

PAKENHAM TO BAIRNSDALE

BROAD GAUGE

1. CLASS OF LOCOMOTIVE AND PERMITTED SPEEDS (KM/H)

		CLASS OF LOCOMOTIVE						Sprinter/ Vlocity
		G, XR, BL	A, B, GM, N, S, X	T	H, P	Y		
PAKENHAM (Ryans Road KP 60.584) and NARNAR GOON – South Line	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	130	
PAKENHAM (Ryans Road KP 60.584) and NARNAR GOON – North Line	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	115	
NAR NAR GOON to WARRAGUL – North, South and Single Lines	Freight	80	80	80	80	65	..	
	Pass	80	115	115	115	..	130	
WARRAGUL and 130.960 km Post (Down side of MOE)	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	130	
Except over LITTLE MOE RIVER BRIDGE at 105.00 km between WARRAGUL and YARRAGON South Track Only	Up Freight	25	80	80	80	65	..	
	Up Pass	25	115	100	100	..	130	
130.960 km Post (Down side of MOE) and HERNE'S OAK	Freight	80	80	80	80	65	..	
	Pass	80	100	100	100	..	115	
HERNE'S OAK and TRARALGON	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	130	
Except through the Loop Tracks at HERNE'S OAK	All Trains	40	40	40	40	40	40	
	All Trains	40	40	40	40	40	40	
Except through the Loop Tracks at MORWELL	All Trains	40	40	40	40	40	40	
	All Trains	40	40	40	40	40	40	
Except through TRARALGON all trains travelling on the normal diverging movement via the Platform Road.	All Trains	40	40	40	40	40	40	
	All Trains	40	40	40	40	40	40	
TRARALGON and SALE	Freight	#	80	80	80	65	..	
	Pass		100	100	100	..	100♦	
SALE and PRINCES HIGHWAY BAIRNSDALE – KP 270.944	Freight		80	80	80	65	..	
	Pass		100	100	100	..	NA	
PRINCES HIGHWAY BAIRNSDALE – KP 270.944 to BAIRNSDALE STATION	Freight		80	80	80	65	..	
	Pass		80	80	80	..	NA	
Except for all trains travelling across the AVON RIVER STRATFORD	All Trains		15	15	15	15	..	
	All Trains		15	15	15	15	NA	

Note # G Class Locomotives are NOT permitted to operate beyond Traralgon.

♦ Vlocity cars only (Sprinter cars NOT authorised).

1A. VLOCITY RAIL CARS – AUTHORISED 160KM/H PERMITTED SPEEDS

REGIONAL FAST RAIL CORRIDOR – PAKENHAM TO TRARALGON

LOCATION	VLOCITY
SOUTH Line – Track Boundary KP 60.835 down side of RYANS ROAD through BUNYIP Single Line Section through LONGWARRY onto SOUTH Line to KP 85.500 down side of LONGWARRY	160
SOUTH Line – From KP 85.500 down side of LONGWARRY to KP 98.400 UP side of COLMAN STREET WARRAGUL	As per table 1 above for Sprinter
SOUTH Line - KP 98.400 UP side of COLMAN STREET WARRAGUL – Through WARRAGUL STATION to KP 102.100 down side of WARRAGUL	160
SOUTH Line KP 102.100 down side of WARRAGUL to KP 103.200	As per table 1 above for Sprinter
SOUTH Line KP 103.200 down side of WARRAGUL onto Single Line section (MOE – HEARN'S OAK) KP 130.920 (MOE STATION)	160
Single Line (MOE – HERNE'S OAK) KP 130.920 (MOE STATION) to UP side of HERNE'S OAK LOOP KP 136.200	As per table 1 above for Sprinter
UP side of HERNE'S OAK LOOP KP 136.200 through HEARN'S OAK LOOP main Line to KP 139.061 (UP side of MORWELL)	160
Single Line (HEARN'S OAK – MORWELL Single Line Section) KP 139.061 (UP side of MORWELL) to KP 141.354 (UP side of MORWELL)	As per table 1 above for Sprinter
KP 141.354 (UP side of MORWELL) through MORWELL Loop main line and MORWELL Platform onto Single Line (MORWELL LOOP to TRARALGON Section) KP 145.339 (Down Side of MORWELL PLATFORM)	160
KP 145.339 (Down Side of MORWELL PLATFORM) to KP 148.200 (UP Side of TRAMWAY ROAD)	As per table 1 above for Sprinter
KP 148.200 (UP Side of TRAMWAY ROAD) to KP 157.300 (UP Side of TRARALGON)	160
KP 157.300 (UP Side of TRARALGON) to TRARALGON STATION	As per table 1 above for Sprinter

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2. SPECIAL SPEED RESTRICTIONS

1. Speed Restrictions indicated in the above tables for G class locomotives over certain bridges/subways apply only until after the locomotive clears the bridge/subway concerned.
2. The speed of G class locomotives when passing over Main Line Points on the Straight track must not exceed 65km/h at MOE, HERNE'S OAK, MORWELL and MARYVALE.
3. G class locomotives may, when necessary for shunting purposes, operate on the BAIRNSDALE line at TRARALGON as far as the 161km post beyond the entrance to TRARALGON CEMENT SIDING subject to a maximum speed of 65km/h and within the Siding subject to a maximum speed of 15 km/h.
4. The speed of all trains when passing over Facing Points worked from an interlocking frame or otherwise securely fastened, or over Trailing Points shall be as shown hereunder:

LOCATION	MAXIMUM SPEED KM/H	
	When running to or from lines diverging from the straight track	When running on the straight track
Over facing points held by hand	15	15
Between SOUTHERN CROSS and BAIRNSDALE	40 (or higher as specified by speed indicator on signal mast)	Line Speed for Train Type
At TRARALGON (speed on the straight refers to the normal diverging movement Via the Platform Road)	15	40

5. The following locomotives: "A, S, X, P, H, T" are permitted to operate at 90km/h between PAKENHAM and MOE on train Nos. 9461, 9462, 9464.
6. All self propelled Rolling Stock (Locomotives etc) including Track Machines and Track Maintenance vehicles which are not fitted with TPWS must be restricted to a Maximum Speed of 80 (eighty) KMPH between Pakenham to Traralgon.
7. Melbourne Yard – Reversing Loop line speed is 5km/h
8. Stratford – A Notice Board is provided at the UP end of the station advising that stopped UP Trains Maximum Speed to McAllister Street PCR (221.839km) is not to exceed 30 km/h
9. Stratford – A Notice Board is provided at 222.275km advising that stopped DOWN Trains Maximum Speed to the Princess Highway PCR (222.535km) is not to exceed 40 km/h
10. Bairnsdale – A Notice Board is provided at the UP end of the platform advising that UP Trains Maximum Speed to the Ligar Street PCR (274.172km) is not to exceed 15 km/h

**STOPPED TRAINS
MAXIMUM SPEED TO
CROSSING 30 KM/H**

**STOPPED TRAINS
MAXIMUM SPEED TO
CROSSING 40 KM/H**

**TRAINS MAXIMUM SPEED
TO CROSSING 15 KM/H**

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3. RULING GRADE LOADS (TONNES)

SECTION	CLASSES OF LOCOMOTIVES												
	G, XR, BL	N	GM, S, X	Mod A	Non Mod A solo or multi with A	Non Mod A multi with other class	B	H solo or multi with H, P, T or Y	H multi with other class	T or P solo or multi with H, P, T or Y	T or P multi with other class	Y solo or multi with T, Y, H or P	Y multi with other class
DOWN													
Tottenham Yard to SOUTH KENSINGTON	3170	2135	2135	2135	2135	2135	2135	1625	1625	1625	1625	1220	1220
Maribyrnong River Terminal to SOUTH KENSINGTON	2550	1990	1600	1600	1600	1400	1220	820	740	820	740	450	410
South Kensington to WEST TOWER (via freight lines)	..	..	..	..	..	..	..	..	..	..	..	..	..
NORTH MELB (via pass lines)	3170	2135	2135	2135	2135	2135	2135	1625	1625	1625	1625	1220	1220
FLINDERS STREET	3200	2210	1860	2165	2060	1850	1700	1270	1140	1270	1140	850	770
CAULFIELD	# 1600	1140	# 1040	# 1240	1100	990	960	660	590	660	# 590	..	..
WESTALL	# 1620	1300	# 1190	1260	1250	1130	1015	740	670B	740	# 670	455	410
DANDENONG	..	2490	2590	..	2800	2520	1940	1300	1170	1300	1170	980	880
PAKENHAM	1850	..	..	1440	..	..	..	..	..	..	..	..	..
WARRAGUL	1450	1100	930	1100	910	820	760	560	500	560	500	405	360
MOE	1510	1200	1000	1170	1100	990	780	600	600	600	540	400	360
MORWELL	♦ 1370	1030	930	♦ 1110	860	770	760	540	490	540	490	355	320
TRARALGON	1980	1410	1260	1500	1250	1130	1150	870	780	870	780	580	520
SALE	..	1820	1220	..	1390	1250	970	860	770	860	860	460	460
BAIRNSDALE	..	1320	990	1100	1090	980	800	610	610	550	550	405	405
UP													
Bairnsdale to SALE	..	1460	1120	1450	..	1070	900	680	610	570	570	405	405
TRARALGON	..	1950	1500	..1790	1730	1560	1180	860	770	790	710C	460	460
MORWELL	1425	1060	910	1100	930	850	760	600	550	600	550	390	350
MOE	1370	960	800	1000	850	770	700	500	450	500	450	355	320
MOE (Non Stop Herne's Oak)	1425	1060	910	1100	930	850	760	600	550	600	550	390	350
WARRAGUL	3280	2300	1910	2300	1920	1730	1540	1200	1080	1200	1080	815	730
DROUIN (Via South Line)	..	2260	1900	..	1900	1710	1530	1190	1070	1190	1070	730	660
(Via North Line)	1450	1100	900	1100	910	820	760	560	500	560	500	405	360
PAKENHAM	2910	..	..	..	..	..	..	..	..	..	..	..	..
DANDENONG	..	2260	1900	1900	1900	1710	1530	1190	1070	1190	1070	730	660
WESTALL	2180	1370	1240	1360	1360	1220	1000	860	770	860	770	680	610
CAULFIELD	2500	1980	1780	1900	1900	1710	1440	1000	900	1000	900	810	730
FLINDERS STREET	3600	2470	2260	2390	2390	2150	1830	1430	1280	1430	1280	1100	990
Flinders Street to WEST TOWER	2300	1760	1760	1550	1550	1440	1380	1060	920	1020	920	830	750
Flinders Street to TOTTENHAM YARD (via pass lines to Sth Kensington)	2300	1760	1760	1550	1550	1440	1380	1060	920	1020	920	830	750
Flinders Street to MARIBYRNONG RIVER TERMINAL (via pass line)	2300	1760	1760	1550	1550	1440	1380	1060	920	1020	920	730	660

Note # Block Quarry Trains of up to 1700 tonnes may be hauled Flinders Street to Westall Apex Quarry Siding by one G class locomotive and up to 1650 tonnes by combinations of X and T, or S and T class locomotives.

- ♦ Trains operating non-stop through MORWELL and hauled by a G class locomotive may be built up to 1450 tonnes.

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4. SAFEWORING SYSTEMS

Automatic and Track Control System (Section 36) is in force between PAKENHAM and TRARALGON with a combination of dual and single line sections, the dual lines being bi-directional. The signals and points are controlled from a Signal Control Room in CENTROL with emergency and as required control from TRARALGON.

The sections between interlockings are

- PAKENHAM to BUNYIP dual line Bi-directional. The lines are known as North (old down) Line and South (old up) Line. The lines will be referred to as PAKENHAM and BUNYIP North or South Line
- BUNYIP to LONGWARRY Single Line
- LONGWARRY to WARRAGUL dual line Bi-directional. The lines are known as North (old down) Line and South (old up) Line. The lines will be referred to as LONGWARRY and WARRAGUL North or South Line.
- At WARRAGUL, the North siding is accessed by a Switch Locked points, the South Sidings at the down end are accessed by signals and the up end is Switched Locked.
- WARRAGUL to MOE dual line Bi-directional. The lines are known as North (old down) Line and South (old up) Line. The lines will be referred to as WARRAGUL and MOE North or South Line
- MOE and HERNE'S OAK Single Line Section (Herne's Oak Crossing Loop)
- HERNE'S OAK and MORWELL Single Line Section (Morwell Crossing Loop)
- MORWELL and TRARALGON Single Line Section
Note Morwell Station Platform is in the Single Line Section MORWELL and TRARALGON.
Switch Locked points exist at the down end of MORWELL for access to the old Morwell Briquette line and the siding extension of the Loop track at Morwell.
At MARYVALE switch locked points provide access to the Maryvale exchange, GIFT and MIS sidings.
- The signals for through trains at TRARALGON are controlled from CENTROL and Key switch operation for local yard movements

Train Staff and Ticket system worked in accordance with Section 21 of the 1994 Book of Rules and Operating Procedures is in force between TRARALGON – SALE and SALE – BAIRNSDALE.

5. SPECIAL NOTES

No Special Notes.

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6. DISTANCES 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
PAKENHAM	58.193	549	549
NAR-NAR-GOON	65.805	..	..
TYNONG	70.803	..	..
GARFIELD	74.935	..	..
BUNYIP	79.088	..	..
LONGWARRY	83.492	..	..
DROUIN	92.224	..	..
WARRAGUL	99.766		No. 2 Siding Track 685m
YARRAGON	112.216	..	..
TRAFALGAR	120.266	..	..
MOE	130.225	..	..
HERNE'S OAK	137.485	701	701
MORWELL	144.372	1553	1553 Loop Ext = 450m
HAZELWOOD (G.I.F.T.) SIDING	147.700	..	..
MARYVALE (A.P.M SIDING)	147.600	..	..
MORWELL SHIRE INDUSTRIAL SIDING	148.647	..	..
TRARALGON	158.072	330	330
TRARALGON CEMENT SIDING	160.500		..
ROSEDALE	180.365	..	..
SALE	206.021	600	600
STRATFORD	222.108		
BOSWORTH ROAD SIDING	272.800	746 Up End Bosworth Rd LX 365 Down End Bosworth Rd LX	..
BAIRNSDALE	274.848	311	311

7. TRACK CLASS

Track is maintained to the following class standards:

SECTION			CLASS
PAKENHAM – MOE	North Line	60.835 km – 129.550 km	CLASS 2
PAKENHAM – TRARALGON	South Line	60.835 km – 85.516 km	CLASS 1
	South Line	85.516 km – 96.837 km	CLASS 2
	South Line	96.837 km – 97.477 km	CLASS 2M
	South Line	97.477 km – 98.039 km	CLASS 2
	South Line	98.039 km – 98.394 km	CLASS 2M
	South Line	98.394 km – 102.184 km	CLASS 1
	South Line	102.184 km – 102.262 km	CLASS 2
	South Line	102.262 km – 102.852 km	CLASS 2M
	South Line	102.852 km – 103.191 km	CLASS 2
	South Line	103.191 km – 130.940 km	CLASS 1
	South Line	130.940 km – 136.175 km	CLASS 2
	South Line	136.175 km – 139.040 km	CLASS 1
	South Line	139.040 km – 140.663 km	CLASS 2
	South Line	140.663 km – 141.333 km	CLASS 2M
	South Line	141.333 km – 145.561 km	CLASS 1
	South Line	145.561 km – 146.359 km	CLASS 2
	South Line	146.359 km – 147.038 km	CLASS 2M
	South Line	147.038 km – 147.822 km	CLASS 2
South Line	147.822 km – 156.898 km	CLASS 1	
South Line	156.898 km – 158.070 km	CLASS 2	
TRARALGON – BAIRNSDALE		158.070 km – 274.850 km	CLASS 3

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8. PROTECTED LEVEL CROSSINGS

NAME AND KMS OF NEAREST STATION	LEVEL CROSSING	DISTANCE (KM)	TYPE	LOCATION NUMBER	VICROADS ID NO.
PAKENHAM – 58.193	Mt Ararat Road	63.313	BB	D0633	
NAR NAR GOON – 65.805	Koo-wee-rup Road	65.674	BB, PG	D0656	
	Nar Nar Good Pedestrian Access over North Line to Station	65.800	PG	D0658	
TYNONG – 70.803	Tynong Road	70.375	BB, PG	D0703	
BUNYIP – 79.088	McIntyre Road	76.630	BB	D0766	
	Hope Street (Iona Road)	78.635	BB, PG	D0786	
	Bunyip Down End Station Access	79.200	PG	D0792	
LONGWARRY – 99.766	Yannathan Road	83.559	BB, PG	D0835	
DROUIN – 92.224	Gardiner's Road	89.828	BB	D0898	
	Lardner's Track (North Line Only)	95.625	FL	D0956	
WARRAGUL – 99.766	Colman Street	98.547	BB, PG	D0985	
	Occupation Crossing	108.664	BB	D1086	
YARRAGON – 112.216	Yarragon Station Platforms (Down end)	112.332	PG		
	Shady Creek Road	112.605	BB, PG	D1126	
	Nine Mile Road	116.152	BB	D1161	
TRAFALGAR – 120.266	Ashby Street	119.945	BB, PG	D1199	
	Trafalgar Station Platforms (Up end)	120.185	PG	D1201	
	Waterloo Road	121.288	BB	D1213	
	Telephone Road	123.227	BB	D1235	
MOE – 130.225	Lloyd Street	129.445	BB, PG	D1294	
	Moe Down End Station Access	130.234	PG	D1302	
MORWELL – 144.372	♣ Tramway Road	148.244	BB	D1482	
	* Occupation Crossing	149.941	FL	D1492	
TRARALGON – 158.072	* Banks Street	155.494	BB	D1554	
	Liddiard Road	159.310	BB	DS1593	
	McNairn Road	160.221	BB	DS1602	
	Minniedale Road	163.016	BB	DS1630	
	* Barrs Lane	168.960	FL	DS1689	
ROSEDALE – 180.365	* Upper Flynnns Creek Road	172.235	FL	DS1722	
	Flynnns Creek Road	178.406	FL	DS1784	
	* Friends Road	179.202	FL	DS1792	
	* Willung Road	180.523	BB	DS1805	
	* Longford Road	184.298	BB	DS1842	
	* Settlement Road	191.638	FL	DS1916	
SALE – 206.021	Sale-Cowwarr Road	197.454	BB	DS1974	
	* Aerodrome Road	199.177	FL	DS1991	
	* ♣ Sale-Heyfield Road	200.144	BB	DS2001	19022
	Hunt Place	203.891	BB	DS2038	
	Raglan Street	206.878	BB	D2068	
	♣ Maffra Road	207.895	BB	D2078	19025
	Myrtle Bank Road	210.315	FL	D2103	
	Yuill / Baxter Road	211.348	FL	D2113	
	Montgomery Road	214.294	BB	D2142	
	McAllister Road	221.839	FL	D2218	
	STRATFORD – 222.108	Hobson Street	222.234	FL	D2222
Princes Highway		222.535	FL	D2225	
Munro/Stockdale Road		233.012	FL	D2330	
FERNBANK – 246.225	Dargo-Fernbank Road	246.004	FL	D2460	
	Lindenow Road	257.301	FL	D2573	
HILLSIDE – 262.924	Hillside Road	263.055	FL	D2630	
	Buchanans Lane	265.874	FL	D2658	
BAIRNSDALE – 274.484	* ♣ Princes Highway	270.944	BB	D2709	7269
	* Bosworth Road	272.484	BB	D2724	
	Ligar Street	274.172	FL	D2741	

NETWORK SERVICE PLAN

PAKENHAM TO BAIRNSDALE**BROAD GAUGE****BB** – Boom Barriers**NSW** – R.I.C. Distance from Sydney**T** – Equipped with Telephone Communication**CC** – Crib Crossing**PB** – Pedestrian Barriers**VIC** – Victorian Broad Gauge**FL** – Flashing Lights**PG** – Pedestrian Gates**IG** – Interlocked Gates**SG** – Standard Gauge

Note * Indicates those level crossings where an increase in speed may be permitted if the train is travelling at or above 50km/h upon passing the predictor indicator board.

At these level crossings indicated above operated with Level Crossing Predictors, the Predictor boards will be placed in accordance with Rule 9 (Section 36) of the Book of Rules and Operating Procedures.

Note ♣ Level crossing fitted with VicRoads Active Advance Warning Signs. Warning sign faults are to be reported to the VicRoads Fault Centre on 131170.