Division / Business Unit: Engineering & Systems
Function: Operations
Document Type: Guideline

Network Information Book
Cook Train Order
Tarcoola (exc) to Cook (inc)

OGW-30-11

Applicability

Interstate Network

Publication Requirement

Internal / External

Primary Source

Route Access Standard - Defined Interstate Rail Network Section Pages D7

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
1.5	31 Mar 2022	Configuration Management Administrator	Corridor Assets & Operational Representatives	Configuration Manager	Acting GM Technical Standards

Amendment Record

Amendment Version #	Date Reviewed	Clause	Description of Amendment
1.0	14 Dec 2015		Initial issue
1.1	14 Mar 2018	Various	Bates yard & Cook movements information updated. 4WD access details & Ooldea airstrip added. Access authority working reference in addendum removed. Yard limit boards added & corrections made to various diagrams. Diagram legend updated
1.2	28 Nov 2018	Various	Take offs and airstrips details updated in section 1. Loop lengths amended in location text and diagrams. Cook fuel points and derail references added to diagrams
1.3	27 Mar 2020	1.3.1, 1.4,	Adjacent Train Control Centres and Level Crossing table updated.

		1.7, 2.9 & 2.14	Diagrams updated with LED signal changes. Ooldea and Cook text and diagrams updated.
1.4	10 Dec 2021	1.1, 1.4, 1.7, 1.8, 1.17, 2.9	Board Extent, Adjacent Train Control details, Level Crossings, Take-offs and Drawing Legend updated. Ooldea diagram updated. Usage note added to all diagrams & points symbols updated.
1.5	31 Mar 2022	2.14.1	Cook train fuelling & watering details updated.

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Tarcoola (exclusive) 24 signal 505.624km to Cook (inclusive) west yard limit board 916.600km.

Contact Numbers:

Phone:	(08) 8152 8005
Emergency:	(08) 8152 8065
Train Transit Manager:	(08) 8152 8020
TTM Emergency:	(08) 8152 8080

1.2 Safe Working System

Train Order Working.

1.3 Applicable Rules

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1.4 Adjacent Train Control Boards / Centres

ARTC North CTC	(08) 8152 8006	Emergency (08) 8152 8066
ARTC Parkeston Train Order	(08) 8152 8004	Emergency (08) 8152 8064

1.5 Section Operating Equipment

1.5.1 Overview of Local Operating Equipment

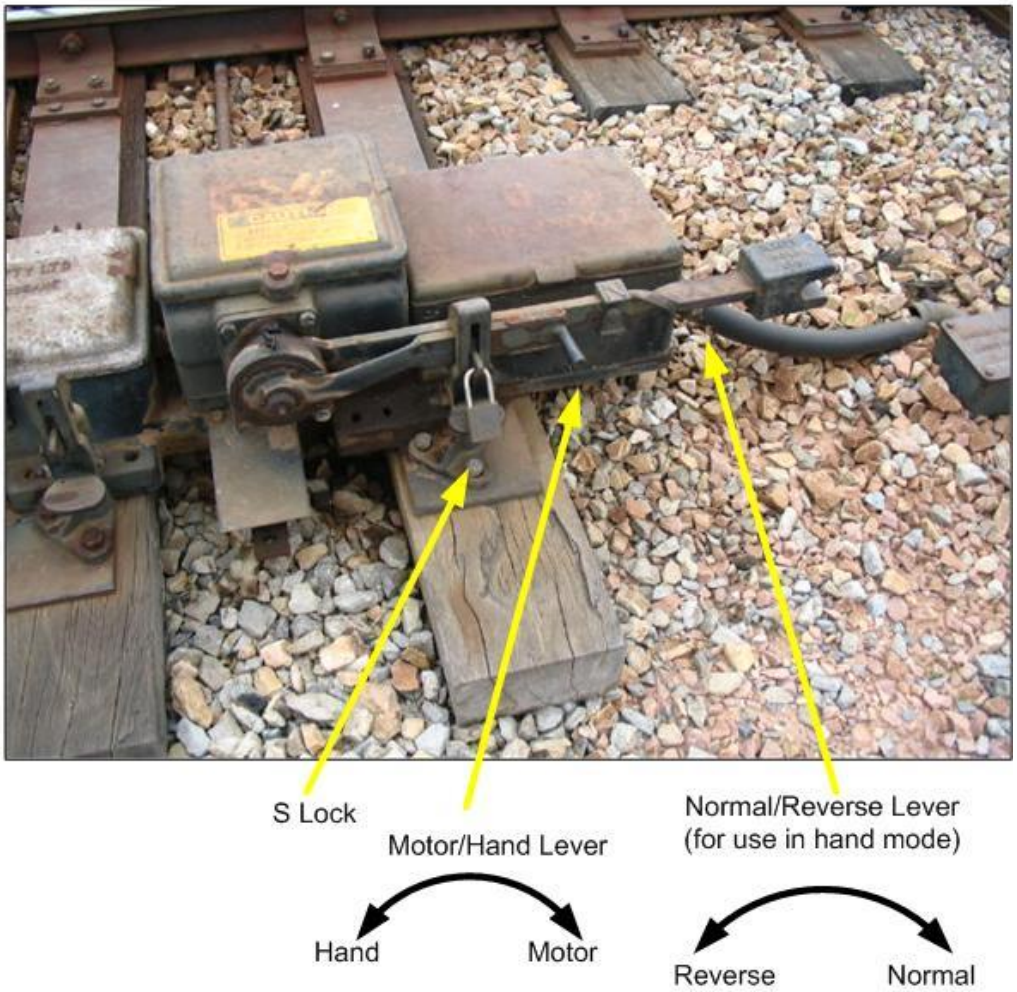
Each crossing location between Malbooma and Parkeston (inclusive) is provided with controls to operate the points locally. The controls are located in a control cabinet attached to the wall of the equipment tank at each end to the loop and are applicable to that end only.

The operation of the local controls shall only be undertaken by authorised qualified safeworkers and only when it is safe to do so, and after due consideration to the safety of all rail movements in the vicinity or approaching the points.

Refer to ARTC Addendum Code of Practice for the defined interstate rail network section 6.9.

1.5.2 Motorised Point Machines

McKenzie & Holland Dual Control Points Machine



1.5.3 Switch Stands

1.5.4 Derailer

Derailers are placed on goods sidings for roll out protection.

1.6 Train Braking Requirements

Train braking and holding test are covered in the CoP and can be found by using the CoP and addendum index, however these are included here for quick reference.

BRAKE HOLDING TESTS FOR THE REARMOST VEHICLES (RETENTION TESTS)

The following apply:

1. The operator **shall** put into place systems for conducting brake holding tests.

2. The number of vehicles (or for articulated or permanently coupled vehicles the number of triple valve control units) required to conform to the requirements of this sub-section shall be:

a. Three (3) for freight trains operated in New South Wales;

b. Two (2) for freight trains not entering New South Wales; and

c. One (1) for all passenger trains where a guard is provided or three (3) for passenger trains without guards.

3. The vehicle operator shall ensure that air and hand brakes operate correctly.

4. The air brakes on the vehicles **shall** remain effectively applied for a period of time, based on train length, considered sufficient for a member of the train (locomotive) crew to reach the vehicles and secure handbrakes in the event of a breakaway en route.

5. This time **shall** be ten (10) minutes plus three (3) minutes for each 100 metres or part thereof of train length. For example, a train 1240 metres long will require a holding (retention) time of 13 x 3 + 10 = 49 minutes.

6. If any of the required number of vehicles (as specified in item (2) above) fail the above test (as specified in item (5) above), generally known as a holding or retention test, the faulty vehicle(s) **shall** be repaired or the train remarshalled to ensure compliance with the requirements of items (3) and (4) above.

7. Brake holding tests successfully completed will remain valid for the departure within a period of 24 hours from completion of the test. After that period, the vehicles **shall** be re-tested.

FREIGHT TRAINS

On freight trains, the maximum number of inoperative or isolated brakes permitted on a train **shall** be either of the following:

1. One conventional two-bogie vehicle for every ten (10) vehicles in the train where the vehicle is isolated as a unit.

2. One bogie for every ten (10) bogies in the train where individual bogies can be isolated or the isolation of triple valve control units affects more than two (2) bogies. This applies, only on the proviso that the total un-braked mass of the train **shall not** exceed 10% of the total train mass (excluding the mass of the hauling locomotives).

Item (1) above applies where the only vehicles isolated are conventional two-bogie vehicles. In all other cases, the requirements of item (2) **shall** be followed.

For the purposes of this clause, a four-wheel (two-axle) vehicle **shall** be counted as one bogie, and locomotives under power **shall not** be counted as train vehicles.

1.7 Level Crossings Tarcoola to Cook

Number	Line Section	Line Segment	KM	Traffic Type	Access	Control Type
692	Private Crossing	Tarcoola - Cook	510.668	Road	Private	Stop Signs
694	Private Crossing	Tarcoola - Cook	512.289	Road	Private	Stop Signs
695	Private Crossing	Tarcoola - Cook	524.886	Road	Private	Stop Signs
696	Private Crossing	Tarcoola - Cook	542.165	Road	Private	Stop Signs
697	Private Crossing	Tarcoola - Cook	551.584	Road	Private	Stop Signs
2125	Private Crossing	Tarcoola - Cook	552.040	Road	Private	Stop Signs
698	354 Mile H S - Glendambo	Tarcoola - Cook	569.366	Road	Public	Stop Signs
699	Private Crossing	Tarcoola - Cook	605.961	Road	Private	
700	Private Crossing	Tarcoola - Cook	637.448	Road	Private	
701	Private Crossing	Tarcoola - Cook	668.029	Road	Private	
702	Private Crossing	Tarcoola - Cook	678.782	Road	Private	
703	Barton Rail Siding	Tarcoola - Cook	694.355	Road	Public	Stop Signs
704	Private Crossing	Tarcoola - Cook	744.708	Road	Private	
705	Watson-Yalata Community Ooldea	Tarcoola - Cook	777.127	Road	Public	Stop Signs
706	Private Crossing	Tarcoola - Cook	808.767	Road	Private	Stop Signs
2132	Occupational Crossing	Tarcoola - Cook	839.000	Road	Private	
2130	Occupational Crossing	Tarcoola - Cook	890.000	Road	Private	
708	Private Crossing	Tarcoola - Cook	912.425	Road	Private	
709	Occupational Crossing	Tarcoola - Cook	913.454	Road	Private	
710	Occupational Crossing	Tarcoola - Cook	914.133	Road	Private	
2131	Occupational Crossing	Tarcoola - Cook	914.715	Road	Private	
712	Cook - Eyre Highway	Tarcoola - Cook	914.963	Road	Public	Stop Signs
713	Occupational Crossing	Tarcoola - Cook	916.611	Road	Private	

1.8 Take Offs

Location	/ Km Point
Tarcoola - Malbooma	504.110
Bates - Ooldea	726.300
Ooldea - Watson	795.620
Watson - Fisher	839.000
Watson - Fisher	859.440
Thomiar - Cook	890.060
Cook - Denman	916.600

1.9 Emergency Local Releases

Nil

1.10 Maximum Permitted Speeds & Permanent Speed Restrictions

Refer the Route Access Standard - Defined Interstate Rail Network Section Pages D7 for all speed information.

1.11 Maximum Train Length

Maximum train length is 1800 metres.

1.12 Structure Clearances

Refer Route Access Standards for Rolling Stock Outlines.

1.13 Communications

The National Train Communications System (NTCS) is the Primary communications system for the ARTC controlled rail network and is mandatory for all operators to operate their locomotives using a NTCS ICE (In-Cabin Equipment) Unit as the primary communications device.

A standard ICE unit is installed with the following components

- Telstra NextG™ transceiver
- Iridium satellite transceiver
- UHF Radio
- GPS

The ICE unit primary communications is via the Telstra NextG™ and backup communications is provided via the Iridium Satellite network. The ICE unit will automatically call the Mile End network control centre when the routine and emergency buttons are pressed.

The UHF radio is used for the Local train Radio - Train to Train and train to track Side communications.

UHF Local Train Radio (LTR) frequency details

Frequency: 418.425 MHz (UHF),

Bandwidth: 12.5 KHz,

EIRP: 41W (remote/low density areas), 8.3W (medium & high density areas)

Tx CTCSS: 162.2 Hz

Rx CTCSS: 162.2 Hz

Selcall: disabled

Alternate Communication for this section is by mobile or satellite phones.

The towers are located as follows:

1. Lyons
2. Wynbring
3. Mt Christie
4. Mungala
5. Barton
6. Bates
7. Immarna
8. Watson
9. Fisher
10. Cook

1.14 Locations of Airstrips

Location	Approx KM
Tarcoola	504
Wynbring	606
Barton	694
Cook	914

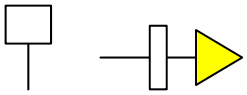
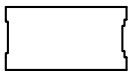
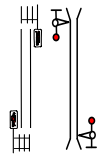
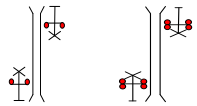
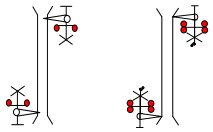
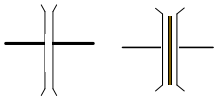
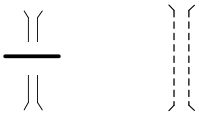
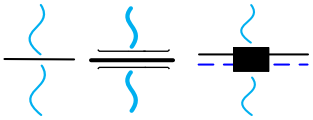
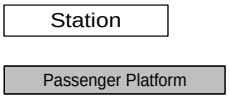
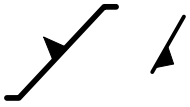
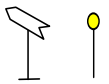
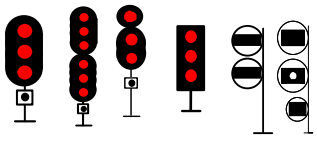
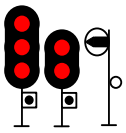
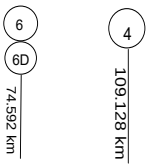
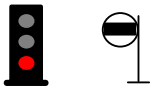
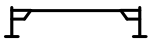
1.15 Ruling Gradients

Tarcoola to Cook	1 in 80

1.16 Curve and Gradient Data

For all Curve and Gradient data, refer to the ARTC Internet.
https://extranet.artc.com.au/eng_network-config_cd.html

1.17 Drawing Legend

	Standard gauge track		Dual gauge track
	Broad gauge track		Crossover
	Advisory Sign or Location Sign		Tunnel
	Pedestrian Crossing		Passive Protection Level Crossing
	Active Protection Level Crossing – Flashing Lights		Active Protection Level Crossing – Lights and Boom
	Bridge or Overpass		Underpass
	River/Creek or Significant river bridge or Viaduct		Station or Platform
	Derail		Dual Control Motorised Points
	Point Indicator		Mechanical Frame
		Absolute Signals (Absolute signals in Victoria containing a 'P' on the name plate are co-acting signals)	
	Permissive Signals		Signal number reference
	Dwarf Signals		Banner Indicator
	Overheight Detectors	>> <<	Wayside Equipment

2 Locations and Sections Information

2.1 Malbooma (MBA)

Standing Room:

- 1972m

Goods Siding:

- Yes, Spur 400m

Local Control Panel:

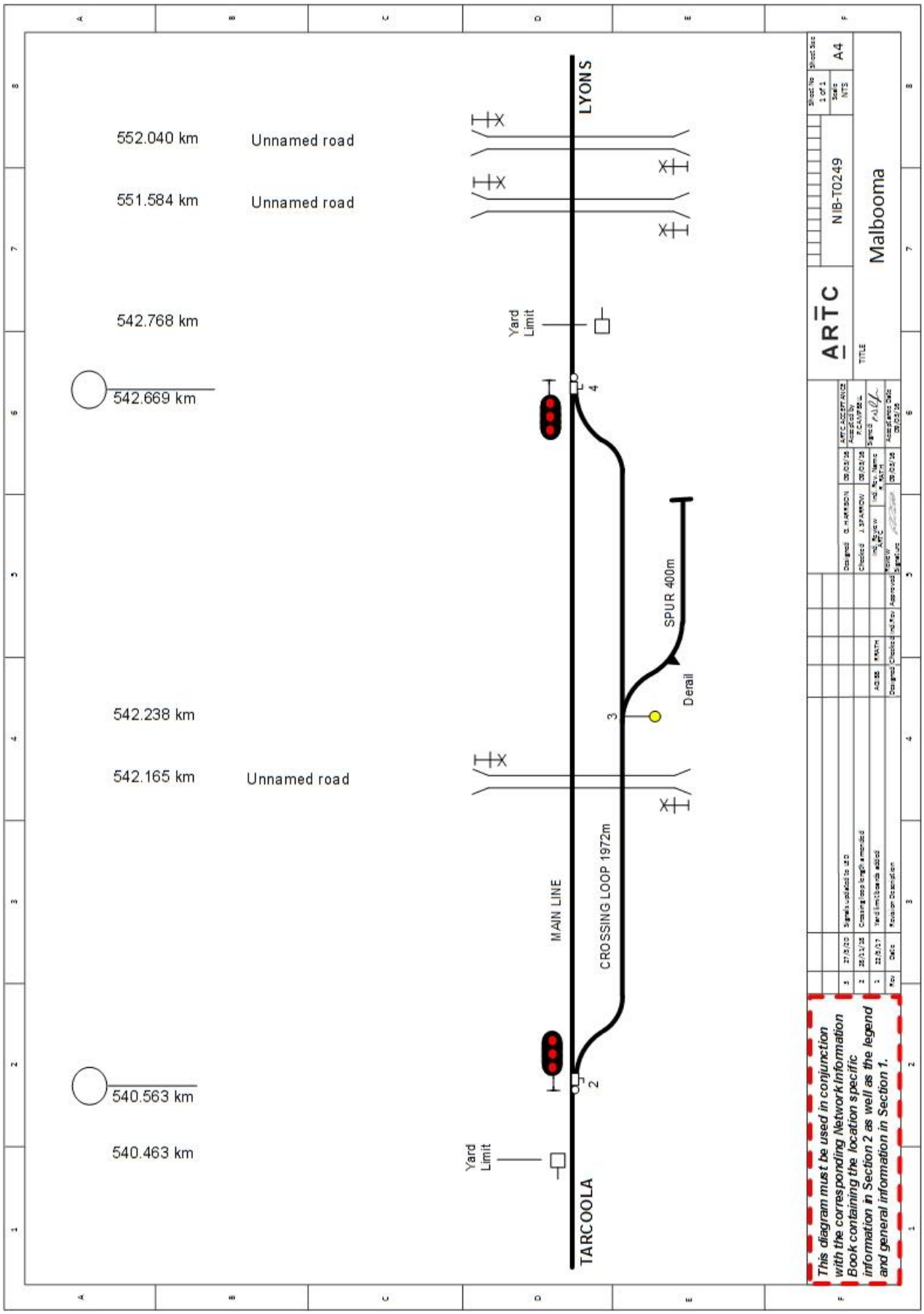
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


552.040 km
Unnamed road
551.584 km
Unnamed road
542.768 km
542.669 km
542.238 km
542.165 km
Unnamed road
540.563 km
540.463 km
LYONS
TARCOOLA
Yard Limit
Yard Limit
MAIN LINE
CROSSING LOOP 1972m
SPUR 400m
Derail
4
3
2
NIB-T0249
Malbooma
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.2 Lyons (LYO)

Standing Room:

- 1851m

Goods Siding:

- Nil

Local Control Panel:

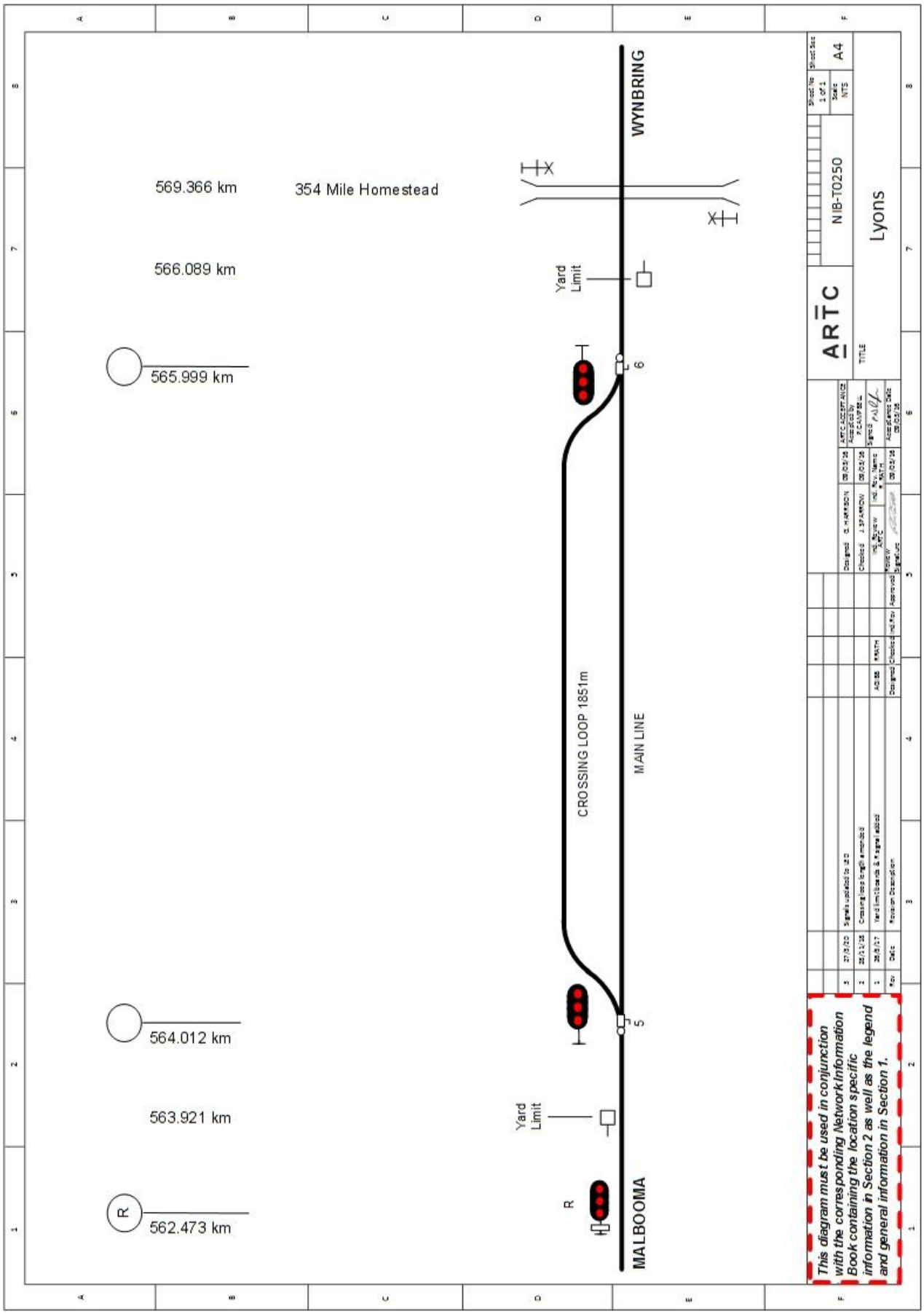
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


WYNBRING
569.366 km
354 Mile Homestead
566.089 km
Yard Limit
565.999 km
6
CROSSING LOOP 1851m
MAIN LINE
564.012 km
5
563.921 km
Yard Limit
R
R
562.473 km
MALBOOMA
NIB-T0250
Lyons
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.3 Wynbring (WYB)

Standing Room:

- 2563m

Goods Siding:

- Yes, Goods loop 300m

Local Control Panel:

- Nil

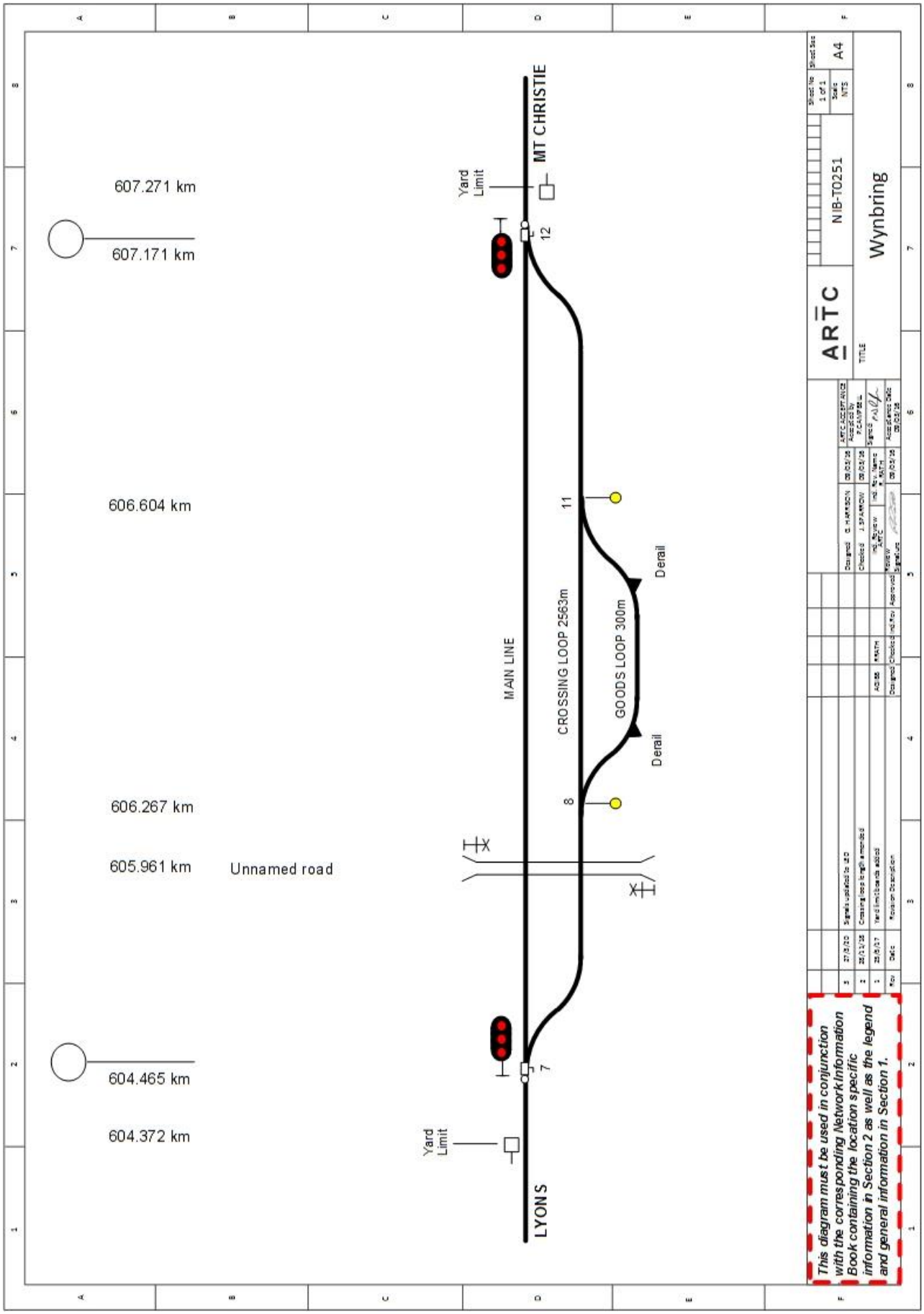
Crank Handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


607.271 km
607.171 km
606.604 km
606.267 km
605.961 km
Unnamed road
604.465 km
604.372 km
Yard Limit
MT CHRISTIE
LYON S
MAIN LINE
CROSSING LOOP 2563m
GOODS LOOP 300m
Derail
Derail
12
11
8
7
NIB-T0251
Wynbring
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.4 Mt Christie (MTC)

Standing Room:

- 1855m

Goods Siding:

- Yes, Spur 245m

Local Control Panel:

- Nil

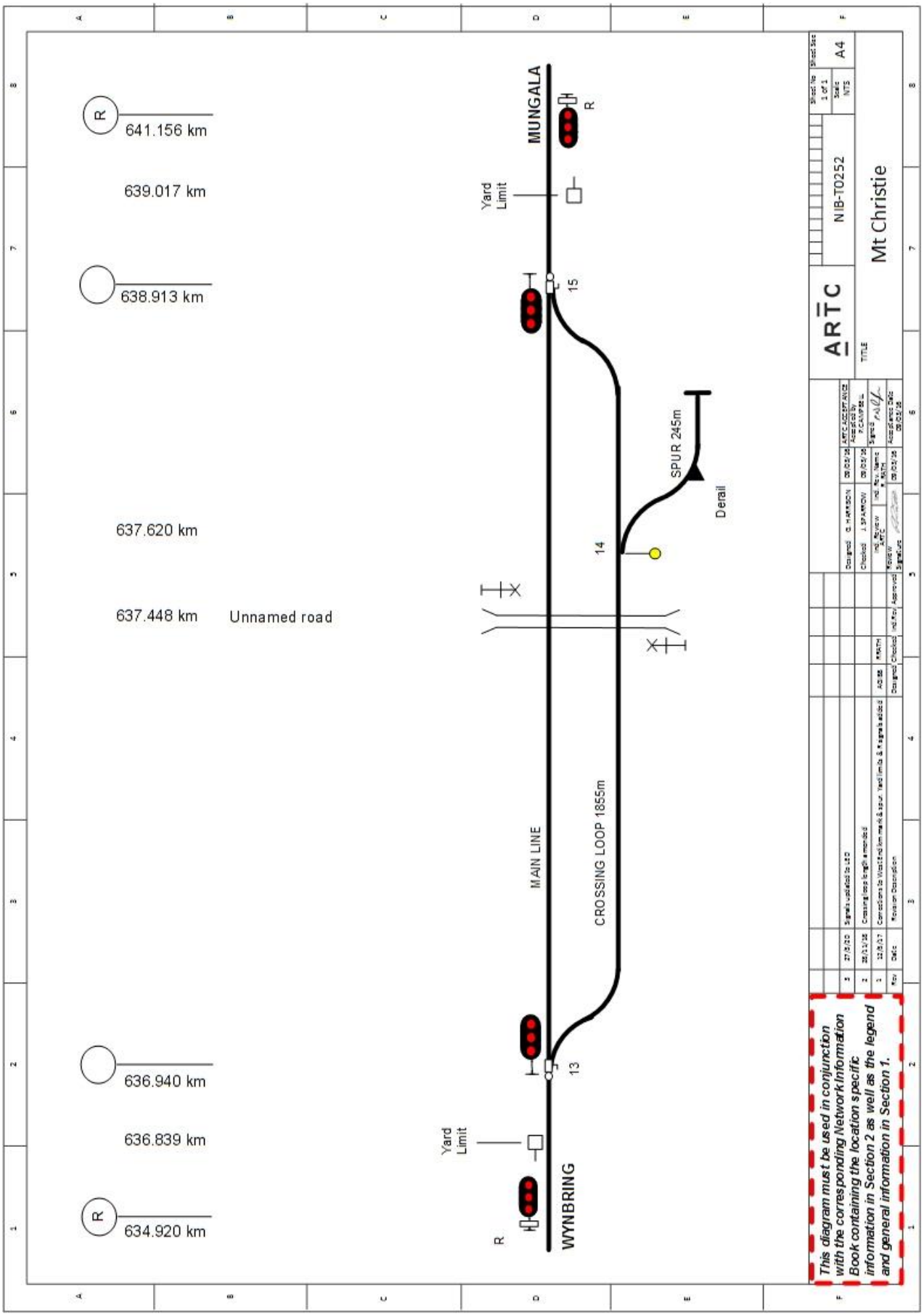
Crank Handles:

- Nil

Other:

The spur is fitted with a derailer for rollout protection.

Note: Roads to this location only accessible by 4WD


641.156 km
639.017 km
638.913 km
637.620 km
637.448 km
Unnamed road
636.940 km
636.839 km
634.920 km
MUNGALA
Yard Limit
WYNBRING
Yard Limit
MAIN LINE
CROSSING LOOP 1855m
SPUR 245m
Derail
13
14
15
R
NIB-T0252
Mt Christie
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.5 Mungala (MGA)

Standing Room:

- 2068m

Goods Siding:

- Nil

Local Control Panel:

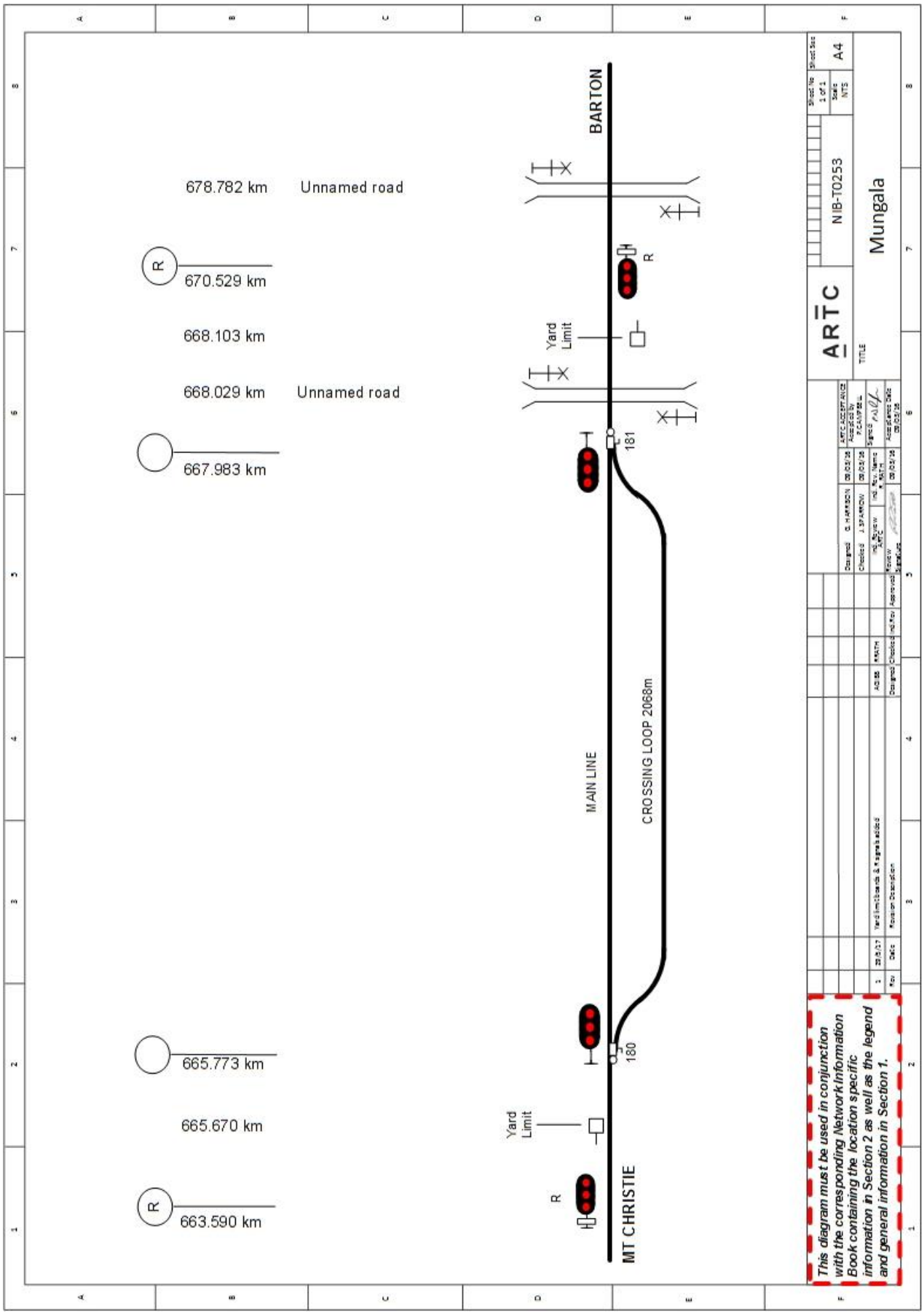
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


BARTON
678.782 km
Unnamed road
R
670.529 km
668.103 km
Yard Limit
668.029 km
Unnamed road
667.983 km
181
MAIN LINE
CROSSING LOOP 2068m
665.773 km
665.670 km
180
Yard Limit
R
663.590 km
MT CHRISTIE
ARTC
NIB-T0253
Mungala
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.6 Barton (BTN)

Standing Room:

- 1880m
- Goods Siding:
- Yes, Triangle
- Water Road off the top of the triangle 180m
- Camp spur 220m

Local Control Panel:

- Nil

Crank Handles:

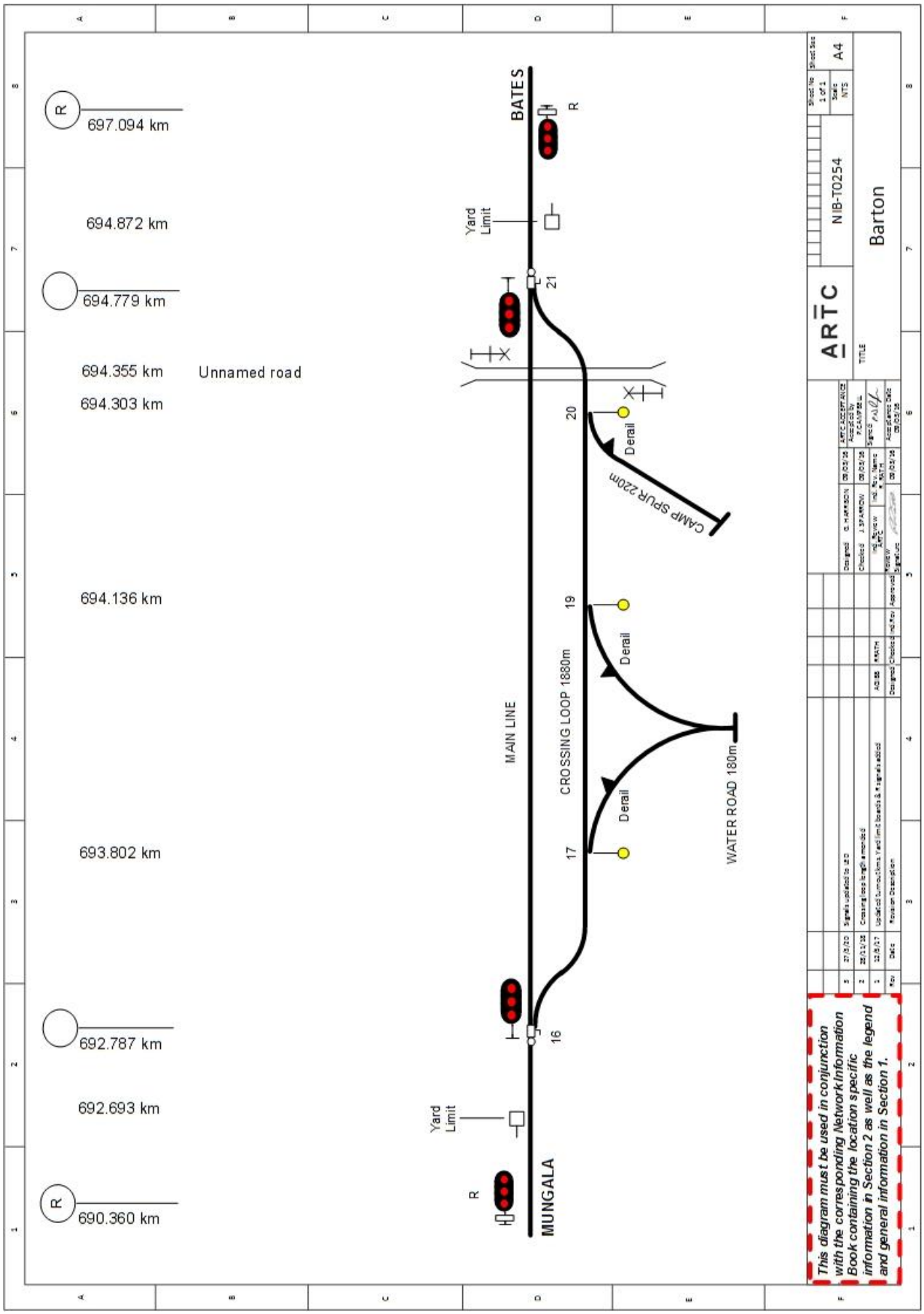
- Nil

Other:

The triangle is fitted with derailers for rollout protection and the camp spur is fitted with a choke block.

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


697.094 km
694.872 km
694.779 km
694.355 km
Unnamed road
694.303 km
694.136 km
693.802 km
692.787 km
692.693 km
690.360 km
BATES
MUNGALA
MAIN LINE
CROSSING LOOP 1880m
WATER ROAD 180m
CAMP SPUR 220m
Yard Limit
Yard Limit
Derail
Derail
Derail
Derail
16
17
19
20
21
R
R
R
NIB-T0254
Barton
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.7 Bates (BTS)

Standing Room:

- 1831m

Goods Siding:

- Camp spur 200m (suitable for track machine use only)

Local Control Panel:

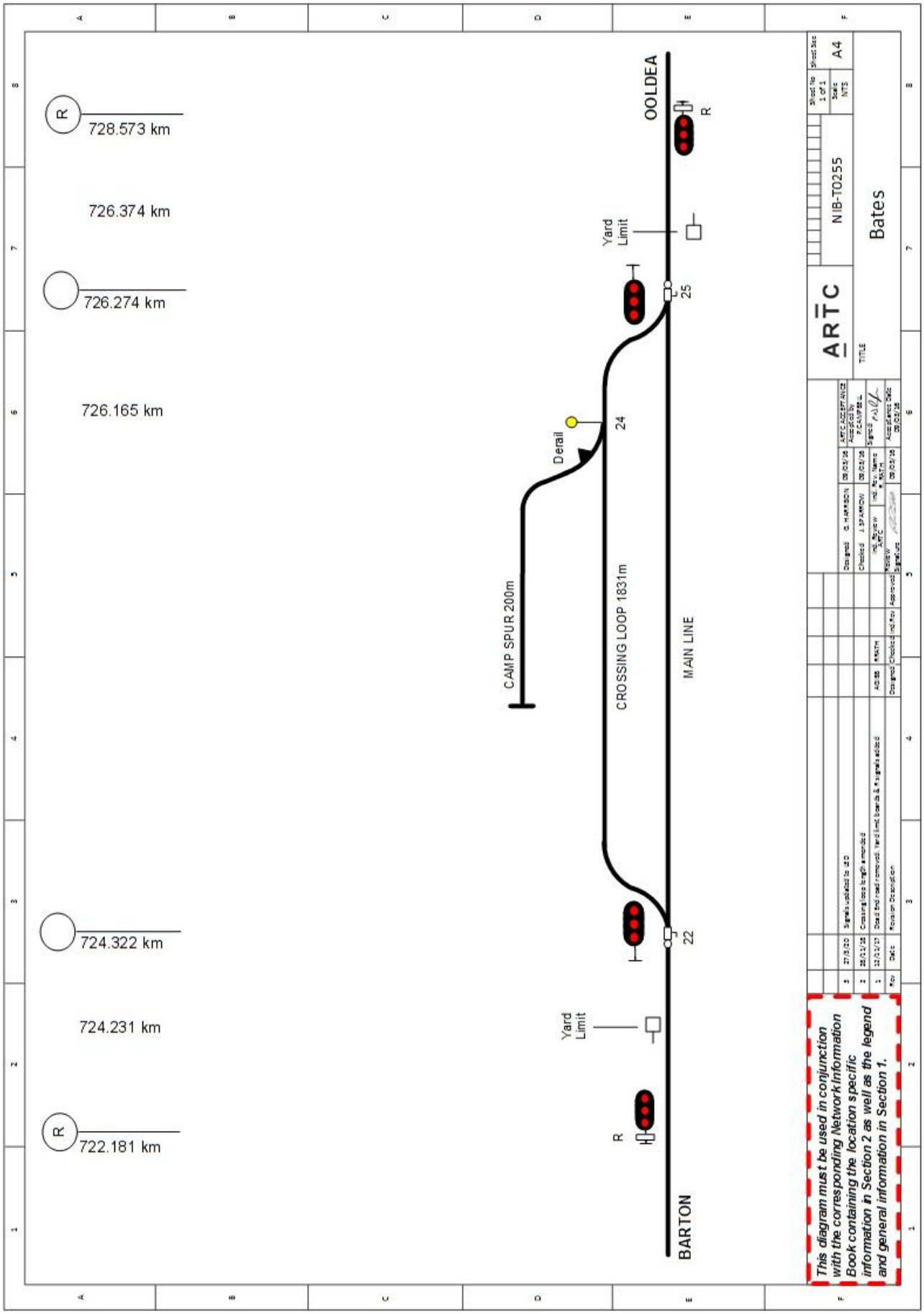
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


R
728.573 km
726.374 km
726.274 km
726.165 km
724.322 km
724.231 km
R
722.181 km
OOLDEA
R
Yard Limit
25
Derail
24
CAMP SPUR 200m
CROSSING LOOP 1831m
MAIN LINE
22
Yard Limit
R
BARTON
NIB-T0255
Bates
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.8 Immarna Block Point (IMM)

Immarna Block Point is located at the 744.500 km

2.9 Ooldea (OOL)

Standing Room:

- 1962m

Goods Siding:

- Yes, goods siding 260m
- Camp spur 250m

Local Control Panel:

- Nil

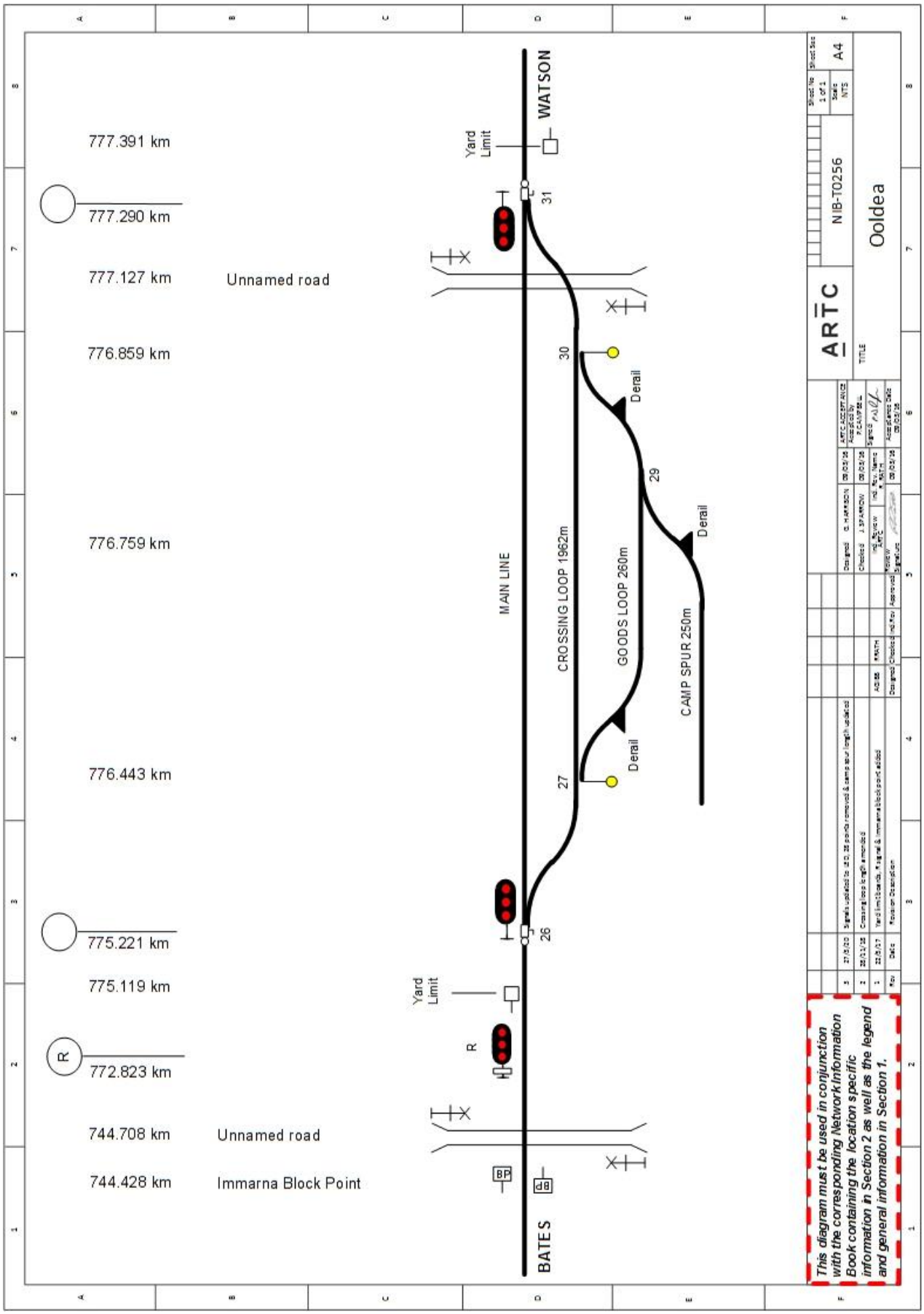
Crank Handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


777.391 km
777.290 km
777.127 km
Unnamed road
776.859 km
776.759 km
776.443 km
775.221 km
775.119 km
772.823 km
744.708 km
Unnamed road
744.428 km
Immarna Block Point
WATSON
BATES
Yard Limit
Yard Limit
31
30
29
27
26
Derail
Derail
Derail
MAIN LINE
CROSSING LOOP 1962m
GOODS LOOP 260m
CAMP SPUR 250m
R
BP
DB
ARTC
NIB-T0256
Ooldea
TITLE
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.10 Watson (WSN)

Standing Room:

- 2583m

Goods Siding:

- Yes, goods siding 300m
- Dead end road 295m
- Spur road 350m

Local Control Panel:

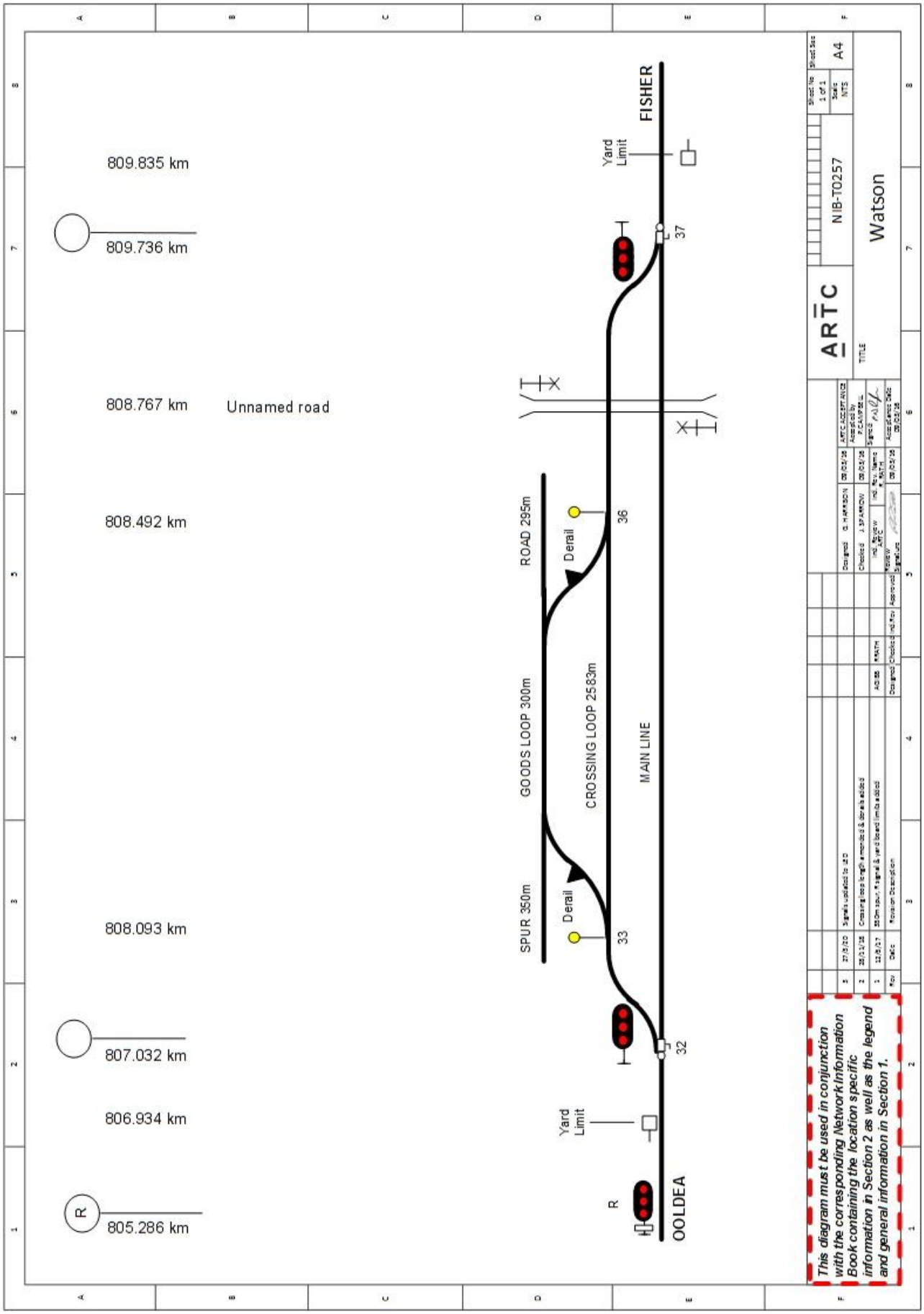
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


809.835 km
809.736 km
808.767 km
Unnamed road
808.492 km
808.093 km
807.032 km
806.934 km
805.286 km
R
FISHER
Yard Limit
37
ROAD 295m
Derail
36
GOODS LOOP 300m
CROSSING LOOP 2583m
MAIN LINE
SPUR 350m
Derail
33
32
Yard Limit
R
OOLDEA
NIB-T0257
Watson
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.11 O'Malley Block Point (OMM)

O'Malley Block Point is located at the 839.000 km

2.12 Fisher (FIS)

Standing Room:

- 1903m

Goods Siding:

- Yes, Dead end road 110m
- Camp spur 500m

Local Control Panel:

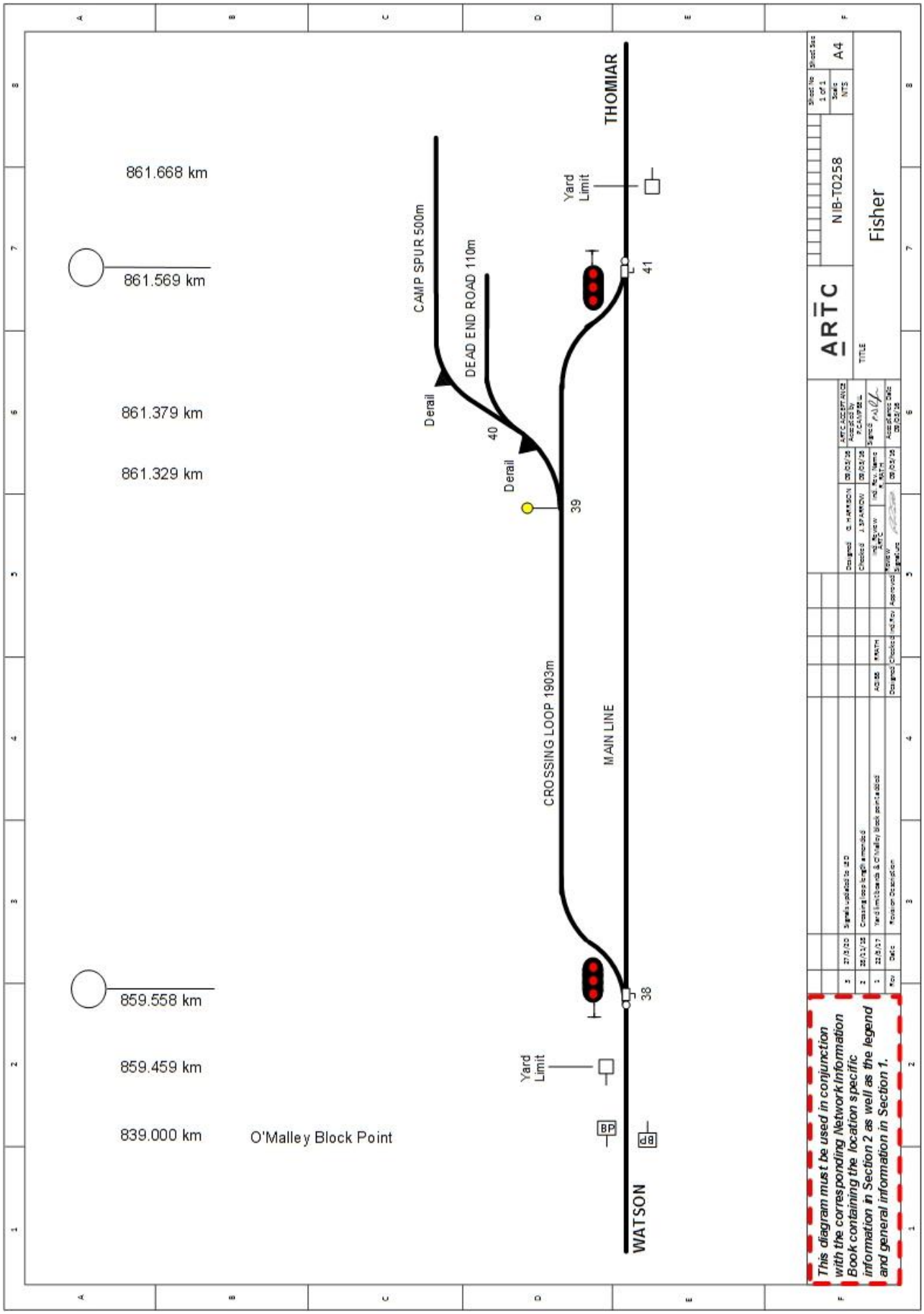
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


THOMIAR
Yard Limit
41
CAMP SPUR 500m
DEAD END ROAD 110m
Derail
40
Derail
39
CROSSING LOOP 1903m
MAIN LINE
38
Yard Limit
BP
WATSON
861.668 km
861.569 km
861.379 km
861.329 km
859.558 km
859.459 km
839.000 km
O'Malley Block Point
NIB-T0258
Fisher
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.13 Thomiar (THO)

Standing Room:

- 1850m

Goods Siding:

- Nil

Local Control Panel:

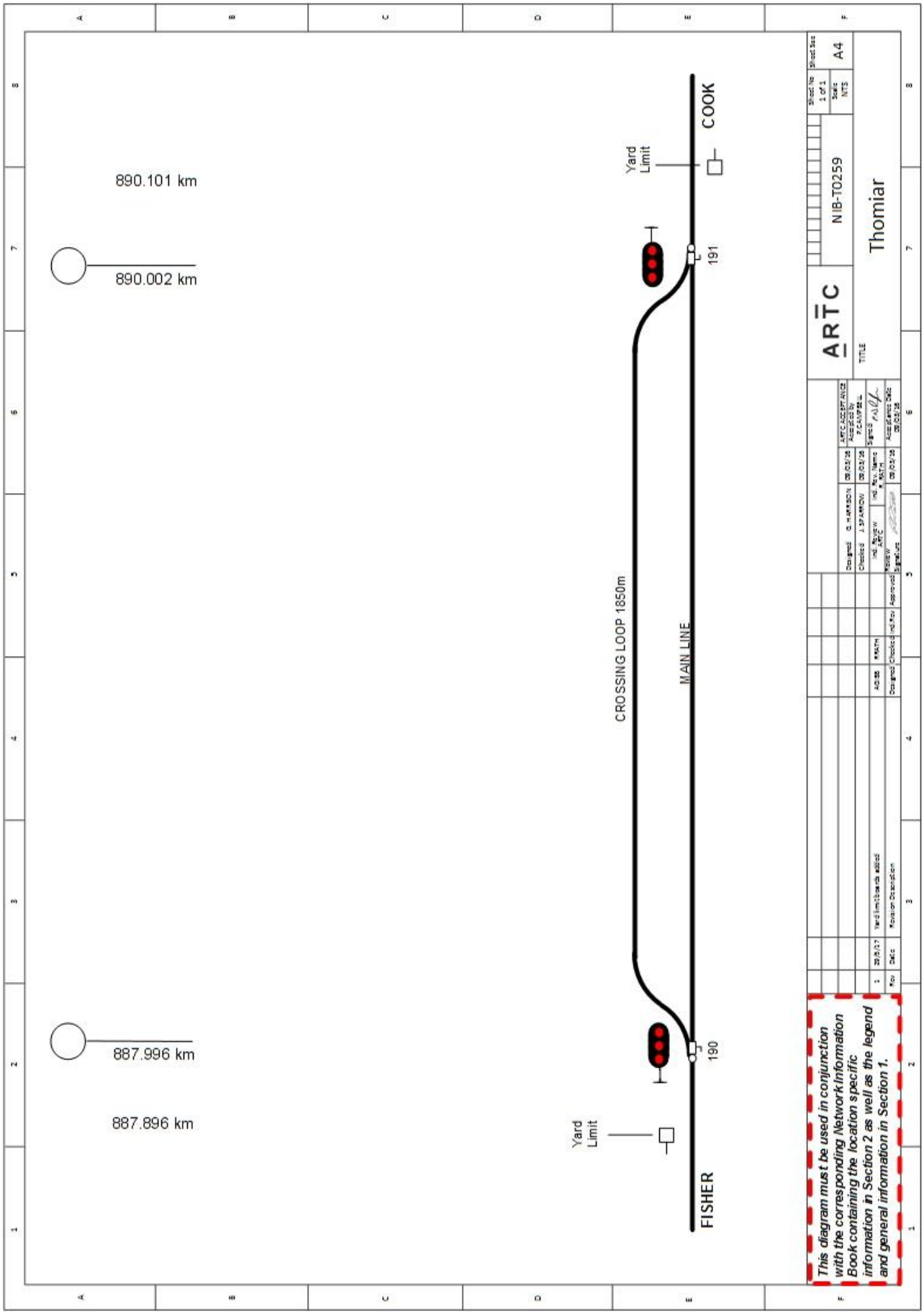
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


890.101 km
890.002 km
887.996 km
887.896 km
Yard Limit
COOK
191
CROSSING LOOP 1850m
MAIN LINE
190
Yard Limit
FISHER
NIB-T0259
Thomiar
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.14 Cook (COO)

Standing Room:

- 3951m

Goods Siding:

- Yes, ARTC Engineering siding 200m length, accessible from Western end only.
- Triangle and yard are owned by Pacific National.
- Water Road 1 323m
- Water Road 2 472m
- East end goods loop 200m

Local Control Panel:

- Nil

Crank handles:

- Nil

Other:

There is an airstrip at this location.

Rest houses belonging to ARTC and Pacific National are situated at this location.

Note: Roads to this location only accessible by 4WD

Cook shall normally operate as an unattended location when the following shall apply:

- All west-bound train authorities shall terminate at Cook and shall, where possible, indicate the line which the movement is to take.
- Movements which have been held at the East End Yard Limit Board at Cook must obtain a train authority from the Cook Train Order Network Controller to enter Cook Yard prior to being issued with a train authority from the Parkeston Train Order Network Controller to proceed into the Cook - Koonalda Block Point section.
- When there is no requirement to change the train crew at Cook a train authority to proceed from Cook may be issued “enroute” when the movement is in the Thomiar - Cook or Koonalda Block Point - Cook sections. An Advice of Train Running Form shall be issued from Cook prior to the issue of the Train Authority.
- When a movement is to be left unattended at Cook the Cook Train Order Network Controller shall issue the train authority to the movement and direct as to where the movement is to be stabled, taking into account the known working of trains and track machines through Cook for the time that the movement is to be left unattended. The train crew shall report to the Network Controller confirming that the movement has been stabled as directed prior to ceasing duty.
- Should it be necessary to admit another movement onto the same running line whilst the first movement remains unattended the train authority issued to the second movement to take the same running line shall contain an advice “Note train 3CX4 is stabled on the east (or west as the case may be) end of the main line or crossing loop at Cook”.

- In the event that the second movement has to reverse out after performing a crossing or passing movement, the push back shall be carried out in accordance with the CoP for pushing back on the running lines.
- Although Cook is an unattended location, fuelling of locomotives may be performed on the running lines, provided that at all times the locomotive(s) are standing at one of the authorised fuel points.
- Track Workers shall ensure that advice is given to train control in advance of when track machines are brought into traffic and their location within the Cook yard so that this may be taken into account when authorising a movement to remain unattended on the crossing loop at Cook.

2.14.1 Fuelling / Watering Trains, Crew Coaches and Other Equipment

Cook has two fuelling points for the purpose of fuelling.

One is at the West end of the station and on the south side of the main line.

The other fuel point is at the East end of the station and is between the main line and crossing loop.

A number of water hoses are located between the East and West end fuel points and between the main line and crossing loop.

Trains, crew coaches and other equipment are fuelled at Cook on a regular basis and the fuel points are equipped with orange flashing lights and flashing strobes when the fuel points are operating.

Refer to Network Rules

ARTC Addendum to the Code of Practice for the Defined Interstate Rail Network section 6.3 Trains Crossing or Passing on Train Order Territory and

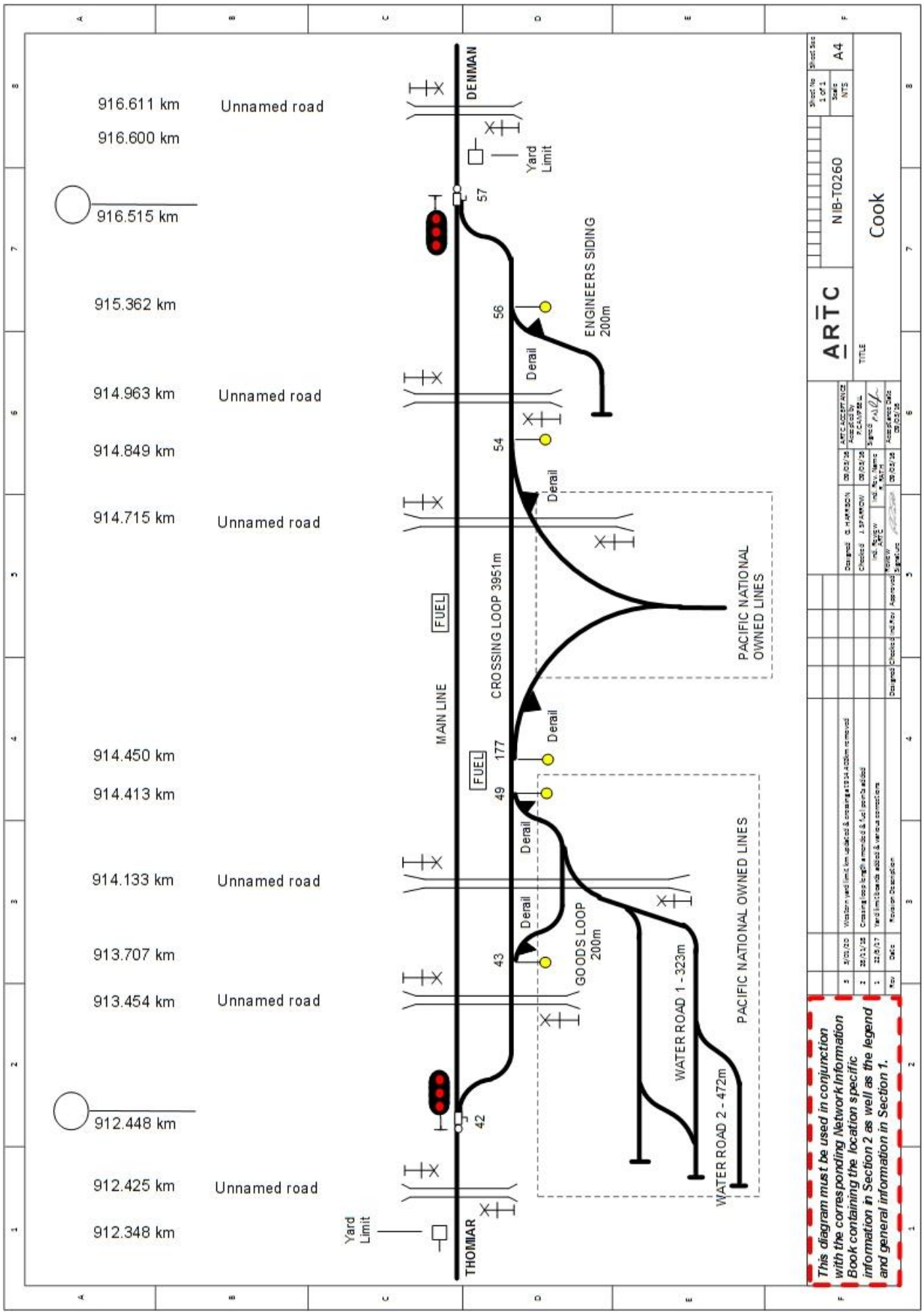
Code of Practice for the Defined Interstate Rail Network Operations and Safeworking section 6.3 Work within Yard Limits.

- Fuelling at the East end fuelling point must only to be undertaken when no trains, locomotives or track machines are moving past the fuelling point.
- Locomotive drivers must obtain train running information into and through Cook, from the ARTC Network Controller prior to fuelling at the east end fuelling point.
- Crews involved in fuelling must be in radio contact with any other trains, locomotives or track machines that may be at Cook and are likely to traverse the fuel point.
- Fuelling may commence, but must STOP immediately when a train, locomotive or track machine is required to arrive, depart, or travel through Cook past the fuel point.
- Fuelling may recommence after the movement has cleared the fuelling point.

Where trains are required to take on water from the hoses located between the East and West end fuel points and between the main line and crossing loop:

- Watering must only to be undertaken when no trains, locomotives or track machines are moving past the water hose points.
- Locomotive drivers must obtain train running information into and through Cook, from the ARTC Network Controller prior to using the water hoses.

- Crews involved in water must be in radio contact with any other trains, locomotives or track machines that may be at Cook and are likely to traverse the water hose are between the East and Western fuel points.
- Watering may commence but must STOP immediately when it is necessary for a train, locomotive or track machine to arrive, depart, or travel through Cook past the East and Western fuel points.
- Watering may recommence after the movement has cleared the East and Western fuel points.


916.611 km
Unnamed road
916.600 km
916.515 km
915.362 km
914.963 km
Unnamed road
914.849 km
914.715 km
Unnamed road
914.450 km
914.413 km
914.133 km
Unnamed road
913.707 km
913.454 km
Unnamed road
912.448 km
912.425 km
Unnamed road
912.348 km
DENMAN
THOMAR
Yard Limit
Yard Limit
MAIN LINE
FUEL
FUEL
CROSSING LOOP 3951m
ENGINEERS SIDING 200m
GOODS LOOP 200m
WATER ROAD 1 - 323m
WATER ROAD 2 - 472m
PACIFIC NATIONAL OWNED LINES
PACIFIC NATIONAL OWNED LINES
Derail
Derail
Derail
Derail
Derail
Derail
57
56
54
177
49
43
42
NIB-T0260
Cook
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.