

2004 SAFE Notice 028

Permanent

From Sunday 29 August 2004 until Friday 31 December 2004.
This SAFE Notice cancels and replaces the instructions issued in SAFE Notice 025 - 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.

Moss Vale (excl) to Albury (incl)

[b]

section	line	system of working
Moss Vale – Exeter	Down & Up main	Rail Vehicle Detection
Exeter – Bundanoon	Down & Up main	Block Telegraph
Bundanoon – Wingello	Down & Up main	Block Telegraph
Wingello – Medway	Down & Up main	Rail Vehicle Detection
Medway – Towrang	Down & Up main	Rail Vehicle Detection
Towrang – Goulburn	Down & Up main	Rail Vehicle Detection
Goulburn – Jerrawa	Down & Up main	Rail Vehicle Detection
Jerrawa – Yass Junction	Down & Up main	Rail Vehicle Detection
Yass Junction – Galong	Down & Up main	Rail Vehicle Detection
Galong – Harden North	Down & Up main	Rail Vehicle Detection
Harden North – Harden South	Down & Up main	Rail Vehicle Detection
Harden South – Demondrille	Down & Up main	Block Telegraph
Demondrille – Wallendbeen	Down & Up main	Block Telegraph
Wallendbeen -Cootamundra North	Down & Up main	Rail Vehicle Detection
Cootamundra North –		
Cootamundra South	Down & Up main	Rail Vehicle Detection
Cootamundra South - Junee North	Down & Up main	Rail Vehicle Detection
Junee North – Junee South	Down & Up main	Rail Vehicle Detection
Junee South – Harefield	Main	Rail Vehicle Detection
Harefield – Bomen	Main	Rail Vehicle Detection
Bomen – Wagga Wagga	Main	Rail Vehicle Detection
Wagga Wagga – Uranquinty	Main	Rail Vehicle Detection
Uranquinty – The Rock	Main	Rail Vehicle Detection
The Rock – Yerong Creek	Main	Rail Vehicle Detection
Yerong Creek – Henty	Main	Rail Vehicle Detection

Moss Vale (excl) to Albury (incl)

[cont'd]

section	line	system of working
Henty – Culcairn	Main	Rail Vehicle Detection
Culcairn – Gerogery	Main	Rail Vehicle Detection
Gerogery – Table Top	Main	Rail Vehicle Detection
Table Top – Albury	Main	Rail Vehicle Detection

Goulburn (excl) to Canberra (incl)

[c]

section	system of working	type of staff	no of staffs provided
Goulburn – Tarago	Electric Staff	C	1-50
Tarago – Bungendore	Electric Staff	A	1-15 17-36
Bungendore–Queanbeyan	Electric Staff	B	1-50
Queanbeyan – Canberra	Electric Staff	C	1-36

Location of intermediate sidings and method of working

Introduction

[a]

The following table shows the location of all intermediate sidings, their distance from Sydney, how the points are unlocked, and the location where the staff, loose key, guard's key or electrical release is obtained.

Moss Vale (excl) to Albury (incl)

[b]

siding	km from Sydney	points unlocked by	location where staff, loose key, guard's key or electrical release is obtained
Marulan	192.906	Releasing Switch	Track release
Cunningar	380.912	Guards key or shunting key	Harden North Signal Box
Illabo grain siding	468.882	Release switch key	Track release
Marinna grain siding	477.895	Release switch key	Track release
Shepherds siding	504.641	Release switch key	Southern Rail Management Centre Junee
Ettamogah sidings	637.263	Release switch key	Southern Rail Management Centre Junee

Goulburn (excl) to Canberra (incl)

[c]

siding km from Sydney points unlocked by location where staff, loose key, guard's key or electrical release is obtained

Fyshwick South shunting line	326.073	Key staff	Queanbeyan – Canberra
Fyshwick North shunting line	326.093	Key staff	Queanbeyan – Canberra

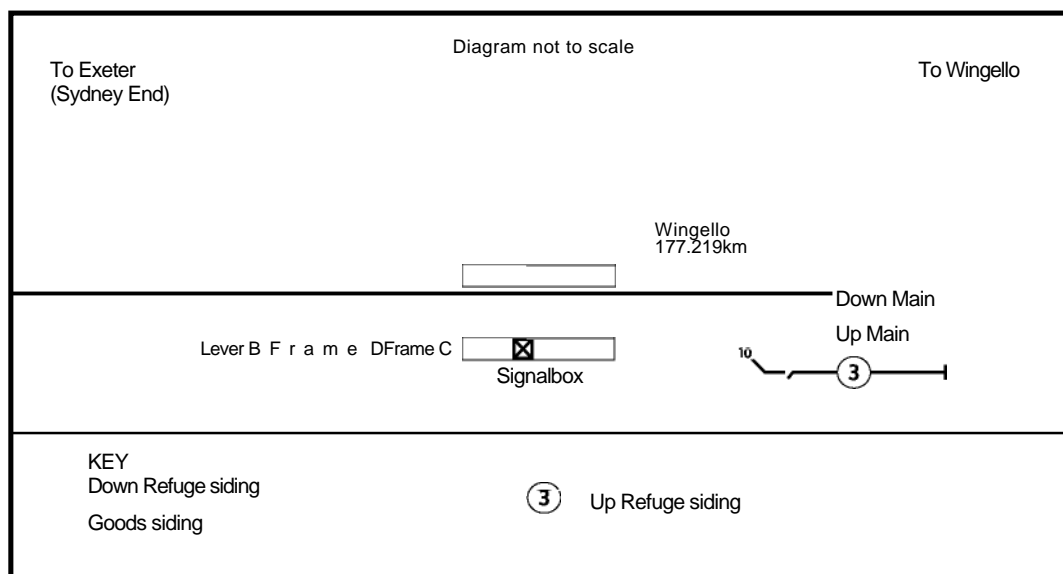
shunting line

Wingello

177.139 kms

Diagram of Wingello

[a]



Operation of points and signals

[b]

The points and signals at Wingello are operated from the signalbox.

All points worked from the signalbox are controlled by track circuit and cannot be moved unless the track(s) controlling the points is unoccupied.

Local area bell signals

[c]

The following bell signal applies to the Berrima Junction – Moss Vale – Medway area for the following train movement:

bell signal	meaning: Is line clear for?
1 – 2 – 2	Medway Quarry Limestone train

Ground frame

[d]

Lever B

Lever B is located on the Up side of the Up main line adjacent to the crossovers, and provides access to the goods siding.

Lever B is unlocked by a key from No. 18 lever in the signalbox.

Wingello level crossing**[e]**

Type F flashing lights and bells and half-boom barriers are provided at Wingello level crossing at 177.219 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the signals on each side of the crossing.

If a train closely approaches Up home signal No. 3 or Down starting signal No. 21 at stop, the setting of the applicable signal route will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 3 or No. 21 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Wingello level crossing**[f]**

If either Up home signal No. 3 or Down starting signal No. 21 fails, the instructions for failed level crossings *must* be carried out.

The Signaller at Wingello *must not* authorise a train to pass these signals at stop until:

either Network Rules and Procedures for warning trains have been carried out

or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

Facing and trailing crossovers**[g]**

Facing and trailing crossovers are provided between the Down and the Up main lines at the Bundanoon end of the yard.

The facing crossover is operated by frame D, which is located on the Up side of the Up main line between lever B and frame C, and is secured by point clip and SL lock when not in use.

The trailing crossover is operated by frame C, which is located on the Up side of the Up main line opposite the points, and is not secured with a point clip and SL lock when not in use.

Frames D and C are unlocked by a key from No. 15 lever in the signalbox.

Facing point locks are provided on the points at both ends of the crossovers and are locked in both the normal and the reverse positions. It is unnecessary to clip and lock the points when using either crossover, provided that the facing point lock lever is in the normal position.

Train length notice signs

[h]

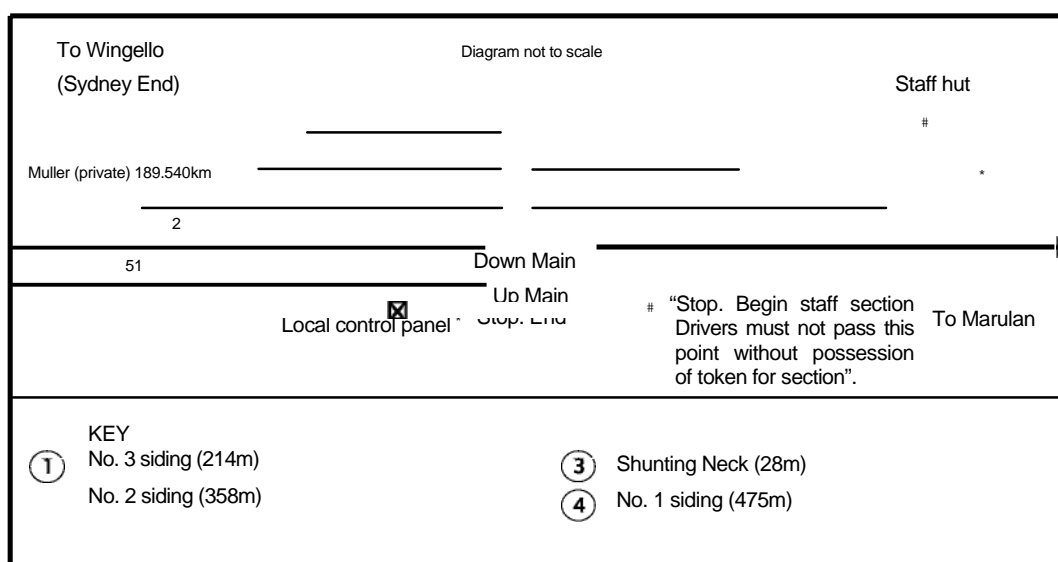
Train length notice signs are erected on the Down side of the Down main line, and are inscribed as follows:

177.370 kms	“Set back Down refuge siding equal 40 x 4-wheeled vehicles”
177.430 kms	“Set back Down refuge siding equal 50 x 4-wheeled vehicles”
177.491 kms	“Set back Down refuge siding equal 60 x 4-wheeled vehicles.”

Medway**190.087 kms**

Diagram of Medway

[a]



General arrangements

[b]

The staff, staff box and the tickets for the Medway – Medway Quarry line and the train control and train working telephones are located in the staff hut.

Operation of points and signals

[c]

The interlocked points and signals at Medway are operated from the Southern Rail Management Centre at Junee.

A local control panel has been provided in the traffic hut at Medway to allow the interlocking to be operated locally. All indications displayed on the local control panel are also displayed on the control panel at the Southern Rail Management Centre at Junee.

All interlocked points are controlled by track circuit and cannot be moved unless track(s) controlling the points is unoccupied.

Switching the control panel in or out

[d]

A three-position key-locked switch is provided in the control panel to allow the local control panel to be switched in (local), switched out (closing), or switched to remote control. Indicator lights inscribed "local", "closing" and "remote" respectively are provided to indicate when the control panel is switched in, switched out, or switched to remote control.

When not in use, the keys for the control panel must be kept in the box provided secured with an SL lock in the traffic hut.

Locking [e]

type	provided
Approach	Yes
Route	Yes

Signalling power supply indicators [f]

Two groups of power supply are provided on the control panel for the signalling power supplies in the Medway area as follows:

Group headed "AC power supply"

The green "Normal" indication will be displayed when all the AC power supplies are available.

The yellow "Emergency" indication will be displayed when there is a partial failure of some part of the power supply.

The red "Low fuel/Fail" indication will be displayed when a total failure of some part of the power supply has occurred.

Group headed "DC power supply"

A green light inscribed "Normal" will be displayed when the normal DC power supply is available.

A yellow light inscribed "Warning" will be displayed when a partial loss of DC supply occurs. A red light inscribed "Fail" will be displayed when a complete loss of DC supply occurs

General instructions

An alarm is provided to warn of any alteration to the power supply and the Signaller must acknowledge the alteration by depressing the alarm pushbutton.

When there is any alteration or interruption to the AC or DC power supplies to the signalling, the Signaller must promptly inform the Signals maintenance representative.

Additional indicators [g]

Signal lamp indicators

A yellow indicator light inscribed "Filament fail" will be displayed when a partial failure of a signal lamp is detected.

A red indicator light inscribed "Lamp fail" will be displayed when a total failure of a signal lamp is detected.

When either of the indicator lights is displayed, the Signaller must promptly inform the Signals maintenance representative.

Lamp test button

[h]

A lamp test button inscribed “Pull to test/Push to reset” is located under the signal lamp indicators in the control panel. When depressed, the button will cause the filament fail and lamp fail indicator lights to be displayed and the audible alarm to sound for test purposes. A test of these indicators and audible alarm must be made on a daily basis when the Local Control Panel is switched into Local Control and any lamp or alarm failure promptly brought to the notice of the Signals maintenance representative.

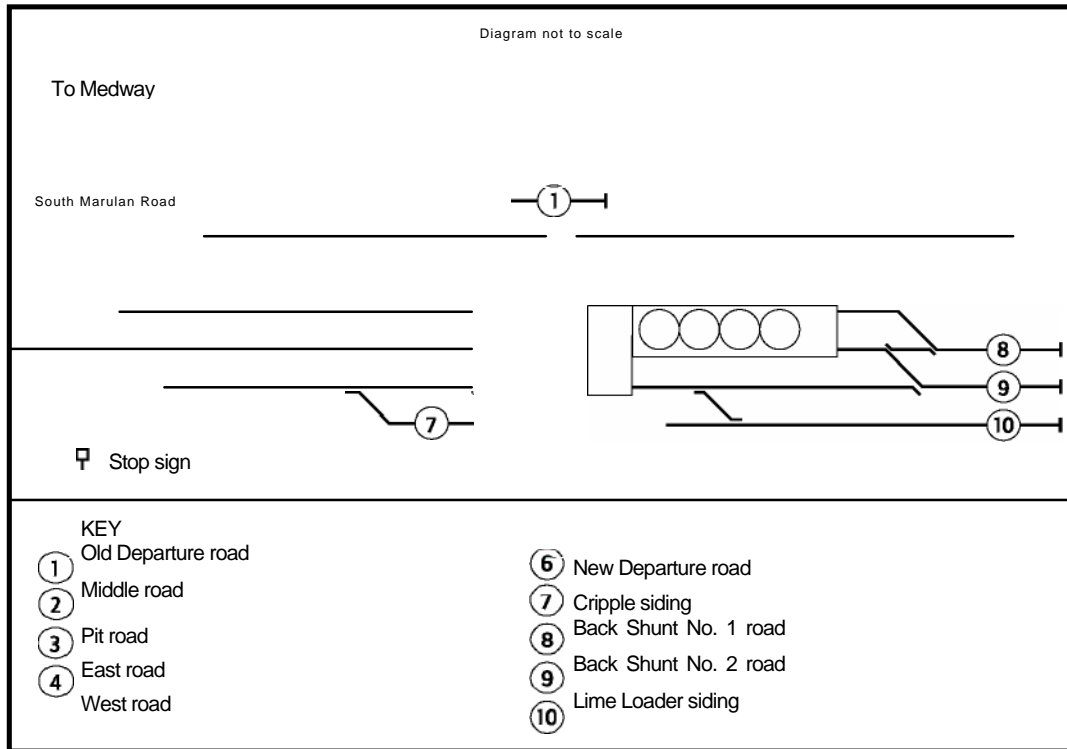
Medway Quarry

Diagram of Medway Quarry

[a]

General description

[b]

The Blue Circle Southern Cement Company's quarry line is a private siding and is connected to No. 1 siding at Medway.

Staff and Ticket working is in operation on the company's private line between the staff hut at Medway and the stop sign situated 220 metres on the Medway side of the quarry level crossing. The staff box is located in the weighbridge office at the quarry.

If communication fails, each train must convey the staff for the section.

On arriving at the stop sign at the quarry, the Driver must wait for the authority to pass the stop sign by a company qualified worker.

On arriving at the quarry and before departing, the Qualified Worker in charge of a train must communicate with the South Train Controller Sydney and provide the arrival and departure times of the trains.

On arriving at the stop sign at Medway, each train must come to a stand and the Qualified Worker or the Driver must contact the Signaller at the Southern Rail Management Centre at Junee or at Medway if the local control panel is switched in and request permission to enter the yard.

The Signaller must inform the Driver or the Qualified Worker which siding is clear. The Driver or the Qualified Worker must ensure that the points are in the correct position before

proceeding.

Operation of road/rail track vehicles

[c]

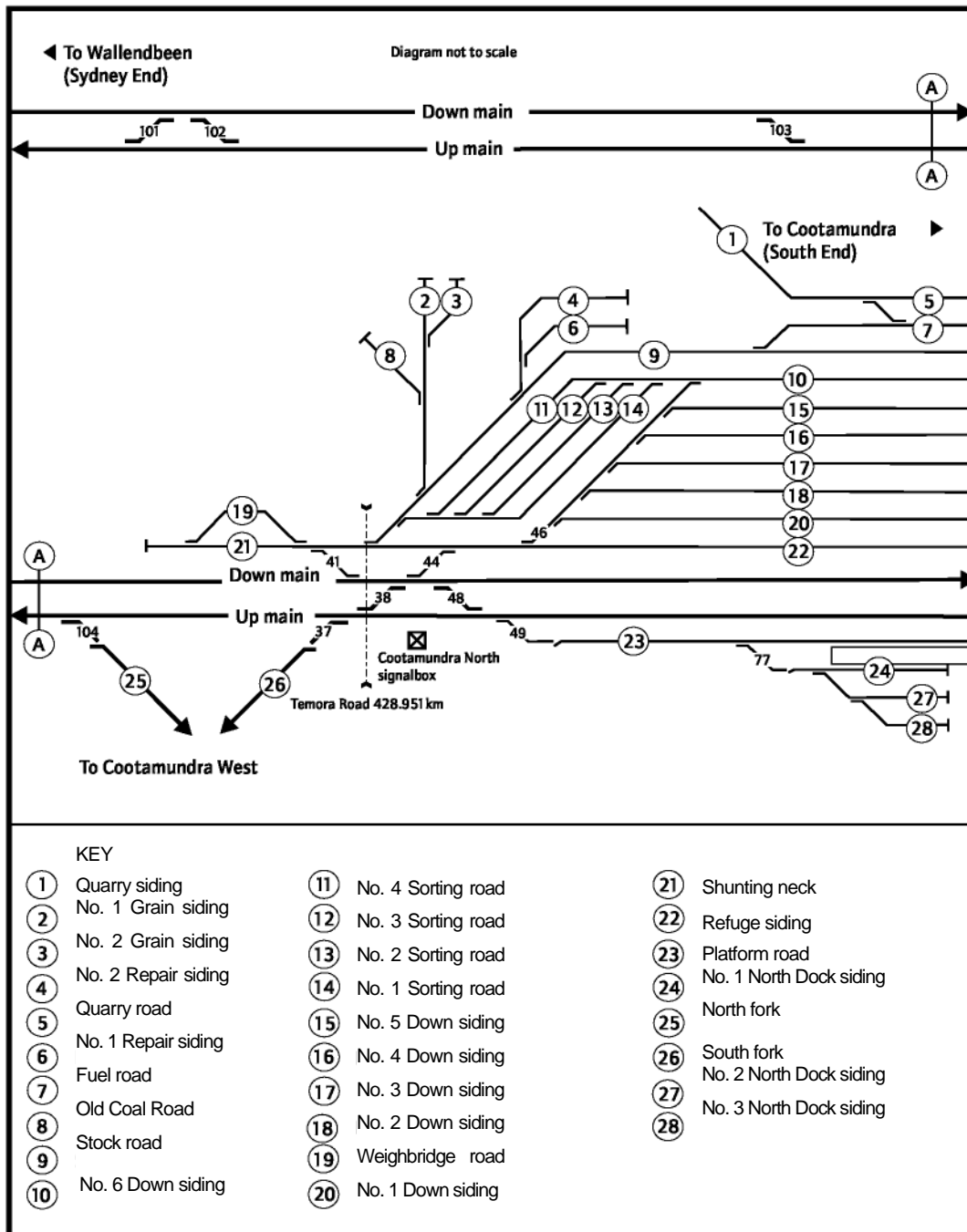
Before placing the track vehicle or Hi-Rail vehicle on the branch line, the Operator of the vehicle must contact the South Train Controller Sydney and obtain permission to do so. On receiving a request to place the track vehicle on the line the South Train Controller Sydney must establish that the section is clear and release the train staff or issue a TOA. The engineering staff must inform the South Train Controller Sydney when the track vehicle has been removed from the line.

Cootamundra North

428.951 kms

Diagram of Cootamundra North

[a]



Operation of points and signals

[b]

Cootamundra North Signal Box

The points and signals at Cootamundra North are operated from Cootamundra North signal box.

No. 37, 38, 44, 48, 49 & 77 points worked from the signal box are controlled by track circuit and cannot be moved unless the track(s) controlling the points is unoccupied.

All other points controlled from the signalbox are not controlled by track circuit, and special care must be taken to prevent these points from being operated while a train is still standing on them.

Southern Rail Management Centre Junee

Nos. 101, 102, 103, 104 & 105 points (Cootamundra North) operated from the Southern Rail Management Centre at Junee are controlled by track circuit and cannot be moved unless the track(s) controlling the points is unoccupied.

Locking

[c]

type	provided
Approach	Yes
Route	Yes

Electric locks

[d]

A normal electric lock is provided on No. 23 lever and reverse electric locks are provided on Nos. 36, 40, 45, 50 and 51 levers.

White indicator lights inscribed "Free" are provided on a shelf behind Nos. 36, 39, 40, 43, 45, 47, 48, 50 and 51 levers. The lights will be displayed when the levers are free to be operated, provided that the locking within the frame is free.

Signalling power supply indicators

[e]

Signalling power supply indicator lights are provided in Cootamundra North signalbox for the signalling power supplies in the Cootamundra - Wallendbeen area.

The green "Power supply normal" indication will be displayed when all normal AC power supplies are available.

The green "DC supplies normal" indication will be displayed when the normal DC power supply is available.

The yellow "Power supply emergency" indication will be displayed when the emergency AC power supply from the emergency generator is in use.

The yellow "Fuel alarm" indication will be displayed when fuel for the motor generator has reached a low level.

When there is any alteration or interruption to the AC or DC power supplies to the signalling, the Signaller must promptly inform the Signals maintenance representative.

Additional indicators

Signal lamp indicators

A yellow light inscribed "Filament Fail" will be displayed when a signal lamp filament has failed and has changed over to the second filament in one of the aspects in a signal. When the indicator light is displayed, the Signaller must promptly inform the Signals maintenance representative.

[f]

Temora Road level crossing

Type F flashing lights, bells and half-boom barriers are provided at Temora Road level crossing at 428.951 kms.

The warning equipment is manually operated by the Signaller in Cootamundra North signalbox by means of two 3-position miniature electric switches and No. 13 lever.

[g]

The operation of the level crossing warning equipment is interlocked with the protecting signals.

Separate 3-position rotary switches are provided on the control panel in the signalbox for the operation of the Up and Down boom barriers. Both barriers may be raised or lowered independently to suit road traffic conditions.

Two white test lights are provided on the control panel for the level crossing. The lights will be displayed when the power supplies for the level crossing are available. The Signaller must immediately inform the Signals maintenance representative if one or both lights are extinguished.

WARNING

Signals must not be cleared for a train movement over the level crossing until the Signaller has ensured that the level crossing is clear of road vehicles.



Failure of signals protecting the level crossing

Before authorising a train to proceed past a signal at stop, the Signaller must ensure that the level crossing is clear of road traffic.

Dragging equipment detector

[h]

A dragging equipment detector is located at Southern Rail Management Centre at Junee (North Panel). A red indicator light inscribed "DED" and a pushbutton inscribed "Pull to test/Push to reset" are provided on the indicator diagram in the signalbox.

When dragging equipment is detected, the red light will be displayed and an audible alarm will sound until cancelled by the Signaller.

The red light will remain displayed until the train has cleared the track circuits for the detector and the reset button has been depressed.

A daily test of the warning light must be carried out by pulling the pushbutton and ensuring that the warning light is illuminated and the alarm sounds. Results of the test are to be recorded in the train register book or other recording system provided and the Signals maintenance representative advised of any defects noted.

Responding to a dragging equipment alarm

[i]

When the red light is displayed, the Signaller must:

- cancel the alarm

- contact the Driver of the train that activated the detector and instruct the Driver to immediately bring the train to a stand

- instruct the Driver to inspect the train to identify the problem and then advise the Signaller of the status of the problem and the action that must be taken to resolve it

- and inform the Train Controller that the dragging equipment detector has been activated and of the status of the problem.

Junee Remote Control Signalling

Operation of points and signals [a]

The points and signals for all Rail Vehicle Detection interlockings between Junee South (excl) and Albury (excl) are operated from the Southern Rail Management Centre at Junee.

Points worked from the Southern Rail Management Centre are controlled by track circuit and cannot be moved unless the track(s) controlling the points is unoccupied.

All other points are controlled by ground frames which are released from the Southern Rail Management Centre at Junee, or non-interlocked point levers that are not controlled by track circuit and special care must be taken to prevent these points from being operated while a train is still standing on them.

Local control panels [b]

Local control panels are provided at all locations (with the exception of intermediate sidings) for use in an emergency or during planned work to allow the interlocking to be operated locally. All indications displayed on the local control panel are also displayed on the control panel at the Southern Rail Management Centre at Junee.

The local control panels are located where indicated in this Appendix for the interlocking concerned.

At all locations, a two-position key-locked switch is provided in the control panel to allow the signalbox to be switched in (local) or switched out (remote).

A yellow indicator light inscribed "Local" is provided on the control panel to indicate when the control panel is switched to local control.

Locking [c]

type	<u>provided</u>
Approach	Yes
Route	Yes

Emergency release keys [d]

Emergency release keys for ground frames are provided in releasing locks located in the station master's office or the traffic control room for use if there is a releasing switch failure.

If a releasing switch failure occurs, the emergency release key must be removed from the releasing lock and used to unlock the relevant lever in the ground frame.

When the key is removed from the releasing lock, all signals at that location will return to stop.

When shunting is completed, the emergency release key must be returned to, and turned in, the releasing lock.

Note: Shepherds siding does not have an emergency release key.

Indicator diagrams

[e]

The indicator diagrams, the main control unit at the Southern Rail Management Centre at Junee and the local control panels incorporate the following features:

- track indicator lights to give track occupancy (red) indications
- signal repeaters
- points lights (incorporated in track lights)
- electric release lights
- time limit release lights
- power supply and lamp failure indicators
- location “call” indicator
- direction indicators
- supervisory and control mode (local) indicators
- lamp test button (local panels only).

Power supply indicators

[f]

The following groups of power supply indicators are provided in the indicator diagrams:

Group headed “Power supply”

A green light inscribed “Normal” is displayed while the normal power supply is available.

A yellow light inscribed “Standby” is displayed while the emergency power supply is in use.

Group headed “Location”

A yellow light inscribed “Warning” will be displayed if any of the following conditions occurs:

- a partial loss of DC supply
- a battery charger not working
- an earth leakage detected on any supply
- a low fuel supply for standby motor/alternator
- or a partial filament failure in a running signal lamp.

A red light inscribed “Alarm” will be displayed if any of the following conditions occurs:

- a complete loss of DC supply
- a loss of AC supplies (excluding Council mains supply)
- a battery voltage low
- the standby motor alternator plant has failed to start or has shut down under load
- or a complete filament failure of a running signal lamp.

General instruction

An alarm is provided to warn of any alteration to the power supply and the Signaller must acknowledge the alteration by depressing the alarm pushbutton.

When there is any alteration or interruption to the AC or DC power supplies to the signalling, the Signaller must promptly inform the Signals maintenance representative.

Additional indicators

[g]

Control mode indicator

A yellow indicator light inscribed “Local” will be displayed when the key-locked control mode switch at the interlocking concerned is switched to the “Local” position and that panel is available for local operation. At the same time, a yellow light inscribed “Local control” will be displayed on the relevant diagram in the Southern Rail Management Centre at Junee.

When blocking facilities are applied to signals, points, ground frames or lines, etc., the indication on the VDU monitor is shown in magenta.

Group headed “Level crossing” (where provided)

A yellow light inscribed “Warning” will be displayed when the level crossing battery voltage is becoming low.

A red light inscribed “Alarm” will be displayed if the level crossing battery voltage falls below equipment working level or the battery charger fails.

When a “Warning” or a “Fail” indicator is displayed following a fault, an audible alarm will sound, which must be cancelled by the Signaller pushing the “Alarm cancel” pushbutton next to the indicators.

When any of these additional indicators is displayed or becomes extinguished, the Signaller must promptly inform the Signals maintenance representative.

Location call indicator

A yellow light inscribed “Call Lights” will be displayed in the indicator diagram concerned when the telephone call indicators at a particular interlocking have been activated.

**NOTE**

These indicator lights are white in the diagram at the Southern Rail Management Centre.

Signal lamp/External power indicators

A yellow indicator light inscribed “Warning” will be displayed when a partial failure of a signal lamp is detected.

A red indicator light inscribed “Failure” will be displayed when a total failure of a signal lamp is detected.

Supervisory fail indicator

A red light inscribed “Supervisory alarm” is provided on the control panel(s) to indicate when there is a failure of the supervisory control system.

When there is any alteration or interruption to the supervisory control system that affects the working of trains, the Signaller must promptly advise the Signals maintenance representative.

If the failure is likely to cause extended delays to trains, the Signaller at the Southern Rail Management Centre must arrange for the local control panel(s) to be brought into use.

Lamp test button

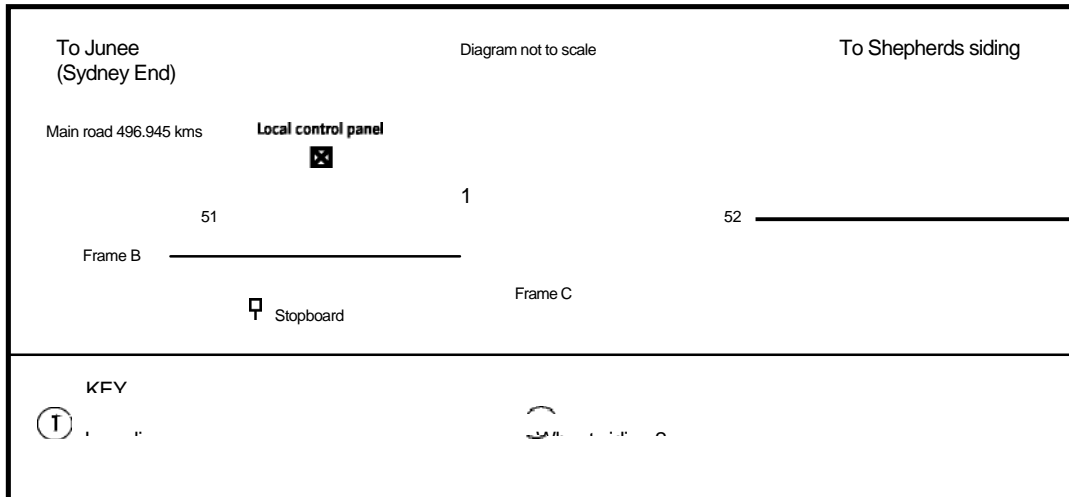
[h]

A lamp test button is located under the “Alarm cancel” button in each local control panel. When depressed, this button will cause all alarm indicator lights to be displayed and the audible alarm to sound for test purposes.

A test of these indicators and the audible alarm must be made each time the local control panel is switched in, and any lamp or alarm failure promptly brought to the notice of the Signals maintenance representative.

Diagram of Harefield

[a]



General arrangements

[b]

Up starting signals Nos. 01 /24M, 01/26M and 01 /28M and shunting signals Nos. 24(S)M, 26(S)M and 28(S)M are accepted by No. 77 lever in Junee South Box.

Similarly, No. 28 Down starting signal at Junee South is accepted by No. 1 lever for Harefield.

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Harefield, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal.

If it is required to cancel a through route without the passage of a train, each signal, which has been automatically cleared by the operation of the through route setting button, must be cancelled.

Ground frames

[d]

Frames B and C

Frames B and C are located on the Up side of the main line adjacent to the crossovers, and provide access to the Wheat siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee.

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

Main Road level crossing

[e]

Type F flashing lights and bells are provided at Main Road level crossing at 496.945 kms.

The warning equipment is automatically controlled by track circuit for trains and is subject to the clearing of the protecting signals for Up trains.

If a train closely approaches Up starting signal No. 01/24, No. 01 /26 or No. 01/28 at stop, the setting of the applicable signal route will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 01/24, No. 01/26 or No. 01/28 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, and will then cancel automatically.

Operator's pushbutton unit for the level crossing

An operator's pushbutton unit is provided in a box inscribed "Shunter's switch", which is attached to a post located near frame B.

When a shunting movement will be required to obstruct the level crossing, the Qualified Worker must unlock the operator's pushbutton unit and depress the "Start" pushbutton for one second to cause the warning equipment to operate, before handsignalling the train over the crossing.

The warning indications will be cancelled automatically when the rear of the shunting movement has cleared the crossing.

If the movement is not proceeded with, the warning indications must be cancelled by pressing the "Cancel" pushbutton in either operator's switch for one second.

The operator's pushbutton unit must be kept closed and secured by an SL lock when not in use.

Stop sign

A stop sign is provided on a post on the Harefield side of the level crossing, on the Up side of the main line facing Up trains.

This stop sign is inscribed, "Shunting train Stop, press button for level crossing lights".

Special arrangements if there is a failure of the signals protecting Main Road level crossing [f]

If Up home/starting signal No. 01 /24, No. 01 /26 or No. 01/28 fails, the Signaller at the Southern Rail Management Centre at Junee. (or Harefield when switched in) must not authorise a train to pass these signals at stop until either:

- the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that all road traffic is clear of the crossing.

If an Up starting signal fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs

[g]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the home/starting signals for the Junee South – Harefield, and Harefield – Bomen sections.

The half pilot staff for the section Harefield – Junee South is inscribed “Harefield 01/26”.

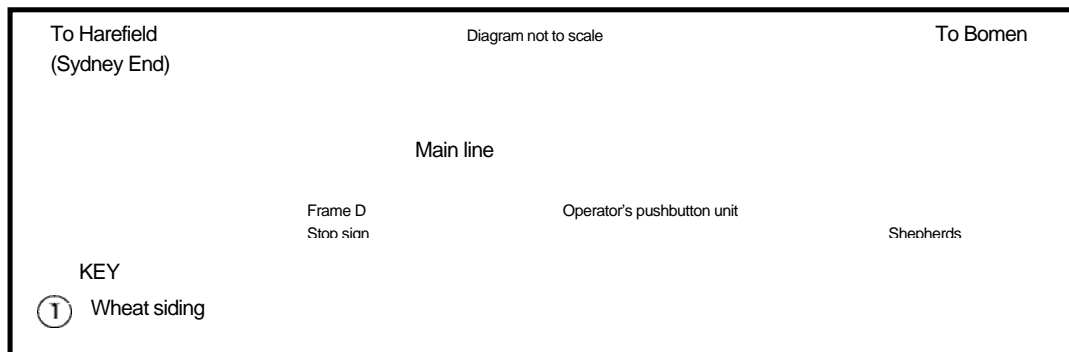
The half pilot staff for the section Harefield – Bomen is inscribed “Harefield 01/25”.

Shepherds Siding

504.641 kms

Diagram of Shepherds Siding

[a]



General instructions

[b]

Portion of a train must always be left standing on the main line while shunting Shepherds siding. A whole train must not be placed in the siding under any circumstances.

Ground frames

[c]

Frames D and E

Frames D and E are located on the Up side of the main line adjacent to the crossovers, and provide access to the Wheat siding.

Frame D is unlocked by a key from releasing switch D, which is electrically released from the Southern Rail Management Centre at Junee (or Harefield local control panel, when switched in).

Frame E is unlocked by a key from releasing switch E, which is electrically released from the Southern Rail Management Centre at Junee (or Harefield local control panel, when switched in).

Shepherds level crossing

[d]

Type F flashing lights and bells are provided at Shepherds level crossing at 504 670 kms.

The warning equipment is automatically controlled by track circuit for Down and Up main line trains, or manually controlled by an operator's pushbutton unit for shunting movements over the level crossing from the Wheat siding.

Operator's pushbutton unit for the level crossing

An operator's pushbutton unit is provided in a box inscribed "Shunter's switch", which is attached to a post located on each side of the level crossing.

When a shunting movement will be required to obstruct the level crossing, the Qualified Worker must unlock the operator's pushbutton unit and depress the "Start" pushbutton for one second to cause the warning equipment to operate, before handsignalling the train over the crossing.

The warning indications must be cancelled by pressing the "Cancel" pushbutton in either operator's pushbutton unit for one second when the rear of the shunting movement has cleared the crossing.

If the movement is not proceeded with, the warning indications must be cancelled by pressing the "Cancel" pushbutton in either operator's pushbutton unit for one second.

The operator's pushbutton unit must be kept closed and secured by an SL lock when not in use.

Stop sign

A stop sign is provided on the same post as the operator's pushbutton unit on each side of the level crossing, and trains must not pass either stop sign until:

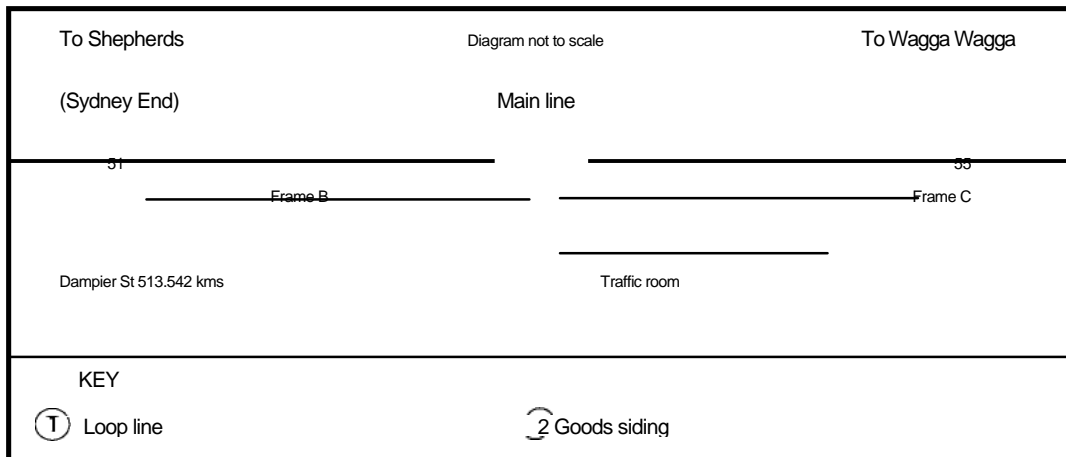
- handsignalled to proceed by the employee in charge of the movement
- the highway signals are operating
- and the roadway is clear of road vehicles.

Bomen

513.691 kms

Diagram of Bomen

[a]



General arrangements

[b]

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Bomen, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

Ground frames

[d]

Frames B and C

Frames B and C are located on the Up side of the Loop line adjacent to the crossovers, and provide access to the Goods siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

Dampier Street level crossing

[e]

Type F flashing lights and bells are provided at Dampier Street level crossing at 513.542 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the signals on each side of the crossing.

If a train closely approaches Down home signal No. 03/5 or Up starting signal No. 03/26 or No. 03/28 at stop, the setting of the applicable signal route will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 03/5, No. 03/26 or No. 03/28 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Dampier Street level crossing [f]

If Down home signal No. 5 or Up starting signal No. 26 or No. 28 fails, the Signaller at the Southern Rail Management Centre at Junee (or Bomen when switched in) must not authorise a train to pass these signals at stop until either:

the Network Rules and Procedures for warning trains have been carried out

or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Up starting signal No. 26 or No. 28 fails, the Network Rules and Procedures for special working must also be carried out.

Half pilot staffs

[g]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the starting signals for the Harefield – Bomen and Bomen – Wagga Wagga sections.

The half pilot staff for the section Harefield – Bomen is inscribed “Bomen 03/26”.

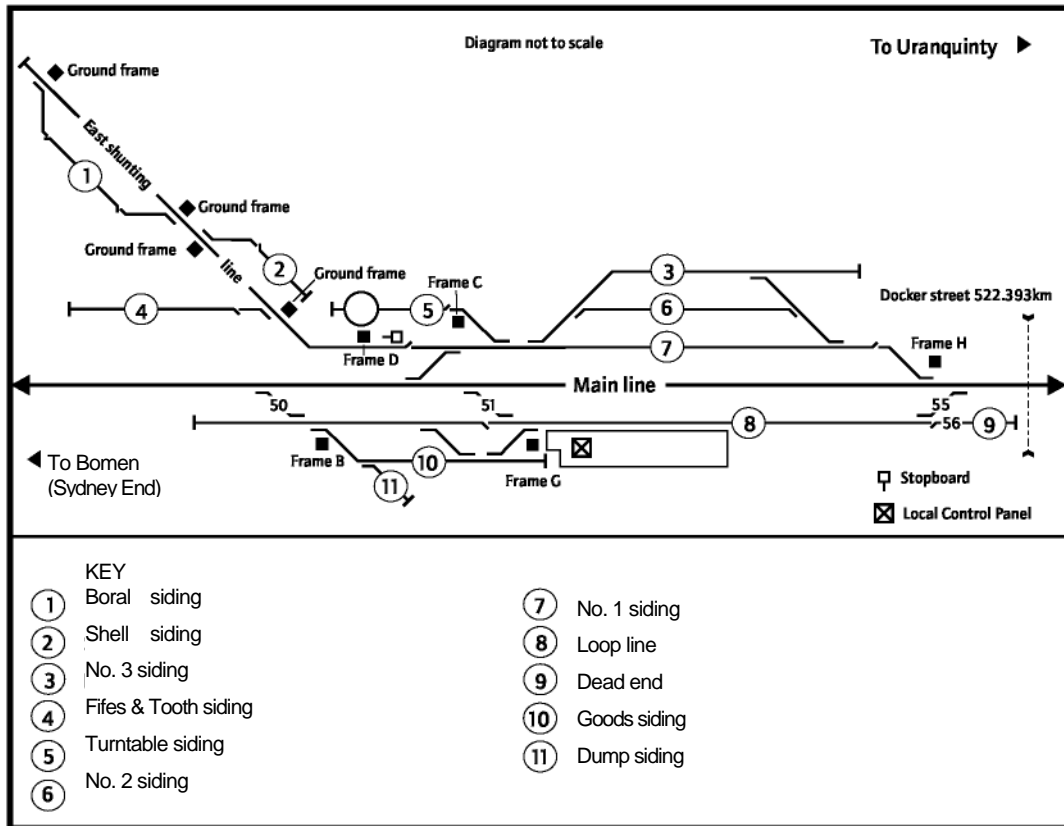
The half pilot staff for the section Bomen – Wagga Wagga is inscribed “Bomen 03/25”.

Wagga Wagga

521.160 kms

Diagram of Wagga Wagga

[a]



General arrangements

[b]

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Wagga Wagga, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

East shunting line

[d]

The East shunting line (the former Tumberumba branch line) is an extension of No. 1 Down siding, and serves Boral siding, Shell siding and Fifes & Tooth siding.

The catchpoints in No. 1 Down siding leading to the East shunting line are operated from frame D, which is located on the Down side of the East shunting line and is unlocked by a key from releasing switch D.

Releasing switch D is electrically released from the Southern Rail Management Centre at Junee.

The ground frames operating the points leading to the sidings on the East shunting line are unlocked by a key kept in the station master’s office.

Ground frames

[e]

Frames B and G

Frames B and G are located on the Up side of the Loop line adjacent to the crossovers, and provide access to the Goods siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee.

Frame G is unlocked by a key from releasing switch G, which is electrically released from the Southern Rail Management Centre at Junee.

Frames C and H

Frame C is located on the Down side of No. 1 siding and frame H is located on the Down side of the main line adjacent to the crossovers, and both provide access to No.1 siding.

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

Frame H is unlocked by a key from releasing switch H, which is electrically released from the Southern Rail Management Centre at Junee.

Docker Street level crossing

[f]

Type F flashing lights, bells and half-boom barriers are provided at Docker Street level crossing at 522.393 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down 4th home signal No. 04/25 or Up 2nd home signal No. 04/6 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 04/6 or No. 04/25 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, and will then cancel automatically.

Fernleigh Road level crossing

[g]

Type F flashing lights and warnings bells, half-boom barriers and pedestrian warning lights and alarms are in use at Fernleigh Road level crossing at 524.546 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains subject to the clearance of the protecting signals on each side of the level crossing.

If it becomes necessary to hold a train at signal No. 04/4 or No. 04/29 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Docker Street and Fernleigh Road level crossings

[h]

If Down 4th home signal No. 25, Down starting signal No. 29, Up home signal No. 4, or Up 2nd home signal No. 6 fails, the Signaller at the Southern Rail Management Centre at Junee (or Wagga Wagga when switched in) must not authorise a train to pass these signals at stop until:

either the Network Rules and Procedures for warning trains have been carried out

or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If Down starting signal No. 29 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs

[i]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the Up 3rd home signals for the Bomen – Wagga Wagga section and the Down home/starting signals for the Wagga Wagga – Uranquinty section.

The half pilot staff for the section Bomen – Wagga Wagga is inscribed “Wagga Wagga 04/32”.

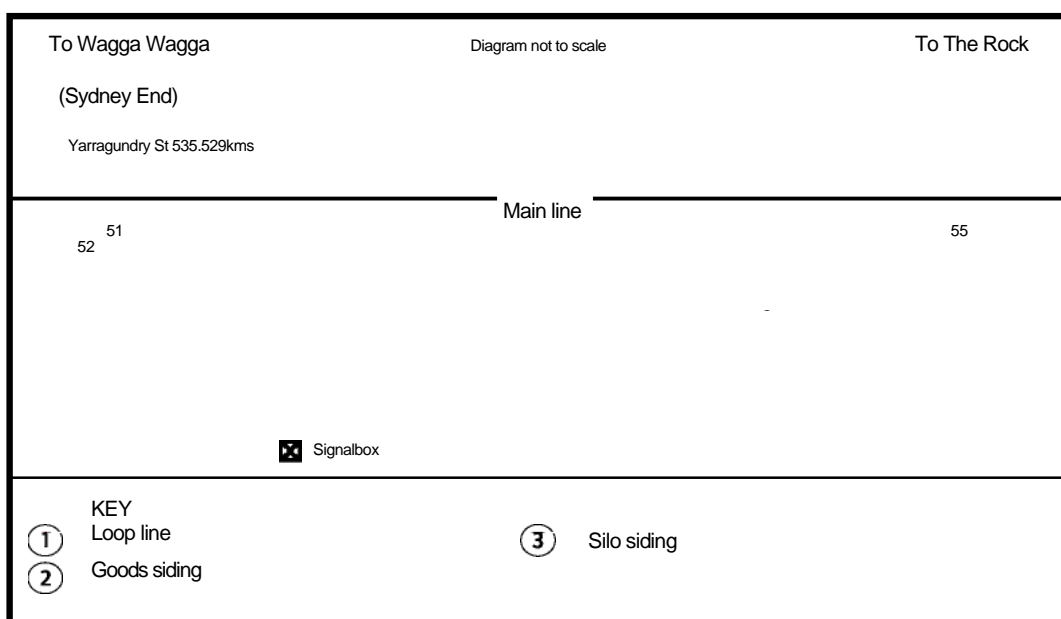
The half pilot staff for the section Wagga Wagga – Uranquinty is inscribed “Wagga Wagga 04/25”.

Uranquinty

535.723 kms

Diagram of Uranquinty

[a]



General arrangements

[b]

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Uranquinty, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal. The through route button must be pressed for at least one second to set the route.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

Ground frames

[d]

Frames B and C

Frames B and C are located on the Up side of the Loop line adjacent to the crossovers, and provide access to the Goods and Silo sidings.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee.

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee

Frame D

Frame D is located on the Up side of the Loop line adjacent to the crossovers, and provides access to the Kywong Branch line.

Frame D is unlocked by a key from releasing switch D, which is electrically released from the Southern Rail Management Centre at Junee.

Yarragundry Street level crossing

[e]

Type F flashing lights and bells are provided at Yarragundry Street level crossing at 535.529 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down home signal No. 06/5, shunting signal No. 11, or Up starting signal No. 06/26 or No. 06/28 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 06/5, No. 11, No. 06/26, or No. 06/28 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Yarragundry Street level crossing

[f]

If either Down home signal No. 5, shunting signal No. 11, or Up starting signal No. 26 or No. 28 fails the Signaller at the Southern Rail Management Centre at Junee. (or Wagga Wagga when switched in) must not authorise a train to pass these signals at stop until either:

- the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If Up starting signal No. 26 or No. 28 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs

[g]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the starting signals for the Wagga Wagga – Uranquinty and Uranquinty – The Rock sections.

The half pilot staff for the section Wagga Wagga – Uranquinty is inscribed “Uranquinty 06/26”.

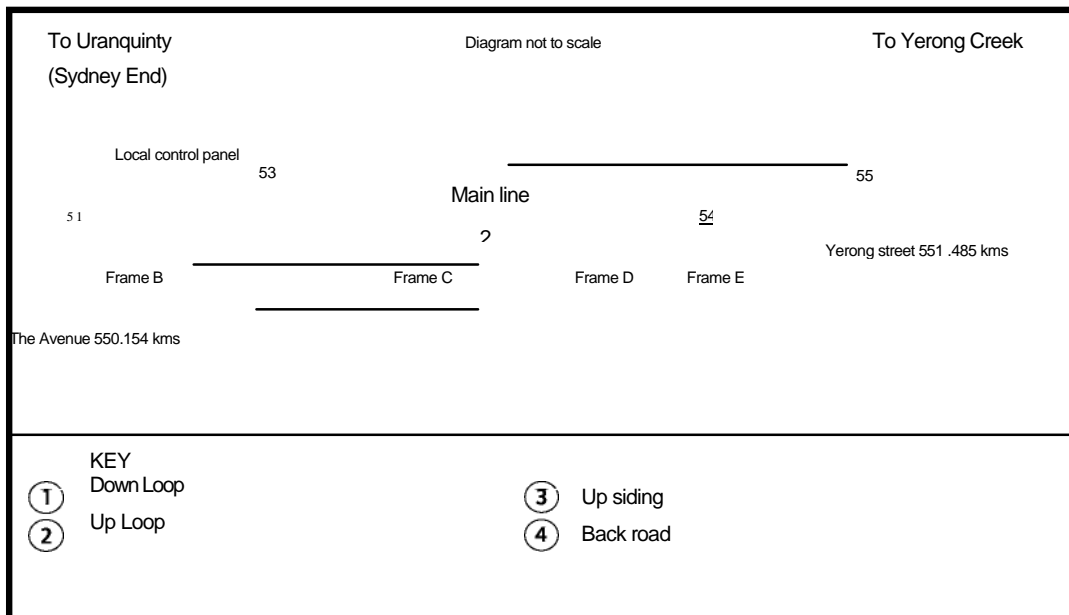
The half pilot staff for the section Uranquinty – The Rock is inscribed “Uranquinty 06/25”.

The Rock

550.294 kms

Diagram of The Rock

[a]



General arrangements

[b]

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at The Rock, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal. The through route button must be pressed for at least one second to set the route.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

Boree Creek Branch line**[d]**

The Boree Creek Branch line is an extension from the Up Loop line at the Yerong Creek end of The Rock yard.

The ordinary train staff for the section The Rock – Boree Creek is kept in the emergency hut secured with an SL lock.

Staff control on Down starting signal**[e]**

A control by the staff for the The Rock - Boree Creek section is in operation on the Down starting signals for the Branch line.

A staff contact box is provided beneath releasing switch E.

Ground frames**[f]***Frames B, C and D*

Frames B, C and D are located on the Up side of the Loop line adjacent to the crossovers, and provide access to the Up sidings.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee.

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

Frame D is unlocked by a key from releasing switch D, which is electrically released from the Southern Rail Management Centre at Junee.

Frame E

Frame E is located on the Up side of the Loop line adjacent to the crossovers, and provides access to the Branch line.

Frame E is unlocked by a key from releasing switch E, which is electrically released from the Southern Rail Management Centre at Junee.

Note: Before operating releasing switch E, the staff for The Rock - Boree Creek section must be in the staff contact lock provided.

The Avenue level crossing**[g]**

Type F flashing lights, bells and half-boom barriers are provided at The Avenue level crossing at 550.154 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down home signal No. 07/5, or Up 4th home signal No. 07/26 or No. 07/28 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 07/5, No. 07/26 or No. 07/28 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, and will then cancel automatically.

Yerong Street level crossing

[h]

Type F flashing lights and bells are provided at Yerong Street level crossing at 551.485 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Up home signal No. 07/6, or Down starting signal No. 07/25 or No. 07/27 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 07/6, No. 07/25 or No. 07/27 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting The Avenue and Yerong Street level crossings

[i]

If either Down home signal No. 5, Up home signal No. 6, Down starting signal No. 25 or No. 27, or Up 4th home signal No. 26 or No. 28 fails, the Signaller at the Southern Rail Management Centre at Junee (or The Rock when switched in) must not authorise a train to pass these signals at stop until either:

- the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Down starting signal No. 25 or No. 27, fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs

[j]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the starting signals for the Uranquinty – The Rock and The Rock – Yerong Creek sections.

The half pilot staff for the section Uranquinty – The Rock is inscribed “The Rock 07/26”.

The half pilot staff for the section The Rock – Yerong Creek is inscribed “The Rock 07/25”.

Yerong Creek

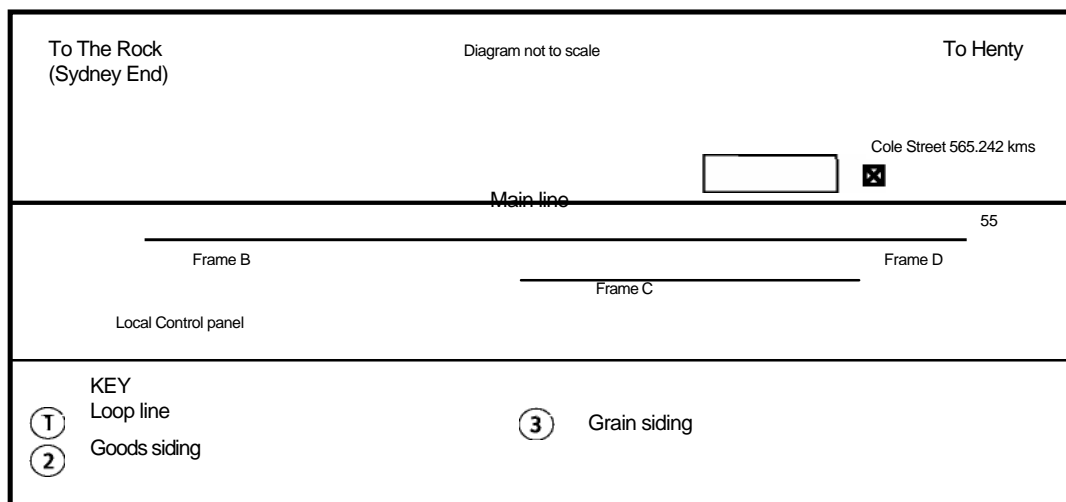
Moss Vale (excl) to Albury (incl)

LAU 344

565.067 kms

Diagram of Yerong Creek

[a]



General arrangements

[b]

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Yerong Creek, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal. The through route button must be pressed for at least one second to set the route.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

Ground frames**[d]***Frames B and D*

Frames B and D are located on the Up side of the Loop line adjacent to the crossovers, and provide access to the Goods siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee.

Frame D is unlocked by a key from releasing switch D, which is electrically released from the Southern Rail Management Centre at Junee

Frame C

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

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

Cole Street level crossing**[e]**

Type F flashing lights and bells are provided at Cole Street level crossing at 565.235 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Up home signal No. 08/6, or Down starting signal No. 08/25 or No. 08/27 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 08/6, No. 08/25 or No. 08/27 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Cole Street level crossing**[f]**

If Up home signal No. 6, or Down starting signal No. 25 or No. 27 fails, the Signaller at the Southern Rail Management Centre at Junee (or Yerong Creek when switched in) must not authorise a train to pass these signals at stop until either:

- the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Down starting signal No. 25 or No. 27 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs**[g]**

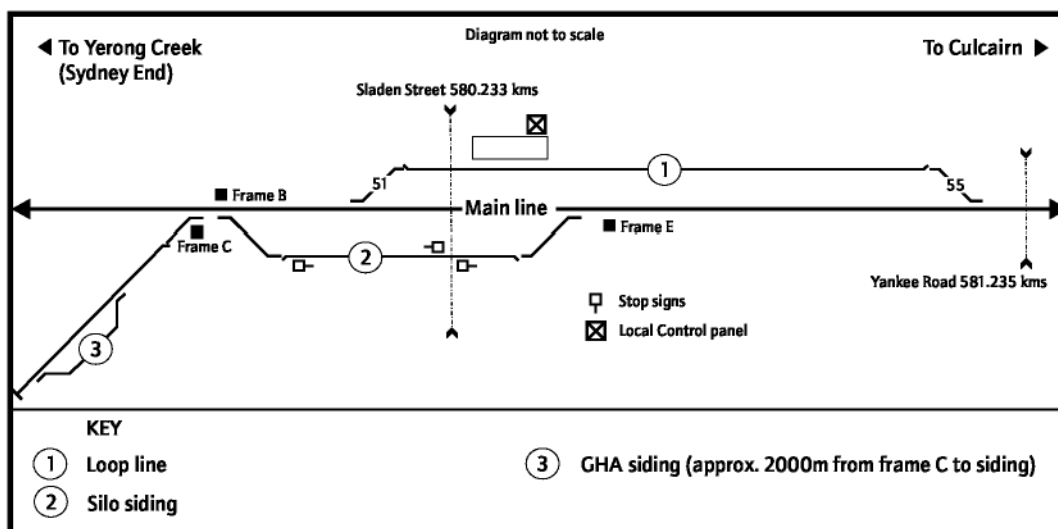
Half pilot staffs are provided in the pilot staff locks inside a locked box near the starting signals for The Rock – Yerong Creek and Yerong Creek – Henty sections.

The half pilot staff for the section The Rock – Yerong Creek is inscribed “Yerong Creek 08/26”.

The half pilot staff for the section Yerong Creek – Henty is inscribed “Yerong Creek 08/25”.

Henty

580.286 kms

Diagram of Henty**[a]****General arrangements****[b]**

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Henty, see LAU 337 in this Local Appendix.

Setting the through route**[c]**

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal. The through route button must be pressed for at least one second to set the route.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled separately.

Ground frames

[d]

Frames B and E

Frame B is located on the Down side of the main line and frame E is located on the Up side of the main line adjacent to the points, and provide access to the Silo siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee.

Frame E is unlocked by a key from releasing switch E, which is electrically released from the Southern Rail Management Centre at Junee.

Frame C

Frame C is located on the Up side of the main line adjacent to the points, and provides access to the GHA siding.

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

Sladen Street level crossing

[e]

Type F flashing lights, bells and half-boom barriers are provided at Sladen Street level crossing at 580.209 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down home signal No. 09/5, or Up 2nd home signal No. 09/26 or No. 09/28 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 09/5, No. 09/26 or No. 09/28 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, and will then cancel automatically.

Operator's pushbutton units for the level crossing

Two operator's pushbuttons inscribed "Crossing start" and "Crossing cancel" are provided in a secured box on a post on each side of the level crossing. These are to be used if level crossing equipment does not operate correctly for the passage of a train.

When the level crossing equipment fails to operate correctly, the Qualified Worker must::

- depress the "Crossing start" pushbutton for one second to cause the warning equipment to operate
- and follow the instructions for shunting over level crossings

before handsignalling the train over the crossing.

If the movement is not proceeded with, the warning indications must be cancelled by pressing the "Crossing cancel" pushbutton for one second.

The warning indications will be cancelled automatically when the rear of the train has cleared the level crossing.

The operator's pushbutton unit must be kept closed and secured by an SL lock when not in use.

Yankee Road level crossing

[f]

Type F flashing lights and bells are provided at Yankee Road level crossing at 581.235 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Up home signal No. 09/6 or Down starting signal No. 09/25 or No. 09/27 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 09/6, No. 09/25 or No. 09/27 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Sladen Street and Yankee Road level crossings

[g]

If Down home signal No. 5, Up home signal No. 6, Down starting signal No. 25 or No. 27, or Up 2nd home signal No. 26 or No. 28 fails, the Signaller at the Southern Rail Management Centre at Junee (or Henty, when switched in) must not authorise a train to pass these signals at stop until:

- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Down starting signal No. 25 or No. 27 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs

[h]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the home/starting signals for the Yerong Creek – Henty and Henty – Culcairn sections.

The half pilot staff for the section Yerong Creek – Henty is inscribed “Henty 09/26”.

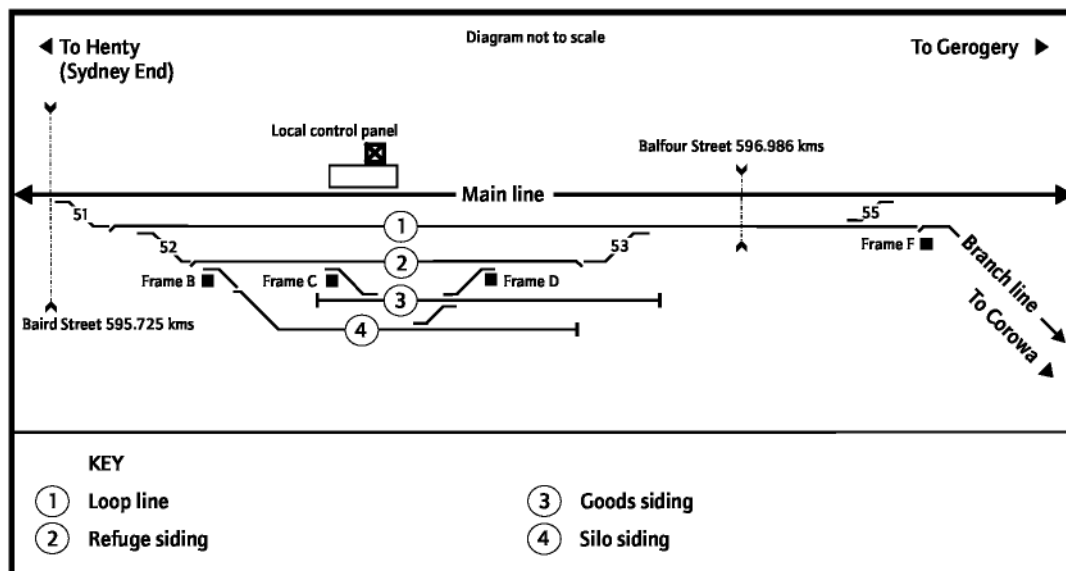
The half pilot staff for the section Henty – Culcairn is inscribed “Henty 09/25”.

Culcairn

596.819 kms

Diagram of Culcairn

[a]

**General arrangements**

[b]

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Culcairn, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed "Down through" and "Up through" are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal. The through route button must be pressed for at least one second to set the route.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

Ground frames

[d]

Frame B

Frame B is located on the Up side of the Refuge siding adjacent to the crossovers, and provides access to the Silo siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released from the Southern Rail Management Centre at Junee.

Frames C and D

Frames C and D are located on the Up side of the Refuge siding adjacent to the crossovers, and provide access to the Goods siding.

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

Frame D is unlocked by a key from releasing switch D, which is electrically released from the Southern Rail Management Centre at Junee.

Frame F

Frame F is located on the Up side of the branch line adjacent to the crossovers, and provides access to the Brocklesby branch line.

Frame F is unlocked by a key from releasing switch F, which is electrically released from the Southern Rail Management Centre at Junee.

Brocklesby branch line

[e]

The Brocklesby branch line is an extension of the loop line at the Gerogery end of Culcairn yard. A stop block is provided across the line at 597.320 kms as the line is out of use.

Baird Street level crossing

[f]

Type F flashing lights and bells are provided at Baird Street level crossing at 595.725 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down home signal No. 10/5, or Up starting signal No. 10/26 or No. 10/28 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 10/5, No. 10/26 or No. 10/28 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, and will then cancel automatically.

Balfour Street level crossing

[g]

Type F flashing lights, bells and half-boom barriers are provided at Yankee Road level crossing at 596.986 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Up home signal No. 10/6, or Down 2nd home, refuge to main or branch signal No. 10/23, or Down 2nd home signal No. 10/25 or No. 10/27 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 10/6, No. 10/23, No. 10/25 or No. 10/27 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Baird Street and Balfour Street level crossings

[h]

If Down home signal No. 5, Up home signal No. 6, Down 2nd home, refuge to main or branch signal No. 23, or Down 2nd home signal No. 10/25 or No. 10/27, or Up starting signal No. 26 or No. 28 fails, the Signaller at the Southern Rail Management Centre at Junee. (or Culcairn, when switched in) must not authorise a train to pass these signals at stop until:

- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If Down 2nd home signal No. 10/25 or No. 10/27, or Up starting signal No. 26 or No. 28 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs

[i]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the home/starting signals for the Henty – Culcairn and Culcairn – Gerogery sections.

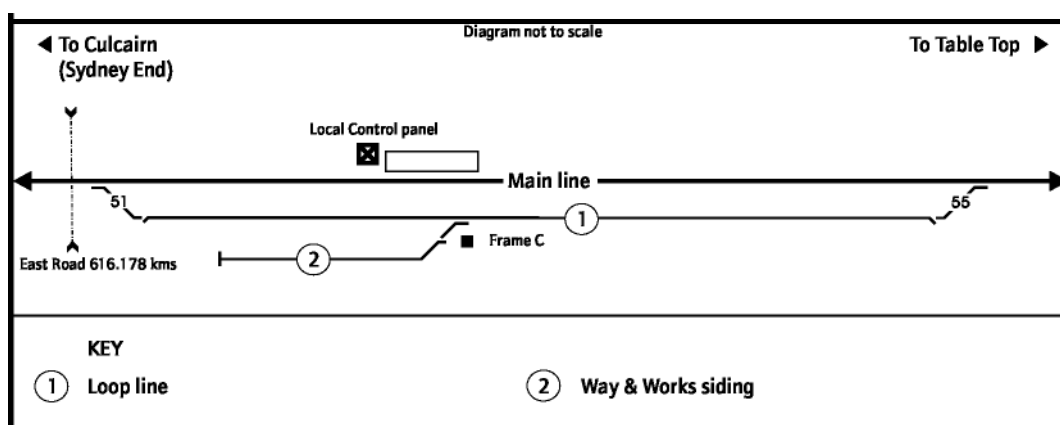
The half pilot staff for the section Henty – Culcairn is inscribed “Culcairn 10/26”. The half pilot staff for the section Culcairn – Gerogery is inscribed “Culcairn 10/25”.

Gerogery

616.373 kms

Diagram of Gerogery

[a]



General arrangements

[b]

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Gerogery, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal. The through route button must be pressed for at least one second to set the route.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

Ground frame

[d]

Frame C

Frame C is located on the Up side of the Loop line adjacent to the crossovers, and provides access to the Way and Works siding.

Frame C is unlocked by a key from releasing switch C, which is electrically released from the Southern Rail Management Centre at Junee.

When the key is taken from the release lock, it will place or maintain all signals at Gerogery at stop.

East Road level crossing

[e]

Type F flashing lights and bells are provided at East Road level crossing at 616.178 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down home signal No. 11 /5, or Up starting signal No. 11 /26 or No. 11 /28 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 11 /5, No. 11 /26 or No. 11 /28 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting East Road level crossing

[f]

If Down home signal No. 5, or Up starting signal No. 26 or No. 28 fails, the Signaller at the Southern Rail Management Centre at Junee (or Gerogery when switched in) must not authorise a train to pass these signals at stop until either:

- the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Up starting signal No. 26 or No. 28 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs

[g]

Half pilot staffs are provided in the pilot staff locks inside a locked box near the home/starting signals for the Culcairn – Gerogery and Gerogery – Table Top sections.

The half pilot staff for the section Culcairn – Gerogery is inscribed “Gerogery 11/26”.

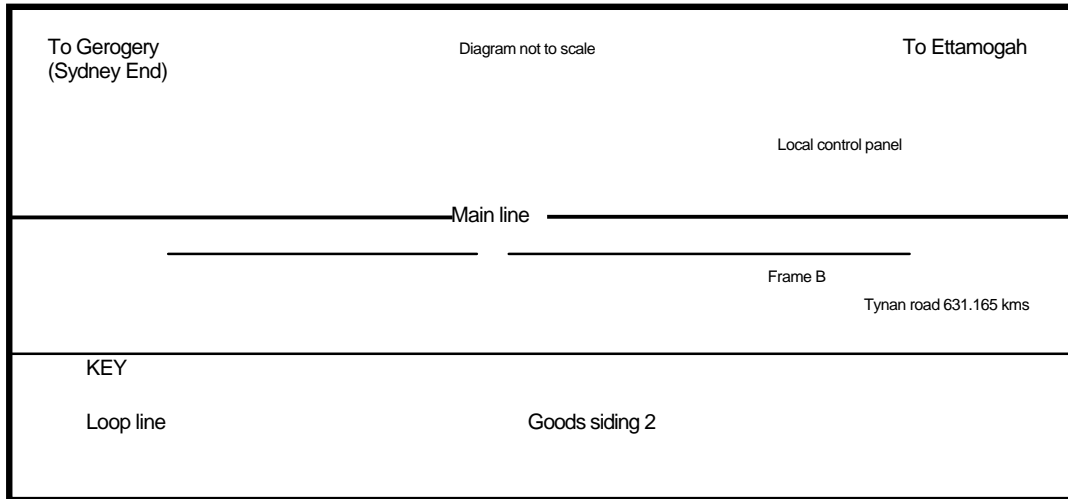
The half pilot staff for the section Gerogery – Table Top is inscribed “Gerogery 11/25”.

Table Top

631.101 kms

Diagram of Table Top

[a]



General arrangements

[b]

Down starting signals Nos. 25 and 27 are accepted by No. 52 lever in the Southern Rail Management Centre at Junee. Similarly, No. 56 Up starting signal at Albury is accepted by No. 2 lever for Table Top.

For instructions regarding:

- operation of points and signals
- local control panels
- locking
- emergency release keys
- indicator diagrams
- power supply indicators
- additional indicators
- lamp test button

at Table Top, see LAU 337 in this Local Appendix.

Setting the through route

[c]

Two buttons inscribed “Down through” and “Up through” are provided on the control panel to enable all main line running signals in the Down or the Up direction to be cleared by pressing only one button instead of clearing each signal. The through route button must be pressed for at least one second to set the route.

If it is required to cancel a through route without the passage of a train, each signal that has been automatically cleared by the operation of the through route setting button must be cancelled.

Ground frame [d]

Frame B

Frame B is located on the Up side of the Goods siding 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 from the Southern Rail Management Centre at Junee.

Tynan Road level crossing [e]

Type F flashing lights and bells are provided at Tynan Road level crossing at 631.165 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Up home signal No. 12/6, or Down starting signal No. 12/25 or No. 12/27 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 12/6, No. 12/25 or No. 12/27 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Tynan Road level crossing [f]

If either Up home signal No. 6, or Down starting signal No. 25 or No. 27 fails, the Signaller at the Southern Rail Management Centre at Junee (or Table Top when switched in) must not authorise a train to pass these signals at stop until either:

- the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Down starting signal No. 25 or No. 27 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staffs [g]

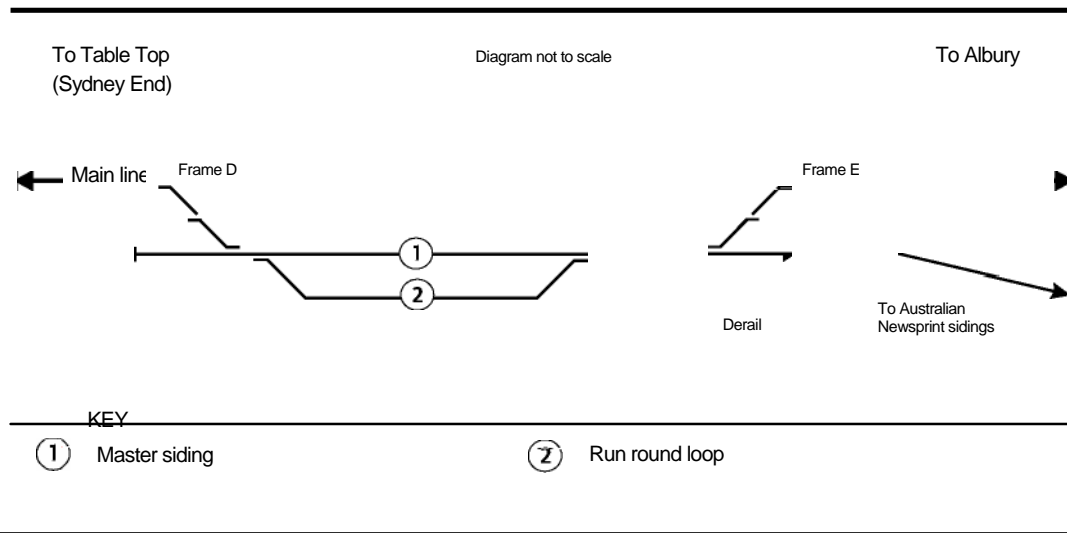
Half pilot staffs are provided in the pilot staff locks inside a locked box near the starting signals for the Gerogery – Table Top and Table Top – Albury sections.

The half pilot staff for the section Gerogery – Table Top is inscribed “Table Top 12/26”.

The half pilot staff for the section Table Top – Albury is inscribed “Table Top 12/25”.

Diagram of Ettamogah

[a]



[b]

Ground frames

Frame D

Frame D is located on the Down side of the main line adjacent to the points, and provides access to the Master siding.

Frame D is unlocked by a key from releasing switch D.

Releasing switch D is electrically released from the Southern Rail Management Centre at Junee.

Frame E

Frame E is located on the Down side of the main line adjacent to the points, and provides access to the Master siding.

Frame E is unlocked by a key from releasing switch E.

Releasing switch E is electrically released from the Southern Rail Management Centre at Junee.

Emergency release key

An emergency release key is provided to release frames D and E if there is a failure of releasing switch D or E. The key is located in a release lock in the traffic hut at Table Top.

When the key is taken from the release lock, it will place or maintain Down starting signals at Table Top and the Up starting signal at Albury at stop.

Shunting arrangements

[c]

When a Down or an Up train arrives to shunt the Australian Newsprint Mills sidings at Ettamogah, the whole of the train may be admitted into the Master siding clear of the main line.

A derail is situated within the sidings at 633.475 kms and is secured by an SL lock.

Propelling trains on the main line

[d]

After completing shunting operations at Australian Newsprint Mills sidings and the train has been placed onto the main line, it will be permissible for the train to propel in either the Up or the Down direction to where the qualified worker is standing to enable them to rejoin the locomotive.

Up trains are to depart the ANM siding via frame D points, and Down trains via frame E points, and the following procedure is to be adopted for the movement:

The Qualified Worker must contact the Signaller at the Southern Rail Management Centre at Juneec (or Table Top, if switched in) and request permission to depart from the siding, and advise the Signaller that the train is required to propel.

On receiving the release, the Qualified Worker must shunt the train onto the main line.

When the rear vehicle is clear of the points, the train must be stopped, the points normalised, and the release restored. The Qualified Worker must then contact the Signaller to ensure that the equipment has operated correctly.

The Driver must then be instructed to propel back until the locomotive reaches the Qualified Worker. The train may then proceed normally.

Albury

646.531 kms

Operation of points and signals

[a]

The points and signals at Albury are operated from the Southern Rail Management Centre at Junee.

Nos. 48, 59, 60, 34 and 33 points operated from the Southern Rail Management Centre are controlled by track circuit and cannot be moved unless the track(s) controlling the points is unoccupied.

All other interlocked points are operated from ground frames which are electrically released from the Southern Rail Management Centre at Junee.

Locking

[b]

Type	provided
Approach	Yes
Route	Yes

Operation of power-operated points in an emergency

[c]

Nos. 48, 59, 60, 34 and 33 points worked from the Southern Rail Management Centre at Junee are electrically power-operated.

If these points fail to operate correctly, the Signaller must try to restore the points to their previous position to allow trains to continue running. However, if it is necessary to alter the route, the points may be manually operated.

The Signals maintenance representative must be promptly advised of the circumstances.

Diagram of Albury

[d]

A diagram of Albury will be provided at a later date. Please refer to the diagram provided in the Weekly Notice.

Ground frames

[e]

Frame H

Frame H is located on the Down side of the Loop line adjacent to the points, and provides access to the Down sidings No. 3 to 7.

Frame H is unlocked by a key from releasing switch H, which is electrically released from the Southern Rail Management Centre at Junee.

Frame J

Frame J is located on the Down side of the Loop line adjacent to the points, and provides access to the Loco and Gantry sidings.

Frame J is unlocked by a key from releasing switch J, which is electrically released from the Southern Rail Management Centre at Junee.

Dallinger Road level crossing

[f]

Type F flashing lights and bells are provided at Dallinger Road level crossing at 640.941 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down home signal No. 164 or Up starting signal No. 56 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 164 or No. 56 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, and will then cancel automatically.

Fallon Street level crossing

[g]

Type F flashing lights and bells are provided at Fallon Street level crossing at 643.303 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down signal No. 163 or Up Signal No. 55 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 163 or No. 55 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, and will then cancel automatically.

North Street level crossing

[h]

Type F flashing lights and bells are provided at North Street level crossing at 644.125 kms.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the protecting signals on each side of the level crossing.

If a train closely approaches Down signal No. 162 or Up signal No. 55 at stop, the setting of the signal route by the Signaller will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 162 or No. 55 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, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Gerogery Road, Fallon Street, and North Street level crossings

[i]

If Down signals No. 164, No. 163, No. 162, Up signal No. 55, or starting signal No. 56 fail, the Signaller at the Southern Rail Management Centre at Junee must not authorise a train to pass these signals at stop until either:

the Network Rules and Procedures for warning trains have been carried out

or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If Up starting signal No. 56 fails, the Network Rules and Procedures for special working must be carried out.

Half pilot staff [j]

A half pilot staff for the Table Top – Albury section is provided in the pilot staff lock inside a locked box on the wall of 166 signal location hut.

The half pilot staff for the section Table Top – Albury is inscribed “Albury AY 56”.

Yard limit signs and End Yard limit signs [k]

Yard limit and End Yard limit signs will be provided as follows:

AY164 Signal at 640.675km

‘YL’ facing Down trains, mounted on front of signal post

‘EYL’ facing Up trains, mounted on back of signal post

AY14 signal at 648.610km

‘YL’ facing Up trains, mounted on post beneath signal gantry on Up side of line

‘EYL’ facing Down trains, mounted on post beneath signal gantry on Down side of line.

Power supply and other indicators [l]

Various power supply and other indicators are provided on the VDU workstation in the Southern Rail Management Centre at Junee to monitor the condition of the power supply and other relevant conditions at Albury. For further information see LAU 337 in South Volume 3.

Interface point [m]

The interface point for responsibility of the infrastructure between ARTC and RIC is located at 304.163 kms (from Melbourne), which is on the Melbourne side of the Murray River bridge.

Failure of signals governing entrance to standard and broad gauge single line sections [n]

If there is a failure of the signalling system controlling the entrance to the standard gauge single line section Albury South – Wodonga coal sidings, or No. 1 or No. 50 signal governing the entrance to the broad gauge single line section Albury South – Wodonga coal sidings, emergency working as shown in the Public Transport Corporation of Victoria’s “Book of Rules and Operating Procedures” must be introduced.

Murray River bridge [o]

Passing of trains is prohibited on the Murray River bridge. Interlocked signals are provided on each side of the river, as shown on the track indicator diagram, to enable the Signaller at the Southern Rail Management Centre at Junee to hold a train until the train on the adjacent line has cleared the bridge.

Victorian broad gauge passenger trains arriving at Albury [p]

A train locomotive can run round a train equal in length to 11 carriages and a brakevan in the BG platform road.

The Driver of a Down Victorian passenger train arriving at Albury must keep a good lookout for any handsignals exhibited by the New South Wales officer in charge of the platform so that the train may be stopped at the point required.

A locomotive movement through the crossover at the Sydney end of the broad gauge platform road must not be permitted unless the front of the leading vehicle on any Down passenger or empty carriage train is clear of the fouling point. The fouling point is defined by a white mark on the broad gauge passenger platform.

Dragging equipment detector

[q]

A dragging equipment detector is located next to signal No. 14 on the Wodonga side of the Murray River bridge. Indicators are provided on the VDU workstation at the Southern Rail Management Centre at Junee in order to allow the Signaller to monitor the condition of the indicator.

When dragging equipment is detected, the red light will be displayed and an audible alarm will sound until cancelled by the Signaller.

The red light will remain displayed until the detector has been reset by the Signals maintenance representative.

A daily test of the warning light must be carried out by utilising the test function and ensuring that the warning light is illuminated and the alarm sounds. Results of the test must be recorded in the train register book or other recording system provided, and the Signals maintenance representative advised of any defects noted.

Responding to a dragging equipment alarm

[r]

When the red light is displayed, the Signaller must

- cancel the alarm
- contact the Driver of the train that activated the detector and instruct the Driver to immediately bring the train to a stand
- advise the Driver to inspect the train to identify the problem and to advise the Signaller of the status of the problem and the action that must be taken to resolve it
- and inform the Train Controller that the dragging equipment detector has been activated and of the status of the problem.

Special instructions for worksite protection within Yard limits

[s]

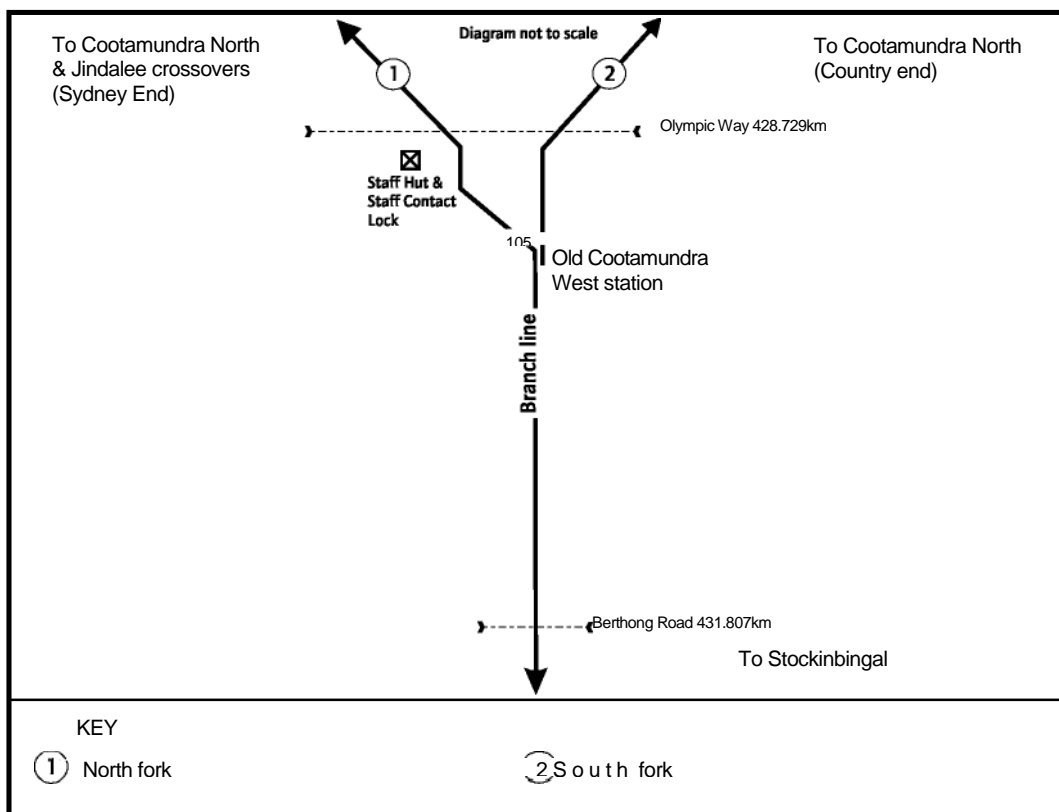
When the Signaller at the Southern Rail Management Centre at Junee is requested to issue a Track Occupancy Authority (TOA) within Yard Limits at the southern end of Albury that requires the use of 58, 57 or 14 signals, the Signaller must contact the Train Controller at ARTC Adelaide and request a blocking command be placed on 58 signal in addition to the normal procedures.

Cootamundra West

490.999 kms

Diagram of Cootamundra West

[a]



General arrangements

[b]

The electric staff instrument for the Cootamundra West - Stockinbingal section, and the train control and train working telephones are located in the staff hut which is located between the Olympic Way level crossing and No. 105 points.

Operation of points and signals

[c]

The points and signals at Cootamundra West are operated from the Southern Rail Management Centre at Junee.

No. 105 points are controlled by track circuit and cannot be moved unless the track(s) controlling the points is unoccupied.

Olympic Way level crossing [d]

Type "F" flashing lights and bells and half-boom barriers are provided at Olympic Way level crossing at 428.729 km.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the signals on either side of the crossing.

If a train closely approaches the Up Home signal No. 22 or Down Home signals No. 19 or 21 at stop, the setting of the applicable signal route will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed, for 15 seconds.

If it becomes necessary to hold a train at signal No. 22, 19 or 21 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, and will then cancel automatically.

Berthong Road level crossing

[e]

Type "F" flashing lights and bells are provided at Berthong Road level crossing at 431.807 km.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the signals on either side of the crossing.

If a train closely approaches the Up Outer Home signal No. 24 or Down Starting signal No. 23 at stop, the setting of the applicable signal route will cause the level crossing warning indicators to be displayed, but clearing of the signals will be delayed, for 15 seconds.

If it becomes necessary to hold a train at signal No. 24 or 23 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, and will then cancel automatically.

Staff control on the Down starting signal

[f]

A control by the electric train staff for the Cootamundra West - Stockinbingal section is in operation on Down starting signal No. 23.

A staff contact lock is provided in the staff hut.

In conjunction with the new signalling arrangements at Cootamundra as advertised in Weekly Notice 49 & 50 - 2003, the Signal Engineering Division will trial a new signalling indication as follows:

No. CA23 Down Starting signal at Cootamundra West will display a white pulsating light indication when cleared, to remind drivers of trains entering the Cootamundra - Stockinbingal section that they must obtain the correct proceed authority before entering the electric staff section.

In all other respects, this signal retains the normal features of a starting signal into an electric staff section.

The procedures for passing Signal No. CA23 at 'Stop' are those specified under NSG608 for a starting signal at an attended location in token territory.

It should be noted that although the signal displays a pulsating white indication when cleared, it is not a Main Line Indicator. Main Line Indicators are distinguished by a black letter on a white reflective diamond in accordance with NSG604, whereas this signal is equipped with a normal marker light.

Warning lights for guidance of aeroplanes

[g]

Two red lights for the guidance of aeroplanes are provided at each end of the roof of the former station building.

These lights will only be in use on rare occasions, but Drivers should make themselves familiar with their location to avoid confusing them with signal lights.

Three red lights are provided on the top of the aerodrome hangar. Red lights are also placed on the power line poles adjacent to and parallel with the station boundary fence, and also on the Yass Road boundary.

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. 028 - 2004 Date : Signed:

Name: (print) Location:

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