

UGL REGIONAL LINX



Joppa Junction Interface CNLA-366

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Document Control

Approval

Version	Date Reviewed	Prepared by	Reviewed by	Approved
1.0	30 January 2022	Manager Network Rules and Procedures	Train Control Manager	Network Operations Manager

Revision Details

Version	Date Reviewed	Issue Date	Revision Description
1.0		30 January 2022	Initial Issue

Contact information

Network Control Board	Normal Call	Priority Call	Emergency Call	Backup Number	Public Free Call
North West	02 4028 9501	02 4028 9521	02 4028 9541	02 4028 9671	1800 643 373
South West	02 4028 9502	02 4028 9522	02 4028 9542	02 4028 9672	1800 021 914
West	02 4028 9504	02 4028 9524	02 4028 9544	02 4028 9674	1800 427 198

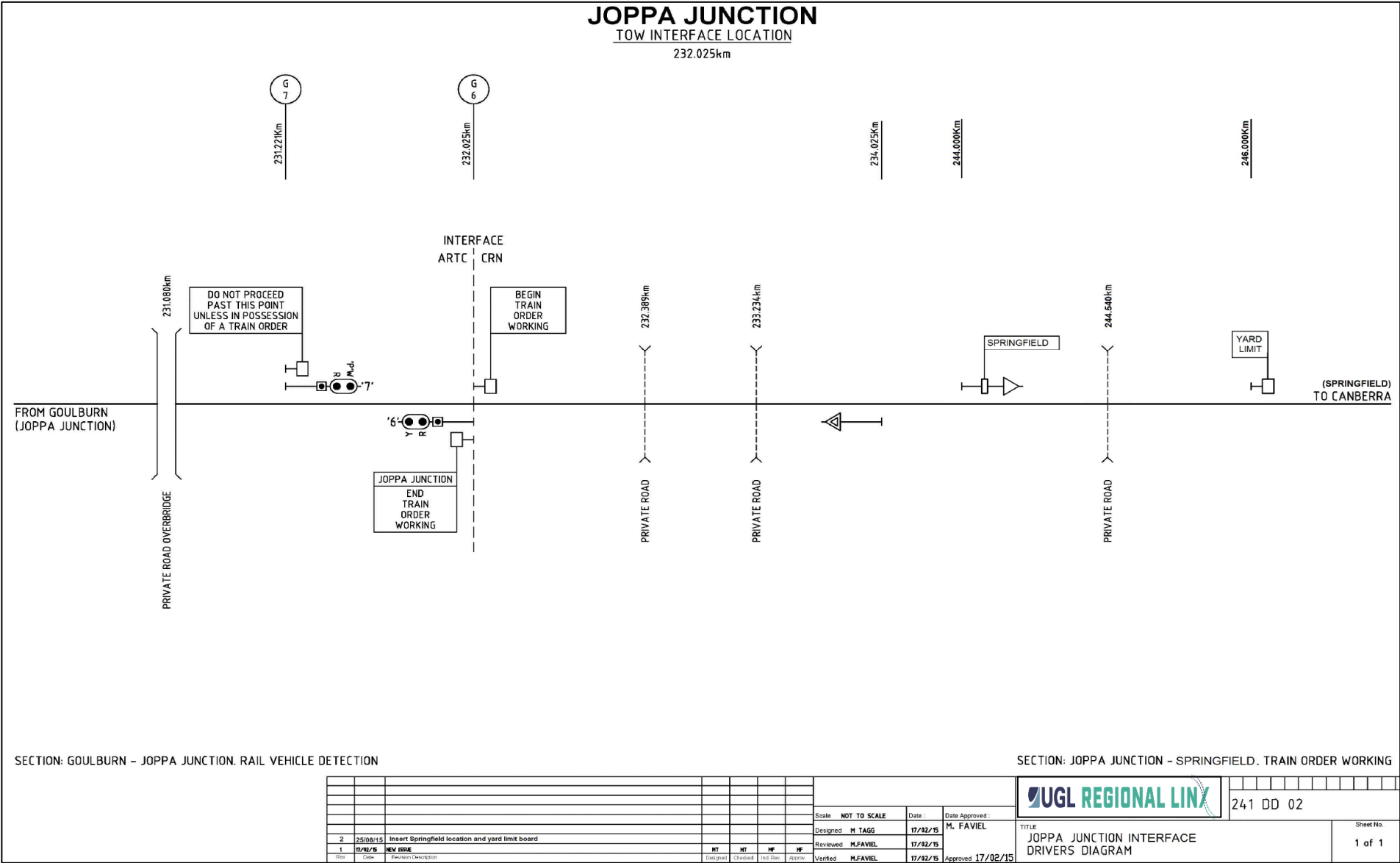
NOTE: For emergency use only, you can call 1800 547 276 from any phone.

All relevant publications are available on the UGL Regional Linx CRN website www.uglregionallinx.com.au

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Joppa Junction to Canberra
Joppa Junction Interface
230.500 km



General arrangements

Joppa Junction is a Train Order Working Interface location.

No siding or crossing infrastructure

Begin and End Train Orders

Down BEGIN TRAIN ORDER WORKING at 232.025 km.

Up END TRAIN ORDER WORKING at 232.025 km.

G7 Signal at Joppa Junction

Rail traffic crew proceeding beyond Goulburn towards Canberra must;

- Obtain a Train Order from UGLRL Network Control and
- Advise ARTC Network Controller they have a valid Train Order Authority before proceeding beyond G7 Signal.

Joppa Junction Interface

The interface at Joppa Junction provides access between the CRN and ARTC Main South line.

ARTC – Rail Vehicle Detection – Managed from Network Control Centre South, Junee

CRN – Train Order Working – Managed from UGLRL Network Management Centre

Property boundary 230.610 km.

Operational interface:

Down Direction – G7 Signal

Up Direction – G6 Signal.

Operational boundary at 232.025 km on the Canberra Branch line, adjacent to G6 signal.

Last signal in the Up direction at which rail traffic can be held before entering the ARTC Network is G6 Signal (ARTC Control).

Last signal in the Down direction at which rail traffic can be held before entering the CRN is G7 Signal (ARTC Control).

ARTC – Civil Maintenance Boundary

All civil infrastructure on the Main and Branch up to 230.610km, 101A/101B points and the insulated rail joints for 11BT/6BT adjacent to No 8 Signal.

Signal Maintenance Boundary

All signal infrastructure on the Branch on the Up side of 232.025 km, including G6 Signal, JJB2 Location, 6AT and the insulated joints adjacent to G6 Signal (232.025 km), (A6AT), JJB3 location and the aerial power supply between JJB2 location (232.025 km), and JJB3 location (232.617 km).

Excludes the insulated joints at 232.617 km for approach track circuit to signal G6.

Electrical Boundary – No electrical assets in the interface area.

UGLRL – Civil Maintenance Boundary

- All civil infrastructure on the Branch line up to 230.610km.
- Excludes 101A/101B points and the insulated rail joints for 11BT/6BT adjacent to No 8 Signal.

Signal Maintenance Boundary

- All signal infrastructure on the Branch line on the Down side of 232.025 km, and the insulated joints at 232.617 km for the track circuit on approach to G6 signal (A6AT).
- Excludes the insulated rail joints between A6A and 6A track circuit adjacent No G6 Signal, A6AT, 6AT, JJB2 location (232.025 km), JJB3 location (232.617 km) and the aerial power supply between each.

Electrical Boundary – No electrical assets in the interface area.

Operating Procedure – Joppa Junction

Each party is responsible for providing this operating procedure to operators, maintainers and other parties who might require it for access to or across the interface.

ARTC and UGLRL Network Control must maintain regular contact and communicate projected rail traffic and work on track times to each other. Changes to planned times must be advised as soon as operationally appropriate.

ARTC Network Control is responsible for all train control and safeworking management on the Sydney side of G6 Signal.

UGLRL Network Control is responsible for all train control and safeworking management on the Canberra side of G6 Signal in accordance with UGLRL Network Rules and Procedures.

Movements Departing Goulburn via Joppa Junction toward Tarago

ARTC Network Control must:

- liaise with UGLRL Network Control prior to rail traffic departing Goulburn to confirm acceptance of the movement and provide the anticipated arrival time at Joppa Junction; and
- Ensure all rail traffic has the appropriate Train Order Working Authority from UGLRL Network Control to enter the CRN, before clearing G7 Signal (indicator) or providing authority to pass G7 at STOP should this be necessary.

UGLRL Network Control must:

- Ensure that the rail traffic has an appropriate Train Order Working Authority.

Movements Departing Tarago for Goulburn (via Joppa Jct)

UGLRL Network Control must liaise with ARTC Network Control (June) prior to departing Tarago to confirm acceptance at Goulburn (via Joppa Jct) and provide the anticipated arrival time at Joppa Junction.

Incidents at or affecting the interface

ARTC and UGLRL Network Control must, as soon as practicable, report and liaise regarding any incident or occurrence on their respective networks or across the interface that has the potential to affect operations or safety on the other network to determine the most appropriate arrangements.

Work on Track

The following instructions will apply if work on track will be conducted which:

- extends into an ARTC controlled area, or
- requires protection to be provided by ARTC Network Control.

Where any work on track activity within the CRN requires protection from the adjacent ARTC Network Controller, the UGLRL Network Control Officer, ARTC Network Controller and the Protection Officer must establish a conference call to agree upon:

- affected rail traffic movements
- location of work
- required protection arrangements
- duration of work.

Local Possession Authorities (LPA)

The limits of an LPA must not extend beyond the Operational Interface.

Back-to-back LPA's

Where back-to-back LPAs are implemented, the following instructions will apply:

- Worksites and rail traffic that need to move from UGLRL territory to ARTC territory are authorised and supervised by the ARTC Possession Protection Officer (PPO).
- Worksites and rail traffic that need to move from ARTC territory to UGLRL territory are authorised and supervised by the UGLRL PPO.

Where work is being undertaken at or over the interface boundary the following will apply:

- The UGLRL PPO and the ARTC PPO must confer and come to a clear understanding of the worksite protection to be established over the UGLRL and ARTC interface boundary.
- When the work at or over the interface boundary is completed, the UGLRL PPO and ARTC PPO must ensure that possession protection is removed.

UGLRL only LPA

Where a UGLRL only LPA is to be obtained, the UGLRL Possession Protection Officer must request the ARTC Network Controller Junee to protect the possession limit by placing blocking facilities on G7 signal for the duration of the possession.

Where work is being undertaken within 500m of the protecting limits, a Work on Track Authority adjoining the entry end limit must be implemented for the duration of the work.

ARTC only LPA

Where work is being undertaken within 500m of the protecting limits, a Work on Track Authority adjoining the entry end limit must be implemented for the duration of the work.

Track Occupancy Authority (TOA)

The UGLRL Network Control Officer is responsible for implementing a TOA when a worksite is established on the UGLRL Network up to the Operational Interface.

The ARTC Network Controller Junee is responsible for implementing a TOA when a worksite is established on the ARTC Network up to the Operational Interface.

When a TOA worksite extends beyond the Operational Interface or the worksite is located within 500m of the Operational Interface, separate TOA's must be issued by the UGLRL Network Control Officer and the ARTC Network Controller Junee.

Track Work Authorities (TWA)

The ARTC Network Controller Junee is responsible for implementing a TWA when a worksite is established on the ARTC Network up to the Operational Interface.

The UGLRL Network Control Officer is responsible for implementing a TWA when a worksite is established on the UGLRL Network up to the Operational Interface.

TWAs must not extend beyond the operational interface.

Route Control Blocking (RCB)

The use of RCB is not permitted in the ARTC Network.