

39

weekly notice

Monday, 25 September 2017
Sunday, 1 October 2017



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.

***GENERAL MANAGER SAFETY AND STANDARDS
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
40	2/18/17–8/10/17	5/9/17
41	9/10/17–15/10/17	12/9/17
42	16/10/17–22/10/17	19/9/17
43	23/10/17–29/10/17	26/9/17

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

NETWORK RULES COMMENT & FEEDBACK REQUEST

The Network Rules Unit (NRU) is conducting a review of the Network Rules, Network Procedures and Network Forms. As part of this review NRU is seeking stakeholder involvement in the development process.

To assist in the development process stakeholders can submit their comments or feedback by email to NRU@transport.nsw.gov.au.

To ensure your comment or feedback is considered as part of the current review, submissions must be received no later than 2359 hours. **Sunday, 15 October 2017.**

HORNSBY MAINTENANCE CENTRE STABLING LIMITATIONS

Since **Friday, 25 August 2017**, and continuing until 0200 hours on Monday, 15 January, 2018, there will be power outage and possession requirements in Hornsby Yard (Inwards Car Shed Road, Outwards Car Shed Road, Up Loop, Number 1 Up Siding) which will result in limited overhead power supply for stabling within Hornsby Maintenance Centre.

The limitations are set out in the attachment for the number of sets that can be powered on.

ATTACHMENT

Suresh Raina

Manager Standard Operating Timetable, Future Network Delivery

Tel: 8922 0684 (external) 20684 (internal)

Mob: 0408 422 625

Email: suresh.raina@transport.nsw.gov.au

Only T sets permitted to stable

Hornsby MC Stabling Limitations - Aug 25, 2017 to Jan 15, 2018

Road no.	Capacity	Day stabling	Night stabling
Loop road, 1/2/3 roads (0600-0900)	4T	No	yes
Loop road (0900-1900)	4T	Shunting allowed	yes
1 road (0900-1900)	8T	Shunting allowed	yes
2 road (0900-1900)	8T	Shunting allowed	yes
3 road (0900-1900)	8T	Shunting allowed	yes
4 road	Not available		
5 road	Not available		
6 road	Not available		
7 road	Not available		
8 road	16T	Yes	Yes
9 road	8T	Yes	Yes
11 road	16T	Yes	Yes

Road no.	Capacity	Day stabling	Night stabling
12 road	16T	Yes	yes
13 road	16T	Yes	yes
14 road	16T	Yes	yes
15 arrival road	8 + 4	Yes	yes
16 wash road	16 cars	No	Yes

Time	Full yard limits	Max	Max	Max	Rds 1 to 11	Rds 12 to 16
		T Sets	Maintenance T sets **	Timetabled T Sets	Max limit	
00:00 – 04:00	1223	13	3	10	8	5
04:00 – 06:00	1102	11	3	8	6	5
06:00 – 09:00	337	3	3	0	0	3
09:00 – 15:00*	757	8	3	5	5	3
15:00 – 19:00*	644	7	3	4	5	2
19:00 – 22:00	909	9	3	6	7	2
22:00 – 23:59	962	10	3	7	8	2

0600-0900 No Trains to be powered on Loop rd, Rd 1, 2 & 3
Trains must have lowered pantographs

*** 0900-1900** Trains permitted to be shunted in/ out of Loop rd, Rd 1, 2 & 3
Trains must have lowered pantographs when not shunting

**** Maintenance includes exchange cars or trial trips**

HORNSBY – YARD AREA BOOK-OUT AND REMOVAL

Since **Saturday, 26 August 2017**, and continuing until 0200 hours Monday, 15 January 2018, the following signalling alterations will be carried out:

- Hornsby Yard area will be booked out of use and progressively removed.
- A temporary network access crossing will be installed at the entry of No.2-7 Up Sidings at approximately 34.146km

The Hornsby yard area will be booked out of use and progressively removed over a 4 month period in preparation for the final configuration.

All train movements between the Main Lines and the Up Loop, No.1 Up Siding, Inwards Car Shed Road and the Outward Car Shed Road will be disabled.

A single entry to the Hornsby Car Siding from the Main Lines will be available via 572 Points.

Frame B will be booked out of use. Local shunting will enable train movements between the Car Siding and the country end of the Outward Car Shed Road.

A new temporary buffer stop will be provided to represent the limit of train movements towards the city.

The following signal routes will be booked out of use.

Signal Route	Description	Route Indication	Remarks
HY53(M)F	Down Main to Up Loop	L	Main Route Booked out of use.
HY53(S)F	Down Main to Up Loop	UL	Shunt Route Booked out of use.
HY53(S)G	Down Main to Up Siding No.1	U1	Shunt Route Booked out of use.
HY53(S)H	Down Main to Inwards Car Shed	IC	Shunt Route Booked out of use
HY55(M)D	Up Main to Up Loop	L	Main Route Booked out of use + Indicator

Continued from the previous page

Signal Route	Description	Route Indication	Remarks
HY55(S)D	Up Main to Up Loop	UL	Shunt Route Booked out of use.
HY55(S)F	Up Main to Up Siding 1	U1	Shunt Route Booked out of use.
HY55(S)G	Up Main to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY57(M)D	Down Shore to Up Loop	L	Main Route Booked out of use + Indicator
HY57(S)D	Down Shore to Up Loop	UL	Shunt Route Booked out of use.
HY57(S)F	Down Shore to Up Siding 1	U1	Shunt Route Booked out of use.
HY57(S)G	Down Shore to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY59(M)C	Up Shore to Up Loop	L	Main Route Booked out of use + Indicator
HY59(S)C	Up Shore to Up Loop	UL	Shunt Route Booked out of use.
HY59(S)D	Up Shore to Up Siding No.1	U1	Shunt Route Booked out of use.
HY59(S)F	Up Shore to Inwards Car Shed	IC	Shunt Route Booked out of use.
HY106(M)A	Up Main to Up Loop	-	Main Route Booked out of use
HY106(S)A	Up Main to Up Loop	UL	Shunt Route Booked out of use
2 FRB	FRAME B	-	Booked out of use
3 FRB	FRAME B	-	Booked out of use
4 FRB	FRAME B	-	Booked out of use

Continued on the next page

The following signals will be fully booked out of use and removed on site.

Signal	Location	Remarks
HY76	Up Loop	All routes booked out of use.
HY78	No.1 Up Siding	All routes booked out of use
HY80	Inwards Car Shed Road	All routes booked out of use
HY82	Outwards Car Shed Road	All routes booked out of use
HY105 REPT	Up Loop	Booked out of use

The following points will be booked out of use and removed on site.

Points No.	Description	Remarks
531	Catch Point, Up Loop	Booked out of use + EOL
532A/B	Crossover, No.1 Up Siding to Up Main	Booked out of use + EOL
533A/B	Crossover, Inwards Car Shed Road to Up Main	Booked out of use + EOL
534A/B	Crossover, Outwards Car Shed Road to Up Main	Booked out of use + EOL

The following points will be Clipped, Spiked and XL Locked Normal.

Points No.	Description	Remarks
564A/B	Crossover / Catch, Up Main to Up Loop	Points Clipped, Spiked and XL Locked Normal
6B A/B	Crossover / Catch, Hornsby Car Siding to Outwards Car Shed Road	Points Clipped, Spiked and XL Locked Normal
7B	Turnout Hornsby Car Siding to Inwards Car Shed Road	Points Clipped, Spiked and XL Locked Normal

Train Control System

The ATRICS workstation at Homebush Signalling Centre will be amended to identify the booked out area. Signal route bars will be placed on the affected signals. Bars will also be placed on the booked out of use points.

All track circuits within the booked out area will be retained within the interlocking. These tracks will be shown as unoccupied on the ATRICS indication panel.

All vital normal detection for removed points has been retained within the interlocking. These points will have to be re-stroked normal in event of a system reboot or power-down. Reverse detection has been removed.

All current path functions on removed signals have been retained within the interlocking. This will avoid unnecessary alarms on the ATRICS workstation.

The new arrangements are depicted in the attached signalling arrangement diagram.

VER 10042017

DD VER 10042017

Continued on the next page

Adam Toffolo

Commissioning Engineer – Hornsby Junction Remodelling Project

Mob: 0416 942 861

Email: AToffolo@novorail.com.au

Jason Eadie

Signalling Design Manager, Parsons Brinckerhoff

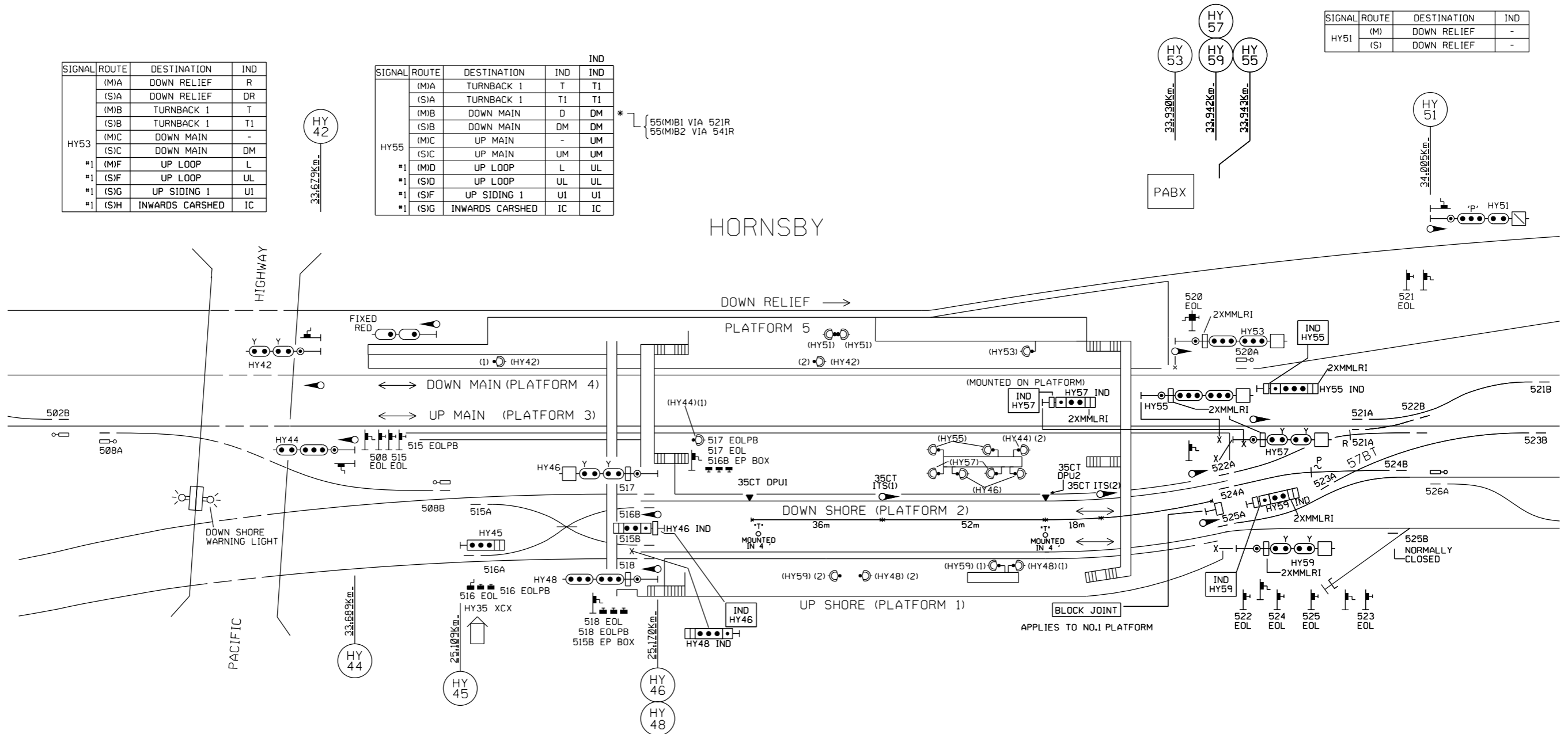
Tel: 02 9200 0930

Email: jeadie@pb.com.a26

SIGNAL	ROUTE	DESTINATION	IND
HY53	(M)A	DOWN RELIEF	R
	(S)A	DOWN RELIEF	DR
	(M)B	TURNBACK 1	T
	(S)B	TURNBACK 1	T1
	(M)C	DOWN MAIN	-
(S)C	DOWN MAIN	DM	
#1	(M)F	UP LOOP	L
#1	(S)F	UP LOOP	UL
#1	(S)G	UP SIDING 1	U1
#1	(S)H	INWARDS CARSHED	IC

SIGNAL	ROUTE	DESTINATION	IND	IND
HY55	(M)A	TURNBACK 1	T	T1
	(S)A	TURNBACK 1	T1	T1
	(M)B	DOWN MAIN	D	DM
	(S)B	DOWN MAIN	DM	DM
	(M)C	UP MAIN	-	UM
(S)C	UP MAIN	UM	UM	
#1	(M)D	UP LOOP	L	UL
#1	(S)D	UP LOOP	UL	UL
#1	(S)F	UP SIDING 1	U1	U1
#1	(S)G	INWARDS CARSHED	IC	IC

SIGNAL	ROUTE	DESTINATION	IND
HY51	(M)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-



SIGNAL	ROUTE	DESTINATION	IND
HY44	(M)A	UP MAIN	-
	(S)A	UP MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
HY45(S)	2	A	
	1	B	

SIGNAL	ROUTE	DESTINATION	IND	IND
HY46	(M)A	UP SHORE	S	S
	(S)A	UP SHORE	US	S
	(M)C	UP MAIN	M	M
(S)C	UP MAIN	UM	M	

SIGNAL	ROUTE	DESTINATION	IND	IND
HY48	(M)A	UP SHORE	-	-
	(S)A	UP SHORE	US	S
	(M)C	UP MAIN	-	-
	(S)C	UP MAIN	UM	M

SIGNAL	ROUTE	DESTINATION	IND	IND
HY57	(M)A	TURNBACK 1	T	T1
	(S)A	TURNBACK 1	T1	T1
	(M)B	DOWN MAIN	D	DM
	(S)B	DOWN MAIN	DM	DM
	(M)C	UP MAIN	U	UM
(S)C	UP MAIN	UM	UM	
#1	(M)D	UP LOOP	L	UL
#1	(S)D	UP LOOP	UL	UL
#1	(S)F	UP SIDING 1	U1	U1
#1	(S)G	INWARDS CARSHED	IC	IC
#1	(S)J	UP SIDINGS	US	US

SIGNAL	ROUTE	DESTINATION	IND	IND
HY59	(M)A	DOWN MAIN	D	DM
	(S)A	DOWN MAIN	DM	DM
	(M)B	UP MAIN	U	UM
	(S)B	UP MAIN	UM	UM
	(M)C	UP LOOP	L	UL
#1	(S)C	UP LOOP	UL	UL
#1	(S)D	UP SIDING 1	U1	U1
#1	(S)F	INWARDS CARSHED	IC	IC
#1	(S)H	UP SIDINGS	US	US

*1 ROUTE BOOKED OUT OF USE



HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 1 OF 3

WN 34 to 52 - 2017

VER 10042017

SIGNAL	ROUTE	DESTINATION	IND
HY70	(MA)	DOWN SHORE	2
	(SA)	DOWN SHORE	2
	(MB)	UP MAIN	3
	(SB)	UP MAIN	3
(MC)	DOWN MAIN	4	
(SC)	DOWN MAIN	4	

HY70(S)	
A	2 4
B	3

SIGNAL	ROUTE	DESTINATION	IND
HY60	(MA)	DOWN MAIN	-
	(SA)	DOWN MAIN	DM
	(SB)	DOWN RELIEF	DR

HY60(S)	
A	DM DR B

SIGNAL	ROUTE	DESTINATION	IND
HY83	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY93	(SA)	TURNBACK 1	T1
	(MB)	DOWN MAIN	-
	(SB)	DOWN MAIN	DM

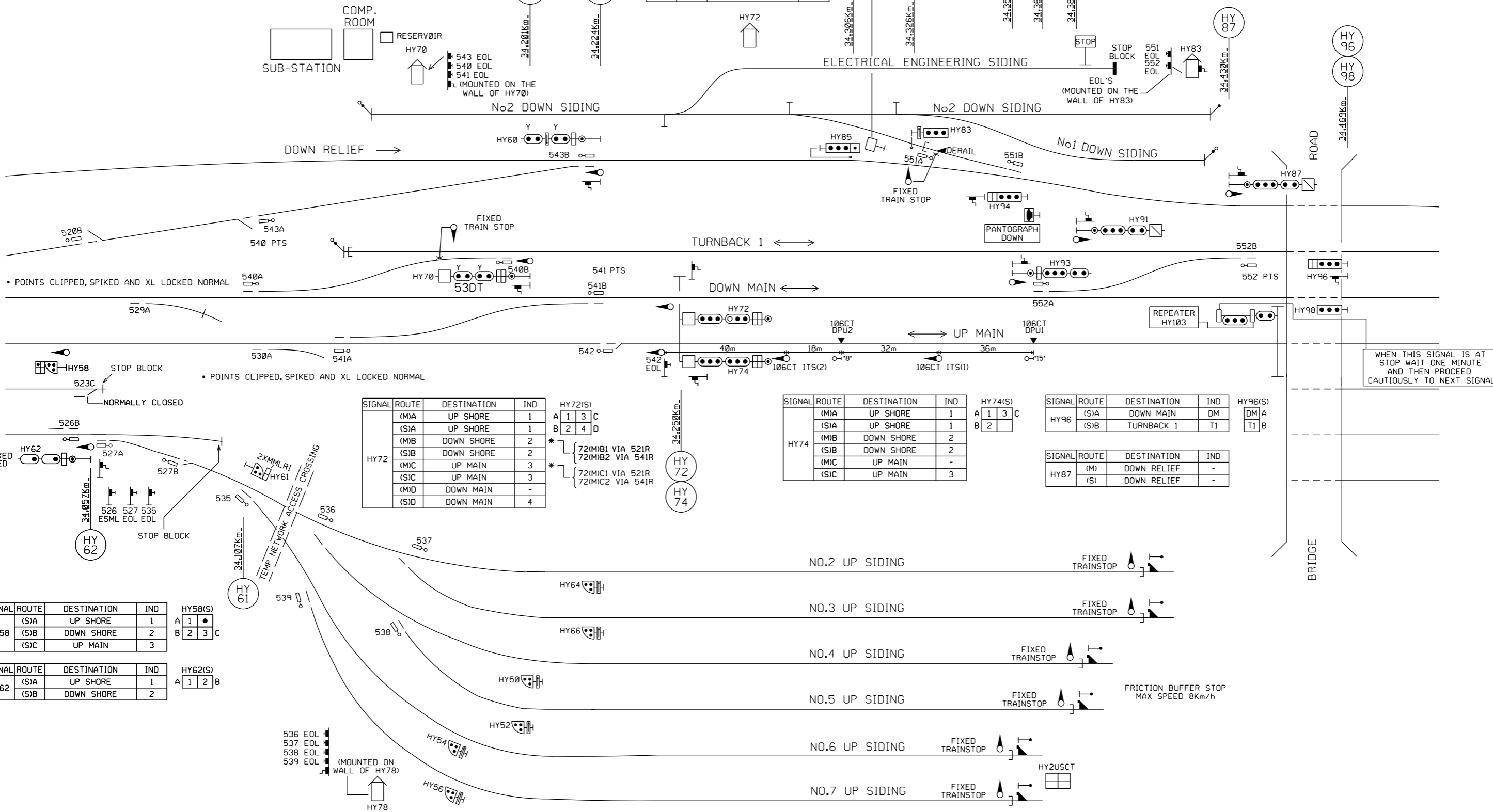
HY93(S)	
A	T1 DM B

SIGNAL	ROUTE	DESTINATION	IND
HY94	(SA)	DOWN RELIEF	DR
	(SB)	DOWN SIDING	DS

HY94(S)	
DR	A
DS	B

SIGNAL	ROUTE	DESTINATION	IND
HY85	(S)	DOWN RELIEF	-

END SIGNALLED AUTHORITY
DO NOT PROCEED
UNLESS AUTHORISED



• POINTS CLIPPED, SPIKED AND XL LOCKED NORMAL

• POINTS CLIPPED, SPIKED AND XL LOCKED NORMAL

WHEN THIS SIGNAL IS AT STOP WAIT ONE MINUTE AND THEN PROCEED CAUTIOUSLY TO NEXT SIGNAL

SIGNAL	ROUTE	DESTINATION	IND
HY72	(MA)	UP SHORE	1
	(SA)	UP SHORE	1
	(MB)	DOWN SHORE	2
	(SB)	DOWN SHORE	2
	(MC)	UP MAIN	3
	(SC)	UP MAIN	3
	(MD)	DOWN MAIN	-
	(SD)	DOWN MAIN	4

HY72(S)	
A	1 3 C
B	2 4 D

SIGNAL	ROUTE	DESTINATION	IND
HY74	(MA)	UP SHORE	1
	(SA)	UP SHORE	1
	(MB)	DOWN SHORE	2
	(SB)	DOWN SHORE	2
	(MC)	UP MAIN	-
	(SC)	UP MAIN	3

HY74(S)	
A	1 3 C
B	2

SIGNAL	ROUTE	DESTINATION	IND
HY96	(SA)	DOWN MAIN	DM
	(SB)	TURNBACK 1	T1

HY96(S)	
DM	A
T1	B

SIGNAL	ROUTE	DESTINATION	IND
HY87	(M)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY58	(SA)	UP SHORE	1
	(SB)	DOWN SHORE	2
	(SC)	UP MAIN	3

HY58(S)	
A	1 3 C
B	2

SIGNAL	ROUTE	DESTINATION	IND
HY62	(SA)	UP SHORE	1
	(SB)	DOWN SHORE	2

HY62(S)	
A	1 2 B

NSW Transport

HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
SIGNALLING ARRANGEMENT DIAGRAM
PART 2 OF 3

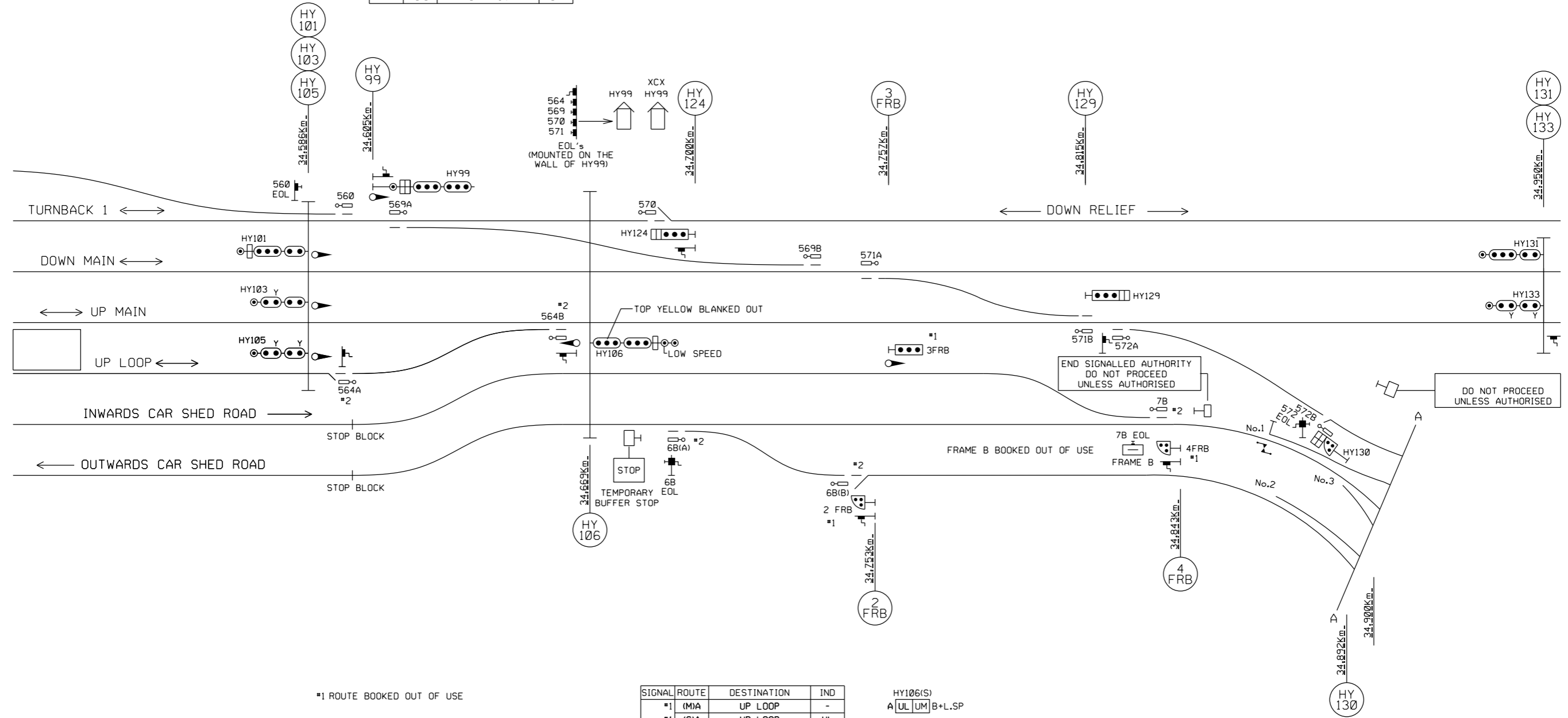
WN 34 to 52 - 2017 VER 10042017

SIGNAL	ROUTE	DESTINATION	IND
HY101	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

SIGNAL	ROUTE	DESTINATION	IND
HY99	(M)A	DOWN RELIEF	-
	(S)A	DOWN RELIEF	DR
	(M)B	DOWN MAIN	-
	(S)B	DOWN MAIN	DM
(S)C	UP MAIN	UM	

SIGNAL	ROUTE	DESTINATION	IND
HY124	(S)A	TURNBACK 1	T1
	(S)B	DOWN RELIEF	DR

SIGNAL	ROUTE	DESTINATION	IND
HY129	(S)A	UP MAIN	UM
	(S)B	CAR SHEDS	CS



*1 ROUTE BOOKED OUT OF USE
 *2 POINTS CLIPPED, SPIKED, XL LOCKED & DETECTED IN NORMAL POSITION

SIGNAL	ROUTE	DESTINATION	IND
*1	(M)A	UP LOOP	-
	(S)A	UP LOOP	UL
HY106	(M)B	UP MAIN	-
	(S)B	UP MAIN	UM

HY106(S)
 A [UL] [UM] B+L.SP

SIGNAL	ROUTE	DESTINATION	IND
HY130	(S)A	UP MAIN	UM
	(S)B	DOWN MAIN	DM
	(S)C	TURNBACK 1	T1
	(S)D	DOWN RELIEF	DR

HY130(S)
 A [UM] [T1] [C]
 B [DM] [DR] [D]



**HORNSBY JUNCTION REMODELLING PROJECT STAGE 23
 SIGNALLING ARRANGEMENT DIAGRAM
 PART 3 OF 3**

HORNSBY – REMOVAL OF 529B AND 530 POINTS. INSTALLATION OF 530A POINTS

Since **Saturday, 26 August 2017** the following signalling alterations were carried out:

- Existing 529A points on the Down Main have been booked out of use, clipped and XL locked in the normal position, for future removal at a later stage.
- Existing 529B points on the Up Main have been removed
- Existing 530 points on the Up Main have been removed.
- New 530A Points have been installed on the Up Main Line at 34.113km. These points are clipped and XL locked normal and will not be brought into use until a later stage
- No alterations were made to the indications at Homebush Signal Box

The new arrangements are depicted in the attached signalling arrangement diagram.

VER 28082017

DD VER 28082017

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

SIGNAL	ROUTE	DESTINATION	IND
HY70	(IMA)	DOWN SHORE	2
	(SIA)	DOWN SHORE	2
	(IMB)	UP MAIN	3
	(SIB)	UP MAIN	3
	(IMC)	DOWN MAIN	4
(SIC)	DOWN MAIN	4	

SIGNAL	ROUTE	DESTINATION	IND
HY60	(IMA)	DOWN MAIN	-
	(SIA)	DOWN MAIN	DM
	(SIB)	DOWN RELIEF	DR

SIGNAL	ROUTE	DESTINATION	IND
HY85	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY83	(S)	DOWN RELIEF	-

SIGNAL	ROUTE	DESTINATION	IND
HY93	(SIA)	TURNBACK 1	T1
	(IMB)	DOWN MAIN	-
	(SIB)	DOWN MAIN	DM

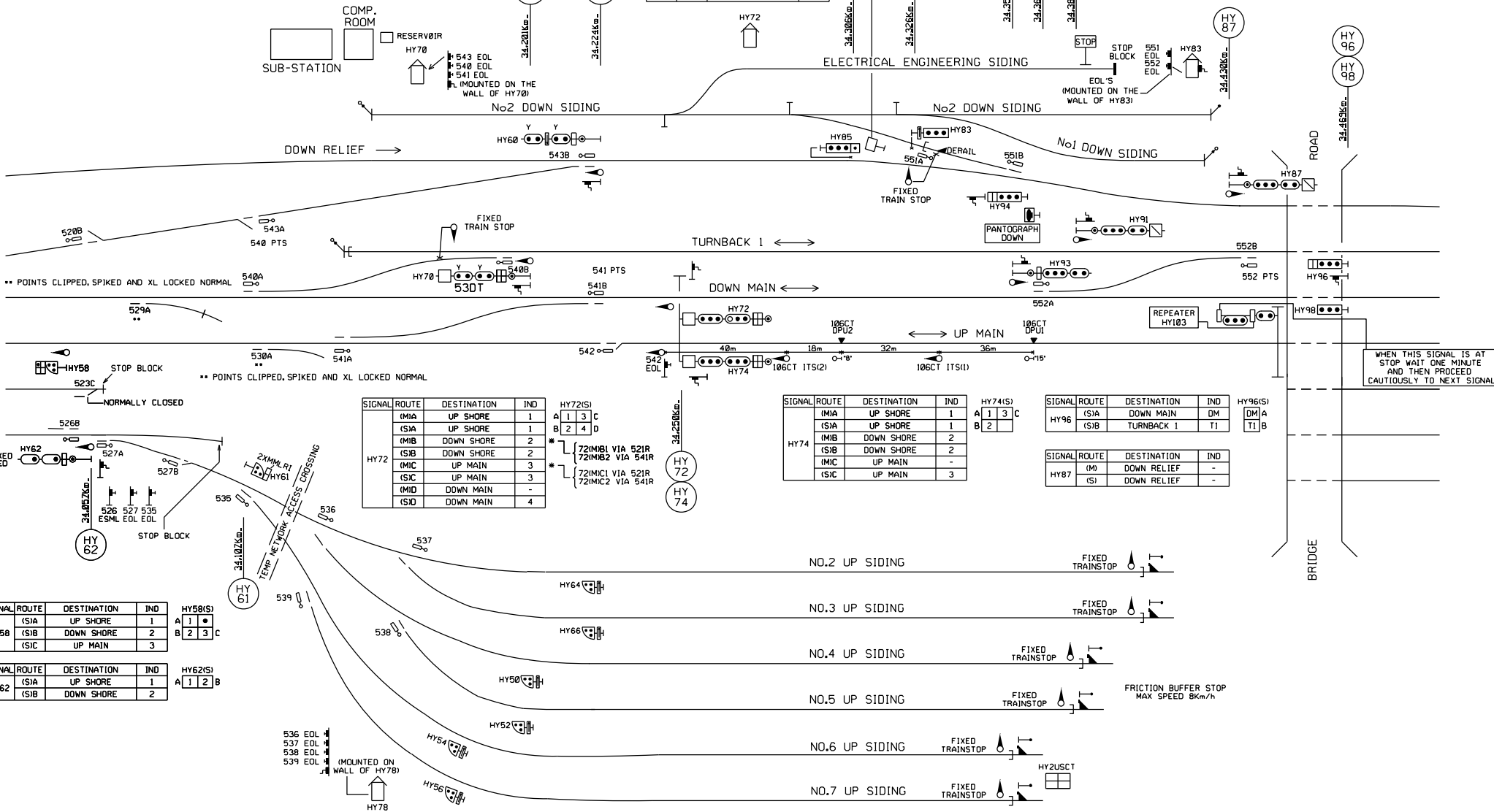
SIGNAL	ROUTE	DESTINATION	IND
HY94	(SIA)	DOWN RELIEF	DR
	(SIB)	DOWN SIDING	DS

SIGNAL	ROUTE	DESTINATION	IND
HY94(S)	(DR)	DOWN RELIEF	DR
	(DS)	DOWN SIDING	DS

SIGNAL	ROUTE	DESTINATION	IND
HY96	(SIA)	DOWN MAIN	DM
	(SIB)	TURNBACK 1	T1

SIGNAL	ROUTE	DESTINATION	IND
HY96(S)	(DM)	DOWN MAIN	DM
	(T1)	TURNBACK 1	T1

SIGNAL	ROUTE	DESTINATION	IND
HY98	(IM)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-



WHEN THIS SIGNAL IS AT STOP WAIT ONE MINUTE AND THEN PROCEED CAUTIOUSLY TO NEXT SIGNAL

SIGNAL	ROUTE	DESTINATION	IND
HY58	(SIA)	UP SHORE	1
	(SIB)	DOWN SHORE	2
	(SIC)	UP MAIN	3

SIGNAL	ROUTE	DESTINATION	IND
HY58(S)	(1)	UP SHORE	1
	(2)	DOWN SHORE	2
	(3)	UP MAIN	3

SIGNAL	ROUTE	DESTINATION	IND
HY62	(SIA)	UP SHORE	1
	(SIB)	DOWN SHORE	2

SIGNAL	ROUTE	DESTINATION	IND
HY62(S)	(1)	UP SHORE	1
	(2)	DOWN SHORE	2

SIGNAL	ROUTE	DESTINATION	IND
HY72	(IMA)	UP SHORE	1
	(SIA)	UP SHORE	1
	(IMB)	DOWN SHORE	2
	(SIB)	DOWN SHORE	2
	(IMC)	UP MAIN	3
(SIC)	UP MAIN	3	
(IMD)	DOWN MAIN	-	
(SID)	DOWN MAIN	4	

SIGNAL	ROUTE	DESTINATION	IND
HY72(S)	(1)	UP SHORE	1
	(2)	DOWN SHORE	2
	(3)	UP MAIN	3
	(4)	DOWN MAIN	4

SIGNAL	ROUTE	DESTINATION	IND
HY74	(IMA)	UP SHORE	1
	(SIA)	UP SHORE	1
	(IMB)	DOWN SHORE	2
	(SIB)	DOWN SHORE	2
	(IMC)	UP MAIN	-
(SIC)	UP MAIN	3	

SIGNAL	ROUTE	DESTINATION	IND
HY74(S)	(1)	UP SHORE	1
	(2)	DOWN SHORE	2

SIGNAL	ROUTE	DESTINATION	IND
HY96	(SIA)	DOWN MAIN	DM
	(SIB)	TURNBACK 1	T1

SIGNAL	ROUTE	DESTINATION	IND
HY96(S)	(DM)	DOWN MAIN	DM
	(T1)	TURNBACK 1	T1

SIGNAL	ROUTE	DESTINATION	IND
HY87	(IM)	DOWN RELIEF	-
	(S)	DOWN RELIEF	-



Transport

HORNSBY JUNCTION REMODELLING PROJECT
SIGNALLING ARRANGEMENT DIAGRAM
PART 1 OF 1

ASHFIELD (MAIN SUBURBAN) – REMOVAL OF 504 POINTS

Commencing at 0200 hours on **Saturday, 7 October 2017**, and continuing until 0200 hours on Monday, 9 October 2017 the following work will be carried out.

- 504A/B points (Down Suburban to Up Suburban) and all associated trackside equipment will be removed.

There will be no changes to the control desk and indication panel at Homebush Control Centre.

VER04092017

Daniel Kemp

Senior Signals Engineer – Maintenance Engineering

Tel: (02) 9536 3887 (external) 6 3887 (internal)

Mob: 0467 719 195

Email: DANIEL.KEMP@transport.nsw.gov.au

Simon Pettitt

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

Tel: (02) 8575 0582 (external) 3 9582 (internal)

Email: SIMON.PETTITT@transport.nsw.gov.au

STATUS OF TOM NOTICES

Number	Title	Issued	Effective
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
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
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
006–2017	OMDT 500: Minimum Standards for Hunter Rail Cars	30/3/17	9/4/17
007–2017	WAR 208 Main Power Faults	30/3/17	9/4/17
005–2017	TWP 150: Damaged or Missing Window Glass	6/4/17	16/4/17
009–2017	Operation of H-set (OSCAR) trains fitted with ATP	25/5/17	4/6/17
010–2017	Train Specifications & Descriptions	15/6/17	25/6/17
008–2017	TWP 176: Wayside Train Condition Monitoring	6/7/17	16/7/17
004–2017	TWP174 ICE Radio	20/7/17	31/7/17
011–2017	Exception to TWP108: Route Knowledge	3/8/17	18/8/17

STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
005–2017	Network Rules Publications	9/2/17	19/2/17
008–2017	Trial of Signal Key Switches	2/3/17	12/3/17
011–2017	Trial of Worksite Delineation Markers	30/3/17	11/4/17
012–2017	Unreliable track circuit operation	18/5/17	28/5/17
013–2017	WAR 030 Minimum Standards	6/7/17	16/7/17
014–2017	XPT 030 MOS	6/7/17	16/7/17
015–2017	Management of work on track at Interface	6/7/17	16/7/17
016–2017	Digital Train Radio System	3/8/17	13/8/17

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 Rules	RailSafe Website	Online documents
Network Procedures	RailSafe Website	Online documents
Network Forms (Units)	RailSafe Website	Online documents
Network Local Appendices	RailSafe Website	Online documents
Operator Specific Procedures	RailSafe Website	Online documents

The Network Rules, Network Procedures and Network Forms (Units) have changed and are available as a digital-only publication.

Network Forms will continue to be available as printed pads or workbooks and you can order these through your Distribution Officer online through the RailSafe website.

STATUS OF TRAIN WORKING PROCEDURES

Title	Version	Date issued
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
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

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

Gary Poulson

Team Leader TCAC

Tel: 93791702

Email: gary.poulson@transport.nsw.gov.au

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

Fiona Eid

Administration Assistant

Operations Central

Tel: 9379 4489

Email: fiona.eid@transport.nsw.gov.au

Rochelle Takai

Administration Support Campbelltown

Tel: 0407976529

Email: rochelle.takai@transport.nsw.gov.au

Mario Chalouhi

Train Crew Standards Manager

Tel: 42616

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

Gretchen Wilson

Business Support Officer

Tel: 42314

Email: gretchen.wilson@transport.nsw.gov.au

William Morrison

Signal Box Operations — North

Tel: 9 1057

Email: William.Morrison@transport.nsw.gov.au

Mohamad Chahine

Signal Box Operations - Sydenham

Tel: 37705

Email: mohanad.chahine@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.

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

Engineering & System Integrity

Teresa Sitjar

Signalling & Control Systems
Tel: 42458
Email: Teresa.Sitjar@transport.nsw.gov.au

Kenneth Maran

Signalling & Control Systems
Tel: 26141
Email: kenneth.maran@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

Robert Neloski

Training — Learning and Development
Tel: 2 7567
Email: robert.neloski@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

Adam Tonkin

Operational Improvement Manager
Tel: 8574 2960 Mob: 041 7694249
Email: ADAM.TONKIN@transport.nsw.gov.au

Ashley Brandse

Associate Director Operation North & Central
Tel: 4962 9820
Email: ASHLEY.BRANDSE@transport.nsw.gov.au

Emma Abernethy

Area Manager Newcastle
Tel: 4907 7540 Mob: 0437308515
Email: EMMA.ABERNATHY@transport.nsw.gov.au

Netti Byrnes

Area Manager Central Coast
Tel: 43499210 Mob: 0458261501
Email: Annette.Byrnes@transport.nsw.gov.au

Robert Blanch

Area Manager Hunter & Regional North

Mob: 041 9498494

ROBERT.BLANCH@transport.nsw.gov.au

Leisa Case

Area Manager Central Intercity

Mob: 0429900371

LEISA.CASE@transport.nsw.gov.au

Dwayne Purcell

Area Manager Central Regional

Mob: 0428670580

DWAYNE.PURCELL@transport.nsw.gov.au

Michael Dorrian

Area Manager South Coast

Mob: 0439743316

Michael.dorrian@transport.nsw.gov.au

Tiffany Glasgow

Area Manager West

Mob: 0439743316

Tiffany.glasgow@transport.nsw.gov.au

Ian Mondon

Area Manager South Main

Mob: 0427016255

Ian.mondon@transport.nsw.gov.au

NOTES

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.

General Manager Safety and Standards
Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 12 September 2017