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

Network Information Book

Coast A

Telarah (exc) to Kempsey (exc)

OGW-30-21

Applicability

Interstate Network

Publication Requirement

Internal / External

Primary Source

Local Appendices North Volume 2
Route Access Standard – Defined Interstate Network Section Pages D33

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
2.7	2 Feb 2024	Configuration Management Administrator	Corridor Assets & Operational Representatives	Configuration Manager	Head of Operations Standards

Amendment Record

Amendment Version #	Date Reviewed	Clause	Description of Amendment
1.0	14 Nov 2016		Initial issue
1.1	30 Jan 2018	Various	Bulliac level crossing updated, diagram legend updated & safety interface agreement details added. Coast C network control board reference removed.

2.0	30 Oct 2019	Various	Train control contact details and section operating equipment updated. Level crossing details updated. Wayside equipment and North Coast Remote Control Signalling details updated. All locations and corresponding diagrams updated. Kempsey diagram added to show board boundary.
2.1	10 Jul 2020	2.2, 2.11, 2.13, 2.20, 2.22 & 2.28	Level crossing details updated at Paterson, Gloucester and Coopernook. North Craven diagram updated. Lansdowne location renamed as Kundle Kundle. Kundabung & Kempsey diagrams updated.
2.2	15 Mar 2021	2.6, 2.11, 2.12, 2.13	Dungog, Craven, Berrico and Gloucester locations updated. Dungog & Berrico diagrams updated.
2.3	5 Aug 2021	1.19, 2.26 & 2.27	Wauchope & Telegraph Point locations updated. Wauchope, Wauchope – Telegraph Point and Telegraph Point diagrams updated. Drawing legend updated.
2.4	21 Oct 2021	2.1, 2.3 & 2.5	Mindaribba location updated. Martins Creek & Wallarobba diagrams updated.
2.5	13 Jan 2023	1.1, 2.19, 2.20	Board Extent updated. South Craven, Taree, Taree - Melinga diagrams updated.
2.6	15 Jun 2023	1.1, 1.5.3, 1.8, 2.1, 2.3, 2.4, 2.8, 2.9, 2.11	Board Extent, Interlockings & Sidings & Level Crossings table updated. Martins Creek, Stroud Road & Craven locations text updated. Mindaribba & Kilbride locations updated with field telephone removals. Duralie Coal location deleted. Stroud Road, Weismantels & South Craven diagrams updated.
2.7	2 Feb 2024	2.12, 2.26	Gloucester location text and diagram updated. Telegraph Point diagram updated.

Table of Contents

1 General Information

Note: All kilometre references in this document are based on the ARTC KM App and are only to be used as a guide.

1.1 Board Extent

Telarah exclusive Up Home signal MD306NC (195.759km) and Down signal MD305NC (195.015km) to Kempsey exclusive signal 30-1 (500.863km)

This area is controlled by the Coast A Network Controller, Network Control Centre South (NCCS).

Contact Numbers:

Normal:	(02) 6924 9811
Priority:	(02) 6924 9841
Emergency:	(02) 6924 9871
Train Transit Manager:	(02) 6930 5311 or (02) 6924 9809

NOTE: For work between Telarah signals MD305NC & MD306NC and Mindaribba 0203 signal, both Coast A & Lower Hunter network controllers will be affected.

1.2 Safe Working System

Rail Vehicle Detection (RVD)

1.3 Applicable Rules

The Network Rules and Procedures apply to the sections covered by this Information Book

1.4 Adjacent Train Control Boards / Centres

ARTC Lower Hunter Phone:	(02) 4902 7909
ARTC Lower Hunter Emergency:	(02) 4902 7969
ARTC Coast B Normal:	(02) 6924 9812
ARTC Coast B Emergency:	(02) 6924 9872

1.5 Section Operating Equipment

1.5.1 Motorised Point Machines

Nippon

Westinghouse

Vossloh Cogifer

1.5.2 Operation of Power-operated Points in an Emergency

Main line points worked from NCCS are electrically power-operated.

If these points fail to operate correctly, a transit alarm will show on the Phoenix screen and the Network Controller must try to restore the points to their previous position to allow trains to continue running. However, if it is necessary to alter the route, the points may be manually operated.

The Signals maintenance representative must be promptly advised of the circumstances.

1.5.3 Interlockings and Sidings

Km	Interlocking, Station, Platform or Siding	Length of Passenger Platform in Metres
204.229	Mindaribba	Main No. 1, 5
212.379	Paterson	Main No. 1, 5
218.295	Martins Creek	Main No. 1, 76
223.458	Kilbride	
226.380	Hilldale	Main No. 1, 5
231.684	Wallarobba	Main No. 1, 38
233.901	Wallarobba crossing loop	
237.972	Wiragulla	Main No. 1, 5
244.989	Dungog South	Main No. 1, 215 Back No. 2, 213
247.162	Dungog North	
254.026	Monkerai	
267.305	Stroud Road	
290.225	Craven South	
291.780	Stratford Colliery balloon loop	
292.305	Craven North	
309.358	Gloucester	Main No. 1, 153
323.979	Bulliac	
334.539	Bundook	
341.919	Mt George	
360.892	Killawarra	
367.004	Wingham	Main No. 1, 167
378.143	Taree	Main No. 1, 182
387.930	Lansdowne Engineering siding	
392.774	Melinga	
403.590	Coopernook	

417.062	John's River	
433.019	Kendall	Main No. 1, 92
445.845	Kerewong	
455.045	Wauchope	Main No. 1, 194
472.735	Telegraph Point	
487.226	Kundabung	

NOTE: On track signage displays the entry and exit speeds through main line turnouts. Where there is no signage displayed the entry/exit speed through a mainline turnout defaults to 25km/hr

1.6 Train Braking Requirements

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 Tunnel Locations

Section / location	Name of Tunnel	Length of tunnel in metres	km from Sydney
Hilldale – Wallarobba	Wallarobba Range	303	228.278 - 228.581
Monkerai - Stroud Road	Monkerai Range	755	254.693 - 255.448
Gloucester – Bulliac	Bulliac	222	321.458 - 321.680
Kerewong – Wauchope	Kerewong	65	447.755 - 447.820

1.8 Level Crossings

NOTE: All active level crossings on the Telarah – Acacia Ridge Corridor have Cerberus Remote Monitoring.

A manual operation switch has been provided on the side of the level crossing locations. The Manual Operation Switch is to be used by a Competent Worker in accordance with Network Rule ANGE 218 for operating the level crossing warning equipment in an emergency or for the movement of track vehicles over the level crossing.

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
	Telarah Take Off	North Coast	194.840	Take-off		
774	Oakhampton Road	North Coast	198.613	Road	Public	Primary Flashing Lights
4050	Mindaribba Lxing	North Coast	202.395	Road	Private	Stop Signs
4294	Mindaribba Service Lxing	North Coast	203.622	Road	Service	Stop Signs
4051	Paterson Lxing	North Coast	211.370	Road	Private	Stop Signs
776	King Street Paterson	North Coast	213.698	Road	Public	Half Boom Flashing Lights
4052	Paterson Lxing	North Coast	215.310	Road	Private	Stop Signs
4053	Paterson Lxing	North Coast	215.773	Road	Private	Stop Signs
777	Public Road Paterson	North Coast	216.054	Road	Public	Stop Signs
778	Cory Street Martins Creek	North Coast	218.690	Road	Public	Primary Flashing Lights
4054	Martins Creek Lxing	North Coast	221.406	Road	Private	Stop Signs
779	Mirari Road Kilbride	North Coast	222.653	Road	Public	Half Boom Flashing Lights
780	Hilldale Road Hilldale	North Coast	226.515	Road	Public	Primary Flashing Lights
781	Off Hilldale Road Kilbride	North Coast	227.581	Road	Public	Stop Signs
	Wallarobba Lxing	North Coast	228.980	Road	Service	Stop Signs
4055	Wallarobba Lxing	North Coast	229.960	Road	Private	Stop Signs
782	Dungog Road Wallarobba	North Coast	231.383	Road	Public	Primary Flashing Lights
4056	Wallarobba Lxing	North Coast	232.631	Road	Private	Stop Signs
4057	Wallarobba Lxing	North Coast	234.964	Road	Private	Stop Signs

ALCAM ID	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
4058	Wallarobba Lxing	North Coast	235.507	Road	Private	Stop Signs
4060	Wirragulla Lxing	North Coast	239.873	Road	Private	Stop Signs
1816	Dungog Ped Xing	North Coast	245.141	Pedestrian	Public	Flashing Lights
783	Stroud Hill Road Dungog	North Coast	245.780	Road	Public	Half Boom Flashing Lights
4295	Monkerai Service Lxing	North Coast	253.680	Road	Service	Stop Signs
784	Monkerai Private Crossing	North Coast	262.580	Road	Public	Stop Signs
4296	Stroud Road Take Off	North Coast	266.627	Take-off	Private	
787	Public Road Weismantels	North Coast	277.833	Road	Public	Stop Signs
4065	Weismantels Lxing	North Coast	279.010	Road	Private	Stop Signs
4066	Weismantels Lxing	North Coast	280.730	Road	Private	Stop Signs
4067	Weismantels Lxing	North Coast	281.354	Road	Private	Stop Signs
789	Terreel Road (Johnson Creek Road) Wards River	North Coast	283.080	Road	Public	Half Boom Flashing Lights
4068	Craven Lxing	North Coast	284.675	Road	Private	Stop Signs
4069	Craven Lxing	North Coast	285.618	Road	Private	Stop Signs
790	Woods Road Craven	North Coast	290.724	Road	Public	Half Boom Flashing Lights
4071	Craven Lxing	North Coast	293.444	Road	Private	Stop Signs
4072	Craven Lxing	North Coast	293.967	Road	Private	Stop Signs
791	Crowthers Road Stratford	North Coast	295.093	Road	Public	Stop Signs
4073	Stratford Lxing	North Coast	295.677	Road	Private	Stop Signs
4074	Stratford Lxing	North Coast	296.119	Road	Private	Stop Signs
792	Public Road Stratford	North Coast	296.502	Road	Public	Stop Signs
4075	Stratford Lxing	North Coast	297.588	Road	Private	Stop Signs
4076	Stratford Lxing	North Coast	297.849	Road	Private	Stop Signs
4077	Berrico Lxing	North Coast	298.956	Road	Private	Stop Signs
4078	Berrico Lxing	North Coast	300.646	Road	Private	Stop Signs
793	Fairbairns Lane Berrico	North Coast	302.560	Road	Public	Primary Flashing Lights
4298	Berrico Service Lxing	North Coast	304.200	Road	Service	Stop Signs
794	Jacks Road Gloucester	North Coast	305.405	Road	Public	Half Boom Flashing Lights

ALCAM ID	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
4079	Gloucester Lxing	North Coast	306.097	Road	Private	Stop Signs
795	Phillips Street Gloucester	North Coast	308.198	Road	Public	Half Boom Flashing Lights
4299	Gloucester Take Off	North Coast	309.160	Take-off	Private	
796	Gloucester Yard	North Coast	309.718	Road	Private	Stop Signs
4080	Gloucester Lxing	North Coast	312.400	Road	Private	Stop Signs
4300	Yumbunga Service Lxing	North Coast	313.100	Road	Service	Stop Signs
4301	Yumbunga Service Lxing	North Coast	314.100	Road	Service	Stop Signs
4081	Gloucester Lxing - For Stock Only	North Coast	315.270	Road	Private	
4082	Gloucester Lxing	North Coast	317.282	Road	Private	Stop Signs
4302	Gloucester Lxing	North Coast	320.340	Road	Private	Stop Signs
797	Bundook Road Bulliac	North Coast	321.220	Road	Public	Primary Flashing Lights
798	Public Road Bulliac	North Coast	321.900	Road	Public	Stop Signs
4303	Bulliac Take Off	North Coast	324.030	Take-off	Private	
4083	Bulliac Lxing	North Coast	324.303	Road	Private	Stop Signs
1898	Public Road Bulliac	North Coast	325.289	Road	Private	Stop Signs
4304	Bulliac Service Xing	North Coast	325.730	Road	Service	Stop Signs
4084	Bulliac Lxing	North Coast	327.864	Road	Private	Stop Signs
799	Off Bundook Road Bulliac	North Coast	328.165	Road	Public	Stop Signs
800	Off Doon Ayre Road Bulliac	North Coast	330.363	Road	Public	Stop Signs
4305	Bundook Service Lxing	North Coast	331.550	Road	Service	Stop Signs
4306	Bundook Service Crossing	North Coast	332.025	Road	Service	Stop Signs
4307	Bundook Service Crossing	North Coast	332.240	Road	Service	Stop Signs
4308	Bundook Take Off	North Coast	334.550	Take-off	Private	
4085	Bundook Lxing	North Coast	339.672	Road	Private	Stop Signs
4309	Mt George Service Crossing	North Coast	340.750	Road	Service	Stop Signs
4086	Bundook Lxing	North Coast	341.060	Road	Private	Stop Signs
4087	Mt George Lxing	North Coast	341.382	Road	Private	Stop Signs
4088	Mt George Lxing	North Coast	341.583	Road	Private	Stop Signs

ALCAM ID	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
801	Mt George Station Yard	North Coast	341.865	Road	Public	Stop Signs
4089	Mt George Lxing	North Coast	342.428	Road	Private	Stop Signs
4090	Mt George Lxing	North Coast	343.112	Road	Private	Stop Signs
4310	Mt George Lxing	North Coast	344.480	Road	Public	Stop Signs
4091	Mt George Lxing	North Coast	344.903	Road	Private	Stop Signs
802	Public Road Mt George	North Coast	345.687	Road	Public	Stop Signs
4093	Mt George Lxing	North Coast	346.693	Road	Private	Stop Signs
803	Public Road Mt George	North Coast	346.854	Road	Private	Stop Signs
4094	Jacks Road Mt George	North Coast	351.928	Road	Private	Stop Signs
4312	Killawarra Take Off	North Coast	360.292	Take-off	Private	
4311	Killawarra Loop Take Off	North Coast	360.292	Take-off	Private	
804	Dolly's Flat Road Killawarra	North Coast	362.885	Road	Public	Half Boom Flashing Lights
805	Primrose Street Wingham	North Coast	367.691	Road	Public	Half Boom Flashing Lights & Pedestrian Warning Lights
806	Wingham Road Wingham	North Coast	368.048	Road	Public	Half Boom Flashing Lights
4095	Kolodong Lxing	North Coast	372.503	Road	Private	Stop Signs
	Kolodong Road Wingham	North Coast	374.480	Road	Private	Primary Flashing Lights
4106	Kolodong Lxing	North Coast	375.440	Road	Private	Stop Signs
807	off Kolodong Road Kolodong	North Coast	375.822	Road	Public	Stop Signs
808	Muldoon Street Taree	North Coast	377.378	Road	Public	Half Boom Flashing Lights
809	Macquarie Street Taree	North Coast	378.920	Road	Public	Half Boom Flashing Lights
1498	Bushland Drive Taree	North Coast	380.791	Road	Public	Primary Flashing Lights
811	Lansdowne Road Kundle Kundle	North Coast	387.409	Road	Public	Half Boom Flashing Lights
4107	Taree Lxing	North Coast	390.628	Road	Private	Stop Signs
812	Taree Lxing	North Coast	391.976	Road	Public	Stop Signs

ALCAM ID	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
813	Lansdowne Rd Melinga	North Coast	393.580	Road	Public	Primary Flashing Lights
4108	Melinga Lxing	North Coast	394.732	Road	Private	Stop Signs
814	Lansdowne Road Melinga	North Coast	394.982	Road	Public	Primary Flashing Lights
4109	Melinga Lxing	North Coast	395.577	Road	Private	Stop Signs
4110	Melinga Lxing	North Coast	397.387	Road	Private	Stop Signs
4111	Melinga Lxing	North Coast	397.769	Road	Private	Stop Signs
4112	Coopernook Lxing	North Coast	398.795	Road	Private	Stop Signs
815	Off Lansdowne Road Coopernook	North Coast	401.451	Road	Public	Stop Signs
816	Off Lansdowne Road Coopernook	North Coast	401.954	Road	Public	Stop Signs
817	Lansdowne Road Coopernook	North Coast	402.919	Road	Public	Primary Flashing Lights
4113	Coopernook Lxing	North Coast	403.100	Road	Private	Stop Signs
818	Coralville Road Moorland	North Coast	410.121	Road	Public	Primary Flashing Lights
819	Henrys Lane Coopernook	North Coast	411.047	Road	Public	Stop Signs
4114	Coopernook Lxing	North Coast	411.509	Road	Private	Stop Signs
4115	Coopernook Lxing	North Coast	412.073	Road	Private	Stop Signs
820	Off Pacific Hwy Coopernook	North Coast	414.326	Road	Public	Stop Signs
4116	Coopernook Lxing	North Coast	415.794	Road	Private	Stop Signs
4314	Johns River Take Off	North Coast	417.800	Take-off	Private	
821	Wharf Road Johns River	North Coast	418.812	Road	Public	Stop Signs
4118	Johns River Lxing	North Coast	421.165	Road	Private	Stop Signs
822	Watson Taylor Road Johns River	North Coast	423.700	Road	Public	Stop Signs
4119	Johns River Lxing	North Coast	425.068	Road	Private	Stop Signs
4120	Johns River Lxing	North Coast	426.295	Road	Private	Stop Signs
4121	Off Pacific Hwy Johns River	North Coast	427.060	Road	Private	Stop Signs
823	Ross Glen Road Johns River	North Coast	428.407	Road	Public	Half Boom Flashing Lights
4122	Johns River Lxing	North Coast	429.755	Road	Private	Stop Signs

ALCAM ID	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
824	Graham Street Kendall	North Coast	433.290	Road	Public	Primary Flashing Lights
825	Dunwoodie Street Kendall	North Coast	434.080	Road	Public	Stop Signs
4123	Paul Adams Road Kendall	North Coast	439.150	Road	Private	Half Boom Flashing Lights
4124	Kendall Lxing	North Coast	441.644	Road	Private	Stop Signs
4125	Kendall Lxing	North Coast	443.978	Road	Private	Stop Signs
826	Public Road Kerewong	North Coast	449.067	Road	Public	Stop Signs
4126	Kerewong Lxing	North Coast	449.651	Road	Private	Stop Signs
4127	Kerewong Lxing	North Coast	450.113	Road	Private	Stop Signs
827	Kings Creek Road Kerewong	North Coast	451.370	Road	Public	Half Boom Flashing Lights
828	Oxley Highway Ped Xing Kerewong	North Coast	454.740	Road	Public	Pedestrian Maze Flashing Lights
828	Oxley Highway Kerewong	North Coast	454.740	Road	Public	Half Boom Flashing Lights
	Wauchope Take Off	North Coast	454.770	Take-off		
4128	Wauchope Lxing	North Coast	459.296	Road	Private	Stop Signs
4316	Telegraph Point Take Off	North Coast	472.480	Take-off	Private	Stop Signs
4129	Telegraph Point Lxing	North Coast	479.886	Road	Private	Stop Signs
829	Wharf Road Telegraph Point	North Coast	485.137	Road	Public	Stop Signs
830	River Road Telegraph Point	North Coast	486.827	Road	Public	Stop Signs
4317	Kundabung Take Off	North Coast	487.020	Take-off	Private	Stop Signs
831	Kundabung Road Kundabung	North Coast	491.534	Road	Public	Stop Signs

1.9 Emergency Local Releases

Nil

1.10 Maximum Permanent Speeds and Permanent Speed Restrictions

Refer the Route Access Standard - Defined Interstate Rail Network Section Pages D51 for all speed information.

1.11 Maximum Train Length

Maximum train length is 1500 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 Junee 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.

1.14 Wayside Monitoring Systems

Dragging Equipment Detector Wauchope 455.540km

1.15 Ruling Gradients

Telarah to Kempsey	1 in 80
Kempsey to Telarah	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 Lookout Working Hazardous Areas

The below list of locations are hazardous for Lookout Working and may require an additional Lookout or a higher level of protection to undertake work in these areas.

The Protection Officer is responsible for conducting a safety assessment and confirming that Lookout Working is suitable for the work to be performed at the location. This may require the use of an additional Lookout to ensure adequate minimum warning time to easily reach a Safe Place. If the safety assessment determines that Lookout Working is not suitable a higher level of protection must be applied.

Area	KM From	KM To	Line	Line Direction	Up/Down	Reason Unsuitable
Monkerai to Stroud Rd	254.445	266.095	Single Main	Bi-directional	Both	Tight radius curves weaving through mountains with steep grade.
Bundook to Mt George	334.940	341.300	Single Main	Bi-directional	Both	Tight radius curves weaving through mountains with steep grade.
Johns River to Kendall	418.160	432.615	Single Main	Bi-directional	Both	Tight radius curves, higher speed track adjacent to the noisy Pacific Highway

1.18 Telarah – Acacia Ridge Corridor Remote Control Signalling

Introduction

Rail Vehicle Detection System is in operation on all Main Line and Crossing Loops between Maitland (Telarah) and Acacia Ridge.

The points, signals and electric releases at all locations from Maitland (Telarah) to Acacia Ridge (signal AR1 at 971.136km) are remotely operated from Network Control Centre South (NCCS).

Local Control Panels

All local control panels in the Telarah – Acacia Ridge Corridor are booked out of use and are not to be used.

Locking

Type	Provided
Approach	Yes
Route	Yes

Operation of Points and Signals

Colour light signals are of the single light type.

A low speed indication (a small green light) and a shunting signal (a yellow light) with a route indication applicable to both, are provided beneath the main head of the Down home signal and the Up home signal at certain locations.

Entry to the Loop line can be on the authority of the low speed signal with route indication for a running movement, or on the authority of the yellow light in the subsidiary shunting signal with route indication for a shunting movement, where provided.

At certain locations entry into the loop line is on the authority of a pulsating yellow light on the Distant signal and a band of lights below the main head signal on the Home signal.

Entry to the crossing location on the main line will be on the authority of the green light of the main running signal when the starting signal is clear.

When the starting signal is at stop, entry to the main line of the crossing location can be on the authority of the low speed signal with route indication, or on the authority of the yellow light in the subsidiary shunting signal with route indication, where provided.

At certain locations when the starting signal is at stop, entry to the main line of the crossing location can be on the authority of a steady yellow light in the main head of the home signal.

The distant signals show a green indication automatically in response to a proceed indication being displayed by the main line signals in advance.

At locations where the Goods siding connection from the Loop line occurs near the starting signal, trains are permitted to depart from the Goods sidings directly to the main line on the authority of the starting signal being cleared.

Network Control Centre South (NCCS)

Each Network Control Board for the Telarah – Acacia Ridge corridor (Coast A and B boards) comprises a Phoenix Control System which allows the Network Controller to manage all train movements.

Ground Frame Releases

The ground frames operating the points between the main line or the loop line and any siding within a location are unlocked by a key from a releasing switch located next to the ground frame.

Releasing switches are released electrically by the Network Controller at NCCS.

A steady light inscribed "Release normal" is displayed in the indicator diagram next to the ground frame points when the releasing switch is normal. When the release is taken, the “Release normal” light will be extinguished.

When required to give the release for a particular releasing switch, the Network Controller at NCCS must:

- normalise all conflicting routes
- where required, admit the train to the line to which the siding is connected by setting the shunting route
- when the light on the indicator diagram next to the ground frame flashes, the Competent Worker must operate the release and work the ground frame points operated, as required.

NOTE: As far as possible, shunting of sidings should always be done from the loop line as this does not involve altering the setting of the main to the loop line points during the shunt. Shunting of sidings from the main line involves delay in obtaining time releases of approach locking whenever the setting of the main to the loop points has to be altered.

1.19 Drawing Legend

	Standard gauge track		Dual gauge track
	Advisory Sign or Location Sign	75 80	Speed sign
	Pedestrian Crossing	STOP STOP	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
	Tunnel		Crossover
	Turnout		Catchpoint
	Derail	Motorised Manual	Points Operating Mechanism
	Point Indicator		Mechanical Frame
	Automatic Signals		Controlled Signals
	Dwarf Signals	6 6D 74.592 km 4 109.128 km	Signal number reference
	Distant Signal		Repeater Signal
	Overheight Detectors	>> <<	Wayside Equipment

2 Locations and Sections Information

2.1 Mindaribba (MDR)

General Arrangements

Loop length 1562m

Mindaribba Up starting signals 02-12M and 02-12L are dual controlled with the Lower Hunter Network Controller. The Up route from 02-12M / 02-12L will not clear in the field until the Lower Hunter Controller clicks “Up Accept” on the Phoenix control screen.

Emergency Operation of Points

The EOL for 51 points is located in the MA5 location cupboard.

The EOL for 52 points is located in the MA11 location cupboard.

Oakhampton Road Level Crossing

Type F flashing lights and bells are provided at Oakhampton Road level crossing 198.613km. The level crossing is activated by conventional track circuits. The strike points are located at 197.508km in the Down direction and 198.973km in the Up direction and are indicated with crossing approach warning boards.

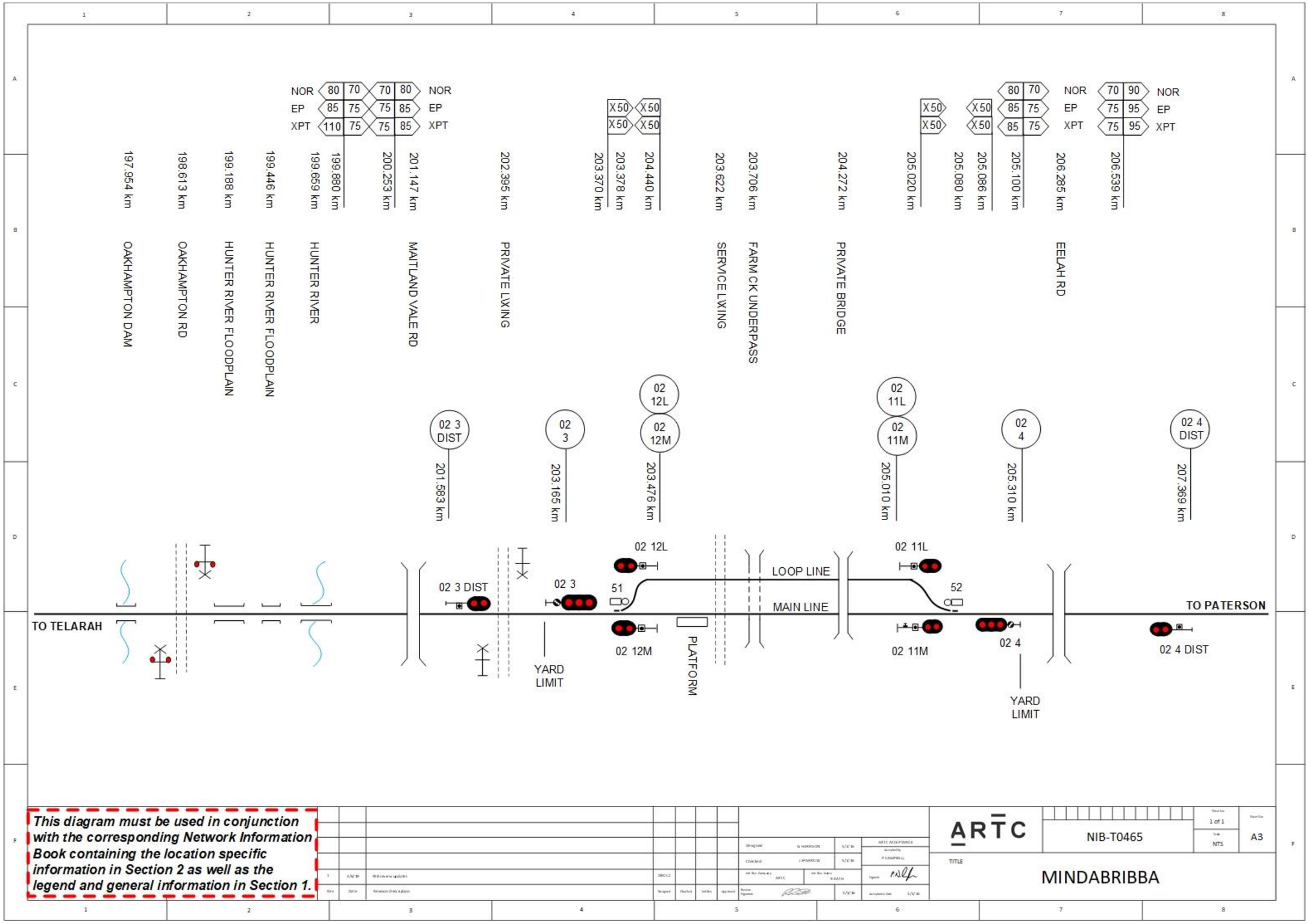
The signalling at this level crossing is maintained by Maitland Provisioning Centre (Hunter Valley Network).

Half Pilot Staffs

A half pilot staff is provided inside a locked box mounted on the post of the starting signals for the Mindaribba — Paterson section.

The half pilot staff for the section Mindaribba – Paterson is inscribed "Mindaribba – 02-11M".

There is no half pilot staff for the Telarah - Mindaribba section.


NOR 80 70 70 80 NOR
EP 85 75 75 85 EP
XPT 110 75 75 85 XPT
X50 X50
X50 X50
80 70 NOR
85 75 EP
85 75 XPT
X50
X50
X50
X50
70 90 NOR
75 95 EP
75 95 XPT
197.954 km
198.613 km
199.188 km
199.446 km
199.659 km
199.880 km
200.253 km
201.147 km
202.395 km
203.370 km
203.378 km
204.440 km
203.622 km
203.706 km
204.272 km
205.020 km
205.080 km
205.086 km
205.100 km
206.285 km
206.539 km
OAKHAMPTON DAM
OAKHAMPTON RD
HUNTER RIVER FLOODPLAIN
HUNTER RIVER FLOODPLAIN
HUNTER RIVER
MAITLAND VALE RD
PRIVATE LXING
SERVICE LXING
FARM CK UNDERPASS
PRIVATE BRIDGE
EELAH RD
02 3 DIST
201.583 km
02 3
203.165 km
02 12L
02 12M
203.476 km
02 11L
02 11M
205.010 km
02 4
205.310 km
02 4 DIST
207.369 km
TO TELARAH
02 3 DIST
02 3
YARD LIMIT
51
02 12L
02 12M
PLATFORM
LOOP LINE
MAIN LINE
02 11L
52
02 11M
02 4
YARD LIMIT
TO PATERSON
02 4 DIST
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.
ARTC
NIB-T0465
1 of 1
NTS
A3
TITLE
MINDABRIBBA

2.2 Paterson (PTR)

General Arrangements

Loop length 1787m

Goods siding 437m

The Rail Motor Society siding is connected to the Goods siding. The siding consists of three terminal roads. The points are non-interlocked and operated by Thornley levers. Refer safety interface agreement IA1702 for further details.

Emergency Operation of Points

EOL's are located in the Traffic Huts on the Sydney and Country ends for 51 and 52 points.

Ground Frame

Frame C is located on the Down side of the loop line adjacent to the points and provides access to the Goods siding and the Rail Motor Society siding.

No. 1 lever in frame C is unlocked by a key from releasing switch C, which is located adjacent to the lever frame.

Releasing switch C is electrically released by No. 81 releasing switch in NCCS.

Trains are permitted to depart from the Sydney end of the Goods siding directly onto the Main line on the authority of starting signal No. 03-12L being cleared.

King Street Level Crossing

Type F flashing lights, bells and half boom gates are provided at King Street level crossing 213.681km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 212.680km in the Down direction and 214.838km in the Up direction and are indicated with crossing approach warning boards.

If a train closely approaches Down starting signal No. 03-11L or No. 03-11M, or Up home signal No. 03-04 at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

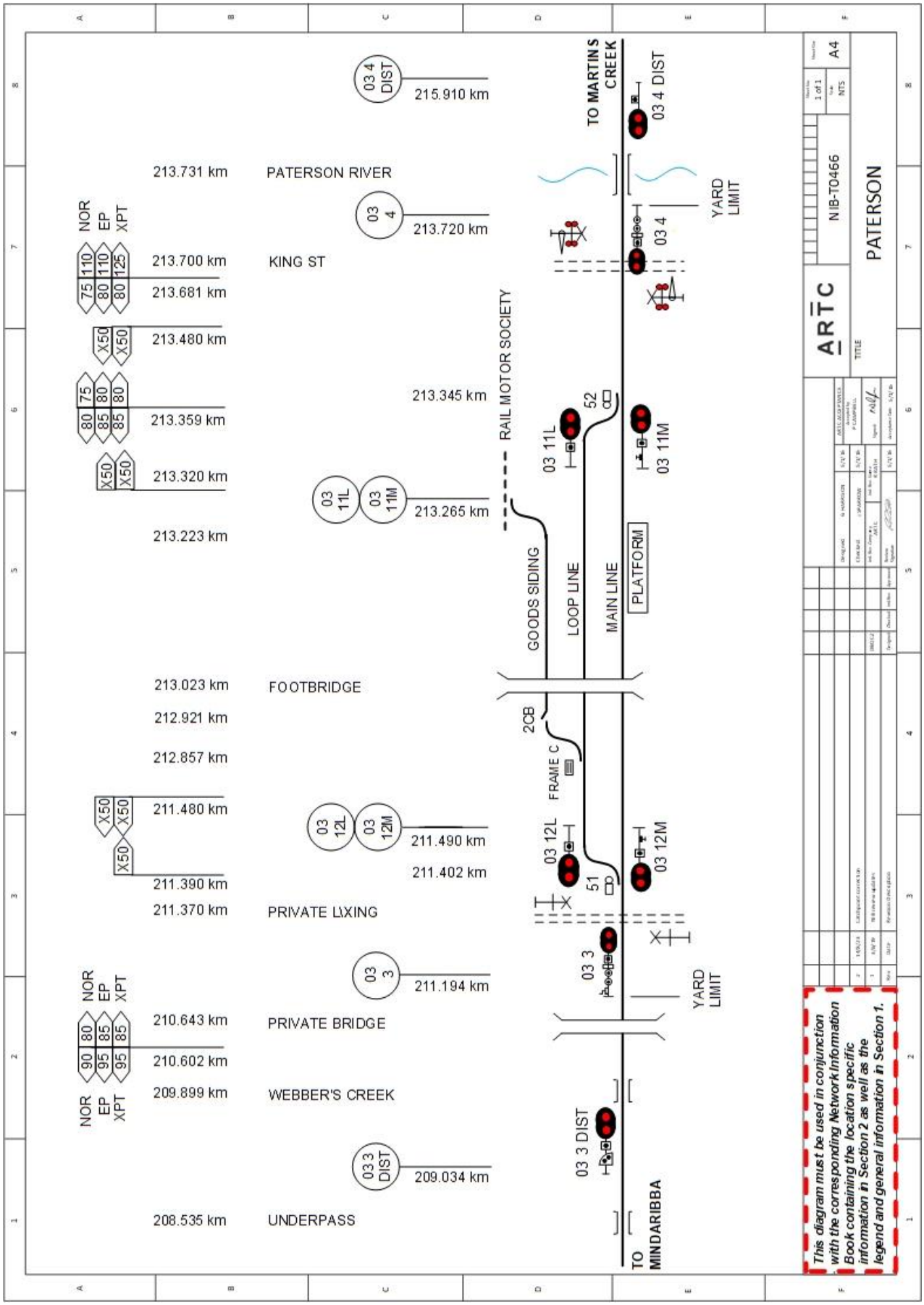
If it becomes necessary to hold a train at signal No. 03-11L, No. 03-11M or No. 03-04 after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box mounted on the post of the starting signals for the Mindaribba – Paterson and Paterson – Martins Creek sections.

The half pilot staff for the section Mindaribba - Paterson is inscribed "Paterson – 03-12M".

The half pilot staff for the section Paterson – Martins Creek is inscribed "Paterson – 03-11M".


03 4 DIST
215.910 km
TO MARTINS CREEK
03 4 DIST
213.731 km
PATERSON RIVER
03 4
213.720 km
YARD LIMIT
03 4
NOR
EP
XPT
75 110
80 110
80 125
213.700 km
KING ST
213.681 km
X50 X50
213.480 km
75 80
80 85
80 85
213.345 km
52
03 11L
03 11M
213.359 km
RAIL MOTOR SOCIETY
X50 X50
213.320 km
03 11L
03 11M
213.265 km
213.223 km
GOODS SIDING
LOOP LINE
MAIN LINE
PLATFORM
213.023 km
FOOTBRIDGE
212.921 km
2CB
212.857 km
FRAME C
X50 X50
X50
211.480 km
03 12L
03 12M
211.490 km
211.402 km
03 12L
03 12M
51
211.390 km
211.370 km
PRIVATE LIXING
03 3
211.194 km
YARD LIMIT
NOR
EP
XPT
90 80
95 85
95 85
210.643 km
PRIVATE BRIDGE
210.602 km
209.899 km
WEBBER'S CREEK
03 3 DIST
03 3 DIST
209.034 km
208.535 km
UNDERPASS
TO MINDARIBBA
ARTC
NIB-T0466
PATERSON
A4
1 of 1
NTS
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 Martins Creek (MRK)

General Arrangements

Goods Siding 270m

Quarry Siding - privately owned

Access into Martins Creek Quarry is via an ARTC Goods Siding located on the Up side of the main line. The privately operated Quarry Siding extends into the quarry from the Infrastructure Boundary.

The Infrastructure Boundary for ARTC managed track and the private quarry owner is located at 218.707km, 6 sleepers beyond 3B catch points. Refer safety interface agreement IA1719 for further details, including the safe management of trains in and out of the quarry.

IA 1719 states that: 51 points and turnout indications on 12L and 3 signals have been booked out of order due to insufficient use to keep the track circuits operating reliably.

If the quarry manager wishes to run a program of ballast trains over a period of time, with trains planned to pass into or out of the goods siding at less than 72 hour intervals, the quarry manager may make arrangements with ARTC to have 51 points restored to service for the duration of the ballast train program. The points will remain available for service for 72 hours after the last train, after which they will again be booked out of use.

For single or isolated train movements entering or departing the goods siding a Competent Rail Safety Worker must be supplied by the rail operator, to wind 51 points and hand signal the train past 12L and 3 signals after receiving the authority from the Network Controller. Trains must be less than 365m in length.

The Network Controller will need to be notified by the Competent Rail Safety Worker that they are on site.

ARTC Operations will not accept trains to arrive at Martins Creek until the competent person is in place ready to wind the points.

Trains may be despatched from Paterson and Kilbride at the same time, provided that the route is set for the Down train to enter the Goods Siding at Martins Creek via No. 51 points reverse.

An Up train may be despatched from Kilbride while a route is set for another Up train to depart from the Goods Siding at Martins Creek via No. 51 points.

At all other times, No. 51 points must be left set and locked for the main line.

Emergency Operation of Points

ESML is located in the traffic hut at 51 points.

Ground Frame

Frame B is located on the Down side of the main line adjacent to the catchpoints and provides access to the Quarry siding.

Frame B is unlocked by a key from releasing switch B2, which is electrically released by No. 82 release at NCCS.

Cory Street Level Crossing

Type F flashing lights and bells are provided at Cory Street level crossing 218.690km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 218.068km in the Down direction and 219.504km in the Up direction and are indicated with crossing approach warning boards.

If a train closely approaches Up home signal No. 04-04 or Down starting signal No. 04-11M at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 04-04 or No. 04-11M after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Quarry Siding Portion of Level Crossing

The main line level crossing equipment does not cover the level crossing on the Quarry siding.

Traffic Control must be in place before any train crosses over the roadway into / out of the quarry.

When trains are required to enter or leave this siding, they must not proceed across the roadway until hand signalled by the Competent Worker after road traffic has been brought to a stand.

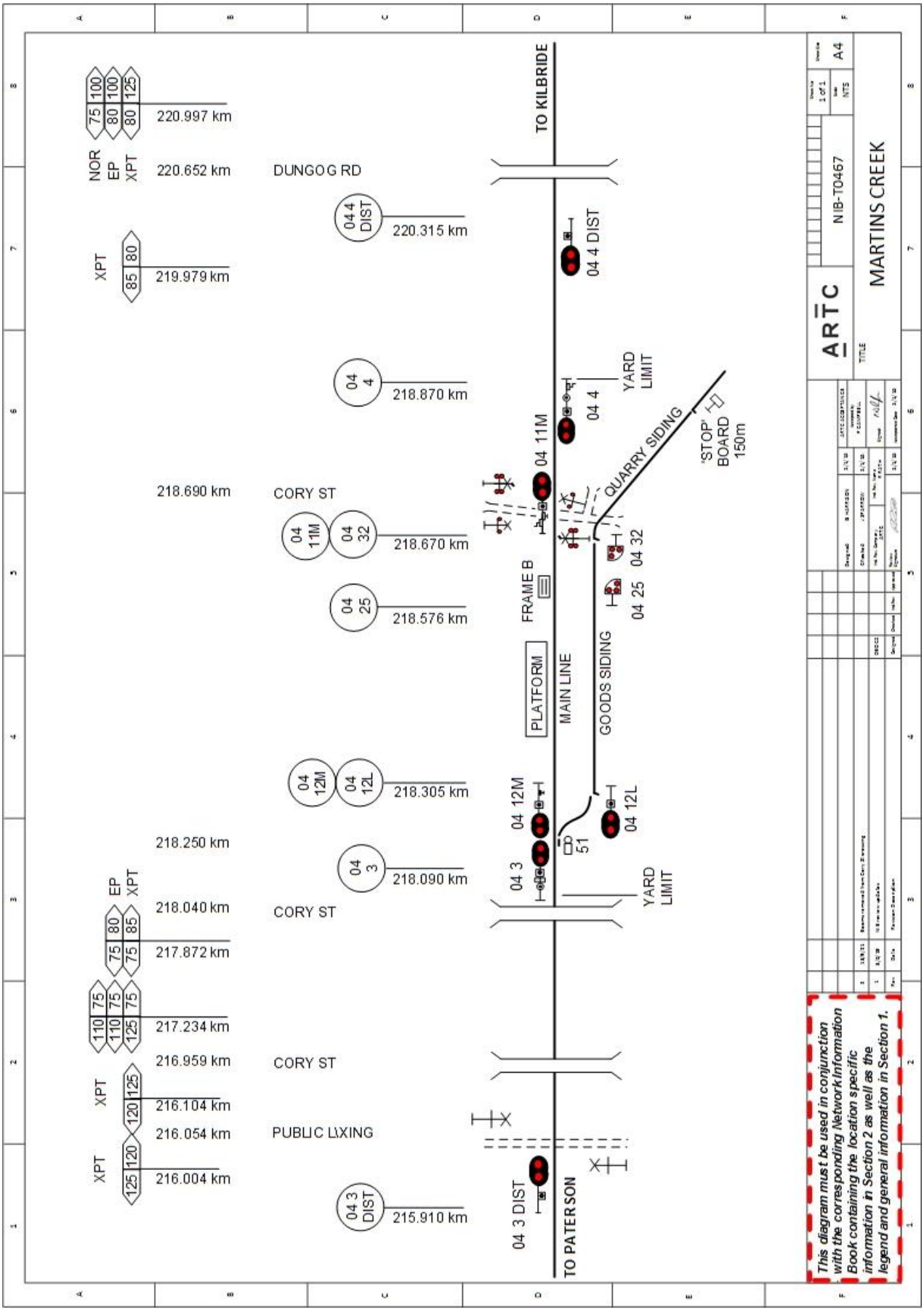
WARNING: When a train is to occupy the siding portion of the level crossing, the Network Controller at NCCS must not clear signals to allow trains to pass over the main line portion of the level crossing.
The employee in charge of the shunting train must not allow the train to occupy the siding portion of the level crossing until this employee has informed the Network Controller at NCCS of the movement to be made and has received an assurance that trains will not be allowed to proceed over the main line portion of the level crossing until this employee gives further advice that the siding movement over the level crossing is completed.

Half pilot staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box mounted on the post of the starting signals for the Paterson – Martins Creek and Martins Creek – Kilbride sections.

The half pilot staff for the section Paterson – Martins Creek is inscribed "Martins Creek – 04-12M".

The half pilot staff for the section Martins Creek – Kilbride is inscribed "Martins Creek – 04-11M".


TO KILBRIDE
220.997 km
NOR
EP
XPT
220.652 km
DUNGOG RD
04 4 DIST
220.315 km
XPT
219.979 km
04 4
218.870 km
YARD LIMIT
QUARRY SIDING
'STOP' BOARD 150m
218.690 km
CORY ST
04 11M
04 32
218.670 km
FRAME B
04 25
218.576 km
PLATFORM
MAIN LINE
GOODS SIDING
04 12M
04 12L
218.305 km
218.250 km
04 3
218.090 km
YARD LIMIT
218.040 km
CORY ST
217.872 km
217.234 km
216.959 km
CORY ST
216.104 km
216.054 km
PUBLIC LIXING
216.004 km
04 3 DIST
215.910 km
TO PATERSON
NIB-T0467
MARTINS CREEK
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 Kilbride (KLB)

General Arrangements

Loop length 1567m

Maintenance siding length 154m

Emergency Operation of Points

The EOL for 51 points is located in the KE4 location cupboard.

The EOL for 52 points is located in the KE10 location cupboard.

Ground Frame

Push button operation of No 53 point machines and derail device which will be electrically released by the Network Controller NCCS.

Emergency release key for 53 points is located in the KE8 location cupboard.

Mirari Road Level Crossing

Type F flashing lights, bells and half boom gates are provided at Mirari Road level crossing 222.653km. The level crossing is activated by conventional track circuits. The strike points are located at 221.634km in the Down direction and 223.594km in the Up direction and are indicated with crossing approach warning boards.

Hilldale Road Level Crossing

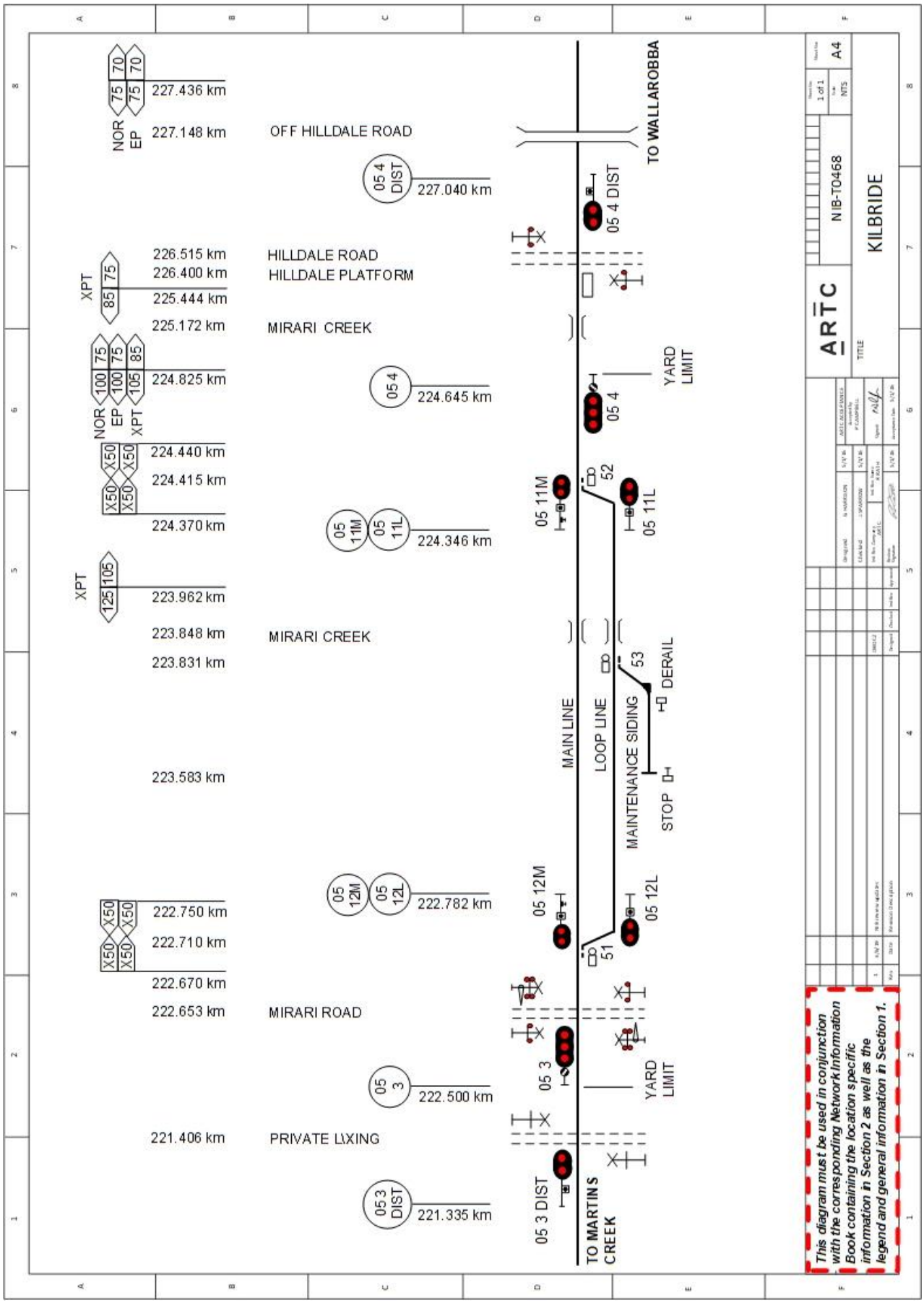
Type F flashing lights and bells are provided at Hilldale Road level crossing 226.515km. The level crossing is activated by conventional track circuits. The strike points are located at 225.842km in the Down direction and 227.067m in the Up direction and are indicated with crossing approach warning boards.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Martins Creek – Kilbride and Kilbride – Wallarobba sections.

The half pilot staff for the section Martins Creek – Kilbride is inscribed "Kilbride – 05-12M".

The half pilot staff for the section Kilbride – Wallarobba is inscribed "Kilbride – 05-11M".


227.436 km
NOR 75 75 70 70
EP
227.148 km
OFF HILLDALE ROAD
05 4 DIST
227.040 km
TO WALLAROBBA
05 4 DIST
226.515 km
HILLDALE ROAD
226.400 km
HILLDALE PLATFORM
XPT 85 75
225.444 km
225.172 km
MIRARI CREEK
YARD LIMIT
NOR 100 75
EP 100 75
XPT 105 85
224.825 km
05 4
224.645 km
05 4
224.440 km
224.415 km
X50 X50
X50 X50
224.370 km
05 11M
05 11L
224.346 km
05 11M
52
05 11L
XPT 125 105
223.962 km
223.848 km
MIRARI CREEK
223.831 km
MAIN LINE
LOOP LINE
53
DERAIL
MAINTENANCE SIDING
STOP
223.583 km
05 12M
05 12L
222.782 km
05 12M
05 12L
51
222.750 km
222.710 km
222.670 km
222.653 km
MIRARI ROAD
05 3
YARD LIMIT
05 3
222.500 km
221.406 km
PRIVATE LIXING
05 3 DIST
221.335 km
05 3 DIST
TO MARTINS CREEK
ARTC
NIB-T0468
KILBRIDE
TITLE
A4
NTS
1 of 1
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 Wallarobba (WLB)

General Arrangements

Loop length 1551m

Emergency Operation of Points

A traffic hut is provided adjacent to Nos. 51 and 52 points and contains a locked ESML cabinet.

Dungog Road Level Crossing

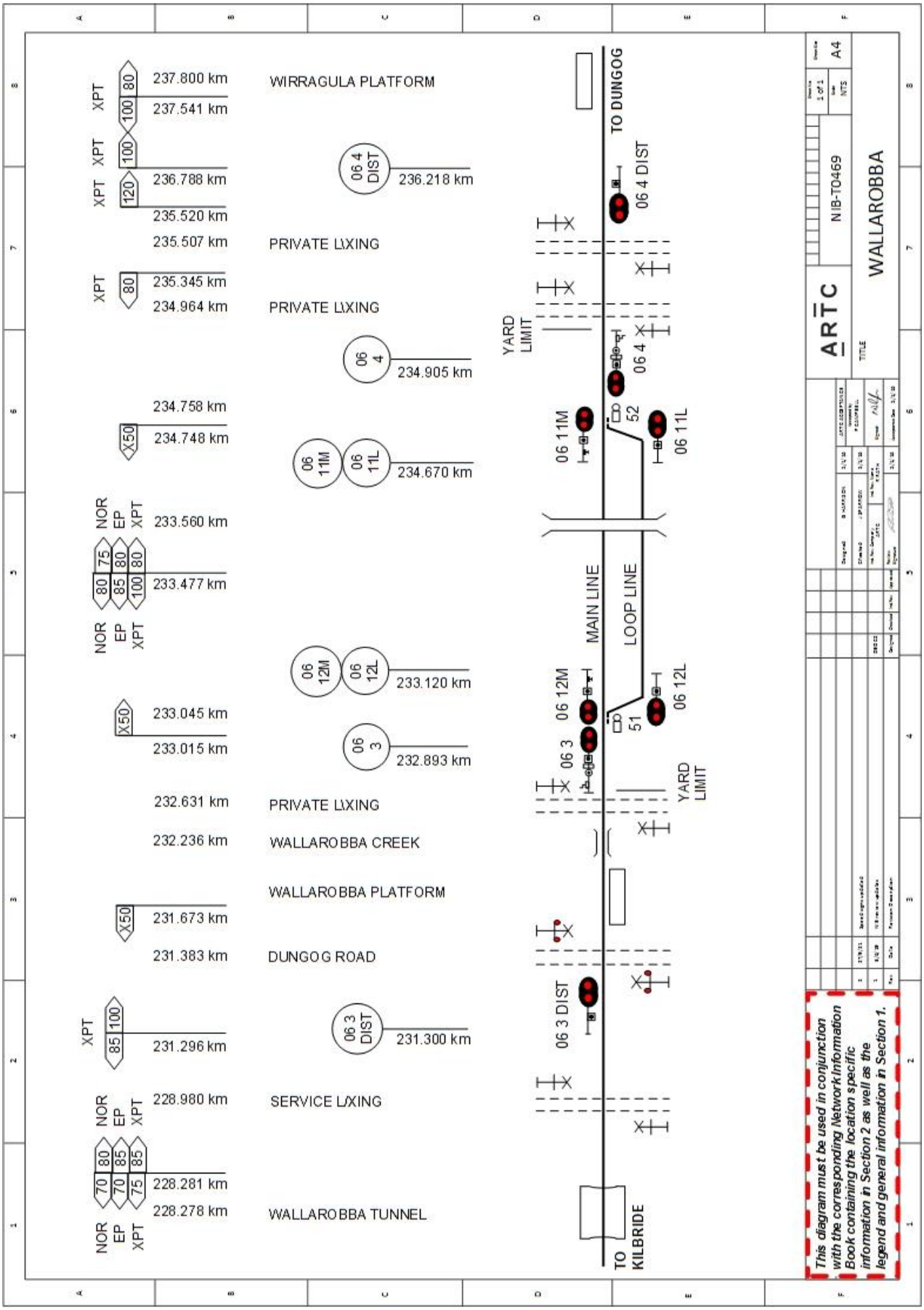
Type F flashing lights and bells are provided at Dungog Road level crossing 231.383km. The level crossing is activated by conventional track circuits. The strike points are located at 230.626km in the Down direction and 232.233km in the Up direction and are indicated with crossing approach warning boards.

Half pilot staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Kilbride – Wallarobba and Wallarobba – Dungog sections.

The half pilot staff for the section Kilbride – Wallarobba is inscribed "Wallarobba – 06-12M".

The half pilot staff for the section Wallarobba – Dungog is inscribed "Wallarobba – 06-11M".


237.800 km
237.541 km
236.788 km
235.520 km
235.507 km
235.345 km
234.964 km
234.758 km
234.748 km
233.560 km
233.477 km
233.045 km
233.015 km
232.631 km
232.236 km
231.673 km
231.383 km
231.296 km
228.980 km
228.281 km
228.278 km
WIRRAGULA PLATFORM
PRIVATE LXING
PRIVATE LXING
PRIVATE LXING
WALLAROBBA CREEK
WALLAROBBA PLATFORM
DUNGOG ROAD
SERVICE LXING
WALLAROBBA TUNNEL
06 4 DIST
236.218 km
06 4
234.905 km
06 11M
06 11L
234.670 km
06 12M
06 12L
233.120 km
06 3
232.893 km
06 3 DIST
231.300 km
TO DUNGOG
TO KILBRIDE
YARD LIMIT
MAIN LINE
LOOP LINE
52
51
NIB-T0469
WALLAROBBA
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 Dungog (DNG)

General Arrangements

South Dungog loop length 760m

Back Platform road length 416m

North Dungog loop length 1575m

NOTE: There is a track restriction on the Back Platform Road – it is only suitable for lightweight passenger and track machines.

Emergency Operation of Points

South Dungog

The EOL is located in the traffic hut at 51 points

The ESML is located in the traffic hut at 52 points

North Dungog

The EOL for 55 points is located in the DG14 location cupboard

The EOL for 56 points is located in the DG15 location cupboard

Ground Frames (South Dungog)

A stop block is installed at 244.900km at the dead end of the siding.

Frame E is located on the Down side of the Back Platform Rd adjacent to the crossovers and provides access to the Goods Sidings.

Frame E is unlocked by a key from releasing switch E, which is electrically released by 84 release at NCCS.

Emergency release key for 84 release is located in the Traffic Hut located on the up side of the loop line.

Back Platform Pedestrian Crossing

Active pedestrian crossing warning equipment is provided at the Back Platform pedestrian crossing at 245.141km.

The warning equipment is automatically controlled by track circuit for Down and Up trains, subject to the clearance of the signals on each side of the crossing.

If a train closely approaches Up shunting signal No. 22 or Down home signal No. 07-3 at stop, the setting of the applicable signal route will cause the level crossing equipment to operate, but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at Up shunting signal No. 22 or Down home signal No. 07-3 after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Back Platform pedestrian crossing

If either Up shunting signal No. 22 or Down home signal No. 07-3 fails, the Network Controller at NCCS must not authorise a train to pass these signals at stop until:

- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

Stroud Hill Road (Dowling Street) Level Crossing

Type F flashing lights, bells and half boom barriers are provided at Stroud Hill Road level crossing 245.780km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 245.408km in the Down direction and 246.575km in the Up direction and are indicated with crossing approach warning boards.

If a train closely approaches Up home signal No. 07-2 or Down 3rd home signal No. 07-11M, No. 07-11L or No. 07-31 at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at Up home signal No. 07-2 or Down 3rd home signal No. 07-11M, No. 07-11L or No. 07-31 after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Stroud Hill Road level crossing

If either Up home signal No. 07-2 or Down 3rd home signal

No. 07-11M, No. 07-11L or No. 07-31 fails, the Network Controller at NCCS must not authorise a train to pass these signals at stop until:

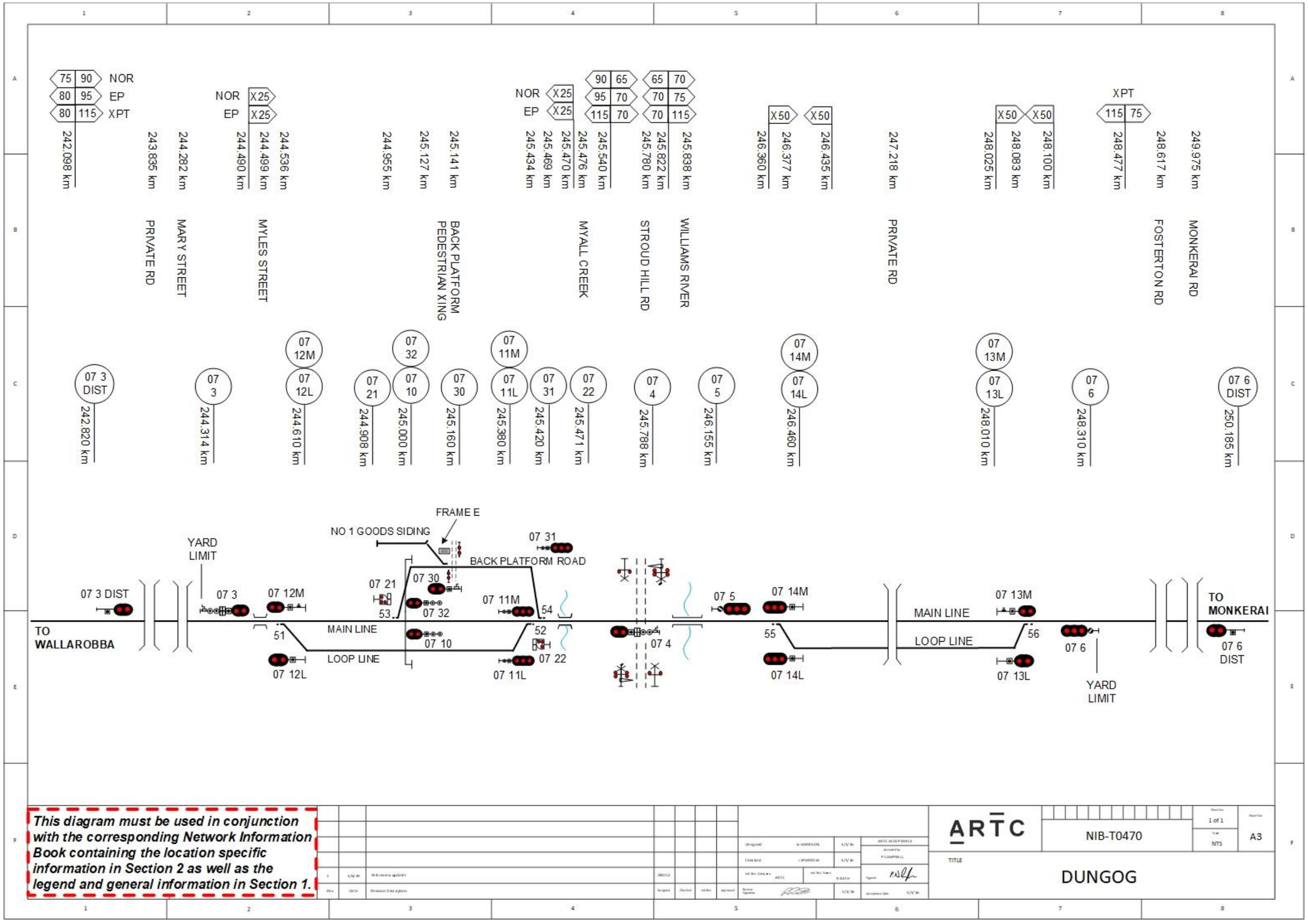
- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Wallarobba – Dungog and Dungog – Monkerai section.

The half pilot staff for the section Wallarobba – Dungog is inscribed "Dungog – 07-12M".

The half pilot staff for the section Dungog – Monkerai is inscribed "Dungog – 07-13M and located at the Down Starting Signal 07-13M".



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.

ARTC

NIB-T0470

1 of 1

NTS

A3

TITLE

DUNGOG

2.7 Monkerai (MNK)

General Arrangements

Loop length 380m

Emergency Operation of Points

ESML locks for 51A and B points are situated in the traffic hut at the Sydney end of the Loop line.

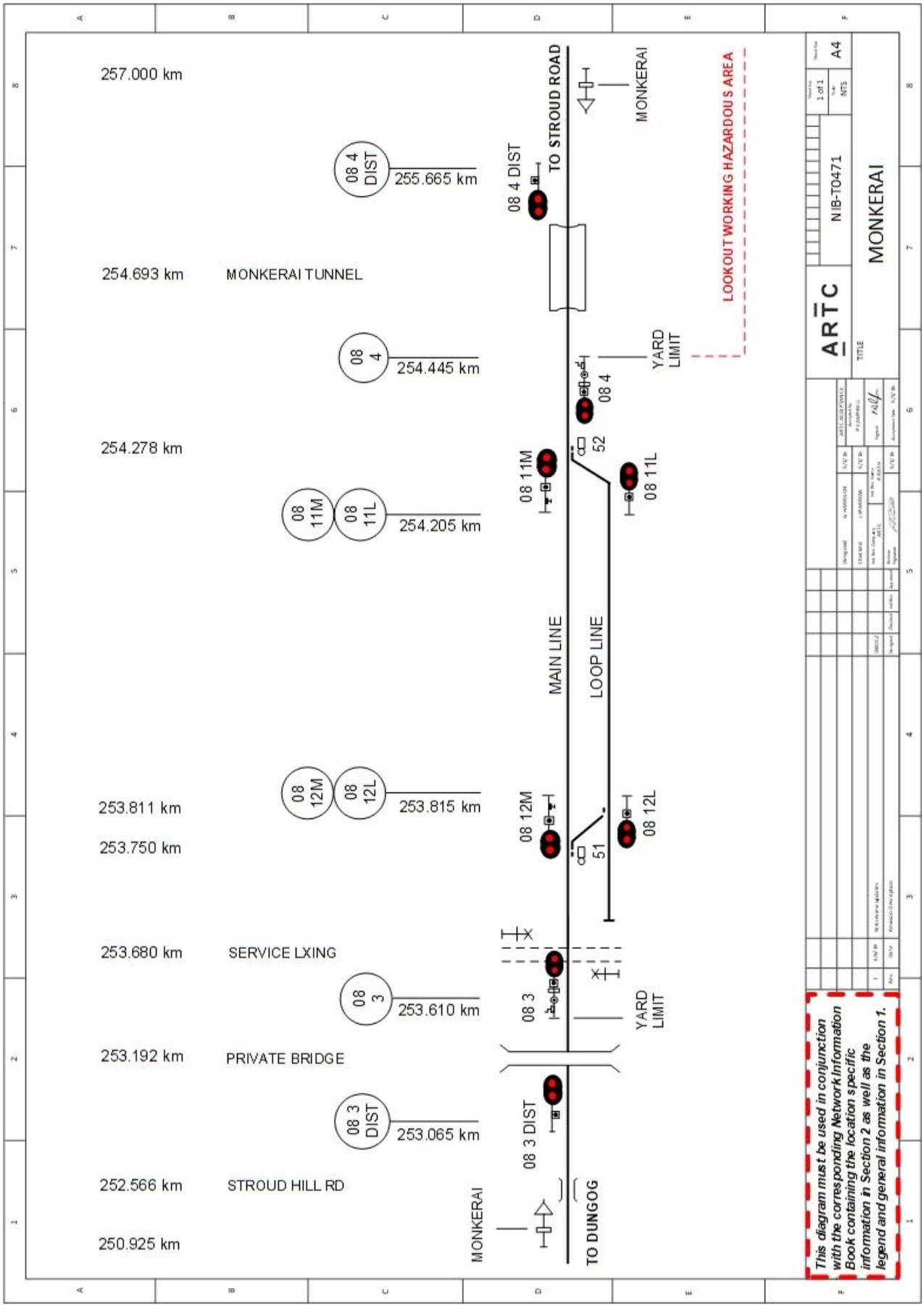
The ESML lock for 52 points is located in the traffic hut at the Country end of the Loop line.

Half Pilot Staff

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Dungog – Monkerai and Monkerai – Stroud Road section.

The half pilot staff for the section Dungog - Monkerai is inscribed "Monkerai – 08-12M".

The half pilot staff for the section Monkerai – Stroud Road is inscribed "Monkerai – 08-11M".


257.000 km
08 4 DIST
255.665 km
08 4 DIST
TO STROUD ROAD
MONKERAI
254.693 km
MONKERAI TUNNEL
LOOKOUT WORKING HAZARDOUS AREA
08 4
254.445 km
YARD LIMIT
08 4
254.278 km
52
08 11M
08 11L
08 11M
08 11L
254.205 km
MAIN LINE
LOOP LINE
08 12M
08 12L
253.815 km
253.811 km
253.750 km
08 12M
51
08 12L
253.680 km
SERVICE LXING
08 3
253.610 km
08 3
YARD LIMIT
253.192 km
PRIVATE BRIDGE
08 3 DIST
253.065 km
08 3 DIST
252.566 km
STROUD HILL RD
MONKERAI
TO DUNGOG
250.925 km
A4
1 of 1
NTS
NIB-T0471
MONKERAI
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.

2.8 Stroud Road (SRD)

General Arrangements

Loop length 1888m

Goods Siding 225m

Emergency Operation of Points

EOLs for 51 and 52 points are located in the Traffic Huts at the Sydney and Country ends of the Loop line.

Ground Frame

Frame B is located on the Up side of the loop line adjacent to the crossovers and provides access to the Goods siding.

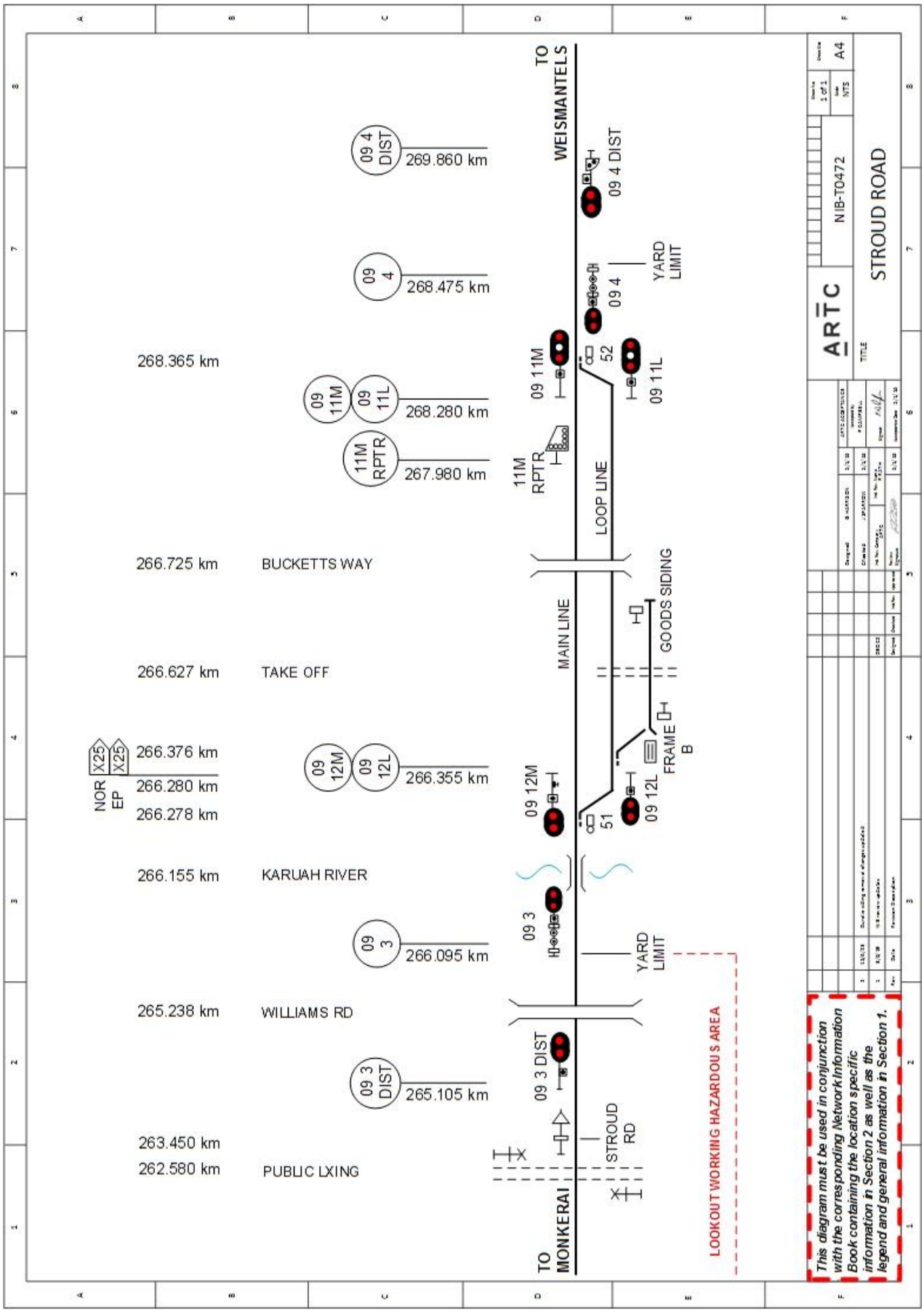
Frame B is unlocked by a key from releasing switch B, which is electrically released by No. 81 release at NCCS.

Emergency Release for 81 release is located in the Traffic Hut on the UP side of the Loop Line.

Half Pilot Staffs

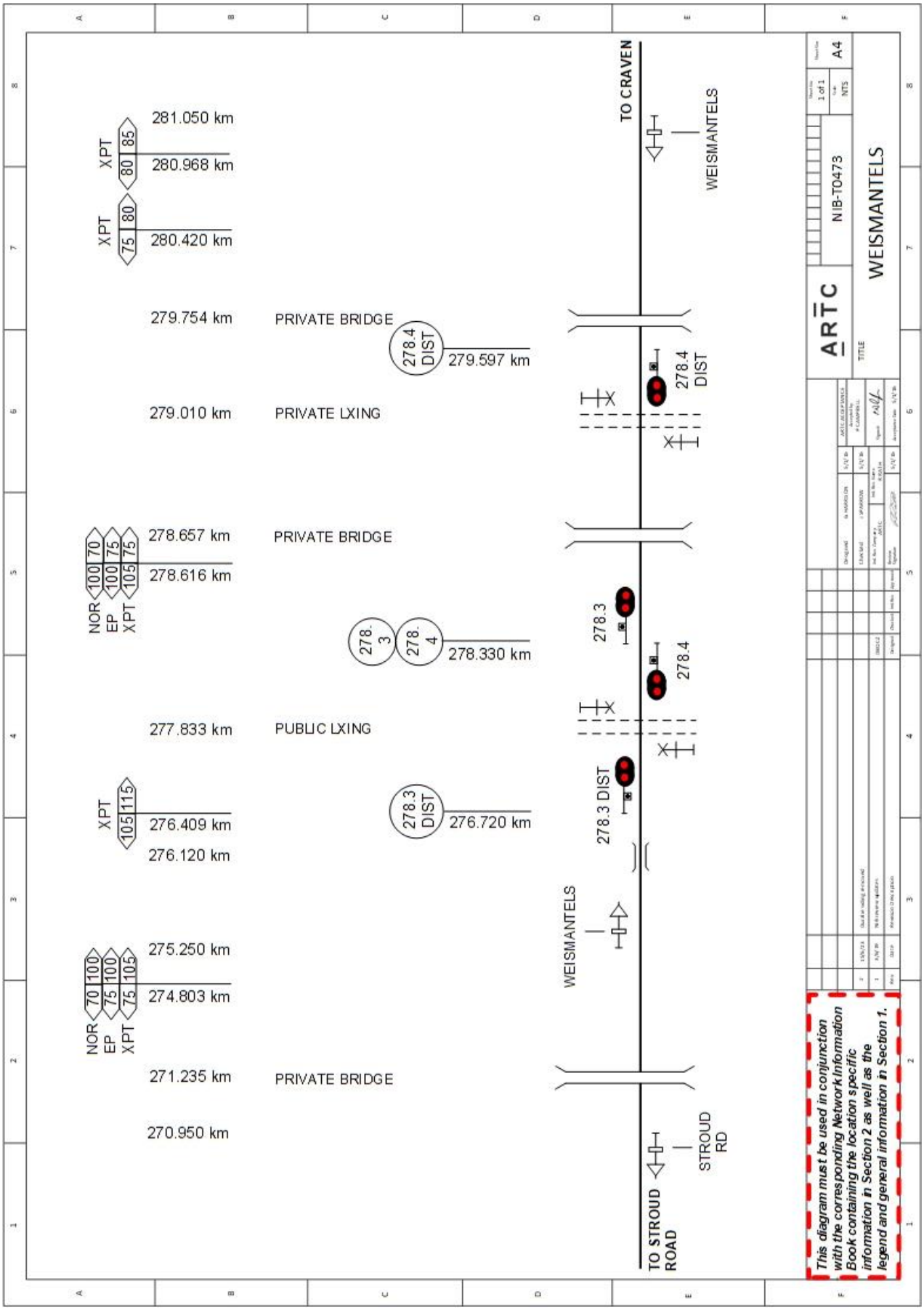
The half pilot staff for the Monkerai – Stroud road section is provided inside a locked box on the home/starting signals for the Monkerai – Stroud Road section and is inscribed "Stroud Road – 09-12M".

NOTE: There are no half pilot staffs for the Stroud Road – Craven section.


TO WEISMANTELS
09 4 DIST
269.860 km
09 4
268.475 km
268.365 km
09 11M
09 11L
268.280 km
11M RPTR
267.980 km
266.725 km
BUCKETTS WAY
266.627 km
TAKE OFF
X25
X25
266.376 km
NOR EP
266.280 km
266.278 km
09 12M
09 12L
266.355 km
266.155 km
KARUAH RIVER
09 3
266.095 km
265.238 km
WILLIAMS RD
09 3 DIST
265.105 km
263.450 km
262.580 km
PUBLIC LXING
TO MONKERAI
STROUD RD
09 3 DIST
09 4 DIST
YARD LIMIT
09 4
09 11M
52
09 11L
11M RPTR
LOOP LINE
MAIN LINE
GOODS SIDING
FRAME B
09 12M
51
09 12L
YARD LIMIT
LOOKOUT WORKING HAZARDOUS AREA
ARTC
TITLE
STROUD ROAD
NIB-T0472
A4
NTS
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 Weismantels

Weismantels is an auto signalled location with no facilities available for crossing trains.


281.050 km
XPT
85
80
280.968 km
XPT
80
75
280.420 km
279.754 km
PRIVATE BRIDGE
278.4 DIST
279.597 km
279.010 km
PRIVATE LXING
278.657 km
PRIVATE BRIDGE
NOR
EP
XPT
100
70
100
75
105
75
278.616 km
278. 3
278. 4
278.330 km
277.833 km
PUBLIC LXING
XPT
105
115
276.409 km
278.3 DIST
276.720 km
276.120 km
275.250 km
NOR
EP
XPT
70
100
75
100
75
105
274.803 km
271.235 km
PRIVATE BRIDGE
270.950 km
TO CRAVEN
WEISMANTELS
278.4 DIST
278.3
278.4
278.3 DIST
WEISMANTELS
STROUD RD
TO STROUD ROAD
ARTC
NIB-T0473
WEISMANTELS
A4
NTS
1 of 1
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 Craven (CVN)

General Arrangements

South Craven loop length 958m

Goods siding 229m

North Craven loop length 1568m

When trains are required to work to and from Craven and Stratford siding, they will operate under Yard working conditions.

Craven interlocking also controls the entry and exit of trains to and from the Stratford siding. Refer safety interface agreement IA1718 for further details.

Emergency Operation of Points

EOLs for 51 and 52 points are located in the Traffic Huts at the Sydney and Country ends of the Loop line.

The EOL for 56 points is located adjacent to the points on the side of the signal cupboard named CN13.

The ESMLs for 54 points is located adjacent to the points on the side of the signal cupboard named CN11C.

Ground Frame

Frame B located on the Up side of the Loop line adjacent to the crossovers and provides access to the Goods siding.

The frame is unlocked by a key from releasing switch B, which is electrically released by No. 81 release at NCCS.

Emergency release for releasing switch B is located in the Traffic Hut.

Tereel Road Level Crossing

Type F flashing lights, bells and half boom gates are provided at Tereel Road level crossing 283.080km. The level crossing is activated by conventional track circuits. The strike points are located at 282.359km in the Down direction and 283.729km in the Up direction and are indicated with crossing approach warning boards.

Woods Road Level Crossing

Type F flashing lights, bells and boom gates are provided at Woods Road level crossing 290.724km. The strike points are located as follows and are indicated with crossing approach warning boards:

Down Main 290.031km

Down Loop (South Craven) 290.496km

Up Main 291.850km

Up Loop (North Craven) 291.593km

Stratford Branch 291.849km

Signals 11-11M, 11-11L and 11-4 are interlocked with the level crossing boom gates.

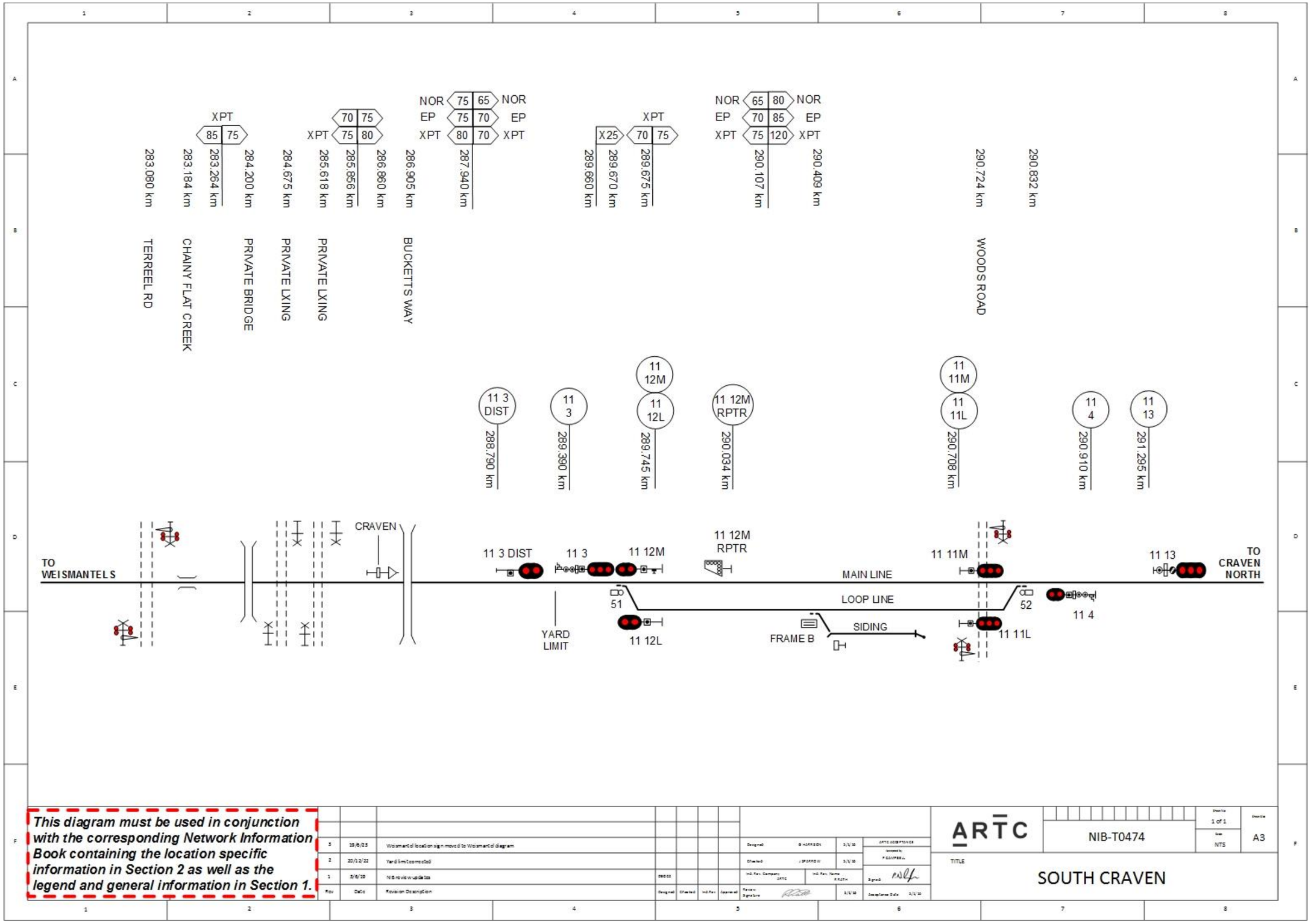
When these signals are cleared in advance for the through passage of a train then the level crossing protection will operate when the train passes the relevant level crossing approach sign.

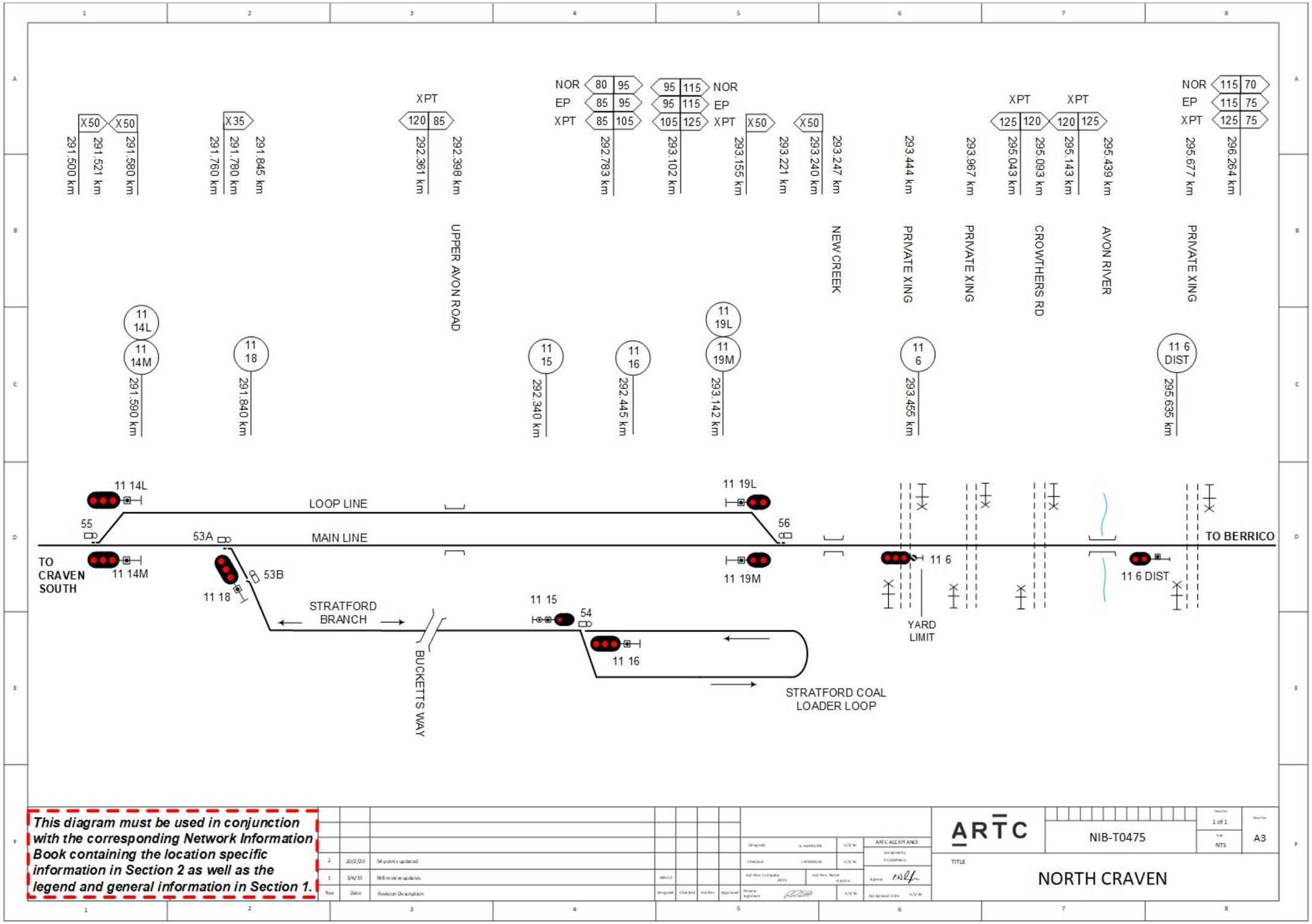
When these signals are at stop, the level crossing equipment will not operate on the approach of a train until the signal route is set. Upon setting the signal route, the level crossing will be activated and when the boom gates are horizontal the relevant signal will clear.

Should it be necessary, due to failure, for 11M or 11L down starting signal to be passed at stop, then the level crossing protection must be activated using the Manual Operation Switch located on the outside of the level crossing equipment hut prior to movement over the level crossing.

NOTE: There are no half pilot staffs for the Stroud Road – Craven – Berrico sections.

.


283.080 km
TERREEL RD
283.184 km
CHAINY FLAT CREEK
XPT 85 75
283.264 km
284.200 km
PRIVATE BRIDGE
284.675 km
PRIVATE LXING
XPT 70 75 75 80
285.618 km
PRIVATE LXING
285.856 km
286.860 km
286.905 km
BUCKETTS WAY
NOR 75 65 NOR
EP 75 70 EP
XPT 80 70 XPT
287.940 km
X25 70 75
XPT
289.660 km
289.670 km
289.675 km
NOR 65 80 NOR
EP 70 85 EP
XPT 75 120 XPT
290.107 km
290.409 km
290.724 km
WOODS ROAD
290.832 km
11 3 DIST
288.790 km
11 3
289.390 km
11 12M
11 12L
289.745 km
11 12M RPTR
290.034 km
11 11M
11 11L
290.708 km
11 4
290.910 km
11 13
291.295 km
TO WEISMANTELS
CRAVEN
11 3 DIST
11 3
11 12M
11 12M RPTR
MAIN LINE
11 11M
11 13
TO CRAVEN NORTH
51
LOOP LINE
52
11 4
YARD LIMIT
11 12L
FRAME B
SIDING
11 11L
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.
3 10/6/23 Weismantel location sign moved to Weismantel diagram
2 20/12/22 Yard limit connected
1 3/6/10 NIB review updates
Rev Date Revision Description
Designed B HARRISON 3/6/10
Checked J SPARROW 3/6/10
Reviewed 3/6/10
ARTC ACCEPTANCE
Signed
Date
ARTC
NIB-T0474
Sheet No 1 of 1
Scale NTS
Sheet Size A3
TITLE
SOUTH CRAVEN



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.

Rev	Date	Revision Description
2	20/2/20	54 points updated
1	3/6/19	NIB review updates

ARTC ACCEPTANCE

ARTC

NIB-T0475

1 of 1

NTS

A3

TITLE

NORTH CRAVEN

2.11 Berrico (BCO)

General Arrangements

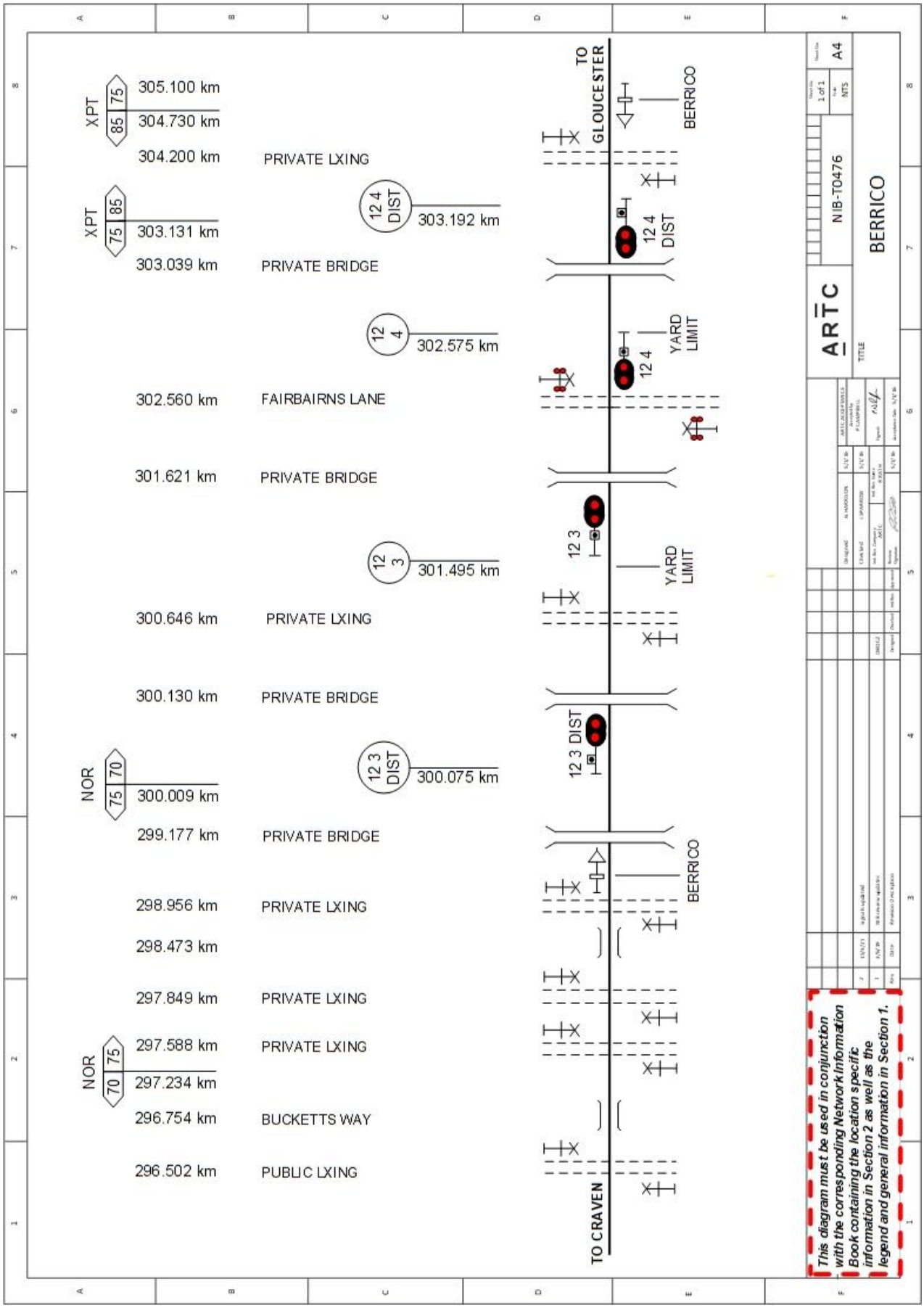
Berrico is a signalled location with no facilities available for crossing trains.

Fairbairns Lane Level Crossing

Type F flashing lights and bells are provided at Fairbairns Lane level crossing 302.560km. The level crossing is activated by conventional track circuits for Down and Up trains. The strike points are located at 302.043km in the Down direction and 303.098km in the Up direction and are indicated with trackside level crossing approach warning signs.

Half Pilot Staffs

There are no half pilot staffs at Berrico.


XPT
85 75
305.100 km
304.730 km
304.200 km
PRIVATE LXING
XPT
75 85
303.131 km
303.039 km
PRIVATE BRIDGE
302.560 km
FAIRBAIRNS LANE
301.621 km
PRIVATE BRIDGE
300.646 km
PRIVATE LXING
300.130 km
PRIVATE BRIDGE
NOR
75 70
300.009 km
299.177 km
PRIVATE BRIDGE
298.956 km
PRIVATE LXING
298.473 km
297.849 km
PRIVATE LXING
NOR
70 75
297.588 km
PRIVATE LXING
297.234 km
296.754 km
BUCKETTS WAY
296.502 km
PUBLIC LXING
12 4 DIST
303.192 km
12 4
302.575 km
12 3
301.495 km
12 3 DIST
300.075 km
TO GLOUCESTER
BERRICO
12 4 DIST
YARD LIMIT
12 4
YARD LIMIT
12 3
12 3 DIST
BERRICO
TO CRAVEN
A4
1 of 1
NTS
NIB-T0476
BERRICO
ARTC
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.

2.12 Gloucester (GCR)

General Arrangements

Loop length 595m

Siding length 299m

55km/hr advisory speed sign at 307.055km for Down direction freight trains exceeding 1150m.

Emergency Operation of Points

EOLs for 51 and 52 Points are located in the Traffic Huts at the Sydney and Country ends of the Loop Line.

Ground Frame

Frame E is located on the Down side of the Loop line and provides access to the Goods siding.

Frame E is unlocked by a key from releasing switch E, which is electrically released by No. 82 release at NCCS.

Emergency release for releasing switch E is located in the Traffic Hut.

Jacks Road Level Crossing

Type F flashing lights, audible warning devices and half booms are provided at Jacks Road level crossing at 305.405km. The level crossing is controlled by Grade Crossing Predictor (GCP) and is designed for a set warning period. Train Operators must not accelerate the rail traffic speed from the trackside sign indicating predictor circuitry on approach to the level crossing.

The level crossing trackside approach warning signs are located at 304.641km in the Down direction and 306.351km in the Up direction. These signs are blue edged to indicate an approach to an electronically controlled (predictor) level crossing.

Philips Street Level Crossing

Type F flashing lights, bells and boom gates are provided at Philips Street level crossing 308.198km. The level crossing is activated by conventional track circuits for Down directional rail traffic and subject to the clearance of signals for the Up direction. The strike points are located at 307.055km in the Down direction and 308.932km in the Up direction and are indicated with crossing approach warning boards.

If rail traffic approaches the Up Starting signal 13-14 at stop, the level crossing warning equipment will not operate until the signal is cleared.

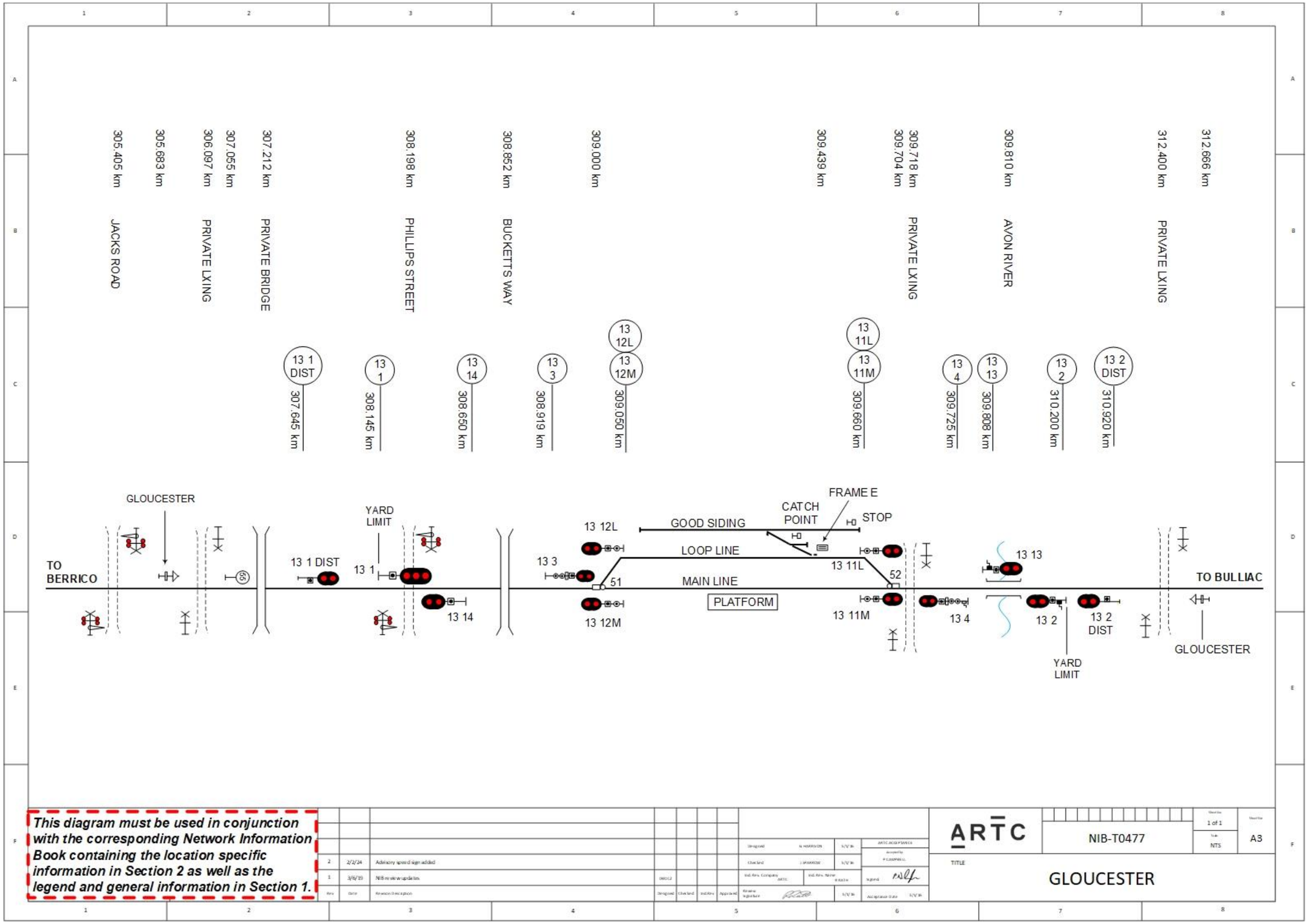
If rail traffic approaches the Down Home signal 13-1 at stop, the level crossing will continue to operate with the approach of the rail traffic.

Half Pilot Staffs

A half pilot staff is provided in the pilot staff lock inside a locked box in the traffic hut at the Northern end of the loop for the Gloucester – Bulliac section.

The half pilot staff for the section Gloucester – Bulliac is inscribed "Gloucester 13-13".

NOTE: There is no half pilot staff for Berrico – Gloucester section following the removal of Berrico as a location.


312.666 km
312.400 km PRIVATE LXING
309.810 km AVON RIVER
309.718 km
309.704 km PRIVATE LXING
309.439 km
309.000 km
308.852 km BUCKETTS WAY
308.198 km PHILLIPS STREET
307.212 km PRIVATE BRIDGE
307.055 km
306.097 km PRIVATE LXING
305.683 km
305.405 km JACKS ROAD
13 2 DIST 310.920 km
13 2 310.200 km
13 13 309.808 km
13 4 309.725 km
13 11M 309.660 km
13 11L
13 12M 309.050 km
13 12L
13 3 308.919 km
13 14 308.650 km
13 1 308.145 km
13 1 DIST 307.645 km
GLOUCESTER
YARD LIMIT
13 1 DIST
13 1
13 14
TO BERRICO
13 3
13 12L
13 12M
51
GOOD SIDING
LOOP LINE
MAIN LINE
PLATFORM
CATCH POINT
FRAME E
STOP
13 11L
13 11M
52
13 13
13 4
13 2
13 2 DIST
YARD LIMIT
TO BULLIAC
GLOUCESTER
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 2/2/24 Advisory speed sign added
1 3/6/23 NIB review updates
ARTC
NIB-T0477
1 of 1
NTS
A3
TITLE
GLOUCESTER

2.13 Bulliac (BLC)

General Arrangements

Loop length 1635m

Siding length 265m

Emergency Operation of Points

The ESML is located in the Traffic Hut on the Sydney end of the Loop for 51 points.

The EOL is located in the Traffic Hut on the Country end of the Loop for 52 points

Ground Frame

Frame C is located on the Down side of the Loop line adjacent to the crossovers and provides access to the Goods siding.

Frame C is unlocked by a key from releasing switch C, which is electrically released by No. 82 release at NCCS.

Emergency release for releasing switch C is located in the Traffic Hut.

Bundook Road Level Crossing

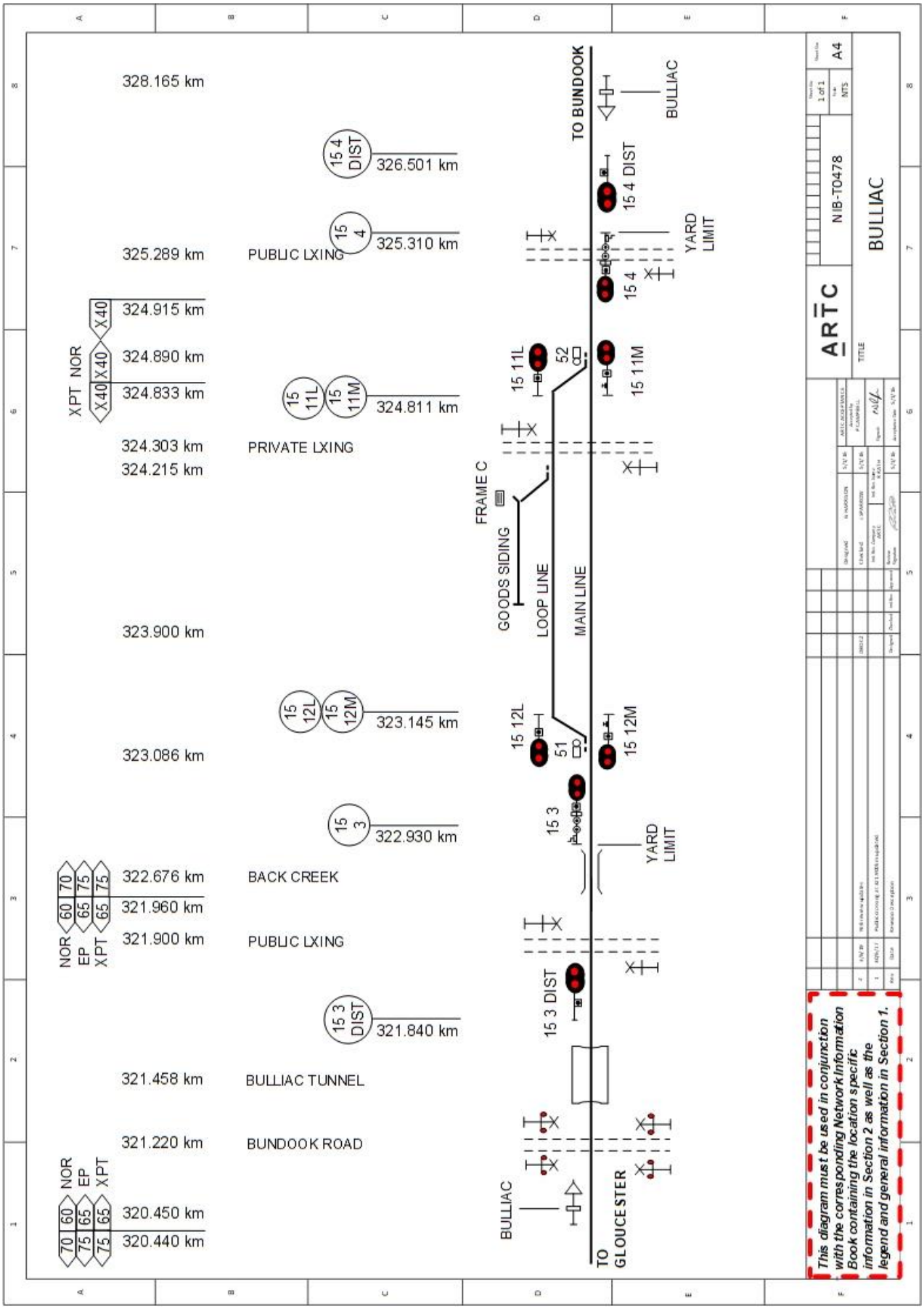
Type F flashing lights and bells are provided at Bundook Road level crossing 321.220km. The level crossing is activated by conventional track circuits. The strike points are located at 320.569km in the Down direction and 321.870km in the Up direction and are indicated with crossing approach warning boards.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Gloucester – Bulliac and Bulliac – Bundook sections.

The half pilot staff for the section Gloucester - Bulliac is inscribed "Bulliac 15-12M".

The half pilot staff for the section Bulliac – Bundook is inscribed "Bulliac 15-11M".


328.165 km
326.501 km
325.310 km
325.289 km
PUBLIC LXING
324.915 km
324.890 km
324.833 km
324.811 km
324.303 km
PRIVATE LXING
324.215 km
323.900 km
323.145 km
323.086 km
322.930 km
322.676 km
BACK CREEK
321.960 km
321.900 km
PUBLIC LXING
321.840 km
321.458 km
BULLIAC TUNNEL
321.220 km
BUNDOOK ROAD
320.450 km
320.440 km
XPT NOR
NOR EP XPT
NOR EP XPT
TO BUNDOOK
BULLIAC
15 4 DIST
YARD LIMIT
15 4
15 11L
52
15 11M
FRAME C
GOODS SIDING
LOOP LINE
MAIN LINE
15 12L
51
15 12M
15 3
YARD LIMIT
15 3 DIST
BULLIAC
TO GLOUCESTER
ARTC
NIB-T0478
BULLIAC
A4
NTS
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 Bundook (BDK)

General Arrangements

Loop length 426m

Emergency Operation of Points

ESMLs for 51 and 52 points are located in the Traffic Huts at the Sydney and Country ends of the Loop line.

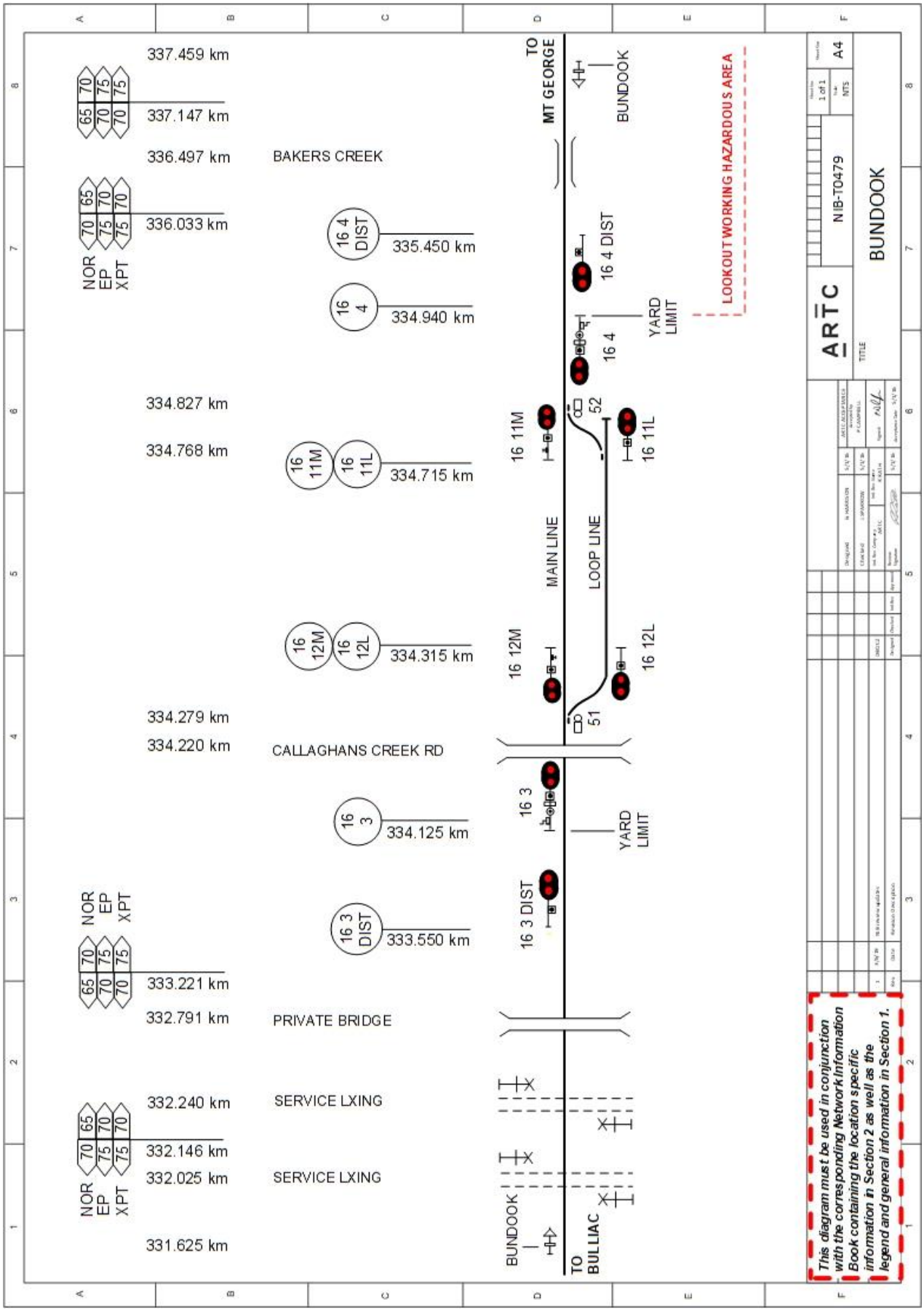
The catchpoints for 52 points need to be operated in conjunction with the Main line points.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Bulliac – Bundook and Bundook – Mt George sections.

The half pilot staff for the section Bulliac – Bundook is inscribed "Bundook 16-12M".

The half pilot staff for the section Bundook – Mt George is inscribed "Bundook 16-11M".


337.459 km
337.147 km
336.497 km
BAKERS CREEK
336.033 km
16 4 DIST
335.450 km
16 4
334.940 km
334.827 km
334.768 km
16 11M
16 11L
334.715 km
16 12M
16 12L
334.315 km
334.279 km
334.220 km
CALLAGHANS CREEK RD
16 3
334.125 km
16 3 DIST
333.550 km
333.221 km
332.791 km
PRIVATE BRIDGE
332.240 km
SERVICE LXING
332.146 km
332.025 km
SERVICE LXING
331.625 km
NOR
EP
XPT
TO MT GEORGE
BUNDOOK
16 4 DIST
YARD LIMIT
16 4
LOOKOUT WORKING HAZARDOUS AREA
52
16 11M
16 11L
MAIN LINE
LOOP LINE
16 12M
16 12L
51
16 3
YARD LIMIT
16 3 DIST
BUNDOOK
TO BULLIAC
ARTC
NIB-T0479
BUNDOOK
A4
NTS
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 Mount George (MGG)

General Arrangements

Loop length 804m

Goods siding 274m

Emergency Operation of Points

The ESML is located in the Traffic Hut on the Sydney end of the loop for 51 points.

The EOL is located in the Traffic Hut on the Country end of the loop for 52 points.

Ground Frame

Frame C is located on the Down side of the loop line adjacent to the crossovers and provides access to the Goods siding.

Frame C is unlocked by a key from releasing switch C, which is electrically released by No. 82 release at NCCS.

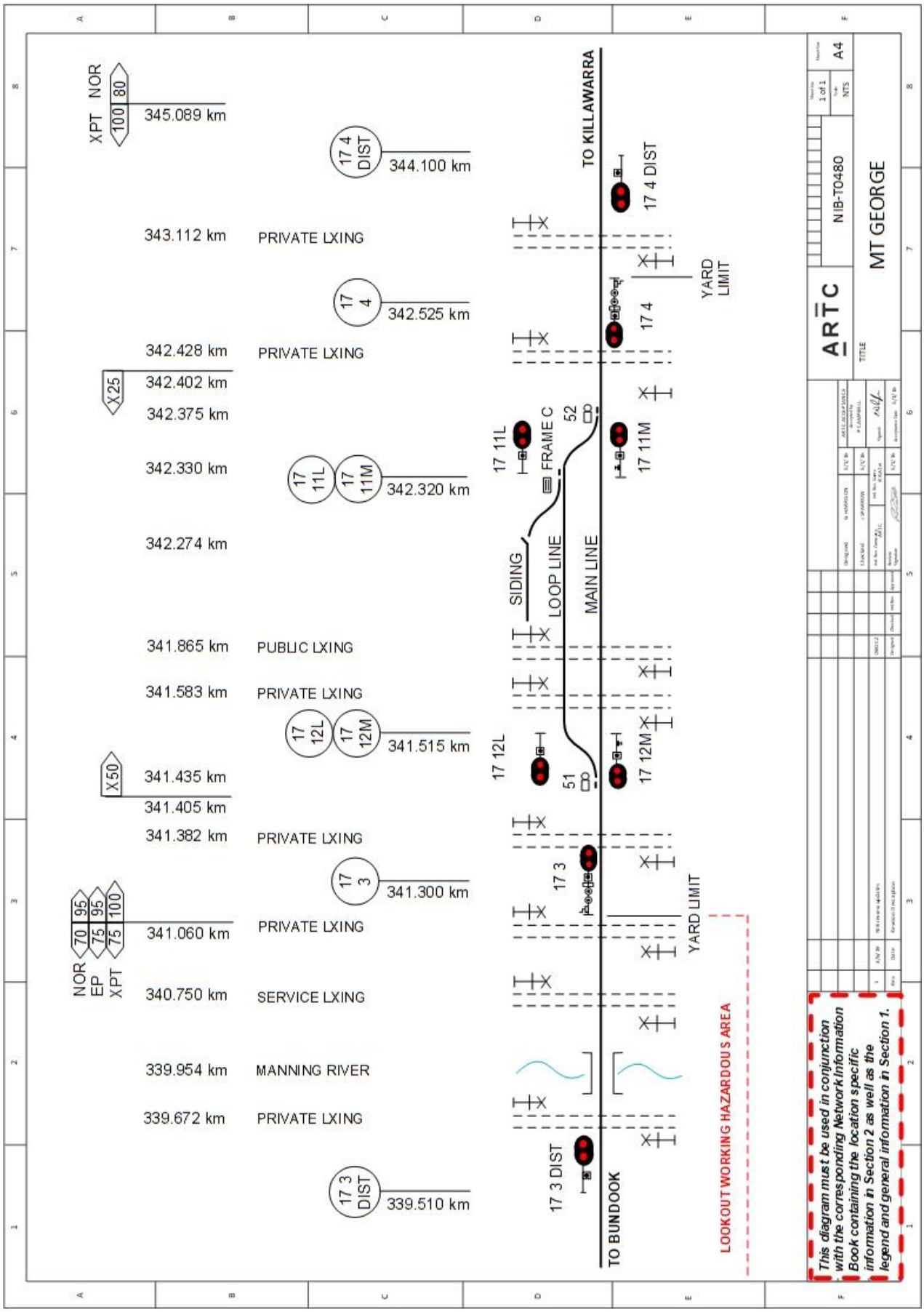
Emergency release for releasing switch C is located in the Traffic Hut.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Bundook – Mount George and Mount George – Killawarra sections.

The half pilot staff for the section Bundook – Mount George is inscribed "Mount George 17-12M".

The half pilot staff for the section Mount George – Killawarra is inscribed "Mount George 17-11M".


XPT NOR
100 80
345.089 km
17 4 DIST
344.100 km
343.112 km
PRIVATE LXING
17 4
342.525 km
342.428 km
PRIVATE LXING
X25
342.402 km
342.375 km
342.330 km
17 11L
17 11M
342.320 km
342.274 km
341.865 km
PUBLIC LXING
341.583 km
PRIVATE LXING
17 12L
17 12M
341.515 km
X50
341.435 km
341.405 km
341.382 km
PRIVATE LXING
17 3
341.300 km
NOR 70 95
EP 75 95
XPT 75 100
341.060 km
PRIVATE LXING
340.750 km
SERVICE LXING
339.954 km
MANNING RIVER
339.672 km
PRIVATE LXING
17 3 DIST
339.510 km
TO KILLAWARRA
17 4 DIST
YARD LIMIT
17 4
17 11L
FRAME C
52
17 11M
SIDING
LOOP LINE
MAIN LINE
17 12L
51
17 12M
YARD LIMIT
17 3
TO BUNDOOK
LOOKOUT WORKING HAZARDOUS AREA
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.
NIB-T0480
MT GEORGE
A4
NTS
1 of 1

2.16 Killawarra (KLW)

General Arrangements

Loop length 1549m

Emergency Operation of Points

The ESML is located in the Traffic Hut adjacent to 52 points.

The EOL is located in the KA5 cupboard adjacent to 51 points.

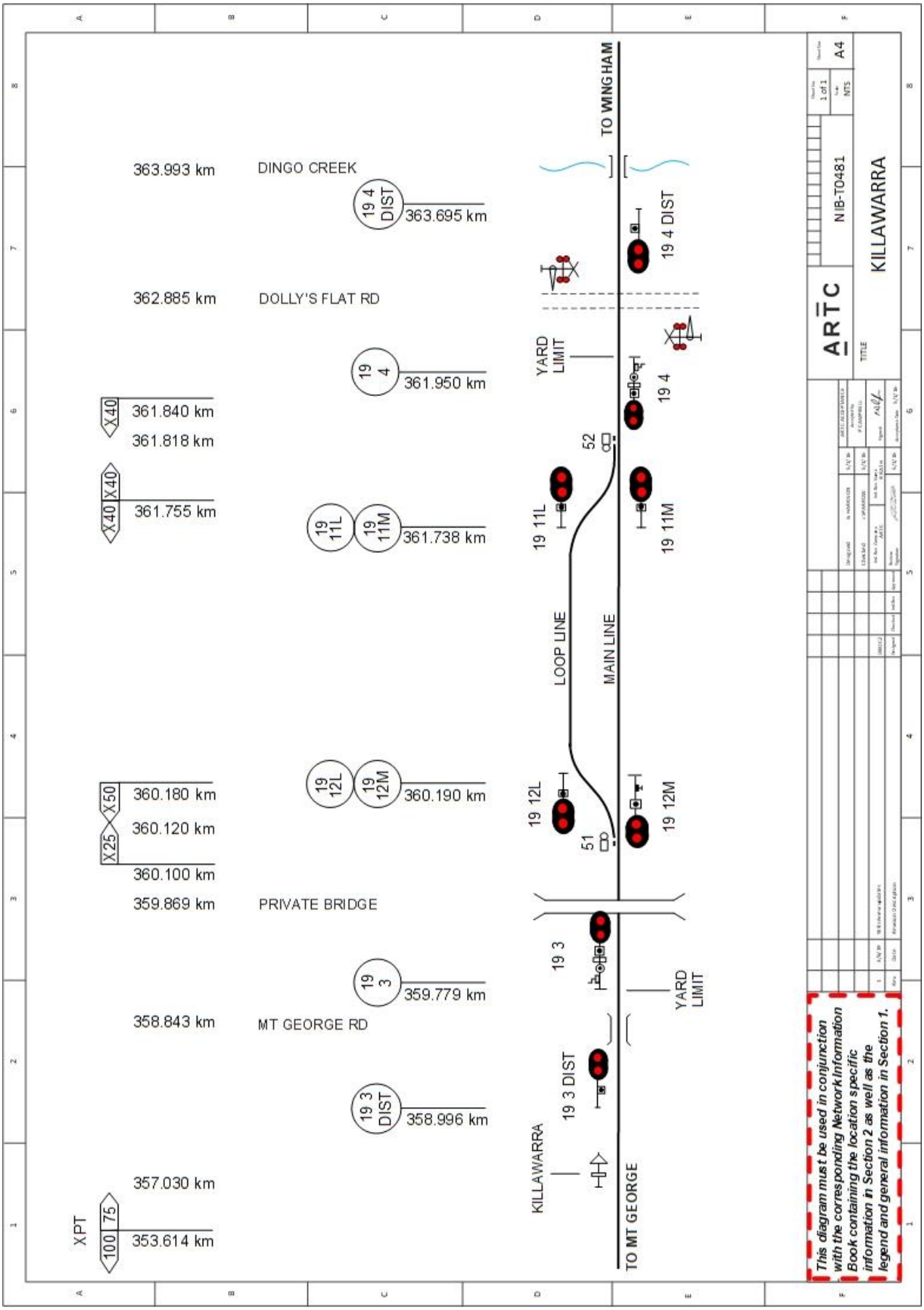
Dolly's Flat Level Crossing

Type F flashing lights, bells and boom gates are provided at Dolly's Flat level crossing 362.885km. The level crossing is controlled by Grade Crossing Predictor (GCP) and is designed for a set warning period. Train operators must not accelerate train speed from the trackside sign indicating predictor circuitry on approach to the crossing. The crossing approach warning boards are located at 362.080km in the Down direction and 363.690km in the Up direction. These boards are blue edged to indicate an approach to an electronically controlled (predictor) level crossing.

Half Pilot Staffs

The half pilot staff for the section Killawarra – Mt George is inscribed "Killawarra – 19-12M" and is located on signal 19-12M.

NOTE: There is no half pilot staff for Killawarra – Wingham due to the removal of Wingham as a location.


363.993 km
DINGO CREEK
19 4 DIST
363.695 km
362.885 km
DOLLY'S FLAT RD
19 4
361.950 km
X40
361.840 km
361.818 km
X40
X40
361.755 km
19 11L
19 11M
361.738 km
X50
360.180 km
X25
360.120 km
360.100 km
19 12L
19 12M
360.190 km
359.869 km
PRIVATE BRIDGE
19 3
359.779 km
358.843 km
MT GEORGE RD
19 3 DIST
358.996 km
357.030 km
XPT
100
75
353.614 km
TO WINGHAM
19 4 DIST
YARD LIMIT
19 4
52
19 11L
19 11M
LOOP LINE
MAIN LINE
19 12L
51
19 12M
19 3
YARD LIMIT
19 3 DIST
KILLAWARRA
TO MT GEORGE
A4
1 of 1
NTS
NIB-T0481
KILLAWARRA
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.

2.17 Wingham (WGM)

Wingham is an auto signalled location with no facilities available for crossing trains.

Intermediate Signal Operation

The aspect controls for the automatic signal will depend on which direction the Killawarra – Taree block controls are set.

Block Direction	Intermediate Signal Aspect
Down Direction from Killawarra Set	369 Distant aspect - Green 369 Auto Signal aspect - Green * 370 Distant aspect - Yellow 370 Auto Signal aspect - Red
Up Direction from Taree Set	370 Distant aspect - Green 370 Auto Signal aspect - Green** 369 Distant aspect - Yellow 369 Auto Signal aspect - Red

* Will be Red if track section between 369 and Taree is occupied by rail traffic travelling in the Down direction in which case 369 Distant will display yellow aspect.

** Will be Red if track section between 370 and Killawarra is occupied by rail traffic travelling in the Up direction in which case 370 Distant will display yellow aspect.

Primrose Street Level Crossing

Type F flashing lights, bells and half boom gates are provided at Primrose Street level crossing at 367.691km. Primrose Street level crossing also has pedestrian warning lights and audible devices. The level crossing is controlled by Grade Crossing Predictor (GCP) and is designed for a set warning period. Train operators must not accelerate train speed from the trackside sign indicating predictor circuitry on approach to the crossing.

The crossing approach warning boards are located at 366.837km in the Down direction and 368.545km in the Up direction. These boards are blue edged to indicate an approach to an electronically controlled (predictor) level crossing.

Wingham Road Level Crossing

Type F flashing lights, bells and half boom gates are provided at Wingham Road level crossing at 368.048km. The level crossing is activated by conventional track circuits. The strike points are located at 367.396km in the Down direction and 369.700km in the Up direction and are indicated with crossing approach warning boards.

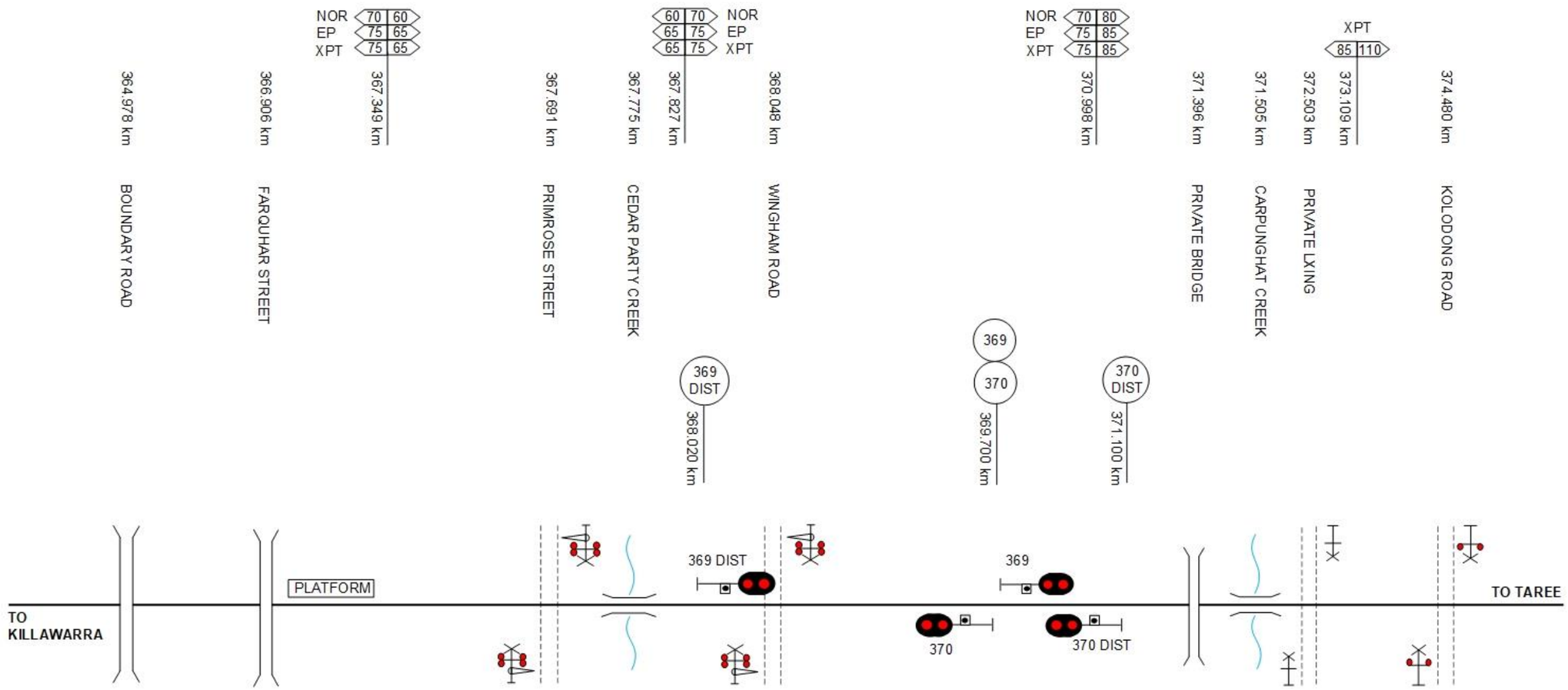
Kolodong Road Level Crossing

Type F flashing lights and bells are provided at Kolodong level crossing at 374.480km. The level crossing is controlled by Grade Crossing Predictor (GCP) and is designed for a set warning period. Train operators must not accelerate train speed from the trackside sign indicating predictor circuitry on approach to the crossing.

The crossing approach warning boards are located at 373.175km in the Down direction and 375.745km in the Up direction. These boards are blue edged to indicate an approach to an electronically controlled (predictor) level crossing.

Half Pilot Staffs

There are no half pilot staffs at Wingham.



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.

Rev	Date	Revision Description
1	3/5/16	Title revision updates

Designed	G. HARRISON	3/5/16	ARTC ACCEPTANCE
Checked	J. SPANDROS	3/5/16	Acceptance by P. CAMPBELL
Ind. Rev. Company	Ind. Rev. Name		
ARTC	R. KATH		Signed
Review Signature		3/5/16	Acceptance Date 3/5/16

ARTC

TITLE

NIB-T0482

WINGHAM

Sheet No 1 of 1

Scale NTS

Sheet Size A3

2.18 Taree (TRE)

General Arrangements

Loop length 1500m

Siding No 4 - 394m (can hold 435m however Siding No 5 will be blocked)

Siding No 5 - 235m

Shunt Neck 210m

Emergency Operation of Points

The ESML for 51 points is located in the Traffic Hut on the Sydney end of the loop, adjacent to Muldoon Street level crossing.

The ESML for 52 points is located in the Traffic Hut adjacent to 54 points.

The ESML for 54 points is located in the Traffic Hut adjacent to No. 52 points.

Ground Frame

Frame E is located on the Down side of the shunting neck adjacent to the crossovers and provides access to the Up sidings.

Nos. 1 and 4 levers in frame E are unlocked by keys from releasing switch E, which is electrically released by Nos. 80 and 81 releases at NCCS.

The emergency release for releasing switch E is located adjacent to the frame.

Muldoon Street Level Crossing

Type F flashing lights, bells and half boom gates are provided at Muldoon Street level crossing at 377.378km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 376.631km in the Down direction and 378.210km in the Up direction and are indicated with crossing approach warning boards.

If a train closely approaches Down home signal No. 21/3 or Up 2nd home/starting signal No. 21/12 at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 21/3 or No. 21/12 after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Macquarie Street Level Crossing

Type F flashing lights, bells and half boom gates are provided at Macquarie Street level crossing at 378.923km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 378.210km in the Down direction and 379.510km in the Up direction and are indicated with crossing approach warning boards.

If a train closely approaches Down 2nd home signal No. 21/11 or Up home signal No. 21/4 at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 21/11 or No. 21/4 after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Bushland Drive Level Crossing

Type F flashing lights and bells are provided at Bushland Drive level crossing at 380.791km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 380.192km in the Down direction and 381.510km in the Up direction and are indicated with crossing approach warning boards.

If a train closely approaches Down starting signal No. 21/13 or Up outer home signal No. 21/2 at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at signal No. 21/13 or No. 21/2 after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Muldoon Street, Macquarie Street & Bushland Drive level crossings

If either Down home signals No. 21/3 21/11, Down starting signal No. 21/13, Up 2nd home/starting signal No. 21/12, Up home signal No. 21/4 or Up outer home signal No. 21/2. fails, the Network Controller must not authorise a train to pass these signals at stop until:

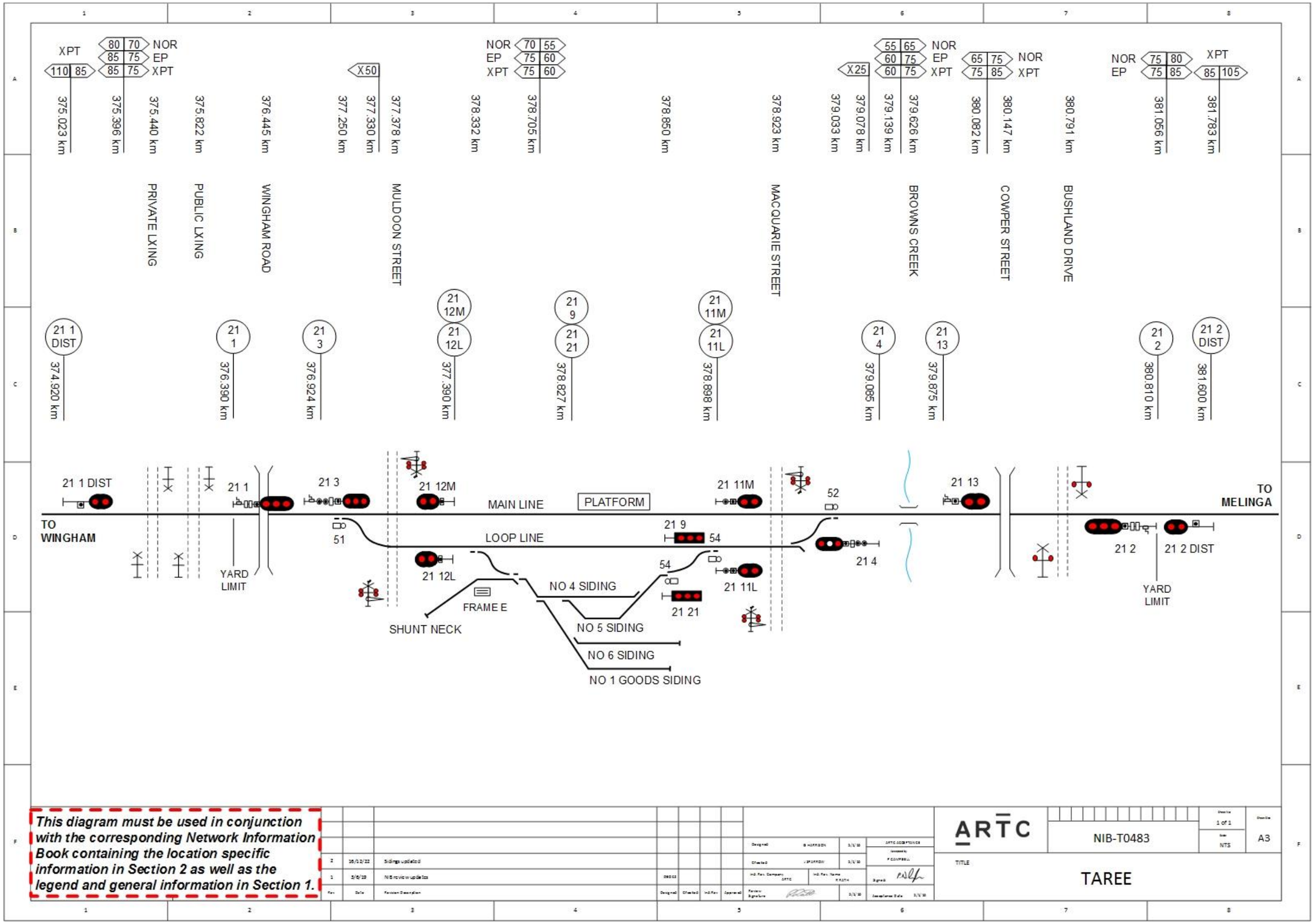
- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Down starting signal No. 21/13 or Up 2nd home/starting signal No. 21/12 fails, the Network Rules and Procedures for Special Working must be carried out.

Half Pilot Staffs

The half pilot staff for the section Taree – Melinga is inscribed "Taree 21-13" and is located inside a locked box in the traffic hut near signal 21-11M.

NOTE: There is no half pilot staff for Taree – Wingham due to the removal of Wingham as a location.


XPT 110 85
80 70 NOR
85 75 EP
85 75 XPT
375.023 km
375.396 km
375.440 km
PRIVATE LXING
375.822 km
PUBLIC LXING
376.445 km
WINGHAM ROAD
X50
377.250 km
377.330 km
377.378 km
MULDOON STREET
378.332 km
NOR 70 55
EP 75 60
XPT 75 60
378.705 km
378.850 km
378.923 km
MACQUARIE STREET
X25
379.033 km
379.078 km
379.139 km
55 65 NOR
60 75 EP
60 75 XPT
379.626 km
BROWNS CREEK
65 75 NOR
75 85 XPT
380.082 km
380.147 km
COWPER STREET
380.791 km
BUSHLAND DRIVE
NOR 75 80
EP 75 85
XPT 85 105
381.056 km
381.783 km
21 1 DIST
374.920 km
21 1
376.390 km
21 3
376.924 km
21 12M
21 12L
377.390 km
21 9
21 21
378.827 km
21 11M
21 11L
378.898 km
21 4
379.085 km
21 13
379.875 km
21 2
380.810 km
21 2 DIST
381.600 km
21 1 DIST
21 1
21 3
21 12M
MAIN LINE
PLATFORM
21 11M
52
21 13
TO MELINGA
TO WINGHAM
51
LOOP LINE
21 9
54
21 4
21 2
21 2 DIST
YARD LIMIT
21 12L
54
21 11L
NO 4 SIDING
FRAME E
21 21
YARD LIMIT
SHUNT NECK
NO 5 SIDING
NO 6 SIDING
NO 1 GOODS SIDING
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 16/12/22 Sidings updated
1 5/6/18 NIB review updates
Rev Date Revision Description
ARTC
NIB-T0483
1 of 1
NTS
A3
TITLE
TAREE

2.19 Kundle Kundle (TLR)

General Arrangements

The Kundle Kundle siding is a privately operated siding which is currently booked out of use.

Ground Frame

Frame B is located on the Down side of the main line adjacent to the crossover and provides access to the privately operated siding.

Frame B is unlocked by a key from releasing switch B, which is electrically released by No. 81 release at NCCS.

Method of working

Portion of train left on main line

When a portion of the train is left on the main line, the releasing switch must be kept in the reverse position during the whole of the time shunting is in progress.

NOTE: The releasing switch must not be restored to the normal position. If it is, the release will become electrically locked thus preventing any further shunting movements. When the shunting portion of the divided train is leaving the siding for re-attachment to the portion of the train on the main line, it will not be possible for the siding starting signal No. 22B to be cleared for the movement.

The signal must be passed at stop in accordance with the Network Rules and Procedures for Special Working.

Complete train placed in siding

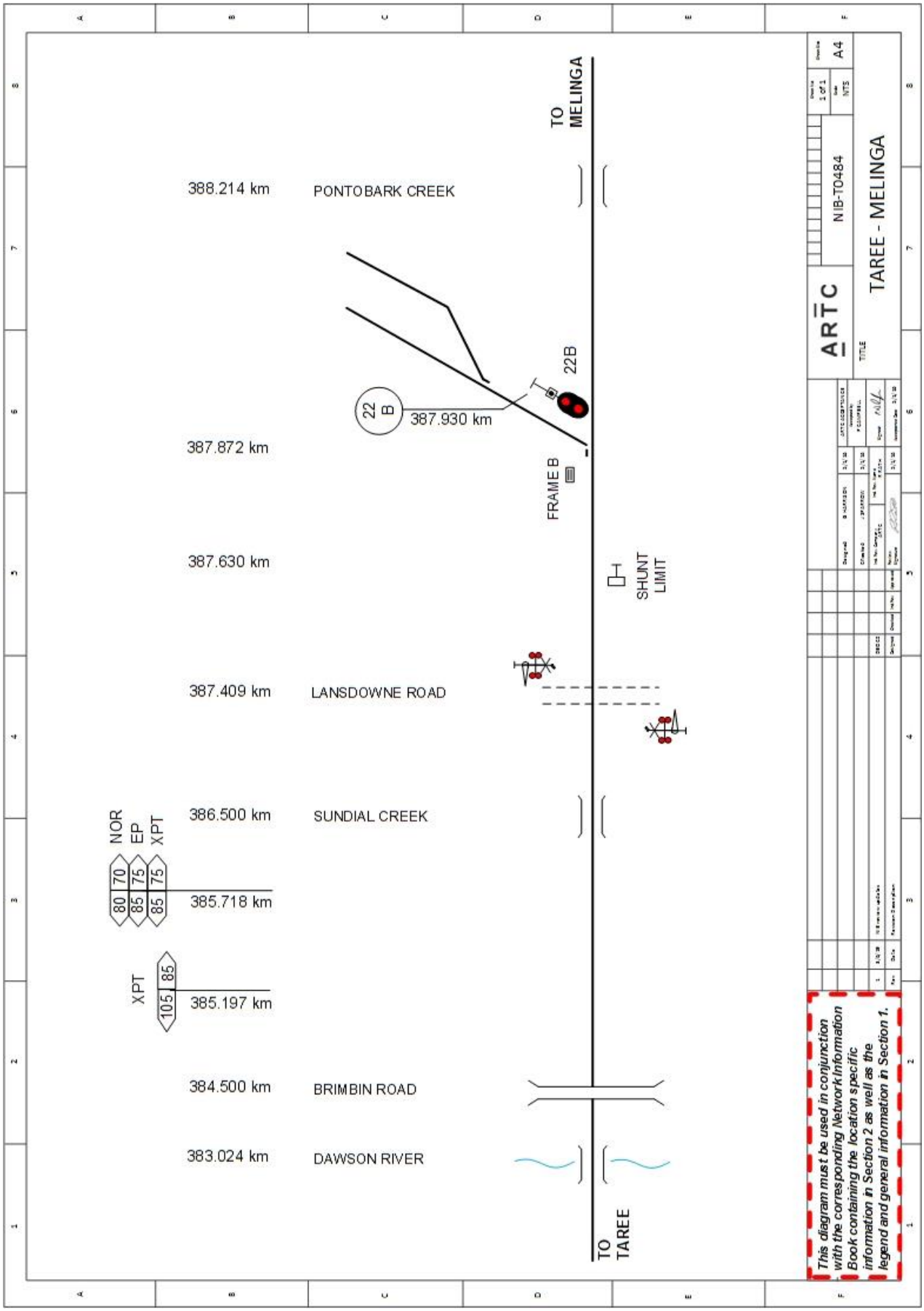
When the complete train has been placed into the siding, the points, together with releasing switch B, must be restored to the normal position for the main line running.

After all shunting in the siding has been completed and the train is ready to depart, a request must be made for the release from the Network Controller at the NCCS, who must ensure that the Taree – Melinga section is clear before giving the release for the train to depart the siding.

After taking the release and setting the siding points, the Competent Worker must proceed to the box located at releasing switch B and depress the button. This will cause No. 22B signal to show a proceed indication. When the shunt is clear of the points, all levers in frame B together with releasing switch B, must be restored to the normal position.

Lansdowne Road Level Crossing

Type F flashing lights, bells and half boom gates are provided at Lansdowne Road level crossing 387.410km. The level crossing is activated by conventional track circuits. The strike points are located at 386.918km in the Down direction and 387.859km in the Up direction and are indicated with crossing approach warning boards.


TO MELINGA
388.214 km
PONTOBARK CREEK
22B
22 B
387.930 km
387.872 km
FRAME B
387.630 km
SHUNT LIMIT
387.409 km
LANSDOWNE ROAD
386.500 km
SUNDIAL CREEK
NOR
EP
XPT
80 70
85 75
85 75
385.718 km
XPT
105 85
385.197 km
384.500 km
BRIMBIN ROAD
383.024 km
DAWSON RIVER
TO TAREE
ARTC
TITLE
TAREE - MELINGA
NIB-T0484
A4
NTS
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 Melinga (MLG)

General Arrangements

Loop length 1410m.

Emergency Operation of Points

ESMLs for 51 and 52 points are located in the Traffic Huts at the Sydney and Country ends of the Loop line.

Lansdowne Road (Melinga) Level Crossing

Type F flashing light highway signals and a warning bell are in use at Lansdowne Road (Melinga) level crossing 393.585km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 392.647km in the Down direction and 394.288km in the Up direction and are indicated with crossing approach warning boards.

If a train is closely approaching the protecting signals at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at the protecting signal after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Landsowne Road (Melinga) level crossing

If either Up home signal No. 22-4 or Down home/starting signal No. 22-11L or No. 22-11M fails, the Network Controller at NCCS must not authorise a train to pass these signals at stop until:

- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Down starting signal No. 22-11L or No. 22-11M fails, the Network Rules and Procedures for Special Working must be carried out.

Lansdowne Road Level Crossing

Type F flashing lights and bells are provided at Lansdowne Road level crossing 394 .973km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the signals on either side of the crossing. The strike points are located at 394.288km in the Down direction and 395.647km in the Up direction and are indicated with crossing approach warning boards.

If a train is closely approaching the protecting signals at stop, the setting of the applicable signal route will cause the level crossing warning equipment to operate but clearing of the signals will be delayed for 15 seconds.

If it becomes necessary to hold a train at the protecting signal after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

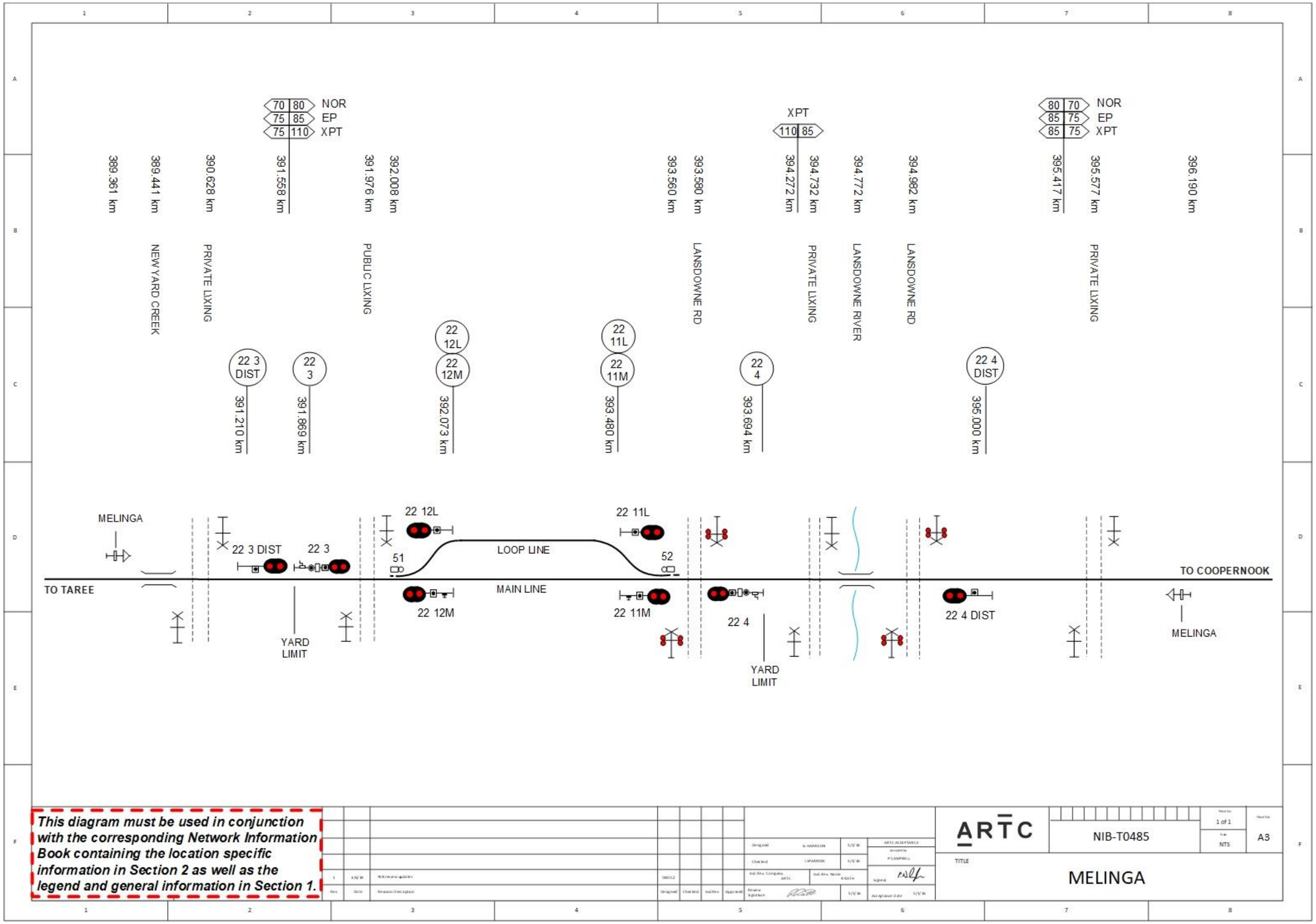
Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Taree – Melinga and Melinga – Coopernook sections.

The half pilot staff for the section Taree - Melinga is inscribed "Melinga 22-12M".

The half pilot staff for the section Melinga – Coopernook is inscribed "Melinga 22-11M"

.



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.

ARTC

NIB-T0485

1 of 1

NTS

A3

TITLE

MELINGA

2.21 Coopernook (CPM)

General Arrangements

Coopernook is a signalled location with no facilities available for crossing trains.

Lansdowne Road (Coopernook) Level Crossing

Type F flashing lights and bells are provided at Lansdowne Road (Coopernook) level crossing 402.919km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the protecting signal. The strike points are located at 402.247km in the Down direction and 403.405km in the Up direction and are indicated with crossing approach warning boards.

If a train is closely approaching the Down home signal at stop, the setting of the signal route by the Signaller will cause the level crossing warning equipment to operate, but clearing of the signal will be delayed for 15 seconds.

If it is necessary to hold a train at either the Up starting signal or the Down home signal after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of two minutes after the signal is returned to stop, and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Lansdowne Road (Coopernook) level crossing

If either Down home signal No. 23-3 or Up starting signal No. 23-12 fails, the Network Controller at NCCS must not authorise a train to pass these signals at stop until:

- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If Up starting signal No. 23-12 fails, the Network Rules and Procedures for Special Working must be carried out.

Coralville Road Level Crossing

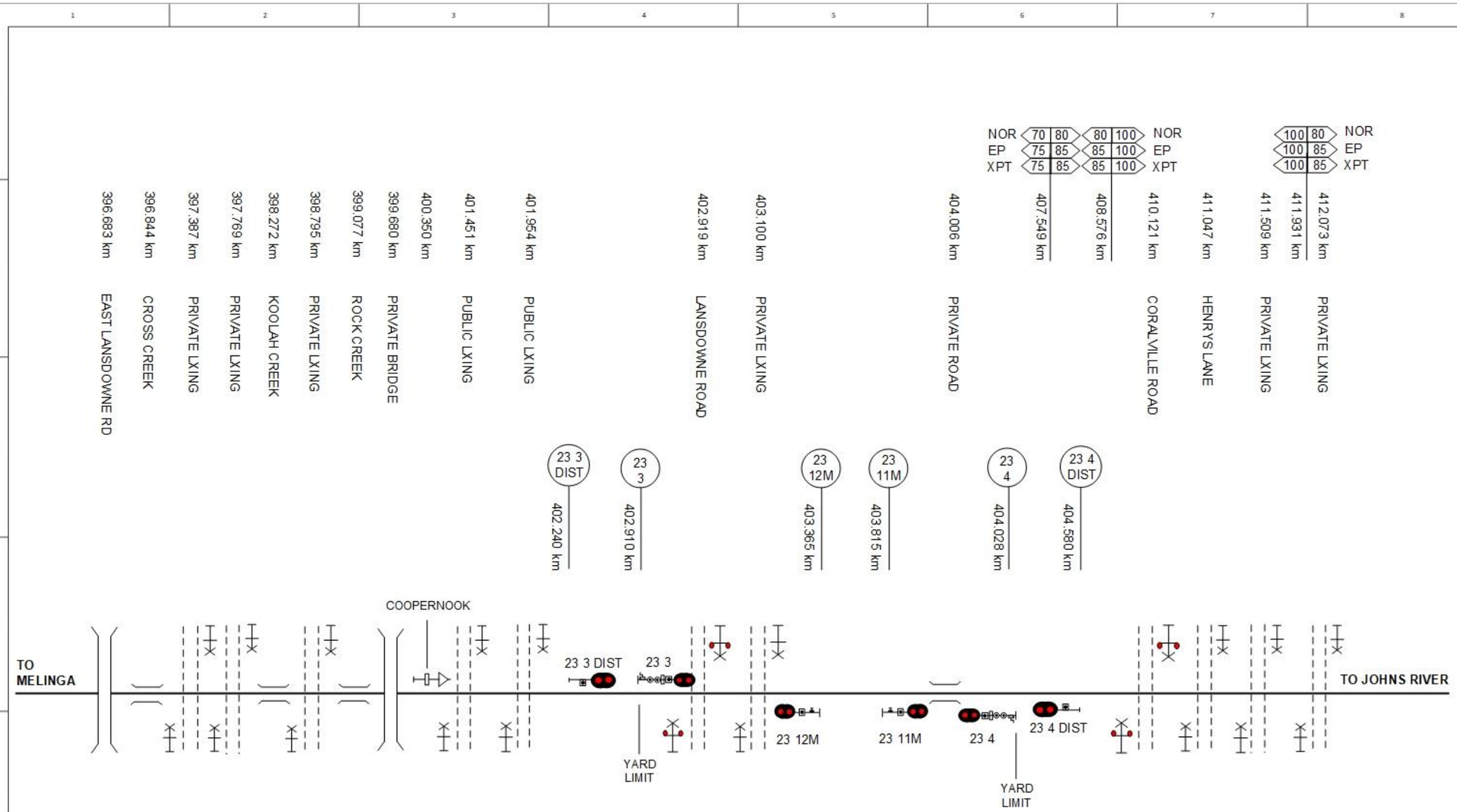
Type F flashing lights and audible warning devices are provided at Coralville Road level crossing located at 410.121km. The level crossing is controlled by a Grade Crossing Predictor (GCP) and is designed for a set warning period. Rail Traffic Crews must not accelerate the rail traffic speed from the trackside sign indicating the predictor circuitry on approach to the level crossing. The level crossing approach warning signs are located at 411.253km in the Up direction and 408.989km in the Down direction. These signs are blue edged to indicate an approach to an electronically controlled (predictor) level crossing.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box near the starting or home/starting signals for the Melinga – Coopernook and Coopernook – Johns River sections.

The half pilot staff for the section the Melinga – Coopernook is inscribed "Coopernook 23-12M".

The half pilot staff for the section Coopernook – Johns River is inscribed "Coopernook 23-11M".



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.

ARTC

NIB-T0486

1 of 1

NTS

A3

TITLE

COOPERNOOK

2.22 Johns River (JRR)

General Arrangements

Loop length 1765m

NOTE: The loop line deviates away from the main line at Johns River

Emergency Operation of Points

The ESML for 51 points is located in the Traffic Hut at the Sydney end of the Loop.

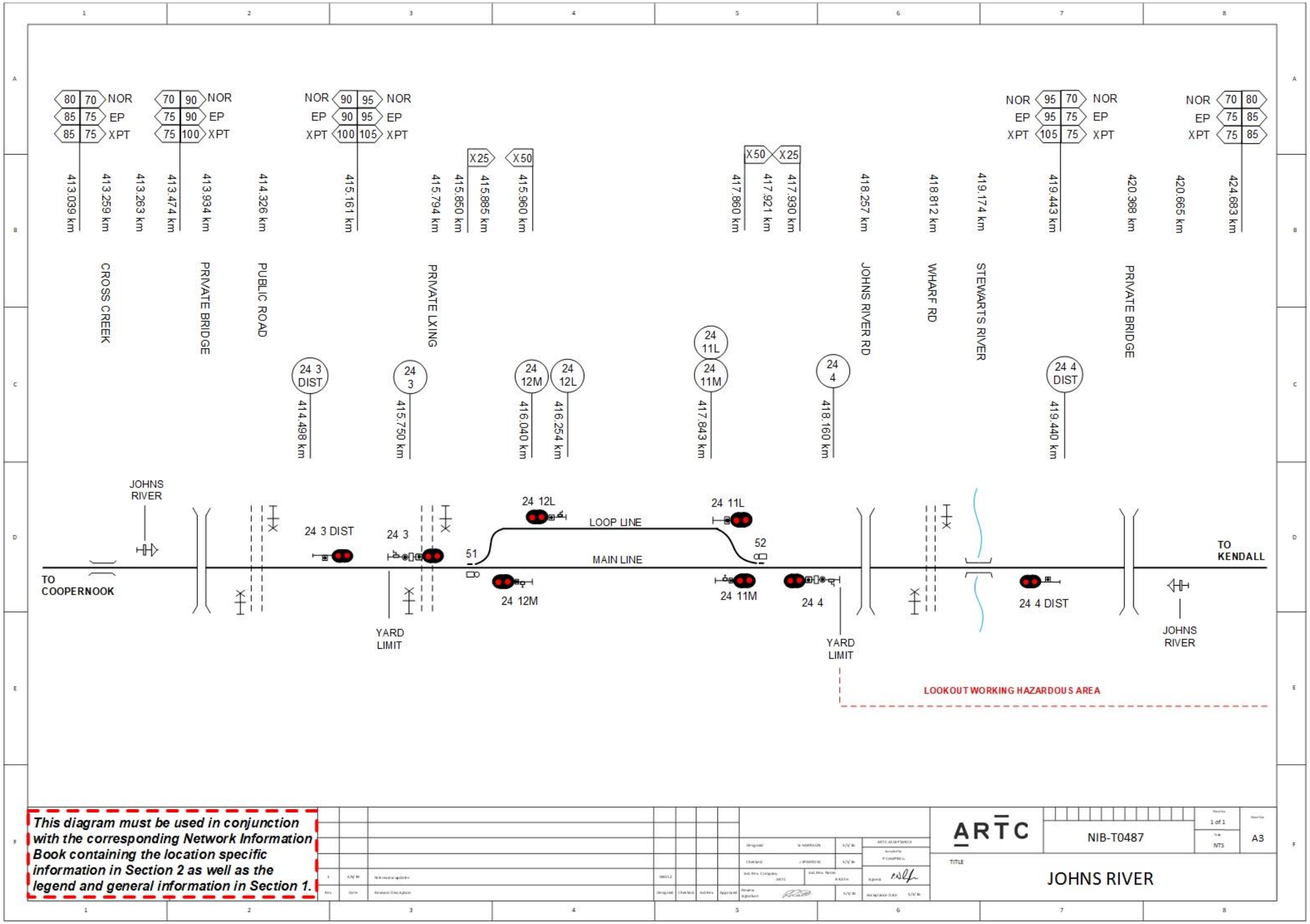
The EOL for 52 points is located on the side of JR7 location cupboard at the Country end of the Loop.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Coopernook – Johns River and Johns River – Kendall sections.

The half pilot staff for the section the Coopernook – Johns River is inscribed "Johns River 24-12M".

The half pilot staff for the section Johns River - Kendall is inscribed "Johns River 24-11M".


NOR 80 70 NOR
EP 85 75 EP
XPT 85 75 XPT
413.039 km
CROSS CREEK
413.259 km
413.263 km
NOR 70 90 NOR
EP 75 90 EP
XPT 75 100 XPT
413.474 km
PRIVATE BRIDGE
413.934 km
PUBLIC ROAD
414.326 km
24 3 DIST
414.498 km
NOR 90 95 NOR
EP 90 95 EP
XPT 100 105 XPT
415.161 km
PRIVATE LXING
415.794 km
24 3
415.750 km
X25
415.850 km
415.885 km
X50
415.960 km
24 12M
416.040 km
24 12L
416.254 km
X50
417.860 km
417.921 km
X25
417.930 km
24 11L
24 11M
417.843 km
JOHNS RIVER RD
418.257 km
24 4
418.160 km
WHARF RD
418.812 km
STEWARTS RIVER
419.174 km
NOR 95 70 NOR
EP 95 75 EP
XPT 105 75 XPT
419.443 km
24 4 DIST
419.440 km
PRIVATE BRIDGE
420.368 km
420.665 km
NOR 70 80
EP 75 85
XPT 75 85
424.683 km
JOHNS RIVER
TO COOPERNOOK
24 3 DIST
24 3
YARD LIMIT
24 12L
LOOP LINE
51
MAIN LINE
24 12M
24 11L
52
24 11M
24 4
YARD LIMIT
24 4 DIST
TO KENDALL
JOHNS RIVER
LOOKOUT WORKING HAZARDOUS AREA
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.
ARTC
NIB-T0487
1 of 1
NTS
A3
TITLE
JOHNS RIVER

2.23 Kendall (KDL)

General Arrangements

Loop length 389m

Goods Siding 215m

Signallers must ensure that signal No. 25-11M is not cleared until passenger trains are ready to depart the platform.

Emergency Operation of Points

ESMLs for 51 and 52 points are located in the Traffic Huts at the Sydney and Country ends of the Loop line.

Ground Frame

Frame B located on the Down side of the Loop line adjacent to the crossovers and provides access to the Goods sidings.

Frame B is unlocked by a key from releasing switch B, which is electrically released by No. 81 lever at NCCS.

Ross Glen Road Level Crossing

Type F flashing lights, bells and half boom gates are provided at Ross Glen level crossing at 428.407km. The level crossing is controlled by a Grade Crossing Predictor (GCP) and is designed for a set warning period. Train operators must not accelerate train speed from the trackside sign indicating predictor circuitry on approach to the crossing. The crossing approach warning boards are located at 427.567km in the Down direction and 429.247km in the Up direction. These boards are blue edged to indicate an approach to an electronically controlled (predictor) level crossing.

Graham Street Level Crossing

Type F flashing lights and bells are provided at Graham Street level crossing 433.290km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the protecting signal. The strike points are located at 432.670km in the Down direction and 434.296km in the Up direction and are indicated with crossing approach warning boards.

Working of Down passenger trains

Signallers must ensure that signal No. 25-11M is not cleared until passenger trains are ready to depart the platform.

If a train is closely approaching the Down starting signals or the Up home signal at stop, the setting of the signal route by the Signaller will cause the level crossing warning equipment to operate, but clearing of the signal will be delayed for 15 seconds.

If it is necessary to hold a train at either the Down starting signal or the Up home signal after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop and will then cancel automatically.

Special arrangements if there is a failure of the signals protecting Graham Street level crossing

If either Up home signal No. 25-4 or Down home/starting signals No. 25-11M or No. 25-11L fails, the Network Controller at NCCS must not authorise a train to pass these signals at stop until:

- either the Network Rules and Procedures for warning trains have been carried out
- or an assurance has been obtained from the Handsignaller(s) at the level crossing that the road traffic is clear of the crossing.

If either Down starting signal No. 25-11M or No. 25-11L fails, the Network Rules and Procedures for Special Working must be carried out.

Paul Adams Road Level Crossing (Herons Creek Mill)

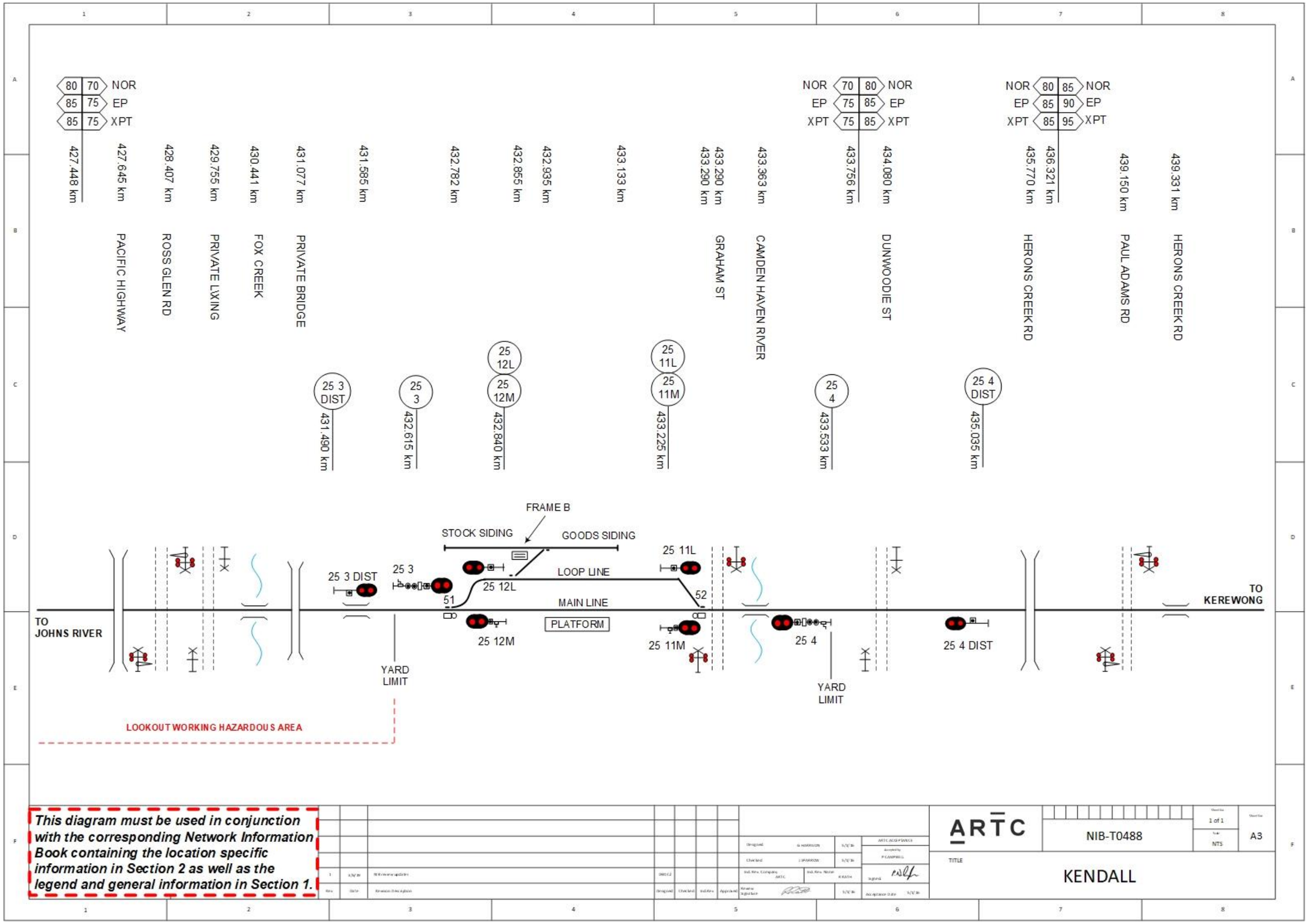
Type F flashing lights, bells and boom gates are provided at Paul Adams Road level crossing 439.150km. The level crossing is activated by conventional track circuits. The strike points are located at 438.315km in the Down direction and 440.484km in the Up direction and are indicated with crossing approach warning boards.

Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the starting or home/starting signals for the Johns River – Kendall and Kendall – Kerewong sections.

The half pilot staff for the section the Johns River - Kendall is inscribed "Kendall 25-12M".

The half pilot staff for the section Kendall – Kerewong is inscribed "Kendall 25-11M".


NOR 80 85 NOR
EP 85 90 EP
XPT 85 95 XPT
NOR 70 80 NOR
EP 75 85 EP
XPT 75 85 XPT
80 70 NOR
85 75 EP
85 75 XPT
439.331 km HERONS CREEK RD
439.150 km PAUL ADAMS RD
436.321 km
435.770 km HERONS CREEK RD
434.080 km DUNWOODIE ST
433.756 km
433.363 km CAMDEN HAVEN RIVER
433.290 km
433.290 km GRAHAM ST
433.133 km
432.935 km
432.855 km
432.782 km
431.585 km
431.077 km PRIVATE BRIDGE
430.441 km FOX CREEK
429.755 km PRIVATE LXING
428.407 km ROSS GLEN RD
427.645 km PACIFIC HIGHWAY
427.448 km
25 4 DIST
435.035 km
25 4
433.533 km
25 11L
25 11M
433.225 km
25 12L
25 12M
432.840 km
25 3
432.615 km
25 3 DIST
431.490 km
FRAME B
STOCK SIDING
GOODS SIDING
LOOP LINE
MAIN LINE
PLATFORM
25 11L
25 3 DIST
25 3
25 12L
51
52
25 12M
25 11M
25 4
25 4 DIST
TO JOHNS RIVER
TO KEREWONG
YARD LIMIT
YARD LIMIT
LOOKOUT WORKING HAZARDOUS AREA
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.
ARTC
NIB-T0488
1 of 1
NTS
A3
TITLE
KENDALL

2.24 Kerewong (KRI)

General Arrangements

Loop length 1598m

Emergency Operation of Points

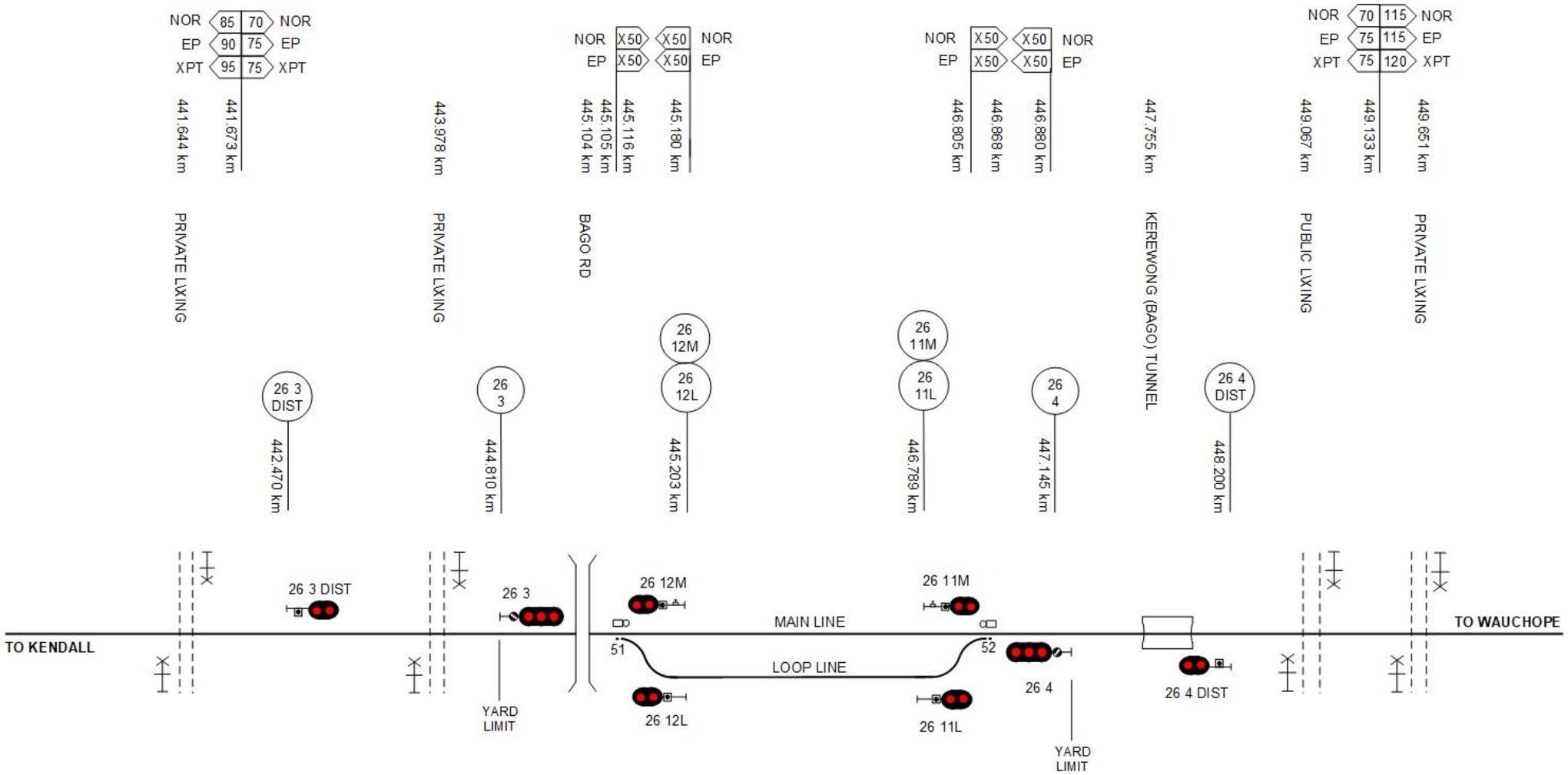
The ESML for 51 points is located in the Traffic Hut at the Sydney end of the Loop.

The EOL for 52 points is located in the KG9 cabinet at the Country end of the Loop.

Half Pilot Staffs

The half pilot staff for the Kerewong to Wauchope section is located on signal 26-11M.

The half pilot staff for the Kerewong to Kendall section is located on signal 26-12M.



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.

ARTC

NIB-T0489

1 of 1

NTS

A3

TITLE

KEREWONG

2.25 Wauchope (WUC)

General Arrangements

Loop length 479m

Sidings are leased to a private operator. Refer safety interface agreement IA1819 for further details.

Signallers must ensure that signal No. 27-12M is not cleared until passenger trains are ready to depart the platform.

NOTE: An Intermediate Section exists between Wauchope and Telegraph Point

Emergency Operation of Points

ESMLs for 51 and 52 points are located in the Traffic Huts at the Sydney and Country ends of the Loop line.

Ground Frames

Frames E and H are located on the Down side of the Loop line adjacent to the crossovers and provide access to the Transit siding.

Frame E is unlocked by a key from releasing switch E, which is electrically released by No. 81 release at NCCS.

Frame H is unlocked by a key from releasing switch H. which is electrically released by No. 82 release at NCCS.

Kings Creek Road Level Crossing

Type F flashing lights, bells and half boom gates are provided at Kings Creek Road level crossing 451.370km. The level crossing is controlled by a Grade Crossing Predictor (GCP) and is designed for a set warning period. Train operators must not accelerate train speed from the trackside sign indicating predictor circuitry on approach to the crossing. The crossing approach warning boards are located at 449.970km in the Down direction and 452.770km in the Up direction. These boards are blue edged to indicate an approach to an electronically controlled (predictor) level crossing.

Oxley Highway Level Crossing

Type F flashing lights, bells and half boom gates are provided at Oxley Highway level crossing 454.740km. The level crossing is activated by conventional track circuits for Down and Up trains, subject to the clearance of the protecting signal. The strike points are located at 453.308km in the Down direction and 455.776km in the Up direction and are indicated with crossing approach warning boards.

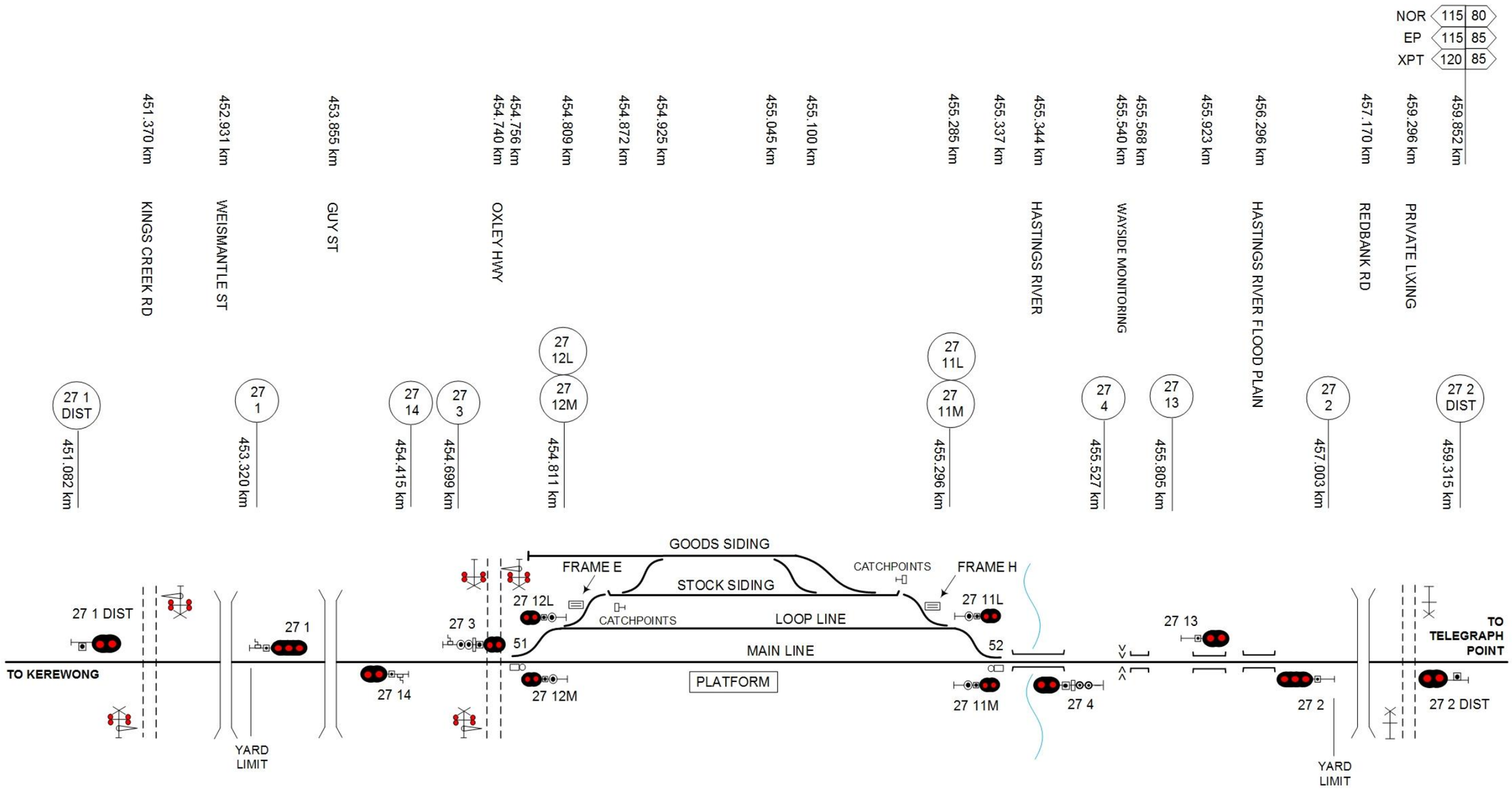
If a train is closely approaching the Up or the Down home signal at stop, the setting of the signal route by the Signaller will cause the level crossing warning equipment to operate, but clearing of the signal will be delayed for 15 seconds.

If it is necessary to hold a train at either the Up or the Down home signal after the signal has been cleared, the level crossing warning equipment will continue to operate for a period of 120 seconds after the signal is returned to stop, and will then be cancelled automatically.

Half Pilot Staff

A half pilot staff is provided in the pilot staff lock inside a locked box on the Home/Starting signal 27-11M for the Wauchope – Kerewong section.

The half pilot staff for the section Wauchope - Kerewong is inscribed "Wauchope 27-14".



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.

Rev	Date	Revision Description	Designed	Checked	Ind/Rev	Approved
2	5/8/21	Signals 27-4, 27-13 & 27-2 updated.				
1	3/6/19	NIB review updates	DBOCZ			

Designed	G HARRISON	5/1/16	ARTC ACCEPTANCE
Checked	J SPARROW	5/1/16	Accepted by: P CAMPBELL
Ind. Rev. Company: ARTC	Ind. Rev. Name: R RATH		Signed:
Review Signature		5/1/16	Acceptance Date 5/1/16

ARTC

TITLE

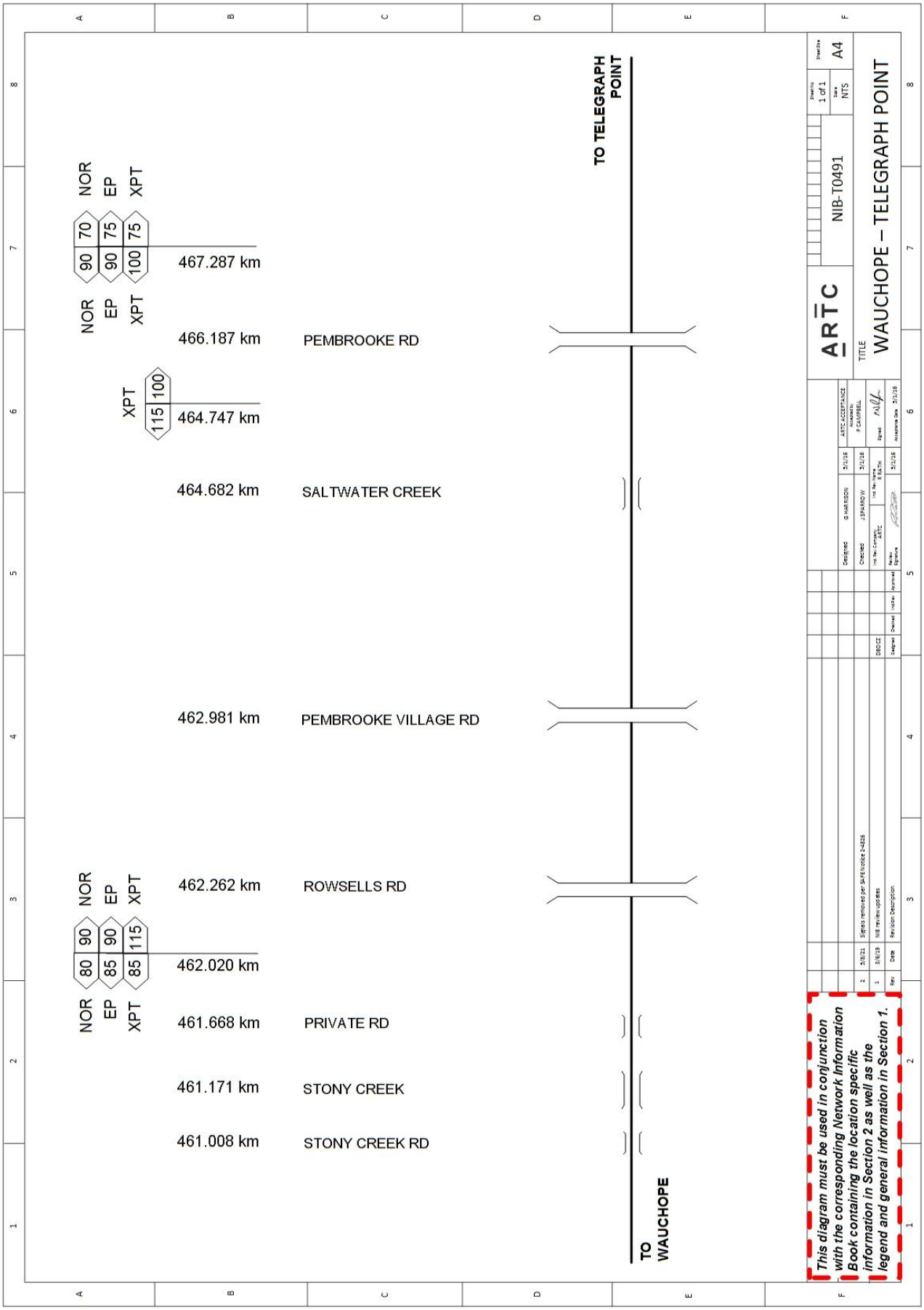
WAUCHOPE

NIB-T0490

Sheet No 1 of 1

Scale NTS

Sheet Size A3


TO TELEGRAPH POINT
NOR 70
EP 75
XPT 75
NOR 90
EP 90
XPT 100
467.287 km
466.187 km
PEMBROOKE RD
XPT 100
115
464.747 km
464.682 km
SALTWATER CREEK
462.981 km
PEMBROOKE VILLAGE RD
NOR 90
EP 90
XPT 115
NOR 80
EP 85
XPT 85
462.262 km
ROWSELLS RD
462.020 km
461.668 km
PRIVATE RD
461.171 km
STONY CREEK
461.008 km
STONY CREEK RD
TO WAUCHOPE
ARTC
NIB-T0491
1 of 1
NTS
A4
TITLE
WAUCHOPE – TELEGRAPH POINT
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.

2.26 Telegraph Point (TLP)

General Arrangements

Loop length 1607m

Siding 221m

Emergency Operation of Points

The ESML for 51 points is located in the Traffic Hut at the Sydney end of the Loop.

The EOL for 52 points is located in the Traffic Hut at the Country end of the Loop.

Ground Frame

Frame C is located on the Up side of the main line adjacent to the crossovers and provides access to the Goods siding.

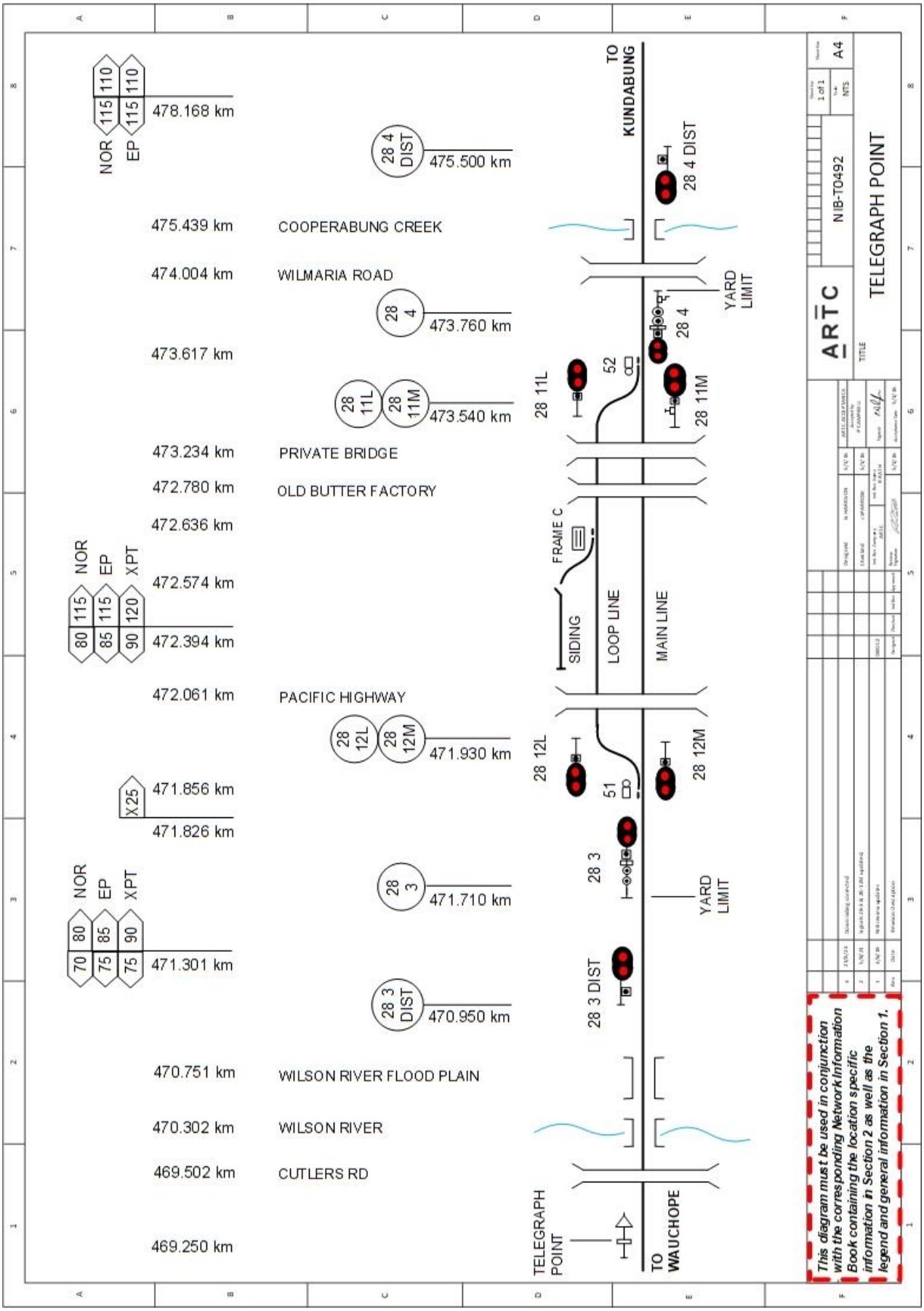
Frame C is unlocked by a key from releasing switch C, which is electrically released by No. 82 release at NCCS.

Emergency release for releasing switch C is located adjacent to the points.

Half Pilot Staff

A Half pilot staff is provided in the pilot staff lock inside a locked box on the Home/Starting signal 28 – 11M for the Telegraph Point – Kundabung section.

The half pilot staff for the section Telegraph Point – Kundabung is inscribed "Telegraph Point 28 - 11M".


478.168 km
NOR 115 110
EP 115 110
28 4 DIST
475.500 km
475.439 km
COOPERABUNG CREEK
474.004 km
WILMARIA ROAD
28 4
473.760 km
473.617 km
28 11L
28 11M
473.540 km
473.234 km
PRIVATE BRIDGE
472.780 km
OLD BUTTER FACTORY
472.636 km
NOR EP XPT
472.574 km
80 115 85 115 90 120
472.394 km
472.061 km
PACIFIC HIGHWAY
28 12L
28 12M
471.930 km
X25
471.856 km
471.826 km
NOR EP XPT
70 80 75 85 75 90
471.301 km
28 3
471.710 km
28 3 DIST
470.950 km
470.751 km
WILSON RIVER FLOOD PLAIN
470.302 km
WILSON RIVER
469.502 km
CUTLERS RD
469.250 km
TO KUNDABUNG
28 4 DIST
YARD LIMIT
28 4
52
28 11L
28 11M
FRAME C
SIDING
LOOP LINE
MAIN LINE
28 12L
51
28 12M
28 3
YARD LIMIT
28 3 DIST
TELEGRAPH POINT
TO WAUCHOPE
ARTC
TITLE
TELEGRAPH POINT
NIB-T0492
A4
NTS
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.

2.27 Kundabung (KUN)

General Arrangements

Loop length 420m

Siding 230m – Currently booked out of use

Emergency Operation of Points

ESMLs for 51 and 52 points are located in the Traffic Huts at the Sydney and Country ends of the Loop line.

Goods Siding

The goods siding is located on the Down side of the loop line and is connected to the loop line at each end. The points are operated from ground frames B and C.

Emergency release keys are provided to release frames B and C in the event of a failure of releasing switch B or C. The keys are located in release locks in the Traffic Hut.

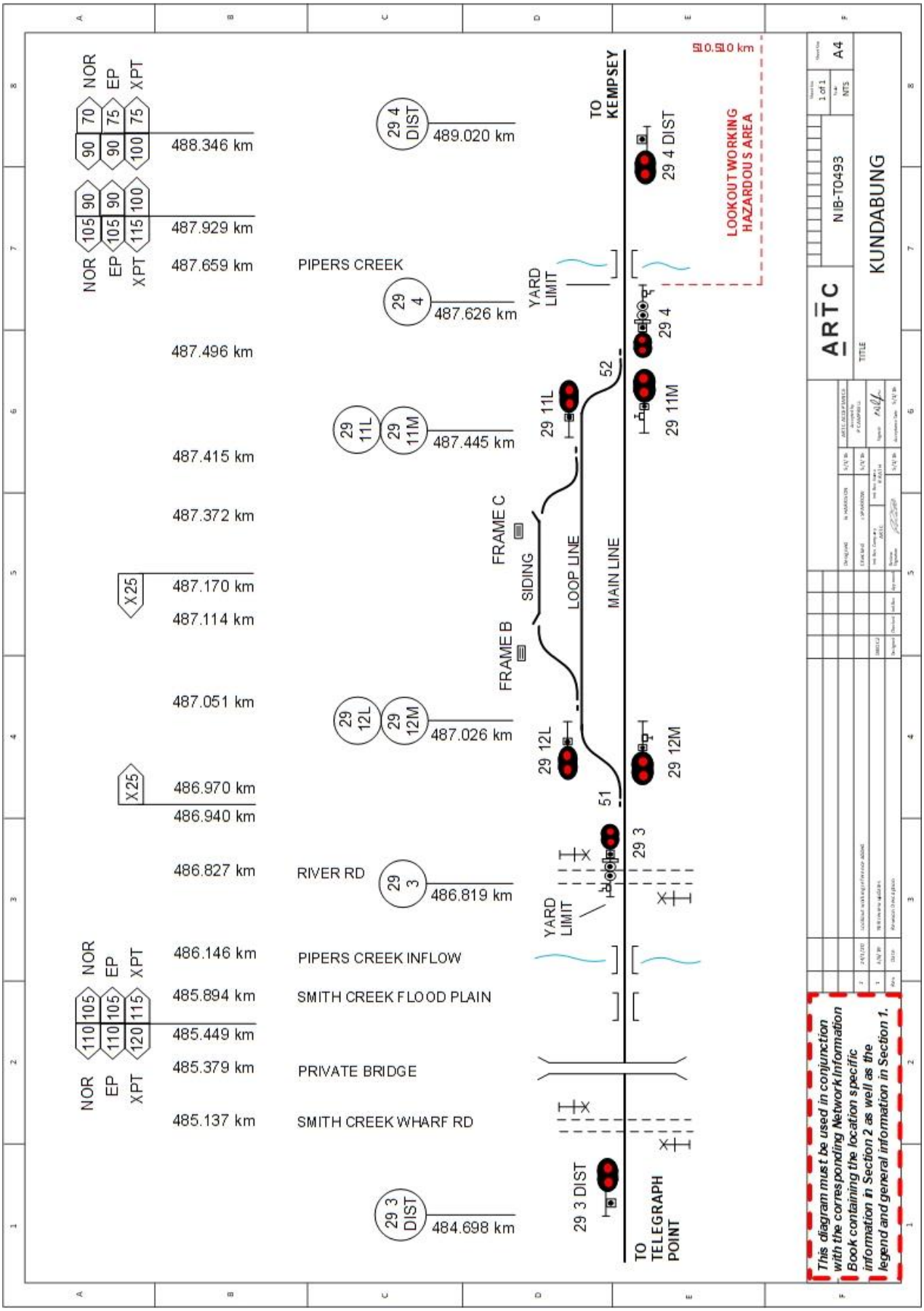
When either of the keys is taken from its release lock, it will place or maintain all signals at Kundabung at stop.

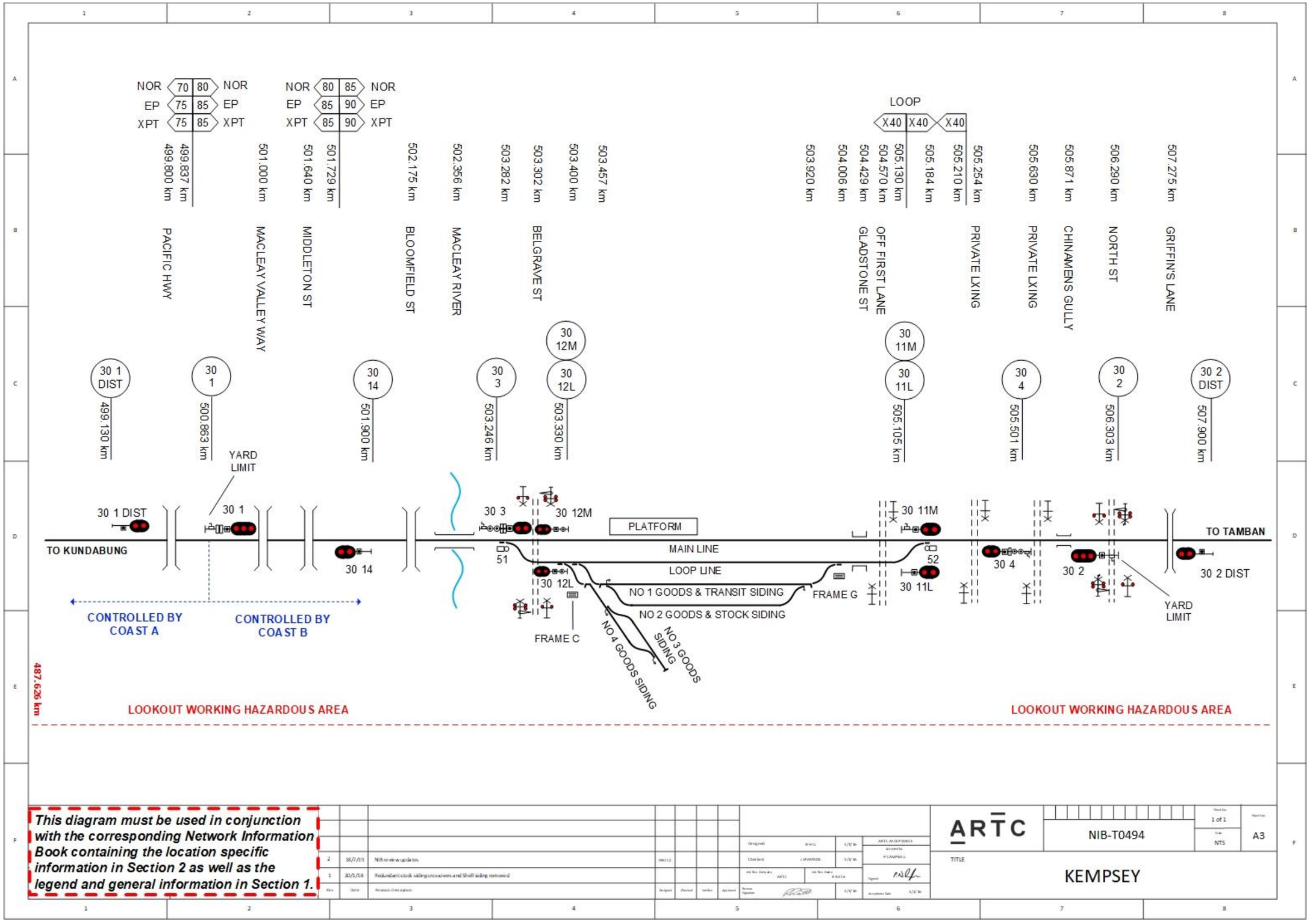
Half Pilot Staffs

Half pilot staffs are provided in the pilot staff locks inside a locked box on the home/starting signals for the Telegraph Point – Kundabung and Kundabung – Kempsey sections.

The half pilot staff for the section Telegraph Point - Kundabung is inscribed Kundabung 29-12M.

The half pilot staff for the section Kundabung - Kempsey is inscribed Kundabung 29-11M.


NOR 90 70
EP 90 75
XPT 100 75
488.346 km
NOR 105 90
EP 105 90
XPT 115 100
487.929 km
487.659 km
PIPERS CREEK
29 4 DIST
489.020 km
TO KEMPSEY
510.510 km
29 4 DIST
LOOKOUT WORKING HAZARDOUS AREA
YARD LIMIT
29 4
487.626 km
487.496 km
52
29 11L
29 11M
487.445 km
29 11M
487.415 km
487.372 km
FRAME C
SIDING
LOOP LINE
MAIN LINE
X25
487.170 km
487.114 km
FRAME B
487.051 km
29 12L
29 12M
487.026 km
29 12M
X25
486.970 km
486.940 km
51
29 3
486.827 km
RIVER RD
29 3
486.819 km
YARD LIMIT
NOR 110 105
EP 110 105
XPT 120 115
486.146 km
PIPERS CREEK INFLOW
485.894 km
SMITH CREEK FLOOD PLAIN
485.449 km
485.379 km
PRIVATE BRIDGE
485.137 km
SMITH CREEK WHARF RD
29 3 DIST
484.698 km
29 3 DIST
TO TELEGRAPH POINT
ARTC
TITLE
NIB-T0493
KUNDABUNG
A4
1 of 1
NTS
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.


NOR 70 80 NOR
EP 75 85 EP
XPT 75 85 XPT
NOR 80 85 NOR
EP 85 90 EP
XPT 85 90 XPT
LOOP
X40 X40 X40
499.800 km
499.837 km
PACIFIC HWY
501.000 km
MACLEAY VALLEY WAY
501.640 km
501.729 km
MIDDLETON ST
502.175 km
BLOOMFIELD ST
502.356 km
MACLEAY RIVER
503.282 km
503.302 km
BELGRAVE ST
503.400 km
503.457 km
503.920 km
504.006 km
504.429 km
504.570 km
505.130 km
OFF FIRST LANE
GLADSTONE ST
505.184 km
505.210 km
505.254 km
PRIVATE LXING
505.630 km
PRIVATE LXING
505.871 km
CHINAMENS GULLY
506.290 km
NORTH ST
507.275 km
GRIFFIN'S LANE
30 1 DIST
499.130 km
30 1
500.863 km
30 14
501.900 km
30 3
503.246 km
30 12M
30 12L
503.330 km
30 11M
30 11L
505.105 km
30 4
505.501 km
30 2
506.303 km
30 2 DIST
507.900 km
YARD LIMIT
30 1 DIST
30 1
TO KUNDABUNG
30 14
30 3
30 12M
PLATFORM
51
MAIN LINE
LOOP LINE
30 12L
NO 1 GOODS & TRANSIT SIDING
NO 2 GOODS & STOCK SIDING
FRAME C
NO 4 GOODS SIDING
NO 3 GOODS SIDING
FRAME G
30 11M
52
30 11L
30 4
30 2
TO TAMBAN
30 2 DIST
YARD LIMIT
CONTROLLED BY COAST A
CONTROLLED BY COAST B
487.626 km
LOOKOUT WORKING HAZARDOUS AREA
LOOKOUT WORKING HAZARDOUS AREA
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 18/7/19 NIB review updates
1 30/1/18 Redundant stock siding crossovers and Shelf siding removed
ARTC
NIB-T0494
1 of 1
NTS
A3
TITLE
KEMPSEY