Division / Business Unit: Engineering & Systems
Function: Operations
Document Type: Guideline

Network Information Book

Vic North West

Wolseley to Pyrenees (inc) & Maroona (exc) to Portland (exc)

OGW-30-06

Applicability

Interstate Network

Publication Requirement

Internal / External

Primary Source

Route Access Standard – Defined Interstate Rail Network Section Pages D2 (Wolseley exc to Pyrenees inc)
– Intrastate Network Section Pages I1 (Maroona exc to Portland inc)

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
2.3	14 Jul 2022	Configuration Management Administrator	Corridor Assets & Operational Representative	Standards Manager	Acting GM Technical Standards

Amendment Record

Amendment Version #	Date Reviewed	Clause	Description of Amendment
1.0			Initial issue
2.0	27 May 2020	1.3, 1.5, 1.8.3, 1.9,1.12, 3.1,	Applicable Rules and Emergency Automatic Mode sections corrected. New section 1.8.3 added for Safeworking Padlocks.

		3.8 & 3.9	Level crossing details updated in section 1.9. Train Length details updated in section 1.12. Maroona - Portland branch line locations renumbered into own section 3. Infrequent line details moved from Portland location to new section 3.1. Left Line Running details moved from General Information to section 3.2. Burgin Rd level crossing details added to section 3.8. Ellis Rd level crossing details added to section 3.9. Various updates to locations and diagrams.
2.1	4 Feb 21	1.1, 1.4, 1.9, 2.1, 3.1 & 3.11	Board Extent clarified. Adjacent Train Control details updated. Level crossing table updated to include Wolseley to Serviceton crossings. Wolseley diagram added to section 2.1 Leeor Loop diagram updated. Rules note added to Serviceton to Dimboola Loop diagrams. Maroona to Portland line details updated.
2.2	10 Jan 2022	1.1, 1.4, 1.9, 1.18, 3.10, 3.11	Board Extent, Adjacent Train Control details, Level Crossing table and Drawing Legend updated. Dimboola, Pyrenees, Maroona, Heywood - Portland & Portland Harbour diagrams updated. Usage note moved on diagrams.
2.3	14 Jul 2022	1.1, 1.9, 2.1, 3.1, 3.11	Board Extent, Level Crossings table and Wolseley diagram updated. Portland location moved to Vic South West NIB

Table of Contents

1 General Information

1.1 Board Extent

Wolseley (exclusive) 12 Signal (307.130km) to Pyrenees (inclusive) 214-6 Signal (267.229km) and Maroona (exclusive) 244-8 Signal (232.490km) to Portland (exclusive) 1 Signal (400.629km)

The North West Board comprises standard gauge track in South Australian and Victoria and is the main corridor between these states.

Interfaces with the branch lines at Murtoa station (Warracknabeal) and Dimboola station (Jeparit), both of which are controlled by the VLP Train Controller at Control.

The kilometres increase as you travel towards Portland.

Contact Numbers:

Phone:	(08) 8152 8010
Emergency:	(08) 8152 8070
Train Transit Manager:	(08) 8152 8020
TTM Emergency:	(08) 8152 8080

1.2 Safe Working System

The Centralised Traffic Control, CTC system in operation on the Victorian North Western line between Wolseley and Pyrenees Loop.

1.3 Applicable Rules

- TA20 - ARTC Code of Practice for the Victorian Main Line Operations – Pyrenees Loop (inclusive) to the western end of Dimboola Loop
- Code of Practice (CoP) for the Defined Interstate Rail Network and ARTC Addendum to the Code of Practice for the Defined Interstate Rail Network – from the western end of Dimboola Loop to Wolseley (inclusive)

1.3.1 Index to CoP and ARTC Addendum

Index to CoP and ARTC Addendum	CoP	Addendum
A		
ABS working - train working advice	3.10.	24.5
Assisting a disabled train in section	3.17	
Authority limit overrun	3.15	28
Automatic train brake	12	
Axle loads	9	
Axle loads - Rollingstock	Table 5	
B		
Brake - automatic train	12	
Brake examination standards	Table 8-10	
Brake holding tests for rearmost vehicles	13	

J		
K		
L		
Level Crossing keepers	Nil	21
Level crossing predictor warning sign	Nil	33.2
Level crossing procedures	Nil	20
Light commands	3.8	
Light indicator and associated point failures	Nil	15
Light indicators	Nil	14
Limit of Authority overrun	3.15	28
Load compensating equipment	15.9	
Local Possession	3.11.6	
Locomotive communication requirements	Table 6	
Locomotive equipment	5.2	
Locomotive headlight	5.6	
Locomotive speedometer	5.3	
Locomotive vigilance control	5.2	
Locomotive warning device	5.5	
Locomotive warning device - failure	5.5.2	
Locomotive warning device - normal use	5.5.1	
Locomotives - general	11	
M		
Maximum train speeds for particular locations and circumstances	Nil	19
N		
NAR	3.11.24	
No Authority Required (NAR)	3.11.24	
O		
Operations of locations as an attended station	Nil	22
P		
Parallel Lines	Nil	25
Parallel Lines - Locations on ARTC territory	Nil	25.3
Parallel Lines - TOA limits	Nil	25.4
Parallel lines - TOA occupancy rules	3.11	25.5
Parallel Lines - Track work	Nil	25.1
Parallel Lines - Train failure and other incidents	Nil	25.2
Permanent speed signs	3.1.4k	32

Phonetic alphabet	3.7.7	
Phonetic numerals	3.7.8	
Points	Nil	16
Points indicators	Nil	12
Pushing train back on the main line	3.19	
Q		
R		
Radio - standard terms	3.7.6	
Radio protocols	3.7	
Radio, hand, light and flag commands	3.8	
Reporting to train control before network entry	3.12	
Reporting train clear at block posts	3.9.12	11
Reporting train clear of section at attended location	3.9.12	8
Reporting train clear of section in TOW	3.9.12	
Reporting train departure from attended and unattended locations	3.13	9
Reporting train progress, delay reasons and consist changes	3.13	10
Resumption of normal speed	Nil	34
Roll-by inspections	14	
Roll-by when trains cross or pass on single lines	5.11	
Rollingstock	10	
Rollingstock axle loads	Table 5	
Rollingstock incl. track vehicles or machines stabling at an unattended location	Nil	18
Rollingstock outline	7	
S		
Self-restoring points	Nil	6.9
Shunting unattended locations	3.22	26
Sign - Gang whistle	Nil	33.1
Sign - level crossing predictor warning	Nil	33.2
Signals - fixed	3.3	
Signals - fixed - passing at stop	3.4	
Signs - permanent speed	3.1.4k	32
Signs - warning	Nil	33
Signs- TSR and their meanings	3.2	31
Signs-Track side signs and their meanings	3.1	30
Single line working over double or multiple lines	3.23	
Speed signs - permanent	.1.4k	32

Track worker competency	6.1	
Track worker in charge of safety	6.5	
Track workers - protection from approaching movements	6.2	
Train assisting a disabled train in section	3.17	
Train authority - changing supporting information	3.9.14	
Train authority - crew changeover	3.9.15	
Train authority cancellation	3.9.13	
Train authority examples for TOW	3.9.4	
Train authority format	3.9.10	
Train authority issue to moving train	3.9.7	
Train authority preparation	3.9.6	
Train authority protocols	3.9	
Train authority working	3.9	24
Train authority working - crew changeover	3.9.15	24.4
Train authority working - issue of T/As from a location prior to Train Order territory	Nil	24.2
Train authority working - issue of T/As from terminal locations	Nil	24.1
Train authority working - line to be taken	3.9.4B	24.3
Train authority working - train working advice	3.10	24.5
Train crew and locomotive equipment	5.2	
Train crew fatigue	5.8	
Train crew verifying authorities and other in formation	5.7	
Train crew vigilance	5.4	
Train Crossing or Passing	Nil	6
Train Crossing or Passing - on ABS territory	Nil	6.2
Train Crossing or Passing - on ABS territory locations equipped with self-restoring points	Nil	6.6
Train Crossing or Passing - on ABS territory locations not equipped with self-restoring points	Nil	6.7
Train Crossing or Passing - on CTC territory	Nil	6.1
Train Crossing or Passing - on Train Order territory	Nil	6.3
Train Crossing or Passing - on Train Order territory equipped with manual points	Nil	6.10
Train Crossing or Passing - on Train Order territory equipped with self-restoring points	Nil	6.9
Train Crossing or Passing - on Train Order territory equipped with signals and self-restoring points	Nil	6.8
Train disabled in section	3.16	
Train dividing in the section	3.18	

Train documentation	17	
Train documentation and other instructions	5.9	
Train driving rules	5	
Train failure and other incidents - Parallel Lines	Nil	25.2
Train on fire	5.10	
Train passing permissive signals at stop at entrance to crossing location	Nil	6.5
Train progress, reporting delay reasons and consist changes	3.13	10
Train pushing back on the main line	3.19	
Train reporting clear at block posts	3.9.12	11
Train reporting clear of section in TOW	3.9.12	
Train Running Information (TRI)	3.11.20	
Train speeds for particular locations and circumstances	Nil	19
Train working advice - Train Authority and ABS working	3.10	24.5
Trains working or stabling at intermediate sidings in TOW section	3.21	
TRI	3.11.20	
TSR	3.14.1	
TSR signs and their meanings	3.2	31
TWA	3.11.16	
U		
Unattended location - Stabling of track vehicles or machines	Nil	18
Unattended locations - Shunting	3.22	26
Unsafe track or infrastructure	3.14	
V		
Vigilance - train crew	5.4	
Vigilance control - locomotive	5.2(e & f)	
W		
Warning device - locomotive	5.5	
Warning device - locomotive - failure	5.5.2	
Warning device - locomotive - normal use	5.5.1	
Warning signs	Nil	33
Whistle sign - gang	Nil	33.1
Work train working in section	3.20.	
X		
Y		
Z		

1.4 Adjacent Train Control Boards / Centres

ARTC South CTC	(08) 8152 8009	Emergency	(08) 8152 8069
ARTC Vic South West	(08) 8152 8001	Emergency	(08) 8152 8061
V Line	(03) 9619 5175		

1.5 Emergency Automatic Mode

At crossing locations between Leeor Loop and Pyrenees Loop emergency automatic mode is available during CTC failure conditions.

For Leeor Loop (inclusive) to Dimboola Loop western end (exclusive) refer to the ARTC Addendum to the Code of Practice for the Defined Interstate Rail Network.

For Dimboola Loop western end (inclusive) to Pyrenees Loop (inclusive) refer Section 17 of the ARTC Code of Practice for the Victorian Main Line Operations (TA20).

The following is copied from Section 17 of the Victorian Code of Practice (TA20).

If the remote control system fails, all signals will be automatically restored to 'Stop' with the normal approach locking applying and the crossing loop will operate automatically allowing trains to enter either No. 1 or No. 2 track in the following sequence:

First Train Approaching Loop

The first train in the approach section will be automatically signalled into the No. 2 track if unoccupied. The usual speed proving and approach operation applying on the home arrival signal. A second train in the approach section from the opposing direction will be automatically signalled into the No. 1 track.

These movements are permitted to occur simultaneously when the systems is in the automatic mode.

Second Train Approaching Loop

A second train travelling in the same direction as the first will not be automatically signalled passed the home arrival signal whilst the first train is in the No.2 track. Automatic mode will not permit one train to overtake another; an arrival message will have to be obtained if this is necessary.

5P Emergency Key Switch

The home departure signals will not operate automatically. Manual control is provided with the 5P key switch for these signals and is located in the telephone cabins.

Key switches must not be operated without verbal consent from the Train Controller. The following notice appears above the key switches:

> **‘Train crews must obtain permission from the Train Controller prior to the operation of these 5P key switches’.**

The 5P emergency key switch is normally in the central position. When it is turned to the right, a call is placed on the points to run to the track application to the key switch. This call is only effective if there is no opposing movement in the single line section.

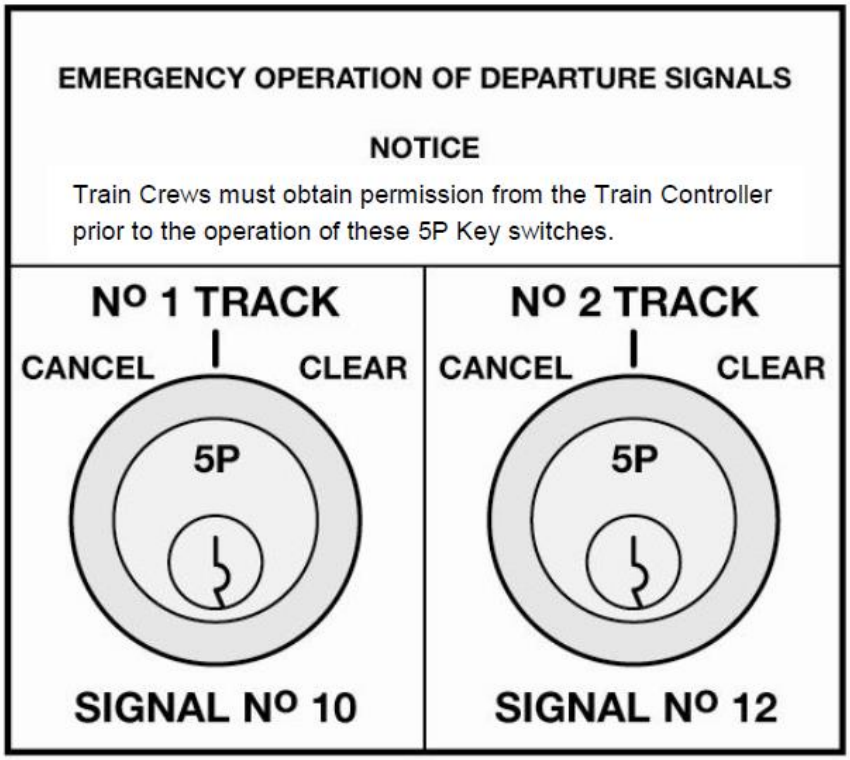
If the single line section is clear, the points will run; when detected in their correct position and locked, the home departure signal will display a 'Proceed' aspect.

The 'Proceed' aspect on the home departure signal will be cancelled by:

1. The passage of the train, or
2. Turning the 5P emergency key switch left to the **'CANCEL'** position.

The 5P key can only be withdrawn when the key switch is in the centre position.

EMERGENCY KEY SWITCHES

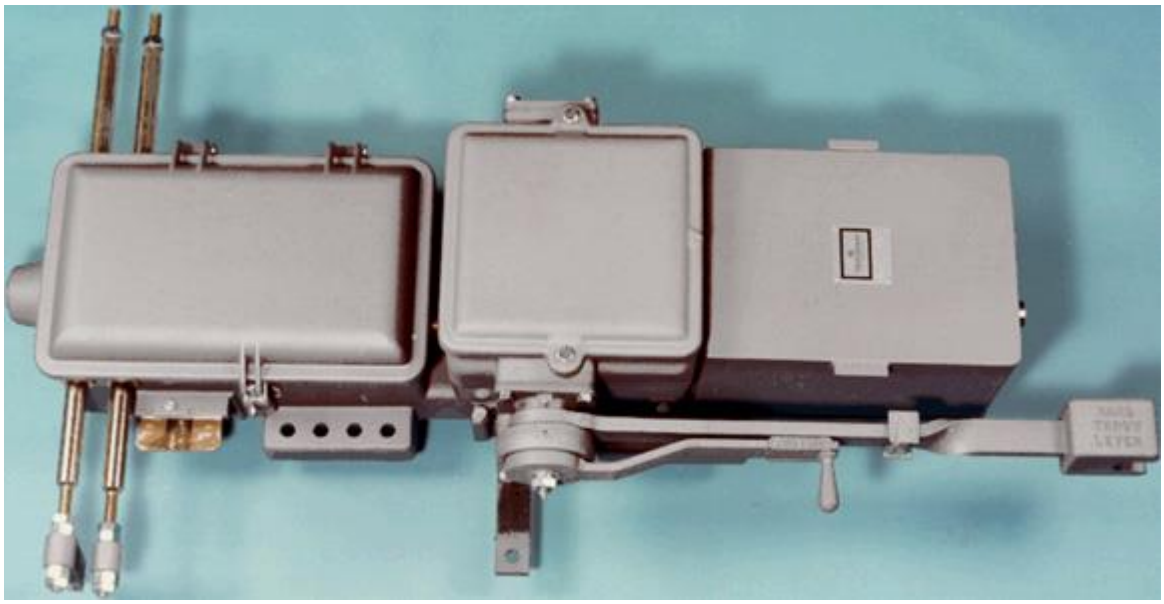


1.6 Trains Terminating or Originating at Intermediate Sidings

Once terminated at a siding the engine must run around. The block must be reversed by the network controller prior to run around.

1.7 Section Operating Equipment/Notes

1.7.1 Motorised Point Machines



M23 Mk II Selector Level Hand throw lever

Dual control (motorised hand operation)

If the points are in reverse when placed in hand operation, the hand throw lever needs to be placed fully across to engage the clutch mechanism to turn the points.

1.7.2 Switch Locks

1.7.3 Safeworking Padlocks Dimboola Loop to Serviceton

From 0700 hrs on Monday 25/03/2019, ARTC will progressively replace safeworking padlocks on point machines and electric switch locks between Serviceton (inclusive) and Dimboola Loop (exclusive).

V5PSW padlocks will be replaced with Boyd ‘S’ locks at the following locations.

Gerang Gerung	A3782 points
Salisbury Loop	7 points, 13UW points and 27 points
Nhill	A3992 points, A3995 points and A3999 points
Diapur Loop	7 points, 13AU points, 13BU points and 27 points
Kaniva Loop	7 points and 27 points
Kaniva Station	A4381 points and A4386 points
Lillimur	A4485 points and A4491 points
Leeor Loop	7 points and 27 points
Serviceton	A4615 and A4623

5P emergency key switches at crossing loops will remain in service.

5P key switches located at the following signals will remain in service.

Gerang Gerung	378/24
Nhill	400/24 and 400/4
Miram	429/24 and 429/4
Kaniva Station	438/24 and 438/4

5P padlocks will remain in service for test switch operation at all protected level crossings.

1.8 Train Braking Requirements

Train braking and holding test are covered in the RAS.

BRAKE HOLDING TESTS FOR THE REARMOST VEHICLES (RETENTION TESTS)

The following apply:

1. The operator **shall** put into place systems for conducting brake holding tests.

2. The number of vehicles (or for articulated or permanently coupled vehicles the number of triple valve control units) required to conform to the requirements of this sub-section shall be:

a. Three (3) for freight trains operated in New South Wales;

b. Two (2) for freight trains not entering New South Wales; and

c. One (1) for all passenger trains where a guard is provided or three (3) for passenger trains without guards.

3. The vehicle operator shall ensure that air and hand brakes operate correctly.

4. The air brakes on the vehicles **shall** remain effectively applied for a period of time, based on train length, considered sufficient for a member of the train (locomotive) crew to reach the vehicles and secure handbrakes in the event of a breakaway en route.

5. This time **shall** be ten (10) minutes plus three (3) minutes for each 100 metres or part thereof of train length. For example, a train 1240 metres long will require a holding (retention) time of 13 x 3 + 10 = 49 minutes.

6. If any of the required number of vehicles (as specified in item (2) above) fail the above test (as specified in item (5) above), generally known as a holding or retention test, the faulty vehicle(s) **shall** be repaired or the train remarshalled to ensure compliance with the requirements of items (3) and (4) above.

7. Brake holding tests successfully completed will remain valid for the departure within a period of 24 hours from completion of the test. After that period, the vehicles **shall** be re-tested.

FREIGHT TRAINS

On freight trains, the maximum number of inoperative or isolated brakes permitted on a train **shall** be either of the following:

1. One conventional two-bogie vehicle for every ten (10) vehicles in the train where the vehicle is isolated as a unit.

2. One bogie for every ten (10) bogies in the train where individual bogies can be isolated or the isolation of triple valve control units affects more than two (2) bogies. This applies, only on the proviso that the total un-braked mass of the train **shall not** exceed 10% of the total train mass (excluding the mass of the hauling locomotives).

Item (1) above applies where the only vehicles isolated are conventional two-bogie vehicles. In all other cases, the requirements of item (2) **shall** be followed.

For the purposes of this clause, a four-wheel (two-axle) vehicle **shall** be counted as one bogie, and locomotives under power **shall not** be counted as train vehicles.

1.9 Level Crossings

1.9.1 Wolseley to Pyrenees

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
# These level crossings are geographically in the State of South Australia, however they are within the jurisdiction of Vic North West Control Board.						
1052	West Terrace # Wolseley	Adelaide - Serviceton	307.315	Road	Public	Half Boom Flashing Lights
1053	Ridgway Road # Wolseley	Adelaide - Serviceton	308.210	Road	Public	Stop Signs
1054	Colwill Road #	Adelaide - Serviceton	313.120	Road	Public	Give Way Signs
1941	North Serviceton Rd	PYRENEES LOOP - SERVICETON	462.350	Road	Public	Give Way Signs
1939	Silo Rd Serviceton	PYRENEES LOOP - SERVICETON	461.415	Road	Public	Give Way Signs
1938	I Merretts Rd Serviceton	PYRENEES LOOP - SERVICETON	460.312	Road	Public	Give Way Signs
1937	Unnamed Road	PYRENEES LOOP - SERVICETON	458.914	Road	Public	Give Way Signs
1936	Three Chain Rd Leeor	PYRENEES LOOP - SERVICETON	456.530	Road	Public	Give Way Signs
4230	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	455.660	Road	Public	
1935	Williams Rd Leeor	PYRENEES LOOP - SERVICETON	455.030	Road	Public	Give Way Signs
1934	Leeor Rd Leeor	PYRENEES LOOP - SERVICETON	453.380	Road	Public	Stop Signs
4095	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	451.597	Road	Private	
1933	S Hawkers Rd Lillimur	PYRENEES LOOP - SERVICETON	450.310	Road	Public	Stop Signs
4229	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	449.365	Road	Public	
1931	Feders-Collins Rd	PYRENEES LOOP - SERVICETON	448.110	Road	Public	Stop Signs
1930	Unnamed Road	PYRENEES LOOP - SERVICETON	448.470	Road	Public	Give Way Signs
4228	Occupation crossing (Sec 36)	PYRENEES LOOP - SERVICETON	447.554	Road	Public	
1929	N Goodwins Rd Lillimur	PYRENEES LOOP - SERVICETON	447.030	Road	Public	Give Way Signs

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
4227	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	446.645	Road	Public	
4226	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	445.572	Road	Public	
1928	SJ Hawkers Rd (Dave Dodsons Rd)	PYRENEES LOOP - SERVICETON	445.060	Road	Public	Give Way Signs
4096	Occupation Crossing (Sec 36)	PYRENEES LOOP – SERVICETON	444.420	Road	Private	
4097	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	443.645	Road	Private	
4225	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	442.096	Road	Public	
1927	Williams - Jewells Rd	PYRENEES LOOP - SERVICETON	441.440	Road	Public	Give Way Signs
4748	Illegal Pedestrian Crossing	PYRENEES LOOP - SERVICETON	438.743	Pedestrian	Public	
1926	Madden St North Kaniva	PYRENEES LOOP - SERVICETON	438.685	Road	Public	Half Boom Flashing Lights
1924	Farmers St North Kaniva	PYRENEES LOOP - SERVICETON	438.110	Road	Public	Half Boom Flashing Lights
4224	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	437.371	Road	Public	
4223	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	436.185	Road	Public	
1923	Goldsworths Rd Kaniva	PYRENEES LOOP - SERVICETON	435.560	Road	Public	Give Way Signs
4222	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	434.337	Road	Public	
4221	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	433.517	Road	Public	
1922	Carters - Wallis Rd Kaniva	PYRENEES LOOP - SERVICETON	432.995	Road	Public	Give Way Signs
4220	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	431.698	Road	Public	
4219	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	431.490	Road	Public	
4098	Occupation Crossing (Sec36)	PYRENEES LOOP - SERVICETON	430.030	Road	Private	
1921	Miram West Rd Miram	PYRENEES LOOP - SERVICETON	429.572	Road	Public	Primary Flashing Lights
1919	Miram North Rd Miram	PYRENEES LOOP - SERVICETON	428.509	Road	Public	Primary Flashing Lights

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
1918	W Kings Rd Miram	PYRENEES LOOP - SERVICETON	426.575	Road	Public	Give Way Signs
4749	Occupation Crossing	PYRENEES LOOP - SERVICETON	426.270	Road	Public	
4218	Occupation Crossing (Sec 36)	PYRENEES LOOP – SERVICETON	425.723	Road	Private	
1917	Lowan Border Rd Miram	PYRENEES LOOP - SERVICETON	425.290	Road	Public	Give Way Signs
1916	Schmidts Rd Miram	PYRENEES LOOP - SERVICETON	423.675	Road	Public	Give Way Signs
1915	Diapur - Miram Rd Diapur	PYRENEES LOOP - SERVICETON	420.340	Road	Public	Primary Flashing Lights
1914	Diapur - Yanac Rd Diapur	PYRENEES LOOP - SERVICETON	417.600	Road	Public	Primary Flashing Lights
4217	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	416.470	Road	Private	
1912	Pikers Road Diapur	PYRENEES LOOP - SERVICETON	415.850	Road	Public	Stop Signs
4200	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	414.362	Road	Private	
1911	Boyeo - Tarranginnie Rd	PYRENEES LOOP - SERVICETON	412.340	Road	Public	Give Way Signs
1909	B Farmers Rd Tarranginnie	PYRENEES LOOP - SERVICETON	410.530	Road	Public	Give Way Signs
1908	Private Road Tarranginnie	PYRENEES LOOP - SERVICETON	409.360	Road	Public	Give Way Signs
1907	Easticks Rd Tarranginnie	PYRENEES LOOP - SERVICETON	407.667	Road	Public	Stop Signs
1906	Nhill - Yanac Rd Tarranginnie	PYRENEES LOOP - SERVICETON	406.280	Road	Public	Primary Flashing Lights
4216	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	404.629	Road	Private	
4201	Occupation Crossing (Lic)	PYRENEES LOOP - SERVICETON	404.609	Road	Private	
4202	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	403.625	Road	Private	
4203	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	402.722	Road	Private	Give Way Signs
4215	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	401.706	Road	Private	
1905	Mc Kenzie Ave (Propodollah Rd)	PYRENEES LOOP - SERVICETON	401.240	Road	Public	Primary Flashing Lights

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
1904	Davis Ave Nhill	PYRENEES LOOP - SERVICETON	399.901	Road	Public	Primary Flashing Lights
4750	Private Road (Rail)	PYRENEES LOOP – SERVICETON	399.678	Road	Private	
1902	Queen St (Nhill-Netherby Rd)	PYRENEES LOOP - SERVICETON	399.078	Road	Public	Half Boom Flashing Lights
1901	Nhill - Jeparit Rd	PYRENEES LOOP - SERVICETON	397.118	Road	Public	Primary Flashing Lights
4204	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	395.606	Road	Private	
1900	Lynchs Rd Nhill	PYRENEES LOOP - SERVICETON	394.580	Road	Public	Give Way Signs
1899	Keams Rd Salisbury	PYRENEES LOOP - SERVICETON	392.510	Road	Public	Give Way Signs
4205	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	391.565	Road	Private	
1898	Salisbury - Woorak Rd	PYRENEES LOOP - SERVICETON	390.400	Road	Public	Primary Flashing Lights
1896	Dahlenburg Rd Kiata	PYRENEES LOOP - SERVICETON	388.310	Road	Public	Give Way Signs
4214	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	387.503	Road	Private	
1894	Kiata North Rd	PYRENEES LOOP - SERVICETON	386.212	Road	Public	Stop Signs
4213	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	385.869	Road	Public	
4212	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	385.111	Road	Public	
1893	Argall Rd Kiata	PYRENEES LOOP - SERVICETON	384.180	Road	Public	Give Way Signs
4206	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	383.113	Road	Private	
1892	Unknown Road Name	PYRENEES LOOP - SERVICETON	382.489	Road	Public	Stop Signs
4211	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	381.160	Road	Public	
4207	Occupation Crossing (Lic)	PYRENEES LOOP - SERVICETON	380.871	Road	Private	
1891	Gerang South Rd	PYRENEES LOOP - SERVICETON	380.065	Road	Public	Give Way Signs
1889	Glenlee Rd Gerang Gerung	PYRENEES LOOP - SERVICETON	378.232	Road	Public	Primary Flashing Lights

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
4208	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	376.224	Road	Private	
1888	Z 2 Rd Gerang Gerung	PYRENEES LOOP – SERVICETON	373.855	Road	Public	Stop Signs
4209	Occupation Crossing (Lic)	PYRENEES LOOP - SERVICETON	372.446	Road	Private	
4210	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	371.256	Road	Public	
1886	River Rd Dimboola	PYRENEES LOOP - SERVICETON	370.006	Road	Public	Give Way Signs
1885	Collard Rd Dimboola	PYRENEES LOOP - SERVICETON	366.748	Road	Public	Stop Signs
1884	Dimboola - Rainbow Rd	PYRENEES LOOP - SERVICETON	364.240	Road	Public	Half Boom Flashing Lights
1883	Cemetery Rd Dimboola	PYRENEES LOOP - SERVICETON	363.100	Road	Public	Primary Flashing Lights
4751	Private Pedestrian (Rail)	PYRENEES LOOP - SERVICETON	361.882	Pedestrian	Private	
1881	Dimboola - Rainbow Rd (High St)	PYRENEES LOOP - SERVICETON	361.300	Road	Public	Half Boom Flashing Lights
1880	Spencers Crossing / Picnic Bend Rd	PYRENEES LOOP - SERVICETON	358.520	Road	Public	Give Way Signs
1879	Conn Road Wail	PYRENEES LOOP - SERVICETON	355.665	Road	Public	Stop Signs
1877	Barbers Rd (Riggs/Reynolds Rd)	PYRENEES LOOP - SERVICETON	350.100	Road	Public	Give Way Signs
4752	PCR in RailMap	PYRENEES LOOP - SERVICETON	349.036	Road	Public	
1876	Beddisons Rd	PYRENEES LOOP - SERVICETON	347.250	Road	Public	Give Way Signs
1875	Banyena Rd	PYRENEES LOOP - SERVICETON	345.581	Road	Public	Give Way Signs
1874	Pimpinio Tip Rd	PYRENEES LOOP - SERVICETON	344.000	Road	Public	Stop Signs
1872	Bakers Rd Pimpinio	PYRENEES LOOP - SERVICETON	343.360	Road	Public	Stop Signs
1871	Rules West Rd Pimpinio	PYRENEES LOOP - SERVICETON	342.480	Road	Public	Half Boom Flashing Lights
1870	O Connors Rd Pimpinio	PYRENEES LOOP - SERVICETON	340.780	Road	Public	Give Way Signs
1869	Jenkinson Rd Dahlen	PYRENEES LOOP - SERVICETON	339.030	Road	Public	Give Way Signs

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
1868	Private Access (From Dahlen Silos)	PYRENEES LOOP - SERVICETON	336.290	Road	Public	Give Way Signs
1867	Polkemmet Rd (Moores Rd)	PYRENEES LOOP - SERVICETON	333.140	Road	Public	Give Way Signs
1866	Aerodrome Rd (Geodetic Rd)	PYRENEES LOOP - SERVICETON	330.380	Road	Public	Primary Flashing Lights
1865	Hazel St Horsham	PYRENEES LOOP - SERVICETON	328.240	Road	Public	Half Boom Flashing Lights
4753	Private Road (Rail)	PYRENEES LOOP - SERVICETON	327.566	Road	Private	
4754	Private Road (Rail)	PYRENEES LOOP - SERVICETON	327.456	Road	Private	
4755	Private Road (Rail)	PYRENEES LOOP - SERVICETON	327.448	Road	Private	
4756	Private Pedestrian (Rail)	PYRENEES LOOP - SERVICETON	327.408	Pedestrian	Private	
4757	Private Road (Rail)	PYRENEES LOOP - SERVICETON	327.398	Road	Private	
4758	Private Road (Rail)	PYRENEES LOOP - SERVICETON	327.353	Road	Private	
4759	Private Road (Rail)	PYRENEES LOOP - SERVICETON	327.271	Road	Private	
4760	Private Pedestrian (Rail)	PYRENEES LOOP - SERVICETON	327.261	Pedestrian	Private	
4233	Occupation Crossing (Lic)	PYRENEES LOOP - SERVICETON	326.91	Road	Public	
4234	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	326.797	Road	Public	
1863	Edith St Horsham	PYRENEES LOOP - SERVICETON	326.040	Road	Public	Half Boom Flashing Lights
1862	Rasmussen Rd Horsham	PYRENEES LOOP - SERVICETON	324.820	Road	Public	Primary Flashing Lights
1861	Gatehouse Rd Horsham	PYRENEES LOOP – SERVICETON	322.930	Road	Public	Stop Signs
1860	Aerodrome Rd Dooen	PYRENEES LOOP – SERVICETON	321.030	Road	Public	Give Way Signs
1859	Wail - Dooen Rd	PYRENEES LOOP – SERVICETON	319.810	Road	Public	Stop Signs
1858	Henty Hwy Dooen	PYRENEES LOOP - SERVICETON	319.284	Road	Public	Half Boom Flashing Lights
4236	Unknown Road Name	PYRENEES LOOP - SERVICETON	318.660	Road	Private	Stop Signs

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
1856	Molyneaux Rd Dooen	PYRENEES LOOP - SERVICETON	317.220	Road	Public	Stop Signs
4237	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	316.656	Road	Public	
4238	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	315.65	Road	Public	
1855	Wimmera Hwy Jung	PYRENEES LOOP - SERVICETON	314.100	Road	Public	Half Boom Flashing Lights
1854	Tuckers Rd Jung	PYRENEES LOOP - SERVICETON	312.770	Road	Public	Give Way Signs
1853	Drung - Jung Rd	PYRENEES LOOP - SERVICETON	311.110	Road	Public	Give Way Signs
4240	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	310.803	Road	Public	
1851	Jung North Rd (Baker St)	PYRENEES LOOP - SERVICETON	308.777	Road	Public	Primary Flashing Lights
4241	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	306.642	Road	Public	
1850	Longerenong - Warracknabeal Rd	PYRENEES LOOP - SERVICETON	306.080	Road	Public	Give Way Signs
1849	Semmlers Rd Murtoa	PYRENEES LOOP - SERVICETON	303.050	Road	Public	Give Way Signs
1848	Tobins Rd Murtoa	PYRENEES LOOP - SERVICETON	301.420	Road	Public	Give Way Signs
1847	Donald - Murtoa Rd	PYRENEES LOOP - SERVICETON	299.010	Road	Public	Primary Flashing Lights
4761	Private Pedestrian (Rail)	PYRENEES LOOP - SERVICETON	298.417	Pedestrian	Private	
4762	Private Pedestrian (Rail)	PYRENEES LOOP - SERVICETON	298.182	Pedestrian	Private	
1845	Wimmera Hwy Murtoa	PYRENEES LOOP - SERVICETON	297.570	Road	Public	Half Boom Flashing Lights
4243	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	296.595	Road	Public	
1844	Murtoa Cemetery Rd	PYRENEES LOOP - SERVICETON	296.130	Road	Public	Give Way Signs
4244	Occupation Crossing (Sec 36)	PYRENEES LOOP – SERVICETON	294.521	Road	Public	
1843	Edmonds Rd Murtoa	PYRENEES LOOP - SERVICETON	294.330	Road	Public	Give Way Signs
1842	Crams Rd Murtoa	PYRENEES LOOP - SERVICETON	293.490	Road	Public	Give Way Signs

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
4245	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	292.557	Road	Private	
4246	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	292.171	Road	Private	
1841	Hopefield Rd Ashens	PYRENEES LOOP - SERVICETON	291.640	Road	Public	Give Way Signs
4247	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	290.865	Road	Public	
4248	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	290.281	Road	Private	
1840	Ashens - Jackson Rd	PYRENEES LOOP - SERVICETON	289.820	Road	Public	Give Way Signs
4249	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	289.433	Road	Public	
4250	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	288.367	Road	Public	
1839	Len Matthews Rd Ashens	PYRENEES LOOP - SERVICETON	287.994	Road	Public	Stop Signs
4251	Occupation Crossing (Lic)	PYRENEES LOOP - SERVICETON	285.498	Road	Private	
1838	Leoligers Rd Lubeck	PYRENEES LOOP - SERVICETON	284.200	Road	Public	Stop Signs
1837	Horsham - Lubeck Rd	PYRENEES LOOP - SERVICETON	281.970	Road	Public	Primary Flashing Lights
1835	Mulligans - Lubeck Rd (Bismark Rd)	PYRENEES LOOP - SERVICETON	280.310	Road	Public	Give Way Signs
1834	Holts Rd Lubeck	PYRENEES LOOP - SERVICETON	277.657	Road	Public	Give Way Signs
1833	Ashens Cemetery Rd	PYRENEES LOOP - SERVICETON	275.900	Road	Public	Give Way Signs
1832	Paynes Pool Rd Wal Wal	PYRENEES LOOP – SERVICETON	273.900	Road	Public	Give Way Signs
1831	Wal Wal Station Rd	PYRENEES LOOP – SERVICETON	271.960	Road	Public	Stop Signs
1830	Dunsters Rd Wal Wal	PYRENEES LOOP - SERVICETON	270.283	Road	Public	Give Way Signs
1829	Old Rupanyup Rd Wal Wal	PYRENEES LOOP - SERVICETON	269.550	Road	Public	Give Way Signs
4252	Occupation Crossing	PYRENEES LOOP - SERVICETON	268.123	Road	Private	
1828	Stawell - Warracknabeal Rd	PYRENEES LOOP - SERVICETON	266.762	Road	Public	Half Boom Flashing Lights

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
4253	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	265.596	Road	Private	
1827	Glenbrook Rd Glenorchy	PYRENEES LOOP - SERVICETON	264.747	Road	Public	Give Way Signs
1826	Ti Tree Swamp Rd Glenorchy	PYRENEES LOOP - SERVICETON	262.550	Road	Public	Give Way Signs
1824	Glenorchy Rd	PYRENEES LOOP - SERVICETON	261.207	Road	Public	Primary Flashing Lights
1823	Campbells Bridge Rd	PYRENEES LOOP - SERVICETON	260.900	Road	Public	Primary Flashing Lights
1822	Zemmler Lane Glenorchy	PYRENEES LOOP - SERVICETON	260.289	Road	Public	Give Way Signs
1821	Old Glenorchy Rd Glenorchy	PYRENEES LOOP - SERVICETON	259.069	Road	Public	Primary Flashing Lights
1820	Gampola Rd Deep Lead	PYRENEES LOOP - SERVICETON	256.806	Road	Public	Stop Signs
1819	Old Glenorchy Rd Deep Lead	PYRENEES LOOP - SERVICETON	254.780	Road	Public	Half Boom Flashing Lights
1818	Reserve Rd Deep Lead	PYRENEES LOOP - SERVICETON	250.327	Road	Public	Stop Signs
1817	Cross St Deep Lead	PYRENEES LOOP - SERVICETON	249.108	Road	Public	Stop Signs
1815	Deep Lead Rd	PYRENEES LOOP - SERVICETON	247.680	Road	Public	Half Boom Flashing Lights
1814	Nuggety Hill Rd Stawell	PYRENEES LOOP - SERVICETON	245.826	Road	Public	Stop Signs
1813	Sweet Pea Paddock Rd	PYRENEES LOOP - SERVICETON	244.404	Road	Public	Stop Signs
1812	Lake Rd Stawell	PYRENEES LOOP - SERVICETON	242.050	Road	Public	Primary Flashing Lights
1811	Griffith St Stawell	PYRENEES LOOP - SERVICETON	241.860	Road	Public	Primary Flashing Lights
1810	Seaby St (Stawell Avoca Rd)	PYRENEES LOOP - SERVICETON	241.360	Road	Public	Half Boom Flashing Lights
3304	Doyle / Napier St Stawell	PYRENEES LOOP – SERVICETON	241.020	Pedestrian	Public	Maze
1808	Sloane St Stawell	PYRENEES LOOP - SERVICETON	240.800	Road	Public	Half Boom Flashing Lights
1807	Ararat - Stawell Rd	PYRENEES LOOP - SERVICETON	238.872	Road	Public	Half Boom Flashing Lights
4254	Kernot Rd	PYRENEES LOOP - SERVICETON	234.886	Road	Public	

LXM Number	Road Name	Line Segment	KM	Traffic Type	Access	Control Type
1806	Churchill Crossing Rd	PYRENEES LOOP - SERVICETON	231.860	Road	Public	Primary Flashing Lights
1805	St George Rd Great Western	PYRENEES LOOP - SERVICETON	229.720	Road	Public	Primary Flashing Lights
1804	Rennie St Great Western	PYRENEES LOOP - SERVICETON	227.980	Road	Public	Primary Flashing Lights
4255	Occupation Crossing	PYRENEES LOOP - SERVICETON	227.247	Road	Private	
1803	Garden Gully Rd Great Western	PYRENEES LOOP - SERVICETON	226.940	Road	Public	Primary Flashing Lights
4256	Occupation Crossing	PYRENEES LOOP - SERVICETON	226.440	Road	Private	
1802	St Ethels Rd Great Western	PYRENEES LOOP - SERVICETON	225.469	Road	Public	Stop Signs
4763	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	223.572	Road	Public	
4257	Occupation Crossing (Sec 36)	PYRENEES LOOP - SERVICETON	223.572	Road	Private	
1801	Military Bypass Rd Armstrong	PYRENEES LOOP - SERVICETON	219.980	Road	Public	Give Way Signs
1800	Old Brewery Rd Armstrong	PYRENEES LOOP - SERVICETON	219.420	Road	Public	Give Way Signs
1799	Railway Rd	PYRENEES LOOP - SERVICETON	217.740	Road	Public	Give Way Signs
1798	The Majors Rd	PYRENEES LOOP - SERVICETON	215.760	Road	Public	Stop Signs

1.9.2 Maroona to Portland

LXM Number	Line Section	Line Segment	KM	Traffic Type	Access	Control Type
2080	Mortlake - Ararat Rd	MAROONA - PORTLAND	232.440	Road	Public	Primary Flashing Lights
4385	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	233.544	Road	Private	
2081	Watgania Rd Maroona	MAROONA - PORTLAND	234.220	Road	Public	Give Way Signs
2082	Jacksons Rd Rossbridge	MAROONA - PORTLAND	235.540	Road	Public	Give Way Signs
4386	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	236.244	Road	Private	
4387	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	236.93	Road	Private	
2083	Centenary Bridge Rd	MAROONA - PORTLAND	238.247	Road	Public	Give Way Signs
4388	Occupation Crossing	MAROONA - PORTLAND	238.874	Road	Private	
2084	Edgarley Estate Rd Rossbridge	MAROONA - PORTLAND	241.567	Road	Public	Give Way Signs
2085	Holmes Rd Willaura	MAROONA - PORTLAND	244.787	Road	Public	Give Way Signs
4389	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	246.506	Road	Public	
2086	Delacombe Way Willaura	MAROONA - PORTLAND	248.290	Road	Public	Primary Flashing Lights
2088	Willaura - Wickliffe Rd	MAROONA - PORTLAND	249.020	Road	Public	Primary Flashing Lights
4390	Occupation Crossing (Lic)	MAROONA - PORTLAND	251.685	Road	Private	
2089	Lalkaldarno Rd Willaura	MAROONA - PORTLAND	254.988	Road	Public	Give Way Signs
2090	Gayton Rd Willaura	MAROONA - PORTLAND	256.822	Road	Public	
2091	Stavely Rd Stavely	MAROONA - PORTLAND	260.764	Road	Public	Give Way Signs
2092	Powells Lane Glen Thompson	MAROONA - PORTLAND	264.859	Road	Public	Give Way Signs
2093	Boundary Rd Glen Thompson	MAROONA - PORTLAND	265.835	Road	Public	Give Way Signs
2094	Glenelg Hwy Glen Thompson	MAROONA - PORTLAND	267.826	Road	Public	Primary Flashing Lights

LXM Number	Line Section	Line Segment	KM	Traffic Type	Access	Control Type
4392	Occupation Crossing	MAROONA - PORTLAND	268.133	Road	Public	
2095	Mc Lennan St Glen Thompson	MAROONA - PORTLAND	268.990	Road	Public	Give Way Signs
2097	Powling Lane Glen Thompson	MAROONA - PORTLAND	270.390	Road	Public	Give Way Signs
4393	Occupation Crossing (Lic)	MAROONA - PORTLAND	272.29	Road	Private	
2098	Fishers Lane Glen Thompson	MAROONA - PORTLAND	273.6	Road	Public	Give Way Signs
2099	Lovatdale Lane Glen Thompson	MAROONA - PORTLAND	275.332	Road	Public	Give Way Signs
4394	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	277.115	Road	Private	
2100	Bundoran Lane Dunkeld	MAROONA - PORTLAND	280.839	Road	Public	Give Way Signs
4395	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	282.73	Road	Private	
2101	Blackwood - Dunkeld Rd	MAROONA - PORTLAND	286.064	Road	Public	Give Way Signs
2102	Templeton St Dunkeld	MAROONA - PORTLAND	287.258	Road	Public	Give Way Signs
3215	Dunlop St Dunkeld	MAROONA - PORTLAND	287.72	Pedestrian	Public	Maze
2104	Wigans Lane Dunkeld	MAROONA - PORTLAND	288.37	Road	Public	Give Way Signs
2105	Penshurst - Dunkeld Rd	MAROONA - PORTLAND	290.229	Road	Public	Primary Flashing Lights
2106	Hicks Rd Dunkeld	MAROONA - PORTLAND	293.632	Road	Public	Give Way Signs
2107	Glenelg Hwy Dunkeld	MAROONA - PORTLAND	294.806	Road	Public	Primary Flashing Lights
2108	Water Reserve Rd Moutajup	MAROONA - PORTLAND	296.112	Road	Public	Give Way Signs
2109	McIntyre Crossing Rd	MAROONA - PORTLAND	297.577	Road	Public	Give Way Signs
2110	L Schultz's Rd Warrayure	MAROONA - PORTLAND	299.662	Road	Public	Give Way Signs
4396	Occupation Crossing	MAROONA - PORTLAND	301.753	Road	Private	
2111	M Campbells Rd Strathkellar	MAROONA - PORTLAND	304.660	Road	Public	Give Way Signs

LXM Number	Line Section	Line Segment	KM	Traffic Type	Access	Control Type
2112	Strathkellar Tarrington Rd	MAROONA - PORTLAND	308.980	Road	Public	Give Way Signs
2113	Mill Rd Strathkellar	MAROONA - PORTLAND	310.390	Road	Public	Primary Flashing Lights
2114	Doling Rd Hamilton	MAROONA - PORTLAND	312.737	Road	Public	Give Way Signs
2115	Mill Rd Hamilton	MAROONA - PORTLAND	315.966	Road	Public	Primary Flashing Lights
2116	Tyers St Hamilton	MAROONA - PORTLAND	316.810	Road	Public	Primary Flashing Lights
	Tyers St Hamilton	MAROONA - PORTLAND	316.820	Pedestrian	Public	Maze
4397	Illegal Pedestrian Crossing	MAROONA - PORTLAND	316.927	Pedestrian	Public	No defined Path
3213	Unknown	MAROONA - PORTLAND	317	Road	Public	
3214	Flinders St (Eddy St)	MAROONA - PORTLAND	317.477	Pedestrian	Public	Maze
4398	Abbott Street Hamilton	MAROONA - PORTLAND	317.554	Pedestrian	Public	Maze
2118	Sth Boundary Rd Hamilton	MAROONA - PORTLAND	319.655	Road	Public	Primary Flashing Lights
2119	Hamilton - Port Fairy Rd	MAROONA - PORTLAND	320.620	Road	Public	Primary Flashing Lights
2120	Burgin's Rd Hamilton	MAROONA - PORTLAND	324.730	Road	Public	Primary Flashing Lights
4399	Occupation Crossing	MAROONA - PORTLAND	325.312	Road	Private	
2121	Henty Hwy Branxholme	MAROONA - PORTLAND	330.810	Road	Public	Primary Flashing Lights
4400	Occupation Crossing (Lic)	MAROONA - PORTLAND	331.444	Road	Private	
4401	Occupation Crossing	MAROONA - PORTLAND	337.157	Road	Private	
2122	Chrome Rd Branxholme	MAROONA - PORTLAND	338.510	Road	Public	Give Way Signs
2123	Murndal - Branxholme Rd	MAROONA - PORTLAND	341.710	Road	Public	Give Way Signs
2124	Bassets Rd Branxholme	MAROONA - PORTLAND	342.842	Road	Public	Give Way Signs
2125	Morven Rd Branxholme	MAROONA - PORTLAND	343.19	Road	Public	Give Way Signs

LXM Number	Line Section	Line Segment	KM	Traffic Type	Access	Control Type
2126	Mc Millans Rd Branxholme	MAROONA - PORTLAND	349.374	Road	Public	Stop Signs
4402	Occupation Crossing	MAROONA - PORTLAND	351.087	Road	Private	
4403	Occupation Crossing (Lic)	MAROONA - PORTLAND	353.231	Road	Private	
2127	Condah - Coleraine Rd	MAROONA - PORTLAND	354.620	Road	Public	Primary Flashing Lights
2128	Fleece Rd Condah	MAROONA - PORTLAND	356.127	Road	Public	Give Way Signs
2129	Condah Cemetery Rd	MAROONA - PORTLAND	357.139	Road	Public	Give Way Signs
2130	Henty Hwy Condah	MAROONA - PORTLAND	357.960	Road	Public	Primary Flashing Lights
2131	Myamyn - Macarthur Rd	MAROONA - PORTLAND	361.083	Road	Public	Stop Signs
2133	Ellis Rd Myamyn	MAROONA - PORTLAND	363.038	Road	Public	Half Boom Flashing Lights
2134	Slaters Plantation Road	MAROONA - PORTLAND	364.677	Road	Public	Stop Signs
2135	Milltown Mission Rd	MAROONA - PORTLAND	366.799	Road	Public	Give Way Signs
2136	Three Waterholes Rd	MAROONA - PORTLAND	370.910	Road	Public	Give Way Signs
2137	Lovetts Lane Mt Eckersley	MAROONA - PORTLAND	372.940	Road	Public	Stop Signs
4404	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	373.69	Road	Public	
4405	Occupation Crossing (Sec 36)	MAROONA - PORTLAND	374.313	Road	Private	
2138	Partingtons Rd Heywood	MAROONA - PORTLAND	375.788	Road	Public	Give Way Signs
2139	Woolsthorpe - Heywood Rd	MAROONA - PORTLAND	377.800	Road	Public	Primary Flashing Lights
2140	Mt Clay Rd Heywood	MAROONA - PORTLAND	378.610	Road	Public	Primary Flashing Lights
	Mt Clay Rd Heywood	MAROONA - PORTLAND	378.618	Pedestrian	Public	Maze
4406	Illegal Pedestrian Crossing	MAROONA - PORTLAND	378.84	Pedestrian	Public	No defined Path
2142	Golf Course Rd Heywood	MAROONA - PORTLAND	382.520	Road	Public	Give Way Signs

LXM Number	Line Section	Line Segment	KM	Traffic Type	Access	Control Type
2143	Meaghers Rd Heathmere	MAROONA - PORTLAND	385.320	Road	Public	Give Way Signs
2144	Princes Hwy Heathmere	MAROONA - PORTLAND	388.290	Road	Public	Half Boom Flashing Lights
2145	Goldings Rd Heathmere	MAROONA - PORTLAND	390.273	Road	Public	Give Way Signs
2146	Pennys Rd Bolwarra	MAROONA - PORTLAND	392.290	Road	Public	Give Way Signs
2147	walking track	MAROONA - PORTLAND	395.456	Pedestrian	Public	Signs only
2148	Gorae Rd Bolwarra	MAROONA - PORTLAND	396.740	Road	Public	Primary Flashing Lights
2149	Crowes Rd Portland North	MAROONA - PORTLAND	398.160	Road	Public	Give Way Signs
2150	Westlakes Rd Portland North	MAROONA - PORTLAND	399.210	Road	Public	Primary Flashing Lights
2151	Darts Rd Portland North	MAROONA - PORTLAND	400.120	Road	Public	Primary Flashing Lights
2152	Cashmore Rd Portland	MAROONA - PORTLAND	400.840	Road	Public	Primary Flashing Lights

1.10 Emergency Local Releases

Nil

1.11 Maximum Permitted Speeds and Permanent Speed Restrictions

Refer the Route Access Standard - Defined Interstate Rail Network Section Pages D2 for all speed information.

1.12 Maximum Train Length

Maximum train length between Adelaide and Melbourne is 1800 metres

Maximum train length on Maroona to Portland line is 800 metres

1.13 Structure Clearances

Refer Route Access Standards for Rolling Stock Outlines.

KM	LOCATION	TYPE
439.570	Western Highway Kaniva	Overpass
369.088	Wimmera River	Underbridge
368.349	Wimmera River	Underbridge
368.192	Wimmera River	Underbridge
363.700	Western Highway Dimboola	Overpass
352.560	Western Highway Wail	Overpass
327.300	Urquart Street Horsham	Overbridge
258.900	Wimmera River Overflow	Underbridge
240.300	Colquhoun Street Stawell	Overbridge
239.840	Hill Street Stawell	Overbridge
235.080	Western Highway Great Western	Overbridge

1.14 Communications

The National Train Communications System (NTCS) is the Primary communications system for the ARTC controlled rail network and is mandatory for all operators to operate their locomotives using a NTCS ICE (In-Cabin Equipment) Unit as the primary communications device.

A standard ICE unit is installed with the following components

- Telstra NextG™ transceiver
- Iridium satellite transceiver
- UHF Radio
- GPS

The ICE unit primary communications is via the Telstra NextG™ and backup communications is provided via the Iridium Satellite network. The ICE unit will automatically call the Mile End network control centre when the routine and emergency buttons are pressed.

The UHF radio is used for the Local train Radio - Train to Train and train to track Side communications.

UHF Local Train Radio (LTR) frequency details

Frequency: 418.425 MHz (UHF),

Bandwidth: 12.5 KHz,

EIRP: 41W (remote/low density areas), 8.3W (medium & high density areas)

Tx CTCSS: 162.2 Hz

Rx CTCSS: 162.2 Hz

Selcall: disabled

Alternate Communication for this section is by mobile or satellite phones.

1.15 Wayside Monitoring Systems

There are no wayside monitoring systems in place in this section.

1.16 Ruling Gradients

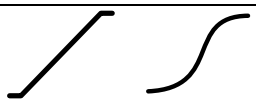
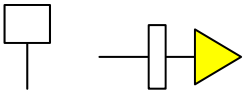
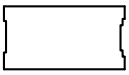
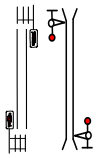
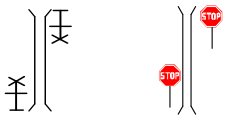
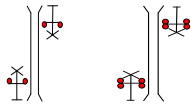
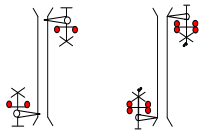
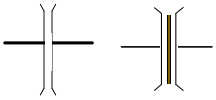
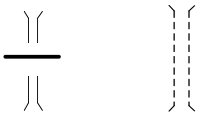
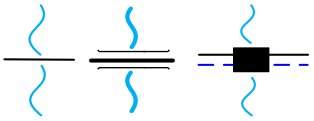
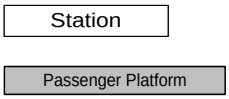
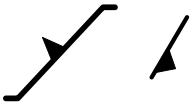
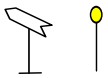
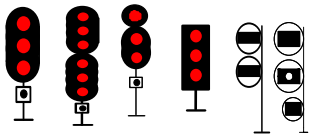
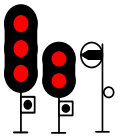
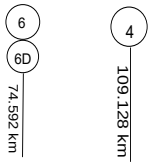
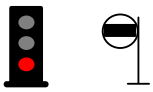
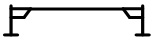
Wolseley to Pyrenees	1 in 50
Pyrenees to Wolseley	1 in 50
Maroona to Portland	1 in 50
Portland to Maroona	1 in 50

1.17 Curve and Gradient Data

For all Curve and Gradient data, refer to the ARTC Internet.

https://extranet.artc.com.au/eng_network-config_cd.html

1.18 Drawing Legend

	Standard gauge track		Dual gauge track
	Broad gauge track		Crossover
	Advisory Sign or Location Sign		Tunnel
	Pedestrian Crossing		Passive Protection Level Crossing
	Active Protection Level Crossing – Flashing Lights		Active Protection Level Crossing – Lights and Boom
	Bridge or Overpass		Underpass
	River/Creek or Significant river bridge or Viaduct		Station or Platform
	Derail		Dual Control Motorised Points
	Point Indicator		Mechanical Frame
		Absolute Signals (Absolute signals in Victoria containing a ‘P’ on the name plate are co-acting signals)	
	Permissive Signals		Signal number reference
	Dwarf Signals		Banner Indicator
	Overheight Detectors	>> <<	Wayside Equipment

2 Locations and Sections Information

2.1 Wolseley (WSL)

Standing Room:

- 1005 m

Goods Siding:

- Yes. (Leased to One Rail Australia See IA 31 for details).
- Goods Loop 1 (in clear) 249 metres
- Block 1 to eastern dead end 332 metres
- Block 2 to western dead end 366 metres
- Block 3 to western dead end 624 metres
- Block 4 to western dead end 228 metres
- Block 1 to level crossing 392 metres
- Block 2 to level crossing 359 metres
- Block 3 to level crossing 100 metres
- Block 4 to level crossing 463 metres

Crank Handles:

- No. Dual Control Point Machines.

Grain:

Set up grain hoppers Naracoorte side of loading chutes or as per instructions from Grain Agent. Wagons load towards Bordertown.

Block 1 is Adelaide end, Block 2 is Melbourne end, Block 3 is in the middle Block 4 is opposite Block 3 in the middle of the yard.

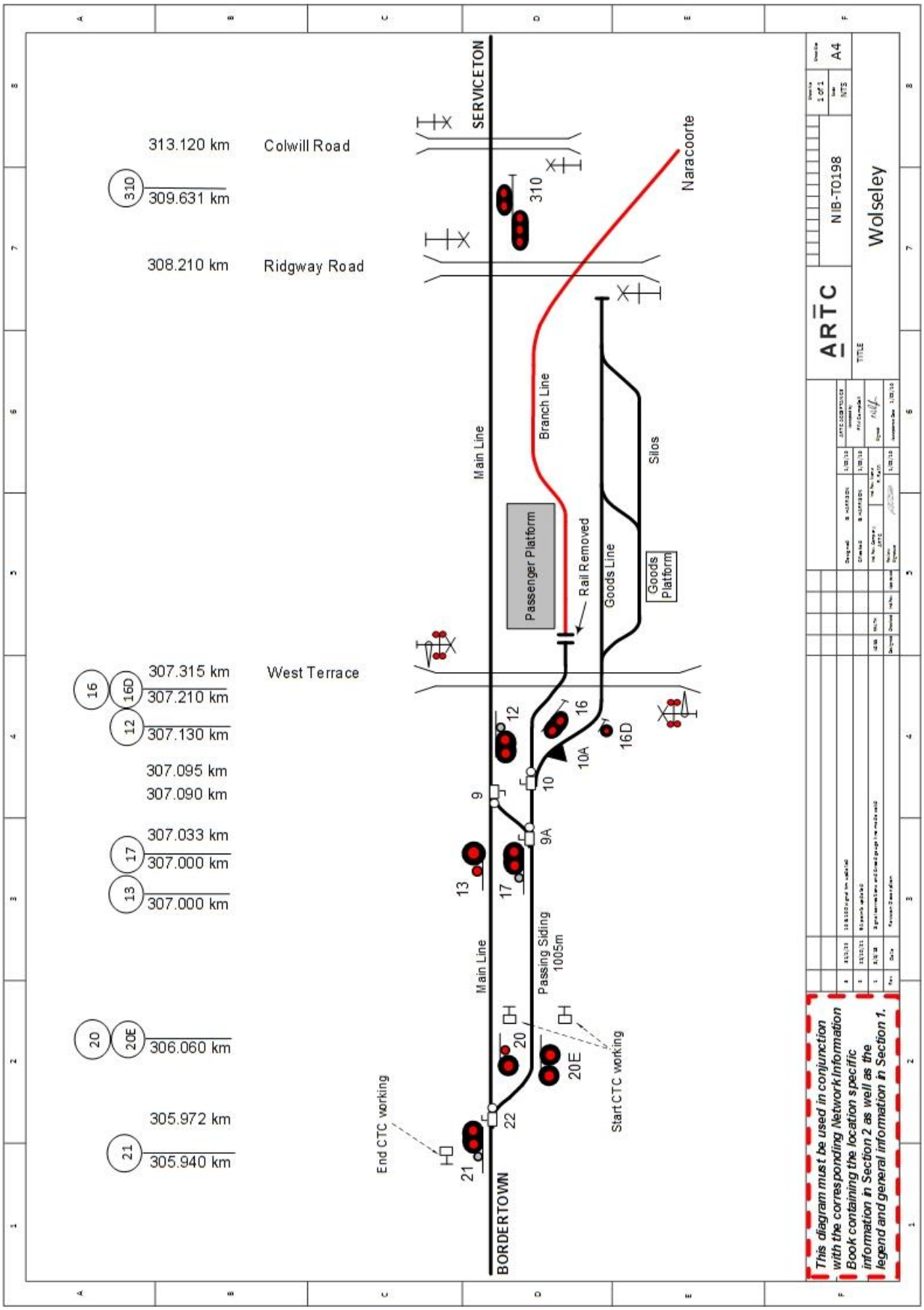
Wolseley Platform is on the main line in the Wolseley to Leeor Loop section.

Local Control Panel: in relay room at north side of station on platform. No access for train crews.

Access to the goods siding is controlled by network controller. Signals 16 and 16D are yard departure dwarf signals only and will not clear onto the crossing loop if it is occupied.

The dead end is the end of the Mt. Gambier line. The rest is still broad gauge.

Interface location for Victorian North West CTC.


313.120 km
Colwill Road
310
309.631 km
308.210 km
Ridgway Road
307.315 km
West Terrace
16
16D
307.210 km
12
307.130 km
307.095 km
307.090 km
307.033 km
17
307.000 km
13
307.000 km
20
20E
306.060 km
305.972 km
21
305.940 km
SERVICETON
BORDERTOWN
Naracoorte
Main Line
Branch Line
Passenger Platform
Rail Removed
Goods Line
Goods Platform
Silos
Passing Siding
1005m
End CTC working
Start CTC working
NB-T0198
Wolseley
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.2 Serviceton (SEN)

This location is closed to all traffic except track maintenance machines.

Standing Room:

- Nil

Goods Siding:

- Yes, Grain Siding 680m

Local Control Panel:

- Nil

Crank handles:

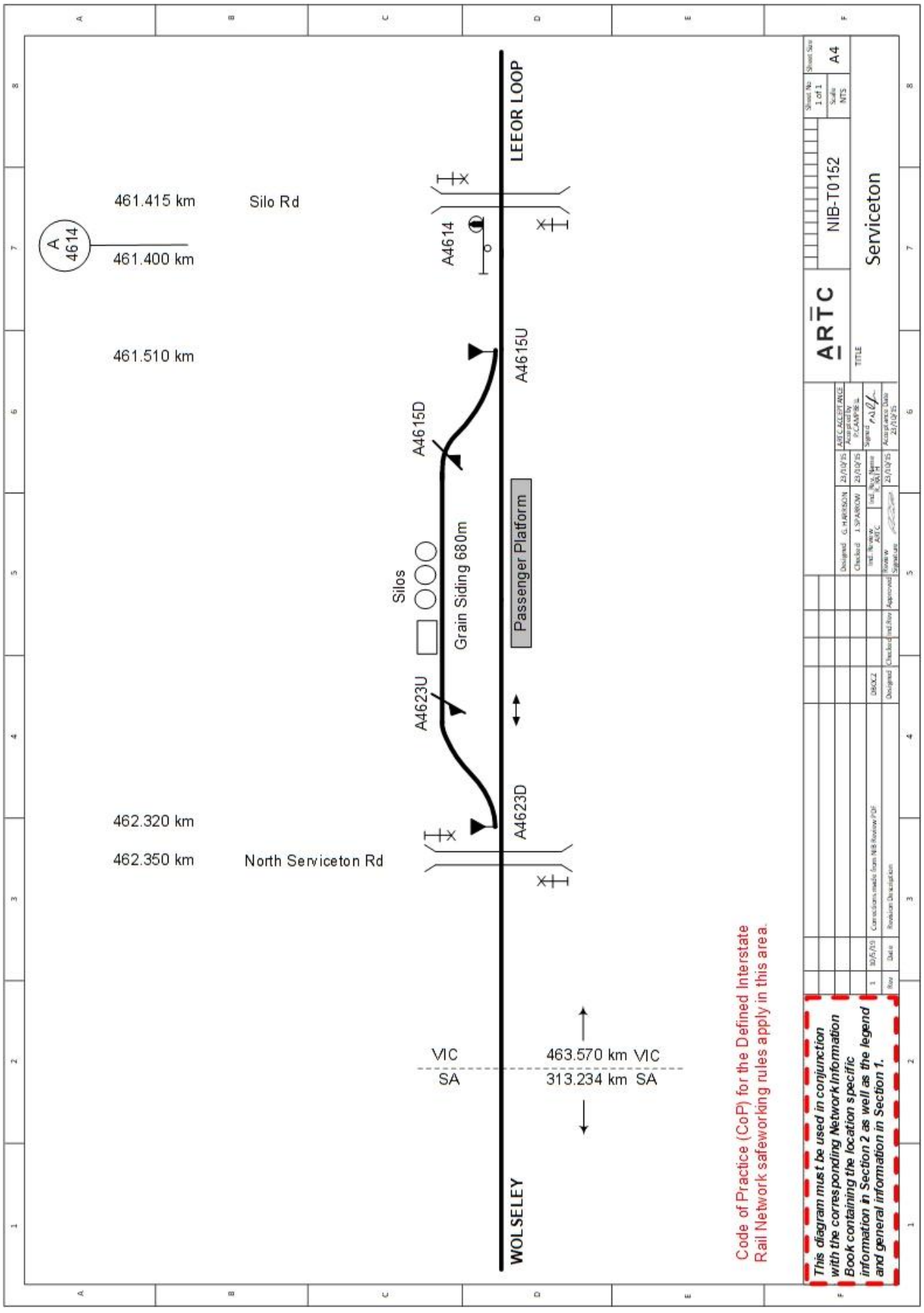
- Nil

Other Information:

This siding is accessible using switch locks.

See section 1.5 for further information.

There is a 152m platform on the main line at Serviceton.


LEEOR LOOP
461.415 km
Silo Rd
A 4614
461.400 km
A4614
461.510 km
A4615U
A4615D
Silos
Grain Siding 680m
Passenger Platform
A4623U
A4623D
462.320 km
462.350 km
North Serviceton Rd
VIC
SA
463.570 km VIC
313.234 km SA
WOLSELEY
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
ARTC
NIB-T0152
Serviceton
A4
Scale NTS
Sheet No 1 of 1

2.3 Leeor (LEL)

Standing Room:

- 1500m

Goods Siding:

- Nil

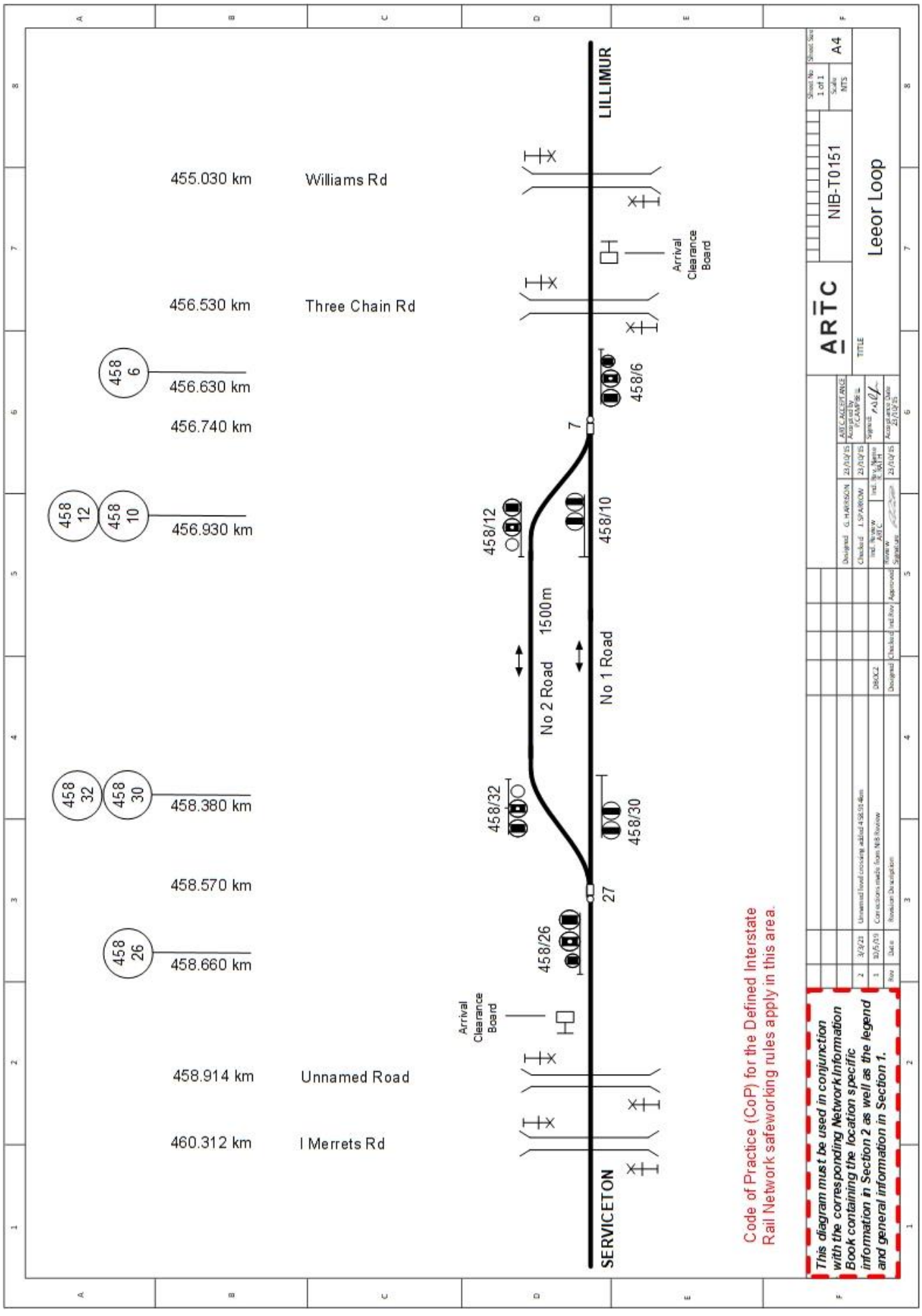
Local Control Panel:

- Portable plug in panel available

Crank handles:

- Dual control point machines

Other:


LILLIMUR
SERVICETON
455.030 km
Williams Rd
456.530 km
Three Chain Rd
456.630 km
456.740 km
456.930 km
458.380 km
458.570 km
458.660 km
458.914 km
Unnamed Road
460.312 km
I Merrets Rd
Arrival Clearance Board
Arrival Clearance Board
458/6
458/10
458/12
458/30
458/32
458/26
No 1 Road
No 2 Road
1500m
7
27
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
NIB-T0151
Leeor Loop
A4

2.4 Lillimur (LIL)

Standing Room:

- Nil

Goods Siding:

- Yes, grain siding 424m

Local Control Panel:

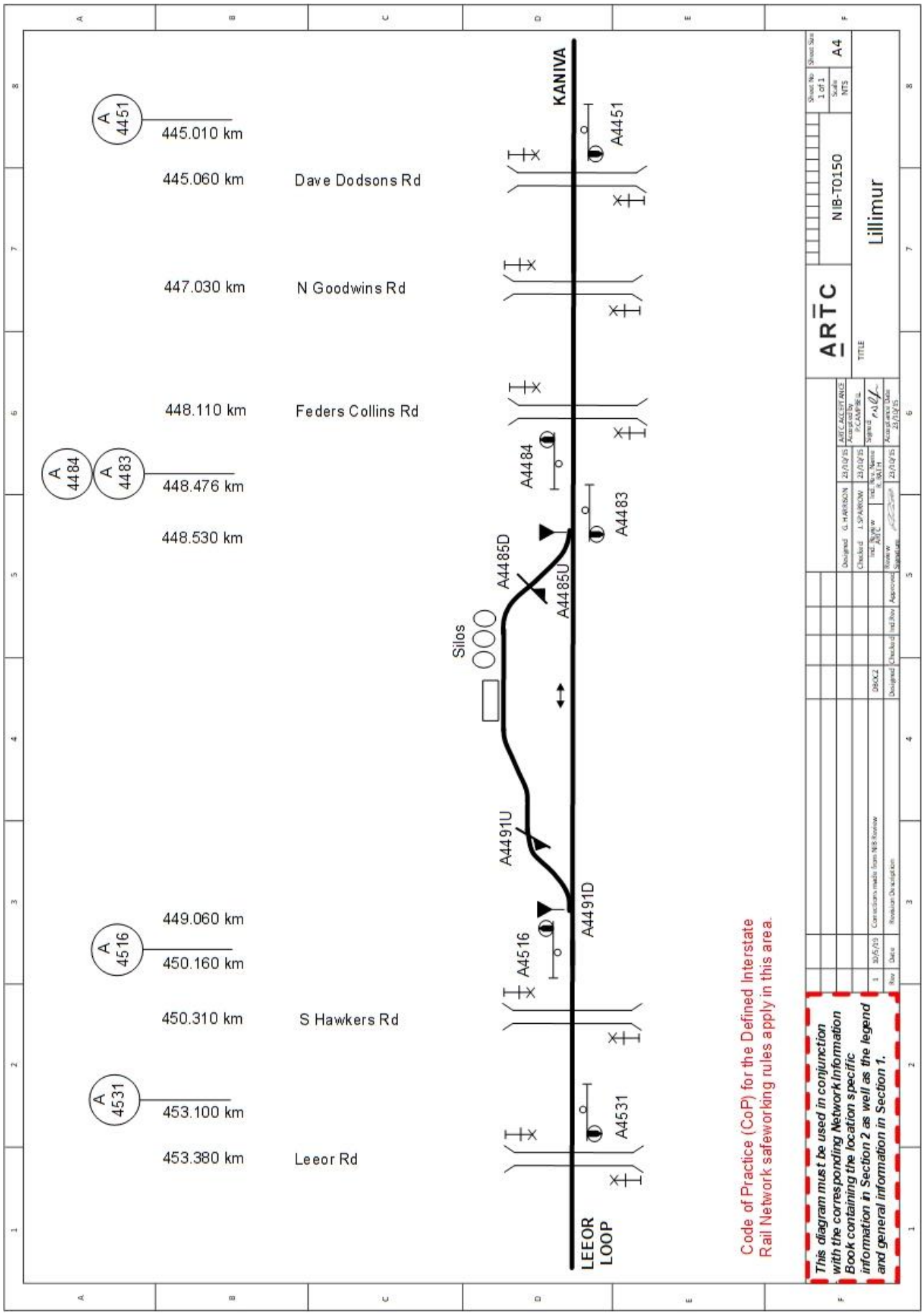
- Nil

Crank handles:

- Nil

Other Information:

This siding is accessible using switch locks.


A 4451
445.010 km
445.060 km
Dave Dodsons Rd
447.030 km
N Goodwins Rd
448.110 km
Feders Collins Rd
A 4484
A 4483
448.476 km
448.530 km
A 4516
449.060 km
450.160 km
450.310 km
S Hawkers Rd
A 4531
453.100 km
453.380 km
Leeor Rd
KANIVA
A4451
A4484
A4483
A4485D
A4485U
Silos
A4491U
A4491D
A4516
A4531
LEEOR LOOP
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
NIB-T0150
Lillimur
A4

2.5 Kaniva (KAV)

This location is closed to all traffic except track maintenance machines.

Standing Room:

- Nil

Goods Siding:

- Yes, No. 2 road 344m (booked out of service due to narrow track centre clearance with main line).
- No. 3 road 116m
- No. 4 road 116m
- Silo road 125m
- Dead end road 103m

Local Control Panel:

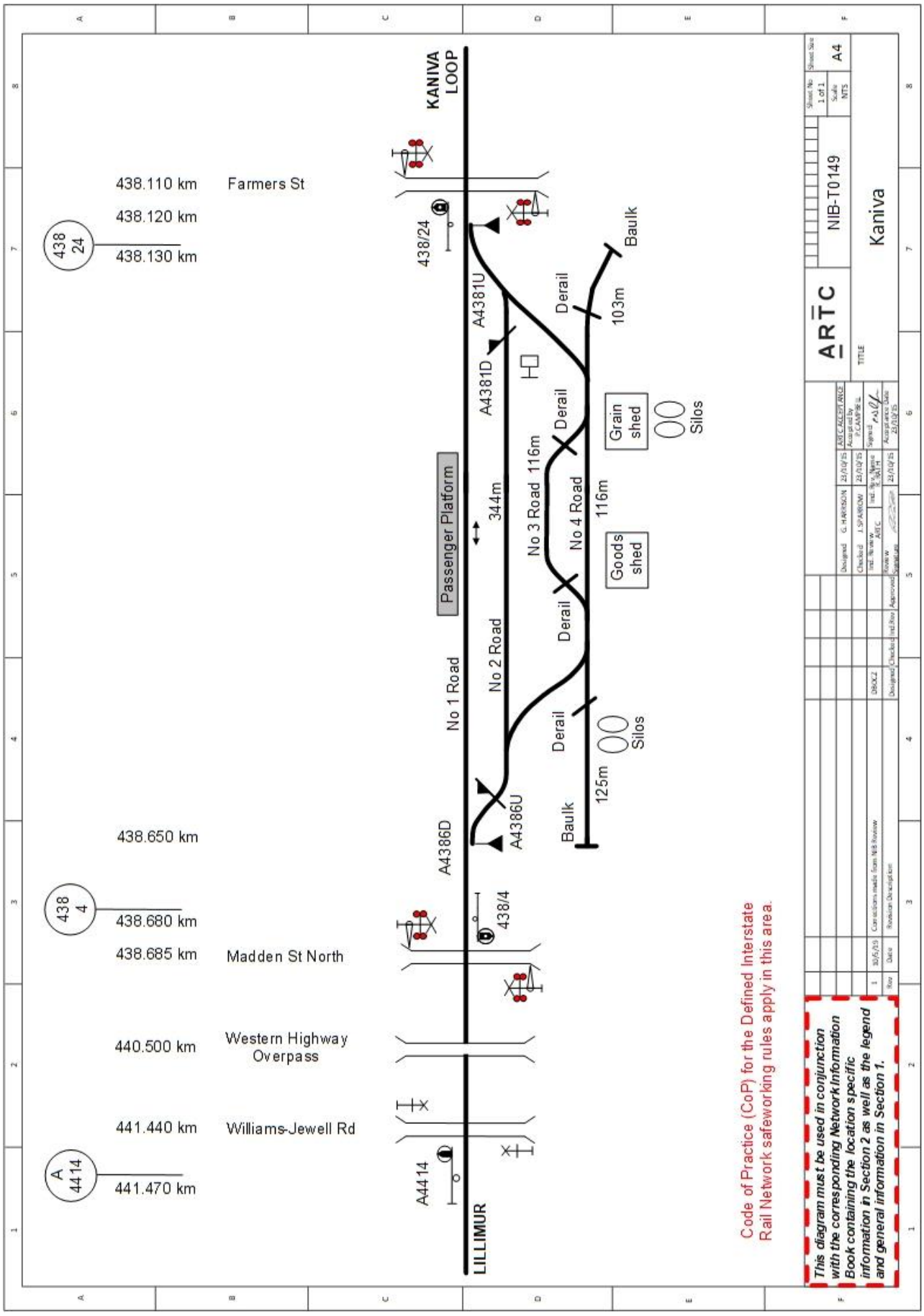
- Nil

Crank handles:

- Nil

Other Information:

This siding is accessible via switch lock and there is a 5P key switch for signals 438/4 and 438/24 and for the Madden Street and Farmers Street level crossings.


KANIVA LOOP
438.110 km
Farmers St
438.120 km
438 24
438.130 km
438/24
A4381U
A4381D
Derail
103m
Baulk
Grain shed
Silos
Passenger Platform
344m
No 3 Road 116m
No 4 Road
116m
Goods shed
No 1 Road
No 2 Road
Derail
Derail
Derail
Baulk
125m
Silos
A4386D
A4386U
438.650 km
438 4
438.680 km
438.685 km
Madden St North
438/4
440.500 km
Western Highway Overpass
441.440 km
Williams-Jewell Rd
A 4414
441.470 km
A4414
LILLIMUR
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
ARTC
NIB-T0149
Kaniva
Sheet No 1 of 1
Scale NTS
Sheet Size A4

2.6 Kaniva Loop (KVL)

Standing Room:

- 1500m

Goods Siding:

- Nil

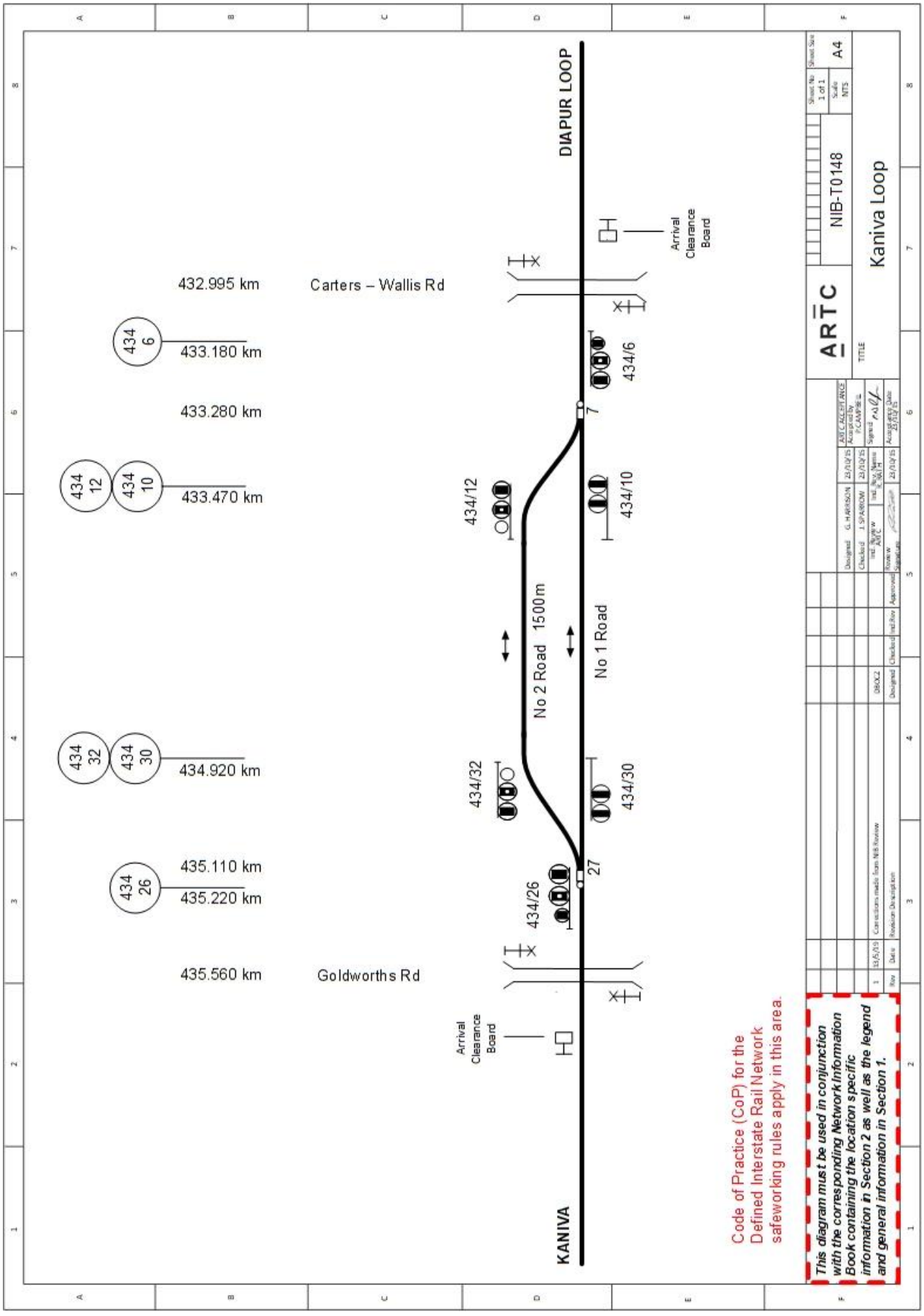
Local Control Panel:

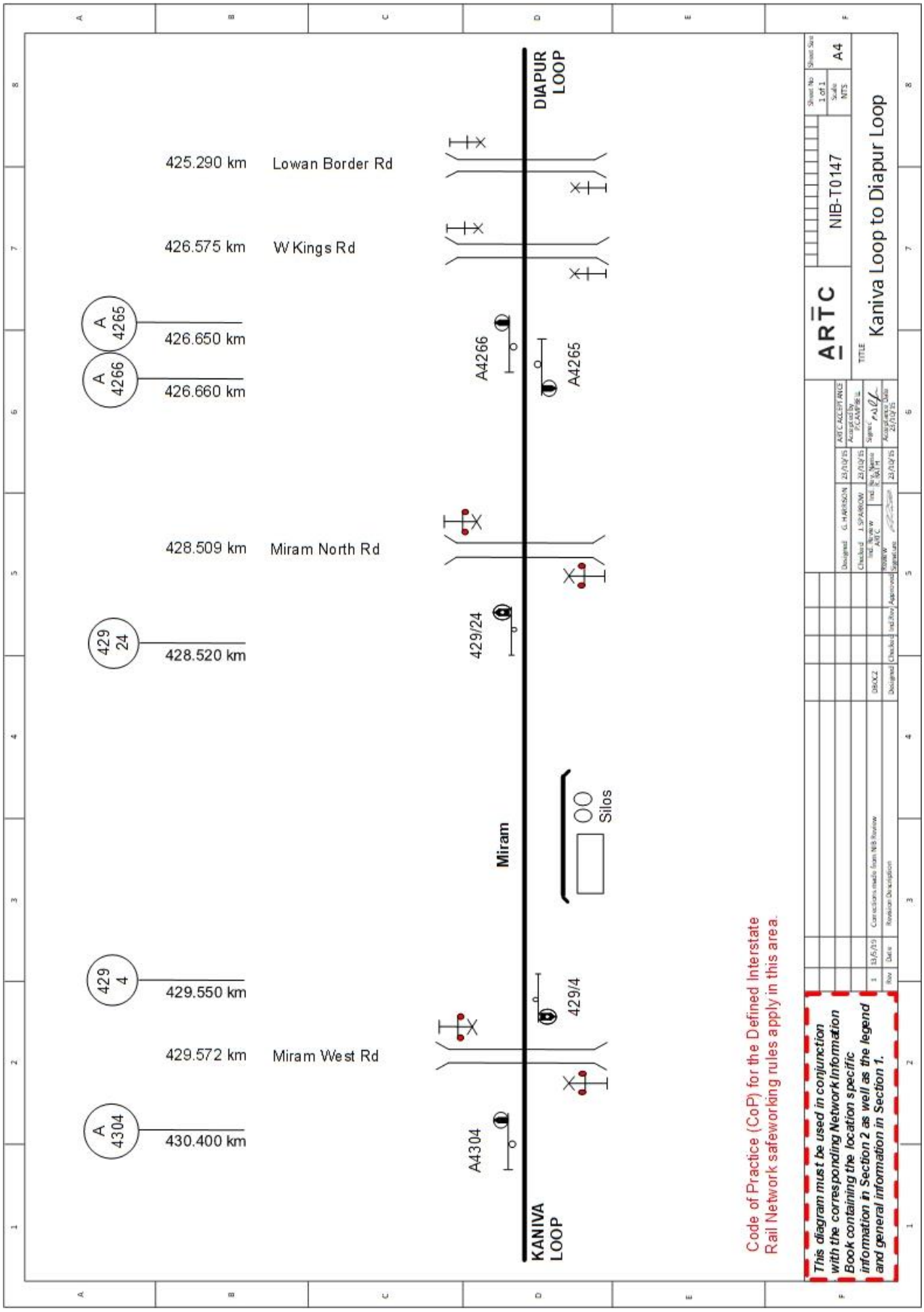
- Portable plug in panel available

Crank handles:

- Dual control point machines

Other Information:


DIAPUR LOOP
KANIVA
Arrival Clearance Board
Arrival Clearance Board
432.995 km
Carters – Wallis Rd
434 6
433.180 km
433.280 km
434 12
434 10
433.470 km
434 32
434 30
434.920 km
435.110 km
434 26
435.220 km
435.560 km
Goldworths Rd
434/12
434/32
434/26
434/10
434/30
434/6
No 2 Road 1500m
No 1 Road
7
27
ARTC
NIB-T0148
Kaniva Loop
A4
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


DIAPUR LOOP
425.290 km
Lowan Border Rd
426.575 km
W Kings Rd
A 4265
426.650 km
A 4266
426.660 km
A4266
A4265
428.509 km
Miram North Rd
429 24
428.520 km
429/24
Miram
Silos
429 4
429.550 km
429.572 km
Miram West Rd
429/4
A 4304
430.400 km
A4304
KANIVA LOOP
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
ARTC
NIB-T0147
Kaniva Loop to Diapur Loop
A4
Scale NTS

2.7 Diapur (DAP)

Standing Room:

- 1880m

Goods Siding:

- Yes, silo road 233m

Local Control Panel:

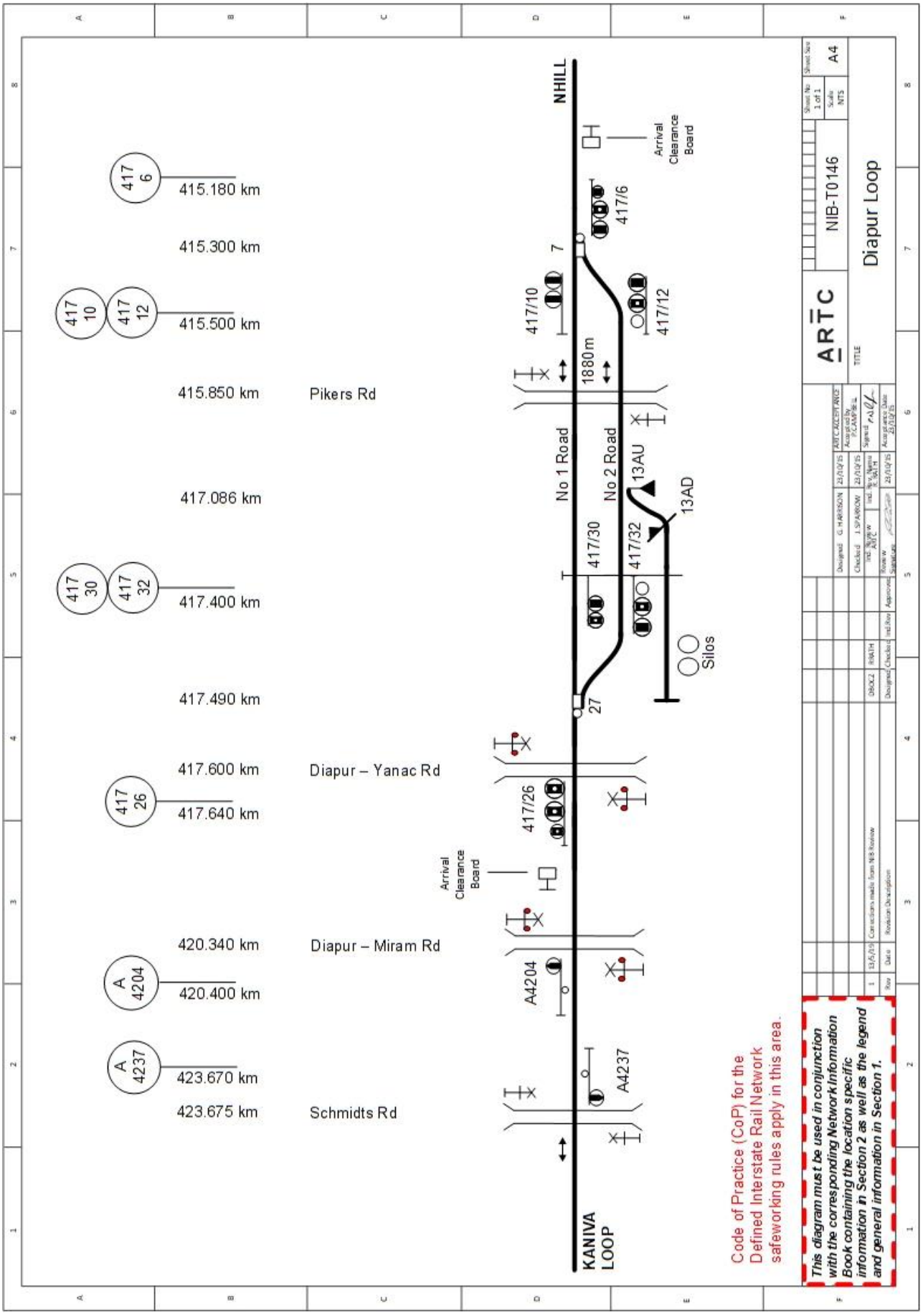
- Portable plug in panel available

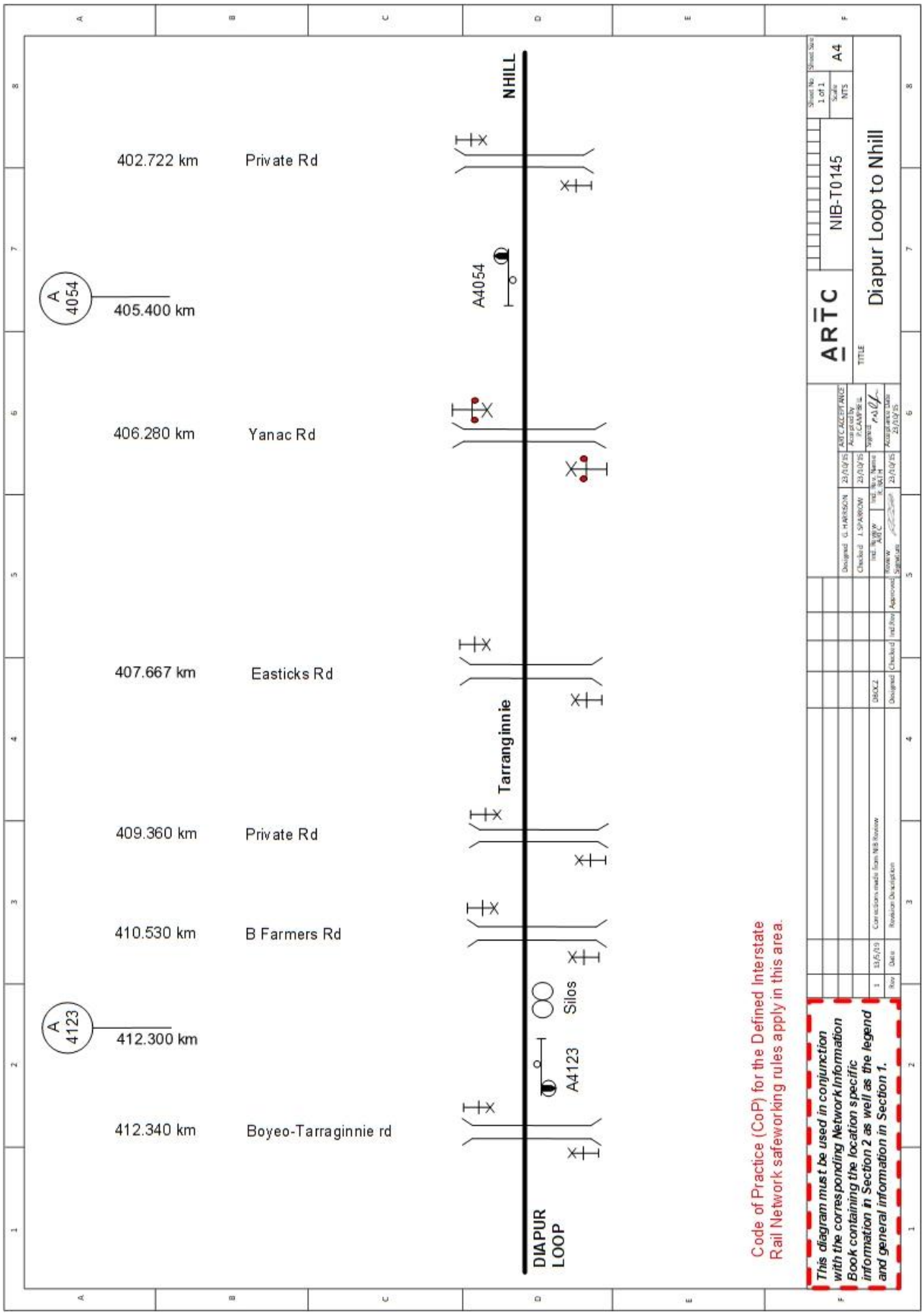
Crank handles:

- Dual control point machines

Other Information:

The silo road is accessible by switch locks.


NHILL
KANIVA LOOP
No 1 Road
No 2 Road
1880m
415.180 km
415.300 km
415.500 km
415.850 km
Pikers Rd
417.086 km
417.400 km
417.490 km
417.600 km
Diapur – Yanac Rd
417.640 km
420.340 km
Diapur – Miram Rd
420.400 km
423.670 km
423.675 km
Schmidts Rd
Arrival Clearance Board
Arrival Clearance Board
Silos
13AU
13AD
417/6
417/10
417/12
417/30
417/32
417/26
A4204
A4237
7
27
Diapur Loop
NIB-T0146
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


NHILL
402.722 km
Private Rd
A 4054
405.400 km
A4054
406.280 km
Yanac Rd
407.667 km
Easticks Rd
Tarranginnie
409.360 km
Private Rd
410.530 km
B Farmers Rd
A 4123
412.300 km
Silos
A4123
412.340 km
Boyeo-Tarraginnie rd
DIAPUR LOOP
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
ARTC
NIB-T0145
Diapur Loop to Nhill
A4
Scale NTS
Sheet No 1 of 1

2.8 Nhill (NHL)

Standing Room:

- 490m

Goods Siding:

- Yes, Grain siding 277m
- Dead end roads 3 and 4, both 128m

Local Control Panel:

- Nil

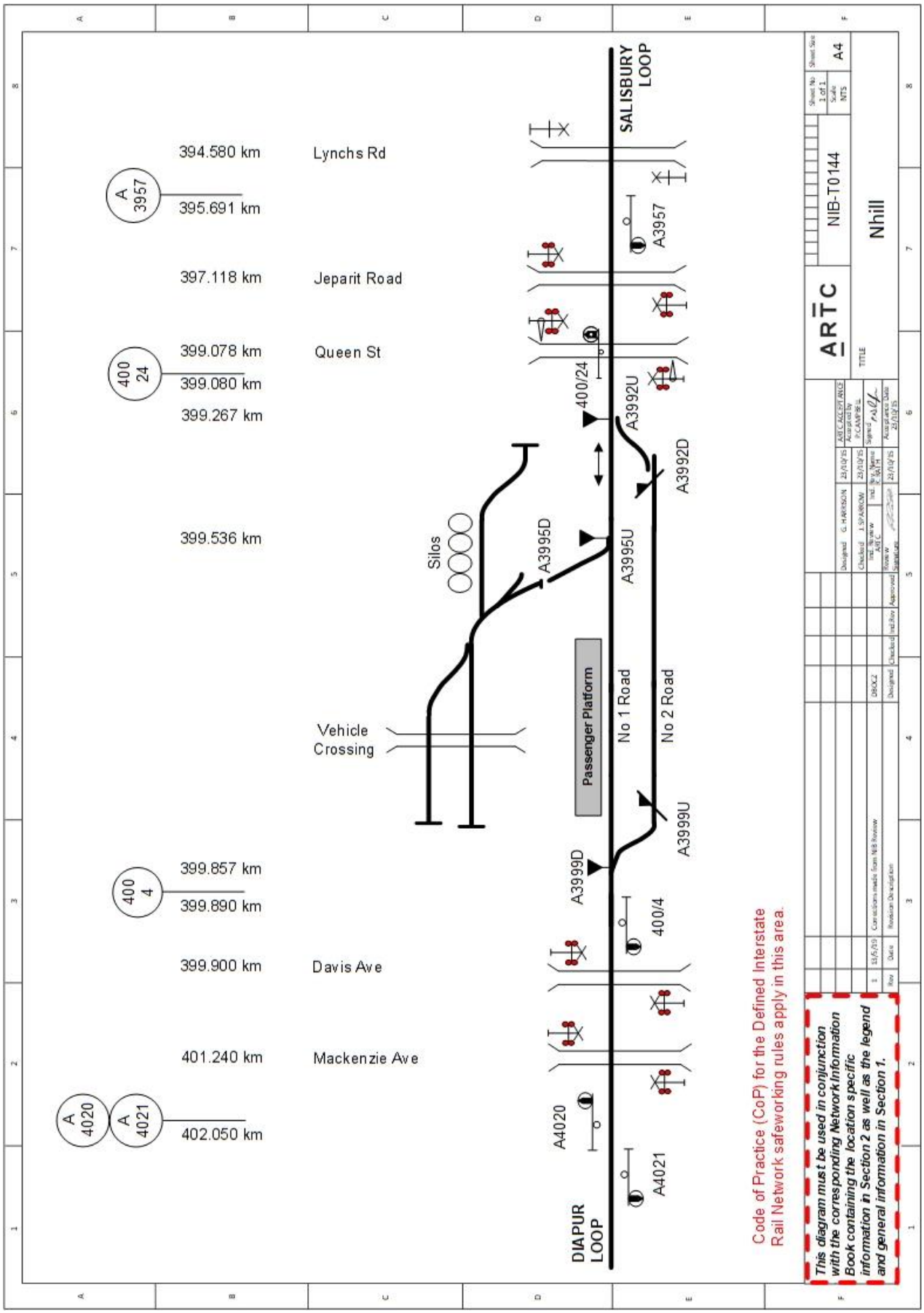
Crank handles:

- Nil

Other Information:

There is a 90m platform at Nhill.

This siding is accessible via switch lock and there is a 5P key switch for signals 400/4 and 400/24 and for the Davis Avenue and Queen Street level crossings.


394.580 km
Lynchs Rd
A 3957
395.691 km
397.118 km
Jeparit Road
399.078 km
Queen St
400 24
399.080 km
399.267 km
399.536 km
Silos
Vehicle Crossing
399.857 km
400 4
399.890 km
399.900 km
Davis Ave
401.240 km
Mackenzie Ave
A 4020
A 4021
402.050 km
SALISBURY LOOP
DIAPUR LOOP
A3957
400/24
A3992U
A3992D
A3995D
A3995U
Passenger Platform
No 1 Road
No 2 Road
A3999U
A3999D
400/4
A4020
A4021
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
NIB-T0144
Nhill
A4

2.9 Salisbury Loop (SAL)

Standing Room:

- 1553m

Goods Siding:

- Yes, dead end siding 188m

Local Control Panel:

- Portable panel available

Crank handles:

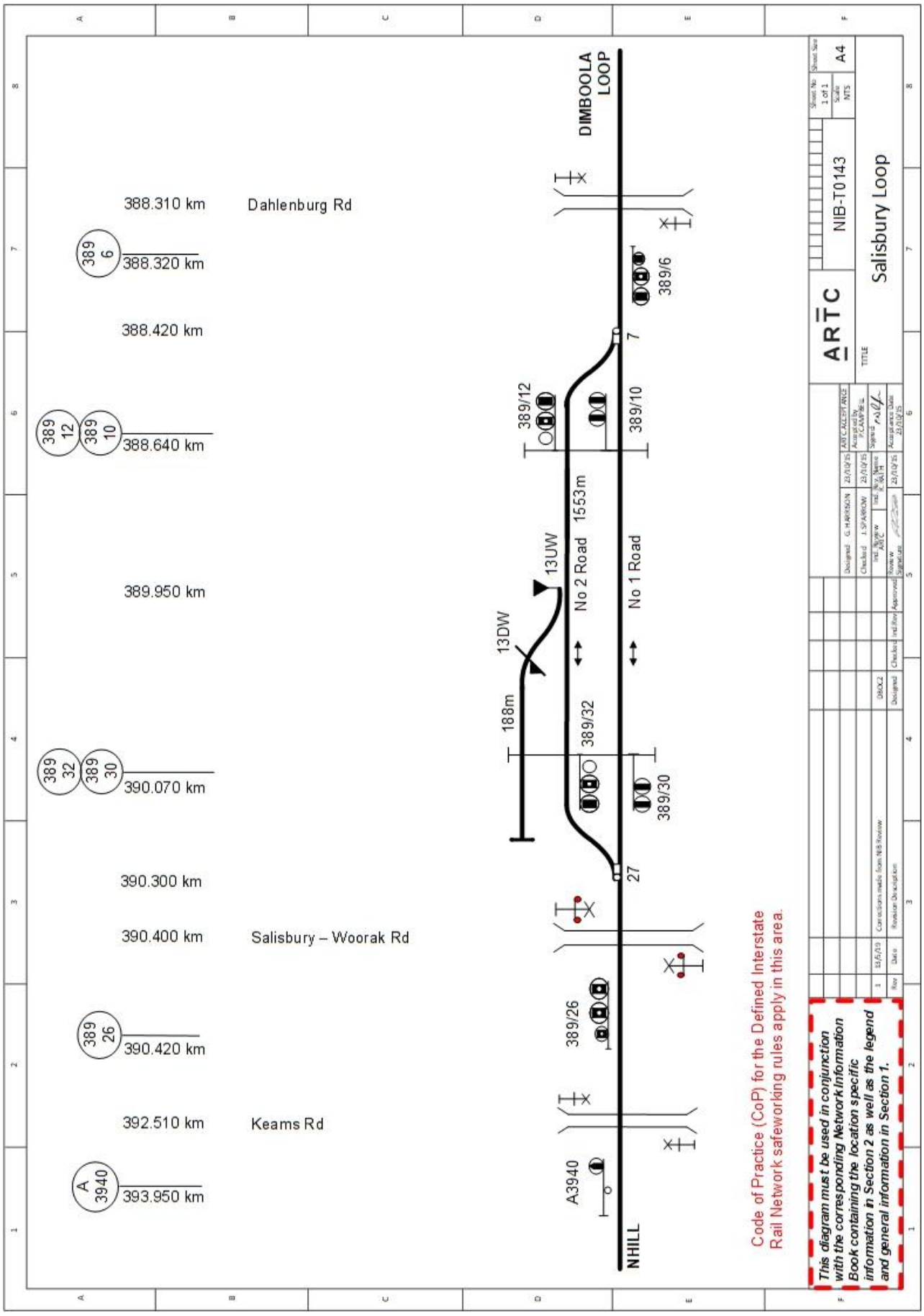
- Dual control point machines

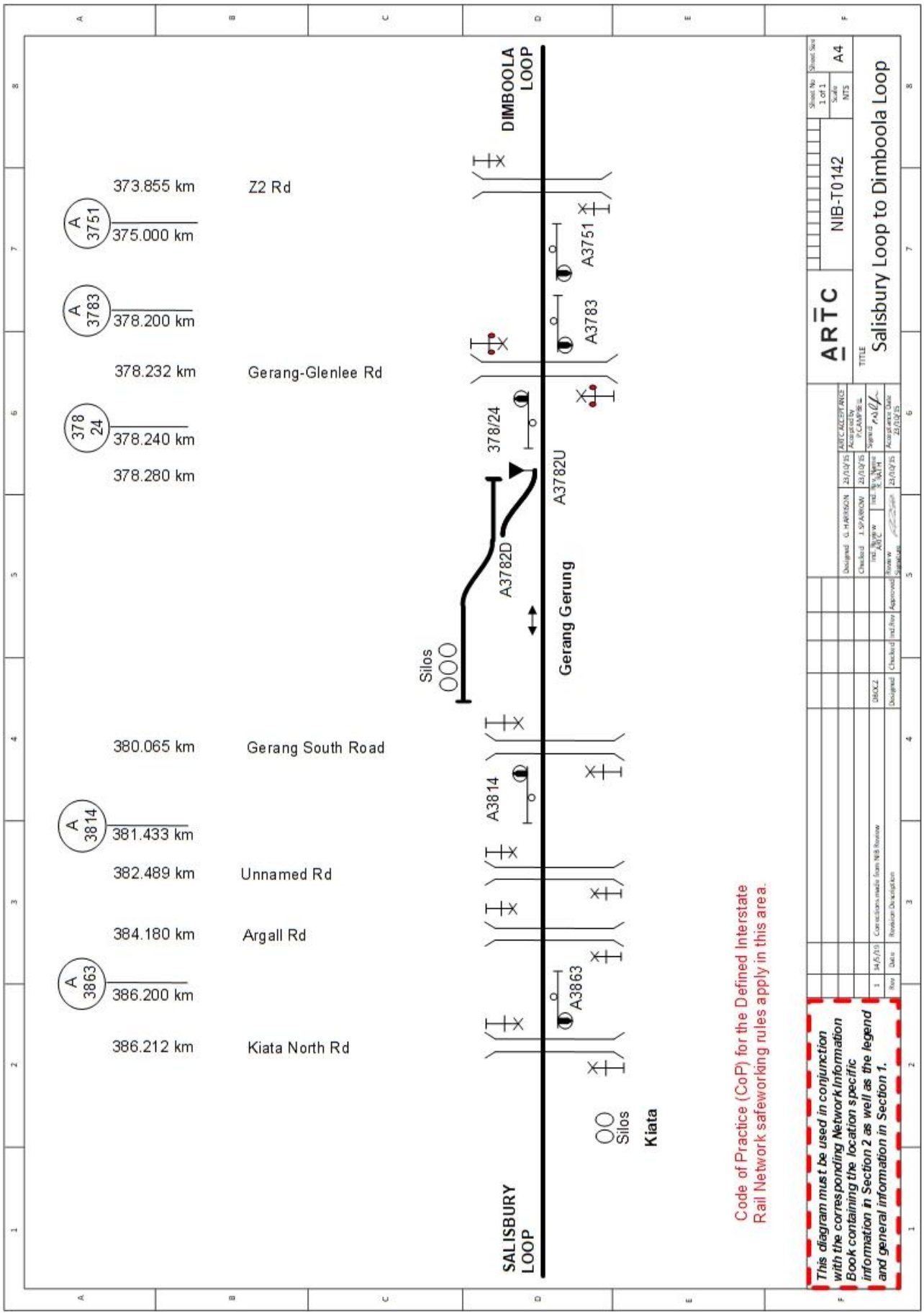
Other Information:

Gerang Gerung

This location is closed to all traffic except track maintenance machines.

- Not used for trains
- Single ended siding length 314m. (Points face Melbourne)


DIMBOOLA LOOP
388.310 km
Dahlenburg Rd
389 6
388.320 km
388.420 km
389 12
389 10
388.640 km
389.950 km
389 32
389 30
390.070 km
390.300 km
390.400 km
Salisbury – Woorak Rd
389 26
390.420 km
392.510 km
Keams Rd
A 3940
393.950 km
NHILL
A3940
389/26
389/32
389/30
389/12
389/10
389/6
13DW
13UW
188m
No 2 Road 1553m
No 1 Road
27
7
ARTC
NIB-T0143
Salisbury Loop
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


DIMBOOLA LOOP
373.855 km
Z2 Rd
A 3751
375.000 km
A 3783
378.200 km
378.232 km
Gerang-Glenlee Rd
378 24
378.240 km
378.280 km
A3751
A3783
378/24
A3782U
A3782D
Silos
Gerang Gerung
380.065 km
Gerang South Road
A 3814
381.433 km
A3814
382.489 km
Unnamed Rd
384.180 km
Argall Rd
A 3863
386.200 km
A3863
386.212 km
Kiata North Rd
Silos
Kiata
SALISBURY LOOP
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
ARTC
NIB-T0142
TITLE
Salisbury Loop to Dimboola Loop
Sheet No 1 of 1
Scale NTS
Sheet Size A4

2.10 Dimboola Loop (DIL)

Standing Room:

- 1800m

Goods Siding:

- Yes, Private grain siding
- 1445m

Local Control Panel:

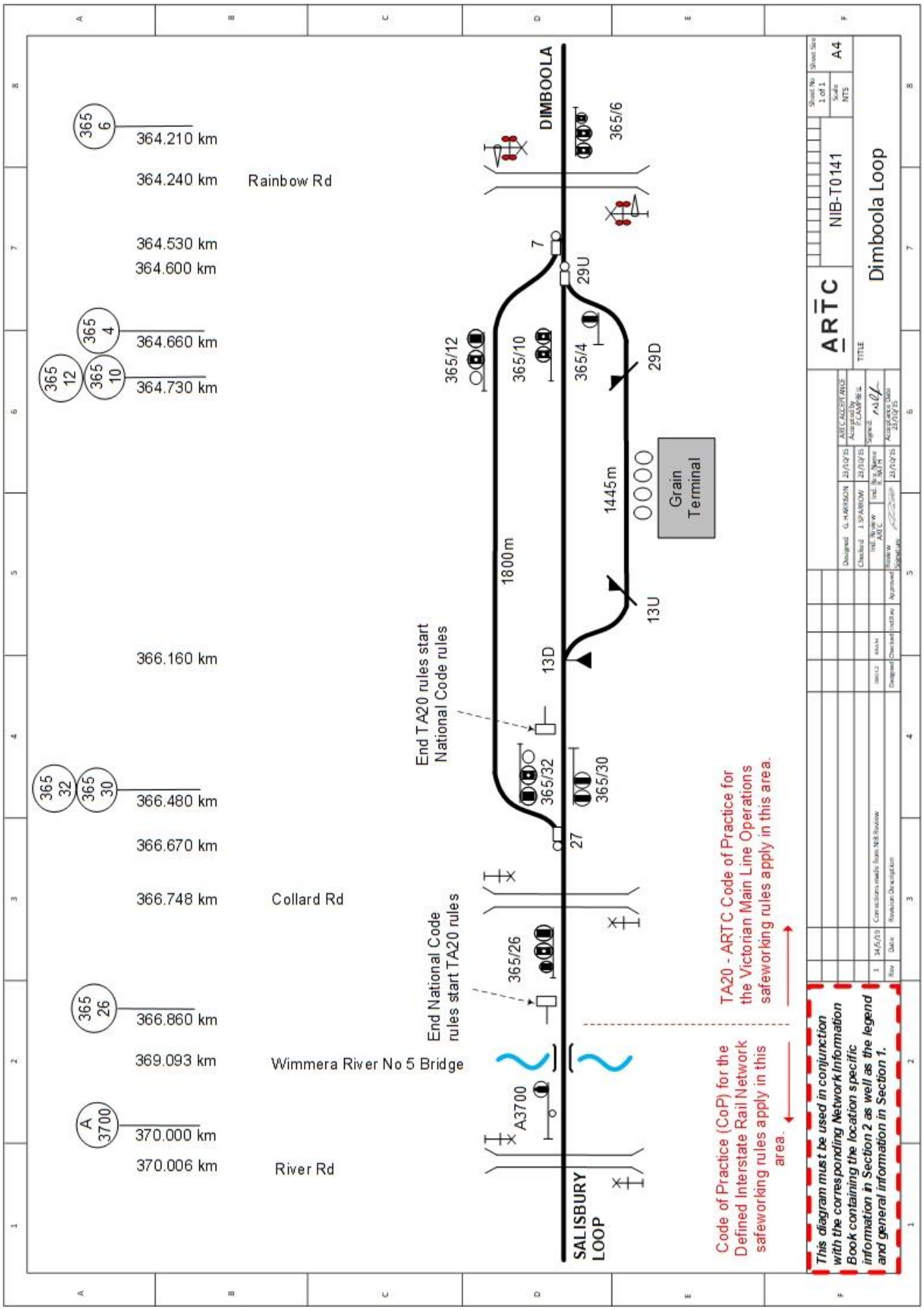
- Nil

Crank handles:

- Dual Control Point Machines

Other Information:

Melbourne end points of siding are motorised and can be hand operated in failure mode. Adelaide end points are operated by switch lock release.


DIMBOOLA
SALISBURY LOOP
364.210 km
364.240 km
Rainbow Rd
364.530 km
364.600 km
364.660 km
364.730 km
366.160 km
366.480 km
366.670 km
366.748 km
Collard Rd
366.860 km
369.093 km
Wimmera River No 5 Bridge
370.000 km
370.006 km
River Rd
365/6
365/4
365/12
365/10
365/32
365/30
365/26
A3700
7
29U
29D
13U
13D
27
1800m
1445m
Grain Terminal
End TA20 rules start National Code rules
End National Code rules start TA20 rules
TA20 - ARTC Code of Practice for the Victorian Main Line Operations safeworking rules apply in this area.
Code of Practice (CoP) for the Defined Interstate Rail Network safeworking rules apply in this area.
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
NIB-T0141
Dimboola Loop
A4

2.11 Dimboola (DIM)

Standing Room:

- 885m

Goods Siding:

- Yes, No. 2 road 878m
- No 3 road 219m
- No. 4 road 193m
- No. 5 road to be confirmed
- Dead end road off the western end 195m
- Turn table road 125m with 20m turn table
- C siding 505m leased to Pacific National
- D siding 895m leased to Pacific National

Local Control Panel:

- Yes, no access to train crews

Crank handles:

- Nil

Other Information:

2.11.1 Dimboola Station Operating Procedures

Dimboola Station is an Unattended Location which is remotely controlled from NCCW.

The CTC sections are Pimpinio Loop to Dimboola Station and Dimboola Station to Dimboola Loop.

Main Line CTC Arrival Signals:

If home arrival signals 362/26 and 362/6 at Dimboola Station are in the stop position in the event of a signal failure the authority to pass the affected signal at Stop will be a CTC Home Arrival Message for No 1 track (Main Line) or No 2 track (Dimboola Yard).

Note *Train crews must ensure all points are correctly set prior to an Arrival Message being issued as per TA20 Section 17 Rule 7.*

Main Line CTC Departure Signals:

If home departure signals 362/10, or 362/30 at Dimboola Station are at stop in the event of a failure affecting the Main Line a CTC Caution order is to be issued as per TA20 Section 17 Rule 7.

Note *this also applies to Dwarf signals 362/32and 362/12 for all departures from the Yard towards the Main Line.*

Note *Train crews must ensure all points are correctly set prior to a CTC Caution order being issued as per TA20 Section 17 Rule 7.*

Dimboola Turntable:

Should any operator require access to the SG turntable, Permission must be obtained from the ARTC Network Controller. The key required for the operation of the Turntable is located in the switchlock box for C and D sidings. When the use of the turntable is completed the operator must return the key and advise the ARTC Network Controller.

Dimboola Yard Hand Points:

The hand points located on No.2 road in Dimboola Yard must be restored to the normal position after use. All operators when shunting at Dimboola Yard must return these hand points back to the normal position prior to departing.

No vehicles are permitted to be stabled on no 2 road Dimboola Yard without the authority of the Train Transit Manager.

Dimboola Station radio controlled Yard lighting:

The Dimboola Yard lighting for C and D sidings can be accessed via Channel 10

Dimboola shunting Channel: The shunt Channel for Dimboola Station Yard is Channel 19.

Track Maintenance activities: Should track Maintenance activities are required to work within the Dimboola Station limits, these works must be carried out as per TA20 section 15.

2.11.2 Dimboola Authority to Pass Signals

Signal Number	Route	Authority issued
362/30	Station Yard Limits only	Signalman's Caution Order
362/28	to Yard or Main Line.	Signalman's Caution Order
362/34	to branch Line (Yaapeet Line)*	Signalman's Caution Order
362/36	Branch Line to Yard.	Signalman's Caution Order

363.700 km
Western Highway Overpass
363.130 km
362 36
363.100 km
Cemetery Rd
363.030 km
362 34
362.340 km
362 26
362.340 km
362 28
362.300 km
362.240 km
362.228 km
362 30
362.226 km
362 32
362.070 km
362.000 km
361.960 km
361.800 km
Pedestrian Overpass
361.550 km
Pedestrian Overpass
361.370 km
362 12
361.310 km
362 10
361.300 km
High St
361.270 km
360.870 km
362 6

4
5
3
2
1
Fuel Pad
Jeparit
362/36
362/34
362/28
362/26
27U
29D
362/32
DIMBOOLA LOOP
27D
29U
362/30
2AU
Siding C
2AD
Siding D
363.000 km
362.600 km
362.230 km
No 5 Road
No 4 Road
No 3 Road
No 2 Road
No 1 Road
Passenger Platform
Silos
Grain Elevators Siding
Siding A
362/12
7D
7U
WAIL
362/10
362/6

This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

Rev	Date	Revision Description	Designed	Checked	Ind.Rev	Approved
1	14/8/18	Corrections made from NIB Review Update	DSOCI			

Designed G. HARRISON 25/10/15
Checked J. SPARROW 25/10/15
Ind. Review ARTC
Ind. Rev. Name K. RATH
Review Signature 25/10/15
ARTC ACCEPTANCE
Accepted by P.CAMPBELL
Signed:
Acceptance Date 25/10/15

ARTC
TITLE
NIB-T0140
Dimboola
Sheet No 1 of 1
Scale NTS
Sheet Size A3

2.12 Wail – CLOSED

Standing Room:

- Nil

Goods Siding:

- 460m

Local Control Panel:

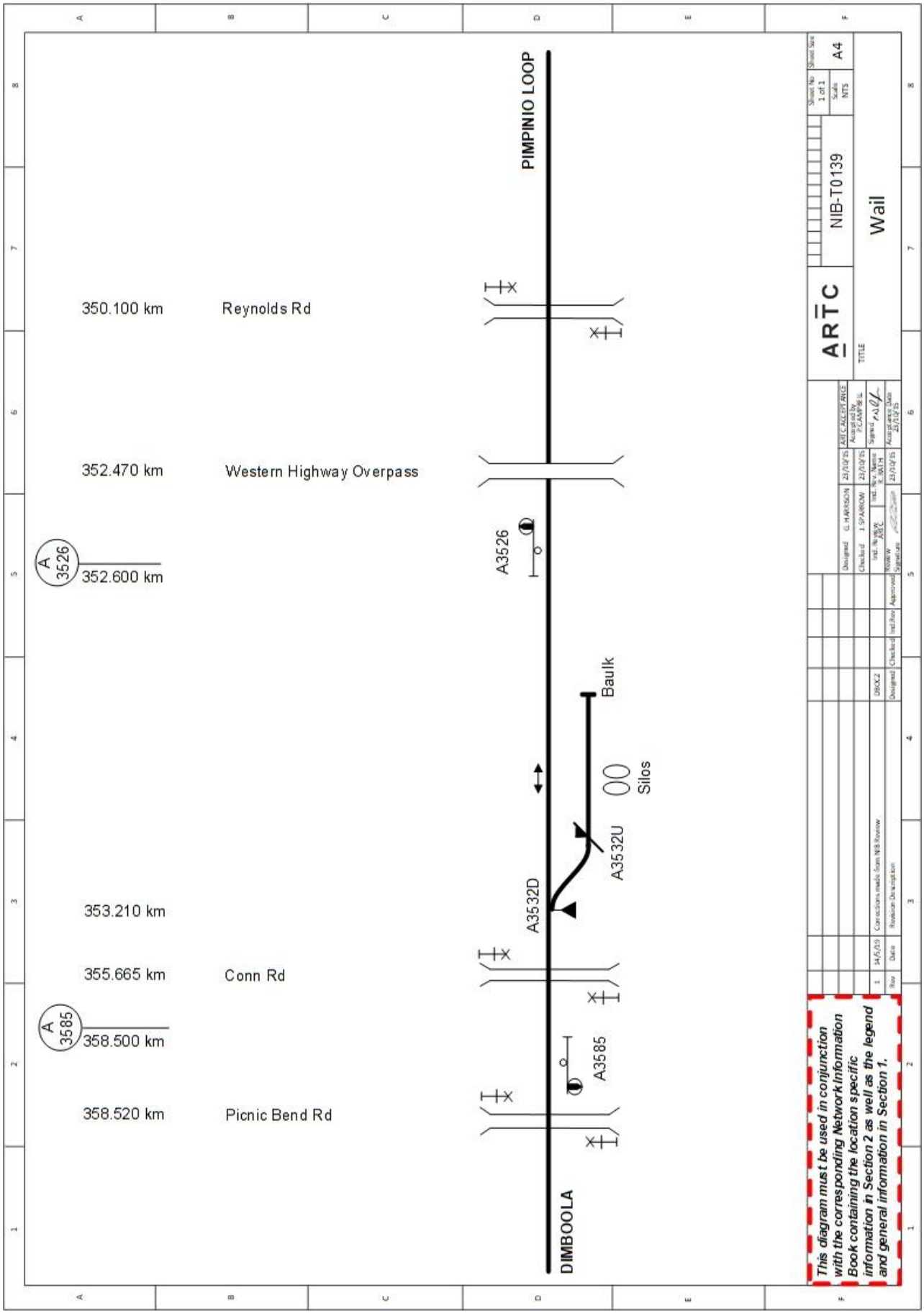
- Nil

Crank handles:

- Nil

Other Information:

This siding is accessible by switch lock.


PIMPINIO LOOP
DIMBOOLA
350.100 km
Reynolds Rd
352.470 km
Western Highway Overpass
A 3526
352.600 km
353.210 km
355.665 km
Conn Rd
A 3585
358.500 km
358.520 km
Picnic Bend Rd
A3526
A3532D
A3532U
A3585
Baulk
Silos
NIB-T0139
Wail
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.13 Pimpinio Loop (PCL)

Standing Room:

- 1859m

Goods Siding:

- Nil

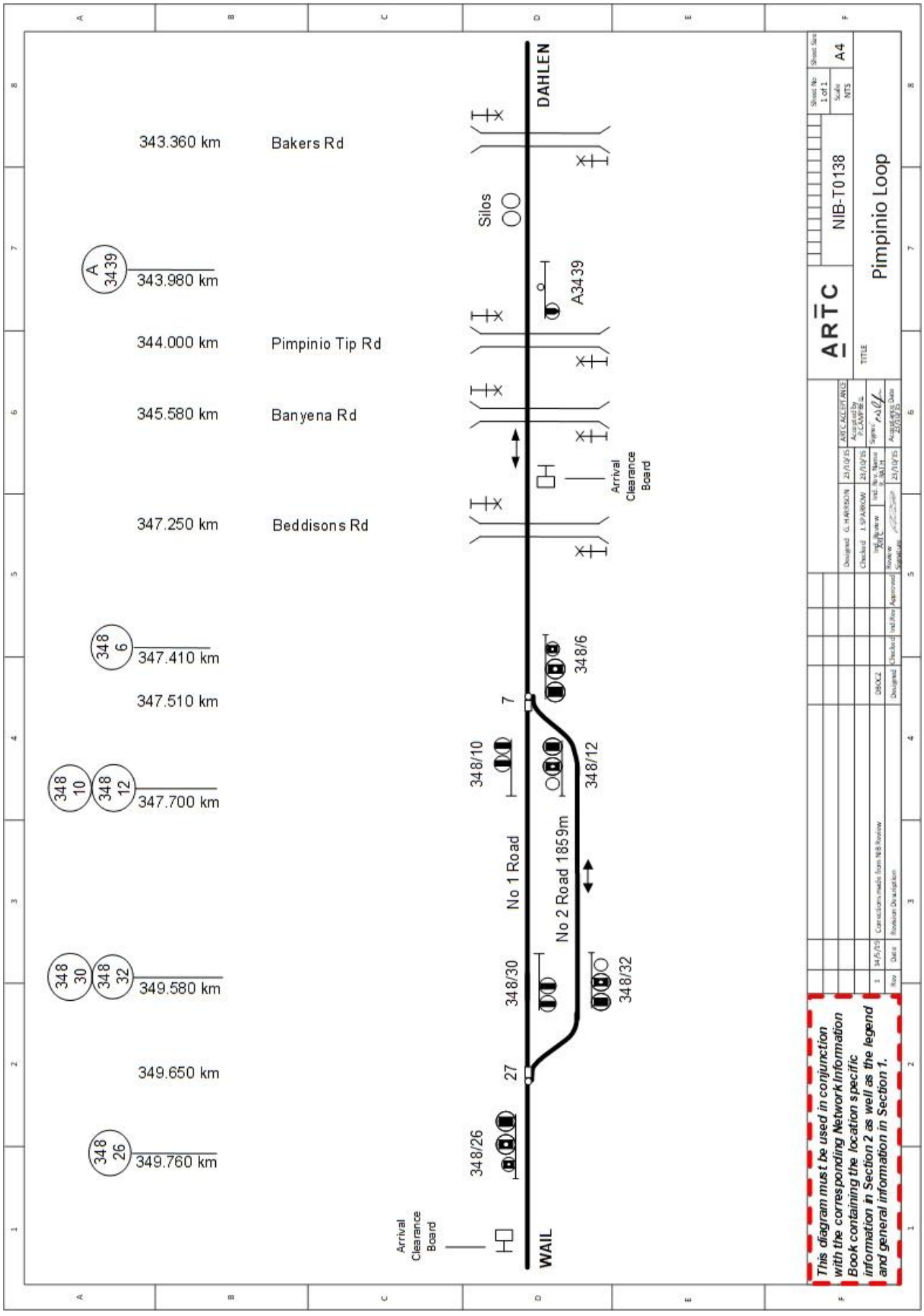
Local Control Panel:

- Not accessible by train crews

Crank handles:

- Nil

Other Information:


343.360 km
Bakers Rd
A 3439
343.980 km
344.000 km
Pimpinio Tip Rd
345.580 km
Banyena Rd
347.250 km
Beddisons Rd
348 6
347.410 km
347.510 km
348 10
348 12
347.700 km
348 30
348 32
349.580 km
349.650 km
348 26
349.760 km
DAHLEN
Silos
A3439
Arrival Clearance Board
348/6
348/10
7
348/12
No 1 Road
No 2 Road 1859m
348/30
27
348/32
348/26
Arrival Clearance Board
WAIL
NIB-T0138
Pimpinio Loop
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.14 Dahlen (DGB) - Closed

Standing Room:

- N/A

Goods Siding:

- Yes, dead end road 130m

Local Control Panel:

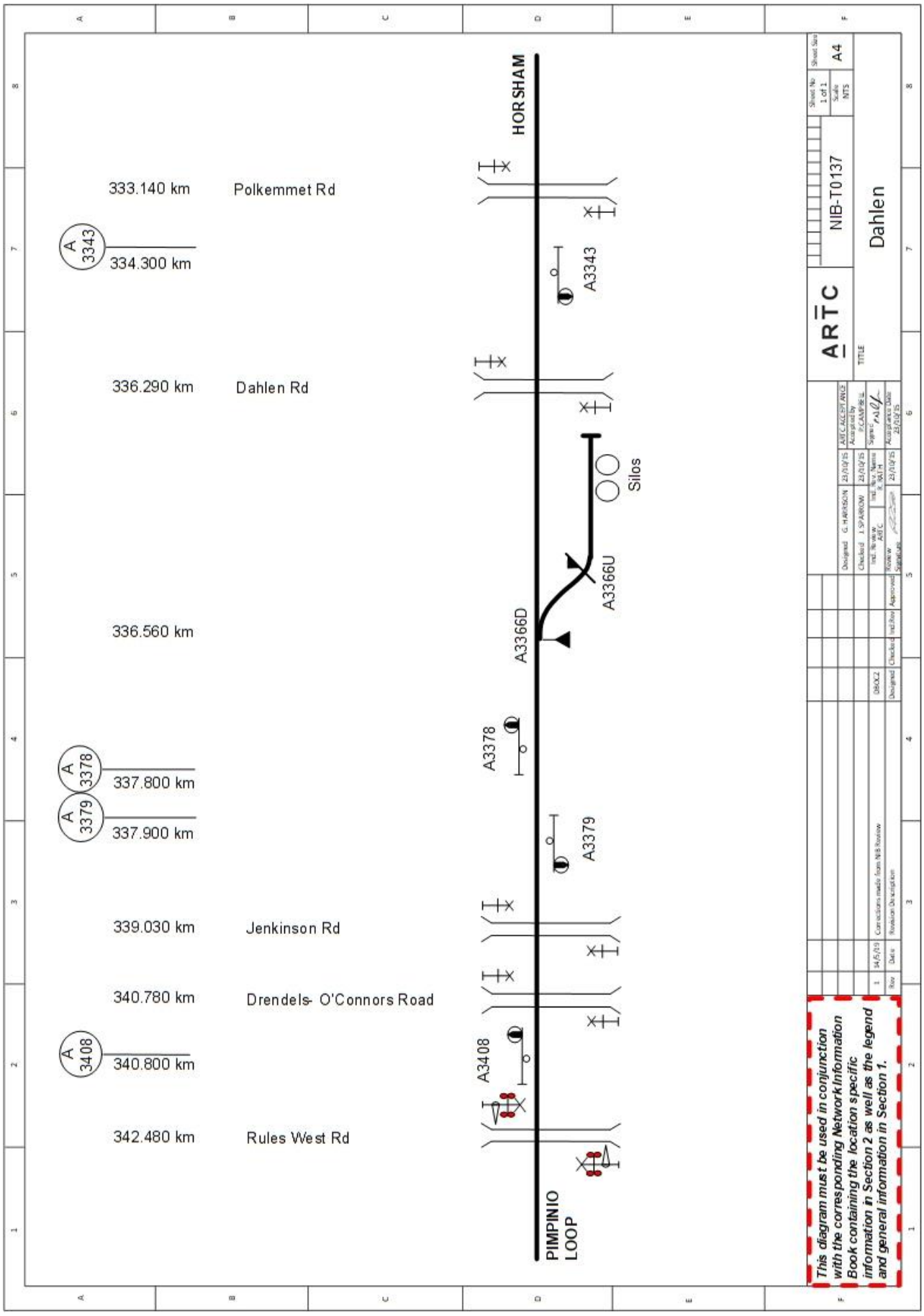
- Nil

Crank handles:

- Nil

Other Information:

This siding is accessible by switch lock.


HORSHAM
333.140 km
Polkemmet Rd
A3343
334.300 km
336.290 km
Dahlen Rd
A3343
Silos
A3366U
336.560 km
A3366D
A3378
337.800 km
A3379
337.900 km
A3379
339.030 km
Jenkinson Rd
340.780 km
Drendels- O'Connors Road
A3408
340.800 km
342.480 km
Rules West Rd
PIMPINIO
LOOP
ARTC
NIB-T0137
Dahlen
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.15 Horsham (HRM)

Standing Room:

- 1550m

Goods Siding:

- Yes, No.3 road 394m

Local Control Panel:

- Yes, not accessible by train crews

Crank handles:

- Nil, dual control point machines

Other Information:

There is a 180m platform at Horsham.

2.15.1 Ground Frames at Horsham

The Ground Frame is located within the Horsham Yard on the Melbourne side of Kalkee Road overbridge leading from No.2 to No.3 track.

Equipment Provided:

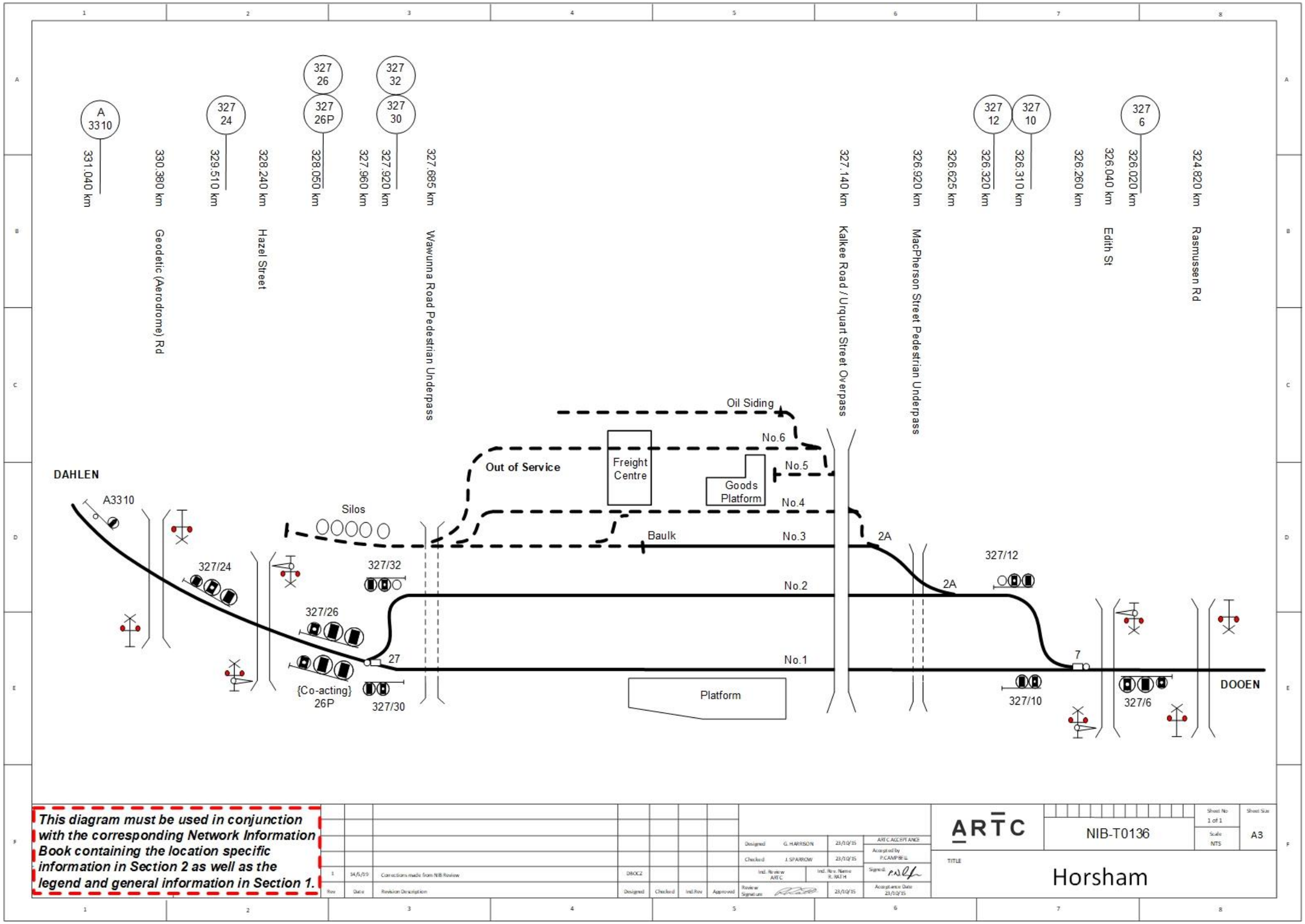
- Two-lever Ground Frame (Point Lever and Lockbar Lever)
- 5P Key Switch for the acceptance of the release
- White Indicating Light (to indicate that the release has been given by the ARTC Network Controller Mile End)

Method of Operation

1. Confer with ARTC Network Controller Mile End and request the release for the Ground Frame.
2. When the Indicating Light illuminates, accept the release by operating the 5P Key Switch (turn 5P key to the right).
3. The points may then be operated via the use of the point lever.
4. Operate lock bar lever.
5. When shunting has been completed, return the points and lock bar to the Normal position, return the 5P Key Switch to the Central position, withdraw the 5P Key and advise the ARTC NC Mile End accordingly.

Note: When Horsham panel is switched in the release for the Ground Frame will be given by the Signaller.

When Horsham panel is switched out the release for the Ground Frame will be given by the ARTC Network Controller NCCW.


A 3310
331.040 km
330.380 km
Geodetic (Aerodrome) Rd
327 24
329.510 km
328.240 km
Hazel Street
327 26
327 26P
328.050 km
327 32
327 30
327.960 km
327.920 km
327.685 km
Wawunna Road Pedestrian Underpass
327.140 km
Kalkee Road / Urquart Street Overpass
326.920 km
MacPherson Street Pedestrian Underpass
326.625 km
327 12
326.320 km
327 10
326.310 km
326.260 km
326.040 km
Edith St
327 6
326.020 km
324.820 km
Rasmussen Rd
Oil Siding
No.6
No.5
No.4
No.3
No.2
No.1
Out of Service
Freight Centre
Goods Platform
Baulk
Platform
DAHLEN
A3310
Silos
327/24
327/32
327/26
27
{Co-acting} 26P
327/30
2A
327/12
7
327/10
327/6
DOOEN
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
Corrections made from NIB Review
Designed G. HARRISON 23/10/15
Checked J. SPARROW 23/10/15
Ind. Review ARTC
Ind. Rev. Name R. RATH
Review Signature 23/10/15
ARTC ACCEPTANCE
Accepted by P.CAMPBELL
Acceptance Date 23/10/15
ARTC
NIB-T0136
Sheet No 1 of 1
Sheet Size A3
Scale NTS
TITLE
Horsham

2.16 Dooen (DEN) - Closed

Standing Room:

- 533m

Goods Siding:

- Nil

Local Control Panel:

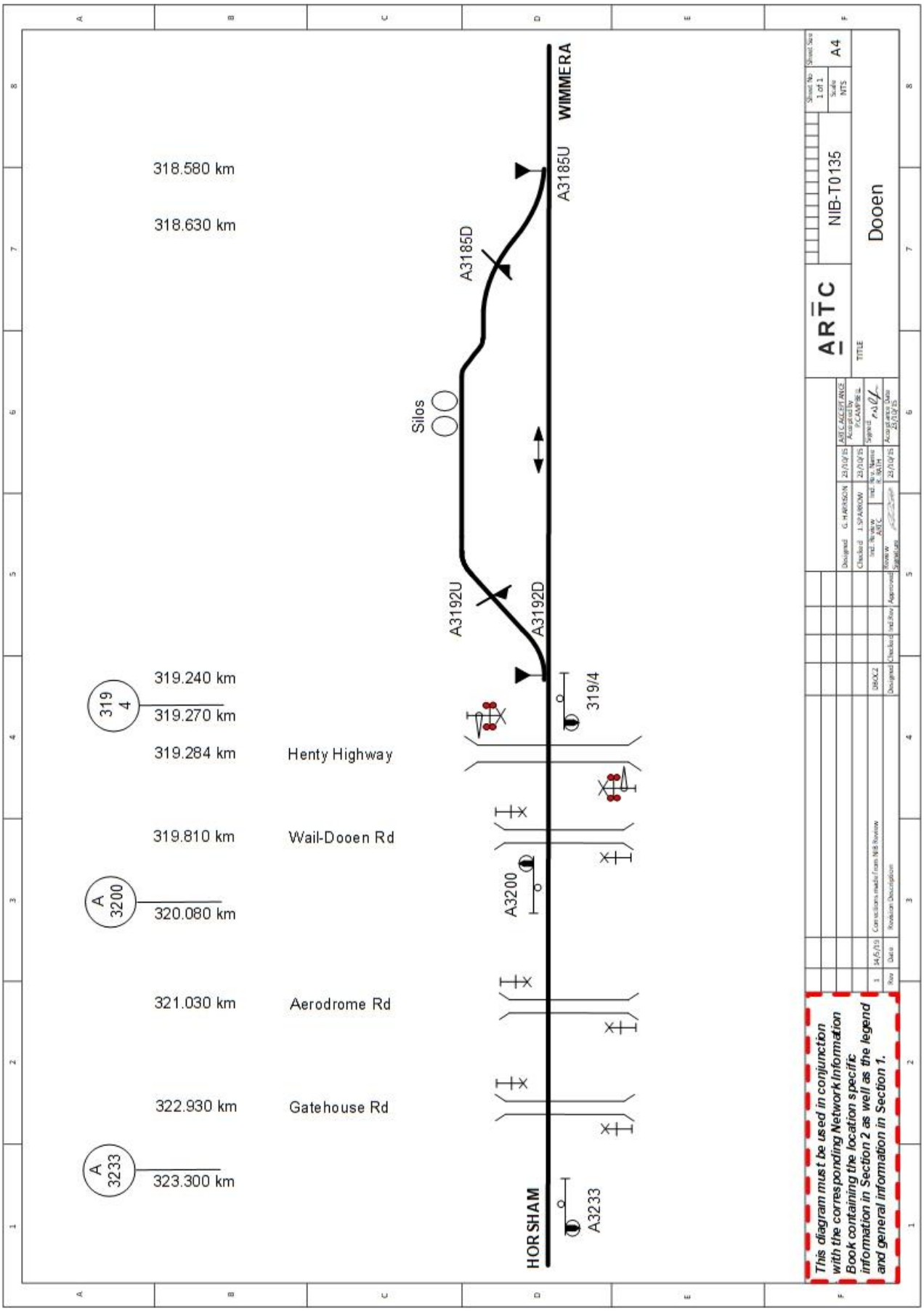
- Nil

Crank handles:

- Nil

Other Information:

This siding is accessible by switch lock, and there is a 5P key switch for signal 319/4 and Henty Highway level crossing.


318.580 km
318.630 km
A3185U
WIMMERA
A3185D
Silos
A3192U
A3192D
319/4
319.240 km
319 4
319.270 km
319.284 km
Henty Highway
319.810 km
Wail-Dooen Rd
A 3200
320.080 km
A3200
321.030 km
Aerodrome Rd
322.930 km
Gatehouse Rd
A 3233
323.300 km
HORSHAM
A3233
ARTC
NIB-T0135
Dooen
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.17 Wimmera Intermodal Siding (WID)

Standing Room:

- N/A

Goods Siding:

- Private siding

Local Control Panel:

- Nil

Crank handles:

- No, dual control point machines

Other Information:

2.17.1 Process for the operation of trains between WIFT and ARTC at Dooen

Management of arriving movements

Train operators requiring access to the Wimmera Intermodal Freight Terminal must first confirm with the siding operator that the movement can be accepted prior to requesting a train path from ARTC.

Upon an approaching movement departing Lubeck, or Dimboola, the train crew of a movement requiring access to the Wimmera Intermodal Freight Terminal must confer with the siding operator and establish that the movement can be accepted, and then advise the ARTC Network Controller.

The ARTC Network Controller must not allow the movement to depart Murtoa Loop, or Dimboola unless it has been confirmed that the movement can be accepted unimpeded into the sidings.

Upon confirmation, the ARTC Network Controller will set the route for the movement to proceed into the siding which will be stored.

Upon the movement passing the automatic signal to the rear of the home signal protecting the points providing access into the Freight Terminal, and provided the route has been set, a timer will commence and upon expiry of the timer the points will set and the signal will display a low speed aspect.

Train Crews and Wimmera Freight Terminal Operators are responsible for ensuring that hand points are correctly set for the arrival of the movement.

Departing movements

When a movement is ready to depart the Wimmera Intermodal Freight Terminal, the train crew must first contact the ARTC network controller and provide the appropriate train details for the movement and advise the movement is ready to proceed.

Provided the movement can be accepted, the ARTC Network Controller may set the route and signal the movement to depart.

Departure signals 316/12 and 316/32 are provided with illuminated 65 permitting an exit speed onto the ARTC Main line increasing for low speed caution to medium speed 65 kph.

When increasing speed to 65 kph, the train crew must ensure that the train speed increase does not impact on other operations within the terminal and that the train can increase speed safely.

Upon the whole of the train cleared the points on the main line, the train may increase to normal track speed.

Arrival Clearance Signs

Arrival Clearance signs are provided in advance of signals 316/6 and 316/26 to indicate the location the lead locomotive of an arriving train must be prior to the signal displaying a 'Low Speed Warning' aspect when a train is being routed into the siding.

Provided the train controller has set the route, upon the locomotive passing the arrival clearing sign:

- The facing points will set for the movement to enter the siding, and
- The signal will display a 'Low Speed Warning' aspect.

The driver of a train approaching signals 316/6 or 316/26 at stop must control the train in accordance with the aspect displayed on the signal and not presume that it will display a proceed aspect upon passing the arrival clearance sign.

Countdown Clearance Signs

Countdown Clearance signs are located along the ARTC main line at the Horsham end of the siding and indicate the distance that the lead vehicle or locomotive is from the last set of hand points within the terminal.

The signs are located as follows:

- 500 m: indicates that the lead locomotive hauling the consist toward Horsham is 500 m from the hand points.
- 1,000 m: indicates that the lead locomotive hauling the consist toward Horsham is 1,000 m from the hand points.
- 1,500 m: indicates that the lead locomotive hauling the consist toward Horsham is 1,500 m from the hand points.

Signal Failure

Signals 316/6 and 316/26

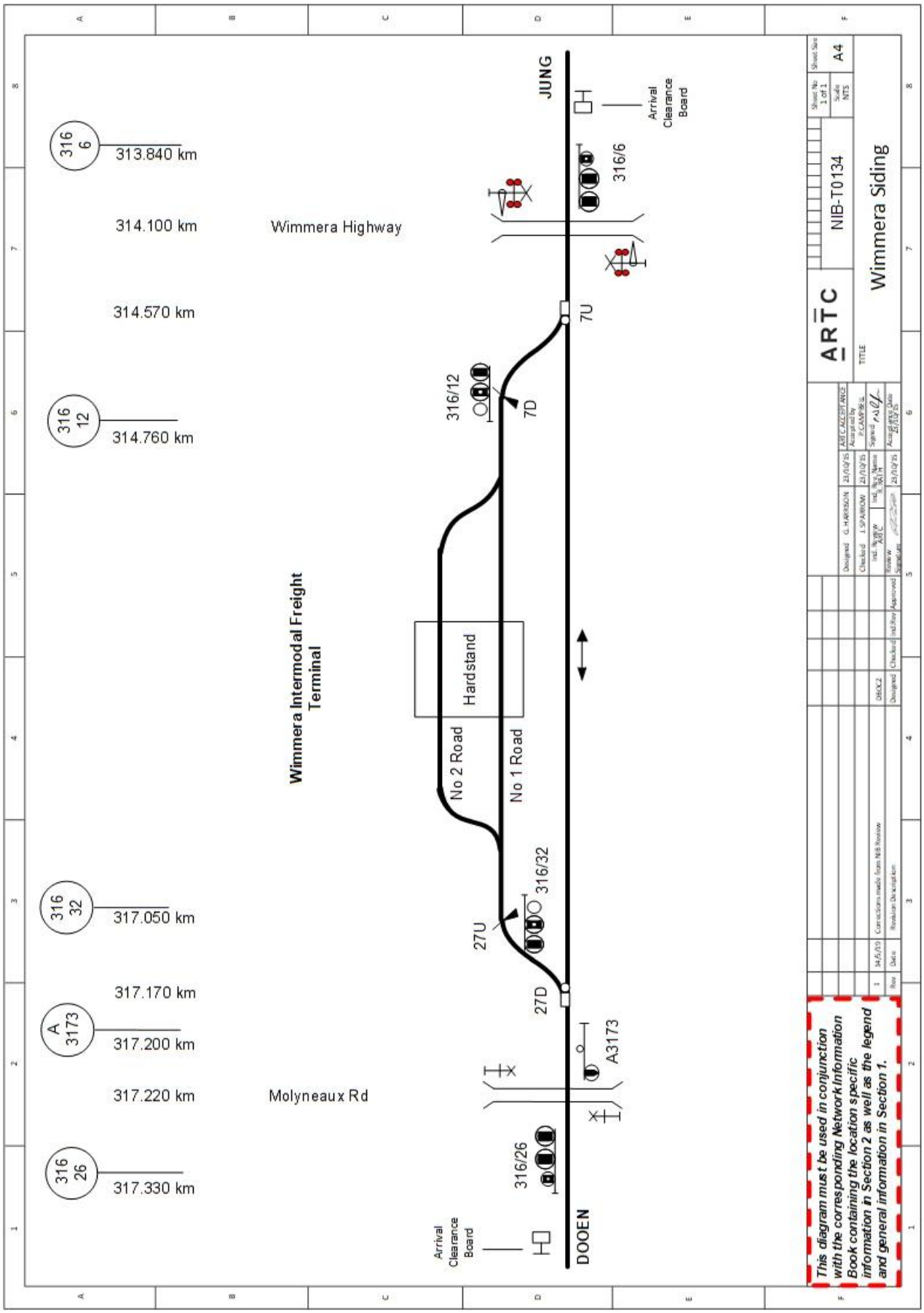
Home signals 316/6 and 318/26 controlling access into the Wimmera Intermodal Freight Terminal are classed as Intermediate Home Signals in the single line section between Murtoa Loop and Horsham.

In the event that these signals fail to display a proceed aspect when operated the ARTC Network Controller must confirm that the points and derails are correctly set for the movement by observation on the control system and provide a verbal authority to the train driver to pass the signal at the 'Stop' position.

The driver must control the train in accordance with rule 1, section 3 of TA20 to the next fixed signal, or into the Wimmera Intermodal Freight Terminal.

Signals 316/12 and 316/32

Home signals 316/12 and 316/32 controlling access from the Wimmera Intermodal Freight Terminal onto the ARTC main line are classed as CTC Home Departure.


JUNG
DOOEN
313.840 km
314.100 km
Wimmera Highway
314.570 km
314.760 km
317.050 km
317.170 km
317.200 km
317.220 km
Molyneaux Rd
317.330 km
316/6
316/12
316/32
316/26
A3173
7U
7D
27U
27D
Hardstand
No 2 Road
No 1 Road
Wimmera Intermodal Freight Terminal
Arrival Clearance Board
Arrival Clearance Board
ARTC
NIB-T0134
Wimmera Siding
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.18 Jung (JUG)

Standing Room:

- Nil

Goods Siding:

- Melbourne End - 212m
- Adelaide End - 246m

Local Control Panel:

- Nil

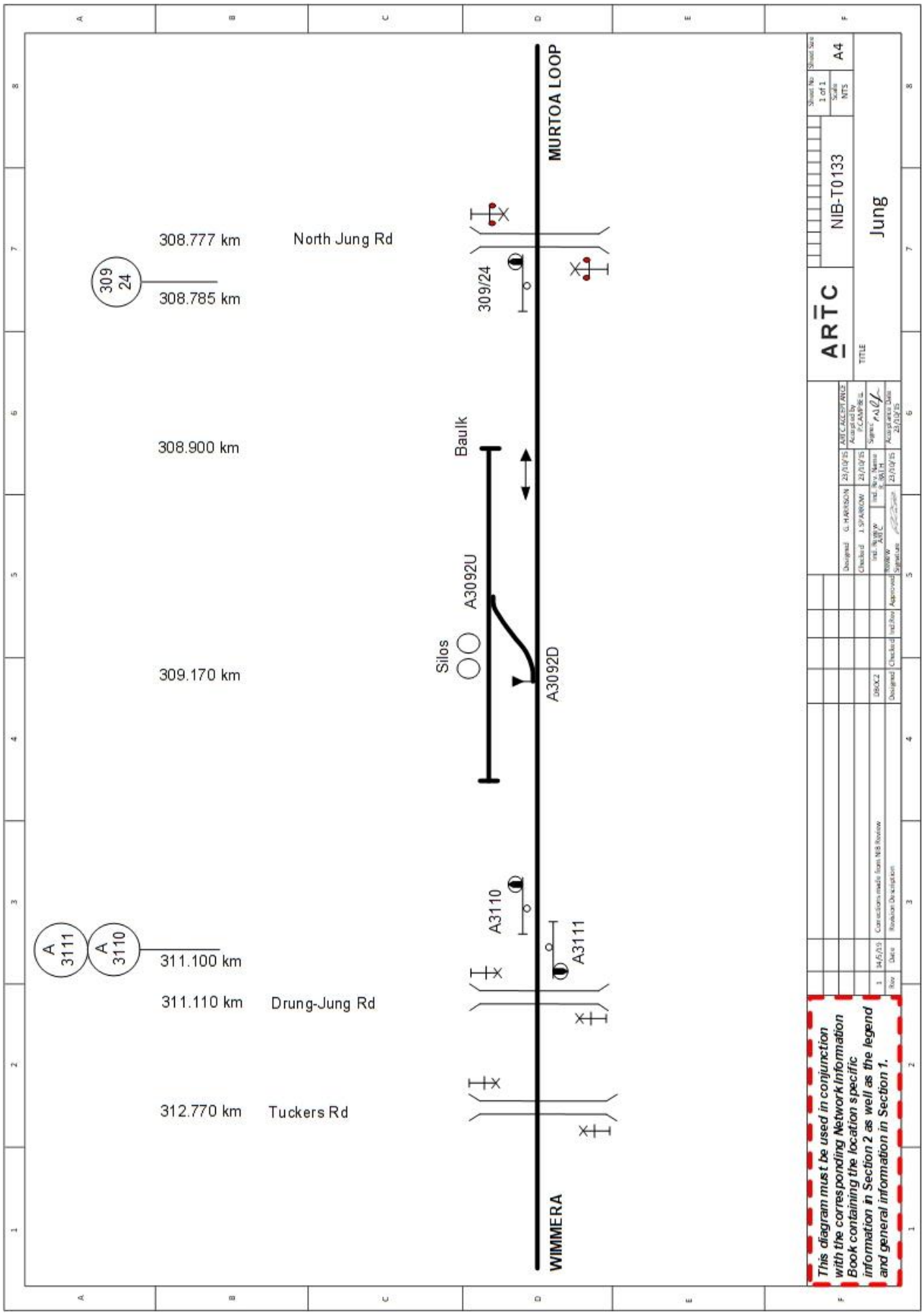
Crank handles:

- Nil

Other Information:

Switch lock on points

Siding is single ended (points face Adelaide)


MURTOA LOOP
WIMMERA
308.777 km
North Jung Rd
308.785 km
309
24
309/24
308.900 km
Baulk
A3092U
A3092D
Silos
309.170 km
A3110
A3111
311.100 km
311.110 km
Drung-Jung Rd
312.770 km
Tuckers Rd
A
3111
A
3110
NIB-T0133
Jung
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.19 Murtoa Loop (MUL)

Standing Room:

- 1850m

Goods Siding:

- Nil

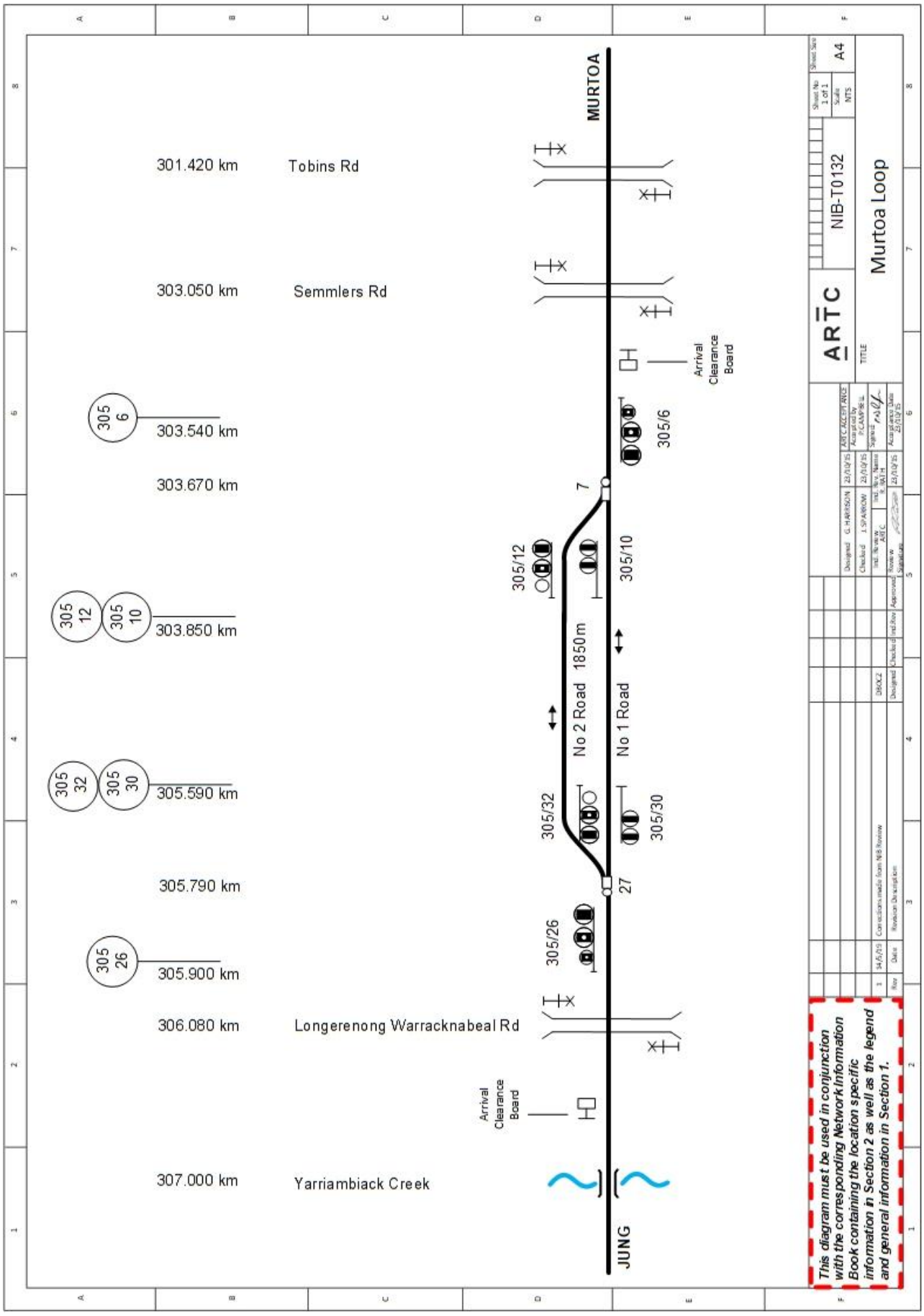
Local Control Panel:

- Yes, not available to train crews

Crank handles:

- No, dual control point machines

Other Information:


MURTOA
301.420 km
Tobins Rd
303.050 km
Semmlers Rd
305 6
303.540 km
303.670 km
305 12
305 10
303.850 km
305 32
305 30
305.590 km
305.790 km
305 26
305.900 km
306.080 km
Longerenong Warracknabeal Rd
307.000 km
Yarriambiack Creek
JUNG
Arrival Clearance Board
Arrival Clearance Board
305/12
305/10
305/32
305/30
305/26
305/6
No 2 Road 1850m
No 1 Road
7
27
ARTC
NIB-T0132
Murtoa Loop
TITLE
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.20 Murtoa Station (MUA)

Standing Room:

- 838m

Goods Siding:

- Yes, No. 3 road 253
- No.4 road 223m
- 'C' siding 410m
- 'D' siding 488m

Local Control Panel:

- Yes, not available to train crew

Crank handles:

- No, dual control point machines

Other Information:

No vehicles are permitted to be stabled on no 2 road Murtoa Yard without the authority of the Train Transit Manager.

Murtoa Shunting Channel: The shunt Channel for Murtoa is Channel 24. Track Maintenance activities. Should track Maintenance activities be required to work within the Murtoa Station Limits, these works must be carried out as per TA.20 Section 15.

Branch line to Warracknabeal:

- A V/Line train order is required to access branch line

2.20.1 Murtoa Station Procedures

Murtoa Station is an Unattended Station which is remotely controlled from NCCW.

The CTC sections are Lubeck Loop to Murtoa Station and Murtoa Station to Murtoa Loop.

Main Line CTC Arrival Signals:

If home arrival signals 298/26 or 298/6 at Murtoa Station are in the stop position in the event of a signal failure the authority to pass the affected signal at Stop will be a CTC Home Arrival Message for no 1 track (Main Line) or No 2 track (Murtoa Yard).

Note *Train crews must ensure all points are correctly set prior to an Arrival Message being issued as Per TA20 Section 17 Rule 7.*

Main Line CTC Departure Signals:

If home departure signals 298/10 or 298/30 at Murtoa Station are at stop in the event of a failure affecting the Main Line a CTC Caution order is to be issued as per TA20 Section 17 Rule 7.

Note: *This also applies to Dwarf signals 298/32 and 298/12 for all departures from the Yard towards the Main Line.*

Note *Train crews must ensure all points are correctly set prior to a CTC Caution order being issued as Per TA20 Section 17 Rule 7.*

Note: *Prior to authorising a movement to depart from Signals 298/30 or 298/32 on to the Hopetoun Branch Line the ARTC Network Controller must confirm with the Train crew that they are in possession of a Current Train Order.*

Note: *The 5P key operation for the Wimmera Highway Level Crossing for Signals 298/8 and 298/14 will no longer be operational.*

Murtoa Yard Hand Points:

The hand points located on no 2 road Murtoa Yard must be restored to the normal position after use. All Rail operators after shunting at Murtoa Yard must ensure points are in the normal position prior to departing from Yard.

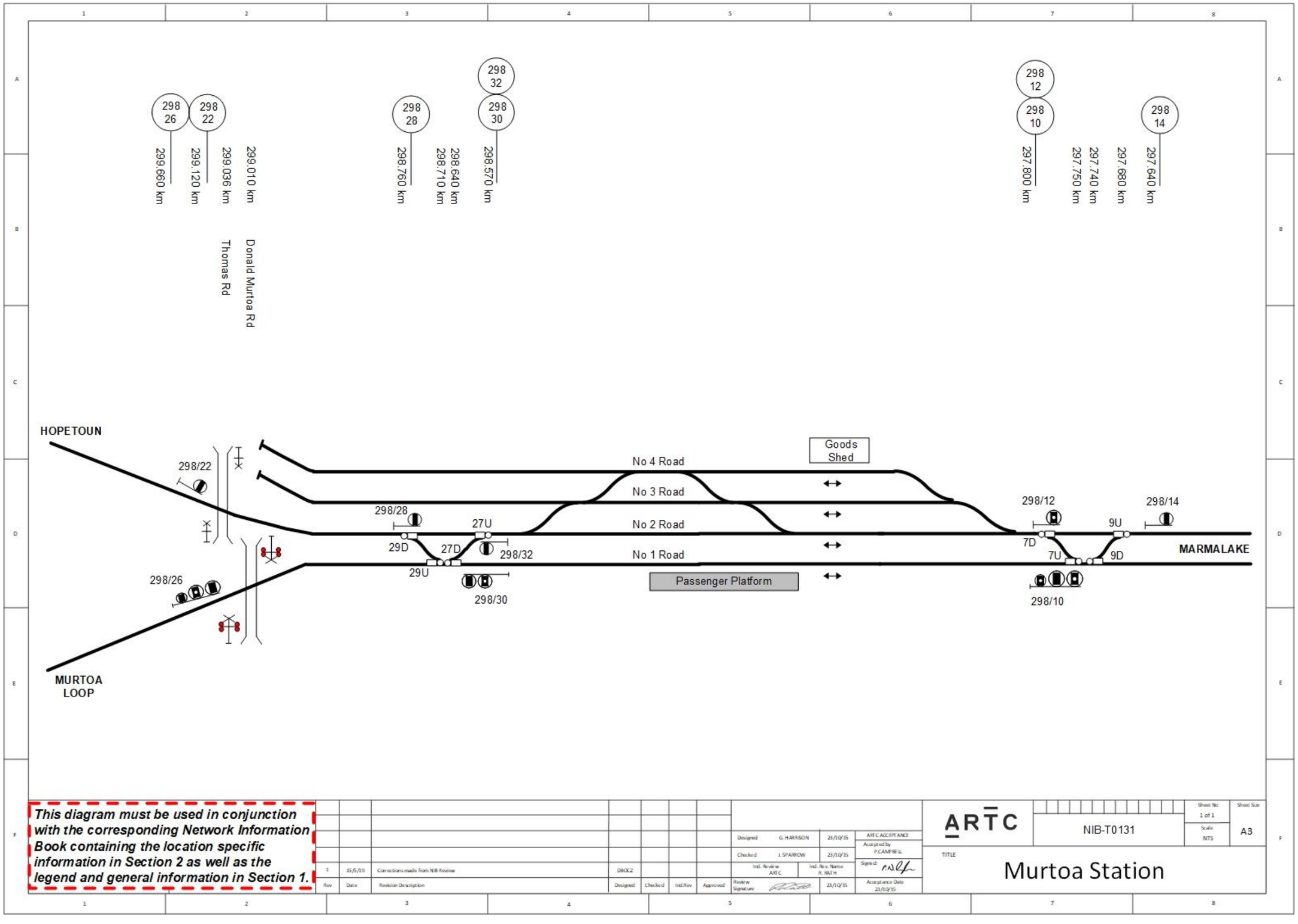
No vehicles are permitted to be stabled on no 2 road Murtoa Yard without the authority of the Train Transit Manager.

Murtoa Shunting Channel: The shunt Channel for Murtoa is Channel 24. Track Maintenance activities. Should track Maintenance activities be required to work within the Murtoa Station Limits, these works must be carried out as per TA.20 Section 15.

2.20.2 Authority to Pass Signals

Signal Number	Route	Authority issued
298/8	Marmalake siding to Yard or Main Line	Signalman's Caution Order
298/10	Main Line to Marmalake siding	Signalman's Caution Order
298/12	Yard only	Signalman's Caution Order
298/14	Yard to Marmalake siding	Signalman's Caution Order
298/22	Hopetoun Branch Line to (Signal 298/28)	Signalman's Caution Order
298/28	Hopetoun Branch Line to Main Line or Yard	Signalman's Caution Order
298/30	Main line to Hopetoun Branch Line only.	Signalman's Caution Order
298/32	to Hopetoun Branch Line only.	Signalman's Caution Order

A Signallers Caution Order written down by the Network Controller and verbally issued to Train Crews applies to the following signals for local shunting and Hopetoun Branch Line movements only.


298 26
298 22
298 28
298 32
298 30
298 12
298 10
298 14
299.660 km
299.120 km
299.036 km
299.010 km
298.760 km
298.640 km
298.710 km
298.570 km
297.800 km
297.740 km
297.750 km
297.680 km
297.640 km
Donald Murtoa Rd
Thomas Rd
HOPETOUN
MURTOA LOOP
298/22
298/26
298/28
298/30
298/32
298/10
298/12
298/14
29D
29U
27D
27U
7D
7U
9U
9D
No 4 Road
No 3 Road
No 2 Road
No 1 Road
Goods Shed
Passenger Platform
MARMALAKE
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
Designed G. HARRISON 23/10/'15
Checked I. SPARROW 23/10/'15
Ind. Review ARTC
Ind. Rev. Name R. RATH
Review Signature
23/10/'15
ARTC ACCEPTANCE
Accepted by P.CAMPBELL
Signed
Acceptance Date 23/10/'15
1 15/5/19 Corrections made from NIB Review DBOC2
Rev Date Revision Description Designed Checked Ind.Rev Approved
ARTC
NIB-T0131
TITLE
Murtoa Station
Sheet No 1 of 1
Scale NTS
Sheet Size A3

2.21 Marmalake (MML)

Standing Room:

- Nil

Goods Siding:

- Yes, Grain siding, length unknown

Local Control Panel:

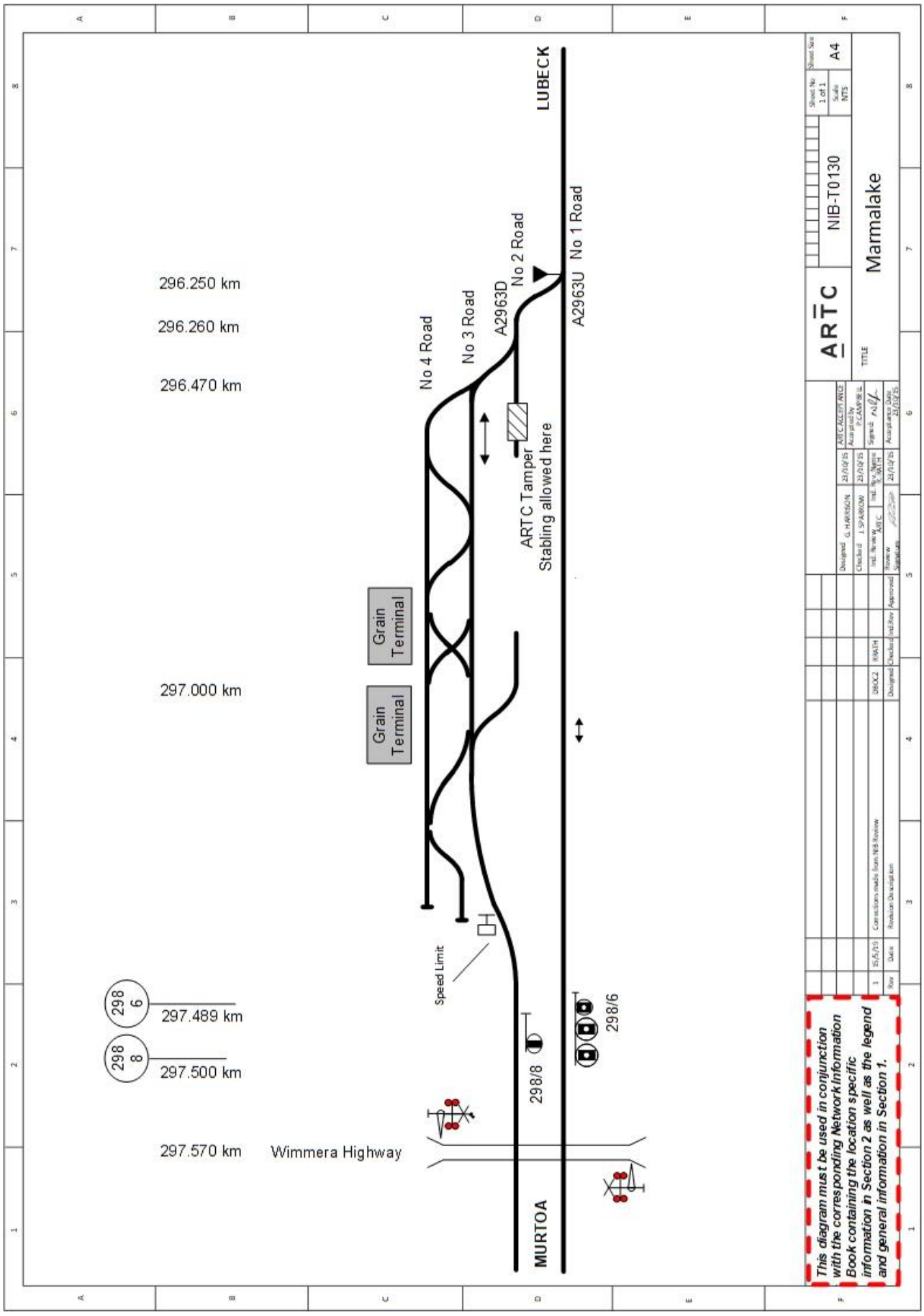
- Nil

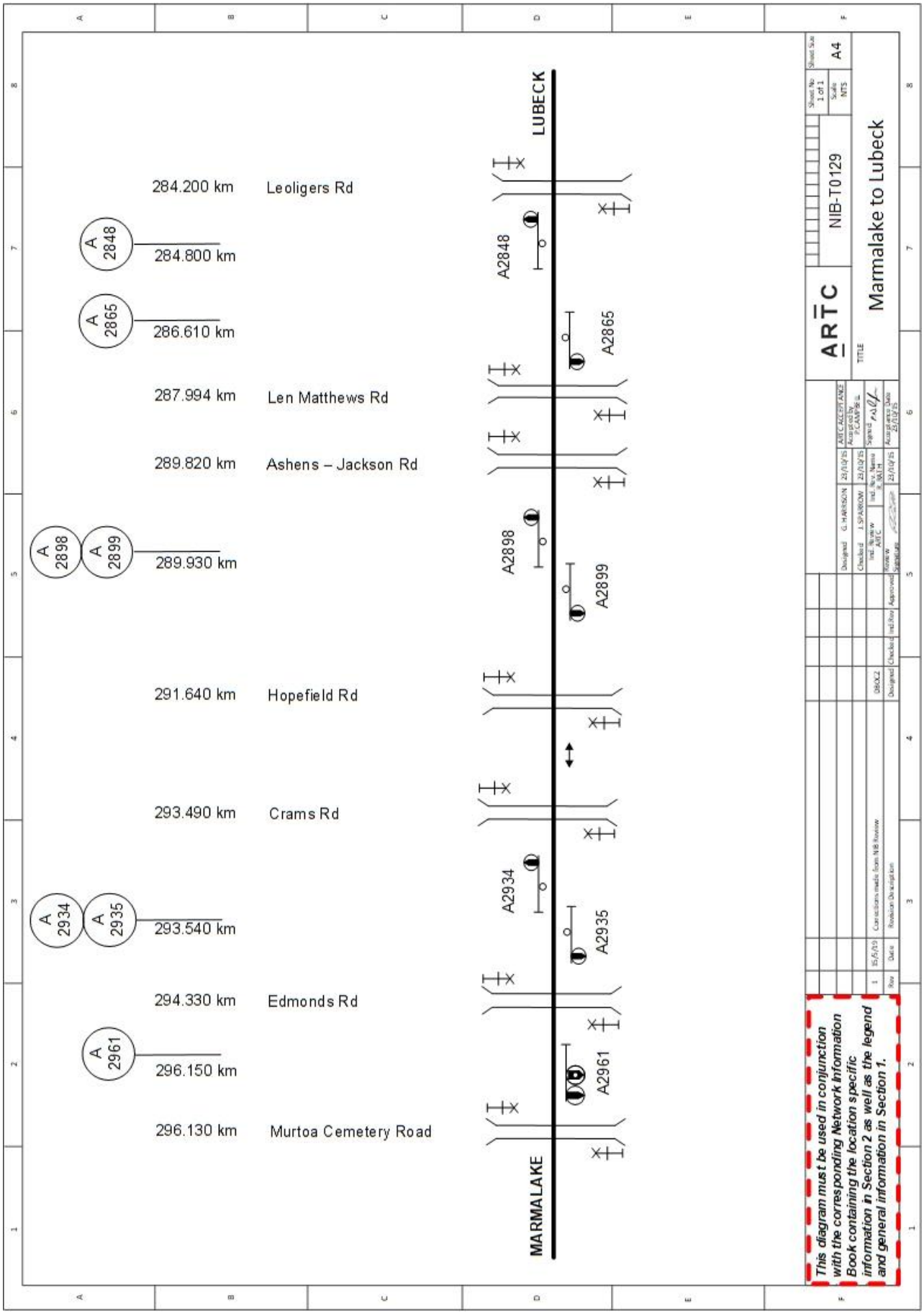
Crank handles:

- Nil

Other Information:

Siding is accessible by a switch lock on the Melbourne end and from Murtoa Station Yard on the Adelaide end. The grain siding site is leased to Grain Corp.


LUBECK
MURTOA
No 1 Road
A2963U
No 2 Road
A2963D
No 3 Road
No 4 Road
ARTC Tamper
Stabling allowed here
Grain Terminal
Grain Terminal
Speed Limit
296.250 km
296.260 km
296.470 km
297.000 km
297.489 km
297.500 km
297.570 km
Wimmera Highway
298/8
298/6
298 6
298 8
NIB-T0130
Marmalake
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


LUBECK
MARMALAKE
284.200 km
Leoligers Rd
A 2848
284.800 km
A 2865
286.610 km
287.994 km
Len Matthews Rd
289.820 km
Ashens – Jackson Rd
A 2898
A 2899
289.930 km
291.640 km
Hopefield Rd
293.490 km
Crams Rd
A 2934
A 2935
293.540 km
294.330 km
Edmonds Rd
A 2961
296.150 km
296.130 km
Murtoa Cemetery Road
A2848
A2865
A2898
A2899
A2934
A2935
A2961
ARTC
NIB-T0129
Marmalake to Lubeck
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.22 Lubeck (LUK)

Standing Room:

- 1533m

Goods Siding:

- Yes, Grain siding 635m

Local Control Panel:

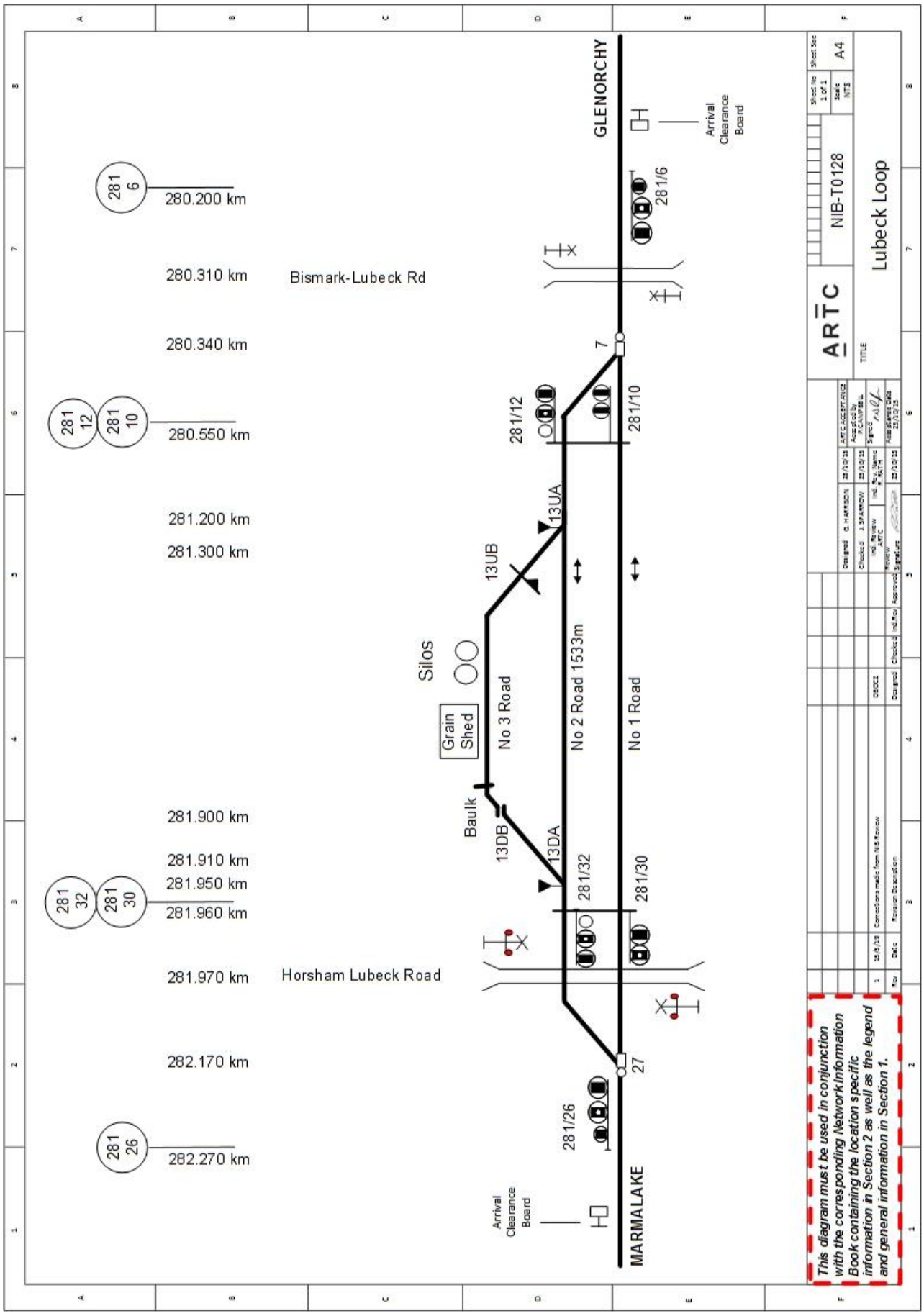
- Nil

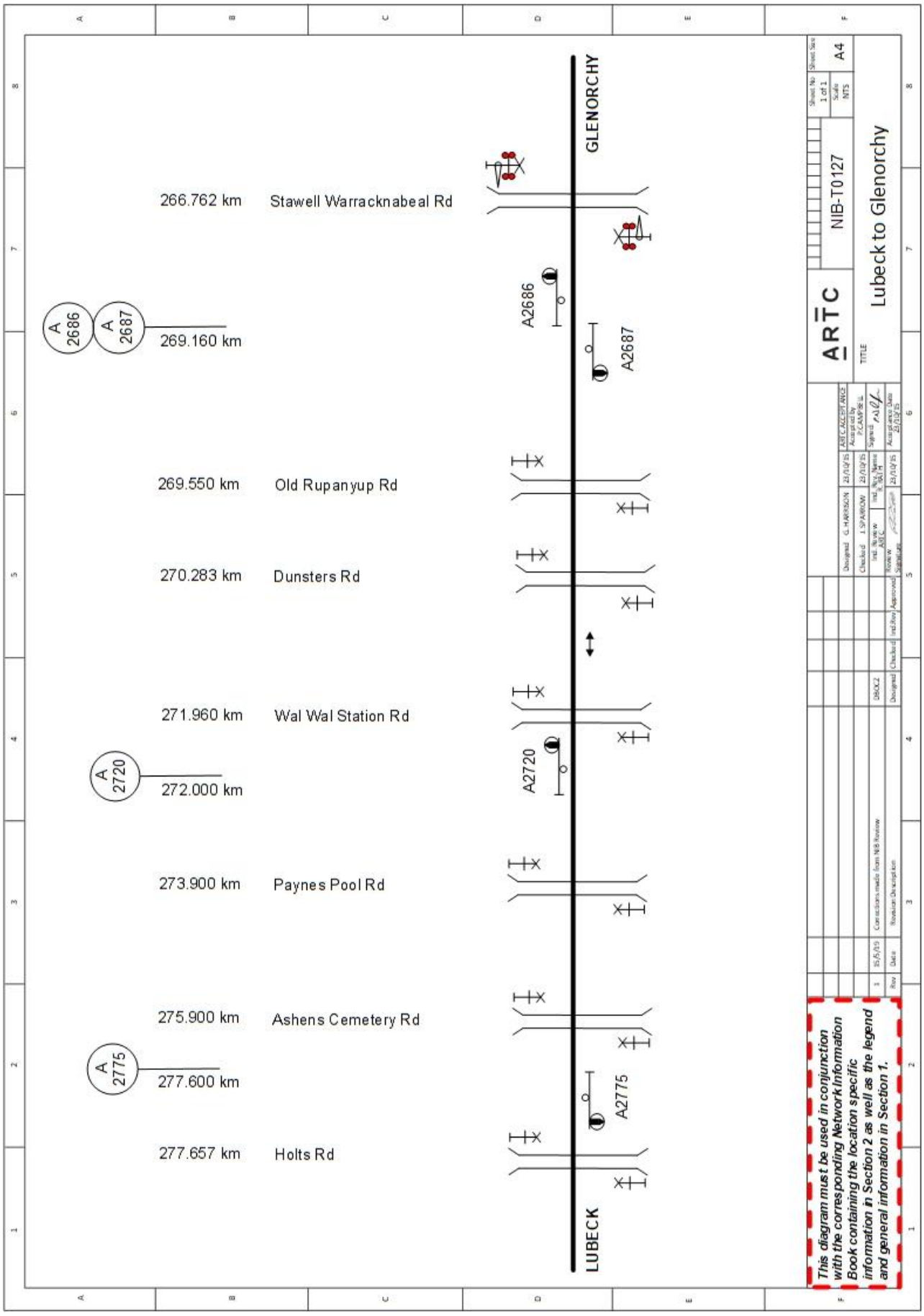
Crank handles:

- Nil

Other Information:

Grain siding accessible by switch lock.


GLENORCHY
MARMALAKE
Arrival Clearance Board
Arrival Clearance Board
281 6
280.200 km
280.310 km
Bismark-Lubeck Rd
280.340 km
281 12
281 10
280.550 km
281.200 km
281.300 km
281.900 km
281.910 km
281.950 km
281 32
281 30
281.960 km
281.970 km
Horsham Lubeck Road
282.170 km
281 26
282.270 km
281/6
281/10
281/12
281/30
281/32
281/26
7
27
13UA
13UB
13DA
13DB
Baulk
Silos
Grain Shed
No 3 Road
No 2 Road 1533m
No 1 Road
NIB-T0128
Lubeck Loop
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


GLENORCHY
LUBECK
266.762 km
Stawell Warracknabeal Rd
A 2686
A 2687
269.160 km
A2686
A2687
269.550 km
Old Rupanyup Rd
270.283 km
Dunsters Rd
271.960 km
Wal Wal Station Rd
A 2720
272.000 km
A2720
273.900 km
Paynes Pool Rd
275.900 km
Ashens Cemetery Rd
A 2775
277.600 km
A2775
277.657 km
Holts Rd
NIB-T0127
Lubeck to Glenorchy
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.23 Glenorchy (GCY)

Standing Room:

- 743m

Goods Siding:

- Nil

Local Control Panel:

- Nil

Crank handles:

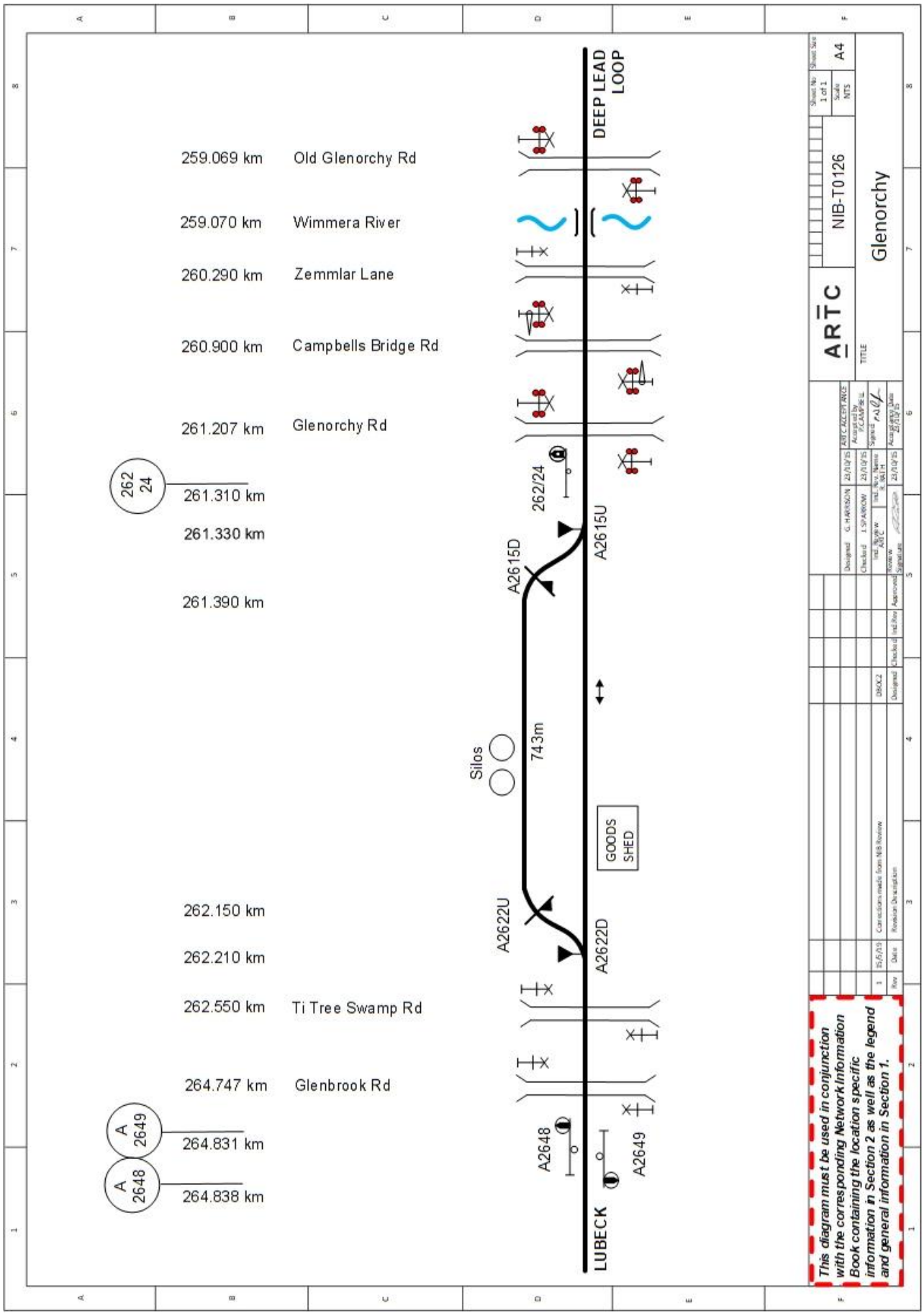
- Nil

Other Information:

There are switch lock points with rodded derail at this location.

Intermediate switchlock siding located at 261.700km. Access is available for locos and wagons as required.

There is a provision for the operation of 5P key at the Melbourne end for shunting operations for signal 262/24 to be placed to stop by the train crew.


DEEP LEAD LOOP
259.069 km
Old Glenorchy Rd
259.070 km
Wimmera River
260.290 km
Zemmlar Lane
260.900 km
Campbells Bridge Rd
261.207 km
Glenorchy Rd
262 24
261.310 km
261.330 km
261.390 km
262/24
A2615D
A2615U
Silos
743m
GOODS SHED
A2622U
A2622D
262.150 km
262.210 km
262.550 km
Ti Tree Swamp Rd
264.747 km
Glenbrook Rd
A 2649
264.831 km
A 2648
264.838 km
A2648
A2649
LUBECK
ARTC
NIB-T0126
Glenorchy
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.24 Deep Lead (DLL)

Standing Room:

- 1500m

Goods Siding:

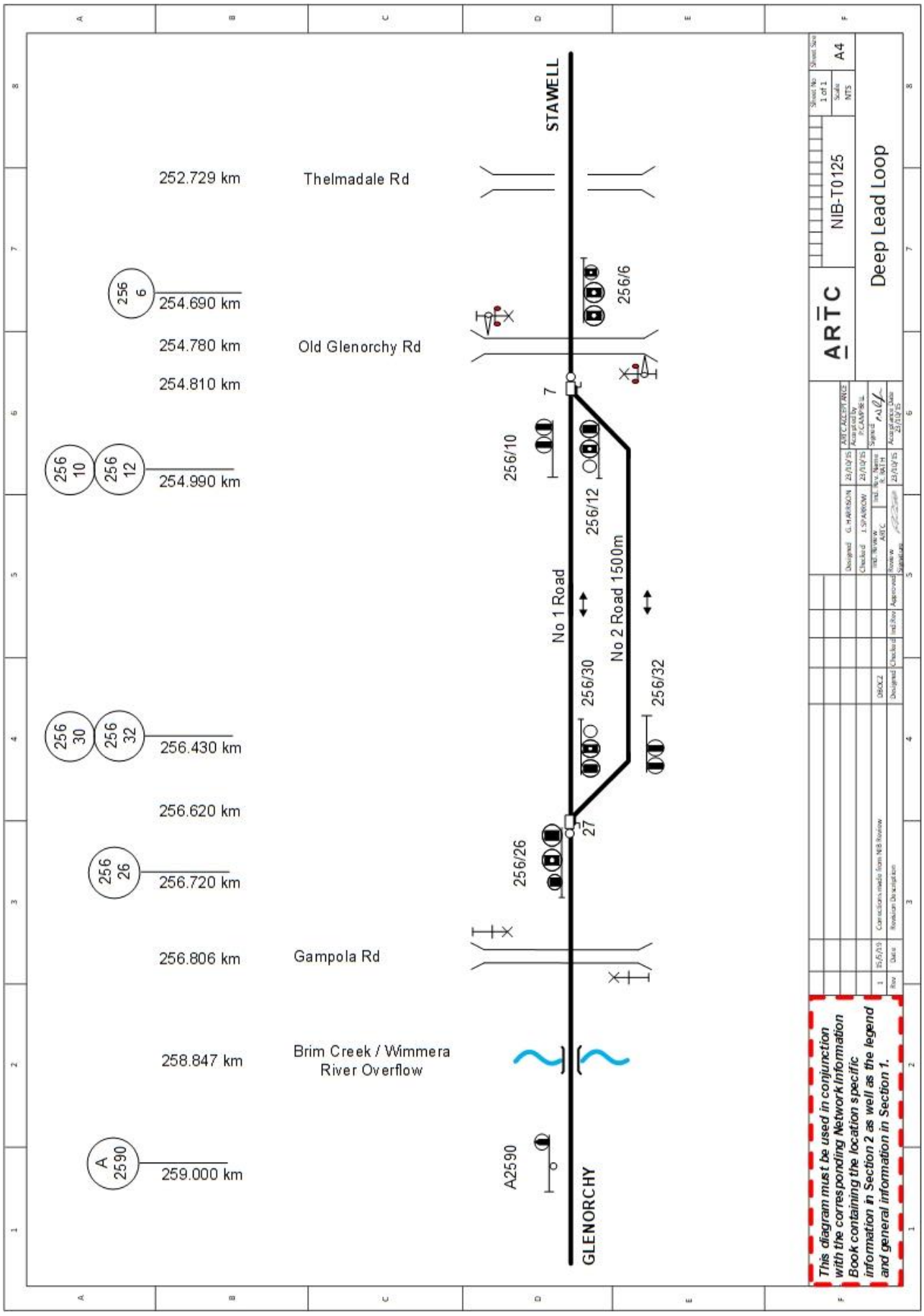
- Nil

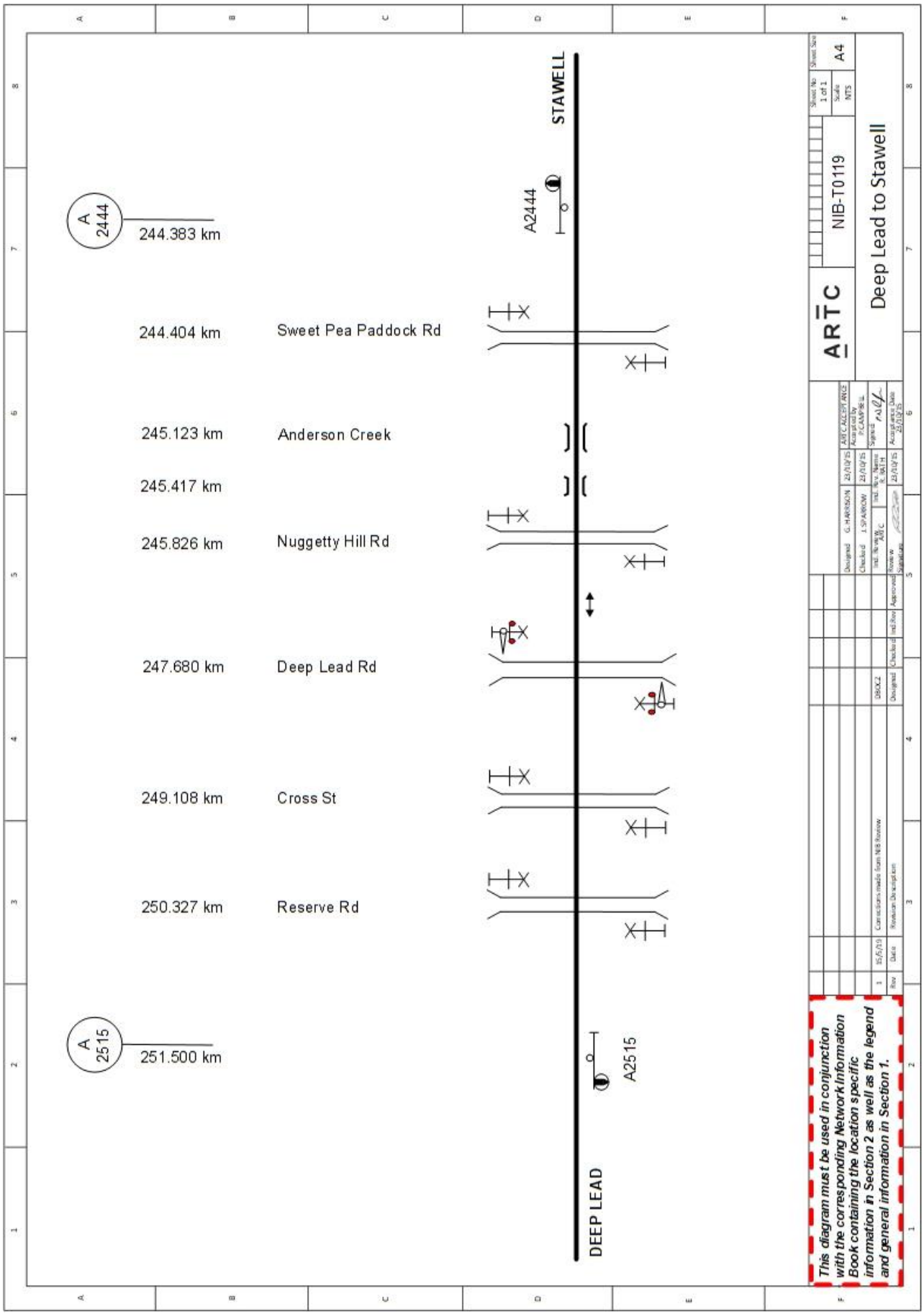
Local Control Panel:

- Nil

Crank handles:

Nil, Dual control point machines


STAWELL
252.729 km
Thelmadale Rd
256 6
254.690 km
254.780 km
Old Glenorchy Rd
254.810 km
256 10
256 12
254.990 km
256.430 km
256.620 km
256 26
256.720 km
256.806 km
Gampola Rd
258.847 km
Brim Creek / Wimmera River Overflow
A 2590
259.000 km
GLENORCHY
A2590
256/10
256/12
256/26
256/30
256/32
256/6
7
27
No 1 Road
No 2 Road 1500m
ARTC
NIB-T0125
Deep Lead Loop
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


STAWELL
A2444
A 2444
244.383 km
244.404 km
Sweet Pea Paddock Rd
245.123 km
Anderson Creek
245.417 km
245.826 km
Nuggetty Hill Rd
247.680 km
Deep Lead Rd
249.108 km
Cross St
250.327 km
Reserve Rd
A 2515
251.500 km
A2515
DEEP LEAD
ARTC
NIB-T0119
Deep Lead to Stawell
A4
NTS
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.25 Stawell (STL)

Standing Room:

- 560m

Goods Siding:

- Yes, Silo road 380m (booked out of service)
- Goods siding 380m (only for use to stable track machines)
- Dead end road at the western end of the silo road 64m (booked out of service)

Local Control Panel:

- Nil

Crank handles:

- Nil

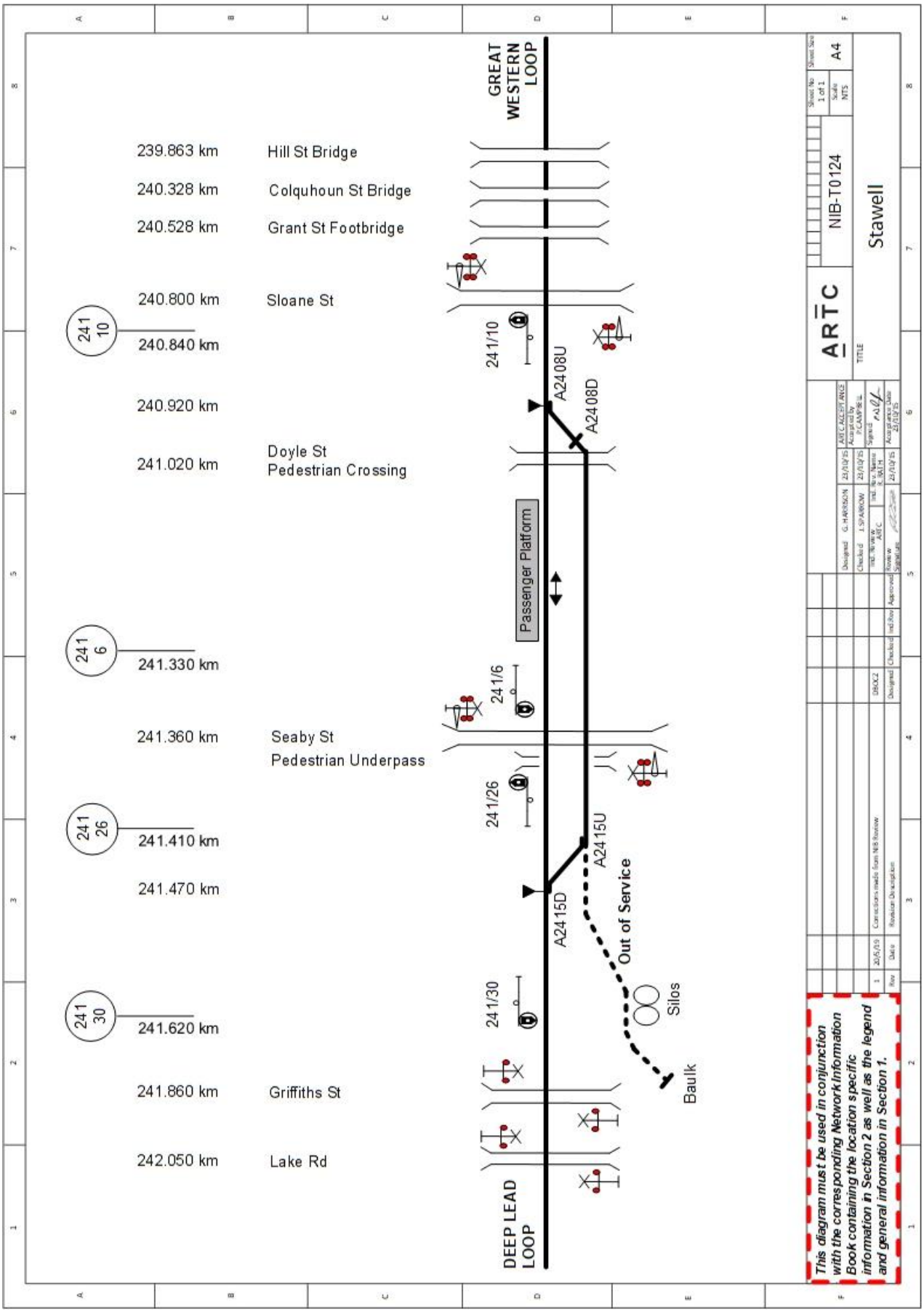
Other Information:

There are switch lock points with rodded derail at this location and a 190m platform.

Signals 6, 10, 26 and 30 are operated by a 5P key switch located at points for shunting operations.

There are also 5P key switches located on the platform to control signals 241/10 and 241/6.

There are also 5P key switches for the level crossings and Sloane Street and Seaby Street.


GREAT WESTERN LOOP
239.863 km
Hill St Bridge
240.328 km
Colquhoun St Bridge
240.528 km
Grant St Footbridge
240.800 km
Sloane St
241 10
240.840 km
240.920 km
241.020 km
Doyle St
Pedestrian Crossing
241/10
A2408U
A2408D
Passenger Platform
241 6
241.330 km
241/6
241.360 km
Seaby St
Pedestrian Underpass
241/26
241 26
241.410 km
241.470 km
A2415U
A2415D
Out of Service
Silos
Baulk
241/30
241 30
241.620 km
241.860 km
Griffiths St
242.050 km
Lake Rd
DEEP LEAD LOOP
NIB-T0124
Stawell
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.26 Great Western Loop (GWT)

Standing Room:

- 1500m

Goods Siding:

- Nil

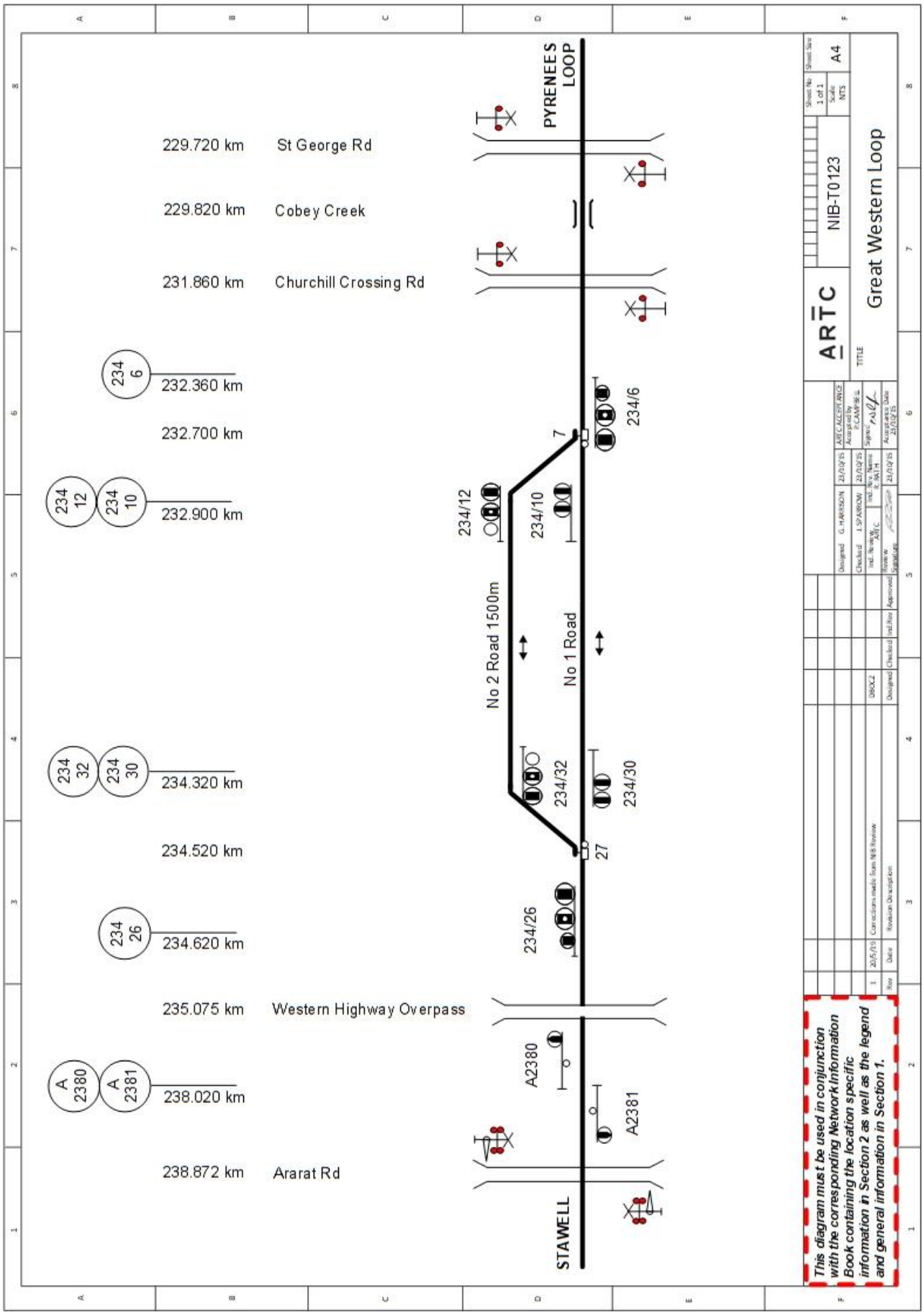
Local Control Panel:

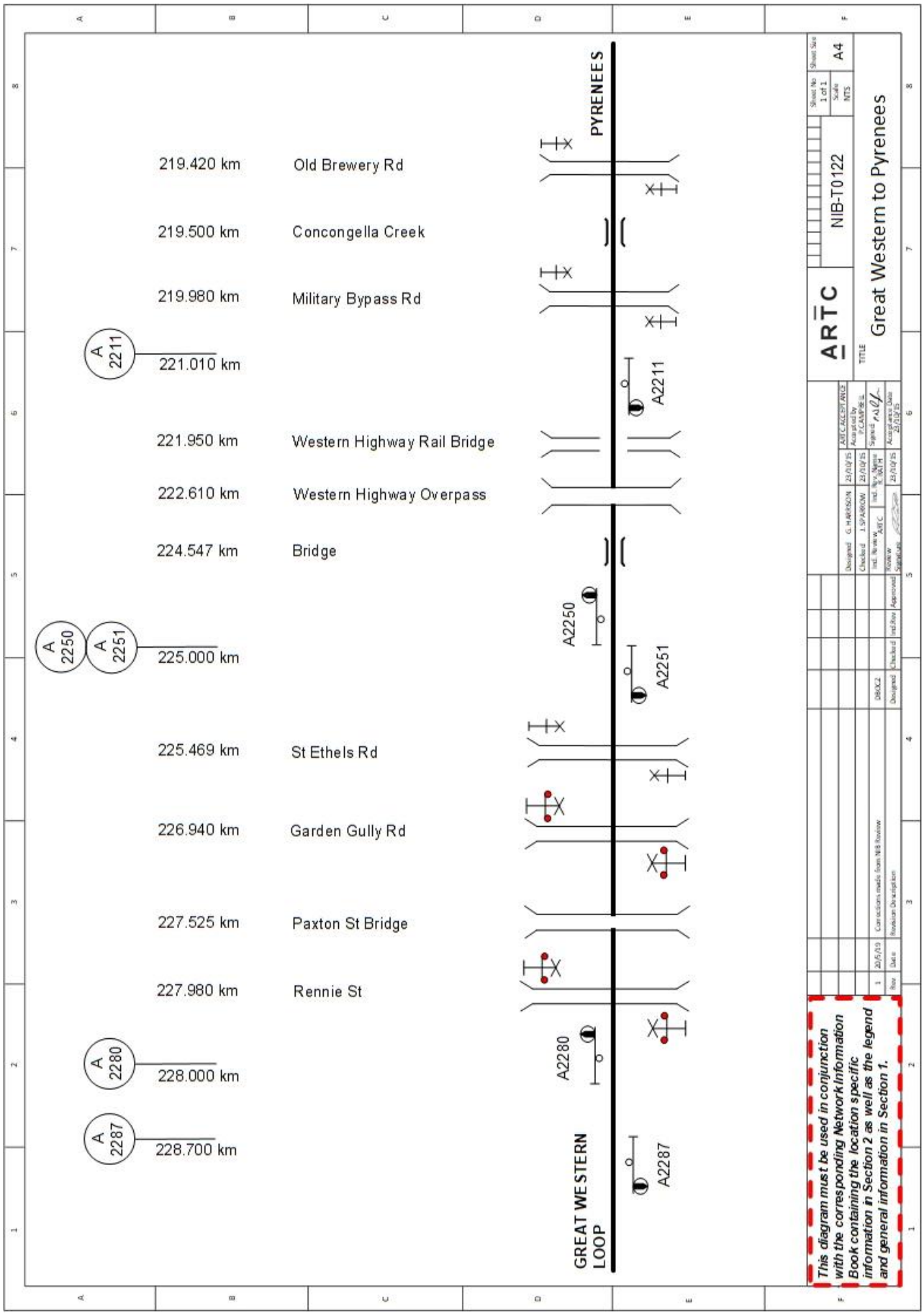
- Yes, in relay room, no access to train crews

Crank handles:

- No, dual control point machines

Other Information:


PYRENEES LOOP
229.720 km
St George Rd
229.820 km
Cobey Creek
231.860 km
Churchill Crossing Rd
234 6
232.360 km
232.700 km
234 12
234 10
232.900 km
234/12
234/10
7
234/6
No 2 Road 1500m
No 1 Road
234 32
234 30
234.320 km
234.520 km
234/32
234/30
27
234 26
234.620 km
234/26
235.075 km
Western Highway Overpass
A 2380
A 2381
238.020 km
A2380
A2381
238.872 km
Ararat Rd
STAWELL
ARTC
NIB-T0123
Great Western Loop
TITLE
Sheet No 1 of 1
Scale NTS
Sheet Size A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


PYRENEES
219.420 km
Old Brewery Rd
219.500 km
Concongella Creek
219.980 km
Military Bypass Rd
A 2211
221.010 km
A2211
221.950 km
Western Highway Rail Bridge
222.610 km
Western Highway Overpass
224.547 km
Bridge
A 2250
A 2251
225.000 km
A2250
A2251
225.469 km
St Ethels Rd
226.940 km
Garden Gully Rd
227.525 km
Paxton St Bridge
227.980 km
Rennie St
A 2280
228.000 km
A 2287
228.700 km
A2280
A2287
GREAT WESTERN LOOP
ARTC
NIB-T0122
Great Western to Pyrenees
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

2.27 Pyrenees (PYL)

Standing Room:

- East 2058m
- West 1896m

Goods Siding:

- Nil

Local Control Panel:

- Yes, in relay room, no access to train crews

Crank handles:

- No, dual control point machines

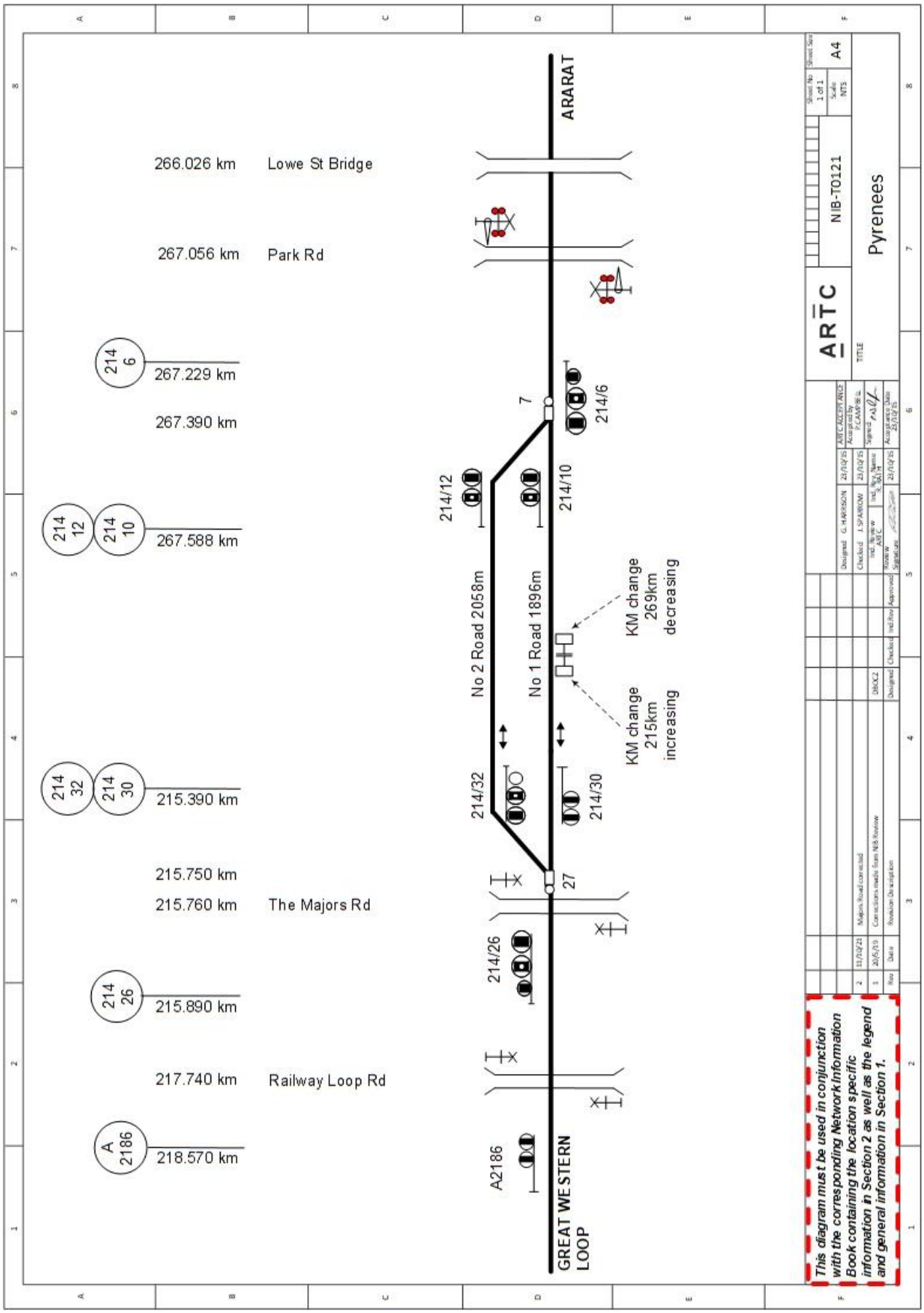
Other Information:

There a kilometre change point mid-way through the yard indicating a change from 269 km to 215 km.

Signal Failures at Pyrenees (towards Maroona)

214 / 10 to Maroona Loop - CTC Home Departure Caution Order

214 / 12 to Maroona Loop - CTC Home Departure Caution Order


266.026 km
Lowe St Bridge
267.056 km
Park Rd
214 6
267.229 km
267.390 km
214 12
214 10
267.588 km
214 32
214 30
215.390 km
215.750 km
215.760 km
The Majors Rd
214 26
215.890 km
217.740 km
Railway Loop Rd
A 2186
218.570 km
ARARAT
GREAT WESTERN LOOP
A2186
214/26
214/32
214/30
214/12
214/10
214/6
7
27
No 2 Road 2058m
No 1 Road 1896m
KM change 215km increasing
KM change 269km decreasing
ARTC
NIB-T0121
Pyrenees
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

3 Maroona to Portland Branch Line

3.1 Infrequent Operations

The following ONLY APPLIES between MAROONA (Signal 8) and PORTLAND (inclusive):

A maximum TEMPORARY SPEED RESTRICTION of 40km/h applies between Maroona Signal 8 to the end of Train Order Working at Portland Signal 1.

Rail Traffic Crews are to comply with any lower TSR speeds encountered enroute.

INFREQUENT RAIL TRAFFIC OPERATIONS

ACTIVE LEVEL CROSSING REQUIREMENTS

Due to infrequent rail traffic movement on the Portland - Maroona corridor, between Maroona Signal 8 and Portland Signal 1 (inclusive), the following instruction regarding all active level crossings applies.

All Train Orders issued on the Portland - Maroona corridor for rail traffic movements proceeding between Maroona (Signal 8) and Portland (Signal 1) are to be endorsed:

"Approach All Active Level Crossings With Caution, OGW-30-06 Part 3.1 applies”

All Drivers of rail traffic movements on approach to each active level crossing must:-

- Treat the active level crossing as faulty or potentially faulty (as no flagmen are provided)
- If the warning equipment is operating correctly, proceed,
- If the warning equipment is not operating correctly, the Driver must direct the Second Crew Member to operate the manual test switch for the level crossing
- Once an assurance has been obtained from the Second Crew Member that the level crossing warning equipment has operated correctly for a period of not less than 30 seconds and any road vehicle / pedestrians approaching the level crossing have stopped and it is safe to do so, the train may proceed over the level crossing.
- As soon as possible, report the status of the level crossing to the Network Controller.

The above procedure also applies to Track Machines as listed in TA20 - ARTC Code of Practice for the Victorian Main Line Network.

All affected level crossings on the Portland (exclusive) to Maroona (exclusive) corridor are as follows:

- 232.440 km – Mortlake – Ararat Road
- 248.290 km - Delacombe Way (Edgarly Road)
- 249.020 km - Willaura-Wickliffe Road
- 267.826 km - Glenelg Highway
- 290.229 km - Pensurst-Dunkeld Road
- 294.806 km - Glenelg Highway
- 310.390 km - Strathkeller Road (Stawell Road)
- 315.966 km - Mill Street

- 316.810 km - Tyers Street
- 319.655 km - South Boundary Road
- 320.620 km - Hamilton Port Fairy Road
- 324.730 km - Burgins Road
- 330.810 km - Henty Highway
- 354.620 km - Condah-Coleraine Road
- 357.960 km - Henty Highway
- 363.060 km - Ellis Road
- 377.800 km - Woolsthorpe-Heywood Road (Ettrick Road / Warnambool Road)
- 378.610 km - Mount Clay Road
- 388.290 km - Princes Highway
- 396.740 km - Gorae West Road
- 399.210 km - Westlakes Road
- 400.120 km - Darts Road

3.2 Left Line Running

The crossing locations on the Portland line are fitted with trailable points at either end of the location. The points set using an oil filled plunger and the driver is provided with an indication of the lay of the points via a switch stand. A yellow upwards facing arrow indicates the points are correctly set for the movement, a red dumbbell indicates that the points are incorrectly set for the facing movement.

3.3 Maroona Loop (MNA)

Standing Room:

- No 2 road 823m
- No.3 road 670m
- No.4 road 360m

Goods Siding:

- Yes, release given by Network Controller

Local Control Panel:

- Nil

Crank handles:

- No, dual control point machines

Other Information:

3.3.1 Maroona Operating Protocols

The points and signals at Maroona are operated by the ARTC South West Network Controller in NCCW.

Maroona operates as a Train Order Terminal Station for movements to and from the Portland Line and a CTC unattended crossing location.

Safe working system is CTC - Centralised Traffic Control between Pyrenees Loop and Maroona

A release is provided for control of the Departure signals between Maroona and Pyrenees and the ARTC South West Network Controller shall give the release to the ARTC North West Network Controller to allow for the departure signals at Pyrenees Loop to be cleared for a rail movement to proceed from Pyrenees Loop.

The ARTC North West Network Controller shall give the release to the ARTC South West Network Controller for rail movements to proceed from Maroona towards Pyrenees Loop.

Should the Home Departure signals at Pyrenees Loop fail, the authority to pass these signals will be a CTC Home Departure Caution Order issued by the ARTC South West Network Controller.

The driver of a Portland line rail movement shall not proceed beyond signal 244/10 or 244/12 unless in possession of the appropriate Train Order (Portland Line).

Signal 244/12 also has an illuminated route indicator which shows M Melbourne or P Portland.

Up Automatic Signal V2484 between Pyrenees Loop and Maroona is powered by batteries, which is charged by solar panels. During the period that no movements are within the approach circuit of this signal, the top light will be extinguished however the marker light will continue to be lit.

Immediately a movement enters the approach circuit for this signal it will then be lit and will display the applicable aspect for the track ahead. The approach circuit is immediately an up movement passes down Automatic Signal V2635 at Ararat (1500 metres from the signal).

In the event that a fault is detected in the lighting of this signal, the applicable departure signals leading into the single line section in which the signals are located will be held at ‘Stop’. In

addition, an ‘Auto Power Off’ or ‘Lamp Fail’ alarm will be displayed on the Phoenix CTC system alerting the ARTC Network Train Controller of the failure.

The Network Controller shall issue the appropriate authority to the Driver to pass the affected Departure Signal at stop and also advise the Driver of the circumstance regarding the failure alarm.

The Network Controller shall also report the failure to the applicable Signal Maintenance Technician so that the fault may be rectified.

3.3.2 Issue of Train Orders to the Portland Line

Drivers of Portland Line Movements shall bring the train to a stand at Maroona to receive a Train Order from the ARTC North West Network Controller.

Should a Portland Line Rail movement be standing at Pyrenees Loop waiting to depart, the ARTC Network Controller may issue a Train Order to the Driver of the Portland Line bound rail service provided that;

1. There are no movements operating between Maroona and Glen Thompson Loop
2. There has been no Train Order issued towards Maroona
3. There are no Maintenance activities in operation which would prevent a Train Order being issued.

The ARTC Network Controller may issue a Train Order for the Rail movement to proceed beyond Maroona towards Portland. The Train Order TEXT must commence with the following text:

Proceed from Maroona to.. .

The ARTC North West Network Controller will then advise the ARTC South West Network Controller when a Train Order has been issued for a movement to depart towards the Portland Line.

The ARTC South West Network Controller must not clear a signal for a rail movement to depart towards the Portland Line without first being advised that a Train Order has been issued for the movement.

3.3.3 Signal Failures

Signal Failures at Maroona Loop

During signal failures, the authority to pass a signal at stop is as follows:

244 / 10 to the Portland Line - Signalman Caution Order form 2377

244 / 12 to the Portland Line - Signalman Caution Order form 2377

244 / 10 towards Tatyoon Loop - CTC Home Departure Caution Order

244 / 12 towards Tatyoon Loop - CTC Home Departure Caution Order

244 / 8 - CTC Arrival Message Form

244 / 6 - CTC Arrival Message Form

244 / 26 - CTC Arrival Message Form

244 / 30 to Pyrenees Loop - CTC Home Departure Caution Order

244 / 32 to Pyrenees Loop - CTC Home Departure Caution Order

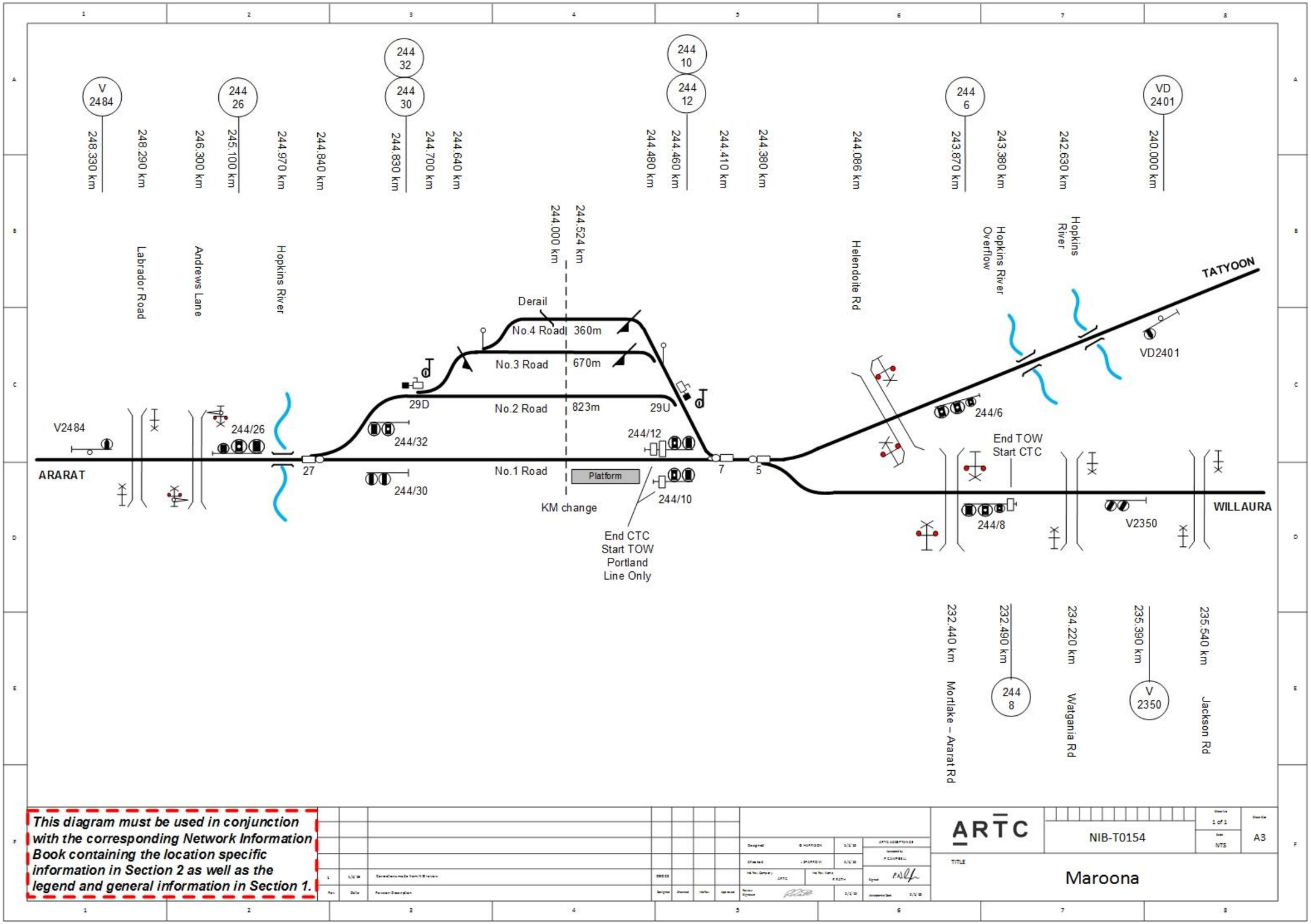
Signal Failures at Ararat

265 / 6 - Verbal permission is given by the ARTC Network Controller as per TA.20 Section 17 rule 7 clause c

Signal Failures at Pyrenees

214 / 10 to Maroona Loop - CTC Home Departure Caution Order

214 / 12 to Maroona Loop - CTC Home Departure Caution Order


V 2484
248.330 km
248.290 km
Labrador Road
244 26
245.100 km
246.300 km
Andrews Lane
244.970 km
Hopkins River
244.840 km
244 32
244 30
244.830 km
244.700 km
244.640 km
244 10
244 12
244.480 km
244.460 km
244.410 km
244.380 km
244 6
243.870 km
243.380 km
Hopkins River Overflow
242.630 km
Hopkins River
VD 2401
240.000 km
244.086 km
Helendoite Rd
244.000 km
244.524 km
Derail
No.4 Road 360m
No.3 Road 670m
No.2 Road 823m
No.1 Road
Platform
KM change
29D
29U
27
7
5
V2484
244/26
244/32
244/30
244/12
244/10
ARARAT
End CTC
Start TOW
Portland
Line Only
TATYOON
VD2401
244/6
End TOW
Start CTC
244/8
V2350
WILLAURA
232.440 km
Mortlake – Ararat Rd
232.490 km
244 8
234.220 km
Watgania Rd
235.390 km
V 2350
235.540 km
Jackson Rd
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.
ARTC
NIB-T0154
1 of 1
NTS
A3
TITLE
Maroona

3.4 Willaura (WIL)- Closed

Standing Room:

- Nil

Goods Siding:

- Yes, Grain siding 314m

Local Control Panel:

- Nil

Crank handles:

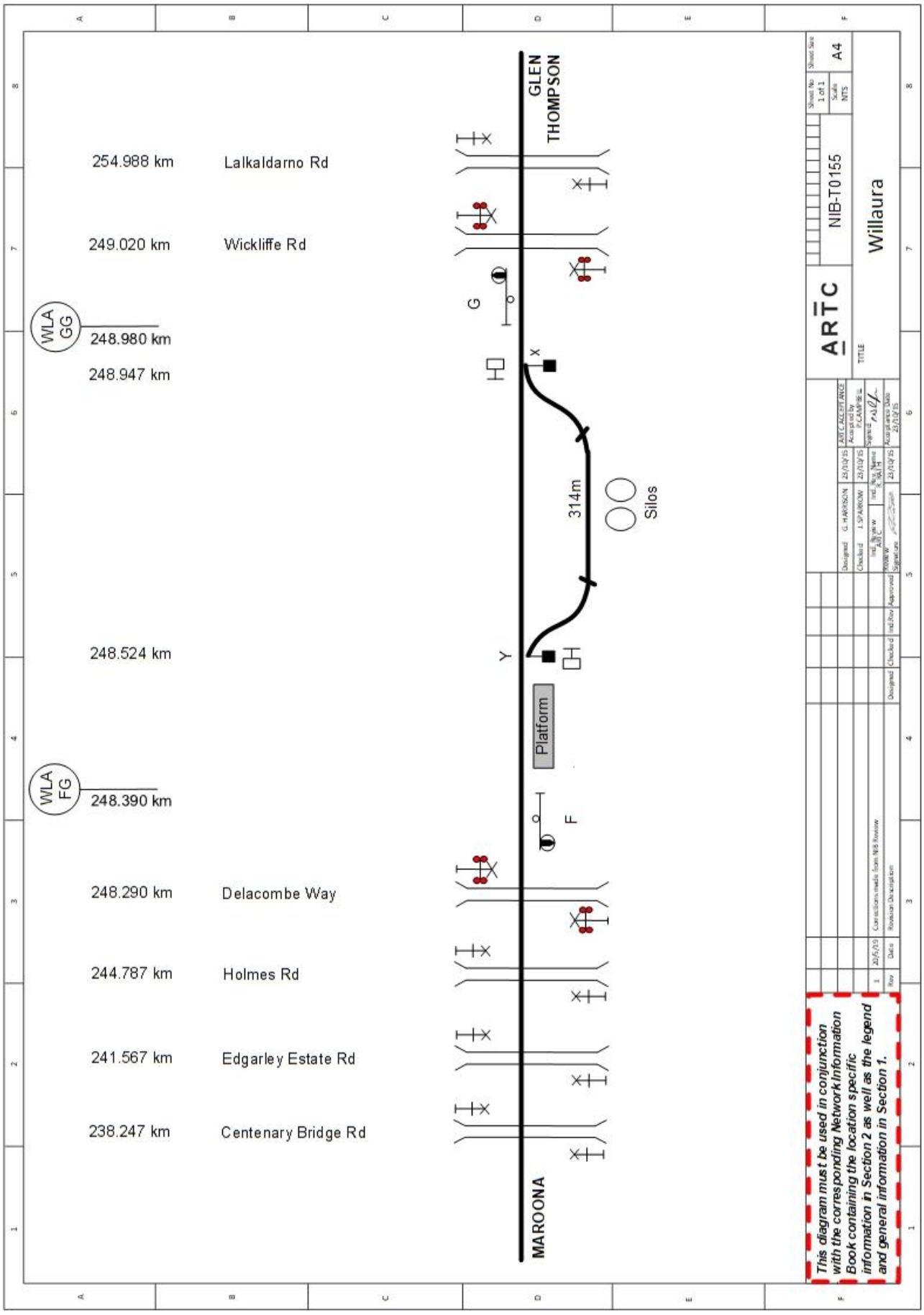
- Nil

Other Information:

There is a 92m platform at Willaura.

There are push buttons located at each end of the Grain siding to prevent the unnecessary operation of Edgarley Road and Wickliffe Road level crossings during shunting operations.

Master key Annett key is required to enter siding.


GLEN THOMPSON
254.988 km
Lalkaldarno Rd
249.020 km
Wickliffe Rd
WLA GG
248.980 km
248.947 km
G
H
X
314m
Silos
Y
248.524 km
Platform
WLA FG
248.390 km
F
248.290 km
Delacombe Way
244.787 km
Holmes Rd
241.567 km
Edgarley Estate Rd
238.247 km
Centenary Bridge Rd
MAROONA
ARTC
NIB-T0155
Willaura
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

3.5 Glen Thompson (GTP)

Standing Room:

- 985m

Goods Siding:

- Yes, goods siding 238m
  Access only from Dunkeld end with a derail for roll out protection.

Local Control Panel:

- Nil

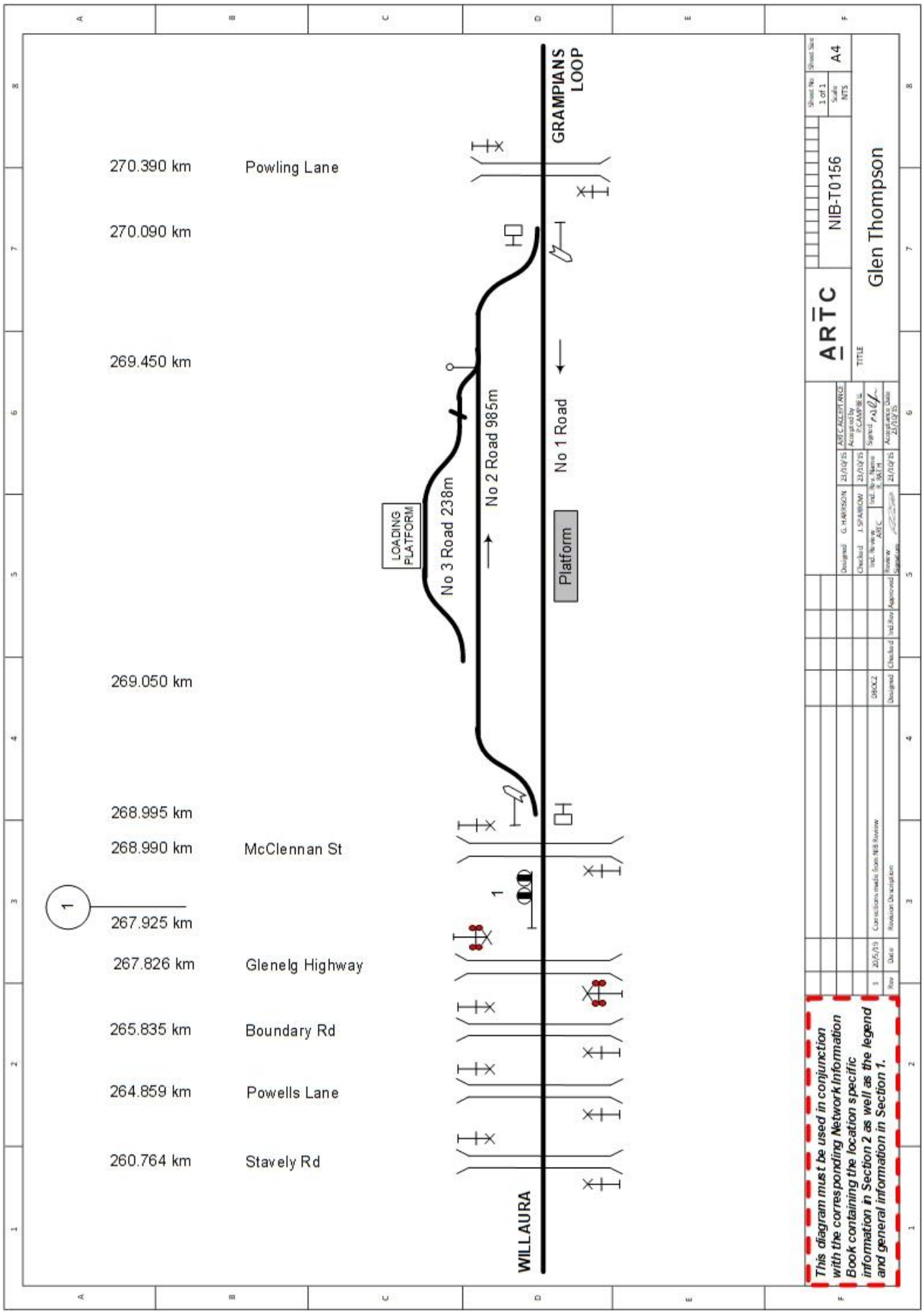
Crank handles:

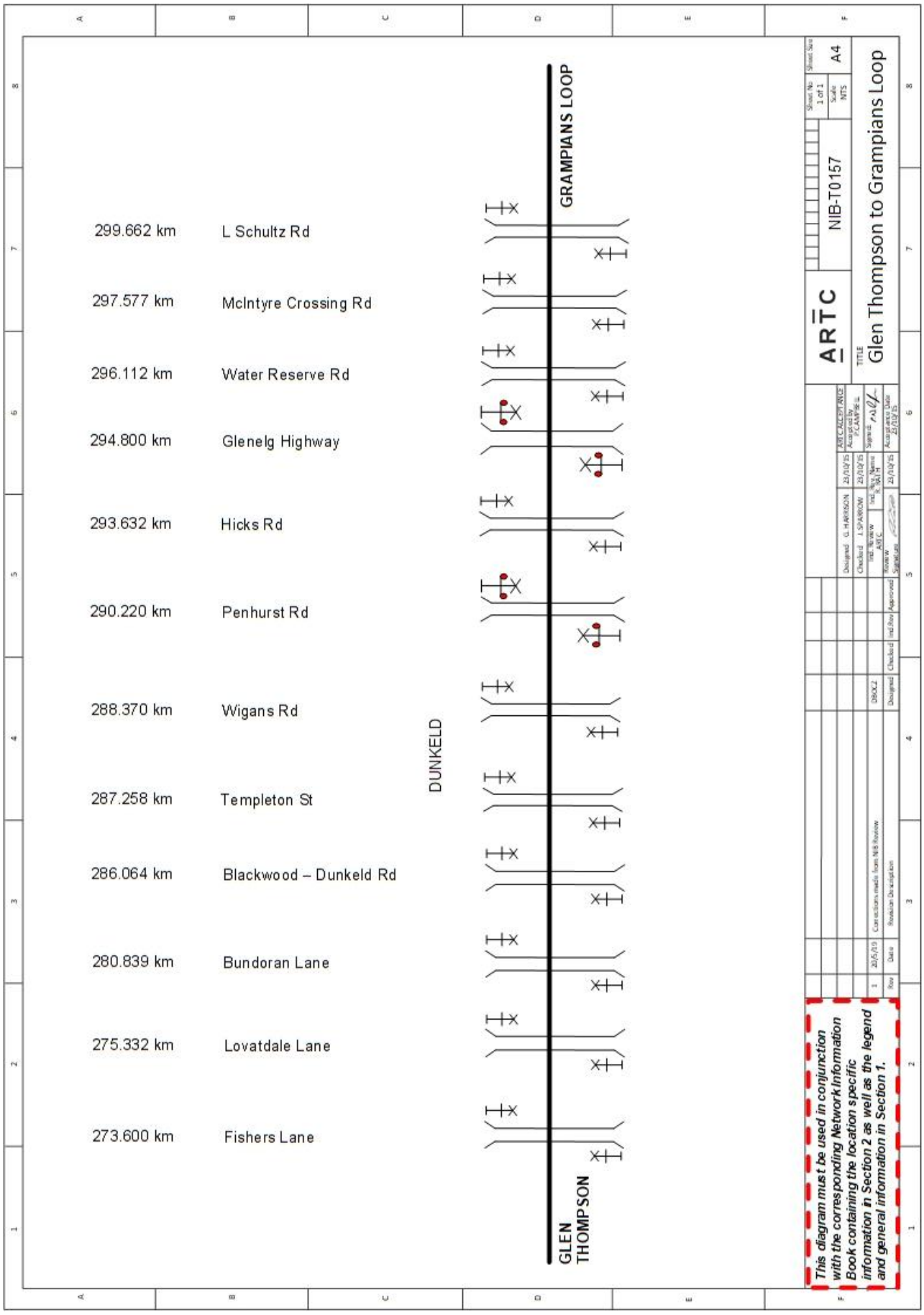
- Nil

Other:

There is a 91m platform at Glen Thompson.

There is also a 92m platform at Dunkeld with no other rail infrastructure at this location.


GRAMPIANS LOOP
270.390 km
Powling Lane
270.090 km
269.450 km
No 2 Road 985m
No 3 Road 238m
LOADING PLATFORM
No 1 Road
Platform
269.050 km
268.995 km
268.990 km
McClennan St
267.925 km
267.826 km
Glenelg Highway
265.835 km
Boundary Rd
264.859 km
Powells Lane
260.764 km
Stavely Rd
WILLAURA
NIB-T0156
Glen Thompson
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


GRAMPIANS LOOP
299.662 km
L Schultz Rd
297.577 km
McIntyre Crossing Rd
296.112 km
Water Reserve Rd
294.800 km
Glenelg Highway
293.632 km
Hicks Rd
290.220 km
Penhurst Rd
288.370 km
Wigans Rd
287.258 km
Templeton St
286.064 km
Blackwood – Dunkeld Rd
280.839 km
Bundoran Lane
275.332 km
Lovatdale Lane
273.600 km
Fishers Lane
DUNKELD
GLEN THOMPSON
ARTC
NIB-T0157
Glen Thompson to Grampians Loop
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

3.6 Grampians Loop (GML)

Standing Room:

- 970m

Goods Siding:

- Nil

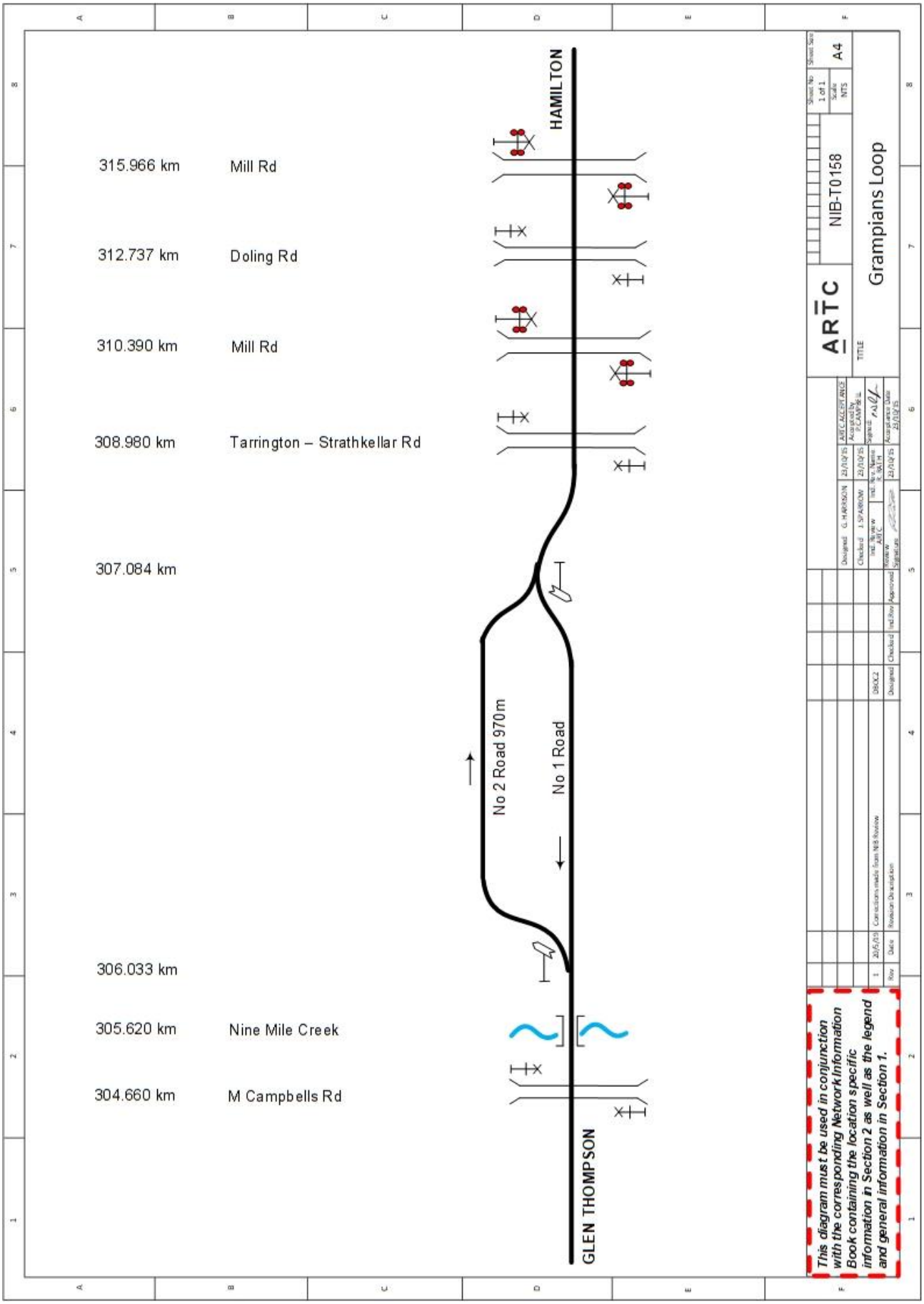
Local Control Panel:

- Nil

Crank handles:

- Nil

Other Information:


HAMILTON
315.966 km
Mill Rd
312.737 km
Doling Rd
310.390 km
Mill Rd
308.980 km
Tarrington – Strathkellar Rd
307.084 km
No 2 Road 970m
No 1 Road
306.033 km
305.620 km
Nine Mile Creek
304.660 km
M Campbells Rd
GLEN THOMPSON
NIB-T0158
Grampians Loop
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

3.7 Hamilton (HAV)

Standing Room:

- N/A

Goods Siding:

- Yes, goods siding No. 2 road 520m with an additional 300m on the Maroona end from the turn out to No.3 road to the derail.
- No 3 road 550m

Local Control Panel:

- Nil

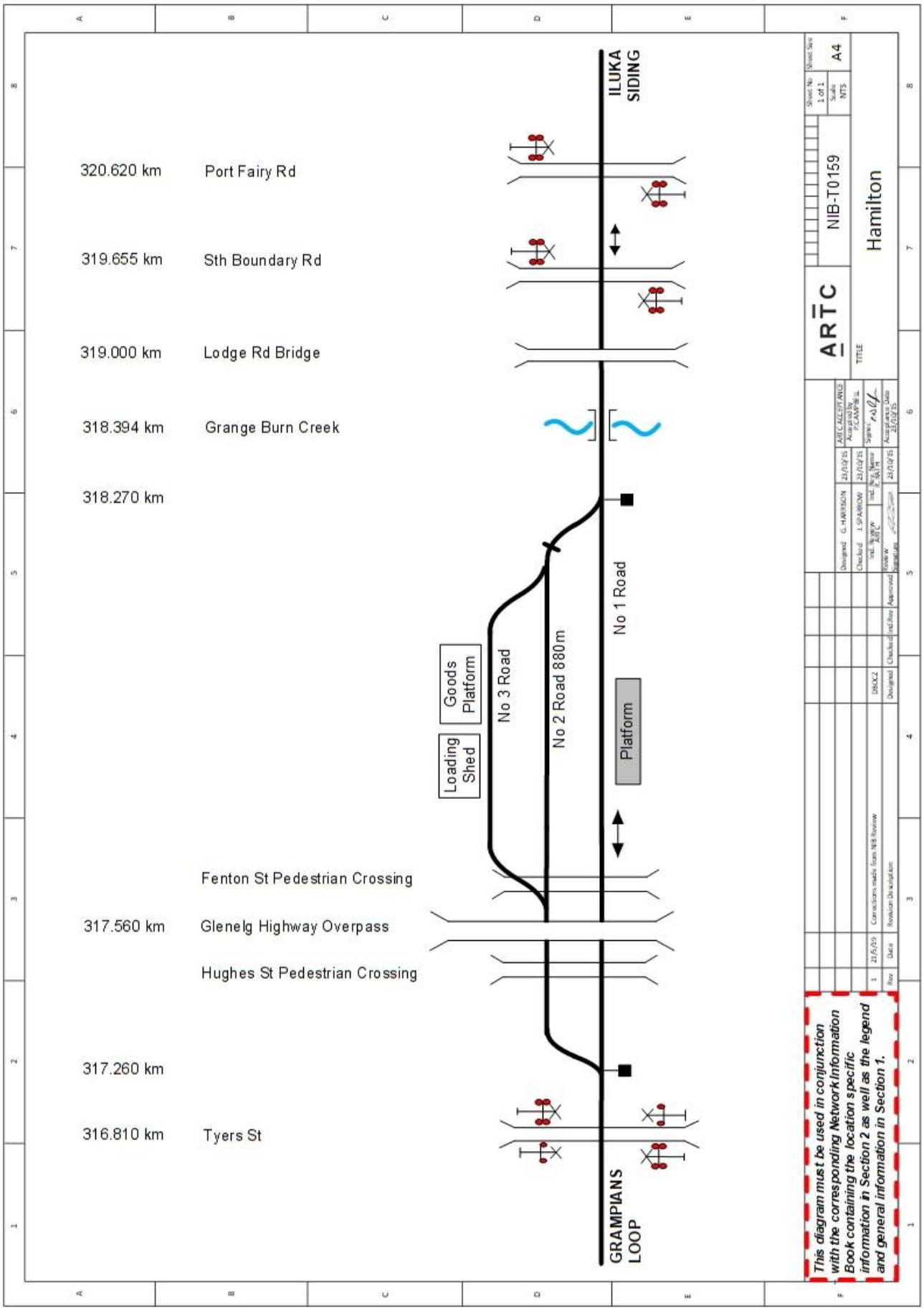
Crank handles:

- Nil

Other Information:

This is an intermediate master key locked siding.

There is a 152m passenger platform at this location.


ILUKA SIDING
320.620 km
Port Fairy Rd
319.655 km
Sth Boundary Rd
319.000 km
Lodge Rd Bridge
318.394 km
Grange Burn Creek
318.270 km
Goods Platform
Loading Shed
No 3 Road
No 2 Road 880m
No 1 Road
Platform
Fenton St Pedestrian Crossing
317.560 km
Glenelg Highway Overpass
Hughes St Pedestrian Crossing
317.260 km
316.810 km
Tyers St
GRAMPIANS LOOP
NIB-T0159
Hamilton
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

3.8 Iluka Siding (ILK)

Standing Room:

- Nil

Goods Siding:

- Yes, Private siding

Local Control Panel:

- Nil

Crank handles:

- Nil

Other Information:

3.8.1 Operating Procedure for Iluka Siding Hamilton

Train Notice 5317 18/11/2011 is amended and reissued as under.

Iluka Siding is an intermediate master key locked siding connected to the ARTC main line at the 324.706Km in the single line section between Grampians Loop and Chrome Loop.

NOTE: The following will apply to all Train operations

- Train Order must indicate the train will lock away at Iluka siding.
- Light Engine moves from Portland are permitted to arrive at Iluka Siding.
- Train Moves from Portland will not be permitted to arrive at Iluka siding
- Through Train moves will not be permitted to shunt at Iluka siding.

Operators requiring access to this siding shall operate under the following instructions when entering or departing from Iluka Siding.

Train Move to enter siding from Maroona (TA20 section 18 rule 28)

Upon arrival at the Iluka Siding the Competent Employee Must:

- Obtain the Master Key from the Driver.
- Driver must then pull the train clear of the Burgin's Road level crossing.
- The Competent will then unlock and test the points.
- The competent employee will then set the points for the siding.
- The Competent will then activate the test switch/push button to activate the Burgin's Road level crossing.
- Once Level crossing has activated signal the Driver of the train that he can set back into the Iluka siding.
- Once the train has arrived in the siding and is clear of the main line, the competent employee will then reset the points back to the normal position and hand the master key back to the driver.

Driver to advise Network Controller after receiving the Master key:

- The train is in the siding and is clear of the Main Line.
- The Points have been set and secured for the Main Line.
- The Driver has in his possession the master key.

Train Movement to depart from Iluka siding

Before a Train is to be permitted to depart from the Iluka Siding, The ARTC Network Controller must first issue a Train Order to the Driver. Once the Driver is in possession of the Train Order, He will then give the Master Key to the competent employee who will:

- Unlock and then test the points
- Ensure the Burgin's road level crossing is operating correctly
- Signal the driver to depart from the siding.
- Train Speed for Burgins Rd Level crossing must not exceed 10kph.

Once the last vehicle has cleared the main line points with End of train marker in place, the competent employee must:

- Restore the main line points back to normal position
- Ensure the points are set and locked for the main line
- Return the master key back to the driver.

The driver Must then advise the ARTC Network Controller that

- The siding points are set and secured for the main line
- The driver is in possession of the Master Key.

The ARTC Network Controller will endorse the Train Graph to reflect the advice received from the driver.

Train to perform run round at Trailable point loop. TA20 section 27 rule 13 (g)

All trains originating from Iluka Siding MUST travel to Chrome Loop, where a run round of the train consist must be performed prior to train heading towards Maroona. Once the Train service arrives at Chrome Loop the Loco run round will be performed as detailed below.

Shunting Movements

For shunting movements the points may be set for either track by means of a ground lever.

During the shunting operations, the driver must control the movement in accordance with the indications displayed on the switch stand.

The display of two red discs shall indicate to the driver that the movement is proceeding over the facing points in the wrong direction and the speed of the movement shall be controlled as directed by the competent employee performing the shunt operations on the ground.

When the shunting is completed, the points shall be set in the Normal position and the lever locked with the V5PSW padlock. The switch stand shall also be inspected to ensure it is displaying the correct indication.

Loco Run Around Movements

Train service will arrive onto 2 road the driver will secure loading and detach the loco from consist and then once clear of the trailable points and provided the switch stand indications show loco movement can run via 1 road driver may do so provided he is in possession of a train order to shunt into the section ahead. Once loco has cleared the opposite end points the driver can return back onto 2 road and attach to loading.

The train can only depart from the crossing location provided the driver is in possession of a new train order showing the updated authority limits

Should at any time the switch stand indicate two red discs the driver must follow the above instruction.

At all times the driver and/or competent employee in charge of the shunt move must obey the switch stand indications as per TA20 Rule 13 g

Point Stand Indications

The points from the main line are rodded to a point lever connected to a Master Key Lock. Point Stand Indicators are rodded to the points to indicate to the Driver of approaching trains the position of the points as follows:

Green Arrow:

- Indicates to movements proceeding in both directions that the points are set for the main line.

Two Red Dumbbells:

- Indicates to movements proceeding in both directions that the points are set for the siding.

Should the Driver of a Main Line movement observe the Point Stand Indicator displaying 2 Dumbbells the movement must be brought to a stand at the points and the ARTC Network Controller must be immediately advised.

The Driver shall then ensure that the points are set and secured for the movement prior to passing over them.

3.8.2 Burgins Road Level Crossing 324.740km

Operation of Level Crossing

The flashing lights and bells at this location will be operated using Axle Counter Units.

In the event that a Train requires to change direction within the Single Line Section in the vicinity of the Level Crossing that Train must be confirmed as being a minimum of one kilometre clear of Burgins Road.

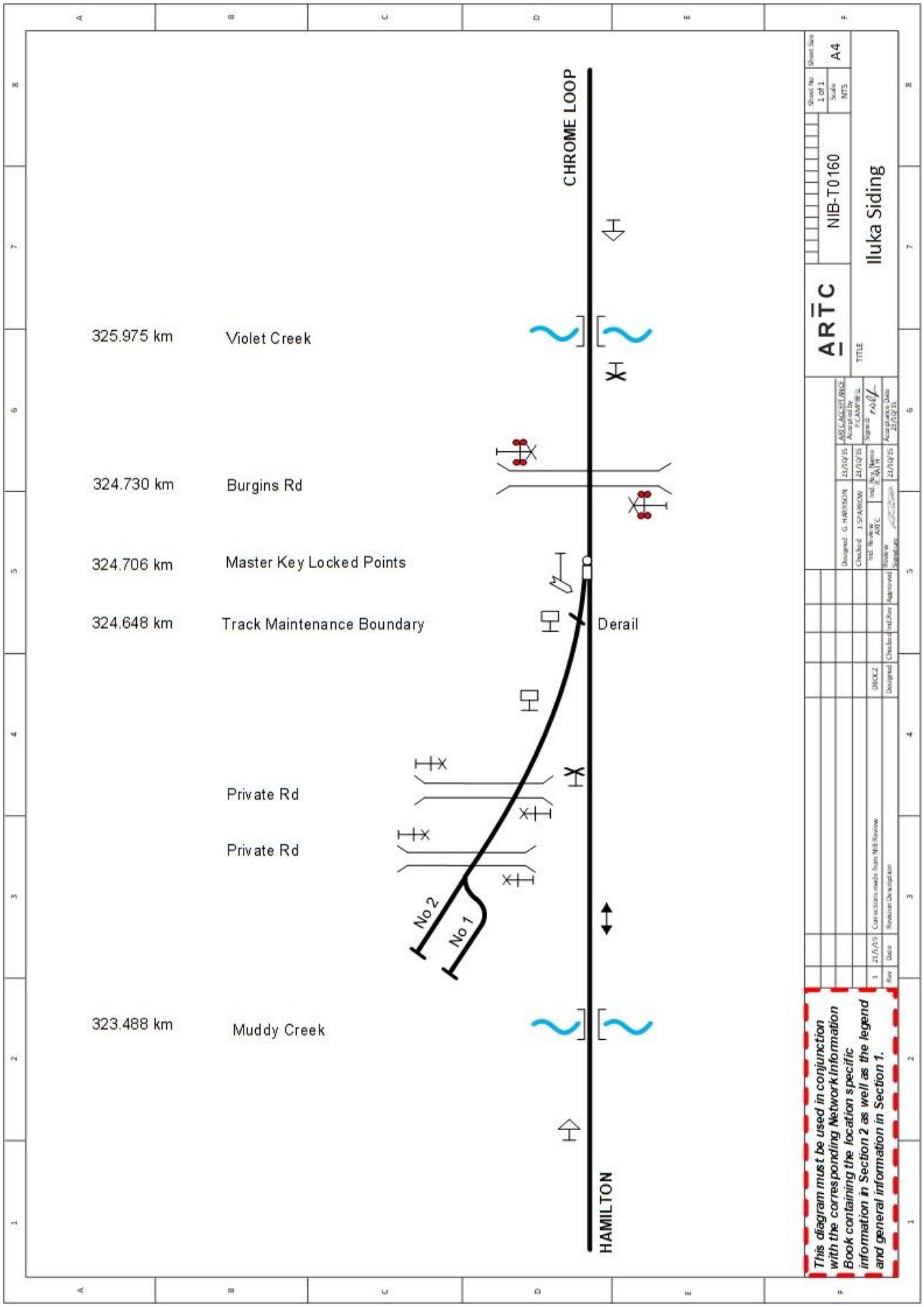
Operation of Hi-rail Vehicles

A Hi-Rail vehicle or Track Machine not guaranteed to operate Track Circuits, will through the operation of the Axle Counters, initiate the operation of the flashing lights and bells.

When the Hi-Rail or Track Machine has entered the Roadway of the Level Crossing and is clear of the departing Axle Counter unit on the level crossing approach, the flashing lights will continue to operate for a period of 8 seconds.

If required, the test switch must be operated to ensure continued operation of the level crossing equipment.

Hi-Rail Vehicles or Track Machines must ensure that the level crossing is clear prior to proceeding over the Level Crossing.


CHROME LOOP
325.975 km
Violet Creek
324.730 km
Burgins Rd
324.706 km
Master Key Locked Points
324.648 km
Track Maintenance Boundary
Derail
Private Rd
Private Rd
No 2
No 1
323.488 km
Muddy Creek
HAMILTON
NIB-T0160
Iluka Siding
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

3.9 Chrome Loop (CHP)

Standing Room:

- Nil

Goods Siding:

- Yes, goods siding 987m

Local Control Panel:

- Nil

Crank handles:

- Nil

Other Information:

3.9.1 Ellis Road Level Crossing 363.038km

Operation of Level Crossing

The Flashing Lights, Bells and Boom Barriers at this location will be operated using Axle Counter Units.

In the event that a Train requires to change direction within the Single Line Section in the vicinity of the Level Crossing that Train must be confirmed as being a minimum of one kilometre clear of Ellis Road.

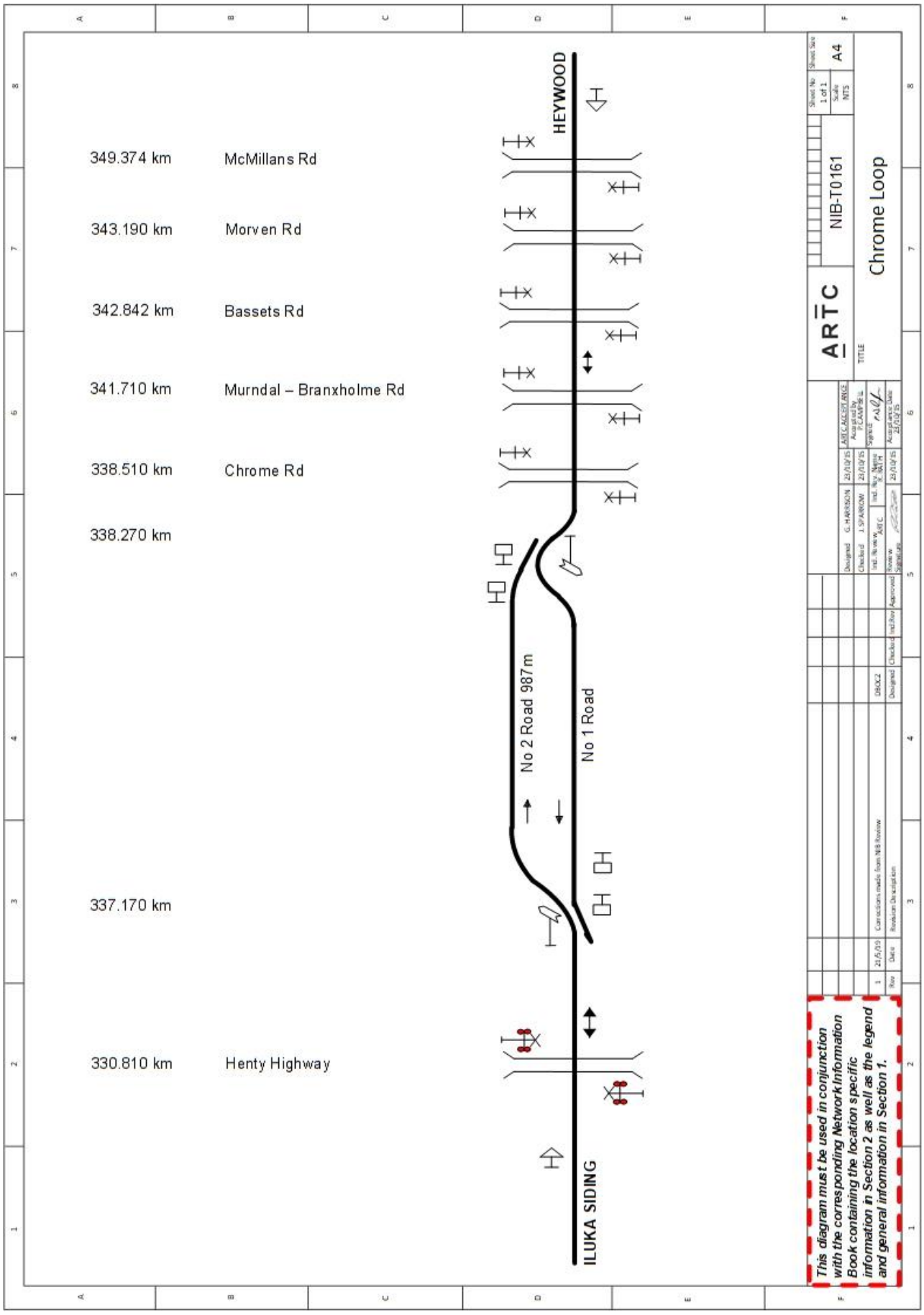
Operation of Hi-rail Vehicles

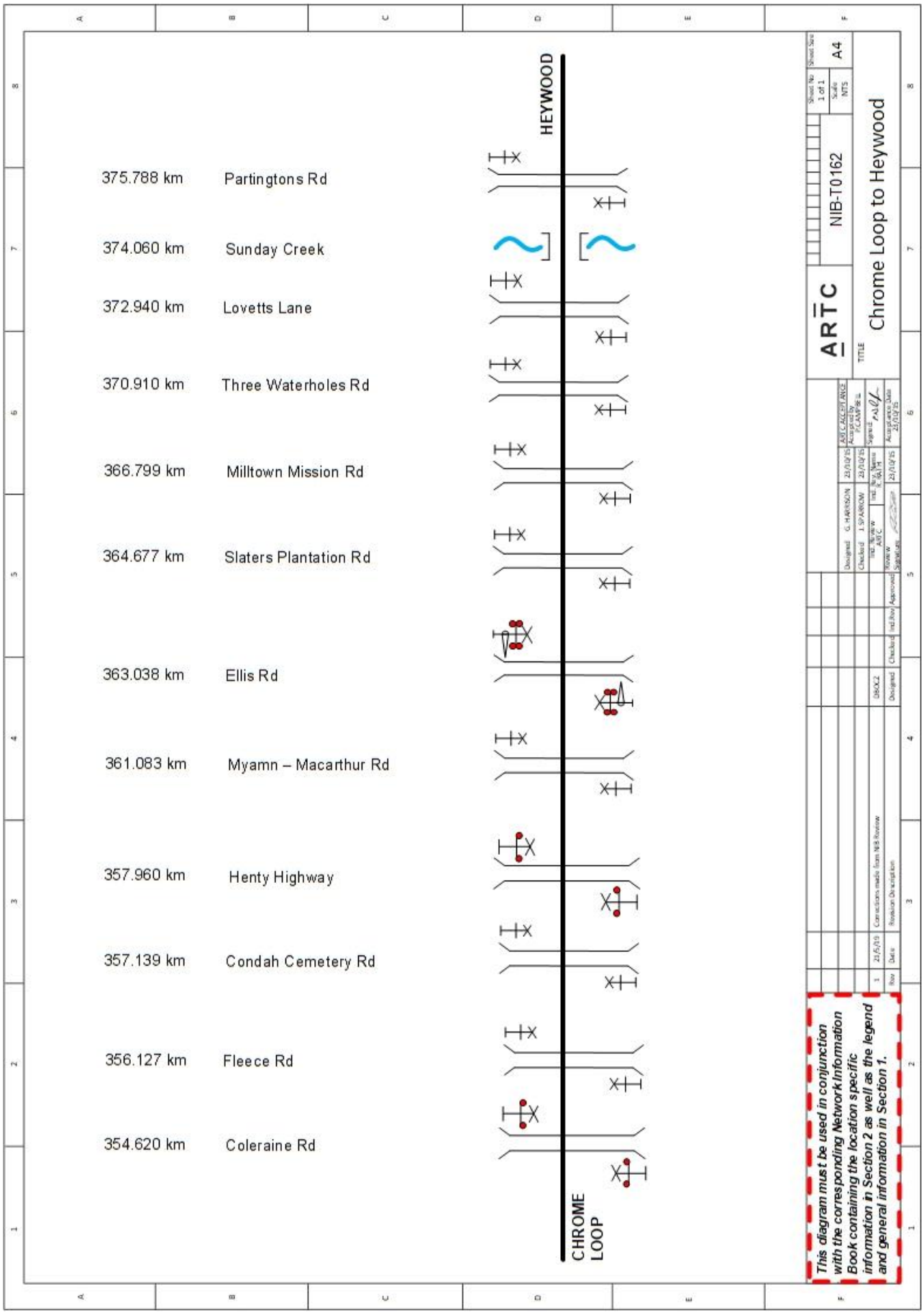
A Hi-Rail vehicle or Track Machine not guaranteed to operate Track Circuits, will through the operation of the Axle Counters, initiate the operation of the Flashing Lights, Bell and Boom barriers.

When the Hi-Rail or Track Machine has entered the Roadway of the Level Crossing and is clear of the departing Axle Counter unit on the level crossing approach, the flashing lights will continue to operate for a period of 8 seconds.

If required, the test switch must be operated to ensure continued operation of the level crossing equipment.

Hi-Rail Vehicles or Track Machines must ensure that the level crossing is clear prior to proceeding over the Level Crossing.


349.374 km
McMillans Rd
343.190 km
Morven Rd
342.842 km
Bassets Rd
341.710 km
Murndal – Branxholme Rd
338.510 km
Chrome Rd
338.270 km
337.170 km
330.810 km
Henty Highway
HEYWOOD
No 2 Road 987m
No 1 Road
ILUKA SIDING
ARTC
NIB-T0161
Chrome Loop
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


HEYWOOD
375.788 km
Partingtons Rd
374.060 km
Sunday Creek
372.940 km
Lovetts Lane
370.910 km
Three Waterholes Rd
366.799 km
Milltown Mission Rd
364.677 km
Slaters Plantation Rd
363.038 km
Ellis Rd
361.083 km
Myamn – Macarthur Rd
357.960 km
Henty Highway
357.139 km
Condah Cemetery Rd
356.127 km
Fleece Rd
354.620 km
Coleraine Rd
CHROME LOOP
ARTC
NIB-T0162
Chrome Loop to Heywood
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.

3.10 Heywood Loop (HWO)

Standing Room:

- 934m

Goods Siding:

- Nil

Local Control Panel:

- Nil

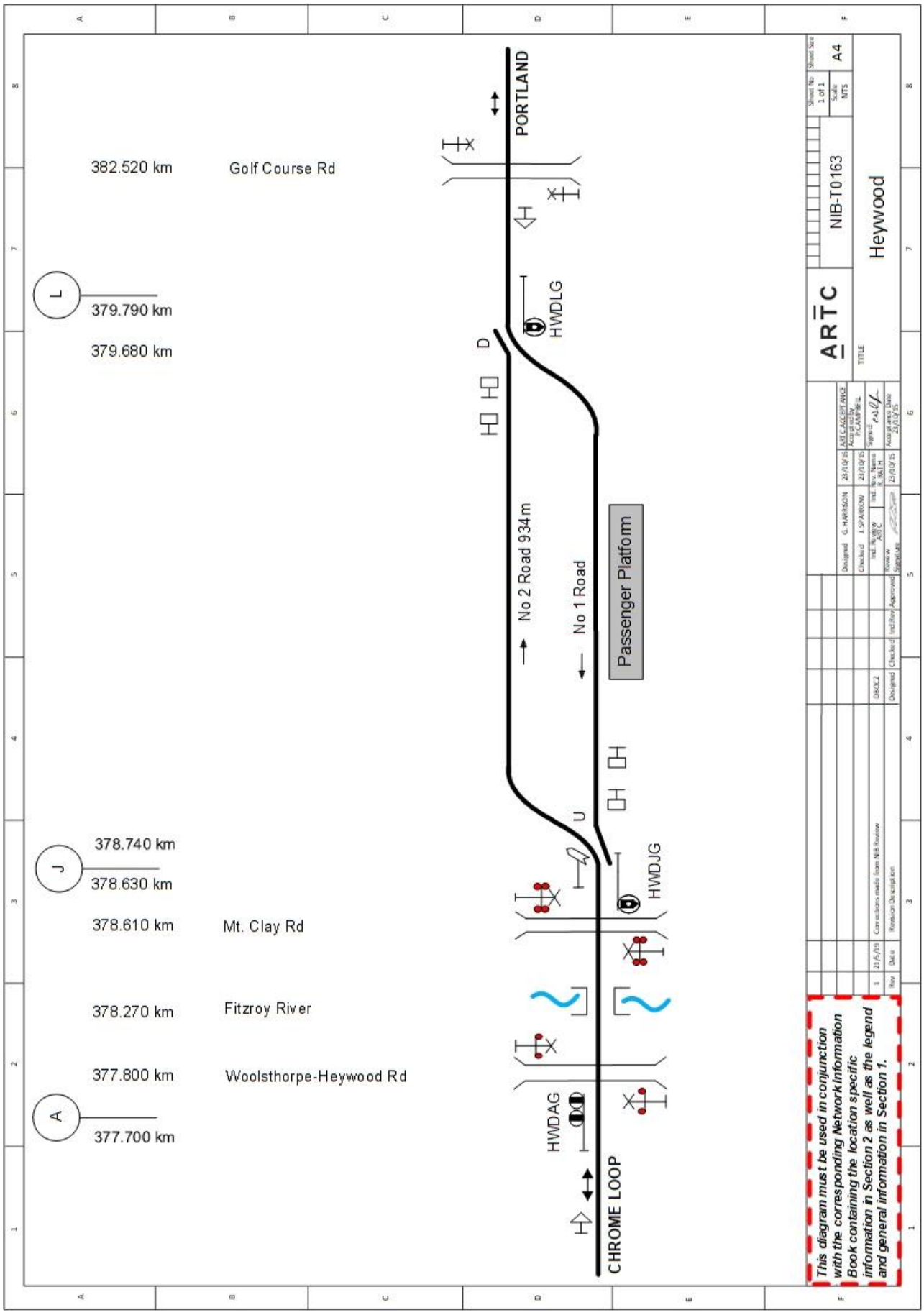
Crank handles:

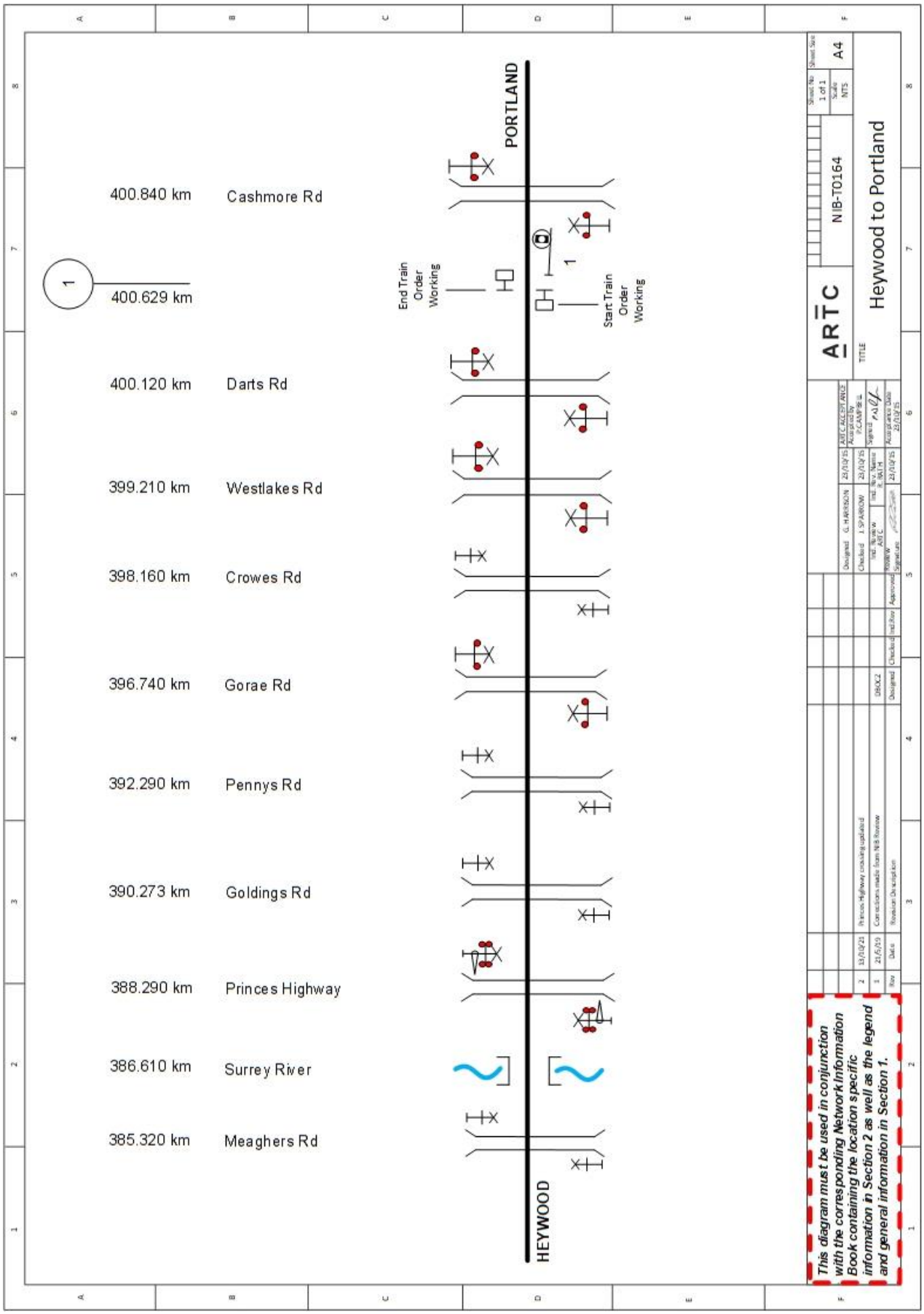
- Nil

Other Information:

There is a 111m platform at this location.

There are push buttons and 5P key switches installed to prevent unnecessary operation of Mt Clay Road level crossing.


382.520 km
Golf Course Rd
379.790 km
379.680 km
378.740 km
378.630 km
378.610 km
Mt. Clay Rd
378.270 km
Fitzroy River
377.800 km
Woolsthorpe-Heywood Rd
377.700 km
PORTLAND
HWDLG
No 2 Road 934m
No 1 Road
Passenger Platform
HWDJG
HWDAG
CHROME LOOP
NIB-T0163
Heywood
A4
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.


PORTLAND
HEYWOOD
400.840 km
Cashmore Rd
400.629 km
End Train Order Working
Start Train Order Working
400.120 km
Darts Rd
399.210 km
Westlakes Rd
398.160 km
Crowes Rd
396.740 km
Gorae Rd
392.290 km
Pennys Rd
390.273 km
Goldings Rd
388.290 km
Princes Highway
386.610 km
Surrey River
385.320 km
Meaghers Rd
NIB-T0164
Heywood to Portland
This diagram must be used in conjunction with the corresponding Network Information Book containing the location specific information in Section 2 as well as the legend and general information in Section 1.