

36

weekly notice

Monday, 28 August 2017
Sunday, 3 September 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
37	11/9/17–17/9/17	15/8/17
38	18/9/17–24/9/17	22/8/17
39	25/9/17–1/10/17	29/8/17
40	2/18/17–8/10/17	5/9/17

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

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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.**

COMMISSIONING OF NEWCASTLE INTERCHANGE AND NEW HAMILTON STABLING YARD – ALTERATIONS TO STANDARD WORKING TIMETABLE 2013, RAIL PASSENGER SERVICES BOOKS 1 AND 2

Commencing **Saturday 23 September 2017**, Newcastle Interchange and the new Hamilton Stabling Yard will be brought into use.

Alterations to the 2013 Standard Working Timetable Book 1 and Book 2 will be advertised in STN1234-2017 and includes the following changes:

- All trains that currently commence or terminate at Hamilton will instead commence or terminate at Newcastle Interchange.
- Trains will operate as non-revenue services between Hamilton and Newcastle Interchange in both directions.
- Additional non-revenue services will operate between Newcastle Interchange and Hamilton Stabling Yard in both directions.
- Overnight stabling will take place in the new Hamilton Stabling Yard.
- Decanting of H sets and V sets at Hamilton Stabling Yard.

All staff concerned are to familiarise themselves with the contents of STN1234-2017 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 & Implementation Manager.

Suresh Raina

Manager Standard Operating Timetable

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CLYDE (WEST) – PROVISION OF AUTOMATIC RE-CLEARING OF SIGNALS FOR THE DOWN MAIN AND UP MAIN

On **Wednesday, 13 September 2017** and Thursday, 14 September 2017, between 0000 hours and 0400 hours, the following work will be progressively brought into use at Clyde Signal Box:

Automatic re-clear push/pull buttons will be provided for the Down Main and Up Main through Clyde. The function allows for signals to automatically re-clear after the passage of each train. They apply only to the straight through main routes on the Down Main or Up Main.

The buttons are labelled 'DOWN MAIN AUTO 90.89.81' and 'UP MAIN AUTO 13.17.18R.21' and are coloured white with the letter 'A' engraved in black. The buttons illuminate when the automatic re-clear has been set.

Method of Operation

Down Main Automatic Re-clearing

To set automatic re-clearing of signals on the Down Main

- Set signal routes 90, 89 and 81.
- Depress the Down Main 'A' button.
- A white light will be displayed in the Down Main 'A' button when automatic working has been established.
- Signals on the Down Main will now clear automatically after the passage of each train.

To cancel automatic re-clearing of signals on the Down Main

- Pull the Down Main 'A' button to cancel and restore normal working.
- The Down Main 'A' button light will extinguish. Cancelling the auto re-clear function will not cancel any signal routes currently set.
- Alternatively, cancelling one of the signal routes (90, 89 or 81) will also cancel the auto re-clearing function.

Continued on the next page

Up Main Automatic Re-clearing

To set automatic re-clearing of signals on the Up Main

- Set signal routes 13, 17, 18R and 21.
- Depress the Up Main 'A' button.
- A white light will be displayed in the Up Main 'A' button when automatic working has been established.
- Signals on the Up Main will now clear automatically after the passage of each train.

To cancel automatic re-clearing of signals on the Up Main

- Pull the Up Main 'A' button to cancel and restore normal working.
- The Up Main 'A' button light will extinguish. Cancelling the auto re-clear function will not cancel any signal routes currently set.
- Alternatively, cancelling one of the signal routes (13, 17, 18R or 21) will also cancel the auto re-clear function.

VER25072017

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HORNSBY MAINTENANCE CENTRE STABLING LIMITATIONS

Commencing at 1900 hours on **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

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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

This article as advertised in Weekly Notices 32 & 33 is ammended as it relates to the mileage at the temporary network access crossing.

Commencing at 0200 hours on **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

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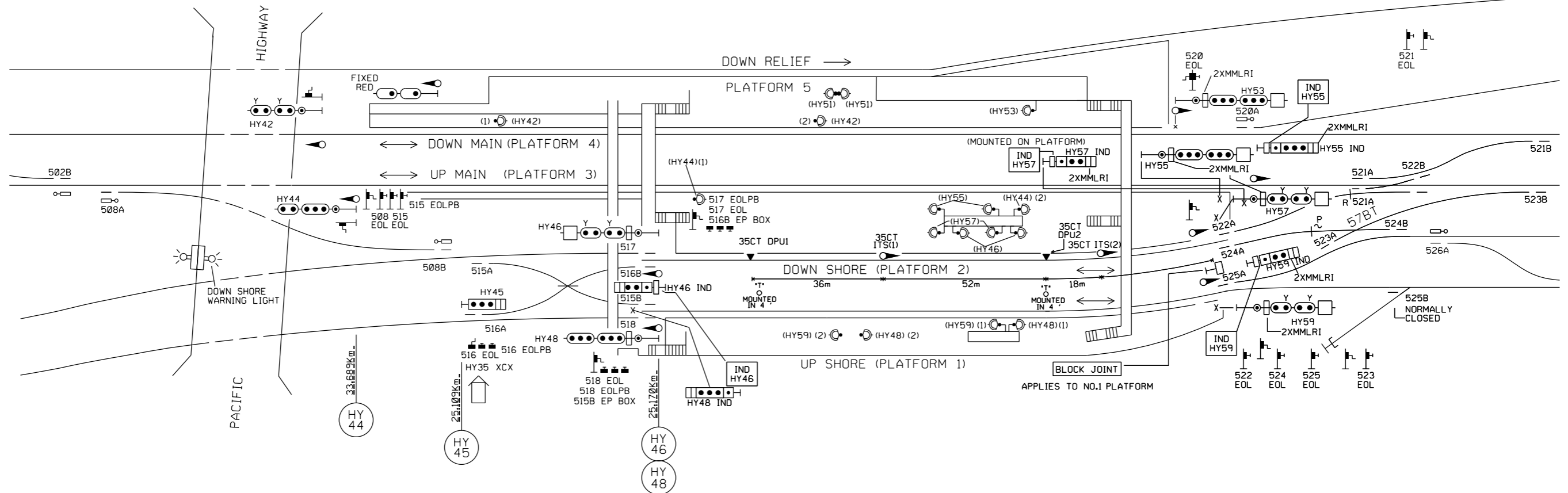
Email: jeadie@pb.com.a26

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
*1	(M)C	DOWN MAIN	-
	(S)C	DOWN MAIN	DM
	(M)F	UP LOOP	L
	(S)F	UP LOOP	UL
*1	(S)G	UP SIDING 1	U1
	(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
*1	(M)C	UP MAIN	-	UM
	(S)C	UP MAIN	UM	UM
	(M)D	UP LOOP	L	UL
	(S)D	UP LOOP	UL	UL
*1	(S)F	UP SIDING 1	U1	U1
	(S)G	INWARDS CARSHED	IC	IC

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

HORNSBY



SIGNAL	ROUTE	DESTINATION	IND
HY44	(M)A	UP MAIN	-
	(S)A	UP MAIN	-
HY45	(S)A	DOWN SHORE	2
	(S)B	UP SHORE	1

SIGNAL	ROUTE	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
*1	(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
*1	(M)C	UP MAIN	U	UM
	(S)C	UP MAIN	UM	UM
	(M)D	UP LOOP	L	UL
	(S)D	UP LOOP	UL	UL
*1	(S)F	UP SIDING 1	U1	U1
	(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
*1	(M)C	UP LOOP	L	UL
	(S)C	UP LOOP	UL	UL
	(S)D	UP SIDING 1	U1	U1
	(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

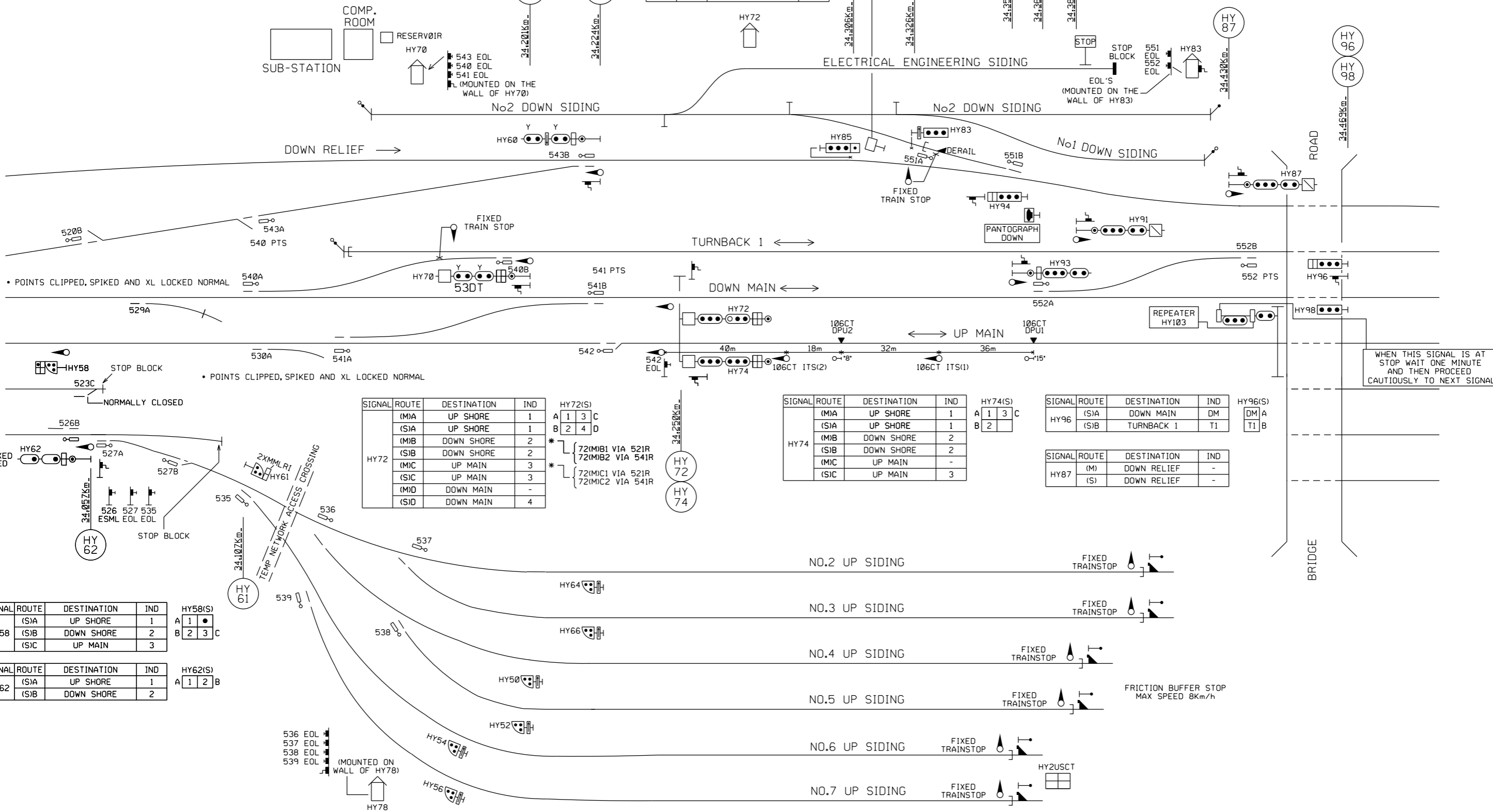
HY93(S)
A T1 DM B

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



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
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



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

HY101(S)
A DM UM B

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	

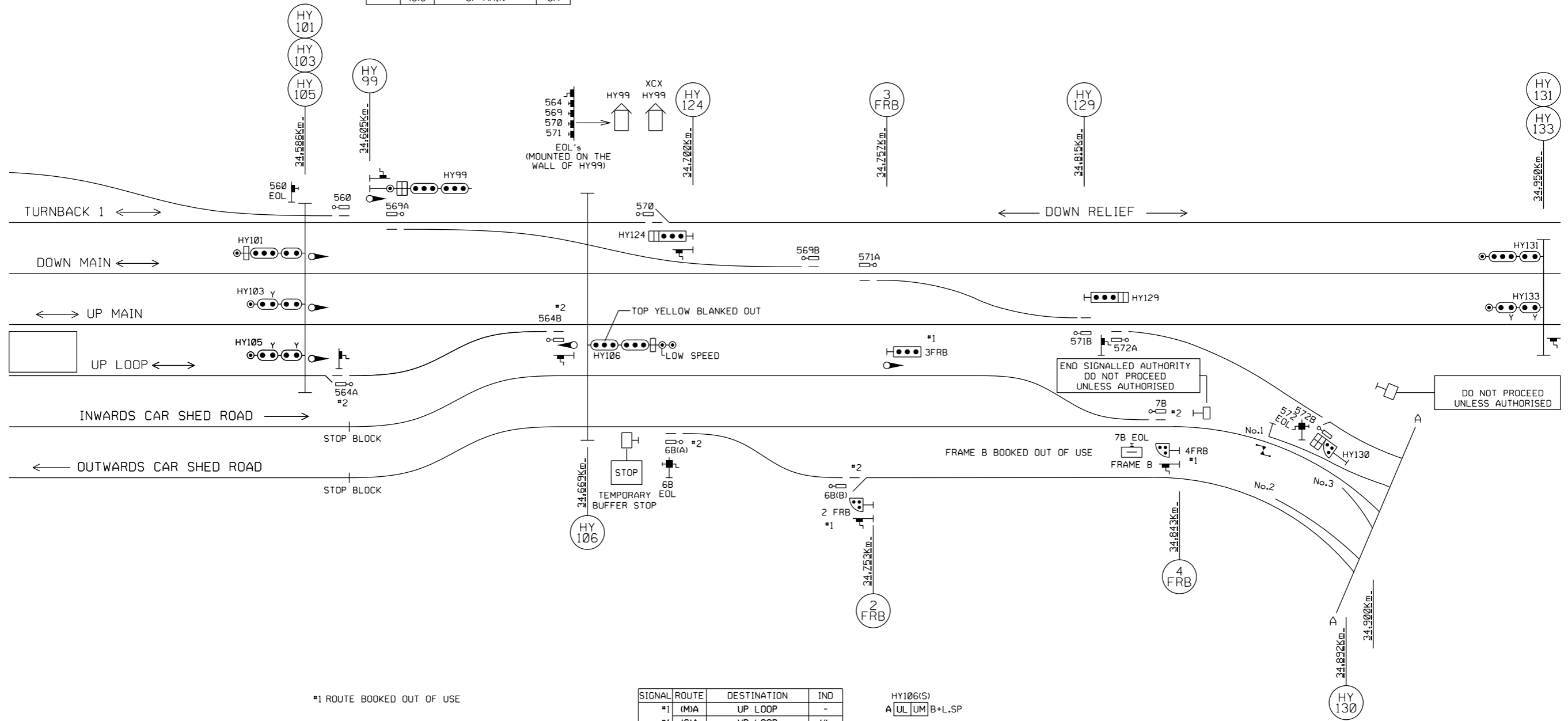
HY99(S)
A DR UM C
B DM

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

HY124(S)
T1 A
DR B

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

HY129(S)
UM A
CS B



*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



Transport

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

WN 34 to 52 - 2017

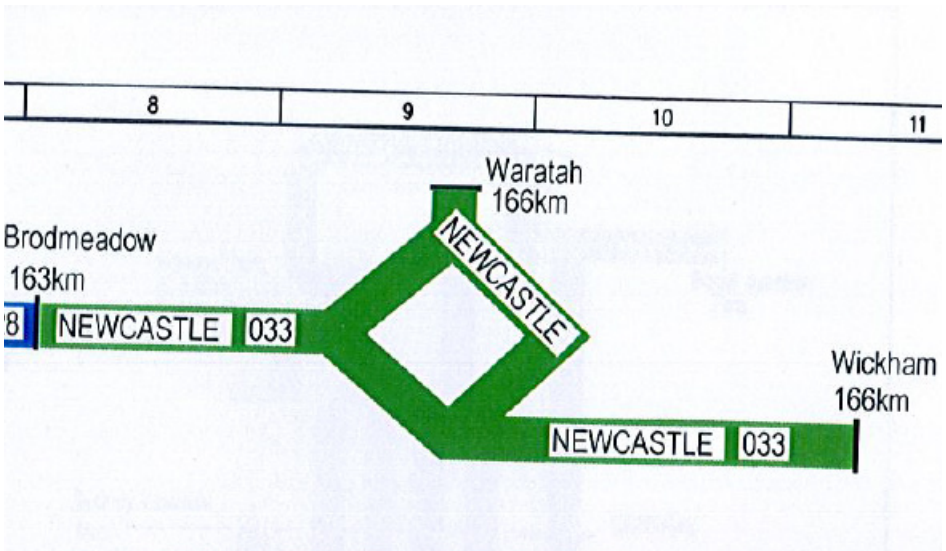
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CHANGE OF METRONET AND DTRS TRAIN RADIO SIGNALLER CONTROL AREAS FOR NEWCASTLE 033

Commencing 0300 **Monday, 25 September 2017**, the boundary between Hamilton Yard Signaller Area (034) and Newcastle Signaller Area (033) will be eliminated. Hamilton Yard Signaller Area will be merged with Newcastle Signaller Area and will be known as Newcastle Signaller Control Area.

The new Newcastle Signaller Area will retain the area code 033.

Please refer to the following Train Radio Signaller Area map to see the new configuration for Newcastle Signaller Area.



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HAMILTON (NORTH) / NEWCASTLE INTERCHANGE – COMMISSIONING OF NEWCASTLE INTERCHANGE AND STABLING YARD.

Commencing at 2200 hours on Monday, 18 September 2017 and continuing until 0200 hours on Monday, 25 September 2017 Newcastle Interchange and Stabling Yard will be brought into use.

- New signals, train stops, points and signage will be installed as detailed
- At the commencement of the possession Hamilton Shunters Building and Local Control Panel along with Hamilton Shunting Yard will be decommissioned. At the conclusion of the possession Newcastle Interchange Platforms 1, 2 & 3 will be brought into use along with Down Sidings 1, 2, 3 and 4.
- Control will be from Broadmeadow Signalling Complex with modifications to the existing Newcastle Panel to accommodate the alterations.
- The current Up and Down Branch lines will continue East from Hamilton Platforms through to the new Newcastle Interchange.
- The Up and Down Sidings in Hamilton Shunting Yard will become part of the Up and Down Branch Lines. Crossovers points 25 and 26 along with Derail 27 and 28 will be removed and straight railed.
- A new Bi-Directional Transit Road will be commissioned from Newcastle Interchange to Hamilton Stabling Yard.
- Points 480, 481, 482, 483, 484, 485, 486, 487 and 488 will be brought into use.
- The System for safe working is Rail Vehicle Detection.

A Drivers Diagram showing the new arrangements appears in this Weekly Notice.

New and Altered Signal and Route Designations

The following tables summarise the new and altered signals, signs, points, Guards Indicators and Warning Lights. Refer also to the Drivers Diagram for the new arrangements.

Continued on the next page

(W.N. 36 – 2017)

Newcastle Interchange – NE

Signal	Route	Designation	Route Indication	Remarks
NE1	-	Shunt, Down Siding 4 to Transit Road	-	New Signal
NE3	-	Shunt, Down Siding 3 to Transit Road	-	New Signal
NE5	-	Shunt, Down Siding 2 to Transit Road	-	New Signal
NE7	-	Shunt, Down Siding 1 to Transit Road	-	New Signal
NE8	8(S)A	Shunt, Transit Road to Down Siding 1	S1	New Signal. Intermediate Train Stops Provided. NE8 Train Stop Conditionally Driven by Train Approach Speed of 13km/h
	8(S)B	Shunt, Transit Road to Down Siding 2	S2	
	8(S)C	Shunt, Transit Road to Down Siding 3	S3	
	8(S)D	Shunt, Transit Road to Down Siding 4	S4	
NE9	9(M)A	Down Home, Platform 3 Road	3	New Signal. Repeater Provided at 164.855km. Intermediate Train Stops Provided.
	9(S)A	Shunt, Down Branch to Platform 3 Road	P3	
	9(M)B	Down Home Branch	-	
	9(S)B	Shunt on Down Branch	P2	
	9(M)C	Down Home, Platform 1 Road	1	
	9(S)C	Shunt, Down Branch to Platform 1 Road	P1	
NE10	-	Advanced Starting, Up Branch	-	New Signal. Auto - Re-clearing

Signal	Route	Designation	Route Indication	Remarks
NE11	11(S)A	Shunt, Up Branch to Platform 3 Road	P3	New Signal. 11(S)B2 set by Special Button on Panel
	11(S)B1	Shunt, Up Branch to Platform 2 Road via 484R	P2	
	11(S)B2	Shunt, Up Branch to Platform 2 Road via 487R	P2	
	11(S)C	Shunt, Up Branch to Platform 1	P1	
NE13	13(M)A	Transit Road Home, Platform 3 Road	-	New Signal. Intermediate Train Stops Provided.
	13(S)A	Shunt, Transit Road to Platform 3 Road	P3	
	13(M)B	Transit Road Home, Down Branch	2	
	13(S)B	Shunt, Down Branch	P2	
	13(M)C	Transit Road Home, Platform 1 Road	1	
NE17	17(M)	Low Speed on Platform 2 Road	-	New Signal. Intermediate Train Stops Provided
	17(S)	Shunt on Platform 2 Road	-	
NE18	18(M)A	Starting, Up Branch	-	New Signal
	18(S)A	Shunt, Platform 3 Road to Up Branch	UB	
	18(M)C	Starting, Transit Road	-	
	18(S)C	Shunt on Transit Road	TR	

Continued from the previous page

NE20	20(M)A1	Starting, Up Branch via 487R	U	New Signal and Co-Acting Signal. 20(M)A2 and 20(S)A2 set by Special Button on Panel
	20(S)A1	Shunt, Platform Road 2 to Up Branch via 487R	UB	
	20(M)A2	Starting, Up Branch via 484R	-	
	20(S)A2	Shunt, Platform Road 2 to Up Branch via 484R	-	
	20(M)C	Starting, Transit Road	T	
	20(S)C	Shunt, Platform 2 Road to Transit Road	TR	
NE22	22(M)A	Starting, Up Branch	-	New Signal
	22(S)A	Shunt on Up Branch	UB	
	22(M)C	Starting, Transit Road	-	
	22(S)C	Shunt, Platform 1 Road to Transit Road	TR	
NE26	-	Shunt on Platform 2 Road	-	New Signal

Hamilton Junction - HN

Signal	Route	Designation	Route Indication	Remarks
NH102.34	6(S)A	Shunt, Down Branch to Up Sidings	US	Signal Removed. YL/EYL Signs Removed from signal and Up Branch Line.
	6(S)B	Shunt, Down Branch to Down Sidings	DS	

Continued on the next page

Signal	Route	Designation	Route Indication	Remarks
HN5	5(M)	Down Home Branch	-	Existing Signal. New Medium and Clear Aspects
	5(S)	Shunt on Down Branch	-	
HN7	7(S)	Shunt, Down Branch to Up Branch	-	Signal Removed. Up Siding Car Marker Signs Removed. 55 Accept and Control Repeater Removed.
HN9	9(S)	Shunt on Up Branch	-	Signal Removed. Down Siding Car Marker Signs Removed. 55 Accept and Control Repeater Removed
HN12	12(M)	Up Home Main	-	Existing Signal. New Medium, Preliminary Medium and Clear Aspects.
	12(S)	Shunt on Up Main	-	

HN19	-	Down Home, Down Branch		Existing Signal. Auto Re-clearing added. New Caution, Medium and Clear Aspects. Low speed and Intermediate Train Stop removed
HN23	23(M)	Starting, Down Branch	-	New Signal. Left and Right Turn Out Repeater Provided. 2 Intermediate Train Stops Provided.
	23(S)	Shunt on Down Branch	-	
HN24	24(M)	Up Starting, Up Branch	-	New Signal. Auto Re-clearing. Left Turn Out Repeater Provided
	24(S)	Shunt on Up Branch	-	

Woodville Junction - WJ

Signal	Route	Designation	Route Indication	Remarks
WJ13	13(M)B	Down Home, Down Branch	-	Existing, Clear Aspect Brought into Use

Islington Junction - IJ

Signal	Route	Designation	Route Indication	Remarks
IJ24	24(M)A	Up Home, Up Main	-	Existing, Clear Aspect Brought into Use

Newcastle Interchange - New Point Designations

Points	Designation	Remarks
480	Points, Down Siding 3 / Down Siding 4	New Power Operated Points
481	Points, Down Siding 2 / Down Siding 3	New Power Operated Points
482	Points, Down Siding 1 / Down Siding 2	New Power Operated Points
483	Catch Points, Transit Road	New Power Operated Catch Points with 45m Containment Rail. Auto Normalising.
484A/B	Crossover, Up Branch to Down Branch	New Power Operated Points
485A/B	Crossover, Transit Road to Down Branch	New Power Operated Points
486A/B	Crossover, Down Branch to Transit Road	New Power Operated Points
487A/B	Crossover, Up Branch to Down Branch	New Power Operated Points
488A/B	Crossover, Up Branch to Down Branch	New Power Operated Points

Continued on the next page

Hamilton Yard – Altered Point Designations

Points	Designation	Remarks
25A/B	Crossover, Down Branch to Up Branch	Existing Power Operated Points Removed
26A/B	Crossover, Up Branch to Down Branch	Existing Power Operated Points Removed
27	Derail, Up Siding	Existing Power Operated Points Removed
28	Derail, Down Siding	Existing Power Operated Points Removed

Guards Indicators

Guards Indicator	Designation	Remarks
Hamilton Platform 2	Down Direction	Existing, Operated from HN23 Signal
Newcastle Interchange Platform 1	Up Direction	New, 2 x Guards Indicators Operated from NE22 Signal
Newcastle Interchange Platform 2	Up Direction	New, 3 x Guards Indicators Operated from NE20 Signal
Newcastle Interchange Platform 3	Up Direction	New, 2 x Guards Indicators Operated from NE18 Signal

Warning Lights

Guards Indicator	Designation	Remarks
UB WE 164.136	Up Branch – 164.136km	Existing, Modified
UB WE 164.210	Up Branch – 164.210km	Existing, Modified
UB WE 164.316	Up Branch – 164.316km	Existing, Modified

Emergency Operation of Points

New points will be fitted with Emergency Operation Lock (EOL) equipment of the fortress key type for emergency hand operation. 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. 483 points will auto normalise after 45 seconds if left in centre position, free to move and not isolated.

Yard Limit Boards

Existing YL/EYL boards between Hamilton Junction and Hamilton Shunting Yard will be removed. The new Newcastle Interchange will be incorporated into the existing yard named 'Newcastle'. Refer to the driver's diagram for details.

Signal Box Alterations

Hamilton Shunters Building and Local Panel will be placed out of use. Dual control of Hamilton Shunting Yard NH7 and NH9 Shunt routes to Hamilton Junction (HN55) will be removed from Newcastle Panel at Broadmeadow Signalling Complex.

The new controls and indications for Newcastle Interchange will be provided from the existing Newcastle push button panel at Broadmeadow Signalling Complex.

Hamilton will be modified on the Newcastle panel to accommodate the new arrangement.

Continued on the next page

Miscellaneous Indicators & Audible Alarm

HN23/24 Lamp Fail, power supply Normal, Warning and Fail indicators, Earth Fault and Microlok Alarms for Newcastle Interchange, will be provided on the existing Newcastle panel at Broadmeadow Signalling Complex. Treadle Track Fault indications will also be provided. The associated audible alarm and the Alarm Acknowledge button will be relocated on the same panel.

Existing Alarms for Woodville and Hamilton Junction will be relocated on the same panel, to accommodate the Newcastle Interchange new work.

The existing single stroke annunciating bell will be removed.

The existing Hamilton Non-Critical alarm will be modified to include the health status of the Broadmeadow Panel Microlok and new Broadmeadow 2 Microlok. An alarm will be displayed when there has been a partial loss in panel functionality.

Telephones

Telephones will be provided as shown on the Drivers Diagram. All new and existing phones will be arranged to ring the new panel at Broadmeadow SignallingComplex.

Signals

Approach Locking will be provided on all new signals, 120 seconds for main routes and 60 seconds for shunt routes.

Time releases are provided on numerous routes and indicated in relevant position on the new panel.

Train Operations - Down Trains

Down trains from Hamilton station will depart under authority of HN23. NE9 will service train movements into the platforms 1, 2 (via NE17) and 3. Intermediate train stops (ITS) have been provided for entry into Newcastle Interchange platforms 1, 2 & 3. ITS advisory speed boards have also been provided. Intermediate train stops have been provided for trains approaching NE9 signal at stop.

Continued on the next page

A low speed aspect will be displayed on HN23 signal to enforce the 25km/h speed limit. This is to allow for a train to exit Newcastle platforms 2 or 3 crossing the Down Branch to the Up Branch whilst allowing for a train to depart Hamilton Platform 2.

Platform 2 is required to be long enough to hold an 8-car New Intercity Fleet (NIF) train and a 2-car Hunter Railcar (J set). NE17 is used to regulate these movements. With platform 2 empty NE9 / NE13 will display a caution and NE17 will display a low speed. For the second train NE9 / NE13 will display a low speed and NE17 will display a shunt aspect to allow the second train to enter the occupied platform. Trains approaching NE17 will be speed checked with the intermediate train stops approaching NE17. NE17 Train Stop will also be conditionally lowered, with the timing set at 25km/h.

Train Operations - Up Trains

Trains departing Newcastle Platforms 1, 2 or 3 will depart under authority of NE18, NE20 or NE22 to the Up Branch or Transit Road towards the Storage sidings. Platform 2 also has a mid-platform signal (NE26) with a train stop. NE26 is to protect 488 crossover train movements into or out of platform 1 with an unauthorised train moving from end of platform 2 to NE20. NE26 can be independently set or is automatically set when NE20 is set.

Train Operations – Stabling Yard

Hamilton Stabling Yard contains 4 storage sidings (1-4). Down Sidings 1 and 2 are divided into 2 Berth stabling areas and Down Sidings 3 and 4 have one stabling area. Down Sidings No. 1 & 2 have two berths, one at 217m in length and another at 154m to accommodate a long NIF and a 6 car NIF in each siding. Down Sidings 3 and 4 have one berth at 217m long to accommodate one long NIF. Refer also to the Drivers Diagram for the new arrangements. Intermediate train stops have been provided for trains entering the Down Sidings. ITS advisory speed boards have also been provided for trains entering the Down Sidings from the Transit Road under the authority of NE8. NE8 train stop will be conditionally lowered with a train approaching NE8 at 13km/h and siding unoccupied. Routes into sidings 1 and 2 only require Berth areas "A" and "C" unoccupied.

Continued on the next page

Trains exiting the stabling yard will depart under authority of NE1, NE3, NE5 or NE7 shunt signals. NE13 will authorise main moves into Newcastle Interchange platforms 1,2 and 3.

Train Operations - Shunting

NE11 will authorise turnback shunt movements from the Up Branch back into Newcastle interchange Platforms 1, 2 and 3. An 8 car clear of points advisory board is located on the Up Branch line for turnback train movements from NE10.

Train Operations – Special Routes

NE11(S)B, NE20(M)A & NE20(S)A have been provided with alternate routes. For NE11 the alternate route is selected by the signaller by pressing the commence button 'UP BRANCH - PLT 2 VIA 487R'. For NE20 Main and Shunt the alternate route is selected by the signaller by pressing the commence button 'PLT 2 – UP BRANCH VIA 484R'.

The new arrangements are depicted in the attached Drivers Diagram.

VER 20072017

Drivers Diagram VER 200717

Randall Dower

Signalling Commissioning Engineer, Laing O'Rourke

Mobile: 0418 234 466

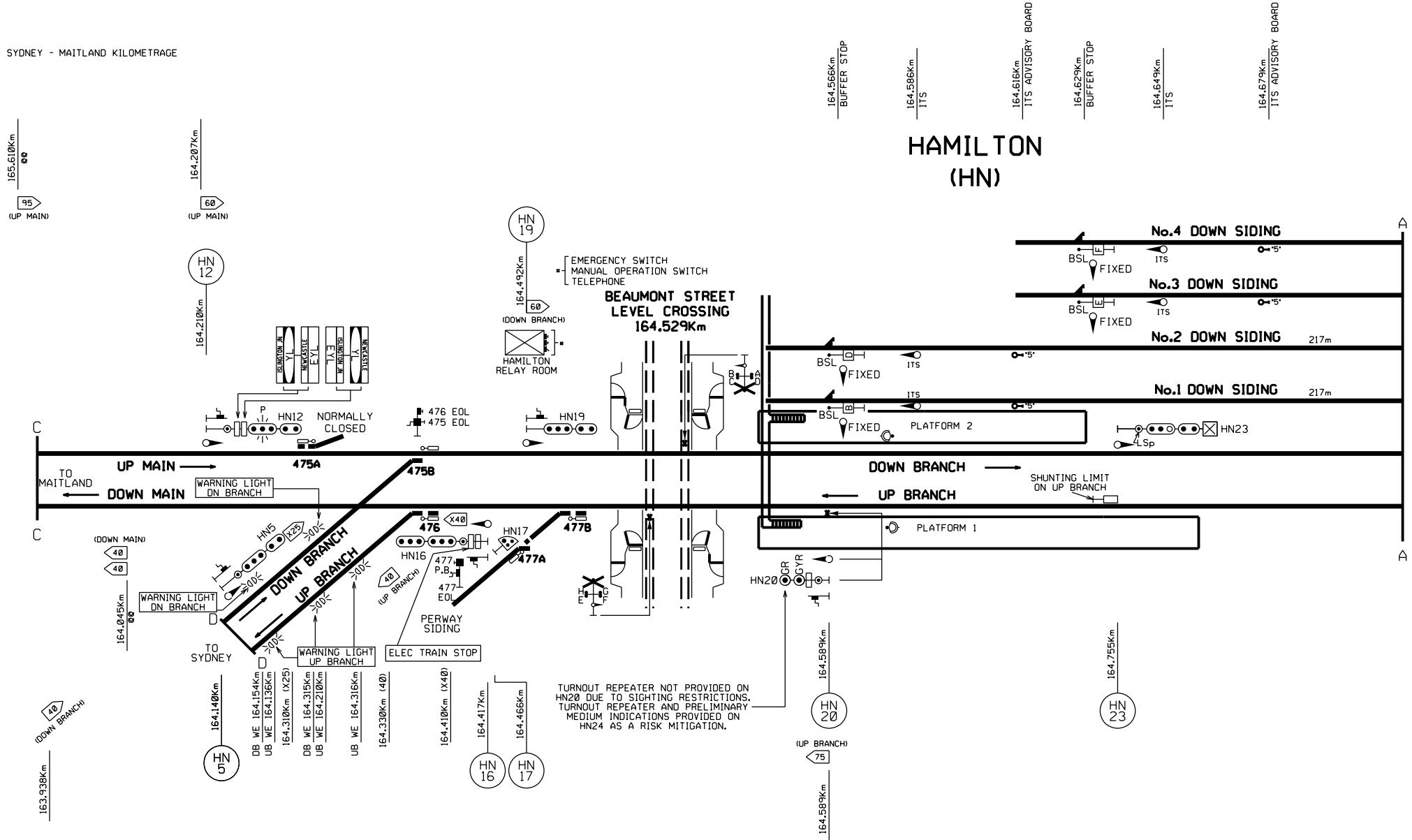
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**BEAUMONT STREET
LEVEL CROSSING
164.529Km**

**HAMILTON
(HN)**

TURNOUT REPEATER NOT PROVIDED ON
HN20 DUE TO SIGHTING RESTRICTIONS.
TURNOUT REPEATER AND PRELIMINARY
MEDIUM INDICATIONS PROVIDED ON
HN24 AS A RISK MITIGATION.

	ROUTE	DESTINATION	INDICATION
HN16	16(M)A	UP BRANCH	-
	16(S)A	UP BRANCH	UB
	16(M)B	DOWN MAIN	-
	16(S)B	DOWN MAIN	DM

(S)A UB DM (S)B

	ROUTE	DESTINATION	INDICATION
HN20	20(S)A	PERWAY SIDING	PS
	20(M)B	UP BRANCH	-
	20(S)B	UP BRANCH	UB

(S)A PS UB (S)B



NEWCASTLE INTERCHANGE
(CONTROLLED BY BROADMEADOW)
SIGNALING ARRANGEMENT - SHEET 1 OF 3
NEWCASTLE TRANSPORT INTERCHANGE PROJECT
Produced: M.Nelson Checked: G.Smith VER:20/07/17

164.796Km
BERTH BOARDS

NE 1
NE 3
164.849Km
164.855Km
NE 9 REPT

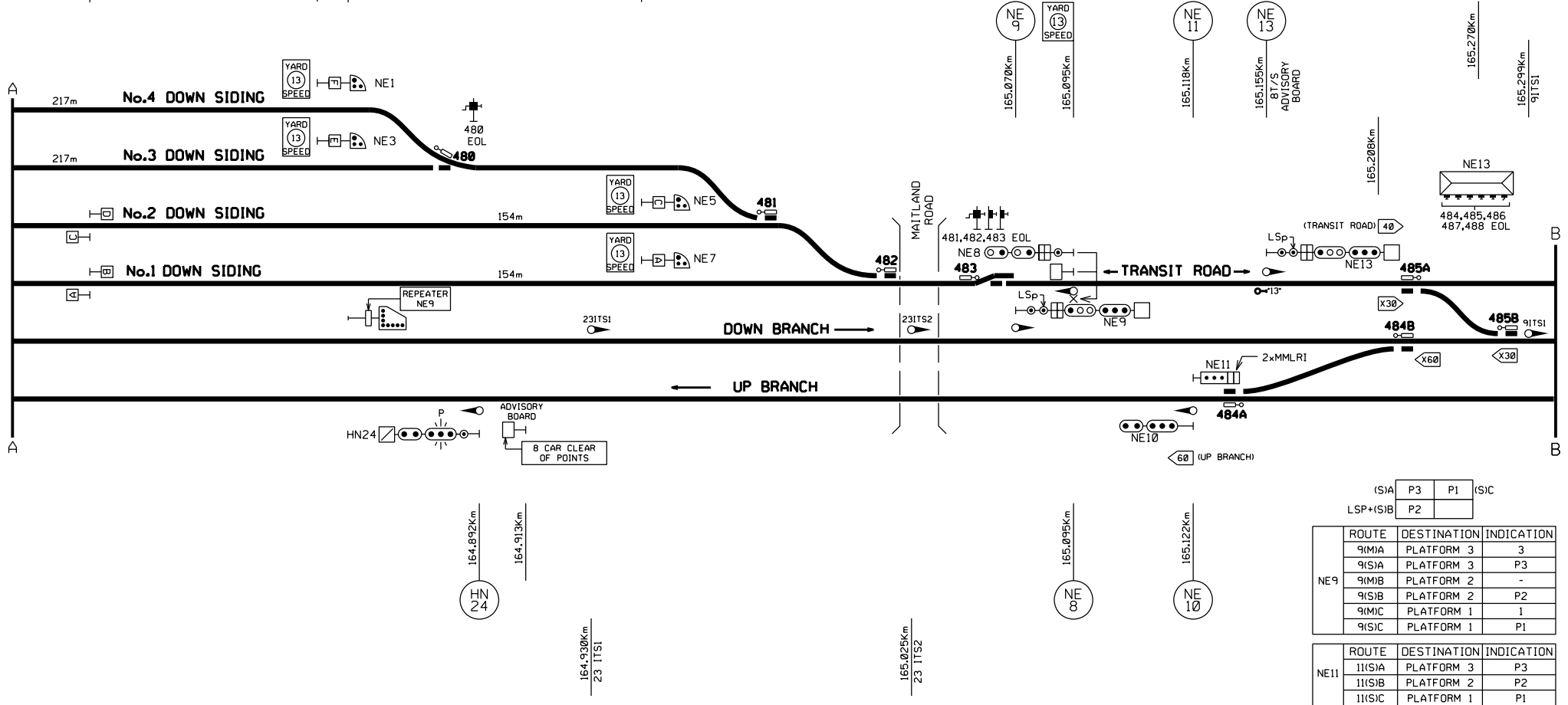
NE 5
NE 7
164.940Km

(S)A	S1	S3	(S)C
(S)B	S2	S4	(S)D

(S)A	P3	P1	(S)C
LSP+(S)B	P2		

ROUTE	DESTINATION	INDICATION
8(S)A	DOWN SIDING 1	S1
8(S)B	DOWN SIDING 2	S2
8(S)C	DOWN SIDING 3	S3
8(S)D	DOWN SIDING 4	S4

ROUTE	DESTINATION	INDICATION
13(M)A	PLATFORM 3	-
13(S)A	PLATFORM 3	P3
13(M)B	PLATFORM 2	2
13(S)B	PLATFORM 2	P2
13(M)C	PLATFORM 1	1
13(S)C	PLATFORM 1	P1



(S)A	P3	P1	(S)C
LSP+(S)B	P2		

ROUTE	DESTINATION	INDICATION
9(M)A	PLATFORM 3	3
9(S)A	PLATFORM 3	P3
9(M)B	PLATFORM 2	-
9(S)B	PLATFORM 2	P2
9(M)C	PLATFORM 1	1
9(S)C	PLATFORM 1	P1

ROUTE	DESTINATION	INDICATION
11(S)A	PLATFORM 3	P3
11(S)B	PLATFORM 2	P2
11(S)C	PLATFORM 1	P1



NEWCASTLE INTERCHANGE
 (CONTROLLED BY BROADMEADOW)
SIGNALLING ARRANGEMENT - SHEET 2 OF 3
NEWCASTLE TRANSPORT INTERCHANGE PROJECT
 Produced: M.Nelson Checked: G.Smith VER:20/07/17

ROUTE	DESTINATION	INDICATION
NE18	18(M)A UP BRANCH	-
18(S)A	UP BRANCH	UB
18(M)C	TRANSIT ROAD	-
18(S)C	TRANSIT ROAD	TR

(S)A UB TR (S)C

NE20
CO-ACTING

NE20

NE18

165.474Km
START OF PLATFORM 2

165.460Km
FOOTBRIDGE

NE20

165.517Km
ITS

165.532Km
START OF PLATFORMS 1 & 3

165.621Km
ITS ADVISORY BOARD

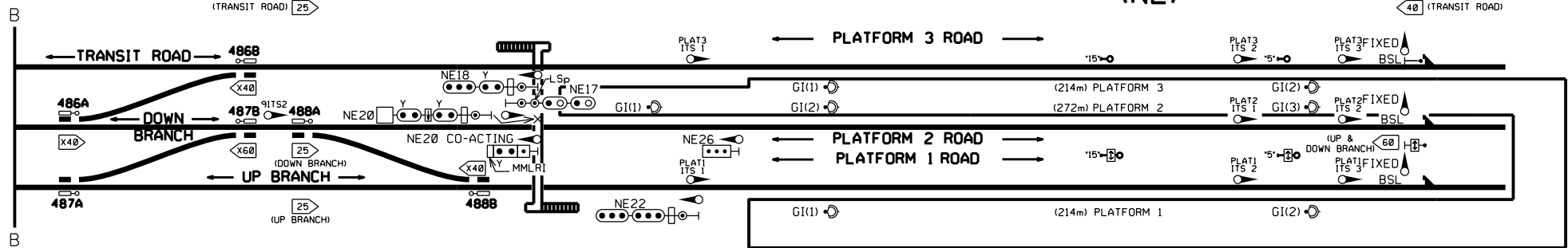
165.671Km
ITS

165.681Km
ITS ADVISORY BOARD

165.711Km
ITS

165.746Km
SPEED BOARDS +
BUFFER STOP

NEWCASTLE INTERCHANGE (NE)



(S)A UB TR (S)C

ROUTE	DESTINATION	INDICATION
NE20	20(M)A UP BRANCH	U
20(S)A	UP BRANCH	UB
20(M)C	TRANSIT ROAD	T
20(S)C	TRANSIT ROAD	TR

ROUTE	DESTINATION	INDICATION
NE22	22(M)A UP BRANCH	-
22(S)A	UP BRANCH	UB
22(M)C	TRANSIT ROAD	-
22(S)C	TRANSIT ROAD	TR

(S)A UB TR (S)C



NEWCASTLE INTERCHANGE
 (CONTROLLED BY BROADMEADOW)
SIGNALING ARRANGEMENT - SHEET 3 OF 3
NEWCASTLE TRANSPORT INTERCHANGE PROJECT
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SIGNAL	ROUTE	DESTINATION	IND
5	(M)	DOWN ISLINGTON LOOP	-

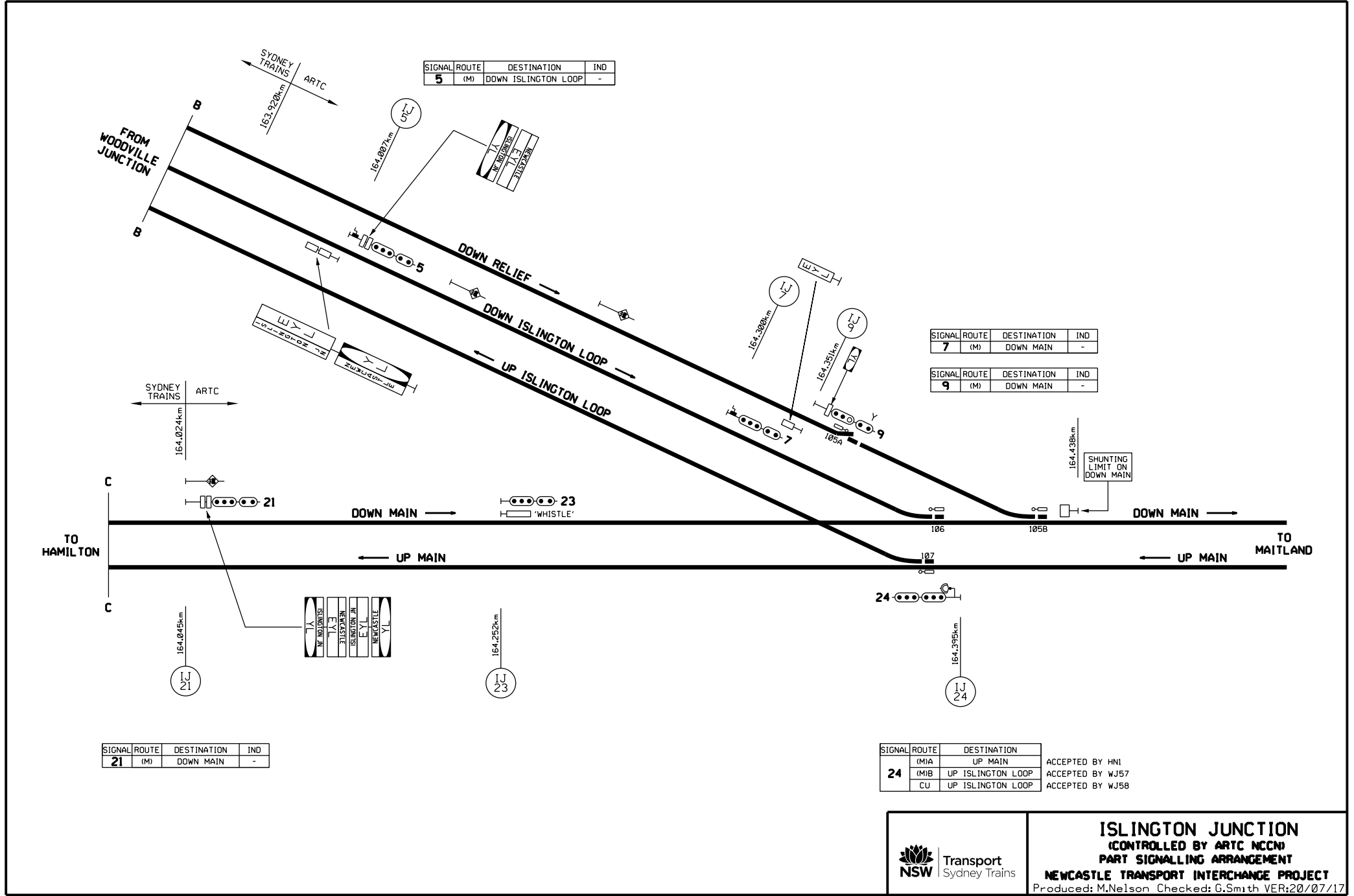
SIGNAL	ROUTE	DESTINATION	IND
7	(M)	DOWN MAIN	-

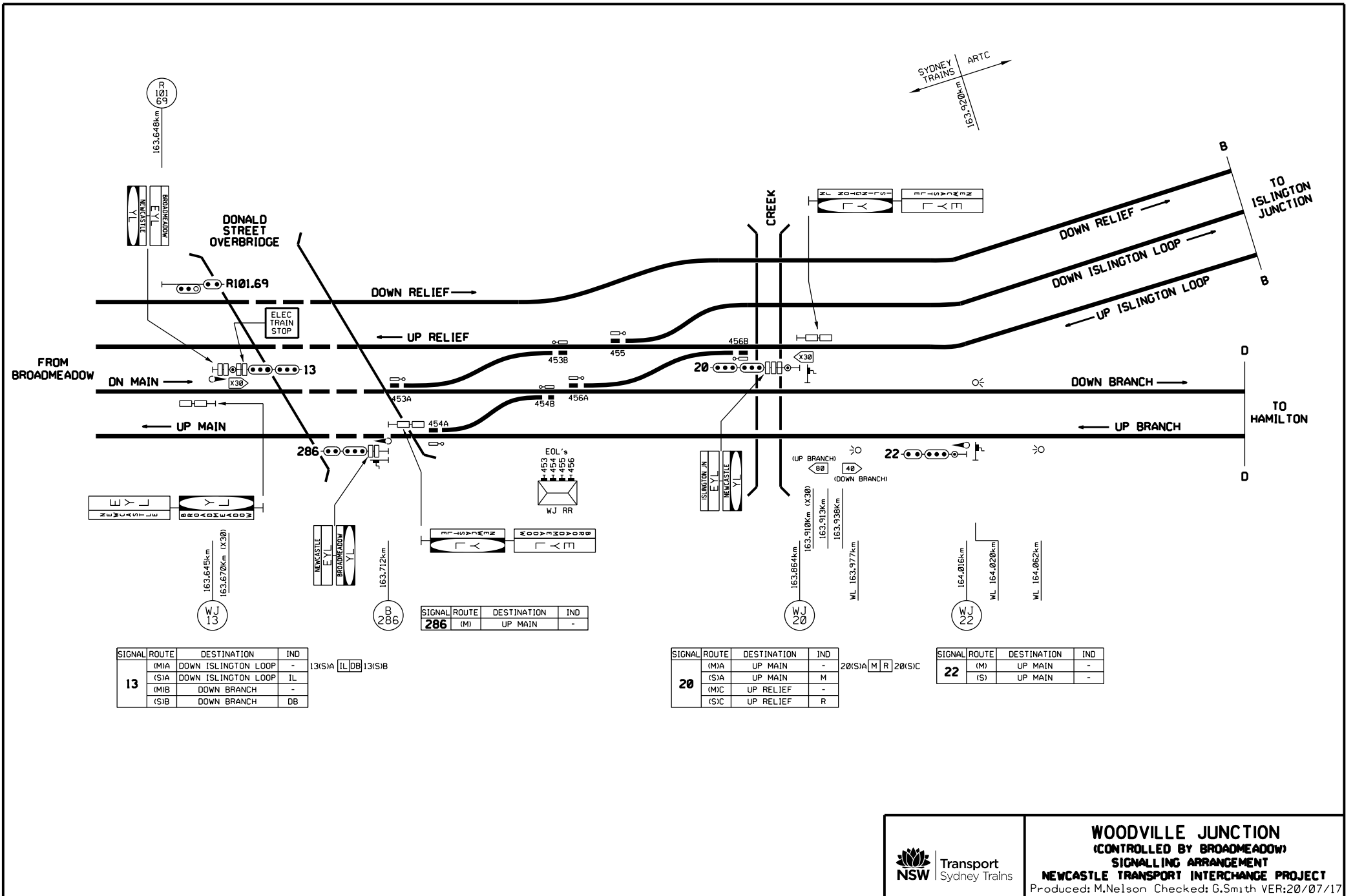
SIGNAL	ROUTE	DESTINATION	IND
9	(M)	DOWN MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
21	(M)	DOWN MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
24	(M/A)	UP MAIN	ACCEPTED BY HNI
	(M/B)	UP ISLINGTON LOOP	ACCEPTED BY WJ57
	(C/U)	UP ISLINGTON LOOP	ACCEPTED BY WJ58

ISLINGTON JUNCTION
 (CONTROLLED BY ARTC NCCN)
 PART SIGNALLING ARRANGEMENT
 NEWCASTLE TRANSPORT INTERCHANGE PROJECT
 Produced: M.Nelson Checked: G.Smith VER:20/07/17





SIGNAL	ROUTE	DESTINATION	IND
13	(MIA)	DOWN ISLINGTON LOOP	-
	(SIA)	DOWN ISLINGTON LOOP	IL
	(MIB)	DOWN BRANCH	-
	(SIB)	DOWN BRANCH	DB

13(S)A TL DB 13(S)B

SIGNAL	ROUTE	DESTINATION	IND
286	(M)	UP MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
20	(MIA)	UP MAIN	-
	(SIA)	UP MAIN	M
	(MIC)	UP RELIEF	-
	(SIC)	UP RELIEF	R

20(S)A M R 20(S)C

SIGNAL	ROUTE	DESTINATION	IND
22	(M)	UP MAIN	-
	(S)	UP MAIN	-



WOODVILLE JUNCTION
 (CONTROLLED BY BROADMEADOW)
SIGNALLING ARRANGEMENT
NEWCASTLE TRANSPORT INTERCHANGE PROJECT
 Produced: M.Nelson Checked: G.Smith VER:20/07/17

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

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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

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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.

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Sydney Trains
Level 4, 477 Pitt Street
Sydney NSW 2000
Tuesday, 22 August 2017