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weekly notice

Monday, 20 February 2017
Sunday, 26 February 2017



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.

*GROUP MANAGER SAFETY AND ACCREDITATION
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 |
|----------------------|-----------------|-----------------|
| 9 | 27/2/17–5/3/17 | 31/1/17 |
| 10 | 6/3/17–12/3/17 | 7/2/17 |
| 11 | 13/3/17–19/3/17 | 14/2/17 |
| 12 | 20/3/17–26/3/17 | 24/1/17 |

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.

Continued on the next page

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.

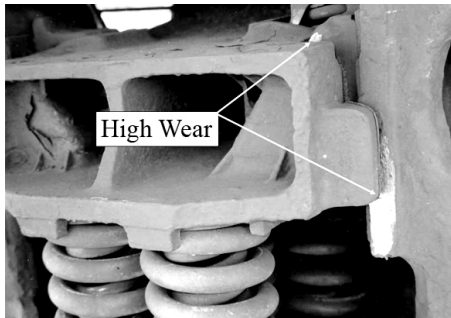


Figure 1: High gib/side frame wear and friction wedge lateral wear

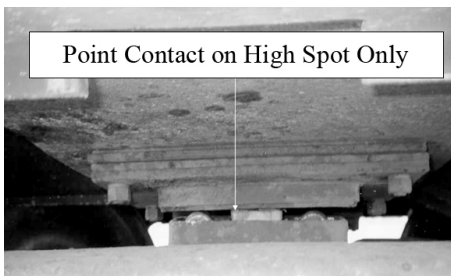


Figure 2: Constant contact side bearer with point contact

Continued on the next page



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

FAIRFIELD (WEST) – RENEWAL OF 21 A/B POINTS TO D84M MKIII

Commencing at 0200 hours on **Saturday, 4 March 2017**, and continuing until 0200 hours on Monday, 6 March 2017, the following work will be carried out:

- Existing 21A and 21B Points on the Up Old Main South and Down Old Main South respectively at Fairfield will be renewed. The point mechanisms will be replaced with Westinghouse D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 21A end will be relocated 0.942 metres towards Cabramatta.
- 21B end will be relocated 0.500 metres towards Cabramatta.
- The existing ESML (Emergency Switch Machine Lock) will be replaced with a new EOL (Emergency Operation Lock) of the Fortress key type and retained in the existing location.

VER 14042016

Huw Price

Senior Project Engineer

Project Engineering & Support

Major Works

Tel: 02 9752 6817 | M 0434 861 254

Sudipta Dey

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

Sydney Trains

Tel: 85742994 (external) 42994 (internal)

Email: SUDIPTA.DEY@transport.nsw.gov.au

HORNSBY YARD – SIGNAL SIGNAGE UPGRADES

Commencing at 0200 hours on **Saturday, 11 March 2017**, and continuing until 1600 hours on Sunday, 12 March 2017 the following work will be carried out:

- The existing sign for HY27 IND Signal will be replaced with HY27 CO-ACT sign
- The existing sign for HY46 IND Signals will be replaced with HY46 CO-ACT sign
- The existing sign for HY48 IND will be replaced with HY48 CO-ACT sign
- The existing sign for HY55 IND will be replaced with HY CO-ACT sign

John Bradley

Team Manager, CityNorth Signals

Network Maintenance

Tel: (02)95363496 (external) 63946 (internal)

Mob: 0467717226

Email: John.bradley@transport.nsw.gov.au

GOSFORD (MAIN NORTH) – RENEWAL OF GEC 86 & 88 POINTS WITH M3A MK II

Commencing at 0200 hours on **Saturday, 11 March 2017**, and continuing until 0200 hours on Monday, 13 March 2017 the following work shall be carried out:

- The existing 86A and 86B points, on the Up Main North and Down Main North will be upgraded. The point mechanisms will be replaced with M3A MKII and will be retained in their existing locations.
- The existing 86 Emergency Switch Machine Lock (ESML) shall be replaced with a new Emergency Switch Machine Lock (ESML) and will be retained in its existing location.
- The existing 88A and 88B points, on the Down Refuge and Down Main North will be upgraded. The point mechanisms will be replaced with M3A MKII and will be retained in their existing locations.
- The existing 88 Emergency Switch Machine Lock (ESML) shall be replaced with a new Emergency Switch Machine Lock (ESML) and will be retained in its existing location.

VER26082016

Rick Maranik

Commissioning Manager Signalling,
Programme Delivery Signals, Control & Electrical Engineering and Maintenance,
Sydney Trains

Tel: 02 4962 9035 (external) 5 2035 (internal)

Mob: 0412 520 793

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

Stephen Boger

Signal Design Engineer,
Signalling & Control Systems, ESI,
Sydney Trains

Tel: 02 8574 2989 (external) 4 2989 (internal)

Email: STEPHEN.BOGER@transport.nsw.gov.au

HAWKESBURY RIVER (NORTH) – RENEWAL OF 208 POINTS TO D84M MKIII

Commencing at 0200 hours on **Saturday, 11 March 2017** and continuing until 0200 hours on Monday, 13 March 2017, the following work will be carried out:

- The existing 208A and 208B points, on the Up Refuge and Up Main respectively at Hawkesbury River will be renewed. The point mechanisms will be replaced with Siemens D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 208A points will be moved approximately 1.0m towards Sydney and 208B points will be moved approximately 1.0m towards Gosford
- The existing Emergency Switch Machine Lock (ESML) will be replaced with a new Emergency Operation Lock (EOL) of the fortress key type and retained in the existing location.

VER17012017

Peter Ebbeck

Commissioning Engineer Signalling

Mob: 0413 315 863

Email: peter.ebbeck@transport.nsw.gov.au

Michael Nguyen

Signal Design Engineer, Signalling & Control Systems, ESI, Sydney Trains

Tel: 02 9536 8373 (external) 6 8373 (internal)

Email: michael.nguyen@transport.nsw.gov.au

HORNSBY – AUTO-NORMALISATION OF 572A/B POINTS

Commencing at 0200 hours on **Saturday, 11th March 2017**, and continuing until 0200 hours Monday, 13th March 2017, the following signalling alterations will be carried out:

- Hornsby Points 572A/B will Auto-Normalise

These Points enable train moves between the Hornsby Car Sidings and the Up Main Line. The Points are located at approximately 34.815km (572A) & 34.900km (572B)

572A/B Points are controlled from Homebush Signalling Centre and operate as a typical set of points.

The Homebush Signaller has control to manually operate the points normal or reverse, or leave control to the availability of the interlocking and control system.

The provision of Auto-Normalisation will automatically set these points normal when;

- 572A/B Points are not already normal and available to be set (free of locking) after 30 seconds

Auto-Normalisation will be deactivated under the following conditions;

- 572 Points control is left in the normal or reverse position on the Homebush control panel.
- 572 EOL has been removed to manually operate the points locally.

There will be no alteration to the indication panel at Homebush Signalling Centre.

VER 30012017

Adam Toffolo

Commissioning Engineer – Hornsby Junction Remodelling Project

Mob: 0416 942 861

Email: AToffolo@novorail.com.au

Jason Eadie

Signalling Design Manager, 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 |
| 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 |
| 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 |
| 013–2013 | OMDT 454: Disabled Train | 23/5/13 | 2/6/13 |
| 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 |
| 011–2015 | ATP Train Testing | 17/9/15 | 29/9/15 |
| 012–2015 | Guards Trial: Waterfall to Wollongong | 24/9/15 | 6/10/15 |
| 010–2015 | Drivers Mobility Trial | 24/9/15 | 6/10/15 |
| 002–2015 | TWP 182: Digital Train Radio System (DTRS) | 1/10/15 | 2/11/15 |
| 002–2016 | Train Crew Mobility Program | 28/4/16 | 8/5/16 |

Continued on the next page

| Number | Title | Issued | Effective |
|---------------|---|---------------|------------------|
| 004–2016 | OMET 262: Failure of Train Management System | 14/7/16 | 24/7/16 |
| 006–2016 | OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains | 11/8/16 | 21/8/16 |
| 009–2016 | OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars | 22/9/16 | 2/10/16 |
| 010–2016 | TWP 150: Damaged or Missing Window Glass | 20/10/16 | 30/10/16 |
| 001–2017 | Incorporation of Waratah, OSCAR and Millenimum TOM Notices and Safe Notices into the TOM | 19/1/17 | 29/1/17 |
| 002–2017 | Amendment to OMET 200, XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)20/2/14 | 19/1/17 | 29/1/17 |
| 003–2017 | Exception to TWP 100 | 19/1/17 | 29/1/17 |

STATUS OF PERMANENT SAFE NOTICES

| Number | Title | Issued | Effective |
|----------|---|----------|-----------|
| 038–2016 | NGE 204 - Network Communication | 1/9/16 | 11/9/16 |
| 036–2016 | Trial of Signal Key Switches | 8/9/16 | 18/9/16 |
| 039–2016 | Use of the Automatic Track Warning System (ATWS) on the Network | 22/9/16 | 2/10/16 |
| 040–2016 | Speno Ultrasonic Testing | 29/9/16 | 9/10/16 |
| 041–2016 | Trial of Worksite Delineation Markers | 6/10/16 | 18/10/16 |
| 042–2016 | Network Rules – Network Procedures | 27/10/16 | 6/11/16 |
| 046–2016 | Network Rules – Network Forms – Network Procedures | 1/12/16 | 11/12/16 |
| 047–2016 | Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL) | 1/12/16 | 11/12/16 |
| 048–2016 | Operator Specific Procedures | 8/12/16 | 18/12/16 |
| 049–2016 | NWT 310 – Lookout Working | 12/1/17 | 22/1/17 |
| 050–2016 | NPR 711 – Using Lookouts | 12/1/17 | 22/1/17 |
| 051–2016 | NPR 751 – Calculating Minimum Warnign Time | 12/1/17 | 22/1/17 |
| 052–2016 | NPR 752 – Using ATWS | 12/1/17 | 22/1/17 |
| 001–2017 | WAR 030 Minimum Standards | 12/1/17 | 22/1/17 |
| 002–2017 | XPT 030 MOS | 12/1/17 | 22/1/17 |
| 003–2017 | Management of work on track at Interface | 12/1/17 | 22/1/17 |
| 004–2017 | Unreliable track circuit operation | 25/1/17 | 5/2/17 |
| 005–2017 | Network Rules Publications | 9/2/17 | 19/2/17 |
| 006–2017 | Use of Network Rules Forms | 9/2/17 | 19/2/17 |

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 Manuals

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

Network Rules

| | | |
|--|----|------------|
| General | 11 | March 2016 |
| Work on Track | 14 | March 2016 |
| Train Working | 10 | March 2016 |
| Systems of Safeworking and Special Working | 6 | March 2016 |
| Signals and Signs | 11 | March 2016 |
| Glossary | 8 | July 2012 |

Network Procedures

| | | |
|------------|----|------------|
| Procedures | 15 | March 2016 |
| Forms | 10 | March 2016 |

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
- March 2016

| | | |
|---------------------------------|------------------|------------------|
| Network Local Appendices | RailSafe Website | Online documents |
|---------------------------------|------------------|------------------|

| | | |
|-------------------------------------|------------------|------------------|
| Operator Specific Procedures | RailSafe Website | Online documents |
|-------------------------------------|------------------|------------------|

| Title | Version | Date issued |
|---------------------------------|----------------|--------------------|
| Train Working Procedures | | |
| 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 |

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

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 015C Worksite Protection Plan ASB | 1 | March 2016 |
| NRF 016 Protection Officer's Log Book | 2 | July 2014 |
| NRF 017 Protection Officer's Diary | 2 | July 2014 |
| NRF 018 Absolute Signal Blocking (ASB) | 1 | March 2016 |

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

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

Martin Bollmann

Area Manager - Hornsby

Tel: 36513

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

Ian Bannon

Area Manager - Central

Tel: 94489

Email: Ian.Bannon@transport.nsw.gov.au

Kamal Deo

Crew Manager PPP

Tel: 93964

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

Paul Bartolo

Area Manager - Blacktown

Tel: 25938

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

Roopali Khanna

Area Manager - Flemington

Tel: 68844

Email: Roopali.Khanna@transport.nsw.gov.au

Catherine George

Area Manager - Mortdale

Tel: 42624

Email: Catherine.George@transport.nsw.gov.au

Mark Karouche

Area Manager - Campbelltown/Leppington

Tel: 91755

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

Mario Chalouhi

Train Crew Standards Manager

Tel: 42616

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

Hana Farhat

Business Support Officer

Tel: 39435

Email: Hana.Farhat2@transport.nsw.gov.au

William Morrison

Signal Box 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

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: anrag.nehra@transport.nsw.gov.au

Engineering & System Integrity

Teresa Sitjar

Signalling & Control Systems
Tel: 42458
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

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

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

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

Phil Clancy

Head of Competence & Assurance
Tel: 8574 2960 Mob: 0417694249
Email: phillip.clancy@transport.nsw.gov.au

Ranjit Khera

Shift Manager Operations - Central IC
Tel: 85750559 Mob: 0437275443
Email: ranjit.khera@transport.nsw.gov.au

Dale Merrick

Train Crew Manager - Hamilton/Gosford
Tel: 49629364 Mob: 0427809242
Email: dale.merrick@transport.nsw.gov.au

Wayne Simpson

Train Crew Manager - South
Tel: 42235602 Mob: 0437670621
Email: wayne.simpson@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 Safety and Accreditation
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 7 February 2017