

NETWORK SERVICE PLAN

Addenda

The Addenda contains information relative to Field Application of the Rail Access Management System (RAMS), Train Running Documentation and qualifying instructions and details of all Locomotives and Rolling Stock Authorised to operate on the V/Line Passenger Rail Network.

ONLY LOCOMOTIVE AND ROLLING STOCK CLASSES CONTAINED WITHIN THIS DOCUMENT ARE PERMITTED TO OPERATE ON THE V/LINE PASSENGER RAIL NETWORK.

APPROVAL OF ANY ADDITIONAL LOCOMOTIVES OR ROLLING STOCK MUST BE OBTAINED FROM THE OPERATIONS MANAGER, REGIONAL NETWORK AND ACCESS, PRIOR TO OPERATION ON THE V/LINE PASSENGER RAIL NETWORK.



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OPERATING REQUIREMENTS

RAIL ACCESS MANAGEMENT SYSTEM (R.A.M.S)

FREIGHT MANAGEMENT SYSTEM (F.M.S)

The RAMS & FMS computer systems have been designed and constructed to assist all aspects of the rail operations, Billing and Business Functions.

The main source documents used by the train crew and other personnel associated with train preparation and the subsequent update RAMS are:

1. Train Consist report

This computer generated train consist package includes:

- Vehicle details
- Container details
- Sequence of vehicles on the train beginning from the locomotive
- Total train mass/length
- Enroute working instructions
- Locomotive Instructions
- Dangerous Goods wagon/container identification

2. Enroute attach/detach form

To be filled out in duplicate when shunting enroute and in possession of a computer generated consist report. Details of vehicles attached/detached are entered on the form and attached to the train consist report at the train destination and delivered to the OIC.

TRAIN DOCUMENTATION

It is essential that details required in the FMS/RAMS system are entered in a timely manner to ensure that current information is available for planning purposes and that each departing train crew is in possession of a RAMS generated train consist report.

At properly manned and equipped originating locations, a RAMS generated train consist report will be produced for the benefit of the Train Crew.

At other originating locations written train consist sheet will be prepared for the train crew and a copy left with the OIC for transmittal to the nearest RAMS input location.

Where the originating location is unattended, a copy of the written train consist is to be handed in at the first attended location enroute for transmittal to the nearest RAMS input location.

When practicable every effort is to be made to provided the train crew with an up to date RAMS generated consist report at the first attended computer equipped location where the train is scheduled to stop.

Train consist changes enroute. The enroute attach/detach forms must be compiled by the Train Crew and details (actual vehicle numbers) transmitted by base radio or telephone to the Train Controller so RAMS can be updated.

The Train Controller will update RAMS and advise the train crew of the updated length and tonnage and any other information pertinent to the operation/running of their train.

Train consist on incoming trains together with attaches and detaches sheet must be delivered to the OIC at the train destination so that the arrival consist can be validated (Main line Depot in case of branch line working).

If a radio and/or telephone fault occurs enroute, information is to be compiled on the forms in the usual manner and communicated to the Train Controller by the best means available according to the circumstances. Completed forms must be delivered to the OIC at the Train Destination.

On branch line working, particularly on grain lines, separate train consist forms for trains working in each direction must be compiled and attaches/detaches recorded on or attached to the respective forms.

NETWORK SERVICE PLAN



OPERATING REQUIREMENTS

DANGEROUS GOODS

There is a legal requirement to declare all dangerous goods. The Train Operator accepting the dangerous goods consignment must therefore ensure that the proper documentation accompanies each and every dangerous goods consignment.

The Dangerous Goods Document must, on receipt, be faxed to the Intermodal Customer Service Section and Control and the destination location **before** the original papers are placed in the dangerous goods bag for the train crew.

The RAMS consist report will readily identify all dangerous goods wagons/containers in the train consist by displaying the class risk in the DG field against the wagons concerned. However, for the more specific details such as UN Number or Class Description, the Crew must refer to the contents of the dangerous goods bag.

SAMPLE TRAIN CONSIST

Train ID: 9421
Train Date: 11/11/2005
Origin: MGY
Destination: LYN
Total Tonnes: 760.2
Total Length: 173.5
No. of Units: 11
Locomotives:

| DAN GDS | VEHICLE | ID | COMM | MASS | SENDER | CONSIGNEE | ORIGIN | DESTN | MC | |
|---------|---------|-----|------|--------|--------|-----------|--------|-------|-----|-----|
| 1 | X | 37 | T | 116.00 | | | NGY | LYN | L16 | |
| 2 | VPCX | 23 | S | CEMT | 68.00 | IND | IND | NGY | LYN | ST3 |
| 3 | VPAX | 71 | L | CEMT | 69.40 | IND | IND | NGY | LYN | |
| 4 | VPAX | 76 | K | CEMT | 69.40 | IND | IND | NGY | LYN | |
| 5 | VPAX | 83 | Y | CEMT | 69.10 | IND | IND | NGY | LYN | |
| 6 | VPAX | 85 | J | CEMT | 69.10 | IND | IND | NGY | LYN | |
| 7 | VPAX | 87 | E | CEMT | 69.40 | IND | IND | NGY | LYN | |
| 8 | VPAX | 91 | E | CEMT | 69.40 | IND | IND | NGY | LYN | |
| 9 | VPAX | 92 | N | CEMT | 69.10 | IND | IND | NGY | LYN | |
| 10 | VPAX | 105 | V | CEMT | 69.10 | IND | IND | NGY | LYN | G |
| 11 | VPAX | 106 | H | CEMT | 69.10 | IND | IND | NGY | LYN | |
| 12 | VPCX | 60 | A | CEMT | 69.10 | IND | IND | NGY | LYN | |

WAGON INSTRUCTIONS

| From Locn | Attach Locn | Qty | Loaded | Type | Comm. | Detach Locn | For Dest | Comments |
|-----------|-------------|-----|--------|------|-------|-------------|----------|--------------------|
| WPD | NGY | 11 | L | CEMP | CEMT | LYN | LYN | Ex 9246-10.11.2005 |

LOCOMOTIVE INSTRUCTIONS

| Status | Loco Nbr | Attach Locn | Detach Locn | Next Task |
|--------|----------|-------------|-------------|--------------|
| W | X37 | NGY | LYN | 9424 (11/11) |

COMMENTS

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

DOWNER EDI WORKS.

TRACK MACHINES

| Machine Type | Road Numbers | Make/Model | Length (Metres) | Mass (Tonnes) | Maximum Speed (km/h) | Schedule Speed (km/h) |
|-------------------|---------------------|---------------------------------------|-----------------|---------------|----------------------|-----------------------|
| Ballast Tamper | RTM3001,3003,3005 | Pandrol Jackson 6700s Ballast Tamper | 13.3 | 31.8 | 72 | 50 |
| Ballast Tamper | SW 006 | Pandrol Jackson 6700s Ballast Tamper | 13.3 | 31.8 | 72 | 50 |
| Ballast Regulator | RBR3002, 3003, 3004 | Knox Kershaw KBR850 Ballast Regulator | 11.2 | 16 | 72 | 50 |
| Ballast Regulator | BR001, 005 | Knox Kershaw KBR850 Ballast Regulator | 11.2 | 16 | 72 | 50 |
| Ballast Compactor | RTC 3001 | Plasser M393 Ballast Compactor | 8.6 | 20.2 | 30 | 30 |
| Sleeper Inserter | SI 001 | Nordic Tripp Tie Inserter | 16.3 | 10.7 | 30 | 30 |

RAIL OPERATORS ROLLING STOCK

EL ZORRO TRANSPORT PTY LTD

DIESEL ELECTRIC LOCOMOTIVES

| Class | Max. Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Cap. (Litres) | Overall Length to 100mm | Kw for Traction | Remarks / Restrictions |
|-------|-----------------|-------------------|-----------------|--------------------|-------------------------|-----------------|------------------------|
| S | 115 ● | 123 | 20.5 | 6,825 | 18.600 | 1340 | No.302 |
| W | 35 ♣ | 47.5 | 15.83 | 1,550 | 9.200 | 450 | No. 241, 244 |
| T | 100 | 69 | 17.3 | 3,410 | 13.400 | 710 | No. 386 |
| Y | 65 | 68 | 17.0 | 4,550 | 13.300 | 450 | No. 145 |

Note ● Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

Note ♣ Non Multi Unit

DIESEL ELECTRIC LOCOMOTIVES

ON HIRE/LEASE TO EL ZORRO TRANSPORT PTY LTD

| Owner | Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks Restrictions |
|---------------------------------------|-------------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|---|
| Australian Wheat Board | G | 115 | 128 | 21.82 | 9,600 | 20.700 | 2240 | Nos. 521, 532, 533, 535. Fitted with Super-Series traction equipment. Standard Gauge Only |
| Chicago Freight Car Leasing Australia | B | 115 | 123 | 20.50 | 4,540 | 18.500 | 1120 | No. 65, 80 |
| | C | 115▲ | 134 | 22.30 | 10,130 | 20.600 | 2240 | No. 502-505, 507, 508. Standard Gauge Only |
| | EL | 115 | 114 | 19.0 | 7,500 | 20.500 | 2380 | Nos. 51-58, 60-64 General Electric/Goninan units. May operate as per X class locomotives. Single ended operation only. Standard Gauge Only |
| | G | 115 | 132 | 21.8 | 10,230 | 20.700 | 2240 | Nos. 511, 512 & 515. Fitted with Super-Series traction equipment. Standard Gauge Only |
| | S | 115 ● | 123 | 20.50 | 6,825 | 18.600 | 1340 | No.300, 311 |
| | T | 100 | 69 | 17.30 | 3,410 | 13.400 | 710 | No. 369, 373, 376, 377. 385, 387 |
| | TL | 100 | 72 | 18.00 | 3505 | 14.480 | 985 | No. 152 - 155 Standard Gauge Only ■ |
| | VL | 115 | 132 | 22.00 | 9,220 | 18.300 | 2460 | No. 351 - 362. Standard Gauge Only |
| Genesee & Wyoming Australia | GM (Type 2) | 115 ● | 116 | 19.30 | 6,825 | 17.900 | 1340 | Nos. 42 Single ended. Standard Gauge Only. |
| Junee Railways Workshop | 48 | 100 | 75.2 | 12.5 | 2270 | 14.760 | 780 | No. 4814, 4816, 4836 Standard Gauge Only |
| Seven O Seven | T | 100 | 69 | 17.30 | 3,410 | 14.600 | 710 | No. 413 |
| Seymour Railway Heritage Centre | C | 115▲ | 134 | 22.30 | 10,130 | 20.600 | 2240 | No. 501 Standard Gauge Only ■ |
| | S | 115 ● | 123 | 20.50 | 6,825 | 18.600 | 1340 | No. 303 |
| | GM | 115 ● | 123 | 20.50 | 6,825 | 18.600 | 1340 | No. 36 Single end operation only Standard Gauge Only |
| | B | 115 | 123 | 20.50 | 4,540 | 18.500 | 1120 | No. 74 |
| | T | 100 | 69 | 17.30 | 3,410 | 14.700 | 710 | No. 320, 357, 378 |
| | T | 100 | 69 | 17.30 | 3,410 | 14.700 | 710 | No. 341 Not available as Lead Unit |
| Specialised Container Transport | J | 100 | 67 | 16.75 | 2850 | 13.400 | 485 | No. 102 - 103 Standard Gauge Only ■ |
| Steam Rail Victoria | T | 100 | 69 | 17.30 | 3,410 | 13.400 | 710 | No. 356, 395 |
| South Gippsland Heritage Society | T | 100 | 69 | 17.30 | 3,410 | 14.700 | 710 | No. 342 |

Note ● Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

EL ZORRO TRANSPORT PTY LTD

ON HIRE/LEASE TO EL ZORRO TRANSPORT PTY LTD

| Owner | Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks Restrictions |
|-------|-------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|--|
| | | | | | | | | Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return. |

Note ▲ Maximum speed 50km/h when running long end leading.

Note ■ Locomotives are only approved to operate on the following VLP SG lines. **North Geelong 'C' Box to Geelong Grain Loop only.**

PASSENGER VEHICLES

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Overall Length of Vehicle over Pulling Lines to nearest 100mm | Remarks / Restrictions |
|-------|------------------------|----------------|-------------------|---|---|
| BRJ | Passenger carriage | 115 | 48.7 | 23.826 | No.222 (AEC222) & 927 (DF927) All steel body, automatic couplings. Not permitted to operate between Watergardens and Bendigo. |
| BRG | Passenger carriage | 115 | 48.7 | 23.826 | No's.168, 170, 171,173, 175 & 969. Not permitted to operate between Watergardens and Bendigo. |
| DF | Passenger carriage | 115 | 48.7 | 23.826 | No.222 Not permitted to operate between Watergardens and Bendigo. |

FREIGHT VEHICLES

| Class | Description of Vehicle | Max. Speed Km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity Evenly distributed (Tonnes) | Permissible Overload (Kg) | Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht. (mm) | Remarks / Restrictions |
|-------|--|-----------------|---------------------|---|---------------------------|---|------------|------------------------------|----------------------|---------------|---|
| KMQ | Con. Flat (fixed wheel) | 65 | 9 | 21 | | 8.700 | 1600 | No | | 1186 | No. 133 |
| VFGA | Flat wagon | 70 | 33 | 58.5 | | 12.020 | 1600 | No | | 1200 | No.1 |
| VZVA | Flat, sleepers | 70 | 17 | 63 | | 14.00 | 1600/1435 | Yes | | 1186 | Nos. 3, 4 (can be fitted with tank 27,500lt cap.) |
| ZDXF | Flat Concrete Sleepers or Rail Transporter | 80 | 19 | 55 | | 15.000 | 1600/1435 | Yes | NOBX/NDBX | 1186 | Nos. 1-24 |
| ZEBX | H.E.P Cont flat Rail Transporter | 90 | 17 | 52 | | 13.900 | 1600/1435 | Yes | VFFX | 1186 | Nos. 1-16 |
| ZFSX | Con. Flat auto sleeper discharge | 80 | 22 | 41 | | 13.100 | 1600/1435 | Yes | VZSX | 1186 | No. 12 |
| ZOAF | Open | 80 | 22 | 46 | | 13.900 | 1600/1435 | Yes | VOAF | | No. 100 |
| ZOWA | Open | 80 | 16 | 32 | | 11.700 | 1600/1435 | Yes | VOWA | | No. 396 |
| ZQAX | Container Flat | 90 | 17 | 62 | | 14.000 | 1600/1435 | Yes | AQAX | 1186 | Nos. 1-40 |
| ZQBX | Container Flat | 80 | 19 | 57 | | 14.900 | 1600/1435 | Yes | COBX GOBX VZOX | 12006 | Nos. 7, 244, 344, 1133, 1152 |
| ZQCX | Container Flat | 90 | 17 | 52 | | 14.000 | 1600/1435 | Yes | AQAX | 1186 | Nos. 1-40 (ZQAX type with 40 tonne bogies) |
| ZQDA | Container Flat | 70 | 17 | 52 | | 14.00 | 1600/1435 | No | AQAX | 1186 | Nos. 1-40 (ZQAX type fitted with slow speed bogies) |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

EL ZORRO TRANSPORT PTY LTD

| Class | Description of Vehicle | Max. Speed Km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity Evenly distributed (Tonnes) | Permissible Overload (Kg) | Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht. (mm) | Remarks / Restrictions |
|-------|-------------------------------|-----------------|---------------------|---|---------------------------|---|---------------|------------------------------|-----------------------|---------------|---|
| ZQKX | Container Flat | 80 | 25 | 51 | | 23.700 | 1600/ 1435 | Yes | GQKX, VFKX, SKX | 1194 | No. 1, 59, 314 Standard Gauge Only |
| ZQLX | Container Flat | 80 | 22 | 54 | | 20.100 | 1600/ 1435 | Yes | EQAX | 1200 | No. 1-5 |
| ZQNX | Container Flat with bulkheads | 80 | 26 | 50 | | 20.700 | 1600/ 1435 | Yes | GFLX, VFLX, SFX | 1194 | No. 43 Standard Gauge Only |
| ZQPW | Container Flat | 115 | 17 | 63 | | 14.900 | 1600/ 1435 | Yes | | 1000 | No. 1 |
| ZQRX | Container Flat | 80 | 25 | 51 | | 23.700 | 1600/ 1435 | Yes | GQRX, VFRX, SKX | 1194 | No. 302, 303, 308, 311, 319, 322 Standard Gauge Only |
| ZVDY | Van – Crew/Power | 100 | 23 | 10 | | 12.600 | 1600/ 1435 | No | VZDY GVDY | | Nos. 9, 50–53 |
| ZWAY | Well Wagon | 100 | 19 | 31.5 | | 16.100 | 1600/ 1435 | No | VWAA | | Nos. 5, 10 |
| ZZMA | Ballast Hopper | 65 | 15 | 36 | 500 | 9.200 | 1600/ 1435 | Yes | VHWA | | No. 57, 69, 85, 90, 112, 117, 123, |

FREIGHT VEHICLES

ON HIRE/LEASE TO EL ZORRO TRANSPORT PTY LTD

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/Restriction |
|-------|----------------------------------|-----------------------|---------------------|---|---------------------------|---|---------------|------------------------------|----------------------|--------------|--|
| AHGX | Grain Hopper | 80 | 21.4 | 56 | | 14.580 | 1600/ 1435 | Yes | SHBX | | Ground operated lids & automatic discharge doors.(GWA) |
| CFCF | Flat Rail Threader Wagon | 80 | 24 | 10 | | 13.970 | 1600/ 1435 | Yes | VZCA | 1186 | No. 1 (CFCLA) |
| CFSX | Auto Sleeper Discharge | 80 | 22 | 41 | | 13.100 | 1600/ 1435 | Yes | VZSX GFSX | | Nos. 1–12, 100–127 (CFCLA) |
| CFTX | Manual Sleeper Discharge | 80 | 20 | 36 | | 13.145 | 1600/ 1435 | Yes | VZTX GFTX | | Nos. 6101 – 6012 65 km/h when the uneven net load exceeds 12 tonnes (CFCLA) |
| CGDY | Covered Hopper | 80 | 22.7 | 53.3 | | 15.498 | 1600/ 1435 | Yes | | | Ground operated lids & automatic discharge . Nos. 4001 to 4042 (CLCFA) |
| CHMF | Hopper | 80 (90 when empty) | 25 | 55 | 500 | 13.200 | 1600/ 1435 | Yes | VZMF GHMF | | Nos. 1,2, 5-18,20-22,24,25,27-29,31 to 60,1001-1010. (CFCLA) |
| CHOY | Ballast Hopper Remote Controlled | 80 (90 when empty) | 25 | 55 | | 13.200 | 1600/ 1435 | Yes | VZMF GHMF CHMF | | Nos. 6016 to 6063. (CFCLA) |
| COBX | Open | 90 | 23 | 53 | | 14.900 | 1600/ 1435 | Yes | VZOX GOBX | 1194 | Nos.7, 244, 344, 1133, 1152. (CLCFA) |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

EL ZORRO TRANSPORT PTY LTD

ON HIRE/LEASE TO EL ZORRO TRANSPORT PTY LTD

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/Restriction |
|-------|---|----------------|---------------------|---|---------------------------|---|---------------|------------------------------|---------------|--------------|--|
| CQBY | Container Skel | 80 | 20 | 56 | 4000 | 19.400 | 1435 | No | | 1020 | Standard Gauge Only. May load to 80 tonnes gross at 80 km/h max speed. (CFCLA) |
| CQFY | Multipurpose Container Flat | 80 | 17 | 71.25 tonnes 64.4 m ³ ♦ | | 14.900 | 1435 | No | NOBX Series 2 | 1130 | Standard Gauge Only (CFCLA) |
| CQGY | Multipurpose Container Flat | 80 | 20 | 92.0 tonnes 72.5 m ³ ♠ | | 20.100 | 1435 | No | | 1020 | Standard Gauge Only (CFCLA) |
| CQRX | Container Flat (can also be used to carry rail) | 90 | 25 | 51 | 4000 | 23.700 | 1600/ 1435 | Yes | VZRF GQRX | 1194 | Nos. 301- 319 May load to 80 tonnes at 80 km/h max speed (CFCLA) |
| CQOY | Container Flat | 80 | 25 | 51 | | 23.750 | 1600/ 1435 | Yes | AQOY | 1194 | (CFCLA) |
| CQXY | 2-pack Container Skel | 80 | 35.4 | 117 | 8000 | 28.251 | 1435 | No | | 1020 | Standard Gauge Only May load to 125 tonnes gross at 80 km/h max speed. (CFCLA) |
| CZAY | Ballast Plough | 80 | 32 | 3 | | 13.100 | 1600/ 1435 | Yes | VLCX | | No. 6099 (CFCLA) |
| RQMY | Container Flat | 115 | 23 | 53 | 4000 | 25.730 | 1435 | No | AQMY | 1165 | Standard Gauge Only May load to 80 tonnes gross at 80 km/h max speed. (SCT) |
| VOBX | Open (without Ridge Gear) | 80 | 23 | 51 | 4000 | 14.900 | 1600/ 1435 | Yes | | | Nos.289 May load to 80 tonnes gross at 80 km/h max speed (SRHC) |
| VHWA | Ballast Hopper | 65 | 15 | 36 | 500 | 9.200 | 1600/ 1435 | Yes | | | Nos. 67, 108 (SRHC) |
| VZWA | Flat Rail Transporter | 70 | 17 | 45 | | 13.9 | 1600/ 1435 | Yes | | 1186 | Nos. 1, 4, 7, 15, 17, 58 (SRHC) |
| VZMA | Ballast Hopper | 65 | 15 | 36 | 500 | 9.200 | 1600/ 1435 | Yes | | | Nos. 66, 68, 74, 92, 125, 126 (SRHC). |
| WGBY | Covered Hopper | 80 | ≈48.0 | ≈104.0 | | ≈32.61 | 1435 | No | | | No. 1001 – 1085 Standard Gauge Only Air operated hatches & discharged doors. ≈ 2 Permanently coupled grain wagons. (AWB) |

Note ♦ Maximum capacity is 59 tonnes due to vehicle not to exceed 19 tonne axle limit

Note ♠ Maximum capacity is 56 tonnes due to vehicle not to exceed 19 tonne axle limit

Note § This wagon is approved subject to being loaded with a 40 ft grain bin only which complies with ROA Plate 'A' diagram.

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

GENESEE & WYOMING AUSTRALIA PTY LTD

DIESEL ELECTRIC LOCOMOTIVES

| Class | Max. Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Cap. (Litres) | Overall Length to 100mm | Kw for Traction | Remarks / Restrictions |
|-------------|-----------------|-------------------|-----------------|--------------------|-------------------------|-----------------|--|
| 22 ♦ | 115 | 110 | 18.3 | 5,450 | 18.440 | 2000 | Nos. 2207 ,2210, 2212, 2214, 2216. Double ended. Standard Gauge Only |
| ALF | 115 | 129.7 | 21.6 | 9600 | 20.684 | 3000 | Restricted access since vehicle exceeds 19 tonne axle limit. Nos 18 – 24. Single ended. Standard Gauge Only |
| CLF | 115 | 131.9 | 22.0 | 9600 | 20.498 | 3000 | Restricted access since vehicle exceeds 19 tonne axle limit. Nos 5, 6. Single ended. Standard Gauge Only |
| CLP | 115 | 131.9 | 22.0 | 9600 | 20.498 | 3000 | Restricted access since vehicle exceeds 19 tonne axle limit. Nos 8, 14, 16, 17. Single ended. Standard Gauge Only |
| GM (Type 2) | 115 | 116 | 19.3 | 6,825 | 17.900 | 1340 | Nos. 32, 34, 37, 38, 40, 42 - 47 Single ended. Standard Gauge Only. |

Note ♦ Also known as 2200 Series

DIESEL ELECTRIC LOCOMOTIVES

ON HIRE/LEASE TO GENESEE & WYOMING PTY LTD

| Owner | Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks Restrictions |
|---------------------------------------|-------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|----------------------|
| Chicago Freight Car Leasing Australia | S | 115 ● | 123 | 20.50 | 6,825 | 18.600 | 1340 | No. 311 |
| | T | 100 | 69 | 17.30 | 3,410 | 13.400 | 710 | No's. 369, 376, 377. |

Note ● Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

FREIGHT VEHICLES

| Class | Description of Vehicle | Max. Speed Km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity Evenly distributed (Tonnes) | Permissible Overload (Kg) | Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht. (mm) | Remarks / Restrictions |
|-------|------------------------|-----------------|---------------------|---|---------------------------|---|------------|------------------------------|------------------|---------------|--|
| AHGX | Grain Hopper | 80 | 21.4 | 56 | | 14.580 | 1600/1435 | Yes | SHBX | | Ground operated lids & automatic discharge doors |
| AHHF | Grain Hopper | 80 | 26.5 | 49.5 ♦ | | 15.420 | 1435 | | AHHH, AHHE, AHHY | | No's 1-27 |

Note ♦ Maximum capacity is 49.5 tonnes due to vehicle not to exceed 19 tonne axle limit

FREIGHT VEHICLES

ON HIRE/LEASE TO GENESEE & WYOMING PTY LTD

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/Restriction |
|-------|------------------------|----------------|---------------------|---|---------------------------|---|------------|------------------------------|-----------|--------------|--|
| CGAY | Covered Hopper | 110 | 24.0 | 76.00 tonnes 68.0 m³ ♦ | | 15.500 | 1435 | No | | | Pneumatic Discharge Standard Gauge Only (CFCLA) |

Note ♦ Maximum capacity is 52 tonnes due to vehicle not to exceed 19 tonne axle limit

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

GREAT SOUTHERN RAIL LTD

PASSENGER VEHICLES

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Overall Length of Vehicle over Pulling Lines to nearest 100mm | Remarks / Restrictions |
|-------|---------------------------------------|----------------|-------------------|---|--|
| ACC ‡ | Lounge Car | 115 | 48.7 | 23.826 | No. 223 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| AFC ‡ | Lounge Car | 115 | 41.3 | 23.826 | No. 213, 301, 305, 307, 937 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| AG ‡ | First Class Sitting Car | 115 | 46.8 | 23.850 | No. 369, 372, 373, 374, 375, 376 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| AOB ‡ | Lounge Car | 115 | 44.1 | 23.826 | No. 265 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| ARJ ‡ | First Class Roomette Sleeping Car | 115 | 47.5 | 23.826 | No. 242, 243, 272, 282, 941, 945, 984 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| ARL ‡ | First Class Twinette Sleeping Car | 115 | 47.8 | 23.826 | No. 246, 248-250, 289, 291, 293, 308-310, 324, 326, 921-923, 925, 961-963, 992 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| ARM ‡ | First Class Twinette Sleeping Car | 115 | 47.7 | 23.826 | No. 288, 947, 951-953, 987, 990 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| BG ‡ | Economy Class Sitting Car | 115 | 46.8 | 23.850 | No. 368, 370, 371 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| BJ ‡ | Economy Class Sitting Car | 115 | 46.8 | 23.850 | No. 4-10 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| BMC ‡ | Special Car | 115 | 48 | 23.900 | No. 2 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| BRG ‡ | Twinette Sleeping Car | 115 | 49.3 | 23.826 | No. 168, 171, 175, 972, 974 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| BRJ ‡ | Twinette Sleeping Car | 115 | 48.7 | 23.826 | No. 270, 302, 303, 912, 915, 918, 919 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| CCL ‡ | Lounge Car | 115 | 43.0 | 23.900 | No. 2 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| CDF ‡ | Dinning Car | 115 | 44.1 | 23.826 | No. 225, 924, 928, 929, 966 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| DF ‡ | Dinning Car | 115 | 47.3 | 23.826 | No. 231-233, 294, 304, 927, 930, 934, 964, Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| ER ‡ | Crew Car | 115 | 47.0 | 23.826 | No. 207, 313, 906, 909, Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| HGM ‡ | Power Van | 115 | 56.6 | 23.826 | No. 296-298, 317, 900, 902-904, Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| HM ‡ | Luggage Van | 115 | 39.6 | 23.826 | No. 255, 256, 318, 957-959, Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| JTB ‡ | Twinette Sleeping Car | 115 | 48.0 | 23.900 | No. 1-4 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| PCO ‡ | Power Van | 115 | 67.0 | 23.900 | No. 4 Stainless Steel Body, Auto couplings. Standard Gauge Only |
| PHN ‡ | Power Van | 115 | 31.0 | 12.450 | No. 2369 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| RBJ ‡ | Economy Class Sitting Car with Buffet | 115 | 46.7 | 23.850 | No. 3 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |
| SSA ‡ | Excursion Sleeping Lounge Car | 115 | 46.0 | 23.800 | No. 260 Stainless Steel Body, Air-conditioned, Auto couplings. Standard Gauge Only |

Note ‡ Interim approval only

NETWORK SERVICE PLAN



RAIL OPERATORS ROLLING STOCK

GREAT SOUTHERN RAIL LTD

FREIGHT VEHICLES

| Class | Description of Vehicle | Max. Speed Km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity Evenly distributed (Tonnes) | Permissible Overload (Kg) | Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht. (mm) | Remarks / Restrictions |
|--------|------------------------|-----------------|---------------------|---|---------------------------|---|------------|------------------------------|-----------|---------------|---|
| AMPZ ‡ | Car Wagon | 115 | 28 | | | 23.115 | 1435 | No | | | No. 238, 264, 271 Standard Gauge Only |
| AMRZ ‡ | Car Wagon | 115 | 28 | | | 23.115 | 1435 | No | | | No. 240, 241, 244, 251,255,258, 263, 268, 269, 272, 2591, Standard Gauge Only |

Note ‡ Interim approval only



RAIL OPERATORS ROLLING STOCK

INTERAIL

DIESEL ELECTRIC LOCOMOTIVES

| Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks / Restrictions |
|-------|-------------------|-------------------------|--------------------|------------------------------|---------------------------------------|--------------------|--|
| CS | 120 | 46.6 | 28.0 | | 21.100 | | Nos. CS 101, CS 102 Restricted to 80 km/h on A.R.T.C. Network |
| G | 115 | 128 | 21.8 | 9,600 | 20.700 | 2240 | Nos. 516, 534 Fitted with Super Series traction equipment |
| X | 115 | 118 | 19.7 | 6,820 | 18.400 | 1490 | Nos. 53, 54 |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

JOHN HOLLAND

TRACK MACHINES

| Machine Type | Road Numbers | Make/Model | Length (Metres) | Mass (Tonnes) | Maximum Speed (km/h) | Schedule Speed (km/h) | Gauge |
|---------------------------|--------------|---------------------|-----------------|---------------|----------------------|-----------------------|----------|
| Ballast Cleaner | 6-40-001 # | Plasser RM74 | 28 | 75 | 80 | 50 | BG/SG |
| Ballast Regulator | N/A | Tamper BEA 17 | 7.0 | 14 | 50 | 40 | BG/SG |
| | N/A | Plasser USP 3000 | 15.0 | 29 | 70 | 40 | SG |
| | 6-54-002 | Comeng Mk 2 | 8.9 | 12.5 | 70 | 50 | BG |
| | 6-54-004 | Plasser PBR 201C | 9.6 | 19 | 70 | 50 | BG |
| | 6-54-005 | Plasser PBR 201C | 8.0 | 15.5 | 70 | 50 | BG |
| | 6-54-007 | Plasser PBR 201A | 9.6 | 19.2 | 70 | 40 | SG |
| | 6-54-008 | Plasser PBR 201B | 11.5 | 22. | 70 | 50 | BG |
| | 6-54-013 | Plasser PBR 201B | 8.0 | 15.5 | 70 | 50 | SG |
| | 6-54-014 | Plasser PBR 201B | 8.0 | 15.5 | 70 | 50 | BG |
| | 6-54-015 | Plasser PBR 201B | 9.6 | 19 | 70 | 50 | BG |
| | 6-54-016 | Tamper BE VR | 6.8 | 12 | 70 | 50 | SG |
| | 6-54-017 | Tamper BE VR | 6.8 | 12 | 70 | 50 | BG |
| | 6-54-018 | Tamper BE VR | 6.8 | 12 | 70 | 50 | BG |
| Ballast Tamper | N/A | Tamper Torsion Beam | 14.0 | 24 | 40 | 30 | SG/BG |
| | 6-52-008 | Tamper EJ6 | 7.0 | 18 | 40 | 30 | BG |
| Beaver Tamper | 6-52-006 | Plasser 79-800W | 14.0 | 36 | 70 | 50 | BG |
| | 6-52-014 | Plasser 79-800W | 14.0 | 36 | 70 | 50 | SG/BG |
| | 6-52-020 | Plasser 79-800W | 14.0 | 36 | 70 | 50 | BG |
| Crib & Shoulder Compactor | 6-57-001 | Tamper CSC-2 | 7.0 | 14 | 50 | 40 | BG |
| | 6-57-003 | | | | | | |
| | 6-57-005 | | | | | | |
| | 6-57-006 | | | | | | |
| | 6-57-007 | | | | | | |
| | 6-57-008 | | | | | | |
| Flashbutt Welder | 6-62-001 # | Plasser K355PT | 16.5 | 52 | 70 | 35 | BG/SG |
| Production Tamper | 6-52-001 | Plasser 07-16B | 14.0 | 32 | 70 | 50 | BG |
| | 6-52-012 | Plasser 07-16B | 14.0 | 32 | 70 | 40 | BG |
| | 6-52-013 | Plasser 07-16B | 14.0 | 32 | 70 | 50 | BG |
| | 6-52-018 | Plasser 07-16B | 14.0 | 32 | 70 | 50 | BG |
| | 6-52-021 | Plasser 08-16B | 14.0 | 32 | 70 | 50 | BG |
| | 6-52-022 | Plasser 08-16B | 14.0 | 32 | 70 | 50 | SG |
| | 6-52-023 | Plasser 08-16B | 14.0 | 32 | 70 | 50 | SG |
| | N/A | Plasser 09-32 | 20.0 | 72 | 80 | 50 | SG |
| Rail Grinder | N/A ♣ | Loram | 90 | 350 | 90 | 80 | SG |
| | N/A | Loram | 23 | 51 | 40 | 30 | SG/BG/NG |
| | N/A | Loram | 76 | 328 | 100 | 90 | SG |
| Shoulder Ballast Cleaner | N/A | Loram | 60 | 160 | 40 | 30 | SG |

Note # These machines are not insulated and will not operate Track Circuits. All other machines cannot be relied upon to operate Track Circuits and must be protected as prescribed by instructions in the Book of Rules and Operating Procedures 1994.

Note ♣ Available to run on the V/Line Passenger Network only. Must operate as a train when proceeding through a section. Must operate under cover of an Absolute Occupation or a Track Warrant when required to "work in section."

NETWORK SERVICE PLAN



RAIL OPERATORS ROLLING STOCK

JOHN HOLLAND

ROAD / RAIL VEHICLES

| Registration Number | Plant Number | Description of Vehicle | Maximum Speed (km/h) | Loaded Mass (Tonnes) | Length (Metres) | Remarks |
|---------------------|--------------|---------------------------------------|-------------------------------------|----------------------|-----------------|--|
| 1CGS024 | 326265 | Isuzu NPS300 Dual Cab Hi Rail | 40 Jointed Track 60 Welded Track | 6 | 7 | 6.1 metres long in travel mode – 7.0 metres with KLD heads lowered on rail |
| TEG770 | N/A | Holden Rodeo Twin Cab Utility Hi-Rail | 60 | 2.800 | 5.300 | |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

METRO TRAINS MELBOURNE

PASSENGER VEHICLES

| Class and Description of Vehicle | Max Speed Km/h | Mass Rating (Tonnes) | Passenger Seating | Length of Vehicle metres | Number of Vehicles Vehicle Numbers | Remarks / Restrictions |
|---|----------------|----------------------|-------------------|--------------------------|---|--|
| HITACHI (CFD / NOR) TYPE | | | | | | |
| M Motor Car | 115 | 51.7 | 86 | 23.600 | <u>18 vehicles</u> 3, 9, 10, 21–23, 46, 49, 57, 65, 88, 129, 144, 179, 184, 196, 197, 233. | Stainless steel body, auto/drawbar couplings. |
| T Trailer Car | 115 | 36.4 | 96 | 23.600 | <u>8 vehicles</u> 1909, 1919, 1922, 1975, 1977, 1981, 1982, 1987. | Stainless steel body, drawbar couplings. |
| T Trailer Car (Former 'D' type car) | 115 | 36.3 | 89 | 23.600 | <u>1 vehicles</u> 2007. | Stainless steel body, drawbar couplings. Still with (non-operational) cabs and 'D' car seating configuration. |
| HITACHI (BLY / CHL) TYPE | | | | | | |
| M Motor Car | 115 | 51.7 | 86 | 23.600 | <u>6 vehicles</u> 36, 37, 42, 105, 110, 178. | Stainless steel body, auto/drawbar couplings. |
| T Trailer Car | 115 | 36.4 | 96 | 23.600 | <u>2 vehicles</u> 1910, 1979. | Stainless steel body, drawbar couplings. |
| T Trailer Car (Former 'D' type car) | 115 | 36.3 | 89 | 23.600 | <u>1 vehicles</u> 1999. | Stainless steel body, drawbar couplings. Still with (non-operational) cabs and 'D' car seating configuration. |
| COMENG (EDI) TYPE | | | | | | |
| M Motor Car (with Standard Tread Brakes) | 115 | | 89 | 24.000 | <u>192 Vehicles</u> 301#–321#, 324, 327–329, 331–337, 342–349, 351–358, 365, 366, 369–372, 377–387, 389, 390–412, 417, 418, 421–424, 426–458, 464–466, 471–474, 477, 478, 481–483, 485–487, 493–499, 501–508, 511–516, 518–522, 525, 526, 530–532, 534–536, 539–550, 553, 554. | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. #–Nos. 301–321 contain Full Innovonics Equipment upgrade. |
| M Motor Car (with Standard Tread Brakes and AEG equipment) | 115 | | 89 | 24.000 | <u>2 vehicles</u> 367, 368. | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. |
| T Trailer Car (with Standard Tread Brakes) | 115 | | 100 | 23.200 | <u>96 vehicles</u> 1001–1010, 1014–1019, 1023, 1024, 1026–1029, 1031, 1033, 1035, 1036, 1039–1056, 1059, 1061–1068, 1069–1079, 1082, 1083, 1086, 1087, 1089, 1091, 1093, 1097–1099, 1100–1104, 1106–1108, 1110, 1111, 1113, 1115, 1116, 1118, 1120–1127. | Air-conditioned, stainless steel body. Semi-permanent couplings. |
| T Trailer Car (with Standard Tread Brakes and AEG equipment) | 115 | | 100 | 23.200 | <u>1 vehicles</u> 1034. | Air-conditioned, stainless steel body. Semi-permanent couplings. |
| COMENG (ALSTOM) TYPE | | | | | | |
| M Motor Car (with Standard Tread Brakes) | 115 | 50.6 | 86 | 24.000 | <u>50 vehicles</u> 322, 323, 325, 326, 330, 338–341, 350, 359–364, 373–376, 419, 420, 425, 459–463, 467, 468, 475, 476, 479, 480, 484, 488–492, 509, 510, 517, 523, 524, 527, 528, 529, 537, 538. | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. |
| M Motor Car (with Knorr Tread Brakes) | 115 | | 86 | 24.000 | <u>4 Vehicles</u> 413, 414, 415, 416. | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

METRO TRAINS MELBOURNE

| Class and Description of Vehicle | Max Speed Km/h | Mass Rating (Tonnes) | Passenger Seating | Length of Vehicle metres | Number of Vehicles Vehicle Numbers | Remarks / Restrictions |
|---|----------------|----------------------|-------------------|--------------------------|--|---|
| M Motor Car (with Disc Brakes) | 115 | 47.1 | 86 | 24.000 | <u>118 vehicles</u> 561–670, 673–680. | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. |
| M Motor Car (with Tread Brakes and Chopper equipment) | 115 | 62.1 | 86 | 24.000 | <u>8 vehicles</u> 691–698. | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. |
| T Trailer Car (with Standard Tread Brakes) | 115 | 34.6 | 96 | 23.200 | <u>26 vehicles</u> 1011–1013, 1020–1022, 1025, 1030, 1032, 1037, 1038, 1060, 1080, 1081, 1084, 1088, 1090, 1092, 1094–1096, 1105, 1112, 1114, 1117, 1119. | Air-conditioned, stainless steel body. Semi-permanent couplings. |
| T Trailer Car (with Knorr Tread Brakes) | 115 | | 96 | 23.200 | <u>2 vehicles</u> 1057, 1058. | Air-conditioned, stainless steel body. Semi-permanent couplings. |
| T Trailer Car (with Disc Brakes) | 115 | 31.1 | 96 | 23.200 | <u>59 vehicles</u> 1022, 1131–1164, 1166–1190. | Air-conditioned, stainless steel body. Semi-permanent couplings. |
| T Trailer Car (with Standard Tread Brakes and Chopper equipment) | 115 | 34.6 | 96 | 23.200 | <u>4 vehicles</u> 1196–1199. | Air-conditioned, stainless steel body. Semi-permanent couplings. |
| UN-REFURBISHED COMENG (CFD / NOR) TYPE | | | | | | |
| M Motor Car (with Standard Tread Brakes) | 115 | 49.8 | 92 | 24.000 | <u>2 vehicles</u> 500, 533. | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. Nos. 500 & 533 stored. |
| T Trailer Car (with Standard Tread Brakes) | 115 | 34.0 | 102 | 23.200 | <u>1 vehicle</u> 1117. | Air-conditioned, stainless steel body. Semi-permanent couplings. No. 1117 stored. |
| SIEMENS TYPE | | | | | | |
| M Motor Car | 130 | 41.5 | 84 | 24.070 | <u>144 vehicles</u> 701–844 | Air-conditioned, stainless steel body. Multi-function/semi-permanent couplings. |
| T Trailer Car | 130 | 37.5 | 96 | 23.770 | <u>72 vehicles</u> 2501–2572 | Air-conditioned, stainless steel body. Semi-permanent couplings. |
| X'TRAPOLIS TYPE | | | | | | |
| M Motor Car | 130 | 43.3 | 86 | 24.460 | <u>116 vehicles</u> 851–966. | Air-conditioned, all steel body. Multi-function/semi-permanent couplings. |
| T Trailer Car | 130 | 35.5 | 92 | 22.760 | <u>58 vehicles</u> 1626–1683 | Air-conditioned, all steel body. Semi-permanent couplings. |
| LOCO HAULED STOCK | | | | | | |
| MTH Saloon Car | 115 | 39 | 63 | 19.200 | <u>4 vehicles</u> 101–104. | Air-conditioned, all steel body. Auto couplings. Diesel alternator fitted to supply power. |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

DIESEL ELECTRIC LOCOMOTIVES

| Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks Restrictions |
|-------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|---|
| A | 115 | 121 | 20.2 | 4,540 | 18.500 | 1680 | Nos. 71, 73, 77, 78, 79, 81, 85. Fitted with QTRAC 1000 Adhesion Control System. D77 & 78 Traction Motors fitted & 61:16 Gear Ratio. |
| BL | 115 | 128 | 21.3 | 10,230 | 20.700 | 2240 | Nos. 26–35 Fitted with Super Series traction equipment |
| C | 115 ♣ | 134 | 22.3 | 10,130 | 20.600 | 2240 | Nos. 504, 505 have 6,000 litre fuel capacity |
| DL | 115 | 122 | 20.3 | 8,200 | 19.700 | 2240 | Nos. 36, 38–50 Standard Gauge |
| G | 115 | 128 | 21.8 | 9,600 | 20.700 | 2240 | Nos. 519, 520, 522 524, 525, 527, 528, 537–540, 542. Fitted with Super–Series traction equipment. |
| G | 115 | 128 | 21.8 | 9,600 | 20.700 | 2610 | Nos. 523, 526, 529, 530, 531, 536, 541, 543 Fitted with 16–645F3B Engines. Melbourne to Adelaide maximum tonnage to 1150 tonnes per locomotive. |
| H | 100 | 81 | 20.3 | 3,500 | 13.400 | 820 | Nos. 1–5 Fitted with Low–Speed Control |
| NR | 115 | 132 | 22.0 | 12,500 | 22.000 | 2985 | Nos. 1,2, 4–121 Standard Gauge |
| P | 100 | 77 | 19.2 | 3,410 | 14.600 | 710 | Nos. 19–23 Fitted with auxiliary generator to provide Head End Power |
| S | 115 # | 123 | 20.5 | 6,820 | 18.600 | 1340 | Nos. 301, 306, 307, 310 |
| T | 100 | 69 | 17.3 | 3,410 | 13.400 | 710 | Nos. 371, 374, 379, 382, 388, 390, 392, 396 |
| T | 100 | 70 | 17.5 | 3,500 | 13.400 | 820 | Nos. 399, 400, 402, 408, 409 |
| V | 115 ♣ | 130 | 22.0 | 12,000 | 22.000 | 2862 | No. 544 Standard Gauge |
| X | 115 | 114 | 19.0 | 6,820 | 18.400 | 1340 | Nos. 31, 36 (Series 1) |
| X | 115 | 116 | 19.3 | 6,820 | 18.400 | 1490 | Nos. 37, 39, 41–44 (Series 2) |
| X | 115 ♦ | 118 | 19.7 | 6,820 | 18.400 | 1490 | Nos. 45–52 (Series 3) |
| XR | 115 ♦ | 122 | 20.3 | 6,820 | 18.400 | 2237 | Nos. XR550–554 (Series 1) See Note • |
| XR2 | 115 ♦ | 123 | 20.5 | 6,820 | 18.400 | 2237 | Nos. XR555 (Series 1), XR557–559 (Series 2) Fitted with silencer equipment |
| XR-B | 115 | 126 | 22.0 | 6,800 | 18.591 | 2237 | No. 560 - 562 |
| Y | 65 | 65 | 17.0 | 4,550 | 13.300 | 450 | Nos. 110, 115, 118, 119, 122, 150 |
| Y | 65 | 65 | 17.0 | 4,550 | 13.300 | 450 | Nos. 152, 157, 165, 169, 171, 174 |
| Y | 100 | 68 | 17.0 | 4,550 | 13.300 | 450 | No. 151 Standard Gauge Only Fitted with EMD D77 traction motors. Gear Ratio. 59.18 |
| 81 | 115 | 129 | 21.5 | 6,600 | 21200 | 2240 | Nos. 8101–8184 Standard Gauge Only |

Note # Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

Note ♣ Maximum speed 50 km/h when running long end leading. These Locomotives are only permitted to operate on Main Lines from the Short End/Driver End, except for Long End movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

Note ♦ Maximum speed 50 km/h when running long end leading. These locomotives are only permitted to operate on Main Lines from the short end, except for long end movements to and from Spencer Street and South Dynon Loco, and Post No.204 at West Tower to South Dynon and return.

Note • The following X Class Locomotives are now reclassified as XR Locomotives.
 X38 = XR550 X40 = XR552 X34 = XR554
 X35 = XR551 X33 = XR553 X32 = XR555

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

DIESEL ELECTRIC LOCOMOTIVES

ON HIRE/LEASE TO PACIFIC NATIONAL

| Owner | Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks Restrictions |
|---------------------------------------|-------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|--|
| Bluescope Steel | Y | 65 | 65 | 17.0 | 4,550 | 13.300 | 450 | No. 148 |
| Southern Shorthaul Railroad | B | 115 | 123 | 20.5 | 4,540 | 18.500 | 1120 | No. 61 |
| | S | 115 # | 123 | 20.5 | 6,820 | 18.600 | 1340 | No. 317 |
| Seymour Rail Heritage Centre | T | 100 | 69 | 17.3 | 3,410 | 14.700 | 710 | No. 320 |
| | T | 100 | 69 | 17.3 | 3,410 | 13.400 | 710 | Nos. 357, 378 |
| | B | 115 | 123 | 20.5 | 4,540 | 18.500 | 1120 | No. 74 |
| | GM | 115 | 116 | 19.3 | 6,825 | 17.900 | 1305 | No. 36 |
| | S | 115 # | 123 | 20.5 | 6,820 | 18.600 | 1340 | No. 303 |
| Steamrail Inc. | T | 100 | 69 | 17.3 | 3,400 | 13.400 | 710 | Nos. 356, 364, 395 |
| | S | 115 # | 123 | 20.5 | 6,820 | 18.600 | 1340 | No. 313 |
| Geelong Rail Preservation Society | T | 100 | 69 | 17.3 | 3,400 | 14.600 | 710 | No. 413 |
| Chicago Freight Car Leasing Australia | B | 115 | 123 | 20.5 | 4,540 | 18.500 | 1120 | Nos. 65 |
| | JL | 115 | 113 | 18.8 | 5,540 | 18.669 | 1490 | Nos. 101–106 |
| | | | | | | | | Operate on all lines authorised and maximum speeds applicable to G class locomotives. May haul loads applicable to X class locomotives |
| | EL | 115 | 114 | 19.0 | 7,500 | 20.500 | 2380 | Nos. 51–58, 60–64 |
| | | | | | | | | General Electric/Goninan units. May operate as per X class locomotives. Single ended operation only |
| | T | 100 | 69 | 17.3 | 3,410 | 14.600 | 710 | No. 345 |
| | T | 100 | 69 | 17.3 | 3,410 | 13.400 | 710 | Nos. 363, 369, 377, 385 |

Note # Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

FREIGHT VEHICLES

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/ Restriction |
|-------|------------------------|----------------|---------------------|---|---------------------------|---|------------|------------------------------|-----------|--------------|---|
| NGCX | Hopper (Grain) | 80 | 17 | 59 | | 12.300 | 1600/1435 | Yes | | | |
| NGDX | Hopper (Starch) | 80 | 17 | 56 | | 14.300 | 1600/1435 | Yes | | | |
| NGGF | Hopper (Sugar) | 80 | 21 | 55♣ | | 14.276 | 1435 | No | NGTY WTY | | Standard Gauge Only ♣ see note on last page |
| NGIF | Hopper (Grain) | 80 | 20 | 56 | | 15.056 | 1435 | No | NGWF | | Standard Gauge Only Air operated doors |
| NGKF | Hopper (Grain) | 80 | 21 | 55♣ | | 14.276 | 1435 | No | NGTY WTY | | Standard Gauge Only Air operated doors ♣ see note on last page |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/ Restriction |
|-------|---|----------------|---------------------|---|---------------------------|---|------------|------------------------------|-----------|--------------|--|
| NGPF | Hopper (Grain) | 80 | 21 | 55♣ | | 14.276 | 1435 | No | NGTY WTY | | Standard Gauge Only. Air operated doors ♣ see note on last page |
| NGRX | Hopper (Grain) | 80 | 17 | 56 | | 14.300 | 1600/1435 | Yes | | | |
| NGTY | Hopper (Grain) | 80 | 21 | 55♣ | | 14.276 | 1435 | No | | | Standard Gauge Only ♣ see note on last page |
| NGWF | Hopper (Grain) | 80 | 20 | 56 | | 15.065 | 1435 | No | NGIF | | Standard Gauge Only Air operated doors |
| NGXH | Hopper (Grain) (three pack) | 80 | 26 | 50♣ | | 51.820 3 wagons | 1435 | No | NHXX | | Standard Gauge Only. Air operated top & bottom doors ♣ see note on last page |
| NLJX | Louvre Van (Pallet loading steel floor) | 80 | 27 | 49 | 4000 | 18.200 | 1600/1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed |
| NOBX | Open | 80 | 22 | 54 | 4000 | 15.000 | 1600/1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed |
| NPRF | Bulk Hopper (Cement) | 80 | 20 | 58 | | 12.600 | 1435 | No | | | Pneumatic Discharge |
| NPRY | Bulk Hopper (Cement) | 80 | 20 | 58 | | 12.600 | 1435 | No | | | Pneumatic Discharge |
| NQCX | Container Flat | 80 | 18 | 58 | | 14.600 | 1600/1435 | Yes | | 900 | Equipped to convey Clip on Refrigerated Units. |
| NQDX | Container Flat | 80 | 27 | 49 | 4000 | 23.700 | 1600/1435 | Yes | | 1175 | Equipped with chains for steel traffic. May load to 80 tonnes gross at 80 km/h max speed |
| NQEX | Container Flat | 80 | 27 | 49 | 4000 | 23.700 | 1600/1435 | Yes | | 1186 | May load to 80 tonnes gross at 80 km/h max speed |
| NQFF♣ | Container Flat | 80 | 20 | 72 | | 20.540 | 1435 | No | NQFX | 1116 | ♣ see note on last page |
| NQGY♣ | Container Flat | 80 | 22 | 56 | | 20.066 | 1435 | No | NQOY | | ♣ see note on last page |
| NQHXX | Container Flat | 80 | 18 | 62 | | 14.500 | 1600/1435 | Yes | | 1175 | |
| NQIX | Container Flat | 80 | 18 | 62 | | 14.600 | 1600/1435 | Yes | | 1190 | |
| NQIY♣ | Container Flat | 115 | 20 | 58 | | 14.580 | 1435 | No | | 1190 | ♣ see note on last page |
| NQKY♣ | Container Flat | 115 | 21 | 59 | 4000 | 20.640 | 1435 | No | NOCY | 1239 | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| NQOX | Container Flat | 80 | 21 | 59 | 4000 | 20.100 | 1600/1435 | Yes | | 1118 | May load to 80 tonnes gross at 80 km/h max speed |
| NQOY♣ | Container Flat | 115 | 24 | 54 | | 20.100 | 1435 | No | | | ♣ see note on last page |
| NQRX | Container Flat | 80 | 19 | 61 | | 17.700 | 1600/1435 | Yes | | 1181 | |
| NQSY♣ | Container Flat | 115 | 22 | 56 | | 20.100 | 1435 | No | | NQOY | ♣ see note on last page |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/ Restriction |
|-------|-------------------------|----------------|---------------------|---|---------------------------|---|------------|------------------------------|-------------|--------------|---|
| NQYY♣ | Container Flat | 115 | 19 | 59 | 4000 | 15.100 | 1435 | No | NODY, NOJY, | 1217 | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RBFX | Box Van | 80 | 30 | 46 | 4000 | 23.700 | 1600/1435 | Yes | ABFX | | May load to 80 tonnes gross at 80 km/h max speed |
| RCDX | Coil Steel | 80 | 23 | 57 | | 14.900 | 1600/1435 | Yes | AKEX | | |
| RCIX | Coil Wire | 80 | 22 | 58 | | 14.600 | 1600/1435 | Yes | NQIX | | |
| RCRX | Coiled Steel | 80 | 25 | 51 | 4000 | 14.600 | 1600/1435 | Yes | NCRX | | May load to 80 tonnes gross at 80 km/h max speed |
| RFRX | Container Flat Truck | 80 | 27 | 49 | 4000 | 23.700 | 1600/1435 | Yes | AQRX | 1186 | May load to 80 tonnes gross at 80 km/h max speed |
| RKAX | Flat | 80 | 36.6 | 115.4 | | 29.200 | 1600/1435 | Yes | AFCX | 1230 | |
| RKBX | Slab Steel | 80 | 21.2 | 54.8 | 4000 | 14.900 | 1600/1435 | Yes | AKBX | | May load to 80 tonnes gross at 80 km/h max speed |
| RKCX | Bulk Steel | 80 | 23 | 53 | 4000 | 14.900 | 1600/1435 | Yes | VOBX | | May load to 80 tonnes gross at 80 km/h max speed |
| RKEX | Slab Steel | 80 | 22 | 58 | | 14.900 | 1600/1435 | Yes | VKEX | | |
| RKFX | Slab Steel | 80 | 26 | 50 | 4000 | 17.900 | 1600/1435 | Yes | AKFX | | May load to 80 tonnes gross at 80 km/h max speed |
| RKLX | Open without Ridge Gear | 90 | 20 | 56 | 4000 | 14.900 | 1600/1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed |
| RKLY♣ | Steel Coil Containers | 115 | 19.5 | 56.5 | 4000 | 15.064 | 1435 | No | | | May load to 80 tonnes gross at 110 km/h max speed ♣ see note on last page |
| RKOX | Bulk Steel | 80 | 27 | 49 | 4000 | 23.700 | 1600/1435 | Yes | AKOX | | May load to 80 tonnes gross at 80 km/h max speed |
| RKPX | Coil Wire / plate steel | 80 | 22 | 58 | | 18.500 | 1600/1435 | Yes | NFPX | | |
| RKQX | Coil Wire / plate steel | 80 | 20 | 56 | 4000 | 18.000 | 1600/1435 | Yes | NKQX | | May load to 80 tonnes gross at 80 km/h max speed |
| RKSX | Wide Steel Plate | 80 | 25 | 40 | | 14.600 | 1600/1435 | Yes | NKSX | | |
| RKTX | Steel Strap | 80 | 28 | 48 | 4000 | 23.800 | 1600/1435 | No | | | May load to 80 tonnes gross at 80 km/h max speed |
| RKUX | Slab Steel | 80 | 22 | 54 | 4000 | 14.900 | 1600/1435 | Yes | VKOX | | May load to 80 tonnes gross at 80 km/h max speed |
| RKXX | Slab Steel | 80 | 27 | 49 | 4000 | 23.700 | 1600/1435 | Yes | NKDX | | May load to 80 tonnes gross at 80 km/h max speed |

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PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

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|-------|---------------------------|----------------|---------------------|---|---------------------------|---|----------------|------------------------------|---------------------------------|--------------|---|
| RLEX | Louvre Van | 80 | 26 | 50 | 4000 | 18.100 | 1600/ 1435 | Yes | VLEX | | May load to 80 tonnes gross at 80 km/h max speed. Must not be coupled to fixed wheel base vehicle |
| RLLX | Louvre Van | 80 | 26 | 50 | 4000 | 18.100 | 1600/ 1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed. Must not be coupled to fixed wheel base vehicle |
| RMAX | Car Wagon | 80 | 26 | 12 | | 23.700 | 1600/ 1435 | Yes | AMNF | | |
| ROBX | Open | 80 | 23 | 53 | 4000 | 14.900 | 1600/ 1435 | Yes | VOBX VOCX VOFX | | May load to 80 tonnes gross at 80 km/h max speed |
| ROCY♣ | Open | 110 | 28 | 48 | 4000 | 20.064 | 1435 | No | RZCY NOCY CDY | | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| ROJX | Open | 80 | 23 | 53 | 4000 | 14.900 | 1600/ 1435 | Yes | VOBX VOCX VOFX | | May load to 80 tonnes gross at 80 km/h max speed |
| ROKX | Open | 80 | 28 | 48 | 4000 | 23.700 | 1600/ 1435 | Yes | AOOX | | Old AOOX class vehicles numbered over 2000 may load to 80 tonnes gross at 80 km/h max speed |
| ROOX | Open | 80 | 28 | 48 | 4000 | 23.700 | 1600/ 1435/ | Yes | AOOX | | Old AOOX class vehicles numbered over 2000 may load to 80 tonnes gross at 80 km/h max speed |
| ROSX | Open | 80 | 23 | 57 | | 14.900 | 1600/ 1435 | Yes | | | |
| ROZX | Shunting Operations | 80 | 17.2 | 0 | | 11.300 | 1600/ 1435 | Yes | NOFF | 12.33 | |
| RQAY♣ | Container Flat | 115 | 22 | 56 | | 20.066 | 1435 | No | NQAY | 1130 | ♣ see note on last page |
| RQBY♣ | Container Flat | 115 | 22 | 56 | | 20.066 | 1435 | No | NQBY, NQOY | 1130 | ♣ see note on last page |
| RQCX | Container Flat | 80 | 20 | 56 | 4000 | 20.100 | 1600/ 1435/ | Yes | AQCX | 1111 | May load to 80 tonnes gross at 80 km/h max speed |
| RQDY | Container Flat | 100 | 24 | 52 | 4000 | 25.730 | 1600/ 1435/ | Yes | AQDW | 1022 | Superfreighter vehicle. Must not be coupled fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed |
| RQFX | Container Flat (Skeletal) | 80 | 19 | 57 | 4000 | 20.100 | 1600/ 1435/ | Yes | VQFX | 1111 | May load to 80 tonnes gross at 80 km/h max speed |
| RQFY♣ | Container Flat (Skeletal) | 115 | 22 | 54 | 4000 | 20.066 | 1435 | No | RQFF, RQFX, VQFX, VQFY | 1111 | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |

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RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/ Restriction |
|-------|------------------------|----------------|---------------------|---|---------------------------|---|------------|------------------------------|------------------------|--------------|---|
| RQGY♣ | Container Flat | 115 | 22 | 56 | | 20.066 | 1435 | No | RQSY, NQGY, NQOY, NQSY | 1130 | ♣ see note on last page |
| RQIW♣ | Container Flat | 115 | 18 | 58 | 4000 | 14.580 | 1435 | No | NQIW | | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RQIY♣ | Container Flat | 115 | 20 | 56 | 4000 | 14.580 | 1435 | No | NQIY | | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RQJW♣ | Container Flat | 115 | 27 | 49 | 4000 | 25.560 | 1600/1435 | Yes | NQJW | 1024 | Superfreighter vehicle. Must not be coupled fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RQKY♣ | Container Flat | 115 | 22 | 54 | 4000 | 20.091 | 1435 | No | AQMF, AQSY, AQMX | 1024 | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RQMY♣ | Container Flat | 115 | 22 | 54 | 4000 | 20.091 | 1435 | No | AQMY | 1198 | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RQOX | Container Flat | 100 | 24 | 52 | 4000 | 23.700 | 1600/1435 | Yes | WQBX | 1194 | May load to 80 tonnes gross at 80 km/h max speed |
| RQPW♣ | Container Flat | 115 | 27 | 49 | 4000 | 25.560 | 1600/1435 | Yes | NQMW, RQDW, RQDF, VQDW | 1024 | Superfreighter vehicle. Must not be coupled fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RQSY♣ | Container Flat | 115 | 22 | 54 | 4000 | 20.066 | 1435 | No | RQBY, RQGY, NQSY, NQOY | 1130 | May load to 80 tonnes gross at 80 km/h max speed. ♣ see note on last page |
| RQWW♣ | Container Flat | 115 | 25 | 51 | 4000 | 25.560 | 1435 | No | NQWW, NQTW | 1024 | May load to 80 tonnes gross at 80 km/h max speed. ♣ see note on last page |
| RRLX | 2 slot container flat | 80 | 16 | 64 | | 14.900 | 1600/1435 | Yes | | 1220 | |
| RRKY♣ | Container Flat | 115 | 22 | 54 | 4000 | 20.091 | 1435 | No | RQKY | 1160 | May load to 80 tonnes gross at 80 km/h max speed ♣ see note on last page |
| RRSY♣ | Container Flat | 115 | 22 | 58 | | 20.066 | 1435 | No | NQSY, NQOY, RQGY, RQSY | 1130 | ♣ see note on last page |

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RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/ Restriction |
|-------|---------------------------------|----------------|---------------------|---|---------------------------|---|---------------|------------------------------|------------------------------|--------------|--|
| RQTY♣ | Container Flat | 115 | 18 | 58 | 4000 | 20.085 | 1435 | No | RQCY RQCX AQTY VQCX | 1110 | May load to 80 tonnes gross at 80 km/h max speed. ♣ see note on last page |
| TQCY | Container Flat | 100 | 20 | 56 | 4000 | 20.100 | 1435 | No | | 1111 | May operate at the following load/speed combinations: 19.0 tonnes gross axle load at 100 km/h 19.5 tonnes gross axle load at 90 km/h 20.0 tonnes gross axle load at 80 km/h Used on TOLL services. |
| VBBX | Box Van | 80 | 22 | 56 | 1000 | 13.100 | 1600/ 1435 | Yes | | | |
| VBCW | Box Van | 80 | 35 | 42 | | 23.500 | 1600/ 1435 | Yes | | | Must not be coupled to fixed wheel base vehicles |
| VECX | Container Flat | 80 | 20 | 56 | 4000 | 20.100 | 1600/ 1435 | Yes | | 1111 | May load to 80 tonnes gross at 80 km/h max speed Electrically equipped |
| VEDW | Container Flat | 110 | 23 | 53 | 4000 | 25.700 | 1600/ 1435 | Yes | VQDW | 1022 | Superfreighter vehicle. Must not be coupled to fixed wheel base vehicle. May load to 80 tonnes gross at 80 km/h max speed. Electrically equipped |
| VEKX | Container Flat | 80 | 25 | 51 | 4000 | 23.700 | 1600/ 1435 | Yes | | 1194 | May load to 80 tonnes gross at 80 km/h max speed Electrically equipped |
| VEOF | Container Flat | 80 | 18.5 | 57.5 | | 14.900 | 1600/ 1435 | Yes | VQOF VQOX | 1200 | Fitted with 415 volt AC power cables for reefer traffic. |
| VFCX | Flat with Stanchions | 80 | 23.7 | 52.3 | 4000 | 20.7 | 1600/ 1435 | Yes | VQLX | 1194 | May load to 80 tonnes gross at 80 km/h max speed. For Log Traffic only. Not to be loose shunted. When loaded to be Marshalled between wagons with adequate bulkheads. |
| VFFA | Flat | 65 | 19.1 | 35 | | 16.100 | 1600 | No | | | Draft gear limit 3000 tonnes |
| VFHX | Flat with Bulkhead & Stanchions | 80 | 25.4 | 50.6 | 4000 | 20.700 | 1600/ 1435 | Yes | VFNX VFPX | 1167 | May load to 80 tonnes gross at 80 km/h max speed |
| VFLX | Flat with Bulkheads | 80 | 26 | 50 | | 20.700 | 1600/ 1435 | Yes | | 1257 | |

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|-------|------------------------|----------------|---------------------|---|---------------------------|---|---------------|------------------------------|--------------|--------------|---|
| VFTX | Flat with Stanchions | 80 | 22.5 | 53.5 | 4000 | 18.100 | 1600/ 1435 | Yes | VLEX | 1180 | May load to 80 tonnes gross at 80 km/h max speed. For Log Traffic only. Not to be loose shunted. When loaded to be marshalled between wagons with adequate bulkheads. |
| VFWX | Flat with Stanchions | 80 | 26 | 50 | 4000 | 23.700 | 1600/ 1435 | Yes | VQKX VKKX | 1194 | May load to 80 tonnes gross at 80 km/h max speed. For Log Traffic only. Not to be loose shunted. When loaded to be Marshalled between wagons with adequate bulkheads. |
| VHAF | Hopper (Grain) | 80 | 21 | 55 | 2000 | 14.900 | 1600/ 1435 | Yes | VHGF | | Fitted with modified braking and air operated discharge doors |
| VHBF | Hopper (Grain) | 80 | 21 | 46 | | 11.840 | 1600 | No | NGMA | | |
| VHCA | Hopper | 65 | 22 | 51 | | 11.200 | 1435 | No | | | |
| VHEF | Hopper | 80 | 22 | 54 | | 15.600 | 1600 | No | | | |
| VHFF | Hopper (Fertiliser) | 80 | 22 | 54 | | 14.000 | 1600 | No | | | |
| VHFX | Hopper (Fertiliser) | 80 | 22 | 54 | | 13.200 | 1600/ 1435 | Yes | | | |
| VHGF | Hopper (Grain) | 80 | 17 | 58 | 2000 | 14.900 | 1600/ 1435 | Yes | | | Nos. 21–100 |
| VHGF | Hopper (Grain) | 80 | 21 | 55 | | 14.900 | 1600/ 1435 | Yes | | | Nos. 101–637 |
| VHGX | Hopper (Grain) | 80 | 17 | 58 | 2000 | 14.900 | 1600/ 1435 | Yes | | | Nos. 1–20 |
| VHGY | Hopper (Grain) | 80 | 21 | 55 | 4000 | 14.900 | 1435 | N | VHGF | | Standard Gauge Only. May load to 80 tonnes gross at 80 km/h max speed. |
| VHHF | Hopper (Grain) | 80 | 23 | 52 | | 15.500 | 1600 | N0 | | | |
| VHHX | Hopper (Grain) | 80 | 23 | 52 | | 15.500 | 1600/ 1435 | Yes | | | Nos. 813–915 |
| VHJA | Hopper (Gypsum) | 65 | 20 | 53 | | 11.200 | 1600 | No | | | |
| VHJX | Hopper Gypsum | 80 | 22 | 54 | | 13.200 | 1600/ 1435 | Yes | VHDX | | |
| VHKY | Hopper (Grain) | 115 ♦ | 24.0 | 76 ♦ | | 15.498 | 1435 | No | | | Standard Gauge Only ♦ see note on last page |
| VHLY | Hopper (Grain) | 110 ♦ | 23.6 | 76 ♦ | | 14.900 | 1435 | No | VHGY | | Standard Gauge Only ♦ see note on last page |
| VHNY | Hopper (Grain) | 110 ♦ | 24.0 | 76 ♦ | | 15.53 | 1435 | No | VHEF | | Standard Gauge Only ♦ see note on last page |
| VHQF | Hooper | 80 | 20 | 60 | | 13.200 | 1600 | No | | | |
| VHRF | Hopper (Rice) | 80 | 17 | 58 | | 14.900 | 1600 | No | VHGF | | |
| VHRX | Hopper (Rice) | 80 | 17 | 58 | | 14.900 | 1600/ 1435 | Yes | VHGX | | |
| VHSF | Hopper | 80 | 22 | 54 | | 13.200 | 1600 | No | | | |

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PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

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|-------|------------------------------|-----------------------|---------------------|---|---------------------------|---|---------------|------------------------------|--------------|--------------|--|
| VHWA | Hopper (Ballast) | 45 (70 when empty) | 15 | 36 | 500 | 9.200 | 1600 | No | | | |
| VKEX | Slab Steel | 80 | 22 | 54 | 4000 | 14.900 | 1600/ 1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed |
| VKKF | Flat | 80 | 26 | 50 | | 23.700 | 1600/ 1435 | Yes | | | |
| VKKX | Flat (Steel Traffic) | 80 | 25 | 51 | | 23.700 | 1600/ 1435 | Yes | | | |
| VLBY | Louvre Van | 80 | 21 | 35.5 | 1000 | 11.900 | 1600 | No | | | |
| VLCX | Louvre Van | 80 | 22 | 41 | 2000 | 13.100 | 1600/ 1435 | Yes | | | |
| VLCY | Louvre Van | 110 | 22 | 50 | | 13.100 | 1600/ 1435 | Yes | VLCX | | Draft Gear Limit of 3000 tonnes for trailing load |
| VLDX | Louvre Van | 80 | 26 | 50 | | 16.800 | 1600/ 1435 | Yes | | | |
| VLEX | Louvre Van | 80 | 26 | 50 | 4000 | 18.100 | 1600/ 1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed. Must not be coupled to fixed wheel base vehicles |
| VLEY | Louvre Van | 110 | 26 | 50 | | 18.100 | 1435 | Yes | VLEX | | Superfreighter vehicle |
| VLNX | Louvre Van (Newsprint) | 80 | 33 | 43 | 4000 | 18.100 | 1600/ 1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed. Must not be coupled to fixed wheel base vehicles |
| VLRX | Louvre Van | 80 | 26 | 50 | 4000 | 18.100 | 1600/ 1435 | Yes | VLEX VLNX | | May load to 80 tonnes gross at 80 km/h Must not be coupled to fixed wheel base vehicles. |
| VLVX | Louvre Van | 80 | 22 | 41 | | 13.100 | 1600/ 1435 | Yes | | | |
| VMAP | Car Wagon | 115 | 30 | | | 17.900 | 1600 | No | | | Conveys 6 cars Motorail Traffic |
| VMBY | Car Wagon | 115 | 25 | 15 | | 23.100 | 1600/ 1435 | Yes | | | Conveys 8–10 cars |
| VOBX | Open (without Ridge Gear) | 80 | 23 | 51 | 6000 | 14.900 | 1600/ 1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed |
| VOCX | Open (without Ridge Gear) | 80 | 23 | 53 | 4000 | 14.900 | 1600/ 1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed |
| VOFX | Open (with fixed ridge gear) | 80 | 23 | 53 | 4000 | 14.900 | 1600/ 1435 | Yes | | | May load to 80 tonnes gross at 80 km/h max speed |
| VOHX | Open (with fixed ridge gear) | 80 | 23 | 53 | 4000 | 14.900 | 1600/ 1435 | Yes | VOFX | | Modified for gypsum traffic. May load to 80 tonnes gross at 80 km/h max speed |
| VOJF | Open (Gypsum) | 80 | 23 | 53 | | 14.900 | 1600 | No | | | Restricted to Gypsum traffic between Cowangie & Geelong Area unless otherwise authorised |

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|-------|---------------------------|----------------|---------------------|---|---------------------------|---|---------------|------------------------------|-----------|--------------|--|
| VOJX | Open (Gypsum) | 80 | 16 | 32 | | 14.900 | 1600/ 1435 | Yes | ROJX | | |
| VOWA | Open | 70 | 16 | 32 | | 11.700 | 1600/ 1435 | No | | | |
| VPAX | Bulk Cement | 80 | 26 | 50 | | 14.100 | 1600/ 1435 | Yes | | | Pneumatic Discharge |
| VPBX | Bulk Cement | 80 | 26 | 50 | | 14.100 | 1600/ 1435 | Yes | VPCX | | Pneumatic Discharge High Pressure Series |
| VPCX | Bulk Cement | 80 | 26 | 50 | | 14.100 | 1600/ 1435 | Yes | | | Pneumatic Discharge Low Pressure Series |
| VPFX | Bulk Flour | 80 | 29 | 45 | 1000 | 16.600 | 1600/ 1435 | Yes | | | Pneumatic Discharge |
| VPLX | Bulk Lime | 80 | 29 | 45 | 1000 | 16.600 | 1600/ 1435 | Yes | | | Pneumatic Discharge |
| VQAW | Articulated 3 Pack Flat | 110 | 37.3 | 115 | | 41.200 | 1600/ 1435 | Yes | | 1060 | Superfreighter vehicle Not to be loose shunted |
| VQCX | Container Flat | 80 | 20 | 56 | 4000 | 20.100 | 1600/ 1435 | Yes | | 1111 | May load to 80 tonnes gross at 80 km/h max speed |
| VQCY | Container Flat | 110 | 20 | 56 | 4000 | 20.100 | 1435 | No | VQCX | 1111 | May load to 20 tonnes axle load at 80 km/h and 19.5 tonnes axle load of 90 km/h and 19 tonnes axle load at 100 km/h |
| VQDW | Container Flat | 110 | 23 | 53 | 4000 | 25.700 | 1600/ 1435 | Yes | | 1022 | Superfreighter vehicle. Must not be coupled to Fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed |
| VQGX | Container Flat | 80 | 25 | 47 | | 23.200 | 1600/ 1435 | Yes | | 1194 | |
| VQJY | Container Flat | 110 | 20 | 56 | 4000 | 20.100 | 1435 | No | VQCY | 1111 | May load to 20 tonnes axle load at 80 km/h and 19.5 tonnes axle load of 90 km/h and 19 tonnes axle load at 100 km/h |
| VQKX | Container Flat | 80 | 25 | 51 | | 23.700 | 1600/ 1435 | Yes | | 1194 | |
| VQKY | Container Flat | 110 | 25 | 51 | 4000 | 23.700 | 1600/ 1435 | Yes | VQKX | 1194 | May load to 20 tonnes axle load at 80 km/h and 19.5 tonnes axle load of 90 km/h and 19 tonnes axle load at 100 km/h |
| VQLX | Container Flat (Skeletal) | 80 | 22 | 54 | 4000 | 20.700 | 1600/ 1435 | Yes | | 1194 | May load to 80 tonnes gross at 80 km/h max speed |
| VQMX | Container Flat | 80 | 20 | 56 | 4000 | 20.100 | 1600/ 1435 | Yes | VQCX | 1111 | May load to 80 tonnes gross at 80 km/h max speed |
| VQMY | Container Flat | 110 | 20 | 56 | 4000 | 20.100 | 1600/ 1435 | Yes | VQCX | 1111 | Superfreighter vehicle May load to 80 tonnes gross at 80 km/h max speed |

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PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/ Restriction |
|---------------|-------------------------|---------------------|---------------------|---|---------------------------|---|------------|------------------------------|-----------|--------------|---|
| VQOF | Container Flat | 80 | 19.0 | 57 | 4000 | 14.900 | 1600/1435 | Yes | | 1200 | May load to 80 tonnes gross at 80 km/h max speed |
| VQOX | Open without Ridge Gear | 80 | 21.5 | 54.5 | 4000 | 14.900 | 1600/1435 | Yes | | 1200 | May load to 80 tonnes gross at 80 km/h max speed |
| VQRF | Container Flat | 80 | 20 | 56 | 4000 | 20.100 | 1600/1435 | Yes | | 1111 | May load to 80 tonnes gross at 80 km/h max speed |
| VQSW | Container Flat | 110 | 16 | 60 | | 16.300 | 1435 | Yes | | 1000 | Test Vehicle Only |
| VTBA | Tank (Bitumen) | 70 | 28.3 | 45,006 litres | | 12.500 | 1600 | No | | | |
| VTBF | Tank Wagon (Bitumen) | 80 | 27 | 45,461 litres | | 12.500 | 1600 | No | | | |
| VTBX | Tank (Bitumen) | 80 | 31 | 45,460 | | 12.500 | 1600/1435 | Yes | | | |
| VTBY | Tank (Bitumen) | 80 | 31 | 45,461 | | 12.500 | 1600 | No | | | |
| VTGX (Type 1) | Tank Wagon | 80 | 36.6 | 77,400 litres 38.3 tonnes | | 16.500 | 1600/1435 | Yes | VTGY | | No. VTGX 8 Formerly VTGY 8 |
| VTGX (Type 2) | Tank Wagon | 80 | 34.4 | 70,900 litres 39.1 tonnes | | 16.558 | 1600/1435 | Yes | VTGY | | Nos. VTGX 7 and 9. Formerly VTGY 7 and 9. |
| VTQA | Tank (White Spirit) | 65 (see note) | 28 | 46,900 litres | | 14.600 | 1600 | No | | | VTQA'S Nos. 121, 181, 182, 190, 191, 209, 238, 239, 286, 355, 358, 393, 469, 534, 592, and 595 are authorised to operate at 80 km/h empty and 65 km/h when loaded. Draft Gear Limit 3000 tonnes. |
| VTQF | Tank | 80 (load/empty) | 27 | 56,400 litres | | 14.600 | 1600 | No | | | The following vehicles have a Draft Gear limit of 3000 tonnes: Nos. 84, 86–98, 100–103, 111, 115–122, 131–141, 144, 145, 147–152, 155, 176, 214, 268, 269 and 368. |
| VTQX | Tank (White Spirit) | 80 (load/empty) | 27 | 54,400 litres | | 16.400 | 1600/1435 | Yes | | | |
| VTQY (Type 1) | Tank | 80 (load/empty) | 27 | 55,917 litres | | 15.500 | 1600 | No | | | The following vehicles have a Draft Gear limit of 3000 tonnes: Nos. 84, 86–98, 100–103, 111, 115–122, 131–141, 144, 145, 147–152, 155, 176, 214, 268, 269 and 368. |
| VTQY (Type 2) | Tank | 100 (load/empty) | 27 | 55,917 litres | | 15.500 | 1435 | No | | | Nos 632, 635, 637 & 640 are permitted to run at speeds greater than 100km/h on the ARTC Network on Superfreighter Services. |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/ Restriction |
|-------|--------------------------|-------------------------|---------------------|---|---------------------------|---|---------------|------------------------------|--------------|--------------|--|
| VTQZ | Tank (White Spirit) | 65 # (80 when empty) | 28 24.88 | 39,550 litres | | 11.800 | 1600 | No | | | |
| VTSA | Tank (White Spirit) | 80 | 20.6 | 32,640 litres | | 9.246 | 1600 | No | VTQA VTQY | | VTSA Nos. 564–572. Only to be used between Shell Corio and Shepparton unless otherwise authorised by V/Line Passenger. |
| VVBP | Brakevan | 90 | 23 | 10 | | 11.400 | 1600 | No | | | |
| VZAF | Covered Van | 80 | 20 | 32 | | 12.800 | 1600 | No | | | |
| VZGX | Loco. Sand Hopper | 80 | 29 | 45 | | 16.600 | 1600/ 1435 | Yes | | | |
| VZJF | Open | 80 | 23 | 53 | | 14.900 | 1600 | No | VOJF | | Recorded for Department use |
| VZKF | Loco. Bogie Transporter | 65 | 18 | 26 | | 14.500 | 1600 | No | VOJF | | Recorded for Department use |
| VZMA | Hopper (Ballast) | 45 (70 when empty) | 15 | 36 | 500 | 9.200 | 1600 | No | | | |
| VZNA | Hopper (Ballast) | 70 | 14 | 28 | 500 | 10.900 | 1600 | No | | | |
| VZSF | Auto Sleeper Discharge | 80 | 22 | 41 | | 13.100 | 1600 | No | | | |
| VZTX | Manual Sleeper Discharge | 80 (see remarks) | 20 | 36 | | 13.145 | 1600/ 1435 | Yes | | | 65 km/h when the uneven nett load exceeds 12 tonnes |
| VZWA | Wheel Transporter | 70 | 18 | 26 | | 14.500 | 1600 | No | | | |
| VZZF | Bogie Transport | 80 | 24 | 52 | | 18.100 | 1600 | No | | | |
| XGAY | Hopper (Grain) | 80 | 24 | 52♣ | | 16.485 | 1435 | No | | | Standard Gauge Only. Air operated top & bottom doors ♣ see note on last page |

Note ♣ Maximum capacity is restricted due to vehicle not to exceed 19 tonne axle limit

Note ♦ Between Serviceton and Appleton Dock wagon may load to 92 tonnes gross at 80 km/h.
Between Appleton Dock and Albury/NSW wagon may load to 80 tonnes gross at 80 km/h.

Note # Where a train operates with loaded VTQZ vehicles attached, it may operate at 80 km/h provided the ratio of VTQZ vehicles does not exceed 1 (one) loaded VTQZ vehicles to 4 (four) other vehicles, and provided that the loaded VTQZ vehicle(s) is (are) not marshalled as the last two vehicles of the train and there is no other vehicle in the consist that restricts the train speed to less than 80 km/h.

Note ♠ Authorised to operate only as empty vehicles for maintenance purposes between Maroona and Portland standard gauge.

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

PACIFIC NATIONAL (TRAIN OPERATING DIVISIONS)

FREIGHT VEHICLES

(On Hire/Lease to PACIFIC NATIONAL)

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/Restriction |
|-------|------------------------|----------------|---------------------|---|---------------------------|---|---------------|------------------------------|-----------|--------------|--|
| CQBY | Container Skel | 80 | 20 | 56 | 4000 | 19.4 | 1435 | No | | 1020 | Standard Gauge Only. (CFCLA). May load to 80 tonnes gross at 80 km/h max speed |
| NHBF | Ballast | 80 | 19 | 61 | | 12.4 | 1435/ 1600 | Yes | | | |
| RQDY | Container Flat | 100 | 23 | 53 | 4000 | 25.730 | 1600/ 1435 | Yes | AQDW | 1022 | Superfreighter vehicle. Must not be coupled to fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed |
| RQJW | Container Flat | 115 | 27 | 49 | 4000 | 25.560 | 1600/ 1435 | Yes | NQJW | 1024 | Superfreighter vehicle. Must not be coupled to fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed |
| RQPW | Container Flat | 115 | 25 | 51 | 4000 | 25.560 | 1600 1435 | Yes | NQMW | 1024 | Superfreighter vehicle. Must not be coupled to fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed |

Note ♦ Maximum capacity is restricted due to vehicle not to exceed 19 tonne axle limit

OPERATED UNDER PACIFIC NATIONAL ACCREDITATION

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/Restriction |
|-------|---------------------------------|--------------------|---------------------|---|---------------------------|---|---------------|------------------------------|----------------------|--------------|--------------------------|
| CHOY | Ballast Hopper Remote Contolled | 80 (90 when empty) | 25 | 55 | | 13.200 | 1600/ 1435 | Yes | VZMF GHMF CHMF | | Nos 6016 to 6063 (CFCLA) |
| CZAY | Ballast Plough | 80 | 35 | 3 | | 13.100 | 1600/ 1435 | Yes | VLCX | | No. 6099 (CFCLA) |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

RAILCORP (COUNTRYLINK)

DIESEL ELECTRIC LOCOMOTIVES

| Class | Max. Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Cap. (Litres) | Overall Length to 100mm | Kw for Traction | Remarks / Restrictions |
|-------|--------------------|----------------------|--------------------|-----------------------|-------------------------------|--------------------|---|
| XP‡ | 160 | 76.0 | 19.0 | 4,500 | 17.300 | 1490 | Nos.2000-2016 Standard Gauge Only. |
| XP‡ | 160 | 76.0 | 19.0 | 4,500 | 17.300 | 1490 | Nos.2017, 2018. Leased from Dept. of Infrastructure (Vic). Standard Gauge Only. |

Note ‡ Interim approval only

PASSENGER VEHICLES

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Overall Length of Vehicle over Pulling Lines to nearest 100mm | Remarks / Restrictions |
|-------|------------------------------------|----------------------|-------------------------|--|---|
| XAM‡ | XPT Sleeping car | 160 | 48 | 24.200 | Nos 2175-2178. Leased from Dept. of Infrastructure (Vic). Standard Gauge Only. |
| XAM‡ | XPT Sleeping car | 160 | 48 | 24.200 | Nos 2179-2182. Standard Gauge Only. |
| XBR‡ | XPT First with Buffet | 160 | 45 | 24.200 | Nos 2150-2158. Standard Gauge Only. |
| XF‡ | XPT Economy Car | 160 | 44 | 24.200 | Nos 2179-2182. Standard Gauge Only. |
| XFH‡ | XPT Economy/Luggage Compartment | 160 | 45 | 24.200 | Nos 2104-2110, 2112, 2113. Standard Gauge Only. |
| XL‡ | XPT First Class Sitting | 160 | 44 | 24.200 | Nos 2228, 2229. Leased from Dept. of Infrastructure (Vic). Standard Gauge Only. |
| XL‡ | XPT First Class Sitting | 160 | 44 | 24.200 | Nos 2230-2236. Standard Gauge Only. |

Note ‡ Interim approval only

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

RAIL CORPORATION N.S.W.

TRACK MACHINES

| Machine Type | Road Numbers | Make/Model | Length (Metres) | Mass (Tonnes) | Maximum Speed (km/h) | Schedule Speed (km/h) |
|----------------------|------------------|---------------|-----------------|---------------|--------------------------|-----------------------|
| Track Recorder Car ♦ | No. RVX-4 (SG) # | Plasser EM120 | 15 | 46 | 80 Recording 100 Not Rec | 75 80 |
| Track Recorder Car ♦ | EM 80 E # | Plasser EM80E | 13.7 | 24 | 70 | 70 |

Note ♦ On all Safeworking Systems these vehicles must be signalled as a Train and may be followed through Automatic Block Signalling Territory by other trains.

In Train Order Territory, the Road Number of the Vehicle must be shown as a locomotive number on the Train Order.

Note # These machines are not insulated and will operate Track Circuits. All other machines cannot be relied upon to operate Track Circuits and must be protected as prescribed by instructions in the Book of Rules and Operating Procedures 1994.

WAGONS

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for bogie exchange | Remarks/Restriction |
|-------|------------------------|----------------|---------------------|---|------------|------------------------------|---|
| AK | Rail Task Vehicle | 115 | 46 | 23.900 | 1435 | No | Nos. 2382, 2383, 2384 Air Conditioned, All Steel body, Auto Coupling and 914t draw gear capacity. Vehicle is used for inspecting and ride recording of Standard Gauge Track |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

SOUTHERN SHORThAUL RAILROAD

DIESEL ELECTRIC LOCOMOTIVES

| Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remark/Restrictions |
|-------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|---------------------|
| B | 115 | 123 | 20.5 | 4,540 | 18,500 | 1120 | No. 61 |
| S | 115 # | 123 | 20.5 | 6,820 | 18,600 | 1340 | No. 317 |

Note # Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

DIESEL ELECTRIC LOCOMOTIVES

ON HIRE/LEASE TO SOUTHERN SHORThAUL RAILROAD

| Owner | Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks Restrictions |
|---------------------------------------|-------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|----------------------|
| Chicago Freight Car Leasing Australia | T | 100 | 69 | 17.300 | 3410 | 13,400 | 710 | No. 369, 373, 376 |
| | S | 115 # | 123 | 20.5 | 6,820 | 18,600 | 1340 | No. 300 |
| SteamRail Victoria | T | 100 | 69 | 17.3 | 3410 | 13,400 | 710 | No. 395 |

Note # Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

FREIGHT VEHICLES

ON HIRE/LEASE TO SOUTHERN SHORThAUL RAILROAD

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks/Restriction |
|-------|---|--------------------|---------------------|---|---------------------------|---|------------|------------------------------|----------------------|--------------|--|
| CHOY | Ballast Hopper Remote Controlled | 80 (90 when empty) | 25 | 55 | | 13,200 | 1600/1435 | Yes | VZMF GHMF CHMF | | Nos. 6016 to 6063. (CFCLA) |
| CQRX | Container Flat (can also be used to carry rail) | 90 | 25 | 51 | | 23,700 | 1600/1435 | Yes | VZRF GQRX | 1194 | Nos. 301, 303, 308, 309, 311, 317, 322 May load to 80 tonnes at 80 km/h max speed (CFCLA) |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

SPECIALISED CONTAINER TRANSPORT




FREIGHT VEHICLES

| Class | Description of vehicle | Max Speed km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity evenly distributed (Tonnes) | Permissible Overload (Kg) | Max Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht (mm) | Remarks / Restrictions |
|---------------|------------------------|----------------|---------------------|---|---------------------------|---|---------------|------------------------------|-----------|--------------|--|
| ABFY | Box Van | 110 | 30 | 46 | 4000 | 23.700 | 1435 | No | | | May load to 80 tonnes gross at 80km/h max speed |
| AQOY | Container Flat | 110 | 25 | 51 | | 23.700 | 1600/ 1435 | Yes | | 1194 | |
| AQXY | Container Flat | 110 | 25 | 51 | | 23.700 | 1600/ 1435 | No | | 1194 | |
| ARBY | Refrigerated Van | 110 | 30 | 54 | | 23.700 | 1435 | No | ABFY | | Superfreighter Vehicle |
| ARFY | Refrigerated Van | 110 | 30 | 54 | | 23.700 | 1435 | No | AQOY | | Superfreighter Vehicle |
| AZOY (Type 1) | Open | 95 | 28 | 48 | 4000 | 23.700 | 1600/ 1435 | Yes | AOOX | | Old AOOX class vehicles numbered beyond 2000 may load to 80 tonnes gross at 80 km/h max speed |
| WQCY | Container Flat | 100 | 23.5 | 52.5 | 4000 | 19.200 | 1435 | No | | 1194 | Superfreighter vehicle. May load to 80 tonnes at 80km/h max speed |
| VQCY | Container Flat | 110 | 20 | 56 | 4000 | 20.100 | 1435 | No | VQCX | 1111 | May load to 20 tonnes axle load at 80 km/h and 19.5 tonnes axle load of 90 km/h and 19 tonnes axle load at 100 km/h |
| VQDW | Container Flat | 110 | 23 | 53 | 4000 | 25.700 | 1600/ 1435 | Yes | | 1022 | Superfreighter vehicle. Must not be coupled to Fixed wheel base vehicles. May load to 80 tonnes gross at 80 km/h max speed |

RAIL OPERATORS ROLLING STOCK

SPENO RAIL MAINTENANCE AUSTRALIA

TRACK MACHINE


| Machine Type | Road Numbers | Make/Model | Length (Metres) | Mass (Tonnes) | Maximum Speed (km/h) | Schedule Speed (km/h) |
|---|-------------------------|----------------------------------|-----------------|---------------|---|-----------------------|
| 24 Stone Rail Grinder  | M30 | Seno 'RR24M' Series Rail Grinder | 44.9 | 151 | 60 | 60 |
| Track Recorder Car  | No. EM 100 # (BG/SG) | Plasser EM100 | 15 | 46 | 80 Recording 100 Not rec  | 75 80 |

Note  On all Safeworking Systems these vehicles must be signalled as a Train and may be followed through Automatic Block Signalling Territory by other trains.

In Train Order Territory, the Road Number of the Vehicle must be shown as a locomotive number on the Train Order.

Note # These machines are not insulated and will operate Track Circuits. All other machines cannot be relied upon to operate Track Circuits and must be protected as prescribed by instructions in the Book of Rules and Operating Procedures 1994.

Note  Due to no TPWS being fitted to this machine a restriction of 80 km/h is to apply on RFR Corridors.

Note  This machine is not insulated and will operate Track Circuits. The Rules and Operating Procedures (1994) Section 30 Part 14 to Part29 must be observed during the operation of this machine.

RAIL OPERATORS ROLLING STOCK

V/LINE PASSENGER

DIESEL ELECTRIC LOCOMOTIVES

| Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Fuel Capacity (Litres) | Overall Length to nearest 100mm | Kw for Traction | Remarks / Restrictions |
|-------|----------------|-------------------|-----------------|------------------------|---------------------------------|-----------------|---|
| A | 115 | 121 | 20.2 | 4,540 | 18.500 | 1680 | Nos. 60, 62, 66, 70 |
| N | 115 | 124 | 20.6 | 6,800 | 20.000 | 1680 | Nos. 452, 454–459, 461, 462, 466, 467, 475 Fitted with auxiliary generator to provide Head End Power to passenger carriages. |
| N | 130 | 128 | 21.3 | 6,800 | 20.000 | 1680 | Nos. 451, 453, 460, 463, 464, 465, 468–474 Fitted with auxiliary generator to provide Head End Power to passenger carriages. Fitted with D77/78 traction motors |
| P | 100 | 77 | 19.2 | 3,410 | 14.600 | 710 | Nos. 11–18 Fitted with auxiliary generator to provide Head End Power to passenger carriages (H sets only). Able to operate in push/pull mode with H sets. |
| Y | 65 | 68 | 17.0 | 4,550 | 13.300 | 450 | Nos. 129, 156, 161, 163 |

DIESEL RAIL CARS

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Overall Length of Vehicle over Pulling Lines to nearest 100mm | Kw for Traction | Diesel Rail Cars |
|-----------|---|----------------|------------------------|---|-----------------|--|
| Sprinter | Self propelled Passenger vehicle. | 130 | 47 | 25.900 | 460 | Nos. 7001–7018, 7020–7022 |
| Vlocity # | Self propelled Passenger vehicle. Operates as a permanently coupled two car unit. | 160 | 114 (Two Car Set) | 50.510 (Two Car Set) | 1120 | DMD Nos. 1101–1118 DM Nos. 1201–1218 See Note # |
| Vlocity # | Self propelled Passenger vehicle. Operates as a permanently coupled three car unit. | 160 | 171 (Three Car Set) | 75.220 (Three Car Set) | 1680 | DMD No. 1119-28, 1130 —41 TM No. 1319-28, 1330 —41 DM No. 1219-28, 1230 —41 See Note #,• |

Note # Where the authorised line speed does not allow for Vlocity Rail Cars to operate greater than 130 Km/h they are to be treated and read as that for Sprinter Rail Cars within the Network Service Plan.

HERITAGE DIESEL ELECTRIC LOCOMOTIVES

On Hire/Lease to V/Line Passenger Corporation

| Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Annual date for Accreditation | Overall Length to nearest 100mm | Kw for Traction | Remarks / Restrictions |
|-------|----------------|-------------------|-----------------|-------------------------------|---------------------------------|-----------------|--|
| T ♣ | 100 | 69 | 17.3 | 12/03/2010 | 14.700 | 710 | No. 413 |
| B ♠ | 115 | 123 | 20.5 | 31/10/2010 | 18.500 | 1120 | No. 74 |
| S ♠ | 115 | 123 | 20.5 | 31/10/2010 | 18.600 | 1340 | No.303 Single end operation only |
| T ♠ | 100 | 69 | 17.3 | 31/10/2008 | 14.700 | 710 | Flat Top Type No. 320 |
| T ♠ | 100 | 69 | 17.3 | 31/10/2010 | 14.600 | 710 | No. 357 |
| T ♠ | 100 | 69 | 17.3 | 31/10/2010 | 13.400 | 710 | No. 378 |
| T ▶ | 100 | 69 | 17.3 | 31/01/2010 | 13.400 | 710 | No. 395 |
| T ▶ | 100 | 69 | 17.3 | 31/12/2008 | 13.400 | 710 | Nos. 364 |
| T ▶ | 100 | 69 | 17.3 | 31/12/2010 | 13.400 | 710 | Nos. 356 |
| Y ▶ | 65 | 68 | 17.0 | 31/10/2010 | 13.300 | 450 | No. 164 |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

V/LINE PASSENGER

| | | | | | | | |
|-----|-------|-----|------|------------|--------|------|---------|
| S ▶ | 115 # | 123 | 20.5 | 30/11/2010 | 18.600 | 1340 | No. 313 |
|-----|-------|-----|------|------------|--------|------|---------|

Note ■ Maximum speed 50km/h when running long end leading. This locomotive is permitted to operate on main lines from the short end, except for long end movements between Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

Note # Maximum speed 50 km/h when running Hostlers end leading. These Locomotives are only permitted to operate on Main Lines from the Driving end, except for Hostlers end movements to and from Spencer Street and South Dynon Loco, and from Post No. 204 at West Tower to South Dynon and return.

HERITAGE STEAM LOCOMOTIVES

| Class | Max Speed Km/h | Mass Rating (Tns) | Axle Load (Tns) | Annual date for Accreditation | Overall Length to nearest 100mm | Kw for Traction | Remarks / Restrictions |
|-------|----------------|-------------------|-----------------|-------------------------------|---------------------------------|-----------------|------------------------|
| R ♣ | 115 | 191 | 21.1 | 10/06/2010 | 23.500 | | No. 707 |
| J ♠ | 80 | 115 | 15.8 | 04/10/2007 | 18.400 | | No. 515 |
| K ▶ | 80 | 106 | 13.7 | 31/10/2010 | 18.400 | | No's. 153, 190 |
| R ▶ | 110 | 191 | 21.1 | 30/06/2010 | 23.500 | | No. 711 |
| R ▶ | 115 | 191 | 21.1 | 31/10/2010 | 23.500 | | No. 761 |
| D3 ▶ | 95 | 102 | 14.0 | 31/10/2010 | 18.400 | | No. 639 |

Note ♣ The maintenance of these vehicles is the responsibility of **SEVEN O SEVEN OPERATIONS**

Note ♠ The maintenance of these vehicles is the responsibility of **SEYMOUR RAILWAY HERITAGE CENTRE**

Note ▶ The maintenance of these vehicles is the responsibility of **STEAM RAIL VICTORIA**

PASSENGER VEHICLES

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Overall Length of Vehicle over Pulling Lines to nearest 100mm | Remarks / Restrictions |
|-------------|------------------------------------|----------------|-------------------|---|--|
| ACN | Saloon type with Staff Compartment | 115 | 43 | 22.800 | Nos. 3, 9, 12, 15, 18, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57. Air-conditioned, all steel body and auto coupling. |
| BCH (short) | Saloon type with Staff Compartment | 115 | 37 | 19.300 | Nos. 121–131, 134, 135 Air-conditioned, steel body and auto/draw bar coupling. |
| BCH (long) | Saloon type with Staff Compartment | 115 | 40 | 23.500 | Nos. 132, 133 Air-conditioned, steel body and auto/draw bar coupling. |
| BCZ | Saloon type with Staff Compartment | 115 | 48.7 | 22.800 | Nos. 257, 259 – 261 Air-conditioned, all steel body and auto coupling. No. 260 stored. |
| BDN | Saloon type | 115 | 42 | 22.800 | Nos. 6, 21 & 50. Air-conditioned, all steel body and auto coupling. |
| BH (short) | Saloon type | 115 | 34 | 19.200 | Nos. 141–149 Air-conditioned, steel body and draw bar coupling. |
| BH (long) | Saloon type | 115 | 39 | 23.400 | Nos. 152, 153 Air-conditioned, steel body and draw bar coupling. |
| BIH (short) | Saloon type | 115 | 33 | 19.300 | Nos. 181–194 Air-conditioned, steel body and draw bar coupling. Without toilet. |
| BN | Saloon type | 115 | 43 | 22.800 | Nos. 1, 2, 4-5, 7-8, 10-11, 1-14, 16-17, 19, 22-23, 25-26, 28, 55. Air-conditioned, all steel body and auto coupling. |
| BRN | Saloon type with Buffet | 115 | 44 | 22.800 | Nos. 20, 29, 31, 32, 34, 35, 37, 38, 40, 41, 43, 44, 46, 47, 49, 52, 53, 56. Air-conditioned, all steel body and auto coupling. |
| BS | Compartment type | 115 | 47 | 22.800 | Nos. 215–219 Air-conditioned, all steel body and auto coupling. |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

V/LINE PASSENGER

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Overall Length of Vehicle over Pulling Lines to nearest 100mm | Remarks / Restrictions |
|-------------|------------------------|----------------|-------------------|---|--|
| BTH (short) | Saloon type | 115 | 34 | 19.300 | Nos. 161–171, 174, 175 Air-conditioned, steel body and auto/draw bar coupling. |
| BTH (long) | Saloon type | 115 | 39 | 23.500 | Nos. 172, 173 Air-conditioned, steel body and auto/draw bar coupling. |
| BTN | Saloon type | 115 | 50 | 22.800 | Nos. 251, 253, 254, 263, 264, 268. Air-conditioned, all steel body and auto coupling. |
| PH | Power Van | 115 | 40 | 12.800 | Nos. 451, 452, 453 and 454. All steel body, auto coupling for use with car sets requiring Head End Power. |
| BZN | Saloon type | 115 | 50 | 22.800 | Nos. 252, 256, 258, 261, 262, 265, 266, 267, 271, 272, 273, 274, 275, 276. Air-conditioned, all steel body and auto coupling. |
| D | Parcels Van | 115 | 36 | 12.800 | Nos. 302, 322, 324, 335, 339. All steel body, auto coupling and 24.5 tonne capacity. |
| DN | Parcels Van | 115 | 36 | 12.800 | Nos. 403, 358 Stored. All steel body, auto coupling and 24.5 tonne capacity. |
| PCJ | Power Van | 115 | 67 | 23.900 | Nos. 491, 492, 493. All steel body, auto coupling, 10 tonne capacity. |
| PH | Power Van | 115 | 40 | 12.800 | Nos. 451, 452, 453 and 454. All steel body, auto coupling for use with car sets requiring Head End Power. |

FREIGHT VEHICLES

| Class | Description of Vehicle | Max. Speed Km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity Evenly distributed (Tonnes) | Permissible Overload (Kg) | Length over Pulling Lines nearest 100mm | Gauge (mm) | Available for Bogie Exchange | Old Class | Deck Ht. (mm) | Remarks / Restrictions |
|-------|------------------------|-----------------|---------------------|---|---------------------------|---|------------|------------------------------|-----------|---------------|---|
| VHCF | Hopper | 65 | 22.0 | 80 # | 2 | 11.200 | 1435 | No | VHCA | | Wagons to be utilised for weighbridge testing and calibration ONLY. #VHCF x 3 – 80 Tonne #VHCF x 3 – 65 Tonne #VHCF x 2 – 35 Tonne #VHCF x 2 – 22 Tonne |

TRACK MACHINES

| Machine Type | Road Numbers | Make/Model | Length (Metres) | Mass (Tonnes) | Maximum Speed (km/h) | Schedule Speed (km/h) |
|-------------------|-------------------|--|-----------------|---------------|----------------------|-----------------------|
| Ballast Tamper | No. RNTM 3001 - 2 | Pandrol Jackson 6700 Production/Switch Tamper | 14.75 | 31.0 | 72 | 50 |
| Ballast Regulator | No. RNBR 3001 – 2 | Knox Kershaw KBR850 Ballast Regulator | 10.87 | 15.0 | 72 | 50 |
| Ballast Regulator | No. RNBR 3003 | Knox Kershaw KBR850 Ballast Regulator with Compactor fitted. | 9.30 | 19.6 | 72 | 50 |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

V/LINE PASSENGER

HERITAGE PASSENGER VEHICLES

On Hire/Lease to V/Line Passenger Corporation

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Annual date for Accreditation | Overall Length to nearest 100mm | Remarks / Restrictions |
|---------------|---------------------------------------|-------------------|----------------------|----------------------------------|------------------------------------|--|
| ACZ ♣ | Saloon type with Goods Compartment | 115 | 50 | 12/03/2010 | 22.800 | Air-conditioned, all steel body and auto coupling. No. 255 |
| BS ♣ | Passenger Carriage | 115 | 49 | 12/03/2010 | 22.800 | Air-conditioned, all steel body and auto coupling No. 205, 212 |
| BRS ♣ | Passenger Carriage | 115 | 48 | 12/03/2010 | 22.800 | Air-conditioned, all steel body and auto coupling. No. 224 |
| BZ ♣ | Passenger Carriage | 115 | 50 | 12/03/2010 | 22.800 | Air-conditioned, all steel body and auto coupling. No. 270 |
| JTA ♣ | Sleeping Car | 115 | 48.7 | 26/04/2010 | 23.826 | Air-conditioned, all steel body and auto coupling. No. 6 (Kuldali) |
| PCP ♣ | Power Van | 115 | 31 | 12/03/2010 | 12.800 | All steel body, vestibule west end, auto coupling & 6 tonne capacity. No. 294 |
| D ♣ | Parcels Van | 115 | 36 | 29/07/2010 | 12.800 | All steel body, auto coupling & 24.5 tonne capacity. No. 318T |
| ABE ♠ | Passenger Carriage | 80 | 46 | 31/10/2010 | 22.500 | Wooden body & auto coupling. No. 5, 16 |
| AE ♠ | Passenger Carriage | 80 | 46 | 30/09/2010 | 22.500 | Wooden body & auto coupling. No. 2, 30 |
| AS ♠ | Passenger Carriage | 115 | 49 | 31/05/2009 | 22.800 | Air-conditioned, all steel body and auto coupling. No. 4 |
| | | | | 30/11/2010 | 22.800 | Air-conditioned, all steel body and auto coupling. No. 3 |
| Avoca ♠ | Dining Car | 115 | 75 | 30/11/2009 | 23.100 | Air-conditioned, all steel body and auto coupling. (Old Class RS 235) |
| BE ♠ | Passenger Carriage | 80 | 46 | 30/09/2010 | 22.500 | Wooden body & auto coupling. No. 1, 14 |
| BS ♠ | Passenger Carriage | 115 | 48 | 31/10/2010 | 22.800 | Air-conditioned, all steel body and auto coupling. No. 1 & 3 |
| CS ♠ | Brake Van | 115 | 56 | 30/11/2008 | 18.200 | All steel body, auto coupling & 20 tonne capacity. No. 1 |
| Dining ♠ | Dining Car | 115 | 54 | 31/01/2010 | 22.800 | Air-conditioned, all steel body and auto coupling Murray (Old Class RS 236) |
| DT ♠ | Power Van | 115 | 36 | 30/11/2009 | 12.800 | All steel body, auto coupling & 24.5 tonne capacity. No. 319 |
| Mitta Mitta ♠ | Passenger Carriage | 115 | 50 | 31/10/2010 | 22.800 | Air-conditioned, all steel body and auto coupling. (Old Class BRS228) |
| Parlor ♠ | Observation Car with Compartment | 115 | 54 | 31/10/2010 | 22.800 | Air-conditioned, all steel body and auto coupling. Norman (Old Class OS237) |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

V/LINE PASSENGER

On Hire/Lease to V/Line Passenger Corporation

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Annual date for Accreditation | Overall Length to nearest 100mm | Remarks / Restrictions |
|---------|------------------------|----------------|-------------------|-------------------------------|---------------------------------|---|
| State ♠ | Passenger Carriage | 80 | 50 | 30/09/2010 | 22.700 | Wooden body & auto coupling. Open platform at one end. No. 4 |
| Yarra ♠ | Passenger Carriage | 80 | 41 | 30/09/2010 | 22.500 | Wooden body & auto coupling. Open platform at Saloon end |
| ABE ▶ | Passenger Carriage | 80 | 46 | 31/10/2010 | 22.500 | Wooden body & auto coupling. No. 3 |
| | | | | 31/08/2010 | 22.500 | Wooden body & auto coupling. No. 7 |
| AE ▶ | Passenger Carriage | 80 | 46 | 31/08/2010 | 22.500 | Wooden body & auto coupling. No. 12 |
| AK ▶ | Passenger Carriage | 115 | 42 | 31/10/2010 | 22.000 | All steel body & auto coupling. No. 500 |
| AS ▶ | Passenger Carriage | 115 | 49 | 30/06/2010 | 22.800 | Air-conditioned, all steel body & auto coupling. No. 8 |
| | | | | 30/09/2010 | 22.800 | Air-conditioned, all steel body & auto coupling. No. 11 |
| AW ▶ | Passenger Carriage | 80 | 32 | 31/08/2010 | 17.700 | Wooden body & auto coupling. No. 64 |
| BCE ▶ | Passenger/Guards Van | 80 | 43 | 31/08/2010 | 22.800 | Wooden body & auto coupling. Equipped with van goods compartment. No. 1 |
| BE ▶ | Passenger Carriage | 80 | 46 | 31/10/2009 | 22.500 | Wooden body & auto coupling. No. 4 |
| | | | | 31/10/2010 | 22.500 | Wooden body & auto coupling. No. 46 |
| | | | | 30/09/2010 | 22.500 | Wooden body & auto coupling. No. 17, 25, 38. |
| BK ▶ | Passenger Carriage | 115 | 40 | 31/10/2010 | 19.000 | All steel body & auto coupling. No.600 |
| | | | | 30/06/2009 | 19.000 | All steel body & auto coupling. No. 703 |
| | | | | 30/06/2010 | 19.000 | All steel body & auto coupling. No. 700, 702 |
| BRS ▶ | Passenger Carriage | 115 | 48 | 31/08/2010 | 22.800 | Air-conditioned, all steel body & auto coupling. No. 14, 9 |
| BS ▶ | Passenger Carriage | 115 | 49 | 30/09/2010 | 22.800 | Air-conditioned, all steel body & auto coupling. No. 2 |
| | | | | 30/09/2007 | 22.800 | Air-conditioned, all steel body & auto coupling. No 206 |
| | | | | 30/06/2009 | 22.800 | Air-conditioned, all steel body & auto coupling. No 207 |
| BW ▶ | Passenger Carriage | 80 | 36 | 31/10/2010 | 20.300 | Wooden body & auto coupling. No. 61, 63 |
| | | | | 31/08/2010 | 20.300 | Wooden body & auto coupling. No. 60, 67 |
| | | | | 30/09/2010 | 20.300 | Wooden body & auto coupling. No. 68 |

NETWORK SERVICE PLAN

RAIL OPERATORS ROLLING STOCK

V/LINE PASSENGER

On Hire/Lease to V/Line Passenger Corporation

| Class | Description of vehicle | Max Speed km/h | Mass Rating (Tns) | Annual date for Accreditation | Overall Length to nearest 100mm | Remarks / Restrictions |
|-------------|------------------------|----------------|-------------------|-------------------------------|---------------------------------|---|
| BZ ▶ | Passenger Carriage | 115 | 50 | 30/06/2010 | 22.800 | Air-conditioned, all steel body & auto coupling. No.269 |
| CE ▶ | Guards Van | 80 | 46 | 31/08/2010 | 19.300 | Wooden body & auto coupling & 12 tonne capacity. No. 18 |
| Coliban ▶ | Sleeping Car | 80 | 46 | 31/10/2010 | 22.500 | Wooden body & auto coupling. No. 7 |
| CW ▶ | Guards Van | 80 | 36 | 31/10/2010 | 16.200 | Wooden body & auto coupling. No. 14 |
| Goulburn ▶ | Sleeping Car | 80 | 51 | 30/09/2010 | 22.500 | Wooden body & auto coupling. |
| Indi | Sleeping Car | 80 | 56 | 30/09/2010 | 22.500 | Air-conditioned, wooden body & auto coupling No. 2 |
| Inman ▶ | Sleeping Car | 80 | 46 | 31/10/2010 | 22.500 | Wooden body & auto coupling. No. 8 |
| LAN ▶ | Sleeping Car | 115 | 46 | 31/10/2010 | 23.400 | Air-conditioned, stainless steel body & auto coupling No. 2354 |
| Moorabool ▶ | Club Car | 115 | 56 | 31/10/2010 | 22.800 | Air-conditioned, all steel body & auto coupling (Old Class RS 234) |
| PCP ▶ | Power Van | 115 | 67 | 30/06/2010 | 12.800 | All steel body, vestibule west end, auto coupling & 6 tonne capacity. No. 292 |
| Werribee ▶ | Sleeping Car | 80 | 56 | 31/10/2010 | 22.500 | Wooden body & auto coupling. No. 1 |

HERITAGE FREIGHT VEHICLES

On Hire/Lease to V/Line Passenger Corporation

| Class | Description of Vehicle | Max. Speed Km/h | Max Tare Mass (Tns) | Nominal Carrying Capacity Evenly distributed (Tonnes) | Permissible Overload (Kg) | Length over Pulling Lines nearest 100mm | Gauge (mm) | Annual date for Accreditation | Old Class | Deck Ht. (mm) | Remarks – Restrictions |
|--------|------------------------|-----------------|---------------------|---|---------------------------|---|------------|-------------------------------|-----------|---------------|------------------------|
| VOAF ▶ | Open | 80 | 18.7 | 45 | | 13.900 | 1600 | 30/06/2010 | VOAA | | No 9 |

Note ♣ The maintenance of these vehicles is the responsibility of **SEVEN O SEVEN OPERATIONS**

Note ♠ The maintenance of these vehicles is the responsibility of **SEYMOUR RAILWAY HERITAGE CENTRE**

Note ▶ The maintenance of these vehicles is the responsibility of **STEAM RAIL VICTORIA**

NETWORK SERVICE PLAN