The Challenges in the Country Regional Network

Stewart Rendell, Principal Signal Engineer

23rd April 2015
Country Regional Network (CRN)

<table>
<thead>
<tr>
<th>Line Type</th>
<th>Route KM</th>
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<tbody>
<tr>
<td>CRN Operational</td>
<td>2,386</td>
</tr>
<tr>
<td>CRN Non Operational</td>
<td>3,127</td>
</tr>
<tr>
<td>Total CRN</td>
<td>5,513</td>
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</tbody>
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Version 2.3
Date May 2014
Engineering

- 3rd Party and CRC Priority Works
  - Enhancements to attract growth and support Communities
    - Feasibility studies to re-open non-operational corridors
    - Main line grain or containerised loading sites
  - Community and Industry events
Operations

- Management of ‘above rail’ operations
  - Our partnership with 4Tel
    - Network Operations at Mayfield for the entire CRN
    - Completely duplicated control systems at our disaster recovery centre
    - Development and Implementation of TMaCS (Train Order Working)
  - Passenger Services – NSW Trains
    - XPT to Dubbo daily, Indian Pacific twice weekly and Bathurst Bullet
  - Freight Services
    - Pacific National, Southern Shorthaul Railways
      - Regular containerised traffic – yard to port services
      - Seasonal crops such as wheat, soy, cotton, maize and minerals
Diversity

- **Operational Corridors**
  - Maintained in line with Standards
  - Geographically vast regions to cover

- **Non-Operational Corridors**
  - Caretaker inspections to ensure safety of the infrastructure
    - Leasing of Station buildings and precincts
    - Heritage considerations
    - Grazing access in corridors

- **Stewardship of ARTC overbridges**
  - Bridge inspections and Renewal programs
    - Oversize / Overmass vehicle management
    - Liaison with RMS and CRC to ensure compliance
Signalling Engineering

- Licensing and Authorisations – Signalling Rail Safety Workers
  - Detailed in our Standards and Procedures
  - Written examinations and interviews
  - License to Practise
  - Statement of Competency – SoC
  - Reaccreditation
  - Published lists of CRN SoC holders in each grade / category of SoC
Signalling Engineering

- **Signal Design**
  - All design works undertaken by private companies
    - Follow published design standards
    - Individuals are granted design authority via SoC – not companies
    - Companies follow their own internal process for design, check and verification
  - Designs are “Authorised for Installation” and typically not checked in detail once issued from the design house.
ASA and the CRN

- Signal Standards

  › Form part of our accreditation granted to John Holland Rail by the Transport Regulator to be an operator / maintainer of a rail undertaking

  › Emerged from the RIC / RAC standards of the day when John Holland Rail was preparing to take over the management of the CRN

  › Are updated internally so they are a ‘best fit’ for the evolving CRN business and the different equipment types and systems that are in use on the CRN.

  › Are not directly influenced by Sydney Trains or ARTC standards
Thank you

- Stewart Rendell
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