

SAFE Notice *2023*

005

Permanent

CONTROL OF THE COUNTRY RAIL NETWORK (CRN) BY UGL REGIONAL LINX (UGLRL)

From Saturday, 26 August 2023 until Sunday, 25 February 2024 this Permanent SAFE Notice cancels and replaces:

- Permanent SAFE Notice 002 – 2023 due to expiry.

The following arrangements will apply in lieu of instructions relating the interface in NLA 212 Penrith – Wallerawang and will apply for a period to be determined.

Sydney Trains – CRN Interface Boundaries

The Network Control boundaries between the CRN and Sydney Trains territories define the location for Network Controller responsibilities.

| <i>Line</i> | <i>limits</i> | <i>Sydney Side</i> | <i>Country Side</i> |
|-------------|---------------|----------------------------|-----------------------------|
| Down | Signal WG1 | Signaller Lithgow Yard Box | CRN Network Control Officer |
| Up | Signal 166.8 | Signaller Lithgow Yard Box | CRN Network Control Officer |

Application of Network Rules

| <i>Line</i> | <i>Limits</i> | <i>Network Rules</i> |
|-------------|------------------------------|----------------------|
| Down Main | Country Side of WG1 Signal | CRN |
| | Sydney Side of WG1 Signal | Sydney Trains |
| Up Main | Country Side of 166.8 Signal | CRN |
| | Sydney Side of 166.8 Signal | Sydney Trains |

On the Sydney side of Signal WG1 on the Down Main line and on the Up Main up to and including Signal 166.8, all work on track authorities, proceed authorities and special working must be authorised by the responsible Sydney Trains Signaller or Network Controller.

Advice of train departure

In the Up direction, the CRN Network Control Officer will advise the Sydney Trains Network Controller prior to a departure of rail traffic from Rydal and Baal Bone.

In the Down direction, the Sydney Trains Network Controller will advise the CRN Network Control Officer prior to a departure of rail traffic from Lithgow Coal Stage.

Work on Track

All work on track authorities on the Down Main line on the Sydney side of Signal WG1 and on the Up Main line on the Sydney side of Signal 166.8 must be authorised by the Sydney Trains Network Controller.

Local Possession Authority (LPA)

CRN only LPA

| <i>Line</i> | <i>Limits</i> |
|-------------|-----------------------------|
| Down Main | Country side of 97.1 signal |
| Up Main | Sydney side of 166.8 |

Down Main line

CRN must advise Sydney Trains in advance of the request to implement an LPA on the country side of Signal 97.1 and be implemented in accordance with the Sydney Trains Network Rules and Procedures.

CRN and Sydney Trains will advertise possessions on a STN and CTN respectively.

CRN must request Sydney Trains Engineering and Maintenance to make arrangements for 97.1 signal to be maintained at STOP and booked out of use for the duration of the LPA.

Up Main line

CRN must advise Sydney Trains in advance of the request to implement an LPA on the Sydney side of Signal 166.8 and be implemented in accordance with the Sydney Trains Network Rules and Procedures.

CRN and Sydney Trains will advertise possessions on a STN and CTN respectively.

Sydney Trains will request that Signal 166.8 is maintained at STOP and booked out of use for the duration of the LPA.

Sydney Trains only LPA

| <i>Line</i> | <i>Limits</i> |
|-------------|-----------------------------|
| Down Main | Sydney side of WG1 signal |
| Up Main | Sydney side of 166.8 signal |

Sydney Trains will advertise the possession on a Special Train Notice (STN).

Where the limits of an LPA extend to Signal 166.8 on the Up Main line, Sydney Trains will request that Signal 166.8 is maintained at STOP and booked out of use for the duration of the LPA.

Sydney Trains – CRN back to back LPA

| <i>Line</i> | <i>Limits</i> |
|-------------|---------------|
| Down Main | WG1 signal |
| Up Main | 166.8 signal |

CRN and Sydney Trains will advertise possessions on STN and CTN respectively.

Where a back to back possession is implemented, the following instructions will apply:

- Worksites and rail vehicles that need to move from Sydney Trains territory to CRN territory are authorised and supervised by the CRN Possession Protection Officer.
- Worksites and rail vehicles that need to move from CRN territory to Sydney Trains territory are authorised and supervised by the Sydney Trains Possession Protection Officer.

Track Occupancy Authority (TOA)

Down Main line

The Sydney Trains Network Controller is responsible for authorising a Track Occupancy Authority on the Down Main line on the Sydney side of Signal WG1.

The Signaller at Lithgow Yard Box is responsible for issuing and protecting a TOA on the Down Main line on the Sydney side of Signal WG1.

Up Main line

The Sydney Trains Network Controller is responsible for authorising a Track Occupancy Authority on the Up Main line on the Sydney side of Signal 166.8.

The Signaller Lithgow Yard Box is responsible for issuing a TOA on the Up Main line on the Sydney side of Signal 166.8.

The Signaller Lithgow Yard Box must confer with the CRN Network Control Officer and the Protection Officer. The Signaller Lithgow Yard Box must obtain an assurance from the CRN Network Control Officer that protecting signals are at STOP with blocking facilities applied prior to issuing the TOA. The Signaller Lithgow Yard Box must make sure that the CRN Network Control Officer has a copy of the TOA form.

Track Work Authority (TWA)

Down Main line

The Sydney Trains Network Controller is responsible for authorising a Track Work Authority on the Sydney side of Signal WG1.

The Signaller at Lithgow Yard Box is responsible for issuing a TWA on the Down Main line on the Sydney side of Signal WG1.

The Signaller Lithgow Yard Box is responsible for protecting the TWA on the Down Main line where the TWA is to be protected using Controlled Absolute Signals.

Up Main line

The Sydney Trains Network Controller is responsible for authorising a Track Work Authority on the Sydney side of Signal 166.8.

The Signaller Lithgow Yard Box is responsible for issuing a TWA on the Up Main line Sydney side of Signal 166.8.

A TWA on the Up Main line on the Sydney side of Signal 166.8 must only be protected in accordance with the Sydney Trains Network Rules and Procedures using Handsignallers only.

The Signaller Lithgow Yard Box must advise the CRN Network Control Officer details of the TWA.

Absolute Signal Blocking (ASB) and Route Control Blocking (RCB)

The Absolute Signal Blocking (ASB) and the Route Control Blocking (RCB) method of protection must not be used on the Up and Down lines Sydney side of Signal WG1 and Signal 166.8.

Lookout Working

Lookout Working on the Up and Down Main lines on the Sydney side of Signal WG1 and Signal 166.8 must be conducted in accordance with the Sydney Trains Network Rule and Procedure *NWT 310 Lookout Working* and *NPR 711 Using Lookouts*.

Activities associated with in service rail traffic

Activities associated with service rail traffic on the Up and Down Main lines the Sydney side of Signal WG1 and Signal 166.8 must be conducted in accordance with Sydney Trains Network Rule *NTR 432* and Network Procedure *NPR 750*.

If adjacent line protection for an activity associated with in-service rail traffic is required on the Up Main line on the Sydney side of Signal 166.8 the Signaller Lithgow Yard Box must request the CRN Network Control Officer to place Signal WG 6 and Signal WG 10 at STOP with blocking facilities applied.

Applying Blocking facilities

If it is necessary to place signals at STOP and apply blocking facilities to Signal WG 6 and Signal WG 10, the CRN Network Control Officer will provide the Signaller Lithgow Yard Box with a security code/s.

The Signaller Lithgow Yard Box must make a permanent record of the security code/s.

The Signaller Lithgow Yard Box must provide the security code/s to the CRN Network Control Officer when blocking facilities are no longer required.

Special Working

Special Proceed Authority (SPA)

Special Proceed Authorities (SPA) on the Down Main line on the Sydney side of Signal WG1 and on the Up Main line on the Sydney side of Signal 166.8 must be authorised and issued in accordance with *NSY 514 Special Proceed Authority*.

Down Main line

The Sydney Trains Network Controller will be responsible for authorising and issuing Special Proceed Authorities (SPA) on the Down Main line on the Sydney side of Signal WG1.

The Sydney Trains Network Controller must confer with the CRN Network Control Officer prior to issuing the authority and must make sure that the CRN Network Controller has a copy of the SPA form (NRF 005).

Up Main line

The Sydney Trains Network Controller will be responsible for authorising and issuing Special Proceed Authorities (SPA) on the Up Main line on the Sydney side of Signal 166.8.

The Sydney Trains Network Controller must confer with the CRN Network Control Officer prior to issuing the authority and must make sure that protecting signals have been placed at STOP with blocking facilities applied or conflicting rail traffic movements have been restrained. The Sydney Trains Network Controller must make sure that the CRN Network Control Officer has a copy of the SPA form (NRF 005).

Pilot Staff Working (PSW)

Pilot Staff Working (PSW) must not be implemented on the Up and Down Main lines on the Sydney side of Signal WG1 and Signal 166.8.

Manual Block Working

The Signaller Lithgow Yard Box and the CRN Network Control Officer must confer prior to dispatching rail traffic that may not effectively operate track circuits (must be block worked).

Manual Block Working on the Up and Down Main lines Sydney side of Signal WG1 and Signal 166.8 must be implemented in accordance with NSY 512 Manual Block Working.

Up Main line

If Manual Block Working is implemented on the Up Main line on the Sydney side of Signal 166.8, the Signaller Lithgow Yard Box must obtain an assurance from the CRN Network Control Officer that blocking facilities have been applied.

The Signaller Lithgow Yard Box must tell the CRN Network Control Officer when the rail traffic has arrived complete beyond Signal 97.0.

Down Main line

If Manual Block Working is implemented on the Down Main line on the Sydney side of Signal WG1, the CRN Network Control Officer must obtain an assurance from the Signaller Lithgow Yard Box that blocking facilities have been applied. The CRN Network Control Officer must tell the Signaller Lithgow Yard Box when the rail traffic has arrived complete beyond Signal WG1.

CAN Block Working

CAN Block Working must not be implemented on the Up and Down Main lines Sydney side of Signal WG1 and Signal 166.8.

Conditions affecting the Network (CAN)

If a Condition affecting the Network (CAN) is reported between Lithgow Yard Limits and Wallerawang Yard Limits, the CRN Network Control Officer and Signaller Lithgow Yard Box must notify each other.

The Signaller Lithgow Yard Box is responsible for issuing CAN warning on the Down Main line. Written CAN warnings must be issued on NRF 004 form.

The CRN Network Control Officer is responsible for issuing CAN warning on the UP Main line. Written CAN warnings must be issued on CNRF 004 form.

Removal and restoration of the 1500v supply

The removal and restoration of the 1500v supply on the Sydney side of Signal WG1 and Signal 166.8 must be conducted in accordance with the Sydney Trains Network Rules and Procedures.

The Sydney Trains Network Controller must coordinate the removal and restoration of supply. Prior to giving clearance for the removal of supply, the Sydney Trains Network Controller must confer with the CRN Network Control Officer and obtain the necessary assurances.

Passing Signals at STOP

All signals on the Sydney side of Signal WG1 on the Down Main line and all signals on up to and including Signal 166.8 on the Up Main line must be passed at STOP in accordance with Sydney Trains Network Rules and Procedures.

Placing Temporary Speed Signs

Temporary Speed restrictions on the Up and Down Main lines Sydney side of the property boundary 158.800km must be managed using Sydney Trains Temporary Speed signs and standards.

Temporary Speed restrictions on the Up and Down Main lines country side of the property boundary 158.800km must be managed using CRN Temporary Speed signs and standards.

The Warning signs of the respective networks may be used where there is insufficient distance between the property boundary and the speed restriction.

SYDNEY, 10 AUGUST 2023

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:.....

Received SAFE Notice No. 005 – 2023 Date:..... Signed:

Name (print): Location:

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