

D2 Laverton - Wolsley

RAS DIRN Section Page

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Amendment Record

Amendments to the RAS are published at the following link

<https://www.artc.com.au/customers/standards/route/access/>

All changes throughout this document are highlighted with this colour

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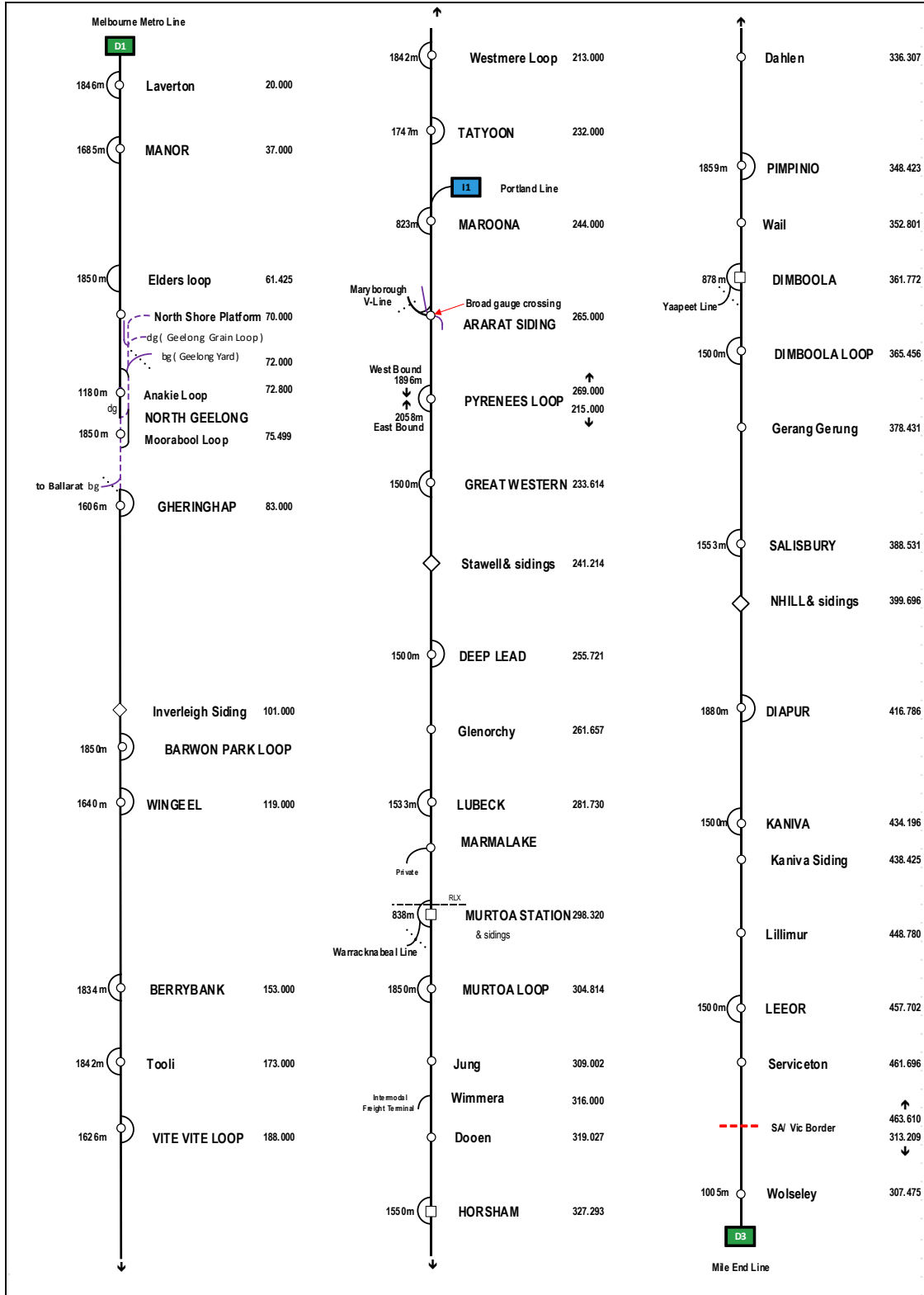
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1 Network Diagram

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



2 Route Capacity

NOTE TO BE READ IN CONJUNCTION WITH ROUTE CAPACITY TABLE BELOW

Route capacity applies where vehicle characteristics and conditions permit.

| LAVERTON – GEELONG | | | |
|---|-----------------------------|-----------------------------------|------------------|
| TRAIN TYPE | MAXIMUM SPEED (KM/H) | MAXIMUM AXLE LOAD (TONNES) | |
| FREIGHT | | LOCOS | WAGONS |
| | 115 | 22.8 (up to 134t GVM) | 20 |
| | 110 | 22.8 (up to 134t GVM) | 21 |
| | 100# | 22.8 (up to 134t GVM) | 23 |
| | 80 | 22.8 (up to 134t GVM) | 25 |
| PASSENGER | | LOCOS | CARRIAGES |
| LOCO HAULED | 115 | 22.8 (up to 134t GVM) | 19 |
| <i>(Includes non-express DMU and rail motors)</i> | | | |

ADDITIONAL NOTE APPLICABLE LAVERTON - GEELONG:

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

| GEELONG – WOLSELEY | | | |
|---|-----------------------------|-----------------------------------|------------------|
| TRAIN TYPE | MAXIMUM SPEED (KM/H) | MAXIMUM AXLE LOAD (TONNES) | |
| FREIGHT | | LOCOS | WAGONS |
| | 115 | 22.8 (up to 134t GVM) | 20 |
| | 110 | 22.8 (up to 134t GVM) | 21 |
| | 80 | 22.8 (up to 134t GVM) | 23 |
| PASSENGER | | LOCOS | CARRIAGES |
| LOCO HAULED | 115 | 22.8 (up to 134t GVM) | 19 |
| <i>(Includes non-express DMU and rail motors)</i> | | | |

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 (Wolseley 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 | 90 |
| | 244.000 KM | |
| | 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 | 243.150 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 |
| EXIT MURTOA AND DIMBOOLA YARDS | 40 | |
| LUBECK LOOP AND MURTOA LOOP | 65 | LINE SPEED FOR TYPE OF TRAIN |
| PYRENEES LOOP, GREAT WESTERN LOOP, PIMPINIO LOOP, DIAPUR LOOP, AND LEEOR LOOP | | |
| <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.