

# D5 Dry Creek – Crystal Brook

## RAS DIRN Section Page

**Applicability**

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ARTC Network Wide

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SMS

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**Publication Requirement**

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Internal / External

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**Primary Source**

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Previous Version + RACNs

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**Document Status**

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1.9	26/02/2021	Manager Procedures Development	Stakeholders	Manager Standards 16/04/2021	GM Technical Standards 16/04/2021

**Amendment Record**

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**Amendments to the RAS are published at the following link**

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

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All changes in this document are highlighted with this colour

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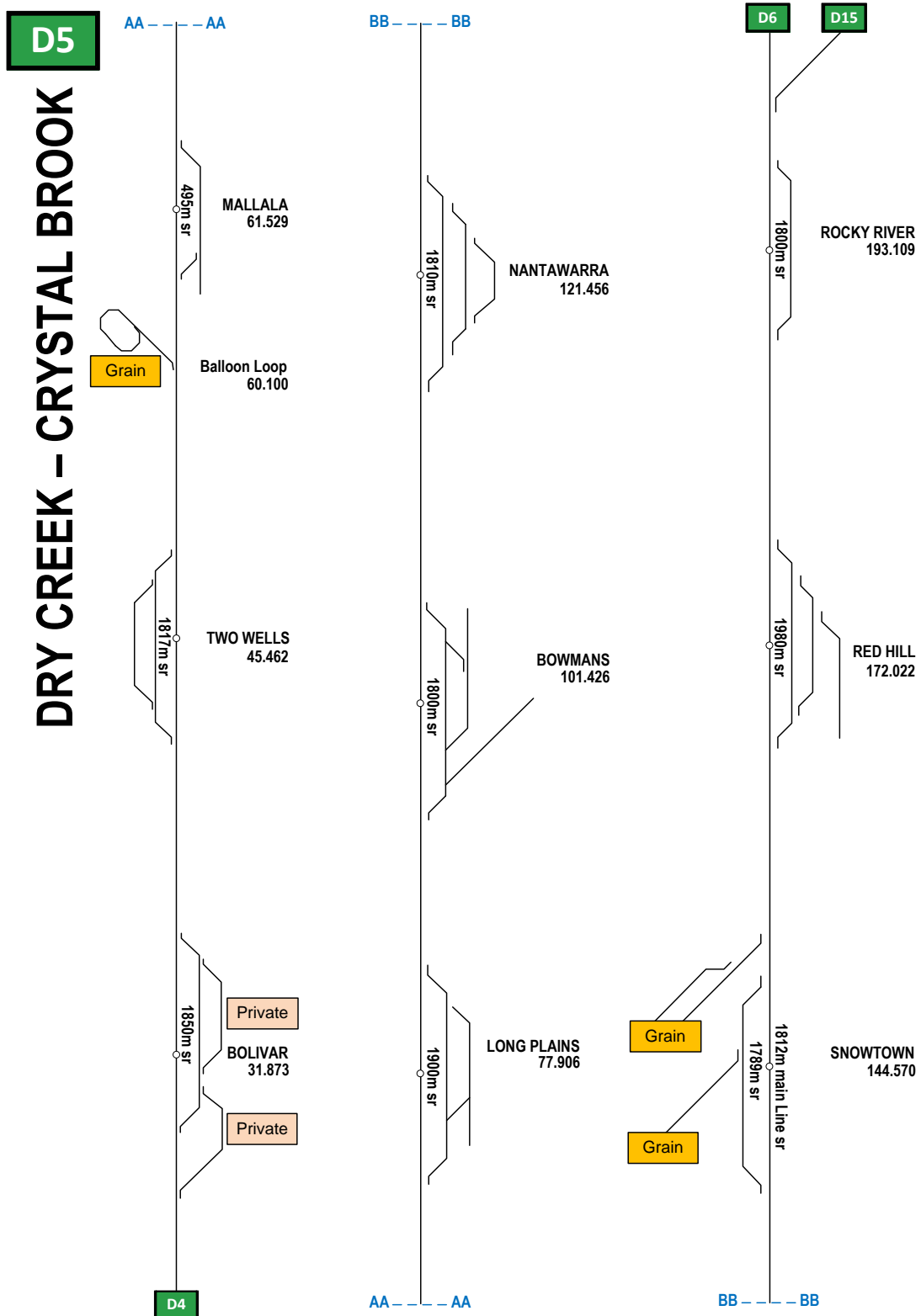
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1 Network Diagram

NB: These line maps are indicative only.



## 2 Route Capacity

Dry Creek North – Crystal Brook			
Train Type	Maximum Speed (km/h)	Maximum Axle Load (tonnes)	
		LOCOS 134t Maximum locomotive weight	WAGONS
<b>FREIGHT</b>			
Express	115	22.8*	20
Super	110	22.8*	21
Regular	80	22.8*	23
Standard	80	22.8*	25
<b>PASSENGER</b>		<b>LOCOS</b>	<b>CARRIAGES</b>
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 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.

## 4 Permanent Speed Restrictions

DRY CREEK NORTH – CRYSTAL BROOK				
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION	RESTRICTED SPEED		
BOLIVAR	33.700 KM	100 DN	110 UP	
	35.100 KM	110 DN	100 UP	
	37.900 KM	39.850 KM	90 DN	
	42.920 KM*		90 DN	
	44.234 KM*	100 DN	90 UP	
TWO WELLS	45.562 KM			
	54.200 KM*	110 DN		
	55.900 KM*		110 UP	
MALLALA	60.161 Km Grain Balloon Loop (Private)	Refer to Adjacent Track Owners.		
# Through Mallala Grain Loop (61.512 Km)	60.500 KM*#	90 DN		
	61.100 KM*	110 DN		
# Through Mallala Grain Loop (61.512 Km)	62.940 KM*#		90 UP	
	70.050 KM*	N DN	110 UP	
	75.800 KM*	100 DN	N UP	
LONG PLAINS	79.900 KM		No board	
	85.837 KM*		No board	
	88.323 KM (NO SIGN)		No board	
	103.500 KM*	90 DN	N UP	
	105.200 KM*		No board	
BOWMANS	105.707 KM		No board	
	106.600 KM		110 UP	
	119.150 KM*	100 DN		
	125.900 KM		N UP	
NANTAWARRA	127.410 KM*		No board	
	131.980 KM	(80 DN TSR)	(115 UP End TSR)	
	140.209 KM*#		No board	
	144.300 KM	100 DN	N UP	

	146.974 KM	No board	
	149.350 KM	110 DN	
	149.564 KM*		
	150.100 KM	110 UP	
	155.100 KM	110 DN	
	155.848 KM	No board	
	163.100 KM*	100 DN	
	164.000 KM*	100 UP	
	170.100 KM*	100 DN	N UP
	172.250 KM	80 DN	
RED HILL	172.900 KM	100 UP	
	173.625 KM	No board	
	191.100 KM	100 DN	
	191.400 KM	No board	
	195.100 KM	100 DN	
ROCKY RIVER	195.300 KM	50 DN	
	196.004 KM	100	
	196.003 KM	70 DN East Through Triangle to Broken Hill	
	196.130 KM	70 DN North Through Triangle to Crystal Brook	
	196.908 Speed Through Triangle On Approach To Clare Road Crossing (196.908 Km) Account Warning Time	50 DN	50 UP
	197.185 KM	End Chainage North through triangle Dry Creek to Crystal Brook	
	197.250 KM	End Chainage East through triangle Crystal Brook to Broken Hill	
	23.900 KM	70 UP South Through Triangle to Dry Creek	
	22.600 km	50 UP South through triangle to Dry Creek	
CRYSTAL BROOK	21.000 KM		
	* ON CURVES BETWEEN		

## 5 Special Speed Restrictions

DRY CREEK NORTH – CRYSTAL BROOK		
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