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weekly notice

Monday, 28 September 2026

Sunday, 4 October 2026

RailSafe



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

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PUBLICATION DEADLINES AND SUBMISSION OF ARTICLES

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

<i>Weekly Notice</i>	<i>For Week</i>	<i>Deadline</i>
41	05/10/2026 – 11/10/2026	01/09/2026
42	12/10/2026 – 18/10/2026	08/09/2026
43	19/10/2026 – 25/10/2026	15/09/2026

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

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

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

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MORISSET – SPEED SIGN – COMMISSIONING

On **Monday 5 October 2026** (WE14), the following speed sign changes will take place on the Up & Down Main North:

- X40 at 122.978km on Down Main North uncrossed and commissioned into use
- 40/40/40 at 123.107km down direction sign on Up Main North uncrossed and commissioned into use
- 110/110/120 at 123.165km on Down Main North will be removed alongside the removal of OHWS N123+067 and relocated to 123.132km on OHWS N123+035
- X25 at 123.430km down direction sign on Up Main North uncrossed and commissioned into use
- X40 at 123.692km down direction sign on Up Main North uncrossed and commissioned into use
- 110/110/120 at 123.800km on Down Main North uncrossed and commissioned into use

The TOC will be updated as follows:

Gosford - Newcastle Interchange

	KILOM- ETRAGE	GENERA L	DOWN		GENERA L	UP	
			MEDIUM	HIGH		MEDIUM	HIGH
Existing	114.864	WYEE					
Existing	115.115	..	..	..	115	115	130
Existing	116.801	115	115	130	115	115	140
Existing	117.436	110	110	120	115	115	130
Existing	118.106	105	105	115	110	110	120
Existing	119.545	85	85	90	105	105	115
Existing	120.265	..	..	..	80	80	85
Existing	120.502	115	115	120	..	..	..
Insert	122.978	X40	53A Pts		..	..	..
Insert	123.107	40	40	40	Down Sign on Up Main		
Amend	123.146	110	110	120	..	..	..
To Read	123.132	110	110	120	..	..	..
Amend	123.189	..	..	..	115	115	125
To Read	123.190	..	..	..	115	115	125

Existing	123.334	MORISSET					
Insert	123.433	X25	55A Pts	<i>Down Sign on Up Main</i>			
Insert	123.692	X40	56A Pts	<i>Down Sign on Up Main</i>			
Insert	123.800	110	110	120	..	..	..
Existing	124.478	70	70	75	..	..	..
Existing	124.480	..	..	..	110	110	115
Existing	125.255	80	80	85	..	..	..
Existing	125.303	..	..	..	75	75	80
Existing	125.680	..	..	..	80	80	85
Existing	125.680	95	95	105	..	..	..
Existing	126.137	110	115	120	..	..	..
Existing	126.139	..	..	..	95	95	105
Existing	127.232	DORA CREEK					

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COCKLE CREEK – SPEED SIGN – COMMISSIONING

On **Monday 5 October 2026** (WE14), the 75/110/115 speed signs installed at 150.365km on OHWS N150+278 along the Down Main, will be uncrossed and commissioned into use.

Existing 75/110/115 speed signs mounted on OHWS N150+275 at 150.361km along the Down Main will be removed alongside the decommissioning and removal of the OHWS.

The TOC will be updated as follows:

Section 13 Northern Division Pages
Location of Speed Signs
Gosford - Newcastle Interchange

	KILOM- ETRAGE	GENERAL	DOWN MEDIUM	HIGH	GENERAL	UP MEDIUM	HIGH
Existing	147.565	TERALBA					
Existing	147.770	75	115	130	..	..	..
Existing	149.544	..	..	..	75	115	130
Existing	149.544	75	100	105	..	..	..
Remove	150.361	75	110	115	..	..	..
Amend	150.364	..	..	..	75	95	105
To Read	150.365	75	110	115	75	95	105
Existing	150.626	COCKLE CREEK					
Existing	152.264	65	110	115	..	..	..
Existing	153.451	SULPHIDE JUNCTION					

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MORISSET (NORTH) – MORISSET AND VALES POINT RE-SIGNALLING - FINAL SIGNALLING WORKS

Commencing at 0200 hours on **Saturday, 3 October 2026**, and continuing until 2300 hours on Monday, 5 October 2026, the following works will be carried out:

The existing Morisset mechanical interlocking and Vales Point relay interlocking will be decommissioned, along with the Morisset indication panel and Vales Point control panel located in Morisset signal box.

The new interlocking will be remotely controlled from the ATRICS Central Coast workstation presently located at Gosford.

In conjunction with this work, existing mechanical crossovers at Morisset will be decommissioned and new crossovers will be brought into use. A new Perway Siding at Morisset will also be brought into use.

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

Line side Infrastructure Alterations

The following tables summarise all signals, signs, points and guard's indicators within the resignalled area. Refer also to the Drivers Diagram for the new arrangements.

Signals

Signal / km	Route	Designation	Route Indication	Remarks
69.7 112.251 km	(M)	Auto, Down Main	-	Existing signal, medium aspect (PY) removed.
71.1 114.347 km	(M)	Auto, Down Main		Existing signal unchanged

Signal / km	Route	Designation	Route Indication	Remarks
71.2 114.650 km	(M)	Auto, Up Main		Existing signal unchanged
V1 115.943 km	(M)	<i>Vales Point Down Accept, Down Main</i>	-	<i>Signal and ATP trainstop removed.</i>
72.4 116.305 km	(M)	Auto, Up Main	-	Signal renewed approximately 4m towards Sydney. Trainstop provided. New Yard Limit signs provided.
MT1 116.348 km	(M)	Morisset Down Accept, Down Main	-	New signal and trainstop. New Yard Limit signs provided.
V3	(M)	<i>Down Home Balloon Loop to Down Main</i>	-	<i>Signal removed.</i>
MT3 121.964 km *	(M)	Down Home, Balloon Loop to Down Main	-	New signal. * km measured via balloon loop
	(S)	Shunt, Balloon Loop to Down Main	-	
V5 118.892 km	(M)	<i>Down Home, Down Main</i>	-	<i>Signal and ATP trainstop removed.</i>
MT5 119.046 km	(M)	Down Home, Down Main	-	New signal and trainstop.
	(S)	Shunt, Down Main	-	
MT6 119.328km	(M)B	Up Home Starter, Up Main	-	New signal and trainstop. Medium aspect provided.

Signal / km	Route	Designation	Route Indication	Remarks
	(S)A	Shunt, Up Main to Balloon Loop	BL	
	(S)B	Shunt, Up Main	UM	
V6 119.342 km	(S)A	<i>Shunt, Up Main to Balloon Loop</i>	-	<i>Signal and ATP trainstop removed.</i>
	(M)B	<i>Up Home Starter, Up Main</i>	-	
MT7 121.131 km	(M)	Down Home, Down Main	-	New signal and trainstop. Medium aspect and Turnout Repeater provided.
MT8 121.201 km	(M)	Up Home, Up Main	-	New signal and trainstop. Medium aspect provided.
V8 121.372 km	(M)	<i>Up Accept, Up Main</i>	-	<i>Signal and ATP trainstop removed.</i>
75.5 121.525 km	(M)	<i>Morisset Down Accept, Down Main</i>	-	<i>Signal and trainstop removed.</i>
MT11 122.768 km	(M)A	Down Home, Down Main	-	New signal and trainstop. Medium aspect provided. Medium Turnout aspect provided.
	(M)B	Up Main	RH BOL	
	(S)A	Shunt, Down Main	DM	
	(S)B	Shunt, Up Main	UM	

Signal / km	Route	Designation	Route Indication	Remarks
76.5 123.125 km	(M)	Down Home, Down Main	-	Signal and trainstop removed.
MT12 123.139 km	(M)A	Up Home, Up Main	-	New signal and trainstop. Medium aspect provided.
	(S)A	Shunt, Up Main	UM	
	(S)B	Shunt, Up Main to Down Main	DM	
76.6 123.260 km	(M)	Up Starter, Up Main	-	Signal and trainstop removed.
7/8 123.408 km	(S)A	Shunt, Up Main to Down Main	DM	Signal removed.
	(S)B	Shunt, Up Main to Perway Siding	UR	
76.7 123.410 km	(M)	Down Home, Down Main	-	Signal and trainstop removed.
MT15 123.420 km	(M)	Down Home, Down Main	-	New signal and trainstop.
	(S)	Shunt, Down Main	-	
MT17 123.434 km	(M)A	Down Home, Up Main to Down Main	LH BOL	New signal and trainstop. Medium Turnout aspect provided.
	(S)A	Shunt, Up Main to Down Main	DM	

Signal / km	Route	Designation	Route Indication	Remarks
	(S)C	Shunt, Up Main to Perway Siding	PS	
MT17 CO-ACTING 123.434 km	(M)A	Up Main to Down Main	-	New signal.
	(S)A	Shunt, Up Main to Down Main	D	
	(S)C	Shunt, Up Main to Perway Siding	P	
15 123.479 km	(S)	<i>Shunt, Down Main to Up Main</i>	UM	<i>Signal removed.</i>
MT22 123.550 km	(S)	Shunt, Perway Siding to Up Main	-	New signal.
76.8 123.579 km	(M)	<i>Up Home, Up Main</i>	-	<i>Signal and trainstop removed.</i>
R76.8 123.579 km	(M)	<i>Up Home, Perway Siding to Up Main</i>	-	<i>Signal removed.</i>
MT24 123.970 km	(S)A	Shunt, Down Main to Up Main	UM	New signal.
	(S)B	Shunt, Down Main	DM	
MT26 124.120 km	(M)	Up Home, Up Main	-	New signal and trainstop. Medium aspect provided.

Signal / km	Route	Designation	Route Indication	Remarks
	(S)	Shunt, Up Main	-	
77.2 124.181 km	(M)	Up Home, Up Main	-	Signal and trainstop removed.
77.3 124.210 km	(M)	Down Starter, Down Main	-	Signal and ATP trainstop removed.
MT29 124.998 km	(M)	Down Starter, Down Main	-	New signal and trainstop.
77.8 125.200 km	(M)	Morisset Up Accept, Up Main	-	Signal and trainstop removed.
MT30 125.265 km	(M)	Morisset Up Accept, Up Main	-	New signal and trainstop. Medium aspect provided. New Yard Limit signs provided.
78.8 126.888 km	(M)	Auto, Up Main	-	Existing Signal new medium aspect provided. Existing Sign TONNAGE replaced with new sign written: TONNAGE SIGNAL TRAINS OF OVER PRESCRIBED LOAD ARE TO WAIT UNTIL SIGNAL IS AT FULL CLEAR

Points (Refer to Drivers Diagram for positioning of EOL/ESML)

Points Number	Designation	Emergency Operation Points	Remarks
MT50 (OLD V21)	Turnout Vales Point Balloon Loop	EOL	Signal renamed

Points Number	Designation	Emergency	Remarks
		Operation Points	
MT51A/B (OLD V22A/B)	Turnout and Catchpoint Up Main to Vales Point Balloon Loop	EOL	Catchpoint renamed
MT52A/B (OLD V23A/B)	Crossover Up Main to Down Main	EOL	Existing Crossover renamed
MT53A/B	40km/h Crossover Down Main to Up Main	EOL	New crossover previously installed but booked out, brought into use
Frame D	Crossover Down Main to Up Main	-	Existing Frame D removed
12	Crossover Down Main to Up Main	-	Existing crossover removed
MT55A/B	Turnout and Catchpoint Up Main to Perway Siding	EOL	New crossover previously installed but booked out, brought into use
MT56A/B	40km/h Crossover Up Main to Down Main	EOL	New crossover previously installed but booked out, brought into use

Emergency Operation of Points

EOLs are Fortress key type for unlocking hand-throw levers on the points machines.

Perway Siding

The new Perway Siding will be 446m in length. A buffer stop, with buffer stop light, is provided at the end of the siding. The Perway Siding is not wired for electric traction.

Guard's Indicators

Guard Indicators	Designation	Remarks
12 GI	Morisset Platform 1 Up Main Up Direction	1 GI operating in conjunction with MT12 Signal
15(1) GI and 15(2) GI	Morisset Platform 2 Down Main Down Direction	2 x GIs operating in conjunction with MT15 Signal
17 GI	Morisset Platform 1 Up Main Down Direction	1 GI operating in conjunction with MT17 Signal
<i>Dn GI</i>	<i>Morisset Platform 2 Down Main Down Direction</i>	<i>Existing GI removed</i>
<i>Up Platform Dn GI</i>	<i>Morisset Platform 1 Up Main Down Direction</i>	<i>Existing GI removed</i>

Signage

Sign	Location (approx..)	Remarks
'SKS LIMIT DOWN MAIN NORTH SIGNAL 66.9 TO SIGNAL MT1'	On 66.9 Signal Post	

Sign	Location (approx.)	Remarks
'YOU ARE LEAVING VALES POINT PRIVATE RAILWAY BEYOND THIS POINT SYDNEY TRAINS STANDARDS APPLY'	Adjacent to MT3 signal	
'YOU ARE ENTERING VALES POINT PRIVATE RAILWAY'	Vales Point Balloon Loop, Up Direction, after MT50 points	
Pantograph Sign	Up Main near MT51B points	Existing Sign
Shunting Limit	Up Direction on Down Main, approx 490m Sydney side of MT11 signal	RHS of line
Shunting Limit	Up direction on Down Main, Sydney side of Platform 2	RHS of line
Points Cleared 10 Cars	Down Main, approx 215m Country side of MT24 signal	
Pantograph Sign	Down direction on Up Main, near MT55A points	RHS of line
"TONNAGE SIGNAL TRAINS OF OVER PRESCRIBED LOAD ARE TO WAIT UNTIL SIGNAL IS AT FULL CLEAR"	At 78.8 signal	Existing sign replaced with new

Automatic Train Protection

The existing ATP equipment will be altered as required to suit the new track and signalling arrangements.

Telephones

A telephone will be provided at new MT3 signal, and at each EOL location. All new telephones in the Morisset resignalling area will be arranged to connect to the Central Coast ATRICS workstation.

Telephones will not be provided on the other new / renewed signals.

Axle Counters

Rail Vehicle Detection within the Vales Point and Morisset area is by axle counter for the tracks:

On the Down Main, (MT)1AT to (MT)29AT inclusive

On the Up Main, (MT)30AT to (MT)6DT inclusive

On the Vales Point Balloon Loop, (MT)A3AT and (MT)3AT

On the Perway Siding, (MT)PSAT

Intervals between Train Movements

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

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

Axle Counter Resets

In certain situations, axle counters require resetting. Reset functionality has been provided on the signaller's workstation. Instructions and requirements for resetting axle counters will be detailed in the Network Local Appendix NLA 314 and the Signalling Safeworking procedures.

Rail Traffic with Unreliable Detection

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

Vales Point Siding Maintenance Isolation Switch

Vales Point Siding Maintenance Isolation Switch will be provided adjacent to the

MT50 / MT51 / MT52 EOLs. The Isolation Switch allows MT51 points to be isolated in the Normal position by the private siding maintenance personnel. The switch is secured by a lock, only the Vales Point siding maintainers have the key.

VER 30072026**Diagram VER 30072026****Randall Dower**

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Mahendran Maruthanayagam

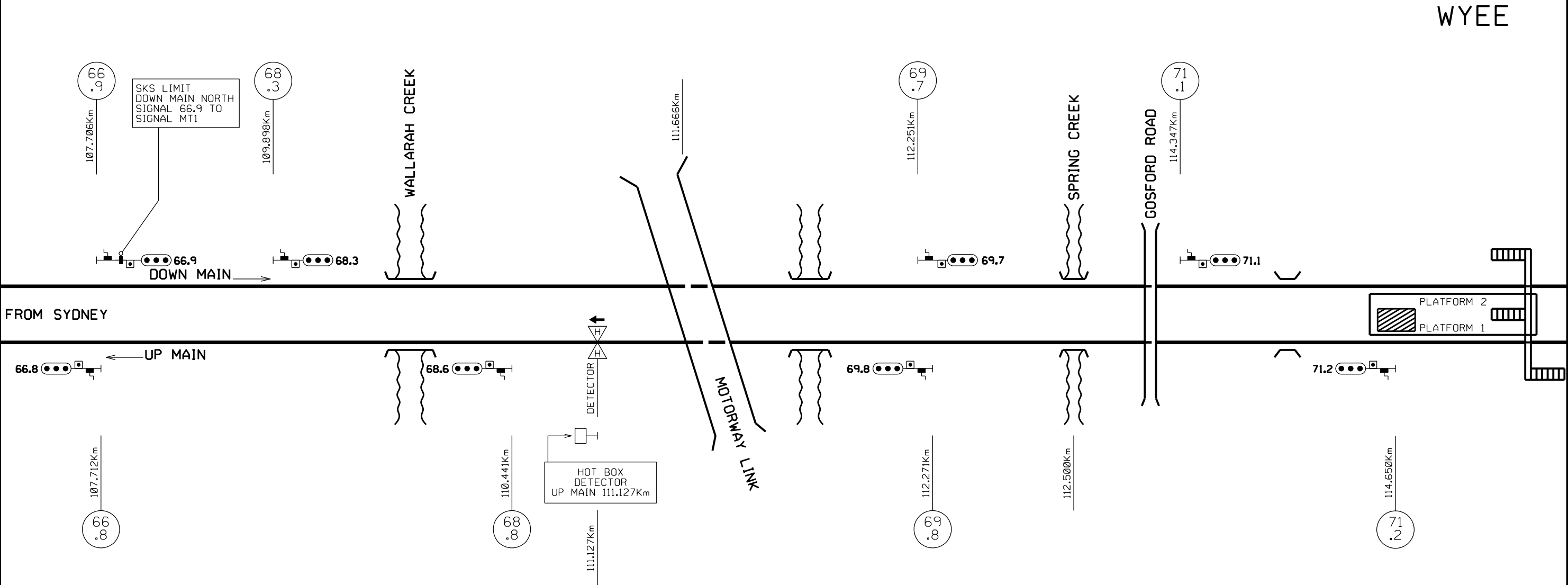
Design Delivery Manager, JMDR

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SIGNAL KEY SWITCH

LOC	WARDING	SIGNAL	INSCRIPTION
66.9	WSK	66.9	66.9 DN MAIN NORTH



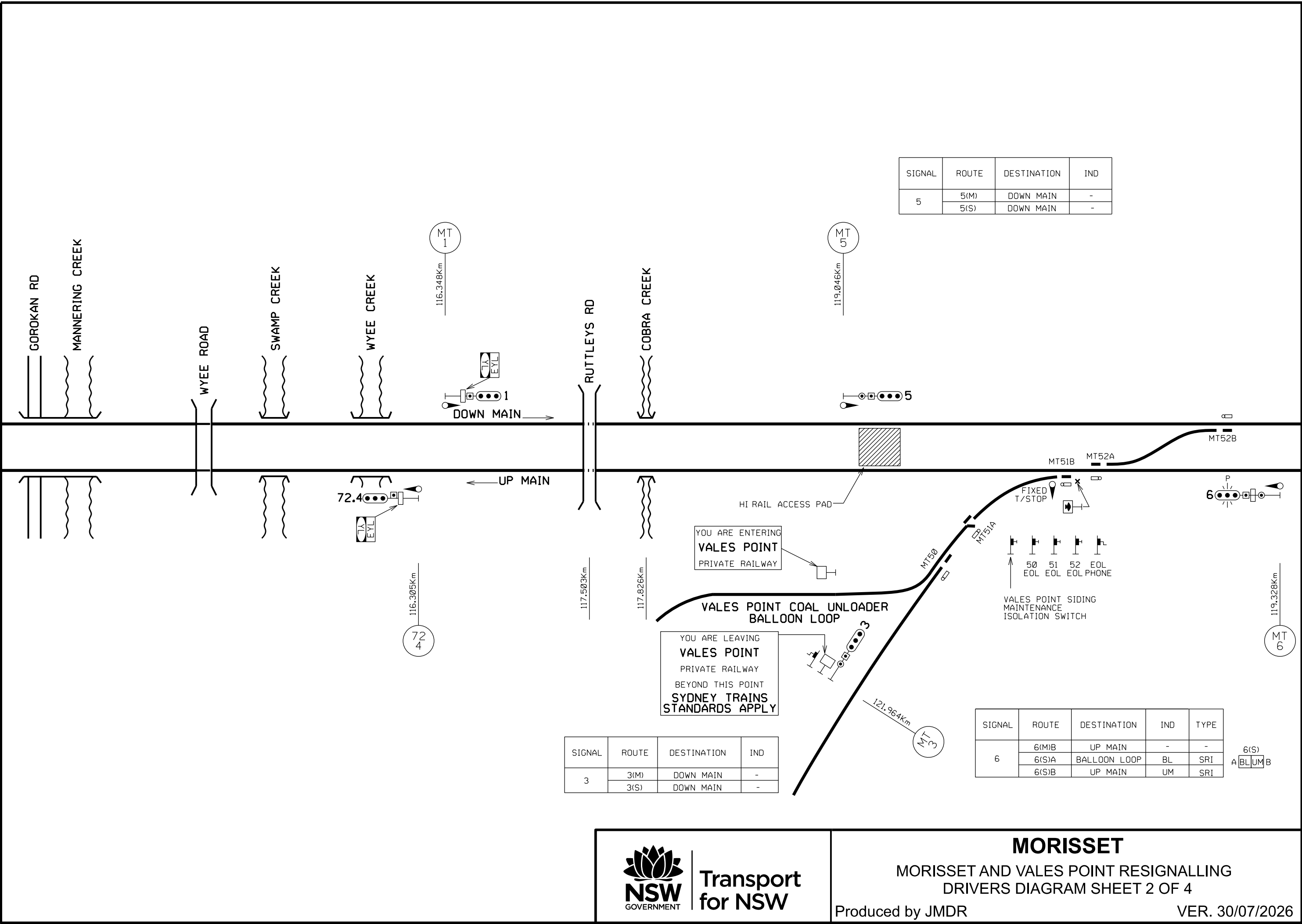
Transport
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MORISSET

MORISSET AND VALES POINT RESIGNALLING
DRIVERS DIAGRAM SHEET 1 OF 4

Produced by JMDR

VER. 30/07/2026

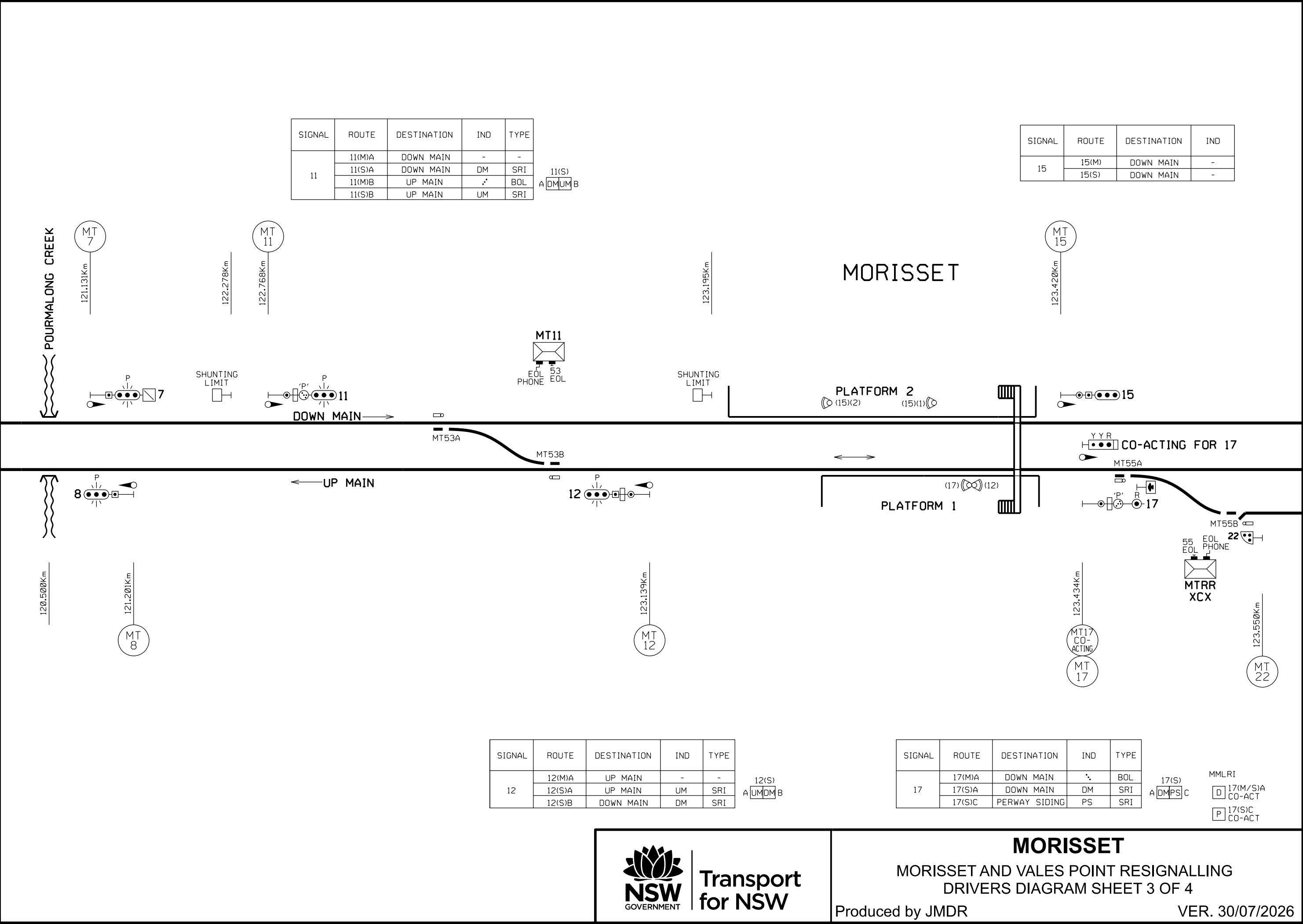


SIGNAL	ROUTE	DESTINATION	IND
5	5(M)	DOWN MAIN	-
	5(S)	DOWN MAIN	-

SIGNAL	ROUTE	DESTINATION	IND
3	3(M)	DOWN MAIN	-
	3(S)	DOWN MAIN	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
6	6(M)B	UP MAIN	-	-
	6(S)A	BALLOON LOOP	BL	SRI
	6(S)B	UP MAIN	UM	SRI

6(S)
A BLUM B



SIGNAL	ROUTE	DESTINATION	IND	TYPE
11	11(M)A	DOWN MAIN	-	-
	11(S)A	DOWN MAIN	DM	SRI
	11(M)B	UP MAIN	UM	BOL
	11(S)B	UP MAIN	UM	SRI

11(S)
A DM UM B

SIGNAL	ROUTE	DESTINATION	IND
15	15(M)	DOWN MAIN	-
	15(S)	DOWN MAIN	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
12	12(M)A	UP MAIN	-	-
	12(S)A	UP MAIN	UM	SRI
	12(S)B	DOWN MAIN	DM	SRI

12(S)
A UM DM B

SIGNAL	ROUTE	DESTINATION	IND	TYPE
17	17(M)A	DOWN MAIN	DM	BOL
	17(S)A	DOWN MAIN	DM	SRI
	17(S)C	PERWAY SIDING	PS	SRI

17(S)
A DM PS C

MMLR1
D 17(M/S)A CO-ACT
P 17(S)C CO-ACT



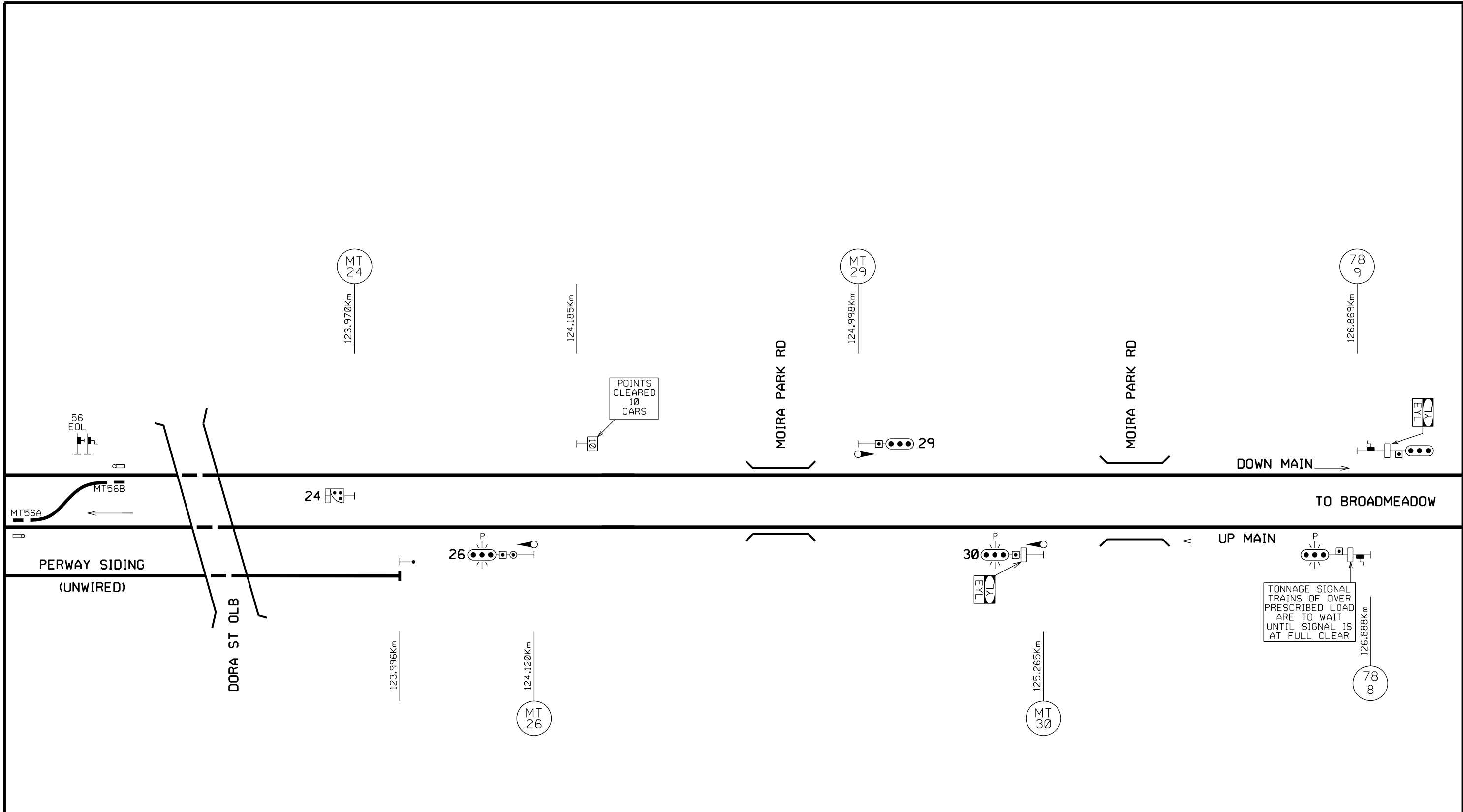
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MORISSET

MORISSET AND VALES POINT RESIGNALLING
DRIVERS DIAGRAM SHEET 3 OF 4

Produced by JMDR

VER. 30/07/2026



SIGNAL	ROUTE	DESTINATION	IND	TYPE
24	24(S)A	UP MAIN	UM	SRI
	24(S)B	DOWN MAIN	DM	SRI

24(S)
A UMDM B

SIGNAL	ROUTE	DESTINATION	IND
26	26(M)	UP MAIN	-
	26(S)	UP MAIN	-



Transport
for NSW

MORISSET

MORISSET AND VALES POINT RESIGNALLING
DRIVERS DIAGRAM SHEET 4 OF 4

Produced by JMDR

VER. 30/07/2026

SUTHERLAND - RENEWAL OF 157 CATCH POINTS TO D84M MKIII AND IN BEARER SPHEROLOCK

SINCE **Monday 7 September 2026**, the following works were carried out.

- SD157 Catch Points on the Cronulla Down Main (Down Branch) will be renewed and relocated approximately 1.962 metres towards Sydney.
- SD157 Catch Point machines will be upgraded to a Siemens D84M MK III with in-bearer Spherolocks.
- The existing Emergency Switch Machine Lock (ESML) will be replaced with a new Emergency Operation Lock (EOL) of the Fortress key type in the same position.

A Drivers Diagram showing the above arrangement appears in this Weekly Notice.

VER 01062026
DIAGRAM VER 01062026

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VER01062026

REGIONAL RAIL/NEW INTERCITY FLEET INFRASTRUCTURE UPGRADES - REGIONAL RAIL PHASE 01 - BOWENFELS (WEST) – COMMISSIONING OF ATP CHANGES, NEW BEGIN AND END ATP SIGNS

SINCE NOTICE

Since 1800 hours on **Thursday, 10 September 2026**, the following works will now be commencing at 0600 hours on Thursday, 17 September 2026 and concluding on Thursday, 17 September 2026

- Commissioning of ATP changes on the UP Main & DOWN Main between Bowenfels to the boundary between Sydney Trains and CRN (Regional Linx)
- New "BEGIN ATP" and "END ATP" Signage will be commissioned into use. Refer to Table 1 for details.
- A Drivers Diagram showing the new ATP Signs arrangement appears in this Weekly Notice.

Table 01 New ATP Signs

Location	Line	Direction	Inscription
Bowenfels at 158.569Km	Down Main	Down	END ATP
Bowenfels at 158.568Km	Down Main	Up	BEGIN ATP
Bowenfels at 158.547Km	Up Main	Down	END ATP
Bowenfels at 158.548Km	Up Main	Up	BEGIN ATP

VER09092026

DRIVERS DIAGRAM (BOWENFELS) VER25082026

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BOWENFELS

158.500Km

158
7

158.711Km



98.7
XCX

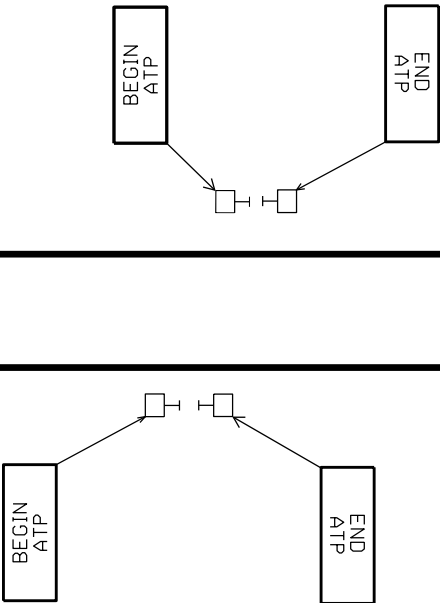


DOWN MAIN →

← UP MAIN

FROM
LITHGOW

TO
DUBBO



158.724Km

98
6

UNANDERRA (ILLAWARRA) - REMOVAL OF 1110A&B POINTS

SINCE **Monday, 28th September 2026**, the following works have been carried out:

- Unanderra 1110 A & B Points (Down Main to Up Main) and associated ESML were removed.

The following alterations were made to signals:

Signal	Route	Description	Remarks
WG1020U	1020(S)A	Shunt on Up Main	'UM' route indicator removed
	1020(S)B	Shunt on Down Main	Removed

The ATRICS panel will be updated at a later date.

A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

VER 07092026
DIAGRAM VER 07092026

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REGIONAL RAIL/NEW INTERCITY FLEET INFRASTRUCTURE UPGRADES - SOUTH COAST LINE -STAGE 10B – CORRIMAL (ILLAWARRA) – RELOCATION OF SIGNAL WG503U & SPEED BOARD CHANGE

Commencing at 0200 hours on **Saturday 10 October 2026** and continuing until 0200 hours on Monday 12 October 2026, the following work will be carried out:

Corrimal Signal Alterations

- Signal WG503U on the Up Illawarra Main will be renewed to a new LED signal 42m towards country at approx. 77.110km.
- The signal will retain its existing aspects without change. No change to signal route designations.
- A Drivers Diagram showing the new arrangement appears in this Weekly Notice.

Corrimal speed board change

- The existing 90/100/100 speed board located on a post at approx. 77.859km on the Up Illawarra Main Down Direction, will be replaced with a new 85/100/100 speed board at the same location.

VER 21082026

DRIVERS DIAGRAM (CORRIMAL) VER 18022026

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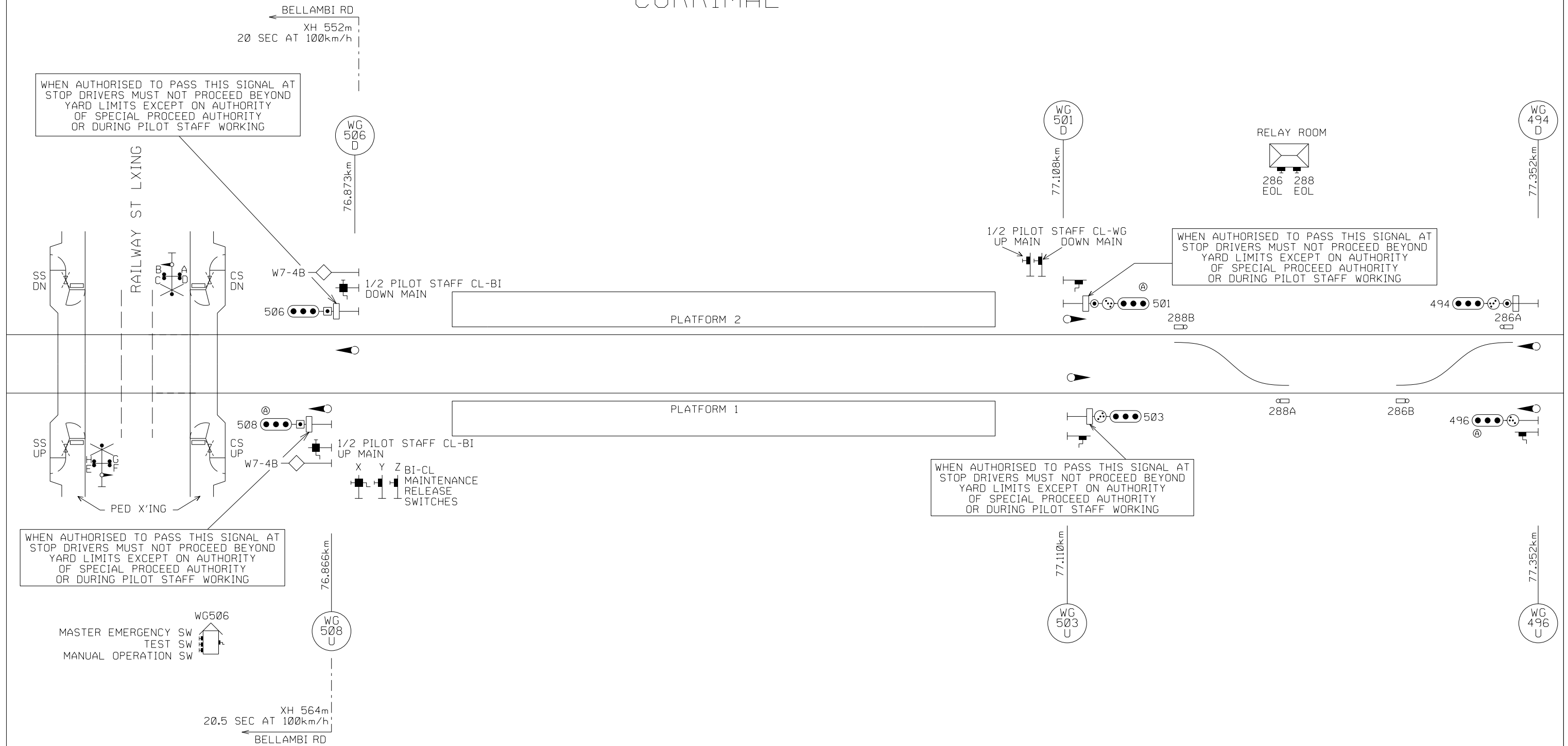
Andrew Muscat

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CORRIMAL



COCKLE CREEK (NORTH) STAGE 1 – REMOVAL OF 110, 111 TURNOUTS & CATCHPOINTS AND 112 CROSSOVER

Commencing at 0200 hours on **Saturday, 3 of October 2026**, and continuing until 0200 hours on Tuesday, 6 of October 2026, the following works will be carried out:

- 104(S)B route will be booked out of use.
- Existing 110 Turnout and Catchpoint will be removed.
- Existing 110 ESML will be removed.
- Existing 111A Catchpoint, which is currently booked out of use, will be removed.
- Existing 111B point machine will be removed.
- Existing 111 Maintenance Isolation switch and 111 EOL will be removed.
- Existing 112A points on Down Main Line, Clipped, XL Locked and Spiked normal and booked out of use, will be removed and straight railed.
- Existing 112B points on Up Main Line, Clipped, XL Locked and Spiked normal and booked out of use, will be removed and straight railed.
- Existing 112 EOL and phone will be removed.
- Sulphide Junction Local control panel will be updated to reflect the new layout.
- Broadmeadow control and indication panels will be updated to reflect the new layout.

VER15092026
DIAGRAM VER15092026

Jarred Neave

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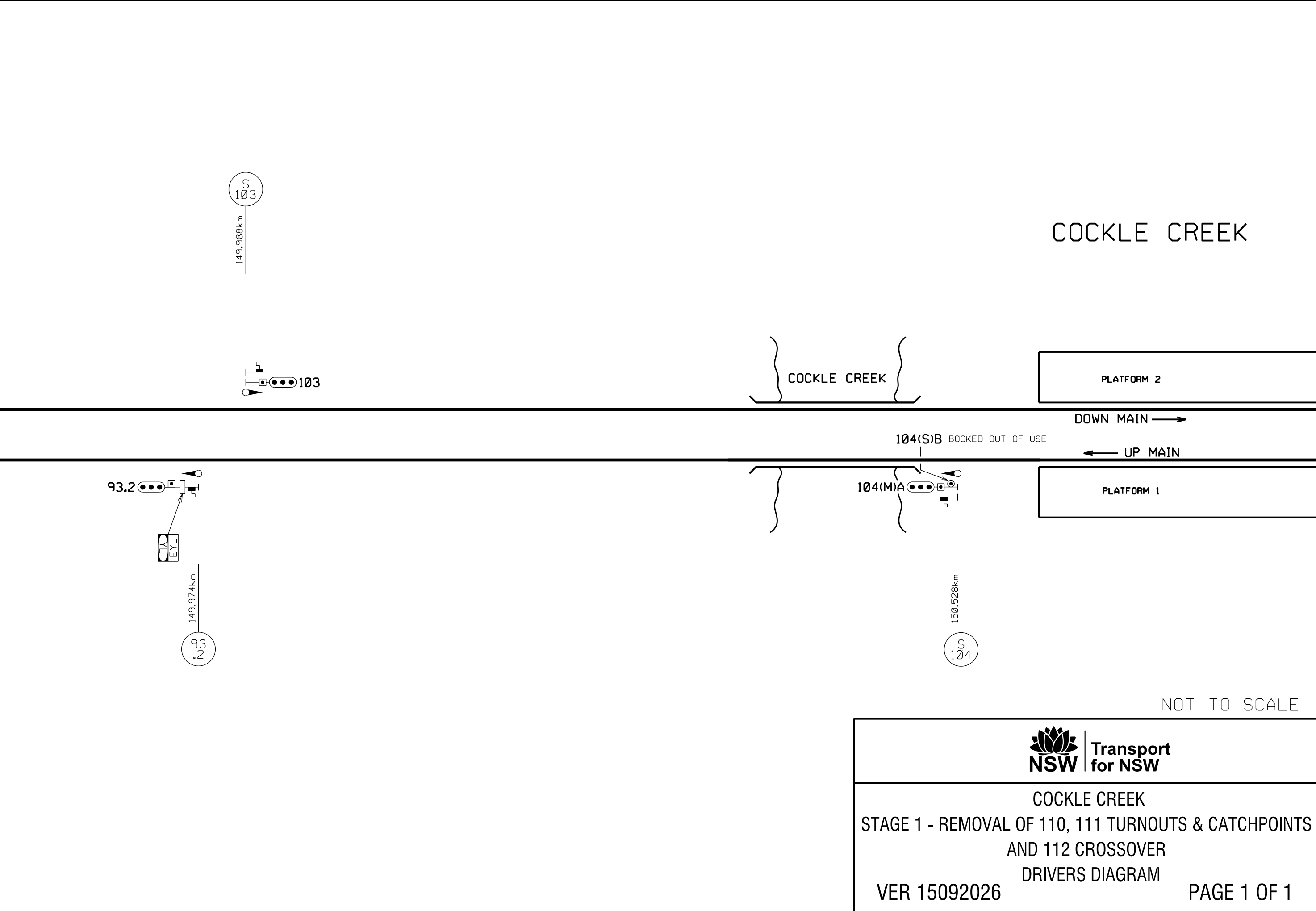
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STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
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
004 – 2016	OMET 262: Failure of Train Management System	14/07/16	24/07/16
004 – 2017	TWP 174 Ice Radio	20/07/17	31/07/17
012 – 2018	OMET 228 Control Circuit Failure	23/08/18	02/09/18
005 – 2018	OMET 242 Reverser handle jams in forward or reverse	18/08/18	28/08/18
006 – 2018	OMET 250 Applying power from the rear	18/08/18	28/08/18
008 – 2018	TWP 154 Responding to incapacitated Driver/Guard	05/07/18	15/07/18
016 – 2018	Network Rules Operational standards update	17/08/18	30/09/18
003 – 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	03/03/19
001 – 2019	OMET 266 Operation of Y sets	22/03/19	03/03/19
012 – 2019	TWP 192: Working Trains Out of service	21/02/19	03/03/19
007 – 2019	TWP 136 Defective wheels	06/03/19	24/03/19
008 – 2019	TWP 190 Automatic Train Protection	06/03/19	24/03/19
009 – 2019	TWP 110 Train crew relieved in service & relay driver	06/03/19	24/03/19
004 – 2019	TWP 118 Reporting Faults	11/04/19	28/04/19
004 – 2020	TWP 124 Defective Brakes	20/05/20	08/06/20
005 – 2020	TWP 126 Defective Automatic Brakes	20/05/20	08/06/20
012 – 2020	WAR 202 Bogie Faults	20/05/20	08/06/20
011 – 2020	TWP 162 Train Crew Bell Signals	02/06/20	15/06/20
014 – 2020	TWP 112 Changing ends	20/07/20	03/08/20
017 – 2020	Operating Tangara, OSCAR, Millenium and Waratah with deflated air springs in the city underground	07/12/20	14/12/20
005 – 2022	TWP 160 Driver procedure at stations	21/04/22	08/05/22
023 – 2022	Exception to OMET 254 Topside Preparation Locations	16/08/22	22/08/22
028 – 2022	Testing of Tangara Sets fitted with European Train Control System (ETCS) Level 1 & Level 2 (In cab signalling) equipment at Mortdale Maintenance Centre	08/12/22	16/12/22
027 – 2022	TWP 150: Damaged or Missing Window Glass	27/09/22	10/10/22
014 – 2023	Use of Automatic Train Protection (ATP) equipment on Millennium trains	20/02/23	05/03/23
017 – 2023	TWP 138 Assisting Trains using Emergency Couplers	07/03/23	20/03/23
022 – 2023	WB Radios on Waratah, Oscar, Millenium, Tangara and K sets	05/04/23	23/04/23
023 – 2023	Operation of H-set trains fitted with Automatic Train Protection (ATP) equipment	19/06/23	26/06/23
028 – 2023	TWP 176: Wayside Train Condition Monitoring	07/08/23	21/08/23
026 – 2023	TWP 156: Operating doors	15/09/23	25/09/23
032 – 2023	TWP 100 Responsibilities of Train Crews	19/09/23	30/09/23
031 – 2023	Operation of Tangara trains fitted with ATP with Automatic Train Protection (ATP)	10/10/23	16/10/23
033 – 2023	Waratah (A and B SET) trains fitted with Automatic Train Protect equipment	17/10/23	23/10/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
034 - 2023	Testing Tangara trains fitted with ETCS Level 2	02/11/23	03/11/23
001 – 2024	TWP 182 Digital Train Radio	12/02/24	26/02/24
003 – 2024	Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains	12/06/24	01/07/24
005 – 2024	Testing of OSCAR train H5 set with ETCS trackside equipment	15/08/24	31/08/24
006 - 2024	TWP 152 Disabled trains	18/11/24	05/12/24
014 - 2025	Testing commissioning of regional train	31/08/25	31/08/25
016 - 2025	Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection (ATP) Trackside System	29/10/25	29/10/25
015 - 2025	OMET 200 Minimum Standards for Electric Trains	30/09/25	13/10/25
013 - 2025	Tangara Nosing Trial	05/11/25	14/11/25
008 - 2025	OMET 208 Train types and locations of isolating cocks	11/11/25	24/11/25
010 - 2025	OMET 220 Wheels slip light indications	11/11/25	24/11/25
013 – 2026	TWP 194 Using the Emergency Button	02/02/26	02/02/26
014 – 2026	Operation of Tangara Train fitted with ATP	23/02/26	23/02/26
016 – 2026	Testing of Tangara Fleet life extension (TFLE) in non revenue service	13/03/26	13/03/26
020 – 2026	Introduction of Tangara Fleet Life Extension (TFLE) trains in revenue service	28/08/26	28/08/26
021 – 2026	Operation ATP on TFLE Tangara Trains	28/08/26	28/08/26

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
002 - 2026	Use of Signal Key Switches	16/04/26	28/04/26
003 - 2026	New Trackside Signage associated with Digital Systems Train Testing	30/04/26	30/04/26

NRU

Website: www.railsafe.org.au

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STATUS OF NETWORK MANUALS AND FORMS

Network Manuals

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

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

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NOTES

NOTES

NOTICE TO SUBSCRIBERS

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

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

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

Level 4, 36-46 George Street

Burwood NSW 2134

Thursday, 17 September 2026