

SAFE Notice 2019 250

FASSIFERN – SULPHIDE JUNCTION

On Monday night/Tuesday morning, 23 – 24 September 2019

In conjunction with Special Train Notice No. 2202 – 2019, the following Safeworking arrangements will apply:

PILOT STAFF WORKING UP MAIN NORTH LINE: SULPHIDE JUNCTION – FASSIFERN

Pilot staff working in accordance with NSY 516 will be introduced over the **Up Main North line** between Signal No. S104 at Sulphide Junction and Signal No. 89.0 at Fassifern.

SULPHIDE JUNCTION

A Qualified Worker must be provided to take control of the local control panel at Sulphide Junction.

Prior to pilot staff working commencing, the local control panel must be switched into local control and maintained in local control for the duration of pilot staff working.

FASSIFERN

A Qualified Worker must be provided to take control of the local control panel at Fassifern.

Prior to pilot staff working commencing, the local control panel must be switched into local control and maintained in local control for the duration of pilot staff working.

ATP – TESTING

ATP train testing will be undertaken on the **Down Main North line** between Fassifern and Sulphide Junction in accordance with the possession arrangements detailed in Special Train Notice No. 2202 – 2019.

A Qualified Worker must be provided to carry out the following:

- Obtain a Local Possession Authority in accordance with NWT 302 for the defined portion of track as shown in Special Train Notice No. 2202 – 2019.

- Come to a clear and proper understanding with the Train Crew in regards to the possession limits, the test area limits and all train operational requirements to carry out the testing.
- For any wrong direction movements, any facing points must be secured with a point clip and be locked unless the signal protecting the points can be cleared.
- Authorise the special train to run in both the Up and Down directions within the possession area as required.

During the testing, wherever possible the Driver should operate the train from the leading carriage in the direction of travel at ALL times.

If a propelling movement is required as part of the testing, the movement must be conducted in accordance with NTR 424.

Note: A Special Proceed Authority (SPA) will not be required for a wrong direction movement within the limits of the LPA.

ENGINEERING WORK

During the possession NO fixed worksites, work trains or track vehicles will be permitted to traverse or occupy the Down Main North line (except for the passage of the special train to be used for testing) within the possession area.

No persons other than those associated with the train testing are permitted within the possession area.

SYDNEY, 12 SEPTEMBER 2019

DIRECTOR SAFETY & 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. 250 – 2019 Date: Signed:

Name (print): Location:

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