

# DRIVERS ROUTE KNOWLEDGE DIAGRAMS

## MAIN NORTH (CENTRAL COAST) LINE

BEROWRA  
COWAN  
HAWKESBURY RIVER  
WONDABYNE  
WOY WOY  
KOOLEWONG  
TASCOTT  
POINT CLARE  
GOSFORD  
NARARA  
NIAGARA PARK  
LISAROW  
OURIMBAH  
TUGGERAH  
WYONG  
WARNERVALE  
WYEE  
MORISSET  
DORA CREEK  
AWABA  
FASSIFERN  
BOORAGUL  
TERALBA  
COCKLE CREEK  
SULPHIDE JUNCTION  
CARDIFF  
KOTARA  
ADAMSTOWN  
BROADMEADOW  
HAMILTON  
NEWCASTLE INTERCHANGE

**Effective Date:** May 2025

**Version:** 5.58

### 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**.

**Do not use these diagrams for any safety related purpose** without validating the information against a controlled source or in the field.

Information in these diagrams is uncontrolled.

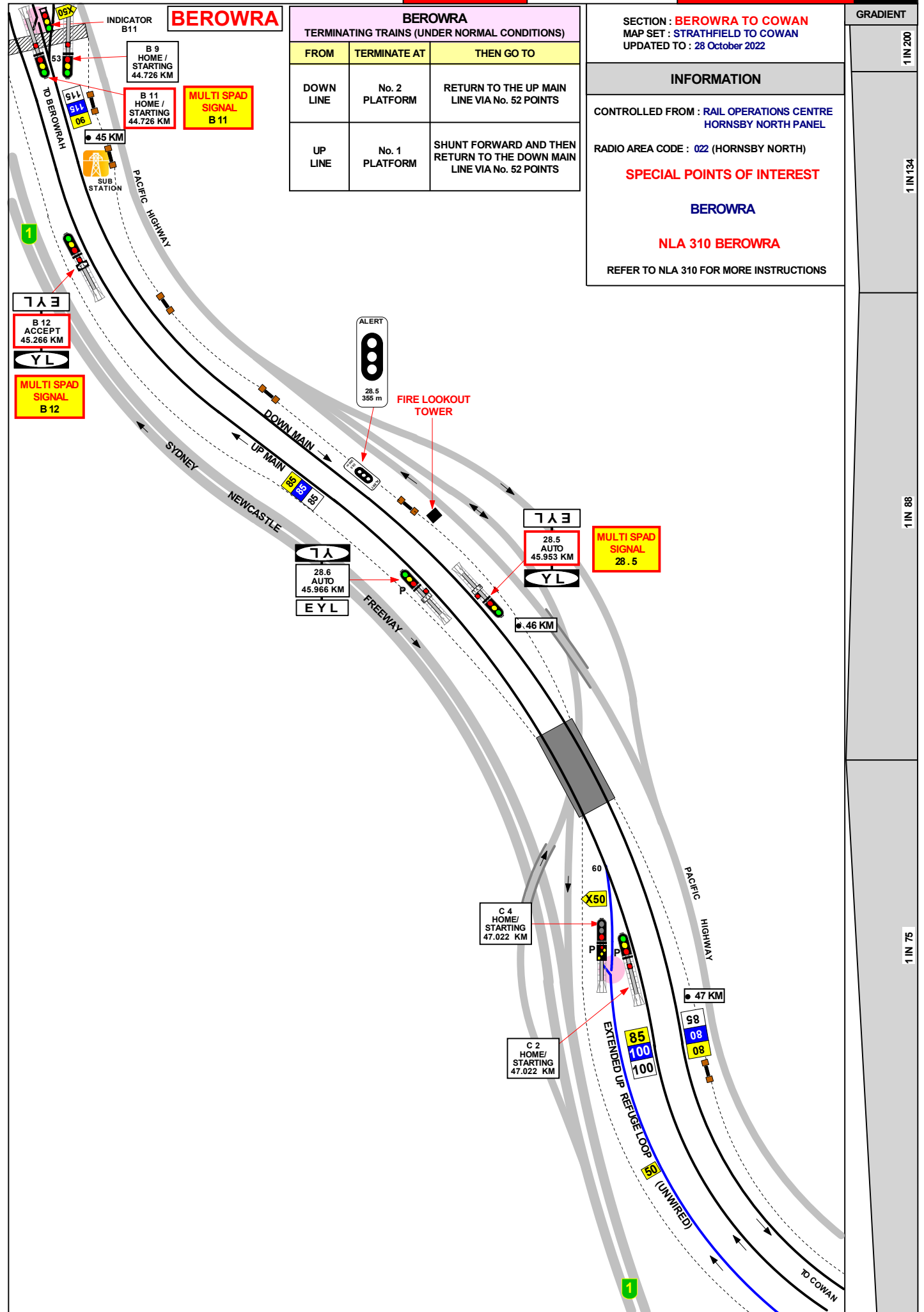
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[gis.support@transport.nsw.gov.au](mailto:gis.support@transport.nsw.gov.au)



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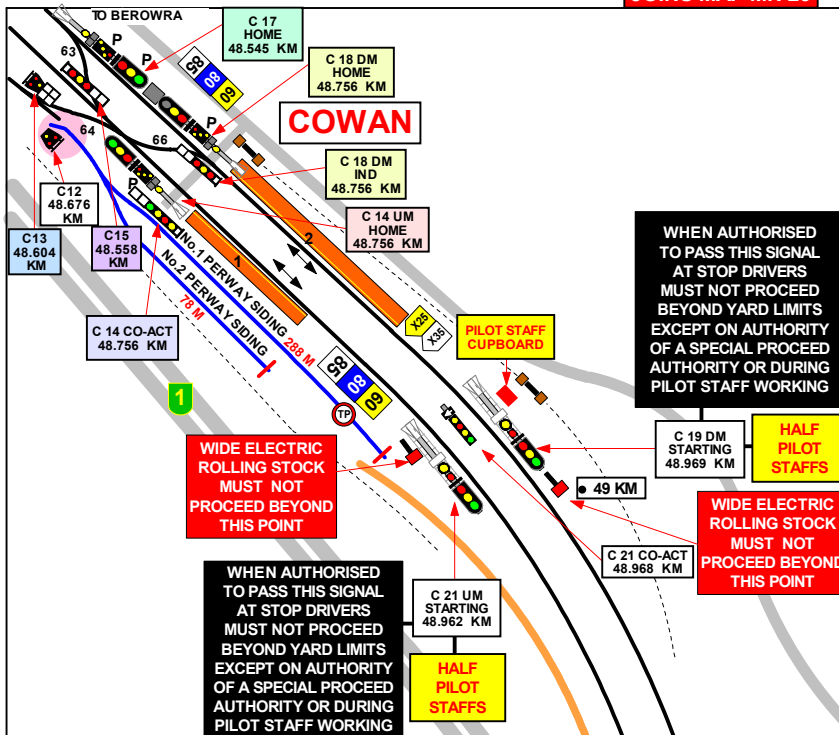


7人  
C 7  
ACCEPTING  
47.574 KM  
EYL

**REFER TO NLA 310 FOR MORE INSTRUCTIONS**

SIGNAL	DESTINATION	INDICATION
C 8	EXTENDED UP REFUGE LOOP (M)	-
	EXTENDED UP REFUGE LOOP (S)	UR





SECTION : **BEROWRA TO COWAN**  
 MAP SET : **STRATHFIELD TO COWAN**  
 PAGE : 1 OF 2  
 UPDATED TO : 19 May 2025

GRADIENT

## INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE  
 HORNSBY NORTH PANEL**

RADIO AREA CODE : **022 (HORNSBY NORTH)**

**SPECIAL POINTS OF INTEREST****COWAN**

SETTING BACK IS NOT PERMITTED AT COWAN ON ALL PLATFORMS.

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME/STARTING SIGNALS FOR THE COWAN - BORONIA SECTION.

THE HALF PILOT STAFFS FOR THE SECTION COWAN - BORONIA ARE INSCRIBED:

"COWAN C 19 DM - DOWN MAIN BORONIA"  
 AND  
 "COWAN C 21 UM - UP MAIN BORONIA".

A NOTICE BOARD, INSCRIBED "ALL TRAINS STOP HERE WHEN SIGNAL No. C 14 UM IS AT STOP", HAS BEEN PROVIDED AT THE SYDNEY END OF THE UP PLATFORM.

**NLA 310 COWAN**

REFER TO NLA 310 FOR MORE INSTRUCTIONS

SIGNAL	DESTINATION	INDICATION
C 14 UM	UP REFUGE LOOP (M)	
	UP REFUGE LOOP (S)	UR
	UP MAIN (M)	-
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
C 14 CO-ACT	UP REFUGE LOOP (M)	UR
	UP REFUGE LOOP (S)	UR
	UP MAIN (M) (CAUTION ONLY)	UM
	UP MAIN (S)	UM

### EXTENDED MEDIUM SUBURBAN ROLLING STOCK APPROVED TO OPERATE BETWEEN COWAN AND GONINANS WORKS AT NEWCASTLE

TYPE OF VEHICLE	SET TYPE	VEHICLE NUMBERS	WIDTH IN MILLIMETRES
<b>CONTROL CARS</b>			
SERIES 4	R AND S	3741 - 3765	3077
SERIES 2 AND 3	R AND S	3858 - 3986	3077
<b>CONTROL TRAILER CARS</b>			
SERIES 4	L, R AND S	4001 - 4010	3077
SERIES 2	R AND S	4011 - 4019	3077
SERIES 3 AND 4	R AND S	4021 - 4095	3077
<b>TRAILER CARS</b>			
SERIES 2 AND 3	R AND S	4921 - 4987	3077
SEE "TOC MANUAL" FOR CONDITIONS FOR TRANSFERRING THE ABOVE SETS TO NEWCASTLE			

**COWAN**

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

FROM	TERMINATE AT	THEN GO TO
DOWN LINE	No. 2 PLATFORM	RETURN TO THE UP MAIN LINE VIA No. 66 POINTS
	No. 1 PLATFORM	RETURN TO THE UP MAIN LINE
UP LINE	No. 1 PLATFORM	SHUNT FORWARD ON THE UP MAIN LINE AND THEN RETURN TO THE DOWN MAIN VIA No. 66 POINTS, OR FOR NON-ELECTRIC ROLLING STOCK, SHUNT FORWARD TO THE UP REFUGE, THEN RETURN TO THE DOWN MAIN LINE VIA Nos. 64 AND 66 POINTS

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

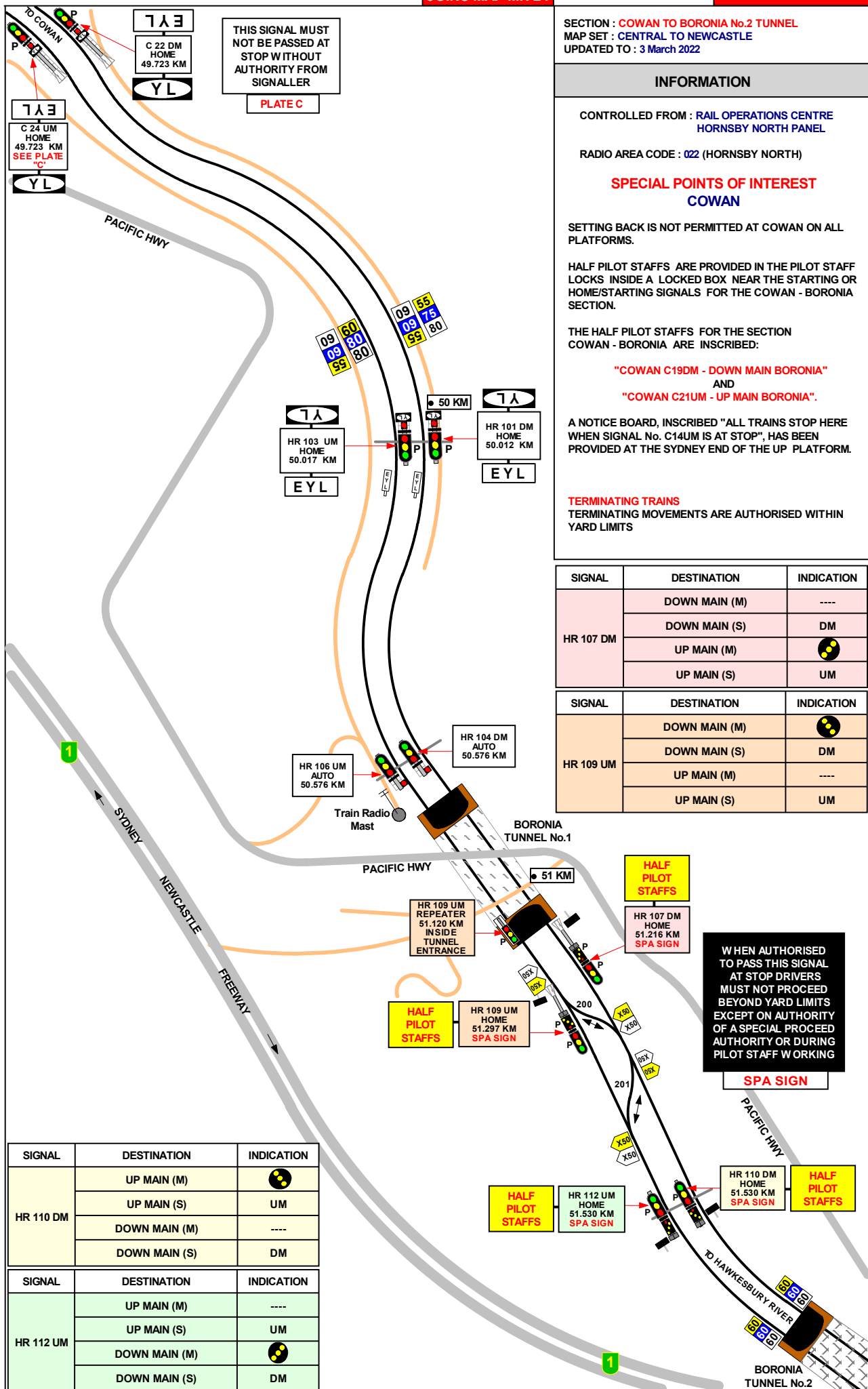
**EY L**  
 C 24 UM HOME  
 49.722 KM  
 SEE PLATE "C"  
**Y L**

**EY L**  
 C 22 DM HOME  
 49.722 KM

SUB STATION

TO HAWKESBURY RIVER





SECTION : **COWAN TO BORONIA No.2 TUNNEL**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : 3 March 2022

GRADIENT

1 IN 330

E

1 IN 50

1 IN 47

1 IN 50

1 IN 45

1 IN 50

## INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE HORNSBY NORTH PANEL**

RADIO AREA CODE : **022 (HORNSBY NORTH)**

**SPECIAL POINTS OF INTEREST COWAN**

SETTING BACK IS NOT PERMITTED AT COWAN ON ALL PLATFORMS.

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME/STARTING SIGNALS FOR THE COWAN - BORONIA SECTION.

THE HALF PILOT STAFFS FOR THE SECTION COWAN - BORONIA ARE INSCRIBED:

**"COWAN C19DM - DOWN MAIN BORONIA"**  
**AND**  
**"COWAN C21UM - UP MAIN BORONIA"**.

A NOTICE BOARD, INSCRIBED "ALL TRAINS STOP HERE WHEN SIGNAL No. C14UM IS AT STOP", HAS BEEN PROVIDED AT THE SYDNEY END OF THE UP PLATFORM.

## TERMINATING TRAINS

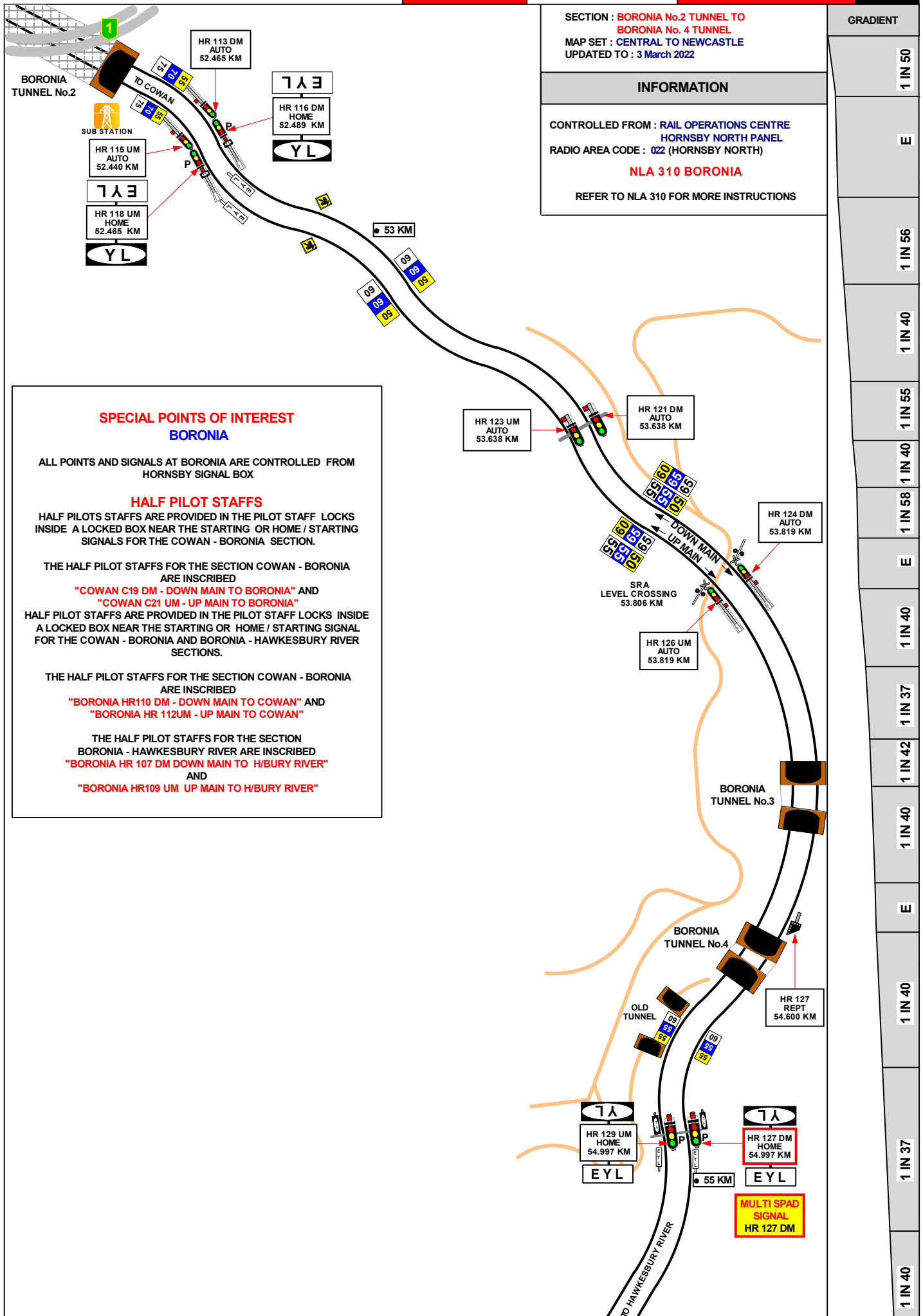
TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

SIGNAL	DESTINATION	INDICATION
HR 107 DM	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (M)	●●●
	UP MAIN (S)	UM

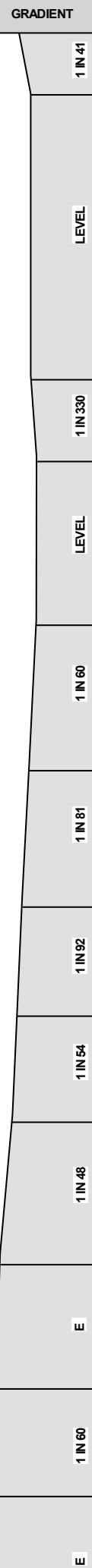
SIGNAL	DESTINATION	INDICATION
HR 109 UM	DOWN MAIN (M)	●●●
	DOWN MAIN (S)	DM
	UP MAIN (M)	----
	UP MAIN (S)	UM

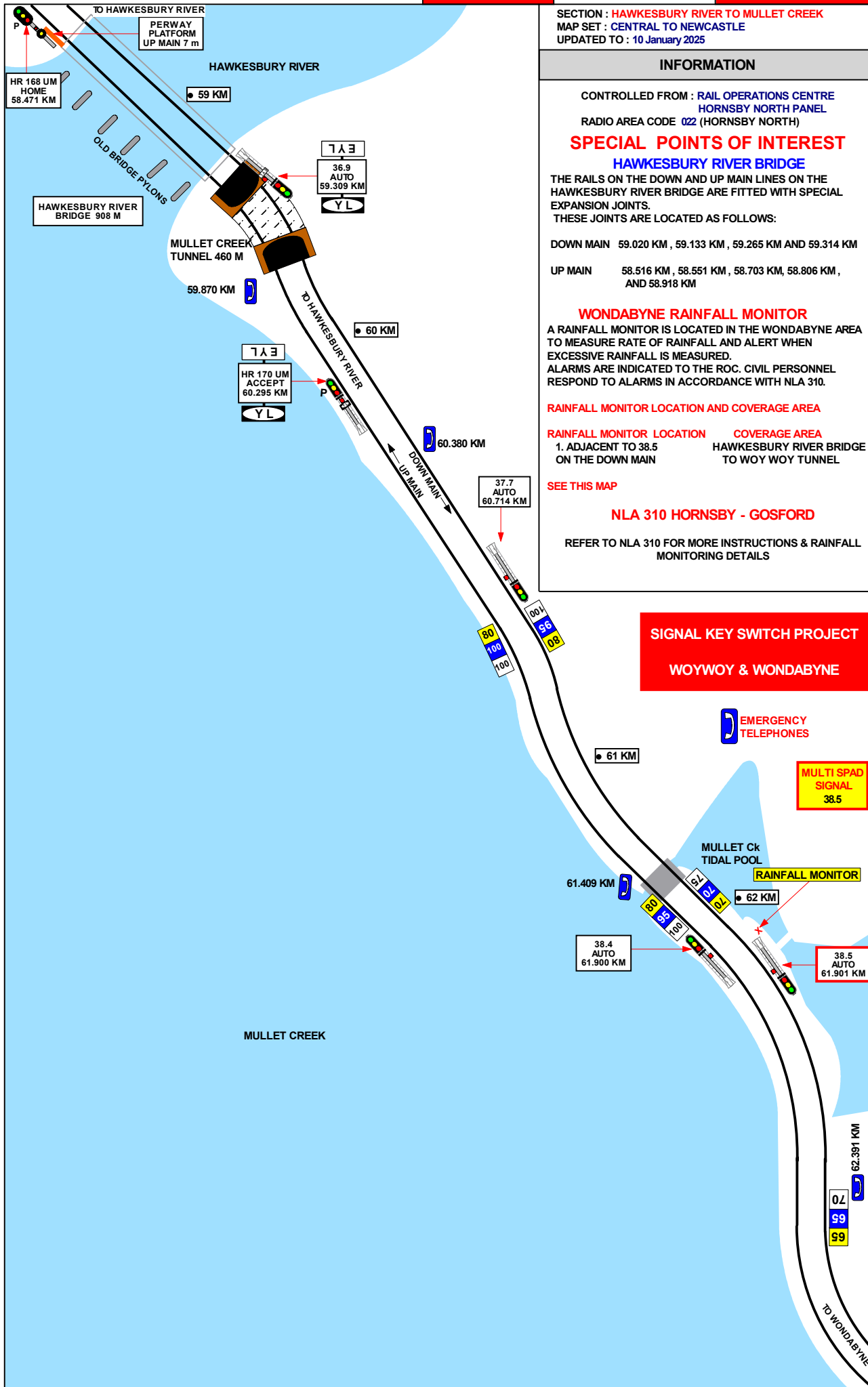
SIGNAL	DESTINATION	INDICATION
HR 110 DM	UP MAIN (M)	●●●
	UP MAIN (S)	UM
	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
HR 112 UM	UP MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (M)	●●●
	DOWN MAIN (S)	DM









SECTION : HAWKESBURY RIVER TO MULLET CREEK  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 10 January 2025

### INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE  
 HORNSBY NORTH PANEL  
 RADIO AREA CODE 022 (HORNSBY NORTH)

### SPECIAL POINTS OF INTEREST

#### HAWKESBURY RIVER BRIDGE

THE RAILS ON THE DOWN AND UP MAIN LINES ON THE HAWKESBURY RIVER BRIDGE ARE FITTED WITH SPECIAL EXPANSION JOINTS.  
 THESE JOINTS ARE LOCATED AS FOLLOWS:

DOWN MAIN 59.020 KM , 59.133 KM , 59.265 KM AND 59.314 KM

UP MAIN 58.516 KM , 58.551 KM , 58.703 KM, 58.806 KM ,  
 AND 58.918 KM

#### WONDABYNE RAINFALL MONITOR

A RAINFALL MONITOR IS LOCATED IN THE WONDABYNE AREA TO MEASURE RATE OF RAINFALL AND ALERT WHEN EXCESSIVE RAINFALL IS MEASURED.  
 ALARMS ARE INDICATED TO THE ROC. CIVIL PERSONNEL RESPOND TO ALARMS IN ACCORDANCE WITH NLA 310.

#### RAINFALL MONITOR LOCATION AND COVERAGE AREA

**RAINFALL MONITOR LOCATION** **COVERAGE AREA**  
 1. ADJACENT TO 38.5 HAWKESBURY RIVER BRIDGE  
 ON THE DOWN MAIN TO WOY WOY TUNNEL

SEE THIS MAP

#### NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS

### SIGNAL KEY SWITCH PROJECT

#### WOYWOY & WONDABYNE

### GRADIENT

LEVEL

E

1 IN 132

E

1 IN 94

E

1 IN 169

E

1 IN 220

E

LEVEL

1 IN 776

LEVEL

E

1 IN 88



TO HAWKESBURY RIVER

SECTION : **MULLET CREEK TO WONDABYNE SIDING**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : 10 January 2025

GRADIENT

## INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE  
 HORNSBY NORTH PANEL**

RADIO AREA CODE : **022 (HORNSBY NORTH)**

**SPECIAL POINTS OF INTEREST  
 WONDABYNE RAINFALL MONITOR**

A RAINFALL MONITOR IS LOCATED IN THE WONDABYNE AREA TO MEASURE RATE OF RAINFALL AND ALERT WHEN EXCESSIVE RAINFALL IS MEASURED. ALARMS ARE INDICATED TO THE ROC. CIVIL PERSONNEL RESPOND TO ALARMS IN ACCORDANCE WITH NLA 310.

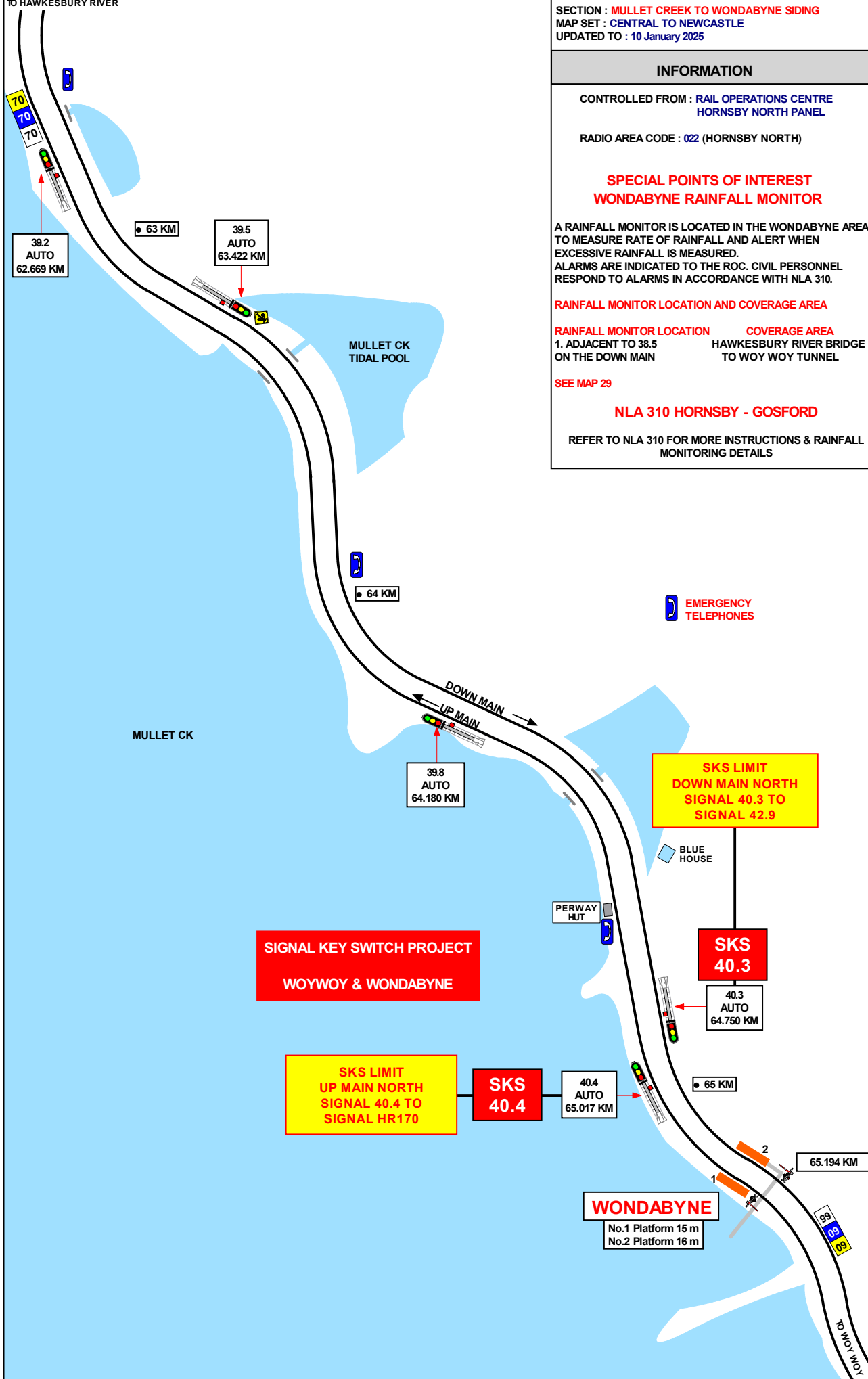
**RAINFALL MONITOR LOCATION AND COVERAGE AREA**

**RAINFALL MONITOR LOCATION**      **COVERAGE AREA**  
 1. ADJACENT TO 38.5      HAWKESBURY RIVER BRIDGE  
 ON THE DOWN MAIN      TO WOY WOY TUNNEL

SEE MAP 29

**NLA 310 HORNSBY - GOSFORD**

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS



**EMERGENCY  
 TELEPHONES**

**SKS LIMIT  
 DOWN MAIN NORTH  
 SIGNAL 40.3 TO  
 SIGNAL 42.9**

BLUE  
 HOUSE

**SKS  
 40.3**

40.3  
 AUTO  
 64.750 KM

**SIGNAL KEY SWITCH PROJECT  
 WOYWOY & WONDABYNE**

**SKS LIMIT  
 UP MAIN NORTH  
 SIGNAL 40.4 TO  
 SIGNAL HR170**

**SKS  
 40.4**

40.4  
 AUTO  
 65.017 KM

**WONDABYNE**

No.1 Platform 15 m  
 No.2 Platform 16 m

E

1 IN 100

E

LEVEL

1 IN 314

E

1 IN 265

1 IN 1650

1 IN 970

1 IN 2000

1 IN 2200

1 IN 1650

1 IN 300

E

1 IN 2000

1 IN 730

E

1 IN 465

E

1 IN 1600

E

1 IN 2000

E

LEVEL

1 IN 106

SECTION : WONDABYNE SIDING TO WOY WOY TUNNEL  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 10 January 2025

### INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE  
 HORNSBY NORTH PANEL

RADIO AREA CODE 022 (HORNSBY NORTH) / 024 (GOSFORD)

### SPECIAL POINTS OF INTEREST WONDABYNE RAINFALL MONITOR

A RAINFALL MONITOR IS LOCATED IN THE WONDABYNE AREA TO MEASURE RATE OF RAINFALL AND ALERT WHEN EXCESSIVE RAINFALL IS MEASURED. ALARMS ARE INDICATED TO THE ROC. CIVIL PERSONNEL RESPOND TO ALARMS IN ACCORDANCE WITH NLA 310.

#### RAINFALL MONITOR LOCATION AND COVERAGE AREA

**RAINFALL MONITOR LOCATION**      **COVERAGE AREA**  
 1. ADJACENT TO 38.5      HAWKESBURY RIVER BRIDGE  
 ON THE DOWN MAIN      TO WOY WOY TUNNEL

SEE MAP 29

### NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS

### SIGNAL KEY SWITCH PROJECT WOYWOY & WONDABYNE

THE HAND SIGNALLER OPERATING THE SKS MUST ENTER AND LEAVE BY TRAIN TO ACCESS THE SITE

SKS LIMIT  
 UP MAIN NORTH  
 SIGNAL 43.4 TO  
 SIGNAL 40.4

SKS  
 43.4

43.4  
 AUTO  
 69.450 KM

WOY WOY TUNNEL  
 1789 M

TRAIN RADIO  
 RELAY HUT

69.078 KM

SKS LIMIT  
 DOWN MAIN NORTH  
 SIGNAL 42.9 TO  
 SIGNAL 45.3

SKS  
 42.9

42.9  
 AUTO  
 69.078 KM

**TONNAGE**  
 TRAINS OVER THE PRESCRIBED  
 LOAD TO WAIT UNTIL SIGNAL IS  
 CLEAR

40.9  
 AUTO  
 65.800 KM  
**TONNAGE**

• 66 KM

41.2  
 AUTO  
 66.250 KM

41.3  
 AUTO  
 66.300 KM

41.6  
 AUTO  
 67.005 KM

41.5  
 AUTO  
 67.005 KM

• 67 KM

• 68 KM

GRADIENT

E

1 IN 106

E

1 IN 38

1 IN 40

E

1 IN 30

E

1 IN 40

E

LEVEL

1 IN 150

1 IN 147

1 IN 150

1 IN 143

1 IN 145

E

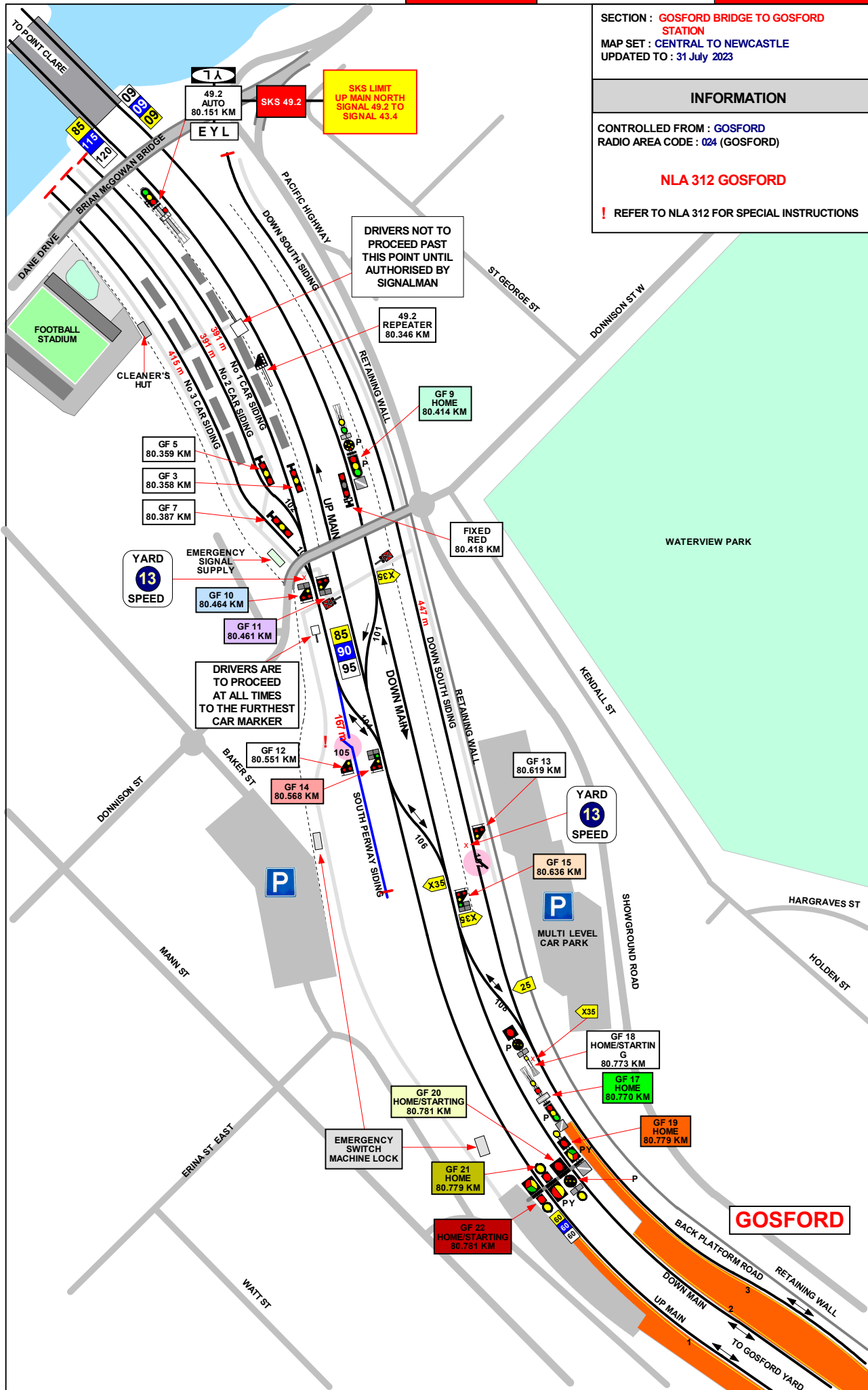
1 IN 60











SECTION : GOSFORD AREA  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 12 June 2021

SIGNAL	DESTINATION	INDICATION
GF 9	BACK PLATFORM - (M)A L Sp	BP
	BACK PLATFORM - (M)A BOL	
	DOWN MAIN - (M)A L Sp	DM
	DOWN MAIN - (M)B Y	-
	DOWN MAIN - (S)B	DM
	UP MAIN - (M)C L Sp	UM
	UP MAIN - (M)C BOL	
	UP MAIN (S)C	UM

SIGNAL	DESTINATION	INDICATION
GF 10	NO.3 CAR SIDING (S)	C3
	NO.2 CAR SIDING (S)	C2
	NO.1 CAR SIDING (S)	C1

SIGNAL	DESTINATION	INDICATION
GF 11	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
	SOUTH PERWAY SIDING	PS

SIGNAL	DESTINATION	INDICATION
GF 14	CAR SIDING (S)	CS
	UP MAIN (S)	DM
	UP MAIN (S)	GREEN

SIGNAL	DESTINATION	INDICATION
GF 15	BACK PLATFORM (S)	BP
	DOWN MAIN (S)	DM
	DOWN MAIN (S)	GREEN

SIGNAL	DESTINATION	INDICATION
GF 17	BACK PLATFORM (S)	-
	BACK PLATFORM (S)	-

SIGNAL	DESTINATION	INDICATION
GF 19	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 20	UP MAIN (M)	
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
GF 21	UP MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 22	UP MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 23	DOWN REFUGE (M)	-
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
GF 24	BACK PLATFORM (M)	-
	BACK PLATFORM (S)	-

SIGNAL	DESTINATION	INDICATION
GF 25	DOWN REFUGE (M)	
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	-
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
GF 26	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 27	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
GF 28	UP MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 29	PERWAY SIDING NO.2 (S)	PS

SIGNAL	DESTINATION	INDICATION
GF 32	PERWAY SIDING NO.1 (S)	PS
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
GF 34	UP MAIN (S)	UM
	DOWN MAIN (S)	DM
	DOWN REFUGE (S)	DR

SIGNAL	DESTINATION	INDICATION
GF 36	UP MAIN (S)	UM
	DOWN MAIN (S)	DM
	DOWN REFUGE (S)	DR

SIGNAL	DESTINATION	INDICATION
GF 44	UP MAIN (M)	-
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM
	DOWN REFUGE (S)	DR

SIGNAL	DESTINATION	INDICATION
GF 46	DOWN REFUGE (S)	DR
	ENGINE ROAD (S)	ER
	NO.1 DOWN SIDING (M)	D1
	NO.2 DOWN SIDING (M)	D2

SIGNAL	DESTINATION	INDICATION
GF 48	UP MAIN - (M)A L Sp	UM
	UP MAIN - (M)A Y	-
	UP MAIN - (S)A	UM
	DOWN MAIN - (M)B LSp	DM
	DOWN MAIN - (M)B BOL	+ D
	DOWN MAIN - (S)B	DM
	DOWN REFUGE - (M)C L Sp	DR
	DOWN REFUGE (M)C BOL	+ R
	DOWN REFUGE (S)C	DR

SIGNAL	DESTINATION	INDICATION
GF 65	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 67	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 68	UP REFUGE (M)	
	UP REFUGE (S)	UR
	UP MAIN (M)	-
	UP MAIN (S)	UM

**GOSFORD**

81 KM

DANGER  
NARROW  
TRACK  
CLEARANCE

WATER WC  
COLUMN

SECTION : **GOSFORD YARD A**  
MAP SET : **CENTRAL TO NEWCASTLE**  
UPDATED TO : 24 October 2024

GRADIENT

**INFORMATION**

CONTROLLED FROM : **GOSFORD**  
RADIO AREA CODE : **024 (GOSFORD)**

**NLA 312**

! REFER TO NLA 312 FOR SPECIAL INSTRUCTIONS

#1  
END  
SIGNALLED  
AUTHORITY  
DO NOT  
PROCEED  
UNLESS  
AUTHORISED

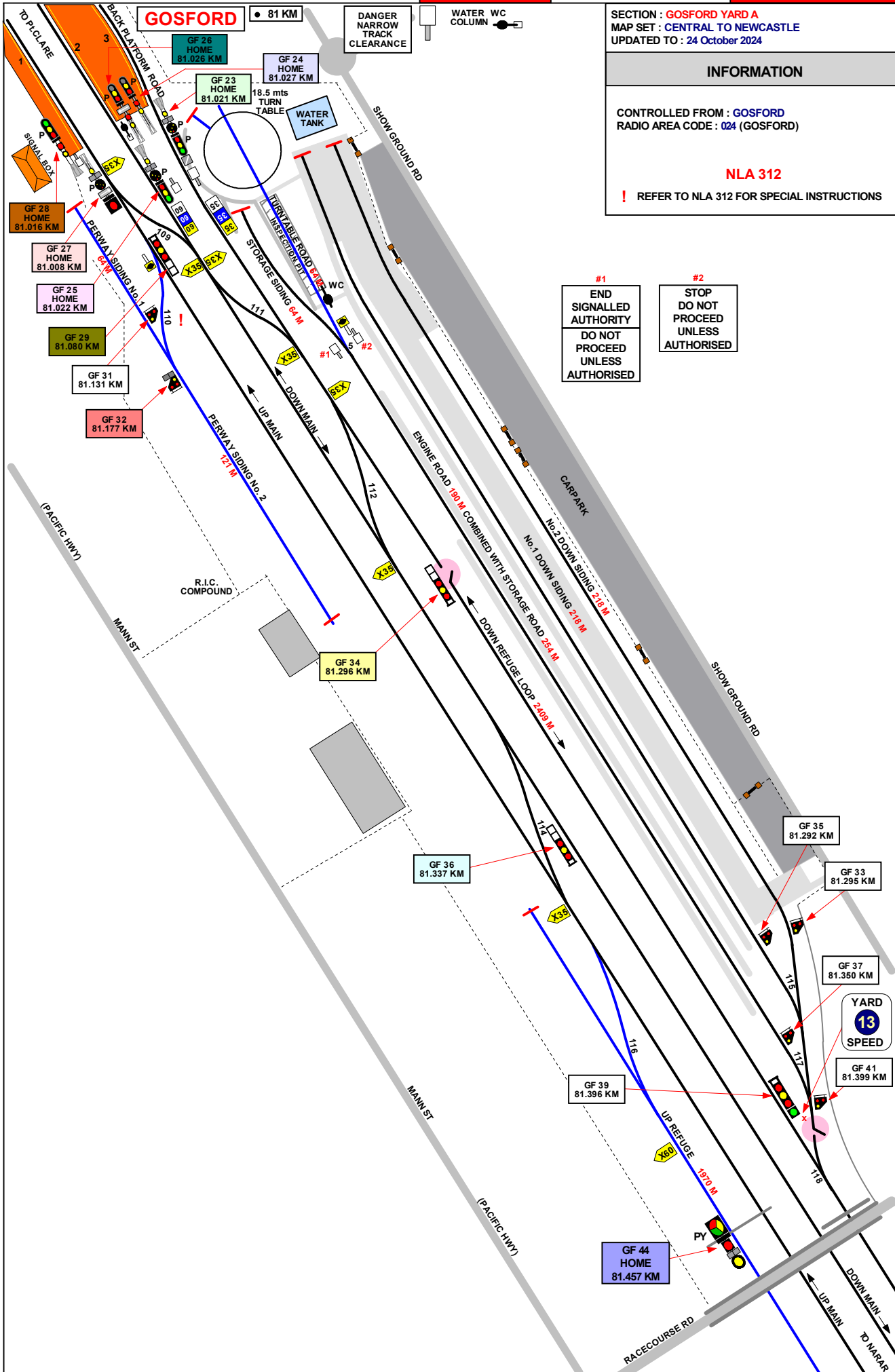
#2  
STOP  
DO NOT  
PROCEED  
UNLESS  
AUTHORISED

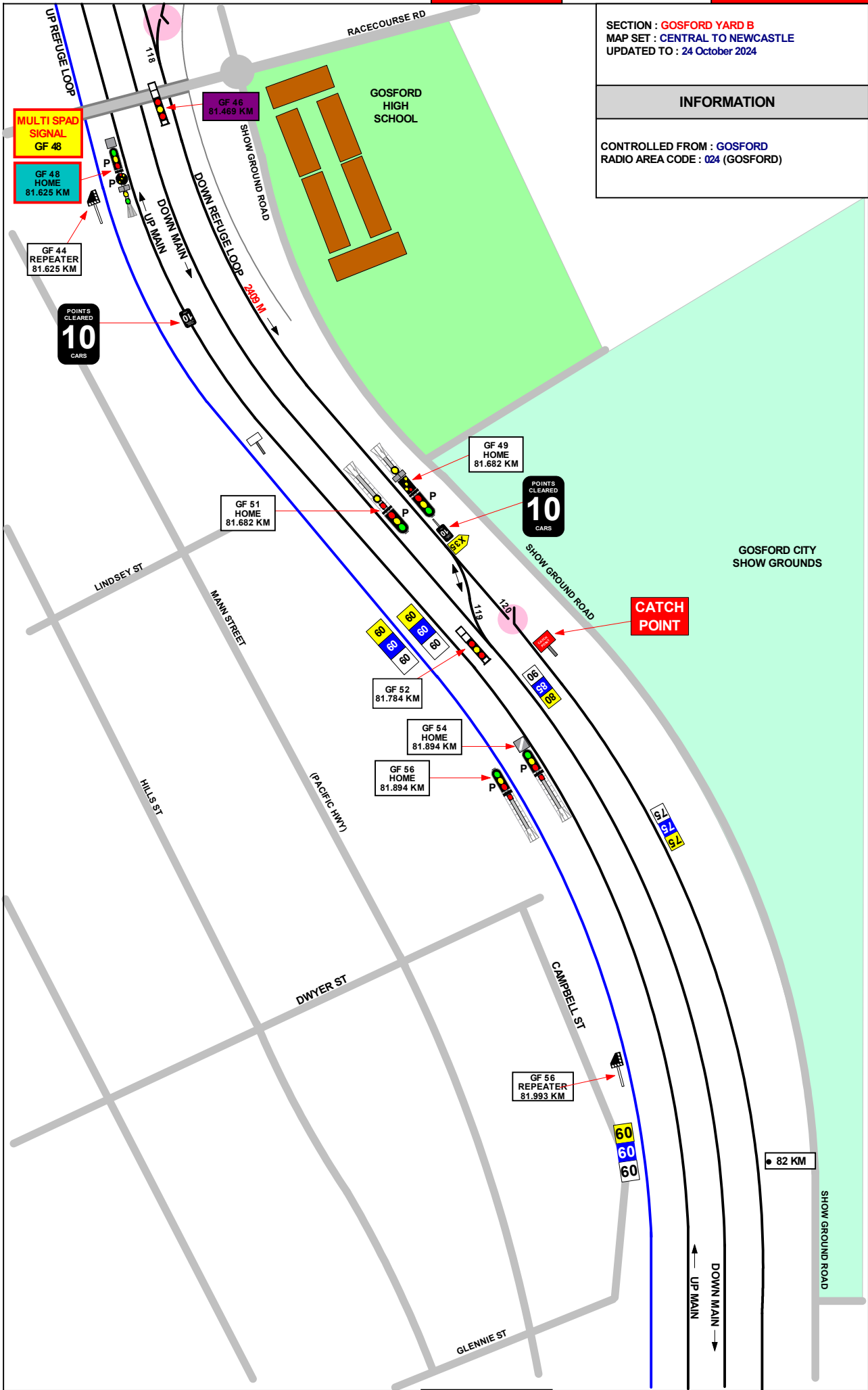
1 IN 507

1 IN 250

E

1 IN 1320





SECTION : **GOSFORD YARD B**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **24 October 2024**

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**INFORMATION**

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CONTROLLED FROM : **GOSFORD**  
 RADIO AREA CODE : **024 (GOSFORD)**

GRADIENT	
1 IN 1320	E
1 IN 134	E
1 IN 75	E

SECTION : GOSFORD TO  
**MANNS RD BRIDGE**  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 31 July 2023

## INFORMATION

CONTROLLED FROM : GOSFORD  
 RADIO AREA CODE : 024 (GOSFORD)

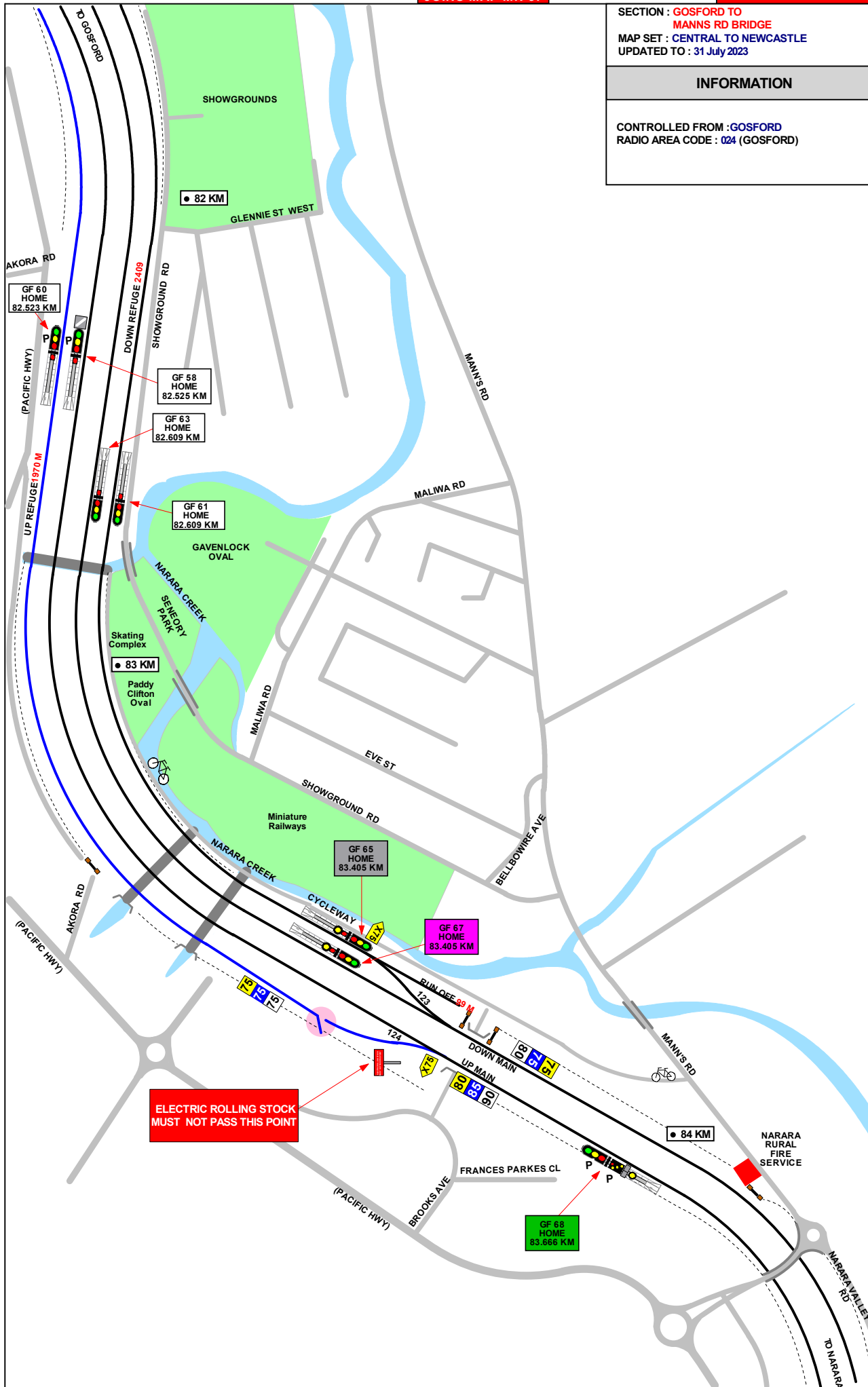
GRADIENT

1 IN 66

1 IN 3649

1 IN 125

1 IN 150





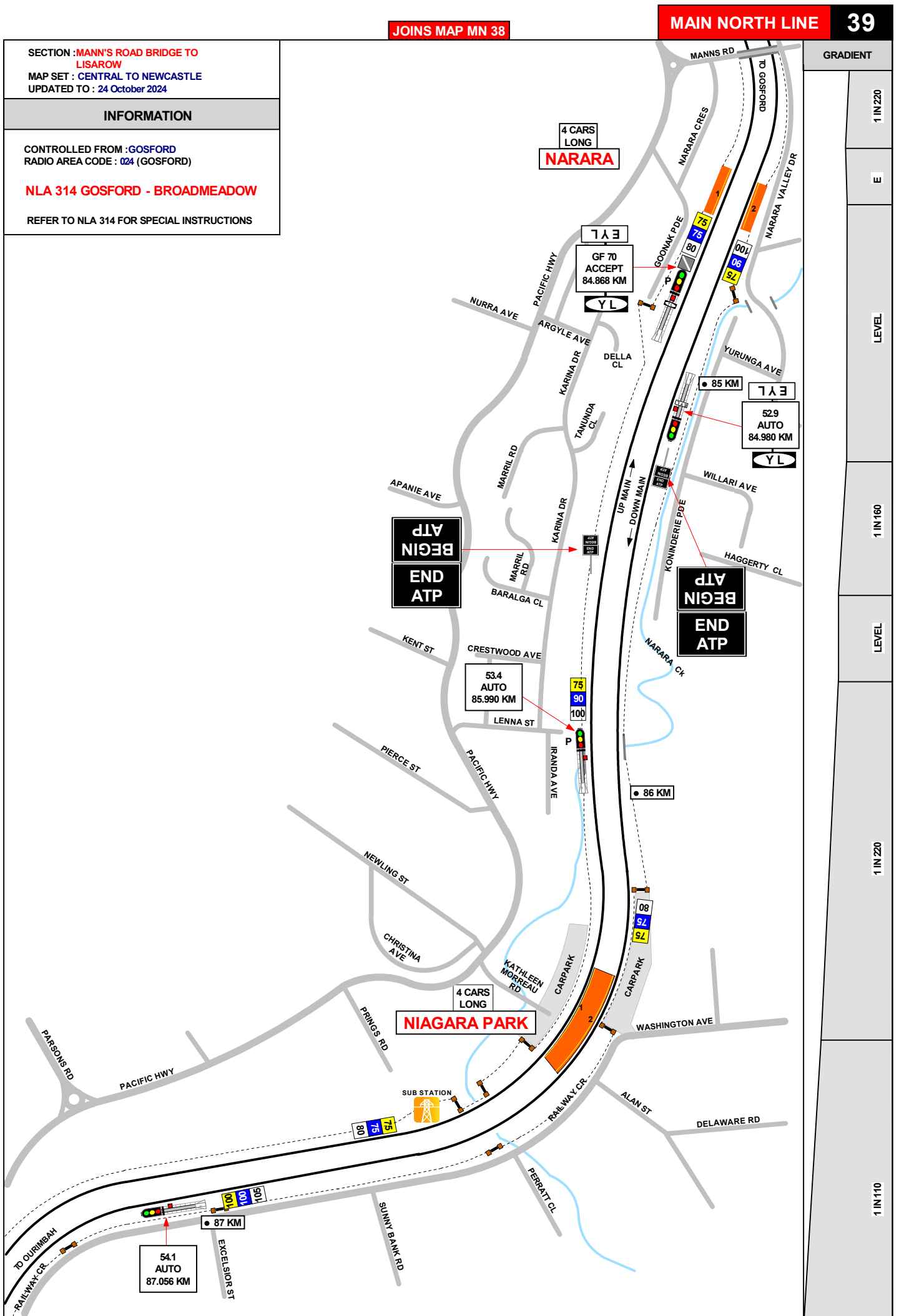
SECTION : **MANN'S ROAD BRIDGE TO LISAROW**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : 24 October 2024

## INFORMATION

CONTROLLED FROM : **GOSFORD**  
 RADIO AREA CODE : **024 (GOSFORD)**

**NLA 314 GOSFORD - BROADMEADOW**

REFER TO NLA 314 FOR SPECIAL INSTRUCTIONS



SECTION : LISAROW TO OURIMBAH  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 24 October 2024

INFORMATION

CONTROLLED FROM : GOSFORD  
 RADIO AREA CODE : 024 (GOSFORD)

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR  
 MORE DETAILS & INSTRUCTIONS

GRADIENT

1 IN 110

1 IN 300

LEVEL

1 IN 132

LEVEL

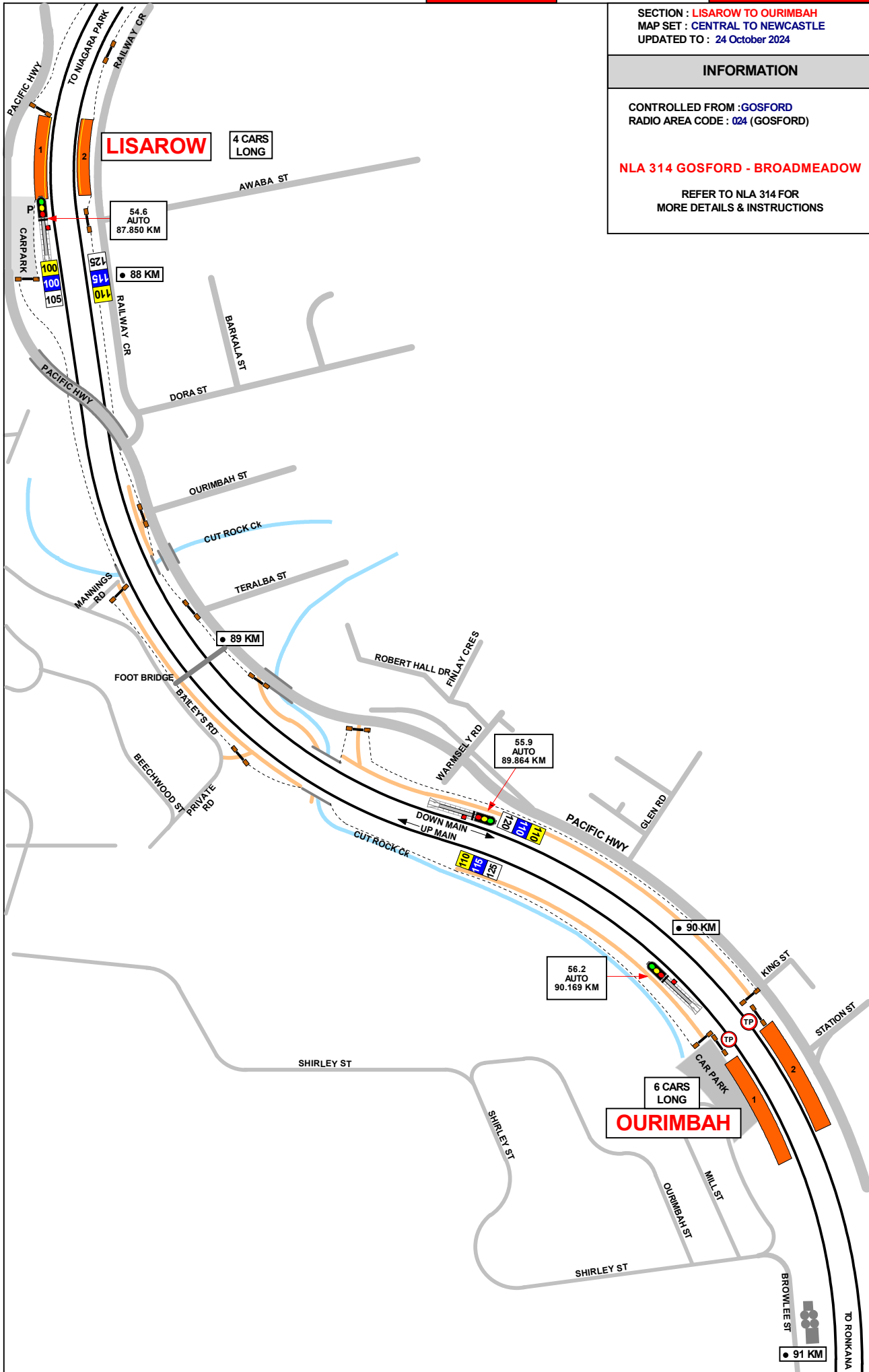
1 IN 400

1 IN 264

LEVEL

1 IN 295

1 IN 132



SECTION :OURIMBAH TO OURIMBAH CK  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 11 March 2024

## INFORMATION

CONTROLLED FROM :GOSFORD  
 RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)

NLA 314 GOSFORD - BROADMEADOW

GRADIENT

1 IN 132

1 IN 416

LEVEL

1 IN 660

LEVEL

1 IN 660

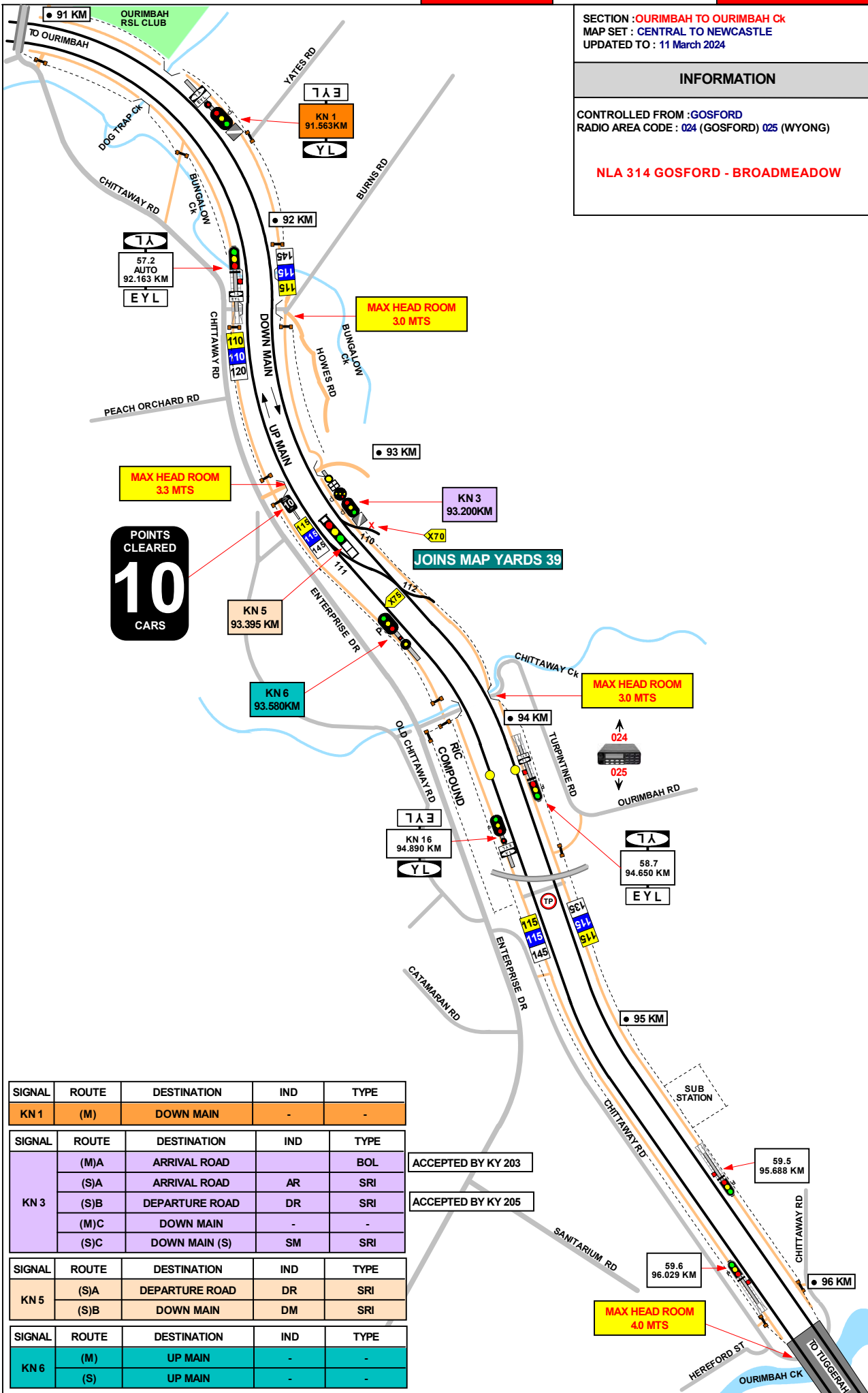
1 IN 155

LEVEL

1 IN 264

LEVEL

1 IN 220



SECTION : OURIMBAH CK TO WYONG RIVER  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 10 February 2025

INFORMATION

CONTROLLED FROM : GOSFORD  
 RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR MORE DETAILS & INSTRUCTIONS

GRADIENT

LEVEL

1 IN 300

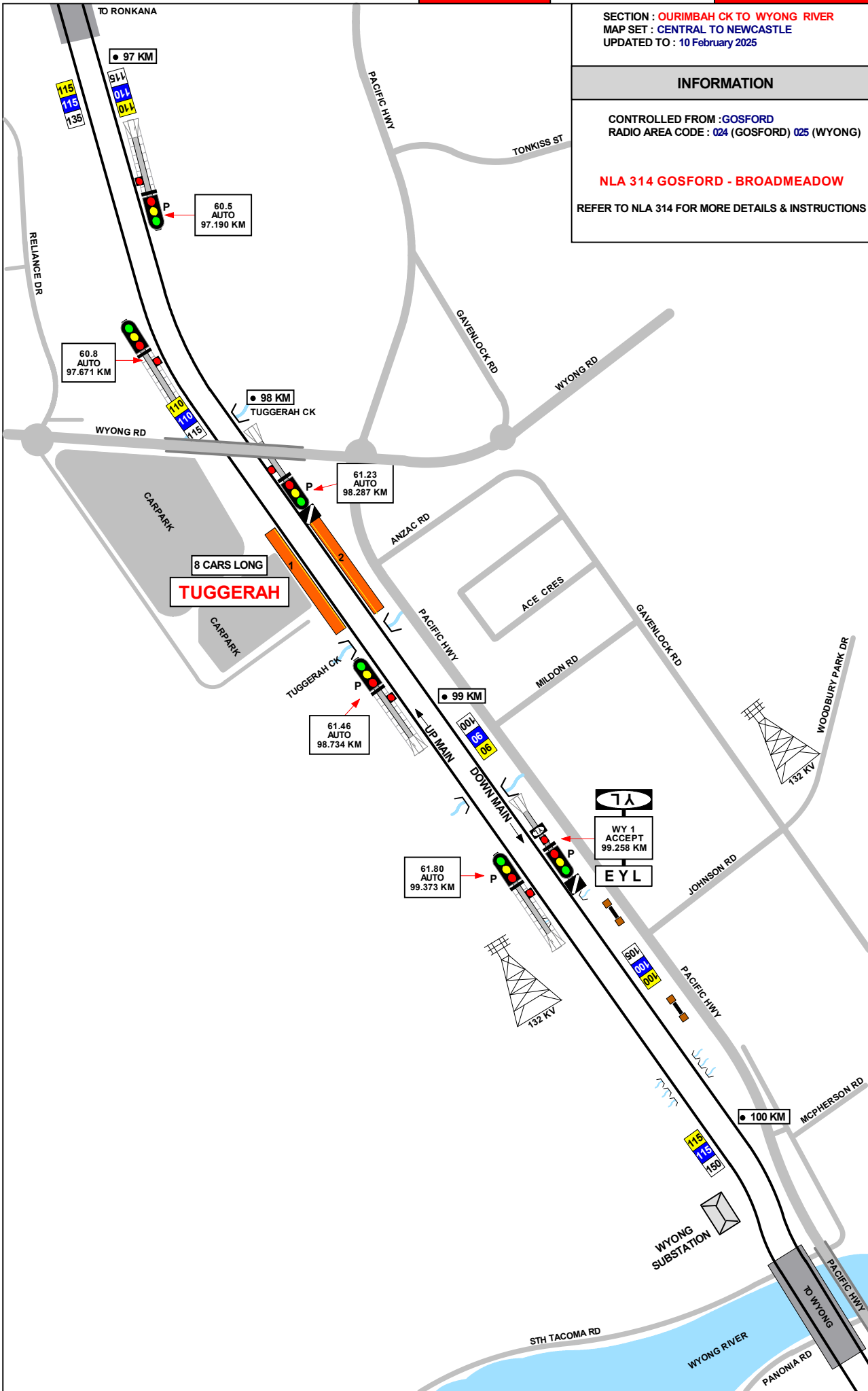
1 IN 600

LEVEL

1 IN 220

1 IN 600

LEVEL





**JOINS MAP MN 44**



## LENGTHS OF ROADS


## WYONG YARD

TRACK	FROM	TO	METRES
UP MAIN	WY 20	WY 27	1100
	WY 8	WY 20	545
UP REFUGE	WY 8	WY 15	394
UP STORAGE SIDING	WY 6	END OF ROAD	800
	WY 18	END OF ROAD	324
UP PERWAY SIDING	CATCH POINTS	END OF ROAD	88
UP ACCEPT	WY 32	CLEAR OF WARNERVALE LEVEL CROSSING	940
DOWN MAIN	WY 25	WY 10	1650
	WY 22	WY 10	414
	WY 25	WY 22	1147
	WY 11	STOP BLOCKS	404
DOWN REFUGE	WY 7	STOP BLOCKS	315


SIGNAL	DESTINATION	INDICATION
WY 3	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (M)	 +U
	UP MAIN (S)	UM
	UP REFUGE LOOP (M)	 +R
	UP REFUGE LOOP (S)	UR

SIGNAL	DESTINATION	INDICATION
WY 5	UP MAIN (S)	UM
	UP REFUGE LOOP (S)	UR

SIGNAL	DESTINATION	INDICATION
WY 6	DOWN MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
WY 8	UP MAIN (M)	----
	UP MAIN (S)	


SIGNAL	DESTINATION	INDICATION
WY 9	DOWN MAIN (S)	DM
	UP MAIN (S)	UM


SIGNAL	DESTINATION	INDICATION
WY 10	UP MAIN (M)	
	UP MAIN (S)	UM
	DOWN SIDING (S)	DS

SIGNAL	DESTINATION	INDICATION
WY 10 IND	UP MAIN (S)	UM
	DOWN SIDING (S)	DS

SIGNAL	DESTINATION	INDICATION
WY 11	DOWN MAIN (M)	-
	DOWN MAIN (S)	-


SIGNAL	DESTINATION	INDICATION
WY 13	UP MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
WY 15	UP MAIN (M)	
	UP MAIN (S)	UM
	UP STORAGE SIDING (S)	US
	PERWAY SIDING (S)	PW


SIGNAL	DESTINATION	INDICATION
WY 20	UP REFUGE LOOP (M)	
	UP REFUGE LOOP (S)	UR
	UP MAIN (M)	----
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
WY 22	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

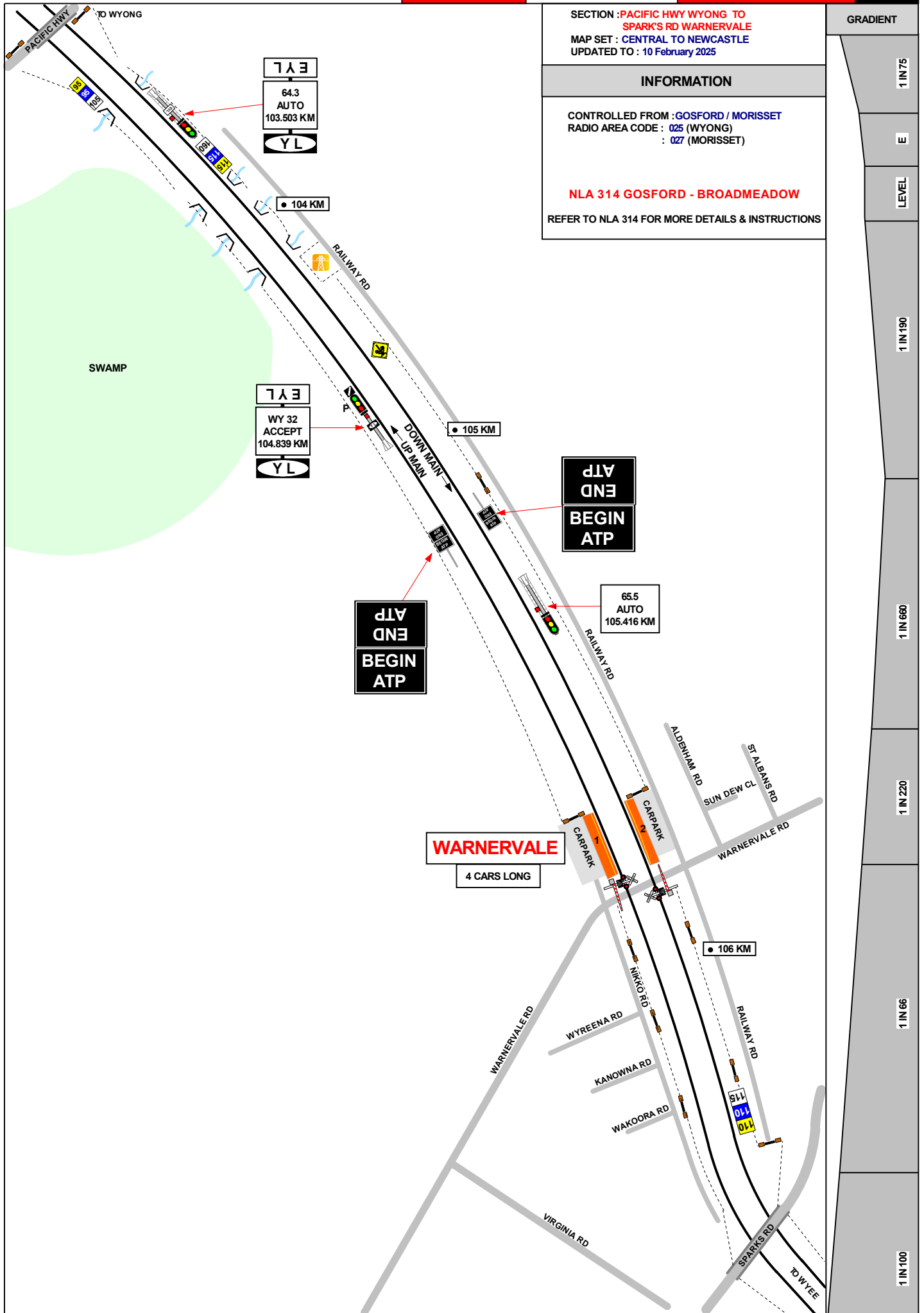
SIGNAL	DESTINATION	INDICATION
WY 25	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
WY 27	DOWN MAIN (M)	
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
WY 28	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
WY 30	UP MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (M)	
	DOWN MAIN (S)	DM

SECTION : GOSFORD YARD INFORMATION  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 10 February 2025



SECTION : SPARK'S RD WARNERVALE TO  
WYEE SIGNAL 71.1

MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 27 February 2024

## INFORMATION

CONTROLLED FROM : MORISSET  
RADIO AREA CODE : 027 ( MORISSET )  
: 025 ( WYONG )

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR MORE INSTRUCTIONS

GRADIENT

1 IN 100

1 IN 264

E

LEVEL

1 IN 75

LEVEL

1 IN 75

1 IN 75

LEVEL

1 IN 132

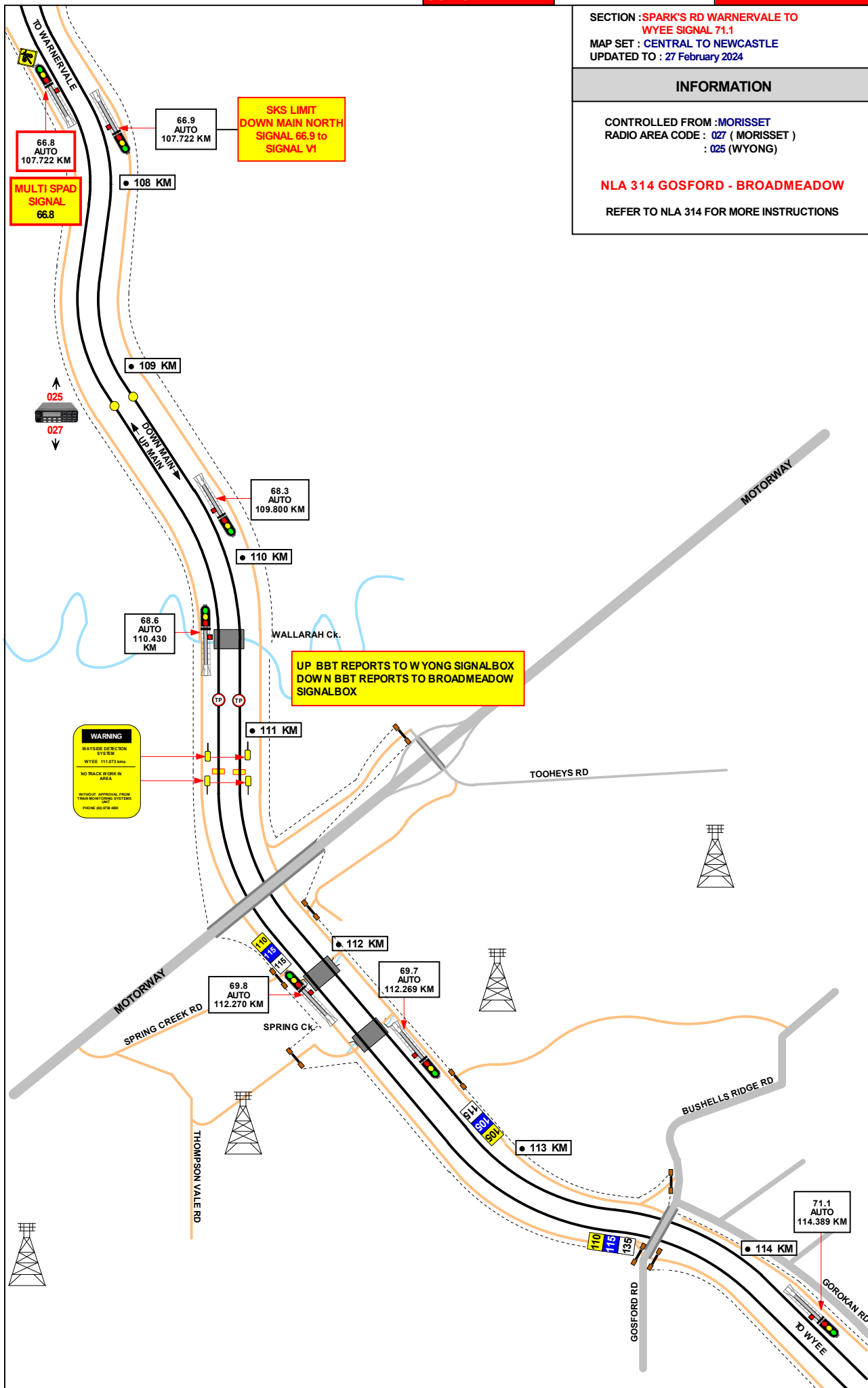
1 IN 60

1 IN 150

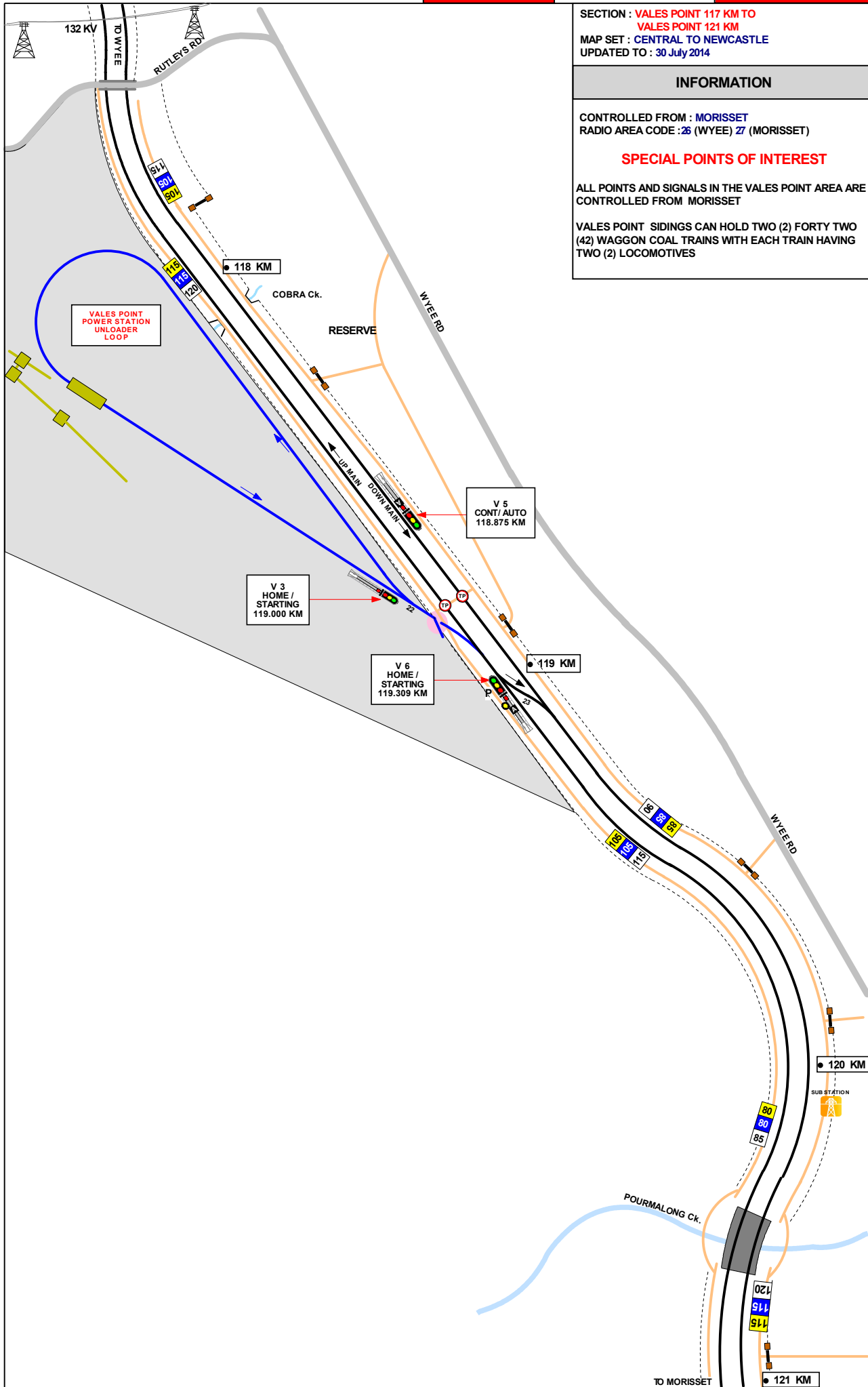
1 IN 60

LEVEL

1 IN 80







GRADIENT

1 IN 330

1 IN 66

1 IN 132

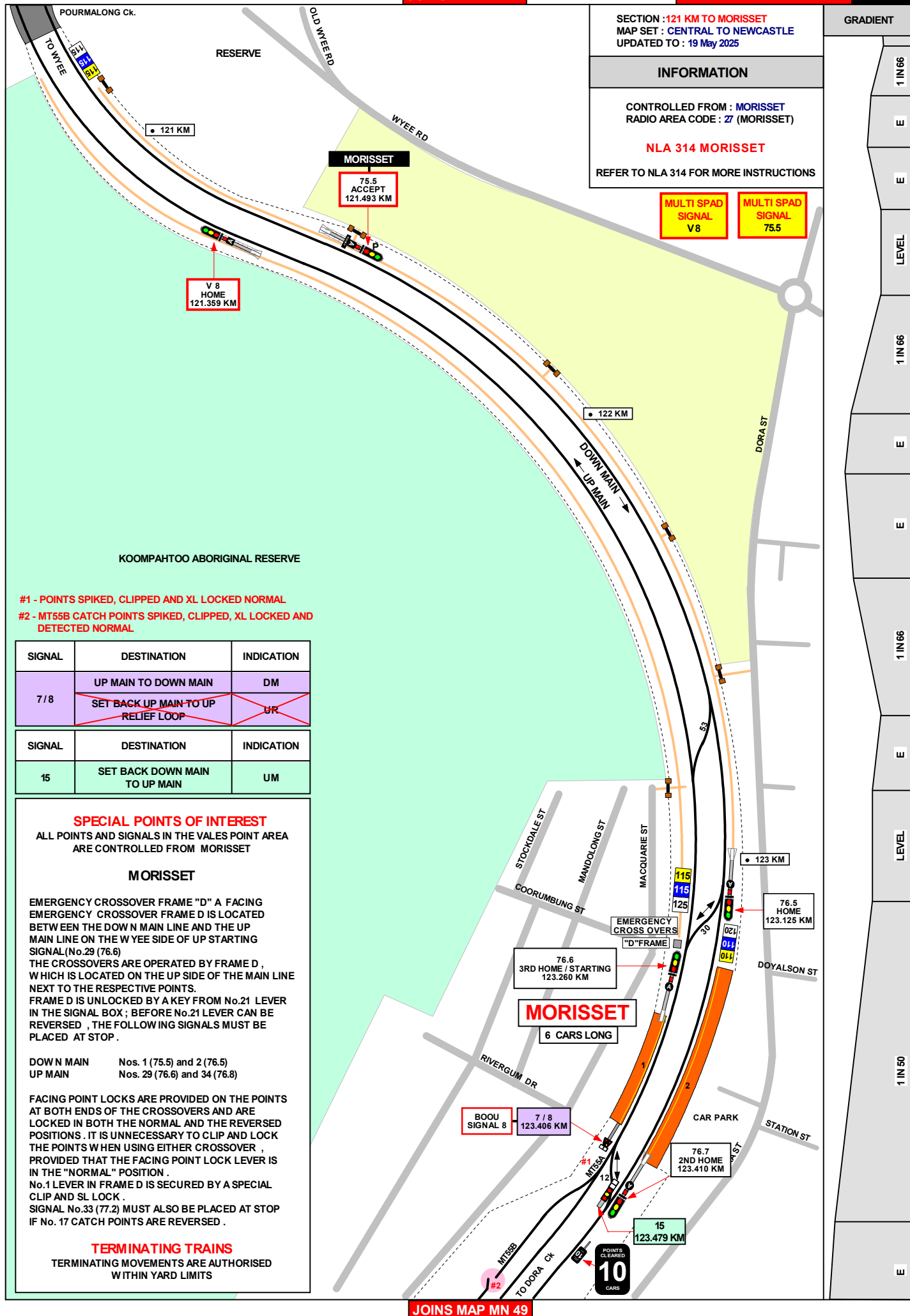
1 IN 68

E

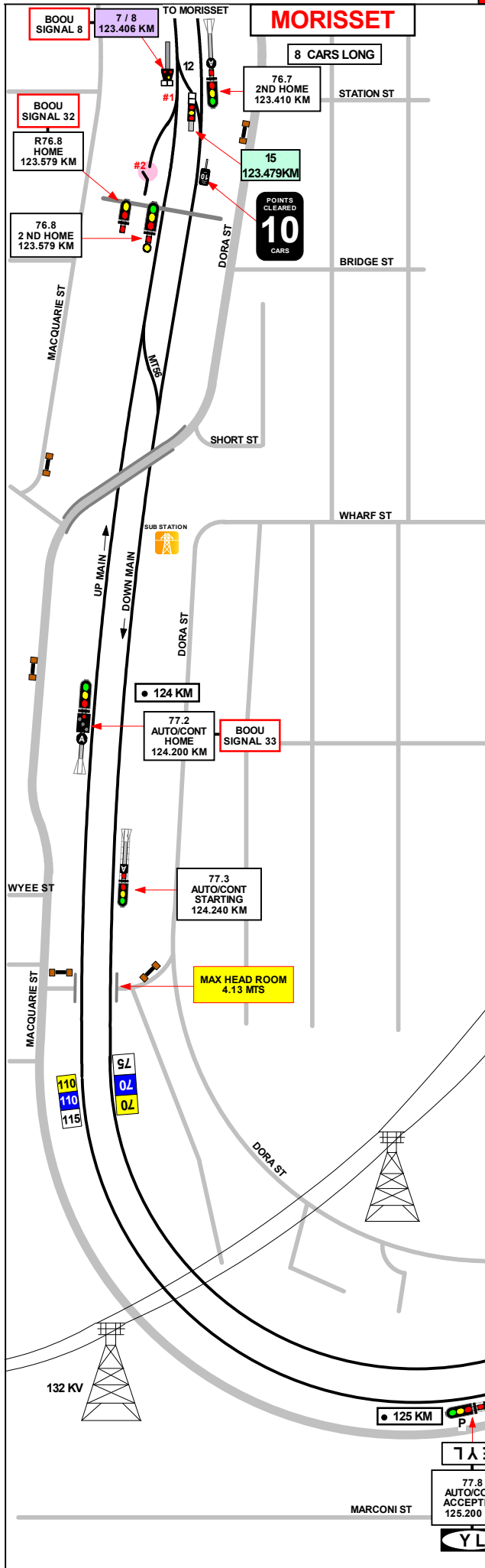
1 IN 75

E

LEVEL







SECTION : MORISSET TO 125.5 KM  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 19 May 2025

### INFORMATION

CONTROLLED FROM : MORISSET  
 RADIO AREA CODE : 27 (MORISSET)

### SPECIAL POINTS OF INTEREST

ALL POINTS AND SIGNALS IN THE VALES POINT AREA ARE CONTROLLED FROM MORISSET

### MORISSET

EMERGENCY CROSSOVER FRAME "D"  
 A FACING EMERGENCY CROSSOVER FRAME D IS LOCATED BETWEEN THE DOWN MAIN LINE AND THE UP MAIN LINE ON THE WYEE SIDE OF UP STARTING SIGNAL (No. 29 (76.6)).  
 THE CROSSOVERS ARE OPERATED BY FRAME D, WHICH IS LOCATED ON THE UP SIDE OF THE MAIN LINE NEXT TO THE RESPECTIVE POINTS.  
 FRAME D IS UNLOCKED BY A KEY FROM No. 21 LEVER IN THE SIGNAL BOX;  
 BEFORE No. 21 LEVER CAN BE REVERSED, THE FOLLOWING SIGNALS MUST BE PLACED AT STOP.

DOWN MAIN Nos. 1 (75.5) and 2 (76.5)  
 UP MAIN Nos. 29 (76.6) and 34 (76.8)

FACING POINT LOCKS ARE PROVIDED ON THE POINTS AT BOTH ENDS OF THE CROSSOVERS AND ARE LOCKED IN BOTH THE NORMAL AND THE REVERSED POSITIONS. IT IS UNNECESSARY TO CLIP AND LOCK THE POINTS WHEN USING EITHER CROSSOVER, PROVIDED THAT THE FACING POINT LOCK LEVER IS IN THE "NORMAL" POSITION.  
 No. 1 LEVER IN FRAME D IS SECURED BY A SPECIAL CLIP AND SL LOCK.  
 SIGNAL No. 33 (77.2) MUST ALSO BE PLACED AT STOP IF No. 17 CATCH POINTS ARE REVERSED.

### TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS, WHEN SETTING BACK FROM No. 15 SIGNAL ON THE DOWN MAIN A STEADY GREEN HAND SIGNAL IS REQUIRED FROM THE SIGNALBOX TO RETURN TO No. 2 PLATFORM

### NLA 314 MORISSET

REFER TO NLA 314 FOR MORE INSTRUCTIONS

SIGNAL	DESTINATION	INDICATION
7/8	UP MAIN TO DOWN MAIN	DM
	<del>SET BACK UP MAIN TO UP RELIEF LOOP</del>	<del>UR</del>
SIGNAL	DESTINATION	INDICATION
15	SET BACK DOWN MAIN TO UP MAIN	UM

#1 - POINTS SPIKED, CLIPPED AND XL LOCKED NORMAL  
 #2 - MT55B CATCH POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL

GRADIENT

1 IN 300

LEVEL

E

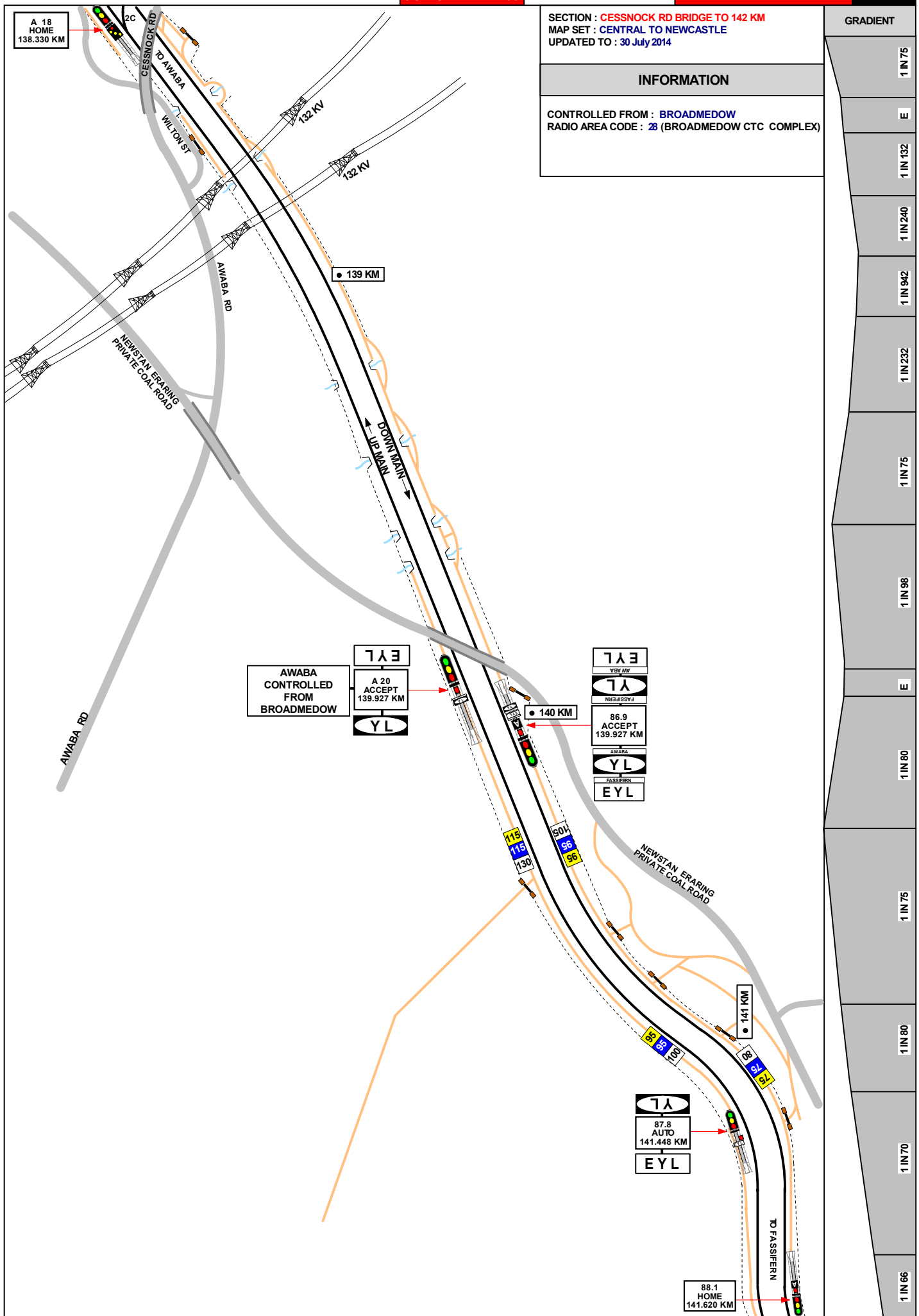
1 IN 75







**JOINS MAP MN 54**

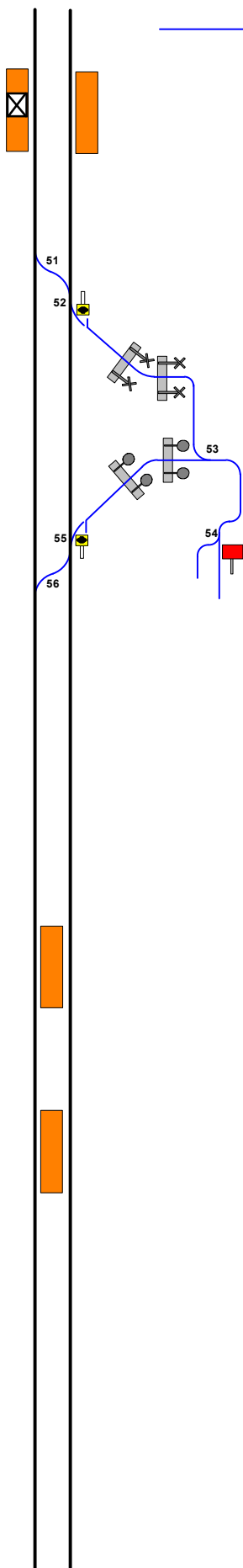
























**FASSIFERN 142.179 KM- NLA 314**

## LOCATION DETAILS



!	CAN BE SWITCHED IN
	139.946 KM DOWN SIGNAL 86.9
	141.448 KM UP SIGNAL 87.8
!	FASSIFERN ABUTS AWABA ON THE DOWN MAIN NORTH LINE
	142.179 KM FASSIFERN . PLATFORMS 1 ,2
	142.355 KM TRAFFIC HUT : LOCAL CONTROL PANEL
	DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE
	DOWN MAIN NORTH LINE TO NEWSTAN SOUTH FORK LINE
	142.741 KM WAKEFIELD ROAD : AUTOMATIC , WITH MANUAL OPERATION SWITCH KEYS AT FASSIFERN
	142.761 KM HAUL ROAD ( PRIVATE ) : AUTOMATIC , WITH MANUAL OPERATION SWITCH KEYS AT FASSIFERN
	142.771 KM ACCESS ROAD ( PRIVATE )
	142.832 KM HAUL ROAD ( PRIVATE )
	NEWSTAN SOUTH FORK LINE TO ARRIVAL ROAD
	NEWSTAN SIDING DEPARTURE ROAD TO ARRIVAL ROAD
!	SEE SPECIAL INSRTUCTIONS
	NEWSTAN NORTH FORK LINE TO DOWN MAIN NORTH LINE
	DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE
	143.963 KM UP SIGNAL 89.4
	144.341 KM DOWN SIGNAL 89.7
	146.340 KM BOORAGUL PLATFORM 1, 2
	147.505 KM TERALBA PLATFORM 1 AND 2

SECTION : 143.5 KM TO BOORAGUL  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 30 July 2014

## INFORMATION

CONTROLLED FROM : BROADMEADOW  
 RADIO AREA CODE : 28 (BROADMEADOW  
 CTC COMPLEX)

## GRADIENT

1 IN 40

E

1 IN 77

1 IN 67

E

E

1 IN 79

E

E

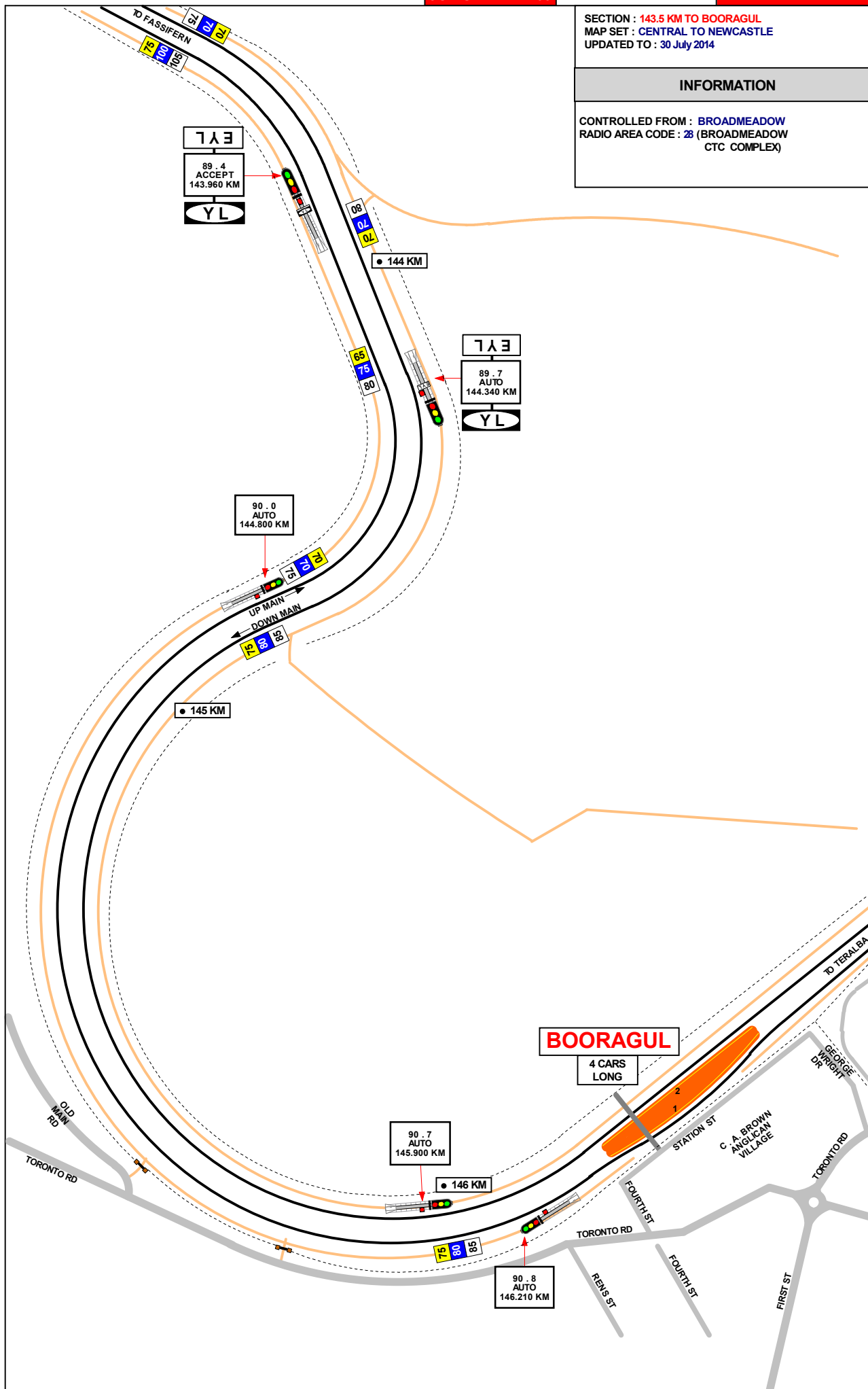
1 IN 75

E

1 IN 66

1 IN 2640

1 IN 1100



SECTION : BOORAGUL TO 149 KM  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 24 October 2024

INFORMATION

CONTROLLED FROM : BROADMEADOW  
 RADIO AREA CODE : 28 (BROADMEADOW  
 CTC COMPLEX)

GRADIENT

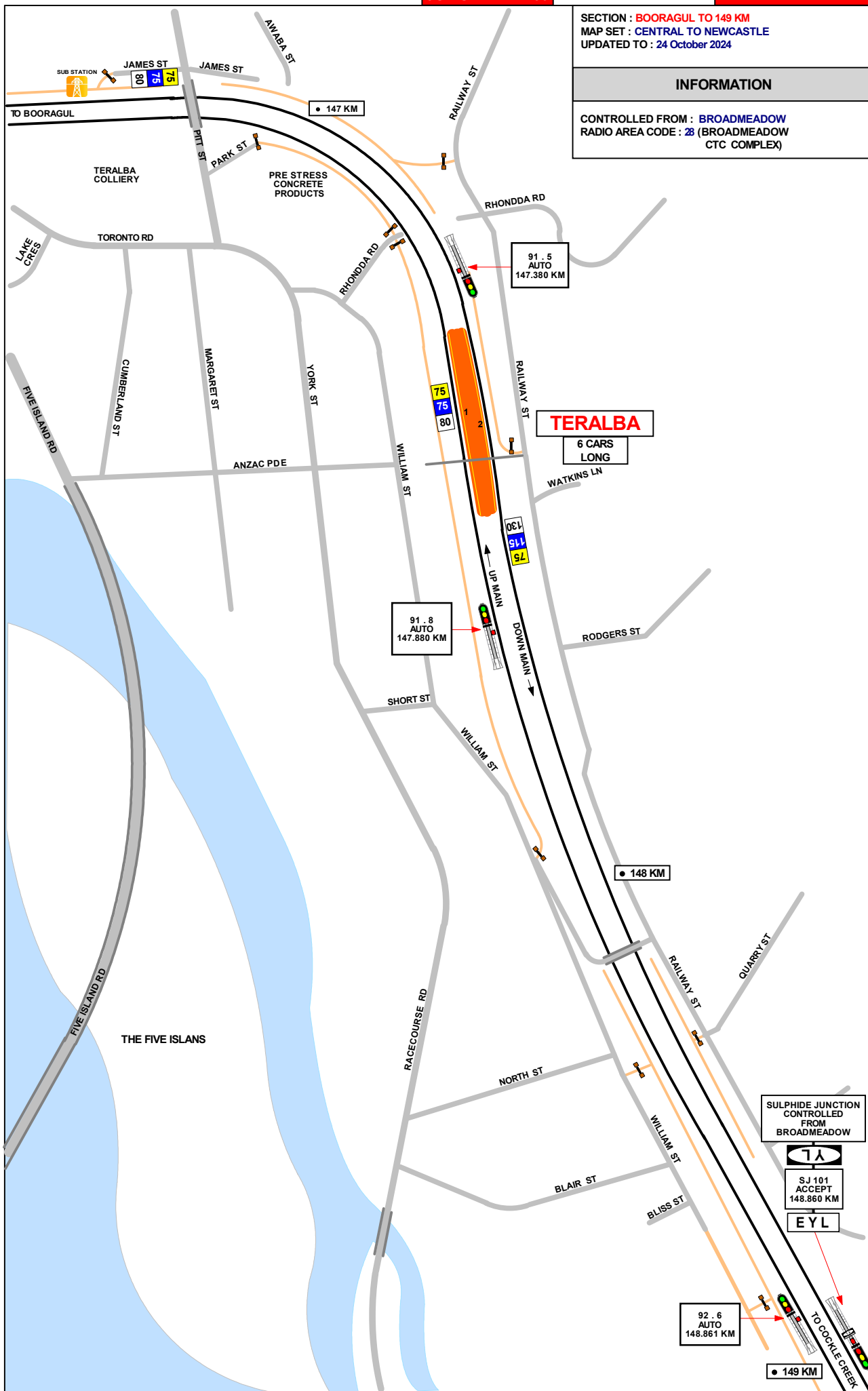
1 IN 600

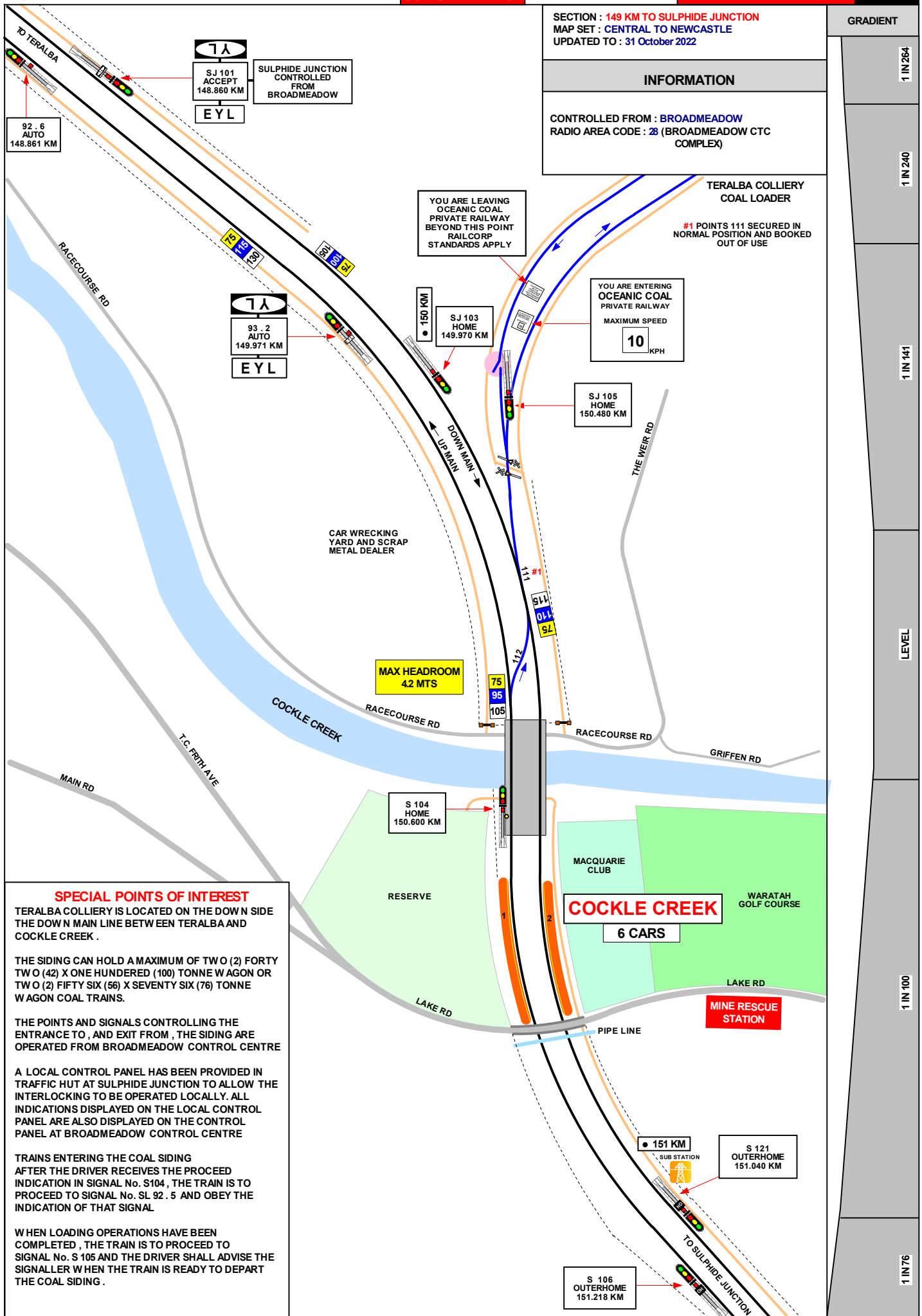
LEVEL

1 IN 132

1 IN 88


1 IN 264











SIGNAL	DESTINATION	INDICATION
S 120	UP MAIN (M)	 P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM


SIGNAL	DESTINATION	INDICATION
S 120 CO- ACTING	UP MAIN (M)	--
	UP MAIN (S)	U
	DOWN MAIN (S)	D

SIGNAL	DESTINATION	INDICATION
S 123	DOWN SIDING (S)	DS
	DOWN REFUGE (M)	
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	--
	UP MAIN (S)	UM
	UP REFUGE (M)	
	UP REFUGE (S)	UR

SIGNAL	DESTINATION	INDICATION
S 125	DOWN SIDING (S)	S
	DOWN REFUGE (S)	R
	DOWN MAIN (S)	D

SIGNAL	DESTINATION	INDICATION
S 126	UP MAIN (M)	
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM


SIGNAL	DESTINATION	INDICATION	
S 127	UP REFUGE (S)	U	R
	UP SIDING (S)	U	S

SIGNAL	DESTINATION	INDICATION
S 128	UP MAIN (M)	 P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
S 134	DOWN REFUGE (S)	DR
	DOWN SIDING (S)	DS

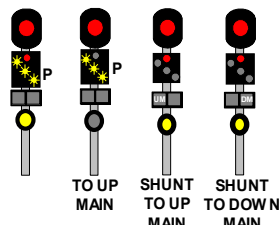
SIGNAL	DESTINATION	INDICATION
S 137	DOWN MAIN (M)	 P
	DOWN MAIN (S)	--

SIGNAL	DESTINATION	INDICATION
S 139	DOWN MAIN (S)	DM
	DEAD END (S)	DE

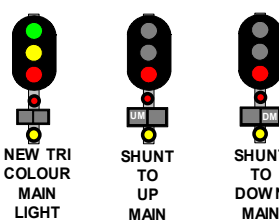
SIGNAL	DESTINATION	INDICATION
SJ 144	UP SIDING (S)	US
	UP REFUGE (M)	
	UP REFUGE(S)	UR
	UP MAIN (M)	---

SIGNAL	DESTINATION	INDICATION
S 142	UP SIDING (S)	US
	UP REFUGE (S)	UR
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

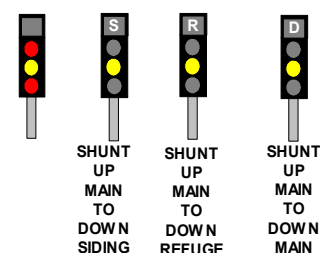
### INDICATIONS ON SIGNAL S 120



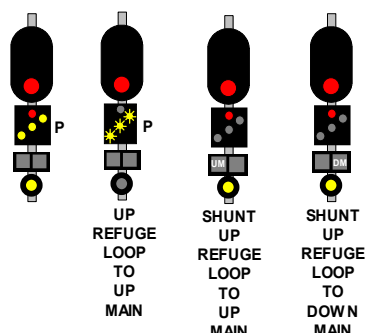
INDICATIONS ON SIGNAL S 126



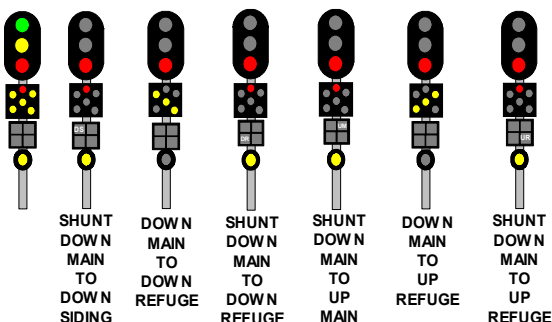
### INDICATIONS ON SIGNAL S 125



### INDICATIONS ON SIGNAL S 128



INDICATIONS ON SIGNAL S 123



SECTION : **SULPHIDE JUNCTION YARD**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **17 August 2021**

## INFORMATION

CONTROLLED FROM : BROADMEADOW  
RADIO AREA CODE : 28 (BROADMEADOW CTC  
COMPLEX)

**SPECIAL WORKING BETWEEN  
SULPHIDE JUNCTION AND  
BROADMEADOW  
DURING WRONG LINE  
MOVEMENTS ON THE UP MAIN**

**PRIOR TO THE DESPATCHING A TRAIN OVER  
THE UP MAIN LINE DURING PILOT STAFF  
WORKING OR OTHER EMERGENCY WORKING  
THE SIGNALLER DESPATCHING THE TRAIN MUST  
OBTAIN THE APPROVAL OF THE SIGNALLER AT  
BROADMEADOW.**

**BEFORE GIVING APPROVAL FOR THE  
WRONG LINE MOVEMENT,  
THE SIGNALLER AT BROADMEADOW  
MUST ESTABLISH THAT A GROUND FAULT  
HAS NOT BEEN INDICATED IN  
THE MAIN CONTROL PANEL**

THIS WORKING IS FOR TRAINS  
WORKING OVER THE UP MAIN LINE  
BETWEEN SULPHIDE JUNCTION  
AND BROADMEADOW THROUGH  
TICKHOLE TUNNEL

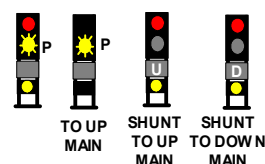
# WARNING

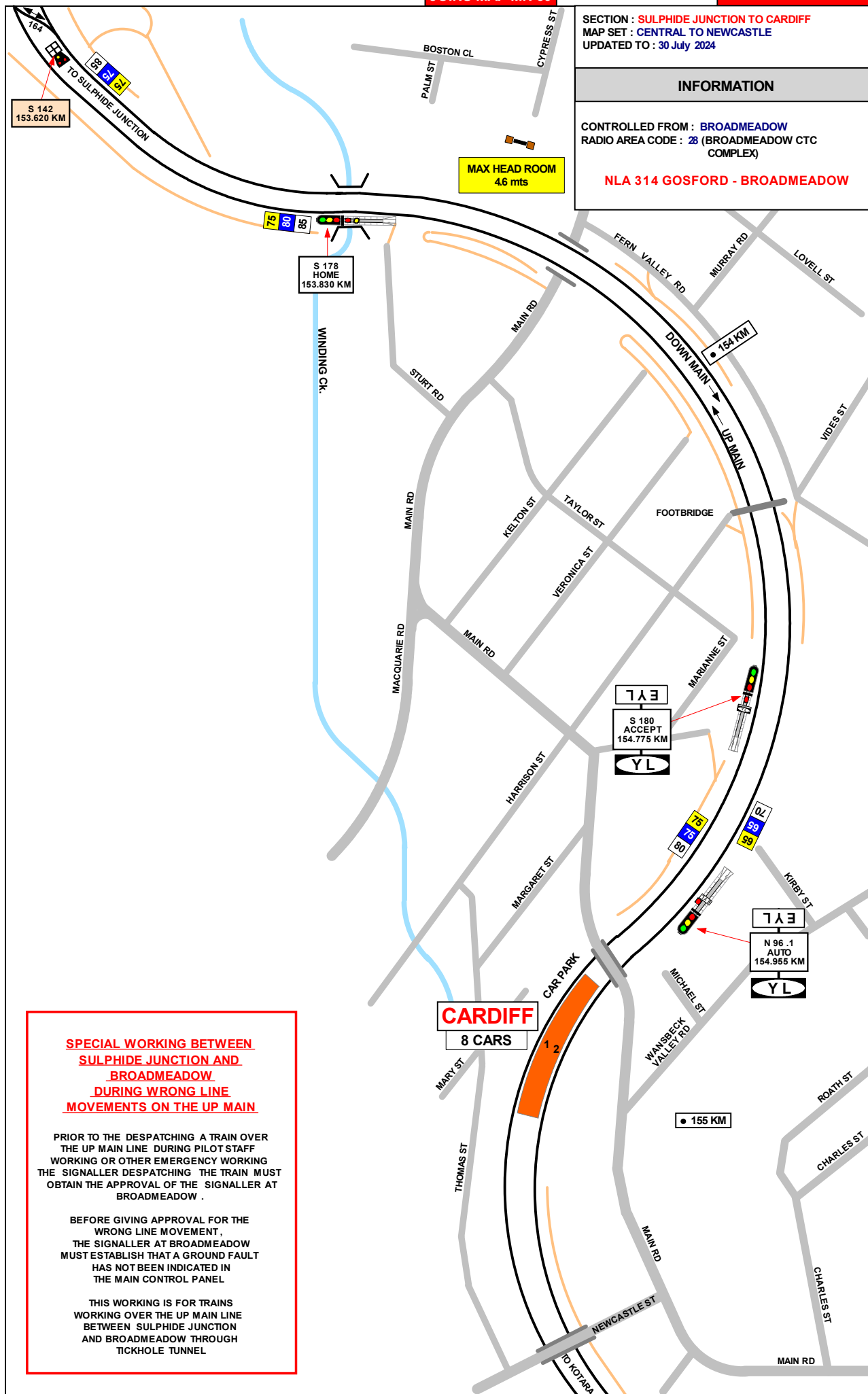
**HIGH SPEED W EIGHBRIDGE  
SULPHIDE JNT - 153.000 KM**

**NO TRACKWORK  
IN THIS AREA**

Without approval from  
TMS Unit Manager  
0413 005 996  
0409 668 940  
0412 472 081  
PAGER: 132 222 No. 3626

### INDICATIONS ON CO-ACTING SIGNAL S 120





**SPECIAL WORKING BETWEEN**  
**SULPHIDE JUNCTION AND**  
**BROADMEADOW**  
**DURING WRONG LINE**  
**MOVEMENTS ON THE UP MAIN**

**PRIOR TO THE DESPATCHING A TRAIN OVER  
THE UP MAIN LINE DURING PILOT STAFF  
WORKING OR OTHER EMERGENCY WORKING  
THE SIGNALLER DESPATCHING THE TRAIN MUST  
OBTAIN THE APPROVAL OF THE SIGNALLER AT  
BROADMEADOW .**

**BEFORE GIVING APPROVAL FOR THE  
WRONG LINE MOVEMENT,  
THE SIGNALLER AT BROADMEADOW  
MUST ESTABLISH THAT A GROUND FAULT  
HAS NOT BEEN INDICATED IN  
THE MAIN CONTROL PANEL**

THIS WORKING IS FOR TRAINS  
WORKING OVER THE UP MAIN LINE  
BETWEEN SULPHIDE JUNCTION  
AND BROADMEADOW THROUGH  
TICKHOLE TUNNEL

SECTION : **CARDIFF TO TICKHOLE TUNNELS**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **1 April 2020**

## INFORMATION

CONTROLLED FROM : **BROADMEADOW**  
 RADIO AREA CODE : **28** (BROADMEADOW  
 CTC COMPLEX)

GRADIENT

1 IN 75

1 IN 80

1 IN 75

1 IN 80

1 IN 81

1 IN 54

1 IN 56

1 IN 54

**DOWN MAIN**  
**WORKSITE LIMITS SIGNAL KEY SWITCH AT**  
**N 96.7 SIGNAL TO B 201 SIGNAL**

N 96.7  
 AUTO  
 155.622 KM

**SKS**  
**N 96.7**

N 96.8  
 AUTO  
 156.025 KM

156.170 KM

156 KM

SUB  
STATION

LOCKED GATES

N 97.3  
 AUTO  
 156.669 KM

N 97.8  
 AUTO  
 157.235 KM

N 97.9  
 AUTO  
 157.468 KM

TICKHOLE TUNNELS  
 DOWN 153 m / UP 205 m

SLIP  
AREAEND  
SLIP  
AREA

**SPECIAL WORKING BETWEEN  
 SULPHIDE JUNCTION AND  
 BROADMEADOW  
 DURING WRONG LINE  
 MOVEMENTS ON THE UP MAIN**

PRIOR TO THE DESPATCHING A TRAIN OVER  
 THE UP MAIN LINE DURING PILOT STAFF  
 WORKING OR OTHER EMERGENCY WORKING  
 THE SIGNALLER DESPATCHING THE TRAIN MUST  
 OBTAIN THE APPROVAL OF THE SIGNALLER AT  
 BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE  
 WRONG LINE MOVEMENT,  
 THE SIGNALLER AT BROADMEADOW  
 MUST ESTABLISH THAT A GROUND FAULT  
 HAS NOT BEEN INDICATED IN  
 THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS  
 WORKING OVER THE UP MAIN LINE  
 BETWEEN SULPHIDE JUNCTION  
 AND BROADMEADOW THROUGH  
 TICKHOLE TUNNEL

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

SIGN ATTACHED  
TO SIGNAL  
N 98.4

SECTION : **TICKHOLE TUNNELS TO ADAMSTOWN**  
MAP SET : **CENTRAL TO NEWCASTLE**  
UPDATED TO : 17 April 2020

### INFORMATION

CONTROLLED FROM : **BROADMEADOW**  
RADIO AREA CODE : **28** (BROADMEADOW CTC  
COMPLEX)

GRADIENT

1 IN 54

1 IN 88

1 IN 78

1 IN 76

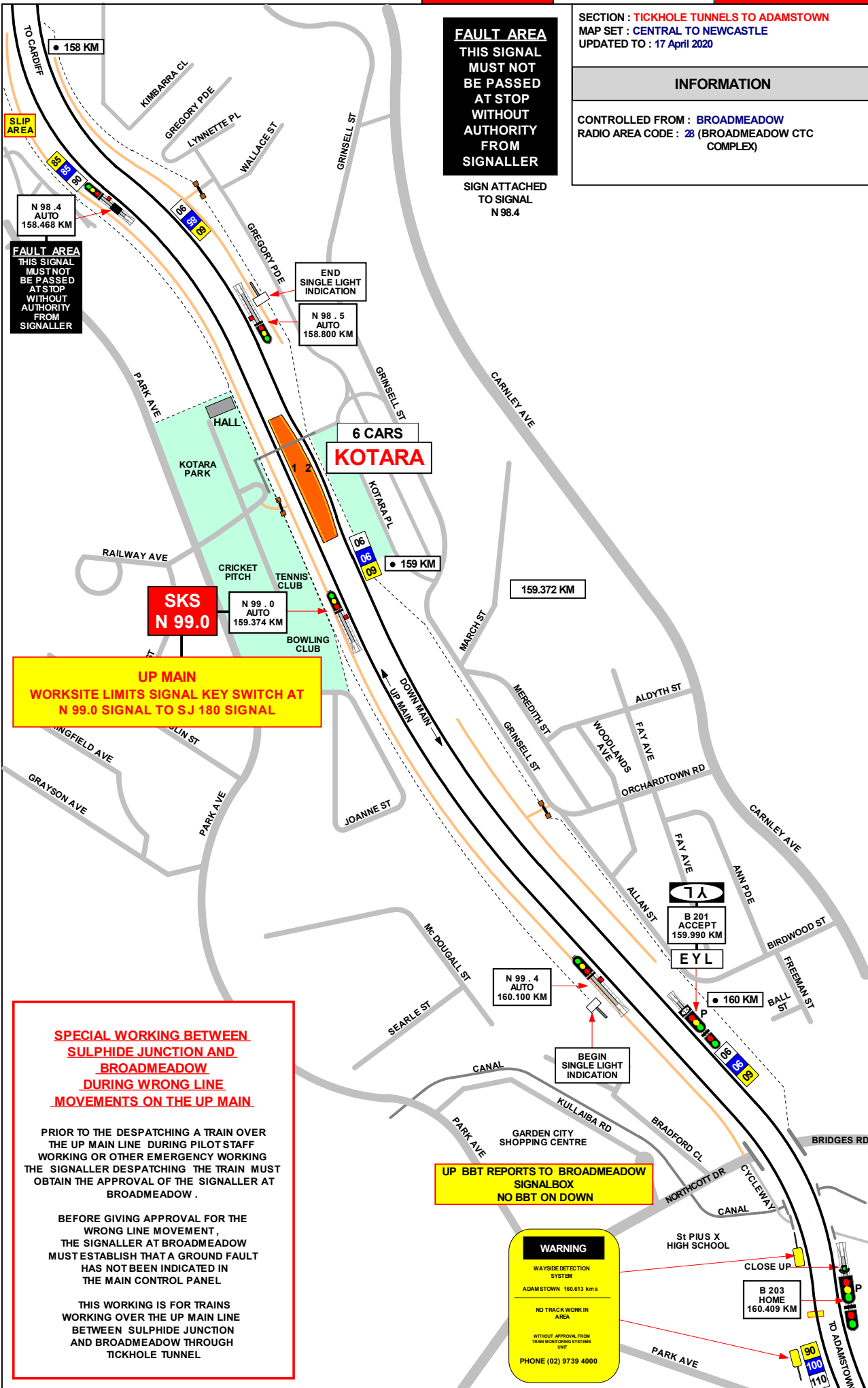
1 IN 79

1 IN 80

1 IN 78

1 IN 105

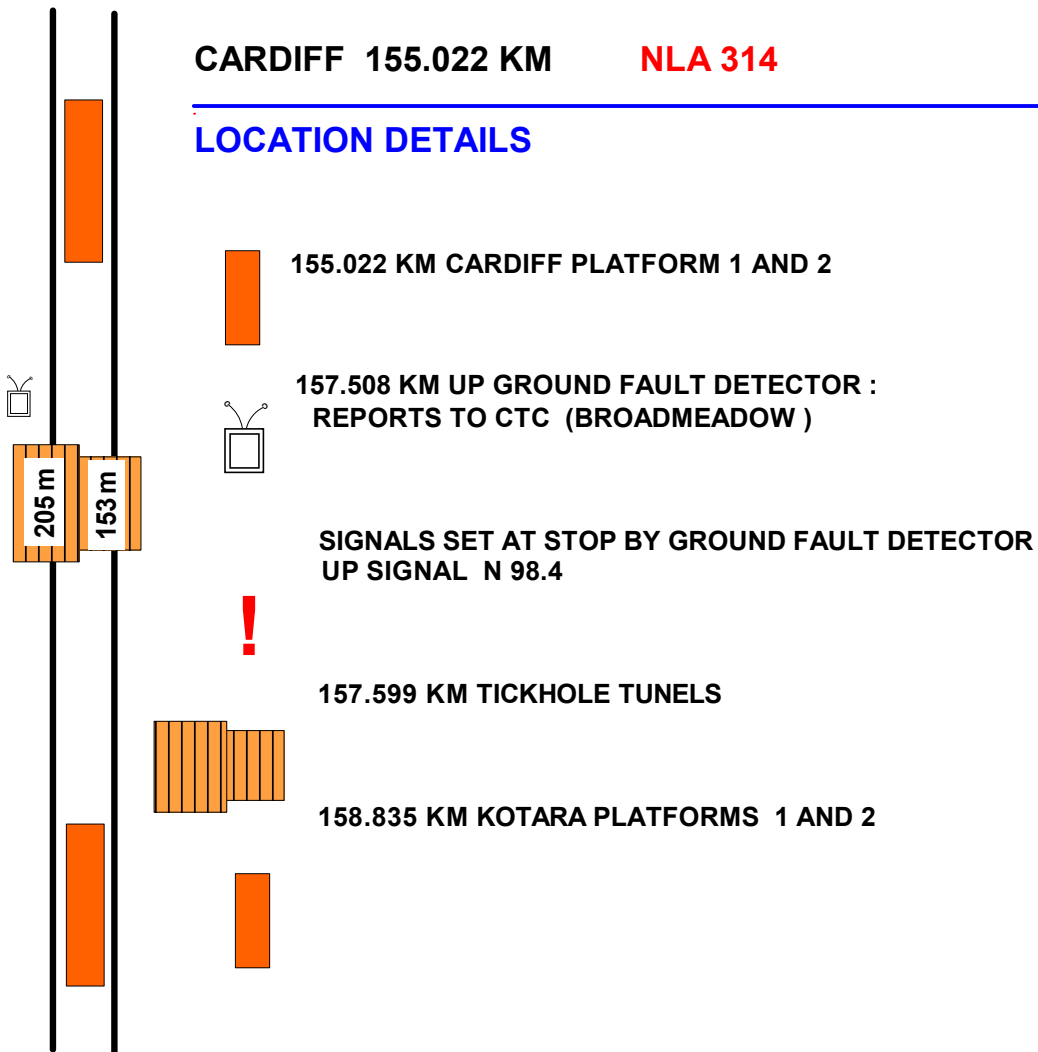
1 IN 290



**CARDIFF 155.022 KM**

**NLA 314**

### LOCATION DETAILS



SECTION : **ADAMSTOWN TO BROADMEADOW YARD**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **24 October 2024**

## INFORMATION

CONTROLLED FROM : **BROADMEADOW**  
 RADIO AREA CODE : **28 (BROADMEADOW CTC COMPLEX)**

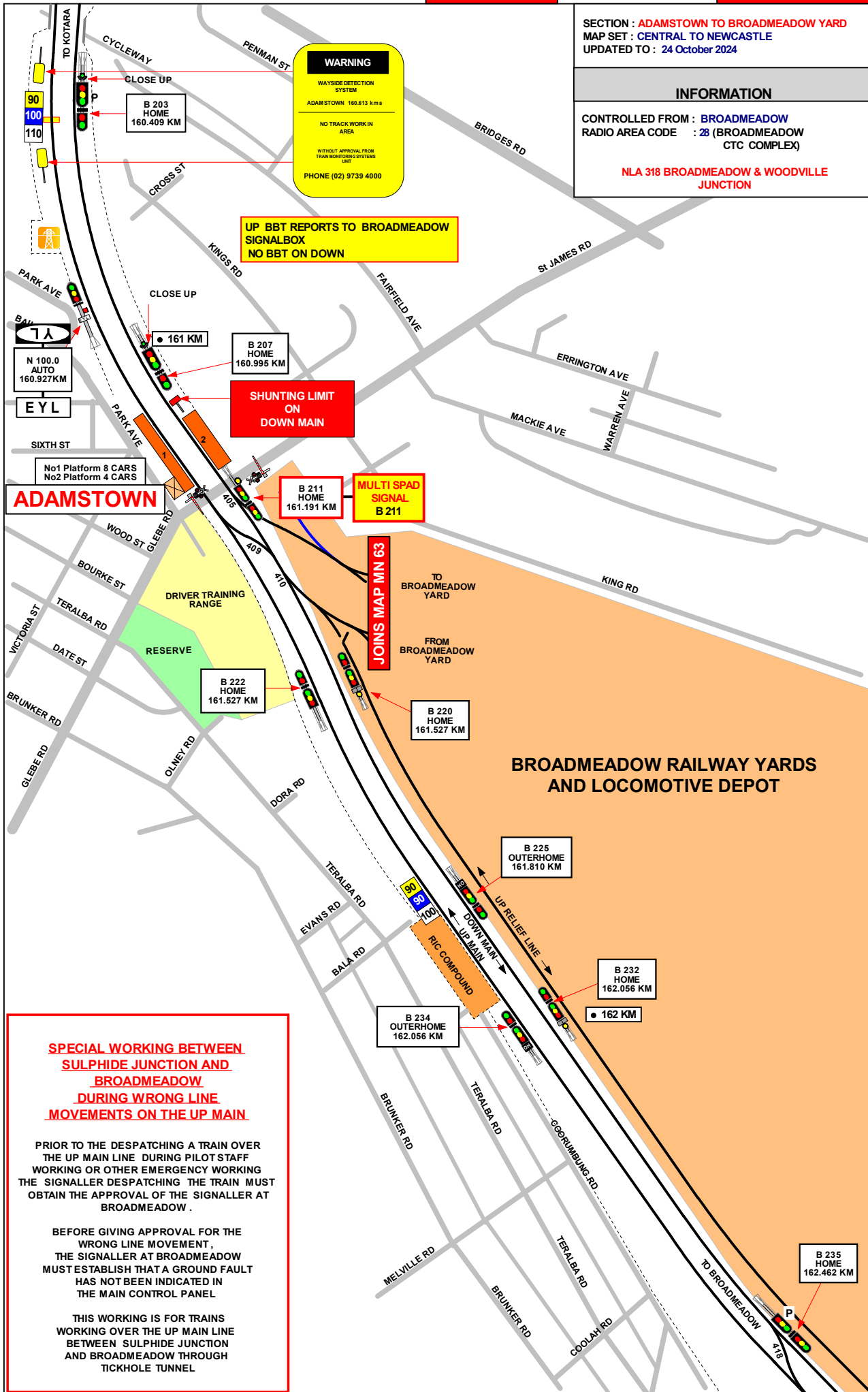
**NLA 318 BROADMEADOW & WOODVILLE JUNCTION**

1 IN 290

1 IN 60

1 IN 235

1 IN 400





## ADAMSTOWN

No 1 Platform 8 CARS  
No 2 Platform 4 CARS

B 211 HOME

161.191 KM

St JAMES RD

SECTION : BROADMEADOW YARD  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 24 October 2024

## INFORMATION

CONTROLLED FROM : BROADMEADOW  
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

NLA 318 BROADMEADOW & WOODVILLE  
JUNCTION

MULTI SPAD  
SIGNAL  
B 211

213  
161.232 KM

217  
161.380 KM

215  
161.330 KM

218  
161.525 KM

SHUNTING LIMIT  
ON UP RELIEF

7#

216  
161.438 KM

219  
161.470 KM

224  
161.525 KM

B 220 HOME  
161.527 KM

B 258 HOME  
162.701 KM

B 225 HOME  
161.810 KM

B 232 HOME  
162.056 KM

B 234 OUTERHOME  
162.056 KM

B 222 HOME  
161.527 KM

YARD  
13  
SPEED

STOP

JOINS MAP MN 63F

**SPECIAL WORKING BETWEEN  
SULPHIDE JUNCTION AND  
BROADMEADOW  
DURING WRONG LINE  
MOVEMENTS ON THE UP MAIN**

PRIOR TO THE DESPATCHING A TRAIN OVER  
THE UP MAIN LINE DURING PILOT STAFF  
WORKING OR OTHER EMERGENCY WORKING  
THE SIGNALLER DESPATCHING THE TRAIN MUST  
OBTAIN THE APPROVAL OF THE SIGNALLER AT  
BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE  
WRONG LINE MOVEMENT ,  
THE SIGNALLER AT BROADMEADOW  
MUST ESTABLISH THAT A GROUND FAULT  
HAS NOT BEEN INDICATED IN  
THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS  
WORKING OVER THE UP MAIN LINE  
BETWEEN SULPHIDE JUNCTION  
AND BROADMEADOW THROUGH  
TICKHOLE TUNNEL

B 227 HOME

162.056 KM

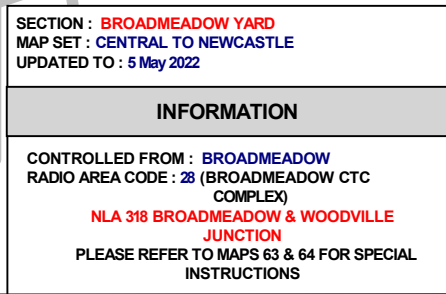
SILVERTON RAIL OFFICE

INTER RAIL OFFICE

ELECTRIC TRAINS STOP

STOP

DO NOT PROCEED  
WITHOUT  
AUTHORITY FROM  
SIGNALLER



SIGNAL	DESTINATION	INDICATION	SIGNAL	DESTINATION	INDICATION
215	DOWN RELIEF	DR	218	UP MAIN	UM
	DOWN THROUGH RD	DT		DOWN MAIN	DM
	SHUNTING NECK	SN			
SIGNAL	DESTINATION	INDICATION	SIGNAL	DESTINATION	INDICATION
216	SHUNTING NECK	SN	B 220	UP RELIEF	UR
	DOWN RELIEF RD	DR		UP THROUGH RD	UT

SIGNAL	DESTINATION	INDICATION
224	UP MAIN	UM
	DOWN MAIN	DM
	SHUNTING NECK	SN

SECTION : **BROADMEADOW MAINTENANCE DEPOT**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **5 May 2022**

## INFORMATION

CONTROLLED FROM : **BROADMEADOW**

**RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)**

**NLA 318 BROADMEADOW & WOODVILLE  
JUNCTION**

**ENDEAVOUR SERVICE CENTRE**

ALL RAIL VEHICLE MOVEMENTS WITHIN THE ENDEAVOUR SERVICE CENTRE MUST BE PILOTED. A QUALIFIED WORKER WHO IS FAMILIAR WITH THE CONDITIONS OF THE SIDINGS MUST ENSURE THAT THE ROUTE IS CLEAR AND INSTRUCT THE DRIVER OF THE MOVEMENT TO BE MADE , AND THEN PILOT THE DRIVER TO THE INTENDED DESTINATION WITHIN THE ENDEAVOUR SERVICE CENTRE. KEYS FOR THE DERAIL DEVICES WITHIN THE CENTRE ARE KEPT AT THE CENTRE.

SIGNAL	DESTINATION	INDICATION
B 232	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
237	LOCO DEPARTURE RD	LD
	DOWN RELIEF	DR
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
243	DOWN RELIEF	DR
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
246	DOWN THROUGH RD	DT
	DOWN RELIEF RD	DR
	ELECTRIC LOCO	EL
	LOCO ARRIVAL	L

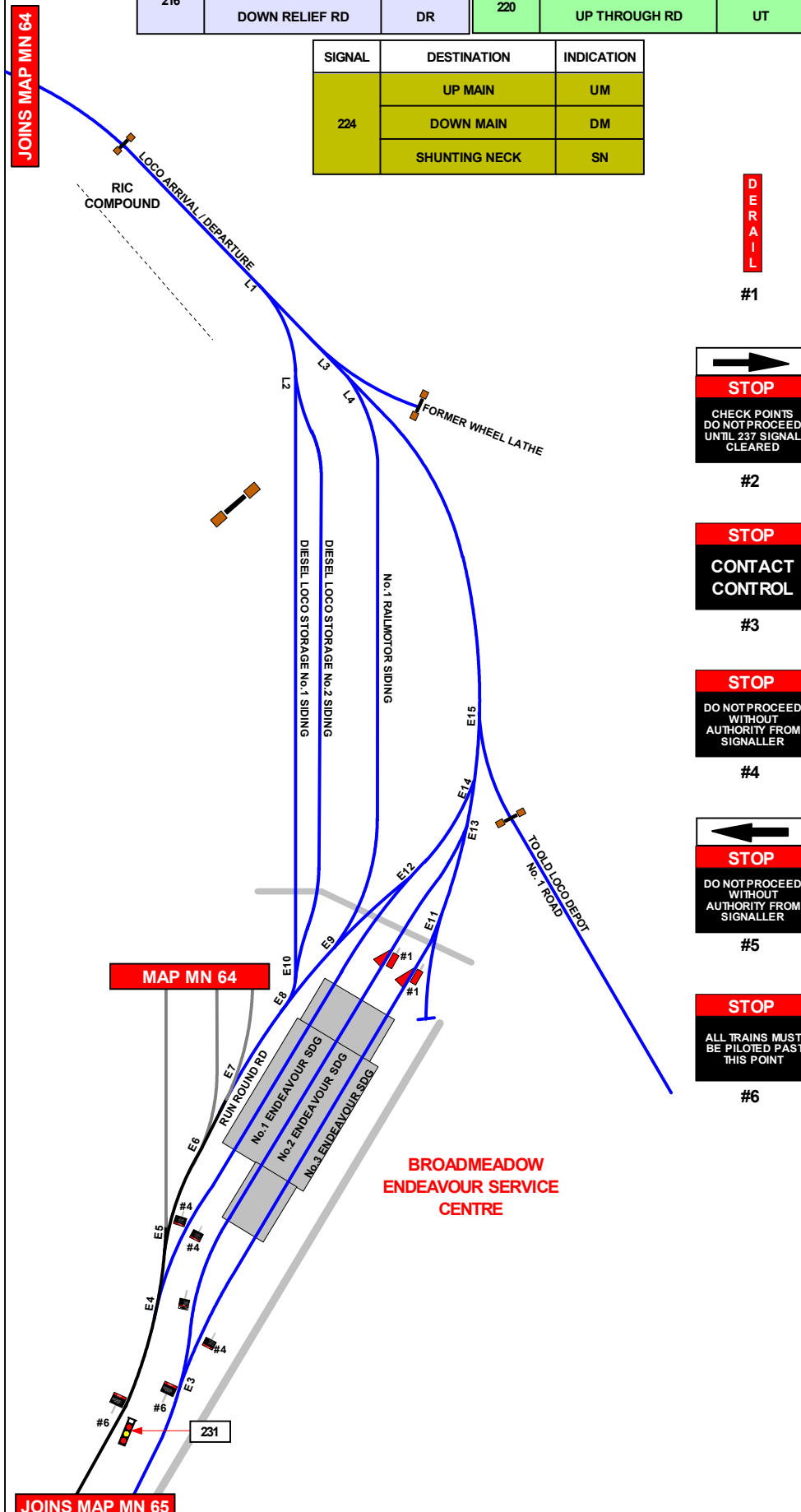
SIGNAL	DESTINATION	INDICATION
249	DOWN RELIEF	DR
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
256	UP SIDINGS	US
	DOWN SIDINGS	DS
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
257	UP RELIEF	UF
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
258	UP RELIEF	UR
	UP THROUGH ROAD	UT
	No.1 SIDINGS	1
	UP SIDINGS	US
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
B 277	DOWN RELIEF	DR
	ELECTRIC LOCO	EL



SECTION : BROADMEADOW YARD TO WOODVILLE  
JUNCTION BOX  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 22 August 2024

## INFORMATION

CONTROLLED FROM : BROADMEADOW  
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

NLA 318 BROADMEADOW & WOODVILLE  
JUNCTION

**SPECIAL WORKING BETWEEN  
SULPHIDE JUNCTION AND  
BROADMEADOW  
DURING WRONG LINE  
MOVEMENTS ON THE UP MAIN**

PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT, THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

**SPECIAL POINTS OF INTEREST  
BROADMEADOW STATION**

**ATTACHING AND DETACHING LOCOMOTIVES OR VEHICLES**

WHILE LOCOMOTIVES OR VEHICLES ARE BEING ATTACHED OR DETACHED ON THE UP OR DOWN MAIN LINE OR THE UP OR DOWN RELIEF LINE AT BROADMEADOW PLATFORMS:  
NO TRAIN IS PERMITTED TO PASS ON AN ADJOINING LINE UNTIL THE TRAIN CREW CARRYING OUT THE WORK INFORM THE SIGNALLER ON THE SUBURBAN PANEL AT BROADMEADOW CONTROL CENTRE THAT THE WORK HAS BEEN COMPLETED.  
BEFORE ANY SUCH WORK IS COMMENCED, THE CREW MUST ENSURE THAT THE SIGNALLER ON THE SUBURBAN PANEL AT BROADMEADOW CONTROL CENTRE IS INFORMED OF THE WORK TO BE PERFORMED AND OF THE NECESSITY OF PREVENTING TRAINS PASSING WHILE THE WORK IS BEING CARRIED OUT.

**PROTECTION OF TRAIN CREWS CHANGING ENDS**

TO PROTECT TRAIN CREWS WHEN CHANGING ENDS ON THE UP AND DOWN RELIEF ROADS BETWEEN BROADMEADOW PLATFORM AND SIGNALS Nos.258 AND No.256:

NO TRAIN IS PERMITTED TO PASS ON AN ADJOINING LINE UNTIL THE CREW INFORM THE SIGNALLER ON THE SUBURBAN PANEL AT THE BROADMEADOW CONTROL CENTRE THAT THE CHANGING OF ENDS HAS BEEN COMPLETED.  
BEFORE ANY SUCH WORK IS COMMENCED THE TRAIN CREW MUST ENSURE THAT THE SIGNALLER ON THE SUBURBAN PANEL AT BROADMEADOW CONTROL CENTRE IS INFORMED OF THE WORK TO BE PERFORMED AND OF THE NECESSITY OF PREVENTING TRAINS FROM PASSING THE LOCOMOTIVES ON ADJOINING LINES WHILE THE CREW ARE CHANGING ENDS.  
THE TRAIN CREW MUST INFORM THE SIGNALLER ON THE SUBURBAN PANEL AT BROADMEADOW CONTROL CENTRE IMMEDIATELY THE CHANGING OF ENDS HAS BEEN COMPLETED.

**CAR SIDINGS**

THE CAR SIDINGS ARE ATTACHED TO THE UP MAIN LINE ON THE SYDNEY SIDE OF BROADMEADOW STATION.  
INTERURBAN TRAINS SHOULD BE STABLED IN THESE SIDINGS, AND CLEANED AND DECATED BY THE CLEANING STAFF AS REQUIRED.  
ALL POINTS AND SIGNALS TO ALLOW TRAINS TO AND DEPART THESE SIDINGS ARE CONTROLLED FROM BROADMEADOW CONTROL CENTRE.

**TERMINATING TRAINS**

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS.

AN ELECTRIC TRAIN STOP SIGN IS LOCATED ON THE BASE OF SIGNAL No. N101 . 69 FOR TRAINS PROCEEDING ON THE DOWN ISLINGTON LOOP .

THE SIGNAL IS ILLUMINATED WITH "ELEC TRAIN STOP" AND PULSATES WHEN THE SIGNAL No.101 . 69 SHOW A PROCEED INDICATION FOR THE DOWN ISLINGTON LOOP

SECTION : **BROADMEADOW INFORMATION**  
MAP SET : **CENTRAL TO NEWCASTLE**  
UPDATED TO : 20 July 2018

SIGNAL	DESTINATION	INDICATION
256	UP SIDINGS	US
	DOWN SIDINGS	DS
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
257	UP RELIEF	UR
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
258	UP RELIEF	UR
	UP THROUGH ROAD	UT
	No.1 SIDINGS	1
	UP SIDINGS	US
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
B 262	CAR SIDINGS	CS
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
B 263	ENGINE SIDING	ES
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
265	ENGINE SIDING	ES
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
267	ENGINE SIDING	ES
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
B 269	DOWN MAIN	-
	DOWN MAIN	-

SIGNAL	DESTINATION	INDICATION
B 271	DOWN MAIN	-
	DOWN MAIN	-

SIGNAL	DESTINATION	INDICATION
274	ENGINE SIDING	ES
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
278	DOWN MAIN	DM
	ENGINE SIDING	ES

SIGNAL	DESTINATION	INDICATION
B 279	DOWN MAIN	-
	DOWN MAIN	-

SIGNAL	DESTINATION	INDICATION
284	UP MAIN	UM
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
WJ 13	DN ISLINGTON LOOP (M)	-
	DN ISLINGTON LOOP (S)	IL
	DOWN BRANCH (M)	-
	DOWN BRANCH (S)	DB

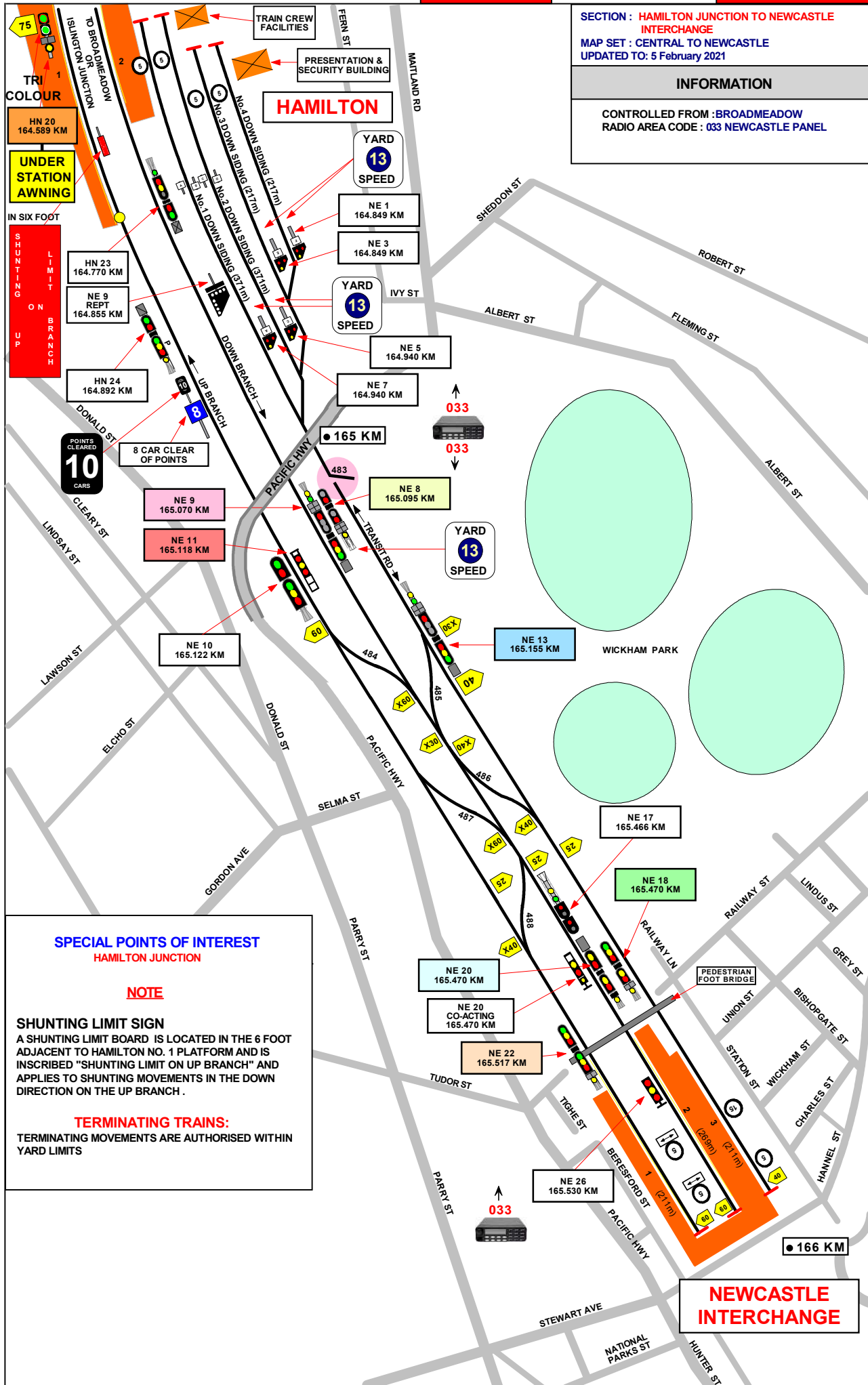






SECTION : HAMILTON JUNCTION TO NEWCASTLE  
INTERCHANGEMAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO: 5 February 2021

## INFORMATION

CONTROLLED FROM : BROADMEADOW  
RADIO AREA CODE : 033 NEWCASTLE PANEL

SECTION : HAMILTON JUNCTION TO NEWCASTLE  
INTERCHANGEMAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 25 September 2017

## INFORMATION

CONTROLLED FROM : BROADMEADOW  
RADIO AREA CODE : 033 NEWCASTLE

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
HN 20	SHUNT	PERWAY SIDING	PS	SRI
	MAIN	UP BRANCH	-	-
	SHUNT	UP BRANCH	UB	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 8	SHUNT	DOWN SIDING 1	S1	SRI
	SHUNT	DOWN SIDING 2	S2	SRI
	SHUNT	DOWN SIDING 3	S3	SRI
	SHUNT	DOWN SIDING 4	S4	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 9	MAIN	PLATFORM 3	3	MLRI
	SHUNT	PLATFORM 3	P3	SRI
	MAIN	PLATFORM 2	-	-
	SHUNT	PLATFORM 2	P2	SRI
	MAIN	PLATFORM 1	1	MLRI
	SHUNT	PLATFORM 1	P1	SRI



SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 11	SHUNT	PLATFORM 3	P3	MMLRI
	SHUNT	PLATFORM 2	P2	MMLRI
	SHUNT	PLATFORM 1	P1	MMLRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 13	MAIN	PLATFORM 3	-	-
	SHUNT	PLATFORM 3	P3	SRI
	MAIN	PLATFORM 2	2	MLRI
	SHUNT	PLATFORM 2	P2	SRI
	MAIN	PLATFORM 1	1	MLRI
	SHUNT	PLATFORM 1	P1	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 18	MAIN	UP BRANCH	-	-
	SHUNT	UP BRANCH	UB	SRI
	MAIN	TRANSIT ROAD	-	-
	SHUNT	TRANSIT ROAD	TR	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 20	MAIN	UP BRANCH	U	MLRI
	SHUNT	UP BRANCH	UB	SRI
	MAIN	TRANSIT ROAD	T	MLRI
	SHUNT	TRANSIT ROAD	TR	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 22	MAIN	UP BRANCH	-	-
	SHUNT	UP BRANCH	UB	SRI
	MAIN	TRANSIT ROAD	-	-
	SHUNT	TRANSIT ROAD	TR	SRI

SRI	Shunting Route Indicator
MLRI	Main Line Route Indicator
MMLRI	Miniature Main Line Route Indicator
	Low Speed Train Stop 5km
	Low Speed Train Stop 15km