

31

weekly notice

Monday, 4 August 2014
Sunday, 10 August 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 |
|----------------------|-----------------|-----------------|
| 32 | 11/8/14–17/8/14 | 29/7/14 |
| 33 | 18/8/14–24/8/14 | 5/8/14 |
| 34 | 25/8/14–31/8/14 | 12/8/14 |
| 35 | 1/9/14–7/9/14 | 19/8/14 |

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:

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GOSFORD PASSING LOOPS – PRECAST BRIDGE BEAM PLACEMENT DURING AUGUST - SEPTEMBER

Commencing **Monday, 4 August 2014** and continuing throughout September 2014, there will be 5 separate 2 day periods where the following works will be taking place;

- Delivery and installation of precast concrete bridge planks using an 80 ton all-terrain mobile crane outside the danger zone adjacent to the main line at the following locations:
- Brady's Gully bridge adjacent to down main, south of OHWS 82+773
- Brady's Gully bridge adjacent to up main, south of OHWS 82+773
- Wingello Creek bridge adjacent to down main, south of OHWS 83+260
- Wingello Creek bridge adjacent to up main, south of OHWS 83+260
- Wyoming Creek bridge adjacent to down main, south of OHWS 83+414

This work will allow for the construction of the new bridge for the new down refuge as part of the Gosford Passing Loops project.

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FLEMINGTON CAR SIDINGS (MAIN SUBURBAN) – UPGRADE OF 650B AND 652 POINTS

Since 0200 hours on **Monday, 16th June 2014**, the following work has been completed:

- 650B points on the Departure Road were renewed with a Claw Lock mechanism and 'A' type controller unit in the same location.
- 650A catch points remain unchanged.
- 652A derail and 652B points on the Shunting Neck were both renewed with Claw Lock mechanism and 'T' type controller units.
- 652A was relocated approximately 1 metre towards Sydney.
- 652B was relocated approximately 2 metres towards Sydney.
- 650 points was provided with new Emergency Operation Lock (EOL) equipment of the keyless type, located adjacent to 650B points.
- 652 points was provided with new Emergency Operation Lock (EOL) equipment of the keyless type, located adjacent to 652B points.
- ST319 signal was relocated approximately 0.5 metres towards Sydney and raised approximately 0.4 metres to improve driver sighting.
- ST321 signal was relocated approximately 1 metre towards Sydney.
- ST325 signal was relocated approximately 1.75 metres towards Sydney.
- The signal indications for 319, 321 and 325 remain unchanged.

VER27062014

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CARRAMAR (MAIN SOUTH LINE) – REMOVAL OF 225A/B POINTS

Commencing at 0200 hours on **Saturday, 9 August 2014**, and continuing until 0200 hours on Monday, 11 August 2014, the following work will be carried out:

The existing 225A points on the Down Main and 225B points on the Up Main will be removed.

The 225 Emergency Operation Lock (EOL) and telephone will be removed.

Altered Signal and route designations

| Signal | Route | Description | Route Indicator | Remarks |
|--------|---------|-------------------------------|-----------------|--|
| SP112 | 112(M)B | Up Home, Up Main to Down Main | - | Top Yellow aspect booked out of use. |
| | 112(S)B | Shunt, Up Main to Down Main | DM | Route Indicator booked out of use. |
| SP118 | 118(M) | Up Home - Up Main | - | Right Hand Turnout Repeater booked out of use. |
| SP26.8 | | Up Automatic – Up Main | - | Right Hand Turnout Repeater booked out of use. Preliminary Medium aspect booked out of use. |

Sydenham Signal Box

The existing ATRICS workstation/s will not be modified to reflect the new arrangements.

VER 28052014

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AUBURN STABLING YARD CLYDE CONNECTION WORKS PROJECT - COMMISSIONING OF AUBURN STABLING YARD.

Commencing at 02:00 hours on **Saturday, 23 August 2014**, and continuing until 02:00 hours on Monday, 25 August 2014, the following work will be carried out:

- New service level crossing, altered road level crossing, new and altered yard limit boards, level crossing warning boards, signals, points, and train stops will be provided.
- The Auburn Stabling Yard will be brought into use.

The new signalling equipment will be controlled from Clyde signal box, via a new Phoenix control system. Additionally, the Auburn Maintenance Facility signalling control will be transferred to Clyde signal box utilising a phoenix control system. As part of this transfer the existing Down Relief will revert to Sydney Trains control.

The Auburn Stabling Yard shall consist of eleven new roads, with each road capable of catering for one eight car train set. Within the stabling yard each siding stopping point is protected with a fixed red (buffer stop) light, fixed train stop and friction buffer stops. All of the point mechanisms are of the spherolock type and are fitted with 'A' valve pneumatic style point control units with keyless type Emergency Operating Locks. New approaches from the new yard & transfer road will be included in the Auburn Maintenance Road Level Crossing. Alterations to the level crossing approaches from the AMC will also be implemented. A new local service level crossing for vehicular access will cross the Auburn Stabling roads 1 to 11 to the new amenities building adjacent to the Stabling No. 1 road.

Details of the changes are as follows.

New and altered lines brought into use

The following table details new roads in the area:

| Kilometrage From (Approx) | Kilometrage to (Approx) | New Road Name | Remarks |
|---------------------------|-------------------------|----------------|--|
| 20.460 | 20.010 | Transfer Road | New Line/s.Traverses existing Maintenance Yard Level Crossing and new Service Crossing |
| 20.010 | 19.825 | Stabling No. 1 | New Siding. |
| 20.010 | 19.825 | Stabling No. 2 | New Siding. |

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| Kilometrage From (Approx) | Kilometrage to (Approx) | New Road Name | Remarks |
|---------------------------|-------------------------|-----------------|-------------|
| 20.010 | 19.825 | Stabling No. 3 | New Siding. |
| 20.010 | 19.825 | Stabling No. 4 | New Siding. |
| 20.010 | 19.825 | Stabling No. 5 | New Siding. |
| 20.010 | 19.825 | Stabling No. 6 | New Siding. |
| 20.010 | 19.825 | Stabling No. 7 | New Siding. |
| 20.010 | 19.825 | Stabling No. 8 | New Siding. |
| 20.010 | 19.825 | Stabling No. 9 | New Siding. |
| 20.010 | 19.825 | Stabling No. 10 | New Siding. |
| 20.010 | 19.825 | Stabling No. 11 | New Siding. |

Speed Boards

New speed boards will be installed for the Down Relief and Transfer Road as shown in the table below:

| Road | Speed Board Designation | Approximate Position | Remarks |
|---------------|-------------------------|--------------------------------------|--|
| Down Relief | X25 | Adjacent to 683B points (20.460 Km) | Up direction turnout speed to access Transfer Road |
| Transfer Road | 25 | Adjacent to AY997 signal (20.373 Km) | Down direction movement along Transfer Road |
| | 13 (Yard Speed) | Adjacent to AY548 signal (20.308 Km) | Up direction movement along Transfer Road |

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Yard Working Signs

New and altered Yard Working signs will be installed for the Train Wash Road within the Auburn Maintenance Facility as shown in the table below:

| Road | Board Description | Kilometrage Approximate | Remarks |
|------------|--|-------------------------|------------------------|
| Train Wash | 8 Cars Clear of Train Wash | 20.222 | Existing board removed |
| Train Wash | 8 Cars Clear of Train Wash – Stop – Do Not Proceed Unless AY971 is Clear | 20.214 | New board installed. |

Yard Limit Signs

New and altered "Yard Limit" and "End Yard Limit" signs will be installed for the Down Relief, Bypass Road 1, Standing Roads and hand signalled areas within the Auburn Maintenance Facility as shown in the table below:

| Signal/Free standing | Description/Existing Board Name | Description/New Board Name | Remarks |
|--|--|--|--|
| AY917 | Horizontal YL (AMF) mounted on shunt signal post | Horizontal YL (Clyde) mounted on shunt signal post | Existing board replaced with a new board |
| Post mounted on opposing track side to AY917 | Horizontal EYL (AMF) mounted on post | Horizontal EYL (Clyde) mounted on post | Existing board replaced with a new board |
| Movements along 871 crossover | N/A | Horizontal EYL (AMF) mounted on post | New board and post |
| Movements along 871 crossover | N/A | Horizontal YL (AMF) mounted on post | New board and post |
| AY941 | N/A | Horizontal EYL (AMF) and YL (Clyde) mounted on shunt signal post | New boards mounted to existing signal |
| Post mounted on opposing track side to AY941 | N/A | Horizontal EYL (Clyde) and YL (AMF) mounted on post | New boards and post |
| AY948 | Horizontal YL (AMF) mounted on shunt signal post | Horizontal YL (Clyde) mounted on shunt signal post | Existing board replaced with a new board |

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| Signal/Free standing | Description/Existing Board Name | Description/New Board Name | Remarks |
|--|--|--|--|
| Post mounted on opposing track side to AY948 | Horizontal EYL (AMF) mounted on post | Horizontal EYL (Clyde) mounted on post | Existing board replaced with a new board |
| AY950 | N/A | Horizontal YL (AMF) mounted on shunt signal post | New board mounted to existing signal |
| Post mounted on opposing track side to AY950 | N/A | Horizontal EYL (AMF) mounted on post | New board and post |
| AY989 | Horizontal YL (AMF) mounted on shunt signal post | Horizontal YL (Clyde) mounted on shunt signal post | Existing board replaced with a new board |
| Post mounted on opposing track side to AY989 | Horizontal EYL (AMF) mounted on post | Horizontal EYL (Clyde) mounted on post | Existing board replaced with a new board |
| AY990 | N/A | Horizontal EYL (Clyde) and YL (AMF) mounted on shunt signal post | New boards mounted to existing signal |
| AY991 | N/A | Horizontal EYL (AMF) and YL (Clyde) mounted on shunt signal post | New boards mounted to existing signal |
| Post mounted on opposing track side to AY991 | N/A | Horizontal EYL (Clyde) and YL (AMF) mounted on post | New boards and post |
| AY993 | N/A | Horizontal EYL (AMF) and YL (Clyde) mounted on shunt signal post | New boards mounted to existing signal |
| AY996 | Horizontal YL (AMF) mounted on shunt signal post | Horizontal YL (Clyde) mounted on shunt signal post | Existing board replaced with a new board |
| Post mounted on opposing track side to AY996 | Horizontal EYL (AMF) post | Horizontal EYL (Clyde) mounted on post | Existing board replaced with a new board |

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Maintenance Yard Level Crossing Boards

New and altered Maintenance Yard level crossing boards will be installed for the Down Relief, Bypass Road 1, Train Wash, Wheel Profile and the Auburn Stabling Yard as shown in the table below:

| Road | Kilometrage From (Approx) | Kilometrage To (Approx) | Remarks |
|-------------------------------|---------------------------|-------------------------|---|
| Down Relief | 20.471 | 20.573 | Relocated LX board to include additional Transfer Road sign |
| Bypass Road 1 | 20.213 | 20.163 | Relocated LX board |
| Train Wash | 20.213 | 20.163 | Relocated LX board |
| Wheel Profile | 20.213 | 20.163 | Relocated LX board |
| Stabling No.1 | N/A | 20.093 | New LX board within ASY |
| Stabling No.2 & Stabling No.3 | N/A | 20.093 | New LX board within ASY |
| Stabling No.4 | N/A | 20.057 | New LX board within ASY |
| Stabling No.5 | N/A | 20.010 | New LX board within ASY |
| Stabling No.6 | N/A | 20.010 | New LX board within ASY |
| Stabling No.7 | N/A | 20.010 | New LX board within ASY |
| Stabling No.8 | N/A | 20.010 | New LX board within ASY |
| Stabling No.9 | N/A | 20.010 | New LX board within ASY |
| Stabling No.10 | N/A | 20.010 | New LX board within ASY |
| Stabling No.11 | N/A | 20.081 | New LX board within ASY |

Signals

The final arrangements are shown on the Auburn Stabling Yards Drivers Diagram published on this weekly notice.

The new and altered signals will display indications in accordance with the Network Rules.

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All new signals are LED type.

The new 683B turnout point mechanism will be booked into use on the Down Relief line, with the protecting signal AY994 having a stencil route indicator booked into use to allow movements into the stabling yard. The form of Signal AY994 and its existing indications will remain unchanged, with the exception of a new TR - "Transfer Road" stencil light indication.

On the Train Wash road within the Auburn Maintenance Facility the existing AY971 ground position light shunt signal at approximately 20.210Km shall be recovered and replaced with a new signal at approximately 20.222Km. The form of the new signal shall be changed to a vertical shunt signal. The train stop shall be positioned approximately 8m on the approach to the signal, adjacent to the new STOP board. All wash trains must stop at the new sign and must not proceed past the sign unless AY971 is clear and the train stop has been driven down.

The following table summarises the new and altered signals and routes:

| Signal Route | Status | Description | Route Indicator | Remarks |
|--------------|--------|---|-----------------|--|
| AS523(S) | New | Shunt, Stabling No. 11 to Transfer Road | - | New post mounted position light Shunt Signal |
| AS525(S) | New | Shunt, Stabling No. 10 to Transfer Road | - | New post mounted position light Shunt Signal |
| AS527(S) | New | Shunt, Stabling No. 9 to Transfer Road | - | New post mounted position light Shunt Signal |
| AS529(S) | New | Shunt, Stabling No. 8 to Transfer Road | - | New post mounted position light Shunt Signal |
| AS531(S) | New | Shunt, Stabling No. 7 to Transfer Road | - | New post mounted position light Shunt Signal |

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| Signal Route | Status | Description | Route Indicator | Remarks |
|--------------|--------|---|-----------------|---|
| AS533(S) | New | Shunt, Stabling No.6 | - | New post mounted position light Shunt Signal |
| AS535(S) | New | Shunt, Stabling No.5 to Stabling No.6 | - | New post mounted position light Shunt Signal |
| AS537(S) | New | Shunt, Stabling No.4 to Stabling No.6 | - | New post mounted position light Shunt Signal |
| AS539(S) | New | Shunt, Stabling No.3 to Stabling No.6 | - | New post mounted position light Shunt Signal |
| AS541(S) | New | Shunt, Stabling No.2 to Stabling No.6 | - | New post mounted position light Shunt Signal |
| AS543(S) | New | Shunt, Stabling No.1 to Stabling No.6 | - | New post mounted position light Shunt Signal |
| AS544(S)A | New | Shunt, Transfer Road to Stabling No. 7 | 7 | Leads AY548(S)B New ground mounted position light shunt signal. New Miniature Multi-lamp Route Indicators provided. |
| AS544(S)B | New | Shunt, Transfer Road to Stabling No. 8 | 8 | |
| AS544(S)C | New | Shunt, Transfer Road to Stabling No. 9 | 9 | |
| AS544(S)D | New | Shunt, Transfer Road to Stabling No. 10 | 10 | |
| AS544(S)E | New | Shunt, Transfer Road to Stabling No. 11 | 11 | |

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| Signal Route | Status | Description | Route Indicator | Remarks |
|--------------|--------|---|-----------------|---|
| AS546(S)A | New | Shunt, Stabling No. 6 to Stabling No. 1 | 1 | Leads AY548(S)A New ground mounted position light shunt signal. New Miniature Multi-lamp Route Indicators provided. |
| AS546(S)B | New | Shunt, Stabling No. 6 to Stabling No. 2 | 2 | |
| AS546(S)C | New | Shunt, Stabling No. 6 to Stabling No. 3 | 3 | |
| AS546(S)D | New | Shunt, Stabling No. 6 to Stabling No. 4 | 4 | |
| AS546(S)E | New | Shunt, Stabling No. 6 to Stabling No. 5 | 5 | |
| AS546(S)F | New | Shunt, Stabling No. 6 | 6 | |
| AY548(S)A | New | Shunt, Transfer Road to Stabling No. 6 | 6 | Led by AS546. New post mounted position light Shunt Signal. New Miniature Multi-lamp Route Indicators provided. New Train stop provided. Interlocked with Level Crossing. |

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| Signal Route | Status | Description | Route Indicator | Remarks |
|--------------|--------|--|-----------------|--|
| AY548(S)B | New | Shunt, Transfer Road | TR | <p>Led by AS544.</p> <p>New post mounted position light Shunt Signal.</p> <p>New Miniature Multi-lamp Route Indicators provided.</p> <p>New Train stop provided.</p> <p>Interlocked with Level Crossing.</p> |
| AY123(S) | New | Shunt, Transfer Road | - | <p>Led by AY997(S)</p> <p>New ground mounted position light shunt signal.</p> <p>New Train stop provided.</p> <p>Interlocked with Level Crossing.</p> |
| AY125(S) | New | Shunt, Stabling No. 6 to Transfer Road | - | <p>Led by AY997(S)</p> <p>New ground mounted position light shunt signal.</p> <p>New Train stop provided.</p> <p>Interlocked with Level Crossing.</p> |

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| Signal Route | Status | Description | Route Indicator | Remarks |
|--------------|----------|--------------------------------------|-----------------|--|
| AY971(S) | Existing | Shunt, Train Wash to Bypass Road | - | Existing horizontal form shunt signal recovered and replaced with a new vertical form Shunt signal New Train stop provided. |
| AY994(S)A | Existing | Shunt, Down Relief | DR | Existing signal, unaltered indication |
| AY994(S)B | Existing | Shunt, Down Relief to Standing Roads | SR | |
| AY994(S)C | Existing | Shunt, Down Relief to Bypass Road | BR | |
| AY994(S)D | New | Shunt, Down Relief to Transfer Road | TR | Existing signal, new indication |
| AY997(S) | New | Shunt, Transfer Road to Down Relief | - | Leads AY123(S) & AY125(S) New post mounted position light Shunt Signal New Train stop provided. |

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Points

The following table details the points that will be brought into use:

| Points | Kilometrage | Line | Description | Remarks |
|--------|-------------|------|---|--|
| 647 | 20.064 | ASY | Turnout for Stabling No.2 and Stabling No.3 | Non-Commissioned points and EOL brought into use |
| 648 | 20.071 | ASY | Turnout for Stabling No.5 and Stabling No.6 | Non-Commissioned points and EOL brought into use |
| 649 | 20.086 | ASY | Turnout for Stabling No.7 and Stabling No.8 | Non-Commissioned points and EOL brought into use |
| 650 | 20.090 | ASY | Turnout for Stabling No.9 and Stabling No.10 | Non-Commissioned points and EOL brought into use |
| 651 | 20.122 | ASY | Turnout for Stabling No.11 and Stabling No.9/10 | Non-Commissioned points and EOL brought into use |
| 652 | 20.146 | ASY | Turnout for Stabling No.1 and Stabling No.2/3 | Non-Commissioned points and EOL brought into use |
| 653 | 20.155 | ASY | Turnout for Stabling No.4 and Stabling No.5/6 | Non-Commissioned points and EOL brought into use |

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| Points | Kilometrage | Line | Description | Remarks |
|--------|-------------|---------------|---|--|
| 654 | 20.179 | ASY | Turnout for Stabling No.7/8 and Stabling No.9/10/11 | Non-Commissioned points and EOL brought into use |
| 655 | 20.182 | ASY | Turnout for Stabling No.1/2/3 and Stabling No.4/5/6 | Non-Commissioned and EOL points brought into use |
| 656 | 20.250 | Transfer Road | Turnout for Stabling No.1/2/3/4/5/6 and Stabling No.7/8/9/10/11 | Non-Commissioned points and EOL brought into use |
| 683A | 20.380 | Transfer Road | Catch Point | Non-Commissioned points and EOL brought into use |
| 683B | 20.460 | Down Relief | Turnout for Auburn Stabling Yard | Non-Commissioned points brought into use |

Emergency Operation of Points

Keyless type EOL's are provided for emergency control of points as shown on the drivers diagram in this Weekly Notice. 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 and the points are clipped and locked before any train is permitted to pass over them. EOL's are positioned as per Drivers Diagram.

Telephones

Telephones will be provided as shown on the Drivers Diagram in this weekly notice. All phones will ring through to Clyde Signal Box.

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Operation of Service Road Level Crossing

To Cross Tracks:

- Contact the Signaller and request the release of the gate key. Then unlock the door of the releasing switch.
- When the light of the releasing switch is illuminated, press the button, turn the handle and remove the key.
- Insert the key into the top gate lock and turn the key.
- Remove the lower key which is attached to the gate. The gate can now be opened.
- Once through the gate, close the gate and reinsert in the lower gate lock and turn it.
- Remove the top key. It is to be taken to operate the opposite gate in the same manner as above, once on the other side after crossing the tracks.
- Once across the tracks, close the gate, return the key to the nearest releasing switch and turn.
- Contact the Signaller to advise there is no further need of the level crossing.
- Lock the door of the releasing switch.
- To return across the service crossing the above procedure is used in the reverse direction.

Signal Box Control

A new Phoenix workstation will be installed in Clyde Signal Box to provide controls and indications for the new Auburn Stabling Yard, the Down Relief and signalled areas of the Auburn Maintenance Facility.

The existing Phoenix workstation within the Auburn Maintenance Facility will be upgraded to include the Auburn Stabling Yard area and shall be used to provide the Yard Master with indications only.

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The Granville panel will be altered to add the new Transfer Road connection and the additional track circuit indications on the Down Relief.

The existing Auburn Maintenance Facility Down Relief Control Switch shall be booked out of use and removed from the Granville panel console. No further alterations are required to the panel.

The Auburn panel shall have the existing Auburn Maintenance Facility Down Relief Control Switch sleeved and booked out of use. There are no changes to the signalling indications on the panel.

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

VER22042014

DIAGRAM VER22042014

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CHANGE OF METRONET TRAIN RADIO SIGNALLER CONTROL AREAS FOR AUBURN PRECINCT

Commencing at 0300 hours on **Monday, 25 August 2014**, the MetroNet Train Radio Signaller control areas at Auburn Maintenance Centre, Auburn Stabling Yard and Down Relief will be re-arranged and controlled by AMC Yard Master (896), Clyde Signaller (040) and Granville (041) as below as part of the Auburn Stabling Yard commissioning activity:

| Controller's Name | Area Code | Track | From | To |
|-------------------|--|-----------------------------------|-------------------|----------------|
| AMC Yard Master | 869 (manually input 969 from cab radio) | Auburn Maintenance Centre Area | As per Diagram | As per Diagram |
| Clyde Signaller | 040 | Auburn Stabling Yard | As per Diagram | As per Diagram |
| Clyde Signaller | 040 | Down Relief | AY917 | AY948 |
| Clyde Signaller | 040 | Down Relief | AY989 | AY996 |
| Auburn Signaller | 039 | Down Relief | Dead End | AY917 |
| Granville | 041 | Down Relief | AY948 | AY989 |

DIAGRAM

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(W.N. 31 – 2014)

HORNSBY (NORTH) – HORNSBY MAINTENANCE CENTRE ROAD 8 UPGRADE

Commencing at 0600 hours on **Monday, 18 August 2014**, and continuing until 0200 hours on Friday, 22 August 2014, the following work will be carried out:

- The existing 8 Signal on Road 8 will be renamed 8T.
- A new LED signal 8B, displaying Red or Green aspects, will be provided on Road 8 and will be mounted to the underside of the elevated platform at the 8 car marker board within the Hornsby Maintenance Centre.

VER15052014

DIAGRAM VER11042014

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HOMEBUSH TO GRANVILLE – SPEED SIGN CHANGES

Commencing at 0700 hours **Saturday, 23 August 2014** until 1700 hours Sunday, 24 August 2014, between Homebush and Granville, the following work will be carried out:

All existing 'pointy' speed signs except 'X' boards will be removed



All existing partially obscured 'square' speed signs will have the tape removed



The following speed signs will be commissioned on the Mains:

| KILO - METRAGE | DOWN | | | UP | | |
|-------------------|--------------------------|--------|------|----------|--------|------|
| | GENERAL | MEDIUM | HIGH | GENERAL | MEDIUM | HIGH |
| 12.742 | Homebush | | | | | |
| 12.873 | .. | .. | .. | 70 | 70 | 70 |
| 14.324 | Flemington | | | | | |
| 14.605 | 632B Pts | | | X25 | | |
| 14.615 | X35 | | | 635 Pts | | |
| 14.882 | Flemington Car Sheds Jct | | | | | |
| 15.290 | X40 | | | 699A Pts | | |
| 16.130 | 702 Pts | | | X35 | | |
| 16.195 | X40 | | | 703A Pts | | |
| 16.606 | Lidcombe | | | | | |
| 16.695 | 60 | 80 | 80 | .. | .. | .. |
| 16.775 | .. | .. | .. | 80 | 80 | 80 |
| 18.350 | .. | .. | .. | 60 | 100 | 100 |
| 18.625 | Auburn | | | | | |
| 20.660 | Clyde | | | | | |
| 21.224 | Granville | | | | | |
| 21.465 | 70 | 70 | 75 | 60 | 80 | 80 |

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The following speed signs will be commissioned on the Suburbans:

| KILO - METRAGE | DOWN | | | UP | | |
|-------------------|--------------------------|--------|------|-----------|--------|------|
| | GENERAL | MEDIUM | HIGH | GENERAL | MEDIUM | HIGH |
| 12.742 | Homebush | | | | | |
| 12.986 | 80 | 80 | 80 | .. | .. | .. |
| 14.324 | Flemington | | | | | |
| 14.400 | X25 | | | 631 A Pts | | |
| 14.882 | Flemington Car Sheds Jct | | | | | |
| 15.501 | 700B Pts | | | X40 | | |
| 16.331 | 704B Pts | | | X40 | | |
| 16.350 | 45 | 45 | 45 | .. | .. | .. |
| 16.606 | Lidcombe | | | | | |
| 16.715 | .. | .. | .. | 80 | 80 | 80 |
| 16.715 | X35 | | | 713 A Pts | | |
| 16.800 | 714 Pts | | | X35 | | |
| 16.890 | 60 | 80 | 80 | .. | .. | .. |
| 18.625 | Auburn | | | | | |
| 20.570 | .. | .. | .. | 60 | 80 | 80 |
| 20.660 | Clyde | | | | | |
| 21.224 | Granville | | | | | |
| 21.465 | X40 | | | 708A Pts | | |
| 21.465 | 75 | 75 | 75 | 55 | 55 | 55 |

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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 |

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| Number | Title | Issued | Effective |
|---------------|--|---------------|------------------|
| 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 |
| 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 | 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 |

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STATUS OF PERMANENT SAFE NOTICES

| Number | Title | Issued | Effective |
|---------------|---|---------------|------------------|
| 008–2014 | NTR 406: Using Train Lights | 23/1/14 | 2/2/14 |
| 009–2014 | NSG 608: Passing Signals at Stop | 23/1/14 | 2/2/14 |
| 011–2014 | NLA 104: City Circle | 6/2/14 | 16/2/14 |
| 013–2014 | NLA 110: Central – Lidcombe | 6/2/14 | 16/2/14 |
| 017–2014 | NLA 314: Gosford – Broadmeadow | 6/2/14 | 16/2/14 |
| 018–2014 | NLA 400: Central – Sutherland | 6/2/14 | 16/2/14 |
| 015–2014 | NLA 316: Sulphide Junction | 6/2/14 | 16/2/14 |
| 020–2014 | NLA 304: Central – Hornsby | 13/2/14 | 23/2/14 |
| 021–2014 | NLA 310: Hornsby – Gosford | 13/2/14 | 23/2/14 |
| 014–2014 | NLA 214: Lithgow | 20/2/14 | 2/3/14 |
| 022–2014 | Speno Ultrasonic Testing | 20/2/14 | 2/3/14 |
| 023–2014 | NLA 410: Sutherland – Wollongong | 20/2/14 | 2/3/14 |
| 027–2014 | NLA 508: Sydenham – Sefton Park Junction | 20/2/14 | 2/3/14 |
| 029–2014 | NLA 300: Strathfield – Hornsby | 20/3/14 | 31/3/14 |
| 030–2014 | Procedures for Trains Entering – Departing Macdonaldtown stabling yard | 27/3/14 | 6/4/14 |
| 031–2014 | NLA Explanatory notes | 27/3/14 | 6/4/14 |
| 032–2014 | NLA Introduction | 27/3/14 | 6/4/14 |
| 034–2014 | NLA 114: Strathfield | 27/3/14 | 6/4/14 |
| 038–2014 | NLA 510: Sydenham – Glenfield | 10/4/14 | 20/4/14 |
| 041–2014 | NLA 200: Lidcombe – Penrith | 10/4/14 | 20/4/14 |
| 028–2014 | Trial of Signal Key Switches | 27/4/14 | 26/10/14 |
| 036–2014 | NWT 304: Track Occupancy Authority | 27/4/14 | 26/10/14 |
| 037–2014 | NPR 701: Using a Track Occupancy Authority | 27/4/14 | 16/10/14 |
| 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 |
| 062–2014 | Network Rules – Network Procedures – Network Forms | 22/5/14 | 1/6/14 |
| 055–2014 | NLA 208: Blacktown | 29/5/14 | 8/6/14 |
| 052–2014 | NLA 320: Broadmeadow - Newcastle | 5/6/14 | 15/6/14 |

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| | | | |
|----------|--|---------|---------|
| 057–2014 | NLA 416: Wollongong | 5/6/14 | 15/6/14 |
| 058–2014 | NLA 608: Port Kembla | 5/6/14 | 15/6/14 |
| 059–2014 | NLA 502: Sefton Park Jct | 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 |
| 073–2014 | NLA 206: Clyde and Granville | 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 |
| 065–2014 | NGE 200: Walking in the Danger Zone | 26/6/14 | 6/7/14 |
| 066–2014 | NWT 300: Planning work in the rail corridor | 26/6/14 | 6/7/14 |
| 071–2014 | NLA 202: Clyde Down Sidings | 3/7/14 | 13/7/14 |
| 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 |
| 087–2014 | NLA 418: Wollongong – Bomaderry (Nowra) | 17/7/14 | 27/7/14 |
| 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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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

| Title | Status Sheet | Date issued |
|--------------|---------------------|--------------------|
|--------------|---------------------|--------------------|

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 |
|--------------------------|---|----------|

| Title | Version | Date issued |
|--------------|----------------|--------------------|
|--------------|----------------|--------------------|

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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(W.N. 31 – 2014)

| 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.

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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, 22 July 2014