

# SAFE Notice 2023

293

## ALTERNATIVE BLOCKING ARRANGEMENTS AT MT VICTORIA INTERLOCKING

From 2200 Friday, 22 December 2023 the following Safeworking arrangements will apply.

**In conjunction with Operational Instruction OI N 23-01 the following alternative arrangements will apply in the Mt Victoria interlocking until further notice.**

### **Block working of rail traffic**

If it is necessary to block work rail traffic on the Up Main line beyond the Mt Victoria interlocking, in addition to the application of blocking at Mt Victoria, the block working section must be established and maintained between Newnes Junction and Katoomba. The signaller must apply and maintain blocking facilities to signals at the entry to the block working section at Newnes Junction until rail traffic has arrived clear at Katoomba.

If it is necessary block work rail traffic on the Down Main line beyond the Mt Victoria interlocking, in addition to the application of blocking at Mt Victoria, the block working section must be established and maintained between Katoomba and Newnes Junction and the signaller must apply and maintain blocking facilities to signals at the entry to the block working section at Katoomba until rail traffic has arrived clear at Newnes Junction.

### **Work on track authorities and methods using Controlled Absolute signals, or Activities associated with in-service rail traffic.**

If it is necessary to implement a Work on track authority or method, or to protect activities associated with in-service rail traffic on the Up Main line for a worksite between MV 78 and the Yard limits at Katoomba, in addition to placing protecting signals at STOP with blocking facilities applied, the signaller must:

- Arrange for signal NJ 8 and NJ 10 signals at Newnes junction to be placed at STOP with blocking facilities applied, and
- arrange for the Protection Officer to clip and lock points in the Mt Victoria interlocking to prevent entry to the authority limits, worksite, or activity location.

If it is necessary to implement a Work on track authority or method, or to protect activities associated with in-service rail traffic on the Down Main line for a worksite between MV 1 and the Yard limits at Newnes Junction, in addition to placing protecting controlled absolute signals at STOP with blocking facilities applied, the Signaller must:

- arrange for signals KT 17 and KT 19 at Katoomba to be placed at STOP with blocking facilities applied, and

- arrange for the Protection Officer to clip and lock points in the Mt Victoria interlocking to prevent entry to the authority limits, worksite, or activity location.

If protection is to be implemented for work within Mt Victoria yard, in addition to Controlled absolute signals being placed at stop with blocking facilities applied, the Signaller must arrange for the Protection Officer to clip and lock points to prevent entry to worksite.

**Work Protecting Conditions Affecting the Network or restraining rail traffic.**

If it necessary to use controlled absolute signal at STOP at Mt Victoria to protect a Condition Affecting the Network, or to restrain rail traffic at a controlled absolute signal, in addition to the protecting signals being placed at stop with blocking facilities applied, a written CAN form must be issued to the Driver or Track Vehicle Operator in accordance with *NGE 206 Condition affecting the network*.

**SYDNEY, 22 DECEMBER 2023      DIRECTOR NETWORK STANDARDS, SYSTEMS & QUALITY SYDNEY TRAINS**

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



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