

Notice Type: SAFE Notice

Location: Greta

Subject Title: Altered Possession Protection Arrangements

Operator(s): Pacific National

Corridor/line: Hunter Valley

Control Board: Middle Hunter

Effective From: 01/04/2025 Time1: 0630hrs

Effective To: 04/04/2025 Time2: 0630hrs

Reference Documents:

Train Alteration Advice: 0003-2025

Network Information Book: OGW-30-16

General Details / Operating Condition:

For the Hunter Valley Maintenance Closedown, Local Possession Authorities (LPA) will be authorised up to the Private Line Maintenance Interface Boundaries, as described in the applicable Safety Interface Agreements (IA) listed below.

As part the Hunter Valley Maintenance Closedowns, at times infrastructure works will need to be undertaken on the ARTC Network up to and over these Private Line Maintenance Interface Boundaries.

As part of the LPA protection, 117 Points and 119 Points at Greta, at the entrance/exit of the Pacific National Greta Train Support Facility (GTSF), will be clipped and SL locked in the Normal position to prevent unauthorised rail traffic entry from the GTSF into the LPA limits.

Up to five (5) trains may be stabled within the GTSF and the stabled trains may be within 500m of the possession protection.

Safeworking Arrangements:

Essential maintenance work is required to be carried out on 117 Points and 119 Points, which involves the removal of the above-mentioned point clips and SL locks during the LPA.

In addition to ARTC Network Rules and Procedures ANWT 302 Local Possession Authority and ANPR 700 Using a Local Possession Authority, the stowed trains will be within 500m of the worksites. To allow for maintenance works to be carried out on 117 Points and/or 119 Points at Greta the following safeworking arrangements prior to any work commencing must be applied to protect both the LPA and worksite from unauthorised rail traffic entry.

Pacific National GTSF Coordinator will:

- Ensure that all trains within the GTSF will not be moved for the duration of the work at 117 Points and 119 Points whilst the LPA is authorised, and
- Advise the Network Controller that the trains will not be moved for the duration of the work at 117 Points and 119 Points.

Possession Protection Officer (PPO) must:

- Obtain an assurance with the Pacific National GTSF Coordinator that the trains and rolling stock within GTSF will remain stationary and will not be move, and
- Contact the Network Controller and advise of the requirement to remove the point clips and SL locks, and
- Gain an assurance from the Network Controller that BN95 signal is at STOP with blocking facilities applied.

Protection Officer (PO) must:

- Obtain an assurance from the Private Line Owner that rail traffic located within the Private Line is stabled and will not be moved, and
- Have agreed protection arrangements with the Private Line Owner for the works to be undertaken safely up to and over the maintenance interface boundary, and
- Advise the Network Controller of the works to occur within 500m of the LPA Limits, and the agreed arrangements with the Private Line Owner, and
- Advise the PPO of the agreed arrangements with the Private Line Owner and that rail traffic within the private line is stabled and will not be moved, and
- Place a STOP Sign/Red Light a minimum of 500m from the worksite on the Private Line, **or**
- Place a STOP Sign/Red Light at the controlled absolute signal in front of the rail traffic.

At the completion of the works:**Protection Officer (PO) must:**

- Remove the STOP Sign/Red Light, and
- Clip and SL lock both 117 Points and 119 Points in the normal position, and
- Advise the PPO that the work is completed, and that both 117 Points and 119 Points are in the normal position, with clips and SL locks applied, and
- Advise the Network Controller that the work is completed, and that both 117 Points and 119 Points are in the normal position, with clips and SL locks applied, and
- Advise the Pacific National GTSF Coordinator that work has been completed.

NOTE: Tracks within the LPA must be protected as per ANPR 700 Using a Local Possession Authority.

Additional Details:

The nominated Safety Interface Agreement for this SAFE Notice is:

| Title | Interface Agreement Number |
|---|----------------------------|
| Pacific National Greta Train Support Facility | IA1624 |

Recipients must ensure this Notice is circulated to and understood by all personnel affected by, or needing to know, its content.

This Notice must be issued to all affected Competent Workers.

Competent Workers who receive this Notice must follow the requirements.

Contact Details:

Contact: Pacific National TSF Coordinator

Contact No. (02) 8229 1587

Approval:

Approved by: Delivery Support Manager, Network Control Centre North

Date: 25/03/2025