

# 46

**weekly notice**

Monday, 14 November 2016  
Sunday, 20 November 2016



**RailSafe**

## **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.

*GROUP MANAGER SAFETY AND ACCREDITATION  
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>
47	21/11/16–27/11/16	25/10/16
48	28/11/16–4/12/16	1/11/16
49	5/12/16–11/12/16	8/11/16
50	12/12/16–18/12/16	15/11/16

So that printing and distributing schedules can be met, it is essential articles are received by the deadline.

Late articles will be published in the next issue of the Weekly Notice. This may result in information not being distributed in time for it to be acted upon.

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

**Steve Swanson**

Network Rules Specialist

Tel: 02 8922 4183 (external) 2 4183 (internal)

Email: [stephen.swanson@transport.nsw.gov.au](mailto:stephen.swanson@transport.nsw.gov.au)

## **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 L, R, 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.

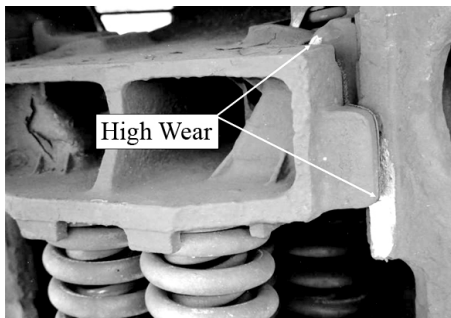
*Continued on the next page*

## Evidence of hunting

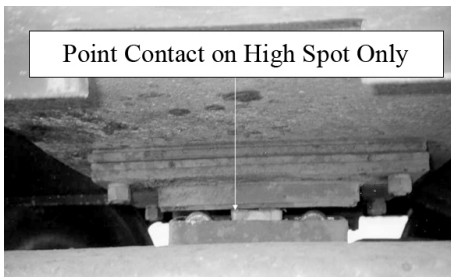
Tell-tale signs of hunting are any of the following:

- 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.

### **Michael Uhlig**

Lead Rolling Stock Engineer

Asset Standards Authority

Tel: 9422 7718 (external)

Mob: 0417 485 832

Email: [Michael.Uhlig@transport.nsw.gov.au](mailto:Michael.Uhlig@transport.nsw.gov.au)

## 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)

### **Graham McGrath**

A/Manager - Track Engineering Unit  
Sydney Trains

Tel: 02 9536 3456

Email: [Graham.Mcgrath@transport.nsw.gov.au](mailto:Graham.Mcgrath@transport.nsw.gov.au)



## **EAST HILLS (EAST HILLS LINE) – CONVERSION OF GEC 31 POINTS TO M3A MK II AND 32 POINTS TO D84M MK III**

Commencing at 0200 hours on **Saturday, 26 November 2016**, and continuing until 0200 hours on Monday, 28 November 2016 the following work shall be carried out:

- The existing 31E and 31W points, on the Down East Hills and Up East Hills will be upgraded. The point mechanisms will be replaced with M3A MKII and renamed to 31A and 31B.
- The existing 31 Emergency Switch Machine Lock (ESML) shall be replaced with a new Emergency Switch Machine Lock (ESML) and be retained in its existing location.
- The existing 32E and 32W points, on the Up East Hills and Turnback Road will be upgraded. The point mechanisms will be replaced with a D84M MKIII and renamed to 32A and 32B.
- The existing 32 Emergency Switch Machine Lock (ESML) shall be replaced with an Emergency Operation Lock (EOL) of the Fortress Key type, retained in the existing location.

**VER20092016**

### **Ben Jenkin**

Signalling Commissioning Engineer, Sydney Trains

Mob: 0419 235 149

Email: benjamin.jenkin@transport.nsw.gov.au

### **Michael Nguyen**

Signal Design Engineer, Signalling & Control Systems, ESI, Sydney Trains

Tel: 02 9536 8373 (external) 6 8373 (internal)

Email: michael.nguyen@transport.nsw.gov.au

## **SEFTON PARK (CENTRAL INNER WEST) – RENEWAL OF 203 POINTS TO D84M MKIII**

Commencing at 0200 hours on **Saturday, 3 December 2016** and continuing until 0200 hours on Monday, 5 December 2016, the following work will be carried out:

- The existing 203 points at Sefton East Junction will be renewed. The point mechanisms will be renewed with Siemens D84M MKIII type utilising an in-bearer Spherolock arrangement.
- 203 points will be moved approximately 11 m towards Sydney.
- The existing Emergency Operation Lock (EOL) of the fortress key will be reused.

**VER25052016**

### **Harry Reddy**

A/Signalling Support Manager Turnouts  
Sydney Trains

Mob: 0411 447 960

Email: [shri.reddy@transport.nsw.gov.au](mailto:shri.reddy@transport.nsw.gov.au)

### **Kit Yue**

Signal Design Engineer

Tel: 02 8574 2978 (external) 4 2978 (internal)

Email: [kit.yue@transport.nsw.gov.au](mailto:kit.yue@transport.nsw.gov.au)

## **MINTO (SOUTH) – UPGRADE OF BEARING & BRAKE TEMPERATURE SYSTEM DOWN MAIN LINE AT 49.166KM**

Since **Thursday, 3 November 2016** the following work has been carried out:

- The Bearing & Brake Temperature systems at 49.166km on the Down Main line will be upgraded.
- Upgrade works will provide superior accuracy in detection, improved methods of consist and fault identification through use of trip numbers and consist platform counting.

Area controllers and signallers have received training to advise the driver of all alarms.

### **Puneet Grover**

Project Manager

Sydney Trains Major Works Division

Tel: 02 8922 0805 (external) 20805 (internal)

Mob. 0427 054 607

Email: [Puneet.grover@transport.nsw.gov.au](mailto:Puneet.grover@transport.nsw.gov.au)

## **SYDNEY YARD – CONVERSION OF SIGNALS TO LED TYPE**

Since **Saturday, 29 October 2016** the following changes have been applied:

- Signals SY57, SY68, SY95, SY97 and SY119 have been replaced with new signal heads fitted with LED type lamps.

The indications displayed and the form of signal remains the same.

**VER020102016**

### **Craig Doorey**

Commissioning Engineer, UGL Limited

Mob: 0412 244 996

Email: [craig.doorey@bigpond.com](mailto:craig.doorey@bigpond.com)

### **Kit Yue**

Signal Design Engineer

Tel: 02 8574 2978 (external) 4 2978 (internal)

Email: [kit.yue@transport.nsw.gov.au](mailto:kit.yue@transport.nsw.gov.au)

## **WOY WOY (NORTH) – UPGRADE OF BEARING & BRAKE TEMPERATURE SYSTEM DOWN MAIN LINE AT 71.925KM**

Since **Thursday, 10th November 2016** the following work was carried out:

- The Bearing & Brake Temperature systems at 71.925km on the Down Main line will be upgraded.
- For the duration of the work (4 days), alarms for rolling stock faults relating to bearing temperature, wheel temperature and dragging equipment will be disabled at Gosford Signal Box.
- Upgrade works will provide superior accuracy in detection, improved methods of consist and fault identification through use of trip numbers and consist platform counting.

Area controllers and signallers have received training to advise the driver of all alarms.

### **Puneet Grover**

Project Manager

Operational Technology

Sydney Trains Major Works Division

Tel: 02 8922 0805 (external) 20805 (internal)

Mob. 0427 054 607

Email: [Puneet.grover@transport.nsw.gov.au](mailto:Puneet.grover@transport.nsw.gov.au)

## **SYDNEY YARD – REMOVAL OF OVERHEAD WIRING OVER MORTUARY SIDING**

On **Monday, 21st November 2016**, the overhead wiring over Mortuary siding will be removed and the following changes made:

- Removal of "Electric Train Stop" sign near 254 Points to Regent St Siding.
- Removal of "Electric Train Stop" sign near 256A Points.
- Installation of "Electric Train Stop" sign (red reflective background and white reflective letters) and fixed trainstop, approximately 24 metres Sydney side of signal SY115, towards Regent Street.
- Installation of Electric Train Stop sign (yellow reflective background and black reflective symbol), adjacent to signal SY115.

**VER31102016**

### **Jonathan Maher**

Commissioning Manager, Signalling

Mob: 0417 201 543

Email: [jonathan.maher@transport.nsw.gov.au](mailto:jonathan.maher@transport.nsw.gov.au)

### **Ragulan Vivekanantharajah**

Signal Design Engineer

Tel: 02 8574 2993 (external) 4 2993 (internal)

Email: [ragulan.vivekanantharajah@transport.nsw.gov.au](mailto:ragulan.vivekanantharajah@transport.nsw.gov.au)

## **KINGSWOOD (WEST) – UPGRADE OF BEARING & BRAKE TEMPERATURE SYSTEMS UP AND DOWN MAIN LINE AT 51.865KM**

Since **Thursday 27th October 2016** the following work was carried out:

The Bearing & Brake Temperature systems at 51.865km on the Up and Down Main line were upgraded.

Upgrade works will provide superior accuracy in detection, improved methods of consist and fault identification through use of trip numbers and consist platform counting.

Area controllers and signallers have received training to advise the driver of all alarms.

### **Puneet Grover**

Project Manager

Operational Technology

Sydney Trains Major Works Division

Tel: 02 8922 0805 (external) 20805 (internal)

Mob: 0427 054 607

Email: [Puneet.grover@transport.nsw.gov.au](mailto:Puneet.grover@transport.nsw.gov.au)

## STATUS OF TOM NOTICES

<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
001–2007	Introduction of TOM Notices	13/09/07	13/09/07
017–2007	Operating Instruction Manual for Hunter rail car	1/11/07	13/11/07
019–2007	MK16 Vigilance control on XPT power car	2/11/07	8/11/07
018–2007	Emergency equipment boxes RailCorp train fleet	1/11/07	19/11/07
004–2008	OMDT 450: Description and operation of XPT trains	1/5/08	11/5/08
008–2009	OMET 264: Minimum tractive effort requirements	1/10/09	11/10/09
010–2009	OMDT 461: XPT radio amalgamation unit (RAU)	26/11/09	6/12/09
011–2009	OMDT 462: XPT MetroNet radio	26/11/09	6/12/09
012–2009	OMDT 463: XPT CountryNet and local radios	26/11/09	6/12/09
013–2009	OMDT 464: MultiChannel radio	26/11/09	6/12/09
014–2009	OMDT 465: XPT train-to-base radio	26/11/09	6/12/09
001–2010	OMDT 458: Train preparation of XPT trains	18/2/10	28/2/10
010–2011	XPT 030: Minimum Operating Standards	28/7/11	7/8/11
015–2011	OMET 316: Defective Air Springs	24/11/11	4/12/11
001–2012	OMET 266: Operation of Y-Set Trains	2/2/12	12/2/12
007–2012	TWP 203: Changing ends	25/10/12	4/11/12
008–2012	TWP 217: Train Operating System (TOS) Display Unit Failure	25/10/12	4/11/12
009–2012	TWP 233: Control Circuit Failures	25/10/12	4/11/12
010–2012	48 Class: Train Operations Manual (TOM)	25/10/12	4/11/12
011–2012	TWP 178: CountryNet and Local Radios	29/11/12	9/12/12
001–2013	Operation of H-Set (Oscar) Trains Fitted with Automatic Train Protection (ATP) Equipment	17/1/13	27/1/13
003–2013	48 Class: Wheels	7/2/13	10/2/13
013–2013	OMDT 454: Disabled Train	23/5/13	2/6/13
010–2013	OMET 350: Operation and Management of Electric Trains – Standards	30/5/13	9/6/13

*Continued on the next page*



<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
017–2013	WAR 030: Minimum Standards	30/5/13	9/6/13
001–2014	Amendment to OMET 200, OMET 350, WAR 030 XPT 030, OMDT 400 & OMDT 500:(Visibility Lights)	20/2/14	2/3/14
002–2014	OMET 220: Wheelslip light indications	20/2/14	2/3/14
005–2014	Operation of T-Set (Tangara) Trains fitted with ATP equipment	3/4/14	14/4/14
003–2014	OMET 344: Internal Emergency Door Release and Passenger Emergency Intercom Alarm	10/4/14	20/4/14
006–2014	WAR 202: Bogie Faults	24/4/14	4/5/14
014–2014	Modification to Millennium DWD (Door Warning Device) Functionality	27/11/14	7/12/14
004–2015	TWP 206: OSCAR - Stabling Procedure	18/3/15	29/3/15
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
009–2015	OMET 346: MOS Millennium	1/10/15	11/10/15
002–2015	TWP 182: Digital Train Radio System (DTRS)	1/10/15	2/11/15
013–2015	WAR 030: Minimum Standards (Amendment)	5/11/15	15/11/15
002–2016	Train Crew Mobility Program	28/4/16	8/5/16
004–2016	OMET 262: Failure of Train Management System	14/7/16	24/7/16
005–2016	WAR 001 – Stabling	11/8/16	21/8/16
006–2016	OMDT 400: Minimum Operating Standards for Xplorer and Endeavour trains	11/8/16	21/8/16
008–2016	TWP 244: OSCAR - Internal Emergency Door Release and Passenger Intercom Alarm	15/9/16	25/9/16
009–2016	OMDT 502: internal Emergency Door Release and Passenger Emergency Intercom alarm for Hunter Rail Cars	22/9/16	2/10/16
010–2016	TWP 150: Damaged or Missing Window Glass	20/10/16	30/10/16

## STATUS OF PERMANENT SAFE NOTICES

Number	Title	Issued	Effective
023–2016	OSP 7 – Right of Way procedure for Guards & PSS	12/5/16	22/5/16
024–2016	OSP 23 – Responding to Wayside Train Condition Monitoring Alarms	12/5/16	22/5/16
026–2016	Customers requiring boarding assistance	26/5/16	5/6/16
027–2016	Network Rules – Network Forms – Network Procedures	9/6/16	19/6/16
028–2015	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	9/6/16	19/6/16
029–2016	WAR 030 Minimum Standards	21/7/16	31/7/16
030–2016	XPT 030 MOS	21/7/16	31/7/16
034–2016	Unreliable track circuit operation	28/7/16	7/8/16
032–2016	Network Rules Publications	11/8/16	21/8/16
033–2016	Use of Network Rules Forms	11/8/16	21/8/16
035–2016	OSP 13 – Responding to a Medical Emergency on a Train	1/9/16	11/9/16
038–2016	NGE 204 - Network Communication	1/9/16	11/9/16
037–2016	OSP 15 – Propelling Trains	8/9/16	18/9/16
036–2016	Trial of Signal Key Switches	8/9/16	18/9/16
039–2016	Use of the Automatic Track Warning System (ATWS) on the Network	22/9/16	2/10/16
040–2016	Speno Ultrasonic Testing	29/9/16	9/10/16
041–2016	Trial of Worksite Delineation Markers	6/10/16	18/10/16
042–2016	Network Rules – Network Procedures	27/10/16	6/11/16

### Steve Swanson

Network Rules Specialist

Tel: 02 8922 4183 (external) 2 4183 (internal)

Email: [stephen.swanson@transport.nsw.gov.au](mailto:stephen.swanson@transport.nsw.gov.au)

# STATUS OF NETWORK MANUALS AND FORMS

## Network Manuals

<b>Title</b>	<b>Status Sheet</b>	<b>Date issued</b>
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### Network Rules

General	11	March 2016
Work on Track	14	March 2016
Train Working	10	March 2016
Systems of Safeworking and Special Working	6	March 2016
Signals and Signs	11	March 2016
Glossary	8	July 2012

### Network Procedures

Procedures	15	March 2016
Forms	10	March 2016

Note, when filing your Network Rules and Procedures they should be comprised of the following amendment packs:

- August 2005 (Total reprint)
- May 2007
- November 2008
- June 2010
- December 2010
- July 2012 (Latest amendment packs. Note, 2 packs were issued)
- July 2014
- March 2016

### Network Local Appendices

Network Local Appendices	RailSafe Website	Online documents
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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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### Operator Specific Procedures

OSP 4	5	July 2014
OSP 5	6	July 2014
OSP 6	5	July 2014

<b>Title</b>	<b>Version</b>	<b>Date issued</b>
<b>Operator Specific Procedures</b>		
OSP 7	7	July 2014
OSP 8	4	July 2014
OSP 9	6	July 2014
OSP 10	4	July 2014
OSP 11	7	July 2014
OSP 12	7	July 2014
OSP 13	4	July 2014
OSP 14	7	July 2014
OSP 15	6	July 2014
OSP 16	7	July 2014
OSP 17	4	July 2014
OSP 18	6	July 2014
OSP 19	4	July 2014
OSP 20	5	July 2014
OSP 22	3	July 2014
OSP 23	1	July 2014
OSP 24	1	July 2014

### **Train Working Procedures**

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

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

### Network Forms

<b>Title</b>	<b>Form version</b>	<b>Date issued</b>
NRF 000 General Information	N/A	July 2014
NRF 002 Track Occupancy Authority	6	July 2014
NRF 003 Infrastructure Booking Authority	4	July 2014
NRF 004 Condition Affecting the Network	3	July 2014
NRF 005 Special Proceed Authority	4	July 2014
NRF 007 Pilot Staff Ticket	3	July 2014
NRF 008 Pilot Staff Notice	3	July 2014
NRF 010 Pilot Staff Working Introduction	3	July 2014
NRF 011 Worksite Warning	3	July 2014
NRF 012 Checklist for an Unsignalled Movement within Consolidated Yard Limits	3	July 2014
NRF 013 Temporary Rail Bond Approval	3	July 2014
NRF 014 Pre-work Briefing	3	July 2014
NRF 015A Worksite Protection Plan	3	July 2014
NRF 015B Worksite Protection Plan for Lookout Working	3	July 2014
NRF 015C Worksite Protection Plan ASB	1	March 2016
NRF 016 Protection Officer's Log Book	2	July 2014
NRF 017 Protection Officer's Diary	2	July 2014
NRF 018 Absolute Signal Blocking (ASB)	1	March 2016

## REQUESTS FOR NETWORK MANUALS AND FORMS

Please regularly check that your Network Manuals and Forms are up to date and include the current status sheet numbers for each section, as listed in this Weekly Notice.

If your manuals do not have the correct status sheets, they have not been properly amended and the Safeworking information will not be up to date.

All Sydney Trains staff issued with Network Manuals and who require regular updates and amendments need to contact their relevant distribution officer, as listed in this Weekly Notice, to have their name and contact details included in the distribution list. This will ensure that you receive all updated Network Manuals and Forms.

All requests to receive Safeworking documentation must be forwarded through your controlling officer to the appropriate distribution officer.

Those outside Sydney Trains can access Safeworking information by visiting the RailSafe website at [www.railsafe.org.au](http://www.railsafe.org.au)

## DISTRIBUTION OFFICERS

### Sydney Trains

#### Safety and Environment

**Maria Economou**

Safety Support

Tel: 2 4502 Fax: 2 1840

Email: Maria.Economou@transport.nsw.gov.au

#### Operations

**Ian Bannon**

Area Manager - Hornsby

Tel: 36513

Email: Ian.Bannon@transport.nsw.gov.au

**Mark Kourouche**

Area Manager - Central

Mob: 0418 166 867

Email: Marwan.Kourouche@transport.nsw.gov.au

**Kamal Deo**

Crew Manager PPP

Tel: 93964

Email: KAMAL.DEO@transport.nsw.gov.au

**Kate Parnell**

Area Manager - Blacktown/Penrith/Richmond

Mob 0407 163087

Email: KATHRYN.PARNELL@transport.nsw.gov.au

**Paul Bartolo**

Area Manager - Flemington

Mob: 0438466118

Email: PAUL.BARTOLO@transport.nsw.gov.au

**Alfonso Mateo**

Area Manager - Mortdale/Cronulla/Waterfall

Mob: 0428214460

Email: ALFONSO.MATEO@transport.nsw.gov.au

**Roopali Khanna**

Area Manager - Liverpool/Campbelltown

Mob: 0407149152

Email:

ROOPALI.KHANNA@transport.nsw.gov.au

**Sam Hassan**

Area Manager Central North

Tel:93523

Email: Samir.Hassan@transport.nsw.gov.au

**George Peters**

Train Crew Standards Manager

Tel: 39038

Email: George.Peters@transport.nsw.gov.au

**Hana Farhat**

Traincrew Communication Officer

Tel: 39435

Email: Hana.Farhat2@transport.nsw.gov.au

**William Morrison**

Signal Box Operations — North

Tel: 9 1057

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

**Greg Oxley**

Operations — Rail Management Centre (RMC)

Tel: 9 4255 Fax: 9 4438

Email: Greg.Oxley@transport.nsw.gov.au

**Mason Fairbrother**

Operations — Train Planning

Tel: 2 636

Email: Mason.Fairbrother@transport.nsw.gov.au

**Petar Majstorovic**

Incident Rail Commander

Tel: 9 1590 Fax: 9 1770

Email: Petar.Majstorovic@transport.nsw.gov.au

**Ashraf Riyadh**

Customer Service — Illawarra  
Tel: 2 7728 Fax: 02 95637728  
Email: Ashraf.Riyadh@transport.nsw.gov.au

**Jason Cooper**

Customer Service — Central  
Tel: 9 2776 Fax: 9 3168  
Email: Jason.Cooper@transport.nsw.gov.au

**Megan Mcrae**

Customer Service - North West  
Tel: 98489850  
Email: megan.mcrae@transport.nsw.gov.au

**Maintenance****Fleet Maintenance****Hoshedar Movdawalla**

Fleet Maintenance Sydney Trains  
Tel: 2 0532 Fax: 2 1274  
Email: HOSHEDAR.MOVDAWALLA@transport.nsw.gov.au

**Ram Ramaswamy**

Fleet Maintenance Sydney Trains  
Tel: 2 0523 Fax: 2 1274  
Email: RAMYAVARAN.RAMASWAMY@transport.nsw.gov.au

**Network Maintenance****Shannon Newton**

Track Access Coordinator – North  
Tel: 95363791  
Email: Shannon.Newton@transport.nsw.gov.au

**Xerxes Francia**

Track Access Coordinator – North  
Hornsby Network Base  
Tel: 3 6740  
Email: Xerxes.Francia@transport.nsw.gov.au

**Jonathan Barnes**

Track Access Coordinator – West  
Blacktown Network Base  
Tel: 87512  
Email: Jonathan.Barnes@transport.nsw.gov.au

**Ennio Soster**

SCE  
Project Delivery Electrical  
Tel: 25236 Fax: 25917  
Email: ENNIO.SOSTER@transport.nsw.gov.au

**Daljit Kaur**

Infrastructure Maintenance — Facilities  
Tel: 2 5922 Fax: 2 5950  
Email: Daljit.Kaur@transport.nsw.gov.au

**Adrian Aquilina**

Team leader - Strathfield Mains  
Tel: 97526610  
Email: adrian.aquilina@transport.nsw.gov.au

**Christina Morgan**

Administration Support  
ICON  
Tel: 9379 6051  
Email: Christina.Morgan@transport.nsw.gov.au

**Edward Lusik**

Team Leader Signals  
CBD  
Tel: 95368135  
Email: edward.lusik@transport.nsw.gov.au

**Major Works****Greg Page**

Infrastructure Track  
Tel: 25375  
Email: gregory.page@transport.nsw.gov.au



**Michael Warner**

Signals and Electricity

Tel: 9848 9333

Email: michael.warner@transport.nsw.gov.au

**Logistics & Supply Chain****Murari Singh**

Contract Assurance Administrator

Tel: 02 9848 9698

Email: Murari.Singh@transport.nsw.gov.au

**Asset Management****Robert McKee**

Possession Systems & Support Co-Ordinator

Possession Operations Team

Tel: 02 9752 8632

Email: ROBERT.MCKEE@transport.nsw.gov.au

**Engineering & System Integrity****Teresa Sitjar**

Signalling & Control Systems

Tel: 42458

Email: Teresa.Sitjar@transport.nsw.gov.au

**Yass Zahab**

Geotechnical Services

Tel: 2 7589 Fax: 2 7786

Email: Yassine.El-Zahab@transport.nsw.gov.au

**Richard Agostino**

C and CS

Tel: 2 0875 Fax: 9 2137

Email: Richard.Agostino@transport.nsw.gov.au

**Peter Nilon**

Survey Group

Tel: 9848 9904

Email: peter.nilon@transport.nsw.gov.au

**Human Resources****David Green**

Training — Learning and Development

Tel: 2 5944 Fax: 2 5951

Email: David.Green@transport.nsw.gov.au

**Ben Hooper-Matthias**

Graduates — Internships — Scholarships

Tel: 2 6540

Email: Ben.Hooper-Matthias@transport.nsw.gov.au

**Finance and Corporate Services****Graham Church**

Compliance and Review Unit

Tel: 4 2143 Fax: 5 0321

Email: Graham.Church@transport.nsw.gov.au

**NSW TrainLink****Phil Clancy**

Head of Competence & Assurance

Tel: 8574 2960 Mob: 041 7694249

Email: phillip.clancy@transport.nsw.gov.au

**Ranjit Khera**

Shift Manager Operations - Central IC

Tel: 85750559 Mob: 0437275443

Email: ranjit.khera@transport.nsw.gov.au

**Dale Merrick**

Train Crew Manager - Hamilton/Gosford

Tel: 49629364 Mob: 0427809242

Email: dale.merrick@transport.nsw.gov.au

**Wayne Simpson**

Train Crew Manager - South

Tel: 42235602 Mob: 0437670621

Email: wayne.simpson@transport.nsw.gov.au





### **Notice to Subscribers**

The Weekly Notice is issued every Tuesday and takes effect from the following Monday.

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

Group Manager Safety and Accreditation  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
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