

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

ILLAWARRA (SOUTH COAST) LINE

WATERFALL
HELENSBURGH
OTFORD
STANWELL PARK
COALCLIFF
SCARBOROUGH
WOMBARRA
COLEDALE
AUSTINMER
THIRROUL
BULLI
WOONONA
BELLAMBI
CORRIMAL
TOWRADGI
FAIRY MEADOW
NORTH WOLLONGONG
WOLLONGONG
CONISTON
UNANDERRA
KEMBLA GRANGE
DAPTO
ALBION PARK
OAK FLATS
SHELLHARBOUR JUNCTION
MINNAMURRA
BOMBO
KIAMA
GERRINGONG
BERRY
BOMADERRY (NOWRA)

Effective Date: July 2024

Version: 4.76

Explanatory Notes:

Navigate to your area of interest via the station index or by using links created in Adobe bookmarks.

This document is approved for **route knowledge only**.

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Location: CM Record No.D2015/578

SECTION : WATERFALL TO HELENSBURGH
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 15 July 2024

GRADIENT

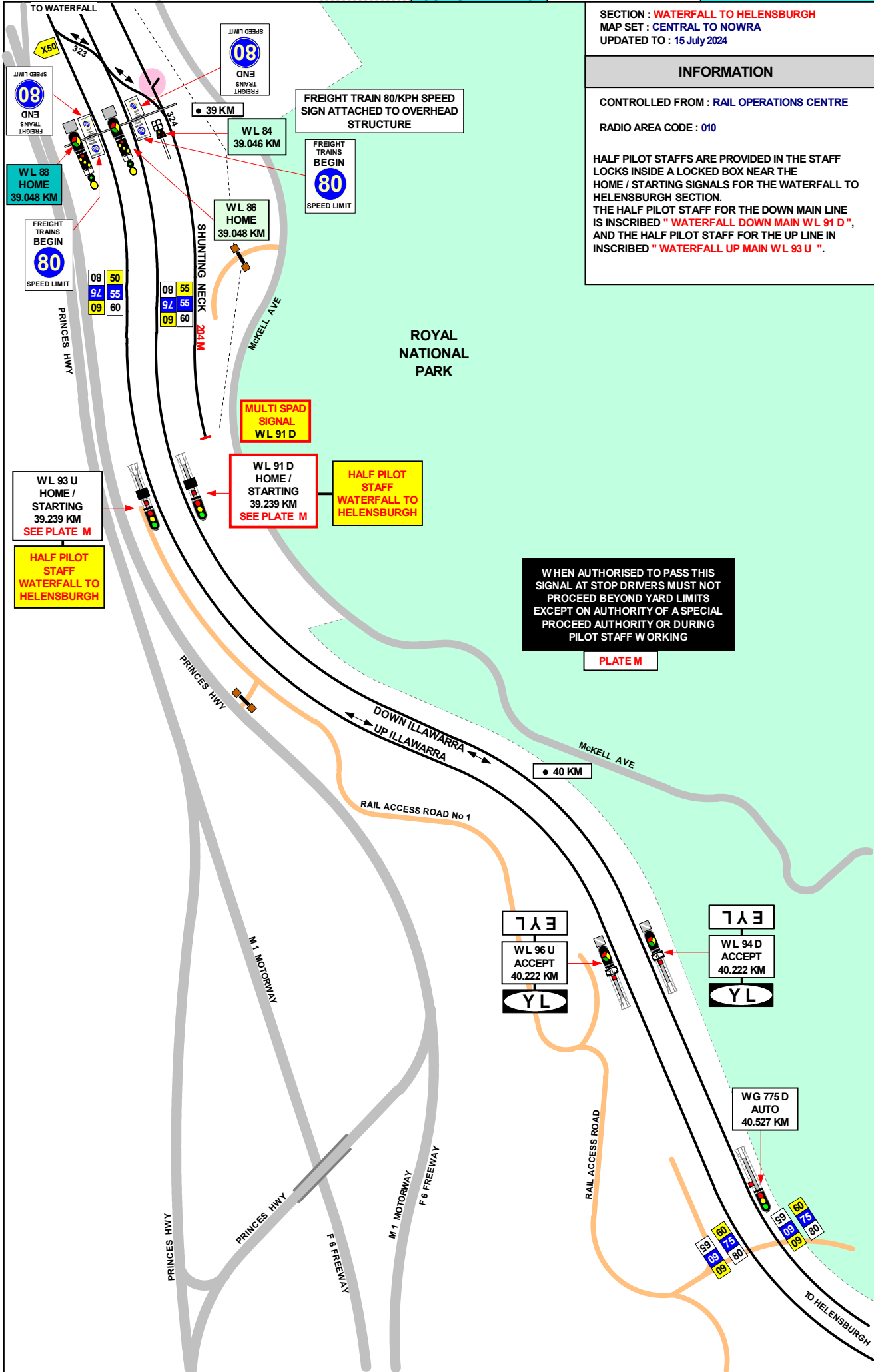
INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 010

HALF PILOT STAFFS ARE PROVIDED IN THE STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTING SIGNALS FOR THE WATERFALL TO HELENSBURGH SECTION.
THE HALF PILOT STAFF FOR THE DOWN MAIN LINE IS INSCRIBED " WATERFALL DOWN MAIN WL 91 D ", AND THE HALF PILOT STAFF FOR THE UP LINE IS INSCRIBED " WATERFALL UP MAIN WL 93 U " .

1 IN 165

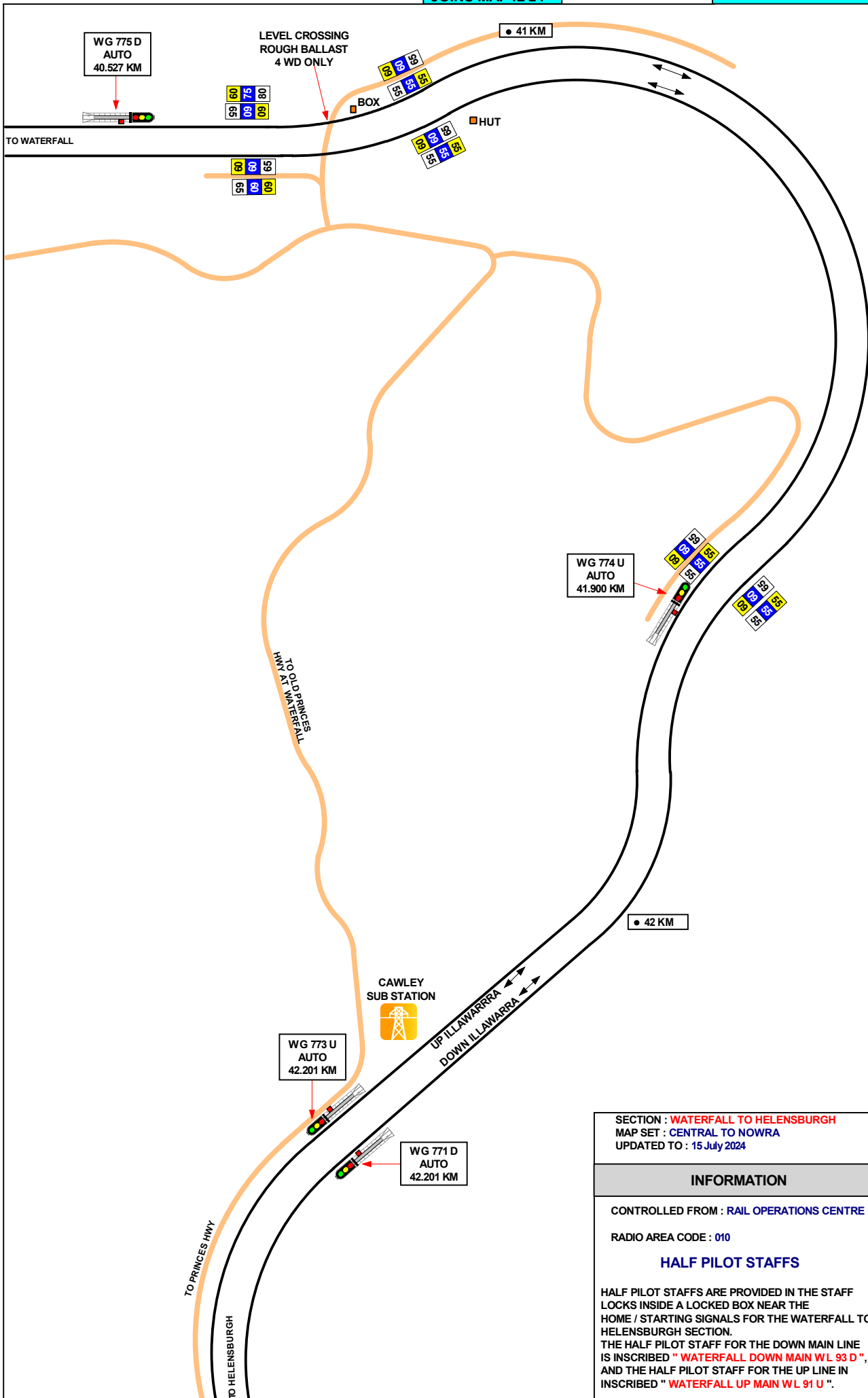


WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M

1 IN 88

1 IN 80



1 IN 165

1 IN 80

1 IN 80

SECTION : WATERFALL TO HELENSBURGH
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 15 July 2024

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 010

HALF PILOT STAFFS

HALF PILOT STAFFS ARE PROVIDED IN THE STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTING SIGNALS FOR THE WATERFALL TO HELENSBURGH SECTION.
 THE HALF PILOT STAFF FOR THE DOWN MAIN LINE IS INSCRIBED " WATERFALL DOWN MAIN WL 93 D ",
 AND THE HALF PILOT STAFF FOR THE UP LINE IS INSCRIBED " WATERFALL UP MAIN WL 91 U ".

SECTION : WATERFALL TO HELENSBURGH
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 15 July 2024

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
WOLLONGONG

RADIO AREA CODE : 010

GRADIENT

1 IN 80

E

1 IN 80

1 IN 78

1 IN 80

1 IN 76

1 IN 83

1 IN 85

1 IN 99

1 IN 83

JOINS MAP IL 25

JOINS MAP IL 27

7 1 3
WG 765 D
ACCEPTING
44.300 KM
YL
#

7 1 3
WG 767 U
ACCEPTING
44.300 KM
YL
#

WG 768 D
AUTO
44.070 KM
● 44 KM

WG 770 U
AUTO
44.070 KM

HELENSBURGH CONTROLLED
FROM WOLLONGONG

● 42 KM

WG 773 U
AUTO
42.201 KM

WG 771 D
AUTO
42.201 KM

● 43 KM



CAWLEY
SUB STATION

TO WATERFALL

UP ILLAWARRA
DOWN ILLAWARRA

TO OLD PRINCES
HWY

RAIL ACCESS ROAD

RAIL ACCESS ROAD
UP ILLAWARRA
DOWN ILLAWARRA
RAIL ACCESS ROAD

TO HELENSBURGH
TO WILSON CREEK RD

CAWLEY RD

JOINS MAP IL 26

SECTION : WILSON CREEK BRIDGE TO METROPOLITAN COLLIERY JCN
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 6 June 2022

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010

HALF PILOT STAFFS

THE HALF PILOT STAFFS FOR THE SECTION WATERFALL- HELENSBURGH ARE INSCRIBED "HELENSBURGH DOWN MAIN WG 758" AND "HELENSBURGH UP MAIN WG 760"

THE HALF PILOT STAFFS FOR THE SECTION HELENSBURGH- METROPOLITAN COLLIERY JUNCTION ARE INSCRIBED "HELENSBURGH DOWN MAIN WG 747" AND "HELENSBURGH UP MAIN WG 749"

SIGNALS WG 758 D, WG 760 U, ALL HAVE OPERATORS TIME RELEASE PUSH BUTTONS AT THE BASE OF THE SIGNALS

1 IN 80

1 IN 80

LEVEL

1 IN 80

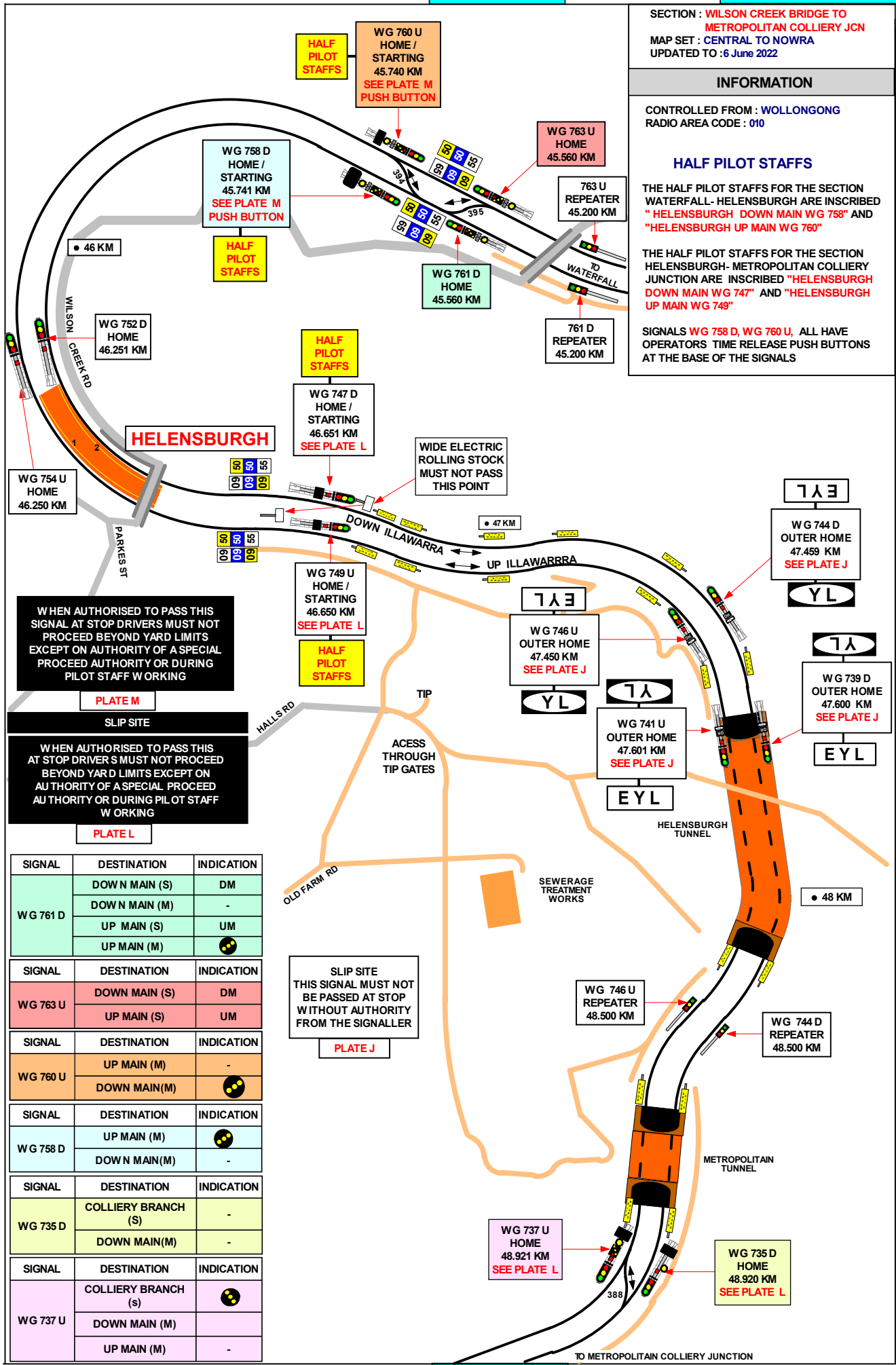


PLATE M

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

SLIP SITE

WHEN AUTHORISED TO PASS THIS AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE L

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 761 D | DOWN MAIN (S) | DM |
| | DOWN MAIN (M) | - |
| | UP MAIN (S) | UM |
| | UP MAIN (M) | ●● |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 763 U | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 760 U | UP MAIN (M) | - |
| | DOWN MAIN (M) | ●● |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 758 D | UP MAIN (M) | ●● |
| | DOWN MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------------|------------|
| WG 735 D | COLLIERY BRANCH (S) | - |
| | DOWN MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------------|------------|
| WG 737 U | COLLIERY BRANCH (S) | ●● |
| | DOWN MAIN (M) | - |
| | UP MAIN (M) | - |

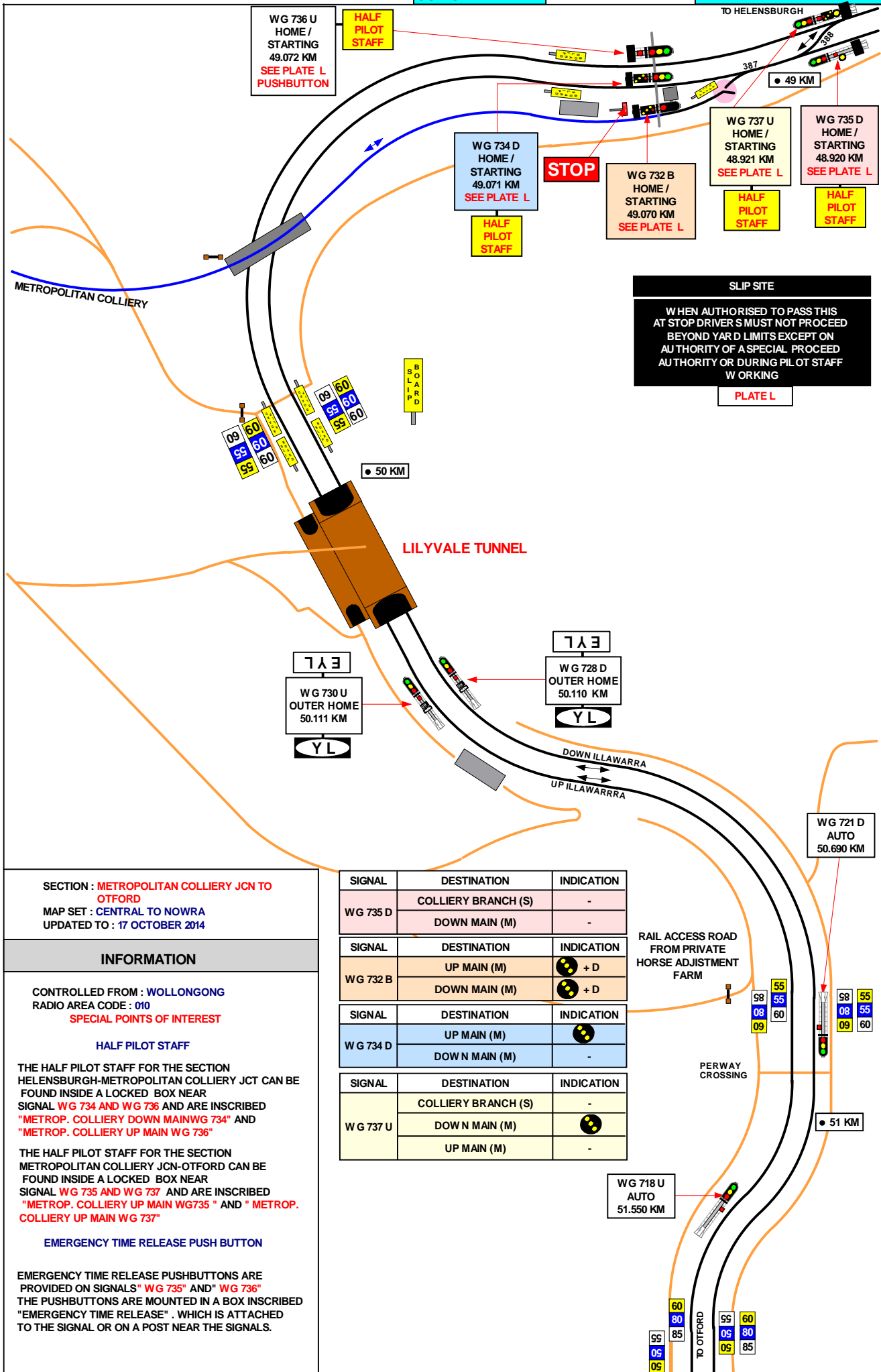
PLATE J

SLIP SITE THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

JOINS MAP IL 28

TO METROPOLITAN COLLIERY JUNCTION

JOINS MAP IL27



GRADIENT

1 IN 80

LEVEL

1 IN 110

1 IN 80

SECTION : METROPOLITAN COLLIERY JCN TO OTFORD
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 17 OCTOBER 2014

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010
 SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

THE HALF PILOT STAFF FOR THE SECTION HELENSBURGH-METROPOLITAN COLLIERY JCT CAN BE FOUND INSIDE A LOCKED BOX NEAR SIGNAL WG 734 AND WG 736 AND ARE INSCRIBED "METROP. COLLIERY DOWN MAIN WG 734" AND "METROP. COLLIERY UP MAIN WG 736"

THE HALF PILOT STAFF FOR THE SECTION METROPOLITAN COLLIERY JCN-OTFORD CAN BE FOUND INSIDE A LOCKED BOX NEAR SIGNAL WG 735 AND WG 737 AND ARE INSCRIBED "METROP. COLLIERY UP MAIN WG 735" AND "METROP. COLLIERY UP MAIN WG 737"

EMERGENCY TIME RELEASE PUSH BUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS "WG 735" AND "WG 736" THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE". WHICH IS ATTACHED TO THE SIGNAL OR ON A POST NEAR THE SIGNALS.

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------------|------------|
| WG 735 D | COLLIERY BRANCH (S) | - |
| | DOWN MAIN (M) | - |
| WG 732 B | UP MAIN (M) | + D |
| | DOWN MAIN (M) | + D |
| WG 734 D | UP MAIN (M) | ● |
| | DOWN MAIN (M) | - |
| WG 737 U | COLLIERY BRANCH (S) | - |
| | DOWN MAIN (M) | ● |
| | UP MAIN (M) | - |

RAIL ACCESS ROAD FROM PRIVATE HORSE ADJUSTMENT FARM

PERWAY CROSSING

JOINS MAP IL 29

SECTION : OTFORD TO STANWELL PARK
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 17 OCTOBER 2014

INFORMATION

CONTROLLED FROM : WOLLONGONG

RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE METROPOLITAN COLLIERY JCN - OTFORD AND OTFORD - COALCLIFF SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION METROPOLITAN COLLIERY JCN - OTFORD ARE INSCRIBED " OTFORD DOWN MAIN WG 692 " AND " OTFORD UP MAIN WG 694 "

THE HALF PILOT STAFFS FOR THE SECTION OTFORD - COALCLIFF ARE INSCRIBED " OTFORD DOWN MAIN WG 697 " AND " OTFORD UP MAIN WG 699 "

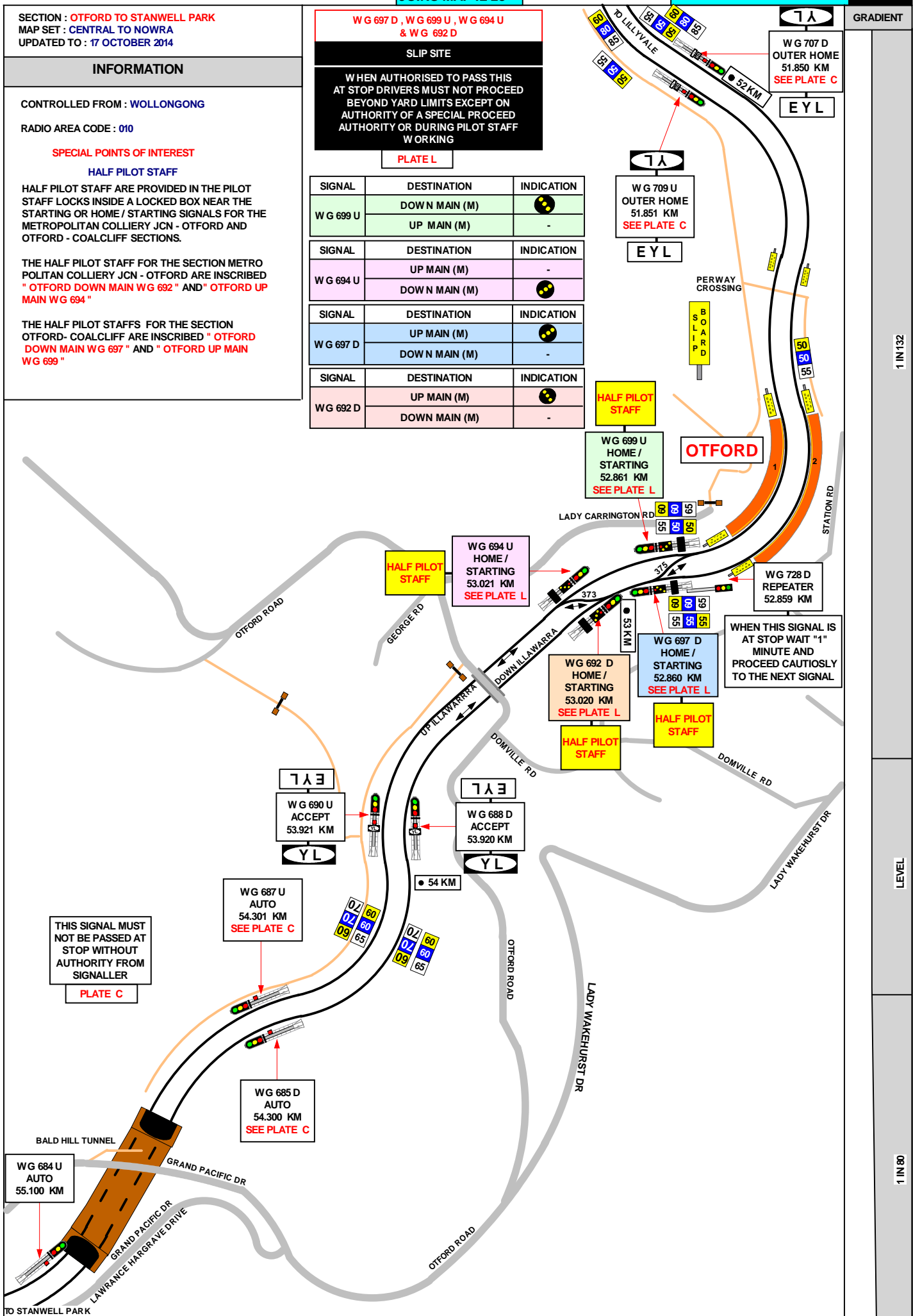
WG 697 D , WG 699 U , WG 694 U & WG 692 D

SLIP SITE

WHEN AUTHORISED TO PASS THIS AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE L

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 699 U | DOWN MAIN (M) | ●●● |
| | UP MAIN (M) | - |
| WG 694 U | UP MAIN (M) | - |
| | DOWN MAIN (M) | ●●● |
| WG 697 D | UP MAIN (M) | ●●● |
| | DOWN MAIN (M) | - |
| WG 692 D | UP MAIN (M) | ●●● |
| | DOWN MAIN (M) | - |



THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
PLATE C

WG 687 U AUTO 54.301 KM
 SEE PLATE C

WG 685 D AUTO 54.300 KM
 SEE PLATE C

WG 684 U AUTO 55.100 KM

WG 690 U ACCEPT 53.921 KM

WG 688 D ACCEPT 53.920 KM

WG 694 U HOME / STARTING 53.021 KM
 SEE PLATE L

WG 692 D HOME / STARTING 53.020 KM
 SEE PLATE L

WG 697 D HOME / STARTING 52.860 KM
 SEE PLATE L

WHEN THIS SIGNAL IS AT STOP WAIT "1" MINUTE AND PROCEED CAUTIOUSLY TO THE NEXT SIGNAL

WG 699 U HOME / STARTING 52.861 KM
 SEE PLATE L

WG 728 D REPEATER 52.859 KM

WG 709 U OUTER HOME 51.851 KM
 SEE PLATE C

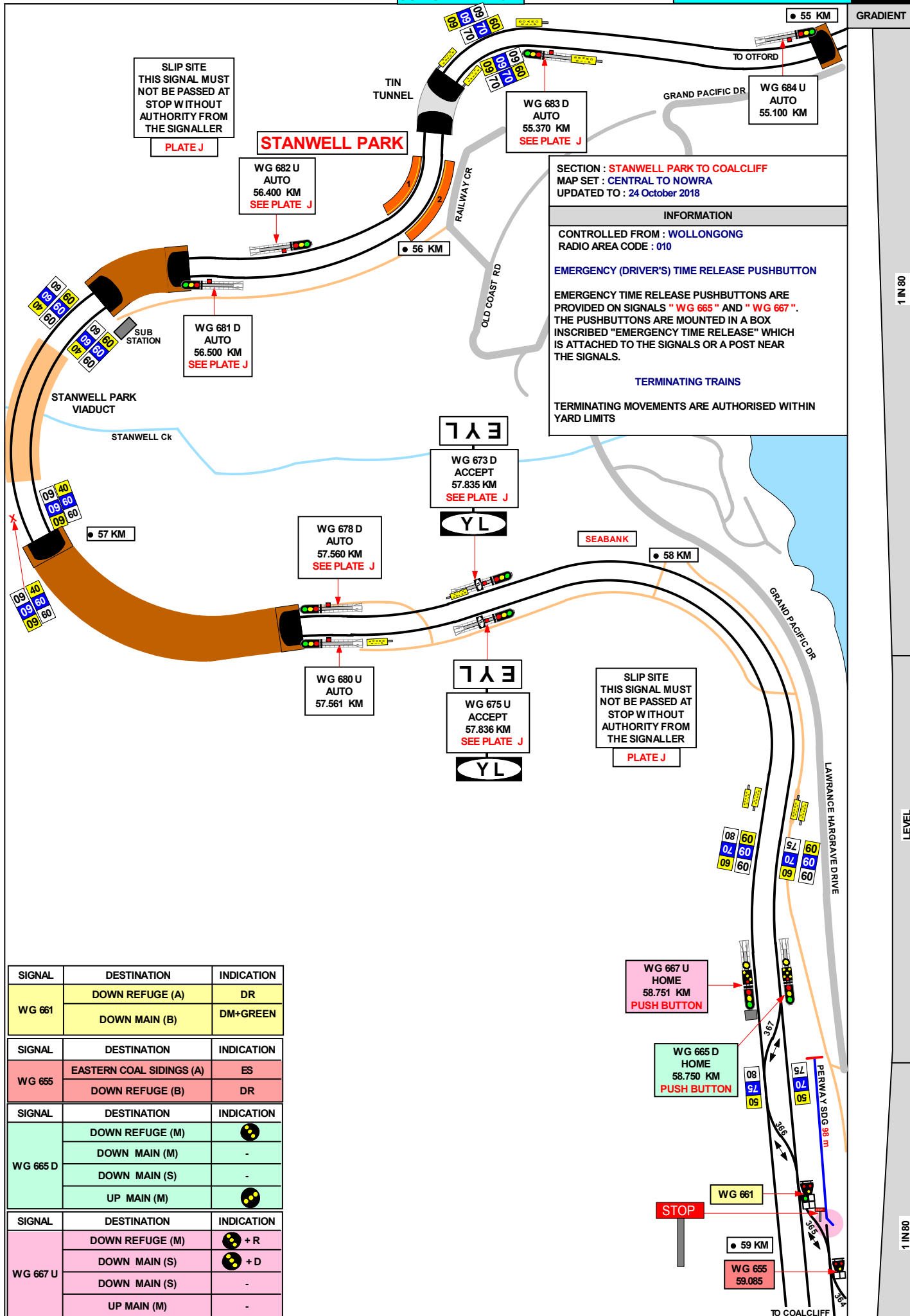
WG 707 D OUTER HOME 51.850 KM
 SEE PLATE C

GRADIENT

1 IN 132

LEVEL

1 IN 80



SLIP SITE
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

PLATE J

STANWELL PARK

WG 682 U
AUTO
56.400 KM
SEE PLATE J

WG 683 D
AUTO
55.370 KM
SEE PLATE J

WG 684 U
AUTO
55.100 KM

SECTION : STANWELL PARK TO COALCLIFF
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 24 October 2018

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 010

EMERGENCY (DRIVER'S) TIME RELEASE PUSHBUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS "WG 665" AND "WG 667". THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE" WHICH IS ATTACHED TO THE SIGNALS OR A POST NEAR THE SIGNALS.

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

YL

WG 673 D
ACCEPT
57.835 KM
SEE PLATE J

YL

WG 678 D
AUTO
57.560 KM
SEE PLATE J

YL

WG 675 U
ACCEPT
57.836 KM
SEE PLATE J

YL

SLIP SITE
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

PLATE J

WG 680 U
AUTO
57.561 KM

WG 667 U
HOME
58.751 KM
PUSH BUTTON

WG 665 D
HOME
58.750 KM
PUSH BUTTON

STOP

WG 661

WG 655
59.085

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| WG 661 | DOWN REFUGE (A) | DR |
| | DOWN MAIN (B) | DM+GREEN |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------------------|------------|
| WG 655 | EASTERN COAL SIDINGS (A) | ES |
| | DOWN REFUGE (B) | DR |

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------|------------|
| WG 665 D | DOWN REFUGE (M) | ●● |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | - |
| | UP MAIN (M) | ●● |

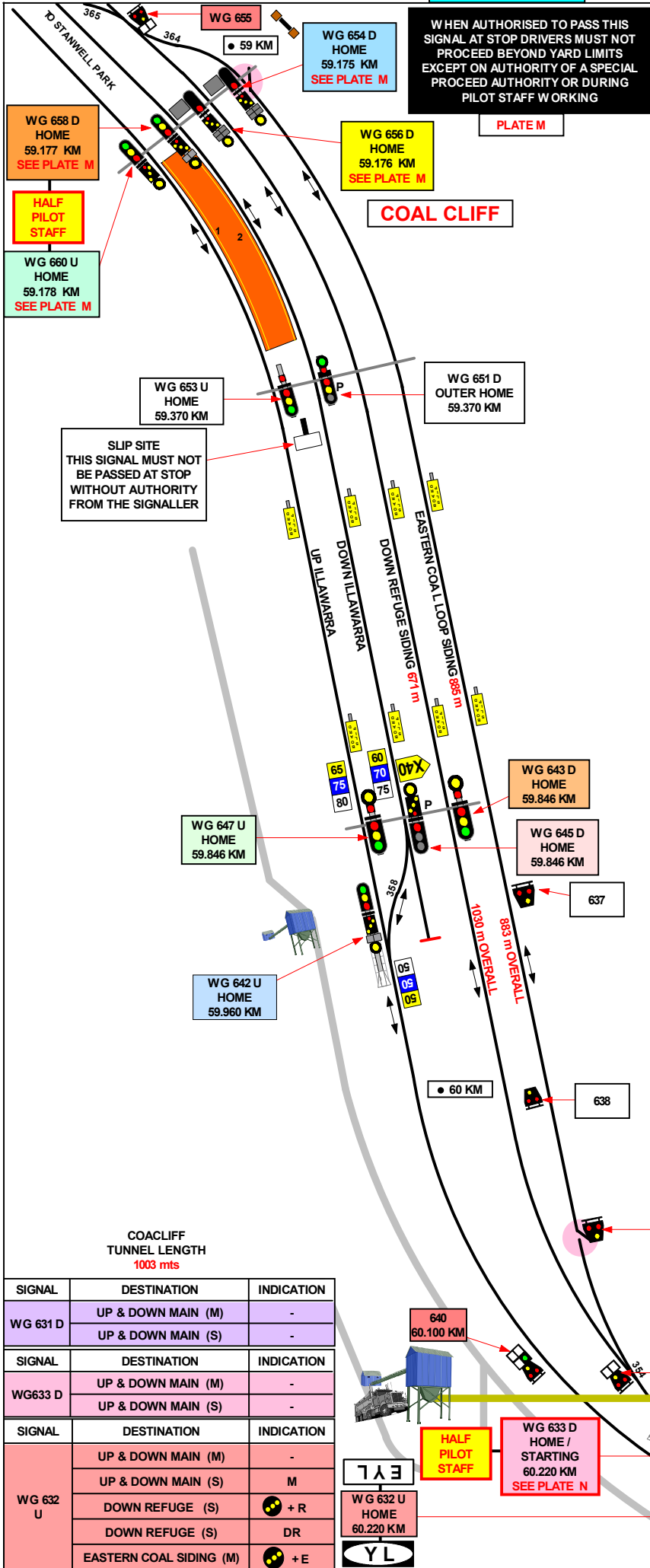
| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------|------------|
| WG 667 U | DOWN REFUGE (M) | ●● + R |
| | DOWN MAIN (S) | ●● + D |
| | DOWN MAIN (S) | - |
| | UP MAIN (M) | - |

JOINS MAP IL 30

GRADIENT

1 IN 80

1 IN 100



SECTION : COALCLIFF AND YARD TO COALCLIFF TUNNEL
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO: 15 December 2019

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

HALF PILOT STAFFS
 HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTING SIGNALS FOR THE OTFORD - COALCLIFF AND COALCLIFF - SCARBOROUGH SECTIONS.

THE HALF PILOT STAFF'S FOR THE SECTION OTFORD-COALCLIFF ARE INSCRIBED "COALCLIFF DOWN MAIN WG 658" AND "COALCLIFF UP MAIN WG 660".

THE HALF PILOT STAFF FOR THE SECTION COALCLIFF - SCARBOROUGH IS INSCRIBED "COALCLIFF WG 633"

EMERGENCY (DRIVER'S) TIME RELEASE PUSH BUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS Nos "WG 665" AND "WG 667".

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR POST NEAR THE SIGNALS.

TERMINATING TRAINS

TERMINATING TRAINS MOVEMENTS ARE AUTHORIZED WITHIN YARD LIMITS

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------------|------------|
| WG 634 | DOWN REFUGE | -- |
| | EASTERN COAL SIDING | -- |

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 645 D | UP & DOWN MAIN (M) | ●● |
| | UP & DOWN MAIN (S) | ---- |

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 640 U | UP & DOWN MAIN (M) | M + GREEN |
| | UP & DOWN MAIN (S) | ---- |

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------|------------|
| WG 643 U | DOWN REFUGE (M) | -- |
| | DOWN REFUGE (S) | -- |

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 647 U | UP & DOWN MAIN (M) | -- |
| | UP & DOWN MAIN (S) | -- |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 642 U | UP MAIN (M) | - |
| | DOWN MAIN (M) | ●● |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |

COALCLIFF TUNNEL LENGTH 1003 mts

| SIGNAL | DESTINATION | INDICATION |
|----------|-------------------------|------------|
| WG 631 D | UP & DOWN MAIN (M) | - |
| | UP & DOWN MAIN (S) | - |
| WG 633 D | UP & DOWN MAIN (M) | - |
| | UP & DOWN MAIN (S) | - |
| WG 632 U | UP & DOWN MAIN (M) | - |
| | UP & DOWN MAIN (S) | M |
| | DOWN REFUGE (S) | ●● + R |
| | DOWN REFUGE (S) | DR |
| | EASTERN COAL SIDING (M) | ●● + E |

JOINS MAP IL 32

SECTION : COAL CLIFF TUNNEL TO SCARBOROUGH
 MAP SET : CENTRAL TO NOWRA
 UPDATED : 11 January 2017

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

EMERGENCY (DRIVER'S) TIME RELEASE PUSHBUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS Nos. "WG 618", "WG 619", "WG 621" AND "WG 626". THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE" WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE THE SIGNALS

HALF PILOT STAFFS

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COALCLIFF- SCARBOROUGH AND SCARBOROUGH - THIRROUL SECTIONS

THE HALF PILOT STAFF FOR THE SECTION COALCLIFF- SCARBOROUGH IS INSCRIBED "SCARBOROUGH WG 628"

THE HALF PILOT STAFF FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED "SCARBOROUGH DOWN MAIN WG 619" AND "SCARBOROUGH UP MAIN WG 621".

WG 628 U, WG 626 D

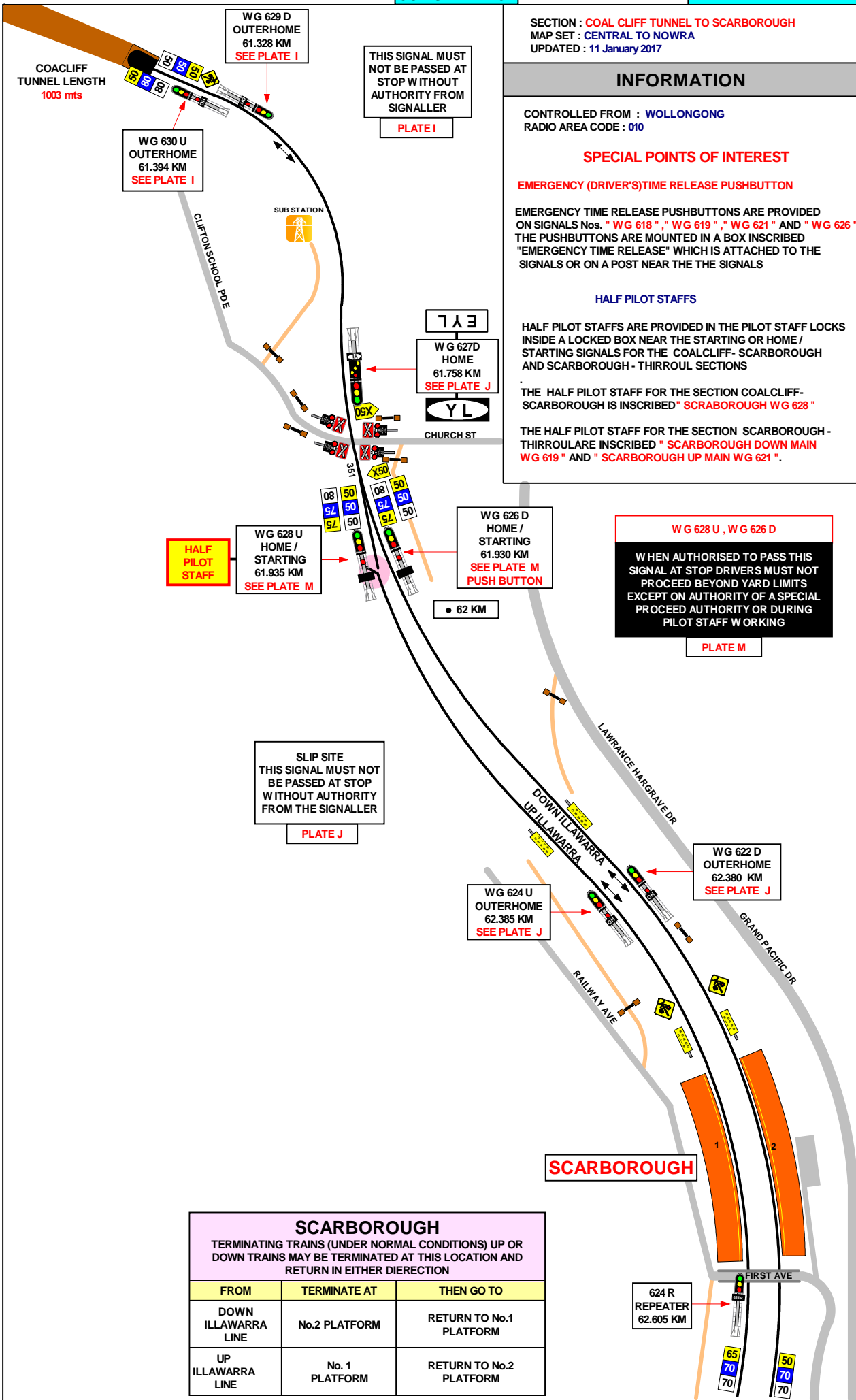
WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M

SLIP SITE
 THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

PLATE J

| SCARBOROUGH | | |
|--|----------------|-------------------------|
| TERMINATING TRAINS (UNDER NORMAL CONDITIONS) UP OR DOWN TRAINS MAY BE TERMINATED AT THIS LOCATION AND RETURN IN EITHER DIRECTION | | |
| FROM | TERMINATE AT | THEN GO TO |
| DOWN ILLAWARRA LINE | No.2 PLATFORM | RETURN TO No.1 PLATFORM |
| UP ILLAWARRA LINE | No. 1 PLATFORM | RETURN TO No.2 PLATFORM |



GRADIENT

1 IN 47

1 IN 50

1 IN 206

1 IN 124

1 IN 122

| |
|-----------|
| GRADIENT |
| 1 IN 1222 |
| E |
| 1 IN 600 |
| E |
| 1 IN 180 |
| E |
| 1 IN 85 |
| E |
| 1 IN 65 |
| E |
| 1 IN 65 |
| E |
| 1 IN 73 |
| E |
| 1 IN 65 |
| E |
| 1 IN 75 |

SECTION : **SCARBOROUGH TO WOMBARRA**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED : 11 January 2017

INFORMATION

CONTROLLED FROM : **WOOLLONGONG**
 RADIO AREA CODE : **010**

SPECIAL POINTS OF INTEREST

EMERGENCY (DRIVER'S) TIME RELEASE PUSHBUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS Nos. " **WG 618** " AND " **WG 616** " THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE" WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE THE SIGNALS

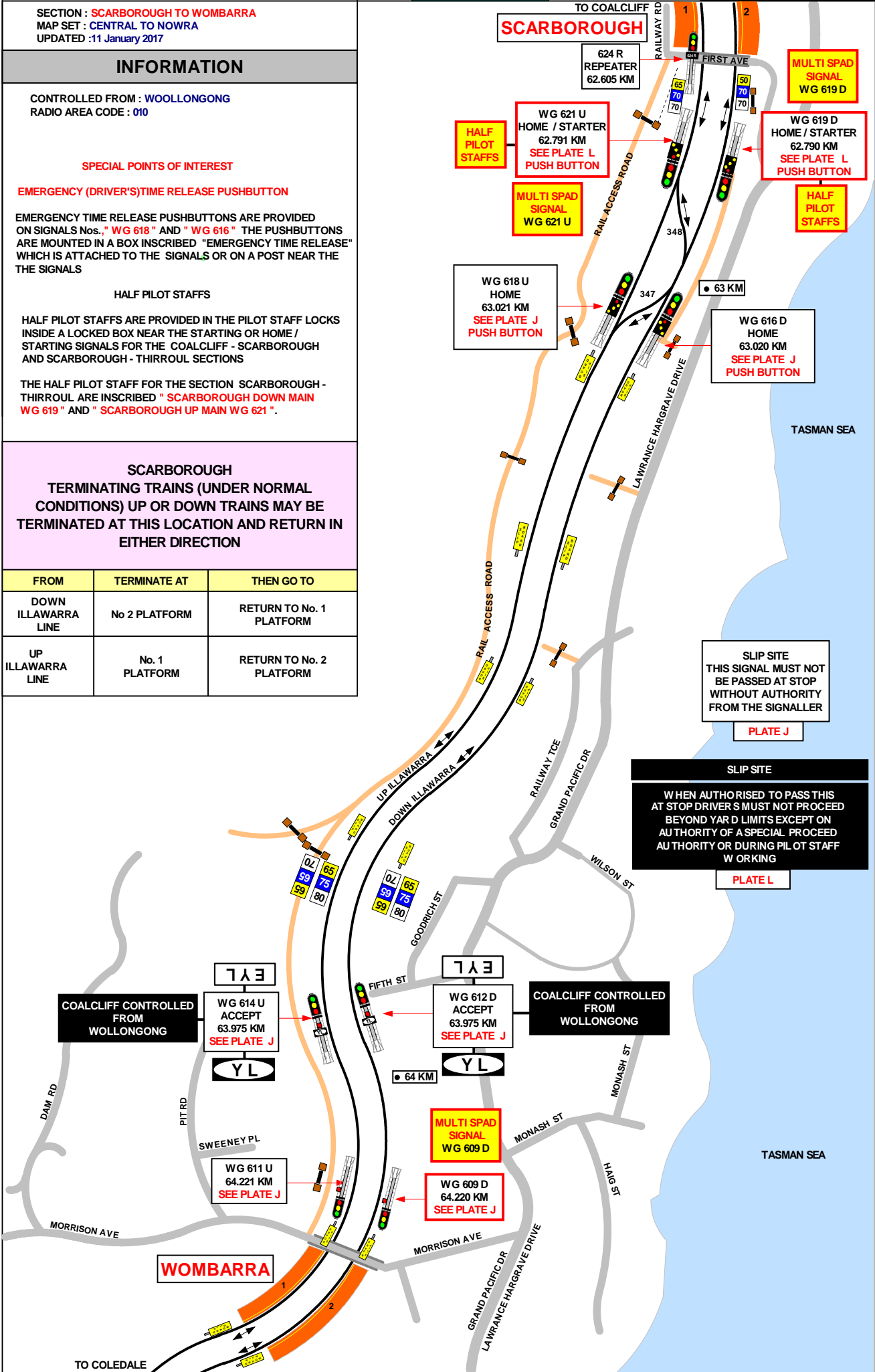
HALF PILOT STAFFS

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COALCLIFF - SCARBOROUGH AND SCARBOROUGH - THIRROUL SECTIONS

THE HALF PILOT STAFF FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED " **SCARBOROUGH DOWN MAIN WG 619** " AND " **SCARBOROUGH UP MAIN WG 621** " .

SCARBOROUGH TERMINATING TRAINS (UNDER NORMAL CONDITIONS) UP OR DOWN TRAINS MAY BE TERMINATED AT THIS LOCATION AND RETURN IN EITHER DIRECTION

| FROM | TERMINATE AT | THEN GO TO |
|---------------------|----------------|--------------------------|
| DOWN ILLAWARRA LINE | No 2 PLATFORM | RETURN TO No. 1 PLATFORM |
| UP ILLAWARRA LINE | No. 1 PLATFORM | RETURN TO No. 2 PLATFORM |



SECTION : WOMBARRA TO COLEDALE
MAP SET : CENTRAL TO NOWRA
UPDATED : 30 September 2022

GRADIENT

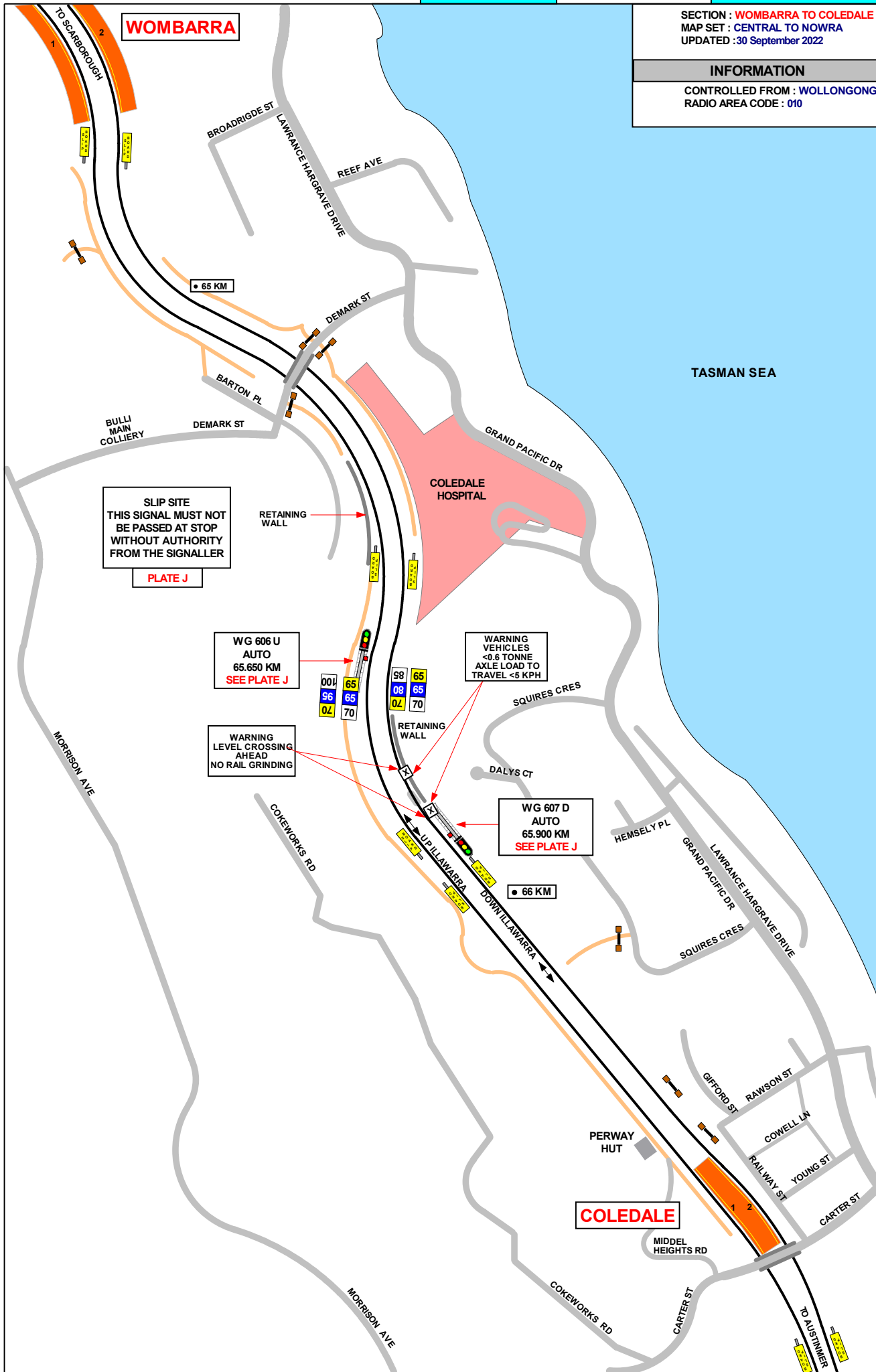
INFORMATION

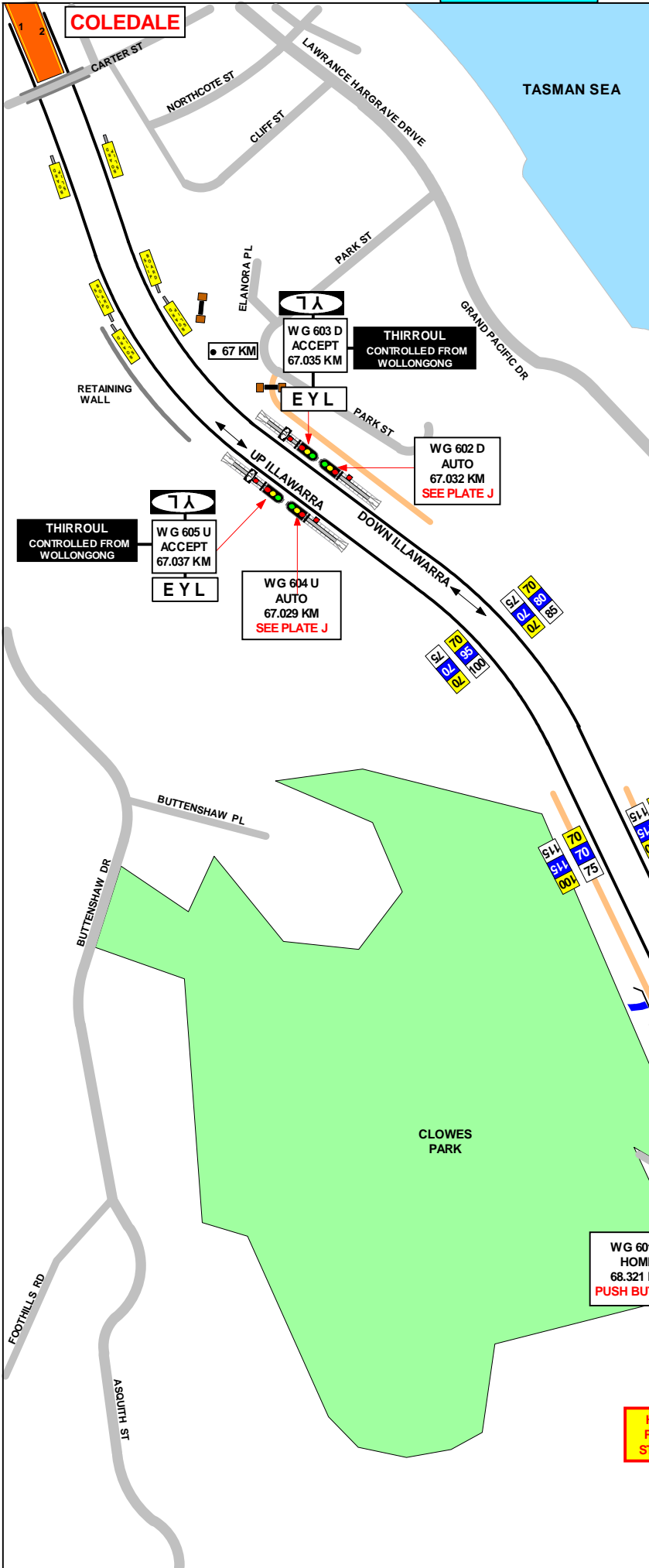
CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 010

1 IN 68

1 IN 75

L





SECTION : COALDALE TO AUSTINMER
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 17 October 2014

INFORMATION

CONTROLLED FROM : WOLLONGONG

RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF
 HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE SCARBOROUGH - THIRROUL AND THIRROUL - CORRINMAL SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED "AUSTINMER DOWN MAIN WG 598 " AND "AUSTINMER UP MAIN WG 600 "

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " WG 598 D , WG 599 D , WG 600 U AND WG 601 U".

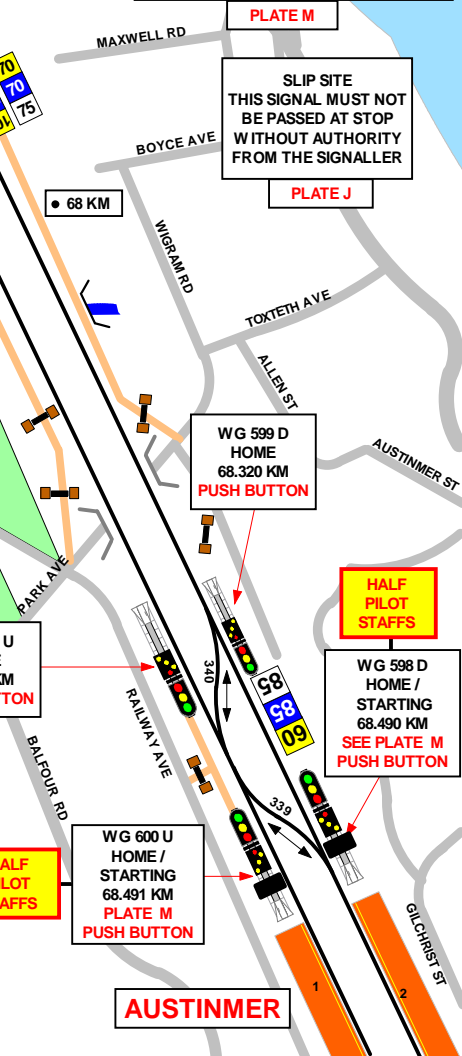
THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE ", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

TRAINS TERMINATING AT AUSTINMER

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

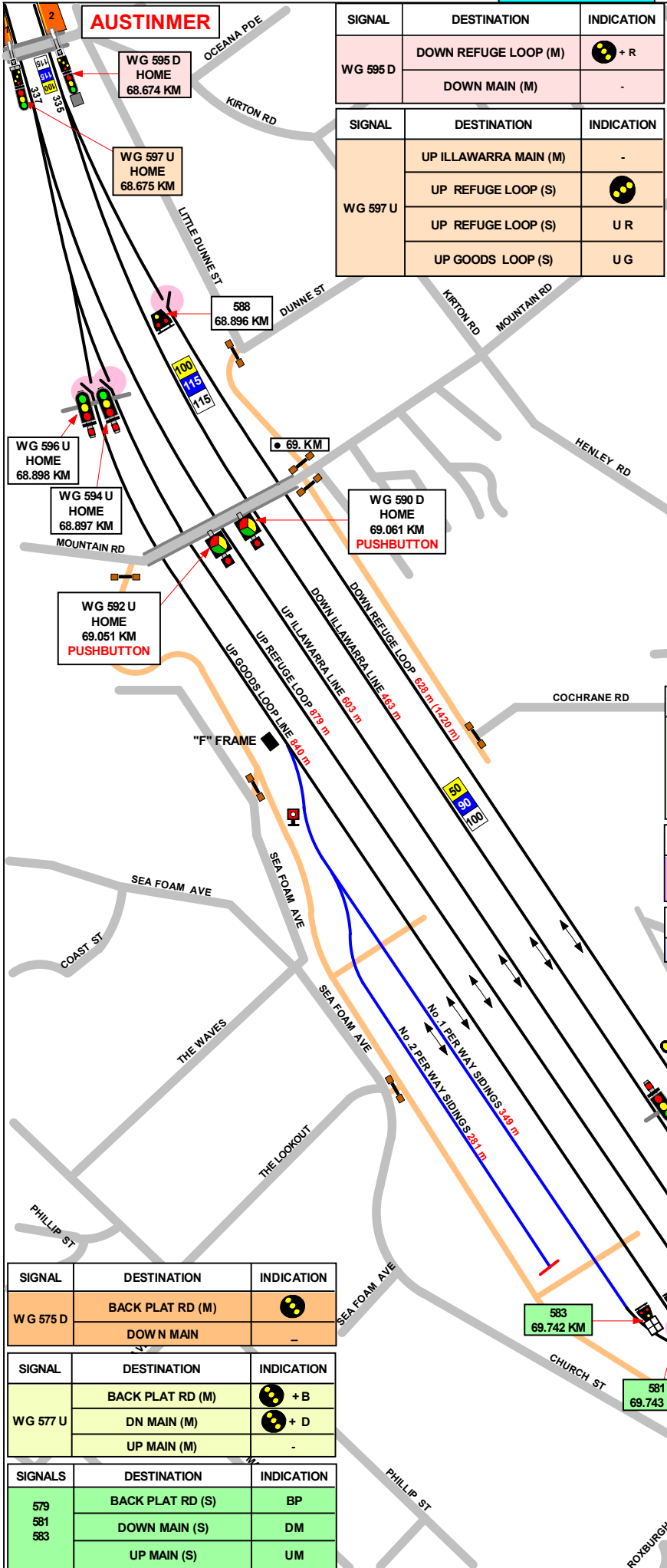
HEADLAND AVE

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING



| GRADIENT | |
|-----------|---|
| 1 IN 85 | E |
| 1 IN 1330 | E |
| 1 IN 264 | E |
| 1 IN 154 | L |
| 1 IN 86 | L |
| 1 IN 117 | L |
| 1 IN 96 | L |
| 1 IN 107 | L |
| E | E |

GRADIENT



| SIGNAL | DESTINATION | INDICATION |
|----------|----------------------|------------|
| WG 595 D | DOWN REFUGE LOOP (M) | + R |
| | DOWN MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------------|------------|
| WG 597 U | UP ILLAWARRA MAIN (M) | - |
| | UP REFUGE LOOP (S) | + R |
| | UP REFUGE LOOP (S) | U R |
| | UP GOODS LOOP (S) | U G |

SECTION : **AUSTINMER TO THIRROUL**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **13 September 2021**

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : **010**
SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE SCARBOROUGH - THIRROUL AND THIRROUL - CORRIMAL SECTIONS.

THE HALF PILOT STAFFS FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED "AUSTINMER DOWN MAIN WG 598" AND "AUSTINMER UP MAIN WG 600"

THE HALF PILOT STAFFS FOR THE SECTION THIRROUL - CORRIMAL ARE INSCRIBED "THIRROUL DOWN MAIN WG 551" AND "THIRROUL UP MAIN WG 553"

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " WG 598 D , WG 577 D ,WG 575 D WG 592 U AND WG 590 U".

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

TRAINS TERMINATING AT AUSTINMER
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

TRAINS TERMINATING AT THIRROUL
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

| SIGNAL | DESTINATION | INDICATION |
|----------|-------------------------|------------|
| WG 587 D | DN REFUGE LOOP (S) | - |
| | DN REFUGE LOOP (M) | - |
| | DOWN ILLAWARRA MAIN (M) | + R |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------------|------------|
| 584 | DN ILLAWARRA MAIN (A) | M + GREEN |
| | DN REFUGE LOOP (B) | R |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------------|------------|
| 582 | DN REFUGE LOOP (A) | DR |

| SIGNAL | DESTINATION | INDICATION |
|----------|------------------|------------|
| WG 575 D | BACK PLAT RD (M) | + R |
| | DOWN MAIN | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|------------------|------------|
| WG 577 U | BACK PLAT RD (M) | + B |
| | DN MAIN (M) | + D |
| | UP MAIN (M) | - |

| SIGNALS | DESTINATION | INDICATION |
|---------|------------------|------------|
| 579 | BACK PLAT RD (S) | BP |
| 581 | DOWN MAIN (S) | DM |
| 583 | UP MAIN (S) | UM |

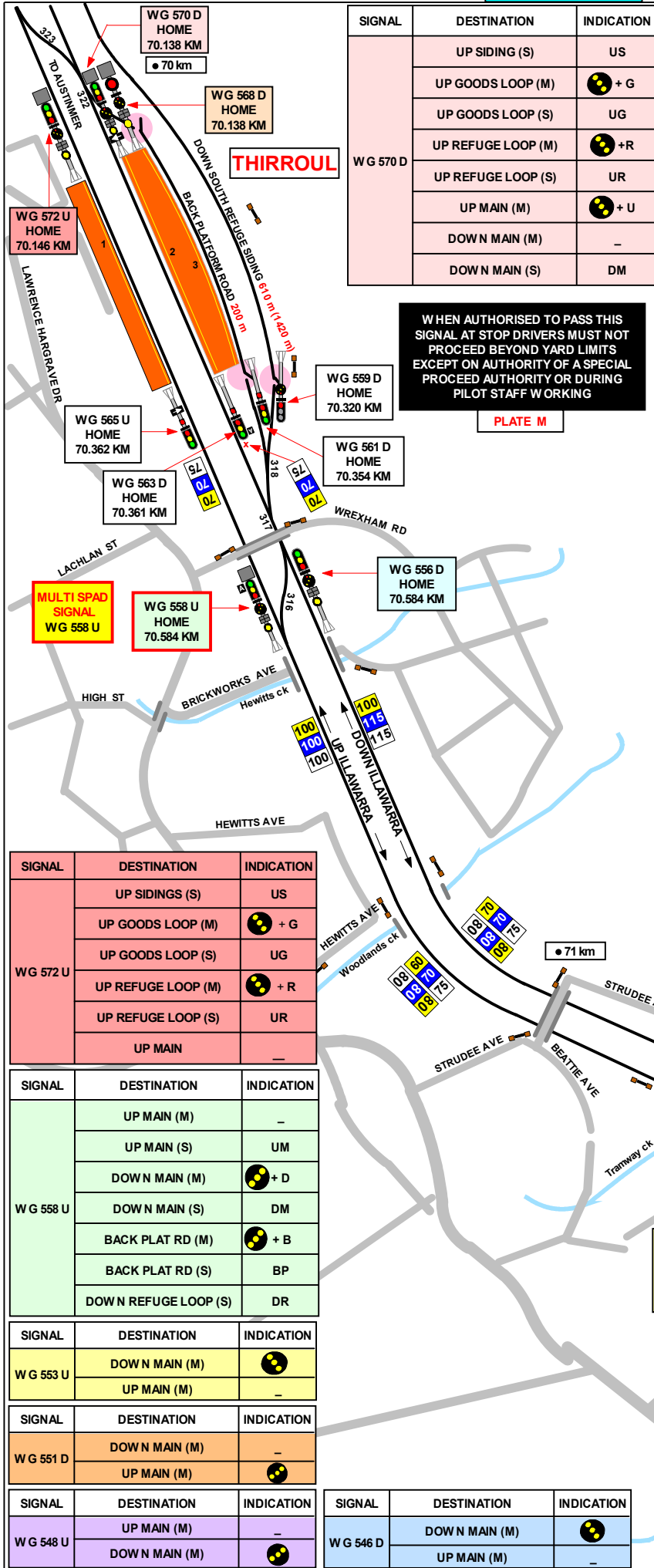
WG 587 D HOME 69.530 KM
 WG 589 D HOME 69.530 KM
MULTI SPAD SIGNAL WG 589 D

WG 575 D HOME 69.879 KM
PUSHBUTTON

WG 577 U HOME 69.879 KM
PUSHBUTTON

1 IN 196
E
1 IN 196
E
1 IN 147
E
1 IN 132
E
1 IN 240
E
1 IN 440
E
1 IN 568
L

JOINS MAP IL36



| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 570 D | UP SIDING (S) | US |
| | UP GOODS LOOP (M) | + G |
| | UP GOODS LOOP (S) | UG |
| | UP REFUGE LOOP (M) | + R |
| | UP REFUGE LOOP (S) | UR |
| | UP MAIN (M) | + U |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M

SECTION : THIRROUL TO BULLI
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 26 June 2021

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE SCARBOROUGH - THIRROUL AND THIRROUL - CORRIMAL SECTIONS.

THE HALF PILOT STAFFS FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED "AUSTINMER DOWN MAIN WG 598 " AND "AUSTINMER UP MAIN WG 600 "

THE HALF PILOT STAFFS FOR THE SECTION THIRROUL - CORRIMAL ARE INSCRIBED "THIRROUL DOWN MAIN WG 551" AND "THIRROUL UP MAIN WG 553"

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS WG 575 D WG 592 U AND WG 590 U".

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

TRAINS TERMINATING AT THIRROUL
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 568 D | UP SIDING (S) | US |
| | UP GOODS LOOP (S) | UG |
| | UP REFUGE LOOP (S) | UR |
| | UP MAIN (M) | + U |
| | DOWN MAIN (M) | + D |

| SIGNAL | DESTINATION | INDICATION |
|----------|----------------------|------------|
| WG 556 D | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | BACK PLAT RD (M) | + B |
| | BACK PLAT RD (S) | BP |
| | DOWN REFUGE LOOP (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 572 U | UP SIDINGS (S) | US |
| | UP GOODS LOOP (M) | + G |
| | UP GOODS LOOP (S) | UG |
| | UP REFUGE LOOP (M) | + R |
| | UP REFUGE LOOP (S) | UR |
| | UP MAIN | - |

| SIGNAL | DESTINATION | INDICATION |
|----------------------|------------------|------------|
| WG 558 U | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | + D |
| | DOWN MAIN (S) | DM |
| | BACK PLAT RD (M) | + B |
| | BACK PLAT RD (S) | BP |
| DOWN REFUGE LOOP (S) | DR | |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 553 U | DOWN MAIN (M) | + D |
| | UP MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 551 D | DOWN MAIN (M) | - |
| | UP MAIN (M) | + U |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 548 U | UP MAIN (M) | - |
| | DOWN MAIN (M) | + D |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 546 D | DOWN MAIN (M) | + D |
| | UP MAIN (M) | - |

GRADIENT

1 IN 2200

1 IN 412

1 IN 324

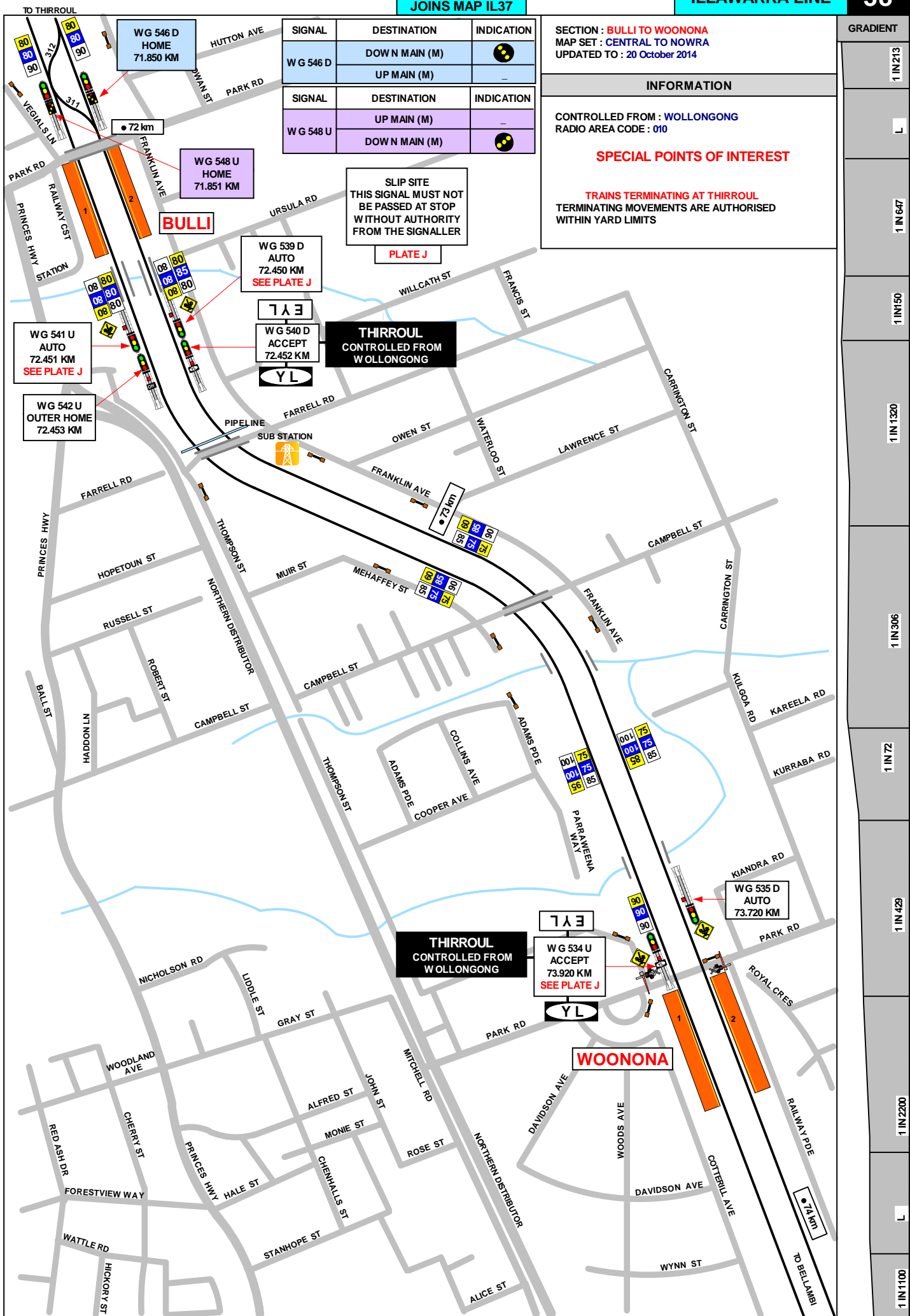
1 IN 150

1 IN 388

1 IN 723

1 IN 213

JOINS MAP IL38



| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 546 D | DOWN MAIN (M) | ● |
| | UP MAIN (M) | - |
| WG 548 U | UP MAIN (M) | - |
| | DOWN MAIN (M) | ● |

SECTION : **BULLI TO WOONONA**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : 20 October 2014

GRADIENT

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

TRAINS TERMINATING AT THIRROUL
 TERMINATING MOVEMENTS ARE AUTHORISED
 WITHIN YARD LIMITS

- 1 IN 213
- L
- 1 IN 647
- 1 IN 150
- 1 IN 1320
- 1 IN 306
- 1 IN 72
- 1 IN 429
- 1 IN 2200
- L
- 1 IN 1100

SECTION : **WOONONA TO CORRIMAL**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : 8 June 2023

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : 010
 METHOD OF WORKING : **RAIL VEHICLE DETECTION SYSTEM**

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE SECTIONS THIRROUL - CORRIMAL AND CORRIMAL - WOLLONGONG .

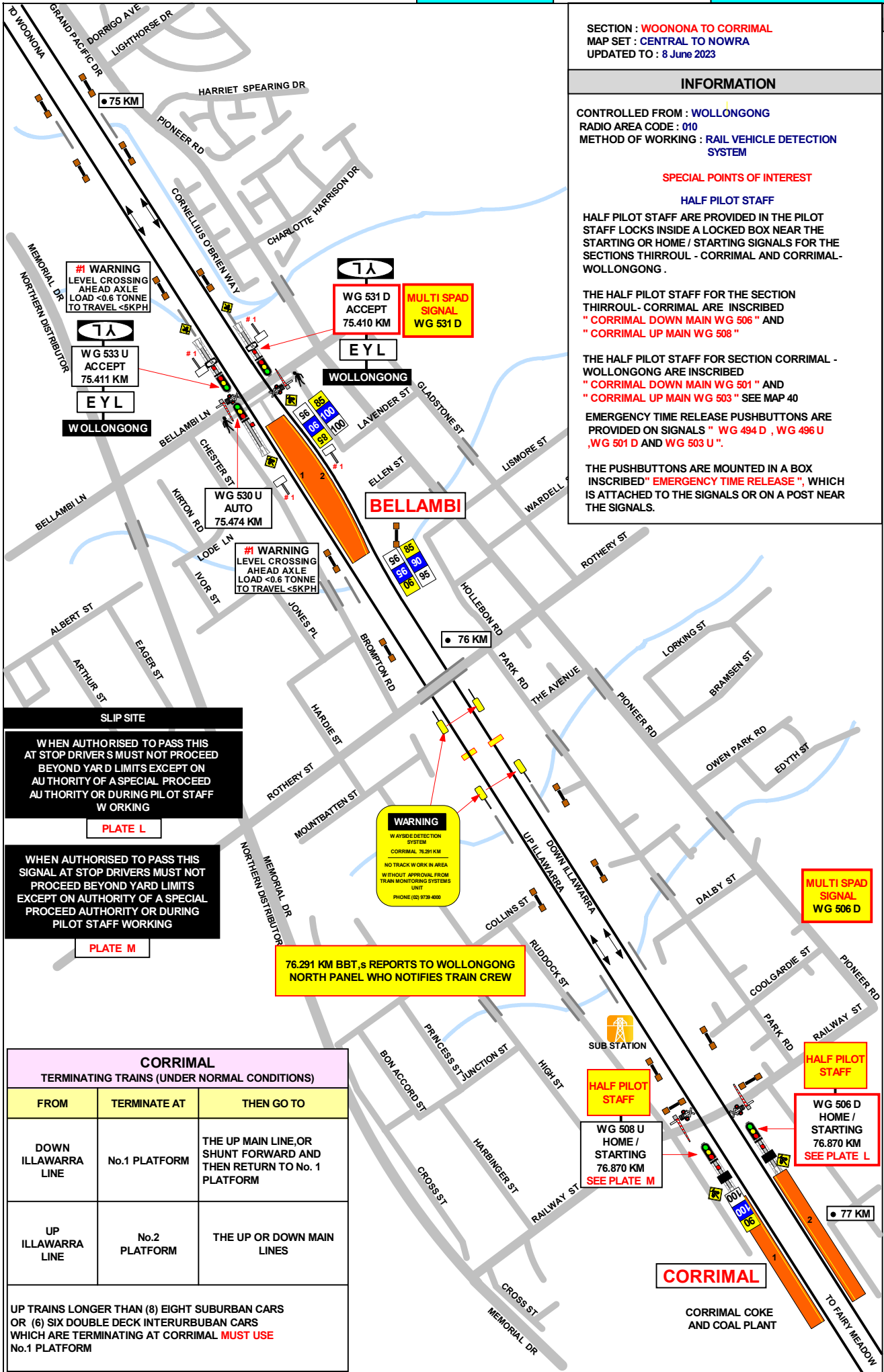
THE HALF PILOT STAFF FOR THE SECTION THIRROUL - CORRIMAL ARE INSCRIBED " CORRIMAL DOWN MAIN WG 506 " AND " CORRIMAL UP MAIN WG 508 "

THE HALF PILOT STAFF FOR SECTION CORRIMAL - WOLLONGONG ARE INSCRIBED " CORRIMAL DOWN MAIN WG 501 " AND " CORRIMAL UP MAIN WG 503 " SEE MAP 40

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " WG 494 D , WG 496 U , WG 501 D AND WG 503 U " .

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED " EMERGENCY TIME RELEASE " , WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

| GRADIENT |
|-----------|
| 1 IN 1650 |
| 1 IN 63 |
| 1 IN 330 |
| 1 IN 75 |
| 1 IN 66 |
| 1 IN 112 |
| 1 IN 1320 |
| 1 IN 1100 |
| 1 IN 190 |
| 1 IN 99 |



SLIP SITE

WHEN AUTHORISED TO PASS THIS AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE L

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

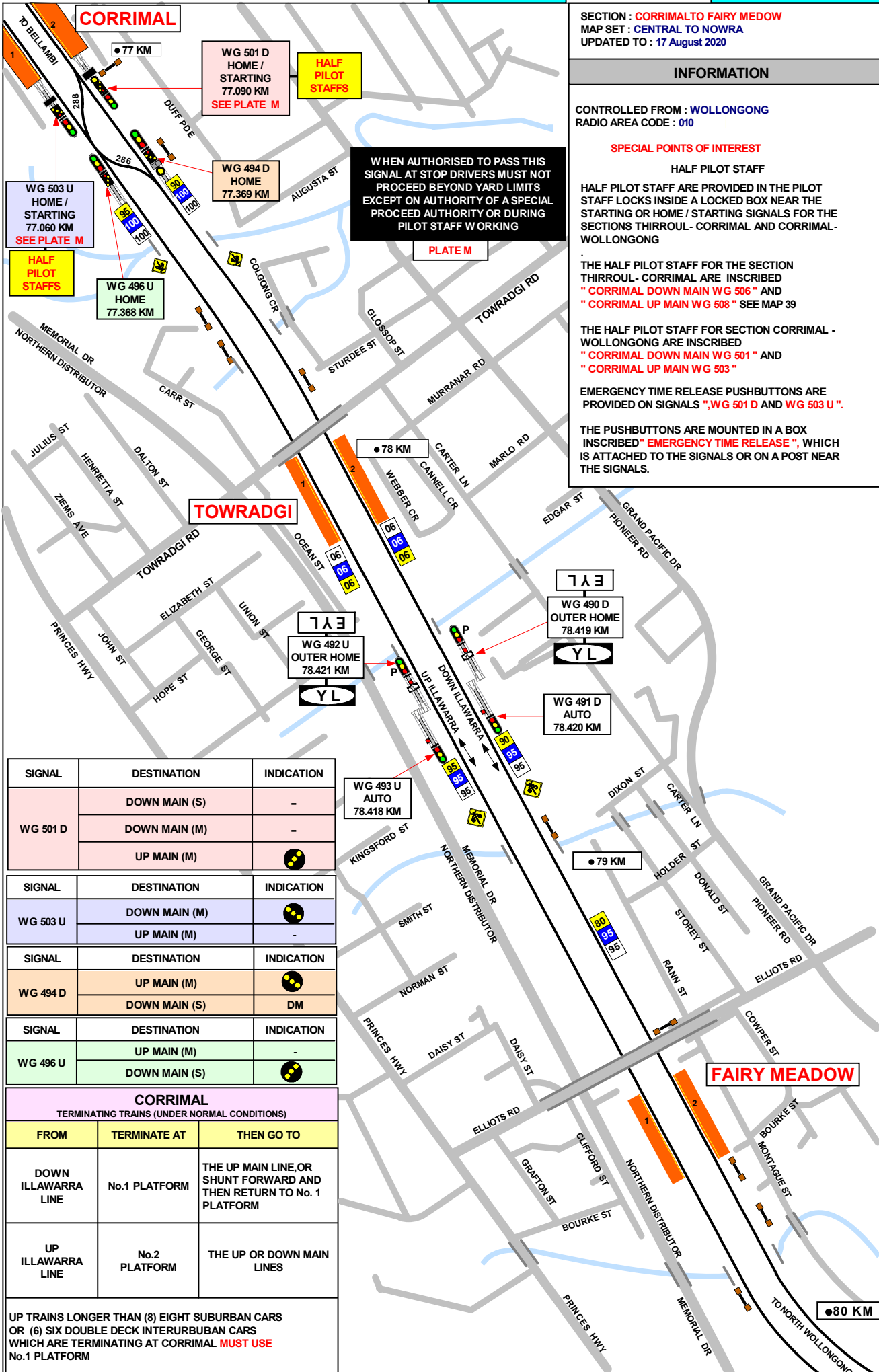
PLATE M

76.291 KM BBT,s REPORTS TO WOLLONGONG NORTH PANEL WHO NOTIFIES TRAIN CREW

CORRIMAL
 TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|---------------------|---------------|--|
| DOWN ILLAWARRA LINE | No.1 PLATFORM | THE UP MAIN LINE, OR SHUNT FORWARD AND THEN RETURN TO No. 1 PLATFORM |
| UP ILLAWARRA LINE | No.2 PLATFORM | THE UP OR DOWN MAIN LINES |

UP TRAINS LONGER THAN (8) EIGHT SUBURBAN CARS OR (6) SIX DOUBLE DECK INTERURBUBAN CARS WHICH ARE TERMINATING AT CORRIMAL **MUST USE** No.1 PLATFORM



SECTION : CORRIMAL TO FAIRY MEADOW
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 17 August 2020

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE SECTIONS THIRROUL- CORRIMAL AND CORRIMAL- WOLLONGONG

THE HALF PILOT STAFF FOR THE SECTION THIRROUL- CORRIMAL ARE INSCRIBED "CORRIMAL DOWN MAIN WG 506" AND "CORRIMAL UP MAIN WG 508" SEE MAP 39

THE HALF PILOT STAFF FOR SECTION CORRIMAL - WOLLONGONG ARE INSCRIBED "CORRIMAL DOWN MAIN WG 501" AND "CORRIMAL UP MAIN WG 503"

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS "WG 501 D AND WG 503 U".

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 501 D | DOWN MAIN (S) | - |
| | DOWN MAIN (M) | - |
| | UP MAIN (M) | ●●● |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 503 U | DOWN MAIN (M) | ●●● |
| | UP MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 494 D | UP MAIN (M) | ●●● |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| WG 496 U | UP MAIN (M) | - |
| | DOWN MAIN (S) | ●●● |

CORRIMAL
 TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|---------------------|---------------|--|
| DOWN ILLAWARRA LINE | No.1 PLATFORM | THE UP MAIN LINE, OR SHUNT FORWARD AND THEN RETURN TO No. 1 PLATFORM |
| UP ILLAWARRA LINE | No.2 PLATFORM | THE UP OR DOWN MAIN LINES |

UP TRAINS LONGER THAN (8) EIGHT SUBURBAN CARS OR (6) SIX DOUBLE DECK INTERURBUBAN CARS WHICH ARE TERMINATING AT CORRIMAL **MUST USE** No.1 PLATFORM

SECTION : FAIRY MEADOW TO WOLLONGONG
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 26 March 2024

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG

RADIO AREA CODE : 010 / 011

SPECIAL POINTS OF INTEREST

TWO SHUNTING LIMIT SIGNS ARE PROVIDED AT WOLLONGONG . THE SIGNS ARE LOCATED AS FOLLOWING .

ON THE DOWN SIDE OF THE DOWN MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL No. WG 475 D . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON DOWN MAIN". AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN MAIN LINE.

ON THE UP SIDE OF THE UP MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL WG 477 U . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON THE UP MAIN LINE" AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE UP MAIN LINE .

A SHUNT AHEAD SIGNAL IS PROVIDED ON SIGNALS No. WG 466 D AND No. WG 468 U TO ALLOW SHUNTING MOVEMENTS TO TAKE PLACE PAST THESE SIGNALS AS FAR AS THE SHUNTING LIMIT SIGNS

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE CORRIMAL- WOLLONGONG SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION CORRIMAL - WOLLONGONG ARE INSCRIBED " WOLLONGONG UP MAIN WG 468 "

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " WG 411 D , WG 413 U , WG 428 U , WG 430 U , WG 431 D , WG 433 U , WG 475 D AND WG 477 U ".

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE ", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

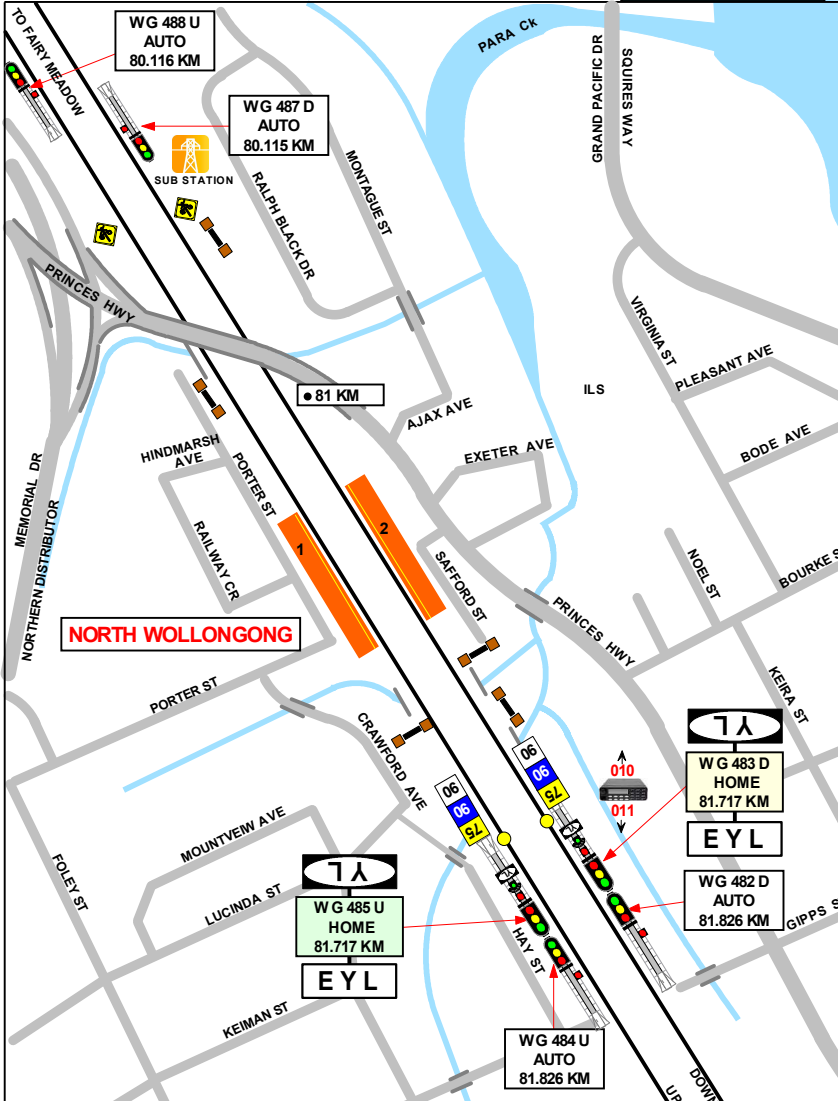
TRAINS TERMINATING AT WOLLONGONG

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

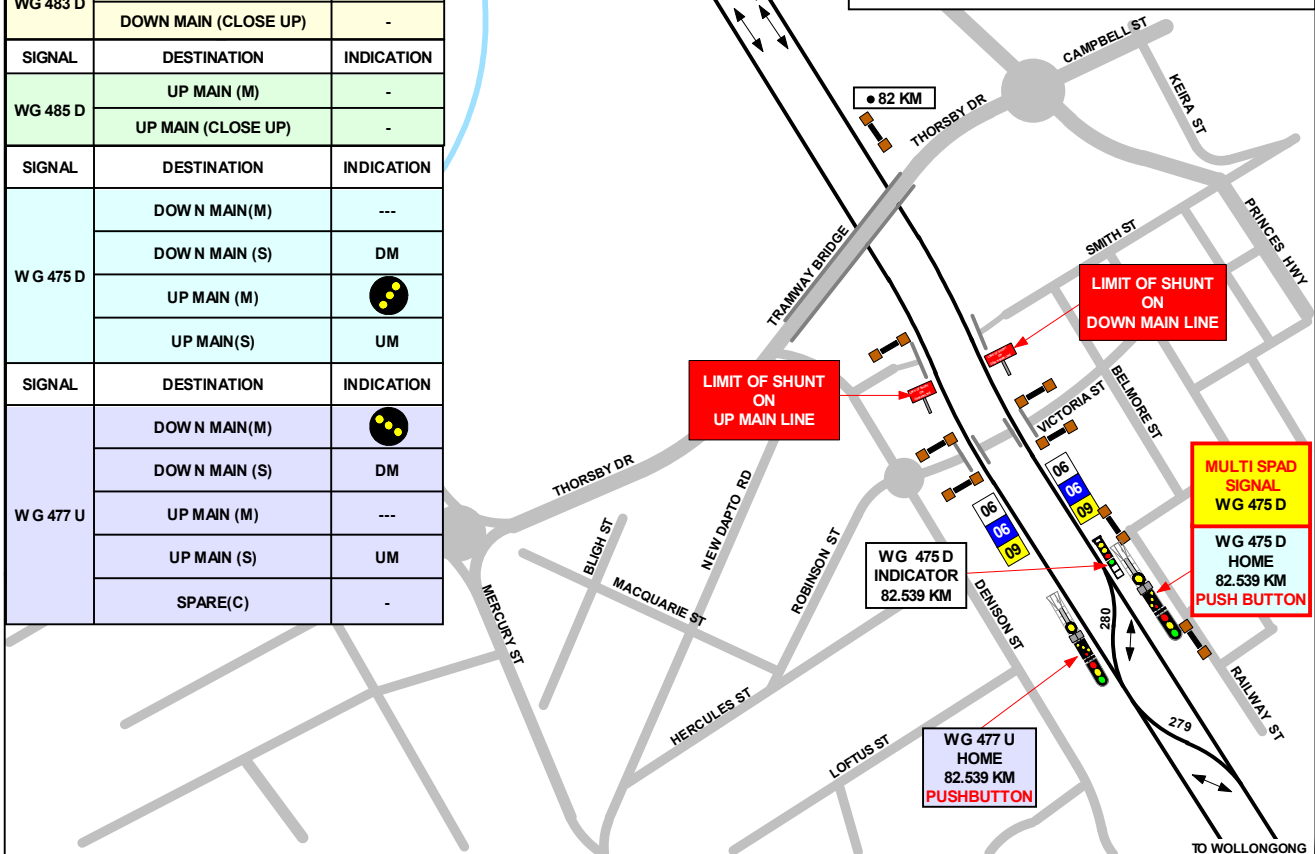
NLA 416

REFER TO NLA 416 FOR MORE INFORMATION

| |
|----------|
| 1 IN 105 |
| 1 IN 105 |
| 1 IN 413 |
| 1 IN 220 |
| 1 IN 660 |
| 1 IN 330 |
| 1 IN 120 |
| 1 IN 120 |
| 1 IN 236 |
| 1 IN 120 |
| 1 IN 77 |
| 1 IN 70 |
| 1 IN 75 |



| SIGNAL | DESTINATION | INDICATION |
|----------|----------------------|------------|
| WG 483 D | DOWN MAIN (M) | - |
| | DOWN MAIN (CLOSE UP) | - |
| WG 485 D | UP MAIN (M) | - |
| | UP MAIN (CLOSE UP) | - |
| WG 475 D | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | ●●● |
| | UP MAIN (S) | UM |
| WG 477 U | DOWN MAIN (M) | ●●● |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | UM |
| | SPARE (C) | - |



SECTION : WOLLONGONG
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 27 March 2024

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 011

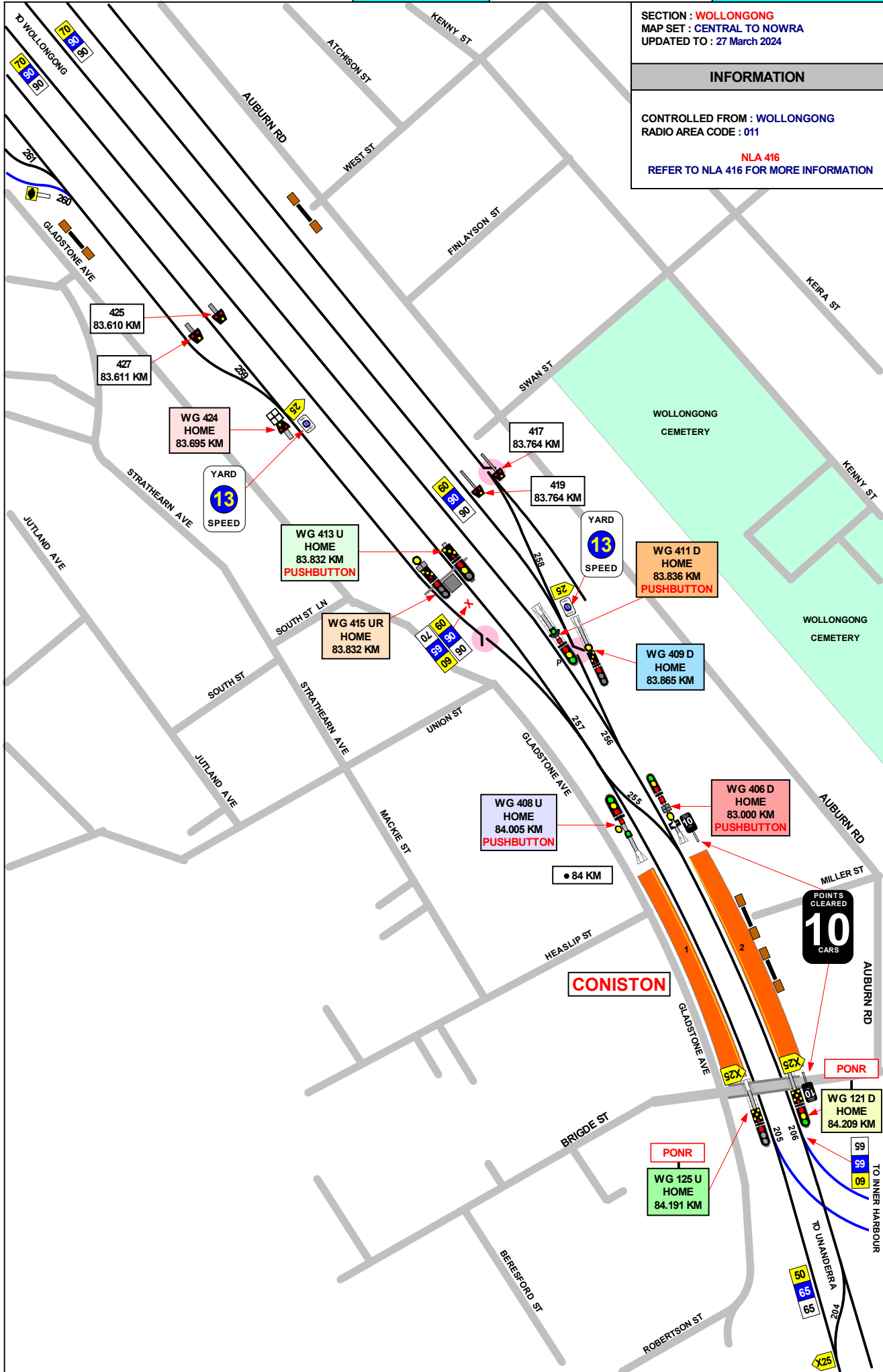
NLA 416
REFER TO NLA 416 FOR MORE INFORMATION

1 IN 330

1 IN 116

1 IN 143

E



SECTION : **WOLLONGONG**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **27 March 2024**

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------------|------------|
| WG 121 D | DOW N NORTH FORK (M) | |
| | DOW N PORT KEMBLA (M) | - |
| | UNANDERRA (M) | |

| SIGNAL | DESTINATION | INDICATION |
|----------|-------------------|------------|
| WG 125 U | UP NORTH FORK (M) | |
| | UNANDERRA (M) | |

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------------|------------|
| WG 406 D | No. 1 UP SIDING (S) | U1 |
| | UP MAIN (S) | UM |
| | DOW N MAIN (M) | - |
| | No.1 DOW N SIDING (S) | D1 |
| | No.2 DOW N SIDING (S) | D2 |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------------|------------|
| WG 408 U | No. 1 UP SIDING (S) | - |
| | UP MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|----------------|------------|
| WG 409 D | DOW N MAIN (S) | - |
| | DOW N MAIN (M) | |

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------------|------------|
| WG 411 D | DOW N MAIN (M) | - |
| | DOW N MAIN (CLOSE UP) | - |

| SIGNAL | DESTINATION | INDICATION |
|----------|----------------|------------|
| WG 413 U | DOW N MAIN (M) | |
| | UP MAIN (M) | ---- |

| SIGNAL | DESTINATION | INDICATION |
|-----------|----------------|------------|
| WG 415 UR | DOW N MAIN(M) | +D |
| | DOW N MAIN (S) | DM |
| | UP MAIN (M) | + U |
| | UP MAIN(S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------------|------------|
| WG 424 U | PERW AY SIDING (S) | PS |
| | No.3 UP SIDING (S) | U3 |
| | No.2 UP SIDING (S) | U2 |
| | No. 1 UP SIDING (S) | U1 |

INFORMATION

CONTROLLED FROM : **WOLLONGONG**

RADIO AREA CODE : **010**

SPECIAL POINTS OF INTEREST

TWO SHUNTING LIMIT SIGNS ARE PROVIDED AT WOLLONGONG (SEE MAP IL41) . THE SIGNS ARE LOCATED AS FOLLOWING .

ON THE DOWN SIDE OF THE DOWN MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL No. WG 475 D . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON DOWN MAIN". AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN MAIN LINE.

ON THE UP SIDE OF THE UP MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL WG 477 U . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON THE UP MAIN LINE" AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE UP MAIN LINE.

A SHUNT AHEAD SIGNAL IS PROVIDED ON SIGNALS No. WG 466 D AND No. WG 468 U TO ALLOW SHUNTING MOVEMENTS TO TAKE PLACE PAST THESE SIGNALS AS FAR AS THE SHUNTING LIMIT SIGNS

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " **WG 411 D, WG 413 U, WG 428 U, WG 430 U, WG 431 D, WG 433 U, WG 475 D AND WG 477 U** " .

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED " **EMERGENCY TIME RELEASE** " , WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

TRAINS TERMINATING AT WOLLONGONG

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

NLA 416

REFER TO **NLA 416** FOR MORE INFORMATION

CONISTON

UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING TERMINATING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION

DOWN TRAINS MAY TERMINATE AT

| | |
|----------------------|---|
| No. 1 PLATFORM | THEN RETURN ON THE UP MAIN LINE,OR SHUNT TO THE No.1 UP SIDING. |
| No. 2 PLATFORM | THEN RETURN ON EITHER THE UP OR DOWN MAIN LINES,THE No.1 UP SIDING, THE No.1 DOWN SIDING OR No.2 DOWN SIDING. |
| No. 1 or 2 PLATFORMS | SHUNT FORWARD AND RETURN TO THE DOWN OR UP MAIN LINES. |

UP TRAINS MAY TERMINATE AT

| | |
|----------------|---|
| No. 1 PLATFORM | THEN RETURN TO UNANDERRA NORTH OR SHUNT FORWARD AND RETURN TO EITHER No.1 OR No.2 PLATFORM. |
| No. 2 PLATFORM | THEN RETURN TO EITHER INNER HARBOUR,PORT KEMBLA ,OR UNANDERRA. |

A TRAIN ARRIVING FROM INNER HARBOUR **MUST NOT** BE TERMINATED AT No. 2 PLATFORM

AS OF 1/10/2007 THE PORT KEMBLA PORT CORPORATION OWN AND MAINTAIN FROM THIS POINT 84.335 KM

SECTION : CONISTON TO MASTERS ROAD & LYSAGHT'S
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 25 July 2024

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 011 / 12

SPECIAL POINTS OF INTEREST

ALL TRAINS MOVEMENTS WITHIN THE CONISTON AND UNANDERRA NORTH AREA ARE CONTROLLED BY THE SIGNALLER AT WOLLONGONG SIGNALBOX, AND ARE WORKED UNDER YARD WORKING CONDITIONS

UNANDERRA NORTH IS THE JUNCTION OF THE TRIANGLE LOOP AND THE DOWN AND UP SOUTH FORKS WITH THE DOWN AND UP MAIN LINES

NLA 416 / 418

REFER TO NLA 416 / 418 FOR MORE INSTRUCTIONS

CONISTON

UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING TERMINATING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION

DOWN TRAINS MAY TERMINATE ON

DOWN MAIN LINE OR UP MAIN LINE

THEN RETURN TO CONISTON, INNER HARBOUR OR ALLAN'S CREEK.

UP TRAINS MAY TERMINATE ON

UP ILLAWARRA SINGLE, THE SOUTH FORK, OR THE TRIANGLE LOOP

THEN RETURN TO UNANDERRA VIA EITHER THE UP OR THE DOWN MAIN LINES

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEDURE AUTHORITY OR DURING PILOT STAFF WORKING

PLATE #1

WG 1005 HOME/ STARTING 85.139 KM
SEE PLATE #1

WG 1007 HOME/ STARTING 85.227 KM
SEE PLATE #1

AS OF 1/10/2007 THE PORT KEMBLA PORT CORPORATION OWN AND MAINTAIN FROM THIS POINT 85.139 KM

HALF PILOT STAFF

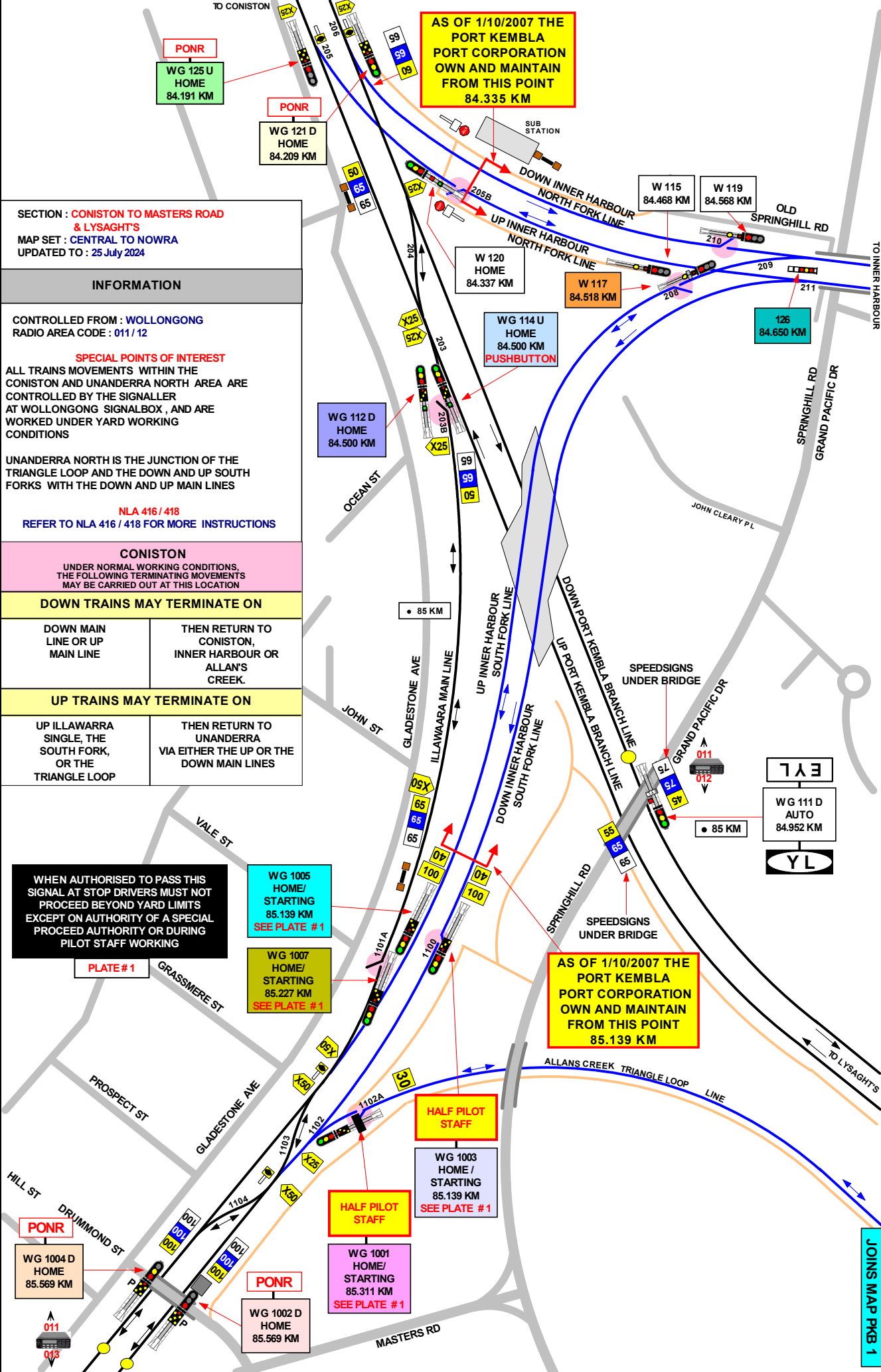
WG 1003 HOME/ STARTING 85.139 KM
SEE PLATE #1

HALF PILOT STAFF

WG 1001 HOME/ STARTING 85.311 KM
SEE PLATE #1

WG 1004 D HOME 85.569 KM

WG 1002 D HOME 85.569 KM



SECTION : **CONISTON TO UNANADERRA SOUTH**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : 27 March 2024

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : **011**

SPECIAL POINTS OF INTEREST

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " **WG 114 U** "

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED " **EMERGENCY TIME RELEASE** ", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

NLA 416 / 418
 REFER TO NLA 416 / 418 FOR MORE INSTRUCTIONS

CONISTON

UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING TERMINATING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION

DOWN TRAINS MAY TERMINATE AT

| | |
|----------------------|---|
| No. 1 PLATFORM | THEN RETURN ON THE UP MAIN LINE ,OR SHUNT TO THE UP REFUGE,OR THE UP SIDINGS |
| No. 2 PLATFORM | THEN RETURN ON EITHER THE UP OR DOWN MAIN LINES,THE UP OR DOWN REFUGE LOOPS, OR THE UP OR DOWN SIDINGS. |
| No. 1 or 2 PLATFORMS | SHUNT FORWARD AND RETURN TO THE DOWN OR UP MAIN LINES. |

UP TRAINS MAY TERMINATE AT

| | |
|----------------|--|
| No. 1 PLATFORM | THEN RETURN TO UNANADERRA NORTH OR SHUNT FORWARD AND RETURN TO EITHER No. 1 OR No. 2 PLATFORM. |
| No. 2 PLATFORM | THEN RETURN TO EITHER INNER HARBOUR,PORT KEMBLA , OR UNANADERRA. |

A TRAIN ARRIVING FROM INNER HARBOUR **MUST NOT** BE TERMINATED AT No.2 PLATFORM

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 112 D | UP MAIN (M) | ---- |
| | UP MAIN (CLOSE UP) | ---- |
| | DOWN MAIN (M) | |

| SIGNAL | DESTINATION | INDICATION |
|---------|---------------|------------|
| WG 1001 | DOWN MAIN (M) | ---- |
| | UP MAIN (M) | |

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|------------|
| WG 114 U | UP MAIN (M) | ---- |
| | UP MAIN (CLOSE UP) | ---- |
| | DOWN MAIN (M) | |

| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------|------------|
| WG 1002 D | MAIN (M) | + M |
| | UP STH FORK (M) | + F |
| | ALLAN'S CRK (M) | + A |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| W 117 | DOWN NORTH FORK | DN |
| | UP NORTH FORK | UN |

| SIGNAL | DESTINATION | INDICATION |
|---------|---------------|------------|
| WG 1003 | DOWN MAIN (M) | ---- |
| | UP MAIN (M) | |

| SIGNAL | DESTINATION | INDICATION |
|----------|----------------------|------------|
| WG 121 D | DOWN NORTH FORK (M) | |
| | DOWN PORT KEMBLA (M) | ---- |
| | UNANADERRA (M) | |

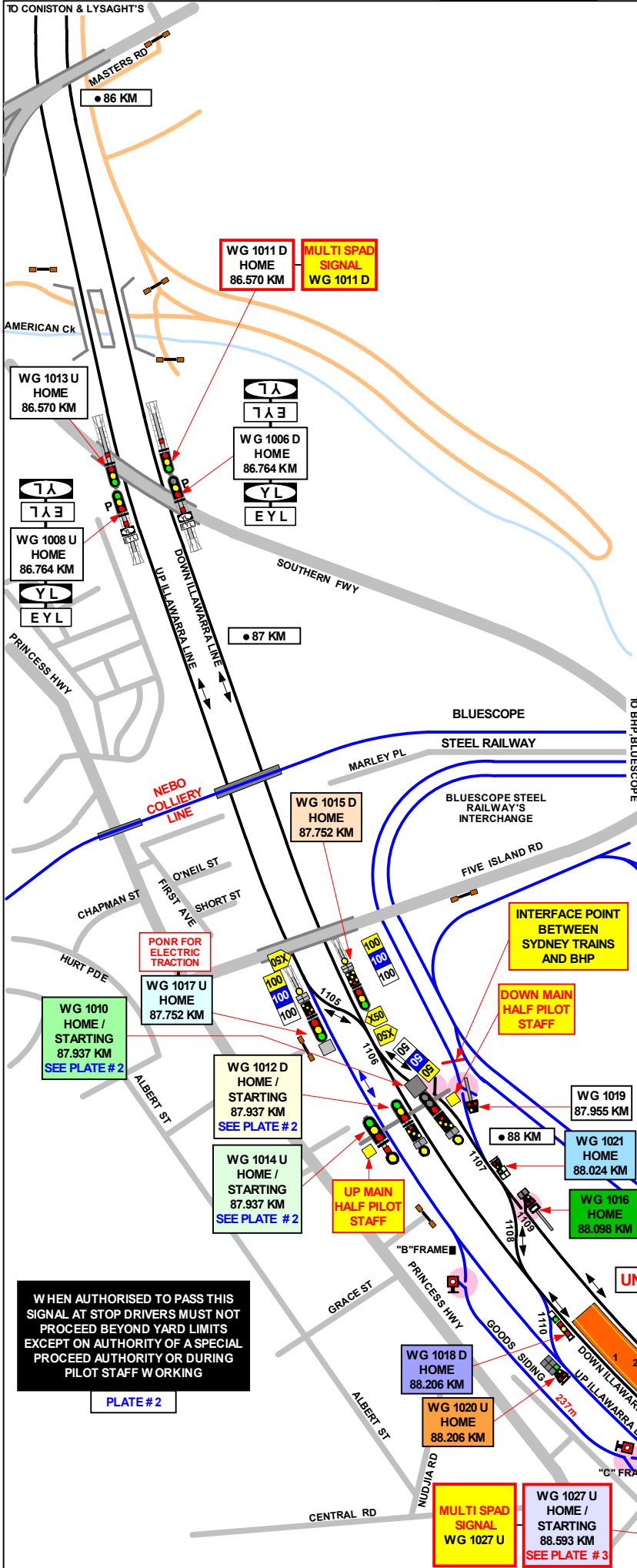
| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------|------------|
| WG 1004 U | MAIN (M) | |
| | UP STH FORK (M) | ---- |
| | ALLAN'S CRK (M) | |

| SIGNAL | DESTINATION | INDICATION |
|----------|-------------------|------------|
| WG 125 U | UP NORTH FORK (M) | |
| | UNANADERRA (M) | |

| SIGNAL | DESTINATION | INDICATION |
|---------|---------------|------------|
| WG 1005 | DOWN MAIN (M) | |
| | UP MAIN (M) | ---- |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 126 | UP SOUTH FORK | <u>US</u> |
| | UP NORTH FORK | UN |

| SIGNAL | DESTINATION | INDICATION |
|---------|---------------|------------|
| WG 1007 | DOWN MAIN (M) | |
| | UP MAIN (M) | ---- |



SECTION : CONISTON TO UNANADERRA NORTH
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 27 March 2024

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 013

SPECIAL POINTS OF INTEREST

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS "WG 114 U"

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

TERMINATING TRAINS

TERMINATION MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS.

NLA 416 / 418
 REFER TO NLA 416 / 418 FOR MORE INSTRUCTIONS

GENERAL ARRANGEMENTS

THE POINTS AND SIGNALS AT UNANDERRA ARE OPERATED FROM WOLLONGONG SIGNALBOX . A LOCAL PANEL HAS BEEN PROVIDED IN THE SIGNALBOX TO ALLOW UNANADERRA TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT WOLLONGONG SIGNALBOX. ALL POINTS WORKED FROM THE SIGNALBOX ARE CONTROLLED BY TRACK CIRCUIT AND CANNOT BE MOVED UNLESS THE TRACK(S) CONTROLLING THE POINTS ARE UNOCCUPIED

| GRADIENT |
|----------|
| E |
| 1 IN 413 |
| 1 IN 943 |
| E |
| 1 IN 341 |
| 1 IN 826 |
| 1 IN 330 |
| 1 IN 113 |
| 1 IN 135 |
| 1 IN 155 |
| 1 IN 264 |

SECTION : **CONISTON TO UNANADERRA NORTH**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **22 March 2024**

INFORMATION

SPECIAL POINTS OF INTEREST

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " **WG 114 U** "

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED " **EMERGENCY TIME RELEASE** ", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

TERMINATING TRAINS



TERMINATION MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS.


NLA 416 / 418


REFER TO **NLA 416 / 418** FOR MORE INSTRUCTIONS


GENERAL ARRANGEMENTS

THE POINTS AND SIGNALS AT UNANADERRA ARE OPERATED FROM WOLLONONG SIGNALBOX . A LOCAL PANEL HAS BEEN PROVIDED IN THE SIGNALBOX TO ALLOW UNANADERRA TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT WOLLONONG SIGNALBOX. ALL POINTS WORKED FROM THE SIGNALBOX ARE CONTROLLED BY TRACK CIRCUIT AND CANNOT BE MOVED UNLESS THE TRACK(S) CONTROLLING THE POINTS ARE UNOCCUPIED



| SIGNAL | DESTINATION | INDICATION |
|---------|---------------|---|
| WG 1010 | UP MAIN (M) |  + U |
| | DOWN MAIN (M) |  + D |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |



| SIGNAL | DESTINATION | INDICATION |
|-----------|-------------|---|
| WG 1020 U | UP MAIN | UM  |
| | DOWN MAIN | DM |
| | BRANCH LINE | B |
| | SIDING | S |



| SIGNAL | DESTINATION | INDICATION |
|-----------|---------------|---|
| WG 1012 D | UP MAIN (M) |  |
| | DOWN MAIN (M) | ---- |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---------|-------------|--|
| WG 1021 | BRANCH LINE | B  |
| | DOWN MAIN | DM |
| | UP MAIN | UM |



| SIGNAL | DESTINATION | INDICATION |
|-----------|-------------|------------|
| WG 1014 D | UP MAIN (M) | ---- |
| | UP MAIN (S) | ---- |



| SIGNAL | DESTINATION | INDICATION |
|---------|-----------------|---|
| WG 1023 | BRANCH LINE (M) | ---- |
| | DOWN MAIN (M) |  + D |
| | UP MAIN (M) |  + U |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |


| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------|---|
| WG 1015 D | BRANCH LINE (M) |  |
| | DOWN MAIN (M) | ---- |
| | UP MAIN (M) |  |
| | BRANCH LINE (S) | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------|---|
| WG 1025 D | BRANCH LINE (M) |  |
| | DOWN MAIN (M) | ---- |
| | UP MAIN (M) |  |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---------|-------------|------------|
| WG 1016 | BRANCH LINE | B |
| | SIDING | S |

| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------|---|
| WG 1027 U | BRANCH LINE (M) |  + B |
| | DOWN MAIN (M) |  + D |
| | UP MAIN (M) | ---- |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------|---|
| WG 1017 U | BRANCH LINE (M) |  + B |
| | DOWN MAIN (M) |  + D |
| | UP MAIN (M) | --- |
| | BRANCH LINE (S) | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|-----------|-------------|--|
| WG 1018 D | DOWN MAIN | D  |
| | BRANCH LINE | B |
| | SIDING | S |

SECTION : UNANADERRA NORTH TO KEMBLA GRANGE & MOSS VALE BRANCH

MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 22 March 2024

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 014

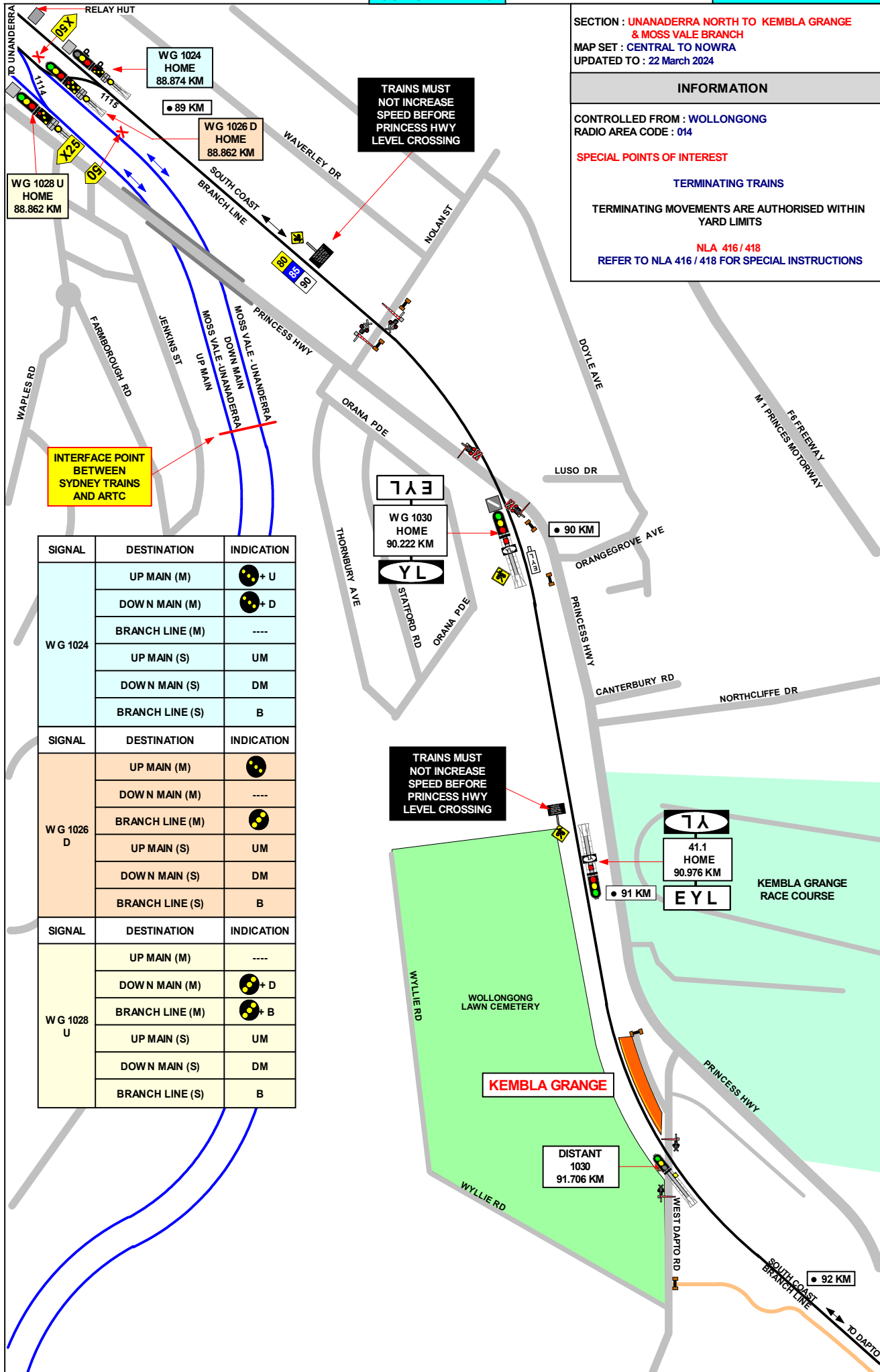
SPECIAL POINTS OF INTEREST

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

NLA 416 / 418
 REFER TO NLA 416 / 418 FOR SPECIAL INSTRUCTIONS

| |
|----------|
| GRADIENT |
| 1 IN 136 |
| 1 IN 129 |
| 1 IN 105 |
| E |
| 1 IN 413 |
| 1 IN 213 |
| 1 IN 264 |
| 1 IN 113 |
| 1 IN 165 |
| E |
| 1 IN 57 |
| 1 IN 50 |
| E |
| 1 IN 147 |
| 1 IN 176 |
| 1 IN 210 |
| 1 IN 178 |
| E |
| 1 IN 733 |
| E |
| 1 IN 733 |



INTERFACE POINT BETWEEN SYDNEY TRAINS AND ARTC

TRAINS MUST NOT INCREASE SPEED BEFORE PRINCESS HWY LEVEL CROSSING

TRAINS MUST NOT INCREASE SPEED BEFORE PRINCESS HWY LEVEL CROSSING

| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------|------------|
| WG 1024 | UP MAIN (M) | ●+U |
| | DOWN MAIN (M) | ●+D |
| | BRANCH LINE (M) | ---- |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |
| | BRANCH LINE (S) | B |
| WG 1026 D | UP MAIN (M) | ● |
| | DOWN MAIN (M) | ---- |
| | BRANCH LINE (M) | ● |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |
| | BRANCH LINE (S) | B |
| WG 1028 U | UP MAIN (M) | ---- |
| | DOWN MAIN (M) | ●+D |
| | BRANCH LINE (M) | ●+B |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |
| | BRANCH LINE (S) | B |

SECTION : **KEMBLA GRANGE TO DAPTO**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : 26 February 2024

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : **013**

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE UNANDERRA - DAPTO AND DAPTO - ALBION PARK SECTIONS.

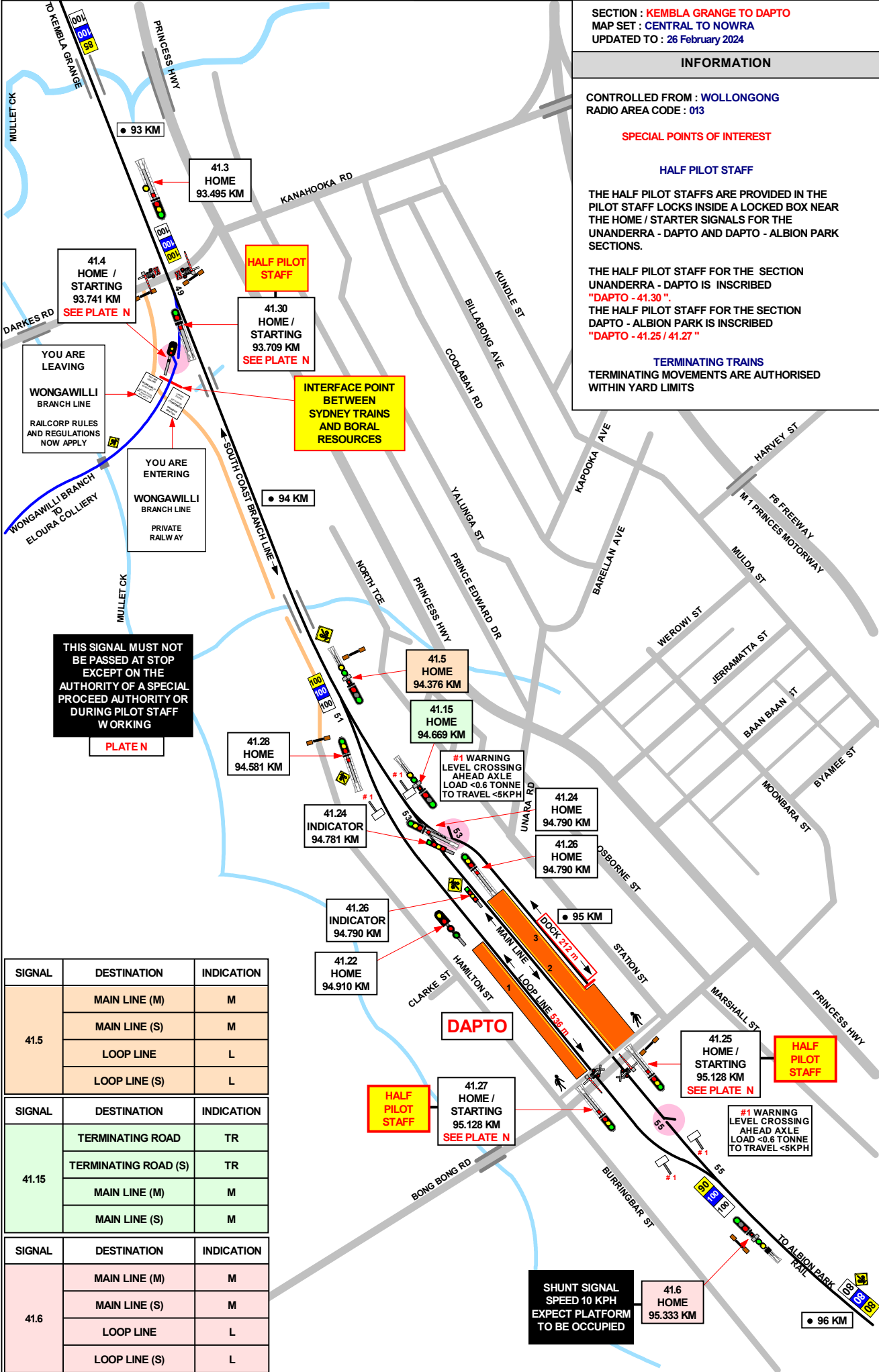
THE HALF PILOT STAFF FOR THE SECTION UNANDERRA - DAPTO IS INSCRIBED "**DAPTO - 41.30**".
 THE HALF PILOT STAFF FOR THE SECTION DAPTO - ALBION PARK IS INSCRIBED "**DAPTO - 41.25 / 41.27**".

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

GRADIENT

| |
|----------|
| L |
| 1 IN 600 |
| L |
| 1 IN 176 |
| L |
| 1 IN 825 |
| L |
| 1 IN 435 |
| L |
| 1 IN 120 |
| L |
| 1 IN 825 |
| E |
| 1 IN 412 |



THIS SIGNAL MUST NOT BE PASSED AT STOP EXCEPT ON THE AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATEN

SHUNT SIGNAL
 SPEED 10 KPH
 EXPECT PLATFORM TO BE OCCUPIED

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------------|------------|
| 41.5 | MAIN LINE (M) | M |
| | MAIN LINE (S) | M |
| | LOOP LINE | L |
| | LOOP LINE (S) | L |
| 41.15 | TERMINATING ROAD | TR |
| | TERMINATING ROAD (S) | TR |
| | MAIN LINE (M) | M |
| | MAIN LINE (S) | M |
| 41.6 | MAIN LINE (M) | M |
| | MAIN LINE (S) | M |
| | LOOP LINE | L |
| | LOOP LINE (S) | L |

SECTION : DAPTO TO YALLAH
MAP SET : CENTRAL TO NOWRA
UPDATED TO :5 December 2022

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 014

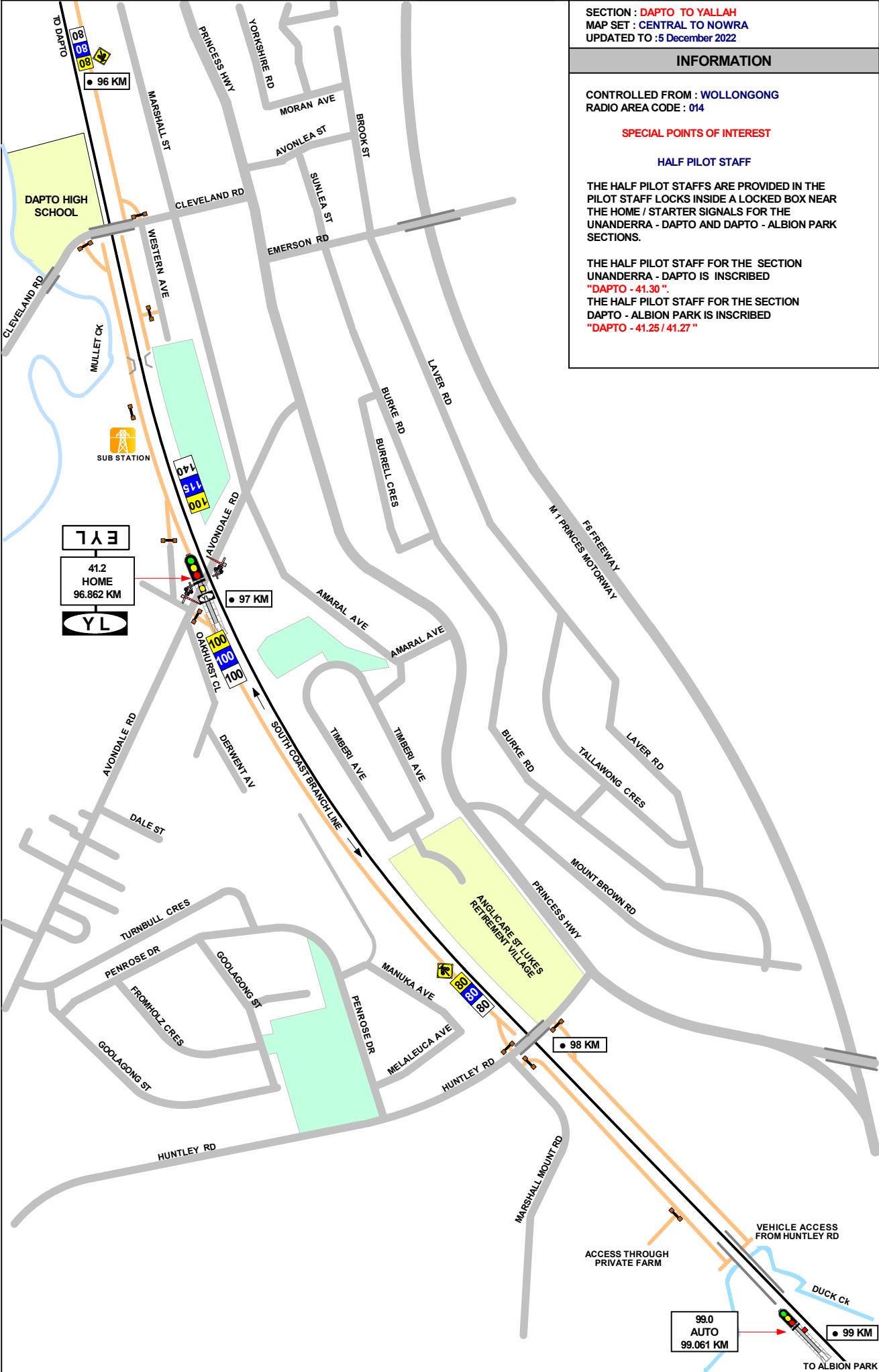
SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE UNANDERRA - DAPTO AND DAPTO - ALBION PARK SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION UNANDERRA - DAPTO IS INSCRIBED "DAPTO - 41.30"
THE HALF PILOT STAFF FOR THE SECTION DAPTO - ALBION PARK IS INSCRIBED "DAPTO - 41.25 / 41.27"

| GRADIENT | |
|-----------|--|
| 1 IN 412 | |
| 1 IN 144 | |
| 1 IN 153 | |
| 1 IN 140 | |
| 1 IN 222 | |
| 1 IN 85 | |
| 1 IN 73 | |
| 1 IN 188 | |
| 1 IN 278 | |
| 1 IN 50 | |
| 1 IN 194 | |
| 1 IN 1650 | |
| 1 IN 131 | |
| 1 IN 214 | |



SECTION : **YALLAH TO ALBION PARK**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **5 December 2022**

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : **101**

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE UNANDERRA - DAPTO AND DAPTO - ALBION PARK SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION UNANDERRA - DAPTO IS INSCRIBED "DAPTO - 41.30".
 THE HALF PILOT STAFF FOR THE SECTION DAPTO - ALBION PARK IS INSCRIBED "DAPTO - 41.25 / 41.27"

GRADIENT

E

L

1 IN 194

E

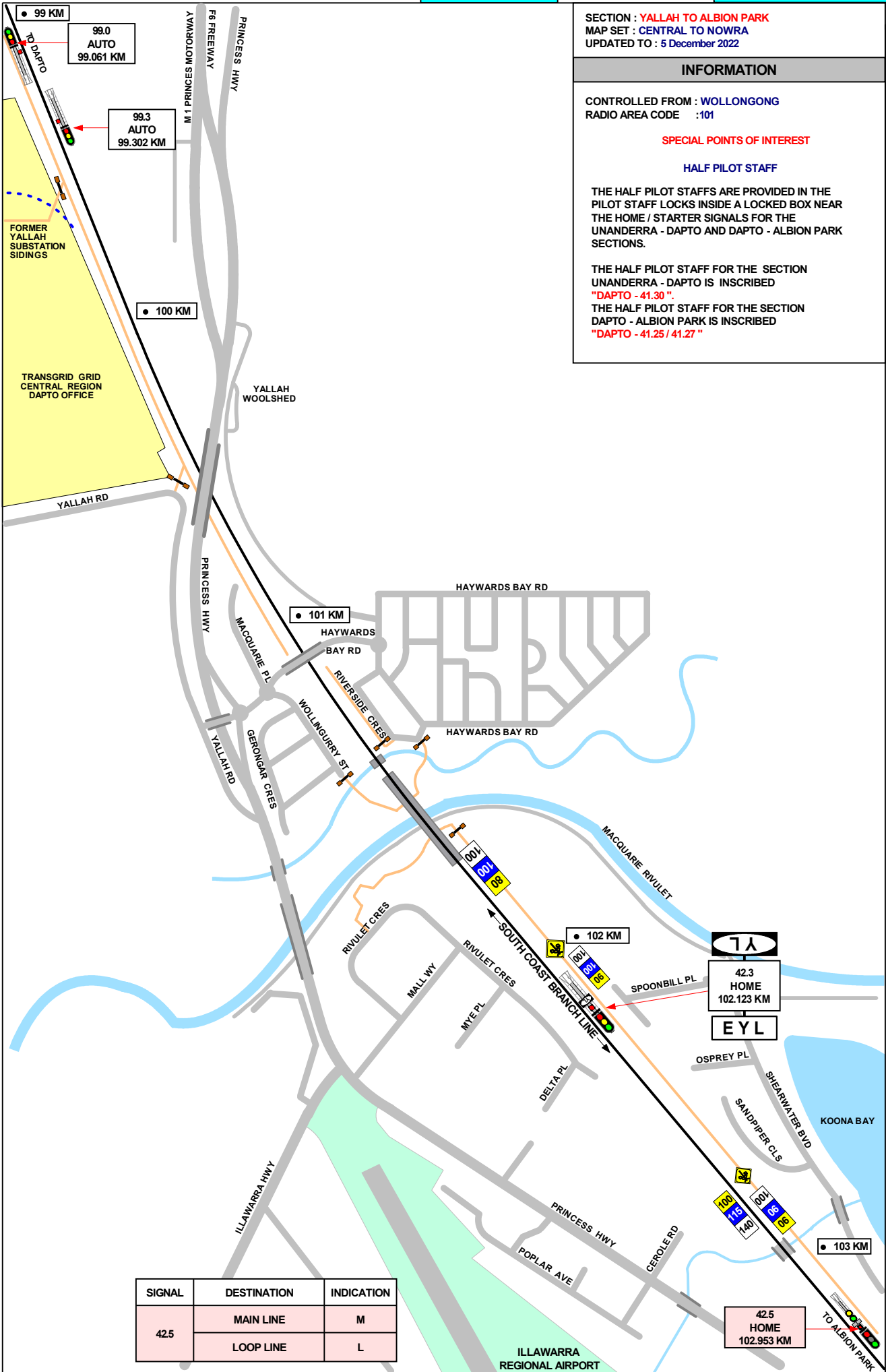
1 IN 87

1 IN 113

1 IN 367

1 IN 934

1 IN 3300



| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 425 | MAIN LINE | M |
| | LOOP LINE | L |

SECTION : OAK FLATS TO SHELLHARBOUR JUNCTION
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 5 December 2022

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 014

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE DAPTO - ALBION PARK AND THE ALBION PARK - DUNMORE SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION DAPTO - ALBION PARK IS INSCRIBED "ALBION PARK - 42.28 / 42.26"
THE HALF PILOT STAFF FOR THE SECTION ALBION PARK - DUNMORE "ALBION PARK - 42.29"

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN ALBION PARK YARD LIMITS ALLOWING TRAINS TO TERMINATE AT OAK FLATS AND RETURN TO ALBION PARK

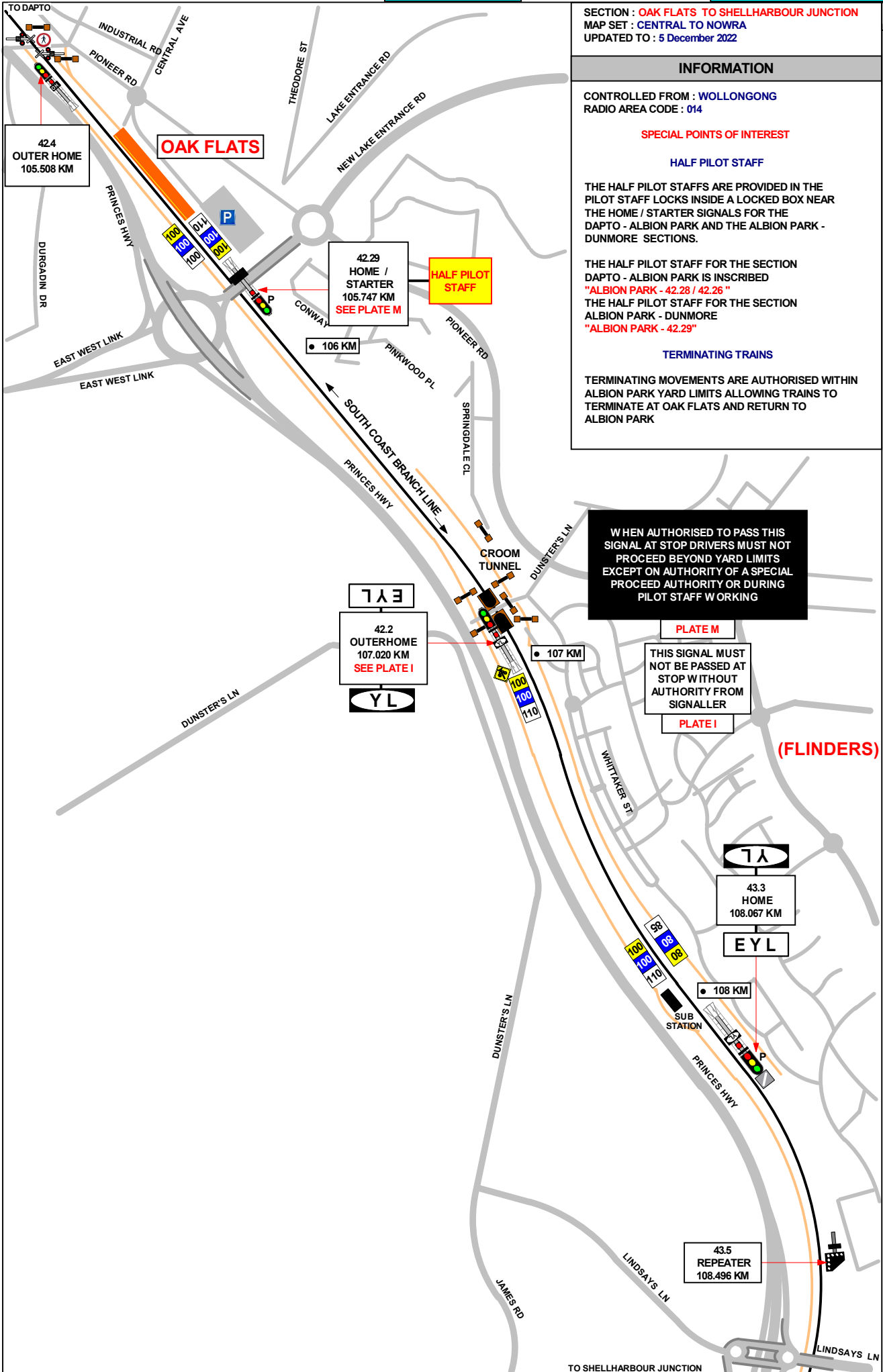
WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M

THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER

PLATE I

(FLINDERS)



SECTION : SHELLHARBOUR JUNCTION
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 3 October 2022

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 014

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTING SIGNALS FOR THE ALBION PARK - DUNMORE AND THE DUNMORE - BOMBO SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION ALBION PARK - DUNMORE IS INSCRIBED "DUNMORE - 43.28 / 43.26"

THE HALF PILOT STAFF FOR THE SECTION DUNMORE - BOMBO IS INSCRIBED "DUNMORE - 43.27 / 43.25".

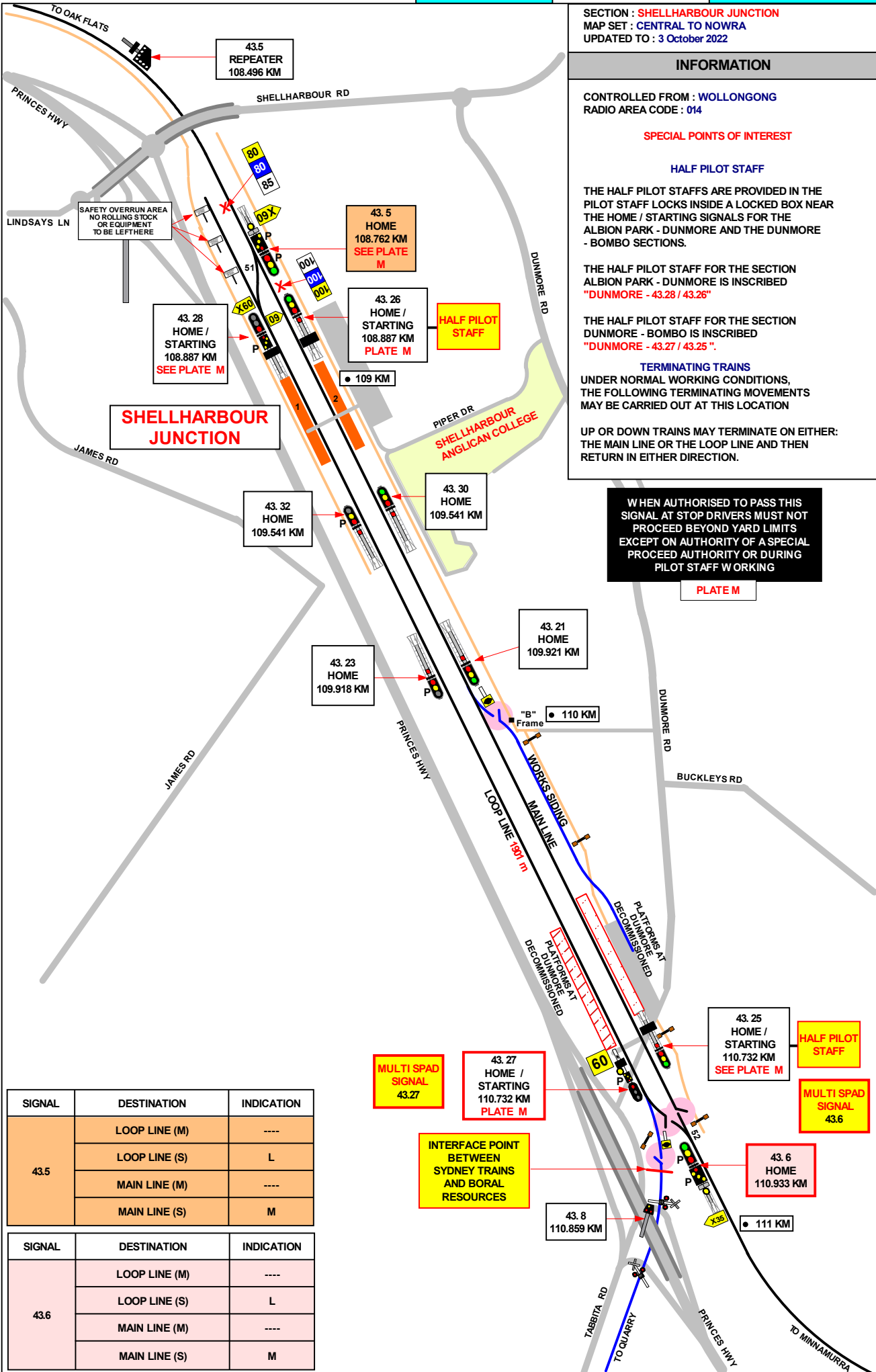
TERMINATING TRAINS

UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING TERMINATING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION

UP OR DOWN TRAINS MAY TERMINATE ON EITHER: THE MAIN LINE OR THE LOOP LINE AND THEN RETURN IN EITHER DIRECTION.

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M



| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 43.5 | LOOP LINE (M) | ---- |
| | LOOP LINE (S) | L |
| | MAIN LINE (M) | ---- |
| | MAIN LINE (S) | M |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 43.6 | LOOP LINE (M) | ---- |
| | LOOP LINE (S) | L |
| | MAIN LINE (M) | ---- |
| | MAIN LINE (S) | M |

- 1 IN 300
- 1 IN 206
- 1 IN 244
- 1 IN 129
- 1 IN 95
- 1 IN 63
- 1 IN 49
- L
- 1 IN 660
- L
- 1 IN 600
- 1 IN 660

SECTION : SHELLHARBOUR JUNCTION TO MINNAMURRA
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 3 October 2022

| GRADIENT | |
|----------|-----------|
| L | 1 IN 2200 |
| L | 1 IN 1660 |
| L | 1 IN 108 |
| L | 1 IN 73 |
| E | 1 IN 600 |
| E | 1 IN 269 |
| L | 1 IN 733 |
| E | 1 IN 528 |
| E | 1 IN 943 |
| E | 1 IN 102 |
| L | 1 IN 102 |
| E | 1 IN 102 |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 43.6 | MAIN LINE (S) | M |
| | LOOP LINE (S) | L |

INFORMATION

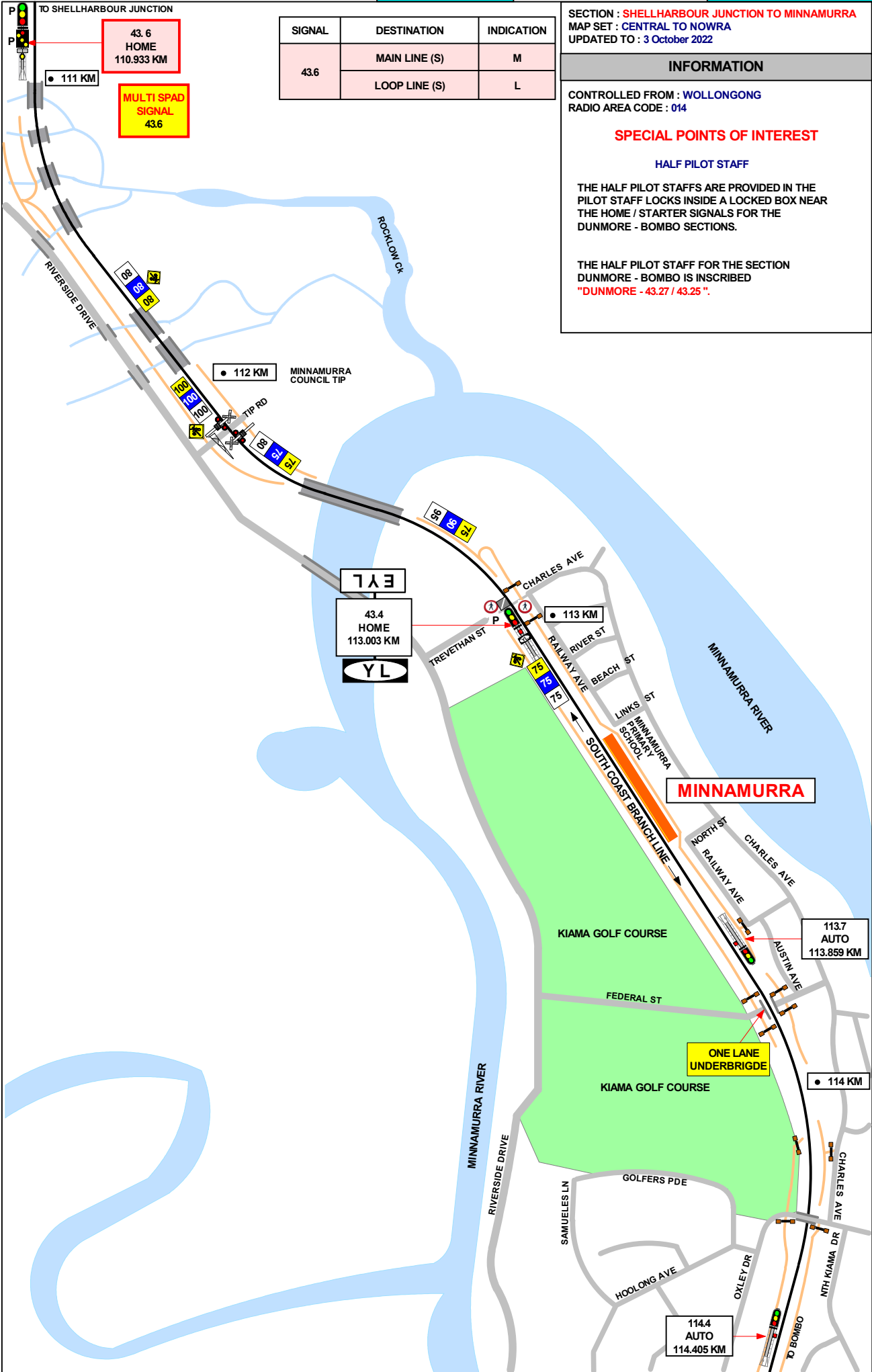
CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 014

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE DUNMORE - BOMBO SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION DUNMORE - BOMBO IS INSCRIBED "DUNMORE - 43.27 / 43.25".



SECTION : **MINNAMURRA TO BOMBO**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : 29 April 2021

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : 014
SPECIAL POINTS OF INTEREST
HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE DUNMORE - BOMBO AND THE BOMBO - KIAMA SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION DUNMORE - BOMBO IS INSCRIBED "DUNMORE - 43.27 / 43.25".

THE HALF PILOT STAFF FOR THE SECTION BOMBO - KIAMA IS INSCRIBED "BOMBO - 44.27 / 44.25".

SHUNTING LIMITS BOARDS
 TWO SHUNTING LIMITS BOARDS ARE PROVIDED AT BOMBO AND ARE LOCATED AS FOLLOWING

ON THE UP SIDE OF THE MAIN LINE AT THE KIAMA END OF REPEATER SIGNAL 44.6. THIS BOARD IS INSCRIBED "LIMIT OF SHUNT ON THE MAIN LINE" AND APPLIES TO SHUNTING MOVEMENTS IN THE DOWN DIRECTION ON THE MAIN LINE.

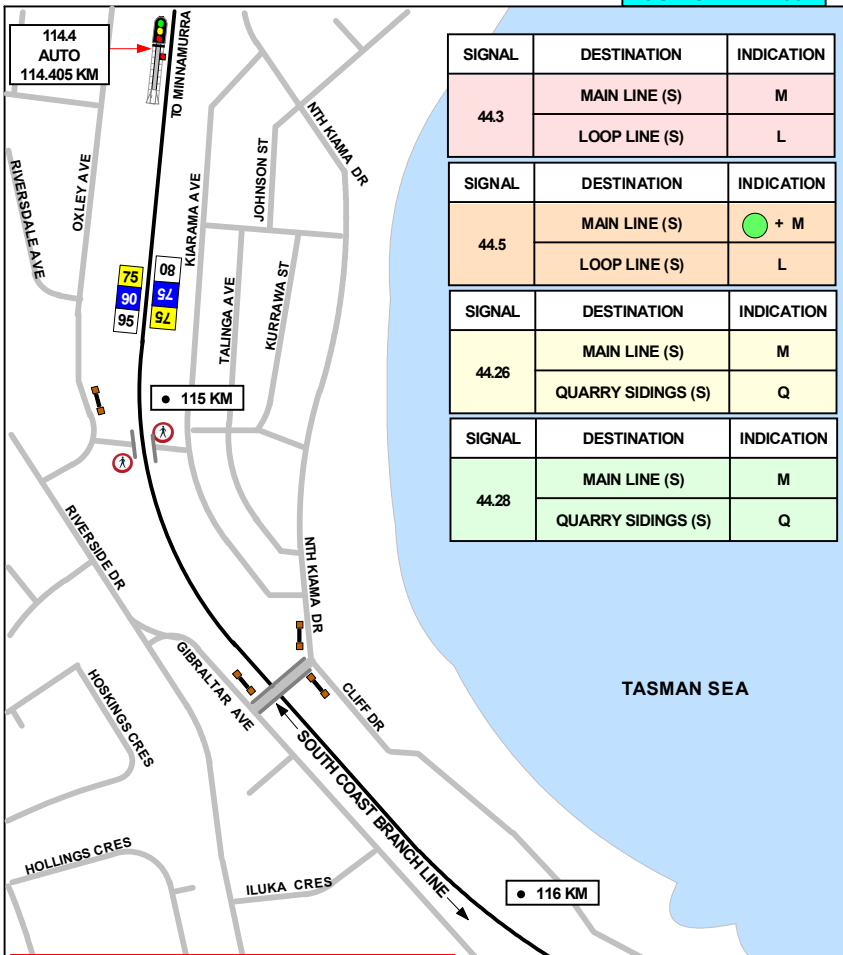
ON THE UP SIDE OF THE MAIN LINE AT THE DUNMORE END OF THE PLATFORM. THIS BOARD IS INSCRIBED "LIMIT OF SHUNT ON THE MAIN LINE", AND APPLIES TO SHUNTING MOVEMENTS IN THE UP DIRECTION ON THE MAIN LINE

TERMINATING TRAINS
 UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION

UP OR DOWN TRAINS MAY TERMINATE ON EITHER THE MAIN LINE OR LOOP LINE AND RETURN IN EITHER DIRECTION.

| GRADIENT | |
|----------|--|
| 1 IN 943 | |
| 1 IN 102 | |
| L | |
| 1 IN 228 | |
| L | |
| 1 IN 47 | |
| 1 IN 53 | |
| E | |
| 1 IN 147 | |
| E | |
| 1 IN 300 | |
| E | |
| 1 IN 51 | |
| 1 IN 80 | |
| E | |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------------|------------|
| 44.3 | MAIN LINE (S) | M |
| | LOOP LINE (S) | L |
| 44.5 | MAIN LINE (S) | ● + M |
| | LOOP LINE (S) | L |
| 44.26 | MAIN LINE (S) | M |
| | QUARRY SIDINGS (S) | Q |
| 44.28 | MAIN LINE (S) | M |
| | QUARRY SIDINGS (S) | Q |



116.5 A SLIP DETECTOR

SLIP DETECTOR WILL BE INSTALLED AT 116.448 KM
 200 METRES SYDNEY SIDE DARIEN ROAD OVERBRIDGE (AKA PIPE BRIDGE AT 116.448 KM
 116.5 A SLIP BOARD WILL BE INSTALLED AT APPROX 22 METRES EITHER SIDE OF SLIP SITE
THE FOLLOWING SIGNALS HAVE NEW INSTRUCTIONAL ON THE DOWN SIGNAL 44.1 HAS

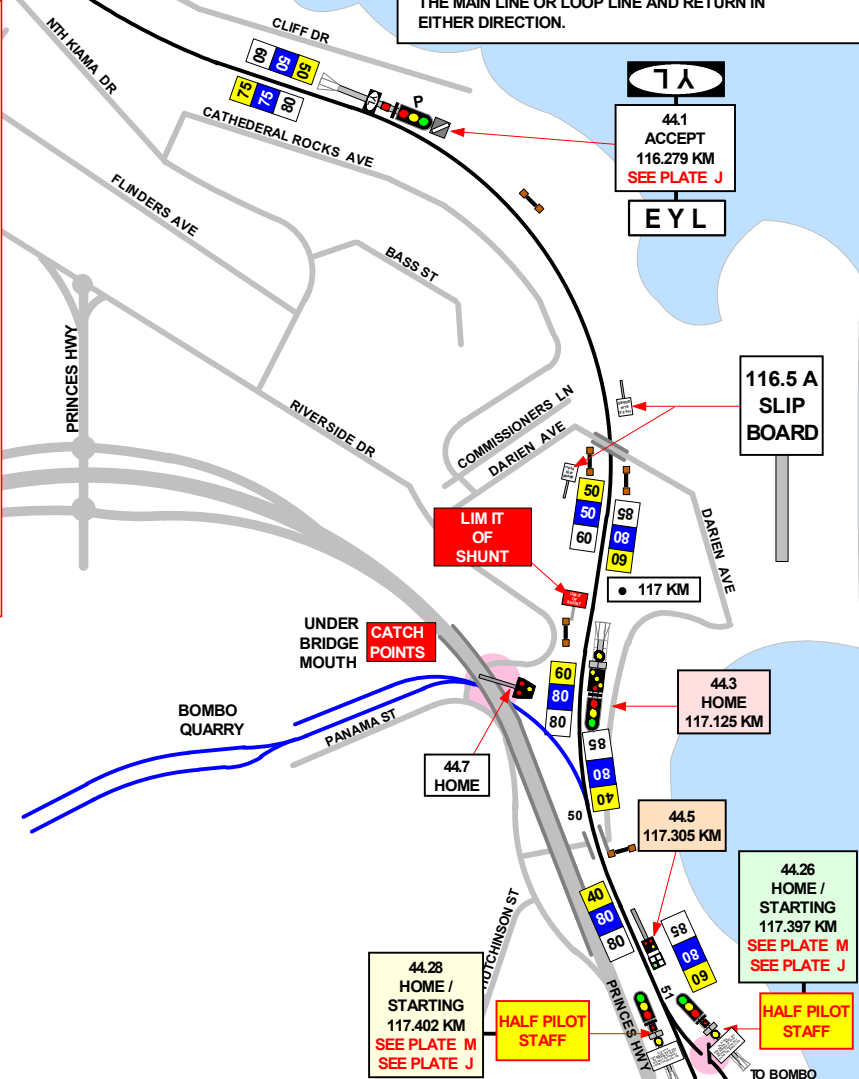
SLIP SITE
 THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

DOWN N AUTOMATIC SIGNAL 113.7 WILL ALSO GO TO STOP AS A OVERLAP ON THE DOWN
THE FOLLOWING SIGNAL 44.26 AND 44.28 ON THE UP HAVE NEW INSTRUCTIONAL PLATES AS FOLLOW

SLIP SITE
 THIS SIGNAL MUST NOT BE PASSED AT STOP EXCEPT ON THE AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

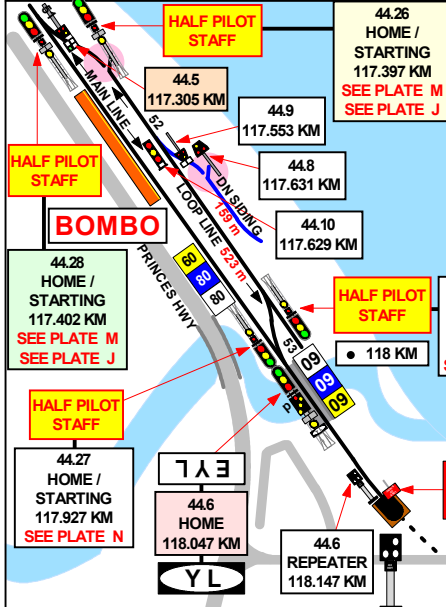
REFERS TO BOMBO SIGNALS 44.26, 44.28 & 44.1

SLIP SITE
 THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER
PLATE J



JOINS MAP IL54

TO MINNARURRA



SPECIAL POINTS OF INTEREST
HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE THE BOMBO- KIAMA SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION BOMBO - KIAMA IS INSCRIBED "KIAMA - 45.26 / 45.28".

NOTICE BOARDS

A STOP BOARD IS PROVIDED ON THE DOWN SIDE OF THE TURNTABLE SIDING ADJACENT TO SIGNAL 45.6 AND FACING DOWN TRAINS

A STOP BOARD ,INSCRIBED" ELECTRIC TRAIN STOP" IS PROVIDED ON THE DOWN SIDE OF THE MAIN LINE AT 119.637 km

A "SHUNT TO BE PASSED AT 15 Km/h "SIGN IS LOCATED ON THE BASE OF SIGNALS 45.25 AND 45.27 AND FACE DOWN TRAINS

KIAMA-BOMBO REPEATER SIGNAL (44.6 REPEATER)

PASSENGER TRAINS **MUST NOT** PROCEED PAST THIS SIGNAL UNLESS A FULL CLEAR ASPECT IS DISPLAYED

1 DOWN SIDING BOOKED OUT OF USE, 54 A POINT IS CLIPPED, SPIKED, XL LOCKED AND DETECTED IN THE NORMAL POSITION

GRADIENT

E 1 IN 128

L 1 IN 128

E 1 IN 273

E 1 IN 273

L 1 IN 330

L 1 IN 330

E 1 IN 100

E 1 IN 100

L 1 IN 213

L 1 IN 213

E 1 IN 81

E 1 IN 81

L 1 IN 287

L 1 IN 287

E 1 IN 458

E 1 IN 458

L 1 IN 268

L 1 IN 268

E 1 IN 1500

E 1 IN 1500

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 44.5 | MAIN LINE (S) | ● + M |
| | LOOP LINE (S) | L |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 44.9 | SIDING (S) | S |
| | LOOP LINE (S) | L |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------------|------------|
| 44.26 | MAIN LINE (S) | M |
| | QUARRY SIDINGS (S) | Q |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------------|------------|
| 44.28 | MAIN LINE (S) | M |
| | QUARRY SIDINGS (S) | Q |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 44.6 | MAIN LINE (S) | M |
| | LOOP LINE (S) | L |

| BOMBO | | |
|--|------------------------|--|
| TERMINATING TRAINS (UNDER NORMAL CONDITIONS) | | |
| FROM | TERMINATE AT | THEN GO TO |
| DOWN ILLAWARRA LINE | MAIN LINE OR LOOP LINE | RETURN TO THE UP OR DOWN ILLAWARRA LINES |
| UP ILLAWARRA LINE | MAIN LINE OR LOOP LINE | RETURN TO THE UP OR DOWN ILLAWARRA LINES |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 45.5 | LOOP (M) | --- |
| | LOOP (S) | L |
| | MAIN (M) | --- |
| | MAIN (S) | M |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 45.25 | SIDING (S) | S |
| | MAIN LINE (S) | M |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 45.6 | LOOP LINE (M) | --- |
| | LOOP LINE (S) | L |
| | MAIN LINE (M) | --- |
| | MAIN LINE (S) | M |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 45.27 | SIDING (S) | S |
| | MAIN LINE (S) | M |
| | TURNTABLE (S) | T |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| 45.8 | MAIN LINE (S) | M |
| | LOOP LINE (S) | L |

REFERS TO SIGNALS 44.26 & 44.28 / 45.25 & 45.27

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M

REFERS TO SIGNALS 44.27 & 44.25 / 45.26 & 45.28

THIS SIGNAL MUST NOT BE PASSED AT STOP EXCEPT ON THE AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

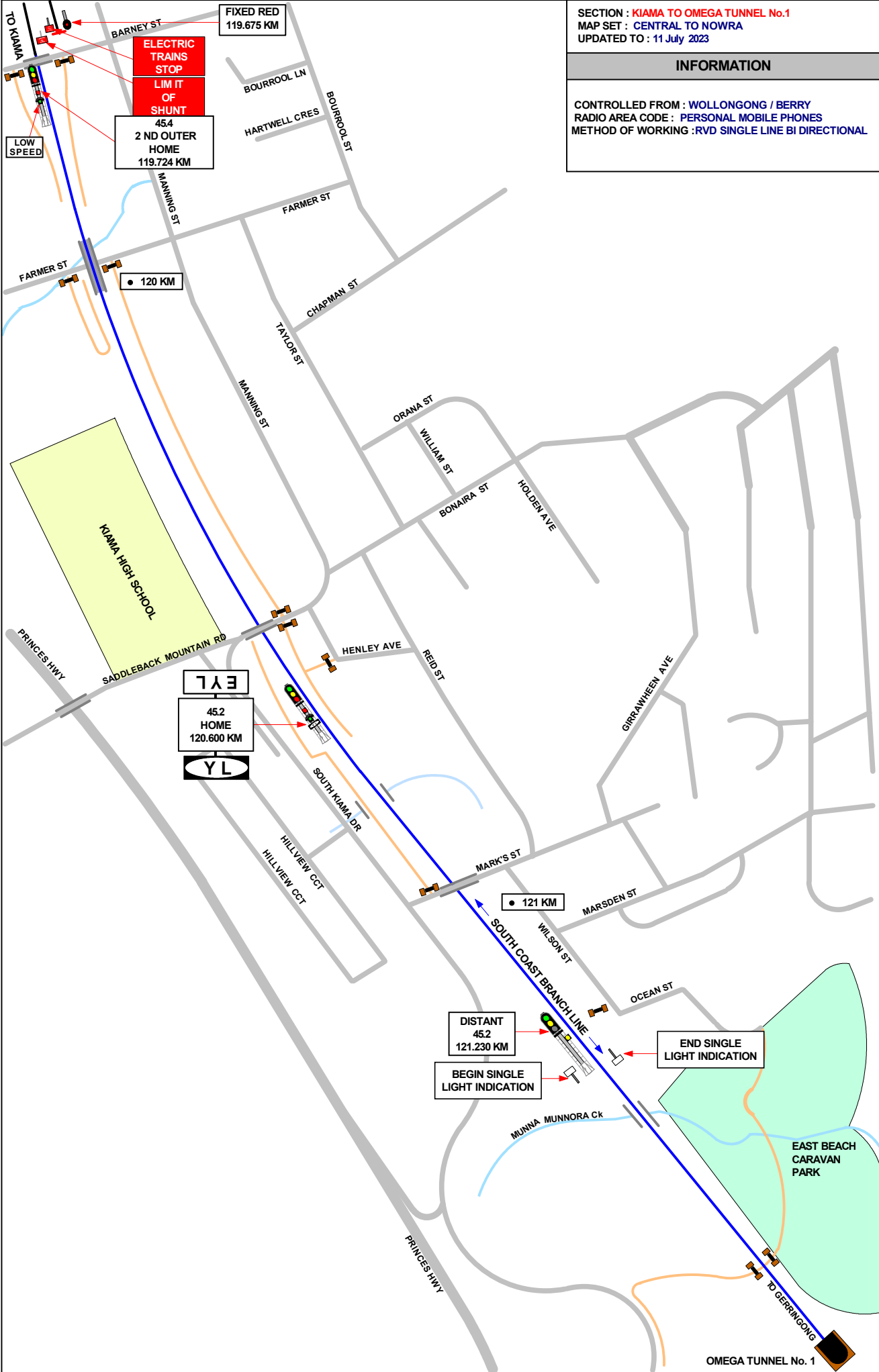
PLATE N

SECTION : KIAMA TO OMEGA TUNNEL No.1
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 11 July 2023

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG / BERRY
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL



| |
|-----------|
| 1 IN 1500 |
| 1 IN 66 |
| 1 IN 56 |
| 1 IN 63 |
| 1 IN 55 |
| E |
| 1 IN 143 |
| E |
| 1 IN 72 |
| 1 IN 76 |
| E |

SECTION : OMEGA No. 1 TUNNEL TO OMEGA No. 3 TUNNEL
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 26 June 2016

INFORMATION

CONTROLLED FROM : WOLLONGONG / BERRY
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

GRADIENT

E

1 IN 330

E

1 IN 244

1 IN 264

1 IN 287

E

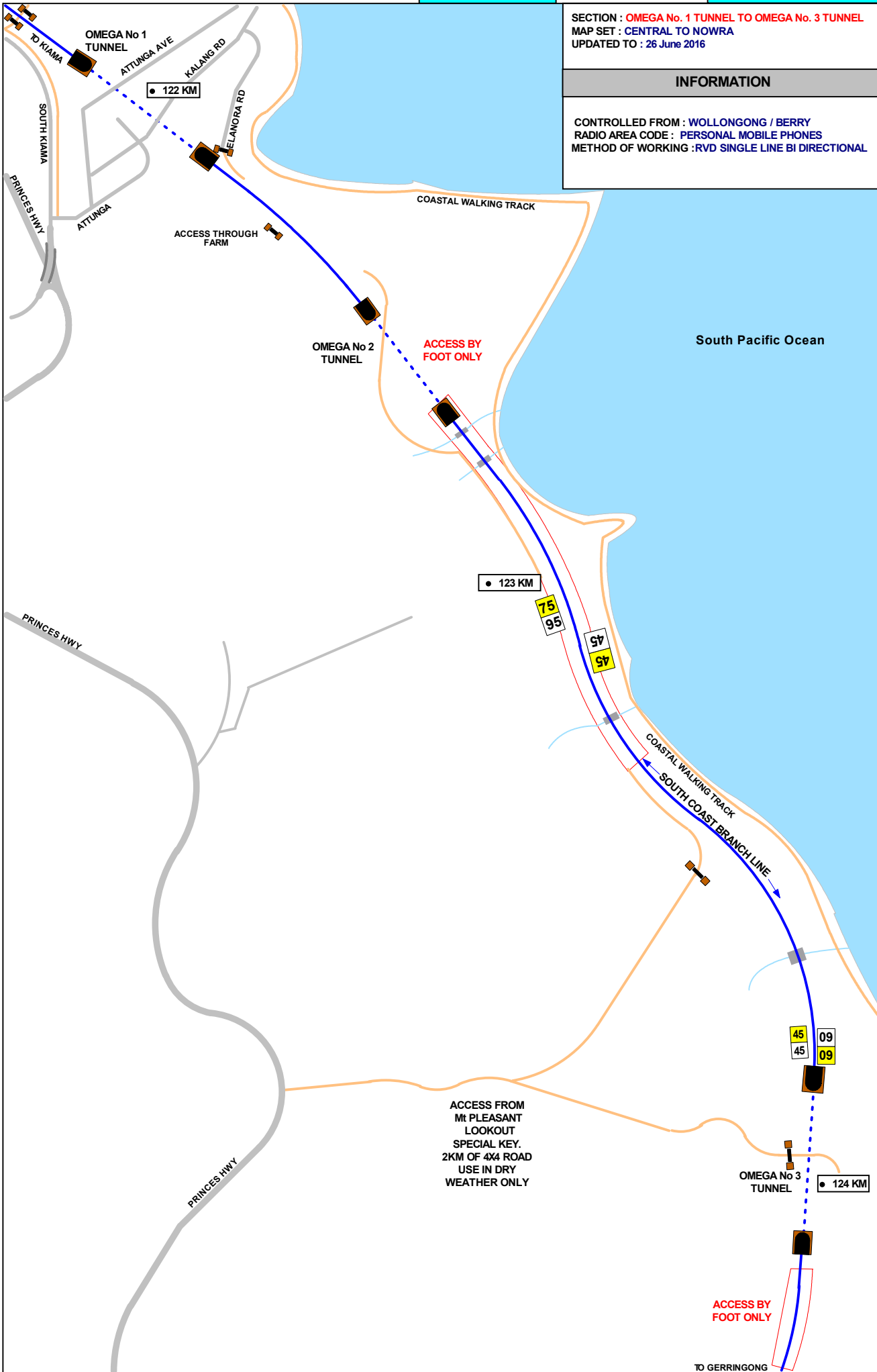
1 IN 148

E

1 IN 194

1 IN 220

1 IN 330

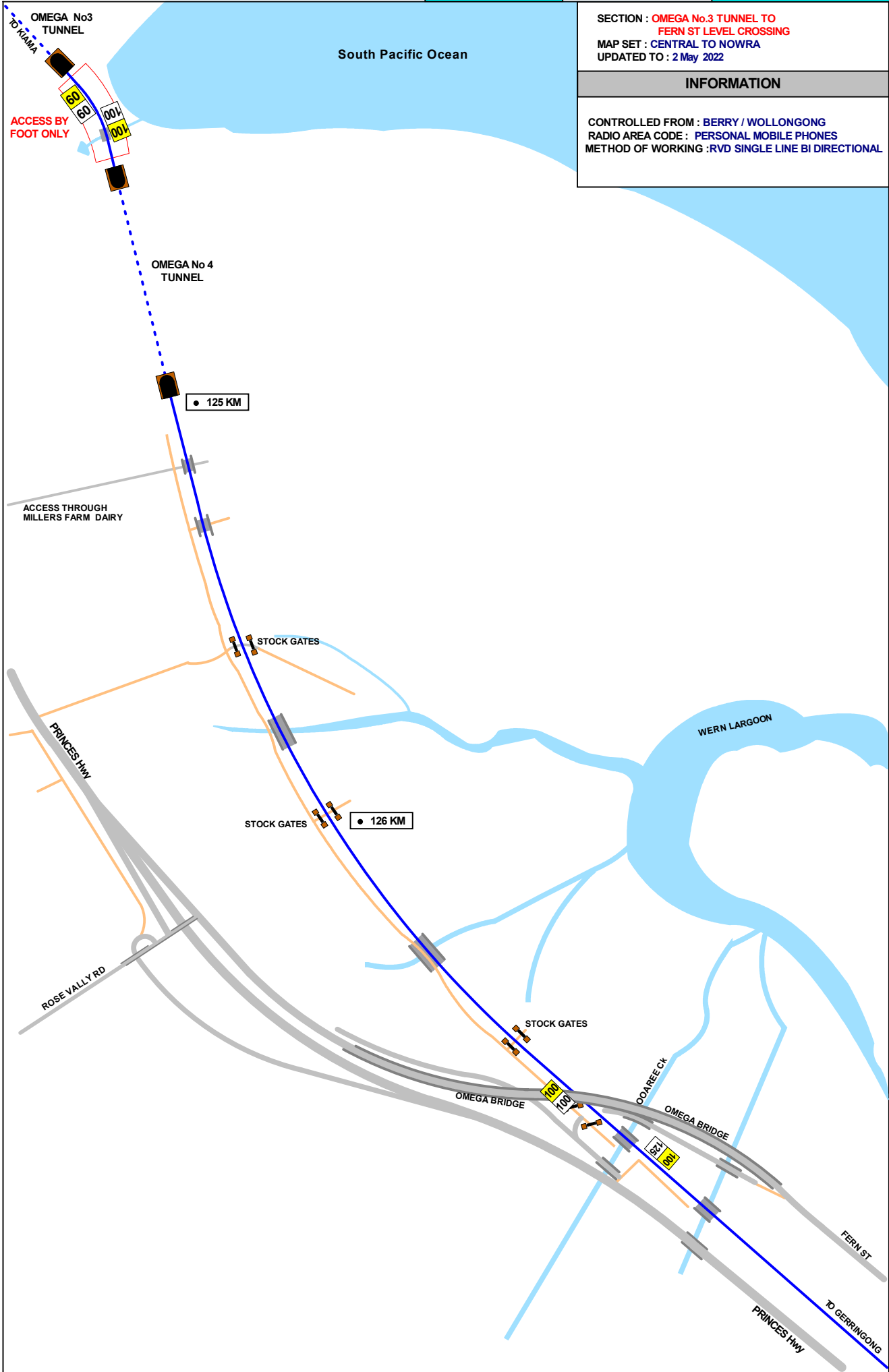


SECTION : OMEGA No.3 TUNNEL TO
FERN ST LEVEL CROSSING
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 2 May 2022

INFORMATION

CONTROLLED FROM : BERRY / WOLLONGONG
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING :RVD SINGLE LINE BI DIRECTIONAL

| GRADIENT | |
|----------|---|
| 1 IN 194 | E |
| 1 IN 184 | E |
| 1 IN 220 | E |
| 1 IN 330 | E |
| 1 IN 216 | E |
| 1 IN 71 | E |
| 1 IN 85 | E |
| LEVEL | |



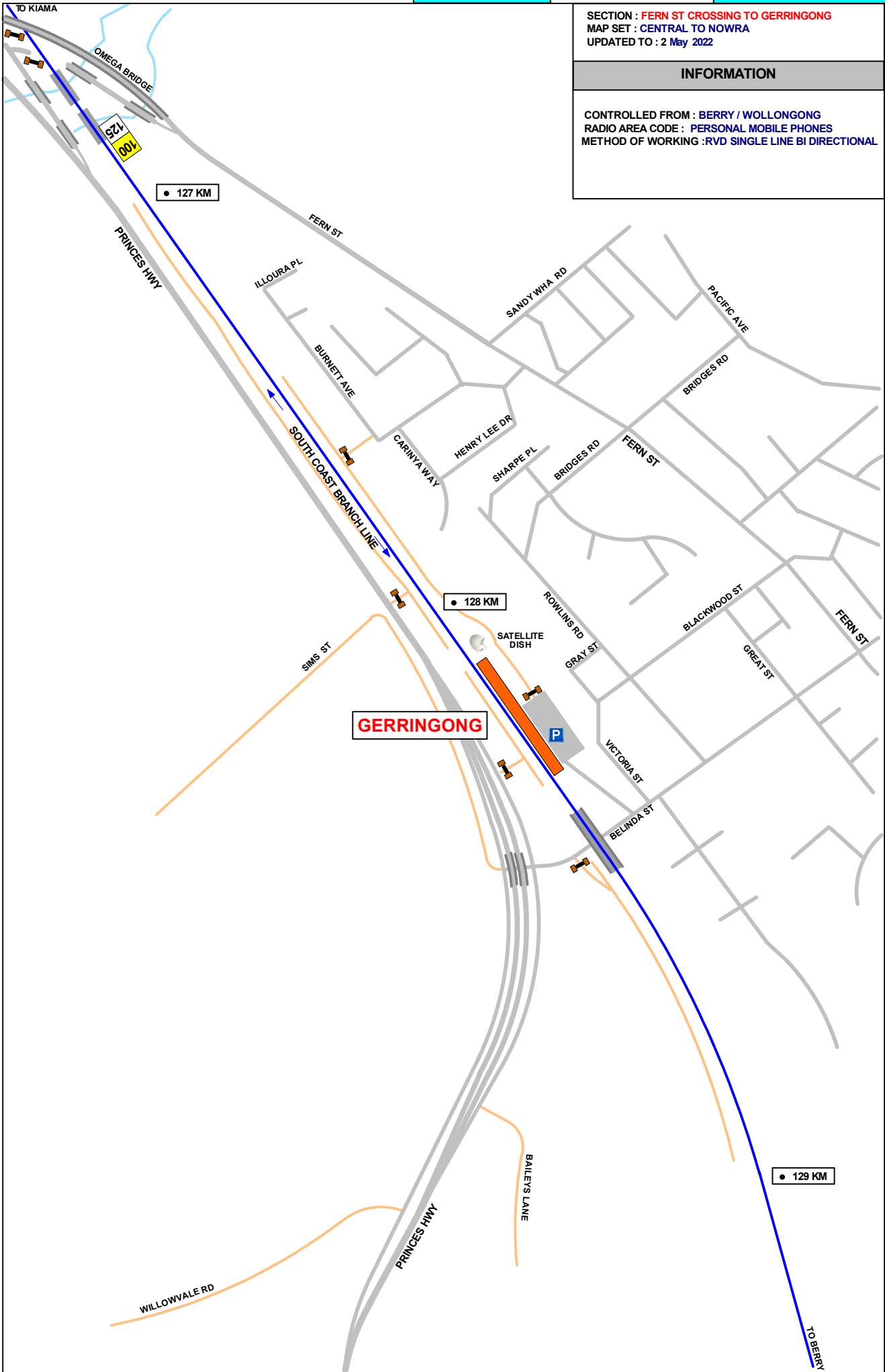
SECTION : FERN ST CROSSING TO GERRINGONG
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 2 May 2022

GRADIENT

INFORMATION

CONTROLLED FROM : BERRY / WOLLONGONG
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

LEVEL



1 IN 182

1 IN 53

1 IN 54

1 IN 56

E

1 IN 300

1 IN 660

1 IN 455

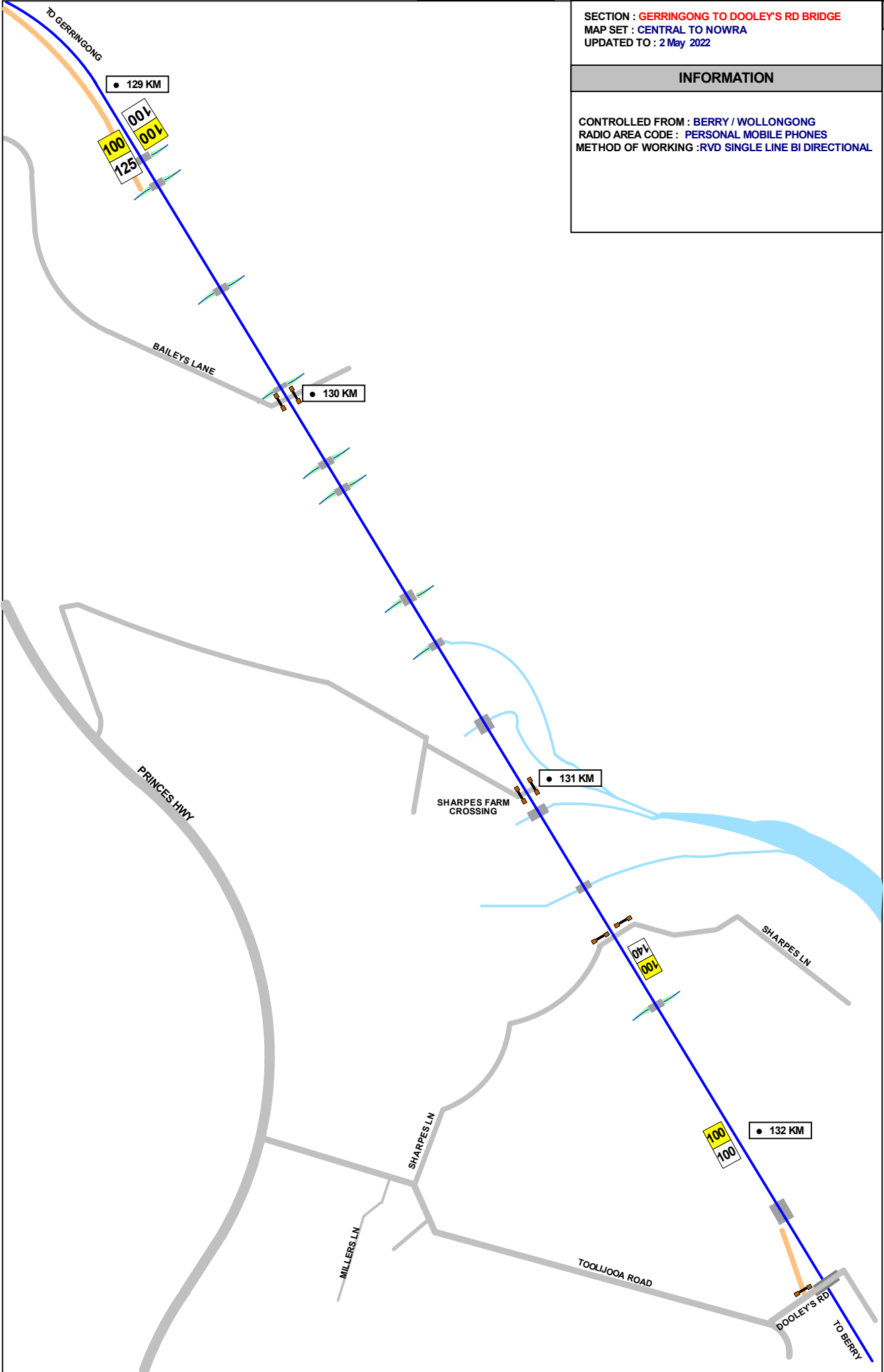
1 IN 72

SECTION : **GERRINGONG TO DOOLEY'S RD BRIDGE**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **2 May 2022**

INFORMATION

CONTROLLED FROM : **BERRY / WOLLONGONG**
 RADIO AREA CODE : **PERSONAL MOBILE PHONES**
 METHOD OF WORKING : **RVD SINGLE LINE BI DIRECTIONAL**

| GRADIENT | |
|-----------|-------|
| 1 IN 94 | |
| 1 IN 165 | |
| 1 IN 471 | |
| | LEVEL |
| 1 IN 412 | |
| 1 IN 2200 | |
| 1 IN 3000 | |
| 1 IN 463 | |
| | LEVEL |
| E | |
| 1 IN 72 | |

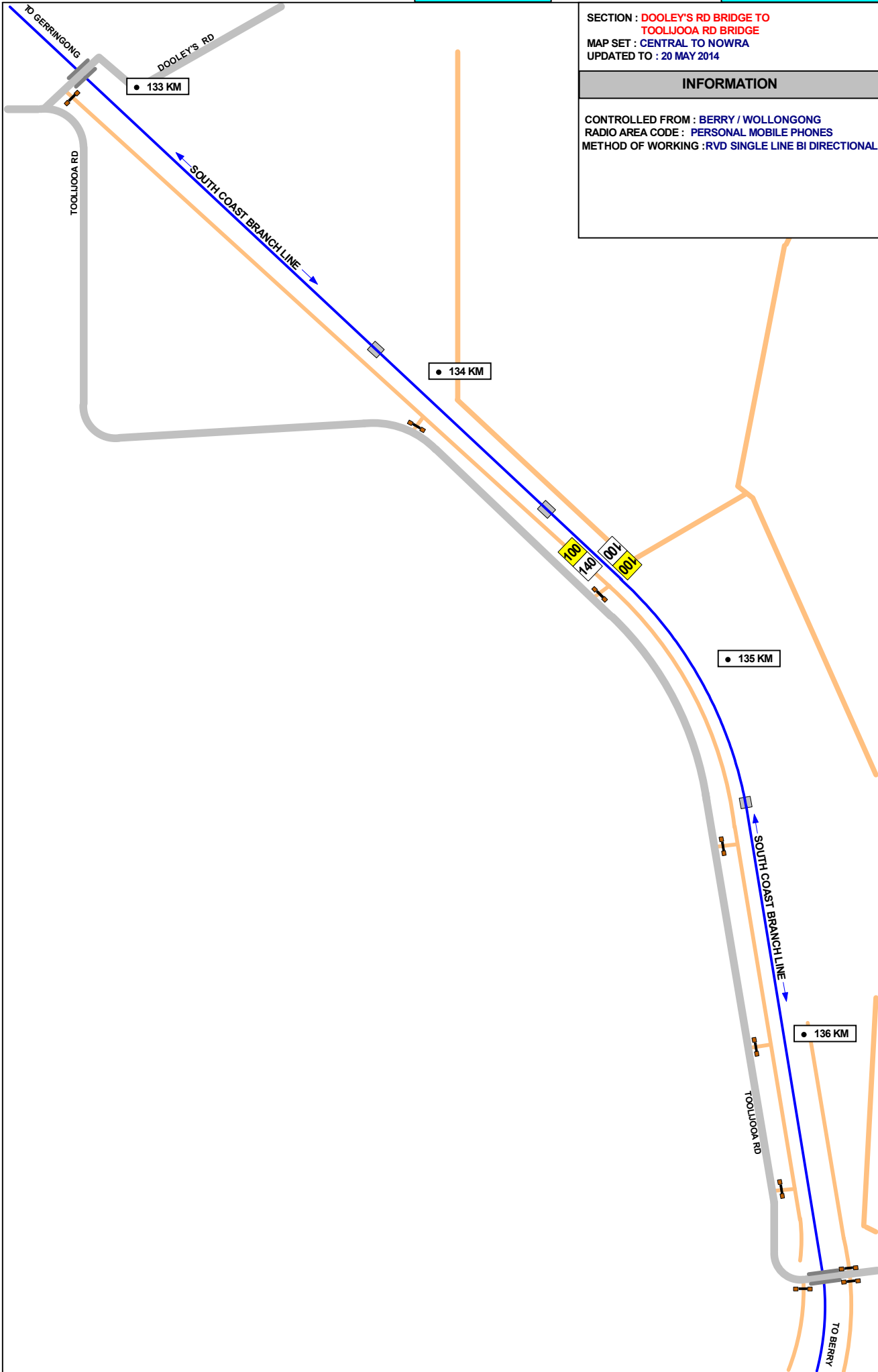


SECTION : DOOLEY'S RD BRIDGE TO
TOOLJOOA RD BRIDGE
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 20 MAY 2014

INFORMATION

CONTROLLED FROM : BERRY / WOLLONGONG
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

GRADIENT



| |
|----------|
| 1 IN 190 |
| E |
| 1 IN 143 |
| E |
| 1 IN 93 |
| 1 IN 85 |
| E |
| 1 IN 600 |
| LEVEL |
| 1 IN 733 |
| 1 IN 98 |
| E |
| 1 IN 62 |
| 1 IN 65 |
| E |

SECTION : TOOLJOOA RD BRIDGE TO BERRY'S
DOWN LANDMARK
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 27 June 2017

INFORMATION

CONTROLLED FROM : BERRY /WOLLONGONG
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING :RVD SINGLE LINE BI DIRECTIONAL

GRADIENT

1 IN 173

1 IN 165

E

LEVEL

E

1 IN 203

1 IN 315

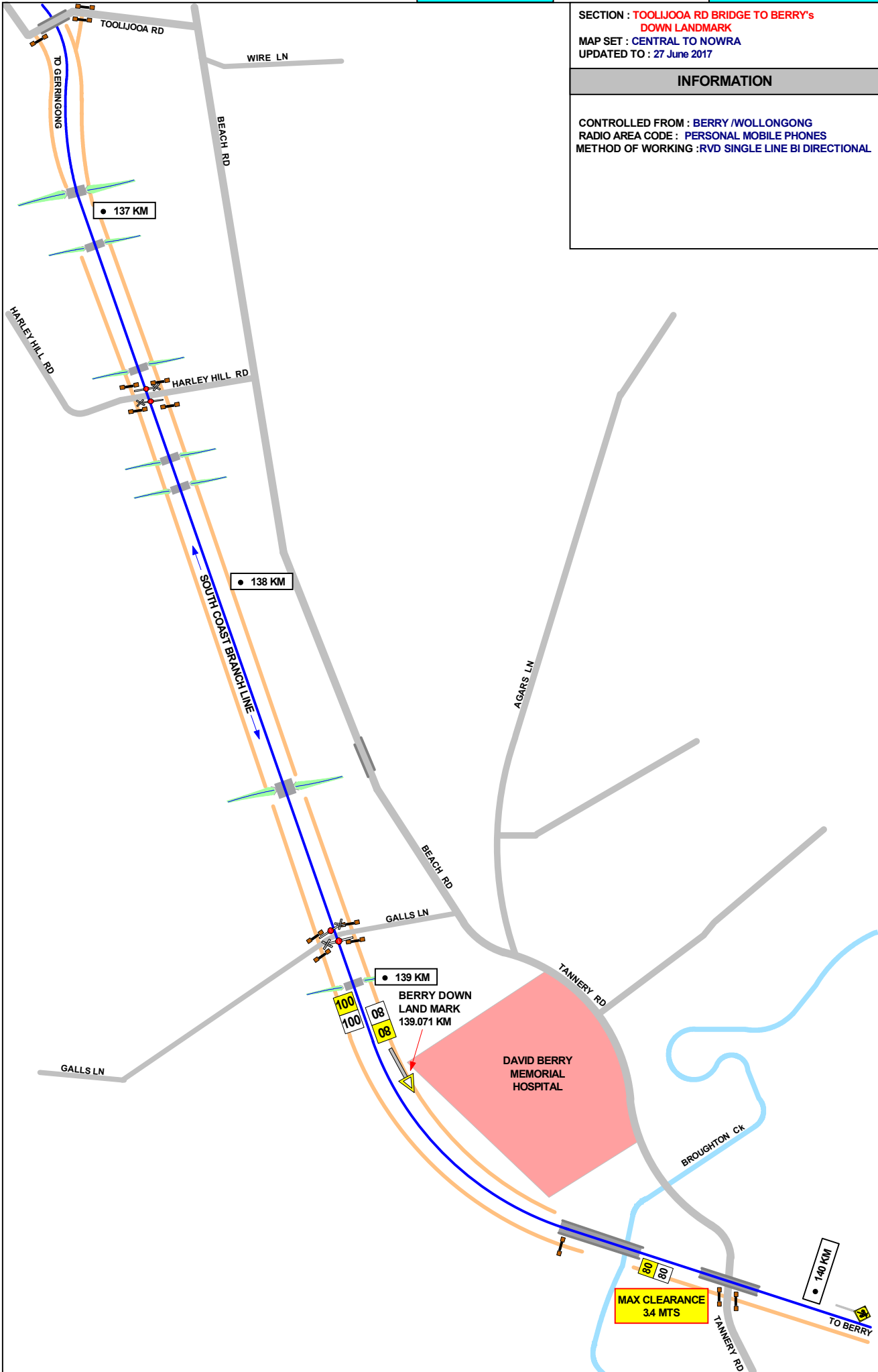
1 IN 365

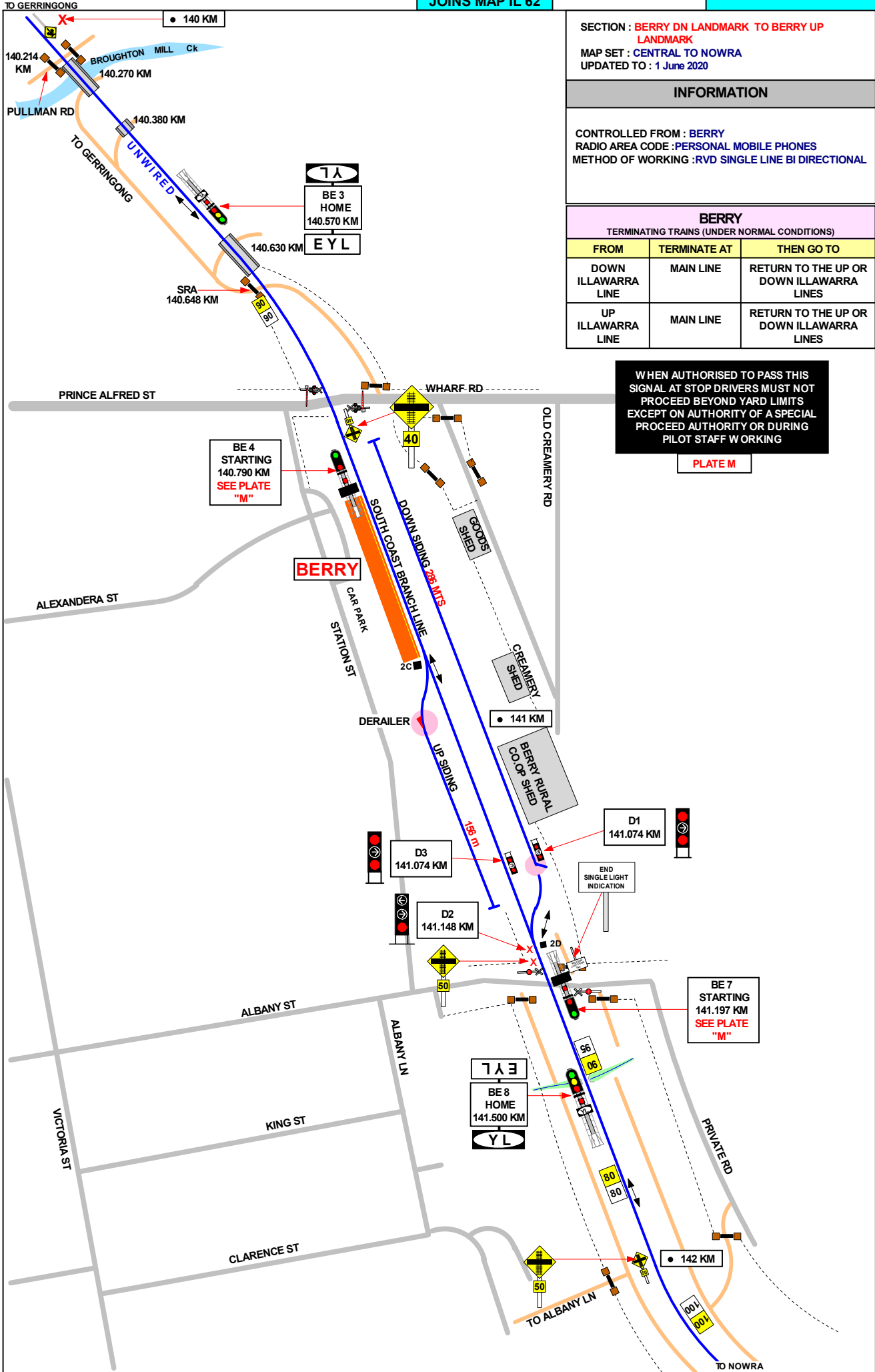
LEVEL

1 IN 112

1 IN 2200

1 IN 157





SECTION : **BERRY DN LANDMARK TO BERRY UP LANDMARK**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **1 June 2020**

INFORMATION

CONTROLLED FROM : **BERRY**
 RADIO AREA CODE : **PERSONAL MOBILE PHONES**
 METHOD OF WORKING : **RVD SINGLE LINE BI DIRECTIONAL**

BERRY
 TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|---------------------|--------------|--|
| DOWN ILLAWARRA LINE | MAIN LINE | RETURN TO THE UP OR DOWN ILLAWARRA LINES |
| UP ILLAWARRA LINE | MAIN LINE | RETURN TO THE UP OR DOWN ILLAWARRA LINES |

WHEN AUTHORIZED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M

| GRADIENT | |
|----------|--|
| 1 IN 157 | |
| 1 IN 194 | |
| LEVEL | |
| 1 IN 183 | |
| 1 IN 943 | |
| LEVEL | |
| 1 IN 577 | |
| LEVEL | |

SECTION : BERRY'S UP LANDMARK TO JASPER'S BUSH ROAD

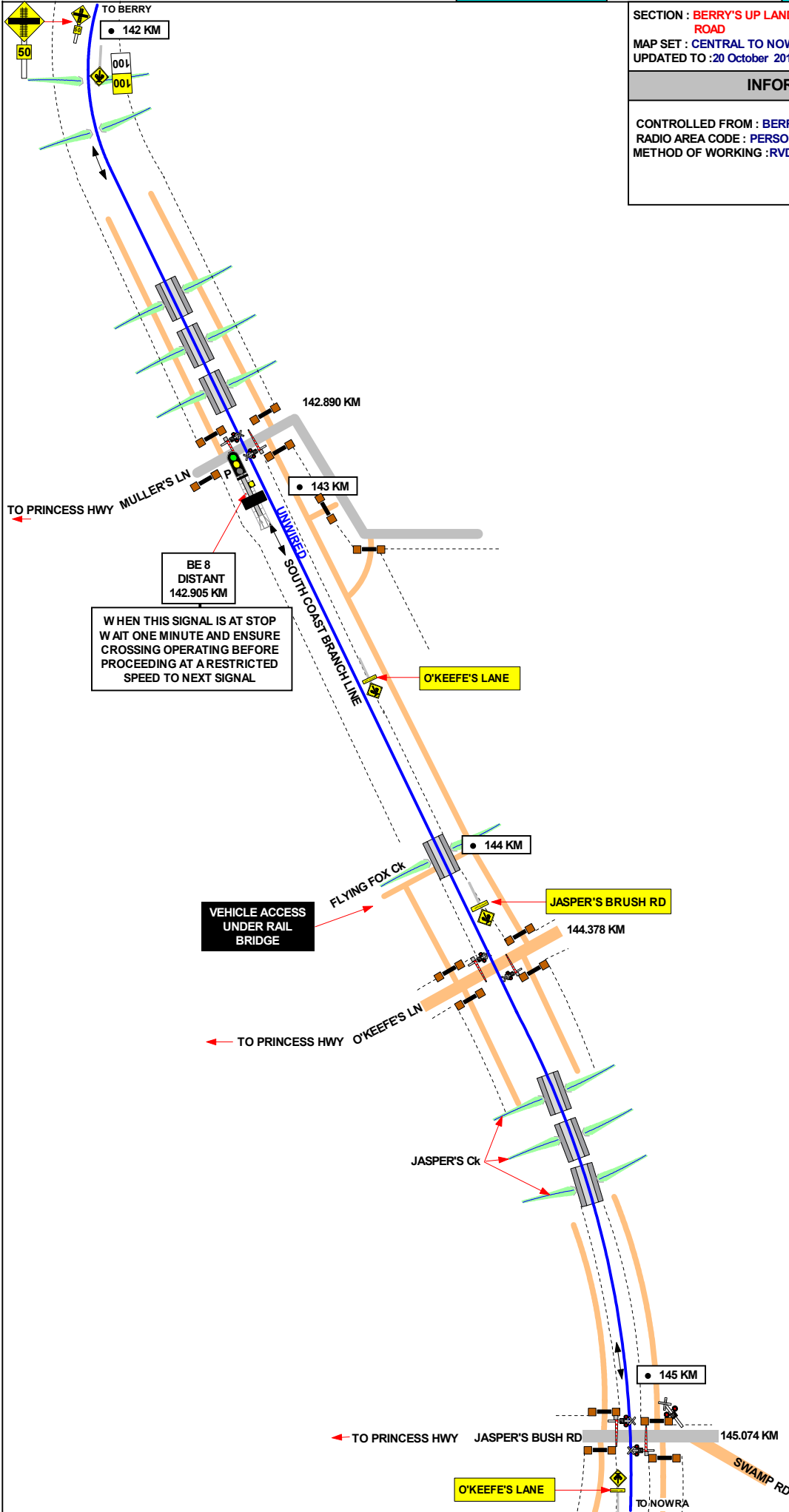
MAP SET : CENTRAL TO NOWRA
UPDATED TO :20 October 2014

INFORMATION

CONTROLLED FROM : BERRY / BOMADERRY
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

GRADIENT

- 1 IN 273
- 1 IN 219
- 1 IN 291
- 1 IN 1550
- LEVEL
- 1 IN 410
- LEVEL
- 1 IN 83
- 1 IN 530
- 1 IN 367
- LEVEL
- 1 IN 564
- 1 IN 330
- 1 IN 347
- 1 IN 300

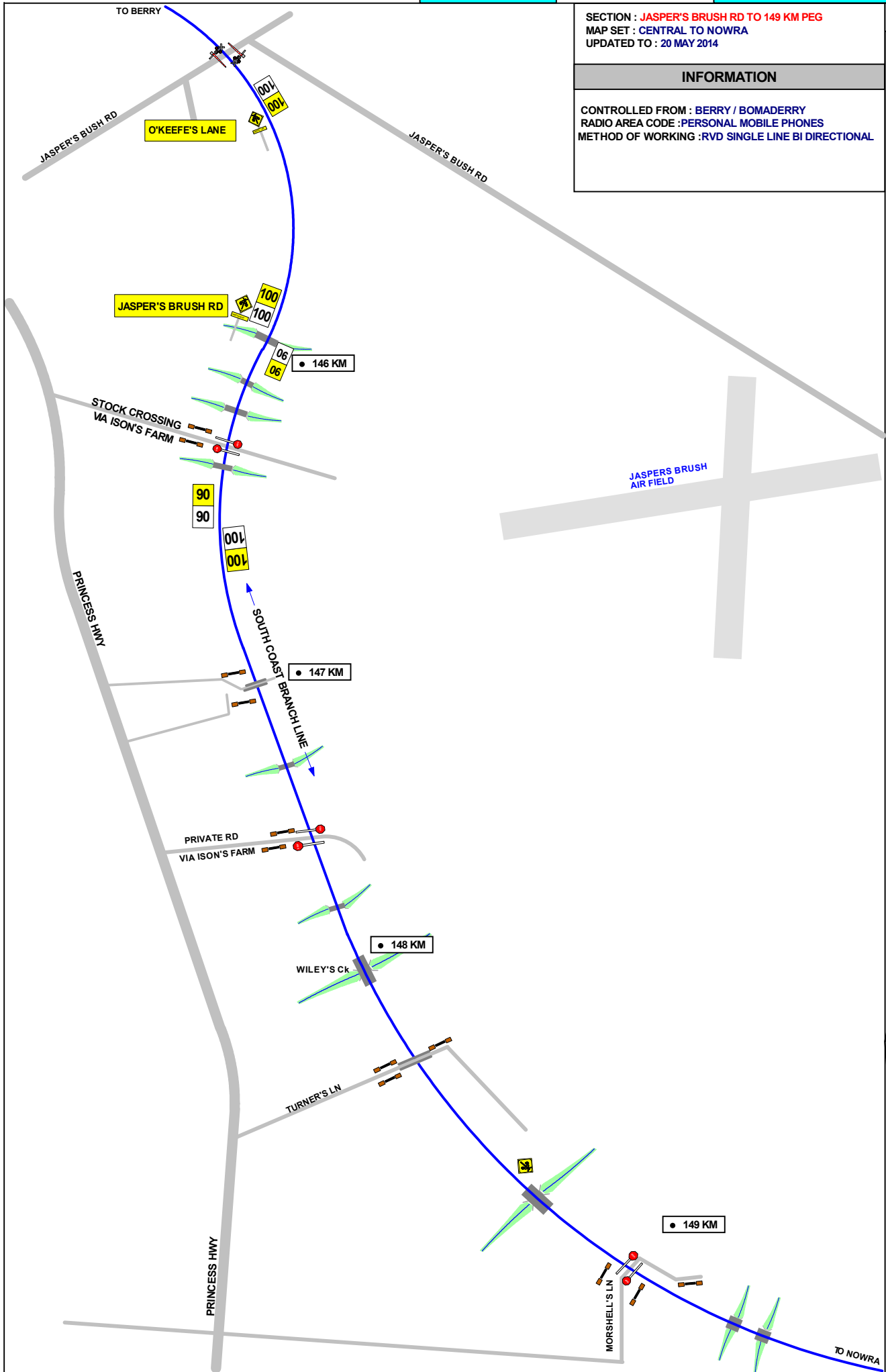


SECTION : JASPER'S BRUSH RD TO 149 KM PEG
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 20 MAY 2014

INFORMATION

CONTROLLED FROM : BERRY / BOMADERRY
 RADIO AREA CODE : PERSONAL MOBILE PHONES
 METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

| GRADIENT | |
|----------|--|
| 1 IN 388 | |
| 1 IN 108 | |
| 1 IN 92 | |
| LEVEL | |
| 1 IN 243 | |
| 1 IN 157 | |
| 1 IN 220 | |
| 1 IN 660 | |
| 1 IN 184 | |
| 1 IN 134 | |
| 1 IN 117 | |
| 1 IN 77 | |
| 1 IN 66 | |
| E | |
| 1 IN 75 | |
| E | |

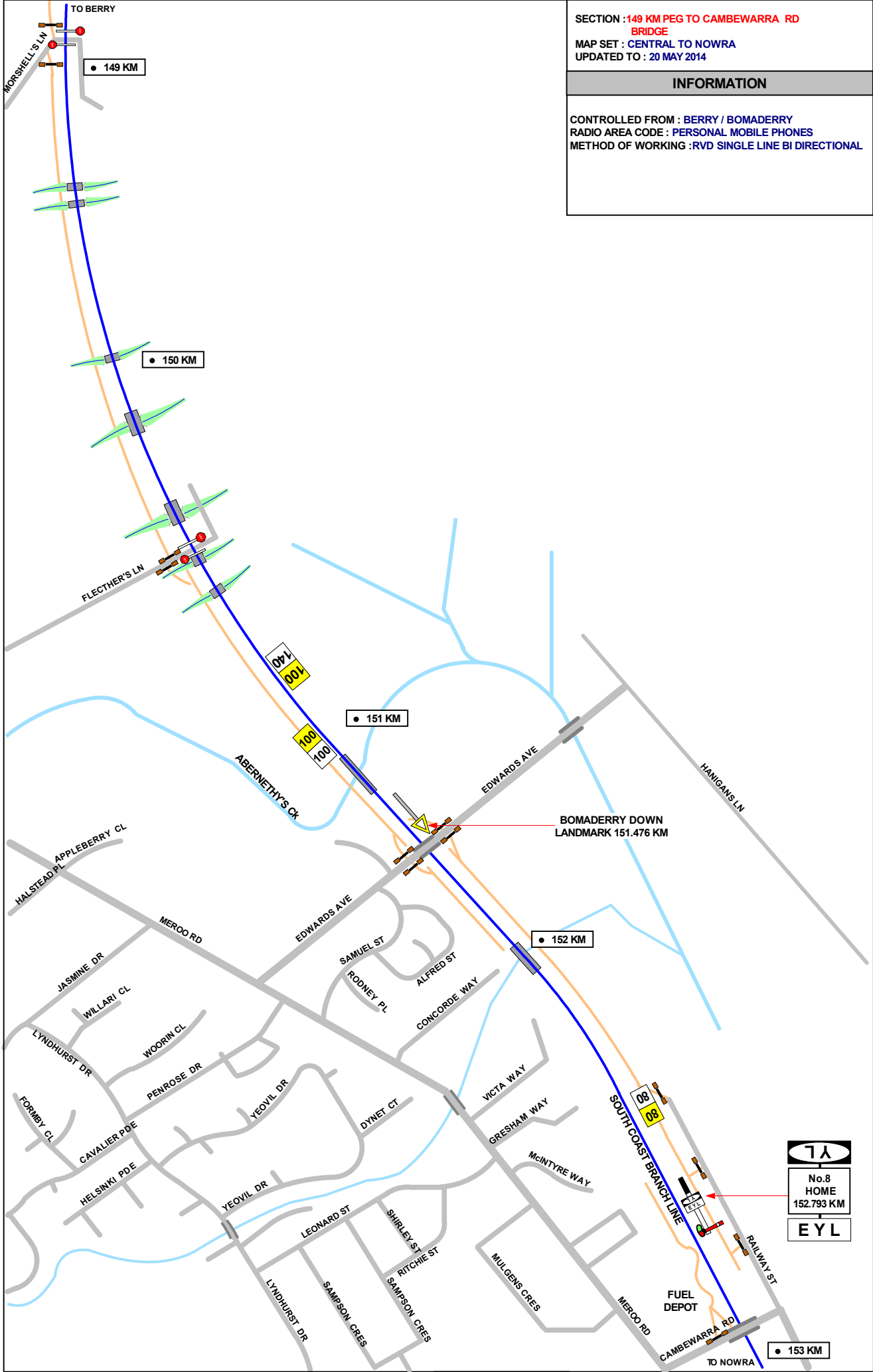


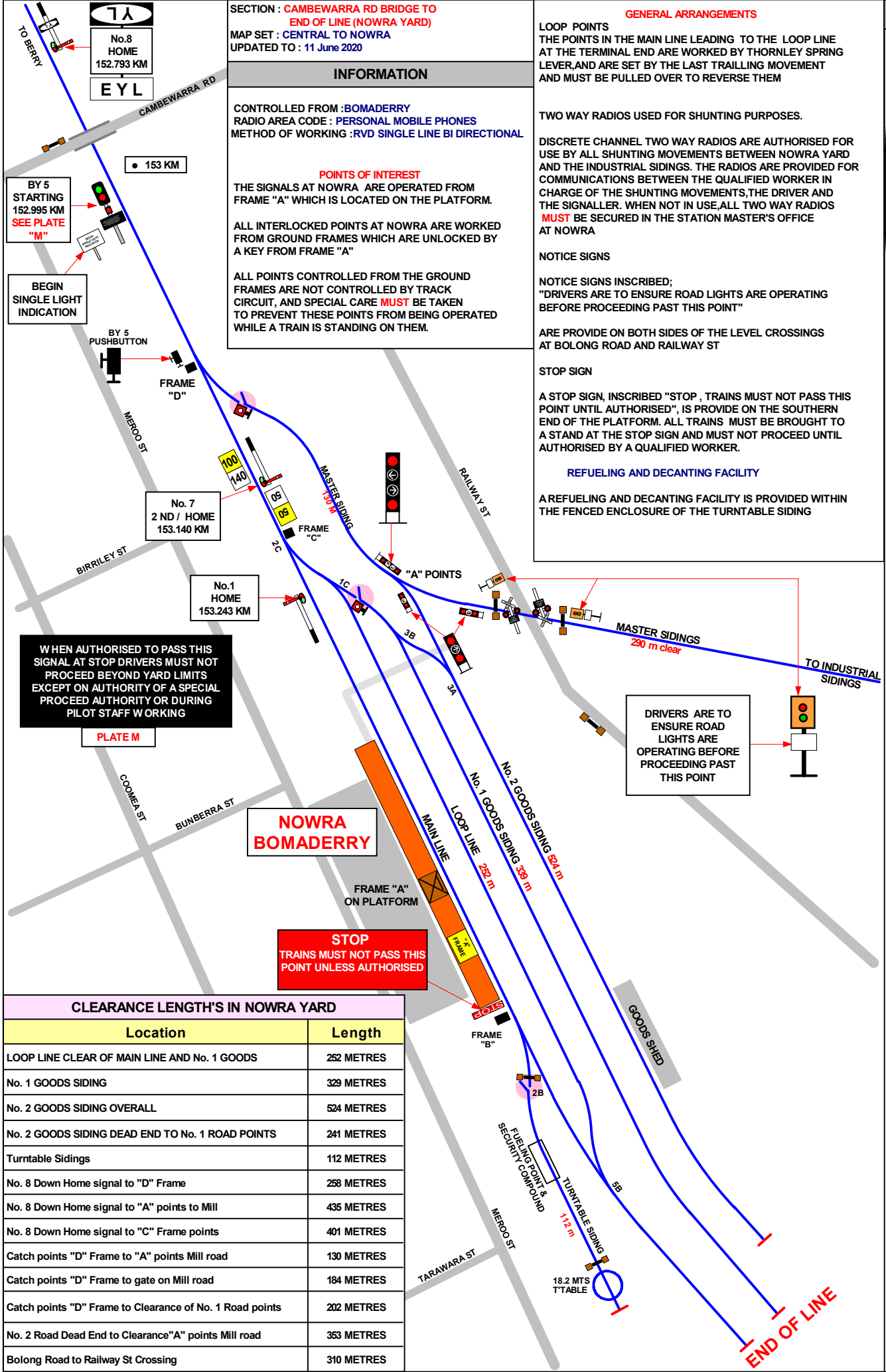
SECTION : 149 KM PEG TO CAMBEWARRA RD
 BRIDGE
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 20 MAY 2014

INFORMATION

CONTROLLED FROM : BERRY / BOMADERRY
 RADIO AREA CODE : PERSONAL MOBILE PHONES
 METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

| GRADIENT | |
|----------|-----------|
| E | 1 IN 270 |
| E | 1 IN 240 |
| E | 1 IN 330 |
| LEVEL | 1 IN 1300 |
| LEVEL | 1 IN 2200 |
| E | 1 IN 94 |
| E | 1 IN 144 |
| E | 1 IN 3300 |
| E | 1 IN 106 |
| E | 1 IN 78 |





SECTION : CAMBEWARRA RD BRIDGE TO END OF LINE (NOWRA YARD)
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 11 June 2020

INFORMATION

CONTROLLED FROM : BOMADERRY
 RADIO AREA CODE : PERSONAL MOBILE PHONES
 METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

POINTS OF INTEREST

THE SIGNALS AT NOWRA ARE OPERATED FROM FRAME "A" WHICH IS LOCATED ON THE PLATFORM.

ALL INTERLOCKED POINTS AT NOWRA ARE WORKED FROM GROUND FRAMES WHICH ARE UNLOCKED BY A KEY FROM FRAME "A"

ALL POINTS CONTROLLED FROM THE GROUND FRAMES ARE NOT CONTROLLED BY TRACK CIRCUIT, AND SPECIAL CARE **MUST** BE TAKEN TO PREVENT THESE POINTS FROM BEING OPERATED WHILE A TRAIN IS STANDING ON THEM.

GENERAL ARRANGEMENTS

LOOP POINTS
 THE POINTS IN THE MAIN LINE LEADING TO THE LOOP LINE AT THE TERMINAL END ARE WORKED BY THORNLEY SPRING LEVER, AND ARE SET BY THE LAST TRAILLING MOVEMENT AND MUST BE PULLED OVER TO REVERSE THEM

TWO WAY RADIOS USED FOR SHUNTING PURPOSES.

DISCRETE CHANNEL TWO WAY RADIOS ARE AUTHORISED FOR USE BY ALL SHUNTING MOVEMENTS BETWEEN NOWRA YARD AND THE INDUSTRIAL SIDINGS. THE RADIOS ARE PROVIDED FOR COMMUNICATIONS BETWEEN THE QUALIFIED WORKER IN CHARGE OF THE SHUNTING MOVEMENTS, THE DRIVER AND THE SIGNALLER. WHEN NOT IN USE, ALL TWO WAY RADIOS **MUST** BE SECURED IN THE STATION MASTER'S OFFICE AT NOWRA

NOTICE SIGNS

NOTICE SIGNS INSCRIBED:
 "DRIVERS ARE TO ENSURE ROAD LIGHTS ARE OPERATING BEFORE PROCEEDING PAST THIS POINT"

ARE PROVIDED ON BOTH SIDES OF THE LEVEL CROSSINGS AT BOLONG ROAD AND RAILWAY ST

STOP SIGN

A STOP SIGN, INSCRIBED "STOP, TRAINS MUST NOT PASS THIS POINT UNTIL AUTHORISED", IS PROVIDED ON THE SOUTHERN END OF THE PLATFORM. ALL TRAINS MUST BE BROUGHT TO A STAND AT THE STOP SIGN AND MUST NOT PROCEED UNTIL AUTHORISED BY A QUALIFIED WORKER.

REFUELING AND DECANTING FACILITY

A REFUELING AND DECANTING FACILITY IS PROVIDED WITHIN THE FENCED ENCLOSURE OF THE TURNTABLE SIDING

| GRADIENT | LEVEL |
|-----------|-------|
| 1 IN 132 | |
| 1 IN 150 | |
| E | |
| 1 IN 1071 | |
| E | |
| 1 IN 66 | |
| 1 IN 428 | |
| 1 IN 213 | |
| E | |

WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEDURE AUTHORITY OR DURING PILOT STAFF WORKING

PLATE M

DRIVERS ARE TO ENSURE ROAD LIGHTS ARE OPERATING BEFORE PROCEEDING PAST THIS POINT

CLEARANCE LENGTH'S IN NOWRA YARD

| Location | Length |
|--|------------|
| LOOP LINE CLEAR OF MAIN LINE AND No. 1 GOODS | 252 METRES |
| No. 1 GOODS SIDING | 329 METRES |
| No. 2 GOODS SIDING OVERALL | 524 METRES |
| No. 2 GOODS SIDING DEAD END TO No. 1 ROAD POINTS | 241 METRES |
| Turntable Sidings | 112 METRES |
| No. 8 Down Home signal to "D" Frame | 258 METRES |
| No. 8 Down Home signal to "A" points to Mill | 435 METRES |
| No. 8 Down Home signal to "C" Frame points | 401 METRES |
| Catch points "D" Frame to "A" points Mill road | 130 METRES |
| Catch points "D" Frame to gate on Mill road | 184 METRES |
| Catch points "D" Frame to Clearance of No. 1 Road points | 202 METRES |
| No. 2 Road Dead End to Clearance "A" points Mill road | 353 METRES |
| Bolong Road to Railway St Crossing | 310 METRES |