

Route Access Standard

DIRN Section PagesD4 – Mile End to Dry Creek to Outer Harbour

Applicability

ARTC Network Wide
SMS

Publication Requirement

External Only

Primary Source

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Document Status

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1.8	Mar 2018	Manager Procedures Development	Stakeholders	Manager Standards	GM Technical Standards

Amendment Record

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

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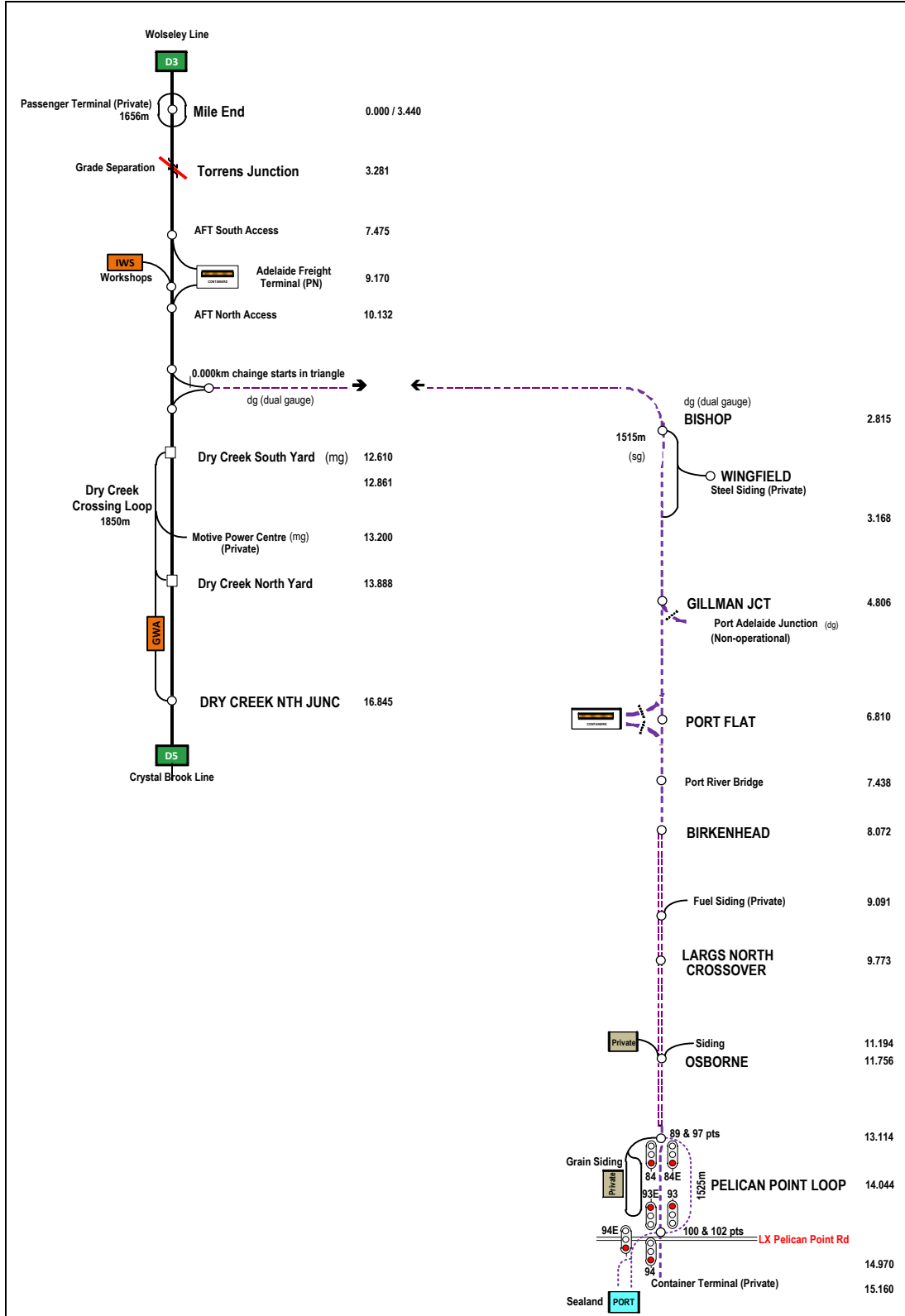
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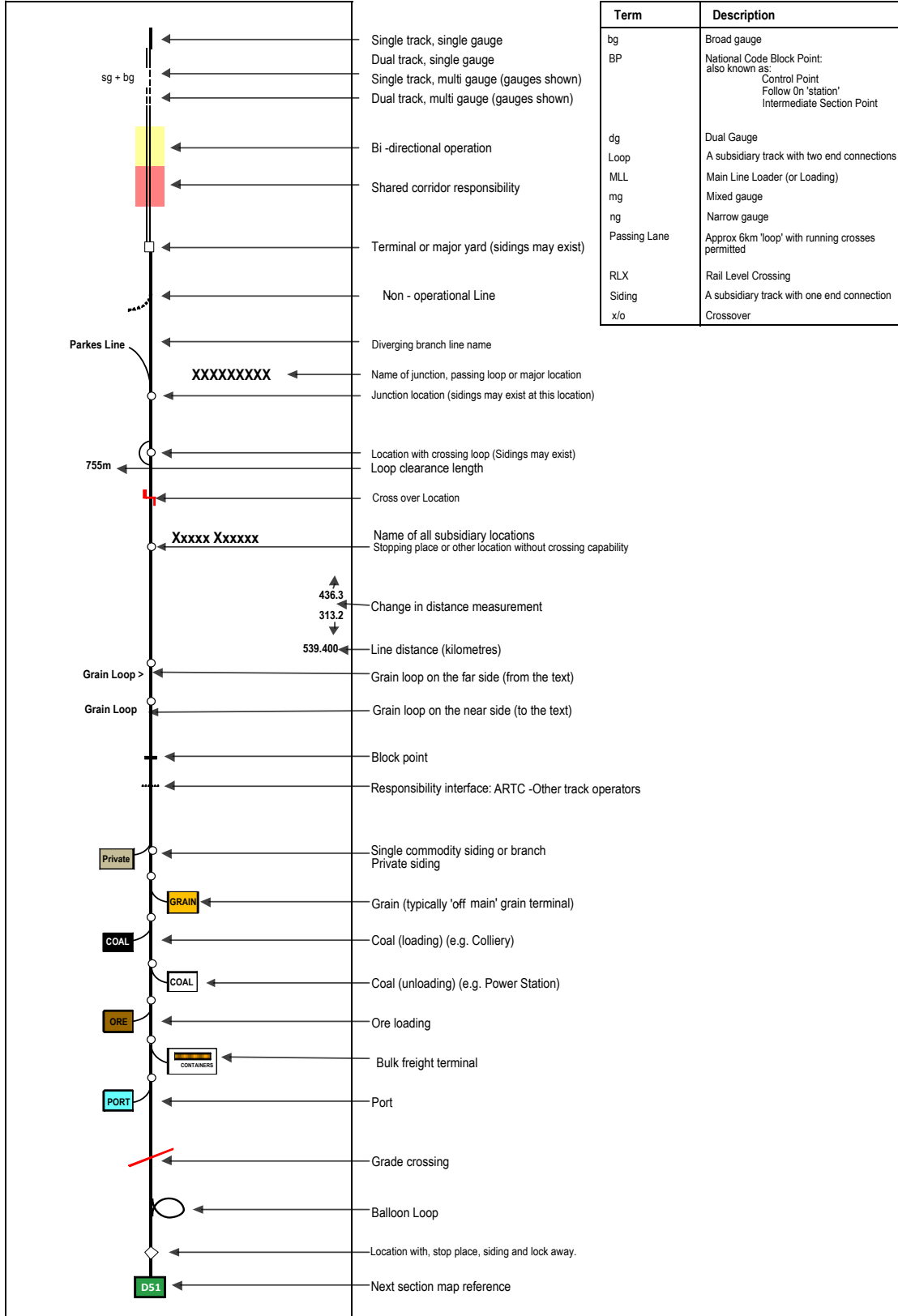
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1 D4 – Mile End to Dry Creek to Outer Harbour

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



2 D4 Legend



3 D4 Route Capacity

MILE END – DRY CREEK NTH – PELICAN PT			
TRAIN TYPE	MAXIMUM SPEED	MAXIMUM AXLE LOAD (TONNES)	
	(KM/H)	LOCOS 134T MAXIMUM LOCOMOTIVE WEIGHT	WAGONS
EXPRESS FREIGHT	115	22.8*	20
SUPER FREIGHT	110	22.8*	21
REGULAR FREIGHT	80	22.8*	23
STANDARD FREIGHT	80	22.8*	23
PASSENGER LOCO HAULED	115	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 D4 Special Access Conditions

4.1 Brake Holding Test

A holding test is not required when the train movement is restricted to the area bounded by Mile End, Passenger Rail Terminal at Keswick in the south and Pelican Point (Outer Harbour), Port Flat and Two Wells in the north.

Should the consist then form the rear portion of another train movement operating outside of the above area, a holding test must be conducted before that subsequent movement is permitted to depart.

4.2 Port River Bridge

Port River Bridge closed to rail traffic at the following times, which were in effect from the 04/08/2008:

4.3 Weekdays (Monday to Friday)

From between 0600 hours and 0630 hours for a maximum of 15 minutes duration.

From between 1900 hours and 1930 hours for a maximum of 15 minutes duration.

4.4 Weekends and Public Holidays.

From between 1000 hours and 1030 hours for a maximum of 15 minutes duration.

From between 1500 hours and 1530 hours for a maximum of 15 minutes duration.

5 D4 Permanent Speed Restrictions

MILE END – DRY CREEK NORTH JUNCTION			
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION	NORTH – SOUTH DIRECTION MAINLINE	SOUTH – NORTH DIRECTION MAINLINE
MILE END	0.740 KM - 2.700 KM	40	
	0.740 KM 2.673 KM		40
TORRENS JUNCTION	2.673 KM 3.820 KM	80	
	2.700 KM 3.797 KM		80
NORTH ADELAIDE	3.797 KM 6.855 KM	120 line speed 115	
	3.820 KM 6.855 KM		120 line speed 115
ADELAIDE FREIGHT TERMINAL AT ISLINGTON	10 KM/H SPEED ON APPROACH TO SOUTHERN ACCESS TO FREIGHT TERMINAL AT ISLINGTON ROAD LEVEL CROSSINGS AT 7.731 KM ON ENTRANCE TO THE ADELAIDE FREIGHT TERMINAL AS PER SIGN ERECTED.		
(ISLINGTON)	8.000 KM	50	(120 board) 115 line speed
(KILBURN)	8.900 KM		(120 board) 115 line speed
DRY CREEK ('Y' junction to pelican point)	12.000 KM	(120 board) 115 line speed (50 & BG track removed)	(120 board) 115 line speed (50 & BG track removed)
MPC JUNCTION	13.000 KM		50 (mixed gauge diamond)
DRY CREEK JUNCTION	14.410 KM	80	110
DRY CREEK – CRYSTAL BROOK	34.580 KM	100	100
DRY CREEK Y JUNCTION – PELICAN POINT			
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION	RESTRICTED SPEED	
DRY CREEK Y JUNCTION	0.000 KM	12.630 KM	60
TO GRAIN SIDING			
OSBORNE – PELICAN POINT			
BIRKENHEAD	8.108 KM	12.630 KM	60
TO GRAIN SIDING			

DRY CREEK Y JUNCTION – PELICAN POINT			
(EAST TRACK) OSBORNE – PELICAN POINT			
BIRKENHEAD	8.108 KM	12.630 KM	35
TO GRAIN SIDING			
(WEST TRACK) OSBORNE – PELICAN POINT			
GRAIN SIDING	12.630 KM	14.044 KM	35
TO PELICAN POINT OSBORNE – PELICAN POINT			