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Network Rule Changes March 2019

This information has been prepared to inform industry stakeholders about changes to the Sydney Trains Network Rules and Network Procedures.

From Sunday, 24 March 2019, changes to the Network Rules and Network Procedures suites will be implemented to align with the Safeworking needs of our stakeholders. These changes have been driven by stakeholder feedback, cyclic reviews and technological improvements. They will be made available only through the RailSafe website.

Changes to Network Rules and Network Procedures

New technologies and review workshops have been the driving factor behind changes to the Network Rules, which include:

- Additional rules and procedures to support the introduction of Automatic Train Protection (ATP)
- Changes to existing rules affecting rail traffic to facilitate ATP
- Refining the Absolute Signal Blocking (ASB) rule and procedure
- Incorporating existing SAFE Notices for Temporary Speed Signs.

To allow time to familiarise with the changes, pre-release copies are available on the RailSafe website at <https://railsafe.org.au/Amendments/pre-release-documents>.

Information sessions detailing the changes will be held to support the uptake of the changes.

Automatic Train Protection

ATP has been developed and successfully trialled on the Sydney Trains Network. New Network Rules are to be introduced to support the ATP roll out, these are:

- *NWT 322 Work that affects Automatic Train Protection*
- *NTR 434 Automatic Train Protection.*

Additions have also been applied to other Network Rules to account for ATP equipment use on the Network, including:

- *NTR 410 Defective equipment*
- *NSY 512 Manual block working*
- *NSG 604 Indicators and signs*
- *Glossary.*

Absolute Signal Blocking (ASB)

Minor changes to ASB have been made to reinforce its safe use by Qualified Workers.

ASB may be used to protect only a single worksite, the changes to the ASB rule reinforce this condition on its use.

Additionally, what was previously the ASB number has been renamed as the protection number. This change was to align ASB with other protection methods that use a protection number.

Blocking facilities

Removed content relating to restrictions on Proceed Authorities for sections that are blocked out of use on a Train Control diagram.

Temporary Speed Signs

New temporary speed signs have been successfully implemented across the Network through SAFE Notices.

These SAFE Notices will be incorporated into the Rules to standardise the new practices of:

- using the new blue WARNING signs
- placing an INTERMEDIATE WARNING sign at the last platform before a CAUTION sign.

A SAFE Notice will be published to support stakeholders transitioning to the new WARNING signs as they become available.



See online for all
Safeworking information

www.railsafe.org.au