

Notice type	SAFE Notice
Title	Track Machine movement from Perway Siding over uncommissioned 53 points, Bromelton

AFFECTED AREA

Network Control	Control Centre NCCS (Juee) Boards North Coast B
Network Area	Corridor North Coast Locations Bromelton Loop Kilometrage 930.869 - 932.637 km

EFFECTIVE PERIOD

Date and time	From/at Wed, 14 Jan 2026 12:00 AEST	To Thu, 15 Jan 2026 12:00 AEST
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REFERENCE DOCUMENTS

Other notices	Empty
Train Alteration Advice	Empty
Route Access Standards	Empty
NIBs	OGW-30-22

OPERATING CONDITIONS (GENERAL DETAILS)

Track Machines will be required to intermittently stable in the Perway Siding at Bromelton via 53 Points (B Frame) at 931.553km.

The 53 Points are fitted with a Westinghouse Point Machine and a Derailer located inside of the Perway Siding, however the machine has not been commissioned, and is not connected to the interlocking making it only available for hand-throw operation. The points are double clipped, 'XL' locked and spiked, and the throw over handle is also 'XL' locked.

SAFEWORKING ARRANGEMENTS

All work must be carried out as per the appropriate ARTC Network Rules and Procedures.

IMPORTANT: The 53 Points can only be manually operated and must be clipped and locked in position prior to traversing, in accordance with the ARTC NSW Network Procedure ANPR 743 Manually Operating Handthrow Electric Points.

Prior to each usage of the 53 Points:

- A Maintenance Representative must first certify that both 53 Points and the Perway Siding are fit for the movement of rail traffic (track machines).
- A TOA must be in place that at a minimum covers Bromelton Loop Line.

At the time of usage of 53 Points:

- A Competent Worker must first confer with the Network Controller, who will:
 - Ensure that a TOA is already in place, and
 - Give authorisation for the track machines to enter or exit the Perway Siding, and
 - Give authorisation to remove the existing point clips, 'XL' locks, and spikes.

And

- **BOTH** a Maintenance Representative and a Competent Worker must work together to:
 - Remove the point clips, 'XL' locks and spikes, and
 - Manually operate the points to Reverse position and ensure the route is set correctly, and
 - Apply point clips and locks to secure the points in the Reverse direction, and
 - Ensure the Derailer has been removed from the Perway Siding, and
 - Give authorisation to the Track Machine Operator to advance over 53 points to enter or exit the Perway Siding.

After each movement is completed:

- **BOTH** a Maintenance Representative and a Competent Worker must work together to:
 - Remove the point clips and locks, and
 - Restore 53 points back to Normal position, and
 - Ensure that the Derailer on the Perway Siding is reset to the derail position, and
 - Restore the point clips, 'XL' locks and spikes, and
 - Advise the Network Controller that the points have been resecured in the Normal position.

Note: The Derailer will require two (2) people to throw it over as it is extremely heavy to operate.

IMPORTANT: A Signal Electrician must be in attendance on each occasion to ensure 53 Points are correctly locked in the Reverse direction for each movement, restored for the Normal direction with the point clips, 'XL' locks and spikes correctly after each movement, and that the Loop Line track circuits are correctly indicating on the Network Controllers workstation once each movement is completed.

ADDITIONAL DETAILS

Note: The North Coast B Phoenix workstation shows a Frame Release for 53 Points, as the points are not commissioned and not interlocked to the Bromelton location, the Network Controller is not required to 'drop' the release in order for the points to be manually operated.

Recipients must ensure this Notice is circulated to and understood by all personnel affected by, or needing to know, its content. This Notice must be issued to all affected Competent Workers. Competent Workers who receive this Notice must follow the requirements.

CONTACTS

Matt Yates	Project Manager - Track & Civil	0455066625
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APPROVED BY	Delivery Support Manager South	10/11/2025
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