Network Operating Guide - Part B Facilities En Route

Applicable to Bulk Central
Effective ***29/01/2026***
Due for review on ***29/01/2029***

Contents

1. Description

This document details the facilities en route on Aurizon Bulk Central Network Infrastructure between Northgate Block Point, north of Tarcoola, to Berrimah. This document must be read in conjunction with Part A Route Operating Protocols.

2. Scope

This document applies to all Rollingstock Operators who undertake or supervise rail safety work, including train operations over the railway network from the Northgate Block Point, north of Tarcoola, to Berrimah.

3. Safeworking

Aurizon will, from the organisation's (SA) Dry Creek Operations Centre, Adelaide, or other site of its choosing, manage safeworking over the network utilising the Train Order Working system of safeworking. This shall be conducted in accordance with the regulations set out in the Code of Practice for the Defined Interstate Rail Network (CoP DIRN), Volume 3, Parts 1 and 2 and the ABC Addendum to the CoP OP-COP-001.

4. Safeworking communications

Refer to Network Operating Guide RS-NOG-032 Part A, Section 4.4. Safeworking Communications Equipment for details of the equipment required for safeworking communications on the Network.

5. Speed Limits

Speed limits on the network are as set out in Network Operating Guide, Part A, Section 8 Speed of Trains.

6. Block Locations

Block locations and facilities are described in Network Operating Guide, Part A and Section 8 Speed of Trains of this document.

7. Operation of Points

Motorised self-restoring Main Line to Loop points are provided at Carnes, Wirrida, Rankin Dam, Manguri, Illoquara, Tennant Creek, Muckaty, Newcastle Waters, Katherine, and Union Reef.

The operation of these points is carried out by push button only at Carnes, Manguri & Muckaty. At Wirrida, Illoquara, Tennant Creek, Newcastle Waters, Katherine and Union Reef this can be achieved either by push button or radio remote control.

All of these points are provided with Colour Light Points Indicators as described in the ABC Addendum.

7.1 Push Button Points Operation

In order to operate points to either position using a push button enclosure:

a. Stop the train short of the track circuited area either side of the points (Wirrida, Illoquara, Tennant Creek, Muckaty, Newcastle Waters, Union Reef and Katherine) or short of the proximity/axle counter switches (Carnes, and Manguri).

A white painted sleeper or Clearance Point indicator shows the extent of the track-circuited area at Wirrida, Illoquara, Tennant Creek, Muckaty, Newcastle Waters, Union Reef and Katherine.

b. Open the push button enclosure door. This action will cause the Colour Light Points Indicator to display a red indication.
c. At Wirrida, Illoquara, Tennant Creek, Newcastle Waters and Katherine:
   i. Observe the LED labelled 'TRACK OCCUPIED'. If the red LED is not illuminated the points may be operated.
   ii. Leave the enclosure door open and wait for completion of a 120 second run down period.
   iii. Observe the LED labelled 'POINTS RELEASED'. When the 120 second run down is complete this will display a green indication. A green 'POINTS RELEASED' display indicates that the points may be operated.
   iv. Depress either the 'NORMAL' or 'REVERSE' push button to operate the points to the required position.
   v. Close and lock the push button enclosure door.

Note: If the push button enclosure door is closed during the run down period the time is reset to zero, re-initiating a 120 run down period.

d. At Carnes and Manguri:
   i. Observe the condition of the service light. If it is illuminated advise Transport Control.
   ii. Depress either the 'NORMAL' or 'REVERSE' push button to operate the points to the required position.
   iii. Leaving the enclosure door open, wait for completion of points motor operation.
   iv. Close and lock the push button enclosure door.
e. At any of these locations:
   i. Inspect the points to ensure that they have been correctly set for the desired route.
   ii. Observe the correct setting of the Colour Light Points Indicator and points target indicator where provided and proceed accordingly.

7.2 Radio Remote Control Points Operation

In order to operate points to the reverse position using radio remote control at Wirrida, Rankin Dam, Illoquara, Tennant Creek, Newcastle Waters, Union Reef and Katherine.

Note: The window for operation of the radio remote control points at these locations is typically between seven and ten kilometres however it is preferable that train crew select a distance that will enable them to observe the indicator going to red and initiation of the rundown sequence. The change to red also gives the train crew acknowledgment that the DTMF code [refer to (b) below] has been received and accepted by the NEC receiver.

Regardless of the distance selected, train crews should not assume that the points have operated to the reverse position. Train crew must control the movement and be prepared to stop at the facing points unless the point indicator is displaying that the points are correctly set for the movement.

Operation of the radio remote control points is as follows:

a. Ensure by use of the local radio that any rail traffic approaching the vicinity of the points are aware of their impending operation.

b. At an appropriate distance select UHF 418.250MHz and enter the four-digit DTMF points operating code. This action will initiate a 150 second run down period during which the colour light points indicator will display a red indication.

Note: The DTMF code is transmitted via the use of a keypad or other radio interface. The digit keys should be depressed for at least one second, with a pause of at least one second between the entry of each digit. All digits must be entered within eight seconds.

If the Colour Light Points Indicator does not display a red indication (indicating a response to the radio transmission) following the transmission of the DTMF code, a second attempt may be made – but only after waiting for 30 seconds.

a. Approach the points at a speed at which the movement can be stopped short of the facing points.
b. Observe the indication displayed by the Colour Light Points Indicator.
c. Proceed in accordance with the indication displayed by the Colour Light Points Indicator.

Note: Should the push button enclosure door be opened following the transmission of a DTMF code, any command that has been received by the system will be cancelled and a new run down period will commence.

7.3 Failure of Points or Colour Light Points Indicator

In the event that the Colour Light Points Indicator continues to display a red or no indication following a radio DTMF transmission, or push button operation, the train crew shall:

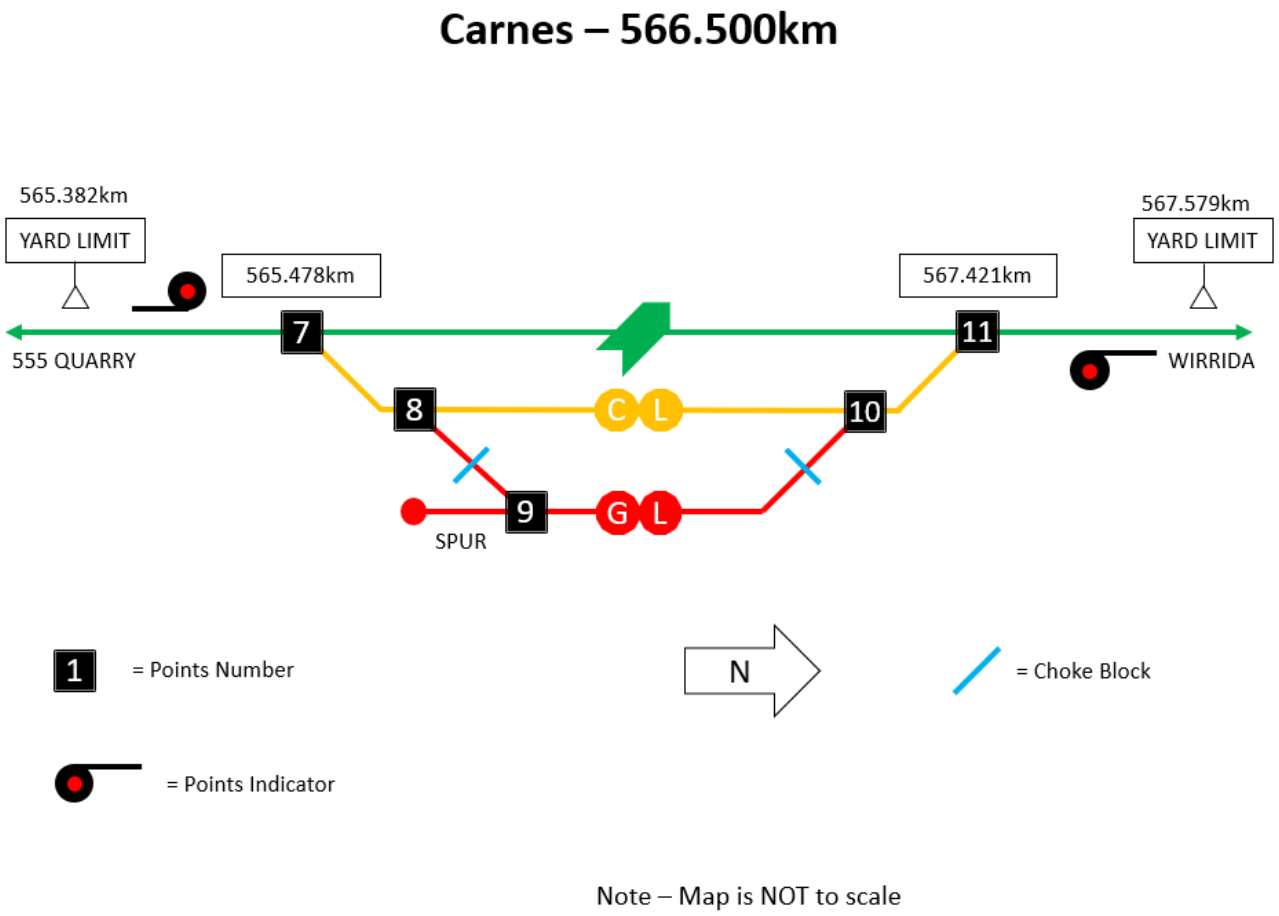
a. Stop or remain clear of the track-circuited area associated with the points.
b. Advise Aurizon Network Control of the circumstances.
c. Inspect the points to ensure that no debris is preventing the required movement of the points blades. If any material is found to be preventing operation of the points safely remove this debris.

Note: Do not attempt to clear any debris from between the points blades by hand.

d. Set the points to Hand Mode of operation and manually operate the points.
e. Return the points to Motor Mode of operation.
f. If the points are confirmed as set and locked and the Colour Light Points Indicator displays the correct indication the train crew shall:
    i. Proceed in accordance with the indication and Train Authority held.
    ii. Advise Aurizon Network Control of the circumstances and action taken.
g. If the points are confirmed as set and locked and the Colour Light Points Indicator fails to display the correct indication the train crew shall:
    i. Advise Aurizon Network Control of the circumstances.
    ii. Observe the indication of the reflective points indicator.
    iii. Proceed as authorised by the Train Authority currently in effect.
h. If the points cannot be set and locked in the Motor Mode of operation the train crew shall:
    i. Advise Aurizon Network Control of the circumstances and obtain instructions.
    ii. Place the points into the Hand Mode of operation and set to the position directed by the Aurizon Network Controller.
    iii. Clamp the points for the setting directed.
    iv. Proceed as authorised.

8. Facility Diagrams

8.1 Carnes



Points

- The main line points are motorised push button M23a switch machines with colour light points indicators.
- Points on the crossing loop are locked with points stands and are provided with reflective mechanical indicators.
- Points from goods loop to spur are operated by spring lever.

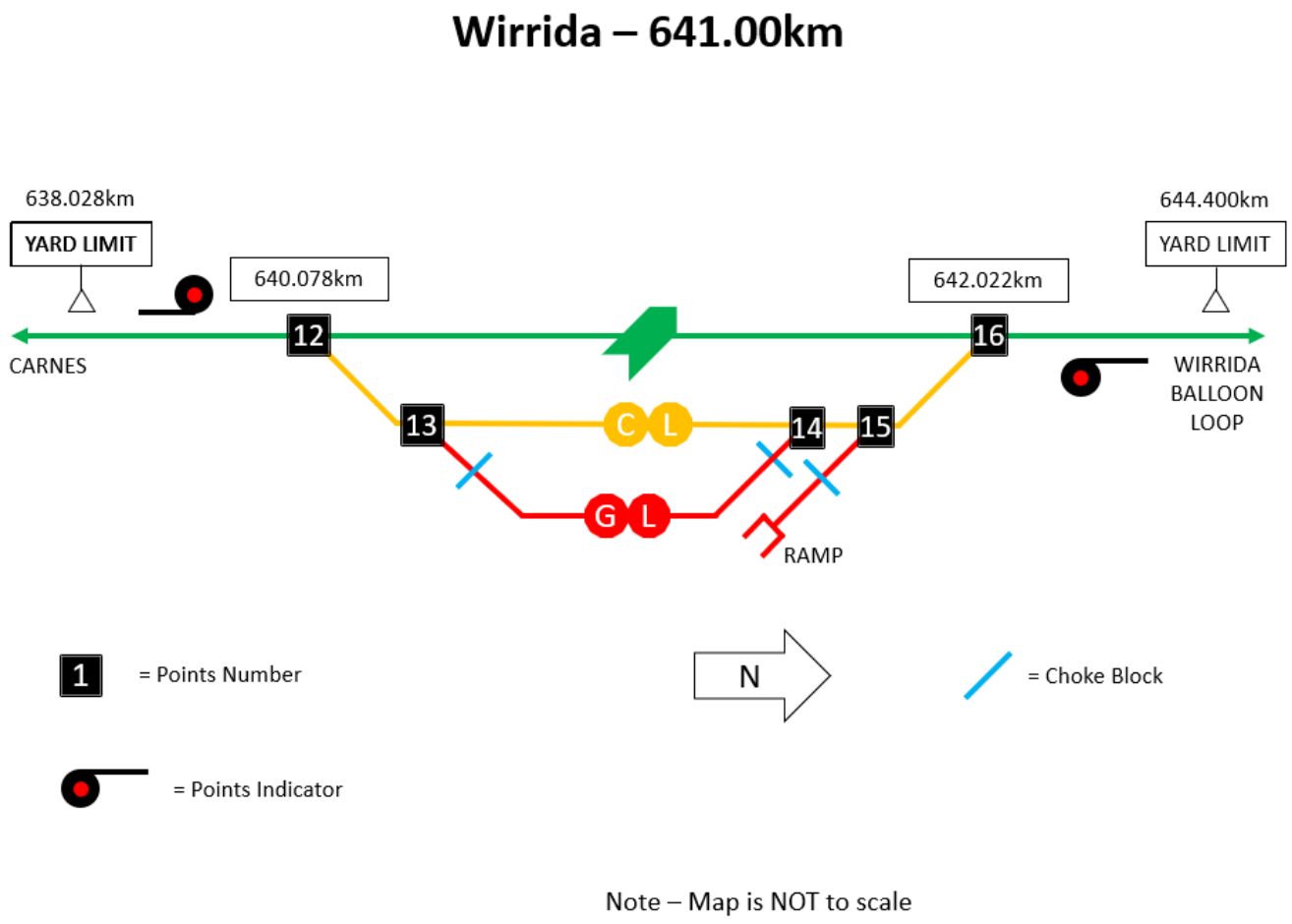
Running Line Protection

- Both ends of the goods loop - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1824 metres
Goods Loop	381 metres
Goods Spur	121 metres

8.2 Wirrida



Points

- The main line points are motorised push button/ radio remote control M23a switch machines with colour light points indicators.
- Points on the crossing loop are locked with points stands and are provided with reflective mechanical indicators.
- Points from goods loop to spur are operated by spring lever.

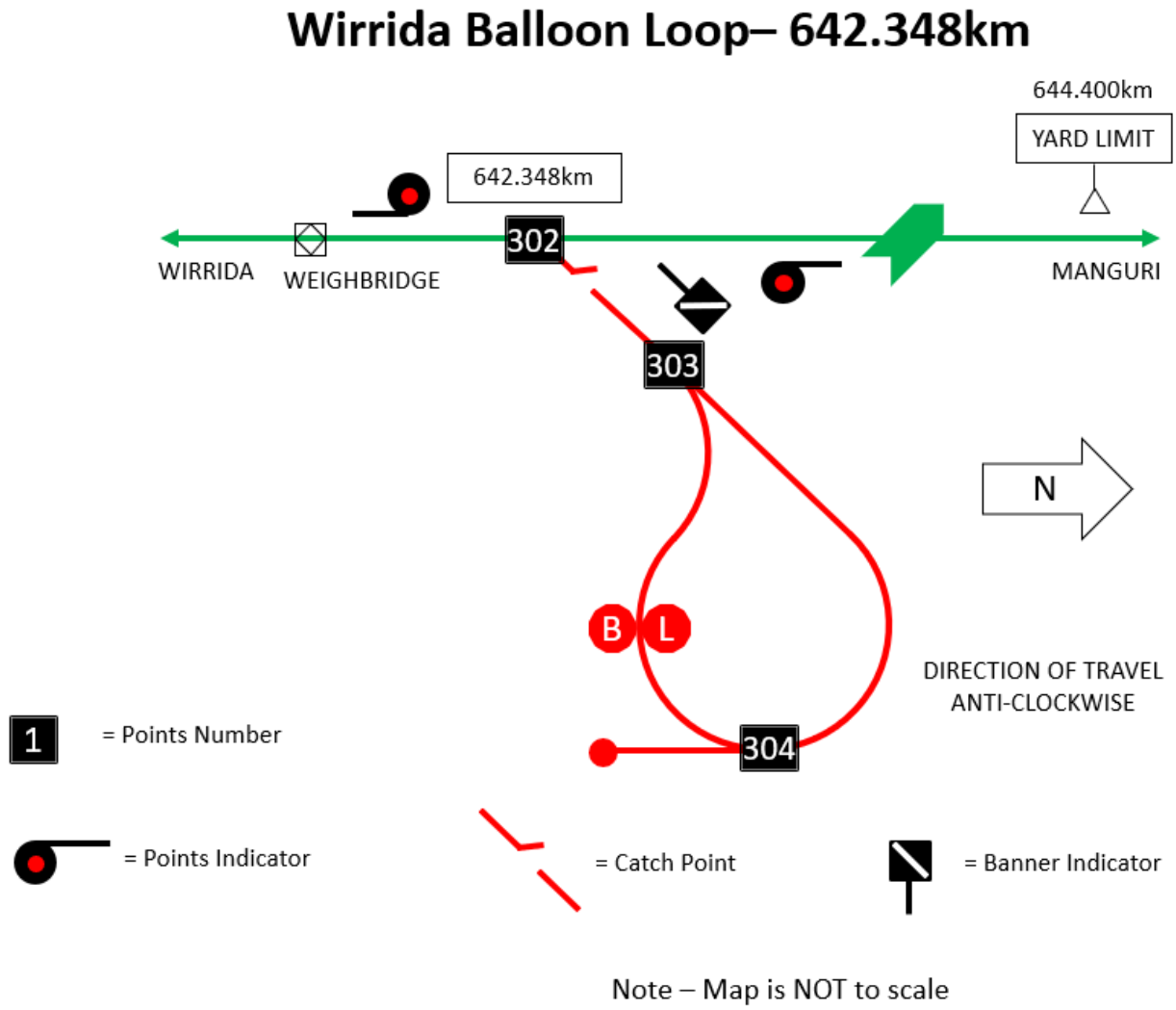
Running Line Protection

- Both ends of the goods loop and spur - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1830 metres
Goods Loop	1560 metres
Ramp Road	196 metres

8.3 Wirrida Balloon Loop



Points

- The main line points are motorised push button/ radio remote controlled M23a switch machines with colour light points indicators.
- Points on the balloon loop are locked with points stands and are provided with reflective mechanical indicators. Points are also self-restoring and set for the diverge.
- Points from the balloon loop to spur are operated by spring lever.

Running Line Protection

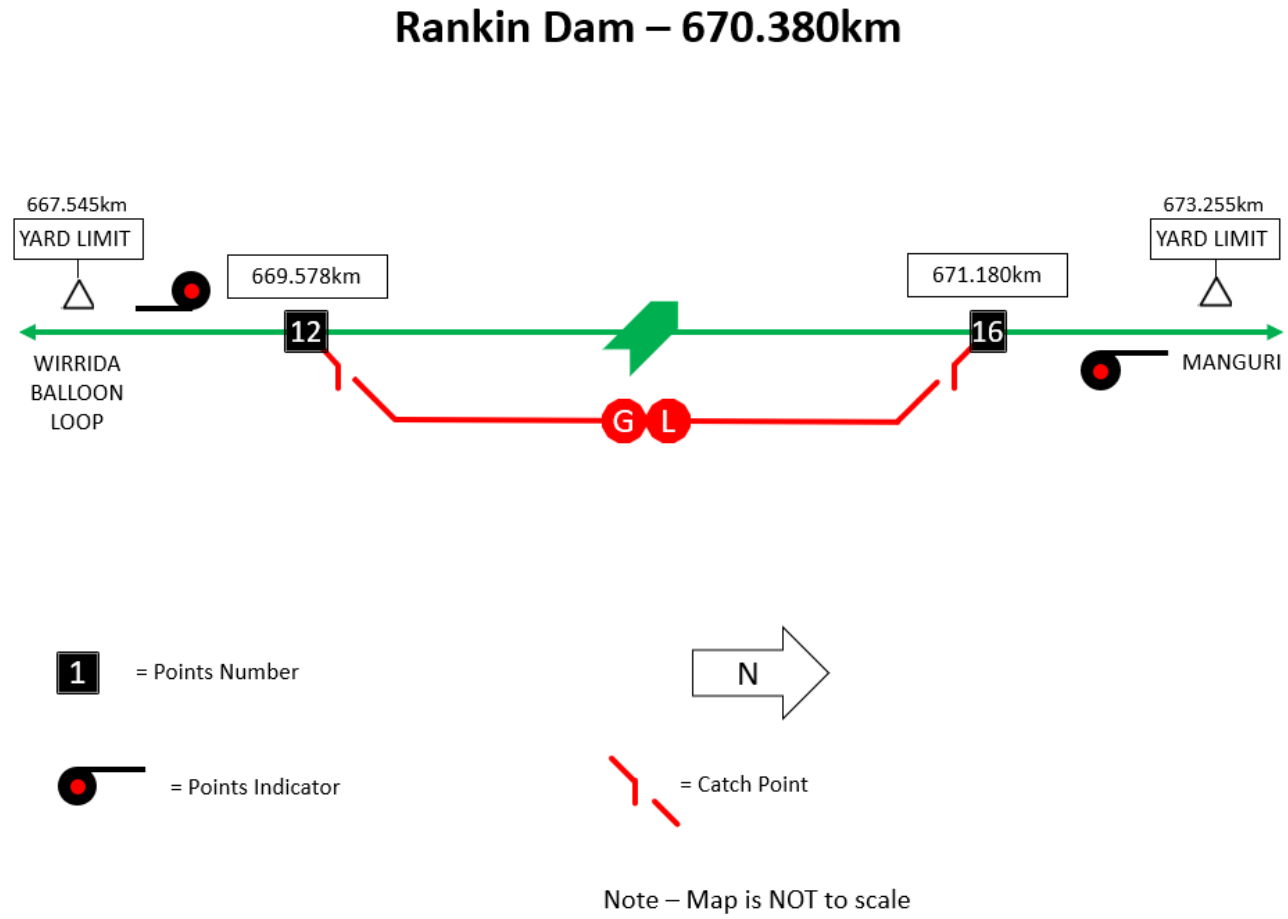
- Single end of the Balloon Loop – Catch Point type derail.

Standing Room

Balloon Loop	3768 metres
Goods Spur	107 metres

Note: Wirrida Balloon Loop is located within Wirrida Yard Limit Boards.

8.4 Rankin Dam



Points

- The Main line points are motorised push button/ radio remote controlled M23a switch machines with colour light points indicators. The catch points are activated in conjunction with the main line points.
- Points on the goods loop are locked with points stands with reflective mechanical indicators.

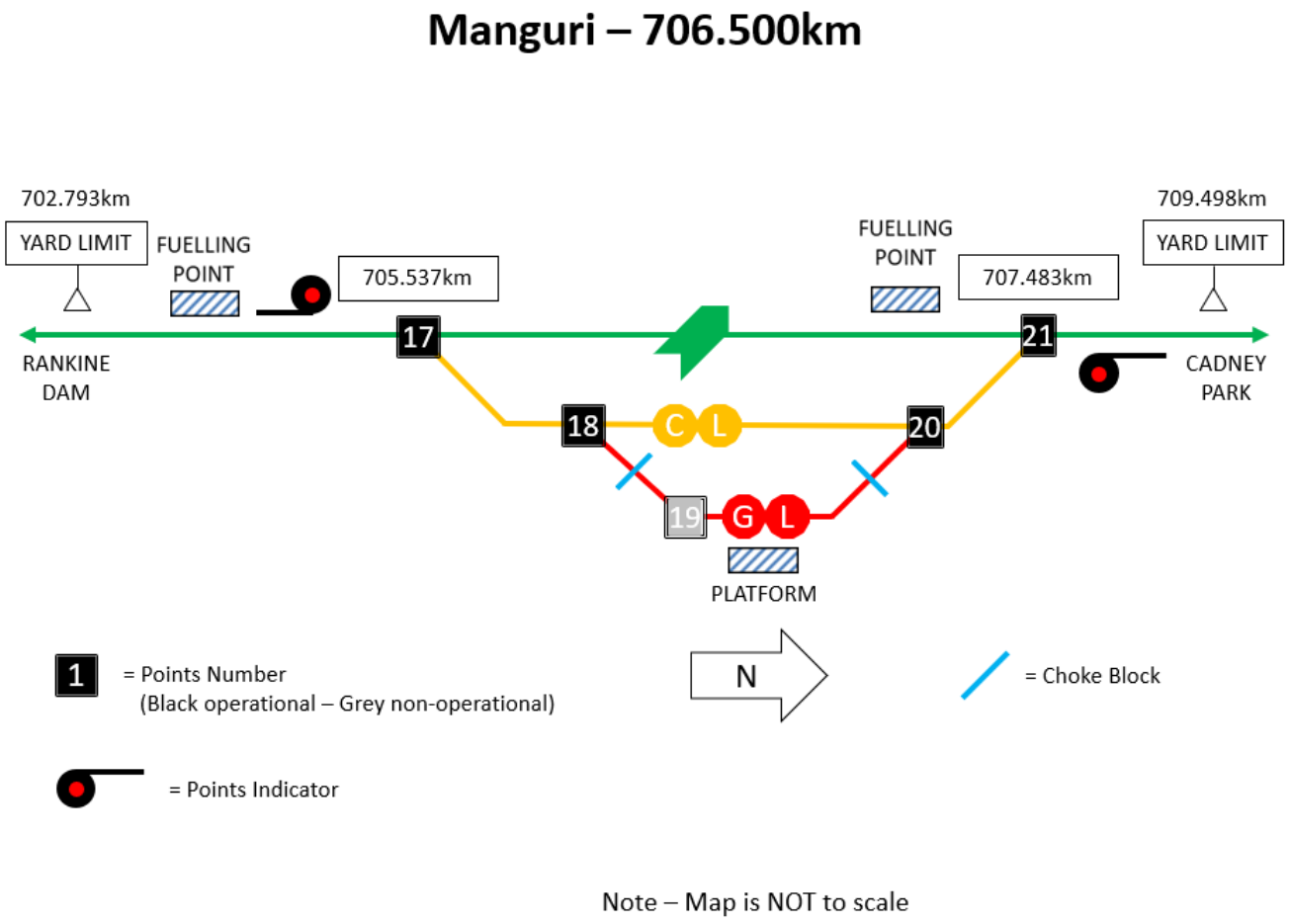
Running Line Protection

- Both ends of the goods loop – Catch Point type derail.

Standing Room

Goods Loop	1462 metres

8.5 Manguri



Points

- The main line points are motorised push button M23a switch machines with colour light points indicators.
- Points on the crossing loop are locked with points stands with reflective mechanical indicators.

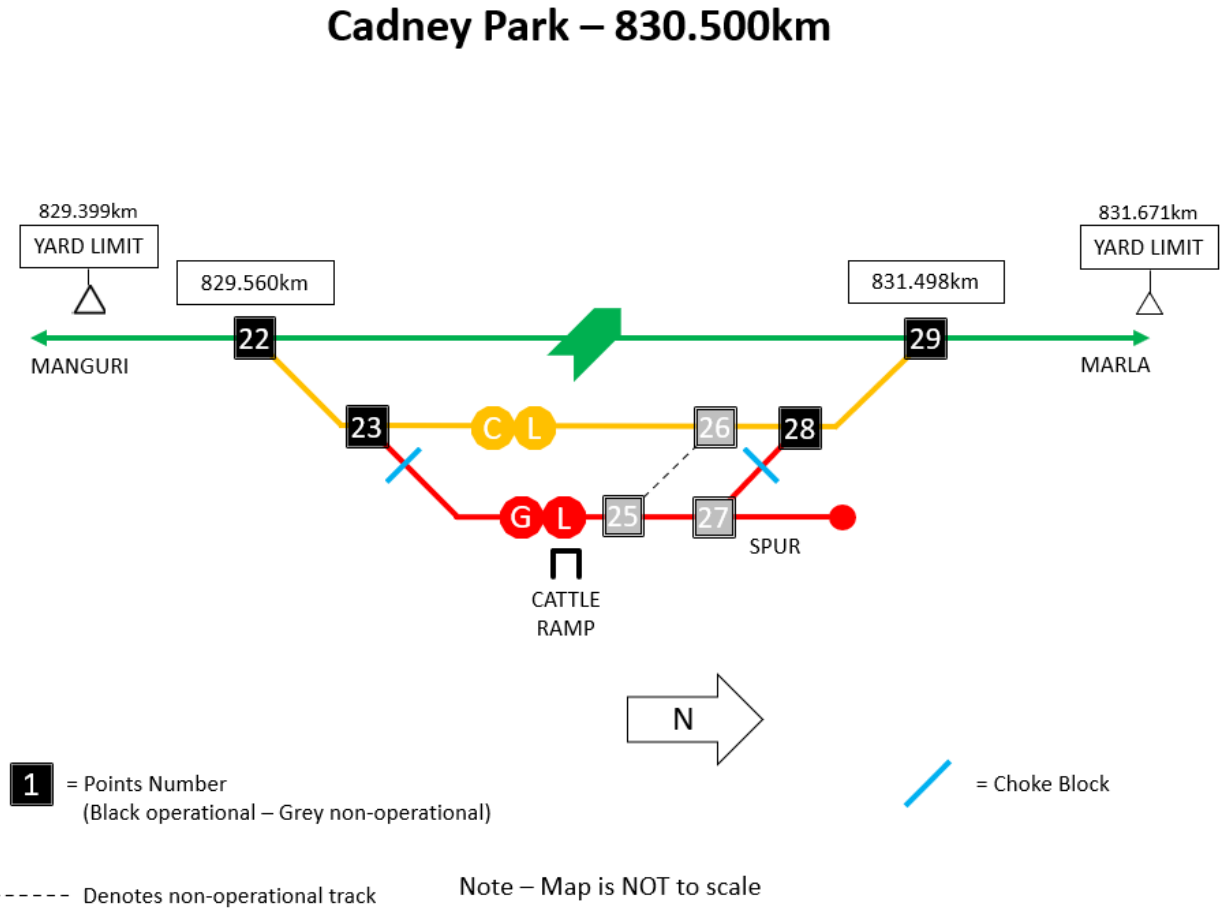
Running Line Protection

- Both ends of the goods loop - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1828 metres
Goods Loop	912 metres

8.6 Cadney Park



Points

- The main line points are hand mode only M23a switch machines with reflective mechanical indicators.
- The crossing loop points are locked with points stands with reflective mechanical indicators.
- All other points are operated by spring lever.

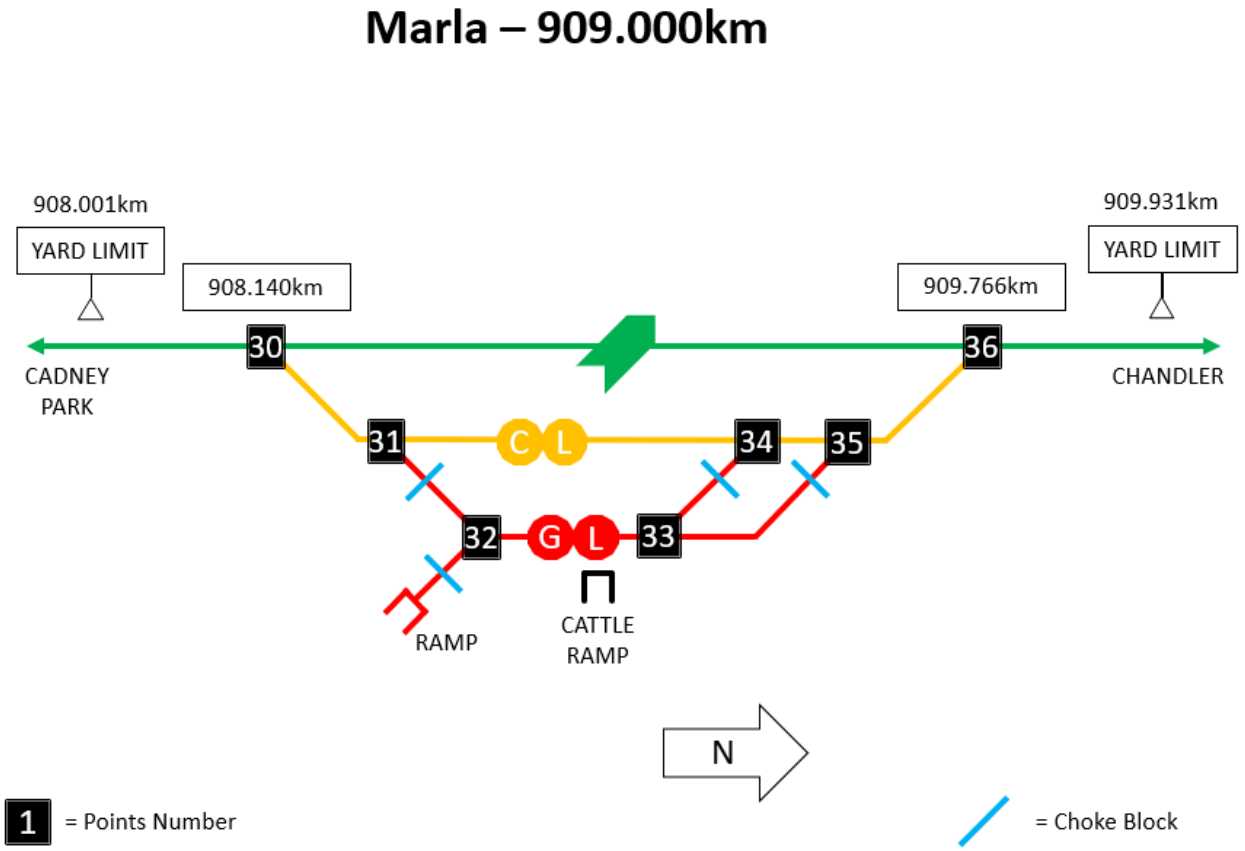
Running Line Protection

- Both ends of the goods loop - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1826 metres
Goods Loop	1016 metres
Goods Spur	187 metres

8.7 Marla



Points

- The main line points are hand mode operated M23a switch machines with reflective mechanical indicators.
- The crossing loop points are locked with points stands with reflective mechanical indicators.
- All other points are operated by spring lever.

Running Line Protection

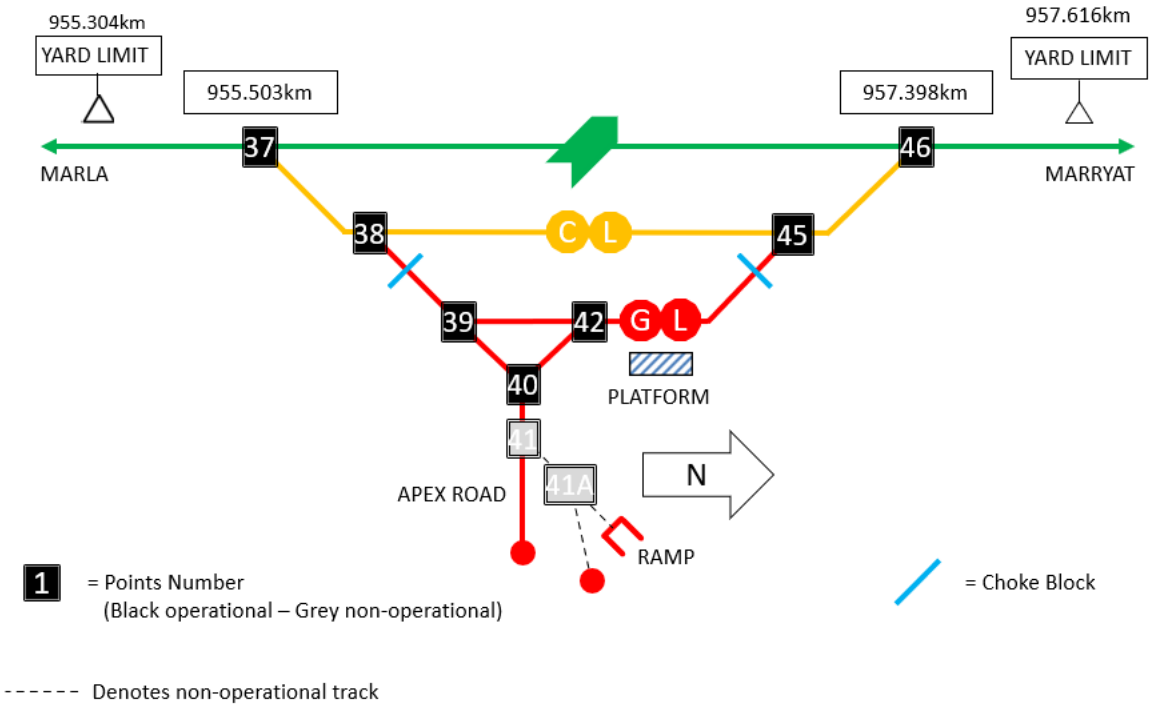
- Both ends of the goods loop and middle cross-over - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1503 metres
Goods Loop	1012 metres
Ramp Road	170 metres

8.8 Chandler

Chandler – 956.500km



Points

- The main line points are hand mode only operated M23a switch machines with reflective mechanical indicators.
- The crossing loop points are locked with points stands with reflective mechanical indicators.
- All other points are operated by spring lever.

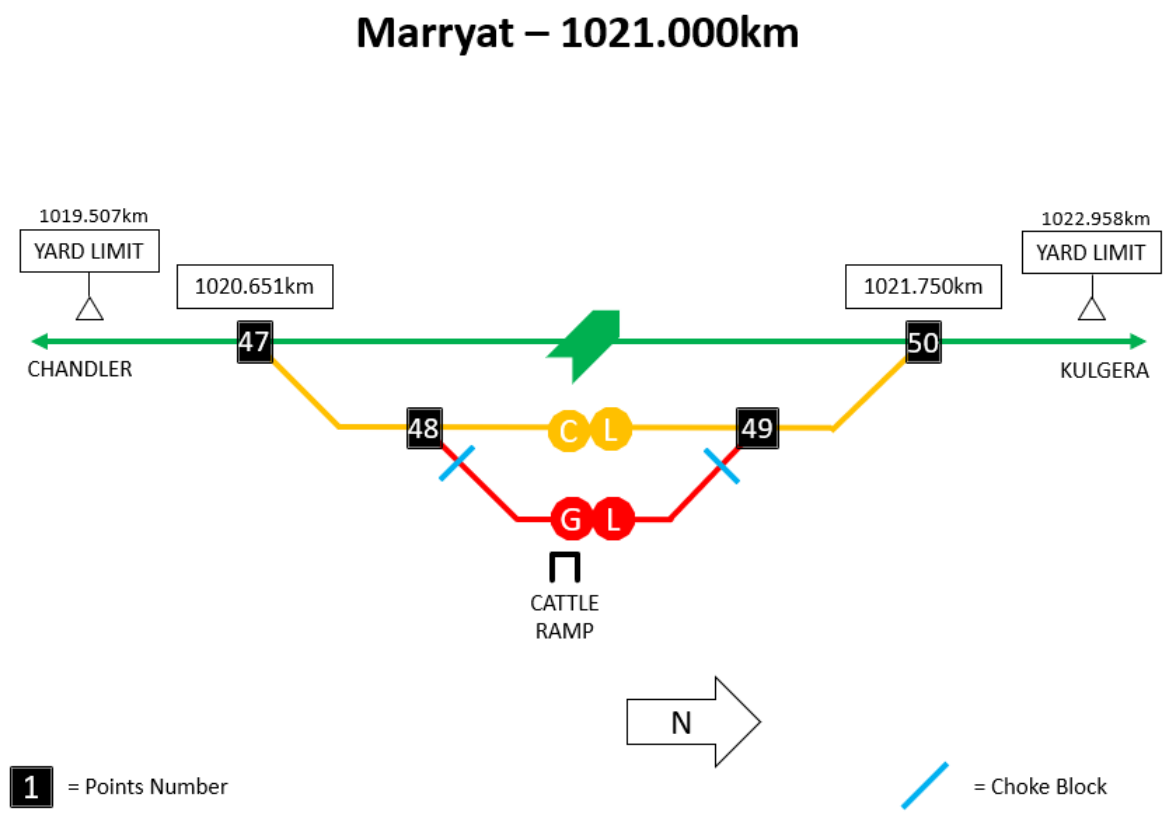
Running Line Protection

- Both ends of the goods loop - throw-over type derail.

Standing Room

Crossing Loop	1785 metres
Goods Loop	1021 metres
Triangle Apex Road	70 metres

8.9 Marryat



Note – Map is NOT to scale

Points

- The main line points are hand mode only operated M23a switch machines with reflective mechanical indicators.
- The goods loop points are locked with points stands with reflective mechanical indicators.

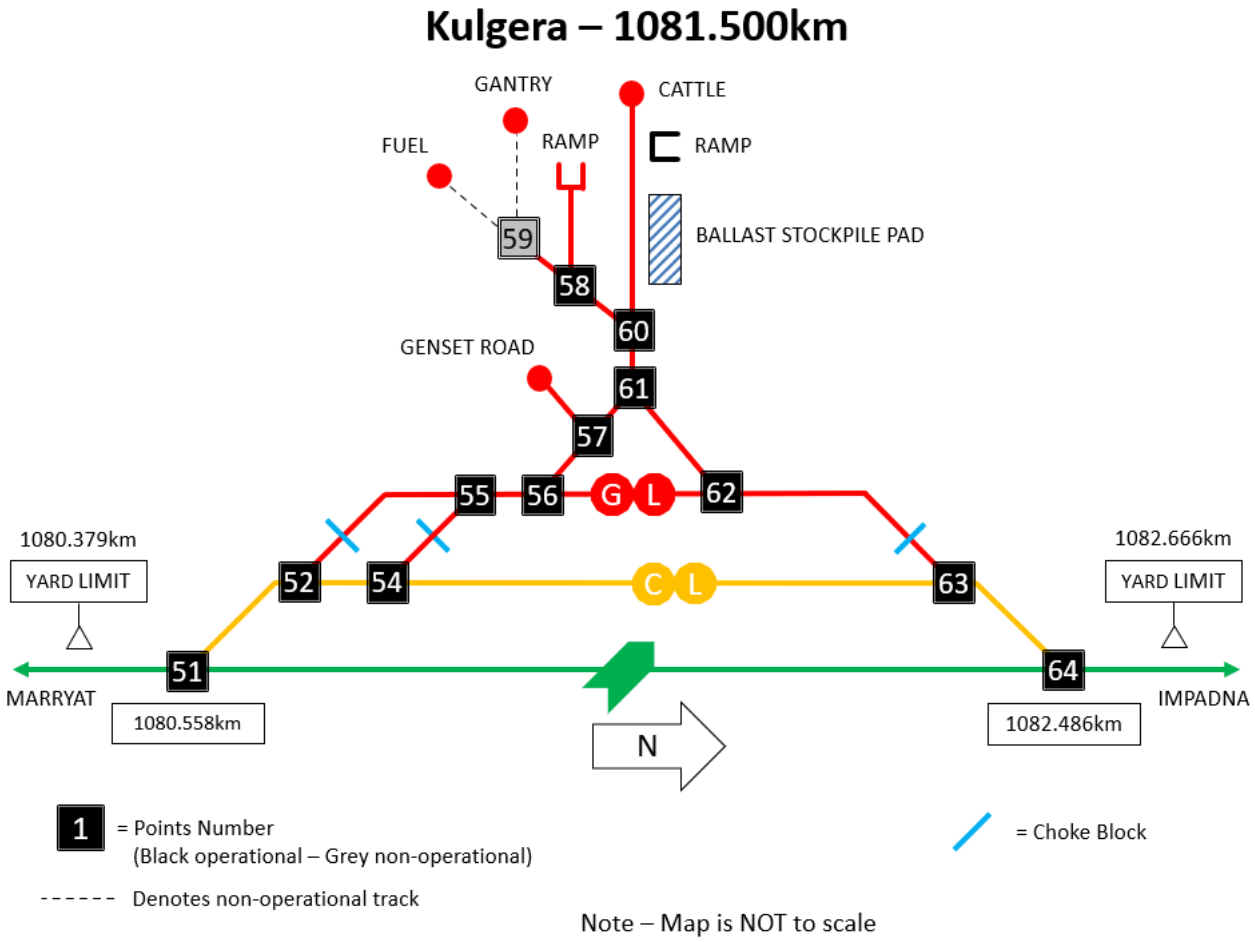
Running Line Protection

- Both ends of the goods loop - throw-over Choke Block type derail.

Standing Room

Crossing Loop	988 metres
Goods Loop	390 metres

8.10 Kulgera



Points

- The main line points are hand mode only operated M23a switch machines with reflective mechanical indicators.
- The crossing loop points are locked with points stands with reflective mechanical indicators.

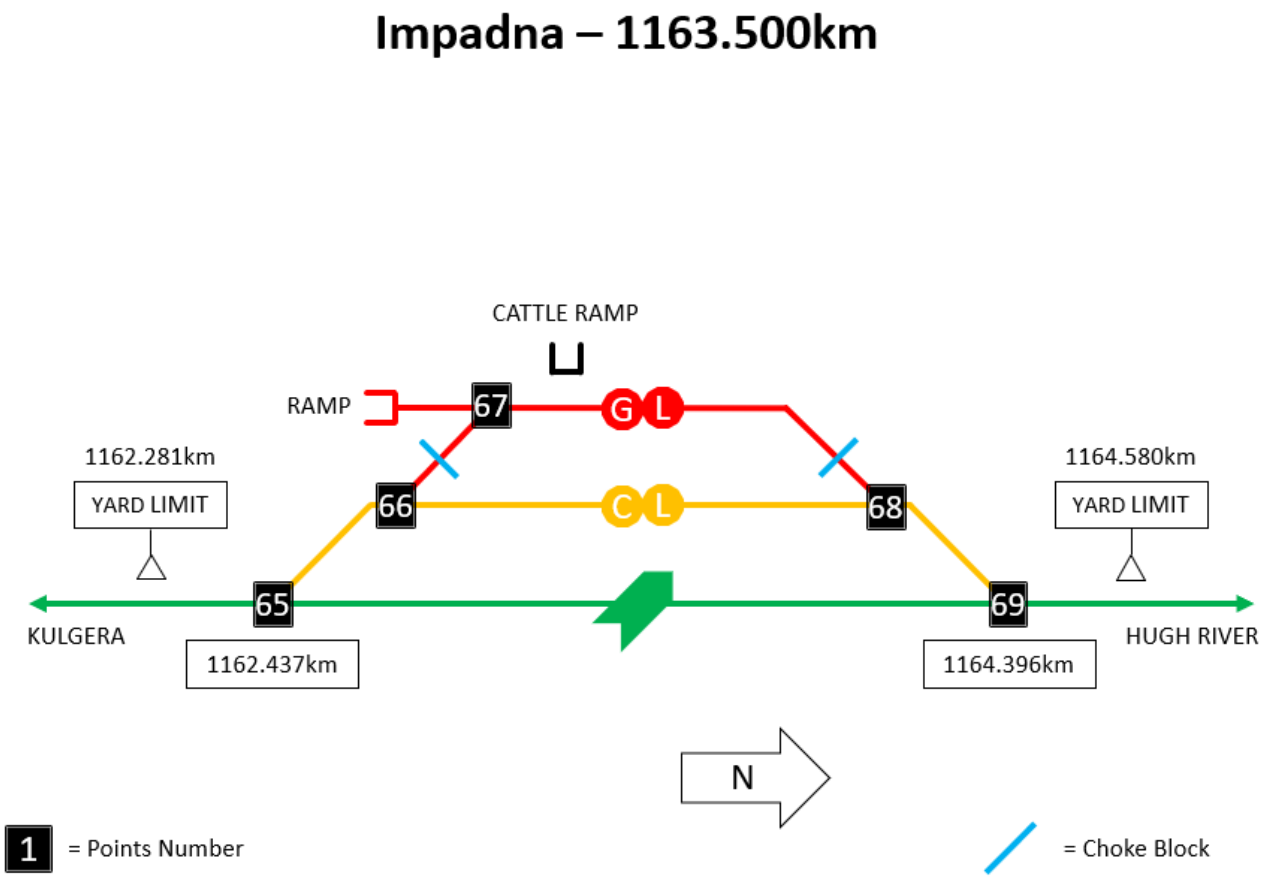
Running Line Protection

- Both ends of the goods loop and middle cross-over - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1815 metres
Goods Loop	997 metres
Cattle Road	820 metres
Ramp Road	264 metres
Genset Road	88 metres

8.11 Impadna



Note – Map is NOT to scale

Points

- The main line points are hand mode only operated M23a switch machines with reflective mechanical indicators.
- The crossing loop points are locked with points stands with reflective mechanical indicators.
- Points from goods loop to spur are operated by spring lever.

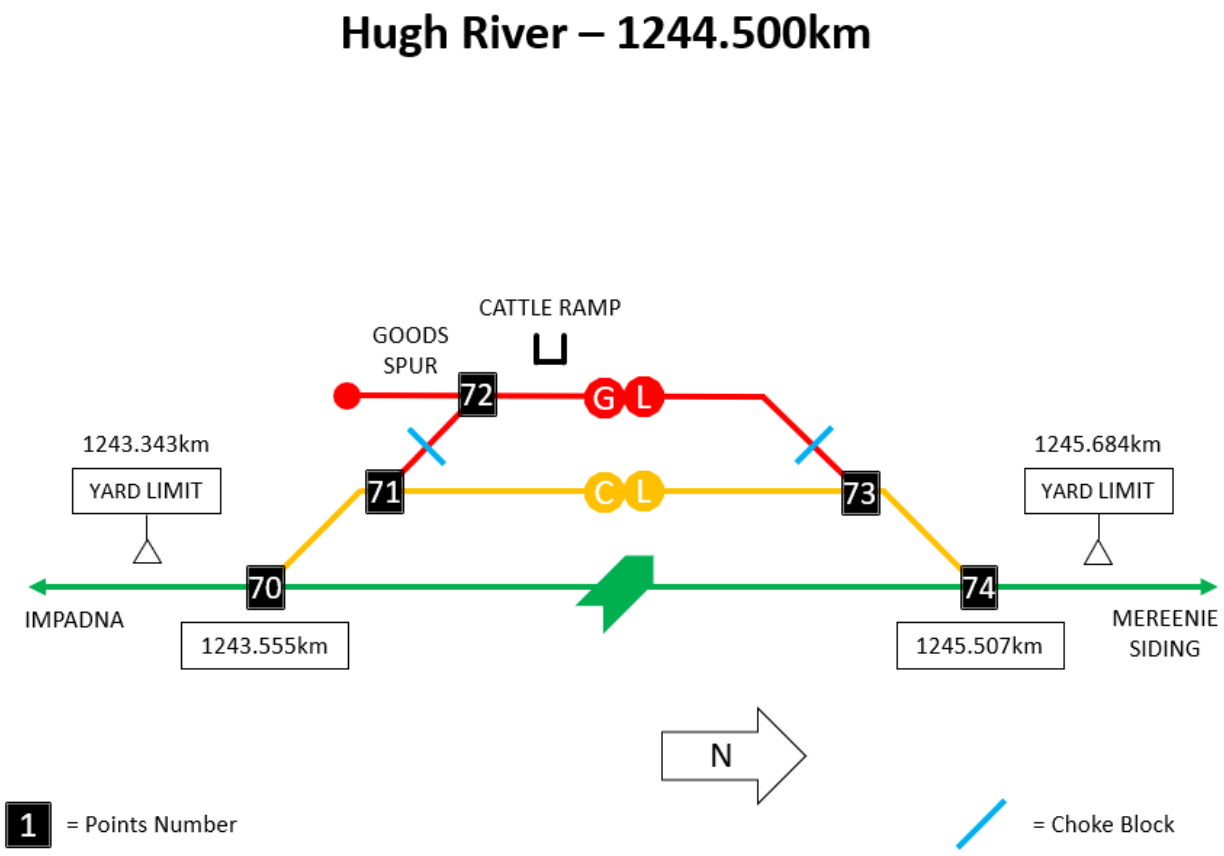
Running Line Protection

- Both ends of the goods loop - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1839 metres
Goods Loop	520 metres
Ramp road	130 metres

8.12 Hugh River



Note – Map is NOT to scale

Points

- The main line points are hand mode only operated M23a switch machines with reflective mechanical indicators.
- The crossing loop points are locked with points stands with reflective mechanical indicators.
- Points from goods loop to spur are operated by spring lever.

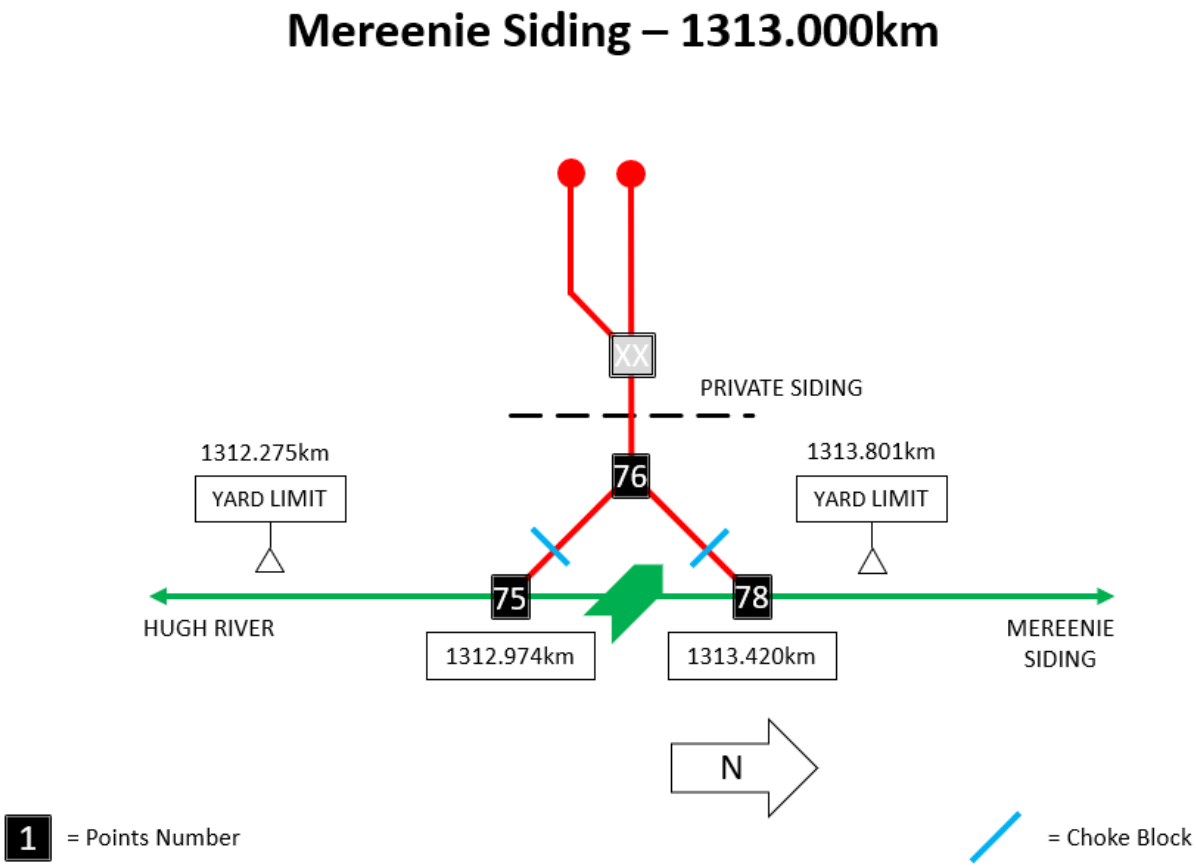
Running Line Protection

- Both ends of the goods loop - throw-over Choke Block type derail.

Standing Room

Crossing Loop	1839 metres
Goods Loop	926 metres
Goods Spur	121 metres

8.13 Mereenie Siding



Note – Map is NOT to scale

Points

- The main line points are operated with tall switch stands with reflective mechanical indicators.
- Points #76 (spring lever) are locked with points stands with reflective mechanical indicators.

Running Line Protection

- Both legs of the triangle throw-over Choke Block type derail.

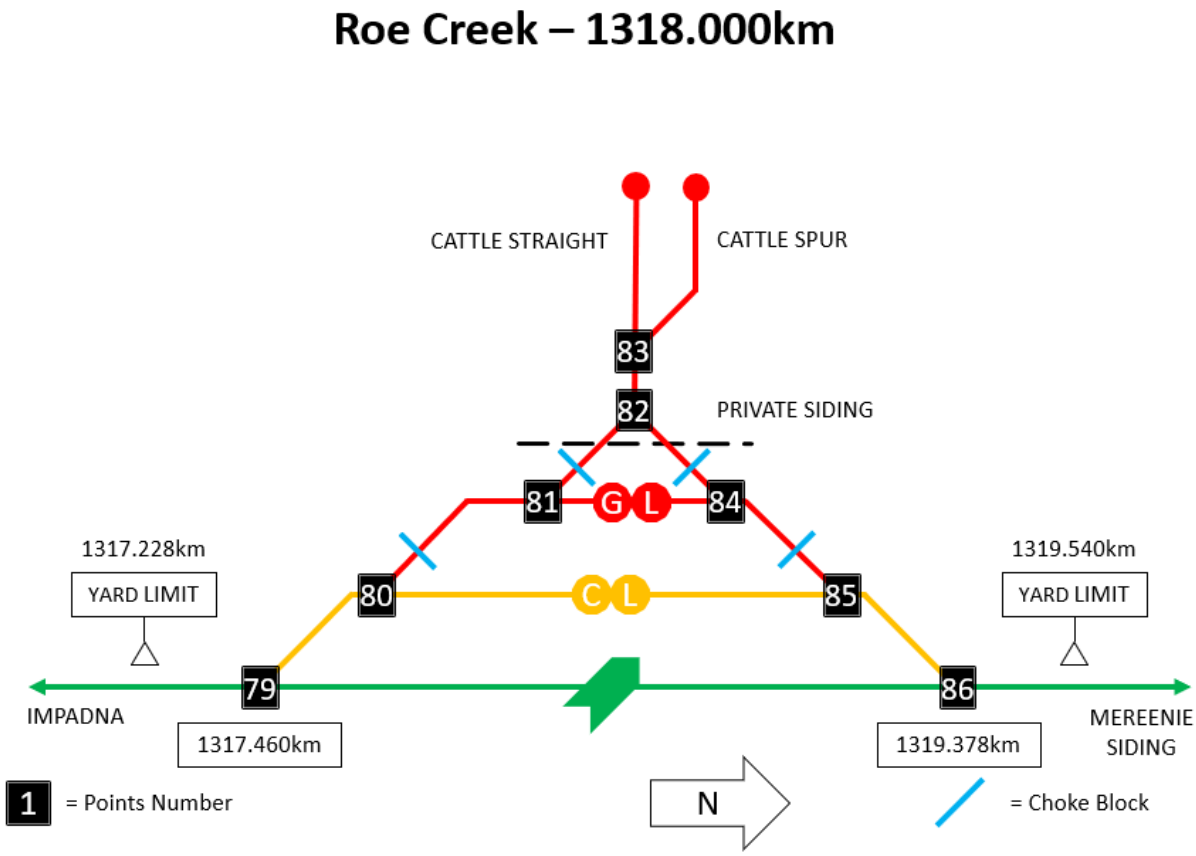
Standing Room

Triangle North Leg	376 metres
Triangle South Leg	381 metres
Triangle Apex Road	n/a

Special Instructions:

- The tracks beyond the apex of the triangle are private sidings. No access to Aurizon.

8.14 Roe Creek



Note – Map is NOT to scale

Points

- The main line points are hand mode only operated M23a switch machine with reflective mechanical indicators.
- All other points are locked with points stands with reflective mechanical indicators.

Running Line Protection

- Both ends of the goods loop - throw-over Choke Block type derail.

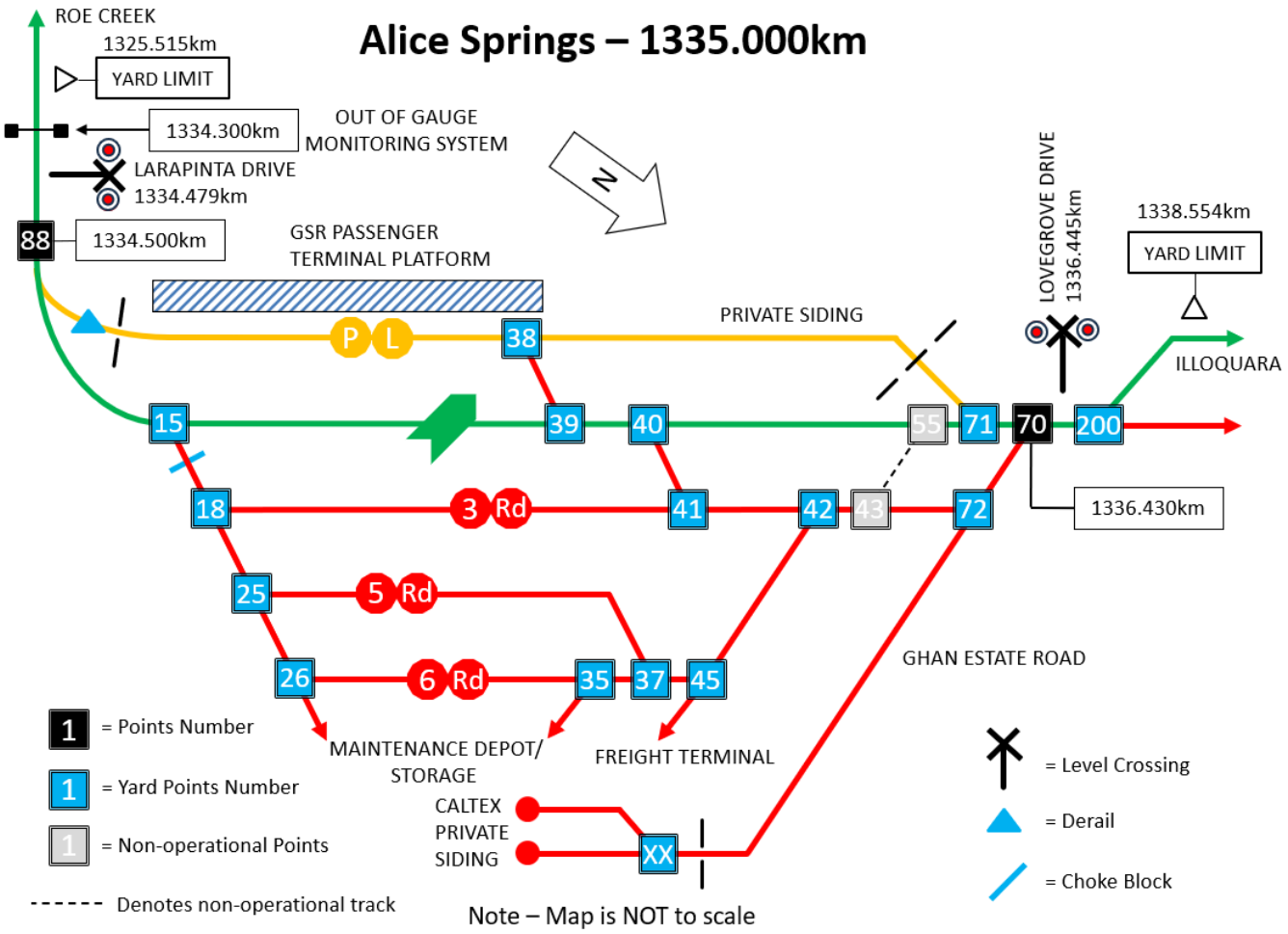
Standing Room

Crossing Loop	1800 metres
Goods Loop	800 metres

Special Instructions

- The tracks beyond numbers 81 and 84 points are private sidings. No access to ABC.

8.15 Alice Springs



Points

- The main line points are operated with tall switch stands with reflective mechanical indicators.
- All other points are locked with points stands and reflective points mechanical indicators.

Main Line Protection

- Protected by locked points, derails and choke blocks.

Standing Room

Mainline (“2 Road”)	1856 metres
3 Road	1342 metres
5 Road	626 metres
6 Road	588 metres
Passenger road, pts88 to pts71	1756 metres
Passenger road, pts88 to pts38	855 metres
Passenger road, pts38 to pts71	853 metres

Caution

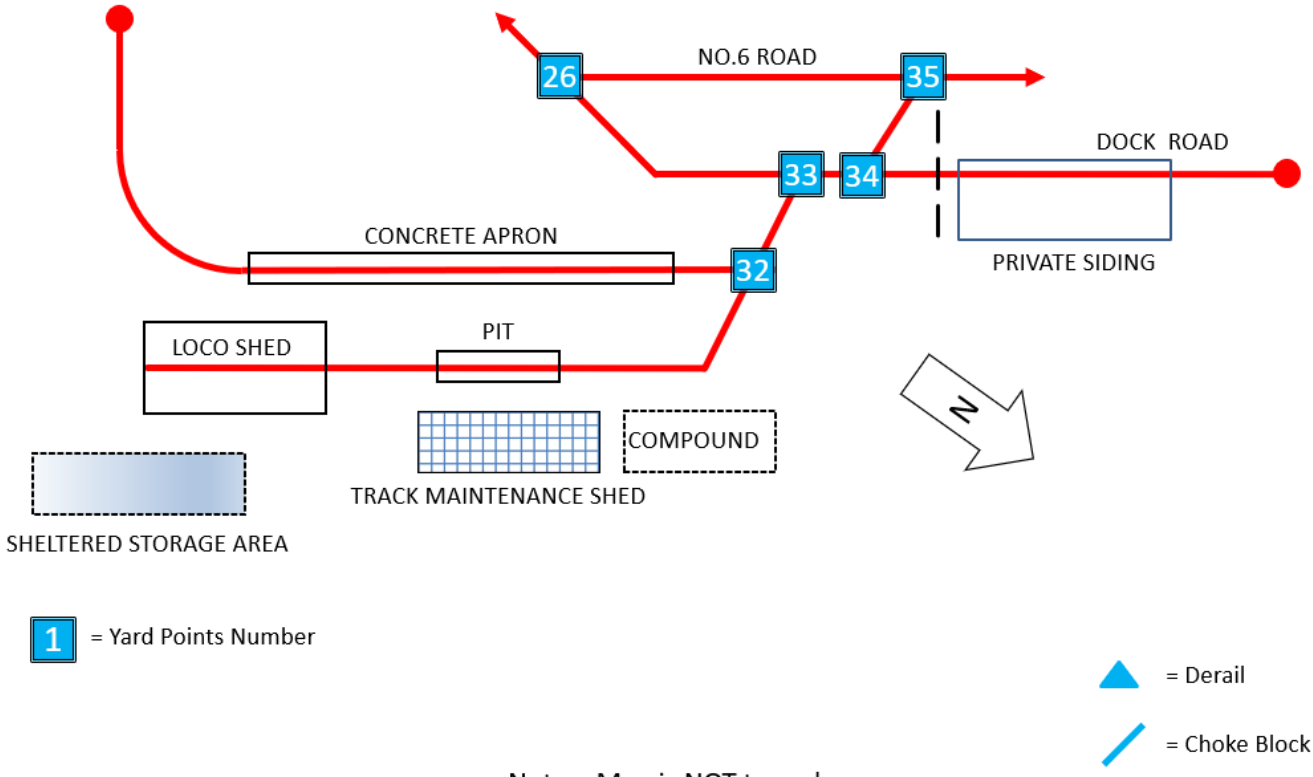
- The level crossing signals at Larapinta Drive (1334.479km) and Lovegrove Drive (1336.445 km) are operated by push buttons for all movements departing Alice Springs. These devices will operate automatically for the arrival of trains into Alice Springs.

Unattended Location

- Access to Aurizon's Terminal Location at Alice Springs shall be managed in accordance with the procedures established by the Terminal Manager. Please note that the Alice Springs Terminal is unattended at certain times of the day.

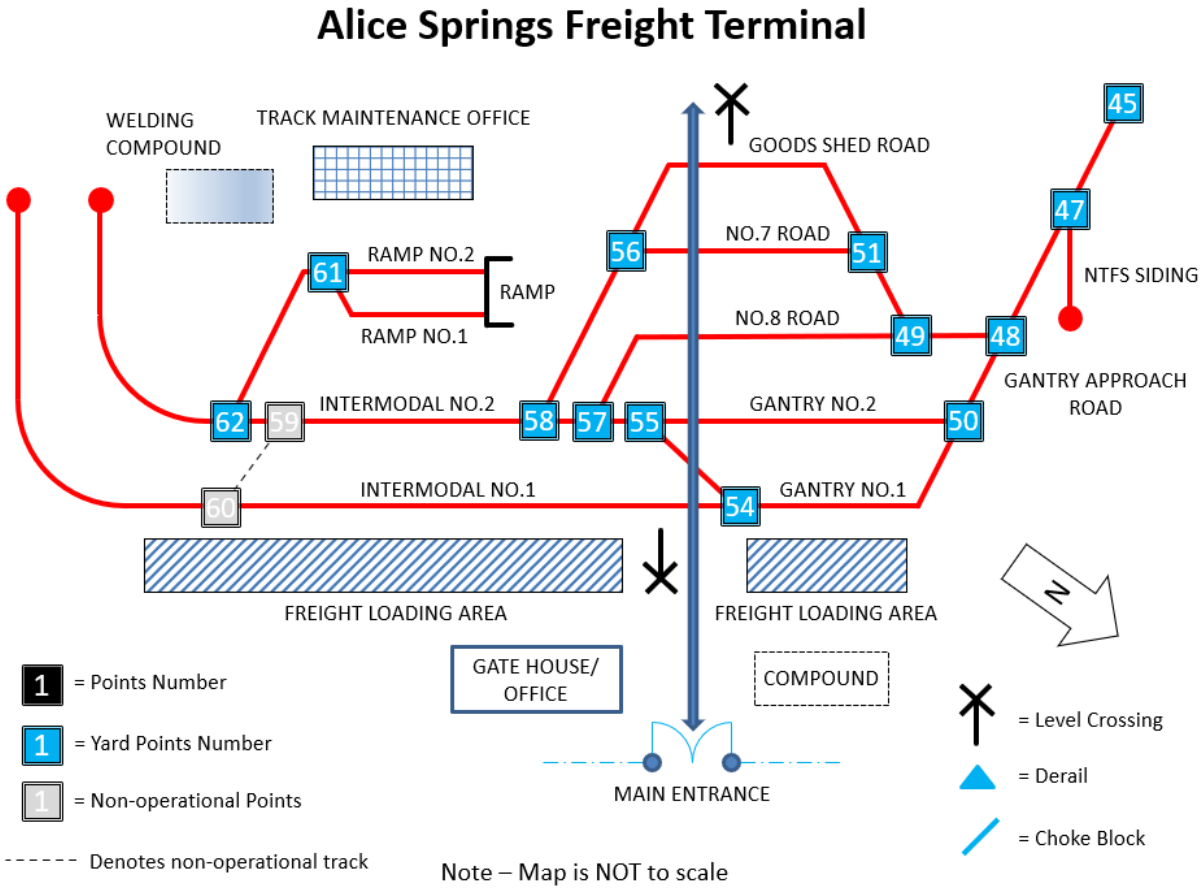
8.16 Alice Springs Maintenance Depot / Storage

Alice Springs Maintenance Depot/ Storage



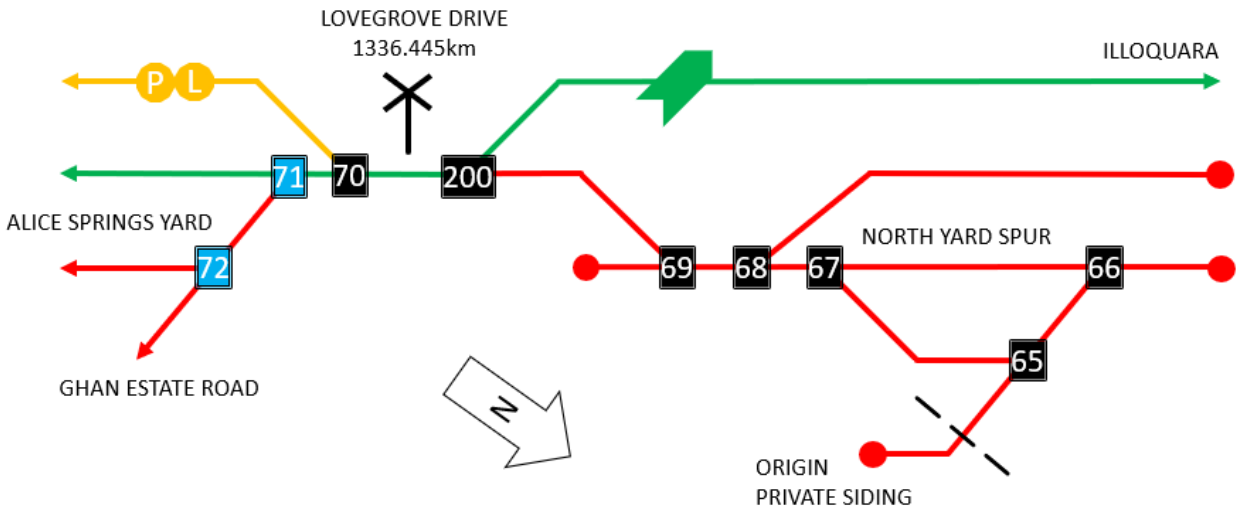
Note – Map is NOT to scale

8.17 Alice Springs Freight Terminal



8.18 Alice Springs North Yard

Alice Springs North Yard– 1337.000km



1 = Points Number

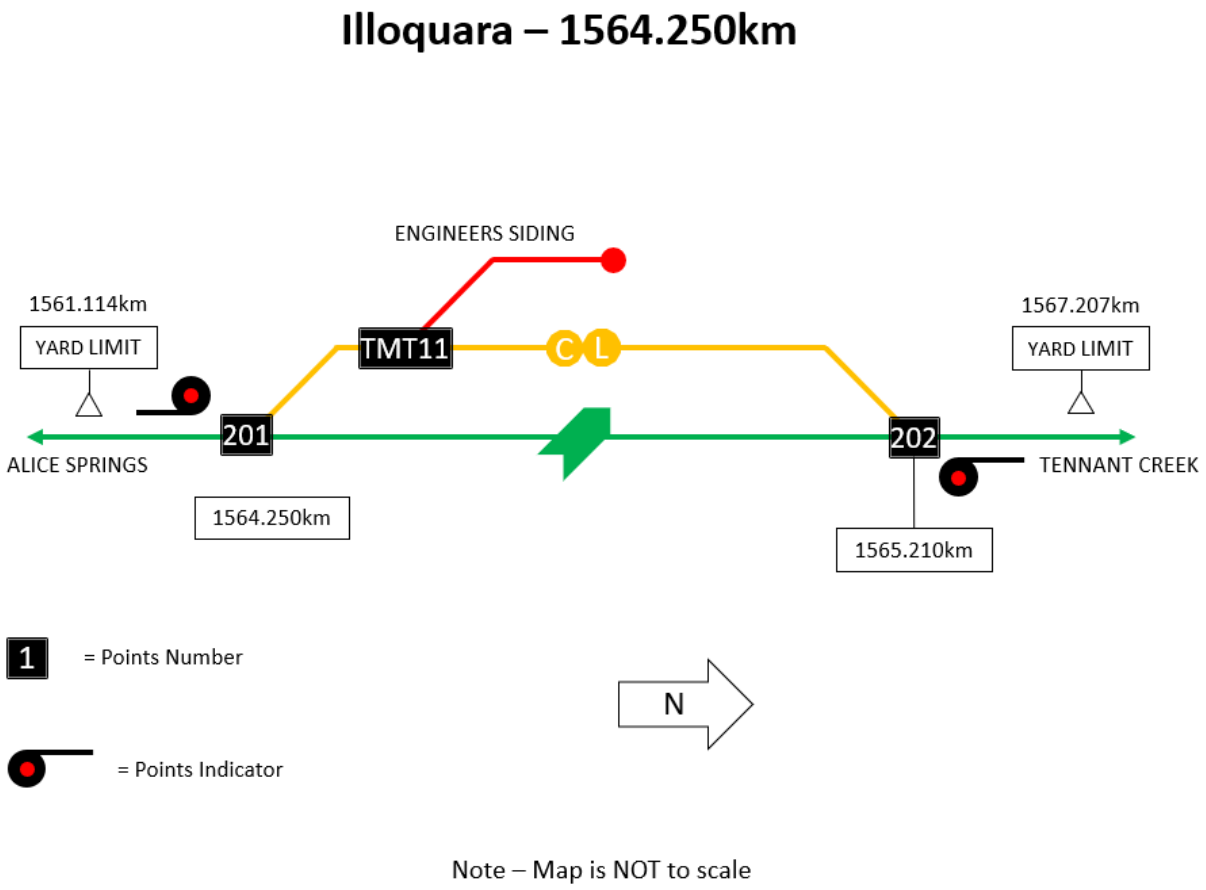
1 = Yard Points Number

= Level Crossing

= Choke Block

Note – Map is NOT to scale

8.19 Illoquara



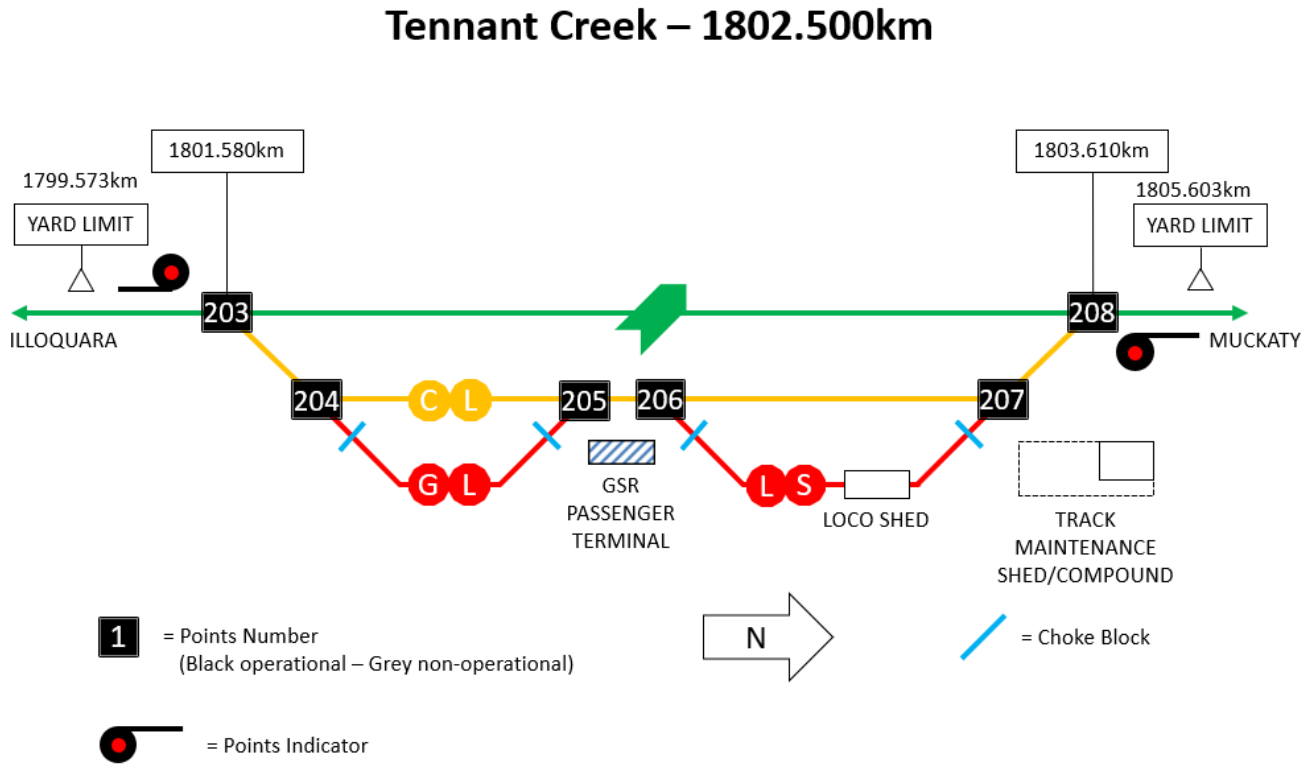
Points

- The main line points are motorised push button/ radio remote controlled M23a switch machines with colour light points indicators.
- Points TMT11 are operated by a tall switch stand with reflective mechanical indicators.

Standing Room

Crossing Loop	1831 metres
Engineers Siding	70 metres

8.20 Tennant Creek



Note – Map is NOT to scale

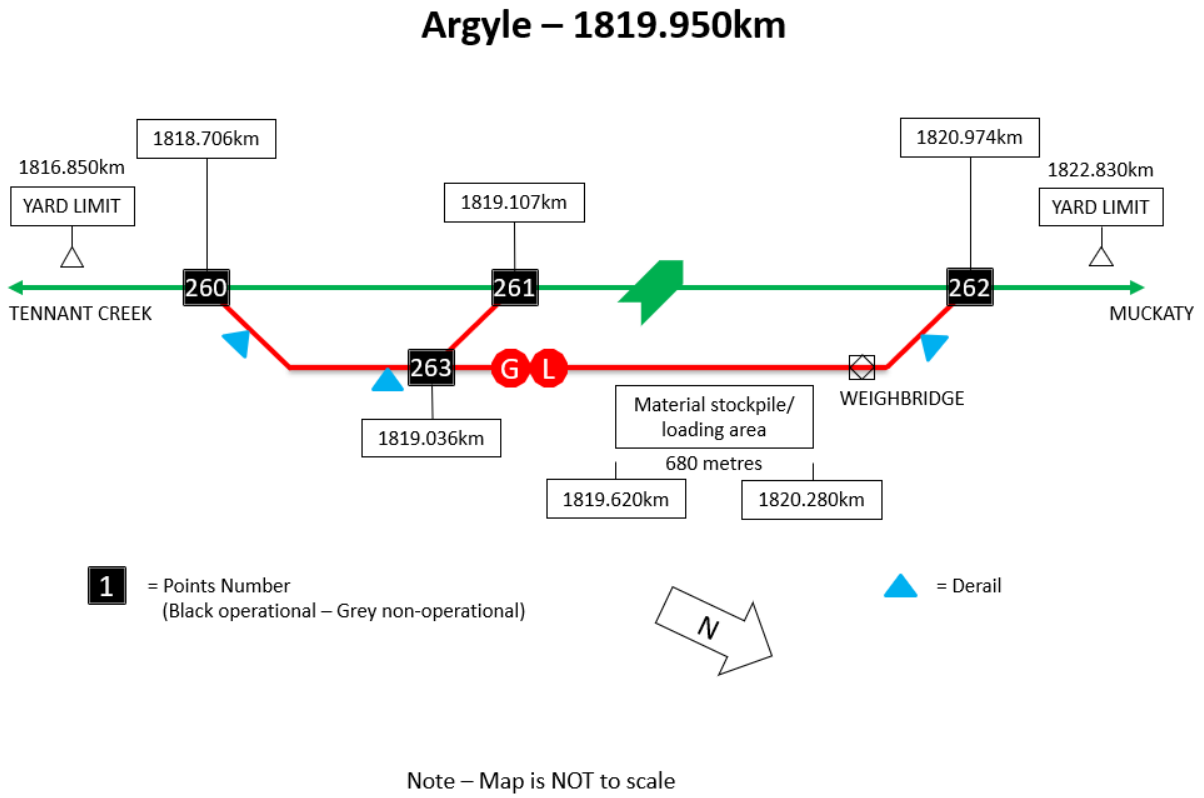
Points

- The main line points are motorised push button/ radio remote controlled M23a switch machines with colour light points indicators.
- All other points are operated by lockable hand-throw levers with reflective mechanical indicators.

Standing Room

Crossing Loop	1905 metres
Goods Loop	208 metres
Loco Shed Loop	725 metres

8.21 Argyle



Note – Map is NOT to scale

Points

- All main line points are hand mode only operated M23a switch machines with reflective mechanical indicators.
- Points 263 are operated by a tall switch stand with reflective mechanical indicators.

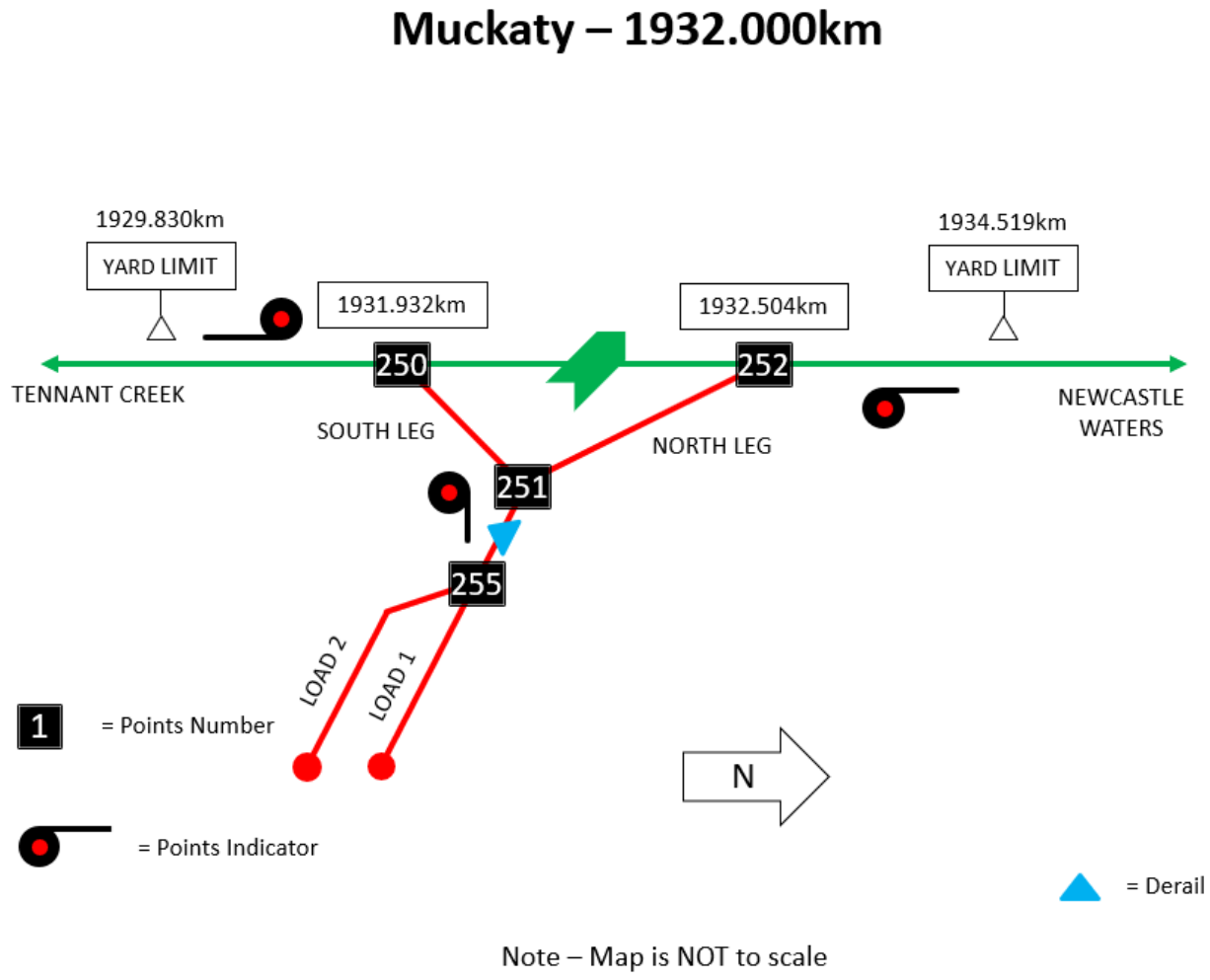
Running Line Protection

- Hand operated derailers exist each end of the runaround loop.

Standing Room

Goods Loop pts260 to pts 262	2160 metres
Goods Loop pts263 to pts262	1830 metres
Runaround Loop pts260 to pts263	300 metres

8.22 Muckaty



Note – Map is NOT to scale

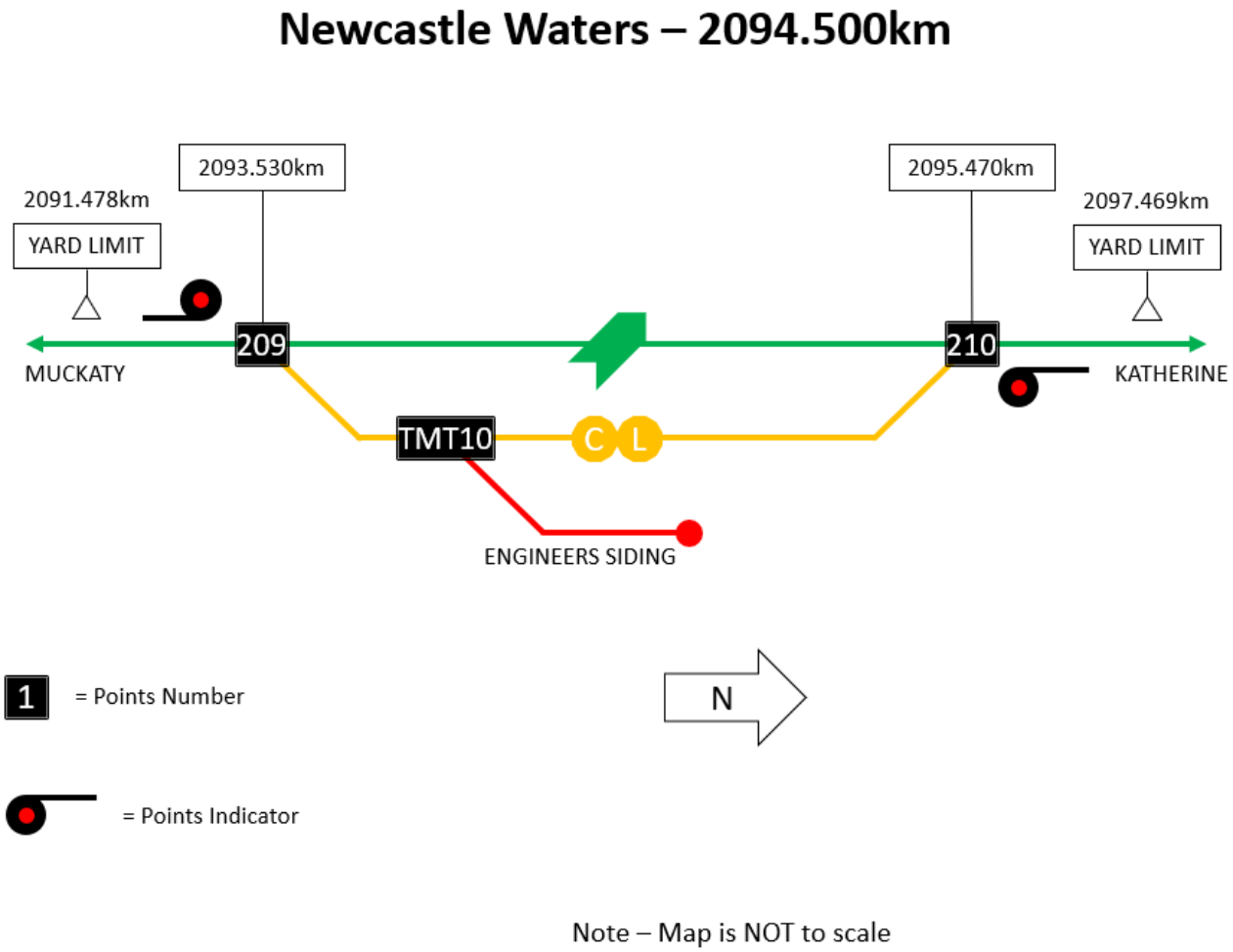
Points

- The main line points are motorised push button M23a switch machines with Colour Light points indicators.
- Apex points have a Thornley trailable switch with normal to the North leg and switch enhancers focused to the north and south main line.
- Derail protection above apex points to be ON only when unattended rollingstock stabled on spur.

Standing Room

Loading Spur 1	589 metres
Loading Spur 2	638 metres
North Leg	396 metres
South Leg	288 metres

8.23 Newcastle Waters



Note – Map is NOT to scale

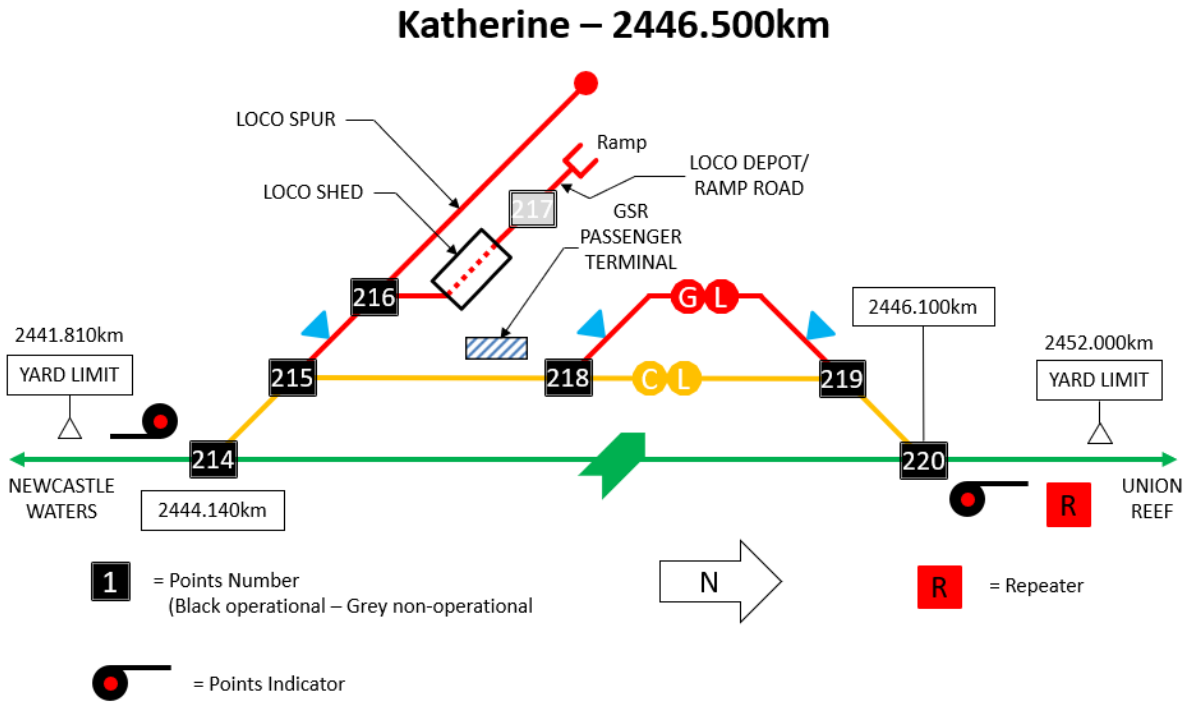
Points

- The main line points are motorised push button/ radio remote controlled M23a switch machines operated with Colour Light points indicators.
- Points TMT10 are operated by a tall switch stand with reflective mechanical indicators.

Standing Room

Crossing Loop	1829 metres
Engineers Siding	70 metres

8.24 Katherine



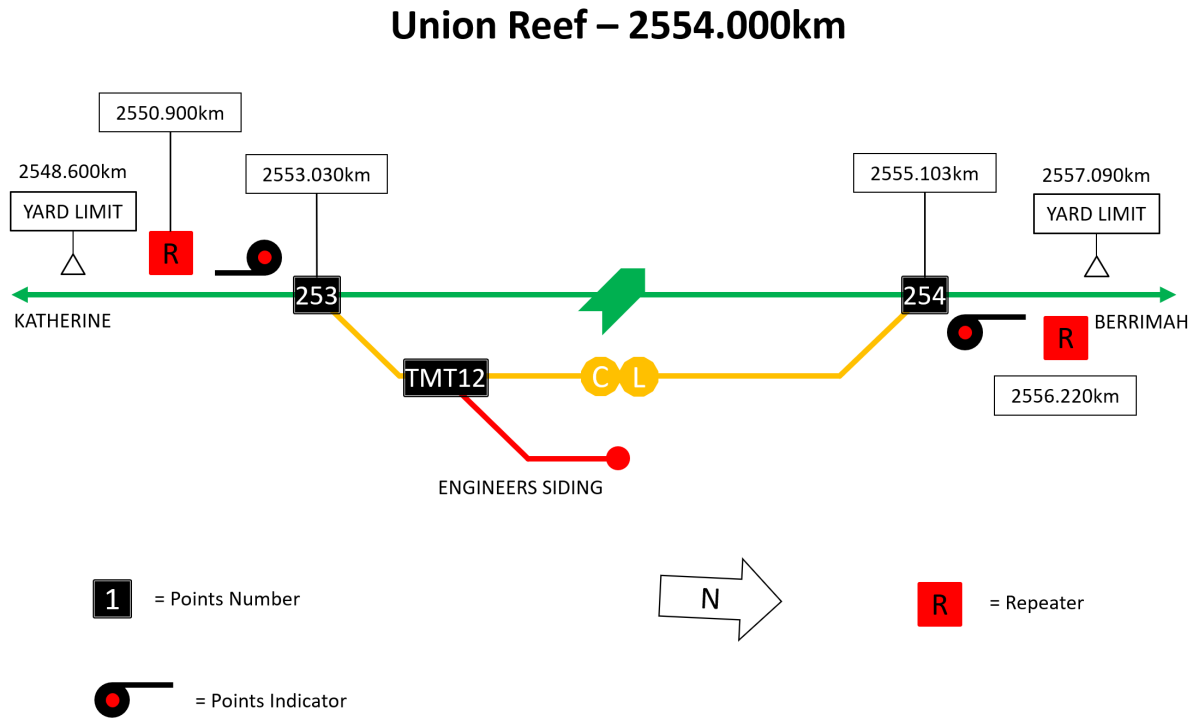
Points

- The main line points are motorised push button/ radio remote controlled M23a switch machines with colour light points indicators.
- All other points are operated by lockable hand-throw levers and are provided with reflective mechanical indicators.

Standing Room

Crossing Loop	1827 metres
Goods Loop	543 metres
Loco Depot/ Ramp Road	334 metres
Loco Spur	448 metres

8.25 Union Reef



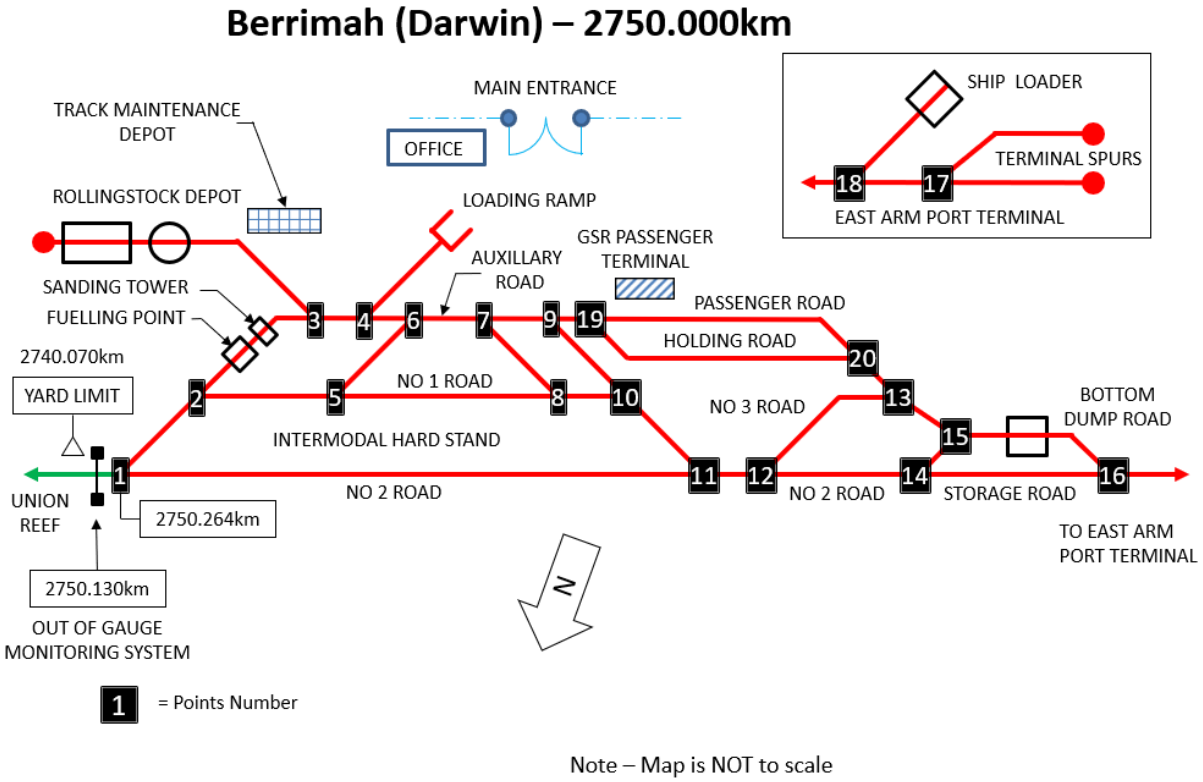
Points

- The main line points are motorised push button/ radio remote controlled M23a switch machines with colour light points indicators.
- Points TMT12 are operated by a tall switch stand with reflective mechanical indicators.

Standing Room

Crossing Loop	1937 metres

8.26 Berrimah (Darwin)



Note – Map is NOT to scale

Points

- All points are operated by lockable hand-throw levers. Some are provided with reflective mechanical indicators.

Standing Room

No 1 Road	2187 metres
No 2 Road	2187 metres
No 3 Road	872 metres
Passenger Road	1214 metres
Holding Road	1100 metres
Bottom Dump Road	529 metres
East Arm Terminal Spur no.1	210 metres
East Arm Terminal Spur no.2	210 metres

Unattended Location

- Access to Aurizon's Terminal Locations at Berrimah shall be managed in accordance with the procedures established by the Terminal Manager.

Note: the Berrimah Terminal is unattended at certain times of the day.

9. Strip Map – Tarcoola to Berrimah

SOUTHBOUND (UP)				DEFINED INTERSTATE NETWORK							NORTHBOUND (DOWN)			
4300 hp	3830 hp	3000 hp	Section Times	Safeworking System	Line Kilometres	Strip Map	Station & Section Distances	Length of Loop	Kilometres from Adelaide	Kilometres from Darwin	Section Times	3000 hp	3830 hp	4300 hp
3071 tonne 1.4 hp/t	2128 tonne 1.8 hp/t	1666 tonne 1.8 hp/t	26 m	TRAIN ORDER WORKING	510.850		NORTHGATE BP Interface with ARTC 55.65 km		713.800	2241.200	26 m	1666 tonne 1.8 hp/t	2128 tonne 1.8 hp/t	3071 tonne 1.4 hp/t
			23 m		566.500		CARNES 33.50 km	1824	771.500	2183.500	23 m			
			28 m		600.000		GINA BP 41.00 km		805.000	2150.000	28 m			
			21 m		641.000		WIRRIDA 29.40 km	1830	846.000	2109.000	21 m			
			32 m		670.380		RANKIN DAM 36.10 km	1462	875.400	2079.600	32 m			
			45 m		706.500		MANGURI 60.50 km	1828	911.500	2043.500	45 m			
			45 m		767.000		POOTNOURA BP 63.50 km		972.000	1983.000	45 m			
			57 m		830.500		CADNEY PARK 78.5km	1826	1035.500	1919.500	57 m			
			38 m		909.000		MARLA 47.5km	1503	1114.000	1841.000	38 m			
			54 m		956.500		CHANDLER 64.5km	1785	1170.500	1784.500	54 m			
			46 m		1021.000		MARRYAT 60.5km	988	1226.000	1729.000	46 m			
			58 m		1081.500		KULGERA 82.0km	1815	1286.500	1668.500	58 m			
			57 m		1163.500		IMPADNA 81.0km	1839	1368.500	1586.500	57 m			
			50 m		1244.500		HUGH RIVER 68.5km	1839	1449.500	1505.500	50 m			
			5 m		1313.000		MEREENIE SDG 5.0km		1518.000	1437.000	5 m			
			30 m		1318.000		ROE CREEK 17.0km	1800	1523.000	1432.000	30 m			
			45 m		1335.000		ALICE SPRINGS 65.0km		1540.000	1415.000	45 m			

Note: Load details and sections times are INDICATIVE VALUES only.

SOUTHBOUND (UP)				DEFINED INTERSTATE NETWORK							NORTHBOUND (DOWN)			
4300 hp	3830 hp	3000 hp	Section Times	Safeworking System	Line Kilometres	Strip Map	Station & Section Distances	Length of Loop	Kilometres from Adelaide	Kilometres from Darwin	Section Times	3000 hp	3830 hp	4300 hp
3071 tonne 1.4 hp/t	2128 tonne 1.8 hp/t	1666 tonne 1.8 hp/t	42 m	TRAIN ORDER WORKING	1400.000		**1400 BLOCK POINT** 49.00 km		1605.000	1350.000	42 m	1666 tonne 1.8 hp/t	2128 tonne 1.8 hp/t	3071 tonne 1.4 hp/t
			42 m		1449.000		**1449 BLOCK POINT** 54.00 km		1654.000	1301.000	42 m			
			51 m		1503.000		**1503 BLOCK POINT** 61.25 km		1748.000	1247.000	51m			
			40 m		1564.250		**ILLOQUARA** 57.75 km	1831	1769.250	1185.750	40 m			
			30 m		1622.000		**1622 BLOCK POINT** 42.00 km		1827.000	1128.000	30 m			
			45 m		1664.000		**1664 BLOCK POINT** 71.00 km		1869.000	1086.000	45 m			
			45 m		1735.000		**1735 BLOCK POINT** 67.50 km		1940.000	1015.000	45 m			
			30 m		1802.500		**TENNANT CREEK** 17.45 km	1905	2007.500	947.500	30 m			
			10 m		1819.950		**ARGYLE** 29.05 km		2024.950	930.050	10 m			
			20 m		1849.000		**1849 BLOCK POINT** 51.0km		2054.000	901.000	20 m			
			28 m		1900.000		**1900 BLOCK POINT** 32.00 km		2105.000	850.000	28 m			
			12 m		1932.000		**MUCKATY** 20.00 km		2137.000	818.000	12 m			
			35 m		1952.000		**1952 BLOCK POINT** 52.00 km		2157.000	798.000	35 m			

Note: Load details and sections times are INDICATIVE VALUES only.

DEFINED INTERSTATE NETWORK

SOUTHBOUND (UP) / NORTHBOUND (DOWN)

4300 hp	3830 hp	3000 hp	Section Times	Safeworking System	Line Kilometres	Strip Map	Station & Section Distances	Length of Loop	Kilometres from Adelaide	Kilometres from Darwin	Section Times	3000 hp	3830 hp	4300 hp
3071 tonne 1.4 hp/t	2128 tonne 1.8 hp/t	1666 tonne 1.8 hp/t	35 m	TRAIN ORDER WORKING	2004.000		**2004 BLOCK POINT** 54.00 km		2209.000	746.000	35 m	1666 tonne 1.8 hp/t	2128 tonne 1.8 hp/t	3071 tonne 1.4 hp/t
			25 m		2058.000		**2058 BLOCK POINT** 35.00 km		2263.000	692.000	25 m			
			30 m		2093.000		**NEWCASTLE WATERS** 54.00 km	1829	2298.000	657.000	30 m			
			43 m		2147.000		**2147 BLOCK POINT** 75.00 km		2352.000	603.000	43 m			
			25 m		2222.000		**2222 BLOCK POINT** 46.00 km		2427.000	528.000	25 m			
			45 m		2268.000		**2268 BLOCK POINT** 75.00 km		2473.000	482.000	45 m			
			25 m		2343.000		**2343 BLOCK POINT** 45.00 km		2548.000	407.000	25 m			
			35 m		2388.000		**2388 BLOCK POINT** 58.50 km		2593.000	362.000	35 m			
			38 m		2446.500		**KATHERINE** 48.50 km	1827	2651.500	303.000	38 m			
			50 m		2495.000		**2495 BLOCK POINT** 53.65km		2700.000	255.000	50 m			
			43 m		2548.650		**UNION REEF** 57.35 km	1937	2753.600	201.400	43 m			
			52 m		2606.000		**2606 BLOCK POINT** 56.00 km		2811.000	144.000	52 m			
			35 m		2662.000		**2662 BLOCK POINT** 51.00 km		2867.000	88.000	35 m			
			35 m		2713.000		**2713 BLOCK POINT** 37.00 km		2918.000	37.000	35 m			
					2750.000		**BERRIMAH**	1850	2955.000					

Note: Load details and sections times are INDICATIVE VALUES only.

10. Reference Documents

- Code of Practice for the Defined Interstate Rail Network (DIRN) Volume 3 Parts 1 & 2
- Aurizon Bulk Central Addendum to the Code of Practice for the Australian Rail Network (ARN)
- Network Operating Guide – Part A Route Operating Protocols

11. Revision History

Version No.	Section No.	Description of Change	Preparer (P) / Reviewer (R)	Date of issue
1	All	First Release		01/08/2016
2	All	Formatting update to align with other SMS documents and addition of infrastructure added	Kym Fullgrabe (P) Zoe Lambeff (R) Melissa Mullen (R)	05/05/2025
2.1	8.21	Argyle Standing Room amended to reflect Goods Loop	Zoe Lambeff (P)	12/05/2025
2.2	8	Addition of Berrimah Holding Road. Update to Argyle and Katherine schematics.	Kym Fullgrabe (P) Zoe Lambeff (R)	29/01/2026

12. Key Words

Term	Definition
Points Indicator	An indicator showing the position of points.
Catch Point	A track component designed to derail unauthorised train movements.
Choke Block	Locking device that fits over one rail at an angle to prevent vehicles from moving to a position where they could foul the main line.
Level Crossing	A level crossing includes each of the following areas: (a) an area where a road and a railway (other than a tramway) meet at substantially the same level, whether or not there is a level crossing sign on the road at all or any of the entrances to the area; (b) an area where a road and a tramway meet at substantially the same level and that has a level crossing sign on the road at each entrance to the area; (c) a pedestrian crossing- (i) being an area where a footpath or shared path crosses a railway (other than a tramway) at substantially the same level, whether or not there is a level crossing sign on the path at all or any of the entrances to the area; or (ii) being an area where a footpath or shared path crosses a tramway at substantially the same level and that has a level crossing sign on the path at each entrance to the area;
Derailer	A specially shaped block placed over the rail to protect a line from traffic from a runaway or unauthorised movement. The protection is achieved by derailing any rail traffic.

Term	Definition
Crossing Loop	A length of track connected to the main line by switches at both ends to provide a facility that permits trains to both cross and pass each other.
Balloon Loop	A circular portion of a line primarily used for loading and unloading of bulk commodities.