

**Public Transport Authority**  
**WEEKLY NOTICE**  
**No. 28**  
**To Week Ending 24 July, 2004**

**NEW NATIONAL STANDARD FOR HEALTH ASSESSMENT  
OF RAIL SAFETY WORKERS**

A new system for monitoring the health of rail safety workers has recently been developed by the National Transport Commission (NTC) and is being implemented throughout Australia,

The National Standard for Health Assessment of Rail Safety Workers aims to make the national rail system safer for everyone and to help rail workers maintain sound health and fitness. It also aims to ensure health assessment standards are consistent across the rail industry,

The new standard recognises that rail workers can impact on the safety of the rail network, and may affect the safety of passengers, other workers and the environment. It reflects advances in medical knowledge, recent changes in rail operating environments and developments in privacy and anti-discrimination laws. Extensive consultation with industry, rail unions, rail safety regulators and health professionals has been carried out in developing the standards,

**The new standard applies to ALL rail safety workers, including any employee, contractor, subcontractor or volunteer performing work on the rail network.**

More information is provided on page 12 and 13.

## TEMPORARY SPEED RESTRICTIONS

Train crews must pay particular attention to the relevant sections of the main line under speed restrictions.

Rule 195 (2) applies to all track sections listed hereunder unless otherwise stated.

Drivers of all train must exercise caution and keep a sharp lookout when approaching some sections where work is in progress. Drivers must be prepared to STOP when signalled to do so.

Drivers are also required to sound WHISTLE when approaching work sites DURING DAY LIGHT HOURS.

- a Warning and caution boards moved daily.
- e Track work signs
- k Australind
- l Train to coast – i.e. no braking or accelerating when traversing bridge.

Section of Railway	Distance at or between (km)	Maximum Speed Km/h	Reason for Restriction	Date Imposed	Proposed Terminal Date
Claisebrook – Armadale Down Mains	4.530 – 4.685	50	Track Construction	21/01/04	01/03/05
Fremantle – Robbs Jetty	Section	30	Pedestrian Crossing Review		01/12/04
Claisebrook – Armadale	19.200 – 19.600	40	Station Works	30/06/04	01/03/05

### TRACK WORK IN PROGRESS (NOT UNDER SPEED RESTRICTIONS)

- B Train order working
- D Working at different locations
- E Track work Signs (Rule 198)
- K Work performed on night shift basis (2300-0500)
- L Flag Attendant in attendance (Rule 197)
- N On track equipment, also possible protruding welds prior to grinding
- P On and off track equipment
- R Machinery working in close proximity to line
- S Closed section working
- W Staff working in close proximity to line
- Z Lookout person in attendance (Rule 191) when working close to tracks

Section of Railway	Location / Distance at or between (km)	Description of Work	Remarks	Work Dates
All Lines	Section	Thermit Weld	DKNS	30/05/04 – 30/07/04
All Lines	Section	Track Machines	DKNS	17/07/04 – 30/07/04

## GENERAL MANAGER NETWORK AND INFRASTRUCTURE

### NORTHERN SUBURBS TRANSIT SYSTEM EXTENSION

#### Currambine Station

The construction of the new station was completed in December 2002. The present Currambine station will remain operational until September 2004. Decommissioning and demolition of the existing platform and infrastructure will commence in October 2004.

"The pathway from the eastern side of the New Currambine Station leading to the present station is now closed to the public until the commencement of passenger services. The pathway will be used for construction access to the New Currambine Station to complete Data, Communication & Lift works. Public access to the existing station from the east will again be via the pathway to and along Burns Beach Road."

#### Project contacts

New Metro Rail Project Manager                      Frank Lindsay                      9326 2160

#### "Infrastructure Works Contract"

A Design and Construct contract for the infrastructure works between Currambine and Nowergup [track, overhead, signal and communications] has been awarded to Barclay Mowlem Alstom consortium [BMAC].

As part of the ongoing construction of the new extension a turnout has been installed at Currambine providing access to the new works from the operating railway [Operation of these points are described under the heading "Operation of the temporary points located at the 28.81Km and 28.806Km on the Up main south of the present Currambine station"]

A mechanical Derailing Device was installed on the new works spur line at Currambine to protect the existing main line.

It is secured by a padlock in the derail position and must be operated by the Safeworking person in charge in conjunction with the newly installed turnout to permit entry and exit of trains to and from the new works

All construction and/or maintenance activities required within 3 metres of the live Overhead Traction Wiring Equipment must be carried out under PTA's Safety Instructions for the Electrified Area.

Train operations on the NTSTS extension from 1055 points at Currambine to the Nowergup depot will be under the control of the Operations Supervisor for the Northern Suburbs extension (John Mantova) until October 2004 when the signalling system is commissioned for passenger services. Train control will be affected in accordance with Safe Working arrangements described in operating procedure "**Instructions for the Operation of Rollingstock Construction Railway Currambine – Nowergup Rail Car Depot**".

Barclay Mowlem Alstom Consortium works will continue on site intermittently until December 2004.

#### Project contacts

Superintendents Representative	Mike Eldridge	9326 2150	0407 991 763
Surveillance Officer	Ben Jager	0409 117 346	
BMAC Project Manager	Tony Smith	9458 4866	0417 977 947

All persons requiring entry to the site will require induction training covering the "Instructions for the Operation of Rollingstock Construction Railway Currambine – Nowergup Rail Car Depot".

#### Nowergup Railcar Maintenance Depot

Practical Completion of the Nowergup Railcar Maintenance Depot has been granted to EDI Rail Bombardier Transportation Pty Ltd (ERBT) on 17 May 2004.

The Depot is now under the control of the maintenance contractor; EDI Rail Bombardier Transportation (Maintenance) Pty Ltd.

Access into the Depot is controlled by a sliding gate and intercom system at the entrance to the Depot off Hester Avenue. Personnel and Contractors may gain access via the sliding gate by first pressing the intercom button (and releasing it) and asking for authorisation to enter into the Depot Site. All persons wishing to access the Site must state their name, their company and the purpose of their visit to the Depot. Failure to follow proper procedures may result in refusal by the Depot Maintainer of the person/s to enter the Site.

Access can also be gained into the Depot via a swipe card. This swipe card will be issued to authorised personnel only. Having a swipe card does not exempt the holder from following the Depot Maintainers procedures when entering the Site.

**Note that the Overhead Traction Wiring Equipment within the Depot is LIVE.**

**Any construction and/or maintenance work required within the Depot on areas nearer than 3 metres of the live Overhead Traction Wiring Equipment must be carried out under EDI Rail Bombardier Transportation (Maintenance) Pty Ltd Depot Safety Procedures and Public Transport Authority's (PTA) Safety Instructions for the Electrified Area.**

For further advice on the Nowergup Depot access procedures or any other issue regarding the Depot please contact the following:

PTA Transperth Train Operations

Rod Vermeulen (08) 9326 2370 0408 959 736

EDI Rail Bombardier Transportation (Maintenance) Pty Ltd

Stephen Coakley (08) 9304 4888 0408 606 348.

**New Railcars for Northern Suburbs Extension and South West Metropolitan Railway (14/06/04)**

The first new railcar that will commence operation on 4 October 2004 on the extended Northern Suburbs line to Clarkson has arrived in Perth. All staff are to note that the railcar will commence track testing in the coming days. The railcar will initially be testing between Currambine and Nowergup on the new NSTS extension but will also be tested on the existing network.

The 31 x 3 car sets will be delivered progressively over the next two (2) years and all personnel are to be aware that a lot of track testing of the trains will be done during the daytime off peak period on the operating network on both Northern Suburbs and Armadale lines.

**Project Contacts**

New MetroRail Contract Manager	Elwyn Gearon	9326 2193	0419 048 637
EDI Rail-Bombardier	Paul Dubyniak	9304 4888	0438 489 763
Commissioning Engineer	(PTA PABX 63071)		

**Clarkson Station**

Construction of the new Clarkson Station has re-commenced and completion of work is anticipated in mid August 2004. The location of the site is approximately 4kms north of the existing Currambine station.

**Project Contacts**

New MetroRail Project Manager	Frank Lindsay	9326 2160	
-------------------------------	---------------	-----------	--

**Superintendents Representative**

Woodhead International	Mark Armstrong	9481 3722	0409 779 313
------------------------	----------------	-----------	--------------

**Contractor**

John Holland Project Manager	Mark Gomez	9304 9870	0412 823 913
John Holland Site Manager	Peter Turner	9304 9870	0409 793 815
John Holland Site Engineer	Jamie Parin	9304 9870	0408 811 380

**Greenwood Station**

As part of the NSTS Extensions John Holland has been awarded a contract to construct the new Greenwood Station in the Warwick to Whitfords section between the 17.600 and 17.900 km

The construction of the station will be on opposite sides of both main lines and will include a pedestrian footbridge over the south bound lanes of the Mitchell freeway connecting the station to a car park.

Access to the construction site will be from the south bound lanes (UP/P/form) and north bound lanes (Down P/form) of the freeway.

During normal train operating times work will be carried out behind barrier three metres from track or nearest OHTE.

Work within three metres of the track and OHTE will generally be performed outside of train operating times and in accordance with the PTA Rules and Track Access requirements.

A temporary rail crossing over both main lines has been installed to facilitate some activities being carried out at night outside normal train operating times.

Further progress of works on the site is as follows:

#### UP MAIN

Barrier footings and walls  
platform wall posts  
realigning return conductor and earth

#### DOWN MAIN

Lift shaft walls  
Barrier wall footings and walls  
Realigning return conductor and earth  
platform wall posts .

Continue car park works

Completion of the project is anticipated at the end of November 2004.

#### Project Contacts

Superintendent	Felicity Dowling	9326 2182	0439 998 331
----------------	------------------	-----------	--------------

Superintendents Rep:

BCM Architects	Ian McKenna	0419 944 984
----------------	-------------	--------------

NMR Project Manager	Ralph James	0412 528 364
---------------------	-------------	--------------

Contractor:

John Holland	Ben Gavranich	0400 930 913
--------------	---------------	--------------

Project Manager	Jim Ashenden	0407 193 915
-----------------	--------------	--------------

Site Manager	Jhon Voorn	0417 597 121
--------------	------------	--------------

Safeworking	Peter Russell	
-------------	---------------	--

#### NSTS Platform Extensions Contract No 03/002

A contract has been awarded to Lakis Construction Pty Ltd for the extensions to seven NSTS stations.

Construction of the extensions will be carried out in four stages

1. Leederville and Edgewater stations;
2. Warwick and Whitfords stations;
3. Glendalough and Joondalup stations;
4. Stirling station both North and South ends

#### Phase 3. Glendalough and Joondalup stations:

Glendalough Station

Lakis Constructions Pty Ltd has constructed 2 temporary level crossings on the Up Main south of Glendalough Station.

From Monday May 3, 2004 Lakis Constructions Pty Ltd and contractors will be accessing the temporary level crossings across the Up Main between 1915hrs and 0400hrs Monday to Friday.

Access will be as required to effect the movements of machines and plant starting and completing their work in that area. The crossings will not be used as a general thoroughfare. Following the arrival of a service at the station in question maximum time is to be allowed to effect the crossing.

Forward works are being carried out at Joondalup and the public stairway at the north end of the station has been altered with barricading to part of the access way to allow movement of the contractor's staff and some light material to the platform.

A temporary crossing will be installed to provide initial access to the work site only and details of this will be advised in due course.

All works will be supervised by qualified employees in accordance with the Network Rules 2000.

Up-dated information regarding these works will be advised in the Weekly Notice regularly and as required.

## RELOCATION OF THE 2 CAR SET STOPPING POSITIONS AT GLENDALOUGH STATION

To facilitate works being carried out on the refurbishment of the existing platform surfaces the two car train stopping position will be relocated, during evening off peak services, at Glendalough Station on the Up And Down Mains as from Monday May 31 2004. The 2 car stopping position will be temporarily repositioned in the middle of the existing platform.

This stopping arrangement will remain in force for approximately 2 weeks and advice of changed pattern will be promulgated prior to the change.

### Project Contacts

New Metro Rail Project Manager	Ralph James	0412 528 364
Superintendents Representative	BCM Architects Ian McKenna	0419 944 984
Contactor's Representative	Lakis Constructions	
Operations Manager	Ramsay Bogunovich	0405 124 365
Site Supervisor	Simon Wingham	0412 477 142
Rail & Safety Compliance Manager	Wayne Bromfield	0439 031 590

## URBAN SECURITY INITIATIVES BACKBONE PROJECT

### GENERAL ADVICE OF WORKS

#### Armada Line Backbone Fibre

"Works commenced June 2003 and are expected to be completed in June 2004. Work involves installation of cable ducts along the whole of the Armada Line. In January and February 2004 work will occur at all Stations along the Armada Line to install cable pits near platform shelters. Cable hauling activities will occur during February, March and April 2004.

#### Station Closure Update

As part of these works, it is intended to close the following stations to minimise risks to the public during platform civil works on the following dates.

**Welshpool** Station closure commencing Friday 6th March to Tuesday 9th March .

**Queens Park** Station closure commencing Friday 19th March to Monday 22nd March. This station closure coincides with Armada whole line closure for Victoria Park scheduled works.

**Maddington** Station closure commencing Monday 5th April to Sat 10th April

#### Project Contacts:

Contractor's Project Manager	Andy Bull	0438 272 011
Contractor's Project Co-Ordinator	Paul Eyre	0418 920 544
PTA Project Manager	Phil McCluskey	0412 492 221
PTA Superintendent	Jim Clark	0407 988 746
PTA Project Supervisor	Steve Williams	0438 946 575"

#### Midland Line Electrical

Works commenced November 2003 and are expected to be completed August 2004. Work will involve construction activities on all station on the Midland line except Bassendean and Midland.

#### Project Contacts:

ABB Project Manager	Shaun Johnson	0409 082 382
PTA Superintendent	Greg Moore	0427 303 251
PTA Project Manager.	Phil McCluskey	0412 492 221
PTA Project Supervisor	Steve Williams	0438 946 575

#### Armada Line Electrical

Works commenced November 2003 and are expected to be completed August 2004. Work will involve construction activities on all stations on the Armada line except for Victoria Park, Cannington, Gosnells, Kelmscott and Armada.

#### Project Contacts:

DRML Project Manager	Shaun Johnson	0409 082 382
PTA Superintendent	Greg Moore	0427 303 251
PTA Project Manager	Phil McCluskey	0412 492 221
PTA Project Supervisor	Steve Williams	0438946575

## ARMADALE STATION UPGRADE

Works on the upgrading of Armadale Station are commencing onsite in August 2003. Work will progress in 2 stages between August 2003 and September 2004. During this time, the station will remain open and passengers will be able to access the trains via all existing access points.

**Stage 1** comprises the rail infrastructure modifications, including trackwork, signalling and overhead works at the Perth end of the station has been completed.

**Stage 2** comprises the construction of the new platform, overpass and eastern entry building. Two new lifts are being installed together with stairs and ramps to the overpass. These works will be completed in 2004.

Lookout persons will be in attendance as required.

### Project Contacts

PTA Project Manager	Kevin Guppy	9326 2797	0411 764551
Superintendent MPS Architects	Brett Priest	9328 9888	0414 756980
Contractor Broad Constructions Pty Ltd			
Project Manager	Raul Used	9228 7777	0408 912287

## NEW GOSNELLS STATION

Construction works at the new Gosnells Station have recommenced as of 23 March 2004, and will continue through until mid-late 2004.

The new station is being constructed approximately 350m towards Perth from the existing station, and construction works will also include the construction of a new level crossing at Stalker Rd, and Principal Shared Path between Dorothy St and Fremantle Rd. Lakis Constructions have taken over as the contractor for the works.

It is envisaged that a large amount of the work will be carried out inside the General Exemption fencing, but lookout protection and speed restrictions will be applied for works outside the General Exemption areas.

The existing Gosnells Station will remain operational until construction of the new station is completed.

### Project Contacts:

PTA Project Manager	Kerry Simpson	0439 998 176
Superintendent (BCM Architects)	Ian McKenna	0419 944 984
Contractor Site Manager (Lakis)	Frank Della	0419 190 812

### All Staff to Note

Due to drainage installation work over the next few weeks, there will be deep excavations within the fenced Lakis Construction Site. Should you need to gain access to Lakis' site to undertake work, all workers are to exercise caution as not all excavations will be bunted off at all times.

**PTA personnel report to the Site Manager (Pat Brown) when entering the site during working hours**

## CONSTRUCTION OF PRINCIPAL (BICYCLE) SHARED PATHS (PSP).

In an agreement between PTA and MRWA, PSP's will be constructed on the railway reserve progressively on all suburban lines. The PSP's generally consist of 3 metre wide bitumen paths running on one side of the reserve to allow access for use by pedestrians and cyclists. Separation to the running line will generally be by 1.8m, 3 strands barbed wired chain mesh fence. Generally work will consist of relocation of the fence and underground services, construction of retaining walls, bridges at railway subways and installation of the pathway, signage, lighting and landscaping. The Contractor's work area will be fenced off from the operating railway.

Works details are as follows:

Perth to Armadale Railway:

PSP construction on the Down Main including the installation of Temporary G.E Fencing and other minor works between Fremantle Road and Albany Hwy on July to December 04.

For further information, contact PTA project representative Vasile Calcan (Longrun) on Tel: 9321 1995, Mob: 040 394 0348

## GERARD STREET BRIDGE CONSTRUCTION

Road Bridge at the 11.21 km over the Perth to Armadale Railway.

The Barclay Mowlem Construction Limited (BMCL) have been contracted by the MRWA to construct a bridge over the Suburban railway about 260 m south of Cannington Station.

The work will involve and incrementally launched concrete bridging structure.

The preliminary works will start Tuesday 25 May 2004 and all works are anticipated to be completed by the 31<sup>st</sup> January 2005.

The work site will be controlled with the installation of a 1.8 m high chain mesh fence. The fence will not be closer than 3.1m from the nearest rail, and all works will be carried out within the fenced area.

### Project Contacts

PTA Planning Engineer	Richard Thomas	0439 915 996	9326 2330
BMCL Project Manager	Penny Tham	0439 525 319	9362 7111
MRWA Project Engineer	Dilbar Malik	0439 915 257	9323 4243

## MT LAWLEY SUBWAY – SCAFFOLDING & PAINTING CONTRACT NO. CT 131/03

A contract has been awarded to Project Painting Services for the painting of Mt Lawley Subway.

All works will be carried out from 2000 hours to 0600 hours from Sunday to Thursday commencing 16/3/04.

Isolations will be in place on a nightly basis from 0100 hours to 0430 hours until further notification, as required.

Site will be protected in accordance with Rule 197, 192 & 193.

### Project Contacts:

PTA contact:	Garry Lovelock	0417 901 360
Project Painting contact:	Les Connors	0402 083 501

## BASSEDEAN STATION UPGRADE AND BUS INTERCHANGE

Lakis Constructions Pty Ltd are progressing this work in 3 stages between June 2003 and mid 2004. During this time, the station will remain open and passengers will be able to access the trains via a temporary platform structure at the Midland end of the existing platform.

**Stage 1** The new car parking facilities and the temporary platform structures were completed in August 2003.

**Stage 2** comprises the upgrading of the platform and existing buildings and the introduction of a single entry via a new pedestrian overpass serviced by stairs and lifts. These works will be closely coordinated with the opening up of the Old Perth Road and Guildford Road and the creation of a signalised intersection. These complementary works will be undertaken by Main Roads and the Town of Bassendean. These facilities were opened to the public on 31 May 2004..

**Stage 3** comprises the completion of the bus interchange (completed ahead of schedule in February 2004), the cutting back of the Midland end of the platform and the removal of the existing pedestrian footbridge and temporary platform.

These final works shall be completed by early July 2004.

### Project Contacts

PTA Project Manager	Bill Anderson	9326 2503	0407 997 059
Superintendent Woodhead	Archie Temelcos	9481 3722	0409 879 314
Lakis Constructions	Vernon King	9248 5099	0417 937 496

## **New Metro Rail (NMR)**

### **Supplementary Master Plan Perth to Thornlie Railway Works**

#### **Victoria Park to Carlisle**

Works Infrastructure has completed the track lowering and deviation works between Vic Park and Carlisle stations with the up and down mains now linked into the new alignment. Redundant track will be removed in due course.

Construction of the road over Rail Bridge connecting Miller St and Roberts Rd is complete and the contractor is carrying out clean up work around the site

A footbridge over the railway at Howick Street is also being constructed and is nearing completion.

This package of work commenced in November 2003 and is scheduled for completion in mid July 2004.

#### **Project Contacts**

PTA Project Manager	Dean Giraud	9326 2533	
PTA Principals Contract Manager	Tony Richardson	9361 6061	0439 954 686

#### **Contractor**

Project Manager	David Wills	9361 5997	0439 039 153
-----------------	-------------	-----------	--------------

## **TONKIN HIGHWAY EXTENSION**

MRWA Road Bridge from the 21.90 km to the 22.01 km over the Perth to Armadale Railway.

The John Holland MacMahon Joint venture (JHMJV) has been contracted by the MRWA to construct a bridge over the Suburban railway at Seaforth.

The work will involve and incrementally launched concrete bridging structure. . The launch will occur from Saturday June 26, 2004. Work on the bridge within 3 metres of the track on the bridge is controlled by General Exemption No. 00023. The General Exemption expires on 31/01/05.

All works are anticipated to be completed in early January 2005.

The work site will be controlled with the installation of a 1.8 m high chain mesh fence. The fence will not be closer than 3.1m from the nearest rail, and all works will be carried out within the fenced area.

#### **Project Contacts**

PTA Planning Engineer	Richard Thomas	0439 915 996	9326 2330
JHMJV Project Manager	Brian Turner	0419 937 930	9495 7515
JHMJV Project Engineer	Colin Noid	0407 441 218	9495 7500
JHMJV Safety Coordinator	Chris Rewi	0409 374 598	9495 7524

## **PTA SIGNAGE UPGRADE**

Jason Signmakers have now been awarded 4 work orders under the new signage panel contract 01/04. Progressively they will undertake the replacement of old signage at most train, and assoc. bus interchanges.

Works are anticipated to commence July 5 until Mid December 2004, in the following order:-

Armadale Line July 5 - 13 August,

(Starting at Burswood station to Queens Park over next two weeks.)

Midland Line August 16 - 7 October

Fremantle Line October 10 – 10 December

Joondalup Line October 17 – 10 December

#### **Project Contacts**

PTA Project Manager / Superintendent Sonia Brennan 0407 944 180

Contractor's Representative Rick Ruitenbach 0417 -987-977

## **FREMANTLE VICTORIA QUAY – CITY TO Fremantle SECTION 18.300KM TO 21.480KM**

Works Infrastructure have been engaged to convert the existing SG freight mains to a dual gauge bi-directional main and relocate it closer to the Urban Passenger railways.

The project also involves the new bi-directional working between Fremantle and Leighton Yard to the existing down main, to be undertaken during a shot down in November 2004

Project life is 34 weeks.

### **Project Contacts**

PTA Project Manager	Rob Davies	09326 2281	0438 983 673
PTA Site Representative	Kevin Williamson	9326 2331	0400 141 091
Fremantle Ports Liaison	Tony Drew	9340 3318	0417 182 990
Works Infrastructure Project Manager	Peter Mackenzie	9475 6034	0439 039 419

## **CONSTRUCTION OF THE TRAIN SIMULATOR BUILDING - CLAISEBROOK TRADE WASTE DEPOT**

The 'Training Sections' of the new building have been handed over and will be fitted out by PTA with furniture / telephones etc in the next week.

The Driver's Coordinator's office suite will be handed over next week with furniture due to be installed the following week.

All access by staff into the new building is to be via the new concrete path on the north side of the Crew-Sign On Building (adjacent to the Rail Yard fenceline). The ramped path from the Visitors carpark is intended for service access only and will be fenced off with a locked gate.

When the Training facilities have been re-located from the existing single room in the Crew-Sign On building into the new double room in the new building, Lakis Constructions will commence work on the final stage of the Contract to convert the existing training room into the new female toilets. This final stage of the Contract will take 4 weeks to complete. During this final stage the existing Visitors carpark at the entry to the Crew-Sign On will be occupied by the builder for use as his work area with one bay reserved for Visitors to the Crew Sign-on Building.

The site huts will remain in the Trade Waste compound until the completion of the Project and the Contractor will use the road base driveway on the west side of the new building as his temporary parking area. At the end of the Project this road base will be removed and replaced with landscaping.

Greg Frost will commence landscaping to the areas around the building next week

## **ROE STREET PSP RELOCATION & WILSON CARPARK WORKS**

The above contract has now been awarded to Aarde Constructions and we expect to start works within the carpark area in the next 2 weeks.

Works - Roe Street PSP relocation, carpark construction and retaining wall relocation

Duration - 8 weeks

### **Project Contacts**

Superintendent - Futura Construction	Kevin Guppy Julian Earl	0411 764551 and 0407 992498
Contractor - Aarde Constructions	Len Legge	0427 882820

**List of persons authorised to issue Track Access Exemption Certificates under Instruction 141 paragraph 2 (c) of the Appendix to the Network Rules 2000**

Maxwell Collins	Operations Manager TTO
Ainsley Turner	Assistant Operations Manager TTO
Robert Davies	Track Infrastructure Maintenance Manager
Richard Thomas	Planning Engineer
William Buckless	Perway Superintendent
Gregory Frost	Landscape Supervisor
Michael Krause	Permanent Way Inspector
Garry Lovelock	Track Structures Superintendent
Terry Morris	Station Structures Superintendent
Gerald Forsyth	District Signal Supervisor Urban
Robert Sanders	Safeworking Coordinator Network & Infrastructure
Luis Sanchez	Control Systems Engineer
Nicola Grasso	Urban Electrical Superintendent
Steve Wong	Overhead Engineer
Stephen Williams	Act USIP Project Supervisor

**MANAGER CORPORATE ISSUES AND COMPLIANCE**

High Visibility Clothing is covered by Rule 9 of the Network Rules which states:

"Any employee working on or within 3.0 metres of a running line, siding or other designated areas must wear high visibility clothing in accordance with the minimum standard promulgated in instruction 137 section 1 of the Appendix to the Network Rules."

For the purpose of Rule 9 a designated area is defined as:

Any place within the rail reserve that has not been specifically exempted.

Customer service personnel when working on platforms are not required to wear high visibility clothing, however if they are required to move off the platform onto the perway or any other non public access area of the rail reserve they shall wear high visibility clothing.

**GENERAL MANAGER TRANSPERTH TRAIN OPERATIONS**

Special supplementary pages 27A, 27B, 27C, 27D, 27E, 27F will be available from Expo print (9326 2369) as of Monday July 19, 2004.

These pages are supplementary to working timetable book 2 showing altered Transwa Passenger and South Spur rail services.

These alterations will be active as of June 01, 2004 and remain in force till further notice.

These alterations to be read in conjunction with the current working timetable book 2.

## New Health Assessment Standard for Rail Safety Workers

A new system for monitoring the health of rail safety workers has recently been developed by the National Transport Commission (NTC) and is being implemented throughout Australia.

The National Standard for Health Assessment of Rail Safety Workers aims to make the national rail system safer for everyone and to help rail workers maintain sound health and fitness. It also aims to ensure health assessment standards are consistent across the rail industry.

The new standard recognises that rail workers can impact on the safety of the rail network, and may affect the safety of passengers, other workers and the environment. It reflects advances in medical knowledge, recent changes in rail operating environments and developments in privacy and anti-discrimination laws. Extensive consultation with industry, rail unions, rail safety regulators and health professionals has been carried out in developing the standards.

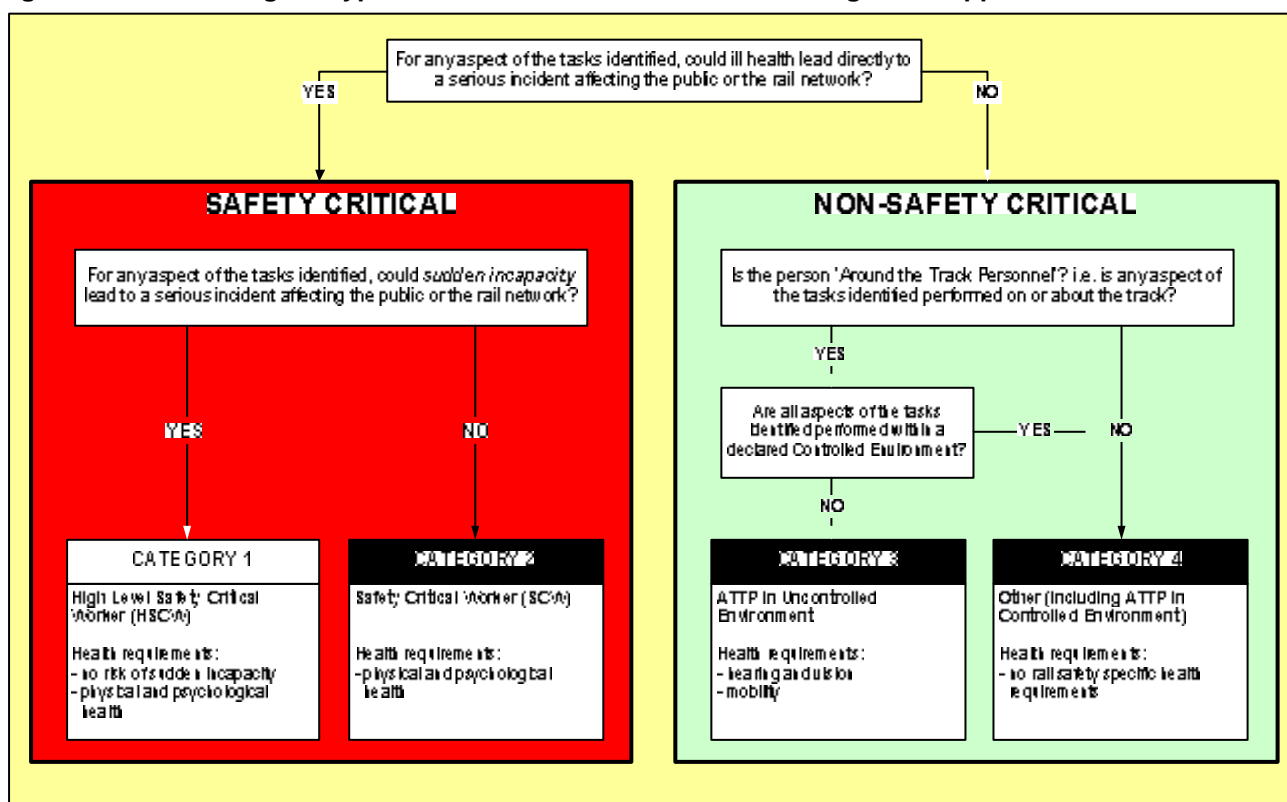
**The new standard applies to ALL rail safety workers, including any employee, contractor, subcontractor or volunteer performing work on the rail network.**

Two main risk categories have been defined. These are:

- **Safety Critical Workers** – those whose action or inaction due to ill health may directly lead to a serious incident affecting the public or the rail network (eg. train drivers, flagmen, train controllers). The health of these workers regarding attentiveness and vigilance to their job is critical; and
- **Non-Safety Critical Workers** – those whose health and fitness will not impact directly on the public or the rail network (eg. signals, communications or rollingstock maintenance workers). However these workers must be able to protect their own safety and that of fellow workers.

These categories are further subdivided, resulting in **four risk categories** overall. These are briefly described and illustrated in Figure 1 below:

**Figure 1: Determining the type of health assessment – a risk management approach**



As Figure 1 indicates, the new health monitoring system is based on a **risk management approach** in which the requirements of each job are matched to health requirements.

In order to identify which category workers fall in to, **all organisations with rail workers MUST perform a risk assessment for each position operating on the rail network.**

Examples of risk assessments for rail safety workers under the new standard are available from the National Transport Commission (<http://www.ntc.gov.au/>).

The new standard was approved by Australian Transport Council on 30<sup>th</sup> April 2004 and **will be implemented from 1<sup>st</sup> July 2004.**

**Special Note**

**All health assessments performed after the implementation date MUST be conducted in line with the new standard.**

**From 1<sup>st</sup> July 2004, any medicals conducted prior to this date will not be accepted.**

**PHASE-IN PERIOD**

From 1<sup>st</sup> July 2004, there will be a phase-in period for the reassessment of existing workers in line with the new standards, as follows:

- **Category 1** – all workers to be assessed **within 18 months**
- **Category 2** – **within 2 years**
- **Category 3** – with existing frequency as arising

All medicals conducted under the new standard **MUST** be conducted by an Authorised Health Professional. As of 1<sup>st</sup> July 2004, the only Authorised Health Professionals will be working for Health Services Australia (HSA). We will provide notification of other health professionals that may be used as they become authorised.

Model medical forms that comply with the new standard can be found in the National Standard, Volume 1: Management Systems, Part 3. This document can be accessed directly from the following link: <http://www.ntc.gov.au/ViewPage.aspx?page=A02209323300940020> or by visiting the NTC's website (<http://www.ntc.gov.au/>), under the "Rail" section.

*For further information about the new Health Assessment Standard for Rail Safety Workers, visit the National Transport Commission's website at <http://www.ntc.gov.au/> or contact Christine Teague, PTA Manager Occupational Safety, Health & Environment on: +61 8 9326 2131 or [cteague@pta.wa.gov.au](mailto:cteague@pta.wa.gov.au)*

### Instructions for the operation of Pedestrian Gates at Philimore Street Fremantle

A new protected pedestrian crossing has been provided at Philimore Street Fremantle.

Two separate sets of pedestrian protection gates are provided one for the Narrow gauge and one for the Standard gauge tracks. The gates across the Standard gauge are fully automatic and are operated by the presence of a Standard gauge train on the crossing warning track circuits.

The Narrow gauge track has infrequent train movements causing rust build up and hence the shunting of these track circuits is not guaranteed.

To ensure that the pedestrian protection gates across the Narrow gauge track are closed before the passage of a train, signals **380, 382, 383 and shunt signal 385** are interlocked with the pedestrian crossing protection gates.

These have a locked push button box on the signal mast (on a separate post for the shunt signal) which must be operated by the driver of any Narrow gauge train to proceed from Fremantle to Robb Jetty or to enter Fremantle from the Robb Jetty end. The shunt signal is for movements from the shunting neck to Fremantle NG Up main.

The route is to be set by the Train Controller and when the push button on the signal mast is operated by the driver the pedestrian gates will close and the signal will show a Proceed aspect.

**As soon as the signal shows a proceed aspect, the train must proceed past the signal within 120 seconds or the signal will restore to STOP and the gates will open.**

In this case the push button must be reoperated to close the gates and place the signal to Proceed again.

Once the Narrow gauge pedestrian protection gates are closed they will remain closed for 120 seconds unless automatically open after the complete passage of a train over the crossing. Cancellation of the signal will not open the gates.

### **Procedure for test trains entering and leaving the operating railway.**

The testing of new railcars will take place on the new line between the new Currambine station and Nowergup from June 3, 2004 until the line is opened in September 2004.

Testing of the railcars will also be carried out on the operating Urban Network between Currambine and Perth and between Perth and Armadale.

A system of safeworking has been established for test trains and on track machines operating between a point immediately south of the new Currambine station and immediately south of the Nowergup depot.

The following instruction describes the method of admitting trains into and out of the operating Urban Network.

#### **Trains entering the operating railway**

1. When a test train which is to depart the new line arrives at the "End Of Token Working" board immediately south of the new Currambine Station, the Operations Supervisor shall contact Train Control and request permission to move to the STOP board just short of the derailer.
2. The Operations Supervisor shall then pilot the test train to the STOP board.
3. When the test train arrives at the STOP board the Operations Supervisor shall contact the Train Controller and request permission to remove the derailer and operate the switch lock as required.
4. When the derailer has been removed and the 1055 points are correctly set for the passage of the test train the Operations Supervisor shall advise Train Control
5. The Train Controller shall ensure that the main line points are set and locked.
6. The Train Controller shall authorise the driver of the test train to pass the STOP board and proceed into the operating railway.
7. When the test train has cleared 1055 points the Operations Supervisor shall advise Train Control and request permission to restore the points and derailer.
8. When points have been restored and clamped in the normal position and derailer is locked over the new line the Operations Supervisor shall advise Train Control.

#### **Trains leaving the operating railway**

1. The Operations Supervisor shall contact Train Control and advise that he is in position at Currambine.
2. The Train Controller shall advise the Operations Supervisor to remove the derailer and operate switch lock as required.
3. When the derailer has been removed and 1055 points are correctly set for the passage of the test train the Operations Supervisor shall advise Train Control.
4. The Train Controller shall ensure that the main line points are set and locked.
5. The Train Controller shall authorise the driver of the test train to pass 551 signal at stop and proceed into the extended section.
6. When the test train has cleared 1055 points and the derailer on the new line the Operations Supervisor shall advise Train Control and request permission to restore the points and derailer.
7. When points have been restored and clamped in the normal position and derailer is locked over the new line the Operations Supervisor shall advise Train Control.

#### **Test trains admitted to Currambine Station on main line**

Where for extenuating circumstances a test train is admitted to Currambine Station on the main line the following shall apply:

1. The driver of the test train, having been admitted to the Currambine siding, will stand on either the UP main behind 554 or the DOWN main behind 556.
2. The Operations Supervisor shall contact Train Control and advise that he is in position at Currambine.
3. When clear to do so the driver of the test train will receive a proceed indication by either 554 or 556 to proceed back onto the UP main to the Station Limits Board (just short of U283).
4. The Train Controller shall advise the Operations Supervisor to remove the derailer and operate switch lock as required.
5. When the derailer has been removed and 1055 points are correctly set for the passage of the test train the Operations Supervisor shall advise Train Control.
6. The Train Controller shall ensure that the main line points are set and locked.

7. The Train Controller shall authorise the driver of the test train to pass 553 shunt signal in the stop position and proceed into the extended section.
8. When the test train has cleared 1055 points and the derailer on the new line the Operations Supervisor shall advise Train Control and request permission to restore the points and derailer.
9. When points have been restored and clamped in the normal position and derailer is locked over the new line the Operations Supervisor shall advise Train Control.

**Note**

When running of test trains is suspended for more than forty eight hours the 1055 points shall be clamped in the normal position. For example, If test trains were not scheduled for the weekend the Operations Supervisor shall, after the last test train has left the operating railway and advice has been given to Train Control, ensure that the points are correctly set in the normal position and apply the clamps.