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weekly notice

Monday, 13 October 2014
Sunday, 19 October 2014



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.

*GROUP MANAGER RULES AND COMPLIANCE
SYDNEY TRAINS*

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
42	20/10/14–26/10/14	7/10/14
43	27/10/14–2/11/14	14/10/14
44	3/11/14–9/11/14	21/10/14
45	10/11/14–16/11/14	28/10/14

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 L, R, 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.

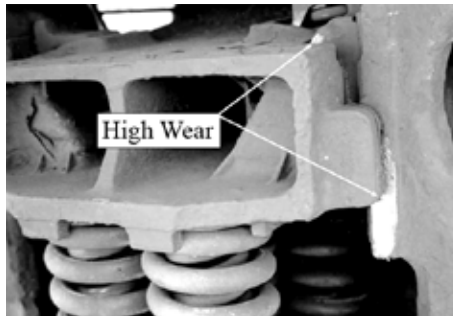


Figure 1: High gib/side frame wear and friction wedge lateral wear

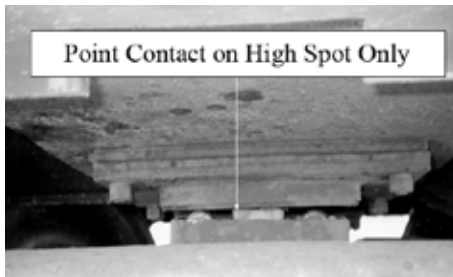


Figure 2: Constant contact side bearer with point contact



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

CONCORD WEST STATION – OPENING OF NEW OVERHEAD CONCOURSE TO THE PUBLIC

Commencing from the first train on **Sunday, 26 October 2014** the new overhead concourse at Concord West Station will be open to the public. Customers will be using the new concourse for access, via the new stairs between the concourse and platforms.

Staffing arrangements and normal station operating conditions at Concord West Station will remain the same as are currently in place.

The old overhead footbridge will be closed off to the public on 26 October, 2014, and the entire old footbridge structure will be removed from over the tracks during the track possession on the weekend of 1 – 2 November, 2014.

Construction works at the station to complete the fourth track and associated new platform for the Northern Sydney Freight Corridor project will continue behind hoardings until mid-June, 2015. Further advice about the commissioning of the fourth platform will be provided at a later date.

Jeff Ray

Project Officer, Station Development Unit

Sydney Trains

Tel: 02 8575 0974 (external) 3 9974 (internal)

Mob: 0417 239924

Email: jeff.ray@transport.nsw.gov.au

REGENTS PARK (MAIN SOUTH) – RENEWAL OF 207 POINTS

Commencing at 0200 hours on **Saturday, 25 October 2014**, and continuing until 0200 hours on Monday, 27 October 2014, the following work will be carried out:

- The existing 207 points on the Down Main South will be renewed and moved approximately 3.6 metres towards Sydney.
- Spherolock in-bearer mechanisms with new D84M MKIII points motor will be installed.

The Emergency Operation (EOL) remains the same.

VER09092014

Wayne Giles

Signalling Support Manager Turnouts

Sydney Trains

Tel: 83 332 (internal)

Mob: 0401 718 079

Email: Wayne.Giles2@transport.nsw.gov.au

Darren Martin

Design Technical Specialist

Sydney Trains

Tel: 02 8574 2983 (external) 42983 (internal)

Email: darren.martin2@transport.nsw.gov.au

GOSFORD (NORTH) – REPLACEMENT OF 89 CATCH POINT WITH NEW INBEARER CATCHPOINT AND GUARD RAIL.

Commencing 0200 hours on **Saturday, 18 October 2014** and continuing until 2300 hours Sunday 19 October 2014, 89 catch points will be upgraded to Inbearer Catch Points. The following works will be undertaken;

- Removal of existing 89 Catch Point on the Down Refuge
- Decommissioning & Removal of existing Mechanical Lever on Down Loco 1.
- Installation of new 89 Points Inbearer Catch Point with guard rail.
- 89 catch point shall be Clip, XL locked and Spiked in the reverse position upon completion.

The new arrangements are depicted in the attached Signalling Arrangements Diagram.

VER 26092014

DRIVERS DIAGRAM VER26092014

Jarrad Kircher

Commissioning Manager

Downer

Mob: 0427 229 714

Email: Jarrad.Kircher@Downergroup.com

Sean McCarthy

Civil Manager

Downer

Mob: 0407 936 546

Email: Sean.McCarthy@Downergroup.com

GLENFIELD TO LEPPINGTON (GLRL) – COMMISSIONING NEW RAIL LINE

Commencing at 0200 hours on **Saturday, 18 October 2014**, and continuing until 0200 hours Monday, 20 October 2014, the following work will be carried out:

A new line from Glenfield Junction via Edmondson Park and Leppington Station to Leppington Stabling Yard will be commissioned.

Glenfield trains heading in the down direction to Edmondson Park will access the new line from platforms 3 and 4 at Glenfield station. Trains departing Edmondson Park will be received at Glenfield in either platform 1 or 2. The new line connects to Glenfield via the Southern flyover.

- New Yard Limit boards, signals, points, trainstops, guard's indicators and Siding signage will be provided. Signals and Guards Indicators will be of LED type. Points and trainstops will be air operated.
- New station platforms at Edmondson Park and Leppington will be brought into use.
- New Stabling Roads and Machine Sidings will be brought in use.

The new signalling equipment will be controlled by an ATRICS workstation at Sydenham Signal Box.

Notice Boards and Telephones will be provided as shown on the attached Driver's Diagram.

The system of working is Rail Vehicle Detection (RVD).

New and Altered Lines

- The Glenfield – Leppington Down Main will be connected to the Down East Hills via crossover 62 (42.056 km) and to the Down Main via crossover 60 (42.022 km)
- The Glenfield – Leppington Up Main will be connected to the Up East Hills via crossover 61 (42.025 km) and to the Up Main via crossover 63 (42.041 km)
- The Glenfield – Leppington Down Main extends from 42.200km – 52.803km
- The Glenfield – Leppington Up Main extends from 42.200km – 52.803km
- The Glenfield – Leppington Down Loop extends from 203 points (50.623km) through Leppington station to 204 points (51.495km)

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- The Glenfield – Leppington Up Loop extends from 205 points (51.495km) through Leppington station to 202 points (50.613km)
- Leppington Stabling Yard (52.803km – 53.384km) consists of ten Storage Roads and two unwired Machine Sidings
- Leppington Station will facilitate train terminations and turnback movements via crossovers 200 and 201.
- Two Way Running will operate from Leppington Station to the Stabling Yard area on both the Up and Down Mains.

Signals

The final arrangements are shown on the Glenfield to Leppington Drivers Diagram published in this weekly notice.

- The new and altered signals will display indications in accordance with the Network Rules.
- All signals and aspects are LED type (Including all turnout repeaters, Shunt Route Indicators and Main Line Indicators).
- Conditional clearing to “Caution” is provided on all signals. When a shorter than normal overlap is available the signal will clear conditionally upon the approaching train suitably reducing its speed.
- Auto re-clearing is provided on all main routes, auto re-clearing of shunts is not provided.
- Approach Locking will be provided on every new controlled signal. A time limit of 120 seconds applies to all main line aspects and 60 seconds applies to all shunt aspects to release the approach locking if the signal is restored to STOP with a train closely approaching.
- “Yard Limit” boards and “End of Yard Limit” boards are installed on GL42.5, LE1, GL50.0 and GD42 Signals.
- Stabling Yard Siding roads are fitted with Friction Buffer Stops. A single red LED light will be mounted to the side of each road, adjacent to a Fixed Train Stop, and indicate the end of the Siding. Each siding is labelled with a letter (Silver Retro reflective border and lettering on a blue background).

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New and Altered Signal and route designations

Glenfield - Leppington Down Main

Signal	Route	Description	Route Indicator	Remarks
GL43.1	GL43.1	Automatic – Down Main	-	New Signal
GL43.5	GL43.5	Automatic – Down Main	-	New Signal Fitted with Worksite Protection key - Warding WSA
GL43.9	GL43.9	Automatic – Down Main	-	New Signal Fitted with Worksite Signage
GL44.3	GL44.3	Automatic – Down Main	-	New Signal Fitted with Worksite Signage
GL44.7	GL44.7	Automatic – Down Main	-	New Signal
GL45.1	GL45.1	Automatic – Down Main	-	New Signal
GL45.5	GL45.5	Automatic – Down Main	-	New Signal
GL45.9	GL45.9	Automatic – Down Main	-	New Signal
GL46.3	GL46.3	Automatic – Down Main	-	New Signal
GL46.9	GL46.9	Automatic – Down Main	-	New Signal
GL47.3	GL47.3	Automatic – Down Main	-	New Signal
GL47.9	GL47.9	Automatic – Down Main	-	New Signal
GL48.5	GL48.5	Automatic – Down Main	-	New Signal
LE1	1(M)	Down Accept – Down Main	-	New Signal New Horizontal YL and EYL sign mounted on post New RH Junction Repeater mounted on top of signal Preliminary Medium (Flashing Yellow) provided
LE3	3(M)	Down Outer Home – Down Main	-	New Signal New LH/RH Junction Repeater mounted on top of signal

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Signal	Route	Description	Route Indicator	Remarks
LE5	5(M)A	Down Home – Down Main to Platform 4	4	New Signal Main Line Route Indicator mounted on top of signal
	5(S)A	Shunt – Down Main to Platform 4	4	New Shunt Signal Stencil Route Indicator provided
	5(M)B	Down Home – Down Main to Platform 3	3	New Signal Main Line Route Indicator mounted on top of signal
	5(S)B	Shunt – Down Main to Platform 3	3	New Shunt Signal Stencil Route Indicator provided
	5(M)C	Down Home – Down Main to Platform 2	2	New Signal Main Line Route Indicator mounted on top of signal
	5(S)C	Shunt – Down Main to Platform 2	2	New Shunt Signal Stencil Route Indicator provided
	5(M)D	Down Home – Down Main to Platform 1	1	New Signal Main Line Route Indicator mounted on top of signal
	5(S)D	Shunt – Down Main to Platform 1	1	New Shunt Signal Stencil Route Indicator provided
LE10	10(M)	Up Home Starter – Down Main to Up Main	-	New Signal Aspect restricted to Medium Turnout
	10(S)	Shunt – Down Main to Up Main	-	New Shunt Signal
LE18	18(M)	Up Outer Home – Down Main	-	New Signal New LH Junction Repeater mounted on top of signal
LE25	25(M)	Down Outer Home – Down Main	-	New Signal

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Signal	Route	Description	Route Indicator	Remarks
LE33	33(M)	Down Home – Down Main	-	New Signal
	33(S)	Down Shunt – Down Main	-	New Shunt Signal
LE38	38(M)A	Up Home – Down Main	-	New Signal
	38(S)A	Up Shunt – Down Main	3	New Shunt Signal Stencil Route Indicator provided
	38(M)B	Up Home – Down Main to Down Loop	-	New Signal
	38(S)B	Up Shunt – Down Main to Down Loop	4	New Shunt Signal Stencil Route Indicator provided
LE41	41(M)	Down Outer Home – Down Main	-	New Signal
LE45	45(M)	Down Outer Home – Down Main	-	New Signal Aspect restricted to Medium New RH Junction repeater mounted on top of signal
LE48	48(M)	Up Outer Home – Down Main	-	New Signal New RH Junction Repeater mounted on top of signal
LE51	51(M)A	Down Home – Down Main	-	New Signal Aspect restricted to Caution
	51(S)A	Shunt – Down Main	D	New Shunt Signal Stencil Route Indicator provided
	51(M)B	Down Home – Down Main – Up Main	-	New Signal Aspect restricted to Caution turnout
	51(S)B	Shunt – Up Main	U	New Shunt Signal Stencil Route Indicator provided

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Signal	Route	Description	Route Indicator	Remarks
LE54	54(M)A	Up Home – Down Main to Up Main	-	New Signal
	54(S)A	Up Shunt – Down Main to Up Main	U	New Shunt Signal Stencil Route Indicator provided
	54(M)B	Up Home – Down Main	-	New Signal
	54(S)B	Up Shunt – Down Main	D	New Shunt Signal Stencil Route Indicator provided
LE57	57(S)A	Shunt – Down Main to No.10 Siding	10	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	57(S)B	Shunt – Down Main to No.9 Siding	9	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	57(S)C	Shunt – Down Main to No.8 Siding	8	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	57(S)D	Shunt – Down Main to No.7 Siding	7	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	57(S)E	Shunt – Down Main to No.6 Siding	6	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
LE60	60(M)	Up Outer Home – Down Main	-	New Signal New LH Junction Repeater mounted on top of signal

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Glenfield - Leppington Up Main

Signal	Route	Description	Route Indicator	Remarks
GL43.2	GL43.2	Automatic – Up Main	-	New Signal
GL43.8	GL43.8	Automatic – Up Main	-	New Signal
GL44.2	GL44.2	Automatic – Up Main	-	New Signal
GL44.8	GL44.8	Automatic – Up Main	-	New Signal
GL45.2	GL45.2	Automatic – Up Main	-	New Signal
GL45.8	GL45.8	Automatic – Up Main	-	New Signal
GL46.2	GL46.2	Automatic – Up Main	-	New Signal
GL46.8	GL46.8	Automatic – Up Main	-	New Signal
GL47.2	GL47.2	Automatic – Up Main	-	New Signal
GL47.8	GL47.8	Automatic – Up Main	-	New Signal
GL48.4	GL48.4	Automatic – Up Main	-	New Signal
GL49.0	GL49.0	Automatic – Up Main	-	New Signal
GL49.6	GL49.6	Automatic – Up Main	-	New Signal
GL50.0	GL50.0	Automatic – Up Main	-	New Signal
LE7	7(S)A	Shunt – Up Main to Platform 4	4	New Shunt Signal Stencil Route Indicator provided
	7(S)B	Shunt – Up Main to Platform 3	3	New Shunt Signal Stencil Route Indicator provided
	7(S)C	Shunt – Up Main to Platform 2	2	New Shunt Signal Stencil Route Indicator provided
	7(S)D	Shunt – Up Main to Platform 1	1	New Shunt Signal Stencil Route Indicator provided

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Signal	Route	Description	Route Indicator	Remarks
LE12	12(M)	Up Home Starter – Up Main	-	New Signal
	12(S)	Shunt – Up Main	-	New Shunt Signal
LE20	20(M)	Up Outer Home – Up Main	-	New Signal
LE27	27(M)	Down Outer Home – Up Main	-	New Signal
LE35	35(M)	Down Home – Up Main	-	New Signal
	35(S)	Down Shunt – Up Main	-	New Shunt Signal
LE40	40(M)A	Down Home – Up Main – Up Loop	-	New Signal
	40(S)A	Down Shunt – Up Main – Up Loop	1	New Shunt Signal Stencil Route Indicator provided
	40(M)B	Down Home – Up Main	-	New Signal
	40(S)B	Down Shunt – Up Main	2	New Shunt Signal Stencil Route Indicator provided
LE43	43(M)	Down Outer Home – Up Main	-	New Signal
LE47	47(M)	Down Outer Home – Up Main	-	New Signal New LH Junction Repeater mounted on top of signal Aspect restricted to Medium
LE50	50(M)	Up Outer Home – Up Main	-	New Signal New LH Junction Repeater mounted on top of signal
LE53	53(M)A	Down Home – Up Main to Down Main	-	New Signal Aspect restricted to Caution Turnout
	53(S)A	Down Shunt – Up Main to Down Main	D	New Shunt Signal Stencil Route Indicator provided
	53(M)B	Down Home – Up Main	-	New Signal Aspect restricted to Caution
	53(S)B	Down Home – Up Main	U	New Shunt Signal Stencil Route Indicator provided

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Signal	Route	Description	Route Indicator	Remarks
LE56	56(M)A	Up Home – Up Main	-	New Signal
	56(S)A	Up Shunt – Up Main	U	New Shunt Signal Stencil Route Indicator provided
	56(M)B	Up Home – Up Main to Down Main	-	New Signal
	56(S)B	Up Home – Up Main to Down Main	D	New Shunt Signal Stencil Route Indicator provided
LE59	59(S)A	Shunt – Up Main to Siding No.5	5	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	59(S)B	Shunt – Up Main to Siding No.4	4	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	59(S)C	Shunt – Up Main to Siding No.3	3	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	59(S)D	Shunt – Up Main to Siding No.2	2	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	59(S)E	Shunt – Up Main to Siding No.1	1	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	59(S)F	Shunt – Up Main to Machine Siding No.2	M2	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
	59(S)G	Shunt – Up Main to Machine Siding No.1	M1	New Shunt Signal Miniature Multi-Lamp Route Indicator provided Timed Trainstop clearing provided
LE62	62(M)	Outer Home – Up Main	-	New Signal New RH Junction Repeater mounted on top of signal

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Leppington Down Loop

Signal	Route	Description	Route Indicator	Remarks
LE16	16(M)	Up Outer Home – Down Loop	-	New Signal New LH Junction Repeater mounted on top of signal
LE8	8(M)	Up Home – Down Loop to Down Main	-	New Signal Aspect restricted to Medium Turnout
	8(S)	Up Shunt – Down Loop to Down Main	-	New Shunt Signal
LE23	23(M)	Down Outer Home – Down Loop	-	New Signal
LE31	31 (M)	Down Home – Down Loop to Down Main	-	New Signal
	31 (S)	Down Shunt – Down Loop to Down Main	-	New Shunt Signal

Leppington Up Loop

Signal	Route	Description	Route Indicator	Remarks
LE14	14(M)	Up Home Starting – Up Loop to Up Main	-	New Signal
	14(S)	Shunt – Up Loop to Up Main	-	New Shunt Signal
LE22	22(M)	Up Outer Home – Up Loop	-	New Signal
LE29	29(M)	Down Outer Home – Up Loop	-	New Signal
LE37	37(M)	Down Home – Up Loop to Up Main	-	New Signal
	37(S)	Down Shunt – Up Loop to Up Main	-	New Shunt Signal

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Leppington Stabling Yard

Signal	Route	Description	Route Indicator	Remarks
LE64	64(S)	No.10 Siding – Down Main	-	Berth Sign provided
LE66	66(S)	No.9 Siding – Down Main	-	Berth Sign provided
LE68	68(S)	No.8 Siding – Down Main	-	Berth Sign provided
LE70	70(S)	No.7 Siding – Down Main	-	Berth Sign provided
LE72	72(S)	No.6 Siding – Down Main	-	Berth Sign provided
LE74	74(S)	No.5 Siding – Down Main	-	Berth Sign provided
LE76	76(S)	No.4 Siding – Down Main	-	Berth Sign provided
LE78	78(S)	No.3 Siding – Down Main	-	Berth Sign provided
LE80	80(S)	No.2 Siding – Down Main	-	Berth Sign provided
LE82	82(S)	No.1 Siding – Down Main	-	Berth Sign provided
LE84	84(S)	No.2 Machine Siding – Down Main	-	-
LE86	86(S)	No.1 Machine Siding – Down Main	-	-
LE88	88(S)	Shunt - No.10 Siding	-	Berth Sign provided
LE90	90(S)	Shunt - No.9 Siding	-	Berth Sign provided
LE92	92(S)	Shunt - No.8 Siding	-	Berth Sign provided
LE94	94(S)	Shunt - No.7 Siding	-	Berth Sign provided
LE96	96(S)	Shunt - No.6 Siding	-	Berth Sign provided
LE98	98(S)	Shunt - No.5 Siding	-	Berth Sign provided
LE100	100(S)	Shunt - No.4 Siding	-	Berth Sign provided
LE102	102(S)	Shunt - No.3 Siding	-	Berth Sign provided
LE104	104(S)	Shunt - No.2 Siding	-	Berth Sign provided
LE106	106(S)	Shunt - No.1 Siding	-	Berth Sign provided

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Guards Indicators

The Edmondson Park Station Guards Indicators are configured as follows:

Platform	Guard Indicator Direction	Associated Signal
Platform 1	2 x Up Direction Indicators Only	GL45.5
Platform 2	2 x Down Direction Indicators Only	GL45.2

The Leppington Station Guards Indicators are configured as follows:

Platform	Guard Indicator Direction	Associated Signal
Platform 1	2 x Up Direction Indicators	LE22
	2 x Down Direction Indicators	LE29
Platform 2	2 x Up Direction Indicators	LE20
	2 x Down Direction Indicators	LE27
Platform 3	2 x Up Direction Indicators	LE18
	2 x Down Direction Indicators	LE25
Platform 4	2 x Up Direction Indicators	LE16
	2 x Down Direction Indicators	LE23

Points

Emergency Operation Locks (EOL's) of the keyless type will be provided for the emergency operation of all points. Operation of the EOL pushbuttons will move all ends of the corresponding points to the desired position. When using the EOL care must be taken to ensure that all ends of the points have operated correctly before any train is permitted to pass over them.

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The following points will be provided along the Glenfield to Leppington Rail Line:

Points No.	Description
200	Crossover, Down Main to Up Main
201	Crossover, Up Main to Down Main
202	Turnout, Up Main to Up Loop
203	Turnout, Down Main to Down Loop
204	Turnout, Down Loop to Down Main
205	Turnout, Up Loop to Up Main
209	Crossover, Up Main to Down Main
210	Crossover, Down Main to Up Main
211	A – Turnout, Down Main to Siding No's 8, 9 & 10 B – Catch point
212	A – Turnout, Up Main to Siding No's 1, 2, 3 & Machine Siding No's 1 & 2 B – Catch point
213	Catch point, No. 6 Siding and No. 7 Siding to Down Main
214	Catch point, No. 4 Siding and No. 5 Siding to Up Main
215	Turnout, No. 9 Siding to No. 10 Siding
216	Turnout, No. 8 Siding to No. 9 Siding
217	Turnout, No. 6 Siding to No. 7 Siding
218	Turnout, No. 5 Siding to No. 4 Siding
219	Turnout, No. 3 Siding to No. 2 Siding
220	Turnout, No. 2 Siding to No. 1 Siding
221	A – Turnout, Siding No's 1 to Machine Siding No's 1 & 2 B – Catch point
222	Turnout, No. 2 Machine Siding to No. 1 Machine Siding

Continued on the next page

Emergency Override Working

Leppington Station is configured to enable the continued passage of trains during the loss of communication between Sydenham Signal Box and Leppington Interlocking via the Leppington Override Facility.

Once the override is initiated all non through routes will cancel. Through routes will be set if not already set. These routes will auto re-clear after the passage of a train.

The mode of operation for Leppington's override is selected by using a three position switch located within an XL Locked stainless steel box mounted on the outside wall of the LE16 Signal Equipment Room (LE16 SER).

Switch position	Function
AUTO	When selected emergency override will be enabled when communication with the control system is lost for 180seconds. Note: Automatic mode is booked out of use.
OFF	Crossover, Up Main to Down Main
FORCED	When selected emergency override will be enabled

'Override' indications are provided locally at LE16 and the current status is displayed at Sydenham Signal Box via ATRICS.

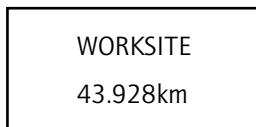
Telephones

Telephones will be provided as shown on the drivers diagram in this Weekly Notice. All phones will ring through to Sydenham Signal Box.

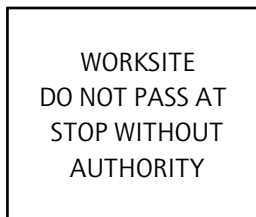
Work Site Protection Key

Work Site Keys are provided on both Up & Down Main to protect personnel working in the Hume Highway Underpass. A key and key-locked switch is fitted in an SL locked box attached to the signal post.

The box is labelled to indicate the extent of the worksite as shown below:



When opened, the SL locked box shall also be labelled as described in example below and indicate to the Driver that there is a worksite ahead.



Once the protection key is removed from the key locked box, the applicable Signal & Trainstop shall return to the stop position in order to protect a worksite.

The Worksite Protection Keys will be inscribed as follows:

- On Glenfield – Leppington Down Main, one Worksite Key shall be fitted on GL43.5 signal post for the replacement of the signal GL43.5, the protection area covers 43.928km to 44.328km.
- On Glenfield – Leppington Up Main, one Worksite Key shall be fitted on GL44.8 signal post for the replacement of the signal GL44.8, the protection area covers 44.312km to 43.726km.
- Work Site Key indications for both Up & Down Main are displayed on the ATRICS panel at Sydenham Signal Box.

The arrangements appear on the drivers diagram attached.

VER 26062014
DIAGRAM VER 10042014

Continued on the next page

Continued from the previous page

Rod Rowlands

Commissioning Engineer, Signalling

John Holland Rail

Mob: 0429 707 847

Email Rod.Rowlands@jhg.com.au

Richard Fang

Signalling Engineer

Siemens - Rail

Tel: 0412 141 804

Email: Richard.Fang@siemens.com

CRONULLA – SPEED SIGN CHANGES

Since Monday, **13 October 2014**, at Cronulla, the following work has been carried out on the Cronulla Line:

- At 34.445km on the Down Cronulla for trains travelling in the down direction, a 15km/h speedboard was removed.

Cameron Ly

Senior Designer, Track Design, Engineering & System Integrity
Sydney Trains

Tel: 9536 3454 (external) 6 3455 (internal)

Email: Cameron.Ly@transport.nsw.gov.au

Michael Uhlig

Lead Rolling Stock Engineer
Asset Standards Authority

Tel: 9422 7718 (external)

Mob: 0417 485 832

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

GLENFIELD JUNCTION (POST COMMISSIONING) – REMOVAL OF 40 AND 42 POINTS

Commencing at 0200 hours on **Saturday, 18 October** and continuing until 0200 hours on Monday, 20 October 2014, the following work will be carried out:

- Redundant No. 40 crossover points (clipped, spiked, locked and detected to Normal position) at 40.970km (Down Main to Up Main) will be permanently removed (straight railed).
- Redundant No. 42 crossover points (clipped, spiked, locked and detected to Normal position) at 41.147km (Down Main to Up Main) will be permanently removed (straight railed).

The Sydenham Control Centre ATRICS screens will not be altered to reflect the changes.

DIAGRAM VER 01082014

Michael Davis

Signalling Tester In Charge - Glenfield

Novo Rail Alliance

Mob: 0422 002 083

Email: mdavis@novorail.com.au

Sathish Veerabadrappa

Signalling Engineer

Parsons Brinckerhoff/GJA

Tel: 0420 643 374

Email: sveerabadrappa@pb.com.au

GOSFORD (NORTH) – INSTALLATION OF NEW 85 POINTS

Commencing at 0200 hours on **Saturday, 1 November 2014** and continuing until 0200 hours on Monday, 3 November 2014, the following work will be carried out.

- New 85A/B Crossover from the Up Main to the new Up Refuge will be installed between Gosford and Narara. Both 85A Points (81.361 km) and 85B Points (81.449km) will be spiked, clipped and XL locked in the normal position until final commissioning.

The Control and indication panels at Gosford Signal box will remain unaltered at this stage. Panels will be amended during the final commissioning to reflect the final layout.

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

VER 25092014
DIAGRAM VER 25092014

Rick Maranik

Commissioning Manager Signalling
Sydney Trains

Mob: 0412 520 793

Email: rick.maranik@railcorp.nsw.gov.au

Jason Eadie

Senior Signalling Engineer
Parsons Brinckerhoff

Tel: 02 9200 0930

Email: jeadie@pb.com.au

STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
017–2007	Operating Instruction Manual for Hunter rail car	1/11/07	13/11/07
019–2007	MK16 Vigilance control on XPT power car	2/11/07	8/11/07
018–2007	Emergency equipment boxes RailCorp train fleet	1/11/07	19/11/07
004–2008	OMDT 450: Description and operation of XPT trains	1/5/08	11/5/08
008–2009	OMET 264: Minimum tractive effort requirements	1/10/09	11/10/09
010–2009	OMDT 461: XPT radio amalgamation unit (RAU)	26/11/09	6/12/09
011–2009	OMDT 462: XPT MetroNet radio	26/11/09	6/12/09
012–2009	OMDT 463: XPT CountryNet and local radios	26/11/09	6/12/09
013–2009	OMDT 464: MultiChannel radio	26/11/09	6/12/09
014–2009	OMDT 465: XPT train-to-base radio	26/11/09	6/12/09
001–2010	OMDT 458: Train preparation of XPT trains	18/2/10	28/2/10
010–2011	XPT 030: Minimum Operating Standards	28/7/11	7/8/11
015–2011	OMET 316: Defective Air Springs	24/11/11	4/12/11
001–2012	OMET 266: Operation of Y–Set Trains	2/2/12	12/2/12
007–2012	TWP 203: Changing ends	25/10/12	4/11/12
008–2012	TWP 217: Train Operating System (TOS) Display Unit Failure	25/10/12	4/11/12
009–2012	TWP 233: Control Circuit Failures	25/10/12	4/11/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
011–2012	TWP 178: CountryNet and Local Radios	29/11/12	9/12/12
001–2013	Operation of H–Set (Oscar) Trains Fitted with Automatic Train Protection (ATP) Equipment	17/1/13	27/1/13
003–2013	48 Class: Wheels	7/2/13	10/2/13
004–2013	TWP 188: Jumper Couplings	14/3/13	24/3/13
007–2013	TWP 184: Refuelling XPT, Explorer and Endeavour Trains	18/4/13	28/4/13

Continued on the next page

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Number	Title	Issued	Effective
013–2013	OMDT 454: Disabled Train	23/5/13	2/6/13
010–2013	OMET 350: Operation and Management of Electric Trains – Standards	30/5/13	9/6/13
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
016–2013	TWP 100: Responsibilities of Train Crews	30/5/13	9/6/13
017–2013	WAR 030: Minimum Standards	30/5/13	9/6/13
020–2013	TWP 152: Disabled Trains	21/11/13	1/12/13
021–2013	TWP 138: Assisting Trains Using Emergency Couplers	21/11/13	1/12/13
001–2014	Ammendment to OMET 200, OMET 350, WAR 030 XPT 030, OMDT 400 & OMDT 500(Visibility Lights)	20/2/14	2/3/14
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
003–2014	OMET 344 Internal Emergency Door Release and Passenger Emergency Intercom Alarm	10/4/14	20/4/14
004–2014	TWP 114: Train Crew Member Leaving or Returning to the Crew Compartment	10/4/14	20/4/14
006–2014	WAR 202: Bogie Faults	24/4/14	4/5/14
007–2014	WAR 001: Stabling	24/4/14	4/5/14
008–2014	TWP 176: Wayside Train Condition Monitor Alarms	26/6/14	7/7/14
009–2014	TWP 136: Defective Wheels	21/8/14	31/8/14
010–2014	TWP 244: OSCAR - Internal Emergency Door Release and Passenger Intercom Alarm	18/9/14	28/9/14

Steve Swanson

Network Rules Specialist

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

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

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
028-2014	Trial of Signal Key Switches	27/4/14	26/10/14
044-2014	Worksite Protection Plan – Tablet Version Trial	1/5/14	11/5/14
045-2014	NLA 302: Hornsby	8/5/14	18/5/14
043-2014	Network Rules – Network Procedures	15/5/14	25/5/14
046-2014	NLA 618: Chullora	15/5/14	25/5/14
047-2014	NLA 616: Enfield	15/5/14	25/5/14
055-2014	NLA 208: Blacktown	29/5/14	8/6/14
052-2014	NLA 320: Broadmeadow - Newcastle	5/6/14	15/6/14
057-2014	NLA 416: Wollongong	5/6/14	15/6/14
058-2014	NLA 608: Port Kembla	5/6/14	15/6/14
060-2014	NLA 212: Penrith - Wallerawang	5/6/14	15/6/14
061-2014	NLA 504: Campbelltown	5/6/14	15/6/14
064-2014	Trial of Speed Signs in the Network	5/6/14	15/6/14
067-2014	NLA 420: Bomaderry (Nowra)	12/6/14	22/6/14
063-2014	Exception to TWP 108: Route Knowledge	19/6/14	29/6/14
069-2014	NLA 108: Central - Sydenham	26/6/14	6/7/14
070-2014	NLA 308: Chatswood - Epping	26/6/14	6/7/14
074-2014	NLA 312: Gosford	26/6/14	6/7/14
050-2014	Trial of Coded ASB	26/6/14	6/7/14
072-2014	NLA 318: Broadmeadow – Woodville Junction	3/7/14	13/7/14
075-2014	Worksite Handsignaller Ahead Signs NSG 604	3/7/14	13/7/14
076-2014	Network Rules – Network Forms – Network Procedures	3/7/14	13/7/14
077-2014	NLA 102: Sydney Terminal	3/7/14	13/7/14
051-2014	NLA 500: Lidcombe - Campbelltown	29/5/14	10/6/14
088-2014	NLA 100: Central	17/7/14	27/7/14
086-2014	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line (SSFL)	17/7/14	28/7/14
089-2014	NLA 116: Flemington	17/7/14	28/7/14
090-2014	NLA 402: Sydenham	17/7/14	28/7/14
093-2014	Testing & Restricted Movement of Bradken BK Class Locomotives	24/7/14	3/8/14

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078–2014	NLA 104: City Circle	31/7/14	10/8/14
079–2014	NLA 110: Central – Lidcombe	31/7/14	10/8/14
083–2014	NLA 314: Gosford – Broadmeadow	31/7/14	10/8/14
081–2014	NLA 400: Central – Sutherland	31/7/14	10/8/14
080–2014	NLA 316: Sulphide Junction	31/7/14	10/8/14
085–2014	NLA 502: Sefton Park Jct	31/7/14	10/8/14
095–2014	NLA 214: Lithgow	31/7/14	10/8/14
082–2014	NLA 310: Hornsby – Gosford	7/8/14	17/8/14
091–2014	NLA 304: Central – Hornsby	7/8/14	17/8/14
092–2014	Spenco Ultrasonic Testing	14/8/14	24/8/14
097–2014	NLA 508: Sydenham – Sefton Park Junction	14/8/14	24/8/14
096–2014	NLA 410: Sutherland – Wollongong	14/8/14	24/8/14
105–2014	NLA 300: Strathfield – Hornsby	27/8/14	8/9/14
100–2014	NLA 214: Katoomba	4/9/14	15/9/14
113–2014	NLA 210: Penrith	11/9/14	21/9/14
115–2014	NLA 202: Clyde Down Sidings	11/9/14	22/9/14
116–2014	NLA 204: Clyde Up Yard	11/9/14	22/9/14
117–2014	NLA 200: Lidcombe – Penrith	11/9/14	22/9/14
118–2014	NLA 206: Clyde and Granville	11/9/14	22/9/14
109–2014	NLA Explanatory notes	18/9/14	28/9/14
110–2014	NLA Introduction	18/9/14	28/9/14
111–2014	NLA 114: Strathfield	18/9/14	28/9/14
112–2014	Procedures for Trains Entering – Departing Macdonaldtown stabling yard	18/9/14	28/9/14
121–2014	Trial of Track Circuit Occupancy Device (TCOD)	18/9/14	28/9/14
104–2014	OSP 13–Responding to a Medical Emergency on a Train	18/9/14	5/10/14
122–2014	Use of Network Rules Forms	18/9/14	28/9/14
102–2014	NLA 418: Wollongong – Bomaderry (Nowra)	25/9/14	5/10/14
120–2014	NLA 510: Sydenham – Glenfield	2/10/14	12/10/14

Steve Swanson

Network Rules Specialist

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

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

STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

Title	Status Sheet	Date issued
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Network Rules

General	10	July 2014
Work on Track	13	July 2014
Train Working	9	July 2014
Systems of Safeworking and Special Working	5	July 2012
Signals and Signs	10	July 2014
Glossary	8	July 2012

Network Procedures

Procedures	14	July 2014
Forms	9	July 2014

Note, when filing your Network Rules and Procedures they should be comprised of the following amendment packs:

- August 2005 (Total reprint)
- May 2007
- November 2008
- June 2010
- December 2010
- July 2012 (Latest amendment packs. Note, 2 packs were issued)
- July 2014

Network Local Appendices

Network Local Appendices	9	Dec 2012
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Title	Version	Date issued
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Operator Specific Procedures

OSP 3	9	July 2014
OSP 4	5	July 2014
OSP 5	6	July 2014
OSP 6	5	July 2014

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Title	Version	Date issued
Operator Specific Procedures		
OSP 7	7	July 2014
OSP 8	4	July 2014
OSP 9	6	July 2014
OSP 10	4	July 2014
OSP 11	7	July 2014
OSP 12	7	July 2014
OSP 13	4	July 2014
OSP 14	6	July 2014
OSP 15	6	July 2014
OSP 16	7	July 2014
OSP 17	4	July 2014
OSP 18	6	July 2014
OSP 19	4	July 2014
OSP 20	5	July 2014
OSP 21	6	July 2014
OSP 22	3	July 2014
OSP 23	1	July 2014
OSP 24	1	July 2014

Train Working Procedures

TWP 100 (New)	3	May 2012
TWP 102 (New)	3	May 2012
TWP 106	3	May 2012
TWP 108 (New)	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114	3	May 2012
TWP 116	3	May 2012
TWP 118 (New)	3	May 2012
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128 (New)	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	3	May 2012
TWP 138	3	May 2012

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Title	Version	Date issued
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	3	May 2012
TWP 152	4	May 2012
TWP 154	3	May 2012
TWP 156 (New)	5	May 2012
TWP 158	3	May 2012
TWP 160 (New)	3	May 2012
TWP 162	3	May 2012
TWP 164 (New)	4	May 2012
TWP 166	3	May 2012
TWP 168 (New)	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174 (New)	1	May 2012

Network Forms

Title	Form version	Date issued
NRF 000 General Information	N/A	July 2014
NRF 002 Track Occupancy Authority	6	July 2014
NRF 003 Infrastructure Booking Authority	4	July 2014
NRF 004 Condition Affecting the Network	3	July 2014
NRF 005 Special Proceed Authority	4	July 2014
NRF 007 Pilot Staff Ticket	3	July 2014
NRF 008 Pilot Staff Notice	3	July 2014
NRF 010 Pilot Staff Working Introduction	3	July 2014
NRF 011 Worksite Warning	3	July 2014
NRF 012 Checklist for an Unsignalled Movement within Consolidated Yard Limits	3	July 2014
NRF 013 Temporary Rail Bond Approval	3	July 2014
NRF 014 Pre-work Briefing	3	July 2014
NRF 015A Worksite Protection Plan	3	July 2014
NRF 015B Worksite Protection Plan for Lookout Working	3	July 2014
NRF 016 Protection Officer's Log Book	2	July 2014
NRF 017 Protection Officer's Diary	2	July 2014

REQUESTS FOR NETWORK MANUALS AND FORMS

Please regularly check that your Network Manuals and Forms are up to date and include the current status sheet numbers for each section, as listed in this Weekly Notice.

If your manuals do not have the correct status sheets, they have not been properly amended and the Safeworking information will not be up to date.

All Sydney Trains staff issued with Network Manuals and who require regular updates and amendments need to contact their relevant distribution officer, as listed in this Weekly Notice, to have their name and contact details included in the distribution list. This will ensure that you receive all updated Network Manuals and Forms.

All requests to receive Safeworking documentation must be forwarded through your controlling officer to the appropriate distribution officer.

Those outside Sydney Trains can access Safeworking information by visiting the RailSafe website at www.railsafe.org.au

External users who wish to purchase hard copies of the Network Rules and Network Procedures can download an order form from the RailSafe website under Contractors on the top menu bar.

DISTRIBUTION OFFICERS

Sydney Trains

Safety and Environment

Maria Economou

Safety Support

Tel: 2 4502 Fax: 2 1840

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

Engineering and Projects

Teresa Sitjar

Chief Engineer— Signals

Tel: 2 1769 Fax: 2 1650

Email: Teresa.Sitjar@transport.nsw.gov.au

Yass Zahab

Geotechnical Services

Tel: 2 7589 Fax: 2 7786

Email: Yassine.El-Zahab@transport.nsw.gov.au

Suzanne Warner

Engineering Services— Professional Services

Tel: 6 2478 Fax: 6 2939

Email: Suzanne.Warner@transport.nsw.gov.au

Robert Nelson

PPP Rollingstock — Acquisition Strategy

Tel: 9 1441 Fax: 9 6500

Email: Robert.Nelson@transport.nsw.gov.au

Armando Ang

Data Analyst

Tel: 2 1214 Fax: 2 1726

Email: Armando.Ang@transport.nsw.com.au

Operations

James Mather

Area Manager - Hornsby

Tel: 36513

Paul Doherty

Area Manager - Central

Mob: 0419 476346

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

Mark Kourouche

Area Manager - Central/North Sydney

Mob: 0418 166 867

Email: MARWAN.KOUROUCHE@transport.nsw.gov.au

Kamal Deo

Crew Manager PPP

Tel: 93964

Email: KAMAL.DEO@transport.nsw.gov.au

Fred Dangar

Area Manager - Blacktown/Penrith/Richmond

Mob 0407 163087

Email: Fred.DANGAR@transport.nsw.gov.au

Paul Bartolo

Area Manager - Flemington

Mob: 0438466118

Email: PAUL.BARTOLO@transport.nsw.gov.au

Michael Dorrian

Area Manager - Mortdale/Cronulla/Waterfall

Mob: 0428214460

Email:

Michael.DORRIAN@transport.nsw.gov.au

Roopali Khanna

Area Manager - Liverpool/Campbelltown

Mob: 0407149152

Email:

ROOPALI.KHANNA@transport.nsw.gov.au

William Morrison

Signal Operations — North

Tel: 9 1057

Email: William.Morrison@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

Petar Majstorovic

Incident Rail Commander

Tel: 9 1590 Fax: 9 1770

Email: Petar.Majstorovic@transport.nsw.gov.au

Ashraf Riyadh

Sector 1 — 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

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: ENNIOSOSTER@transport.nsw.gov.au

Daljit Kaur

Infrastructure Maintenance — Facilities

Tel: 2 5922 Fax: 2 5950

Email: Daljit.Kaur@transport.nsw.gov.au

Christina Morgan

Administration Support

ICON

Tel: 9379 6051

Email: Christina.Morgan@transport.nsw.gov.au

Major Works**Greg Page**

Infrastructure Track

Tel: 25375

Email: gregory.page@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

Annie Ly

Asset Scheduling & Delivery Co-ordination

Tel: 8922 1294

Engineering & System Integrity

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

Finance and Corporate Services

Graham Church

Compliance and Review Unit

Tel: 4 2143 Fax: 5 0321

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

Human Resources

David Green

Training — Learning and Development

Tel: 2 5944 Fax: 2 5951

Email: David.Green@transport.nsw.gov.au

Ben Hooper-Matthias

Graduates — Internships — Scholarships

Tel: 2 6540

Email: Ben.Hooper-Matthias@transport.nsw.gov.au

NSW Trains

Dimitri Hondros

Train Crew Manager - Central IC

Tel: 92064

Email: DIMITRI.HONDROS@transport.nsw.gov.au

Andrew Bailey

Train Crew Manager - Lithgow/Mt Victoria

Mob: 0428064916

Email: Andrew.BAILEY@transport.nsw.gov.au

Dale Merrick

Train Crew Manager - Newcastle/Gosford

Tel: 52364

Email: DALE.MERRICK@transport.nsw.gov.au

Stephen Partridge

Tel: 9379 1612 Fax: 9379 51 17

Email: stephen.seniorpartridge@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.

Group Manager Rules and Compliance
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 30 September 2014