

D4 Mile End – Dry Creek – Outer Harbour

RAS DIRN Section Page

Applicability

ARTC Network Wide

SMS

Publication Requirement

Internal / External

Primary Source

Previous Version + RACNs

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
1.9	26/02/2021	Manager Procedures Development	Stakeholders	Manager Standards 16/04/2021	GM Technical Standards 16/04/2021

Amendment Record

Amendments to the RAS are published at the following link

<https://www.artc.com.au/uploads/RAS-Amendment-Register-Master.xlsx>

All changes throughout this document are highlighted in this colour

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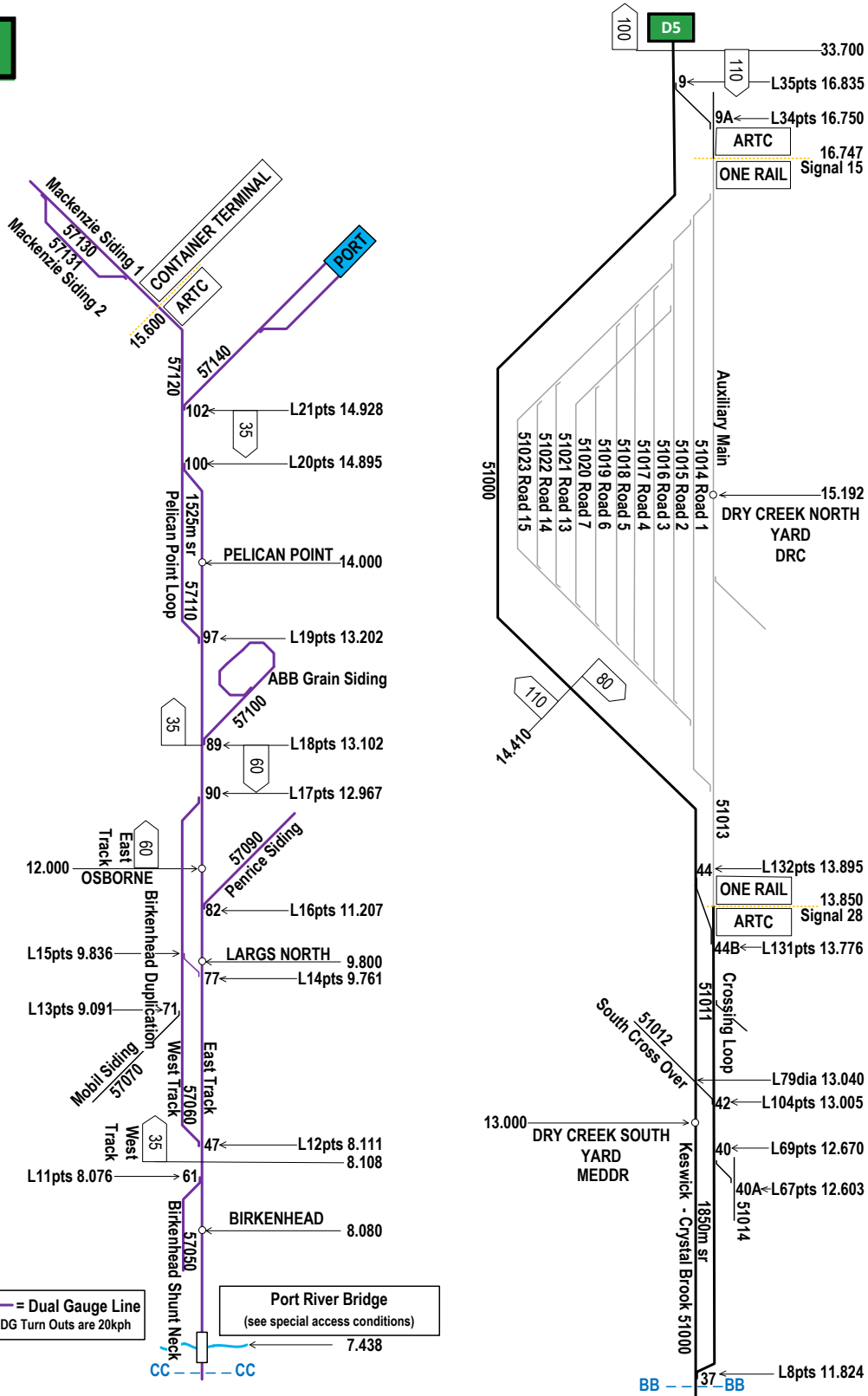
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1 Network Diagram

NB: These line maps are indicative only.

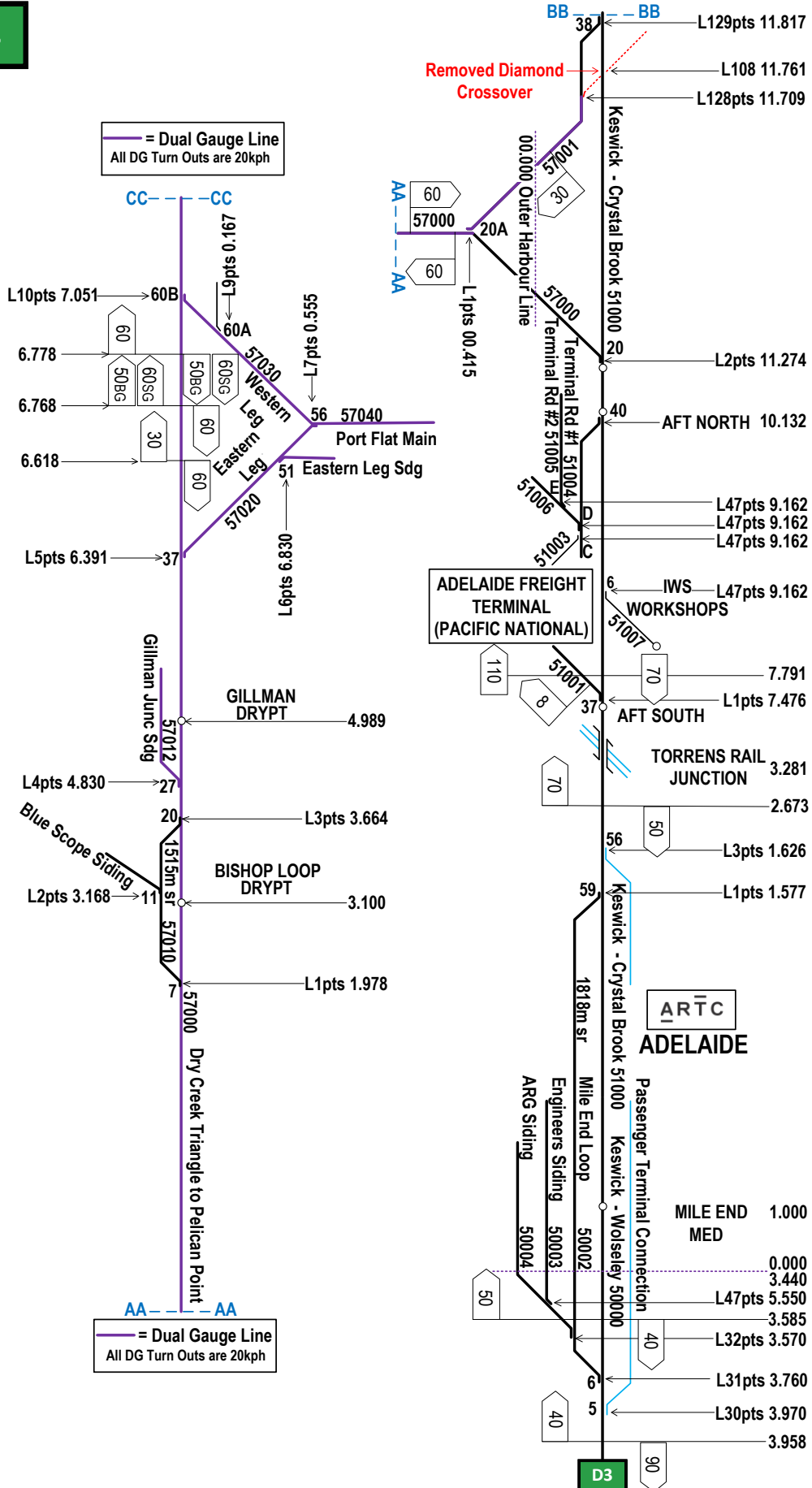
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MILE END – OUTER HARBOUR – DRY CREEK



D4

MILE END – OUTER HARBOUR – DRY CREEK



2 Route Capacity

MILE END – DRY CREEK NTH			
TRAIN TYPE	MAXIMUM SPEED	MAXIMUM AXLE LOAD (TONNES)	
	(KM/H)	LOCOS	WAGONS
		134T MAXIMUM LOCOMOTIVE WEIGHT	
FREIGHT	115	22.8*	21
	100	22.8*	23
	80	22.8*	25
PASSENGER		LOCOS	CARRIAGES
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.

DRY CREEK NTH – OUTER HARBOUR (Pelican Point)			
TRAIN TYPE	MAXIMUM SPEED	MAXIMUM AXLE LOAD (TONNES)	
	(KM/H)	LOCOS	WAGONS
		134T MAXIMUM LOCOMOTIVE WEIGHT	
FREIGHT	115	22.8*	20
	100	22.8*	21
	80	22.8*	23
	60	22.8*	25
PASSENGER		LOCOS	CARRIAGES
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.

3 Special Access Conditions

3.1 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.

3.2 Port River Bridge

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

3.3 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.

3.4 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.

4 Permanent Speed Restrictions

MILE END – DRY CREEK NORTH JUNCTION			
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION	NORTH – SOUTH DIRECTION MAINLINE UP	SOUTH – NORTH DIRECTION MAINLINE DN
	3.958KM	90	40
	3.585KM	40	50
Origin Mark	3.440KM / 0.000KM		
MILE END	1.000KM		
	2.673KM	50	70
TORRENS JUNCTION	3.281KM		
ADELAIDE FREIGHT TERMINAL AT ISLINGTON	7.731KM	10 KM/H SPEED ON APPROACH TO SOUTHERN ACCESS TO FREIGHT TERMINAL AT ISLINGTON ROAD LEVEL CROSSING ON ENTRANCE TO THE ADELAIDE FREIGHT TERMINAL AS PER SIGN ERECTED.	
	7.791	70	110
DRY CREEK JUNCTION	14.410 KM	80	110
DRY CREEK – CRYSTAL BROOK	33.700 KM	110	100

DRY CREEK Y JUNCTION – PELICAN POINT			
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS	EAST – WEST	WEST - EAST
DRY CREEK Y JUNCTION (NORTH ENTRANCE)	0.000KM	30	
	0.515	60	60
	6.618	30	60
	6.768	60 SG 50 BG	60
	6.778	60	60 SG 50 BG
WEST TRACK TO GRAIN SIDING	8.108	35	
GRAIN SIDING	13.102	35	60

DRY CREEK Y JUNCTION – PELICAN POINT		
ARTC BOUNDRY	15.600	35

5 Special Speed Restrictions

MILE END – DRY CREEK – PELICAN POINT		
LOCATION	MAXIMUM SPEED	
	WHEN RUNNING FROM LINES DIVERGING FROM THE STRAIGHT TRACK (KM/H)	WHEN RUNNING ON THE STRAIGHT TRACK (KM/H)
ALL DUAL GAUGE TURNOUTS	20	LINE SPEED FOR TYPE OF TRAIN