

2004 SAFE Notice **022**

Permanent

From Thursday 1 July 2004 until Friday 31 December 2004, this SAFE Notice contains the instructions issued in Safe Notice No. 008 - 2004.

Systems of Safeworking

Introduction

[a]

This unit describes the systems of Safeworking used in the area covered by this manual. The system in use on a section of line between interlockings is indicated in the following tables.

Broadmeadow (excl) to Maitland (incl)

[b]

section	line	system of working
Hamilton Junction – Islington Junction	Down & Up main	Rail Vehicle Detection
Woodville Junction – Islington Junction	All lines	Rail Vehicle Detection
Islington Junction – Hanbury Junction	Down & Up main	Rail Vehicle Detection
Hanbury Junction – Thornton	All lines	Rail Vehicle Detection
Thornton – Maitland	All lines	Rail Vehicle Detection
Thornton – Bloomfield Colliery	Branch	Staff and Ticket(White Triangle)

Port Waratah Branch

[c]

section	line	system of working
Islington Junction– Port Waratah	Islington arrival & departure roads	Rail Vehicle Detection
Hanbury Junction– Port Waratah	Waratah arrival road & departure road	Rail Vehicle Detection

Kooragang Island Branch

[d]

section	line	system of working
Hanbury Junction – Kooragang Island	Down & Up Kooragang	Rail Vehicle Detection
Kooragang Island – Kooragang Point)	Main	Rail Vehicle Detection (Walsh)

Maitland (excl) to Casino (incl)

[e]

section	line	system of working
Maitland (Telarah) – Mindaribba	Main	Rail Vehicle Detection
Mindaribba – Paterson	Main	Rail Vehicle Detection
Paterson – Martins Creek	Main	Rail Vehicle Detection
Martins Creek – Kilbride	Main	Rail Vehicle Detection
Kilbride – Wallarobba	Main	Rail Vehicle Detection
Wallarobba – Dungog	Main	Rail Vehicle Detection
Dungog – Monkerai	Main	Rail Vehicle Detection
Monkerai – Stroud Road	Main	Rail Vehicle Detection
Stroud Road – Craven	Main	Rail Vehicle Detection
Craven – Berrico	Main	Rail Vehicle Detection
Berrico – Gloucester	Main	Rail Vehicle Detection
Gloucester – Bulliac	Main	Rail Vehicle Detection
Bulliac – Bundook	Main	Rail Vehicle Detection
Bundook – Mt George	Main	Rail Vehicle Detection
Mt George – Killawarra	Main	Rail Vehicle Detection
Killawarra – Wingham	Main	Rail Vehicle Detection
Wingham – Taree	Main	Rail Vehicle Detection
Taree – Melinga	Main	Rail Vehicle Detection
Melinga – Coopernook	Main	Rail Vehicle Detection
Coopernook – Johns River	Main	Rail Vehicle Detection
Johns River – Kendall	Main	Rail Vehicle Detection
Kendall – Kerewong	Main	Rail Vehicle Detection

Maitland (excl) to Casino (incl)

[contd]

section	line	system of working
Kerewong – Wauchope	Main	Rail Vehicle Detection
Wauchope – Telegraph Point	Main	Rail Vehicle Detection
Telegraph Point – Kundabung	Main	Rail Vehicle Detection
Kundabung – Kempsey	Main	Rail Vehicle Detection
Kempsey – Tamban	Main	Rail Vehicle Detection
Tamban – Eungai	Main	Rail Vehicle Detection
Eungai – Macksville	Main	Rail Vehicle Detection
Macksville – Nambucca Heads	Main	Rail Vehicle Detection
Nambucca Heads – Raleigh	Main	Rail Vehicle Detection
Raleigh – Bonville	Main	Rail Vehicle Detection
Bonville – Boambee Beach	Main	Rail Vehicle Detection
Boambee Beach – Landrigans	Main	Rail Vehicle Detection
Landrigans – Coramba	Main	Rail Vehicle Detection
Coramba – Nana Glen	Main	Rail Vehicle Detection
Nana Glen – Glenreagh	Main	Rail Vehicle Detection
Glenreagh – Kungala	Main	Rail Vehicle Detection
Kungala – Braunstone	Main	Rail Vehicle Detection
Braunstone – Grafton City	Main	Rail Vehicle Detection
Grafton City – Grafton	Main	Rail Vehicle Detection
Grafton – Kyarran	Main	Rail Vehicle Detection
Kyarran – Lawrence Road	Main	Rail Vehicle Detection
Lawrence Road – Banyabba	Main	Rail Vehicle Detection
Banyabba – Camira Creek	Main	Rail Vehicle Detection

Maitland (excl) to Casino (incl)

[contd]

section	line	system of working
Camira Creek – Rappville	Main	Rail Vehicle Detection
Rappville – Leeville	Main	Rail Vehicle Detection
Leeville – Casino	Main	Rail Vehicle Detection

Casino (excl) to South Brisbane (incl)

[f]

section	system of working	type of staff	no. of staffs provided
Casino – Kyogle Loop	Electric staff	C	1 - 72 All staffs are key staffs
Kyogle Loop – Loadstone	Electric staff	B	1 - 50
Loadstone – Glenapp	Electric staff	A	1 - 50
Glenapp – Bromelton	Electric staff	C	1 - 50
Bromelton – Greenbank	Electric staff	A	1 - 50 All staffs are key staffs
Greenbank – Acacia Ridge	Rail Vehicle Detection		
Acacia Ridge – Clapham	Queensland Rail system		
Clapham – South Brisbane	Queensland Rail system		

Casino (excl) to Murwillumbah (incl)

[g]

section	system of working	type of staff	no. of staffs provided
Casino – Lismore	Electric staff	A	1 - 16 All staffs are key staffs
Lismore – Byron Bay	Staff and Ticket	Green Heart	
Byron Bay – Murwillumbah	Staff and Ticket	White Triangle	

Stroud Road

266.545 kms

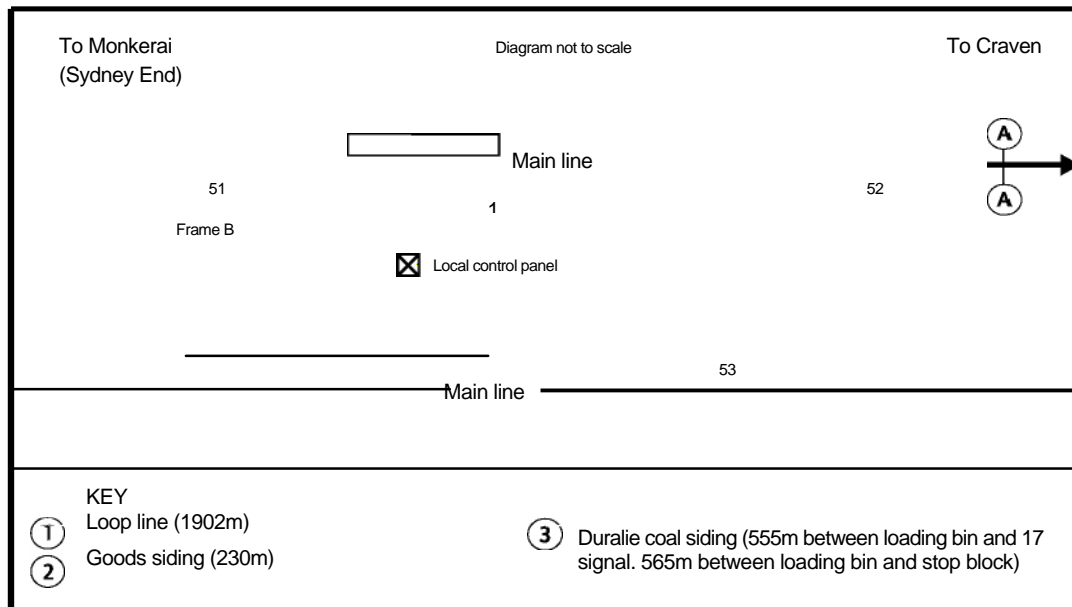


Diagram of Stroud Road

[a]

General arrangements

[b]

For instructions regarding:

- locking
 - telephone arrangements
 - operation of points and signals
 - local control panels
 - emergency release keys
 - indicators
 - annunciator bell
 - lamp test button
 - transferring the remote computerised train describer signalling system to the remote signaller control system
 - link failures of the remote computerised train describer signalling system
- at Stroud Road, see LAU 230 in this Local Appendix.

Ground frames

[c]

Frame B

Frame B is located on the Up side of the loop line adjacent to the crossovers, and provides access to the Goods siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released by Broadmeadow signalbox or the local control panel when switched in.

Half pilot staffs

[d]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the home/starting signals for the Monkerai – Stroud Road and Stroud Road – Craven sections.

The half pilot staff for the section Monkerai – Stroud Road is inscribed “Stroud Road – 09/12M”.

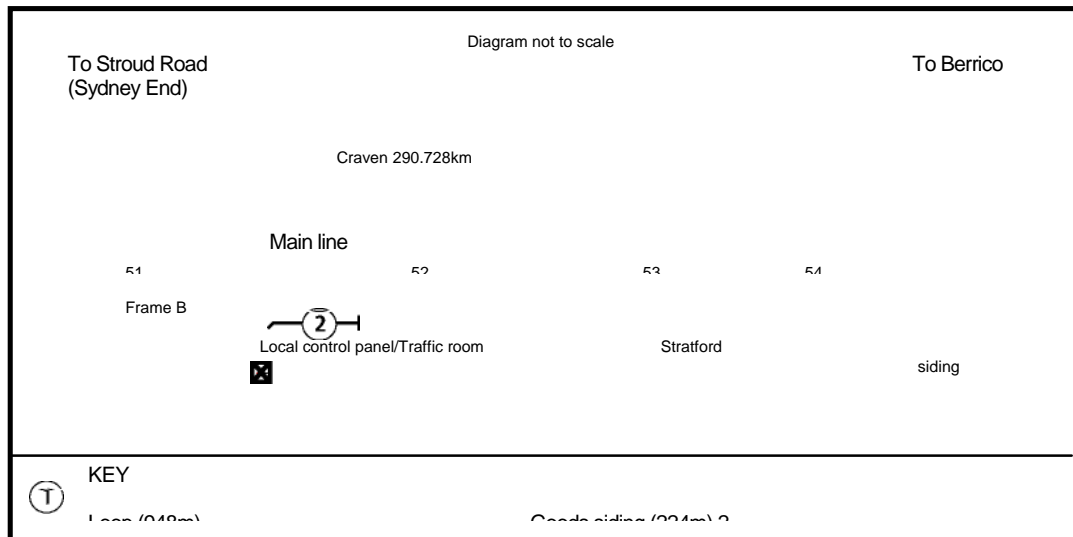
The half pilot staff for the section Stroud Road – Craven is inscribed “Stroud Road – 09/15/17”.

Craven

290.494 kms

Diagram of Craven

[a]



General arrangements

[b]

Craven interlocking also controls the entry and exit of trains to and from the Stratford siding.

For instructions regarding:

- locking
- telephone arrangements
- operation of points and signals
- local control panels
- emergency release keys
- indicators
- annunciator bell
- lamp test button
- transferring the remote computerised train describer signalling system to the remote signaller control system
- link failures of the remote computerised train describer signalling system at

Craven, see LAU 230 in this Local Appendix.

Ground frame

[c]

Frame B

Frame B located on the Up side of the Loop line adjacent to the crossovers, and provides access to the Goods siding.

The frame is unlocked by a key from releasing switch B, which is electrically released by Broadmeadow signalbox or the local control panel when switched in.

Half pilot staffs

[d]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the starting signals for the Stroud Road – Craven and Craven – Berrico sections.

The half pilot staff for the section Stroud Road – Craven is inscribed “Craven – 11 /12M”.

The half pilot staff for the section Craven – Berrico is inscribed “Craven – 11 /11 M”.

Returned to Controlling Manager: Date :Signed:

(Cut along this line and forward the detached receipt to your Controlling Manager)

To Controlling Manager :

Received SAFE Notice No. 022 - 2004 Date :Signed:

Name: (print) Location:

(Controlling Manager to retain this Acknowledgment of Receipt of the SAFE Notice for record purposes for 3 months.)