 000 623 (SHIFT 1 &2) TO (AM): VINCE COSTANTINO 0408 890 612 (SHIFT 1 &2) SIGNAL ELECT (AM): LEE BLOOR 0405 026 952 SUPERVISOR (PM): FRED KEYS 0474 000 623 (SHIFT 3) CERTIFIER (PM): FRED KEYS 0474 000 623 (SHIFT 3) TO (PM): VINCE COSTANTINO 0408 890 612 (SHIFT 3) SIGNAL ELECT (PM): NR											



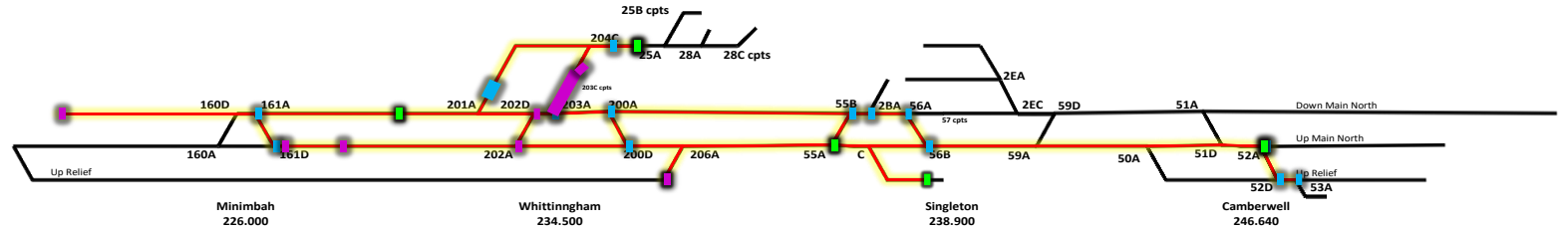
L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
1	Tue 01/10 07:30	EXIT		0:15	SINGLETON UP SIDING	SINGLETON UP SIDING	238.600	238.600	0.000		Priority start Machine to exit second, behind John Holland Unimat
	Tue 01/10 07:45	1 Transfer		0:00	SINGLETON GOODS SIDING		238.600	238.430	0.170		
	Tue 01/10 07:45	2 Cross		0:05	C PTS SINGLETON		238.430	238.430	0.000		
	Tue 01/10 07:50	3 Transfer		0:00	UP MAIN NORTH		238.430	238.308	0.122		
	Tue 01/10 07:50	4 Cross		0:05	55A PTS SINGLETON		238.308	238.308	0.000		
	Tue 01/10 07:55	5 Transfer		0:05	UP MAIN NORTH		238.308	234.933	3.375		
	Tue 01/10 08:00	6 Cross		0:05	206A PTS WHITTINGHAM		234.933	234.933	0.000		
	Tue 01/10 08:05	7 Transfer		0:00	MINIMBAH UP RELIEF		234.933	234.933	0.000		
2	Tue 01/10 08:05	TAMP		6:30	MINIMBAH UP RELIEF	MINIMBAH UP RELIEF	234.933	232.660	2.273	1	Poorest geometry at the following locations: - 232.660-232.760kms - 234.490-234.750kms [1] E:04863440-001 (232.660-234.933)*
	Tue 01/10 14:35	1 Transfer		0:08	MINIMBAH UP RELIEF		232.660	229.600	3.060		
3	Tue 01/10 14:45	TAMP		0:00	MINIMBAH UP RELIEF	MINIMBAH UP RELIEF	229.600	228.910	0.690	C	CONTINGENCY Poor geometry which will likely deteriorate to TSR [1] E:04896777-001 (228.910-229.600)
	Tue 01/10 14:45	1 Transfer		0:00	MINIMBAH UP RELIEF		228.910	227.170	1.740		
4	Tue 01/10 14:45	TAMP		1:30	MINIMBAH UP RELIEF	MINIMBAH UP RELIEF	227.170	226.650	0.520	1	[1] E:04774005-001 (226.650-227.170)*
	Tue 01/10 16:15	1 Transfer		0:12	MINIMBAH UP RELIEF		226.650	234.933	8.283		
	Tue 01/10 16:27	2 Cross		0:05	206A PTS WHITTINGHAM		234.933	234.933	0.000		
	Tue 01/10 16:32	3 Transfer		0:06	UP MAIN NORTH		234.933	236.240	1.307		
5	Tue 01/10 16:40	TAMP		0:20	UP MAIN NORTH	UP MAIN NORTH	236.240	236.230	0.010	1	[1] E:04779602-001 (236.230-236.240)*
	Tue 01/10 17:00	1 Transfer		0:01	UP MAIN NORTH		236.230	235.100	1.130		
6	Tue 01/10 17:05	TAMP		0:45	UP MAIN NORTH	UP MAIN NORTH	235.100	235.050	0.050	2	[1] E:04699545-001 (235.050-235.100)* [2] E:04705270-001 (235.070-235.085) Note: stable city side of 235.000 due to track block from Wed 6am GIJ replacement 235.062km to 235.162km Job S47
7	Tue 01/10 17:50	STABLE		0:15	UP MAIN NORTH	UP MAIN NORTH	235.000	235.000	0.000		
	Tue 01/10 18:05	BREAK		12:00							
8	Wed 02/10 06:05	EXIT		0:15	UP MAIN NORTH	UP MAIN NORTH	235.000	235.000	0.000		
	Wed 02/10 06:20	1 Transfer		0:00	UP MAIN NORTH		235.000	234.933	0.067		
	Wed 02/10 06:20	2 Cross		0:05	206A PTS WHITTINGHAM		234.933	234.933	0.000		
	Wed 02/10 06:25	3 Transfer		0:04	UP MAIN NORTH		234.933	234.755	0.178		
9	Wed 02/10 06:30	TAMP		1:10	UP MAIN NORTH	UP MAIN NORTH	234.755	234.490	0.265	2	[1] E:04875819-001 (234.490-234.755)*
	Wed 02/10 07:40	1 Transfer		0:00	UP MAIN NORTH		234.490	234.305	0.185		
	Wed 02/10 07:40	2 Cross		0:05	202A PTS WHITTINGHAM		234.305	234.305	0.000		
	Wed 02/10 07:45	3 Transfer		0:14	UP MAIN NORTH		234.305	228.170	6.135		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
											Note: 228.210km to 228.170km being undercut Wed from 1200 (will be tamped by S07 Thurs).
											[1] E:04856177-001 (228.058-228.170)*
10	Wed 02/10 08:00		TAMP	1:00	UP MAIN NORTH	UP MAIN NORTH	228.170	228.000	0.170	1	[2] E:04884977-001 (228.170-228.210)
	Wed 02/10 09:00	1	Transfer	0:00	UP MAIN NORTH		228.000	227.700	0.300		
11	Wed 02/10 09:05		TAMP	2:00	UP MAIN NORTH	UP MAIN NORTH	227.700	226.910	0.790	1	[1] E:04836710-001 (226.910-227.700)*
	Wed 02/10 11:05	1	Transfer	0:01	UP MAIN NORTH		226.910	225.853	1.057		
	Wed 02/10 11:06	2	Cross	0:05	161D PTS MINIMBAH		225.853	225.853	0.000		
	Wed 02/10 11:11	3	Transfer	0:04	UP MAIN NORTH		225.853	225.670	0.183		
											Due to track block Up and Down Mains Belford Embankment works, machine must transfer via Whittingham Up Relief. 3 HOURS NOTICE TO PASS REQUIRED for crib out/re-sleeping worksite S39 - 202A and 206A Whittingham 2 HOURS NOTICE TO PASS REQUIRED ON UP RELIEF for Embankment site S46 Notice to pass required for Rerail Site S43 (Up Relief 215.000km to 217.000km - due to finish 1200 Wednesday).
12	Wed 02/10 11:15		TAMP	0:45	UP MAIN NORTH	UP MAIN NORTH	225.670	225.650	0.020	1	[1] E:04859303-001 (225.650-225.670)*
	Wed 02/10 12:00	1	Transfer	0:00	UP MAIN NORTH		225.650	225.853	0.203		
	Wed 02/10 12:00	2	Cross	0:05	161D PTS MINIMBAH		225.853	225.853	0.000		
	Wed 02/10 12:05	3	Transfer	0:13	UP MAIN NORTH		225.853	234.305	8.452		
	Wed 02/10 12:18	4	Cross	0:05	202A PTS WHITTINGHAM		234.305	234.305	0.000		
	Wed 02/10 12:23	5	Transfer	0:00	UP MAIN NORTH		234.305	234.742	0.437		
	Wed 02/10 12:23	6	Cross	0:05	200D PTS WHITTINGHAM		234.742	234.742	0.000		
	Wed 02/10 12:28	7	Transfer	0:01	UP MAIN NORTH		234.742	234.933	0.191		
	Wed 02/10 12:29	8	Cross	0:05	206A PTS WHITTINGHAM		234.933	234.933	0.000		
	Wed 02/10 12:34	9	Transfer	0:26	MINIMBAH UP RELIEF		234.933	216.330	18.603		
13	Wed 02/10 13:00		TAMP T/O	2:00	UP MAIN NORTH	125A PTS BRANXTON	216.330	216.322	0.008	1	[1] E:04863455-001 (216.322-216.330)*
14	Wed 02/10 15:00		STABLE	0:15	125A PTS BRANXTON	125A PTS BRANXTON	216.322	216.322	0.000		
	Wed 02/10 15:15		BREAK	12:00							
15	Thu 03/10 03:15		EXIT	0:15	125A PTS BRANXTON	125A PTS BRANXTON	216.322	216.322	0.000		
	Thu 03/10 03:30	1	Transfer	0:00	MINIMBAH UP RELIEF		216.322	216.322	0.000		
	Thu 03/10 03:30	2	Cross	0:05	125A PTS BRANXTON		216.322	216.322	0.000		
	Thu 03/10 03:35	3	Transfer	0:01	UP MAIN NORTH		216.322	215.376	0.946		
	Thu 03/10 03:36	4	Cross	0:05	122D PTS BRANXTON		215.376	215.376	0.000		
	Thu 03/10 03:41	5	Transfer	0:00	UP MAIN NORTH		215.376	215.056	0.320		
	Thu 03/10 03:41	6	Cross	0:05	120A PTS BRANXTON		215.056	215.056	0.000		
	Thu 03/10 03:46	7	Transfer	0:05	UP MAIN NORTH		215.056	215.050	0.006		
											Turnout Renewal Site - Requested: Thu 03/10/2024 03:30 Job S43
16	Thu 03/10 03:30		TAMP T/O	4:00	UP MAIN NORTH	120A PTS BRANXTON	215.050	215.050	0.000	0	[1] E:04489354-002 (215.050-215.050)*
	Thu 03/10 07:30	1	Transfer	0:00	UP MAIN NORTH		215.050	215.056	0.006		
	Thu 03/10 07:30	2	Cross	0:05	120A PTS BRANXTON		215.056	215.056	0.000		
	Thu 03/10 07:35	3	Transfer	0:04	UP MAIN NORTH		215.056	215.260	0.204		
											Turnout Renewal Site - Requested: Thu 03/10/2024 03:30 Job S43
17	Thu 03/10 07:40		TAMP	5:00	UP MAIN NORTH	UP MAIN NORTH	215.260	215.020	0.240	0	[1] AXLE COUNTER (215.186-215.186) [2] E:04862275-001 (215.020-215.260)*
	Thu 03/10 12:40	1	Transfer	0:00	UP MAIN NORTH		215.020	215.056	0.036		
	Thu 03/10 12:40	2	Cross	0:05	120A PTS BRANXTON		215.056	215.056	0.000		
	Thu 03/10 12:45	3	Transfer	0:00	UP MAIN NORTH		215.056	215.376	0.320		
	Thu 03/10 12:45	4	Cross	0:05	122D PTS BRANXTON		215.376	215.376	0.000		
	Thu 03/10 12:50	5	Transfer	0:06	UP MAIN NORTH		215.376	215.707	0.331		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
											Previous TSR location through Branxton Platform. Preference for this machine to complete scope, however also contingency scope for S05 RB 08-475 as a back up.
18	Thu 03/10 13:00		TAMP	1:00	UP MAIN NORTH	UP MAIN NORTH	215.707	215.400	0.307	1	[1] E:04816459-001 (215.400-215.707)*
	Thu 03/10 14:00	1	Transfer	0:00	UP MAIN NORTH		215.400	215.376	0.024		
	Thu 03/10 14:00	2	Cross	0:05	122D PTS BRANXTON		215.376	215.376	0.000		
	Thu 03/10 14:05	3	Cross	0:05	122A PTS BRANXTON		215.267	215.267	0.000		
	Thu 03/10 14:10	4	Transfer	0:00	DOWN MAIN NORTH		215.267	215.707	0.440		
	Thu 03/10 14:10	5	Cross	0:05	2CB BRANXTON		215.707	215.707	0.000		
	Thu 03/10 14:15	6	Transfer	0:00	BRANXTON DOWN SIDING		215.707	215.500	0.207		
19	Thu 03/10 14:15		STABLE	0:15	BRANXTON DOWN SIDING	BRANXTON DOWN SIDING	215.500	215.500	0.000		
	Thu 03/10 14:30		BREAK	14:00							
END OF CLOSEDOWN											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
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JOB #: S07
 START DATE/TIME: 01/10/2024 8:00
 MACHINE: BRIM 400 UNIMAT
 WORKING DIRECTION: CITY
 NUMBER OF SHIFTS: 6
 SHIFT TYPE: DOUBLE (10H)
 SUPERVISOR (AM): JASON WATSON 0418 421 010
 CERTIFIER (AM): JORDAN POWER 0488 011 722
 TO (AM): SIONE VUNGA 0423 330 279
 SIGNAL ELECT (AM): MANUL KANDARA 0455 447 415
 SUPERVISOR (PM): LUKE BEATTY 0419 855 731
 CERTIFIER (PM): KYLE MICALLEF 0413 683 585
 TO (PM): LEVI MUAULU 0402 311 050
 SIGNAL ELECT (PM): BRYCE REDMAN 0432 431 145



L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
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1	Tue 01/10 08:00	EXIT		0:15	SINGLETON UP SIDING	SINGLETON UP SIDING	238.600	238.600	0.000		Machine to exit last, behind John Holland Unimat and Rhomberg Unimat
	Tue 01/10 08:15	1 Transfer		0:00	SINGLETON GOODS SIDING		238.600	238.430	0.170		
	Tue 01/10 08:15	2 Cross		0:05	C PTS SINGLETON		238.430	238.430	0.000		
	Tue 01/10 08:20	3 Transfer		0:00	UP MAIN NORTH		238.430	238.308	0.122		
	Tue 01/10 08:20	4 Cross		0:05	55A PTS SINGLETON		238.308	238.308	0.000		
	Tue 01/10 08:25	5 Cross		0:05	55B PTS SINGLETON		238.392	238.392	0.000		
	Tue 01/10 08:30	6 Transfer		0:06	DOWN MAIN NORTH		238.392	234.631	3.761		
	Tue 01/10 08:36	7 Cross		0:05	200A PTS WHITTINGHAM		234.631	234.631	0.000		
	Tue 01/10 08:41	8 Transfer		0:00	DOWN MAIN NORTH		234.631	234.441	0.190		
	Tue 01/10 08:41	9 Cross		0:05	203A PTS WHITTINGHAM		234.441	234.441	0.000		
	Tue 01/10 08:46	10 Transfer		0:00	DOWN MAIN NORTH		234.441	234.419	0.022		
	Tue 01/10 08:46	11 Cross		0:05	202D PTS WHITTINGHAM		234.419	234.419	0.000		
	Tue 01/10 08:51	12 Transfer		0:00	DOWN MAIN NORTH		234.419	234.281	0.138		
	Tue 01/10 08:51	13 Cross		0:05	201A PTS WHITTINGHAM		234.281	234.281	0.000		
	Tue 01/10 08:56	14 Transfer		0:01	ARRIVAL BRANCH - MT THORLEY		234.281	235.252	0.971		
2	Tue 01/10 09:00	TAMP		1:55	ARRIVAL BRANCH - MT THORLEY	ARRIVAL BRANCH - MT THORLEY	235.252	234.755	0.497	2	All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/after to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm. [1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (234.500-235.500) [2] E:04850207-001 (234.755-235.252)*
	Tue 01/10 10:55	1 Transfer		0:02	ARRIVAL BRANCH - MT THORLEY		234.755	236.301	1.546		
	Tue 01/10 10:57	2 Cross		0:05	204C PTS WHITTINGHAM		236.301	236.301	0.000		
	Tue 01/10 11:02	3 Transfer		0:11	BRANCH LINE - MT THORLEY		236.301	240.505	4.204		
3	Tue 01/10 11:00	TAMP		1:00	BRANCH LINE - MT THORLEY	BRANCH LINE - MT THORLEY	240.505	240.100	0.405	1	[1] E:04789608-001 (240.100-240.505)*
	Tue 01/10 12:00	1 Transfer		0:00	BRANCH LINE - MT THORLEY		240.100	239.880	0.220		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											Requested: Anytime (Undercut completed in PMP)
											[1] E:04866598-001 (239.850-239.860)* [2] E:04886014-001 (239.850-239.880) [3] E:04902931-001 (239.860-239.860)
4	Tue 01/10 12:00		TAMP	1:00		BRANCH LINE - MT THORLEY	239.880	239.850	0.030	0	
	Tue 01/10 13:00	1	Transfer	0:02		BRANCH LINE - MT THORLEY	239.850	238.500	1.350		
5	Tue 01/10 13:05		TAMP	2:00		BRANCH LINE - MT THORLEY	238.500	238.000	0.500	0	Poor geometry, very poor top. Ballast being replenished Thursday. [1] E:04816439-001 (238.000-238.500)*
	Tue 01/10 15:05	1	Transfer	0:02		BRANCH LINE - MT THORLEY	238.000	236.301	1.699		
	Tue 01/10 15:07	2	Cross	0:05		204C PTS WHITTINGHAM	236.301	236.301	0.000		
	Tue 01/10 15:12	3	Transfer	0:06		DEPARTURE BRANCH - MT THORLEY	236.301	235.000	1.301		
6	Tue 01/10 15:20		TAMP	2:00		DEPARTURE BRANCH - MT THORLEY	235.000	234.441	0.559	0	All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/after to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm. [1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (234.500-235.500) [2] E:04781423-001 (234.441-235.252)*
	Tue 01/10 17:20	1	Transfer	0:00		DEPARTURE BRANCH - MT THORLEY	234.441	234.538	0.097		
	Tue 01/10 17:20	2	Cross	0:05		203C CPTS WHITTINGHAM	234.538	234.538	0.000		
	Tue 01/10 17:25	3	Transfer	0:02		DEPARTURE BRANCH - MT THORLEY	234.538	236.301	1.763		
	Tue 01/10 17:27	4	Cross	0:05		204C PTS WHITTINGHAM	236.301	236.301	0.000		
	Tue 01/10 17:32	5	Transfer	0:10		BRANCH LINE - MT THORLEY	236.301	239.850	3.549		
7	Tue 01/10 17:45		STABLE	0:15		BRANCH LINE - MT THORLEY	239.850	239.850	0.000		
	Tue 01/10 18:00		BREAK	2:00							
8	Tue 01/10 20:00		EXIT	0:15		BRANCH LINE - MT THORLEY	239.850	239.850	0.000		
	Tue 01/10 20:15	1	Transfer	0:05		BRANCH LINE - MT THORLEY	239.850	236.301	3.549		
	Tue 01/10 20:20	2	Cross	0:05		204C PTS WHITTINGHAM	236.301	236.301	0.000		
	Tue 01/10 20:25	3	Transfer	0:05		DEPARTURE BRANCH - MT THORLEY	236.301	235.252	1.049		
9	Tue 01/10 20:30		TAMP	1:45		DEPARTURE BRANCH - MT THORLEY	235.252	235.000	0.252	0	All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/after to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm. [1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (234.500-235.500) [2] E:04781423-001 (234.441-235.252)*
	Tue 01/10 22:15	1	Cross	0:05		203A PTS WHITTINGHAM	234.441	234.441	0.000		
10	Tue 01/10 22:20		TAMP T/O	2:15		DOWN MAIN NORTH	234.441	234.441	0.000	1	

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
	Wed 02/10 00:35	1	Cross	0:05		200A PTS WHITTINGHAM	234.631	234.631	0.000		
11	Wed 02/10 00:40		TAMP T/O	2:15		DOWN MAIN NORTH	234.631	234.631	0.000	1	
	Wed 02/10 02:55	1	Cross	0:05		200D PTS WHITTINGHAM	234.742	234.742	0.000		
12	Wed 02/10 03:00		TAMP T/O	2:15		UP MAIN NORTH	234.742	234.742	0.000	1	Note: notice to pass required S53 TFNSW from 0700 237.500km to 237.600km from Wednesday 0700
	Wed 02/10 05:15	1	Transfer	0:00		UP MAIN NORTH	234.742	234.933	0.191		
	Wed 02/10 05:15	2	Cross	0:05		206A PTS WHITTINGHAM	234.933	234.933	0.000		
	Wed 02/10 05:20	3	Transfer	0:10		UP MAIN NORTH	234.933	238.308	3.375		
13	Wed 02/10 05:30		STABLE	0:15		55A PTS SINGLETON	238.308	238.308	0.000		
	Wed 02/10 05:45		BREAK	2:00							
14	Wed 02/10 07:45		EXIT	0:15		55A PTS SINGLETON	238.308	238.308	0.000		
15	Wed 02/10 08:00		TAMP T/O	2:15		UP MAIN NORTH	238.308	238.308	0.000	1	[1] E:04760476-001 (238.308-238.308)*
	Wed 02/10 10:15	1	Transfer	0:00		UP MAIN NORTH	238.308	238.308	0.000		
	Wed 02/10 10:15	2	Cross	0:05		55A PTS SINGLETON	238.308	238.308	0.000		
	Wed 02/10 10:20	3	Cross	0:05		55B PTS SINGLETON	238.392	238.392	0.000		
16	Wed 02/10 10:25		TAMP T/O	2:00		DOWN MAIN NORTH	238.392	238.392	0.000	1	
	Wed 02/10 12:25	1	Cross	0:05		2BA PTS SINGLETON	238.402	238.402	0.000		
17	Wed 02/10 12:30		TAMP T/O	0:00		DOWN MAIN NORTH	238.402	238.402	0.000	C	CONTINGENCY
	Wed 02/10 12:30	1	Cross	0:05		56A PTS SINGLETON	238.440	238.440	0.000		
18	Wed 02/10 12:35		TAMP T/O	2:00		DOWN MAIN NORTH	238.440	238.440	0.000	1	
	Wed 02/10 14:35	1	Cross	0:05		56B PTS SINGLETON	238.519	238.519	0.000		
	Wed 02/10 14:40	2	Transfer	0:04		UP MAIN NORTH	238.519	238.519	0.000		
19	Wed 02/10 14:45		TAMP T/O	2:15		UP MAIN NORTH	238.519	238.519	0.000	1	Note track block GIJ site S47 235.062km to 235.162km Wed until 1800. Note: notice to pass required S53 TFNSW from 0700 237.500km to 237.600km [1] E:04760477-001 (238.519-238.519)*
	Wed 02/10 17:00	1	Transfer	0:00		UP MAIN NORTH	238.519	238.430	0.089		
	Wed 02/10 17:00	2	Cross	0:05		C PTS SINGLETON	238.430	238.430	0.000		
	Wed 02/10 17:05	3	Transfer	0:00		UP MAIN NORTH	238.430	238.308	0.122		
	Wed 02/10 17:05	4	Cross	0:05		55A PTS SINGLETON	238.308	238.308	0.000		
	Wed 02/10 17:10	5	Transfer	0:05		UP MAIN NORTH	238.308	234.933	3.375		
	Wed 02/10 17:15	6	Cross	0:05		206A PTS WHITTINGHAM	234.933	234.933	0.000		
	Wed 02/10 17:20	7	Transfer	0:00		MINIMBAH UP RELIEF	234.933	234.933	0.000		
20	Wed 02/10 17:20		STABLE	0:15		206A PTS WHITTINGHAM	234.933	234.933	0.000		
	Wed 02/10 17:35		BREAK	1:55							
21	Wed 02/10 19:30		EXIT	0:15		206A PTS WHITTINGHAM	234.933	234.933	0.000		
	Wed 02/10 19:45	1	Transfer	0:00		MINIMBAH UP RELIEF	234.933	234.933	0.000		
22	Wed 02/10 20:00		TAMP T/O	4:00		UP MAIN NORTH	234.933	234.933	0.000	0	Bearer Straightening - Requested: Wed 02/10/2024 00:00 Job S39 [1] E:04763431-001 (234.933-234.933)*
	Thu 03/10 00:00	1	Transfer	0:00		MINIMBAH UP RELIEF	234.933	234.933	0.000		
	Thu 03/10 00:00	2	Cross	0:05		206A PTS WHITTINGHAM	234.933	234.933	0.000		
	Thu 03/10 00:05	3	Transfer	0:00		UP MAIN NORTH	234.933	234.742	0.191		
	Thu 03/10 00:05	4	Cross	0:05		200D PTS WHITTINGHAM	234.742	234.742	0.000		
	Thu 03/10 00:10	5	Transfer	0:01		UP MAIN NORTH	234.742	234.305	0.437		
	Thu 03/10 00:11	6	Cross	0:05		202A PTS WHITTINGHAM	234.305	234.305	0.000		
	Thu 03/10 00:16	7	Transfer	0:04		UP MAIN NORTH	234.305	234.305	0.000		
23	Thu 03/10 00:20		TAMP T/O	3:00		UP MAIN NORTH	234.305	234.305	0.000	0	Post Cribout - Requested: Thu 03/10/2024 01:00 Job S39 [1] E:04879189-001 (234.305-234.305)*
	Thu 03/10 03:20	1	Transfer	0:00		UP MAIN NORTH	234.305	234.305	0.000		
	Thu 03/10 03:20	2	Cross	0:05		202A PTS WHITTINGHAM	234.305	234.305	0.000		
	Thu 03/10 03:25	3	Cross	0:05		202D PTS WHITTINGHAM	234.419	234.419	0.000		
	Thu 03/10 03:30	4	Transfer	0:04		DOWN MAIN NORTH	234.419	234.419	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
Post Cribout - Requested: Thu 03/10/2024 01:00 Job S39											
24	Thu 03/10 03:35		TAMP T/O	3:00		202D PTS WHITTINGHAM	234.419	234.419	0.000	0	[1] E:04879195-001 (234.419-234.419)*
	Thu 03/10 06:35	1	Transfer	0:00		DOWN MAIN NORTH	234.419	234.281	0.138		
	Thu 03/10 06:35	2	Cross	0:05		201A PTS WHITTINGHAM	234.281	234.281	0.000		
	Thu 03/10 06:40	3	Transfer	0:08		DOWN MAIN NORTH	234.281	231.130	3.151		
25	Thu 03/10 06:50		STABLE	0:15		DOWN MAIN NORTH	231.130	231.130	0.000	1	
	Thu 03/10 07:05		BREAK	0:15							
26	Thu 03/10 07:20		EXIT	0:15		DOWN MAIN NORTH	231.130	231.130	0.000	1	
	Thu 03/10 07:35	1	Transfer	0:00		DOWN MAIN NORTH	231.130	231.130	0.000		
27	Thu 03/10 07:45		TAMP	1:00		DOWN MAIN NORTH	231.130	231.080	0.050	2	[1] E:04848220-001 (231.080-231.130)*
	Thu 03/10 08:45	1	Transfer	0:08		DOWN MAIN NORTH	231.080	225.741	5.339		
	Thu 03/10 08:53	2	Cross	0:05		161A PTS MINIMBAH	225.741	225.741	0.000		
	Thu 03/10 08:58	3	Transfer	0:00		DOWN MAIN NORTH	225.741	225.734	0.007		
	Thu 03/10 08:58	4	Cross	0:05		160D PTS MINIMBAH	225.734	225.734	0.000		
	Thu 03/10 09:03	5	Transfer	0:14		DOWN MAIN NORTH	225.734	219.600	6.134		
Belford Recon & Embarkment Works - Requested: Thu 03/10/2024 11:30 Job S46											
28	Thu 03/10 09:20		TAMP	5:00		DOWN MAIN NORTH	219.600	219.350	0.250	0	[1] E:04831085-001 (219.350-219.510)* [2] E:04732429-004 (219.380-219.600)
	Thu 03/10 14:20	1	Transfer	0:09		DOWN MAIN NORTH	219.350	225.734	6.384		
	Thu 03/10 14:29	2	Cross	0:05		160D PTS MINIMBAH	225.734	225.734	0.000		
	Thu 03/10 14:34	3	Cross	0:05		161A PTS MINIMBAH	225.741	225.741	0.000		
29	Thu 03/10 14:40		TAMP T/O	0:00		DOWN MAIN NORTH	225.741	225.741	0.000	C	CONTINGENCY
	Thu 03/10 14:40	1	Cross	0:05		161D PTS MINIMBAH	225.853	225.853	0.000		
30	Thu 03/10 14:45		TAMP T/O	0:00		UP MAIN NORTH	225.853	225.853	0.000	C	CONTINGENCY
	Thu 03/10 14:45	1	Transfer	0:00		UP MAIN NORTH	225.853	226.170	0.317		
Undercutting - Requested: Wed 02/10/2024 18:00 Job S42											
31	Thu 03/10 14:45		TAMP	1:00		UP MAIN NORTH	226.170	226.160	0.010	0	[1] E:04866588-001 (226.160-226.170)*
	Thu 03/10 15:45	1	Transfer	0:03		UP MAIN NORTH	226.160	228.210	2.050		
Undercutting - Requested: Thu 03/10/2024 12:00 Job S** Note: notice to pass required S53 TFNSW track block till 1530 - 237.500km to 237.600km [1] E:04856177-001 (228.058-228.170) [2] E:04884977-001 (228.170-228.210)*											
32	Thu 03/10 15:50		TAMP	1:00		UP MAIN NORTH	228.210	228.170	0.040	0	
	Thu 03/10 16:50	1	Transfer	0:09		UP MAIN NORTH	228.170	234.305	6.135		
	Thu 03/10 16:59	2	Cross	0:05		202A PTS WHITTINGHAM	234.305	234.305	0.000		
	Thu 03/10 17:04	3	Transfer	0:00		UP MAIN NORTH	234.305	234.742	0.437		
	Thu 03/10 17:04	4	Cross	0:05		200D PTS WHITTINGHAM	234.742	234.742	0.000		
	Thu 03/10 17:09	5	Transfer	0:01		UP MAIN NORTH	234.742	234.933	0.191		
	Thu 03/10 17:10	6	Cross	0:05		206A PTS WHITTINGHAM	234.933	234.933	0.000		
	Thu 03/10 17:15	7	Transfer	0:05		UP MAIN NORTH	234.933	238.308	3.375		
	Thu 03/10 17:20	8	Cross	0:05		55A PTS SINGLETON	238.308	238.308	0.000		
	Thu 03/10 17:25	9	Transfer	0:00		UP MAIN NORTH	238.308	238.430	0.122		
	Thu 03/10 17:25	10	Cross	0:05		C PTS SINGLETON	238.430	238.430	0.000		
	Thu 03/10 17:30	11	Transfer	0:00		UP MAIN NORTH	238.430	238.519	0.089		
	Thu 03/10 17:30	12	Cross	0:05		56B PTS SINGLETON	238.519	238.519	0.000		
	Thu 03/10 17:35	13	Transfer	0:01		UP MAIN NORTH	238.519	239.012	0.493		
	Thu 03/10 17:36	14	Cross	0:05		59A PTS SINGLETON	239.012	239.012	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
	Thu 03/10 17:41	15	Transfer	0:09		UP MAIN NORTH	239.012	245.201	6.189		
	Thu 03/10 17:50	16	Cross	0:05		50A PTS CAMBERWELL	245.201	245.201	0.000		
	Thu 03/10 17:55	17	Transfer	0:02		UP MAIN NORTH	245.201	246.736	1.535		
	Thu 03/10 17:57	18	Cross	0:05		51D PTS CAMBERWELL	246.736	246.736	0.000		
	Thu 03/10 18:02	19	Cross	0:06		52A PTS CAMBERWELL	246.855	246.855	0.000		
33	Thu 03/10 18:10		STABLE	0:15		52A PTS - CAMBERWELL JCT	246.855	246.855	0.000		Check TFNSW site to confirm all clear S53
	Thu 03/10 18:25		BREAK	0:15							
34	Thu 03/10 18:40		EXIT	0:00		52A PTS - CAMBERWELL JCT	246.855	246.855	0.000		Will need to coordinate Safeworking with Job S55 Camberwell Rerail site
											Tamping post long bearer replacement 52A/D pts Job S41
35	Thu 03/10 18:40		TAMP T/O	4:00		UP MAIN NORTH	246.855	246.855	0.000	0	Leads into TSR scope below
	Thu 03/10 22:40	1	Transfer	0:00		UP MAIN NORTH	246.855	247.000	0.145		
											TSR location
											[1] E:04868749-001 (246.870-246.932)*
36	Thu 03/10 22:40		TAMP	0:45		UP MAIN NORTH	247.000	246.870	0.130	1	[2] E:04874474-001 (246.932-247.000)
	Thu 03/10 23:25	1	Transfer	0:00		UP MAIN NORTH	246.870	246.855	0.015		
	Thu 03/10 23:25	2	Cross	0:05		52A PTS CAMBERWELL	246.855	246.855	0.000		
	Thu 03/10 23:30	3	Cross	0:05		52D PTS CAMBERWELL	246.950	246.950	0.000		
	Thu 03/10 23:35	4	Transfer	0:04		NUNDAH UP RELIEF	246.950	246.950	0.000		
											Tamping post long bearer replacement 52A/D pts Job S41
											Sitting up high off back of swing nose - potentially requires lift to ramp out off the back
											[1] POINTS CLUSTER (246.912-247.051)
											[2] E:04637273-009 (246.855-246.855)
											[3] E:04641557-001 (246.889-246.950)
											[4] E:04813960-001 (246.950-246.950)*
											[5] E:04868290-001 (246.950-246.950)
37	Thu 03/10 23:40		TAMP T/O	4:00		NUNDAH UP RELIEF	246.950	246.950	0.000	0	
	Fri 04/10 03:40	1	Cross	0:05		53A PTS CAMBERWELL	246.998	246.998	0.000		
											CONTINGENCY
38	Fri 04/10 03:45		TAMP T/O	0:00		NUNDAH UP RELIEF	246.998	246.998	0.000	C	[1] POINTS CLUSTER (246.912-247.051)
	Fri 04/10 03:45	1	Transfer	0:00		NUNDAH UP RELIEF	246.998	246.950	0.048		
	Fri 04/10 03:45	2	Cross	0:05		52D PTS CAMBERWELL	246.950	246.950	0.000		
	Fri 04/10 03:50	3	Cross	0:05		52A PTS CAMBERWELL	246.855	246.855	0.000		
	Fri 04/10 03:55	4	Transfer	0:00		UP MAIN NORTH	246.855	246.736	0.119		
	Fri 04/10 03:55	5	Cross	0:05		51D PTS CAMBERWELL	246.736	246.736	0.000		
	Fri 04/10 04:00	6	Transfer	0:02		UP MAIN NORTH	246.736	245.201	1.535		
	Fri 04/10 04:02	7	Cross	0:05		50A PTS CAMBERWELL	245.201	245.201	0.000		
	Fri 04/10 04:07	8	Transfer	0:10		UP MAIN NORTH	245.201	239.012	6.189		
	Fri 04/10 04:17	9	Cross	0:05		59A PTS SINGLETON	239.012	239.012	0.000		
	Fri 04/10 04:22	10	Transfer	0:00		UP MAIN NORTH	239.012	238.519	0.493		
	Fri 04/10 04:22	11	Cross	0:05		56B PTS SINGLETON	238.519	238.519	0.000		
	Fri 04/10 04:27	12	Transfer	0:00		UP MAIN NORTH	238.519	238.430	0.089		
	Fri 04/10 04:27	13	Cross	0:05		C PTS SINGLETON	238.430	238.430	0.000		
	Fri 04/10 04:32	14	Transfer	0:00		SINGLETON GOODS SIDING	238.430	238.600	0.170		
39	Fri 04/10 04:25		STABLE	0:15		SINGLETON UP SIDING	238.600	238.600	0.000		
	Fri 04/10 04:40		BREAK	2:00							

END OF CLOSEDOWN

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
JOB #: S08 START DATE/TIME: 01/10/2024 7:30 MACHINE: JH UNIMAT WORKING DIRECTION: COUNTRY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H)											
SUPERVISOR (AM): ROBERT FOOT 0417 106 015 (SHIFT 1) CERTIFIER (AM): JEFFREY MOORE 0416 622 074 (SHIFT 1) TO (AM): DEAN CARLYLE 0400 054 584 (SHIFT 1) SIGNAL ELECT (AM): JOHN MANOLAS 0407 909 646 (SHIFT 1) SUPERVISOR (PM): ROBERT FOOT 0417 106 015 (SHIFT 2&3) CERTIFIER (PM): JEFFREY MOORE 0416 622 074 (SHIFT 2&3) TO (PM): DEAN CARLYLE 0400 054 584 (SHIFT 2&3) SIGNAL ELECT (PM): JOHN MANOLAS 0407 909 646 (SHIFT 2&3)											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
Priority start to clear Camberwell rerail S55. MACHINE MUST EXIT FIRST IN FRONT OF RHOMBERG UNIMAT AND BRIMBLE M400 Transfer via the Down Main Once clear, Middlefalbrook Rd Ixing 251.500km and Glennies Ck Rd Ixing 253.733km will be booked out under ANPR717											
1	Tue 01/10 07:30	EXIT		0:15		SINGLETON UP SIDING	238.600	238.600	0.000		
	Tue 01/10 07:45	1 Transfer		0:00		SINGLETON GOODS SIDING	238.600	238.430	0.170		
	Tue 01/10 07:45	2 Cross		0:05		C PTS SINGLETON	238.430	238.430	0.000		
	Tue 01/10 07:50	3 Transfer		0:00		UP MAIN NORTH	238.430	238.519	0.089		
	Tue 01/10 07:50	4 Cross		0:05		56B PTS SINGLETON	238.519	238.519	0.000		
	Tue 01/10 07:55	5 Transfer		0:01		UP MAIN NORTH	238.519	239.012	0.493		
	Tue 01/10 07:56	6 Cross		0:05		59A PTS SINGLETON	239.012	239.012	0.000		
	Tue 01/10 08:01	7 Cross		0:05		59D PTS SINGLETON	239.098	239.098	0.000		
	Tue 01/10 08:06	8 Transfer		0:11		DOWN MAIN NORTH	239.098	246.640	7.542		
	Tue 01/10 08:17	9 Cross		0:05		51A PTS CAMBERWELL	246.640	246.640	0.000		
	Tue 01/10 08:22	10 Transfer		0:11		DOWN MAIN NORTH	246.640	253.824	7.184		
	Tue 01/10 08:33	11 Cross		0:05		52A PTS MT OWEN	253.824	253.824	0.000		
	Tue 01/10 08:38	12 Transfer		0:01		DOWN MAIN NORTH	253.824	254.812	0.988		
	Tue 01/10 08:39	13 Cross		0:05		56A PTS ASHTON	254.812	254.812	0.000		
	Tue 01/10 08:44	14 Transfer		0:06		DOWN MAIN NORTH	254.812	258.313	3.501		
	Tue 01/10 08:50	15 Cross		0:05		57C PTS ASHTON	258.313	258.313	0.000		
	Tue 01/10 08:55	16 Transfer		0:02		DOWN MAIN NORTH	258.313	259.935	1.622		
	Tue 01/10 08:57	17 Cross		0:05		114D PTS RAVENSWORTH	259.935	259.935	0.000		
	Tue 01/10 09:02	18 Transfer		0:05		DOWN MAIN NORTH	259.935	259.942	0.007		
2	Tue 01/10 09:10	TAMP T/O		2:15		DOWN MAIN NORTH	259.942	259.942	0.000	1	Rodding will be removed for tamping. [1] E:04861417-001 (259.942-259.942)*
	Tue 01/10 11:25	1 Transfer		0:00		DOWN MAIN NORTH	259.942	259.935	0.007		
	Tue 01/10 11:25	2 Cross		0:05		114D PTS RAVENSWORTH	259.935	259.935	0.000		
	Tue 01/10 11:30	3 Cross		0:05		114A PTS RAVENSWORTH	259.811	259.811	0.000		
	Tue 01/10 11:35	4 Transfer		0:05		UP MAIN NORTH	259.811	259.540	0.271		
3	Tue 01/10 11:40	TAMP		0:35		UP MAIN NORTH	259.540	259.630	0.090	1	Priority PC location [1] E:04848074-001 (259.540-259.630)*
	Tue 01/10 12:15	1 Transfer		0:00		UP MAIN NORTH	259.630	259.811	0.181		
	Tue 01/10 12:15	2 Cross		0:05		114A PTS RAVENSWORTH	259.811	259.811	0.000		
	Tue 01/10 12:20	3 Transfer		0:05		UP MAIN NORTH	259.811	259.900	0.089		
4	Tue 01/10 12:25	TAMP		5:00		UP MAIN NORTH	259.900	263.600	3.700	0	Tamp worst sections as time permits. Priority is 263.470km to 263.570km TSR location [1] E:04799526-001 (259.900-262.372)*
	Tue 01/10 17:25	1 Transfer		0:00		UP MAIN NORTH	263.600	262.277	1.323		
	Tue 01/10 17:25	2 Cross		0:05		119A PTS NEWDELL	262.277	262.277	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
	Tue 01/10 17:30	3	Transfer	0:03		UP MAIN NORTH	262.277	259.811	2.466		
	Tue 01/10 17:33	4	Cross	0:05		114A PTS RAVENSWORTH	259.811	259.811	0.000		
	Tue 01/10 17:38	5	Transfer	0:05		UP MAIN NORTH	259.811	259.630	0.181		
5	Tue 01/10 17:45		STABLE	0:15		UP MAIN NORTH	259.630	259.630	0.000		
	Tue 01/10 18:00		BREAK	22:00							
6	Wed 02/10 16:00		EXIT	0:15		UP MAIN NORTH	259.630	259.630	0.000		
	Wed 02/10 16:15	1	Transfer	0:00		UP MAIN NORTH	259.630	259.811	0.181		
	Wed 02/10 16:15	2	Cross	0:05		114A PTS RAVENSWORTH	259.811	259.811	0.000		
	Wed 02/10 16:20	3	Transfer	0:04		UP MAIN NORTH	259.811	262.277	2.466		
	Wed 02/10 16:24	4	Cross	0:05		119A PTS NEWDELL	262.277	262.277	0.000		
	Wed 02/10 16:29	5	Transfer	0:18		UP MAIN NORTH	262.277	271.500	9.223		
7	Wed 02/10 16:50		TAMP	1:00		UP MAIN NORTH	271.500	273.029	1.529	1	Tamp worst sections as time permits to avoid TSR being raised prior to Nov CD [1] E:04882620-001 (271.992-273.029)*
	Wed 02/10 17:50	1	Transfer	0:01		UP MAIN NORTH	273.029	271.783	1.246		
8	Wed 02/10 17:55		TAMP T/O	2:15		UP MAIN NORTH	271.783	271.783	0.000	1	Rodding will be removed for tamping. [1] E:04867452-001 (271.783-271.783)*
	Wed 02/10 20:10	1	Transfer	0:00		UP MAIN NORTH	271.783	271.783	0.000		
	Wed 02/10 20:10	2	Cross	0:05		83A PTS DRAYTON	271.783	271.783	0.000		
	Wed 02/10 20:15	3	Cross	0:05		83D PTS DRAYTON	271.931	271.931	0.000		
9	Wed 02/10 20:20		TAMP T/O	2:00		DOWN MAIN NORTH	271.931	271.931	0.000	1	
	Wed 02/10 22:20	1	Transfer	0:00		DOWN MAIN NORTH	271.931	271.944	0.013		
	Wed 02/10 22:20	2	Cross	0:05		82A PTS DRAYTON	271.944	271.944	0.000		
	Wed 02/10 22:25	3	Transfer	0:03		DOWN MAIN NORTH	271.944	273.940	1.996		
	Wed 02/10 22:28	4	Cross	0:05		77C PTS ANTIENE	273.940	273.940	0.000		
	Wed 02/10 22:33	5	Transfer	0:04		DOWN MAIN NORTH	273.940	273.940	0.000		
10	Wed 02/10 22:40		TAMP T/O	4:00		DOWN MAIN NORTH	273.940	273.940	0.000	0	Undercutting Site - Requested: Wed 02/10/2024 18:00 Job S62 Cutting from city to country - switch to beyond heel block [1] E:04872266-001 (273.910-273.930) [2] E:04866152-001 (273.940-273.940)*
	Thu 03/10 02:40	1	Transfer	0:00		DOWN MAIN NORTH	273.940	274.257	0.317		
	Thu 03/10 02:40	2	Cross	0:05		78A PTS ANTIENE	274.257	274.257	0.000		
	Thu 03/10 02:45	3	Transfer	0:05		DOWN MAIN NORTH	274.257	274.257	0.000		
11	Thu 03/10 02:45		STABLE	0:15		78A PTS ANTIENE	274.257	274.257	0.000		
	Thu 03/10 03:00		BREAK	14:00							
12	Thu 03/10 17:00		EXIT	0:15		78A PTS ANTIENE	274.257	274.257	0.000		
13	Thu 03/10 17:15		TAMP T/O	2:15		DOWN MAIN NORTH	274.257	274.257	0.000	1	FUT - Rodding will be removed. [1] E:04863268-001 (274.257-274.257)*
	Thu 03/10 19:30	1	Transfer	0:00		DOWN MAIN NORTH	274.257	274.257	0.000		
	Thu 03/10 19:30	2	Cross	0:05		78A PTS ANTIENE	274.257	274.257	0.000		
	Thu 03/10 19:35	3	Cross	0:05		78D PTS ANTIENE	274.400	274.400	0.000		
	Thu 03/10 19:40	4	Transfer	0:04		UP MAIN NORTH	274.400	274.400	0.000		
14	Thu 03/10 19:30		TAMP T/O	2:00		UP MAIN NORTH	274.400	274.400	0.000	1	FUT - Rodding will be removed. [1] E:04863267-001 (274.400-274.400)*
	Thu 03/10 21:30	1	Transfer	0:01		UP MAIN NORTH	274.400	275.340	0.940		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											<p>Undercutting Site - Requested: Wed 02/10/2024 18:00 Job S62</p> <p>All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/afters to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm.</p> <p>[1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (274.000-278.000)</p>
15	Thu 03/10 21:35	TAMP		1:00		UP MAIN NORTH	275.340	275.380	0.040	0	
	Thu 03/10 22:35	1 Transfer		0:02		UP MAIN NORTH	275.380	276.750	1.370		[2] E:04884982-001 (275.340-275.380)*
											<p>Undercutting Site - Requested: Wed 09/10/2024 18:00 Job S62</p> <p>All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/afters to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm.</p> <p>[1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (274.000-278.000)</p>
16	Thu 03/10 22:40	TAMP		1:00		UP MAIN NORTH	276.750	276.770	0.020	0	
	Thu 03/10 23:40	1 Transfer		0:00		UP MAIN NORTH	276.770	276.987	0.217		
											<p>CONTINGENCY</p> <p>All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/afters to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm.</p> <p>[1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (274.000-278.000)</p>
17	Thu 03/10 23:40	TAMP		0:00		UP MAIN NORTH	276.987	278.735	1.748	C	
	Thu 03/10 23:40	1 Transfer		0:06		UP MAIN NORTH	278.735	274.400	4.335		
	Thu 03/10 23:46	2 Cross		0:05		78D PTS ANTIENE	274.400	274.400	0.000		
	Thu 03/10 23:51	3 Transfer		0:04		UP MAIN NORTH	274.400	271.783	2.617		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
	Thu 03/10 23:55	4	Cross	0:05	83A PTS DRAYTON		271.783	271.783	0.000		
	Fri 04/10 00:00	5	Transfer	0:14	UP MAIN NORTH		271.783	262.277	9.506		
	Fri 04/10 00:14	6	Cross	0:05	119A PTS NEWDELL		262.277	262.277	0.000		
	Fri 04/10 00:19	7	Transfer	0:04	UP MAIN NORTH		262.277	259.811	2.466		
	Fri 04/10 00:23	8	Cross	0:05	114A PTS RAVENSWORTH		259.811	259.811	0.000		
	Fri 04/10 00:28	9	Transfer	0:11	UP MAIN NORTH		259.811	255.760	4.051		
											Undercutting Site - Requested: Thu 03/10/2024 06:00 Job S42
18	Fri 04/10 00:40	TAMP		1:00	UP MAIN NORTH	UP MAIN NORTH	255.760	255.780	0.020	0	[1] E:04866601-001 (255.760-255.780)*
	Fri 04/10 01:40	1	Transfer	0:02	UP MAIN NORTH		255.780	253.927	1.853		
	Fri 04/10 01:42	2	Cross	0:05	53A PTS MT OWEN		253.927	253.927	0.000		
	Fri 04/10 01:47	3	Transfer	0:00	UP MAIN NORTH		253.927	253.907	0.020		
	Fri 04/10 01:47	4	Cross	0:06	52D PTS MT OWEN		253.907	253.907	0.000		
	Fri 04/10 01:53	5	Cross	0:05	52A PTS MT OWEN		253.824	253.824	0.000		
	Fri 04/10 01:58	6	Transfer	0:10	DOWN MAIN NORTH		253.824	246.640	7.184		
	Fri 04/10 02:08	7	Cross	0:05	51A PTS CAMBERWELL		246.640	246.640	0.000		
	Fri 04/10 02:13	8	Transfer	0:12	DOWN MAIN NORTH		246.640	239.098	7.542		
	Fri 04/10 02:25	9	Cross	0:05	59D PTS SINGLETON		239.098	239.098	0.000		
	Fri 04/10 02:30	10	Cross	0:05	59A PTS SINGLETON		239.012	239.012	0.000		
	Fri 04/10 02:35	11	Transfer	0:00	UP MAIN NORTH		239.012	238.519	0.493		
	Fri 04/10 02:35	12	Cross	0:05	56B PTS SINGLETON		238.519	238.519	0.000		
	Fri 04/10 02:40	13	Transfer	0:01	UP MAIN NORTH		238.519	238.430	0.089		
	Fri 04/10 02:41	14	Cross	0:05	C PTS SINGLETON		238.430	238.430	0.000		
	Fri 04/10 02:46	15	Transfer	0:01	SINGLETON GOODS SIDING		238.430	238.600	0.170		
19	Fri 04/10 02:45	STABLE		0:15	SINGLETON UP SIDING	SINGLETON UP SIDING	238.600	238.600	0.000		
	Fri 04/10 03:00	BREAK		14:00							
END OF CLOSEDOWN											

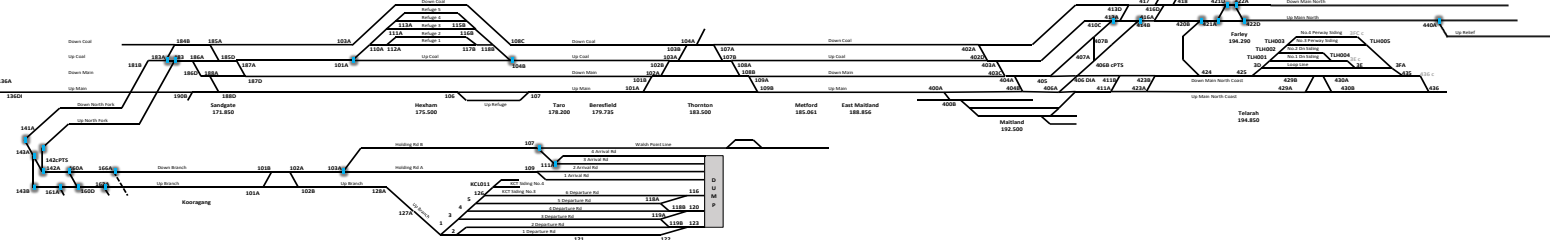
L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
<p>JOB #: S09/N04 START DATE/TIME: 01/10/2024 8:00 MACHINE: RB 09-3X WORKING DIRECTION: CITY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H)</p> <p>SUPERVISOR (AM): SHAUN PRAKISCH 0499 151 946 (SHIFT 1&2) CERTIFIER (AM): SHAUN PRAKISCH 0499 151 946 (SHIFT 1&2) TO (AM): PHILLIP SHARP 0409 150 092 (SHIFT 1 &2) SIGNAL ELECT (AM): NR</p> <p>SUPERVISOR (PM): SHAUN PRAKISCH 0499 151 946 (SHIFT 3) CERTIFIER (PM): SHAUN PRAKISCH 0499 151 946 (SHIFT 3) TO (PM): PHILLIP SHARP 0409 150 092 (SHIFT 3) SIGNAL ELECT (PM): NR</p>											
1	Tue 01/10 08:00	EXIT		0:15	MOUNT PLEASANT SIDING	MOUNT PLEASANT SIDING	297.250	297.250	0.000		
	Tue 01/10 08:15	1 Cross		0:05	95A PTS MT PLEASANT		297.122	297.122	0.000		
	Tue 01/10 08:20	2 Transfer		0:07	ULAN SINGLE LINE		297.122	298.500	1.378		
<p>All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/after to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm.</p> <p>[1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (297.000-299.000) [2] Access only LXING - 297.560 LXING Physically removed (297.540-297.560) [3] E:04875945-001 (297.200-298.500)*</p>											
2	Tue 01/10 08:30	TAMP		1:35	ULAN SINGLE LINE	ULAN SINGLE LINE	298.500	297.200	1.300	1	
	Tue 01/10 10:05	1 Transfer		0:00	ULAN SINGLE LINE		297.200	297.122	0.078		
	Tue 01/10 10:05	2 Cross		0:05	95A PTS MT PLEASANT		297.122	297.122	0.000		
	Tue 01/10 10:10	3 Transfer		0:04	ULAN SINGLE LINE		297.122	294.135	2.987		
	Tue 01/10 10:14	4 Cross		0:05	93A PTS BENGALLA		294.135	294.135	0.000		
	Tue 01/10 10:19	5 Transfer		0:01	ULAN SINGLE LINE		294.135	293.899	0.236		
	Tue 01/10 10:20	6 Cross		0:05	92A PTS BENGALLA		293.899	293.899	0.000		
	Tue 01/10 10:25	7 Transfer		0:00	BENGALLA LOOP		293.899	293.899	0.000		
3	Tue 01/10 10:25	TAMP		2:15	BENGALLA LOOP	BENGALLA LOOP	293.899	291.900	1.999	2	[1] E:04868706-001 (291.900-293.899)*
	Tue 01/10 12:40	1 Transfer		0:00	BENGALLA LOOP		291.900	291.900	0.000		
	Tue 01/10 12:40	2 Cross		0:05	91A PTS BENGALLA		291.900	291.900	0.000		
	Tue 01/10 12:45	3 Transfer		0:01	ULAN SINGLE LINE		291.900	291.093	0.807		
	Tue 01/10 12:46	4 Cross		0:05	90A PTS BENGALLA		291.093	291.093	0.000		
	Tue 01/10 12:51	5 Transfer		0:02	ULAN SINGLE LINE		291.093	289.000	2.093		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
											<p>All Tamping subject to full ballast profiles being maintained.</p> <p>***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping.</p> <p>***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment.</p> <p>***Pull out to Design - Max 30mm , All records on the before/after to be submitted of these curves within 24hrs.</p> <p>***Pulling in to Design – maximum pull in (average of curve) 30mm.</p> <p>[1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (288.617-289.500)</p>
4	Tue 01/10 12:55		TAMP	1:00	ULAN SINGLE LINE	ULAN SINGLE LINE	289.000	288.616	0.384	1	[2] E:04794357-001 (288.616-289.000)*
	Tue 01/10 13:55	1	Transfer	0:00	ULAN SINGLE LINE		288.616	288.616	0.000		
	Tue 01/10 13:55	2	Cross	0:05	88D PTS MUSWELLBROOK		288.616	288.616	0.000		
	Tue 01/10 14:00	3	Transfer	0:00	DOWN MAIN NORTH		288.616	288.288	0.328		
	Tue 01/10 14:00	4	Cross	0:05	87A PTS MUSWELLBROOK		288.288	288.288	0.000		
	Tue 01/10 14:05	5	Transfer	0:00	DOWN MAIN NORTH		288.288	288.063	0.225		
	Tue 01/10 14:05	6	Cross	0:05	86A PTS MUSWELLBROOK		288.063	288.063	0.000		
	Tue 01/10 14:10	7	Transfer	0:10	DOWN MAIN NORTH		288.063	284.500	3.563		
											<p>CONTINGENCY</p> <p>Note: North/South LPA limit 283.015km - will need to coordinate with both North and South PPO.</p>
5	Tue 01/10 14:20		TAMP	0:00	DOWN MAIN NORTH	DOWN MAIN NORTH	284.500	282.500	2.000	C	[1] E:04774132-001 (280.600-284.500)*
	Tue 01/10 14:20	1	Transfer	0:09	DOWN MAIN NORTH		282.500	288.063	5.563		
	Tue 01/10 14:29	2	Cross	0:05	86A PTS MUSWELLBROOK		288.063	288.063	0.000		
	Tue 01/10 14:34	3	Transfer	0:00	DOWN MAIN NORTH		288.063	288.288	0.225		
	Tue 01/10 14:34	4	Cross	0:05	87A PTS MUSWELLBROOK		288.288	288.288	0.000		
	Tue 01/10 14:39	5	Cross	0:05	87D PTS MUSWELLBROOK		288.436	288.436	0.000		
	Tue 01/10 14:44	6	Transfer	0:00	UP MAIN NORTH		288.436	288.459	0.023		
	Tue 01/10 14:44	7	Cross	0:05	88A PTS MUSWELLBROOK		288.459	288.459	0.000		
	Tue 01/10 14:49	8	Transfer	0:07	MAIN NORTH SINGLE LINE		288.459	290.014	1.555		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											Lubricator 289.350km will be removed for tamping. All Tamping subject to full ballast profiles being maintained. ***SFT – Any indications of track movement in ballast deficient curves – call RGR representative before tamping. ***Survey Monuments – 50% of survey pegs must be in place. No more than 4 consecutive pegs missing to enable track re alignment, otherwise smooth line to existing alignment. ***Pull out to Design - Max 30mm , All records on the before/after to be submitted of these curves within 24hrs. ***Pulling in to Design – maximum pull in (average of curve) 30mm. [1] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (288.524-289.500) [2] TIGHT RADIUS CURVE - RESTRICTION - HIGH RISK LOCATION FOR TRACK STABILITY ISSUES DUE TO TIGHT CURVE. PRE AND POST ALIGNMENT MEASUREMENTS REQUIRED (288.525-289.500) [3] ACTIVE LXING - BROOK ST (288.892-290.168) [4] LUBRICATOR (289.350-289.350) [5] E:04806448-001 (288.500-289.380) [6] E:04804154-001 (289.700-290.014)*
6	Tue 01/10 15:00		TAMP	1:30		MAIN NORTH SINGLE LINE	290.014	288.600	1.414	1	
	Tue 01/10 16:30	1	Transfer	0:00		MAIN NORTH SINGLE LINE	288.600	288.459	0.141		
	Tue 01/10 16:30	2	Cross	0:05		88A PTS MUSWELLBROOK	288.459	288.459	0.000		
	Tue 01/10 16:35	3	Transfer	0:00		UP MAIN NORTH	288.459	288.436	0.023		
	Tue 01/10 16:35	4	Cross	0:05		87D PTS MUSWELLBROOK	288.436	288.436	0.000		
	Tue 01/10 16:40	5	Transfer	0:01		UP MAIN NORTH	288.436	288.350	0.086		
											NOTE: 287.890km to 287.860km and 287.630km to 287.620km being undercut on Thursday Job N13 and in the plan to tamp (contingency if time permits) Thursday afternoon. [1] E:04790406-001 (281.500-288.000)* [2] E:04805459-001 (283.600-288.000) [3] E:04884998-001 (287.610-287.640) [4] E:04874258-001 (287.643-288.091) [5] E:04885000-001 (287.850-287.900)
7	Tue 01/10 16:40		TAMP	1:00		UP MAIN NORTH	288.350	287.600	0.750	1	
8	Tue 01/10 17:40		STABLE	0:15		UP MAIN NORTH	287.600	287.600	0.000		
	Tue 01/10 17:55		BREAK	12:45							
9	Wed 02/10 06:40		EXIT	0:15		UP MAIN NORTH	287.600	287.600	0.000		
											NOTE: 287.890km to 287.860km and 287.630km to 287.620km being undercut on Thursday Job N13 and in the plan to tamp (contingency if time permits) Thursday afternoon. Note: North/South LPA limit 283.015km - will need to coordinate with both North and South PPO. [1] E:04790406-001 (281.500-288.000)* [2] E:04754237-001 (282.950-283.050) [3] E:04783775-001 (283.000-283.600) [4] E:04805459-001 (283.600-288.000)
10	Wed 02/10 06:55		TAMP	5:30		UP MAIN NORTH	287.600	281.900	5.700	1	
	Wed 02/10 12:25	1	Transfer	0:00		UP MAIN NORTH	281.900	281.900	0.000		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	I	Notes
											No access city side of Grasree lxing due to Recon Job S66 works - check access prior to starting this line of scope. Grasree lxing booked out under ANPR717 - flaggie team supplied by Recon Job S66
											NOTE: 287.890km to 287.860km and 287.630km to 287.620km being undercut on Thursday Job N13 and in the plan to tamp (contingency if time permits) Thursday afternoon.
11	Wed 02/10 12:30		TAMP	1:10		UP MAIN NORTH	281.900	281.500	0.400	1	[1] E:04790406-001 (281.500-288.000)*
	Wed 02/10 13:40	1	Transfer	0:01		UP MAIN NORTH	281.500	282.000	0.500		
12	Wed 02/10 13:45		STABLE	0:15		UP MAIN NORTH	282.000	282.000	0.000		
	Wed 02/10 14:00		BREAK	13:00							
13	Thu 03/10 03:00		EXIT	0:15		UP MAIN NORTH	282.000	282.000	0.000		Grasree lxing 281.273km booked out under ANPR717 Recon team has flaggies to support transfer Job S66
	Thu 03/10 03:15	1	Transfer	0:01		UP MAIN NORTH	282.000	280.763	1.237		
	Thu 03/10 03:16	2	Cross	0:05		80A PTS GRASSTREE	280.763	280.763	0.000		
	Thu 03/10 03:21	3	Transfer	0:00		UP MAIN NORTH	280.763	280.740	0.023		
	Thu 03/10 03:21	4	Cross	0:05		79D PTS GRASSTREE	280.740	280.740	0.000		
	Thu 03/10 03:26	5	Transfer	0:05		UP MAIN NORTH	280.740	280.650	0.090		
											Grasree Recon- Requested: Thu 03/10/2024 03:30 Job S66
											Wayside equipment will be removed on Monday as arranged by Recon team [1] ACTIVE LXING - GRASSTREE R.O.W (280.578-281.342) [2] WAYSIDE EQUIPMENT - Grasree (280.610-280.610) [3] E:04847927-001 (280.000-280.650)* [4] E:04799523-001 (280.000-280.650)
14	Thu 03/10 03:30		TAMP	8:00		UP MAIN NORTH	280.650	280.000	0.650	0	
	Thu 03/10 11:30	1	Transfer	0:01		UP MAIN NORTH	280.000	280.740	0.740		
	Thu 03/10 11:31	2	Cross	0:05		79D PTS GRASSTREE	280.740	280.740	0.000		
	Thu 03/10 11:36	3	Transfer	0:00		UP MAIN NORTH	280.740	280.763	0.023		
	Thu 03/10 11:36	4	Cross	0:05		80A PTS GRASSTREE	280.763	280.763	0.000		
	Thu 03/10 11:41	5	Cross	0:05		80D PTS GRASSTREE	280.910	280.910	0.000		
	Thu 03/10 11:46	6	Transfer	0:05		DOWN MAIN NORTH	280.910	284.950	4.040		
											Note: Grasree lxing booked out under ANPR717 - transfer requires coordination with Recon team Job S66
											Note: North/South LPA limit 283.015km - will need to coordinate with both North and South PPO.
											Undercutting Site - Requested: Tue 01/10/2024 18:00 Job N13
15	Thu 03/10 11:55		TAMP	1:00		DOWN MAIN NORTH	284.950	284.910	0.040	0	[1] E:04884997-001 (284.910-284.950)*
	Thu 03/10 12:55	1	Transfer	0:04		DOWN MAIN NORTH	284.910	288.063	3.153		
	Thu 03/10 12:59	2	Cross	0:05		86A PTS MUSWELLBROOK	288.063	288.063	0.000		
	Thu 03/10 13:04	3	Transfer	0:01		DOWN MAIN NORTH	288.063	288.288	0.225		
	Thu 03/10 13:05	4	Cross	0:05		87A PTS MUSWELLBROOK	288.288	288.288	0.000		
	Thu 03/10 13:10	5	Cross	0:05		87D PTS MUSWELLBROOK	288.436	288.436	0.000		
	Thu 03/10 13:15	6	Transfer	0:00		UP MAIN NORTH	288.436	287.640	0.796		
											CONTINGENCY Undercutting Site - Requested: Thu 03/10/2024 09:00 Job N13 [1] E:04790406-001 (281.500-288.000) [2] E:04805459-001 (283.600-288.000) [3] E:04884998-001 (287.610-287.640)*
16	Thu 03/10 13:15		TAMP	0:00		UP MAIN NORTH	287.640	287.600	0.040	C	
	Thu 03/10 13:15	1	Transfer	0:00		UP MAIN NORTH	287.600	287.900	0.300		

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
CONTINGENCY Undercutting Site - Requested: Thu 03/10/2024 13:30 Job N13 [1] E:04790406-001 (281.500-288.000) [2] E:04805459-001 (283.600-288.000) [3] E:04874258-001 (287.643-288.091) [4] E:04885000-001 (287.850-287.900)*											
17	Thu 03/10 13:15		TAMP	0:00	UP MAIN NORTH	UP MAIN NORTH	287.900	287.850	0.050	C	
	Thu 03/10 13:15	1	Transfer	0:00	UP MAIN NORTH		287.850	288.436	0.586		
	Thu 03/10 13:15	2	Cross	0:06	87D PTS MUSWELLBROOK		288.436	288.436	0.000		
	Thu 03/10 13:21	3	Cross	0:05	87A PTS MUSWELLBROOK		288.288	288.288	0.000		
	Thu 03/10 13:26	4	Transfer	0:00	DOWN MAIN NORTH		288.288	288.063	0.225		
	Thu 03/10 13:26	5	Cross	0:05	86A PTS MUSWELLBROOK		288.063	288.063	0.000		
	Thu 03/10 13:31	6	Cross	0:05	86B PTS MUSWELLBROOK		288.130	288.130	0.000		
	Thu 03/10 13:36	7	Transfer	0:00	MUSWELLBROOK COAL NECK		288.130	288.000	0.130		
18	Thu 03/10 13:40		STABLE	0:15	MUSWELLBROOK COAL NECK	MUSWELLBROOK COAL NECK	288.000	288.000	0.000		
	Thu 03/10 13:55		BREAK	14:00							
END OF CLOSEDOWN											

L#	Date/Time	T#	Function	Duration	Transfer	Scope	KM From	KM To	Length	!	Notes
JOB #: S12 START DATE/TIME: 01/10/2024 20:00 MACHINE: H.GRINDING - SOUTH TEAM 1 (VAE) WORKING DIRECTION: COUNTRY NUMBER OF SHIFTS: 3 SHIFT TYPE: SINGLE (10H) <hr/> SUPERVISOR (AM): CERTIFIER (AM): TO (AM): SIGNAL ELECT (AM): SUPERVISOR (PM): ANDREW BUSSEY 0409 531 821 CERTIFIER (PM): ANDREW BUSSEY 0409 531 821 TO (PM): ANDREW GREEN 0401 960 199 SIGNAL ELECT (PM): PO TO TEST FOR DETECTION											
											
1	Tue 01/10 20:00		HANDGRIND	1:15	HOLDING ROAD B	111A PTS K'GANG	175.200	175.200	0.000	1	
2	Tue 01/10 21:15		HANDGRIND	1:15	HOLDING ROAD B	107 PTS K'GANG	175.012	175.012	0.000	1	Not planned for machine but in poor condition.
3	Tue 01/10 22:30		HANDGRIND	1:15	DOWN BRANCH - KGANG	103A PTS K'GANG	173.700	173.700	0.000	1	
4	Tue 01/10 23:45		HANDGRIND	1:15	DOWN BRANCH - KGANG	166 PTS K'GANG	170.970	170.970	0.000	1	No Sandgate CPO after 2200 - will have to take own worksite.
5	Wed 02/10 01:00		HANDGRIND	1:15	DOWN BRANCH - KGANG	160A PTS K'GANG	170.856	170.856	0.000	1	[1] MANUAL POINTS WINDING (170.856-170.856)
6	Wed 02/10 02:15		HANDGRIND	1:15	UP BRANCH - KGANG	160D PTS K'GANG	170.965	170.965	0.000	2	[1] MANUAL POINTS WINDING (170.965-170.965)
7	Wed 02/10 03:30		HANDGRIND	0:15	UP BRANCH - KGANG	161A PTS K'GANG	170.855	170.855	0.000	C	CONTINGENCY
8	Wed 02/10 03:45		HANDGRIND	0:15	UP BRANCH - KGANG	162A PTS K'GANG	170.984	170.984	0.000	C	CONTINGENCY
9	Wed 02/10 04:00		HANDGRIND	1:15	DOWN BRANCH - KGANG	142B PTS K'GANG	170.104	170.104	0.000	1	
10	Wed 02/10 21:15		BREAK	14:45							
10	Wed 02/10 20:00		HANDGRIND	1:15	UP NORTH FORK	142A CPTS K'GANG	169.066	169.066	0.000	1	
11	Wed 02/10 21:15		HANDGRIND	1:15	UP SOUTH FORK	143B PTS K'GANG	170.075	170.075	0.000	2	
12	Wed 02/10 22:30		HANDGRIND	1:15	DOWN SOUTH FORK	143A PTS K'GANG	170.015	170.015	0.000	2	
13	Wed 02/10 23:45		HANDGRIND	1:15	DOWN SOUTH FORK	141 PTS K'GANG	169.944	169.944	0.000	2	
14	Thu 03/10 01:00		HANDGRIND	1:15	UP COAL	104B PTS HEXHAM	176.598	176.598	0.000	1	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400) [2] ACTIVE LXING - HEXHAM (176.598-176.624)
15	Thu 03/10 02:15		HANDGRIND	1:15	UP COAL	101A PTS HEXHAM	174.073	174.073	0.000	1	[1] ADJACENT LINE PROTECTION - LIVE ADJACENT LINE - PROTECTION REQUIRED OUTSIDE OF MAINS LPA (171.540-192.400)
16	Thu 03/10 03:30		HANDGRIND	1:15	UP COAL	183A PTS SANDGATE	171.363	171.363	0.000	1	[1] BRIDGE - ADJACENT TO SANDGATE FLY-OVER (170.900-171.540) [2] Methan Risk - Methan Risk - Astra Street Remediation Site (170.000-172.000)
17	Thu 03/10 04:45		HANDGRIND	1:15	UP COAL	183D PTS SANDGATE	171.502	171.502	0.000	2	
18	Thu 03/10 21:15		BREAK	14:00							
18	Thu 03/10 20:00		HANDGRIND	1:15	UP COAL	410 PTS MAITLAND	192.763	192.763	0.000	2	Maitland CPO after 2200 - you will need to establish your own worksite after this time.
19	Thu 03/10 21:15		HANDGRIND	1:15	UP MAIN NORTH	414B PTS MAITLAND	192.849	192.849	0.000	1	
20	Thu 03/10 22:30		HANDGRIND	1:15	UP MAIN NORTH	420B PTS FARLEY	194.115	194.115	0.000	1	
21	Thu 03/10 23:45		HANDGRIND	1:15	UP MAIN NORTH	421A PTS FARLEY	194.125	194.125	0.000	1	
22	Fri 04/10 01:00		HANDGRIND	1:15	DOWN MAIN NORTH	421D PTS FARLEY	194.271	194.271	0.000	2	
23	Fri 04/10 02:15		HANDGRIND	1:15	DOWN MAIN NORTH	422A PTS FARLEY	194.293	194.293	0.000	2	
24	Fri 04/10 03:30		HANDGRIND	1:15	UP MAIN NORTH	422D PTS FARLEY	194.440	194.440	0.000	1	
25	Fri 04/10 04:45		HANDGRIND	1:15	UP MAIN NORTH	440A PTS FARLEY	196.099	196.099	0.000	1	

END OF CLOSEDOWN