KiwiRail

Local Network Instructions:

L1.2 Waitematā

Publication date 20 Dec, 2024

Table of Contents

1. General Instructions

Platform numbering and Station name change

In preparation for the City Rail Link changes occur to:	Old	New
Platform Numbering	Platform One	Platform One
	Platform Two	Disconnected – closed
	Platform Three	Platform Two
	Platform Four	Platform Three
	Platform Five	Platform Four
Station Name	Britomart	Waitematā

In this document where a name or platform number is referenced, the old version will be provided in (brackets).

Geographical coverage of this section

This section covers instructions relevant to the Controlled Network inside Auckland Station limits:

From:	• 34 Down directing from D5 signal • 36 Down directing from C4 signal
To:	• All Trains Stop board on Platforms One (1) and Four (5) • Buffer Stops on Platform Two (3) and Three (4)

Other instructions outside this area previously in this section are now in LNI Section L1.1 All lines between Pukekohe - Waitākere inclusive.

Function	Responsibility and details	Contact number	Abbreviation
Train Operations Centre	Manages the operation of metro services	Nil	**TOC**
Stations Control Centre	Staffed 24/7. Manages building facilities (ventilation, evacuation, fire etc.). Monitors CCTV and manages security and operations at Waitematā (Britomart) Station.	09 558 0800	**SCC**
Worksite Operations Controller for Link Alliance	Manages safe working within the LKAN for the ongoing CRL Construction activities. Further details can be found in the Rail Joint Operating Plan between Link Alliance, KiwiRail and AOR.	022 061 7261	**WOC**

1.1 Hazards

Personnel are warned to exercise extreme care when moving on foot in the following areas:

1.1.2 Platforms

- A slipping hazard exists at the platform edge when climbing up or down.
- Platform extensions exist at the eastern end of Platform Three (Four). Due to the narrow width of platform extensions, restricted access exists through one way exit gates to prevent entry from the main platform for passengers.
- When trains have berthed short on a platform, passengers must only exit carriages onto extensions for the purpose of accessing main platform areas. Train Managers are to observe that passengers have cleared restricted areas before leaving services that have berthed short of the normal stopping marker.

1.1.3 Track Area

- There is no formed walkway between the tunnel throat and platform steps.
- Flat, robust footwear must be worn when crossing track ballast surfaces.
- Rails protrude above the level of the ballast posing a tripping hazard.
- Construction activity is occurring, and hazards are sign posted or behind a barrier or temporary wall.
- Restricted clearance ‘Crush Zones’ exist between the tunnel throat and some platforms. These hazardous areas are identified by yellow warning signage. Personnel must first confirm with the Train Controller that all train movements have ceased prior to entering restricted clearance areas.

1.1.4 Motor Points

- Motor points may move at any time without warning.
- Due to the restricted clearance, all personnel are required to leave the area between the tunnel throat and platform steps and be in a position of safety before confirming to the Train Controller that the points are set and isolated.
- Motor points control boxes are located on the ground next to 39, 43, 45 and 47 points.

1.1.5 Tunnel Area

- Surface piping is present at various locations between Quay Park Junction and the platforms.

1.1.6 Electrification

- Overhead 25,000V AC electric wires and conductor beams are located above all tracks.

1.2 Managing Movements between KiwiRail and Link Alliance

The Link Alliance is a consortium of seven companies, including CRL Ltd, delivering the stations, tunnels, and rail infrastructure for the CRL project. Link Alliance is the licensed access provider of the LKAN, and a licensed Operator for the purposes of constructing the CRL railway.

The LKAN has interface locations with the KiwiRail network at the following locations:

- Waitematā (Britomart) Platforms 1 & 4
- Maungawhau (Mt Eden) Turnouts 762, 764, 775 & 777

These interface locations are supported by Joint Operating Plans, issued separately for Waitematā (Britomart) and Maungawhau (Mt Eden). Network limits are defined by LKAN Begins and LKAN Ends boards.

All train and MTMV movements between the LKAN and KiwiRail networks in either directions will be managed by All Trains Stop boards or signals as defined by S&I diagrams.

1.2.1 Definitions

LKAN	Link Alliance Rail Network (encompassing CRL construction activity)
LKAN Control Centre (LKAN-CC)	Link Alliance Rail Network Control Centre 'Network Controller' (WOC) for the LKAN Located at 1 New North Road, Mt Eden
WOC	LKAN Worksite Operation Controller

1.2.2 Contacts

LKAN Worksite Operations Controller (WOC) - 022 061 7261

LKAN Worksite Operations Controller EMERGENCY - 022 061 7221

1.2.3 Boards and Signal Authority

The following authority is required to pass the Block Entry or All Trains Stop boards (ATSB) situated at:

Waitemata (Britomart

Board Type or Signal	Board / Signal number	Authority to Pass
ATSB	No.1 & 4	Train Control or RPO with protection established for area to be exited after obtaining permission from LKAN Worksite Operations Controller (WOC)
LKAN Begins	NB No.1 & 2	LKAN Worksite Operations Controller (WOC)
Signal	No.135 & 137	Train Control RPO with protection established for area to be entered.

Maungawhau (Mt Eden)

Board Type or Signal	Board / Signal number	Authority to Pass
LKAN Begins	NB No.1	LKAN Worksite Operations Controller (WOC)
LKAN Ends	NB No.2	RPO with protection established for area to be entered.
Signal	No.716 & 718	Train Control *
Signal	No.725 & 727	Train Control *

* LKAN Worksite Operations Controller (WOC) may authorise any Hi-Rail or other on-foot work between 716, 718, 725, and / or 727 signals and the LKAN Ends board without the need for authority from the Train Controller provided that 762, 764, 775 and 777 points are locked in reverse with a LKAN lock. Any vehicle that is required by the Rail Operating Rules to obey signals (Train or MTMV) will be signalled or authorised by the Train Controller.

1.2.4 LKAN No-Go and Overlap Area Waitematā (Britomart)

The area between the All Trains Stop boards 1 & 4, and signals 135 / 137 is a safety overlap for LKAN and KiwiRail. Signs are erected to identify the start and end of LKAN territory network.

Any access required in the safety overlap must:

- have track occupancy protection in accordance with KiwiRail Track Safety Rules, that includes all of P1 and/or P4 track as applicable, and
- be published on the KiwiRail Daily Information Bulletin unless for fault response.

Derailers are fitted 5 metres in front of 135 & 137 signals. These derailers must not be unlocked by WOC until track protection is in place on the applicable platform, and must be locked closed prior to any track protection being cancelled.

NOTE
All rail vehicle movements will be detected by the signalling axle counters.

1.2.5 Maungawhau (Mt Eden) - No.762, 764, 775 & 777 Turnouts

The above points are commissioned and operable by the Train Controller, and shall normally be secured in reverse with dual padlocks, held by KiwiRail Signal Maintenance Representative and LKA Personnel.

Operation of these points to normal (into LKAN territory) must be notified by bulletin. The KiwiRail Signal Maintenance Representative must certify to the Train Controller when the points have been restored to reverse and secured.

1.2.6 Movement Procedure between KiwiRail Network and the LKAN

This procedure applies for movement in either direction from or to the LKAN.

NOTE
The LKAN Worksite Operations Controller (WOC) may authorise any Hi-Rail Vehicle or other on-foot work between 716, 718, 725, and / or 727 signals and the LKAN Ends board without the need for authority from the Train Controller provided that 762, 764, 775 and / or 777 points are locked in reverse with a LKAN lock.

Hi-Rail or On-foot movement:

1. RPO takes track occupancy protection between:
   a. 54 - 134 signals (Platform 4) Waitematā (Britomart) and / or
   b. 51 - 136 signals (Platform 1) Waitematā (Britomart) and / or
   c. 712 - 727 signals Maungawhau (Mt Eden) and / or
   d. 702 - 725 signals Maungawhau (Mt Eden) and / or
   e. 713 - 741 signals Maungawhau (Mt Eden) and / or
   f. 711 - 743 signals Maungawhau (Mt Eden) as applicable.

2. Any points are unlocked and then set by the Train Controller for the movement as part of the protected work area.
   a. WOC representative locks on to protection.
   b. WOC representative unlocks applicable derailers.

c. Operator locks on to protection:
   Movements into the LKAN from LKAN Begins board:
   - Then contacts WOC for authority to enter the Link Alliance Network. The Driver will advise the RPO when the movement is clear and complete of the protected work area.

   Movements into the NRS from the LKAN Ends board:
   - Then contacts the RPO for authority to enter the NRS. The Driver will advise WCO when the movement is clear and complete of the LKAN.

3. WOC restores derailer and locks off protection.
4. Points are secured to prevent movement toward the LKAN.
5. Protection cancelled by RPO.

NOTE
Any access past the LKA Begins board into LKAN territory must be authorised by the LKAN WOC in addition to any KiwiRail Track Safety protection.

Train or MTMV:

1. WOC & KiwiRail Signal Maintenance Representative unlocks applicable points padlock/s on NAL.
2. WOC unlocks and opens derailers and verbally certifies to the Train Controller that the derailers are open. Certificate must be recorded on the train control diagram.
3. At Maungawhau (Mt Eden): MTMV or train signalled or issued relevant safe working authority by the Train Controller.
4. At Waitematā (Britomart): Authority to pass ATSB is given by the Train Controller.

1.2.7 Maungawhau (Mt Eden) - Points Security No.779, 780, 781 & 782 Turnouts

The above points will be secured in the hand-operation position with WOC padlock and operation will be directed by the WOC. The Train Controller must maintain blocking on points controls.

When authorised by Daily Information Bulletin, any points may be operated by the Train Controller in the motor position for testing purposes. The WOC is responsible for restoring the points to motor position to enable testing, and restoring them to hand position before authorising any other movements over them.

2. Defects on Trains

Rail Personnel must report any visible defect on a train to the Train Controller who will carry out the necessary course of action.

IMPORTANT
Rail Personnel must advise the Train Controller by the most expedient means, e.g., Emergency Call Point asking SCC personnel to call the Train Controller, radio etc.

3. Train Control and Station Control Centre Operations

3.1 Control of Signalling

Train Controllers will be on duty 24/7. These functions may be operated from a co-located control centre or from separate control centres from time to time.

Train Control phone numbers:	
Emergency	0800 808 400
External	04 498 3387
Internal	43387

3.2 Station Control Centre (SCC) Operations

Although the SCC is manned continuously, a technician to operate the various station systems (e.g., ventilation system) is only on duty for the normal scheduled train movements.

If additional train movements are required in the platform/tunnel areas, then advance notice of this must be given to the SCC or Auckland Transport Stations Manager so arrangements can be made for a technician to be available.

SCC phone number: 09 558 0800.

3.3 Emergency Communications

Communications between the SCC and the Train Controller will be by way of either dedicated Hotline telephone or E Band Radio Channel 11.

3.4 Lockout Zone Protection Requirements

To enable station maintenance to occur, Waitematā (Britomart) Facility personnel will take Lockout Zone protection. Lockout Zone protection must be operated in accordance with **TS05 Lockout Zones** and **RP05 Using Lockout Zones.**

3.5 Occupancy of Rail Corridor by SCC Personnel

Once Lockout Zone protection is established, occupancy of the rail corridor from the tunnel mouth to the buffer stops / All Trains Stop Boards is under the control of the person that has taken Lockout Zone protection.

NOTE
Any work encroaching on the Minimum Approach Distance for the overhead line must be authorised by an EF201 permit, issued by a Competent Traction Person.

Rail vehicle movements are prohibited while Lock Out Protection is in force.

NOTE
Blocking may also be taken in accordance with Track Safety Rules as necessary for the circumstances.

3.6 Reporting Facility Defects to the SCC

Rail Personnel must report all Waitematā (Britomart) facility defects to the SCC.

SCC personnel must immediately advise the Train Controller and arrange protection.

Train Controller

Upon receiving advice of a facility defect, you must:

- request a maintenance personnel callout via Operations Support
- tell the Traction and Systems Controller, if necessary
- tell the NCM

3.7 SCC Hand back of Lockout Protection

When Lockout Zone protection has been taken for facility maintenance, before handing any lockout zone back, the person in charge must verbally certify to the Train Controller that:

- the ventilation and lighting systems are operational
- the tracks in the station platform/tunnel areas are clear for traffic.

NOTE

Following a fire alarm, ventilation, or lighting shutdown a further certificate is required before recommencing train operations.

NOTE

Any EF201 permit must be handed back to a Competent Traction Person. The Competent Traction Person will arrange for the restoration of overhead power.

When overhead power is isolated for an emergency, a Competent Traction Person will advise the Traction and Systems Controller when it is safe to restore overhead power.

4. Radio Communication in the Tunnel / Station Area

Radio call sign for the Auckland Station / Waitematā (Britomart) signalling area: “**Auckland East**”.

See **Radio Systems Manual / L1.1 Local Network Instructions** for details of channels and call signs.

4.1 Metro Service Operator (MSO) – Waitematā (Britomart) Station Personnel

Direct communications between the Waitematā (Britomart) Stations Controller & SCC, Chief warden and Train Operating Personnel are provided for on channel 1. The SCC will also monitor channel 11 and liaise with the Train Controller on the direct line when necessary.

Metro Service Operator station personnel radio call signs are:

Role	Call Sign
SC	Station Control
Chief Warden	Alpha + [Given name]

5. Encroachment on the Rail Corridor

All personnel required to move on foot or who are working on, or near the track must obtain permission in accordance with instruction 6.1.

In addition, the Train Controller will advise the SCC when permission is given to move or work in the tunnel area and if any trespassers are reported for CCTV monitoring purposes.

5.1 Removal of Trespassers

In addition to the current emergency response procedures, SCC personnel may request a ‘walk through’ inspection of the tunnel area should the monitoring system identify trespassers in the area.

In these situations, trains are to be stopped from moving in the area until the “all clear” is received from the SCC.

IMPORTANT
Lockout Zone and/or Blocking protection must be used for a ‘walk through’.

5.2 Planned Servicing / Maintenance Work

All maintenance work must be protected by Lockout Zone protection.

6. Track Occupancy in Station Limits

6.1 Obtaining Track Occupancy

In Auckland Station Limits outside Waitematā (Britomart) Station Platform / Tunnel area: apply as appropriate.

- Blocking / Individual Train Detection (ITD)
- Track Occupancy may be protected by Lockout Zone under direction of a qualified RPO using a single lockout zone or combination of lockout zones.

6.2 Retrieval of Items Dropped On Track

Lockout Zone protection must be used to protect personnel retrieving items on track.

6.3 Lockout Zones Waitematā (Britomart) Station Platform / Tunnel Area

Signal Lockout Zones diagrams are currently on SharePoint.

6.4 Tunnel Safety Plan

Rail personnel and an accompanying AT contractor(s) with hand tools only, may work in Waitematā (Britomart) tunnel without a tunnel safety plan, when no internal combustion engines are operating.

Internal combustion engines are only allowed to operate in the Waitematā (Britomart) tunnel area when a Tunnel Work Plan for the activity has been completed.

Approved Tunnel Plan-KR-AT-NIMT-20 Britomart

7. Emergency Procedures

7.1 Electrification Emergency

In Waitematā (Britomart) Station and Tunnel, a loss of overhead power will cause all electric trains to stop.

Trains stopped for a long duration without power can cause loss of air conditioning and lighting leading to passengers to become exhausted and/or self-evacuate.

All emergency response actions should take all practical steps (but not further placing life at risk) to enable trains to exit the tunnel to either the station platforms, or Quay Park.

In case of any requirement for emergency power isolation within the Waitematā (Britomart) Station and Tunnel area, there are two types of response to an electrification emergency:

7.1.1 Immediate Isolation

To be requested and applied when life is at risk, e.g., a person could imminently touch or has touched the overhead line, or the overhead is damaged and hanging down and could be encroached upon. Rail Personnel must:

- contact the Train Controller by urgent radio call, emergency telephone or hotline
- clearly state identify yourself and the nature and location of the emergency
- request an "**Immediate Isolation of the Overhead Power"**

Train Controller Actions	1. Operate the emergency overhead cut-off button and advise the Traction and Systems controller 2. Contact SCC and verify or arrange emergency services have been called 3. Apply signal blocking to protect entry to all lines in the station and tunnel area 4. Advise the Service Performance Leader at TOC and the NCM 5. Plan with SCC and the Operating Company's On Duty Manager to recover any stranded trains and passengers
Traction and Systems Controller Actions	1. Arrange for a Competent Traction Person to attend 2. Once the Train Controller has stopped trains in the affected area, carry out prompt restoration of power to the network outside the Station and Tunnel area. 3. Advise the Train Controller and SCC when the overhead is "**Isolated and earthed and can be approached for emergency purposes only**"

7.1.2 Managed Isolation

To be requested and applied in the event of any fire, derailment, or emergency in the station or tunnel area which is not placing life at immediate risk. Rail Personnel must:

- Contact the Train Controller by emergency radio call, emergency telephone or hotline.
- Clearly:
  - state "Emergency, Emergency, Emergency"
  - identify yourself, and
  - provide the nature and location of the emergency.
- Request a **"Managed Isolation of the Overhead Power"**

Train Controller Actions	1. Instruct and signal all trains to exit the tunnel to platforms or Quay Park. 2. Request a managed Isolation from the Traction and Systems Controller and tell them when the tunnel is clear of movable trains. 3. Contact SCC and verify or arrange emergency services have been called. 4. Apply signal blocking to protect entry to all lines in the station and tunnel area. 5. Advise the Service Performance Leader at TOC and the NCM. 6. Plan with the SCC and the Rail Incident Controller (RIC) to recover any stranded trains and passengers.
Traction and Systems Controller Actions	1. Arrange for a Competent Traction Person to attend. 2. Once the Train Controller has cleared and stopped trains in the affected area, apply a managed isolation of the overhead power between Quay Park and Waitematā (Britomart) end of line. 3. Advise the Train Controller and the SCC when the overhead is "**Isolated and earthed and can be approached for emergency purposes only**". 4. Do not re-liven the overhead power in this area until authorised by a Competent Traction Person on site who has confirmed that personnel are no longer at risk of encroaching into the MAD.

7.1.3 Train Disabled (including Collision and / or Derailment)

Operator Actions	1. Advise the Train Controller and Train Manager. 2. If the Train Controller has not acknowledged, instruct the Train Manager to report the emergency by activating the nearest "Emergency Call Point" on the tunnel wall so that ventilation is placed under active management. 3. Request emergency overhead power isolation if the vehicle is derailed or the overhead may have been damaged. 4. Apply the park brake on the train. 5. Refer to KiwiRail Tunnel Operations TARPs and Duty Cards #10.1 (30, 60, 90-minute rule) 6. Evacuation of passengers will primarily be to the platforms, except when the SCC directs the Train Controller to evacuate via the north wall tunnel throat stairs 8 & 9 (tunnel exit to Britomart Place) or towards Quay Park. **NOTE** If it is possible to drift into the station platform area under controlled braking, this must be considered after consultation with the Train Controller.
SCC Actions	1. Contact the TOC to confirm awareness of situation. 2. Advise MSO personnel who will take appropriate action under direction of the Chief Warden. 3. In the event of an evacuation, help control the entry / exit points to tunnel. 4. Active management of the tunnel ventilation system in response to the agreed recovery plan.
Passenger Safety	• Passenger evacuation is under the control of the Operator or appointed RIC, and all rail personnel will work under their direction. • Temporary tape / barriers may be erected by MSO personnel to direct passengers to the evacuation exit.

7.2 Fires

In all cases:

- Raise the Alarm
- Advise the Train Controller
- The Train Controller must **advise the SCC immediately** so that ventilation can be placed under active management
- The Train Controller must stop movement of other trains to protect passengers that may be self-evacuating
- The Train Controller must arrange managed overhead power isolation with the Traction and Systems Controller in accordance with instruction 7.1.2

NOTE
The SCC may activate building fire systems and / or contact Fire Emergency New Zealand (FENZ).

7.2.1 Operators of Inbound Trains (Outside of the Tunnel)

- Do not enter the tunnel; prevents fume / smoke hazards
- Advise the Train Controller
- Check that other trains are stopped before initiating any evacuation

7.2.2 Operators of Inbound Trains (Inside the Tunnel)

- Proceed to the platform.
  - The installed fire protection systems may activate enabling a safe evacuation of passengers

7.2.3 Operators of Outbound Trains

- Exit the tunnel whenever possible
- Only shut off power in the tunnel if absolutely necessary

7.2.4 In Station Buildings

The SCC will be responsible for advising the Train Controller if a fire has occurred in the building and if trains are required to immediately leave the station platforms.

Inbound trains must not be permitted to enter the tunnel/platform area.

7.2.5 Evacuation of the Train Control Centre

Before evacuating, the Train Controller must advise the SCC and place all Waitematā (Britomart) signals to ‘stop’. Trains can recommence when the Train Controller has handed over to an alternate control room.

7.2.6 Evacuation of the SCC

The Station Control Centre must be attended for trains to operate with the Waitematā (Britomart) station tunnel and platforms. If the Station Control Centre is evacuated from the normal control centre, the Train Controller must be notified, and trains stopped until the Station Control Centre has handed over and is operating from an alternate control room.

7.3 Tunnel Emergency Evacuation Beacons

Yellow and red emergency evacuation beacons are located at the station end of Waitematā (Britomart) East tunnel and some back of house areas of Waitematā (Britomart) station.

The beacons are used to warn personnel that an emergency evacuation message has been issued. They are provided as a visual alert in areas where noise levels might prevent an audible alarm or voice emergency evacuation message from being heard.

In the event of a tunnel beacon activation, personnel in the tunnel must take the following action:

Beacon Colour	Meaning	Actions
Yellow	Fire alarm activation under investigation	Be prepared to evacuate
Red	Fire alarm activation	Evacuate tunnel immediately via nearest emergency exit. Refer instruction 7.4 below.

7.4 Emergency Exits from the Tunnel

- FENZ intervention stairs are located at the “throat end” of the tunnel opposite 37B Points (North Side only). This is also known as “Stairs 8 and 9”.
- Alternative primary emergency fire exit route to platforms is located via the South Side light rail tunnel to platform 4 (5)

NOTE
Assembly point of safety as per the “Waitematā (Britomart) Train Station & Chief Post Office Building Emergency Evacuation Scheme” at street level.

- Lighting is provided in the tunnel
- Signage is erected along the tunnel illustrating the distance to each exit
- Ladders are stored against the tunnel wall to assist passenger evacuation from carriage doorways
- The direction of an evacuation may be directed by the Station Control Centre via the public address system

7.5 Detraining of Passengers – Emergency Ladders

Wooden ladders are situated by low level lights in the tunnel area approximately 30m apart, to assist with detraining of passengers. Ladders are checked monthly by Auckland Transport maintainers.

7.6 Evacuation onto the Railway Corridor

If the Train Controller is advised of an evacuation from an underground station or other exit way onto the railway corridor, the SCC must also be advised.

When the evacuation pathway encroaches into the railway corridor, including any safety overlap, the Train Controller must establish Emergency Protection for the affected area until all personnel are confirmed clear.

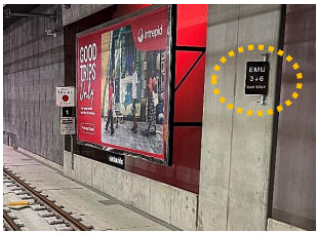
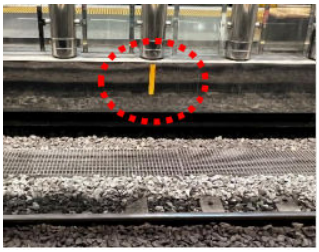
The SCC will confirm if an evacuation of Waitematā (Britomart) Station is also necessary.

8. Platform Operations

8.1 Berthing on Arrival

At Waitematā (Britomart) Station, buffer stops and All Trains Stop Boards denote the end of the Controlled Network.

All Up EMUs must stop at these markers for correct placement on platforms.

Platform number	Colour - description	Name	End of Track (EOT)	Distance from EOT	Instruction
One (1) and Four (5).	EMU 3+6 Car Stop board Red cats' eye opposite board on vertical platform face 	EMU Car Stop sign	All Trains Stop Board	Platform One (1) - 9 metres Platform Four (5) - 7 metres	Stop when the EMU Car Stop sign is visible through the cab side quarter light window.
Two (3) and Three (4)	Yellow Marker on vertical platform edge 	10 km/h Speed Marker	Buffer Stop	25 metres	All movements must not exceed 10 km/h past this mark. Exception: EMUs with functional ETCS and in full supervision mode.
Two (3) and Three (4)	Yellow / Black Striped Pole 	Train Stop Marker Post	Buffer Stop	Platform Two (3) - 7 metres Platform Three (4) - 4 metres	Stop within 0.5 m from pole

8.1.1 Train Ready to Start Panels (TRTS)

Train Ready to Start panels are provided on all platforms to display the indication of the respective platform starting or directing signal. These indications are provided for the train crew to identify that the respective signal is at proceed before giving right of way.

The Train Ready to Start panels are also fitted with a proximity card reader that when activated will provide a “Train Ready” indication to the Train Controller.

When a train is ready to depart and the respective starting or directing signal is not at proceed, the Train Manager or authorised platform personnel (when required to do so for operational purposes) must activate the “Train Ready” control for the applicable signal.

Blue beacons are installed underneath the Passenger Information Display at the buffer end of each platform to assist platform personnel in Right of Way procedures.

Beacons repeat the indications displayed on Train Ready to Start panels as follows:

Blue Beacon	Meaning
Flashing	Train Ready to Start has been requested, train ready to depart
Steady	Train crew can give Right of Way Respective platform signal is at proceed

NOTE
Emergency Stop plungers have been installed on the TRTS stands but are not operational.

8.2 Dispatch of Passenger and Out of Service Trains

8.2.1 Passenger Trains

After establishing that the train crew are in the correct positions for departure, the Train Manager must position themselves at the rear carriage of the service to enable clear visibility of the beacon and prevent late passengers attempting to board.

The Train Manager must:

- operate the Train Ready to Start button; up to 2 minutes ahead of departure time
- commence Door Close procedures up to 30 seconds prior to departure time and hold the local door open until 10 seconds prior to departure time if the applicable platform signal is at proceed

When a blue beacon is flashing and the Metro Operator’s qualified rail personnel are in attendance for platform operations, they must advise any delays to the Train Manager to enable the Train Manager to adjust the commencement of Door Close procedures for:

- departing trains; waiting for a proceed signal after departure time
- special event; plans are in operation

The Train Manager must not close the local door or give Right of Way to the driver until the applicable starting signal or signal repeater indicator displays a proceed indication.

GR08 General Responsibilities, **5.1 Duties of Train Crew** is modified accordingly.

8.2.2 Out of Service Trains

After establishing the Train Crew are in the correct position, Door Close procedures have been completed, and suitable platform communication has identified the service as “Out of Service”, the applicable Train Ready to Start panel must be activated by the Train Crew or qualified rail personnel when in attendance for platform operations.

8.3 Rolling Stock at Platforms Overnight

Rolling stock may be left unattended overnight at the Waitematā (Britomart) Station platforms as arranged with the Metro Services Operator Stations Manager.

8.4 Six-Car Platform Restrictions

To ensure platform and train occupancy numbers comply with the Waitematā (Britomart) Station Fire Safety Management Plan, the following procedures will apply to 6 car passenger services:

- Six-car train set operations is limited to a maximum of three trains available for passenger use at any one time
- Six-car train operations are limited to the following:
  - one on Platform One (1)
  - one on either on Platform Two (3) and
  - one on either on Platform Three (4) or Four (5).
- Six-car trains stabled must have all doors closed until Train Manager is in attendance to ensure occupancy levels are not exceeded.
- During peak operations or special events when services are disrupted / delayed and passenger counts approach approximately 2500, the Station Team Leader and/or security personnel will monitor passenger congestion and report observations to the SCC to implement congestion control procedures.

8.4.1 Managing CRL Stations Congestion Control

When circumstances arise and it becomes necessary to control the numbers of customers in a station, the MSO holds congestion control plans for the management of crowds at each station, with a focus on the prevention of over-crowding from occurring.

SCC	1. Implement and escalate the appropriate station congestion control procedures with station staff 2. Consult with the Train Controller on station status, effect on train operations and appropriate degraded train operations 3. As congestion eases, manage the staged removal of congestion control to safe numbers 4. Advise the Train Controller to resume normal train operations
Train Controller	1. Advise the Operator 2. Confer with the TOC on changes to train services 3. Restore normal train operations once safe numbers have been restored

9. Mitigation of Diesel Fumes

In advance of diesel:

- rail vehicles,
- plant machinery or
- equipment operation

within the Waitematā (Britomart) tunnel or station environment, the following applications must be submitted to the MSO before tunnel / platform entry or work commencement:

1. MSO Permit to Work
2. MSO Diesel Permit to Operate

With receipt of diesel Permit to Operate pre-approval and just prior to diesel engine activity commencement, the SCC must be contacted to confirm the status of applicable tunnel and / or platform ventilation settings and platform smoke detection systems. The SCC must also be notified when diesel activities are completed, or rail vehicles / plant have exited the tunnel.

Operators are requested to minimise exhaust fumes and heat emissions by restricting the use of higher notches / throttle when operating in platform and tunnel areas. Diesel engines should not be left idling unnecessarily for extended periods.

10. Signalling and Interlocking Arrangements

10.1 Local Instructions for Operation of Signal Panel

The instructions are contained in Local Instructions issued to the Train Controller.

10.2 HRVs, Trolleys, TEC (EM80) or NDT Test Car (Speno) when testing

HRVs, Trolleys, TEC (EM80) or the NDT Test Car (Speno), must not proceed into the station platforms when testing unless a Signals Maintenance Representative is in attendance, or arrangements have been made for Infrastructure personnel to reset axle counters. These vehicles must be stopped at least 10 metres before reaching the signals.

When Lock Out Control Protection is operating, rail vehicles requiring to work in the platform / tunnel area must obtain permission from the Lock Out Person in Charge and SCC.

10.3 Signalling and Interlocking Diagram

Auckland

The current S&I Diagram is No.3443

10.4 Balise Group Out of Service

42ABC Up Directing signal ETCS Infill Balise Group Out of Service

Referring to S&I No.3443 for Auckland (sheet 4 of 5):

Until further notice, the ETCS infill balise group associated with 42ABC Up Directing signal will be out of service with metal covers secured over the 2 balises.

This is to help improve timetable performance for trains approaching and departing Waitematā (Britomart) Station platforms.

When passing over this covered infill balise group, the Operator's DMI will display a "Balise Read Error" (or similar) text message. This error message can be ignored and does not need to be reported.

NOTE

The ETCS Release Speed on 42ABC Up Directing signal will be approximately 20 km/h but will time off to 10 km/h as per the S&I.

Care must be taken by trains held at a stand at 42ABC Up Directing signal, not to exceed 10 km/h before reading the 42ABC Up Directing signal balise group.

11. Maximum Speeds

The following restrictions apply in the Waitematā (Britomart) Tunnel and Station.

North Island Main Trunk: Up trains:		70 km/h	
Portion of line			
From	To	Exception	Speed
Quay Park Junction 33 / 35A points	Waitematā (Britomart) Station 42 and 50 signals	Nil	40 km/h
		ETCS EMU#	70 km/h
Waitematā (Britomart) Station 42 and 50 signals. Signaled to Platform Two (3) and Three (4)	Platform Two (3) and Three (4) Yellow Marker on vertical platform edge	Nil	25 km/h
Platform Two (3) and Three (4) Yellow Marker on vertical platform edge	End Yellow/black platform Train Stop marker post	Nil	10 km/h
Waitematā (Britomart) Station 42 signal and signaled to Platform Four (5)	SLOW 10$$ permanent speed board at start of platform	Nil	25 km/h
		ETCS EMU#	40 km/h
Waitematā (Britomart) Station 50 signal and signaled to Platform One (1)	SLOW 10$$ permanent speed board at start of platform	Nil	25 km/h
		ETCS EMU#	40 km/h
SLOW 10$$ permanent speed board at start of Platform One (1) or Four (5)	EMU 3+6 Car Stop board	Nil	10 km/h
		ETCS EMU#	40 km/h

North Island Main Trunk: Down Trains:		70 km/h	
Portion of line			
From	To	Exception	Speed
Departing Platform One (1) signaled to Down main	40 Signal	Nil	25 km/h
		ETCS EMU#	40 km/h
Departing Platform Two (3) or Three (4) Platforms	40 / 46 Signals	Nil	25 km/h
Departing Platform Four (5) signaled to Down main	46 Signal	Nil	25 km/h
		ETCS EMU#	40 km/h
40 / 46 Signals	Clear of 35A / 33 points	Nil	40 km/h
		ETCS EMU#	70 km/h

Figure 1. $$

EMUs with functional ETCS and in full supervision or on-sight mode.

12. Rolling Stock Restrictions

When authorised by bulletin for engineering work, the following rolling stock is permitted to run into Waitematā (Britomart) tunnel / station:

- DL Class locomotives
- Tampers / Regulators
- DD / MDD wagons
- Low Loader
- EWR wagons
- Infrastructure vehicles as specified in instruction 10.2

These vehicles will operate as per the safety controls in the tunnel safety plan and approved risk assessment.

13. Platform lengths

13. Platforms will accommodate up to 2 x 3-car EMUs.

Platform number	Public access in metres	Full length in metres
One (1)	163	170
Two (3)	163	180
Three (4)	136	136
Four (5)	153	182

