

**For Your Notes** — Times Bold Italic 14 point

Maximum size of 100K sheet  
550 mm x 555 mm

2 mm  
An example of 100 000 metre Grid Square  
Identifier positioning of letters when the  
100 000 metre grid zone boundary  
coincides with the map neatline

**ROAD DESTINATION ARROWS**

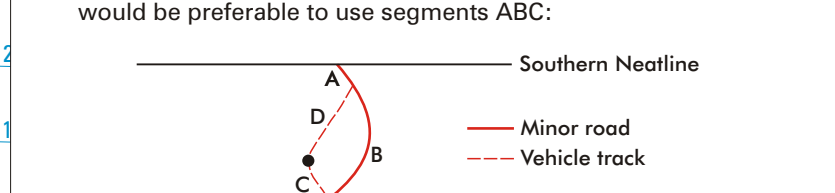
Only principal, secondary and selected minor roads will have kilometric distances indicated alongside the town destination at the neatline and placed to avoid ambiguity.

Choice of suitable roads and destinations  
The selection should be based on a judgment of the most commonly used routes across the sheet. The selected roads will depend on the significance of the centres they connect within the context of the map and its surrounding area.

All the following guidelines should be taken into account:

- Destinations and roads on the locality diagram should be given preference. However, the importance of any intersecting destinations should be taken into account. For example, if going south there is a place on the locality diagram nearly a full map sheet away but another place of similar size is closer to the edge of the map sheet, choose the closer place.
- The relationship of the destinations to the rest of the road network should be given preference, for example, a destination with good connectivity is preferable to a destination with poor connectivity.
- Use the 1:2.5 million General Reference Map as a guide to what constitutes a significant destination.
- Preference should be given to destinations on higher classification roads. For example, if there are only minor roads and vehicle tracks crossing the neatline, preferences should be given to destinations along the minor roads. In remote and isolated areas where only vehicle tracks cross the neatline, a destination to a homestead may be shown, particularly where the feature has a landing ground.
- Destinations identified in the AAA maps as having potential should be given preference, again, this should be tempered by the relative location of possible choices.
- Look at the surrounding map sheets to see how the distance and destination arrows should be applied. For example, what is the most direct route of the highest classification road? Generally, if there is a suitable place available, the destination should be on an adjacent map sheet. However, if there is no suitable destination on the adjacent sheet, destinations further away should be used.
- Judgement should be used as to whether such destinations are sufficiently important. The likelihood of travel on that particular route being one factor to be taken into account.

Distances  
The distance given should usually be the most practicable route. This would usually be the shortest distance on the highest classification roads. For example, in the following case usually it would be preferable to use segments A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.



However, in some circumstances A, D, may be the most practicable route. Factors to be considered include, topography, the total length and likely levels of usage. Apply common sense.

Distances shown will be calculated and rounded to the nearest kilometre.

Arrows  
The road destination arrows will be shown on each side of the map and commence at the end of the feature.

The arrow will point at the destination on the adjoining map. The distance will be measured to the nearest kilometre from the neatline of the map. The existence of destination arrows on adjoining sheets should be taken into consideration when placing destination arrows for the map.

Specifications  
Maximum distance from neatline: 8mm (see examples 1 and 2).

Acute angle arrows: Maximum length of 20mm (see example 4).

Bent arrows (where the direction of the destination does not allow the arrow to be shown as a straight line): A line, drawn at 45° to the neatline out to 8mm perpendicular to the neatline; the second line, 10mm long in the direction of the destination (see example 5).

Arrow clash with grid value: Type may be moved off-sheet. The line will have a minimal gap either side of the grid type (see example 3).

Destination type placement to arrow: 1mm gap to the top or bottom of the type. For most cases type will be centred on the arrow head. However, for example 5 it will be centred on the 'elbow' on offset if there is a clash with a graticule value. See example 6 where the graticule value is displaced.

Type on the western neatline is positioned to read from the lower sheet edge to the top. Type on the eastern neatline is to read from the top sheet edge to the lower.

Arrow clash with a graticule value: Arrow will be omitted.

Insufficient space between the road and the neatline: The roads destination arrow and type will be omitted.

**MAP TITLE (Bottom Right Hand Corner)**

State names: Where a map falls in more than one State or Territory, the State or Territory which constitutes the largest portion of the map will take precedence eg:

**QUEENSLAND AND NEW SOUTH WALES, EDITION 2**

**MAP WINDOW**

- Standard sheet extents:
  - 30 minutes by 30 minutes.
  - The map, legend and scale bar will be centred within the six panels to the right of the cover.
  - Distance from the northerly trim to the graticule will be 60mm.

**MAP NAMES ON COVER**

Map names will not be hyphenated. Map names are shown on Annex C Map Index.

Length of Name in Times Bold Italic at 46 point	Point Size	Example
< 79 mm	46pt	Nangabbitt
79 to 91 mm	40pt	Nangabbittaj
91 to 106 mm	34pt	Nangabbittajar
> 106 mm	30pt	Nangabbittajarra

Note: All map names should be <105mm. If a longer name is found its treatment should be referred to Geoscience Australia.

**Multiple word names**

Multiple word names: Wrap onto a second line before reducing in point size. Long single word names to be reduced in point size.

Placement of Text  
Horizontal alignment: Text for the title and the state reference will start 20mm from the trim line.

Vertical alignment: One and two line names, the base of the first line will be 21mm from the bottom trim.

STATE NAMES: The base of the state name will be 8mm from the base of the preceding line. The base of the second line of state names (if required) will be 6mm from the base of the first line.

Where a map falls in more than one state or territory, the state which constitutes the largest portion of the map will take precedence eg:

**QUEENSLAND AND NEW SOUTH WALES**

**SPECIAL MAP SHEETS**

For those sheets specified in Appendix H with the term 'Special' appended to the name, the map name will include the word 'Special' in Times Bold Italic 30 point as shown below.

The sheet name and number will be that of the map area within which the greater part of the sheet lies.

**Manypeaks Special**

**WESTERN AUSTRALIA**

The map name in the Locality Diagram will include the word 'Special' in the same font and type size (2C 8 pt) as the name and number.

The map names appearing on the south-east and north-east sheet edges will also include the word 'Special' in the same font and type size (Zurich Extra Bold 14 pt) as the name and number.

**MANYPEAKS SPECIAL 2528**

**WESTERN AUSTRALIA, EDITION 1**

**GRATICULE**

Neatline: Lineweight 0.2mm.

**Curvature:**

- East and west sheet edge neatlines are to be straight lines from sheet corner to sheet corner.
- North and south sheet neatlines are to indicate curvature by drawing three straight sections of line joining each 10 minutes of longitude.

Interval: 10 minutes. Lineweight 0.2mm.

**Numbering:**

- On the neatline, full degree and minute values are shown at the 30 minute corners. Between the corners, only the minute value is shown at every 5 minute interval on a standard map.
- Within the map, full degree and minute values will be shown at the graticule intersections.
- Where a geographical value coincides with a grid value, the geographical value is displaced.
- Geographical values on the eastern neatline will be positioned so that there is always a minimum clearance of 1mm to the trim.

**Minute Ticks:**

- Interval: One minute on internal graticule lines and neatline.
- Lineweight: 0.2mm.
- Ticks: One minute ticks are drawn on the eastern side of the line of longitude and the southern side of the line of latitude.
- Every 5 minute tick will be 2mm on neatline and 4mm centred on internal graticule lines.



**About this Map**  
Projection: Universal Transverse Mercator on GRS80 ellipsoid  
Horizontal Datum: Geocentric Datum of Australia 1984 (GDA84)  
Vertical Datum: Australian Height Datum (AHD)  
Horizontal Accuracy: ± 10 metres  
Vertical Accuracy: ± 10 metres  
Elevations in metres; 20 metre contour interval

**Map Reliability**  
Topographic information checked from 2003 satellite imagery, and supplemented using other sources to 2004. This map was not field checked and some information may not be accurate.

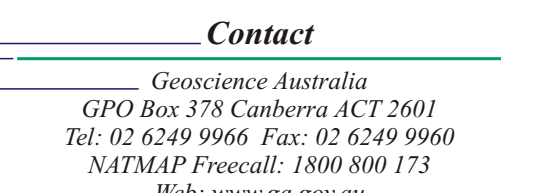
**About the NATMAP Series**  
There are over 3000 maps at 1:100 000 scale, of which some 1600 have been published. They are used by a wide range of professional and recreational users and are available both flat and folded. For more information contact Geoscience Australia.

**Your Feedback is Welcome**  
If you discover errors or omissions on the map, please let us know via the map amendments page on our web-site or send your annotated map to us. We will replace your map with the corresponding current edition. We value your assistance for the next edition. e-mail: mapfeedback@ga.gov.au

**Acknowledgments**  
Geoscience Australia gratefully acknowledges contributions to map content. Information is supplied by the Australian Government, State and local governments, private sector agencies and individuals. A comprehensive list is available from our web-site.

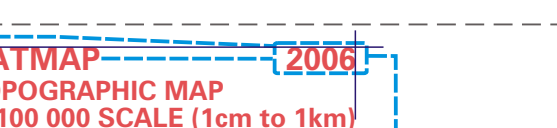
**Contact**  
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NATMAP Freecall: 1800 906 173  
Web: www.ga.gov.au

The Australian Government agency providing **SPATIAL INFORMATION FOR THE NATION**



**NATMAP TOPOGRAPHIC MAP**  
1:100 000 SCALE (1cm to 1km)  
Edition 2

**Wollongong Special**  
NEW SOUTH WALES



Legend  
Dual carriageway; Distance in kilometres  
Principal road; Locality; Built-up area  
Secondary road; Bridge; Causeway  
Minor road (access is condition not assured)  
Vehicle track (access is condition not assured)  
Route marker: National, State  
Gate; Stock grid  
Embankment; Cutting  
Airport; Heliport  
Multiple track railway; Station or siding  
Single track railway; Bridge; Tunnel  
Powerline  
Homestead; Buildings; Ruin  
Chimney; Silo; Tower  
Fence; Levee; Open cut mine  
Mine; Windpump; Yard  
Contour with value; Depression contour  
Horizontal control point; Spot elevation  
Sand; Sand dunes  
Sand ridges; Pinnacle; Cliff  
Orchard or vineyard; Windbreak  
Rainforest; Urban recreation parkland  
Plantation; Hardwood; Softwood  
Bore or well; Spring; Tank or small dam  
Watercourse (presence of water not implied)  
Subject to inundation; Swamp  
Lake; Perennial, Non-perennial; Waterhole  
Wreck; Submerged, bare or awash  
Foreshore flat; Lighthouse  
Shoal; Tidal ledge or reef; Mangrove  
Rock; Submerged, bare or awash; Breakwater  
Jetty or pier; Wharf; Saline coastal flat  
State or Territory border  
Reserved area boundary  
Prohibited area boundary



**NATMAP TOPOGRAPHIC MAP**  
1:100 000 SCALE (1cm to 1km)  
Edition 2

**Bordertown Special 1935**  
WESTERN AUSTRALIA, EDITION 2

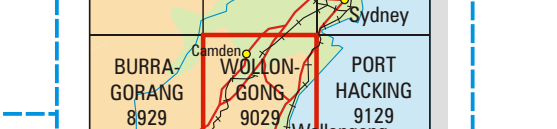


Legend  
Dual carriageway; Distance in kilometres  
Principal road; Locality; Built-up area  
Secondary road; Bridge; Causeway  
Minor road (access is condition not assured)  
Vehicle track (access is condition not assured)  
Route marker: National, State  
Gate; Stock grid  
Embankment; Cutting  
Airport; Heliport  
Multiple track railway; Station or siding  
Single track railway; Bridge; Tunnel  
Powerline  
Homestead; Buildings; Ruin  
Chimney; Silo; Tower  
Fence; Levee; Open cut mine  
Mine; Windpump; Yard  
Contour with value; Depression contour  
Horizontal control point; Spot elevation  
Sand; Sand dunes  
Sand ridges; Pinnacle; Cliff  
Orchard or vineyard; Windbreak  
Rainforest; Urban recreation parkland  
Plantation; Hardwood; Softwood  
Bore or well; Spring; Tank or small dam  
Watercourse (presence of water not implied)  
Subject to inundation; Swamp  
Lake; Perennial, Non-perennial; Waterhole  
Wreck; Submerged, bare or awash  
Foreshore flat; Lighthouse  
Shoal; Tidal ledge or reef; Mangrove  
Rock; Submerged, bare or awash; Breakwater  
Jetty or pier; Wharf; Saline coastal flat  
State or Territory border  
Reserved area boundary  
Prohibited area boundary

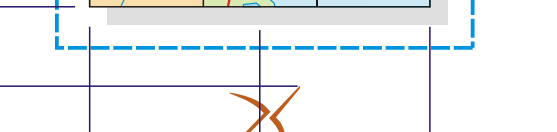


**NATMAP TOPOGRAPHIC MAP**  
1:100 000 SCALE (1cm to 1km)  
Edition 2

**Manypeaks Special**  
WESTERN AUSTRALIA, EDITION 1



Legend  
Dual carriageway; Distance in kilometres  
Principal road; Locality; Built-up area  
Secondary road; Bridge; Causeway  
Minor road (access is condition not assured)  
Vehicle track (access is condition not assured)  
Route marker: National, State  
Gate; Stock grid  
Embankment; Cutting  
Airport; Heliport  
Multiple track railway; Station or siding  
Single track railway; Bridge; Tunnel  
Powerline  
Homestead; Buildings; Ruin  
Chimney; Silo; Tower  
Fence; Levee; Open cut mine  
Mine; Windpump; Yard  
Contour with value; Depression contour  
Horizontal control point; Spot elevation  
Sand; Sand dunes  
Sand ridges; Pinnacle; Cliff  
Orchard or vineyard; Windbreak  
Rainforest; Urban recreation parkland  
Plantation; Hardwood; Softwood  
Bore or well; Spring; Tank or small dam  
Watercourse (presence of water not implied)  
Subject to inundation; Swamp  
Lake; Perennial, Non-perennial; Waterhole  
Wreck; Submerged, bare or awash  
Foreshore flat; Lighthouse  
Shoal; Tidal ledge or reef; Mangrove  
Rock; Submerged, bare or awash; Breakwater  
Jetty or pier; Wharf; Saline coastal flat  
State or Territory border  
Reserved area boundary  
Prohibited area boundary



**NATMAP TOPOGRAPHIC MAP**  
1:100 000 SCALE (1cm to 1km)  
Edition 2

**Manypeaks Special**  
WESTERN AUSTRALIA, EDITION 1



Legend  
Dual carriageway; Distance in kilometres  
Principal road; Locality; Built-up area  
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Jetty or pier; Wharf; Saline coastal flat  
State or Territory border  
Reserved area boundary  
Prohibited area boundary

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SCALE 1:100 000  
0.2mm Lineweight 2.0mm ticks

**BORDERTOWN SPECIAL 1935**  
WESTERN AUSTRALIA, EDITION 2

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SCALE 1:100 000  
0.2mm Lineweight 2.0mm ticks

**BORDERTOWN SPECIAL 1935**  
WESTERN AUSTRALIA, EDITION 2