


<b>TRANSNET FREIGHT RAIL</b>		
	Developed by	H.T.S
	Document No	APTTDUPR02
	Revision No	Revision 00
	Date of printing	14 March 2022
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TITLE:		UPINGTON – KAKAMAS ROUTE

# TRANSNET SCHOOL OF RAIL

## AREA PROCESS TRAINING MODULE

### *TRAIN DRIVER*

### UPINGTON – KAKAMAS ROUTE


### APTTDUPR02

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## 1 PURPOSE

The purpose of this document is to introduce the learner to the layout of the Upington – Kakamas route. Here we will discuss all the different aspects and knowledge requirements necessary to drive trains over the Upington - Kakamas route.

## 2 OBJECTIVE

On completion of this module the learner must be able to:

- Know the route layout of the route, indicating all signals, curves, landmarks and other road knowledge information.
- Explain the route layout in both directions for each line.
- Know the layout of the gradients of each line.
- Explain the gradients of each line.
- Identify all the places en route, in sequence.
- Know the Train Control systems utilised en route.
- Know the allowable axle masses en route.
- Know all the different line voltages en route.
- Know the layout and description of each yard en route.

The competency confirmation (CC), at the end of the module confirms your knowledge and understanding of the Upington – Kakamas route. This assessment must be done 80 % correct without reference to any resources.

### PRE-REQUISITES

- Safety orientation
- Induction

### RESOURCES

- Other modules :
- This module : APTTDUPR02
- Drawing numbers :






















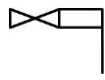


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### 3 ABBREVIATIONS


	Abbreviation	Explanation
1.	TWR	Train working rules. The company rules governing all train working.
2.	TFR	Transnet Freight Rail
3.	FR	Freight Rail
4.	APT	Area process training
5.	Km	Kilometre
6.	IH	Intermediate Home Signal
7.	HS	Home Signal
8.	SS	Starting Signal
9.	SE	Section Entry Signal
10.	T	T-Signal
11.	(30)	Radius
12.	W	White Light





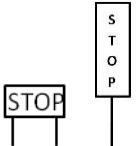















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### 3.1 SYMBOLS USED FOR ROAD KNOWLEDGE

 <p>STARTING SIGNAL</p>	 <p>SECTION ENTRY SIGNAL</p>	 <p>DIVIDING SIGNAL</p>	 <p>REPEAT SIGNAL</p>
 <p>INTERMEDIATE HOME SIGNAL</p>	 <p>HOME SIGNAL</p>	 <p>T SIGNAL</p>	 <p>STOP SIGNAL</p>
 <p>WARNING SIGNAL</p>	 <p>SIGNAL WITH WHITE LIGHT</p>	 <p>TWO WAY POINTS INDICATOR</p>	 <p>SIGNAL ATTACHED TO OVERHEAD STRUCTURE</p>
 <p>OUTER HOME AND DISTANCE SIGNAL</p>	 <p>REVERSE SIDE OF SIGNAL</p>	 <p>COLOUR LIGHT SIGNAL</p>	 <p>GOODS AND SIDING SIGNAL</p>
 <p>OUTER HOME SIGNAL</p>	 <p>DISTANCE SIGNAL</p>	 <p>SEMAPHORE SIGNAL (Home/Intermediate/ Starting/Advanced starting)</p>	 <p>ONE WAY POINTS INDICATOR</p>
 <p>PERMANENT RED SIGNAL</p>	 <p>WRONG ROAD SIGNAL</p>	 <p>GRADIENT MARK</p>	 <p>COLOUR-LIGHT POINTS INDICATOR</p>


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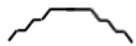





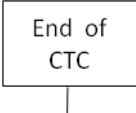
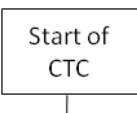
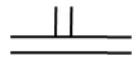








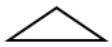

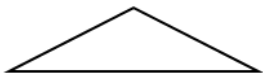
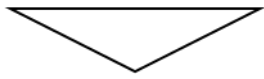
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 <p>REMOTE CONTROL POINTS INDICATOR</p>	 <p>CRITICAL</p>	 <p>WARNING BOARD</p>	 <p>DISTANCE BOARD</p>
 <p>STOP BOARD</p>	 <p>BRIDGE DOUBLE MAST POLE</p>	 <p>DIAMOND POINTS</p>	 <p>DISTANCE POINTS INDICATOR</p>
 <p>THROUGH A CUTTING</p>	 <p>OVER A BRIDGE</p>	 <p>SUBWAY BRIDGE</p>	 <p>OVER A LEVEL CROSSING</p>
 <p>LEVEL CROSSING WITH FLASHING LIGHTS</p>	 <p>UNDER A BRIDGE</p>	 <p>BRANCH OFF</p>	 <p>CATCH POINTS</p>
 <p>UNDER A FOOT BRIDGE</p>	 <p>SUB STATION</p>	 <p>PUMP STATION</p>	 <p>POWER LINES</p>




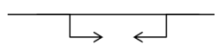
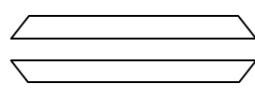





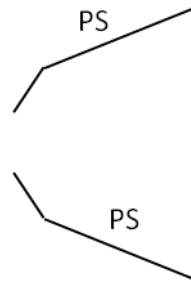





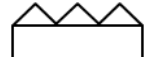







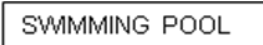


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 HOT BOX DETECTOR	 TUNNEL	 MINE DUMP	 SILO'S
 FARM HOUSE	 GUEST HOUSE	 HIGHWAY / FREEWAY	 DIP
 END OF CTC	 START OF CTC	 OFF TRACKING PLACE	 CHURCH
 CEMETERY	 TREES	 OVER A STREAM/ RIVER	 PRICKLY PEAR BUSH
 CHRISTMAS TREE	 DAM	 PAN	 LEFT CURVE
 RIGHT CURVE	 LONG LEFT CURVE	 LONG RIGHT CURVE	30 KM/H  SPEED RESTRICTION

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 DOUBLE LINES	 YARD/ CROSSING PLACE	 RADIO TRAIN ORDERS	 GRADIENT MARK
 START / END OF TRACK WARRANT SYSTEM	 RELAY ROOM	 SIGNAL CABIN	 PRIVATE SIDING
 TOLL GATE	 FACING POINTS	 TRAILING POINTS	 DOWN GRADIENT
 SUBURB	 FACTORY	 ESKOM POWER LINES	 CROSSOVER POINT
 RACING COURSE	 ROSE FARM	 SCHOOL	 SHOP
 NEUTRAL SECTION	 SWIMMING POOL	 HOSPITAL	 GOLF COURSE

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 UNDULATING LEVEL	 UP	 DOWN	 LEVEL
 SAUCER FORMATION			


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## 4 INTRODUCTION

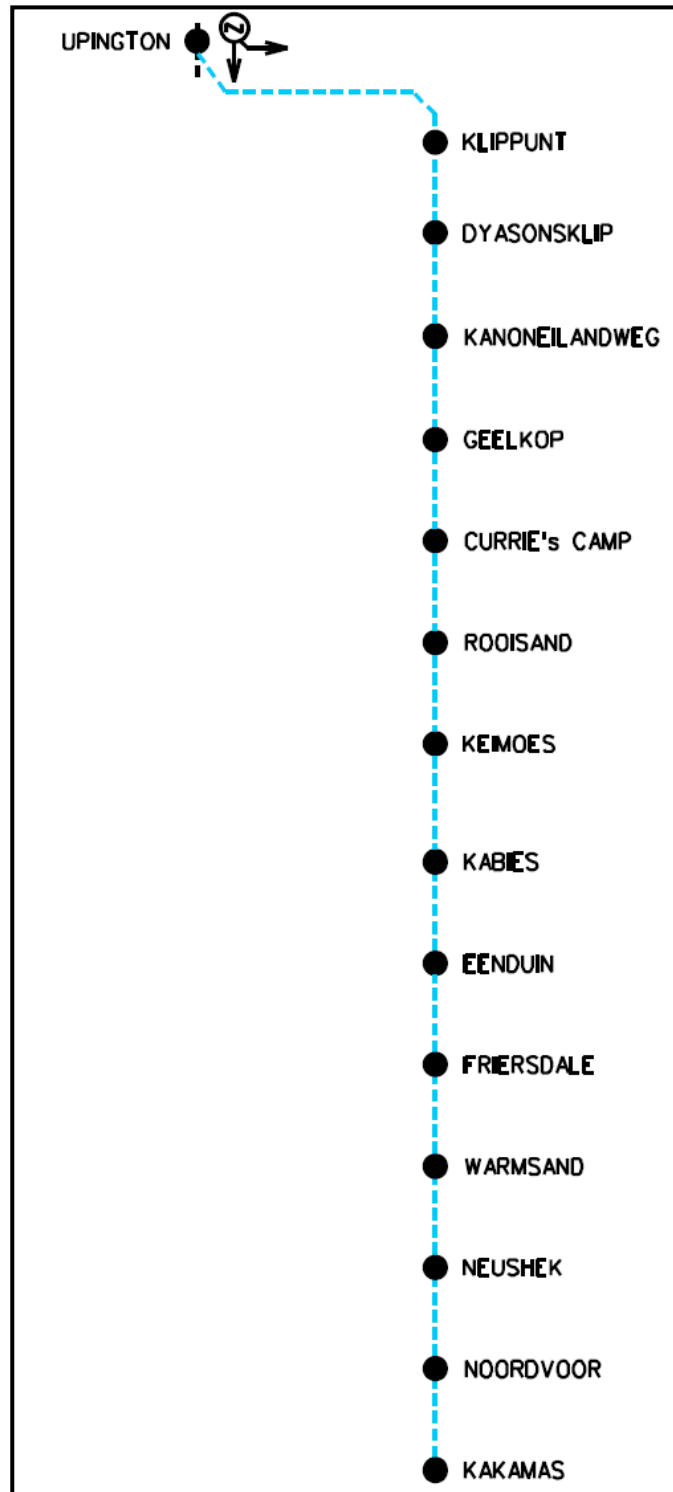
The Upington - Kakamas route is a bi-directional single line route. This line mainly transports:

- General freight


In this module we will focus on the specific layout of the Upington - Kakamas route. Train drivers must have the route knowledge to safely drive trains on this route.

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## 5 SCHEMATIC LAYOUT OF UPINGTON – KAKAMAS



**Figure 1**

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## 6 TRAIN CONTROL SYSTEMS

On the route from Upington - Kakamas the following control system is presently in use.

 Track warrant system (TWS)

## 7 HIGH VOLTAGE

The Upington - Kakamas route is non-electrified.

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## 8 UPINGTON – KAKAMAS ROUTE ROAD KNOWLEDGE

### 8.1 PLACES EN ROUTE

From Upington – Kakamas various places appear en route. These places are (in sequence):

Upington  
 Klippunt  
 Dyasonsklip  
 Kanoneilandweg  
 Geelkop  
 Currie's camp  
 Rooisand  
 Keimoes  
 Kabies  
 Eenduin  
 Friersdale  
 Warmsand  
 Neushek  
 Noordvoor  
 Kakamas

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## 8.2 UPINGTON – KAKAMAS LINE LAYOUT

### 8.2.1 Direction 1 drawing (Upington – Kakamas)

The route description should always be used in conjunction with the route drawing.

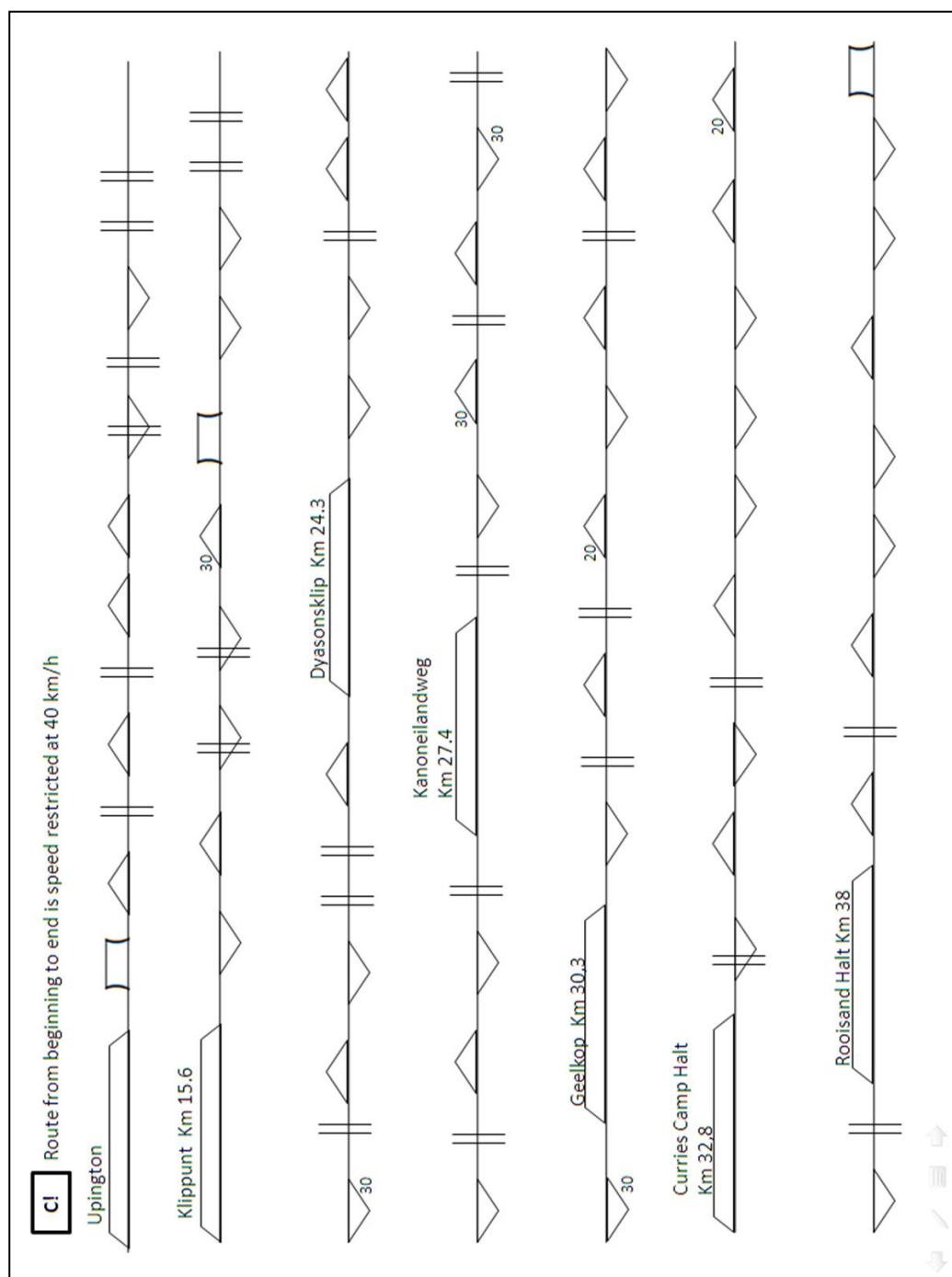



Figure 2



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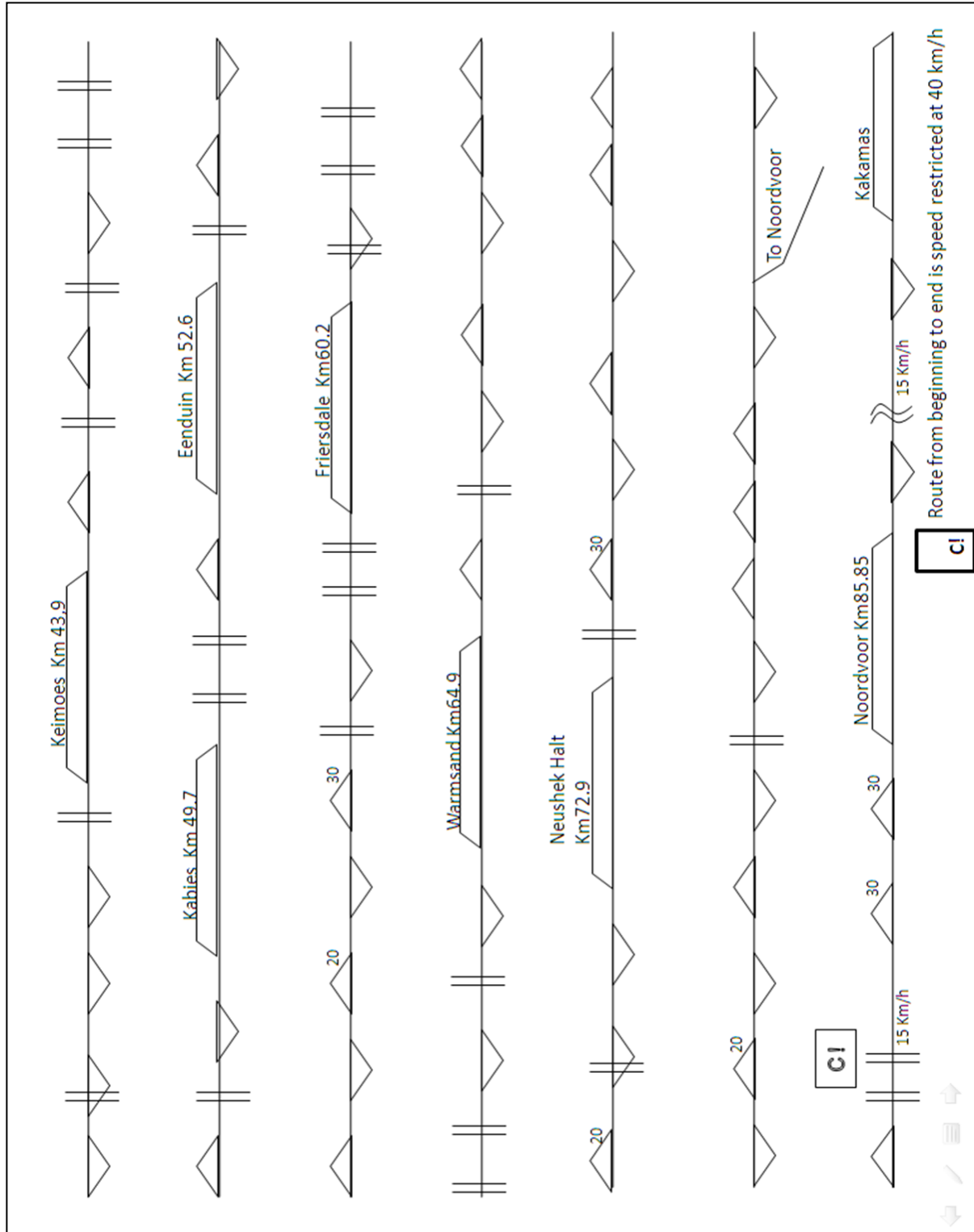


Figure 3













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### 8.2.2 Direction 1 description (Upington – Kakamas)




















Route from start to end is restricted at 40 km/h



#### UPINGTON


-  Over a bridge
-  Through left curve
-  Over level crossing
-  Through left curve
-  Over level crossing
-  Through left curve
-  Through left curve
-  Over level crossing in right curve
-  Over level crossing
-  Through right curve
-  Over level crossing
-  Over level crossing









#### KLIPPUNT KMPT 15.60

-  Through right curve
-  Through left curve
-  Over level crossing in right curve
-  Over level crossing in right curve
-  Through left curve speed restriction 30 Km/h
-  Over a bridge
-  Through right curve
-  Through right curve
-  Over level crossing
-  Over level crossing
-  Through right curve speed restriction 30 Km/h
-  Over level crossing
-  Through left curve
-  Through right curve
-  Over level crossing
-  Over level crossing
-  Through left curve









#### DYASONSKLIP 24.3 KM/PT

-  Through right curve
-  Through right curve











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-  Over level crossing
-  Through left curve
-  Through left curve
-  Through right curve
-  Over level crossing
-  Through left curve
-  Through right curve
-  Over level crossing










#### KANONEILANDWEG 27.4 KM/PT


-  Over level crossing
-  Through right curve
-  Through left curve speed restriction 30 Km/h
-  Over level crossing
-  Through left curve
-  Through right curve speed restriction 30 Km/h
-  Over level crossing
-  Through right curve speed restriction 30 Km/h




#### GEELKOP 30.3 KM/PT

-  Through right curve
-  Over level crossing
-  Through left curve
-  Over level crossing
-  Through left curve speed restriction 20 Km/h
-  Through right curve
-  Through left curve
-  Over level crossing
-  Through left curve
-  Through right curve















#### CURRIES CAMP HALT KM/PT 32.8

-  Over level crossing in right curve
-  Through left curve
-  Through right curve
-  Over level crossing
-  Through left curve
-  Through right curve
-  Through right curve
-  Through right curve
-  Through left curve











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-  Through left curve speed restriction 20 Km/h
-  Through right curve
-  Over level crossing




#### ROOISAND HALT KM/PT 38.0

-  Through left curve
-  Over level crossing
-  Through left curve
-  Through right curve
-  Through right curve
-  Through left curve
-  Through right curve
-  Through right curve
-  Over a bridge
-  Through right curve
-  Over level crossing in right curve
-  Through right curve
-  Through right curve
-  Over level crossing



#### KEIMoes KM/PT 43.9


-  Through left curve
-  Over level crossing
-  Through left curve
-  Over level crossing
-  Through right curve
-  Over level crossing
-  Over level crossing
-  Through left curve
-  Over level crossing
-  Through right curve











#### KABIES KM/PT 49.7

-  Over level crossing
-  Over level crossing
-  Through left curve









#### EENDUIN KM/PT 52.6

-  Over level crossing
-  Through left curve











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-  Through right curve
-  Through left curve
-  Through right curve
-  Through left curve speed restriction 20 Km/h
-  Through right curve
-  Through left curve speed restriction 30 Km/h
-  Over level crossing
-  Through right curve
-  Over level crossing
-  Over level crossing








#### **FRIERSDALE KM/PT 60.2**


-  Over level crossing in right curve
-  Over level crossing
-  Over level crossing
-  Over level crossing
-  Over level crossing
-  Through right curve
-  Over level crossing
-  Through right curve



















#### **WARMSAND KM/PT 64.9**

-  Through left curve
-  Over level crossing
-  Through right curve
-  Through left curve
-  Through right curve
-  Through left curve
-  Through left curve
-  Through left curve speed restriction 20 Km/h
-  Over level crossing in right curve
-  Through right curve




#### **NEUSHEK HALT KM/PT 72.9**

-  Over level crossing
-  Through left curve speed restriction 30 Km/h
-  Through right curve
-  Through left curve
-  Through right curve
-  Through left curve
-  Through left curve

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-  Through right curve
-  Through left curve speed restriction 20 Km/h
-  Through right curve
-  Through left curve
-  Through right curve
-  Over level crossing
-  Through right curve
-  Through left curve
-  Through left curve
-  Through left curve
-  Through right curve
-  Pass line to Noordvoor
-  Through right curve
-  through left curve
-  Over level crossing
-  Over level crossing speed restriction 15 Km/h (CRITICAL)
-  Through left curve speed restriction 30 Km/h
-  Through left curve speed restriction 30 Km/h

#### NOORDVOOR KM/PT 85.85

-  Through right curve
-  Over a stream speed restriction 15 Km/h
-  Through right curve

#### KAKAMAS

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### 8.2.3 Gradient drawing (Upington – Kakamas)

The gradient description should always be used in conjunction with the gradient drawing.

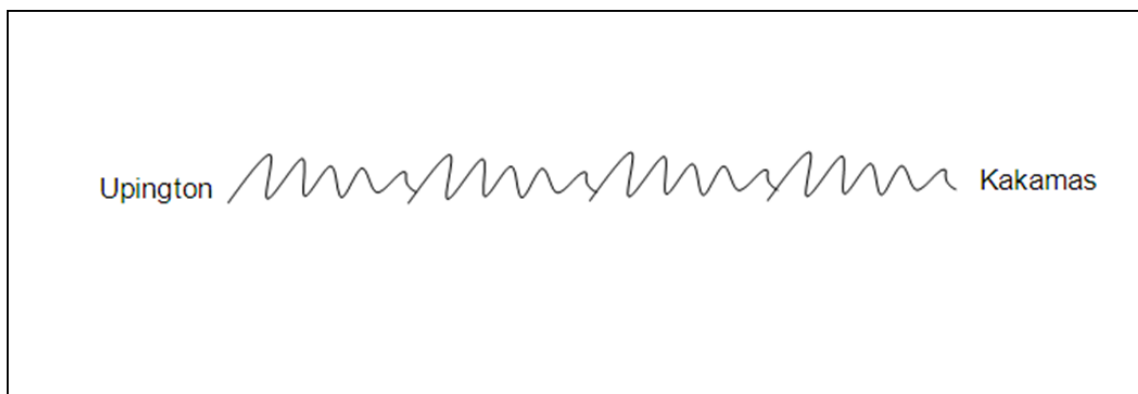


Figure 4

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#### 8.2.4 Gradient description (Upington – Kakamas)







PLACE EN ROUTE	GRADIENT	TRAVELLING ROUTE DESCRIPTION
Upington	Undulating	Kakamas







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## 9 YARDS LAYOUT AND DESCRIPTION



### 9.1 UPINGTON

-  1 Mainline
-  1 Running line and 5 crossing loops and 3 stop block lines (Non Operational)
-  20 Yard lines
-  22 Stop block lines
-  1 Triangle
-  5 Private sidings





### 9.2 KLIPPUNT

-  1 – Running line (Mainline)
-  1 – Loop line
-  1 – Yard line (Non Operational)
-  1 – Private siding




### 9.3 DYASONKLIP

-  1 Mainline
-  1 Loop line

### 9.4 KANNONEILANDWEG


-  1 Mainline
-  1 Loop line
-  1 Yard line (Non Operational)
-  1 Private siding

### 9.5 GEELKOP







-  1 Mainline
-  1 Loop line
-  1 Stop block line

### 9.6 CURRIES CAMP

-  1 Mainline

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## 9.7 KEIMoes

-  1 Mainline
-  1 Loop line
-  2 Yard lines (Non Operational)
-  1 Triangle
-  1 Shunting neck with stop block
-  3 Private sidings



## 9.8 ROOISAND

-  1 Mainline




## 9.9 KABIES

-  1 Mainline
-  1 Loop line




## 9.10 EENDUIN

-  1 Mainline
-  1 Loop line

## 9.11 FRIERSDALE


-  1 Mainline
-  1 Loop line
-  1 Private siding with stop block

## 9.12 WARMSAND




-  1 Mainline
-  1 Loop line
-  1 Yard line with a stop block line

## 9.13 NEUSHETO







-  1 Mainline


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#### 9.14 NOORDVOOR

-  1 Mainline
-  1 Loop line
-  1 Private siding with loop and a stop block

#### 9.15 KAKAMAS

-  1 Mainline
-  1 Loop line
-  1 Triangle (Non Operational)
-  2 Yard lines
-  2 Private sidings
-  3 Stop block lines


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## 10 ALLOWABLE WAGON AXLE MASS

The allowable axle mass on the route between Upington - Kakamas for:

- Vacuum trains is 18.5 T/axle.
- Air brake trains is 20 T/axle.

Refer to Transnet Freight Rail Technology T 27 Load Table Interpretation to fully understand the allowable wagon axle masses per route.

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### CANDIDATE

NAME: \_\_\_\_\_ SAP NO.: \_\_\_\_\_

I, the abovementioned, request to be assessed.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

### ASSESSOR

NAME: \_\_\_\_\_ REGISTRATION NO.: \_\_\_\_\_

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

### ASSESSMENT RESULT (Please select appropriate box)

1<sup>ST</sup> ATTEMPT COMPETENT


NOT YET COMPETENT


2<sup>ND</sup> ATTEMPT COMPETENT

NOT YET COMPETENT

### FEEDBACK

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
ASSESSOR (Signature)

\_\_\_\_\_  
LEARNER (Signature)

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### CANDIDATE

NAME: \_\_\_\_\_ SAP NO.: \_\_\_\_\_

I, the abovementioned, request to be assessed.

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

### ASSESSOR

NAME: \_\_\_\_\_ REGISTRATION NO.: \_\_\_\_\_

\_\_\_\_\_  
SIGNATURE

\_\_\_\_\_  
DATE

### ASSESSMENT RESULT (Please select appropriate box)

1<sup>ST</sup> ATTEMPT COMPETENT

<input type="checkbox"/>
<input type="checkbox"/>

NOT YET COMPETENT

<input type="checkbox"/>
<input type="checkbox"/>

2<sup>ND</sup> ATTEMPT COMPETENT

NOT YET COMPETENT

### FEEDBACK

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
ASSESSOR (Signature)

\_\_\_\_\_  
LEARNER (Signature)