

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: September 2024

Version: 5.50

Explanatory Notes:

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

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

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Information in these diagrams is uncontrolled.

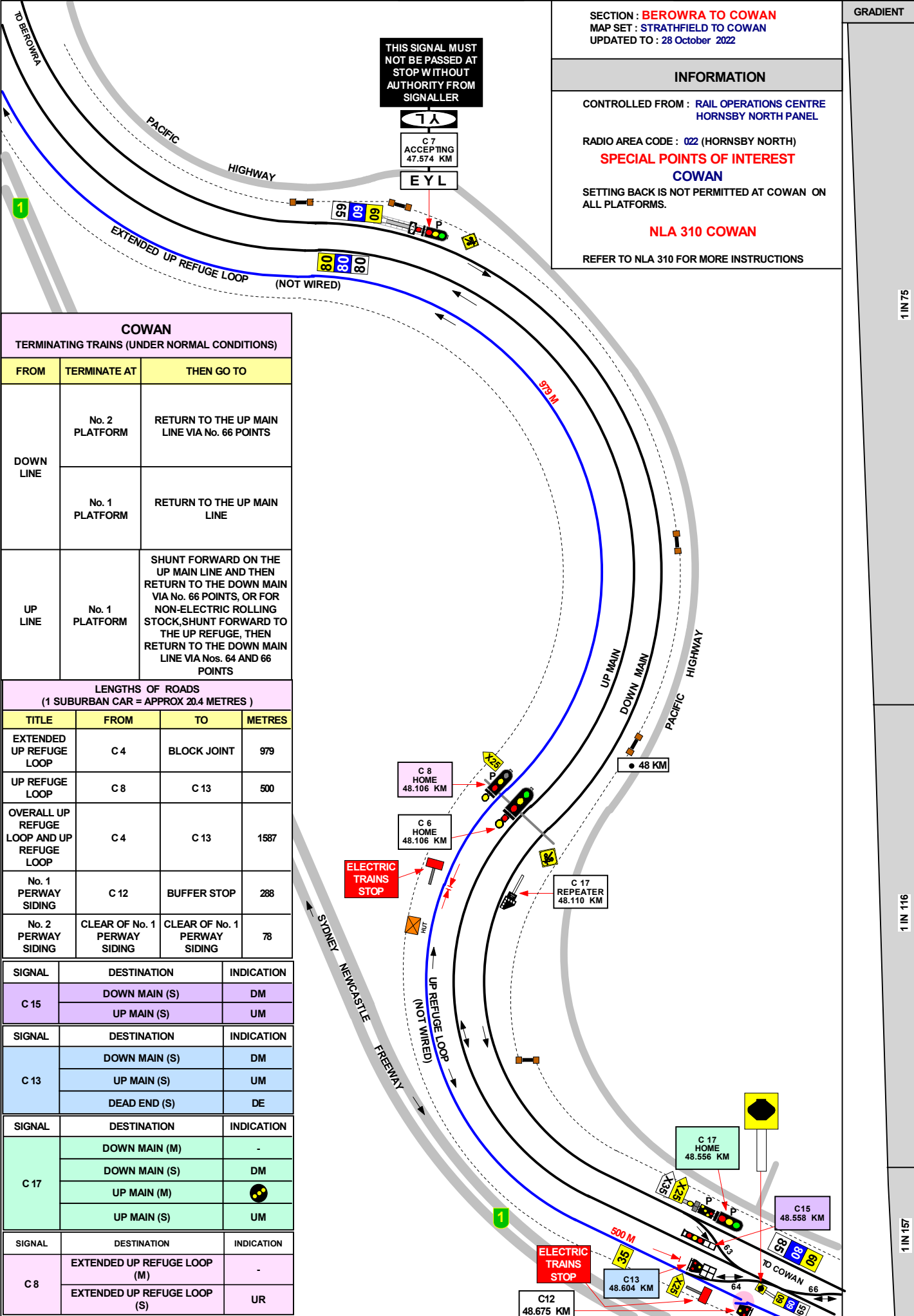
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SECTION : **BEROWRA TO COWAN**
 MAP SET : STRATHFIELD TO COWAN
 UPDATED TO : 28 October 2022

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

GRADIENT

1 IN 75

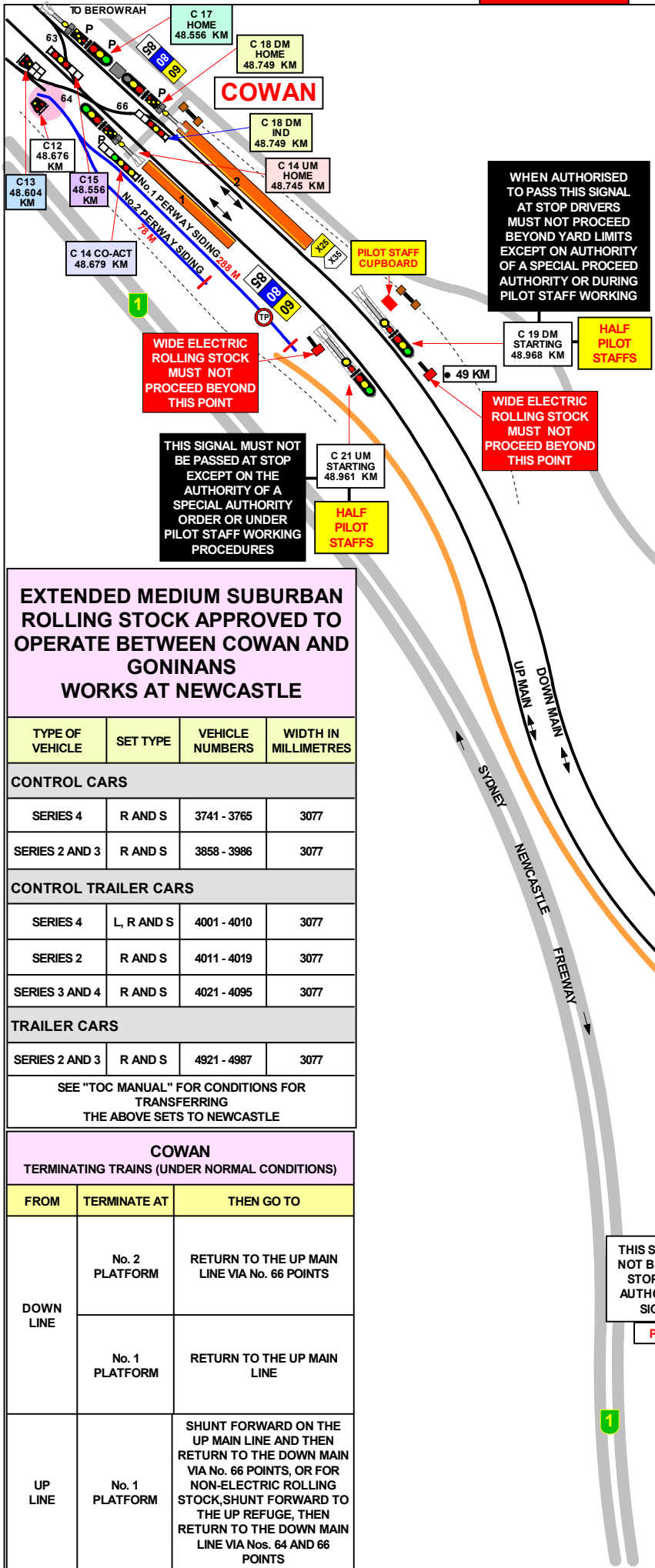
1 IN 116

1 IN 157

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



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

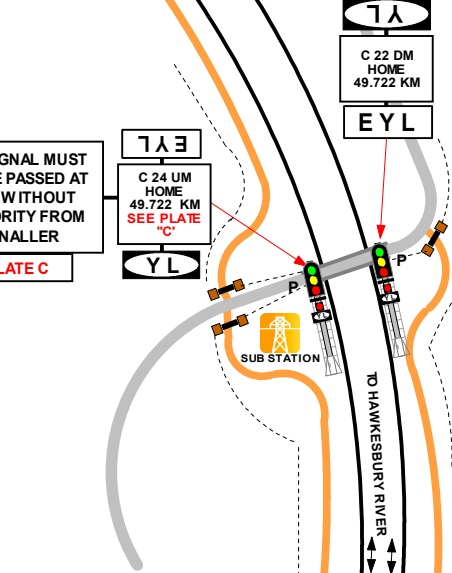
EXTENDED MEDIUM SUBURBAN ROLLING STOCK APPROVED TO OPERATE BETWEEN COWAN AND GONINANS WORKS AT NEWCASTLE

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

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



GRADIENT

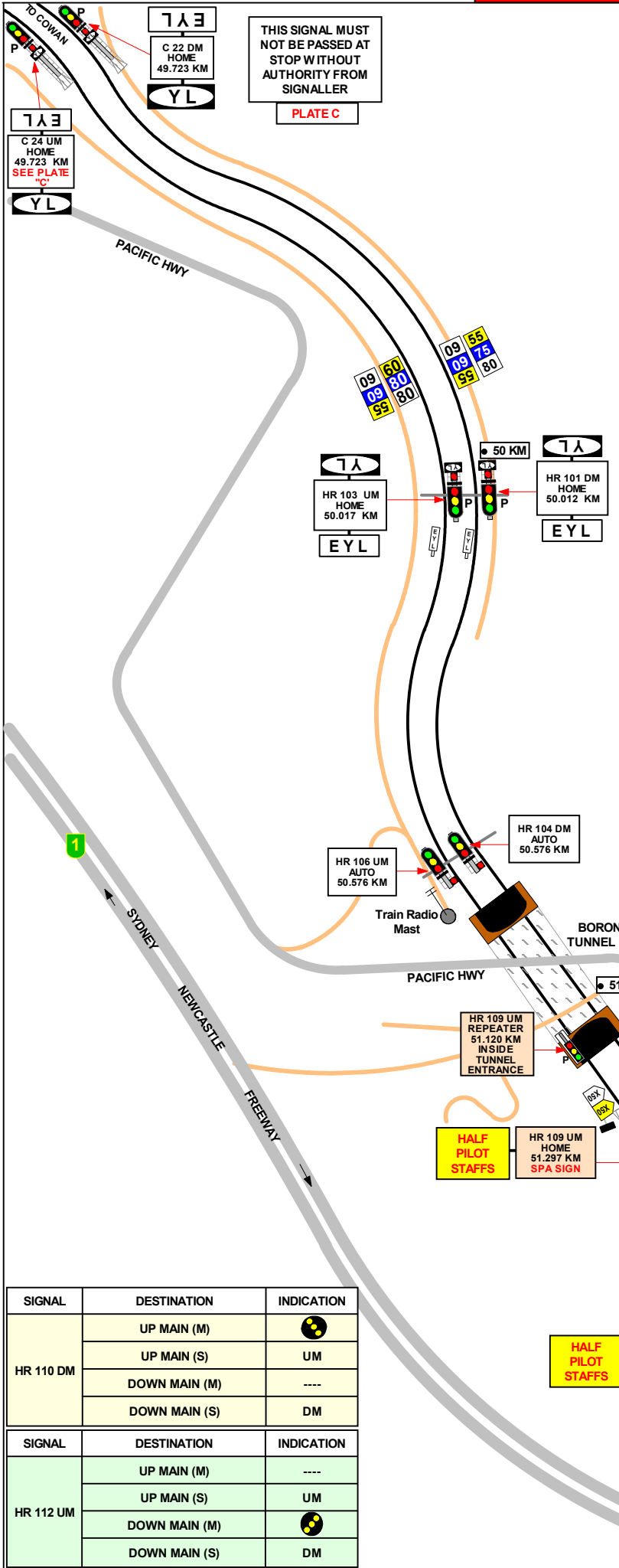
1 IN 75

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.

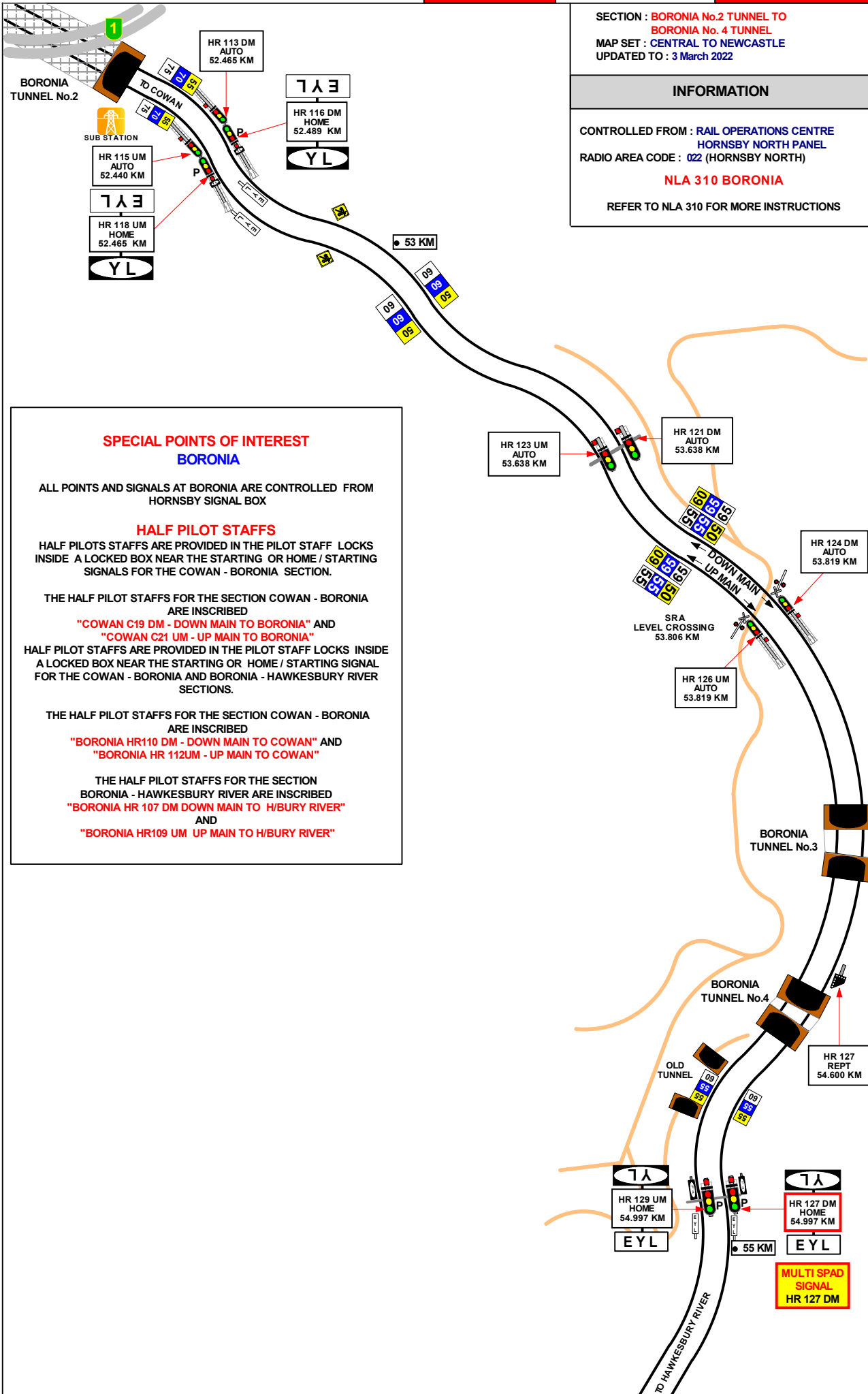
TERMINATING TRAINS TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

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



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 37	E
1 IN 40	E

SPECIAL POINTS OF INTEREST BORONIA

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

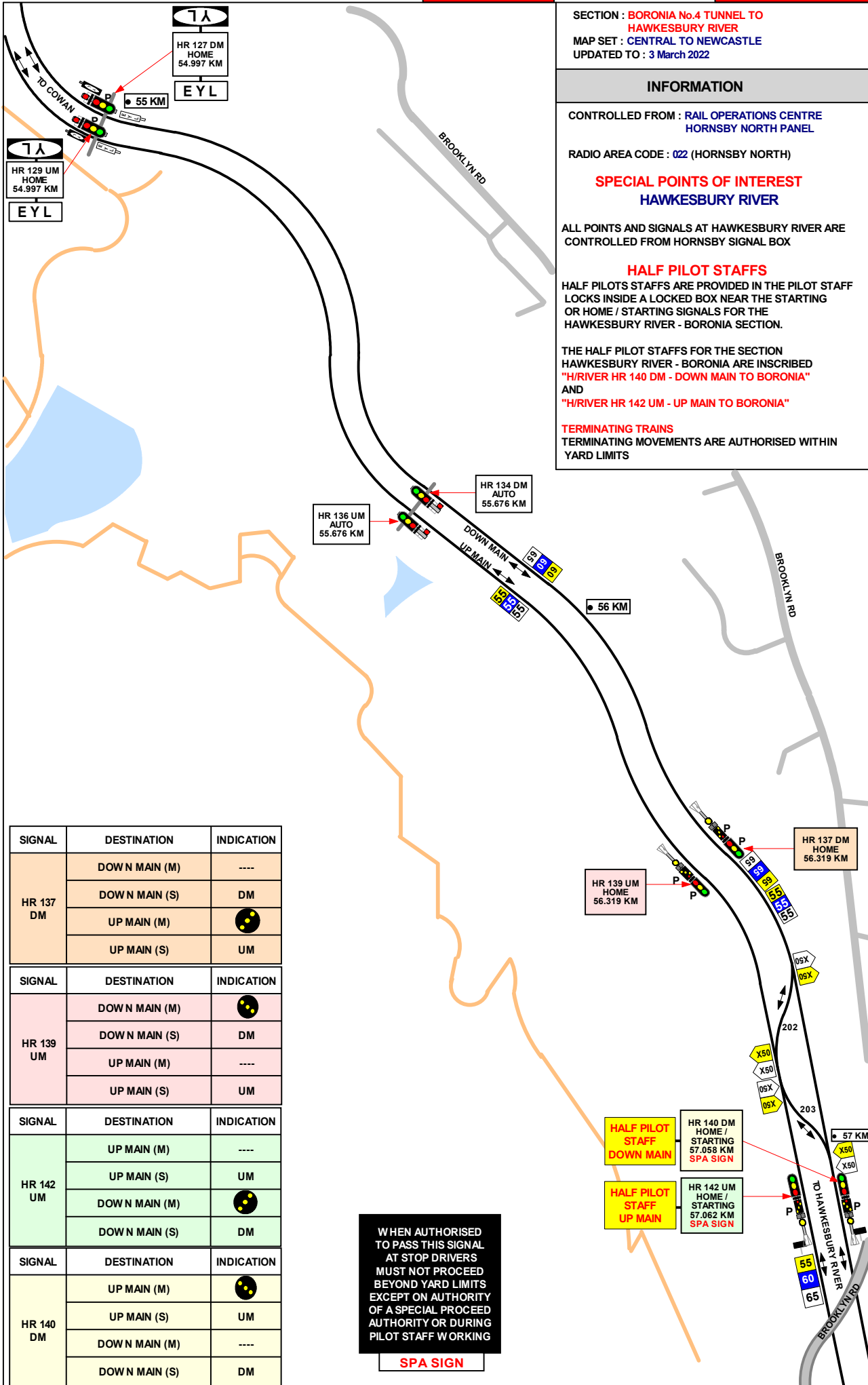
HALF PILOT STAFFS
 HALF PILOTS STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COWAN - BORONIA SECTION.

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 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

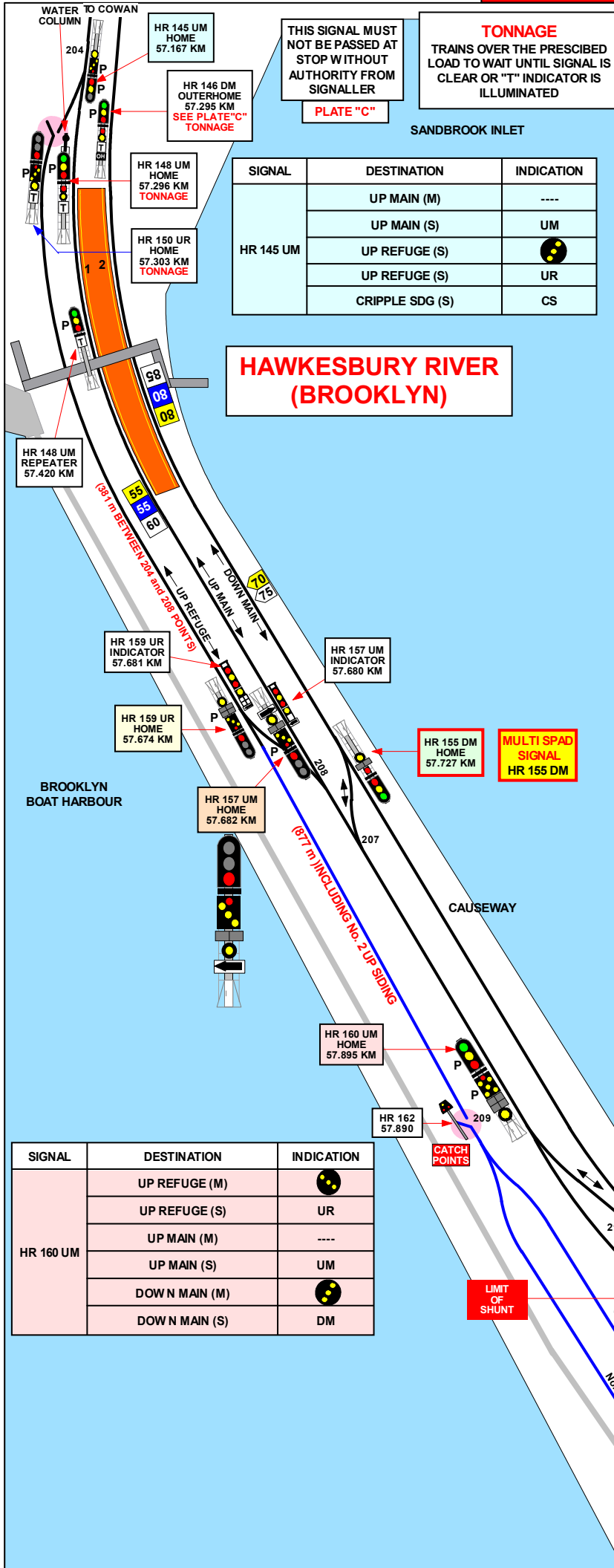
SIGNAL	DESTINATION	INDICATION
HR 139 UM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (M)	----
	UP MAIN (S)	UM

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



HAWKESBURY RIVER (BROOKLYN)

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

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**
 MAP SET : **CENTRAL TO NEWCASTLE**
 UPDATED TO : **3 March 2022**

GRADIENT
1 IN 41
LEVEL
1 IN 330
LEVEL
1 IN 60
LEVEL
1 IN 61
1 IN 92
1 IN 54
1 IN 48
E
1 IN 60
E

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 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

SECTION : HAWKESBURY RIVER TO MULLET CREEK
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

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

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

SEE MAP 30

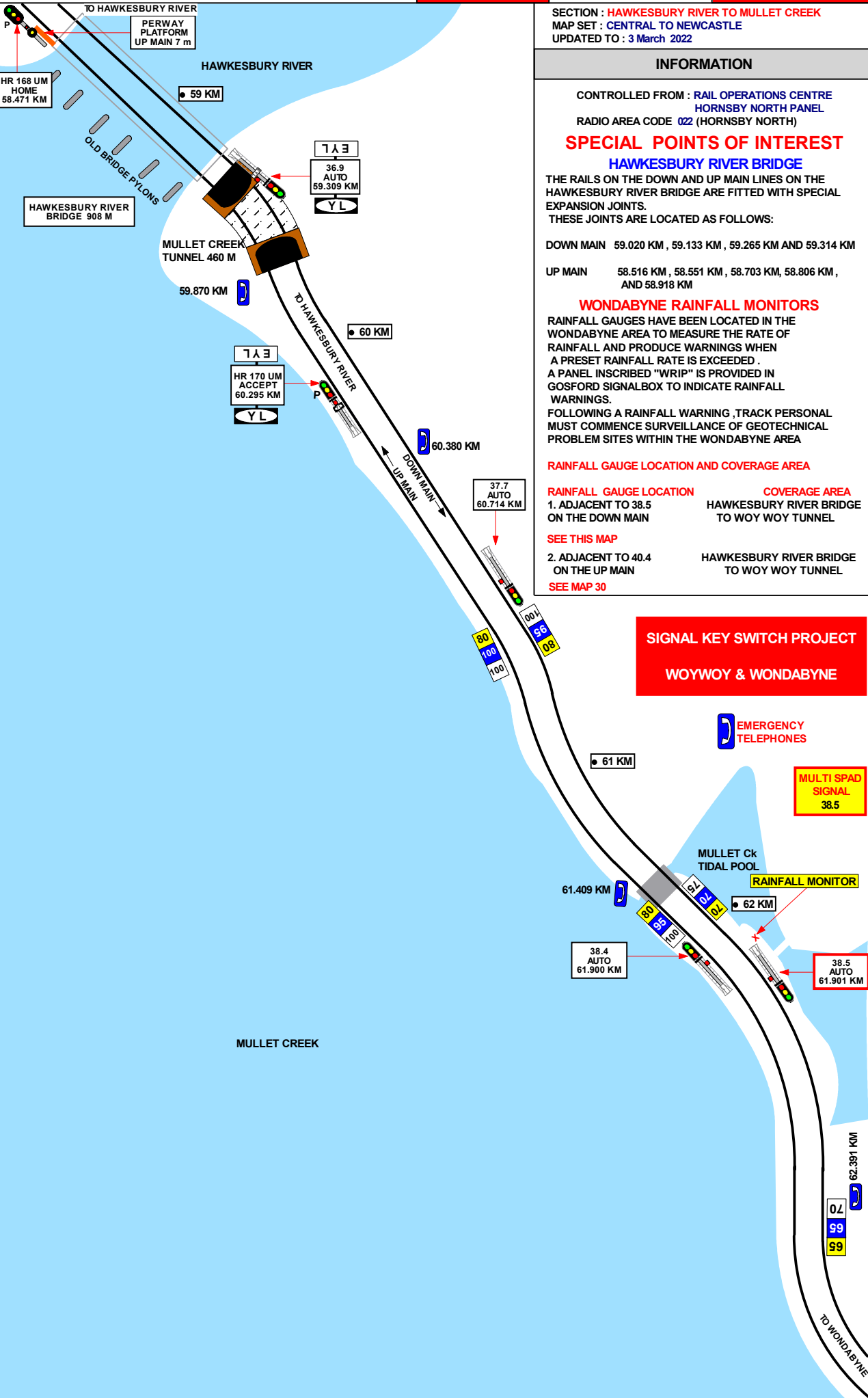
SIGNAL KEY SWITCH PROJECT
WOYWOY & WONDABYNE

EMERGENCY TELEPHONES

MULTI SPAD SIGNAL
38.5

RAINFALL MONITOR

38.5 AUTO
61.901 KM



LEVEL

E

1 IN 132

E

1 IN 94

E

1 IN 169

E

1 IN 220

E

LEVEL

1 IN 776

LEVEL

E

LEVEL

E

LEVEL

E

LEVEL

E

1 IN 88

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

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

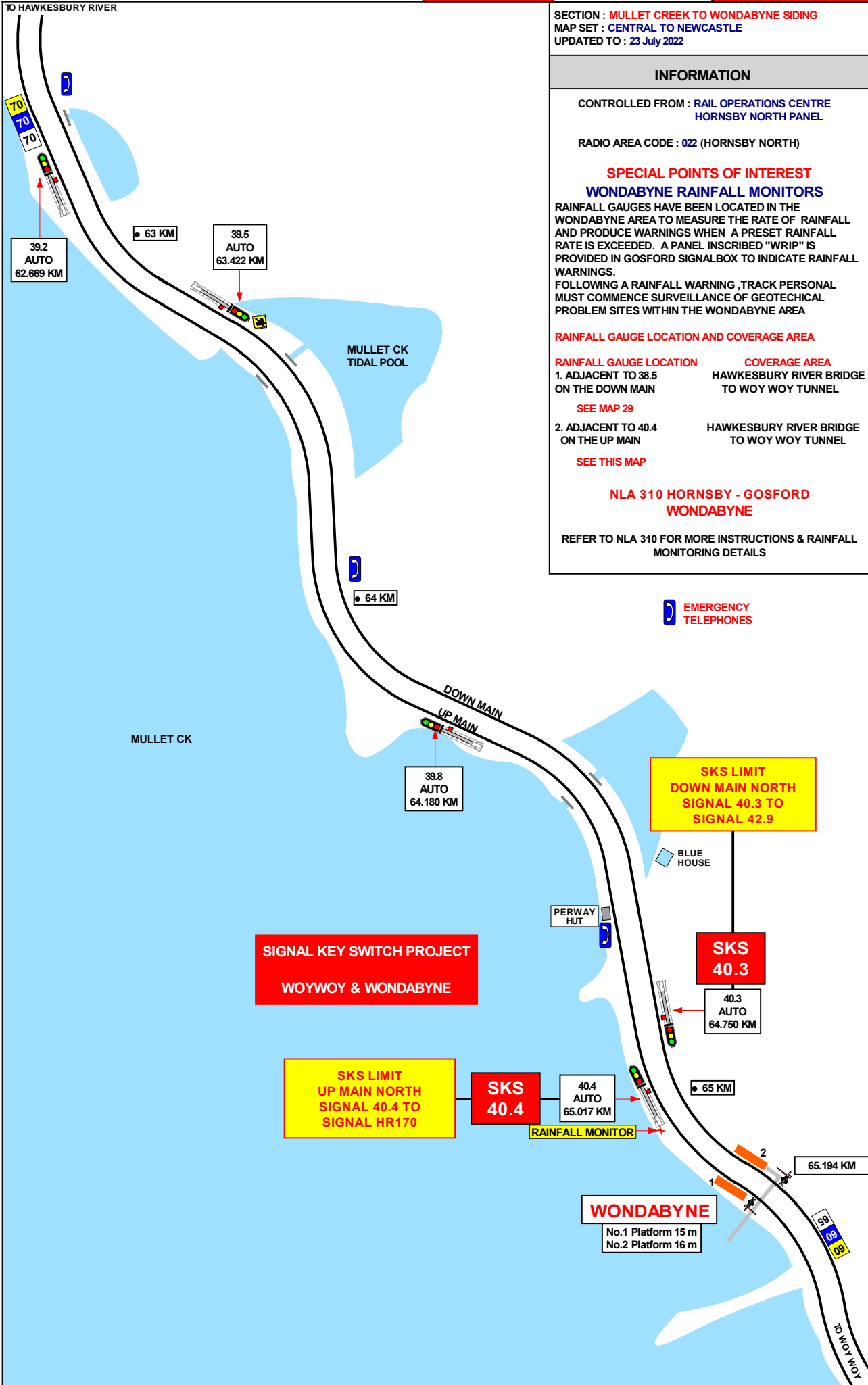
SEE MAP 29

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



SIGNAL KEY SWITCH PROJECT
WOYWOY & WONDABYNE

SKS LIMIT
UP MAIN NORTH
SIGNAL 40.4 TO
SIGNAL HR170

SKS LIMIT
DOWN MAIN NORTH
SIGNAL 40.3 TO
SIGNAL 42.9

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

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

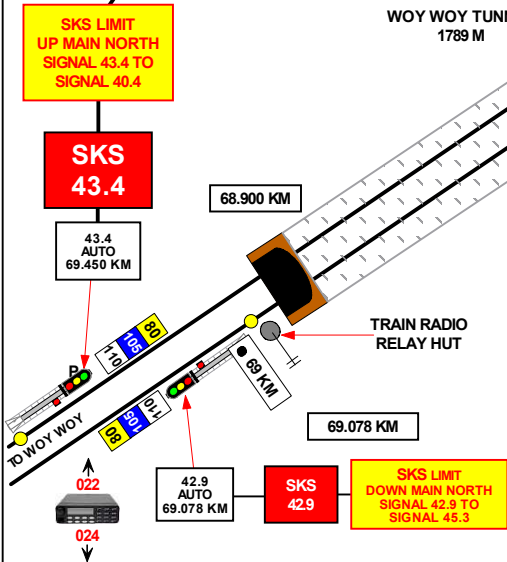
RAINFALL GAUGES HAVE BEEN LOCATED IN THE WONDABYNE AREA TO MEASURE THE RATE OF RAINFALL AND PRODUCE WARNINGS WHEN A PRESET RAINFALL RATE IS EXCEEDED. A PANEL INSCRIBED "WRIP" IS PROVIDED IN GOSFORD SIGNALBOX TO INDICATE RAINFALL WARNINGS. FOLLOWING A RAINFALL WARNING, TRACK PERSONAL MUST COMMENCE SURVEILLANCE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

RAINFALL GAUGE LOCATION AND COVERAGE AREA

- | | |
|--------------------------------------|---|
| RAINFALL GAUGE LOCATION | COVERAGE AREA |
| 1. ADJACENT TO 38.5 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 MAP 30 | |

**SIGNAL KEY SWITCH PROJECT
WOYWOY & WONDABYNE**

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



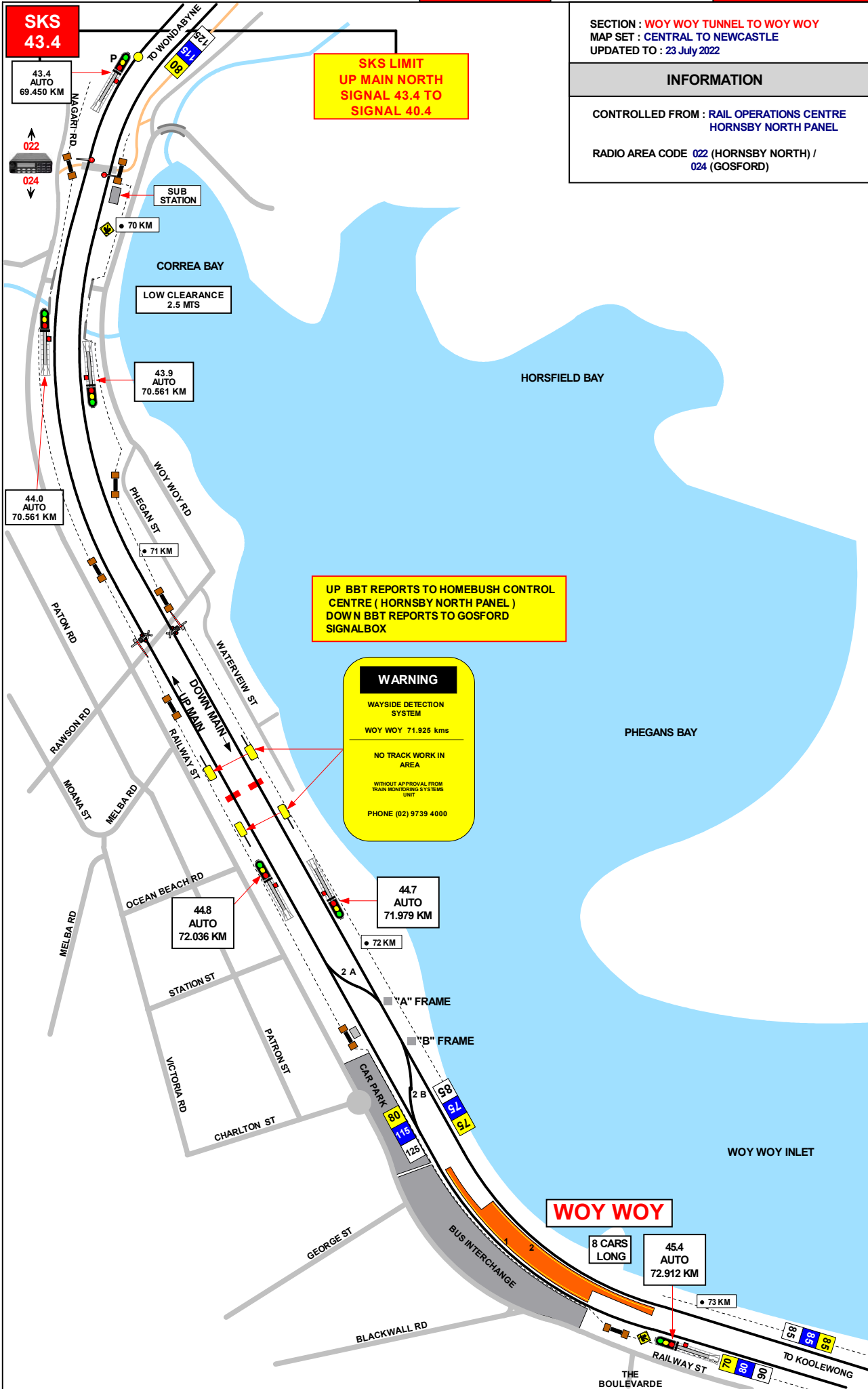
TONNAGE
TRAINS OVER THE PRESCRIBED LOAD TO WAIT UNTIL SIGNAL IS CLEAR

40.9 AUTO 65.800 KM
TONNAGE

41.2 AUTO 66.250 KM

41.3 AUTO 66.300 KM

GRADIENT	
E	1 IN 106
E	1 IN 38
E	1 IN 40
E	1 IN 30
E	1 IN 40
E	1 IN 30
E	1 IN 40
E	1 IN 150
E	1 IN 150
E	1 IN 147
E	1 IN 143
E	1 IN 150
E	1 IN 60



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)

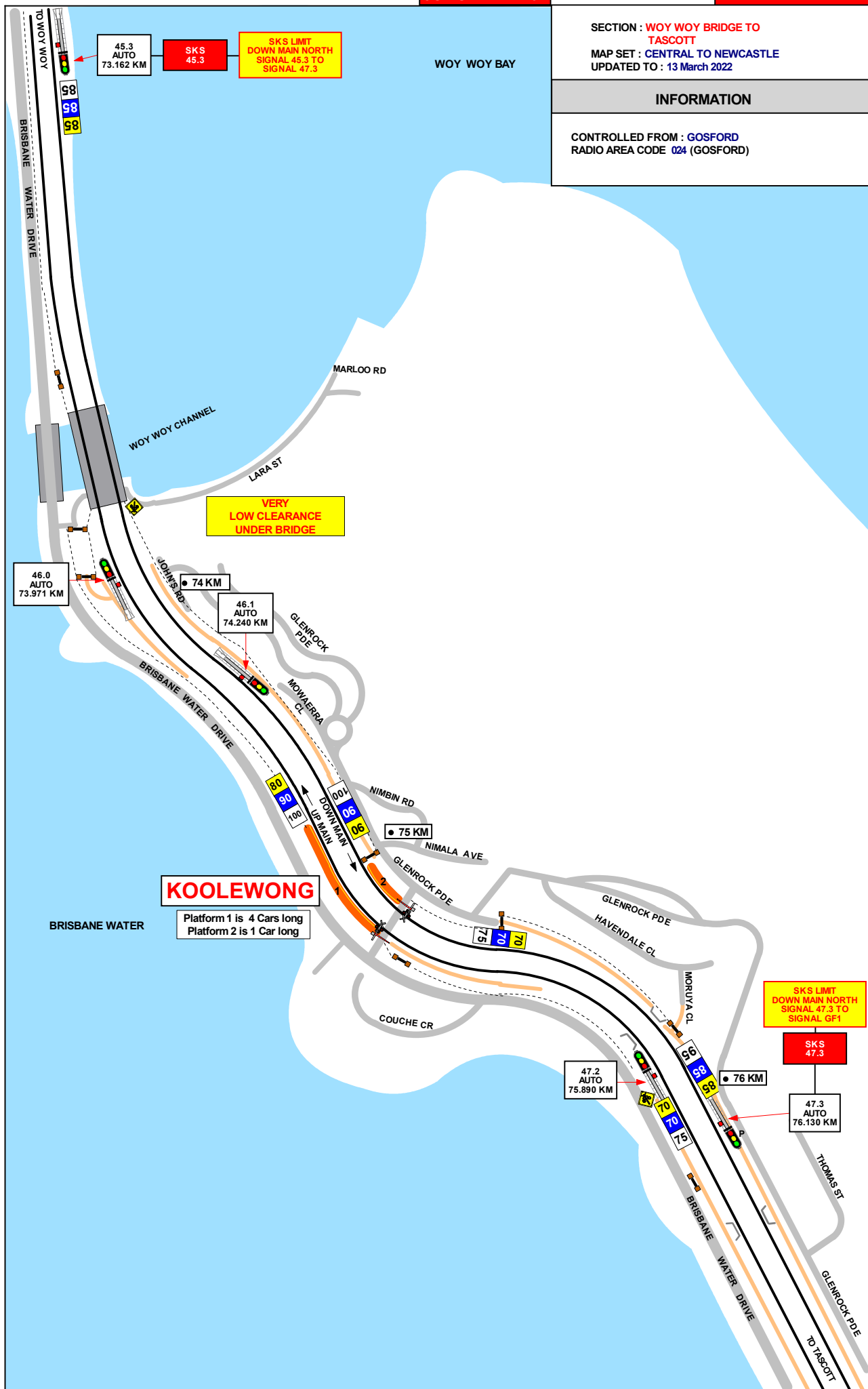
GRADIENT	
1 IN 60	
1 IN 105	
1 IN 73	
E	
1 IN 254	
E	
1 IN 213	
E	
1 IN 2200	
E	
1 IN 330	
1 IN 660	
LEVEL	
1 IN 182	

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



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

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 IN 507

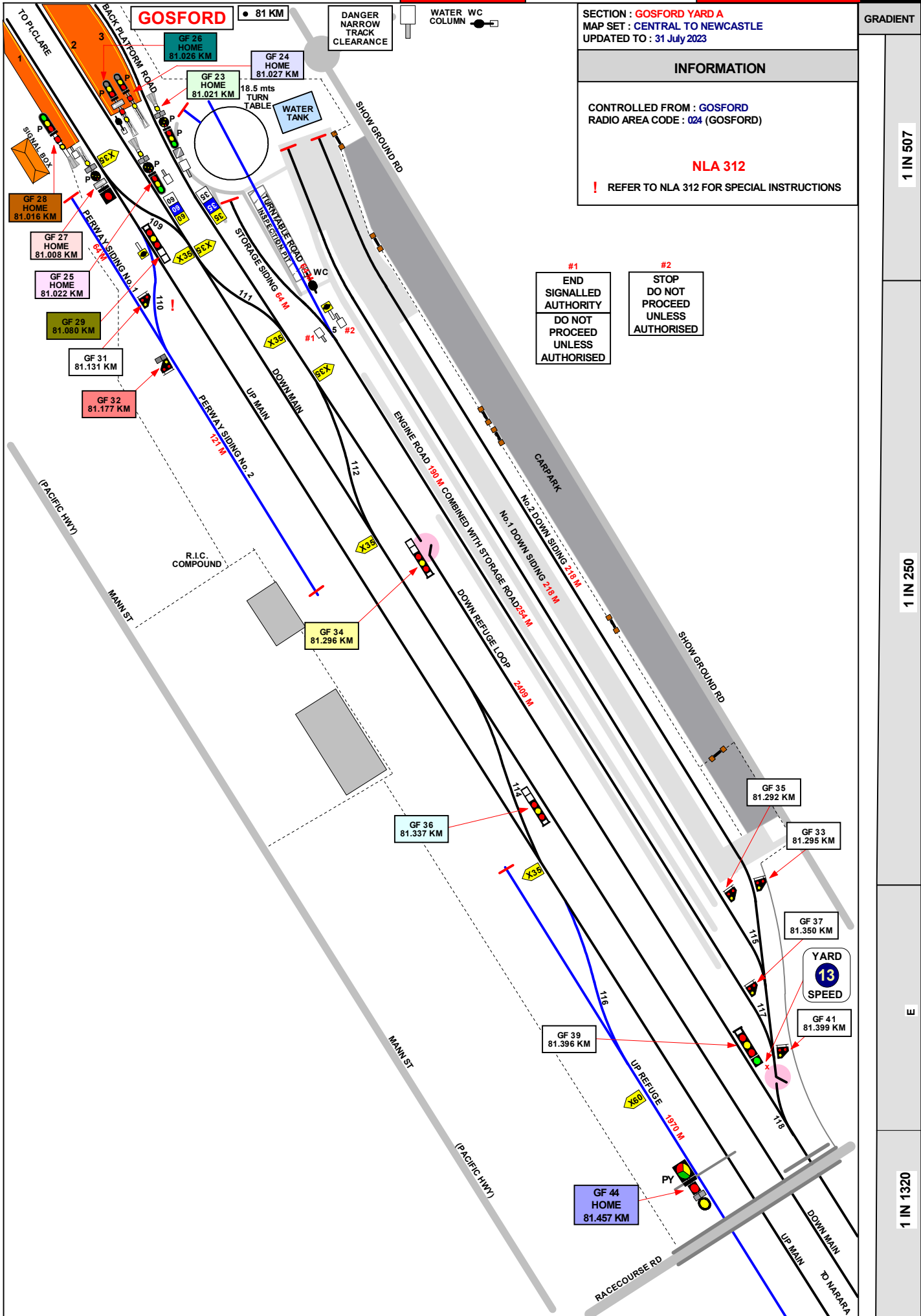
#1
END
SIGNALLED
AUTHORITY
DO NOT
PROCEED
UNLESS
AUTHORISED

#2
STOP
DO NOT
PROCEED
UNLESS
AUTHORISED

1 IN 250

E

1 IN 1320

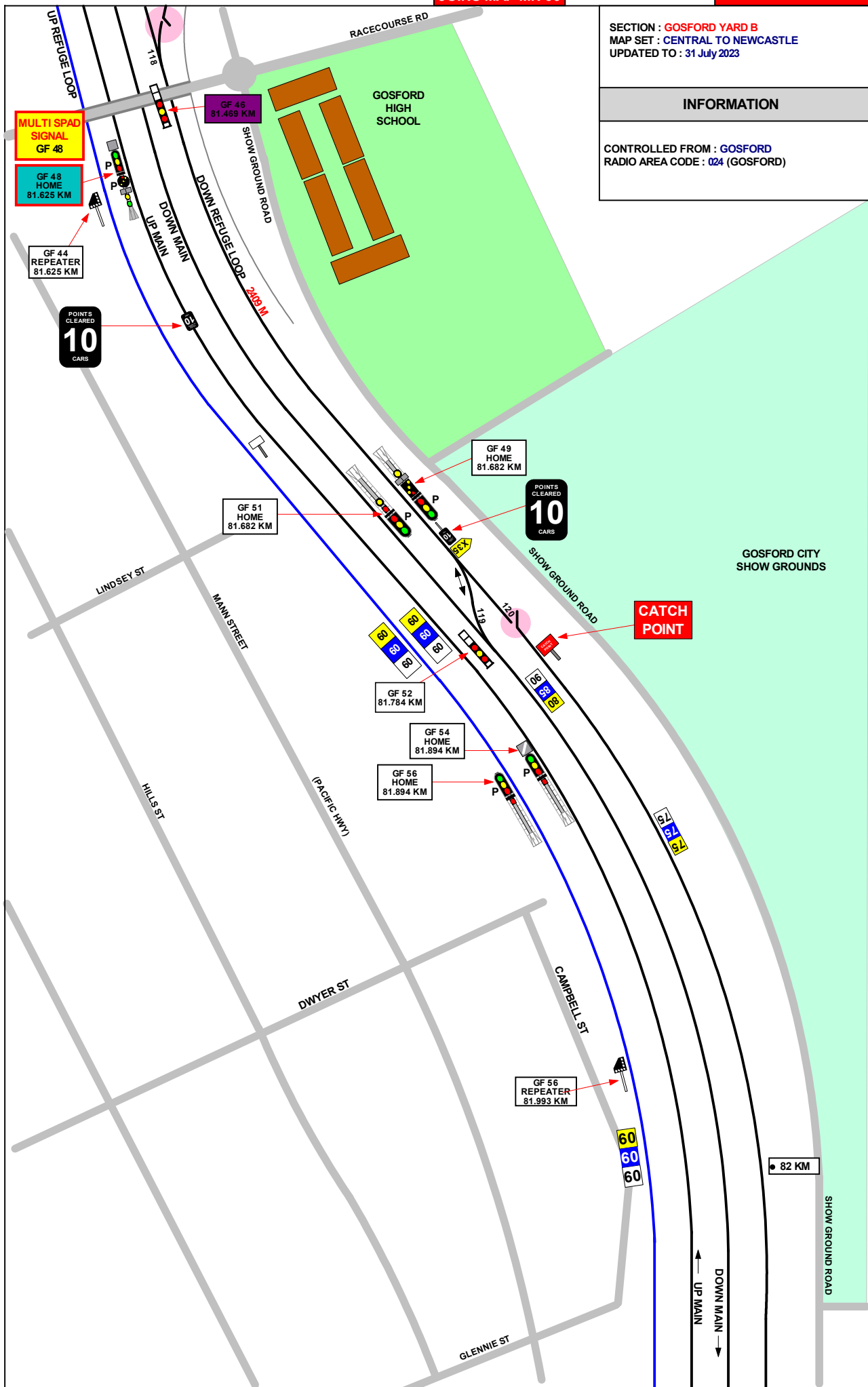


SECTION : GOSFORD YARD B
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 31 July 2023

INFORMATION

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

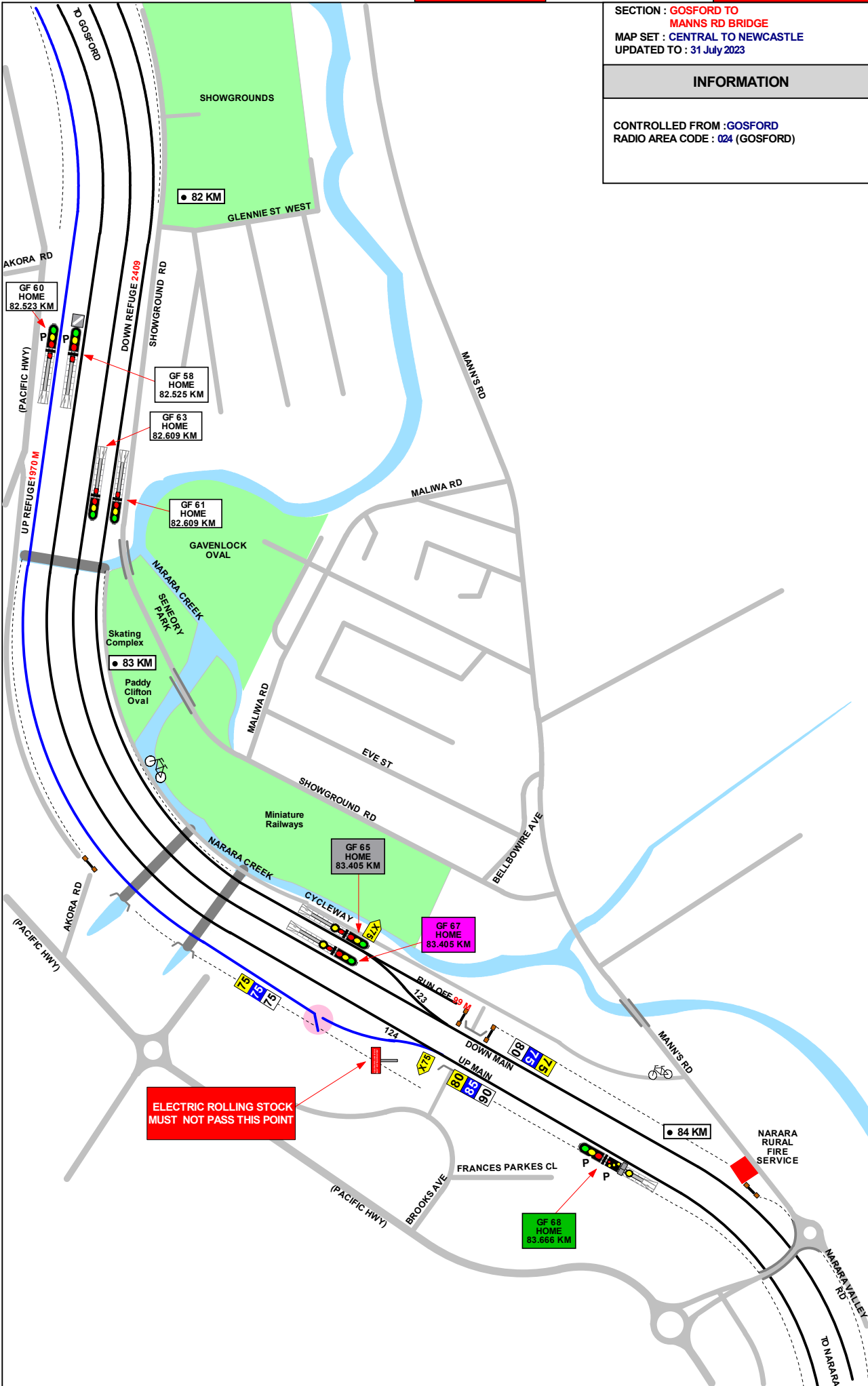
INFORMATION

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

GRADIENT

1 IN 220

E

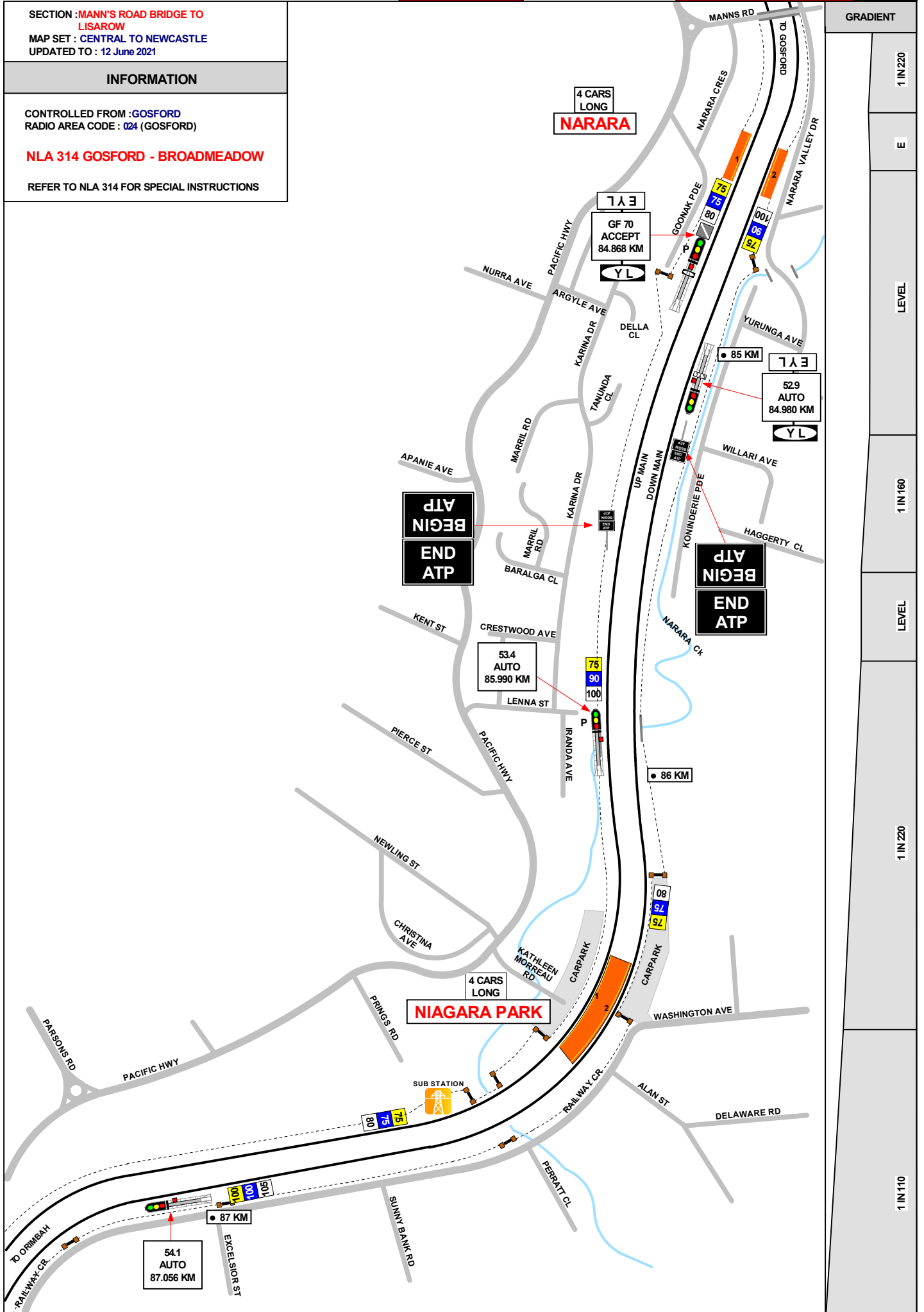
LEVEL

1 IN 160

LEVEL

1 IN 220

1 IN 110



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

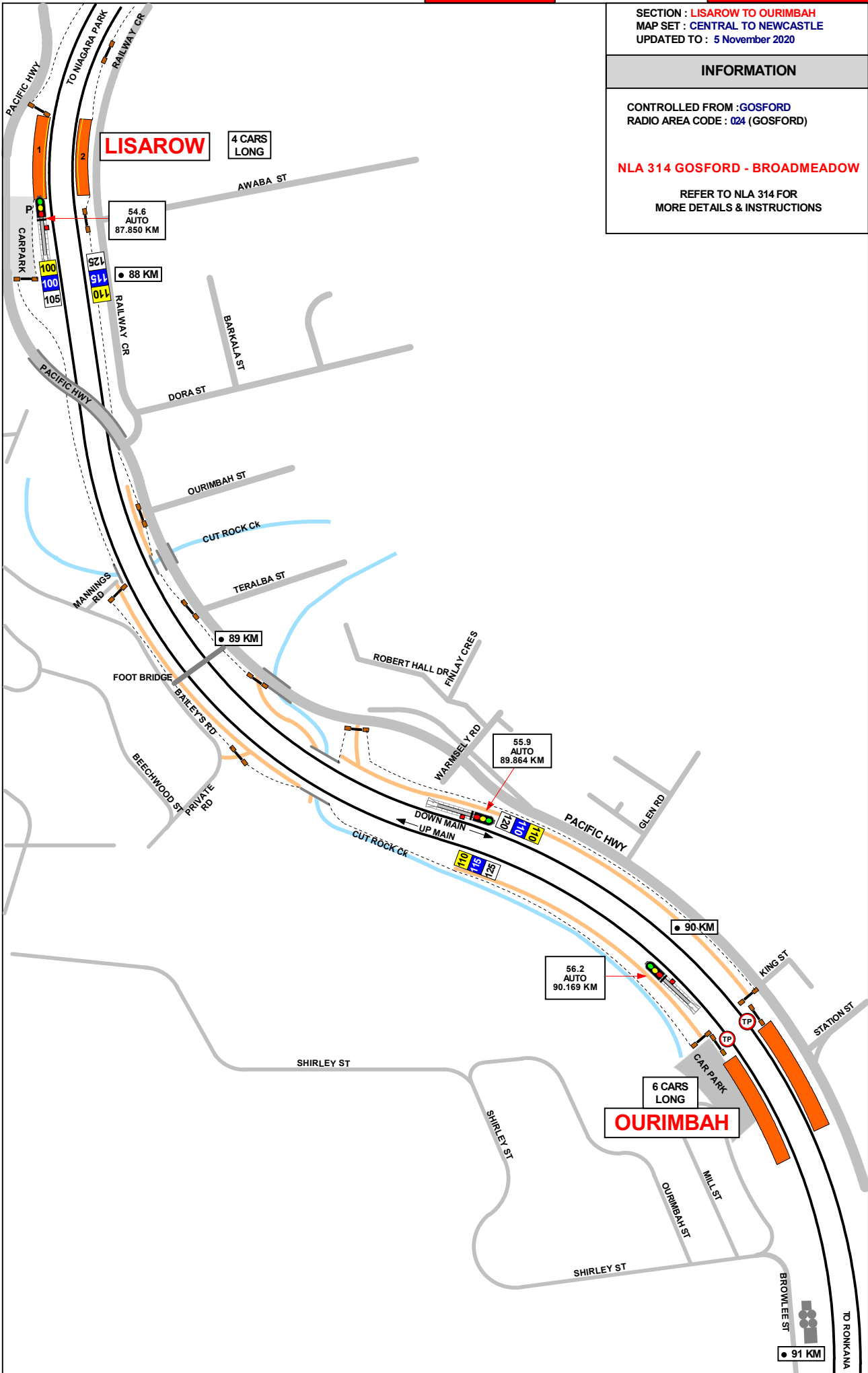
1 IN 400

1 IN 264

LEVEL

1 IN 285

1 IN 132



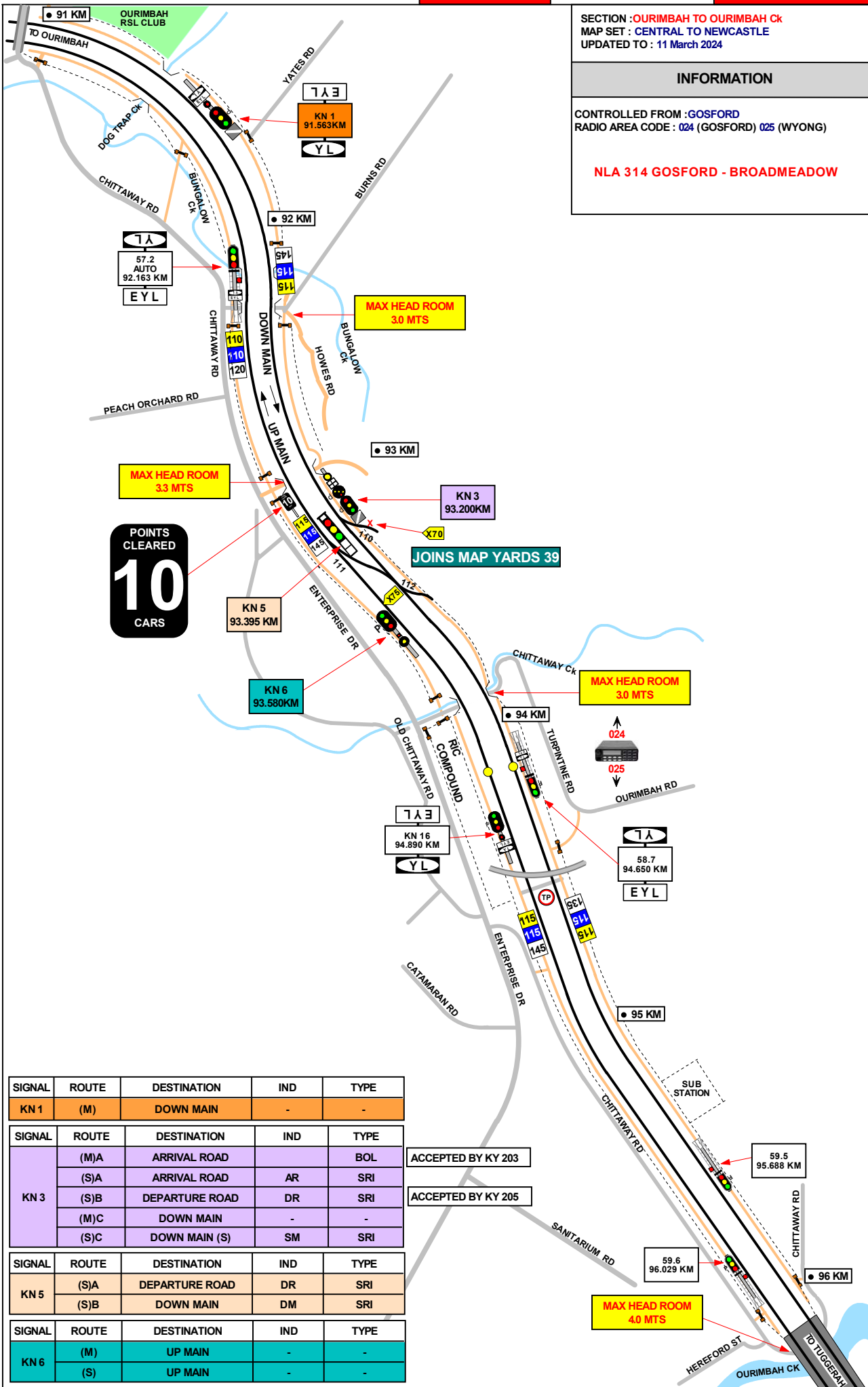
SECTION :OURIMBAH TO OURIMBAH CK
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 11 March 2024

INFORMATION

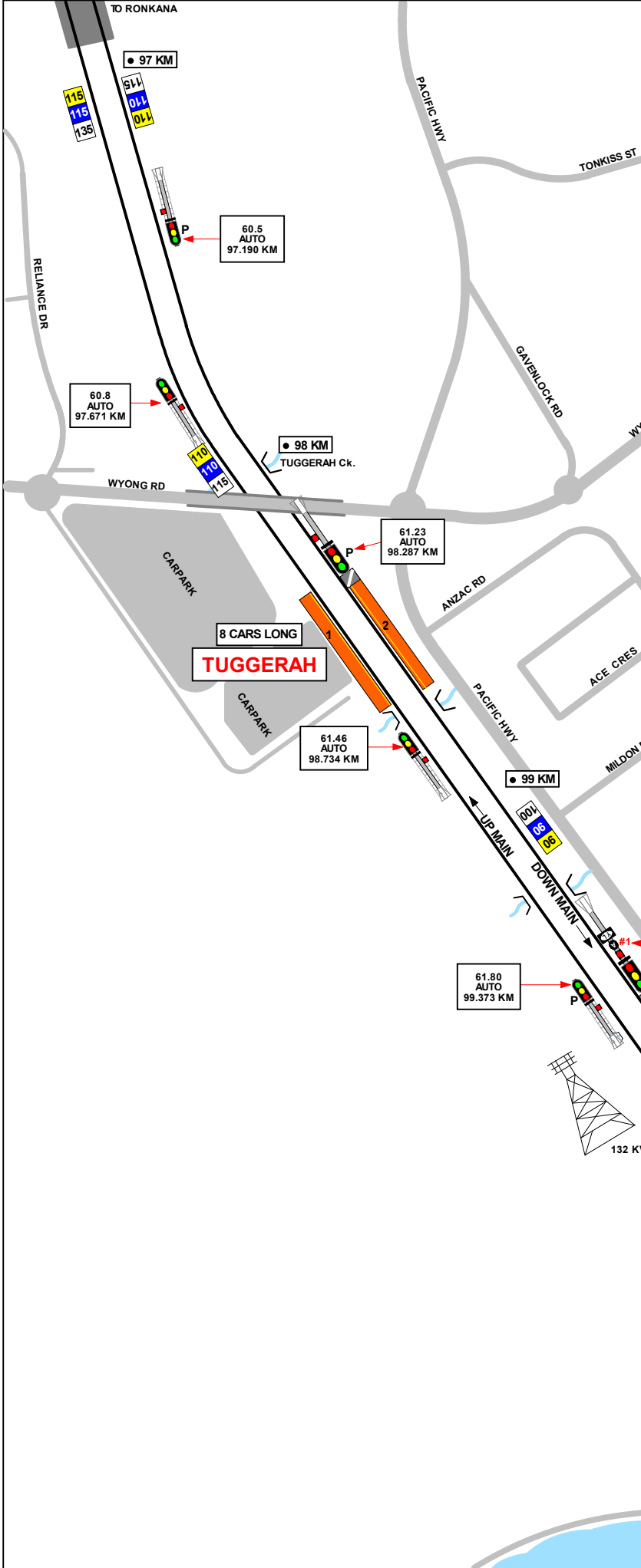
CONTROLLED FROM :GOSFORD
 RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)

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

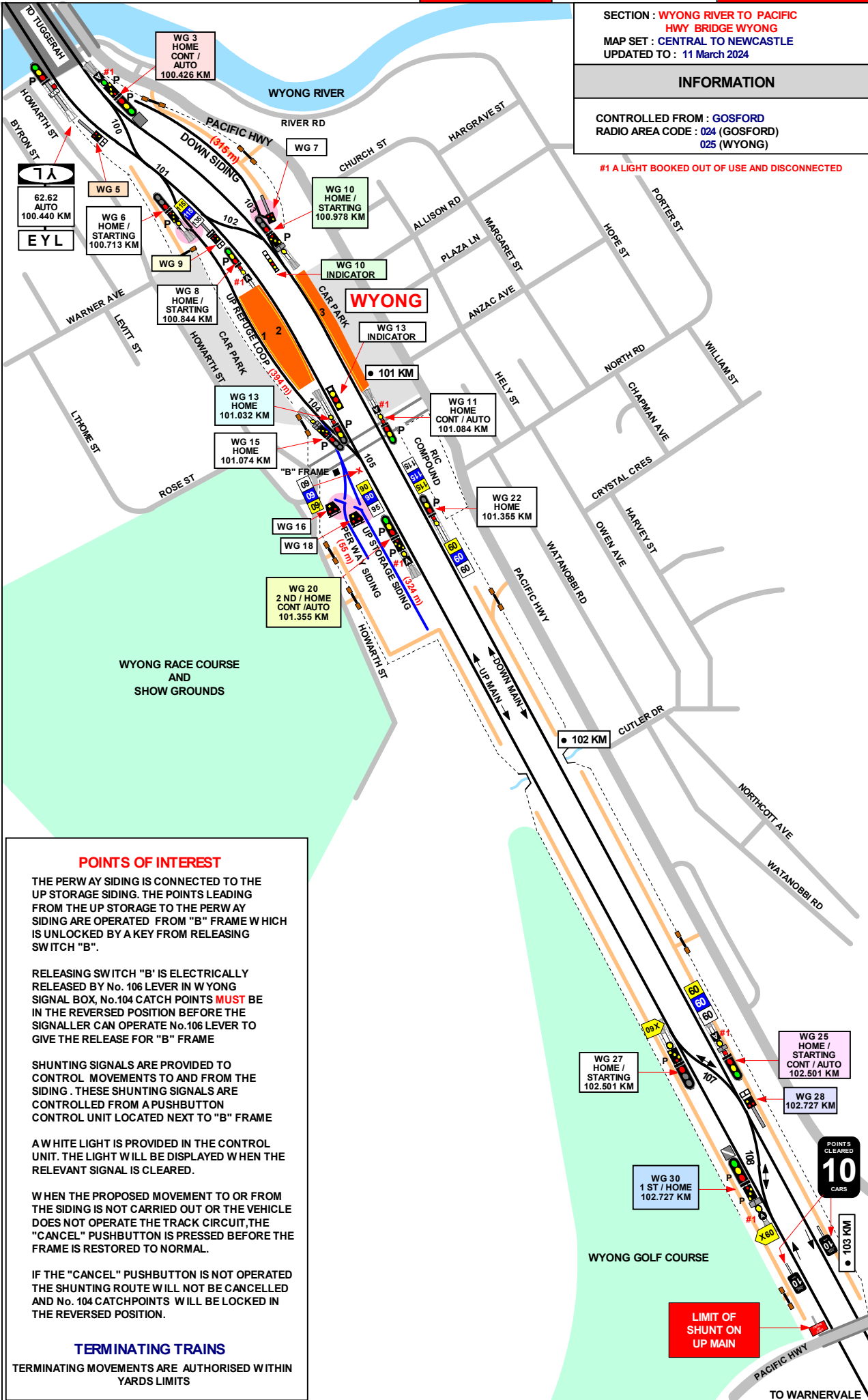
LEVEL

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

POINTS CLEARED
10
CARS
103 KM

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

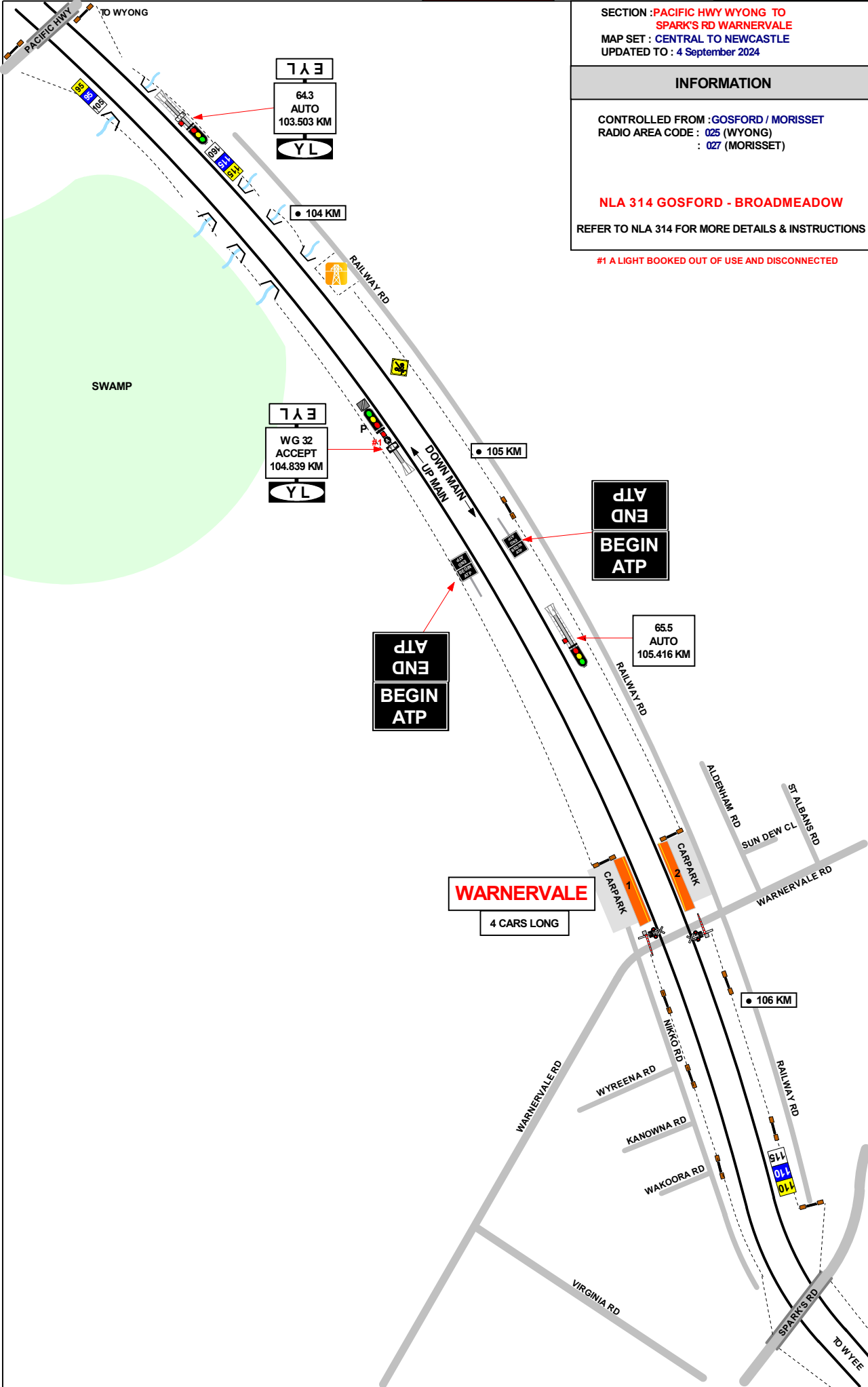
SIGNAL	DESTINATION	INDICATION
WG 9	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

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 : 4 September 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

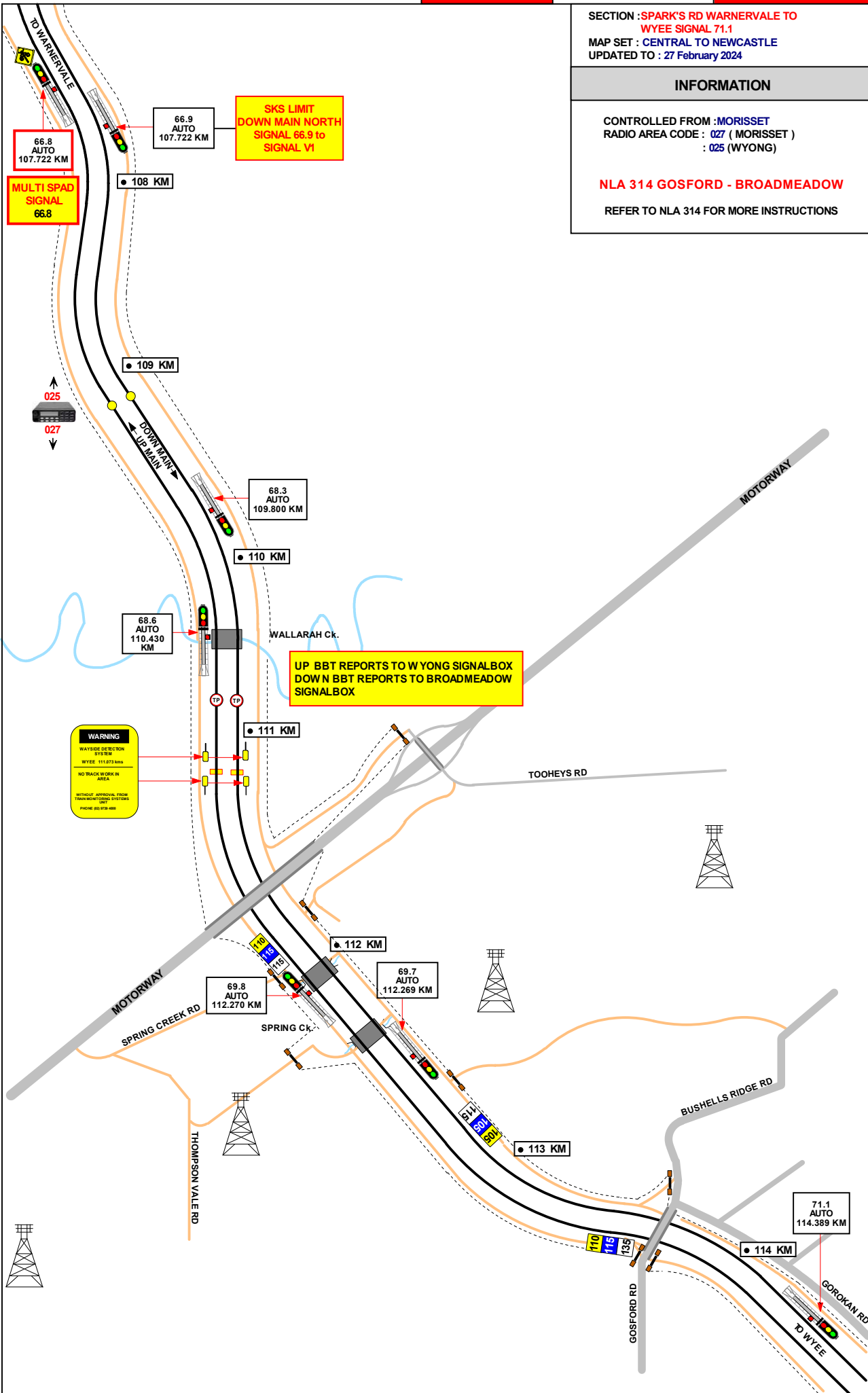
1 IN 60

1 IN 150

1 IN 60

LEVEL

1 IN 80



SKS LIMIT
DOWN MAIN NORTH
SIGNAL 66.9 to
SIGNAL V1

66.8
AUTO
107.722 KM
MULTI SPAD
SIGNAL
66.8

66.9
AUTO
107.722 KM

68.3
AUTO
109.800 KM

68.6
AUTO
110.430 KM

69.8
AUTO
112.270 KM

69.7
AUTO
112.269 KM

71.1
AUTO
114.389 KM

WARNING
WAYSIDE DETECTION
SYSTEM
WYEE 311.873.999
NO TRACK WORK IN
AREA
WITHOUT APPROVAL FROM
TRAIN MONITORING SYSTEMS
UNIT
PHONE 023 929 480

UP BBT REPORTS TO W YONG SIGNALBOX
DOW N BBT REPORTS TO BROADMEADOW
SIGNALBOX

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

INFORMATION

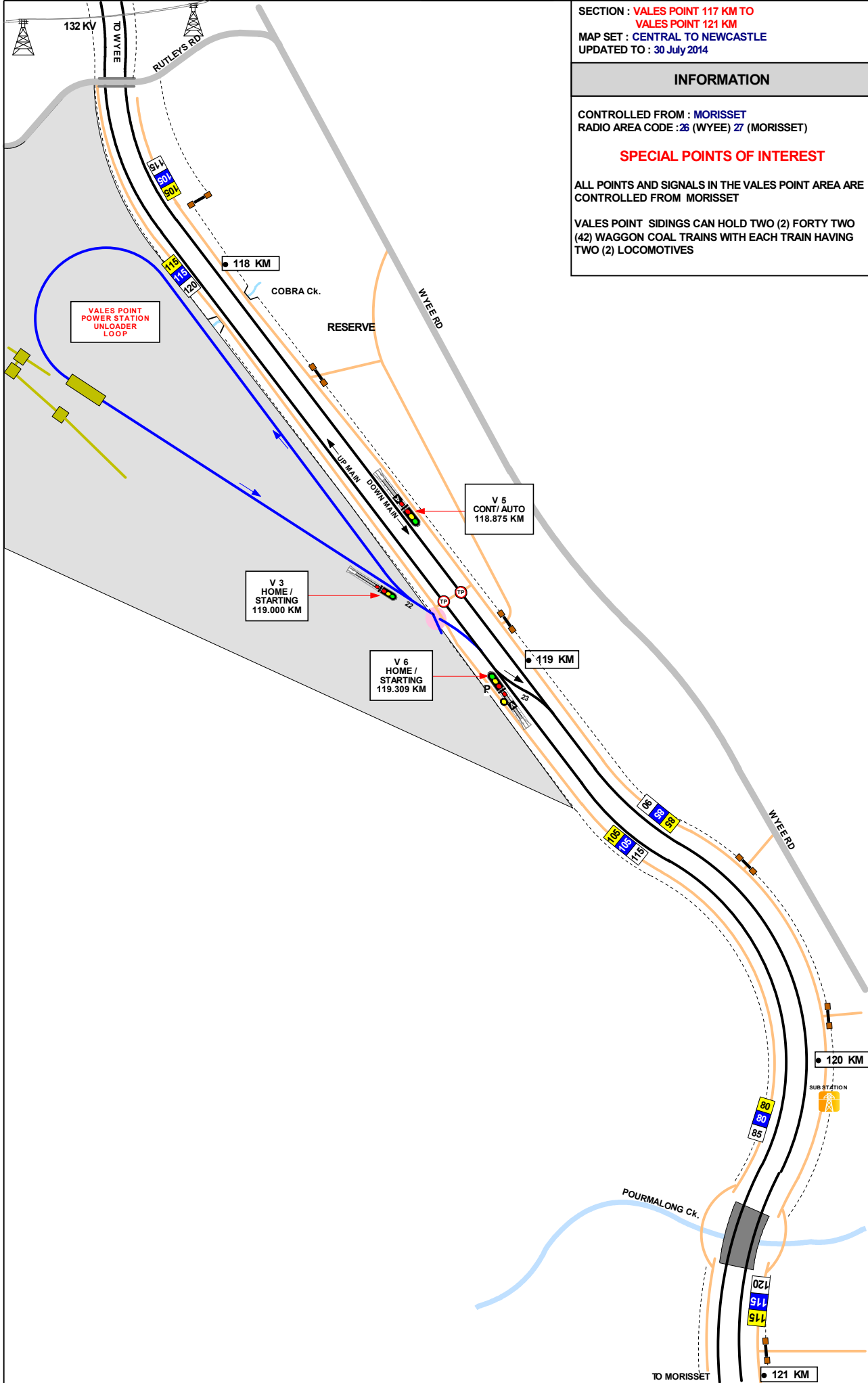
CONTROLLED FROM : MORISSET
RADIO AREA CODE : 26 (WYEE) 27 (MORISSET)

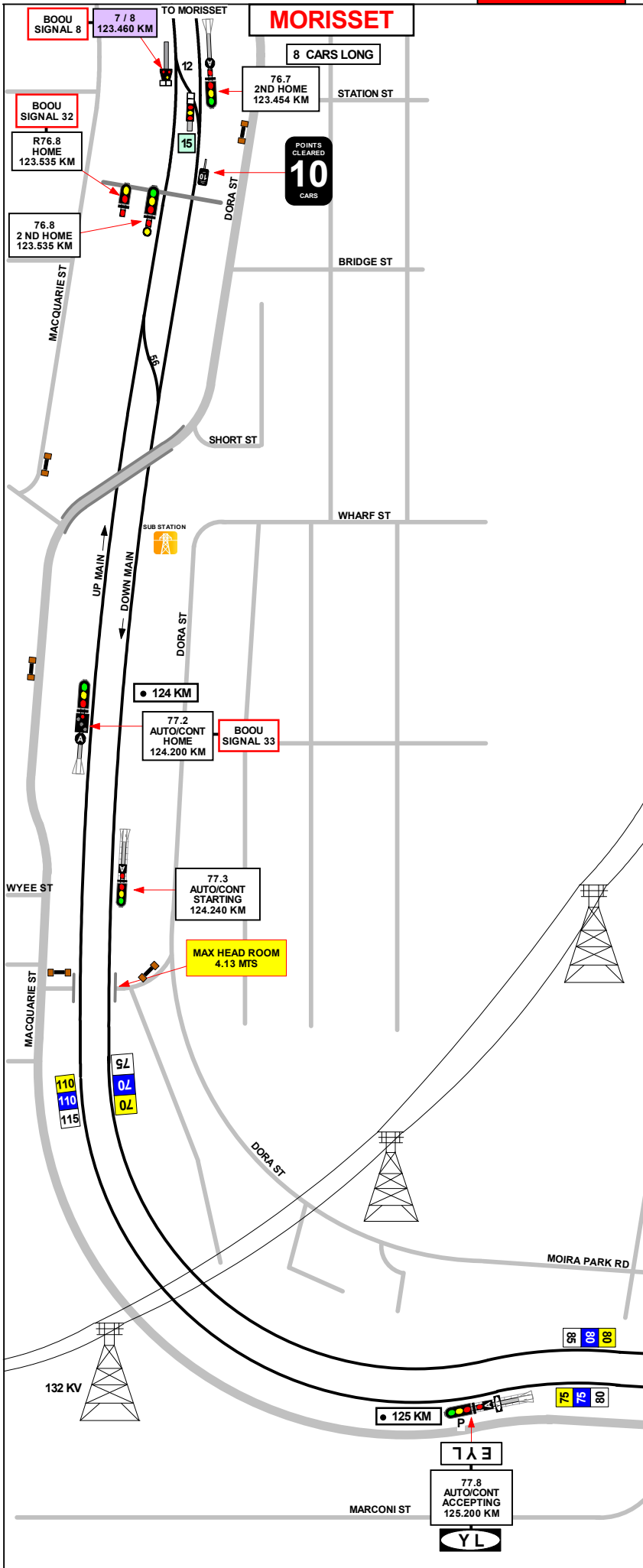
SPECIAL POINTS OF INTEREST

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 68	E
1 IN 75	E
LEVEL	





SECTION : MORISSET TO 125.5 KM
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 9 August 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

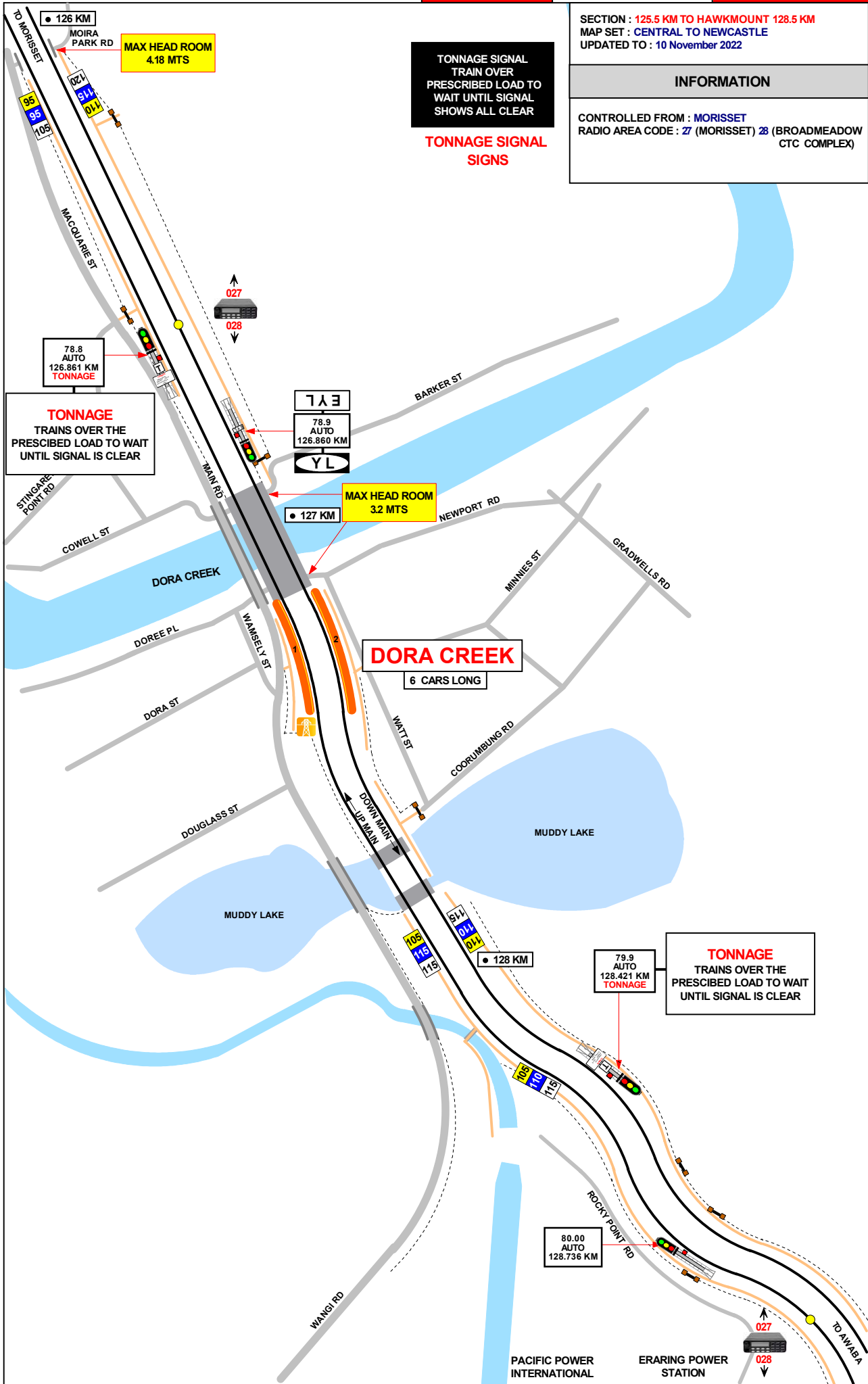
GRADIENT

1 IN 300

LEVEL

1 IN 75

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



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 : 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)

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

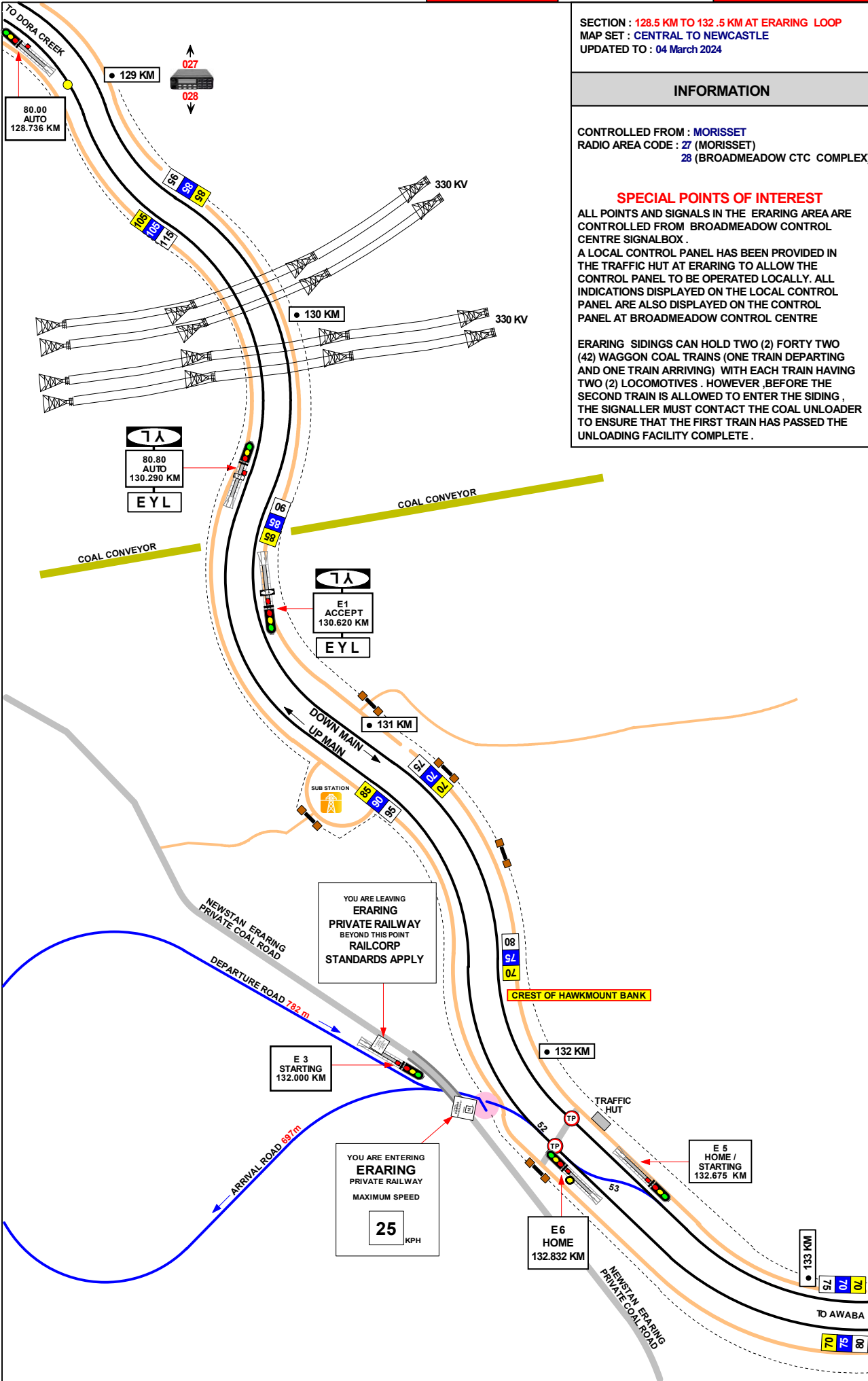
1 IN 44

1 IN 44

1 IN 45

1 IN 56

1 IN 1375



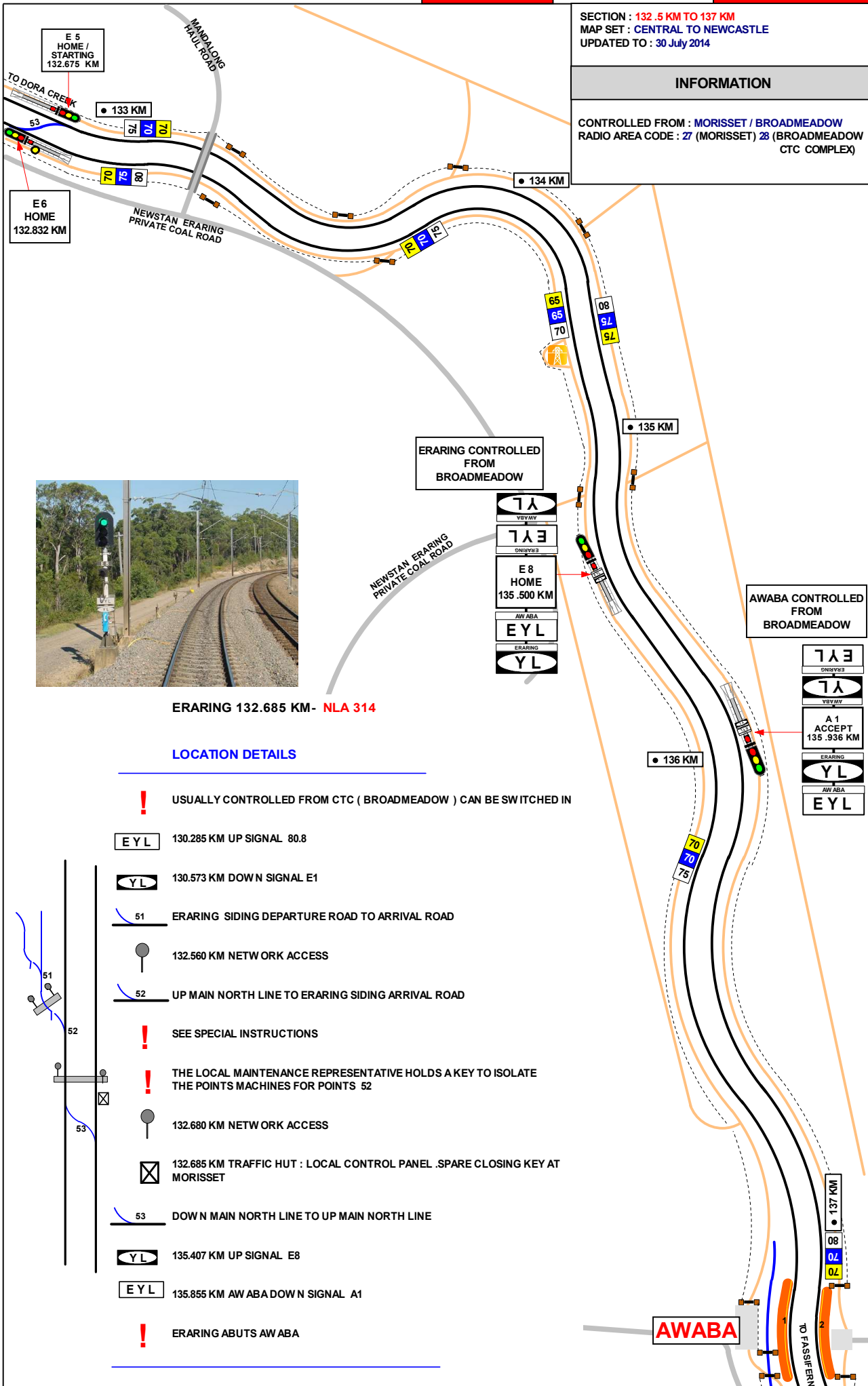
SECTION : 132.5 KM TO 137 KM
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 30 July 2014

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

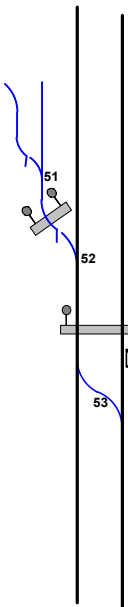
132.685 KM TRAFFIC HUT : LOCAL CONTROL PANEL .SPARE CLOSING KEY AT MORISSET

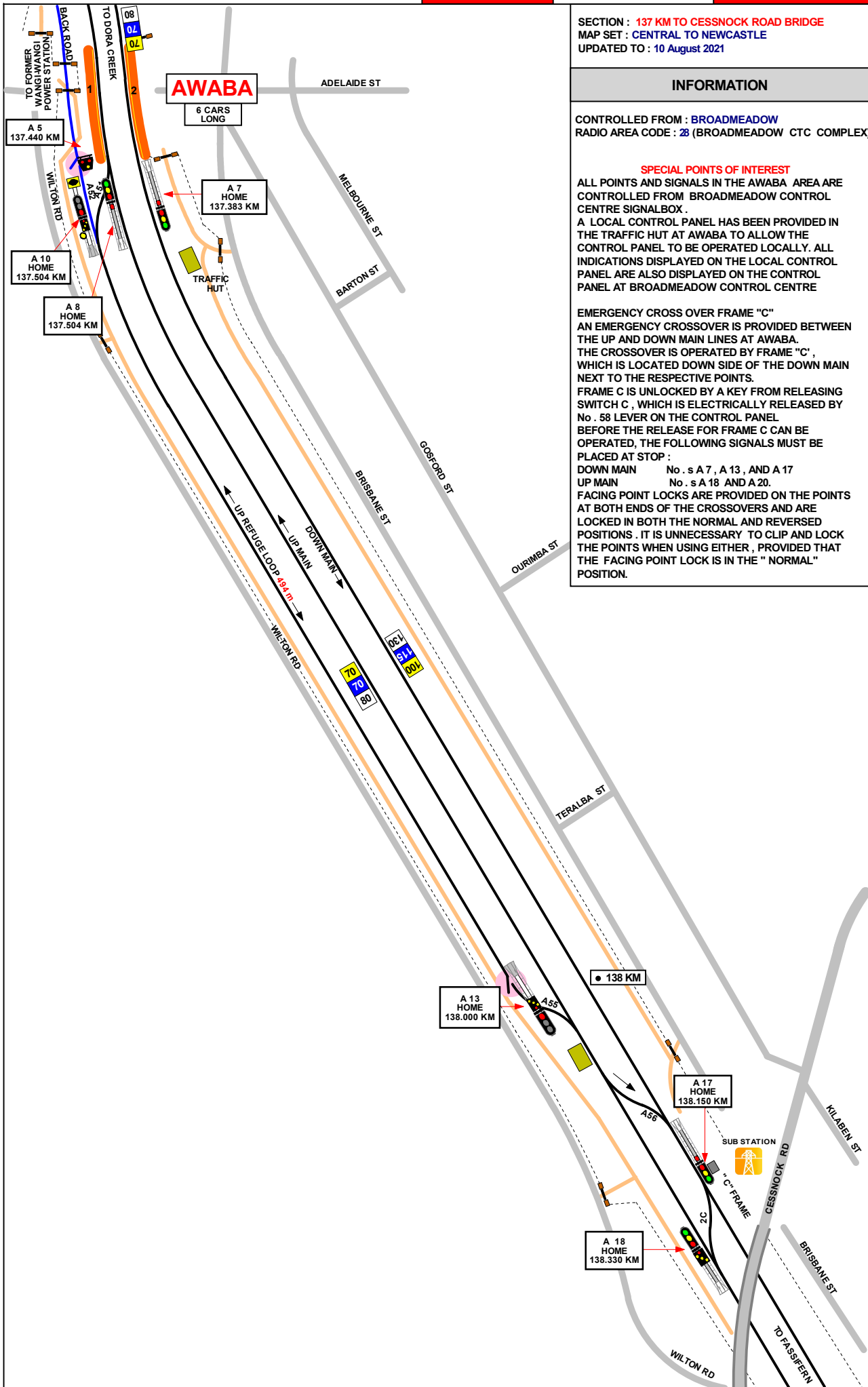
53 DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE

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

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.

GRADIENT
1 IN 1650
1 IN 306
1 IN 212
E
1 IN 75

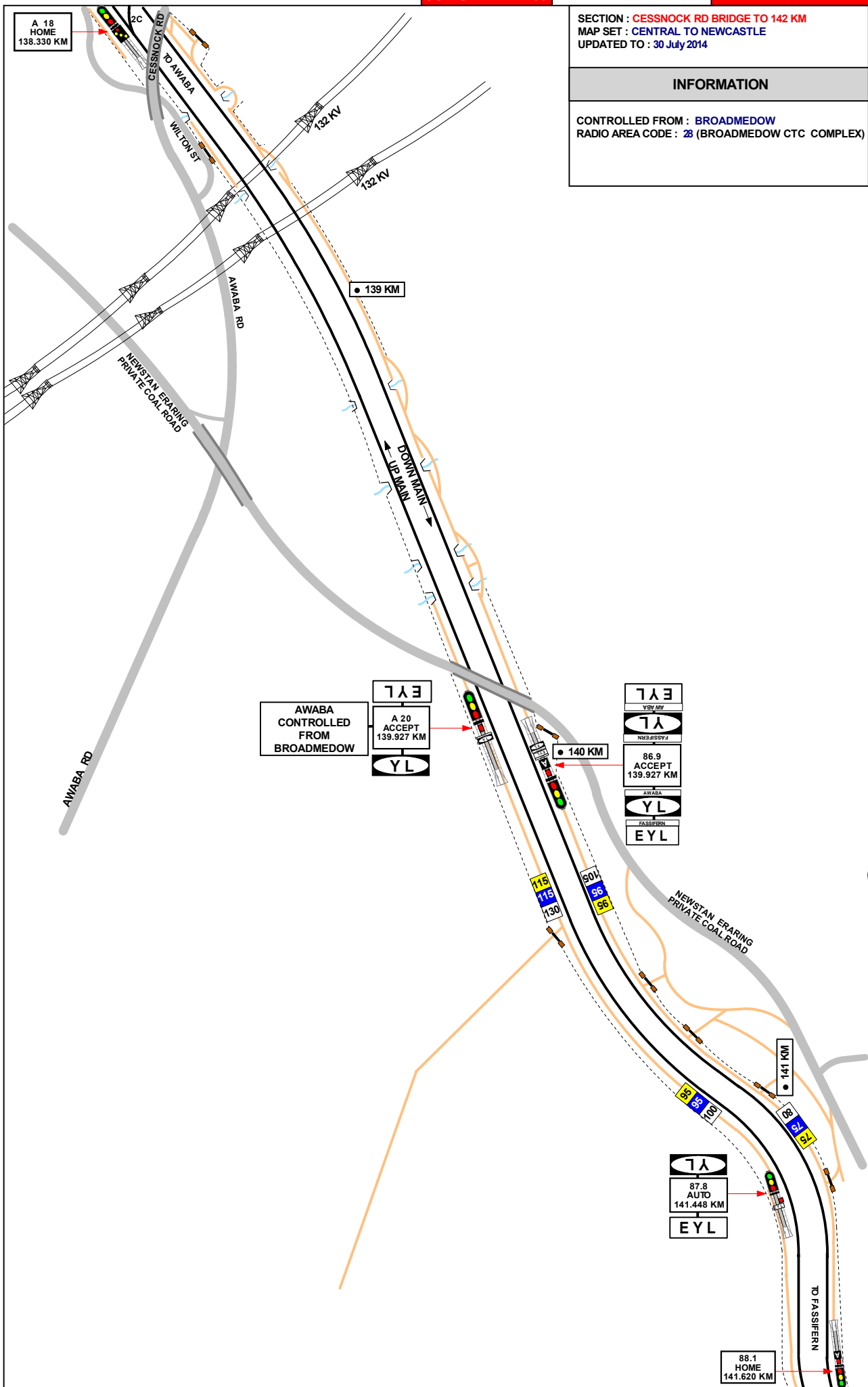
SECTION : CESSNOCK RD BRIDGE TO 142 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 30 July 2014

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



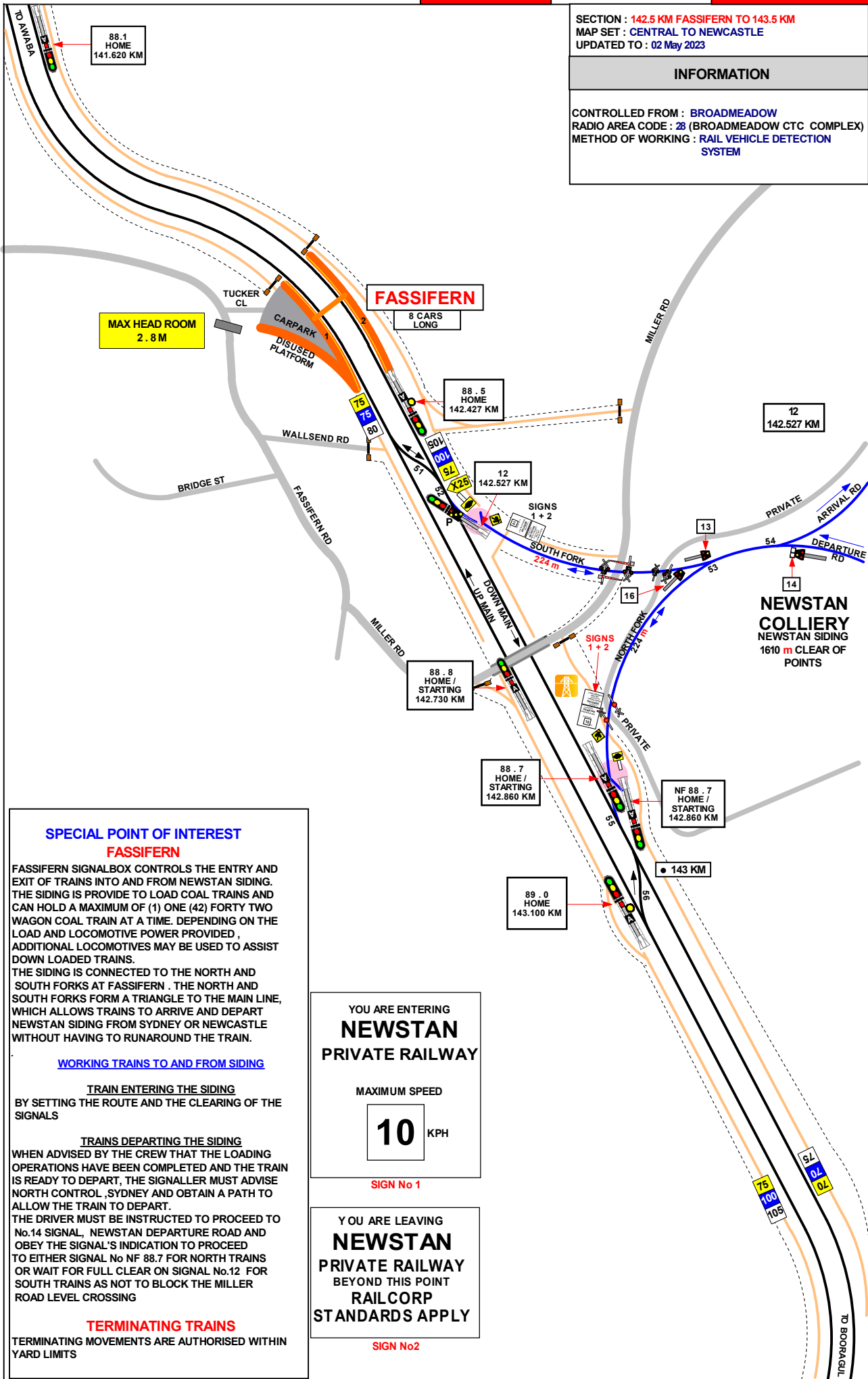
SECTION : 142.5 KM FASSIFERN TO 143.5 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 02 May 2023

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

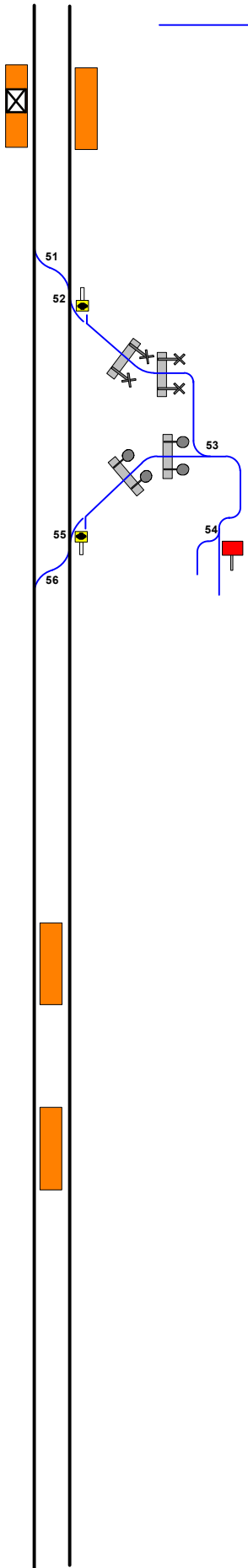
SIGN No 1




















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

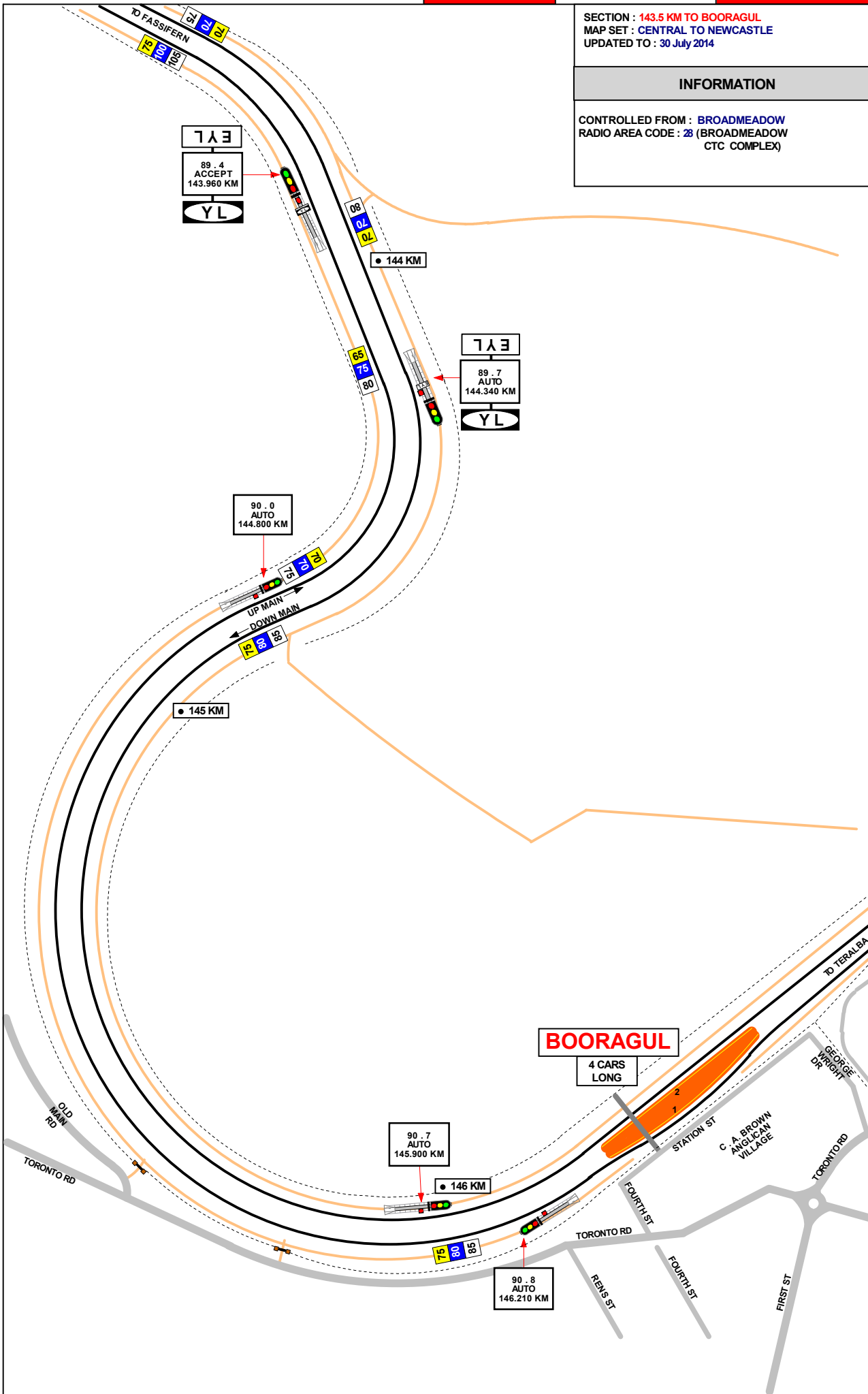
1 IN 75

E

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

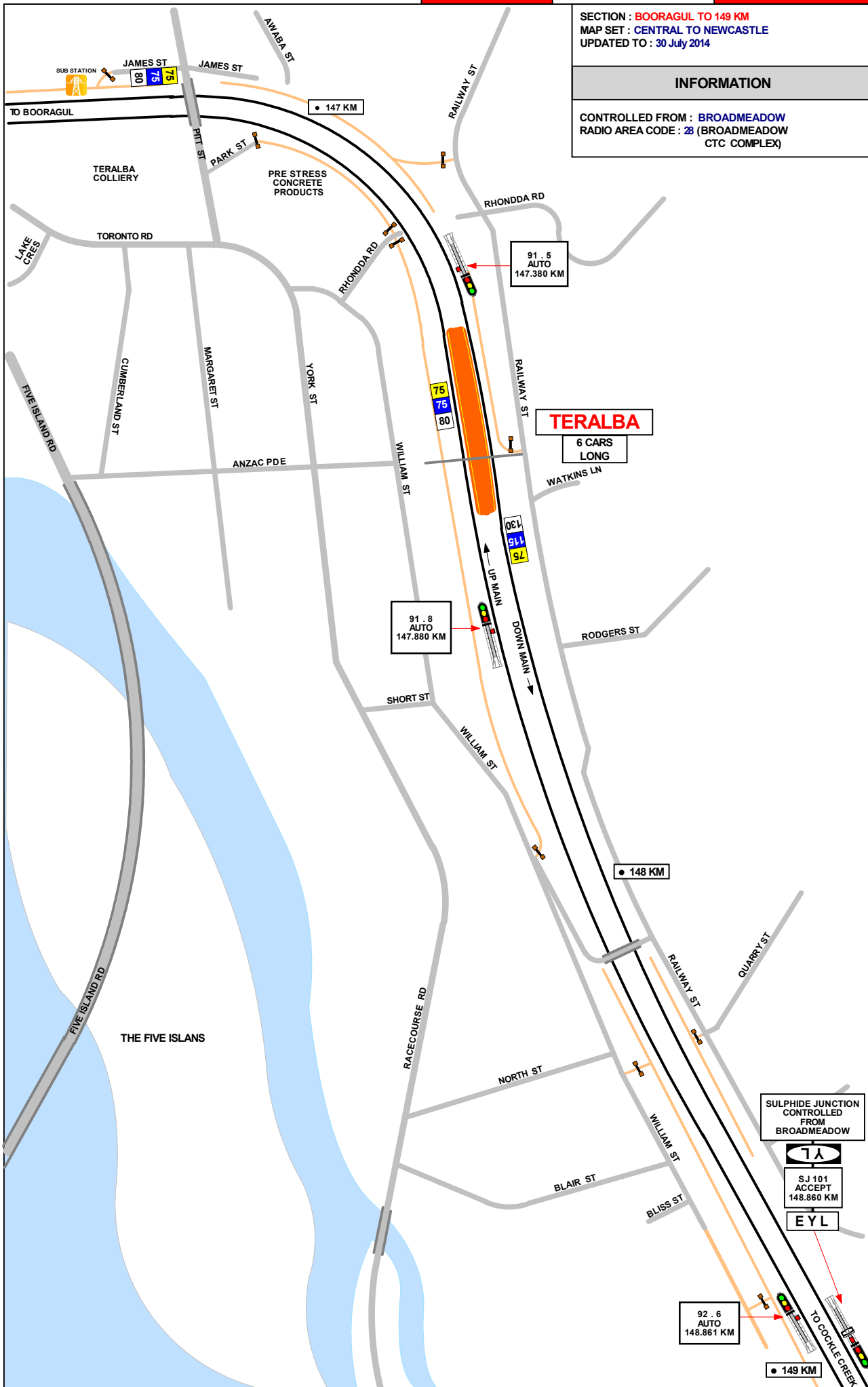
1 IN 600

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

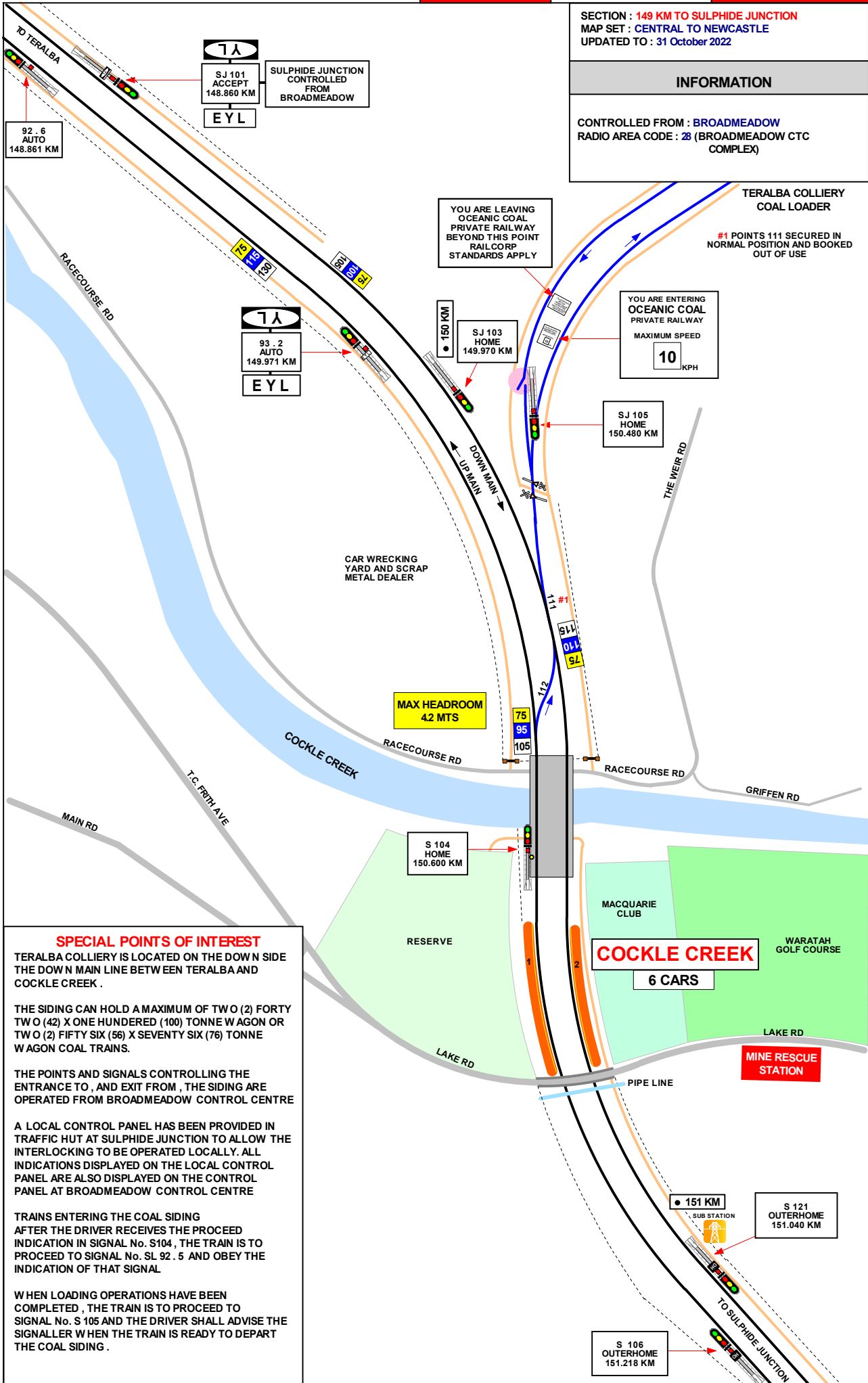
1 IN 240

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 .

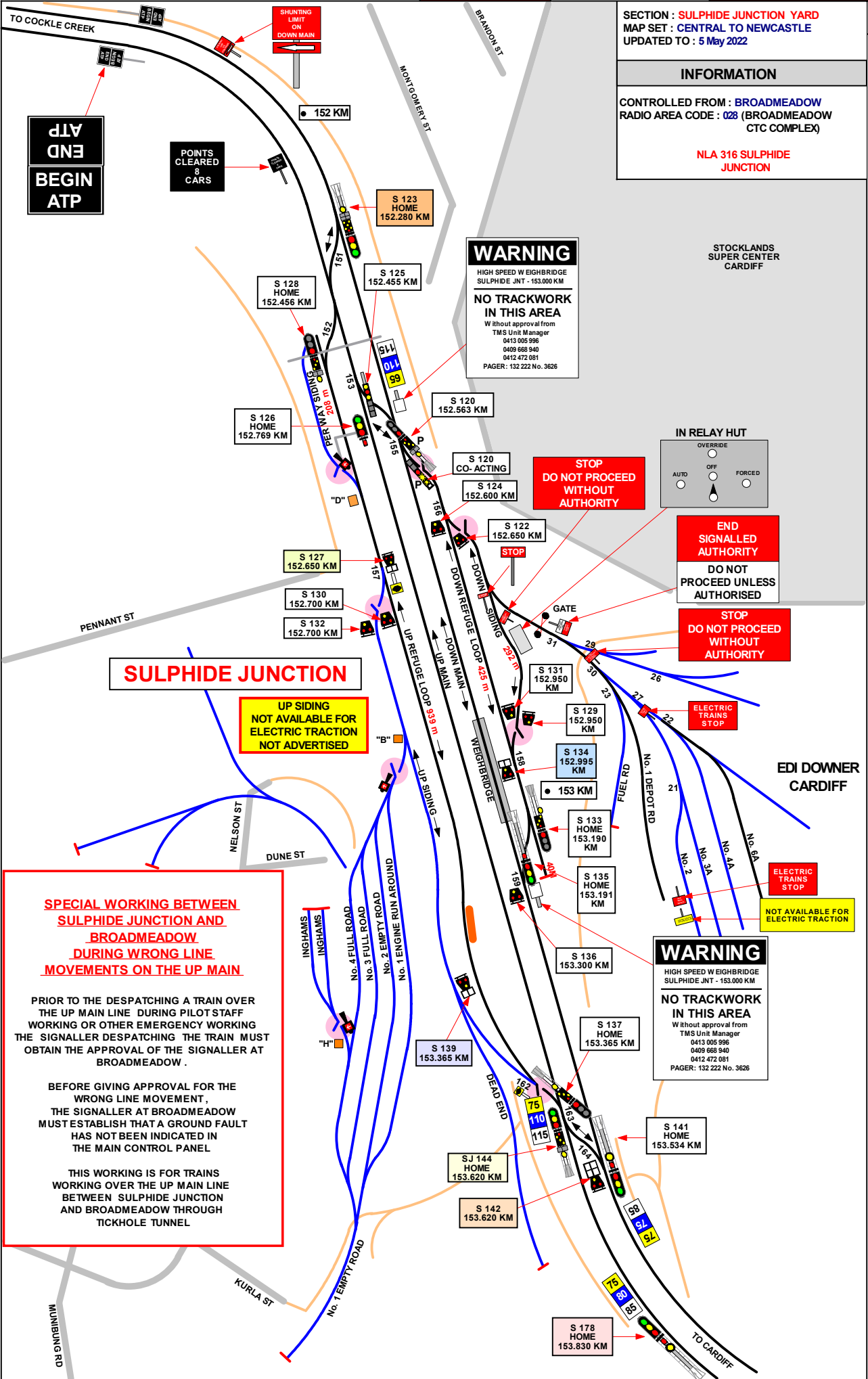
SECTION : SULPHIDE JUNCTION YARD
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 5 May 2022

INFORMATION

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

NLA 316 SULPHIDE JUNCTION

GRADIENT	
L	1 IN 224
E	1 IN 1100



SULPHIDE JUNCTION

UP SIDING NOT AVAILABLE FOR ELECTRIC TRACTION NOT ADVISED

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 : **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 .

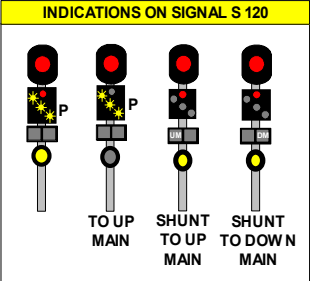
BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT , THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

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

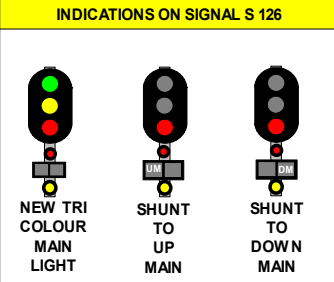
SIGNAL	DESTINATION	INDICATION
S 120	UP MAIN (M)	P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

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

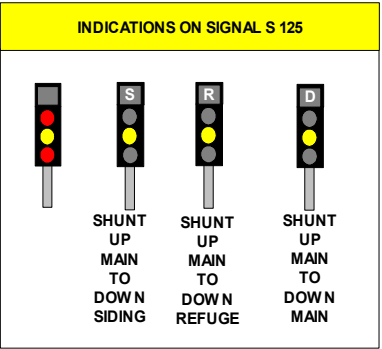
SIGNAL	DESTINATION	INDICATION
S 120 CO-ACTING	UP MAIN (M)	--
	UP MAIN (S)	U
	DOWN MAIN (S)	D



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

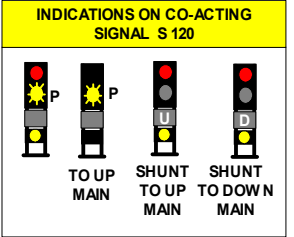
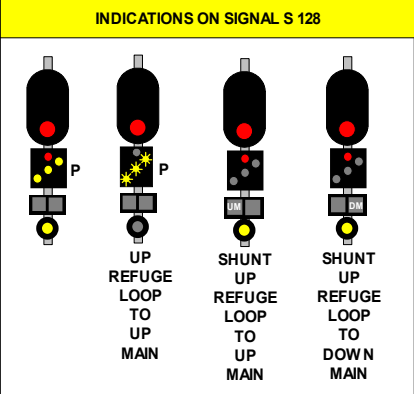
WARNING

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

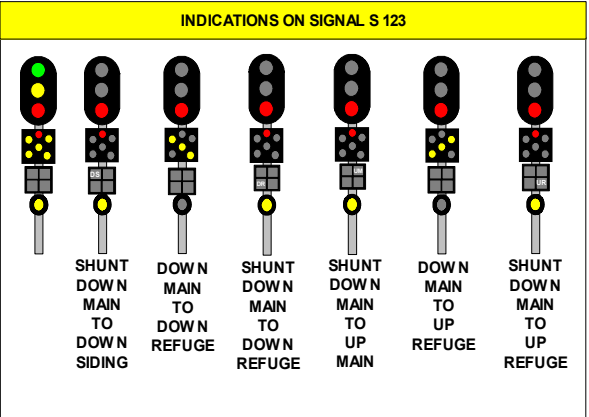
SIGNAL	DESTINATION	INDICATION
S 127	UP REFUGE (S)	U R
	UP SIDING (S)	U S



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)	---

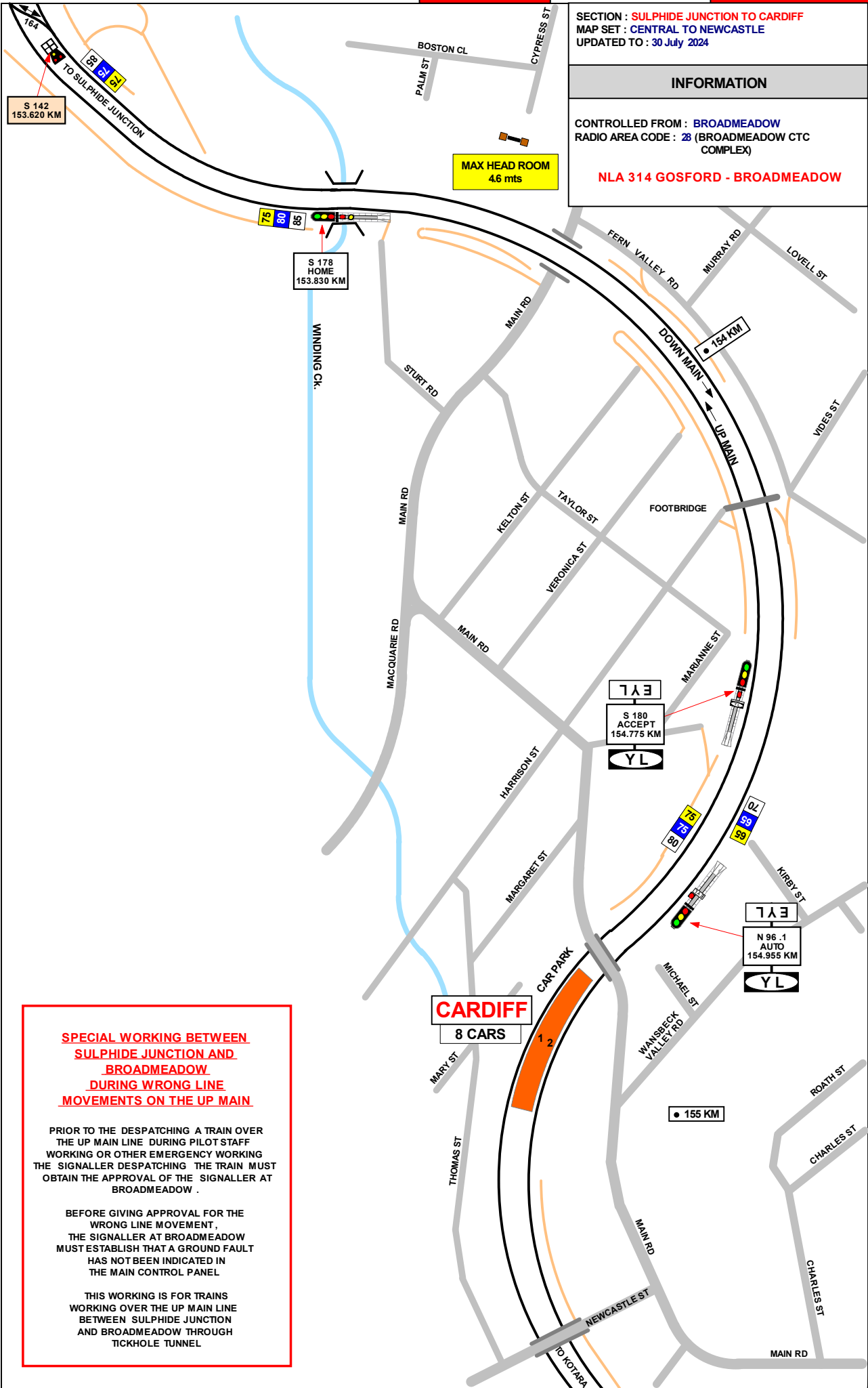
SECTION : SULPHIDE JUNCTION TO CARDIFF
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 30 July 2024

INFORMATION

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

NLA 314 GOSFORD - BROADMEADOW

GRADIENT	
	LEVEL
	1 IN 78
	1 IN 75

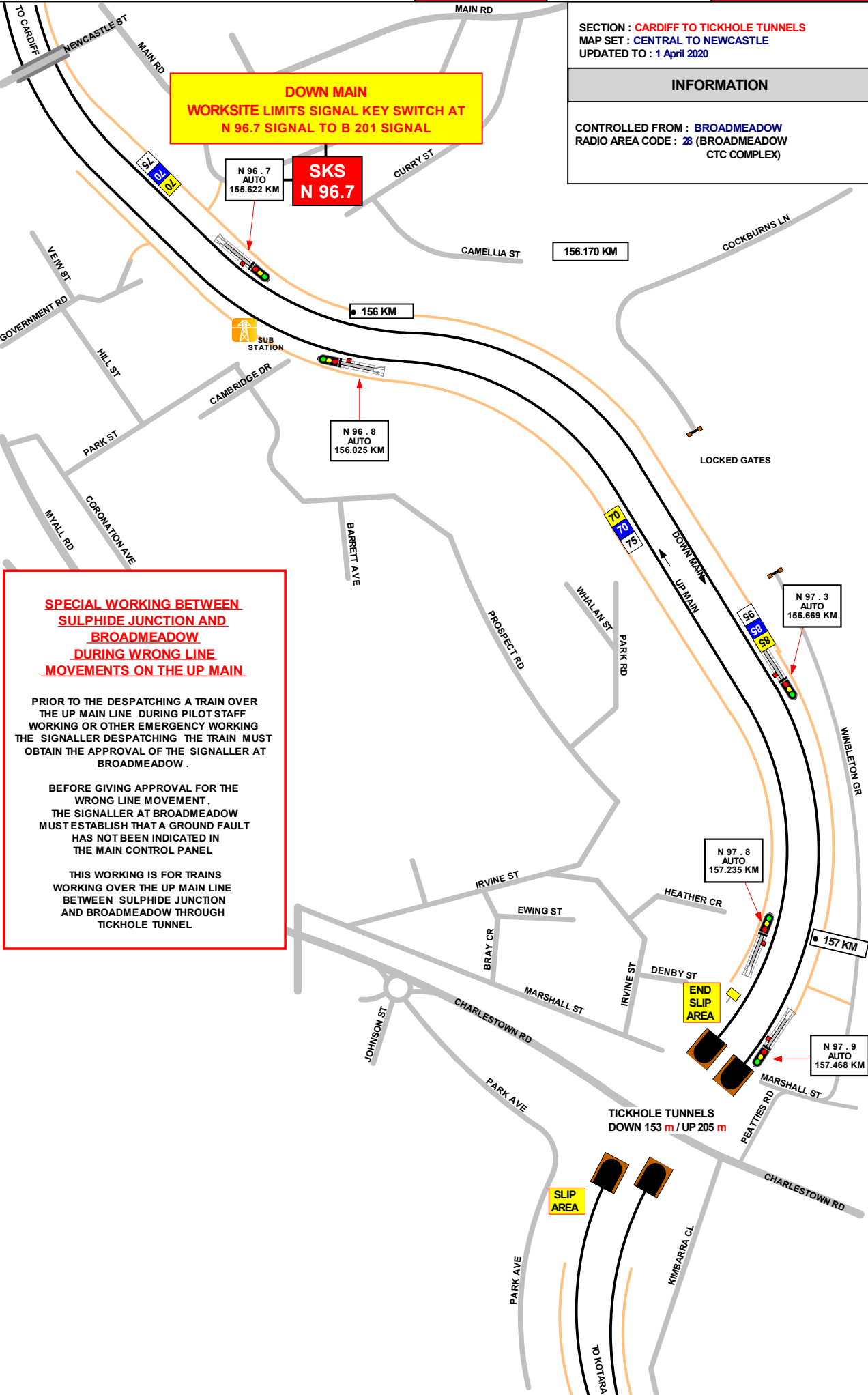


**SPECIAL WORKING BETWEEN
 SULPHIDE JUNCTION AND
 BROADMEADOW
 DURING WRONG LINE
 MOVEMENTS ON THE UP MAIN**

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)

GRADIENT	
1 IN 75	1 IN 75
1 IN 80	1 IN 80
1 IN 75	1 IN 75
1 IN 80	1 IN 80
1 IN 81	1 IN 81
1 IN 54	1 IN 54
1 IN 56	1 IN 56
1 IN 54	1 IN 54

**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

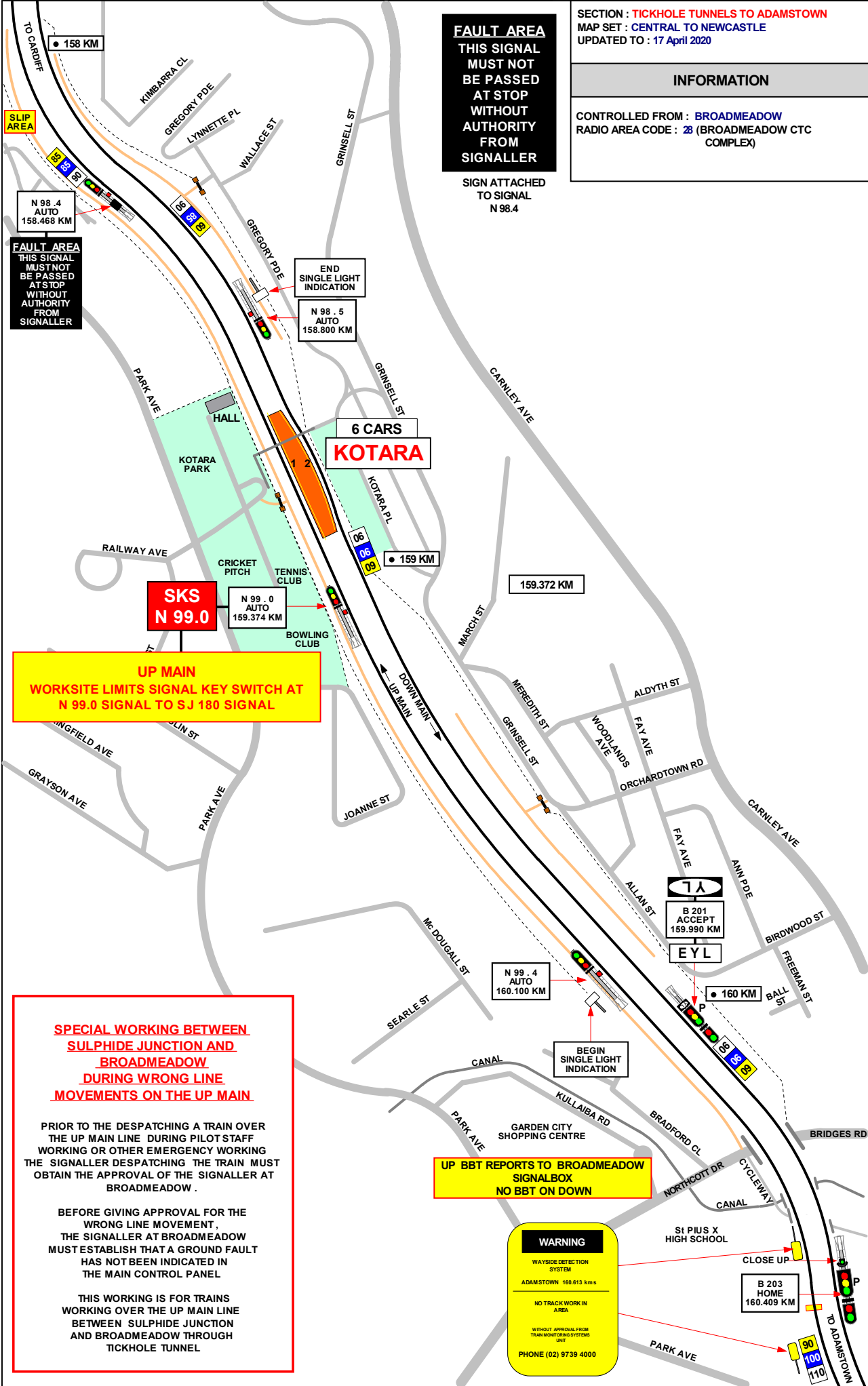
FAULT AREA
 THIS SIGNAL
 MUST NOT
 BE PASSED
 AT STOP
 WITHOUT
 AUTHORITY
 FROM
 SIGNALLER

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

END
 SINGLE LIGHT
 INDICATION

N 98 . 5
 AUTO
 158.800 KM

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

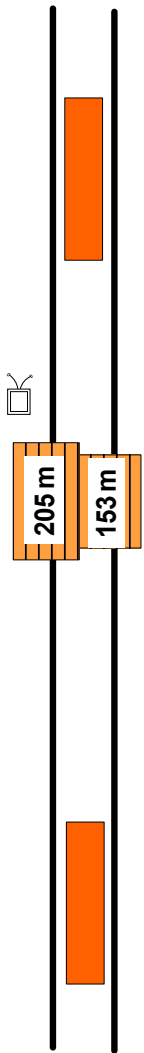
THIS WORKING IS FOR TRAINS
 WORKING OVER THE UP MAIN LINE
 BETWEEN SULPHIDE JUNCTION
 AND BROADMEADOW THROUGH
 TICKHOLE TUNNEL

**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
 TRAINSIGHT CONTROL OFFICER
 UNIT
 PHONE (02) 9739 4000

CARDIFF 155.022 KM NLA 314

LOCATION DETAILS



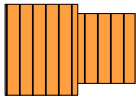
155.022 KM CARDIFF PLATFORM 1 AND 2

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

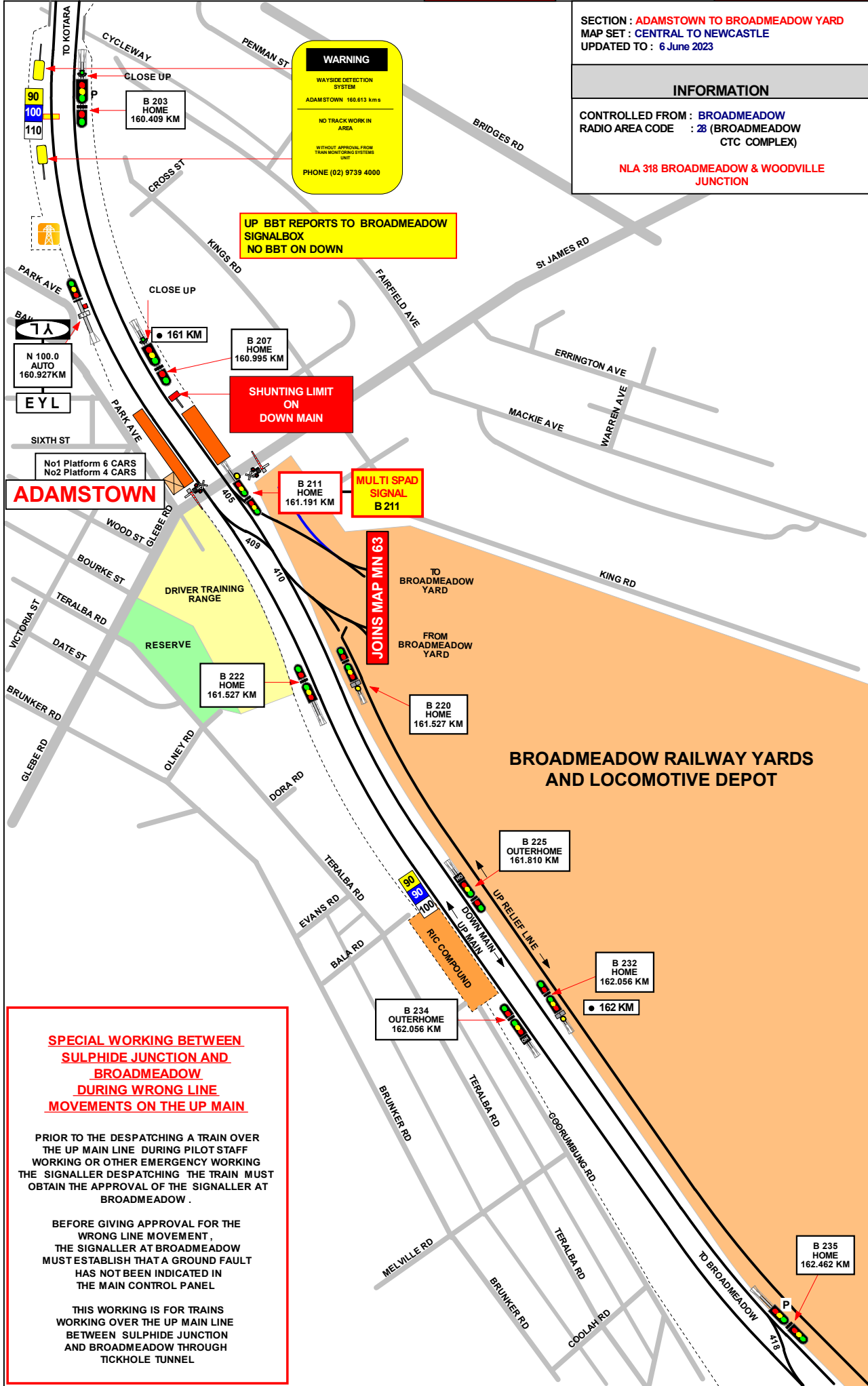
GRADIENT

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

- 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

- MULTI SPAD SIGNAL B 211**
- 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

SHUNTING LIMIT ON UP RELIEF

7#

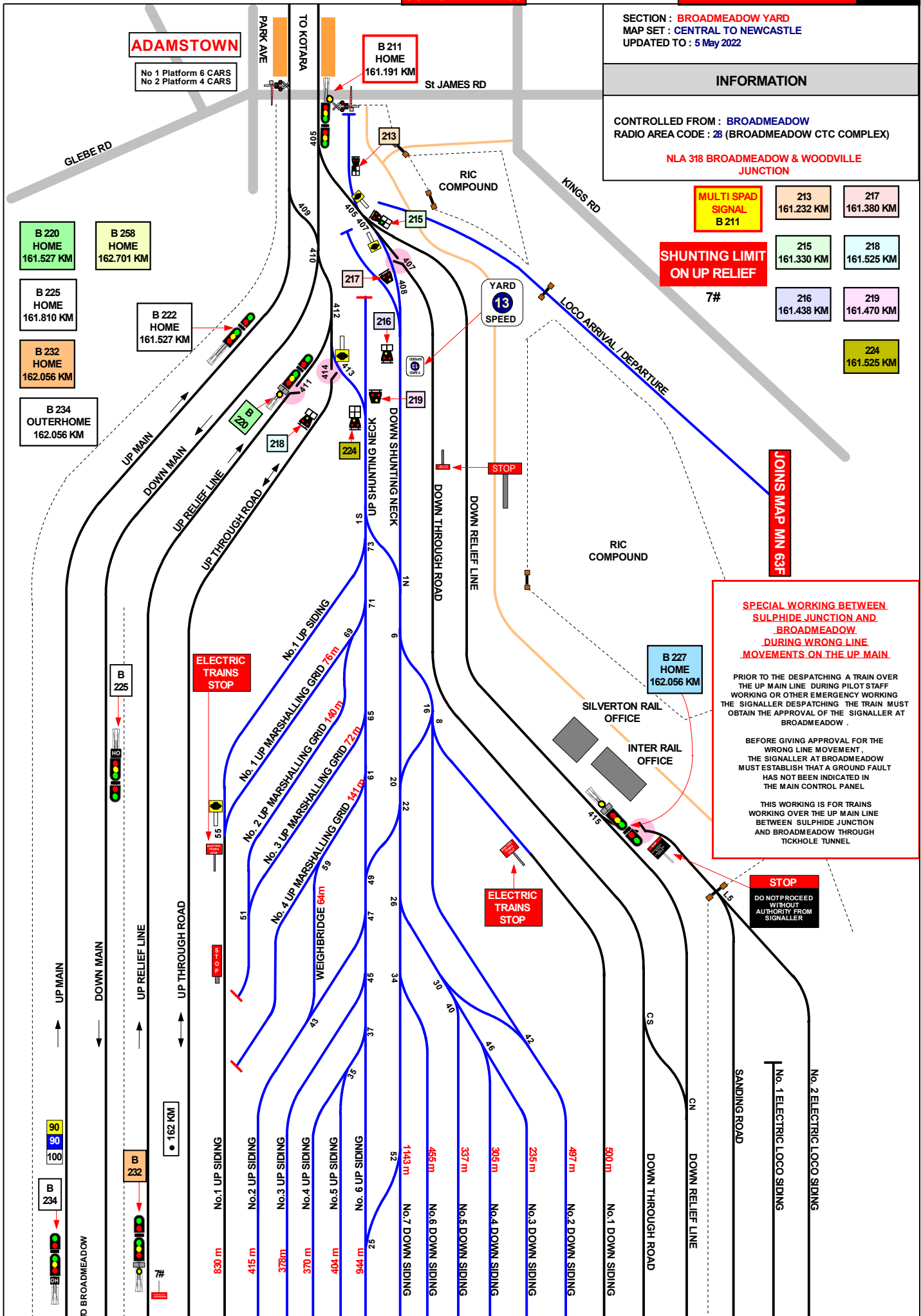
SPECIAL WORKING BETWEEN SULPHIDE JUNCTION AND BROADMEADOW DURING WRONG LINE MOVEMENTS ON THE UP MAIN

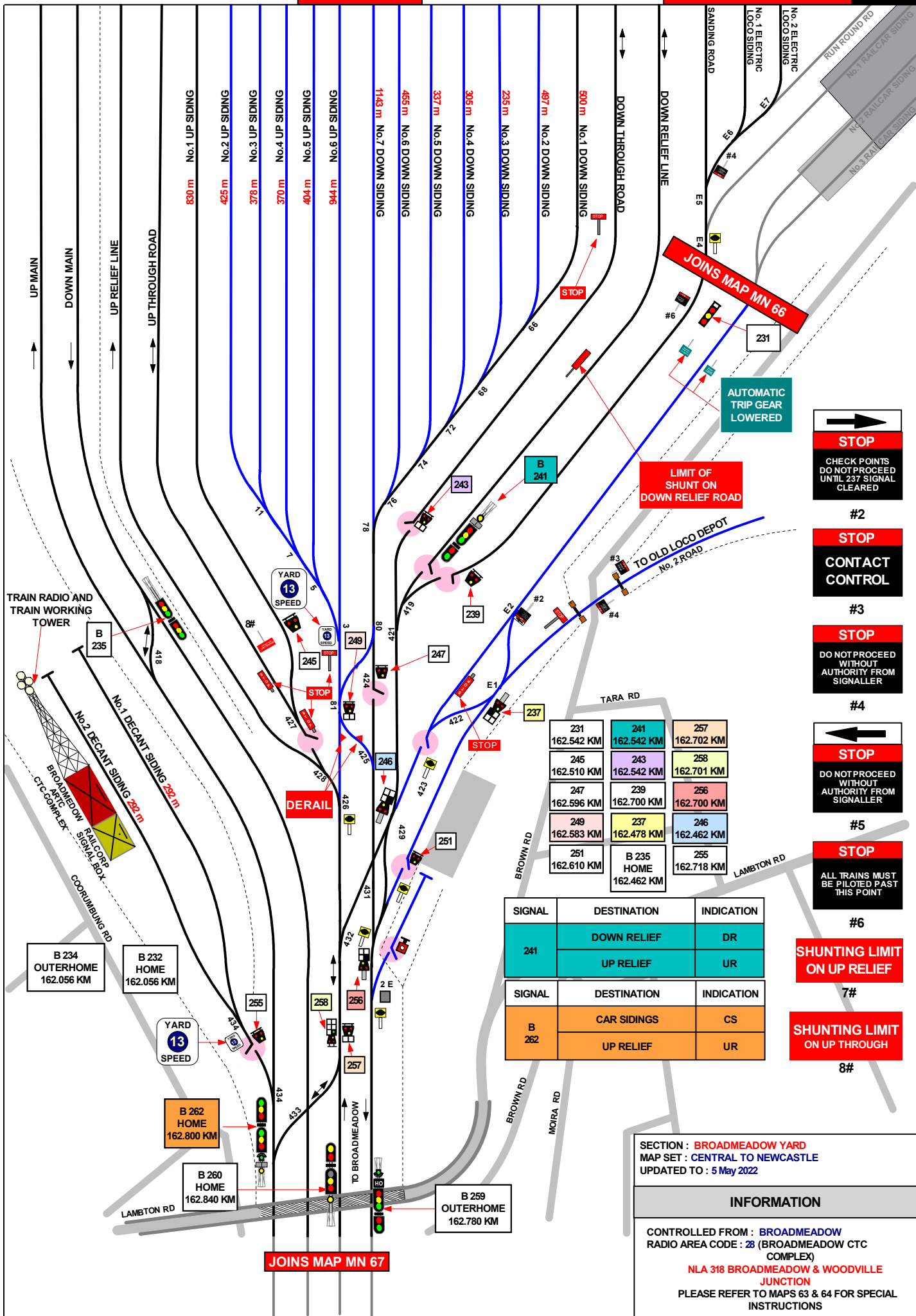
PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

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





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

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

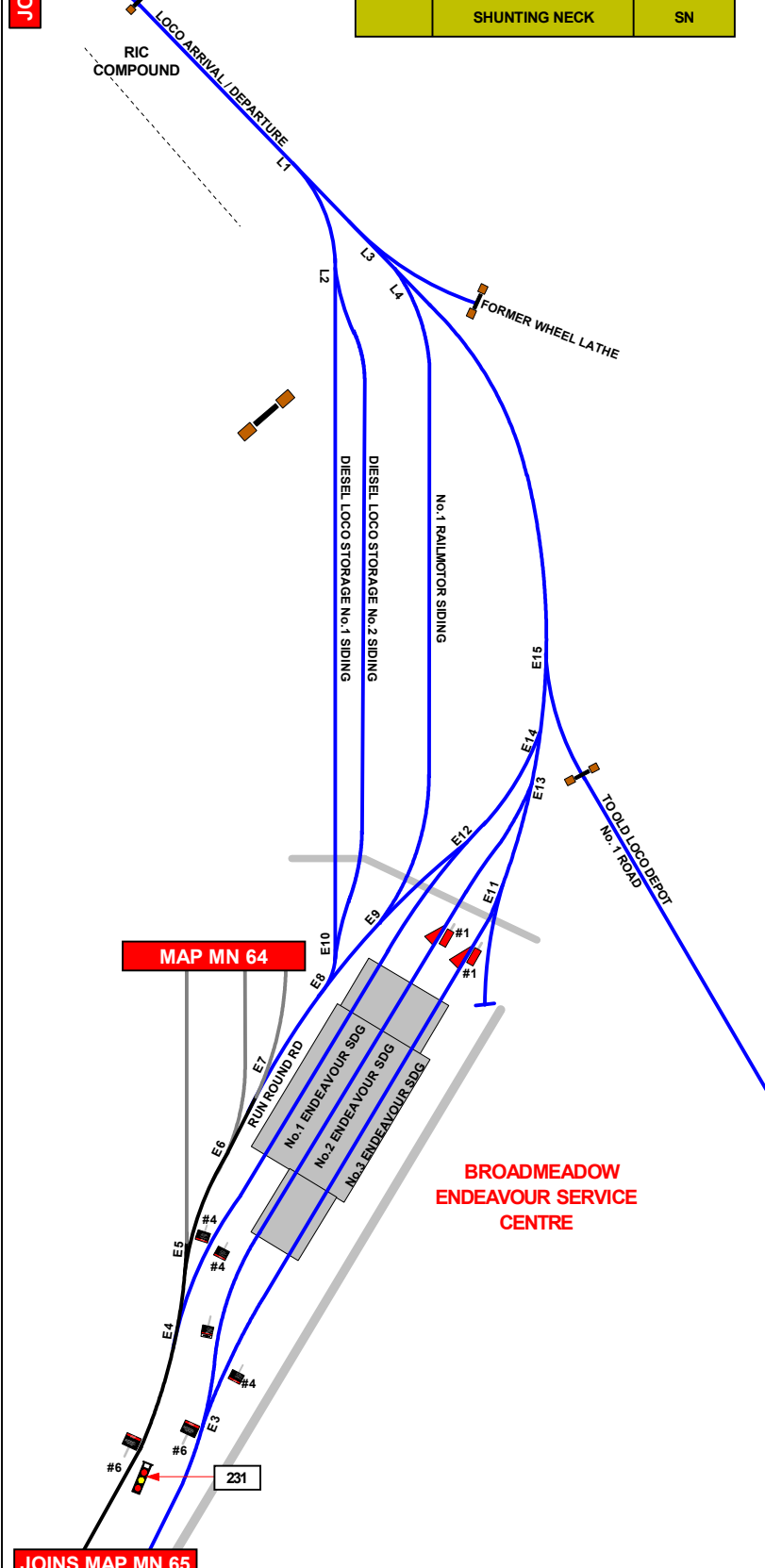
CONTROLLED FROM : **BROADMEADOW**

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

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

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.

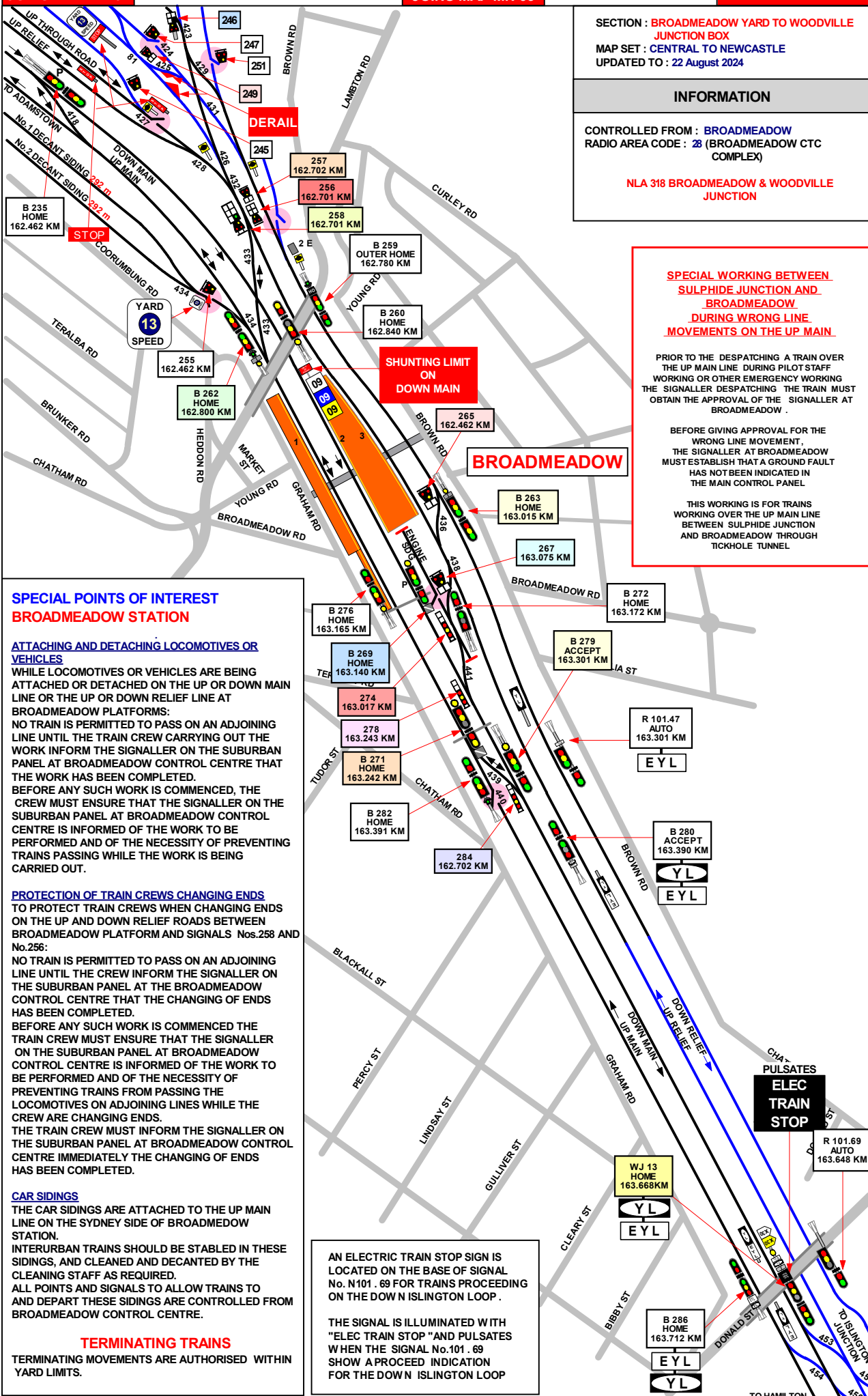
ALL POINTS AND SIGNALS TO ALLOW TRAINS TO AND DEPART THESE SIDINGS ARE CONTROLLED FROM BROADMEADOW CONTROL CENTRE.

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 SHOW APPROCEED 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 : 22 August 2024

INFORMATION

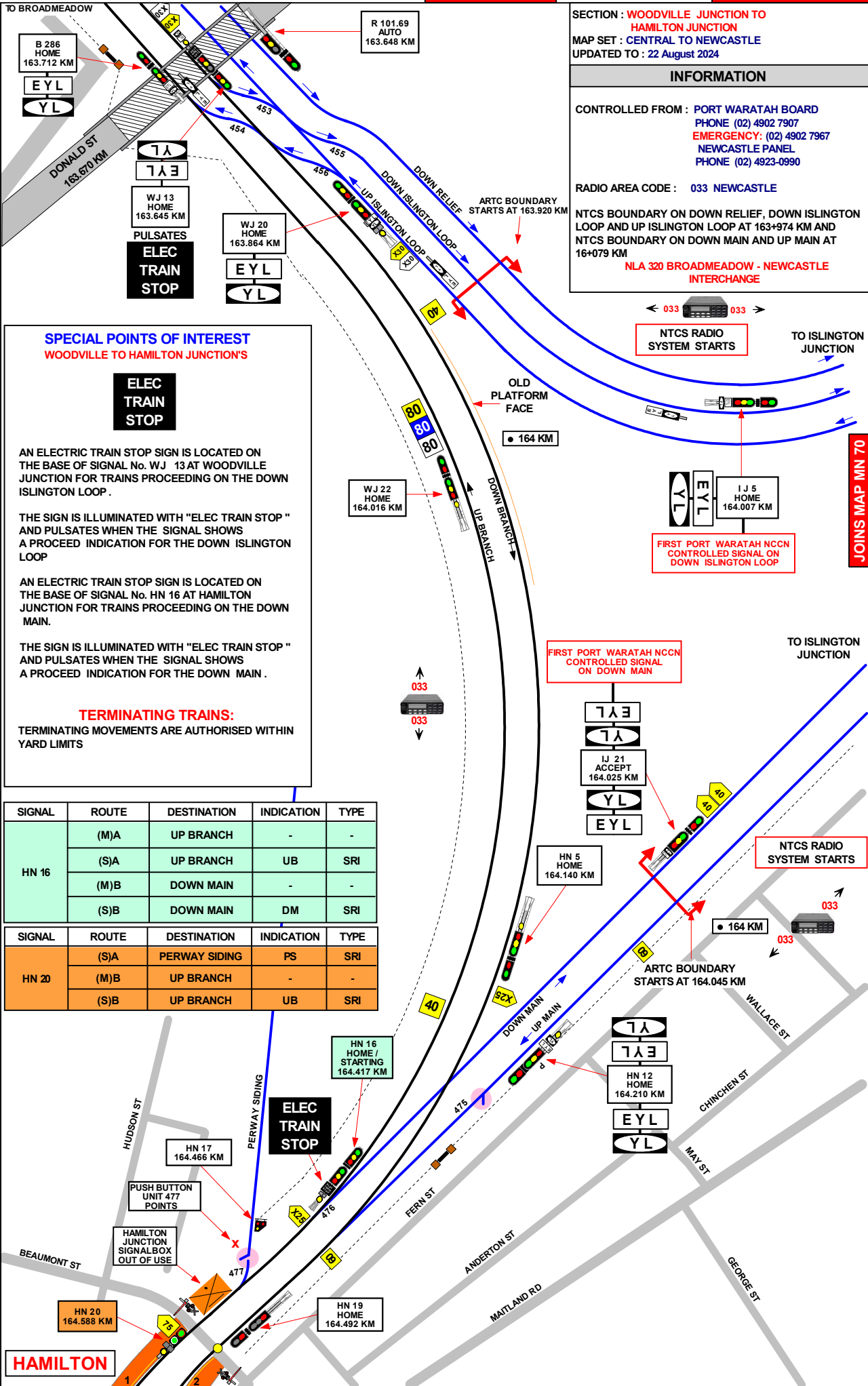
CONTROLLED FROM : PORT WARATAH BOARD
 PHONE (02) 4902 7907
 EMERGENCY: (02) 4902 7967
 NEWCASTLE PANEL
 PHONE (02) 4923-0990

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

GRADIENT

LEVEL



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

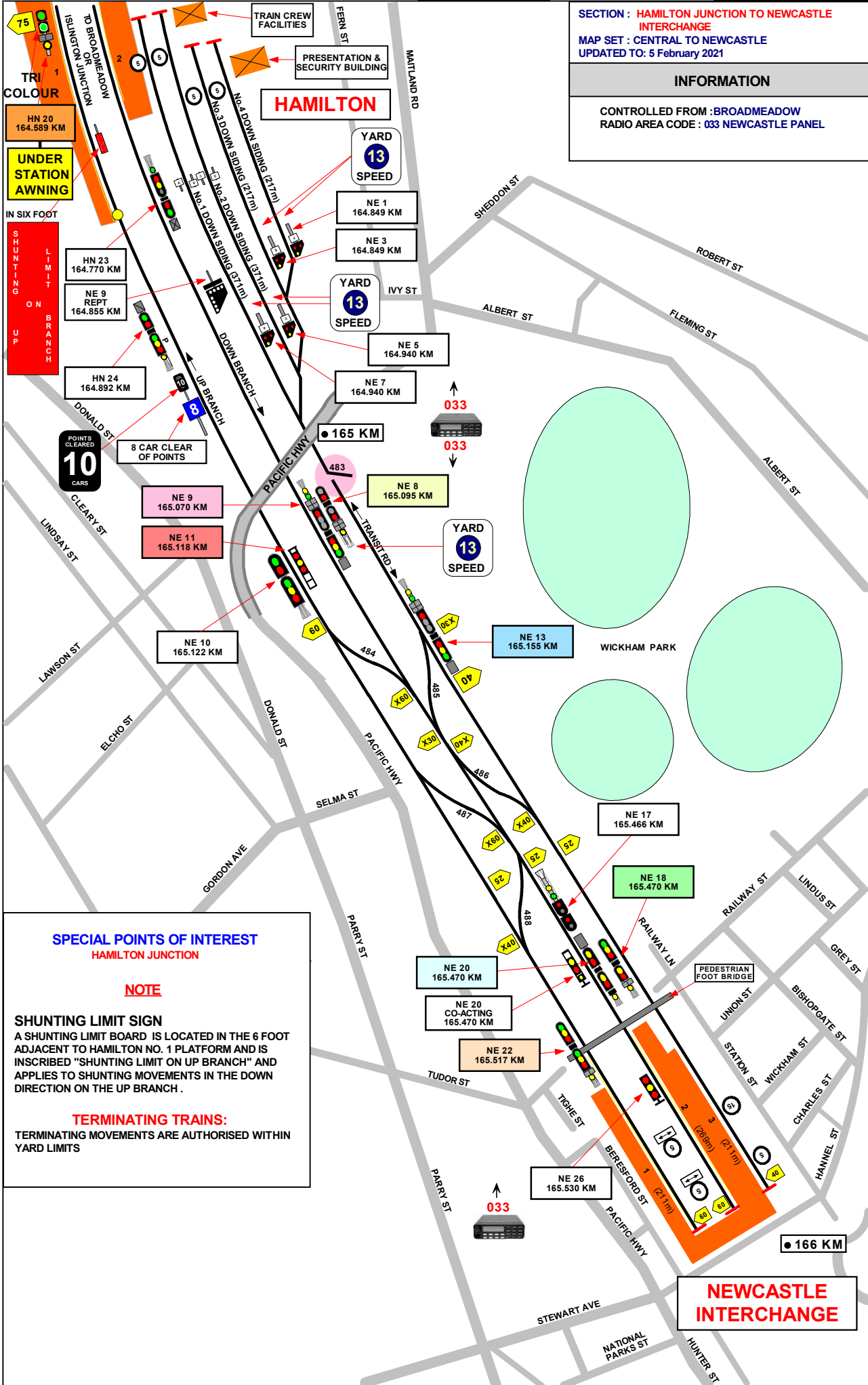
SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
HN 16	(M)A	UP BRANCH	-	-
	(S)A	UP BRANCH	UB	SRI
	(M)B	DOWN MAIN	-	-
	(S)B	DOWN MAIN	DM	SRI
HN 20	(S)A	PERWAY SIDING	PS	SRI
	(M)B	UP BRANCH	-	-
	(S)B	UP BRANCH	UB	SRI

GRADIENT

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

INFORMATION

CONTROLLED FROM : BROADMEADOW
 RADIO AREA CODE : 033 NEWCASTLE PANEL



1 IN 380

LEVEL

1 IN 450

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

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