

# NETWORK SERVICE PLAN

## Network Operating Requirements

All locomotives and trains operating on the V/Line Passenger Network as defined by the Primary Infrastructure Lease shall comply with all of the following operational limitations regarding:

Maximum Authorised Vehicle Loading Outlines

Maximum Authorised Vehicle Axle Loading Limits

Maximum Authorised Speed Of Trains

Special Speed Restrictions

Maximum Authorised Length of Trains

Ruling Grade Loads and Permissible Overloading of Trains

Other General Operational Limitations

**SUBJECT INDEX**

	<b>PAGE</b>
<b>1. MAXIMUM AUTHORISED VEHICLE LOADING OUTLINES .....</b>	<b>3</b>
Out of Gauge Loading .....	3
Maximum Loading Outline.....	3
Maximum Loading Profile For Container Traffic.....	4
Permissible Over Height Container Traffic.....	4
<b>2. MAXIMUM AUTHORISED VEHICLE AXLE LOADING LIMITS .....</b>	<b>6</b>
Permissible Overload Provisions.....	6
Authorised Corridors.....	6
<b>3. MAXIMUM AUTHORISED SPEED OF TRAINS .....</b>	<b>7</b>
Excessive Temperatures .....	7
<b>4. SPECIAL SPEED RESTRICTIONS .....</b>	<b>9</b>
Curve Speed Boards .....	9
Speed Boards.....	9
Speed Over Crossing Work.....	9
Pushing Trains On Running Lines.....	10
<b>5. MAXIMUM AUTHORISED LENGTH OF TRAINS .....</b>	<b>11</b>
<b>6. RULING GRADE LOADS AND PERMISSIBLE OVERLOADING OF TRAINS.....</b>	<b>12</b>
Ruling Grade Loads.....	12
Permissible Overloading Of Freight Trains .....	13
Grain Train Loads.....	13
<b>7. OTHER GENERAL OPERATIONAL RESTRICTIONS.....</b>	<b>14</b>
Maximum Loads Of Passenger Trains .....	14
Road Transferable Locomotive (R.T.L.) .....	15
Diesel Fordson Rail Tractors .....	15
Communications – Radio Channels .....	16
Standard Signalling Location Operating Hours .....	19
Sub-Standard Clearances .....	22
Operation of Passenger Trains on Freight Lines .....	23

**NETWORK SERVICE PLAN**

## 1. MAXIMUM AUTHORISED LOADING OUTLINES

The loading of all vehicles operating within the Network, or passing through the Network to or from other systems, shall be:

1. Enclosed entirely within the confines of an approved vehicle.
2. Secured within the dimension of the Maximum Loading Outline, including all lashings, chains and other equipment used to secure the load. (Refer Maximum Loading for Container Traffic).
3. Enclosed entirely within the confines of authorised container traffic. (Refer Maximum Loading for Container Traffic).

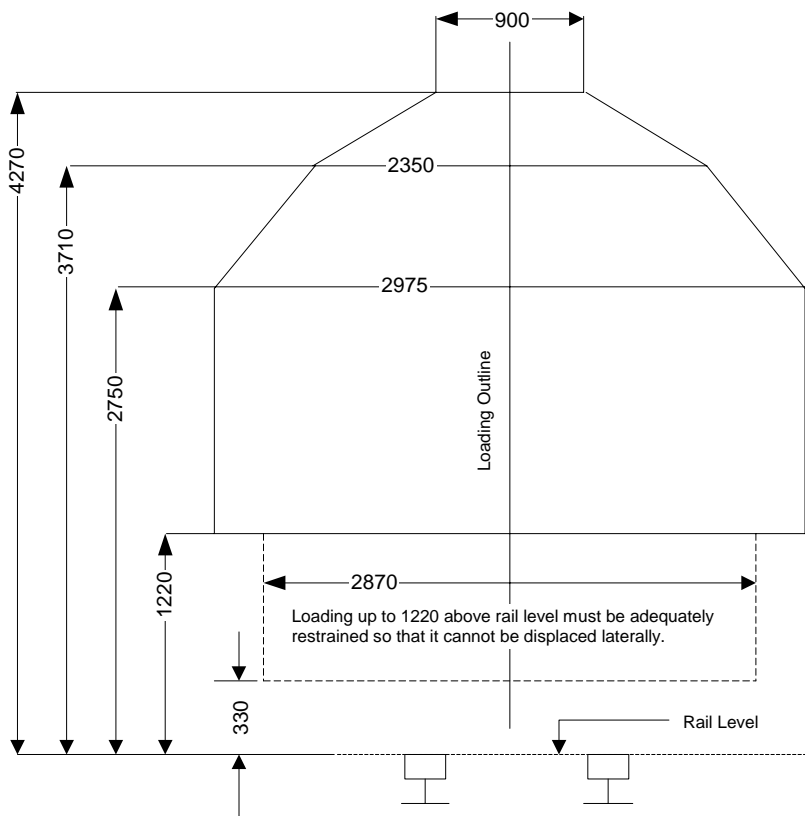
Any loading exceeding the above limits shall be treated as 'Out of Gauge' loading in accordance with the Out Of Gauge Loading provisions.

### OUT OF GAUGE LOADING

ALL Special or unusual loading to be conveyed over the Network under special conditions must have the prior approval of the Operations Manager, Regional Network and Access – Telephone (03) 8414 8578 (ISDN 8578).

### MAXIMUM LOADING OUTLINE

Maximum Load Outline Diagram for Broad Gauge Lines (1600mm) and Standard Gauge Lines (1435 mm) within the Network and for all traffic passing through the Network.



#### NOTES

- All dimensions in millimeters.
- **The Maximum Load Outline Diagram is based on Freight rolling stock built with maximum dimensions not exceeding 22850mm in length; 2970mm in width; 16150mm bogie centres.**
- The full lines indicate the limit of movable loading and dotted lines the limits of movable loading placed and conveyed on special low wagons.
- Loading must not project more than 155mm over the wagon at each end.
- All lashings, chains and other equipment used for securing movable loading for conveyance must be within this 'Maximum Loading Outline'.

### 1. MAXIMUM AUTHORISED LOADING OUTLINES

#### MAXIMUM LOADING PROFILE FOR CONTAINER TRAFFIC

The maximum authorised loading for container traffic operating at line speed (subject to any lesser speed restriction) throughout the Network is restricted to either:

1. Containers not wider than 2440mm and total height above rail of the deck plus container not higher than 3870mm.
2. Containers not wider than 2502mm and total height above rail of the deck plus container not higher than 3835mm

This maximum authorised loading profile for container traffic shall only be exceeded in accordance with the Permissible Over Height Container Traffic provisions specified in the following section of the Network Operating Requirements.

#### PERMISSIBLE OVER HEIGHT CONTAINER TRAFFIC

##### STANDARD GAUGE LINES

###### 1. Containers not wider than 2502mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including 1130mm above rail level on the following Standard Gauge lines only:

*MURTOA – WARRACKNABEAL  
WODONGA – WODONGA LIVESTOCK SIDING (BANDIANA)*

Other combinations where the total height above rail level of the wagon deck plus container does not exceed **4026mm** are also permitted (Maximum container width 2502mm).

This over height container traffic should not operate on Freight Shed Roads at Number 3 Tatyoon Road, Number 4 Horsham Road, Number 4 Kaniva Road and Number 3 Glen Thompson Road.

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4320mm above rail and 3500 mm wide.

##### BROAD GAUGE LINES

Over height container traffic is not permitted between **ALBION – BENDIGO** nor on any other line not authorised below for their movement.

Over height containers may be transported subject to the following conditions on the specified lines:

###### 1. Containers not wider than 2502mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1194mm** above rail level on the following Broad Gauge lines only:

*DYNON – SUNSHINE – BACCHUS MARSH – BALLARAT  
DYNON – BROOKLYN – NORTH GEELONG – GHERINGHAP – WARRENHEIP  
NORTH GEELONG – GEELONG STATION YARD  
BALLARAT – DUNOLLY – OUYEN – MILDURA – MERBEIN  
(Note: shall not operate on the passenger platform road at Donald and the freight shed road at Birchip.)  
OUYEN – PANITYA  
DUNOLLY – INGLEWOOD – BOORT  
INGLEWOOD – BENDIGO – ECHUCA – DENILQUIN*

**Note** Other combinations where the total height above rail level of the wagon deck plus container does not exceed 4090mm are also permitted. (Maximum container width 2502mm).

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4390mm above rail and 3500 mm wide.

###### 2. Containers not wider than 2502mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1111mm** above rail level, on the following Broad Gauge lines only:

*DYNON – SEYMOUR  
SEYMOUR – TOCUMWAL*

## NETWORK SERVICE PLAN

## 1. MAXIMUM AUTHORISED LOADING OUTLINES

**Note** Other combinations where the total height above rail level of the wagon deck plus container does not exceed 4007mm are also permitted. (Maximum container width 2502 mm)

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4300mm above rail and 3500 mm wide.

### 3. Containers not wider than 2502mm and not higher than 3000mm (9' 10")

May be transported at line speed on approved wagons with a deck height of up to and including **1060mm** above rail level, on the following Broad Gauge lines only:

*DYNON – SALE*  
*MARYVALE SIDING – MARYVALE MILL*

**Note** Other combinations where the total height above rail level of the wagon deck plus container does not exceed **4060mm** are also permitted. (Maximum container width **2502 mm**).

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4360mm above rail and 3500 mm wide.

This over height container traffic shall **ONLY** be routed as follows between South Dynon / Dynon and Richmond Junction:

VIA – MAIN GOODS LINE AT VIADUCT JUNCTION, THROUGH SUBURBAN LINES, NUMBER 9A AND 9A EAST ROADS FLINDERS STREET, SANDRINGHAM LINES FLINDERS STREET – RICHMOND JUNCTION.

This over height container traffic shall not operate on the Freight Shed Road at Warragul.

This over height container traffic may operate through the Bunbury Street Tunnel between Dynon and Tottenham subject to a maximum speed of 15km/h.

### 4. Containers not wider than 2502mm and not higher than 3200mm (10' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1022mm** above rail level, on the following Broad Gauge lines only:

*DYNON – MARYVALE SIDING*  
*MARYVALE SIDING – MARYVALE MILL*

**Note** Other combinations where the total height above rail level of the wagon deck plus container does not exceed **4222mm** are also permitted. (Maximum container width **2502 mm**).

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4620mm above rail and 3520 mm wide.

The operation of these containers is limited to Train Nos:

9461 – Sunday thru Saturday
9462 – Sunday, Tuesday thru Saturday
9464 – Saturday

This over height container traffic shall **ONLY** be routed as follows between South Dynon / Dynon and Richmond Junction:

VIA – MAIN GOODS LINE AT VIADUCT JUNCTION, THROUGH SUBURBAN LINES, NUMBER 9A AND 9A EAST ROADS FLINDERS STREET, SANDRINGHAM LINES FLINDERS STREET – RICHMOND JUNCTION.

This over height container traffic shall not operate on the Freight Shed Road at Warragul.

### 5. Containers not wider than 2440mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1060mm** above rail level, on the following Broad Gauge lines only:

*GEELONG (DOWN END OF TUNNEL) – DENNINGTON*

This over height traffic may operate through Geelong Tunnel between Geelong and South Geelong subject to a maximum speed of 20 km/h for the complete train through tunnel.

## NETWORK SERVICE PLAN

## 2. MAXIMUM AUTHORISED VEHICLE AXLE LOADING LIMITS

The mass per freight vehicle on the Network **SHALL NOT EXCEED** 76 tonnes gross unless otherwise published.

The axle load of articulated Freight vehicles **SHALL NOT EXCEED** 19 tonnes gross.

The distribution of loads on all Freight vehicles shall be in accordance with instructions approved by the Manager, Engineering Group Operation Services – Telephone (03) 8414 8659 (ISDN 8659).

This maximum authorised gross mass per Freight vehicle or gross axle load limit as applicable may be exceeded on the Network only in accordance with the Permissible Overload Provisions specified.

The maximum authorised gross mass of an individual Freight vehicle specified in the Addenda shall apply where it is less than 76 tonnes gross. (Gross Mass = Mass Tare Mass + Nominal Carrying Capacity).

### PERMISSIBLE OVERLOAD PROVISIONS

Freight vehicles may be overloaded up to 80 tonnes gross (or up to 20 tonnes gross axle loads where appropriate) on the Network providing:

- (i) The Freight vehicle is authorised to be loaded up to 80 tonnes gross.  
(Refer Remarks / Restrictions column of Particulars of Bogie Freight Vehicles in the Addenda for vehicles authorised for overloading).
- (ii) The train speed is restricted to a maximum of 80km/h. (Subject to any lesser speed restrictions).
- (iii) The Freight vehicle shall only be operated over corridors authorised for 80 tonnes gross operation.

### AUTHORISED CORRIDORS

Corridors Authorised for Vehicles Loaded to 80 Tonnes Gross and Operate At 80km/H Maximum Speed.

#### STANDARD GAUGE LINES

NIL

#### BROAD GAUGE LINES

DYNON – SEYMOUR (VIA ALBION)  
DYNON – NORTH GEELONG – WAURN PONDS  
DYNON – BACCHUS MARSH – BALLARAT  
NORTH GEELONG – BALLARAT  
BALLARAT – MERBEIN (container flats only)  
DYNON – BENDIGO – ECHUCA (container flats only)  
DYNON – TRARALGON – including MARYVALE MILL

**OVERLOADING OF FREIGHT VEHICLES IN EXCESS OF 80 TONNES GROSS (OR 20 TONNES GROSS AXLE LOAD WHERE APPROPRIATE) IS NOT PERMITTED ON THE NETWORK**

#### SPECIAL NOTES

The maximum Ruling Grade Load for the train shall not be exceeded (refer Section 6).

The re-stencilling of Freight vehicles stencilled with a capacity of 76 tonnes gross will not be changed for the present.

## 3. MAXIMUM AUTHORISED SPEED OF TRAINS

The maximum authorised speed of a train is the speed specified for the line section, type of train and class of locomotive hauling it in the **Locomotive or Train Speeds, Classes of Locomotives Allowed to run** tables contained in each of the Train Operating Data documents.

For multiple locomotive trains, the lowest speed specified for any one locomotive in the train consist shall be used.

This maximum authorised speed shall be reduced by any of the following qualifications:

- Lowest maximum vehicle speed** – Before commencing any journey or at any other location where the consist of the train is altered, the Driver must confer with the Second Person or Trainee Driver (where applicable) to identify the vehicle (including locomotives) with the lowest maximum permitted speed. Refer to Locomotive and Rolling Stock Data in the Addenda.

Locomotives and Rolling Stock listed in the Addenda are authorised to operate on the Network.

Approval for new, reclassified or altered Locomotives or Rolling Stock to operate on the Network must be given by the Operations Manager, Regional Network and Access – Telephone (03) 8414 8737 (ISDN 8737).

- Signals** – The provisions of section 2 of the Book of Rules and Operating Procedures 1994.
- Special Speed Restrictions** – As specified in Section 4 – Special Speed Restrictions.
- Temporary Speed Restrictions** – As specified in the Weekly Operational Notice, 'TS' circulars and as displayed beside the track.

## EXCESSIVE TEMPERATURES

When it is determined by the Manager Train Control when **EXCESSIVE TEMPERATURES HAVE BEEN FORECAST** that speed restrictions, are required in accordance with Operating Procedure 30, Section 30 of the Book of Rules and Operating Procedures, the following speeds will apply between the hours of 1200 and 2000.

LINE SECTION		WOLO TEMPERATURE	WOLO SPEED FREIGHT	WOLO SPEED PASSENGER
<b>ARARAT – MARYBOROUGH</b>	Ararat - Maryborough (SG) ♦ ♥	33		
<b>BARNES – MOULAMEIN</b>	Barnes - Moulamein ♦ ♥	33		
<b>BENDIGO – ECHUCA</b>	Bendigo - Nth Bendigo Junction	33	55	70
	Nth Bendigo Junction - Echuca	36	50	70
<b>CASTLEMAINE – MARYBOROUGH</b>	Castlemaine - Maryborough ♦ ♥	33		
<b>DONNYBROOK – SEYMOUR</b>	Donnybrook – Seymour	36	65	90
<b>DIMBOOLA – YAAPEET</b>	Dimboola - Jeparit(SG) ♥	33		
	Jeparit - Ellam (SG) ♥	33		
	Ellam - Yaapect (SG) ♥	33		
<b>DUNOLLY – ROBINVALE</b>	Dunolly - Inglewood	33	50	
	Inglewood - Korongvale	33	50	
	Korongvale - Boort	33	30	
	Boort - Ultima	33	20	
	Ultima - Robinvale ♥	33		
<b>EAGLEHAWK - INGLEWOOD</b>	Eaglehawk - Inglewood ♥	33		
<b>ECHUCA – DENILQUIN</b>	Echuca - Deniliquin	33	30	
<b>KORONG VALE – MITTYACK</b>	Korong Vale - Sea Lake Wheat Board	33	30	
	Sea Lake Wheat Board - Mittyack ♥	33		
<b>MELBOURNE METRO LINES</b>	Albion - Broadmeadows	33	20	
	Sunshine - Brooklyn	33	30	
	Ind Goods Dudley St - Sunshine U & D	33	20	
	Newport - Brooklyn West Line	33	30	
<b>MURTOA – HOPETOUN</b>	Murtoa - Warracknabeal (SG)	33	40	
	Warracknabeal - Hopetoun (SG)	33	40	
<b>NTH BENDIGO JUNCTION – PIANGIL</b>	Nth Bendigo Junction - Eaglehawk	33	55	55
	Eaglehawk - Kerang	33	65	90
	Kerang - Swan Hill	33	65	80
	Swan Hill - Piangil	33	20	
<b>NORTH GEELONG – YELTA</b>	Nth Geelong - Nth Ballarat	33	40	
	Nth Ballarat Junction - Dunolly	33	40	
	Dunolly - Donald	33	40	
	Donald - Mildura	33	40	
	Mildura - Yelta	33	30	

## NETWORK SERVICE PLAN

## 3. MAXIMUM AUTHORISED SPEED OF TRAINS

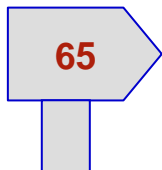
LINE SECTION		WOLO TEMPERATURE	WOLO SPEED FREIGHT	WOLO SPEED PASSENGER
<b>OUYEN – PANITYA</b>	Ouyen - Murrayville	33	30	
	Murrayville - Panitya ♦ ♥	33		
<b>PAKENHAM – BAIRNSDALE</b>	Pakenham - Traralgon	36	65	90
	Traralgon - Bairnsdale	36	65	90
<b>SEYMOUR – TOCUMWAL</b>	Seymour - Shepparton	36	65	80
	Shepparton - Strathmerton	33	40	
	Strathmerton - Tocumwal	33	30	
<b>SHEPPARTON – DOOKIE</b>	Shepparton - Dookie ♥	33		
<b>SUNSHINE – ARARAT</b>	Sunshine - Ararat	36	65	90
<b>SYDENHAM – BENDIGO</b>	Sydenham - Bendigo	36	65	90
<b>TOOLAMBA – ECHUCA</b>	Toolamba - Echuca	33		
<b>WERRIBEE – DENNINGTON</b>	Werribee - Colac	36	65	90
	Colac - Warrnambool	36	65	90
	Warrnambool - Dennington	36	10	

**Note** ♦ Services Suspended on Corridor

♥ WOLO – No Trains

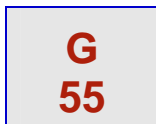
## 4. SPECIAL SPEED RESTRICTIONS

### CURVE SPEED BOARDS

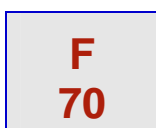


Every curve (except those within crossing work) with a geometry requiring the maximum speed to be reduced below the maximum authorised for any train is indicated by a Curve Speed Board (see diagram at left). The number shown on the Curve Speed Board indicates in kilometres per hour the maximum speed allowed when travelling around the curve. The train shall not accelerate until the entire train is clear of the curve. The Curve Speed Boards are located on the left-hand side of the track facing the driver at both ends of the curve.

### SPEED BOARDS

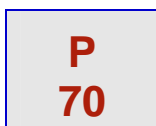


At particular locations a speed board (see diagrams at left) may be placed on the line at a suitable distance before reaching the next fixed signal. This indicates that the train speed shall be promptly reduced to not more than the figure in kilometres per hour shown on the board until sighting the next fixed signal. The train shall then proceed according to the aspect displayed on the next fixed signal.



The letter prefixes above the number displayed indicates to which type of train the speed restriction applies to:

**G** – applies for Freight Trains with vehicles in the consist with a last letter classification of 'A' or 'Z'.



**F** – applies for Freight Trains that have **NO** vehicles in the consist with a last letter classification of 'A' or 'Z'.

**P** – applies for Passenger trains.

### SPEED OVER CROSSING WORK

The speed of locomotives and trains operating through all stations, crossing loops, junctions or junctions on through running lines shall be:

DESCRIPTION	MAXIMUM SPEED KM/H
Over facing points held by hand	15
All locomotives or train movements to or from all siding roads shall be deemed to be shunting operations, i.e. maximum speed when running on, to or from non-through running lines (siding).	15
Over facing points worked from an interlocking frame or otherwise securely fastened, or over trailing points:	
i. When running to or from (other through running) lines diverging from the straight track	40
ii. When running on the straight track	Line Speed for train type
Through Running Lines shall include only the primary through running road(s) and the designated crossing road(s) for safeworking purposes.	

(Except where otherwise specified under 'Special Speed Restrictions' in Train Operating Data or restricted by crossing work diverging movement speed boards).

OTHER SPECIAL SPEED RESTRICTIONS	MAXIMUM SPEED KM/H
Locomotives and Trains Involved in Shunting Operations	15
When entering the platform at any station at which the train has to stop	25
In the following circumstances a train must be brought to a stand:	
▪ When a Driver is receiving a Train Staff Ticket or Train Order, the train shall be brought to a stand and the Train Staff Ticket or Train Order examined.	0
▪ When a Driver is exchanging a staff with a Signaller standing at ground level, the train shall be brought to a stand in order that the exchange may be affected safely.	0
▪ 'S' Class diesel electric locomotives hostler's end leading. In all cases when a staff is being received from or delivered to, or when an exchange of staffs takes place with Signalling Personnel on platform level or ground level, the locomotives shall be brought to a stand in order that the exchange may be affected safely.	0
In all other circumstances	
<b>Pushing Trains</b>	
When employee leaves the leading vehicle to attend to the points	5
When passing around any curve of less than 180 metres radius	10
On running lines	15

### NETWORK SERVICE PLAN

## 4. SPECIAL SPEED RESTRICTIONS

OTHER SPECIAL SPEED RESTRICTIONS	MAXIMUM SPEED KM/H
<b>Weighbridge</b>	
i. Locomotives or vehicles over Weighbridge Relief track	10
ii. Locomotives or vehicles over Weighbridge	5
When setting back over a level crossing not provided with gates	10
Sprinter Rail Car Trains when the Driver is delivering or receiving a staff or delivering a ticket	10
When inspecting moving trains	
All locomotives involved in shunting operations or when running in any locomotive depot within the T.R. Point	15
<b>Single line working</b>	
Over points which become facing points, when the traffic of a double line is being worked over a single line	15
When exchanging staff (ordinary type) from a platform at locomotive cab height	25
When exchanging miniature staff by hand from a platform at locomotive cab height when a cane carrier is used	30
<b>Light Locomotives (Single Or Multi – Unit)</b>	
S class (hostler's end leading), X class (Nos. 45 to 52 inclusive, long-end leading, XR (No. 2 end leading), GM (No. 2 end leading).	50
All steam locomotives (tender first)	50
Y class steam locomotive (funnel first)	60
Y class diesel electric	65 #
Y class diesel electric (upgraded)	100 #
All steam locomotives (funnel first) except for Y class	80
All light locomotives except for the above classes	100

**Note #** Upgraded Y class locomotives, as shown in the Network Service Plan Addenda

## PUSHING TRAINS ON RUNNING LINES

Subject to the Conditions laid down in the Book of Rules and Operating Procedures, permission is given for trains to be pushed on Running Lines at the following locations under the conditions shown:

LOCATIONS	ADDITIONAL REMARKS
Ballarat to North Ballarat Workshops	Number of vehicles not to exceed 15 bogie vehicles.
Mildura to Shell / Mobil Oil Siding	Not to exceed 8 bogie vehicles. During daylight only.

## 5. MAXIMUM AUTHORISED LENGTH OF TRAINS

Unless special authority is given by the Operations Manager, Regional Network and Access, no train may exceed 1200 metres (including locomotives) in length. Any number of vehicles may be attached to trains provided that the length limit is not exceeded. Where possible, vehicles fitted with ITV brake valves must be marshalled in the leading 800-metre portion of any train consist. Where this is not practical, the driver must make a minimum 100 kPa brake pipe reduction for all applications to ensure satisfactory release of brakes.

The following exceptions apply:

- (a) Freight trains on the ARTC standard gauge interstate corridors between ALBURY, MELBOURNE and WOLSELEY may be permitted to operate up to 1500 metres (including locomotives), in length. Any number of vehicles may be attached to these trains provided that the length limit is not exceeded. To enable the operation of trains up to this length the following criteria must be met
  - i. At least 60% of the vehicles on the train must be fitted with WF2 diaphragm brake valves (or better);
  - ii. The balance of the vehicles on the train may be a mixture of Improved Triple Valves (ITV) and diaphragm equipment however no more than 5% of the total consist can be ITV equipped.
  - iii. All empty vehicles or loaded vehicles below 28 tonnes gross are to be marshalled in the rear 2600 tonnes portion of the train.
  - iv. Trailing load is not to exceed 5000 tonne gross. It remains the responsibility of any operator to confirm intended train lengths can be accommodated by interstate rail authorities once the train departs the Network, or terminal operators once the train arrives at a destination within the Network.
- (b) Block grain trains are to operate with train lengths not exceeding 900 metres, (including locomotives).
- (c) Any train consisting of empty passenger carriages only may convey a maximum of 30 passenger vehicles, subject to a maximum load of 915 tonnes.
- d) Where Freight Trains in excess of 960 meters but less than 1200 meters operate between DEER PARK WEST JUNCTION and BUNGAREE DEVIATION EAST where opposing or passing passenger trains are running the following will apply
  - i) The over length train is to be held at the arrival signal on the Main Line and the short train put into either the Main or loop track
  - ii) Over length trains are not to be put into the loop track at ROCKBACK but held back as above
  - iii) Down over length trains are not to be progressed for routing into the loop at BANK BOX or held at the down arrival signal at that location
  - iv) Where an over length train is to be routed into the loop and there is overhang but clear of the fouling circuitry, the opposing or passing train is to be "checked" through on the main line, the driver of the train being checked must be advised of the circumstances

## 6. RULING GRADE LOADS AND PERMISSIBLE OVERLOADING OF TRAINS

### RULING GRADE LOADS

#### DOUBLE HEADED LOADS

The load, which may be hauled by two locomotives, is the combined load of the locomotives employed subject to the maximum load and vehicles limit shown, and to any compensation for multiple unit operation of certain locomotive types.

#### MULTIPLE UNIT LOADS

The Ruling Grade Load tables in the Train Operating Data include compensated loads for some locomotive classes in multiple unit working. The classes of locomotive which have loads for both single and multiple unit working are the A, H, P, T and Y classes. The B, G, GM, N, S, X and XR class locomotive retain one load for both single and multiple unit working.

Multiple unit compensation is necessary because of the different operating characteristics of each class of locomotive. Each class of locomotive has a rated speed at which it develops its maximum tractive effort. These speeds differ but basically they can be put into three groups as follows.

#### Rated speed for maximum locomotive tractive effort

GROUP 1		GROUP 2		GROUP 3	
A	23.5 km/h	G	19.5 km/h	H	14.0 km/h
C	24.5 km/h	N	19.5 km/h	P	14.5 km/h
		S	19.5 km/h	T	13.0 km/h
		B	18.0 km/h	Y	15.0 km/h
		GM	20.0 km/h		
		XR	20.0 km/h		
		81	19.5 km/h		
		BL	19.5 km/h		
		EL	20.0 km/h		
		DL	19.5 km/h		
		X	20.0 km/h		

For example, when an A class and a T class are coupled in multiple unit, there is a difference of 10.5 km/h in their rated speeds. A T class locomotive cannot develop as much tractive effort at a speed of 23.5 km/h when the A class develops its maximum tractive effort, as it can at 13.0 km/h. Therefore if their solo loads were added together, there would not be sufficient effort and the train would become overloaded. The multiple unit loads take this into account and reduce the combined ruling grade load so that train overloading does not occur.

To use the ruling grade load tables, one extra decision has to be made for A, H, P, T and Y class locomotives.

*Is the locomotive in a multiple unit consist which includes a locomotive or locomotives from another Organisation?*

The two columns are then applied as follows:

T OR P SOLO OR MULTI WITH H, P, T OR Y CLASSES	T OR P MULTI WITH OTHER CLASSES
Use when a T or P class is solo or when in a multiple unit consist of H, P, T or Y class <b>only</b>	Use when a T or P class is in a multiple unit consist which includes <b>any</b> locomotives which is <b>not</b> a H, P, T or Y class

EXAMPLES:	LOCOMOTIVE(S)	LOADS TO USE
	T	T (solo)
	T + Y	T (solo) + Y (solo)
	A + T	A (mu) + T (mu)
	N + T + H	N + T (mu) + H (mu)
	N + X	N + X
	S + B + T	S + B + T (mu)

**Note** In a number of sections it will be found that the solo load and the multiple unit load are the same. This is because sectional loads have not yet been revised.

## NETWORK SERVICE PLAN

## 6. RULING GRADE LOADS AND PERMISSIBLE OVERLOADING OF TRAINS

### RULING GRADE LOADS INDICATED IN BOLD TYPE

The loads indicated in “Bold” type for each column of each table of Ruling Grade Loads is the maximum through ruling grade load permitted to be hauled by the respective class of locomotive over the entire corridor shown. Other loads shown are the maximum sectional loads between specific locations.

### RULING GRADE LOADS INDICATED AS ‘..’ TYPE

Where no load tonnage is shown and only two dots are indicated, the next load shown beneath the dots shall be applied for the section concerned.

**EXAMPLE:**      **Tottenham Yard to:**

Newport	3200
Lara	..
Nth Geelong ‘C’ Box	2790

Therefore the load between Newport and Lara, and Lara and North Geelong ‘C’ Box is 2790 tonnes.

## PERMISSIBLE OVERLOADING OF FREIGHT TRAINS

### AUTHORISED OVERLOADS

The schedule loads specified for Freight trains on both broad and standard gauge lines may be exceeded by the following authorised overloads:

<u>LOCOMOTIVES</u>	<u>PERMITTED OVERLOAD</u>
Train hauled by A, B, G, GM, N, S, X, XR class locomotives	25 tonnes
Train hauled by H, P, T, Y class locomotives	15 tonnes

A train being hauled by locomotives working in multiple is authorised to have an overload not exceeding that allowed to the least powerful locomotive in the consist.

**EXAMPLES:**

<u>LOCOMOTIVES IN MULTIPLE</u>	<u>PERMITTED OVERLOAD</u>
Train hauled by T and X class locomotives	15 tonnes
Train hauled B, S and Y class locomotives	15 tonnes
Train hauled B and X class locomotives	25 tonnes

Where a train is hauled by two or more locomotives of the same class, the authorised overload will be the sum of the overload for each locomotive.

**EXAMPLES:**

<u>LOCOMOTIVES IN MULTIPLE</u>	<u>PERMITTED OVERLOAD</u>
Train hauled by A and A class locomotives	50 tonnes
Train hauled by T and T class locomotives	30 tonnes
Train hauled by Y, Y and Y class locomotives	45 tonnes

## GRAIN TRAIN LOADS

Where separate loads are provided for grain trains, these shall only apply to the locomotive or locomotive combination specified in that column. For other multiple unit consists on grain trains use the normal Freight train load.

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### MAXIMUM LOADS OF PASSENGER TRAINS

The maximum load of any passenger train consisting of automatic coupled vehicles only is 915 tonnes.

### PASSENGER VEHICLES NOT TO BE ATTACHED TO FREIGHT TRAINS AND FREIGHT VEHICLES NOT TO BE ATTACHED TO PASSENGER TRAINS

Unless authorised by the Operations Manager, Regional Network and Access, Passenger vehicles shall not be attached to Freight trains and Freight vehicles shall not be attached to Passenger trains.

### OPERATION OF 'Y' CLASS DIESEL ELECTRIC LOCOMOTIVES

'Y' class diesel electric locomotives are permitted to operate on all line sections indicated for a 'T' class diesel electric locomotive up to a maximum speed of 65 km/h. Upgraded Y class diesel electric locomotives (as shown in the Network Service Plan Addenda) may operate up to a maximum speed of 100km/h.

V/Line Passenger 'Y' class diesel electric locomotives are limited to hauling a maximum of 75% of the specified 'Y' class diesel electric locomotive sectional grade loads unless prior agreement has been reached with the Operations Manager, Regional Network and Access – Telephone (03) 8414 8659 (ISDN 8659).

Other Operators 'Y' class diesel electric locomotives may operate to loads specified for 'Y' class diesel electric locomotives shown in the Network Operating Restrictions.

### VIGILANCE CONTROL EQUIPMENT ON LOCOMOTIVES

All locomotives operating as lead units on running lines in areas within the Network must be fitted with approved Vigilance Control Equipment. Locomotives will not be permitted to operate over any portion of the Network unless the equipment is operational.

#### Exceptions:

- 'Y' Class locomotives
- Current Victorian Historical Locomotives (including steam locomotives) not fitted with Vigilance Control Equipment.
- Rail tractors at locations where tractors are authorised to shunt on the Main Line within Station Limits.

**UNDER NO CIRCUMSTANCES ARE LOCOMOTIVES TO BE OPERATED ON RUNNING LINES UNDER DRIVER ONLY CONDITIONS UNLESS THE LOCOMOTIVE IS FITTED WITH OPERATIONAL VIGILANCE CONTROL EQUIPMENT.**

### TRAIN / TRACK MACHINE COMMUNICATIONS EQUIPMENT

All locomotives operating as lead units on running lines within the Network, must be fitted with approved Communications Equipment.

The equipment on **Locomotives** will comprise of the following:

- End to End Local Radio
- Train to Base Radio

The equipment on **Track Machines / Track Vehicles** when travelling through the Network will comprise of the following:

- Portable Train to Base Radio

**NO LOCOMOTIVE IS PERMITTED TO OPERATE AS A LEAD UNIT OVER ANY PORTION OF THE NETWORK UNLESS THE REQUIRED COMMUNICATIONS EQUIPMENT IS FITTED AND OPERATIONAL.**

Under Special circumstances when authorised by the Operations Manager, Regional Network and Access, portable radio equipment may be utilised.

Except in cases of emergency, application for authority to utilise portable equipment must be forwarded to the Operations Manager, Regional Network and Access, at least 14 days prior to the operation of the special train.

Portable Train Radio equipment is authorised for use on Track Machines / Track Vehicles travelling through the Network.

The use of hand held end to end local units is authorised on the following rolling stock:

- Current Victorian Historical Locomotives (including Steam locomotives), and
- Rail Tractors at locations where Rail Tractors are authorised to shunt on running lines within Station limits.

Mobile Telephone communication is not to be utilised for trains or Track Machines / Track Vehicles operating on Running Lines unless specially authorised by the Operations Manager, Regional Network and Access.

## NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### ROAD TRANSFERABLE LOCOMOTIVE (R.T.L.)

#### Particulars Of

Class	Max speed km/h	Mass rating (tns)	Axle load (tns)	Fuel capacity (litres)	Overall length to nearest 100mm	Kw for traction	Remark/ Restrictions
RTL	60/45	23.8	11.9	720	11.200	354	No. 1 Not able to operate as a multi unit. Can be Operated on Road or Rail.

#### Loads And Speeds Under Own Power

Grade	Dry weather load (tonnes)	Wet weather load (tonnes)	Maximum speed km/h
1 in 50	494	191	60
1 in 60	589	232	60
1 in 75	727	291	60
1 in 100	949	386	60
1 in 150	1387	563	60
1 in 200	1764	723	60
1 in 400	3040	1243	60

### DIESEL FORDSON RAIL TRACTORS

#### Loads And Speed Under Own Power

Grade	Rt nos. 3-39 tonnes	Rt nos. 40,42,43, 45-53 tonnes	Maximum speed km/h
1 in 40	42	48	15
1 in 50	51	58	15
1 in 75	70	79	15
1 in 100	83	95	15
1 in 150	103	117	15
1 in 200	117	132	15
Level	190	210	15

**Rail Tractor No 54** when operating within the confines of Echuca Yard shall be restricted to:

- (i) A maximum speed of 10 km/h when hauling wagons.
- (ii) A maximum speed of 15 km/h when running light under its own power.
- (iii) A maximum trailing load of 450 tonnes without automatic air brake connection to trailing loaded or empty vehicles.

When Rail Tractors are hauled as part of a Freight train, the following shall apply:

- (i) As Rail Tractors (except RT No. 54) do not have an air brake, but are through piped, all instructions regarding non air-baked vehicles shall be complied with.
- (ii) The Controlling Maintenance Depot Foreman shall arrange to have the driving chains removed and placed in the cabin, the cabin doors locked, and for a card to be attached advising that the 'RT' is not air-braked.
- (iii) The Rail Tractor is to be attached behind the locomotive and the maximum load of the train behind the Rail Tractor shall be limited to 2400 tonnes.
- (iv) The maximum speed of the train shall be 65 km/h subject to any lesser speed restrictions that may apply.

## NETWORK SERVICE PLAN

**7. OTHER GENERAL OPERATIONAL RESTRICTIONS**

**COMMUNICATIONS – RADIO CHANNELS**

**TRAIN TO BASE RADIO CHANNELS AND TELEPHONE NUMBERS (TRAIN CONTROL)**

ROOM	CONTROL LINES AND AREA	RADIO CHANNEL	EXTERNAL TELEPHONE	INTERNAL TELEPHONE	
1	FUTURE TRAIN CONTROL BACK UP ROOM		(03) 9619 1060 (03) 9619 7511	11060 17511	
3	SENIOR TRAIN CONTROLLER		(03) 9619 1077 (03) 9619 4778 (03) 9619 4350	11077 14778 14350	24 hours
	<i>In periods of Emergency Evacuation only</i>				
4/5	MELBOURNE – WARRNAMBOOL	8	(03) 9619 1062	11062	24 hours
4/5	FRANKSTON – STONY POINT	7	(03) 9619 1721	11721	24 hours
5	MELBOURNE – BAIRNSDALE	7	(03) 9619 1065	11065	24 hours
	MELBOURNE – LYNHURST	7			
5/7	NORTH GEELONG – YELTA	5	(03) 9619 1720	11720	24 hours
	DUNOLLY – INGLEWOOD	5			
	DUNOLLY – ROBINVALE	8			
	KORONG VALE – MITTYACK	8			
	ARARAT – MARYBOROUGH / MOOLORT	5			
6	LATROBE RFR CONTROL PANEL		(03) 9619 1069	11069	Room Closed 0130hrs – 0530hrs Sundays
7	MELBOURNE – BALLARAT – ARARAT	3	(03) 9619 1067	11067	24 hours
	OUYEN – PANITYA	3			
	MURTOA – HOPETOUN	SMR			
	DIMBOOLA – YAAPEET	SMR			
8	MELBOURNE – BENDIGO	4	(03) 9619 1068	11068	24 hours
	BENDIGO – SWAN HILL – PIANGIL	4			
	BENDIGO – MOULAMEIN – DENILQUIN	4			
	EAGLEHAWK – INGLEWOOD	4			
9	FUTURE TRAIN CONTROL ROOM		(03) 9619 1066	11066	
10	SUNSHINE – BROOKLYN	12	(03) 9619 1061	11061	24 hours
	BROOKLYN – NEWPORT (WEST LINE)	12			
	MELBOURNE – TOCUMWAL	12			
	SHEPPARTON – DOOKIE	12			
	TOOLAMBA – ECHUCA	12			
	SUPPORT		(03) 9619 1070	11070	24 hours
	MANAGER TRAIN CONTROL		(03) 8414 8591	(6)8591	
	TRO – TRAIN REDIRECTION OFFICER		(03) 9619 1064	11064	Closed 0200hrs – 0500hrs Mon to Sat and 0200hrs - 0600hrs Sunday
	FAX		(03) 9619 1018	11018	

SMR = STATE MOBILE RADIO

**NETWORK SERVICE PLAN**

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### ADMINISTRATIVE CHANNELS

Administrative Channels are controlled by the yard or location to which they apply. The Driver may switch to them for relevant administrative purposes. Administrative Channels are not provided for the passing of shunting commands.

When a Train or Track Machine Movement is required to change Radio channels in an administrative area, the driver must inform the administrator of the change. This is necessary so that the administrator will be able to communicate with the driver on the new channel.

LOCATION:	CHANNEL NO: VERSION 9.1
Appleton Park (Melbourne Docks)	91
Dynon Intermodal Terminal (T Gate)	52
Geelong Yard	37
North Geelong Yard	38
South Dynon Fuel Point	6
Southern Cross Yard	8
Tottenham Yard	10
West Tower T.R. Point	9

### CLOSED USER GROUP (CUG) CHANNEL

A Closed User Group channel is provided in the Geelong area to enable direct communication between the following parties: the signallers at North Geelong C Box, Geelong Regional Signalling Centre and the yard supervisor at North Geelong Yard. The only stations authorised to use this channel are those listed. No other party is authorised to switch to this channel.

LOCATION:	CHANNEL NO: VERSION 9.1
Geelong Area Signallers (Nth Geelong C Box, Yard Supervisor & Geelong Regional Signal Controller.)	39
Geelong Car Cleaners	16
Nth Geelong Wagon Maintenance	110

### CREW CHANNEL

The Sidings Shunt channel is provided for Train Crew controlled shunting procedures.

LOCATION:	CHANNEL NO: VERSION 9.1
Siding Shunt No. 2	2
Siding Shunt No. 3	3
Siding Shunt No. 4	4

### GANG CHANNEL

The Gang Channel is provided for communication within and between infrastructure maintenance gangs working on rail easements. Only maintenance staff are authorised to use this channel.

The Officer In Charge of any track-side maintenance gang must also maintain communication arrangements with local or passing traffic on the Local Train Radio channel.

LOCATION:	CHANNEL NO: VERSION 9.1
Gang Channel	49

### LOCAL TRAIN RADIO

The Local Train Radio channel is the default channel provided for all general and/or roll-by communications between Drivers, Signallers and authorised staff on the rail easement at locations where specified channels are not provided.

The Local Train Radio channel is also known as the End to End channel.

Local Train Radio is not provided for shunting; it is not an authorised shunting channel and shunting is not permitted on it.

LOCATION:	CHANNEL NO: VERSION 9.1
Local Train Radio (End to End)	1
Maryvale Branch Line	155

## NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### OFF-TRAIN COMMUNICATIONS

The off train communications channel is provided for use by train crews as part of established emergency procedures and/or authorised cab-unattended procedures.

LOCATION:	CHANNEL NO: VERSION 9.1
Off-Train Communications	5

### SAFEWORKING CHANNELS

Specific Safeworking channels are provided to reduce congestion on the Local Train Radio channel (Channel 1) during times of emergency or safeworking irregularity at the discretion of the local (or RFR line) Signaller. Train Drivers are to select these channels when instructed to do so by the relevant Signaller.

LOCATION:	CHANNEL NO: VERSION 9.1
Ballarat Corridor (RFR Territory)	154
Bendigo Corridor (RFR Territory)	155
Craigieburn Panel (Connex)	156
Geelong Corridor (RFR Territory)	153
LaTrobe Corridor (RFR Territory)	157
Stony Point Corridor (Connex)	157
Brooklyn Loop Train Control Safeworking	159

### SHUNT CHANNELS

Shunt Channels are provided for the purpose of transmitting shunting commands between ground-staff and the Driver. The Driver should select the Shunting Channel when instructed to do so by relevant ground-staff or yard supervisors.

LOCATION:	CHANNEL NO: VERSION 9.1
Appleton Park (Melbourne Docks) Shunt No1.	17
Appleton Park (Melbourne Docks) Shunt No 2	20
Ballarat Yard & Environs	21
Ballarat East Fuel Point	23
Bendigo	23
Birchip (Grain Terminal)	20
Brooklyn	22
Charlton (Grain Terminal)	20
CRT Siding (Laverton)	66
Dimboola	19
Dynon Intermodal Terminal (T Gate) Shunt No1	27
Dynon Intermodal Terminal (T Gate) Shunt No2	85
Dynon Intermodal Terminal (T Gate) Shunt No3 (includes West Swanson Dock Interrail)	87
Echuca Shunt No. 1	19
Echuca Shunt No. 2	24
El Zorro (Newport)	99
Geelong Yard	36
Horsham	21
Marshall	25
Maryborough (including Dunolly)	19
Mooroopna	21
MURL Haulage	61
Murtoa	24
North Geelong Yard Shunt No. 1	34
North Geelong Yard Shunt No. 2	26
North Geelong Yard Shunt No. 3	21
North Geelong Yard Shunt No. 4 (Grain Loop)	45
Nullawill (Grain Terminal)	21
Ouyen	19
SCT Siding (Laverton)	84
Sea Lake (Grain Terminal)	20
Shepparton	21

## NETWORK SERVICE PLAN

**7. OTHER GENERAL OPERATIONAL RESTRICTIONS**

Steam Rail Newport	29
South Dynon Fuel Point (Downer EDI Rail)	51
South Dynon Maintenance Centre	25
Southern Cross Yard	7
South Geelong	41
Sunshine GEB	23
Swan Hill	23
Tottenham Yard Shunt No. 1	12
Tottenham Yard Shunt No. 2	15
Traralgon	23
Warragul	21
West Swanson Dock (Interrail) – also see Dynon Intermodal Terminal T Gate Shunt No3.	87
Woorineen (Grain Terminal)	20

**SIGNAL BOX CHANNELS**

Specific Signal Box channels are provided for the request and granting of local moves between the Train Driver and Signaller. The Driver may select the channel as required.

LOCATION:	CHANNEL NO: VERSION 9.1
Bendigo Signal Box	24
Somerton Yard	24

**RADIO CONTROLLED YARD LIGHTING CHANNELS**

Radio controlled yard lighting channels are provided for remotely operating yard lighting via the use of the local radio. To operate the yard lighting the Driver must select the required channel on the local radio and then key the transmit button. The yard lighting will then switch on and remain on for a predetermined period.

LOCATION:	CHANNEL NO: VERSION 9.1
Ararat	10
Dimboola C & D Sidings	10
Donald Yard	9
Donald Loop & Sub Terminal	10
Horsham	9

**STANDARD SIGNALLING LOCATION OPERATING HOURS**

**NORMAL SIGNAL BOX AND SIGNALLED LOCATIONS – OPERATING HOURS AND BLOCK WORKING HOURS FOR DOUBLE LINE BLOCK SECTIONS**

LOCATION	AREA OF CONTROL	TIMES OF OPERATION	COMMENTS
<b>WEST TOWER</b>	Access to NORTH DYNON and MELBOURNE YARD	24/7	VLPRNA Employees Attended Location interacts with VRTC, ARTC and Connex.
<b>LATROBE REGIONAL SIGNAL CONTROL</b>	DOWN side PAKENHAM to UP side TRARALGON	0530 Sunday to 0130 the following Sunday	Signal Control located at 628 Bourke St, Melbourne VLPRNA employees (Train Control Centre)
<b>TRARALGON</b>	Safeworking Location – Block Station for TRARALGON Station and Yard	Required to be attended for all trains. Staff Exchange Box (unattended) used for through trains no follow on cross movements Emergency backup for Latrobe RFR Corridor.	Attended by VLP employees  Attended by Central Train Control staff during Emergency
<b>SALE</b>	Safeworking Location – Block Station for SALE Station and Yard	Open and Close location with long Train Staff Working. Staff Exchange Box (unattended) used for through trains no follow on cross movements	Attended by VLP employees
<b>BAIRNSDALE</b>	Safeworking Location – Terminal Block Station	Attended for one follow on movement 9442 – 2 hours M - F	DIC conditions apply for all other traffic one train only No Follow on

**NETWORK SERVICE PLAN**

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### NORMAL SIGNAL BOX AND SIGNALLED LOCATIONS – OPERATING HOURS AND BLOCK WORKING HOURS FOR DOUBLE LINE BLOCK SECTIONS

LOCATION	AREA OF CONTROL	TIMES OF OPERATION	COMMENTS
<b>NORTH GEELONG "C"</b>	Attended Location Switch In and Switch Out – Access to North Geelong Yard (Ballarat End) and Grain Loop and Broad Gauge departures to Melbourne and North Shore Yard and from and to North Shore Yard via the CGIL	Mondays and Wednesdays 1200 till 1900 for running of 9103 Mondays and 9107 on Wednesdays Fridays 0330 till 0600 for the running of 9108 Note on Mondays and Wednesdays Signaller attends Moriac Block Point 1900 till 2030	V/Line Network Services Department Employees
<b>GEELONG SIGNAL CONTROL</b>	Attended Location. Signal Trains between WERRIBEE – GEELONG and MARSHALL	24/7	VLPRNA Employees
<b>SOUTH GEELONG</b>	Block Station. Attended Location for South Geelong Station and Yard	06:05 Hours until 01:30 Hours next day – Sunday 03:45 Hours until 01:40 Hours next day – M - F. 05:25 Hours until 01:25 Hours next day - Saturday	VLP employee operates signalling for Passenger and Freight traffic
<b>MORIAC BLOCK POINT</b>	Control Point for follow on movements between Marshal and Camperdown	1945 hours till 2000 hours when 0247 is scheduled to operate to Waurn Ponds	V/Line Network Services employee attends for sighting of 8243
<b>CAMPERDOWN VLINE LOCATION</b>	Camperdown Station and Yard	05:30 Hours – 0800 Hours and 1900 hours – 2130 Hours M - F	Attended by VLP employees
<b>WARRNAMBOOL VLINE LOCATION</b>	Station and Yard	Driver in Charge conditions for train only	Additional requirements to be made for out of hours train working
<b>BALLARAT SIGNAL CONTROL</b>	Signalling of all trains between Sunshine and Ballarat	0445 Hours Sundays till 0115 Hours following Sundays	VLPRNA Employee operates signal control centre
<b>ARARAT</b>	Signalling into Ararat Broad Gauge Platform	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
<b>MURTOA</b>	Hopetoun Branch Line	No scheduled trains	ARTC owned location
<b>DIMBOOLA</b>	Yaapeet Branch Line	No scheduled trains	ARTC owned location
<b>MARYBOROUGH</b>	Attended Location Maryborough Yard crossing of trains and Castlemaine / Ararat Branch lines	2200 Hours to 0500 Hours next day on each day SU - FR.	Rostered for 9141/9140 SU - FR
<b>DUNOLLY</b>	Access to Yard and Inglewood Branch line	No scheduled trains on secondary corridor.	
<b>OUYEN</b>	Access to Yard and Pinnaroo Branch line	No scheduled trains.	
<b>INGLEWOOD JUNCTION</b>	Access to Bendigo Line	As approved for Daily Train Plan	VLPRNA employee from Bendigo or Maryborough
<b>EAGLEHAWK JUNCTION</b>	Access to Inglewood Line	As approved for Daily Train Plan	VLPRNA employee from Bendigo or Maryborough
<b>BENDIGO</b>	Signalling of all trains between Watergardens and Bendigo	0500 Hours SU till 0200 Hours following SU	VLPRNA Employees
<b>SWAN HILL</b>	Swan Hill Yard and Signalling	No Scheduled Freight Trains	DIC for Pass trains V/Line staff assist for run-around
<b>ECHUCA</b>	Access to Echuca Yard and Toolamba and Deniliquin Branch Lines	0630 Hours – 1430 Hours M - F	Attended for V/Line Pass trains arrival and departure only
<b>WALLAN</b>	Double Line Block Location – sectional block – Switch In and Out location for Termination of Trains	0530 Hours – 2120 Hours M - F	Rostered for Passenger train follow on
<b>KILMORE EAST</b>	Double Line Block Location – sectional block – Switch In and Out location and Access to Apex Quarry and Station siding Termination of Trains	0520 Hours - 2330 Hours M – TH 0520 Hours – 2000 Hours FR 1035 Hours -1955 – Sat 1240 Hours – 2204 Hours Sun	Rostered for Passenger train follow on and scheduled NE General Freight trains
<b>BROADFORD</b>	Double Line Block Location – sectional block – Switch In and Out location	0505 Hours - 1110 Hours 1730 Hours – 2020 Hours M – FR Closed Sat – Sun	Rostered for Passenger train follow on

## NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### NORMAL SIGNAL BOX AND SIGNALLED LOCATIONS – OPERATING HOURS AND BLOCK WORKING HOURS FOR DOUBLE LINE BLOCK SECTIONS

LOCATION	AREA OF CONTROL	TIMES OF OPERATION	COMMENTS
<b>SEYMOUR</b>	Double Line Block Location – sectional block and terminal location and access to Station and Loco Yard and Shepparton Line.	SU 0630 Hours till 2315 Hours M 0500 till 0030 Hours Next Day T 0500 till 0030 Hours Next Day W 0500 till 0030 Hours Next Day TH 0500 till 0030 Hours Next Day y F 0500 till 0115 Hours Next Day SA 0500 till 0115 Hours Next Day	VLPRNA employees – Two shifts Monday to Sunday
<b>TOOLAMBA JUNCTION</b>	Access to Echuca Line	As approved by Daily Train Plan	VLPRNA employee Ex Shepparton or Echuca
<b>SHEPPARTON</b>	Access to Shepparton Yard and Sidings and Tocumwal and Dookie lines	M - F 06:00 Hours to 21:30 Hours SA and SU rostered for Passenger Traffic arrivals and departures and 9353 (Freight).	Rostered for V/Line Pass trains arrival and departure only and Tocumwal train M-F

- Note** VLPRNA means V/Line Passenger Regional Network and Access  
 PNBS means Pacific National Bulk Services  
 VRTC means Victorian Rail Track Corporation  
 VLP means V/Line Passenger Corporation

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### SUB-STANDARD CLEARANCES

The 1994 Book of Rules and Operating Procedures Section 10, Rule 18 Clause (c) requires train crews to keep their bodies wholly within the cabin of moving locomotives.

Structures that do not comply with the Minimum Structure Gauge 1963 Standard are identified as indicated hereunder:

- High visibility 1500 mm x 1200-mm black and white retro reflective hazard markers attached to the structure as indicated hereunder.
- A sign warning the track force not to adjust the existing track geometry.

LINE	LOCATION	STRUCTURE	DISTANCE KMS	DETAILS
<b>SYDENHAM TO BENDIGO</b>	SUNBURY	Bridge	38.699	Bridge Foul
	RUPERTSWOOD	Bridge	39.638	Concrete Pylon Up End
	RIDDELLS CREEK	Bridge	59.377	Bridge Foul
	GISBORNE	Bridge	62.133	Wall of Bridge Foul (Up/Dn)
	MACEDON	Bridge	72.040	Wall of Bridge Foul (Dn)
	WOODEND	Bridge	77.966	Wall of Bridge Foul (Dn)
	KYNETON	Bridge	89.744	Wall of Bridge Foul (Up/Dn)
	TARADALE	Bridge	111.298	Wall of Bridge Foul (Up/Dn)
	KANGAROO FLAT	Bridge	157.667	Side Wall of Bridge Foul (Up/Dn)
	GOLDEN SQUARE	Bridge	159.666	Side Wall of Bridge Foul (Up/Dn)
<b>BENDIGO – DENILQUIN</b>	ECHUCA	Structure	233.000	Canopy within Rice Mill Sidings
<b>ALBION – BROADMEADOWS</b>	JACANA	Signal	15.500	Signal MG 934, Mast Foul
<b>BROADMEADOWS – SEYMOUR</b>	BROADFORD	Signal	75.480	Signal No 18 Post Foul
	BROADFORD	Bridge	76.050	Road Overbridge
	KILMORE EAST	Building	63.485	Down Track
<b>SEYMOUR – TOCUMWAL</b>	SHEPPARTON	Signal	182.000	No. 5 Road
<b>WERRIBEE – WARRNAMBOOL</b>	LITTLE RIVER	Down Pipe	47.250	Down Pipe on Platform Foul
	LARA	Station Roof	57.450	Station Roof Foul
	NORTH GEELONG	Signal Post	70.000	Signal Post No. 4
	NORTH GEELONG	Power Pole	70.000	No. 9 Road Up end
	NORTH GEELONG	Ladder on signal gantry	70.000	No. 9 Road Middle
	GEELONG	Tunnel	74.000	Wall of Tunnel
	SOUTH GEELONG	Signal	74.500	Signal Post, No. 2 Road, Foul
	WINCHELSEA	Veranda on Platform	114.000	At Up End
	WARRNAMBOOL	Light Pole	267.050	Down End No. 2 Road
<b>SUNSHINE – ARARAT</b>	BACCHUS MARSH	Bridge	61.185	Restricted vertical clearance
<b>NORTH GEELONG – YELTA</b>	MERBEIN	Bridge	580.600	Down side of pylon foul
<b>PAKENHAM – BAIRNSDALE</b>	BAIRNSDALE	Key Switch Box	274.600	Sub-Standard Clearance
	No: 2 Track Up End			

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### OPERATION OF PASSENGER TRAINS ON FREIGHT LINES

Due to historical operations or contingency arrangements in the event of disruptions, the Network Service Plan lists passenger trains that can be permitted to operate on a number of freight lines. However, due the differing maintenance regimes and standards that apply to the freight network, the listings in the Network Service Plan should in no circumstances be taken as blanket approvals to operate passenger trains on freight lines. This details the process that must be followed for any passenger train to operate on freight lines.

**Unplanned Use** (usually as a result of network disruption / works)

Train Control to follow incident response procedures and contact the relevant Track Maintenance Supervisor to certify track prior to running the train. The Track Maintenance Supervisor must also advise the Train Controller of the maximum speed permitted for the passenger train. Also Train Control must ascertain the period between last used and if this is over 48 hours (refer to TON-0226-07 Infrequent Rail Traffic Patterns) then this instruction is to applied.

In the interest of clarity, freight lines include the following lines:

**Newport to Brooklyn (West Line)**

**Brooklyn to Sunshine**

**South Kensington and Sims Street Junction (Via Freight Lines)**

**West Footscray Junction and Sunshine**