

Route Access Standard

RAS Section Page Introduction

Applicability

ARTC Network Wide

SMS

Publication Requirement

Internal / External

Primary Source

Previous Section Page version + RACNs

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

Amendments to the RAS are published at the following link

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

All changes in this document are highlighted with this colour

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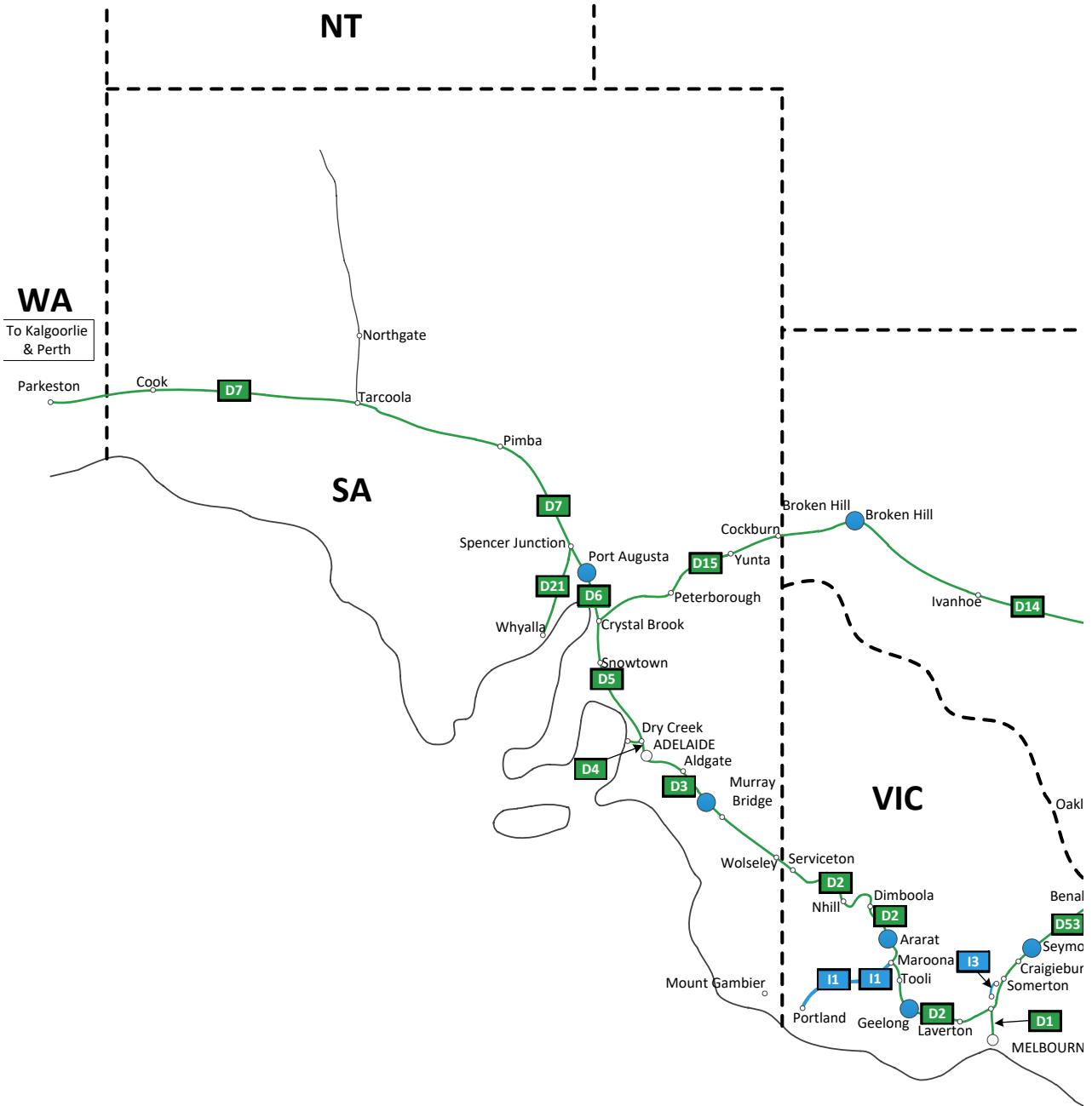
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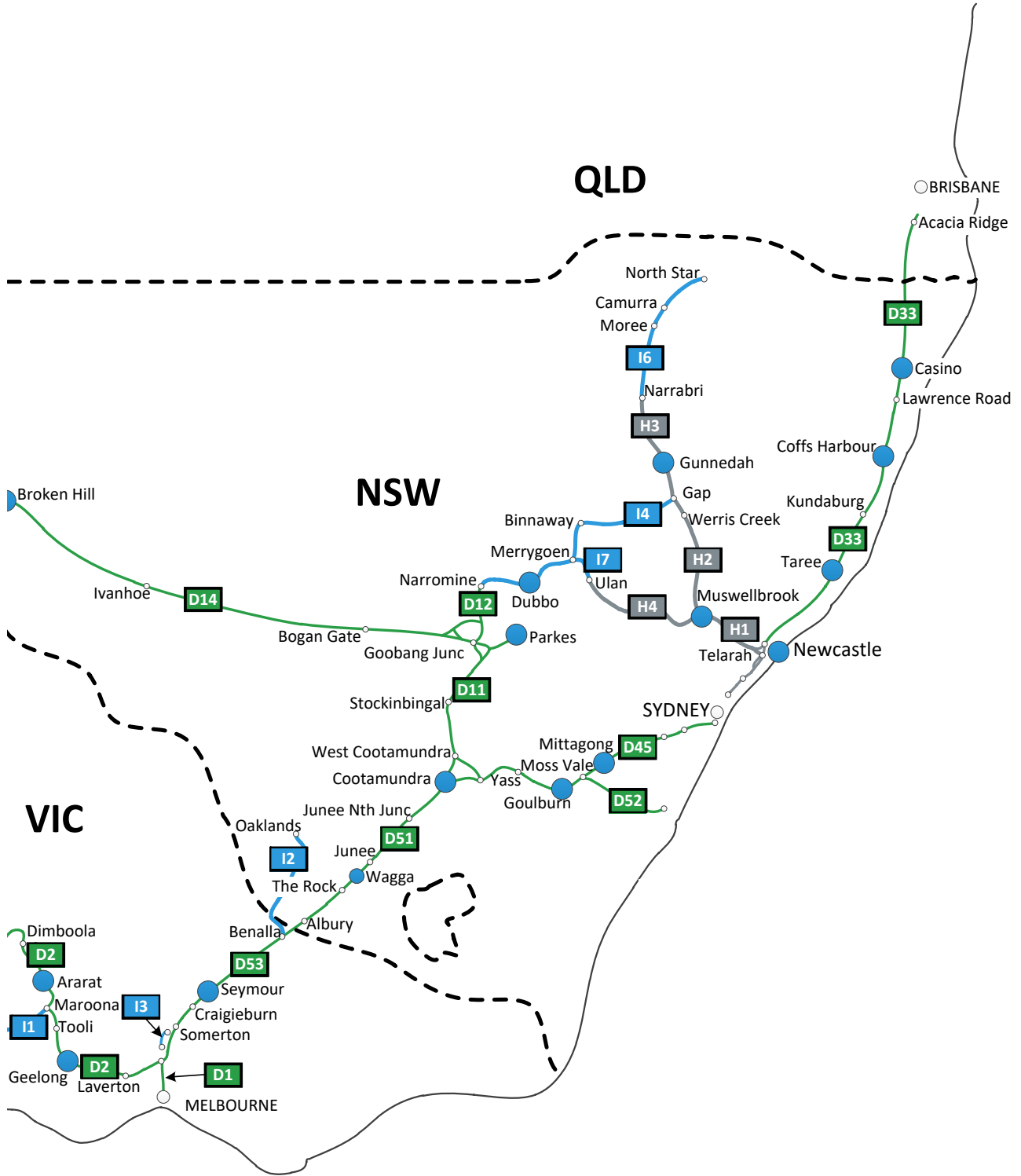
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1 Network Diagram

NB: These line maps are indicative only.







2 Section Page Content


| DEFINED INTERSTATE RAIL NETWORK – EAST/WEST | | |
|---|--|--|
| D1 | SOMERTON – LAVERTON - MELBOURNE | |
| D2 | LAVERTON – WOLSELEY | |
| D3 | WOLSELEY – MILE END | |
| D4 | MILE END – DRY CREEK – OUTER HARBOUR | |
| D5 | DRY CREEK NORTH – CRYSTAL BROOK | |
| D6 | CRYSTAL BROOK – SPENCER JUNCTION (PORT AUGUSTA) | |
| D7 | SPENCER JUNCTION (PORT AUGUSTA) – PARKESTON | |
| D11 | COOTAMUNDRA – GOOBANG JUNCTION | |
| D12 | GOOBANG JUNCTION - NARROMINE | |
| D14 | GOOBANG JUNCTION – BROKEN HILL | |
| D15 | BROKEN HILL – CRYSTAL BROOK | |
| D21 | SPENCER JUNCTION – WHYALLA | |
| DEFINED INTERSTATE RAIL NETWORK – NORTH/SOUTH | | |
| D33 | ACACIA RIDGE – MAITLAND (TELERAH) | |
| D45 | PORT BOTANY - LEIGHTONFIELD | |
| D46 | LEIGHTONFIELD TO MACARTHER | |
| D51 | MACARTHUR – ALBURY | |
| D52 | MOSS VALE – UNANDERRA | |
| D53 | ALBURY – SOMERTON | |
| HEAVY HAUL NETWORK | | |
| H1 | ISLINGTON JUNCTION – MUSWELLBROOK | |
| H2 | MUSWELLBROOK – WERRIS CREEK (GAP) | |
| H3 | WERRIS CREEK – NARRABRI | |
| H4 | MUSWELLBROOK – ULAN BALLOON LOOP | |
| INTRASTATE NETWORK | | |
| I1 | MAROONA – PORTLAND | |
| I2 | BENALLA – OAKLAND | |
| I3 | ALBION – JACANA | |
| I4 | WERRIS CREEK - GAP – MERRYGOEN – DUBBO - NARROMINE | |
| I6 | NARRABRI – NORTH STAR | |
| I7 | ULAN BALLOON LOOP – MERRYGOEN | |


3 Legend


 = ARTC - Standard Gauge Track

 = Passenger Lines

 = Dual Gauge Track

 = Bi-Directional Line

 = 1 in 30 Gradient

 = Disused / Blocked Line


 = Change in Infrastructure Manager

 = Kilometre Changes


128.300 = Kilometres

55pts 108.891 = Kilometres + Points


NIPS 145.800 = Not in Service Points

 = Bridge


 = Tunnel




 = Location

SUMMIT TANK SMT = Location & Operational Code

 = Turn Out + Siding

 = Cross Over

10275 bc = Base Code
725m sr = Loop
 = Standing Room

 30 = Freight Speed
Freight
 40 = Passenger Speed
Passenger
 X30 = Turn Out Speed

AA--AA = Line Continuation


 DXX = DIRN map reference


 IX = IN map reference

 HXX = HHN map reference

 Private = Private Siding

 Grain = Grain Siding

 ORE = ORE Loading

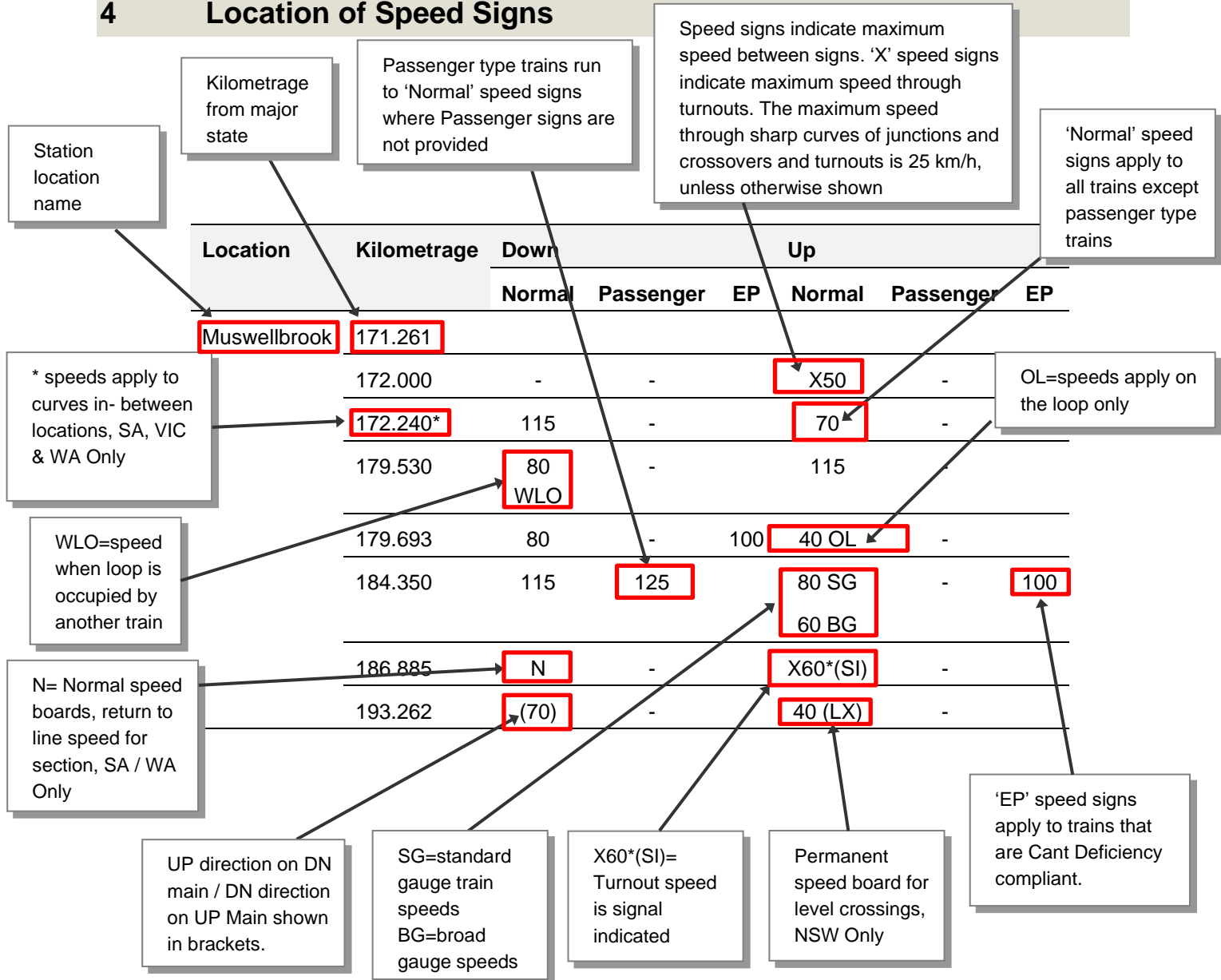
 Coal = Coal Siding

 Port = Port Siding

All Turn Outs are 25kph = Turn Out notes

All Loop Speeds are as per Main Line unless otherwise stated

4 Location of Speed Signs



| Acronym | Description |
|---------|--|
| BB | Bi-Directional Boards on Both Tracks |
| BDO | Bi-Directional Operation |
| CLX | Conditional Level Crossing Sign* (NSW) |

*Only applicable in New South Wales section pages

5 Permanent Speed Restrictions

5.1 Albury – Melbourne

Curve speed signs indicate the maximum speed for travelling around curves and the indicated speed that applies before the train enters the curve and remains until the train is clear of the curve. Curve speed signs are erected on the left hand side of the line for viewing from the approaching direction. Signs are pointed to the side to indicate the direction of the curve.

At some locations, a speed sign indicates a speed restriction for certain trains until the train crew can sight the next fixed signal. A letter on the sign indicates the types of train and the speed. The types of trains are G for Goods, F for Fast Goods and Superfreighters and P for Passenger trains.

5.2 Melbourne – Adelaide

When a permanent speed restriction sign indicates a lower speed, the indicated speed applies before the train passes the sign. If a higher speed is indicated, the higher speed is applied after the whole train has passed the sign. The speed indicated remains in force until the next change of speed is indicated.

5.3 Adelaide – Parkeston – Broken Hill – Whyalla

To allow braking for permanent speed restriction for curves, signs are erected in advance of the outer tangent point as follows:

| Speed Reduction (km/h) | Metres |
|------------------------|--------|
| 0 to 15 | 250 |
| 20 to 30 | 500 |
| 35 to 45 | 750 |
| 50 or greater | 1000 |

Permanent speed restrictions shall be applied as individual or as blanket curve restrictions. Signs are placed for viewing from the approaching direction as follows:

- for individual curve restrictions on the left of the line.
- for curves in close succession, blanket curve restriction on both sides of the line.

5.4 Parkeston – Kalgoorlie

ARC Infrastructure permanent speed restriction sign arrangements apply.

5.5 New South Wales

For signage type and interpretation for responding to signs, refer to the ARTC Network Rules (ANSG604 and ANSG606).

5.6 Permanent Speed Restrictions Loops

When entering or leaving a loop the train shall not exceed the defined turnout speed until the whole of the train has cleared the turnout.

The maximum speed of a train on a loop is limited to the speed allowed through the turnout.

Where the turnout speeds differ at opposite ends of a loop the maximum speed shall be the higher of the turnout speeds

6 Advisory Speed Signs (NSW)

Special advisory speed signs have been positioned approaching signals at various locations.

Drivers of trains (except XPTs and DMUs) are required to regulate the speed of their train at such locations to ensure that prior to reaching the signal indicated the speed is not in excess of that figure shown on the special advisory sign. If at any point approaching the signal it is seen to be exhibiting a full clear indication, normal track speed for the train concerned may be resumed.

7 Tonnage Signals (NSW)

In order for trains over a certain tonnage stopping at signals where it would be difficult for them to restart, tonnage signals must not be passed by trains with loads in excess of 75 per cent of their full load unless the tonnage signal is in the clear position (or by telephone instructions in the case of a failure).

Tonnage signals apply in accordance with ANSG 608.