

22

weekly notice

Monday, 2 June 2014
Sunday, 8 June 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*

CONTENTS

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES	3
CHESTER HILL (MAIN SOUTH LINE) – REMOVAL OF 215A/B POINTS	4
RE-ISSUE OF STANDARD WORKING TIMETABLE 2013, RAIL PASSENGER SERVICES BOOKS 1 AND 2	5
GLENFIELD JUNCTION – COMMISSIONING OF GLENFIELD TRANSPORT INTERCHANGE PROJECT (DIAGRAM)	7
GLENFIELD JUNCTION – SPEED SIGN CHANGES	17
STRATHFIELD (MAIN SUBURBAN) – RENEWAL OF 530A & B POINTS	20
VALLEY HEIGHTS, SPRINGWOOD AND LAWSON (WEST) – REMOVAL OF 'A' LIGHTS	21
KIAMA – BOMADERRY – (ILLAWARRA) KIAMA TO BOMADERRY STAFF LINE REPLACEMENT PROJECT (DIAGRAM)	22
STRATHFIELD (INNER WEST) – CONVERSION OF 532A/B POINTS TO 'A' UNIT WITH SPHEROLOCK MECHANISM	30
ST PETERS (ILLAWARRA) – RECONFIGURATION OF GUARD'S INDICATOR ARRANGEMENT	31
TEMPE (ILLAWARRA) – RENEWAL OF GUARD'S INDICATORS	32
VALLEY HEIGHTS, SPRINGWOOD & LAWSON – CONVERSION OF SD5, SD42, LN53, LN59 AND LN60 SHUNT SIGNALS TO LED TYPE	33
CENTRAL (EAST AREA) – CONVERSION OF 623A AND 623B POINTS	34

Continued on the next page

Continued from the previous page

STATUS OF TOM NOTICES	35
STATUS OF PERMANENT SAFE NOTICES	37
STATUS OF NETWORK MANUALS AND FORMS	39
REQUESTS FOR NETWORK MANUALS AND FORMS	42
DISTRIBUTION OFFICERS	43
DISTRIBUTION OFFICER CONTACT FORM	46

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

Weekly Notice	For Week	Deadline
23	9/6/14–15/6/14	27/5/14
24	16/6/14–22/6/14	3/6/14
25	23/6/14–29/6/14	10/6/14
26	30/6/14–6/7/14	17/6/14

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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CHESTER HILL (MAIN SOUTH LINE) – REMOVAL OF 215A/B POINTS

Commencing at 0200 hours on **Saturday, 21 June 2014**, and continuing until 0200 hours on Monday, 23 June 2014, the following work will be carried out:

The existing 215A points on the Up Main and 215B points on the Down Main will be removed.

The 215 Emergency Operation Lock (EOL) and telephone will be removed.

Signal SP63 will be booked out of use

Sydenham Signal Box

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

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RE-ISSUE OF STANDARD WORKING TIMETABLE 2013, RAIL PASSENGER SERVICES BOOKS 1 AND 2

FROM SATURDAY, 07 JUNE 2014

The Standard Working Timetable 2013, Rail Passenger Services Books 1 & 2 will be re-issued with effect from **Saturday, 7 June 2014**.

Books 1 & 2 will be designated as Version 3.31, (140417) to replace the Standard Working Timetable 2013, Rail Passenger Services, Books 1 & 2, Version 3.01, (131120), from 11 January 2014 and all subsequent amendments.

Any copies of Books 1 & 2 not designated as Version 3.31, (140417) are to be discarded.

With the re-issue of the Standard Working Timetable 2013, Rail Passenger Services from 07 June 2014, a number of changes to the content and format of the Working Timetable have been incorporated.

- Commissioning of Glenfield – Leppington Rail Link interface with altered train working.
- Altered run numbering.
- Changes to stabling arrangements and maintenance cycles.
- Increased deployment of Waratah trains (A sets).
- Replacement of many S Sets with K Sets on Sector Two.
- Build-up of certain Central Coast Intercity services, revised train rosters and altered empty running.
- Altered pathing for Mechanised Track Patrol.
- Altered Working, especially at Sydney, Eveleigh, Penrith, Blacktown, Mt. Victoria and Hornsby Yards.
- Revised Crew Training trains on Sector Three.
- Extension of weekend Run 160S from Hornsby to Berowra.

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All staff concerned are to familiarise themselves with the contents of the Standard Working Timetable 2013 Rail Passenger Services Version 3.31 (140417), as applicable to their role prior to introduction. Queries should be directed to your Supervising Officer for referral to the relevant divisional timetable planning representative or the Operations Readiness & Special Events Manager.

Suresh Raina

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GLENFIELD JUNCTION – COMMISSIONING OF GLENFIELD TRANSPORT INTERCHANGE PROJECT

Commencing at 0200 hours on **Saturday, 7 June 2014** and continuing until 0200 hours on Tuesday, 10 June 2014, the following signalling alterations will be carried out:

- New and altered yard limit boards, signals, points, train stops and guard's indicators will be provided. All new signals and guard's indicators will be of LED type.
- Glenfield Platform 4 will be brought into use.

The new signalling equipment will be controlled from the Sydenham Control Centre. A new Microlok II Interlocking will replace the existing Glenfield area Solid State Interlocking (SSI).

The system of safe working is Rail Vehicle Detection.

A driver's diagram showing the new arrangements is included in this Weekly Notice.

Details of the changes are as follows.

New and altered Lines brought into use

- The Down East Hills will be extended from 41.082 km and connect to Down Main with connections via Crossover 50 (41.101 km) and Crossover 53 (41.384 km). The Down East Hills will then continue via Platform 4 and will connect to the existing Down Main with a new connection at Turnout 57 (42.683 km).
- The Up East Hills will be extended to a new origin at new Turnout 58 (42.683 km) where it connects to the Up Main. The Up East Hills continues through Platform 1 and reconnects to the Up Main through Crossover 52 (41.331 km) and Crossover 54 (41.453 km). The new section of Up East Hills will cross the Up Main and Down Main via a new flyover and connect to the existing Up East Hills at 31.444 km (East Hills kilometrage).
- The Down Leppington Main will be connected to the Down East Hills with connection via Crossover 62 (42.056 km) and to the Down Main with connection via Crossover 60 (42.022 km)

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- The Up Leppington Main will be connected to the Up East Hills with connection via Crossover 61 (42.025 km) and to the Up Main with connection via Crossover 63 (42.041 km)
- The current turnback facility from the Down Main to Platform 1 will be removed. Terminating trains from the Down Main will use Platform 3 and return to the Up Main via new Crossover 56 (41.811 km)
- Platform 1 will be normally used for up direction movements to the Up East Hills.
- Platform 2 will be normally used for up direction movements along the Up Main and from the Up Leppington Main to the Up Main.
- Platform 3 will be normally used for down direction movements along the Down Main. Glenfield Platform 3 will also cater for turnback moves from the Down Main prior to the commencement of commissioning of the Glenfield to Leppington Line and for emergency use in the future.
- Platform 4 will be normally used for down direction movements from the Down East Hills and also down direction movements from the Down Main when Platform 3 is in turnback operation.

Stop Blocks

Existing stop block will be removed as shown in the table below:

Kilometre (Approx)	Description	Remarks
41.220	New Up East Hills	Existing stop block removed
41.210	New Down East Hills	Existing stop block removed
42.100	New Up East Hills	Existing stop block removed
42.100	New Up Leppington Main	Existing stop block removed
42.520	New Down East Hills	Existing stop block removed
42.550	New Up East Hills	Existing stop block removed

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Signals

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

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

Yard limit boards and end of yard limit boards are installed on GD1, GD3, EH19.80, 25.4, 26.7, GD40, GL42.5 and GD42 signals.

Signal Routes and Designations

All signals listed in the following tables are new signals and aspects are LED type.

Down Main Signals

Signal	Route	Description	Route Indicator	Remarks
GD3	3(M)	Down Accept – Down Main	-	Left Hand Turnout Repeater provided. Fitted with Horizontal YL & EYL Boards.
GD7	7(M)A	Down Home – Down Main to Down East Hills	-	Aspect restricted to medium turnout aspect.
	7(S)A	Shunt – Down Main to Down East Hills	EH	Stencil Route Indicator provided.
	7(M)B	Down Home – Down Main	-	Preliminary Medium provided for turnout to Leppington line. Left Hand Turnout Repeater provided.
	7(S)B	Shunt – Down Main	DM	Stencil Route Indicator provided.
GD13	13(M)	Down Home – Down Main	-	Left Hand Turnout Repeater provided. Conditionally cleared unless 23(M)A, 23(S)A, 23(M)B or 23(S)B is set.
	13(S)	Shunt – Down Main	-	
GD23	23(M)A	Down Home Starting – Down Main to Down Leppington Main	-	Aspect restricted to medium turnout aspect. 23(M)A installed but not brought into use in SWRL stage 1.
	23(S)A	Shunt – Down Main to Down Leppington Main	LN	Stencil Route Indicator provided. 23(S)A installed but not brought into use in SWRL stage 1.
	23(M)B	Down Home – Down Main	-	
	23(S)B	Shunt – Down Main	DM	Stencil Route Indicator provided.
GD35	35(M)	Down Home Starting – Down Main	-	
	35(S)	Shunt – Down Main	-	
26.7	26.7	Automatic – Down Main	-	Fitted with Horizontal YL & EYL Boards.

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Down East Hills Signals

Signal	Route	Description	Route Indicator	Remarks
GD1	1(M)	Down Accept – Down East Hills	-	Right Hand Turnout Repeater provided. Fitted with Horizontal YL & EYL Boards.
GD5	5(M)A	Down Home – Down East Hills	-	
	5(S)A	Shunt – Down East Hills	EH	Stencil Route Indicator provided.
	5(M)B	Down Home – Down East Hills to Down Main	-	Aspect restricted to medium turnout aspect.
	5(S)B	Shunt – Down East Hills to Down Main	DM	Stencil Route Indicator provided.
GD11	11(M)	Down Outer Home – Down East Hills	-	Right Hand Turnout Repeater provided. Conditionally cleared unless 21(M)A, 21(S)A, 21(M)B or 21(S)B is set.
GD21	21(M)A	Down Home – Down East Hills	-	
	21(S)A	Shunt – Down East Hills	EH	Stencil Route Indicator provided.
	21(M)B	Down Home Starting – Down East Hills to Down Leppington Main	-	Aspect restricted to medium turnout aspect. 21(M)B installed but not brought into use in SWRL stage 1.
	21(S)B	Shunt – Down East Hills to Down Leppington Main	LN	Stencil Route Indicator provided. 21(S)B installed but not brought into use in SWRL stage 1.
GD33	33(M)	Down Home Starting – Down East Hills to Down Main	-	
	33(S)	Shunt – Down East Hills to Down Main	-	

Down Leppington Main Signals

Signal	Route	Description	Route Indicator	Remarks
GL42.5	GL42.5	Automatic – Down Leppington Main	-	Fitted with Horizontal YL & EYL Boards. GL42.5 signal installed but not brought into use in SWRL stage 1.

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Up Main Signals

Signal	Route	Description	Route Indicator	Remarks
GD40	40(M)	Up Accept – Up Main	-	Fitted with Horizontal YL & EYL Boards.
GD38	38(M)	Up Outer Home – Up Main	-	Left Hand Turnout Repeater provided.
GD36	36(M)A	Up Home - Up Main to Up East Hills	-	Aspect restricted to medium turnout aspect.
	36(S)A	Shunt - Up Main to Up East Hills	EH	Stencil Route Indicator provided.
	36(M)B	Up Home - Up Main	-	
	36(S)B	Shunt – Up Main	UM	Stencil Route Indicator provided.
GD24	24(M)	Up Home – Up Main	-	Left Hand Turnout Repeater provided.
	24(S)	Shunt – Up Main	-	
GD18	18(M)A	Up Home – Up Main to Up East Hills	-	Aspect restricted to medium turnout aspect.
	18(S)A	Shunt - Up Main to Up East Hills	EH	Stencil Route Indicator provided.
	18(M)B	Up Home – Up Main	-	
	18(S)B	Shunt – Up Main	UM	Stencil Route Indicator provided.
GD16	16(M)A	Up Home – Down Main to Up East Hills	E	Aspect restricted to medium turnout aspect. Multi Lamp Route Indicator (MLRI) provided. Co-Acting with Miniature Multi Lamp Route Indicator (MMLRI) provided.
	16(S)A	Shunt - Down Main to Up East Hills	EH	Stencil Route Indicator provided. Co-Acting with Miniature Multi Lamp Route Indicator (MMLRI) provided.
	16(M)B	Up Home – Down Main to Up Main	M	Aspect restricted to medium turnout aspect. Multi Lamp Route Indicator (MLRI) provided. Co-Acting with Miniature Multi Lamp Route Indicator (MMLRI) provided.
	16(S)B	Shunt - Down Main to Up Main	UM	Stencil Route Indicator provided. Co-Acting with Miniature Multi Lamp Route Indicator (MMLRI) provided.

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Up Main Signals (continued)

Signal	Route	Description	Route indicator	Remarks
GD16 CO-ACTING	16(M)A	Up Home – Down Main to Up East Hills	E	Tri-Colour LED lamps provided. Miniature Multi Lamp Route Indicator (MMLRI) provided.
	16(S)A	Shunt - Down Main to Up East Hills	E	Miniature Multi Lamp Route Indicator (MMLRI) provided.
	16(M)B	Up Home – Down Main to Up Main	M	Tri-Colour LED lamps provided. Miniature Multi Lamp Route Indicator (MMLRI) provided.
	16(S)B	Shunt - Down Main to Up Main	M	Miniature Multi Lamp Route Indicator (MMLRI) provided.
GD15	15(S)	Shunt – Up Main to Down Main	-	
GD8	8(M)	Up Home Starting – Up Main	-	
	8(S)	Shunt – Up Main	-	
25.4	25.4	Automatic – Up Main	-	Fitted with Horizontal YL & EYL Boards.

Up East Hills Signals

Signal	Route	Description	Route Indicator	Remarks
GD28	28(M)	Up Home – Up East Hills	-	Mounted on Cantilever.
	28(S)	Shunt – Up East Hills	-	Mounted on Cantilever.
GD20	20(M)	Up Home – Up East Hills	-	Right Hand Turnout Repeater provided. Mounted on Cantilever.
	20(S)	Shunt – Up East Hills	-	Mounted on Cantilever.
GD10	10(M)A	Up Home Starting –Up East Hills	-	
	10(S)A	Shunt –Up East Hills	EH	Stencil Route Indicator provided.
	10(M)B	Up Home Starting – Up East Hills to Up Main	-	Aspect restricted to medium turnout aspect.
	10(S)B	Shunt – Up East Hills to Up Main	UM	Stencil Route Indicator provided.
EH19.80	EH19.80	Automatic – Up East Hills	-	Fitted with Horizontal YL & EYL Boards.

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Up Leppington Main Signals

Signal	Route	Description	Route Indicator	Remarks
GD42	42(M)	Up Accept – Up Leppington Main	-	Right Hand Turnout Repeater provided. Fitted with Horizontal YL & EYL Boards. Low Speed Aspect provided. Aspect clearing 'G/R' requires ((26(M) A or 26(S)A) set with 28BT track clear or (26(M)B or 26(S)B) set with 24BT clear), with 42 ITS detected reverse. GD42 signal installed but not brought into use in SWRL stage 1.
GD26	26(M)A	Up Home - Up Leppington Main to Up East Hills	-	Mounted on Cantilever.
	26(S)A	Shunt – Up Leppington Main to Up East Hills	P1	Stencil Route Indicator provided. Mounted on Cantilever.
	26(M)B	Up Home – Up Leppington Main to Up Main	-	Aspect restricted to medium turnout aspect. Mounted on Cantilever.
	26(S)B	Shunt – Up Leppington Main to Up Main	P2	Stencil Route Indicator provided. Mounted on Cantilever.

Guards Indicators

The Glenfield Station Guards Indicators are configured as follows:

Platform	Guard Indicator Direction	Associated Signal
Platform 1	Up Indicators Only	GD20
Platform 2	Up Indicators Only	GD18
Platform 3	Up Indicators	GD16
	Down Indicators	GD23
Platform 4	Down Indicators Only	GD21

Intermediate Train Stop

Kilometre	Associated Signal	Line	Direction
42.430	GD42	Leppington Main	Up

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Points

Existing 41 turnout points from Down Main to Up East Hills will be removed.

Redundant 40, 42 and 44 points will be clipped, spiked, XL locked and detected to Normal position pending removal in a later stage.

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

Points No.	Description (final arrangement)
50	Crossover, Down East Hills to Down Main.
52	Crossover, Up East Hills to Up Main.
53	Crossover, Down Main to Down East Hills
54	Crossover, Up Main to Up East Hills
56	Crossover, Down Main to Up Main.
57	Turnout, Down East Hills to Down Main
58	Turnout, Up Main to Up East Hills
60	Crossover, Down Main to Down Leppington Main
61	A – Up East Hills B – Up Leppington Main to Up Escape / Up East Hills
62	Crossover, Down East Hills to Down Leppington Main
63	Crossover, Up Leppington Main to Up Main

Emergency Operation of Points

Keyless type EOLs are provided for emergency control of points at Glenfield Junction as shown on the drivers diagram in this Weekly Notice. Operation of the EOL push buttons 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.

Continued on the next page

Continued from the previous page

Telephones

Telephones will be provided as shown on the Drivers Diagram in this weekly notice. All phones ring through to Sydenham Control Centre.

Emergency Working Override

An Override Switch Box is provided at Glenfield in the event of a loss of control of the Glenfield Junction interlocking from the Sydenham control centre.

When Override is enabled, all non-through routes will cancel. Through signal routes will set if not already set and auto-reclear after the passage of each train. Listed below are the Glenfield Junction control area through routes that will be set, when Override is enabled:

Line	Route
DOWN EAST HILLS /DOWN MAIN	1(M)
	5(M)A
	11(M)
	21(M)A
	33(M)
UP MAIN/ UP EAST HILLS	40(M)
	38(M)
	36(M)A
	28(M)
	20(M)
	10(M)A
DOWN MAIN/ DOWN LEPPINGTON	3(M)
	7(M)B
	13(M)
	23(M)A
UP LEPPINGTON/ UP MAIN	42(M)
	26(M)B
	18(M)B
	8(M)

Continued on the next page

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The mode of operation of Glenfield Junction Override is selected by using the three position switch (AUTO/OFF/FORCED) located in a stainless steel box, XL locked, on the outside wall of location GD16.

OFF: Emergency override is disabled.

AUTO: When selected emergency override will be enabled when communication with the control system is lost for 180 seconds.

FORCED: When selected emergency override will be enabled.

(Note - AUTO and FORCED modes are disconnected and booked out of use until further notice)

Override switch and set indications are provided inside the override box at GD16 location. Override switch indication is provided on the ATRICS at Sydenham control centre.

VER 30042014
DRIVERS DIAGRAM VER 30042014

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GLENFIELD JUNCTION – SPEED SIGN CHANGES

Commencing at 0200 hours on **Saturday, 7 June 2014** and continuing until 0200 hours on Tuesday, 10 June 2014, the following speed sign changes will be commissioned:

Main South

Kilometrage		DOWN			UP		
		General	Medium	High	General	Medium	High
	38.801	Casula					
Existing	39.602	–	–	–	75	95	95
Existing	39.774	80	115	115	–	–	–
Remove	40.316	75	115	115	–	–	–
Remove	40.942	X75			40 Pts		
New	41.064	–	–	–	80	115	115
Remove	41.073	80	115	115	–	–	–
New	41.082	60	100	100	–	–	–
Remove	41.083	X60			46 Pts on Up Main South		
New	41.300	60	100	100	–	–	–
New	41.343	–	–	–	80	115	115
New	41.359	X60			53A Pts		
New	41.640	54B Pts			X60	–	–
New	41.817	56B Pts on Down Main South			X40	–	–
	41.925	Glenfield					
Remove	42.013	–	–	–	80	100	100
New	42.017	X45			60A Pts		
New	42.020	–	–	–	60	115	115
	42.670	Glenfield South Jct					
New	42.701	80	115	115	–	–	–
New	42.730	58 Pts			X60		
Remove	43.221	–	–	–	80	115	115
New	43.703	–	–	–	60	115	115
	43.802	Macquarie Fields					

Continued on the next page

Continued from the previous page

East Hills Line

Kilometrage	DOWN			UP			
	General	Medium	High	General	Medium	High	
	26.755	Holsworthy					
Existing	31.303	80	105	115	–	–	–
Existing	31.360	–	–	–	80	115	115
Remove	31.727	–	–	–	60	60	60
Remove	32.160	X75			43 Pts		
New	41.082 [*]	60	100	100	–	–	–
New	41.095 [*]	X60			50A Pts		
New	41.359 [*]	–	–	–	80	80	80
New	41.359 [*]	52B Pts			X60		
New	41.560 [*]	60	100	100	–	–	–
New	41.813 [*]	–	–	–	60	80	80
	41.925 [*]	Glenfield					
New	42.017 [*]	X60			62A Pts		
New	42.020 [*]	–	–	–	60	60	80
New	42.100 [*]	61A Pts			X60		
New	42.112 [*]	60	75	75	–	–	–
New	42.240 [*]	–	–	–	60	60	60
New	42.540 [*]	–	–	–	60	75	75
New	42.592 [*]	X75			57 Pts		
	42.670 [*]	Glenfield South Jct					

* Kilometrages via Main South

Continued on the next page

(W.N. 22 – 2014)

Continued from the previous page

Turnback Road Glenfield

Kilometrage		DOWN		UP	
		Normal	XPT	Normal	XPT
Remove	41.261	46 Pts		X75	–
Remove	41.359	60	–	–	–
Existing#	41.359	52 Pts		X60	–
Remove	41.800	–	–	60	–
	41.925	Glenfield			

To remain in place for Up East Hills

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STRATHFIELD (MAIN SUBURBAN) – RENEWAL OF 530A & B POINTS

Commencing at 0200 hours on **Saturday, 14 June 2014** and continuing until 0200 hours on Monday, 16 June 2014, the following work will be carried out:

The existing 530A Catchpoints on the Up Main North will be renewed and moved approximately 8 metres towards the country.

The existing 530B Points on the Up Main will be renewed and moved approximately 3 metres towards Sydney.

Spherolock mechanisms with 'A' style point controller units will be installed.

An Emergency Operation Lock (EOL) of the keyless type will be provided.

VER09052014

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VALLEY HEIGHTS, SPRINGWOOD AND LAWSON (WEST) – REMOVAL OF 'A' LIGHTS

Commencing at 0700 hours on **Monday, 2 June 2014** and continuing until 1730 hours on Wednesday, 4 June 2014, the following work will be carried out:

The "A" lights on the following signals SD1, SD3, SD12, SD21, SD32, SD33, SD35, SD38, SD39, SD44, SD46, LN49, LN51, LN54, LN57, LN61, LN62 and LN64 will be removed.

The notice board "WHEN 'A' LIGHT IS EXTINGUISHED THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT THE AUTHORITY OF THE SIGNALLER" adjacent to signals SD1, SD46 and LN49 will be removed.

The Local/Closing switches at Springwood and Lawson will be maintained in the "Local" position. The "Closing" function will be booked out of use.

VER14052014

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KIAMA – BOMADERRY – (ILLAWARRA) KIAMA TO BOMADERRY STAFF LINE REPLACEMENT PROJECT

Commencing at 0200 hours on **Wednesday, 18 June 2014** and continuing until 2330 hours on Sunday, 22 June 2014, the following works will be carried out:

The Electric Staff system of working for the sections Kiama – Berry and Berry – Bomaderry will be abolished and replaced with Rail Vehicle Detection (RVD single line bi-directional) over the same sections.

Alterations to signalling equipment and the method of operation will occur at Wollongong Signal Box, Kiama, Berry and Bomaderry.

The Electric Staff instruments at Kiama, Berry and Bomaderry along with the associated equipment and signage will be removed from use. The mechanical interlocking Frame A at Berry and its associated mechanical signals will be removed from use.

New single light colour light signals (LED type) and trainstops will be installed as detailed.

Line side Infrastructure Alterations

The following tables summarise the new and altered signals and points. Refer also to the Drivers Diagrams for the new arrangements.

Kiama

Signal	Designation	Remarks
45.25 (25M)	Down Starting	Staff Contact control removed
45.27 (27M)	Down Starting	Staff Contact control removed
45.2	Up Home	New Trainstop

Berry

Signal	Designation	Remarks
Down Landmark	Down Landmark	Relocated to 139.071 km
BE3	Down Home	New Colour Light Signal & Trainstop
BE4	Up Starting	New Colour Light Signal & Trainstop
BE7	Down Starting	New Colour Light Signal & Trainstop
BE8	Up Home	New Colour Light Signal & Trainstop
BE8 DIST	Up Distant	New Colour Light Signal Replaces Up Landmark

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Berry

Points	Designation	Remarks
Frame C	Main Line to Up Siding	Annett Lock removed, new Points Pushbutton Release Unit electrically released by 71
Frame D	Main Line to Down Siding	Annett Lock removed, new Points Pushbutton Release Unit electrically released by 71

Bomaderry

Signal	Designation	Remarks
Down Landmark	Down Landmark	Relocated to 151.476km
1	Up Home	Re-designated from Up Starting
8	Down Home	YL/EYL signs installed
BY5	Up Starting	New Colour Light Signal & Trainstop Signal Pushbutton Unit installed at Frame D

Signs

The existing 'BEGIN ELECTRIC TRAIN STAFF WORKING', 'END SINGLE LIGHT INDICATION' and 'BEGIN SINGLE LIGHT INDICATION' signs located at Kiama will be removed.

New signs will be provided as shown on the Drivers Diagram.

Level Crossings

The operation of Wharf Road (140.737km) level crossing warning equipment will be automatically controlled by the approach of trains in both the Down and Up directions working in conjunction with signals BE3 and BE4. The test switch will be removed.

The operation of other automatic level crossings on the line (Fern Street 126.454km, Mullers Lane 142.890km, O'Keefes Lane 144.378km and Jaspers Brush Road 145.072km) is unaltered.

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Signal Box Alterations

Wollongong

Minor alterations to the control and indication panels at Wollongong will be provided to accommodate the new working. The Up annunciating bell that currently sounds when a train passes 45.2 DIST signal will also sound when an Up train enters the Berry-Kiama section.

Kiama

The Electric Staff instrument and the staff contact lock for Down starting signals 45.25 and 45.27 will be removed.

Berry

The Electric Staff instruments, the staff contact lock for Up starting signal 3 and the mechanical interlocking machine Frame A will be removed. A new One Control Switch (OCS) type control panel will be provided in the Station Manager's office. Berry will be operated locally. A closing facility will be provided.

Bomaderry

The Electric Staff instrument will be removed. Existing spare lever 5 of Frame A will be brought into use to control the new Up Starting signal BY5. A new combined diagram, incorporating a box diagram, pulling list, and various illuminated indications, will be installed behind Frame A.

Operation

Setting Routes

Clearing a starting signal into a section requires all tracks in the section clear, opposing starting signals normal and section blocking clear at both ends of the section. Due to the use of coded track circuits for data communications between the interlockings, clearing of the starting signals will be delayed by up to 60 seconds for the Kiama – Berry section and up to 20 seconds for the Berry – Bomaderry section.

- At Wollongong, if the route is available the white route lights will illuminate as soon as the route is requested but the signal repeater will remain red until the locking is confirmed from the other end of the section.

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- At Berry and Bomaderry, white 'ROUTE SET' indicator lights are provided; if the route is available the light will flash when the route is requested and turn steady when the locking is confirmed from the other end of the section.

If a signal is cancelled and not approach locked there will be a delay of 60 seconds for the Kiama – Berry section and 20 seconds for Berry – Bomaderry section during which the signaller cannot request the route again. If the signal is approach locked the route may be re-cleared immediately.

The home signals within Berry interlocking are not subject to the coded track circuit delay and do not have a 'route set' indication. BE3 signal will delay clear if a train is on the controlling tracks for Wharf Road level crossing.

Failure of a Signal to Clear

If a route has attempted to be set and the starting signal has not cleared after 90 seconds, the signaller should cancel the route and contact the qualified worker at the other end of the section to ensure the opposing route or blocking has not attempted to be set. The signaller should wait for 2 minutes to ensure all locking has been released before attempting to re-clear the signal.

Locking

Approach locking will be provided on the new controlled signals.

- At Berry a time limit of 120 seconds applies to release approach locking if the signal is restored to stop with a train closely approaching. When Frame C or Frame D is reverse an unconditional time limit of 120 seconds applies to release the approach locking.
- At BY5 an unconditional time limit of 120 seconds applies to release the approach locking.

Where route holding is applied a track timing function has been provided to release the route holding.

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Section Blocking

Section blocking switches will be provided at Wollongong, Berry and Bomaderry. Blocking will prevent the starting signals clearing into the section. Blocking will not be effective if a route is already set into the section from the other end.

- At Wollongong a three-position key-locked switch will be provided for the Kiama – Berry section. It shall operate in the same manner as the existing blocking switches on this panel.
- At Berry, a two-position key-locked switch will be provided for each of the sections Berry – Kiama and Berry – Bomaderry.
- At Bomaderry, a two-position key-locked switch will be provided for the section Bomaderry – Berry; this switch will be located in an SL-locked box below the diagram.

To facilitate block working of rail traffic under signals the blocking switches may be switched to 'blocked' after the starting signal has been cleared. As soon as the section has become occupied and the starting signal returned to stop, the section block will be applied and the blocked indicator will illuminate.

Special Features – Berry

Call Up Section

A 'CALL UP SECTION' button is provided on Berry panel to pre-set the route from BE4 without clearing the signal. This initiates the locking process which involves the 60-second delay.

- To set the up section without clearing BE4, press the call up section push button. If the route is available the '4 route set' light will flash. When the route has set the 4 route set light will change to a steady white light. 4 signal repeater will remain red.
- Pressing 4 Signal push button with 4 route set light steady will clear BE4 immediately, or after a delay if a train is on the Wharf Road level crossing controlling track circuits.

This feature can be used to prevent unnecessary operation of Wharf Road crossing during platform duties.

Closing Facility

A three position key locked closing switch (Remote/Local/Closing) will be provided to allow the interlocking to work automatically. Indications are provided to show when the interlocking has responded to the closing switch position.

- Remote: Provided for future remote control. Will not be brought into use at this stage.
- Local: Provides manual control of the interlocking. Signals must be cleared manually using the panel push buttons for each train movement.
- Closing: Provides automatic operation of the Berry interlocking. Home and starting signals will clear automatically on the approach of a train should the route be clear. Panel controls are disabled when in closing.

To put the panel into Closing ensure no section blocking is applied. If there is no train within yard limits then ensure no routes are set. If a train is between BE4 and BE7 one of these signals must be cleared before the panel will go into closing. Move the closing switch from Local to Closing and ensure the closing indicator is lit.

To put the panel into Local control move the closing switch from Closing to Local and ensure the local indicator is lit. Any routes that had been automatically set with the panel in closing will remain set until the passage of the train or until cancelled by the signaller.

When leaving the panel unattended the panel should be put into closing with the keys removed from the panel and kept in a secure location.

Release for Frame C & D

Frames C & D will be provided with electric locks and points push button release units to release the ground frames. The points pushbutton release unit consists of an SL locked box that contains a push button to unlock the frame and a 'release available' indicator (green). Instructions for operating the points pushbutton release units are inscribed inside the cover.

A releasing lever 71 for Frames C and D will be provided on the control panel. A time release on UX2T track of 60 seconds will be applied before the release becomes available after using route BE3 or BE8.

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- To give the release for the sidings all signals must be at stop and UX2T time release indicator illuminated if route BE3 or BE8 was used previously.
- Operate the releasing lever 71 on the control panel. 71 Reverse indicator (yellow) will illuminate. Whenever the ground frames are normal but the releasing lever is reversed the normal indicator will flash.
- The 'Release Available' light in the points push button release units at both ground frames will flash green when the release has been given on the control panel.
- Pressing the push button will unlock the frame for 10 seconds. When the frame is unlocked then indicator will become steady green. After that time the frame will lock again and the indicator will begin to flash. Press the button each time to operate the ground frame as required for shunting movements.
- When shunting is complete restore the ground frame normal and close and lock the push button unit.
- When the releasing lever 71 is restored normal the push button release units will become disabled.

It is possible to set the route BE4 or BE7 when the releasing lever has been reversed. BE4 will not clear if Frame D is not normal and BE7 will not clear if Frame C is not normal.

Miscellaneous Indicators & Audible Alarm

Lamp Fail, power supply Normal, Warning and Fail indicators will be provided. If a power supply changes state or an interlocking fails an audible alarm will alert the signaller. The audible alarm will also sound when the panel switches between Closing, Local and Remote. The alarm may be silenced by pressing the Alarm Acknowledge button. The alarm will not sound if the panel is in closing.

Special Features – Bomaderry

BY5 Push Button

When it is required to shunt out beyond BY5 the train will proceed into the section on the authority of BY5 signal. As the train enters the section BY5 will return to stop. When the train returns behind BY5 the signal must be re-cleared. This can be achieved by re-stroking Lever 5 at Frame A or using the pushbutton located at Frame D.

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The push button unit is an SL locked box that contains a route set light and push button. This allows BY5 to be re-cleared after a shunt into the section provided Lever 5 at Frame A remains reverse. Instructions for operating the pushbutton are inscribed inside the cover.

Miscellaneous Indicators & Audible Alarm

Lamp Fail, power supply Normal, Warning and Fail indicators will be provided on the diagram at Frame A. The associated audible alarm and the Alarm Acknowledge button are located in the Station Managers office.

Drivers Diagrams

Drivers diagrams showing the new and altered arrangements at Kiama, Berry and Bomaderry appear in this Weekly Notice.

VER20012014
KIAMA DRIVERS DIAGRAM VER16012014
BERRY DRIVERS DIAGRAM VER16012014
BOMADERRY DRIVERS DIAGRAM VER16012014

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STRATHFIELD (INNER WEST) – CONVERSION OF 532A/B POINTS TO 'A' UNIT WITH SPHEROLOCK MECHANISM

Commencing at 0200 hours on **Saturday, 21 June 2014** and continuing until 0200 hours on Monday, 23 June 2014, the following work will be carried out:

The existing 532A points on the Up Suburban North and 532B points on the Up Suburban will be renewed. The point mechanisms will be replaced with an 'A' type point control unit utilising an in-bearer Spherolock arrangement.

532A points will be renewed in its existing location.

532B points will be relocated approximately 2m towards Strathfield station.

An Emergency Operations Lock (EOL) of the keyless type will be provided at 532B end.

VER08052014

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ST PETERS (ILLAWARRA) – RECONFIGURATION OF GUARD'S INDICATOR ARRANGEMENT

Since 0430 hours on **Thursday, 22 May 2014** the following work was carried out:

Platform No1 – Up Guard's Indicators

No1 Guards Indicator was renewed to LED type in the same position.

No2 Guards Indicator was removed.

Platform No3 – Up Guard's Indicator

The Guards Indicator was renewed to LED type in the same position.

VER15052014

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TEMPE (ILLAWARRA) – RENEWAL OF GUARD'S INDICATORS

Since 0430 hours on **Thursday, 22 May 2014** the following work was carried out:

Platform 1 Up Local Guard's Indicator

The existing Guard's Indicator was renewed to LED type in the same position.

Platform 3 Up Main Guard's Indicator

The existing Guard's Indicator was renewed to LED type in the same position.

VER15052014

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VALLEY HEIGHTS, SPRINGWOOD & LAWSON – CONVERSION OF SD5, SD42, LN53, LN59 AND LN60 SHUNT SIGNALS TO LED TYPE

Since 1730 hours on **Sunday, 1 June 2014** the following work was carried out:
Signals SD5, SD42, LN53, LN59, and LN60 were renewed to LED type lamps.
LN59 signal was post mounted and provided with route indicators. The route indicators were not brought into use and were covered.

VER30042014

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CENTRAL (EAST AREA) – CONVERSION OF 623A AND 623B POINTS

Since 0400 hours on **Monday, 28 April 2014**, the following work has been completed:

- The existing 623A points on the Down Illawarra Local was renewed and moved approximately 2m towards Country.
- The existing 623B points on the Down Suburban was renewed and moved approximately 8m towards Country.
- Spherolock mechanisms with 'A' style point controller units were installed.
- An Emergency Operations Lock (EOL) of the keyless type was provided at the 623B end.

VER20052014

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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
004–2012	TWP 176: Wayside Train Condition Monitor Alarms	27/9/12	7/10/12
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

Continued on the next page

Continued from the previous page

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

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STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
114-2013	NLA 320: Broadmeadow – Newcastle	28/11/13	12/12/13
108-2013	NLA 306: North Sydney	5/12/13	15/12/13
123-2013	NLA 402: Sydenham	5/12/13	15/12/13
125-2013	NLA 500: Lidcombe - Campbelltown	5/12/13	15/12/13
127-2013	NLA 208: Blacktown	5/12/13	15/12/13
126-2013	Metropolitan Freight Network (MFN) – ARTC Assume Signalling Control Function of Enfield	5/12/13	16/12/13
109-2013	NLA 416: Wollongong	12/12/13	22/12/13
110-2013	OSP 3: Protection Arrangements for Repairing Trains in Service	12/12/13	22/12/13
111-2013	OSP 23: Responding to Wayside Train Condition Monitoring Alarms	12/12/13	22/12/13
112-2013	Trial of New Speed Signs in the Sydney Trains Network	12/12/13	22/12/13
115-2013	NLA 608: Port Kembla	12/12/13	22/12/13
116-2013	NLA 502: Sefton Park Junction	12/12/13	22/12/13
117-2013	NLA 212: Penrith – Wallerawang	12/12/13	22/12/13
118-2013	NLA 504: Campbelltown	12/12/13	22/12/13
007-2014	Exception to TWP 108: Route Knowledge	19/12/13	3/1/14
001-2014	Network Rules – Network Forms – Network Procedures	9/1/14	19/1/14
002-2014	NLA 202: Clyde Down Sidings	9/1/14	19/1/14
003-2014	NLA 206: Clyde and Granville	9/1/14	19/1/14
004-2014	NLA 312: Gosford	9/1/14	19/1/14
005-2014	Worksite Handsignaller Ahead Signs NSG 604	9/1/14	19/1/14
006-2014	NLA 318: Broadmeadow – Woodville Junction	9/1/14	19/1/14
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
016-2014	NLA 102: Sydney Terminal	30/1/14	9/2/14
011-2014	NLA 104: City Circle	6/2/14	16/2/14
012-2014	NLA 100: Central	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

Continued on the next page

Continued from the previous page

Number	Title	Issued	Effective
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
035–2014	Southern Sydney Freight Line (SSFL) – Shared Corridor Protocols	13/3/14	23/3/14
026–2014	NLA 116: Flemington	13/3/14	23/3/14
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
033–2014	NLA 420 Bomaderry (Nowra)	27/3/14	6/4/14
034–2014	NLA 114: Strathfield	27/3/14	6/4/14
039–2014	NLA 108: Central – Sydenham (via Green Square)	3/4/14	13/4/14
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
042–2014	NLA 418: Wollongong – Bomaderry (Nowra)	1/05/14	11/05/14
044–2014	Worksite Protection Plan – Tablet Version Trial	1/05/14	11/05/14
045–2014	NLA 302: Hornsby	8/05/14	18/05/14
043–2014	Network Rules – Network Procedures	15/05/14	25/05/14
046–2014	NLA 618: Chullora	15/05/14	25/05/14
047–2014	NLA 616: Enfield	15/05/14	25/05/14
062–2014	Network Rules – Network Procedures – Network Forms	22/05/14	1/06/14

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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

Title	Status Sheet	Date issued
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Network Rules

General	9	July 2012
Work on Track	12	July 2012
Train Working	8	July 2012
Systems of Safeworking and Special Working	5	July 2012
Signals and Signs	9	July 2012
Glossary	8	July 2012

Network Procedures

Procedures	12	July 2012
Forms	8	July 2012

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)

Network Local Appendices

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

OSP 3	8	May 2012
OSP 4	4	Sept 2009
OSP 5	5	Sept 2009

Continued on the next page

Continued from the previous page

Title	Version	Date issued
OSP 6	4	Sept 2009
OSP 7	6	May 2012
OSP 8	3	Sept 2009
OSP 9	5	May 2012
OSP 10	3	Sept 2009
OSP 11	6	May 2012
OSP 12	6	Sept 2009
OSP 13	3	Sept 2009
OSP 14	6	May 2012
OSP 15	5	Sept 2009
OSP 16	6	May 2012
OSP 17	3	Sept 2009
OSP 18	5	Sept 2009
OSP 19	3	Sept 2009
OSP 20	4	May 2012
OSP 21	5	May 2012
OSP 22	2	Sept 2009

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

Continued on the next page

Continued from the previous page

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	Dec 2010
NRF 002 Track Occupancy Authority	5	Aug 2005
NRF 003 Infrastructure Booking Authority	3	Aug 2005
NRF 004 Condition Affecting the Network	2	Aug 2005
NRF 005 Special Proceed Authority	3	July 2012
NRF 007 Pilot Staff Ticket	2	Aug 2005
NRF 008 Pilot Staff Notice	2	Aug 2005
NRF 010 Pilot Staff Working Introduction	2	Aug 2005
NRF 011 Worksite Warning	2	Aug 2005
NRF 012 Checklist for an Unsignalled Movement within Consolidated Yard Limits	2	Aug 2005
NRF 013 Temporary Rail Bond Approval	2	Aug 2005
NRF 014 Pre-work Briefing	2	July 2012
NRF 015A Worksite Protection Plan	2	July 2012
NRF 015B Worksite Protection Plan for Lookout Working	2	July 2012
NRF 016 Protection Officer's Log Book	1	Dec 2010
NRF 017 Protection Officer's Diary	1	Dec 2010

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
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Tuesday, 20 May 2014