

BENDIGO TO DENILQUIN

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	H, P, T	Y		
BENDIGO and NORTH BENDIGO JUNCTION	Freight	65	65	65	65	..	
	Pass	65	80	80	65	80	
NORTH BENDIGO JUNCTION and EPSOM BLOCK POINT	Freight	65	65	65	65	..	
	Pass	65	65	65	65	80	
EPSOM BLOCK POINT and GOORNONG	Freight	80	80	80	65	-	
	Pass	80	115	100	65	130	
GOORNONG and ECHUCA	Freight	80	80	80	65	..	
	Pass	80	80	80	65	100	
ECHUCA	ALL	40	40	40	40	..	
Between Signals ECH6/ECH8 and Signal U						40	
ECHUCA and BARNES	Freight	40	40	40	40	..	
BARNES and DENILQUIN	Freight	40	40	40	40	..	
Except over MULWALA CANAL BRIDGE at 303.902km between DENILQUIN SALE YARDS SIDING and DENILQUIN	Freight	25	40	40	40	..	

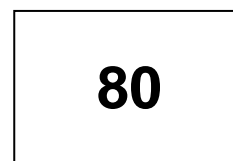
2. SPECIAL SPEED RESTRICTIONS

- The Speed of all trains when passing over Facing Points worked from mechanical or electrical interlocking or otherwise securely fastened, or over Trailing Points at locations listed below 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
ECHUCA over Single Compound Turnout at 233.63km on Down Side of Pakenham Street	25	40

- Elmore** – Permanent Speed Boards are provided for Down Trains approaching Elmore at **KP: 205.905** advising the Maximum Speed is **80 km/h**.

Down Trains can resume Normal Speed when the whole train is clear of the Up Direction Notice Board at **KP: 207.000**.

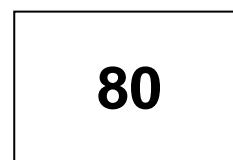


- Elmore** – Permanent Speed Boards are provided for Up Trains approaching Elmore at **KP: 207.000** advising the Maximum Speed is **80 km/h**.

Up Trains can resume Normal Speed when the whole train is clear of the Down Direction Notice Board at **KP: 205.905**.

- Rochester** – Permanent Speed Boards are provided for Down Trains approaching Rochester at **KP: 222.000** advising the Maximum Speed is **80 km/h**.

Down Trains can resume Normal Speed when the whole train is clear of the Up Direction Notice Board at **KP: 226.510**.



- Rochester** – Permanent Speed Boards are provided for Up Trains approaching Rochester at **KP: 226.510** advising the Maximum Speed is **80 km/h**.

Up Trains can resume Normal Speed when the whole train is clear of the Down Direction Notice Board at **KP: 222.000**.

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- 6. **Echuca** Notice Boards are provided on the DOWN side of Murray Valley Highway Level Crossing PCR (248.934km) advising that **UP BENDIGO TRAINS** must not exceed 40 km/h to crossing.
- 7. **Echuca** A Notice Board is provided on the DOWN end of Echuca platform advising that the Maximum Speed for an DOWN train to Pakenham Street Level Crossing PCR (233.574km) is not to exceed 40 km/h.
- 8. All trains are restricted to 30km/h when passing over facing points on the Toolamba Line at Echuca between the Murray Valley Highway Level Crossing and Echuca Station .
- 9. All trains are restricted to 30km/h when passing over points at Mathoura, Deniliquin Rice Growers.

**BENDIGO
TRAINS MAXIMUM
SPEED 40 KM/H TO
CROSSING**

**MAXIMUM SPEED TO
CROSSING 40 km/h**

3. RULING GRADE LOADS (TONNES)

SECTION	CLASSES OF LOCOMOTIVES												
	G, XR, BL	N	GM, S, X	Mod A Class	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													
Bendigo TO ECHUCA	4180	4180	3800	4180	4180	3420	3210	2780	2500	2330	2100	1680	1510
DENILQUIN	3240	2650	2370	2650	2500	2250	2070	1900	1710	1700	1530	850	770
UP													
Deniliquin TO ECHUCA	..	..	..	..	..	..	..	3140	2830	2930	2460	1940	1740
GOORNONG	4180	4180	4180	4180	4180	3760	4180	3800	3800	3240	2920	2410	2170
BENDIGO	2180	1830	1830	1830	1620	1450	1270	1110	1000	1015	910	660	590

4. SAFEWORING SYSTEMS

Automatic Block Signalling is in force between BENDIGO and NORTH BENDIGO JUNCTION controlled from a Visual Display Unit located at CENTROL.

Train Order Working is in force between NORTH BENDIGO and DENILQUIN

	STATUS – ATTENDED	STATUS – UNATTENDED
NORTH BENDIGO	Train Order Terminal Station	Attended for all Trains
EPSOM BLOCK POINT	Block Point Location	Block Point Location
HUNTER BLOCK POINT	Block Point Location	Block Point Location
ECHUCA	Intermediate Terminal Station	Intermediate Terminal Station
HENWOOD BLOCK POINT	Block Point Location	Block Point Location
MOIRA BLOCK POINT	Block Point Location	Block Point Location
DENILQUIN	Unattended location	Unattended Train Order Terminal Station

A Train Order may be issued between NORTH BENDIGO and ECHUCA, ECHUCA to DENILQUIN.

A Through Train Order **must not** be issued through ECHUCA.

A Proceed and Return Train Order may be issued between NORTH BENDIGO and EPSOM platform.

A Proceed and Return Train Order may be issued between NORTH BENDIGO and ECHUCA.

A Proceed and Return Train Order may be issued between ECHUCA and DENILQUIN.

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5. SPECIAL NOTES

BENDIGO – NORTH BENDIGO

Track Circuits for the operation of the Level Crossings and Signalling between KP 161.841 on the Up side of Bendigo, KP 166.120 on the Down side of Signal **BDG34** and at Signal **BDG36** is operated by Axle Counter equipment and provision of Counting Head Control Equipment as described in Section 34-133.

DENILQUIN

Notice Boards are provided approximately 20 meters from the Ochertyre Street Level Crossing in each direction with the wording as shown requiring Train Crews to operate the test switch and to ensure the Flashing Lights are operating prior to entering the crossing

Prior to any rail movement to proceed across the Ochertyre Street Level Crossing, the train must be brought to a stand at the applicable notice board.

The competent employee must unlock and open the test switch box then operate the test switch to initiate the operation of the flashing lights

When the flashing lights are operating the movement then be proceed onto the Level Crossing

The test switch must remain operated at all times while the rail movement is operating through the Level Crossing.

**TEST SWITCH
OPERATION**

**TRAINS
MUST NOT ENTER
CROSSING UNTIL
LIGHTS AND BELLS
ARE OPERATING**

6. DISTANCES FROM MELBOURNE AND CLEAR LENGTH OF CROSSING ROADS

LOCATION	MARKED DISTANCE FROM MELBOURNE (VIA SEYMOUR)	MARKED DISTANCE FROM MELBOURNE (VIA BENDIGO)	PLATFORM LENGTH		CLEAR LENGTH OF CROSSING ROADS (LENGTH IN METRES)	
			NO 1	NO 2	NO. 1	NO. 2
			BENDIGO		162.242	263	183	..	..
NORTH BENDIGO JUNCTION		164.216			..	..
EPSOM		169.630	160		..	..
EPSOM BLOCK POINT		169.955				
HUNTLEY		176.494	180			
GOORNONG		189.821	100			
ELMORE		206.688	73		..	..
HUNTER BLOCK POINT		214.500			..	..
ROCHESTER		223.452	92		..	..
ECHUCA	233.230	249.990	109		427	427
HENWOOD BLOCK POINT	243.000				..	..
BARNES	245.120				..	..
MOIRA BLOCK POINT	265.000				..	..
MATHOURA	272.118				..	..
DENILQUIN FREIGHTERS SIDING	302.661				..	..
DENILQUIN RICE GROWERS SIDING	303.000				..	..
DENILQUIN	306.146				..	..

7. TRACK CLASS

Track is maintained to the following CLASS standards:

SECTION	CLASS
NORTH BENDIGO JUNCTION – EPSOM BLOCK POINT	CLASS 4
EPSOM BLOCK POINT – GOORNONG	CLASS 2M
GOORNONG – ECHUCA	CLASS 3
ECHUCA – DENILQUIN	CLASS 4

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8. PROTECTED LEVEL CROSSINGS

NAME AND KMS OF NEAREST STATION	LEVEL CROSSING	MARKED DISTANCE (VIA SEYMOUR)	MARKED DISTANCE (VIA BENDIGO)	TYPE	LOCATION NUMBER	VICROADS ID NO.
BENDIGO – 162.242	☒ Williamson Street		162.572	BB	M1625	
	☒ Mundy Street		162.837	BB	M1628	
	☒ Nolan Street		164.117	BB	M1641	
	Ω Powell Street		165.483	BB	M1654	
EPSOM – 169.630	Ω II Heywood Street		166.560	BB	M1856	
	Ω Heinz Street		167.309	BB	M1673	
	Ω Golf Course Road		168.905	BB	M1689	
	Ω Howard Street		169.811	BB,PG	M1698	
	Ω Ironstone Road		170.856	BB	M1708	
HUNTLY – 176.494	Ω Wakemans Road		176.631	BB	M1766	
	♣ II Midland Highway		179.874	BB	M1798	7256
	II Reillys Road		180.773	BB	M1807	
	Ω Whirrakee Road		182.383	BB	M1823	
GOORNONG – 189.821	Ω Mulcairs Lane		185.666	BB	M1856	
	Ω May Reef Road		187.161	BB	M1871	
	Ω Old Murray Road		189.954	BB	M1899	
	Ω Bellholme Road		191.455	BB	M1914	
	Ω Carrs Road		197.470	BB	M1974	
ELMORE – 206.688	£ Avonmore Cross Road		200.732	BB	M2007	
	Ω Parsons Road		203.920	BB	M2039	
	£ Elmore - Minto Road		205.959	BB	M2059	
	Ω Raywood Road		206.876	BB	M2068	
	£ McCormicks Road		211.361	BB	M2113	
ROCHESTER – 223.452	Ω Burnewang North Road		216.906	BB	M2169	
	♣ II Northern Highway		223.657	BB	M2236	7282
	II Elizabeth Street		223.969	BB	M2239	
	£ Siphon Road		226.532	BB	M2265	
	Ω Lucas Road		230.910	BB	M2309	
	Ω Strathallan Road		235.619	BB	M2356	
ECHUCA – 249.990	Ω Anderson Road		239.483	BB	M2394	
	♣ II Murray Valley Highway		248.934	BB,EGL	M2489	6325
	Pakenham Street	233.574		FL	M2503	
	Sturt Street	233.939		FL	M2506	
	Shaw Street	235.110		FL	M2518	
	Moama Bowling Club Access Road	235.173		FL		
	Francis Street	235.471		FL	M2522	
BARNES – 245.120	Ω Cobb Highway	245.602		BB	M2623	
MATHOURA – 272.118						
DENILQUIN – 306.146	☒ Ochertyre Street	305.172		FL	M3219	

BB – Boom Barriers CC – Crib Crossing FL – Flashing Lights EGL – Electric Gate Latches
 NSW – R.I.C. Distance from Sydney PG – Pedestrian Gates VIC – Victorian Broad Gauge FG – Frangible Gates

- Note ♣** Level crossing fitted with VicRoads Active Advance Warning Signs and/or Co-ordinated Traffic Lights. Warning sign faults are to be reported to the VicRoads Fault Centre on 131170.
- 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 Ω** Indicates those level crossings are operated through Axle Counter Equipment. Reset of this equipment for the Level Crossing Track will be in accordance with Procedure 133 - Axle Counter Level Crossing Reset Procedure, Section 34 of Book of Rules and Operating Procedures
- Note ☒** Indicates this level crossing is operated only by operation of the test switch.
- Note II** Indicates that Road / Rail Vehicles are not permitted to On or Off Track at this level crossing.
- Note £** Indicates those level crossings are operated through Axle Counter Equipment and local reset of Island Track is provided in accordance with Operating Procedure No. 34-133. (Modified Location).
- Note ☒** Indicates those level crossings are operated through Axle Counter Equipment within a defined area fitted with Counting Head Control which is described in Operating Procedure No. 34-133. (Rules 8 to 15).

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