## Document Control

**Document ID:**  Section 34 – Operating Procedure 80

Maryborough

**Created:** 28<sup>th</sup> August 2013

### Document History

<table>
<thead>
<tr>
<th>Date</th>
<th>Status</th>
<th>By</th>
<th>Reviewed</th>
</tr>
</thead>
</table>
| 25<sup>th</sup> August 2017 | Revision 17A -
- Previous document as issued on SW.0128/2013 updated and reformatted
- Include previous Section 34 – 79 and Section 34 – 81 as issued on SW.0128/2013
- References to Maryborough yard tracks removed – SW.0105/2017 | D.Kerry |          |
| 28<sup>th</sup> August 2017 | Issue as Revision 17.01 – SW.0120/2017 | D.Kerry |          |
CONTENTS

80. MARYBOROUGH ........................................................................................................... 4
1. LOCATION DESCRIPTION ........................................................................................... 4
2. OPERATION OF SIGNALLING ...................................................................................... 4
3. SAFEWORKING SYSTEMS ......................................................................................... 5
4. UP TRAINS DEPARTING MARYBOROUGH ................................................................. 5
5. STANDARD GAUGE TRAINS ....................................................................................... 5
6. MARYBOROUGH LOCOMOTIVE DEPOT ................................................................. 6
7. SIGNALLING AT MARYBOROUGH ............................................................................. 8
8. POINTS ....................................................................................................................... 9
9. DEFECTIVE SIGNALS ............................................................................................... 10
10. MANUAL OPERATION OF SECURITY GATES ........................................................... 11
11. MASTER KEY SECURING BOX ............................................................................... 12
80. MARYBOROUGH

1. LOCATION DESCRIPTION

Maryborough is a broad-gauge crossing location. Maryborough consists of No 1 and No 2 Roads with a platform on No 1 Road. No 1 Road and No 2 Road at Maryborough are defined as Running Roads. Trains are not permitted to be stabled, or left unattended on No 1 Road or No 2 Road at Maryborough.

The Maryborough locomotive depot and stabling sidings are located at the down end of Maryborough.

2. OPERATION OF SIGNALLING

All signalling equipment at Maryborough is operated from Centrol. A ‘Phoenix’ control system is provided at Centrol to control these Signalling arrangements and comprises a Single Visual Display Unit (VDU). The Train Controller will be considered as the Signaller and will be responsible for the operation of the fixed Signals using a Visual Display Unit. Commands to operate signalling, and point work are by via Entry – Exit Commands or via menus displayed on the screen when required to operate or block the points and Signals individually. Commands for signal operation comprise of –

*Signal Clear/ Cancel/ Low Speed/ Block.*

Commands for point operation 1 comprise of *Points Normal/ Reverse/ Block.*

Local Train Radio Channel 1 is provided for communications between Train Crews and the Train Controller.
3. SAFEWORKING SYSTEMS

The Corridor between North Ballarat and Maryborough is operated under the Rules of Automatic and Track Control as described in Section 16 and Section 36 of the 1994 Book of Rules and Operating Procedures.

Maryborough is classified as an Attended Train Order Terminal Station for the Maryborough – Yelta – Korong Vale Train Order Territories.

The ‘Commence Train Order Working’ and ‘End Train Working’ boards are located adjacent to Signal Post MYB 28 at Tullaroop Road Level Crossing.

The area within the Home Signals MYB 2, MYB 4, MYB 24 and MYB 28 is considered to be Station Limits.

The Ararat – Maryborough Corridor is currently under the cover of an Absolute Occupation.

Train Movements on the Moolort Corridor are currently suspended as advised in separately issued TON Notice.

4. UP TRAINS DEPARTING MARYBOROUGH

Inkerman Street Level Crossing located at the Up end of Maryborough, is provided with Flashing lights and Boom Barriers.

To prevent excessive operation of this Level Crossing, Signals MYB 10, MYB 12 are not be operated until conformation is received from the Train Driver that the movement is ready to be undertaken.

5. STANDARD GAUGE TRAINS

Standard Gauge movements will not operate on Ararat – Maryborough Line or between Maryborough and Dunolly without prior approvals.

Special Instructions will be issued prior to any such movements taking place.
6. MARYBOROUGH LOCOMOTIVE DEPOT

The Maryborough locomotive depot sidings lead from the Maryborough – Moolort Line via No 21 Points, which form a connection facing down trains No 13 points then form a facing connection for Down movements to either the Locomotive Depot Sidings or the Train Stabling and is operated by a Dual Control Point Machines.

a. Fuel Point Sidings

The Fuel Point Sidings consist of three separate tracks leading up to Dwarf Signal MYB 22

Roll out protection is provided by No 23 derail and wheel crowder operated by a Dual Control Point Machine.

Hand operated gates are provided across the three tracks, the opening and closing of these gates is the responsibility of the Train Crew.

*The Hand gates are not detected through the Signalling System* and Train Crews are to ensure the gates are secured in the open position prior to a movement to or from the Locomotive Depot Sidings.
b. Train Stabling Siding

The Train Stabling Siding is a Single-Track Siding leading from No 13 Points. Roll out protection is provided by a derail and wheel crowder operated by a Dual Control Point Machine that work in conjunction with No 13 Points.

Dwarf Signal MYB 20 is provided for movements from the Stabling Siding towards Signal Post MYB 26A. A fenced compound is provided at the Train Stabling Siding, standing room of 180 meters is available between Dwarf Signal MYB 20 and the end of the siding.

Security Gates No 25 is provided in advance of Dwarf Signal MYB 20.

Operation of No 25 gates is interlocked with the applicable fixed signal for a movement to or from the Train Stabling siding and can be operated separately from the VDU or when operating the applicable Signal route.
### 7. SIGNALLING AT MARYBOROUGH

The following Three Position LED Style Light Signals are provided at Maryborough

*Signalling for Standard Gauge movements at Maryborough is not operational*

<table>
<thead>
<tr>
<th>Signal</th>
<th>Description</th>
<th>Applicable Routes</th>
<th>Aspects displayed</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM 2207</td>
<td>Down Automatic</td>
<td>Single Line towards MYB 4</td>
<td>Normal Speeds</td>
</tr>
<tr>
<td>MYB 2</td>
<td>Down Home</td>
<td><em>From Ararat</em> Standard Gauge Signalling secured at the stop position</td>
<td></td>
</tr>
<tr>
<td>MYB 4</td>
<td>Down Home</td>
<td>Ballarat Line towards MYB 6</td>
<td>Normal, Medium and Low Speeds</td>
</tr>
<tr>
<td>MYB 6</td>
<td>Down Home</td>
<td>Single Line towards No 1, No 2</td>
<td>Normal, Medium and Low Speeds</td>
</tr>
<tr>
<td>MYB 8</td>
<td>Up Home Departure</td>
<td>To Ballarat Single Line Section</td>
<td>Medium Speeds</td>
</tr>
<tr>
<td>MYB 10</td>
<td>Up Home</td>
<td>No 1 Road towards MYB 8</td>
<td>Normal, Medium and Low Speeds</td>
</tr>
<tr>
<td>MYB 12</td>
<td>Up Dwarf</td>
<td>No 2 Road towards MYB 8</td>
<td>Clear Low Speed Low Speed Caution</td>
</tr>
<tr>
<td>MYB 14</td>
<td>Up Dwarf</td>
<td>Secured at the stop position</td>
<td>Stop</td>
</tr>
<tr>
<td>MYB 20</td>
<td>Up Dwarf</td>
<td>Stabling Siding towards MYB 26</td>
<td>Low Speed</td>
</tr>
<tr>
<td>MYB 22</td>
<td>Up Dwarf</td>
<td>Locomotive Depot Sidings towards MYB 26</td>
<td>Low Speed</td>
</tr>
<tr>
<td>MYB 26</td>
<td>Up Home</td>
<td>Single Line to No 1, No 2 Roads</td>
<td>Normal, Medium and Low Speeds</td>
</tr>
<tr>
<td>MYB 28</td>
<td>Up Home</td>
<td>Dunolly Single Line towards MYB 26</td>
<td>Normal, Medium and Low Speeds</td>
</tr>
<tr>
<td>MYB 30</td>
<td>Down Home</td>
<td>No 1 Road to Dunolly Line, Locomotive Sidings or Stabling Siding</td>
<td>Normal, Medium and Low Speeds Low Speed applies only to Stabling Siding and Locomotive Depot Sidings</td>
</tr>
<tr>
<td>MYB 32</td>
<td>Down Dwarf</td>
<td>No 2 Road to Dunolly Line, Locomotive Sidings or Stabling Siding</td>
<td>Clear Low Speed Low Speed Caution Low Speed Caution applies only to Stabling Siding and Locomotive Depot Sidings</td>
</tr>
<tr>
<td>MYB 34</td>
<td>Down Dwarf</td>
<td>No 3 Road</td>
<td>Secured at the stop position</td>
</tr>
<tr>
<td>N 2274</td>
<td>Up Repeating</td>
<td>Dunolly Single Line towards MYB 28</td>
<td>Warning, Clear and Reduce to Medium Speed</td>
</tr>
</tbody>
</table>
c. Dwarf Signals

Dwarf Signals MYB 12, MYB 14, MYB 20, MYB 22, MYB 32 and MYB 34 will display a purple light at the normal position

Dwarf Signals MYB 12, and MYB 32 will display low speed caution and clear low speed aspects

When a ‘Clear Low Speed’ indication is displayed on Dwarf Signal MYB 12 at the Up end of Maryborough or Dwarf Signal MYB 32 at the Down end of Maryborough, the speed restriction specified will only apply until the whole of the train has cleared the points

8. POINTS

The following points are operated by Dual Control Point Machines

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Points 5</td>
<td>Up end of yard from Single Line towards to No 2 Road</td>
<td>Works with derail and wheel Crowder in No 2 Road up side Inkerman Street Level Crossing</td>
</tr>
<tr>
<td>Points 9</td>
<td>Up end of yard from No 2 Road to No 3 Road</td>
<td>Secured in the normal position</td>
</tr>
<tr>
<td>Points 13</td>
<td>Down end of yard from Locomotive Depot Sidings towards Stabling Siding</td>
<td>Works with derail and Wheel Crowder in Stabling Siding.</td>
</tr>
<tr>
<td>Points 15</td>
<td>Down end of yard from No 2 Road to No 3 Road</td>
<td>Works with derail and Wheel Crowder in No 3 Road – secured in the normal position</td>
</tr>
<tr>
<td>Points 17</td>
<td>Down end of yard from No 1 Road to No 2 Road</td>
<td>Works with derail and Wheel Crowder in No 2 Road</td>
</tr>
<tr>
<td>Points 19</td>
<td>Down end of yard from Main Line towards Moolort Line</td>
<td></td>
</tr>
<tr>
<td>Points 21</td>
<td>Down end of yard from Moolort Line towards Locomotive Depot Sidings</td>
<td></td>
</tr>
<tr>
<td>Points 23</td>
<td>Derail and wheel Crowder at exit from Locomotive Depot Sidings</td>
<td></td>
</tr>
</tbody>
</table>

d. Auto Normalising of Points at Maryborough

An ‘Auto – Normalising’ Feature will self-restore the points listed below to the Normal position, 10 seconds after the Train Movement is clear of the applicable Track Circuits.

- No 5 Points and derail and wheel crowder leading to the Up end of No 2 Road
- No 13 Points and derail and wheel crowder leading from the Stabling Sidings
- No 17 Points and derail and wheel crowder at the Down end of No 2 Road
- No 23 Derail and Wheel Crowder leading from the Locomotive Depot Sidings

In the event that the Train Controller requires the points listed above to be held in the Reverse position, a Blocking Command must be applied.
9. DEFECTIVE SIGNALS

In the event of a failure of a fixed signal at Maryborough, the following must be observed.

The Driver must
- Communicate with the Train Controller.
- State their name and grade,
- the train number or locomotive number
- The originating station and destination of the train.

The Train Controller must:
- Observe the Visual display unit and ensure the relevant points are detected in the required position.
- If positive detection is not available on the relevant points, the Train Controller must arrange for the Driver to place the Selector lever of the dual control points into the ‘Hand’ operating position and then operate the Hand Throw lever to the required position.
- The Driver must advise the Train Controller when the points have been manually operated to the required position.
- The points may be left in the ‘Hand’ operating position after the train has departed.
- The Train Controller must advise the Driver as to whether the points may be left in the ‘Hand’ operating position.

The Train Controller must then transmit the contents of the Caution Order to the Driver, It will not be necessary for the Driver to take down the details.

The Driver must repeat back:
- the Caution Order number;
- The number of the Signal concerned.
- The Train Controller and Driver must exchange names.

In the event of a failure of a Dwarf Signal, the Train Controller may grant verbal authority for the Driver to pass the Dwarf Signal at the ‘Stop’ position.

<table>
<thead>
<tr>
<th>SIGNAL</th>
<th>CAUTION ORDER REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>MYB 2</td>
<td>2377</td>
</tr>
<tr>
<td>MYB 4</td>
<td>2377</td>
</tr>
<tr>
<td>MYB 6</td>
<td>2377</td>
</tr>
<tr>
<td>MYB 8</td>
<td>2367</td>
</tr>
<tr>
<td>MYB 10</td>
<td>2377</td>
</tr>
<tr>
<td>MYB 12</td>
<td>Verbal instructions</td>
</tr>
<tr>
<td>MYB 20</td>
<td>Verbal instructions</td>
</tr>
<tr>
<td>MYB 22</td>
<td>Verbal Instructions</td>
</tr>
<tr>
<td>MYB 24</td>
<td>2377</td>
</tr>
<tr>
<td>MYB 26</td>
<td>2377</td>
</tr>
<tr>
<td>MYB 28</td>
<td>2377</td>
</tr>
</tbody>
</table>
10. MANUAL OPERATION OF SECURITY GATES

If the gates at the Passenger Stabling siding fail to operate, 2 number V5PSW operated key switches are provided for local operation in locked boxes on the up side of the Security gates and opposite MYB 20 Dwarf Signal.

These key switches are only to be operated after the Train Controller has granted permission.

Permission must be obtained for every operation of the gate.

The key can only be removed from the key switch when in the “Remote Position”

a. Manually opening the gates for Rail Traffic

If the Train Controller is unable to open the gates for rail traffic from the Signalling VDU the following will apply

A competent employee will be required to be in attendance at the Stabling Siding Security Gates and will request permission from the Train Controller to operate the gates manually.

The Train Controller and the competent employee must jointly ensure there are no train movements approaching prior to permission being granted.

The competent employee will open the locked box and ensure the V5PSW Key switch is in the “Remote” Position.

The competent employee will then place the key switch to the local control position and ensure the “Local Control” light is illuminated.

Operation of the key switch to local control will also be indicated on the Signalling VDU.

The “Gate Open” push button must be operated and held in until the “gate open” light is illuminated. Operation of the gates will be indicated on the Signalling VDU.

If no further local operation of the gates is required, the Train Controller can then authorise the key switch to be placed to the “Remote Control” position and the V5PSW key removed from the key switch.

The competent employee must observe that the local Control light at the key switch is extinguished.

The local Control indication on the VDU will be extinguished.

b. Operation of fixed signals

While the gates are in local control but are detected in the open position the Train Controller will be able to operate the applicable fixed signals as normal.
11. MASTER KEY SECURING BOX

A Master Key securing box is provided in the Meal Room at Maryborough Station. The purpose of the Master Key securing box is to permit the Master Keys applicable to the Maryborough – Yelta, Sea Lake - Manangatang Train Order Territory to be held securely when not in use and for a Master Key to be released by the Train Driver or competent employee under the instructions of the Train Controller at Central.

The Door to the Master Key securing box is secured by an electronic keypad that is operated by a code.

a. Operation of Master Key Securing Box

When required to operate the Master Key securing box; the Driver must:

- Contact the Train Controller and request the Electronic Code for the Master Key securing box
- Insert the Electronic Code into the keypad, if the correct code has been inserted a green light will be illuminated above the key pad, then turn the handle within 4 seconds to open the door.
- After removing the Master Key from the Master Key securing box, close the door and turn the handle, the door will then again be locked
- Advise the Train Controller when in possession of the Master Key and the number of that key.

- Trains returning to Maryborough from the Train Order Territory prior to fulfilling the Train Order, are to secure the Master Key in the securing box, and to advise the Train Controller at Central when fulfilled the Train Order
- Movements of Master Keys must be recorded by Train Crews in the Record Book located in the Master Key Securing Box

b. Recording on the Train Graph

The Train Controller Central is to endorse on the Train Graph when the Master Key has been released and secured in the Master Key securing box.
c. **Failure to insert the Correct Electronic Code**

In the event that the incorrect code is inserted in the keypad four times, then a period of five minutes must elapse before a further attempt is made to operate the Master Key securing box.

d. **Failure of Master Key securing box.**

In the event of the Master Key securing box failing to operate, the Train Controller is to advise the Manager Network Signalling.

The Manager Network Signalling will then arrange for a competent employee to attend at the location at where the Master Key is required for Shunting requirements.

A suitable Master Key from an adjacent Train Order corridor is permitted to be used in these circumstances.

The competent employee will be required to retain the Master Key at the Shunting location and to return the Master Key to an attended location on completion.

Transferring of the Master Key is to be carried out in accordance with Rule 37 Section 18 of the 1994 Book of Rules and Operating Procedures, after obtaining permission from the Train Controller.

When it is known that a competent employee will be in position with a Master Key there will be no requirement for the effected trains to operate with a Corridor Master Key.

e. **Alteration of Electronic Code.**

The Manager Network Signalling is to periodically arrange for a competent employee to attend at Maryborough and to insert a new Electronic Code into the Master Key securing box.

When the code has been changed details of the new code are to be given to the Train Controller Centrol utilising the provided form.

The Train Controller is to fill up a copy of the form and confirm the details of the updated code with the competent employee at Maryborough.