

Curve Details: Newport - Tottenham (mixed gauge)

Jul-15

Note

[1] Rated speed at ARTC Normal Limits (80mm cant deficiency and 55mm/sec rate of change of cant and cant deficiency with cog 2400mm above rail level, and twist fault of 5mm in 14m transition)

[2] Cant deficiencies in mm shown where they are 75mm or more for existing curve speeds

Note in comments

TRC Curve data from track recordings



Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
10.484										Newport Signal cabin	
10.490	10.630	R	200	35	30	30	40		43		TRC
10.630	10.745	L	300	40	20	20	40		55		TRC
10.745	10.850	R	250	20	20	20	40		46		TRC
10.850	10.920	R	350	15	20	20	40		52		TRC
11.000	11.295	LCOMP	1000	35	10	0	60		60		TRC
11.295	11.390	LCOMP	533	60	0	0	60		80		Some data from TRC
11.390	11.470	LCOMP	444	45	0	0	60		69		Some data from TRC
11.470	11.510	LCOMP	554	40	0	30	60		75		Some data from TRC
11.568	11.647	R	504	45	30	30	60		73		Some data from TRC
11.800	11.910	R	649	30	50	50	60		77		Some data from TRC
11.950	12.080	L	625	20	50	50	60		73		TRC
13.686	14.016	R	1604	0	35	35	60		104		Some data from TRC
14.490	14.590	L	1100	30	30	30	60		86		TRC
14.590	14.650	R	950	15	15	15	60		67		TRC
15.640	15.700	R	600	25	25	25	60		70		TRC
15.700	15.760	L	800	20	20	20	60		73		TRC
16.208	16.658	R	310	105	80	80	50		69		TRC
16.834	17.118	R	332	75	60	15	50		66		Some data from TRC. Cant transition 60m, alignment transition 15m. Curve mostly on viaduct
17.184	17.218	R	200	0	0	0	30		36		Between MG diamond & turnout
17.242										Junction with NE line	

Curve Details: Newport - North Geelong

Jul-15



Note

[1] Rated speed at ARTC Normal Limits (80mm cant deficiency and 55mm/sec rate of change of cant and cant deficiency with cog 2400mm above rail level, and twist fault of 5mm in 14m transition)

[2] Cant deficiencies in mm shown where they are 75mm or more for existing curve speeds

Note in comments

TRC Curve data from track recordings

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
10.700										Newport Signal cabin	
10.700	10.760	R					40		40		On turnout of gauge separation
10.760	10.810	LCOMP	200	45	15	0	40		46		TRC - 1:470 trans ramp
10.810	11.160	LCOMP	500/ 350/ 500	55	0	45	40		63		TRC
11.441	11.510	L	1200	30	15	15	80		82		
11.697	12.082	R	600	55	30	30	80		81		
12.638	12.768	R	2500	40	38	38	115		130+		
12.805	12.943	L	2500	40	38	38	115		130+		
12.954	13.030	R	5000	20	20	20	115		130+		
13.058	13.132	L	10000	0	0	0	115		130+		
13.428	13.525	L	10000	0	0	0	115		130+		
13.619	13.719	L	5000	20	20	20	115		130+		
13.748	13.850	L	2500	40	38	38	115		130+		
14.102										Paisley	
14.235	14.582	L	1500	65	60	60	115		130+		
14.585	15.015	L	1400	70	60	60	115		130+		
15.470	15.522	L	4000	25	25	25	115		130+		
15.565	15.616	R	4000	25	25	25	115		130+		
16.279	16.317	L	7000	15	15	15	115		130+		
16.370	16.406	R	7000	15	15	15	115		130+		
16.461	16.515	R	5000	20	20	20	115		130+		
16.551	16.605	L	5000	20	20	20	115		130+		
17.528	17.633	R	2000	50	50	50	115		130+		
17.717	17.884	L	2200	45	43	43	115		130+		
17.953										Galvin	

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
17.965	18.069	R	2000	50	50	50	115		130+		
19.524	19.535	L	20000	0	0	0	115		130+		
20.290	20.336	R	5000	20	20	20	115		130+		
20.369	20.416	L	5000	20	20	20	115		130+		
20.442	20.514	L	3000	30	30	30	115		130+		
20.516	20.590	R	3000	30	30	30	115		130+		
20.674	20.787	R	2000	50	50	50	115		130+		
20.800	20.916	L	2000	50	50	50	115		130+		
20.978	21.032	L	4000	25	25	25	115		130+		
21.000										Laverton	
21.053	21.107	R	4000	25	25	25	115		130+		
21.124	21.204	R	5000	20	20	20	115		130+		
21.221	21.287	L	4000	25	25	25	115		130+		
21.806	21.926	R	4000	25	25	25	115		130+		
22.076	22.248	L	1200	80	75	75	115		127		
22.226										Aircraft	
22.280	22.481	R	3000	35	35	35	115		130+		
22.624	22.785	R	2000	50	50	50	115		130+		
22.813	22.977	L	2000	50	50	50	115		130+		
23.238	23.392	L	2000	50	50	50	115		130+		
23.428	23.583	R	2000	50	50	50	115		130+		
26.539	26.846	L	1500	65	60	60	115		130+		
27.025	27.042	R	20000	0	0	0	115		130+		
27.375	27.540	R	2500	40	40	40	115		130+		
27.574	27.740	L	2500	40	40	40	115		130+		
27.665										Hoppers Crossing	
27.809	27.974	L	2500	40	40	40	115		130+		
28.009	28.175	R	2500	40	40	40	115		130+		
29.337	29.465	R	2500	40	40	40	115		130+		
29.590	29.834	L	2500	40	40	40	115		130+		
29.891	30.043	R	2500	40	40	40	115		130+		
30.372	30.408	R	20000	0	0	0	115		130+		
30.780	30.842	R	5000	20	20	20	115		130+		
30.864	30.919	R	5000	20	20	20	115		130+		
30.977	31.025	R	5000	20	20	20	115		130+		
31.056	31.106	L	5000	20	20	20	115		130+		

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
31.322	31.495	R	2000	50	50	50	115		130+		
31.556	31.748	L	1200	80	75	75	115		127		
31.697										Werribee	
31.963	32.112	R	2000	50	50	50	115		130+		
32.272	33.390	R	2000	50	50	50	115		130+		
33.412	33.531	L	2000	50	50	50	115		130+		
33.720										Racecourse	
33.733	33.850	L	2000	50	50	50	115		130+		
33.873	33.991	R	2000	50	50	50	115		130+		
35.206	35.218	R	20000	0	0	0	115		130+		
35.909	35.963	R	4000	25	25	25	115		130+		
35.986	36.046	L	4000	25	25	25	115		130+		
36.160	36.210	L	4000	25	25	25	115		130+		
36.237	36.293	R	4000	25	25	25	115		130+		
36.620										Manor up t/o	
37.812	37.836	L	20000	0	0	0	115		130+		
38.462	38.635	R	990	100	60	60	115				
38.470										Manor dn t/o	
38.683	38.904	L	990	100	60	60	115				
39.335	39.422	R	1800	60	40	40	115				
39.925	39.555	R	20000	0	0	0	115		130+		
39.997	40.016	L	20000	0	0	0	115		130+		
41.481	41.488	L	20000	0	0	0	115		130+		
45.041	45.052	R	20000	0	0	0	115		130+		
46.140	46.152	R	20000	0	0	0	115		130+		
46.699	46.960	L	3000	35	35	35	115		130+		
47.207	47.381	R	1500	65	60	60	115		130+		
47.444	47.703	L	1500	65	60	60	115		130+		
47.561										Little River	
47.879	48.022	R	1500	65	60	60	115		130+		
48.061	48.551	L	6000	20	20	20	115		130+		
48.572	49.855	L	9000	15	15	15	115		130+		
51.378	51.534	R	1200	80	75	75	115		127		
51.564	51.718	L	1200	80	75	75	115		127		
52.323	52.478	L	1200	80	75	75	115		127		
52.509	52.664	R	1200	80	75	75	115		127		

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
54.010	54.031	L	20000	0	0	0	115		130+		
55.605	55.612	R	20000	0	0	0	115		130+		
56.426	56.530	R	2000	50	50	50	115		130+		
57.704										Lara	
56.566	56.669	L	2000	50	50	50	115		130+		
56.894	57.226	L	1900	50	50	50	115		130+		
57.689	57.701	R	20000	0	0	0	115		130+		
58.140	58.190	R	4000	25	25	25	115		130+		
58.220	58.270	L	4000	25	25	25	115		130+		
58.798	59.172	L	1300	75	70	70	115		130		
60.266	60.276	R	20000	0	0	0	115		130+		
61.884	61.901	L	20000	0	0	0	115		130+		
62.353	62.360	L	20000	0	0	0	115		130+		
63.419	63.535	R	2500	40	40	40	115		130+		
63.725	63.995	L	4000	25	25	25	115		130+		
63.944										Corio	
64.186	64.302	R	2500	40	40	40	115		130+		
64.508	64.567	L	4000	25	25	25	115		130+		
64.586	64.638	R	4000	25	25	25	115		130+		
65.215	65.294	R	4000	25	25	25	115		130+		
65.325	65.404	L	4000	25	25	25	115		130+		
66.632	66.873	L	750	75	55	55	80	82	99		
66.900										North Shore	
66.995	66.999	R	10000	0	0	0	80		130+		
67.092	67.218	RCOMP	450	85	55	0	80	83	79		
67.218	67.274	RCOMP	605	40	0	0	80	85	78		
67.274	67.449	RCOMP	550	65	0	40	80		82		
67.489	67.575	R	4000	10	25	25	80		128		TRC
67.963	68.045	L	975	55	40	40	80		105		
68.110	68.200	L	4000	10	25	25	80		128		TRC
68.250	68.370	R	4000	10	25	25	80		128		TRC
68.470	68.560	LCOMP	2000	15	40	0	50		118		TRC
68.560	68.720	LCOMP	650	35	20	20	50		71		TRC
68.720	68.890	RCOMP	190	70	40	35	50	85	49		TRC
68.890	71.090	RCOMP	195	70	30	0	50	81	50	Change in kilometrage, 69km becomes 71km	TRC

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
71.090	71.160	R	200	70	0	35	50	77	51		TRC
71.220	71.300	L	800	10	20	20	50		78		TRC
71.350	71.460	R	570	10	30	30	50		66		TRC
71.460	71.530	R	900	5	20	20	50		80		TRC
71.600	71.800	R	1800	10	30	30	65		102		TRC

Curve Details: North Geelong - Gheringhap (mixed gauge)



Jul-15

Note

[1] Rated speed at ARTC Normal Limits (80mm cant deficiency and 55mm/sec rate of change of cant and cant deficiency with cog 2400mm above rail level, and twist fault of 5mm in 14m transition)

[2] Cant deficiencies in mm shown where they are 75mm or more for existing curve speeds

Note in comments

TRC Curve data from track recordings

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
72.153	72.202	L	5000	20	20	20		20	115		Loop - Thompsons Rd to
72.328	72.444	L	3500	35	35	35		15	115		Anakie Rd
72.649	73.268	L	1620	65	60	0		42	115		
73.268	73.562	L	1500	65	0	145		51	115		
74.028	74.381	R	1575	70	140	0		40	115		Mainline - Anakie Rd to
74.381	74.543	R	1310	70	0	82		62	115		Gheringhap #9 points
74.543	74.955	L	1620	65	130	66		42	115		
75.321	75.583	R	2390	45	150	0		28	115		
75.583	75.748	R	2147	45	0	30		36	115		
75.803	76.068	L	1190	75	45	0		71	115		
76.068	76.627	L	1216	75	0	95		67	115		
77.080	77.087	R	20000	0	0	0		9	115		
78.247	78.634	LCOMP	1260/ 1610	65	70	60	115		124		
79.236	80.019	LCOMP	1150/ 1710	80	70	45	115		125		TRC
80.019	80.827	RCOMP	1170/ 1270	80	45	70	115		126		TRC

Curve Details: North Geelong - Gheringhap (standard gauge)

Jul-15

Note

[1] Rated speed at ARTC Normal Limits (80mm cant deficiency and 55mm/sec rate of change of cant and cant deficiency with cog 2400mm above rail level, and twist fault of 5mm in 14m transition)

[2] Cant deficiencies in mm shown where they are 75mm or more for existing curve speeds

Note in comments

TRC Curve data from track recordings



Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
72.256	72.383	L	3500	30	25	25		15	115		Mainline -
72.651	73.275	L	1620	65	60	0		31	115		Thompsons Rd to
73.275	73.562	L	1520	65	0	145		38	115		Anakie Rd
73.976	74.380	R	1570	70	140	0		30	115		Loop - Anakie Rd to
74.380	74.543	R	1340	70	0	80		46	115		Ballan Rd
74.543	74.950	L	1610	65	72	67		32	115		
75.223	75.582	R	2394	40	150	0		25	115		
75.582	75.752	R	2152	40	0	35		33	115		
75.812	76.066	L	1185	70	45	0		62	115		
76.066	76.713	L	1211	70	0	95		59	115		
76.712	76.766	R	10000	0	0	0		16	115		
76.792	76.845	L	10000	0	0	0		16	115		
76.923	76.950	L	10000	0	0	0		16	115		

Curve Details: Gheringhap - Maroona

Jul-15



Note

- [1] Rated speed at ARTC Normal Limits (80mm cant deficiency and 55mm/sec rate of change of cant and cant deficiency with cog 2400mm above rail level, and twist fault of 5mm in 14m transition)
 [2] Cant deficiencies in mm shown where they are 75mm or more for existing curve speeds

Note in comments

TRC Curve data from track recordings

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
81.442	81.522	L	2500	20	20	20	N/A	117		APPROX GEOMETRY OF NEW CURVE	
81.580	81.680	R	2500	20	20	20	N/A	117		APPROX GEOMETRY OF NEW CURVE	
81.600	81.620	R	200	0	0	0	30	30		TRC, REALIGNMENT IN HAND	
81.660									Gheringhap up t/o		
82.750	82.910	L	1500	70	50	50	30	130+		Geometry data approximate only	
82.940	83.100	R	1500	70	50	50	30	130+		Geometry data approximate only	
83.480									Gheringhap dn t/o		
83.789	83.851	R	4000	40	30	30	115	130+		TRC	
83.867	83.928	L	2700	45	30	45	115	130+		TRC	
84.041	84.467	L	1800	75	65	65	115	130+		TRC	
90.083	90.578	R	1161/ 1237	60	45	45	115	116		Some data from TRC	
93.073	93.510	L	455	150	75	75	90	94		Realigned curves, planned speed 100km/h with 109mm cant deficiency	
93.557	93.796	R	455	150	75	75	90	94		Realigned curves, planned speed 100km/h with 109mm cant deficiency	
93.847	94.187	L	455	150	75	75	90	94		Realigned curves, planned speed 100km/h with 109mm cant deficiency	
94.224	94.605	R	455	150	75	75	90	94		Realigned curves, planned speed 100km/h with 109mm cant deficiency	
94.704	95.000	L	784/ 804	75	45	40	100	75	101		
95.102	95.590	L	1074/ 1177	65	60	55	100	115			

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
95.982	96.683	R	805/ 845	75	70	55	100	101			
98.574	98.696	L	3058	25	30	30	115	130+			
98.885	99.030	R	1400	40	40	40	115	115			
99.030	99.120	L	1250	35	35	35	115	90	110	Some data from TRC	
99.540	99.655	L	1500	40	35	30	115		115	Some data from TRC	
99.655	99.784	R	1600	35	25	35	115		117	Some data from TRC	
100.370										Inverleigh up t/o	
100.999	101.502	R	1116	65	60	50	115		117		
101.400										Inverleigh dn t/o	
104.736	104.819	L	2635	25	30	30	115		127		
111.649	111.725	R	2756	25	25	25	115		123	Some data from TRC	
113.281	113.434	R	1569	40	40	40	115		119	Some data from TRC	
116.171	116.400	L	1106	65	50	50	115		116	Some data from TRC	
117.551	117.780	R	1579	40	55	40	115		120		
118.185										Wingeel up t/o	
120.040										Wingeel dn t/o	
121.123	121.470	R	1529/ 1569	50	40	60	115		122		
132.890	133.035	R	1400	40	40	40	115		114	Rated speed due to 40m transition, rate of gain of cant def at 115km/h 57mm/sec	
136.700	137.270	R	603	85	90	75	90		92	Some data from TRC	
137.450	137.545	R	5000	5	20	20	90		130+	TRC	
137.860	138.030	LCOMP	1000	60	50		70		109	TRC	
138.030	138.420	LCOMP	380/ 427	90		60	70		74	TRC, LC at 138.04km - Hamilton Hwy	
139.973	140.277	RCOMP	1161/ 1207	50	45	45	115		113	Rated speed due to 45m transition, rate of gain of cant def at 115km/h 59mm/sec	
150.500										Berrybank up t/o	
152.330										Berrybank dn t/o	
152.483	152.937	RCOMP	1613/ 1704	40	30	45	115		113	Rated speed due to 30m transition, rate of gain of cant def at 115km/h 60mm/sec	
154.701	155.455	LCOMP	1076/ 1261	65	55	55	115	80	115		

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
160.293	160.681	L	1710/ 2072	40	40	55	115	125			
163.780	164.237	R	1160/ 1227	50	45	45	115	85	113		
164.871	165.340	R	784/ 825	75	45	60	100	75	101		
165.350	165.837	L	784/ 826	75	75	45	100	75	101		
171.402	171.761	R	1161/ 1181	65	55	55	115		120		
174.410	174.875	R	1106/ 1187	65	60	60	115	76	116	Some data from TRC	
175.784	176.013	R	744/ 784	75	60	55	100	84	99	Some data from TRC	
183.690	184.018	L	1086/ 1267	65	40	45	115	79	115		
187.250										Vite Vite up t/o	
189.075										Vite Vite dn t/o	
190.686	191.356	L	1086/ 1287	65	45	45	115	79	115		
191.899	192.142	R	1187	65	55	55	115		121		
193.704	194.185	R	1066/ 1448	65	55	60	115	81	114		
195.154	195.246	R	3219	25	30	30	115		130+		
199.559	199.204	R	1100	60	50	50	115	82	114		
203.221	203.438	R	1850	40	45	45	115		130+		
205.598	205.880	R	1200	60	50	50	115		119		
206.295	206.831	L	1200	60	60	60	115		119		
207.631	208.017	R	1200	60	60	60	115		119		
209.907	210.269	R	1200	60	50	50	115		119		
212.670										Westmere up t/o	
213.295										Westmere dn t/o	
216.146	216.603	R	1200	60	50	50	115		119		
219.352	219.537	L	1931	40	50	50	115		130+		
227.878	228.307	L	1200	60	50	50	115		119		
228.666	228.851	L	1116	60	60	60	115	80	115		
231.440										Tatyoan up t/o	

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
231.522	231.783	R	1200	60	60	60	115	119			
233.300									Tatyoorn dn t/o		
233.322	233.610	L	1500	50	45	45	115	125			
233.892	233.795	L	1200	60	50	50	115	119			
236.378	236.925	R	1200	60	50	50	115	119			
242.954	243.102	R	1448	50	45	45	115	123			
243.830	243+1104	RCOMP	455	125	62.5	62.5	90	90		244km is long kilometre	
243+1104	243+1376	RCOMP	449	125	65	65	90	90			

Curve Details: Maroona - Pyrenees

Jul-15



Note

- [1] Rated speed at ARTC Normal Limits (80mm cant deficiency and 55mm/sec rate of change of cant and cant deficiency with cog 2400mm above rail level, and twist fault of 5mm in 14m transition)
- [2] Cant deficiencies in mm shown where they are 75mm or more for existing curve speeds

Note in comments

TRC Curve data from track recordings

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
											243+1527m is 244km post
244.340	244.815	R	1207	70	70	70	115	124			Some data from TRC
244.855										Maroona dn t/o	
248.480	248.910	L	4000	30	30	30	115	130+			TRC
251.680	252.380	LCOMP	2233/ 1810	50	45	45	115	130+			Some data from TRC
258.250	258.840	LCOMP	2414/ 1710	50	45	45	115	130+			Some data from TRC
262.750	263.250	L	650	100	65	65	100	82	99		TRC
263.780	264.140	L	432	75	45	45	70		75		Some data from TRC
264.140	264.450	L	1378	70	45	115	70		125		Some data from TRC
264.510											MGD to broad gauge platform
264.530	264.590	R	900	30	21	21	70		80		Some data from TRC
264.610	264.655	L	900	30	21	21	70		80		Some data from TRC
264.730										Ararat up t/o	TRC
264+	265.055	RCOMP	1400/ 1310m	30	20	20	75		93		Some data from TRC
											264+1344m is 265km post
265.240										Ararat dn t/o	
265.320	265.900	RCOMP	370/ 458	110	150	130	75		77		
266.310	267.070	RCOMP	1026/ 1267	100	105	90	115		125		
267.380											Pyrenees up t/o
267.740	268.320	LCOMP	1046/ 1328	100	90	90	115		126		
											269km becomes 215km

Curve Details: Pyrenees - SA Border

Jul-15

Note

- [1] Rated speed at ARTC Normal Limits (80mm cant deficiency and 55mm/sec rate of change of cant and cant deficiency with cog 2400mm above rail level, and twist fault of 5mm in 14m transition)
- [2] Cant deficiencies in mm shown where they are 75mm or more for existing curve speeds

Note in comments

TRC Curve data from track recordings



Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
215.215										Pyrenees dn t/o	
215.230	215.740	LCOMP	1448/ 1609	70	75	75	115		130+		
219.490	216.620	R	4023	20	20	20	115		130+		
216.890	217.020	L	6035	20	20	20	115		130+		
217.360	217.950	LCOMP	1167/ 1207	90	105	105	115		130		
218.180	218.570	R	865	100	90	90	115	80	115		
219.130	219.520	R	1026	100	90	90	115		125		
221.140	221.400	LCOMP	965/ 1026	100	90	90	115		121		
222.160	222.400	R	744	100	75	75	105	75	106		
223.510	223.990	LCOMP	825/ 865	100	90	90	110		112		
224.340	224.470	L	925	75	55	55	110	79	110		Some data from TRC
224.470	224.600	R	965	70	55	55	110	78	111		
225.730	226.400	RCOMP	804/ 845	100	85	85	110	78	111		
226.500	227.190	LCOMP	603/ 643	100	75	75	95	77	96		
228.760	229.220	RCOMP	1528/ 1609	70	990	75	115		130+		
230.230	230.730	LCOMP	1388/ 1810	70	90	90	115		130+		
232.150	232.690	RCOMP	965/ 1006	100	105	105	115		121		

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
232.690										Great Western up t/o	
232.750	233.280	RCOMP	945/ 1006	100	105	105	115		120		
234.525										Great Western dn t/o	
236.670	237.190	LCOMP	1609/ 1709	60	55	85	115		130+		
238.500	238.610	R	4828	20	20	20	115		130+		Some data from TRC
239.400	240.200	LCOMP	804/ 1086	100	105	75	110	78	111		
240.200	240.470	RCOMP	1368/ 1609	70	50	90	110		130		Some data from TRC
240.800										Stawell up t/o	
241.415										Stawell dn t/o	
241.480	242.000	LCOMP	1911/ 764	100	60	85	110	87	108		Some data from TRC
242.410	243.110	RCOMP	764/824	100	90	90	110	87	108		
245.380	245.920	RCOMP	1126/ 1267	90	90	90	115		127		
247.420	247.820	LCOMP	1146/ 1267	90	80	90	115		128		
247.880	248.250	RCOMP	724/804	100	90	90	105	80	105		
250.100	250.260	L	1247	60	50	50	115		121		
250.260	250.420	R	1167	60	50	50	115		118		
251.950	252.130	L	2250	50	45	45	115		130+		Some data from TRC
252.550	252.600	L	5793	20	20	20	115		130+		Some data from TRC
253.010	253.400	R	2072/ 2233	60	60	60	115		130+		
253.620	254.130	L	1207/ 1307	90	90	90	115		130+		
254.510	254.560	L	4144	20	20	20	115		130+		Some data from TRC
254.840										Deep Lead up t/o	
256.620										Deep Lead dn t/o	
256.720	257.270	RCOMP	1931/ 2072	60	85	60	115		130+		
259.670	260.330	LCOMP	1810/ 1931	60	75	55	115		130+		

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
261.340										Glenorchy up t/o	
262.180										Glenorchy dn t/o	
269.750	270.120	RCOMP	1931/ 2072	60	75	75	115		130+		
280.280										Lubeck up t/o	
282.160										Lubeck dn t/o	
296.170										Murtoa up t/o	
298.650										Murtoa dn t/o	
298.700	299.700	L	850	100	75	75	105		114		Some data from TRC
303.940										Murtoa loop up t/o	
305.790										Murtoa loop dn t/o	
307.900	308.420	LCOMP	780/804	125	90	90	115	75	116		Some data from TRC
308.790										Jung up t/o	
309.175										Jung dn t/o	
318.545										Dooen up t/o	
319.230										Dooen dn t/o	
319.550	320.240	LCOMP	1167/ 1448	90	90	90	115		129		
324.590	325.040	RCOMP	1448/ 1609	70	90	90	115		130+		
326.060	326.820	RCOMP	784/905	70	90	90	100	80	100		
326.236										Horsham dn t/o	
327.950										Horsham up t/o	
327.970	328.460	RCOMP	784/825	100	90	90	110	82	109		
329.900	330.800	R	986	90	75	75	115		119		
330.100	330.670	RCOMP	764/885	100	90	105	115	104	108		Some data from TRC
336.340										Dahlen up t/o	
336.500										Dahlen dn t/o	
340.500	340.910	RCOMP	764/804	100	90	90	110	87	108		
342.870	343.400	LCOMP	804/845	100	90	90	110	78	111		
343.410										Pimpinio up t/o	
343.910										Pimpinio dn t/o	
344.370	344.890	RCOMP	764/865	100	85	85	110	87	108		
347.490										Pimpinio loop up t/o	
347.840	348.140	LCOMP	3218/ 5793	30	30	30	115		130+		

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
349.300										Pimpinio loop dn t/o	
350.910	351.410	LCOMP	844/885	100	75	90	115	85	114		
352.130	352.602	LCOMP	925	100	90		115		119		
to	352.780	LCOMP	1388	60		45	115		129		
352.570										Wail up t/o	
353.210										Wail dn t/o	
353.390	354.890	RCOMP	3621/ 4144	30	30	30	115		130+		
358.290	358.830	RCOMP	1609/ 1810	30	30	30	115		130+		
359.700	360.140	L	804	120	85	85	115		117		
360.780	361.240	R	804	120	75	75	115		117		
361.240										Dimboola up t/o	
362.340										Dimboola dn t/o	
364.530										Dimboola loop up t/o	
364.600	365.410	LCOMP	1167/ 1267	90	115	130	115		130		
366.350										Dimboola loop dn t/o	
367.980	368.110	L	1448	60	55	55	115		130+		
368.110	368.240	R	1488	60	55	55	115		130+		
369.270	369.650	RCOMP	865/905	100	90	90	115	80	115		
370.890	371.420	LCOMP	1207/ 1267	90	100	100	115		130+		
372.610	372.910	RCOMP	1488/ 1609	70	100	100	115		130+		
373.670	374.080	LCOMP	825/845	100	75	75	115	89	112		
378.030	378.250	L	1086	60	70	70	115		117		
378.260										Gerang Gerung up t/o	
378.670	378.880	L	784	80	75	60	100		103		
378.700										Gerang Gerung dn t/o	
378.880	379.070	R	744	80	60	60	100	79	100		
384.070	384.400	R	825	100	90	90	110		112		
384.640	385.310	LCOMP	804/825	100	100	75	110	78	111		
385.310	385.910	RCOMP	825/885	100	75	75	110		112		
386.230										Kiata up t/o	
386.570	386.820	LCOMP	804/825	100	75	75	110	78	111		

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
386.840										Kiata dn t/o	
386.850	387.100	RCOMP	784/804	100	85	85	110	82	109		
388.410										Salisbury up t/o	
390.300										Salisbury dn t/o	
393.590	393.930	L	865	100	75	75	115	80	115		
397.690	397.910	L	1126	80	70	85	115		123		
398.870	399.250	RCOMP	1006/ 1207	70	115	60	115	85	113		
399.250										Nhill up t/o	
399.855										Nhill dn t/o	
400.240	400.700	LCOMP	784/825	120	100	100	115	79	115		
401.090	400.250	R	1609	70	70	70	115		130+		
403.640	404.100	RCOMP	1227/ 1287	90	90	90	115		130+		
405.970	406.230	L	1448	70	90	90	115		130+		
407.800	408.190	LCOMP	1146/ 1207	90	90	90	115		128		
410.240	410.540	R	1609	70	100	70	115		130+		
411.020										Tarranginnie up t/o	
411.390										Tarranginnie dn t/o	
411.540	411.860	R	1167	90	105	105	115		130		
414.000	414.290	L	1609	70	85	70	115		130+		
415.620										Diapur up t/o	
417.450										Diapur dn t/o	
417.450	417.910	R	764	100	75	90	110	87	108		Some data from TRC
418.420	419.150	LCOMP	764/845	100	75	90	110	87	108		
420.830	421.590	LCOMP	1006/ 1207	100	100	100	115		124		
422.440	422.900	RCOMP	1508/ 1529	70	85	70	115		130+		
425.020	425.510	RCOMP	1368/ 1609	90	90	85	115		130+		
428.610										Miram up t/o	
429.100										Miram dn t/o	
433.260										Kaniva loop up t/o	
435.080										Kaniva loop dn t/o	

Curve		Hand	Radius m	Cant mm	Transition		Exist posted Speed	Cant def (2)	Rated Speed (1)	Location	Comments
Start	End				Up	Down					
435.620	436.010	LCOMP	1569/ 1709	60	85	75	115		130+		
437.890	438.110	R	825	60	70	70	90		99		Some data from TRC
438.140										Kaniva up t/o	
438.140	438.250	R	623	50	40	40	90	103	83		Some data from TRC. Rate of gain of cant def at 90km/h 64mm/sec
438.650										Kaniva dn t/o	
438.740	439.150	L	804	120	90	90	115		117		
439.500	439.920	RCOMP	764/ 804	125	90	90	115		115		
445.070	445.350	L	1106	90	90	90	115		126		
447.580	448.060	LCOMP	764/ 804	125	105	105	115		117		
448.565										Lillimur up t/o	
449.070										Lillimur dn t/o	
450.570	451.400	RCOMP	1086/ 1267	90	90	90	115		126		
455.060	455.290	L	1006	100	90	90	115		124		
456.780										Leeor up t/o	
458.565										Leeor dn t/o	
461.535										Serviceton up t/o	
462.330										Serviceton dn t/o	
462.700	462.980	R	1126	90	90	90	115		127		