

D3 Wolseley – Mile End

RAS DIRN Section Page

Applicability

ARTC Network Wide

SMS

Publication Requirement

Internal / External

Primary Source

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
2.0	14 Jun 22	Operations Standards	Stakeholders	Operations Standards Manager	A/GM Technical Standards 24/06/2022

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 in this colour

Disclaimer

This document has been prepared by ARTC for internal use and may not be relied on by any other party without ARTC's prior written consent. Use of this document shall be subject to the terms of the relevant contract with ARTC.

ARTC and its employees shall have no liability to unauthorised users of the information for any loss, damage, cost or expense incurred or arising by reason of an unauthorised user using or relying upon the information in this document, whether caused by error, negligence, omission or misrepresentation in this document.

This document is uncontrolled when printed.

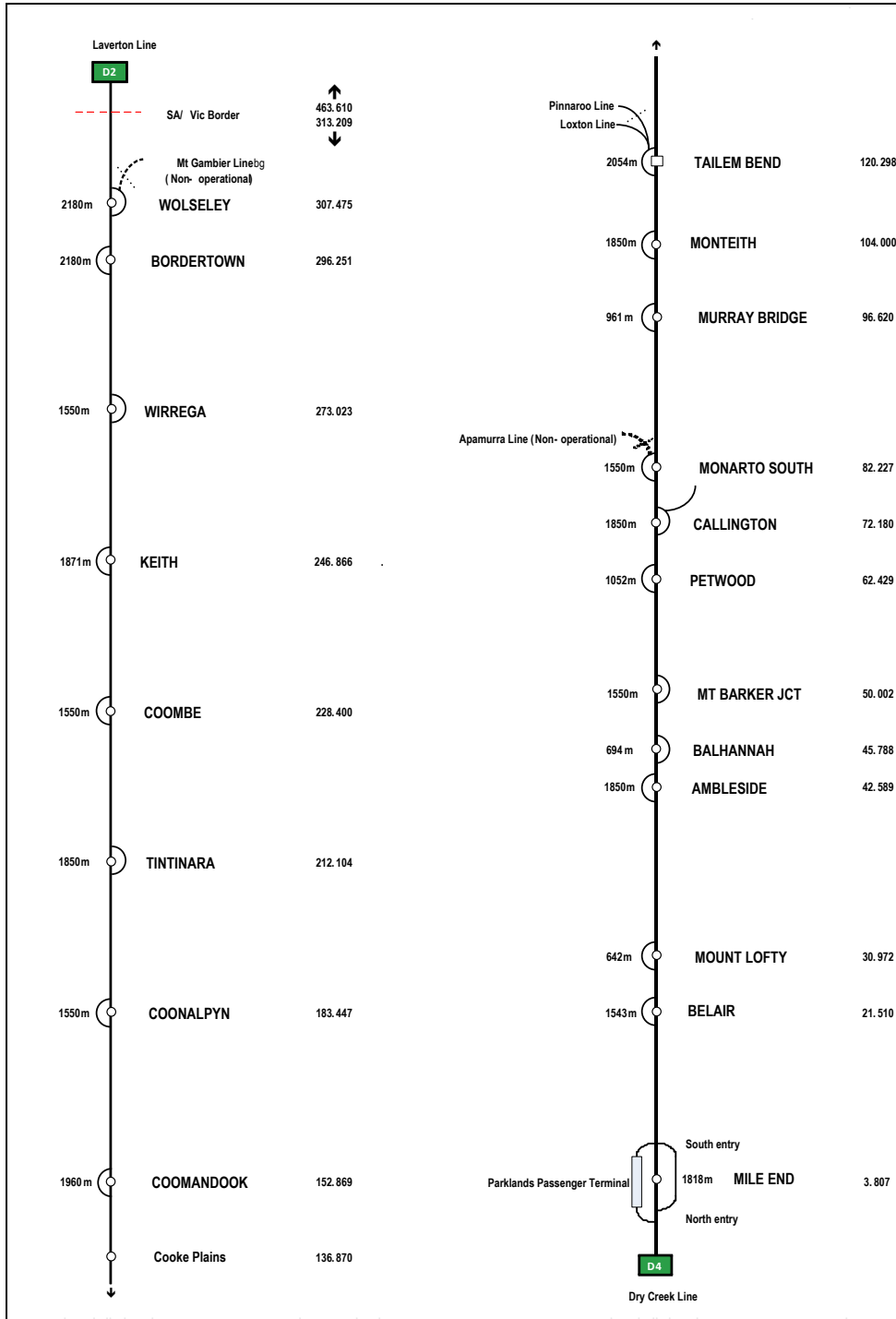
Authorised users of this document should visit ARTC's intranet or extranet (www.artc.com.au) to access the latest version of this document.

Table of Contents

Table of Contents	2
1 Network Diagram	3
2 Route Capacity	4
3 Special Access Conditions	5
3.1 Clearance for Long Bogie Centre, Low Profile Wagons (Mile End to Dynon)	5
3.2 Clearances for Short Bogie Centre Grain Hoppers (Adelaide to Wolseley)	5
4 Permanent Speed Restrictions	6

1 Network Diagram

NB: These line maps are indicative only.



2 Route Capacity

WOLSELEY – MILE END			
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*

Notes:

1. Route capacity applies where vehicle characteristics and conditions permit.

* 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.

3 Special Access Conditions

3.1 Clearance for Long Bogie Centre, Low Profile Wagons (Mile End to Dynon)

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

- The maximum height is 4210 mm and the maximum width is 2500 mm.
- Applies to wagons with bogie centres 17.3 m and an overall length of 24.680 m.
- Wagon(s) must be loaded centrally with 53 ft box and final outline to fit within the above dimensions to compensate for the inswing.

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

- Main Line (Mile End to Dynon) Bunbury Street tunnel
- Ambleside (Balhannah)
- Long Gully (Adelaide Hills)
- National Park (Adelaide Hills).

3.2 Clearances for Short Bogie Centre Grain Hoppers (Adelaide to Wolseley)

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

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

4 Permanent Speed Restrictions

MILE END - WOLSELEY			
LOCATION	KILOMETRAGE	DOWN	UP
MILE END (0.000 KM)	0.000	50	
	3.585	40	50
	3.958	90	40
MITCHAM (8.500 KM)	8.400	60	90
	8.900	90	60
	11.240	70	90
	12.830	60	70
	19.750	55	60
BELAIR (21.800 KM)	21.800	75	55
	23.020	50	75
MT LOFTY (31.000 KM)	31.350	55	50
	39.700	50	55
	42.600		50
	42.700	60	
	45.200	50	60
BALHANNAH (45.850 KM)	45.700	75	50
	49.460	55	
	49.560		75
	52.400	50	55
	52.650	55	50
	54.570	65	55
	59.330	60	65
	59.770	65	60
PETWOOD (62.800 KM)	62.000	55	65
	62.700	60	55
	66.500	75	60
	72.010	100	75
	72.860	105	100
	75.810	70	105
	77.110	115	70
MONARTO SOUTH (82.450 KM)	85.080	105	115
	89.060	60	105
	91.630	75	60

MILE END - WOLSELEY			
LOCATION	KILOMETRAGE	DOWN	UP
	91.800	100	75
MURRAY BRIDGE (96.600 KM)	96.200	60	100
	96.700	50	60
	98.100	70	50
	99.820	115	70
BORDERTOWN (294.000 KM)	294.070	75	115
	294.640		75
	294.740	100	
	295.610	115	100
	300.800	100	115
WOLSELEY (308.000 KM)	301.440		100

5 Special Speed Restrictions

MILE END – 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