

# SAFETY ALERT

ARTC NSW No. 59



Issued 02/07/12

## **Southern Sydney Freight Line (SSFL) and Metropolitan Freight Network (MFN) Shared Rail Corridor Network Rules and Procedures**

**THIS SAFETY ALERT CANCELS AND WITHDRAWS SAFETY ALERT ARTC NSW No. 56 ISSUED ON THE 7TH JUNE 2012.**

**This information has been prepared to inform ARTC employees, contractors and other affected industry stakeholders about the upcoming exceptions to Network Rules and Procedures on the Southern Sydney Freight Line (SSFL) and Metropolitan Freight Network (MFN), ARTC and RailCorp shared rail corridor.**

ARTC will commission the Southern Sydney Freight lines (SSFL) from 24 June 2012.

ARTC will take-up the lease and licence of the Metropolitan Freight Network (MFN) from 5 August 2012.

To ensure a consistent approach to Safeworking and the application of Network Rules and Network Procedures ARTC and RailCorp have agreed to the following variations.

With the above changes there will be changes to several Rules and Procedures in this area.

### **ANWT 304 Track Occupancy Authority and ANPR 701 Using a Track Occupancy Authority**

To align the ARTC Rule and Procedure with the RailCorp Rule and Procedure, it will not be possible to obtain a "Verbal Track Occupancy Authority" in these areas. Therefore all Track Occupancy Authorities issued by ARTC will require the compilation of a form (ANRF 002B).

In exception to the requirement in ANWT 304 page 4, Authorisation, Attended locations and ANPR 701 page 3, Obtaining a Track Occupancy Authority, Network Controllers, Network Control Officers and Protection Officers must compile a Track Occupancy Authority form (ANRF 002B) when a Track Occupancy Authority is wholly within the yard limits of an ARTC attended location.



## Australian Rail Track Corporation Ltd

### **ANWT 308 Controlled Signal Blocking**

In exception to the requirement in ANWT 308 page 2, General and to align the ARTC Rule with the RailCorp Rule, when requesting Controlled Signal Blocking, Protection Officers must make sure that:

- two consecutive controlled signals can be set at STOP with blocking facilities applied, or
- an ESML handle can be removed to exclude rail traffic, or
- one controlled signal can be set at STOP with blocking facilities applied, and
  - a set of points can be secured to prevent access,
  - or
  - an easily-reached safe place is available and a Lookout is provided.

### **NWT 310 Lookout Working**

To align the RailCorp Rule with the ARTC Rule, RailCorp will not use Lookout Working during hours of darkness.

Lookout Working must be only used where the visibility conditions allow clear sighting of rail traffic (terrain, fog, heavy rain or dust may restrict visibility).

Protection Officers when requesting Lookout Working must make sure that:

- work in the Danger Zone using the Lookout Working method must be done in daylight hours for 2 hours only, and
- if the work is to continue beyond this time, it is to be treated as a new application.

### **ANPR 705 Removing 1500V Supply**

To align the ARTC Procedure with the RailCorp Procedure:

The Procedure has been amended to include the RailCorp 1500V Supply Removed form, SMS-06-FM-0606 Advice 1500 Volt Supply Removed.

**Note:** The switching and removal of the 1500V supply will still be performed by staff in the RailCorp Electrical Operating Centre.

### **ANPR 714 Removing 1500v Supply in unplanned situations**

This aligns the ARTC Procedure with the RailCorp requirements.

This Procedure has been amended to include the RailCorp 1500V Supply Removed form, SMS-06-FM-0606 Advice 1500 Volt Supply Removed.

**Note:** The switching and removal of the 1500v supply will still be performed by staff in the RailCorp Electrical Operating Centre.

### **Safeworking Competencies**

With ARTC and RailCorp controlling adjoining lines on some sections of the shared corridors in the SSFL / MFN, it will be necessary for ARTC employees /contractors to access the RailCorp Corridor and in some instances, the RailCorp Danger Zone. Similarly, RailCorp employees /contractors may need to access the ARTC Danger Zone.

Rail Safety Worker Cards and RISI cards issued by either ARTC or RailCorp will be recognised for work being performed on the SSFL, MFN and adjoining RailCorp track.

The above exceptions are summarized in the following table:

**ADDITIONAL REQUIREMENTS**

<b>RAILCORP</b>	<b>ARTC</b>
<p><b>NWT 304</b> NIL</p>	<p><b>ANWT 304</b> A Track Occupancy Authority form (ANRF 002B) must be compiled when a Track Occupancy Authority is wholly within the yard limits of an ARTC attended location.</p>
<p><b>NWT 308</b> NIL</p>	<p><b>ANWT 308</b></p> <ul style="list-style-type: none"> <li>• two consecutive controlled signals can be set at STOP with blocking facilities applied, or</li> <li>• an ESML handle can be removed to exclude rail traffic, or</li> <li>• one controlled signal can be set at STOP with blocking facilities applied, and               <ul style="list-style-type: none"> <li>• a set of points can be secured to prevent access</li> <li>or</li> <li>• an easily-reached safe place is available and a Lookout is provided.</li> </ul> </li> </ul>
<p><b>NWT 310</b></p> <ul style="list-style-type: none"> <li>• Work in the Danger Zone using the Lookout Working method must be done in daylight hours only, for a maximum of two (2) hours, and</li> <li>• if the work is to continue beyond this time, it is to be treated as a new application.</li> </ul>	<p><b>ANWT 310</b> NIL</p>

### **Who will be affected by these changes?**

- ARTC Network Control staff who may be required to participate in the switching of the 1500v power supply need to be aware of the updated requirements in the procedures
- RailCorp staff who may be required to participate in the switching of the 1500v power supply need to be aware that their activities must be co-ordinated with the ARTC Network Control Centre South
- ARTC staff need to be aware of the prohibition of a Verbal Track Occupancy Authority
- RailCorp staff need to be aware on the prohibition of Lookout Working in hours of darkness or low visibility
- RailCorp staff need to be aware of the additional requirement to re-apply for Lookout Working after 2 hours
- ARTC staff need to be aware of the additional requirement for 2 signal protection or 1 signal and set of points secured to prevent access or a Lookout is provided during a CSB.

### **Will Briefing sessions be conducted?**

Yes, briefing sessions will be set up and conducted by representatives from RailCorp and ARTC.

A timetable with locations will be issued shortly to ensure that people who work in the affected area can receive a briefing.

### **Will a SAFE Notice be issued?**

Both ARTC and RailCorp will issue SAFE Notices to cover the altered Rules and Procedures. These will be available on their respective websites.

### **What if I still have questions?**

ARTC staff can contact the National Rules Manager whilst RailCorp staff can contact the Network Rules Unit.

# SAFE Notice 2018 008

## Permanent

THIS PERMANENT SAFE NOTICE CANCELS AND REPLACES PERMANENT SAFE NOTICE 020 – 2017 DUE TO EXPIRY

### **SHARED CORRIDOR PROTOCOLS – METROPOLITAN FREIGHT NETWORK (MFN) – SOUTHERN SYDNEY FREIGHT LINE (SSFL)**

From Sunday, 10 June until Sunday, 9 December 2018

#### **METROPOLITAN FREIGHT NETWORK (MFN)**

In July 2014, ARTC assumed the signalling control function of Marrickville to Enfield South (exclusive) section of the MFN.

- The Train Control function is performed by the ARTC Network Control Centre South (Junee)
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ARTC Network Control Boundaries:

- Botany (inclusive) to Enfield South (exclusive)
- Enfield (inclusive) to Flemington South Junction (exclusive), Chullora Jct, Enfield West (inclusive) to Leightonfield (inclusive) and Sefton Park Junction (exclusive).

#### **SOUTHERN SYDNEY FREIGHT LINE (SSFL)**

In December 2012, operations commenced on the ARTC SSFL from Enfield West exclusive to Macarthur. Train movements on this section of the SSFL are controlled by the ARTC Network Control Centre South (Junee).

Consistent with existing ARTC requirements, Sydney Trains staff must contact the ARTC Network Controller at Junee prior to entering the Rail Corridor immediately adjacent to the ARTC track within the SSFL.

#### **SAFeworking COMPETENCIES**

With Sydney Trains and ARTC controlling adjoining lines on some sections of the shared Rail Corridor in the MFN and SSFL, it may be necessary for ARTC employees / contractors to access the Sydney Trains Rail Corridor and in some instances, the Sydney Trains Danger Zone. Similarly, Sydney Trains employees / contractors may need to access the ARTC Danger Zone.

Transport for NSW Rail Safety Worker (RSW) cards including RISI cards, held by Sydney Trains and NSW Trains personnel and contractors, and RSW cards, Rail Industry Worker (RIW) cards and RISI cards recognised by ARTC are mutually recognised by both parties for any work that is performed in Enfield, on the MFN, SSFL and the adjoining Sydney Trains track.

Rail Safety Workers engaged to undertake work on behalf of ARTC on the SSFL / MFN must have a current Rail Industry Worker card issued by an ARTC accredited Card Issuing Body.

## **SHARED CORRIDOR PROTOCOLS – NETWORK RULES AND NETWORK PROCEDURES**

With ARTC commissioning the Southern Sydney Freight Line (SSFL) and Metropolitan Freight Network (MFN), ARTC and Sydney Trains have developed shared corridor protocols to facilitate rail operations on both networks, due to the minor differences to their respective Network Rules and Network Procedures.

The shared corridor protocols detailed in this Safe Notice apply to all tracks, both ARTC and Sydney Trains, within the following boundaries:

- MFN – Enfield Junction to Marrickville Junction
- SSFL – Macarthur to Sefton Park Junction

The shared corridor protocols were designed to provide a consistent application of work on track methods in the rail corridor where the SSFL and MFN run adjacent to Sydney Trains' lines.

To simplify the implementation and application of the Network Rules in these areas, Sydney Trains and ARTC agreed to the following variations:

### **NWT 304 TRACK OCCUPANCY AUTHORITY AND NPR 701 USING A TRACK OCCUPANCY AUTHORITY**

To align the ARTC rule with the Sydney Trains rule, it will not be possible to obtain a “Verbal Track Occupancy Authority”.

### **NWT 308 ABSOLUTE SIGNAL BLOCKING AND NPR 703 USING ABSOLUTE SIGNAL BLOCKING**

To align the ARTC rule with the Sydney Trains rule, when requesting Absolute Signal Blocking, Protection Officers must make sure that:

- Two consecutive controlled signals can be set at STOP with blocking facilities applied, or
- One controlled signal can be set at STOP with blocking facilities applied, and
  - removal of an ESML/EOL key, or
  - A set of points can be secured to prevent access, or
  - An easily-reached safe place is available and a Lookout provided.

### **NWT 310 LOOKOUT WORKING**

To align the Sydney Trains rule with the ARTC rule, Sydney Trains will not use Lookout Working during hours of darkness. Lookout Working must only be used where the visibility conditions allow clear sighting of rail traffic (terrain, fog, heavy rain or dust may restrict visibility).

Protection Officers, when requesting Lookout Working, must make sure that:

- Work in the Danger Zone using the Lookout Working method must be done in daylight hours only, for a maximum of two (2) hours. If access for additional time is required, this must be treated as a new request.

### **NPR 705 REMOVING 1500V SUPPLY**

The ARTC have amended this procedure to include the Sydney Trains Advice 1500V Supply Removed/Restored form (FM-0606).

## **NPR 714 REMOVING 1500V SUPPLY IN UNPLANNED SITUATIONS**

The ARTC have amended this procedure to include the Sydney Trains Advice 1500V Supply Removed/Restored form (FM-0606).

### **USE OF FORMS**

ARTC will apply Sydney Trains Network Rules and Procedures including utilising Sydney Trains forms when required.

In exception to Sydney Trains Network Rules and Procedures,

- ARTC will advertise Local Possession Authority (LPA) in a Train Alteration Advice (TAA)
- ARTC will record Network Incident Notices (NIN) on a Train Control Report (TCR)

**SYDNEY, 31 MAY 2018**

**DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS**

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



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

To Controlling Manager: .....

Received SAFE Notice No. 008 – 2018    Date: .....    Signed: .....

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

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