

# Application for Out of Gauge Train Notice

OPE-PR-029

## Applicability

ARTC Interstate Network, SA, Vic and WA only

SMS

## Publication Requirement

Internal and External

## Primary Source

OPE-PR-001 - Preparation and Distribution of Operational Notices

## Document Status

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## Amendment Record

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## 1 Introduction

### 1.1 Purpose

The purpose of this procedure is to outline the application process for Operators to apply for an out of gauge train movement.

### 1.2 Scope

This procedure covers the initial application for an out of gauge train movement on the interstate South Australian, Victorian and Western Australian Corridors.

For NSW and QLD applications for out of gauge operations, a Train Operation Condition (TOC) waiver shall be sought from the Operations Standards Manager.

### 1.3 Document Owner

The Operations Support Manager Interstate (OSMI) is the Document Owner and is the initial point of contact for all queries relating to this procedure.

### 1.4 Responsibilities

The Operations Support Manager Interstate is responsible for the implementation of this procedure and assessment of out of gauge applications to determine whether approval will be given, and if approval is given, under what conditions.

The Operations Support Manager Interstate or delegated officer is responsible for managing the process.

### 1.5 Reference Documents

The following documents support this procedure:

- ARTC Network Rules and Procedures
- OPE-PR-001 - Preparation and Distribution of Operational Notices
- OPE-FM-029 - Application for Out of Gauge Train Notice Form
- Route Access Standard (RAS)

### 1.6 Definitions

The following terms and acronyms are used within this document:

Term or acronym	Description
ARTC	Australian Rail Track Corporation Ltd.
In Gauge	Any vehicle or vehicle plus loading outline that is inside the height width and lengths for the relevant corridors for permissible rollingstock outlines on the ARTC Network. (refer ARTC Route Access Standard)
Out of Gauge	Any vehicle or vehicle plus loading including any centre throw or end swing, that exceeds the in-gauge limits for permissible rollingstock outlines on the ARTC Network. (refer ARTC Route Access Standard)

Term or acronym	Description
Vehicle or vehicle plus loading rolling stock outline	The diagram outline of the end profile of a vehicle or vehicle plus loading, based on a standard base vehicle with specified bogie centres and overall vehicle length.
Standing Train Notice	Provides notice of temporary or permanent alterations to the ARTC Network.
Daily Train Notice	Provides notice of additional train movements or cancellations, out of gauge loading (both height & width and running restrictions), level crossing upgrades, track Under bores, third party works adjacent to the ARTC Network etc.

## 2 Application Process

### 2.1 General Requirements

Operators wishing to request an out of gauge load movement will complete an “Application for Out of Gauge Train Notice Form” OPE-FM-029 at least 2 business days before the intended train movement to allow for assessment. (Additional time should be allowed for more complex assessments and in operation in high density traffic corridors.)

Out-of-Gauge loads should always be assessed to see if they can be reloaded to within the limits of the loading outline dimensions before application for an out of gauge load application is sought.

The operator will detail the following information on the form and provide additional supplementary information as required:

- Whether this will be an ongoing out of gauge application or a single occurrence
- Intended date of movement
- Train number for intended movement, including the destination of the out of gauge load
- Wagon on which the out of gauge load movement will be transported
- Information about the load as carried on the defined wagon including drawing of the load upon the wagon where detailed assessment is required.
- Details of the infringement as identified
- Additional restraints for the load movement if necessary
- The operator will consider interface requirements if the movement extends into another rail infrastructure managers corridor

### 2.2 Assessment of the Application

Refer Figure 1 for Flow Chart for the approval process for Out of Gauge Application.

#### 2.2.1 Load Outline Assessment

The Operations Support Manager Interstate will assess the out of gauge load infringement against the corridor on which the application is sought, including maximum length and width, and operating restrictions.

The out of gauge infringement will be assessed against previously approved out of gauge movements inclusive of prior operational restrictions. Subject to the corridor outline and the extent of the outline infringement the OSMI may approve the out of gauge application.

For those more complex out of gauge load infringements, the Operation Standards Manager will assess the out of gauge against the corridor rolling stock outline for approval and apply operational restrictions where applicable.

If the application is denied due to safety concerns or operational impacts, the operator will be advised of the reason for denial and has the opportunity to amend the load and reapply.

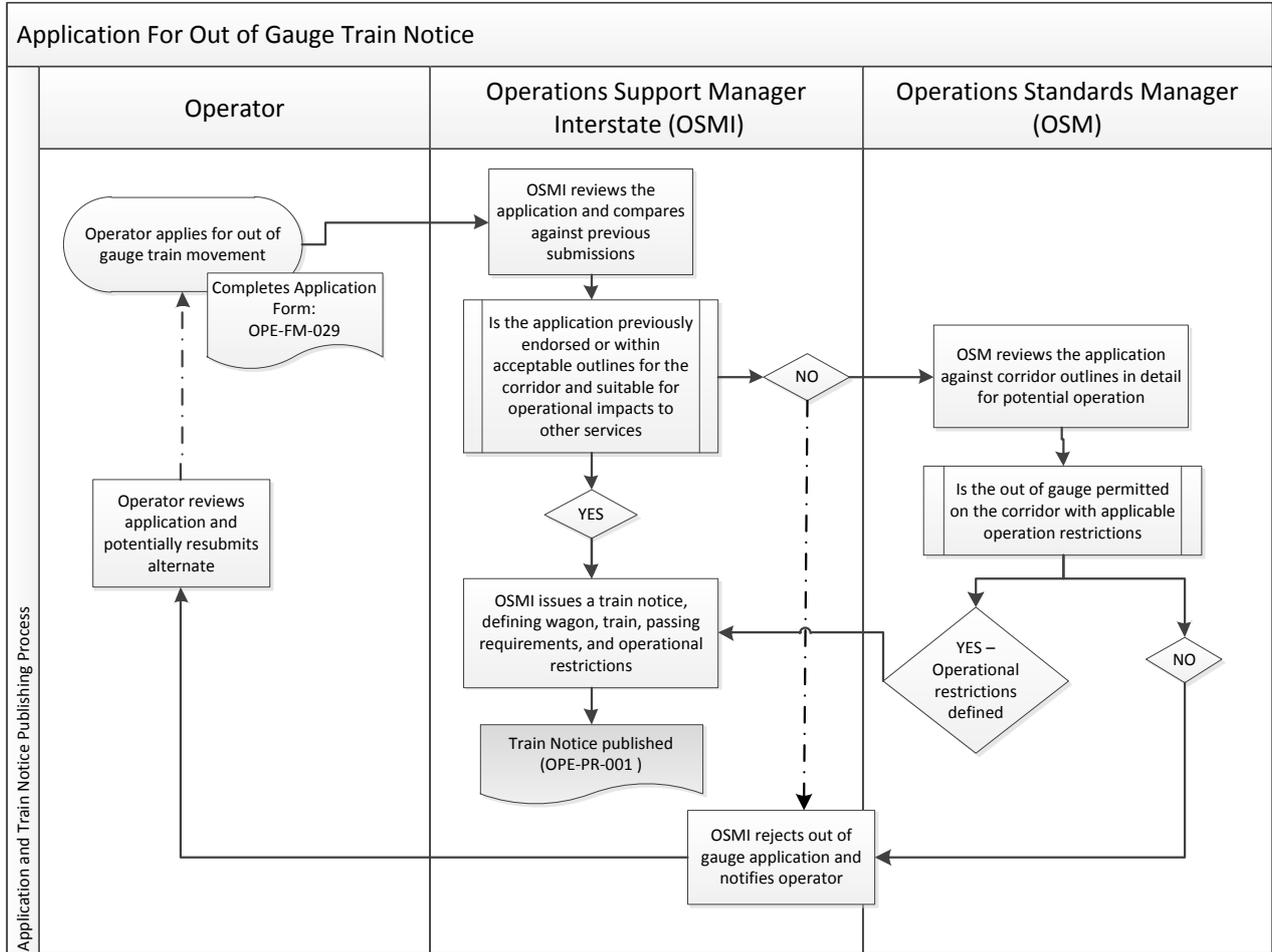
### **2.2.2 Train Movement and Path Assessment:**

The Operations Support Manager Interstate will assess the out of gauge train movement and detail any operational restrictions or instructions in the Train Notice including:

- Requirement when passing location of certain structures and any deviations necessary on loops or other paths,
- Passing of opposing train services or other rail traffic on the main, in loops, sidings and on multiple track corridors.
- In the course of the assessment, special attention must be taken to ensure that any opposing out of gauge (width) movements can be properly managed. This includes ensuring that out of gauge (width) movements can cross safely, with particular consideration given to the impact on other train services at the time of the out of gauge movement.
- Any requirements to stop and assess the load in transit may be mandated by the operator or ARTC dependant on the type of loading and method of securement.

### **2.2.3 Creation of Train Notice**

The Operations Support Manager Interstate will approve out of gauge application via the issue of a Train Notice as per OPE-PR-001 - Preparation and Distribution of Operational Notices



**Figure 1. Flow Chart for the approval process for Out of Gauge Application.**