

# SAFE Notice 2018 1097

## Telegram

**SYDNEY**

**10 DECEMBER**

**1500 HOURS**

**TO:**

**SYDNEY TRAINS**

Deputy Executive Director Network Operations

Head of Service Delivery

Area Operations Managers Signal Box Operations

RMC Sydney

Signal Box Operations

Deputy Executive Directors Train Crew

Crew Managers Train Crew

Shift Managers Train Crew

**NSW TRAINS**

Associate Director Network Coordination

Principal Manager Centralised Station & Crew Support

Standards Officers Centralised Station & Crew Support

## **KEMBLA GRANGE – KIAMA**

Effective from 1500 hours, Monday, 10 December 2018

The Safeworking instructions listed below will apply in:

- both directions between Home Signal 41.1 (90.976) Kempla Grange and Home Signal 45.2 (120.600) Kiama inclusive, and
- the down direction only, from Home Starting Signals 45.25 and 45.27 (119.292) Kiama to Home Signal BE 3 (140.570) Berry.

### **Responding to a Condition Affecting the Network**

Within the areas listed above, in addition to the requirements of NGE 206 Reporting and responding to a Condition Affecting the Network (CAN) to prevent rail traffic from approaching the affected portion of track, a written CAN warning must be issued to restrain rail traffic.

### **Basic block working**

Within the areas listed above, in addition to the requirements of NSY 512 Manual block working, before authorising rail traffic that does not reliably operate track-circuits entry into the affected portion of track the Signaller must:

- manually set and secure all points for the intended route, and
- restrain all conflicting opposing and following rail traffic movements by:
  - issuing a written CAN warning, or
  - using controlled signals outside the area listed above.

If it is necessary to cross a rail traffic movement that does not reliably operate the track-circuits in the areas listed above the following will apply:

Unless points can be set and secured to prevent conflicting movements the opposing rail traffic must remain restrained until the block worked movement has arrived at the crossing location and the entire route has been set and secured for the opposing rail traffic through the crossing location.

All other conflicting and following movements must continue to be restrained, if points cannot be set and secured to prevent conflicting movements.

**Note:** In the areas listed above, it will not be permissible to conduct crossing movements if both rail traffic movements will not reliably operate the track circuits.

## **WORK ON TRACK**

### **NWT 302 Local Possession Authority (LPA)**

An LPA must not be authorised unless a SAFE Notice detailing the protection arrangements for the proposed limits of the LPA has been issued.

### **NWT 304 Track Occupancy Authority (TOA)**

Signals protecting the limits of a TOA must be prevented from clearing by removing the half-staff and/or clipping and locking points.

If work trains or track vehicles are associated with a TOA, all points must be clipped and locked within the TOA limits.

### **NWT 306 Track Work Authority (TWA)**

If signals are used as part of TWA protection a Maintenance Representative must book out of use all protecting signals for the duration of the TWA.

### **NWT 308 Absolute Signal Blocking (ASB)**

Signals protecting an ASB must be prevented from clearing by clipping and locking points and/or removing an ESML/EOL key.

**SYDNEY, 10 DECEMBER 2018**

**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. 1097 – 2018    Date: .....    Signed: .....

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

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