

# Gosford–Broadmeadow

## Network Control

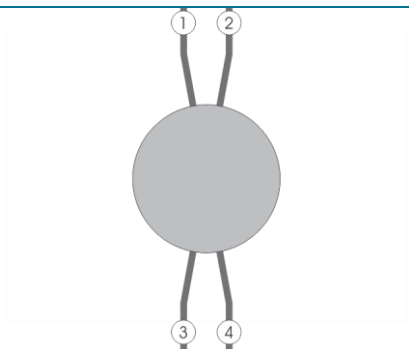
Signallers at Gosford, Wyong, Morisset, Fassifern and Broadmeadow.

## Systems of Safeworking

The Main North line between Gosford and Broadmeadow include the sections:

<i>Section</i>	<i>System</i>	<i>Details</i>
Gosford–Kangy Angy	Rail Vehicle Detection (RVD) double-line	
Kangy Angy–Wyong	RVD double line	
Wyong–Morisset	RVD double-line	
Morisset–Eraring	RVD double-line	
Eraring–Awaba	RVD double-line	
Awaba–Fassifern	RVD double-line	
Fassifern–Sulphide Junction	RVD double-line	
Sulphide Junction–Broadmeadow	RVD double-line	

### Diagram



### Location details

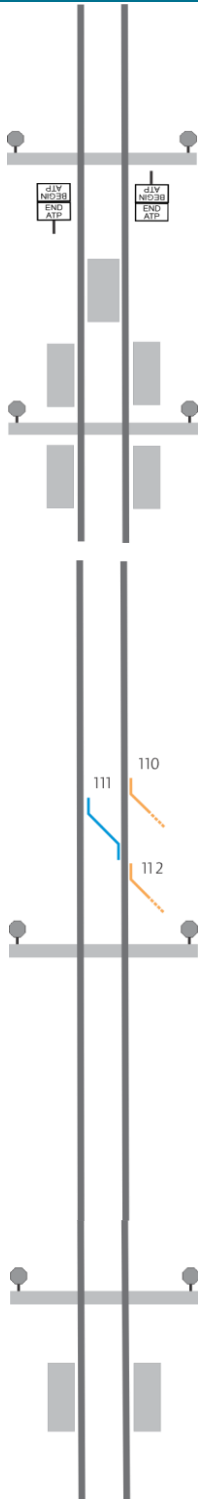
**Gosford 80.774km (NLA 312)**







- ① Up Main North line (Hornsby–Gosford)
- ② Down Main North line (Hornsby–Gosford)
- ③ Up Main North line
- ④ Down Main North line

# Gosford-Broadmeadow












## Diagram



## Location details

-  84.868km Up signal GF70
-  84.980km Down signal 52.9
-  84.940km Network access
-  85.075km Down Main
-  85.586km Up Main
-  86.138km Niagara Park. Platforms 1 and 2
-  87.657km Lisarow. Platforms 1, 2
-  90.530km Network access
-  90.543km Ourimbah. Platforms 1, 2

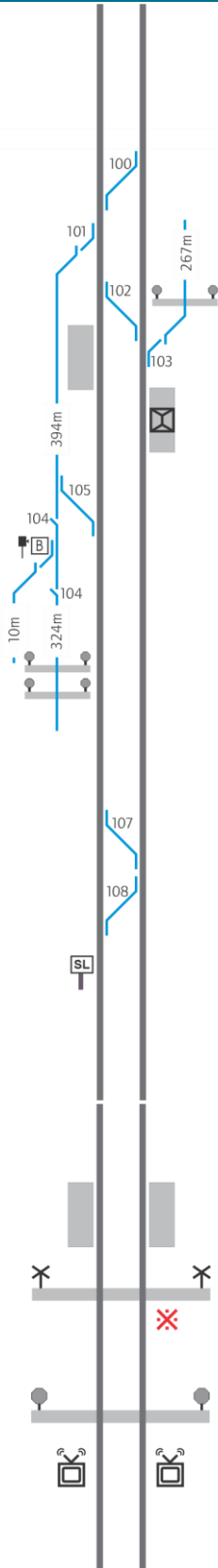
### Kangy Angy 93.648km

-  Controlled from Wyong.
-  91.563km Down signal KN1
-  92.163km Up signal 57.2
-  110 110 points Down Main North line to Arrival Road-Kangy Angy Maintenance Centre
-  111 111 points Up Main North line to Down Main North line
-  112 112 points Down Main North line to Departure Road-Kangy Angy Maintenance Centre
-  94.300km Network access
-  94.650km Down signal KY58.7
-  94.890km Up signal KN16
-  95.293km Network access
-  98.302km Tuggerah. Platforms 1, 2

# Gosford-Broadmeadow

**Diagram**

**Location details**



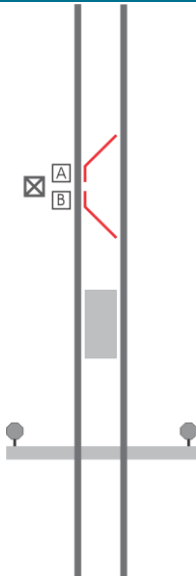
**Wyong 100.813km**



- ! Can be switched out
  - YL 99.269km Down signal WG1
  - EYL 100.409km Up signal 62.62
  - 100 Down Main North line to Up Main North line
  - 101 Up Refuge Loop line to Up Main North line
  - 102 Down Main North line to Up Main North line
  - 100.739km Network access
  - 103 Down Main North line to Down siding
  - 100.813km Wyong. Platforms 1 and 2, 3
  - 100.913km Signal box
  - 105 Up Main North line to Up Refuge Loop line
  - 104 Up Refuge Loop line to Up Storage siding
  - B 101.150km Up Storage siding to Perway siding: key from releasing switch B, released by release 106
  - Operator's push button for shunting signals
  - 101.267km Network access
  - 101.304km Network access
  - 107 Down Main North line to Up Main North line
  - 108 Down Main North line to Up Main North line
  - SL 103.110km Down SHUNT LIMIT sign
  - EYL 103.503km Down signal 64.3
  - YL 104.839km Up signal WG32
- 
- 105.668km Warnervale. Platforms 1, 2
  - 105.772km Warnervale: automatic; with Manual Operation switch and Master Emergency switch. Keys at Wyong
  - ! See Special instructions
  - 110.612km Network access
  - 111.073km Bearing and brake temperature system: broadcasts WB radio message, Up system reports to Wyong and Down system reports to Broadmeadow. Signaller tells Network Controller and warns Train Crew

## Gosford-Broadmeadow

### Diagram



### Location details

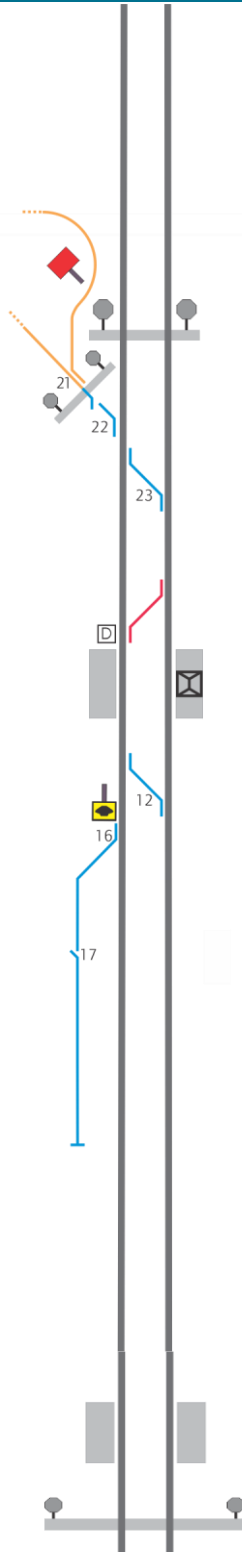
#### Wyee 114.794km



- A** 114.518km Down Main North line to Up Main North line: **BOOKED OUT OF USE**
- 114.518km Traffic hut: duplex lock AB, **BOOKED OUT OF USE**
- ! Signals set at STOP by operating duplex lock AB: Down signals 69.7 and 71.1; Up signals 71.2 and 72.4
- B** 114.519km Down Main North line to Up Main North line: **BOOKED OUT OF USE**
- 114.794km Wyee. Platform 1 and 2
- 114.946km Network access

## Gosford-Broadmeadow

### Diagram



### Location details

#### Morrisset 123.207km



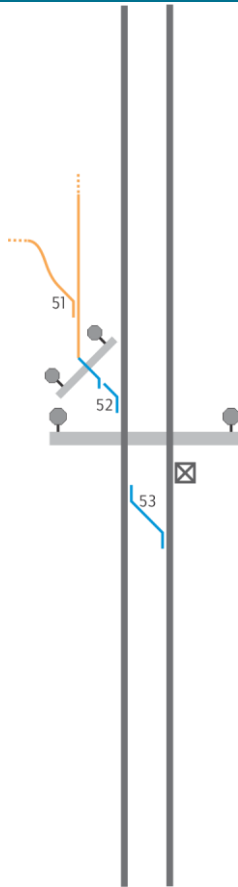
- ! Can be switched in
- 115.991km Down signal V1
- 116.339km Up signal 72.4
- 119.056km Network access
- 21 Vales Point siding Departure road to Arrival road
- 119.115km Network access
- 22 Up Main North line to Vales Point siding Departure road
- ! See Special instructions
- ! The local Maintenance Representative holds a key to isolate the points machines for points 22
- 23 Up Main North line to Down Main North line
- 123.203km Down Main North line to Up Main North line: key from lever 21. Lever 1 released from special clip with XL key
- ! Signals that must be set at STOP before lever 21 can be reversed: Down signals 75.5 and 76.5; Up signals 76.8 and 76.6. If catch points 17 are reversed, also Up signal 77.2
- 123.207km Morrisset. Platforms 1, 2
- 123.295km Signal box
- 123.410km Network access
- 12 Down Main North line to Up Main North line
- 16 Up Perway siding to Up Main North line (**Up Perway siding booked out of use**)
- 17 Catch point on Up Perway siding
- 125.190km Up signal 77.8
- 126.870km Down signal 78.9

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- 127.140km Dora Creek. Platforms 1, 2
- 127.980km Network access

## Gosford-Broadmeadow

### Diagram



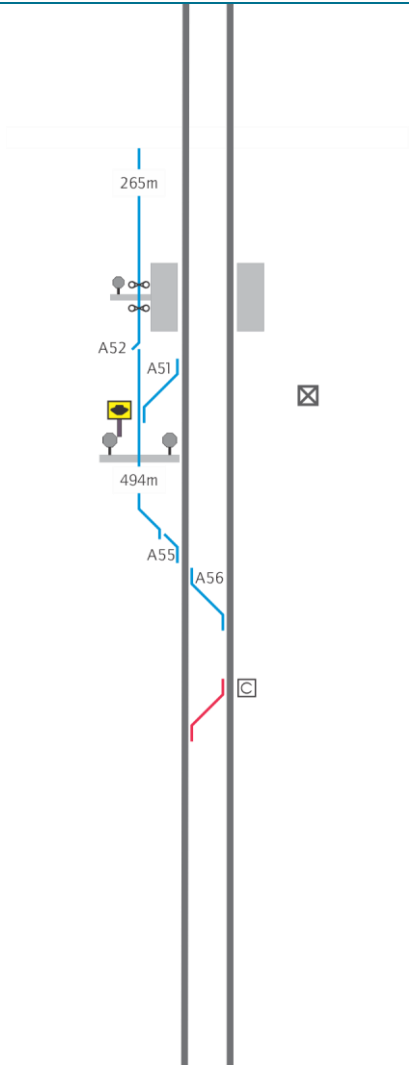
### Location details

#### Eraring 132.685km

- ! Usually controlled from Broadmeadow.  
Can be switched in
- EYL 130.285km Up signal 80.8
- YL 130.573km Down signal E1
- <sup>51</sup> Eraring siding Departure road to Arrival road
- 📍 132.560km Network access
- <sup>52</sup> 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
- 📍 132.680km Network access
- ☒ 132.685km Traffic hut: local control panel. Spare closing key at Morisset
- <sup>53</sup> Down Main North line to Up Main North line
- YL 135.407km Up signal E8
- EYL 135.855km Awaba Down signal A1
- ! Eraring abuts Awaba

## Gosford-Broadmeadow

### Diagram



### Location details

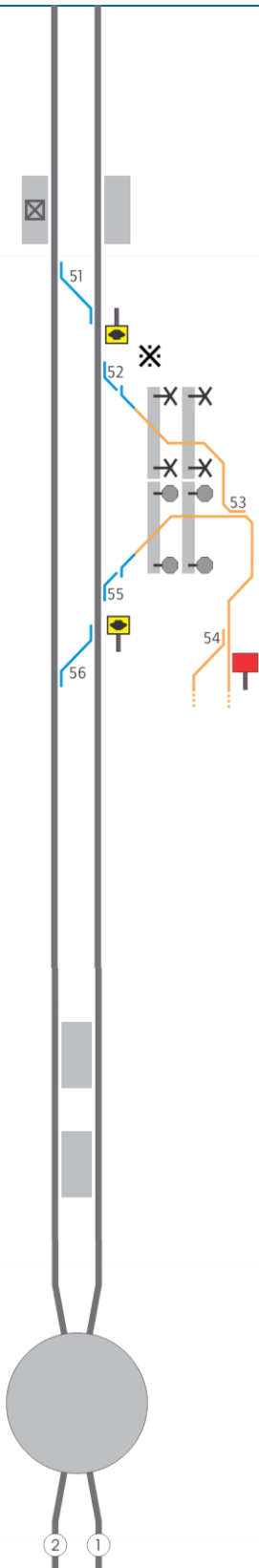
#### Awaba 137.240km



- ! Usually controlled from Broadmeadow.  
Can be switched in
- 135.407km Up signal E8
- 135.855km Down signal A1
- ! Awaba abuts Eraring
- 137.240km Awaba. Platforms 1, 2
- 137.340km Network access
- Awaba–Wangi Branch line to Up Refuge siding
- Up Refuge Loop line to Up Main North line
- 137.401km Network access
- 137.490km Traffic hut: local control panel
- Up Main North line to Up Refuge Loop line
- Down Main North line to Up Main North line
- 138.255km Facing emergency crossover: key from releasing switch C, released by release 58
- ! Signals that must be set at STOP before release 58 can be reversed: Down signals 7, 13, 15 and 17; Up signals A20 and A18
- 139.946km Fassifern Down signal 86.9
- 139.972km Up signal A20
- ! Awaba abuts Fassifern on the Down Main North line

## Gosford-Broadmeadow

### Diagram



### Location details

#### Fassifern 142.179km



- ! Can be switched in
- YL 139.946km Down signal 86.9
- EYL 141.448km Up signal 87.8
- ! Fassifern abuts Awaba on the Down Main North line
- 142.179km Fassifern. Platforms 1, 2
- ⊠ 142.355km 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
- ⋈ 142.741km Wakefield Road: automatic, with Manual Operation switch. Keys at Fassifern
- ⋈ 142.761km Haul Road (private): automatic, with Manual Operation switch. Keys at Fassifern
- 142.771km Access road, Newstan Colliery (private)
- 142.832km Haul Road (private)
- 53 Newstan South Fork line to Arrival road
- 54 Newstan siding Departure road to Arrival road
- ! See Special instructions
- 55 Newstan North Fork line to Down Main North line
- 56 Down Main North line to Up Main North line
- YL 143.963km Up signal 89.4
- EYL 144.341km Down signal 89.7

- 146.340km Booragul. Platform 1 and 2
- 147.505km Teralba. Platform 1 and 2

#### Sulphide Junction 153.228km (NLA 316)

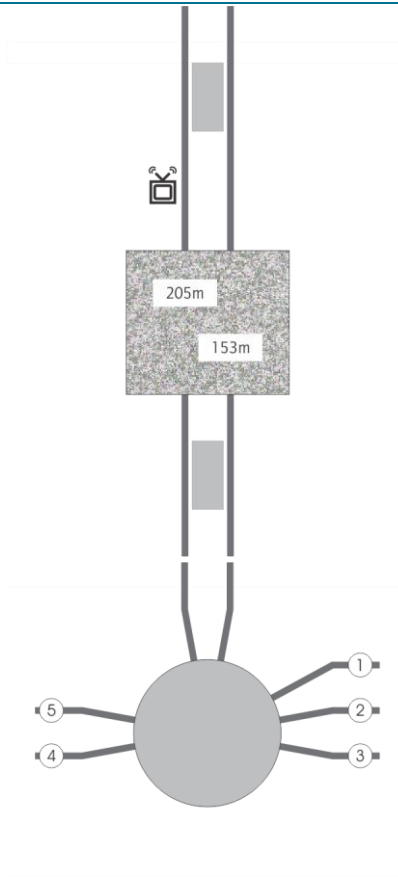


- ① Down Main North line
- ② Up Main North line



## Gosford-Broadmeadow

### Diagram



### Location details

- 155.022km Cardiff. Platform 1 and 2
- 📡 157.508km Up ground fault detector: reports to Broadmeadow
- ! Signal set at stop by ground fault detector: Up signal N98.4
- ▤ 157.599km Tickhole
- 158.835km Kotara. Platform 1 and 2

### Broadmeadow and Woodville Junction 162.842km (NLA 318)



- ① Down Relief line (to Islington Junction)
- ② Down Main North line (to Maitland)
- ③ Up Main North line (to Maitland)
- ④ Up Newcastle line (Broadmeadow–Newcastle)
- ⑤ Down Newcastle line (Broadmeadow–Newcastle)

## Special instructions

### Signal Key Switches

Signal Key Switches are fitted to the automatic signals listed in the table below.

Signal Key Switch may be used for worksite protection in accordance with the following Network Rule & Procedures:

- NWT 306 Track Work Authority
- NWT 320 Signal Key Switch Blocking
- NPR 702 Using a Track Work Authority
- NPR 753 Using Signal Key Switch Blocking
- NPR 754 Using a Signal Key Switch

## Gosford-Broadmeadow

<i>Line</i>	<i>Worksite limit</i>	<i>First affected signal</i>	<i>Protecting signal fitted with a Key Switch</i>
Up Main North	Signal N99.0 to Signal SJ180	B222	N99.0 (Kotara)
Down Main North	Signal N96.7 to Signal B201	N96.1	N96.7 (Cardiff)
Down Main North	Signal 66.9 to Signal V1	65.5	66.9

### Private sidings

The siding owners control rail traffic movements in the Vales Point, Eraring and Newstan Balloon Loop lines.

### Warnervale level crossing

Warnervale level crossing is fitted with a single Master Emergency switch.

Operation of the Master Emergency switch will place Down signal 65.5 and Up signal 66.8 at STOP. They will remain at STOP until the Manual Operation switch is operated and the level crossing equipment has operated and the booms are lowered or the Master Emergency switch is restored.

### Morisset & Vales Point

If it necessary to switch in Vales Point, Morisset panel is not required to be switched in.

Morisset panel may be switched in independently.

When there is Work On Track, Block Working, Infrastructure or Rollingstock failures, both Morisset and Vales Point must be switched in.

To allow Rail Traffic to enter or exit Vales Point, Vales Point can be switched in independently.

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## Related documents

- NLA 310*   *Hornsby–Gosford*
  - NLA 312*   *Gosford*
  - NLA 316*   *Sulphide Junction*
  - NLA 318*   *Broadmeadow and Woodville Junction*
  - NLA 320*   *Broadmeadow–Newcastle*
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## Effective date

18 August 2022