



AUSTRALIAN RAIL TRACK CORPORATION LTD

Route Access Condition Notice

13-00026

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Note: Permanent Route Access Condition Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.

RAS Reference:

Section: Introduction **Version No.:** 1.2 **Page/s:** 6,9 &11

ARTC Network Location:

Line Section: _____
Kms: _____

Entered reference for Blocked worked, Endeavour and RISSB into glossary

From:

Term	Meaning (Source of definition)
May	The term 'may' indicates the existence of an option (AS4292.1).
Shall	The word 'shall' is to be understood as mandatory (AS4292.1).
Should	The word 'should' is to be understood as non-mandatory (i.e. advisory or recommended) (AS4292.1).
Term	Meaning (Source of definition)
Above rail	Rail functions for which an Operator is responsible (RAS).
Access Agreement	The contract that specifies the terms and conditions for access to the ARTC Network by an Operator (RAS).
Adjoining Network	A Network that abuts the ARTC network eg John Holland Network Railcorp Network, Brookfield Rail Network.
Air brake	A braking system activated by a change of air pressure (TOC Manual till 2004 inclusive of all TOC Waivers).
Allocation	The process of assigning rolling stock for trains (RAS).
ARTC	Australian Rail Track Corporation.
AS No: xxxx	Australian Standard No Series.
Automatic air brake	A braking system where the loss of air pressure (e.g. brake pipe) automatically results in an emergency brake application (TOC Sept 2004 Manual).
Brake holding test	A test that proves the brakes on the rear three vehicles, and any other tested vehicles, will remain applied for a long enough period of time in the event of a breakaway, to allow the train crew to reach these vehicles and apply the handbrakes, in order to secure the train (RAS).
Brake inspection	A test to ensure that all brakes will apply and release in response to brake pipe pressure fall and rise, brake pipe piston travel does not exceed limits and brake force causes the brake shoes to be forced against the wheels and that all handbrakes are released (RAS).
Brake pipe continuity test	A test to ensure that the brake pipe is continuous through the train consist and that all brake cylinders are functioning correctly (RAS).
Brake pipe leakage test	A test to determine whether there are excessive air leaks in the train that may interfere with the operation of the air brake system and confirm that only one brake valve controls the train. With a full service brake reduction and the brake pipe isolated, the maximum allowable leakage in the brake pipe is 35 kPa per minute (RAS).

Brake Type	B1= Old style brass piston and slide triple valves (ITV and AF). B2= Westinghouse WF3 diaphragm triple valves (generally a replacement for the B1). B3= Westing house WF2 or Davies and Metcalfe ESR type triple valve (relayed). B4= Westinghouse WF4 or WF5 triple valves (relayed).
COP	Code of Practice.
Compensated grade	The allowance for the friction in a curve on a grade which effectively increases the steepness of the grade (RAS).
DICE radio	The train radio that is required for train movements on some line sections (RAS).
Diesel Multiple Unit (DMU)	A distributed power passenger train made up of similar diesel powered and non-powered vehicles capable of carrying passengers and operating as a train (TOC Sept 2004 Manual).
DIRN	Defined Interstate Rail Network.
Disabled train	A train with a failure such that it cannot complete its journey under its own power (RAS).
Distributed power	A train operating with power units located at the front and one or more other locations in the train consist. Remote power units may be controlled from the lead locomotive by radio signal or hard wired through the train (TOC Sept 2004 Manual).
Draw capacity	The strength of a vehicle (couplers, draft gear, underframe, etc.) used to determine the load that can be hauled behind the vehicle (TOC Sept 2004 Manual).
Emergency cock	A readily accessible, manually operated valve or tap, in a vehicle with an automatic air brake that exhausts the brake pipe to atmosphere causing an emergency brake application. Sometimes referred to as an emergency brake pipe tap (TOC Sept 2004 Manual).
End of train marker (EOTM)	A device other than tail lights fitted to the trailing end of the last vehicle of a train (TOC Sept 2004 Manual).
EP brake	Electro-pneumatic brake.
Full train inspection	A locomotive hauled train inspection that includes loading and security checks, full mechanical inspection, brake pipe leakage test, air brake inspection and test, brake holding and pipe continuity test (RAS).
Handbrake	A mechanical device used to secure a rail vehicle against movement. Handbrake includes a spring parking brake (TOC Sept 2004 Manual).
Haul	To move rail traffic using motive power source at the leading end of the train (TOC Sept 2004 Manual).
HHN	Heavy Haul Network.

HP grade inspection	An inspection that must be carried out on freight trains that are to descend grades of 1 in 33 or greater and are not fitted with exhaust chokes on 80 per cent of the train's mass (RAS).
ICAPS radio	The train radio that is required for train movements on some line sections (RAS).
IN	Intrastate Network.
Light locomotive	One or more locomotives not attached to another vehicle (TOC Sept 2004 Manual).
Loading outline	The maximum height and width to which rail vehicles can be loaded for a particular route, as prescribed in the Route Access Standard (RAS).
Locomotive	A self-propelled, rail-bound vehicle that may be used to move other vehicles. The driver's cab of a multiple power unit is considered a locomotive (TOC Sept 2004 Manual).
Maintainer	An organisation that performs infrastructure maintenance on the ARTC Network (RAS).
Manifest	The listed order of the vehicles arranged to make up a complete train (RAS).
Marker lights	Lights that indicate the front or rear of the train (TOC Manual).
Marshal	To arrange the order of vehicles in a train's consist (TOC Sept 2004 Manual).
Mobile fuelling	The process of fuelling rolling stock from a road vehicle tanker (RAS).
Modified continuity test	A test to ensure the correct brake operation on the first three vehicles beyond the furthest amalgamation point when a locomotive or vehicles are attached to or detached from a train (RAS).
Movement	The operation on rail of a train or other track vehicle (Code of Practice for the DIRN).
Multiple unit locomotive	Two or more locomotives marshalled together to provide the power to move itself or other vehicles (TOC Sept 2004 Manual).
Multiple unit train	Refer to Diesel Multiple Unit.
NTCS / ICE	National Train Control System. The train radio that is required for train movements on some line sections and in accordance with ANGE 230 (RAS).
Network control	The control and management of all rail operations on the ARTC Network (RAS).
Network procedures	Procedures issued by ARTC for the safe conduct of work on the ARTC Network. To be read in conjunction with network rules (RAS).
Network rules	Rules issued by ARTC to mandate the requirements for safe operation on the ARTC Network (RAS).
Network User	A Person / Company accessing the ARTC network by reason of access agreement or maintenance agreement or other authority to be on the Network.
Operator	An organisation that manages operates or maintains rail traffic on the ARTC Network pursuant to an Access Agreement (RAS).

Operator representative	A person authorised by an Operator to act on the Operator's behalf (TOC Sept 2004 Manual).
Operator specific procedure	A set of instructions written specifically for use by that organisation (RAS).
Out of gauge	A vehicle or load exceeding the loading outline for a particular section of track (RAS).
Out of gauge loading	Refer to Out of gauge.
Out of gauge train	A train with rolling stock or loading that is out of gauge (RAS).
Over-length train	A train exceeding the network infrastructure limits for train length (RAS).
Partial train inspection	A locomotive hauled train inspection carried out after the train consist has been altered in any way, such as changing or attaching locomotives, attaching or detaching vehicles, amalgamating trains, attaching assisting locomotives or running locomotives around to the other end of the train (RAS).
Path	Refer to Train path.
Programmed Preventative Maintenance (PPM)	Regular vehicle or train maintenance based on a fixed time or distance travelled cycle, approved by the Regulator, to ensure that vehicles remain fit for use on the ARTC Network for at least the duration of the PPM cycle (RAS).
Propel	To manage airbrake operation of moving rail traffic from a cab that is not in the lead vehicle of a train (TOC Sept 2004 Manual).
Qualified worker	A worker certified as competent to carry out the relevant task (TOC Sept 2004 Manual).
Rail Safety Regulator	The person responsible for rail safety in each of the Jurisdictions (TA44).
Rail safety worker (worker)	A person performing or responsible for safety related work, be that person a paid member of staff of the railway, a contractor, sub-contractor or an employee of either, or a volunteer (AS4292.1).
RAS	Route Access Standard.
Registration and warranty	The formal process for Operators to register and warrant rolling stock data with ARTC prior to being permitted to operate on the ARTC Network (RAS).
Rolling stock	Any vehicle which operates on or uses a railway track, excluding a vehicle designed for both on- and off-track use when not operating on the track (AS4292.1).
Rolling stock outline	The three dimensional size of a railway vehicle including its movement that consists of three specific parts; the static outline, the basic kinematic outline and the swept kinematic outline (AS 7507).
Route Access Condition Notice (RACN)	A notice of changes or exceptions to the requirements specified in the published Route Access Standard. The Route Access Condition Notice provides the conditions by which the non-standard working is permitted on the ARTC Network (RAS).

Ruling grade	The maximum grade on a section of track used to determine the motive power required for a train and the load that can be hauled on that section of track (TOC Sept 2004 Manual).
Safety management system	Practices and procedures applied by an organisation to meet its rail safety objectives as required by its accreditation status within the states and territories in which it operates (RAS).
Safeworking rules and procedures	Rules and procedures issued by ARTC to mandate the requirements for safe operation (RAS).
Safeworking system	An integrated system of procedures and technology for the safe operation of trains and the protection of people and property on, or in the vicinity of the railway (CoP for the DIRN).
Scaled wheel	A build-up of metallic material on a wheel tread's surface, generally as a result of overheating from sticking brakes or dragging brakes causing wheels to slide on the rail (TOC Sept 2004 Manual).
Sectional running times	The train running times between one location and the location in advance (RAS).
Skidded wheels	Flat areas on the wheel tread, caused when wheels lock up under braking or seized axles and the wheels slide or skid on the rail (TOC Sept 2004 Manual).
Special access conditions	Access conditions that are unique to an area, as defined in the Route Access Standard Section Pages (RAS).
Standard Operating Procedure	Refer to Operator specific procedure.
Tail lights	Red lights used as end of train markers (TOC Sept 2004 Manual).
Thermal cracks	Cracks in the running surface and adjacent areas of a wheel, caused by the thermal effect of heating and cooling resulting from on-tread friction braking (TOC Sept 2004 Manual).
TOC	Train Operating Conditions Manual Sept 2004 including all published TOC waivers until the issue of the R.A.S.
Tonnage signal	A signal at the foot of a steeply rising grade, fitted with a sign that directs drivers of prescribed trains (TOC Sept 2004 Manual).
Track	The combination of rails, rail connectors, sleepers, ballast, points and crossings, and substitute devices where used (AS4292.1).
Track circuit	An electric circuit where current is carried through the rails and used to detect the presence of trains. Track circuits are used in the operation and control of points, signalling equipment and indicators (TOC Sept 2004 Manual).
Track maintenance vehicle	A vehicle, usually self-propelled, used mainly for inspecting and maintaining track and infrastructure (TOC Sept 2004 Manual).
Track speed	The allowable maximum train speed for a portion of track (TOC Sept 2004 Manual).
Train	A single unit of rolling stock, or two or more units of rolling stock, including a locomotive or other self-propelled unit coupled together to operate on the track as a single unit (ARTC Access Agreement).

Train consist	A group of vehicles coupled together to form a train (TOC Sept 2004 Manual).
Train number	A train or run number used to provide unique identification of a train (TOC Sept 2004 Manual).
Train Operator	Refer to Operator.
Train parameters	The properties of a train the Operator is required to document as part of the marshalling process (RAS).
Train path	The series of network segments over a particular interval through which a train can travel and may include stopping points and intervals and fuelling stations and other set down or changeover points (ARTC Access Agreement).
Vehicle	Any item of rolling stock that can operate on rail (TOC Sept 2004 Manual).
Wayside monitoring device	A device positioned on the rail network used to alert rolling stock or track infrastructure faults or anomalies (RAS).
Xplorer	CountryLink Diesel Multiple Unit.
XPT	CountryLink Express Passenger Train.
WOS	Minimum Operation Standards for Rolling Stock.

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Allocation	The process of assigning rolling stock for trains (RAS).
ARTC	Australian Rail Track Corporation.
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Automatic air brake	A braking system where the loss of air pressure (e.g. brake pipe) automatically results in an emergency brake application (TOC Sept 2004 Manual).
Block Working	Trains cannot collide with each other if they are not permitted to occupy the same section of track at the same time, railway lines are divided into sections known as blocks. In normal circumstances, only one train is permitted in each block at a time.
Brake holding test	A test that proves the brakes on the rear three vehicles, and any other tested vehicles, will remain applied for a long enough period of time in the event of a breakaway, to allow the train crew to reach these vehicles and apply the handbrakes, in order to secure the train (RAS).
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RISSB	Railway Industry Safety and Standards Board
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Issued By: Richard Potts
Australian Rail Track Corporation

Approved By: John Furness - Manager Standards (Minor)

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