INTERFACE DEFINITION SURVEY

OF

INFRASTRUCTURE AND OPERATIONAL INTERFACES
AND PROPERTY BOUNDARIES

AT THE

INTERFACES BETWEEN THE

INTERSTATE AND HUNTER VALLEY RAIL NETWORK

AND THE

COUNTRY REGIONAL NETWORK

This is

Exhibit C Interface Definition Survey

referred to in the Variation Deed dated 20 December 2011 between
Australian Rail Track Corporation Ltd and
Country Rail Infrastructure Authority

for and on behalf of
Australian Rail Track Corporation Ltd

for and on behalf of
Country Rail Infrastructure Authority

/   /   /

Version: Deed of Variation of Lease (No. 4) and Additional Land Lease 1 of 135
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Introduction

State Rail Authority of NSW (State Rail) and Rail Infrastructure Corporation (RIC) have entered into a 60-year lease with Australian Rail Track Corporation (ARTC) over the Interstate and Hunter Valley Rail Network (Leased Network). State Rail vested all its rights and obligations in the lease to RIC on 1st July 2007. RIC changed its name to Country Rail Infrastructure Authority (CRIA) on 1st July 2010. Under the lease, ARTC has full responsibility for all land and infrastructure vested in CRIA (subject to certain specified exclusions) within the rail corridors: - Albury to Macarthur, Cootamundra to Parkes (via Stockinbingal), Parkes to Werris Creek (via Narromine, Dubbo, Merrygoen, Binnaway and Gap), Werris Creek to Islington Jn, Merrygoen to Muswellbrook (via Gulgong), Parkes to Broken Hill, Moss Vale to Unanderra, Maitland to Border Tunnel and Gap to Boggabilla.

The remainder of the country network, known as the Country Regional Network (CRN) will continue to be the responsibility of CRIA. Initially, ARTC operated the CRN under a management agreement; however, the CRN will now be maintained and operated by other parties under separate agreements with CRIA.

The Leased Network interfaces with the Metropolitan Rail Area (MRA), rail sidings vested in CRIA or RailCorp, the CRN and the Picton to Mittagong Loop Line (Loop Line) owned and operated by RailCorp.

Separately, Rail Corporation NSW (RailCorp) and ARTC have entered into an agreement over that part of the MRN known as the Metropolitan Freight Network (MFN). The MFN is described as being the dedicated freight lines within the rail corridors: - Sefton Park to Chullora, Flemington South to Belmore, Belmore to Marrickville (shared passenger and freight corridor), Marrickville to Botany and Dulwich Hill to Rozelle. The interface arrangements for the MFN are dealt with in a separate document.

A further agreement between RailCorp and ARTC provides for ARTC to construct the Southern Sydney Freight Line (SSFL) between Macarthur and Sefton Park, to link the Leased Network to the MFN. Interface arrangements will be documented as part of that project.

This document contains detail of property, operational and infrastructure arrangements at each interface location within the Leased Network including plans and photographs. High and low voltage electrical reticulation systems at RailCorp stations within the lease area are not included. These systems may supply station facilities, communication systems, yard lighting and signalling systems.

Within this document, assets or equipment identified at interface locations are nominated as being part of either the MRA or the CRN. It is acknowledged that:

• the parties might have assets on the other side of the boundaries and they should each be careful not to disturb these;

• maintenance works (e.g. rerailing, resurfacing, rail adjustment, cable/circuit testing and repair, fault finding in electrical and signalling systems) will necessitate the parties crossing the nominated network boundaries or may require some disturbance of another parties assets;

• Adjacent to the RailCorp metropolitan network the rails provide the return path for the 1500V traction system, cables connect the rails to the substation and the substation is surrounded by
an earth grid. Removal of rails, disturbance of cables or earth grids, will affect the safety, integrity and reliability of the networks; and

• where disturbance of another parties assets is unavoidable or where maintenance across boundaries is to be undertaken, prior arrangements must be put in place. It is expected that these would be reflected in location-specific interface plans. In event of an emergency requiring “cross-boundary” access, all work must be carried out by suitably accredited persons and the other party must be advised of the circumstances and nature of the work as soon as practicable after the event.
Section 1. MRA and RailCorp to Leased Network

a) Islington Junction

**Property**

The property boundaries are at:

163.920km on the Down Relief / Down Islington Loop / Up Islington Loop (Woodville Junction to Islington Junction); and

164.045km on the Up & Down Mains (Islington to Hamilton).

**Operational**

Operational interfaces are at:

Down Relief 5 I.J. Signal;

Down Islington Loop 11 I.J. Signal;

Up Islington Loop 56/62 W.J Signal;

Down Main (Hamilton to Islington) 15 I.J. Signal; and

Up Main (Islington to Hamilton) 2/7 H.J Signal.

**Civil**

Leased Network includes all civil infrastructure on the country (Maitland) side of:

163.920km on the Down Relief / Down Islington Loop / Up Islington Loop lines; and

164.045km on the Up and Down Mains on the Islington to Hamilton line.

MRA includes all civil infrastructure on the city (Sydney) side of:

163.920km on the Down Relief / Down Islington Loop / Up Islington Loop lines; and

164.045km on the Up and Down Mains on the Islington to Hamilton line.

**Signals**

Leased Network includes all signal infrastructure on the country (Maitland) side of:

163.920km on the Down Relief / Down Islington Loop / Up Islington Loop lines inclusive of DRD and 102.20C track circuits but exclusive of R101.69C track circuit; and

164.045km on the Up and Down Mains of the Islington to Hamilton line inclusive of 15IJ signal and UFA track circuit but exclusive of DFA track circuit.

MRA includes all signal infrastructure on the city (Sydney) side of:
163.920km on the Down Relief / Down Islington Loop / Up Islington Loop lines inclusive of R101.69C track circuit but exclusive of DRD and 102.20C track circuits; and

164.045km on the Up and Down Mains of the Islington to Hamilton line inclusive of DFA track circuit but exclusive of 15IJ signal and UFA track circuit.

**Electrical**

There are no electrical interfaces at this location

**NOTE 1:** Transmission lines Hamilton to Hunter Valley, Port Waratah and Kooragang Island are excluded from the lease and will initially remain vested in RIC.

**NOTE 2:** The interface locations are clear of the 1500V OHW.
Infrastructure Interface Sketch 2

Islington Junction – Hamilton Junction Interface 164.045km Location Photograph 1

Islington Junction – Woodville Junction Interface 163.920km
Location Photograph 2

Islington Junction – Hamilton Junction Interface 164.045km
b) Macarthur

**Property**

The property boundary is at 57.965km. Operational Operational interface is at approx 59.300km:

Down Main 26 Signal; and

Up Main 89 Signal.

NOTE: The Down Main between Macarthur and 59.300km is bi-directional. The Southern Sydney Freight Line including a crossover between Up and Down Mains will connect to the Up Main at approx 58.100km.

**Civil**

Leased Network includes all civil infrastructure on the countryside of 57.965km at Macarthur on the Up & Down Main Lines.

MRA includes all civil infrastructure on the city (Sydney) side of 57.965km on the Up & Down Mains.

NOTE: It is accepted that this infrastructure interface will be adjusted upon completion of the SSFL.

This infrastructure interface at 57.965km is situated on curved track, which is undesirable in respect of track maintenance functions such as rail adjustment, resurfacing, rerailing.

To ensure impact from “cross-border” activities are adequately managed by both parties, the following "Infrastructure Work Practices at Interfaces" must be followed:

Track creep management - Creep marks are established on OHW structures S58+006 and on the head of Up and Down rails on both Up and Down tracks - RailCorp require to retain use of these fixed structures and marks for management of track creep;

Rail replacement - Track creep marks on the rail consist of punch marks on the outside of the head of rail at approx 58.005km. It is important that these creep marks are accurately re-established in the event that portion of rail is replaced; and

Resurfacing - When resurfacing (tamping) of the Metropolitan area takes place the tamper will work through the curve to a run out point on the straight.

In all cases it is imperative that a co-ordination plan be established for all works at or adjacent the interfaces.

**Signals**

Leased Network includes all signal infrastructure on the country (Glenlee) side of 57.965km excluding D36.0 (No 87) Signal on the Down Main & 36.0 (No 9) Signal on the Up Main, but inclusive of 35.9B Track circuit on the Down Main & 36.8D Track circuit on the Up Main.
MRA includes all signal infrastructure on the city (Macarthur) side of 57.965km including D36.0 (No 87) Signal on the Down Main & 36.0 (No 9) Signal on the Up Main, but exclusive of 35.9BTrack circuit on the Down Main & 36.8D Track circuit on the Up Main.

**Electrical**

Leased Network includes all electrical infrastructure on the country side of 57.965km on the Up & Down Main Lines but exclusive of:

- Live 1500V OHW traction system between 57.965km and OHW Structure S58+462;
- Electrical sub-station at 58.460km;
- Redundant OHW traction system and structures between OHW Structure S58+462 and Glenlee;
- Transmission Lines between 57.965km to Glenlee; and
- Electrolysis mitigation equipment at approx 59.300km.

NOTE: At Glenlee substation, bare aerial conductors connect the 1500V metropolitan traction system to the sub station. Safe working clearances must be maintained.

MRA includes all electrical infrastructure on the city (Sydney) side up to 57.965km on the Up & Down Main Lines and including:

- Live 1500V OHW traction system between 57.965km and OHW Structure S58+462;
- Electrical sub-station at 58.460km;
- Redundant OHW traction system and structures between OHW Structure S58+462 and Glenlee;
- Transmission Lines between 57.965km to Glenlee; and
- Electrolysis Mitigation Equipment at approx 59.300km.
Infrastructure & Operational Interfaces Location Plan
Location Photograph 1
Location Photograph 2

Property & Civil Boundary 57.965km Looking toward Glenlee Location Photograph 3

Operational Interface Up Main 59.300km
c) Unanderra

**Property**

The property boundary is at 91.080km. Operational

Operational interface is at:

Down Main (Down Direction) WG1031 Signal and Up Main (Down Direction) WG1033 Signal; and

Up Main (Up Direction) WG1034 Signal and Down Main (Up Direction) WG1032 Signal.

**Civil**

Leased Network includes all civil infrastructure from Moss Vale to 91.080km (Clear of 1032 and 1034 Distant Signals).

MRA includes all civil infrastructure inclusive from 91.080km (adjacent to 1032 and 1034 Distant Signals) to Unanderra.

**Signals**

Leased Network includes all signal infrastructure from Moss Vale to 91.080km exclusive of 1032 & 1034 Distant Signals but inclusive of 1031 C & 1042D Track circuits.

MRA includes all signal infrastructure from 91.080km inclusive of 1032 & 1034 Distant Signals to Unanderra but exclusive of 1031 C & 1042D Track circuits.

**Electrical**

Leased Network includes all electrical infrastructure from Moss Vale to 91.080km (Clear of 1032 & 1034 Distant Signals).

MRA includes all electrical infrastructure from 91.080km (adjacent to 1032 & 1034 Distant Signals) to Unanderra.

Property

The property boundary is at 121.950km (Braemar). The Loop Line land and infrastructure is owned and operated by RailCorp.

Operational

There is no Operational interface. A “Stop Block” is fitted at 121.950km. The line beyond that point over Rush’s Creek Bridge is closed.

Civil

Leased Network includes all civil infrastructure on the Main Line inclusive of the Braemar Line up to the “Stop Block” at 121.950km (via Thirlmere).

RailCorp Network includes all civil infrastructure on the Loop Line from the “stop block” at 121.950km (Braemar) to Thirlmere.

Signals

Leased Network includes all signal infrastructure on the Main Line inclusive of the Braemar Line up to the “Stop Block” at 121.950km (via Thirlmere).

RailCorp Network includes all signal infrastructure on the Loop Line from the “stop block” at 121.950km (Braemar) to Thirlmere.

Electrical

Leased Network has no electrical assets in the interface area.

RailCorp Network has no electrical assets in the interface area.
NOTE: There are some discrepancies with the kilometreages on the various plans and GIS. The kilometreage above has been measured as 50 metres on the Thirlmere side of the 122km peg.

The “Stop block” is actually a mound of dirt across the track.
e) Picton - (Picton - Mittagong Loop Line)

**Property**

The property boundary is at 87.250km. The Loop Line land and infrastructure are owned and operated by RailCorp.

**Operational**

Operational interface is at:

- Up direction - loop line to up main B53.4 signal; and
- Down direction – yard working - hand signal from up main (wrong road).

**Civil**

Leased Network includes all civil infrastructure on the main lines at Picton inclusive of the Thirlmere line up to 87.250km, being the ARTC property boundary, subject to the rights and obligations under the agreement with NSWRTM (New South Wales Rail Transport Museum).

RailCorp Network includes all civil infrastructure on the Thirlmere line up to the ARTC property boundary at 87.250km, subject to the rights and obligations under the agreement with NSWRTM.

**Signals**

Leased Network includes all signal infrastructure on the main lines at Picton inclusive of Fr B points and B53.4 signal on the Thirlmere line up to 87.250km, being the ARTC property boundary, subject to the rights and obligations under the agreement with NSWRTM.

RailCorp Network includes all signal infrastructure on the Thirlmere line up to the ARTC property boundary at 87.250km, subject to the rights and obligations under the agreement with NSWRTM.

**Electrical**

The Leased Network has no electrical assets in the interface area.

The RailCorp Network has no electrical assets in the interface area.
Location Plan

[Image of a location plan with markings and annotations]

Thirlmere Line in Main Line Corridor for 1500m

Thirlmere Line Connection 5.565km

From THIRLMEERE

To PICTON
SOUTH LINE

"PICTON TUNNEL"

Designation visited 13th February 1996
Line "walking-mapped" & checked 25th May 1996

NOTE

The original South Line route between Picton Viaduct and Picton (old) Tunnel (1 in 30 grade) has been widened by later roads and buildings etc.

This is the oldest railway tunnel east of Picton Tunnel (1867)

NOTE

The ruling gradient against Down Trains is 1 in 75
(Granville Bank)

The ruling gradient against Up Trains over this section is 1 in 80
(Monsey Bank)

Between the Wingham Viaduct and Picton Tunnel

Part of the original 1867 alignment of the original "Great Southern Railway".

MN Feb '96
Location Photograph
f) Martins Creek Quarry

**Property**

The property boundary is at 218.680km. The Quarry is owned and operated by RailCorp.

**Operational**

Operational interface is:

- Arrival No 25 signal; and
- Departure No 32 signal.

**Civil**

Leased Network includes all civil infrastructure on the main lines and up to 218.680km.

RailCorp Network all civil infrastructure within the quarry sidings from 218.680km.

**Signals**

Leased Network includes all signal infrastructure on the main lines and on the quarry siding up to 218.680km adjacent No 32 signal inclusive of 3B catchpoints releasing switch B and Frame B.

RailCorp Network includes all signal infrastructure within the quarry sidings from 218.680km.

**Electrical**

There is no electrical infrastructure in the interface area.
Infrastructure Location
g) Taree (Boradze Siding)

**Property**

The property boundary is at 377.135km on the siding. The Taree Boradze Depot is owned and operated by RailCorp.

**Operational**

Up Direction No 25 Signal.

Down Direction Yard Working Handsignal.

**Civil**

Leased Network includes all civil infrastructure maintenance up to and including the insulated rail joints in the siding adjacent 3B Catchpoint at 377.135km.

The siding facility (presently owned by RailCorp) includes all civil infrastructure within the siding up to but exclusive of the insulated rail joints at 377.135km.

**Signals**

Leased Network includes all signals infrastructure maintenance on the main lines and up to and including the insulated rail joints in the siding adjacent 3B Catchpoint at 377.135km.

The siding facility (presently owned by RailCorp) includes all signals infrastructure within the siding exclusive of the insulated rail joints at 377.135km.

**Electrical**

There are no electrical infrastructure assets within the interface area.
Location Photograph
h) Moree (Explorer Siding)

**Property**

The property boundary is at 665.748km.

**Operational**

Operational interface is at 665.720km.

**Civil**

Leased Network includes all civil infrastructure up to the boundary marker at 665.693km.

RailCorp assets include all civil infrastructure on the Siding from the first sleeper on the northern side of the boundary marker 665.693km.

**Signals**

Leased Network includes all signal infrastructure up to 665.693km.

RailCorp assets include all signal infrastructure on the Siding from the first sleeper on the northern side of the boundary marker 665.693km.

**Electrical**

Leased Network has no electrical assets in the interface area.

RailCorp has no electrical assets in the interface area.
Infrastructure Interface Sketch
Section 2A. Leased Network to Country Regional Network (CRN) - ACTIVE INTERFACES

a) Parkes - West Fork Junction (Orange to Broken Hill Line).

Property

The property boundary is at 446.950km on the Orange to Broken Hill Line (Goobang Junction End).

Operational

Operational interface is at:

Down Direction GJ127 Signal; and

Up Direction GJ126 Signal. (Dual control).

The operational boundary is at 446.950km on the Orange to Broken Hill main line adjacent to GJ127 signal. The last signal in the down direction at which trains can be held before entering the ARTC Network is GJ127 Signal (ARTC Control). The last signal in the up direction at which trains can be held before entering the CRN is GJ126 Signal (Dual Control).

Civil

Leased Network includes all civil infrastructure on the Main Line inclusive of the insulated rail joint adjacent to GJ127 Signal at 446.950km on the Orange to Broken Hill Line.

CRN includes all civil infrastructure on the Main Line up to the insulated rail joint adjacent to GJ127 Signal at 446.950km on the Orange to Broken Hill Line.

Signals

Leased Network includes all signal infrastructure on the Main Line inclusive of GJ127 Signal at 446.950km on the Orange to Broken Hill Line and the adjacent insulated rail joints for 71CT/127AT track circuits but excluding 71CT track circuit.

CRN includes all signal infrastructure on the Main Line up to but exclusive of the insulated rail joints for 71CT/127AT track circuits adjacent to GJ127 Signal at 446.950km on the Orange to Broken Hill Line and includes 71CT track circuit.

Electrical

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Photographs

Parkes West Fork Photo 1 looking towards Parkes (CRN) across the interface at signal GJ127

Parkes West Fork Photo 2 showing the interface adjacent signal GJ127 looking towards Goobang Junction
Parkes West Fork Photo 3 showing the interface on the Parkes side of the Insulated Rail Joint adjacent to signal GJ127.
b) Parkes - South East Fork Junction (Parkes to Forbes)

**Property**

The property boundary is at 627.491km (via Stockinbingal).

**Operational**

Operational interface is at:

Down Direction - From Forbes GJ123 Signal (Dual control); and

Up Direction - From Parkes GJ120 Signal.

The operational boundary is at 627.491kms on the Parkes South East Fork to Cootamundra line adjacent to GJ120 signal. The last signal in the up direction at which trains can be held before entering the ARTC Network is GJ120 Signal (ARTC Control). The last signal in the down direction at which trains can be held before entering the CRN is GJ123 Signal (Dual Control).

**Civil**

Leased Network includes all civil infrastructure on the Forbes line to Goobang Junction via the South West Fork including track up to 627.491km (via Stockinbingal) on the South East Fork inclusive of insulated rail joints adjacent GJ120 Signal.

CRN includes all civil infrastructure on the Parkes Line from 627.491km (via Stockinbingal) excluding the insulated rail joints adjacent GJ120 Signal.

**Signals**

Leased Network includes all signal infrastructure on the Forbes line to Goobang Junction via the South West Fork and up to 627.491km (via Stockinbingal) on the South East Fork including the infrastructure associated with 200A and 200B points and also GJ120 Signal and the adjacent insulated rail joints for 19GT/23AT track circuits but excluding 19GT track circuit.

CRN includes all signal infrastructure on the Parkes Line up to 627.491km (via Stockinbingal) excluding the infrastructure associated with 200A and 200B points, GJ120 Signal and the adjacent insulated rail joints for 19GT/23AT track circuits but including 19GT track circuit.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Photographs

Parkes South East Fork Photo 1 looking across the interface at GJ120 signal towards the lease.

Parkes South East Fork Photo 2 showing the interface in relation to signal GJ120.
c) Bogan Gate North (Tottenham Branch Line)

**Property**

The property boundary is at 486.050km.

**Operational**

Operational interface is at:

Down Direction – End ARTC control sign (486.050km)

Up Direction – Begin ARTC control sign (486.050km)

**Civil**

Leased Network includes all civil infrastructure including the Tottenham Branch Line up to 486.050kms

CRN includes all civil infrastructure on the Tottenham Branch Line from 486.050kms.

**Signals**

Leased Network includes all signal infrastructure including Frame E points turnout up to and including the End\Begin ARTC control signage at 486.050km on the Tottenham Branch Line.

CRN includes all signal infrastructure on the Tottenham Branch line excluding the Begin\End ARTC control signs at 486.050km.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Photographs

Bogan Gate North Photo 1 looking from the interface towards Bogan Gate.

Bogan Gate North Photo 2 looking across the interface towards the CRN.
d) Narromine

Property

The property boundary is at 497.809km on the Narromine –Nyngan section of the Main West Line.

Operational

Operational interface is at:

Down Direction - To Cobar ‘W’ Signal

Up Direction - From Cobar ‘Y’ Signal

The operational boundary is at 497.809km on the Main West line adjacent to “Y” signal. The last signal in the up direction at which trains can be held before entering the ARTC Network is “Y” Signal. The last signal in the down direction at which trains can be held before entering the CRN is “W” Signal.

Civil

Leased Network includes all civil infrastructure on the Parkes Branch Line inclusive of track on the Main Line up to 497.809km inclusive of the Insulated Rail Joint adjacent to Y Signal.

CRN includes all civil infrastructure on the Main Line from 497.809km exclusive of the Insulated Rail Joint adjacent to Y Signal.

Signals

Leased Network includes all signal infrastructure on the Parkes Line inclusive and up to 497.809km on the Main Line inclusive of Y signal and the adjacent Insulated Rail Joints for MHT/UMAT track circuits and UMAT feed and feed location.

CRN includes all signal infrastructure on the Main Line to Cobar from 497.809km exclusive of Y signal and the adjacent Insulated Rail Joints for MHT/UMAT track circuits and UMAT feed and feed location.

NOTE: CRN maintains the Staff Box for the Trangie staff but all other equipment in the staff hut including the staff contact lock for the Trangie section is maintained by ARTC.

Electrical

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan
Location Photographs
**e) Dubbo**

**Property**

The property boundary is at 460.890km on the Orange-Dubbo section of the Main West Line.

**Operational**

Operational interface is at:

Up Direction - DO 25 Signal; and

Down Direction – DO 1 Signal.

**Civil**

Leased Network includes all civil infrastructure in Dubbo Yard (excluding operator vested sidings) including the insulated rail joints for 1AT/25AT Track Circuits adjacent DO1 Signal on the Main West Line at 460.890km.

CRN includes all civil infrastructure on the Main West Line up to 460.890km clear of the insulated rail joints for 1AT/25AT Track Circuits adjacent to DO1 Signal.

**Signals**

Leased Network includes all signal infrastructure in the Dubbo Yard (excluding operator vested sidings) including the insulated rail joints for 1AT/25AT Circuits adjacent DO1 Signal on the Main west Line at 460.890km and 25AT feed and feed location at 460.634km but excluding the adjacent insulated rail joints and UXT feed for Wheelers Lane Level crossing.

CRN includes all signal infrastructure on the Main West Line up to 460.890km excluding the insulated rail joints for 1AT/25AT Track Circuit adjacent to DO1 Signal. CRN also includes the adjacent insulated rail joints and UXT feed for Wheelers Lane Level crossing but excluding 25AT feed and feed location at 460.634km

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Photographs

DUBBO

END TRAIN ORDER WORKING

To Dubbo

ARTC Responsibility

CRN Responsibility

Track Maintenance Boundary

To Orange

DUBBO

BEGIN TRAIN ORDER WORKING

To Orange

CRN Responsibility

ARTC Responsibility

To Dubbo

Track Maintenance Boundary
f) Troy Junction (Dubbo) - Coonamble Line.

**Property**

The property boundary is at 466.231km.

**Operational**

Operational interface is at:

Down Direction – TJ20 Signal; and

Up Direction – TJ23 Signal.

The operational boundary is at 466.231km on the Troy Junction to Coonamble line adjacent to TJ23 signal. The last signal in the up direction at which trains can be held before entering the ARTC Network is TJ23 Signal (ARTC Control). The last signal in the down direction at which trains can be held before entering the CRN is TJ20 Signal.

**Civil**

Leased Network includes all civil infrastructure at Troy Junction including the Coonamble Line up to 466.231km inclusive of the Insulated Rail Joint adjacent to TJ23 Signal.

CRN includes all civil infrastructure on the Coonamble Branch Line from 466.231km exclusive of the Insulated Rail Joint adjacent to TJ23 Signal.

**Signals**

Leased Network includes all signal infrastructure at Troy Junction including the Coonamble line up to 466.231km, including BLT Track Circuit and the Feed location at feed end of track circuit excluding the adjacent Insulated Rail Joint at this feed and also excluding the Landmark Signal and axle counter head at 466.502km.

CRN includes all signal infrastructure on the Coonamble Branch Line from 466.231km inclusive of the Landmark and adjacent insulated rail joints and the axle counter head at 466.502km and associated Infrastructure signage, but excluding BLT Track Circuit and Feed Location Cupboard.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan

Boundary 466.231 km

To Coonamble

To Merrygoen

TROY JUNCTION

Km 466.5

Km 467.0

Boundary 466.231 km

From Dubbo

Dubbo (Troy Junction - Coonamble Line)

View Scale: 1:6000

ARTC GIS

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g) **Werris Creek**

**Property**

The property boundary is at 411.201km on the Main North Line to Armidale.

**Operational**

Operational interface is at:

Down Direction 411.100km Shunt limit sign

Up Direction No 1552 Signal

The operational boundary is at 411.201km on the Werris Creek to Armidale line adjacent to 1552 signal. The last signal in the up direction at which trains can be held before entering the ARTC Network is 1552 Signal (ARTC Control). The last point in the down direction at which trains can be held before entering the CRN is the Shunt Limit Sign at 411.201km.

**Civil**

Leased Network includes all civil infrastructure at Werris Creek on the Main line up to 411.201km including the Insulated Rail Joint adjacent No 1552 Signal.

CRN includes all civil infrastructure on the Main Line to Armidale from 411.201km exclusive of the Insulated Rail Joint adjacent No 1552 Signal.

**Signals**

Leased Network includes all signal infrastructure at Werris Creek on the Main line up to 411.201km inclusive of No 1552 Signal and includes the overlay track circuit number 49BT approaching No 1552 Signal and all signage adjacent to 1552 signal associated with Train Order Working and excludes the DXT solar track feed for Main Road 130.

CRN includes all signal infrastructure on the Main Line to Armidale from 411.201km exclusive of No 1552 Signal and the overlay track circuit Number 49BT approaching No 1552 Signal and all signage adjacent to 1552 signal associated with Train Order Working and includes the DXT solar track feed for Main Road 130.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Photographs

WERRIS CREEK

To Sydney

ARTC Responsibility

Track Maintenance Boundary

CRN Responsibility

To Tamworth

WERRIS CREEK

To Tamworth

CRN Responsibility

Track Maintenance Boundary

ARTC Responsibility
h) Joppa Junction

Property

The property boundary is at 230.610km on the Branch line to Queanbeyan and Bombala.

Operational

Operational interface is at:

Down Direction – G7 Signal; and

Up Direction – G6 Signal.

The operational boundary is at 232.025km on the Joppa Junction to Queanbeyan line adjacent to G6 signal. The last signal in the up direction at which trains can be held before entering the ARTC Network is G6 Signal (ARTC Control). The last signal in the down direction at which trains can be held before entering the CRN is G7 Signal (ARTC Control).

Civil

Leased Network includes all civil infrastructure on the Main Line up to 230.610km and inclusive of 101A/101B points and the insulated rail joints for 11BT/6BT adjacent G8 Signal.

CRN includes all civil infrastructure on the Branch Line from 230.610km exclusive of 101A/101B points and the insulated rail joints for 11BT/6BT adjacent G8 Signal.

Signals

Leased Network includes all signal infrastructure on the Branch Line on the Sydney side of 232.025km. This includes G6 Signal, JJB2 Location, and 6AT and the insulated joints adjacent to G6 Signal (232.025km). It also includes (A6AT), JJB3 location and the aerial power supply between JJB2 location (232.025km) and JJB3 location (232.617km). The Leased Network is also exclusive of the insulated joints at 232.617km for approach track circuit to signal G6.

CRN includes all signal infrastructure on the Branch Line on the country side of 232.025km exclusive of the insulated rail joints between A6A and 6A track circuit adjacent No G6 Signal. The CRN is also exclusive of A6AT, 6AT, JJB2 location (232.025km) and JJB3 location (232.617km) and the aerial power supply between each. The CRN is inclusive of the insulated joints at 232.617km for the track circuit on approach to G6 signal (A6AT).

Electrical

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Photographs

Joppa Junction Photo 1 showing Property and Civil Maintenance Boundary looking toward the lease.

Joppa Junction Photo 2 showing Property and Civil Maintenance Boundary looking toward the CRN
Joppa Junction Photo 3 showing the operational and signalling boundary at G6 signal at 232.025km
i) Stockinbingal (Temora Branch Line)

**Property**

The property boundary is at 454.906km.

**Operational**

Operational interface is at:

- **Down Direction** – SL15 (Griffith Line) and SL17 (Parkes Line) Signals; and
- **Up Direction** – SL20 Signal.

The operational boundary is at 454.906km on the Stockinbingal to Temora line adjacent to SL20 signal. The last signal in the up direction at which trains can be held before entering the ARTC Network is SL20 Signal (ARTC Control). The last signal in the down direction at which trains can be held before entering the CRN is SL15 or SL17 Signal (ARTC Control).

**Civil**

Leased Network includes all civil infrastructure in Stockinbingal Yard inclusive of signal SL20 at 454.906km inclusive of the Insulated Rail Joint adjacent to SL20 Signal.

CRN includes all civil infrastructure on the Temora Branch Line from 454.906km adjacent No SL20 Signal exclusive of the Insulated Rail Joint adjacent to SL20 Signal.

**Signals**

Leased Network includes all signal infrastructure in Stockinbingal Yard inclusive of signal SL20 at 454.906km but including the track circuits GBut and GAUT on the Temora side of this signal and the two axle counter heads and associated cabling for the up direction strike in for the Temora Road level crossing.

CRN includes all signal infrastructure on the Temora Branch Line from 454.906km adjacent No SL20 Signal excluding the track circuits GBut and GAUT on the Temora side of this signal and the two axle counter heads and associated cabling for the up direction strike in for the Temora Road level crossing.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan
Location Photographs
j) The Rock (Boree Creek Branch Line)

Property

The property boundary is at 551.075km.

Operational

Operational interface is at:

Down Direction – No 17 Signal; and

Up Direction – No 12 Signal.

The operational boundary is at 551.075kms adjacent to No 12 signal. The last point at which down trains can be held before entering the CRN is No 17 signal (ARTC Control). The last signal up trains can be held at before entering ARTC is No 12 signal (ARTC Control).

Civil

Leased Network includes all civil infrastructure at The Rock inclusive of Frame E catchpoints and the insulated joint adjacent to No 12 signal at 551.075kms.

CRN includes all civil infrastructure on the Branch Line from 551.075kms exclusive of Frame E catchpoints and the insulated joint adjacent No 12 Signal.

Signals

Leased Network includes all signal infrastructure at The Rock inclusive of Frame E catchpoints, No 12 Signal and the insulated joint adjacent No 12 Signal at 551.075km.

CRN includes all signal infrastructure on the Branch Line from 551.075kms exclusive of Frame E catchpoints, No 12 Signal and the insulated joint adjacent No 12 Signal.

Electrical

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan
Location Photographs

THE ROCK

Track Maintenance Boundary

ARTC Responsibility

To Borwee Creek

To Albury

CRN Responsibility

To The Rock & Sydney

THE ROCK

Track Maintenance Boundary

ARTC Responsibility

To Borwee Creek

To Albury

CRN Responsibility

To The Rock & Sydney
k) Junee (Narrandera Line)

Property

The property boundary is at:

North Fork 484.730km (via Main Line)

South Fork 486.021km (via Branch Line)

NOTE: Kilometerage on the North Fork is measured from Sydney to West Junction where it stops. Kilometerage on the South Fork is measured from Junee to Narrandera.

Operational

Operational interface is at:

North Fork

Down Direction track disconnected; and

Up Direction track disconnected.

South Fork

Down Direction JE16 Signal; and

Up Direction JE15 Signal.

The operational boundary is at 486.021kms. The last point at which down trains can be held before entering the CRN is JE16 Signal (ARTC Control). The last point at which up trains can be held before entering the ARTC is JE15 Signal (ARTC Control).

Civil

North Fork

Leased Network includes all civil infrastructure on the Main Line up to 484.730kms on the North Fork.

CRN includes all civil infrastructure on the Narrandera Line from 484.730kms on the North Fork.

NOTE: The North Fork is currently non-operational and is physically disconnected from the CRN.

South Fork

Leased Network includes all civil infrastructure on the Main Line and the Narrandera Branch South Fork up to 486.021km inclusive of insulated rail joints adjacent to No JE15 Signal.

CRN includes all civil infrastructure on the Narrandera Line from 486.021km but exclusive of insulated rail joints adjacent to No JE15 signal.
**Signals**

**North Fork**

Leased Network includes all signal infrastructure on the Main Line up to and inclusive of insulated rail joint on the Narrandera side of 4C catchpoints on the Narrandera Line North Fork of the catchpoints.

There is no CRN signal infrastructure on the Narrendera line North Fork.

NOTE: The North Fork is currently non-operational and is physically disconnected from the CRN.

**South Fork**

Leased Network includes all signal infrastructure maintenance on the Main Line and the Narrandera Branch South Fork up to 486.021km inclusive of insulated rail joints adjacent to No JE15 Signal and exclusive of the insulated rail joint at the toe of Frame B points at 486.589km and inclusive of SFAT and SFBT track circuits in this area.

CRN includes all signal infrastructure maintenance on the Narrandera Line from 486.021km but exclusive of insulated rail joints adjacent to No JE15 signal and inclusive of the insulated rail joint at the toe of Frame B points 486.589km and exclusive of SFAT and SFBT track circuits in this area.

NOTE: ARTC to maintain the staff hut and JHR to maintain the electrical staff instrument and associated equipment. ARTC to maintain the cable to Frame B.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area. Location Plan
I) Camurra West (Mungindi Branch Line)

**Property**

The property boundary is at 679.040km on the Mungindi Branch Line.

**Operational**

Operational interface is at:

- Down Direction – End ARTC control sign (679.040km); and
- Up Direction – Begin ARTC control sign (679.040km).

**Civil**

Leased Network includes all civil infrastructure including the Mungindi Branch Line up to 679.040km; and

CRN includes all civil infrastructure on the Mungindi Branch Line from 679.040km.

**Signals**

Leased Network includes all signal infrastructure up to and including the End\Begin ARTC control signage at 679.040km; and

CRN includes all signal infrastructure on the Branch line from 679.040km excluding the Begin\End ARTC control signs.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Photographs

Camurra West Photo 1 showing the interface at 679.040km looking towards the CRN.

Camurra West Photo 2 showing the interface at 679.040km looking towards Camurra Junction on the lease.
m) Narrabri Junction (Walgett Branch Line)

Property

The property boundaries are at:

a) 564.799km on the south fork; and
b) 565.361km on the north fork.

Operational

Operational interfaces are at:

South Fork

Down direction STOP sign located above the End Train Order Working sign at 564.799km; and
Up direction Shunt Limit sign located at 564.809km.

North Fork

Up direction (from Narrabri West) Shunt Limit sign located at 565.361km; and
Down direction (from Narrabri) STOP sign located above the End Train Order Working sign at 565.351km.

The operational boundary is located at 564.709kms on the South Fork. The last point a down train can be held before entering CRN is at the STOP Board at 564.799kms.

The last point an up train can be held on the South Fork before entering ARTC territory is the Shunt Limit Board at 564.809kms.

The operational boundary is located at 565.351kms on the North Fork. The last point a Down train can be held before entering CRN is at the STOP Board at 565.351kms. The last point an Up train can be held on the North fork before entering ARTC territory is the Shunt Limit Board at 565.361kms.

Civil

Leased Network includes all civil infrastructure on the Main Line and the Branch Line up to and inclusive of the catchpoints on the south fork at the TOW sign at or about 564.799km and on the north fork at the Begin\End TOW sign at or about 565.351km.

CRN includes all civil infrastructure on the Branch Line from and exclusive of the catchpoints on the south fork at the Begin\End TOW sign at or about 564.799km and on the north fork from the TOW sign at or about 565.351km.

Signals
Leased Network includes all signal infrastructure on the Main Line and the Branch Line up to and inclusive of the Begin\End TOW signs on both the north and south forks.

CRN includes all signal infrastructure on the Branch Line from but excluding the Begin\End TOW signs on both the north and south forks.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan
Location Photographs

[Images of railroad tracks and signs with location information]

[Additional images of railroad tracks with location markers]

[Further images showing the railroad infrastructure with annotations]

[Text to indicate specific locations and details related to railroad infrastructure]
Section 2B. Leased Network to Country Regional Network (CRN) - INACTIVE INTERFACES

a) Binnaway - Gwabegar Line 459.205km.

**Property**

The property boundary is at 459.205km.

**Operational**

Operational interface is at:

Line is non operational, the operational interface is at the stop block located at 459.205kms

**Civil**

Leased Network includes all civil infrastructure to 459.205km adjacent to the No 1 abutment of the underbridge.

CRN includes all civil infrastructure on the Branch Line from 459.205km to Gwabegar.

**Signals**

Leased Network includes all signal infrastructure to 459.205km and exclusive of the fixed up home signal at about 459.500Kms on the Gwabegar Branch Line.

CRN includes all residual signal infrastructure on the Branch Line from 459.205km to Gwabegar.

**Electrical**

Leased Network includes all electrical infrastructure including Yard Lights which extend into the CRIA Residual area.

CRN has no electrical assets in the interface area.
Location Plan

Boundary 469.205 km

To Gwabegar

To Merrygoen

Binnaway (Gwabegar Branch Line)
Services Terminated

458.204km (Rota 456 220 km abutment underbridge)
Year 2021 1.5000

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b) Cootamundra – Batlow Line 430.960km.

**Property**
The property boundary is at 430.960 km.

**Operational**
The branch line is disused consequently there is no operational interface.

**Civil**
Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**
Leased Network includes all residual signal infrastructure up to the property boundary.

CRN includes all signal infrastructure on the branch Line from the property boundary.

**Electrical**
Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
c) Craboon – Coolah Line 381.210km.

**Property**

The property boundary is at 381.210 km.

**Operational**

The branch line is disused consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

There are no signals assets in the interface area.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
d) Culcairn – Corowa Line 597.600km.

**Property**

The property boundary is at 597.600 km.

**Operational**

The branch line is disused consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary. CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

Leased Network includes all residual signal infrastructure up to the property boundary. CRN includes all signal infrastructure on the branch Line from the property boundary.

**Electrical**

Leased Network has no electrical assets in the interface area. CRN has no electrical assets in the interface area.
e) Culcairn – Holbrook Line 597.295km.

**Property**

The property boundary is at 597.295 km.

**Operational**

The branch line is disused consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

Leased Network includes all residual signal infrastructure up to the property boundary.

CRN includes all signal infrastructure on the branch Line from the property boundary.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
f) Demondrille - Cowra Line 467.715km via Cowra

**Property**

The property boundary is at 467.715 km via Cowra.

**Operational**

The branch line is disused consequently there is no operational interface. No. 112 points on the Main Line have been clipped spiked and XL locked to prevent access onto the Branch Line.

**Civil**

Leased Network includes all residual civil infrastructure on the Main South Line and on the Blayney Harden Branch Line from 467.715km.

CRN includes all civil infrastructure on the Branch Line up to 467.715km (via Blayney).

**Signals**

Leased Network includes all signal infrastructure on the Main South Line and on the Blayney Harden Branch Line from 467.715km (on the Cowra Branch Line via Blayney).

CRN includes all signal infrastructure on the Cowra Branch Line up to 467.715km (via Blayney).

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
g) Dombarton – Maldon Line 98.690km via Unanderra

**Property**

The property boundary is at 132.510km at the Maldon end and 98.690km at the Dombarton end both via Unanderra.

**Operational**

Construction of the branch line was never completed consequently there is no operational interface.

**Civil**

Leased Network includes any residual civil infrastructure up to the property boundary.

CRN includes any civil infrastructure on the branch Line from the property boundary.

**Signals**

Leased Network includes any residual signal infrastructure up to the property boundary.

CRN includes any signal infrastructure on the branch Line from the property boundary.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
h) Dubbo – Molong Line 488.400km via Molong.

**Property**
The property boundary is at the North side of Wingewarra St or 488.400km via Molong.

**Operational**
The branch line is disused consequently there is no operational interface.

**Civil**
Leased Network includes all residual civil infrastructure from 488.400km on the Molong Branch Line.

CRN includes all civil infrastructure on the branch Line up to 488.400km.

**Signals**
Leased Network includes all signal infrastructure in the Dubbo interlocking.

There is no CRN signal infrastructure in the interface area.

**Electrical**
Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
i) Galong - Boorowa Line 365.790km

**Property**

The property boundary is at 365.790km on the branch line.

**Operational**

The branch line is disused consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

Leased Network includes all residual signal infrastructure up to the property boundary.

CRN includes all signal infrastructure on the branch Line from the property boundary.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
j) Goulburn – Crookwell Line 226.450km on the Branch Line

**Property**

The property boundary is at 226.450km on the branch line and opposite 223.380km on the Main line.

**Operational**

The branch line is disused consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

Leased Network includes all residual signal infrastructure up to the property boundary.

CRN includes all signal infrastructure on the branch Line from the property boundary.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
k) Gulgong – Maryvale Line 460.060km

**Property**

The property boundary is at 460.060 km via the branch line or opposite 341.300km on the main.

**Operational**

Construction of the branch line was never completed consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

Leased Network includes all signal infrastructure in the Gulgong interlocking.

There is no CRN signal infrastructure in the interface area

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan
I) Gulgong - Mudgee Line 340.000km via Mudgee

**Property**

The property boundary is at 340.000km via Mudgee.

**Operational**

The operational interface is at the Stop Block located at No. 7 Down Home Signal.

**Civil**

Leased Network includes all civil infrastructure at Gulgong from 340.000km on the Wallerawang to Gwabegar Branch Line.

CRN includes all civil infrastructure on the Wallerawang to Gwabegar branch Line up to 340.000km at Gulgong.

**Signals**

Leased Network includes all signal infrastructure at Gulgong including No. 7 Down Home Signal.

CRN includes all signal infrastructure on the Mudgee branch Line from Wallerawang up to the Lease Network boundary at 340.000km.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location plan
m) Henty - Rand Line 582.500km

**Property**

The property boundary is at 582.500km on the Rand Branch Line.

**Operational**

Operational interface is at the Stop Block at 582.412km on the branch line. Note: The branch line is disused beyond the Stop Block.

**Civil**

Leased Network includes all civil infrastructure at Henty and on the Rand Branch Line up to 582.500km and including the Stop Block at 582.412km.

CRN includes all civil infrastructure on the Rand Branch Line, from 582.500km.

**Signals**

Leased Network includes all signal infrastructure at Henty and on the Rand Branch Line up to 582.500km.

CRN includes all signal infrastructure on the Rand Branch Line from 582.500km.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.

**Property**

The property boundary is at 132.510km at the Maldon end and 98.690km at the Dombarton end via Unanderra.

**Operational**

Construction of the branch line was never completed consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

There is no signalling infrastructure in the interface area.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
o) Moree - Inverell Line 666.440km

**Property**

The property boundary is at 666.440km on the Inverell Branch Line.

**Operational**

Operational interface is at the Stop Block located at 666.440km on the Inverell Branch Line.

**Civil**

Leased Network includes all civil infrastructure up to and inclusive of the property boundary at 666.440km.

CRN includes all civil infrastructure on the Branch Line from the first sleeper on the Inverell side of the property boundary at 666.440km.

**Signals**

Leased Network includes all signal infrastructure up to and inclusive of the first sleeper on the Inverell side of the property boundary at 666.440km.

CRN includes all signal infrastructure on the Branch Line from the first sleeper on the Inverell side of the property boundary at 666.440km.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan
Location Photographs

Moree Photo 1 looking from the interface on the Inverell Branch Line towards Moree

Moree Photo 2 looking from the interface on the Inverell Branch Line towards the CRN
p) Casino - Murwillumbah Line 807.400km

**Property**

The property boundary is at 807.400km.

**Operational**

Operational interface is at Murwillumbah Branch Line Services terminated from the Stop Block at 807.400km.

**Civil**

Leased Network includes all civil infrastructure at Casino on the Murwillumbah Branch Line up to the Stop Block at 807.400km.

CRN includes all civil infrastructure on the Murwillumbah Branch Line from the Stop Block at 807.400km.

**Signals**

Leased Network includes all signal infrastructure at Casino on the Murwillumbah Branch Line up to the Stop Block at 807.400km.

CRN includes all signal infrastructure on the Murwillumbah Branch Line from the Stop Block at 807.400km.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan

 OLD CASINO

Boundary 807.400 km

Old Casino (Muvillumbah Line )
807.400 km

To Casino

Stop Block 807.400km
q) Roto – Hillston Line 795.835km via Hillston.

**Property**

The property boundary is at 795.835km via Hillston.

**Operational**

The branch line is disused consequently there is no operational interface.

**Civil**

Leased Network includes all civil infrastructure in the Orange to Broken Hill corridor.

CRN includes all civil infrastructure on the branch Line up to the property boundary.

**Signals**

Leased Network includes all signal infrastructure at Roto.

CRN includes all signal infrastructure on the branch Line up to the property boundary.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
Location Plan

Boundary 795.835 km
Via Hillston

Version: Deed of Variation of Lease (No. 4) and Additional Land Lease
r) Sandy Hollow - Merriwa Line 332.520km

**Property**

The property boundary is at 332.520km.

**Operational**

The branch line is disused consequently there is no operational interface.

**Civil**

Leased Network includes all residual civil infrastructure up to the property boundary.

CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

Leased Network includes all signal infrastructure at Sandy Hollow.

There are no CRN signal assets.

**Electrical**

Leased Network has no electrical assets in the interface area.

CRN has no electrical assets in the interface area.
s) Taree - Manning River Siding 380.000km

**Property**
- The property boundary is opposite 380.000km on the main line.

**Operational**
- There is no operational interface as the line is disconnected from the ARTC Network.

**Civil**
- Leased Network includes all civil infrastructure on the main line and up to the property boundary.
- CRN includes all civil infrastructure on the Manning River Sidings from the property boundary.

**Signals**
- Leased Network includes all signal infrastructure.
- CRN has no signal infrastructure at this interface.

**Electrical**
- There is no electrical interface at this location.
t) Uranquinty - Kywong Line 536.310km

**Property**

- The property boundary is at 536.310km.

**Operational**

- There is no operational interface as the branch line has been disconnected and removed up to the property boundary.

**Civil**

- Leased Network includes all residual civil infrastructure up to the property boundary.
- CRN includes all civil infrastructure on the branch Line from the property boundary.

**Signals**

- Leased Network includes all residual signal infrastructure up to the property boundary.
- CRN includes all signal infrastructure on the branch Line from the property boundary.

**Electrical**

- Leased Network has no electrical assets in the interface area.
- CRN has no electrical assets in the interface area.
u) Wagga Wagga -Tumbarumba Line 521.850km.

**Property**
- The property boundary is as identified on the lease plans at 521.850km.

**Operational**
- The branch line to Tumbarumba is disused beyond the Stop Block fitted on the Branch Line at the point where the Branch Line meets the lease boundary at 521.850km.

**Civil**
- Leased Network includes all civil infrastructure at Wagga Wagga inclusive of the neck on No. 1 Siding on the down side and the Stop Block fitted at the lease boundary.
- CRN includes all civil infrastructure on the Branch Line from the Stop Block at approx 521.850km (Wagga Wagga).

**Signals**
- Leased Network includes all residual signal infrastructure up to the property boundary.
- CRN includes all signal infrastructure on the branch Line from the property boundary.

**Electrical**
- Leased Network has no electrical assets in the interface area.
- CRN has no electrical assets in the interface area.
v) Yass Junction - Yass Town Line 318.490km

Property
- The property boundary is as identified on the lease plans at 318.490km.

Operational
- The branch line is disused consequently there is no operational interface.

Civil
- Leased Network includes all residual civil infrastructure up to the property boundary.
- CRN includes all civil infrastructure on the branch Line from the property boundary.

Signals
- Leased Network includes all residual signal infrastructure up to the property boundary.
- CRN includes all signal infrastructure on the branch Line from the property boundary.

Electrical
- Leased Network has no electrical assets in the interface area.
- CRN has no electrical assets in the interface area.
Location Plan
Section 3. Leased Network to CRIA Facility Sidings

a) Goulburn (Rollingstock and Fabrication Centre)

Property

- The property boundary is at 225.850km as shown on the property plan. Note: The infrastructure interface is at 225.650km.

Operational

- Operational interface is:
  - Arrival road No 39 or 37 signal
  - Departure road No 34 signal

Civil

- Leased Network includes all civil infrastructure on the main lines and on the arrival and departure roads up to 225.650km as defined in the attached plans.
- The workshop facility includes all civil infrastructure within the workshops boundary inclusive of the arrival and departure roads to 225.650km as defined in the attached plans.

Signals

- Leased Network includes all signals infrastructure on the main lines and on the arrival and departure roads up to 225.650km adjacent No 34 signal inclusive of Frames H and K No 36 signal and associated track circuits within the workshops boundary.
- All signals infrastructure within the workshops boundary, as defined in the attached plans, is part of the Leased Network signalling system.

Electrical

- There is no electrical infrastructure in the interface area.
Looking North from Workshops Property Boundary Location

Looking South into Workshops Property
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Attachment F – interface Definition Survey