



Contents

Locations, Interlockings, Platforms & Systems of Safeworking	2
Introduction	2
Locations of Level Crossings and Protection Provided.....	2
Introduction	2
Rail Traffic Accessing the Rothbury Siding.....	2
Boundary.....	2
Access to and From the Rothbury Siding	3
Before the Arrival/Departure of Rail Traffic	3
Rail Traffic Arriving at Branxton to gain access to Rothbury Siding.....	3
Rail Traffic Departing Rothbury Siding to gain access to the ARTC Network at Branxton	3
Operating within Rothbury Siding.....	4
Site Rules Within Rothbury Siding	4
Communication Protocols	4
Rothbury Siding General Arrangements	4
General Arrangements	4
Operation of Points	5
Rothbury Siding Speed	5
Shunting in Rothbury Siding.....	5
Narrow Track Centres in Rothbury Siding.....	5
Rothbury Diagram.....	6
Direction of Emergency Services to Site.....	6



Locations, Interlockings, Platforms & Systems of Safeworking

Introduction

The following table provides the location of Interlockings, platforms, their distance from Sydney, applicable Safeworking and how the points are unlocked.

Branxton Yard (excl) to Rothbury Siding (incl)

Km	Name	System of Safeworking	Points Unlocked by	Platform
215.674km	Branxton Interface (ARTC)	RVDS	Ground Frame	N/A
219.230km	Rothbury Siding	Yard Working	Hand Thrown	N/A

Locations of Level Crossings and Protection Provided

Introduction

The following table provides the location of level crossings, protection provided and their distance from Sydney.

Rothbury Yard

Km	Name of crossing	Crossing Type	Public/Private
219.450km	Access (Middle Yard Access)	Passive	Private
219.850km	Access (Eastern Yard Access)	Passive	Private

All Level Crossings within Rothbury are unprotected. Rail Safety Workers controlling movements must ensure level crossings are clear and protected before authorising rail traffic movements across them.

Rail Traffic Accessing the Rothbury Siding

Boundary

The boundary of the LVRS maintained infrastructure and ARTC maintained infrastructure is at 215.674km. LVRS maintain from the Down side of this boundary and ARTC maintain the Up side.

Any operator wishing to depart or enter Rothbury Siding at this interface must be an accredited Rail Operator under National Rail Safety Law and hold an Interface Agreement with the LVRS.



Access to and From the Rothbury Siding

LVRS is the Private Siding Manager and all other third-party operators must be authorised to operate on the Rothbury Siding subject to an Interface Agreement.

Before the Arrival/Departure of Rail Traffic

The LVRS Rothbury Site Manager shall be contacted and provided with train details for any movement in or out of Rothbury Siding.

Workers and Crews must wear PPE when conducting rail safety duties on the Rothbury Site.

Rail Traffic Arriving at Branxton to gain access to Rothbury Siding

When a train arrives at Branxton station the crew shall contact the ARTC Middle Hunter Network Controller for the release to operate the frame into the down siding. The crew may then take the release for 'C' frame.

The crew may then operate the frame to the down siding from the down main and the person operating the frame must contact the ARTC Middle Hunter Network Controller for **authority to pass any signal in the stop position** then give the authority to the driver of the train to proceed.

The train shall then pull in clear of the main line and the second person shall close the frame then contact the ARTC Middle Hunter Network Controller to ensure the release has been restored.

Train crew shall then shunt forward to the entrance of the siding and open the boundary gate before entering.

Train crew shall confer with the Site Manager before entering the Rothbury Siding

Rail Traffic Departing Rothbury Siding to gain access to the ARTC Network at Branxton

The train crew when departing the Rothbury Siding shall contact the ARTC Middle Hunter Network Controller on arrival at the stop sign at 215.843 kms and gain authority to depart the siding.

The train crew when clear of the siding shall confer with the Site Manager and advise that they are clear of the siding.

The train crew shall then advise the ARTC Middle Hunter Network Controller that they are ready to depart.

The crew, after being given the release by the ARTC Middle Hunter Network Controller will then be able to operate "C" frame and run onto the Down Main from the down siding after clearing of Signal BN109 or gaining **authority to pass any signal in the stop position**.

After restoring the release and confirming with the ARTC Middle Hunter Network Controller that the release has been restored the crew will notice that the ground subsidiary is showing no indication, indicating that all is normal, thus allowing the train/locomotives to advance. The crew shall obey the indication on Signal BN 106D.



Operating within Rothbury Siding.

A LVRS representative will be provided for any third-party movements into or within Rothbury Siding, rail traffic movements without this authority is prohibited to operate.

Once within Rothbury Siding, all train movements shall be carried out in accordance with LVRS operating procedures and on the authority of the Site Manager.

Site Rules Within Rothbury Siding

- All movements in the Rothbury Siding must be authorised by the Rothbury Site Manager.
- A maximum speed of 5km/h is allowed while operating within Rothbury Siding
- Obey all Signs and follow reasonable direction.
- Turnouts shall always be set for the correct route. Trailing through turnouts is prohibited.
- Be aware of other rail movements within Rothbury Siding and Narrow Track Centres.
- Be aware of road vehicles, especially at authorised crossings.
- Never give a signal to a road user that could be taken as permission to enter a level crossing.
- Ensure stabled vehicles are chocked correctly and handbrakes are applied as per LVRS Operator Specific Procedures.

Communication Protocols

Any person wishing to access the Rothbury Siding for external party works must contact the Site Manager and obtain appropriate authorisation.

Any person intending to access the rail corridor must comply with the communication requirements of the applicable Network Rules and Procedures and Interface Agreements (where required), including:

- Inform the Site Manager prior to accessing the corridor daily.
- Advise of location, purpose and scope of the stay.
- Establish and agree on communication between Site Supervisor and the group/individual accessing the corridor.
- Establish necessary protection if required
- Identify required PPE

Rothbury Siding General Arrangements

General Arrangements

Rothbury Siding is connected to the Down Siding at Branxton (ARTC Network)

For information on Branxton Yard instructions reference Network Information Book Middle Hunter Allandale (inc) to Singleton (inc) & Mt Thorley – Bulga – Wambo Branch Line OGW-30-16 by the following link;

https://www.artc.com.au/uploads/OGW-30-16_Book.pdf



All train movements within the Rothbury Siding must be authorised by the Site Manager. Major facilities include:

- A 420m single line track to connect Branxton to Rothbury Sidings
- Siding 1 @ 350m
- Siding 2 @ 800m
- Siding 3 @ 770m
- 70m Covered Shed over the western end of Sidings 2 and 3
- Other Sheds and Rails are on the Rothbury Siding Site but are unused

Operation of Points

All points within the Rothbury Siding are of the Non-Interlocked type and must be operated in accordance with the procedures set out in ANPR 745.

https://www.artc.com.au/uploads/ANPR_745_I3_Rev-1.pdf

Fixed and / or Shunting signals are not provided. All movements are authorised by hand signals or by verbal instructions.

Trailing through points is prohibited in the Rothbury Siding.

Rothbury Siding Speed

Maximum speed for all rail traffic within Rothbury Siding is 5km/h

Shunting in Rothbury Siding

Shunting will be undertaken in accordance with LVRS procedures and be authorised by the Site Manager.

Rail safety workers conducting shunting must hold the relevant qualifications and be able to produce a rail safety worker identification card upon request.

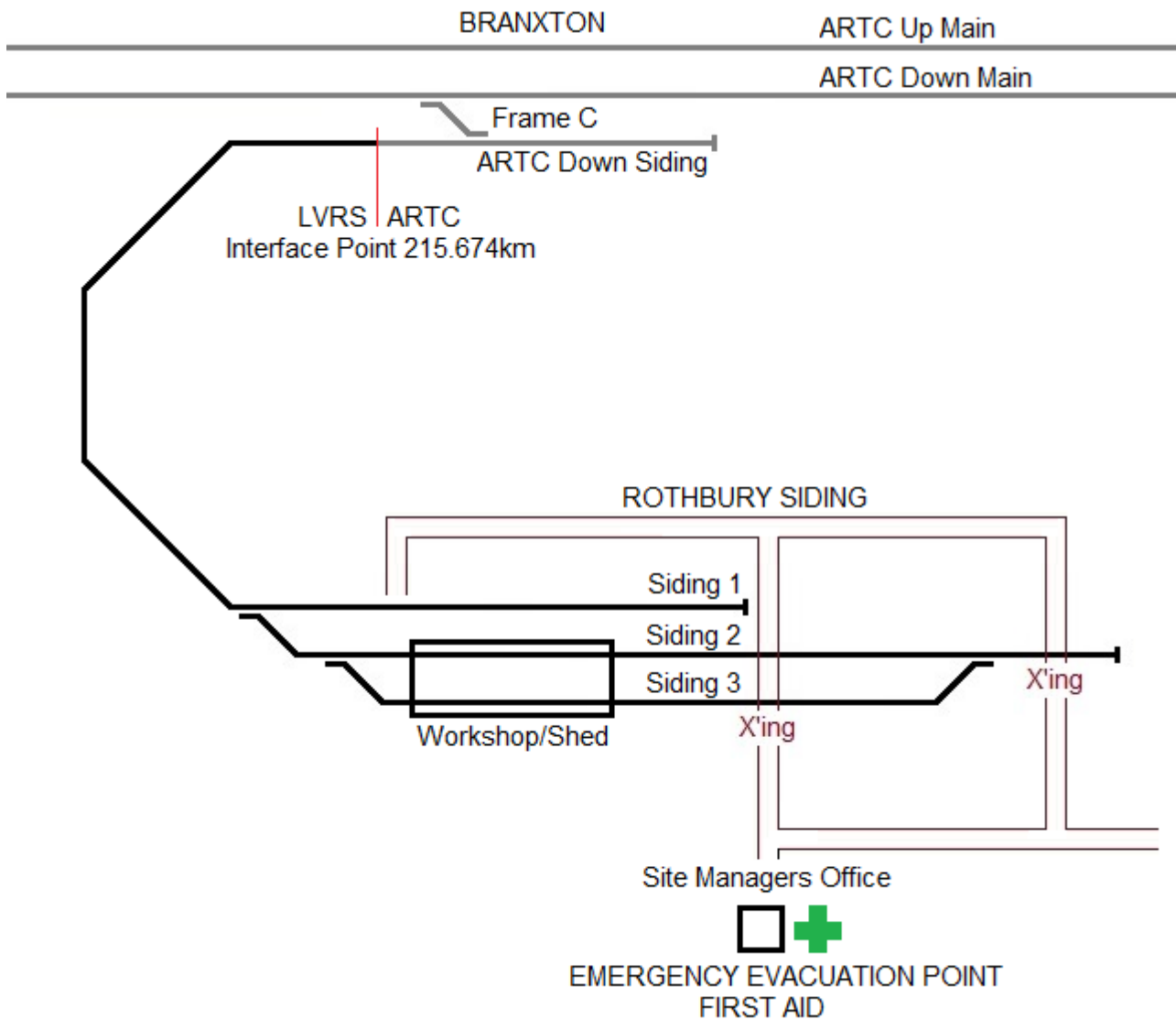
Lose shunting is Prohibited in Rothbury Siding.

Narrow Track Centres in Rothbury Siding

Workers are not to walk in-between moving rail traffic on parallel lines. Workers must also be cautious of adjacent lines and ensure they are safe while carrying out their duties



Rothbury Diagram



Direction of Emergency Services to Site

If an emergency on site requires Emergency Services to attend, they must be directed to the Rothbury Riot Memorial at North Rothbury on Wine Country Drive. The Site Manager will ensure either more details are given for directions or a worker is provided to show where to go.