

UGL REGIONAL LINX



Narrabri West Interface
CNLA-460

LINKING
COMMUNITIES.

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

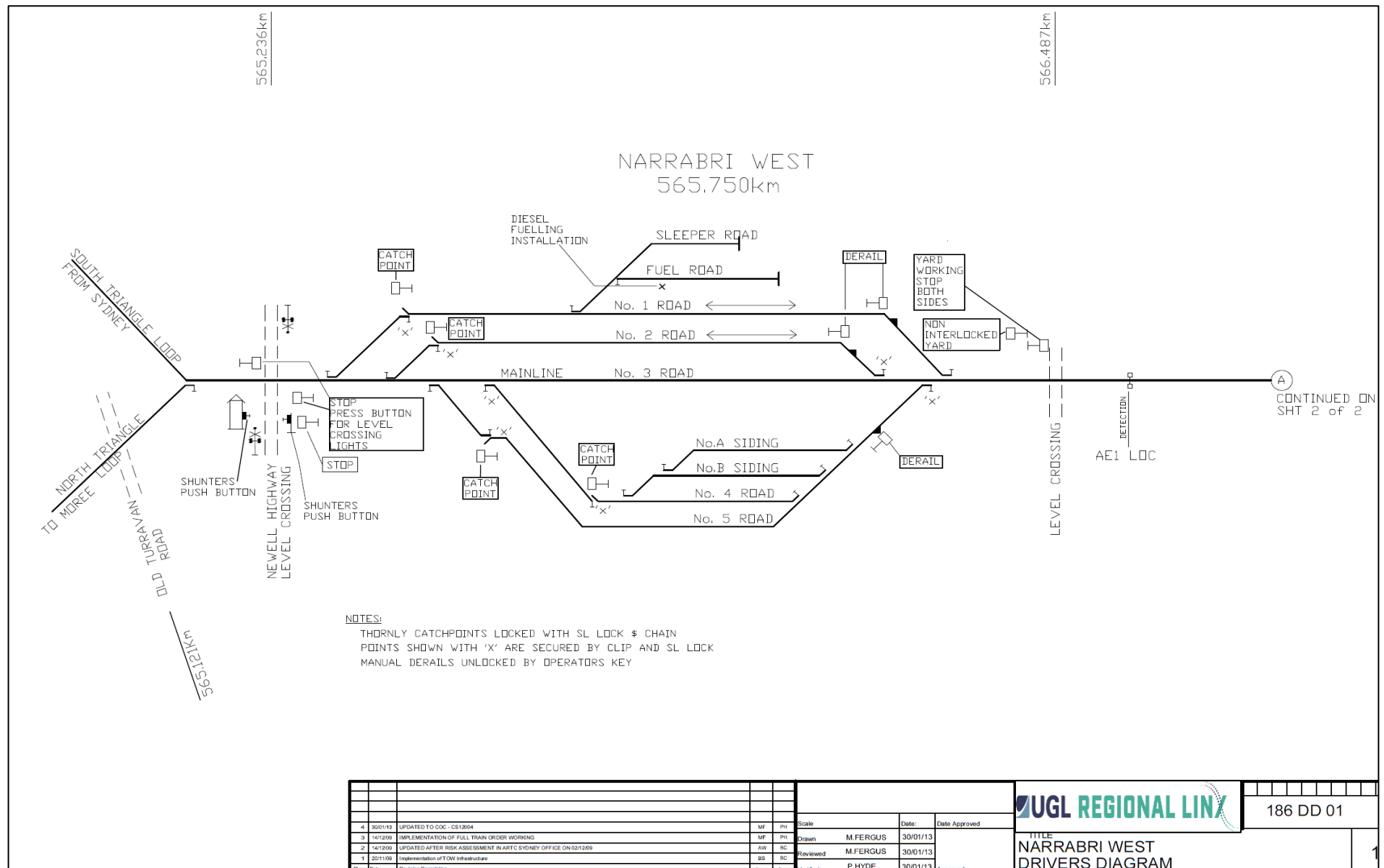
NOTE: For emergency use only, you can call 1800 547 276 from any phone.

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

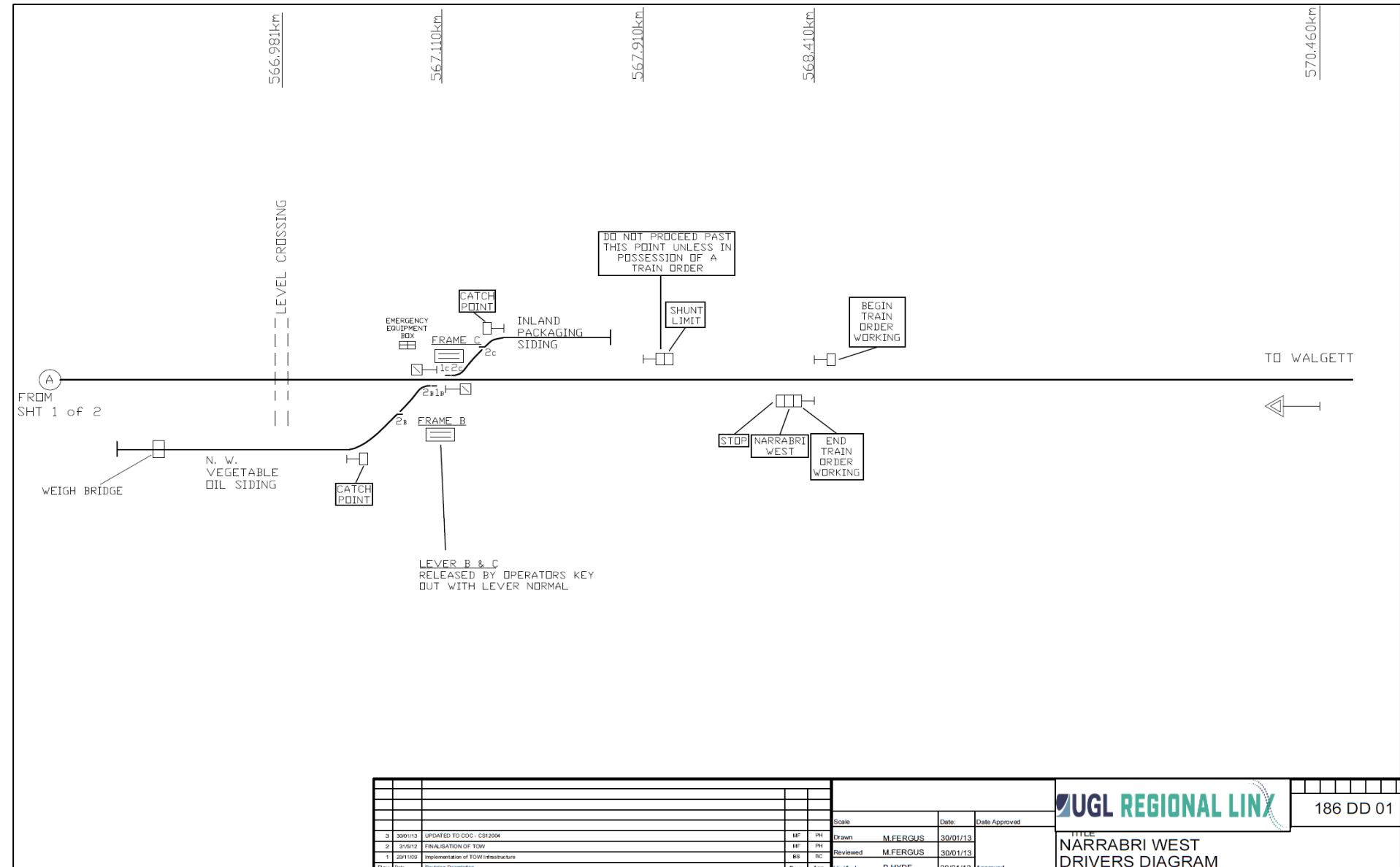
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565.750 km



565.750 km



General arrangements

Narrabri West is a Yard Working interface location.

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

Begin and End Train Orders

South fork STOP/END TRAIN ORDER WORKING 564.799 km.

North fork STOP/END TRAIN ORDER WORKING at 565.351 km.

South fork DO NOT PROCEED PAST THIS POINT UNLESS IN POSSESSION OF TRAIN ORDER 564.809 km. Rail traffic must STOP at this sign and not pass until authorised to do so by ARTC Network Control.

North fork DO NOT PROCEED PAST THIS POINT UNLESS IN POSSESSION OF TRAIN ORDER 565.361 km. Rail traffic must STOP at this sign and not pass until authorised to do so by ARTC Network Control.

Up STOP/END TRAIN ORDER WORKING at 568.410 km. (Yard working).

Down BEGIN TRAIN ORDER WORKING at 568.410 km.

Yard limits

Down South fork STOP 564.799 km. Rail traffic must STOP at this sign and not pass until authorised by CRN Network Control.

Down North fork STOP 565.351 km. Rail traffic must STOP at this sign and not pass until authorised by CRN Network Control.

Up STOP 568.410 km. Rail traffic must STOP at this sign and not pass until authorised by CRN Network Control.

LANDMARK 570.460 km.

DO NOT PROCEED PAST THIS POINT UNLESS IN POSSESSION OF TRAIN ORDER 567.910 km. All rail traffic must STOP at this sign and not pass until authorised by CRN Network Control.

Shunting limits

Up South fork SHUNT LIMIT 564.809 km.

Down North fork SHUNT LIMIT 565.361 km.

Down Main line SHUNT LIMIT 567.910 km.

Ground frames

Frame B - Up side of the Main. Access to the Cargill Oil siding. Unlocked by Operators key.

Frame C - Down side of the Main. Access to the Inland Packaging siding. Unlocked by Operators key.

Thornley leavers are located within the yard for shunting purposes.

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.

Narrabri West Interface

565.750 km

Newell Highway level crossing

The Newell Highway level crossing at 565.236 km has Type F flashing lights and warning bells controlled manually by pushbutton units.

Pushbutton units

Pushbutton units are either side of the level crossing. The pushbutton unit must be kept closed and secured by an SL lock when not in use.

When a shunting movement is required past an MLI and will obstruct the level crossing, a Competent Worker must:

Unlock the pushbutton unit

Depress the START pushbutton in the pushbutton unit for one second to cause the warning equipment to operate, and

Follow the relevant Network Rules and procedures for shunting over level crossings.

If the movement does not proceed, the level crossing protection equipment must be cancelled by pressing the CANCEL pushbutton for one second.

The warning indications will be cancelled automatically when the rear of the train has cleared the level crossing.

Notice boards

Notice boards **Stop, press button for level crossing lights**, are on both sides of the level crossing.

Yard Working arrangements of Narrabri West

Narrabri West must be worked in accordance with Country Network Standard – CNS 003 Yard Working in Country Regional Network.

Interface

The interface provides access between the CRN Branch and the ARTC Werris Creek – North Star line.

ARTC – Train Order Working – Managed from Network Control Centre North (NCCN).

CRN – Yard Working location – Managed from UGL Regional Linx (UGLRL) Network Control Centre (NCC).

Property boundaries:

564.799 km on the South Fork, and

565.351 km on the North Fork.

Operational interfaces:

South Fork

Down direction STOP above the End Train Order Working sign 564.799 km.

Up direction Shunt Limit sign 564.809 km

North Fork

Down direction Shunt Limit 565.361 km.

Up direction STOP above the End Train Order Working sign 565.351 km.

ARTC Civil Maintenance Boundary

All civil infrastructure on the Main and Branch up to and inclusive of the catchpoints on the South fork at the Train Order Working (TOW) sign 564.799 km and on the North fork at the TOW sign 565.351 km.

ARTC Signal Maintenance Boundary

All signal infrastructure on the Main and Branch up to and inclusive of the TOW signs on both the North and South forks.

CRN Civil Maintenance Boundary

All civil infrastructure on the Branch line from the catchpoints on the South fork at the TOW sign 564.799 km and on the North Fork from the TOW sign 565.351 km.

Excludes the South fork catchpoints.

CRN Signal Maintenance Boundary

All signal infrastructure on the Branch line.

Excludes the TOW signs on both the North and South forks.

Operating Procedure

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 (where they affect the interface) to each other. This communication must be undertaken as soon as practicable, after the commencement of each shift, with changes to planned and forecast times to be updated as soon as operationally appropriate.

ARTC Network Control is responsible for all safeworking management on the Narrabri side of "Begin Train Order Working" sign on the North and South forks.

UGLRL Network Control is responsible for all safeworking management on the Down (Narrabri West) side of the "Begin Train Order Working" sign on the North and South forks in accordance with CRN Network Rules and Procedures.

Services Departing Narrabri or Turravan for Narrabri West (Down direction)

ARTC Network Control must liaise with UGLRL Network Control prior to rail traffic departing Narrabri or Turravan to confirm acceptance of the movement and provide the anticipated arrival time at Narrabri West.

Services Departing Narrabri West to Narrabri (Down direction) or Turravan (Up direction)

UGLRL Network Control must liaise with ARTC Network Control Officer prior to the rail traffic departing Narrabri West to confirm acceptance of the movement and provide the anticipated arrival time at Narrabri West.

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 the ARTC Network Controller Broadmeadow.

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 Interfaces.

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 from the ARTC Network Controller Broadmeadow permission to clip and lock points to exclude rail traffic entry to the CRN 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 an ARTC only LPA is to be obtained, the ARTC Possession Protection Officer must request from the ARTC Network Controller Broadmeadow permission to clip and lock points to prevent rail traffic entry from the CRN 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

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 Interfaces.

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

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

Track Work Authorities (TWA)

The ARTC Network Controller Broadmeadow is responsible for implementing a TWA when a worksite is established on the ARTC Network up to the Operational Interfaces

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

TWAs must not extend beyond the operational interfaces.

Route Control Blocking (RCB)

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