

Bumberry

Use of non-commissioned Infrastructure

Implementation

Commencing 0800hrs Saturday 25th September 2021 until 2100hrs Sunday 5th December 2021, or until work is complete, John Holland Rail will undertake construction works as part of the Bumberry Crossing Loop Extension Project.

General

Approval is given for work trains and/or track vehicle/s to traverse non-commissioned turnout at 405.323km and occupy the non-commissioned track under construction at Bumberry between the non-commissioned turnout located at 405.323km and a STOP Block to positioned at a location to protect the Country end of construction in accordance with the requirements of *Network Rule CNWT 312*.

Non-commissioned turnout located at 405.323km must be secured in the normal position by point clip, XL lock and spiked when not in use.

A STOP Block must be placed in a position on the Country end of the track under construction before work trains and/or track vehicle/s are permitted to occupy the non-commissioned track.

Use of Uncommissioned Turnout

Approval is given for work trains and/or track vehicle/s to traverse non-commissioned turnout at 405.323km at Bumberry under the following conditions:

- The Protection Officer must arrange for an LPA or TOA to protect work train/s or track vehicle/s traversing the non-commissioned turnout.

The Protection Officer may arrange for Competent Workers to remove point clip, XL lock and spike, and manually operate the relevant non-commissioned turnout for the required movement.

The Protection Officer will be responsible for the following:

- Ensuring that the Maintenance Representative has certified that the turnout for the required movement is fit for use.
- Advising the Network Control Officer prior to commencing and on completion of any movements using the non-commissioned turnout.
- Ensuring that the points are set and secured in the correct position for the movement.
- Authorising the work train/s and/or track vehicle/s to proceed.
- Ensuring that after the work train/s and/or track vehicle/s has cleared the points and adjacent lines, the points are restored and secured in the normal position.

Occupation of non-commissioned track under construction.

- Approval is given for work train/s and/or track vehicle/s to remain on the non-commissioned track under construction during the passage of rail traffic on the adjacent Main line under the following conditions:
 - Work train/s and/or track vehicle/s MUST be stationary and performing no work unless the Main line is protected by a valid Work on Track Authority.

- Protection Officer must advise the NCO when work train/s and/or track vehicle/s will be occupying the non-commissioned track under construction during the passage of rail traffic on the Main line prior to fulfillment of the Work on Track Authority.
- When advised by the Protection Officer, the NCO is to include special instructions in the Train Order issued to affected rail traffic crews that stationary work train/s and/or track vehicle/s are occupying the non-commissioned track under construction at Bumberry.
- Work train/s and/or track vehicle/s may be stabled on the non-commissioned track under construction provided they are secured against unintended movement and a STOP block is placed in close proximity either side of the stabled work train/s and/or track vehicle/s.

Safeworking arrangements

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

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

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, 17 August 2021

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