

Enquiries : (08) 9212 2800 T F Ryan

My Ref : An 78/20/1

Your Ref :

28 January 2003

Mr Bruce Chan  
Acting Executive Director  
Office of the Rail Access Regulator  
27<sup>th</sup> Floor, Governor Stirling Tower  
197 St Georges Terrace  
PERTH WA 6000

Dear Bruce

Further to your letter of 21 January 2003 we have considered your request for further information and are prepared to make the following information available for public release;

(1) Bridges and Culverts

For each of the 4 routes subject to the determination we have provided the Gross Replacement Value for each of bridges and culverts on a route section basis.

(2) Track Specification

For each of the four routes we have provided a description of the key parameters on which the MEA is based.

(3) Level Crossings

For each of the four routes we have provided a list of all level crossings on a route section basis.

This refers primarily to the track configuration and the categories defined in the Appendix to the GHD report under the heading level crossings.

With respect to the type of protection (boom-gates; lights, stop signs etc.) we do not have them readily by route section but have included route data for the four routes.

(4) Train Controllers Cost

WestNet has not allocated train controllers by numbers to routes.

The total cost of train control (assuming a centralized train control system) has been allocated based on train numbers.

(5) Allocation of Costs

Additional information on the use of GTK's or train numbers for the allocation of costs is provided.

(6) Train Numbers and GTK's

The following indicates the % of GTK's or train numbers allocated to each route and to all other routes.

RegCode	TrainNumPCNT	GTKPcnt
South West Main	47%	14%
F'Fld to Kalgoorlie	26%	51%
Kal to Esp	7%	17%
Kal to Leonora	2%	4%
Worsely Branch Line	8%	2%
Other Branch Lines	11%	11%

(7) Route Distances

I can confirm that the correct distance for Pinjarra – Alumina Junction is 1.7 kilometers not 3 as indicated in the letter. That was a transcription error and the model actually uses 1.7km.

We are happy for this information to be provided as part of the public consultation process.

Yours faithfully

T. F. Ryan  
General Manager  
WestNet Rail

Encl

## SOUTH WEST MAIN

**Table 1: Bridges and Culverts Total Value \$**

Route Section	Bridges GRV	Culverts GRV
Kwinana to Mundijong Jn	506,721	776,824
Mundijong Jn to Pinjarra	1,779,165	835,282
Pinjarrato Pinjarra East	0	196,179
Pinjarra East to Alumina Jn	0	6,778
Pinjarra East to Pinjarra South	0	0
Pinjarra to Wagerup	1,354,130	222,535
Wagerup to Brunswick Jn	1,093,348	942,5585
Brunswick Jn to Picton Jn	1,398,545	334,235
Picton Jn to Bunbury Inner Harbor	1,425,283	57,695
<b>Total Route</b>	<b>7,557,193</b>	<b>3,372,087</b>
<i>As percent of track GRV</i>	<i>4.9%</i>	<i>2.2%</i>

**Table 2: Level Crossings by Type**

Route Section	Level Crossings by Type					
	Total	Major A	Major B	Major C	Occupational	Public Gravel
Kwinana to Mundijong Jn	22	1	1	4	13	3
Mundijong Jn to Pinjarra	19		14	0	5	0
Pinjarrato Pinjarra East	0	0	0	0	0	0
Pinjarra East to Alumina Jn	0	0	0	0	0	0
Pinjarra East to Pinjarra South	0	0	0	0	0	0
Pinjarra to Wagerup	15	0	12	0	3	0
Wagerup to Brunswick Jn	38	0	16	4	13	5
Brunswick Jn to Picton Jn	16	0	10	0	5	1
Picton Jn to Bunbury Inner Harbor	4	0	2	0	2	0
<b>Total</b>	<b>114</b>	<b>1</b>	<b>55</b>	<b>8</b>	<b>41</b>	<b>9</b>

### Track Specifications:

Concrete Sleepers with spacing 1500 per km.

Rail weight 50 kg per m.

Ballast depth 300mm.

## FORESTFIELD TO KALGOORLIE

**Table 1: Bridges and Culverts Total Value \$**

Route Section	Bridges GRV	Culverts GRV
F'Field Sth to Midland	3,924,000	799,347
Midland to Millendon Jn	509,220	491,277
Millendon Jn to Toodyay West	2,748,346	5,346,400
Toodyay West to Avon Yard	799,291	2,742,898
Avon Yard to West Merredin	7,219,046	9,365,400
West Merredin to Koolyanobbing	669,760	8,497,157
Koolyanobbing to West Kalgoorlie	0	9,082,817
West Kalgoorlie to Border	0	5,393
<b>Total Route</b>	<b>15,869,663</b>	<b>36,330,691</b>
<i>As percent of track GRV</i>	<i>1.8%</i>	<i>4.2%</i>

**Table 2: Level Crossings by Type**

Route Section	Level Crossings by Type					
	Total	Major A	Major B	Major C	Occupational	Public Gravel
F'Field Sth to Midland	3	3	0	0	0	0
Midland to Millendon Jn	9	8	0	0	1	0
Millendon Jn to Toodyay West	30	28	0	0	2	0
Toodyay West to Avon Yard	13	13	0	0	0	0
Avon Yard to West Merredin	100	6	3	34	39	18
West Merredin to Koolyanobbing	87	3	3	76	5	0
Koolyanobbing to West Kalgoorlie	33	0	0	8	25	0
West Kalgoorlie to Border	4	1	2	1	0	0
<b>Total Route</b>	<b>279</b>	<b>62</b>	<b>8</b>	<b>119</b>	<b>72</b>	<b>18</b>

**Track Specifications:**

Concrete Sleepers with spacing 1500 per km.

Rail weight 60 kg per m.

Ballast depth 300mm.

*Except for sidings, rail weight 41 kg per m and timber sleepers, with 1390 spacing***KALGOORLIE TO ESPERANCE****Table 1: Bridges and Culverts Total Value \$**

Route Section	Bridges GRV	Culverts GRV
West Kalgoorlie to Hampton	294,308	297,370
Hampton to Kambalda	0	934,747
Kambalda to Salmon Gums	252,264	4,656,858
Salmon Gums to Esperance	117,723	1,674,643
<b>Total Route</b>	<b>664,295</b>	<b>7,563,618</b>
<i>As percent of track GRV</i>	<i>0.2%</i>	<i>2.3%</i>

**Table 2: Level Crossings by Type**

Route Section	Level Crossings by Type					
	Total	Major A	Major B	Major C	Occupational	Public Gravel
West Kalgoorlie to Hampton	7	0	0	0	4	3
Hampton to Kambalda	12	0	0	0	11	1
Kambalda to Salmon Gums	54	0	1	9	30	14
Salmon Gums to Esperance	51	0	0	13	17	21
<b>Total Route</b>	<b>124</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>62</b>	<b>39</b>

**Track Specifications:**

Timber/Steel Sleepers with 1 in 2 Steel. Spacing 1640 per km.

Rail weight 50 kg per m.

Ballast depth 250mm.

*Except for sidings, rail weight 41 kg per m and timber sleepers, with 1390 spacing*

# KALGOORLIE TO LEONORA

**Table 1: Bridges and Culverts Total Value \$**

Route Section	Bridges GRV	Culverts GRV
Kalgoorlie to Malcolm	4,269,030	6,520,921
Malcolm to Leonora	0	1,976,284
<b>Total Route</b>	<b>4,269,030</b>	<b>8,497,205</b>
<i>As percent of track GRV</i>	2.0%	4.0%

**Table 2: Level Crossings by Type**

Route Section	Level Crossings by Type					
	Total	Major A	Major B	Major C	Occupational	Public Gravel
Kalgoorlie to Malcolm	43	0	6	0	26	11
Malcolm to Leonora	11	1	1	3	4	2
<b>Total Route</b>	<b>54</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>30</b>	<b>13</b>

**Track Specifications:**

Timber/Steel Sleepers with 1 in 4 Steel. Spacing 1500 per km.

Rail weight 50 kg per m.

Ballast depth 200mm.

*Except for sidings, rail weight 41 kg per m and timber sleepers, with 1390 spacing*

**Level crossing protection data.**

		South West Main	EGR	Leonora to Esperance
<b>Description</b>	<b>UnitPrice</b>	<b>Number</b>		
Boom Barrier Crossing in Signalled Area	\$176,763.00	11	27	0
Boom Barrier Crossing with DC Tracks	\$175,743.00	0	7	0
DC track in Signalled Area	\$142,045.00	1	11	4
Westrak in non signalled area	\$141,025.00	0	3	7
Predictor in signalled area	\$129,878.00	29	40	1
Predictor in non signalled area	\$122,478.00	0	0	14
Flashlight with all controls in Microlok	\$86,000.00	17	3	0
<b>Total Value of Protection</b>		<b>\$7,314,900</b>	<b>\$13,441,492</b>	<b>\$3,399,925</b>

Cost Classification	Description	Inclusions	Allocation Method
<b>Operating Costs</b>		<b>Access management; train control; train scheduling and operations planning; RAMS management; safeworking management; telephone charges; and radio licences</b>	<b>Train numbers</b>
<b>Overheads</b>	<b>i). Infrastructure management costs</b>	<b>Maintenance management; engineering support; and inventory holding costs.</b>	<b>GTKs</b>
	<b>ii). WestNet overheads</b>	<b>Corridor management; access compliance costs; net costs of computers, office equipment, furniture, and motor vehicles; safety accreditation costs; and WestNet management costs.</b>	<b>Train numbers</b>
	<b>iii). Corporate overheads</b>	<b>Information systems; payroll; contracts, purchasing and supply; accounting; public relations; human resource management; administration; and insurance.</b>	<b>Train numbers</b>