

Route Access Standard

DIRN Section Pages D15 - Broken Hill to Crystal Brook

Applicability

ARTC Network Wide
SMS

Publication Requirement

External Only

Primary Source

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Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
1.8	Apr 2018	Manager Procedures Development	Stakeholders	Manager Standards	GM Technical Standards

Amendment Record

Amendments to the RAS are published at the following
https://www.artc.com.au/uploads/RAS_Amendments_Register.xlsx

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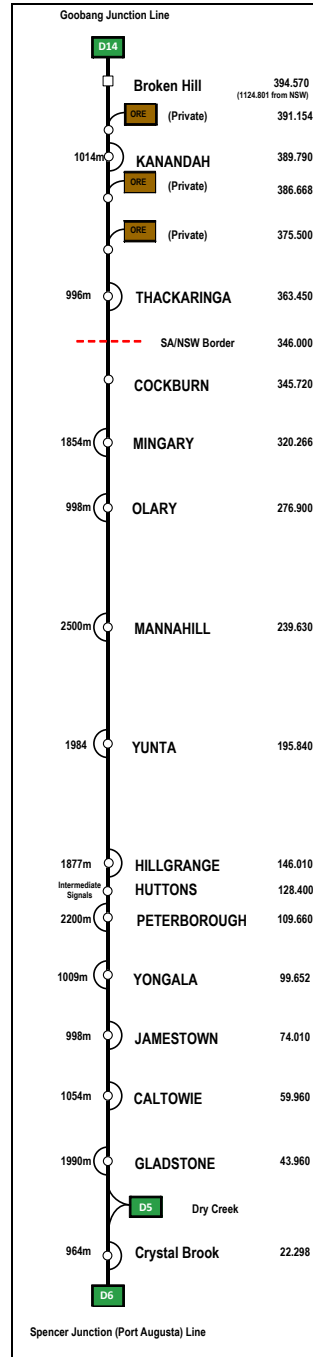
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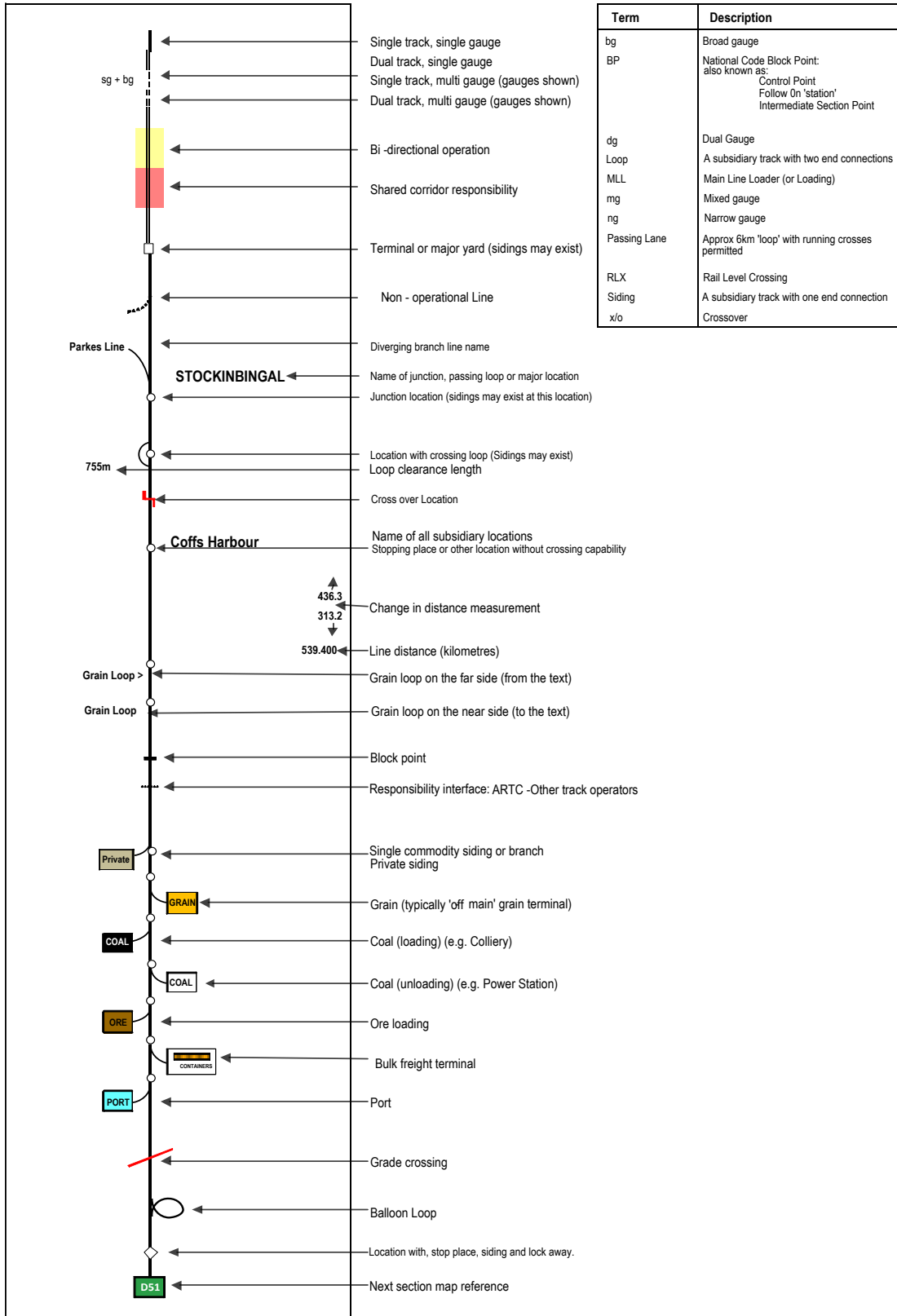
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1 D15 – Broken Hill to Crystal Brook

NB: These line maps are indicative only and should be reviewed in conjunction with the legend on page 3. For more detailed map information to the ARTC website.



2 D15 Legend



Term	Description
bg	Broad gauge
BP	National Code Block Point: also known as: Control Point Follow On 'station' Intermediate Section Point
dg	Dual Gauge
Loop	A subsidiary track with two end connections
MLL	Main Line Loader (or Loading)
mg	Mixed gauge
ng	Narrow gauge
Passing Lane	Approx 6km 'loop' with running crosses permitted
RLX	Rail Level Crossing
Siding	A subsidiary track with one end connection
x/o	Crossover

3 D15 Route Capacity

BROKEN HILL – PETERBOROUGH			
TRAIN TYPE	MAXIMUM SPEED	MAXIMUM AXLE LOAD (TONNES)	
	(KM/H)	LOCOS	WAGONS
		134T MAXIMUM LOCOMOTIVE WEIGHT	
FREIGHT	115	22.8*	21
FREIGHT	100	22.8*	23
FREIGHT	80	22.8*	25
PASSENGER LOCO HAULED	115	22.8*	19

PETERBOROUGH – CRYSTAL BROOK			
TRAIN TYPE	MAXIMUM SPEED	MAXIMUM AXLE LOAD (TONNES)	
	(KM/H)	LOCOS	WAGONS
		134T MAXIMUM LOCOMOTIVE WEIGHT	
FREIGHT	110	22.8*	20
FREIGHT	110 (LX SIGHTING DISTANCE)	22.8*	21
FREIGHT	100	22.8*	23
FREIGHT	80	22.8*	25
PASSENGER LOCO HAULED	110	22.8*	19

Note:

1. Route capacity applies where vehicle characteristics and conditions permit.

* These posted axles load are to account for the variability in axle loads for some classes of locomotive. The maximum locomotive weight must still be adhered to.

4 D15 Permanent Speed Restrictions

CRYSTAL BROOK – BROKEN HILL			
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION		RESTRICTED SPEED
COONAMIA	*	27.160 KM	90
CRYSTAL BROOK	27.220 KM*	41.220 KM	100
	42.950 KM	43.520 KM	40
GLADSTONE YARD	THROUGH GLADSTONE YARD		
	44.050 KM*	45.040 KM	100
	58.370 KM*	59.700 KM	90
CALTOWIE	60.540 KM	60.810 KM	80
	60.570 KM#	#SPEEDS APPLIES TO EXIT OUT OF THE CROSSING LOOP NO13 POINTS	30
	60.570 KM#	#SPEEDS APPLIES TO ENTRY INTO THE CROSSING LOOP NO13 POINTS	25
	60.880 KM*	61.370 KM	90
	63.130 KM	64.080 KM	110
JAMESTOWN	71.880 KM*	73.620 KM	80
	74.600 KM#	#SPEED APPLIES INTO AND OUT OF CROSSING LOOP. NO 14 POINTS	30
YONGALA	100.200 KM#	#SPEED APPLIES INTO AND OUT OF CROSSING LOOP. NO 13 POINTS	30
	107.820 KM	108.000 KM	100
	108.050 KM*	111.410 KM	65
	THROUGH PETERBOROUGH YARD		
PETERBOROUGH	111.760 KM*	115.900 KM	100
	116.420 KM*	117.450 KM	90
	196.400 KM*	197.610 KM	100
YUNTA	239.010 KM	239.210 KM	100

CRYSTAL BROOK – BROKEN HILL			
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION		RESTRICTED SPEED
YUNTA LOOP	196.480KM	#SPEEDS APPLIES INTO AND OUT OF CROSSING LOOP. NO14 POINTS	30
MANNAHILL	390.500 KM	392.160 KM	80
	MAIN LINE BROKEN HILL YARD		65
BROKEN HILL	* ON CURVES BETWEEN		

5 D15 Significant Kilometre Markings

The following locations on the network have kilometre posts that change on the ground and do not follow the measured distance between kilometre posts:

Coonamia to Broken Hill;

- Coonamia 0 km increasing to 56 Signal (Broken Hill).