

# NETWORK SERVICE PLAN

## Network Operating Requirements

All locomotives and trains operating on the V/Line Network as defined by the Regional 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 LOADING OUTLINES .....</b>	<b>3</b>
OUT OF GAUGE LOADING .....	3
MAXIMUM LOADING OUTLINE .....	3
MAXIMUM LOADING PROFILE FOR CONTAINER TRAFFIC .....	3
PERMISSIBLE OVER HEIGHT CONTAINER TRAFFIC .....	4
<b>2. MAXIMUM AUTHORISED VEHICLE AXLE LOADING LIMITS .....</b>	<b>6</b>
BROAD GAUGE LINES .....	6
STANDARD GAUGE LINES .....	7
<b>3. MAXIMUM AUTHORISED SPEED OF TRAINS.....</b>	<b>8</b>
EXCESSIVE TEMPERATURES .....	9
CORRIDORS WHERE SERVICES ARE SUSPENDED .....	10
<b>4. SPECIAL SPEED RESTRICTIONS.....</b>	<b>11</b>
CURVE SPEED BOARDS .....	11
SPEED BOARDS.....	11
SPEED OVER CROSSING WORK .....	11
OTHER SPECIAL SPEED RESTRICTIONS .....	12
PUSHING TRAINS ON RUNNING LINES .....	12
<b>5. MAXIMUM AUTHORISED LENGTH OF TRAINS .....</b>	<b>13</b>
<b>6. RULING GRADE LOADS AND PERMISSIBLE OVERLOADING OF TRAINS .....</b>	<b>14</b>
RULING GRADE LOADS .....	14
RULING GRADE LOADS INDICATED IN BOLD TYPE.....	15
RULING GRADE LOADS INDICATED AS ‘...’ TYPE.....	15
PERMISSIBLE OVERLOADING OF FREIGHT TRAINS .....	15
GRAIN TRAIN LOADS.....	15
<b>7. OTHER GENERAL OPERATIONAL RESTRICTIONS .....</b>	<b>16</b>
MAXIMUM LOADS OF PASSENGER TRAINS .....	16
TRAIN TO BASE RADIO CHANNELS AND TELEPHONE NUMBERS (TRAIN CONTROL) ..	17
RECORDED TELEPHONE SERVICES.....	18
STANDARD SIGNALLING LOCATION OPERATING HOURS .....	23
SUB-STANDARD CLEARANCES .....	25
OPERATION OF PASSENGER TRAINS ON FREIGHT LINES .....	26

## 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).

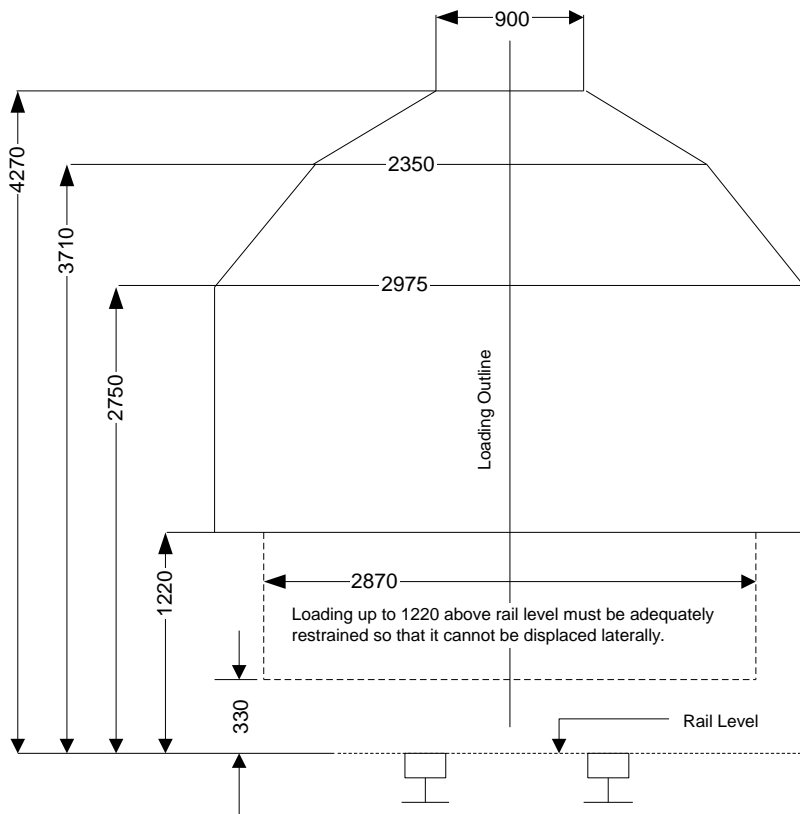
Any loading exceeding the above limits shall be treated as 'Out of Gauge' loading in accordance with the Out Of Gauge Loading provisions.

### 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 General Manager – Network Services: (03) 9619 5178.

### 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 millimetres.
- 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'.

### 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*

May be transported at line speed on approved wagons with a deck height of up to and including **1255mm** above rail level on the following Standard Gauge lines only:

*ARARAT - MARYBOROUGH - DUNOLLY – OUYEN – MILDURA – MERBEIN - YELTA*

**Note** Other combinations where the total height above rail level of the wagon deck plus container does not exceed 4151mm 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, 4320mm above rail and 3500 mm wide.

### BROAD GAUGE LINES

Over height container traffic is not permitted between **SUNBURY – BENDIGO** or 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 – MARYBOROUGH  
DUNOLLY – INGLEWOOD – MANANGATANG -  
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:

*CRAIGIEBURN - TOCUMWAL*

**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:

*PAKENHAM – MARYVALE*

*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.

### 4. 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) – WESTVIC SIDING*

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.

## 2. MAXIMUM AUTHORISED VEHICLE AXLE LOADING LIMITS

### BROAD GAUGE LINES

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.

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.

DYNON – SIMS STREET JUNCTION  
WEST FOOTSCRAY – SUNSHINE  
BROOKLYN – NEWPORT (WEST LINE)  
CRAIGIEBURN – SEYMOUR  
SEYMOUR – SHEPPARTON  
WERRIBEE – NORTH GEELONG – WAURN PONDS  
SUNSHINE – BACCHUS MARSH  
NORTH GEELONG – BALLARAT  
BALLARAT – MARYBOROUGH  
SUNBURY – BENDIGO  
BENDIGO – ECHUCA  
BENDIGO – SWAN HILL

PAKENHAM – TRARALGON – including Maryvale Exchange Siding

SHEPPARTON – TOCUMWAL  
(Approved Rollingstock and Speeds only,  
refer Train Operating Data – **NA\_NSP\_02-20** - Special Speed Restrictions)

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

#### Exceptions:

- The mass per freight vehicle for Broad Gauge trains running on the **South line** only and **Single line sections** from Maryvale Exchange Siding via Pakenham using approved wagons, **SHALL NOT EXCEED** 88 tonnes gross or an axle load of 22 tonnes and is restricted to a maximum of 80km/h (Subject to any lesser speed restrictions).
- The mass per freight vehicle for Broad Gauge trains running on the **North Line** only from Maryvale Exchange Siding via Pakenham using approved wagons, **SHALL NOT EXCEED** 84 tonnes gross or an axle load of 21 tonnes and is restricted to a maximum of 60km/h (Subject to any lesser speed restrictions).

## STANDARD GAUGE LINES

The maximum authorised Tonnes Axle Load (TAL) **for freight vehicles** is authorised as per the following table on Standard Gauge Line Sections, at the following TAL and Maximum Speed.

The maximum authorised TAL and Maximum Speed is subject to applicable wheel size **for freight vehicles** and subject to the maximum approved line speed as published within the Train Operating Data for each line section and any published temporary speed restrictions.

Location/Line	New Wheel	Tonnes Axle Load			
		21	20	19	17 * *
Ararat to Maryborough	920 mm	✓ 40 km/h *	✓ 50 km/h *	✓ 65 km/h *	✓ 65 km/h *
	840 mm	✗	✗	✓ 40 km/h *	✓ 65 km/h *
Maryborough to Mildura	920 mm	✓ 80 km/h *	✓ 80 km/h *	✓ 80 km/h *	✓ 80 km/h *
	840 mm	✓ 65 km/h *	✓ 80 km/h *	✓ 80 km/h *	✓ 80 km/h *
Mildura to Yelta	920 mm	✓ 40 km/h *	✓ 50 km/h *	✓ 65 km/h *	✓ 65 km/h *
	840 mm	✓ 25 km/h *	✓ 25 km/h *	✓ 65 km/h *	✓ 65 km/h *
Ouyen to Murrayville	920 mm	✗	✗	✓ 65 km/h *	✓ 65 km/h *
	840 mm	✗	✗	✓ 40 km/h *	✓ 65 km/h *
Murtoa to Hopetoun	920 mm	✗	✗	✓ 65 km/h *	✓ 65 km/h *
	840 mm	✗	✗	✓ 40 km/h *	✓ 65 km/h *
Dimboola to Rainbow	920 mm	✗	✗	✓ 50 km/h *	✓ 50 km/h *
	840 mm	✗	✗	✓ 40 km/h *	✓ 50 km/h *

### NOTES

- \* Where permitted by maximum line speed contained in applicable Train Operating Data and any published temporary speed restrictions.
- \* \* 17 TAL - Refers to light loads or empty wagons.

### Exceptions:

- The mass per freight vehicle for Standard Gauge trains only from North Geelong C Box and return via the Grain Loop **SHALL NOT EXCEED** 92 tonnes gross or an axle load of 23 tonnes.
- The mass per freight vehicle for Standard Gauge trains only at Somerton Yard **SHALL NOT EXCEED** 84 tonnes gross of an axle load of 21 tonnes for scheduled trains.
- The mass per freight vehicle for Standard Gauge trains only at Somerton Yard **SHALL NOT EXCEED** 92 tonnes gross of an axle load of 23 tonnes only under an emergency stabling request which may be authorised by the Senior Train Controller.

### 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:

- 1. 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 General Manager, Compliance and Safeworking: (03) 9619 5015..

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



## EXCESSIVE TEMPERATURES

The speed of any train must not exceed the maximum speed set down for any locomotive or vehicle on the train, on any other temporary or permanent speed restriction in force, or on any other lesser speed determined by the General Manager Asset Management and no case may exceed the speeds indicated in the following table as described in the Operating Procedures contained in Section 34 – 136

CORRIDOR	LINE SECTION	WEATHER STATION	INITIATING WOLO TEMPERATURE	WOLO SPEED	
				FREIGHT	PASS
<b>WEST FOOTSCRAY – SUNSHINE VIA RRL TRACKS</b>	Southern Cross – Sunshine	Melbourne	36		130
			39	65	90
<b>SUNSHINE – ARARAT</b>	Sunshine – Deer Park Junction	Melbourne	36	65	90
	Deer Park Junction – Bank Box Loop	Melton	36	65	90
	Bank Box Loop – North Ballarat Junction	Ballarat	36	65	90
	North Ballarat Junction – Beaufort	Ballarat	36		90
	Beaufort – Ararat	Ararat	36		90
	<b>DEER PARK JUNCTION – MANOR JUNCTION</b>	Deer Park Junction – Manor Junction	Melbourne	36	
39				65	90
<b>WERRIBEE – DENNINGTON</b>	Werribee – Manor Junction	Laverton	36	65	90
	Manor Junction – Corio	Avalon	36	65	130
			39		90
	Corio – Geelong	Geelong	36	65	130
			39		90
	Geelong – Winchelsea	Geelong	36	65	90
	Winchelsea – Camperdown	Colac	36	65	90
	Camperdown – Warrnambool	Warrnambool	36	65	90
Warrnambool – Dennington	Warrnambool	36	★		
<b>SUNBURY - BENDIGO</b>	Sunbury – Woodend	Gisborne	36	65	90
	Woodend – Elphinstone	Kyneton	36	65	90
	Elphinstone – Ravenswood	Castlemaine	36	65	90
	Ravenswood – Bendigo	Bendigo	36	65	90
<b>NTH BENDIGO JUNCTION – PIANGIL</b>	North Bendigo Junction – Eaglehawk	Bendigo	36	50	80 ★
	Eaglehawk – Pyramid	Bendigo	36	65	90
	Pyramid – Kerang	Kerang	36	65	90
	Kerang – Swan Hill	Kerang	36	65	90 ★
	Swan Hill – Piangil	Swan Hill	36	30	
<b>BENDIGO – ECHUCA</b>	Bendigo – North Bendigo Junction	Bendigo	36	55	80 ★
	North Bendigo Junction – Epsom Block Point	Bendigo	36	50	60
	Epsom Block Point – Goornong	Bendigo	36	65	90
	Goornong – Echuca	Echuca	36	50	60
	<b>ECHUCA – DENILQUIN</b>	Echuca – Deniliquin	Echuca	33	30
<b>CRAIGIEBURN – SEYMOUR</b>	Craigieburn – Kilmore East	Tullamarine	36	65	90
	Kilmore East – Seymour	Seymour	36	65	90
<b>SEYMOUR – TOCUMWAL</b>	Seymour – Nagambie	Seymour	36	65	80
	Nagambie – Shepparton	Shepparton	36	65	80
	Shepparton – Numurkah	Shepparton	36	40	
	Numurkah – Strathmerton	Cobram	36	40	
	Strathmerton – Tocumwal	Cobram	36	30	

CORRIDOR	LINE SECTION	WEATHER STATION	INITIATING WOLO TEMPERATURE	WOLO SPEED		
				FREIGHT	PASS	
TOOLAMBA – ECHUCA	Toolamba – Tongala	Kyabram	33	0 ♥		
	Tongala – Echuca	Echuca	33	0 ♥		
PAKENHAM – BAIRNSDALE	Pakenham – Longwarry	Pakenham	36	65	90	
	Longwarry – Moe	Warragul	36	65	90	
	Moe – Rosedale	Traralgon	36	65	90	
	Rosedale – Stratford	Sale	36	65	90	
	Stratford – Bairnsdale	Bairnsdale	36	65	90	
MELBOURNE METRO LINES	Sunshine – Brooklyn	Melbourne	33	30		
	Newport – Brooklyn West Line	Melbourne	33	30		
	West Footscray – Sunshine U & D Ind. Gds	Melbourne	☆			
	Ind Goods Dudley St – Sim Street Jcn	Melbourne	☆			
	Ind Goods Sth Kensington – Sims St Jun	Melbourne	☆			
	NORTH GEELONG – YELTA	Gheringhap – Meredith	Geelong	33	50	
		Meredith – Ballarat	Ballarat	33	50	
Ballarat – Creswick		Ballarat	36	65	70	
Creswick – Maryborough		Maryborough	36	65	70	
Maryborough – Donald		Maryborough	36	65		
Donald – Woomelang		Birchip	36	65		
Woomelang – Carwarp		Ouyen	36	65		
Carwarp – Mildura		Mildura	36	65		
Mildura – Yelta		Mildura	36	25		
OUYEN – MURRAYVILLE	Ouyen – Murrayville	Ouyen	33	0 ♥		
DUNOLLY – MANANGATANG	Dunolly – Inglewood	Maryborough	36	40		
	Inglewood – Korong Vale	Maryborough	36	40		
	Korong Vale – Boort	Kerang	36	40		
	Boort – Lalbert	Kerang	33	30		
	Lalbert – Ultima	Kerang	33	40		
	Ultima – Manangatang	Swan Hill	33	40		
KORONG VALE – SEA LAKE	Korong Vale – Sea Lake Wheat Board	Birchip	36	40		
ARARAT – MARYBOROUGH	Ararat – Maryborough	Ararat	33	40		
MURTOA – HOPETOUN	Murtoa – Hopetoun	Warracknabeal	33	40		
DIMBOOLA – RAINBOW	Dimboola – Jeparit	Nhill	33 *	40		
	Jeparit – Ellam (KP412)	Nhill	☆			
	Ellam (KP412) - Rainbow	Nhill	33 *	40		
	Rainbow – Bow Hill (KP431)	Nhill	☆			

\* NOTE: Applies 10:00 hours to 20:00 hours.

Note ♥ WOLO – No Trains

Note ☆ WOLO – No Restrictions

## CORRIDORS WHERE SERVICES ARE SUSPENDED

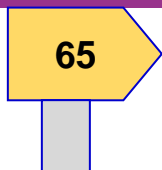
Train Services are suspended on the following corridors as shown on separately issued advice

<b>BARNES – MOULAMEIN</b>	Barnes - Moulamein
<b>MOOLORT – MARYBOROUGH</b>	Moolort - Maryborough
<b>SEA LAKE – MITTYACK</b>	Sea Lake - Mittyack
<b>MANANGATANG – ROBINVALE</b>	Manangatang - Robinvale
<b>EAGLEHAWK – INGLEWOOD</b>	Eaglehawk - Inglewood
<b>MURRYVILLE – PANITYA</b>	Murrayville - Panitya
<b>SHEPPARTON – DOOKIE</b>	Shepparton - Dookie
<b>RAINBOW – YAAPEET</b>	Rainbow – Yaapeet (SG)

These corridors will not be listed on the WOLO advice notice

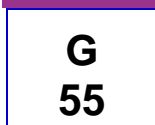
## 4. SPECIAL SPEED RESTRICTIONS

### CURVE SPEED BOARDS

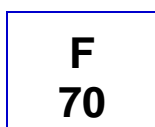


Every curve (except those within crossing work) with a geometry requiring the maximum speed to be reduced below the maximum authorised for any train is indicated by a Curve Speed Board (see diagram at left). The number shown on the Curve Speed Board indicates in kilometres per hour the maximum speed 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

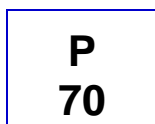


At particular locations a speed board (see diagrams at left) may be placed on the line at a suitable distance before reaching the next fixed signal. This indicates that the train speed shall be promptly reduced to not more than the figure in kilometres per hour shown on the board until sighting the next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

DESCRIPTION	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	
• Locomotive hauled trains	25
• Terminal station – All trains	25
Note: Except for terminal stations and any track speed restrictions, V/Locity and Sprinter trains have no speed restriction entering platforms; it is the Drivers responsibility to manage a suitable safe approach speed to the station based on rail and operating conditions.	
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	0
When passing around any curve of less than 180 metres radius	10
On running lines	15
<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 from a platform at locomotive cab height	25
<b>Light Locomotives (Single Or Multi – Unit)</b>	
A class diesel electric (V/Line Only)	115
N class diesel electric (V/Line Only)	115
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
Y class steam locomotive (funnel first)	60
Y class diesel electric	65 #
Y class diesel electric (upgraded)	100 #
All steam locomotives (tender first)	50
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.

**5. MAXIMUM AUTHORISED LENGTH OF TRAINS**

Unless special authority is given by the General Manager, Network Services, 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) Block grain trains are to operate with train lengths not exceeding 900 metres, (including locomotives).
- b) Any train consisting of empty passenger carriages only may convey a maximum of 30 passenger vehicles, subject to a maximum load of 915 tonnes.
- c) Where Freight Trains in excess of 960 metres but less than 1200 metres operate between DEER PARK WEST JUNCTION and MILLBROOK where opposing or passing passenger trains are running the following will apply at PARWAN and BANK BOX
  - 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. 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
  - iii. 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
- d) The maximum permissible length of a Freight Train between Craigieburn and Shepparton must not exceed 1000m.

## 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

Use when a T or P class is solo or when in a multiple unit consist of H, P, T or Y class **only**

#### T OR P MULTI WITH OTHER CLASSES

Use when a T or P class is in a multiple unit consist which includes **any** locomotives which is **not** 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.

## 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:**

<b>Tottenham Yard to:</b>	
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:

<b>LOCOMOTIVES</b>	<b>PERMITTED OVERLOAD</b>
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:**

<b>LOCOMOTIVES IN MULTIPLE</b>	<b>PERMITTED OVERLOAD</b>
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:**

<b>LOCOMOTIVES IN MULTIPLE</b>	<b>PERMITTED OVERLOAD</b>
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 General Manager, Network Services, 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 General Manager, Network Services:

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.

**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
- ICE radio, either RRCN or NTCS capable

ICE = IN CAB EQUIPMENT – defined by the ARTC NTCS service (for Standard Gauge) or defined by the V/Line RRCN service (for Broad Gauge). This is the replacement of the NUTR train to base equipment.

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

- End to End Local Radio
- ICE radio, either RRCN or NTCS capable

**NO LOCOMOTIVE OR TRACK MACHINE 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 General Manager, Network Services, portable radio equipment may be utilised.

Except in cases of emergency, application for authority to utilise portable equipment must be forwarded to the General Manager, Network Services 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 General Manager, Network Services..



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

ROOM	CONTROL LINES AND AREA	VCS CODE/ CHANNEL	EXTERNAL TELEPHONE	INTERNAL TELEPHONE	
(1)	<b>WARRNAMBOOL &amp; STANDARD GAUGE WESTERN BRANCHES, BROOKLYN LOOP TRAIN CONTROLLER</b> WAURN PONDS – WARRNAMBOOL MURTOA – HOPETOUN DIMBOOLA – YAAPEET SUNSHINE – BROOKLYN BROOKLYN – NEWPORT – (WEST LINE)	<b>VCS 209</b>	(03) 9619 4709	14709	24 hours
(2)	<b>MILDURA LINE TRAIN CONTROLLER</b> NORTH GEELONG C PRECINCT NORTH GEELONG – BALLARAT EAST NORTH BALLARAT-MARYBOROUGH (including Yard) at Signal Post MYB 28 MARYBOROUGH at Signal Post MYB 28 – YELTA OUYEN – MURRAYVILLE DUNOLLY – INGLEWOOD INGLEWOOD – ROBINVALE KORONG VALE – MITTYACK ARARAT – MARYBOROUGH	<b>VCS 102</b>	(03) 9619 4702 (03) 9619 4752	14702 14752	24 hours
(3)	<b>SENIOR TRAIN CONTROLLER</b>  <b>During periods of Emergency Evacuation only</b>	<b>VCS 333</b>	(03) 9619 1077 (03) 9619 1073 <b>0438 515 547</b>	11077 11073	24 hours
(4)	<b>BENDIGO CORRIDOR TRAIN CONTROLLER</b> MELBOURNE – EPSOM - EAGLEHAWK EAGLEHAWK– SWAN HILL – PIANGIL EPSOM - ECHUCA ECHUCA – MOULAMEIN – DENILIKUIN EAGLEHAWK – INGLEWOOD	<b>VCS 108</b>	(03) 9619 1068	11068	24 hours
(5)	<b>BALLARAT CORRIDOR TRAIN CONTROLLER</b> MELBOURNE – BALLARAT – WENDOUREE WENDOUREE - ARARAT	<b>VCS 107</b>	(03) 9619 1067	11067	24 Hours
(6)	<b>REGIONAL RAIL LINK SIGNALLING ZONE 2 WEST TOWER</b> SPENCER STREET 15/16 to SPION KOP AND MELBOURNE YARD	<b>VCS 101</b>	(03) 9619 1060  (03) 9619 7501	11060  17501	24 hours
(7)	<b>REGIONAL RAIL LINK SIGNALLING RRL ZONE 3</b> SOUTH KENSINGTON TO DEER PARK TO MANOR JUNCTION/DEER PARK WEST AND SUNSHINE GEB SIDING	<b>VCS 106</b>	(03) 9619 4706	14706	24 hours
(8)	<b>GEELONG CORRIDOR TRAIN CONTROLLER</b> MELBOURNE – WAURN PONDS	<b>VCS 105</b>	(03) 9619 1062	11062	24 hours
(9)	<b>TRARALGON CORRIDOR TRAIN CONTROLLER</b> MELBOURNE – TRARALGON TRARALGON – SALE – BAIRNSDALE	<b>VCS 104</b>	(03) 9619 1065	11065	DAILY 06:00-22:15
(10)	<b>SEYMOUR TRAIN CONTROLLER</b> MELBOURNE – SEYMOUR SEYMOUR – TOCUMWAL SHEPPARTON – DOOKIE TOOLAMBA - ECHUCA	<b>VCS 210</b>	(03) 9619 1722 (03) 9619 1061	11722 11061	24 hours
	<b>SUPPORT</b>	<b>VCS 111</b>	(03) 9619 1070	11070	24 hours
	<b>MANAGER TRAIN CONTROL</b>	<b>VCS 113</b>	(03) 9619 5162	15162	
	<b>FAX</b>		(03) 9619 7466	17466	

**ICE** IN CAB EQUIPMENT – defined by the ARTC NTCS service (for Standard Gauge) or defined by the V/Line RRCN service (for Broad Gauge).  
**VCS** = 6 & 7 code 206 ,9 & 10 code 310 & All Territories Code 300

## RECORDED TELEPHONE SERVICES

In addition to Control a number of Signalling locations are provided with voice recording facilities for both telephone and local radio services

Any communications with the Signallers that relate to Train Running or Safeworking matters are to be conducted via a recorded service at locations where these facilities are provided

When a telephone or radio call is received via a non recorded service that relates to a Safeworking or Train Running matter the Signaller receiving that call must immediately advise the caller of the recorded number or radio channel for that location and arrange for that call to be re established on a recorded service.

Detail of these services are shown on the following table

## 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.

Detail of these services are shown on the following table

## 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 Signaller, Corridor Signaller or Train Controller. Train Drivers are to select these channels when instructed to do so by the relevant Signaller or Train Controller.

Detail of these services are shown on the following table

## 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.

Detail of these services are shown on the following table

## SIGNAL BOX CHANNELS

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

Detail of these services are shown on the following table

## RADIO CONTROLLED SIGNAL CONTROL CHANNELS

Radio controlled Signal Control Channels are provided at locations across the V/Line Network in accordance with Section 34 – 137 Radio Controlled Signalling.

Detail of these services are shown on the following table

## RADIO CONTROLLED YARD LIGHTING CHANNELS

Radio controlled yard lighting channels are provided for the remote switching of yard lighting by the local radio. To operate yard lighting the Driver must select the required channel on the local radio and then key the transmit button. Yard lighting will then switch on and remain on for a predetermined period.

Detail of these services are shown on the following table

## CREW CHANNEL

The Sidings Shunt channels are provided for Train Crew controlled shunting procedures. at locations where a defined shunting channel is not provided

LOCATION:	CHANNEL NO: VERSION 10.5/10.6
Siding Shunt No. 2	V2 SDG#2

## GANG CHANNEL

The Gang Channel (GNG CH) 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 10.5/10.6
Gang Channel	GNG CH

## 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; shunting is not permitted on it.

LOCATION:	CHANNEL NO: VERSION 10.5/10.6
Local Train Radio (End to End)	V1 LTR N

## 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 10.5/10.6
Off-Train Communications	V5 OFTR

LOCATION	S – BOX PHONE RECORDED	SW CHANNEL	SHUNT	ADMIN	SIGNAL BOX	YARD LIGHTS
<b>MELBOURNE AND METRO AREAS</b>						
Melbourne Yard	9619 1060 Int 11060 9619 7501 Int 17501	NEWswBYN		V9 WTRNEW		
Melbourne Docks (Appleton Park)			Shunt 1: V17 Shunt 2: V 20	V91		
West Swanston Dock			V58			
Brooklyn	9619 1722 Int 11722	NEWswBYN	V228			
Tottenham Yard- West Footscray		NEWswBYN	Shunt 1: V85NEW Shunt 2: V216	V10NEW		
Sims Street Junction- North Dynon	9619 1722 Int 11722	NEWswBYN				
South Dynon Fuel Point			V204	V6FP NEW		
South Dynon Maintenance Centre			V224			
Southern Cross SM				97		
Southern Cross Yard Master - Shunters			SX Pas SH	156		
			RShunt5			
			RShunt4			
			RShunt3			
			RShunt2			
Southern Cross Yardmaster - Crews			SX Pas YD	157		
Southern Cross No.1 Signal Box	9619 2151 Int 12151					
Stony Point Line		156				
Dynon Intermodal			Shunt 1: 27	V52NEW		
			Shunt 2: 85			
			Shunt 3: 87			
			Shunt 4: 58			
Steamrail - Newport			V29			
Newport Yard			V28 NEW			
Melb Metrol Plant Trains			V109			
MURLA Haulage			61			
<b>RRL CORRIDOR</b>						
South Kensington	9619 4706 Int 14706	NEWswSCS				
Sunshine		NEWswSCS				
Wyndham Vale		NEWswSCS				
<b>GEELONG CORRIDOR</b>						
Manor Junction – Waurm Ponds	96191062 Int 11062					
North Shore Yard		NEWswGEL				V9WTRNEW
Nth Geelong C		NEWswGEL				V10NEW
Nth Geelong Yard		NEWswGEL	Shunt 1: V226	V38NEW		
			Shunt 2: V228			
Geelong Fuel Point			V204			
Geelong Grain Loop			V45NEW			
Geelong	96191062 Int 11062	NEWswGEL				



LOCATION	S – BOX PHONE RECORDED	SW CHANNEL	SHUNT	ADMIN	SIGNAL BOX	YARD LIGHTS
Geelong Yard			V36NEW	V37NEW		
Geelong Car Cleaners				V39NEW		
South Geelong			V78NEW			
Marshall- Waurm Ponds	96191062 Int 11062	NEWswGEL	V204			
Warrnambool				WELLINGTON STREET PCR SIGCON 1		
<b>BALLARAT CORRIDOR</b>						
Deer Park West Wendouree	96191067 Int 11067	NEWswBAT				
Bacchus Marsh		NEWswBAT	V208			
Maddingley Sidings		NEWswBAT	V228			
Ballarat East Loco		NEWswBAT	V212			
Ballarat		NEWswBAT	V228			
Wendouree		NEWswBAT				
<b>BALLARAT – YELTA CORRIDOR</b>						
Maryborough	96194702 Int 14702	154	V2SDG#2			
Dunolly			V2SDG#2			
Donald				FUTURE SIGNAL CONTROL SIGCON 1 SIGCON 2		
Donald Sub						V10NEW
Donald Loop						V10NEW
Donald Yard						V9WTRNEW
Merbein						V10NEW
Ouyen			V28NEW V28NEW			
<b>KORONG VALE CORRIDOR</b>						
<b>BENDIGO CORRIDOR</b>						
Kyneton	9619 7480 Int 17480	NEWswBGO				
Bendigo		NEWswBGO	V212		V202	
<b>BENDIGO – PIANGIL CORRIDOR</b>						
Eaglehawk				FUTURE SIGNAL CONTROL SIGCON 1		
Kerang				KER4 SIGCON 1 KER36 SIGCON 2		
Swan Hill			V2SDG#2			
<b>BENDIGO – DENILQUIN CORRIDOR</b>						
Echuca			V2SDG#2			



LOCATION	S – BOX PHONE RECORDED	SW CHANNEL	SHUNT	ADMIN	SIGNAL BOX	YARD LIGHTS
<b>SEYMOUR CORRIDOR</b>						
Somerton Yard	9619 1061 Int 11061					
Craigieburn						
Wallan	5783 1331	NEWswSER				
Kilmore East	5782 1015	NEWswSER	V2SDG#2			
Seymour	5793 6251	NEWswSER	V2SDG#2			
Mooroopna			V2SDG#2			
Shepparton	9619 1061 Int 11061	NEWswSER	V2SDG#2			
<b>TRARALGON CORRIDOR</b>						
Pakenham – Traralgon	9619 1069 Int 11069	NEWswTRN				
Warragul		NEWswTRN	V2SDG#2			
Traralgon		NEWswTRN	V228			

## 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>MELBOURNE YARD</b>	Access to NORTH DYNON and MELBOURNE YARD	24/7	Operated from Control 628 Bourke Street, Melbourne
<b>LATROBE CORRIDOR SIGNAL CONTROL</b>	DOWN side PAKENHAM to UP side TRARALGON	24/7	Operated from Control 628 Bourke Street, Melbourne
<b>TRARALGON</b>	Safeworking Location – Train Staff and Ticket 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.	Attended by VLP employees
<b>SALE</b>	Safeworking Location – Train Staff and Ticket Station	Opened as Staff Station <b>Monday – Friday</b> Opened on passage of 8410 Monday Closed with passage of 8432 Friday <b>Saturday</b> Closed as Staff Station <b>Sunday</b> Opened with passage of 8410, Closed with passage of 8432.	Attended by VLP employees
<b>BAIRNSDALE</b>	Safeworking Location Train Staff Station	Driver in Charge conditions	Driver in Charge conditions apply for all traffic when operating on the Staff
<b>NORTH GEELONG “C”</b>	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 CIGL	24/7	Operated from Control 628 Bourke Street, Melbourne
<b>GEELONG CORRIDOR SIGNAL CONTROL</b>	WERRIBEE – GEELONG and WAURN PONDS	24/7	Operated from Control 628 Bourke Street, Melbourne
<b>SOUTH GEELONG</b>	Block Station. Attended Location for South Geelong Station and Yard	Switched In <b>Monday to Friday</b> 03:45 Hours until 23:30 Hours. <b>Saturday:</b> 06:00 until 15:00 Hours. <b>Sunday:</b> 06:00 until 15:00 Hours.	Attended by VLP employees May switch in outside of hours published, where requested by Control.
<b>WARNCOURT LOOP</b>	Warncoort Loop	24/7	Operated from Control 628 Bourke Street, Melbourne
<b>CAMPERDOWN VLINE LOCATION</b>	Train Order Location	Signaller in Attendance <b>Monday to Friday</b> 0513 Hours – 1615 Hours 1700 Hours – 2140 Hours <b>Saturday:</b> No Signaller in Attendance <b>Sunday:</b> No Signaller in Attendance	When Signaller in attendance defined as Intermediate Train Order Terminal location <b>Monday to Friday:</b> 05:13 Hours – 17:00 Hours <b>Saturday:</b> Closed <b>Sunday:</b> Closed
<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 CORRIDOR SIGNAL CONTROL</b>	Deer Park West to Wendouree	24/7	Operated from Control 628 Bourke Street, Melbourne
<b>WENDOUREE</b>	Management of Train Staff and Ticket Working Wendouree - Ararat	Signaller in Attendance <b>Monday to Friday</b> 0430 Hours – 2300 Hours <b>Saturday</b> 0530 Hours – 2130 Hours <b>Sunday</b> 0530 Hours – 2139 Hours	Based At Station Office – Wendouree Works under the direction of the Train Controller
<b>ARARAT</b>	Ararat Broad Gauge Signalling	24/7	Operated from Control 628 Bourke Street, Melbourne
<b>ARARAT SIGNALLER (BROAD GAUGE)</b>	Management of Train Staff and Ticket Working Wendouree - Ararat	Signaller in Attendance <b>Monday – Friday</b> 05:30 Hours – 21:15 Hours <b>Saturday</b> 06:30 Hours – 16:30 Hours <b>Sunday</b> 07:30 Hours – 17:30 Hours	Based At Station Office – Ararat Works under the direction of the Train Controller

## 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>ARARAT YARD SIGNALLER (STANDARD GAUGE)</b>	Access to Yard and Maryborough Corridor	Signaller in Attendance <b>Sunday – Friday</b> 2300 Hours to 0700 Hours <b>Monday – Friday</b> 0700 Hours to 1500 Hours <b>Friday – Saturday</b> 2300 Hours to 0700 Hours <b>Saturday</b> As Required <b>Sunday</b> As Required	Based at Office in compound behind Station Platform Works under the direction of the ARTC Network Controller and V/Line Control Train Controller.
<b>MARYBOROUGH</b>	Operation of Signalling at Maryborough	24/7	Operated from Centrol 628 Bourke Street, Melbourne
<b>DUNOLLY</b>	Access to Yard	No Scheduled Freight Trains Signaller in Attendance as required.	V/Line Network Services Department Employees
<b>OUYEN</b>	Access to Yard and Murrayville Corridor	No Scheduled Freight Trains Signaller in Attendance as required.	V/Line Network Services Department Employees
<b>BENDIGO CORRIDOR SIGNAL CONTROL</b>	Sunbury - Bendigo - Epsom	05:00 Hours Sunday to 02:00 Hours the following Sunday	Operated from Centrol 628 Bourke Street, Melbourne
<b>SWAN HILL</b>	Swan Hill Yard and Signalling	No Scheduled Freight Trains Signaller in Attendance as required and – <b>Monday – Friday</b> 0615 Hours – 0800 Hours 0830 Hours – 1715 Hours <b>Saturday</b> 0615 Hours – 0800 Hours 0900 Hours – 1345 Hours <b>Sunday</b> 0615 Hours – 0800 Hours 1130 Hours – 1645 Hours	Driver in Charge for last Passenger Train each day. Signaller on duty for all other services.  V/Line Customer and Network Services Employees
<b>ECHUCA</b>	Access to Echuca Yard and Toolamba and Deniliquin Branch Lines	Signaller in Attendance <b>Monday – Friday</b> 0500 Hours – 2000 Hours. <b>Saturday</b> 0600 Hours – 1000 Hours. 2030 Hours – 2230 Hours. <b>Sunday</b> 0800 Hours – 1000 Hours 2030 Hours – 2230 Hours.	V/Line Network Services Department Employees  Signaller not in attendance for the operation of Trains No 8073 and 8076 Saturday and Sunday
<b>WALLAN</b>	Double Line Block Location– Switch In and Out location for Termination of Trains	Switched In <b>Monday – Friday</b> 0510 Hours - 2130 Hours. <b>Saturday:</b> Switched Out. <b>Sunday:</b> Switched Out.	Rostered for Passenger train follow on and scheduled NE General Freight trains
<b>KILMORE EAST</b>	Double Line Block Location Switch In and Out location and Access to Apex Quarry and Station siding Termination of Trains	Switched In <b>Monday – Friday</b> 0450 Hours – 2350 Hours <b>Saturday</b> Switched Out. <b>Sunday</b> Switched Out.	Rostered for Passenger train follow on and scheduled NE General Freight trains
<b>SEYMOUR</b>	Double Line Block Location – terminal location and access to Station and Loco Yard and Shepparton Line. Attended for all trains	Signaller in Attendance <b>Sunday</b> 0540 Hours – 0245 Hours the following Saturday <b>Monday – Friday</b> Continuously <b>Saturday</b> 0545 Hours to 0145 Hours Next Day	V/Line Network Services Department Employees
<b>MURCHISON EAST</b>	Attended Train Order Location	Signaller in Attendance as required	V/Line Network Services Department Employees
<b>SHEPPARTON</b>	Access to Shepparton Yard and Sidings and Tocumwal	24/7	Operated from Centrol 628 Bourke Street, Melbourne

**Note** VRTC means Victorian Rail Track Corporation VLP means V/Line Operations Department



## 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>SUNBURY – BENDIGO</b>	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>CRAIGIEBURN – 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
	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
	MARYBOROUGH	Light Poles	223.819- 224.162	Substandard clearances from No.2 and No.3 Roads
	MARYBOROUGH	Station Pit	223.870	Track centres substandard between No.1 and No.2 Roads (No signs)
<b>PAKENHAM – BAIRNSDALE</b>	BAIRNSDALE No: 2 Track Up End	Key Switch Box	274.600	Sub-Standard Clearance
<b>SOUTHERN CROSS AND REGIONAL ACCESS LINES</b>	UP DUAL GAUGE LINE– Up end of Dudley St Bridge	2.4m High Security fence	0.900 – 0.990	Security Fence along Y wash road. 2.123m from nearest track.

## 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 to 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.

The Train Control must ascertain the period between last rail vehicle movement used and if this is over 48 hours (refer to TON-0400 - 2008 Infrequent Rail Traffic Patterns) then this instruction is to be 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**