UGL REGIONAL LINX

Manildra
CNLA-266

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

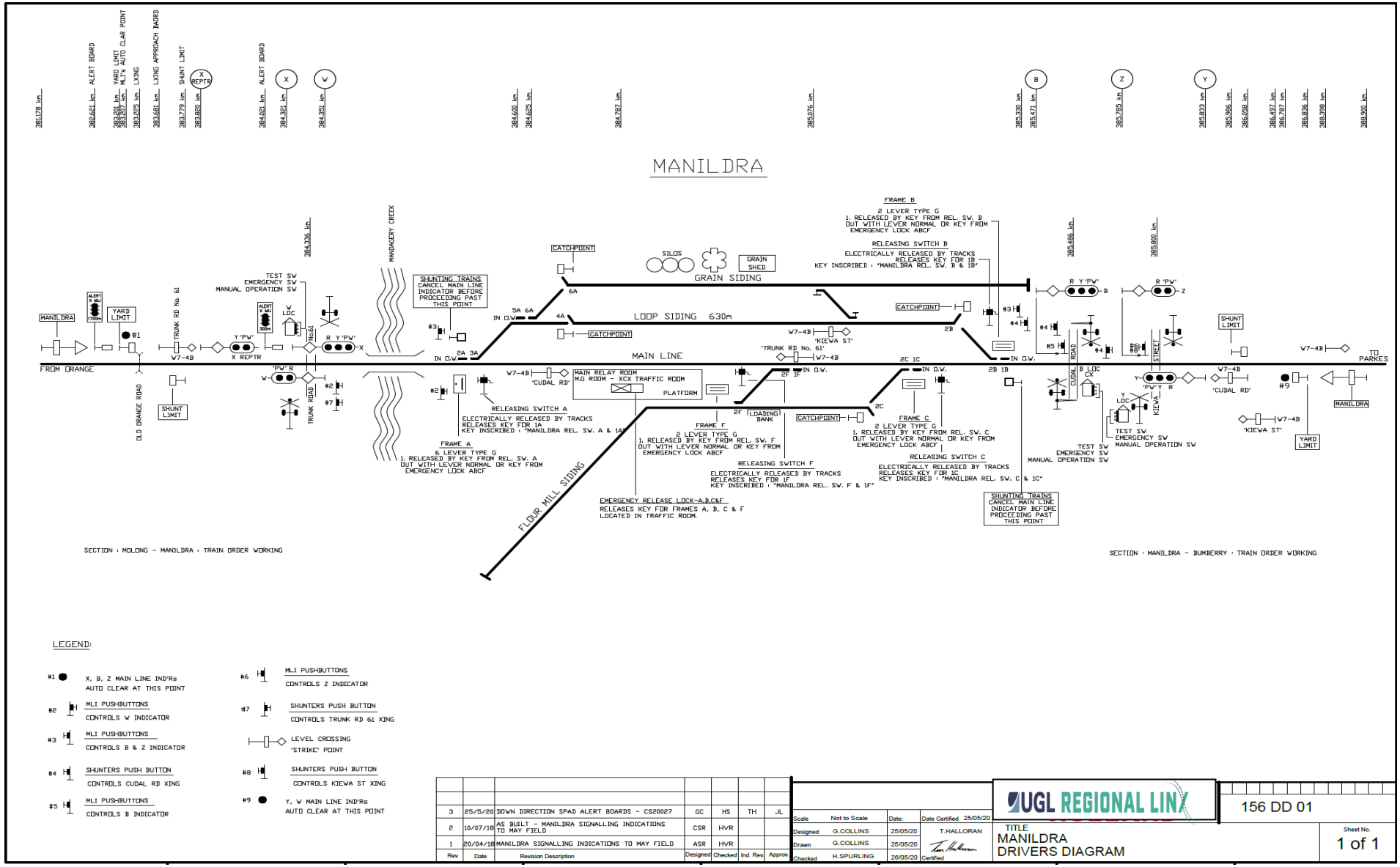
Revision Details

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


MANILDRA
GRAIN SILOS
GRAIN SHED
GRAIN SIDING
LOOP SIDING 630m
MAIN LINE
FLOUR MILL SIDING
MANILDRA
FROM ORANGE
TO PARKES
YARD LIMIT
SHUNT LIMIT
OLD ORANGE ROAD
TRUNK RD No. 61
TRUNK ROAD
MANDAGERY CREEK
CATCHPOINT
SHUNTING TRAINS CANCEL MAIN LINE INDICATOR BEFORE PROCEEDING PAST THIS POINT
TEST SW EMERGENCY SW MANUAL OPERATION SW
MAIN RELAY ROOM M.G ROOM – XCX TRAFFIC ROOM
PLATFORM
LOADING BANK
'CUDAL RD'
'KIEWA ST'
CUDAL ROAD
KIEWA STREET
RELEASING SWITCH A
ELECTRICALLY RELEASED BY TRACKS RELEASES KEY FOR 1A KEY INSCRIBED ' 'MANILDRA REL. SW. A & 1A'
RELEASING SWITCH B
ELECTRICALLY RELEASED BY TRACKS RELEASES KEY FOR 1B KEY INSCRIBED ' 'MANILDRA REL. SW. B & 1B'
RELEASING SWITCH C
ELECTRICALLY RELEASED BY TRACKS RELEASES KEY FOR 1C KEY INSCRIBED ' 'MANILDRA REL. SW. C & 1C'
RELEASING SWITCH F
ELECTRICALLY RELEASED BY TRACKS RELEASES KEY FOR 1F KEY INSCRIBED ' 'MANILDRA REL. SW. F & 1F'
FRAME A
6 LEVER TYPE G
1. RELEASED BY KEY FROM REL. SW. A OUT WITH LEVER NORMAL OR KEY FROM EMERGENCY LOCK ABCF
FRAME B
2 LEVER TYPE G
1. RELEASED BY KEY FROM REL. SW. B OUT WITH LEVER NORMAL OR KEY FROM EMERGENCY LOCK ABCF
FRAME C
2 LEVER TYPE G
1. RELEASED BY KEY FROM REL. SW. C OUT WITH LEVER NORMAL OR KEY FROM EMERGENCY LOCK ABCF
FRAME F
2 LEVER TYPE G
1. RELEASED BY KEY FROM REL. SW. F OUT WITH LEVER NORMAL OR KEY FROM EMERGENCY LOCK ABCF
EMERGENCY RELEASE LOCK-A,B,C&F
RELEASES KEY FOR FRAMES A, B, C & F LOCATED IN TRAFFIC ROOM.
SECTION : MOLONG – MANILDRA : TRAIN ORDER WORKING
SECTION : MANILDRA – BUMBERRY : TRAIN ORDER WORKING
LEGEND:
#1 X, B, Z MAIN LINE IND'Rs AUTO CLEAR AT THIS POINT
#2 MLI PUSHBUTTONS CONTROLS W INDICATOR
#3 MLI PUSHBUTTONS CONTROLS B & Z INDICATOR
#4 SHUNTERS PUSH BUTTON CONTROLS CUDAL RD XING
#5 MLI PUSHBUTTONS CONTROLS B INDICATOR
#6 MLI PUSHBUTTONS CONTROLS Z INDICATOR
#7 SHUNTERS PUSH BUTTON CONTROLS TRUNK RD 61 XING
LEVEL CROSSING 'STRIKE' POINT
#8 SHUNTERS PUSH BUTTON CONTROLS KIEWA ST XING
#9 Y, W MAIN LINE IND'Rs AUTO CLEAR AT THIS POINT
3 25/5/20 DOWN DIRECTION SPAD ALERT BOARDS – CS20027 GC HS TH JL
2 10/07/18 AS BUILT – MANILDRA SIGNALLING INDICATIONS TO MAY FIELD CSR HVR
1 20/04/18 MANILDRA SIGNALLING INDICATIONS TO MAY FIELD ASR HVR
Rev Date Revision Description Designed Checked Ind. Rev Approv
Scale Not to Scale
Designed G.COLLINS 25/05/20 T.HALLORAN
Drawn G.COLLINS 25/05/20
Checked H.SPURLING 26/05/20
Date: Date Certified 25/05/20
Certified
UGL REGIONAL LINX
156 DD 01
TITLE MANILDRA DRIVERS DIAGRAM
Sheet No. 1 of 1

General arrangements

Manildra is a Train Order Working Siding location.

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

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

Yard Limits

Down 383.201 km.

Up 386.836 km.

Shunting limits

Down 385.986 km.

Up 383.779 km.

Ground frames

Frame A - Up side of the Main. Access to the Loop and the Grain siding, Up end. Unlocked by a key from releasing switch A.

Frame B - Down side of the Main. Access to the Loop, Down end. Unlocked by a key from releasing switch B.

Frame C - Up side of the Main. Access to the Goods siding, Down end. Unlocked by a key from releasing switch C.

Frame F - Up side of the Main. Access to the Flour Mill siding. Unlocked by a key from releasing switch F.

Releasing switches, A, B, C and F are electrically operated by track circuits. Releasing switch indicators are located in the former Staff hut. This display:

- Yellow light when the release is normal.
- Light out when the release is reverse.

A release is not available when a rail traffic is approaching in either direction on the Main.

If a vehicle is occupying a track circuit and a release is required, the associated MLI must be placed at STOP using the Cancel pushbutton to allow the release to be taken.

When rail traffic is in the Loop Siding or the Goods siding, the appropriate frame and releasing switches must be returned to their normal position before X or Y MLIs will indicate that points are set for the Main or level crossing warning equipment is in working order.

NOTE

Taking a release will hold B, W, X, Y and Z MLIs at STOP. When a release and ground frame has been reversed, B, W or Z MLIs may be cleared to allow rail traffic to depart the Loop Siding or for crossing other rail traffic.

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.

Trunk Road No. 61 Level Crossing

Trunk Road No. 61 level crossing at 384.352 km has Type F flashing lights and bells automatically controlled by Down or Up track circuit, and manually controlled by pushbutton.

Main Line Indicators (MLI)

MLIs are either side of Trunk Road No. 61 level crossing, “X” MLI faces Down and “W” MLI faces the Up direction and can be placed at STOP for shunting.

Down 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 to operate when the rail traffic clears the level crossing.

Up 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 to operate when the rail traffic clears the level crossing.

Shunting

SHUNTING TRAINS CANCEL MAIN LINE INDICATOR BEFORE PROCEEDING PAST THIS POINT signs are opposite frames A and B. Vehicles shunting must be brought to a STOP at these signs. The pushbutton unit must be operated to cancel the warning equipment at Cudal Road, Trunk Road No. 61 & Kiewa Street level crossings.

Cudal Road Level Crossing

Cudal Road level crossing at 385.490 km has Type F flashing lights, bells and booms automatically controlled by Down or Up track circuits, and manually controlled by pushbutton.

Main Line Indicators

MLIs are installed either side of Cudal Road level crossing, “B” MLI faces Down and “Y” MLI faces the Up direction and can be placed at STOP for shunting.

Down movements

With “B” 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 to operate when the rail traffic clears the level crossing.

Up 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 to operate when the rail traffic clears the level crossing.

Cudal road level crossing shares “Y” MLI with Kiewa St level crossing.

Shunting

SHUNTING TRAINS CANCEL MAIN LINE INDICATOR BEFORE PROCEEDING PAST THIS POINT signs are opposite frames A and B. Vehicles shunting must be brought to a STOP at these signs. The pushbutton unit must be operated to cancel the warning equipment at Cudal Road, Trunk Road No. 61 & Kiewa Street level crossings.

Kiewa Street level crossing

Kiewa Street level crossing at 385.815 km has Type F flashing lights and bells automatically controlled by Down or Up track circuits, and manually controlled by pushbutton.

Main Line Indicators

MLIs are installed either side of Kiewa St level crossing, “Z” MLI faces Down and “Y” MLI faces the Up direction and can be placed at STOP for shunting purposes.

Down 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 to operate when the rail traffic clears the level crossing.

Up 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 to operate when the rail traffic clears the level crossing.

Kiewa St level crossing shares “Y” MLI with Cudal road level crossing

Shunting

SHUNTING TRAINS CANCEL MAIN LINE INDICATOR BEFORE PROCEEDING PAST THIS POINT signs are opposite frames A and B. Vehicles shunting must be brought to a STOP at these signs. The pushbutton unit must be operated to cancel the warning equipment at Cudal Road, Trunk Road No. 61 & Kiewa Street level crossings.

Pushbutton units

Pushbutton units at level crossings allow rail traffic 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 proceeds 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 traffic has cleared the level crossing.

LPA Protection Arrangements

In exception to CNPR 700 (Using a Local Possession Authority) “Protection for Rail Traffic crossing the LPA” if the Possession Protection Officer (PPO) has authorised other rail traffic to cross the LPA, railway track signals and possession limit markers are not required if:

- All work within the LPA has ceased and workers are clear of the Danger Zone,
- there is no associated rail traffic within the limits of the LPA, and
- the PPO has briefed all maintenance staff, and rail traffic crew about the movement prior to any rail traffic crossing the LPA.

NOTE

All work and workers within the LPA must be clear of the Danger Zone before PPO authorises rail traffic movements.

The Possession Protection Officer must;

- implement safety measures to reduce the risk from rail traffic operating on adjacent lines, and
- pilot all rail traffic movements within the possession limits, or
- appoint a delegate to pilot all rail traffic.

Maintenance workers must,

- cease all work on track when advised by the PPO, and
- not restart work on track until advised by the PPO that is safe to do so.

Rail Traffic Crews must;

- obtain authorisation from the PPO or delegate to pilot all rail traffic,
- travel at reduced speed on adjacent lines, and
- not enter or travel within the possession limit unless piloted by the PPO or delegate.