

Griffith

Altered Safeworking Arrangements

from Tuesday 12th October to Thursday 28th October 2021

or until works are completed

Implementation

To allow rerailing and associated works, the following safeworking rule exceptions are authorised to protect the worksite during the operation of a Track Work Authority (TWA).

Safeworking arrangements

In exception to Network Rule, CNWT 306 Track Work Authority (TWA):

- In lieu of inner and outer handsignalers at the Country end of the worksite, a Stop block and Possession limit marker must be placed on the Junee to Griffith Branch line at 660.228km adjacent to the level crossing strike point sign for Crossing Street located between "X" MLI and "C" frame points for the duration of the TWA.
- "C" and "D" frame points must be clipped and XL locked in the normal position for the duration of the TWA.

Protection arrangements

Implementation of the TWA, prior to the implementation of the TWA, the Protection Officer (PO) must hold a Track Occupancy Authority (TOA) for Griffith Yard before the placement of the Stop block, possession limit marker, XL locks and point clips on "D" and "C" frame points. The PO must not fulfil the TOA for Griffith yard until assured that the TWA has been authorised and TWA worksite protection is in place. The TWA must remain in operation until such time that the Branch line is certified fit for traffic.

Associated Rail Traffic, the PO may arrange for the removal of the Stop block and possession limit marker at 660.228km and the operation of "D" and "C" frame points for the purpose of allowing rail traffic associated with the worksite to enter or exit the TWA limits. The PO must hold a TOA for Griffith Yard prior to the removal of the Stop block, possession limit marker, XL locks and point clips on "D" and "C" frame points. Immediately after the rail traffic movement to enter or exit the possession limits has been completed, the Stop block and possession limit marker must be re-installed on the Branch line at 660.228km adjacent to the strike point sign for Crossing Street Level crossing, "D" and "C" frame points must be clipped and XL locked in the normal position. The PO must not fulfil the TOA for Griffith yard until assured that the TWA worksite protection has been re-instated.

Fulfilling the TWA, after the track has been certified fit the passage of rail traffic, the PO must hold a TOA for Griffith Yard prior to the removal of the Stop block, possession limit marker, XL locks and point clips on "D" and "C" frame points.

NOTE All associated rail traffic entering and working within the TWA must be piloted.

JHR CRN Web site

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

Mayfield, 7 September 2021

Manager Network Operations
Mayfield Network Management Centre