

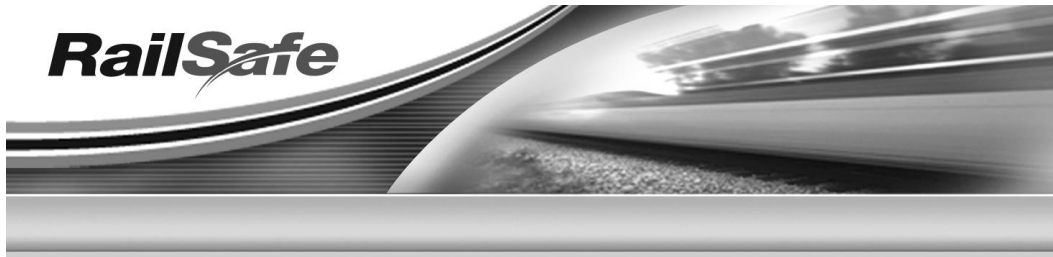
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weekly notice

Monday, 07 April 2025

Sunday, 13 April 2025

RailSafe



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 Network Standards, Systems and Quality
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>
16	14/04/2025 – 20/04/2025	18/03/2025
17	21/04/2025 – 27/04/2025	25/03/2025
18	28/04/2025 – 04/05/2025	02/04/2025

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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COALCLIFF (ILLAWARRA) RENEWAL OF CF354AB POINTS

Commencing at 02:00 hours on **Friday, 18 April 2025**, and continuing until 00:01 hours Tuesday, 22 April 2025, the following works will be carried out.

- CF354B Catchpoints on the EASTERN COAL SIDING will be renewed and remain in the same location.
- CF354A Points on the DOWN REFUGE will be renewed and relocated approximately 1.995 metres towards Wollongong. It would be changed to LHS mounted points machine.
- Point machines will be upgraded to a Siemens D84M MK III with in-bearer Spherolocks.
- The existing Emergency Switch Machine Locks (ESML) will be replaced with new Emergency Operation Locks (EOL) of the Fortress key type in the same position.

VER 13/01/2025

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WATERFALL (ILLAWARRA) – MTMS2 WATERFALL STABLING FACILITY UP YARD SPEED SIGN RELOCATION AND ALTERATIONS TO TRAINSTOP CONTROL AND OPERATION WITH SHUNT MOVEMENTS

Since **Monday, 31 March 2025**, the following works were carried out:

- The existing Yard 13 Speed sign located adjacent to WL317A points on the No.2 Up Siding were relocated 37m towards country.
- Trainstop control and operation with Shunt aspects functionality were altered as follows:

Signal	Shunt Route	Designation	Route Indication	Trainstop Operation
WL19	(S)B	Up Illawarra to No. 1 Up Siding	S1	Trainstop conditionally lowered for an approach speed 35km/h and the section is clear
	(S)C	Up Illawarra to No. 2 Up Siding	S2	
WL22	(S)	Up Siding to Up Illawarra		Trainstop lowered unconditionally if the section is clear
WL24	(S)	No.1 Up Siding		Trainstop lowered unconditionally if the section is clear
WL26	(S)	No.2 Up Siding to No.1 Up Siding		Trainstop lowered unconditionally if the section is clear
WL47	(S)	No.1 Up Siding to Up Refuge Loop		Trainstop lowered unconditionally if the section is clear
WL49	(S)	No.2 Up Siding to Up Refuge Loop		Trainstop lowered unconditionally if the section is clear
WL69	(S)	Down Refuge Loop		Trainstop conditionally lowered for an approach speed 35km/h and the section is clear
WL71	(S)A	Up Goods Loop to Shunting Neck	S	Trainstop not lowered
	(S)B	Up Goods Loop to Down Illawarra	DM	
	(S)C	Up Goods Loop to Up Illawarra	UM	
WL73	(S)A	Up Refuge Loop to Shunting Neck	S	Trainstop conditionally lowered for an approach speed 35km/h and the section is clear
	(S)B	Up Refuge Loop to Down Illawarra	DM	

Signal	Shunt Route	Designation	Route Indication	Trainstop Operation
	(S)C	Up Refuge Loop to Up Illawarra	UM	
WL77	(S)A	Down Illawarra to Shunting Neck	S	Trainstop conditionally lowered for an approach speed 35km/h and the section is clear
	(S)B	Down Illawarra	DM	
WL79	(S)A	Up Illawarra to Shunting Neck	S	Trainstop conditionally lowered for an approach speed 35km/h and the section is clear
	(S)B	Up Illawarra to Down Illawarra	DM	
	(S)C	Up Illawarra	UM	
WL86	(S)B	Down Illawarra to Up Refuge Loop	UR	Trainstop conditionally lowered for an approach speed 35km/h and the section is clear
WL88	(S)B	Up Illawarra to Up Refuge Loop	UR	Trainstop conditionally lowered for an approach speed 35km/h and the section is clear

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

VER18032025

Diagram VER18032025

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SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
70	70(S)A	No.2 UP SIDING	S2	SRI
	70(S)B	No.1 UP SIDING	S1	SRI
	70(S)C	UP REFUGE	UR	SRI
			• GREEN LIGHT	-

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
71	71(M)B	DOWN MAIN	•	BOL
	71(M)C	UP MAIN	-	-
	71(S)A	SHUNTING NECK	S	SRI
	71(S)B	DOWN MAIN	DM	SRI
	71(S)C	UP MAIN	UM	SRI

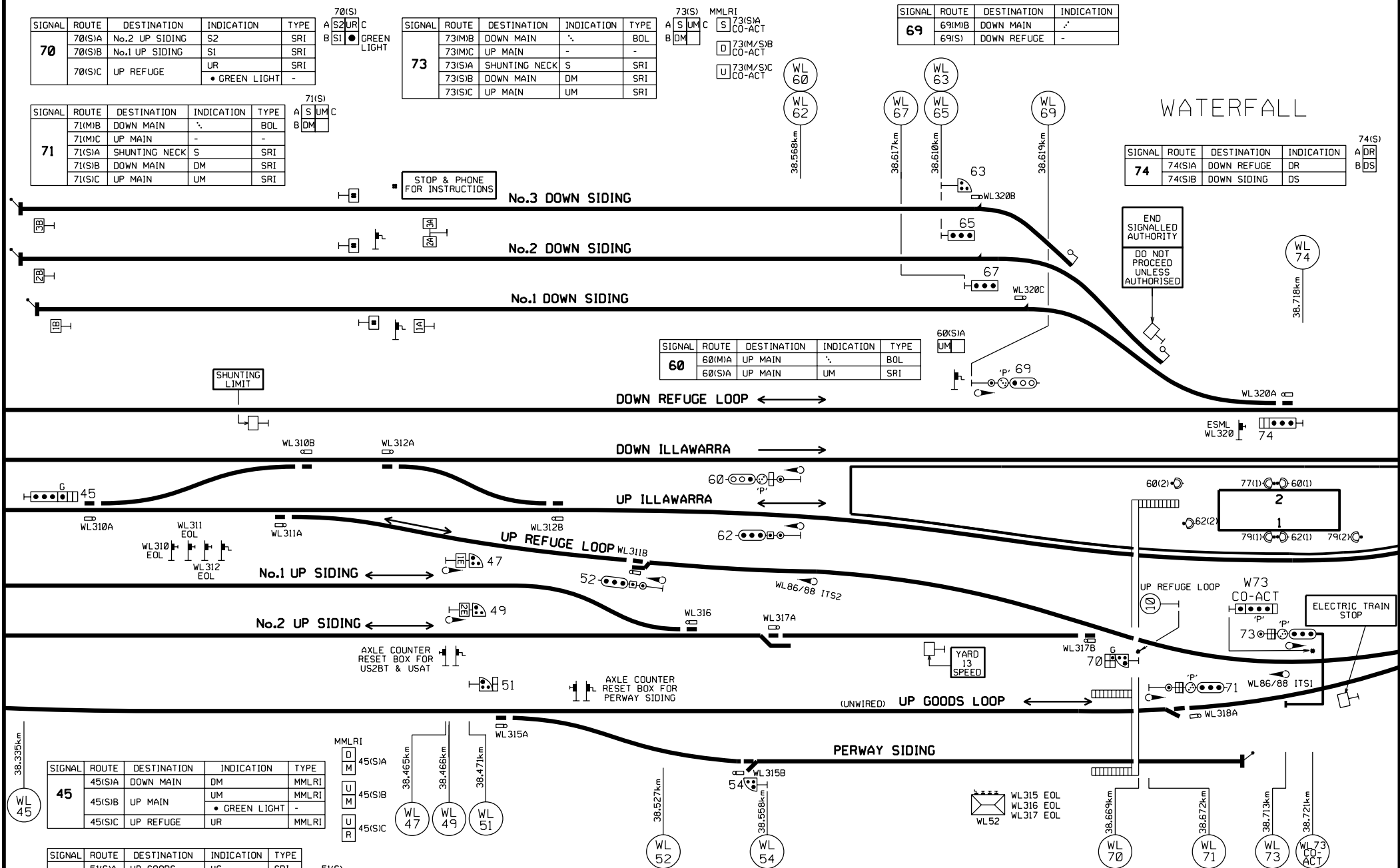
SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
73	73(M)B	DOWN MAIN	•	BOL
	73(M)C	UP MAIN	-	-
	73(S)A	SHUNTING NECK	S	SRI
	73(S)B	DOWN MAIN	DM	SRI
	73(S)C	UP MAIN	UM	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
69	69(M)B	DOWN MAIN	•	BOL
	69(S)	DOWN REFUGE	-	-

SIGNAL	ROUTE	DESTINATION	INDICATION
69	69(M)B	DOWN MAIN	•
	69(S)	DOWN REFUGE	-

SIGNAL	ROUTE	DESTINATION	INDICATION
74	74(S)A	DOWN REFUGE	DR
	74(S)B	DOWN SIDING	DS

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
60	60(M)A	UP MAIN	•	BOL
	60(S)A	UP MAIN	UM	SRI



Transport
for NSW

WATERFALL

MTMS2 WATERFALL STABLING FACILITY MARCH 2025
DRIVERS DIAGRAM SHEET 1 OF 1

Produced by JMDR

VER. 18032025

OFFICIAL

MEDLOW BATH (WEST) PLATFORM PEDESTRIAN CROSSING BOOKING OUT

Commencing from 0700 hours on **Wednesday, 09 April 2025**, the following works will be carried out:

- Medlow Bath Platform Pedestrian Crossing (115.715km), on the Sydney end of Medlow Bath Station will be booked out of use prior to final de-commissioning and removal.
- All "RED MAN" lights & tone generators will be deactivated and booked out of use.
- The pedestrian boom gates will be de-activated, booked out of use and maintained in the down position.
- All public points of entry will be secured with fencing to exclude all pedestrian access.
- ICON and the Regional Signalling Representative will be notified and the pedestrian crossing monitoring system will be turned off, pending removal.

ER 17032025

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REGIONAL INFRASTRUCTURE UPGRADES – NEW INTERCITY FLEET PROJECT CENTRAL COAST LINE STAGE 8D CAR MARKER CHANGES

Phase 01 – Installation of new post mounted car marker signs

Commencing at 06:00 hours on **Monday, 7 April 2025**, and continuing until 18:00 hours on Friday, 18 April 2025, the following works will be carried out:

- Installation of new trackside post mounted car marker signs at the following stations to accommodate the new 4,6,8 and 10 car NIF trains.
- Affected stations comprise Adamstown (2), Kotara (1,2), Cockle Creek (1,2), Ourimbah (1,2), Niagara Park (1,2), Narara (1,2), Berowra (1,3), Mount Ku Ring-Gai (1,2), Mount Colah (1,2), Asquith (1,2), Teralba (1,2), Booragul (1,2), Awaba (1,2), Dora Creek (1,2), Wondabyne (1,2) and Hawkesbury River (2).
- The new signs will be installed with a diagonal black tape during this period. This will be removed in Phase 02 when the new carmarker signs will be commissioned.
- Details listed in Table 1 below

Phase 02 – Commissioning of Car Marker changes.

Commencing at 06:00 hours on Tuesday, **22 April 2025**, and continuing until 18:00 hours on Thursday, 24 April 2025, the following works will be carried out:

- New platform car marker & trackside stopping sign arrangements will be commissioned at the following stations & respective platforms to accommodate the new 4,6,8 and 10 car NIF trains.
- Affected stations comprise Teralba (1,2), Booragul (1,2), Awaba (1,2), Ourimbah (1,2), Niagara Park (1,2), Narara (1,2), Wondabyne (1,2), Adamstown (2), Kotara (1,2), Cockle Creek (1,2), Dora Creek (1,2), Hawkesbury River (2), Berowra (1,2,3), Mount Ku Ring-Gai (1,2), Mount Colah (1,2) and Asquith (1,2).

- Removal of diagonal black tape on all new car marker signs installed in Phase 01 & listed in table 1
- Additional car marker changes as listed in table 02 below.

Table 01 - Phase 01 - New platform & Post Mount car marker sign installation details.

NB: All signs will be installed with a diagonal black tape that will be removed during Phase 02 of the works.

Station	Platform	New CM Sign	Installation Position (from the respective platform fenceline)
Adamstown	2 Country End	10	approx. 132m to country from the fence
Kotara	1 Sydney End	10	approx. 46m to city from the fence
Kotara	2 Country End	10	approx. 45.8m to country from the fence
Cockle Creek	1 Sydney End	10	approx. 82.621m to city from the fence
Cockle Creek	2 Country End	10	approx. 87.097m to country from the fence
Ourimbah	1 Sydney End	10	approx. 69.631m to city from the fence
Ourimbah	2 Country End	10	approx. 67m to country from the fence
Niagara Park	1 Sydney End	10	approx. 99.8m to city from the fence
Niagara Park	2 Country End	10	fixed onto OHW guy footing, approx. 99m to country from the fence
Narara	1 Sydney End	10	approx. 108.062m to city from the fence
Narara	2 Country End	10	approx. 109.858m to country from the fence
Berowra	1 Sydney End	10	approx. 25.506m to city from the fence
Berowra	3 Country End	10	installed on OHWS approx. 7.483m to country from the fence
Mount Kuring-Gai	1 Sydney End	10	approx. 28.952m to city from the fence

Mount Kuring-Gai	2 Country End	10	approx. 36.95m to country from the fence
Mount Colah	1 Sydney End	10	approx. 57.583m to city from the fence
Mount Colah	2 Country End	10	approx. 29.033m to country from the fence
Asquith	1 Sydney End	10	approx. 58m to city from the fence
Asquith	2 Country End	10	Primary : Low height Post mount – Approx 31.3m to country from the fence
Asquith	2 Country End	10	Secondary: Standard height Post mount - Approx 31.3m to country from the fence
Teralba	1 Sydney End	10	approx. 69.633m to city from the fence
Teralba	2 Country End	10	approx. 69.63m to country from the fence
Booragul	1 Sydney End	10	approx. 100.3m to city from the fence
Booragul	2 Country End	10	approx. 100.74m to country from the fence
Awaba	1 Sydney End	10	approx. 66.9m to city from the fence
Awaba	2 Country End	10	Installed on OHWS approx. 66.549m to country from the fence
Dora Creek	2 Country End	10	approx. 18.25m to country from the fence
Wondabyne	1 Sydney End	10	approx. 189m to city from the fence
Wondabyne	2 Country End	10	approx. 189.2m to country from the fence
Hawkesbury River	2 Sydney End	10	Primary: approx. 1.7m to city from the fence
Hawkesbury River	2 Sydney End	10	Secondary: RHS of track (in 6FT) approx. 1.7m to city from the fence
Hawkesbury River	2 Country End	10	approx. 6.068m to country from the fence

Table 2 - Phase 02 - Commissioning of New platform & Post Mount car markers

NB: Diagonal black tape on all new signs listed in table 1 is removed.

Station	Platform	Additional Carmarker changes
Dora Creek	1 Sydney End	Existing combined '10/8/6/4' carmarker sign on the fence & on the coping removed & replaced with new '8/6/4' car marker sign on the fence and the coping.
Dora Creek	2 Country End	Existing combined "10" carmarker sign on the fence removed.
Niagara Park	2 Country	Existing '4' carmarker sign on the post removed.
Hawkesbury River	2 Sydney End	Existing '10' carmarker sign on the fence will be removed.
Hawkesbury River	2 Country End	Existing combined '10/8' carmarker sign on the fence removed.
Berowra	1 Sydney End	Existing combined '10/8' carmarker sign on the post removed & replaced with '8" car marker sign Existing "10" carmarker on the coping removed.
Berowra	2 Country End	Existing "10" carmarker on the coping removed.
Berowra	3 Country End	Existing "10", "8", "6", "4" carmarkers on the coping removed & replaced with new "8/6/4" carmarker painted on coping at the fence. New '8/6/4' carmarker sign on the fence.
Mount Kuring-Gai	1 Sydney End	Existing combined '10/8/6/4' carmarker sign on the fence removed & replaced with new '8/6/4' car marker sign.
Mount Kuring-Gai	2 Country End	Existing combined '10/8' carmarker sign on the fence removed & replaced with new '8' car marker sign.
Mount Colah	1 Sydney End	Existing combined '10/8' carmarker sign on the fence removed & replaced with new '8' car marker sign.
Mount Colah	2 Country End	Existing combined '10/8/6/4' carmarker sign on the fence removed & replaced with new "8/6/4" carmaker sign.
Asquith	1 Sydney End	Existing combined '10/8' carmarker sign on the fence removed & replaced with new '8' car marker sign.
Asquith	2 Country End	Existing "10" carmarker on the coping removed.

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NORTH SYDNEY CAR SIDINGS – SPEED SIGN RELOCATION

On **Wednesday, 2nd of April 2025**, a 40km/h up direction speed sign on North Sydney Car Sidings will be installed at 7.350km and crossed out with black tape for driver familiarisation of the proposed speed sign changes detailed in the TOC amendment below.

Section 6c Waverton - North Sydney Car Sidings

	KILO- MET- RAGE	DOWN		UP	
		Normal	XPT	Normal	XPT
	6.110	Waverton			
Existing	6.065	..	..	25	..
Existing	6.410	25	..	..	..
Amend	7.670	..	..	40	..
To Read	7.350	..	..	40	..
	7.845	North Sydney CS			

The new 40km/h speed sign at 7.350km will be uncrossed and commissioned into use after 3 months and existing 40km/h up direction speed sign at 7.670km will be removed.

A 13km/h Yard Speed sign will also be installed at 7.350km for trains entering the Car Sidings.

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FLEMINGTON JUNCTION – TOC UPDATE & REMOVAL OF SPEED SIGN

On Thursday, 3rd April 2025, the up direction X40 speed sign (for 860 Pts turnout) at 15.530km on the Up Homebush Bay West Fork will be removed and Section 14g of the TOC manual will be updated as follows:

Section 14g Metropolitan Freight Lines (including Olympic Park)

	KILO- MET- RAGE 15.840	DOWN Nor- mal # Flemington	XPT Nth	UP Nor- mal Jun	XPT
Existing	(5)15.785#	861B Pts		X50	..
Existing	(6)15.780#	50	..	..	..
Remove	(5)15.530#	860A Pts		X40	..
Existing	(5)14.865%	..	..	50	..
Existing	(6)15.050%	40	..	..	..
Existing	(5)15.070%	35	..	..	..
Existing	(5)15.145%	686 Pts		X40	..
Existing	(7)15.285%	X35	..	687 Pts	
Existing	(7)15.275%	..	..	35	..
Existing	(5)15.330%	..	..	40	..
Existing	(6)15.350%	X35	..	689A Pts	
Existing	(6)15.350%	687 Pts		X35	..
Existing	(6)15.390	688 Pts		X35	..
Existing	(6)15.490	50	..	..	..
Existing	(6)15.815	..	..	50	..
Existing	(5)15.905	..	..	50	..
Existing	(5)15.925	X20	..	695A Pts	
Existing	(6)15.960	X35	X40MU	697 Pts	
	16.030	Flemington West Jun			

#Km via H'bush Bay East
Fork.

%Km via H'bush Bay West Fork.

(1) Homebush Bay East Fork.

(2) Homebush Bay Loop.

(3) Inner Platform Road.

- (4) Outer Platform Road.
- (5) Up Homebush Bay West Fork.
- (6) Down Homebush Bay West Fork.
- (7) Homebush Bay connection.

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REMOVAL OF LOOP LINE AND INSTALLATION OF NEW SCISSOR CROSSOVERS AT BANKSTOWN – SOUTHWEST METRO CONVERSION AND STATION WORKS PROJECT

Commencing at 02:00 hours on Sunday, 27 April 2025 and continuing until 02:00 hours on Monday, 30 June 2025, the following works at Bankstown will be carried out:

- Decommissioning and removal of the Loop Line at Bankstown.
- Decommissioning and removal of associated points 361A&B, 362A&B and 363A&B (363 catchpoints), and EOLs.
- Decommissioning and removal of existing signals SM339, SM339 Co-actor, SM341, SM342, SM343, SM345 and SM346, including all associated trainstops, SPT's and routes.
- Track re-alignment of the Up Bankstown and Down Bankstown Line, from 18.787km to 19.155km with introduction of new scissor crossovers.
- Installation and commissioning of new points machines 361A&B and 362A&B, and associated EOLs. The EOLs will be situated in the Up Bankstown cess.
- Commission Signals SM339, SM339 Co-actor and SM341 in positions at the end of new platform extents, including associated trainstops and SPTs (18.873km).
- Commission Signal SM346 in new position to suit the scissor crossover, including associated trainstop and SPT (19.007km). This signal will have a new route indicator box, that will serve for both the low-speed and shunt aspects, to indicate the new associated routes into Bankstown Platforms 1 and 2.
- Commission new guards indicators at Bankstown Station to suit 8 car sets and new platform stopping positions. These will equally serve for any 4 car sets that may be deployed for use in Bankstown.
- Installation and commissioning of new intermediate trainstops P1ITS1 and P2ITS1 on Platforms 1 & 2 to suit the extended platforms.
- The existing intermediate trainstops P1ITS and P2ITS will remain and be renamed to P1ITS2 and P2ITS2 respectively.

- Installation and commissioning of two new trainstops on approach to the departure signals SM339 and SM341. These will be designated P2 DEP ITS and P1 DEP ITS respectively.
- Commission 15km/h Advisory Board on the Up Bankstown Line at 18.873km
- Commission 15km/h Advisory Board on the Down Bankstown Line at 18.873km
-

The following table details the signals and route alterations:

Signal	Status	Km	Route	Description	Route Ind.	Remarks
SM339, SM339 Co-actor	Main and co-acting signals renewed in new position	18.873	(M)	Down Bankstown		Signals renewed in new position to suit new platform extents. Existing shunt route to Loop Line decommissioned and route indicator box removed.
			(S)	Shunt, Down Bankstown		
SM341	Existing signal relocated to new position	18.873	(M)	Up Bankstown to Down Bankstown		Signal relocated to new position to suit new platform extents. Existing shunt route to Loop Line decommissioned and replaced with shunt route to Down Bankstown
			(S)	Down Shunt, Up Bankstown to Down Bankstown		
SM342	Existing signal and associated routes decommissioned and removed.	18.903	(S)A	Up Shunt, Loop Line to Up Bankstown	UB	Signal and all associated routes decommissioned and removed.
			(S)B	Up Shunt, Loop Line to Down Bankstown	DB	
SM343	Existing signal and associated routes decommissioned and removed.	19.081	(M)	Down Bankstown		Signal and all associated routes decommissioned and removed.
			(S)	Shunt, Down Bankstown		

SM345	Existing signal and associated routes decommissioned and removed.	19.075	(S)	Down Shunt, Loop Line to Down Bankstown		Signal and all associated routes decommissioned and removed.
SM346	Signal renewed in new position, new routes added	19.007	(M)A Lsp	Up Bankstown to Bankstown Platform 1	P1	Signal renewed in new position to suit new crossovers. Main (LSp) and shunt routes replaced with routes into Platforms 1 & 2. Route indicator box added. Flashing Green indication provided on the panel. Timed release of SM346 trainstop enforcing maximum 25km/h approach speed and the LSp signal clears in conjunction with trainstop operation.
			(S)A	Shunt, Up Bankstown to Bankstown Platform 1	P1	
			(M)B Lsp	Up Bankstown to Bankstown Platform 2	P2	
			(S)B	Shunt, Up Bankstown to Bankstown Platform 2	P2	

The Sefton ATRICS display will be modified to reflect the alterations to the Bankstown arrangement as stated above. In addition, the display will be updated to reflect the following works:

- Decommissioning and removal of existing track circuits P1T, P2T, 339AT, 339BT, 343AT, 343BT, 343CT, 342AT, LPAT, 346BT and 346AT.
- Installation and commissioning of new track circuits P1AT, P1BT, P2AT, P2BT, 339AT, 339BT, 339CT, 339DT, 346AT and 372CT.

VER 06032025
DIAGRAM VER 06032025

Mark Skribins

Test & Commissioning Manager

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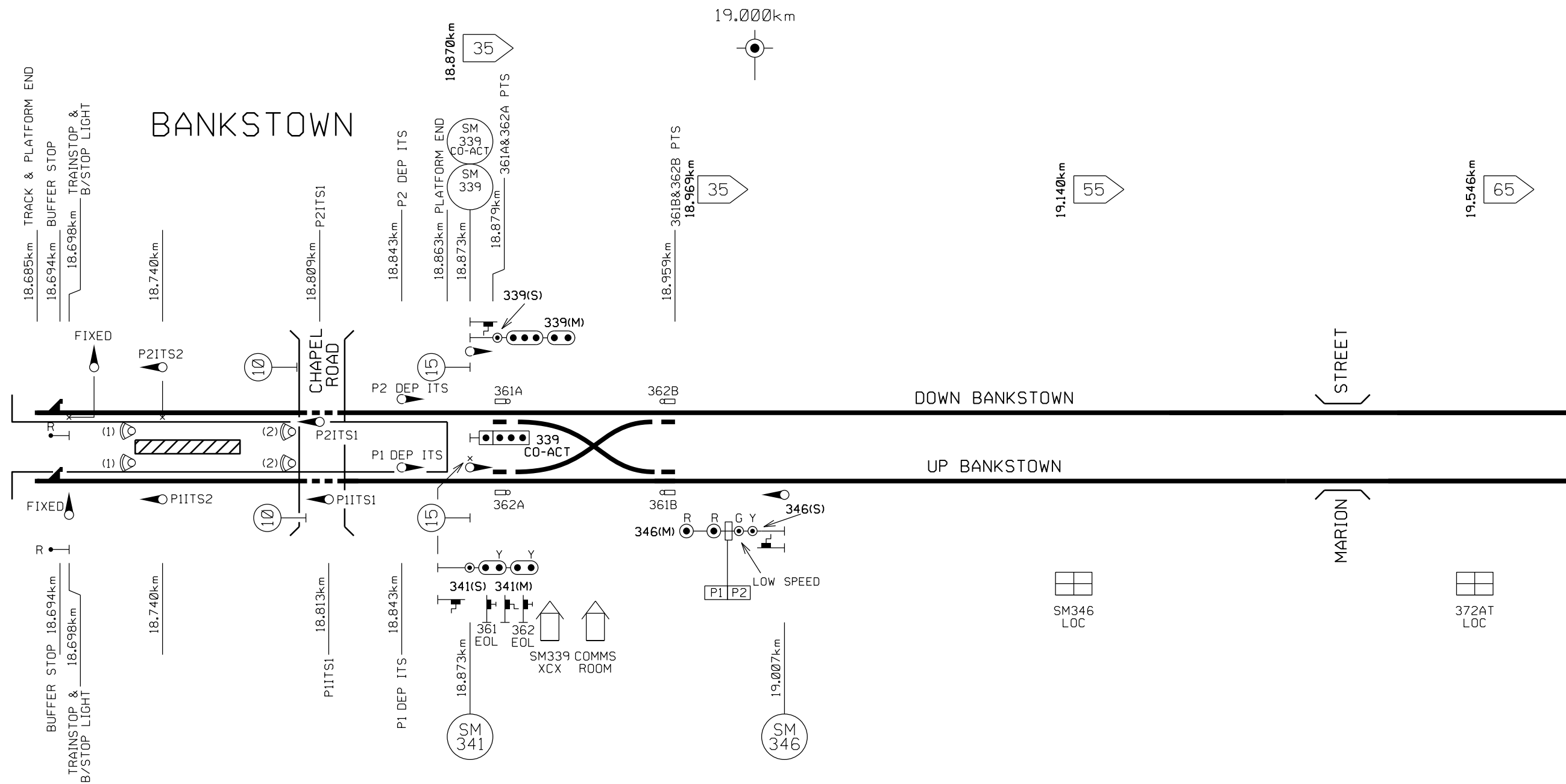
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Bevan Lee

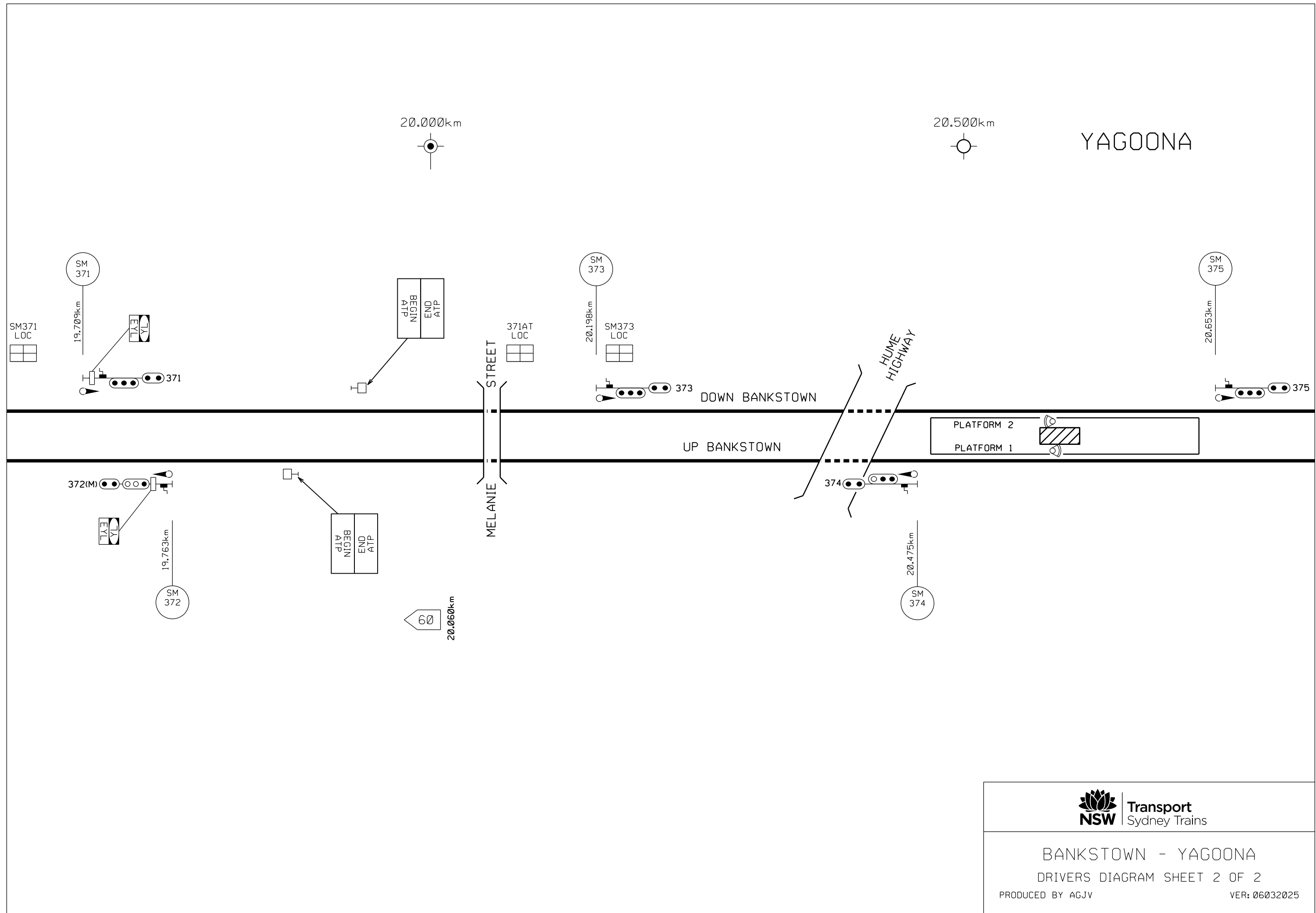
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SIGNAL	ROUTE	DESTINATION	IND
339	339(M)	DOWN BANKSTOWN	
	339(S)	DOWN BANKSTOWN	
341	341(M)	DOWN BANKSTOWN	
	341(S)	DOWN BANKSTOWN	
346	346(M)A LSp	BANKSTOWN PLATFORM 1 'P1'	
	346(S)A	BANKSTOWN PLATFORM 1 'P1'	
	346(M)B LSp	BANKSTOWN PLATFORM 2 'P2'	
	346(S)B	BANKSTOWN PLATFORM 2 'P2'	



STATUS OF TOM NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
018 – 2007	Emergency equipment boxes Rail	01/11/07	19/11/07
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
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
018 - 2017	Amendment to OMET 200	14/12/17	24/12/17
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	18/08/18	28/08/18
016 - 2018	Network Rules Operational standards update	17/08/18	27/08/18
003 - 2019	OMET 264: Minimum Tractive Effort Requirements	21/02/19	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	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
011 - 2021	Exception to OMET 200 & 350	17/11/21	29/11/21
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	OSCAR 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
029 - 2023	Testing of an OSCAR Set (H5) with ETCS Level 2 equipment	01/09/23	04/09/23
026 – 2023	TWP 156: Operating doors	15/09/23	25/09/23

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
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
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
002 – 2024	Testing of a Millennium set (M31) with ETCS level 2 equipment	22/04/24	23/04/24
003 – 2024	Transition of NSW TrainLink Intercity Drivers and Guards to Sydney Trains	12/06/24	01/07/24
004 - 2024	Transfer and Testing of OSCAR Train (H5 set) with the Automatic Train Protection Protection(ATP) Trackside System	28/06/24	01/07/24
006 - 2024	TWP 152 Disabled trains	18/11/24	5/12/24

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
009 - 2024	Use of Signal Key Switches	10/10/24	29/10/24
001 – 2025	Transition of NSW TrainLink Operations to Sydney Trains	19/12/24	01/01/25
003 - 2025	Compiling NRF 008 – Pilot Staff Notice	13/02/25	28/02/25
004 - 2025	New Trackside Signage associated with Digital Systems Train Testing	23/02/25	23/02/25
005 - 2025	Instructions Related to the Use of Digital Forms for The Network Rules and Network Procedures	11/03/25	11/03/25

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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 006 - 2021	April 2021
TWP 102	3	May 2012
TWP 108	4	May 2012
TWP 110	TN 009 - 2019	March 2019
TWP 112	TN 014 - 2020	August 2020
TWP 114	4	November 2015
TWP 116	3	May 2012
TWP 118	TN 004 - 2019	April 2019
TWP 120	3	May 2012
TWP 122	3	May 2012
TWP 124	TN 004 - 2020	May 2019
TWP 126	TN 005 - 2020	May 2019
TWP 128	3	May 2012
TWP 130	3	May 2012
TWP 132	3	May 2012
TWP 134	3	May 2012
TWP 136	TN 007 - 2019	March 2019
TWP 138	TN 017 - 2023	March 2023
TWP 142	3	May 2012
TWP 144	5	May 2012
TWP 146	3	May 2012
TWP 148	3	May 2012
TWP 150	TN 005 - 2017	April 2017
TWP 152	TN 016 - 2023	March 2023
TWP 154	TN 008 - 2018	July 2018
TWP 156	TN 011 - 2019	March 2019
TWP 158	3	May 2012
TWP 160	TN 005 - 2022	May 2022
TWP 162	TN 011- 2020	May 2019
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	TN 004 - 2017	July 2017
TWP 176	TN 008 - 2017	July 2017
TWP 182	1	November 2015
TWP 188	1	November 2015
TWP 190	TN 008 - 2019	March 2019
TWP 192	TN 012 - 2019	March 2019

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

Level 4, 36-46 George Street
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Tuesday, 25 March 2025