

## **SAFE Notice 2021**

Number: 2-4894

### **Bomen**

### **Commissioning Riverina Intermodal Freight and Logistics (RiFL) Siding**

To be read in conjunction with Train Alteration Advice (TAA) No 1053-2021

#### **General**

Commencing at 0600 hours Tuesday 31st August 2021 until 1800 hours on Monday 6th September 2021 or until works are completed, the following work will be carried out at Bomen on the Main South line.

SJM will commission into use the new RiFL siding via two new connections off the Passing Lane at Bomen.

The works will include:

- Commission into use the new RiFL siding;
- Permanent removal of Dampier Street Level Crossing (513.546km) infrastructure;
- Installation of new points 52A, 52B, 56A, 56B;
- Installation of new signals BN09, BN19, BN20, BN30, BN32;
- Alterations of signals BN16 and BN18.

Infrastructure must be booked out of use or commissioned as per ARTC Network Rule ANWT 312 and Procedure ANPR 704 on an Infrastructure Booking Advice form (ANRF 003).

### Alterations to Infrastructure

New, renamed, or modified signalling equipment detailed below:

#### Signals:

Signal Number	Location (km)	Type / Route Information	Aspects	Remarks
BN09 (NEW)	508.725km	Home signal (M)A: Loop line, Down direction. (S)B: Right hand dead end into Siding	Proceed (Green) STOP (Red) Marker Light (Red) Dead end (Yellow)	Signal placed on right hand side of track with a left-pointing arrow indication for track applicable.
BN32 (NEW)	508.860km	Home Signal (M): Loop line, Up direction.	Proceed (Green) Caution (Yellow) STOP (Red) Marker Light (Red)	
BN30 (NEW)	508.860km	Home Signal (M): Depart Siding to the loop line in the Up direction.	Proceed (Green) Caution (Yellow) STOP (Red) Marker Light (Red)	
Name change: BN28 DIS(OLD) BN32 DIS(NEW)	510.502km	Distant Signal (M): Loop line; Up direction.	Proceed (Green) Caution (Yellow) Medium (Pulsating Yellow) Marker Light (Yellow)	
BN20 (NEW)	512.896km	Home Signal (S) To RiFL Siding Up Direction	Fixed Stop (Red) Marker Light (Red) Shunt (Yellow)	Proceed past this signal at STOP only on authority of RiFL Controller.  Track-circuit ends 200m past this point.  Yard Working Beyond this point.

Signal Number	Location (km)	Type / Route Information	Aspects	Remarks
BN19 (NEW)	513.096km	Home Signal (M)A: Main line, Down direction. (M)B: Loop line, Down direction.	Route indicator Proceed (Green) STOP (Red) Marker light (Red)	Multi lamp route indicator displays M or L depending on main head set route
BN16 (Fitted with route indicator)	513.555km	Home Signal (M)A: Siding line, Up direction. (M)B: Loop line, Up direction. (M)C: Main line, Up direction.	Proceed (Green) STOP (Red) LH Band of lights (yellow)	Set for Main Line Stop Set for loop line or RiFL Siding. Multi lamp route indicator displays L or S depending on main head set route
BN18	513.555km	Home Signal (M)A: Siding Line, Up direction. (M)B: Loop line, Up direction.	Proceed (Green) STOP (Red) LH Band of lights (yellow)	Set for loop line. Stop Set for Siding

### Points:

Point Number	Location	Change / Remarks
52A	508.733km	New points on Loop Line to siding (Sydney End Entrance to RiFL)
52B	508.810km	New Catch Point on Transfer Road (Sydney End)
56A	513.122km	New Catch Point on Transfer Road (Country End)
56B	513.198km	New points on Loop Line to Transfer Road (Country End Entrance to RiFL)

### Permanent Speed Signs:

Direction	Location	Description	Remarks
Down Loop Line	508.725km	X25kph Turnout Speed Sign	New permanent Turnout Speed sign
Down movement on Siding	508.960km	15kph Speed Sign	New permanent Speed sign
Up movement on siding	512.896km	15kph Speed Sign	New Speed sign
Up Loop Line	513.198km	X45kph Speed Sign	New permanent Turnout Speed sign

### Signs:

Direction	Location	Description	Remarks
Down movement on siding	508.960km	STOP END OF SIGNALLED AUTHORITY	New Sign
Down movement on siding	508.960km	BEGIN YARD WORKING DO NOT PROCEED WITHOUT AUTHORITY FROM RIFL CONTROLLER.	New Signage
Down movement on siding	512.596km	STOP DO NOT PROCEED UNLESS AUTHORISED BY NETWORK CONTROLLER	New Sign
Up movement on siding	512.896km	BEGIN YARD WORKING DO NOT PROCEED WITHOUT AUTHORITY FROM RIFL CONTROLLER.	New Signage

### Level Crossings

Road name / Track	Location	Description	Remarks
Dampier St.	513.546km	Removal of all level crossing equipment (Booms, Gates, Lights, audible warning devices and signage.	Currently Booked out of use.
Down Main	511.315km	Level Crossing sign (Dampier Street)	Sign Removed
Down Loop	511.315km	Level Crossing sign (Dampier Street)	Sign Removed

### Network Information Booklet updates – OGW-30-29 Main South B

### Harden (inc) to Albury (exc) & Cootamundra West (inc) to Stockinbingal (inc)

#### 2.15 Bomen (BOM)

#### **Operation of Power-operated Points (Page 51 of 81)**

##### **DELETE:**

Nos. 51, 57 and 55 points worked from NCCS are electrically operated.

If these points fail to operate correctly, the Network Control Officer 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 Vossloh Cogifer point machines have Emergency Operating Lock (EOL) cabinets at the points and contain the key switches for each respective machine.

The Vossloh Cogifer point machines are provided with a selector switch and points throw lever which, when not being operated, are secured by SL locks.

Operation of the selector switch from MOTOR to HAND will:

- switch the point machine to trackside control,
- set and secure the protecting signals to stop, and
- engage the manual operating handle.

Instructions on the manual operation of point machines are contained in ARTC Network Procedure ANPR 743.

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

##### **INSERT:**

Nos. 51, 52, 55, 56 and 57 points worked from NCCS are electrically operated.

If these points fail to operate correctly, the Network Controller 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 Vossloh Cogifer and Westinghouse D84 point machines have Emergency Operating Lock (EOL) cabinets at the points and contain the key switches for each respective machine.

The Vossloh Cogifer and Westinghouse D84 point machines are provided with a selector switch and points throw lever which, when not being operated, are secured by SL locks.

Operation of the selector switch from MOTOR to HAND will:

- switch the point machine to trackside control,
- set and secure the protecting signals to stop, and
- engage the manual operating handle.

Instructions on the manual operation of point machines are contained in ARTC Network Procedure ANPR 743.

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

**Dampier Street Level Crossing (Closed to road traffic)** (Page 52 of 81)

### **DELETE:**

All reference to Dampier Street Level Crossing.

### **INSERT:**

#### **Riverina Intermodal Freight and Logistics Terminal (RiFL)**

##### **General Arrangements**

Entry to the RiFL will be from the Loop line at Bomen, with the signalling equipment operated by the Network Controller at Junee Network Control Centre South (NCCS) using remote controlled signals and points.

RiFL entry signal BN20 is fitted with a shunt aspect which allows rail traffic to enter the facility without the need to STOP. The Network Controller must not clear BN20 signal until authority has been received from the RiFL Controller that rail traffic is authorised to enter the RiFL facility.

When accessing the RiFL from the Sydney end, all rail traffic must STOP at the BEGIN YARD WORKING DO NOT PROCEED WITHOUT AUTHORITY FROM RiFL CONTROLLER sign located at 508.960km until authorised to proceed from RiFL Controller.

##### **Motor operated points**

All points motors are 84M type.

Motor points 52A and 52B are located at the Up end (Sydney) entrance to the RiFL.

Motor points 56A and 56B are located at the Down end (Country) entrance to the RiFL.

In the event of a signal system failure, and under the direction of the Network Controller, the points can be manually operated using the EOL keys located at:

- between the A and B ends of 56 points for the 56 EOL post
- BN32 Signal Location hut for 52 points.

### RIFL Terminal signage

#### **Down Direction**

End Signalled Authority Signs are located at 508.960km (Down Direction) on the RiFL Terminal approach track stating:

STOP

END OF SIGNALLED AUTHORITY

BEGIN YARD WORKING

DO NOT PROCEED WITHOUT AUTHORITY FROM RIFL CONTROLLER.

#### **Up Direction**

Adjacent to BN20 signal is a sign stating:

BEGIN YARD WORKING

DO NOT PROCEED WITHOUT AUTHORITY FROM RIFL CONTROLLER

#### **End Yard Working Signs**

End Yard Working signs are located on the RiFL Terminal at 512.596km (Down Direction) and 509.060km (Up Direction), the limits of track-circuits stating:

STOP DO NOT PROCEED UNLESS AUTHORISED BY NETWORK CONTROLLER.

### Emergency Operation Owing to Control System Failure (Page 52 of 81)

**DELETE:** Third paragraph

As an up direction rail traffic movement approaches signal BN06 and provided the track ahead is clear, 55 points shall automatically set for the Main line and 57 points shall set for the Loop. Once the points are set Signal BN06 and BN16 shall clear.

**INSERT:**

As an up direction rail traffic movement approaches signal BN06 and provided the track ahead is clear, 55 points automatically set for the Main line and 57 points set for the Loop. Once the points are set and provided 52 points and 56 points are set, locked and detected in the normal positions Signals BN06 and BN16 and BN32 will clear.

### **DELETE:**

Drivers diagram no NIB T0348 Page 53 of 81

### **INSERT:**

Diagrams attached to this SAFE Notice

### **Safeworking Arrangements**

The existing signalling infrastructure will be booked out and into use as per ARTC Network Rule ANWT 312 and Procedure ANPR 704 using an Infrastructure Booking Advice form (ANRF003).

The new signalling infrastructure will be commissioned into use as per ARTC Network Rule ANWT 312 and Procedure ANPR 704 and using an Infrastructure Booking Advice form (ANRF003).

The work must be carried out as per the appropriate ARTC Network Rules and Procedures.

SAFE Notice recipients must ensure this SAFE Notice is circulated to and understood by all personnel affected by, or needing to know, its content.

SAFE Notices must be issued to all affected Competent Workers.

Competent Workers who receive a SAFE Notice must follow the requirements in the SAFE Notice.

### Contact

■ Commissioning Engineer – Jeff Hadaway (SJM Rail)

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**Date 20<sup>th</sup> August 2021**

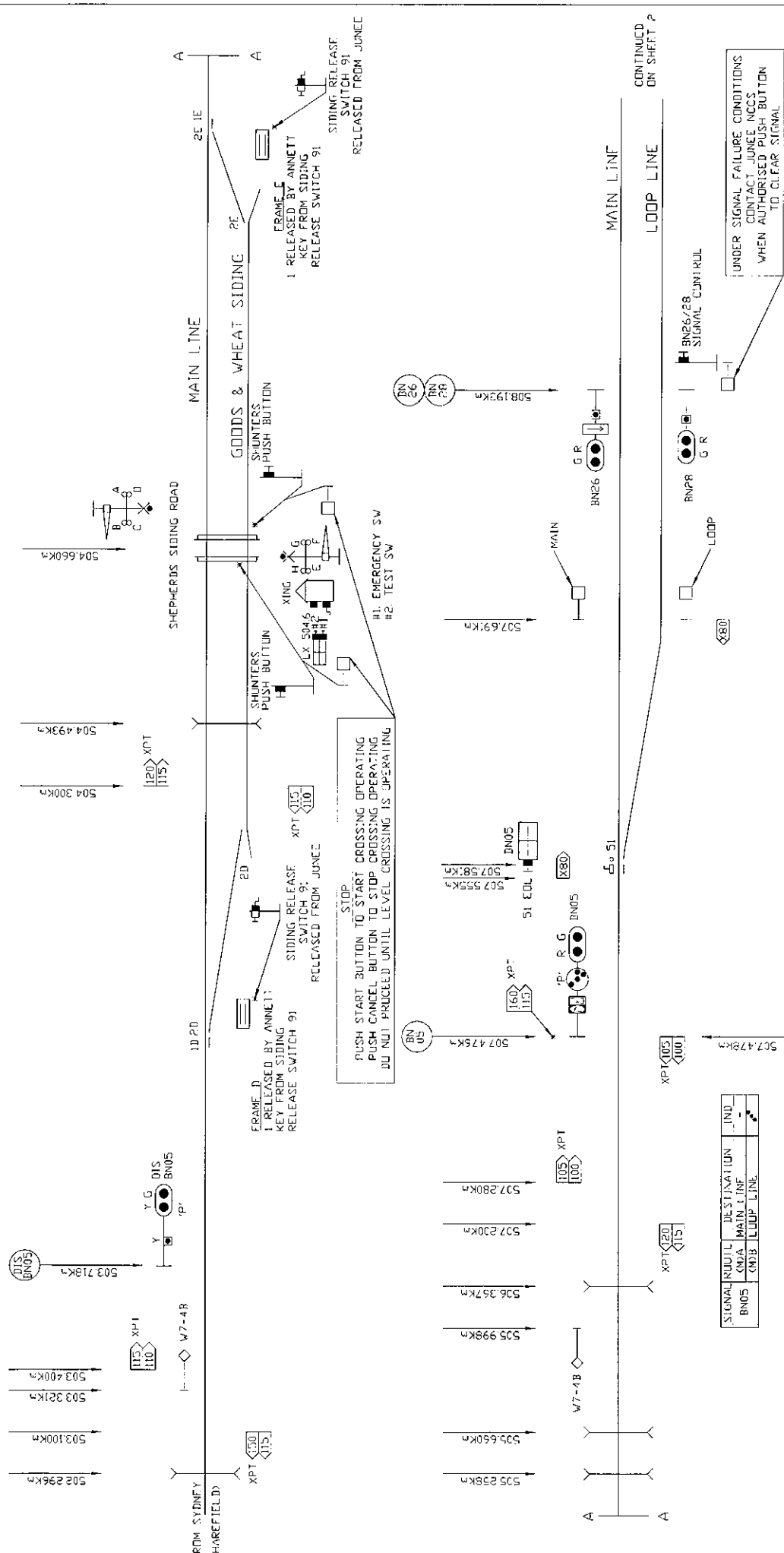
**Approved by**

**Service Delivery Manager Network Control Centre South**

**ARTC**

**FOR THE INFORMATION OF ALL COMPETENT WORKERS AND USERS OF THE ARTC NETWORK**

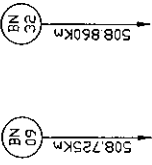




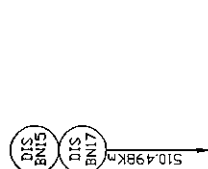
CONTINUED ON SHEET 2

AUSTRALIAN RAIL TRACK CORPORATION  
 BOMEN  
 SIGNALLING ARRANGEMENT  
 (DRIVERS DIAGRAM)  
 SHEET 1 OF 4  
 Produced by ASPEX RAIL

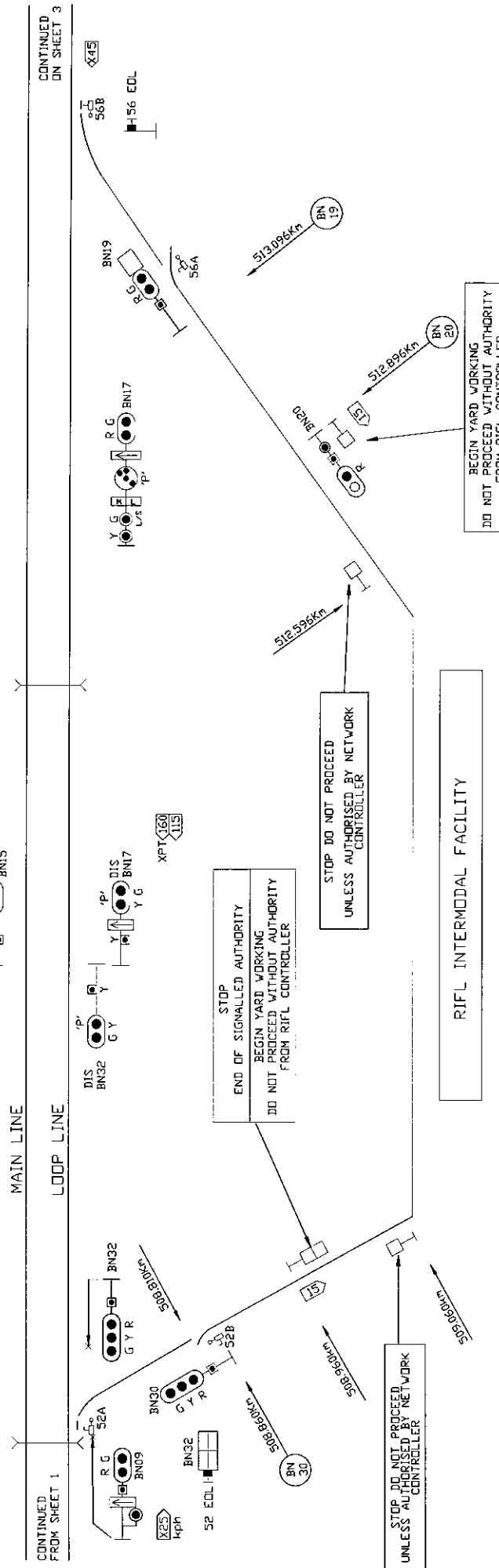
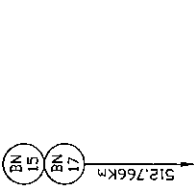
SIGNAL ROUTE	DESTINATION	IND.
BN09	CMA LOOP LINE	-
	CS2B SIDING	-



SIGNAL ROUTE	DESTINATION	IND.
BN17	CMA MAIN LINE	-
	CS2B LOOP LINE	M
	CS2A MAIN LINE	M
	CS2B LOOP LINE	L
	CS2A MAIN LINE	M
	CS2B LOOP LINE	M
	CS2A MAIN LINE	L



SIGNAL ROUTE	DESTINATION	IND.
BN19	CMA MAIN LINE	M
	CS2B LOOP LINE	L
	CS2A MAIN LINE	M
	CS2B LOOP LINE	L



AUSTRALIAN RAIL TRACK CORPORATION

# BOMEN

## SIGNALLING ARRANGEMENT

(DRIVERS DIAGRAM)

SHEET 2 OF 4  
Produced by APEX RAIL

SIGNAL ROUTE	DESTINATION	IND
16	GOODS SIDING LINE	IND
	LOOP LINE	+
	MAIN LINE	+L

513231km  
513228km

513437km

513448km

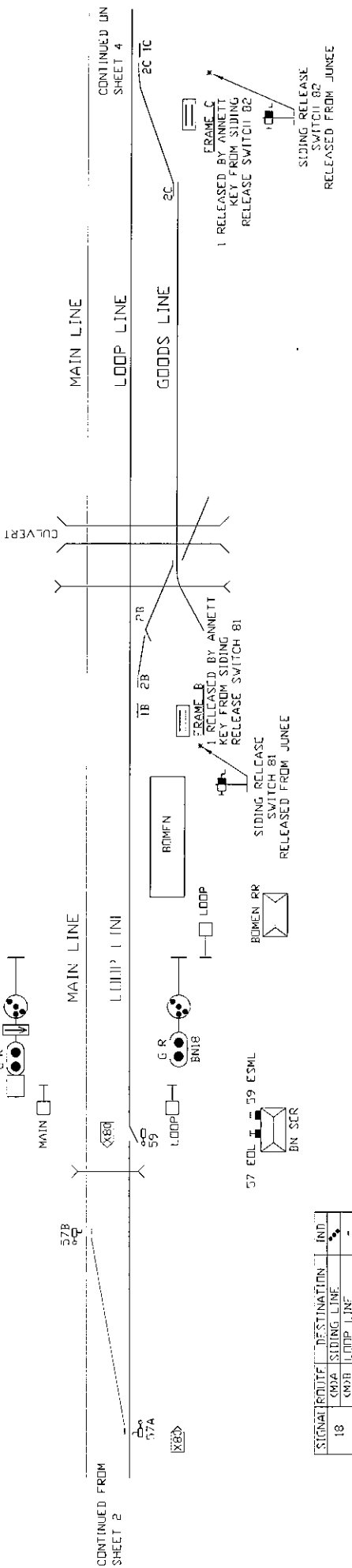
513472km

BN 16  
BN 18  
313553km

513800km  
513810km

514296km

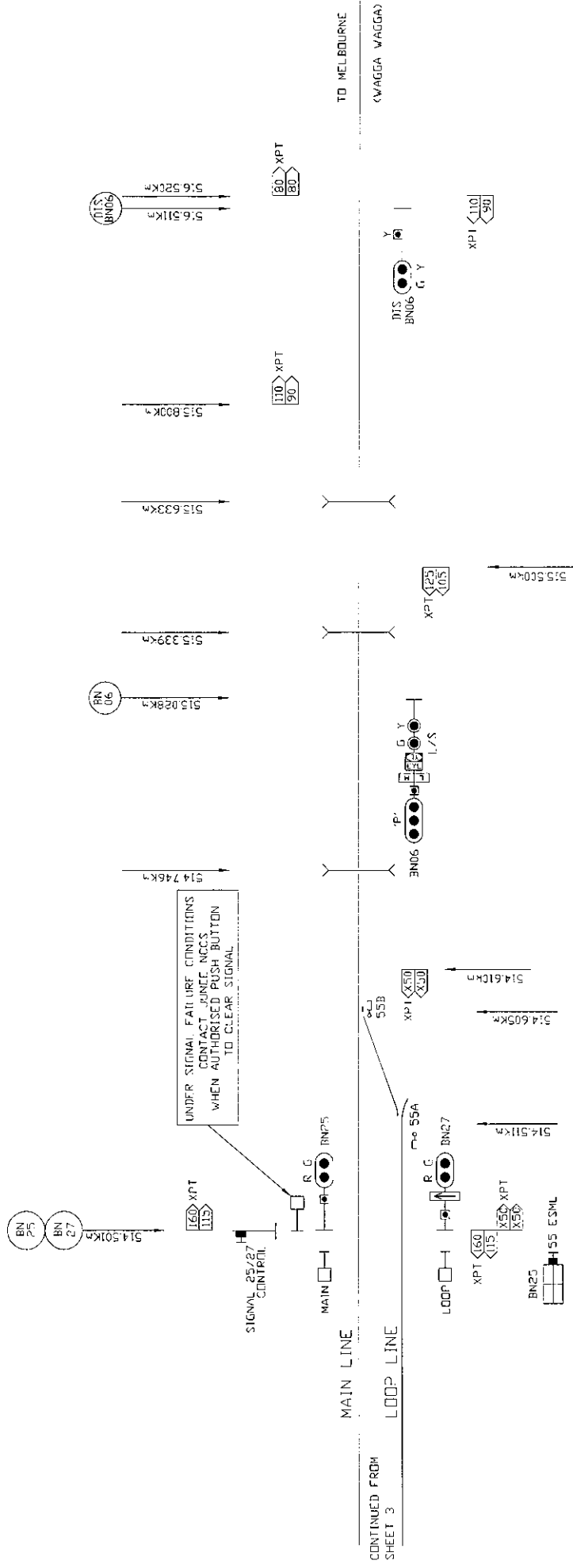
514346km



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CONTINUED UN SHEET 4

AUSTRALIAN RAIL TRACK CORPORATION  
BOMEN  
SIGNALLING ARRANGEMENT  
(DRIVERS DIAGRAM)  
SHEET 3 OF 4  
Produced by ASPEX RAIL



SIGNAL	ROUTE	DESTINATION	IND
BN06	Q003	MAIN LINE	-
	Q55A	LOOP LINE	L
	Q55B	MAIN LINE	M
	Q55A	LOOP LINE	L
BN05	Q55B	MAIN LINE	L
	Q55B	MAIN LINE	M

AUSTRALIAN RAIL TRACK CORPORATION

BOMEN

SIGNALLING ARRANGEMENT

(DRIVERS DIAGRAM)

SHEET 4 OF 4

Produced by ASPEX RAIL

CONTINUED FROM SHEET 3