

SAFE Notice

0036-17

2017

Main Line Loading Cryon

This Safe Notice Supersedes SafeNotice 0032-17

Implementation

This SAFE Notice provides for main line loading operations at Cryon, approximately 686.800 km.

Safe Working arrangements

The following requirements are to be adhered to for all rail traffic loading using the mobile grain handling equipment at the specified location:

- Loading may be completed in either the UP or DOWN direction, in consultation with, and with the approval of, the Network Control Officer prior to the arrival of the train at the load point.
- If a train is to be loaded in the DOWN direction, no other rail traffic is permitted to be within Cryon yard limits.
- The train shall not be permitted to 'set back' or propel in the direction opposite to the direction of travel as determined by the Train Order issued to the train whilst loading.

Loading in the UP direction.

- If the train is to load in the UP direction, the Network Control Officer must issue a Train Order from Beanbri to Cryon with Shunt Access, to facilitate the loading operation.
- The Train Order must include a Special Instruction, "Drivers must ensure the Arrival Code for Cryon is not reported until the entire train is standing within Cryon yard limits"
- Upon the completion of loading operation, the train must come to a stand on the main line within Cryon yard limits, and fulfil the Train Order.

Loading in the DOWN direction.

- If the train is to load in the DOWN direction, the Network Control Officer must issue a Train Order from Cryon to Beanbri with Shunt Access.
- The Train Order must include a Special Instruction; "Drivers must ensure the Departure Code for Cryon is not reported until the entire train is clear of the Cryon UP Yard Limit".
- Upon completion of the loading operation, the train will proceed to Beanbri to fulfil the Train Order.



General Arrangements

All work must be carried out in accordance with the relevant John Holland Rail (JHR) Network Rules and Procedures.

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

JHR CRN Web site

All relevant publications are available on the JHR CRN website www.jhrcrn.com.au.

Mayfield, 15 September 2017

Manager Network Operations
Mayfield Network Management Centre