

Notice type	National Notice
Title	NCCS - Illabo - Inland Rail Crossover Commissioning

AFFECTED AREA

Network Control	Control Centre NCCS (June) Boards Main South B
Network Area	Corridor Main South Locations Bethungra To Illabo, Illabo Kilometrage 456.590 - 470.951 km

EFFECTIVE PERIOD

Date and time	From/at Sat, 12 Sep 2026 22:00 AEST	To Thu, 11 Mar 2027 23:00 AEDT
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REFERENCE DOCUMENTS

Other notices	26-014
Train Alteration Advice	Empty
Route Access Standards	D51 Macarthur to Albury
NIBs	OGW-30-29

OPERATING CONDITIONS (GENERAL DETAILS)

Between 2200hrs Saturday 12 September 2026 to 0800hrs Tuesday 15 September 2026, or until the work is completed, Inland Rail as part of the Illabo to Stockinbingal Project, will undertake the following infrastructure alterations at Illabo:

- Installation of an 80 km/h crossover across between Up and Down Main lines.
- Installation of six (6) points motor machines.
- Installation of permanent turnout speed signs.
- Permanent removal of three (3) existing signals.
- Installation of three (3) new signals.
- Alterations to warning signage for existing level crossings.
- Conversion from DC track circuits to axle counters.
- Removal of Frames B and D signalling components for the non-operational Illabo Grain Siding.

SIGNALLING

The following infrastructure will be booked out of use and permanently removed:

Signal No.	Track	Kilometres	Description / Additional Details
289.1	Down Main	465.223	Existing automatic signal.
289.2	Up Main	465.236	Existing non-permissive automatic signal.
290.8	Up Main	468.124	Existing automatic signal.

SIGNALLING

The following new infrastructure will be commissioned and booked into use:

Signal No.	Track	Kilometres	Description / Form & Signal Aspects / Additional Details
IJ1	Down Main	464.645	New controlled signal, containing the following indications: • 3 Aspect (G / Y / R) • Marker Light
IJ16	Up Main	465.106	New controlled signal, containing the following indications: • 3 Aspect (G / Y / R) • Lower Left Hand Turnout Unit (Band of Lights)^ with Marker Light
IJ18	Up Main	468.208	New controlled signal, containing the following indications: • Left Hand Turnout Repeater ^ • 3 Aspect (G / Y* / R) • Marker Light <i>* Can display either a steady or pulsating aspect.</i>

^ These components of the new signals will not be available for use until after the Illabo-Parkes line is completed. They will be installed, commissioned and immediately booked back out of use.

TRACKSIDE SIGNAGE

The following infrastructure will be booked out of use and permanently removed:

Signage Type	Track	Facing Direction	Kilometres	Description / Additional Details
27C/143 Approach Warning Sign	Down Main	Down	464.246	Existing level crossing approach warning sign for down direction rail traffic for Olympic Highway Level Crossing.
27C/143 Approach Warning Sign	Down Main	Down	467.093	Existing level crossing approach warning sign for down direction rail traffic for Illabo Road Level Crossing.
27C/143 Approach Warning Sign	Up Main	Up	468.124	Existing level crossing approach warning sign for up direction rail traffic for Olympic Highway Level Crossing.
44J/40 Information Reminder Sign	Down Main	Down	465.223	Redundant signage adjacent to 289.1 Automatic Signal. No longer required as the Illabo Grain Siding is non-operational and the Ground Frames for access to it are being removed. The sign reads: <i>Drivers when passing this signal at stop in accordance with the regulations must proceed cautiously & bring their train to a stand well clear of the Grain Siding & must not restart until satisfied that shunting is not taking place at siding.</i>
Absolute Signal Sign	Up Main	Up	465.236	Redundant signage adjacent to 289.2 Non-permissive Automatic Signal. No longer required as the signal is being removed. The sign reads: <i>This Signal must not be passed at stop without authority from Signaller.</i>

TRACKSIDE SIGNAGE

The following new infrastructure will be installed, commissioned and booked into use:

Signage Type	Track	Facing Direction	Kilometres	Description / Additional Details
W7-4B	Down Main	Down	464.246	Level crossing approach warning sign for Olympic Highway Level Crossing.
W7-4B	Up Main	Down	464.945	Level crossing approach warning sign for Olympic Highway Level Crossing. Intended for rail traffic coming from the Illabo-Parkes line travelling towards Junee.
W7-4B	Down Main	Down	467.093	Level crossing approach warning sign for Illabo Road Level Crossing.
W7-4B	Up Main	Up	468.208	Level crossing approach warning sign for Olympic Highway Level Crossing.
Axle Counter	Down Main	Down	464.246	Axle Counter sign. Will be affixed to the W7-4B sign at this same location.
Axle Counter	Down Main	Both	466.121	Double sided Axle Counter sign.
Axle Counter	Down Main	Down	467.093	Axle Counter sign. Will be affixed to the W7-4B sign at this same location.
Axle Counter	Up Main	Up	468.208	Axle Counter sign. Will be affixed to the W7-4B sign at this same location.
Axle Counter	Up Main	Both	466.091	Double sided Axle Counter sign.
Axle Counter	Up Main	Down	464.945	Axle Counter sign. Will be affixed to the W7-4B sign at this same location. Intended for rail traffic coming from the Illabo-Parkes line travelling towards Junee.
Yard Limit	Down Main	Both	464.645	The Down Main city end Yard Limit / End Yard Limit (YL/EYL). Signage will be attached to the new IJ1 Controlled Signal.
Yard Limit	Down Main	Both	469.084	The Down Main country end Yard Limit / End Yard Limit (YL/EYL). Signage will be attached to the existing 291.5 Automatic Signal.
Yard Limit	Up Main	Both	468.208	YL/EYL Sign at IJ18 Signal The Up Main country end Yard Limit / End Yard Limit (YL/EYL). Signage will be attached to the new IJ18 Controlled Signal.
Yard Limit	Up Main	Both	461.208	The Up Main city end Yard Limit / End Yard Limit (YL/EYL). Signage will be attached to the existing 286.6 Automatic Signal.

PERMANENT SPEED SIGNS

The following new infrastructure will be installed, commissioned and booked into use:

Track	Facing Direction	Kilometres	Speed	Description / Additional Details
Up Main	Up	464.943	X80	Turnout speed 100 Points. For movements from the Up Main to Illabo-Parkes line.
Up Main	Down	464.943	X80	Turnout speed for 101 points. Intended for down direction movements through the crossover from Up Main to Down Main travelling towards Junee.

POINTS MACHINES

Number	Machine Type	Kilometres	Description / Additional Details
100A	M23A MKIII with EOL #	464.929	Swing Nose crossing.
100B	M23A MKIII with EOL #	464.929	-
101A	M23A MKIII with EOL #	464.957	-
101B	M23A MKIII with EOL #	464.957	Swing Nose crossing.
101C	M23A MKIII with EOL #	465.091	Swing Nose crossing.
101D	M23A MKIII with EOL #	465.091	-

These points machines will not be available for use until after the Illabo to Stockinbingal line is completed.
All points machines will be installed and commissioned before being booked back out of use.
The points will be clipped, XL locked and spiked in the normal position with main line detection.

EMERGENCY OPERATION LOCKS

EOL Number	Used For	Kilometres	Description / Additional Details
100	100A & 100B points. ^	464.929	Located to the outside of the Up Main Line. Will be mounted on the side of IJ12 Signalling Equipment Room (SER). *
101	101A, 101B, 101C & 101D points. ^	464.929	Located to the outside of the Up Main Line. Will be mounted on the side of IJ12 Signalling Equipment Room (SER). *

^ As the points machines will not be available for use at this time the EOLs will also not be required for use.

They will be installed and commissioned before being booked back out of use.

* The images on the Drivers Diagram show the EOLs as post mounted, due to the SER not drawn onto the diagram.

GROUND FRAMES

The following existing infrastructure will be permanently removed:

Equipment	Kilometres	Description / Additional Details
Frame D *	468.200 - 468.350	Frame D ^ is located at the city end of the Illabo Grain Siding.
Frame B *	468.750 - 468.900	Frame B is located at the country end of the Illabo Grain Siding.

* Both of these frames and associated signalling equipment, including release switches, previously provided access to the now non-operational Illabo Grain Siding.

^ At Frame D the physical D crossover between Up and Down Main Lines will remain.

The D crossover will continue to be clipped and locked and will be removed at a later date by the Inland Rail A2P Project

LEVEL CROSSING

The following existing infrastructure will be permanently removed:

Equipment	Kilometres	Description / Additional Details
Push Button	468.900	Shunters push button switch for Illabo Road Level Crossing (468.904km) to be removed. Currently located on the up side of the Up Main line at the same location as Frame B.

TRAIN DETECTION

The following new infrastructure will be commissioned and booked into use:

Equipment ID	Type	Kilometres	Affected Track	Controlling Location
Q1	Axle Counter	468.208	Up Main	IJ12
Q2	Axle Counter	468.208	Up Main	IJ12
Q3	Axle Counter	467.794	Down Main	IJ12
Q4	Axle Counter	467.794	Down Main	IJ12
Q5	Axle Counter	467.540	Up Main	IJ12
Q6	Axle Counter	467.093	Down Main	IJ12
Q7	Axle Counter	466.121	Down Main	1FT
Q8	Axle Counter	466.091	Up Main	1FT
Q9	Axle Counter	465.286	Down Main	IJ12
Q10	Axle Counter	465.106	Down Main	IJ12
Q11	Axle Counter	465.106	Up Main	IJ12
Q12	Axle Counter	465.025	Crossover	IJ12
Q13	Axle Counter	465.025	Crossover	IJ12
Q14	Axle Counter	464.945	Down Main	IJ12
Q15	Axle Counter	464.778	Down Main	IJ12
Q16	Axle Counter	464.806	Up Main	IJ12
Q17	Axle Counter	464.654	Down Main	IJ12
Q18	Axle Counter	464.244	Down Main	IJ12
Q19	Axle Counter	464.244	Down Main	IJ12
Q20	Axle Counter	464.244	Up Main	IJ12
Q21	Axle Counter	464.244	Up Main	IJ12

TRAIN DETECTION

The following new infrastructure will be commissioned and booked into use:

Equipment	Controlling Location	Kilometres	Description / Additional Details
Reset Switch	IJ12	464.929	In-field Axle Counter Reset Switch. Located inside the IJ12 Signalling Equipment Room (SER). [^]

[^] The SER is not included as an image on the Drivers Diagram, its placement is represented by the EOL KMs.

Note: Axle counters will be installed to replace existing DC track circuits for detection of rail traffic between 464.246 - 468.208km on the Up Main line and 464.246 - 467.794km on the Down Main line.

Note: Testing and commissioning of the signalling infrastructure will involve route-setting, signal & aspect testing, track circuit testing, and point correspondence testing activities.

SAFEWORKING ARRANGEMENTS

All work must be carried out as per the appropriate ARTC Network Rules and Procedures.

As required an Infrastructure Booking Advice (ANRF 003) must be compiled as per ARTC Rules and Procedures NSFW 312 Infrastructure Booking Advice & NSFP 704 Using Infrastructure Booking Advices.

The Phoenix System for Main South B at NCCS Junee will be updated to reflect the infrastructure changes listed above.

ADDITIONAL DETAILS

This Notice will serve as an amendment to both the Network Information Book and Route Access Standard for the infrastructure changes as detailed above, as well as the additional information below.

Amendments to Network Information Book (NIB):**OGW-30-29 – Harden (inc) to Albury (exc) & Cootamundra West (inc) to Stockinbingal (inc)****Section 1.5 Section Operating Equipment***New subsection.*

ADD:

1.5.1 Motorised Point Machines

Some of the motorised points in this area are Swing Nose Points – EXTREME CAUTION must be exercised if points are being manually operated to ensure both parts of the turnout are wound, and to ensure that the whole route through the turnout is set correctly.

NOTE: If there are multiple keys in EOL box, there are multiple sets of points to wind.

Illabo
No 100 points AB
No 101 points ABCD

Section 2.11 Illabo (ILB)

DELETE:	Illabo is a grain siding operated by ground frames.
REPLACE WITH:	General Arrangements Illabo is the location where the Illabo-Stockinbingal-Parkes line will join the Main South Line.
DELETE:	Ground Frames Frames D and B are located on the Up side of the Up main line adjacent to the crossovers and provide access to the Grain siding. Frame D is unlocked by a key from releasing switch D, which is electrically released when the rail traffic is standing on the "track release circuit" adjacent the frame. Frame B is unlocked by a key from releasing switch B, which is electrically released when the rail traffic is standing on the "track release circuit" adjacent the frame.
DELETE:	Trailing Crossover (frame D) A trailing emergency crossover (frame D) is located between the Up main line and the Down main line at the Bethungra end of the Grain siding. The crossover is operated by frame D, which is located on the Up side of the Up main line next to the crossover. When the crossover is not in use, the points at each end of the crossover must be secured by a point clip and XL lock in the normal position. Frame D is unlocked by a key from releasing switch D. Releasing switch D is released by tracks. WARNING: Facing point locks are not provided on the points on either end of lever B crossover, and the Competent Worker operating the points must ensure that the points are secured in either the normal or the reverse position by a point clip and SL lock.
ADD NEW:	Emergency Operators Locks (EOL) When manually operating these points via the EOL, some points may have swing nose crossing and care MUST be taken to ensure that all ends of these points have been operated before rail traffic is permitted to move over the points. EOLs for all Illabo points are located on the IJ12 location hut. NOTE - No 100 AB and No 101 ABCD are swing nose points.
ADD NEW:	Olympic Highway Level Crossing Type F flashing lights and bells and half-boom barriers are provided at Olympic Highway level crossing at 466.106km. The warning equipment is automatically controlled by axle counters for Up and Down direction rail traffic.
DELETE:	Illabo Road Level Crossing Type F flashing lights and bells and half-boom barriers are provided at Illabo Road level crossing at 468.903km. The warning equipment is automatically controlled by track circuit for through Down and Up trains, or manually controlled by an operator's pushbutton unit for train movements over the level crossing from the Grain siding. Operator's pushbutton unit for the level crossing. An operator's pushbutton unit is provided in a box inscribed "Shunter's switch", which is attached to a post

	located near releasing switch B. When a shunting movement from the Grain siding will be required to obstruct the level crossing, the Competent Worker must unlock the operator's pushbutton unit and depress the "Start" pushbutton for one second to cause the warning equipment to operate, before hand-signalling the train over the crossing. The warning indications will be cancelled automatically when the rear of the shunting movement has cleared the crossing. If the movement is not proceeded with, the warning indications must be cancelled by pressing the "Cancel" pushbutton in either operator's switch for one second. The operator's pushbutton unit must be kept closed and secured by an SL lock when not in use. Stop Sign A stop sign is provided on a post, 40 metres on the Bethungra side of the level crossing, on the Down side of the Down main line facing to Down trains. This stop sign is inscribed, "SHUNTING TRAIN STOP, PRESS BUTTON FOR LEVEL CROSSING LIGHTS".
REPLACE WITH:	Illabo Road Level Crossing Type F flashing lights and bells and half-boom barriers are provided at Illabo Road level crossing at 468.903km. The warning equipment is automatically controlled by track circuit for Up direction rail traffic and axle counters for Down direction rail traffic.
AMEND:	Illabo NIB-T0342 Line Diagram

Amendments to Route Access Standard (RAS):

D51 Macarthur to Albury

Section 3 Permanent Speed Restrictions

AMEND: Data for Illabo location to be updated to match the below table.

LOCATION	KM	DOWN TRACK		UP TRACK	
		NORMAL	PASSENGER	NORMAL	PASSENGER
	461.860			115	130
	462.150	100	105		
	463.800	115	125		
	464.370			95	105
	464.530	115	150		
Turnout to Illabo-Parkes Line 100 PTS	464.943			X80	X80
DOWN direction on UP Main 101 PTS	464.943			(X80)	(X80)
	468.100	115	125		
ILLABO	468.466				
	469.830			115	160
	471.600			115	135
	471.900	100	110		

A copy of the updated Drivers Diagram for Illabo is provided as an attachment to this Notice.

Recipients must ensure this Notice is circulated to and understood by all personnel affected by, or needing to know, its content. This Notice must be issued to all affected Competent Workers. Competent Workers who receive this Notice must follow the requirements.

CONTACTS

Puri Dewage	Project Engineer Signalling, Inland Rail	0458661830
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Ben Woods	Commissioning Manager, John Holland	0457154444
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APPROVED BY	Delivery Support Manager South	08/09/2026
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