

Route Access Condition Notice

18-00005

Distributed To:	ARTC Website
Distribution Date:	16/04/18
Requested By:	ARTC
Subject:	On Train Communication
Effective Period:	Until Published
Amendment Type:	Permanent (to be added to RAS)

Note: Permanent Route Access Condition Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.

RAS Reference:

Section: General Information 4.10 **Version No.:** 1.7 **Page/s:** 38

ARTC Network Location:

Line Sections & Kms: ARTC network

Details: Changes to On Train Communication Requirements

4.10 On Train Communication

Table 4.10.1 On Train Communication Requirements for ARTC Network Areas

ARTC Network Area	On-Train Communication Requirement
NSW	<p>*NTCS / ICE radio to provide the primary means of voice communications between the Train Crew driver and Network Controller.</p> <p>Working backup communications, which may include mobile or satellite phone, to be used in the event of a failure of the primary voice radio system.</p> <p>Local Train Radio (LTR) (UHF 450.050 MHz) for local communications with other Train Crews drivers, track workers and wayside equipment.</p> <p>ICAPS capable radio for the remote operation of points by the Train Crew from the locomotive between Goobang Junction and Broken Hill.</p>
Victoria	<p>*NTCS / ICE radio to provide the primary means of voice communications between the Train Crew driver and Network Controller.</p> <p>Working backup communications, which may include mobile or satellite phone, to be used in the event of a failure of the primary voice radio system.</p> <p>Local Train Radio (LTR) (UHF 450.050 MHz) for local communications with other Train Crews drivers, track workers and wayside equipment.</p>
SAWA	<p>*NTCS / ICE radio to provide the primary means of voice communications between the Train Crew driver and Network Controller.</p> <p>UHF radio can be used to provide the primary means of voice communications between the train driver and Network Controller.</p> <p>Working backup communications, which may include mobile or satellite phone, to be used in the event of a failure of the primary voice radio system.</p> <p>Local Train Radio (LTR) (UHF 418.425 MHz) for local communications with other Train Crews drivers, track workers and wayside equipment.</p> <p>ICAPS capable radio for the remote operation of points by the Train Crew from the locomotive between Tent Hill and Parkeston.</p>
GHERINGHAP - MAROONA (VIC)	<p>*NTCS / ICE radio to provide the primary means of voice communications between the train driver and Network Controller.</p> <p>UHF radio for receiving data transmitted authorities from the Network Controller.</p>
TENT HILL - PARKESTON (SAWA)	<p>*NTCS / ICE radio to provide the primary means of voice communications between the train driver and Network Controller.</p> <p>ICAPS capable radio for the remote operation of points by the train driver from the locomotive.</p>

- *Note:*
- 1. Train crews' must ensure that ICE radio units in all trailing locomotives are turned off when NOT in use*
 - 2. For more details refer to CoP Addendum section 17 Communications*

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