

# SAFETY Alert



COUNTRY  
REGIONAL  
NETWORK

2017

Archive list

No.	Title	Status
SA 1-18	Work On Track authorities Lithgow Box to Wallerawang 29th January 2018	Due to advertised industrial action no work on track activities are to be authorised on the Down Mail line between Lithgow Box and Wallerawang on the 29th January 2018
SA 5-17	Reporting of incidents on Country Regional Network	This Safety Alert is being distributed to remind all person who enter, or perform work on the Country Regional Network, of the requirements to report all incidents to Network Control.
SA 4-17	Correct use of Supplementary Codes	Recent incidents have indicated the incorrect use of security and supplementary codes when requesting a second TOA for the same or overlapping limits.
SA 3-17		
SA 2-17	Removing Point Clips	Recent incidents have resulted in locked point clips being removed where access to a siding had been restricted. Point clips must not be removed without contacting the JHR Network Control Officer.
SA 1-17	Absolute Signal Blocking on the JHR CRN	An internal review regarding application of ASB rule and procedure has resulted in the following restrictions:
SA 1-16	Managing potentially faulty or faulty level crossing	This information is for drivers and track vehicle operators, when managing potentially faulty or faulty level crossing equipment in accordance with the requirements of Rule CNGE 218 Type F level crossing management.
SA 4-15	ASB Working on CRN Network	An internal review regarding application of the ASB rule and the associated procedure has resulted in the following restriction
SA 3-15	JHR Network Rule CNWT 304 TOA	This Safety Alert is to provide instructions and reinforcement of the JHR Network Rules and Procedures.
SA 2-15	Work on Track in Signalled Territory	Recently a Safeworking incident occurred within the RVD territory, where blocking facilities were accidentally removed from the signalling system when a valid work on track authority was in place within a yard.
SA 1-15	Report departure, arrival and fulfilment	There has been an increase of incidents where some drivers contact Network Control whilst the train is not in the correct position to report departure, arrival and fulfilment. To assist drivers to correctly identify locations for reporting departure, arrival and fulfilment, the following extract from the JHR Network Rule CNSY 502 Train Order system is listed.
SA 2-14	All Work on Track to be pre-planned	All Work on Track including Routine Maintenance, MPM, Signals, Property and Environmental must now be pre-planned through the Network Access Planning Process.
SA 1-14	Reminder to drivers: Surrendering of departure codes	Your attention is drawn to the requirement in JHR Network Rule CNSY 502 Train Order system, that must be adhered to when reporting departure information to the Network Control Officer;
SA 2-13	Yard Working in Narrabri West	Reminder: The following rules and procedures that must be adhered to when conducting shunting operations within Narrabri West Yard; CNTR 420, CNTR 424, CNPR 719, CNGE 202, CNPR 721 and CNS0016 Yard Working in CRN Non-Train Order Yards provides additional regulation to the above rules and procedures that must also be adhered to.
SA 1-13	Network Operations Web site access	Advice: Access to the JHR CRN website

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# SAFE Alerts – Archive list



No.	Title	Status
SA 9-12	Rail Operators and Rail Traffic Crews	Advice: If you ring Network Control on a mobile phone your call will not be prioritised. If you use the train radio, your train identification is shown on the VCS display and your call will be given priority by the NCO.
SA 8-12	Notification to Managers of Rail Traffic Crews	Notifying Managers of Rail Traffic Crews of some behaviour detected within the JHR CRN with regards to passing STOP and Yard Limit Signs without authorisation, and not reporting network incidents to Network Control.
SA 7-12	Absolute Signal Blocking Restriction	Advice: Commencing September 30th, Absolute Signal Blocking (ASB) has replaced Controlled Signal Blocking (CSB) within the Country Regional Network.
SA 5-12	Walking vs. Work in the Rail Corridor	Reminder: Difference between Walking in the Danger Zone Verses Work in the Rail Corridor and encourage correct application of JHR-CRN Network Rules and Procedures to maintain personal safety in the Rail Corridor.
SA 4-12	Trains departing Safeworking locations without authority	Advice for drivers: CNSY 504 Electric Staff system and CNSY 506 Staff and Ticket system; and the need to obtain the Network Control Officer's authority to depart a location.
SA 3-12	Work in the Rail Corridor	Advice: Fit for work, correct PPE and qualifications for entering the JHR Rail Corridor for Rail Safety Workers and/or contractors.
SA 2-12	CRN Network Rule CNSG 606 Responding to signals and signs – Passing Yard Limit "P" Signs	Advice: CNSG 606 "Responding to signals and signs", that all rail traffic must STOP at a Yard Limit Sign fitted with a letter "P" before treating it as permissive.
SA 1-12	CRN Network Rule CNTR 418 Yard Working – Unattended Locations	Advice: CNTR 418, that all rail traffic movements on RUNNING LINES within Yard Limits must be authorised by the Train Controller.

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