

# 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

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## 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).

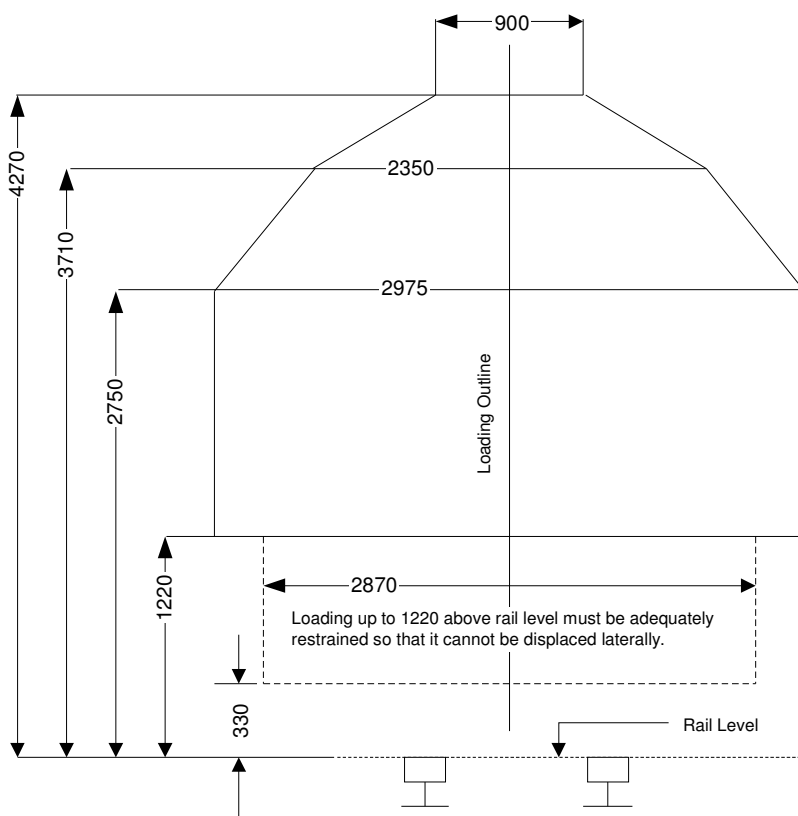
Any loading exceeding the above limits shall be treated as 'Out of Gauge' loading in accordance with the Out Of Gauge Loading provisions.

### 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 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 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'.

### NETWORK SERVICE PLAN

## 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*

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).

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 – DUNOLLY – OUYEN – MILDURA – MERBEIN - YELTA  
(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:

*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)

## NETWORK SERVICE PLAN

## 1. MAXIMUM AUTHORISED LOADING OUTLINES

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 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.

### 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) – 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

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.

#### 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 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).

### 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 – SIMS STREET JUNCTION  
 WEST FOOTSCRAY – SUNSHINE  
 BROOKLYN – NEWPORT (WEST LINE)  
 CRAIGIEBURN – SEYMOUR  
 WERRIBEE – NORTH GEELONG – WAURN PONDS  
 SUNSHINE – BACHUS MARSH  
 NORTH GEELONG – BALLARAT  
 BALLARAT – MERBEIN (Container flats only)  
 SUNBURY – BENDIGO (Container flats only)  
 PAKENHAM – TRARALGON – including Maryvale Exchange Siding

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.**

#### 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.

## NETWORK SERVICE PLAN

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

- 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	36	55	70
	Nth Bendigo Junction - Echuca	36	50	70
<b>MOOLORT – MARYBOROUGH</b>	Moolort - Maryborough ♦ ♦	33		
<b>DONNYBROOK – SEYMOUR</b>	Donnybrook – Seymour	36	65	90
<b>DIMBOOLA – YAAPEET</b>	Dimboola - Jeparit(SG) ♥	33		
	Jeparit - Ellam (SG) ♥	33		
	Ellam - Yaaapeet (SG) ♥	33		
<b>DUNOLLY – ROBINVALE</b>	Dunolly - Inglewood	36	40	
	Inglewood - Korongvale	36	40	
	Korongvale - Boort	36	40	
	Boort - Manangatang	36	40	
	Manangatang - Robinvale ♥ ♦	33		
<b>DEER PARK JUNCTION – MANOR JUNCTION</b>	Deer Park Junction to Manor Junction	36	65	90
<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	36	40	
	Sea Lake Wheat Board - Mittyack ♥ ♦	33		
<b>MELBOURNE METRO LINES</b>	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	36	55	55
	Eaglehawk - Pyramid	36	65	90
	Pyramid - Swan Hill	36	65	80
	Swan Hill - Piangil	36	40	
<b>NORTH GEELONG – YELTA</b>	Nth Geelong - Nth Ballarat	36	65	
	Nth Ballarat Junction - Maryborough	36	65	70
	Maryborough – Dunolly	36	65	
	Dunolly - Donald	36	65	

## NETWORK SERVICE PLAN

### 3. MAXIMUM AUTHORISED SPEED OF TRAINS

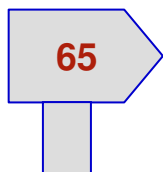
LINE SECTION		WOLO TEMPERATURE	WOLO SPEED FREIGHT	WOLO SPEED PASSENGER
	Donald - Mildura	36	60	
	Mildura - Yelta	36	30	
<b>OUYEN – PANITYA</b>	Ouyen - Murrayville	33	30	
	Murrayville - Panitya ♦ ♥	33		
<b>PAKENHAM – BAIRNSDALE</b>	Pakenham - Traralgon	36	65	90
	Traralgon - Bairnsdale	36	65	90
<b>SEYMOUR – TOCUMWAL</b>	Seymour - Shepparton	36	65	80
	Shepparton - Strathmerton	33	40	
	Strathmerton - Tocumwal	33	30	
<b>SHEPPARTON – DOOKIE</b>	Shepparton - Dookie ♥ ♦	33		
<b>SOUTHERN CROSS STATION – SUNSHINE VIA RRL TRACKS</b>	Southern Cross Station – Sunshine via RRL tracks	36	65	90
<b>SUNSHINE – ARARAT</b>	Sunshine - Ararat	36	65	90
<b>SUNBURY - BENDIGO</b>	Sunbury - 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

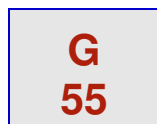
## 4. SPECIAL SPEED RESTRICTIONS

### CURVE SPEED BOARDS

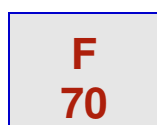


Every curve (except those within crossing work) with a geometry requiring the maximum speed to be reduced below the maximum authorised for any train is indicated by a Curve Speed Board (see diagram at left). The number shown on the Curve Speed Board indicates in kilometres per hour the maximum speed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

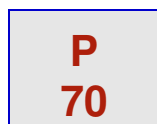


At particular locations a speed board (see diagrams at left) may be placed on the line at a suitable distance before reaching the next fixed signal. This indicates that the train speed shall be promptly reduced to not more than the figure in kilometres per hour shown on the board until sighting the next 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	0
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
<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.

## NETWORK SERVICE PLAN

## 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 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 ROCKBANK 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:

#### LOCOMOTIVES

#### PERMITTED OVERLOAD

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:

#### LOCOMOTIVES IN MULTIPLE

#### PERMITTED OVERLOAD

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:

#### LOCOMOTIVES IN MULTIPLE

#### PERMITTED OVERLOAD

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.

## NETWORK SERVICE PLAN

## **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
- Train to Base Radio

OR

- 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:

- 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 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.

## **NETWORK SERVICE PLAN**

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

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..

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### Communications – Radio Channels

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

ROOM	CONTROL LINES AND AREA	NUTR RADIO CHANNEL	EXTERNAL TELEPHONE	INTERNAL TELEPHONE	
(G)	GEELONG CORRIDOR TRAIN CONTROLLER	8	(03) 9619 1062	11062	24 hours
	MELBOURNE – WARRNAMBOOL				
	MURTOA – HOPETOUN	6/ICE			
	DIMBOOLA – YAAPEET	6/ICE			
(GS)	GEELONG CORRIDOR SIGNALLER		(03)52266451	26451	24 hours
	MANOR JUNCTION – GEELONG				
	MARSHALL – WAURN PONDS				
(BT)	MELBOURNE – BALLARAT – ARARAT	3	(03) 9619 1067	11067	24 hours
	NORTH GEELONG – MARYBOROUGH (including Yard) at Signal Post MYB 28	3			
	MARYBOROUGH at Signal Post MYB 28 – YELTA	5			
	OUYEN – PANITYA	5			
	DUNOLLY – INGLEWOOD	5			
	INGLEWOOD – ROBINVALE	8			
	KORONG VALE – MITTYACK	8			
	ARARAT – MARYBOROUGH / MOOLORT	5			
(STC)	SENIOR TRAIN CONTROLLER		(03) 9619 1077 (03) 9619 1073 0438 515 547	11077 11073	24 hours
	During periods of Emergency Evacuation only				
(BO)	MELBOURNE – BENDIGO	4	(03) 9619 1068	11068	24 hours
	BENDIGO – SWAN HILL – PIANGIL	4			
	BENDIGO – MOULAMEIN – DENILQUIN	4			
	EAGLEHAWK – INGLEWOOD	4			
(W)	REGIONAL RAIL LINK SIGNALLING ZONE 2 SPENCER STREET 15/16 to SPION KOP AND MELBOURNE YARD		(03) 9619 1060 (03) 9619 7501	11060 17501	
(R)	REGIONAL RAIL LINK SIGNALLING ZONE 3 SOUTH KENSINGTON TO DEER PARK TO MANOR JUNCTION/DEER PARK WEST INCLUDING SUNSHINE GEB SIDING		(03) 9619 4706	14706	Room Closed 0130hrs – 0700hrs Sundays
(L)	MELBOURNE – BAIRNSDALE LATROBE RFR CONTROL PANEL	7	(03) 9619 1065	11065	24 hours
	During periods of Emergency Evacuation only		0437 749 863		
(N)	SUNSHINE – BROOKLYN	12	(03) 9619 1722	11722	24 hours
	BROOKLYN – NEWPORT (WEST LINE)	12			
	MELBOURNE – TOCUMWAL	12	(03) 9619 1061	11061	24 hours
	SHEPPARTON – DOOKIE	12			
	TOOLAMBA – ECHUCA	12			
	BROOKLYN – NEWPORT (WEST LINE)	12			
	SUPPORT		(03) 9619 1070	11070	24 hours
	MANAGER TRAIN CONTROL		(03) 9619 5162	15162	
	FAX		(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). This is the replacement of the NUTR train to base equipment.

**NUTR** = NON-URBAN TRAIN RADIO

## NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### RECORDED TELEPHONE SERVICES

In addition to Centrol 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, RFR Line 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

### 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.

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

## NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### 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
Siding Shunt No. 2	V2 SDG#2
Siding Shunt No. 3	V3 SDG#3
Siding Shunt No. 4	V4 SDG#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 10.5
Gang Channel	V49 SX GNG

### 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
Local Train Radio (End to End)	V1 LTR N
Maryvale Branch Line	153

### 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
Off-Train Communications	V5 OFTR

LOCATION	S – BOX PHONE	SW CHANNEL	SHUNT	ADMIN	SIGN ALB OX	YARD LIGHTS	CLOSE USER
<b>MELBOURNE AND METRO AREAS</b>							
Melbourne Yard	9619 1060	159swBYN		V9WSTTR			
Melbourne Docks (Appleton Park)			Shunt 1: V17 Shunt 2: V 20	V91			
West Swanston Dock			V58				
Brooklyn	9619 1722	159swBYN	V22				
Tottenham Yard- West Footscray	9619 1061	159swBYN	Shunt 1: V12 Shunt 2: V15	10			
Sunshine GEB			V23				
South Dynon Fuel Point			V12	6			
South Dynon Maintenance Centre			V25				
Southern Cross SM				97			

### NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

LOCATION	S – BOX PHONE	SW CHANNEL	SHUNT	ADMIN	SIGN ALB OX	YARD LIGHTS	CLOSE USER
Southern Cross Yard Master - Shunters			SX Pas SH RShunt5 RShunt4 RShunt3 RShunt2 RShunt1	156			
Southern Cross Yardmaster - Crews			SX Pas YD	157			
Southern Cross No.1 Signal Box	9619 2151						
Stony Point Line		156					
CRT - Laverton			V66				
SCT - Laverton			84				
Dynon Intermodal			Shunt 1: 27 Shunt 2: 85 Shunt 3: 87 Shunt 4: 58	52			
El Zorro - Newport			V99				
Steamrail - Newport			V29				
Melb Metrol Plant Trains			V109				
MURLA Haulage			61				
<b>RRL CORRIDOR</b>							
South Kensington	9619 4706	NEWswSCS					
Sunshine	Int 14706	NEWswSCS					
Wyndham Vale		NEWswSCS					
<b>GEE LONG CORRIDOR</b>							
Manor Junction - Geelong	52266451 Int 26451	NEWswGEL					
North Shore Yard		NEWswGEL				9	
Nth Geelong C		NEWswGEL					39
Nth Geelong Yard			Shunt 1: 34 Shunt 2: 26 Shunt 3: 21	38			39
Nth Geelong Wagon Maintenance							V110
Geelong Fuel Point			V95				
Geelong Grain Loop			V45				
Geelong	52266451 Int 26451	NEWswGEL					39
Geelong Yard		NEWswGEL	36	37			
Geelong Car Cleaners							V16
South Geelong			V41				
Marshall- Waurin Ponds	52266451 Int 26451	NEWswGEL	V25				
<b>BALLARAT CORRIDOR</b>							
Deer Park West - Wendouree	53378591 Int 28591	NEWswBAT					
Bacchus Marsh		NEWswBAT					
Ballarat East Loco			V228				
Ballarat	5337 8596	NEWswBAT	V212				
Wendouree	Int 28596	NEWswBAT					

## NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

LOCATION	S – BOX PHONE	SW CHANNEL	SHUNT	ADMIN	SIGN ALB OX	YARD LIGHTS	CLOSE USER
<b>BALLARAT – YELTA CORRIDOR</b>							
Maryborough	9619 1067 Int 11067	154	V21				
Dunolly			V21				
Donald Sub						10	
Donald Loop						10	
Donald Yard						9	
Mildura Cement						9	
Merbein						10	
Ouyen			V19				
<b>KORONG VALE CORRIDOR</b>							
Charlton Grain			V20				
Nullawil Grain			V21				
Sea Lake Grain			V20				
<b>BENDIGO CORRIDOR</b>							
Kyneton	9619 7480	NEWswBGO	V59				
Bendigo	Int 17480	NEWswBGO	V23		V24		
<b>ECHUCA CORRIDOR</b>							
Echuca			V19				
<b>SWAN HILL CORRIDOR</b>							
Swan Hill			V23				
Woorineen Grain			V20				
<b>SEYMOUR CORRIDOR</b>							
Somerton yard	9619 1061				V24		
Craigeburn	Int 11061	NEWswSER					
Kilmore East		NEWswSER					
Seymour		NEWswSER					
Mooroopna			V21				
Shepparton			V21				
<b>TRARALGON CORRIDOR</b>							
Pakenham Traralgon		NEWswTRN					
Warragul		NEWswTRN	V21				
Traralgon	9619 1069 Int 11069	NEWswTRN	V23				

## NETWORK SERVICE PLAN

## 7. OTHER GENERAL OPERATIONAL RESTRICTIONS

### 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
MELBOURNE YARD	Access to NORTH DYNON and MELBOURNE YARD	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
LATROBE REGIONAL SIGNAL CONTROL	DOWN side PAKENHAM to UP side TRARALGON	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
TRARALGON	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 Control Train Control staff during Emergency
SALE	Safeworking Location – Block Station for SALE Station and Yard	Opened Monday with 8410 until Friday closed with 8432 Saturday Closed as Staff Station Sunday Opened with 8410, Closed with 8432.	Attended by VLP employees
BAIRNSDALE	Safeworking Location – Terminal Block Station	Driver in Charge conditions	Driver in Charge conditions apply for all other traffic one train only No Follow on
NORTH GEELONG “C”	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 CIGL	Monday to Friday 07:00 Hours until 21:30 Hours. Saturday: Closed. Sunday: Closed.	V/Line Network Services Department Employees
GEELONG SIGNAL CONTROL	Attended Location. Signal Trains between WERRIBEE – GEELONG and WAURN PONDS	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
SOUTH GEELONG	Block Station. Attended Location for South Geelong Station and Yard	Switched In Monday to Friday 03:45 Hours until 23:30 Hours. Saturday: Switched Out. Sunday: Switched Out.	VLP employee operates signalling for Passenger and Freight traffic
WARNCOORT LOOP	Warncoort Loop	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
CAMPERDOWN VLINE LOCATION	Camperdown Station and Yard	Monday to Friday 05:13 Hours – 16:15 Hours & 17:00 Hours – 21:40 Hours. Saturday: Closed. Sunday: Closed.	Attended by VLP employees
WARRNAMBOOL VLINE LOCATION	Station and Yard	Driver in Charge conditions for train only	Additional requirements to be made for out of hours train working
BALLARAT SIGNAL CONTROL	Signalling of all trains between Deer Park West and Wendouree	05:50 Hours Sunday to 01:30 Hours the following Sunday	V/Line Network Services Department Employees operates signal control centre
ARARAT	Signalling into Ararat Broad Gauge Platform	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
MARYBOROUGH	Attended Location Maryborough Yard crossing of trains and Moolort/Ararat Branch lines. Fuel point siding.	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
DUNOLLY	Access to Yard and Inglewood Branch line	No scheduled trains on secondary corridor.	Driver operated for through movements. Attended by Signaller for yard movements.
OUYEN	Access to Yard and Pinnaroo Branch line	No scheduled trains.	
BENDIGO	Signalling of all trains between Sunbury - Bendigo - Epsom	05:00 Hours Sunday to 02:00 Hours the following Sunday	Operated from Train Control Centre, 628 Bourke Street, Melbourne

### 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>SWAN HILL</b>	Swan Hill Yard and Signalling	No Scheduled Freight Trains	Driver in Charge for last Passenger Train each day. Signaller on duty for all other services.
<b>ECHUCA</b>	Access to Echuca Yard and Toolamba and Deniliquin Branch Lines	Monday to Friday 06:00 Hours - 20:00 Hours. Saturday: 06:00 Hours – 11:00 Hours Driver in Charge – 8071/8072 19:00 Hours – 22:00 Hours. Sunday: 08:00 Hours – 10:00 Hours Driver in Charge – 8071/8072 19:30 Hours – 21:30 Hours.	V/Line Network Services Department Employees
<b>WALLAN</b>	Double Line Block Location – sectional block – Switch In and Out location for Termination of Trains	Switched In Monday to Friday 05:30 Hours - 21:30 Hours. Saturday: Switched Out. Sunday: Switched Out.	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	Switched In Monday to Friday 05:10 Hours – 23:25 Hours Saturday: Switched Out. Sunday: Switched Out.	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	Switched In Monday to Friday 04:55 Hours - 09:00 Hours. Saturday: Switched Out. Sunday: Switched Out.	Rostered for Passenger train follow on
<b>SEYMOUR</b>	Double Line Block Location – sectional block and terminal location and access to Station and Loco Yard and Shepparton Line.	Sunday: 06:00 Hours - 23:30 Hours Monday: to Friday 02:50 Hours to 01:20 Hours Next Day Saturday: 06:00 Hours to 01:30 Hours Next Day	V/Line Network Services Department Employees – Two shifts Monday to Sunday
<b>SHEPPARTON</b>	Access to Shepparton Yard and Sidings and Tocumwal and Dookie lines	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne

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

## NETWORK SERVICE PLAN

## 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>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.

## NETWORK SERVICE PLAN

## 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 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. 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 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**