

7

weekly notice

Monday, 12 February 2018
Sunday, 18 February 2018



RailSafe

See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, such as Weekly Notices and SAFE Notices, is available on the RailSafe website.

By accessing Weekly Notices and SAFE Notices online, you will receive safety information more quickly. Weekly Notices remain on the RailSafe website for two years; Permanent and Temporary SAFE Notices remain online as long as they are current.

Anyone needing back issues of Weekly Notices and SAFE Notices should contact the Network Rules unit.

If you are outside Sydney Trains, you can reach the RailSafe website via the following address:

www.railsafe.org.au

Other Safeworking documents, such as Network Rules, Network Procedures, Network Local Appendices, Safeworking Policies, SafeTracks flyers, and contractor information are also available online.

**GENERAL MANAGER SAFETY AND STANDARDS
SYDNEY TRAINS**

CONTENTS

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES	2
TRAIN EXAMINATIONS – EXTRA PRECAUTIONS DURING THE WOLO RISK PERIOD (OCTOBER TO MARCH)	3
TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH	6
RICHMOND (RICHMOND LINE) – PROVISION OF SPEED CHECKING ON RD5 SIGNAL	7
YAGOONA (BANKSTOWN LINE) – UPGRADE OF GUARDS INDICATORS ON PLATFORMS 1 & 2	8
SEFTON PARK (CENTRAL INNER WEST) – RENEWAL OF 202 POINTS TO D84M MKIII TYPE	9
SYDNEY AREA (ILLAWARRA) – UPGRADE OF 667A/B & 668A/B POINTS MACHINES	10
CENTRAL (EAST AREA) – RENEWAL OF 635 POINTS WITH 'A' UNITS	11
STATUS OF TOM NOTICES	12
STATUS OF PERMANENT SAFE NOTICES	13
STATUS OF NETWORK MANUALS AND FORMS	14
STATUS OF TRAIN WORKING PROCEDURES	15
DISTRIBUTION OFFICERS	16

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
8	19/2/18–25/2/18	23/1/18
9	26/2/18–4/3/18	30/1/18
10	5/3/18–11/3/18	6/2/18
11	12/3/18–18/3/18	13/2/18

So that printing and distributing schedules can be met, it is essential articles are received by the deadline.

Late articles will be published in the next issue of the Weekly Notice. This may result in information not being distributed in time for it to be acted upon.

When submitting articles, please include your name, position title, telephone numbers and email details at the end of the articles as shown below:

Steve Swanson

Network Rules Specialist

Tel: 02 8922 4183 (external) 2 4183 (internal)

Email: stephen.swanson@transport.nsw.gov.au

TRAIN EXAMINATIONS – EXTRA PRECAUTIONS DURING THE WOLO RISK PERIOD (OCTOBER TO MARCH)

ATTENTION: All train examiners

Rollingstock can contribute to track buckles.

Between October to March each year, higher temperatures increase the risk of track buckles on welded track due to expansion of the rails.

Rollingstock with poorly tracking or hunting bogies can apply additional lateral force to the rails that disturb the track structure under these conditions. This can contribute to track buckling under a train or after the passage of a train.

Train examinations: Passenger and freight trains

To reduce the track buckling forces from rollingstock, the following components should be inspected more closely during the WOLO risk period:

Constant contact side bearers (where fitted)

Check for wear of non-metallic components, and that the side bearers are seating correctly with no gap (see Figure 2). This applies mainly to freight, but also applies to passenger rollingstock such as NHA bogies under XPT and J type bogies under S, K and C sets.

Friction wedges

Check for excessive wedge rise, condemn notch thickness, and wear plate condition.

Wheel profiles

Check for excessive flange wear and arises.

Overloading or unbalanced loading

Check For spring deflection, obviously incorrect loading of wagon including over decks of multipack wagons.

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Evidence of hunting

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

- fresh bolster gib wear (see Figure 1)
- wear between the side of the friction wedge and bolster pocket (see Figure 1)
- fresh wear between the axle box or the bearing adaptor and bogie side frame
- melting of plastic elements in the constant contact side bearers due to friction heating (see Figure 3).

Freight wagons with the following hunting defects should be marked off, or reduced to 50km/h maximum speed, when a WOLO has been declared.

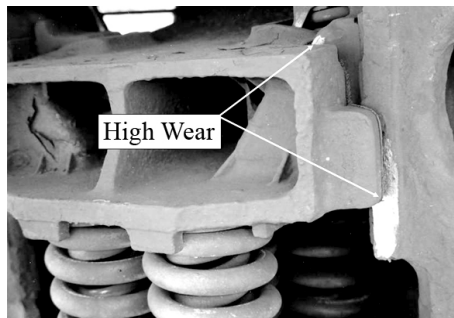


Figure 1: High gib/side frame wear and friction wedge lateral wear

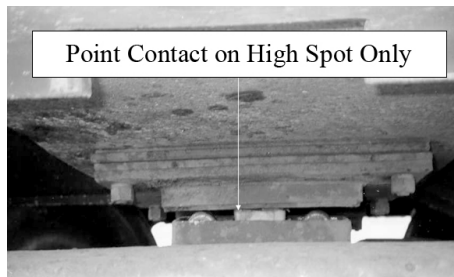


Figure 2: Constant contact side bearer with point contact

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Figure 3: Constant contact side bearers with melted plastic blocks

What to do if defects are detected or reported

Defects are usually identified via passenger complaints (for passenger trains), and drivers and wayside staff reports and observations, including roll-by inspections (for freight trains).

Any passenger vehicle, freight train or locomotive should undergo corrective action if suspected of hunting.

Freight vehicles showing any of the above defects should be marked off, or operate at reduced speed until corrective action is taken.

The reduced speed shall be the maximum permitted track speed not exceeding 50km/h when a WOLO has been declared.

The reduced speed when a WOLO has been declared is published in the Train Operating Conditions Manual General Instruction Pages, Section 3 Page 5.

Note: These items form part of the normal train examination procedures, but are especially important at this time of year when track buckles are a greater risk. Please refer to your examiners manuals for the inspection procedure and limits for these components and, if you have any questions, speak with your supervisor.

Michael Uhlig

Lead Rolling Stock Engineer

Asset Standards Authority

Tel: 9422 7718 (external)

Mob: 0417 485 832

Email: Michael.Uhlig@transport.nsw.gov.au

TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH

ATTENTION: All engineering and construction staff who work on or about the track

Disturbance of the track during the period October to March can cause track misalignments (track buckles).

Be aware of:

- Bumping of the track (e.g bumping the track with a front-end loader).
- Knocking down or removing ballast profile (e.g running along the ballast shoulder in a truck).
- Undermining the ballast profile by excavation (e.g excavating a trench beside or under the track).

Report all track disturbances

If the track is disturbed, report it immediately to local track staff.

Planned work to be advised to email address PermissionToDisturb@transport.nsw.gov.au

Graham McGrath

A/Manager - Track Engineering Unit

Sydney Trains

Tel: 02 9536 3456

Email: Graham.Mcgrath@transport.nsw.gov.au

RICHMOND (RICHMOND LINE) – PROVISION OF SPEED CHECKING ON RD5 SIGNAL

Since **Saturday, 27 January 2018**, the following work has been implemented:

- Speed checking has been provided on RD5 Signal for running movements into Platforms 1 & 2 at Richmond.
- 5(M)A Route - Main to Platform 2 provides a timed Caution aspect (Green/Red – Trainstop Up)
- 5(M)B Route – Main to Platform 1 provides a timed Caution Turnout aspect (Yellow/Red – Trainstop Up)

A train approaching RD5 Signal will now be speed checked and if travelling at a speed of not more than 20km/h, the trainstop will lower, authorising entry into the appropriate platform..

VER26012018

Ben Jenkin

Commissioning Engineer Signalling

Project Engineering & Support, Major Works, Maintenance

Mob: 0419 235 149

Email: ben.jenkin@transport.nsw.gov.au

Ragulan Vivekanantharajah

Signal Design Engineer

Tel: 02 8574 2993 (external) 4 2993 (internal)

Signalling & Control Systems, Engineering & System Integrity, Maintenance

Email: ragulan.vivekanantharajah@transport.nsw.gov.au

YAGOONA (BANKSTOWN LINE) – UPGRADE OF GUARDS INDICATORS ON PLATFORMS 1 & 2

Commencing at 0200 hours on **Saturday, 24 Feb 2018**, and continuing until 0200 hours on Monday, 26 Feb 2018 the following work will be carried out:

Platform 1 Up Bankstown Line Guards Indicators

On platform 1 (Up Bankstown line) the guard's indicator oriented opposite to the direction of travel will be upgraded to LED type, operating in conjunction with signal SM374. The other existing guard's indicator will be removed.

Platform 2 Down Bankstown Line Guard's Indicators

On platform 2 (Down Bankstown line) both of the existing guard's indicators will be removed. One new LED guard's indicator will be installed, oriented opposite to the direction of travel, operating in conjunction with signal SM375.

VER21122017

Hook, Neil

Commissioning Manager Signalling
Project Engineering and Support, Sydney Trains
Tel: 0423 636 577
Email: neil.hook@transport.nsw.gov.au

Yung Hui

Signal Design Engineer
Signalling & Control Systems, Engineering & System Integrity
Tel: 42996 (internal)
Email: yung.hui@transport.nsw.gov.au

SEFTON PARK (CENTRAL INNER WEST) – RENEWAL OF 202 POINTS TO D84M MKIII TYPE

Commencing at 0200 hours on **Saturday, 24 February 2018** and continuing until 0200 hours on Monday, 26 February 2018, the following work will be carried out:

- The existing 202 points at Sefton East Junction will be renewed. The point mechanisms will be renewed with Siemens D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 202 points will be moved approximately 3.82m towards Sefton.
- The existing Emergency Operation Lock (EOL) of the fortress key will be reused.

VER1022017

Neil Hook

Commissioning Manager
Sydney Trains

Mob: 0423 636 577

Email: neil.hook@transport.nsw.gov.au

Kit Yue

Signal Design Engineer
Signal Design, Signalling and Control Systems, Engineering and Systems
Integrity

Tel: 02 8574 2978 (external) 4 2978 (internal)

Email: kit.yue@transport.nsw.gov.au

SYDNEY AREA (ILLAWARRA) – UPGRADE OF 667A/B & 668A/B POINTS MACHINES

Commencing at 0200 hours on **Saturday, 03 March 2018**, and continuing until 0200 hours on Monday, 05 March 2018, the following work will be carried out:

- Existing 667A & 667B Points (Up Main to Up Suburban crossover), will be upgraded with an EP "A" style point controller unit with Clawlock arrangement.
- 667A/B Emergency Operation Lock of the keyless type (EOL) will be provided on the up side of the Up Main line, adjacent to 667B Points.
- Existing 668A & 668B Points (Down Suburban to Down Main crossover), will be upgraded with an EP "A" style point controller unit with Clawlock arrangement.
- 668A/B Emergency Operation Lock of the keyless type (EOL) will be provided on the up side of the Up Main line, in line with 668B Points.

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Dean Farquharson

Commissioning Manager, Signalling

Project Engineering & Support, Major Works, Maintenance

Mob: 0418 607 593

Email: dean.farquharson@transport.nsw.gov.au

Ragulan Vivekanantharajah

Signal Design Engineer

Signalling & Control Systems, Engineering & System Integrity, Maintenance

Tel: 02 8574 2993 (external) 4 2993 (internal)

Email: ragulan.vivekanantharajah@transport.nsw.gov.au

CENTRAL (EAST AREA) – RENEWAL OF 635 POINTS WITH 'A' UNITS

Commencing at 0200 hours on **Saturday, 17 February 2018**, and continuing until 0200 hours on Monday, 19 February 2018 the following work will be carried out:

- 635A points on the Up Airport Line (NSR) will be renewed with an 'A' style in-bearer Spherolock 0.060m towards Country.
- 635B points on the Up Illawarra Local will be renewed with an 'A' style in-bearer Spherolock 0.050m towards Country.
- An Emergency Operation Lock (EOL) of the keyless type will be provided adjacent to 635 'A' end.

VER01022017

Rick Maranik

Commissioning Manager Signalling, Project Engineering and Support

Mob: 0412 520 793

Email: RICHARD.MARANIK@transport.nsw.gov.au

Sudipta Dey

Signal Design Engineer - Signalling & Control Systems, Engineering & System Integrity

Tel: (02) 85742994 (external) 42994 (internal)

Email: sudipta.dey@transport.nsw.gov.au

STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
018–2007	Emergency equipment boxes RailCorp train fleet	1/11/07	19/11/07
008–2009	OMET 264: Minimum tractive effort requirements	1/10/09	11/10/09
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
003–2013	48 Class: Wheels	7/2/13	10/2/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
002–2014	OMET 220: Wheelslip light indications	20/2/14	2/3/14
005–2014	Operation of T-Set (Tangara) Trains fitted with ATP equipment	3/4/14	14/4/14
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
001–2017	Incorporation of Waratah, Oscar & Millenium TOM Notices & Safe Notices into the TOM manula	19/1/17	29/1/17
003–2017	Exception to TWP 100	19/1/17	29/1/17
007–2017	WAR 208 Main Power Faults	30/3/17	9/4/17
005–2017	TWP 150: Damaged or Missing Window Glass	6/4/17	16/4/17
009–2017	Operation of H-set (OSCAR) trains fitted with ATP	25/5/17	4/6/17
008–2017	TWP 176: Wayside Train Condition Monitoring	6/7/17	16/7/17
004–2017	TWP174 ICE Radio	20/7/17	31/7/17
015–2017	Train crew relievd in se rvic e & relay driver	8/11/17	19/11/17
014–2017	Millenium trains fitted with ATP	23/11/17	3/12/17
016–2017	WAR 030 Minimum Standards	23/11/17	3/12/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
017-2017	Trail of Signal Key Switches	23/8/17	3/9/17
018-2017	Trail of Worksite delineation markers	23/8/17	3/9/17
019-2017	Unreliable track circuit operation	9/11/17	23/11/17
020_2017	Shared corridor protocols MFFN & SSFL	3/12/17	13/12/17
001-2018	Management of work on track at Interface	4/1/18	14/1/18
003-2018	NPR 711- Using lookouts	11/1/18	21/1/18

Steve Swanson

Network Rules Specialist

Tel: 02 8922 4183 (external) 2 4183 (internal)

Email: stephen.swanson@transport.nsw.gov.au

STATUS OF NETWORK MANUALS AND FORMS

Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Network Forms (Units)	RailSafe Website	Online documents
Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents

The Network Rules, Network Procedures and Network Forms (Units) have changed and are available as a digital-only publication.

Network Forms will continue to be available as printed pads or workbooks and you can order these through your Distribution Officer online through the RailSafe website.

STATUS OF TRAIN WORKING PROCEDURES

Title	Version	Date issued
TWP 100 (New)	4	November 2015
TWP 102	3	May 2012
TWP 106	3	May 2012
TWP 108	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114 (New)	4	November 2015
TWP 116	3	May 2012
TWP 118 (New)	4	November 2015
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	4	November 2015
TWP 138 (New)	4	November 2015
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150 (New)	4	November 2015
TWP 152 (New)	4	November 2015
TWP 154	3	May 2012
TWP 156 (New)	6	November 2015
TWP 158	3	May 2012
TWP 160 (New)	4	November 2015
TWP 162	3	May 2012
TWP 164	4	May 2012
TWP 166	3	May 2012
TWP 168	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174 (New)	2	November 2015
TWP 176 (New)	1	November 2015
TWP 182 (New)	1	November 2015
TWP 184 (New)	1	November 2015
TWP 188 (New)	1	November 2015

DISTRIBUTION OFFICERS

Sydney Trains

Safety and Environment

Maria Economou

Safety Support

Tel: 2 4502 Fax: 2 1840

Email: Maria.Economou@transport.nsw.gov.au

Operations

Gary Poulson

Team Leader TCAC

Tel: 93791702

Email: gary.poulson@transport.nsw.gov.au

Martin Bollmann

Crew Manager - Central

Tel: 93791755

Email: Martin.Bollmann@transport.nsw.gov.au

Paul Bartolo

Crew Manager - Blacktown/Richmond

Tel: 42828

Email: Paul.Bartolo@transport.nsw.gov.au

Emma Bunting

Area Manager - Flemington

Tel: 9536 8844

Email: emma.bunting@transport.nsw.gov.au

David Allison

Area Manager - Mortdale

Tel: 42624

Email: david.allison@transport.nsw.gov.au

Matthew Quinn

Area Manager Cronulla/Waterfall

Email: matthew.quinn@transport.nsw.gov.au

Mark Kourouche

Crew Manager Campbelltown/Leppington

Tel: 0418166867

Email: mark.kourouche@transport.nsw.gov.au

Rhys Blakey

Crew Manager Hornsby/North Sydney

Tel: 92242044

Email: rhys.blakey@transport.nsw.gov.au

Anthony Robb

Crew Manager Penrith

Tel: 42084

Email: anthony.robb@transport.nsw.gov.au

Nick Hayek

Crew Manager Auburn

Tel: 35982

Email: nick.hayek@transport.nsw.gov.au

Fiona Eid

Administration Assistant

Operations Central

Tel: 9379 4489

Email: fiona.eid@transport.nsw.gov.au

Rochelle Takai

Administration Support Campbelltown

Tel: 0407976529

Email: rochelle.takai@transport.nsw.gov.au

Mario Chalouhi

Train Crew Standards Manager

Tel: 42616

Email: Mario.Chalouhi@transport.nsw.gov.au

Gretchen Wilson

Business Support Officer

Tel: 42314

Email: gretchen.wilson@transport.nsw.gov.au

William Morrison

Signal Box Operations — North

Tel: 9 1057

Email: William.Morrison@transport.nsw.gov.au

Mohamad Chahine

Signal Box Operations - Sydenham

Tel: 37705

Email: mohanad.chahine@transport.nsw.gov.au

Greg Oxley

Operations — Rail Management Centre (RMC)

Tel: 9 4255 Fax: 9 4438

Email: Greg.Oxley@transport.nsw.gov.au

Mason Fairbrother

Operations — Train Planning

Tel: 2 636

Email: Mason.Fairbrother@transport.nsw.gov.au

Ashraf Riyadh

Customer Service — Illawarra

Tel: 2 7728 Fax: 02 95637728

Email: Ashraf.Riyadh@transport.nsw.gov.au

Jason Cooper

Customer Service — Central

Tel: 9 2776 Fax: 9 3168

Email: Jason.Cooper@transport.nsw.gov.au

Megan Mcrae

Customer Service - North West

Tel: 98489850

Email: megan.mcrae@transport.nsw.gov.au

Maintenance**Fleet Maintenance****Hoshedar Movdawalla**

Fleet Maintenance Sydney Trains

Tel: 2 0532 Fax: 2 1274

Email: HOSHEDAR.MOVDAWALLA@transport.nsw.gov.au

Ram Ramaswamy

Fleet Maintenance Sydney Trains

Tel: 2 0523 Fax: 2 1274

Email: RAMYAVARAN.RAMASWAMY@transport.nsw.gov.au

Network Maintenance**Shannon Newton**

Track Access Coordinator – North

Tel: 95363791

Email: Shannon.Newton@transport.nsw.gov.au

Xerxes Francia

Track Access Coordinator – North

Hornsby Network Base

Tel: 3 6740

Email: Xerxes.Francia@transport.nsw.gov.au

Jonathan Barnes

Track Access Coordinator – West

Blacktown Network Base

Tel: 87512

Email: Jonathan.Barnes@transport.nsw.gov.au

Ennio Soster

SCE

Project Delivery Electrical

Tel: 25236 Fax: 25917

Email: ENNIO.SOSTER@transport.nsw.gov.au

Daljit Kaur

Infrastructure Maintenance — Facilities
Tel: 2 5922 Fax: 2 5950
Email: Daljit.Kaur@transport.nsw.gov.au

Adrian Aquilina

Team leader - Strathfield Mains
Tel: 97526610
Email: adrian.aquilina@transport.nsw.gov.au

Christina Morgan

Administration Support
ICON
Tel: 9379 6051
Email: Christina.Morgan@transport.nsw.gov.au

Edward Lusik

Team Leader Signals
CBD
Tel: 95368135
Email: edward.lusik@transport.nsw.gov.au

Major Works**Greg Page**

Infrastructure Track
Tel: 25375
Email: gregory.page@transport.nsw.gov.au

Michael Warner

Signals and Electricity
Tel: 9848 9333
Email: michael.warner@transport.nsw.gov.au

Logistics & Supply Chain**Murari Singh**

Contract Assurance Administrator
Tel: 02 9848 9698
Email: Murari.Singh@transport.nsw.gov.au

Asset Management**Anurag Nehra**

Operations Safeworking Supervisor
Tel: 0429 362419
Email: Anurag.nehra@transport.nsw.gov.au

Engineering & System Integrity**Teresa Sitjar**

Signalling & Control Systems
Tel: 42458
Email: Teresa.Sitjar@transport.nsw.gov.au

Kenneth Maran

Signalling & Control Systems
Tel: 26141
Email: kenneth.maran@transport.nsw.gov.au

Yass Zahab

Geotechnical Services
Tel: 2 7589 Fax: 2 7786
Email: Yassine.El-Zahab@transport.nsw.gov.au

Richard Agostino

C and CS
Tel: 2 0875 Fax: 9 2137
Email: Richard.Agostino@transport.nsw.gov.au

Peter Nilon

Survey Group
Tel: 9848 9904
Email: peter.nilon@transport.nsw.gov.au

Human Resources**Robert Neloski**

Training — Learning and Development
Tel: 2 7567
Email: robert.neloski@transport.nsw.gov.au

Finance and Corporate Services

Graham Church

Compliance and Review Unit

Tel: 4 2143 Fax: 5 0321

Email: Graham.Church@transport.nsw.gov.au

NSW TrainLink

Adam Tonkin

Operational Improvement Manager

Tel: 8574 2960 Mob: 041 7694249

Email: ADAM.TONKIN@transport.nsw.gov.au

Ashley Brandse

Associate Director Operation North & Central

Tel: 4962 9820

Email: ASHLEY.BRANDSE@transport.nsw.gov.au

Emma Abernethy

Area Manager Newcastle

Tel: 4907 7540 Mob: 0437308515

Email: EMMA.ABERNATHY@transport.nsw.gov.au

Netti Byrnes

Area Manager Central Coast

Tel: 43499210 Mob: 0458261501

Email: Annette.Byrnes@transport.nsw.gov.au

Robert Blanch

Area Manager Hunter & Regional North

Mob: 0419498494

ROBERT.BLANCH@transport.nsw.gov.au

Leisa Case

Area Manager Central Intercity

Mob: 0429900371

LEISA.CASE@transport.nsw.gov.au

Dwayne Purcell

Area Manager Central Regional

Mob: 0428670580

DWAYNE.PURCELL@transport.nsw.gov.au

Michael Dorrian

Area Manager South Coast

Mob: 0439743316

Michael.dorrian@transport.nsw.gov.au

Tiffany Glasgow

Area Manager West

Mob: 0439743316

Tiffany.glasgow@transport.nsw.gov.au

Ian Mondon

Area Manager South Main

Mob: 0427016255

Ian.mondon@transport.nsw.gov.au

Tod James

Shift Manager Taree

Tel: 65924786

tod.james@transport.nsw.gov.au

Notice to Subscribers

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

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

Director Safety and Standards
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 30 January 2018