

Amendment No 1
Manildra
Altered Safeworking and Possession Protection Arrangements
18th to 20th May 2024

To be read in conjunction CTN 0002-2024

Implementation

Commencing from 0745hrs Saturday 18th May to 1100hrs Monday 20th May 2024 until work is complete, UGL Regional Linx will undertake track reconditioning works on the Main line at Manildra between the Manildra Down Yard Limit sign and "W" MLI, the following safeworking arrangements will apply.

Possession Arrangements

The Main line at Manildra Train Order location will be booked out of use on an IBA from Manildra Down Yard Limit sign at 383.201km to STOP Block at 384.350km.

A STOP Block will be installed on the Main line at 384.350km on the Sydney side of "W" MLI.

The Main line at Manildra must be clear of all rail traffic and a Work on Track Authority must be issued from Pinecliffe to Manildra and Manildra Train Order location prior to the Main Line being booked out of use and the installation of a STOP Block.

A Work on Track Authority must remain in place for the Pinecliffe to Manildra section for the duration of the altered possession protection arrangements at Manildra Train Order location.

"W" MLI at Manildra, 384.351km must display a RED indication at all times whilst the altered possession protection arrangements are in place at Manildra Train Order location.

A Train Order Track Block must be always applied at Manildra Train Order location unless a Train Order, Special Order or Work on Track Authority is required to be issued. The Track Block may be removed to issue a Train Order, Special Order or Work on Track Authority and must be reinstated once the Train Order, Special Order or Work on Track Authority has been issued.

It will be permissible to issue a Work on Track Authority between Manildra Up Yard Limit and Manildra Down Yard limit whilst the portion of Main line is booked out of use and STOP Block at 384.350km is in place.

It will be permissible for a worksite to be established across the interface between the Work on Track Authority from Sydney direction to Manildra Down Yard Limit and the Booked-out portion of line at Manildra Down Yard Limit.

The Possession Protection Officer / Protection Officer and the holder of the IBA must make agreed arrangements prior to any worksite being established across the interface.

If a Work on Track Authority is required to be issued for Manildra Train Order location, the NCO must advise the Protection Officer requesting the Work on Track Authority that the Work on Track Authority limits does NOT include the portion of Main line booked out of use from the Manildra Down Yard Limit to the STOP Block at 384.350km.

The Protection Officer must make agreed arrangements with the holder of the IBA prior to being issued a Work on Track Authority for Manildra Train Order Location.

Rail traffic movements

Rail traffic movements approaching Manildra Train Order location must only be issued a Train Order to the Yard Limit at Manildra. The current train order must be fulfilled at Manildra Yard Limit.

Rail traffic requiring to enter Manildra Train Order location from Yard Limit must be in possession of a copy of this SAFE Notice, a Pilot to be in attendance and be issued a written CAN advising rail traffic crew of the location of STOP block at 384.350km prior to issuing the Train Order into Manildra Train Order location.

Rail traffic movements requiring a Shunt Order at Manildra Train Order location must be in possession of a copy of this SAFE Notice, a Pilot to be in attendance and be issued a written CAN advising rail traffic crew of the location of STOP block at 384.350km prior to issuing the Shunt Order for Manildra Train Order location.

Rail traffic movements departing Manildra Train Order location requiring a Train Order with or without Shunt Access at Manildra Train Order location must be in possession of a copy of this SAFE Notice, a Pilot to be in attendance and be issued a written CAN warning advising rail traffic crew of the location of STOP block at 384.350km prior to issuing the Train Order at Manildra Train Order location.

Rail traffic entering, shunting, or commencing from Manildra Train Order location must be issued a written CAN advising the rail traffic crew of "STOP Block at 384.350km on the Main line, DO NOT proceed past 384.350km Main line Manildra".

MLI's at stop must be passed in accordance with CNSG 610 Passing Indicators at Stop except for "W" MLI. "W" MLI must NOT be passed at stop due to STOP block on track ahead of "W" MLI.

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.

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

Manager Network Operations
UGL Regional Linx

