

UGL REGIONAL LINX



Burren Junction
CNLA-465

LINKING
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CONNECTING
CUSTOMERS.

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

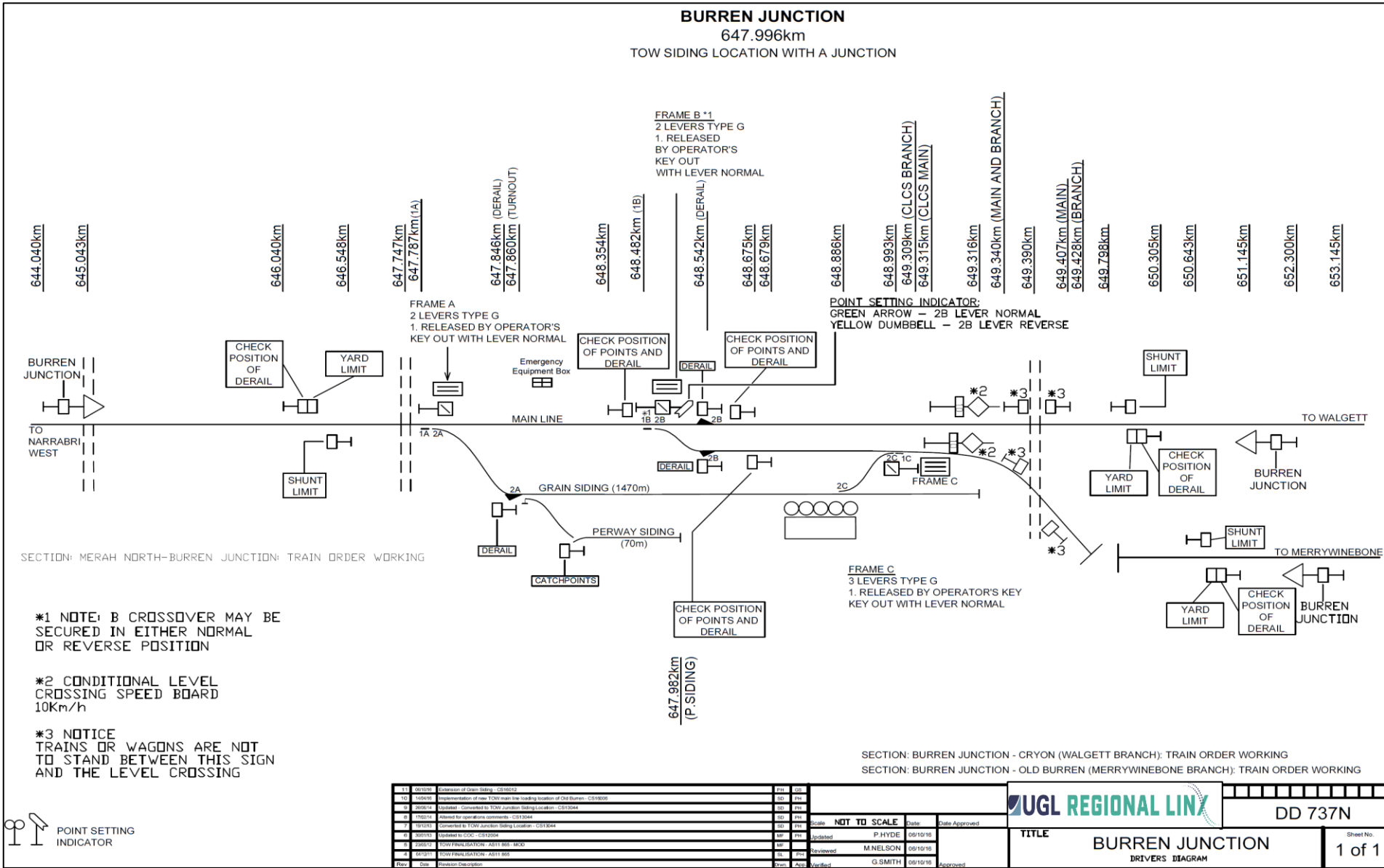
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Narrabri Junction (excl) to Walgett (incl)

Burren Junction

647.996 km



General arrangements

Burren Junction is a Train Order Working Siding location with a Junction for the Merrywinebone Branch.

This permits loading operations to take place on the sidings without the need for a Shunt Order.

Loop and siding lengths can be found in the TOC Manual Northern Section Pages.

Yard limits

Down YARD LIMIT 646.040 km Main.

Up YARD LIMIT 650.305 km Main.

Up YARD LIMIT 651.145 km Branch.

Shunting limits

Up SHUNT LIMIT 646.548 km Main.

Down SHUNT LIMIT 649.798 km Main.

Down SHUNT LIMIT 650.643 km Branch.

Operation of points and signs

Frame A - Down side of the Main. Access to the Grain siding, Up end. Released by an Operators key.

Perway Siding - Accessed from the Grain siding by unlocking the non-interlocked manual levers and operating the Main points and catchpoint spring levers.

Frame B - Down side of the Main. Access to the Branch line, Up end. Released by an Operators key.

The Point Set Indicator at B frame indicates the position of B points – Main or Branch - and the associated derails.



Point Set Indicator for Main (Walgett).

Green Arrow - 2B Lever Normal



Point Set Indicator for Branch (Merrywinebone).

Yellow Dumbbell – 2B Lever Reverse

Frame B has two ways locking and can be secured in either direction:

- Normal (Main) or
- Reverse (Branch).

Frame B points may remain in Reverse on departure.

When B frame is locked in the Normal position, the protecting derail on the Main will be disengaged and the protecting derail on the Branch will be engaged.

When B frame is locked in the Reverse position, the protecting derail on the Branch will be disengaged and the protecting derail on the Main will be engaged.

Frame C - Up side of the Branch. Access to the Grain siding, Down (Branch) end. Released by an Operators key.

Stabling rail vehicles

If rail vehicles are stabled at this location, catchpoints or a derail must be set to prevent a runaway accessing a running line.

Branch Line to Merrywinebone

WARNING



A notice board applying to the Branch line, **MAINLINE LOCOS AND WAGONS OVER 76 TONNES NOT PERMITTED BEYOND THIS POINT**, is located at 649.340 km on the Up side of Baradine-Collarenebri Road level crossing.

Baradine-Collarenebri Road Level Crossing 649.390 km

NOTE:



Conditional Level Crossing Speed Boards (10 km/h) are in place for Down direction rail traffic approaching the Baradine-Collarenebri Road passive level crossing at 649.390 km.

WARNING



Notice boards **TRAINS OR WAGONS ARE NOT TO STAND BETWEEN THIS SIGN AND THE LEVEL CROSSING** are displayed at this level crossing.

Exception: Rail vehicles are permitted to stand between the signs if they do not obstruct the level crossing.
