



AUSTRALIAN RAIL TRACK CORPORATION LTD

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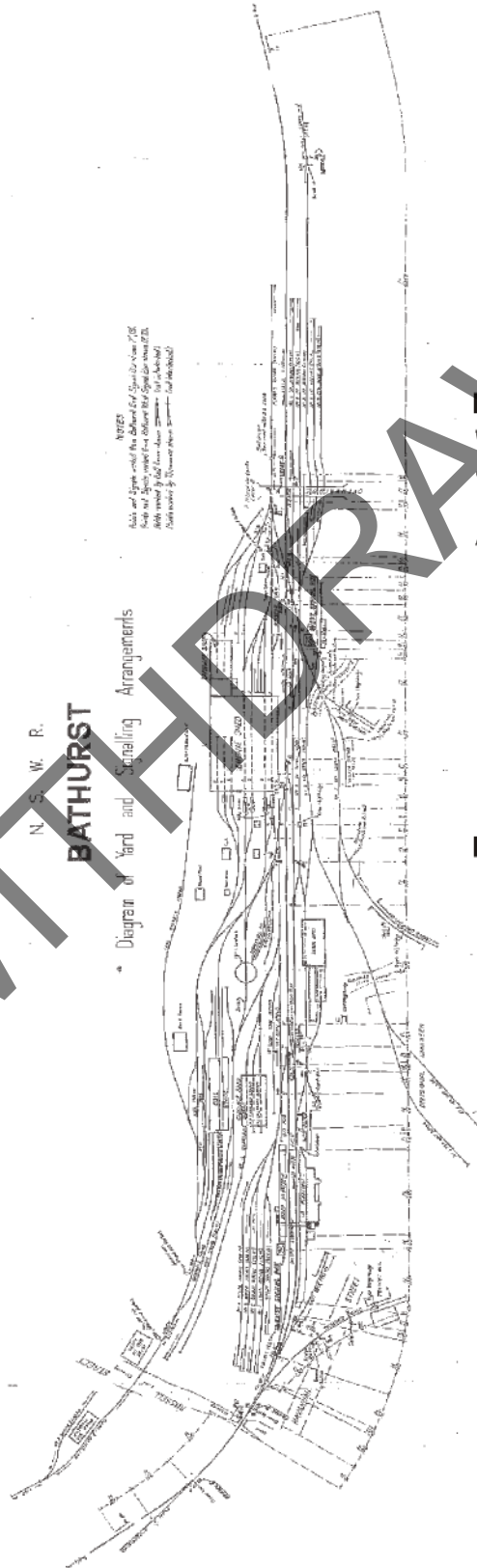
Western Division

- ***Home Page***
- ***Section Pages***
- ***Passenger Train running times***
- ***Coal train Pages***
- ***Track Diagrams - West***

TRAIN OPERATING CONDITIONS

Western

track diagrams



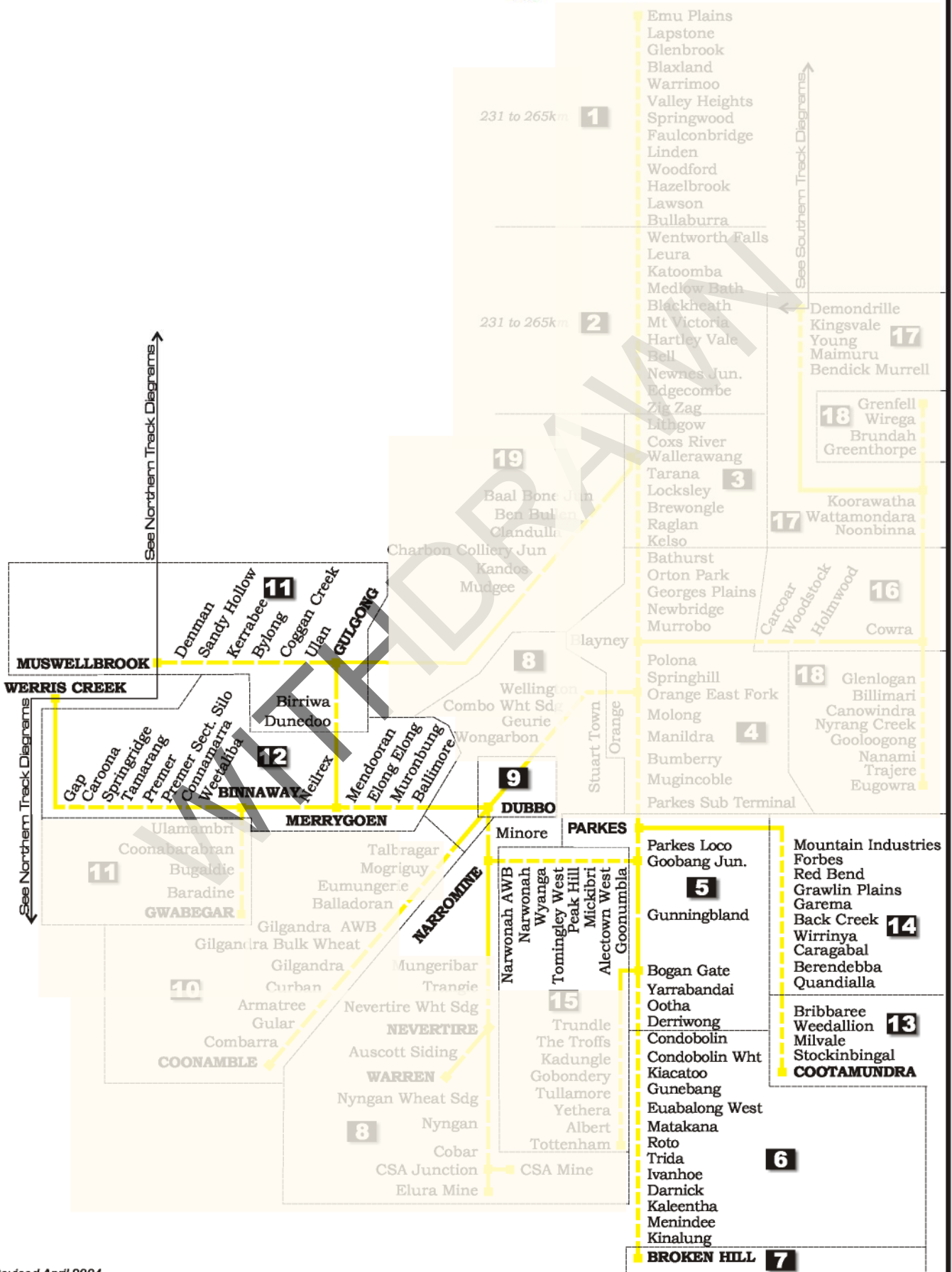
Western Track Diagrams cover the following areas:

All Western Track Diagrams (Main & Branch) bounded by the following:

- * **East** - Emu Plains
- * **West** - Broken Hill
- * **South** - Cootamundra
- * **North** - Gap



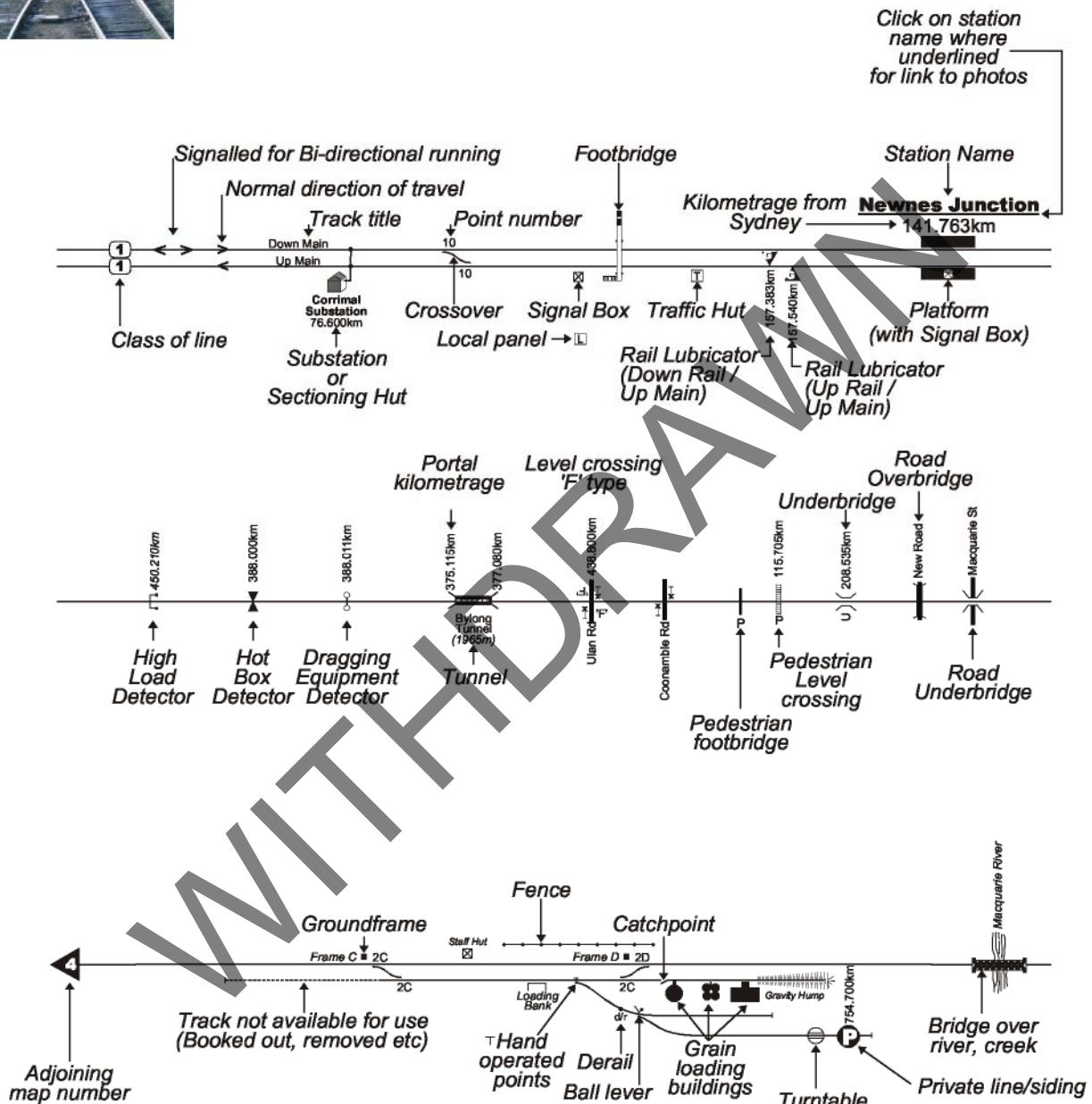
Western Division track diagrams





Track Diagrams

- Explanation of symbols



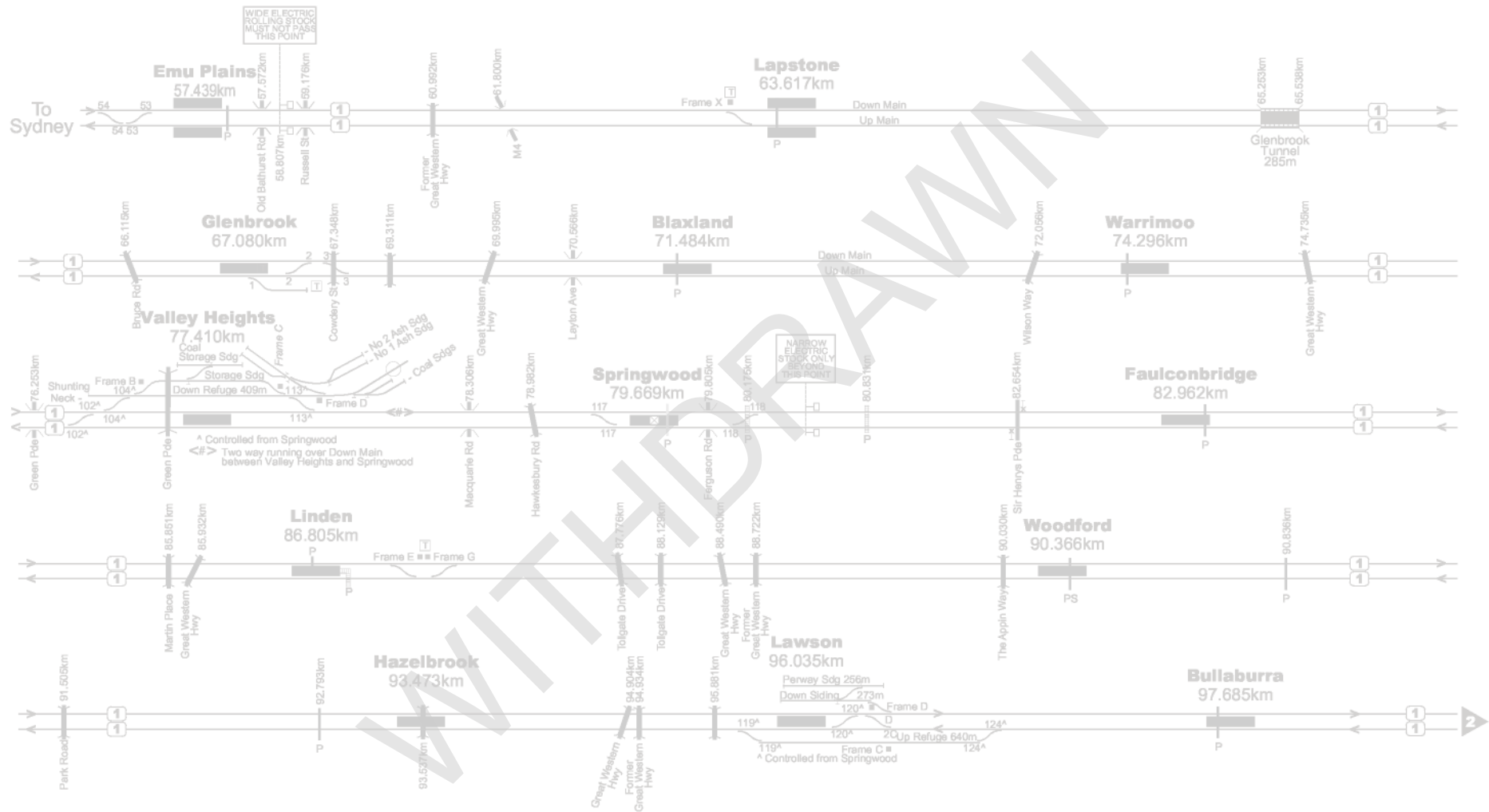
NOTE:

Diagrams not drawn to scale.

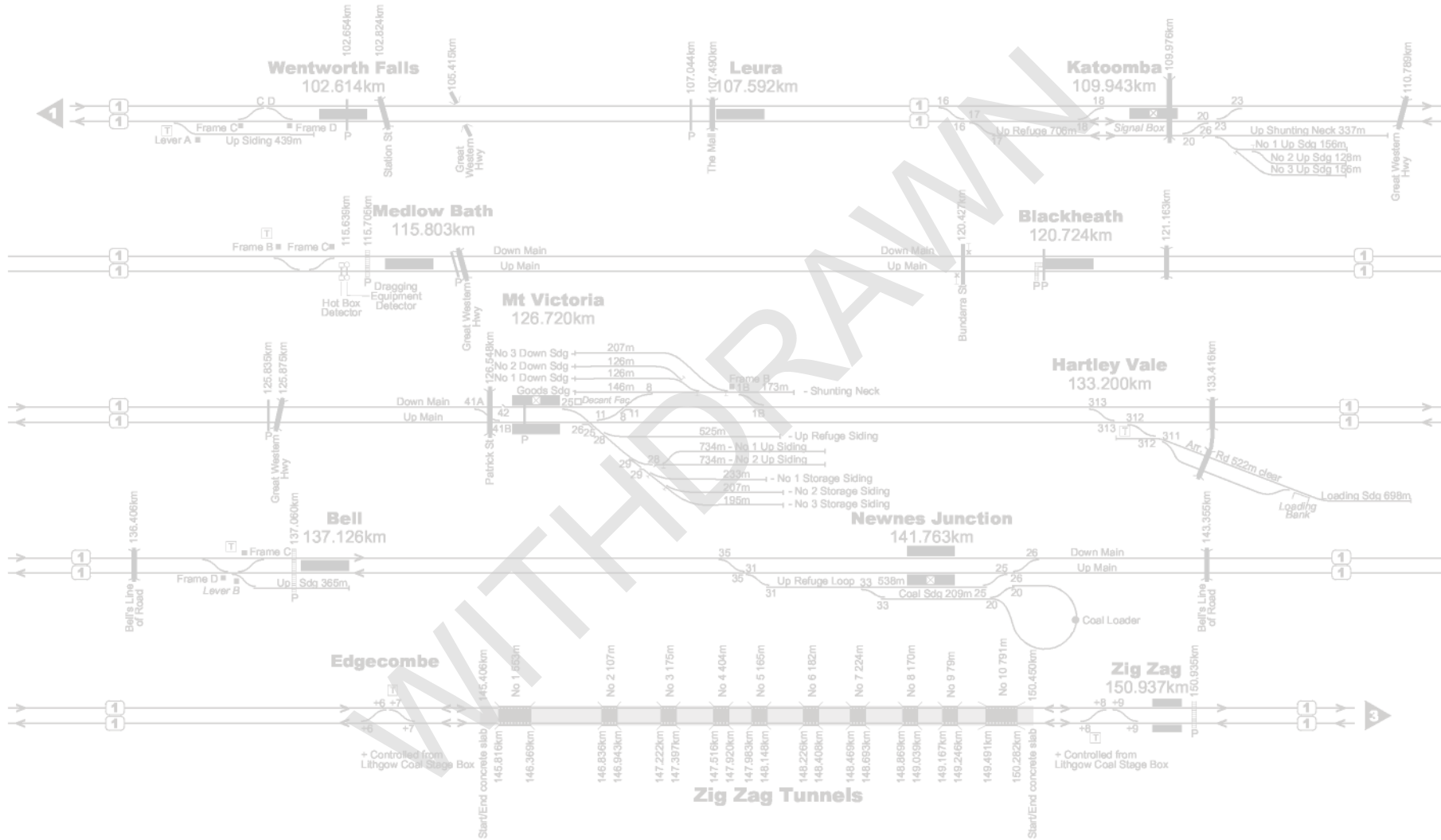
SEPTEMBER 2003

THESE DIAGRAMS ARE ISSUED AS A GUIDE ONLY. (NOT THE PRIMARY SOURCE OF INFORMATION)

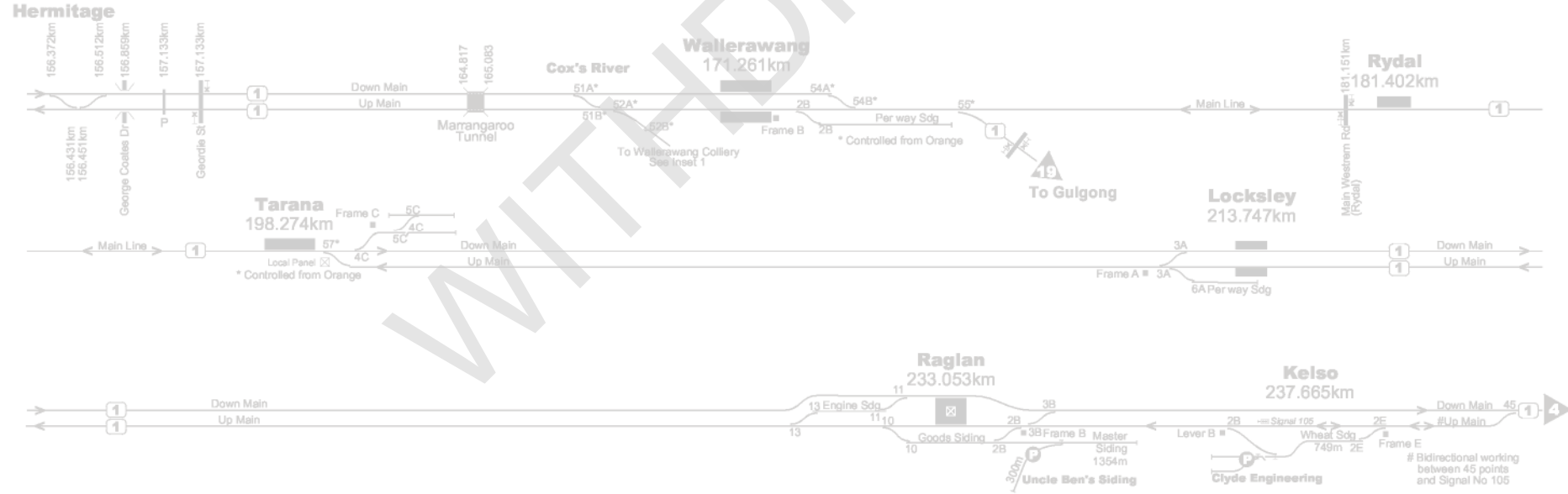
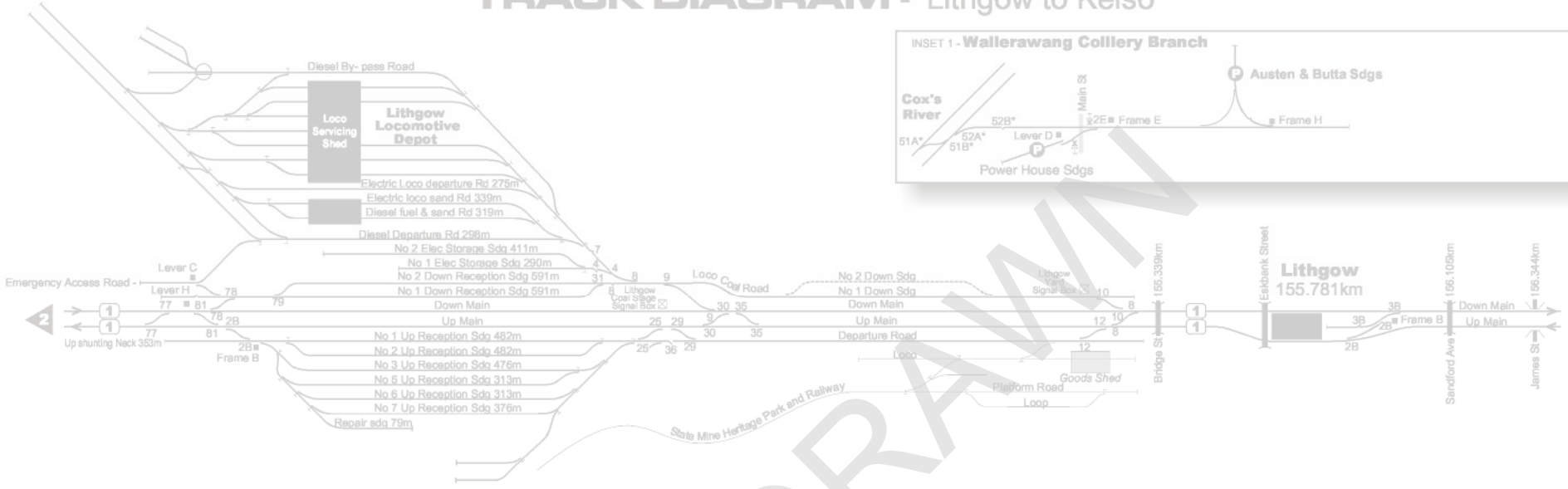
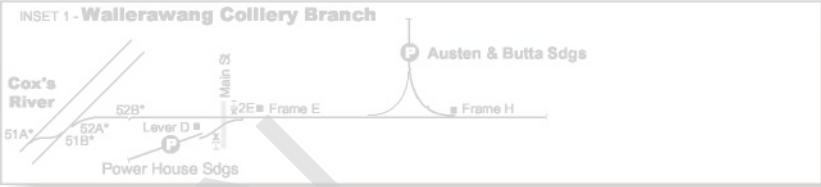
TRACK DIAGRAM - Emu Plains to Bullaburra



TRACK DIAGRAM - Wentworth Falls to Zig Zag

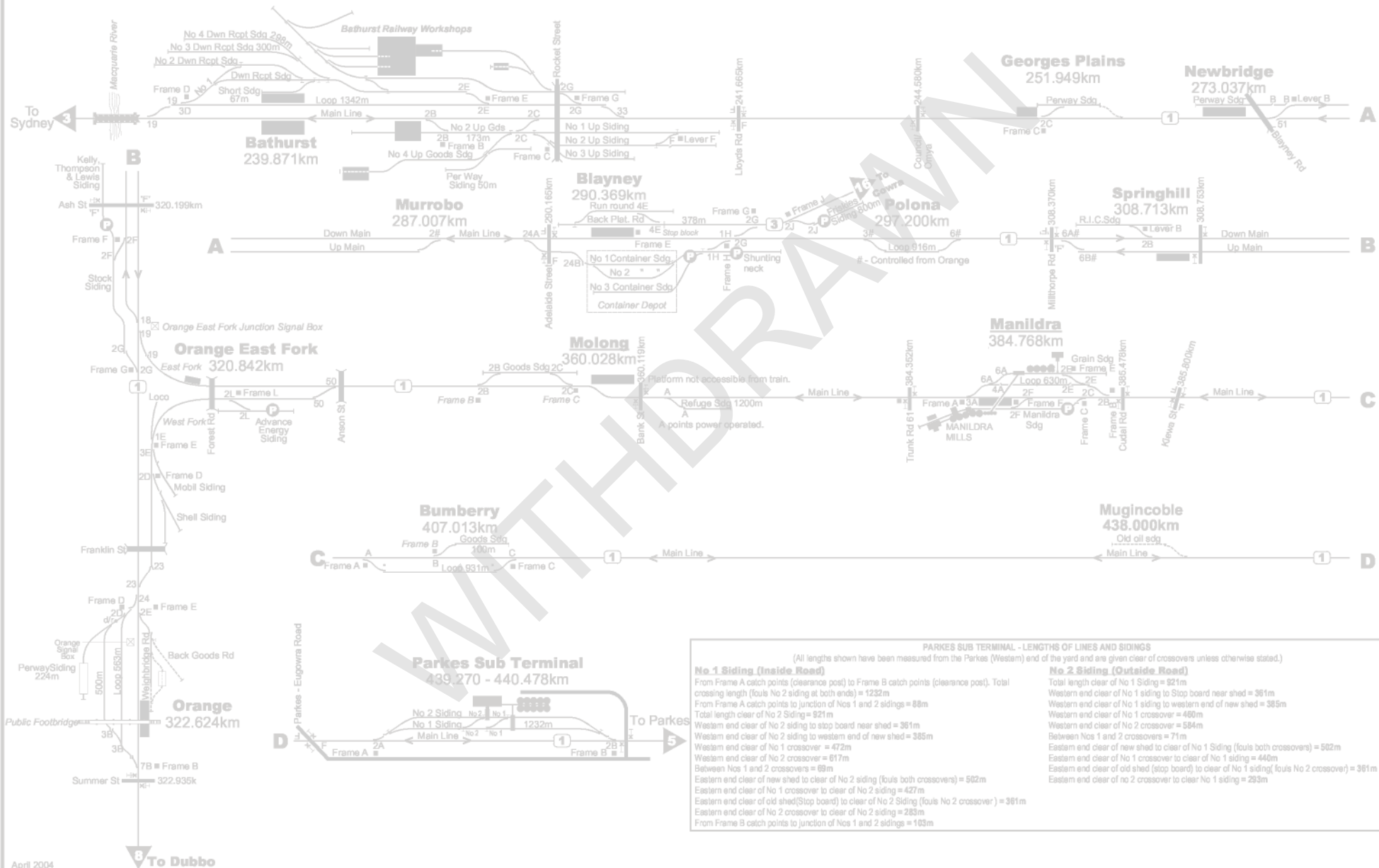


TRACK DIAGRAM - Lithgow to Kelso



☒ Signal Box

TRACK DIAGRAM - Bathurst to Orange / Orange to Parkes Sub Terminal

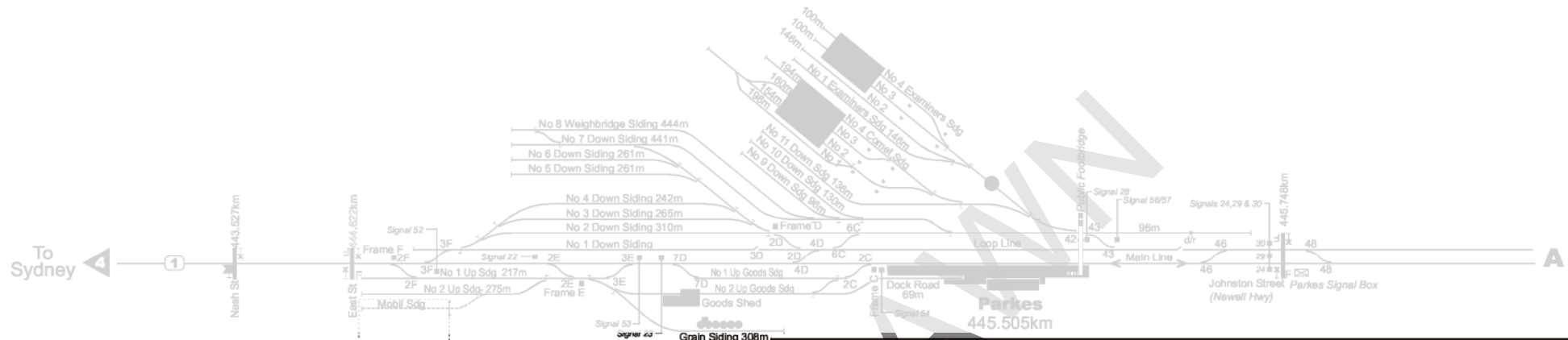


PARKES SUB TERMINAL - LENGTHS OF LINES AND SIDINGS
 (All lengths shown have been measured from the Parkes (Western) end of the yard and are given clear of crossovers unless otherwise stated.)

No 1 Siding (Inside Road)
 From Frame A catch points (clearance post) to Frame B catch points (clearance post). Total crossing length (fouls No 2 siding at both ends) = 1232m
 From Frame A catch points to junction of Nos 1 and 2 sidings = 88m
 Total length clear of No 2 Siding = 921m
 Western end clear of No 2 siding to stop board near shed = 361m
 Western end clear of No 2 siding to western end of new shed = 385m
 Western end clear of No 1 crossover = 584m
 Between Nos 1 and 2 crossovers = 71m
 Eastern end clear of new shed to clear of No 1 Siding (fouls both crossovers) = 502m
 Eastern end clear of No 1 crossover to clear of No 1 siding = 440m
 Eastern end clear of old shed (stop board) to clear of No 1 Siding (fouls No 2 crossover) = 361m
 Eastern end clear of No 2 crossover to clear of No 2 Siding = 283m
 From Frame B catch points to junction of Nos 1 and 2 sidings = 103m

No 2 Siding (Outside Road)
 Total length clear of No 1 Siding = 921m
 Western end clear of No 1 siding to Stop board near shed = 361m
 Western end clear of No 1 siding to western end of new shed = 385m
 Western end clear of No 1 crossover = 460m
 Western end clear of No 2 crossover = 584m
 Between Nos 1 and 2 crossovers = 71m
 Eastern end clear of new shed to clear of No 1 Siding (fouls both crossovers) = 502m
 Eastern end clear of No 1 crossover to clear of No 1 siding = 440m
 Eastern end clear of old shed (stop board) to clear of No 1 Siding (fouls No 2 crossover) = 361m
 Eastern end clear of No 2 crossover to clear No 1 siding = 293m

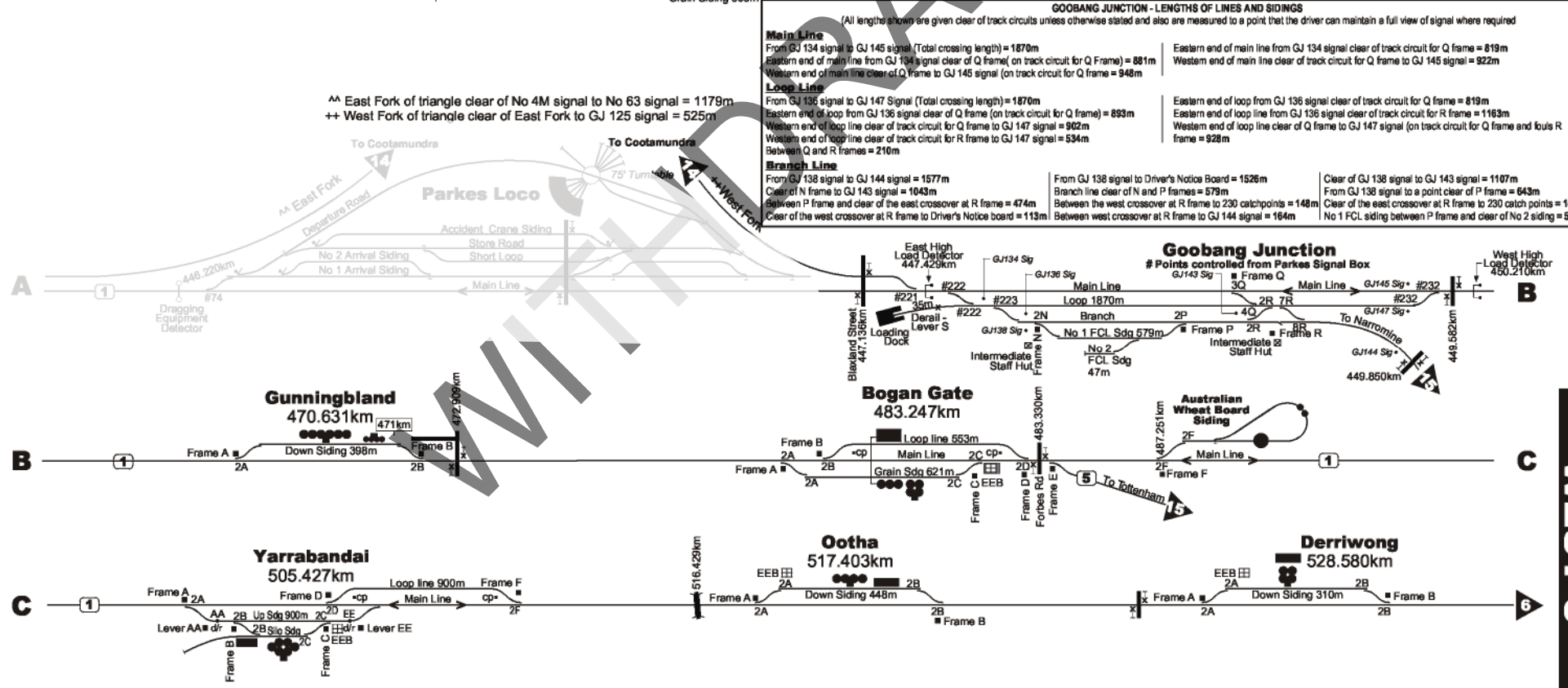
TRACK DIAGRAM - Parkes to Derriwong



GOOBANG JUNCTION - LENGTHS OF LINES AND SIDINGS
 (All lengths shown are given clear of track circuits unless otherwise stated and also are measured to a point that the driver can maintain a full view of signal where required)

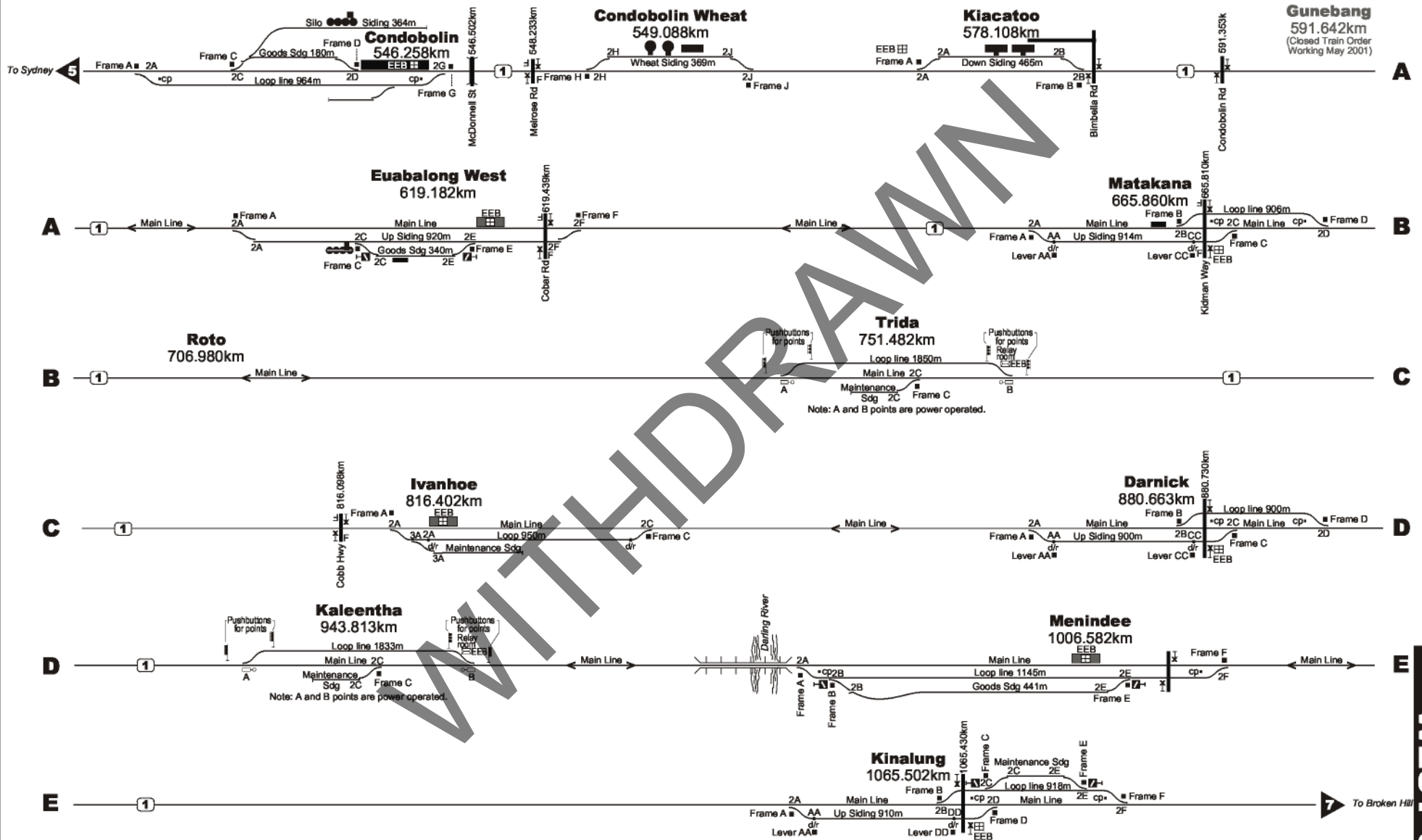
Line Type	Start Point	End Point	Length (m)
Main Line	From GJ 134 signal to GJ 145 signal (Total crossing length)		1870m
	Eastern end of main line from GJ 134 signal clear of Q frame (on track circuit for Q frame)		881m
	Western end of main line clear of Q frame to GJ 145 signal (on track circuit for Q frame)		948m
Loop Line	From GJ 136 signal to GJ 147 signal (Total crossing length)		1870m
	Eastern end of loop from GJ 136 signal clear of Q frame (on track circuit for Q frame)		893m
	Western end of loop line clear of track circuit for Q frame to GJ 147 signal		902m
	Western end of loop line clear of track circuit for R frame to GJ 147 signal		534m
Branch Line	From GJ 138 signal to Driver's Notice Board		1526m
	Clear of N frame to GJ 143 signal		1043m
	Between P frame and clear of the east crossover at R frame		474m
	Clear of the west crossover at R frame to Driver's Notice board		1133m
	From GJ 138 signal to GJ 143 signal		1107m
Other	Clear of GJ 138 signal to a point clear of P frame		643m
	Clear of the east crossover at R frame to 230 catch points		148m
	No 1 FCL siding between P frame and clear of No 2 siding		501m

^^ East Fork of triangle clear of No 4M signal to No 63 signal = 1179m
 ++ West Fork of triangle clear of East Fork to GJ 125 signal = 525m



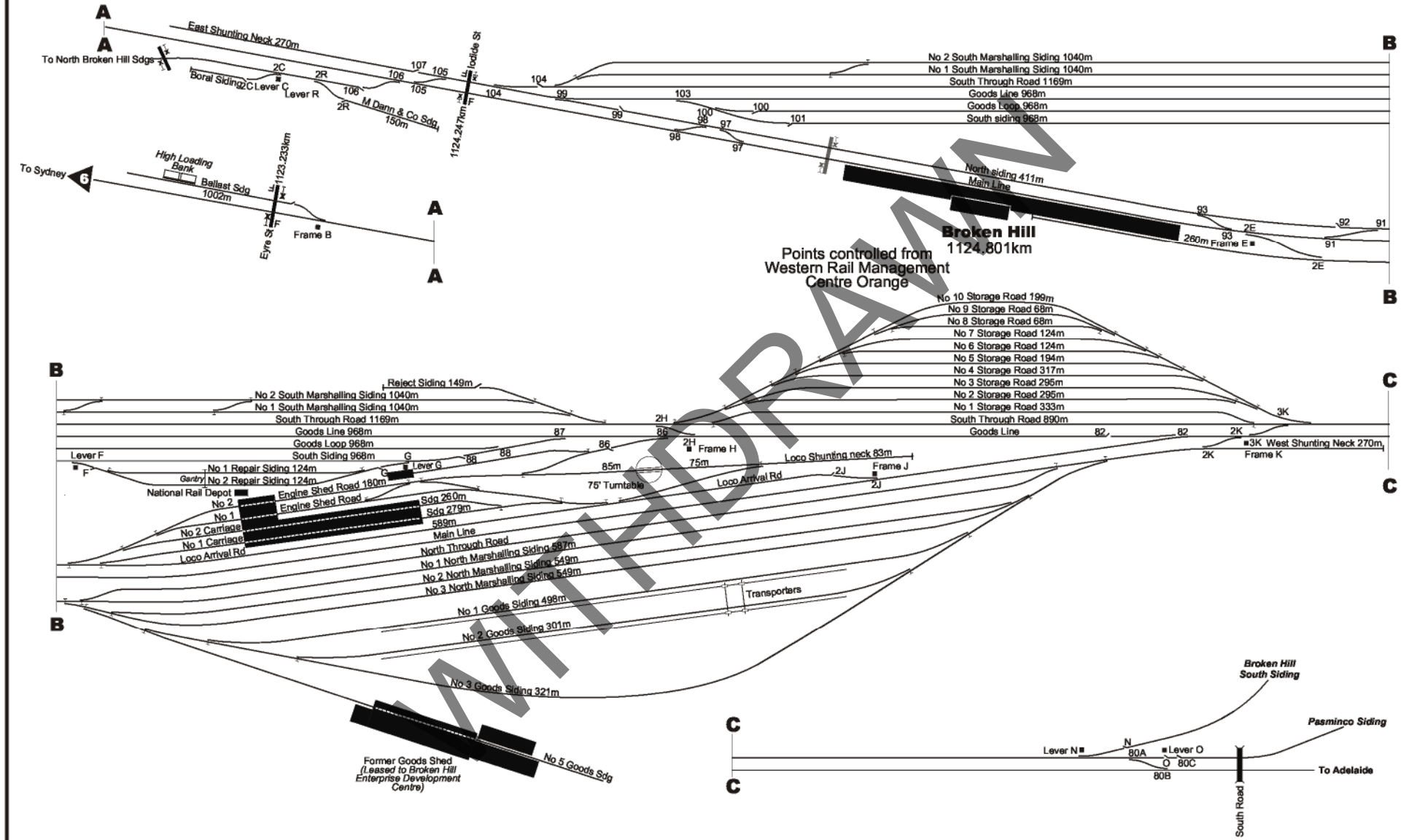
WEST 5

TRACK DIAGRAM - Condobolin to Kinalung

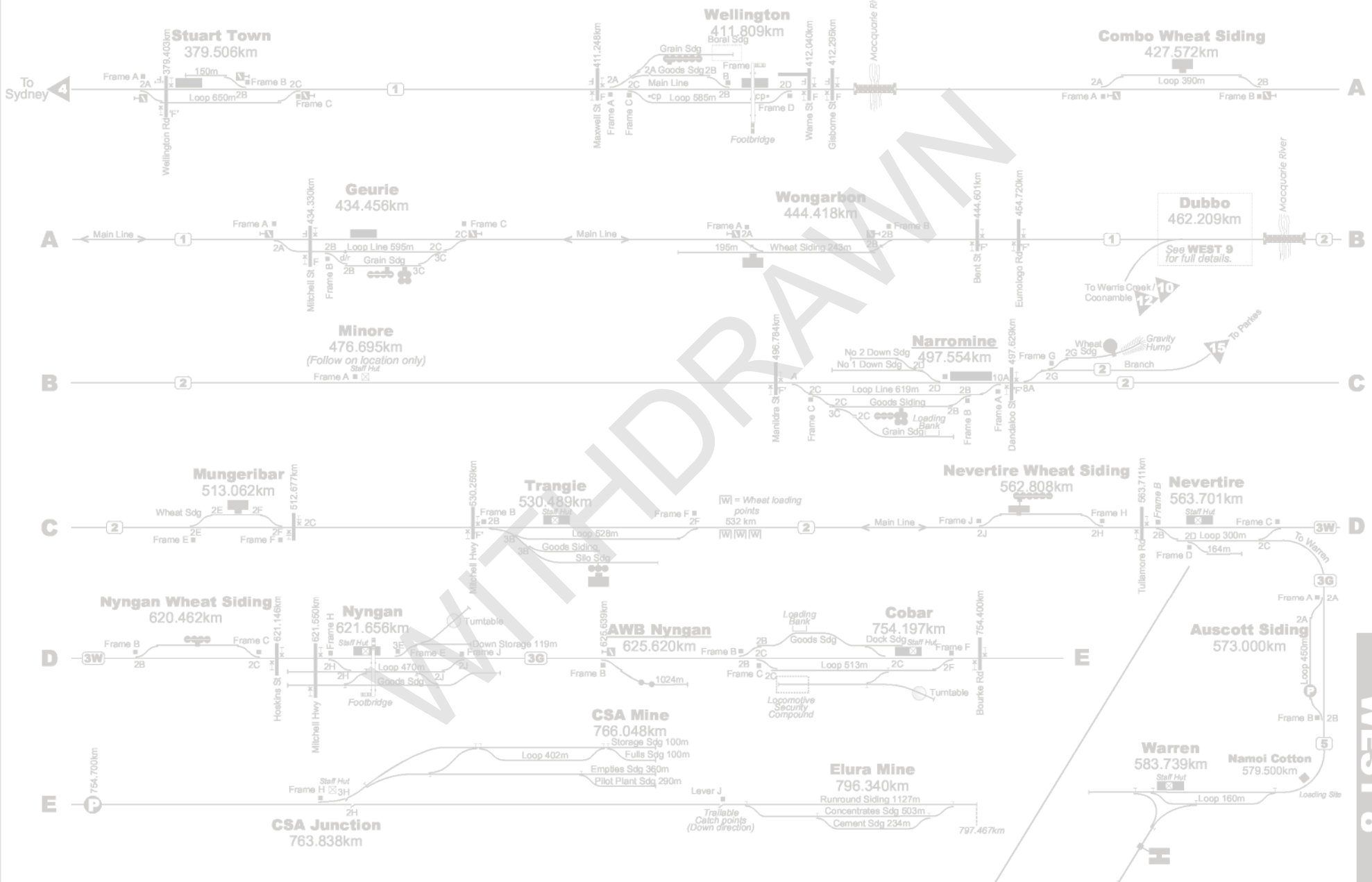


WEST 6

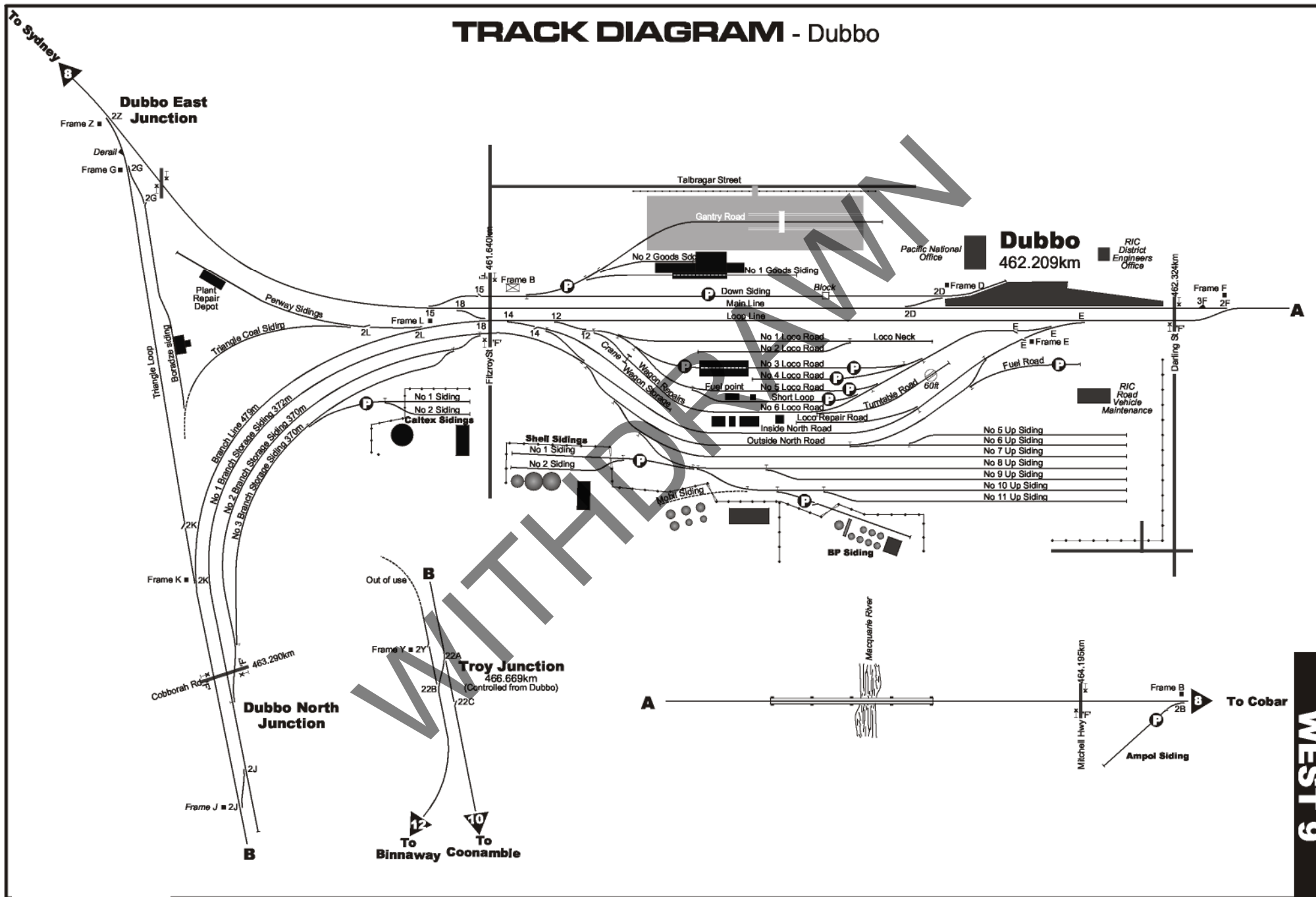
TRACK DIAGRAM - Broken Hill



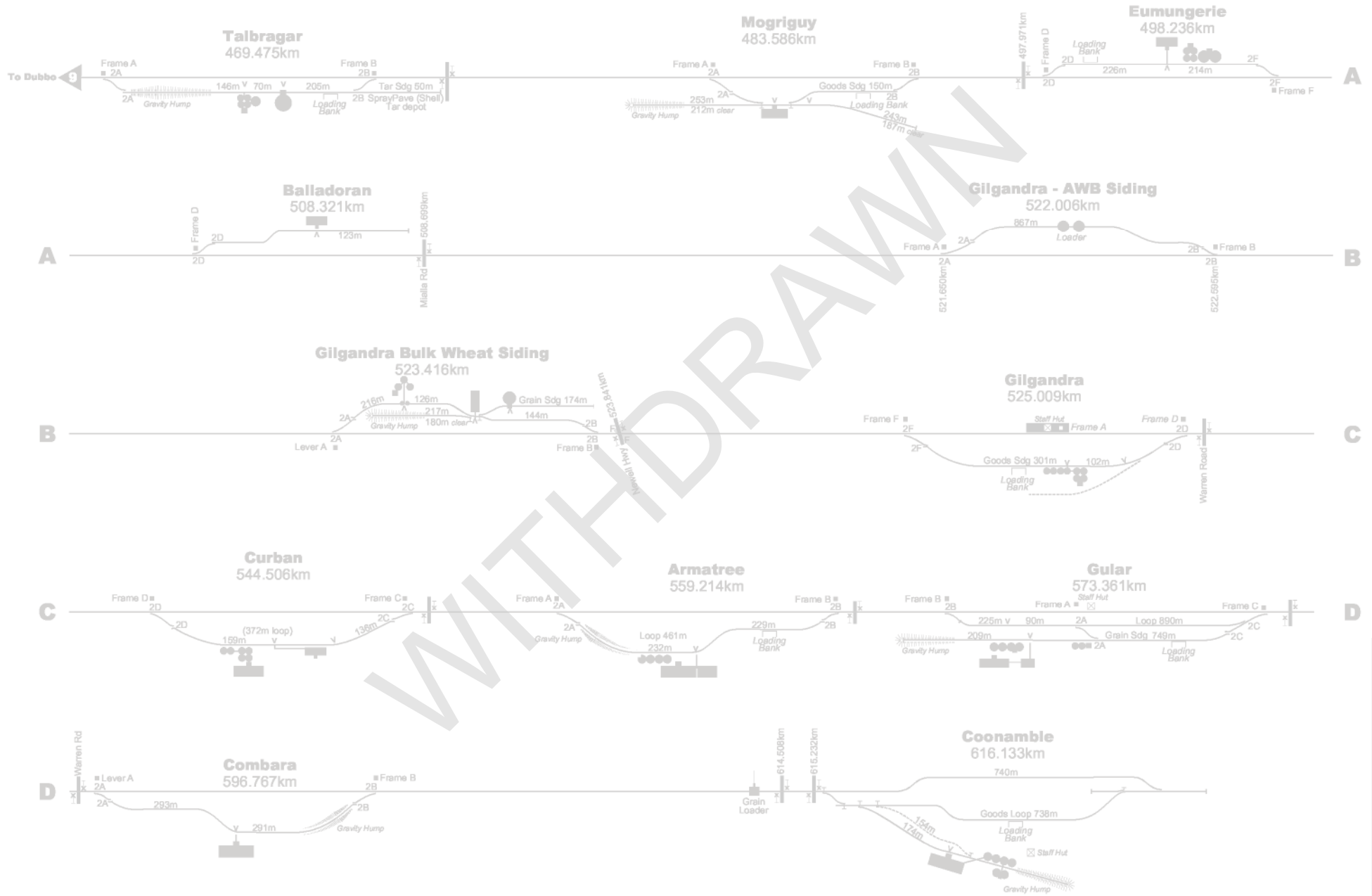
TRACK DIAGRAM - Stuart Town to Cobar / Elura Mine, Warren Branch



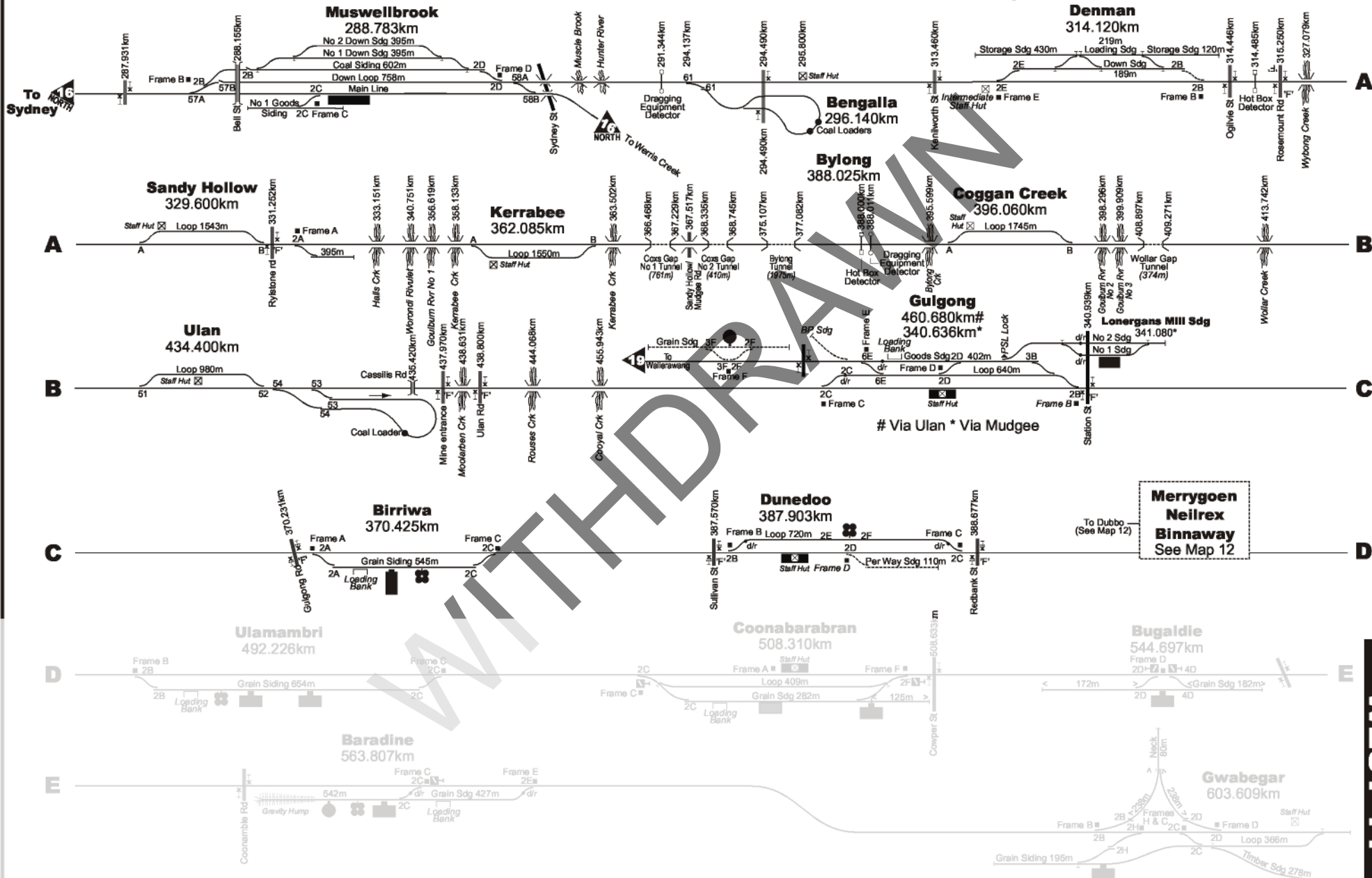
TRACK DIAGRAM - Dubbo



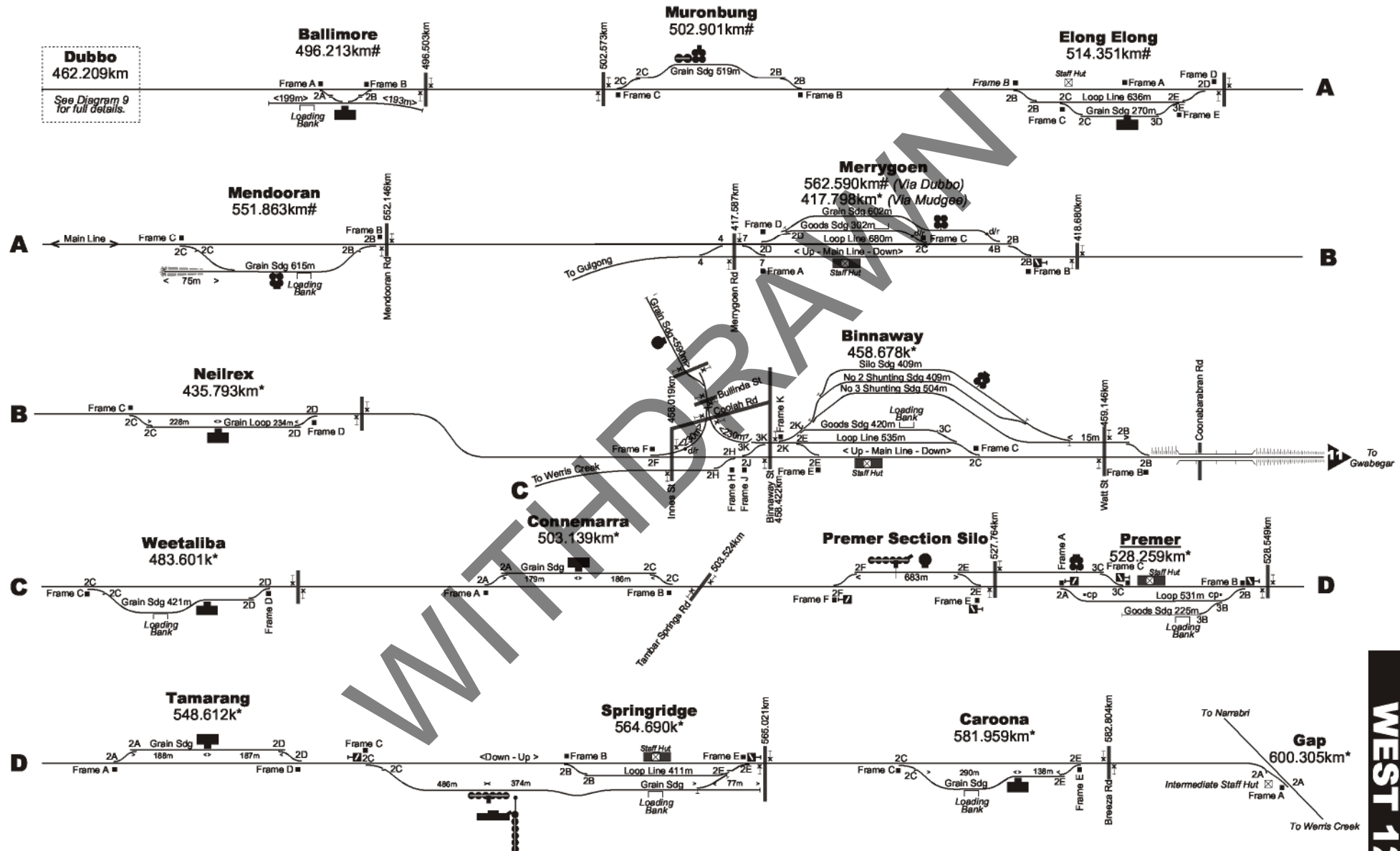
TRACK DIAGRAM - Talbragar to Coonamble



TRACK DIAGRAM - Muswellbrook to Gwabegar

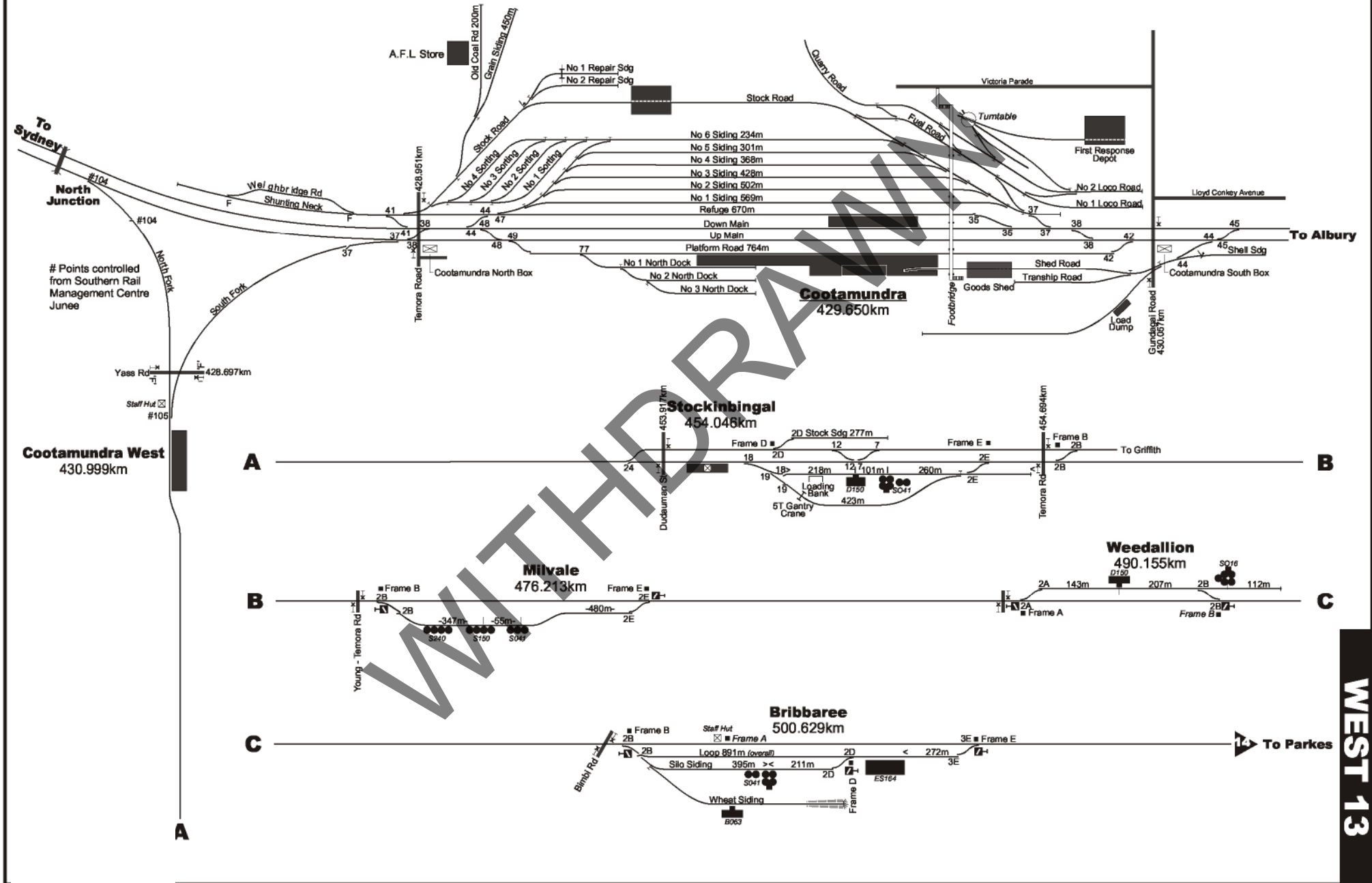


TRACK DIAGRAM - Ballimore - Merrygoen - Binnaway - Werris Creek (exc)

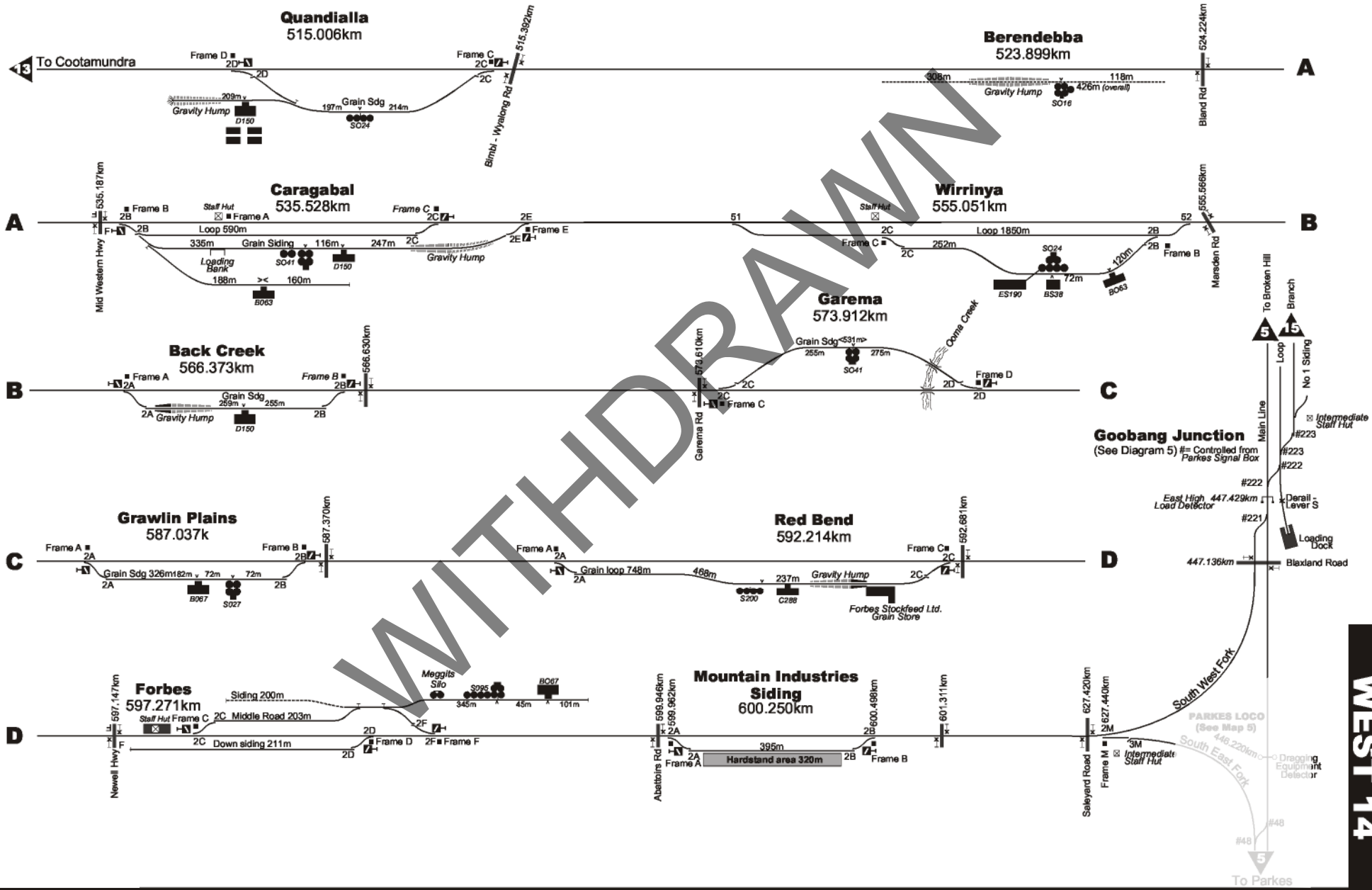


Kilometrage via Dubbo * Kilometrage via Mudgee

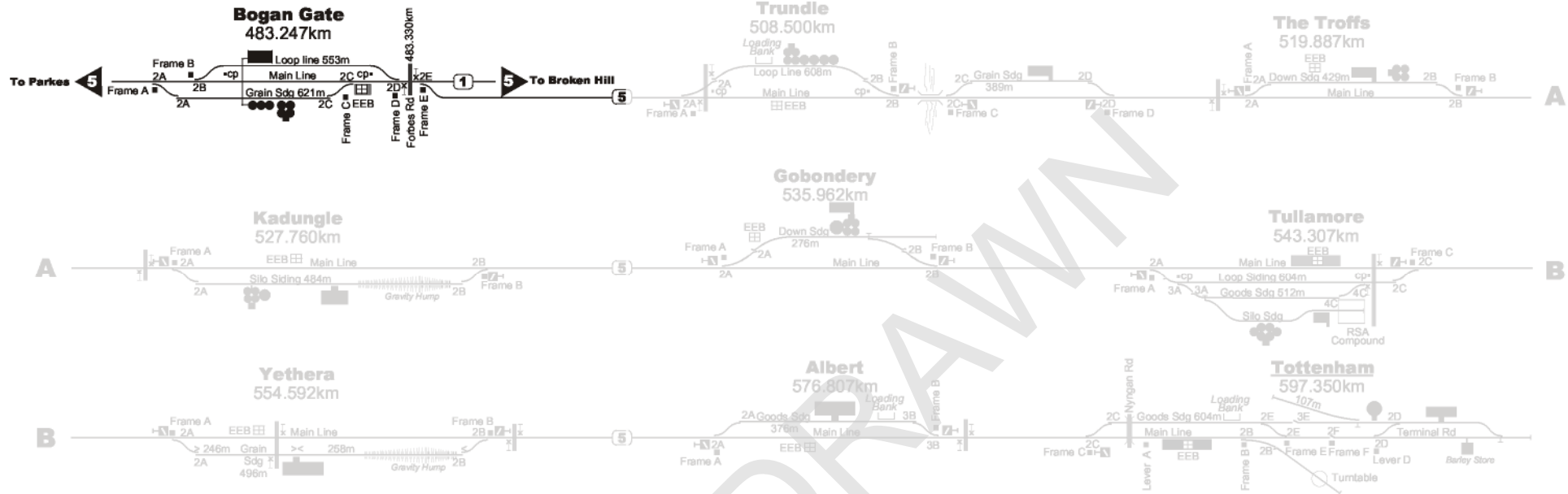
TRACK DIAGRAM - Cootamundra to Bribbaree



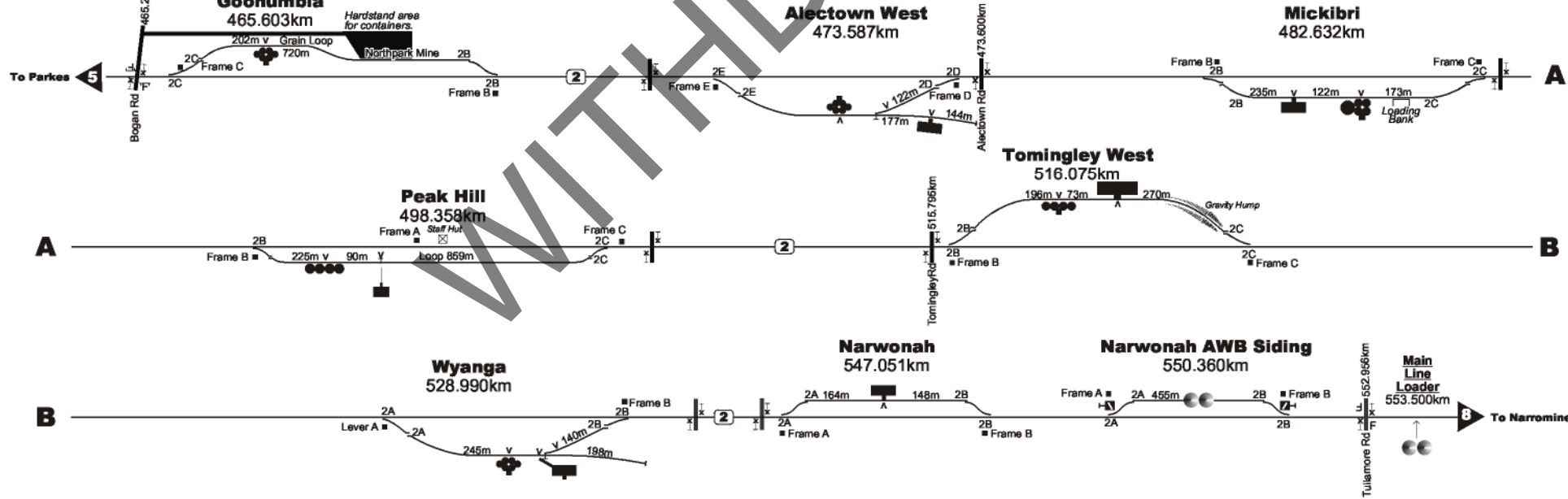
TRACK DIAGRAM - Quandialla - Goobang Junction



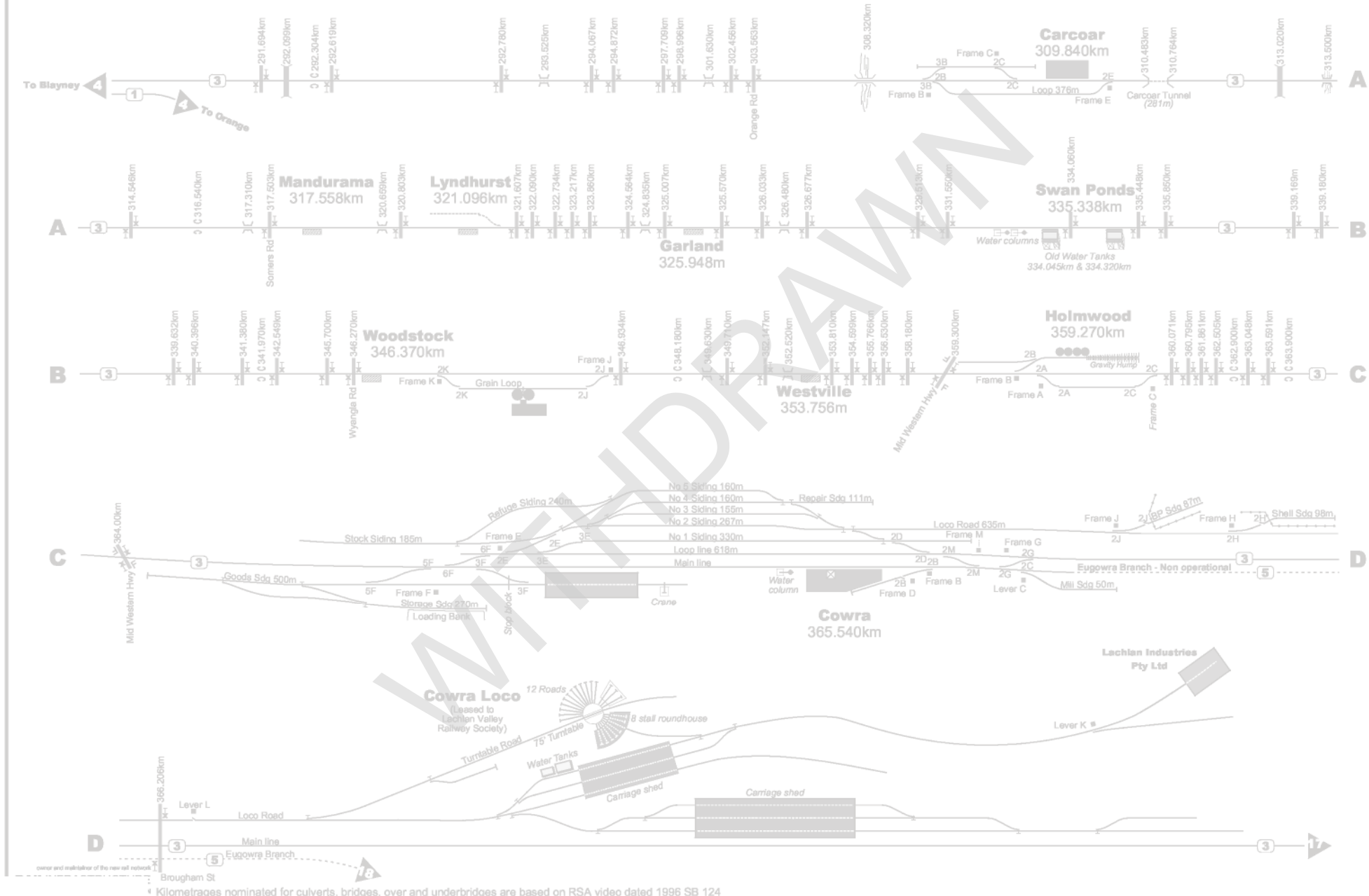
TRACK DIAGRAM - Bogan Gate to Tottenham



TRACK DIAGRAM - Goonumbia to Narwonah

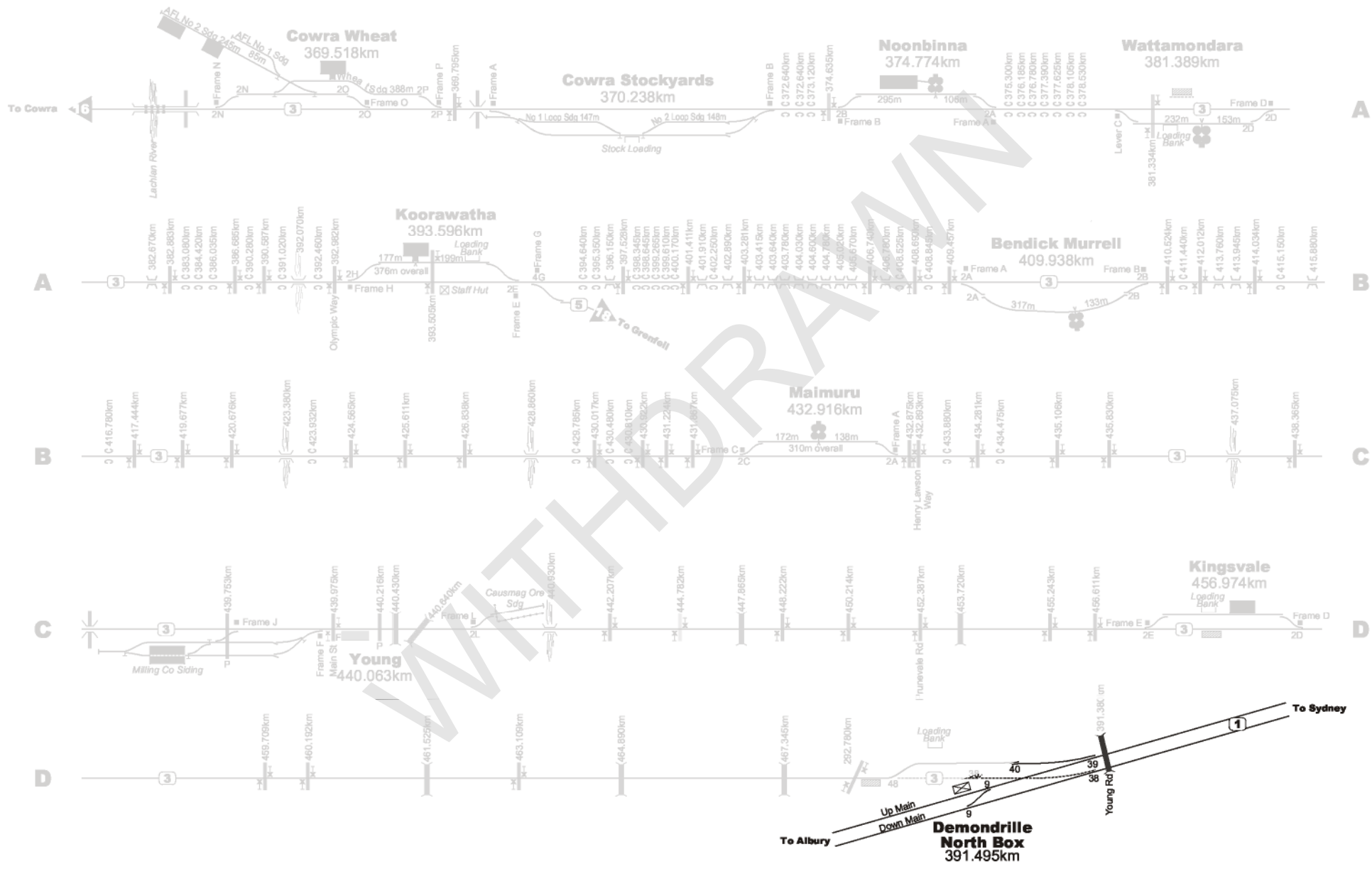


TRACK DIAGRAM - Blayney (exclusive) to Cowra



owner and maintainer of the new rail network
 Kilometrages nominated for culverts, bridges, over and underbridges are based on RSA video dated 1996 SB 124

TRACK DIAGRAM - Cowra Wheat to Demondrille

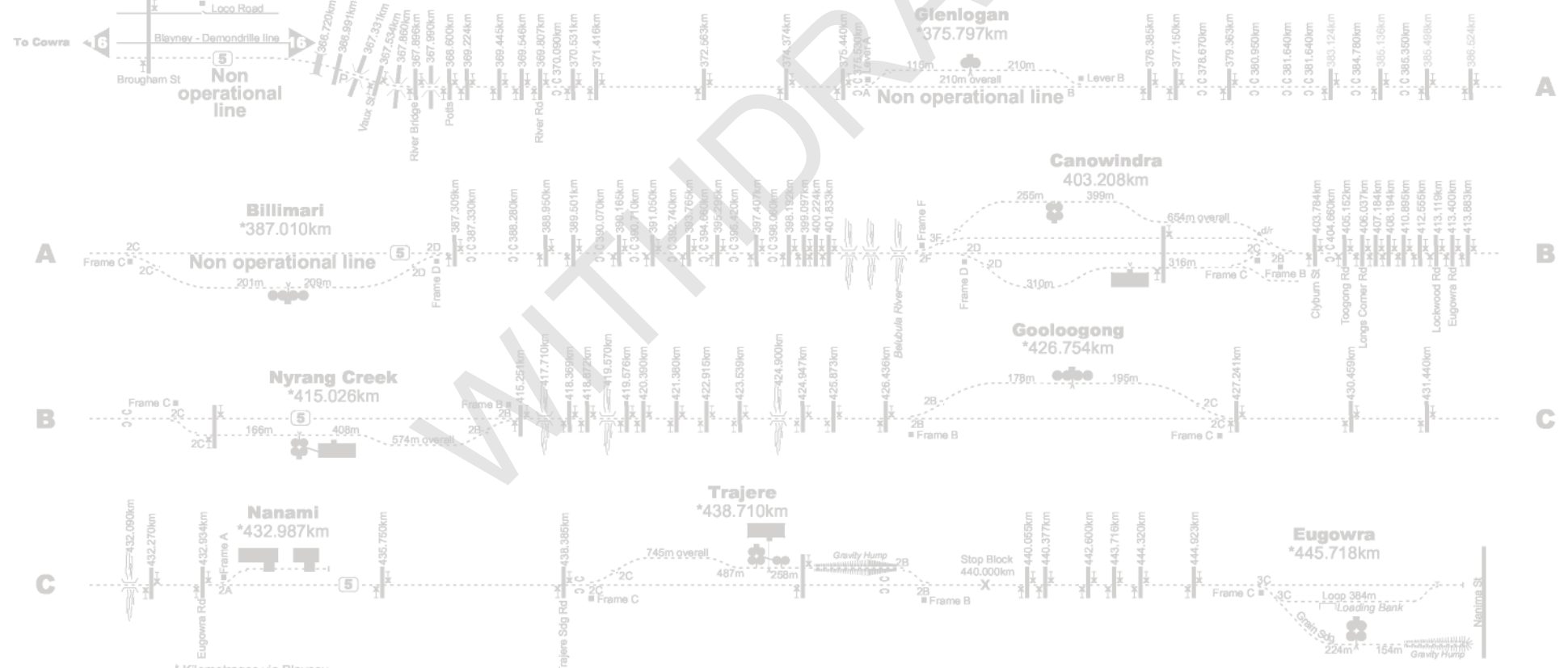


Kilometrages nominated for culverts, bridges, over and underbridges are based on RSA video dated 27.5.98

TRACK DIAGRAM - Koorawatha (exclusive) to Grenfell



TRACK DIAGRAM - Cowra (exclusive) to Eugowra



* Kilometrages via Blayney

TRACK DIAGRAM - Wallerawang to Mudgee

