Metro Trains Melbourne Pty Ltd

Operational Interface Procedures

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[Edited version of Connex Melbourne Pty Ltd document dated January 2006 prepared in conjunction with;

Pacific National, Network & Access Division

Australian Rail Track Corporation Limited (ARTC)

Great Southern Railway (GSR)

Country Link

V/Line Passenger (VLP)

Southern Short haul RailRoad (SSR)

Southern Cross Station Authority (SCSA)

A.R.H.S. (ACT Branch)

N.S.W. Rail Transport Museum]

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1.0 PURPOSE

To provide documented process for responsibility associated with each interface operator which is allowed access into the MTM rail network and also conform to the Interface Coordination requirements for AS4292.3 Section 2.

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2.0 REFERENCES

- (PTC) Book of Rules and Operating Procedures 1994
- Metropolitan Train Operating Protocol
- Access Agreements between MTM and Train Operators for access to the MTM network.
- Signalling/ Control Services Agreement MTM – PN Network & Access Division.
- Operational Interface Procedure – Manor Loop to Melbourne (ARTC - TA 48)
- Interface Agreement – Operation of Movements at Somerton (ARTC IA 12)
- The ARTC Code of Practice for Victorian Mainline Operations (ARTC TA 20)
- PN Network & Access Division Interface Co-ordination Plans [ICPs] with MTM.

3.0 DEFINITIONS

3.1 Interface locations:

Jacana and Albion: The junctions of the B/G line between the locations.

Donnybrook **At KP 35.700**

Inner Suburban area: (defined as the area on the "Up" side of North Melbourne, Richmond and Jolimont stations)

Newport: (interface of Standard gauge, includes East and West Goods Lines from Brooklyn)

Pakenham: **The mainlines to and from the Latrobe corridor.**

Spencer Street No 1: (includes ARTC interface)

Sunshine: (includes **mainlines to and from Ballarat,** and the Brooklyn and Tottenham goods line interfaces)

Sydenham: **The mainlines to and from the Bendigo corridor.**

West Tower: (includes Spencer Street, North Melbourne and South Kensington interfaces)

Werribee: **The mainlines to and from the Geelong corridor.**

3.2 Definition safeworking systems:

ABS Automatic Block Signalling

AES Automatic Electric Staff

ATC Automatic Track Control

CTC Centralised Traffic Control

DLB Double Line Block

ES Electric Staff

TB Track Block

3.3 Interface location safeworking systems:

Werribee:	ATC
Newport:	ATC / ABS / CTC / TB
Sunshine:	ATC / ABS / CTC / TB
Sydenham:	ABS / ABS
Broadmeadows:	DLB / ABS / CTC
Donnybrook:	DLB / ABS
Pakenham:	ABS
Spencer Street No 1:	ABS
West Tower:	ABS

3.4 Variation to schedule

Any train running three (3) minutes or more outside its scheduled path as defined by the Network Service Plan or Metropolitan Daily Timetable.

3.5 Notification location

As defined by the Network Service Plan, notification locations at which all "Up" direction train variations of three (3) minutes or more outside a train's scheduled path are required to be reported. These locations are;

- Lara
- Rockbank
- Garfield
- Donnybrook
- Sunbury

4.0 GENERAL PROCESS

4.1 Rules and Operating Procedures

All train movements over the interface areas shall be operated in accordance with the (PTC) Book of Rules and Operating Procedures 1994 and ARTC's TA20 for the defined interstate rail network.

4.2 Incident Management

In monitoring approaching trains Signallers should utilise all available indications and devices which will indicate train-running variances. This includes, but is not limited to, remote location panels, double line block instrument bell communications (ie. departure bells or late requests for line clear), telephone communications with adjoining signalling locations, Train Describer bells etc.]

4.2.1 Parallel line operations

MTM, ARTC and VLP Train Control Centres shall communicate with each other with regard to incident management and ensure that the affected organisation(s) are advised of any incidents involving these organisations or disruption to the normal Broad Gauge – Standard Gauge parallel line operations.

4.3 Train Controllers (Metrol)

On being advised by the Signaller at an interface location of variations to schedule in excess of three minutes the Train Controller is to consider possible clashes of train pathways and advise the Signaller concerned of the required train priority at that location. Train Controllers when assessing train pathway priorities for interface locations are to be guided by the procedures set out in the Metropolitan Train Operating Protocol.

Train Controllers are to notify Train Controllers (Centrol) of service disruptions or delays that will impact on services that will cross between the two Train Control boundaries. Train Controllers (Metrol) are to confer with Train Controllers (Centrol) for train pathway confirmation, for movements on the down side of Frankston.

4.4 Train Controllers (Centrol)

On being advised of variations to schedule in excess of three minutes the Train Controller is to notify the relevant interface location Signaller and advice of the known variance.

Subsequent variations are also to be reported, whether positive or negative variances. Additional train reporting information (i.e. Signallers reporting) should also be utilised when initially advising interface locations of variations to schedule or updating prior notification.

The Train Controller (Centrol) prior to allowing any freight train or track machine to approach the MTM rail network is to confer with and obtain the appropriate train pathways from the train Controller Metrol and ARTC (Newport-Brooklyn-Tottenham Yard) to ensure no pathway conflicts exist.

Comprehensive train loading details (include consist, tonnage, length, presence of dangerous goods, etc) must be provided with the request for a pathway.

The Train Controller (Centrol) in conjunction with ARTC Adelaide will advise the Signaller West Tower concerning the precedence of broad gauge train movements between Newport- Brooklyn- Sunshine and Tottenham Yard.

4.5 Interface location Signallers

The Train Controller (Centrol) will advise signallers of any schedule variations for approaching trains. Upon being advised of train schedule variations Signallers must notify the Train Controller (Metrol) and advice if such variation to schedule may cause a conflict of train pathways.

The Train Controller (Metrol) will consider and advise the Signaller of train running priorities. Signallers are to monitor their signal control panels, block instruments (see note) or other communications advise and contact the Train Controller (Metrol) if there is any variation to scheduled train running or discrepancy to previous advise of schedule variation.

Signallers must confer with the Train Controller (Metrol) to obtain a pathway for all non-passengers trains or track machines entering the MTM rail network. This action is required regardless of whether a train or track machine is running to its scheduled time or not. Signallers must confer with the Train Controller (Metrol) to obtain a pathway for all passenger trains that are not running to schedule.

4.6 Non Urban Train Drivers

Non Urban Train Drivers are to notify Train Control (Centrol) of variations to schedule in excess of three minutes at all times.

4.7 Rolling Stock entering MTM Network

All interface operators must abide by the MTM Addenda relating to Rolling Stock accredited to operate on the MTM network as approved by the

General Manager Network Services. Any vehicle not listed in the MTM Addenda is not permitted to operate on MTM leased tracks without being authorised by the appropriate circular or the Manager Rolling Stock.

5.0 LOCATION SPECIFIC REQUIREMENTS

5.1 Spencer Street No 1

The Train Controller (Metrol) is to be informed of known delays to train departures (i.e. where scheduled pathways will not be met) as soon as practicable after becoming aware of such delays.

Also see "(Train Controller, ARTC)"

5.1.1 Train Controllers (ARTC)

5.1.1.1 Trains departing Spencer Street

Train Controllers must confer with the Signaller at Spencer Street No 1 to advise of variations to schedule in excess of three minutes. The Signaller Spencer Street No 1 is then required to negotiate a pathway for the train with the Train Controller (Metrol) if a pathway conflict exists.

5.1.1.2 Trains departing Spencer Street

If the Signaller at Spencer Street No 1 is aware of a delayed departure toward the ARTC network the Train Controllers (ARTC) is to be informed. If delayed arrivals or departures cause a conflict of pathways at the interface location the Train Controller (Metrol) is to be contacted to determine and advise of the priority for train movements at that location.

The interface arrangement at Spencer Street is intended to apply to all service operators using the ARTC network, including but not limited to, Country Link, GSR and SSR. Also see "Train Controller (Centrol)".

5.2 Frankston – Stony Point – Long Island

The train to base radio communication and the Train Control function for the section will be with VLP (Centrol).

The Train Controllers (Metrol and Centrol) are to confer with each other, regarding pathways for trains passing through Frankston in either direction.

Signallers must confer with the Train Controller (Metrol) to obtain a pathway for “up” direction movements through Frankston. This action is required regardless of whether a train is running to its scheduled time or not.

5.3 West Tower

Signallers must request pathways from the Train Controller (Metrol) for all movements that require an entry onto the MTM rail network (excluding

scheduled movements to and from Melbourne Yard Stabling Sidings or Wash plant movements).

The Train Controller (Metrol) is to be informed of known delays to train departures (ie. where scheduled pathways will not be met) as soon as practicable after becoming aware of such delays. The Train Controllers (Centrol and ARTC) will liaise with the Signaller West Tower concerning the precedence of broad gauge train movements between Newport-Brooklyn-Sunshine and Tottenham Yard.

5.4 Broadmeadows – Donnybrook - Somerton

MTM is responsible for the broad gauge main line track and signal infrastructure between Broadmeadows (16.98km) to the down side of Donnybrook (35.700km).

5.4.1 Train Control

The method of train operation over that section of line will be under the direction of the Train Controller (Metrol) who will confer with the Train Controller (Centrol) regarding pathways for trains passing over that section of track in either direction.

The Signaller at Donnybrook, Kilmore East or Seymour must confer with the Train Controller (Metrol) to obtain a pathway for “up” direction movements, and vice versa for “down” direction movements. The Signaller at Broadmeadows must consult the Train Controller (Centrol) for all Freight or V/Line movements on the up side of Broadmeadows. This also includes movements to or from Albion.

5.4.2 Emergency Management

The Emergency Management/Incident Response for the Broadmeadows – Donnybrook Broad gauge main line is an MTM responsibility. The reporting of incidents /accidents affecting the Broadmeadows - Donnybrook broad gauge tracks are to be directed to the Train Controller (Metrol) who will in turn report the incident to the Train Controller (Centrol). The Train Controller (Metrol) will be responsible for initiating MTM response.

The Train Controller (Metrol) is to be notified of schedule variations or possible train pathway conflict as detected above. Train Controller (Metrol) will then consider and advise the Signaller of the train running priority required.

5.4.3 General

VLP Network & Access Division provide safeworking personnel at Somerton and Donnybrook to provide the normal signalling interfaces for train movements. The freight sidings at Somerton are under the control and responsibility of PN. The arrangement for managing train movements to and from the Somerton sidings are described in the ARTC/PN Network &Access Division Interface Agreement document IA 12.