



**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

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<b>Number</b>	<b>Page or Clause</b>	<b>Summary of Amendments</b>	<b>Date Issued</b>
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

 <b>Code of Practice</b> for Operations and Safeworking	<b>Interstate Network Overview</b>	
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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

<b>South Dynon Junction to Spencer Street</b>	
<b>Location</b>	<b>Boundary</b>
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

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

<b>South Dynon Junction to Appleton Dock</b>	
<b>Location</b>	<b>Boundary</b>
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

<b>Other Areas</b>	
<b>Location</b>	<b>Boundary</b>
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 Weighbridge Junction South Dynon Junction

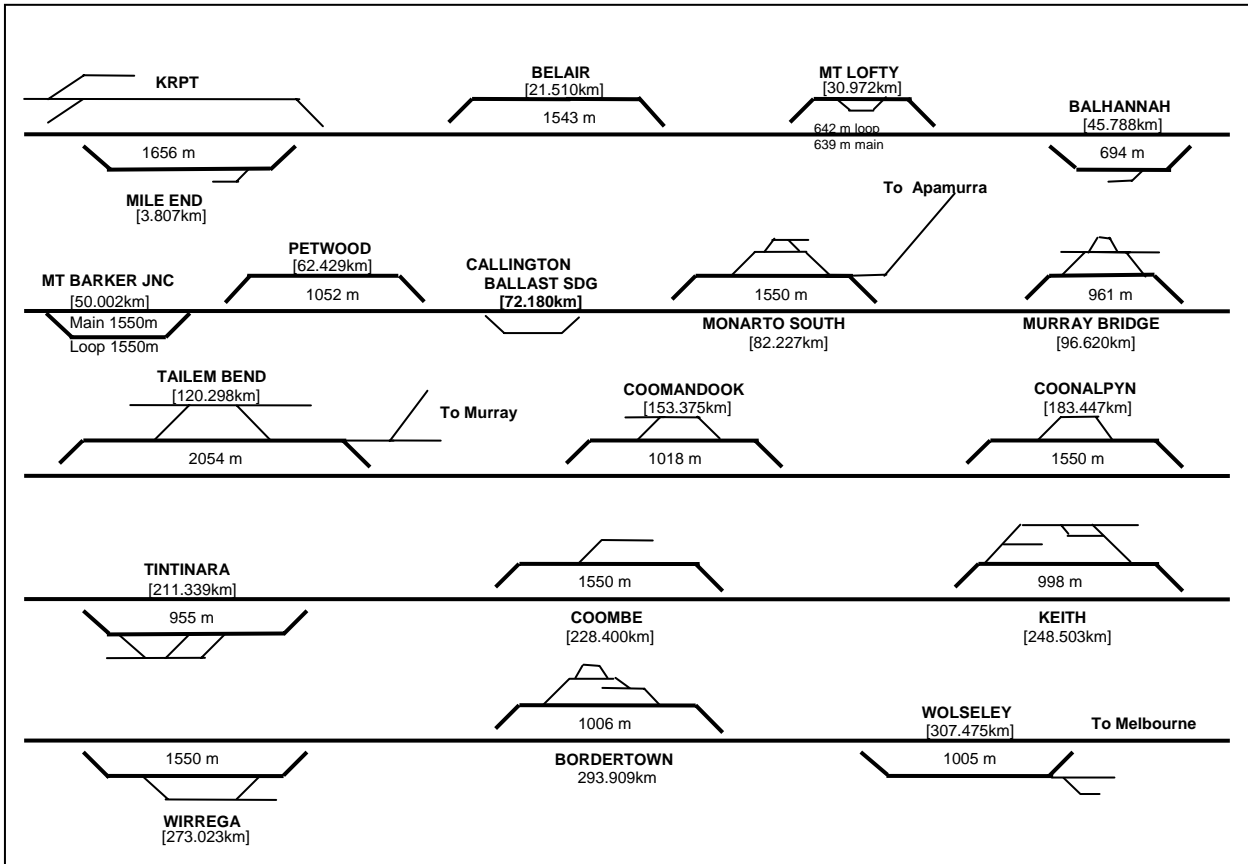




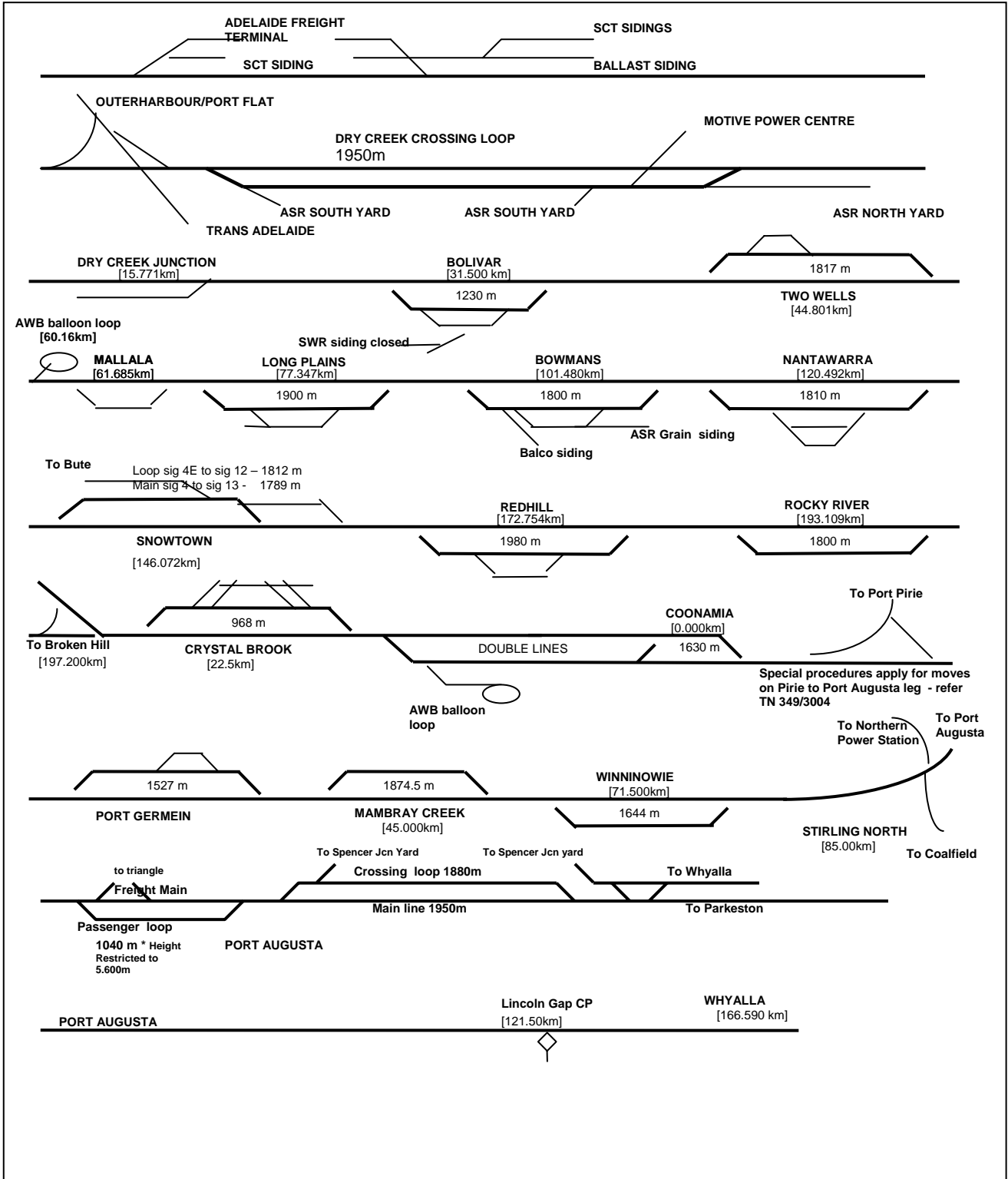
## 2 DIAGRAMS

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

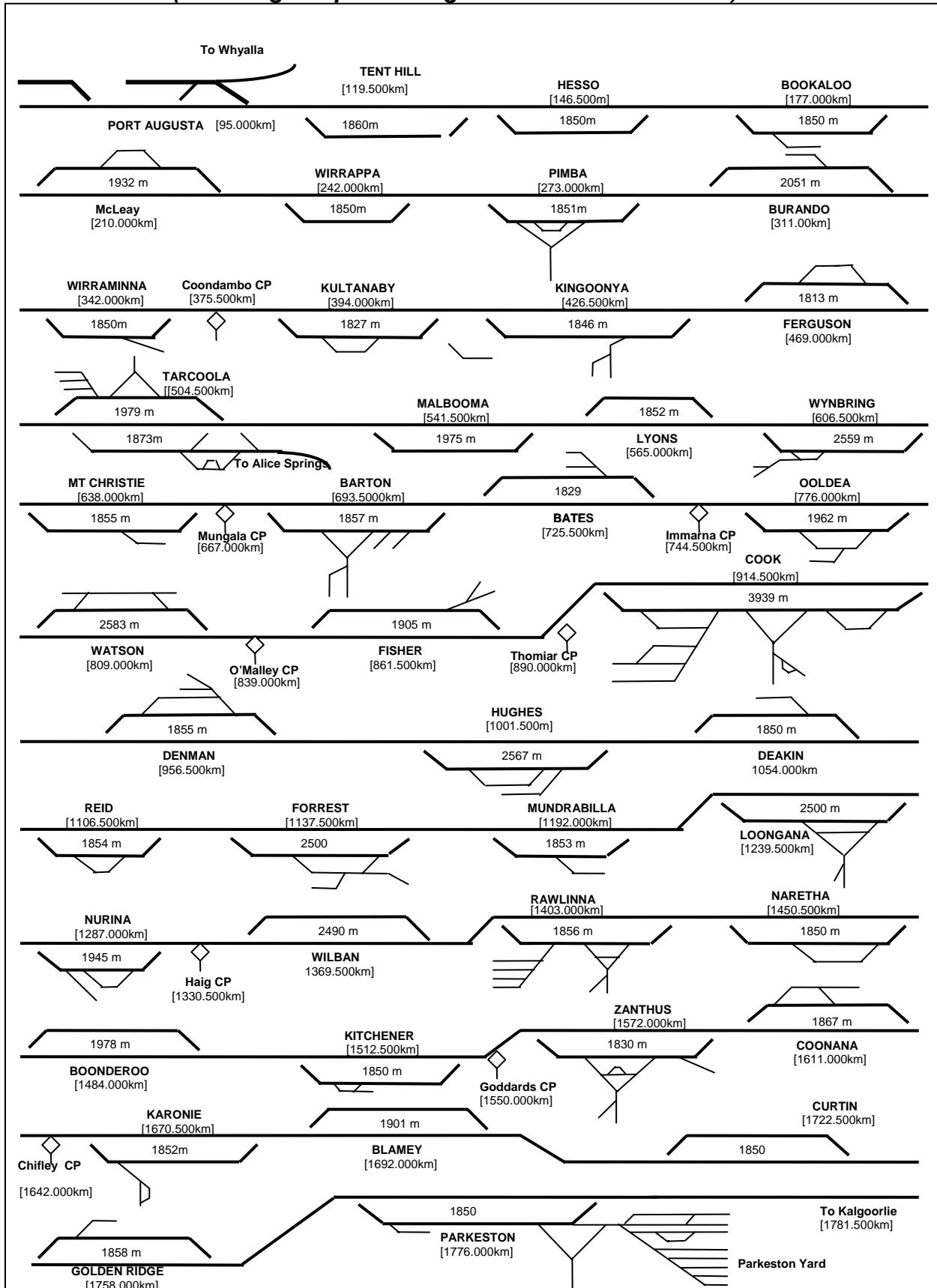
To be viewed in conjunction with the Network Definition and ARTC Infrastructure Management System Maps. Grain sidings at Wolesley, bordertown, Wirrega, Keith, Tintinara, Coonalpyn, Coomandook, Murray Bridge and Monarto South under ARG management from 1 June 2004.



**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.



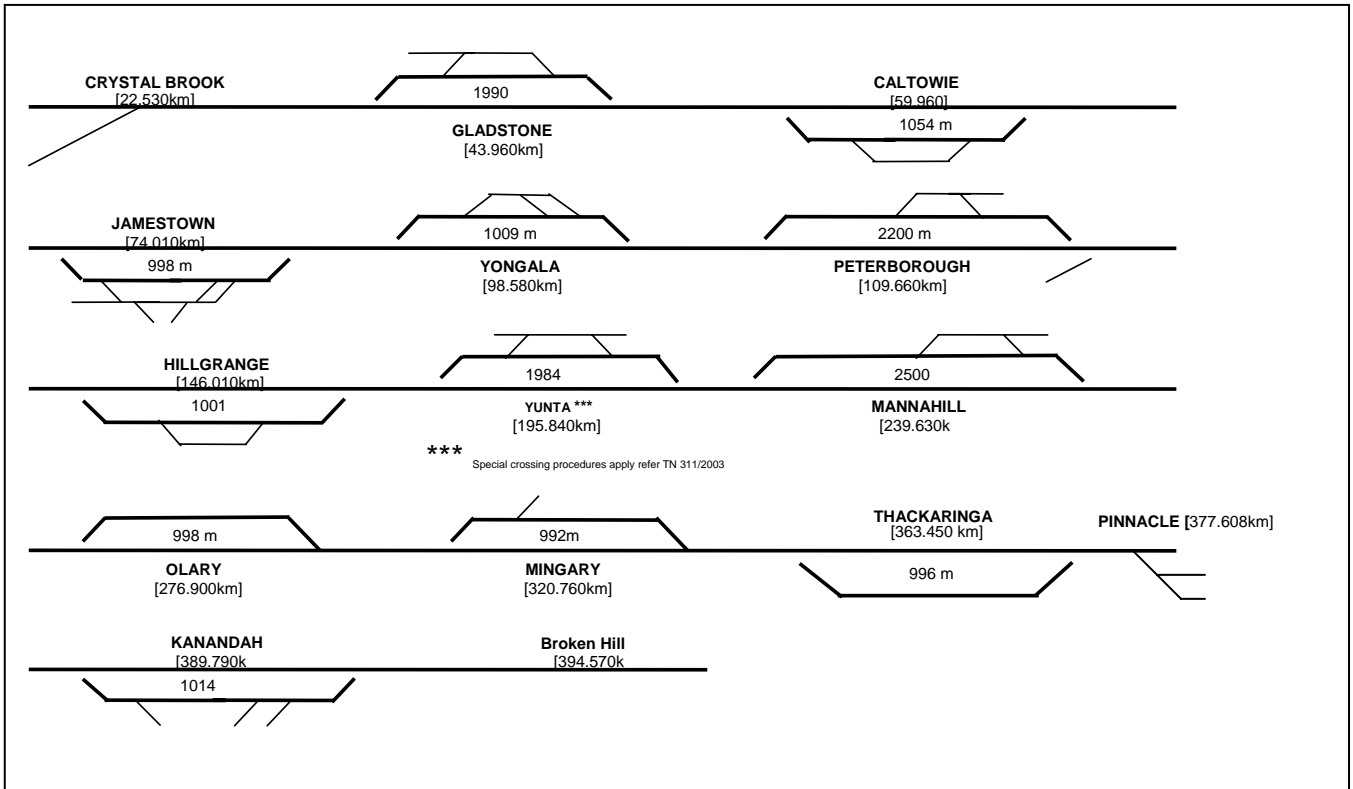
**2.3 Port Augusta to Parkeston  
(Crossing Loop Standing Room Shown in Metres)**



## 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

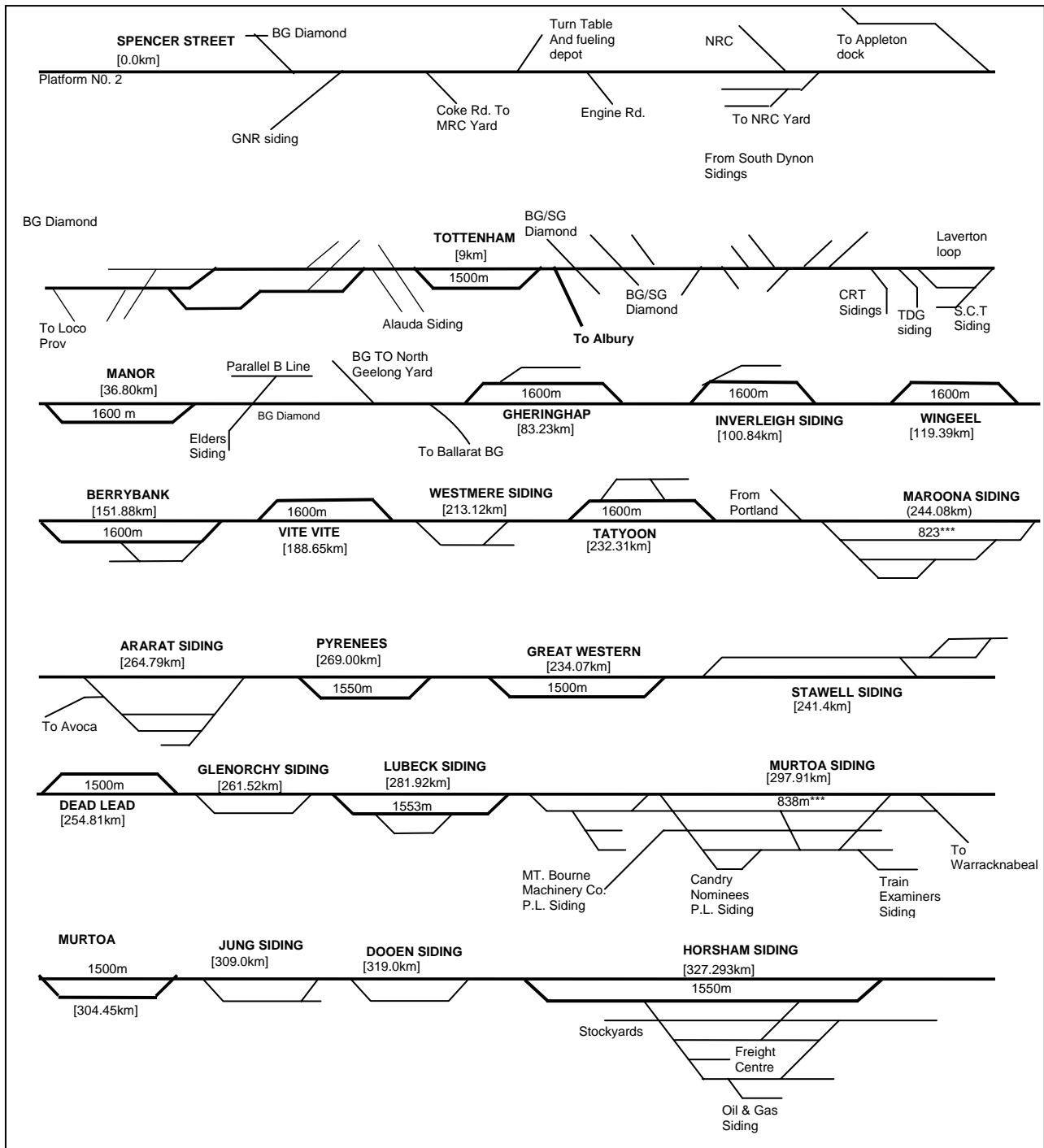


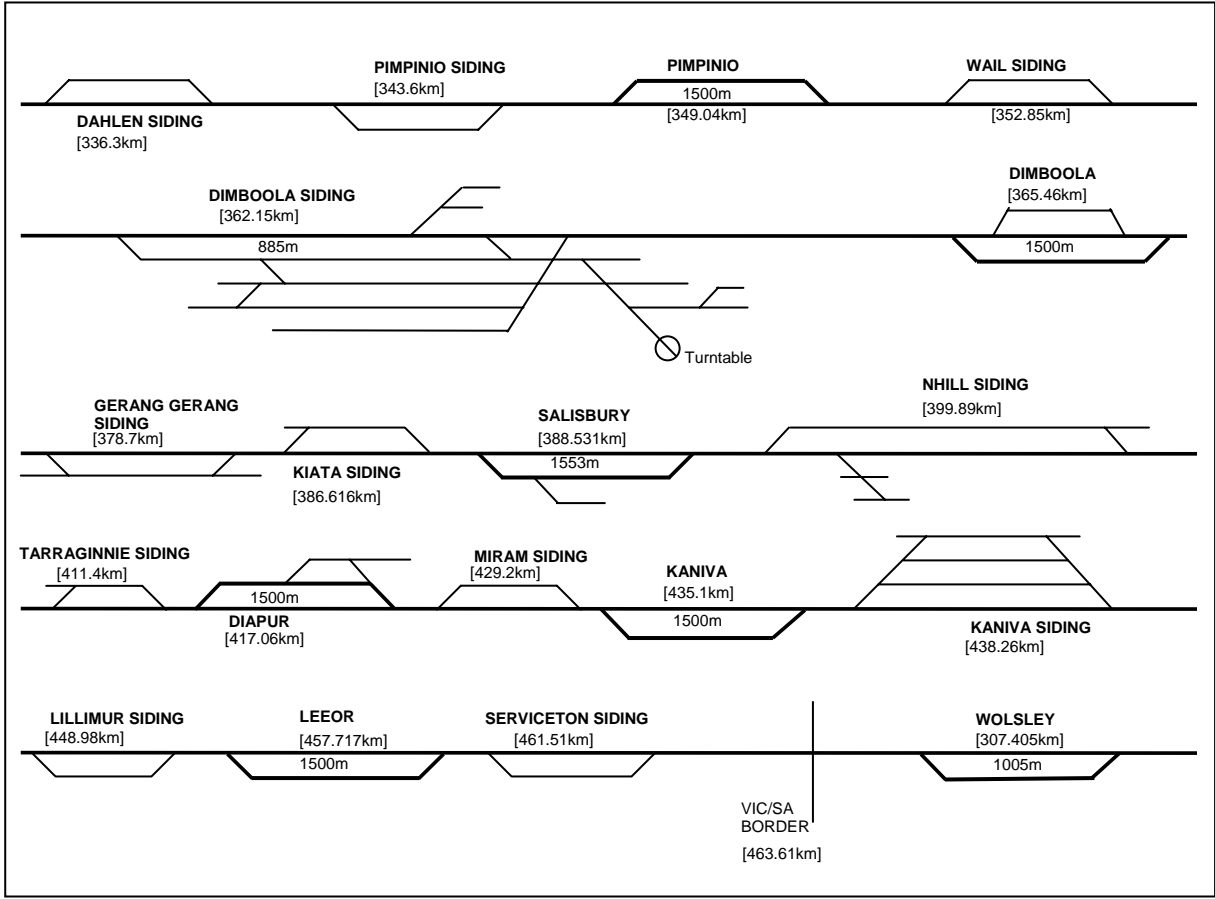
**2.5 Melbourne - SA Border : Schematic Line Diagram of Interstate Route**

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.

