

Notice Type:	SAFE Notice	
Location:	Narwonah	
Subject Title:	Installation and Commissioning of Frame A Groundframe - Narwonah Material Distribution Centre (NMDC)	
Corridor/line:	Goobang Junction - Narwonah	Direction: Bi-Directional
Control Board:	Hunter Valley North West	
Kilometrage:	547.385km	

Reference Documents:

Network Information Book: Goobang Junction (exc) to Dubbo (exc) and Turrawan (exc) to North Star (inc) & Camurra West OGW-30-23

General Details / Operating Condition:

Commencing at 0600hrs Tuesday 18th of June 2024 and continuing until 1900hrs Saturday 22nd of June 2024, or until works are completed, Frame A ground frame for the new NMDC Private Siding, located within the Narwonah Yard Limits will be installed and commissioned.

The infrastructure consists of:

- 2 lever ground frame (Frame A) and associated rodding, released by Operator's key,
- Signage -
 - End Train Order Working Sign, at 547.456km on the NMDC Private Siding (Down direction)
 - Begin Train Order Working Sign, at 547.547.456km on the NMDC Private Siding (Up direction)
 - Network Control Boundary Sign, "END ARTC CONTROL – NMDC – BEGIN NMDC CONTROL" at 547.456km on the NMDC Private Siding (Down direction)
 - Network Control Boundary Sign, "END NMDC CONTROL – NARWONAH – BEGIN ARTC CONTROL" at 547.456km on the NMDC Private Siding (Up direction).

If the NMDC Private Siding is not available for rail traffic at the time of commissioning, the points at Frame A must be temporarily booked out of use and an Infrastructure Booking Advice (IBA) must be compiled with the Network Controller.

The points at Frame A must be spiked, clipped and XL locked in the normal position until the NMDC Private Siding has been certified as fit for use and the IBA has been fulfilled.

Amendment to Network Information Book (NIB)

Goobang Junction (exc) to Dubbo (exc) and Turrawan (exc) to North Star (inc) & Camurra West OGW-30-23

Insert:

2.11 Narwonah (NAH)**General Arrangements****Groundframe****Delete:**

Frame C is located at 550.134km on the Down side of the main line adjacent to the points and provides access to the siding. The frame is unlocked by an Operator's key.

Frame D is located at 550.662km on the Down side of the main line adjacent to the points and provides access to the siding. The frame is unlocked by an Operator's key.

Insert:

Frame A is located at 547.385km on the Down side of the main line adjacent to the points and provides access to the NMDC siding. The frame is unlocked by an Operator's key.

Frame C is located at 550.134km on the Down side of the main line adjacent to the points and provides access to the AWB siding. The frame is unlocked by an Operator's key.

Frame D is located at 550.662km on the Down side of the main line adjacent to the points and provides access to the siding. The frame is unlocked by an Operator's key.

Catch Points

Delete:

Catch Points are located on either end of the AWB siding and are interlocked with the operation of frames C and D.

Insert:

Catch Points are located at 547.456km on the NMDC siding and are interlocked with the operation of Frame A.

Catch Points are located at 550.149km on the City End of the AWB siding and are interlocked with the operation of Frame C.

Catch Points are located at 550.572km on the Country End of the AWB siding and are interlocked with the operation of Frame D.

Insert after:

Tullamore Road Level Crossing 552.956km

Narwonah Material Distribution Centre (NMDC)

The NMDC Private Siding connection is located at 547.385 km and is within the Narwonah Yard Limits. The NMDC allows for the shunting, loading, and unloading of infrastructure rail traffic only.

Movements Entering the NMDC Private Siding

Rail traffic that is to enter the NMDC must be issued with a Train Order with Shunt Access to the siding. Approval for entry to the siding will be required by Martinus siding staff who control all movements within the siding.

Note: Rail traffic required to enter the NMDC must avoid remaining stationary on the main line for extended periods due to Martinus siding staff not being able to accept the rail traffic into the NMDC. Rail traffic crews must ensure that they have confirmed with Martinus siding staff that the rail traffic will be able to immediately enter the NMDC siding upon arrival. This confirmation must be received prior to the rail traffic entering the Yard Limits for Timjelly or Narromine, depending on the direction of travel. Rail traffic crews and the Network Controller must reach agreed arrangements prior to the rail traffic entering the respective Yard Limits if the Martinus siding staff have not yet provided permission to proceed directly into the NMDC. Rail traffic will then stand in clear on the loop line, or main line, at the respective preceding location awaiting permission to enter the NMDC.

Rail traffic movements into the NMDC Private Siding from the Sydney End are required to come to a stand clear of the entry turnout and MPI on the main line.

Rail traffic movements into the NMDC Private Siding from the Country End must propel into the NMDC siding and are required to proceed past the entry turnout and come to a stand clear of the entry turnout and MPI on the main line.

The Competent Worker will set Frame A to the reverse position and the rail traffic will enter the sidings under the direction of the Martinus siding staff.

When the rail traffic is in clear of the main line and catch points, the Competent Worker is to restore Frame A to the normal position for main line running.

The Network Controller is to be advised that Frame A has been restored to the normal position and the Train Order fulfilled.

Movements Departing the NMDC Private Siding

Rail traffic is to stop clear of the operational boundary, then obtain a Train Order with a Shunt Access from the Network Controller.

The Competent Worker will set Frame A into the reverse position and the rail traffic is to move onto the main line. If the rail traffic propels out of the siding the rail traffic must be directed by a Competent Worker until the rail traffic is clear of the points as per ANTR 424 (Propelling Trains).

The Competent Worker will restore Frame A to the normal position for main line running and inform the Network Controller that Frame A has been restored to the Normal position.

Delete:

Drivers Diagram on NIB-T0538

Insert:

Drivers Diagram attached to this SAFE Notice onto NIB-T0538

Safeworking Arrangements:

Additional Details:

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

This Notice must be issued to all affected Competent Workers.

Competent Workers who receive this Notice must follow the requirements.

Contact Details:

Contact:

Contact No.

Approval:

Approved by:

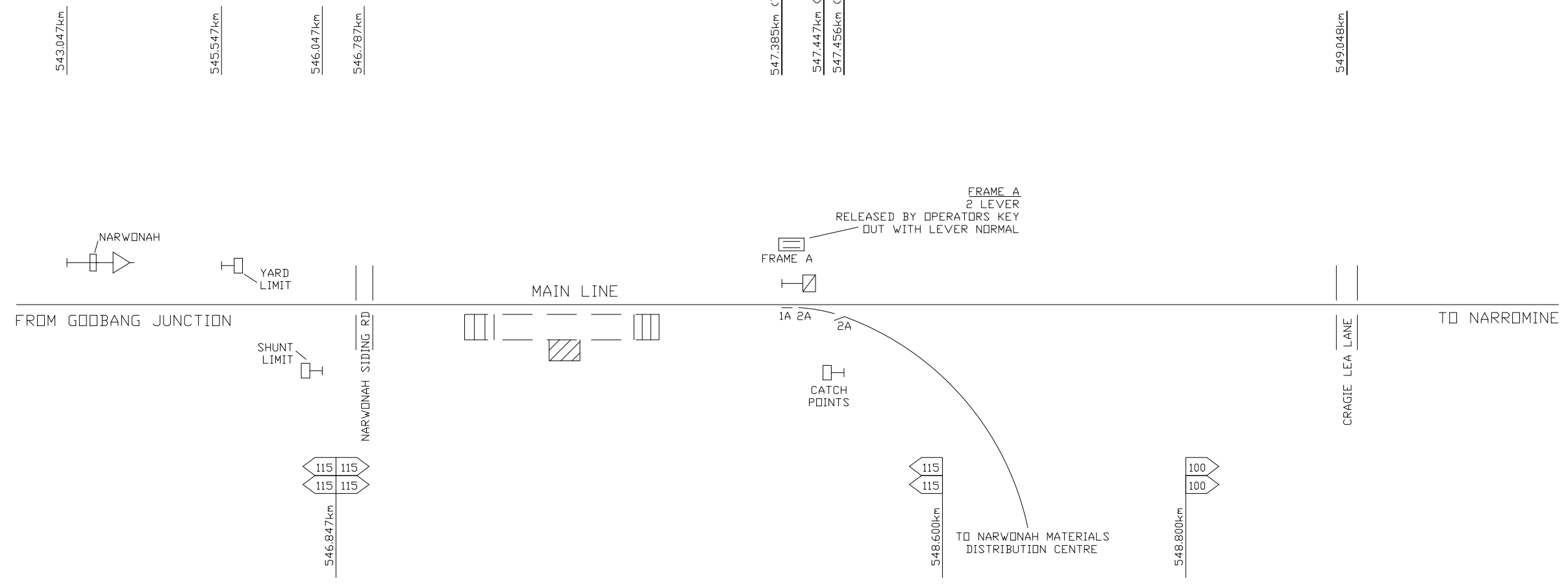
Date:

NOTE: Remove unused fields

1 2 3 4 5 6 7 8

DRAWN TO AS1100 DO NOT SCALE ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE

NARWONAH
546.847km



SECTION: GOOBANG JUNCTION TO NARROMINE TRAIN ORDER WORKING

DESIGNED : D.SENARATNE DATE: 28/03/2023
 REVIEWED : M.NELSON DATE: 28/03/2023
 APPROVED : T.NORTON DATE: 28/03/2023

Accepted on Behalf of ARTC		
Name	Date	Signature
Gordon Hartland	28/03/2023	<i>[Signature]</i>

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 Drawing standard in accordance with EGP-04-01 & EGP-04-02

Used on / Next higher assembly: ASSEMBLY	Alternate DMS number:
Filename: 385_NARWONAH_DD	

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approv.
4.0	28/03/23	NARWONAH YARD - PROJECT SCOPE CHANGE - SOUTHERN TURNOUT DESIGN	DS	MN	TN	
3.0	13/05/22	NARWONAH YARD - UPDATE TO CLIENT COMMENTS	SSS	MN		
2.0	26/04/22	NARWONAH YARD - PROVISION OF NEW TURNOUTS FOR CONNECTION TO MATERIALS DISTRIBUTION CENTRE - STAGE 1	SSS	MN		
1.0	14/12/16	AS BUILT TO PROVISION OF THE TRAIN ORDER WORKING	KT	SR	MN	

Designing Company: ARCADIS	
Designed D.SENARATNE 28/03/23	ARTC ACCEPTANCE Accepted By
Checked M.NELSON 28/03/23	
Ind.Rev. Company Ind.Rev. Name	Signed:
Review Signature	Acceptance Date

ARTC

385_NARWONAH_DD

TITLE
NARWONAH DRIVERS DIAGRAM

Sheet No: 1 of 1
Scale: NTS
SHEET SIZE: A3

1 2 3 4 5 6 7 8