







489.290 km

Temora

Document Control

Approval

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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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UGL REGIONAL LINX

Temora

489.290 km





Temora 489.290 km

General arrangements

Temora, including Temora Sub Terminal, is a Train Order Working Siding location with a Junction (Main to Lake Cargelligo, Branch to Hillston via Griffith).

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

Yard Limits

Down 483.928 km. Up 490.822 km. Up Branch 489.900 km.

Shunting limits

Up 484.428 km. Down 489.700. Down Branch 489.760 km.

Ground frames

Frame A - Down side of the Main. Access Up end of Temora Sub Terminal Loop and Grain siding. Unlocked by an Operators key.

Frame B - Up side of the Main. Access middle of Temora Sub Terminal Loop. Unlocked by an Operators key.

Frame C - Down side of the Main. Access Down end of Temora Sub Terminal Loop. Unlocked by key from the bottom of Duplex Lock "C". The top lock in the Duplex Lock is released by an Operators key.

Frame D - Down side of the Branch. Access to the Grain and No. 1, 2 and 3 sidings, Down end. Operation of Frame D will put MLIs D, G and P to STOP. Unlocked by an Operators key.

Frame E - Up side of the Main. Access to the Goods sidings. Unlocked by key from the bottom of Duplex Lock "E" located on the Up end of the platform. The top lock in the Duplex Lock is released by an Operators key.

Frame F - Down side of the Main. Access to the Storage siding. Unlocked by key from the bottom of Duplex Lock "F". The top lock in the Duplex Lock is released by an Operators key.

Frame K - Up side of the Main. Access to the Grain and No. 1, 2 and 3 sidings, Up end. Unlocked by key from the bottom of Duplex Lock "K. The top lock in the Duplex Lock is released by an Operators key.



Operation of motorised G Points

The direction of G points can be set remotely via the Train Order Points Control Function of the Train Control System.

Local setting of Main Line Indicators (MLIs) and G Points can also be carried out using pushbuttons, which are released by an Operator's key.

G Points Normalisation

G points do not auto normalise. The points will remain set in the last position called.

Where required, they will be remotely set or called locally for the next rail vehicle.

An Emergency Operator's Lock (EOL) allows emergency operation of G points.

Main Line Indicators (MLI)

The normal state of D, G and P MLIs will be at STOP, where they will remain until G points are set remotely or locally.

When the MLIs are at STOP, the standard two minute approach locking time out does not apply to route setting of G points.

However, if D, G or P MLIs are initially not displaying STOP, and then change to display STOP, the MLI's and G points will be approached locked for two minutes when a request to change the route is made. After the two minutes elapses, G points will become free to operate.

G MLI Pushbutton

Includes the following buttons to operate G points and set D, G and P MLIs:

- Main.
- Branch.
- Cancel.

As G MLI will normally be at STOP, there is a Points Free indication light for both the Main (Lake Cargelligo) and Branch (Griffith) positions for G points.

Work On Track Authority

Issuing a Work on Track Authority will not initiate a call request on G points. Qualified staff will operate the points locally via pushbutton, if movements of the points is required.

Emergency Working

Failure of the signaling infrastructure will require manual points operation in accordance with Network Rules.

- If there is a telemetry or communications failure, local pushbuttons can be used to set G Points.
- If the points or mains power fails, G points may be set manually using the EOL.

Train Orders commencing from Temora

A Train Order (Order) commencing from Temora will not set the route via G points.

If movement of G points is required, the route must be set locally via pushbutton.

Shunt Orders and Train Orders with Shunt Access

Shunt orders will not initiate G points route setting. If a shunting move through G points is required, the points must be operated locally.



Temora

489.290 km

Up Main through movements

When an Up through Order from the Lake Cargelligo direction is issued, (if required) Train Control System will set the route through G points and set P and G MLI for the Main.

- 1. Up movements on the Main will proceed through G points with P MLI displaying steady yellow.
- 2. If G points are not set for the required route, the rail vehicle will STOP at P MLI and set G points using the pushbutton.

Up Branch through movements

When an Up through Order from the Griffith direction is issued, (if required) Train Control System will set the route through G points and set D and G MLI for the Branch.

- 1. Up movements on the Branch will proceed through G points with D MLI displaying steady yellow.
- 2. If G points are not set for the required route, the rail vehicle will STOP at D MLI and set G points using the pushbutton.

Down Main through movements

When a Down through Order is issued toward Lake Cargelligo, (if required) Train Control System will set the route through G points and set G and P MLI for the Main.

- 1. Down movements on the Main will proceed through G points with G MLI displaying pulsating white.
- 2. If G points are not set for the required route, the rail vehicle will STOP at G MLI and set G points using the pushbutton.

Down Branch through movements

When a Down through Order is issued toward Griffith, (if required) Train Control System will set the route through G points and set G and D MLI for the Branch.

- 1. Down movements on the Branch will proceed through G points with G MLI displaying red with a steady band of white lights.
- 2. If G points are not set for the required route, the rail vehicle will STOP at G MLI and set G points using the pushbutton.

Junee Road level crossing

Junee Rd level crossing at 488.114 km has Type F flashing lights, bells and booms automatically controlled by Down or Up main line track circuit and manually by pushbutton.

Main Line Indicators (MLI)

MLIs are either side of Junee Road level crossing, "W" MLI faces Down and "X" MLI faces Up.

Down movements

With "W" MLI indicating that points are set for the Main line and level crossing warning equipment is in working order, the level crossing warning equipment will activate on approach and cease when the rail vehicle clears the level crossing.

When an Operator's Key is turned in Duplex Lock C to release the key to access the siding operated by Frame C, MLIs "W" and "X" will be placed at STOP and, after 120 seconds, the level crossing warning equipment will cease to operate.

Up movements

With "X" MLI indicating that points are set for the Main line and level crossing warning equipment is in working order, the level crossing warning equipment will activate on approach and cease when the rail vehicle clears the level crossing.

Should Frame C Points be incorrectly set for an approaching rail vehicle, "X" MLI will display STOP and the level crossing warning equipment will not operate. After the points have been moved to the correct position and locked, press the MLI 'CLEAR' button. The level crossing warning equipment will then commence to operate and, after the boom gates become horizontal, the MLI will clear.



Temora

489.290 km

Victoria Street level crossing

Victoria Street level crossing at 488.818 km has Type F flashing lights and bells automatically controlled by main line Down or Up track circuits and manually by pushbutton.

Main Line Indicators (MLI)

MLIs are either side of Victoria Street level crossing, "Y" MLI faces Down and "Z" MLI faces Up.

Down movements

With "Y" MLI indicating that points are set for the Main line and level crossing warning equipment is in working order, the level crossing warning equipment will activate on approach and cease when the rail vehicle clears the level crossing.

Should Frame K Points be incorrectly set for an approaching rail vehicle, "Y" MLI will display STOP and the level crossing warning equipment will not operate. When an Operator's Key is turned in Duplex Lock K to release the key to access the siding operated by Frame K, MLIs "Y" and "Z" will be placed at STOP and, after 120 seconds, the level crossing warning equipment will cease to operate.

Up movements

With "Z" MLI indicating that points are set for the Main line and level crossing warning equipment is in working order, the level crossing warning equipment will activate on approach and cease when the rail vehicle clears the level crossing.

Should Frame K Points be incorrectly set for an approaching rail vehicle, "Z" MLI will display STOP and the level crossing warning equipment will not operate. After the points have been moved to the correct position and locked, press the MLI 'CLEAR' button. The level crossing warning equipment will then commence to operate and, after the boom gates become horizontal, the MLI will clear.

Polaris Street level crossing

Polaris Street level crossing at 489.522 km has Type F flashing lights, bells and booms automatically activated via axle counters and pushbutton.

Main Line Indicators (MLI)

MLIs are either side of Polaris Street level crossing, "G" MLI faces Down (Main), "D" MLI faces Up (Branch) and "P" MLI Up (Main). The MLIs can be placed at STOP for shunting.

Down Movements

With "G" MLI indicating that points are set for the Main line and level crossing warning equipment is in working order, the level crossing warning equipment will activate on approach and cease when the rail vehicle clears the level crossing.

Should Frame "F" or "D" Points be incorrectly set for an approaching rail vehicle, "G" MLI will display STOP and the level crossing warning equipment will not operate. After the points have been moved to the required position and locked, press the MLI 'CLEAR' button. The level crossing warning equipment will then commence to operate and, after the boom gates become horizontal, the MLI will clear.

When an Operator's Key is turned in Duplex Lock F to release the key to access the siding operated by Frame F, MLIs "D" and "P" will be placed at STOP and, after 120 seconds, the level crossing warning equipment will cease to operate.

Up Movements

With either "D" or "P" MLIs indicating that points are set for the Main line and level crossing warning equipment is in working order, the level crossing warning equipment will activate on approach and cease when the rail vehicle clears the level crossing.

Should Frame "G" Points be incorrectly set for an approaching rail vehicle, "D" or "P" MLIs will display STOP and the level crossing warning equipment will not operate. After the points have been moved to the required position and locked, press the MLI 'CLEAR' button. The level crossing warning equipment will then commence to operate and, after the boom gates become horizontal, the MLI will clear.

Temora (Exclusive) to Lake Cargelligo Temora 489.290 km



Crowley Street level crossing

Crowley Street level crossing at 490.165 km has Type F flashing lights, bells and booms automatically controlled by Down or Up main line track circuits.

Axle counters

Level crossing axle counters are configured to provide detection of track vehicles and are unaltered by changes to G points.

If an axle counter incorrectly shows a section as occupied due to a miscount of axles, power failure or incorrect operation, the system must be reset by a competent worker.

To reset the axle counter;

- Turn switch to left and hold for minimum 1 second
- Turn switch to right and hold for minimum 1 second
- Return switch to centre (normal) position.

If the track indications are green the axle counter section is unoccupied.



WARNING

The axle counter must not be reset without Network Control Officer authorisation.

If the axle counter fails, a Competent worker may operate the level crossing in accordance with Network Procedure CNPR 715 Protecting Type F level crossings.

Level Crossing Pushbutton units

Pushbuttons are located at level crossings to allow rail vehicles to proceed through the level crossing with the MLI at STOP while shunting, or if the MLI fails, and to avoid unnecessarily operating the level crossing warning equipment while shunting close by.

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 rail vehicle has cleared the level crossing.



Temora

489.290 km

Stabling Rail Vehicles at Temora Sub

If rail vehicles are stabled within the Sub Terminal Loop siding or Grain siding, the following conditions must be observed:

- City end The Frame A Catch Point must be set.
- Country end The derail at Frame C must be set and the vehicle closest to the derail must be positioned no more than five (5) metres from that derail.

Propelling from Temora to Temora West

Rail vehicles may propel from Temora to Temora West in accordance with CNTR 424 Propelling Rail Traffic and the following conditions;

- 1. The rail vehicle crew hold a valid Train Order with Shunt Access at both Temora and Temora West
- 2. The departure from Temora and the arrival at Temora West must not be reported until the rail vehicle has arrived within the Shunt Limit signs at Temora West.
- 3. The Train Order must be fulfilled on completion of loading at Temora West.
- 4. A Train Order is required for rail vehicle departing Temora West.