

SAFE Notice 2019

011**Permanent**

UNRELIABLE TRACK CIRCUIT OPERATION

From Sunday, 04 August 2019 until Monday, 3 February 2020 this Permanent SAFE Notice cancels and replaces Permanent Safe Notice 2019-005

In addition to the requirements detailed in *NGE 220 Unreliable track-circuit operation* the following requirements will apply

Track-circuits that have not been travelled over by rail traffic for 12 hours or where track has been closed due to a significant weather event

Outside the area bounded by Waterfall, Emu Plains and Berowra, Track-circuits that have not been travelled over by rail traffic for 12 hours or where track has been closed due to a significant weather event, the track-circuits must be treated as unreliable for operation by all Diesel Multiple Unit (DMU) and Single Diesel Unit (SDU) trains excluding XPT power cars/trains.

DMUs and SDUs travelling over the affected portion of track must be worked under block working conditions in accordance with *NSY 512 Manual block working* until the affected portion of track has been certified by a Signalling Maintenance Representative.

In accordance with the instructions in the Train Operating Conditions manual (TOC), the following rail traffic fitted with at least one operational Track Circuit Assistor (TCA) are exempt from this requirement:

- Mechanised Track Patrol Vehicles (MTPV1 and MTPV2)
- DMU Endeavour trains
- DMU Xplorer trains
- Hunter Rail cars

**NOTE**

If all TCAs fitted to any rail traffic listed above fail enroute, the train crew must immediately tell the signaller and the rail traffic must be worked in accordance with the *NSY 512 Manual Block working*.

TYPE F AUTOMATIC LEVEL CROSSINGS

Where there are Type F automatic pedestrian or road level crossings in the affected portion of track, the drivers of all rail traffic that is being block worked must be issued with a CAN warning advising drivers to treat the level crossings as potentially faulty and act in accordance with *NGE 218 Type F level crossing management*, until the affected tracks are certified by a signal maintenance representative.

DRIVERS

Drivers must:

- Stop short of the level crossing to check whether the level crossing equipment is operating correctly, and as soon as possible report the condition of the Warning Equipment to the Signaller, and
- If Warning Equipment is operating correctly, proceed
- If Warning Equipment is NOT operating correctly, treat the level crossing as faulty.

SYDNEY, 24 JULY 2019

DIRECTOR SAFETY AND STANDARDS 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. 011 – 2019 Date:..... Signed:

Name (print): Location:

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