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Network Rules, Procedures and Forms amendments

This information has been prepared to give a summary of amendments to Network Rules, Network Procedures and Network Forms.

Network Rules amendments

NGE 204 Network communication

Changes to differentiate between the types of boxes used in forms i.e. check boxes, numbered boxes and assurance boxes.

NWT 300 Planning work in the rail corridor

A reference to 'a lack of trained workers' has been changed to 'a lack of Qualified Workers'.

The responsibilities of Protection Officers for briefing workers have been expanded to provide greater detail.

Several instances of the term 'adjacent line' have been replaced with the term's definition.

The responsibilities of Protection Officers for assessing safety workers have been expanded to include assessing the risk from road traffic.

Signal Key Switch (SKS) blocking has been added to the methods for work in the Danger Zone, and references for related Network Procedures added.

NWT 302 Local Possession Authority

Requirements and responsibilities related to coordinated worksites and Coordinating Protection Officers have been added.

The responsibilities of Protection Officers for briefing workers have been expanded to provide greater detail.

Requirements for protecting Local Possession Authority (LPA) limits have been amended to include:

- Signallers, if possible, preventing unauthorised rail traffic from exiting the LPA
- using possession limit markers
- extending the limits of an LPA
- managing intermediate access points.

Requirements for using worksite protection markers for protecting worksites have been added.

Requirements for protecting worksites within 500m of an LPA limit have been expanded to include:

- the use of the use of worksite protection markers

- prohibition on rail traffic associated with such worksites unless a Track Occupancy Authority (TOA) adjoining the limits has been authorised.

Requirements for protecting multiple worksites have been amended to include requirements for coordinated worksites, and the use of worksite protection markers and worksite delineation markers.

NWT 306 Track Work Authority

Protection Officer responsibilities have been amended to make them the only person to speak to Signallers and workers about protection arrangements.

The requirements for identifying a worksite's location have been amended:

- platforms are no longer valid reference features
- the end of a terminal line can be used as a reference feature.

The use of automatic signals to protect worksites has been changed:

- a Handsignaller at a signal may not be used for protection
- signal key switches and associated Handsignaller may be used for protection.

The placement of WORKSITE warning signs has been clarified.

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NWT 312 Infrastructure Booking Authority

Requirements for infrastructure being permanently removed have been added.

The requirements for compiling an Infrastructure Booking Authority (IBA) form now include the need to include details of using uncommissioned infrastructure.

NWT 320 Signal Key Switch Blocking

This new Network Rule prescribes the rules for working in the Danger Zone using Signal Key Switch Blocking.

NTR 400 Protecting rail traffic

Removed the requirement to place railway track signals to protect **rail traffic** outside the area bounded by Waterfall, Macarthur, Emu Plains and Cowan.

Existing instructions for protecting rail traffic within the area bounded by Waterfall, Macarthur, Emu Plains and Cowan will be extended to the entire Sydney Trains Network to ensure consistency of application.

NSY 512 Manual block working

Clarified that a clearance Handsignaller must be placed at the exit-end limit signal if the entire block to the first signal beyond cannot be seen to be clear.

Clarified the signals that must not be included on a CAN form as signals that can be passed at STOP.

Network Procedures amendments

NPR 700 Using a Local Possession Authority

Procedure now includes:

- the use of possession limit markers
- clarified instructions for clipping and locking intermediate points
- the use of possession limit markers, worksite protection markers and worksite delineation markers
- managing coordinated worksites

NPR 702 Using a Track Work Authority

The requirements for identifying a worksite's location have been amended:

- platforms are no longer valid reference features
- the end of a terminal line can be used as a reference feature.

The instructions for the Protection Officer confirming details from the Signaller have changed.

Instructions for keeping an automatic signal at stop include an option to use a signal key switch, and instructions have been added for operating a signal key switch.

NPR 712 Protecting work from rail traffic on adjacent lines

The glossary definition of the term 'adjacent line' has been included.

The use of Signal Key Switch (SKS) Blocking to protect adjacent lines has been added.

The demarcation fencing instructions define approved demarcation fencing, and include a description of using a dedicated worker to keep workers from straying out of their worksite.

NPR 713 Placing temporary speed signs

Temporary speed WARNING and INTERMEDIATE WARNING signs may no longer be black text on a yellow background.

NPR 720 Protecting rail traffic

Instructions for delayed rail traffic have been removed.

The use of railway track signals to protect disabled rail traffic is no longer required. A Qualified Worker must, where practicable, be used instead.

Instructions related to assisting rail traffic have been added.

Instructions for protecting obstructions have changed to allow a Signaller to give assurance that rail traffic has been prevented from approaching the affected portion of track instead of always requiring the use of track-circuit shorting clips.

Separate instructions are given for the use of railway track signals to protect obstructions.

NPR 725 Using a large pilot staff and NPR 726 Using half pilot staffs

An *NRF 011 Worksite Warning form* is now required to be used if there are more than six worksites in the affected portion of track. The previous limit was two worksites.

NPR 753 Using Signal Key Switch Blocking

This new Network Procedure gives instructions for using the Signal Key Switch Blocking method of work on track.

NPR 754 Using a signal key switch

This new Network Procedure gives instructions for using signal key switches.

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Network Forms amendments

If appropriate, in each of the Network Forms:

- instructions have been added for numbering forms
- the term 'Train Controller' has been replaced by 'Network Controller'
- the term 'check box' has been replaced by 'numbered box'.

NRF 000 General information about Network Forms

Changes to differentiate between the types of boxes used in forms i.e. check boxes, numbered boxes and assurance boxes.



NOTE

These changes are reflected in each amended Network Form.

A reference to 'Train Controller' has been changed to 'Network Controller'.

NRF 003 Infrastructure Booking Authority (IBA)

Details must be provided for using uncommissioned infrastructure.

The requirement to include the date that booking-out was advertised has been removed.

People attesting to the booking-out or booking-in of infrastructure or the use of uncommissioned infrastructure must now record their depot/contact No. or location/panel, and are no longer required to sign the form.

NRF 004 Condition Affecting the Network (CAN)

The signals at STOP instructions have been reworded for additional clarity.

NRF 005 Special Proceed Authority (SPA)

The term 'Train Controller' has been replaced by 'Network Controller'.

There have been non-substantial changes to improve clarity.

NRF 008 Pilot Staff Notice (PSN)

The form has been restructured and amended:

- to make the form easier to compile
- to include details of up to six worksites on the adjacent line.

NRF 010 Pilot Staff Working Introduction

The form has been restructured and amended to make the form easier to compile.

NRF 011 Worksite Warning

The number of worksites in a pilot staff working section above which this form must be issued has changed from two to six.

The form has been restructured and amended to make the form easier to compile.

NRF 013 Temporary Rail Bond Approval

The form has been restructured and amended to make the form easier to compile.

The requester and approver must now enter the time and date they requested or approved the temporary rail bond.

NRF 014 Worksite protection pre-work briefing

The Workplace Supervisor role replaces the Site Supervisor role, and more detailed instructions for the Workplace Supervisor have been added.

NRF 015 Worksite Protection Plan

The Workplace Supervisor role replaces the Site Supervisor role.

A new form, *NRF 015D Worksite Protection Plan*, has been implemented specifically for work using a Track Work Authority or Signal Key Switch Blocking, and instructions updated accordingly.

With the introduction of this new form, NRF 015A will no longer be used for TWA.

Instructions for providing diagrams and maps have been simplified.

The actual forms have been amended to reflect changes to the related Network Rules and Network Procedures.

NRF 018 Absolute Signal Blocking (ASB)

The actual form has been:

- amended to reflect changes to the related Network Rules and Network Procedures.
- restructured and amended to make the form easier to compile.

The note relating to adjacent line protection has been simplified.



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