CRN Local Appendix

North

CNLA 411 West Tamworth

<table>
<thead>
<tr>
<th>Status</th>
<th>Date</th>
<th>Reviewed</th>
<th>Endorsed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>July 2017</td>
<td>Standards and Compliance</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>I Hodges</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>T Iselin</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Network Operations Manager</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>B Hope</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Network Control Board</th>
<th>Normal Call</th>
<th>Priority Call</th>
<th>Emergency Call</th>
<th>Backup number</th>
<th>Public Free call</th>
</tr>
</thead>
<tbody>
<tr>
<td>North West</td>
<td>02 4028 9501</td>
<td>02 4028 9521</td>
<td>02 4028 9541</td>
<td>02 4028 9671</td>
<td>1800 643 373</td>
</tr>
<tr>
<td>South West</td>
<td>02 4028 9502</td>
<td>02 4028 9522</td>
<td>02 4028 9542</td>
<td>02 4028 9672</td>
<td>1800 021 914</td>
</tr>
<tr>
<td>West</td>
<td>02 4028 9504</td>
<td>02 4028 9524</td>
<td>02 4028 9544</td>
<td>02 4028 9674</td>
<td>1800 427 198</td>
</tr>
</tbody>
</table>

**NOTE:** For emergency use only, you can call 1800 JHR CRN from any phone.

Diag. of West Tamworth
West Tamworth

452.759 kms

General arrangements [b]
West Tamworth is a Train Order Working siding location. This permits loading operations to take place in the sidings without the need for a shunt order to be held.

Emergency equipment is located in the former staff hut.

The Platform Siding and Back Roads are clear of Train order territory.

Platform siding length (clear of catch points): 511metres

Yard Limits [c]
A YARD LIMIT sign is located at 449.202km to indicate the West Tamworth yard limit in the down direction.

A YARD LIMIT sign is located at 454.595km to indicate the West Tamworth yard limit in the up direction.

Shunting Limits [d]
A SHUNT LIMIT sign is provided at 454.310km to indicate the West Tamworth shunting limit in the down direction.

A SHUNT LIMIT sign is provided at 451.910km to indicate the West Tamworth shunting limit in the up direction.

Ground frames [e]
Frame N is located on the up side of the West shunting line adjacent to the points and provides access to the BP siding. Gates are provided at the boundary fence and must be kept locked when not in use. The key to the gate lock is kept by the representative of the company.

Frame N is unlocked by Operators Key.
Frame N is booked out of use.

Frame P is located on the up side of the West shunting line adjacent to the points and provides access to the Joe White sidings. Gates are provided at the boundary fence and must be kept locked when not in use. The key to the gate lock is kept by the representative of the company.

Frame P is unlocked by Operators Key.
Frame P is booked out of use.

Frame Q is located on the up side of the West shunting line adjacent to the points and provides access to the Shell siding.

Frame Q is unlocked by Operators Key.
Frame Q is booked out of use.
Frame M is located on the up side of the Marshalling siding adjacent to the points and provides access to the privately owned siding Master siding. This frame is not to be used without consent of the siding owner.

Frame M is released by Operators Key.

Frame J is located on the up side of the Main Line adjacent to the crossovers and provides access to No. 1 & 2 goods siding and the North dock.

Frame J is released by Operators Key.

Frame K is located on the up side of the Platform siding adjacent to the points and provides access to the Platform siding and Back roads. Both points are fitted with Mechanical Point Indicators to indicate the condition of the points.

Frame K is released by Operators Key.

Levers 1 and 2 allow entry into the Platform Siding.

Levers 3 and 4 allow entry into the Back Roads.

Levers 1 and 3 are interlocked. If Lever 1 is reverse, Lever 3 is locked Normal (unavailable). If Lever 3 is Reverse, Lever 1 is locked Normal (unavailable).

Frame E is located on the down side of the Main line adjacent to the points and provides access to the Platform siding and Back roads. Both points are fitted with Mechanical Point Indicators to indicate the condition of the points. Operation of Frame E will put MLIs X and Y back to STOP.

Frame E is unlocked by key from the bottom of Duplex Lock "E" located on the next to Frame E. The top lock in the Duplex Lock is released by Operators Key. Only one set of points may be operated at a time.

Levers 1 and 2 allow entry into the Platform Siding.

Levers 3 and 4 allow entry into the Back Roads.

Levers 1 and 3 are interlocked. If Lever 1 is reverse, Lever 3 is locked Normal (unavailable). If Lever 3 is Reverse, Lever 1 is locked Normal (unavailable).

Frame C is located on the down side of the Main line adjacent to the points and provides access to the Goods sidings.

Frame C is unlocked by key from the bottom of Duplex Lock "C" located on the next to Frame C. The top lock in the Duplex Lock is released by Operators Key.

Frame C is booked out of use.

Lever D is located on the up side of the Goods Sidings and provides access to the Fielders Mill road.

Lever D is unlocked by Operators Key.

Lever D is booked out of use.
Stowage of Rail Traffic

If rail traffic is to be stowed at this location, the catchpoints or a derail must be set to prevent potential runaway rail traffic accessing the Main line.

A portable derail secured by a PSL lock is provided for the Joe White and Shell sidings.

Green Street pedestrian crossing

Pedestrian gates, warning bells and lights are provided at Green Street pedestrian crossing at 450.400km.

The warning equipment is automatically controlled by track circuit for up or down trains on the main line.

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

To reset the axle counter:
- Turn switch to left and hold for minimum 1 second
- Turn switch to right and hold for minimum 1 second
- Return switch to centre (normal) position.

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

WARNING

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

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

Robert Street level crossing

Warning equipment

Type F flashing lights and warning bells are provided at Robert Street level crossing at 450.680km.

The warning equipment is automatically controlled by track circuit for up or down trains on the main line.

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

To reset the axle counter:
- Turn switch to left and hold for minimum 1 second
- Turn switch to right and hold for minimum 1 second
- Return switch to centre (normal) position.

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

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

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

Dennison Street level crossing

Warning equipment
Type F flashing lights and warning bells are provided at Dennison Street level crossing at 453.306km.

The warning equipment is automatically controlled by track circuit for down or up trains and manually controlled by a push button unit for shunting movements.

Main Line Indicators
Main Line Indicators are installed either side of Dennison Street level crossing, “X” MLI faces trains in the down direction and “Y” MLI faces trains in the up direction. The MLIs can be placed at STOP for shunting purposes.

Pushbutton units
Pushbutton units are provided on either side of the level crossing to allow rail traffic to proceed through the level crossing with the MLI at stop while shunting or if the MLI fails and to avoid unnecessarily operating the level crossing warning equipment while shunting close by.

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

When a shunting movement is required to proceed past an MLI and obstruct the level crossing, a Qualified Worker must:

- unlock the pushbutton unit
- depress the START pushbutton in the pushbutton unit for one second to cause the warning equipment to operate, and
- Follow the relevant Network Rules and procedures for shunting over level crossings.

If the movement is not proceeded with, the level crossing protection equipment must be cancelled by pressing the CANCEL pushbutton for one second.

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

Down Trains

For trains travelling in the down direction with “X” MLI displaying a proceed indication, the level crossing warning equipment will activate on approach. The level crossing warning equipment will cease to operate when the train clears the level crossing.

When an Operators Key is turned in Duplex Locks C or E to release the key to access the sidings operated by Frames C or E, MLI X will be placed at STOP and after 120 seconds the level crossing warning equipment will cease to operate.
Up Trains

For trains travelling in the up direction with “Y” MLI displaying a proceed indication, the level crossing warning equipment will activate on approach. The level crossing warning equipment will cease to operate when the train clears the level crossing.

When an Operators Key is turned in Duplex Locks C or E to release the key to access the sidings operated by Frames C or E, MLI Y will be placed at STOP and after 120 seconds the level crossing warning equipment will cease to operate.

Gunnedah Road level crossing

Warning equipment

Type B GIVE WAY signs are provided at Gunnedah Road level crossing at 451.360km.

A Handsignaller must be in charge of rail traffic movements over Gunnedah Road level crossing.

Handsignallers in charge of Gunnedah Road level crossing must ensure the safety of rail, road and pedestrian traffic in accordance with CNGE 216.

Drivers and Track Vehicle Operators must:

- stop short of Gunnedah Road level crossing, and
- proceed over the level crossing only when authorised by the Handsignaller, and
- not exceed 8km/h over the level crossing.

Barraba Line

The Barraba Line is connected to the Main line within West Tamworth and the services on this line have been suspended, the line booked out of use and stop blocks in place.
Worksite Protection Plan and Briefing

<table>
<thead>
<tr>
<th>Date of work:</th>
<th>Job Number:</th>
<th>PO level required to implement rule:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DD/MM/20YY</td>
<td></td>
<td>PO4 PO3 PO2 PO1 PO1 PO1 as minimum</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Start time:</th>
<th>Finish time:</th>
<th>Worksite Rule in use:</th>
</tr>
</thead>
<tbody>
<tr>
<td>HH:MM hours</td>
<td>HH:MM hours</td>
<td>LPA TWA TOA ASB Lookout Working Work In Corridor not intruding on Danger Zone</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Protection Officer:</th>
<th>Signature:</th>
<th>CoC No.:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Supervisor / Superintendent:</th>
<th>Signature:</th>
<th>Authority No.:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Network Control Officer / PPO:</th>
<th>Contact No.:</th>
<th>Weather Conditions:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Work description:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

Provide a diagram or attach network maps of the worksite protection arrangements, including handsignallers, lookouts, platforms, bridges, tunnels, safe place, detonators, signal numbers, kilometre pegs.

Minimum Warning Time when using “Lookout working” (CNWT 310)

<table>
<thead>
<tr>
<th>2 sec</th>
<th>+</th>
<th>8 sec</th>
<th>+</th>
<th>10 sec</th>
<th>=</th>
<th>Minimum Warning Time (MWT)</th>
<th>20 sec</th>
<th>km/h</th>
<th>Metres</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Minimum Warning Time</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(S+M+10 sec = MWT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20 sec</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Are warning lights being used as part of your see time?

Notes e.g. site requirements & access conditions:
**Worksite Protection Plan and Briefing**

My primary duty is to keep the worksite and workers safe & other work must not interfere with protection duties. The Safeworking System is: **RVD** | **TOW**

<table>
<thead>
<tr>
<th>Network Control Officer name:</th>
<th>Network Control Officer Contact No:</th>
</tr>
</thead>
</table>

**LPA** Location of worksite protection is at:  
Worksite limits are at:

<table>
<thead>
<tr>
<th>PPO granted access at:</th>
<th>HH:MM hours</th>
<th>We are jobsite number:</th>
<th>in possession notes</th>
</tr>
</thead>
</table>

**TWA** Worksite protection is at:  
The Handsignallers are located at (indicate signals or Km's or reduced distances):

<table>
<thead>
<tr>
<th>Inner Up:</th>
<th>Outer Up:</th>
<th>Inner Down:</th>
<th>Outer Down:</th>
</tr>
</thead>
</table>

**TOA** section is authorised between:  
and:

<table>
<thead>
<tr>
<th>The TOA number is:</th>
<th>Location of Signals, Detonators or Points clipped and locked</th>
</tr>
</thead>
</table>

**ASB** Your safe place is:  
Method of blocking signals:  
ESML/EOL  
Network Control Officer

**Lookout Working** Your safe place is:  
The track speed is  
Calculated time in a safe place:

<table>
<thead>
<tr>
<th>Sighting distance is:</th>
<th>The lookout is (Name of lookout):</th>
</tr>
</thead>
<tbody>
<tr>
<td>metres</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** The lookout is not to perform any work and is required to keep watch at all times

Yard Working Points clipped and locked to isolate work crew:

Are you aware of rail traffic movements in your area?  
Yes  
No  
The adjacent line is:  
live  
dead  
Adjacent line protection is

Conditions for adjacent line protection are e.g. slow trains:

Your access to the track is via:

Description of plant and equipment being used:

Will the works affect services e.g. traction return, signals, level crossings. If yes explain controls:

Check the track is clear of obstruction (people and equipment) and that all worksite protection devices have been removed prior to fulfilling protection.