

SAFETY DIRECTIVE

Rule 2015

Active Control Level Crossing Management

The following directive is issued to safely manage Narrow Gauge Light Engine Movements on the Network.

Commencing immediately, all **Narrow Gauge** Light Engine movements, including Multi-coupled light engines, must treat all Active Control Level Crossings as Potentially Faulty as per Rule 2015 Section 8.

Rail Traffic Crews of **Narrow Gauge** Light Engines must approach Active Control Level Crossings at a speed that allows the Rail Traffic to be stopped short of the crossing.

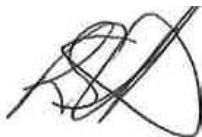
If it cannot be determined that the Level Crossing equipment is working correctly, Rail Traffic must be stopped short of the Level Crossing to check whether the warning equipment is operating correctly and:

- if warning equipment is operating correctly, proceed; or
- if warning equipment is not operating correctly, treat the Level Crossing as faulty; and
- as soon as possible, report the condition of the warning equipment to the Network Controller.

If an Active Control Level Crossing is to be treated as faulty, Rail Traffic Crews must:

- stop short of the Active Control Level Crossing; and
- manually operate the Level Crossing; or
- arrange to stop approaching road and pedestrian traffic; and
- **proceed over the Level Crossing only if it is safe to do so.**

This Safety Directive will remain in force until further notice



Rodney Smith
Head of Operations and Customer Management
15 August 2018