

PAKENHAM TO BAIRNSDALE

BROAD GAUGE

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

		CLASS OF LOCOMOTIVE						Sprinter/ Vlocity
		G, XR, BL	A, B, GM, N, S, X	T	H, P	Y		
PAKENHAM (Ryans Road KP 60.584) and NARNAR GOON – South Line	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	130	
PAKENHAM (Ryans Road KP 60.584) and NARNAR GOON – North Line	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	115	
NAR NAR GOON to WARRAGUL – North, South and Single Lines	Freight	80	80	80	80	65	..	
	Pass	80	115	115	115	..	130	
WARRAGUL and 130.960 km Post (Down side of MOE)	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	130	
Except over LITTLE MOE RIVER BRIDGE at 105.00 km between WARRAGUL and YARRAGON South Track Only	Up Freight	25	80	80	80	65	..	
	Up Pass	25	115	100	100	..	130	
130.960 km Post (Down side of MOE) and HERNE'S OAK	Freight	80	80	80	80	65	..	
	Pass	80	100	100	100	..	115	
HERNE'S OAK and TRARALGON	Freight	80	80	80	80	65	..	
	Pass	80	115	100	100	..	130	
Except through the Loop Tracks at HERNE'S OAK	All Trains	40	40	40	40		40	
Except through the Loop Tracks at MORWELL	All Trains	40	40	40	40	40	40	
Except through TRARALGON all trains travelling on the normal diverging movement via the Platform Road.	All Trains	40	40	40	40	40	40	
TRARALGON and SALE	Freight	#	80	80	80	65	..	
	Pass		100	100	100	..	100	
SALE and PRINCES HIGHWAY BAIRNSDALE – KP 270.944	Pass		100	100	100	..	NA	
PRINCES HIGHWAY BAIRNSDALE – KP 270.944 to BAIRNSDALE STATION	Pass		80	80	80	..	NA	
Except for all trains travelling across the AVON RIVER STRATFORD	Pass		10	10	10	10	NA	

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

Trains travelling across the **AVON RIVER BRIDGE STRATFORD** are not to operate in **multi-unit consist**

Refer Section 2 , Special Speed Restrictions, points 3 and 4 regarding authorised speeds for consists with permissible overloads.

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

REGIONAL FAST RAIL CORRIDOR – PAKENHAM TO TRARALGON

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

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(Down Side of MORWELL PLATFORM)	
KP 145.339 (Down Side of MORWELL PLATFORM) to KP 148.200 (UP Side of TRAMWAY ROAD)	As per table 1 above for Sprinter
KP 148.200 (UP Side of TRAMWAY ROAD) to KP 157.300 (UP Side of TRARALGON)	160
KP 157.300 (UP Side of TRARALGON) to TRARALGON STATION	As per table 1 above for Sprinter

2. SPECIAL SPEED RESTRICTIONS

- Speed Restrictions indicated in the above tables for G class locomotives over certain bridges/subways apply only until after the locomotive clears the bridge/subway concerned.
- The speed of G class locomotives when passing over Main Line Points on the Straight track must not exceed 65km/h at MOE, HERNE'S OAK, MORWELL and MARYVALE.
- Trains running on the South line 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 are restricted to a maximum of 80km/h or 30km/h when running through the Loop track at Herne's Oak Loop and Morwell Loop.
- Trains running over 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 are restricted to a maximum speed of 60km/h or 30km/h when running through the Loop track at Herne's Oak Loop and Morwell Loop.
- The speed of all trains when passing over Facing Points worked from an interlocking frame or otherwise securely fastened, or over Trailing Points shall be as shown hereunder:

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

- All self propelled Rolling Stock (Locomotives etc) including Track Machines and Track Maintenance vehicles which are not fitted with TPWS must be restricted to a Maximum Speed of 80 (eighty) KMPH between Pakenham to Traralgon.

- A Notice Board is provided at **159.149km** near to the existing limit of Shunt sign applicable to Down Train movements with the wording as shown requiring Down Trains not to exceed 70KPH to the Liddiard Road Level Crossing.

**MAX SPEED TO
LIDDIARD ROAD
70 KM/H**

- Sale** – A Notice Board is provided opposite Signal H to show the maximum speed for Down Trains approaching the Maffra Road Level Crossing. The indicated speed will only apply up to that Level Crossing.

**MAX SPEED TO
MAFFRA ROAD
90 KM/H**

- Stratford** – A Notice Board is located 13 meters on the UP side of the Princes Highway Rail Overpass at KP 220.444 for advance warning of the Line Speed for the Avon River Bridge is not to exceed 10 km/h.

**AVON RIVER BRIDGE
MAXIMUM SPEED
10 KM/H
600M**

- A Notice Board is provided approximately **207 meters on the Up side of the McAllister Street Level Crossing** to show the maximum speed for Down Trains approaching the McAllister Street Level Crossing. The indicated speed will only apply up to that Level Crossing.

**MAX SPEED TO
MCALLISTER STREET
20KM/H**

- A Notice Board is provided approximately **350 meters on the Down side of the McAllister Street Level Crossing**

**MAX SPEED TO
MCALLISTER STREET
40KM/H**

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to show the maximum speed for Up Trains approaching the McAllister Street Level Crossing. The indicated speed will only apply up to that Level Crossing.

- 12. A Notice Board is provided approximately **310 meters on the Up side of the Hobson Street Level Crossing** to show the maximum speed for Down Trains approaching the Hobson Street Level Crossing. The indicated speed will only apply up to that Level Crossing.
- 13. A Notice Board is provided on approximately **310 meters on the Up side of the Princes Highway Level Crossing** to show the maximum speed for Down Trains approaching the Princes Highway Level Crossing. The indicated speed will only apply up to that Level Crossing.
- 14. **Bairnsdale** – A Notice Board is provided at the UP end of No. 3 Road advising that UP Trains Maximum Speed to the Ligar Street PCR (274.172km) is not to exceed 15 km/h
- 15. **Rosedale** – A Notice Board is provided at Rosedale approximately 430 meters on the Up side of the Rosedale Station Platform to show the maximum speed for Down Trains approaching the Willung Road Level Crossing.
- 16. A Notice Board is provided on the UP approach to **Princes Highway PCR (270.944km)** to show the maximum speed approaching the Level Crossing and will apply to trains passing the Notice Board at less than 50km/h.
- 17. Notice Boards are provided on both the UP and the DOWN approach to **Bosworth Road PCR (272.484km)** to show the maximum speed approaching the Level Crossing and will apply to trains passing the Notice Board at less than 50km/h.
- 18. A Notice Board is provided on the UP approach to **Ligar Street PCR (274.172km)** to show the maximum speed approaching the Level Crossing.

**MAX SPEED TO
HOBSON STREET 40KM/H**

**MAX SPEED TO PRINCES
HIGHWAY
40 KM/H**

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

**MAX SPEED TO WILLUNG
ROAD 80 KM/H**

**MAX SPEED TO PRINCES
HIGHWAY 50 KM/H**

**MAX SPEED TO
BOSWORTH ROAD 50 KM/H**

**MAX SPEED TO LIGAR
STREET 50 KM/H**

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3. RULING GRADE LOADS (TONNES)

SECTION	CLASSES OF LOCOMOTIVES												
	G, XR, BL	N	GM, S, X	Mod A	Non Mod A solo or multi with A	Non Mod A multi with other class	B	H solo or multi with H, P, T or Y	H multi with other class	T or P solo or multi with H, P, T or Y	T or P multi with other class	Y solo or multi with T, Y, H or P	Y multi with other class
DOWN													
PAKENHAM	1850	..	..	1440	..	..	..	..	..	..	..	..	..
WARRAGUL	1450	1100	930	1100	910	820	760	560	500	560	500	405	360
MOE	1510	1200	1000	1170	1100	990	780	600	600	600	540	400	360
MORWELL	1370	1030	930	1110	860	770	760	540	490	540	490	355	320
TRARALGON	1980	1410	1260	1500	1250	1130	1150	870	780	870	780	580	520
SALE		1820	1220	..	1390	1250	970	860	770	860	860	460	460
BAIRNSDALE		1320	990	1100	1090	980	800	610	610	550	550	405	405
UP													
Bairnsdale to													
SALE		1460	1120	1450		1070	900	680	610	570	570	405	405
TRARALGON		1950	1500	..1790	1730	1560	1180	860	770	790	710C	460	460
MORWELL	1425	1060	910	1100	930	850	760	600	550	600	550	390	350
MOE	1370	960	800	1000	850	770	700	500	450	500	450	355	320
MOE (Non Stop Herne's Oak)	1425	1060	910	1100	930	850	760	600	550	600	550	390	350
WARRAGUL	3280	2300	1910	2300	1920	1730	1540	1200	1080	1200	1080	815	730
DROUIN (Via South Line)	..	2260	1900		1900	1710	1530	1190	1070	1190	1070	730	660
(Via North Line)	1450	1100	900	1100	910	820	760	560	500	560	500	405	360
PAKENHAM	2910	..	..		..	..	..	..	..	..	..	..	..

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

4. SAFEWORKING SYSTEMS

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

The sections between interlockings are

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

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

5. SPECIAL NOTES

- Freight trains are not permitted to operate between **Sale and Bairnsdale** without prior permission from General Manager Network Services Department
- Sprinter and Vlocity Units are not permitted to operate between Sale and Bairnsdale.

6. DISTANCES FROM MELBOURNE AND CLEAR LENGTH OF CROSSING ROADS

LOCATION	MARKED DISTANCE FROM MELBOURNE (KM)	CLEAR LENGTH OF CROSSING ROADS (LENGTH IN METRES)	
		NO. 1	NO. 2
PAKENHAM	58.193	549	549
NAR-NAR-GOON	65.805	..	..
TYNONG	70.803	..	..
GARFIELD	74.935	..	..
BUNYIP	79.088	..	..
LONGWARRY	83.492	..	..
DROUIN	92.224	..	..
WARRAGUL	99.766		No. 2 Siding Track 685m
YARRAGON	112.216	..	..
TRAFALGAR	120.266	..	..
MOE	130.225	..	..
HERNE'S OAK	137.485	701	701
MORWELL	144.372	1553	1553 Loop Ext = 450m
HAZELWOOD (G.I.F.T.) SIDING	147.700	..	..
MARYVALE (A.P.M SIDING)	147.600	..	..
MORWELL SHIRE INDUSTRIAL SIDING	148.647	..	..
TRARALGON	158.072	330	330
ROSEDALE	180.365	..	..
SALE	206.021	600	600
STRATFORD	222.108		
BOSWORTH ROAD SIDING	272.800	746 Up End Bosworth Rd LX 365 Down End Bosworth Rd LX	..
BAIRNSDALE	274.848	311	311

7. TRACK CLASS

Track is maintained to the following class standards:

SECTION			CLASS
PAKENHAM – MOE	North Line	60.835 km – 129.550 km	CLASS 2
PAKENHAM – TRARALGON	South Line	60.835 km – 85.516 km	CLASS 1
	South Line	85.516 km – 96.837 km	CLASS 2
	South Line	96.837 km – 97.477 km	CLASS 2M
	South Line	97.477 km – 98.039 km	CLASS 2
	South Line	98.039 km – 98.394 km	CLASS 2M
	South Line	98.394 km – 102.184 km	CLASS 1
	South Line	102.184 km – 102.262 km	CLASS 2
	South Line	102.262 km – 102.852 km	CLASS 2M

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South Line	102.852 km – 103.191 km	CLASS 2
South Line	103.191 km – 130.940 km	CLASS 1
South Line	130.940 km – 136.175 km	CLASS 2
South Line	136.175 km – 139.040 km	CLASS 1
South Line	139.040 km – 140.663 km	CLASS 2
South Line	140.663 km – 141.333 km	CLASS 2M
South Line	141.333 km – 145.561 km	CLASS 1
South Line	145.561 km – 146.359 km	CLASS 2
South Line	146.359 km – 147.038 km	CLASS 2M
South Line	147.038 km – 147.822 km	CLASS 2
South Line	147.822 km – 156.898 km	CLASS 1
South Line	156.898 km – 158.070 km	CLASS 2
TRARALGON – BAIRNSDALE	158.070 km – 274.850 km	CLASS 3

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8. PROTECTED LEVEL CROSSINGS

NAME AND KMS OF NEAREST STATION	LEVEL CROSSING	DISTANCE (KM)	TYPE	LOCATION NUMBER	VICROADS ID NO.
PAKENHAM – 58.193	Mt Ararat Road	63.313	BB	D0633	
NAR NAR GOON – 65.805	Koo-wee-rup Road	65.674	BB, PG	D0656	
	Nar Nar Good Pedestrian Access over North Line to Station	65.800	PG	D0658	
TYNONG – 70.803	Tynong Road	70.375	BB, PG	D0703	
BUNYIP – 79.088	McIntyre Road	76.630	BB	D0766	
	Hope Street (Iona Road)	78.635	BB, PG	D0786	
	Bunyip Down End Station Access	79.200	PG	D0792	
LONGWARRY – 99.766	Yannathan Road	83.559	BB, PG	D0835	
DROUIN – 92.224	Gardiner's Road	89.828	BB	D0898	
	Lardner's Track (North Line Only)	95.625	BB	D0956	
WARRAGUL – 99.766	Colman Street	98.547	BB, PG	D0985	
	Occupation Crossing	108.664	BB	D1086	
YARRAGON – 112.216	Yarragon Station Platforms (Down end)	112.332	PG		
	Shady Creek Road	112.605	BB, PG	D1126	
	Nine Mile Road	116.152	BB	D1161	
TRAFALGAR – 120.266	Ashby Street	119.945	BB, PG	D1199	
	Trafalgar Station Platforms (Up end)	120.185	PG	D1201	
	Waterloo Road	121.288	BB	D1213	
	Telephone Road	123.227	BB	D1235	
MOE – 130.225	Lloyd Street	129.445	BB, PG	D1294	
	Moe Down End Station Access	130.234	PG	D1302	
MORWELL – 144.372	Tramway Road ♣	148.244	BB	D1482	
	Occupation Crossing*	149.941	FL	D1492	
TRARALGON – 158.072	Banks Street*	155.494	BB	D1554	
	Liddiard Road ^e	159.310	BB	DS1593	
	McNairn Road ^e	160.221	BB	DS1602	
	Minniedale Road ^e ψ	163.016	BB	DS1630	6600
	Barrs Lane ^e	168.960	FL	DS1689	
ROSEDALE – 180.365	Flynns Creek Road ^e	172.235	BB	DS1722	
	Wrights Lane ^e	175.254	BB	DS1752	
	Rosedale - Flynns Creek Road ^e	178.406	BB	DS1784	
	Friends Road ^e	179.202	FL	DS1792	
	Willung Road ^e	180.523	BB	DS1805	
	Longford Road ^e	184.298	BB	DS1842	
	Settlement Road ^e	191.638	FL	DS1916	
SALE – 206.021	Velore Road ^e	194.105	BB	DS1941	
	Sale-Cowwarr Road ^e	197.454	BB	DS1974	
	Aerodrome Road ^e	199.177	FL	DS1991	
	Sale-Heyfield Road ^e ♣	200.144	BB	DS2001	19022
	Hunt Place ^e	203.891	BB	DS2038	
	Raglan Street ^e	206.878	BB	D2068	
	Maffra Road ♣ ^e	207.895	BB	D2078	19025
	Myrtlebank Road ^e	210.315	BB	D2103	
	Yuill / Baxter Road ^e	211.348	FL	D2113	
	Montgomery Road ^e	214.294	BB	D2142	
STRATFORD – 222.108	McAllister Street ^e	221.839	FL	D2218	
	Hobson Street ^e	222.234	FL	D2222	
	Princes Highway ^e	222.535	BB	D2225	
	Munro/Stockdale Road ^e	233.012	FL	D2330	
	Dargo-Fernbank Road ^e	246.004	FL	D2460	
BAIRNSDALE – 274.484	Fernbank – Lindenow South Road ^e	251.270	BB	D2512	
	Lindenow Road ^e	257.301	FL	D2573	
	Hillside Road ^e	263.055	FL	D2630	
	Buchanans Lane ^e	265.874	FL	D2658	7269
	Princes Highway ♣ ^e	270.944	BB	D2709	
	Bosworth Road ^e	272.484	BB	D2724	
Ligar Street ^e	274.172	FL	D2741		

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

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

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

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

Note € Indicates those level crossings are operated through Axle Counter Equipment. Reset of this equipment will be in accordance with Operating Procedure 34-130F.

Note ψ Level crossing coordinated with Traffic Lights. Faults are to be reported to the VicRoads Fault Centre on 131170.