RailSafe

SAFE Notice 2026 246

SUTHERLAND - CRONULLA

From Saturday, 12 December until Monday, 14 December 2026

In conjunction with special Train Notice No. 2647 - 2026 the following Safeworking arrangements will apply:

DIGITAL SYSTEMS PROJECT – TRAIN TESTING

DSP train testing will be undertaken on the Up and Down Cronulla lines between Sutherland and Cronulla in accordance with the possession arrangements detailed in Special Train Notice No. 2647 – 2026.

A Qualified Worker must be provided to carry out the following:

- Obtain a Local Possession Authority in accordance with NWT 302 for the defined portion of track as shown in Special Train Notice No. 2647 – 2026.
- Come to a clear and proper understanding with the Train Crews in regard to the possession limits, the test area limits and all train operational requirements to carry out the testing.
- Ensuring that a Worksite Protection Marker and Railway Track Signals are placed at both ends of the test area limits prior to testing commencing.
- For any wrong direction movements, any facing points must be secured with a point clip and be locked unless the signal protecting the points can be cleared.
- The Possession Protection Officer or delegate must manage all rail traffic movements within the LPA and,
  - Signals to be passed at STOP within the LPA must be passed in accordance with NSG 608 Passing signals at STOP.
  - In addition to the Possession Protection Officer or delegate, the Driver or pilot must get authority from the Signaller to pass an Absolute Signal at STOP to enter or within the limits of the LPA.
  - The Driver or pilot must get authority from the Possession Protection Officer or delegate to pass a Permissive Signal at STOP within the limits of the LPA.
- The PPO, Signaller and TMS Operator must confer and come to a clear understanding of the movements to be made and must make sure all points are correctly set, and the required authority is given for each movement.
- Authorise the test trains to run in both the Up and Down directions within the possession area as required.

FOR THE INFORMATION OF EMPLOYEES AND NOT FOR PUBLICATION

During the testing, wherever possible Drivers should operate the test trains from the leading carriage in the direction of travel.

If a propelling movement is required as part of the testing, the movement must be conducted in accordance with NTR 424.

Note: A Special Proceed Authority (SPA) will not be required for a wrong direction movement within the limits of the LPA.

ENGINEERING WORK

During the possession, NO fixed worksites, work trains or track vehicles will be permitted to traverse or occupy the Up and Down Cronulla lines between Sutherland and Cronulla (unless associated with the testing) within the possession area.

No persons other than those associated with the train testing are permitted within the possession area.

SYDNEY, 26 NOVEMBER 2026 DIRECTOR NETWORK STANDARDS, SYSTEMS & QUALITY SYDNEY TRAINS

Returned to Controlling Manager: Date: ..... Signed: .....

(Cut along this line and forward the detached receipt to your Controlling Manager)

To Controlling Manager: Date: ..... Signed: .....

Received SAFE Notice No. 246 – 2026 Date: ..... Signed: .....

Name (print): ..... Location: .....

(Controlling Manager to retain this Acknowledgement of Receipt of the SAFE Notice for record purposes for 90 days)

FOR THE INFORMATION OF EMPLOYEES AND NOT FOR PUBLICATION