

# UGL REGIONAL LINX



**Spring Hill**  
**CNLA-226**

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

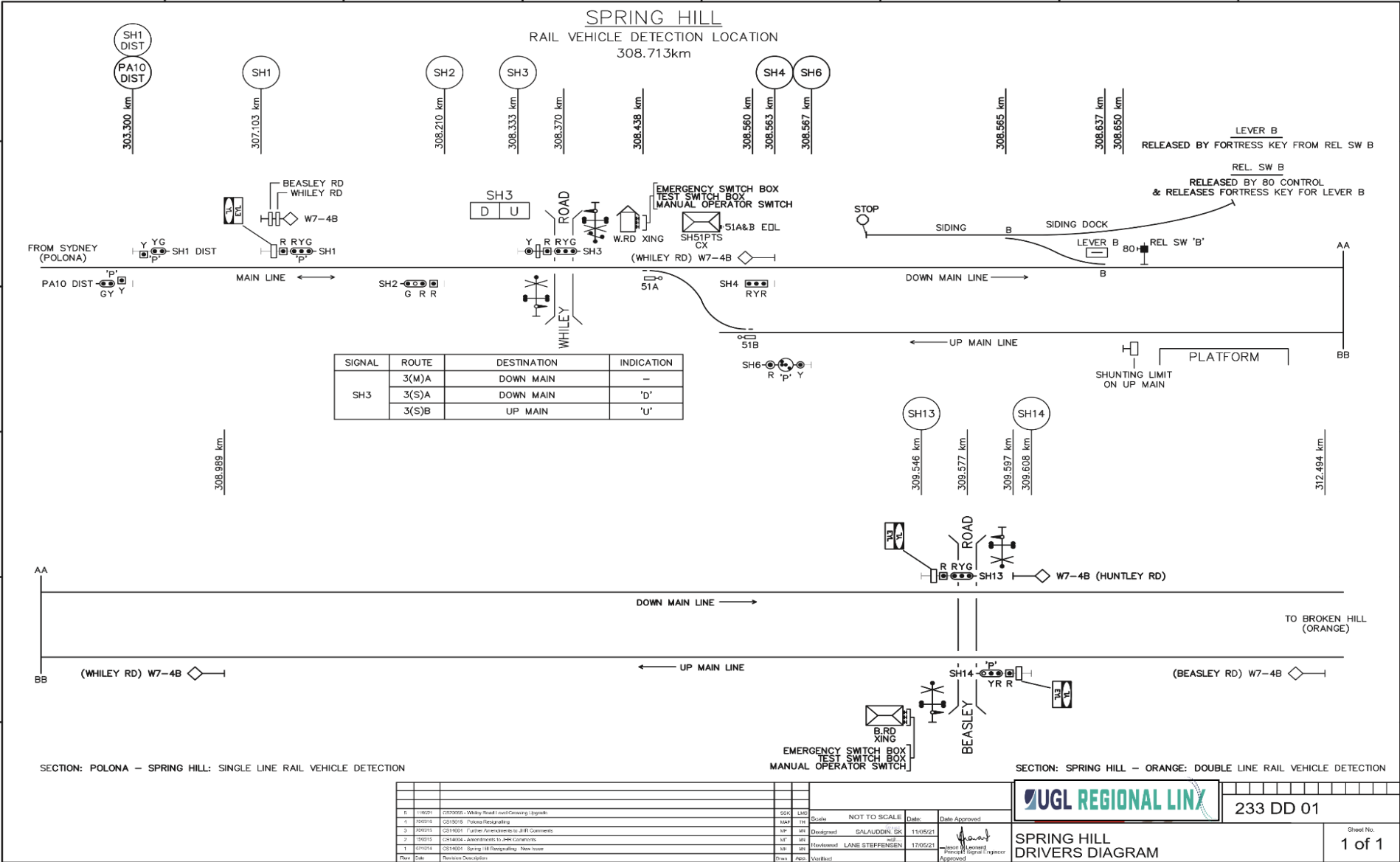
**NOTE: For emergency use only, you can call 1800 547 276 from any phone.**

All relevant publications are available on the UGL Regional Linx CRN website [www.uglregionallinx.com.au](http://www.uglregionallinx.com.au)

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Lithgow (excl) to Orange (incl)  
Spring Hill  
308.713 km



## General arrangements

Spring Hill is a Rail Vehicle Detection location.

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

## Yard Limits

Down YARD LIMIT on signal SH1 at 307.103 km.

Up direction Up Main YARD LIMIT on signal SH14 at 309.608km.

Up direction Down Main YARD LIMIT on signal SH13 at 309.546 km.

Up END YARD LIMIT on signal SH1 at 307.103 km.

Down direction Down Main END YARD LIMIT on signal SH13 at 309.546 km.

Down direction Up Main END YARD LIMIT on signal SH14 at 309.608 km.

## Shunting limits

Up END YARD LIMIT on signal SH1 at 307.103 km.

Down direction Down Main END YARD LIMIT on signal SH13 at 309.546 km.

Down direction Up Main SHUNTING LIMIT ON UP MAIN 308.650 km.

## Operation of points and signals

**No. 51A and 51B points** are power operated. If these points fail to operate correctly, they may need to be manually operated, and must be done in accordance with “CNPR 740, responding to faulty points”.

## Ground Frames

**Lever B** - Down side of the Down Main. Access to the Perway siding. Released by Fortress key from releasing switch B. Releasing switch B is electrically released remotely.

## Whiley Rd level crossing

Whiley Road level crossing at 308.370 km has Type F flashing lights, booms and bells automatically controlled by Down and Up track circuits, subject to the clearance of the signals on each side of the crossing.

### Down movements

With SH3 displaying a proceed indication, the level crossing warning equipment will activate on approach and cease to operate when the rail traffic clears the level crossing.

If it becomes necessary to hold rail traffic at SH3 after it has been cleared, the level crossing warning indicators will continue to be displayed for a period of 120 seconds. After the signal is returned to STOP, it will cancel automatically.

### Up movements

With SH6 displaying a proceed indication, the level crossing warning equipment will activate on approach and cease to operate when the rail traffic clears the level crossing.

If it becomes necessary to hold rail traffic at SH6 after it has been cleared, the level crossing warning indicators will continue to be displayed for a period of 120 seconds. After the signal is returned to STOP, it will cancel automatically.

For shunting in the Up direction with SH4 displaying a proceed indication, the level crossing warning equipment will only activate when the rail traffic has passed SH4. The level crossing warning equipment will cease to operate when the rail traffic clears the level crossing.

### Beasley Rd level crossing

Beasley Rd level crossing at the 309.577 km has Type F flashing lights, bells and booms automatically controlled by Down and Up track circuits.

#### Down movements

With SH13 displaying a proceed indication, the level crossing warning equipment will activate on approach and cease to operate when the rail traffic clears the level crossing.

If it becomes necessary to hold rail traffic at SH13 after the signal has been cleared, the level crossing warning indicators will continue to be displayed for a period of 120 seconds. After the signal is returned to STOP, it will cancel automatically.

#### Up movements

With SH14 displaying a proceed indication, the level crossing warning equipment will activate on approach and cease to operate when the rail traffic clears the level crossing.

If it becomes necessary to hold rail traffic at SH14 after the signal has been cleared, the level crossing warning indicators will continue to be displayed for a period of 120 seconds. After the signal is returned to STOP, it will cancel automatically.

### 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.