

# 50

**weekly notice**

Monday, 11 December 2017  
Sunday, 17 December 2017



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

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

**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:

<b>Weekly Notice</b>	<b>For Week</b>	<b>Deadline</b>
51	18/12/17–31/12/17	21/11/17
1	1/1/18–7/1/18	28/11/17
2	8/1/18–14/1/18	5/12/17
3	15/1/18–21/1/18	12/12/17

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:

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## **TRAIN EXAMINATIONS – EXTRA PRECAUTIONS DURING THE WOLO RISK PERIOD (OCTOBER TO MARCH)**

### **ATTENTION: All train examiners**

Rollingstock can contribute to track buckles.

Between October to March each year, higher temperatures increase the risk of track buckles on welded track due to expansion of the rails.

Rollingstock with poorly tracking or hunting bogies can apply additional lateral force to the rails that disturb the track structure under these conditions. This can contribute to track buckling under a train or after the passage of a train.

### **Train examinations: Passenger and freight trains**

To reduce the track buckling forces from rollingstock, the following components should be inspected more closely during the WOLO risk period:

#### **Constant contact side bearers (where fitted)**

Check for wear of non-metallic components, and that the side bearers are seating correctly with no gap (see Figure 2). This applies mainly to freight, but also applies to passenger rollingstock such as NHA bogies under XPT and J type bogies under S, K and C sets.

#### **Friction wedges**

Check for excessive wedge rise, condemn notch thickness, and wear plate condition.

#### **Wheel profiles**

Check for excessive flange wear and arises.

#### **Overloading or unbalanced loading**

Check For spring deflection, obviously incorrect loading of wagon including over decks of multipack wagons.

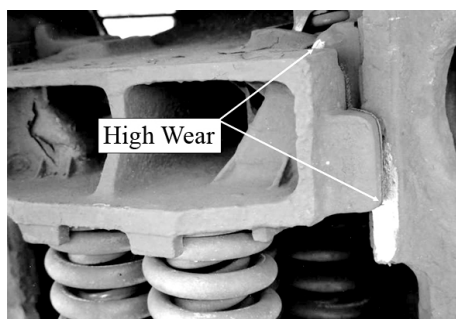
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### **Evidence of hunting**

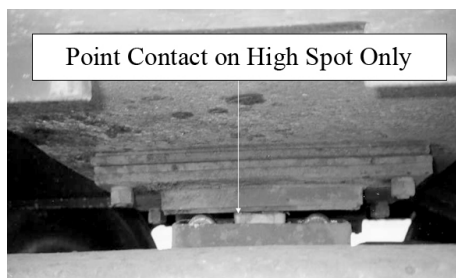
Tell-tale signs of hunting are any of the following:

- fresh bolster gib wear (see Figure 1)
- wear between the side of the friction wedge and bolster pocket (see Figure 1)
- fresh wear between the axle box or the bearing adaptor and bogie side frame
- melting of plastic elements in the constant contact side bearers due to friction heating (see Figure 3).

Freight wagons with the following hunting defects should be marked off, or reduced to 50km/h maximum speed, when a WOLO has been declared.



**Figure 1:** High gib/side frame wear and friction wedge lateral wear



**Figure 2:** Constant contact side bearer with point contact



**Figure 3:** Constant contact side bearers with melted plastic blocks

**What to do if defects are detected or reported**

Defects are usually identified via passenger complaints (for passenger trains), and drivers and wayside staff reports and observations, including roll-by inspections (for freight trains).

Any passenger vehicle, freight train or locomotive should undergo corrective action if suspected of hunting.

Freight vehicles showing any of the above defects should be marked off, or operate at reduced speed until corrective action is taken.

The reduced speed shall be the maximum permitted track speed not exceeding 50km/h when a WOLO has been declared.

The reduced speed when a WOLO has been declared is published in the Train Operating Conditions Manual General Instruction Pages, Section 3 Page 5.

**Note:** These items form part of the normal train examination procedures, but are especially important at this time of year when track buckles are a greater risk. Please refer to your examiners manuals for the inspection procedure and limits for these components and, if you have any questions, speak with your supervisor.

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## TRACK DISTURBANCE BETWEEN OCTOBER AND MARCH

### **ATTENTION: All engineering and construction staff who work on or about the track**

Disturbance of the track during the period October to March can cause track misalignments (track buckles).

Be aware of:

- Bumping of the track (e.g bumping the track with a front-end loader).
- Knocking down or removing ballast profile (e.g running along the ballast shoulder in a truck).
- Undermining the ballast profile by excavation (e.g excavating a trench beside or under the track).

### **Report all track disturbances**

If the track is disturbed, report it immediately to local track staff.

Planned work to be advised to email address [PermissionToDisturb@transport.nsw.gov.au](mailto:PermissionToDisturb@transport.nsw.gov.au)

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## **HORNSBY – COMMISSIONING OF HORNSBY JUNCTION REMODELLING**

Commencing at 2000hrs on **Monday, 1 January 2018**, and continuing until 0200hrs on Tuesday, 16 January 2018, the following signalling alterations will be carried out:

- The Inwards and Outwards Car Shed Roads will be brought back into use under a new track configuration
- A reconfigured No.1 Up Siding will be brought into use to facilitate turnback moves between the Up & Down Shore Lines
- The existing Up Loop will be reconfigured to form the new Up Shore Line.
- The existing Hornsby Junction area country side of the station will be reconfigured to consolidate crossovers and simplify layout.
- Existing scissors 515A/B, 516A/B, 517 & 518 will be renewed with improved crossover speed.
- The temporary Network Access Crossing across 2-7 Up Sidings will be removed
- All intermediate train stops for trains entering Platform 2 in the Down Direction will be removed.
- Frame B will be brought back into use. Local area working will remain between Frame B and the Inwards & Outwards Car Shed Roads. The limits of manual operation are, HY84 signal (34.399km) on the Inwards Car Shed Road and HY86 signal (34.399km) on the Outwards Car Shed Road. NLA's to be followed.
- Yard limit changes on the Up Shore Line from existing signal SH15.36 (24.692km) to new signal SH15.46 (24.901km). All other Yard Limits remain unchanged.

The signalling area will remain controlled from Homebush Control Centre. The existing ATRICS system will remain and be amended to reflect the new signalling arrangements. The changes affect both Hornsby ATRICS and Hornsby North ATRICS panels.

The existing Westlock interlocking will be retained and modified to enable control of all new and existing signalling equipment.

There is no change to the system of working – Rail Vehicle Detection (RVD)

**New and altered Lines brought into use**

The following table details new and altered lines in the area:

Kilometrage From (Approx)	Kilometrage To (Approx)	Existing Line Name	New Line Name	Remarks
34.107	34.459	Inwards Car Shed Road	-	Track realigned and brought back into use
34.107	34.459	Outwards Car Shed Road	-	Track realigned and brought back into use
33.971	34.669	Up Loop	Up Shore	Track realigned, renamed and brought back into use
33.971	34.418	-	No.1 Up Siding	New Up Siding brought into use to facilitate turnback moves between the Shore Lines.

### **Down direction moves between Hornsby Station Platforms & the Inwards Car Shed Road**

Access to the Inwards Car Shed Road from Hornsby Platform 1 will be authorised via signal routes HY59(M)/(S)B & HY77(S)B

Access to the Inwards Car Shed Road from Hornsby Platform 2 will be authorised via signal routes HY57(M)/(S)D1 (with 526R & 530N) & HY77(S)B or, HY57(M)/(D)D2 (with 523R & 530R) & HY77(S)B

Access to the Inwards Car Shed Road from Hornsby Platform 3 will be authorised via signal routes HY55(M)/(S)D & HY77(S)B

Access to the Inwards Car Shed Road from Hornsby Platform 4 will be authorised via signal routes HY53(M)/(S)F & HY77(S)B

### **Up direction moves between Outwards Car Shed Road & Hornsby Station Platforms**

Access to Hornsby Platform 1 from the Outwards Car Shed Road via 534A/B normal will be authorised via manual operation of Frame B, signal routes HY86(M)/(S)A, HY80, HY68(M)A/(S)A & HY62

Access to Hornsby Platform 1 from the Outwards Car Shed Road via 534A/B reverse will be authorised via manual operation of Frame B, signal routes HY86(M)/(S)B, HY78(M)/(S)A, HY68(M)A/(S)A & HY62

Access to Hornsby Platform 2 from the Outwards Car Shed Road via 534A/B normal will be authorised via manual operation of Frame B, signal routes HY86(M)/(S)A, HY80, HY68(S)B

Access to Hornsby Platform 2 from the Outwards Car Shed Road via 534A/B reverse will be authorised via manual operation of Frame B, signal routes HY86(M)/(S)B, HY78(M)/(S)A, HY68(S)B

Access to Hornsby Platform 3 from the Outwards Car Shed Road will be authorised via manual operation of Frame B, signal routes HY86(M)/(S)B, HY78(M)/(S)B, HY58(M)/(S)B

Access to Hornsby Platform 4 from the Outwards Car Shed Road will be authorised via manual operation of Frame B, signal routes HY86(M)/(S)B, HY78(M)/(S)C

### **Up direction moves between Inwards Car Shed Road & Hornsby Station Platforms**

Access to Hornsby Platform 1 from the Inwards Car Shed Road will be authorised via manual operation of Frame B, signal routes HY84(M)/(S), HY78(M)/(S)A, HY68(M)A/(S)A & HY62

Access to Hornsby Platform 2 from the Inwards Car Shed Road will be authorised via manual operation of Frame B, signal routes HY84(M)/(S), HY78(M)/(S)A, HY68(S)B

Access to Hornsby Platform 3 from the Inward Car Shed Road will be authorised via manual operation of Frame B, signal routes HY84(M)/(S), HY78(M)/(S)B, HY58(M)/(S)B

Access to Hornsby Platform 4 from the Inwards Car Shed Road will be authorised via manual operation of Frame B, signal routes HY84(M)/(S), HY78(M)/(S)C

### **Down direction moves between Hornsby Station Platforms & the No.1 Up Siding**

Access to the No.1 Up Siding from Hornsby Platform 1 will be authorised via signal routes HY59(M)/(S)A & HY63

Access to the No.1 Up Siding from Hornsby Platform 2 will be authorised via signal routes HY57(M)/(S)C & HY63

### **Up Direction direction moves between the No.1 Up Siding & Hornsby Station Platforms**

Access to Hornsby Platform 1 from the No.1 Up Siding will be authorised via signal routes HY76(M)/(S)A, HY68(M)/(S)A, HY62

Access to Hornsby Platform 2 from the No.1 Up Siding will be authorised via signal routes HY76(M)/(S)B

## Signals

The final signalling arrangements are shown on the Hornsby final commissioning signalling diagram published in this weekly notice

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

All signals in the area are fitted with train stops.

Additional LED-type, double head colour light signals and main line route indicators (where provided), turnout repeaters, subsidiary shunt signals and route indicators (where provided) and train stops will be brought into use as shown in the new and altered signal and route designations table below.

Approach locking is provided on every new controlled signal. A time limit of 120 seconds applies to all main line aspects and 60 seconds applies to all shunt aspects to release the approach locking if the signal is restored to STOP with a train closely approaching

Signal	Route	Description	Route Indication	New/ altered	Remarks
SH15.46	-	Automatic Signal on Up Shore		New	SH15.46 is a new main line running signal designed to assist Hornsby starting signals, HY46 and HY48 to clear up in a much shorter time. Signal positioned to allow a departing train to draw clear of 516 points, which permits moves from the Down Shore/ Down Main to Platform 1/ Platform 2. It also permits a train to depart Platform 1 to Up Main.

Signal	Route	Description	Route Indication	New/ altered	Remarks
HY25	(M)A	Down Home <i>Down Main</i>		Altered	Left and Right Hand Turnout Repeater provided. Preliminary Medium aspect provided
	(M)B	Down Home <i>Down Main to Up Main</i>	3	Altered	Left and Right Hand Turnout Repeater provided
	(M)C	Down Home <i>Down Main to Down Shore</i>	2	Altered	Left and Centre Hand Turnout Repeater provided
	(M)D	Down Home <i>Down Main to Up Shore</i>	1	Altered	Left and Centre Hand Turnout Repeater provided
HY35	(M)	Down Home <i>Down Shore</i>		Altered	Right Hand Turnout Repeater provided
	(S)	Shunt <i>Down Shore</i>		Altered	Shunt route removed
HY43	This signal permits Down Shore trains to advance closer to the Down Shore platform with the ability to re-route the train into Platform 1 in the event of extended delays on Platform 2.				
	(M)A	Down Home <i>Down Shore</i>		New	Left and Right Turnout Repeater provided
	(S)A	Shunt <i>Down Shore</i>	2	New	Stencil Route Indicator provided
	(M)B	Down Home <i>Up Shore</i>		New	
	(S)B	Shunt <i>Up Shore</i>	1	New	Stencil Route Indicator provided
HY46 CO-ACT		Up Starter <i>Down Shore</i>		Altered	Name change from 'HY46 IND' to 'HY46 CO-ACT'

Signal	Route	Description	Route Indication	New/ altered	Remarks
HY48 CO-ACT		Up Starter <i>Up Shore</i>		Altered	Name change from 'HY48 IND' to 'HY48 CO-ACT'
HY53	(M)D	Down Home <i>Down Main to Up Main</i>	U	New	Multi Lamp Route Indicator provided
	(S)D	Shunt <i>Down Main to Up Main</i>	UM	New	Stencil Route Indicator provided
	(M)F	Down Home <i>Down Main to Up Shore</i>	S	Altered	Multi Lamp Route Indicator provided
	(S)F	Shunt <i>Down Main to Up Shore</i>	US	Altered	Stencil Route Indicator provided Route previously for existing No.1 Up Siding
HY55	Installed on new signal gantry – main line running signal, this signal allows moves from Platform 3 to Down Main, Up Main or Up Shore.				
	(M)D	Down Home <i>Up Main to Up Shore</i>	S	New	Multi Lamp Route Indicator provided
	(S)D	Shunt <i>Up Main to Up Shore</i>	US	Altered	Stencil Route Indicator provided Route previously for existing No.1 Up Siding
HY57	Installed on new signal gantry, main line running signal, this signal protects an equal speed junction to allow trains to depart Platform 2 on a clear indication to Down Main & Up Main or a medium indication to No.1 Up Siding. Shunt move to Up Shore and Up Sidings.				
	(M)A	Down Home <i>Down Shore to Down Main</i>	D	Altered	Multi Lamp Route Indicator provided Route renamed from HY57(M)B

Signal	Route	Description	Route Indication	New/ altered	Remarks
HY57	(S)A	Shunt <i>Down Shore to Down main</i>	DM	Altered	Stencil Route Indicator provided Route renamed from HY57(S)B
	(M)B	Down Home <i>Down Shore to Up Main</i>	U	Altered	Multi Lamp Route Indicator provided Route renamed from HY57(M)C
	(S)B	Shunt <i>Down Shore to Up Main</i>	UM	Altered	Stencil Route Indicator provided Route renamed from HY57(S)C
	(M)C	Down Home <i>Down Shore</i>		New	Multi Lamp Route Indicator provided
	(S)C	Shunt <i>Down Shore</i>	DS	New	Stencil Route Indicator provided
	(M)D 1	Down Home <i>Down Shore to Up Shore</i>	S	New	Down Shore to Up Shore move via 526R & 530N
	(M)D 2	Down Home <i>Down Shore to Up Shore</i>	S	New	Down Shore to Up Shore move via 523R & 530R
	(S)D	Shunt <i>Down Shore to Up Shore</i>	US	Altered	Stencil Route Indicator provided Route renamed from HY57(S)F for existing No.1 Up Siding
	(S)G	Shunt <i>Down Shore to Up Sidings</i>	SG	Altered	Stencil Route Indicator provided Route renamed from HY(S) J



Signal	Route	Description	Route Indi- cation	New/ altered	Remarks
HY58	A new main line running signal converted from a position light shunt. This signal allows trains to close up towards Platforms 2 or 3 on running indications.				
	(M)A	Up Home <i>Up Main to Platform 2</i>		New	Left and Right Hand Turnout Repeater provided
	(S)A	Shunt <i>Up Main to Platform 2</i>	2	New	Stencil Route Indicator provided
	(M)B	Up Home <i>Up Main to Platform 3</i>		New	
	(S)B	Up Home <i>Up Main to Platform 3</i>	3	New	Stencil Route Indicator provided
HY59	Installed on new signal gantry, main line running signal, allowing moves from Platform 1 to Up Sidings and Up Shore and No. 1 Up Siding.				
	(M)A	Down Home <i>Up Shore</i>		New	
	(S)A	Shunt <i>Up Shore to No.1 Up Siding</i>	DS	Altered	Stencil Route Indicator provided Route renamed from HY59(S)C for existing Up Loop
	(M)B	Down Home <i>Up Shore</i>		New	
	(S)B	Shunt <i>Up Shore</i>	US	New	Stencil Route Indicator provided
	(S)D	Shunt <i>Up Shore to Up Sidings</i>	SG	Altered	Stencil Route Indicator provided.Route renamed from HY59(S)H

Signal	Route	Description	Route Indi- cation	New/ altered	Remarks
HY60	(S)A	Shunt <i>Down Relief to Platform 4</i>	4	Altered	Stencil Route Indicator to be changed from 'DM' to '4'
	(S)B	Shunt <i>Down Relief to Platform 5</i>	5	Altered	Stencil Route Indicator to be changed from 'DR' to '5'
HY62	A new main line running signal designed to allow trains to stand close to Platform 1 ready for entry while the train occupying Platform 1 or Platform 2 departing in the Up Direction				
	(M)	Up Home <i>Up Shore to Platform 1</i>		New	Right Hand Turnout Repeater provided
HY63	Installed on new signal gantry, main line running signal, provides assistance to a driver, indicating braking distance before entering No. 1 Up Siding.				
	(M)	Down Home <i>Down Shore to No.1 Up Siding</i>		New	
HY68	New main line running signal replacing the existing HY62 on Outwards Car Shed Road. This signal permits a train close up on low speed towards HY62 protecting Platform 1.				
	(M)A	Up Home <i>Up Shore</i>		New	
	(S)A	Shunt <i>Up Shore</i>	US	New	Stencil Route Indicator provided
	(S)B	Shunt <i>Up Shore to Platform 2</i>	2	New	Stencil Route Indicator provided

Signal	Route	Description	Route Indication	New/ altered	Remarks
HY70	(M)A	Up Home <i>Turnback 1 to Platform 3</i>	3	Altered	Route renamed from HY70(M)B
	(S)A	Shunt <i>Turnback 1 to Platform 3</i>	3	Altered	Route renamed from HY70(S)B
	(M)B	Up Home <i>Turnback 1 to Platform 4</i>	4	Altered	Route renamed from HY70(M)C
	(S)B	Shunt <i>Turnback 1 to Platform 4</i>	4	Altered	Route renamed from HY70(S)C
HY72	(M)A	Up Home <i>Down Main to Up Main</i>		Altered	Route renamed from HY72(M)C Multi Lamp Route Indicator removed Left Hand Turnout Repeater provided
	(S)A	Shunt <i>Down Main to Up Main</i>	UM	Altered	Route renamed from HY72(S)C
	(M)B	Up Home <i>Down Main to Platform 4</i>		Altered	Route renamed from HY72(M)D Multi Lamp Route Indicator removed Left Hand Turnout Repeater provided
	(S)B	Shunt <i>Down Main to Platform 4</i>	4	Altered	Route renamed from HY72(S)D

Signal	Route	Description	Route Indication	New/ altered	Remarks
HY74	(M)A	Up Home <i>Up Main</i>		Altered	Route renamed from HY74(M)C Multi Lamp Route Indicator removed Left Hand Turnout Repeater provided
	(S)A	Shunt <i>Up Main</i>	UM	Altered	Route renamed from HY74(S)C
	(M)B	Up Home <i>Up Main to Platform 4</i>		New	
	(S)B	Shunt <i>Up Main to Platform 4</i>	4	New	Stencil Route Indicator provided
HY76	New tunnel type signal, allows turnback operation No.1 Up Siding to the Up Shore or Down Shore.				
	(M)A	Up Home <i>No.1 Up Siding to Up Shore</i>		New	
	(S)A	Shunt <i>No.1 Up Siding to Up Shore</i>	U	New	Stencil Route Indicator provided
	(M)B	Up Home <i>No.1 Up Siding to Platform 2</i>		New	
	(S)B	Shunt <i>No.1 Up Siding to Platform 2</i>	2	New	Stencil Route Indicator provided

Signal	Route	Description	Route Indi- cation	New/ altered	Remarks
HY77	New main line running signal, allowing moves to Up Shore and Inwards Car Shed Road.				
	(M)A	Down Home <i>Up Shore</i>		New	Released by HY105(M) route
	(S)A	Shunt <i>Up Shore</i>	US	New	Released by HY105(S) route Stencil Route Indicator provided
	(S)B	Shunt <i>Up Shore to Inwards Car Shed</i>	IC	New	Stencil Route Indicator provided
HY78	New main line running signal, allowing moves to Up Shore, Up Main and Down Main.				
	(M)A	Up Home <i>Up Shore</i>		New	
	(S)A	Shunt <i>Up Shore</i>	US	Altered	Stencil Route Indicator provided
	(M)B	Up Home <i>Up Shore to Up Main</i>	U	New	Multi Lamp Route Indicator provided Left Hand Turnout Repeater provided
	(S)B	Shunt <i>Up Shore to Up Main</i>	UM	Altered	Stencil Route Indicator provided Renamed from existing (S)C
	(M)C	Up Home <i>Up Shore to Platform 4</i>	4	New	Multi Lamp Route Indicator provided
	(S)C	Shunt <i>Up Shore to Platform 4</i>	4	Altered	Stencil Route Indicator provided. Renamed from existing (S)D

Signal	Route	Description	Route Indi- cation	New/ altered	Remarks
HY80	New main line running signal on Outwards Car Shed Road				
	(M)	Up Home <i>Outwards Car Shed to Up Shore</i>		New	
	(S)	Shunt <i>Outwards Car Shed to Up Shore</i>		Altered	Renamed from existing (S)A
HY82	Installed on new signal gantry, main line running signal on the Up Shore				
	(M)	Up Home <i>Up Shore to Up Shore</i>		New	Right Hand Turnout Repeater provided
	(S)	Shunt <i>Up Shore to Up Shore</i>		Altered	Renamed from existing (S)A
HY84	Installed on new signal gantry, running signal, allowing moves to Up Shore				
	(M)	Up Home <i>Inwards Car Shed Road to Up Shore</i>		New	Right Hand Turnout Repeater provided
	(S)	Shunt <i>Inwards Car Shed Road to Up Shore</i>		New	

Signal	Route	Description	Route Indi- cation	New/ altered	Remarks
HY86	Installed on new signal gantry, running signal, allowing moves to Outwards Car Shed Road and Up Shore				
	(M)A	Up Home <i>Outwards Car Shed Road</i>		New	
	(S)A	Shunt <i>Outwards Car Shed Road</i>	OC	New	Stencil Route Indicator provided
	(M)B	Up Home <i>Outwards Car Shed Road to Up Shore</i>		New	Right Hand Turnout Repeater provided
	(S)B	Shunt <i>Outwards Car Shed Road to Up Shore</i>	US	New	Stencil Route Indicator provided
HY105	(M)	Down Home <i>Up Shore to Up Main</i>		Altered	Releases HY77(M) route
	(S)	Shunt <i>Up Shore to Up Main</i>		Altered	Releases HY77(S) route
HY106	(M)A	Up Home <i>Up Main to Up Shore</i>		Altered	Route previously for existing Up Loop. Left and Hand Turnout Repeater Provided. Preliminary Medium aspect provided.

Signal	Route	Description	Route Indication	New/ altered	Remarks
HY 106	(S)A	Shunt <i>Up Main to Up Shore</i>	US	Altered	Route previously for existing Up Loop
HY132	(M)A	Up Home <i>Up Main</i>		Altered	Left Hand Turnout Repeater provided
HY134	(M)	Up Home <i>Up Main</i>		Altered	Left and Right Hand Turnout Repeater provided

### Points

The new and altered points are shown in the table below

Points No	Status	Remarks
515A/ B16A/B/ 517/18	Altered	<b><i>15km/h Scissors</i></b> Down Shore to Up Shore, EP Points Style A-Unit with In Bearer Spherolock. 515A/B, 516A/B, 517 & 518 Scissor crossing renewed with A-Unit Style points. Speed increased from 8km/h to 15km/h.
521A/B	Altered	<b><i>35km/h Crossover,</i></b> Down Main to Up Main, EP Points Style A-Unit with In Bearer Spherolock. 521A/B ends previously installed clipped and XL locked normal will be brought into use.
523A/B	Altered	<b><i>35km/h Crossover,</i></b> Down Shore to Up Main, EP Points Style A-Unit with In Bearer Spherolock.
526A/B	Altered	<b><i>30km/h Crossover,</i></b> Down Shore to Up Shore, EP Points Style A-Unit with In Bearer Spherolock.



Points No	Status	Remarks
528A/B	New	<b>35km/h Crossover,</b> No.1 Up Siding to Up Shore, EP Points Style A-Unit with In Bearer Spherolock. 25km/h permitted in Down direction only.
529A/B	Altered	<b>35km/h Crossover,</b> Down Main to Up Main, EP Points Style A-Unit with In Bearer Spherolock. 529A/B ends previously installed clipped and XL locked normal will be brought into use
530A/B	New	<b>40km/h Crossover</b> with diamond crossing Up Main to Up Shore, EP Points Style A-Unit with In Bearer Spherolock. 530A end previously installed clipped and XL locked normal will be brought into use
531A/B	New	<b>35km/h Turnout (531A),</b> Up Shore to Outwards Car Shed. EP Points Style A-Unit with In Bearer Spherolock. 531 B end is a catchpoint. Run off landing zone rated at 40km/h. Previously 531 was catchpoint on Up Loop
533	Altered	<b>35km/h Turnout,</b> Up Shore to Inwards Car Shed, EP Points Style A-Unit with In Bearer Spherolock.
534A/B	Altered	<b>35km/h Crossover,</b> Outwards Car Shed to Inwards Car Shed, EP Points Style A-Unit with In Bearer Spherolock.
544	New	<b>10km/h Containment Catchpoint</b> on the No.1 Up Siding, EP Points Style A-Unit with In Bearer Spherolock

### Intermediate Train Stops

New Intermediate Train Stops are shown in the table below:

Kilometrage (Approx)	Description	Remarks
34.320km	HY63 ITS No.1 Up Siding	Speed 25km/h 14 seconds on 1 USAT track
34.461 km	106 ITS 1 Up Main	Speed 35km/h 14 seconds on 106BT track
34.371 km	106 ITS 2 Up Main	Speed 25km/h 11 seconds on 106CT track

### Stop Blocks

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

Kilometrage (Approx)	Description	Remarks
34.057km	Up Loop	Existing Stop Block removed
34.107km	Up Shore	Existing Stop Block removed
34.586km	Inwards Car Shed Road	Existing Stop Block removed
34.586km	Outwards Car Shed Road	Existing Stop Block removed

### Buffer Stops

New Buffer Stops are shown in the table below:

Kilometrage (Approx)	Description	Remarks
34.418km	No.1 Up Siding Friction Buffer Stop	Max speed 25km/h. 63 ITS provided on approach for speed check

## **Yard Limit Signs**

New "Yard Limit" and "End Yard Limit" signs will be installed as shown in the table below

Signal	Description	Remarks
SH15.46	Horizontal EYL and horizontal YL mounted on Signal Post	New signs provided on new signal on the Up Shore at 24.901 km

**VER 21112017**  
**DD VER 21112017**

### **Adam Toffolo**

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### **Jason Eadie**

Signalling Team Lead, WSP

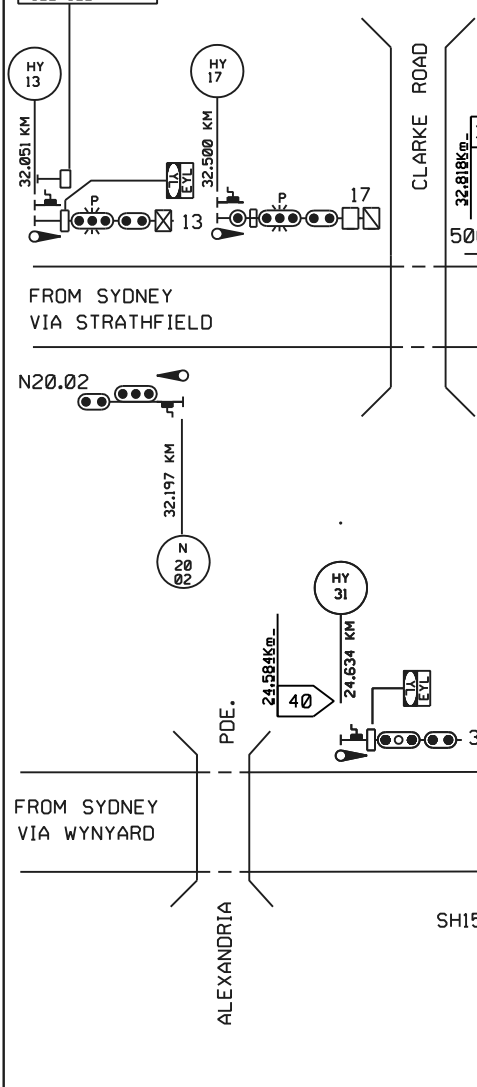
Tel: 0437 599 153

Email: Jason.eadie@wsp.com

80  
80  
80

HY13  
500 PTS  
502 PTS

TONNAGE SIGNAL  
TRAINS OF OVER  
PRESCRIBED LOAD  
TO WAIT UNTIL  
SIGNAL IS AT  
FULL CLEAR



HY21 (MIA) DOWN MAIN - 502 PTS

HY27	(SIA)	DOWN MAIN	4
	(SIB)	UP MAIN	3
	(SIC)	DOWN SHORE	2
	(SID)	UP SHORE	1

HY25	(MIA)	DOWN MAIN	-
	(SIA)	DOWN MAIN	4
	(MIB)	UP MAIN	3
	(SIB)	UP MAIN	3
	(MIC)	DOWN SHORE	2
	(SIC)	DOWN SHORE	2
	(MID)	UP SHORE	1
	(SID)	UP SHORE	1

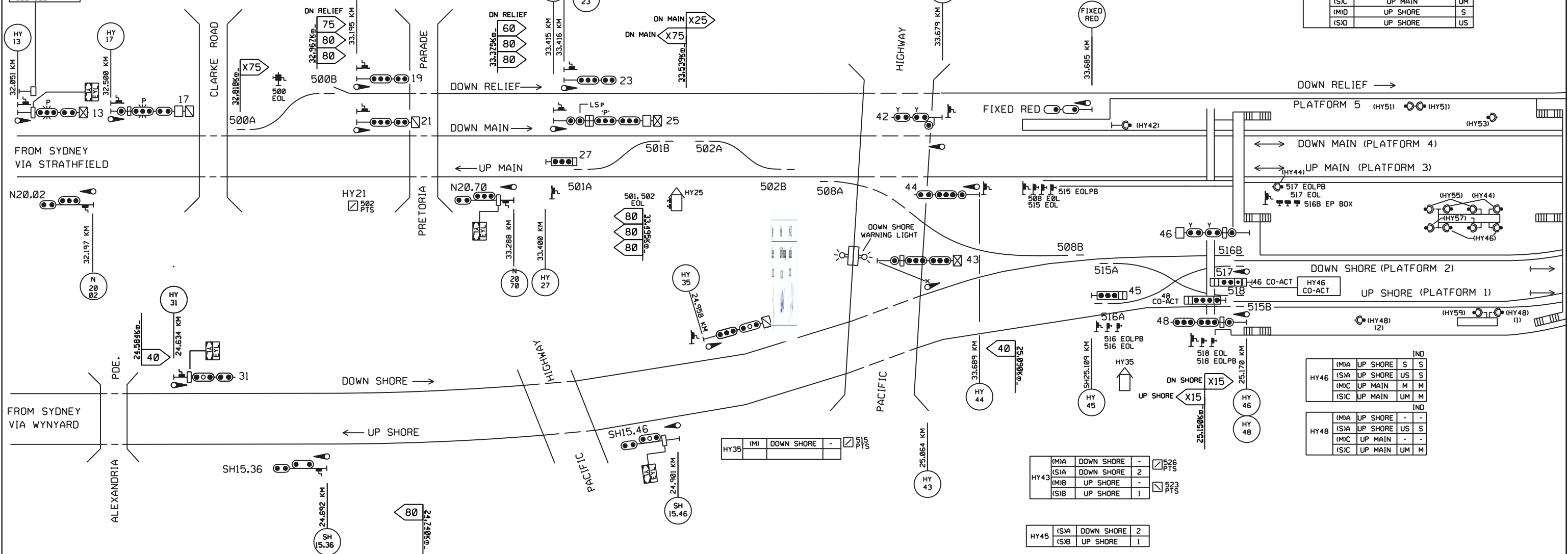
528 PTS 529 PTS

HY53	(MIA)	DOWN RELIEF	R
	(SIA)	DOWN RELIEF	DR
	(MIB)	TURNBACK 1	T
	(SIB)	TURNBACK 1	T1
	(MIC)	DOWN MAIN	-
	(SIC)	DOWN MAIN	DM
	(MID)	UP MAIN	U
	(SID)	UP MAIN	UM
HY55	(MIF)	UP SHORE	S
	(SID)	UP SHORE	US

HORNSBY

HY55	(MIA)	TURNBACK 1	T
	(SIA)	TURNBACK 1	T1
	(MIB)	DOWN MAIN	D
	(SIB)	DOWN MAIN	DM
	(MIC)	UP MAIN	-
	(SIC)	UP MAIN	UM
	(MID)	UP SHORE	S
	(SID)	UP SHORE	US

55(MB1) VIA 521R  
55(MB2) VIA 541R

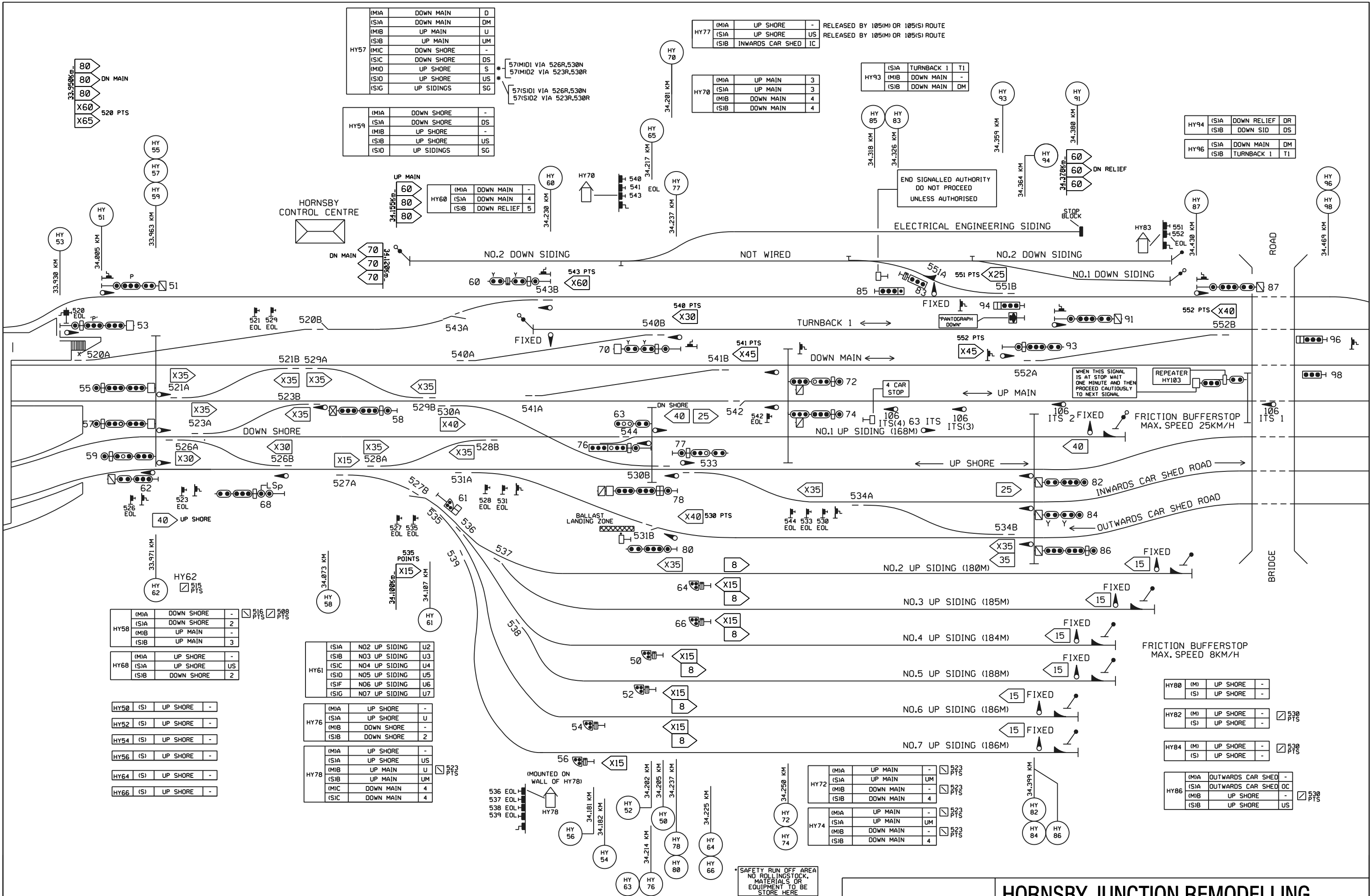


HY35 (M) DOWN SHORE - 515 PTS

HY43	(MIA)	DOWN SHORE	-
	(SIA)	DOWN SHORE	2
	(MIB)	UP SHORE	-
	(SIB)	UP SHORE	1

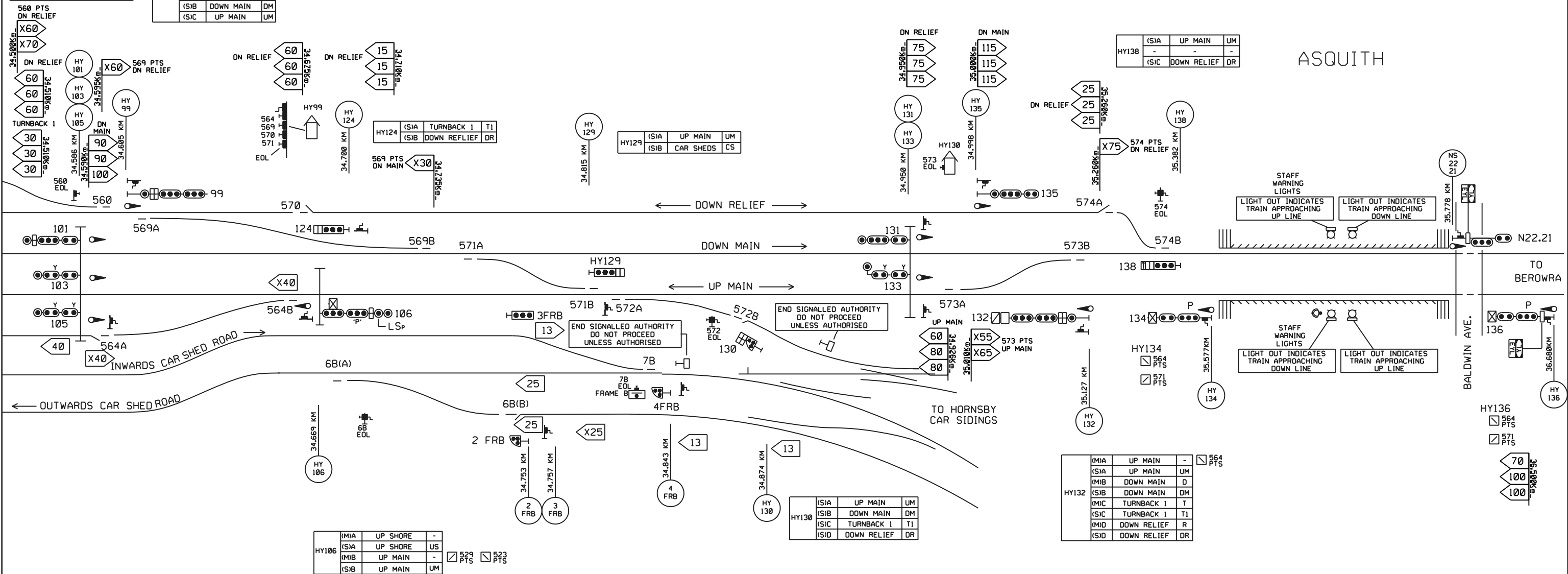
HY45	(SIA)	DOWN SHORE	2
	(SIB)	UP SHORE	1

HY46	(MIA)	UP SHORE	S	IND
	(SIA)	UP SHORE	US	S
	(MIC)	UP MAIN	M	M
	(SIC)	UP MAIN	UM	M
HY48	(MIA)	UP SHORE	-	IND
	(SIA)	UP SHORE	US	S
	(MIC)	UP MAIN	-	-
	(SIC)	UP MAIN	UM	M



HY101	(M)A	DOWN MAIN	-
	(S)A	DOWN MAIN	DM
	(S)B	UP MAIN	UM

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



## **HORNSBY – REMOVAL OF 521/522 SLIP. NEW INSTALLATION OF 521A/B POINTS**

Commencing at 0200 hours on **Friday, 29th December 2017**, and continuing until 1200 hours Sunday, 31st December 2017, the following signalling alterations will be carried out:

- Hornsby Signal HY25 low speed will be removed.
- Hornsby Slip 521/522 will be removed.
- New 521A/B Points will be installed and clipped and XL locked normal.
- Existing Hornsby Points 523A/B/C will be clipped and XL locked normal.
- Existing Hornsby Points 525A/B will be clipped and XL locked normal.

Hornsby Signal HY25 is located on the Down Main at approximately 33.416km. This signal has Low Speed aspect. This Low Speed aspect will be removed.

Hornsby Slip 521/522 is located on the country side of Hornsby Station. This slip will be removed.

New 521A/B points will be installation country side of Hornsby Station at approximately 33.945km. These points will be clipped and XL locked normal until brought into use at a later stage.

Existing 523A/B/C points are located on the country side of Hornsby station. These points will be booked out of use and clipped and XL locked normal.

Existing 525A/B points are located on the country side of Hornsby station. These points will be booked out of use and clipped and XL locked normal.

There will be no alteration to the indication panel at Homebush Signalling Centre.

The new signalling arrangements are shown in the provided driver's diagram.

**VER 21112017**

**DD VER 21112017**

### **Adam Toffolo**

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### **Jason Eadie**

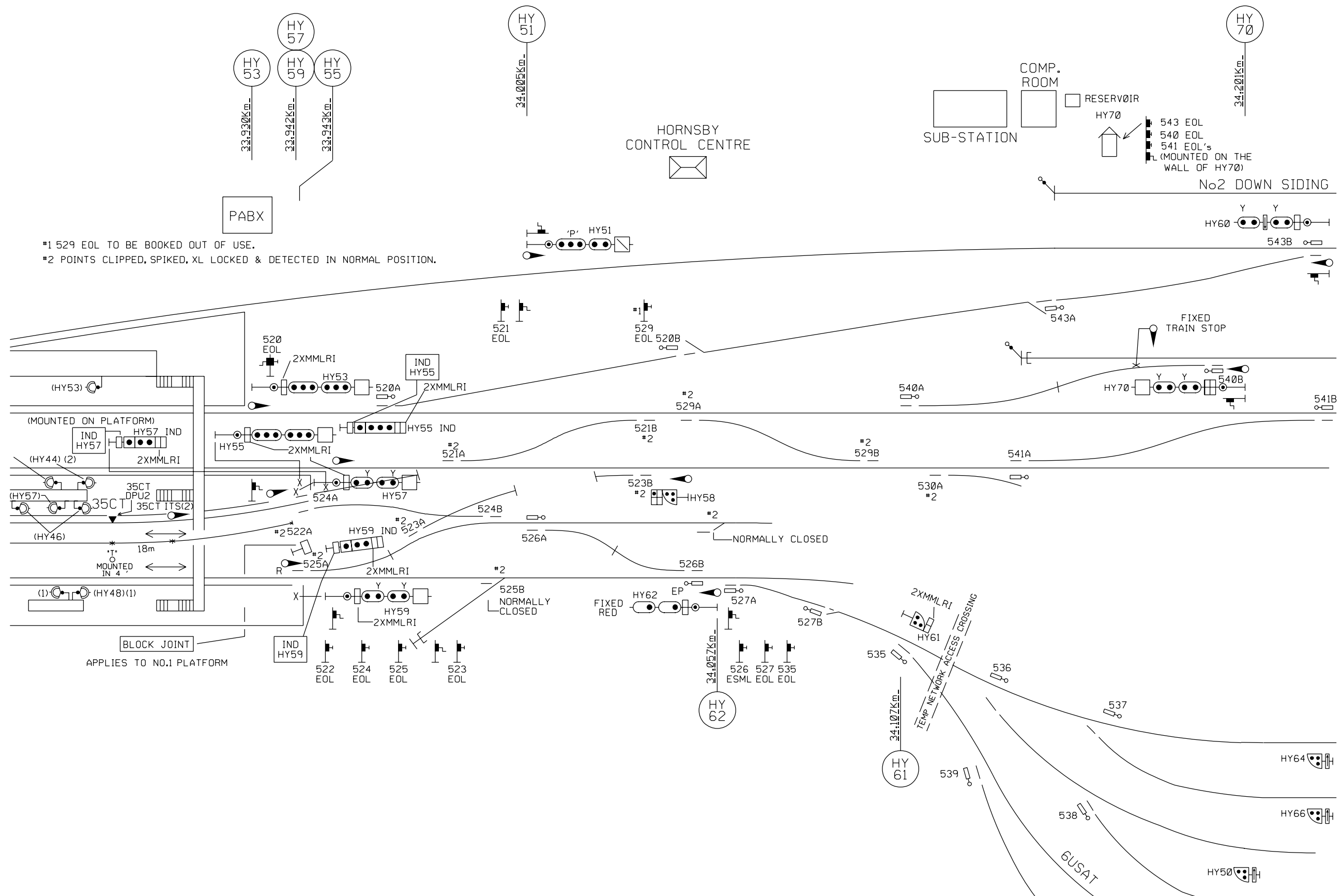
Signalling Design Manager, WSP

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VER 21112017





Transport

HORNSBY JUNCTION REMODELLING PROJECT STAGE 33  
SIGNALLING ARRANGEMENT DIAGRAM  
EXTRACT 2 OF 2

WN51-2017

VER 21112017

## MAIN NORTH & NORTH SHORE CORRIDOR WORKS, PYMBLE TO HORNSBY HEADWAY IMPROVEMENTS PORTION 5A – ENABLING STAGE 3 & P5A FINAL COMMISSIONINGS

Commencing at 0200hrs on **Tuesday, 2nd January 2018**, and continuing until 1800hrs on Sunday, 14th January 2018, the following work will be carried out:

Aspect changes will be made to existing signal SH12.40 at 19.833Km on Up North Shore Line. The current medium aspect will be removed.

- A new auto signal SH12.60 with a new trainstop will be installed at 20.265km on Up Shore Line.
- A new auto signal SH14.30 with a new trainstop will be installed at 22.985km on Up Shore Line.
- A new auto signal SH14.76 with a new trainstop will be installed at 23.712km on Up Shore Line.
- A new auto signal SH15.20 with a new trainstop will be installed at 24.472km on Up Shore Line.
- P5A Final commissioning will require changes to ATRICS indications.

As a summary, following signal alterations will be done:

SIGNAL / ROUTE NAME	KM	STATUS	DESCRIP- TION	ROUTE INDICA- TOR	REMARKS
SH12.40	19.833	Existing	Up Auto, Up North Shore		Medium aspect removed, lower yellow blanked out.
SH12.60	20.265	New	Up Auto, Up North Shore		New Signal
SH14.30	22.985	New	Up Auto, Up North Shore		New Signal

SH14.76	23.712	New	Up Auto, Up North Shore		New Signal
SH15.20	24.472	New	Up Auto, Up North Shore		New Signal

The new arrangements are depicted in the attached Signalling Arrangement diagram.

**VER 13112017**  
**Signalling Arrangement VER 13112017**

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**Saraswathi Penneru**

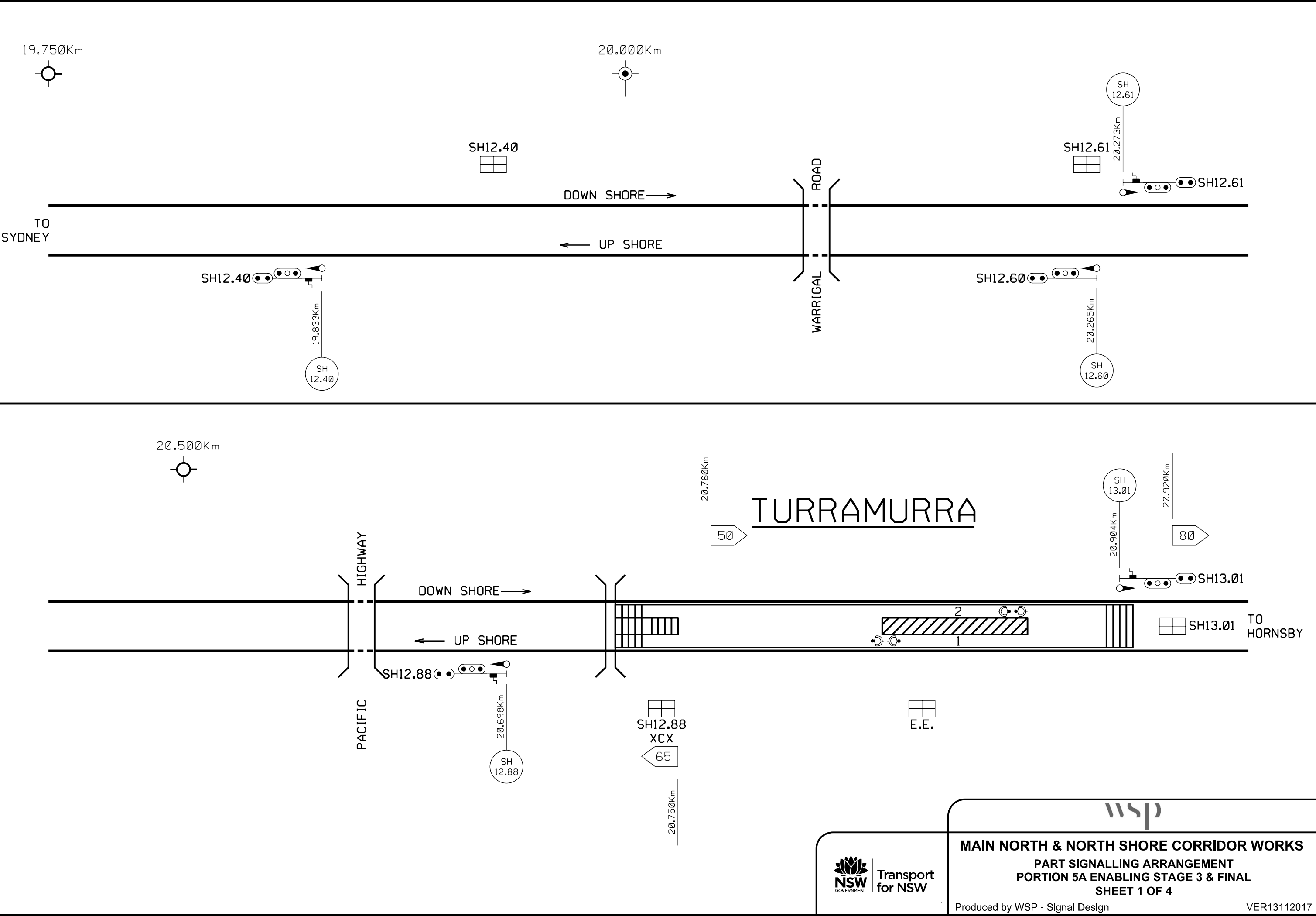
Senior Signal Engineer

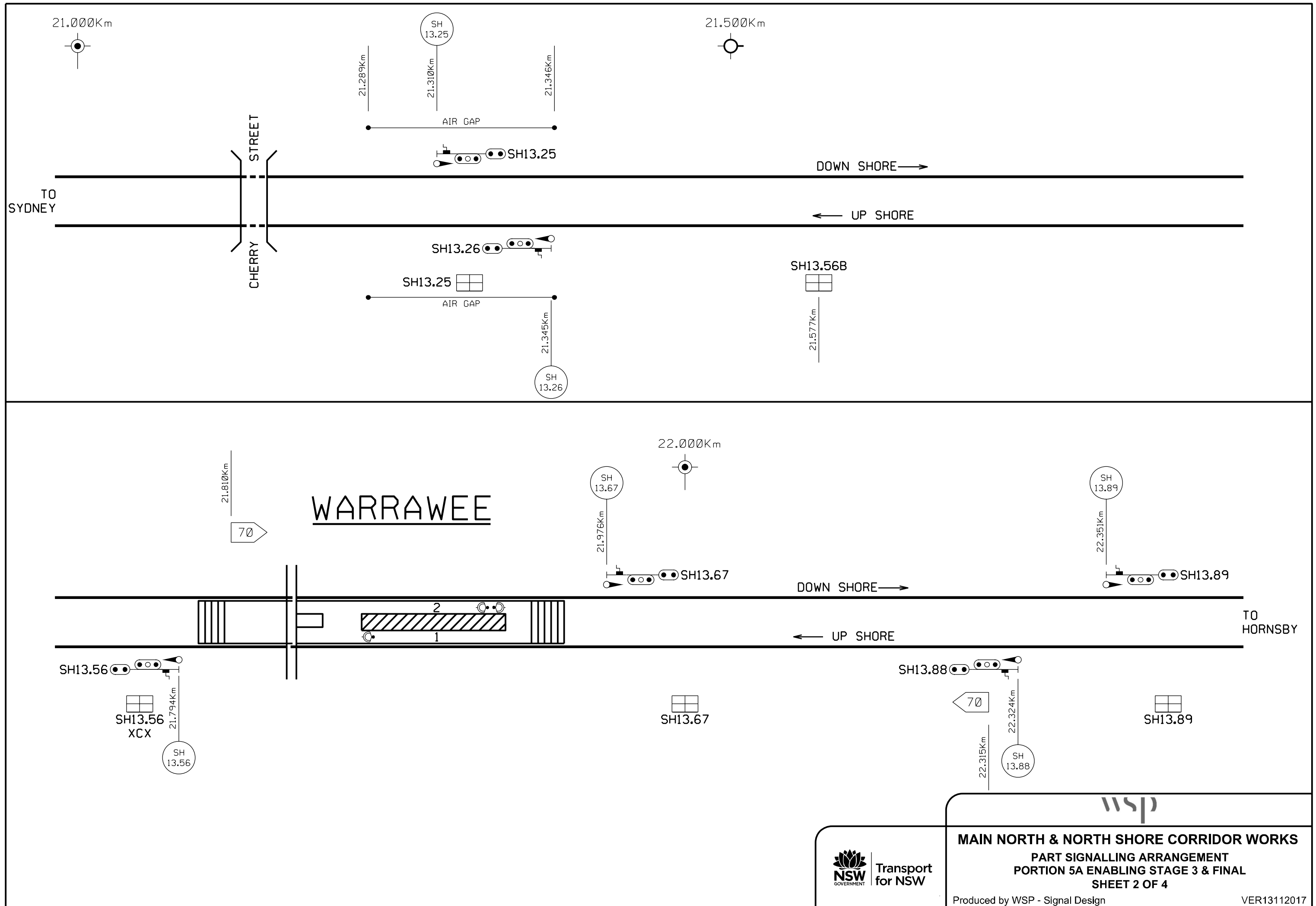
Engineering Signal Design

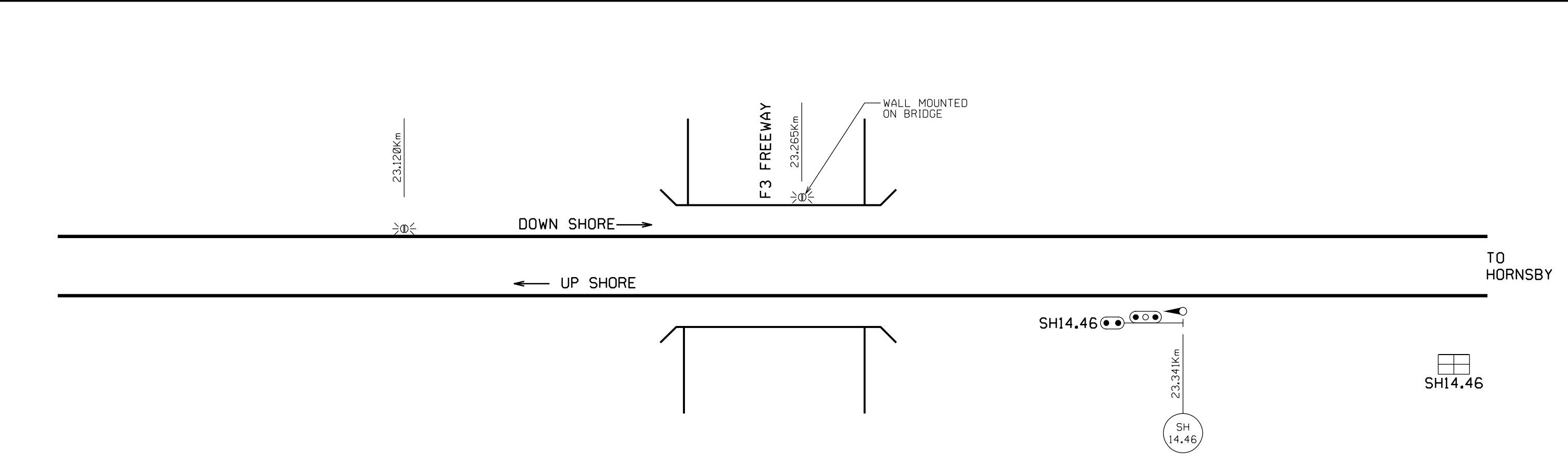
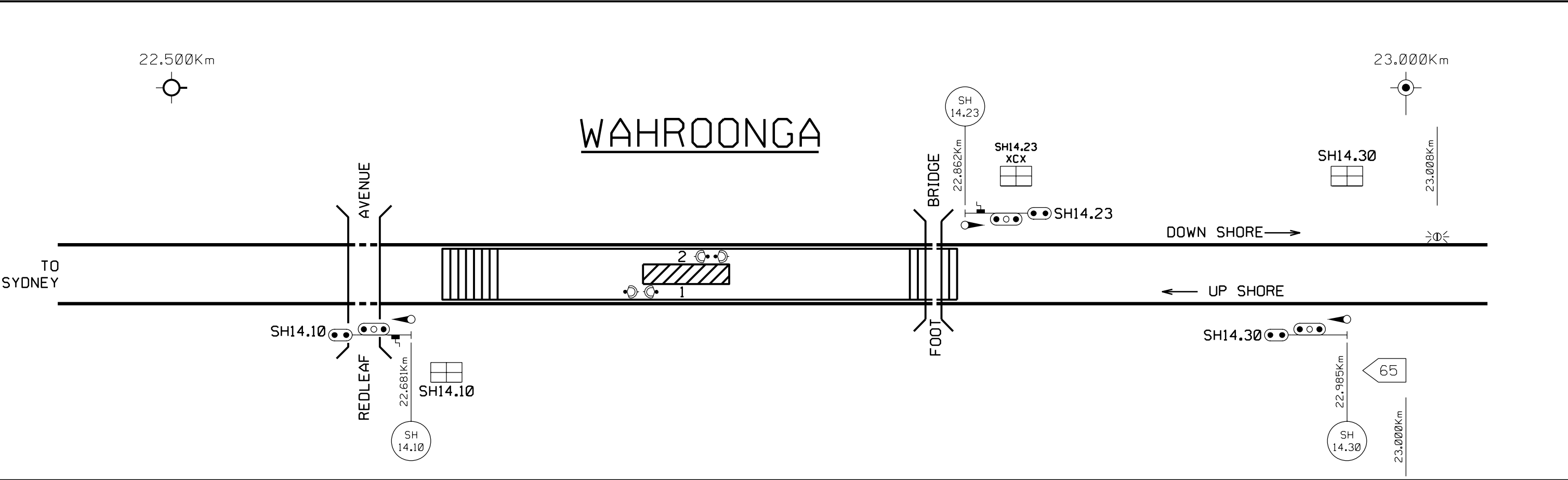
Tel: 02 9272 5424

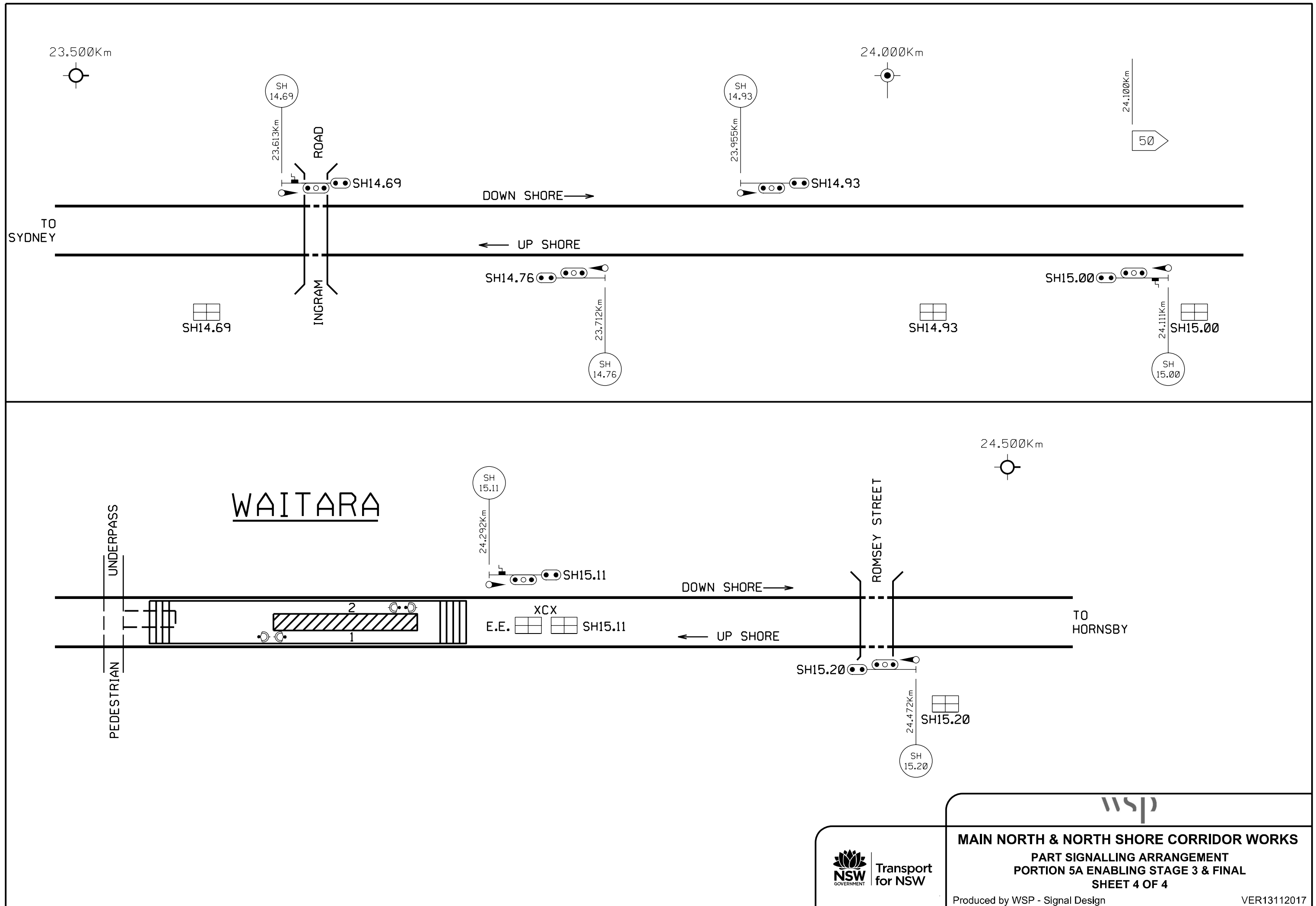
Mob: 0448 724 702

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## BLACKTOWN – HIGH SPEED CROSSOVER

Commencing at 02:00 hours on **Saturday, 16 December 2017**, and continuing until 02:00 hours on Monday, 18 December 2017, the following signalling alterations will be carried out:

- New 352A/B crossover between the Down Suburban and Down Main will be brought into use.
- A new Emergency Operation Lock (EOL) and associated telephone will be provided located adjacent to 352 crossover.
- Existing 320A/B crossover between the Down Suburban and Down Main will be removed.
- Existing automatic signal M21.3 will be converted to a controlled signal BN27M and fitted with a Shunt indication.
- Automatic re-clearing will be provided for route 27(M).
- Existing controlled signal BN89M will be converted to an automatic signal M22.3 and the Shunt indication removed.
- New Main and Shunt routes and associated route indications will be provided on signal BN29S for movements over new 352 crossover.
- New Left Hand Turnout Repeater will be provided on signal BN23S applicable to new 352 crossover.
- New Right Hand Turnout Repeater will be provided on signal BN23S applicable to existing 306 crossover.
- Existing Left Hand Turnout Repeater and Preliminary Medium indication on signal BN47S will be removed.
- Existing Left Hand Turnout Repeater on signal BN73S will be removed.
- Existing Top Yellow indication and 'DM' and 'DS' route indications on signal BN91S will be removed.
- Existing 'M' and 'DM' route indications on signal BN85UM will be removed.
- Existing 'M' and 'DM' route indications on signal BN87UL will be removed.
- Existing BN87 Indicator signal will be renamed BN87 Co-Acting.
- Existing 'DM' route indication on signal BN87 Co-Acting will be removed.



- Existing shunt signal BN98 and all associated routes will be removed.
- Existing Yard Limit signs will be removed from signal M22.7.
- New Yard Limit signs will be fitted to signal M22.3.
- Alterations will be made to the SigView control system at Blacktown Control Centre reflecting the new signalling arrangement.

There is no change to the system of safe working – Rail Vehicle Detection (RVD).

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

### **New and Altered Lines**

The Down Suburban will now be connected to the Down Main via new high speed 352 crossover (city-side of Blacktown Station) for semi-fast services stopping at Blacktown Station and then stopping at Doonside Station. These services will now stop at Platform 7 instead of Platform 6.

The existing crossover 320 (at the country-end of Blacktown Station) will be removed.

Blue Mountains Intercity services (non-stopping) and Penrith fast services (stopping at Blacktown Platform 6), which do not stop at Doonside, will continue to run express on the Down Suburban line.

### **Train Operations**

Through movements on the Down Main over 352 crossover will be made under the authority of signal BN27M.

Train movements from the Down Suburban to the Down Main via new 352 crossover will be made under the authority of signal BN29S displaying a Caution Turnout or Medium Turnout indication, with an 'M' route indication.

A Shunt indication will be provided on signal BN29S with a 'DM' route indication for shunt movements over new 352 crossover.

BN23S Turnout Repeater will only be displayed when both signals BN29S and M21.5 are displaying a proceed indication.

BN29S Medium Turnout indication will only be displayed when both signals M21.5 and BN71M are displaying a proceed indication.

If M21.5 is at Stop, approaching trains will receive an aspect sequence of Medium at signal BN19S and Caution at signal BN23S, with a Caution Turnout indication at signal BN29S.

If M21.5 is displaying a Caution indication, approaching trains will receive an aspect sequence of Clear at signal BN19S and Medium with Left Hand Turnout Repeater at signal BN23S, with a Caution Turnout indication at signal BN29S.

If M21.5 is displaying a Medium or Clear indication, approaching trains will receive an aspect sequence of Clear at signal BN19S and Medium with Left Hand Turnout Repeater at signal BN23S, with a Medium Turnout indication at signal BN29S.

Train movements from the Down Suburban to Blacktown Platforms 3, 4 or 5, or to the Down Richmond line, via 306 crossover, will be made under the authority of signal BN29S displaying a Caution Turnout or Medium Turnout indication, with an associated route indication. Approaching trains will receive an aspect sequence of Preliminary Medium with Right Hand Turnout Repeater at signal BN19S and Medium with Right Hand Turnout Repeater at signal BN23S.

## **Signals**

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

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

## **New and Altered Signal and Route Designations**

The following tables summarise the new, altered and removed signals, signs and points.

**Down Main**

Signal	Route	Description	Route Indicator	Status	Remarks
BN27M	(M)	Down Home Down Main	-	New	Existing M21.3 automatic signal converted to controlled signal. Auto re-clearing provided.
	(S)	Down Shunt Down Main		New	Shunt indication provided
BN71M	(M)	Down Starting Down Main		Altered	OH board removed.
M22.3		Automatic Signal Down Main		Altered	Existing BN89M controlled signal converted to automatic signal. Shunt indication removed. Yard Limit signs fitted
BN98	(S)A-	Up Shunt Down Main to Up Loop	UL.	Removed	
	(S)B	Up Shunt Down Main to Up Main	UM	Removed	Signal removed.
	-(S)C	Up Shunt Down Main to Up Suburban	US	Removed	
M22.7	-	Automatic Signal Down Main		Altered	Yard Limit signs removed. (W.N. 50 – 2017)

**Down Suburban**

Signal	Route	Description	Route Indicator	Status	Remarks
BN23S	(M)	Down Home Down Suburban		Altered	Left Hand and Right Hand Turnout Repeaters provided
BN29S	-(M)A	Down Home Down Suburban to Down Main	M	New	Multi Lamp Route Indicator 'M' indication provided.
	(M)B	Down Home Down Suburban		Altered	Route renamed from (M)A.
	(S)A	Down Shunt Down Suburban to Down Main	DM	New	Stencil Route Indicator 'DM' " indication provided.
	(S)B	Down Shunt Down Suburban	DS	Altered	Route renamed from (S)A.
	-(S)C	Down Shunt Down Suburban to Up Suburban	US	Altered	Route renamed from (S)B
BN47S	(M)	Down Home Down Suburban -		Altered	Left Hand Turnout Repeater removed. Preliminary Medium indication removed.
BN73S	(M)	Down Outer Home Down Suburban		Altered	Left Hand Turnout Repeater removed OH board removed.

Continued on the next page

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BN91S	(M)A	Down Home Down Suburban to Down Main	-	Removed	Route removed. Top Yellow aspect removed.
	(M)	Down Home Down Suburban		Altered	Route renamed from (M)B.
	(S)A	Down Shunt Down Suburban to Down Main		Removed	Route removed. Stencil Route Indicator removed.
	(S)	Down Shunt Down Suburban	.	Altered	Route renamed from (S)B. Stencil Route Indicator removed

### Up Main

Signal	Route	Description	Route Indica- tor	Status	Remarks
BN85UM	(M)A	Down Home Up Main to Down Main		Removed	Route removed. Multi Lamp Route Indicator 'M' indication removed.
	(M)A	Down home Up main to Down Suburban	S	Altered	Route renamed from (M)B

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	(S)A	Down Shunt Up Main to Down Main		Removed	Route removed. Stencil Route Indicator 'DM' indication removed.
	(S)A	Down Shunt Up Main to Down Suburban	DS	Altered	Route renamed from (S)B.

### Up Loop

Signal	Route	Description	Route Indica- tor	Status	Remarks
BN87UL	(M)A	Down Home Up Loop to Down Main		Removed	Route removed. Multi Lamp Indicator 'M' indication removed.
	(M)A	Down Home Up Loop to Down Suburban	S	Altered	Route renamed from (M)B. 87 Indicator signal renamed 87 Co-Acting.
	(S)A	Down Shunt Up Loop to Down Main		Removed	Route removed. Stencil Route Indicator 'DM' indication removed. BN87 Co-Acting 'DM' indication removed.

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	(S)A	Down Shunt, Up Loop to Down Suburban	DS	Altered	Route renamed from (S)B.
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### Points

Points	Description	Status	Remarks
320A/B	Crossover, Down Suburban to Down Main	Removed	Existing 40km/h Crossover at 35.964km removed.
352A/B	Crossover, Down Suburban to Down Main	New	New 70km/h Crossover at 34.178km brought into use. (352A/B previously installed and booked out of use in WN10 – 2017)

### Emergency Operation of Points

New 352 crossover 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.

### Yard Limit Signs

The proposed Yard Limit sign changes are as follows:

Line	Signal	Km	Down Direc- tion	Up direc- tion	Remarks
Down Main	M22.3	35.820	EYL	YL	New signs fitted
Down Main	M22.7	36.620	EYL	YL	Existing signs removed

### Line Speeds

The proposed speed sign changes are as follows:

Line	Train type	Speed (Km)	Kilome- trage	Remarks
Down Suburban	General/ Medium/ High	X70	34.178	New speed sign for 352 Crossover

### Train Control System

The existing SigView control system at Blacktown Control Centre will be modified to reflect the revised signalling arrangements.

**VER13112017**

**DIAGRAM VER13112017**

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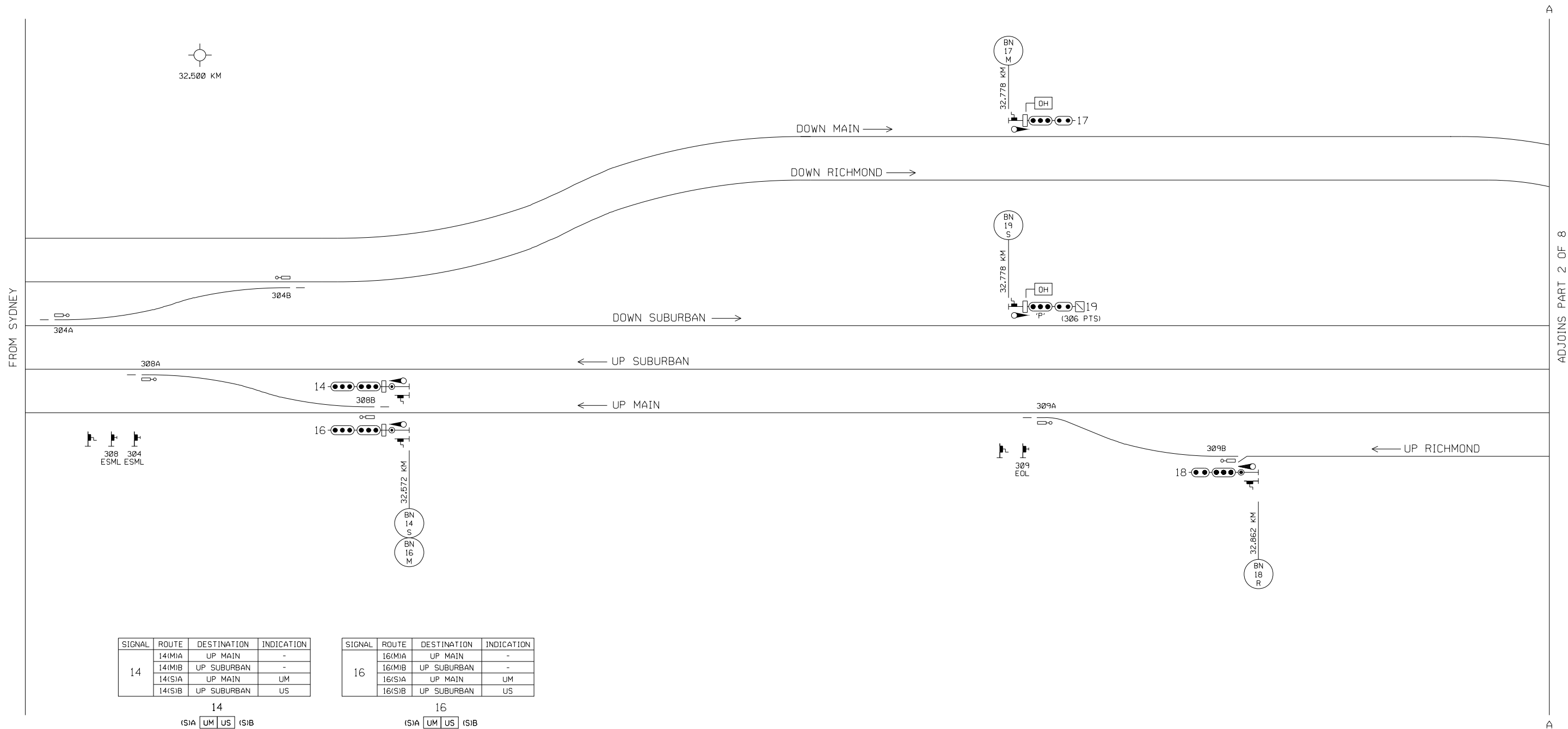
### Steve Cotton

Technical Director – Signalling, AECOM

Tel: 0418 738 066

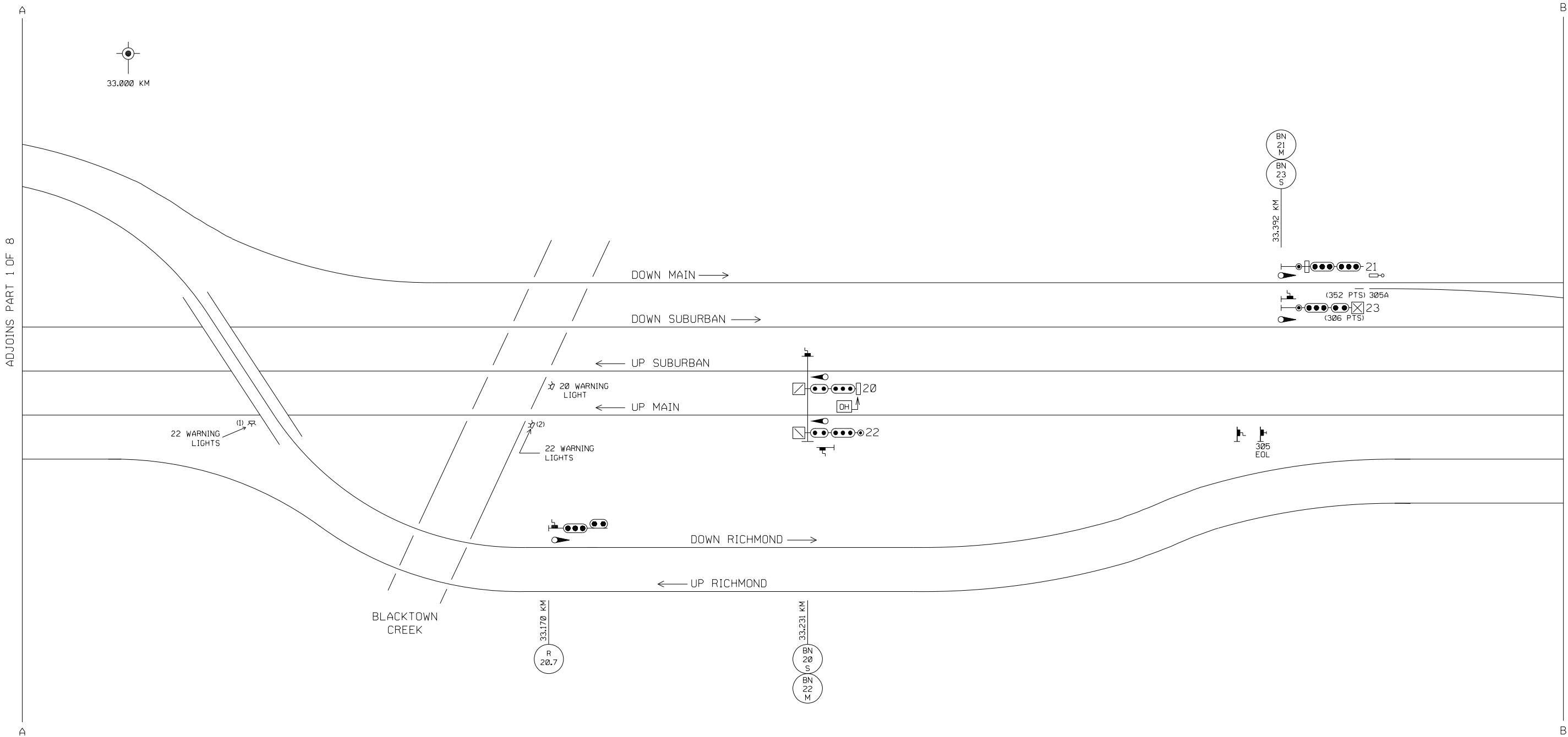
Email: stephen.cotton@aecom.com





SIGNAL	ROUTE	DESTINATION	INDICATION
21	21(M)A	DOWN MAIN	-
	21(M)B	DOWN SUBURBAN	-
	21(S)A	DOWN MAIN	DM
	21(S)B	DOWN SUBURBAN	DS

21  
(S)A DM DS (S)B





ADJOINS PART 3 OF 8

C

SIGNAL	ROUTE	DESTINATION	INDICATION
35	(S)A	UP SUBURBAN	US
	(S)B	UP MAIN	UM

35	US	(S)A
	UM	(S)B

SIGNAL	ROUTE	DESTINATION	INDICATION
39	(S)A	UP MAIN (GREEN LIGHT)	UM
	(S)B	DOWN RICHMOND	DR

39	39(S)A	UM	DR	39(S)B
			●	GREEN LIGHT

SIGNAL	ROUTE	DESTINATION	INDICATION
51	51(S)A	PLATFORM 6	6
	51(S)B	PLATFORM 5	5
	* 51(S)C	PLATFORM 4	4
	* 51(S)D	PLATFORM 3 (VIA 312R)	3
	* 51(S)F	PLATFORM 2	2

\*BOOKED  
OUT OF USE

SIGNAL	ROUTE	DESTINATION	INDICATION
53	53(S)A	PLATFORM 4 (GREEN LT.)	4
	53(S)B	PLATFORM 3 (VIA 312R)	3
	* 53(S)C	PLATFORM 2	2

53	(S)A	4	3	(S)B
	* (S)C	2	●	GREEN LIGHT



ADJOINS PART 5 OF 8

D

SIGNAL	ROUTE	DESTINATION	INDICATION
42	42(M)A	UP MAIN	-
	42(M)B	UP SUBURBAN	-
	42(S)A	UP MAIN	UM
	42(S)B	UP SUBURBAN	US

42	(S)A	UM	US	(S)B
----	------	----	----	------

SIGNAL	ROUTE	DESTINATION	INDICATION
49	49(M)A	PLATFORM 3	-
	49(M)B	PLATFORM 2	2
	49(M)C	PLATFORM 1	1
	49(S)	DOWN RICHMOND	-

EMERGENCY OPERATING LOCK  
CUPBOARD SECURED BY SL LOCK

POINTS No.	POINTS TYPE	DUAL 84M LEVER BALL BEARING REMOVED	No. OF BACKDRIVES	BEARERS	MECHANICAL DRIVE	EMERGENCY OPERATION			LOCATION	INSCRIPTION
						TYPE	EOL INDEX ESML WARNING	MACHINE INDEX		
306	WBS TD84M						-	AF	BN40	
307	WBS TD84M						-	AH	BN40	
352	SIEMENS D84M MKIII	NO	TWO	IN-BEARER	SPHEROLOCK	FORTRESS	AE	AE	BN40	BLACKTOWN EOL & 352 POINTS MOTORS

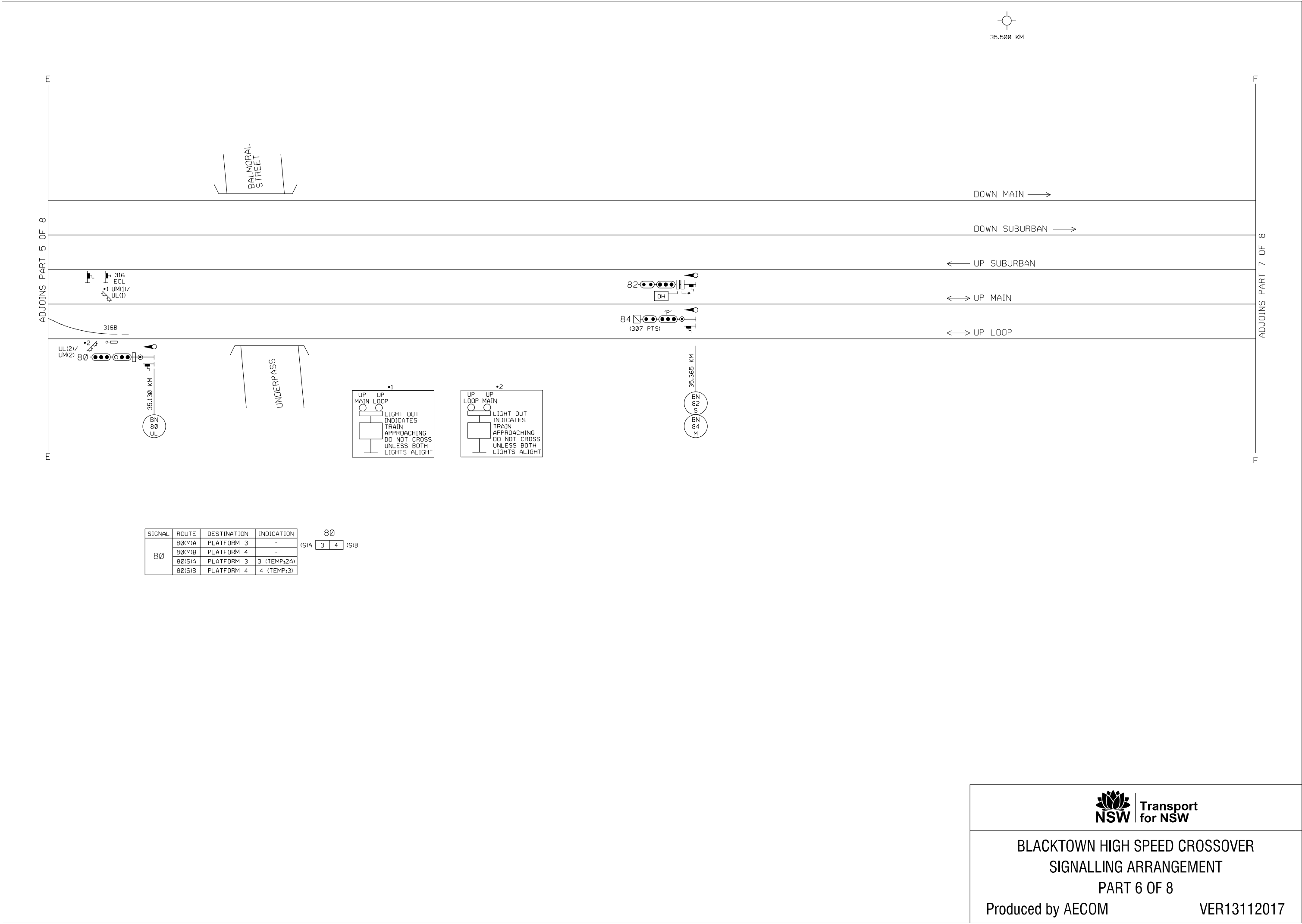


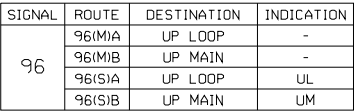
BLACKTOWN HIGH SPEED CROSSOVER  
SIGNALLING ARRANGEMENT  
PART 4 OF 8

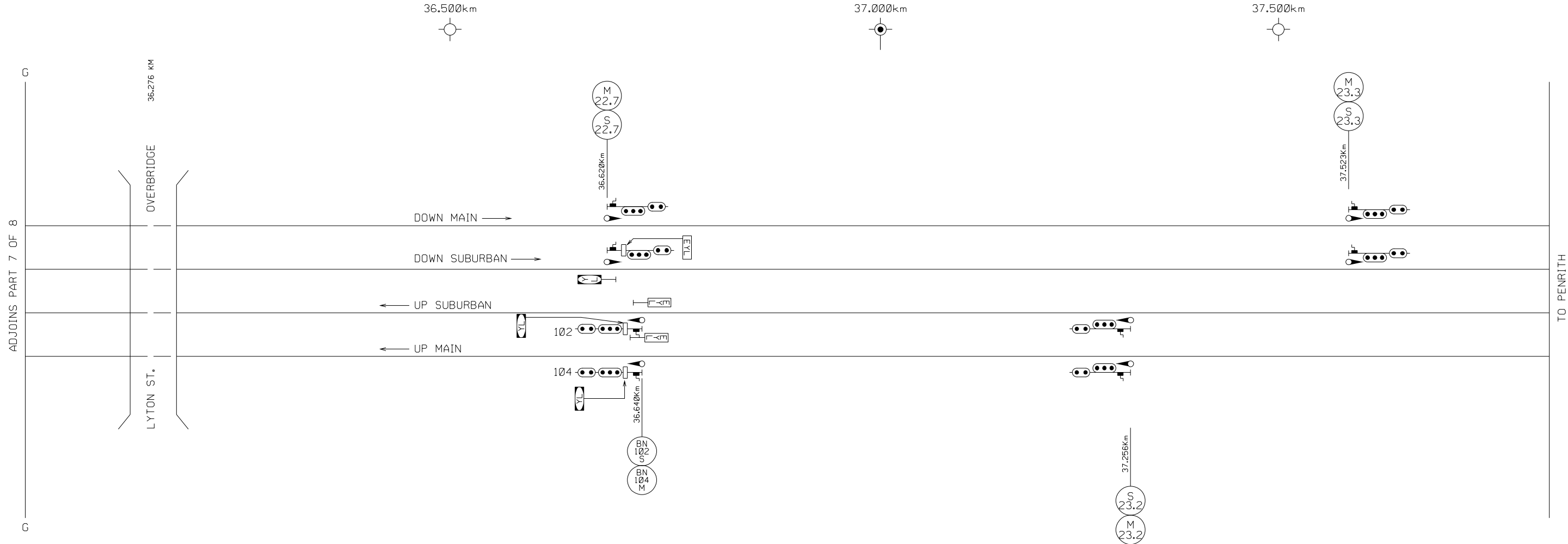
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VER13112017









SECTION: BLACKTOWN - ST. MARYS: AUTOMATIC



BLACKTOWN HIGH SPEED CROSSOVER  
SIGNALLING ARRANGEMENT  
PART 8 OF 8



## **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

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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  T Sets	Max Maintenance  T sets **	Max Timetabled  T Sets	Rds 1 to 11  Max limit	Rds 12 to 16
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 on the next 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

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**

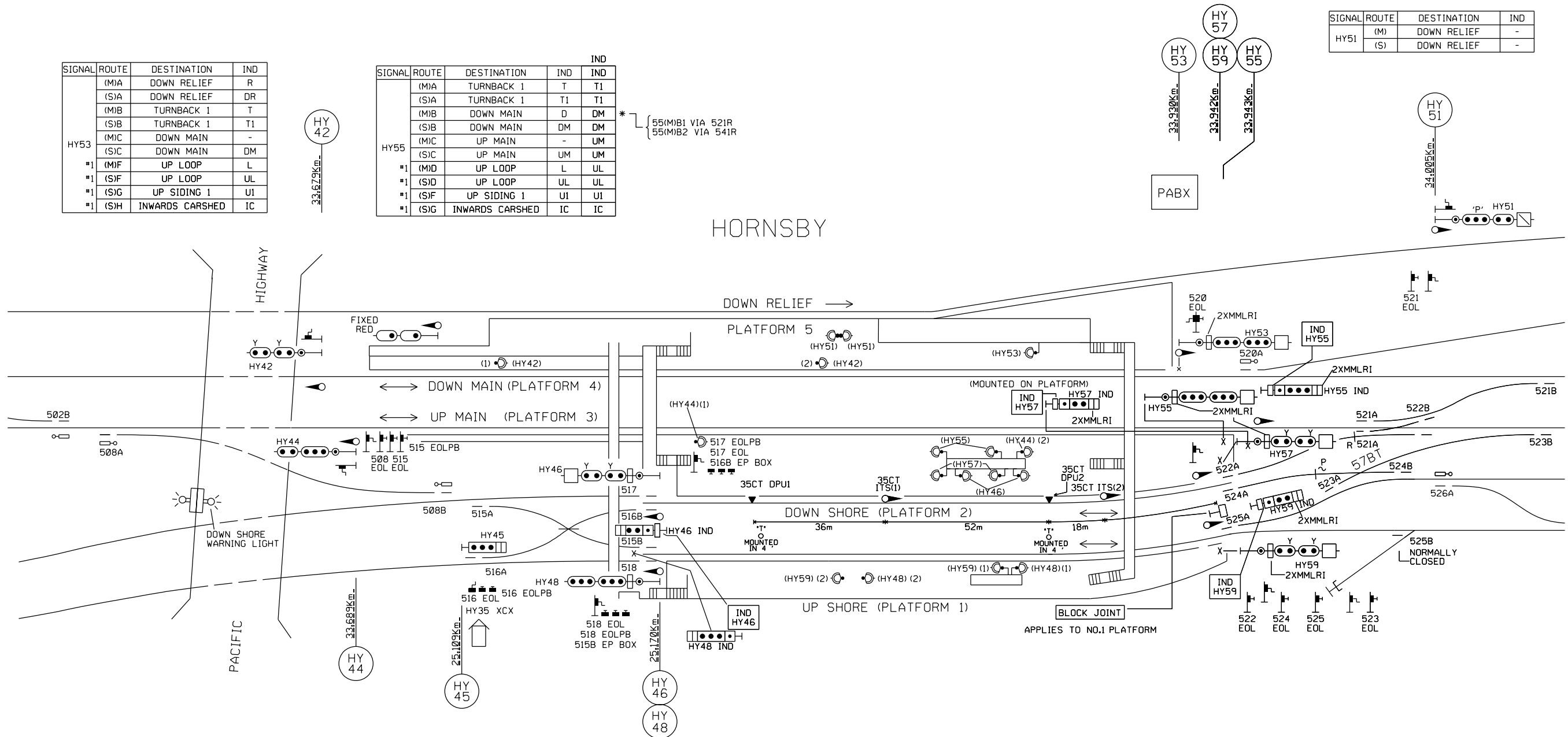
*Continued on the next page*

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
	(M)F	UP LOOP	L
	(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
	(M)D	UP LOOP	L	UL
	(S)D	UP LOOP	UL	UL
#1	(S)F	UP SIDING 1	U1	U1
#1	(S)G	INWARDS CARSHED	IC	IC

\* { 55(M)B1 VIA 521R  
55(M)B2 VIA 541R

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)A	DOWN SHORE	2
	(S)B	UP SHORE	1

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
HY46(S)	A	US	UM	C
	IND			
	S	A		
	M	C		

SIGNAL	ROUTE	DESTINATION	IND	IND
HY48(S)	A	US	UM	C
	IND			
	S	A		
	M	C		

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
	(M)D	UP LOOP	L	UL
	(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
	(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

\* { 57(M)B1 VIA 521R  
57(M)B2 VIA 541R

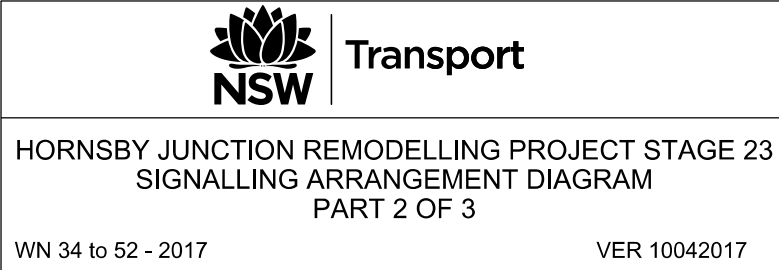
\*1 ROUTE BOOKED OUT OF USE



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

WN 34 to 52 - 2017

VER 10042017







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## 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
011–2009	OMDT 462: XPT MetroNet 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
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
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
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

*Continued on the next page*

<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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

## STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
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
017–2017	Trail of Signal Key Switches	23/8/17	3/9/17
018–2017	Trail of Worksite delineation markers	23/8/17	3/9/17
019–2017	Unreliable track circuit operation	9/11/17	23/11/17

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## STATUS OF NETWORK MANUALS AND FORMS

<b>Network Rules</b>	RailSafe Website	Online documents
<b>Network Procedures</b>	RailSafe Website	Online documents
<b>Network Forms (Units)</b>	RailSafe Website	Online documents
<b>Network Local Appendices</b>	RailSafe Website	Online documents
<b>Operator Specific Procedures</b>	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

<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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.

Director Safety and Standards  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
Tuesday, 27 November 2017