

D2 Laverton - Wolsley

RAS DIRN Section Page

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All changes throughout this document are highlighted with this colour

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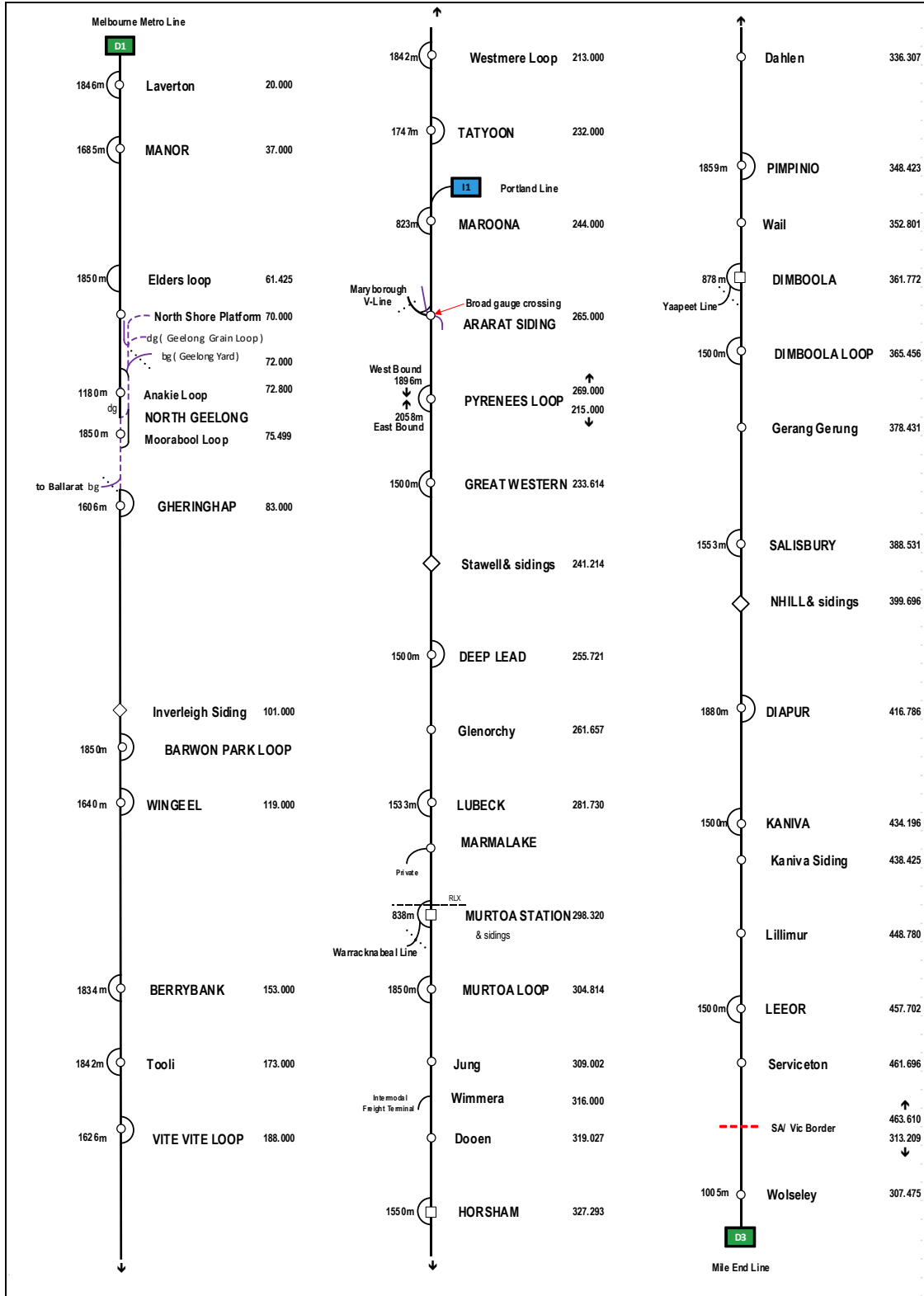
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1 Network Diagram

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



2 Route Capacity

LAVERTON – GEELONG			
TRAIN TYPE	MAXIMUM SPEED (KM/H)	MAXIMUM AXLE LOAD (TONNES)	
FREIGHT		LOCOS	WAGONS
	115	22.8*	20
	110	22.8*	21
	100#	22.8*	23
	80	22.8*	25
PASSENGER		LOCOS	CARRIAGES
LOCO HAULED	115	22.8*	19
(Includes non-express DMU and rail motors)			
GEELONG – WOLSELEY			
TRAIN TYPE	MAXIMUM SPEED (KM/H)	MAXIMUM AXLE LOAD (TONNES)	
FREIGHT		LOCOS	WAGONS
	115	22.8*	20
	110	22.8*	21
	80	22.8*	23
PASSENGER		LOCOS	CARRIAGES
LOCO HAULED	115	22.8*	19
(Includes non-express DMU and rail motors)			

General Notes:

- *Route capacity applies where vehicle characteristics and conditions permit.*

Referenced Notes:

* 134t maximum locomotive weight. These posted axle loads are to account for the variability in axle loads for some classes of locomotive. The maximum locomotive weight must still be adhered to.

Only for rolling stock approved to operate at 100km/h loaded above 21TAL.

3 Special Access Conditions

3.1 Disabled trains (Moorabool Viaduct)

In the event of a train becoming disabled on the Moorabool Viaduct with the locomotive immobilised, the train crew must advise the Network Controller and remain on the locomotive until emergency services are in place.

3.2 Clearance for Long Bogie Centre, Low Profile Wagons (Adelaide to Dynon)

The following applies to the conveyance of 53ft by 10ft 6in boxes on long bogie centre, low profile wagons (e.g. RQDW, VQDW, AQDW type – 1020mm deck height and former 80ft container wagons):

- The maximum height is 4210mm and the maximum width is 2500mm
- Applies to wagons with bogie centres 17.3m and an overall length of 24.680m (greater than standard wagon dimensions for rolling stock plates A and C with increased outswing and inswing – Refer to Route Access Standard Appendix A - Rolling Stock Outlines and Loading Requirements.
- Wagon(s) must be loaded centrally with 53ft box and final outline to fit within the above dimensions to compensate for the inswing.

Speed restrictions of 25km/h apply through tunnels at the following locations:

- Main Line (Adelaide to Melbourne) Bunbury Street tunnel
- Ambleside (Balhannah and Bridge Water)
- Long Gully (Adelaide Hills)
- National Park (Adelaide Hills).

3.3 Clearances for Short Bogie Centre Grain Hoppers (Wolsley to Dimboola)

The following permitted infringements on rolling stock outline plate D (alternate principal maximum rolling stock outline) are allowable for hopper wagons with bogie centres 10173mm and an overall length of 12979mm over headstocks:

- From 1598mm to 2898mm high from rail level, the maximum allowable width is:
 - 3050mm (1525mm from centre line) at 1598mm high from rail
 - increasing to 3200mm (1600mm from centre line) wide at 2248mm high from rail
 - decreasing to 3050mm (1525mm from centre line) wide at 2898mm high from rail
- From 3835mm to 3935mm high from rail level, the maximum allowable width is 2710mm (1355mm from the centre line).

Typical wagons are WW class grain hoppers (as modified to comply with the permitted infringements).

Wagons operating with the above infringement shall be clearly identified and managed by the Operator.

All other provisions of Route Access Standard Appendix A - Rolling Stock Outlines and Loading Requirements rolling stock outlines apply.

4 Permanent Speed Restrictions

LAVERTON – WOLSELEY		
LINE SEGMENT	EXCEPTION TO MAXIMUM SPEEDS LOCATION	RESTRICTED SPEED (KM/H)
LAVERTON	20.000 KM	
MANOR LOOP	37.000 KM	
ELDERS LOOP	66.600 – 68.450 KM	80
	68.450 – 71.720 KM	50
	71.720 - 71.780 KM	65
	NOTE: 69 KM BECOMES 71 KM	
NORTH GEELONG	73.730 KM ON STRAIGHT SOUTH TRACK AT 45D POINTS (DUAL GAUGE TURNOUT)	70
	74.010 KM ON STRAIGHT SOUTH TRACK AHEAD OF 49D POINTS (DUAL GAUGE TURNOUT)	70
	77.190 – 77.280 KM ON STRAIGHT AT 57 POINTS (DUAL GAUGE TURNOUT)	95
	72.000 – 81.500 KM MAX SPEED BROAD GAUGE TRAINS ON MIXED GAUGE	80
GHERINGHAP	83.000 KM	
	93.000 – 94.640 KM	90
	94.640 – 96.740 KM	100
INVERLEIGH	101.000 KM	
	101.310 – 101.500 KM	80
WINGEEL	119.000 KM	
	136.680 – 137.850 KM	90
	137.850 – 138.460 KM	70
BERRYBANK	153.000 KM	
	164.850 – 165.830 KM	100
TOOLI	173.000 KM	
	175.750 – 176.800 KM	100
VITE VITE	188.000 KM	
WESTMERE	213.000 KM	
TATYOON	232.000 KM	
MAROONA	243.810 KM 244.000 KM	90
	NOTE: 243 KM TO 244 KM IS A LONG KILOMETRE 1524M	

LAVERTON – WOLSELEY		
	NOTE: 244.524 KM BECOMES 244.000 KM	
	262.750 KM	263.780 KM
		100
	263.780 KM	264.790 KM
		60
	264.790 KM	265.920 KM
		75
	NOTE: 264 KM TO 265 KM IS A LONG KILOMETRE (1344M)	
PYRENEES	NOTE: 269 KM BECOMES 215 KM	
	222.160 KM	222.420 KM
		105
	222.420 KM	226.490 KM
		110
	226.490 KM	227.200 KM
		95
GREAT WESTERN		
	239.390 KM	234.150 KM
		110
	247.880 KM	248.260 KM
		105
DEEP LEAD		
LUBECK		
	298.700 KM	299.700 KM
		105
	326.060 KM	326.830 KM
		100
MURTOA	326.830 KM	328.480 KM
		110
HORSHAM	340.490 KM	344.820 KM
		110
PIMPINIO LOOP		
DIMBOOLA		
	378.640 KM	379.700 KM
		100
	384.070 KM	387.110 KM
		110
SALISBURY		
DIAPUR		
	417.420 KM	419.160 KM
		110
	437.890 KM	438.280 KM
		90
KANIVA		
LEEOR		

5 Special Speed Restrictions

LAVERTON – WOLSELEY		
LOCATION	MAXIMUM SPEED	
	WHEN RUNNING FROM LINES DIVERGING FROM THE STRAIGHT TRACK (KM/H)	WHEN RUNNING ON THE STRAIGHT TRACK (KM/H)
ALL DUAL GAUGE TURNOUTS	20	LINE SPEED FOR TYPE OF TRAIN
OVER FACING POINTS HELD BY HAND	15	15
BETWEEN SOUTHERN CROSS AND WOLSELEY	40	LINE SPEED FOR TYPE OF TRAIN
ARARAT to MARYBOROUGH Line	30	AS PER POSTED PERMANENT SPEED
ANAKIE LOOP AND MOORABOOL LOOP	25	LINE SPEED FOR TYPE OF TRAIN
EXCEPT AT MANOR LOOP, GHERINGHAP, WINGEEL LOOP, BERRYBANK LOOP, VITE VITE LOOP, TATYOON LOOP AND MAROONA	65	LINE SPEED FOR TYPE OF TRAIN
MURTOA AND DIMBOOLA PLATFORMS	N/A	40
LUBECK LOOP AND MURTOA LOOP PYRENEES LOOP, GREAT WESTERN LOOP, PIMPINIO LOOP, DIAPUR LOOP, AND LEEOR LOOP	65	LINE SPEED FOR TYPE OF TRAIN
<i>*REFER TO TABLE BELOW REGARDING EXIT SPEEDS AT THESE LOCATIONS.</i>		
LAVERTON – WOLSELEY		
LOCATION	EXIT SPEED	
DEEP LEAD LOOP, DIMBOOLA LOOP, SALISBURY LOOP AND KANIVA LOOP	AS PER SIGNAL INDICATION	
GHERINGHAP	35 KPH (BROAD GAUGE MOVE)	LINE SPEED (STANDARD GAUGE)
TATYOON LOOP	40 KPH (MELBOURNE END)	LINE SPEED
ANAKIE LOOP	DOWN END 70 KPH	LINE SPEED

MOORABOOL LOOP	UP END 70 KPH DOWN END 95 KPH	LINE SPEED
BARWON PARK LOOP, TOOLI LOOP	65KPH	LINE SPEED
WESTMERE	40KPH	LINE SPEED

6 Significant Kilometre Markings

Section 4 contains information on locations where the measured distance between kilometre posts is greater than 1000 metres.

The following locations on the network are where kilometre points change.

Locations marked with (*) indicate installed lineside signage.

Tottenham Junction to SA Border:

- Newport 10.700km (*) increasing to North Geelong 69.000km (*).
- North Geelong 71.000km (*) increasing to Maroona 244.524km.
- Maroona 244.000km increasing to Ararat 265.344km.
- Maryborough Link Line. Melbourne Bound Traffic UP TRAINS KM CHANGE 264.000KM decreasing towards Maroona.
- Maryborough Link Line. Maryborough Bound Traffic DOWN TRAINS KM CHANGE 274.000KM decreasing towards Maryborough.
- Ararat 265.000km increasing to Pyrenees 269.000km (*).
- Pyrenees 215.000km (*) increasing to SA border 463.610km decreasing.
- SA Border 463.610km (*) becomes 313.210km (*) decreasing towards Adelaide.