



AUSTRALIAN RAIL TRACK CORPORATION LTD

**ARTC APPENDIX
TO THE
NATIONAL CODE OF PRACTICE
FOR THE
DEFINED INTERSTATE RAIL NETWORK**

Section 05

Dimboola Loop to Belair

Version	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
Ver 2.Rev 0	03 June 13	Operations Support Manager East/West	National Rules Manager	Operations Safety & Environmental Review Group 11 June 2013	Safety & Environment Committee 17 June 2013

THIS DOCUMENT IS UNCONTROLLED WHEN PRINTED

Issue: 2.0 28 July 2013

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Amendment Register

Page No	Reference	Issue Date	Amendment Detail
1		23/11/01	Table of Contents Updated
2		23/11/01	Amendment Register Added
3		23/11/01	Coombe added to 3.0
4		23/11/01	NCoP extended to Dimboola Loop
5		23/11/01	Operation of FA Intermediate Sidings, Dimboola to VIC/SA Border
6		23/11/01	Operation of ASR Sidings Wolseley to Monarto Sth.
10		23/11/01	Operation of ARTC sidings Bordertown, Coombe, Callington, Balhannah & Mt Lofty
ALL		May 2013	Entire Document Updated.

1.0 Systems of Safe Working

CTC Dimboola Loop to Belair.

Yard Access Authority — any location owned or leased by GWA.

2.0 OPERATIONAL CONTROL

ARTC provides train control over the corridor as shown below —:

Pyrenees to Wolseley: The Network Controller Adelaide can be contacted on Victorian radio channel 6 between Dimboola Loop and Wolseley or telephone 08 8217 4235

Wolseley to Belair:

The Train Controller Adelaide can be contacted on SA channel UHF5 between Tailm Bend and Belair inclusive or telephone (08) 8217 4453.

NOTE: There is no radio coverage between Wolseley and Tailm Bend.

2.1 Definitions

ARTC: Australian Rail Track Corporation

GWA: Genesee Wyoming Australia

TA20: The ARTC Code of Practice containing the rules and operating procedures for Victorian Main Line Operations

3.0 INTERMEDIATE SIDINGS

GWA managed sidings are located at -:

Wolseley, Bordertown, Wirrega, Keith, Tintinara, Coonalpyn, Coomandook, Tailm Bend (including branch lines to Pinnaroo and Loxton), Murray Bridge and Monarto South (including the branch line to Apamurra)

ARTC owned Sidings are located as follows -:

ARTC owned sidings in Victoria between Dimboola Loop and Wolseley are:-

- Gerang Gerung, Kiata, Salisbury Loop, Nhill, Tarranginnie, Diapur Loop, Miram, Kaniva, Lillimur, Serviceton.

Engineer's sidings are:-

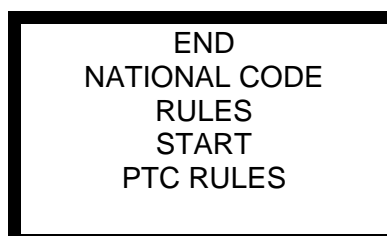
Bordertown, Keith, Coombe, Callington, Balhannah and Mt. Lofty.

4.0 CHANGE OF CTC RULES AT DIMBOOLA LOOP (IA09)

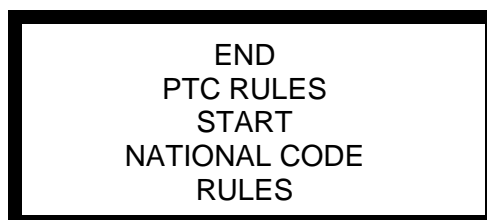
The Adelaide end of Dimboola Loop is the interface between the two ARTC Codes of Practice, on the Melbourne side of Dimboola Loop (including Dimboola Loop) is operated by the rules contained in TA20 whilst on the Adelaide side is operated by the rules contained in the ARTC Code of Practice for the Defined Interstate Network.

The following advice signs are erected:

Signal 365/26:



Signals 365/30 and 365/32:



In the event that a signal fails to assume a 'Proceed' aspect the following authorities shall be issued:

Dimboola Loop:

Signals 365/30 and 365/32:-

- Train Authority in accordance with the Code of Practice for the defined Interstate Network (also see Clause 4.1).

Signals 365/26 and 365/6:-

- Vic CTC Arrival Message

Signals 365/4, 365/10 and 365/12:-

- Vic CTC Caution Order

4.1 Qualifications of Train Crews for Movements shunting past Signals 365/30 or 365/32 at Dimboola Loop.

Operators requiring to shunt at Dimboola Loop are not required to be qualified in the Code of Practice for the Defined Interstate Network however they shall be qualified in the CTC rules applicable to TA20.

Should a movement require to proceed into the Dimboola Loop-Salisbury Loop section, the movement may be signalled in the normal manner however shall not proceed beyond permissive signal A3700.

In the event that Signals 365/30 or 365/32 fail to assume a 'Proceed Aspect' for the shunting operation and the Driver of the movement is not qualified in the Code of Practice for the Defined Interstate Network, the ARTC Train Controller shall issue a CTC Caution Order in accordance with TA20 amended to reflect that the movement shall pass the defective signal for the purpose of shunting.

Should the crew be qualified in the Code of Practice for the Defined Interstate Network the ARTC Train Controller shall issue a Train Authority in accordance with the National Code of Practice for the Defined Interstate Network.

5.0 OPERATION OF ARTC INTERMEDIATE SIDINGS, DIMBOOLA LOOP TO VIC/SA BORDER

5.1 Overview

With the exception of Dimboola Loop, ARTC manages all intermediate sidings leading off the ARTC Main Line between Dimboola Loop and VIC/SA Border.

Operators requiring access to these sidings shall obtain authority from ARTC or the lessee of the siding prior to requesting a path from the ARTC.

5.2 Point Security

With the exception of Salisbury and Diapur Loops, the Main Line Points providing access to the intermediate sidings between Dimboola Loop and the Vic/SA border are secured by means of an Electric Switch Lock. The operation of the Switch Lock shall be in accordance with the ARTC Addendum (TA20 27-52).

Train Crews shall not operate any Switch Lock securing points without first obtaining the authority of the ARTC Network Controller.

At Salisbury and Diapur Loops the points leading from the Crossing Loop to the Siding are secured by Electric Switch Lock which is released by the ARTC Network Controller.

Train Crews shall request the release from the ARTC Network Controller prior to operating the Switch Lock.

In all cases, immediately shunting operations have been completed, the movement has entered the applicable siding off the ARTC Main Line or the movement has entered the ARTC Main Line from the siding, the Driver shall

restore the points, lock the point lever and ensure the Electric Switch Lock is restored and the door is closed and locked.

The ARTC Network Controller shall be advised accordingly.

5.3 Operation of 'Controlled Permissive' Signals

At certain Intermediate Sidings the Network Controller has the ability to place the Permissive Signal to the 'Stop' position to prevent unnecessary operation of Level Crossing equipment.

The Network Controller shall place the Permissive Signal to the 'Stop' position when advised that a shunt is to be performed at the location.

The Network Controller shall not place the Permissive Signal to the 'Stop' position after the movement has entered the section from the crossing loop in the rear and is approaching the signal unless the Driver has first been advised.

When a movement has completed shunting and is ready to proceed, the Driver shall advise the Network Controller and request that the Permissive Signal be placed to the 'Proceed' position.

6.0 OPERATION OF GWA SIDINGS BETWEEN WOLSELEY AND MONARTO SOUTH (IA31)

6.1 Overview

GWA manages intermediate sidings at Wolseley, Bordertown, Wirrega, Keith, Tintinara, Coonalpyn, Coomandook, Tailem Bend, Murray Bridge and Monarto South.

Operators requiring access to these sidings shall obtain authority from GWA prior to requesting a path from the ARTC.

Operators requiring access to the engineers siding at Keith shall obtain authority from ARTC.

6.2 Point Security

With the exception of Wolseley, Bordertown and Keith, the points providing access to the intermediate sidings between Wolseley and Monarto South are secured by means of an Outlying Point Lock.

A movement requiring access to the Goods Siding shall be signalled into the Crossing Loop by means of a 'Low Speed' aspect.

Train Crews shall not operate any Outlying Point Lock securing the points without first obtaining the authority of the ARTC Network Controller.

In all cases, immediately shunting operations have been completed, the movement has entered the applicable siding off the ARTC Main Line or the movement has entered the ARTC Main Line from the siding, the Driver shall restore the points, lock the points and ensure the Outlying Point Lock is restored and the door is closed and locked.

The Network Controller shall be advised accordingly.

6.3 Wolseley

At Wolseley, Bordertown and Keith, the ARTC Network Controller operates the points and signals leading from the Crossing Loop to the Goods Siding.

Prior to requesting the ARTC Network Controller to signal a movement into the Goods Siding the Train Crew shall first confer with the GWA Train Controller and obtain the appropriate authority.

7.0 TALEM BEND (IA31)

7.1 Overview

Control of the Tailem Bend yard is under the yard management system of GWA and control of the railway lines from Tailem Bend to Loxton and Tailem Bend to Pinnaroo is by GWA under the Train Order system of safe working.

The Main Line and Crossing Loop are under the control of ARTC and operated by means of Centralised Traffic Control.

There are 3 connections between the Crossing Loop and the Tailem Bend yard which shall be operated in accordance with these procedures.

Operators requiring access to the Tailem Bend Yard shall obtain authority from GWA prior to requesting a path from the ARTC.

7.2 Movements entering Tailem Bend Yard

Access to Tailem Bend yard is from the crossing loop through crossover 8-8A located towards the Murray Bridge end of the crossing loop or crossover 9-9A located approximately 1/3 the way along the crossing loop from the Murray Bridge end and facing trains approaching from Murray Bridge.

Access is also available through cross over 11-11A located at the Coomandook end of the crossing loop and faces movements approaching from Coomandook.

When a movement requires entry to the yard, it shall come to a stand ahead of the relevant points, the Outlying Point Lock is to be hand operated to allow the movement to enter the yard.

Immediately the movement clears into the yard, the Points and Point Lock shall be restored to normal and the Network Controller advised that the movement is clear of the crossing loop track.

7.3 Movements departing Tailem Bend Yard

Prior to a movement being admitted to the crossing loop at Tailem Bend through 88A, 9-9A or 11-11A cross over the Rail Safety Worker in Charge of the movement shall seek the approval of the ARTC Network Controller.

Upon approval for the movement being provided, the relevant Outlying Point Lock and points are to be operated for the passage of the movement.

Immediately the movement is clear of relevant points and is standing on the crossing loop, the points and Outlying Point Lock shall be restored to normal and the Network Controller advised accordingly.

7.4 Operation of Track Machines

Track Machines working from the crossing loop into the yard shall obtain a Yard Access Authority from GWA.

Track Machines departing from the yard shall be in possession of an Authority issued by the ARTC Network Controller prior to proceeding onto the crossing loop.

The Qualified Worker of the Track Machine shall ensure that the Points and Outlying Point lock are returned to normal immediately the Track Machine is clear of the crossing loop or yard, dependent upon the direction of movement.

8.0 MONARTO SOUTH (IA31)

8.1 Overview

Control of the railway line from Monarto South to Apamurra is by GWA under the Train Order system of safe working. Boards defining the change in train working and train control authority are situated adjacent to Signal 22 at Monarto South.

The GWA Transport Controller shall confer with the ARTC Network Controller when movements are approaching Monarto South from Apamurra.

The points leading to the Goods Siding off the Crossing Loop track are secured by means of Outlying Point Lock.

Operators requiring access to the goods siding shall obtain authority from GWA prior to requesting a path from the ARTC.

8.2 Movements from Monarto South to Apamurra

When a movement is to proceed from Monarto South towards Apamurra, the train crew shall hold a Train Authority issued by the GWA Transport Controller for the section.

The ARTC Network Controller shall set the points for the movement to proceed from the crossing loop to the Apamurra line and clear Signal 21 for the movement to proceed.

In the event of the failure of Signal 21 to clear for the movement, the Network Controller shall issue a Train Authority for the movement to pass Signal 21 at the 'Stop' position in accordance with the National Code of Practice for the Defined Interstate Network.

The Train Crew shall ensure that number 20A points have been examined and are correctly set and locked for the movement prior to proceeding.

Should the points not be correctly set, permission shall be obtained from the ARTC Network Controller to operate them in hand mode.

Authority to proceed into the Monarto South — Apamurra section shall be a Train Authority issued by the GWA Transport Controller.

Should it be necessary to use the Apamurra Branch line for shunting purposes, the movement shall be in possession of a Shunt Authority issued by the GWA Transport Controller before passing Signal 21.

8.3 Movements from Apamurra to Monarto South

Movements from Apamurra shall work under authority of a Train Authority issued by the GWA Transport Controller. The Authority shall extend to the "End of Train Order Working Board" located adjacent to Signal 22.

Entry into the Monarto South yard shall be in accordance with the indication displayed on Signal 22 which is under the control of Centralised Traffic Control operated by the ARTC Network Controller.

In the event of Signal 22 failing to display a 'Proceed' aspect for the passage of a movement, the ARTC Network Controller shall issue a Train Authority for the movement to pass Signal 22 at the 'Stop' position in accordance with the National Code of Practice for the Defined Interstate Network.

The train crew shall ensure that number 20A points have been examined and are correctly set and locked for the movement prior to proceeding.

Should the points not be correctly set, permission shall be obtained from the ARTC Network Controller to operate them in hand mode.

The crew of the movement shall ensure that they advise the GWA Transport Controller when the rear of their train is clear of the end of Train Order Working Board.

8.4 Operation of Movements between the Goods Siding and the Crossing Loop track at Monarto South

A movement requiring access to the Goods Sidings shall be signalled into the Crossing Loop by means of a 'Low Speed' aspect.

Train Crews shall not operate any Outlying Point Lock securing points without first obtaining the authority of the ARTC Network Controller.

Immediately shunting operations have been completed, the movement has entered the applicable siding off the Crossing Loop or the movement has entered the Crossing Loop from the siding, the Driver shall restore the points, lock the point lever and ensure the Outlying Point Lock is restored and the door is closed and locked.

The ARTC Network Controller shall be advised accordingly.

8.5 Operation of Track Machines at Monarto South

Track Machines at Monarto South shall work under the direction of the ARTC Network Controller.

Track machines working on the Apamurra Branch line shall do so under the direction of the GWA Transport Controller. Where a track machine is proceeding from the branch line into the yard or from the yard onto the branch line authorities shall be obtained from both Controllers prior to proceeding.

The ARTC Network Controller Mile End shall be advised as soon as any track machine has cleared number 20A points.

9.0 MT.BARKER JCT (IA35)

9.1 Overview

The ARTC standard gauge main line parallels the SteamRanger operated Broad Gauge line at Mount Barker Junction Railway Station.

SteamRanger operates movements from Mt.Barker to Mt.Barker Jct and terminates against the former platform adjacent to the standard gauge tracks.

9.2 Operation of Movements

Prior to any movement departing from Mt.Barker the SteamRanger Rail Safety Worker shall contact the ARTC Train Control in accordance with Steam Ranger procedures.

10.0 OPERATION OF ARTC SIDINGS AT BORDERTOWN, KEITH, COOMBE, CALLINGTON, BALHANNAH AND MT LOFTY (IA34)

10.1 Overview

ARTC manages the Engineers Sidings Bordertown, Keith, Coombe, Balhannah and Mt. Lofty.

Operators requiring access to these sidings shall obtain authority from ARTC.

10.2 Point Security

With the exception of Bordertown, Keith and Mount Lofty, the points providing access to the Engineers sidings are secured by means of Outlying Point Lock.

Movements requiring access to the Engineers Siding shall be signalled to the Crossing Loop by means of a 'Low Speed' signal.

Train Crews shall not operate any Outlying Point Lock without first obtaining the authority of the ARTC Network Controller.

In all cases, immediately shunting operations have been completed, the movement has entered the applicable siding or the movement has entered the Crossing Loop from the siding, the Driver shall restore and lock the Points and ensure the Outlying Point Lock is restored and the door is closed and locked.

The ARTC Network Controller shall be advised accordingly.

10.3 Bordertown, Keith and Mount Lofty

At Bordertown, Keith and Mount Lofty the ARTC Network Controller operates the points and signals leading to the Engineers Siding.