

UGL REGIONAL LINX



Merah North
CNLA-464

LINKING
COMMUNITIES.

CONNECTING
CUSTOMERS.

Document Control

Approval

Version	Date Reviewed	Prepared by	Reviewed by	Approved
1.0	30 January 2022	Manager Network Rules and Procedures	Train Control Manager	Network Operations Manager

Revision Details

Version	Date Reviewed	Issue Date	Revision Description
1.0		30 January 2022	Initial Issue

Contact information

Network Control Board	Normal Call	Priority Call	Emergency Call	Backup Number	Public Free Call
North West	02 4028 9501	02 4028 9521	02 4028 9541	02 4028 9671	1800 643 373
South West	02 4028 9502	02 4028 9522	02 4028 9542	02 4028 9672	1800 021 914
West	02 4028 9504	02 4028 9524	02 4028 9544	02 4028 9674	1800 427 198

NOTE: For emergency use only, you can call 1800 547 276 from any phone.

All relevant publications are available on the UGL Regional Linx CRN website www.uglregionallinx.com.au

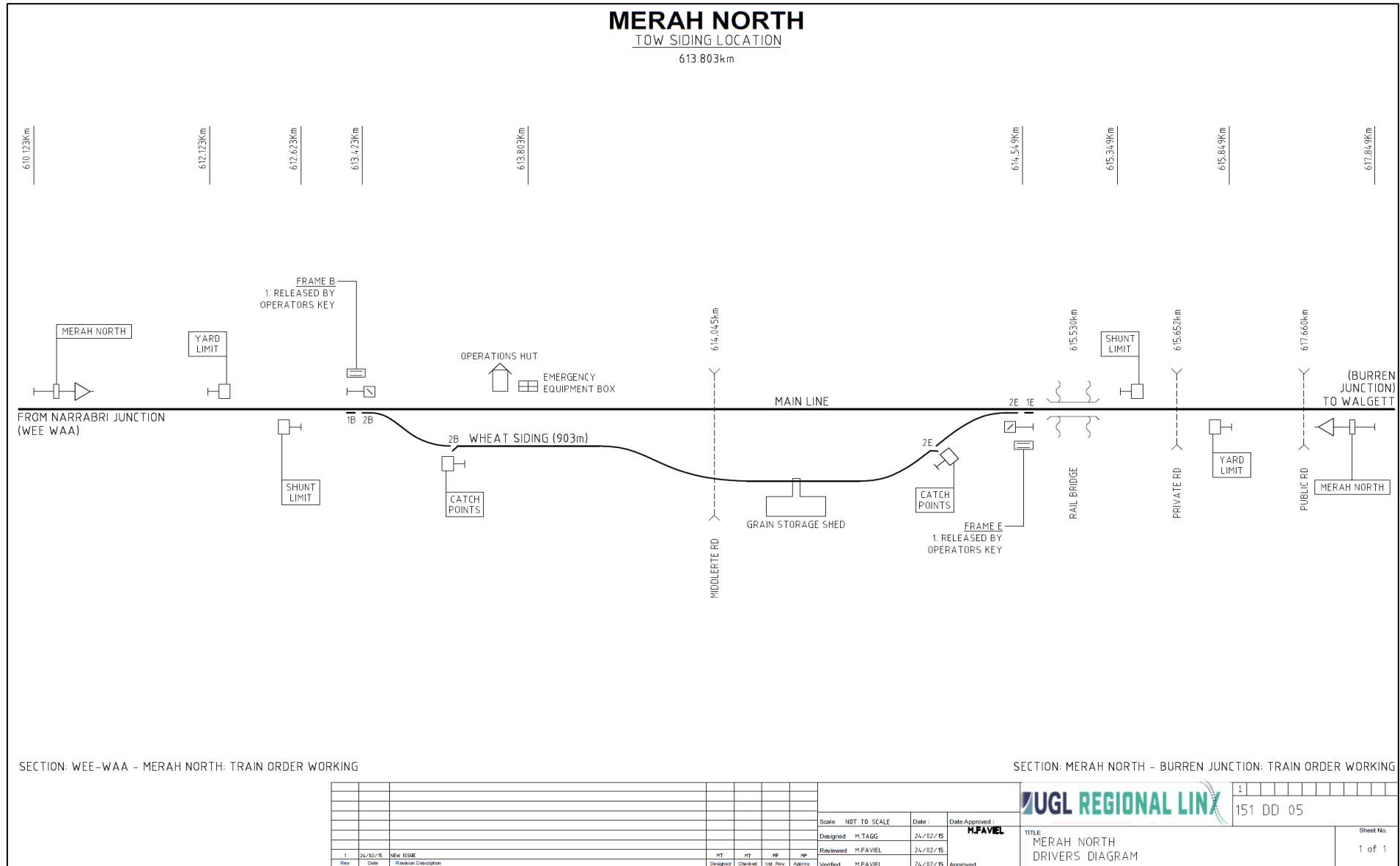
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Narrabri Junction (excl) to Walgett (incl)

Merah North

613.803 km



General arrangements

Merah North is a Train Order Working Siding location.

This permits loading operations to take place on the sidings without the need for a Shunt Order.

Loop and siding lengths can be found in the TOC Manual Northern Section Pages.

Yard limits

Down YARD LIMIT 612.123 km.

Up YARD LIMIT 615.849 km.

Shunting limits

Up SHUNT LIMIT 612.623 km.

Down SHUNT LIMIT 615.349 km.

Ground frames

Frame B - Down side of the Main. Access to the Wheat siding, Up end. Unlocked by Operators key.

Frame E - Down side of the Main. Access to the Wheat siding, Down end. Unlocked by Operators key.

Stabling rail vehicles

If rail vehicles are stabled at this location, catchpoints or a derail must be set to prevent a runaway accessing a running line.