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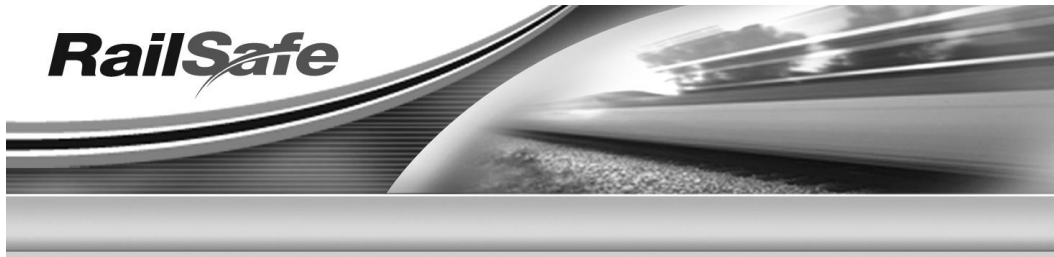
weekly notice

Monday, 16 September 2024

Sunday, 22 September 2024

RailSafe





See online for all Safeworking Information

www.railsafe.org.au

Safeworking information, including 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.

**Director Network Standards, Systems and Quality
Sydney Trains**

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
40	23/09/2024 – 29/09/2024	20/08/2024
41	30/09/2024 – 06/10/2024	27/08/2024
42	07/10/2024 – 13/10/2024	03/09/2024

To meet printing and distributing schedules, articles for a Weekly Notice must be received by its deadline.

Articles submitted after a deadline 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 address 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

GRANVILLE (WEST) – SIGNALS GE203 & GE207 UPGRADED TO LED TYPE

Commencing at 0200 hours on **Saturday, 28th September 2024** and continuing until 0200 hours on Monday, 30th September 2024. The following work will be carried out:

- Signals GE203 and GE207 on the Down Suburban will be upgraded to LED type Signal.
- Profiles and indications of GE203 and GE207 signals will remain unchanged.

VER11032024**Neil Hook**

Commissioning Manager Signalling
Engineering & Maintenance, Major Works, Sydney Trains
Mob: 0423 636 577
Email: Neil.Hook@transport.nsw.gov.au

Stephen Boger

Senior Signal Design Engineer,
Signalling & Control Systems, Engineering & System Integrity,
Sydney Trains
Mob: 0423 587 400
Email: stephen.boger@transport.nsw.gov.au

SEPERATION OF THE BANKSTOWN LINE AT SYDENHAM

Commencing at **0200 hours on Friday, 4 October 2024** and continuing until 02:00 hours on Monday, 14 October 2024, the following works will be carried out to physically separate the existing Bankstown lines at Sydenham from the Illawarra Lines:

- Existing 741A and 741B points connecting the Bankstown Up lines to the Illawarra Locals will be decommissioned and removed.
- Existing 800A and 800B crossover, connecting Bankstown Up and Down Lines will be removed.
- Existing 760A points will be decommissioned and removed.
- Existing 760B catch points will be renamed to become 760 points and remain in their current position, clipped, XL locked and spiked in reverse.
- Existing 801 points connecting Metro Line to Bankstown lines will be removed.
- Existing down directional X40 speed board @ 5.528km on Up Illawarra Local line will be removed.
- The track beyond 740 pts in reverse will be converted to become a Non-Electrified area.
- A fixed trainstop shall be installed on the departure side of 740 pts, with an 'ELECTRIC TRAIN STOP' sign adjacent to the fixed trainstop. This will prevent passenger trains from potentially entering the Goods line section.
- Pantograph Down sign to be installed between the up and down Illawarra Local in advance of 740 points
- The following track circuits will be decommissioned 620AT, 620BT, 620CT, 675BT, 675CT, 678AT, 680BT, 155AT and 155BT.

Altered Signal and Route Designations

The following table details new, removed and altered signals:

<i>Signal</i>	<i>Route</i>	<i>Designation</i>	<i>Route Indicator</i>	<i>New/Removed/Altered</i>	<i>Remarks</i>
SM155G	-	Down Bankstown	-	Existing Decommissioned	
SM609IL	(M)A	Down Illawarra Local	-	Altered	(M)C destination shall be renamed from 'Down Bankstown' to 'Goods Line'
	(S)A	Down Illawarra Local	D		
	(S)B	Up Illawarra Local	U		
	(M)C	Goods Line	-		
SM611IL & SM611IL Co-Acting	(M)A	Down Illawarra Local	L	Altered	(M)C destination shall be renamed from 'Down Bankstown' to 'Goods Line'
	(S)B	Up Illawarra Local	-		
	(M)C	Goods Line	G		(M)C (including the co-actor) indication stencil shall be renamed from 'B' to 'G' on MLRI and miniature MLRI
	(S)A	Down Illawarra Local	D		
	(S)B	(Up Illawarra Local	U		

SM613		Shunting Limit)		Altered	(S)D destination shall be renamed from 'Down Bankstown' to 'Goods Lines'
	(S)C	XPT Maintenance entre	X		
	(S)D	Goods Line	G		
SM620		Up Bankstown	-	Existing Decommissioned	
SM675G	(M)A	Down Goods	-	Altered	Top and bottom green shall be blanked Stencil route indicator shall be removed M(B) and S(B) shall be permanently removed
	(S)A	Down Goods	G		
SM678		Up Bankstown		Existing Decommissioned	

Points

The removed and altered points are shown in the table below:

Point No	Designation	Altered/ Removed	
			Remarks
741A/B	40km/h Crossover Up Bankstown to Up Illawarra Local	Decommissioned & Removed Altered	
760A	Turnout Goods Line	Decommissioned & Removed	
760B	Catch Points Goods Line	Altered	Catch points will be renamed to become 760 points and remain in their current position, clipped, XL locked and spiked in reverse.
800A/B	Crossover Up Bankstown	Removed	D84M MKIII
801	Turnout Down Bankstown	Removed	D84M MKIII

The new arrangements are depicted in the attached Drivers Diagram.

VER 070824
Drivers Diagram VER 090824

Mark Skribins

Signalling Commissioning Engineer, S2B

Mobile: 0412 520 806

Email: Mark.Skribins@jhlorjv.com.au

David Xu

Solution Engineering Team Leader NSW, Siemens Mobility

Mobile: 0450 980 710

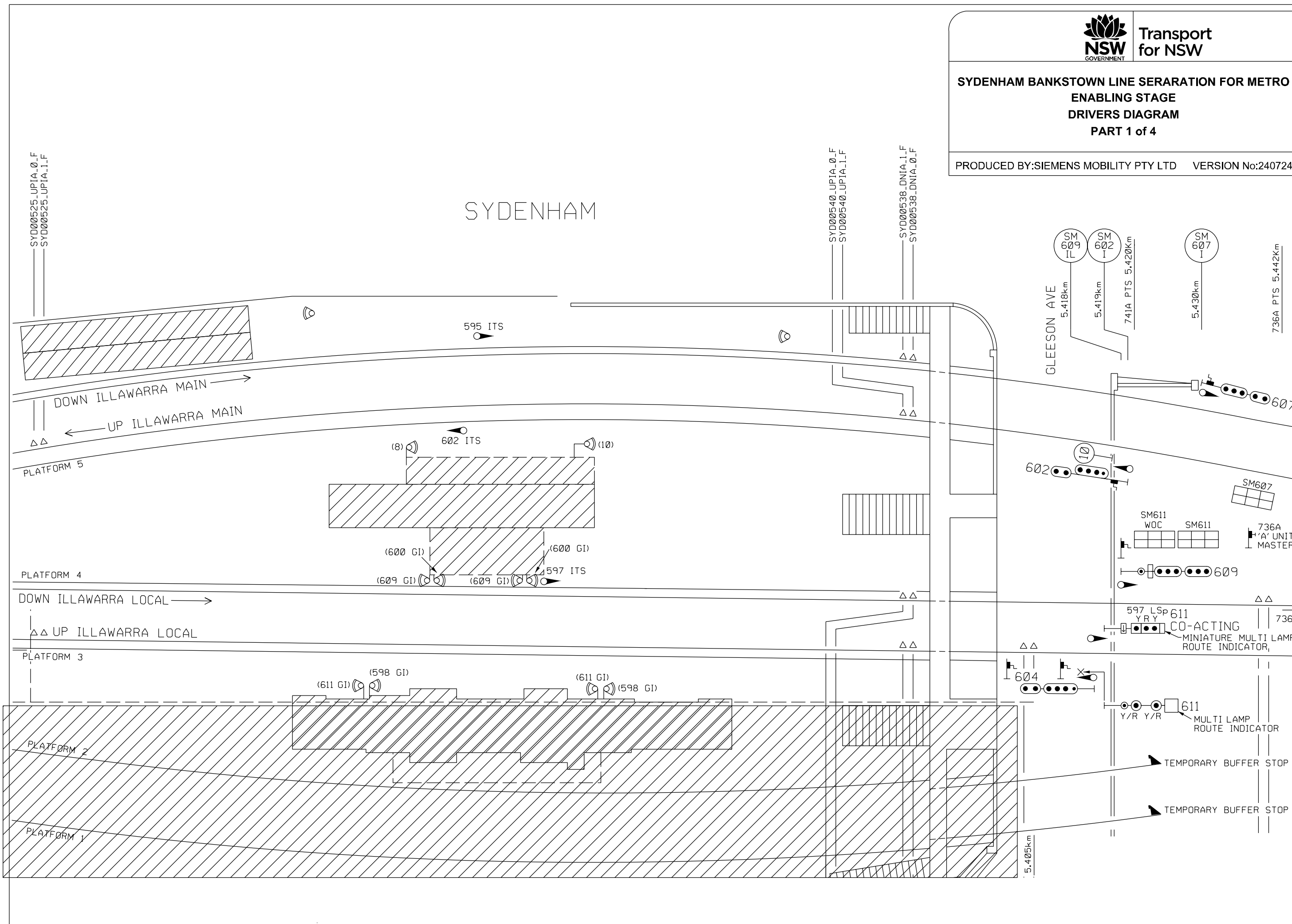
Email: david.xu@siemens.com



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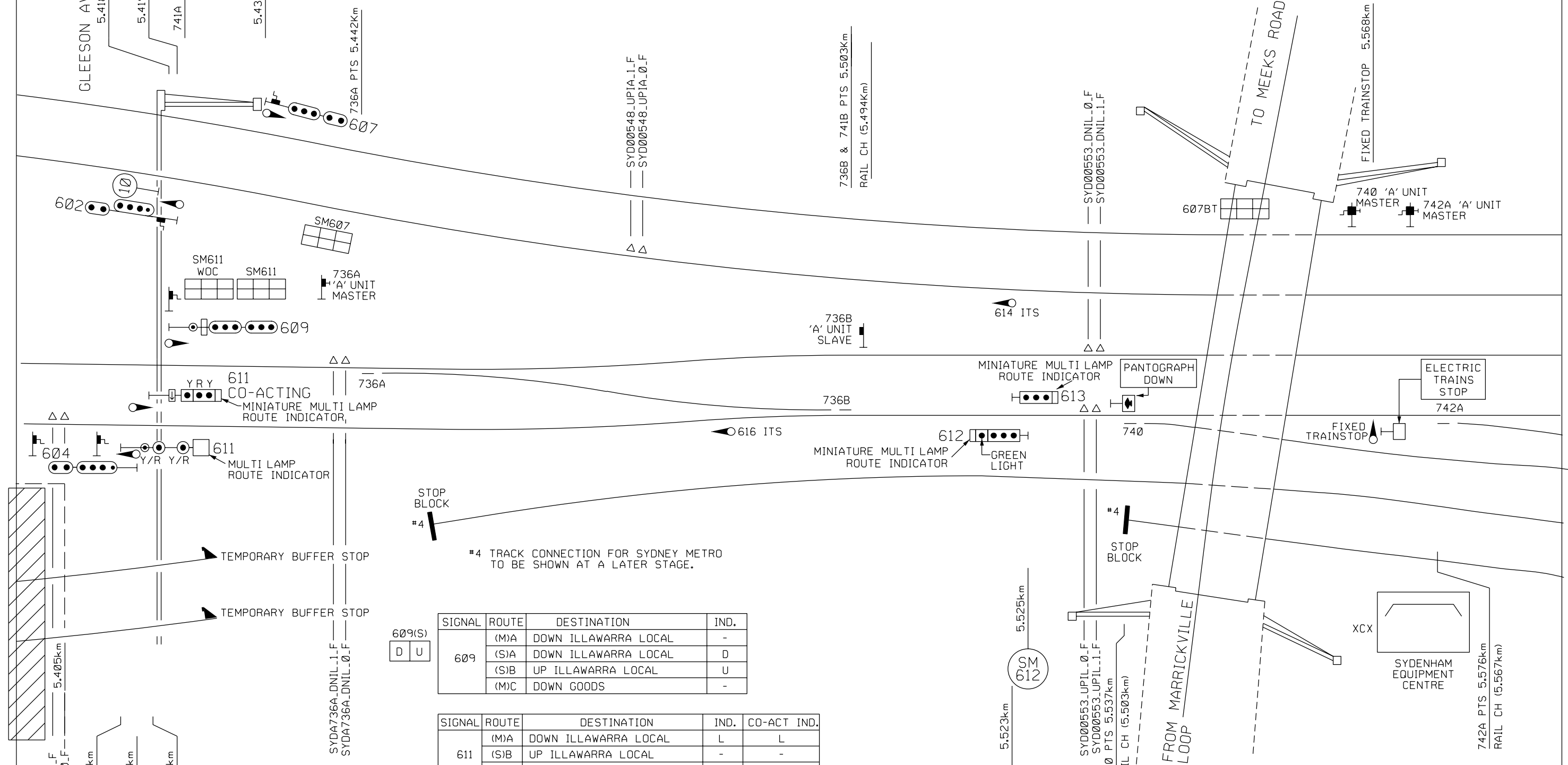
SYDENHAM BANKSTOWN LINE SERARATION FOR METRO
ENABLING STAGE
DRIVERS DIAGRAM
PART 1 of 4

PRODUCED BY:SIEMENS MOBILITY PTY LTD VERSION No:240724



POINT ARRANGEMENTS

POINTS No.	POINTS TYPE	NUMBER OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION					INTERLOCKING BALL BEARING REMOVED	WIDE CUT NOTCH POSITION	FPL REMOVED
					TYPE	EOL INDEX ESML	WARDING	MACHINE INDEX	LOCATION			
736A	TYPE 'A' MASTER	1	IN-BEARER	SPHEROLOCK	EOL KEYLESS				736 'A' END	N/A		
736B	TYPE 'A' SLAVE	1	IN-BEARER	SPHEROLOCK	EOL KEYLESS				736 'A' END	N/A		
740	TYPE 'A' MASTER	1	IN-BEARER	SPHEROLOCK	EOL KEYLESS				740	N/A		
742A	TYPE 'A' MASTER	NIL	IN-BEARER	SPHEROLOCK	EOL KEYLESS				742 'A' END	N/A		
742B	TYPE 'A' SLAVE	NIL	IN-BEARER	SPHEROLOCK	EOL KEYLESS				742 'A' END	N/A		




609(S)	D	U
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SIGNAL	ROUTE	DESTINATION	IND.
609	(M)A	DOWN ILLAWARRA LOCAL	-
	(S)A	DOWN ILLAWARRA LOCAL	D
	(S)B	UP ILLAWARRA LOCAL	U
	(M)C	DOWN GOODS	-

SIGNAL	ROUTE	DESTINATION	IND.	CO-ACT IND.
611	(M)A	DOWN ILLAWARRA LOCAL	L	L
	(S)B	UP ILLAWARRA LOCAL	-	-
	(M)C	DOWN GOODS	G	G

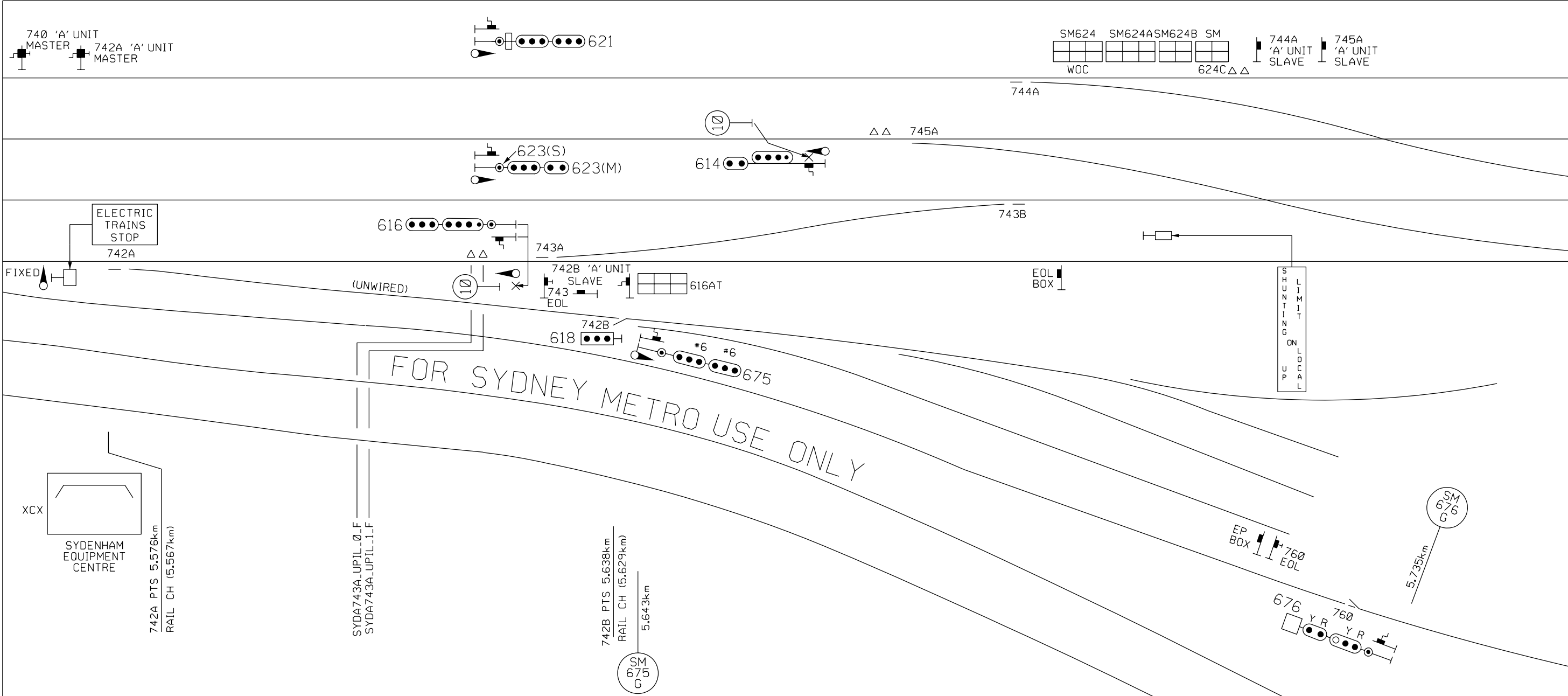
SIGNAL	ROUTE	DESTINATION	IND.
612	(S)A	UP ILLAWARRA LOCAL (GREEN LIGHT)	U
	(S)B	DOWN ILLAWARRA LOCAL	D

SIGNAL	ROUTE	DESTINATION	IND.
613	(S)A	DOWN ILLAWARRA LOCAL	D
	(S)B	UP ILLAWARRA LOCAL (SHUNTING LIMIT)	U
	(S)C	XPT MAINTENANCE CENTRE	X
	(S)D	DOWN GOODS	G



Transport for NSW

**SYDENHAM BANKSTOWN LINE SERARATION FOR METRO
ENABLING STAGE
DRIVERS DIAGRAM
PART 2 of 4**



E.P. POINTS CONTROLLED BY 'A' VALVE MASTER UNIT
 THE DOOR OF THE EOL IS SECURED BY SL LOCK


#6 675 SIGNAL GREEN ASPECT (TOP & BOTTOM) BLANKED AND BOOKED OUT OF USE

POINTS No.	LOCATION	TYPE	SWITCH TYPE	MECHANISM	VALVE UNIT
760	SM676A	CATCH POINTS	CONVENTIONAL	CLAW LOCK	A UNIT MASTER

SIGNAL	ROUTE	DESTINATION	IND.
676	(M)A	UP ILLAWARRA LOCAL	U
	(S)A	UP ILLAWARRA LOCAL	-
	(M)B	DOWN ILLAWARRA LOCAL	D

EMERGENCY OPERATION LOCK
 (MOUNTED IN 53 J/S CUPBOARD SECURED BY S.L. LOCK)
 RELEASES KEY FOR EMERGENCY OPERATION LOCK
 PUSH BUTTON (EOLPB)

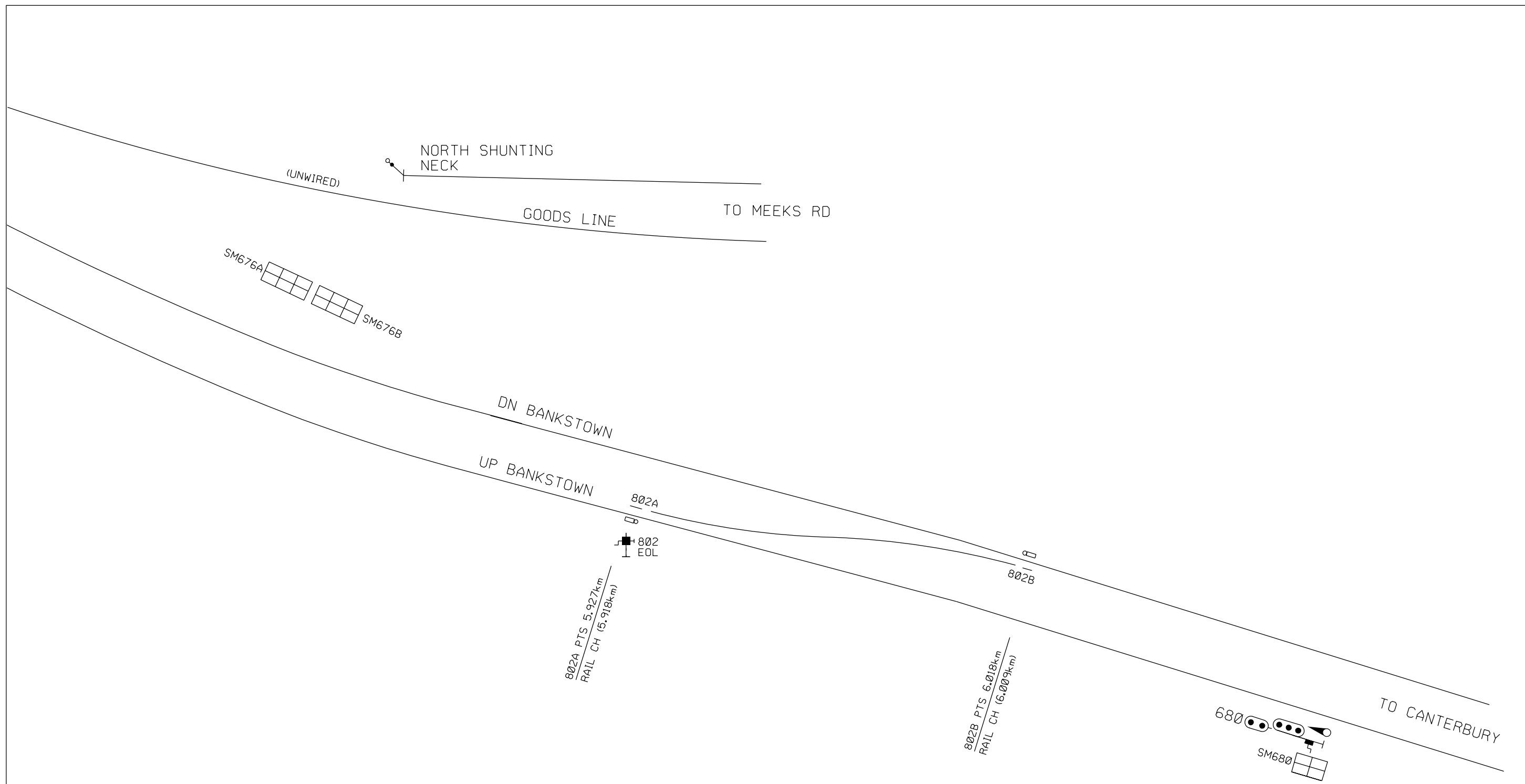
VALVE CHEST TYPE (EP)	POINTS	WARDING	LOCATION	INSCRIPTION
'A' UNIT	742	AE	SM RR	
WBS STYLE 'S'	743	AF	SM RR	A-F 743 POINTS EOL & EPB
WBS STYLE 'S'	744	AG	SM624A	A-G 744 POINTS EOL & EPB
WBS STYLE 'S'	745	AH	SM624A	A-H 745 POINTS EOL & EPB



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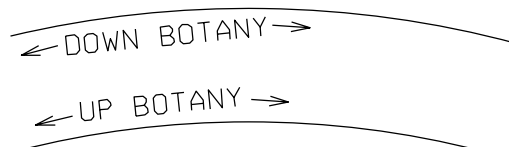
**SYDENHAM BANKSTOWN LINE SERARATION FOR METRO
 ENABLING STAGE
 DRIVERS DIAGRAM
 PART 3 of 4**

PRODUCED BY:SIEMENS MOBILITY PTY LTD VERSION No:250724



POINT ARRANGEMENTS

POINTS No.	POINTS TYPE	NUMBER OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION					INTERLOCKING BALL BEARING REMOVED	WIDE CUT NOTCH POSITION	FPL REMOVED
					TYPE	EOL INDEX ESML WARDING	MACHINE INDEX	LOCATION	INSCRIPTION			
802A	D84M MKIII	1	IN-BEARER	SPHEROLOCK	EOL	A-K	A-K	802 'A' END	SYDENHAM EOL & 802A PTS MTR	NO		
802B	D84M MKIII	1	IN-BEARER	SPHEROLOCK	EOL	A-K	A-K	802 'A' END	SYDENHAM EOL & 802B PTS MTR	NO		



**Transport
for NSW**

**SYDENHAM BANKSTOWN LINE SERARATION FOR METRO
ENABLING STAGE
DRIVERS DIAGRAM
PART 4 of 4**

PRODUCED BY:SIEMENS MOBILITY PTY LTD
VERSION No:240724

SEGREGATION OF THE BANKSTOWN LINE AND DECOMMISSIONING OF SIGNALLING EQUIPMENT BETWEEN SYDENHAM STATION AND BELMORE STATION

Commencing at 02:00 hours on Monday, 30 September 2024, 02:00 hours on Monday, 14 October 2024, the following works will be carried out:

- Decommissioning of both the Up Bankstown Line and Down Bankstown Line for the section between Sydenham Station (Excl) and Belmore Station (Incl).
- ATRICS Maps will be updated for the Sydenham Panel to suit the decommissioning of the equipment as detailed below.
- As part of the Bankstown line decommissioning activities, the ATRICS Sydenham 4 Screen Map will display Pantograph Down and Electric Trains Stop boards as per Signalling Job: S23244. These boards will not be installed and commissioned in the field until 14/10/24.

The table below details the signals and routes to be altered/decommissioned:

<i>Signal</i>	<i>Status</i>	<i>km</i>	<i>Route</i>	<i>Description</i>	<i>Route Ind.</i>	<i>Remarks</i>
SM620	Existing, Altered	5.633	(M)	Up Bankstown	-	Signal permanently booked out of use
			(S)	Shunt, Up Bankstown	-	
SM675	Existing, Altered	5.643	(M)B	Down Bankstown	-	Routes permanently booked out of use
			(S)B	Shunt, Down Bankstown	B	

SM678	Existing, Altered	5.813	(M)	Up Bankstown	-	Signal & Co-Acting Signal permanently booked out of use
SM155	Existing, Altered	5.929	(M)	Down Bankstown	-	Signal permanently booked out of use
SM680	Existing, Decommissioned	6.137	(M)	Up Bankstown	-	
SM157	Existing, Decommissioned	6.297	(M)	Down Bankstown	-	
SM158	Existing, Decommissioned	6.486	(M)	Up Bankstown	-	Guards Indicators also decommissioned
SM159	Existing, Decommissioned	6.652	(M)	Down Bankstown	-	Guards Indicators also decommissioned
SM160	Existing, Decommissioned	6.824	(M)	Up Bankstown	-	
SM163	Existing, Decommissioned	7.034	(M)	Down Bankstown	-	
SM166	Existing, Decommissioned	7.208	(M)	Up Bankstown	-	
SM167	Existing, Decommissioned	7.357	(M)	Down Bankstown	-	
SM169	Existing, Decommissioned	7.676	(M)	Down Bankstown	-	

SM170	Existing, Decommissioned	7.783	(M)	Up Bankstown	-	Guards Indicators also decommissioned
SM171	Existing, Decommissioned	7.960	(M)	Down Bankstown	-	Guards Indicators and 171 Indicator also decommissioned.
SM172	Existing, Decommissioned	8.103	(M)	Up Bankstown	-	
SM173	Existing, Decommissioned	8.207	(M)	Down Bankstown	-	
SM174	Existing, Decommissioned	8.402	(M)	Up Bankstown	-	
SM175	Existing, Decommissioned	8.594	(M)	Down Bankstown	-	
SM176	Existing, Decommissioned	8.721	(M)	Up Bankstown	-	Guards Indicators and 176 Indicator (at 8.715km) also decommissioned.
SM177	Existing, Decommissioned	8.899	(M)	Down Bankstown	-	Guards Indicators also decommissioned
SM180	Existing, Decommissioned	9.001	(M)	Up Bankstown	-	
SM182	Existing, Decommissioned	9.233	(M)	Up Bankstown	-	
SM185	Existing, Decommissioned	9.403	(M)	Down Bankstown	-	

SM188	Existing, Decommissioned	9.591	(M)	Up Bankstown	-	
SM191	Existing, Decommissioned	9.814	(M)	Down Bankstown	-	
SM194	Existing, Decommissioned	10.088	(M)	Up Bankstown	-	Guards Indicators and 194 Indicator also decommissioned.
SM197	Existing, Decommissioned	10.266	(M)	Down Bankstown	-	Guards Indicators also decommissioned
SM200	Existing, Decommissioned	10.643	(M)	Up Bankstown	-	
SM201	Existing, Decommissioned	10.682	(M)	Down Bankstown	-	
SM204	Existing, Decommissioned	11.067	(M)	Up Bankstown	-	
SM205	Existing, Decommissioned	11.240	(M)A	Down Bankstown		
			(S)A	Shunt, Down Bankstown	DB	
			(M)B	Down Bankstown to Up Bankstown		
			(S)B	Shunt, Down Bankstown to Up Bankstown	UB	

SM210	Existing, Decommissioned	11.62 5	(M)	Up Bankstown	-	Guards Indicators and 210 Indicator also decommissioned.
			(S)	Shunt, Up Bankstown	-	
SM213	Existing, Decommissioned	11.79 2	(M)	Up Bankstown	-	Guards Indicators also decommissioned
			(S)	Shunt, Up Bankstown	-	
SM211	Existing, Decommissioned	11.79 6	(M)	Down Bankstown	-	Guards Indicators also decommissioned
			(S)	Shunt, Down Bankstown	-	
SM217	Existing, Decommissioned	12.11 6	(M)	Up Bankstown to Down Bankstown	-	
			(S)A	Shunt, Up Bankstown to Down Bankstown	DB	
SM219	Existing, Decommissioned	12.23 5	(M)	Down Bankstown	-	
			(S)	Shunt, Down Bankstown	-	
SM216	Existing, Decommissioned	12.30 0	(M)	Up Bankstown	-	
			(S)	Shunt, Up Bankstown	-	
SM224		12.66 9	(M)	Up Bankstown	-	

	Existing, Decommissioned		(S)	Shunt, Up Bankstown	-	
SM227	Existing, Decommissioned	12.757	(M)	Down Bankstown	-	
SM228	Existing, Decommissioned	13.162	(M)	Up Bankstown	-	Guards Indicators also decommissioned

The following table details the alterations to existing points:

Points	Status	Operational Speed (km/h)	Points Type	Remarks
261A/B	Existing, Asset transferred to Sydney Metro	N/A	D84M MkIII	Crossover becomes responsibility of Sydney Metro. Points have been spiked, clipped, XL locked and bespoke locked in normal position.
262A/B	Existing, Asset transferred to Sydney Metro	N/A	D84M MkIII	Crossover decommissioned. Points to be spiked, clipped and XL locked in normal position. Crossover becomes responsibility of Sydney Metro, all detection from Sydney Trains assets to be removed.
264A/B	Existing, Asset transferred to Sydney Metro	N/A	D84M MkIII	Crossover decommissioned. Points to be spiked, clipped and XL locked in normal position. Crossover becomes responsibility of Sydney Metro, all detection from Sydney Trains assets to be removed.
741A/B	Existing, altered	N/A	D84M MkIII	Crossover permanently booked out of use. Points to be spiked, clipped and XL locked in normal position with normal detection.

802 A/B	Existing, Asset transferred to Sydney Metro	N/A	D84M MkIII	Crossover becomes responsibility of Sydney Metro. Points have been spiked, clipped, XL locked and bespoke locked in normal position.
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The following warning lights will be decommissioned:

- 7.290km W/L
- 7.340km W/L
- 7.366km W/L
- 8.400km W/L
- 8.480km W/L
- 8.500km W/L
- 8.532km W/L
- 8.585km W/L
- Up Bankstown Warning Light near SM210 Signal

The following track circuits will be decommissioned:

- Down Bankstown Line:
155AT, 155BT, 157AT, 157BT, 159AT, 159BT, 163AT, 167AT, 169AT, 169BT, 171AT, 171BT, 173AT, 173BT, 175AT, 175BT, 177AT, 177BT, 177CT, 185AT, 185BT, 191AT, 191BT, 197AT, 197BT, 201AT, 201BT, 205AT, 205BT, 205CT, 211AT, 211BT, 219AT, 219BT, 219CT, 227AT, 227BT
- Up Bankstown Line:
158BT, 158AT, 160BT, 160AT, 166AT, 170CT, 170BT, 170AT, 172BT, 172AT, 174AT, 176BT, 176AT, 180BT, 180AT, 182AT, 188AT, 194BT, 194AT, 200BT, 200AT, 204BT, 204AT, 210DT, 210CT, 210BT, 210AT, 216CT, 216BT, 216AT, 224BT, 224AT, 228BT, 228AT, 270BT, 270AT

The following alterations to the train control system will be carried out:

- The existing Sydenham ATRICS display on the Sydenham Panel will be amended to reflect the decommissioned signals, tracks and points up to and excluding SM675CT track on Down Bankstown Line and SM680AT on the Up Bankstown Line.

VER 24072024

Mark Skribins

Test & Commissioning Manager

Ph: 0412 520 806

E: mark.skribins@jmdr.com

Bevan Lee

Signal Design Engineer

Ph: 0448 953 723

E: bevan.lee@aurecongroup.com

UNANDERRA (ILLAWARRA): PROVISION OF SIGNAL ALERT SIGNAGE FOR WG1010

On **Tuesday, 24 September 2024**, the following work will be carried out:

- A Signal Alert sign for Signal WG1010 will be brought into use in the Up Direction on the Branch Line.
- The Signal Alert signage will be located adjacent to OHWS CK88+150 and will be 213m on approach to Signal WG1010.
- The Signal Alert signage will have a white retro-reflective background with blue text as below.



VER15082024

Mark Aquilina

Regional Signals Engineer

Network Maintenance

Engineering & Maintenance Directorate

Tel:

Mobile: 0413 006 288

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

Bharath Balkatta

Signal Design Engineer

Signalling and Control Systems, Engineering Systems Integrity

Engineering & Maintenance Directorate

Tel: 8574 2788 (external), 42788 (internal)

Mobile: 0421 447 086

Email: Bharath.Balkatta@transport.nsw.gov.au

STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
018 – 2007	Emergency equipment boxes Rail	01/11/07	19/11/07
010 – 2012	48 Class: Train Operations Manual (TOM)	25/10/12	04/11/12
003 – 2013	48 Class: Wheels	07/02/13	10/02/13
015 – 2013	OMET 200: Minimum Standards for Electric Trains	30/05/13	09/06/13
002 – 2014	OMET 220: Wheel slip light indications	20/02/14	02/03/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
012 – 2018	OMET 228 Control Circuit Failure	23/08/18	02/09/18
005 – 2018	OMET 242 Reverser handle jams in forward or reverse	18/08/18	28/08/18
006 – 2018	OMET 250 Applying power from the rear	18/08/18	28/08/18
008 – 2018	TWP 154 Responding to incapacitated Driver/Guard	18/08/18	28/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
003 - 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	03/03/19
012 – 2019	TWP 192: Working Trains Out of service	21/02/19	03/03/19
007 – 2019	TWP 136 Defective wheels	06/03/19	24/03/19
008 – 2019	TWP 190 Automatic Train Protection	06/03/19	24/03/19
009 – 2019	Train crew relieved in service & relay driver	06/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
004 - 2020	TWP 124 Defective Brakes	20/05/20	08/06/20
005 - 2020	TWP 126 Defective Automatic Brakes	20/05/20	08/06/20
012 - 2020	WAR 202 Bogie Faults	20/05/20	08/06/20
011 - 2020	TWP 162 Train Crew Bell Signals	02/06/20	15/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
005 - 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22
023 - 2022	Exception to OMET 254 Topside Preparation Locations	16/08/22	22/08/22
028 - 2022	Testing of Tangara Sets fitted with European Train Control System (ETCS) Level 1 & Level 2 (In cab signalling) equipment at Mortdale Maintenance Centre	08/12/22	16/12/22
027 - 2022	TWP 150: Damaged or Missing Window Glass	27/09/22	10/10/22
014 - 2023	Use of Automatic Train Protection (ATP) equipment on Millennium trains	20/02/23	05/03/23
016 - 2023	TWP 152 Disabled trains	07/03/23	20/03/23
017 - 2023	TWP 138 Assisting Trains using Emergency Couplers	07/03/23	20/03/23
022 – 2023	WB Radios on Waratah, Oscar, Millenium, Tangara and K sets	05/04/23	23/04/23
023 - 2023	OSCAR trains fitted with Automatic Train Protection (ATP) equipment	19/06/23	26/06/23
028 – 2023	TWP 176: Wayside Train Condition Monitoring	07/08/23	21/08/23
029 - 2023	Testing of an OSCAR Set (H5) with ETCS Level 2 equipment	01/09/23	04/09/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
026 – 2023	TWP 156: Operating doors	15/09/23	25/09/23
032 - 2023	TWP 100 Responsibilities of Train Crews	19/09/23	30/09/23
031 - 2023	Operation of Tangara trains fitted with ATP with Automatic Train Protection (ATP)	10/10/23	16/10/23
033 - 2023	Waratah (A and B SET) trains fitted with Automatic Train Protect equipment	17/10/23	23/10/23
034 - 2023	Testing Tangara trains fitted with ETCS Level 2	02/11/23	03/11/23
001 – 2024	TWP 182 Digital Train Radio	12/02/24	26/02/24
002 – 2024	Testing of a Millennium set (M31) with ETCS level 2 equipment	22/04/24	23/04/24
003 – 2024	Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains	12/06/24	01/07/24
004 - 2024	Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection Protection(ATP) Trackside System	28/06/24	01/07/24

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
003 - 2024	Use of Signal Key Switches	11/04/24	26/04/24
004 - 2024	Transition of NSW TrainLink Operations to Sydney Trains	12/06/24	01/07/24
005 - 2024	New Trackside Signage associated with Digital Systems Train Testing	07/08/24	24/08/24
006 - 2024	Compiling NRF 008 – Pilot Staff Notice	14/08/24	30/08/24

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**

Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents
Network Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Forms	RailSafe Website	Online documents (or order as applicable)

<i>Title</i>	<i>Status Sheet</i>	<i>Date issued</i>
<i>Train Working Procedures</i>		
TWP 100	TN 006 - 2021	April 2021
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	August 2020
TWP 114	4	November 2015
TWP 116	3	May 2012
TWP 118	TN 004 - 2019	April 2019
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	TN 004 - 2020	May 2019
TWP 126	TN 005 - 2020	May 2019
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136	TN 007 - 2019	March 2019
TWP 138	TN 017 - 2023	March 2023
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	TN 005 - 2017	April 2017
TWP 152	TN 016 - 2023	March 2023
TWP 154	TN 008 - 2018	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	TN 005 - 2022	May 2022
TWP 162	TN 011- 2020	May 2019
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	TN 004 - 2017	July 2017
TWP 176	TN 008 - 2017	July 2017
TWP 182	1	November 2015
TWP 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

DISTRIBUTION OFFICERS**Sydney Trains****Safety and Environment****Maria Economou**


Safety Support

 2 4502 2 1840 Maria.Economou@transport.nsw.gov.au**Train Crew Operations****Manager Day of Operations** 8577 7029


TCOManagerDayofOperations@transport.nsw.gov.au

Train Crewing**Tim Kelly**



Operating Standards Officer

 0422088764 timothy.kelly@transport.nsw.gov.au**Service Delivery Response****Megan Parker**




Service Delivery Response

 0491226502 megan.parker@transport.nsw.gov.au**Leigh Lawton**



Service Delivery Response

 0418237261 leigh.lawton@transport.nsw.gov.au**Maintenance****Fleet Maintenance****Hoshedar Movdawalla**


Fleet Maintenance Sydney Trains

 2 0532 2 1274 HOSHEDAR.MOVDAWALLA@transport.nsw.gov.au**Ram Ramaswamy**


Fleet Maintenance Sydney Trains

 2 0523 2 1274 RAMYAVARAN.RAMASWAMY@transport.nsw.gov.au**Network Maintenance****Zaneta Janevski**


Engineering & Maintenance

 87570199 zaneta.janevski@transport.nsw.gov.au**Shannon Newton**

Track Access Coordinator – North



 95363791 Shannon.Newton@transport.nsw.gov.au**Bradley Stewart**

Territory Planning Manager - Central Coast/Hamilton



 0476 833 911 bradley.stewart@transport.nsw.gov.au**Ennio Soster**

SCE


Project Delivery Electrical

 25236 25917 ENNIO.SOSTER@transport.nsw.gov.au**Daljit Kaur**

Infrastructure Maintenance — Facilities

 2 5922 2 5950 Daljit.Kaur@transport.nsw.gov.au**Adrian Aquilina**

Team leader - Strathfield Mains

 97526610 adrian.aquilina@transport.nsw.gov.au

Christina Morgan

Administration Support

ICON

📞 9379 6051

✉️ Christina.Morgan@transport.nsw.gov.au

Lorinda Melvin

Administration Support

📞 0439510480

✉️ lorinda.melvin@transport.nsw.gov.au

Edward Lusik

Team Leader Signals

CBD

📞 95368135

✉️ edward.lusik@transport.nsw.gov.au

Major Works**Greg Page**

Infrastructure Track

📞 25375

✉️ gregory.page@transport.nsw.gov.au

Michael Warner

Signals and Electricity

📞 9848 9333

✉️ michael.warner@transport.nsw.gov.au

Logistics & Supply Chain**Murari Singh**

Contract Assurance Administrator

📞 02 9848 9698

✉️ Murari.Singh@transport.nsw.gov.au

Engineering & System Integrity**Yass Zahab**

Geotechnical Services

📞 2 7589 📠 2 7786

✉️ Yassine.El-Zahab@transport.nsw.gov.au

Richard Agostino

C and CS

📞 2 0875 📠 9 2137

✉️ Richard.Agostino@transport.nsw.gov.au

Human Resources**Robert Neloski**

Training — Learning and Development

📞 2 7567

✉️ robert.neloski@transport.nsw.gov.au

Peter Nilon

Survey Group

📞 9848 9904

✉️ peter.nilon@transport.nsw.gov.au

Trainlink**Phillip Antonioli**

Operational Improvement Manager

📞 8574 2960

📱 0417694249

✉️ Phillip.antonioli@transport.nsw.gov.au

Ashley Brandse

Associate Director Operations North & Central

📞 4962 9820

✉️ ASHLEY.BRANDSE@transport.nsw.gov.au

Robert Blanch

Area Manager Hunter & Regional North

📞 43499210

📱 0458261501

✉️ ROBERT.BLANCH@transport.nsw.gov.au

Netti Byrnes

Area Manager Central Coast

📞 43499210

📱 0458261501

✉️ Annette.Byrnes@transport.nsw.gov.au

Leisa Case

Area Manager Central Intercity

📞 📱 0429900371

✉️ Annette.Byrnes@transport.nsw.gov.au

Dwayne Purcell

Area Manager Central Regional


📱 0428670580

✉️


DWAYNE.PURCELL@transport.nsw.gov.au

Michael Dorrian

Area Manager South Coast

 0439743316 Michael.dorrian@transport.nsw.gov.au**Ian Modon**

Area Manager South Main

 0427016255

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NOTICE TO SUBSCRIBERS

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

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

Director Network Standards, Systems & Quality**Sydney Trains**

Level 4, 36-46 George Street

Burwood NSW 2134

Tuesday, 3 September 2024