

# 32

**weekly notice**

Monday, 04 August 2025

Sunday, 10 August 2025

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***RailSafe***



## **See online for all Safeworking Information**

[www.railsafe.org.au](http://www.railsafe.org.au)

Safeworking information, including Weekly Notices and SAFE Notices, is available on the RailSafe website.

By accessing Weekly Notices and SAFE Notices online, you will receive safety information more quickly. Weekly Notices remain on the RailSafe website for two years; Permanent and Temporary SAFE Notices remain online as long as they are current.

Anyone needing back issues of Weekly Notices and SAFE Notices should contact the Network Rules unit.

If you are outside Sydney Trains, you can reach the RailSafe website via the following address:

[www.railsafe.org.au](http://www.railsafe.org.au)

Other Safeworking documents, such as Network Rules, Network Procedures, Network Local Appendices, Safeworking Policies, SafeTracks flyers, and contractor information are also available online.

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

## CONTENTS

PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES	4
MEEKS ROAD (ILLAWARRA) – FRAME F CONVERSION TO POWER OPERATION <b>(DIAGRAM)</b>	5
SCARBOROUGH (ILLAWARRA) – SIGNAL & REPEATER LED UPGRADES <b>(DIAGRAM)</b>	8
REGIONAL INFRASTRUCTURE UPGRADES – NEW INTERCITY FLEET PROJECT - BLUE MOUNTAINS LINE STAGE 9A3 CAR MARKER CHANGES AT MOUNT VICTORIA STATION, PARRAMATTA STATION AND BLACKTOWN STATION	9
LEPPINGTON (WEST) – TRACKS CONVERTED TO AXLE COUNTERS	12
FASSIFERN (NORTH) – TRACKS CONVERTED TO AXLE COUNTERS	13
CABRAMATTA (WEST) – TRACKS CONVERTED TO AXLE COUNTERS	15
STATUS OF TOM NOTICES	16
STATUS OF PERMANENT SAFE NOTICES	18
STATUS OF NETWORK MANUALS AND FORMS	19
DISTRIBUTION OFFICERS	21

**PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES**

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

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
33	11/08/2025 – 17/08/2025	15/07/2025
34	18/08/2025 – 24/08/2025	22/07/2025
35	25/08/2025 – 21/08/2025	29/07/2025

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

Articles submitted after a deadline will be published in the next issue of the Weekly Notice. This may result in information not being distributed in time for it to be acted upon.

When submitting articles, please include your name, position title, telephone numbers and email address at the end of the articles as shown below:

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## **MEEKS ROAD (ILLAWARRA) – FRAME F CONVERSION TO POWER OPERATION**

Commencing at 0200 hours on **Saturday, 16 August 2025**, and continuing until 0200 hours on Monday, 18 August 2025, the following work shall be carried out:

### **Upgrade of Frame F**

- Ground Frame F crossover (Down Goods to Down Shunting Neck) and associated equipment will be removed and replaced with new points for power operation.
- The operating mechanisms will be D84M MKIII with in-bearer spherolocks.
- SMFA points will be re-located approximately 0.5m towards Country.
- SMFB points will be re-located approximately 3.4m towards Sydney.
- An Emergency Operation Lock (EOL) of the Fortress key type will be provided at the SMFA end for emergency operation.
- Releasing Unit F and Control Unit F will be provided for local operation of Frame F points. Instructions for operation are inside the Releasing and Control Unit.

### **Instruction for operating Frame F Points:**

#### **Releasing Unit F – Operating Instructions**

- When the 'Release Available' light is illuminated
- Turn the switch from Normal to Reverse
- 'Normal' light should extinguish, and 'Reverse' light will illuminate.
- Points can now be controlled using Control Unit.

#### **Control Unit F - Operating instructions**

- When the 'Control Available' is illuminated.
- Ensure no rail traffic is approaching or traversing Points.
- Turn Points control switch to 'Free' position.

Points indicators will revert to stop

'Free' light flashes during release timer

- When free light becomes steady, turn Points control switch to required position, Normal or Reverse.
- Once Points Control switch is turned:
  - 'Transit' light will illuminate
  - 'Free' light will extinguish
- When Points have driven, 'Transit' light will extinguish, and 'Normal' or 'Reverse' light will illuminate.
- Points indicators will clear for the selected direction.
- Rail traffic can be authorised to traverse the Points.
- Leave Points control switch in Normal or Reverse position while rail vehicles are traversing points.
- Points must be returned to Normal position before restoring the release.
- Turn the **Releasing Unit F** switch from Reverse to Normal.
  - 'Reverse' light should extinguish, and 'Normal' light will illuminate

### **Signal Box Alterations**

- Sydenham/Meek Road ATRICS Workstation will be altered to reflect new arrangement at same date.

### **Points Indicators**

- New colour light points indicators F1 and F2 will be provided.
- A points indicator right-hand arrow indication will be added to the route indicator boxes on SM698 signal.
- Signal SM698 moves approx. 27m towards country and renewed.

A Driver's Diagram showing the new signalling arrangements appears in this weekly notice.

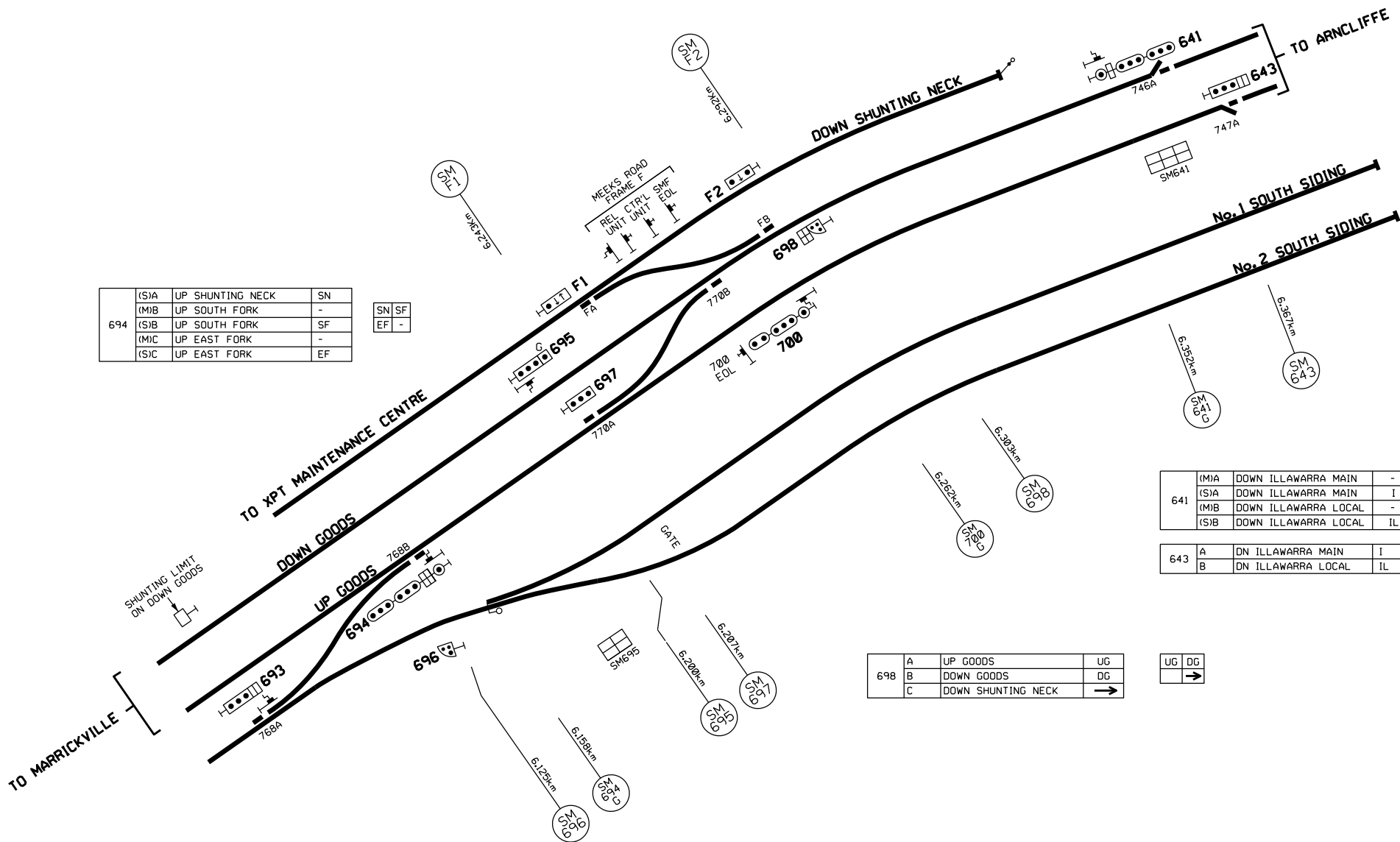
**VER 07072025**  
**DIAGRAM VER 07072025**

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694	(S)A	UP SHUNTING NECK	SN
	(M)B	UP SOUTH FORK	-
	(S)B	UP SOUTH FORK	SF
	(M)C	UP EAST FORK	-
	(S)C	UP EAST FORK	EF

SN	SF
EF	-

641	(M)A	DOWN ILLAWARRA MAIN	-
	(S)A	DOWN ILLAWARRA MAIN	I
	(M)B	DOWN ILLAWARRA LOCAL	-
	(S)B	DOWN ILLAWARRA LOCAL	IL

I	IL
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643	A	DN ILLAWARRA MAIN	I
	B	DN ILLAWARRA LOCAL	IL

I	IL
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698	A	UP GOODS	UG
	B	DOWN GOODS	DG
	C	DOWN SHUNTING NECK	→

UG	DG
	→

693	UP GOODS	UG
	SIDING	S

UG	S
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## **SCARBOROUGH (ILLAWARRA) – SIGNAL & REPEATER LED UPGRADES**

Commencing at 07:00 hours on **Saturday, 16 August 2025**, and continuing until 19:30 hours on Sunday, 17 August 2025, the following work shall be carried out:

Signals WG622, WG624, WG627, WG629 and WG630 will be converted to LED. The form and indications on these signals will not change.

Repeater Signal WG624R will be upgraded to a white light repeater signal. A horizontal band of white lights indicates that WG624 signal is at STOP and a vertical band of white lights indicates WG624 is displaying a proceed indication.

Refer to the drivers diagram for the new arrangement.

**VER 110725**

**DIAGRAM VER 110725**

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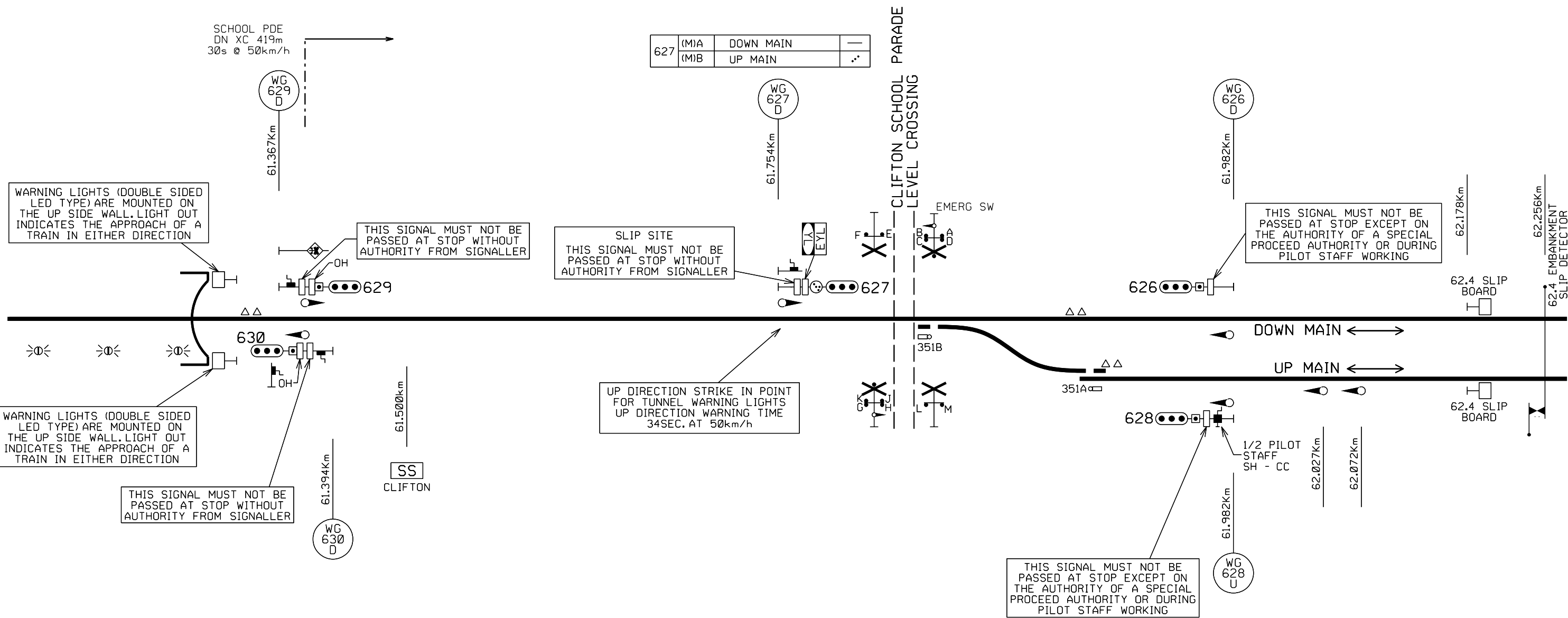
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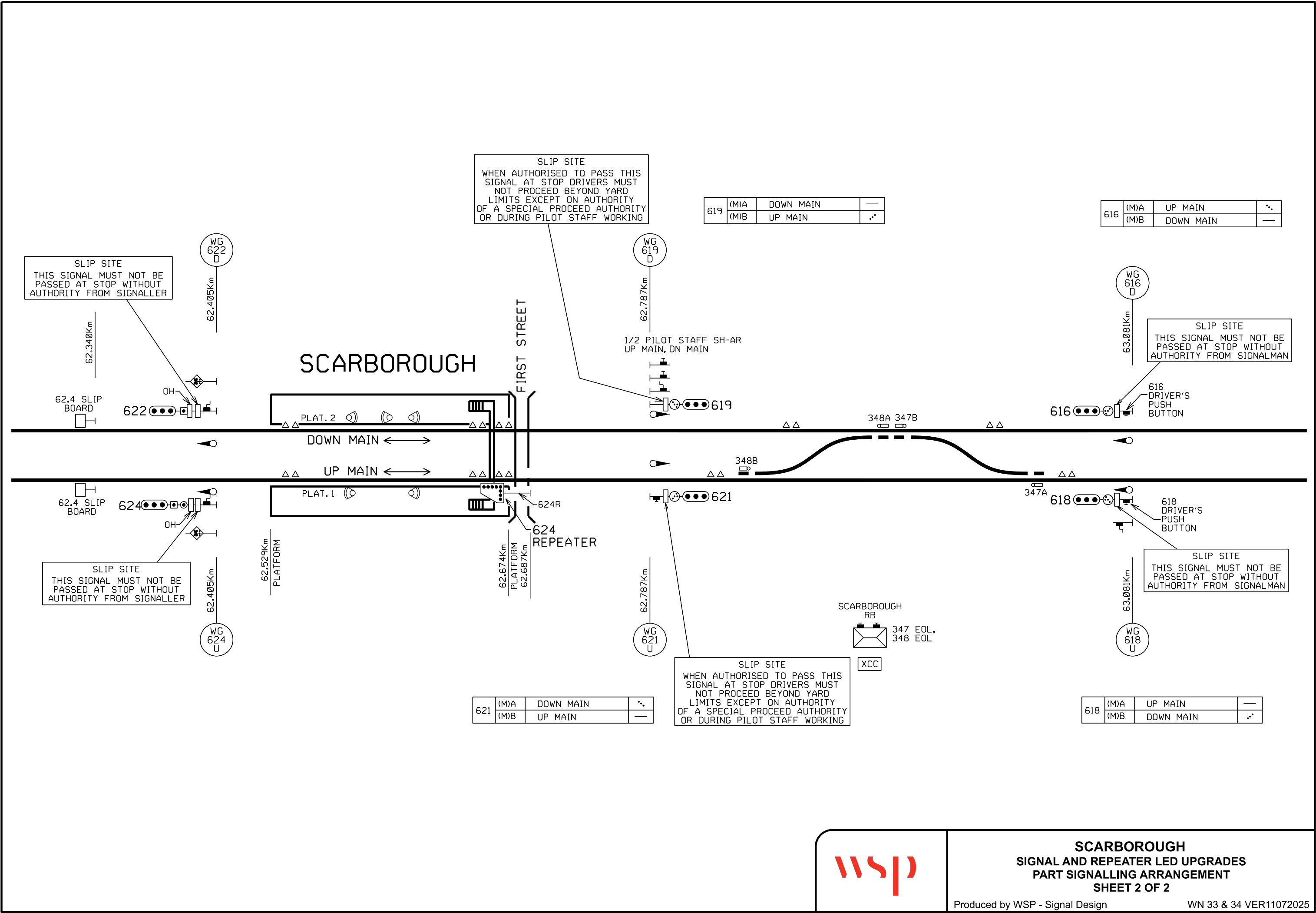
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**SCARBOROUGH**  
**SIGNAL AND REPEATER LED UPGRADES**  
**PART SIGNALLING ARRANGEMENT**  
**SHEET 1 OF 2**



SLIP SITE  
WHEN AUTHORISED TO PASS THIS  
SIGNAL AT STOP DRIVERS MUST  
NOT PROCEED BEYOND YARD  
LIMITS EXCEPT ON AUTHORITY  
OF A SPECIAL PROCEED AUTHORITY  
OR DURING PILOT STAFF WORKING

619	(M)A	DOWN MAIN	—
	(M)B	UP MAIN	⋯

616	(M)A	UP MAIN	⋯
	(M)B	DOWN MAIN	—

SLIP SITE  
THIS SIGNAL MUST NOT BE  
PASSED AT STOP WITHOUT  
AUTHORITY FROM SIGNALLER

SLIP SITE  
THIS SIGNAL MUST NOT BE  
PASSED AT STOP WITHOUT  
AUTHORITY FROM SIGNALMAN

62.4 SLIP  
BOARD

SLIP SITE  
THIS SIGNAL MUST NOT BE  
PASSED AT STOP WITHOUT  
AUTHORITY FROM SIGNALLER

SLIP SITE  
THIS SIGNAL MUST NOT BE  
PASSED AT STOP WITHOUT  
AUTHORITY FROM SIGNALMAN

621	(M)A	DOWN MAIN	⋯
	(M)B	UP MAIN	—

SLIP SITE  
WHEN AUTHORISED TO PASS THIS  
SIGNAL AT STOP DRIVERS MUST  
NOT PROCEED BEYOND YARD  
LIMITS EXCEPT ON AUTHORITY  
OF A SPECIAL PROCEED AUTHORITY  
OR DURING PILOT STAFF WORKING

618	(M)A	UP MAIN	—
	(M)B	DOWN MAIN	⋯

SCARBOROUGH  
RR  
347 EOL,  
348 EOL  
XCC



**SCARBOROUGH**  
**SIGNAL AND REPEATER LED UPGRADES**  
**PART SIGNALLING ARRANGEMENT**  
**SHEET 2 OF 2**

## REGIONAL INFRASTRUCTURE UPGRADES – NEW INTERCITY FLEET PROJECT - BLUE MOUNTAINS LINE STAGE 9A3 CAR MARKER CHANGES AT MOUNT VICTORIA STATION, PARRAMATTA STATION AND BLACKTOWN STATION

Commencing at 0600 hours on Friday, **8 August 2025**, and continuing until 1700 hours on Friday, 8 August 2025, the following works will be carried out:

- Car marker alterations to accommodate the new 4,6,8 and 10 car NIF trains at

Parramatta Platform 3 & 4

Blacktown Platform 4 up

Mount Victoria Platform 2 (Decant Markers),

Refer to table 1 for details

**Table 1 Summary of Car marker Changes**

Station	Platform	New Car marker	Installation Position
Parramatta	3 Sydney End	10	New '10' car marker sign on the platform end fence.
Parramatta	3 Sydney End	6	New '6' car marker on the coping adjacent to the existing 4 Car Marker.
Parramatta	3 Country End	10	New '10' car marker on the coping.
Parramatta	3 Country End	6	New '6' car marker on the coping adjacent to the existing 8 Car Marker.
Parramatta	4 Sydney End	10	New '10' car marker sign on the platform end fence.
Parramatta	4 Sydney End	6	New '6' car marker on the coping adjacent to the existing 4 Car Marker.
Parramatta	4 Country End	10	New '10' car marker sign on the platform end fence.
Parramatta	4 Country End	6	New '6' car marker on the coping adjacent to the existing 8 Car Marker.
Blacktown	4 Sydney End	10	Relocate existing '10' car marker on the end fence to new post mounted car marker approx. 3.6m from the fence towards Sydney.
Mount Victoria	2 Country End (Down Main)	2	New '2' 4-ft Decant car marker in Down Main at Approx Chainage 126km870

Mount Victoria	2 Country End (Up Main)	2	New '2' 4-ft Decant car marker in 102AB Crossover (toward Up Main) at Approx Chainage 126km870
Mount Victoria	2 Country End (Down Main)	4	New '4' 4-ft Decant car marker in Down Main at Approx Chainage 126km909
Mount Victoria	2 Country End (Up Main)	4	New '4' 4-ft Decant car marker in Up Main at Approx Chainage 126km909
Mount Victoria	2 Country End (Down Main)	V6	Existing '6' 4-ft Decant car marker replaced with new 'V6' 4-ft Decant Car Marker in Down Main at Approx Chainage 126km949
Mount Victoria	2 Country End (Up Main)	V6	Existing '6' 4-ft Decant car marker replaced with new 'V6' 4-ft Decant Car Marker in Up Main at Approx Chainage 126km946
Mount Victoria	2 Country End (Up Main)	V6	Existing '6' 4-ft Decant car marker replaced with new 'V6' 4-ft Decant Car Marker in No4 Up Siding at Approx Chainage 126km946
Mount Victoria	2 Country End (Up Main)	6	New '6' 4-ft Decant car marker in Down Main at Approx Chainage 126km951
Mount Victoria	2 Country End (Up Main)	6	New '6' 4-ft Decant car marker in No.4 Up Siding at Approx Chainage 126km948
Mount Victoria	2 Country End (Up Main)	8	New '8' four foot Decant car marker in Down Main at Approx Chainage 126km992
Mount Victoria	2 Country End (Up Main)	8	New '8' 4-ft Decant car marker in No.2 Up Siding at Approx Chainage 126km988
Mount Victoria	2 Country End (Up Main)	V8	Existing '8' 4-ft Decant car marker replaced with new 'V8' 4-ft Decant Car Marker in Down Main at Approx Chainage 126km995
Mount Victoria	2 Country End (Up Main)	V8	Existing '8' 4-ft Decant car marker replaced with new 'V8' 4-ft Decant Car Marker in Up Main at Approx Chainage 126km995
Mount Victoria	2 Country End (Up Main)	V8	Existing '8' 4-ft Decant car marker replaced with new 'V8' 4-ft Decant Car Marker in No2 Up Siding at Approx Chainage 126km992

**VER 17072025**

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## **LEPPINGTON (WEST) – TRACKS CONVERTED TO AXLE COUNTERS**

Since Sunday, **23 February 2020**, the following track circuits at Leppington have been converted to axle counter tracks:

### **Machine Sidings**

- LE82AT
- LE84AT

There is no signaller operated reset controls for these axle counter tracks. The indication of these track sections has not changed.

### **Intervals between Train Movements**

The rules in NGE 220 Unreliable track-circuit operation are applicable to axle counter tracks, except for treating a track that have not been used for a 72-hour period as unreliable.

Axle counters are unaffected by railhead contamination and do not require frequent traffic to provide railhead cleaning. Axle counter tracks are exempt from this 72-hour requirement.

### **Rail Traffic with Unreliable Detection**

If it is anticipated a vehicle will leave an axle counter track in a miscounted state, arrangements may need to be made with the signals maintenance representative to determine what site support is required.

**VER19072025**

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## **FASSIFERN (NORTH) – TRACKS CONVERTED TO AXLE COUNTERS**

Since **Sunday, 18 May 2025**, the following track circuits at Fassifern have been overlayed with or converted to axle counter tracks:

### **Up Main North**

- 89.0AT
- 88.8AT

### **Down Main North**

- 88.5AT
- 88.5BT
- 88.7AT

### **Newstan South Fork, North Fork and Balloon Loop**

- SFAT
- SFBT
- SFCT
- NFAT
- BLAT
- BLBT

There is no signaller operated reset controls for these axle counter tracks. The indication of these track sections has not changed.

### **Intervals between Train Movements**

The rules in NGE 220 Unreliable track-circuit operation are applicable to axle counter tracks, except for treating a track that have not been used for a 72-hour period as unreliable.

Axle counters are unaffected by railhead contamination and do not require frequent traffic to provide railhead cleaning. Axle counter tracks are exempt from this 72-hour requirement.



**Rail Traffic with Unreliable Detection**

If it is anticipated a vehicle will leave an axle counter track in a miscounted state, arrangements may need to be made with the signals maintenance representative to determine what site support is required.

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## **CABRAMATTA (WEST) – TRACKS CONVERTED TO AXLE COUNTERS**

Since **Friday, 3 May 2024**, the following track circuits at Cabramatta have been converted to axle counter tracks:

### **Down Main South**

- S17.5AT
- S17.5BT

### **Up Main South**

- S19.8AT
- L19.8BT

There is no signaller operated reset controls for these axle counter tracks. The indication of these track sections has not changed.

### **Intervals between Train Movements**

The rules in *NGE 220 Unreliable track-circuit operation* are applicable to axle counter tracks, except for treating a track that have not been used for a 72-hour period as unreliable.

Axle counters are unaffected by railhead contamination and do not require frequent traffic to provide railhead cleaning. Axle counter tracks are exempt from this 72-hour requirement.

### **Rail Traffic with Unreliable Detection**

If it is anticipated a vehicle will leave an axle counter track in a miscounted state, arrangements may need to be made with the signals maintenance representative to determine what site support is required.

**VER190720**

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## STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
018 – 2007	Emergency equipment boxes Rail	01/11/07	19/11/07
010 – 2012	48 Class: Train Operations Manual (TOM)	25/10/12	04/11/12
003 – 2013	48 Class: Wheels	07/02/13	10/02/13
015 – 2013	OMET 200: Minimum Standards for Electric Trains	30/05/13	09/06/13
002 – 2014	OMET 220: Wheelslip light indications	20/02/14	02/03/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
012 – 2018	OMET 228 Control Circuit Failure	23/08/18	02/09/18
005 – 2018	OMET 242 Reverser handle jams in forward or reverse	18/08/18	28/08/18
006 – 2018	OMET 250 Applying power from the rear	18/08/18	28/08/18
008 – 2018	TWP 154 Responding to incapacitated Driver/Guard	18/08/18	28/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
003 - 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	03/03/19
012 – 2019	TWP 192: Working Trains Out of service	21/02/19	03/03/19
007 – 2019	TWP 136 Defective wheels	06/03/19	24/03/19
008 – 2019	TWP 190 Automatic Train Protection	06/03/19	24/03/19
009 – 2019	Train crew relieved in service & relay driver	06/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
004 - 2020	TWP 124 Defective Brakes	20/05/20	08/06/20
005 - 2020	TWP 126 Defective Automatic Brakes	20/05/20	08/06/20
012 - 2020	WAR 202 Bogie Faults	20/05/20	08/06/20
011 - 2020	TWP 162 Train Crew Bell Signals	02/06/20	15/06/20
014 - 2020	TWP 112 Changing ends	20/07/20	03/08/20
017 - 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
005 - 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22
023 - 2022	Exception to OMET 254 Topside Preparation Locations	16/08/22	22/08/22
028 - 2022	Testing of Tangara Sets fitted with European Train Control System (ETCS) Level 1 & Level 2 (In cab signalling) equipment at Mortdale Maintenance Centre	08/12/22	16/12/22
027 - 2022	TWP 150: Damaged or Missing Window Glass	27/09/22	10/10/22
014 - 2023	Use of Automatic Train Protection (ATP) equipment on Millennium trains	20/02/23	05/03/23
017 - 2023	TWP 138 Assisting Trains using Emergency Couplers	07/03/23	20/03/23
022 – 2023	WB Radios on Waratah, Oscar, Millenium, Tangara and K sets	05/04/23	23/04/23
023 - 2023	OSCAR trains fitted with Automatic Train Protection (ATP) equipment	19/06/23	26/06/23
028 – 2023	TWP 176: Wayside Train Condition Monitoring	07/08/23	21/08/23
026 – 2023	TWP 156: Operating doors	15/09/23	25/09/23
032 - 2023	TWP 100 Responsibilities of Train Crews	19/09/23	30/09/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
031 - 2023	Operation of Tangara trains fitted with ATP with Automatic Train Protection (ATP)	10/10/23	16/10/23
033 - 2023	Waratah (A and B SET) trains fitted with Automatic Train Protect equipment	17/10/23	23/10/23
034 - 2023	Testing Tangara trains fitted with ETCS Level 2	02/11/23	03/11/23
001 – 2024	TWP 182 Digital Train Radio	12/02/24	26/02/24
002 – 2024	Testing of a Millennium set (M31) with ETCS level 2 equipment	22/04/24	23/04/24
003 – 2024	Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains	12/06/24	01/07/24
004 - 2024	Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection Protection(ATP) Trackside System	28/06/24	01/07/24
006 - 2024	TWP 152 Disabled trains	18/11/24	05/12/24

**STATUS OF PERMANENT SAFE NOTICES**

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
009 – 2025	Transition of NSW TrainLink Operations to Sydney Trains	22/05/25	01/06/25
004 - 2025	New Trackside Signage associated with Digital Systems Train Testing	23/02/25	23/02/25
007 - 2025	Use of Signal Key Switches	16/04/25	29/04/25
008 - 2025	Permanent Safe Notices Cancelled & Withdrawn in conjunction with Network Rules Amendments	16/04/25	04/05/25
010 - 2025	OSP 6 Right of Way procedure for Station Staff and On-board train repeaters	26/06/25	30/06/25

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## STATUS OF NETWORK MANUALS AND FORMS


### Network Manuals

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

<i>Title</i>	<i>Status Sheet</i>	<i>Date issued</i>
<i>Train Working Procedures</i>		
TWP 100	TN 032 - 2021	September 2023
TWP 102		May 2012
TWP 108		May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	August 2020
TWP 114		November 2015
TWP 116		May 2012
TWP 118	TN 004 - 2019	April 2019
TWP 120		May 2012
TWP 122		May 2012
TWP 124	TN 004 - 2020	June 2020
TWP 126	TN 005 - 2020	June 2020
TWP 128		May 2012
TWP 130		May 2012
TWP 132		May 2012
TWP 134		May 2012
TWP 136	TN 007 - 2019	March 2019
TWP 138	TN 017 - 2023	March 2023
TWP 142		May 2012
TWP 144		May 2012
TWP 146		May 2012
TWP 148		May 2012
TWP 150	TN 027 - 2022	October 2022
TWP 152	TN 006 - 2024	December 2024
TWP 154	TN 008 - 2018	July 2018
TWP 156	TN 026 - 2023	September 2023
TWP 160	TN 005 - 2022	May 2022
TWP 162	TN 011 - 2020	June 2020
TWP 164		May 2012
TWP 166		May 2012
TWP 168		May 2012
TWP 170		May 2012
TWP 172		May 2012
TWP 174	TN 004 - 2017	July 2017
TWP 176	TN 028 - 2023	August 2023
TWP 182	TN 001 - 2024	February 2024
TWP 188		November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

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**NOTES**

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

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

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Thursday, 24 July 2025