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

Network Information Book Parkeston Train Order Cook (exc) to West Kalgoorlie (exc)

OGW-30-12

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
1.6	12 May 2023	Configuration Management Administrator	Corridor Assets & Operational Representative	Configuration Manager	Head of Operations Standards

Amendment Record

Amendment Version #	Date Reviewed	Clause	Description of Amendment
1.0	14 Dec 2015		Initial issue
1.1	20 Mar 2018	Various	Access authority working references removed from addendum 4WD access details added. Brookfield Rail, level crossing references & diagram legend updated. Yard limit boards added & corrections to various diagrams.
1.2	19 Nov 2018	1.8, 2.3, 2.17 & 2.10	Take offs table updated. Sections 2.3 Hughes & 2.17 Zanthus updated with removal of redundant sidings. Haig diagram loop length corrected.

1.3	31 Mar 2020	1.4, 1.7, 1.12, 1.14 & 2.24	Adjacent Train Control Centres and Level Crossings table updated. Correction made to Structure Clearances section. Golden Ridge location updated. Parkeston wayside equipment updated. Diagrams updated with LED signal changes.
1.4	10 Dec 2021	1.1, 1.4, 1.7, 1.8, 1.18, 2.3	Board Extent, Adjacent Train Control details, Level Crossings, Takeoffs and Drawing Legend updated. Hughes loop length updated. Usage note added to all diagrams & points symbols updated.
1.5	24 Jun 2022	1.7, 2.24.7, 2.24.8	Level Crossings table updated. Parkeston Bulong Road level crossing and self-restoring points details updated. Various diagrams updated.
1.6	12 May 2023	1.1, 1.7, 2.8, 2.13	Board Extent & Level Crossings table updated. Loongana and Naretha location text and diagrams updated.

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Cook (exclusive) west yard limit 916.600km to West Kalgoorlie (exclusive) ARTC end territory board 1780.600km SA / 656.540km WA.

The SA/ WA border is located at 1050.910km.

Refer to Track Warnings in RAMS for condition and availability of sidings.

This area is controlled by Parkeston Train Order Network Controller, Network Control Centre West (NCCW).

Contact Numbers:

Phone:	(08) 8152 8004
Emergency:	(08) 8152 8064
Train Transit Manager:	(08) 8152 8020
TTM Emergency:	(08) 8152 8080

1.2 Safe Working System

Train Order Working.

1.3 Applicable Rules

The Code of Practice and ARTC Addendum apply to the sections covered by this Information Book.

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1.4 Adjacent Train Control Centres

ARTC Cook Train Order (08) 8152 8005 Emergency (08) 8152 8065

ARC Infrastructure:

Northern (08) 9622 4690 Perth (08) 9326 2932

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 of the loop and are applicable to that end only.

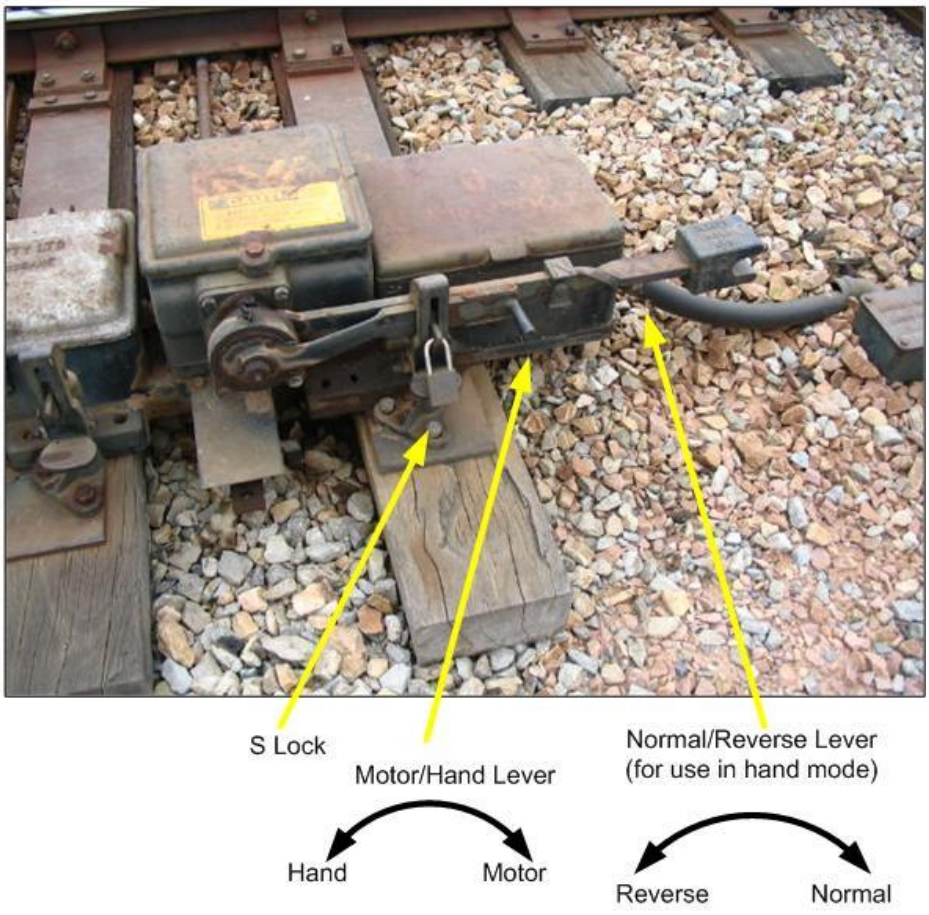
The operation of the local controls shall only be undertaken by authorised qualified safeworkers and only when it is safe to do so, and after due consideration to the safety of all rail movements in the vicinity or approaching the points.

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

1.5.2 Motorised Point Machines

Motorised points have a special key located in the local control panel to access the point machine cover.

McKenzie & Holland Dual Control Points Machine



1.5.3 Switch Stands

1.5.4 Derailer

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

ALCAM ID is the number allocated from the Australian Level Crossing Assessment Model used by rail and road managers across Australia. It's a national database for assessing risk which is overseen by a National Committee and supported by the Rail Industry Safety Standards Board (RISSB).

ALCAM ID	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
714	Unnamed	Cook to Kalgoorlie	957.746	Road	Public	
715	Unnamed	Cook to Kalgoorlie	1002.354	Road	Public	Stop Signs
28657	Unnamed	Cook to Kalgoorlie	1054.301	Road	Public	
28661	Unnamed	Cook to Kalgoorlie	1105.549	Road	Public	Stop Signs
28663	Unnamed	Cook to Kalgoorlie	1136.841	Road	Public	Stop Signs
28666	Unnamed	Cook to Kalgoorlie	1192.265	Road	Public	Stop Signs
28669	Unnamed	Cook to Kalgoorlie	1239.614	Road	Public	Stop Signs
28672	Unnamed	Cook to Kalgoorlie	1287.973	Road	Public	Stop Signs
28674	Little Dave's Road	Cook to Kalgoorlie	1330.145	Road	Public	Stop Signs
28675	Gunnadorah Station Road	Cook to Kalgoorlie	1356.717	Road	Public	Stop Signs
28705	Connie Sue Highway	Cook to Kalgoorlie	1402.378	Road	Public	Stop Signs
28679	Unnamed	Cook to Kalgoorlie	1404.066	Road	Public	Stop Signs
28681	Kanandah Station Road	Cook to Kalgoorlie	1451.814	Road	Public	Stop Signs
28683	Unnamed	Cook to Kalgoorlie	1466.662	Road	Public	Stop Signs
28684	Tjuntjuntjara Road	Cook to Kalgoorlie	1490.684	Road	Public	Stop Signs
28685	Unnamed	Cook to Kalgoorlie	1511.565	Road	Public	Stop Signs
5004	Cundeelee Rd	Cook to Kalgoorlie	1571.425	Road	Public	Stop Signs
28687	Unnamed	Cook to Kalgoorlie	1593.462	Road	Public	Stop Signs
28688	Unnamed	Cook to Kalgoorlie	1612.557	Road	Public	Stop Signs
28690	Unnamed	Cook to Kalgoorlie	1643.755	Road	Public	Stop Signs
11279	Golden Ridge Mine Access Road	Cook to Kalgoorlie	1670.551	Road	Public	Stop Signs
28693	Unnamed	Cook to Kalgoorlie	1689.463	Road	Public	Stop Signs
28694	Unnamed	Cook to Kalgoorlie	1694.162	Road	Public	Stop Signs
28696	Unnamed	Cook to Kalgoorlie	1717.421	Road	Public	Stop Signs
5003	Bulong Curtin Rd	Cook to Kalgoorlie	1730.534	Road	Public	Primary Flashing Lights and Boom
28697	Unnamed	Cook to Kalgoorlie	1733.450	Road	Public	Stop Signs
28728	Metals X Private Crossing	Cook to Kalgoorlie	1753.740	Road	Private	Primary Flashing Lights and Boom

11280	Golden Ridge Access Road	Cook to Kalgoorlie	1758.107	Road	Public	Stop Signs
28699	Unnamed	Cook to Kalgoorlie	1767.047	Road	Public	Stop Signs
	KCGM New Haul Road	Cook to Kalgoorlie	1770.436	Road	Private	Primary Flashing Lights and Boom
28702	Unnamed	Cook to Kalgoorlie	1773.866	Road	Public	Stop Signs
586	Bulong Road	Cook to Kalgoorlie	1775.340	Road	Public	Primary Flashing Lights
28703	Unnamed	Cook to Kalgoorlie	1777.881	Road	Public	Stop Signs
482	Yarri Road	Cook to Kalgoorlie	1778.530	Road	Public	Primary Flashing Lights
408	Sutherland Street	Cook to Kalgoorlie	1780.440	Road	Public	Primary Flashing Lights

1.8 Take Offs

Location	Km Point
Cook - Koonalda	936.000
Denman - Hughes	978.991
Hughes – Deakin	1027.007
Deakin – Reid	1065.402
Deakin - Reid	1080.000
Reid – Forrest	1121.981
Forrest – Mundrabilla	1165.001
Forrest – Mundrabilla	1186.009
Mundrabilla – Loongana	1204.939
Mundrabilla – Loongana	1216.000
Loongana – Nurina	1264.995
Nurina – Haig	1306.000
Haig – Wilban	1367.779
Wilban – Rawlinna	1386.637
Rawlinna – Naretha	1427.459
Naretha- Boonderoo	1466.617
Kitchener – Goddards	1531.185
Coonana – Chifley	1627.502
Chifley – Karonie	1656.803
Karonie – Blamey	1681.413
Blamey – Curtin	1708.186
Curtin – Golden Ridge	1741.685

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.

DISTANCE KMS	LOCATION	STRUCTURE
1286.240		Underbridge
1551.150	Goddards Creek	Underbridge
1664.960		Underbridge
1668.100		Underbridge
1690.410		Underbridge
1690.700		Underbridge
1724.700		Underbridge
1745.650		Underbridge
1773.390		Underbridge
1780.240	Goldfield Highway Kalgoorlie	Overbridge

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. Hughes
2. Deakin
3. Reid
4. Mundrabilla
5. Loongana
6. Nurina
7. Haig
8. Rawlinna
9. Boonderoo
10. Zanthus
11. Coonana

1.14 Wayside Devices

Wheel Condition Monitor located in the Golden Ridge to Parkeston section at 1772.724km.

1.15 Locations of Airstrips

Location	Approx KM
Hughes	1002
Reid	1106
Forrest	1138
Loongana	1240
Haig	1331
Rawlinna	1403
Kitchener	1512
Zanthus	1572
Coonana	1611
Karonie	1670

1.16 Ruling Gradients

Cook to West Kalgoorlie	1 in 80

1.17 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

1.18 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 Passenger Platform	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	6 6D 74.592 km 4 109.128 km	Signal number reference
	Dwarf Signals		Banner Indicator
	Overheight Detectors	>> <<	Wayside Equipment

2 Locations and Sections Information

2.1 Koonalda Block Point (KBP)

Koonalda Block Point is located at the 936.000 km

2.2 Denman (DMN)

Standing Room:

- 1855m

Goods Siding:

- Yes, the siding consists of a single dead end track, accessible from the western end, with a maximum standing room of 700 metres. This siding has a choke block for roll out protection and is accessible by using the switch stand.

Local Control Panel:

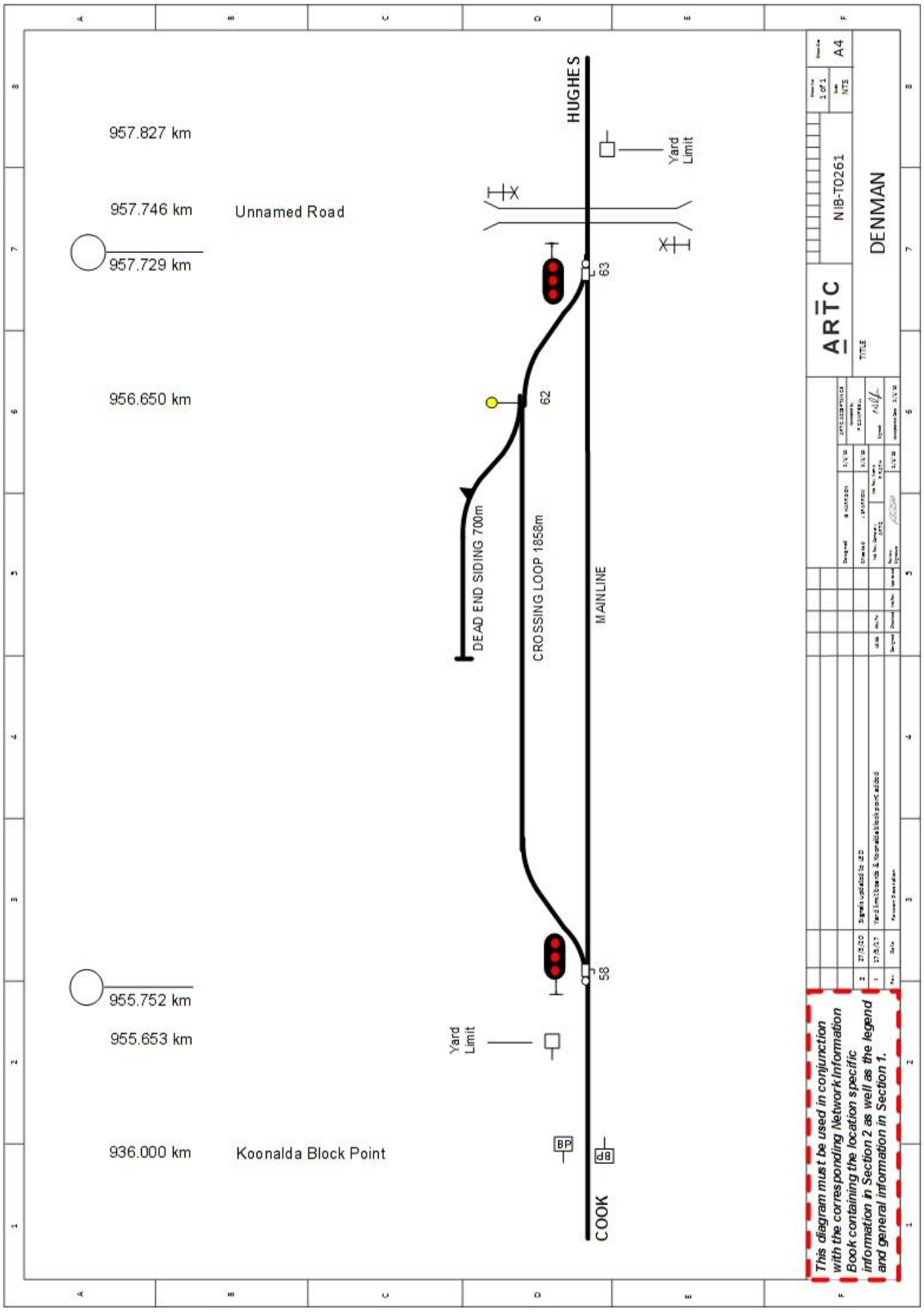
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


957.827 km
957.746 km
Unnamed Road
957.729 km
956.650 km
955.752 km
955.653 km
936.000 km
Koonalda Block Point
HUGHES
Yard Limit
63
62
58
DEAD END SIDING 700m
CROSSING LOOP 1858m
MAINLINE
Yard Limit
BP
BP
COOK
NIB-T0261
DENMAN
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 Hughes (HUS)

Standing Room:

- 2555m

Goods Siding:

- Yes, Goods loop 290m

Local Control Panel:

- Nil

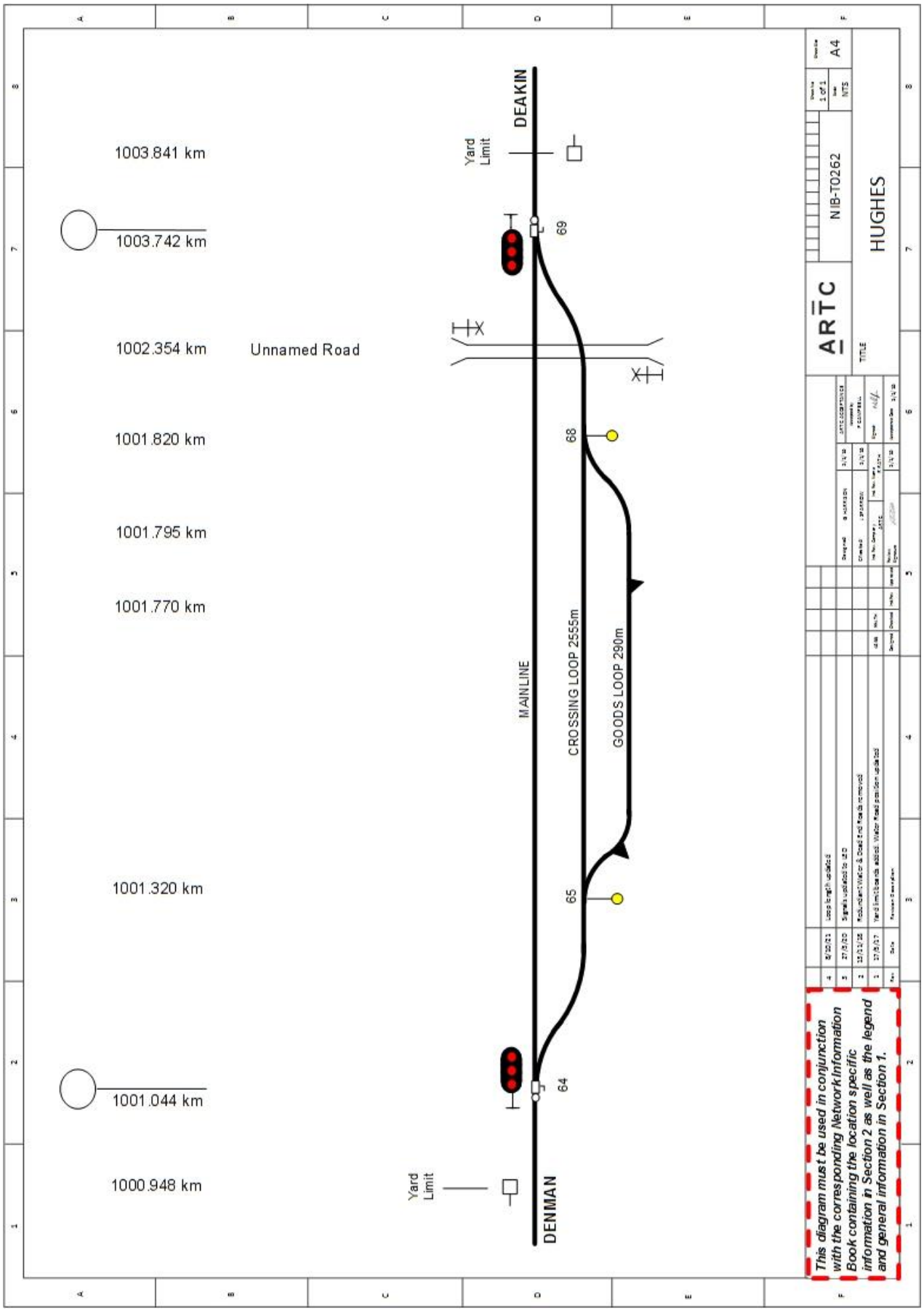
Crank Handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


DEAKIN
Yard Limit
1003.841 km
1003.742 km
1002.354 km
Unnamed Road
1001.820 km
1001.795 km
1001.770 km
1001.320 km
1001.044 km
1000.948 km
Yard Limit
DENMAN
MAINLINE
CROSSING LOOP 2555m
GOODS LOOP 290m
69
68
65
64
NIB-T0262
HUGHES
TITLE
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 Deakin (DKN)

Standing Room:

- 1850m

Goods Siding:

- Yes, Dead end siding 240m

Local Control Panel:

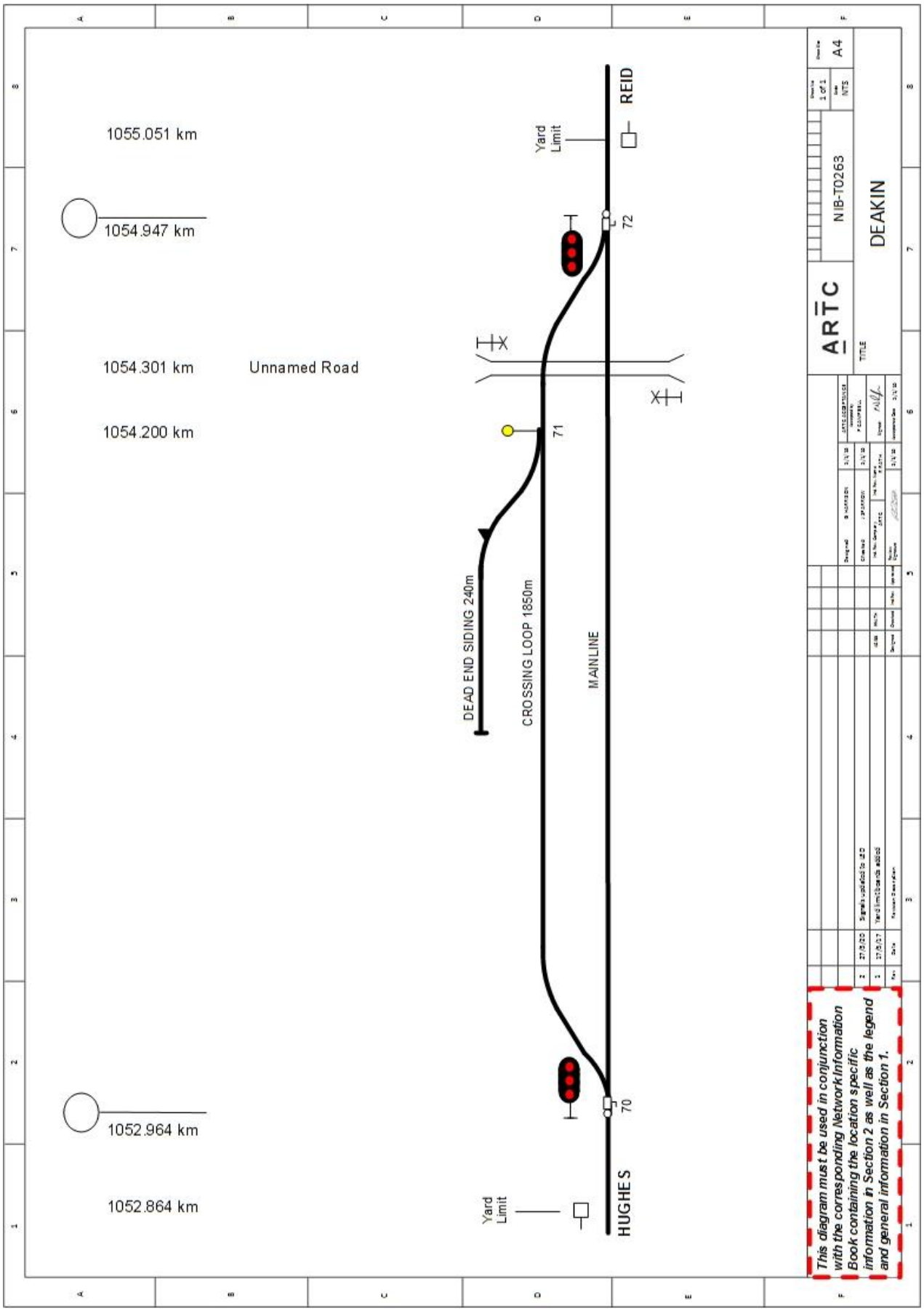
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


1055.051 km
1054.947 km
1054.301 km
Unnamed Road
1054.200 km
1052.964 km
1052.864 km
Yard Limit
REID
72
71
70
Yard Limit
HUGHES
DEAD END SIDING 240m
CROSSING LOOP 1850m
MAINLINE
ARTC
NIB-T0263
DEAKIN
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 Reid (REN)

Standing Room:

- 1854m

Goods Siding:

- Yes, Goods siding 290m

Local Control Panel:

- Nil

Crank Handles:

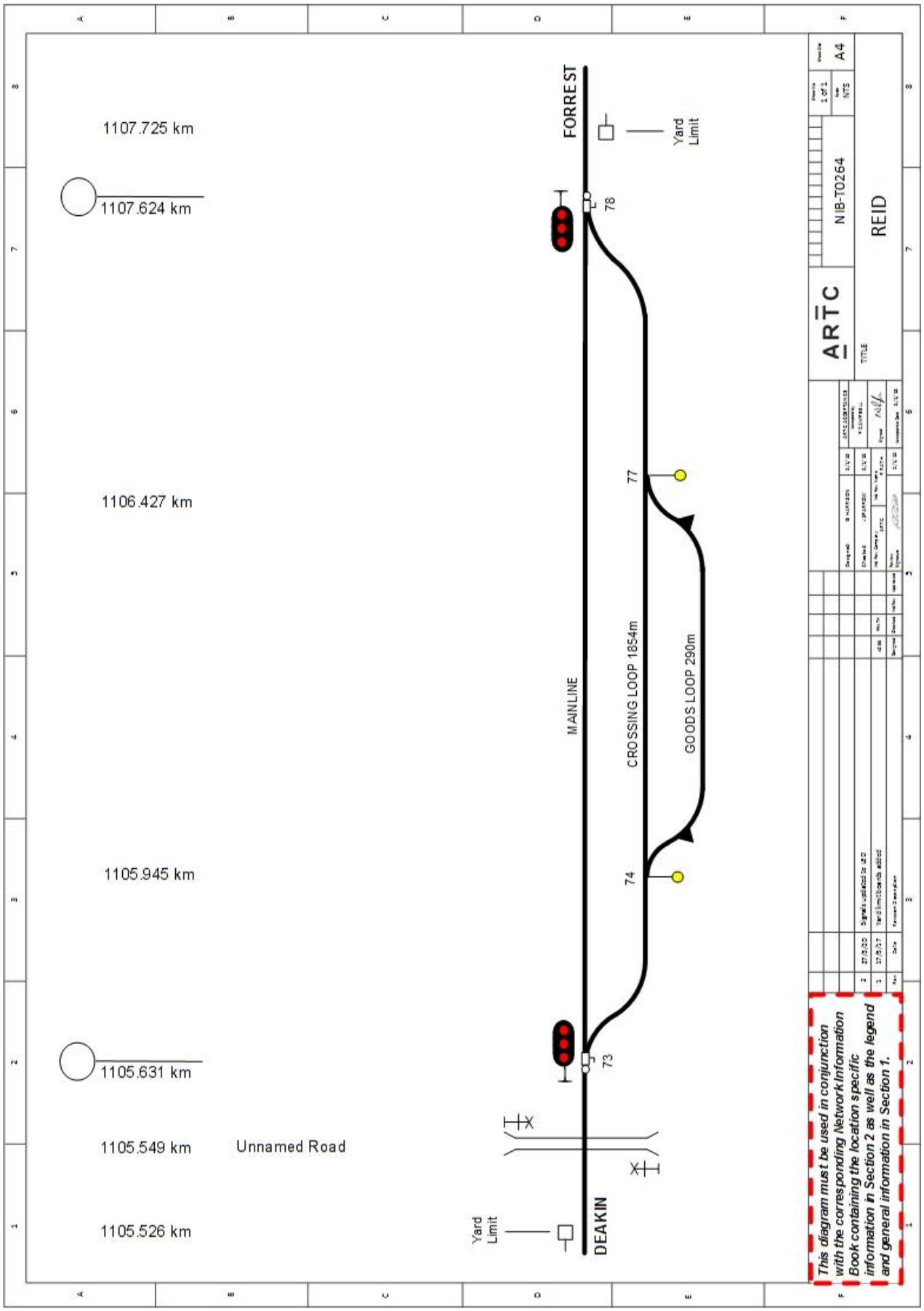
- Nil

Other:

The spur is fitted with a derailer for rollout protection.

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


1107.725 km
1107.624 km
1106.427 km
1105.945 km
1105.631 km
1105.549 km
Unnamed Road
1105.526 km
FORREST
Yard Limit
78
77
74
73
MAINLINE
CROSSING LOOP 1854m
GOODS LOOP 290m
Yard Limit
DEAKIN
NIB-T0264
REID
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 Forrest (FST)

Standing Room:

- 2500m

Goods Siding:

- Yes, goods siding 550m
- Camp Spur 370m

Local Control Panel:

- Nil

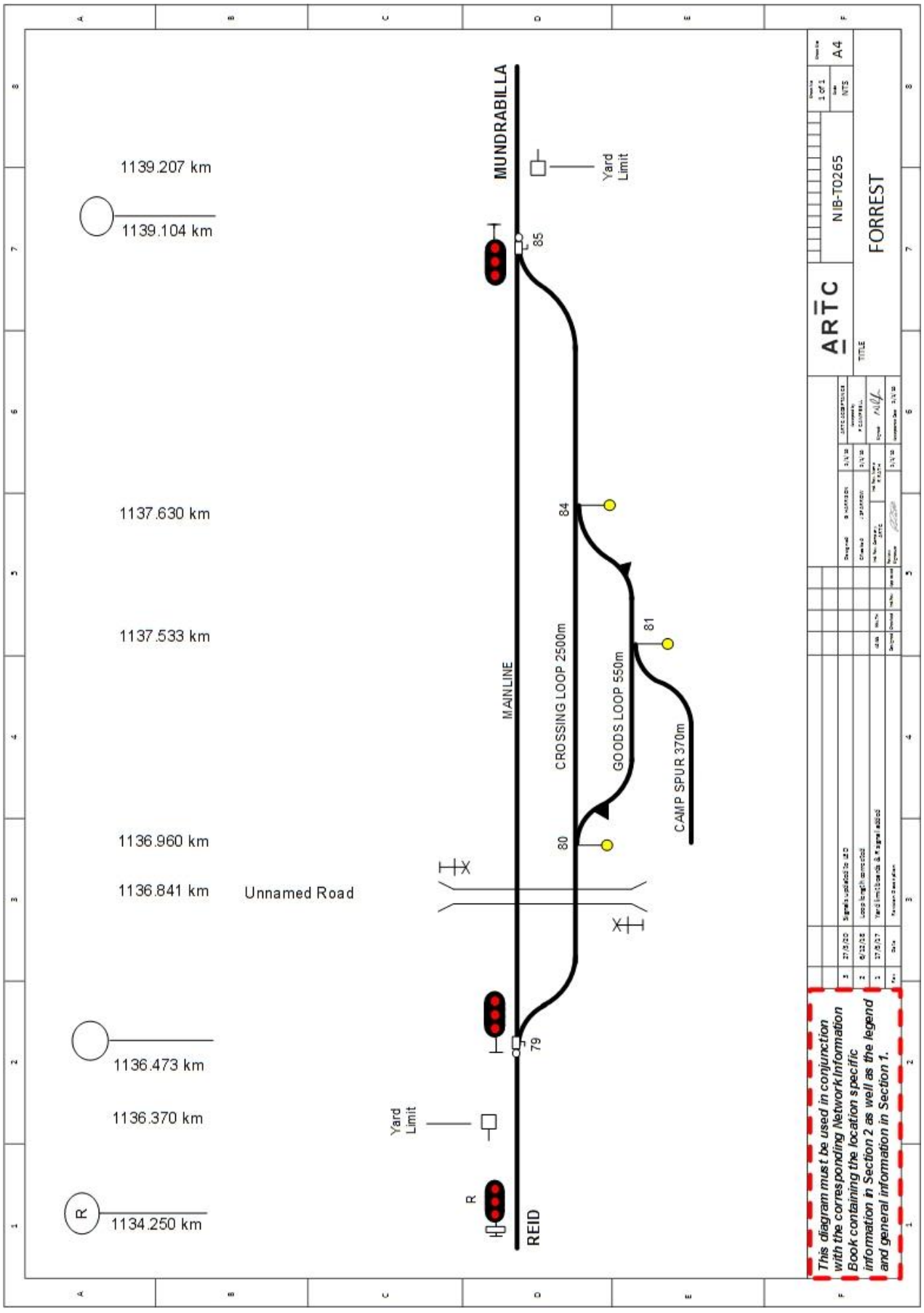
Crank Handles:

- Nil

Other:

There is an all-weather airport located at Forrest

Note: Roads to this location only accessible by 4WD


MUNDRABILLA
Yard Limit
1139.207 km
1139.104 km
85
84
81
80
79
MAINLINE
CROSSING LOOP 2500m
GOODS LOOP 550m
CAMP SPUR 370m
1137.630 km
1137.533 km
1136.960 km
1136.841 km
Unnamed Road
1136.473 km
1136.370 km
Yard Limit
R
1134.250 km
REID
NIB-T0265
FORREST
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 Mundrabilla (MDB)

Standing Room:

- 1853m

Goods Siding:

- Yes, Camp spur accessible from the Eastern end only 290m

Local Control Panel:

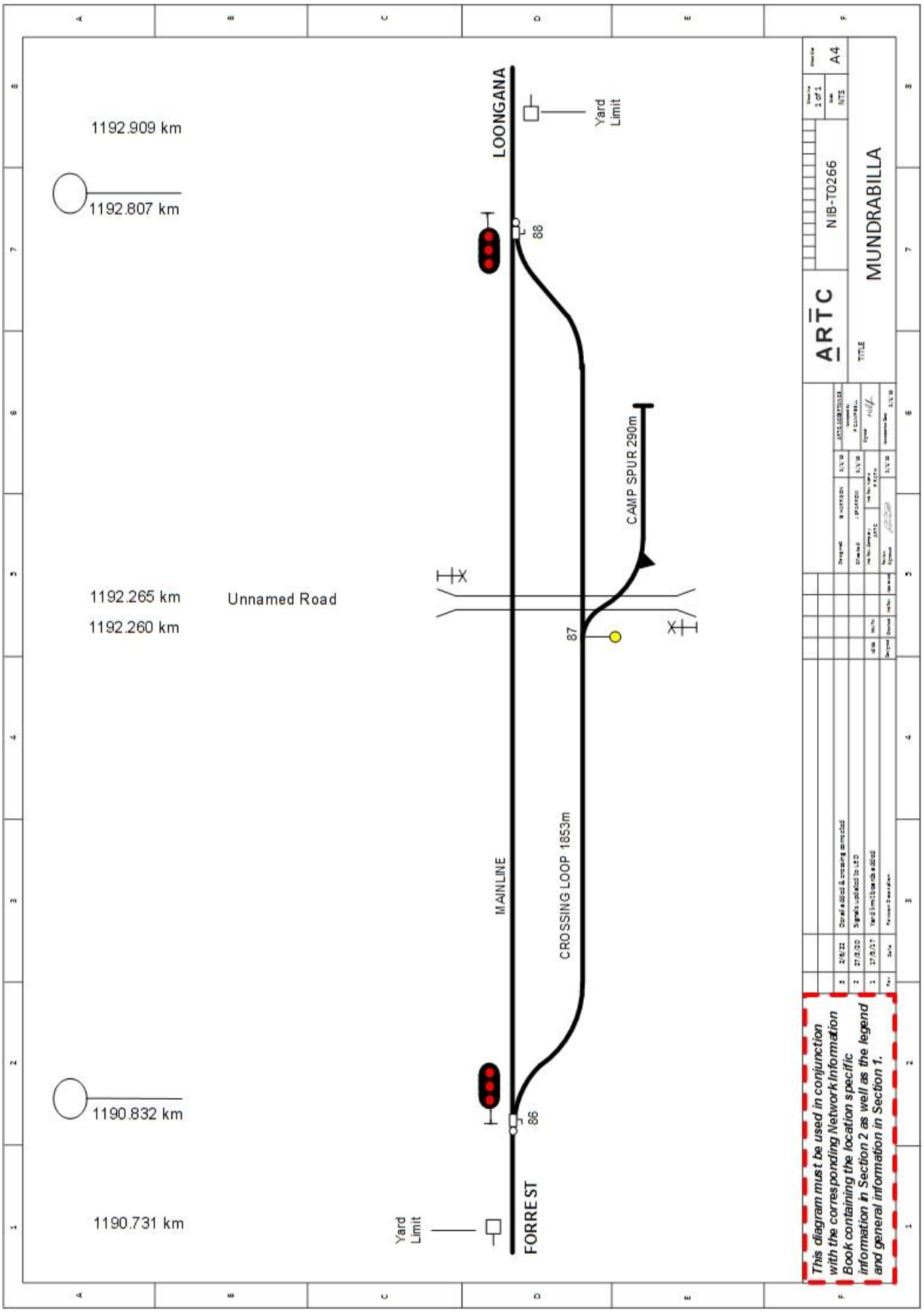
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


1192.909 km
1192.807 km
LOONGANA
Yard Limit
88
CAMP SPUR 290m
1192.265 km
1192.260 km
Unnamed Road
87
MAINLINE
CROSSING LOOP 1853m
1190.832 km
86
1190.731 km
Yard Limit
FORREST
ARTC
NIB-T0266
MUNDRABILLA
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.

2.8 Loongana (LGN)

Standing Room:

- 2508m

Goods Siding:

- Yes, a triangle with a loading ramp 155m

Local Control Panel:

- Nil

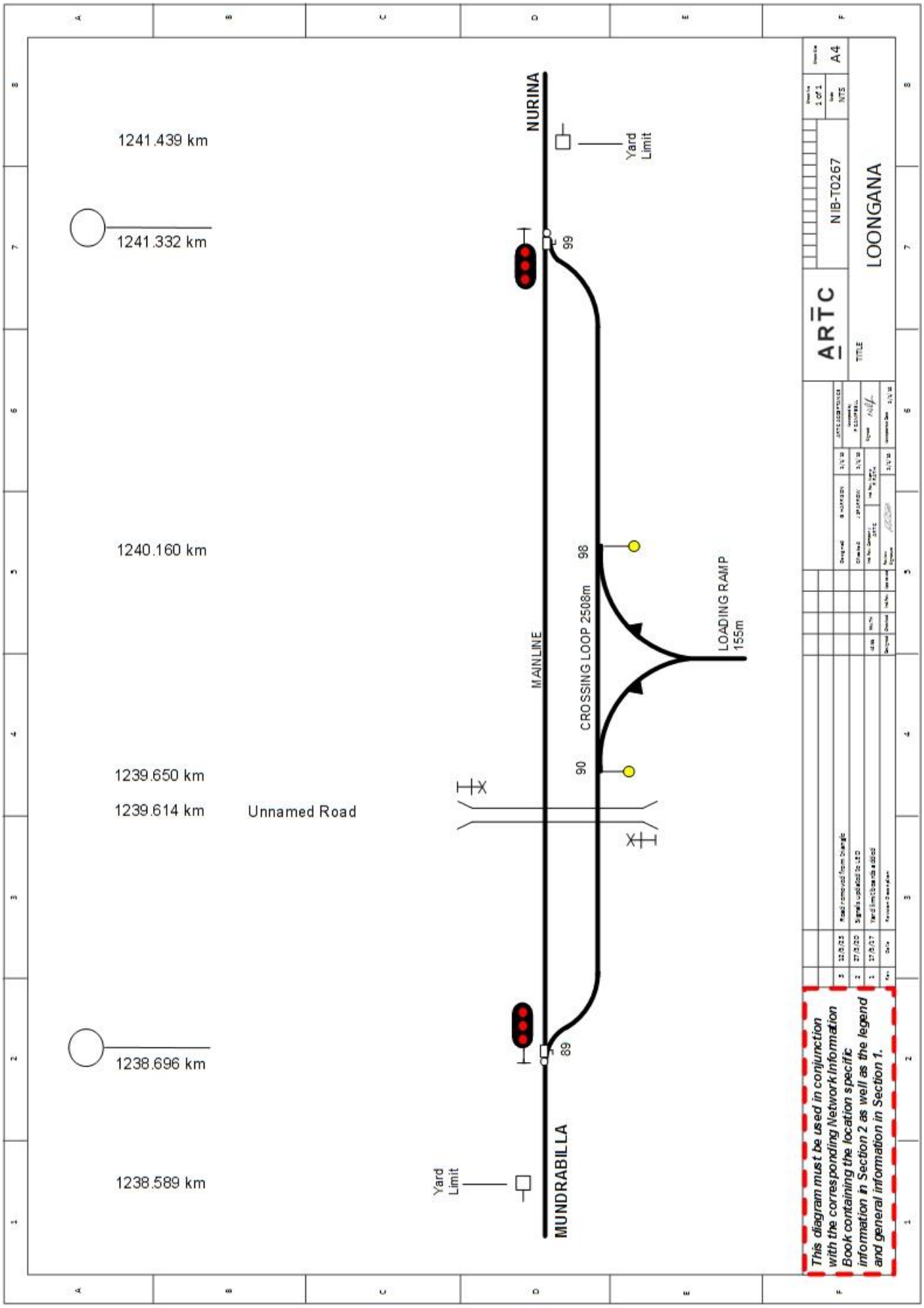
Crank Handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


NURINA
Yard Limit
1241.439 km
1241.332 km
99
1240.160 km
98
CROSSING LOOP 2508m
LOADING RAMP 155m
MAINLINE
90
1239.650 km
1239.614 km
Unnamed Road
1238.696 km
89
1238.589 km
Yard Limit
MUNDRABILLA
NIB-T0267
LOONGANA
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.

2.9 Nurina (NRA)

Standing Room:

- 1945m

Goods Siding:

- Yes, goods siding 371m

Local Control Panel:

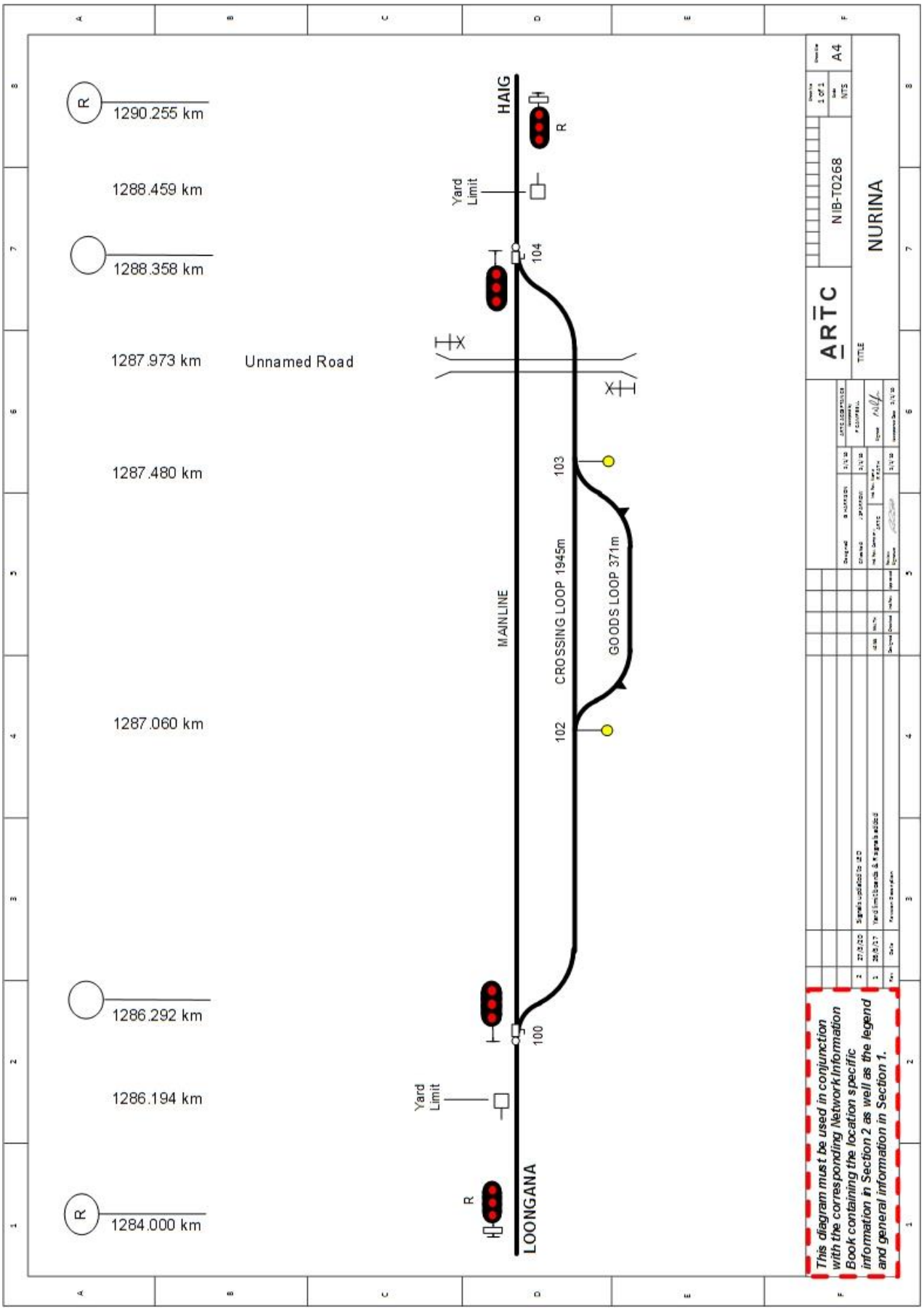
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


1290.255 km
1288.459 km
1288.358 km
1287.973 km
Unnamed Road
1287.480 km
1287.060 km
1286.292 km
1286.194 km
1284.000 km
HAIG
Yard Limit
104
103
102
100
MAINLINE
CROSSING LOOP 1945m
GOODS LOOP 371m
Yard Limit
LOONGANA
R
NIB-T0268
NURINA
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 Haig (HAI)

Standing Room:

- 1858m

Goods Siding:

- Yes, engineers siding 86m accessible from western end only

Local Control Panel:

- Nil

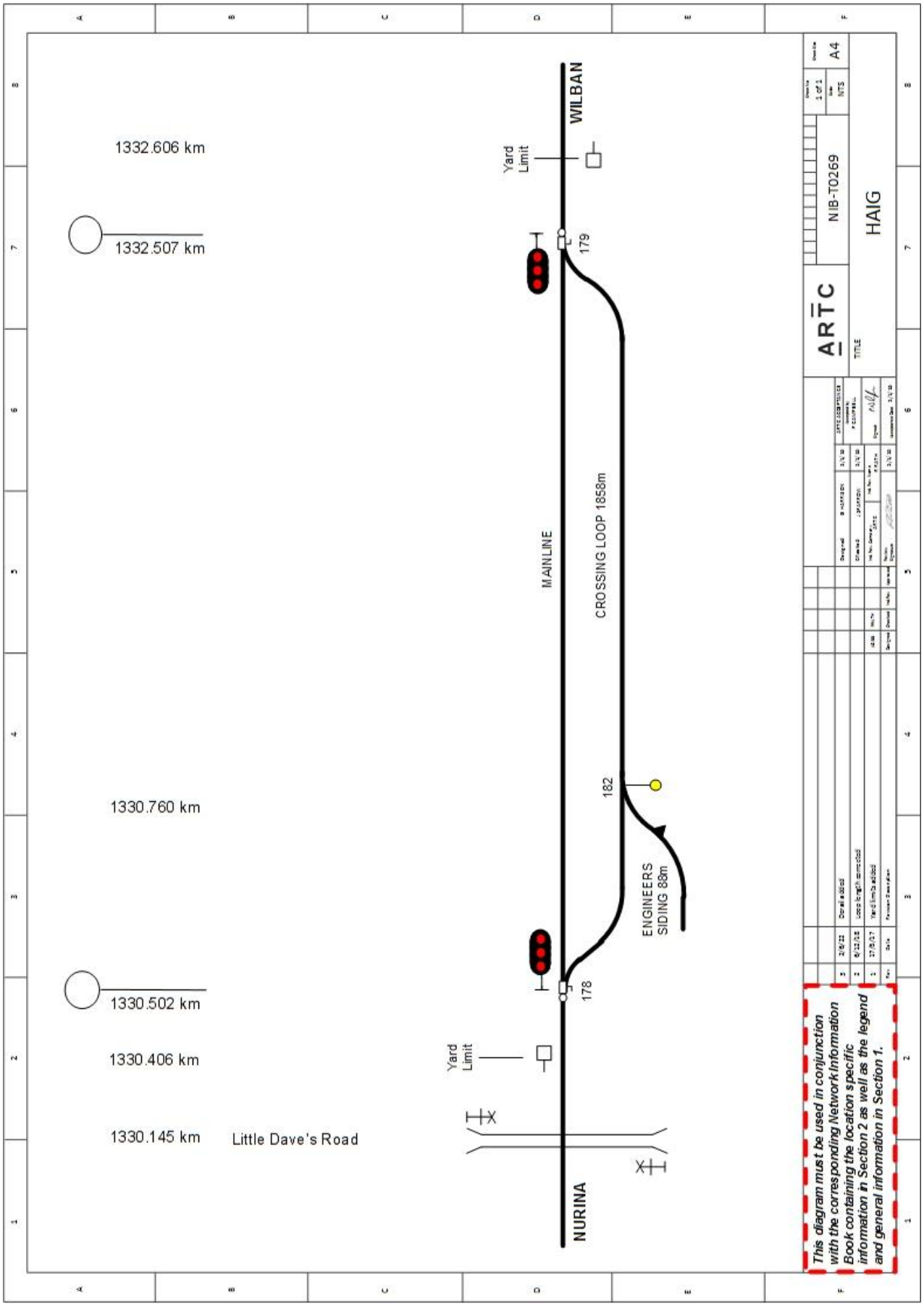
Crank Handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


WILBAN
Yard Limit
179
1332.606 km
1332.507 km
MAINLINE
CROSSING LOOP 1858m
182
ENGINEERS SIDING 88m
1330.760 km
178
1330.502 km
Yard Limit
1330.406 km
1330.145 km
Little Dave's Road
NURINA
NIB-T0269
HAIG
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.

2.11 Wilban (WIB)

Standing Room:

- 2490m

Goods Siding:

- Yes, Dead end road 240m

Local Control Panel:

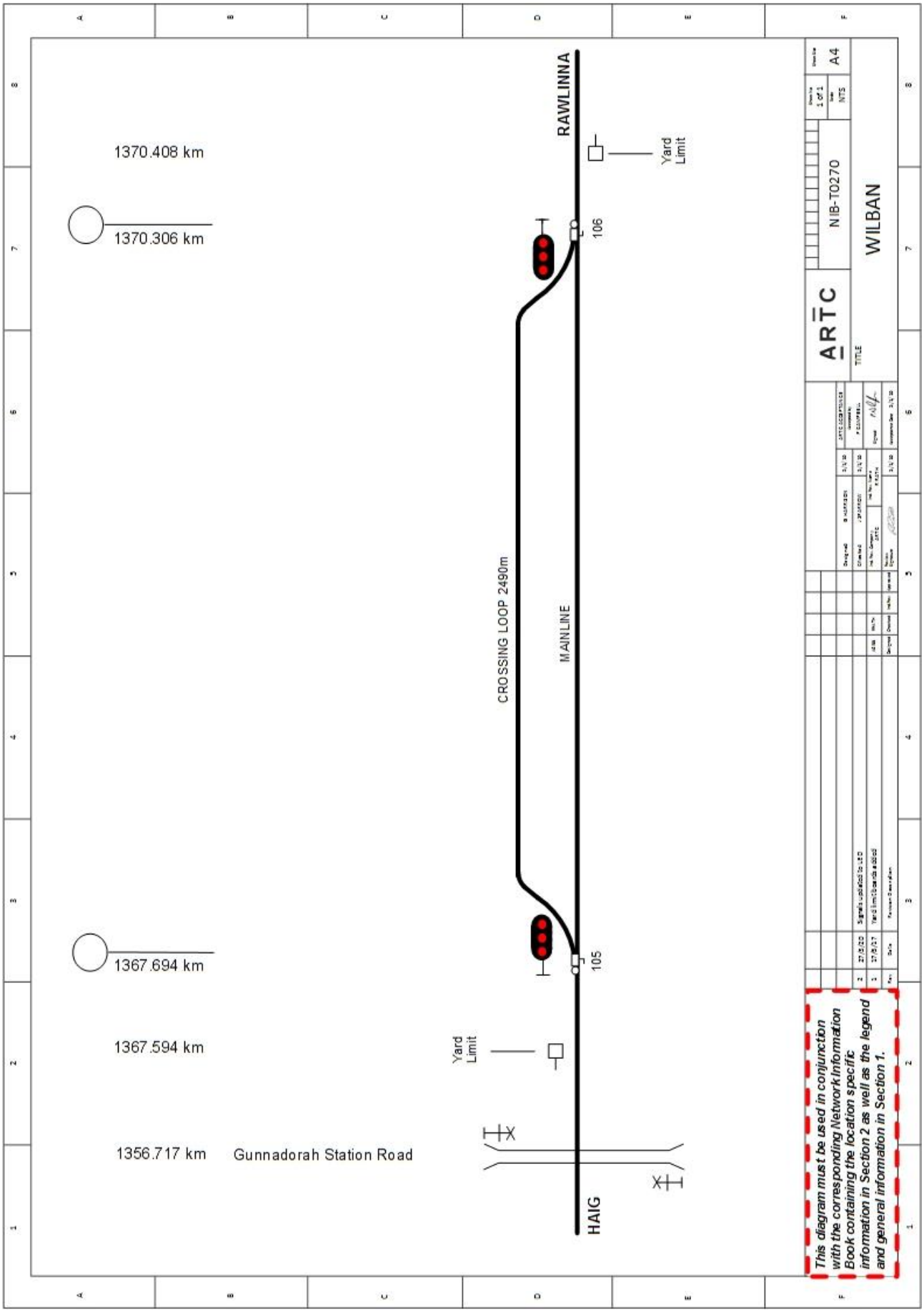
- Nil

Crank Handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


RAWLINNA
Yard Limit
1370.408 km
1370.306 km
106
CROSSING LOOP 2490m
MAINLINE
105
1367.694 km
Yard Limit
1367.594 km
1356.717 km
Gunnadorah Station Road
HAIG
NIB-T0270
WILBAN
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.

2.12 Rawlinna (RAW)

Standing Room:

- 1856m

Goods Siding:

- Yes, Dead end siding 355m accessible from western end only
- Triangle
- Goods siding 170m
- Camp spur 157m
- Private siding (not in use)

Local Control Panel:

- Nil

Crank Handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD

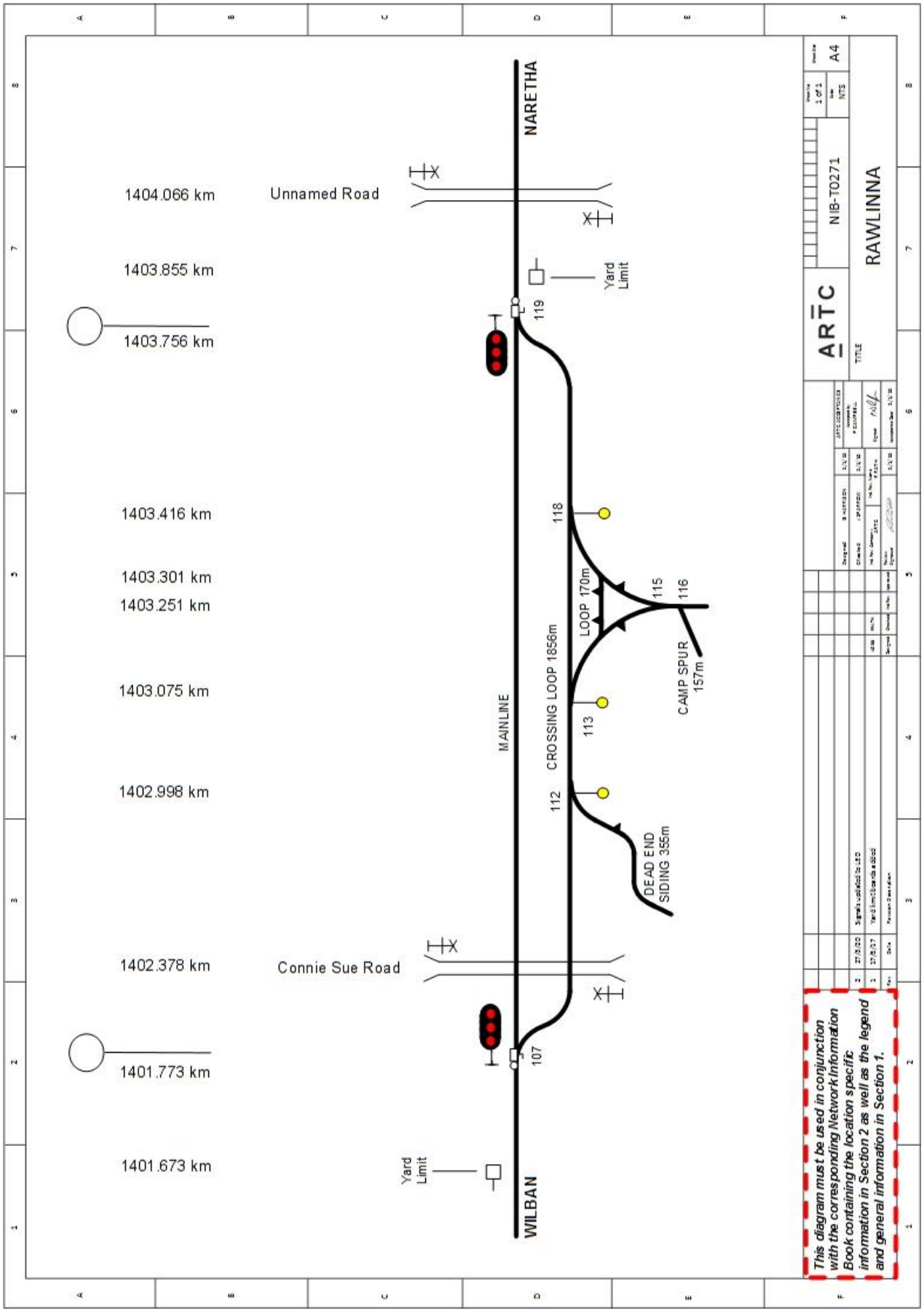
2.12.1 Standing Notice 256/2012

RAWLINNA

RAWLINNA YARD

Monday 06/02/2012

Rawlinna "Cockburn Cement" siding located at the top of the Rawlinna triangle has been decommissioned and is out of service as of the above date.


NARETHA
1404.066 km
Unnamed Road
1403.855 km
Yard Limit
119
1403.756 km
1403.416 km
118
1403.301 km
1403.251 km
LOOP 170m
115
116
CAMP SPUR 157m
1403.075 km
MAINLINE
CROSSING LOOP 1856m
113
1402.998 km
112
DEAD END SIDING 355m
1402.378 km
Connie Sue Road
1401.773 km
107
1401.673 km
Yard Limit
WILBAN
ARTC
NIB-T0271
RAWLINNA
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 Naretha (NHR)

Standing Room:

- 1850m

Goods Siding:

- Yes, goods siding 376m

Local Control Panel:

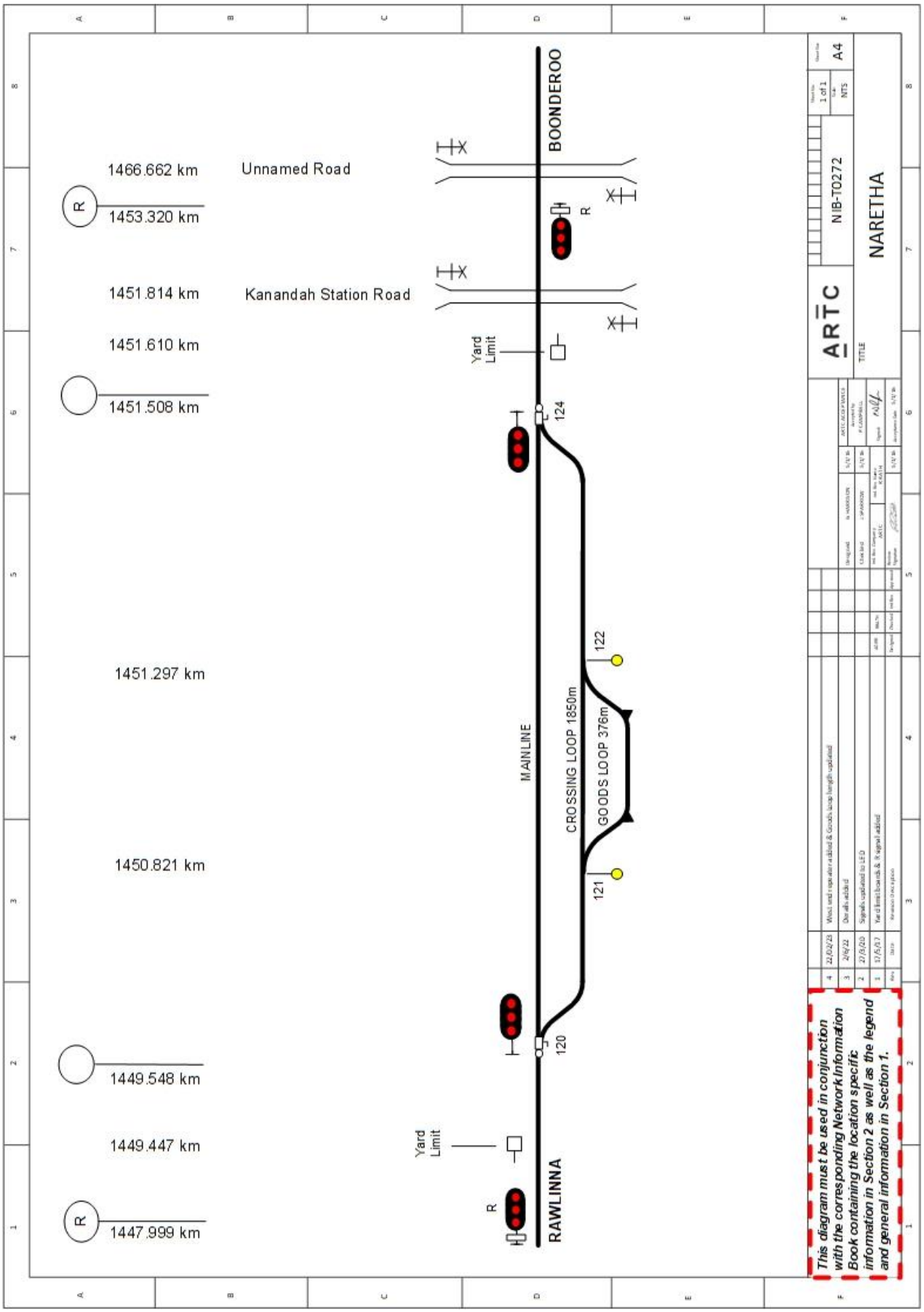
- Nil

Crank handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


BOONDEROO
1466.662 km
Unnamed Road
1453.320 km
1451.814 km
Kanandah Station Road
1451.610 km
Yard Limit
1451.508 km
124
MAINLINE
CROSSING LOOP 1850m
GOODS LOOP 376m
122
121
1451.297 km
1450.821 km
120
1449.548 km
Yard Limit
1449.447 km
RAWLINNA
1447.999 km
R
NIB-T0272
NARETHA
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 Boonderoo (BNR)

Standing Room:

- 1978m

Goods Siding:

- Nil

Local Control Panel:

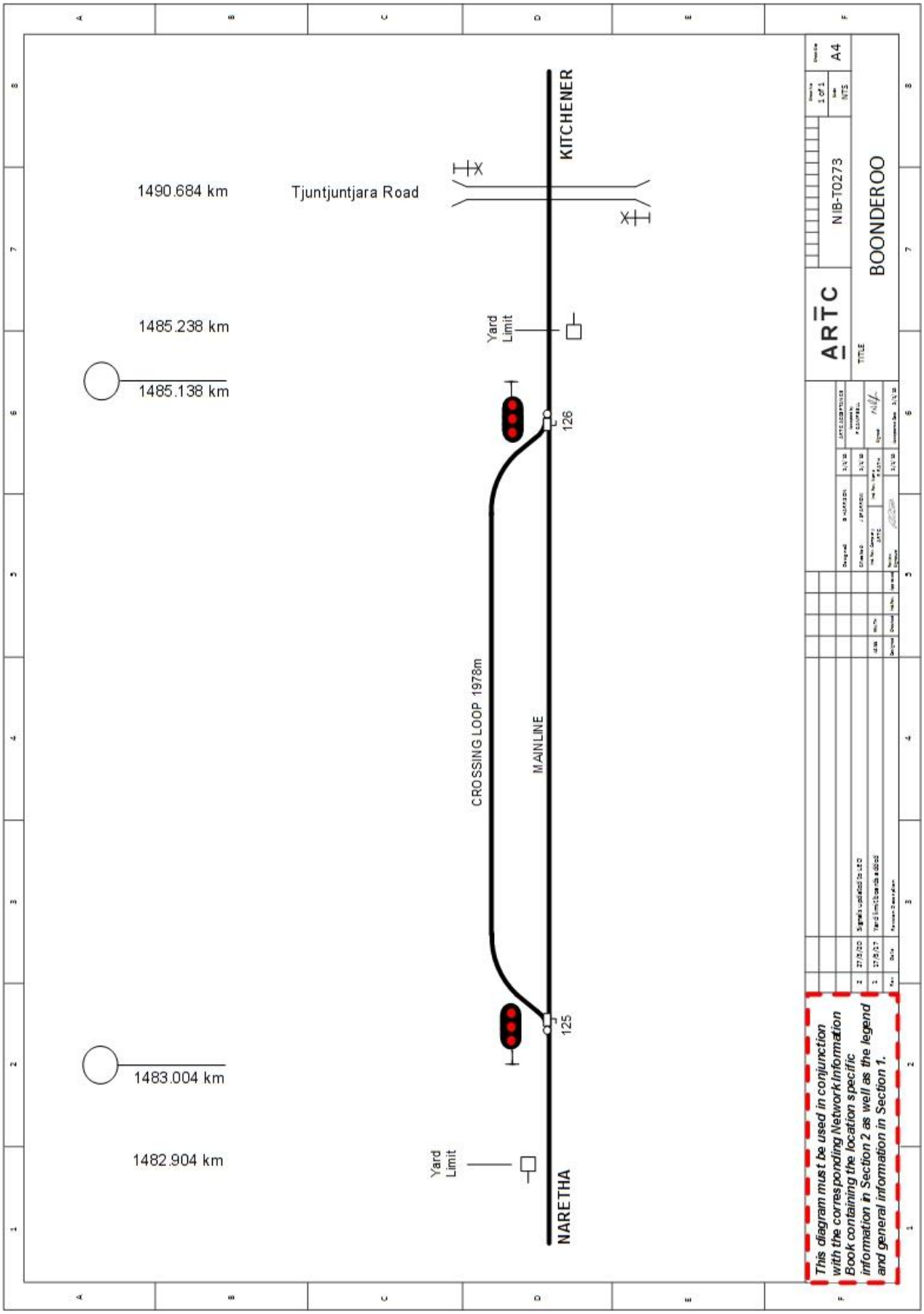
- Nil

Crank handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


KITCHENER
1490.684 km
Tjuntjuntjara Road
1485.238 km
Yard Limit
1485.138 km
126
CROSSING LOOP 1978m
MAINLINE
125
1483.004 km
1482.904 km
Yard Limit
NARETHA
NIB-T0273
BOONDEROO
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.

2.15 Kitchener (KNR)

Standing Room:

- 1871m

Goods Siding:

- Yes, goods siding 300m

Local Control Panel:

- Nil

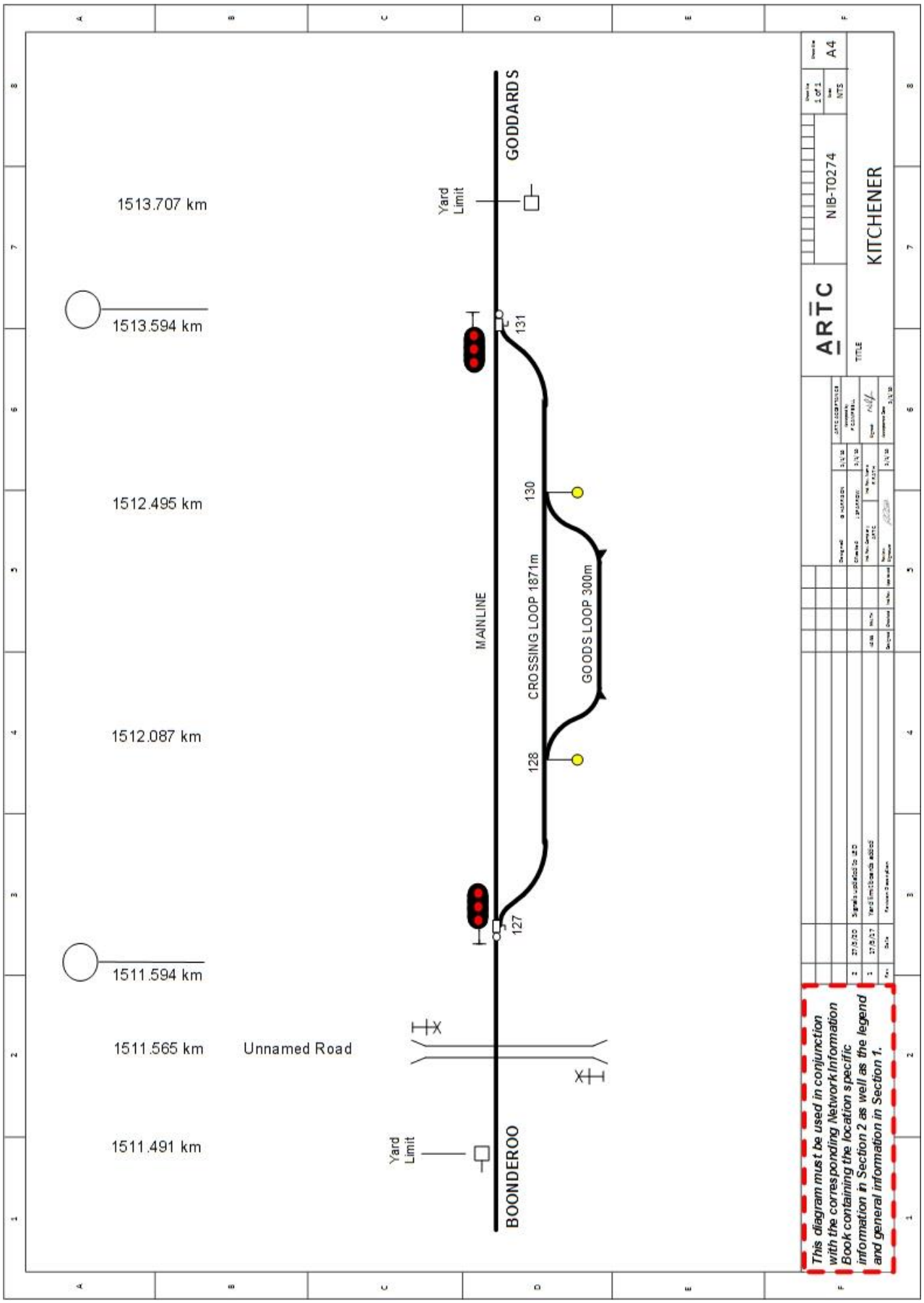
Crank handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


GODDARDS
Yard Limit
1513.707 km
1513.594 km
131
MAINLINE
CROSSING LOOP 1871m
GOODS LOOP 300m
130
128
127
1512.495 km
1512.087 km
1511.594 km
1511.565 km
Unnamed Road
1511.491 km
Yard Limit
BOONDEROO
NIB-T0274
KITCHENER
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.

2.16 Goddards (GOD)

Standing Room:

- 1950m

Goods Siding:

- Yes, engineers siding 170m

Local Control Panel:

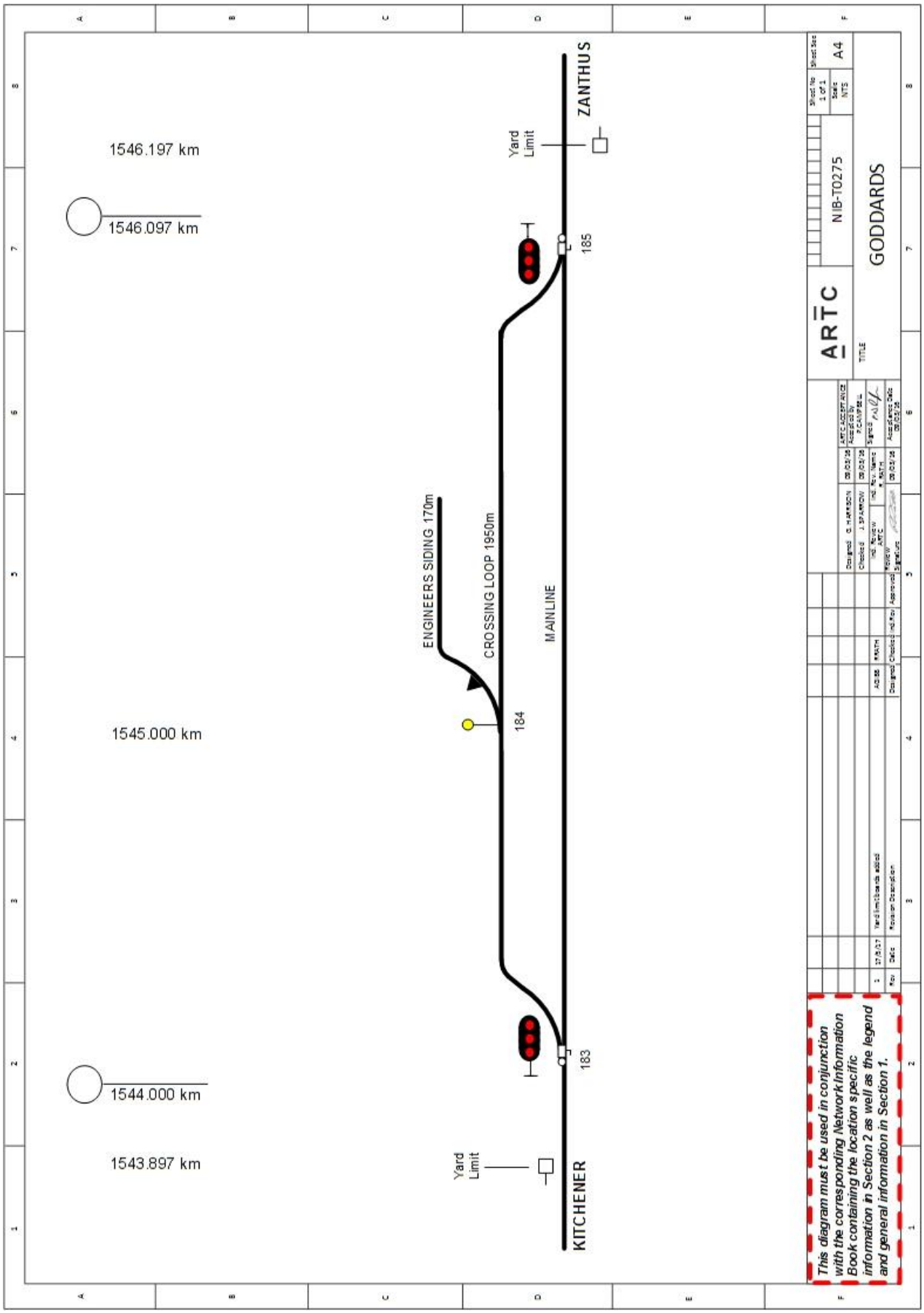
- Nil

Crank handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


1546.197 km
1546.097 km
1545.000 km
1544.000 km
1543.897 km
ZANTHUS
Yard Limit
185
ENGINEERS SIDING 170m
CROSSING LOOP 1950m
MAINLINE
184
183
KITCHENER
Yard Limit
GODDARDS
NIB-T0275
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.

2.17 Zanthus (ZAN)

Standing Room:

- 1830m

Goods Siding:

- Yes, goods siding 189m
- Triangle
- Dead end road 122m from top of triangle

Local Control Panel:

- Nil

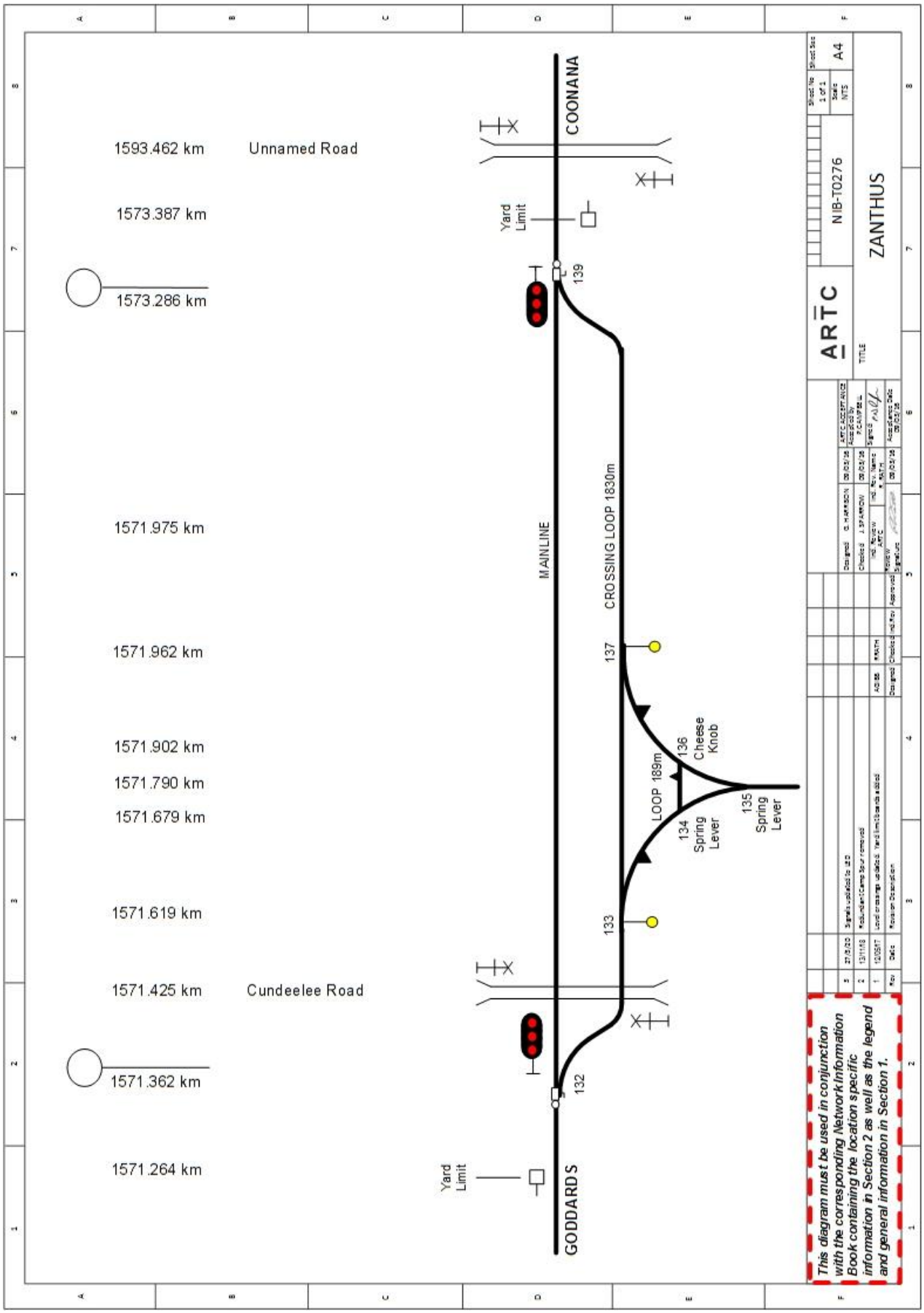
Crank handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


COONANA
1593.462 km
Unnamed Road
1573.387 km
Yard Limit
1573.286 km
139
MAINLINE
CROSSING LOOP 1830m
1571.975 km
1571.962 km
137
136 Cheese Knob
1571.902 km
1571.790 km
LOOP 189m
134 Spring Lever
135 Spring Lever
1571.679 km
1571.619 km
133
1571.425 km
Cundeelee Road
1571.362 km
132
1571.264 km
Yard Limit
GODDARDS
ZANTHUS
NIB-T0276
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.

2.18 Coonana (CAO)

Standing Room:

- 1867m

Goods Siding:

- Yes, goods siding 323m

Local Control Panel:

- Nil

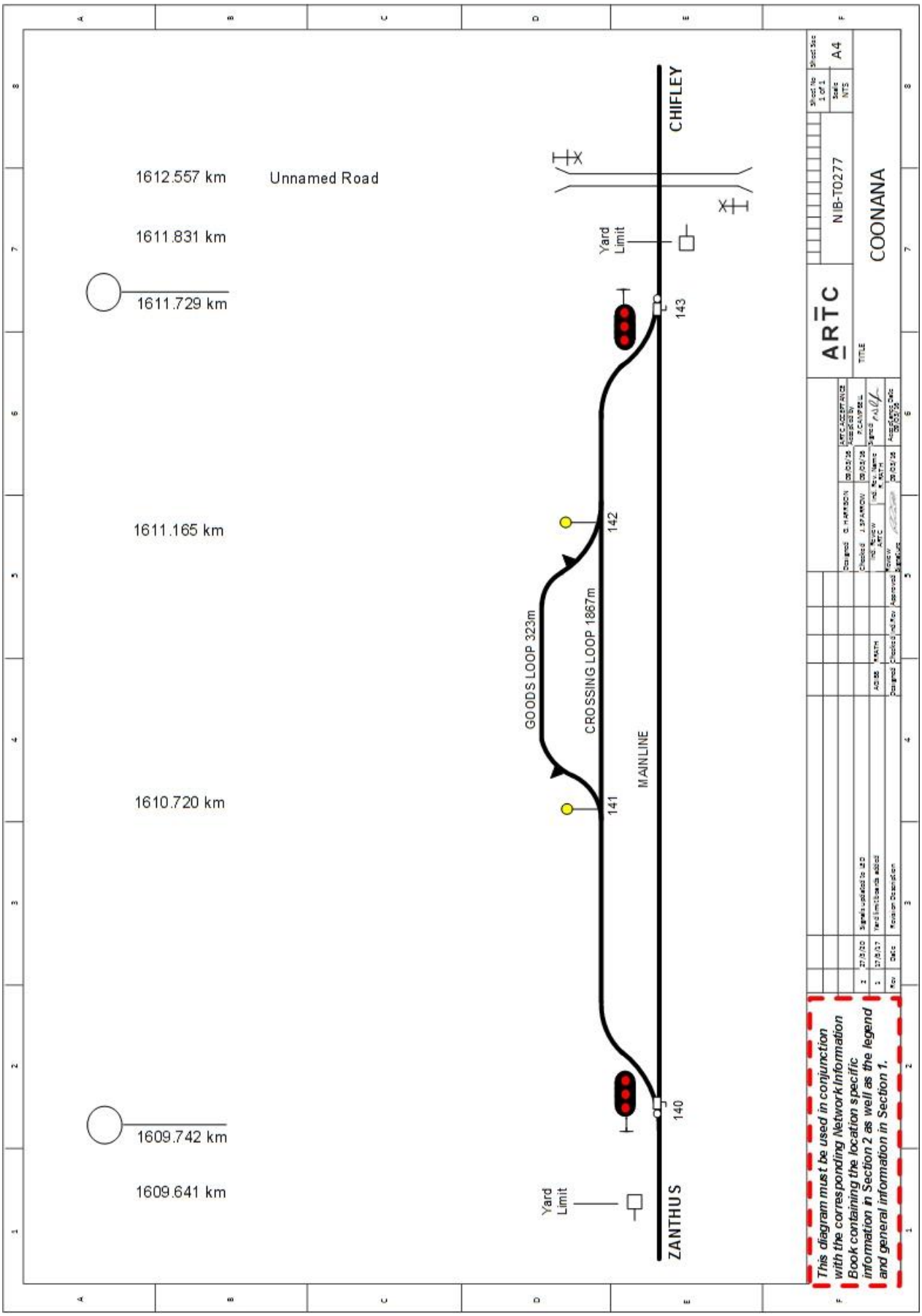
Crank handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


CHIFLEY
1612.557 km
Unnamed Road
1611.831 km
Yard Limit
1611.729 km
143
1611.165 km
142
GOODS LOOP 323m
CROSSING LOOP 1867m
MAINLINE
1610.720 km
141
1609.742 km
140
1609.641 km
Yard Limit
ZANTHUS
COONANA
NIB-T0277
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.

2.19 Chifley (CFY)

Standing Room:

- 1865m

Goods Siding:

- Yes, engineers siding 140m

Local Control Panel:

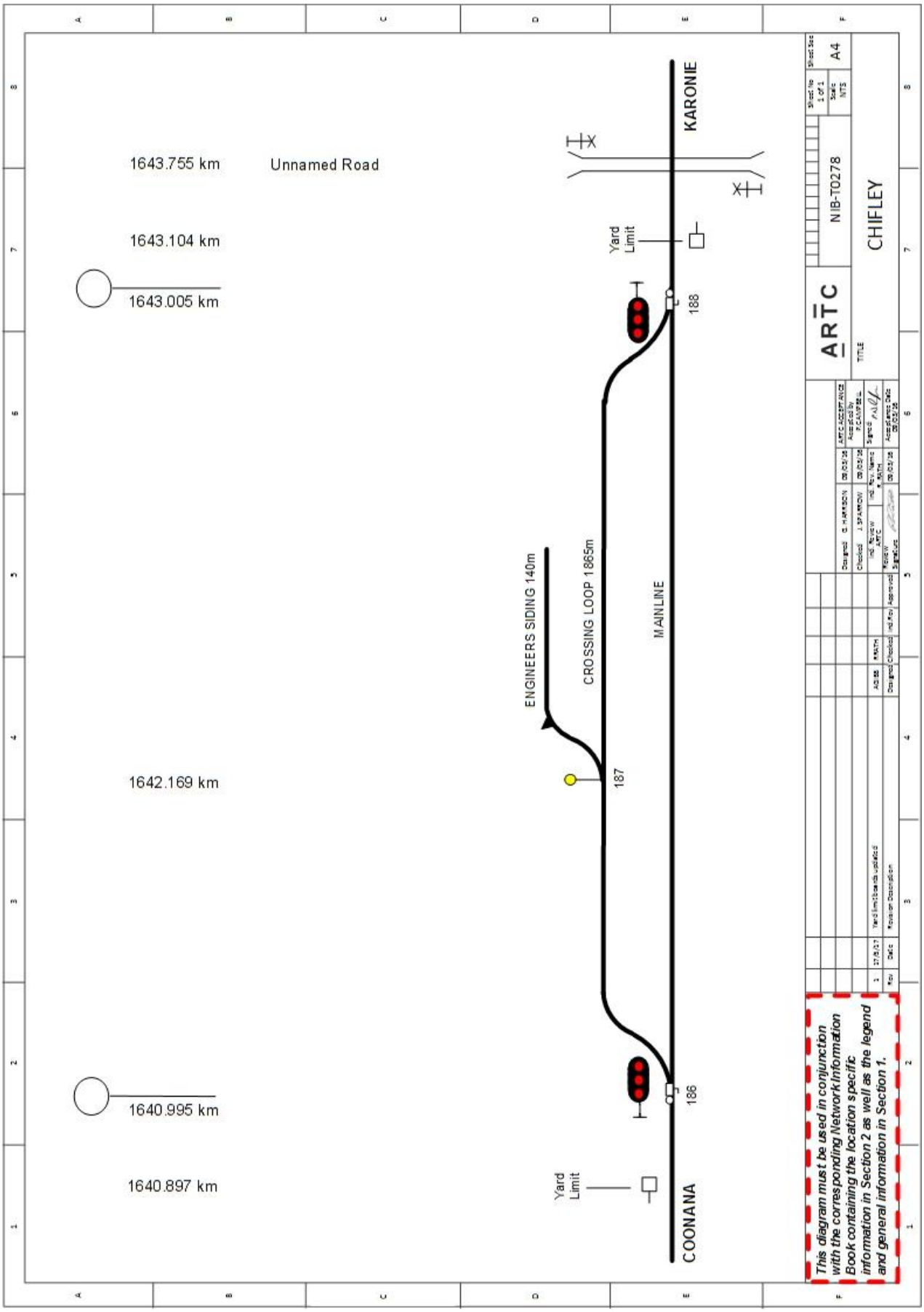
- Nil

Crank handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


1643.755 km
Unnamed Road
1643.104 km
1643.005 km
1642.169 km
1640.995 km
1640.897 km
KARONIE
Yard Limit
188
MAINLINE
CROSSING LOOP 1865m
ENGINEERS SIDING 140m
187
186
COONANA
Yard Limit
NIB-T0278
CHIFLEY
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.

2.20 Karonie (KRE)

Standing Room:

- 1852m

Goods Siding:

- Yes, engineers siding 410m

Local Control Panel:

- Nil

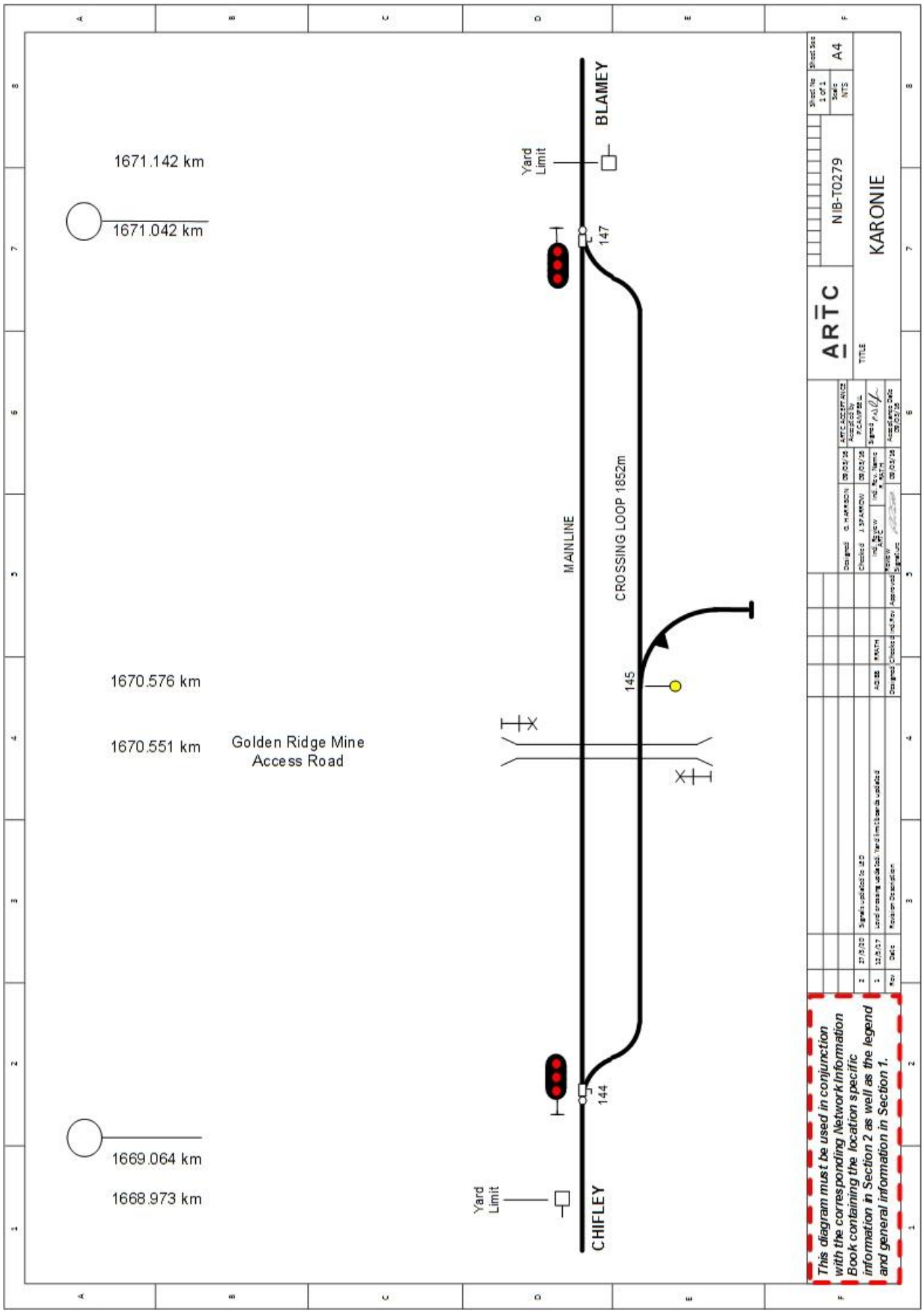
Crank handles:

- Nil

Other:

There is an airstrip at this location.

Note: Roads to this location only accessible by 4WD


1671.142 km
1671.042 km
1670.576 km
1670.551 km
Golden Ridge Mine
Access Road
1669.064 km
1668.973 km
Yard
Limit
BLAMEY
147
MAINLINE
CROSSING LOOP 1852m
145
144
Yard
Limit
CHIFLEY
NIB-T0279
KARONIE
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.

2.21 Blamey (BLE)

Standing Room:

- 1901m

Goods Siding:

- Nil

Local Control Panel:

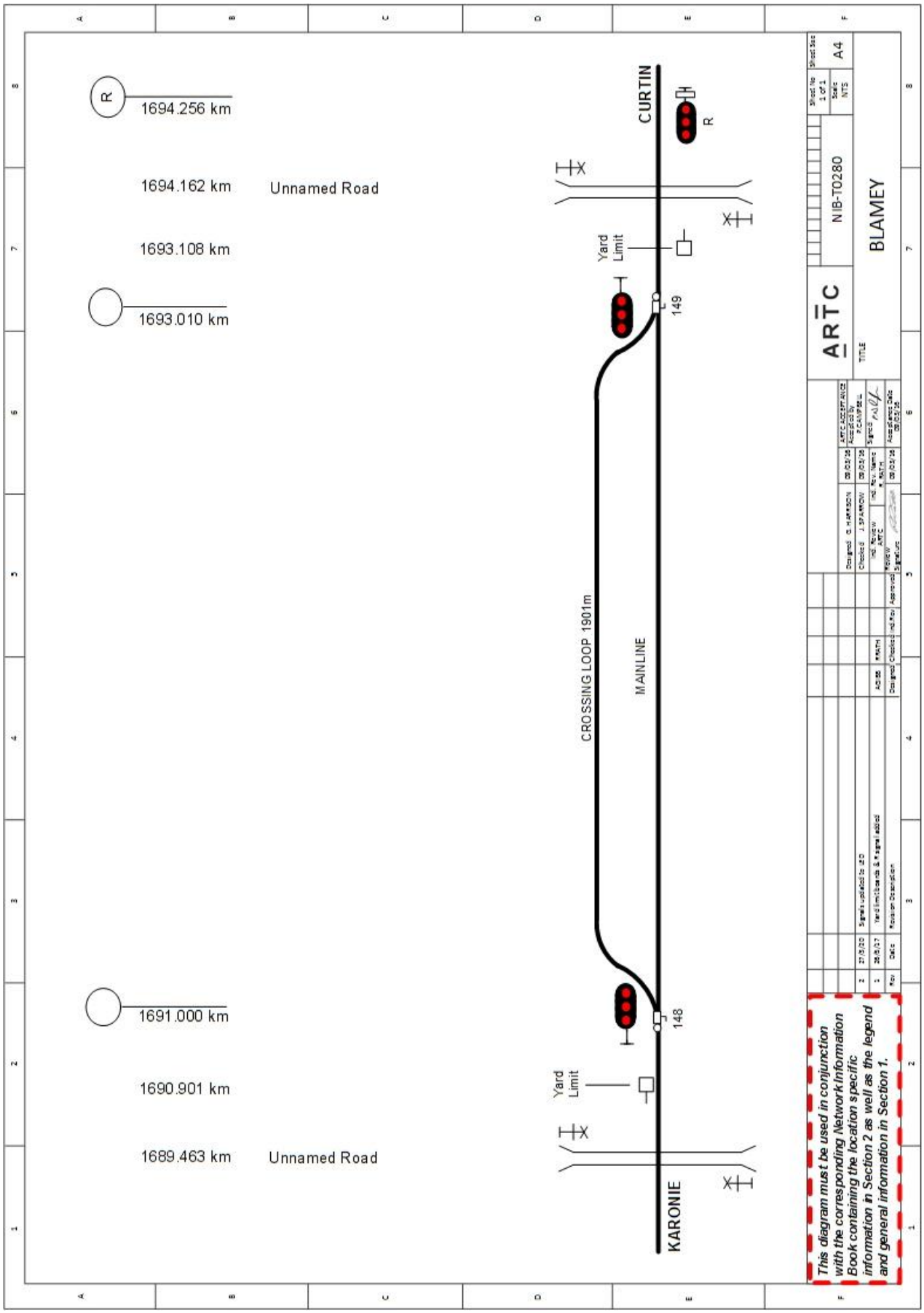
- Nil

Crank handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


1694.256 km
1694.162 km
Unnamed Road
1693.108 km
1693.010 km
1691.000 km
1690.901 km
1689.463 km
Unnamed Road
CURTIN
KARONIE
Yard Limit
Yard Limit
149
148
CROSSING LOOP 1901m
MAINLINE
NIB-T0280
BLAMEY
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.

2.22 Curtin (CUR)

Standing Room:

- 1874m

Goods Siding:

- Yes, engineers siding 200m

Local Control Panel:

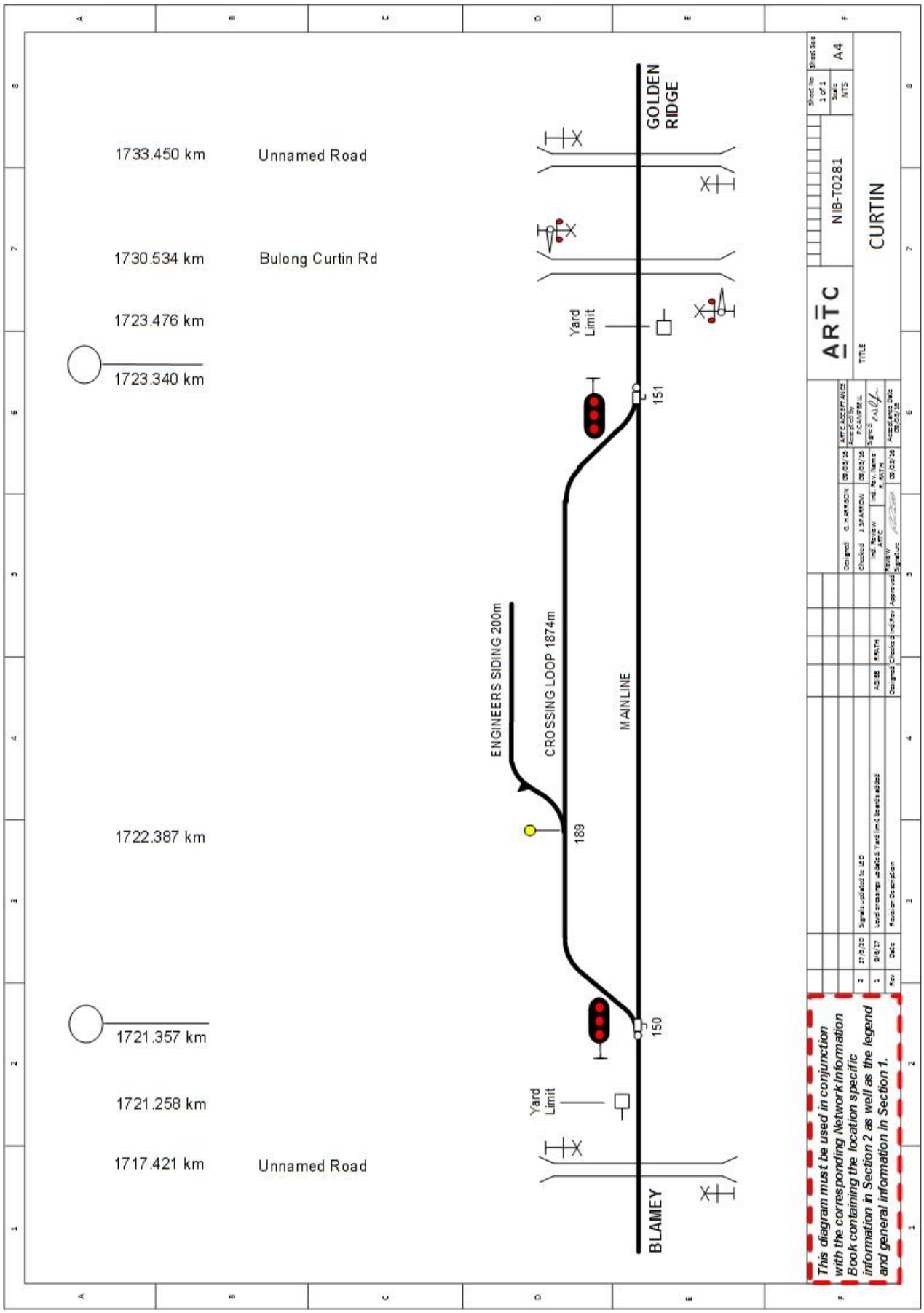
- Nil

Crank handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD


1733.450 km
Unnamed Road
1730.534 km
Bulong Curtin Rd
1723.476 km
1723.340 km
1722.387 km
1721.357 km
1721.258 km
1717.421 km
Unnamed Road
GOLDEN RIDGE
BLAMEY
Yard Limit
Yard Limit
151
150
189
ENGINEERS SIDING 200m
CROSSING LOOP 1874m
MAINLINE
CURTIN
NIB-T0281
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.

2.23 Golden Ridge (GOR)

Standing Room:

- 1858m

Goods Siding:

- Yes, camp spur 275m

Local Control Panel:

- Nil

Crank handles:

- Nil

Wayside Systems:

Wheel Condition Monitoring System (WCM) is located at 1772.724km in the Golden Ridge to Parkeston section. The WCM detects an exceedance of force between the rail wheels and the rail caused by wheel flats. If it detects a level of kilo-newton force of energy above a threshold, it sends this information to the Network Control Centre for action.

Other:

Note: Roads to this location only accessible by 4WD

2.23.1 Metals X Road Level Crossing 1753.740km

Metals X Road private level crossing active warning devices consist of flashing lights, automatic gates, an audible warning device and road traffic advance warning lights. The operation of the crossing is via axle counters.

The control equipment is housed in a concrete enclosure adjacent to the track. In addition to the standard test switch control box, an axle counter reset switch and a level crossing isolation switch is installed in separate control boxes secured with 'S' locks and attached to the wall of the concrete enclosure.

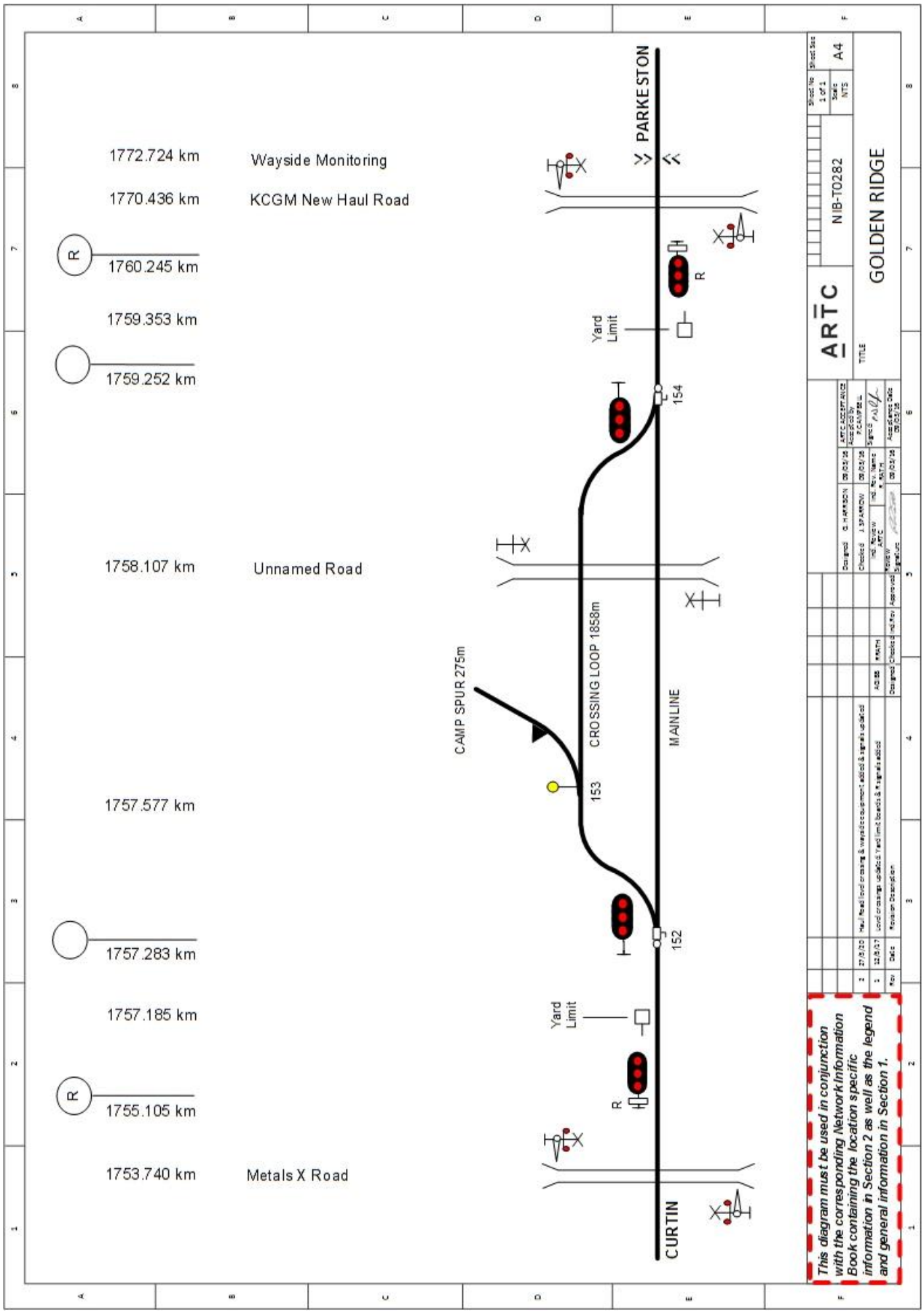
NOTE: Road rail vehicles must not use the Metals X Road level crossing to 'put on' or 'take off' otherwise unnecessary operation of the level crossing warning equipment will occur. Sign boards are erected at the crossing as a reminder to road rail users.

2.23.2 New Haul Road Level Crossing 1770.436km

New Haul Road level crossing active warning devices consist of flashing lights, automatic gates, an audible warning device and road traffic advance warning lights. The operation of the crossing is via axle counters.

The control equipment is housed in a concrete enclosure adjacent to the track. In addition to the standard test switch control box, an axle counter reset switch is installed in a separate control box secured with a 'S' lock and attached to the wall of the concrete enclosure.

NOTE: Road rail vehicles must not use the New Haul Road level crossing to 'put on' or 'take off' otherwise unnecessary operation of the level crossing warning equipment will occur. Sign boards are erected at the crossing as a reminder to road rail users.


PARKESTON
1772.724 km
Wayside Monitoring
1770.436 km
KCGM New Haul Road
R
1760.245 km
1759.353 km
1759.252 km
Yard Limit
154
1758.107 km
Unnamed Road
CAMP SPUR 275m
CROSSING LOOP 1858m
MAINLINE
153
1757.577 km
1757.283 km
152
1757.185 km
Yard Limit
R
R
1755.105 km
1753.740 km
Metals X Road
CURTIN
ARTC
NIB-T0282
GOLDEN RIDGE
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.

2.24 Parkeston (PKN)

Standing Room:

- 1865m

Goods Siding:

- Yes, engineers siding 720m
- Parkeston Yard is attached to Parkeston crossing loop and is leased to Aurizon

Local Control Panel:

- Nil

Crank handles:

- Nil

Other:

Note: Roads to this location only accessible by 4WD

Where there are interfaces with the ARTC network, the requirements are detailed in interface agreement IA62.

Parkeston is an unattended crossing location governed by the Train Order System of Train Authorities with all trains requiring a train authority to enter the location and cross or pass other movements. Train authorities for crossing or passing shall be issued prior to any movement departing Golden Ridge or Kalgoorlie.

Whilst Parkeston is unattended all movements from the yard to the running lines shall do so on authority of a train authority issued by the ARTC network controller.

Movements within the yard at Parkeston shall be under the direction of the Aurizon Yard Manager.

2.24.1 Safe Working Parkeston and Kalgoorlie:

Prior to any train departing from Parkeston for Kalgoorlie the movement must be in possession of a train authority and the ARC Infrastructure Train Controller shall have advised that the train has a path. Any shunt movement between Parkeston and West Kalgoorlie shall operate as a train movement with a train number being allocated by the Mile End Data Input Centre (MEDIC) and the load of the train being advised to Medic before departure from either Parkeston or Kalgoorlie (whichever is appropriate),

Trains operating from West Kalgoorlie or Kalgoorlie to Parkeston must be in possession of a train authority before ARC Infrastructure signal 84, 85 or 86 governing entry to this section is cleared for the movement to proceed. The text of a train authority issued at West Kalgoorlie for a movement to proceed to Parkeston shall read “Proceed from Kalgoorlie to Parkeston take (insert required line)”

2.24.2 Train Movements Parkeston to Kalgoorlie

The crew of a movement at Parkeston which is to proceed to Kalgoorlie shall advise the ARC Infrastructure Train Controller of movement requirement.

Provided the ARC Infrastructure Train Controller can accept the movement and the crew are in possession of a Train Authority to proceed to Kalgoorlie and after ensuring the point stand indications on points 5 and 6 are correct, the movement may depart and proceed to Signal 96 at Kalgoorlie.

Movements beyond signal 96 at Kalgoorlie shall be in accordance with the indications displayed thereon. In the event of a signal failure at signal 96 the movement may only proceed after complying with ARC Infrastructure procedures.

2.24.3 Train Movements Kalgoorlie to Parkeston

Crews shall report to the ARTC Train Controller prior to departure from Kalgoorlie and obtain a Train Authority for the movement to proceed to Parkeston or beyond.

☐ Note: Trains shall not be left standing at the western entrance to the crossing loop or main line at Parkeston owing to the blocking of level crossings.

2.24.4 Parkeston – Unattended Location

Trains are not permitted to be stabled on the running lines, except in cases of emergency, without a driver being present on that movement.

2.24.5 Fuelling of Locomotives

Locomotives may be fuelled on the running lines as follows:

When Parkeston is unattended the train shall be attended by a locomotive crew whilst fuelling is being carried out.

East Bound: Shall be fuelled at the fuel pad located at the eastern end of the crossing loop. As the pad is only long enough to accommodate two locomotives this is the maximum number of units which shall be fuelled at any one time. Should there be more than two locomotives to be fuelled the movement shall stop with the two lead locomotives at the fuel pad and after fuelling the first two locomotives pull forward to fuel any other units.

West Bound: Shall be fuelled at the west end fuel pad located at the western end of the main line. As the pad is only long enough to accommodate two locomotives this is the maximum number of units which shall be fuelled at any one time. Should there be more than two locomotives to be fuelled the movement shall stop with the two lead locomotives at the fuel pad and after fuelling the first two locomotives pull forward to fuel any other units.

At no time are locomotives or other units to be fuelled at any location on the running lines other than above.

In the event that a train is standing on the main line when a west bound movement is required to fuel or on the crossing loop when an east bound movement is required to fuel the respective train is to be brought onto the crossing or main line and the locomotives cut off and shunted to the respective fuel pad to fuel.

☐ Note: A train authority is required before shunting from the main line to the crossing loop at either end of the yard when the movement cannot be performed within the limits of the yard.

2.24.6 Track Machines

Track machines and or vehicles and track workers may work between Parkeston and 1780km 600km as authorised by the ARTC Network Controller in accordance with the Code of Practice track worker rules.

Any blocking of the section from Parkeston to 1780km 600m, or vice versa shall be by the Network Controller in Adelaide.

Prior to approval being given for work to take place between signal 96 and 1780.600 km ARTC Network Controller shall advise the ARC Infrastructure Train Controller and ensure that signals 84, 85 and 86 are blocked to prevent movement towards Parkeston, including shunt movements.

When the work has been completed the ARTC Network Controller shall advise the ARC Infrastructure Train Controller who may then remove the blocking. The ARTC Network Controller shall ensure that blocking of the section is applied on the train control graph.

2.24.7 Bulong Road Level Crossing Parkeston

GENERAL

Bulong Road located at 1775.340km on the eastern end of Parkeston yard, is fitted with sidelights and a white strobe beacon that will flash when the crossing is operating. The crossing utilizes a Level Crossing Predictor to detect approaching trains and will calculate the speed of approaching trains to allow a constant warning time for road traffic.

MAIN LINE THROUGH MOVEMENTS

The crossing protection devices will operate automatically on the approach of all main line movements in either direction.

WESTBOUND MOVEMENTS DEPARTING THE EASTERN END OF THE CROSSING LOOP

Absolute Signal 1776 is located on the crossing loop for eastbound services. Signal 1776 is not the authority to enter the Parkeston – Golden Ridge section; the Rail Traffic Crew must be in possession of a Train Authority to depart.

A duplicate Self Restoring Point control box is attached to the mast of Signal 1776, this can be operated to set the points in the reverse position ready for departure.

Once the points are observed to be in the reverse position, the yellow pushbutton marked Clear Signal may be depressed, this will cause the active warning devices to commence operation, after 25 seconds of crossing activation, the medium speed aspect of signal 1776 will clear to display a yellow aspect.

Following the train’s departure, the points will self-restore to the normal position.

WESTBOUND MOVEMENTS ENTERING THE EASTERN END OF THE CROSSING LOOP

The level crossing devices will activate on the approach to the crossing.

The consist is to be bought to a stand prior to passing the signage located in advance of the points indicating the location of the points track circuit. The signage states ‘STANDING POINT FOR L/X. ON DEPARTURE UNTIL REACHING L/X 5 KPH’.

NOTE: The crossing device may cease operation after a time out, while the train movement is standing at the sign.

Reverse the points in accordance with existing instructions.

The active level crossing protection devices will begin operating as the lead vehicle occupies the points track circuit.

Proceed into the Crossing Loop at a speed not to exceed 5 KM/H, until the first vehicle reaches the roadway.

After ensuring that the level crossing is operating, train speed can then be increased to a maximum of 35 KM/H while entering the Crossing Loop.

EASTBOUND MOVEMENTS BEING HELD ON THE MAIN LINE

The level crossing devices will activate on the approach to the crossing.

Proceed along the Main Line, stop prior to passing the Standing Point marker board.1775.455Km. The signage states ‘STANDING POINT FOR L/X. ON DEPARTURE UNTIL REACHING L/X 5 KPH’.

If the crossing devices are operating, they will time out and cease operation.

Rail Traffic Movements more than 1750 metres in length will be foul of the west end points while stationary.

When ready for departure, ensure that an appropriate Train Authority is held authorizing the movement.

Move off from the Standing Point marker board at a speed not exceeding 5 KM/H until the first vehicle reaches the roadway.

After ensuring that the level crossing is operating, train speed can then be increased to the ruling track speed.

SHUNTING:

If it is necessary to shunt between the Main Line and the Crossing Loop on the eastern end of Parkeston yard, the self-restoring points must be operated in the hand mode as per the current practice. While the point machine is in hand mode, signal 1776 will not display a proceed aspect.

During these operations, a Train Authority must be issued and contain the following text:

"Pass absolute signal 1776 in the stop position as required for shunting".

The level crossing devices must be activated via the manual test switch that is mounted on the equipment case for each train movement over the roadway, the test switch must be restored to the normal position on completion of each movement over the roadway and then only when all rail vehicles are clear of the roadway.

TRACK MACHINES

All track machine operators are required to comply with the instructions contained in the Code of Practice for the Defined Interstate Rail Network Section 5 Track Working Rules clause 6.4.3.

FAILURE OF SIGNAL 1776

In the event of a failure of signal 1776, it is necessary to ensure that the eastern end self-restoring points are in the reverse position, prior to requesting a Train Authority to pass the signal in the stop position. In these circumstances, the test switch for the crossing must be placed in the reverse position and the crossing devices observed to operate prior to hand signalling the movement past the signal. Once the leading unit of the train has entered the roadway, the test switch may be placed in the normal position and the second person can re-join the movement.

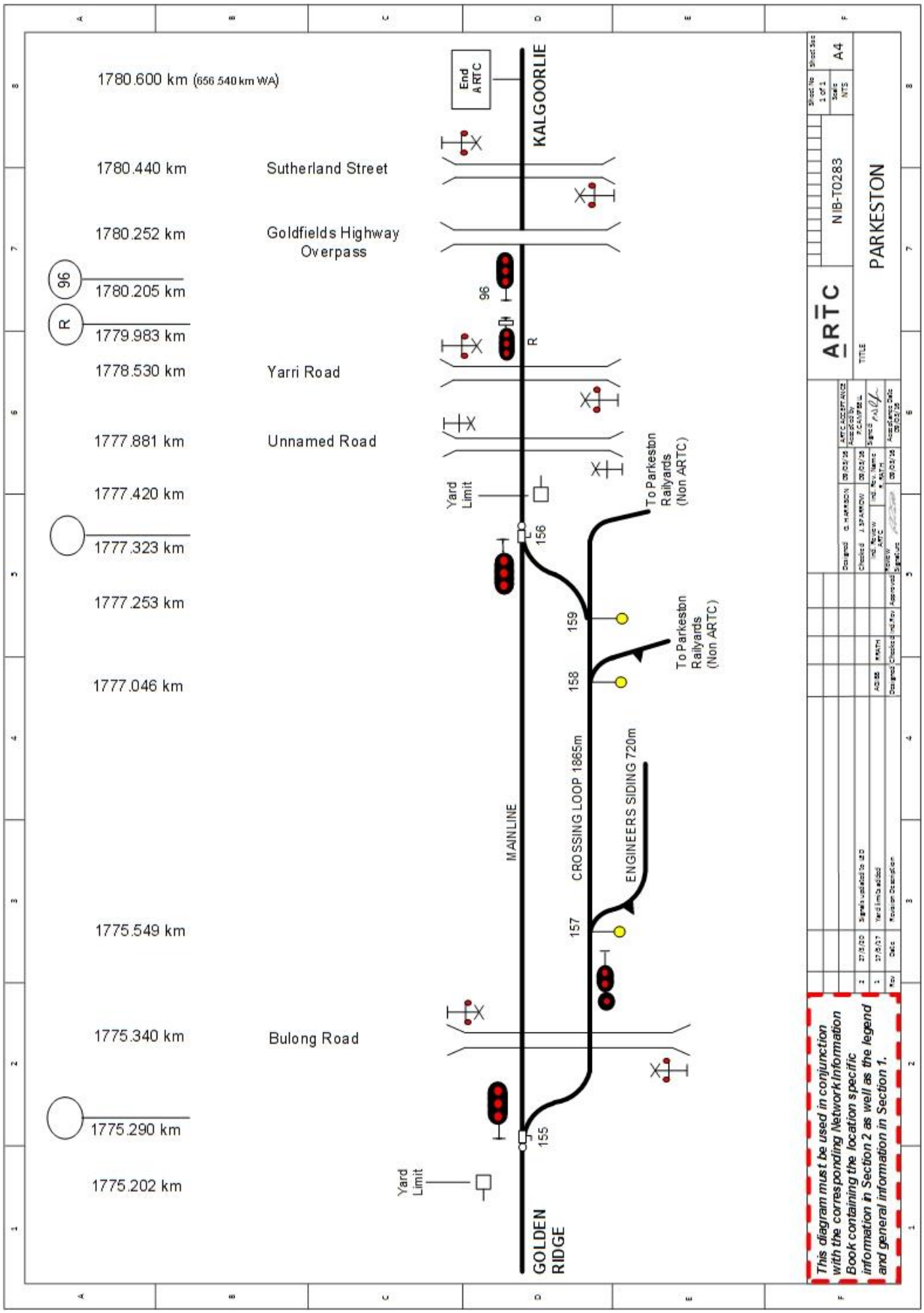
2.24.8 Self-restoring Points - Parkeston

The operating protocols and operation of points are as described in the ARTC Addendum to the Code of Practice for the Defined Interstate Rail Network with the following restriction applied.

All trains entering the Crossing Loop at Parkeston must observe a speed restriction of 10 Kilometres Per Hour from the facing Yard Limit Board until the leading locomotive has passed the Main Line / Crossing Loop Clearance Point sign at the arrival end of the yard.

2.24.9 Kalgoorlie and West Kalgoorlie

The station and yard are beyond the boundary of ARTC and are in ARC Infrastructure territory. Passenger trains stop at the West Kalgoorlie station. Freight trains stage at the West Kalgoorlie yard.


1780.600 km (656.540 km WA)
End ARTC
KALGOORLIE
1780.440 km
Sutherland Street
1780.252 km
Goldfields Highway Overpass
96
1780.205 km
R
1779.983 km
1778.530 km
Yarri Road
1777.881 km
Unnamed Road
1777.420 km
1777.323 km
1777.253 km
1777.046 km
1775.549 km
1775.340 km
Bulong Road
1775.290 km
1775.202 km
Yard Limit
156
159
158
157
155
MAINLINE
CROSSING LOOP 1885m
ENGINEERS SIDING 720m
To Parkeston Railyards (Non ARTC)
To Parkeston Railyards (Non ARTC)
GOLDEN RIDGE
NIB-T0283
PARKESTON
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.