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**weekly notice**

Monday, 2 February 2015  
Sunday, 8 February 2015



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 RULES AND COMPLIANCE  
SYDNEY TRAINS*

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## PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<b>Weekly Notice</b>	<b>For Week</b>	<b>Deadline</b>
6	9/2/15–15/2/15	13/1/15
7	16/2/15–22/2/15	20/1/15
8	23/2/15–1/3/15	27/1/15
9	2/3/15–8/3/15	3/2/15

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.

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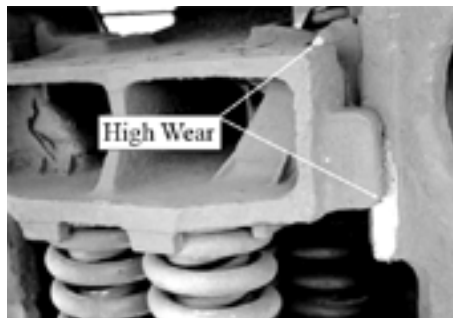
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### **Evidence of hunting**

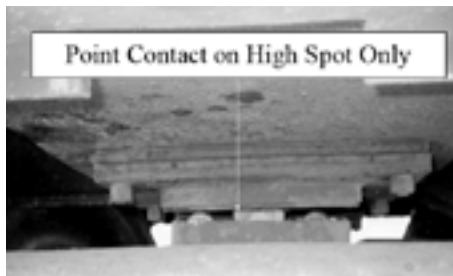
Tell-tale signs of hunting are any of the following:

- 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

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**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)

## **ERSKINEVILLE (CENTRAL - CITY): CONVERSION OF 679 & 680 POINTS TO "A" UNIT WITH SPHEROLOCK**

Commencing at 0200 hours on **Saturday, 7 February 2015** and continuing until 0200 hours on Monday, 9 February 2015, the following work will be carried out:

- 679 Points from the Up Illawarra Main to the Up Illawarra Relief and 680 Points from the Down Illawarra Relief to the Down Illawarra Main will be renewed to Spherolok with an "A" style point controller unit.
- 679 and 680 points will be both renewed in the same positions.
- 679 and 680 Emergency Operation Locks of the keyless type (EOL) will be provided.

**VE17122014**

### **Wayne Giles**

Project Manager, Program Delivery – Signals, Control & Electrical, Major Works

Tel: (02) 4780 3332 (external) 8 3332 (internal)

Mob: 0401 718 079

Email: [wayne.giles@transport.nsw.gov.au](mailto:wayne.giles@transport.nsw.gov.au)

### **Ragulan Vivekanantharajah**

Signal Design Engineer, Signalling & Control Systems, Engineering & System Integrity

Tel: 02 8922 1517 (external) 2 1517 (internal)

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

## **GOSFORD (NORTH) – COMMISSIONING OF GOSFORD PASSING LOOPS**

**This advertisement as posted in Weekly Notice 4 has been amended. Under the heading 'Signals' the advertisement now reads;**

*A new "Electric Rolling Stock Must Not Pass This Point" board will be mounted on a post at the entrance of the Up Refuge.*

Commencing at approximately 2230 hours on **Friday 20 February 2015** and continuing until 0200 hours on Monday the 23 February 2015, the following signalling alterations will be carried out:

- New and altered yard limit signs, signals, points and train stops will be commissioned into use. All new signals will be of the LED type.
- The extended Down Refuge and Up Refuge will be brought into use.

To facilitate the signal commissioning of the Gosford Passing Loops, the following signals will be affected until Local Possession Authority (LPA) is granted:

- Up Main Signals 51.0(102), 50.8(100,101) and 50.4(67, 68, 69, 70, 71A, 72A) will be booked out of use and hand signalled prior to the LPA commencing.
- Down Main signals 50.3(31A, 33B, 34B, 35B, 36) and 50.7(75,75U) will be booked out of use and rail traffic diverted through the back platform road and down refuge prior to the LPA commencing.

The new signalling equipment will be controlled from the Gosford Signal Box. The existing mechanical/relay interlocking will be retained and modified to interface with the new Microlock II system controlling the extended Up and Down Refuges.

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

Details of the changes are as follows.

### **New and altered Lines brought into use**

The following table details new and alterations to the naming of the lines in the area:

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Kilometrage From (Approx)	Kilometrage To (Approx)	Existing Line Name	New Line Name	Remarks
81.140	81.787	Down Refuge Loop	Down Refuge	Existing Down Refuge Loop renamed to Down Refuge
81.787	83.530	-	Down Refuge	New Line, extends from existing Down Refuge
81.349	83.589		Up Refuge	New Line, Unwired
81.011	81.280	Up Refuge Loop	Perway Siding No.1	Existing Up Refuge Loop renamed to Perway Siding No.1. 100m standing room.
81.075	81.310	Goods Siding	Perway Siding No.2	Existing Goods Siding renamed to Perway Siding No.2. 134m standing room

### **Down direction routes between Gosford and Narara via the Down Refuge**

Access to the new Down Refuge from Gosford Platform 3 will be authorised via signal routes 33A and 35A.

Access to the new Down Refuge from Gosford Platform 2 will be authorised via signal routes 33B and 35B.

Access to the new Down Refuge from Gosford Platform 1 will be authorised via signal route 38.

Access to the Down Main from Gosford via the Down Refuge will be authorised via signal routes 74 and 74U.

Access to the New Down Refuge from Gosford via the Down Refuge will be authorised via signal routes 77 and 77U.

Access to the Down Main from Gosford via the Down Refuge will be authorised via new signal routes 111 and 111U.

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### **Up direction routes between Narara and Gosford via the Up Refuge / Up Main**

Entry into Gosford from Narara will be authorised via new signal GF116.

Access to the Up Main from Narara will be authorised via new signals routes 112 and 112U.

Access to the Up Refuge from Narara will be authorised via new signals routes 114 and 114U.

Access to Gosford Platform 1 from Narara via the Up Main will be authorised by signals 72A and 71A.

Access to Gosford Platform 2 from Narara via the Up Main will be authorised by signal 70A.

Access to the Down Main from Narara via the Up Main will be authorised by signal 69A.

Access to Gosford Platform 3 from Narara via the Up Main will be authorised by signals 68A.

Access to the Down Refuge from Narara via the Up Main will be authorised by signal 67A.

Access to Gosford Platform 1 from Narara via the Up Refuge will be authorised via new signals 72C and 71C.

Access to the Down Main from Narara via the Up Refuge will be authorised via new signal 69B.

Access to the Down Refuge from Narara via the Up Refuge will be authorised by 67B.

### **Ground Frames**

Existing Ground frames removed as shown in the table below:

<b>Kilometrage (Approx)</b>	<b>Description</b>	<b>Remarks</b>
81.349	Frame "G" and release 80	Existing Ground Frame removed.

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## Stop Blocks

Kilometrage (Approx)	Description	Remarks
81.349	Up Refuge	Existing stop block removed.
81.415	Up Main / New Up Refuge Crossover	Existing stop block removed.
81.787	New Down Refuge	Existing stop block removed.

## Yard Limit Signs

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

Signal	Description	Remarks
GF116	Horizontal YL and horizontal EYL mounted on Signal Post	New signs provided for new signal on Up Main
52.9	Horizontal EYL and horizontal YL mounted on Signal Post	New signs provided for existing signal on Down Main

## Signals

The final arrangements are shown on the Woy Woy (Excl) – Gosford (Incl) Signalling Arrangement published in this weekly notice.

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

Additional LED-type, single head colour light signals and main line route indicators (where provided), band-of-lights, turnout repeaters, subsidiary shunt signals with route indicators (where provided), ground-mounted shunting signals with route indicators (where provided) and train stops will be brought into use as shown in New and Altered Signal and Route Designations table below.

Conditional clearing to caution is provided on the following new and altered main line route signals GF107 and GF109 in the Down direction, and GF108, GF110, GF112, GF114 and GF116 in the up direction. When a shorter-than-normal overlap

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is available the signal will clear conditional upon the approaching train having suitably reduced its speed.

Automatic normalising will not be provided for new routes.

Automatic Re-clearing is not provided on any of the new and altered main line route signals.

Approach locking will be 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.

New buffer stops and LED-type buffer stop lights will be fitted onto the country ends of Perway Siding No.1 and No.2.

***A new "Electric Rolling Stock Must Not Pass This Point" board will be mounted on a post at the entrance of the Up Refuge.***

The following table summarises the new and altered signals and routes.

### **New and altered Signal and Route Designations**

#### **Down Main Signals**

<b>Signal</b>	<b>New / Existing</b>	<b>Route</b>	<b>Description</b>	<b>Route Indicator</b>	<b>Remarks</b>
GF75	Existing	75	Down Home – Down Main	-	Change to LED Signal
		75U	Shunt – Down Main	-	Previously named 50.7 Signal New Pulsating Yellow provided
50.9	Existing	76	Down Starter - Down Main	-	Removed
GF109	New	109	Down Outer Home - Down Main	-	New 3 Aspect LED Signal Marker Light provided Trainstop provided

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Signal	New / Existing	Route	Description	Route Indicator	Remarks
GF113	New	113	Down Home – Down Main	-	New 3 Aspect LED Signal Marker Light provided Shunt provided Trainstop provided
		113U	Shunt – Down Main	-	
51.9	Existing	51.9	Automatic – Down Main	-	Removed
52.9	Existing		Down Automatic- Down Main	-	New horizontal EYL and YL signs mounted on signal post.
GF93/94	Existing	92	Decommissioned	-	New Signal Plate Previously named 92/93/94 signal
		93	Shunt – Down Main to Up Main	-	
		94	Shunt – Down Main	-	

### No.3 Platform Road

Signal	New / Existing	Route	Description	Route Indicator	Remarks
B50.3	Existing	32	Down Home – No.3 Platform Road to Down Main	-	New green aspect provided
		33A	Down Home – No. 3 Platform Road to Down Refuge	-	

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### Down Refuge Signals

Signal	New / Existing	Route	Description	Route Indicator	Remarks
R50.7	Existing	74	Down Home – Down Refuge Loop to Down Main	-	Signal Removed
		74U	Shunt - Down Refuge Loop to Down Main	-	
		77	Down Home - Down Refuge Loop to Loco Storage Siding	-	
		77U	Shunt - Down Refuge Loop to Loco Storage Siding	-	
GF77	New	74	Down Home-Down Refuge to Down Main	-	New 3 Aspect LED Signal New Stencil Route Indicator provided RH Band-Of-Lights provided Pulsating Yellow provided Trainstop provided
		74U	Shunt-Down Refuge to Down Main	DM	
		77	Down Home-Down Refuge	-	
		77U	Shunt-Down Refuge	DR	
GF107	New	107	Down Outer Home – Down Refuge	-	New 3 Aspect LED Signal Marker Light provided Shunt provided Trainstop provided
		107U	Shunt – Down Refuge	-	

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Signal	New / Existing	Route	Description	Route Indicator	Remarks
GF111	New	111	Down Home – Down Refuge to Down Main	-	New 3 Aspect LED Signal Marker Light provided Shunt provided Trainstop provided
		111U	Shunt – Down Refuge to Down Main	-	
98	Existing	98	Shunt – Down Refuge	-	Signal Removed
GF98	New	98	Shunt – Down Refuge	-	New LED Shunt Signal

### Up Main

Signal	New / Existing	Route	Description	Route Indicator	Remarks
54.6	Existing	54.6	Automatic – Up Main	-	New Pulsating Yellow provided
53.4	Existing	53.4	Automatic – Up Main	-	New Pulsating Yellow provided
52.6	Existing	52.6	Automatic – Up Main	-	Removed

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Signal	New / Existing	Route	Description	Route Indicator	Remarks
GF116	New	116	Up Outer Home – Up Main	-	New LED 3 Aspect Signal Pulsating Yellow provided Marker Light provided LH Turnout Repeater provided Horizontal YL and EYL signs mounted on signal post Trainstop provided
GF112	New	112	Up Home - Up Main	-	New LED 3 Aspect Signal Pulsating Yellow provided Marker Light provided Shunt provided Stencil Route Indicator provided  LH Band-Of-Lights with pulsating aspect provided Trainstop provided
		112U	Shunt – Up Main	UM	
		114	Up Home – Up Main to Up Refuge	-	
		114U	Shunt – Up Main to Up Refuge	UR	
51.8	Existing	51.8	Automatic – Up Main	-	Removed

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Signal	New / Existing	Route	Description	Route Indicator	Remarks
GF108	New	108	Up Outer Home – Up Main	-	New LED 3 Aspect Signal Pulsating Yellow provided RH Turnout Repeater Provided Trainstop provided
51.0	Existing	102	Up Outer Home – Up Main	-	Signal Removed
104	New	108	Up Outer Home – Up Main	-	New 3 Aspect LED Signal Pulsating Yellow provided Marker Light provided RH Turnout Repeater Provided Trainstop provided
50.8	Existing	101	Up Home – Up Main	-	Signal Removed
		100	Up Home – Up Main to Up Refuge Loop	-	

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50.4 (NEW)	New	72A	Up Home – Up Main	-	<p>New 3 Aspect Tri Colour LED Signal mounted on gantry Pulsating Yellow provided RH Band of Lights provided Shunt signal provided</p> <p>Note: Route operation will be from the same levers that currently control UR50.4 and R50.4 signals</p> <p>Trainstop provided</p>
		71A	Shunt– Up Main (Plat 1)	-	
		70A	Up Home – Up Main to Down Main	2	
		69A	Shunt – Up Main to Down Main	-	
		68A	Up Home – Up Main to Down Refuge	3	
		67A	Shunt– Up Main to Down Refuge	-	
50.4 (OLD)	Removed	72A	Up Home – Up Main	-	Signal Removed
		71A	Shunt – Up Main (Plat 1)	-	
		70	Up Home – Up Main to Down Main	-	
		69	Shunt – Up Main to Down Main	-	
		68	Up Home – Up Main to Down Refuge	-	
		67	Up Home – Up Main to Down Refuge	-	
U50.3	Removed	40 (OLD)	Shunt - Up Main to Up Refuge Loop/ Siding	-	Route Altered
	New	40 (NEW)	Shunt – Up Main to Perway Sidings	-	Previous: Shunt - Up Main to Up Refuge Loop/ Siding

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### Up Refuge

Signal	New / Existing	Route	Description	Route Indicator	Remarks
GF110	New	110	Up Outer Home – Up Refuge	-	New 3 Aspect LED Signal Pulsating
		110U	Shunt – Up Refuge	-	Yellow provided Marker Light provided Shunt provided Trainstop provided
GF106 REPEATER	New		Signal Repeater	-	New Signal Repeater for GF106 Signal
GF106	New	106	Up Outer Home – Up Refuge	-	New 2 Aspect LED (R/Y) Signal New Pulsating Yellow Provided
		106U	Shunt – Up Refuge	-	Marker Light provided Shunt provided New RH Turnout Repeater Provided Trainstop provided

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Signal	New / Existing	Route	Description	Route Indicator	Remarks
UR50.4	New	72C	Up Home- Up Refuge to Up Main	-	New Fixed Red LED Signal mounted on gantry Marker Light provided Pulsating RH Band-Of-Lights added Note: Route operation will be from the same levers that currently control 50.4 and R50.4 signals Trainstop provided
		71C	Shunt – Up Refuge to Up Main	-	
		69B	Shunt – Up Refuge to Down Main	-	
		67B	Shunt – Up Refuge to T.L. Down Refuge	-	

### Perway Siding No. 1

Signal	New / Existing	Route	Description	Route Indicator	Remarks
R50.4	Existing	72B	Up Home – Perway Sidings to Up Main	-	Route description changed from “Up Refuge Loop” to “Perway Sidings” only
		71B	Shunt – Perway Sidings to Up Main	-	

### Guard's Indicators

The existing guard's indicators on Platform 1, 2 and 3 will remain unchanged.

### Intermediate Train Stops

No new Intermediate Train Stops (ITS) will be provided.

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## Points

Existing catch point 89 (81.753km approx) on the existing Down Refuge Loop will be renewed and relocated at 81.783km.

EOLs of the Fortress Key type will be provided for emergency operation of all new electric point machines: 85A, 85B, 89, 201A, 201B, 202A and 202B. The positions of the EOL's are shown on the attached signalling arrangement.

The following table summarises the new removed points.

Points	Kilometrage	Line	Description	Remarks
85A	81.361	Up Main	Crossover between Up Refuge and Up Main	Non-Operational points brought into use
85B	81.449	Up Refuge		
89 (OLD)	81.753	Down Refuge	Catch Point	Existing 89 points removed
89 (NEW)	81.783	Down Refuge	Catch Point	New 89 points installed
201A	83.429	Down Refuge	Crossover between Down Refuge and Down Main	Non-Operational points brought into use
201B	83.589	Down Main		
202A	83.450	Up Refuge	Catch Point	Non-Operational catch point brought into use
202B	83.589	Up Main	Turnout for Up Main to Up Refuge	Non-Operational points brought into use

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### **Telephones**

Telephones will be provided as shown on the Signalling Arrangement in this weekly notice. All phones ring through to Gosford Signal Box.

### **Gosford Signal Box**

The Signal Box Diagram in Gosford Signal Box will be modified to reflect the new arrangements.

The new arrangements are depicted in the attached Signalling Arrangement

**VER01102014**

**DIAGRAM VER01102014**

#### **Rick Maranik**

Commissioning Manager Signalling

Sydney Trains

Mob: 0412 520 793

Email: [rick.maranik@railcorp.nsw.gov.au](mailto:rick.maranik@railcorp.nsw.gov.au)

#### **Jason Eadie**

Senior Signalling Engineer

Parsons Brinckerhoff

Tel: 02 9200 0930

Email: [jeadie@pb.com.au](mailto:jeadie@pb.com.au)

## COAL CLIFF (ILLAWARRA) – REMOVAL OF COKE CO SIDINGS

Commencing at 0200 hours on **Saturday, 07 February 2015**, and continuing until 0200 hours on Monday, 9 February 2015, the following work will be carried out:

- Existing No1 and No2 Coke Co Sidings on the upside of the Up Main at Coal Cliff will be removed.
- The connections from Up Main to No1 Coke Co Siding will be straight railed.

The following points are to be removed with associated equipment and notice boards.

Points	Designation	Remarks
357	Points and Catch Points, Main Line to No1 Coke Siding	Electric Train Stop sign removed, 357 Points EOL removed
362	Points, No1 Coke Siding to Up Main Line	Electric Train Stop sign removed, 362 Points ESML removed

The following entry and exist signals to and from Coke Sidings are to be removed.

Signal	Route	Designation	Indication	Remarks
653	653(S)B	Shunt, Up Main to Coke Siding	—	Shunt light removed
648	648	Shunt, Coke Siding to Up Main	—	Signal removed
641	641	Shunt, Coke Siding to Main	—	Signal removed
640	640(S)A	Shunt, Main to Coke Siding	CS	640(S)A route booked out of use. 640 route indication will only display M/Green

- Coal Cliff local Control Panel and Maintenance Diagram will be amended to reflect the new arrangements.
- Wollongong Control Panel and Console Desk will be amended to reflect the new arrangements.

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**Mark Skribins**

Commissioning Engineer

John Holland

Mob: 0412 520 806

Email: [mark.skribins@jhg.com.au](mailto:mark.skribins@jhg.com.au)

**David Hunt**

Signal Design Engineer, Signalling & Control Systems, Engineering & Systems

Integrity

Sydney Trains

Tel: 02 8574 2992 (external) 4 2992 (internal)

Email: [David.Hunt@transport.nsw.gov.au](mailto:David.Hunt@transport.nsw.gov.au)

## EMU PLAINS – SPEED SIGN CHANGES

On **Sunday, 8 February 2015**, between Penrith and Emu Plains, at 56.794km on the Up Main the following Speed Board changes will be implemented:

	KILO - METRAGE	GENERAL	DOWN			UP		
			MEDIUM	HIGH	GENERAL	MEDIUM	HIGH	
Existing	55.086	Penrith						
Existing	55.500	..	..	..	75	75	80	
<b>Insert</b>	56.794	..	..	..	<b>60</b>	<b>75</b>	<b>80</b>	
Existing	57.350	100	100	100	..	..	..	
Existing	57.439	Emu Plains						
Existing	58.882	..	..	..	60	85	85	

### Graeme Shephard

Group Leader, Track Design, Engineering & Systems Integrity  
Sydney Trains

Tel: 9536 3455 (external) 6 3455 (internal)

Mob: 0412 521 331

Email: [Graeme.Shephard@transport.nsw.gov.au](mailto:Graeme.Shephard@transport.nsw.gov.au)

### 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)

## **FLEMINGTON (MAIN SUBURBAN) – CONVERSION OF 700A/B POINTS TO 'A' UNIT OPERATION**

Since **Monday 19 January 2015**, the following work was carried out. This work was previously advertised to occur on Monday 17 November 2014.

- The existing 700A points on the Up Main and 700B points on the Up Suburban have been renewed. The point mechanisms have been replaced with an 'A' type point control unit utilising an in-bearer Spherolock arrangement.
- 700A points have been relocated approximately 3m towards Sydney.
- 700B points have been renewed in approximately the same position.
- An Emergency Operations Lock (EOL) of the keyless type has been provided at location case FC 3/4 (700B end).

**VER18122014**

### **Wayne Giles**

Signal Support Manager, Turnout Renewals

Signal Works & External Resources

Tel: 83 332

Mobile: 0401 718 079

Email: [Wayne.Giles@transport.nsw.gov.au](mailto:Wayne.Giles@transport.nsw.gov.au)

### **Richard Bonner**

Signal Design Engineer

ORAH Rail

Tel: +61 2 8075 1011

Email: [rbonner@orahrail.com.au](mailto:rbonner@orahrail.com.au)

## **EASTWOOD: (NORTH) – PROVISION OF UP MAIN GUARDS INDICTORS ON PLATFORM 2**

Commencing at 0700 hours on **Saturday, 21 February 2015** and continuing until 1730 hours on Sunday, 22 February 2015, the following work will be carried out:

- Two new Up Direction Guards Indicators of LED type are to be brought into use on Platform 2, to operate in conjunction with EW18 signal.

**VER16122014**

### **Christopher Richer**

Project Engineer

Tel: 02 4962 9118 (ext) 52118 (internal)

Mob: 0488 492 889

Email: [christopher.richer@transport.nsw.gov.au](mailto:christopher.richer@transport.nsw.gov.au)

### **Adam J Bird**

Senior Signal Design Engineer, Signalling & Control Systems, Engineering & Systems Integrity

Tel: 02 8574 2977 (external) 42977 (internal)

Mob: 0416 241 281

Email: [adam.bird@transport.nsw.gov.au](mailto:adam.bird@transport.nsw.gov.au)

# **EPPING TO THORNLEIGH THIRD TRACK - INSTALLATION OF 114 POINTS**

Commencing at 02:00 hours on **Saturday, 21 February 2015**, and continuing until 02:00 hours on Monday, 23 February 2015, the following work will be carried out:

- Installation of 114 points at Epping for connection of the future Down Relief
- 114 points will be clipped, spiked, XL locked and detected normal in Signal EG37 trainstop. The points will be booked out of use until further notice.
- There will be no changes to the Homebush ECRL 4 ATRICS map (Rhodes to Normanhurst).
- The new arrangements are depicted in the attached Signalling Arrangement Diagram.

**VER14012015**

**DIAGRAM VER14012015**

## **Dean Farquharson**

Program Delivery – Signals, Control and Electrical, Major Works

Tel: 02 9851 7312 (external)

Mob: 0418 607 593

Email: [dean.farquharson@transport.nsw.gov.au](mailto:dean.farquharson@transport.nsw.gov.au)

## **Naomi Knight**

Rail Systems Manager, ETTT Alliance

Tel: 02 9483 5630 (external)

Email: [naomi.knight@ettt.com.au](mailto:naomi.knight@ettt.com.au)

## **Jason Eadie**

Senior Signalling Engineer, Parsons Brinckerhoff

Tel: 02 9200 0930 (external)

Email: [jeadie@pb.com.au](mailto:jeadie@pb.com.au)

## **NORTH STRATHFIELD (NORTH) - CONVERSION OF 554 A/B POINTS TO D84M MKIII AND RELOCATION OF 153 SIGNAL**

Commencing at 0200 hours on **Saturday, 21 February 2015**, and continuing until 0200 hours Monday, 23 February 2015, the following work will be carried out:

- Existing 554A and 554B Points on the Down North Suburban and Down Sidings at North Strathfield will be renewed. The point mechanisms will be replaced with Westinghouse D84M MKIII point machines utilising an in-bearer spherolock arrangement.
- 153 Signal will be moved to a point in rear of the new 554A Catch point at approx. 12.515km.
- 554A Catch point will be renewed approx.24m towards Sydney at 12.520km with a left hand guard rail arrangement.
- 554B end will be renewed approx.7m towards Sydney to 12.576km.
- The existing ESML (Emergency Switch Machine Lock) equipment for 554 points will be replaced with a new EOL (Emergency Operation Lock) of the fortress lock type and retained in the existing location.

**VER 20012015**

**DIAGRAM VER 20012015**

### **Wayne Giles**

Signal Support Manager, Turnout Renewals

Signal Works & External Resources

Tel: 25 374

Mob: 0401 718 079

Email: [Wayne.Giles@transport.nsw.gov.au](mailto:Wayne.Giles@transport.nsw.gov.au)

### **Neil Yates**

Signalling Design Engineer

Aspex Rail Systems/Track Services Alliance

Tel: 0431 265 181

Email: [neil.yates@aspexrail.com.au](mailto:neil.yates@aspexrail.com.au)



## STATION UPGRADES (SECURITY ALERT READINESS PROGRAM)

### RUBBISH BINS

Since **Thursday, 15 Jan 2015**, until 2 Mar 2015, old style rubbish bins, both round and square will be removed from the following stations, and replaced with the Secure By Design (SBD) rubbish bins in both rubbish and re-cycling colour coding. The impacted stations are:

Auburn	Edgecliff	Liverpool	Strathfield
Bankstown	Epping	Milsons Point	Sydenham
Blacktown	Glenfield	Mortdale	Town Hall
Burwood	Granville	Parramatta	Waterfall
Campbelltown	Hornsby	Penrith	Wolli Creek
Central	Kogarah	Redfern	Wynyard
Chatswood	Lidcombe	St Leonards	

### CLOTHING BINS

Since **Friday, 23 Jan 2015**, abandoned charity clothing bins remaining on RailCorp property have been removed. All charities have been notified and impound stickers placed on abandoned bins to meet the 28 day legal notification period for removal. Prohibition signage for abandoned goods on Rail property are being developed and will be placed at stations where dumping occurs. Sydney Trains has written letters to the Local Government Authority / Council compliance officers asking them to monitor their carparks and adjacent properties where dumping continues. The affected stations are:

Ashfield	East Hills	Merrylands	Stanmore
Auburn	Emu Plains	Narwee	Strathfield
Berala	Fairfield	Normanhurst	Sydenham
Bexley North	Flemington	North Strathfield	Tempe
Birrong	Gordon	Oatley	Thornleigh
Burwood	Guildford	Pennant Hills	Turrumurra

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Cabramatta	Heathcote	Penshurst	Wahroonga
Canley Vale	Holsworthy	Punchbowl	Waitara
Cheltenham	Homebush	Regents Park	Warwick Farm
Clyde	Hornsby	Rhodes	Werrington
Como	Hurlstone Park	Riverwood	West Ryde
Croydon	Ingleburn	Roseville	Wollstonecraft
Denistone	Kingsgrove	Rydalmere	Yagoona
Dulwich Hill	Lewisham	Seven Hills	Yennora

**David Burger**

Program Manager – Security Alert Readiness Program

Tel: 02 9379 1661

Mob: 0414 328877

Email: [david.burger2@transport.nsw.gov.au](mailto:david.burger2@transport.nsw.gov.au)

## **WYONG (NORTH) – CONVERSION OF 104A INDEPENDENT SWITCH, 104B CATCHPOINT AND 105A/B POINTS TO D84M MKIII**

Commencing at 0200 hours on **Saturday, 21 February 2015**, and continuing until 0200 hours on Monday, 23 February 2015, the following work will be carried out:

- The existing 104A independent switch and 105A points on the Up Refuge Loop, 105B on the Up Main and 104B on the Up Storage Siding will be renewed. The point mechanisms will be replaced with D84M MkIII point machines utilising an in-bearer Spherolock arrangement.
- 104A independent switch and 105A points will be relocated approximately 1.8m towards Broadmeadow and 105B points will be relocated approximately 0.1m towards Sydney.
- 104B catchpoint will be renewed in its existing location.
- The existing Emergency Switch Machine Lock (ESML) equipment will be replaced with Emergency Operations Locks (EOL) of the fortress key type and retained in the existing locations.

**VER11122014**

### **Wayne Giles**

Signalling Support Manager Turnouts

Major Works

Tel: (ext) 9752 8374 (int) 52 374

Mob: 0401 718 079

Email: [wayne.giles@transport.nsw.gov.au](mailto:wayne.giles@transport.nsw.gov.au)

### **Joe Trinh**

Signal Design Engineer

ORAH Rail

Tel: +61 2 8075 1007

Email: [jtrinh@orahrail.com.au](mailto:jtrinh@orahrail.com.au)

## **WARRAWEE SUBSTATION – COMMISSIONING OF SUBSTATION AND DECOMMISSIONING TURRAMARRA SECTION HUT**

Commencing at 6:00 hours on **Saturday, 21 February 2015**, and continuing until Sunday, 01 March 2015, the following work will be carried out:

- Commissioning Warrawee Substation as a Section hut on Sunday 22 February 2015.
- De-Commissioning of Turramurra Section hut on Sunday 22 February 2015.
- Commissioning 33kV HV Section at Warrawee Substation on Sunday, 1 March 2015.
- Commissioning Warrawee Substation including energising Rectifier for traction loading Wednesday, 04 March 2015.

The Electrical Operating diagram will be amended to the altered work.

**VER17012015**

### **Mark Norman**

Project Manager

Traction Supply Upgrade

Mob: 0477047756

Email: [Mark.Norman@transport.nsw.gov.au](mailto:Mark.Norman@transport.nsw.gov.au)

### **Ganesh Salagame**

Project Manager

Traction Supply Upgrade

Mob: 0450900998

Email: [Ganesh.Salagame@transport.nsw.gov.au](mailto:Ganesh.Salagame@transport.nsw.gov.au)

## **WOODVILLE JUNCTION: (NORTH) – RELOCATION OF N101.69 SIGNAL**

Between the hours of 0700 and 1730 on **Saturday, 21 February 2015** and Sunday, 22 February 2015, the following work will be carried out:

- Signal N101.69 will be renewed and relocated 2m towards Sydney.
- The indications displayed and form of the signal will remain unchanged.

**VER20012015**

### **Peter Ebbeck**

Commissioning Engineer Signalling

Tel: 02 4962 9864 (ext) 52864 (internal)

Mob: 0413 315 863

Email: [peter.ebbeck@transport.nsw.gov.au](mailto:peter.ebbeck@transport.nsw.gov.au)

### **Stephen Boger**

Signal Design Engineer

Signalling & Control Systems, Engineering & Systems Integrity

Tel: 02 8574 2989 (external) 4 2989 (internal)

Email: [stephen.boger@transport.nsw.gov.au](mailto:stephen.boger@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
004–2013	TWP 188: Jumper Couplings	14/3/13	24/3/13
007–2013	TWP 184: Refuelling XPT, Explorer and Endeavour Trains	18/4/13	28/4/13

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<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
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
015–2013	OMET 200: Minimum Standards for Electric Trains	30/5/13	9/6/13
016–2013	TWP 100: Responsibilities of Train Crews	30/5/13	9/6/13
017–2013	WAR 030: Minimum Standards	30/5/13	9/6/13
020–2013	TWP 152: Disabled Trains	21/11/13	1/12/13
021–2013	TWP 138: Assisting Trains Using Emergency Couplers	21/11/13	1/12/13
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
004–2014	TWP 114: Train Crew Member Leaving or Returning to the Crew Compartment	10/4/14	20/4/14
006–2014	WAR 202: Bogie Faults	24/4/14	4/5/14
007–2014	WAR 001: Stabling	24/4/14	4/5/14
008–2014	TWP 176: Wayside Train Condition Monitor Alarms	26/6/14	7/7/14
009–2014	TWP 136: Defective Wheels	21/8/14	31/8/14
010–2014	TWP 244: OSCAR - Internal Emergency Door Release and Passenger Intercom Alarm	18/9/14	28/9/14

**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 PERMANENT SAFE NOTICES

<b>Number</b>	<b>Title</b>	<b>Issued</b>	<b>Effective</b>
064–2014	Trial of Speed Signs in the Network	5/6/14	15/6/14
093–2014	Testing & Restricted Movement of Bradken BK Class Locomotives	24/7/14	3/8/14
078–2014	NLA 104: City Circle	31/7/14	10/8/14
079–2014	NLA 110: Central – Lidcombe	31/7/14	10/8/14
083–2014	NLA 314: Gosford – Broadmeadow	31/7/14	10/8/14
081–2014	NLA 400: Central – Sutherland	31/7/14	10/8/14
080–2014	NLA 316: Sulphide Junction	31/7/14	10/8/14
085–2014	NLA 502: Sefton Park Jct	31/7/14	10/8/14
095–2014	NLA 214: Lithgow	31/7/14	10/8/14
082–2014	NLA 310: Hornsby – Gosford	7/8/14	17/8/14
091–2014	NLA 304: Central – Hornsby	7/8/14	17/8/14
092–2014	Speno Ultrasonic Testing	14/8/14	24/8/14
097–2014	NLA 508: Sydenham – Sefton Park Junction	14/8/14	24/8/14
096–2014	NLA 410: Sutherland – Wollongong	14/8/14	24/8/14
100–2014	NLA 214: Katoomba	4/9/14	15/9/14
113–2014	NLA 210: Penrith	11/9/14	21/9/14
109–2014	NLA Explanatory notes	18/9/14	28/9/14
110–2014	NLA Introduction	18/9/14	28/9/14
112–2014	Procedures for Trains Entering – Departing Macdonaldtown stabling yard	18/9/14	28/9/14
121–2014	Trial of Track Circuit Occupancy Device (TCOD)	18/9/14	28/9/14
104–2014	OSP 13–Responding to a Medical Emergency on a Train	18/9/14	5/10/14
122–2014	Use of Network Rules Forms	18/9/14	28/9/14
119–2014	Trial of Signal Key Switches	9/10/14	19/10/14
123–2014	NLA 300: Strathfield – Hornsby	9/10/14	19/10/14
124–2014	NLA 114: Strathfield	9/10/14	19/10/14
126–2014	OSP 15–Propelling Trains	9/10/14	19/10/14
129–2014	NLA - Location Guide	16/10/14	26/10/14
131–2014	NLA 500: Lidcombe - Campbelltown	23/10/14	2/11/14
132–2014	NLA 510: Sydenham – Glenfield	23/10/14	2/11/14
133/2014	NLA 512: Glenfield – Leppington	23/10/14	2/11/14
136–2014	NLA 302: Hornsby	30/10/14	9/11/14
144–2014	NLA 312: Gosford	30/10/14	9/11/14



130-2014	Network Rules – Network Procedures	6/11/14	16/11/14
137-2014	NLA 618: Chullora	6/11/14	16/11/14
138-2014	NLA 616: Enfield	6/11/14	16/11/14
140-2014	NLA 418: Wollongong – Bomaderry (Nowra)	6/11/14	22/11/14
156-2014	Trial of Worksite Delineation Markers	13/11/14	29/11/14
146-2014	NLA 208: Blacktown	20/11/14	30/11/14
147-2014	NLA 306: North Sydney	20/11/14	30/11/14
139-2014	Network Rules Publications	27/11/14	7/12/14
152-2014	NLA 416: Wollongong	27/11/14	7/12/14
153-2014	NLA 608: Port Kembla	27/11/14	7/12/14
154-2014	NLA 504: Campbelltown	27/11/14	7/12/14
155/2014	NLA 514: Leppington	27/11/14	7/12/14
158/2014	NGE 230: Communications Equipment	27/11/14	7/12/14
157-2014	NLA 420: Bomaderry (Nowra)	4/12/14	14/12/14
143-2014	Exception to TWP 108: Route Knowledge	11/12/14	21/12/14
159-2014	NLA 108: Central - Sydenham	18/12/14	28/12/14
160-2014	NLA 308: Chatswood - Epping	18/12/14	28/12/14
148-2014	NLA 200: Lidcombe – Penrith	18/12/14	31/12/14
149-2014	NLA 202: Clyde Down Sidings	18/12/14	31/12/14
150-2014	NLA 204: Clyde Up Yard	18/12/14	31/12/14
161-2014	NLA 206: Clyde and Granville	18/12/14	31/12/14
001-2015	Worksite Handsignaller Ahead Signs NSG 604	18/12/14	4/1/15
002-2015	Network Rules – Network Forms – Network Procedures	18/12/14	4/1/15
005-2015	NLA 320: Broadmeadow - Newcastle	18/12/14	4/1/15
006-2015	NLA 318: Broadmeadow – Woodville Junction	18/12/14	4/1/15
007-2015	NLA 102: Sydney Terminal	18/12/14	4/1/14
008-2015	NLA 100: Central	18/12/14	18/1/14
003-2015	Shared Corridor Protocols - Metropolitan Freight Network (MFN) - Southern Sydney Freight Line(SSFL)	18/12/14	18/1/14
011-2015	NSG 604: Indicators and Signs	18/12/14	25/1/14
004-2015	NLA 212: Penrith - Wallerawang	18/12/14	12/1/14
009-2015	NLA 116: Flemington	15/1/15	25/1/15
010-2015	NLA 402: Sydenham	15/1/15	25/1/15
027-2015	Trial of Coded ASB	22/1/15	1/2/15

**Steve Swanson**

Network Rules Specialist Tel: 02 8922 4183 (external) 2 4183 (internal)  
(W.N. 5 – 2015)

# 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	10	July 2014
Work on Track	13	July 2014
Train Working	9	July 2014
Systems of Safeworking and Special Working	5	July 2012
Signals and Signs	10	July 2014
Glossary	8	July 2012

### Network Procedures

Procedures	14	July 2014
Forms	9	July 2014

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

### Network Local Appendices

Network Local Appendices	9	Dec 2012
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<b>Title</b>	<b>Version</b>	<b>Date issued</b>
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### Operator Specific Procedures

OSP 3	9	July 2014
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>
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**Operator Specific Procedures**

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 21	6	July 2014
OSP 22	3	July 2014
OSP 23	1	July 2014
OSP 24	1	July 2014

**Train Working Procedures**

TWP 100 (New)	3	May 2012
TWP 102 (New)	3	May 2012
TWP 106	3	May 2012
TWP 108 (New)	4	May 2012
TWP 110	3	May 2012
TWP 112	3	May 2012
TWP 114	3	May 2012
TWP 116	3	May 2012
TWP 118 (New)	3	May 2012
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	3	May 2012
TWP 126	3	May 2012
TWP 128 (New)	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136 (New)	3	May 2012
TWP 138	3	May 2012

<b>Title</b>	<b>Version</b>	<b>Date issued</b>
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	3	May 2012
TWP 152	4	May 2012
TWP 154	3	May 2012
TWP 156 (New)	5	May 2012
TWP 158	3	May 2012
TWP 160 (New)	3	May 2012
TWP 162	3	May 2012
TWP 164 (New)	4	May 2012
TWP 166	3	May 2012
TWP 168 (New)	3	May 2012
TWP 170	3	May 2012
TWP 172	4	May 2012
TWP 174 (New)	1	May 2012

## 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 016 Protection Officer's Log Book	2	July 2014
NRF 017 Protection Officer's Diary	2	July 2014

## 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)

External users who wish to purchase hard copies of the Network Rules and Network Procedures can download an order form from the RailSafe website under Contractors on the top menu bar.

## **DISTRIBUTION OFFICERS**

### **Sydney Trains**

#### **Safety and Environment**

**Maria Economou**

Safety Support

Tel: 2 4502 Fax: 2 1840

Email: [Maria.Economou@transport.nsw.gov.au](mailto:Maria.Economou@transport.nsw.gov.au)

#### **Engineering and Projects**

**Teresa Sitjar**

Chief Engineer— Signals

Tel: 2 1769 Fax: 2 1650

Email: [Teresa.Sitjar@transport.nsw.gov.au](mailto:Teresa.Sitjar@transport.nsw.gov.au)

**Yass Zahab**

Geotechnical Services

Tel: 2 7589 Fax: 2 7786

Email: [Yassine.El-Zahab@transport.nsw.gov.au](mailto:Yassine.El-Zahab@transport.nsw.gov.au)

**Suzanne Warner**

Engineering Services— Professional Services

Tel: 6 2478 Fax: 6 2939

Email: [Suzanne.Warner@transport.nsw.gov.au](mailto:Suzanne.Warner@transport.nsw.gov.au)

**Robert Nelson**

PPP Rollingstock — Acquisition Strategy

Tel: 9 1441 Fax: 9 6500

Email: [Robert.Nelson@transport.nsw.gov.au](mailto:Robert.Nelson@transport.nsw.gov.au)

**Armando Ang**

Data Analyst

Tel: 2 1214 Fax: 2 1726

Email: [Armando.Ang@transport.nsw.com.au](mailto:Armando.Ang@transport.nsw.com.au)

#### **Operations**

**James Mather**

Area Manager - Hornsby

Tel: 36513

**Paul Doherty**

Area Manager - Central

Mob: 0419 476346

Email: [Paul.DOHERTY@transport.nsw.gov.au](mailto:Paul.DOHERTY@transport.nsw.gov.au)

**Mark Kourouche**

Area Manager - Central/North Sydney

Mob: 0418 166 867

Email: [MARWAN.KOUROUCHE@transport.nsw.gov.au](mailto:MARWAN.KOUROUCHE@transport.nsw.gov.au)

**Kamal Deo**

Crew Manager PPP

Tel: 93964

Email: [KAMAL.DEO@transport.nsw.gov.au](mailto:KAMAL.DEO@transport.nsw.gov.au)

**Fred Dangar**

Area Manager - Blacktown/Penrith/Richmond

Mob 0407 163087

Email: [Fred.DANGAR@transport.nsw.gov.au](mailto:Fred.DANGAR@transport.nsw.gov.au)

**Paul Bartolo**

Area Manager - Flemington

Mob: 0438466118

Email: [PAUL.BARTOLO@transport.nsw.gov.au](mailto:PAUL.BARTOLO@transport.nsw.gov.au)

**Michael Dorrian**

Area Manager - Mortdale/Cronulla/Waterfall

Mob: 0428214460

Email:

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

**Roopali Khanna**

Area Manager - Liverpool/Campbelltown

Mob: 0407149152

Email:

[ROOPALI.KHANNA@transport.nsw.gov.au](mailto:ROOPALI.KHANNA@transport.nsw.gov.au)

**William Morrison**

Signal Operations — North

Tel: 9 1057

Email: [William.Morrison@transport.nsw.gov.au](mailto: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](mailto:Greg.Oxley@transport.nsw.gov.au)

**Mason Fairbrother**

Operations — Train Planning

Tel: 2 636

Email: [Mason.Fairbrother@transport.nsw.gov.au](mailto:Mason.Fairbrother@transport.nsw.gov.au)

**Petar Majstorovic**

Incident Rail Commander

Tel: 9 1590      Fax: 9 1770

Email: [Petar.Majstorovic@transport.nsw.gov.au](mailto:Petar.Majstorovic@transport.nsw.gov.au)

**Ashraf Riyadh**

Sector 1 — Customer Service — Illawarra

Tel: 2 7728      Fax: 02 95637728

Email: [Ashraf.Riyadh@transport.nsw.gov.au](mailto:Ashraf.Riyadh@transport.nsw.gov.au)

**Jason Cooper**

Customer Service — Central

Tel: 9 2776      Fax: 9 3168

Email: [Jason.Cooper@transport.nsw.gov.au](mailto:Jason.Cooper@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](mailto: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](mailto:RAMYAVARAN.RAMASWAMY@transport.nsw.gov.au)

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

Track Access Coordinator – North

Tel: 95363791

Email: [Shannon.Newton@transport.nsw.gov.au](mailto: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](mailto:Xerxes.Francia@transport.nsw.gov.au)

**Jonathan Barnes**

Track Access Coordinator – West

Blacktown Network Base

Tel: 87512

Email: [Jonathan.Barnes@transport.nsw.gov.au](mailto:Jonathan.Barnes@transport.nsw.gov.au)

**Ennio Soster**

SCE

Project Delivery Electrical

Tel: 25236      Fax: 25917

Email: [ENNIO.SOSTER@transport.nsw.gov.au](mailto:ENNIO.SOSTER@transport.nsw.gov.au)

**Daljit Kaur**

Infrastructure Maintenance — Facilities

Tel: 2 5922      Fax: 2 5950

Email: [Daljit.Kaur@transport.nsw.gov.au](mailto:Daljit.Kaur@transport.nsw.gov.au)

**Christina Morgan**

Administration Support

ICON

Tel: 9379 6051

Email: [Christina.Morgan@transport.nsw.gov.au](mailto:Christina.Morgan@transport.nsw.gov.au)

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

Infrastructure Track

Tel: 25375

Email: [gregory.page@transport.nsw.gov.au](mailto:gregory.page@transport.nsw.gov.au)

## **Logistics & Supply Chain**

### **Murari Singh**

Contract Assurance Administrator

Tel: 02 9848 9698

Email: [Murari.Singh@transport.nsw.gov.au](mailto:Murari.Singh@transport.nsw.gov.au)

## **Asset Management**

### **Annie Ly**

Asset Scheduling & Delivery Co-ordination

Tel: 8922 1294

## **Engineering & System Integrity**

### **Richard Agostino**

C and CS

Tel: 2 0875      Fax: 9 2137

Email: [Richard.Agostino@transport.nsw.gov.au](mailto:Richard.Agostino@transport.nsw.gov.au)

### **Peter Nilon**

Survey Group

Tel: 9848 9904

Email: [peter.nilon@transport.nsw.gov.au](mailto:peter.nilon@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](mailto:Graham.Church@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](mailto:David.Green@transport.nsw.gov.au)

### **Ben Hooper-Matthias**

Graduates — Internships — Scholarships

Tel: 2 6540

Email: [Ben.Hooper-Matthias@transport.nsw.gov.au](mailto:Ben.Hooper-Matthias@transport.nsw.gov.au)

## **NSW Trains**

### **Dimitri Hondros**

Train Crew Manager - Central IC

Tel: 92064

Email: [DIMITRI.HONDROS@transport.nsw.gov.au](mailto:DIMITRI.HONDROS@transport.nsw.gov.au)

### **Andrew Bailey**

Train Crew Manager - Lithgow/Mt Victoria

Mob: 0428064916

Email: [Andrew.BAILEY@transport.nsw.gov.au](mailto:Andrew.BAILEY@transport.nsw.gov.au)

### **Dale Merrick**

Train Crew Manager - Newcastle/Gosford

Tel: 52364

Email: [DALE.MERRICK@transport.nsw.gov.au](mailto:DALE.MERRICK@transport.nsw.gov.au)

### **Stephen Partridge**

Tel: 9379 1612      Fax: 9379 51 17

Email: [stephen.seniorpartridge@transport.nsw.gov.au](mailto:stephen.seniorpartridge@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 Rules and Compliance  
Sydney Trains  
Level 4, 477 Pitt Street  
Sydney NSW 2000  
Tuesday, 20 January 2015