

Route Access Standard

DIRN Section Pages D5 - Dry Creek 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	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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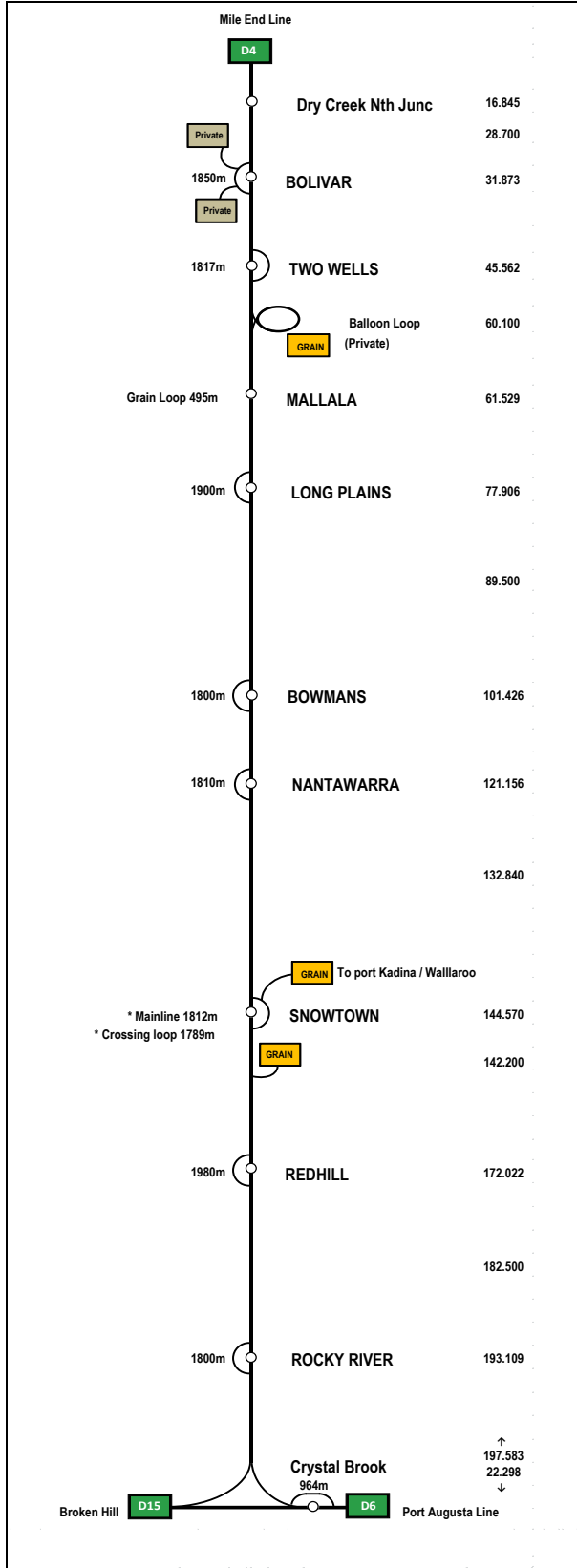
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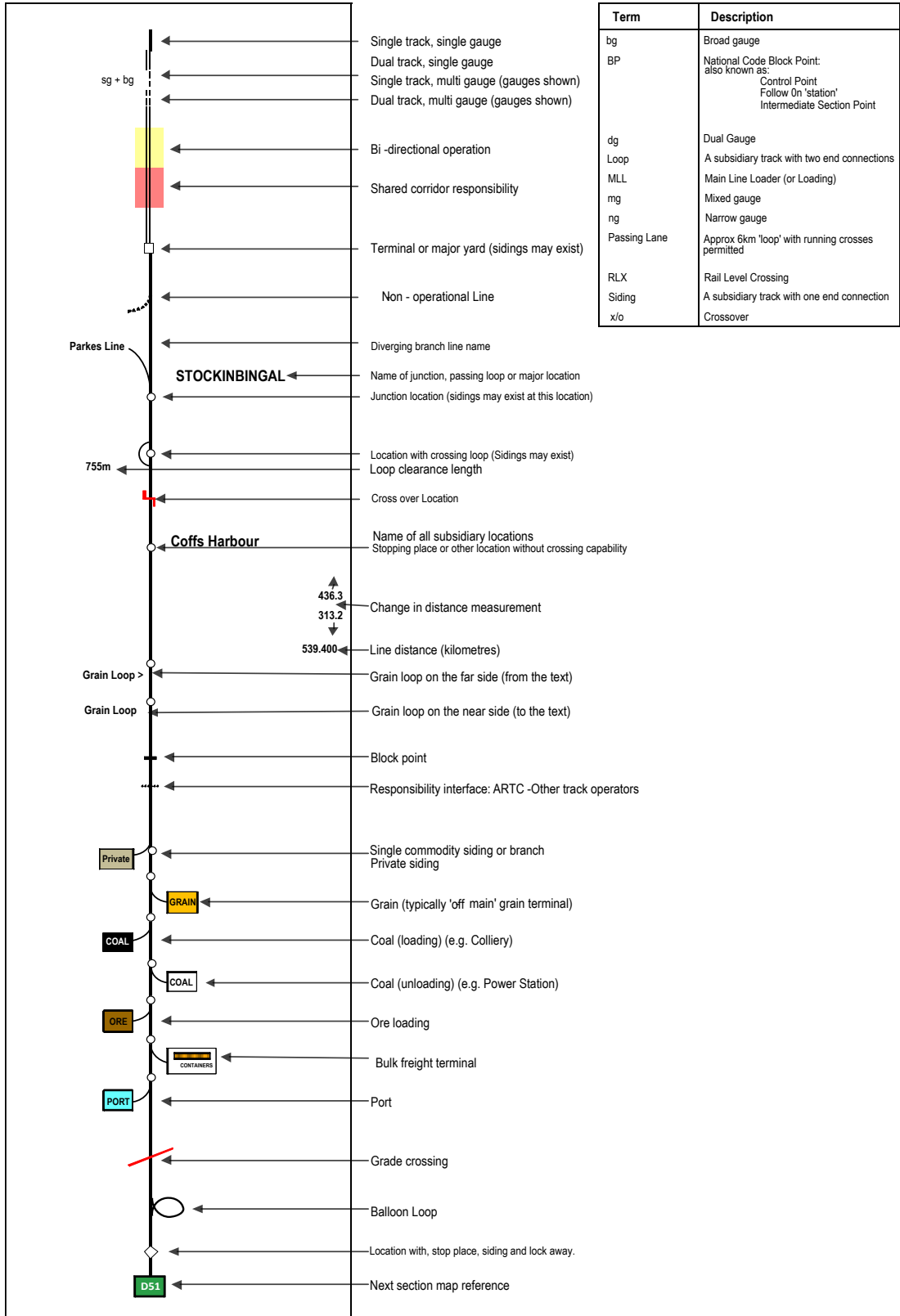
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1 D5–Dry Creek to Crystal Brook

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



2 D5 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 D5 Route Capacity

Dry Creek North – Crystal Brook			
Train Type	Maximum Speed (km/h)	Maximum Axle Load (tonnes)	
		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	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 D5 Special Access Conditions

4.1 Brake Holding Tests

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.

5 D5 Permanent Speed Restrictions

DRY CREEK NORTH – CRYSTAL BROOK			
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION		RESTRICTED SPEED
BOLIVAR	33.700 KM	35.100 KM	100
	35.100 KM	35.545 KM (NO SIGN)	110
	37.900 KM	39.850 KM	90
	42.920 KM*	44.234 KM	90
	44.234KM*	44.354KM	100
TWO WELLS	44.371KM*	44.491KM	100
	45.525 KM*	45.919 KM (NO SIGN)	100
	54.200 KM*	55.900 KM	110
MALLALA	60.161 KM GRAIN BALLON LOOP (PRIVATE)		REFER TO ADJACENT TRACK OWNERS.
	60.500 KM*#	62.940 KM	90
	# THROUGH MALLALA GRAIN LOOP (61.512 KM)		
	61.100 KM*	70.050 KM	110
LONG PLAINS	75.800 KM*	79.900 KM	100
	85.837 KM*	88.323 KM (NO SIGN)	110
BOWMANS	103.500 KM*	105.200 KM	90
	105.707 KM	106.600 KM	110
NANTAWARRA	119.150 KM*	125.900 KM	100
	127.410 KM*	131.980 KM	110
SNOWTOWN	140.209 KM*#	146.974 KM	100
	# THROUGH SNOWTOWN YARD		
	149.564 KM*	155.848 KM	110
	163.100 KM*	164.000 KM	110
	170.100 KM*	172.250 KM	100
RED HILL	172.900 KM	173.625 KM	80
	191.100 KM	191.400 KM	100
ROCKY RIVER	195.100 KM	196.004 KM	100
	196.130 KM#	197.185 KM	70
	# THROUGH TRIANGLE TO CRYSTAL BROOK		
** 50 ** SPEED THROUGH TRIANGLE ON APPROACH TO CLARE ROAD CROSSING (196.908 KM) ACCOUNT WARNING TIME			** 50 **

DRY CREEK NORTH – CRYSTAL BROOK			
	196.003 KM#	197.250 KM	70
CRYSTAL BROOK	# THROUGH TRIANGLE TO BROKEN HILL LINE		
	* ON CURVES BETWEEN		