KiwiRail

Local Network Instructions:

L3.2 Marton - New Plymouth Line and Branches

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1. General Instructions

Heat Sheets

The Daily Heat Sheets for the MNPL and Branches can be found here.

1.1 Bulletins

Terminals must be supplied with all bulletins for the areas shown:

Terminal	All Bulletins Affecting
Palmerston North	• Taumarunui-Wellington • Stratford-Marton • Wanganui Freight Branch • Castlecliff Branch • Palmerston North-Napier
Whareroa	• Marton-New Plymouth Line • Marton-Longburn • Kapuni Branch
New Plymouth	• Marton-New Plymouth Line • Marton-Palmerston North • Kapuni Branch

1.2 Automatic Signalling Rules

Trains are signalled by Train Controllers under Automatic Signalling Rules between:

- Marton and Wanganui
- Lepperton and New Plymouth

1.3 Track Warrant Control

The Track Warrant Control system operates between:

- Wanganui and Whareroa
- Whareroa and Lepperton
- Kapuni Branch

Interlocked stations	• Manutahi • Stratford
Warrant stations	• Kai Iwi • Waitotara • Patea • Te Roti Junction • Eltham
Intermediate boards	• Westmere • Symes Road • Maxwell • Nukumaru • Brewer Road • Waipipi • Kakaramea • Mokoia • Normanby • Tariki • Browns
TW Lever Locked sidings	• Waverley Siding • Hawera Siding

1.4 Shunting Trains and Light Locomotives

1.4.1 Arrangements

The area, hours, and work of shunting trains will be arranged and advised by the Team Leader. Work required by the Access Provider is authorised by the Team Leader, in conjunction with the Train Controller. Shunting trains and light locomotives may run as arranged by each Team Leader within their respective area and directed by the Train Controller.

1.4.2 Crewing

When shunting trains and light locomotives are running under ATC conditions, the Train Controller must be advised.

The Train Controller must endorse the train control diagram alongside the plot line for the intended movement.

1.5 Axle Counters

Signalling Interlocking uses continuous track-circuiting and/or axle counters to:

- detect the presence of rail traffic
- prevent following and opposing rail traffic entries into occupied sections of track
- provide advanced warning of the status of the next signal.

If an axle counter track section still indicates ‘occupied’ after a train has exited the section of track, an axle counter reset must be undertaken.

1.5.1 Axle Counter Reset Requirements

For most instances, the reset process will require a co-operative reset between the Train Controller and the Operator.

When a track section is showing ‘occupied’ after the passage of a train:

The Train Controller must:

1. Confirm that the last signalled train movement has left the section complete and intact.
2. Confirm that the track indicates as ‘occupied’ and displays ‘red’ on the panel.
3. Initiate a ‘reset’ in accordance with Local Signalling Instructions.
4. Contact the Operator of the next movement and instruct that a ‘sweep’ is to take place.
5. Set the route and authorise the movement (usually by Low-Speed Signal Aspect or Verbal – Starting Signals).

The Operator must:

1. Proceed at low speed being prepared to find and stop short of:
   a. an obstruction,
   b. a displaced rail, or
   c. defective level crossing warning equipment.
2. Once clear of the section of track to which the signal applies, confirm with the Train Controller that the train has left the section and is complete.

This action will normally restore the axle counter to the unoccupied state.

1.5.2 Failure of Normal Axle Counter Reset Process

If the ‘sweep’ movement fails to reset the track section to the unoccupied state:

- A Signals Maintenance Representative must be in attendance.

- Confirm that the last signalled train movement has left the section complete and intact.
- This will indicate a fault that will require a co-operative reset between the Train Controller and a Signals Maintenance Representative.

IMPORTANT
Before authorising the Signals Maintenance Representative to operate the reset button, the Train Controller must confirm that the affected section to be reset is clear of rail vehicles.

1.5.3 Hi-Rail Vehicle Movements

Hi-Rail vehicle movements are only allowed to completely proceed through the axle counter area.

On / off tracking within the axle counter area is prohibited.

NOTE
Hi-Rail Vehicle (less than 2000kg, i.e., LIV's) movements may only occur, when Signals Maintenance Representatives are in attendance to reset axle counters.

The Train Controller must confirm a Signals Maintenance Representative is in attendance to reset axle counters before authorising the movement(s).

Reason: Risk of Axle Counter Interference.

The Train Controller must:

- follow the procedures in **TS12 Hi-Rail Vehicles, 4. Protection Requirements**
- ascertain that there will be no conflicting movements during the time required by the Hi-Rail vehicle to travel through the area
- apply **TS06 Blocking** to prevent trains from entering the occupancy area.

1.5.4 New Plymouth – Moturoa

The axle counters installed between New Plymouth and Moturoa block section is an overlay system used for the pedestrian level crossings operation (Wind Wand, War Memorial, Weymouth Street & Cutfield Road).

Thus, the axle counters are not indicated on the train control panel.

If an axle counter track section still indicates 'occupied' after a train has exited the section of track, it will be necessary to undertake an axle counter reset locally.

Local Reset Process:

1. a Signals Maintenance Representative must be in attendance
2. the Train Controller confirms that the last signalled train movement has left the section complete and intact
3. the Signals Maintenance Representative operates the blue reset button

Rail Vehicle Movements:

The axle counters are configured to ignore Hi-Rail vehicle movements to prevent the axle counter reset requirements if the number of axle counts are 3 or fewer. In case of successive Hi-Rail vehicle movements over these axle counters, there must be a minimum of one minute gap maintained between the vehicles to avoid the axle counters reset requirements.

1.5.5 Track Evaluation Car EM80 or NDT Test Car (Speno) [when testing]

Due to a risk of axle counter interference from recording wheels, the movement of track evaluation car EM80 **or** NDT Test Car [when testing] must only occur when a Signals Maintenance Representative is in attendance or arrangements made for Infrastructure personnel to reset axle counters.

1.6 Maximum Speeds

Motive Power Type	Speed km/h
DC, DFT, DXB, DXC and DXR	100
DL	80

1.6.1 Marton – New Plymouth Line

Portion of Line	Kilometres per hour		
Marton–New Plymouth	P	Exp F	F
	70	**70**	**55**
EXCEPT			
ZWF and ZWT wagons and TSF containers on HKK, IA, IAB, IAC, IH, IHR and UK type wagons through Tunnel 1	..	25	25
ZWF and ZWT wagons and TSF containers on HKK, IA, IAB, IAC, IH, IHR and UK type wagons through Tunnel 3	..	25	25
Between 42.85 km and 48.50 km	40	40	40
129.83 km and 130.76 km through Whareroa Station limits	25	25	25
New Plymouth – 211.50km (between New Plymouth and Moturoa)	50	50	50
EXCEPT			
Between 204.90 km and 205.10 km	25	25	25
211.50 km and Breakwater	25	25	25

NOTE

Only trains departing Manutahi Loop only may travel up to 40 km/h along the loop and through points.

TO10 Network Line Speeds, **4. Line Speeds** is modified accordingly.

1.6.2 Wanganui Freight Branch

Portion of Line	Kilometres per hour
	F
Marshalling Yard – Freight Yard	25

1.6.3 Castlecliff Branch

Portion of Line	Kilometres per hour
	F

Portion of Line	Kilometres per hour
Freight Yard – Castlecliff	25
Except	
Over Bedford Avenue level crossing at 0.806 and 0.922km	10 #
Heads Road level crossing at 1.986 and 2.198km	10 #
# Once on the level crossing, the rail movement may resume normal line speed	

1.7 Whistle Boards

Track Meterage		Locations at or Between	Warning for
For "Down" trains km	**For "Up" train km**		
*92.65	*92.20	Waverley Siding and Patea	*Trucks & horses entering and departing Waverley Racecourse
..	106.02	Patea and Manutahi	Private level crossing

* Applies 0500 to 2000 hours daily.

2. Level Crossings

2.1 Automatic Alarms

Except where the name of the crossing is prefixed by a symbol, the standard equipment consisting of flashing lights and bells is installed at level crossings listed in this instruction.

Symbol	Meaning
A	Bell signals operate during restricted hours
B	Barrier arms also provided
C	Fitted with strobe lights
D	Fitted with Level Crossing Predictor
E	Bell signals and signs worded “TRAIN COMING” operates when a train is approaching
G	Pedestrian automatic gates also provided
H	Bell signals only
M	Manual Control instructions on following pages.
O	Equipped with control panel to switch alarms off
P	When a power failure occurs and Points Indicators have been illuminated or a signal cleared for a movement, these level crossing alarms will continue to operate for up to four minutes before cancelling. Under these conditions the Operator should approach the crossing with caution even if the alarms are operating.
R	Fitted with Remote Control for Hi-Rail vehicles
S	Fitted with special level crossing manual control panel
X	Enlarged white side lights.

NOTE

As a trial, the flashing lights have been fitted with red flashing side lights which when illuminated indicate to Operators of approaching trains that the alarms are working.

Unless otherwise stated, level crossing alarms will start and cancel automatically for the passage of trains.

In signalled areas the alarms will operate in conjunction with the signals leading over them. If it is necessary to pass a signal at “Stop”, all or some of the alarms in the section ahead may not operate correctly. In a number of cases alarms will operate in conjunction with signals controlled by a local panel. Pressing the “Clear” button will initiate the alarms and after a short delay the signal will clear. Pressing the “Stop” button will restore the signals to Stop and after a time delay the alarms will stop.

At TWC motor point loops the alarms will operate in conjunction with the signals / indicators leading over them. “Alarms Start Here” boards may be provided to indicate where the alarms start. If it is necessary to pass these boards, but not the signal/indicator, the indication should be cancelled. If a train is required to pass a signal/indicator at “Stop” the alarms may not operate correctly.

Crossings fitted with Level Crossing Predictors do not have a fixed starting point; rather the warning time for the automatic alarms is computed from the speed of the approaching train. Therefore, through movements approaching the crossing should not accelerate but maintain constant speed after passing a point approximately 500 metres from the crossing. If a movement stops on the approach to the crossing, provided it is not within 15 metres of the crossing, the alarms will cancel. When the movement restarts, the alarms will also restart automatically but the warning time may be reduced. The Operator must observe that the alarms are operating before proceeding over the crossing.

To avoid excessive operation of alarms when shunting, or for non-automatic operation, manual controls consisting of “Start” and “Cancel” buttons are provided as shown below. Alarms started manually will cancel automatically when the train clears the crossing unless otherwise stated. Once the alarms have been manually cancelled all subsequent operations must be manually operated until the train leaves the area. Under manual control the Operator must check the alarms are operating before proceeding onto the crossing. Where barrier arms are provided the Operator must wait until the barriers are fully down before proceeding onto the crossing.

When manually cancelled or cancelled automatically after the train has passed over the crossing, if the train remains in the track circuit controlled area for a prolonged period the alarms may reactivate and should be manually re-cancelled.

IMPORTANT
Manual controls must not be used to cancel alarms operating due to fault conditions.

2.2 Marton – New Plymouth Line

Km	Feature	Crossing	Locations at or between
0.27	B S	King Street	Marton
2.08	A	Pukepapa Road	Marton and Ruatangata
10.2	B R S	Bonny Glen	Marton and Ruatangata
35.61		Okoia Road	Ruatangata and Wanganui
41.81	A B S	Holyoake Street	Wanganui
42.38	A B S	Poutini Street	Wanganui
42.87	B S	Somme Parade	Wanganui
49.98		Western Line	Westmere IB and Symes Road IB
85.62		Lower Okotuku Road	Brewer Road IB and Waverley
89.73	M	Oturi Road	Waverley
122.89		Mokoia Road	Manutahi and Whareroa
129.90	P R	Whareroa Road	Whareroa
132.03	M	High Street	Whareroa and Hawera
132.74	M #	Tawhiti Road	Hawera
134.15		Turuturu Road	Hawera and Normanby
137.06		Ohangai Road	Hawera and Normanby
137.95	B R S	Egmont Street	Hawera and Normanby
151.46	M R	London Street	Eltham
151.62	M R	Bridge Street	Eltham
152.30	M R	George Street	Eltham
152.66	M	Clifford Street	Eltham and Stratford
156.31		Finnerty Road	Eltham and Stratford
157.81		Climie Road	Eltham and Stratford
159.36	B R S	Bird Road	Eltham and Stratford
160.36	R	Hills Road	Eltham and Stratford
161.88	A B S	Fenton Street	Stratford
162.26	B S	Regan Street (SH43)	Stratford
162.57	R	Seyton Street	Stratford and Tariki IB
162.85	R	Pembroke Road	Stratford and Tariki IB
163.82	D	Flint Road	Stratford and Tariki IB

Km	Feature	Crossing	Locations at or between
167.45	R	Beaconsfield Road	Stratford and Tariki IB
168.07		Kent Terrace	Stratford and Tariki IB
169.48	B R S	York Road	Stratford and Tariki IB
174.05	A	Old Mountain Road	Tariki IB and Browns IB
174.35	A R	Surrey Road	Tariki IB and Browns IB
178.24	R	Norfolk Road	Browns IB and Lepperton
180.34	B R S	Durham Road	Browns IB and Lepperton
182.58	R	Dudley Road	Browns IB and Lepperton
183.24	A R	Standish Street	Browns IB and Lepperton
183.56	A B R S	Rata Street (SH3A)	Browns IB and Lepperton
183.81	A R	Carrington Street	Browns IB and Lepperton
184.07	R	Humphries Street	Browns IB and Lepperton
184.92		Hursthouse Road	Browns IB and Lepperton
194.43	R	Manutahi Road	Browns IB and Lepperton
199.66	R	Corbett Road	Lepperton and New Plymouth
201.09	R	Paraite Road	Lepperton and New Plymouth
202.01	R	Henwood Road	Lepperton and New Plymouth
205.45	A	Queens Road	New Plymouth and Moturoa
208.92	G R S	Wind Wand Pedestrian	New Plymouth and Moturoa
209.07	G R S	War Memorial Pedestrian	New Plymouth and Moturoa
209.53	G R S	Weymouth Street Pedestrian	New Plymouth and Moturoa
209.63	R	Tisch Avenue	New Plymouth and Moturoa
209.97	G R S	Cutfield Road Pedestrian	New Plymouth and Moturoa
210.25	R	Belt Road	New Plymouth and Moturoa
211.53	M R	Bayly Road	New Plymouth and Moturoa

2.3 Kapuni Branch

Km	Feature	Crossing	Locations at or between
8.30	M	Palmer Road	Kapuni (Palmer Road Sidings)

2.4 Wanganui Freight Branch

Km	Feature	Crossing	Locations at or between
0.20		Kaikokopu Road	Wanganui
0.87		Barrack Street	Wanganui
1.35	A	Halswell Street	Wanganui
1.60		Pitt Street	Wanganui
1.96	A	Harrison Street	Wanganui
2.45	B R S	Victoria Avenue	Wanganui
2.76	R	Glasgow Street	Wanganui
2.99	A R	Liverpool Street	Wanganui
3.60	A B S	College Street	Wanganui
3.82	B S	Purnell Street	Wanganui
4.15	B R S	Guyton Street	Wanganui
4.66		Taupo Quay	Wanganui

2.5 Castlecliff Branch

Km	Feature	Crossing	Locations at or between
2.65	M	Heads Road	Castlecliff

2.6 Alarms with Manual Control

2.6.1 Oturi Road, Waverley

Manual control is available for Down trains adjacent to No.1 Main Line points. There may be a short time delay in the alarms cancelling when the “Cancel” button is first pressed. The alarms do not start automatically for Down trains departing from the siding.

2.6.2 High Street, Hawera

If No.1 Main Line points are reversed the Down approach warning to High Street is shortened to the “Alarms Start Here” board located between High Street and Tawhiti Road.

2.6.3 Tawhiti Road, Hawera

Manual control is available for Down trains adjacent to No.1 Main Line points and in the sidings. There may be a short time delay in the alarms cancelling when the “Cancel” button is first pressed. The alarms do not start automatically for Down trains departing from the siding. If wagons are to be left on the main line between No.1 and No.9 points, they should be left standing adjacent to the white marker peg.

2.6.4 London Street and Bridge Street, Eltham

Manual control is available for Down trains adjacent to No.1 Main Line points. There may be a short delay in the alarms cancelling when the “Cancel” button is first pressed. The alarms may continue to operate, after attempting to cancel if an Up train is closely approaching. When a crossing takes place at Eltham and the Down train takes the main line, the alarms may not automatically start for that train after the crossing takes place. A flashing white light adjacent to Bridge Street pointing up the track indicates London and Bridge Street alarms are operating. The alarms do not start automatically for Down trains departing from the loop.

In addition to the current manual control instructions, the following also applies:

In all cases if the alarms are not going when a train is ready to depart the manual control “Start” button must be pressed for each crossing. The Operator must then check that the alarms are operating, and the control box door closed before proceeding over the crossing.

Alarm Operation to stop back ringing

When a train has stopped on the main line for 7 - 8 minutes the main line points ahead of the train must be reversed, otherwise the alarms at the rear of the train will commence to back ring.

Once shunting is completed and the train remains on the main line at Eltham for a further 7 - 8 minutes, the main line points must again be reversed.

2.6.5 George Street, Eltham

Manual control is available for Up trains adjacent to No.9 Main Line points. There may be a short tie delay in the alarms cancelling when the “Cancel” button is first pressed. The alarms may continue to operate after attempting to cancel if a Down train is closely approaching. When a crossing takes place at Eltham and the Up train takes the main line, the alarms may not automatically start for that train after the crossing takes place. A flashing white light adjacent to George Street pointing down the track indicates the alarms are operating. The alarms do not start automatically for Up trains departing from the loop.

In addition to the current manual control instructions, the following also applies:

In all cases if the alarms are not going when a train is ready to depart the manual control “Start” button must be pressed for each crossing. The Operator must then check that the alarms are operating, and the control box door closed before proceeding over the crossing.

Alarm Operation to stop back ringing

When a train has stopped on the main line for 7 - 8 minutes the main line points ahead of the train must be reversed, otherwise the alarms at the rear of the train will commence to back ring.

Once shunting is completed and the train remains on the main line at Eltham for a further 7 - 8 minutes, the main line points must again be reversed.

2.6.6 Clifford Street, Eltham

If George Street alarms are manually controlled or No.9 Main Line points have been reversed, the Up approach warning to Clifford Street is shortened to a point just north of George Street.

2.6.7 Bayly Road, New Plymouth

Manual control is available for Down trains adjacent to WL4A switch lock. There may be a short time delay in the alarms cancelling when the “Cancel” button is first pressed. When manually controlled the alarms do not cancel automatically, however when shunting is complete, and the train departs the area the alarms will automatically cancel. The alarms do not start automatically for Down trains departing from the siding.

2.6.8 Palmer Road, Kapuni

Manual control is adjacent to Palmer Road Loop to main line points, Shell BP Todd LPG Siding points, Petrocorp CO2 and Urea Siding main line points. There may be a short time delay in the alarms cancelling when the “Cancel” button is first pressed. The alarms do not start automatically for trains departing from the loop or sidings. “Alarms Start Here” boards indicate where alarms start.

2.6.9 Heads Road, Castlecliff

For Down trains the alarms must be started from the manual control at the siding points 80m from the crossing.

3. Standing Room for Wagons

3.1 Marton – New Plymouth Line

Location	Standing Room metres	Description of Siding
Ruatangata	623	Loop
	80	Service Siding
Wanganui	938	Main Line
	945	North Bound Siding
	847	South Bound Siding
Kai Iwi	594	Loop
	80	Service Siding
Waitotara	495	Loop
Waverley Siding	247	Siding
Patea	638	Loop
Manutahi	551	Loop
Whareroa	780	No.1 Siding
Hawera Siding	270	Siding
Eltham	525	Loop
Stratford	689	Loop
Lepperton	630	Loop
New Plymouth	840	Arrival/Departure Road
	525	No.1 Road
Moturoa	150	Siding

3.2 Kapuni Branch

Location	Standing Room metres	Description of Siding
Palmer Road	195	Siding
PetroCorp Urea Siding	383	Siding
Kapuni	300	Loop

4. Clearances

4.1 Sidings and Structures

Yard clearances are advised with the Workplace Safety Plan.

CAUTION
Rolling stock must not be shunted past or through any structure without first ensuring that clearances are adequate.

An asterisk (*) alongside the name of the lines or siding means that the distance shown in the column "Side Clearance from Centre Line of Track" is the distance between the centre lines of the two tracks and is substandard.

5. Radio Channels

5.1 Marton – New Plymouth Line

From Km / location	To Km / location	Channel
0.35 - Marton	7.80 - Omaha Road	7
7.80 - Omaha Road (includes Turakina Tunnel)	20.00 - Ruatangata	11
20.00 - Ruatangata	25.43 - (between Ruatangata and Wanganui)	9
25.43 - (between Ruatangata and Wanganui)	43.00 - Aramoho Sidings	7
43.00 - Aramoho Sidings and to 4.46 Wanganui Freight Branch	46.00 - (between Wanganui and Westmere IB)	2
4.46 - Wanganui Freight Brach	End of Castlecliff Branch	7
46.00 - (between Wanganui and Westmere IB)	71.72 - Nukumaru IB	8
71.72 - Nukumaru IB	96.20 - (between Waverley Siding and Patea)	12
96.20 - (between Waverley Siding and Patea)	154.50 - (between Eltham and Stratford)	9
154.50 - (between Eltham and Stratford)	180.01 - (between Browns IB and Lepperton)	7
180.01 - (between Browns IB and Lepperton)	Breakwater	8

5.2 Snake Diagram

6. Marton – New Plymouth Line and Branches

6.1 Ruatangata

6.1.1 High Column Switch Stand

WL1 high column switch stands located at Ruatangata are provided with electric locks so that the points can be reversed only after the electric locks have been released.

The electric locks are released only after a release has been given from the Train Controller and the associated Points Lock Control box has been opened.

The switch stands are fitted with a national points lever which is locked with an AS padlock.

Once free, the points will remain unlocked as long as either the Points Lock Control box is left open, or the switch stand points at either end are not in the fully normal setting.

Operation of WL1 Switch Stand points:

1. Stop the movement before reaching the points
2. Contact the Train Controller and request a release on WL1
3. Unlock the AS padlock and open the control box door
4. Check that the “free” light is lit. If lit the switch stand points will be available for use.

Securing of points at completion of shunting:

1. After the train has cleared the service siding points
2. Set all switch stand points to their normal setting
3. Check that the normal indication light is lit, then close and padlock the points lock control box door
4. The Operator must not proceed until they have received assurance that this has been done.

6.1.2 Radio Calls

Where practicable, Train Control radio calls at Ruatangata are not to be made while in Tunnel No.1.

Reason: When made inside the tunnel, the call is not heard by other rail users in the vicinity.

6.2 Wanganui

6.2.1 Designated Controlled Network Area

Refer to the current S&I Diagram.

- Wanganui Freight Centre with two adjacent yard siding roads.
  - Turntable Siding
  - Backshunt
- The entrance to Castlecliff Branch

6.2.2 Rusty Rail Conditions

Backshunt off Southbound Siding, Marshalling Yard

Due to a build-up of rust between Indicators 1PI and 1AI, the Train Controller must not alter the route or signal a second movement onto the back shunt until it has been confirmed that the first movement has been completed.

6.2.3 Speed in The Freight Yard

Due to track conditions, the speed of movements must not exceed walking pace.

6.2.4 All Trains Stop Boards

A single sided All Trains Stop board is located approximately 200 metres on the Wanganui Branch side of Taupo Quay level crossing providing protection to the Wanganui Freight Centre.

NOTE

The Train Controller may authorise the passing of this board for Freight Centre movements when they are on the main line at Wanganui, provided prior approval has been received to enter the Freight Centre (refer instruction 6.2.5)

Network Signals, Indicators and Boards Manual, 6.2 All Trains Stop Boards is modified accordingly.

A single sided All Trains Stop board is located on the Castlecliff side of the Wanganui Freight Centre down main line points at the 0.130km Castlecliff Branch. This board controls access to the Castlecliff Branch from the Wanganui Freight Centre.

These boards indicate the limits for movements operating within the Wanganui Freight Centre. These boards must not be passed until authorised by the Train Controller.

The Train Controller must ensure that there are no other conflicting movements or track occupancies before giving that authority.

A single sided All Trains Stop board is located on the Castlecliff side of the Wanganui Freight Centre down main line points at the 0.170km Castlecliff Branch. This board controls access to the Wanganui Freight Centre from the Castlecliff Branch.

6.2.5 Movement Authorisation

The Train Controller's authority is required for all rail movements including Hi-Rail vehicles to enter Wanganui Freight Centre.

When authorised by the Train Controller, all movements must operate in accordance with the Site Safety Plan held by managers:

- KiwiRail Freight, Palmerston North
- KiwiRail Networks Services, Palmerston North

Freight Centre Unattended:

The Train Controller must ensure that there are no other train / shunting movements or track personnel operating or occupying the Freight Centre area before authorising rail movements.

The first train / shunt authorised to enter and occupy the Freight Centre will become the Officer in Charge of Wanganui Freight Centre.

Freight Centre Attended:

If it is necessary for another train, shunt or Hi-Rail vehicle to proceed from East Town or Ali Arc Siding to the Wanganui Freight Centre, the following instructions will apply:

- The Train Controller must contact the Officer in Charge at the Freight Centre, who must give a verbal assurance to the Train Controller that the service in the Freight Centre will remain stationary until the arrival of the second service / Hi-Rail vehicle. This assurance is to include berthing arrangements for the second service / Hi-Rail vehicle movement.

- When two trains / shunting services are to cross at the Freight Centre, the Train Controller must not give permission for the Down train to pass the All Trains Stop board at the 0.170km on the Castlecliff Branch until the Up train has arrived at the Freight Centre and the Locomotive Engineer has advised the Train Controller that their service is stationary and the route is set for the Down train to berth as instructed by the Train Controller.

Any further movements within the Freight Centre must be authorised by the Officer in Charge of the Freight Centre.

6.2.6 Recording of Movements

The Train Controller must record all train movements and track occupancies as per the **Train Control and Signal Box Manual.**

6.2.7 Rail Vehicles left Unattended

The Train Controller must be advised when rail vehicles are left unattended within the Freight Centre.

TO01 Train Movements, 10. Securing Motive Power Units and **TO08 Shunting**, **7.3 Standing at Stations are modified accordingly.**

IMPORTANT
Motive Power Units left unattended must not be moved until authorised by the Train Controller.

6.2.8 Track Maintenance Activity

When Track Maintenance Representatives are required to work within the Freight Centre, Danger Stop boards must be erected to protect the work site in accordance with **TS08 Working Within Non-Interlocked Areas**.

Danger Stop boards will not be required when a Track Occupancy is working under **TS06 Blocking**, between 20L Signal and the “Wanganui Freight Centre Entry” notice board (between Taupo Quay and Guyton Street).

6.3 Castlecliff Branch

6.3.1 All Trains Stop Boards

A single sided All Trains Stop board is located on the Castlecliff Branch at the 0.130km. This board controls access to the Castlecliff Branch from the Wanganui Freight Centre.

A single sided All Trains Stop board is located on the Castlecliff Branch at the 0.170km. This board controls access to the Wanganui Freight Centre from the Castlecliff Branch.

A single sided All Trains Stop board is located on the Castlecliff Branch at the 2.5km. This board controls access to the Castlecliff Branch from Ali Arc Siding.

6.3.2 Recording of Movements

The Train Controller must record all train movements and track occupancies on the Castlecliff Branch as per the **Train Control and Signal Box Manual.**

6.3.3 Train Movements

Only one train may run on the Castlecliff Branch, unless authorised by the Officer Controlling Train Running.

Trains departing from the Freight Centre must NOT pass the All Trains Stop board at the 0.130km until permission has been obtained from the Train Controller, who must first ensure the line is clear of all movements.

Trains departing from Ali Arc Siding at the end of line Castlecliff Branch must NOT pass the All Trains Stop board at 2.5km until authorised by the Train Controller, who must first ensure the line is clear for all movements.

6.3.4 Disabled Train / Shunt

In the event a train / shunt becomes disabled on the Castlecliff Branch between the All Trains Stop boards at Wanganui Freight Centre (0.130km) and the end of the line, procedures detailed in **TO01 Train Movements 8.11 Movements Disabled in Station Limits** will apply.

6.3.5 Maintenance Work / Hi-Rail Vehicle Movement

Danger Stop boards and portable derailers must be used at the 0.130km and 2.50km Castlecliff Branch in conjunction with **TS09 Foul Time.**

When the Train Controller has authorised a track occupancy to work between the 0.130km and 2.50km, Danger Stop boards must be erected and portable derailers placed on the line and locked in the derailing position at the 0.130km and 2.50km as Secondary Protection. Staff must remain clear of the line until the Danger Stop boards and derailers have been fitted.

The Train Controller must be advised when the Danger Stop boards and derailers have been fitted.

When calling clear of the track occupancy, the Person in Charge must certify to the Train Controller that the Danger Stop boards and derailers have been removed from the track.

The Train Controller must record both certifications on the train control diagram.

6.3.6 Track Occupancies beyond 2.50km

The Train Controller must only grant track occupancies between the 2.50km and end of line when no trains are on the Castlecliff Branch. Danger Stop boards must be erected to protect the worksite in accordance with **TS08 Working Within Non-Interlocked Areas.**

6.4 Wanganui Marshalling Yard – East Town

6.4.1 Crossing of Trains

When crossing trains at East Town, the Train Controller will, where possible, berth the Up train on the North Bound Siding.

Up trains berthing on the North Bound Siding must stop short of the fouling board south of “B” points unless authorised by the Train Controller to proceed to 6R signal.

Should a Down train be required to berth on the North Bound Siding, the Train Controller must advise the Locomotive Engineer of the position of “B” points.

6.4.2 Berthing Trains when Yard Occupied

If a train is occupying the marshalling yard at East Town, the Train Controller must contact the Rail Operator (Officer in Charge) and come to an arrangement for the berthing of an additional train in the siding. The Locomotive Engineer of the inbound train must be advised of the berthing arrangements before 4R Up Home or 8L Down Directing signals are cleared to berth the train.

If a train occupying the marshalling yard is to be left unattended, the Operator must give a certificate to the Train Controller stating that the train has been secured and if a route has been set for any scheduled arriving service.

This information is to be endorsed on the train control diagram and will enable the Train Controller to berth a train into the marshalling yard.

6.4.3 Arrow Indicator “B” Points North Bound Siding

The Arrow Indicator is illuminated when “B” points are in normal, and not illuminated when the points are in reverse.

6.5 Fordell Tunnel

6.5.1 UHF Portable Radio Coverage

UHF Portable radio coverage is not available for 1200 metres either side of the southern portal of the Fordell tunnel (from 24.67 km to 27.07 km between Ruatangata and Wanganui). Operators must not leave the cab unless assistance has been provided.

6.6 Testing Tunnel Radio System

Shortly after entering the Fordell or Turakina tunnels, the Operator must base call the Train Controller and note that an acknowledgement “lock on” is received (indicated by the flashing lamp becoming steady). The Operator should then obtain a verbal acknowledgement from the Train Controller that the base call was received on the tunnel system indication in Train Control.

Tuesday and Friday tested by No. 526 or, if it does not run, a train as directed by the Train Controller.

NOTE
When replying, the Train Controller may select the nearest hilltop repeater if it is thought the train has left the tunnel.

The ‘lock on’ of a base call is sufficient to confirm that the tunnel radio system is operational.

The Train Controller must note the results of the test on the train control diagram.

6.7 Kai Iwi

Arrival signals – The “L” light illuminated also indicates that the loop to siding points are set for the loop.

6.8 Kai Iwi – Patea

6.8.1 Harvest Monitoring System

A Harvest monitoring system has been installed on Bridge 32 (Okehu Stream) 62.314km MNPL between Kai Iwi and Maxwell IB.

The Train Controller upon receiving activation of the slip warning system must:

Yellow Alert Level:

1. Advise Operators of the alarm activation and impose a 10km/h speed restriction.
2. Advise Operations Support to arrange for an Infrastructure Maintenance Representative to complete a remote or physical inspection.
   - Infrastructure Maintenance Representative must report to the Train Controller if the above speed restriction is valid.
3. If a temporary speed restriction is required, the Train Controller must enter details into the Access Provider’s Incident Reporting System and identify any trains to be advised.

4. Upon receiving clearance from the Infrastructure Maintenance Representative, and if the alarm system remains operative in the field, the Train Controller must arrange a reset of the alarm by requesting Operations Support to contact the Harvest Engineer who will reset the alarm remotely.
5. If the alarm mechanism has been damaged or fails and needs re-configuration:
   - The Train Controller must impose the above speed restrictions.
   - The Infrastructure Maintenance Representative must arrange for a technician to attend and report to the Train Controller when the alarm system is fully functional.

Red Alert Level:

1. Advise Operators of the alarm activation and stop all train movements.
2. Advise Operations Support to arrange infrastructure personnel to complete a remote or physical inspection.
   - An Infrastructure Maintenance Representative will report to the Train Controller if train movements can be reinstated with speed restrictions.
3. If a temporary speed restriction is required, the Train Controller must enter details into the Access Provider's Incident Reporting System and identify any trains to be advised.
4. Upon receiving clearance from the Infrastructure Maintenance Representative, and if the alarm system remains operative in the field, the Train Controller must arrange a reset of the alarm by requesting Operations Support to contact the Harvest Engineer who will reset the alarm remotely.
5. If the alarm mechanism has been damaged or fails and needs re-configuration:
   - The Train Controller must impose the above speed restrictions.
   - The Infrastructure Maintenance Representative must arrange for a technician to attend and report to the Train Controller when the alarm system is fully functional.

6.8.2 Rusty Rail Conditions Waitotara and Patea

Rusty rail conditions will apply to all services traversing Waitotara and Patea loops in accordance with **SO05 Faulty Track Circuit Operations, 4.3 Rusty Rail**.

No.3 and 7 points have been electrically disabled. For access to the loop, these points will need to be hand operated.

Speed boards have not been erected. **TO10 Network Line Speeds, 5. Temporary Speed Restrictions** is modified accordingly.

6.9 Manutahi

WARNING

Steep embankments Manutahi

At the south end of Manutahi there are steep embankments on both sides of the rail network.

The embankments start from No.3 points and extend for approximately 200 metres, stopping beyond 4LA and 4LB starting signals.

6.9.1 Crew Changes

Crew changeover pads have been provided at the south end of the station and should be used to effect crew changes at this end.

Road access to Manutahi Crossing Loop is via Upper Manutahi Road. When used for crew changes the Operators concerned should come to an understanding of where services are to be stopped to effect the crew change.

6.9.2 Isolating No.3 points

Should it be necessary for an Operator, or any other rail personnel to

- isolate and operate number 3 points, or
- walk a train,

they should use the area between the main line and crossing loop.

6.9.3 Crossing of Trains

Due to the steep grade on the north side of Manutahi, the Train Controller should avoid signal checking services where possible at 8L signal.

6.10 Whareroa

Has two separate locations:

Whareroa	consists of all tracks outside the Fonterra security fence including the main line and No. 1 siding.
Fonterra	consists of all tracks within the Fonterra company security fence.

Station Limits Whareroa is between the Track Warrant Begins/Ends boards situated 250 metres (north end) and 750 metres (south end) outside the Facing Points Indicator at each end of the station.

6.10.1 All Trains Stop Boards

At the south end, the All Trains Stop Board is located with Track Warrant Begins / Ends boards 750 metres outside No. 3 Facing Indicator.

At the north end the All Trains Stop board is located with the Track Warrant Begins / Ends boards 250 metres outside No. 7 Facing Indicator.

NOTE

As the circuit for the High Street, Hawera level crossing alarms is near the All Trains Stop board, trains over 670 metres from north should not be held at the All Trains Stop board for more than five minutes otherwise the High Street alarms will commence to back ring.

The Station Warning boards are located:

- at the south end
  - 1180 metres beyond the All Trains Stop board
- at the north end
  - 1100 metres beyond the All Trains Stop board

6.10.2 Authority to Pass All Trains Stop Boards

Whareroa attended

Operators must obtain permission for trains to pass the All Trains Stop boards from the Officer in Charge Whareroa on radio channel 17 and come to a clear understanding of the berthing arrangements including operation of the relevant points indicators.

Whareroa unattended

The Train Controller will give permission to pass the All Trains Stop boards after ensuring that there will be no conflicting movements and confirmation has been received from the Officer in Charge Whareroa that the main line and No.1 Siding are clear for any intended movements as well as the hand points leading off No.1 Siding being padlocked in normal.

NOTE
When trains from north are held at the All Trains Stop board, the Operator must immediately advise the Officer in Charge Whareroa or the Train Controller the length of the train. When the train exceeds 670 metres, arrangements must be made for the train to be authorised to proceed into station limits so as to clear the High Street, Hawera level crossing alarm circuit.

6.10.3 Main Line Points

The main line points at both ends of Whareroa are equipped with motor points and points indicators. The motor points must be left in the normal position when not in use.

The crossover in the middle of the yard between the main line and No. 1 Siding is equipped with high column switch stands and locked with an AS padlock. Both ends of the crossover must be set and locked in the normal position when not in use.

The No.1 Siding end is also locked with a TW facing points lock.

6.10.4 Movements through Whareroa

On commencing duty for the day, the Officer in Charge Whareroa is to obtain permission from the Train Controller for movements with station limits.

At the end of the day the Officer in Charge will advise the Train Controller that work has been completed and the main line and No.1 Siding are clear and safe for train movements with all hand points on the main line and No.1 Siding locked in normal. This must be noted on the train control diagram.

The Officer in Charge must advise the Train Controller of their name, contact phone number and the time the next person is to commence duty.

Should a train crossing at Whareroa be necessary, the Train Controller must advise the Officer in Charge of the intended train movements so arrangements can be made to accommodate the trains.

When Rail Personnel are not on duty, the Train Controller must arrange with the Operators concerned for the train crossing to be carried out and the berthing arrangements that will be required.

The Train Controller will authorise Hi-Rail / trolley movements up to the All Trains Stop boards when Whareroa is attended, and the Officer in Charge will authorise movements in station limits.

When Whareroa is unattended, the Train Controller will authorise the Hi-Rail / trolley movements through Whareroa after first ensuring it is safe for the intended movement.

6.10.5 Working of Motor Points

To set a route to or from No. 1 Siding, the indicator control pushbuttons provided must be used.

North end

On completion of a movement to or from No.1 Siding the points will automatically restore to normal provided the approach track to 7TIB (commences about 270 metres from 7TIB) is clear and all pushbutton control boxes are closed.

South end

On completion of a movement to or from No.1 Siding the points will automatically restore to normal provided all pushbutton control boxes are closed.

This enables wagons to be left on No.1 Siding without the motor points otherwise operating automatically.

The pushbutton controls must be operated in the following circumstances:

Situation	Action Required
A train is to berth on the main line	The “stop” button at the main line trailing points indicator must be operated and the door of the control box closed.
A train is to berth on the No.1 Siding however the facing points indicator shows that the points are set for the main line.	The “stop” button at the facing points indicator must be operated and when the time delay light has extinguished the “siding’ button must be operated and the door of the control box closed
A train is to depart (or shunt) from No.1 siding	The “siding” button at the trailing points indicator must be operated, and the door of the control box closed.
The points are required to be operated for shunting purposes	The points and indicators may be controlled from the control box at the facing points indicator.
It is necessary to hold an indicator at “Stop”	The “stop” button must be operated and the door of the control box left open.
It is necessary to obtain a proceed indication after a “stop” button has been operated	The relevant “main” or “siding” button must be operated, and the door of the control box closed.
A vehicle or vehicles which cannot be relied upon to operate track circuits requires to berth on or depart from the No.1 siding	The “siding” pushbutton at the facing Points Indicator for that end of the station must be operated, and the door of the control box left open until the movement has completely passed over the points.
A vehicle or vehicles which cannot be relied upon to operate track circuits requires to berth on or depart from the main line.	The Gangers Control switch at the end of the station must be operated and left in the “ON” position until the movement has passed completely over the points.
When a train is delayed at the points indicators at the south end of the station within the approach to Whareroa Road level crossing the Officer in Charge or Operator must ensure the alarms do not operate continuously and delay road traffic unnecessarily	The points indicator control stop button should be operated to revert the indicator to red and stop the alarms after a time delay. Once the train is ready to proceed then the main or siding button, as appropriate, should be operated to set the indicator to proceed.

In a failure situation **Points Systems Manual**, **4. Motor Points Failure** applies. When Rail Personnel are not on duty, permission must be obtained from the Train Controller before operating the motor points.

Main line trailing indicators clearance distances for approaching movements:

- 170 metres distance from No. 3TIA Down Main Trailing Points Indicator.
- 273 metres distance from No. 7TIA Up Main Trailing Points Indicator.

Although the points indicators are located outside Track Warrant Control territory, the indicators, in addition to the foregoing operation, will work as described in **RP02 Using Track Warrant Control.**

6.10.6 Shunting Limit Boards

Shunting limits at Whareroa on the main line will be to the Shunting Limit boards.

- At the north end one is situated alongside 7FIA Points Indicator
- At the south end the other is situation 250 metres inside the Track Warrant Begins board

Shunting in the yard and various sidings at Whareroa will be under the direction of the Office in Charge in accordance with the arrangements in the Workplace Safety Plan.

Rail Vehicles must not be left unattended on the main line at Whareroa.

6.10.7 Speed Restrictions

At Whareroa in addition to the restriction on the main line, speed must be restricted to 15 km/h through the centre crossover (No.5) between the main line and No.1 Siding.

6.10.8 Placing Milk Wagons

Milk wagons placed in the milk road for discharge and cleaning must have airbrakes and handbrakes applied in accordance with **Rail Operating Code Section 5.1 Shunting Procedures, 2.6 Procedures for Securing Rail Vehicles** before the train locomotive is uncoupled.

6.11 Bulk LPG

Bulk LPG tanks may travel as last vehicle on services / shunts between Whareroa and New Plymouth.

Rail Operating Code 2.0 Conveyance of Dangerous Goods, Instruction 4.0 Placarding and Separation is modified accordingly.

6.12 Patea

6.12.1 Bridge No.39 South of Patea

When a freight train is stopped with the Motive Power Unit in the vicinity of bridge No.39 (just south of Patea, near the 103 km) and the Operator has left the cab with the UHF portable to proceed more than 600 metres from the Motive Power Unit then it may be outside the UHF portable radio range; in this case the portable alert timer in Train Control may activate if it cannot be updated by the portable PTT. When this occurs and there is no response from the Operator then emergency personnel are to be called to locate the Operator.

6.12.2 Patea River Dam Emergency Plan

In the event of the Patea River Dam failing, the South Taranaki District Council will implement an Emergency Plan.

As the Patea River runs alongside the main line between the 108 and 103 km MNPL (surrounding Patea) this could affect the main line and bridges in this area.

In such an emergency the South Taranaki District Council will advise the Train Controller who in turn must:

- stop all trains from entering the Patea area
- advise the relevant Infrastructure Maintenance Representative
- advise the Network Control Manager

6.13 Kapuni

Kapuni Branch Closure

No.7 points Te Roti which lead to the Kapuni Branch are secured in normal.

A Danger Stop signal has been placed at signal 8RB Te Roti Junction.

The branch is closed to all normal train services between Te Roti Junction and 11.096 km Kapuni, including any lines within Kapuni station limits.

Only track vehicles and approved contractor vehicles are authorised to operate between Te Roti Junction and 8.30 km (Palmer Road level crossing) for asset inspection and maintenance activities.

The line is temporarily closed to all traffic including track vehicles and approved contractor vehicles between 8.30 km (Palmer Road level crossing) and end of line to enable Todd Energy personnel /

contractors access to maintain assets in this area. A concrete barrier and stop disc have been erected at the 8.30 km.

This temporary instruction will be be removed once all work has been completed.

The Infrastructure Asset Engineer must confirm that the Kapuni Branch has been inspected and ready for use prior to any train service on this line. Any such authority must be issued by bulletin.

6.14 Eltham

WARNING
Main line locomotives are prohibited past the loading bank in Pastoral Food siding as the temporary structure may be fouling the line.

The “AS” locks used to secure the north and south end loop to yard points have been replaced with “AS4” locks.

6.15 Stratford

Steel rod, and timber loads on open wagons (such as US wagons) being conveyed on services must be checked.

The loop end of “A” points are operated by a Wynn Williams points lever that must be locked in normal while the station is unattended.

The loop end of “D” points has been fitted with a switch stand secured with an AS padlock.

Securing hand points on the Loop and Yard No.1 Road

When not in use for shunting, the points are to be secured as follows:

South end	
Loop on Yard No.1 Road	• Frame lever (A) points locked in normal • Wynn Williams points set in normal
North end	
Loop on Yard No.1 Road	• High level switch stand (D) points locked in normal • Wynn Williams points set in normal

6.16 Lepperton

Shunting at Lepperton is not to be carried out during the hours of darkness because the lighting is sub-standard.

6.17 New Plymouth Marshalling Yard

6.17.1 All Trains Stop Board for Up trains

No Up trains may pass the ATS board 53 metres south of 8RB up starting from the sidings signal unless authorised by the Shunter in Charge. Before the Shunter in Charge gives permission, they must confirm with the Train Controller that there are no conflicting movements and that the intended route is clear and safe for the proposed movement.

6.17.2 Locomotive Depot

Two ATS boards (back-to-back) are located between the running leg and the block road (adjacent to the locomotive depot leg).

Shunting movements to the wagon wash must not pass the ATS board unless the Shunter in Charge has obtained permission from the Person in Charge of the locomotive depot for the shunting movement to occupy these limits.

Locomotives from the locomotive depot must not pass the ATS board unless piloted by the Shunter in Charge, who must first make sure that the intended route is clear and safe for the intended movement.

6.17.3 Berthing Trains North (Lepperton) End

On approaching New Plymouth, trains can enter on a low-speed indication and, unless otherwise instructed, must stop short of the cross-over road points to the yard and communicate with the Officer in Charge to receive berthing instructions.

The yard shunt must ensure the points on the shunting leg at the cross-over road are set for the back shunt to prevent conflicting movements when operating.

Should it be outside the attended hours, after removing the portable, the Locomotive Engineer must check and, if required, set the route for the intended movement to enable the train to berth.

6.17.4 Smart Road

Wagons may be left on the Arrival / Departure Road at New Plymouth. The wagons must be secured to prevent them from moving in accordance with **Rail Operating Code Section 5.1 Shunting Procedures, 2.6 Procedures for Securing Rail Vehicles.**

TO08 Shunting, 7.3 Standing at Stations is modified accordingly.

6.18 New Plymouth - Breakwater

6.18.1 Rusty Rail Conditions

Until a certificate is received from the Signal Maintenance Representative, rusty rail conditions shall apply to all level crossings fitted with automatic warning devices between New Plymouth and Breakwater, in accordance with **SO05 Faulty Track Circuits Operations, 4.3 Rusty Rail**.

The speed of all movements over level crossings fitted with alarms must not exceed 10 km/h.

Speed boards have not been erected. **RP15 Implementing Temporary Speed Restrictions** is modified accordingly.

6.19 Breakwater

Number 10LB Shunt is a Colour Light Points Indicator and will show a proceed indication according to the route set only when No.10LA is at “Proceed”. To assist in the dispatch of trains from Breakwater, a 10LB Repeater Indication Light has been placed at the foot of the incline on the No.2 Road. This indication light which is on a pole will show “Yellow” when No. 10LB is at “Proceed”. This light is an indicator only and not a signal.

The arrow indicator associated with No.10LB Colour Light Points Indicator will be illuminated when the related frame lever points are reversed. The usual points indicator for movements in the reverse direction has been replaced by a Trap Points indicator; **Network Signals, Indicators and Boards Manual**, **5.4 Arrow and Colour Light Indicators** is modified accordingly.

6.19.1 Port Rail Access Security Gate

A security gate is situated across the line at 212.33 km between Moturoa and Breakwater. The Area Manager, New Plymouth, has issued a local instruction concerning the operation of the gate. The gate is controlled by Port Taranaki Security (Ph. 06 759 9740).

6.19.2 Breakwater Area

The Breakwater area, comprising all lines inside the ATS board at 212.07 km, is under the control of the Shunter in Charge of the shunting service, who is responsible for receiving and dispatching all trains. All other trains must stop at the ATS board and contact the Shunter in Charge before proceeding into the Breakwater area.

Locomotives banking trains in the Breakwater yard must not pass 10LA down outer home signal.

Up trains must not pass the ATS board at 212.07 km alongside the main line until directed to do so by the Shunter in Charge.

When passing over Wharf Street or running on the wharves:

- the speed must not exceed 10 km/h
- the Shunter must maintain Range of Vision to see that the road is clear

6.19.3 Blyde Wharf Container Terminal

On approaching the wharf area, the Operator must sound the locomotive horn for five seconds to indicate to Container Terminal Personnel that shunting requires clearance.

The locomotive must not proceed onto the wharf until the Port Employee (when in attendance) has given permission to the Shunter.

Safety light

Blyde Wharf, Port Taranaki has installed a safety light on the corner of the Rope Shed with the control switch fitted at shoulder height directly below the light. The light is to increase the safety of the movement of rail vehicles when KiwiRail is operating in the area. It shall be switched on / off by KiwiRail personnel when operating on the wharf.

Shunting

The shunt must stop short of Blyde Wharf, and a member of the shunt crew must walk over and operate the control switch to turn the safety light on.

The safety light stays illuminated while the shunt is operating on the wharf.

The safety light must stay illuminated when departing the wharf to Breakwater yard and returning to the wharf.

When all shunting is complete on the wharf and the shunt is stable at the hut for a considerable time, the safety light must be extinguished.

When all shunt operations have been completed, and the shunt is returned to the smart road, the safety light must be extinguished as follows:

- Shunt movement must first foul the level crossing and stop
- A member of the shunt crew must walk over and turn the safety light off
- When the member has re-joined the shunt, it may proceed to Smart Road

6.19.4 Urea Store

Rail Personnel operate a signal installed at the entrance to the urea store. An ATS board that reads ‘NO TRAINS PAST HERE UNLESS SIGNAL AT YELLOW’ is 50 metres from the store. If the signal is red, the Shunter must obtain authority from Personnel in Charge of the installation to enter the store.

7. Stratford – Okahukura Line

The Stratford – Okahukura Line (SOL) is leased to Forgotten World Adventures (FWA) as described below.

Extent of Lease:

The Lease to FWA extends from 0.36 km (Orlando Street at Stratford) to 142.90 km (Western end of Bridge 4A, SH 4 Overbridge at Okahukura).

All rail vehicle movements and maintenance requirements are the responsibility of FWA.

Demarcation between FWA and KR territory:

Sleepers are placed across the line at 0.36 km and 142.90 km.

All Trains Stop Boards are erected at 0.30 km and 143.20 km.

8. Signalling and Interlocking

8.1 Marton – New Plymouth Line

Ruatangata

Current S&I Diagram No.3448

Wanganui

Current S&I Diagram No.3221

Amendment:

The main line to siding points at both ends of Ali Arc siding on the Castlecliff Line have been changed to National points and are secured with AS padlocks.

Change meterages for:

- Taupo Quay on Wanganui Freight Branch from 4.68 km to 4.66 km
- Heads Road on Castlecliff Branch from 2.67 km to 2.65 km

Change 328 intermediate signal on the Wanganui Freight Branch from a ‘permissive’ signal to a ‘absolute’ signal.

Kai Iwi–Patea

Current S&I Diagram No.3456

Manutahi - Whareroa

Current S&I Diagram No.3182

Amendment:

Whareroa, delete asterisk (x3), and corresponding note.

Kapuni–Te Roti Junction–Eltham

Current S&I Diagram No.3018

Amendment:

Eltham - High column switch stands have been installed on the north end loop and No.1 road points. These are locked with AS locks with no detection.

Stratford

Current S&I Diagram No.3208

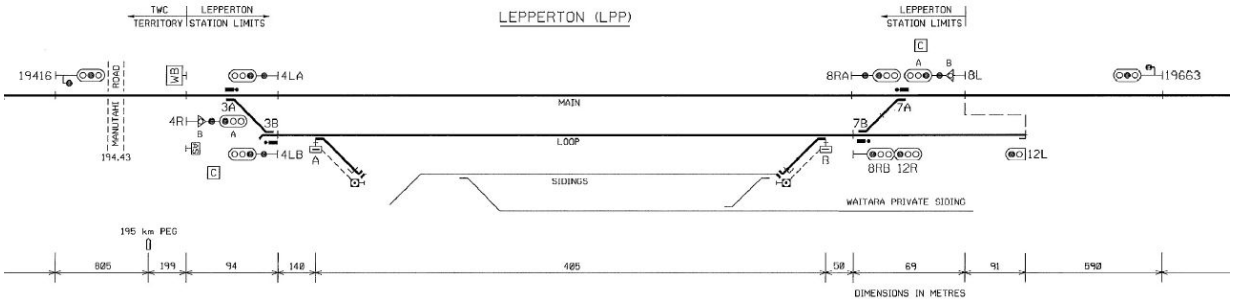
Lepperton

Current S&I Diagram No.3064

Amendments:

- LWLA points on the loop have been secured in normal and are unavailable for use.
- LWLB points on the loop are secured in normal and are only available for use with signalling personnel in attendance.

- Waitara Private siding has been disconnected from the loop and now extends from a new turnout on No.2 siding road.
- No.1 siding road has been disconnected from LWLA points and slewed away from the loop.
- 7B points to 12L signal is now a back shunt but is unavailable for use due to track conditions.
- In description of signal, change 12L to ‘shunt from backshunt’.



New Plymouth

Current S&I Diagram No.3278

9. Signalling and Interlocking Out of Use

Points at the following stations or sidings are bolted in **normal** and secured with a PS padlock.

If it is necessary to shunt any of these sidings the Infrastructure Maintenance Representative for the area must be in attendance. Unless otherwise stated the permission of Train Control must be obtained and if in a Track Warrant area, a Track Warrant must be issued before the points are unlocked. The Officer from whom permission to unlock the points was obtained must be advised when the points are again padlocked.

Waverley

No.1 points have been bolted with a AS lock and are only available for use with permission from the Signals Person in charge.

Hawera

No. 1 points are out of use bolted with a 41 lock.

Eltham

No.1 and 9 points have been secured in normal.

Stratford

No.5 trap points have been secured in normal with a 41-padlock due to rusty rail conditions and are not available for use.

Bell Block

LWLB Switch lock has been removed and is not available for use.

Lepperton

“A” and “B” Loop to Siding points have been secured in normal with 41 padlocks and are not available for use.

Moturoa

WL4A switch lock has been secured in normal and is not available for use.

