

# H1 Islington - Muswellbrook

## RAS HHN 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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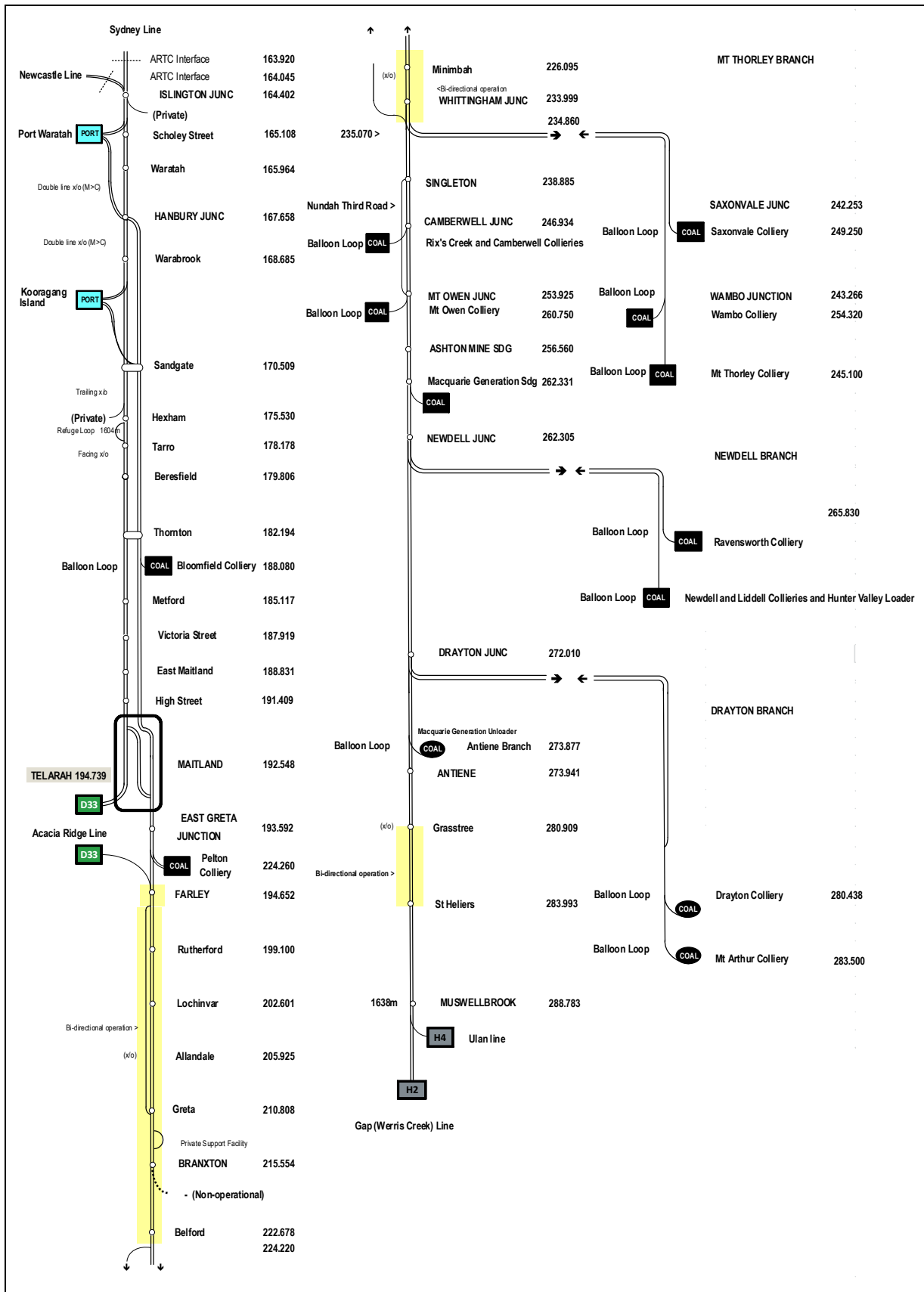
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# 1 Network Diagram

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



## 2 Route Capacity

<b>WARATAH – MAITLAND (DOWN MAIN)</b>			
<b>TRAIN TYPE</b>	<b>MAXIMUM SPEED (KM/H)</b>	<b>MAXIMUM AXLE LOAD (TONNES)</b>	
<b>FREIGHT</b>		<b>LOCOS</b>	<b>WAGONS</b>
	115	22.8	19.5
	100	22.8	21
	80	29.3	23
	65	30	25
<b>PASSENGER</b>		<b>LOCOS</b>	<b>CARRIAGES</b>
EXPRESS <sup>1</sup>	160*	N/A	19
LOCO HAULED <sup>2</sup>	115	22.3	19
(Includes non-express DMU and rail motors)			
<b>MAITLAND – WARATAH (UP MAIN)</b>			
<b>TRAIN TYPE</b>	<b>MAXIMUM SPEED (KM/H)</b>	<b>MAXIMUM AXLE LOAD (TONNES)</b>	
<b>FREIGHT</b>		<b>LOCOS</b>	<b>WAGONS</b>
	115	22.8	19.5
	100	22.8	21
	80	30	25
	60#	30	30#
<b>PASSENGER</b>		<b>LOCOS</b>	<b>CARRIAGES</b>
EXPRESS <sup>1</sup>	160*	N/A	19
LOCO HAULED <sup>2</sup>	115	19	19
(Includes non-express DMU and rail motors)			
<b>MAITLAND – WARATAH (UP &amp; DOWN COAL ROADS)</b>			
<b>TRAIN TYPE</b>	<b>MAXIMUM SPEED (KM/H)</b>	<b>MAXIMUM AXLE LOAD (TONNES)</b>	
<b>FREIGHT</b>		<b>LOCOS</b>	<b>WAGONS</b>
	115	22.8	19.5
	100	22.8	21
	80	30	25
	60#	30	30#
<b>PASSENGER</b>		<b>LOCOS</b>	<b>CARRIAGES</b>
EXPRESS <sup>1</sup>	160*	N/A	19
LOCO HAULED <sup>2</sup>	115	19	19
(Includes non-express DMU and rail motors)			

WARATAH – ISLINGTON JUNCTION (ARTC INTERFACE BOUNDARY)			
TRAIN TYPE	MAXIMUM SPEED (KM/H)	MAXIMUM AXLE LOAD (TONNES)	
FREIGHT		LOCOS	WAGONS
	115	22.8	19.5
	100	22.8	21
	80	30	23
	80	30	25
	60	30	30
PASSENGER		LOCOS	CARRIAGES
EXPRESS <sup>1</sup>	160*	N/A	19
LOCO HAULED <sup>2</sup>	115	19	19
(Includes non-express DMU and rail motors)			
MAITLAND – MUSWELLBROOK			
TRAIN TYPE	MAXIMUM SPEED (KM/H)	MAXIMUM AXLE LOAD (TONNES)	
FREIGHT		LOCOS	WAGONS
	115	22.8	19.5
	100	22.8	21
	80	30	25
	60	30	30
PASSENGER		LOCOS	CARRIAGES
EXPRESS <sup>1</sup>	160 <sup>^</sup> *	N/A	19
LOCO HAULED <sup>2</sup>	115	19	19
(Includes non-express DMU and rail motors)			

**General Notes (applicable to all tables):**

- Route capacity applies where vehicle characteristics and conditions permit.

**Referenced Notes:**

\* Only for vehicles approved to operate up to this maximum speed

# Refer to Special Access Condition – Wagons loaded above 30 tonne axle load (between G Start and G End signs).

<sup>^</sup> Minimbah bank up relief road 234.773 -224.017 up direction only maximum speed for Express passenger trains 130kph only.

1. Express speeds are for train types that are approved to run to “Express Speed Boards” by the ARTC Network Rules only.
2. For all other passenger trains:

- a. *Freight locomotive speed limits apply for diesel locomotive hauled passenger trains*
  - b. *Freight wagon speeds apply where freight wagons are marshalled as part of the train*
  - c. *DMU and rail motors are to adhere to carriage axle loads.*
- 

### 3 Special Access Conditions

#### 3.1 Wagons loaded up to 30 tonne axle load (between G Start and G End signs)

A maximum speed of 80 km/h applies to trains with wagons loaded up to 30 tonne axle load between:

- 237.629 km – 224.017 km (Minimbah bank) Up Main and Up direction
- 237.629 km – 225.730 km (Minimbah bank) Down Main and Up direction only
- 237.629 km – 224.017 km (Minimbah bank) Up Relief and Up direction only
- 238.224 km - 234.260 km (Mount Thorley Branch Line) Up & Down Branch Lines Up direction only.

#### 3.2 Handbrake requirements for Coal operations at Hunter Bulk Terminal

The following variation to the RAS GI section 4.14 Holding a Train Stationary on a Grade is applicable to Pacific National Coal operations with regards to handbrake requirements within the Hunter Bulk Terminal (HBT) Yard:

- Only applicable to Coal operations
- Groups of 3 or less wagons being shunted (detached from the lead locomotive for no greater than 15 minutes) to require one functioning handbrake.
- Groups of 3 or less wagons being stabled (detached from the lead locomotive for no greater than 15 minutes) to require all handbrakes.
- Groups of 4 or more wagons being shunted or stabled (detached from the lead locomotive for any period of time) to require 10% handbrakes (including a minimum of 3 handbrakes).
- To be undertaken in accordance with Pacific National Procedure “PN-PRO-SAF Securing Rolling Stock”.

## 4 Permanent Speed Restrictions

HAMILTON – ISLINGTON JUNCTION					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
HAMILTON	164.633				
DOWN MAIN	164.045	40	40		
ARTC/SYDNEY TRAINS BOUNDARY	164.045				
UP MAIN	164.412			X25 (107 PTS)	X25 (107 PTS)
ISLINGTON JUNCTION BOX	164.647				

WOODVILLE JUNCTION – ISLINGTON JUNCTION					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
DOWN ISLINGTON LOOP	162.920	40	45		
WOODVILLE JUNCTION	163.685				
UP ISLINGTON LOOP	164.310			40	40
DOWN ISLINGTON LOOP	164.313	X25 (106 PTS)	X25 (106 PTS)		
UP MAIN	164.412			X25 (107 PTS)	X25 (107 PTS)
ISLINGTON JUNCTION BOX	164.647				

ISLINGTON JUNCTION – MUSWELLBROOK (MAINS)					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
ISLINGTON JUNCTION BOX	164.647				
DOWN MAIN	164.740	115	120		
UP MAIN	165.480			95	95
WARATAH	165.964				
DOWN MAIN	166.075	X25 (123 PTS)			
UP MAIN	166.850			115	150
HANBURY DIVE	167.500				
HANBURY JUNCTION	167.658				
DOWN MAIN	168.115	80	90		
UP MAIN	168.115			90	110
WARABROOK	168.685				
DOWN MAIN	168.970	X25 (136 PTS)			
DOWN MAIN	169.230	115	140		
UP MAIN	169.230			100	120
SANDGATE	170.509				
UP MAIN	170.737			115	140
DOWN MAIN	170.759	100	100		
DOWN MAIN	171.693	115	160		
UP MAIN	171.693			100	100
UP MAIN	171.803			X25 (190 PTS)	

ISLINGTON JUNCTION – MUSWELLBROOK (MAINS)					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
UP MAIN	171.929			X70 (188 PTS)	
UP MAIN	172.063			115	115
UP MAIN	175.000			115	160
UP MAIN	175.245			80 (ASB)	
<b>HEXHAM</b>	175.530				
UP MAIN	175.829			85	90
UP REFUGE LOOP	176.262			X45 (106 PTS)	
DOWN MAIN	176.776	115	150		
<b>TARRO</b>	178.023				
UP MAIN	178.023			X45 (107 PTS)	
UP MAIN	179.320			115	150
<b>BERESFIELD</b>	179.806				
UP MAIN	180.070			95	105
DOWN MAIN	181.750	80	80		
UP MAIN	182.059			90 (ASB)	
<b>THORNTON</b>	182.194				
DOWN MAIN	183.001	115	130		
DOWN MAIN	184.910	115	115		
<b>METFORD</b>	185.117				
UP MAIN	185.800			115	160
UP MAIN	186.540			115	140
UP MAIN	186.800			115	115
DOWN MAIN	187.564	95	105		
UP MAIN	187.700			95	100
<b>VICTORIA STREET</b>	187.919				
UP MAIN	188.171			85	85
<b>EAST MAITLAND</b>	188.831				
DOWN MAIN	189.350	100	110		
<b>HIGH STREET</b>	191.325				
DOWN MAIN	191.372	90	105		
DOWN MAIN	192.080	X25			
UP MAIN	192.187			90	95
DOWN MAIN	192.223	X25 (404 PTS)	X25 (404 PTS)		
DOWN MAIN	192.280	X25 (405 PTS)	X25 (405 PTS)		
DOWN LOCAL	192.350	25	25		
<b>MAITLAND</b>	192.548				
DOWN MAIN	192.670	125	125		
UP LOCAL	192.672			25	25
DOWN LOCAL	192.700	X25 (410 PTS)	X25 (410 PTS)		
UP MAIN	192.870			X25 (414 PTS)	X25 (414 PTS)
DOWN MAIN	193.055	X25 (417 PTS)			
DOWN MAIN	193.338	115	130		
<b>FARLEY</b>	194.000				
UP MAIN	194.188	X80 (421 PTS)	X80 (421 PTS)		X25 (420 PTS)



ISLINGTON JUNCTION – MUSWELLBROOK (MAINS)					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
DOWN MAIN	194.333	X80 (422 PTS)	X80 (422 PTS)	X80 (421 PTS)	X80 (421 PTS)
DOWN MAIN	194.354	115	130		
UP MAIN	194.524	115	130	X80 (422 PTS)	X80 (422 PTS)
DOWN MAIN	195.728	115	130		
UP MAIN	196.080	X85 (440 PTS)	X85 (440 PTS)		
UP MAIN	196.098			115	130
UP MAIN	196.242			X85 (440 PTS)	X85 (440 PTS)
UP MAIN	196.409	115	130	85	85
UP RELIEF	196.420			85	90
<b>RUTHERFORD</b>	199.100				
UP RELIEF	199.100			110	120
UP RELIEF	200.466			100	110
UP MAIN	201.950			115	130
DOWN MAIN	202.170	100	115	115	130
UP MAIN	202.170	100	115		
UP MAIN	202.420	115	130	100	115
UP RELIEF	202.501			100	115
<b>LOCHINVAR</b>	202.601				
UP RELIEF	203.985			105	115
DOWN MAIN	204.290	115	125		
DOWN MAIN	204.327	X80 (102 PTS)	X80 (102 PTS)	100	115
UP RELIEF	204.391			105	130
UP MAIN	204.500	X80 (104 PTS)	X80 (104 PTS)	X80 (102 PTS)	X80 (102 PTS)
UP MAIN	204.500			115	130
DOWN MAIN	204.663	115	125	X80 (104 PTS)	X80 (104 PTS)
UP MAIN	204.886			115	130
UP MAIN	205.098	95	110		
UP RELIEF	205.145			115	130
<b>ALLANDALE</b>	205.700				
UP MAIN	206.238	115	125	95	110
DOWN MAIN	206.315			115	125
UP RELIEF	206.324			95	100
DOWN MAIN	206.590	115	135		
UP RELIEF	207.020			95	115
UP RELIEF	209.596			115	125
UP MAIN	209.675	X85 (112 PTS)	X85 (112 PTS)	115	125
UP MAIN	209.880	110	125	X85 (112 PTS)	X85 (112 PTS)
UP MAIN	209.966	115	125	110	125
DOWN MAIN	210.655			115	135
DOWN MAIN	210.682	115	125		
<b>GRETA</b>	210.808				
DOWN MAIN	210.992	X45 (117 PTS)			
UP MAIN	211.400	105	115	115	125
UP MAIN	211.700	115	130	105	115

ISLINGTON JUNCTION – MUSWELLBROOK (MAINS)					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
DOWN MAIN	211.763	105	110		
DOWN MAIN	211.810			115	125
DOWN MAIN	212.094	115	135		
DOWN MAIN	212.304			105	110
UP MAIN	214.120	115	140	115	130
UP MAIN	215.015	X70 (120 PTS)	X85 (120 PTS)	115	140
DOWN MAIN	215.182			X70 (120 PTS)	X85 (120 PTS)
DOWN MAIN	215.250	X70 (122 PTS)	X85 (122 PTS)	115	135
UP MAIN	215.378	115	140	X70 (122 PTS)	X85 (122 PTS)
DOWN MAIN	215.395	115	135		
<b>BRANXTON</b>	215.554				
UP MAIN	216.260	85	85	115	140
UP MAIN	216.286	X85 (125 PTS)	X85 (125 PTS)		
UP MAIN	216.436			X85 (125 PTS)	X85 (125 PTS)
UP RELIEF	216.660			85	90
UP MAIN	216.680	115	125	85	85
DOWN MAIN	218.380			115	135
DOWN MAIN	218.627	105	110		
UP RELIEF	218.673			100	120
UP MAIN	219.880	95	110	115	125
UP MAIN	220.850	105	120	95	110
UP RELIEF	221.538			95	105
DOWN MAIN	221.560			105	110
UP MAIN	221.610			105	120
UP MAIN	221.860	115	130		
DOWN MAIN	221.986	115	125		
<b>BELFORD</b>	222.700				
DOWN MAIN	224.020			115	125
UP MAIN	224.025			115	130
UP MAIN	224.076	100	115		
UP RELIEF	224.325			100	105
DOWN MAIN	224.370	95	105		
DOWN MAIN	225.430			95	105
UP MAIN	225.430			100	115
UP MAIN	225.600	X70 (160 PTS)	X85 (160 PTS)		
DOWN MAIN	225.710	X70 (161 PTS)	X85 (161 PTS)		
DOWN MAIN	225.730	115	130		
UP MAIN	225.730	105	125		
DOWN MAIN	225.760			X70 (160 PTS)	X85 (160 PTS)
UP MAIN	225.875			X70 (161 PTS)	X85 (161 PTS)
<b>MINIMBAH</b>	226.100				
UP MAIN	227.149			105	125
UP MAIN	227.449	115	130		
UP RELIEF	231.163			100	115

ISLINGTON JUNCTION – MUSWELLBROOK (MAINS)					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
<b>WHITTINGHAM</b>	234.000				
DOWN MAIN	234.240	X75 (201 PTS)			
DOWN MAIN	234.270			115	130
<b>MT THORLEY JUNCTION</b>	234.281				
UP MAIN	234.288	X75 (202 PTS)			
MT THORLEY DOWN BRANCH	234.348			X70 (201 PTS)	
MT THORLEY UP BRANCH	234.588			X70 (203 PTS)	
UP MAIN	234.760			X70 (200 PTS)	
UP RELIEF	234.773			115	130
UP MAIN	234.860			115	150
UP MAIN	234.948			X85 (206 PTS)	X85 (206 PTS)
UP MAIN	235.027			115	120
DOWN MAIN	235.371	115	130		
UP MAIN	236.029			95 (ASB)	
DOWN MAIN	236.330		120		
UP MAIN	236.330				160
DOWN MAIN	236.430		160		
UP MAIN	236.430				120
UP MAIN	237.574			115	150
DOWN MAIN	238.389	X25 (56 PTS)	X25 (56 PTS)		
<b>SINGLETON</b>	238.885				
UP MAIN	239.027			115	130
DOWN MAIN	239.345	100	110		
UP MAIN	240.350			70 (ASB)	
DOWN MAIN	240.430	75	85		
UP MAIN	241.590			95	105
DOWN MAIN	241.890	100	110		
DOWN MAIN	243.500	90	100		
UP MAIN	244.910			105	115
UP MAIN	245.341			X80 (50 PTS)	X80 (50 PTS)
UP MAIN	245.810			85	95
UP RELIEF	245.810			85	95
DOWN MAIN	246.185	80	90		
DOWN MAIN	246.620	X50 (51 PTS)			
UP MAIN	246.840	X50 (52 PTS)			
UP RELIEF	246.840	X50			
UP RELIEF	246.960	X50 (53 PTS)		X50 (52 PTS)	
<b>CAMBERWELL JUNCTION</b>	246.998				
CAMBERWELL BRANCH	247.065	X50 (54 PTS)		X50 (53 PTS)	
DOWN MAIN	247.670	100	105		
UP MAIN	249.330			80	90
UP RELIEF	249.330			80	90

ISLINGTON JUNCTION – MUSWELLBROOK (MAINS)					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
UP MAIN	249.490			X80 (55 PTS)	X80 (55 PTS)
DOWN MAIN	252.250	80	85		
UP MAIN	252.575			80	90
DOWN MAIN	253.150	90	95		
UP MAIN	253.150			60	60
<b>GLENNIES CREEK</b>	253.700				
DOWN MAIN	253.819	X25 (52 PTS)			
<b>MT OWEN JUNCTION</b>	253.927				
DOWN MAIN	254.500	115	130		
DOWN MAIN	256.210	100	110		
UP MAIN	258.910			115	130
<b>RAVENSWORTH</b>	259.400				
UP MAIN	259.811	X75 (114 PTS)			
UP MAIN	259.839			70 (ASB)	
DOWN MAIN	259.941	X75 (115 PTS)		X75 (114 PTS)	
DOWN MAIN	260.070	115	135		
RAV. ARRIVAL	260.158	75		X75 (115 PTS)	
RAV. BRANCH	260.158	75		X75 (116 PTS)	
RAV. ARRIVAL	261.303	X50 (117 PTS)			
MAC. GEN. CONNECTION	261.442			X50 (117 PTS)	
MAC. GEN. CONNECTION	261.781			40	
RAV. ARRIVAL	262.096	X75 (118 PTS)			
MAC. GEN. CONNECTION	262.183	15			
RAV. BRANCH	262.300			X75 (118 PTS)	
RAV. BRANCH	262.300			75	
DOWN MAIN	262.403	X50 (120 PTS)		X50 (119 PTS)	
<b>NEWDELL JUNCTION</b>	262.414				
RAV. BRANCH	262.482	50			
H.V. BRANCH	262.600	50		X50 (120 PTS)	
H.V. BRANCH	264.670			50	
RAV. BRANCH	264.670			50	
RAV. BRANCH	264.958	X50 (122 PTS)			
H.V. BRANCH	265.010	X50 (123 PTS)			
DOWN MAIN	269.700	X80 (69 PTS)			
DOWN REFUGE LOOP	269.870	80			
DOWN REFUGE LOOP	271.550	X80 (72 PTS)			
UP MAIN	271.615				
DOWN MAIN	271.740	X60 (81 PTS)			
DOWN REFUGE LOOP	271.740	60			
UP MAIN	271.810			115	150
DOWN MAIN	271.938			X80 (83 PTS)	X80 (83 PTS)

ISLINGTON JUNCTION – MUSWELLBROOK (MAINS)					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
<b>DRAYTON JUNCTION</b>	271.944				
DOWN MAIN	272.050	110	120		
UP DRAYTON BRANCH	272.050			X80 (82 PTS)	
DOWN DRAYTON BRANCH	272.080	40			
UP MAIN	272.580			80 (ASB)	
DOWN DRAYTON BRANCH	272.930	X40 (84 PTS)			
DOWN MAIN	273.764	85	90	105	115
UP MAIN	273.764			105	115
<b>ANTIENE</b>	273.900				
DOWN MAIN	273.945			X40 (77 PTS)	
DOWN MAIN	274.255	X80 (78 PTS)			
UP MAIN	274.405			X80 (78 PTS)	
DOWN MAIN	274.771	80	85	85	90
UP MAIN	274.771	80	85	85	90
DOWN MAIN	275.520	90	95	80	85
UP MAIN	275.520	90	95	80	85
DOWN MAIN	276.712	115	130	90	95
UP MAIN	276.712	115	130	90	95
DOWN MAIN	280.591	X80 (79 PTS)			
UP MAIN	280.739			X80 (79 PTS)	
UP MAIN	280.761	X80 (80 PTS)			
DOWN MAIN	280.909			X80 (80 PTS)	
<b>GRASSTREE</b>	281.200				
<b>ST. HELIERS</b>	284.000				
DOWN MAIN	284.786	105	115	115	
UP MAIN	284.786	105	115	115	
DOWN MAIN	286.504	80	90	105	
UP MAIN	286.504	80	90	105	
DOWN MAIN	288.040	X25 (MUS001 PTS)			
DOWN MAIN	288.270	70		80	
DOWN MAIN	288.270	X70 (87 PTS)			
UP MAIN	288.270	X70 (88 PTS)			
UP MAIN	288.270	70			
UP MAIN	288.437			X80 (87 PTS)	
UP MAIN	288.437			80	
DOWN MAIN	288.750	50			
<b>MUSWELLBROOK</b>	288.783				

WARATAH – MAITLAND (COAL)			
LOCATION	KILOMETRAGE	DOWN	UP
<b>SCHOLEY STREET</b>	164.800		
DOWN COAL	164.900	35	
<b>WARATAH</b>	165.964		

Permanent Speed Restrictions

DOWN MAIN	166.075	X25 (123 PTS)	
UP COAL	166.220	X25 (124 PTS)	
DOWN COAL	167.130	40	
DOWN COAL	167.650	80	
<b>HANBURY JUNCTION BOX</b>	167.658		
UP COAL	167.686		40
UP COAL	167.973		60
<b>WARABROOK</b>	168.685		
UP COAL	170.340		60
<b>SANDGATE</b>	170.509		
UP COAL	171.334		X55 (181 PTS)
UP COAL	171.364		60
UP/DOWN COAL	171.522	X70 (184 PTS)	X70 (183 PTS)
DOWN COAL	171.641	80	
DOWN COAL	171.700	X70 (185 PTS)	
DOWN COAL	174.000	80	
REFUGE LOOP NO. 5	174.120		X45 (101 PTS)
DOWN COAL	174.190	X55 (103 PTS)	
<b>HEXHAM</b>	175.530		
UP COAL	176.609		X45 (104 PTS)
UP COAL	177.000		60
UP/DOWN COAL	178.114	95	115
UP/DOWN COAL	178.390	115	90
UP/DOWN COAL	182.038	70	115
<b>THORNTON</b>	182.194		
UP/DOWN COAL	182.434	115	70
UP/DOWN COAL	184.000	80	115
UP/DOWN COAL	191.800	70	60
DOWN COAL	192.050	X25 (402 PTS)	
<b>MAITLAND</b>	192.548		
UP/DOWN COAL	192.703	25	25

<b>KOORAGANG (NORTH FORK)</b>					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
UP BRANCH	170.095			X25 (143 PTS)	
UP NORTH FORK	169.060			X35 (142 PTS)	
DOWN NORTH FORK	169.227	35		X25 (141 PTS)	
DOWN NORTH FORK	169.959	55			
UP NORTH FORK	169.959			35	
<b>SANDGATE</b>	170.509				
DOWN NORTH FORK	171.222	X55 (181 PTS)			
UP NORTH FORK	171.317			50	
UP COAL	171.334			X55 (181 PTS)	

<b>KOORAGANG BRANCH (SOUTH FORK)</b>					
LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
DOWN MAIN	168.970	X25 (136 PTS)			
UP SOUTH FORK	169.000			X35 (137 PTS)	
UP BRANCH	170.095			X25 (143 PTS)	
DOWN BRANCH	170.184	45			
UP BRANCH	170.184	45			
DOWN BRANCH	170.750	X35 (160 PTS)			
UP BRANCH	170.965	X35 (162 PTS)			
UP BRANCH	172.722			35	
UP BRANCH	173.431	X25 (101 PTS)			
DOWN BRANCH	173.507	X25 (102 PTS)			

DOWN BRANCH	173.695	X45 (103 PTS)	
HOLDING ROAD B	174.262		25
HOLDING ROAD A	174.900	25	
HOLDING ROAD B	174.900	25	
ARRIVAL ROAD NO. 1	176.714	15	
ARRIVAL ROAD NO. 2	176.714	15	
ARRIVAL ROAD NO. 3	176.714	15	
ARRIVAL ROAD NO. 4	176.714	15	

**PORT WARATAH**

LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
<b>ISLINGTON JUNCTION BOX</b>	164.647				
ISLINGTON DEP. RD 1	164.843	15			
ISLINGTON DEP. RD 2	164.862	15			

**EAST GRETA – PELTON (COAL TRAIN WORKING)**

LOCATION	KILOMETRAGE	DOWN	UP
<b>EAST GRETA</b>	0.000	X15 (TO PELTON BRANCH)	
ARRIVAL ROAD CHANIAGE VIA SMR NETWORK (193.585)			
PELTON BRANCH	0.500	30	15
PELTON BRANCH	5.600		30
PELTON BRANCH	16.750		30
PELTON BRANCH	17.750		20
PELTON BRANCH	31.480		30

**MAITLAND – TELARAH (NORTH)**

LOCATION	KILOMETRAGE	DOWN		UP	
		NORMAL	EXPRESS	NORMAL	EXPRESS
<b>MAITLAND</b>	192.548				
DOWN NORTH COAST	192.665	75	80		
UP NORTH COAST	192.665	75	80		
DOWN NORTH COAST	193.453			50	
DOWN NORTH COAST	194.220	55	55	75	80
UP NORTH COAST	194.560	55	55	75	80
<b>TELARAH</b>	194.739				
NORTH COAST LINE	194.920	80	85 (85 EP)	55	55

**WHITTINGHAM – MT THORLEY COAL LOOP**

LOCATION	KILOMETRAGE	DOWN	UP
DOWN MAIN	234.240	X75 (201 PTS)	
<b>MT THORLEY JUNCTION</b>	234.281		
UP MAIN	234.288	X75 (202 PTS)	
MT THORLEY DOWN BRANCH	234.350		X70 (201 PTS)
MT THORLEY UP BRANCH	234.588		X70 (203 PTS)
MT THORLEY UP/DOWN BRANCH	234.910	60	
MT THORLEY DOWN BRANCH	236.250	X40 (204 PTS)	
MT THORLEY BRANCH	236.320		X40 (204 PTS)
MT THORLEY BRANCH	237.333		70
MT THORLEY BRANCH	241.740		60
<b>SAXONVALE JUNCTION</b>	242.253		
SAXONVALE BRANCH	242.338	30	

MT THORLEY BRANCH	242.930		60
MT THORLEY BRANCH	243.190	X50 (28 PTS)	
<b>WAMBO JUNCTION</b>	243.279		
MT THORLEY BRANCH	243.380	15	
WAMBO BRANCH	243.400	50	

<b>NEWDELL JUNCTION – RAVENSWORTH (COAL TRAIN WORKING)</b>			
<b>LOCATION</b>	<b>KILOMETRAGE</b>	<b>DOWN</b>	<b>UP</b>
<b>RAVENSWORTH</b>	259.400		
UP MAIN	259.811	X75 (114 PTS)	
DOWN MAIN	259.941	X75 (115 PTS)	X75 (114 PTS)
RAVENSWORTH ARRIVAL	260.158	75	X75 (115 PTS)
RAVENSWORTH BRANCH	260.158	75	X75 (116 PTS)
RAVENSWORTH ARRIVAL	261.303	X50 (117 PTS)	
MACQUARIE GENERATION CONNECTION	261.442		X50 (117 PTS)
MACQUARIE GENERATION CONNECTION	261.781		40
RAVENSWORTH ARRIVAL	262.096	X75 (118 PTS)	
MACQUARIE GENERATION CONNECTION	262.183	15	
RAVENSWORTH BRANCH	262.300		X75 (118 PTS)
RAVENSWORTH BRANCH	262.300		75
RAVENSWORTH BRANCH	262.482	50	
RAVENSWORTH BRANCH	264.670		50
RAVENSWORTH BRANCH	264.958	X50 (122 PTS)	

<b>NEWDELL JUNCTION – NEWDELL/LIDDEL/HUNTER VALLY (COAL TRAIN WORKING)</b>			
<b>LOCATION</b>	<b>KILOMETRAGE</b>	<b>DOWN</b>	<b>UP</b>
DOWN MAIN	262.403	X50 (120 PTS)	X50 (119 PTS)
<b>NEWDELL JUNCTION</b>	262.414		
HUNTER VALLEY BRANCH	262.600	50	X50 (120 PTS)
HUNTER VALLEY BRANCH	264.670		50
HUNTER VALLEY BRANCH	265.010	X50 (123 PTS)	



## 5 Advisory Speed Signs

KILOMETRAGE (KM)	SIGNAL NUMBER	SPEED SHOWN ON SIGN (KM/H)
175.246	NUMBER 12 UP STARTING, HEXHAM (M108.6)	80
182.080	UP AUTOMATIC (M113.0)	90
182.080	UP STARTING (C113.0)	90
236.025	NO 1D UP ACCEPT WHITTINGHAM (146.4)	95
240.350	NO 81 UP HOME, SINGLETON (148.6)	70
259.835	UP AUTOMATIC RAVENSWORTH (161.0)	70
272.580	NO 54 UP HOME AND STARTING DRAYTON JUNCTION (169.0)	80