

D6 Crystal Brook – Spencer Junction

RAS DIRN Section Page

Applicability

ARTC Network Wide

SMS

Publication Requirement

Internal / External

Primary Source

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
2.0	29 Aug 22	Operations Standards	Stakeholders	Operations Standards Manager	A/GM Technical Standards 02/09/2022

Amendment Record

Amendments to the RAS are published at the following link
https://www.artc.com.au/customers/standards/route/access/
All changes in this document are highlighted with this colour

Disclaimer

This document has been prepared by ARTC for internal use and may not be relied on by any other party without ARTC's prior written consent. Use of this document shall be subject to the terms of the relevant contract with ARTC.

ARTC and its employees shall have no liability to unauthorised users of the information for any loss, damage, cost or expense incurred or arising by reason of an unauthorised user using or relying upon the information in this document, whether caused by error, negligence, omission or misrepresentation in this document.

This document is uncontrolled when printed.

Authorised users of this document should visit ARTC's intranet or extranet (www.artc.com.au) to access the latest version of this document.

Table of Contents

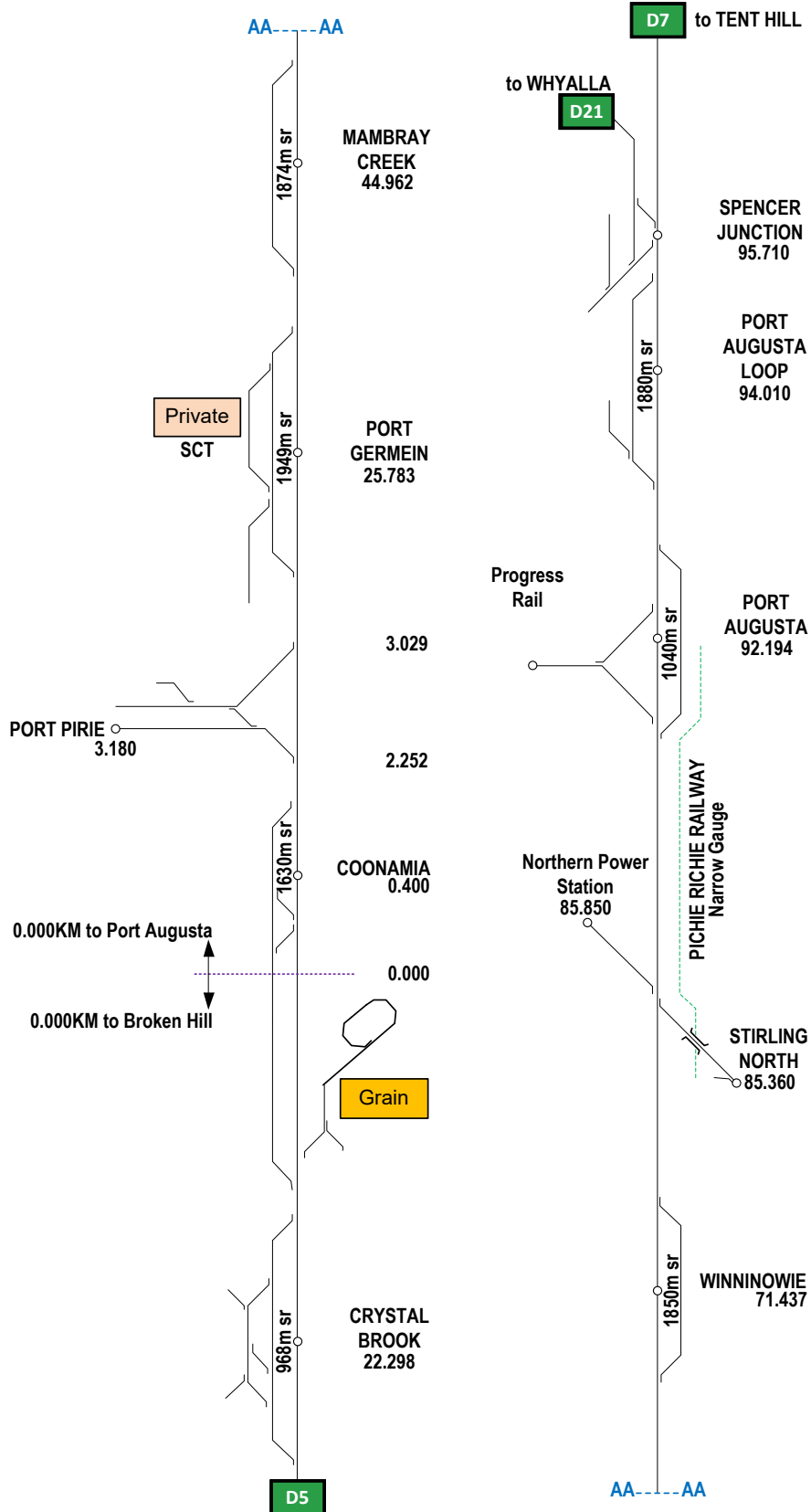
Table of Contents	2
1 Network Diagram	3
2 Route Capacity	4
3 Permanent Speed Restrictions	5
4 Special Speed Restrictions	5
5 Significant Kilometre Markings.....	5

1 Network Diagram

Note: These line maps are indicative only. For detailed diagrams, refer to relevant Network Information Book.

D6

CRYSTAL BROOK – SPENCER JUNCTION



2 Route Capacity

CRYSTAL BROOK – SPENCER JUNCTION			
TRAIN TYPE	MAXIMUM SPEED (KM/H)	MAXIMUM AXLE LOAD (TONNES)	
FREIGHT		LOCOS	WAGONS
	115	22.8*	21
	100#	22.8*	23
	80	22.8*	25
PASSENGER			
LOCO HAULED	115	22.8*	19
(Includes non-express DMU and rail motors)			

Notes:

1. Route capacity applies where vehicle characteristics and conditions permit.

* **134T Maximum Locomotive Weight.** 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.

Only for rolling stock approved to operate at 100km/h loaded above 21TAL.

3 Permanent Speed Restrictions

CRYSTAL BROOK – SPENCER JUNCTION			
LOCATION	KILOMETRAGE	DOWN	UP
	27.160	90	
CRYSTAL BROOK (22.600 KM)	22.600	90	90
	20.599	115	90
COONAMIA (0.000 KM)	0.000	115	115
	2.433	35	115
	3.051	115	35
	5.670	100*	115
	81.318	100	100*
STIRLING NORTH (82.500 KM)	82.022	70	
	82.607		100
	84.730	60	70
SPENCER JUNCTION (95.280 KM)	95.120	80	60
	95.850		80

* ON CURVES BETWEEN

Note: Speeds presented in grey text are not formally part of this section page and are provided for information only. They are addressed in the adjoining section pages in detail.

4 Special Speed Restrictions

CRYSTAL BROOK – SPENCER JUNCTION		
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

5 Significant Kilometre Markings

The following locations on the network have kilometre posts that change on the ground and do not follow the measured distance between kilometre posts:

Coonamia to Spencer Junction;

Coonamia 0 km increasing to Spencer Junction.