

33

weekly notice

Monday, 13 August 2018
Sunday, 19 August 2018



See online for all Safeworking Information

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

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

**Director 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:

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
34	20/08/2018 – 26/08/2018	24/07/2018
35	27/08/2018 – 02/09/2018	31/07/2018
36	03/09/2018 – 09/09/2018	07/08/2018
37	10/09/2018 – 16/09/2018	14/08/2018

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:

Steve Swanson

Network Rules Specialist

Tel: 0428416505

Email: stephen.swanson@transport.nsw.gov.au

XL KEYS RECALL



Since **Monday 3 June 2018**, the process for issuing, distribution and custody of XL keys has changed. As a result of this change, Sydney Trains will be recalling all XL keys.

Existing registered key holders will be contacted and asked to surrender their XL key to the applicable Issuing Officer. If you have a XL key and have not been contacted, you should talk to the applicable Issuing Officer as listed in the table below.

Existing XL keys will be replaced with a new key featuring a unique serial number. This Serial number will be recorded against the individual key holder in a centralised register.

Individuals will no longer be able to order these keys from Clyde Logistics, keys must now be ordered through authorised issuing officers.

Issuing Officers	Issues keys to
Manager Service Delivery Response	Incident Rail Commanders
	Area Managers Signal Box Operations
Principal Engineer Signalling Integrity	Signal Engineers
Director Safety and Standards Sydney Trains	Operations Safeworking Supervisors
	Other specially authorised positions

Existing keyholders must surrender their XL key by 31 August 2018. *After 1 September 2018*, any unnumbered key within the Sydney Trains network will be considered unauthorised. Any person found in possession of an unnumbered XL key will have the key confiscated and may be subject to disciplinary action.

For more information about XL keys you can view the Network Standard "*Issue and Use of XL Keys within the Sydney Trains Network*" at railsafe.org.au or forward any questions to the Network Rules unit at NRU.transport.nsw.gov.au

MAIN NORTH & NORTH SHORE CORRIDOR WORKS, ARTARMON TO ROSEVILLE HEADWAY IMPROVEMENTS PORTION 2 – CHATSWOOD SEGREGATION ENABLING STAGE – REMOVAL OF 92 AND 96 POINTS

Commencing at 0200 hours on **Saturday, 25 August 2018**, and continuing until 0200 hours on Monday 27 August 2018, the following work will be carried out:

Points

Following points will be removed:

Points number	Description	Remarks
92	Points, Down North Shore to Down Chatswood - Epping	Swingnose crossover removed.
96	Points, Up North Shore to Up Chatswood - Epping	Swingnose crossover removed.

EOL

Following EOLs will be removed:

EOL number	Description	Remarks
92	92 EOL, Down North Shore	EOL removed
96	96 EOL, Up North Shore	EOL removed.

Signals

As a summary, following signal alterations will be done:

Signal / Route name	km	Status	Description	ROUTE INDICATOR	Remarks
CD15	11.275	Existing	Down Home, Down North Shore		Turnout repeater removed.
CD27	11.799	Existing	Down Home, Down North Shore		Shunt route indicator removed. Top yellow aspect removed and blanking plate fitted.
CD27(M)B	11.799	Existing	Down Home, Down North Shore to Chatswood – Epping		Route booked out of use.
CD27(S)B	11.799	Existing	Shunt, Down North Shore to Down Chatswood - Epping		Route booked out of use.
CD50	12.274	Existing	Up Home, Up North Shore		Shunt route indicator removed. Top yellow aspect removed and blanking plate fitted.

Signal / Route name	km	Status	Description	ROUTE INDICATOR	Remarks
CD50(M)B	12.274	Existing	Up Home, Up North Shore to Chatswood – Epping		Route booked out of use.
CD50(S)B	12.274	Existing	Shunt, Up North Shore to Up Chatswood - Epping		Route booked out of use.
CD54(M)D	12.274	Existing	Up Home, Down Chatswood – Epping to Down North Shore	MLRI "4"	Route booked out of use.
CD54(S)D	12.274	Existing	Shunt, Down Chatswood – Epping to Down North Shore	MLRI "4"	Route booked out of use.
CD68	12.804	Existing	Up Accept Up North Shore		Turnout repeater removed.

Existing 92 Points swingnose crossover on the Down North Shore to Down Chatswood – Epping Line will be removed.

Existing 96 Points swingnose crossover on the Up North Shore to Up Chatswood – Epping Line will be removed.

Existing 92 EOL on the Down North Shore Line will be removed.

Existing 96 EOL on the Up North Shore Line will be removed.

Existing Signal CD15 at 11.275km on Down North Shore Line will have turnout repeater removed.

Existing Signal CD27 at 11.799km on Down North Shore Line will have shunt route indicator removed. Top yellow aspect removed and blanking plate fitted. Routes 27(M)B and 27(S)B will be booked out of use.

Existing Signal CD50 at 12.274km on Up North Shore Line will have will have shunt route indicator removed. Top yellow aspect removed and blanking plate fitted. Routes 50(M)B and 50(S)B will be booked out of use.

Existing Signal routes 54(M)D and 54(S)D will booked out of use.

Existing Signal CD68 at 12.804km on Up North Shore Line will have turnout repeater removed.

Telephones associated with 92 & 96 EOL will be removed.

No alterations to ATRICS are required in this stage.

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

Signalling Arrangement VER 24042018

Phil Meurant

Signal Commissioning Engineer

Mob: 0419 181 888

Email: pmeurant@laingorourke.com.au

Saraswathi Penneru

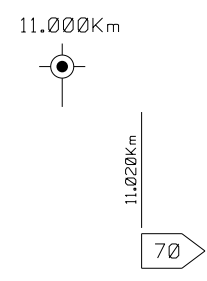
Senior Signal Engineer

Mob: 0448 724 702

Email: saraswathi.penneru@wsp.com

TO SYDNEY
←

TO HORNSBY
→

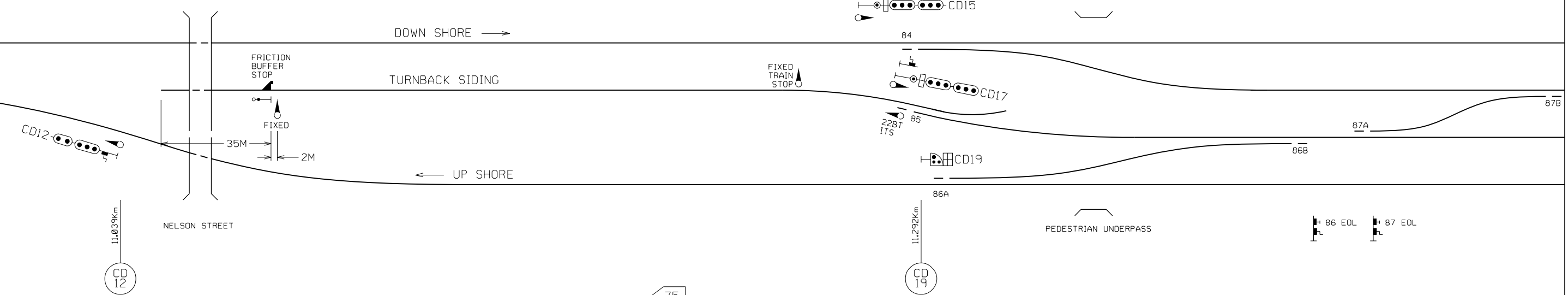


SIG	ROUTE	DESCRIPTION	RTE	IND
15	(M)A	No.4 PLATFORM	-	
	(M)B	No.3 PLATFORM	-	
	(S)A	No.4 PLATFORM	4	
	(S)B	No.3 PLATFORM	3	

4 3

SIG	ROUTE	DESCRIPTION	RTE	IND
17	(M)A	No.3 PLATFORM	-	
	(M)B	No.2 PLATFORM	-	
	(S)A	No.3 PLATFORM	3	
	(S)B	No.2 PLATFORM	2	

3 2



FRICTION BUFFER STOP CIVIL DESIGN PARAMETERS			
TRAIN MASS	MIN	90 TONNES	
	MAX	420 TONNES	
TRAIN SPEED	MIN	8 Km/h	
	MAX	25Km/h	
OVER RUN LENGTH (INCL. BUFFER STOP)	35M		

SIG	ROUTE	DESCRIPTION	RTE	IND
19	(S)A	No.3 PLATFORM	3	
	(S)B	No.2 PLATFORM	2	
	(S)C	No.1 PLATFORM	1	

3 1
2

POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
84	'A' UNIT EP CLAWLOCK	TWO BACKDRIVES	PUSHBUTTON	POST MOUNTED
85	'A' UNIT EP CLAWLOCK	NIL	PUSHBUTTON	POST MOUNTED
86A	'A' UNIT EP CLAWLOCK	ONE BACKDRIVE	PUSHBUTTON	POST MOUNTED
86B	'A' UNIT EP CLAWLOCK	ONE BACKDRIVE	PUSHBUTTON	POST MOUNTED
87A	'A' UNIT EP CLAWLOCK	NIL	PUSHBUTTON	POST MOUNTED
87B	'A' UNIT EP CLAWLOCK	NIL	PUSHBUTTON	POST MOUNTED

TO SYDNEY

TO HORNSBY

SIG	ROUTE	DESCRIPTION
27	(M)A	DOWN SHORE
	(S)A	DOWN SHORE

SIG	ROUTE	DESCRIPTION	RTE IND
29	(M)A	DOWN SHORE	DS
	(M)B	DOWN CHATS - EPPING	—
	(M)C	UP CHATS - EPPING	UE
	(S)A	DOWN SHORE	DS
	(S)B	DOWN CHATS - EPPING	DE
(S)C	UP CHATS - EPPING	UE	

DS	UE
DE	

POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
91A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	POST MOUNTED
91B	'A' UNIT EP CLAWLOCK SNX	N/A		
91C	'A' UNIT EP CLAWLOCK SNX	N/A		
91D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		

12.000Km



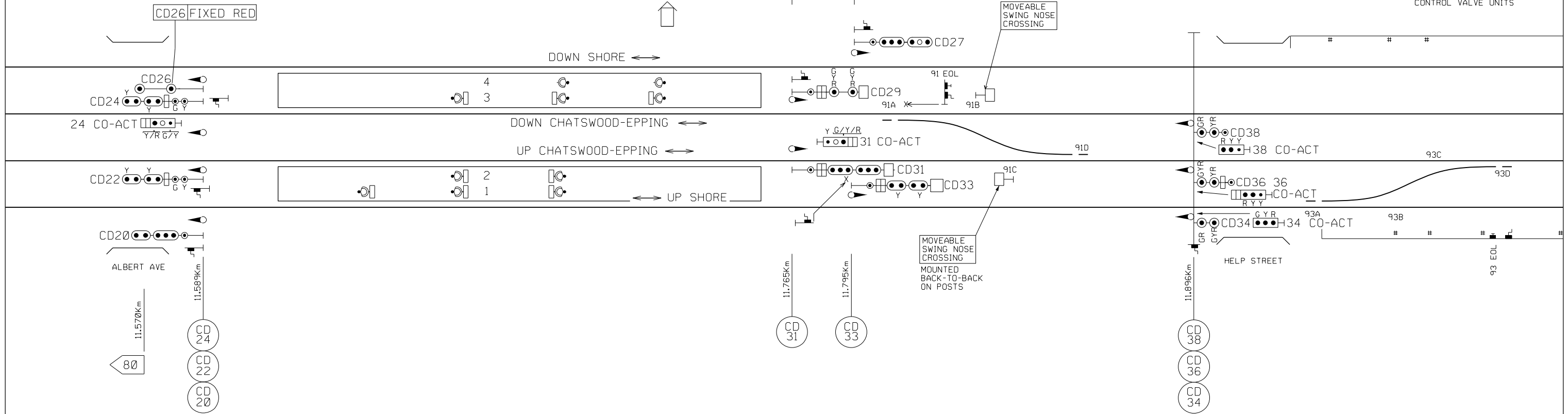
SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
24	(M)A	UP SHORE	—	—
	(M)B	TURNBACK SIDING	TS	TS
	(S)A	UP SHORE	US	US
	(S)B	TURNBACK SIDING	TS	TS

24	CO-ACT
US	TS
US	TS

CHATSWOOD



NOTE: # - NOTICEBOARDS
 MOVEABLE SWING NOSE CROSSING
 MOUNTED ON WALL ADJACENT TO POINTS CONTROL VALVE UNITS



SIG	ROUTE	DESCRIPTION	RTE IND
22	(M)A	UP SHORE	—
	(M)B	TURNBACK SIDING	TS
	(S)A	UP SHORE	US
	(S)B	TURNBACK SIDING	TS

US	TS
----	----

SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
31	(M)A	DOWN SHORE	DS	DS
	(M)B	DOWN CHATS - EPPING	DE	DE
	(M)C	UP CHATS - EPPING	—	UE•
	(S)A	DOWN SHORE	DS	DS
	(S)B	DOWN CHATS - EPPING	DE	DE
	(S)C	UP CHATS - EPPING	UE	UE

31	CO-ACT
DS	UE
DE	

LED TYPE MULTIPLE CHARACTER
 'D', 'U'
 'S', 'E'

SIG	ROUTE	DESCRIPTION	RTE IND
33	(M)A	DOWN SHORE	DS
	(M)B	DOWN CHATS - EPPING	DE
	(M)C	UP CHATS - EPPING	UE
	(S)A	DOWN SHORE	DS
	(S)B	DOWN CHATS - EPPING	DE
(S)C	UP CHATS - EPPING	UE	

DS	UE
DE	

SIG	ROUTE	DESCRIPTION	RTE IND
38	(M)	No.3 PLATFORM	—
	(S)	No.3 PLATFORM	—

SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
36	(M)A	No.2 PLATFORM	—	2
	(M)B	No.3 PLATFORM	—	3
	(S)A	No.2 PLATFORM	2	2
	(S)B	No.3 PLATFORM	3	3

36	CO-ACT
2	
3	

SIG	ROUTE	DESCRIPTION	RTE IND
20	(M)	UP SHORE	—
	(S)	UP SHORE	—

• CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

SIG	ROUTE	DESCRIPTION	RTE IND
34	(M)	No.1 PLATFORM	—



MAIN NORTH & NORTH SHORE CORRIDOR WORKS PART SIGNALLING ARRANGEMENT PORTION 2, CHATSWOOD SEGREGATION ENABLING STAGE SHEET 2 OF 4

TO SYDNEY
←

TO HORNSBY
→

POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
94A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	UP - SIDE WALL OF RES
94B	'A' UNIT EP CLAWLOCK SNX	N/A		
94C	'A' UNIT EP CLAWLOCK SNX	N/A		
94D	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	DOWN - SIDE WALL OF RES
95A	'A' UNIT EP CLAWLOCK	SPRING ASSIST		
95B	'A' UNIT EP CLAWLOCK SNX	N/A		
95C	'A' UNIT EP CLAWLOCK SNX	N/A		
95D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		

12.500Km

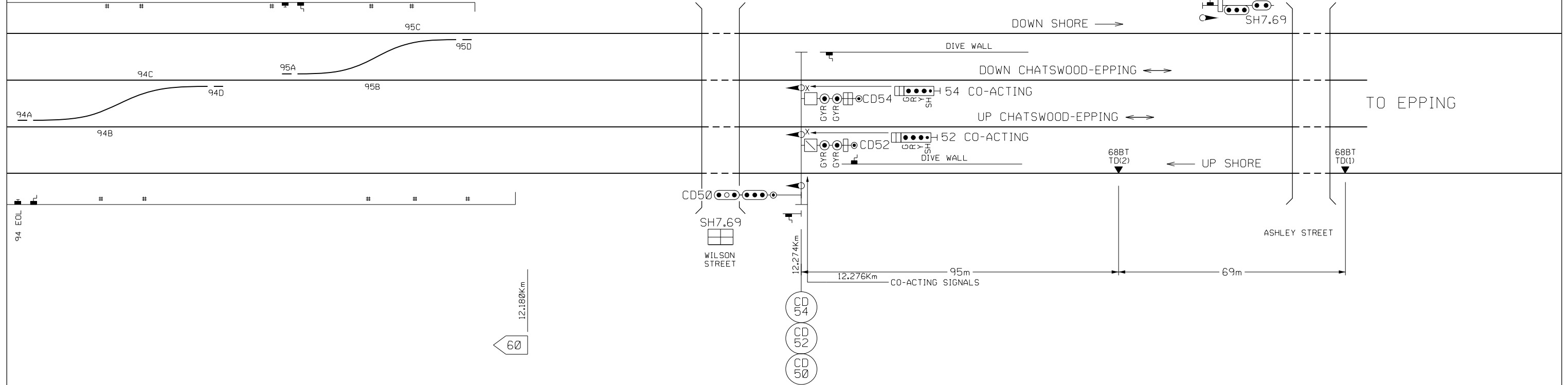


NOTE: # - NOTICEBOARDS

MOVEABLE SWING NOSE CROSSING
MOUNTED ON WALL ADJACENT TO POINTS CONTROL VALVE UNITS

NOTE: 50, 52, 54 SIGNALS OPERATED FROM CDRR

RAIL ENCLOSURE STRUCTURE (RES)



POINTS	POINTS TYPE	BACKDRIVE	EOL TYPE	LOCATION
93A	'A' UNIT EP CLAWLOCK	SPRING ASSIST	PUSHBUTTON	UP - SIDE WALL OF RES
93B	'A' UNIT EP CLAWLOCK SNX	N/A		
93C	'A' UNIT EP CLAWLOCK SNX	N/A		
93D	'A' UNIT EP CLAWLOCK	SPRING ASSIST		

SIG	ROUTE	DESCRIPTION
50	(M)A	UP SHORE
	(S)A	UP SHORE

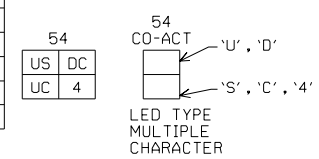
SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
52	(M)A	UP SHORE	-	US
	(M)B	UP CHATSWOOD - EPPING	-	UC•
	(S)A	UP SHORE	US	US
	(S)B	UP CHATSWOOD - EPPING	UC	UC

• CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

SIG	ROUTE	DESCRIPTION	RTE IND	CO-ACT
54	(M)A	UP SHORE	US	US
	(M)B	UP CHATSWOOD - EPPING	UC	UC
	(M)C	DOWN CHATSWOOD - EPPING	-	DC•
	(M)D	No.4 PLATFORM #2	4	4
	(S)A	UP SHORE	US	US
	(S)B	UP CHATSWOOD - EPPING	UC	UC
	(S)C	DOWN CHATSWOOD - EPPING	DC	DC
	(S)D	No.4 PLATFORM #2	4	4

• CO-ACTING ROUTE INDICATOR EXTINGUISHED WITH CO-ACTING SHOWING GREEN

#2 ROUTE BOOKED OUT OF USE



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION ENABLING STAGE
SHEET 3 OF 4

TO SYDNEY



TO HORNSBY



13.000Km



SH 7.97

12.798Km

SH7.97

DOWN SHORE →

← UP SHORE

CD68

EYL

12.804Km

CD 68

CD68

BOUNDRY STREET

WILLIAM STREET

80

12.860Km



MAIN NORTH & NORTH SHORE CORRIDOR WORKS
PART SIGNALLING ARRANGEMENT
PORTION 2, CHATSWOOD SEGREGATION ENABLING STAGE
SHEET 4 OF 4

Produced by WSP - Signal Design

WN 34 & WN 35 VER24042018

MOUNT COLAH (NORTH) NEW INTERCITY FLEET ENABLING WORKS

Commencing at 0200 hours on **Saturday, 18 August 2018**, and continuing until 0200 hours on Monday, 20 August 2018 the following work will be carried out:

- The existing double light N23.48 Repeater signal on the Up Main at 37.774Km will be removed
- A new banner style N23.48 Repeater signal will be installed 22m towards the country at 37.796Km

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

VER 18062018
Signalling Arrangement Diagram VER 18062018

Adrian Magrath

Commissioning Engineer

Mob: 0427 955 277

Email: adrian@railsignal.com

Sathish Veerabadrappa

Senior Signalling Engineer, WSP

Mob: 0420 643 374

Email: sathish.veerabadrappa@wsp.com

37.000 KM

37.500 KM

38.000 KM

MOUNT COLAH

N23.61

Y1 RRA RD

DOWN MAIN →

← UP MAIN

N23.61

N23.61

37.996 KM

N22.97AT

N23.48
37.568 KM
N23.48

N23.48R
XCX

37.796 KM

N23.48 REPEATER

MT. COLAH SIGNALLING ARRANGEMENT DIAGRAM

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Transport
Sydney Trains

WN 33 & 34
SHEET 1 OF 1
VER18062018

N23.48 REPEATER SIGNAL
RENEWAL
UP MAIN

WYONG (NORTH) - NEW INTERCITY FLEET ENABLING WORKS

Commencing at 0200 hours on **Saturday, 18 August 2018**, and continuing until 0200 hours on Monday, 20 August 2018 the following work will be carried out:

- The existing WG11 signal, associated trainstop & signal post telephone on the Down Main will be relocated 28m towards country side from 101.056Km to 101.084Km.
- There will be no alterations to Wyong control panel and Indicator diagram.

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

VER 18062018
Signalling Arrangement Diagram VER 18062018

Adrian Magrath
Commissioning Engineer
0427 955 277
Email: adrian@railsignal.com

Sathish Veerabadrappa
Senior Signalling Engineer, WSP
0420 643 374
Email: sathish.veerabadrappa@wsp.com

101.000Km



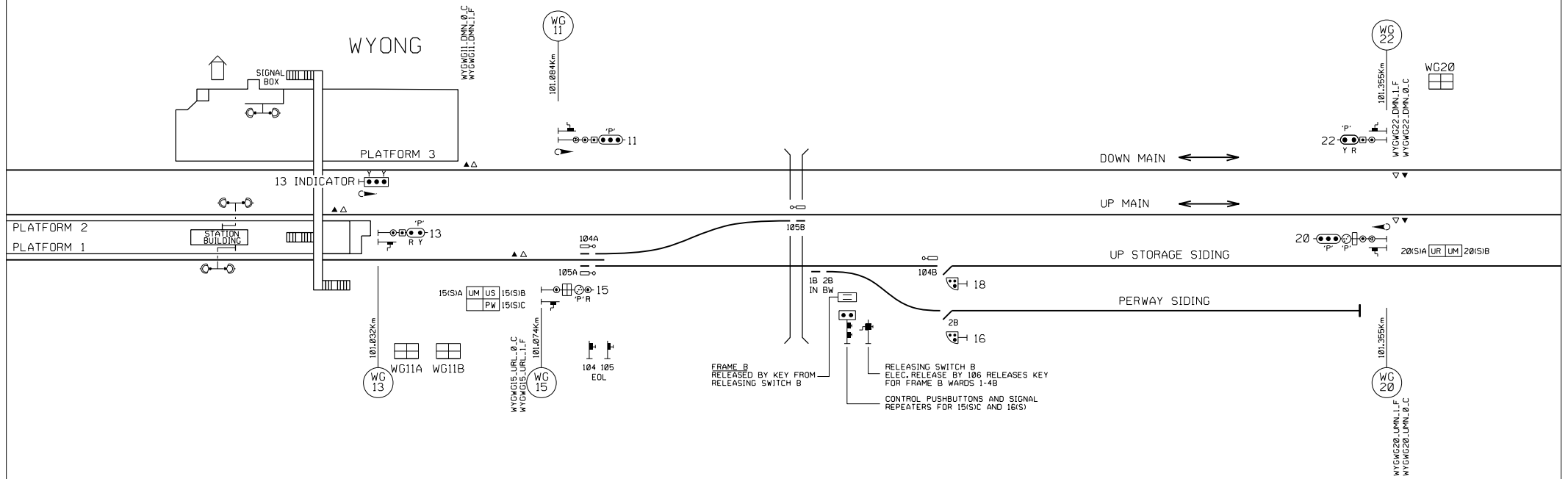
WG11	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-

WG13	(M)	UP MAIN	-
	(S)	UP MAIN	-

WG15	(MA)	UP MAIN	..
	(SA)	UP MAIN	UM
	(SB)	UP STORAGE SDG	US
	(SC)	UP MAIN	PW

WG20	(MA)	UP REFUGE LOOP	..
	(SA)	UP REFUGE LOOP	UR
	(SB)	UP MAIN	-
(SC)	UP MAIN	UM	

WG22	(M)	DOWN MAIN	-
	(S)	DOWN MAIN	-



WYONG SIGNALLING ARRANGEMENT DIAGRAM

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WN 33 & 34

SHEET 1 OF 1

VER18062018

WG11 SIGNAL RELOCATION
DOWN MAIN

EPPING DOWN REFUGE SIDING – SYDNEY METRO NORTHWEST NORTHWEST RAPID TRANSIT

Commencing at 0200 hours on **Monday, 20 August 2018** and continuing until 2300 hours on Wednesday, 17 October 2018, the following work will be carried out:

- The Epping Down Refuge Siding will have a stop block attached to the rail, reducing it to 100m.

VER20062018

Adam Walter

ECRL Lead Engineer, North West Rapid Transit
Tel: 02 9111 9874 (external)
Mob: 0438 732 005
Email: adam.walter@nrtd.com.au

Peter Hynes

Safety Systems Assurance & Support Specialist, Sydney Metro Northwest
Mob: 0438 259 235]
Email: PETER.HYNES@transport.nsw.gov.au

NEW INTERCITY FLEET COMMISSIONING AND STABLING PROJECT – EVELEIGH - ENGINEERING ROADS 1 AND 2

EXTENSION OF ENGINEERING ROADS 1 & 2 AND THE RELOCATION AND RENEWAL OF BUFFER STOPS, BUFFER STOP LIGHTS AND FIXED TRAINSTOPS

On **Wednesday, 29 August 2018** the following work will be complete and commissioned:

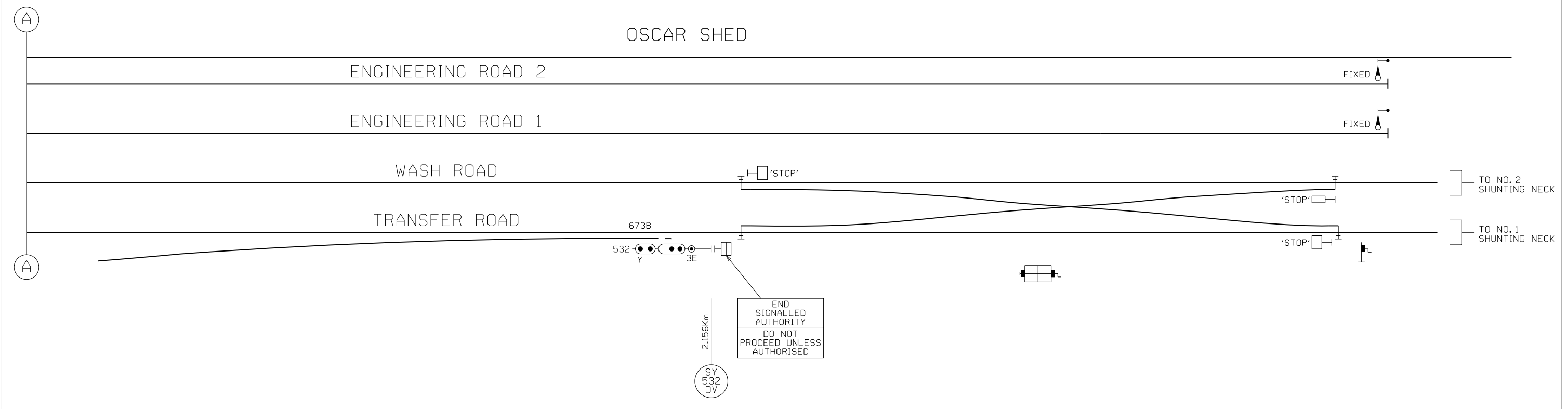
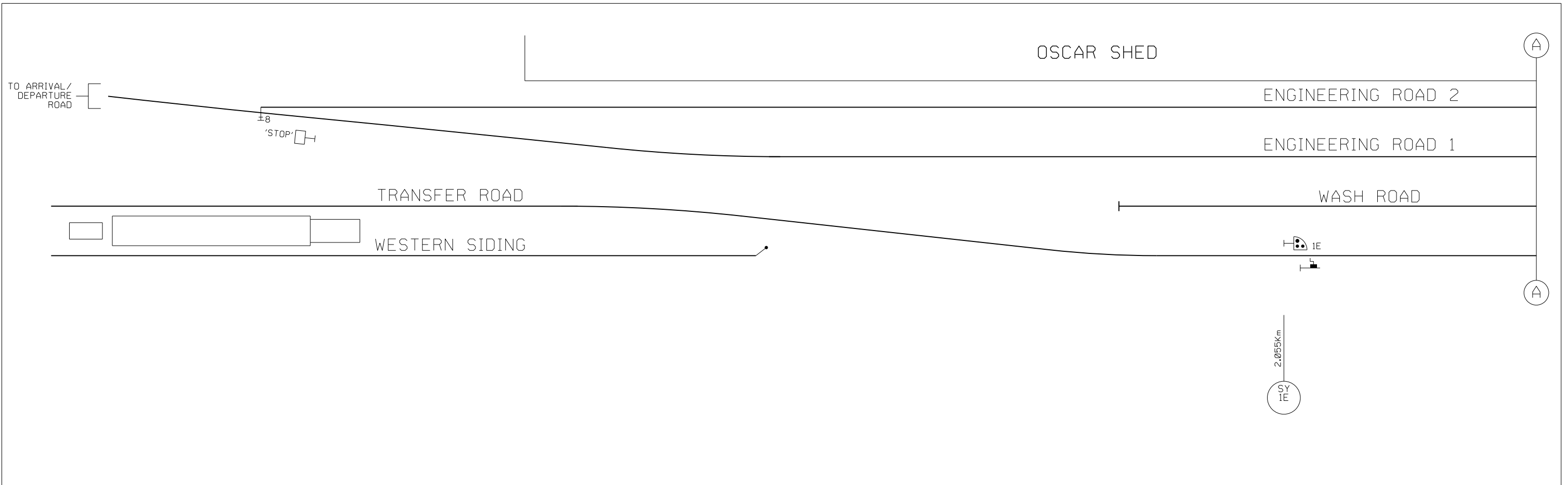
- Engineering Road 1 will be extended 43 meters towards Country end, with the existing removeable friction buffer stop, fixed train stop and red buffer stop light all removed. A new fixed buffer stop, fixed train stop and red LED buffer stop light will be installed at the end of this siding.
- Engineering Road 2 will be extended 43 meters towards Country end, with the existing friction buffer stop, fixed train stop and red buffer stop light removed all. A new fixed buffer stop, fixed train stop and red LED buffer stop light will be installed at the end of this siding.
- The OHW on Engineering Road 1 will be extended to the end of the siding
- The OHW on Engineering Road 2 will be extended to the end of the siding. The existing "Electric Trains Stop" sign located next to the existing friction buffer stop will be removed.

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

VER 22052018
Signalling Arrangement Diagram VER 22052018

Adam Toffolo
Commissioning Engineer
Mob: 0416 942 861
Email: AToffolo@novorail.com.au

Sathish Veerabadrappa
Senior Signalling Engineer, WSP
Mob: 0420 643 374
Email: sathish.veerabadrappa@wsp.com



EVELEIGH SIGNALLING ARRANGEMENT PLAN	
WN 35	EXTENSION OF ENGINEERING RDS 1 & 2. RELOCATION & RENEWAL OF BUFFER STOPS, BUFFER STOP LIGHTS & FIXED TRAIN STOPS
SHEET 1 OF 1	
VER22052018	

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GORDON (NORTH SHORE) – RENEWAL OF 52A/B POINTS WITH NEW M3A MECHANISM

Commencing at 0200 hours on **Saturday, 25 August 2018**, and continuing until 0200 hours on Monday, 27 August 2018, the following work will be carried out:

- The existing 52A points on the Up Shore and 52B points on the Down Shore will be renewed. The point mechanism will be replaced with new M3A point machines utilising an in-bearer arrangement.
- 52A points will be relocated approximately 7m towards Hornsby
- 52B points will remain in approximately the same position.
- The existing Emergency Switch Machine Lock (ESML) equipment will remain in use and retained in the existing location.

VER26062018

Rick Maranik

Commissioning Manager, Signalling
Sydney Trains

Tel: 4962 9035 (external) 52 035 (internal)

Mob: 0412 520 793

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

David Hunt

Signal Design Engineer

Signalling & Control Systems, Engineering & System Integrity

Tel: 42992 (internal)

Email: DAVID.HUNT@transport.nsw.gov.au

SYDNEY TERMINAL PLATFORM 13 & 14 BOOKED OUT OF USE FOR AN EXTENDED PERIOD OF TIME

THE COMMENCEMENT DATE FOR THESE WORKS AS ADVERTISED IN WEEKLY NOTICE 31 & 32 ARE AMENDED AS FOLLOWS;

At 0200 hours on **Monday, 13 August 2018**, Platforms 13 & 14 Sydney Terminal Yard will be booked out of use for an extended period of time for the Central Station Sydney Metro works.

- All points and signals giving access to the portion of line will be booked out of use, XL locked, spiked, and an IBA completed.
- Temporary barriers will be placed on the booked out portion of line to control the potential for any inadvertent entry to the adjacent live line.
- All electrical infrastructure is to be treated as live at all times unless a power out permit is present while works is being completed.

Edward Kim

Project Manager

Sydney Metro – Central Station Main Works

Mobile: 0429 514 244

Email: Edward.kim@transport.nsw.gov.au

Scott McKinna

Rail Safety Manager

Laing O'Rourke

Central Station Main Works

Mobile: 0477 724 255

Email: smckinna@novorail.com.au

STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 – 2007	Introduction of TOM Notices	13/09/07	13/09/07
018 – 2007	Emergency equipment boxes Rail	01/11/07	19/11/07
008 – 2009	OMET 264: Minimum tractive effort requirements	01/10/09	11/10/09
001 – 2012	OMET 266: Operation of Y-Set Trains	02/02/12	12/02/12
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
005 – 2014	Operation of T-Set (Tangara) Train fitted with ATP equipment	03/04/14	14/04/14
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
001 – 2017	Incorporation of Waratah, Oscar and Millennium TOM Notices and SAFE Notices into the TOM	19/01/17	29/01/17
003 – 2017	Exception to TWP 100	19/01/17	29/01/17
007 – 2017	WAR 208: Main Power Faults	30/03/17	09/04/17
005 – 2017	TWP 150: Damaged or Missing Window Glass	06/04/17	16/04/17
009 – 2017	Operation of H-set (OSCAR) trains fitted with ATP	25/05/17	04/06/17
008 – 2017	TWP 176: Wayside Train Condition Monitoring	06/07/17	16/07/17
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
015 – 2017	Train crew relieved in service & relay driver	08/11/17	19/11/17
016 – 2017	WAR 030 Minimum Standards	23/11/17	03/12/17
018 2017	Amendment to OMET 200	14/12/17	24/12/17
001 – 2018	Millenium trains fitted with ATP	01/03/17	11/03/17
002 – 2018	Trial of Waratah trains fitted with ATP	26/04/18	06/05/18
011 2018	Trial of C-Set trains fitted with ATP	19/07/18	29/07/18

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
001 - 2018	Management of work on track at interface	04/01/18	14/01/18
003 - 2018	NPR 711 – Using lookouts	11/01/18	21/01/18
004 - 2018	Trial of Signal Key Switches	15/02/18	25/02/18
005 - 2018	Trial of worksite delineation markers	22/03/18	01/04/18
006 - 2018	Network Communications	17/05/18	27/05/18
007 - 2018	Unreliable track circuit operation	10/05/18	20/05/18
008 - 2018	Shared Corridor Protocols – MFN - SSFL	14/12/17	13/01/18
009 - 2018	Operation of passenger F1	24/05/18	07/06/18

Steve Swanson

Network Rules Specialist

Tel: 0428416505

Email: stephen.swanson@transport.nsw.gov.au

STATUS OF NETWORK MANUALS AND FORMS**Network Manuals**

<i>Network Local Appendices</i>	RailSafe Website	Online documents
<i>Operator Specific Procedures</i>	RailSafe Website	Online documents
<i>Network Rules</i>	RailSafe Website	Online documents
<i>Network Procedures</i>	RailSafe Website	Online documents
<i>Forms</i>	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 (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	November 2015
TWP 114 (New)	4	May 2012
TWP 116	3	November 2015
TWP 118 (New)	4	May 2012
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

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 the most recent 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 distribution officer, as listed in the most recent 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

DISTRIBUTION OFFICERS**Sydney Trains****Safety and Environment****Maria Economou**



Safety Support

 2 4502 2 1840 Maria.Economou@transport.nsw.gov.au**Operations****Gary Poulson**


Team Leader TCAC

 9379 1702 gary.poulson@transport.nsw.gov.au**Martin Bollmann**


Area Manager - Hornsby

 36513 Martin.Bollmann@transport.nsw.gov.au**Paul Bartolo**


Crew Manager – Blacktown/Richmond

 42828 Paul.Bartolo@transport.nsw.gov.au**Emma Bunting**


Area Manager - Flemington

 9536 8844 emma.bunting@transport.nsw.gov.au**Paul Bartolo**

Area Manager - Blacktown

 25938 Paul.Bartolo@transport.nsw.gov.au**David Allison**

Area Manager - Mortdale


 42624 david.allison@transport.nsw.gov.au**Matthew Quinn**

Area Manager – Cronulla/Waterfall



Tel: 69378

 matthew.quinn@transport.nsw.gov.au**Mark Karouche**

Area Manager - Campbelltown/Leppington

 91755 MARWAN.KOUROUCHE@transport.nsw.gov.au**Rhys Blakey**


Crew Manager Hornsby/North Sydney

 9224 2044 rhys.blakey@transport.nsw.gov.au**Anthony Robb**



Crew Manager Penrith

 42084 Anthony.robb@transport.nsw.gov.au**Hana Farhat**



Business Support Officer

 39435 Hana.Farhat2@transport.nsw.gov.au**William Morrison**


Signal Box Operations — North

 9 1057 William.Morrison@transport.nsw.gov.au**Greg Oxley**


Operations - Rail Management Centre (RMC)

 9 4255 9 4438 Greg.Oxley@transport.nsw.gov.au**Nick Hayek**

Crew Manager - Auburn

 35982 nick.hayek@transport.nsw.gov.au**Fiona Eid**

Administration Assistant Central

 9379 4489 fiona.eid@transport.nsw.gov.au

Rochelle Takai

Administration Support Campbelltown
☎ 0407976529
✉ rochelle.takai@transport.nsw.gov.au

Jason Cooper

Customer Service — Central
☎ 9 2776 9 3168
✉ Jason.Cooper@transport.nsw.gov.au

Megan McRae

Customer Service - North West
☎ 9848 9850
✉ megan.mcrae@transport.nsw.gov.au

Mario Chalouhi

Train Crew Standards Manager
☎ 42616
✉ Mario.Chalouhi@transport.nsw.gov.au

Mohamad Chahine

Signal Box Operations - Sydenham
☎ 37705
✉ Mohamad.Chahine@transport.nsw.gov.au

Ashraf Riyadh

Customer Service – Illawarra
☎ 27728
✉ Mohamad.Chahine@transport.nsw.gov.au

Megan Parker

Service Delivery Response
☎ 04191226502
✉ megan.parker@transport.nsw.gov.au

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

Fleet Maintenance Sydney Trains
☎ 2 0532 2 1274
✉ HOSHEDAR.MOVDAWALLA@transport.nsw.gov.au

Ram Ramaswamy

Fleet Maintenance Sydney Trains
☎ 2 0523 2 1274
✉ RAMYAVARAN.RAMASWAMY@transport.nsw.gov.au

Network Maintenance**Shannon Newton**

Track Access Coordinator – North
☎ 95363791
✉ Shannon.Newton@transport.nsw.gov.au

Xerxes Francia

Track Access Coordinator – North
Hornsby Network Base
☎ 3 6740
✉ Xerxes.Francia@transport.nsw.gov.au

Jonathan Barnes

Track Access Coordinator – West
Blacktown Network Base
☎ 87512
✉ Jonathan.Barnes@transport.nsw.gov.au

Ennio Soster

SCE
Project Delivery Electrical
☎ 25236 25917
✉ ENNIO.SOSTER@transport.nsw.gov.au

Daljit Kaur

Infrastructure Maintenance — Facilities
☎ 2 5922 2 5950
✉ Daljit.Kaur@transport.nsw.gov.au

Adrian Aquilina

Team leader - Strathfield Mains
☎ 97526610
✉ adrian.aquilina@transport.nsw.gov.au

Christina Morgan

Administration Support
ICON
☎ 9379 6051
✉ Christina.Morgan@transport.nsw.gov.au

Lorinda Melvin

Administration Support
☎ 0439510480
✉ lorinda.melvin@transport.nsw.gov.au

Edward Lusik

Team Leader Signals
CBD

📞 95368135

✉️ edward.lusik@transport.nsw.gov.au

Major Works**Greg Page**

Infrastructure Track

📞 25375

✉️ gregory.page@transport.nsw.gov.au

Michael Warner

Signals and Electricity

📞 9848 9333

✉️ michael.warner@transport.nsw.gov.au

Logistics & Supply Chain**Murari Singh**

Contract Assurance Administrator

📞 02 9848 9698

✉️ Murari.Singh@transport.nsw.gov.au

Asset Management**Anurag Nehra**

Operations Safeworking Supervisor

📞 0429 362419

✉️ anrag.nehra@transport.nsw.gov.au

Engineering & System Integrity**Teresa Sitjar**

Signalling & Control Systems

📞 42458

✉️ Teresa.Sitjar@transport.nsw.gov.au

Yass Zahab

Geotechnical Services

📞 2 7589 2 7786

✉️ Yassine.El-Zahab@transport.nsw.gov.au

Peter Nilon

Survey Group

📞 9848 9904

✉️ peter.nilon@transport.nsw.gov.au

Richard Agostino

C and CS

📞 2 0875 9 2137

✉️ Richard.Agostino@transport.nsw.gov.au

Human Resources**Robert Neloski**

Training — Learning and Development

📞 2 7567

✉️ robert.neloski@transport.nsw.gov.au

Finance and Corporate Services**Graham Church**

Compliance and Review Unit

📞 4 2143 5 0321

✉️ Graham.Church@transport.nsw.gov.au

NSW TrainLink**Adam Tonkin**

Operational Improvement Manager

📞 8574 2960 0417694249

✉️ ADAM.TONKIN@transport.nsw.gov.au

Ashley Brandse

Associate Director Operations North & Central

📞 4962 9820

✉️ ASHLEY.BRANDSE@transport.nsw.gov.au

Emma Abernathy

Area Manager Newcastle

Tel: 4907 7540 0437308515



EMMA.ABERNATHY@transport.nsw.gov.au

Netti Byrnes



Area Manager Central Coast

📞 43499210 0458261501



✉️ Annette.Byrnes@transport.nsw.gov.au

Robert Blanch


Area Manager Hunter & Regional North

 43499210 0458261501 ROBERT.BLANCH@transport.nsw.gov.au**Leisa Case**



Area Manager Central Intercity

  0429900371 Annette.Byrnes@transport.nsw.gov.au**Dwayne Purcell**


Area Manager Central Regional

 0428670580 DWAYNE.PURCELL@transport.nsw.gov.au**Michael Dorrian**


Area Manager South Coast

  0439743316 Michael.dorrian@transport.nsw.gov.au**Tiffany Glasgow**


Area Manager West

 0439743316 Tiffany.glasgow@transport.nsw.gov.au**Ian Mondon**

Area Manager South Main

 0427016255**Tod James**

Shift Manager Taree

 65924786 tod.james@transport.nsw.gov.au

NOTES

NOTICE TO SUBSCRIBERS

The Weekly Notice is issued every Tuesday, 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.

Director Safety and Standards

Sydney Trains
Level 4, 36-46 George Street
Burwood NSW 2134

Tuesday, 31 July 2018