



Australian Rail Track Corporation Ltd

SAFETY ALERT

ARTC NSW No. **XX47**
XX10/XX06/11



Issued

Metropolitan Freight Network and Southern Sydney Freight Line (Sydney Freight Network)

Changes to Work on Track Methods

This information has been prepared to inform ARTC employees, contractors and operators about the upcoming exceptions to Work on Track methods on the Metropolitan Freight Network and the Southern Sydney Freight Lines (Sydney Freight Network).

As part of the ARTC lease take-up of the Metropolitan Freight Network and the Southern Sydney Freight lines, from 19 June 2011 the Train Control Function will continue to be provided by RailCorp; however there will be changes to several rules and procedures in this area. These changes have been advertised via SAFE Notice 2-1499 2011 which has been posted on the ARTC Website, and are summarised below.

ANWT 304 Track Occupancy Authority and ANPR 701 Using a Track Occupancy Authority

To align the ARTC rule with the RailCorp rule, it will not be possible to obtain a "Verbal Track Occupancy Authority" in this area.

ANWT 308 Controlled Signal Blocking

To align the ARTC rule with the RailCorp rule, when requesting Controlled Signal Blocking, Protection Officers must make sure that:

- two consecutive controlled signals can be set at STOP with blocking facilities applied, or
- an ESML handle can be removed to exclude rail traffic, or
- one controlled signal can be set at STOP with blocking facilities applied, and
 - a set of points can be secured to prevent access, or
 - an easily-reached safe place is available and a Lookout is provided.



Australian Rail Track Corporation Ltd

NWT 310 Lookout Working

To align the RailCorp rule with the ARTC rule, RailCorp will not use Lookout Working during hours of darkness.

Lookout Working must be only used where the visibility conditions allow clear sighting of rail traffic (terrain, fog, heavy rain or dust may restrict visibility).

Protection Officers when requesting Lookout Working must make sure that:

- work in the Danger Zone using the Lookout Working method must be done in daylight hours for 2 hours only, and
- if the work is to continue beyond this time, it is to be treated as a new application.

ANPR 705 Removing 1500V Supply

To align the ARTC Procedure with the RailCorp Procedure:

The Procedure has been amended to include the RailCorp 1500V Supply Removed form, SMS-06-FM-0606 Advice 1500 Volt Supply Removed.

The switching and removal of the 1500V supply will still be performed by staff in the RailCorp Electrical Operating Centre.

ANPR 714 Removing 1500v Supply in unplanned situations

This aligns the ARTC Procedure with the RailCorp requirements.

This Procedure has been amended to include the RailCorp 1500V Supply Removed form, SMS-06-FM-0606 Advice 1500 Volt Supply Removed.

The switching and removal of the 1500v supply will still be performed by staff in the RailCorp Electrical Operating Centre.

Who will be affected by these changes?

- ARTC Network Control staff who may be required to participate in the switching of the 1500v power supply need to be aware of the updated requirements in the procedures
- RailCorp staff who may be required to participate in the switching of the 1500v power supply need to be aware that their activities must be co-ordinated with the ARTC Network Control Centre South
- ARTC Staff need to be aware of the prohibition on a Verbal Track Occupancy Authority
- RailCorp Staff need to be aware on the prohibition of Lookout Working in hours of darkness or low visibility
- RailCorp Staff need to be aware of the additional requirement to re-apply for Lookout Working after 2 hours
- ARTC staff need to be aware of the additional requirement for 2 signal protection during a CSB.

Both RailCorp and the ARTC will issue SAFE Notices to cover the altered Rules and Procedures. ARTC Safe Notice 2-1499 has been posted on the ARTC Website.



Australian Rail Track Corporation Ltd

Will Briefing sessions be conducted?

Yes, briefing sessions will be set up and conducted by representatives from RailCorp and ARTC.

A timetable with locations will be issued shortly to ensure that people who work in the affected area can receive a briefing.

What about if I still have questions?

ARTC staff can ring their National Rules Manager whilst RailCorp staff can contact the Network Rules Unit.