

Network Rules and Procedures Amendments

Effective 04 December 2022

Briefing for
Sydney Trains, NSW Trains,
TfNSW Employees,
Contractors and
Private Operators
www.railsafe.org.au

This flyer summarises important changes to Sydney Trains' Network Rules and Network Procedures.

Amendments to the Network Rules and Network Procedures will come into effect at 00:01 hours on Sunday, 04 December 2022.

All users of the Network Rules and Network Procedures should familiarise themselves with these changes.

For further information:
email: NRU@transport.nsw.gov.au
web: www.railsafe.org.au

NGE 208 Responding to a major incident

This rule has been amended to:

- include reference to the Network Incident Management Plan, which replaced the Incident Management Framework.
- allow the Network Controller, to authorise rail traffic to set back in a section without declaring an incident level 2 or above, only if:
 - the movement is requested by emergency services, and
 - the movement is to allow rescue operations to be performed.

NWT 304 Track Occupancy Authority

This rule has been amended to include instructions that nominating the worksite limits or road/rail access point as being between signals is only a guide that allows the Signaller to correctly identify the worksite or road/rail access point on their track indicator diagram.

NPR 701 Using a Track Occupancy Authority

This procedure has been amended to:

- replace "clear of the line" with "clear of the Danger Zone."
- include instructions for the Signaller to tell the Network Controller when the TOA is fulfilled and about any restrictions on track use.

NWT 306 Track Work Authority

This rule has been amended to include instructions:

- that if the TWA limits affects more than one Network Controller, the most affected Network Controller is identified and authorises the TWA.
- that if the TWA limits affects more than one Signaller, a Signaller must be nominated to issue the TWA.
- that the Protection Officer must make sure that:
 - protection is replaced, and
 - rail traffic has passed beyond the limits of the worksite before allowing workers to enter the Danger Zone.
- that Handsignallers must replace railway track signals on the line immediately after each rail traffic has completely passed their location.

NWT 306 Track Work Authority cont.

- that the Protection Officer must:
 - identify the worksite limits in kilometres and the line names.
 - nominate the worksite kilometres as being between two signals or being between a signal and the end of a terminal line.
- that when nominating the worksite kilometres as being between signals or between a signal and the end of a terminal line is only a guide that allows the Signaller to correctly identify the worksite on their track indicator diagram.
- for unclipping points to allow rail traffic movements into and within the TWA provided that arrangements are made to advise Drivers and Track Vehicle Operators about the conditions to proceed.
- for placing railway track signals:
 - at locations where lines converge
 - at locations where a platform prevents railway track signals from being placed within 20m beyond a protecting signal.
- for removing and replacing railway track signals when placed beyond crossovers or platforms.
- for establishing worksites when railway track signals are placed beyond crossovers or platforms.

NPR 702 Using a Track Work Authority

This procedure has been amended to include steps:

- for the Protection Officer to:

identify the worksite in kilometres, and

- nominate the worksite kilometres as being between two signals or between a signal and the end of a terminal line.
- for nominating a coordinating Network Controller if the TWA limits affects more than one Network Controller.
- for the Network Controller to obtain assurances and nominate an issuing Signaller if the TWA limits affects more than one Signaller.
- the Protection Officer, Handsignaller and additional Handsignaller:
 - when placing railway track signals beyond crossovers, or
 - when a platform prevents railway tracks signals from being placed within 20m beyond the protecting signal.
- to reinforce the requirement to replace railway track signals immediately after each rail traffic has passed the Handsignaller.
- for the Signaller to tell the Network Controller when the TWA is fulfilled and about any restrictions on track use.

This procedure has been amended to replace "*clear of the line*" with "*clear of the Danger Zone*".

NWT 314 Work trains and NWT 316 Track vehicles

These rules have been amended to:

- reinforce the requirements that Drivers and Track Vehicle Operators must get the Signallers authority for unsignalled movements within yard limits.
- include instructions to pass signals at STOP in accordance with *NSG 608 Passing signals at STOP*.
- removed the specific instructions for passing absolute signals, permissive signals at STOP and passing slip sites. Which has been incorporated into *NSG 608 Passing signals at STOP*.

NTR 406 Using lights, NTR 408 Using whistles and NTR 410 Defective equipment

These rules have been amended to replace:

- "*motive power unit*" with "*leading vehicle*".
- "*only to the first suitable location*" with "*only as far as the first suitable location*".

NTR 432 Protecting activities associated with in-service rail traffic

This rule has been amended to include an instruction that unless the worker conducting the inspection/repair requests a roll by inspection, the rail traffic that is being inspected or repaired must not be moved until the activity is completed.

NPR 750 Protecting activities associated with in-service rail traffic

This procedure has been amended to include:

- a step for Drivers, Track Vehicle Operators or Train Technicians to make sure that a safe place exists, or protection is in place before carrying out an inspection or repair.
- an instruction that unless the worker conducting the inspection/repair requests a roll by inspection, the rail traffic that is being inspected or repaired must not be moved until the activity is completed.

NSY 500 Rail Vehicle Detection System

This rule has been amended to replace:

- *“Director Safety and Standard”* with *“Director Network Standards, Systems and Quality”*.
- *“Manager Network Rules”* and *“Projects with Senior Manager Network Rules”*.

NSG 604 Indicators and signs

This rule has been amended to include instructions:

- that on running lines if there is no advertised speed or speed sign the maximum speed permissible is 25km/h
- that signals with a signal key switch sign displayed must not be passed at STOP without authority.
- that timing track marker signs are placed at a location for which the timing will begin, to allow the PROCEED aspect for a signal to conditionally clear.

NSG 608 Passing signals at STOP

This rule has been amended to include instructions:

- that unless passing signals at STOP within an LPA or a TOA the Signaller must get available information about the block ahead.
- where the Signaller may get information from, about the block ahead.
- for the Signaller to make sure that facing points or points that become facing points are secured or have been clipped and locked.
- that within an LPA or a TOA the Driver, Track Vehicle Operator or pilot must get the Signaller’s authority to pass an absolute signal at STOP only after getting permission from the Possession Protection Officer, Protection Officer, or delegate.
- that within an LPA or a TOA the Signaller must:
 - where possible, clear signals for the movement and make sure points are set correctly for the route, or
 - advise the Driver, Track Vehicle Operator or Pilot that points cannot be set, or
 - that the position of the points is unknown.
- that within an LPA the Possession Protection Officer or delegate:
 - must authorise rail traffic to pass permissive signals at STOP, and
 - must make sure that the Driver, the Track Vehicle Operator, or the Pilot is told about the condition of the block ahead of an absolute signal or permissive signal.
- that within a TOA the Protection Officer or delegate:
 - must authorise rail traffic to pass permissive signals at STOP, and
 - must make sure that the Driver, the Track Vehicle Operator, or the Pilot is told about the condition of the block ahead of an absolute signal or permissive signal.

NSG 608 Passing signals at STOP cont.

- for an automatic with a signal type of absolute in the table describing the authority to pass a signal at STOP.
- that describes the authority to pass a signal at STOP within a Local Possession Authority and a Track Occupancy Authority.
- that within the limits of an LPA or a TOA the Signaller may authorise Drivers or Track Vehicle Operators to pass absolute signals at STOP to proceed beyond yard limits.

NSG 614 Blocking facilities

This rule has been amended to include instructions for temporarily removing blocking facilities from controls for inspections.

NSG 616 Precautions during signalling equipment testing

This rule has been amended to include instructions for temporarily removing blocking facilities from controls for maintenance.

NPR 707 Clipping points

This procedure has been amended to include:

- reference to the two standard type point clips used in the network.
- a figure of a point clip placed in the correct position.

This procedure has been amended to remove reference to swingnose points.

NPR 709 Using Railway track signals

This procedure has been amended to include a step for Qualified Workers placing railway track signals, to verify the correct location and the correct line on which the railway track signals are to be placed on.

NPR 715 Protecting Type F level crossings

This procedure has been amended to include instructions that a Signals Maintenance Representative must certify the warning equipment as working correctly if the warning equipment was isolated due to a fault or track-circuit failure.

NPR 740 Responding to faulty points

This procedure has been amended to include instructions that unless a safe place exists or can be created, the Qualified Workers responding to faulty point must make sure that safety measures are in place before entering the Danger Zone.

This procedure has been amended to include a step for the Signaller to have points clipped and locked if they are not sure:

- that the points-locking mechanism is working correctly, or
- that the point-locking mechanism is not working or faulty.

NPR 753 Using Signal Key Switch Blocking

This procedure has been amended to include additional steps for:

- the Protection Officer to ask the Handsignaller to contact the Signaller to initially remove an SKS key
- the Handsignaller to ask the Signaller for authority to remove the SKS key.

NRF 003 Infrastructure Booking Authority (IBA) - Unit

This Unit has been amended to:

- update the instructions for:
 - recording details of affected infrastructure equipment.
 - completing the "Certified" column of item 3 on the Form.
- include instructions for completing the check box for "*Points temporarily booked out of use are available for manual operation*".

NRF 003 Infrastructure Booking Authority (IBA) - Form

This Form has been amended to include a checkbox "*Points temporarily booked out of use are available for manual operation*".

NRF 007 Pilot Staff Ticket – Unit

This Unit has been amended to include updated instructions for completing details in Item 3 "Authority" of the Form

NRF 015 Worksite Protection Plan – Unit

This Unit has been amended to include instructions for recording rail traffic movements authorised to pass a worksite.

NRF 015B Worksite Protection Plan - Form

This form has been amended to update to replace "*Hazardous locations register*" with "*Lookout Working Prohibited Locations Register*".

Glossary

The Glossary has been amended to replace "*Incident Management Framework*" with "*Network Incident Management Plan*."

Sydney Trains

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