

Train Transfer Between Southwest SMLPA into MTS Network

Purpose:

This SAFE Notice has been provided to authorise the transfer of a single MTS Metropolis EMU from the Southwest Sydney Metro Local Possession Authority (SMLPA) into the MTS Network. The purpose of this transfer is to return the MTS Metropolis EMU within Sydney Metro Train Facility – South (SMTF-S).

This Safe Notice must be read in the Rail Safeworking Procedure titled “Transfer of Test Trains. MTS Network to SW Corridor - Marrickville.” (Document SMCSW-HS-PR-60060 revision C), the instructions in this SAFE Notice must be carried out.

Note: Where the instructions differ in this SAFE Notice to the Rail Safeworking Procedure titled “Transfer of Test Trains. MTS Network to SW Corridor - Marrickville.” (Document SMCSW-HS-PR-60060 revision C), the instructions in this SAFE Notice must be carried out.

Introduction:

As per the **date and time** noted within an approved MTS Work Access Request (WAR) form, after the last Down revenue service has been stabled in SMTF-S, MTS Metropolis EMU will be transferred from Marrickville Station within the SMLPA to a designated stabling road within SMTF-S.

All movements between the Sydney Metro Southwest SMLPA and the MTS Network must be managed and coordinated by the Sydenham to Bankstown Possession Protection Officer (S2BPPO), Train Coordinator, MTS PPO / PO and the MTS Traffic Controller.

For this Safe Notice, the MTS Metropolis EMU’s will be referred to as the **“test train”**.

General:

- An MTS qualified Protection Officer briefed in the Rail Safeworking Procedure “Transfer of Test Trains: MTS Network to SW Corridor – Marrickville” (SMCSW-RS-PR-60022 Revision C), must be positioned at SMTF-S to arrange a worksite within a MTS Work on Track Authority (MTS LPA / TOA).
- A CJC-T and a Protection Officer (Pilot) must be provided to control the movement of the test train.
- All persons on board the test train, at a minimum, must hold the MTR Rail Safety Worker – SW RIW Job Role and/or an approved Waiver.
- All workers within the MTS Network must have the required inductions and competencies to perform the activities required for the transfer of the test train.
- All persons involved in the control and management of the test train must be issued with a copy of this SAFE Notice
- Each person issued with this Safe Notice must carefully read the instructions to ensure they are understood.

Removing and Restoration of Temporary Stop Block and Possession Limit Boards:

Once the test train is stationary at Marrickville and prepared to proceed to Sydenham., the MTS Qualified Protection Officer must implement a work on track authority (i.e. LPA or a TOA) to protect the up and down MSW, ensuring protection for workers involved in removing and reinstalling Temporary Stop Blocks and Possession Limit Boards at Sydenham Terminations.

The MTS Qualified Protection Officer is required to coordinate with the S2B PPO, MTS PPO or Traffic Controller for the removal process of these Temporary Stop Blocks and Possession Limit Boards.

Upon receiving the necessary approval, the MTS Qualified Protection Officer may authorise workgroups to enter the track and remove the Temporary Stop Blocks and Possession Limit Boards at the terminal end of Sydenham Station.

After the authorised personnel have safely removed the Stop Blocks and Possession Limit Boards and secured them, the MTS Qualified Protection Officer must receive authorisation from the MTS Possession Protection Officer (PPO) and Traffic Controller, to advance the Test Train consist to Sydenham Station.

Test Train Movement Requirements:

The test train must meet the following requirements:

- A qualified CJC-T onboard
- A Protection Officer (Pilot) present
- Direct Tetra radio communication must be always maintained
- Train movement is to be managed by the Traffic Controller at the OCC in Tallawong
- Maximum speed must not exceed 25 km/h while operating in RM-ATC Bypass mode during transfers between the SMPLA and the MTS Network

Re-installing Temporary Stop Block and Possession Limit Boards:

Once confirmation has been received that the test train has reached Sydenham Station, the MTS Qualified Protection Officer can authorise workgroups to enter the track and reinstate Temporary Stop Blocks and Possession Limit Boards at the Sydenham Terminal end of the MTS Network. Work on Track protection arrangements must be in place whilst there are workers on track and confirmation provided to MTS TC and MTS PPO.

The assigned Protection Officer for the test train transfer must confirm to the MTS TC, MTS PPO, and S2B PPO that the Temporary Stop Blocks and fencing have been properly reinstated within the SMLPA area after the completion of work.

Special Instructions for the CJC-T & Pilot of the Test Train:

Prior to commencing the train transfer, all workers must:

- have been briefed in the Rail Safeworking Procedure titled "Transfer of Test Trains. MTS Network to SW Corridor - Marrickville." (Document SMCSW-RS-PR-60022 revision C).
- have read, understood and in possession of this Safe Notice.
- have a hand-held radio that can establish communication with the MTS Traffic Controller (TC), MTS PPO / PO
- ensure the Pilot has a hand-held radio to communicate with the Sydenham to Bankstown Possession Protection Officer (S2BPPO), Train Coordinator.

Regards,

Approval Table	Name	Role	Signature
Endorsed by MTS Rep:	Vishal Singh	Rail Safety & Systems Manager	
Approved by SMA Rep:	Joel Blackett	Rail Safety Manager	