

# SAFE Notice *2019* 1048

**Telegram**

**SYDNEY**

**21 OCTOBER 2019**

**1300 HOURS**

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**TO:**

SYDNEY TRAINS

Deputy Executive Director Network  
Operations

Head Of Service Delivery

Area Operations Managers Signal Box  
Operations

ROC Sydney

Signal Box Operations

Deputy Executive Directors Train Crew

Crew Managers Train Crew

Shift Managers Train Crew

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**TRIAL OF MILLENNIUM TRAINS FITTED WITH AUTOMATIC  
TRAIN PROTECTION (ATP) EQUIPMENT**

Effective from 1300 hours Monday, 21 October 2019 this SAFE Notice Telegram cancels and replaces *TOM Notice 2018 - 003 Trial of Millennium trains fitted with Automatic Train Protection (ATP) equipment*.

Changes to the TOM Notice are that use of the electro-pneumatic brake is now approved, and a single type of ATP control panel is fitted.

# Trial of Millennium trains fitted with Automatic Train Protection (ATP) equipment

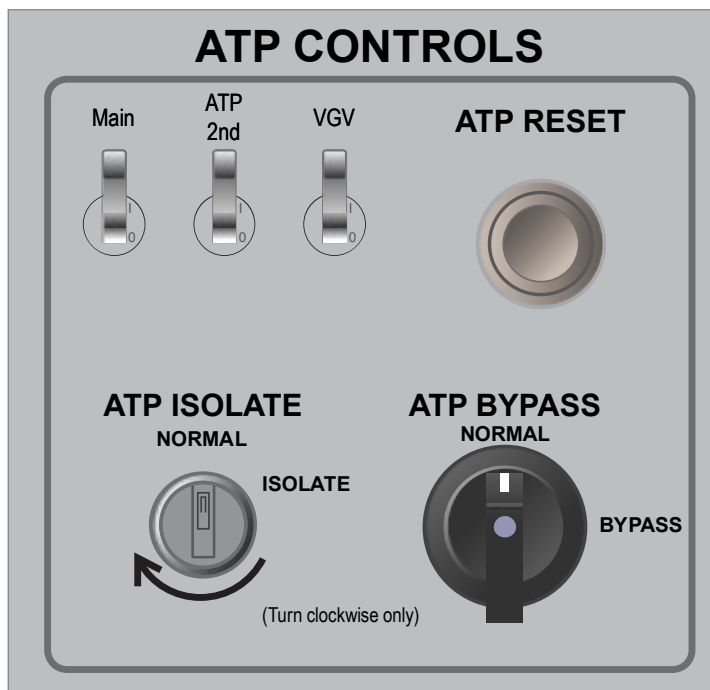
## Introduction

To allow acceptance testing of the Automatic Train Protection (ATP) system, two M-Sets (M11 and M28) have been fitted with ATP equipment.

## Changes to controls

In each driving cab, the left-hand Drivers display unit (DDU1) has been replaced by an ATP display called the Driver machine interface (DMI), which displays a speedometer and a settings icon.

ATP controls have been fitted in a new panel in Locker 7, as shown in Figure 1.



**FIGURE 1:** ATP control panel and circuit breakers.

# Trial of Millennium trains fitted with Automatic Train Protection (ATP) equipment

## Operating restrictions

The modified sets must not be used for passenger service.

Unless the electro-pneumatic (EP) brake is defective, the BRAKE MODE CONTROL switch should be set to EP.

Any M-Set qualified Driver can move a modified train. Before moving the train, the Driver must make sure that, in the leading car:

- the ATP Isolate switch is set to ISOLATE
- the ATP BYPASS switch is set to BYPASS.

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### NOTE



A level 2 Bi-lock key (Red) is used to set the ATP Isolate switch to ISOLATE.

If the ATP Isolate switch is set to ISOLATE:

- the DMI will be blank
  - Train Crew cannot return the switch to NORMAL - a level 3 Bi-lock key (green) is needed.
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Guards' activities are not affected.

# Trial of Millennium trains fitted with Automatic Train Protection (ATP) equipment

## ATP acceptance testing

During testing, the Test Captain may authorise the ATP Isolate switch and the ATP Bypass switch to be set to NORMAL.

When testing is completed, the Test Captain must make sure that in each driving cab:

- the ATP Bypass switch is set to BYPASS
- the ATP Isolate switch is set to ISOLATE.

## Precautions for people under train

Labels warning about the need to cut power to antennas are located under the crew doors and on the end of each control trailer car.



### **WARNING**

ATP antennas generate electromagnetic radiation that can be harmful to people underneath the train.

### *Train Crew*

1. Before any person goes beneath a control trailer car, in the affected car:
  - trip the ATP system circuit-breaker
  - trip the radio circuit-breaker.

# Trial of Millennium trains fitted with Automatic Train Protection (ATP) equipment



## NOTE

The ATP antenna will not be powered if the ATP ISOLATE switch is in ISOLATE.  
Tripping the ATP circuit-breaker will cause the brake pipe to vent.

2. Do not reset the circuit-breakers until people are no longer beneath the train.

## Fault management

Non-ATP faults must be managed in accordance with the Train Operations Manual.

ATP-related faults occurring during ATP testing will be managed by on- train ATP technical representatives.

SYDNEY, 21 OCTOBER 2019

DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS

Returned to Controlling Manager:                      Date: .....                      Signed: .....



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(Cut along this line and forward the detached receipt to your Controlling Manager)

To Controlling Manager:                      Date: .....                      Signed: .....

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

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