Division / Business Unit: Safety, Engineering Standards & Technology
Function: Operations Interface
Document Type: Route Access Standard

I1 Maroona - Portland

RAS IN Section Page

Applicability

ARTC Network Wide

SMS

Publication Requirement

Internal / External

Primary Source

Previous Section Page version + RACNs

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
2.0	20 Aug 21	Operation Standards Team	Stakeholders	Acting Manager Standards	Acting GM Technical Standards 24/08/2021

Amendment Record

Amendments to the RAS are published at the following link

All changes in this document are highlighted with this colour

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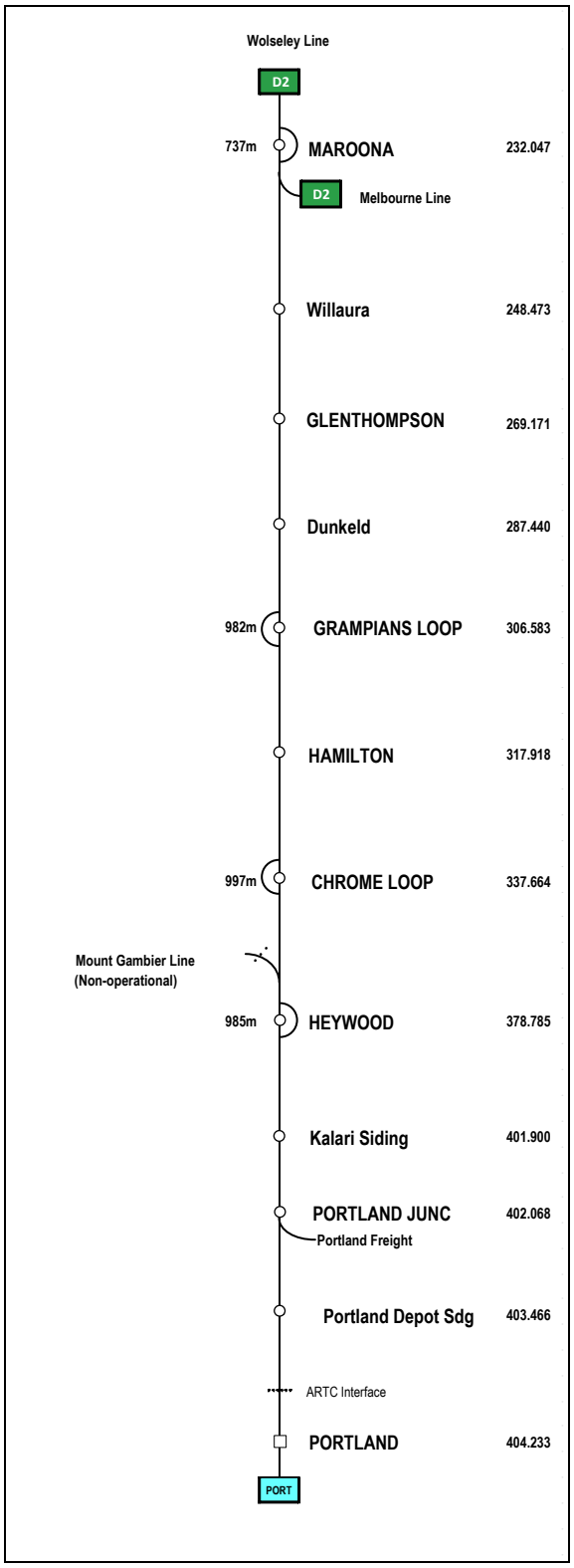
1 Network Diagram

NB: These line maps are indicative only.



2 Route Capacity

MAROONA - PORTLAND			
TRAIN TYPE	**MAXIMUM SPEED (KM/H)**	**MAXIMUM AXLE LOAD (TONNES)**	
		LOCOS	**WAGONS**
FREIGHT	40	22.3 *2*3	19*1
PASSENGER	**NOT PERMITTED** The Maroona to Portland route is a designated freight line and as such no heritage and/or passenger services are permitted to operate on this line without prior permission from the ARTC Interstate Network, General Manager Operations Services		

Note: Route capacity applies where vehicle characteristics and conditions permit.

**1 20t axle load applies for VLEX and VLNX vans and container flats only with a maximum speed 40km/hr and vehicle is suitable for 80t gross.*

**2 maximum loco mass 134t, note individual axle loads.*

**3 Speed restrictions applying for any train hauled by or comprising any loco 124t and above must NOT exceed 40km/hr, until the locomotive has cleared the main line points at: Glenthompson, Hamilton, Willaura..*

Note:

1. When passing over the main line points at Glenthompson 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 trailing points must be as listed in the special speed restrictions.

3 Permanent Speed Restrictions

LOCATION	KILOMETRAGE	WEST BOUND DOWN		EAST BOUND UP	
		FREIGHT	PASSENGER	FREIGHT	PASSENGER
MAROONA	244.380KM (LAVERTON – WOLSELY)	40	N/A		N/A
	232.200KM		N/A	40	N/A
	233.500KM			Normal Speed	
	233.600KM			N	
	234.870KM	40 (C)			
WILLAURA	248.473KM				
	268.995KM	40 (T/O No 2 Rd)			
GLEN THOMPSON LOOP	269.171				
	270.040KM	40 (T/O No1 Rd)			
	270.140KM			40 (T/O No1 Rd)	
GRAMPIANS LOOP	306.023KM	40			
GRAMPIANS LOOP	306.043KM			40 (T/O No1 Rd)	
GRAMPIANS LOOP	306.583				
GRAMPIANS LOOP	307.074KM	40 (T/O No 2 Rd)			
GRAMPIANS LOOP	307.094KM			40	
HAMILTON	317.918				
	318.270KM	40			
	318.370KM			40 (T/O No1 Rd)	
CHROME LOOP	337.070KM	40 (T/O No 2 Rd)			
CHROME LOOP	337.170KM			40 (T/O No1 Rd)	
CHROME LOOP	337.664				

CHROME LOOP	338.170KM	40 (T/O No 2 Rd)	
CHROME LOOP	338.270KM		40 (T/O No1 Rd)
HEYWOOD LOOP	378.630KM		40 (T/O No 1 Rd)
HEYWOOD LOOP	378.785		
HEYWOOD LOOP	379.690KM		40 (T/O No 1 Rd
	400.850KM		40 (C)
PORTLAND JUNCTION	402.000		
	402.115KM		40 (T/O)
PORTLAND FREIGHT GATE SIDING	403.073		
	403.453KM		40 (perm TSR)
PORTLAND DEPOT SIDING	403.466		
PORTLAND HARBOUR TRUST SIDING	404.223		

4 Special Speed Restrictions

LOCATION	MAXIMUM SPEED KPH	
	WHEN RUNNING TO OR FROM LINES DIVERGING FROM THE STRAIGHT TRACK.	WHEN RUNNING ON STRAIGHT TRACK
OVER FACING POINTS HELD BY HAND	15	15
BETWEEN MAROONA AND PORTLAND (EXCEPT OVER TRAILING POINTS)	40	LINE SPEED FOR TRAIN TYPE
OVER FACING TRAILING POINTS UNTIL LOCOMOTIVE IS CLEAR OF POINTS	40	N/A
OVER TRAILING POINTS UNTIL LOCOMOTIVE IS CLEAR OF POINTS	N/A	40
OVER TRAILING POINTS AFTER LOCOMOTIVE IS CLEAR OF POINTS	N/A	40

5 Safe Working Systems

LOCATION	STATUS	
	ATTENDED	NON/ATTENDED
MAROONA	N/A	UNATTENDED TRAIN ORDER TERMINAL STATION
GLENTHOMPSON LOOP	N/A	UNATTENDED CROSSING LOOP
GRAMPIANS LOOP	N/A	UNATTENDED CROSSING LOOP
CHROME LOOP	N/A	UNATTENDED CROSSING LOOP
HEYWOOD LOOP	N/A	UNATTENDED CROSSING LOOP
PORTLAND	TRAIN ORDER TERMINAL STATION	TRAIN ORDER TERMINAL STATION

6 Maximum Authorised Vehicle Axle Load Limits

- The mass per freight vehicle on the network must not exceed 76 tonnes gross unless otherwise published.
- The axle load of articulated freight vehicles must not exceed 19 tonnes gross.

7 Permissible Overload Provisions

Some freight vehicles may be overloaded up to 80 tonnes gross or up to 20 tonnes gross axle loads 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 40 Km/hr.
3. The freight vehicle must only be operated over a corridor authorised for 80 tonnes gross operation.
4. Portland – Maroona VLEX and VLNX vans only and container flats.

8 Distance from Melbourne and Clear Length of Crossing Roads

LOCATION	MARKED DISTANCE FROM MELBOURNE (KM)	CLEAR LENGTH OF CROSSING ROADS (LENGTH IN METRES)	
		NO. 1	NO. 2
MAROONA	244.000	737	737
WILLAURA	248.473		
GLEN THOMPSON LOOP	269.171	983	983
GRAMPIANS LOOP	306.583	982	982
HAMILTON	317.918		
CHROME LOOP	337.664	997	997
HEYWOOD LOOP	378.785	985	985
PORTLAND JUNCTION	402.000		
PORTLAND FREIGHT GATE SIDING	403.073		
PORTLAND DEPOT SIDING	403.466	1076	1076
PORTLAND HARBOUR TRUST SIDING	404.223		

9 Sub Standard Clearances

LOCATION	STRUCTURE	DISTANCE	DETAILS
HAMILTON	BRIDGE	319.050	PILLARS FOUL AND RESTRICTED VERTICAL CLEARANCE

The train crews must keep their bodies wholly within the cabin of the locomotives at the above-stated locations.

10 Radio Controlled Yard Lighting

LOCATION	CHANNEL NUMBER
PORTLAND HARBOUR YARD	9

Radio controlled yard lighting channels are provided or 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 remain switch on for the pre-determined time period.

11 Crossing over length 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 the trains operating between Portland and Maroona in conjunction with all other duties must ascertain the total length of their train
- Any trains 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 undertaken without undue delay.