

**DUNOLLY TO ROBINVALE**

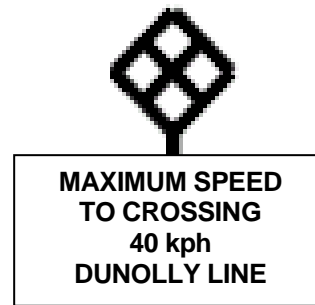
**BROAD GAUGE**

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

		CLASS OF LOCOMOTIVE		
		G, XR, BL	A, B, EL, GM, N, S, X	H, P, T, Y
DUNOLLY and INGLEWOOD	Freight	55	55	55
INGLEWOOD and BOORT	Freight	65	65	65
BOORT and MANANGATANG	Freight	55	55	55
MANANGATANG and MANANGATANG BLOCK POINT	Freight	25	25	25
MANANGATANG BLOCK POINT and ROBINVALE	Freight	NA	30	30

**2. SPECIAL SPEED RESTRICTIONS**

1. Inglewood – Notice boards and approach section indicator boards will be provided between the Up end of the former platform and the junction points, and the Up end of the loop siding and will be applicable to Up Trains proceeding towards the Calder Highway Level Crossing and Dunolly.



**3. RULING GRADE LOADS (TONNES)**

SECTION	CLASSES OF LOCOMOTIVES													
	G, XR, BL	N	EL, GM, S, X	Mod A Class	A solo or multi with A	A multi with other class	B	H solo or multi with H, P, T or Y	H multi with other class	T or P solo or multi with H, P, T or Y	T or P multi with other class	Y solo or multi with T, Y, H or P	Y multi with other class	
<b>DOWN</b>														
<b>Dunolly to</b>														
LLANELLY	..	..	..	..	..	..	..	..	..	..	..	..	435	435
INGLEWOOD	1200	1200	1200	1200	1020	1020	1015	710	710	710	710	710	610	610
KORONG VALE	1900	1220	1220	1600	1035	1035	1015	..	..	..	..	..	..	..
BOORT (G.E.B.Siding)	..	1750	1750	1750	1525	1525	1525	..	..	..	..	..	..	..
BOORT	..	..	..	..	..	..	..	1015	1015	1015	1015	1015	815	815
BARRAPORT	..	2000	2000	2000	1800	1800	1800	1220	1220	1220	1220	1220	915	915
GREDGWIN	..	1800	1800	1850	1530	1530	1400	760	760	760	760	760	610	610
ULTIMA	..	2000	2000	2200	1800	1800	1800	1420	1420	1420	1420	1420	..	..
MANANGATANG	..	2400	2400	..	..	..	..	..	..	..	..	..	..	..
ANNUELLO	..	..	..	..	..	..	..	..	..	..	..	..	1270	1270
ROBINVALE	3800	3010	3010	2500	2135	2135	2100	1625	1625	1625	1625	1625	1065	1065
<b>UP</b>														
<b>Robinvale to</b>														
BANNERTON	..	..	..	..	..	..	..	1220	1220	1220	1220	1220	815	815
MANANGATANG	3000	1930	1930	2500	1930	1930	1930	..	..	..	..	..	..	..
COCAMBA	..	2400	2400	2500	2240	2240	2240	1625	1625	1625	1625	1625	1270	1270
CHILLINGOLLAH	..	2000	2000	..	..	..	..	1420	1420	1420	1420	1420	1065	1065
CANNIE	..	..	..	2600	1800	1800	1800	1220	1220	1220	1220	1220	915	915
QUAMBATOOK	..	2400	2400	..	2100	2100	2100	2030	2030	2030	2030	2030	1625	1625
GREDGWIN	..	2000	2000	3000	1800	1800	1800	1420	1420	1420	1420	1420	1065	1065
BOORT	..	2400	2400	2400	2100	2100	2100	2030	2030	2030	2030	2030	1625	1625
BOORT (G.E.B. Siding)	..	2300	2300	..	2030	2030	2030	1525	1525	1525	1525	1525	1065	1065
KORONG VALE	3800	2400	2400	2400	2135	2135	2135	1830	1830	1830	1830	1830	1625	1625
INGLEWOOD	2200	1830	1830	1900	1555	1555	1525	1015	1015	1015	1015	1015	710	710
LLANELLY	..	..	..	..	..	..	..	..	..	..	..	..	610	610
DUNOLLY	1745	1200	1200	1200	1020	1020	1015	710	710	710	710	710	405	405

**NETWORK SERVICE PLAN**

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#### 4. SAFWORKING SYSTEMS

Train Order Working is in force between DUNOLLY to ROBINVALE.

	STATUS – ATTENDED	STATUS – UNATTENDED
DUNOLLY	Attended Crossing Station	Unattended Crossing Loop
ARNOLD BLOCK POINT	Block Point Location	Block Point Location
INGLEWOOD	Attended Junction Station	Not Applicable to Primary Corridor
KORONG VALE LOOP	Unattended location	Unattended Crossing Loop (with Junction)
MYSIA BLOCK POINT	Block Point Location	Block Point Location
QUAMBATOOK BLOCK POINT	Block Point Location	Block Point Location
ULTIMA BLOCK POINT	Block Point Location	Block Point Location
MANANGATANG BLOCK POINT	Block Point Location	Block Point Location
ROBINVALE	Unattended location	Unattended Train Order Terminal Station

#### 5. SPECIAL NOTES

No Special Notes.

#### 6. DISTANCES FROM MELBOURNE AND CLEAR LENGTH OF CROSSING ROADS

LOCATION	MARKED DISTANCE FROM MELBOURNE (KM) (VIA BALLAN)	CLEAR LENGTH OF CROSSING ROADS (LENGTH IN METRES)	
		NO. 1	NO. 2
DUNOLLY	209.099	795	795
LLANELLY	229.875	..	..
ARNOLD BLOCK POINT	236.000	..	..
INGLEWOOD	248.741	..	..
KURTING	255.252	..	..
KORONG VALE CROSSING LOOP	280.863	800	800
KORONG VALE	281.420	..	..
BORUNG	289.313	..	..
MYSIA BLOCK POINT	291.000	..	..
BOORT G.E.B SIDING	308.112	..	..
BOORT	309.971	..	..
BARRAPORT	323.157	..	..
GREGGWIN	329.154	..	..
OAKVALE	336.341	..	..
QUAMBATOOK BLOCK POINT	344.000	..	..
QUAMBATOOK	345.341	..	..
CANNIE	357.894	..	..
LALBERT	369.138	..	..
ULTIMA	394.003	..	..
ULTIMA BLOCK POINT	396.000	..	..
GOWANFORD	403.046	..	..
WAITCHIE	413.723	..	..
CHILLINGOLLAH	426.472	..	..
CHINKAPOOK	439.533	..	..
COCAMBA	448.787	..	..
MANANGATANG	456.200	..	..
MANANGATANG BLOCK POINT	457.280	..	..
BOLTON	465.464	..	..
ANNUELLO	479.143	..	..
BANNERTON	497.148	..	..
ROBINVALE	510.445	203	203

All kilometre post distances beyond Inglewood were increased by 38kms only and not relocated.

### NETWORK SERVICE PLAN

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**7. TRACK CLASS**

Track is maintained to the following Class standards:

SECTION	CLASS
DUNOLLY – MANANGATANG	CLASS 4
MANANGATANG – ROBINVALE	CLASS 5

**8. PROTECTED LEVEL CROSSINGS**

NAME AND KMS OF NEAREST STATION	LEVEL CROSSING	DISTANCE (KM) (VIA BALLAN)	TYPE	LOCATION NUMBER	VICROADS ID NO
DUNOLLY – 209.111	Broadway	210.316	FL	NL2103	
LLANELLY – 229.875	♣ <b>Wimmera Highway</b>	<b>224.127</b>	<b>FL</b>	<b>NL2241</b>	<b>7279</b>
INGLEWOOD – 248.959	♣ <b>Calder Highway</b>	<b>248.435</b>	<b>FL</b>	<b>YL2484</b>	<b>19009</b>
	Calder Highway	249.484	FL	YK2494	
KURTING – 255.140	♣ <b>Calder Highway</b>	<b>262.958</b>	<b>BB</b>	<b>YK2629</b>	<b>19010</b>
KORONG VALE – 280.998	Boort Road	280.974	FL	YK2808	
BOORT – 309.859	Godfrey Street	309.744	FL	YR3096	
<b>MANANGATANG – 456.200</b>	♣ <b>Mallee Highway</b>	<b>455.782</b>	<b>BB</b>	<b>YR4557</b>	<b>19020</b>

**BB** – Boom Barriers

**NSW** – R.I.C. Distance from Sydney

**T** – Equipped with Telephone Communication

**CC** – Crib Crossing

**PB** – Pedestrian Barriers

**VIC** – Victorian Broad Gauge

**FL** – Flashing Lights

**PG** – Pedestrian Gates

**IG** – Interlocked Gates

**SG** – Standard Gauge

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

All kilometre post distances beyond Inglewood were increased by 38kms only and not relocated.