

Coolamon ABA and Coolamon

Signalling and infrastructure alterations – Amendment 1

Implementation

Signalling and infrastructure alterations will occur at Coolamon ABA and Coolamon which will require altered Safeworking Arrangements.

Stage 1

Commencing 0930hrs Sunday 17th September until works are completed, the following signalling and infrastructure alterations will occur at Coolamon ABA and Coolamon.

Upon completion of works, Coolamon ABA Train Order siding location will no longer exist and will be contained within the expanded Coolamon Train Order siding location.

Altered Safeworking Arrangements to apply between stage 1 and stage 2

Rail traffic must only be issued a Proceed Authority to the applicable Coolamon Yard Limit sign. A Competent Worker will be placed at the Yard Limit sign in the direction of the approaching rail traffic. 3 RTS and a red flag/red light are to be placed on the departure side of the Yard Limit sign.

When approaching rail traffic is at a stand at the Yard Limit sign and current Proceed Authority is fulfilled, a Pilot will provide the Driver with this Safe Notice, a Condition Affecting the Network setting out the speeds and route to be followed through Coolamon and an assurance the intended route is set, secured, and all routes are clear of workers and equipment.

The Pilot must ensure that the Driver is aware of the altered infrastructure arrangements prior to the Driver obtaining a Proceed Authority to pass through Coolamon. The Proceed Authority must include shunt access at Coolamon and be endorsed with the following special instruction "Rail Traffic must be piloted within Coolamon Yard Limits".

The Proceed Authority must not be issued until the Driver is aware of the altered working. The Pilot must accompany the Driver until the rail traffic has cleared Coolamon yard limits.

EXISTING INFRASTRUCTURE	NEW AND ALTERED INFRASTRUCTURE
Coolamon ABA Location sign at 512.600km	Permanently removed. (Coolamon Location sign will be relocated to this location)
Coolamon ABA Train Order Siding location	Permanently removed. (Coolamon ABA Main Line load site will now be incorporated into the Coolamon Train Order Siding location).
Coolamon ABA YARD LIMIT sign at 514.600km	Permanently removed. (Coolamon YARD LIMIT sign will be relocated to this location)

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EXISTING INFRASTRUCTURE	NEW AND ALTERED INFRASTRUCTURE
Coolamon ABA SHUNT LIMIT sign at 515.500km	Permanently removed. (Coolamon SHUNT LIMIT sign will be relocated to this location)
Coolamon ABA SHUNT LIMIT sign at 517.601km	Permanently removed.
Coolamon ABA YARD LIMIT sign at 518.125km	Permanently removed.
Coolamon Location sign at 518.814km	To be relocated to 512.600km with wording SIDING and 2000m added.
Coolamon ABA Location sign at 520.135km	Permanently removed.
Coolamon YARD LIMIT sign at 520.828km	To be relocated to 514.600km.
Coolamon SHUNT LIMIT sign at 521.350km	To be relocated to 515.500km.
Cowabbie Street Level crossing strike point at 522.840km	To be relocated to 522.748km
Cowabbie Street Level crossing strike point at 523.935km	To be relocated to 523.752km
Coolamon SHUNT LIMIT sign at 524.109km	To be relocated to 525.000km.
Coolamon YARD LIMIT sign at 524.610km	To be relocated to 525.500km.
Coolamon Location sign at 526.617km	To be relocated to 527.500km with wording SIDING and 2000m added.
Nil	<p>Frame 'A' consisting of a 2 Lever mechanical ground frame, Mechanical Point Indicator (MPI) and points to be installed at 521.591km.</p> <p>Frame 'A' is released by an Operator's key.</p> <p>Frame 'A' allows movements from the Main line to Siding No 1.</p> <p>Frame 'A' catch points and associated signage to be installed at 521.661km located on Siding No 1.</p> <p>(Frame "A" will be commissioned into use then booked temporarily out of use).</p>

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Stage 2

Stage 2 works will commence at 0600hrs Tuesday 19th September 2023 and will continue until works are completed.

On completion of works the following infrastructure alterations will be commissioned into use:

EXISTING INFRASTRUCTURE	NEW AND ALTERED INFRASTRUCTURE
Coolamon frame 'B'	Frame 'B' at 522.150km consisting of a 2 Lever mechanical ground frame and Mechanical Point Indicator to be permanently removed. These points will be converted to operation by Thornley levers. Frame 'B' catch points and associated signage to be permanently removed.
Coolamon frame 'E'	Frame 'E' at 522.700km, consisting of a 3 Lever mechanical ground frame, Mechanical Point Indicators and Duplex lock to be permanently removed. 2E points that lead from Main line to Goods siding (No 1 to No 2 siding, post change) to be converted to operation by Thornley levers. 3E points that lead from Loop siding to the Main line to be permanently removed. 3E Derail and associated signage located on Loop siding to be permanently removed.
Coolamon frame 'H'	Frame 'H' at 523.224km, consisting of a 2 Lever mechanical ground frame and Mechanical Point Indicator to be permanently removed. These points will be converted to operation by Thornley levers. Frame 'H' catch points and associated signage to be permanently removed.
Nil	New sign to be installed at 523.217km stating DO NOT PROCEED PAST THIS POINT OR OPERATE LEVEL CROSSING UNLESS IN POSSESSION OF A TRAIN ORDER
Coolamon Loop siding	To be renamed Siding No 1
Coolamon Goods siding	To be renamed Siding No 2
Nil	A new Main line track alignment will extend from the Sydney side of frame 'A' at 521.591km until it joins the existing Main line a 522.850km. (The current Main line will form part of the extended siding).

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The following CNLA alterations will occur:

CNLA 542 - Marrar - Drivers Diagram updated.

CNLA 543A - Coolamon ABA - to be permanently removed.

CNLA 543B - Coolamon - to be permanently removed and replaced by CNLA 543 Coolamon.

CNLA 543 - Coolamon - updated to include the consolidated location.

- Pre-release CNLA 542 Marrar can be found [here](#).
- Pre-release CNLA 543 Coolamon can be found [here](#).

Safeworking arrangements

All work must be carried out in accordance with the relevant UGLRL Network Rules and Procedures.

Work planned for the Rail Corridor must be assessed for safety and its potential to intrude on the Danger Zone.

Infrastructure Booking Authority form (CNRF 003) must be compiled in accordance with the UGL Network Rule CNWT 312 Infrastructure Booking Authority and Network Procedure CNPR 704 Using Infrastructure Booking Authorities.

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

All relevant publications are available on the UGLRL CRN website www.uglregionallinx.com.au

30.08.2023 **Manager Network Operations**
UGL Regional Linx