PORTLAND TO MAROONA
ROUTE ACCESS STANDARDS

1. MAXIMUM AUTHORISED LOADING OUTLINES

The loading of all vehicles operating within the Network, or passing through the Network to or from other systems, shall be:

1. Enclosed entirely within the confines of an approved vehicle.
2. Secured within the dimension of the Maximum Loading Outline, including all lashings, chains and other equipment used to secure the load. (Refer Maximum Loading for Container Traffic).
3. Enclosed entirely within the confines of authorised container traffic. (Refer Maximum Loading for Container Traffic).

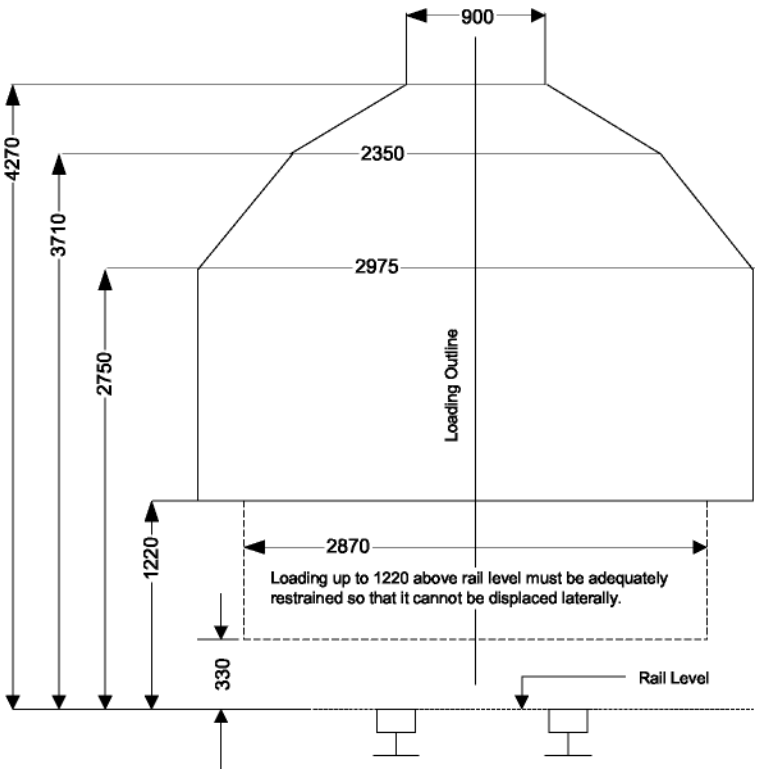
Any loading exceeding the above limits shall be treated as 'Out of Gauge' loading in accordance with the Out Of Gauge Loading provisions.

OUT OF GAUGE LOADING

ALL Special or unusual loading to be conveyed over the Network under special conditions must have the prior approval of the ARTC Operations Manager, East/West Corridor.

MAXIMUM LOADING OUTLINE

Maximum Load Outline Diagram for Broad Gauge Lines (1600mm) and Standard Gauge Lines (1435 mm) within the Network and for all traffic passing through the Network.



NOTES
~ All dimensions in millimeters.

The Maximum Load Outline Diagram is based on Freight rolling stock built with maximum dimensions not exceeding 22850mm in length; 2970mm in width; 161 50mm bogie centres.

- The full lines indicate the limit of movable loading and dotted lines the limits of movable loading placed and conveyed on special low wagons.
- Loading must not project more than 155mm over the wagon at each end.
- All lashings, chains and other equipment used for securing movable loading for conveyance must be within this 'Maximum Loading Outline'.

2. MAXIMUM AUTHORISED LOADING OUTLINES – CONTAINER TRAFFIC

The maximum authorised loading for container traffic operating at line speed (subject to any lesser speed restrictions) is restricted to

1. containers not wider than 2502mm and not higher than 2439mm(8'0") on approved wagons with a deck height of not more than 1194mm
2. Containers not wider than 2502mm and not higher than 2655mm (8'81/2") on approved wagons with deck height of not more than 1111mm.

PERMISSABLE OVER HEIGHT CONTAINER TRAFFIC

Containers not wider than 2502mm and not higher than 2896mm (9'6")

- May be transported at line speed on approved wagons with a deck height of up to and including 1130mm above the rail level.
- Other combinations where the total height above the rail level of the wagon deck plus container does not exceed 4026mm are also permitted (maximum container length 2502mm)
- This over height container traffic should not operate on freight shed roads at number 3 road at Glen Thompson
- For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle 4320mm above the rail and 3500mm wide.

3. MAXIMUM AUTHORISED VEHICLE AXLE LOAD LIMITS

- The mass per freight vehicle on the network SHALL NOT EXCEED **76** tonnes gross unless otherwise published.
- The axle load of articulated freight vehicles SHALL NOT EXCEED **19** tonnes gross

PERMISSABLE OVERLOAD PROVISIONS

Freight vehicles may be overloaded up to 80 tonnes gross or up to 20 tonnes gross axle load where appropriate on the corridor provided

1. the freight vehicle is authorised to be loaded up to 80 tonnes gross
2. the train speed is restricted to 80 Km/h
3. The freight vehicle shall only be operated over corridor authorised for 80 tonnes gross operation.
4. Portland –Maroona VLEX and VLNX vans only and container flats

4. CLASS OF LOCOMOTIVE AND PERMITTED SPEEDS (KM/H)

		CLASS OF LOCOMOTIVE			
		G, XR, BL, 81, VL.	B, EL, GM, S, X,	T, H	Y
MAROONA and PORTLAND	Freight	80	80	80	65 #

Note # Upgraded Y class diesel electric locomotives (as shown in the Network Service Plan Addenda) may operate up to a maximum speed of 100km/h.
Note: Maximum line speed is 80 Kp/h for the Portland-Maroona line

5. SPECIAL SPEED RESTRICTIONS

1. When passing over the Main Line points at Glen Thompson Loop, Hamilton and Heywood Loop the speed of any train hauled by a G class locomotive must not exceed 40 km/h until the locomotive has cleared the points.

2. The speed of all trains when passing over Facing Points worked from an interlocking frame or otherwise securely fastened, or over Trialling Points shall be as shown hereunder:

LOCATION	MAXIMUM SPEED LOCATION	
	When running to or from lines diverging from the straight track Km/h:	When running on the straight track Km/h:
Over facing points held by hand	15 kph	15 kph
Between Maroona and Portland (except over trailable points)	40 kph	Line Speed for train type
Over facing trailable points until locomotive clears points	40	
Over trailing trailable points until locomotive clears points -	n/a	40
Over trailing trailable points AFTER locomotive clears points	n/a	80

6. RULING GRADE LOADS (TONNES)

SECTION	CLASSES OF LOCOMOTIVES						
	G, XR, BL, 81, VL	B	EL, GM, S, X	T or H sole or multi with T or H	T or H multi with other class	Y solo or multi with T or H	Y Multi with other class
Portland Station to							
PORTLAND JUNCTION	1350	710	915	660	660	405	405
Portland Harbour Trust line to							
PORTLAND JUNCTION							
HEYWOOD LOOP	1740	760	1370	890	760	460	410
HAMILTON. 710 965							
GRAMPIANS LOOP		760	915	510	510	355	355
WILLAURA			1320	915	915	560	560
MAROONA	1350	1015	1220	710	710	490	490
MAROONA to							
WILLAURA				1050	1050	700	700
HAMILTON				815	815	540	540
HEYWOOD LOOP				915	915		
PORTLAND	2500	1220	1420	1015	1015	660	660

7. SAFEWORKING SYSTEMS

The Train Order System is in force between

	STATUS – ATTENDED	STATUS – UNATTENDED
MAROONA	**N/A**	**Unattended Train Order Terminal Station**
GLEN THOMPSON LOOP		**Unattended Crossing Loop**
GRAMPIANS LOOP		**Unattended Crossing Loop**
CHROME LOOP		**Unattended Crossing Loop**
HEYWOOD LOOP		**Unattended Crossing Loop**
PORTLAND	**Train Order Terminal Station**	**Unattended Train Order Terminal Station**

8. SPECIAL NOTES

No Special Notes.

9. DISTANCE FROM MELBOURNE AND CLEAR LENGTH OF CROSSING ROADS

CLEAR LENGTH OF CROSSING ROADS (LOCATION MARKED DISTANCE FROM MELBOURNE.

LOCATION	MARKED DISTANCE FROM MELBOURNE (KM)	CLEAR LENGTH OF CROSSING ROADS (LENGTH IN METRES) NO.1	NO. 2
MAROONA	232.047	737	737
WILLAURA	248.473		
GLEN THOMPSON LOOP	269.171	983	983
DUNKELD	287.440		
GRAMPIANS LOOP	306.583	982	982
HAMILTON	317.918		
CHROME LOOP	337.664	997	997
HEYWOOD LOOP	378.785	985	985
GRONE KALARI SIDING	401.900		
PORTLAND JUNCTION	402.068		
PORTLAND FREIGHT GATE SIDING	403.073		
PORTLAND DEPOT SIDINGS	403.466	1076	1076
PORTLAND HARBOUR TRUST SIDINGS	404.345		

10. TRACK CLASS

Track is maintained to CLASS 3 standard.

11. PROTECTED LEVEL CROSSINGS

NAME AND KMS OF NEAREST STATION	LEVEL CROSSING	DISTRANCE (KM) (VIA BALLAN)	TYPE	LOCATION NUMBER
MAROONA – 232.047	Ararat – Warrnambool Rd	232.415	FL	V2324
WILLAURA – 248.473 E	dgarley Road	248.291	FL	V2482
	Wickliffe Road	249.026	FL	V2490
	Glenelg Highway	267.826	FL	X2678
	Penshurst Road	290.229	FL	X2902
DUNKELD – 287.440	Glenelg Highway	294.806	FL	X2948
HAMILTON – 317.918	Stawell Road	310.391	FL	X3103
	Mill Road	315.966	FL	X3159
	Tyers Street	316.810	FL	X3168
	South Boundary Road	319.655	FL	X3196
	Port Fairy Road	320.620	FL	X3206
	Burgins Road#	**324.736**	**FL**	**X3248**
	Henty Highway	330.811	FL	X3308
HEYWOOD – 378.785	Coleraine Road	354.628	FL	V3546
	Henty Highway	357.968	FL	V3579
	Ettrick Road	377.801	FL	V3778
	Mount Clay Road	378.618	FL	V3786
	Princes Highway	388.299	FL	V3882
PORTLAND – 403.073	Gorae West Road	396.743	FL	V3967
	Westlakes Road	399.211	FL	V3992
	Darts Road	400.126	FL	V4001
	Cashmore Road	400.840	FL	V4008
PORTLAND FREIGHT GATE SIDING	Garden Street	402.309	FL	V4023
	Kennedy Street	402.843	FL	V4028
DOWN END OF EXCHANGE	Julia Street	404223	FL	V4042
SIDINGS – 403.809	Cliff Street	406.630	FL	V4066

#note Burgins Road Level crossing has been commissioned to operate using axle counters by VLine.

BB – Boom Barriers **CC** – Crib Crossing **FL** – Flashing Lights **IG** – Interlocked Gates
NSW – R.I.C. Distance from Sydney **PB** – Pedestrian Barriers **PG** – Pedestrian Gates **SG** – Standard Gauge
T – Equipped with Telephone Communication
VIC – Victorian Broad Gauge

12. SUB STANDARD CLEARANCES

The train crews must keep their bodies wholly within the cabin of moving locomotives at the following location:

LOCATION	STRUCTURE	DISTANCE	DETAILS
HAMILTON	BRIDGE	319.050	Pillars foul and restricted vertical clearance

13. RADIO CONTROLLED YARD LIGHTING

Radio controlled yard lighting channels are provided for remotely operating yard lighting via the use of local radio. To operate the yard lighting the driver must select the required channel on the local radio and then key the transmit button. The yard lighting will then remain switch on for a pre determined time period.

Location	Channel number
Portland Harbour yard	9

14. CROSSING OF OVERLENGTH TRAIN

Crossing of trains at loops where one train is too long to stand in clear on the Portland – Maroona corridor.

- Where it is necessary to cross trains, one of which is too long to stand in clear in the crossing loop, the long train must be held outside the crossing loop until the shorter train has arrived in clear.
- Drivers of trains operating between Portland and Maroona in conjunction with all other duties must ascertain the total length of their train.
- Any train operating at over 900 metres in length must stop short of the crossing loop. When stopping short of the crossing loop the driver of the long train must ensure they do not foul any level crossings or cause the activation of any level crossing devices. Local radio communications must occur between the drivers of the opposing trains to ensure the cross can be effected without undue delay.

16. EXCESSIVE TEMPERATURES

LINE SECTION	WOLO TEMPERATURE	WOLO SPEED FREIGHT	WOLO SPEED PASSENGER
PORTLAND-MAROONA	36	50	N/A