

# 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:** July 2024

**Version:** 5.45

### 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.

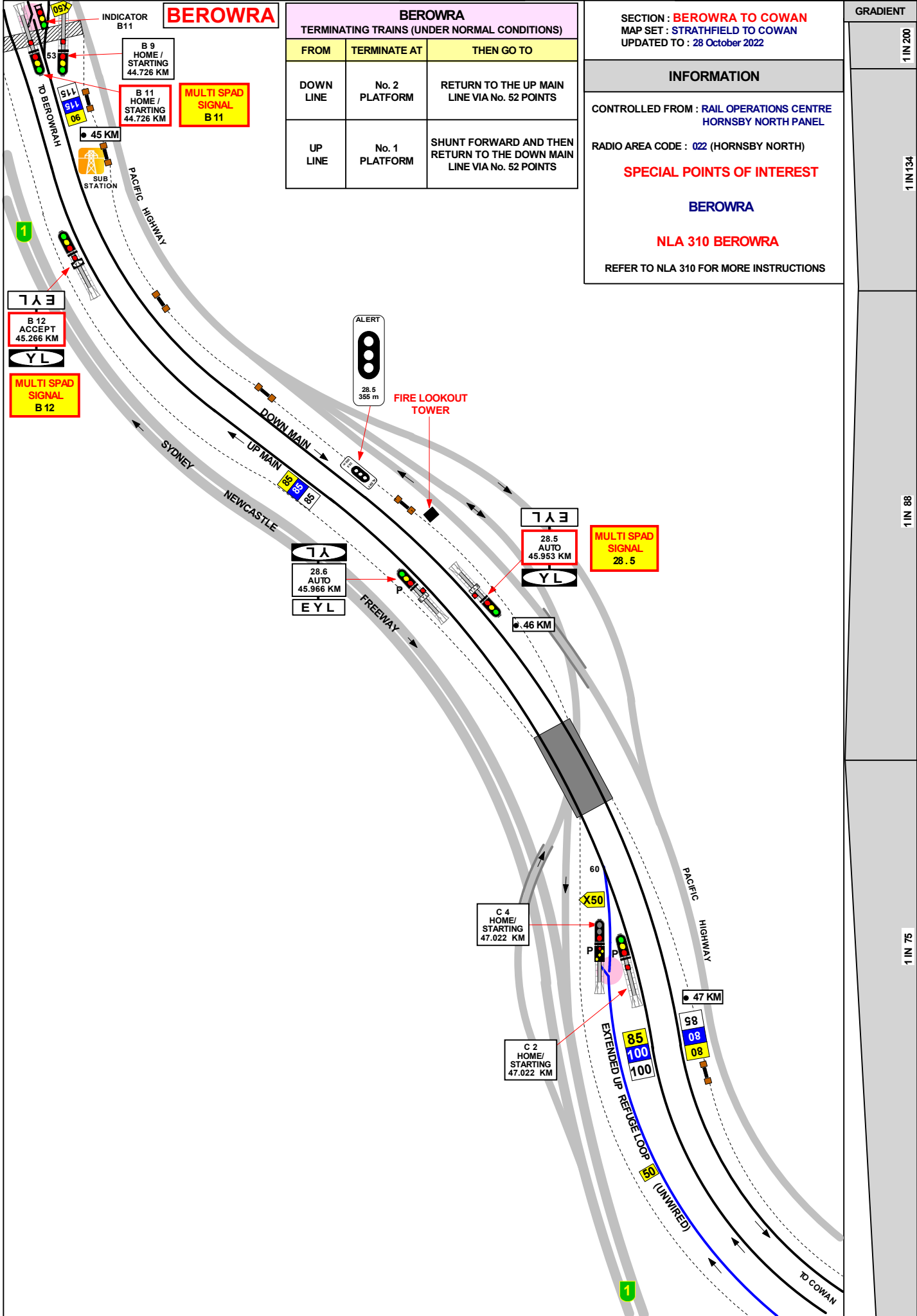
Please report any updates to  
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**Location:** CM Record No.D2015/576



**BEROWRA**

BEROWRA TERMINATING TRAINS (UNDER NORMAL CONDITIONS)		
FROM	TERMINATE AT	THEN GO TO
DOWN LINE	No. 2 PLATFORM	RETURN TO THE UP MAIN LINE VIA No. 52 POINTS
UP LINE	No. 1 PLATFORM	SHUNT FORWARD AND THEN RETURN TO THE DOWN MAIN LINE VIA No. 52 POINTS

SECTION : **BEROWRA TO COWAN**  
 MAP SET : **STRATHFIELD TO COWAN**  
 UPDATED TO : 28 October 2022

**INFORMATION**

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

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

**SPECIAL POINTS OF INTEREST**

**BEROWRA**

**NLA 310 BEROWRA**

REFER TO NLA 310 FOR MORE INSTRUCTIONS

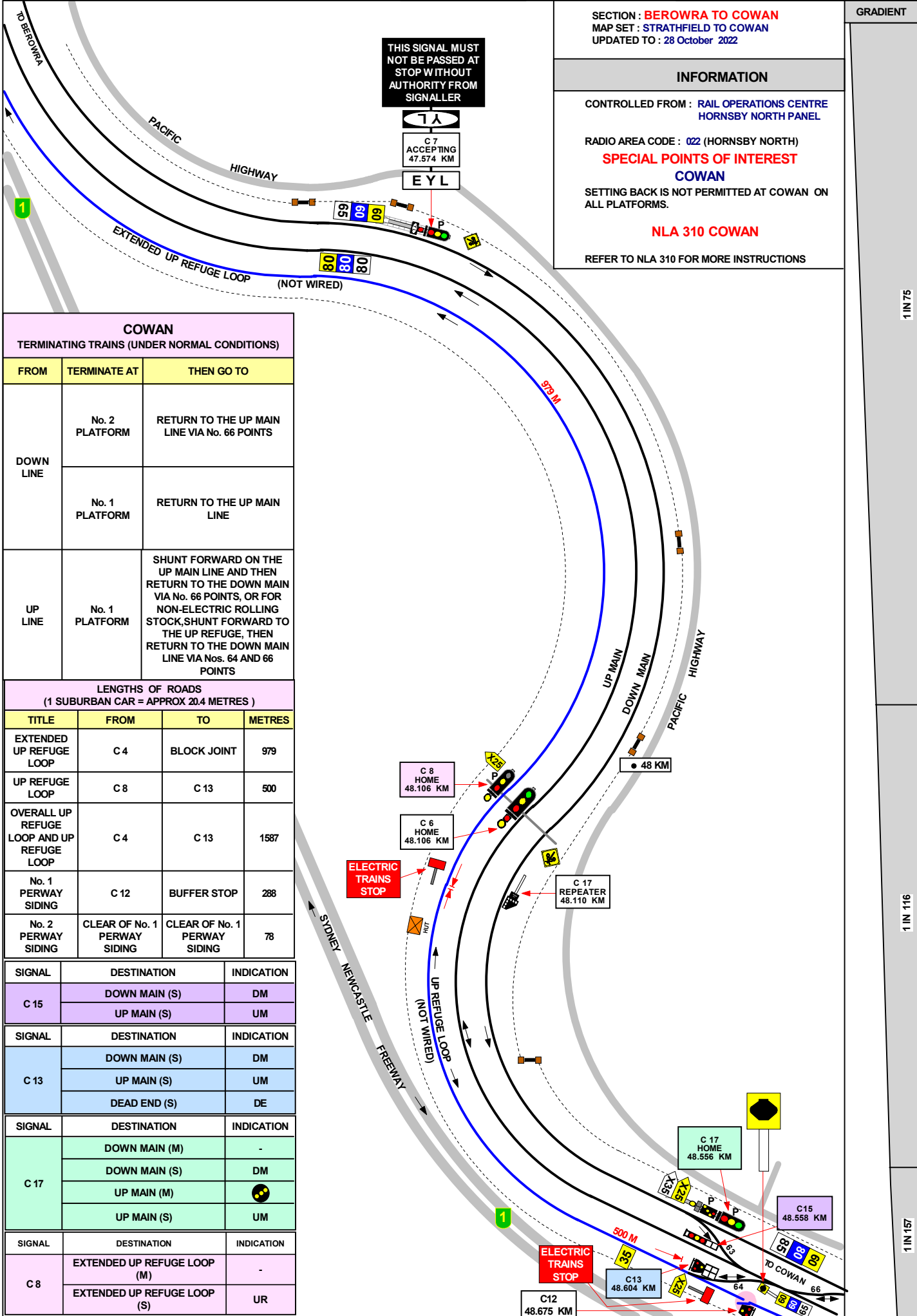
GRADIENT

1 IN 200

1 IN 134

1 IN 88

1 IN 75



SECTION : **BEROWRA TO COWAN**  
 MAP SET : STRATHFIELD TO COWAN  
 UPDATED TO : 28 October 2022

**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.

**NLA 310 COWAN**

REFER TO NLA 310 FOR MORE INSTRUCTIONS

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

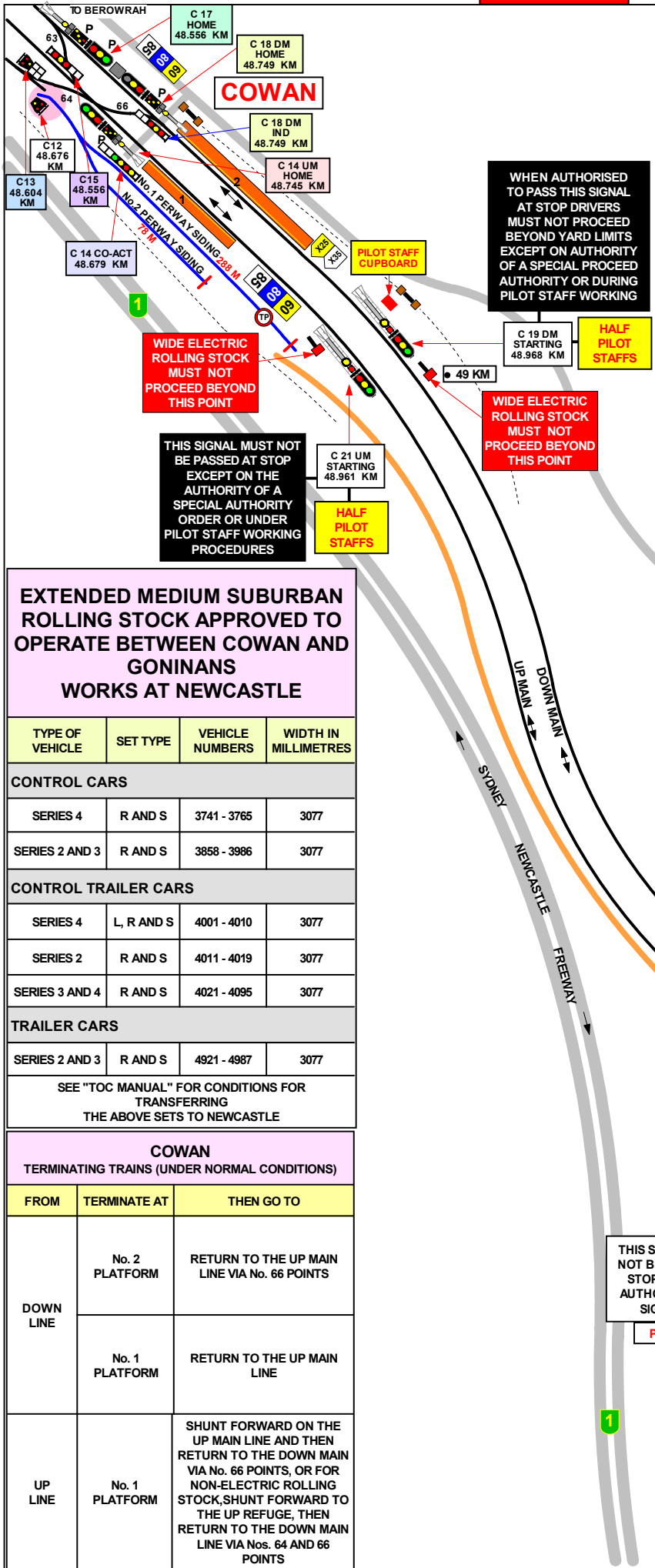
LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES)			
TITLE	FROM	TO	METRES
EXTENDED UP REFUGE LOOP	C 4	BLOCK JOINT	979
UP REFUGE LOOP	C 8	C 13	500
OVERALL UP REFUGE LOOP AND UP REFUGE LOOP	C 4	C 13	1587
No. 1 PERWAY SIDING	C 12	BUFFER STOP	288
No. 2 PERWAY SIDING	CLEAR OF No. 1 PERWAY SIDING	CLEAR OF No. 1 PERWAY SIDING	78

SIGNAL	DESTINATION	INDICATION
C 15	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
C 13	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
	DEAD END (S)	DE
C 17	DOWN MAIN (M)	-
	DOWN MAIN (S)	DM
	UP MAIN (M)	⦿
	UP MAIN (S)	UM
C 8	EXTENDED UP REFUGE LOOP (M)	-
	EXTENDED UP REFUGE LOOP (S)	UR

1 IN 75

1 IN 116

1 IN 157



SECTION : **BEROWRA TO COWAN**  
 MAP SET : **STRATHFIELD TO COWAN**  
 PAGE : 1 OF 2  
 UPDATED TO : 15 February 2024

**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
-----------------	----------	-----------------	----------------------

**CONTROL CARS**

SERIES 4	R AND S	3741 - 3765	3077
SERIES 2 AND 3	R AND S	3858 - 3986	3077

**CONTROL TRAILER CARS**

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

**TRAILER CARS**

SERIES 2 AND 3	R AND S	4921 - 4987	3077
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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**

GRADIENT

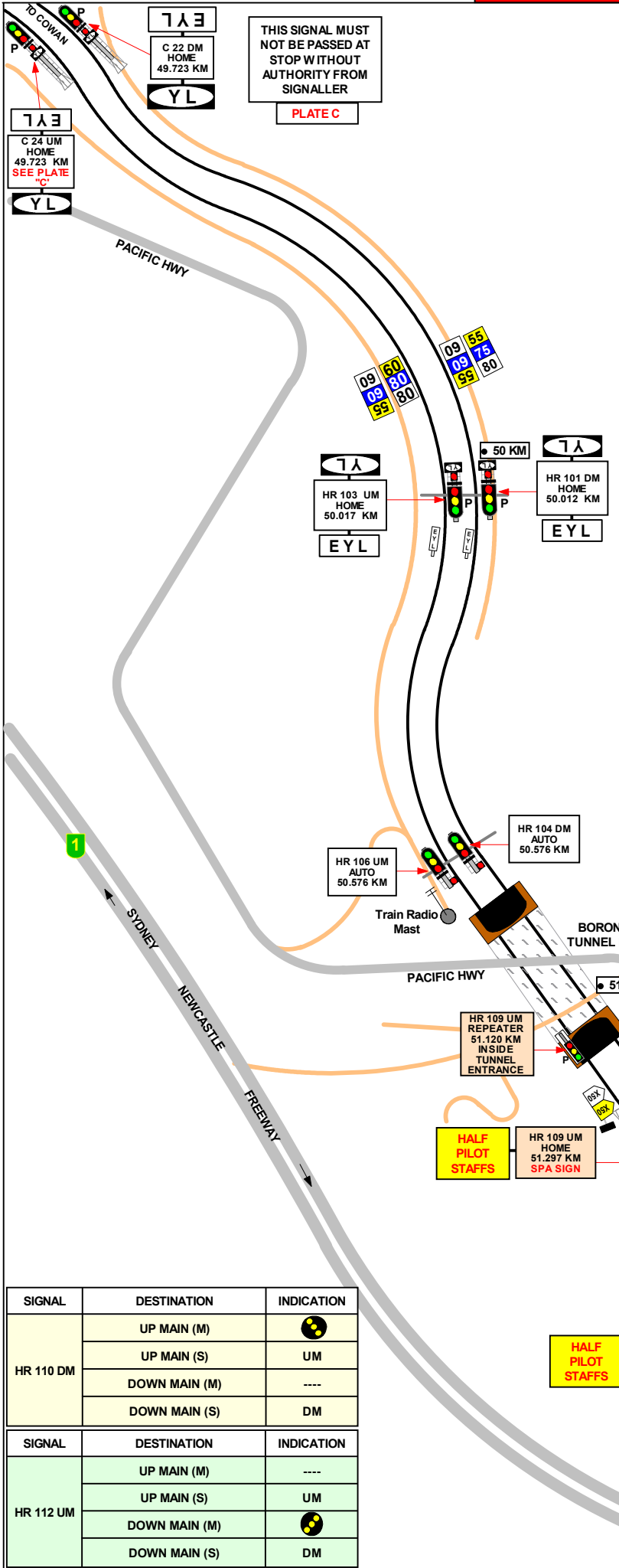
1 IN 75

1 IN 116

1 IN 157

1 IN 320

1 IN 50



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

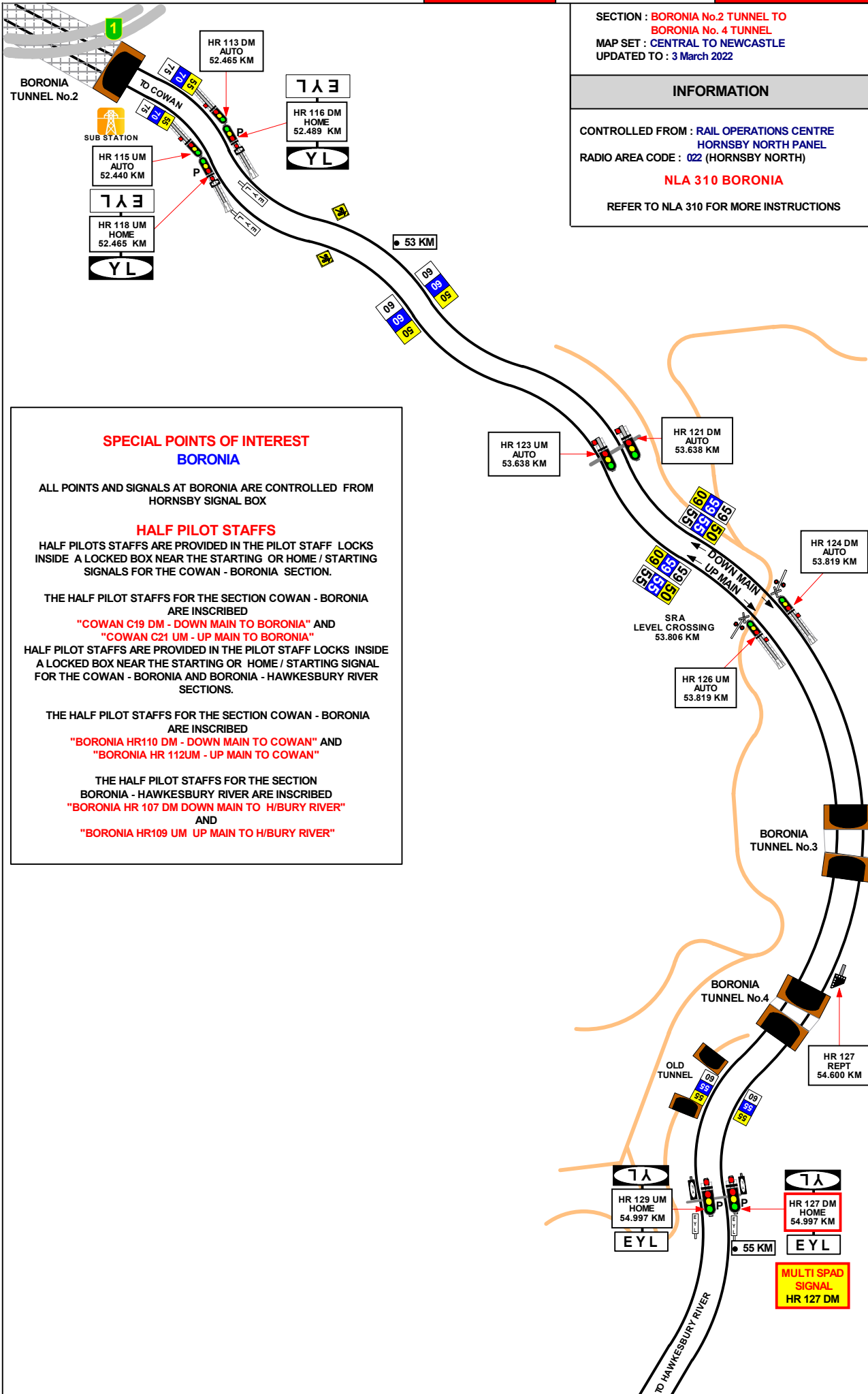
SIGNAL	DESTINATION	INDICATION
HR 110 DM	UP MAIN (M)	●●●
	UP MAIN (S)	UM
	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM

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

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

**SPA SIGN**





SECTION : BORONIA No.2 TUNNEL TO BORONIA No. 4 TUNNEL  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 3 March 2022

**INFORMATION**

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

**NLA 310 BORONIA**

REFER TO NLA 310 FOR MORE INSTRUCTIONS

GRADIENT	
1 IN 50	E
1 IN 56	E
1 IN 40	E
1 IN 55	E
1 IN 40	E
1 IN 58	E
1 IN 40	E
1 IN 37	E
1 IN 42	E
1 IN 40	E
1 IN 40	E
1 IN 40	E
1 IN 37	E
1 IN 40	E

**SPECIAL POINTS OF INTEREST BORONIA**

ALL POINTS AND SIGNALS AT BORONIA ARE CONTROLLED FROM HORNSBY SIGNAL BOX

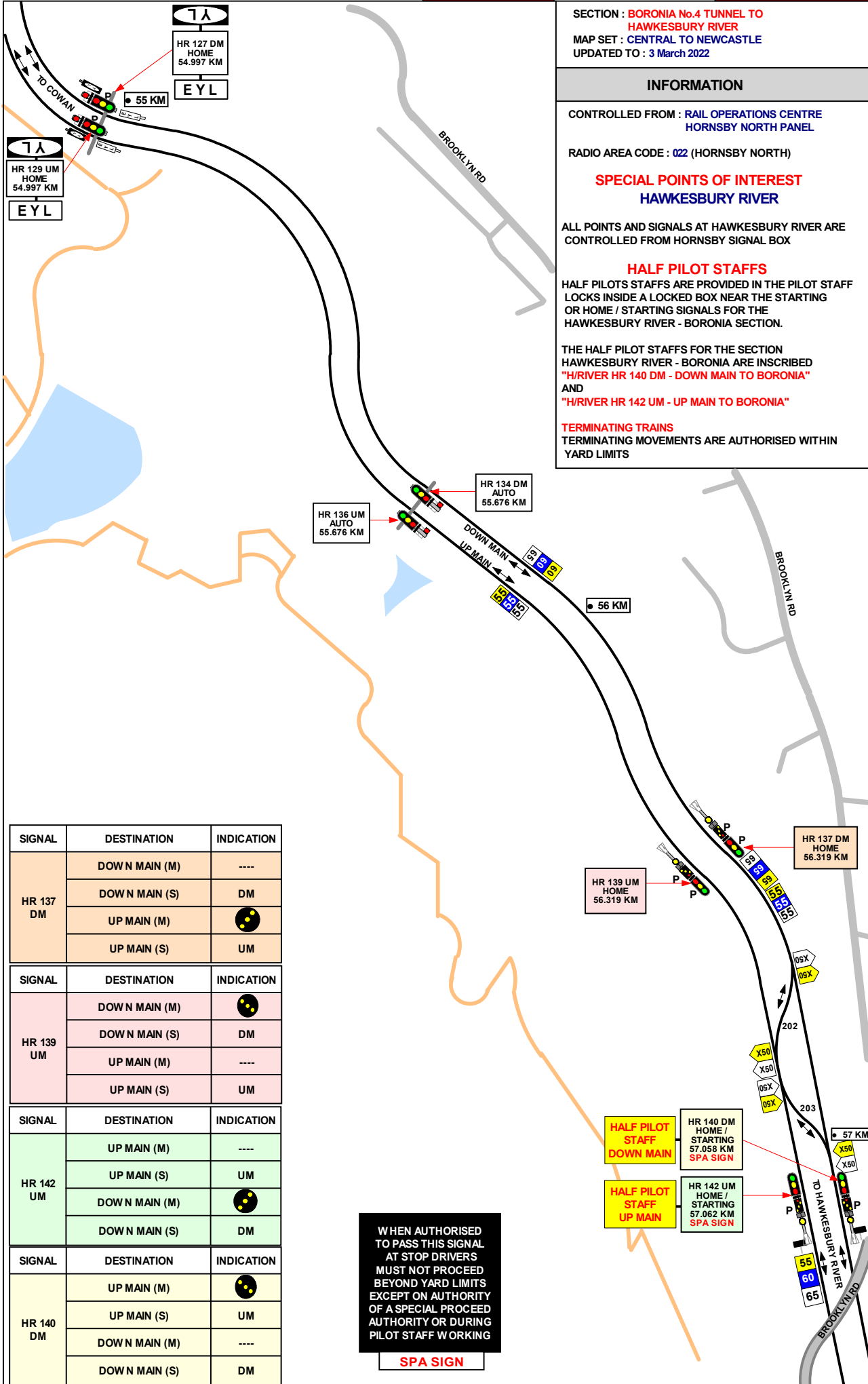
**HALF PILOT STAFFS**  
 HALF PILOTS STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COWAN - BORONIA SECTION.

THE HALF PILOT STAFFS FOR THE SECTION COWAN - BORONIA ARE INSCRIBED  
 "COWAN C19 DM - DOWN MAIN TO BORONIA" AND  
 "COWAN C21 UM - UP MAIN TO BORONIA"

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNAL FOR THE COWAN - BORONIA AND BORONIA - HAWKESBURY RIVER SECTIONS.

THE HALF PILOT STAFFS FOR THE SECTION COWAN - BORONIA ARE INSCRIBED  
 "BORONIA HR110 DM - DOWN MAIN TO COWAN" AND  
 "BORONIA HR 112UM - UP MAIN TO COWAN"

THE HALF PILOT STAFFS FOR THE SECTION BORONIA - HAWKESBURY RIVER ARE INSCRIBED  
 "BORONIA HR 107 DM DOWN MAIN TO H/BURY RIVER" AND  
 "BORONIA HR109 UM UP MAIN TO H/BURY RIVER"



SECTION : BORONIA No.4 TUNNEL TO HAWKESBURY RIVER  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 3 March 2022

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE HORNSBY NORTH PANEL

RADIO AREA CODE : 022 (HORNSBY NORTH)

**SPECIAL POINTS OF INTEREST**  
**HAWKESBURY RIVER**

ALL POINTS AND SIGNALS AT HAWKESBURY RIVER ARE CONTROLLED FROM HORNSBY SIGNAL BOX

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

THE HALF PILOT STAFFS FOR THE SECTION HAWKESBURY RIVER - BORONIA ARE INSCRIBED  
**"H/RIVER HR 140 DM - DOWN MAIN TO BORONIA"**  
 AND  
**"H/RIVER HR 142 UM - UP MAIN TO BORONIA"**

**TERMINATING TRAINS**  
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

GRADIENT
1 IN 38
1 IN 40
1 IN 42
1 IN 40
1 IN 42
1 IN 40
1 IN 37
1 IN 40
1 IN 37
1 IN 40
1 IN 41

SIGNAL	DESTINATION	INDICATION
HR 137 DM	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (M)	●●
	UP MAIN (S)	UM

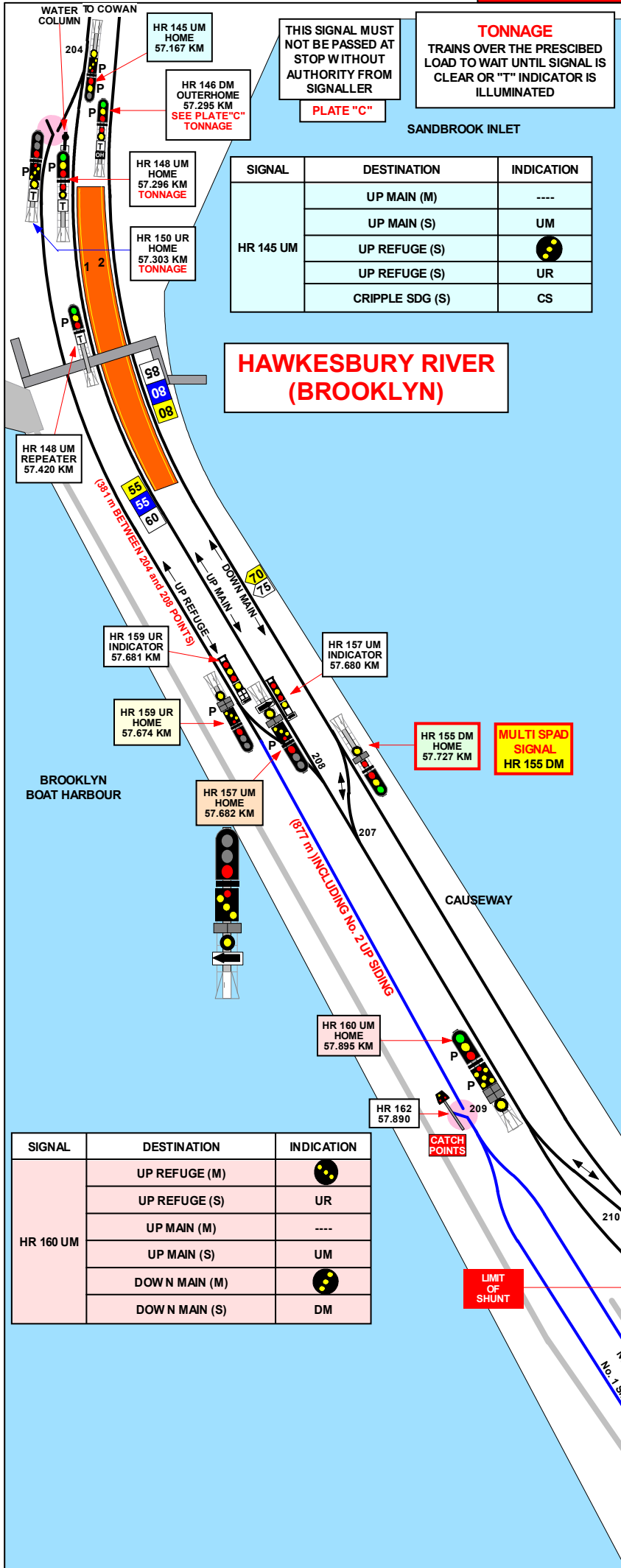
SIGNAL	DESTINATION	INDICATION
HR 139 UM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (M)	----
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 142 UM	UP MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
HR 140 DM	UP MAIN (M)	●●
	UP MAIN (S)	UM
	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

SPA SIGN



SECTION : **HAWKESBURY RIVER**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **3 March 2022**

GRADIENT

**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

**HAWKESBURY RIVER**

ALL POINTS AND SIGNALS AT HAWKESBURY RIVER ARE CONTROLLED FROM HORNSBY SIGNAL BOX

**HALF PILOT STAFFS**

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

THE HALF PILOT STAFFS FOR THE SECTION HAWKESBURY RIVER - BORONIA ARE INSCRIBED  
**"H/RIVER HR 140 DM - DOWN MAIN TO BORONIA"**  
 AND  
**"H/RIVER HR 142 UM - UP MAIN TO BORONIA"**

**TERMINATING TRAINS**

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

**NLA 310 HAWKESBURY RIVER**

REFER TO NLA 310 FOR MORE INSTRUCTIONS

SIGNAL	DESTINATION	INDICATION
HR 145 UM	UP MAIN (M)	----
	UP MAIN (S)	UM
	UP REFUGE (S)	●●
	UP REFUGE (S)	UR
	CRIPPLE SDG (S)	CS

**HAWKESBURY RIVER (BROOKLYN)**

SIGNAL	DESTINATION	INDICATION
HR 155 DM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 159 UR	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
	UP SIDINGS (S)	US

SIGNAL	DESTINATION	INDICATION
HR 164	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 157 UM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 160 UM	UP REFUGE (M)	●●
	UP REFUGE (S)	UR
	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 : 3 March 2022

GRADIENT	
LEVEL	
E	
1 IN 132	
E	
1 IN 94	
E	
1 IN 169	
E	
1 IN 220	
E	
LEVEL	
LEVEL	
1 IN 776	
LEVEL	
E	
1 IN 88	

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 MONITORS

RAINFALL GAUGES HAVE BEEN LOCATED IN THE WONDABYNE AREA TO MEASURE THE RATE OF RAINFALL AND PRODUCE WARNINGS WHEN A PRESET RAINFALL RATE IS EXCEEDED . A PANEL INSCRIBED "WRIP" IS PROVIDED IN GOSFORD SIGNALBOX TO INDICATE RAINFALL WARNINGS. FOLLOWING A RAINFALL WARNING ,TRACK PERSONAL MUST COMMENCE SURVEILLANCE OF GEOTECHNICAL PROBLEM SITES WITHIN THE WONDABYNE AREA

RAINFALL GAUGE LOCATION AND COVERAGE AREA

- | RAINFALL GAUGE LOCATION              | COVERAGE AREA                             |
|--------------------------------------|---|
| 1. ADJACENT TO 38.5 ON THE DOWN MAIN | HAWKESBURY RIVER BRIDGE TO WOY WOY TUNNEL |
| 2. ADJACENT TO 40.4 ON THE UP MAIN   | HAWKESBURY RIVER BRIDGE TO WOY WOY TUNNEL |
- SEE THIS MAP  
SEE MAP 30

SIGNAL KEY SWITCH PROJECT  
WOYWOY & WONDABYNE

EMERGENCY TELEPHONES

MULTI SPAD SIGNAL  
38.5

RAINFALL MONITOR

38.5 AUTO  
61.901 KM



SECTION : MULLET CREEK TO WONDABYNE SIDING  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 23 July 2022

GRADIENT	
E	
1 IN 100	
E	
LEVEL	
1 IN 314	
E	
1 IN 285	
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	
1 IN 2000	
E	
LEVEL	
E	
1 IN 106	

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE  
HORNSBY NORTH PANEL

RADIO AREA CODE : 022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST  
WONDABYNE RAINFALL MONITORS

RAINFALL GAUGES HAVE BEEN LOCATED IN THE WONDABYNE AREA TO MEASURE THE RATE OF RAINFALL AND PRODUCE WARNINGS WHEN A PRESET RAINFALL RATE IS EXCEEDED. A PANEL INSCRIBED "WRIP" IS PROVIDED IN GOSFORD SIGNALBOX TO INDICATE RAINFALL WARNINGS. FOLLOWING A RAINFALL WARNING, TRACK PERSONAL MUST COMMENCE SURVEILLANCE OF GEOTECHNICAL PROBLEM SITES WITHIN THE WONDABYNE AREA

RAINFALL GAUGE LOCATION AND COVERAGE AREA

<b>RAINFALL GAUGE LOCATION</b>	<b>COVERAGE AREA</b>
1. ADJACENT TO 38.5 ON THE DOWN MAIN	HAWKESBURY RIVER BRIDGE TO WOY WOY TUNNEL

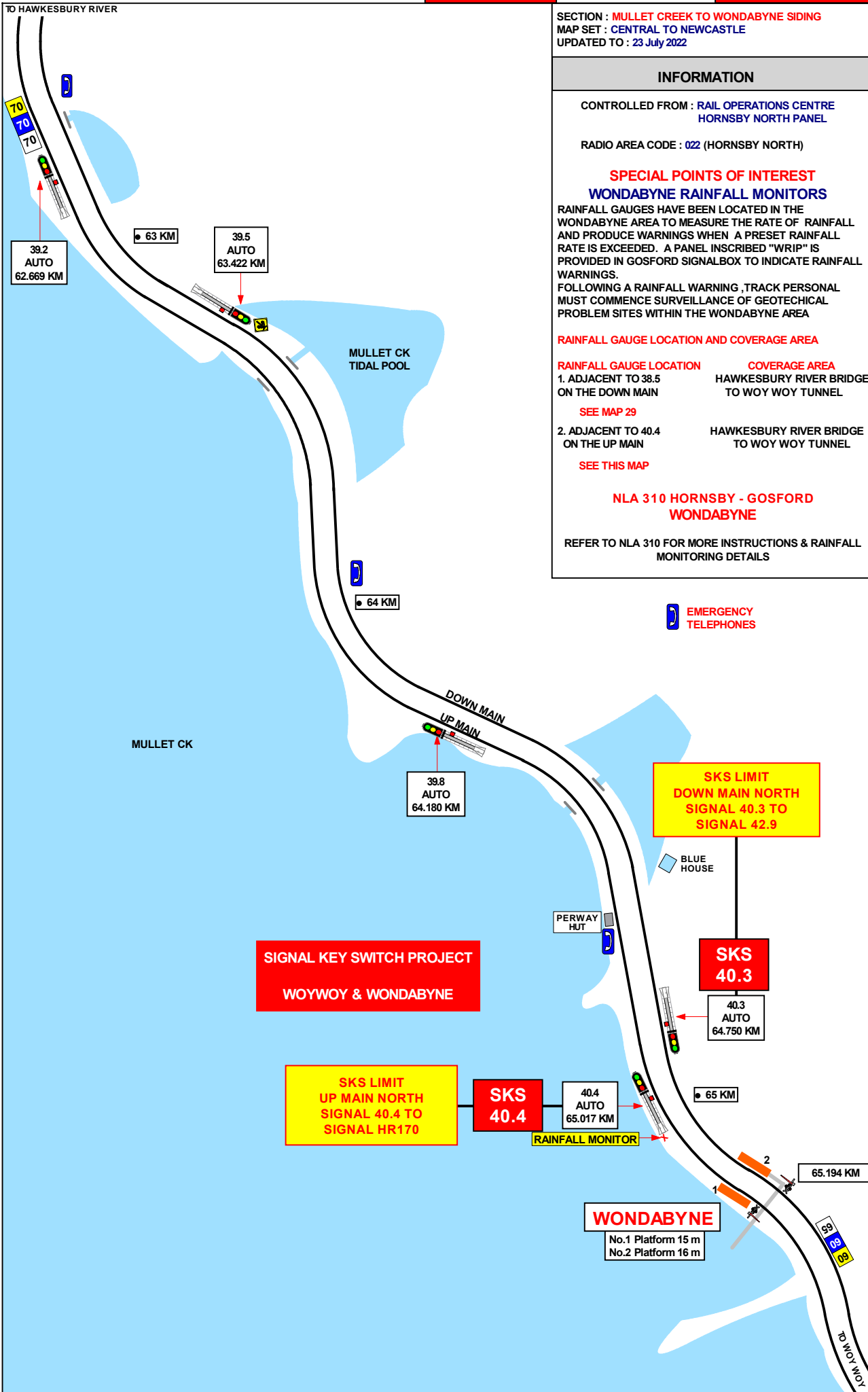
SEE MAP 29

2. ADJACENT TO 40.4 ON THE UP MAIN	HAWKESBURY RIVER BRIDGE TO WOY WOY TUNNEL
------------------------------------	---

SEE THIS MAP

NLA 310 HORNSBY - GOSFORD  
WONDABYNE

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS



SECTION : WONDABYNE SIDING TO WOY WOY TUNNEL  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 23 July 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE  
HORNSBY NORTH PANEL

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

SPECIAL POINTS OF INTEREST

WONDABYNE RAINFALL MONITORS

RAINFALL GAUGES HAVE BEEN LOCATED IN THE WONDABYNE AREA TO MEASURE THE RATE OF RAINFALL AND PRODUCE WARNINGS WHEN A PRESET RAINFALL RATE IS EXCEEDED. A PANEL INSCRIBED "WRIP" IS PROVIDED IN GOSFORD SIGNALBOX TO INDICATE RAINFALL WARNINGS. FOLLOWING A RAINFALL WARNING, TRACK PERSONAL MUST COMMENCE SURVEILLANCE OF GEOTECHNICAL PROBLEM SITES WITHIN THE WONDABYNE AREA

RAINFALL GAUGE LOCATION AND COVERAGE AREA

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

SEE MAP 29

2. ADJACENT TO 40.4      HAWKESBURY RIVER BRIDGE  
ON THE UP MAIN      TO WOY WOY TUNNEL

SEE MAP 30

**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

● 68 KM

WOY WOY TUNNEL  
1789 M

68.900 KM

69.078 KM

42.9  
AUTO  
69.078 KM

SKS  
42.9

SKS LIMIT  
DOWN MAIN NORTH  
SIGNAL 42.9 TO  
SIGNAL 45.3

SIGNAL KEY SWITCH PROJECT  
WOYWOY & WONDABYNE

THE HANDSIGNALLER 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

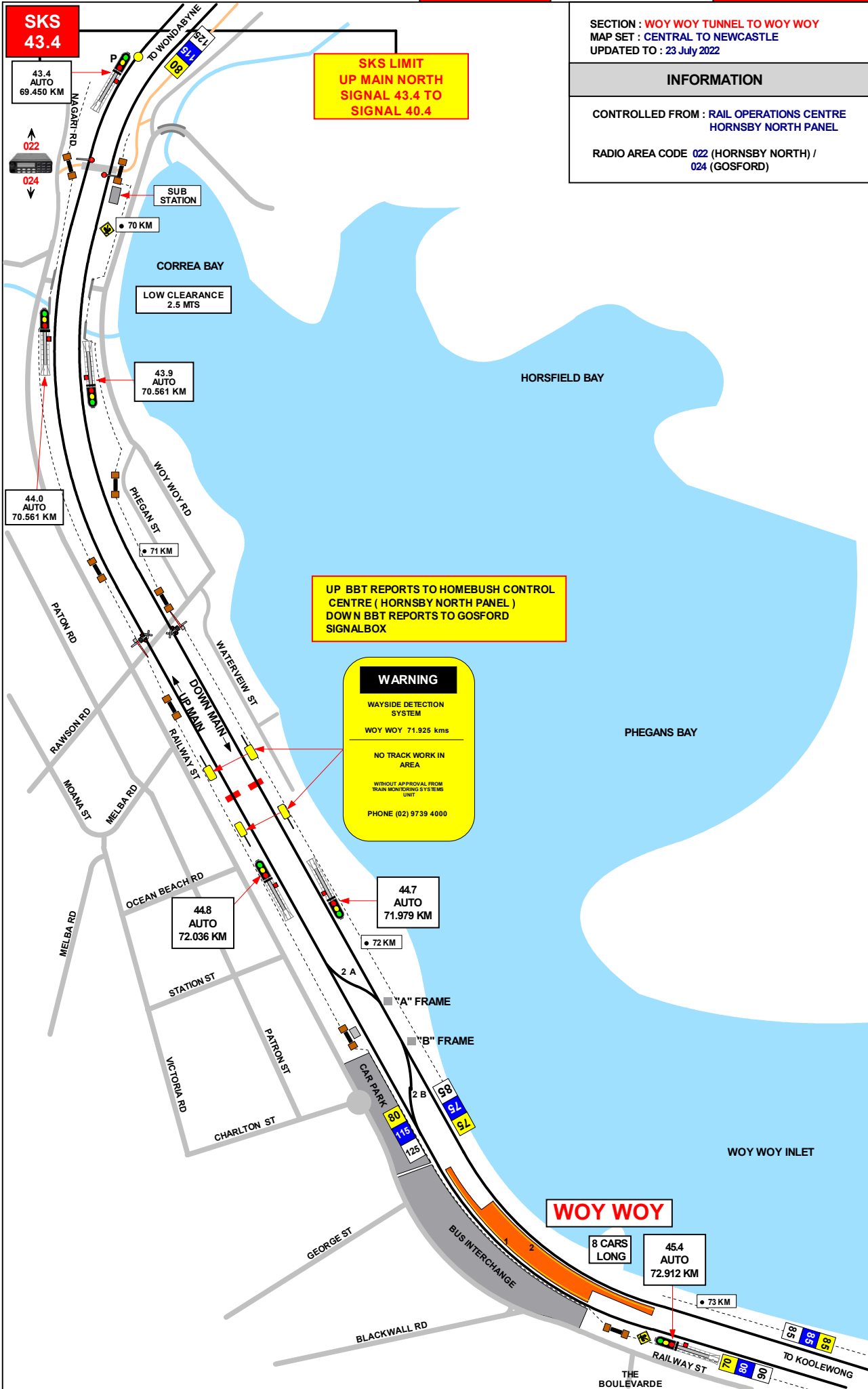
TRAIN RADIO  
RELAY HUT

● 69 KM

022  
024

GRADIENT





SECTION : Woy Woy Tunnel to Woy Woy  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 23 July 2022

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE  
 HORNSBY NORTH PANEL

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

GRADIENT	
1 IN 60	
1 IN 105	
1 IN 73	
E	
1 IN 254	
E	
1 IN 213	
E	
1 IN 2200	
E	
1 IN 330	
1 IN 660	
LEVEL	
1 IN 182	

**UP BBT REPORTS TO HOMEBUSH CONTROL CENTRE (HORNSBY NORTH PANEL)  
 DOWN BBT REPORTS TO GOSFORD SIGNALBOX**

**WARNING**

WAYSIDE DETECTION SYSTEM

WOY WOY 71.925 kms

NO TRACK WORK IN AREA

WITHOUT APPROVAL FROM TRAIN MONITORING SYSTEMS UNIT

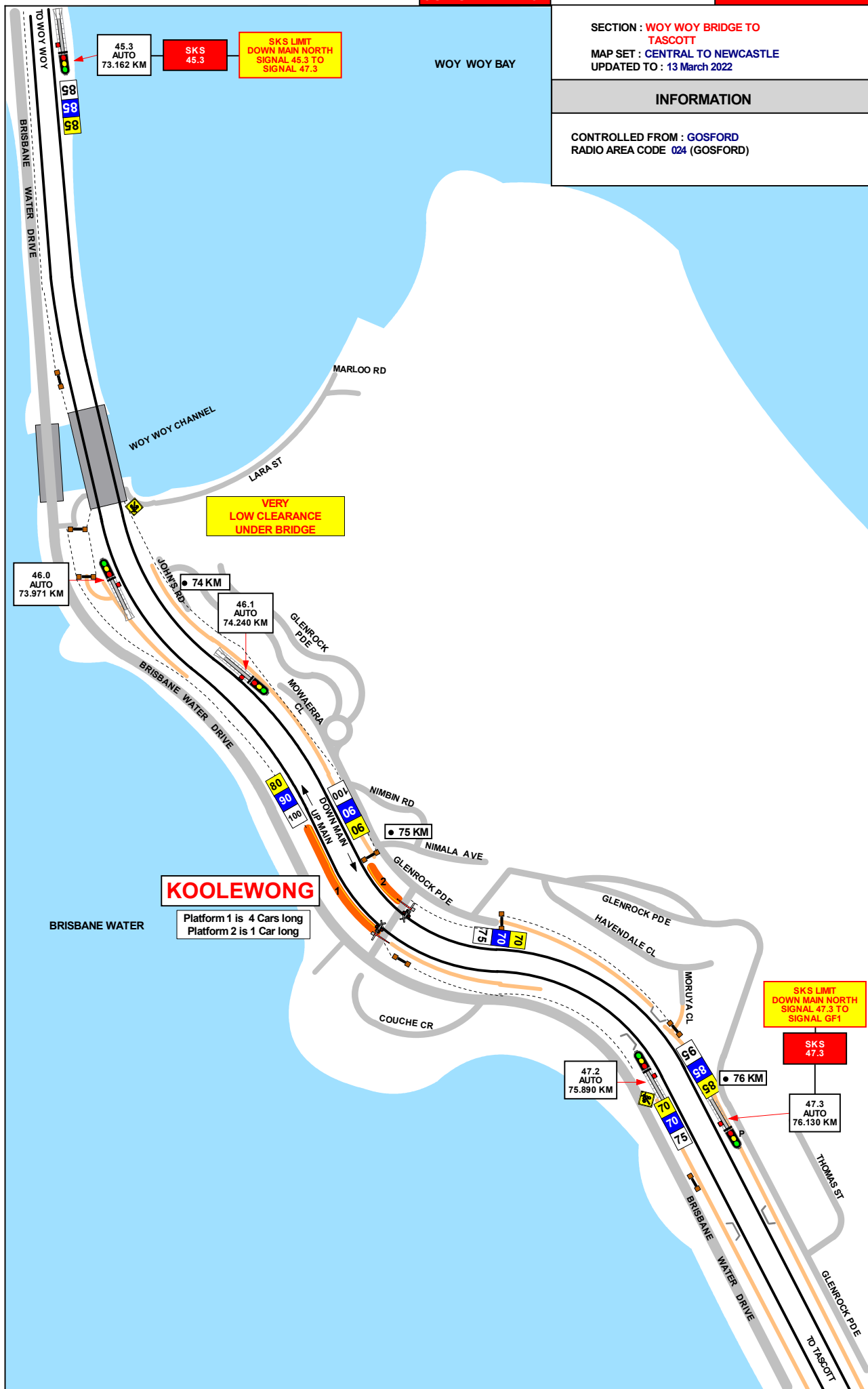
PHONE (02) 9739 4000

SECTION : WOY WOY BRIDGE TO TASCOTT  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 13 March 2022

GRADIENT

INFORMATION

CONTROLLED FROM : GOSFORD  
RADIO AREA CODE 024 (GOSFORD)



1 IN 182
E
1 IN 257
E
1 IN 220
1 IN 165
LEVEL
1 IN 236
1 IN 169
1 IN 280
1 IN 205
1 IN 100
1 IN 173
E
1 IN 426



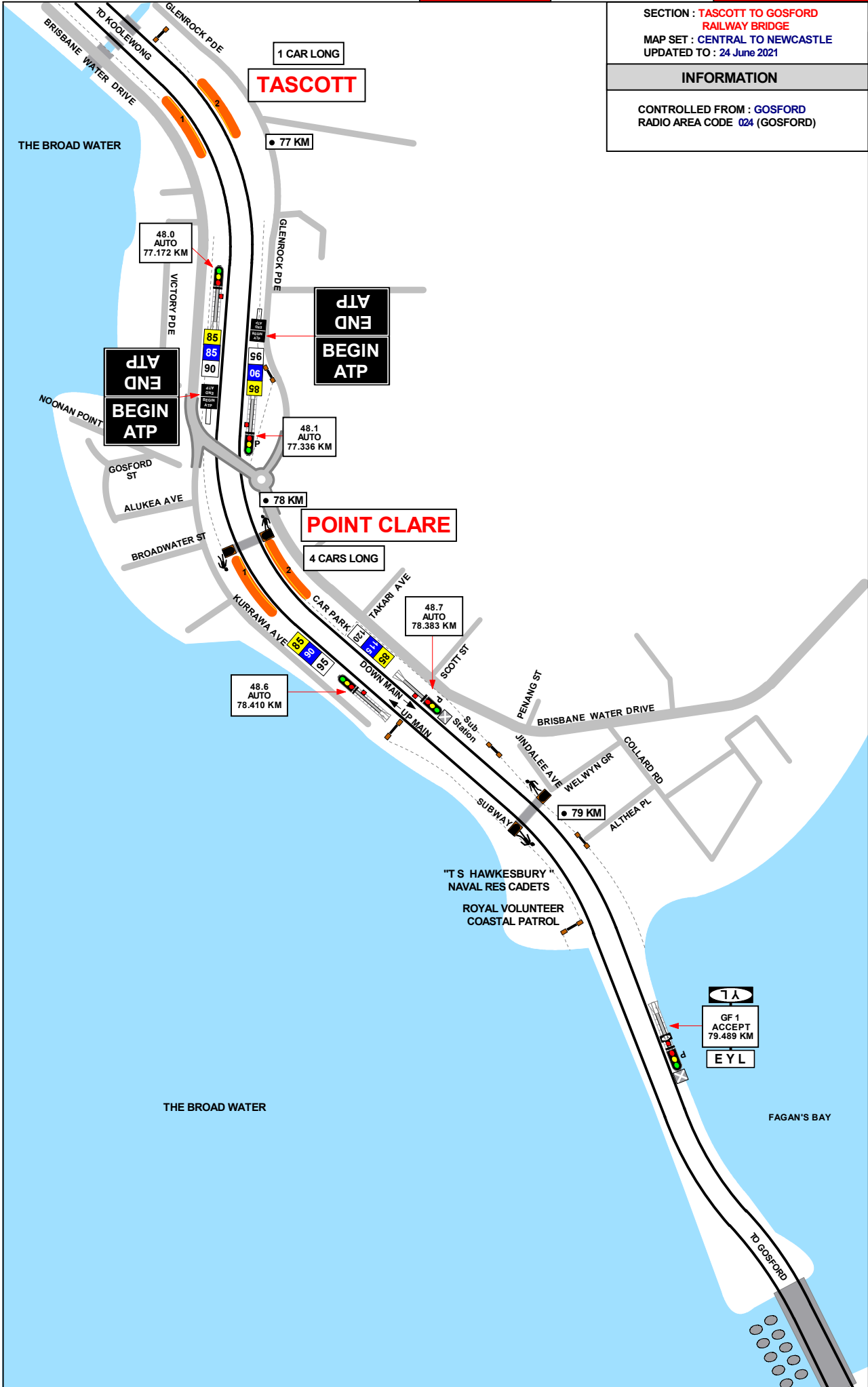
SECTION : TASCOTT TO GOSFORD  
RAILWAY BRIDGE  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 24 June 2021

INFORMATION

CONTROLLED FROM : GOSFORD  
RADIO AREA CODE 024 (GOSFORD)

GRADIENT

1 IN 426
E
1 IN 66
1 IN 72
1 IN 60
E
1 IN 75
1 IN 63
E
1 IN 133
E
1 IN 157
E
1 IN 388
E
1 IN 131
1 IN 114
LEVEL



SECTION : GOSFORD BRIDGE TO GOSFORD STATION  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 31 July 2023

**INFORMATION**

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

**NLA 312 GOSFORD**

REFER TO NLA 312 FOR SPECIAL INSTRUCTIONS

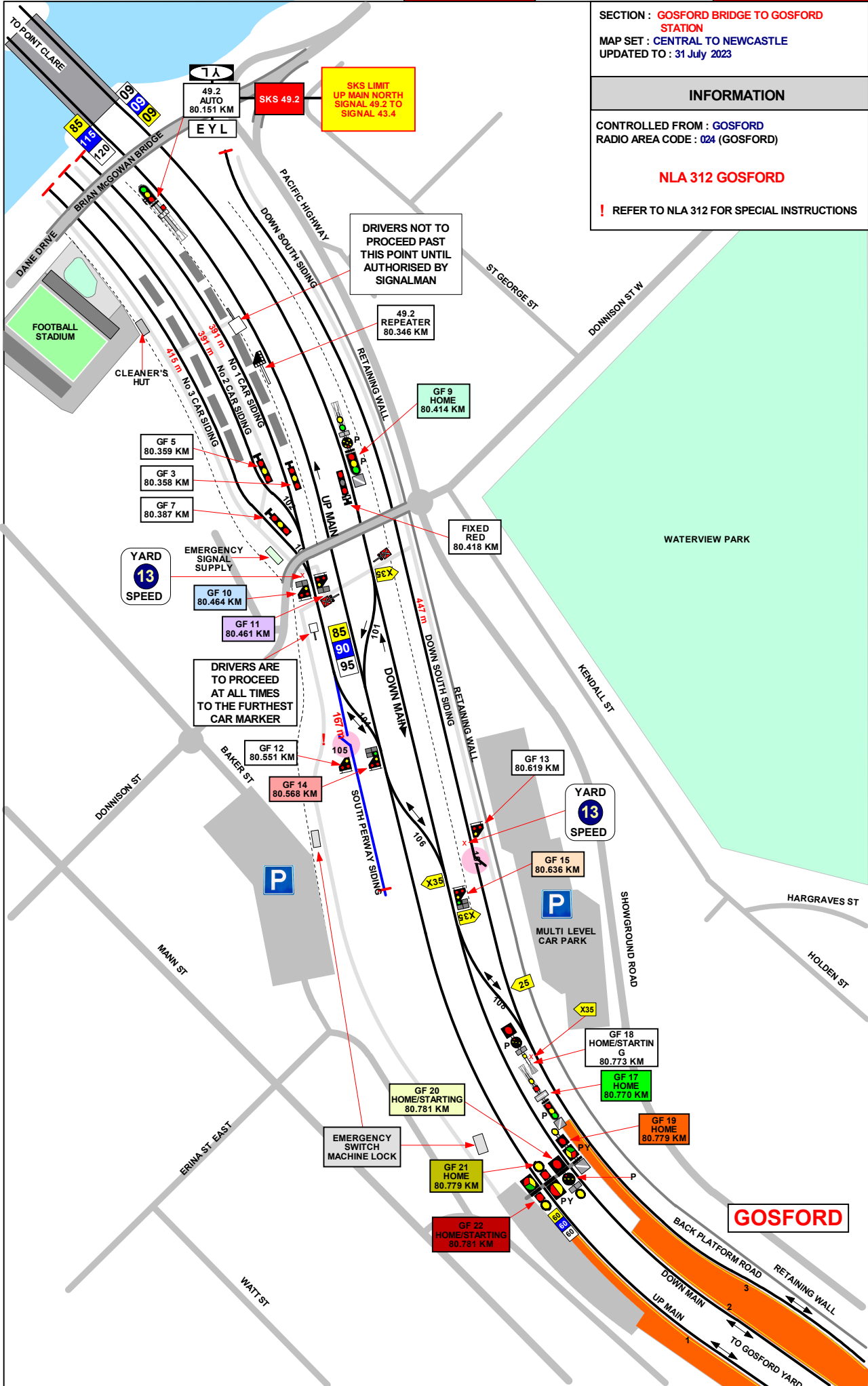
GRADIENT

1 IN 67

1 IN 60

E

1 IN 507



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

DANGER  
NARROW  
TRACK  
CLEARANCE

WATER WC  
COLUMN

SECTION : GOSFORD YARD A  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 31 July 2023

GRADIENT

INFORMATION

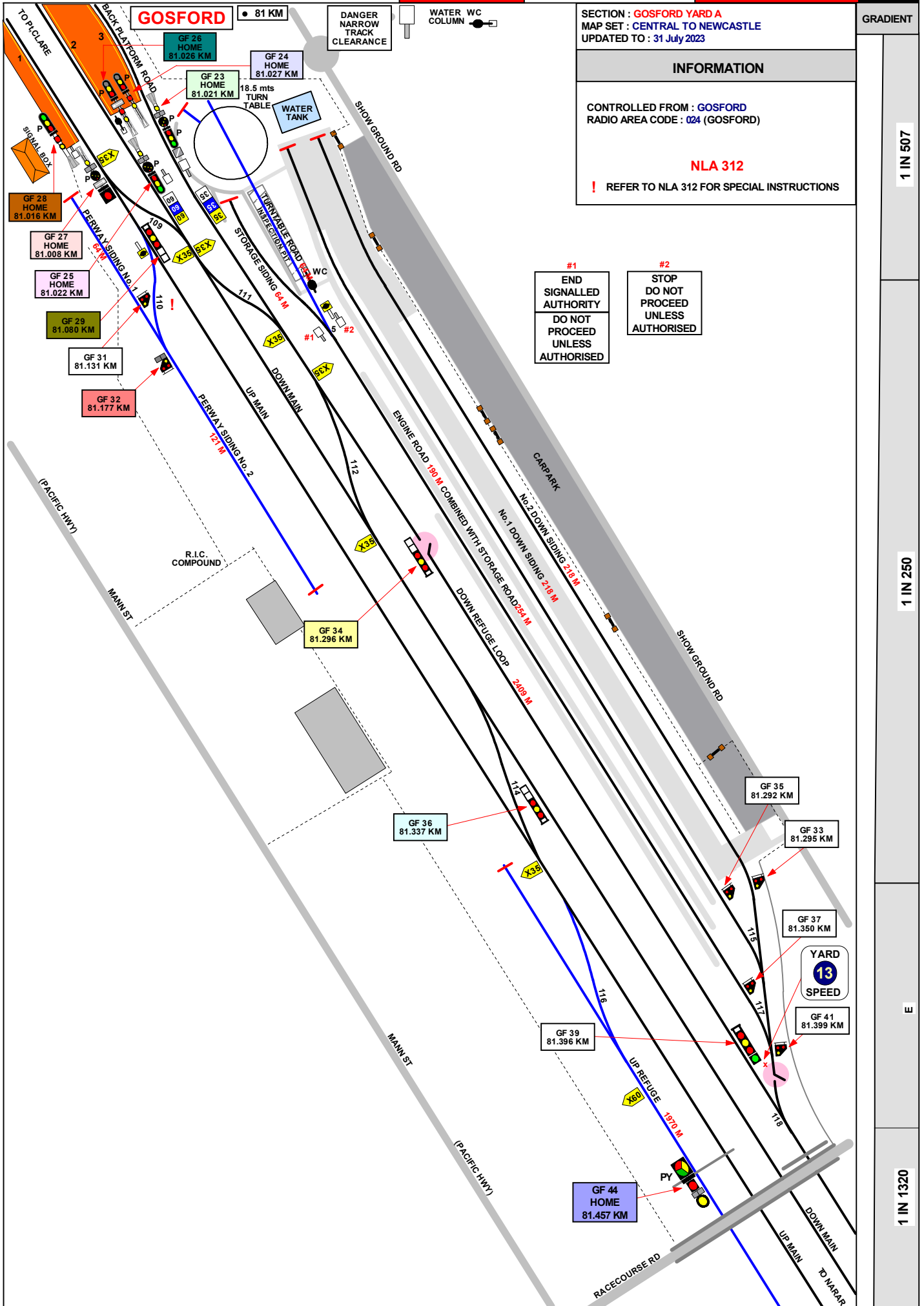
CONTROLLED FROM : GOSFORD  
RADIO AREA CODE : 024 (GOSFORD)

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 : 31 July 2023

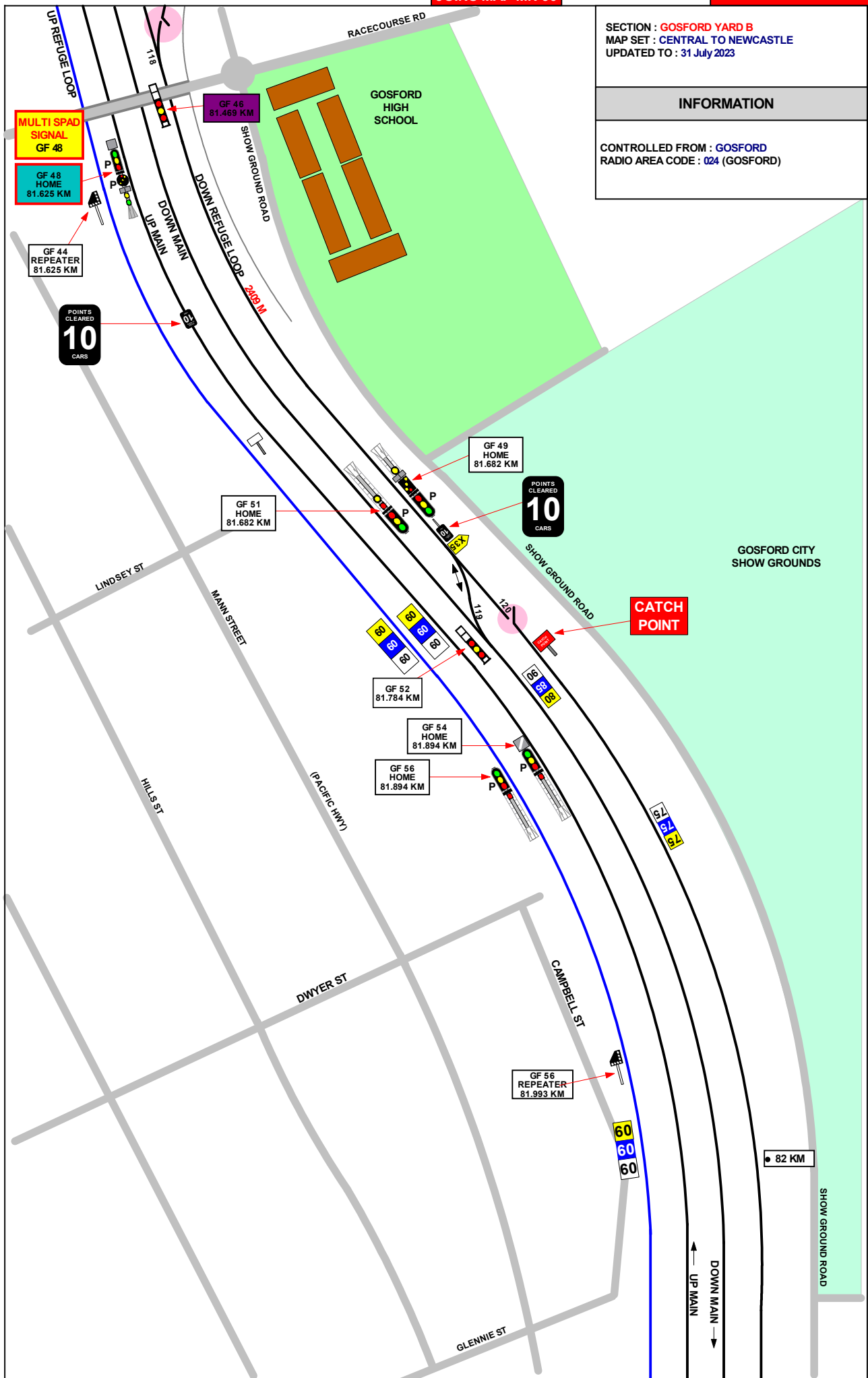
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**INFORMATION**

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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  
MANN'S RD BRIDGE  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 31 July 2023

GRADIENT

1 IN 66

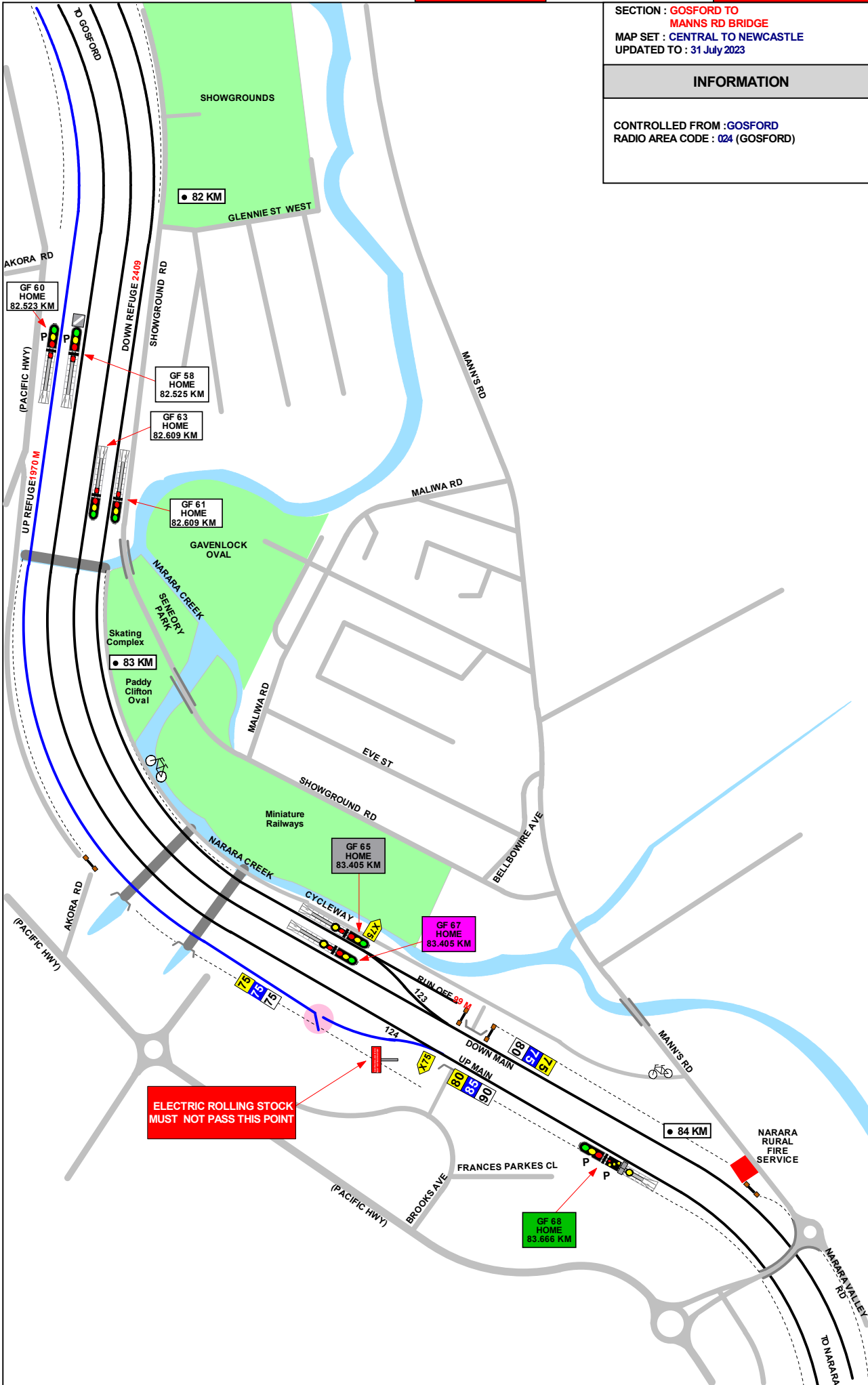
INFORMATION

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

1 IN 3649

1 IN 125

1 IN 150



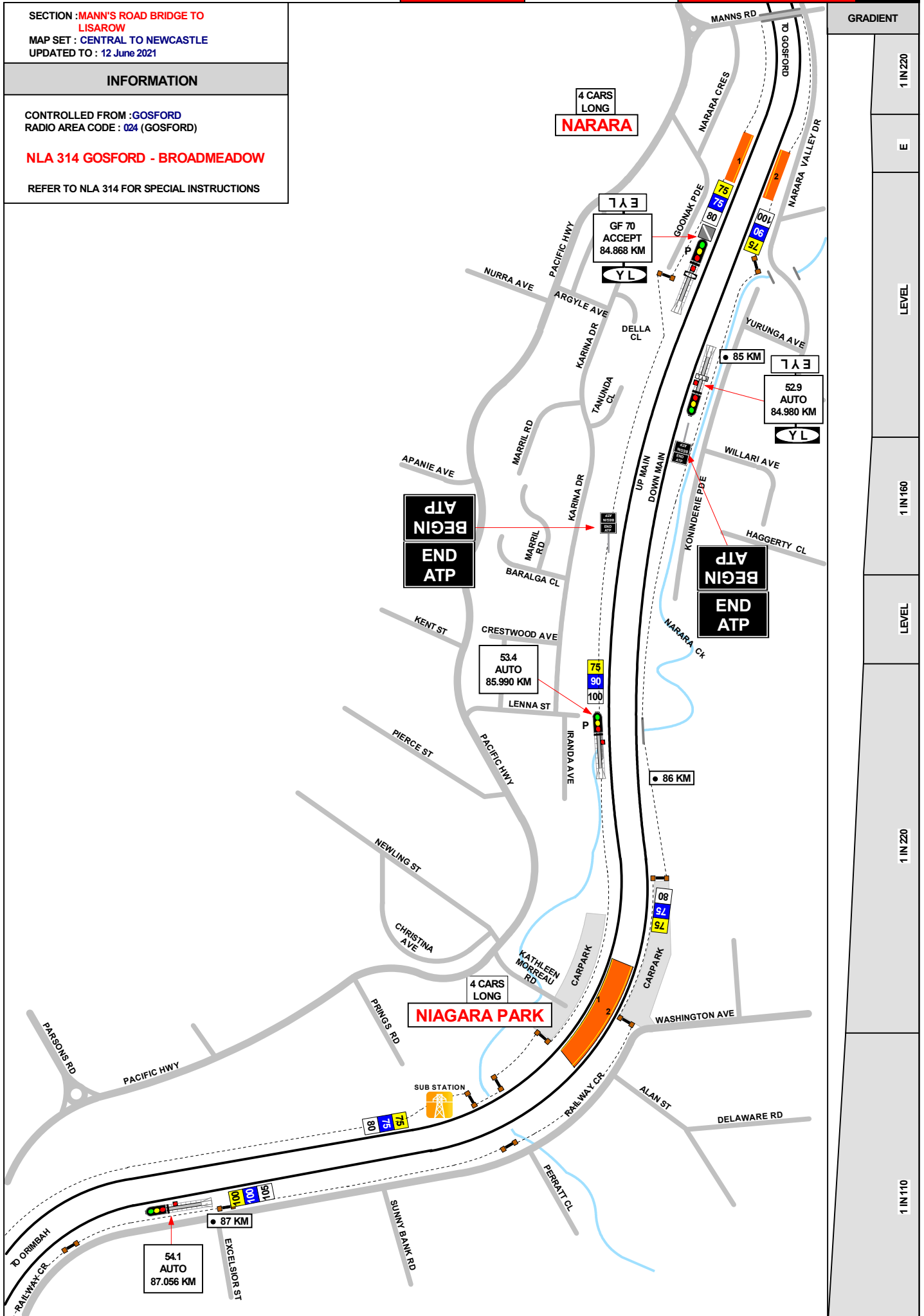
SECTION : MANN'S ROAD BRIDGE TO LISAROW  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 12 June 2021

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 : 5 November 2020

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

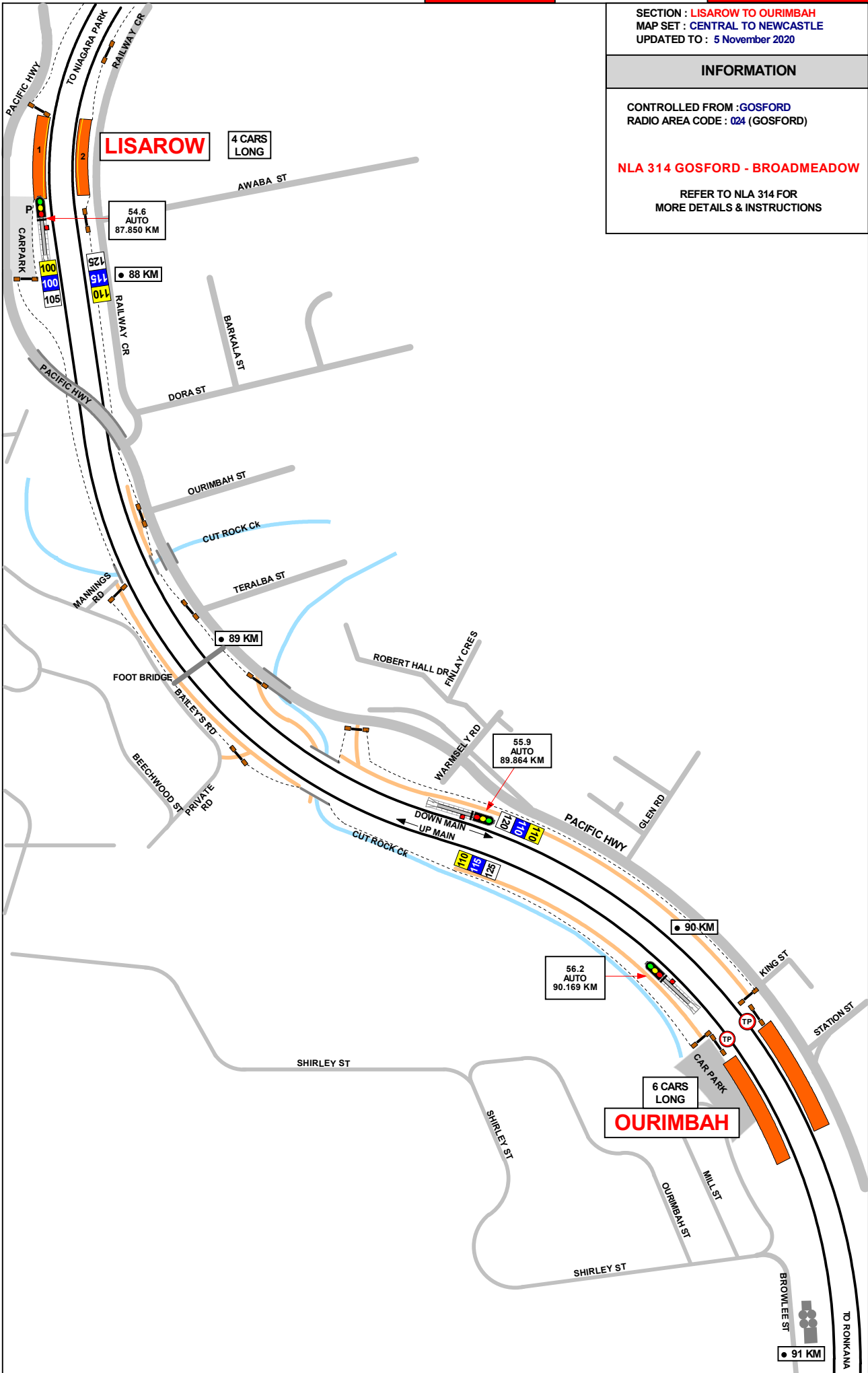
1 IN 400

1 IN 264

LEVEL

1 IN 285

1 IN 132



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

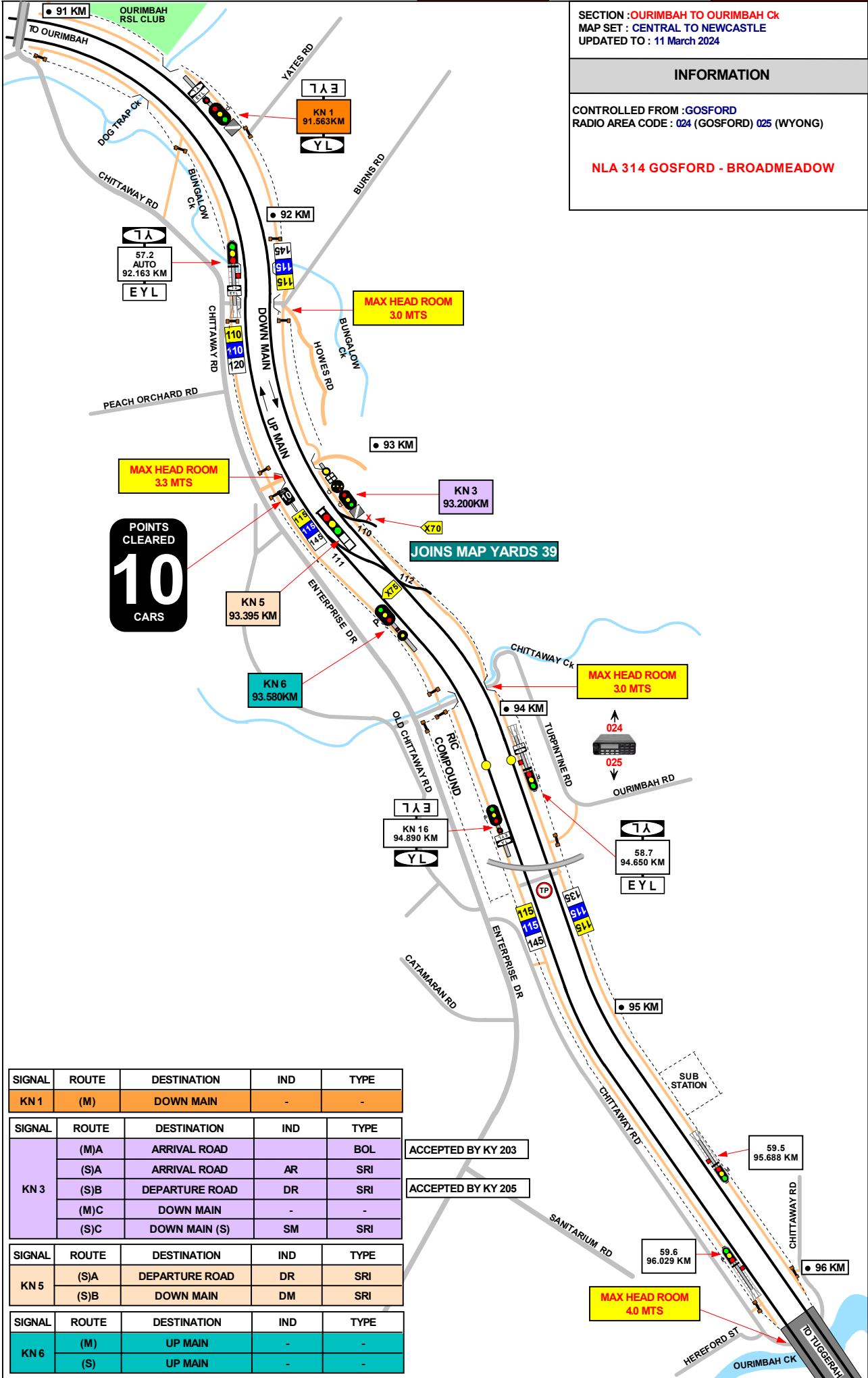
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**INFORMATION**

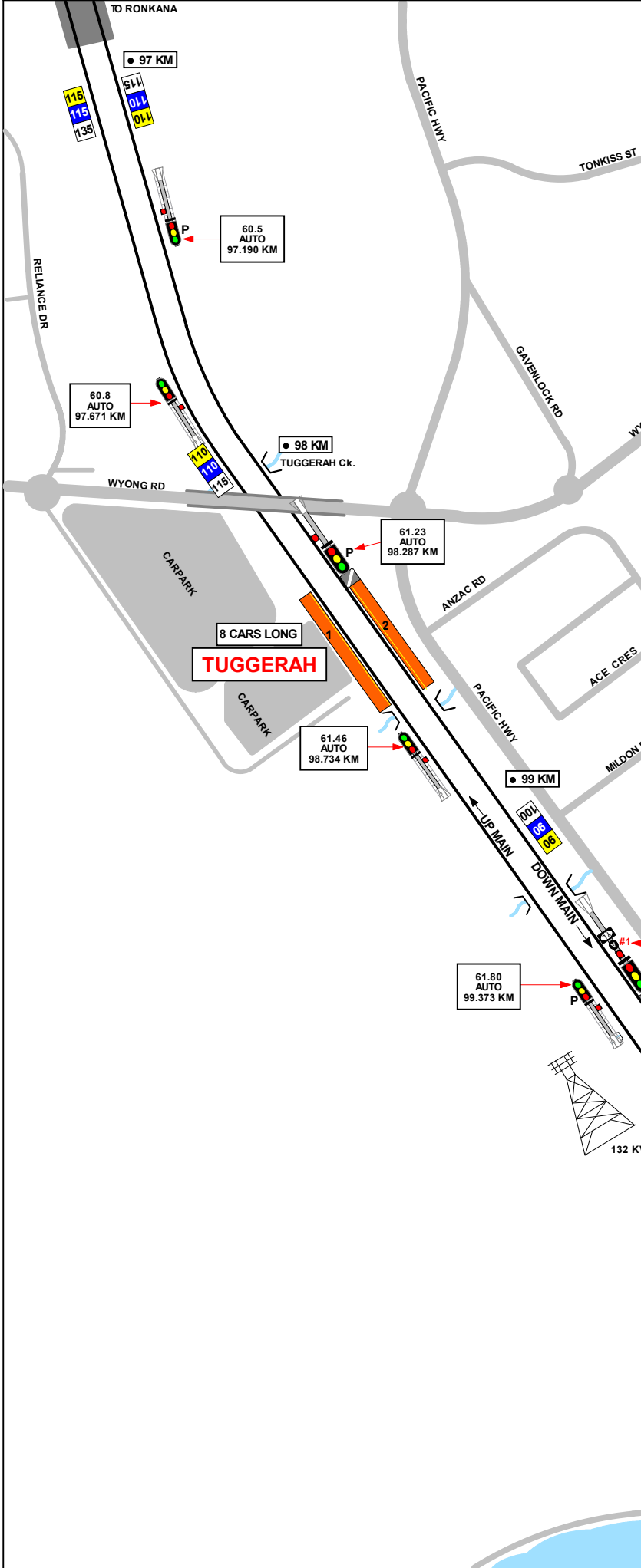
CONTROLLED FROM :GOSFORD  
 RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)

**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



SIGNAL	ROUTE	DESTINATION	IND	TYPE
KN 1	(M)	DOWN MAIN	-	-
KN 3	(MA)	ARRIVAL ROAD	-	BOL
	(SA)	ARRIVAL ROAD	AR	SRI
	(SB)	DEPARTURE ROAD	DR	SRI
	(MC)	DOWN MAIN	-	-
	(SC)	DOWN MAIN (S)	SM	SRI
KN 5	(SA)	DEPARTURE ROAD	DR	SRI
	(SB)	DOWN MAIN	DM	SRI
KN 6	(M)	UP MAIN	-	-
	(S)	UP MAIN	-	-



SECTION : OURIMBAH CK TO WYONG RIVER  
 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**

REFER TO NLA 314 FOR MORE DETAILS & INSTRUCTIONS

#1 A LIGHT BOOKED OUT OF USE AND DISCONNECTED

GRADIENT	
LEVEL	1 IN 300
LEVEL	1 IN 600
LEVEL	1 IN 220
LEVEL	1 IN 600
LEVEL	1 IN 600



SECTION : WYONG RIVER TO PACIFIC HWY BRIDGE WYONG  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 11 March 2024

INFORMATION

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

#1 A LIGHT BOOKED OUT OF USE AND DISCONNECTED

GRADIENT

LEVEL

1 IN 75

E

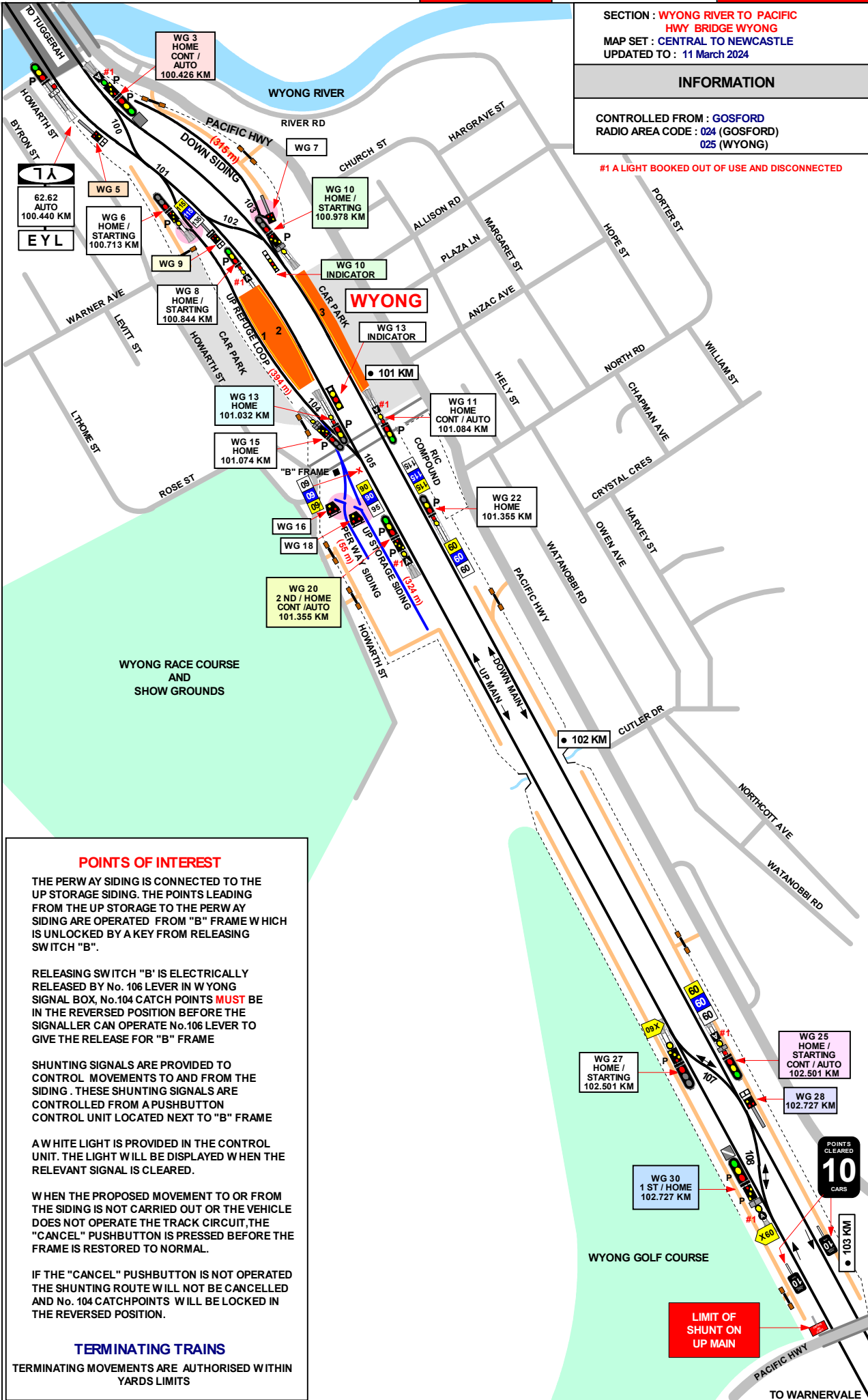
LEVEL

E

1 IN 65

LEVEL

1 IN 75



POINTS OF INTEREST

THE PERWAY SIDING IS CONNECTED TO THE UP STORAGE SIDING. THE POINTS LEADING FROM THE UP STORAGE TO THE PERWAY SIDING ARE OPERATED FROM "B" FRAME WHICH IS UNLOCKED BY A KEY FROM RELEASING SWITCH "B".

RELEASING SWITCH "B" IS ELECTRICALLY RELEASED BY No. 106 LEVER IN WYONG SIGNAL BOX. No. 104 CATCH POINTS **MUST** BE IN THE REVERSED POSITION BEFORE THE SIGNALLER CAN OPERATE No. 106 LEVER TO GIVE THE RELEASE FOR "B" FRAME

SHUNTING SIGNALS ARE PROVIDED TO CONTROL MOVEMENTS TO AND FROM THE SIDING. THESE SHUNTING SIGNALS ARE CONTROLLED FROM A PUSHBUTTON CONTROL UNIT LOCATED NEXT TO "B" FRAME

A WHITE LIGHT IS PROVIDED IN THE CONTROL UNIT. THE LIGHT WILL BE DISPLAYED WHEN THE RELEVANT SIGNAL IS CLEARED.

WHEN THE PROPOSED MOVEMENT TO OR FROM THE SIDING IS NOT CARRIED OUT OR THE VEHICLE DOES NOT OPERATE THE TRACK CIRCUIT, THE "CANCEL" PUSHBUTTON IS PRESSED BEFORE THE FRAME IS RESTORED TO NORMAL.

IF THE "CANCEL" PUSHBUTTON IS NOT OPERATED THE SHUNTING ROUTE WILL NOT BE CANCELLED AND No. 104 CATCHPOINTS WILL BE LOCKED IN THE REVERSED POSITION.

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARDS LIMITS

LENGTHS OF ROADS

WYONG YARD

TRACK	FROM	TO	METRES
UP MAIN	WG 20	WG 27	1100
	WG 8	WG 20	545
UP REFUGE	WG 8	WG 15	394
UP STORAGE SIDING	WG 6	END OF ROAD	800
	WG 18	END OF ROAD	324
UP PERWAY SIDING	CATCH POINTS	END OF ROAD	88
UP ACCEPT	WG 32	CLEAR OF WARNERVALE LEVEL CROSSING	940
DOWN MAIN	WG 25	WG 10	1650
	WG 22	WG10	414
	WG 25	WG 22	1147
	WG 11	STOP BLOCKS	404
DOWN REFUGE	WG 7	STOP BLOCKS	315

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

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

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

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

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

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

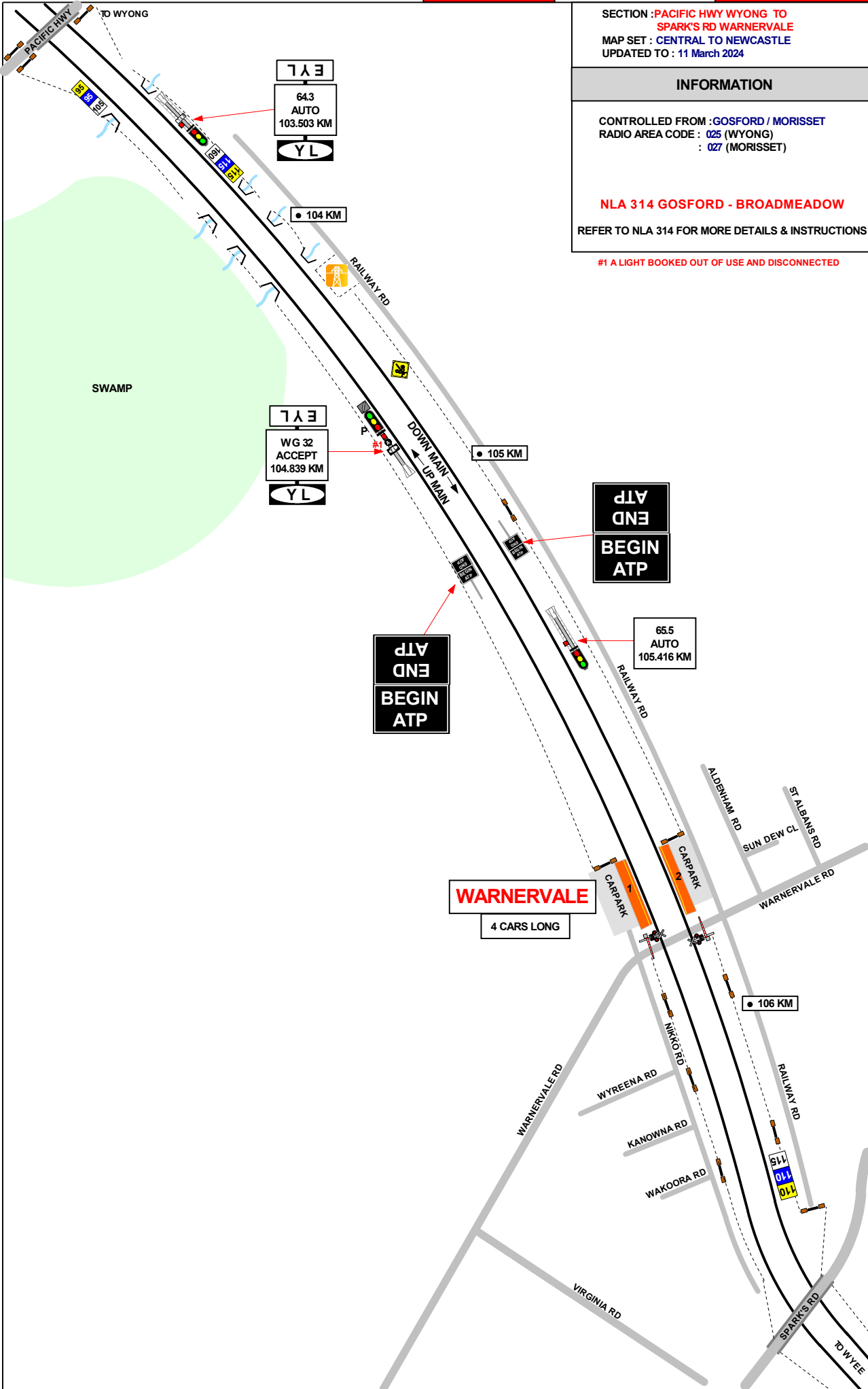
SIGNAL	DESTINATION	INDICATION
WG 9	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

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

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

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

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



SECTION : PACIFIC HWY WYONG TO SPARK'S RD WARNERVALE  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 11 March 2024

**INFORMATION**

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

**NLA 314 GOSFORD - BROADMEADOW**

REFER TO NLA 314 FOR MORE DETAILS & INSTRUCTIONS

#1 A LIGHT BOOKED OUT OF USE AND DISCONNECTED

GRADIENT
1 IN 75
E
LEVEL
1 IN 190
1 IN 660
1 IN 220
1 IN 66
1 IN 100

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

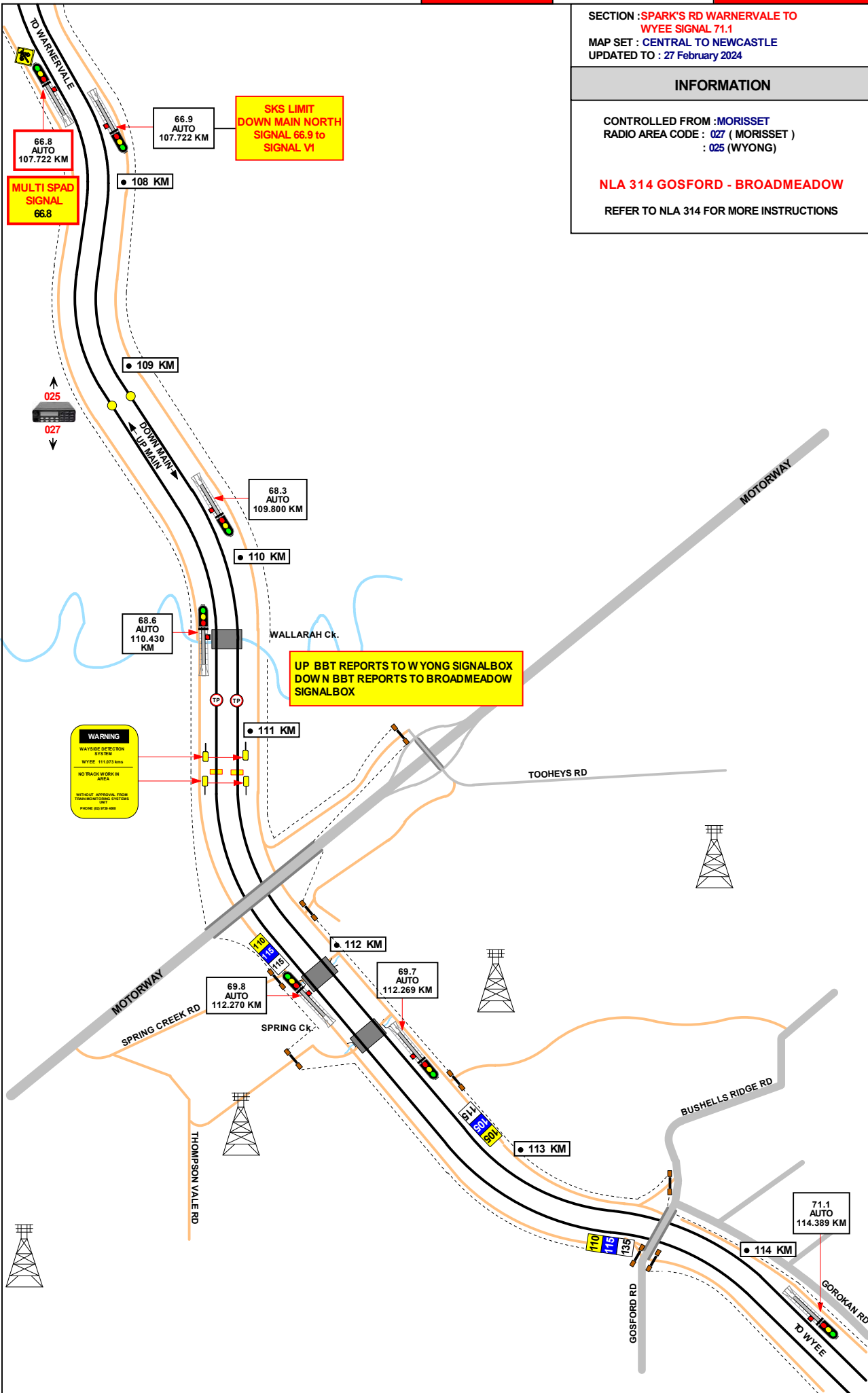
1 IN 60

1 IN 150

1 IN 60

LEVEL

1 IN 80



SECTION : WYEE SIGNAL 71.1 TO VALES POINT 117 KM  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 27 February 2024

INFORMATION

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

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR MORE INSTRUCTIONS

GRADIENT

1 IN 80

E

LEVEL

E

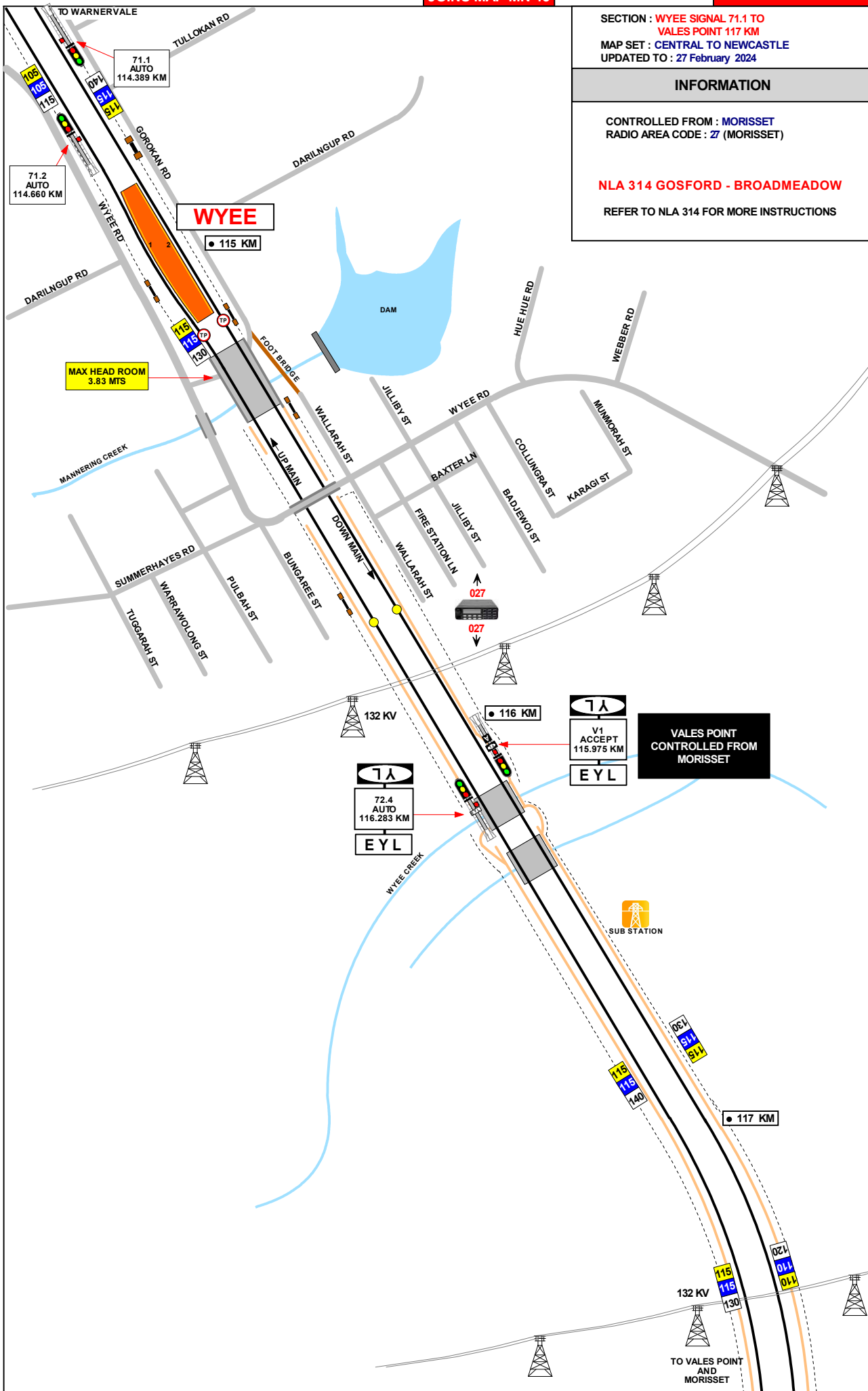
1 IN 75

E

1 IN 50

E

1 IN 330



SECTION : VALES POINT 117 KM TO  
 VALES POINT 121 KM  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 30 July 2014

**INFORMATION**

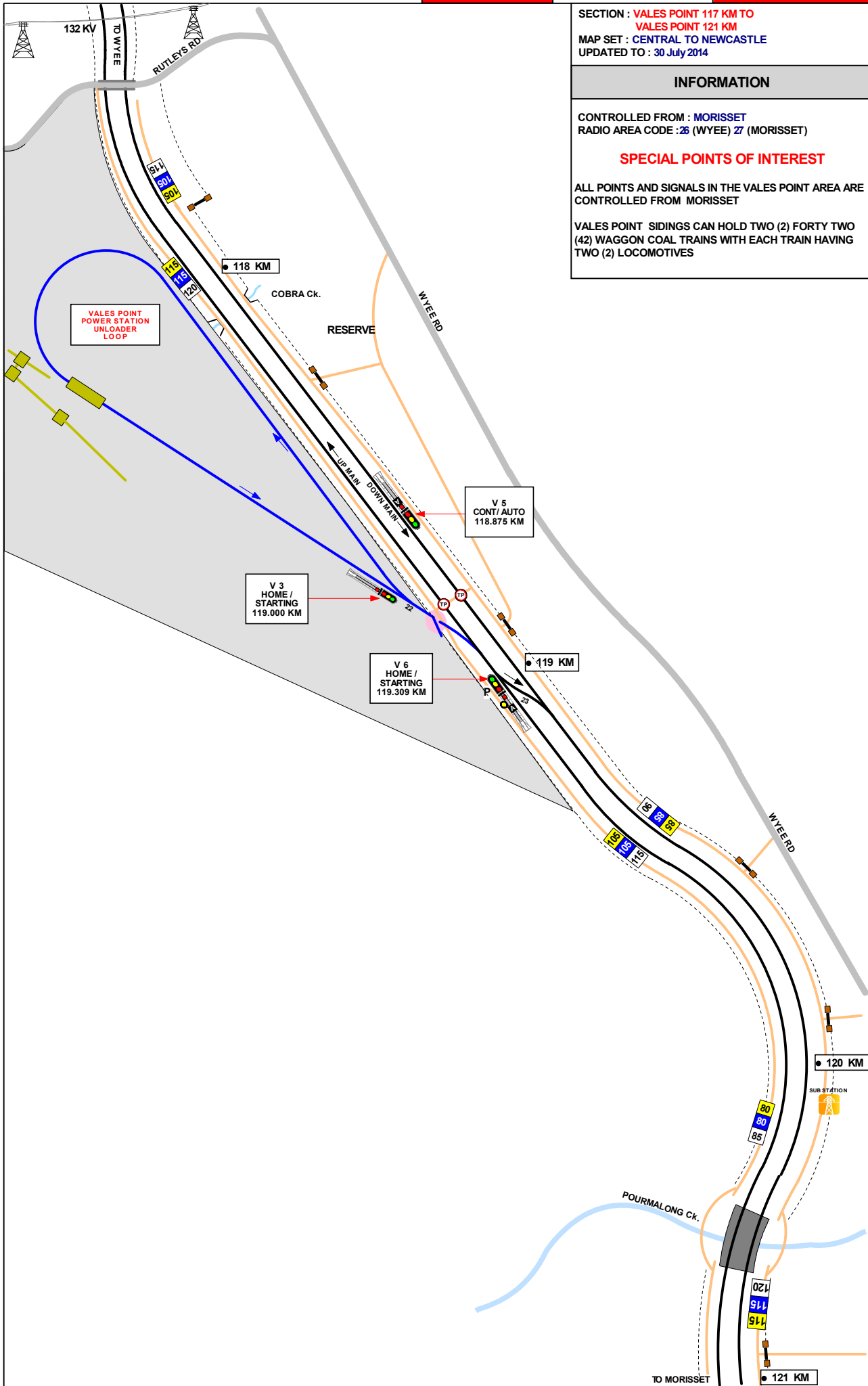
CONTROLLED FROM : MORISSET  
 RADIO AREA CODE : 26 (WYEE) 27 (MORISSET)

**SPECIAL POINTS OF INTEREST**

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

VALES POINT SIDINGS CAN HOLD TWO (2) FORTY TWO (42) WAGGON COAL TRAINS WITH EACH TRAIN HAVING TWO (2) LOCOMOTIVES

GRADIENT	
1 IN 330	
1 IN 66	
1 IN 132	
1 IN 66	E
1 IN 75	
	E
	LEVEL





SECTION : 121 KM TO MORISSET  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 15 July 2024

INFORMATION

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

NLA 314 MORISSET

REFER TO NLA 314 FOR MORE INSTRUCTIONS

MULTI SPAD SIGNAL  
 V 8

MULTI SPAD SIGNAL  
 75.5

GRADIENT

1 IN 66

E

E

LEVEL

1 IN 66

E

E

LEVEL

1 IN 66

E

LEVEL

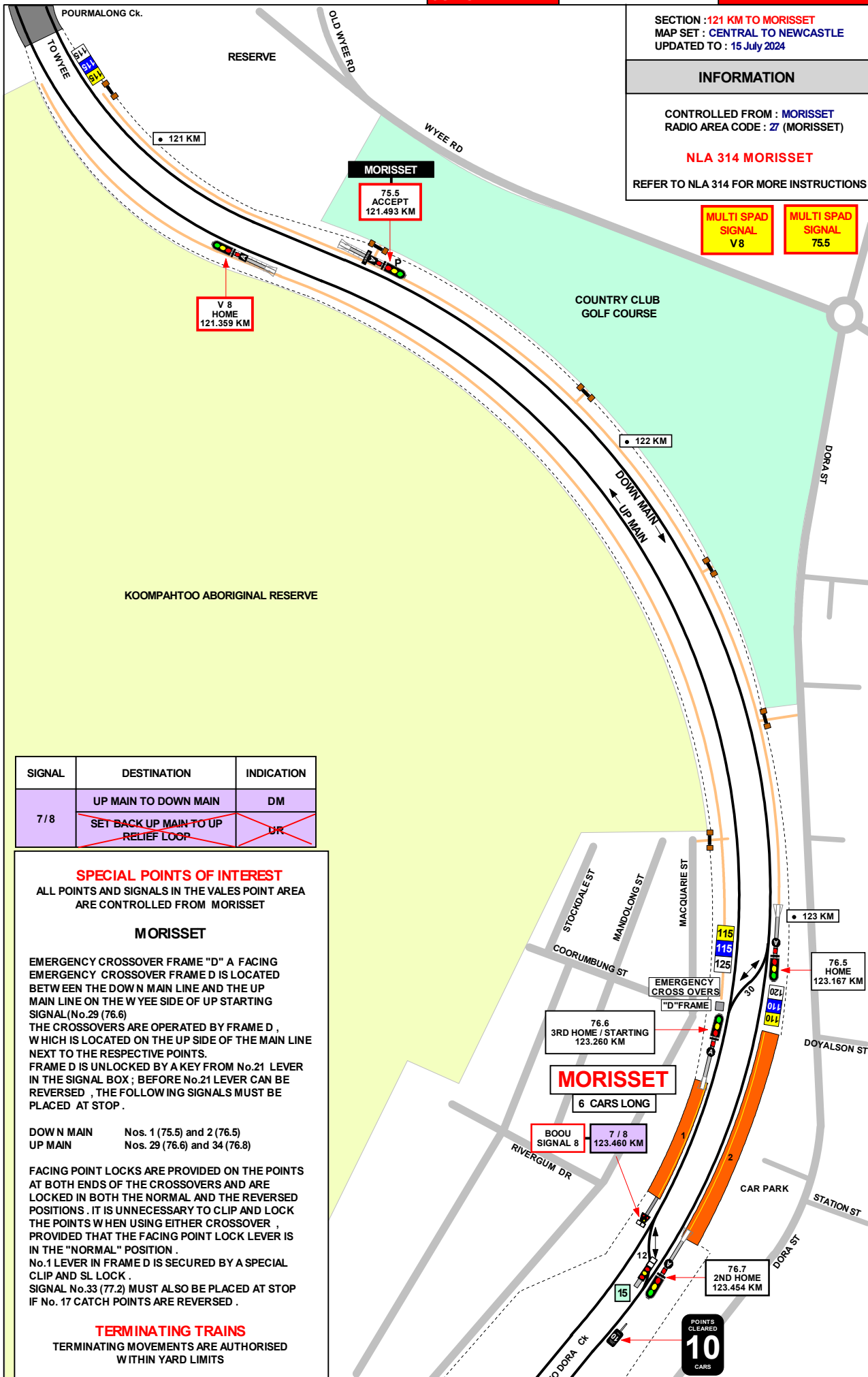
1 IN 60

E

LEVEL

1 IN 60

E



SIGNAL	DESTINATION	INDICATION
7 / 8	UP MAIN TO DOWN MAIN	DM
	SET BACK UP MAIN TO UP RELIEF LOOP	UR

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.

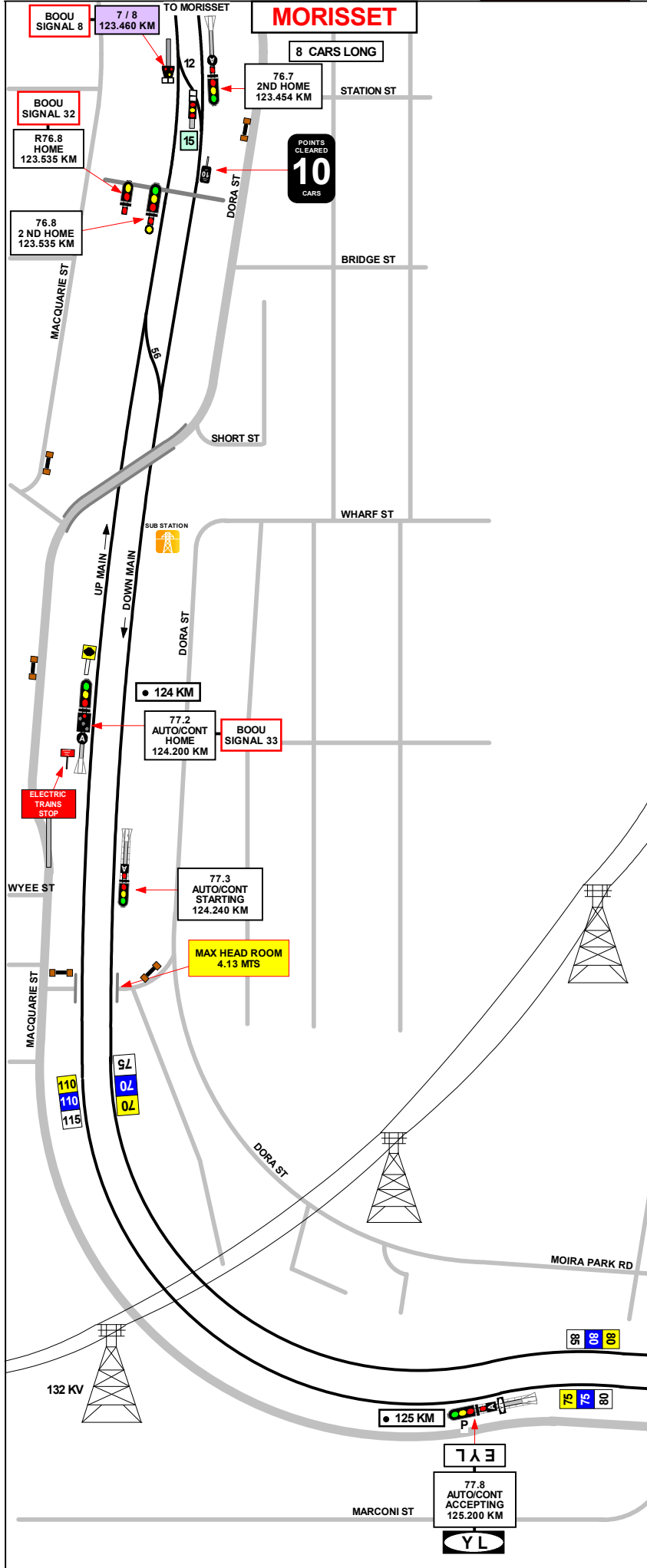
TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

MORISSET  
 6 CARS LONG

BOOU SIGNAL 8 7 / 8 123.460 KM

POINTS CLEARED  
 10 CARS



SECTION : MORISSET TO 125.5 KM  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 15 July 2024

**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

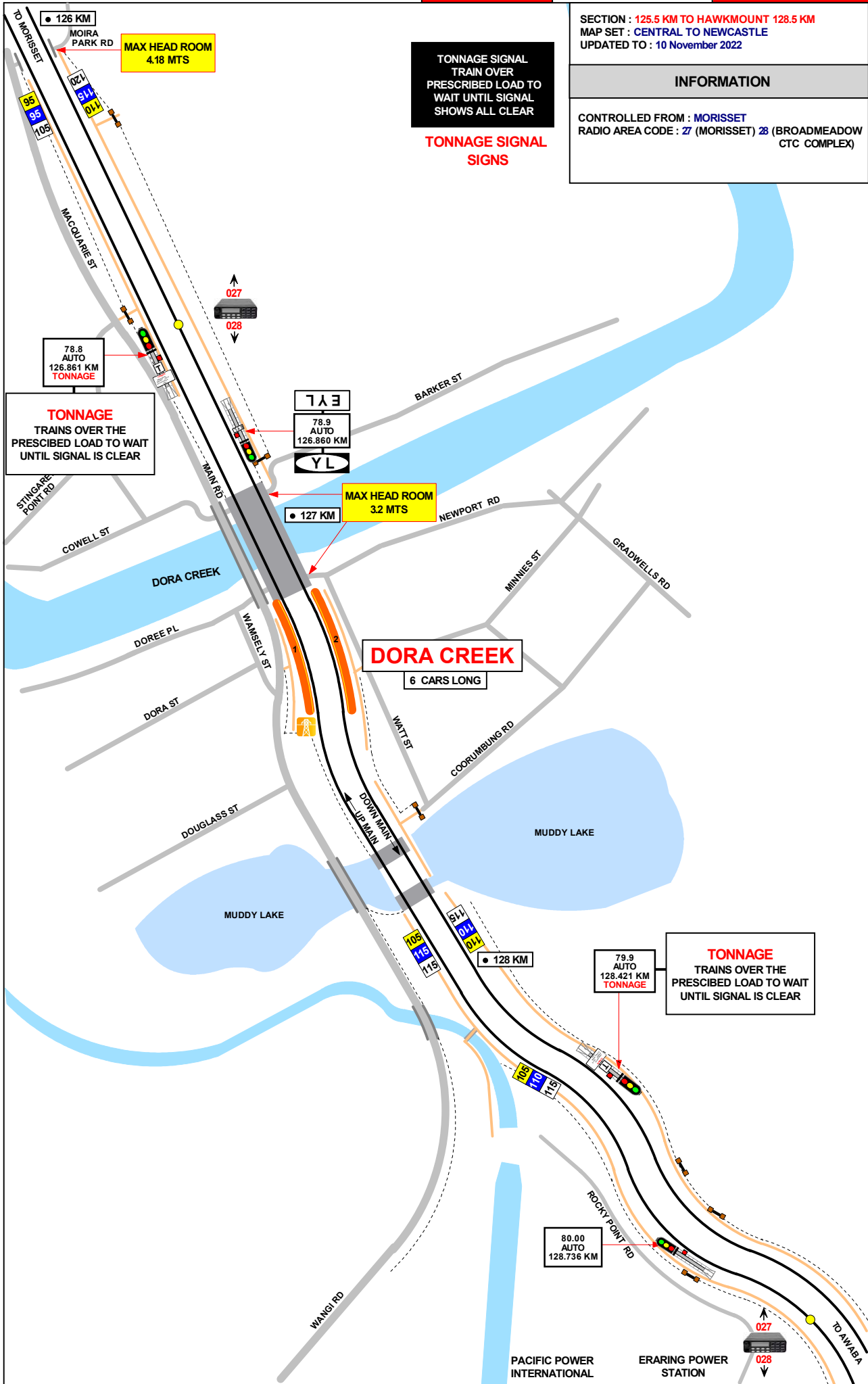
GRADIENT

1 IN 300

LEVEL

1 IN 75

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



SECTION : 125.5 KM TO HAWKMOUNT 128.5 KM  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 10 November 2022

**INFORMATION**

CONTROLLED FROM : MORISSET  
 RADIO AREA CODE : 27 (MORISSET) 28 (BROADMEADOW CTC COMPLEX)

GRADIENT	
1 IN 75	E
1 IN 122	LEVEL
1 IN 129	LEVEL
1 IN 660	LEVEL
1 IN 203	E
1 IN 200	LEVEL

SECTION : 128.5 KM TO 132.5 KM AT ERARING LOOP  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 04 March 2024

GRADIENT

INFORMATION

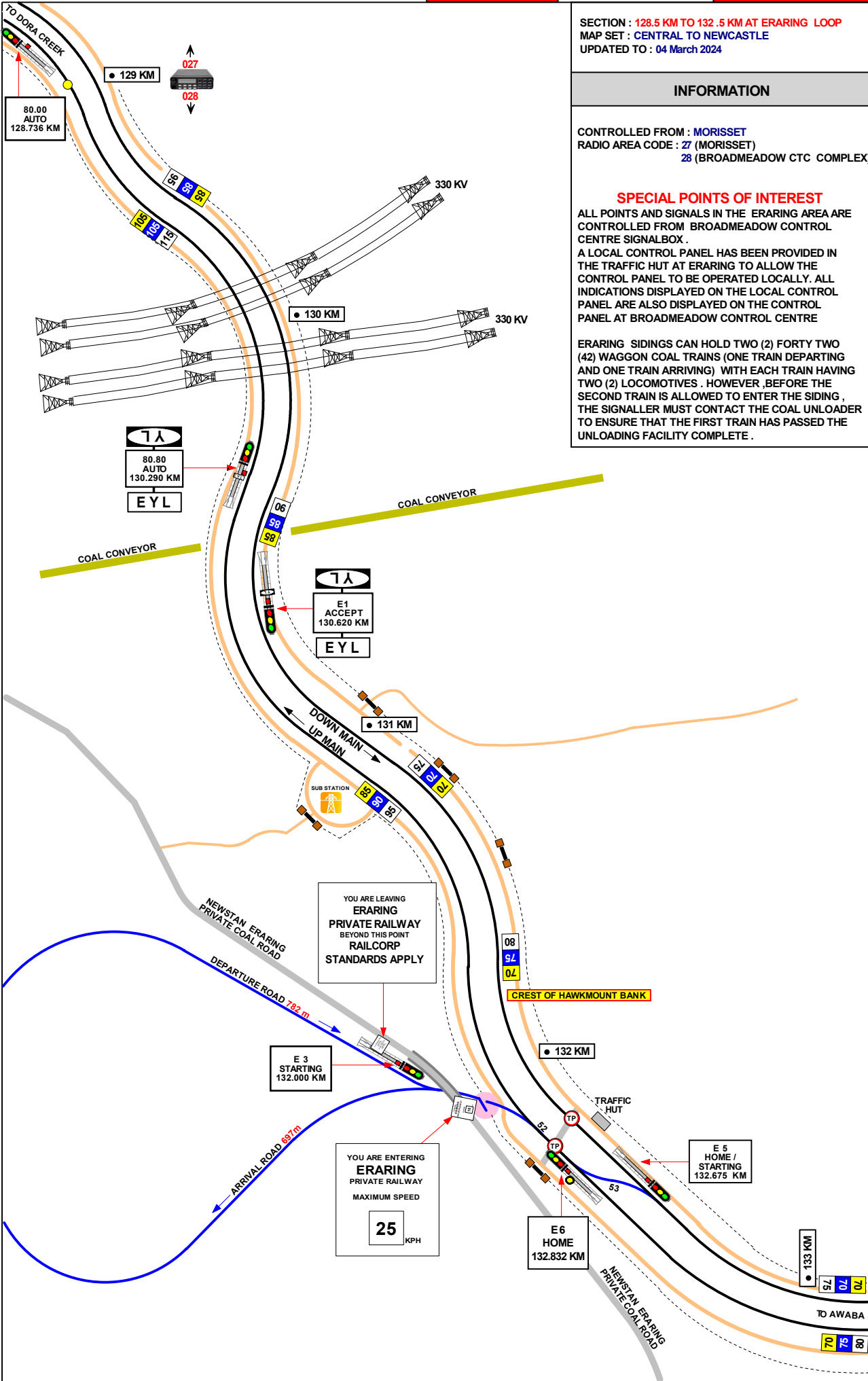
CONTROLLED FROM : MORISSET  
RADIO AREA CODE : 27 (MORISSET)  
28 (BROADMEADOW CTC COMPLEX)

SPECIAL POINTS OF INTEREST

ALL POINTS AND SIGNALS IN THE ERARING AREA ARE CONTROLLED FROM BROADMEADOW CONTROL CENTRE SIGNALBOX .  
A LOCAL CONTROL PANEL HAS BEEN PROVIDED IN THE TRAFFIC HUT AT ERARING TO ALLOW THE CONTROL PANEL TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL CONTROL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT BROADMEADOW CONTROL CENTRE

ERARING SIDINGS CAN HOLD TWO (2) FORTY TWO (42) WAGGON COAL TRAINS (ONE TRAIN DEPARTING AND ONE TRAIN ARRIVING) WITH EACH TRAIN HAVING TWO (2) LOCOMOTIVES . HOWEVER ,BEFORE THE SECOND TRAIN IS ALLOWED TO ENTER THE SIDING , THE SIGNALLER MUST CONTACT THE COAL UNLOADER TO ENSURE THAT THE FIRST TRAIN HAS PASSED THE UNLOADING FACILITY COMPLETE .

1 IN 120  
E  
1 IN 44  
E  
1 IN 44  
1 IN 45  
E  
1 IN 56  
E  
1 IN 1375



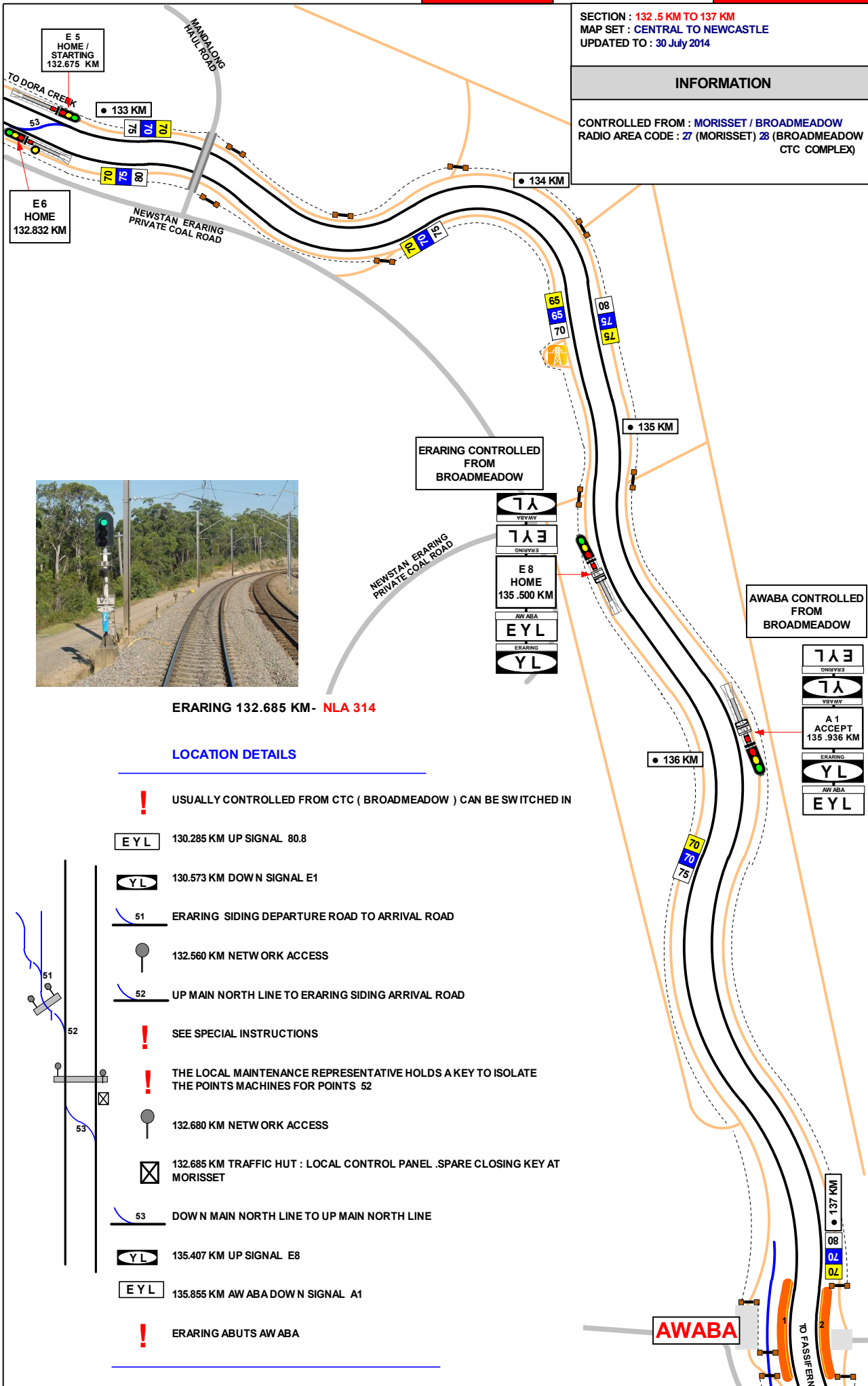
SECTION : 132.5 KM TO 137 KM  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 30 July 2014

INFORMATION

CONTROLLED FROM : MORISSET / BROADMEADOW  
 RADIO AREA CODE : 27 (MORISSET) 28 (BROADMEADOW CTC COMPLEX)

GRADIENT

E
1 IN 1375
E
1 IN 1404
E
1 IN 127
E
1 IN 100
E
1 IN 660
E
1 IN 75
E
1 IN 70
E
1 IN 73
E
1 IN 77
E
1 IN 75
E
1 IN 70
E
1 IN 73
E
1 IN 73
E
1 IN 110
E
1 IN 85



ERARING 132.685 KM- NLA 314

LOCATION DETAILS

! USUALLY CONTROLLED FROM CTC ( BROADMEADOW ) CAN BE SWITCHED IN

**EYL** 130.285 KM UP SIGNAL 80.8

**YL** 130.573 KM DOWN SIGNAL E1

51 ERARING SIDING DEPARTURE ROAD TO ARRIVAL ROAD

132.560 KM NETWORK ACCESS

52 UP MAIN NORTH LINE TO ERARING SIDING ARRIVAL ROAD

! SEE SPECIAL INSTRUCTIONS

! THE LOCAL MAINTENANCE REPRESENTATIVE HOLDS A KEY TO ISOLATE THE POINTS MACHINES FOR POINTS 52

132.680 KM NETWORK ACCESS

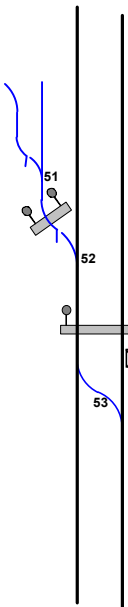
132.685 KM TRAFFIC HUT : LOCAL CONTROL PANEL .SPARE CLOSING KEY AT MORISSET

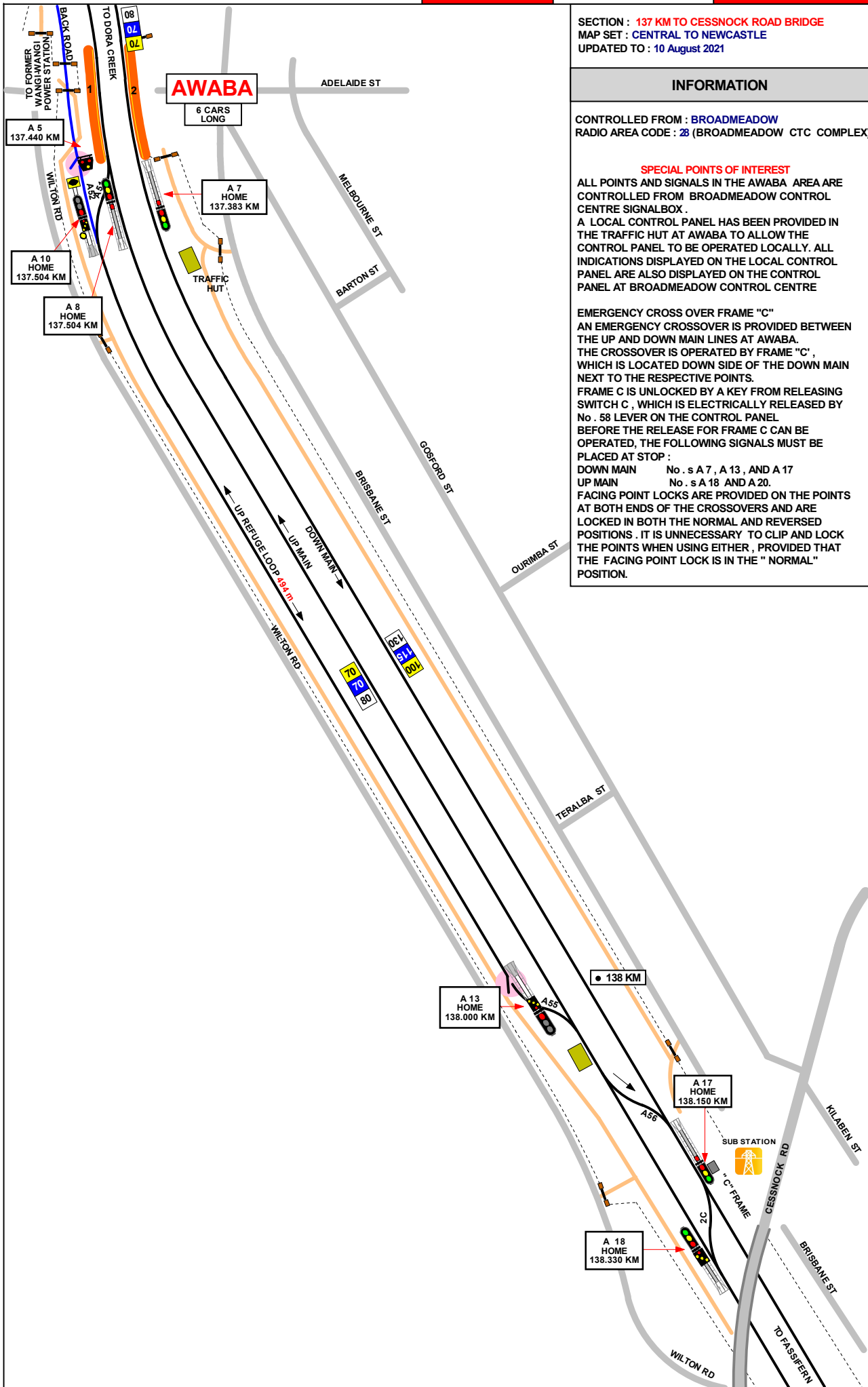
53 DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE

**YL** 135.407 KM UP SIGNAL E8

**EYL** 135.855 KM AWABA DOWN SIGNAL A1

! ERARING ABUTS AWABA





SECTION : 137 KM TO CESSNOCK ROAD BRIDGE  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 10 August 2021

GRADIENT

INFORMATION

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

SPECIAL POINTS OF INTEREST

ALL POINTS AND SIGNALS IN THE AWABA AREA ARE CONTROLLED FROM BROADMEADOW CONTROL CENTRE SIGNALBOX.

A LOCAL CONTROL PANEL HAS BEEN PROVIDED IN THE TRAFFIC HUT AT AWABA TO ALLOW THE CONTROL PANEL TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL CONTROL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT BROADMEADOW CONTROL CENTRE

EMERGENCY CROSS OVER FRAME "C"  
 AN EMERGENCY CROSSOVER IS PROVIDED BETWEEN THE UP AND DOWN MAIN LINES AT AWABA.

THE CROSSOVER IS OPERATED BY FRAME "C", WHICH IS LOCATED DOWN SIDE OF THE DOWN MAIN NEXT TO THE RESPECTIVE POINTS.

FRAME C IS UNLOCKED BY A KEY FROM RELEASING SWITCH C, WHICH IS ELECTRICALLY RELEASED BY No. 58 LEVER ON THE CONTROL PANEL. BEFORE THE RELEASE FOR FRAME C CAN BE OPERATED, THE FOLLOWING SIGNALS MUST BE PLACED AT STOP :

- DOWN MAIN No. s A 7, A 13, AND A 17
- UP MAIN No. s A 18 AND A 20.

FACING POINT LOCKS ARE PROVIDED ON THE POINTS AT BOTH ENDS OF THE CROSSOVERS AND ARE LOCKED IN BOTH THE NORMAL AND REVERSED POSITIONS. IT IS UNNECESSARY TO CLIP AND LOCK THE POINTS WHEN USING EITHER, PROVIDED THAT THE FACING POINT LOCK IS IN THE "NORMAL" POSITION.

1 IN 1650

1 IN 306

1 IN 212

E

1 IN 75



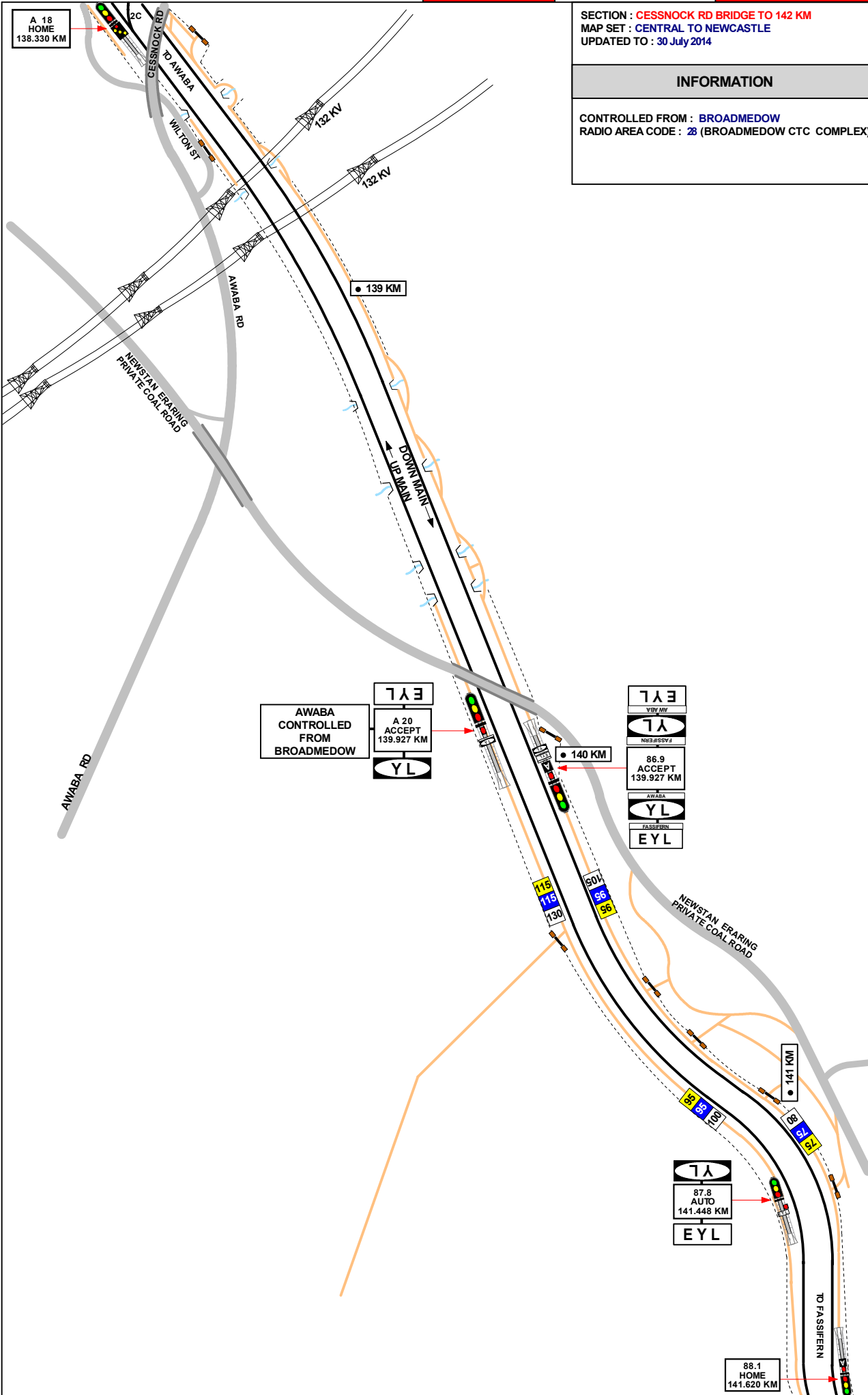
SECTION : CESSNOCK RD BRIDGE TO 142 KM  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 30 July 2014

INFORMATION

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

GRADIENT

- 1 IN 75
- E
- 1 IN 132
- 1 IN 240
- 1 IN 942
- 1 IN 232
- 1 IN 75
- 1 IN 98
- E
- 1 IN 80
- 1 IN 75
- 1 IN 80
- 1 IN 70
- 1 IN 66



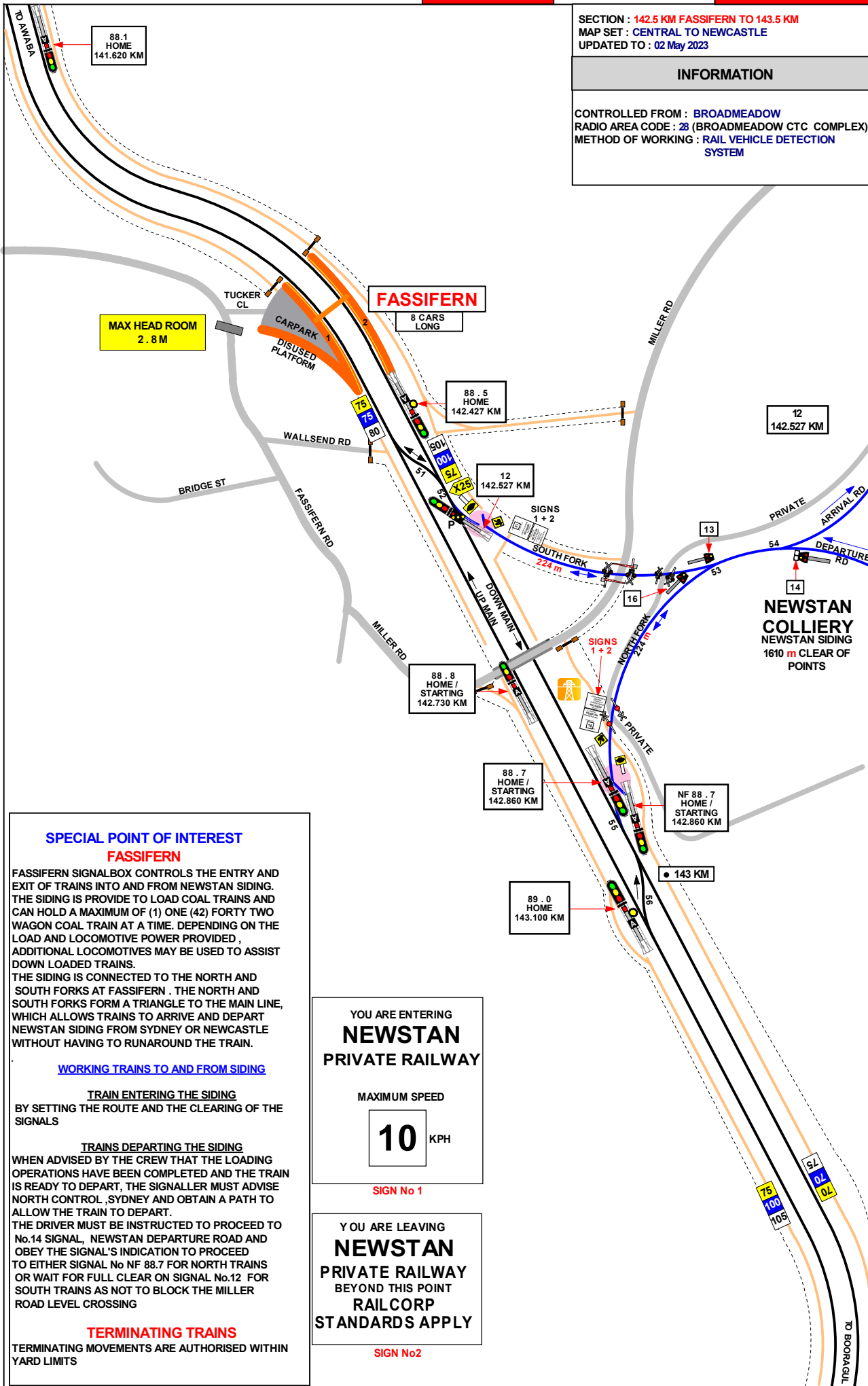
SECTION : 142.5 KM FASSIFERN TO 143.5 KM  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 02 May 2023

GRADIENT

1 IN 1100  
E  
1 IN 728  
1 IN 50  
E  
1 IN 40

INFORMATION

CONTROLLED FROM : BROADMEADOW  
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)  
METHOD OF WORKING : RAIL VEHICLE DETECTION SYSTEM



**SPECIAL POINT OF INTEREST**  
**FASSIFERN**

FASSIFERN SIGNALBOX CONTROLS THE ENTRY AND EXIT OF TRAINS INTO AND FROM NEWSTAN SIDING. THE SIDING IS PROVIDE TO LOAD COAL TRAINS AND CAN HOLD A MAXIMUM OF (1) ONE (42) FORTY TWO WAGON COAL TRAIN AT A TIME. DEPENDING ON THE LOAD AND LOCOMOTIVE POWER PROVIDED , ADDITIONAL LOCOMOTIVES MAY BE USED TO ASSIST DOWN LOADED TRAINS.

THE SIDING IS CONNECTED TO THE NORTH AND SOUTH FORKS AT FASSIFERN . THE NORTH AND SOUTH FORKS FORM A TRIANGLE TO THE MAIN LINE, WHICH ALLOWS TRAINS TO ARRIVE AND DEPART NEWSTAN SIDING FROM SYDNEY OR NEWCASTLE WITHOUT HAVING TO RUNAROUND THE TRAIN.

WORKING TRAINS TO AND FROM SIDING

**TRAIN ENTERING THE SIDING**  
BY SETTING THE ROUTE AND THE CLEARING OF THE SIGNALS

**TRAINS DEPARTING THE SIDING**  
WHEN ADVISED BY THE CREW THAT THE LOADING OPERATIONS HAVE BEEN COMPLETED AND THE TRAIN IS READY TO DEPART, THE SIGNALLER MUST ADVISE NORTH CONTROL ,SYDNEY AND OBTAIN A PATH TO ALLOW THE TRAIN TO DEPART.

THE DRIVER MUST BE INSTRUCTED TO PROCEED TO No.14 SIGNAL, NEWSTAN DEPARTURE ROAD AND OBEY THE SIGNAL'S INDICATION TO PROCEED TO EITHER SIGNAL No NF 88.7 FOR NORTH TRAINS OR WAIT FOR FULL CLEAR ON SIGNAL No.12 FOR SOUTH TRAINS AS NOT TO BLOCK THE MILLER ROAD LEVEL CROSSING

**TERMINATING TRAINS**

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

YOU ARE ENTERING  
**NEWSTAN**  
PRIVATE RAILWAY

MAXIMUM SPEED

**10** KPH

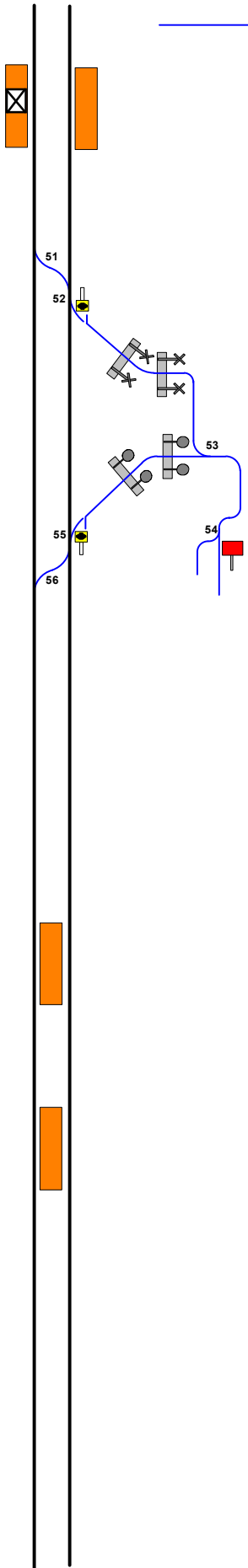
SIGN No 1






















YOU ARE LEAVING  
**NEWSTAN**  
PRIVATE RAILWAY  
BEYOND THIS POINT  
RAILCORP  
STANDARDS APPLY

SIGN No2

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
  -  51 DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE
  -  52 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 )
  -  53 NEWSTAN SOUTH FORK LINE TO ARRIVAL ROAD
  -  54 NEWSTAN SIDING DEPARTURE ROAD TO ARRIVAL ROAD
  -  SEE SPECIAL INSRTUCTIONS
  -  55 NEWSTAN NORTH FORK LINE TO DOWN MAIN NORTH LINE
  -  56 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

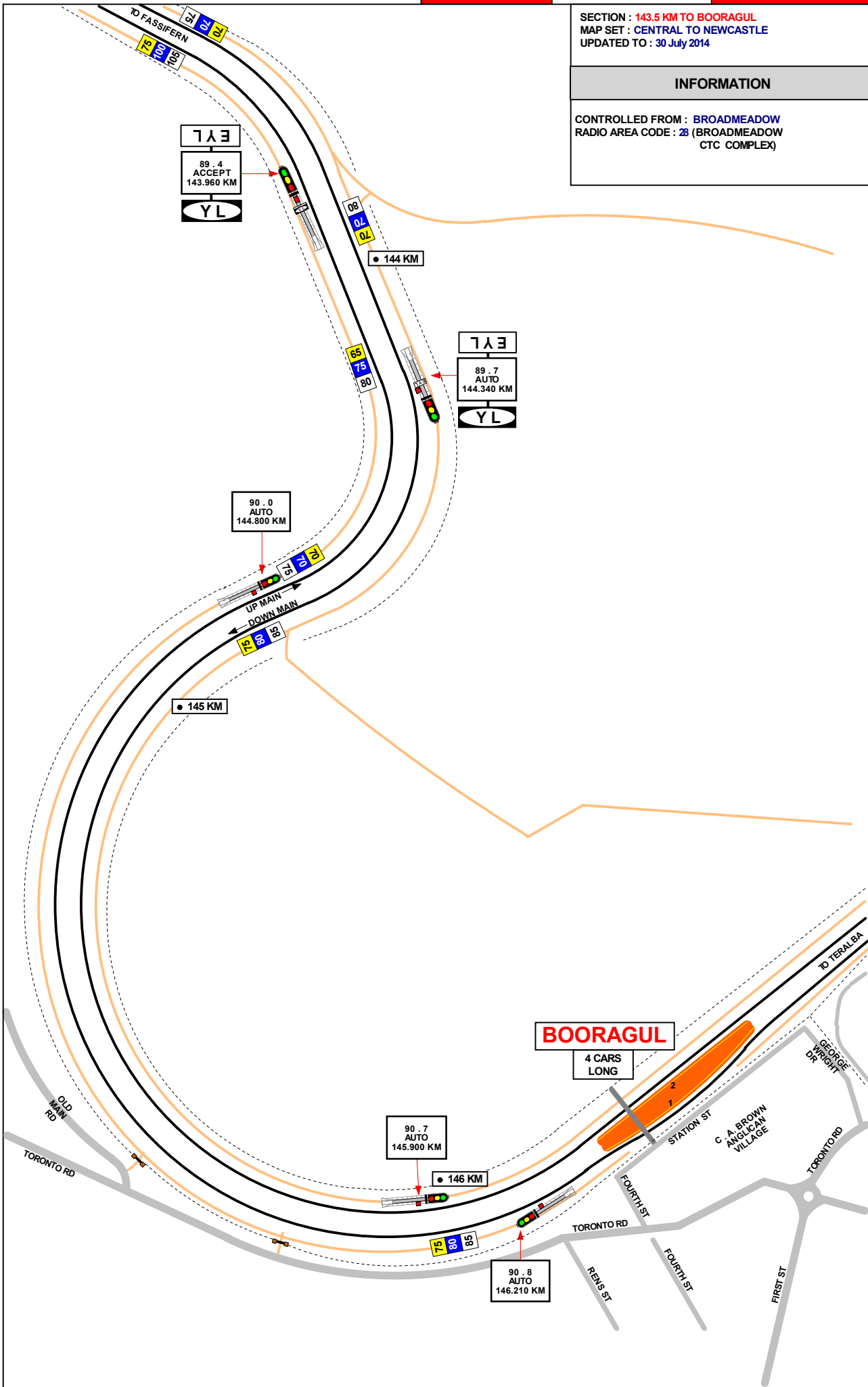
E

1 IN 75

1 IN 66

1 IN 2640

1 IN 1100



SECTION : BOORAGUL TO 149 KM  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 30 July 2014

INFORMATION

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

GRADIENT

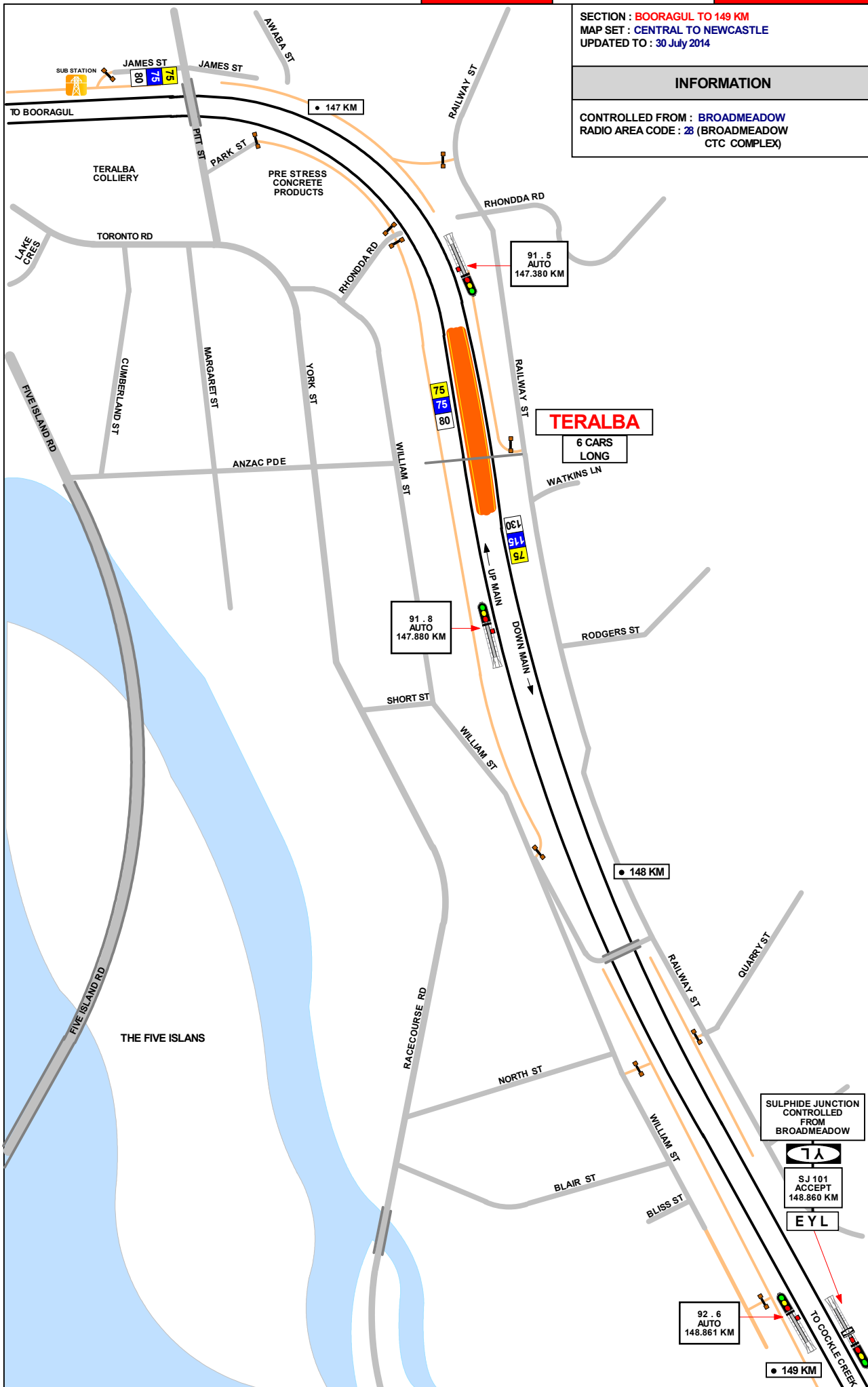
1 IN 600

LEVEL

1 IN 132

1 IN 88

1 IN 264



SECTION : 149 KM TO SULPHIDE JUNCTION  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 31 October 2022

GRADIENT

INFORMATION

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

1 IN 264

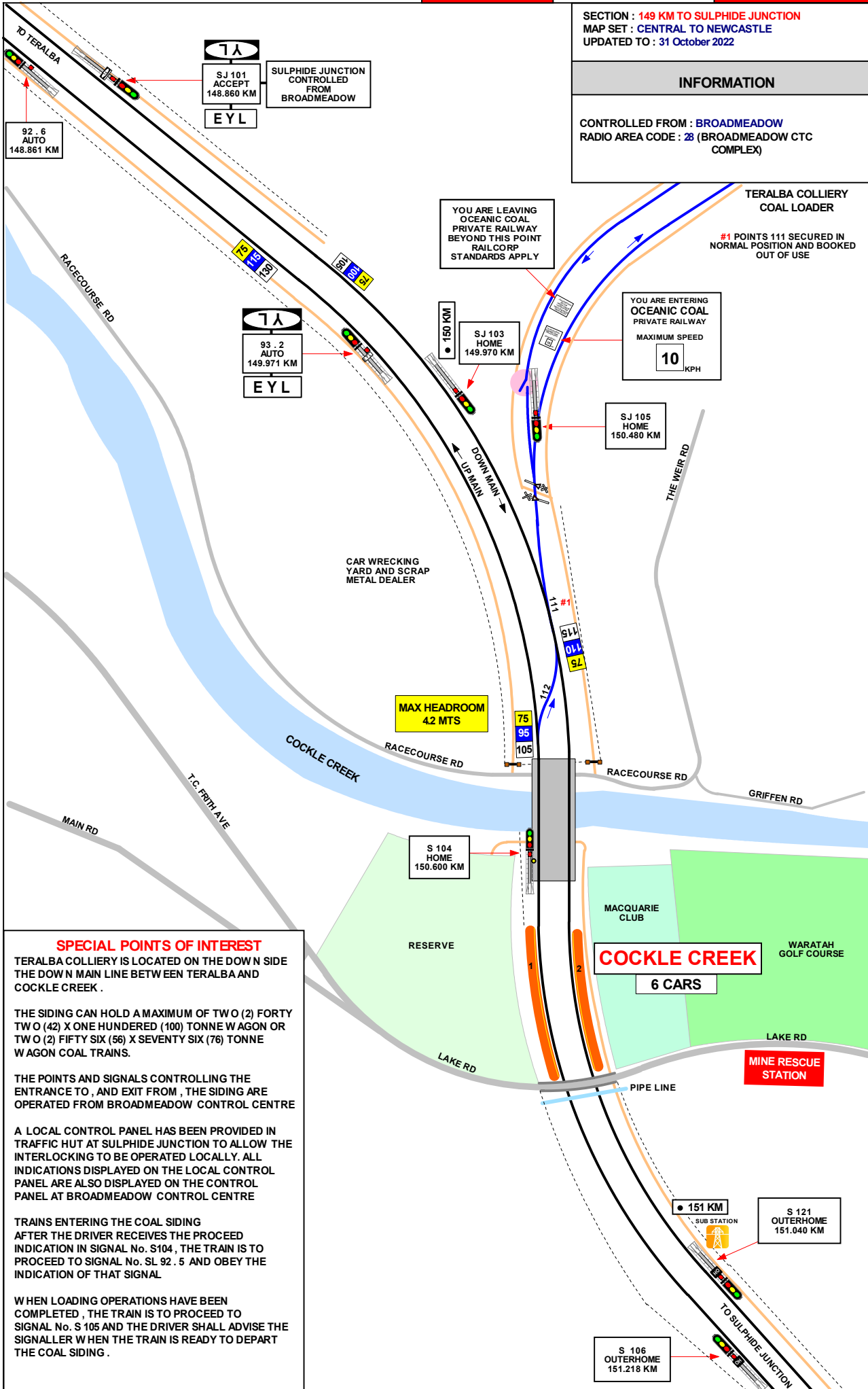
1 IN 240

1 IN 141

LEVEL

1 IN 100

1 IN 76



SPECIAL POINTS OF INTEREST

TERALBA COLLIERY IS LOCATED ON THE DOWN SIDE THE DOWN MAIN LINE BETWEEN TERALBA AND COCKLE CREEK .

THE SIDING CAN HOLD A MAXIMUM OF TWO (2) FORTY TWO (42) X ONE HUNDRED (100) TONNE WAGON OR TWO (2) FIFTY SIX (56) X SEVENTY SIX (76) TONNE WAGON COAL TRAINS.

THE POINTS AND SIGNALS CONTROLLING THE ENTRANCE TO , AND EXIT FROM , THE SIDING ARE OPERATED FROM BROADMEADOW CONTROL CENTRE

A LOCAL CONTROL PANEL HAS BEEN PROVIDED IN TRAFFIC HUT AT SULPHIDE JUNCTION TO ALLOW THE INTERLOCKING TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL CONTROL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT BROADMEADOW CONTROL CENTRE

TRAINS ENTERING THE COAL SIDING AFTER THE DRIVER RECEIVES THE PROCEED INDICATION IN SIGNAL No. S104 , THE TRAIN IS TO PROCEED TO SIGNAL No. SL 92 . 5 AND OBEY THE INDICATION OF THAT SIGNAL

WHEN LOADING OPERATIONS HAVE BEEN COMPLETED , THE TRAIN IS TO PROCEED TO SIGNAL No. S 105 AND THE DRIVER SHALL ADVISE THE SIGNALLER WHEN THE TRAIN IS READY TO DEPART THE COAL SIDING .



GRADIENT

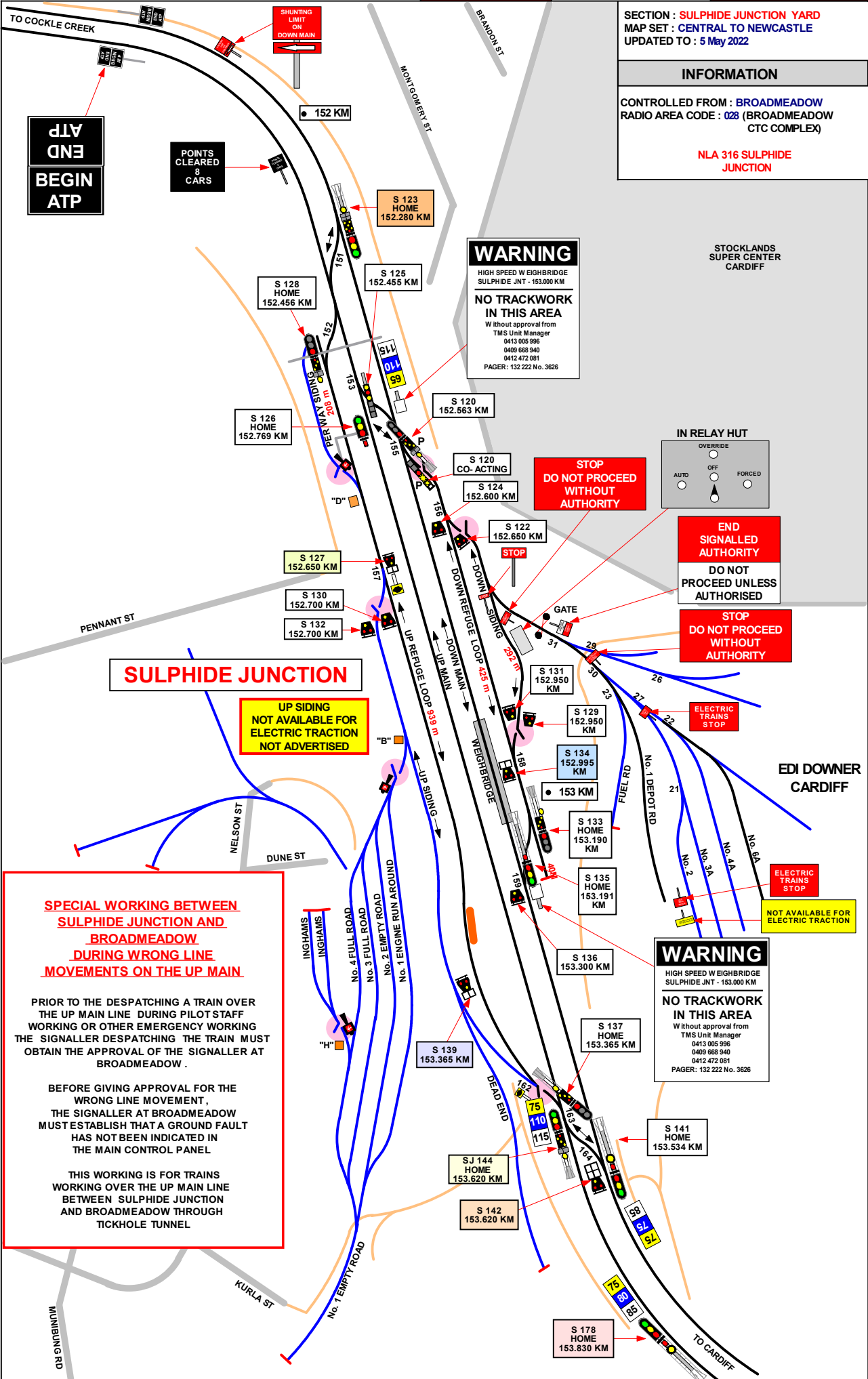
SECTION : **SULPHIDE JUNCTION YARD**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **5 May 2022**

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**INFORMATION**

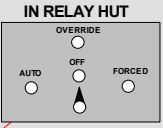
CONTROLLED FROM : **BROADMEADOW**  
 RADIO AREA CODE : **028** (BROADMEADOW CTC COMPLEX)

**NLA 316 SULPHIDE JUNCTION**



**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

**STOP**  
 DO NOT PROCEED  
 WITHOUT  
 AUTHORITY



**END  
 SIGNALLED  
 AUTHORITY**  
 DO NOT  
 PROCEED UNLESS  
 AUTHORISED

**STOP**  
 DO NOT PROCEED  
 WITHOUT  
 AUTHORITY

**UP SIDING  
 NOT AVAILABLE FOR  
 ELECTRIC TRACTION  
 NOT ADVISED**

**EDI DOWNER  
 CARDIFF**

**ELECTRIC TRAINS  
 STOP**  
 NOT AVAILABLE FOR  
 ELECTRIC TRACTION

**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

**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

L

1 IN 224

E

1 IN 1100

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

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**INFORMATION**

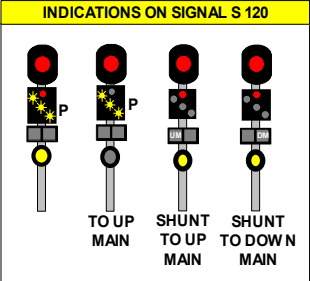
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CONTROLLED FROM : **BROADMEADOW**  
 RADIO AREA CODE : **28 (BROADMEADOW CTC COMPLEX)**

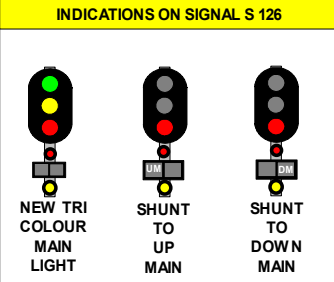
SIGNAL	DESTINATION	INDICATION
S 120	UP MAIN (M)	P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

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

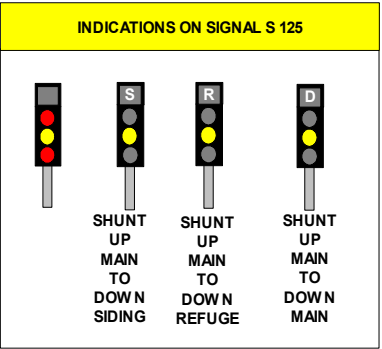
SIGNAL	DESTINATION	INDICATION
S 120 CO-ACTING	UP MAIN (M)	--
	UP MAIN (S)	U
	DOWN MAIN (S)	D



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

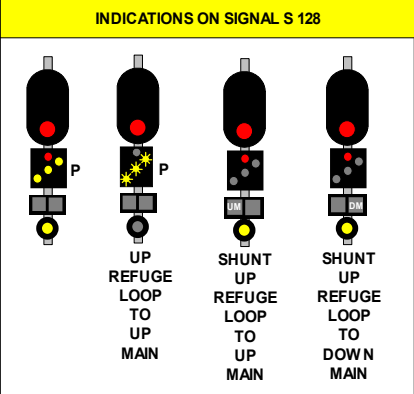


SIGNAL	DESTINATION	INDICATION
S 125	DOWN SIDING (S)	S
	DOWN REFUGE (S)	R
	DOWN MAIN (S)	D



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

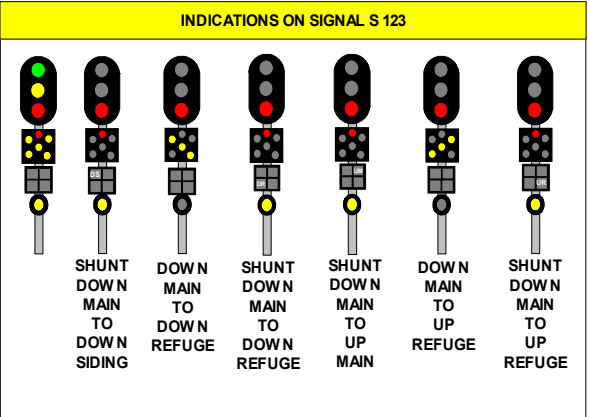
SIGNAL	DESTINATION	INDICATION
S 127	UP REFUGE (S)	U    R
	UP SIDING (S)	U    S



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)	P
	UP REFUGE(S)	UR
	UP MAIN (M)	---

**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

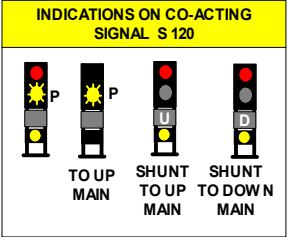
THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

**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



SECTION : SULPHIDE JUNCTION TO CARDIFF  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 19 May 2023

INFORMATION

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

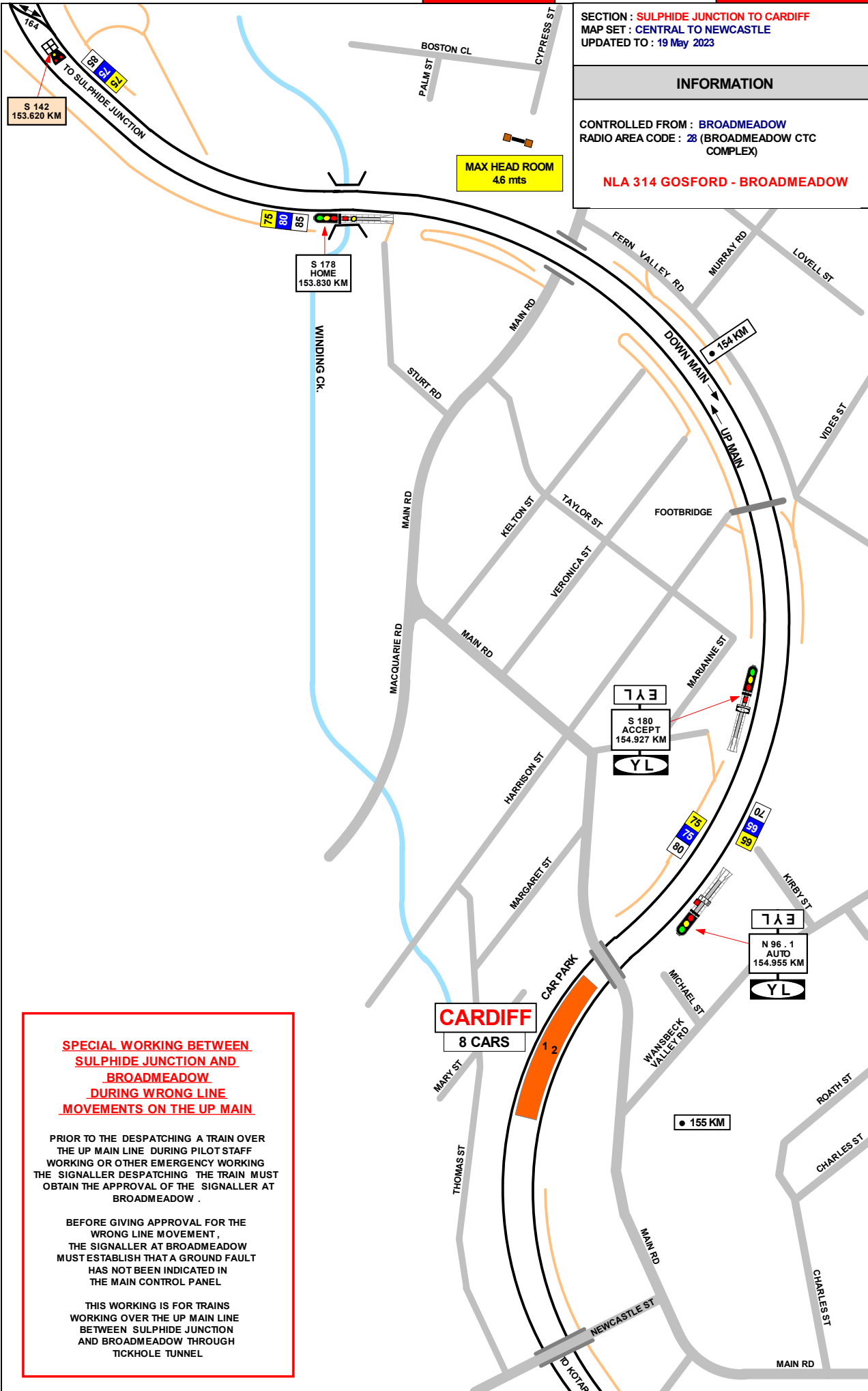
NLA 314 GOSFORD - BROADMEADOW

GRADIENT

LEVEL

1 IN 78

1 IN 75

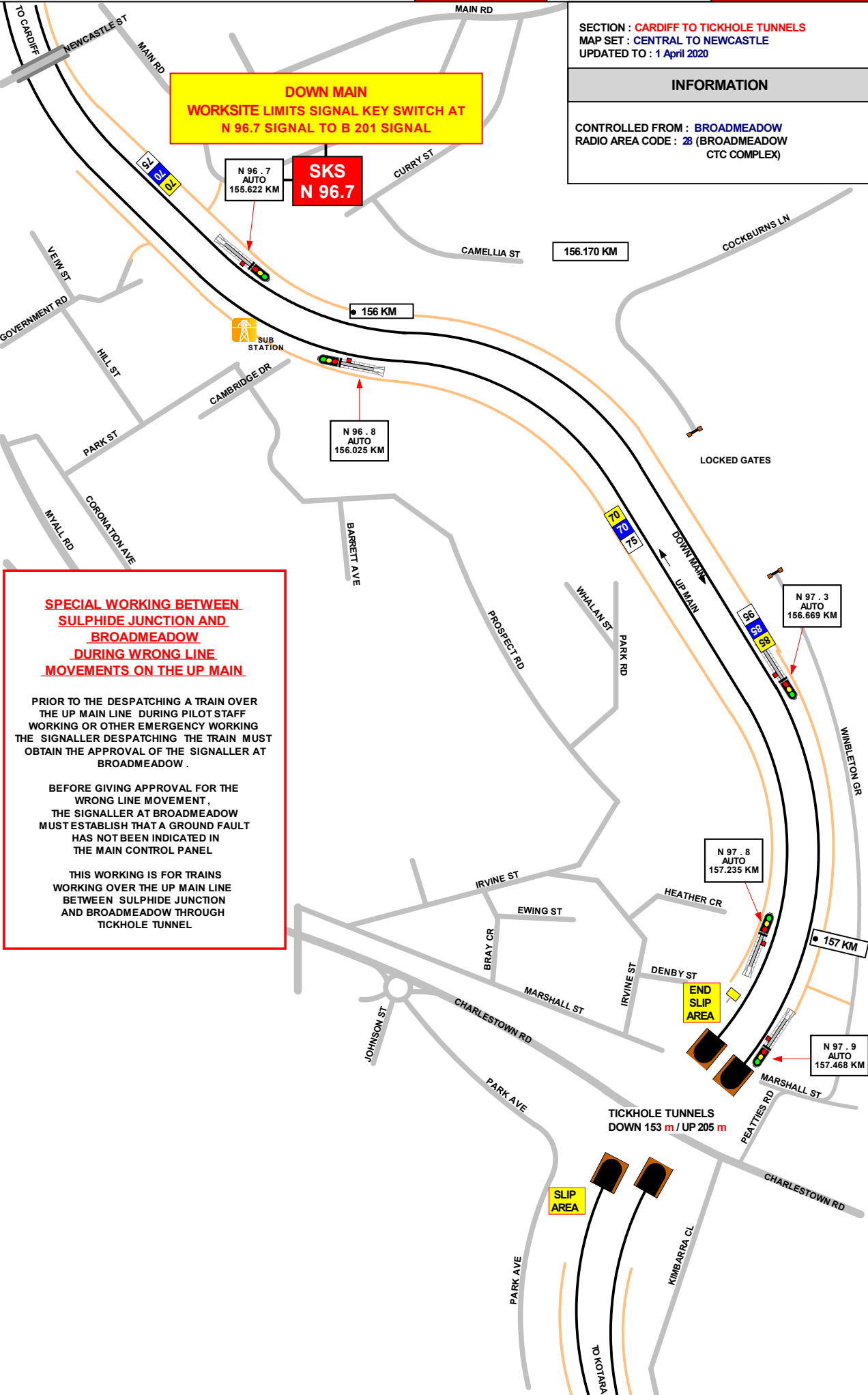


**SPECIAL WORKING BETWEEN  
SULPHIDE JUNCTION AND  
BROADMEADOW  
DURING WRONG LINE  
MOVEMENTS ON THE UP MAIN**

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)

**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 : 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

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

SIGN ATTACHED TO SIGNAL N 98.4

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

END SINGLE LIGHT INDICATION  
 N 98 . 5 AUTO 158.800 KM

6 CARS  
**KOTARA**

**SKS N 99.0**

**UP MAIN**  
 WORKSITE LIMITS SIGNAL KEY SWITCH AT N 99.0 SIGNAL TO SJ 180 SIGNAL

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

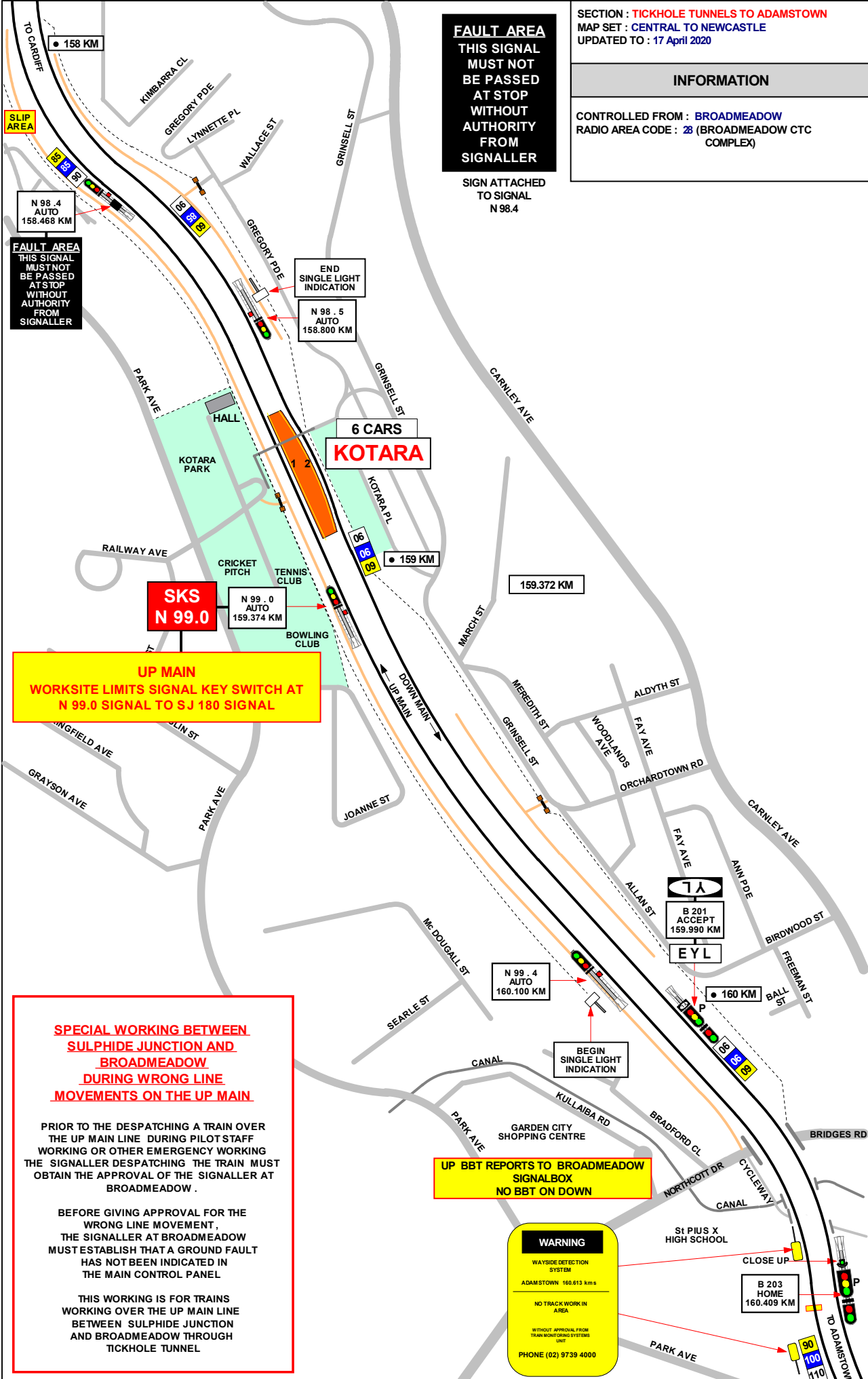
PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

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

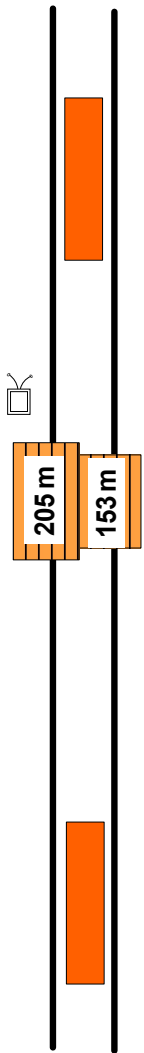
**UP BBT REPORTS TO BROADMEADOW SIGNALBOX NO BBT ON DOWN**

**WARNING**  
 WAYSIDE DETECTION SYSTEM  
 ADAMSTOWN 160.613 kms  
 NO TRACK WORK IN AREA  
 WITHOUT APPROVAL FROM TRAINS REPORTING OFFICER UNIT  
 PHONE (02) 9739 4000



**CARDIFF 155.022 KM NLA 314**

**LOCATION DETAILS**



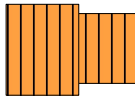
155.022 KM CARDIFF PLATFORM 1 AND 2

157.508 KM UP GROUND FAULT DETECTOR :  
REPORTS TO CTC (BROADMEADOW)

SIGNALS SET AT STOP BY GROUND FAULT DETECTOR  
UP SIGNAL N 98.4



157.599 KM TICKHOLE TUNELS



158.835 KM KOTARA PLATFORMS 1 AND 2





SECTION : ADAMSTOWN TO BROADMEADOW YARD  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 6 June 2023

---

**INFORMATION**

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

NLA 318 BROADMEADOW & WOODVILLE JUNCTION

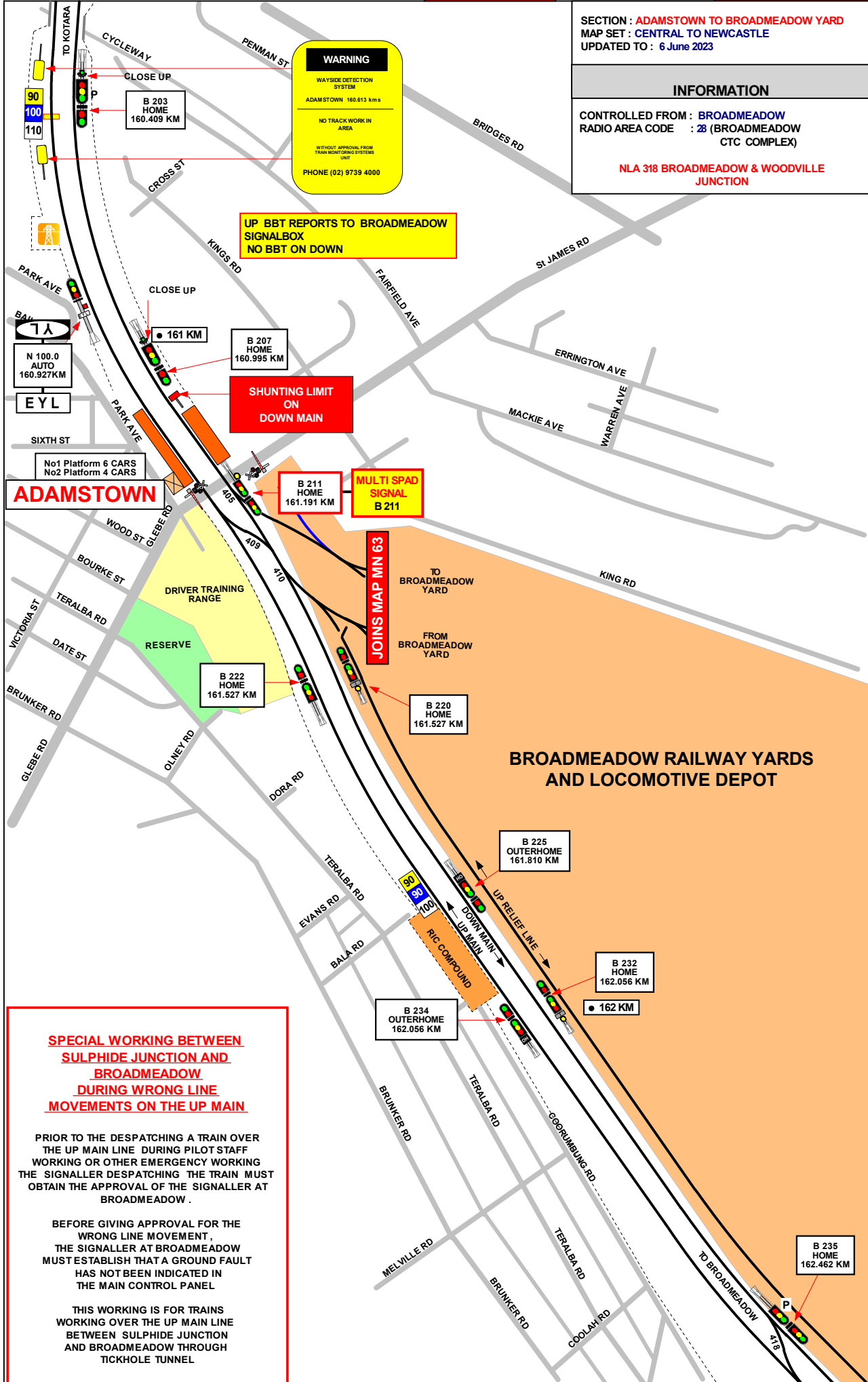
GRADIENT

1 IN 250

1 IN 60

1 IN 235

1 IN 400



**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 : BROADMEADOW YARD  
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

MULTI SPAD SIGNAL B 211

SHUNTING LIMIT ON UP RELIEF

7#

213 161.232 KM	217 161.380 KM
215 161.330 KM	218 161.525 KM
216 161.438 KM	219 161.470 KM
224 161.525 KM	

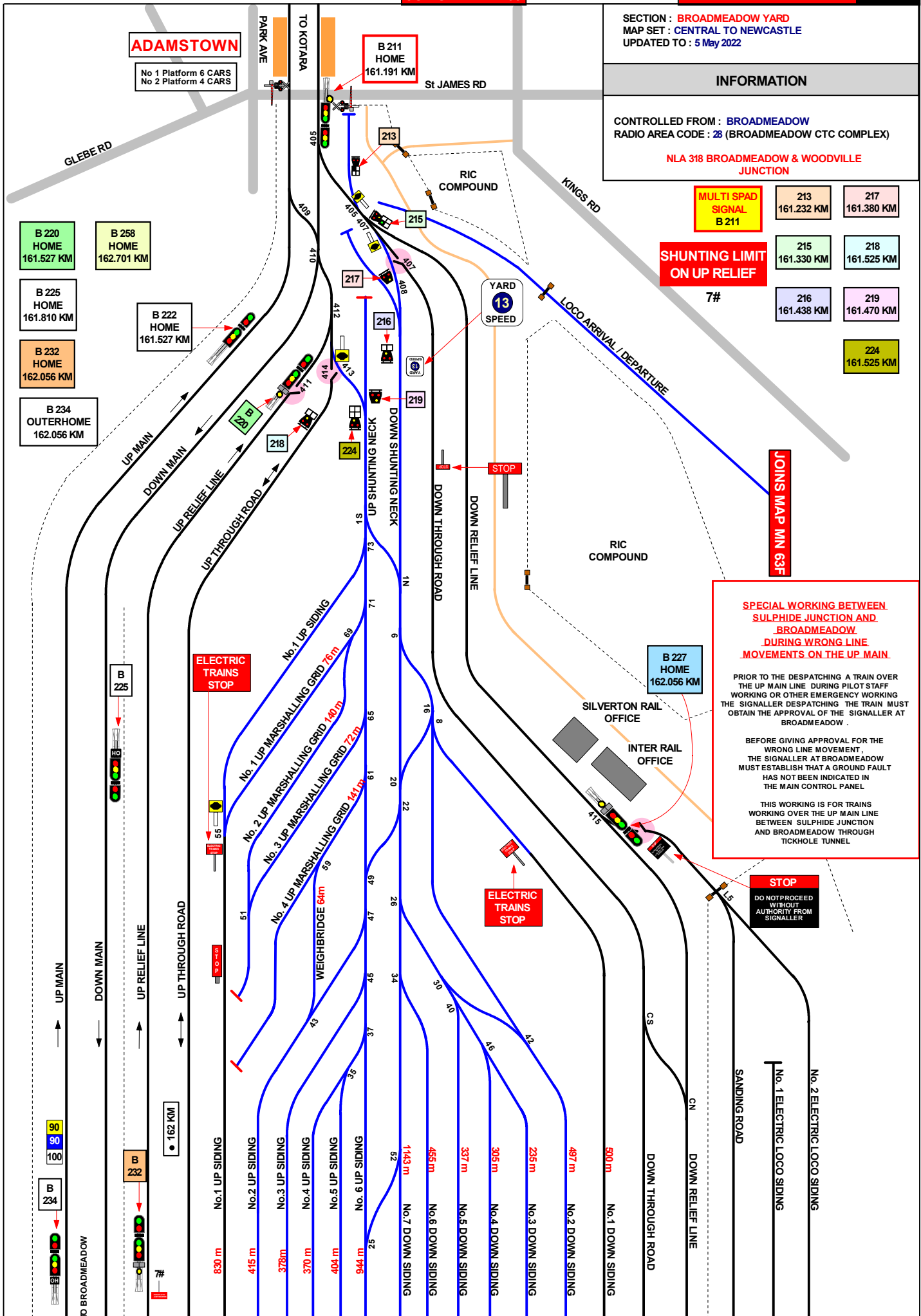
SPECIAL WORKING BETWEEN SULPHIDE JUNCTION AND BROADMEADOW DURING WRONG LINE MOVEMENTS ON THE UP MAIN

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

STOP  
DO NOT PROCEED WITHOUT AUTHORITY FROM SIGNALLER



ADAMSTOWN  
No 1 Platform 6 CARS  
No 2 Platform 4 CARS

B 211 HOME  
161.191 KM

B 220 HOME  
161.527 KM

B 258 HOME  
162.701 KM

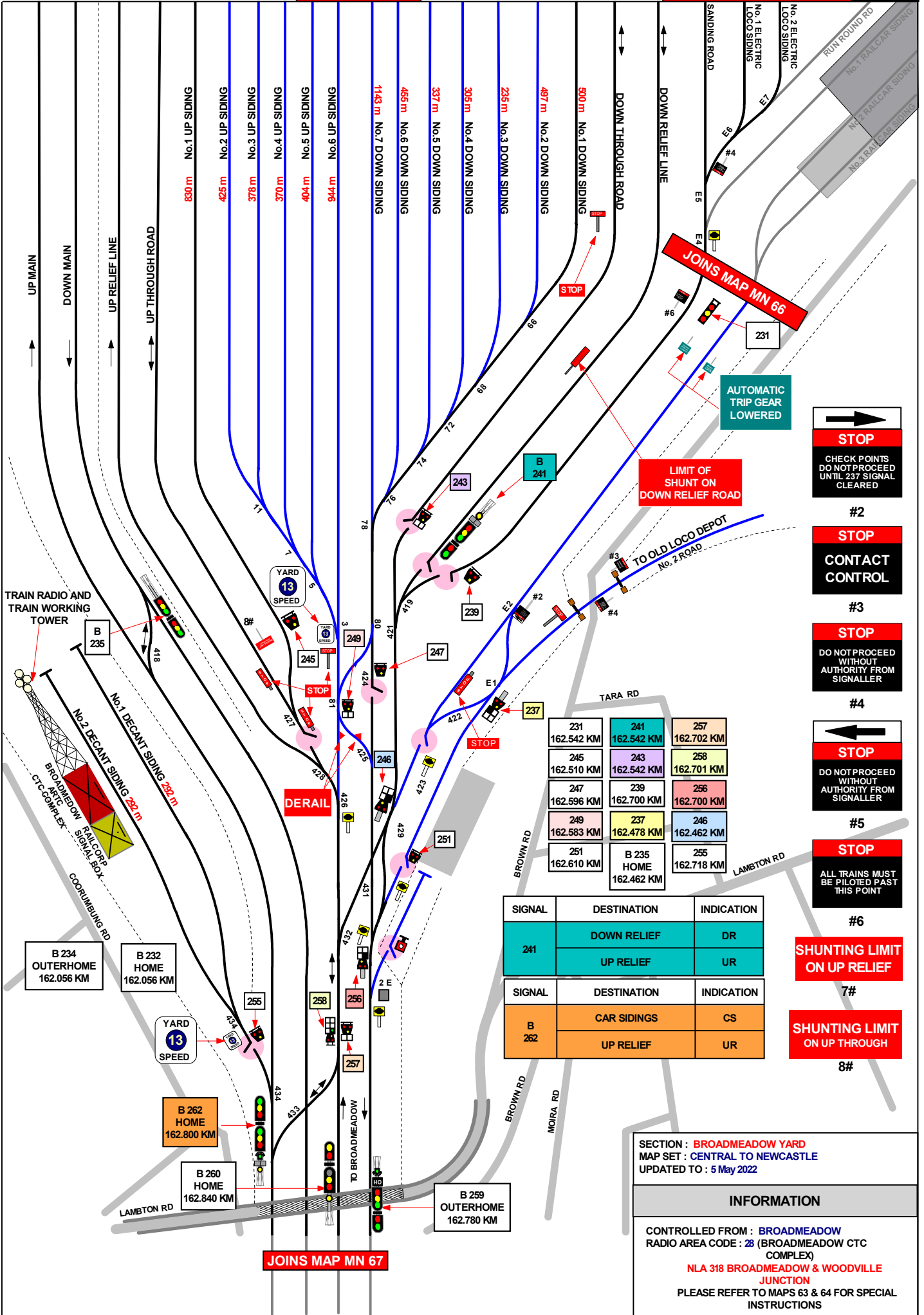
B 225 HOME  
161.810 KM

B 222 HOME  
161.527 KM

B 232 HOME  
162.056 KM

B 234 OUTERHOME  
162.056 KM

B 227 HOME  
162.056 KM



**STOP**  
CHECK POINTS  
DO NOT PROCEED  
UNTIL 237 SIGNAL  
CLEARED

**STOP**  
CONTACT  
CONTROL

**STOP**  
DO NOT PROCEED  
WITHOUT  
AUTHORITY FROM  
SIGNALLER

**STOP**  
DO NOT PROCEED  
WITHOUT  
AUTHORITY FROM  
SIGNALLER

**STOP**  
ALL TRAINS MUST  
BE PILOTTED PAST  
THIS POINT

**SHUNTING LIMIT  
ON UP RELIEF**

**SHUNTING LIMIT  
ON UP THROUGH**

231 162.542 KM	241 162.542 KM	257 162.702 KM
245 162.510 KM	243 162.542 KM	258 162.701 KM
247 162.596 KM	239 162.700 KM	256 162.700 KM
249 162.583 KM	237 162.478 KM	246 162.462 KM
251 162.610 KM	B 235 HOME 162.462 KM	255 162.718 KM

SIGNAL	DESTINATION	INDICATION
241	DOWN RELIEF	DR
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
B 262	CAR SIDINGS	CS
	UP RELIEF	UR

SECTION : BROADMEADOW YARD  
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  
PLEASE REFER TO MAPS 63 & 64 FOR SPECIAL  
INSTRUCTIONS

TRAIN RADIO AND  
TRAIN WORKING  
TOWER

No. 2 DECONT SIDING 282.0 m  
BROADMEADOW RAIL CORP  
CTC-SIGNAL COMPLEX  
SIGNAL BOX

B 234  
OUTERHOME  
162.056 KM

B 232  
HOME  
162.056 KM

B 262  
HOME  
162.800 KM

B 260  
HOME  
162.840 KM

B 259  
OUTERHOME  
162.780 KM

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

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)**

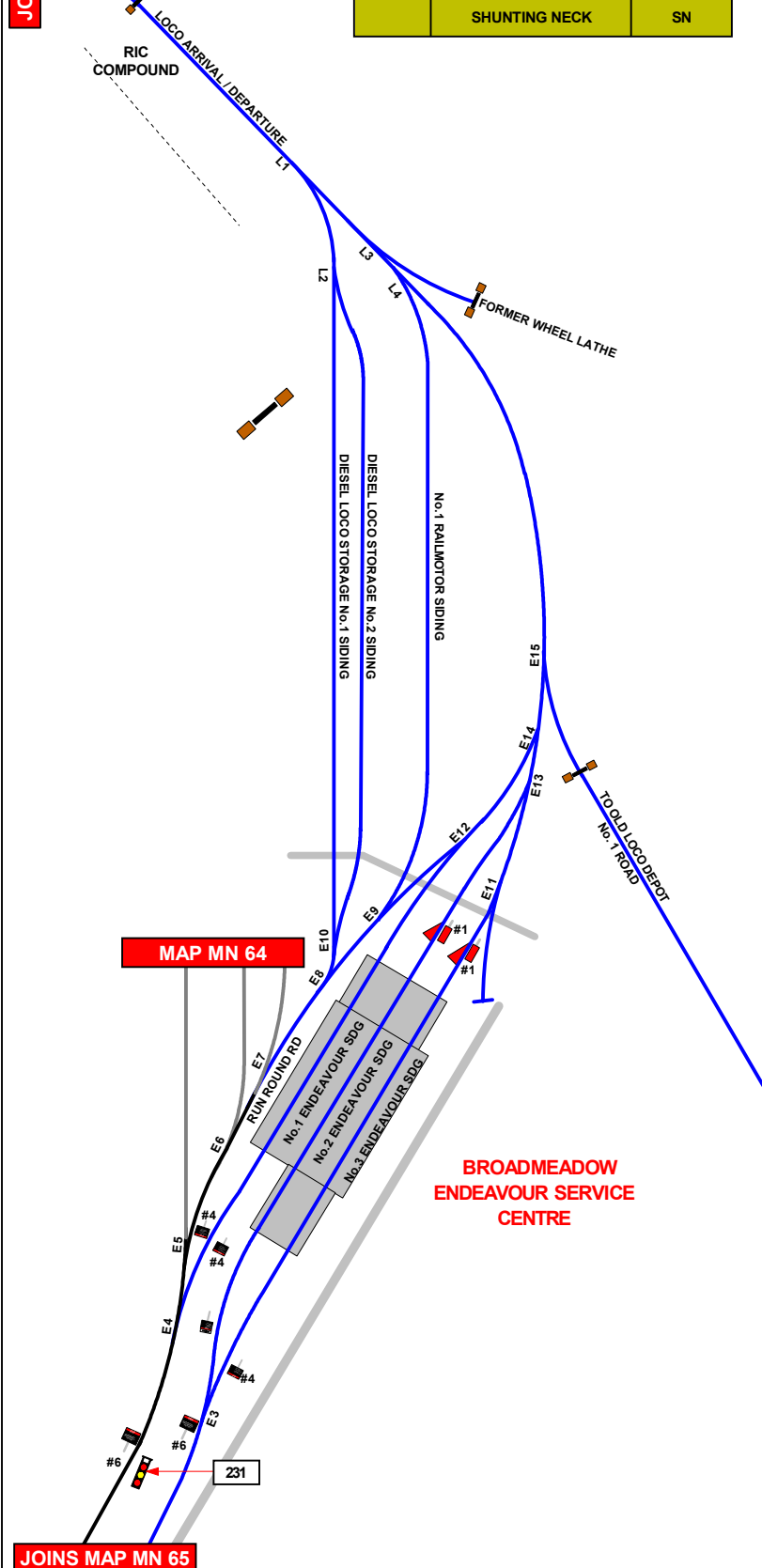
**NLA 318 BROADMEADOW & WOODVILLE JUNCTION**

**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
224	UP MAIN	UM
	DOWN MAIN	DM
	SHUNTING NECK	SN

JOINS MAP MN 64



**DERAIL**

#1

**STOP**

CHECK POINTS DO NOT PROCEED UNTIL 237 SIGNAL CLEARED

#2

**STOP**

CONTACT CONTROL

#3

**STOP**

DO NOT PROCEED WITHOUT AUTHORITY FROM SIGNALLER

#4

**STOP**

DO NOT PROCEED WITHOUT AUTHORITY FROM SIGNALLER

#5

**STOP**

ALL TRAINS MUST BE PILOTED PAST THIS POINT

#6

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

MAP MN 64

**BROADMEADOW ENDEAVOUR SERVICE CENTRE**

JOINS MAP MN 65

SECTION : BROADMEADOW YARD TO WOODVILLE  
JUNCTION BOX  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 5 December 2022

GRADIENT

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.

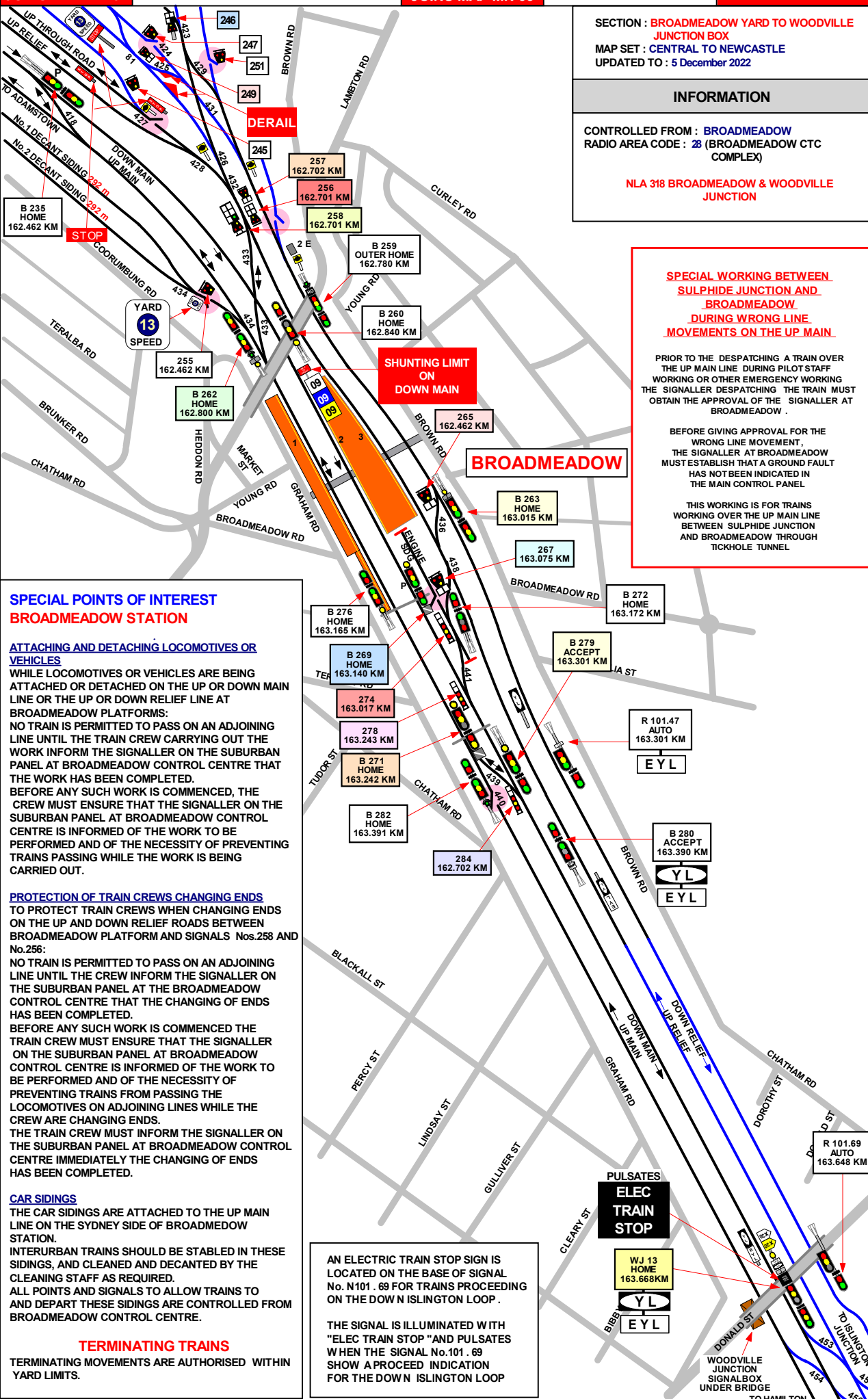
ALL POINTS AND SIGNALS TO ALLOW TRAINS TO  
AND DEPART THESE SIDINGS ARE CONTROLLED FROM  
BROADMEADOW CONTROL CENTRE.

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  
SHOWS PROCEED INDICATION  
FOR THE DOWN ISLINGTON LOOP



1 IN 400  
1 IN 282  
1 IN 366  
1 IN 776  
1 IN 165  
1 IN 5000  
1 IN 900  
1 IN 1650



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

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



SECTION : WOODVILLE JUNCTION TO HAMILTON JUNCTION  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 5 December 2022

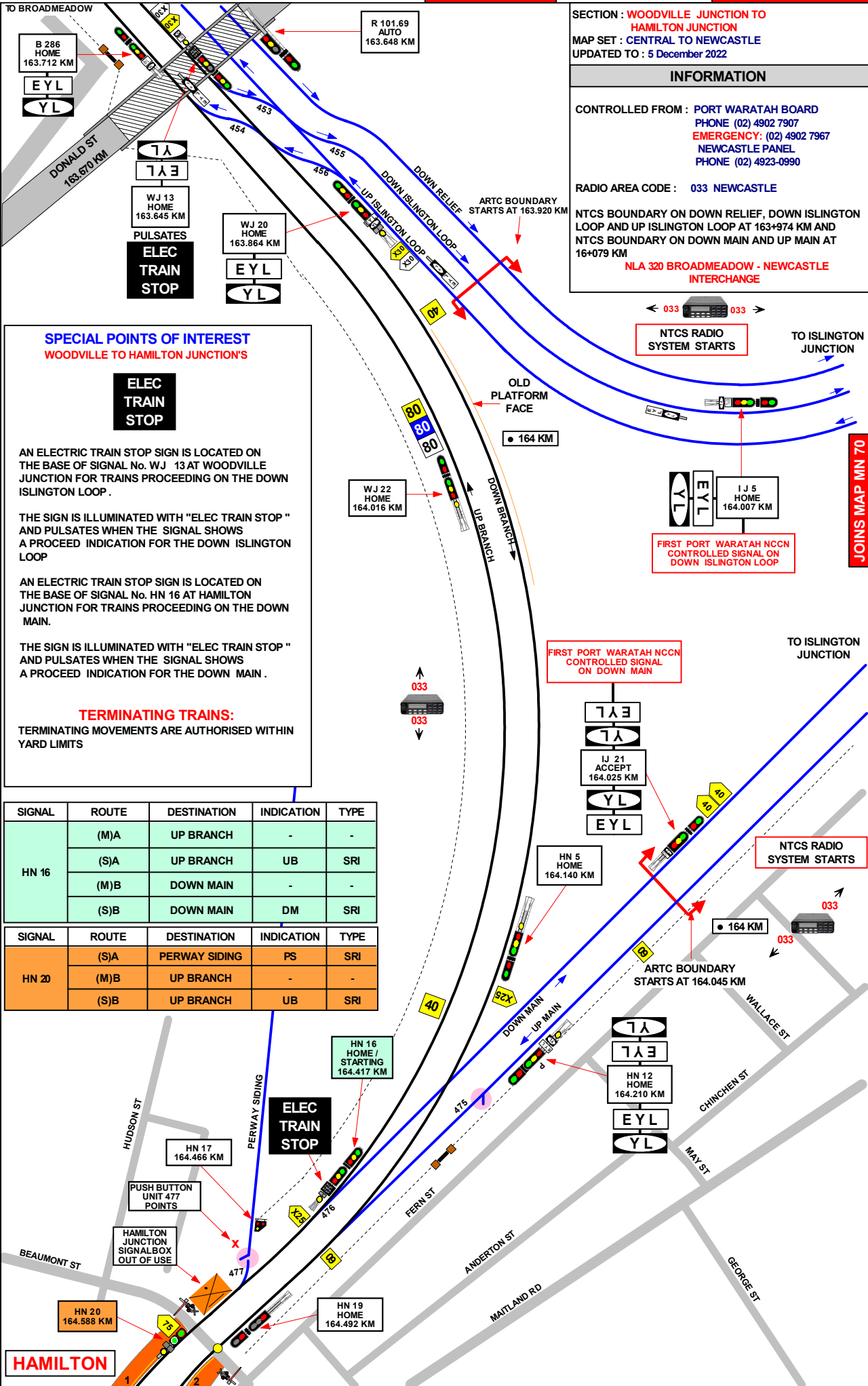
GRADIENT

INFORMATION

CONTROLLED FROM : PORT WARATAH BOARD  
 PHONE (02) 4902 7907  
 EMERGENCY: (02) 4902 7967  
 NEWCASTLE PANEL  
 PHONE (02) 4923-0990

RADIO AREA CODE : 033 NEWCASTLE

NTCS BOUNDARY ON DOWN RELIEF, DOWN ISLINGTON LOOP AND UP ISLINGTON LOOP AT 163+974 KM AND NTCS BOUNDARY ON DOWN MAIN AND UP MAIN AT 16+079 KM  
**NLA 320 BROADMEADOW - NEWCASTLE INTERCHANGE**



**SPECIAL POINTS OF INTEREST**  
 WOODVILLE TO HAMILTON JUNCTION'S

**ELEC TRAIN STOP**

AN ELECTRIC TRAIN STOP SIGN IS LOCATED ON THE BASE OF SIGNAL No. WJ 13 AT WOODVILLE JUNCTION FOR TRAINS PROCEEDING ON THE DOWN ISLINGTON LOOP .

THE SIGN IS ILLUMINATED WITH "ELEC TRAIN STOP" AND PULSATES WHEN THE SIGNAL SHOWS A PROCEED INDICATION FOR THE DOWN ISLINGTON LOOP

AN ELECTRIC TRAIN STOP SIGN IS LOCATED ON THE BASE OF SIGNAL No. HN 16 AT HAMILTON JUNCTION FOR TRAINS PROCEEDING ON THE DOWN MAIN.

THE SIGN IS ILLUMINATED WITH "ELEC TRAIN STOP" AND PULSATES WHEN THE SIGNAL SHOWS A PROCEED INDICATION FOR THE DOWN MAIN .

**TERMINATING TRAINS:**

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
HN 16	(M)A	UP BRANCH	-	-
	(S)A	UP BRANCH	UB	SRI
	(M)B	DOWN MAIN	-	-
	(S)B	DOWN MAIN	DM	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
HN 20	(S)A	PERWAY SIDING	PS	SRI
	(M)B	UP BRANCH	-	-
	(S)B	UP BRANCH	UB	SRI

JOINS MAP MN 70

LEVEL

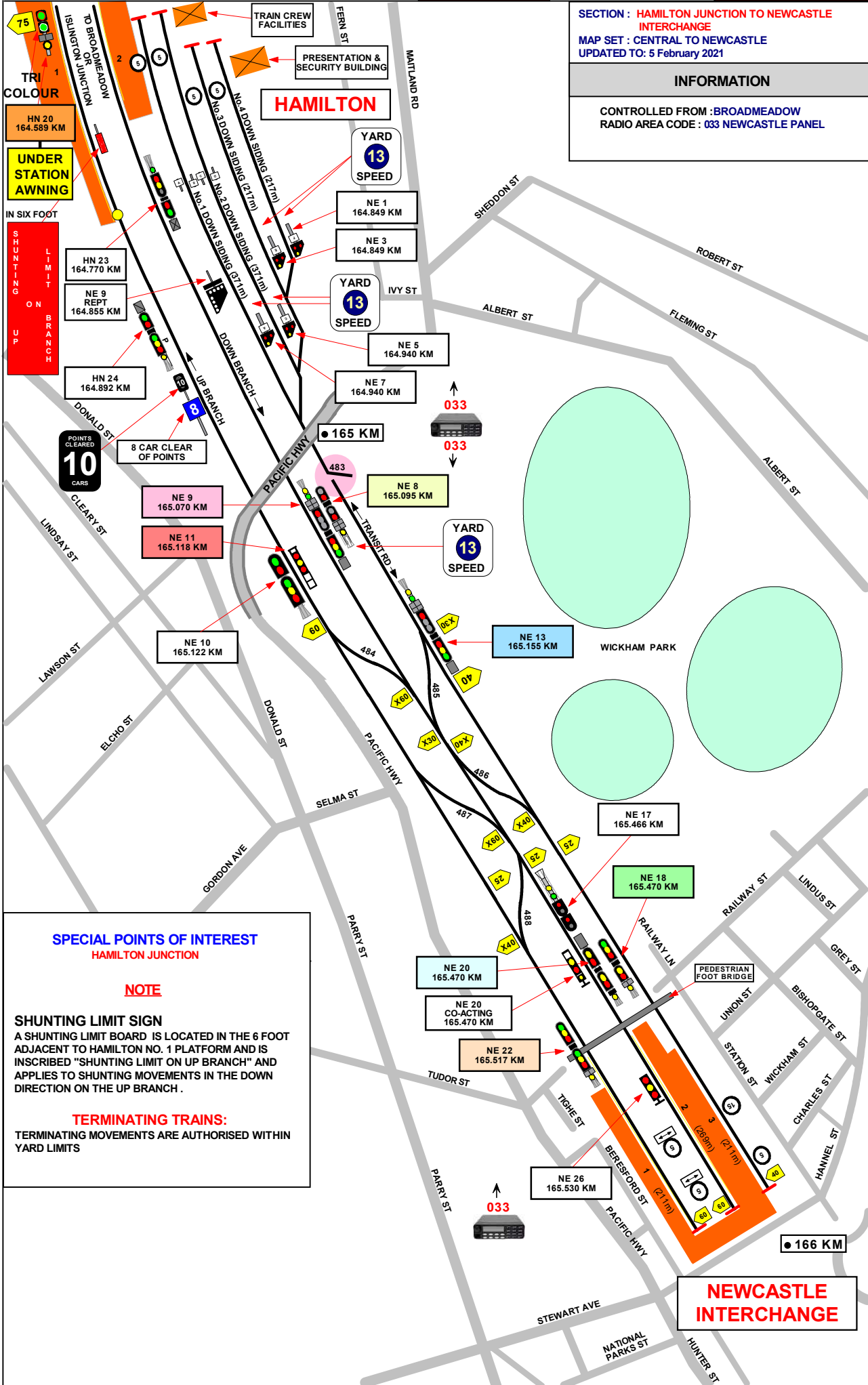
GRADIENT

**SECTION : HAMILTON JUNCTION TO NEWCASTLE INTERCHANGE**  
**MAP SET : CENTRAL TO NEWCASTLE**  
 UPDATED TO: 5 February 2021

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**INFORMATION**

CONTROLLED FROM : BROADMEADOW  
 RADIO AREA CODE : 033 NEWCASTLE PANEL



75  
 TRI COLOUR  
 HN 20 164.589 KM  
 UNDER STATION AWNING  
 IN SIX FOOT  
 SHUNTING LIMIT ON UP BRANCH

POINTS CLEARED  
**10**  
 CARS

**SPECIAL POINTS OF INTEREST**  
 HAMILTON JUNCTION

**NOTE**

**SHUNTING LIMIT SIGN**  
 A SHUNTING LIMIT BOARD IS LOCATED IN THE 6 FOOT ADJACENT TO HAMILTON NO. 1 PLATFORM AND IS INSCRIBED "SHUNTING LIMIT ON UP BRANCH" AND APPLIES TO SHUNTING MOVEMENTS IN THE DOWN DIRECTION ON THE UP BRANCH.

**TERMINATING TRAINS:**  
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

1 IN 380

LEVEL

1 IN 450

SECTION : HAMILTON JUNCTION TO NEWCASTLE  
INTERCHANGE

MAP 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

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