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weekly notice

Monday, 01 September 2025

Sunday, 07 September 2025

RailSafe



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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>
37	08/09/2025 – 14/09/2025	12/08/2025
38	15/09/2025 – 21/09/2025	19/08/2025
39	22/09/2025 – 28/09/2025	26/08/2025

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.¹

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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MINTO (SOUTH) – ATRICS CONTROL AND SIGNAL ALTERATIONS

Commencing at 0200 hours on **Saturday, 13 September 2025** and continuing until 0200 hours on Monday, 15 September 2025, the following work will be carried out:

Control of Minto Interlocking will be upgraded to ATRICS control and transferred from Campbelltown Signal Box to the Glenfield Panel at the ROC.

The following Down Signals will be altered:

Signal	Alteration
MO1	Accept sign removed, YL/EYL sign installed and signal post telephone removed
MO3	Signal post telephone removed
31.7	EYL/YL sign installed and signal post telephone removed
32.5	Signal post telephone removed
33.1	Accept sign removed

The following Up Signals will be altered:

Signal	Alteration
30.8	EYL/YL sign installed and signal post telephone removed
MO4	Signal post telephone removed
MO6	Signal post telephone removed
MO8	Accept sign removed, YL/EYL sign installed and signal post telephone removed
32.0	Signal post telephone removed
32.6	Signal post telephone removed
33.0	EYL/YL sign installed and signal post telephone removed

The following Points & EOL will be altered:

Points & EOL	Alteration
51A, 51B and 51 EOL	Renamed to MO51A, MO51B and MO51 EOL respectively
52A, 52B and 52 EOL	Renamed to MO52A, MO52B and MO52 EOL respectively

ROC

- Area Controllers are to refer to the Glenfield Panel User Requirements document for the listed changes.

DTRS

- The DTRS boundary between Glenfield and Campbelltown Panels will be relocated from approximately 47.800km to 51.500km.

Telephones

- Retained telephones at MO51 EOL & MO52 EOL will be redirected to the Glenfield Panel at the ROC.

Campbelltown Signal Box

- Signal push buttons and points switches associated with control of Minto interlocking will be removed.
- Area Controllers are to refer to the Campbelltown Panel User Requirements document for the listed changes.

MO1 Signal Operation

- As per the existing arrangement, if MO52 points are lying in the reverse position, MO1 signal will conditionally clear when an approaching train has been proven to have sufficiently reduced its speed.
- MO1 signal repeater will display a steady red indication until MO1 signal shows a proceed indication.

Override Facility

- The override facility currently provided to allow Minto to set and auto-reclear signal routes on the Down Main and Up Main in the event of a communication link failure between Campbelltown Signal Box and Minto will be permanently removed.

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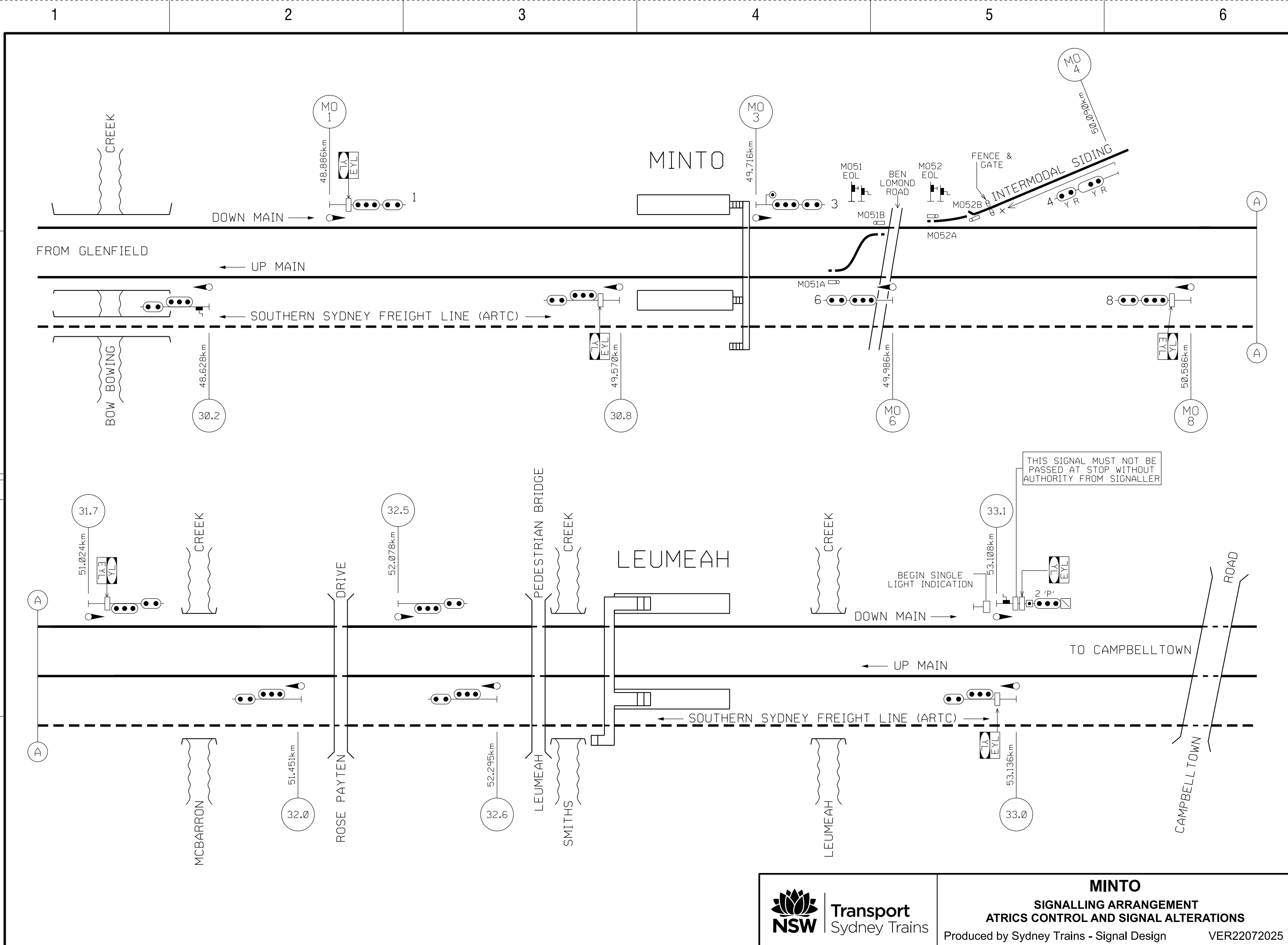
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BLACKTOWN – SPEED SIGN CHANGES

On **Friday, 5 September 2025**, the following speed sign changes will take place on the Up Suburban Line:

- X40 speed sign at 35.895km will be uncrossed and commissioned into use
- existing X25 at 35.895km will be removed.

The TOC will be updated as follows:

Section 2d

Homebush - St Marys

	KILO-MET-RAGE	DOWN			UP		
		General	Medium	High	General	Medium	High
	Suburban Lines						
	34.874	Blacktown					
Existing	35.000	80	115	115	..	..	..
Existing	35.747	..	..	..	70	100	100
Existing	35.830	X25	..	..	319A Pts ⬇️		
Amend	35.895	318B Pts			X25	..	..
To Read	35.893	318B Pts			X40	..	..
	38.592	Doonside					
	40.905	Rooty Hill					
Existing	41.226	..	..	..	80	115	115
Existing	42.537	..	..	..	75	115	115
	43.291	Mt Druitt					
	⬇️ Down Sign on Up Suburban						
	⬆️ Up Sign on Down Suburban						

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WENTWORTH FALLS (WEST): UPGRADE OF FRAME C AND D TO POWER OPERATION

Commencing at 0200 hours on **Saturday, 6 September 2025** and continuing until 0200 hours on Monday, 8 September 2025, the following work will be carried out:

- Wentworth Falls Frame C and Frame D emergency crossovers will be reinstated as locally controlled power operated points WFC and WFD.

The following changes will take place as part of this work:

Signals

- Signals 62.3 and 63.8 will have the marker light aligned vertically with the main signal head and the 'A' light will be brought into use
- Signs will be brought into use at signals 62.3 and 63.8

WHEN DIRECTED TO PASS THIS
SIGNAL AT STOP DRIVER MUST
PROCEED AT RESTRICTED SPEED AND
BRING THEIR TRAIN TO A STAND WELL
CLEAR OF CROSSOVER AND MUST
NOT RESTART UNTIL SATISFIED THAT
IT IS SAFE TO DO SO

Upgrade of Frame C and Frame D

- WFC and WFD Points will be connected for Power Operation.
- Releasing Unit CD, Controlling Unit C and Controlling Unit D will be provided for local operation of WFC and WFD Points.
- EOLs of the Fortress Key type will be provided on the side of 63.4 location for Emergency Operation of WFC and WFD points.

Points Indicators

- New colour light points indicators CD1, CD3, CD4 and CD6 will be provided.

Signal Box Alterations

- Katoomba ATRICS Workstation will be altered to reflect new arrangement at later date.

Instructions for Releasing WFC Points and WFD Points

Taking the release for Frames C and D will immediately return signals 62.3 and 63.8 to Stop.

Taking Release:

- Ensure no rail traffic is approaching or traversing Points, or any approaching traffic is brought to a stand before the points.
Releasing Unit CD includes indicators to show the approach tracks unoccupied.
- Turn the Release switch from Normal to Reverse
- 'Normal' light will extinguish

If there is rail traffic in the approaches, a five-minute timer must elapse before points can be operated. During this time, the 'Reverse' light will flash.

If there is no rail traffic in the approaches, or the five-minute timer has elapsed, the 'Reverse' light will show a steady indication.

Points can now be controlled using Control Unit.

Restoring Release:

- Ensure no rail traffic is approaching or traversing Points.
- Ensure both Points are in the Normal Position
- Turn the Release switch from Reverse to Normal
'Reverse' light should extinguish and 'Normal' light will illuminate.
Release is now restored.

Instructions for Operating WFC Points and WFD Points

Operating the Points control switches will return signals 63.4 and 63.7 to Stop. As long as the tracks beyond these signals are clear, the signals will clear again when the Points switches are set and the points detected for moves that will pass 63.4 or 63.7.

Operating Points:

- Ensure no rail traffic is approaching or traversing Points.
- Ensure 'Control Available' light is illuminated. This requires the release is Reverse and the other set of points is Normal.
- Turn Points control switch to 'Free' position.

Points indicators will revert to STOP

- Free light flashes during release timer
- When free light becomes steady, turn Points control switch to required position, Normal or Reverse.
- Once Points Control switch is turned:
 - 'Transit' light will illuminate
 - 'Free' light will extinguish
- When Points have driven, 'Transit' light will extinguish, and 'Normal' or 'Reverse' light will illuminate.
- Points indicators will display a WHITE ARROW for the selected direction.
- Rail traffic can be authorised to traverse the Points.
- Leave Points control switch in Normal or Reverse position while rail vehicles are traversing Points.
- Points must be returned to Normal position before restoring the release.

A Driver's Diagram showing the new signalling arrangements appears in this weekly notice.

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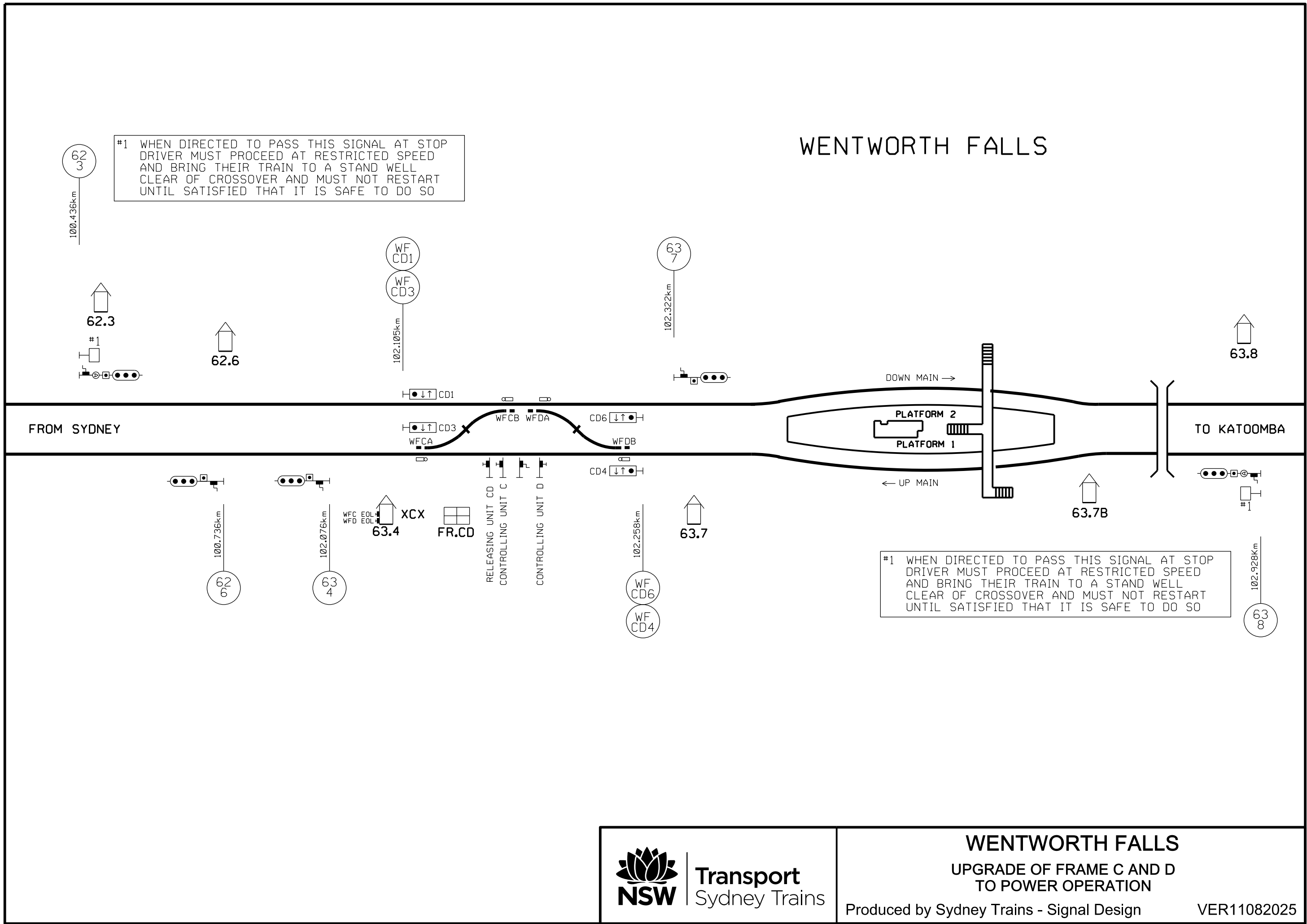
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WENTWORTH FALLS

#1 WHEN DIRECTED TO PASS THIS SIGNAL AT STOP DRIVER MUST PROCEED AT RESTRICTED SPEED AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF CROSSOVER AND MUST NOT RESTART UNTIL SATISFIED THAT IT IS SAFE TO DO SO

#1 WHEN DIRECTED TO PASS THIS SIGNAL AT STOP DRIVER MUST PROCEED AT RESTRICTED SPEED AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF CROSSOVER AND MUST NOT RESTART UNTIL SATISFIED THAT IT IS SAFE TO DO SO



Transport
Sydney Trains

WENTWORTH FALLS

UPGRADE OF FRAME C AND D
TO POWER OPERATION

Produced by Sydney Trains - Signal Design

VER11082025

BOMBO (ILLAWARRA) – BOMBO 44.6 REPEATER SIGNAL CORRECTION

On **Sunday 14 September 2025**, the following work will be carried out:

- 44.6 Repeater Signal at Bombo will be altered to give the correct indication in accordance with the network rules. Two horizontal white lights indicates that 44.6 signal is at STOP. Two vertical white lights indicates that 44.6 signal is displaying a proceed indication.

VER29072025

Andrew Allison

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KIAMA - BERRY: (ILLAWARRA) HARLEY HILL ROAD (137.518KM) LEVEL CROSSING UPGRADE

Commencing at 0200 hours on **Saturday, 20 September 2025** and continuing until 0200 hours on Monday, 22 September 2025, the following work will be carried out:

The existing passive protection at Harley Hill Road level crossing will be upgraded with the installation of Type "F" flashing lights, warning bells and half boom barriers.

The level crossing warning equipment and its operation will be automatically controlled by the approach of trains in both the Down and Up directions.

A Manual Operation switch and an Emergency Switch box will be provided on the side of the level crossing location. Housed within the Emergency Switch box will be a Master Emergency switch, Country Side Boom switch and a Sydney Side Boom switch. The keys for the emergency switches will be held at the SM's office at Berry.

The signal control panel at Berry will be altered to reflect the new arrangements for Harley Hill Rd level crossing and associated track circuit changes.

A diagram showing the new signalling arrangements appears in this weekly notice.

VER08082025

DD VER23032020

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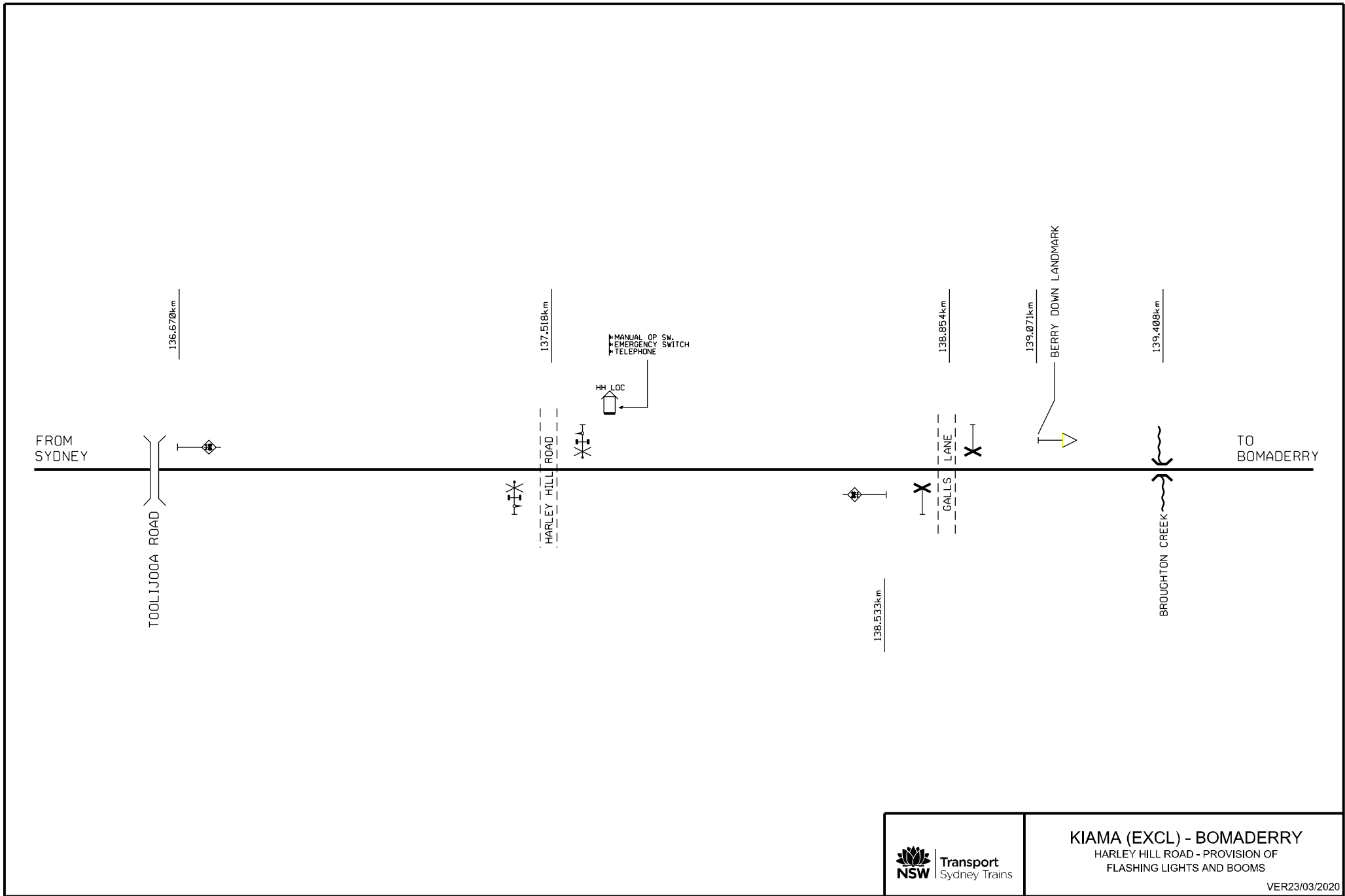
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MEDLOW BATH – TOC UPDATE

On **Monday, 1 September 2025** the TOC will be updated to reflect trackside locations of the following speed signs at Medlow Bath.

No changes to take place on site.

Location of Speed Signs

	KILOM- ETRA GE	DOWN			UP		
		GENERAL	MEDIUM	HIGH	GENERAL	MEDIUM	HIGH
Existing	115.803	MEDLOW BATH					
Remove	116.200	65	65	70	..	..	..
Amend	116.219	..	..	..	80	80	80
To Read	116.220	65	65	70	80	80	80
Existing	116.853	55	55	60	65	65	75
Existing	117.243	75	75	80	55	55	60
Existing	119.467	60	60	65	75	75	80
Existing	120.724	BLACKHEATH					

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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
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

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
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	05/12/24

STATUS OF PERMANENT SAFE NOTICES

<i>Number</i>	<i>Title</i>	<i>Issued</i>	<i>Effective</i>
009 – 2025	Transition of NSW TrainLink Operations to Sydney Trains	22/05/25	01/06/25
004 - 2025	New Trackside Signage associated with Digital Systems Train Testing	23/02/25	23/02/25
007 - 2025	Use of Signal Key Switches	16/04/25	29/04/25
008 - 2025	Permanent Safe Notices Cancelled & Withdrawn in conjunction with Network Rules Amendments	16/04/25	04/05/25
010 - 2025	OSP 6 Right of Way procedure for Station Staff and On-board train repeaters	26/06/25	30/06/25

Steve Swanson

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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

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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**

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Thursday, 21 August 2025