

UGL REGIONAL LINX



Stockinbingal AWB Interface
CNLA 451

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

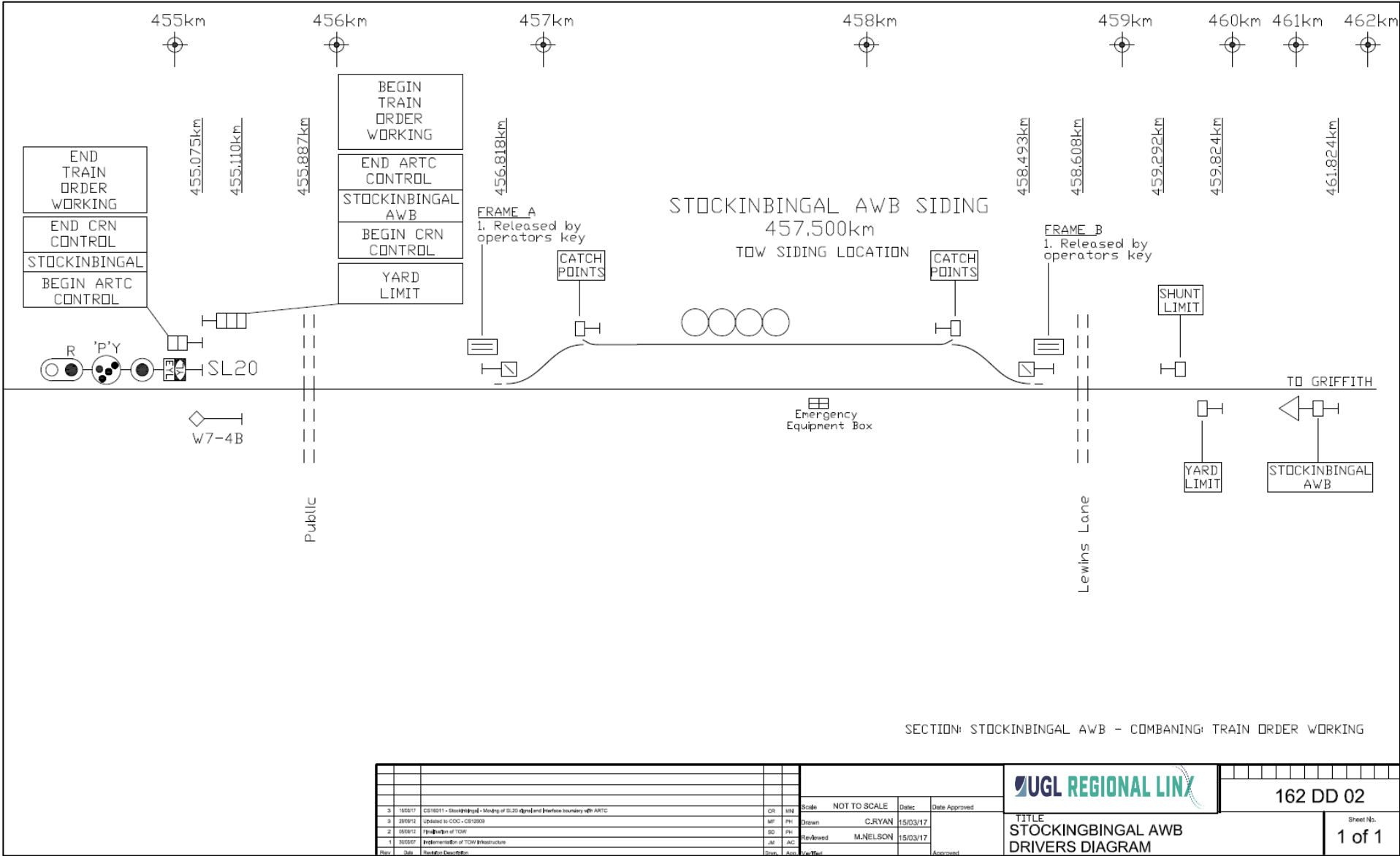
Network Control Board	Normal Call	Priority Call	Emergency Call	Backup Number	Public Free Call
North West	02 4028 9501	02 4028 9521	02 4028 9541	02 4028 9671	1800 643 373
South West	02 4028 9502	02 4028 9522	02 4028 9542	02 4028 9672	1800 021 914
West	02 4028 9504	02 4028 9524	02 4028 9544	02 4028 9674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

Disclaimer. This document was prepared for use on the CRN Network only. UGL Regional Linx makes no warranties, express or implied, that compliance with the contents of this document shall be sufficient to ensure safe systems or work or operation. It is the document user's sole responsibility to ensure that the copy of the document it is viewing is the current version of the document as in use by UGLRL. UGLRL accepts no liability whatsoever in relation to the use of this document by any party, and UGLRL excludes any liability which arises in any manner by the use of this document.

Copyright. The information in this document is protected by Copyright and no part of this document may be reproduced, altered, stored or transmitted by any person without the prior consent of UGLRL.

Stockinbingal (Exclusive) to Temora
Stockinbingal AWB Interface
457.500 km



General arrangements

Stockinbingal AWB is a Train Order Working Siding location. This permit loading operations to take place on the siding without the need for a Shunt Order.

Stockinbingal AWB (Private siding).

Begin and End Train Orders

Up END TRAIN ORDER WORKING 455.075 km and signal SL20.

Down BEGIN TRAIN ORDER WORKING 455.075 km.

Yard Limits

Down YARD LIMIT 455.075 km and signal SL20.

Up YARD LIMIT 459.824 km.

Shunting limits

A SHUNT LIMIT sign is provided at 459.292 km to indicate the Stockinbingal AWB shunting limit in the Down direction.

Ground frames

Frame A - Downside of the Main. Access to the AWB private siding, Up end. Released by Operators key.

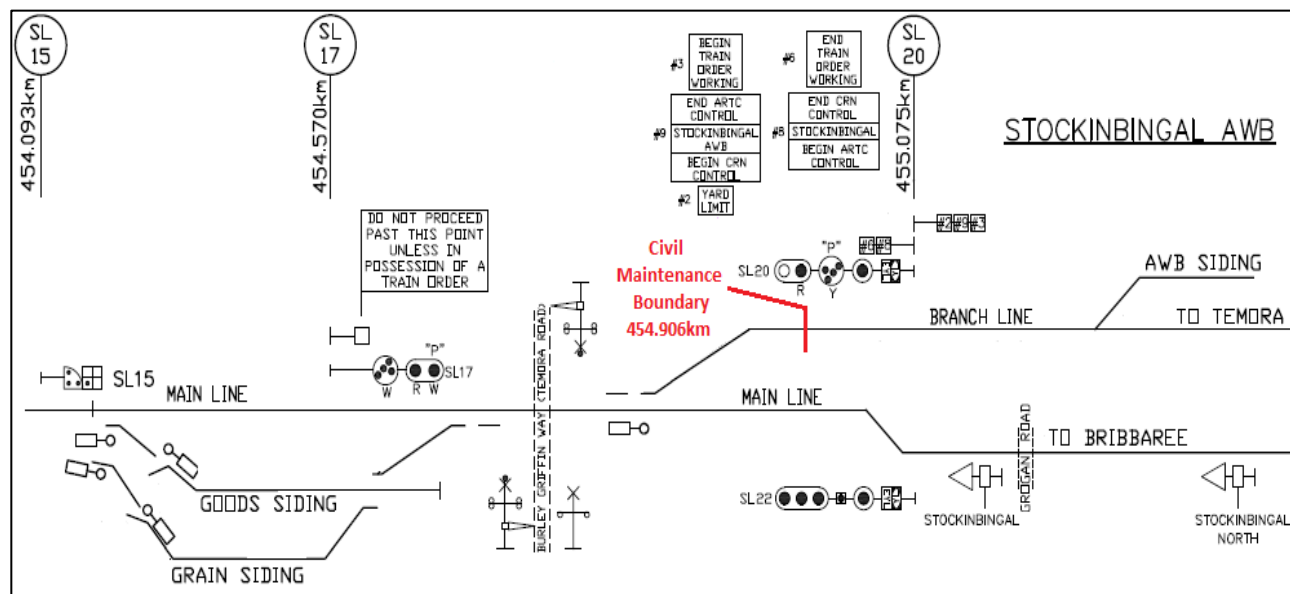
Frame B - Downside of the Main. Access to the AWB private siding, Down end. Released by Operators key.

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.

Rail vehicles cannot be stabled in the private siding at this location without the permission of the siding owner.

Diagram of Stockinbingal Interface



Stockinbingal Interface

The interface at Stockinbingal provides access between the CRN and ARTC Cootamundra – Parkes corridor.

ARTC – Rail Vehicle Detection – Managed from Network Control Centre South (NCCS), Junee.

CRN – Train Order Working – Managed from UGL Regional Linx (UGLRL) Network Control Centre.

Operational interface:

Begin\End Train Order signs at 455.075 km.

ARTC Civil Maintenance Boundary

- All civil infrastructure on the Up side of 454.906 km.

ARTC Signal Maintenance Boundary

- All signal infrastructure on the Up side of 454.906 km
- All signal infrastructure related to signal SL20 signal

Electrical Boundary – No electrical assets in the interface area

UGLRL Civil Maintenance Boundary

- All civil infrastructure Down side of 454.906 km.

UGLRL Signal Maintenance Boundary

Includes all signal infrastructure on the Temora Branch Line up to 454.906 km adjacent No SL20 Signal excluding the track circuits GBUT and GAUT on the Temora side of this signal and the two axle counter heads and associated cabling for the up direction strike in for the Temora Road level crossing.

Electrical Boundary - No electrical assets in the interface area

Operating Procedure – Stockinbingal Interface

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 NCCS is responsible for all safeworking management on the Up side of the Operational interface.

UGLRL NCC is responsible for all safeworking management on the Down side of the Operational interface in accordance with UGLRL Network Rules and Procedures.

Movements Departing Stockinbingal toward Temora

ARTC Network Controller Junee must:

- Liaise with UGLRL Network Control prior to rail traffic departing Cootamundra to confirm acceptance of the service and provide the anticipated departure time; and
- Ensure all rail traffic has the appropriate Train Order Working Authority from UGLRL Network Control to enter the CRN.

UGLRL Network Control must:

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

Movements Departing Temora for Stockinbingal

- UGLRL Network Control must liaise with ARTC Network Control to confirm acceptance at Stockinbingal and provide the anticipated arrival time at the interface.
- Drivers of rail traffic must not pass the End Train Order Working sign and signal SL20 unless authorised to do so by ARTC Network Control.

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.

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 to protect the possession limit by applying blocking facilities 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 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 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.

Track Work Authorities (TWA)

The ARTC Network Controller 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 at 455.075 km.

Route Control Blocking (RCB)

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