



**CODE OF PRACTICE  
FOR  
OPERATIONS & SAFEWORKING  
  
NETWORK INTERFACE  
  
CO-ORDINATION PLAN**

**DOCUMENT No. TA02**

**Issue 2.2**

**30 June 2004**

**APPENDIX II**

**INTERSTATE NETWORK  
OVERVIEW**

DOCUMENT UNCONTROLLED WHEN PRINTED


**Shaded Sections of this Document have been superseded by  
content in the  
ARTC ROUTE ACCESS STANDARD**

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| Number    | Page or Clause    | Summary of Amendments  | Date Issued |
|-----------|-------------------|--|-------------|
| Issue 2.1 | Section 2.6       | Pyrenees loop length – revised length – TN 1679/2002   | 30/06/03    |
| Issue 2.1 | Section 2.6       | Maroona loop length – revised length – TN 1110/2002  | 30/06/03    |
| Issue 2.1 | Section 2.1       | Mt Barker loop shown - TN 2177/2001  | 30/06/03    |
| Issue 2.1 | Section 2.2 & 2.3 | Port Augusta Freight Main, Passenger Loop , & Port Augusta main and crossing lengths shown - TN 6609/2000 - TN 2176/2001     | 30/06/03    |
| Issue 2.1 | Section 2.2       | Mt Lofty loop and main line lengths -- TN 2171/2001  | 30/06/03    |
| Issue 2.1 | Section 2.2       | Gheringhap engineers siding shown – TN 1784/2001   | 30/06/03    |
| Issue 2.1 | Section 2.3       | Kitchener and Curtin loop lengths shown – TN 1740/2001   | 30/06/03    |
| Issue 2.1 | Section 2.6       | Laverton loop and TGD siding shown - TN 77/2003  | 30/06/03    |
| Issue 2.1 | Section 2.2       | Dry Creek crossing loop and SCT siding at AFT shown -- TN 1242/2002 & 647/2002 & 484/2001                                    | 30/6/03     |
| Issue 2.1 | Section 2.5       | Note re crossing procedures at Yunta and loop length shown TN 311/2003 & TN 7551/2000  | 30/6/03     |
| Issue 2.1 | Section 2.7       | Benalla, Wodonga, Donnybrook, Violet Town, Longwood, Wallan and Glenrowan cripple roads removed – TN 5334/2000 & TN4882/1999 | 30/6/03     |
| Issue 2.1 | Section 2.7       | Benalla loop length changed to length as per Network Service Plan – not extended in loop program                             | 30/6/03     |
| Issue 2.1 | Section 2.1       | Tintinarra loop – length altered to original length shown in previous version of TA02  | 30/6/03     |
| Issue 2.1 | Section 2.2       | Mambray Creek loop length as per TN 7484/2000  | 30/6/03     |
| Issue 2.1 | Section 2.2       | South Western Rail siding shown at Bolivar - TN 665/2003   | 30/6/03     |
| Issue 2.1 | Section 2.2       | Balco siding and ASR siding at Bowmans shown – TN 696 & 697 /2003  | 30/6/03     |
| Issue 2.2 | Section 2.2       | Snowtown loop and main line lengths altered – TN 1063/2003   | 30/6/04     |
| Issue 2.2 | Section 2.5       | Pinnacle siding shown - TN 1188/2003   | 30/6/04     |
| Issue 2.2 | Section 2.2       | Special procedures apply on Port Pirie to Port Augusta leg of triangle at Coonamia – TN 349/2004                             | 30/6/04     |
| Issue 2.2 | Section 2.2       | South West Rail siding Bolivar siding closed – TN 406/2004 & repeated 628/2004   | 30/6/04     |
| Issue 2.2 | Section 2         | Tarcoola to Alice Springs detail removed - TN 8/2004   | 30/6/04     |

|           |                        |   |         |
|-----------|------------------------|---|---------|
| Issue 2.2 | Section 2.3            | Naretha dead end siding removed - TN 768/2004   | 30/6/04 |
| Issue 2.2 | Section 2.2            | AWB balloon loops at Crystal Brook & Mallala shown - Tn 1636/2003 & TN 95/2004                | 30/6/04 |
| Issue 2.2 | Section 2.1, 2.2 & 2.4 | Grain sidings under ARG operational and maintenance management from 1 June 2004 – TN 728/2004 | 30/6/04 |
| Issue 2.2 | Section 1              | Network definition referenced to access agreement   | 30/6/04 |

|  |                                    |                   |
|--|------------------------------------|-------------------|
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## 1 NETWORK DEFINITION

Network is as defined within access agreement as below

### 1.1 ARTC Track from Wolseley to Kalgoorlie/Broken Hill

#### 1.1.1 Kalgoorlie to Crystal Brook

From the eastern end of Kalgoorlie at 1781.500 kms to Crystal Brook including all tracks, turnouts and signals forming the Crystal Brook and Coonamia triangle.

#### 1.1.2 Tarcoola – Asia Pacific Interface Point

From the 504.5 kms mark to the 510.850 km mark.

#### 1.1.3 Port Augusta to Whyalla

From the point of connection with the Kalgoorlie to Port Augusta line to the main line facing points located at 166.590 kms at the northern entrance to the Whyalla yard.

#### 1.1.4 Crystal Brook to Broken Hill

From the eastern end of the Crystal Brook triangle to the western end of Broken Hill at 391.990 kms.

#### 1.1.5 Crystal Brook to Dry Creek

From the southern end of the Crystal Brook triangle to the southern apex of the Dry Creek triangle.

#### 1.1.6 Adelaide Metropolitan Area

- From Dry Creek including all tracks, points and signals forming the Dry Creek triangle to Pelican Point/Outer Harbour.(subject to agreement between ARTC and Trans Adelaide regarding access rights over Trans Adelaide track between Port Adelaide Junction and Glanville.)
- From Gillman Junction to a point approximately 100 metres before the Eastern Parade level crossing at Port Adelaide flat.

#### 1.1.7 Dry Creek to the South Australian/Victorian border

From the southern apex of Dry Creek Triangle to the Victorian border at 313.210 kms.

#### 1.1.8 Crossing Loops

All crossing loops within each corridor described above.

### 1.1.9 Authority Points

All other railtrack connecting with those running lines within each corridor described above between the running lines and the last signal, derail or other point of authority on that railtrack protecting access to the running line.

## 1.2 ARTC Track in Victoria from Wolseley to Albury

### 1.2.1 Part 1 - Mainline South Australia to Melbourne

| Location   | Boundary   |
|--|--|
| SA/VIC Border  | Marked distance 463.687 km   |
| Mainline including crossing loops, dual gauge, turnouts, and diamond | Last long timber at turnouts to sidings and diamond crossings          |
| Dimboola   | Last long timber to Yaapect branch line                                |
| Murtoa   | Last long timber to Hopetoun branch line                               |
| Maroona  | Last long timber to Portland branch line                               |
| Gheringhap   | Last long timber at Divergence of dual gauge at Butcher Road 81.600 km |
| North Geelong "C"  | Last long timber at divergence of dual gauge                           |
| Newport  | Last long timber at divergence of dual gauge                           |
| Brooklyn   | Last long timber at divergence of dual gauge                           |
| Sims Street Junction   | Ref "Part 3 – Melbourne Boundaries"                                    |

### 1.2.2 Part 2 - Mainline New South Wales to Melbourne

| Location  | Boundary   |
|---|--|
| Albury  | Marked distance 304.163 km   |
| Mainline including crossing loops, cripple roads, dual gauge, turnouts, and diamond | Last long timber at turnouts to sidings (other than cripple roads) and diamond crossings |
| Somerton  | Last long timber in turnout to No. 3   |
| McIntyre  | Last long timber in turnout No. 2  |
| Sims Street Junction  | Ref "Part 3 – Melbourne Boundaries"  |

### 1.3 ARTC Track in Victoria from Wolseley to Albury

#### 1.3.1 Part 3 - Melbourne Boundaries

| South Dynon Junction to Spencer Street<br>Location | Boundary                            |
|--|-------------------------------------|
| Spencer Street                                     | Home Signal SST184                  |
| Reversing Loop Junction                            | Last long timber in the mixed gauge |
| Contrans Siding                                    | Dwarf Signal 204                    |
|  |                                     |
| South Dynon Terminal (east end)                    | Dwarf Signals 210 & 214             |
| South Dynon Terminal (west end)                    | Dwarf Signals 126, 228, 230 & 232   |

| Sims Street Junction to North Dynon<br>Location | Boundary              |
|---|-----------------------|
| North Dynon Intermodal Terminal                 | Dwarf Signals 92 & 94 |
| North Dynon Agents Area                         | Dwarf Signal 90       |

| South Dynon Junction to Appleton Dock<br>Location | Boundary   |
|---|--|
| Operations terminal (west end)                    | Dwarf Signal 142   |
| Operations terminal (east end)                    | Dwarf Signal 236 Note : track on the crossover between MOT No 3 track and MOT no 2 track, beyond the last long timber on turnout No 235, does not form part of the ARTC Network. Dwarf Signal 238, although beyond the ARTC boundary, forms part of the ARTC network |
| Appleton Dock                                     | Footscray Road Level Crossing  |

| Other Areas<br>Location                   | Boundary  |
|---|---|
| Track to NRC Wagon maintenance Centre     | Dwarf Signal 154  |
| Locomotive Provisioning Centre (west end) | Dwarf Signal 130  |
| Locomotive Provisioning Centre (east end) | Dwarf Signal 128 Note : track between the last long timber on turnout No 127D and the last long timber on turnout No 123U, does not form part of the ARTC network |
| Sims Street Triangle                      | Sims Street Junction<br>Weighbridge Junction<br>South Dynon Junction  |

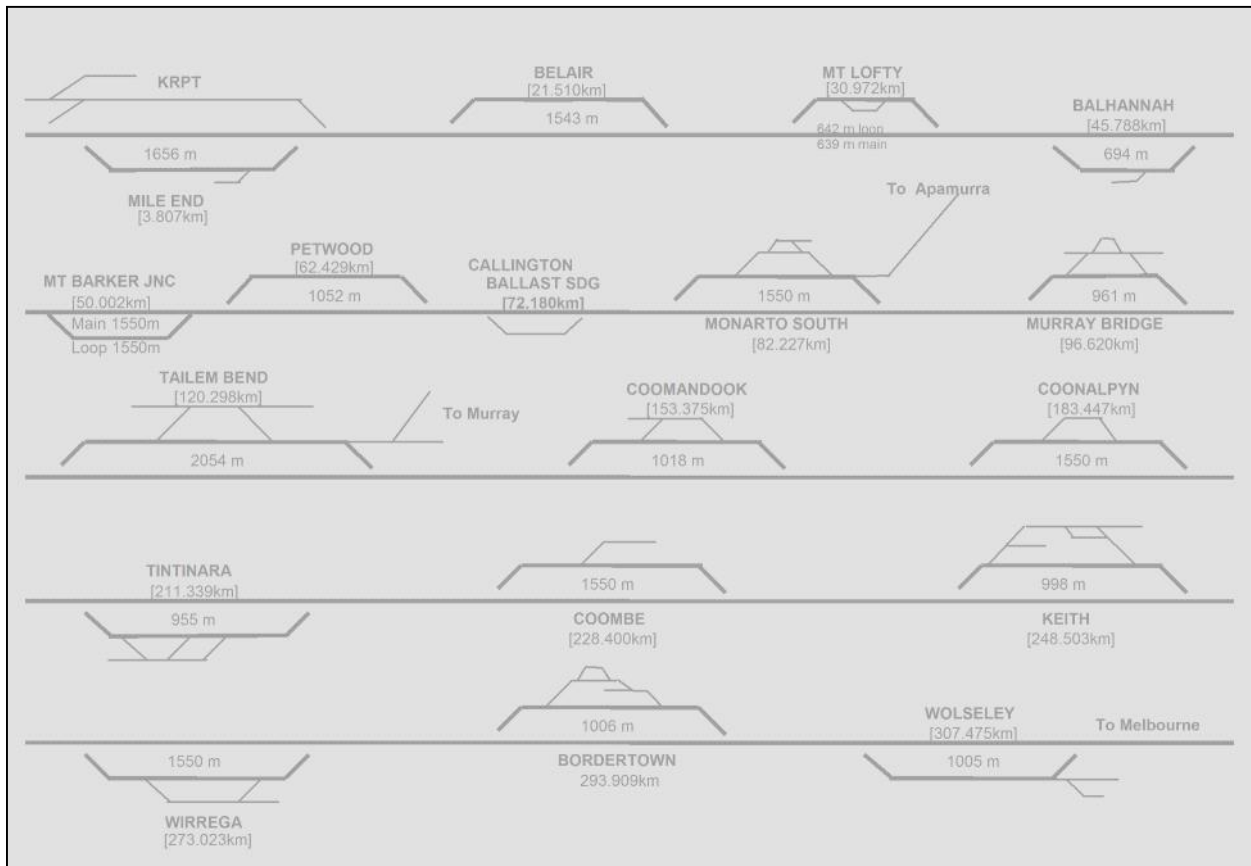




## 2 DIAGRAMS

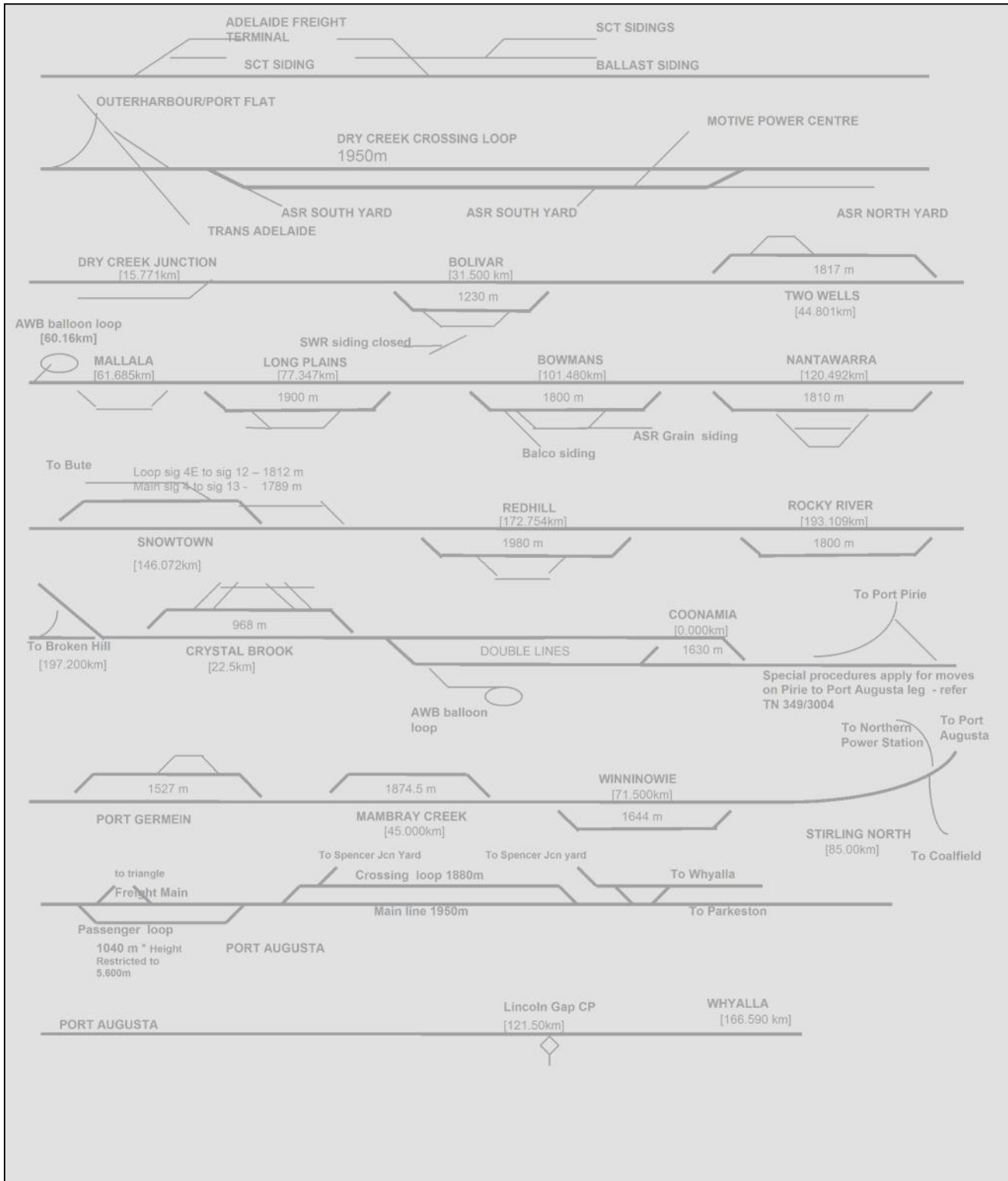
### 2.1 Mile End to Wolseley (Crossing Loop Standing Room Shown in Metres)

To be viewed in conjunction with the Network Definition and ARTC Infrastructure Management System Maps. Grain sidings at Wolesley, bordertown, Wirrega, Keith, Tintinara, Coonalpyn, Coomandook, Murray Bridge and Monarto South under ARG management from 1 June 2004.

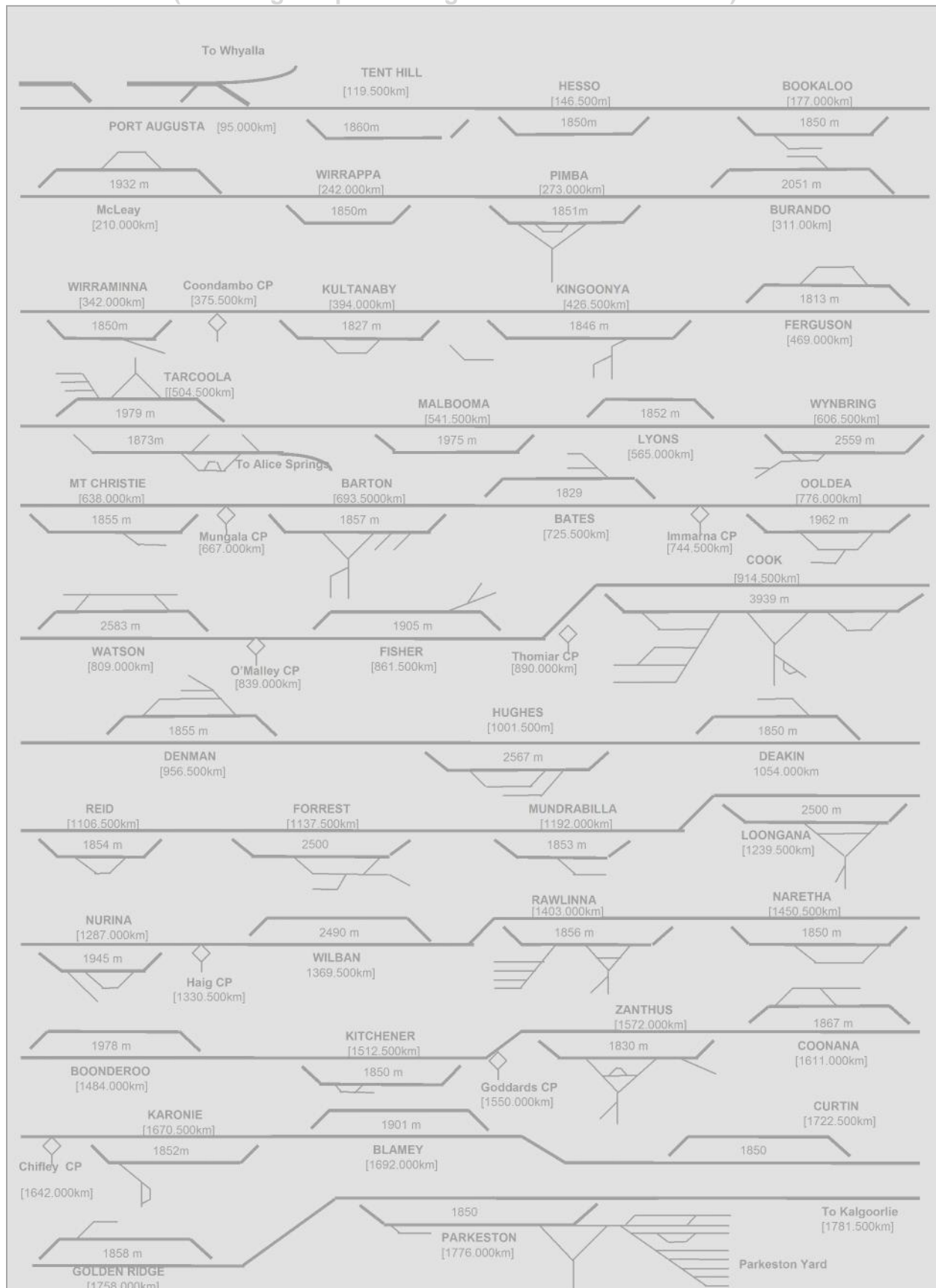


## 2.2 Dry Creek to Port Augusta/Whyalla (Crossing Loop Standing Room Shown in Metres)

Grain sidings at Mallala, Long Plains, Redhill, Crystal Brook and Nanatawarra under ARG management from 1 June 2004.



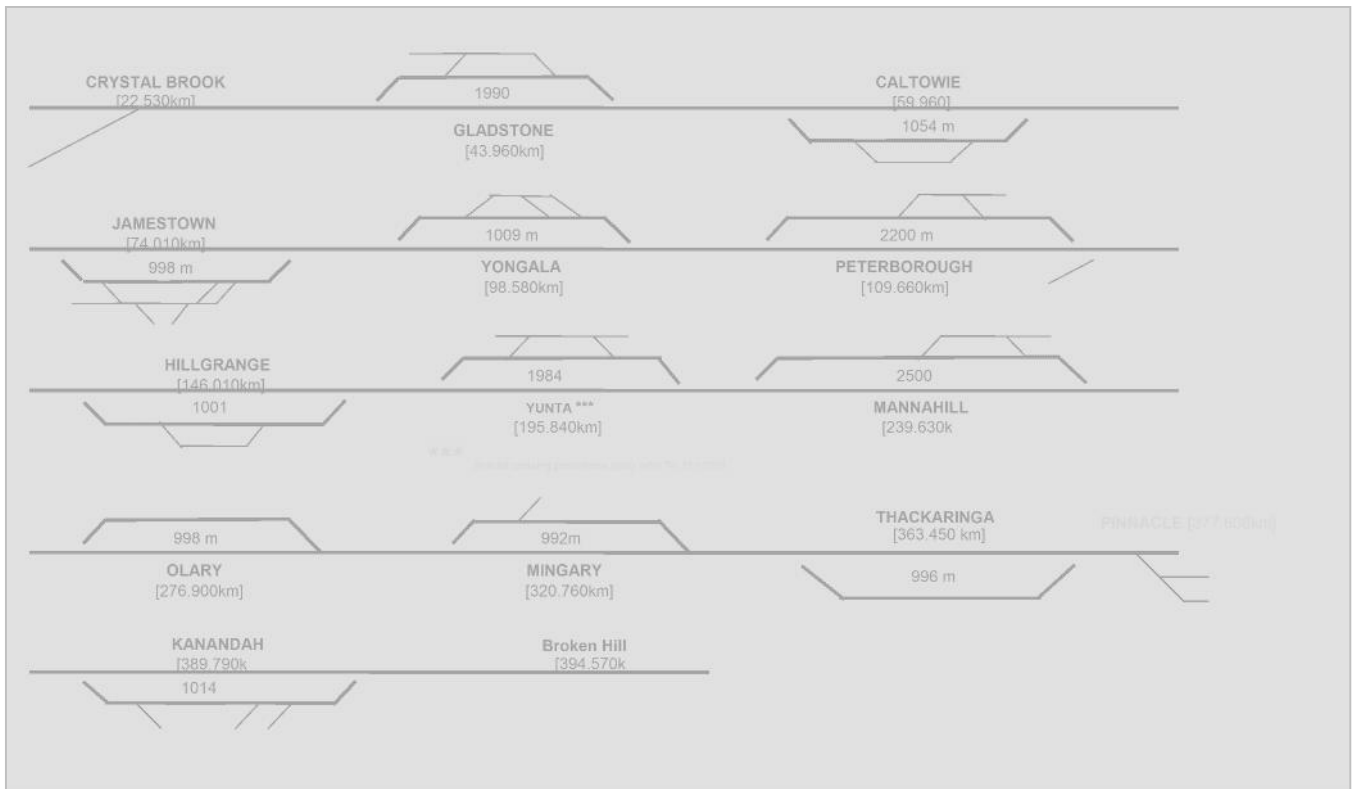
## 2.3 Port Augusta to Parkeston (Crossing Loop Standing Room Shown in Metres)



## 2.4 Crystal Brook to Broken Hill

(Crossing Loop Standing Room Shown in Metres)

Grain sidings at Caltowie, Gladstone, Jamestown and Yongala under ARG management from 1 June 2004

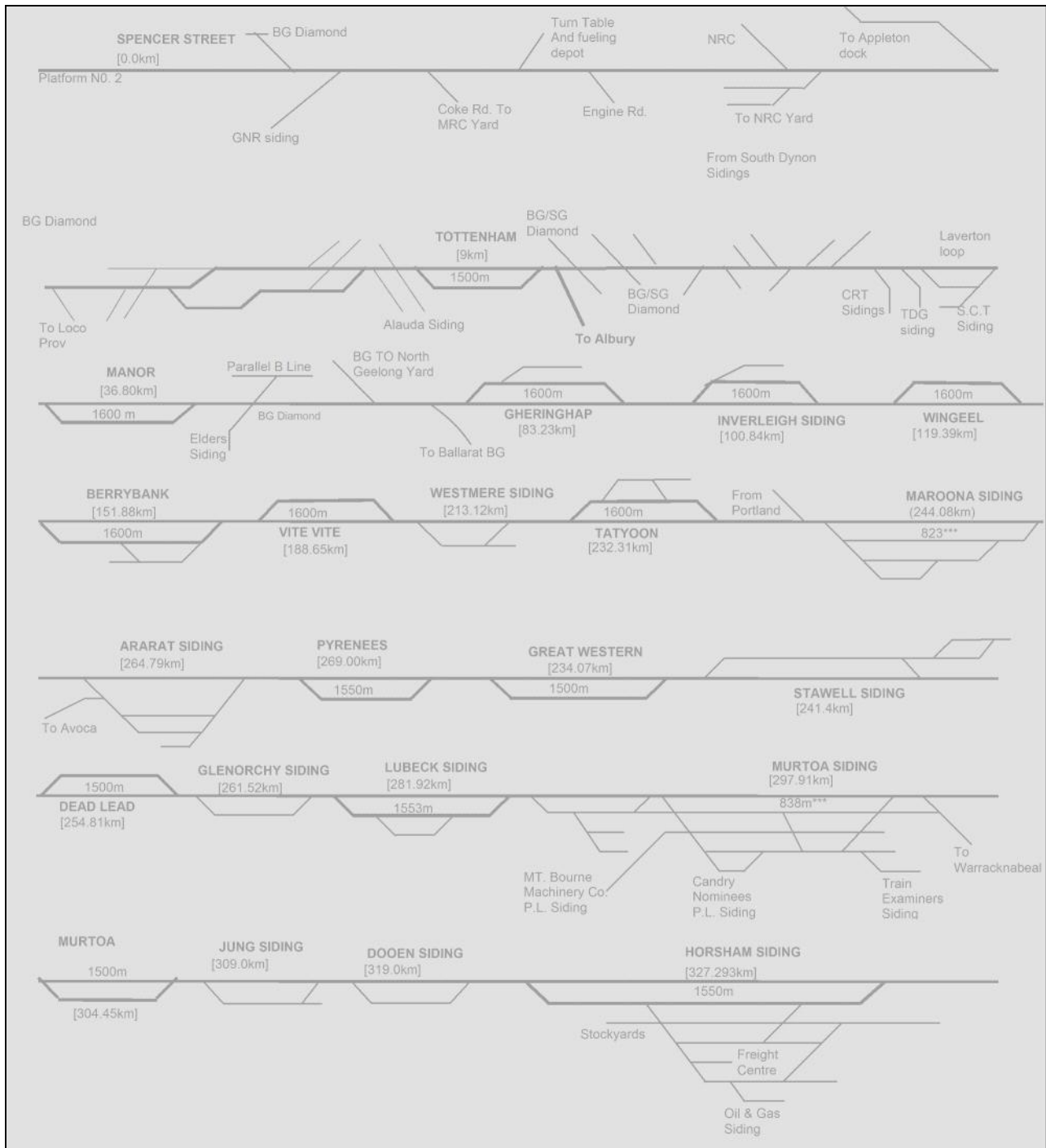


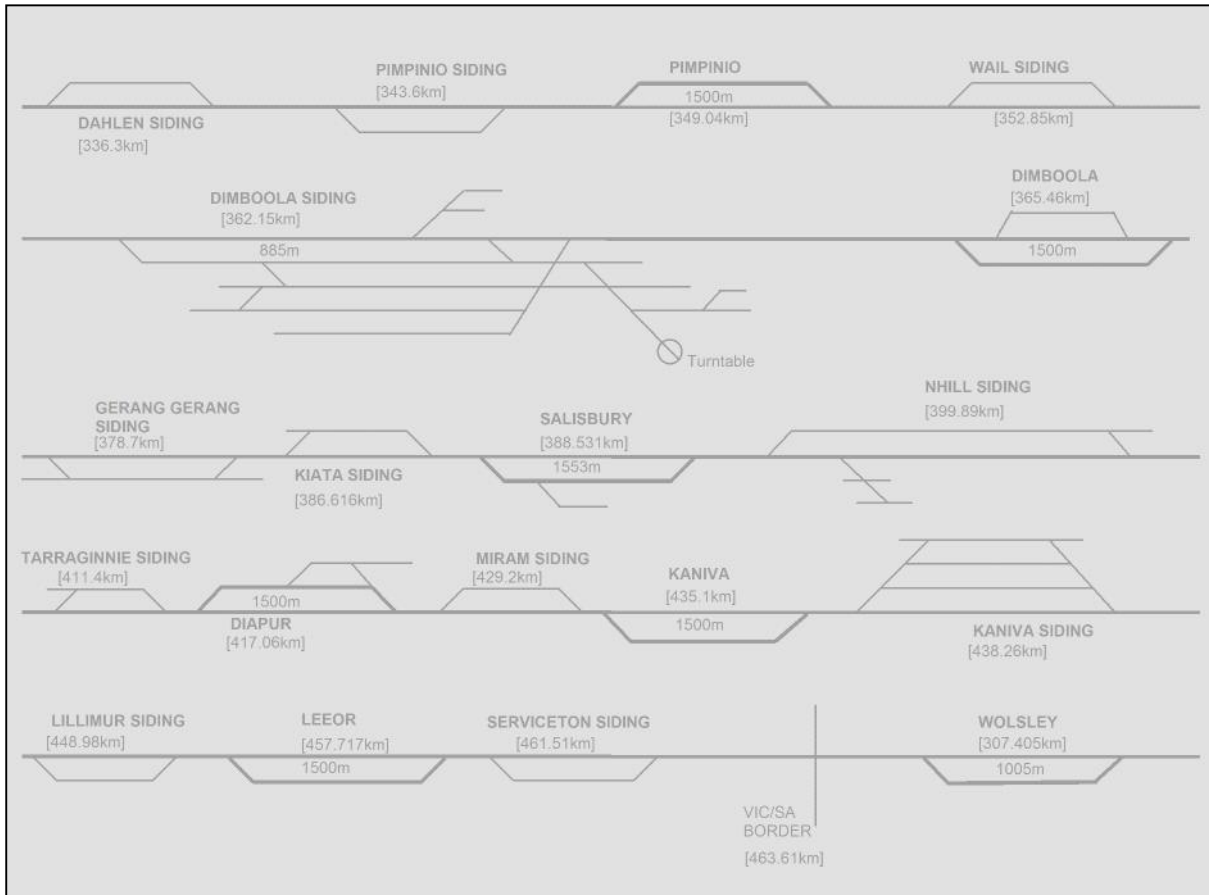
## 2.5 Melbourne - SA Border : Schematic Line Diagram of Interstate Route

2 pages

To be viewed in conjunction with the ARTC System Maps

Note that these are diagrammatic only. Ignore all references to kilometre post locations and values.





## 2.6 Melbourne - Albury : Schematic Line Diagram of Interstate Route

1 page

To be viewed in conjunction with the Network definition

Note that these are diagrammatic only. Ignore all references to kilometre post locations and values.

