

Gosford–Broadmeadow

Network Control

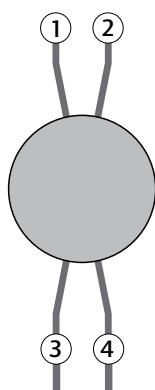
Signallers at Gosford, Wyong, Morisset, Fassifern and CTC (Broadmeadow)

Systems of Safeworking

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

<i>Section</i>	<i>System</i>	<i>Details</i>
Gosford–Wyong	Rail Vehicle Detection (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)

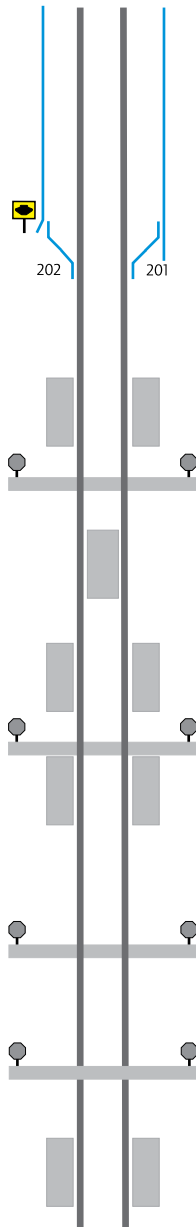


- ① Up Main North line (Hornsby–Gosford)
- ② Down Main North line (Hornsby–Gosford)
- ③ Up Main North line
- ④ Down Main North line

Gosford–Broadmeadow

Diagram

Location details

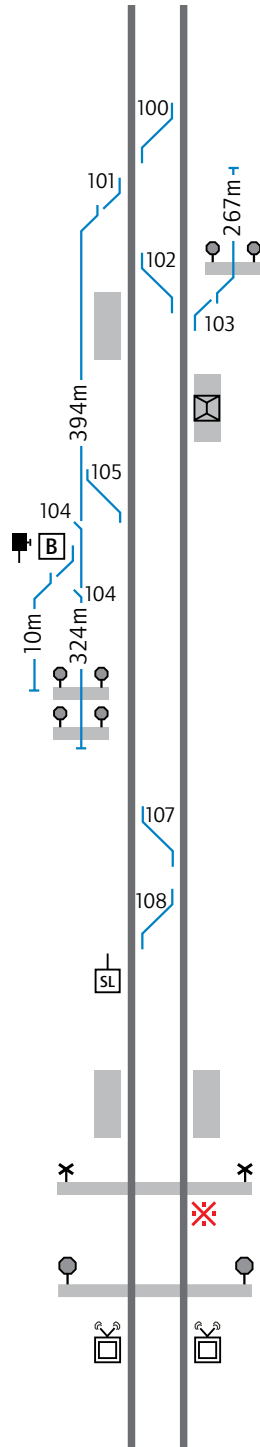


- 201 points Down Main North line to Down Refuge line
- 202 points Up Main North line to Up Refuge line
- Up Refuge line unwired – Electric Train Stop
- 84.538km Narara. Platforms 1, 2
- 84.868km Up signal GF116
- 84.980km Down signal 52.9
- 84.940km Network access
- 86.138km Niagara Park. Platform 1 and 2
- 87.657km Lisarow. Platforms 1, 2
- 90.530km Network access
- 90.543km Ourimbah. Platforms 1, 2
- 94.300km Network access
- 95.293km Network access
- 98.302km Tuggerah. Platforms 1, 2

Gosford–Broadmeadow

Diagram

Location details



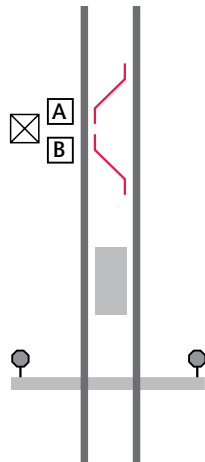
Wyong 100.813km



- ! 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 Refuge siding
 - 100.813km Wyong. Platforms 1 and 2, 3
 - [Signal Box] 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
 - [Push Button] 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] 103.642km Down signal 64.3
 - [YL] 104.972km Up signal WG32
-
- 105.668km Warnervale. Platforms 1, 2
 - [Crossing] 105.772km Warnervale: automatic; with Manual Operation switch and Master Emergency switch. Keys at Wyong
 - ! See Special instructions
 - 110.612km Network access
 - [System] 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

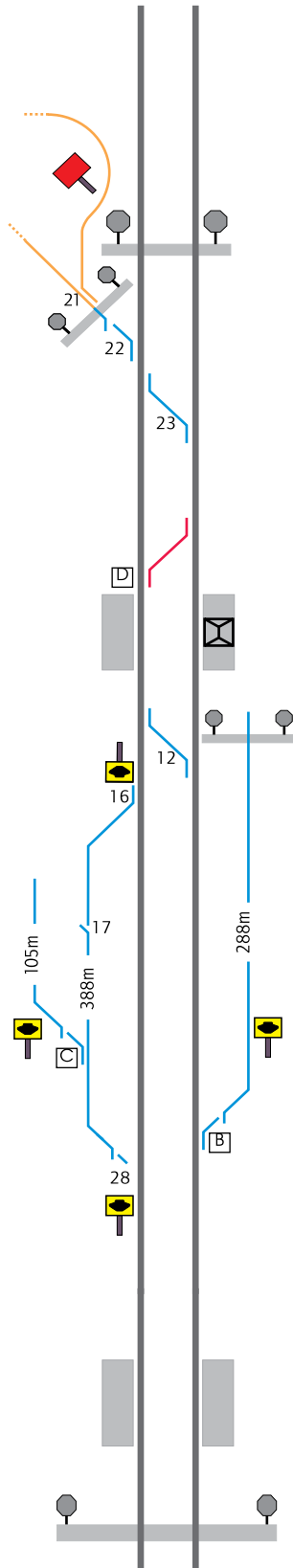
Wye 114.794km



- A 114.518km Down Main North line to Up Main North line: key from duplex lock AB
- X 114.518km Traffic hut: duplex lock AB, released from special hasp with XL key
- ! 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: key from duplex lock AB
- 114.794km Wye. Platform 1 and 2
- 114.946km Network access

Gosford–Broadmeadow

Diagram



Location details

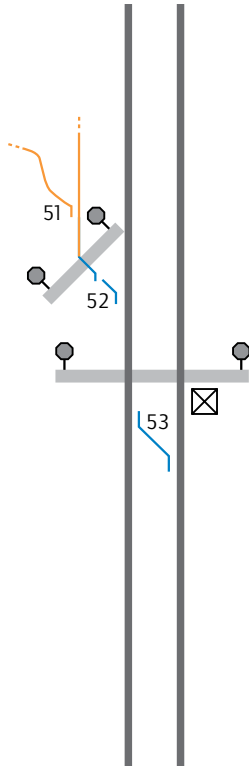
Morisset 123.207km



- ! Can be switched in
 - [YL] 115.991km Down signal V1
 - [EYL] 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
 - [D] 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 Morisset. Platforms 1, 2
 - 123.295km Signal box
 - 123.410km Network access
 - [12-] Down Main North line to Up Main North line
 - [16-] Up Refuge Loop line to Up Main North line
 - [17-] Catch point on Up Refuge Loop line
 - 123.739km Up Refuge Loop line to Stock siding: key from lever 23
 - 123.758km Down Main North line to Goods siding: key from lever 22
 - [28-] Up Main North line to Up Refuge Loop line, B points removed and Main Line straight railed
 - [YL] 125.190km Up signal 77.8
 - [EYL] 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

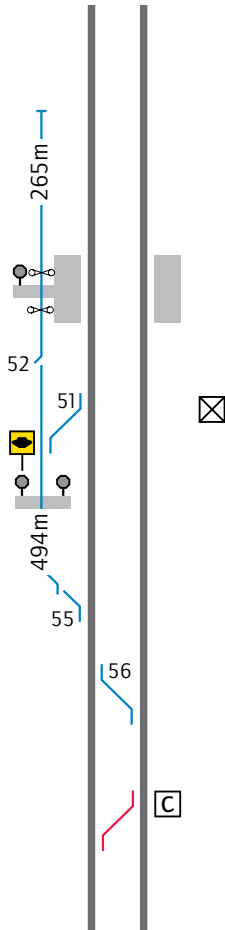


- ! Usually controlled from CTC (Broadmeadow). Can be switched in
- EYL 130.285km Up signal 80.8
- YL 130.573km Down signal E1
- 51- Eraring siding Departure road to Arrival road
- 132.560km Network access
- 52- Up Main North line to Eraring siding Arrival road
- ! See Special instructions
- ! The local Maintenance Representative holds a key to isolate the points machines for points 52
- 132.680km Network access
- X 132.685km Traffic hut: local control panel. Spare closing key at Morisset
- 53- 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

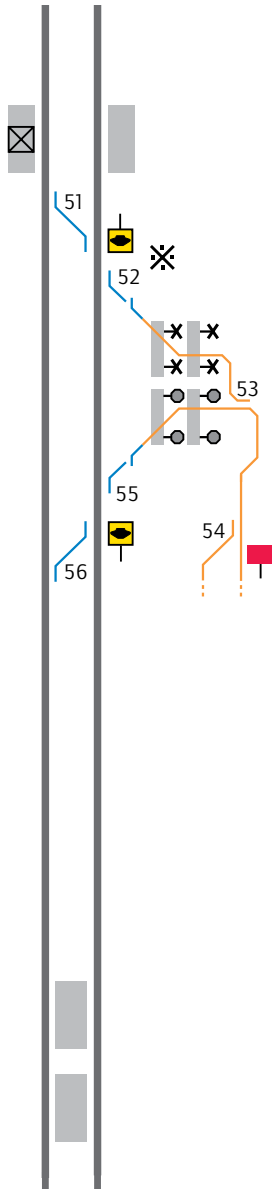


- ! Usually controlled from CTC (Broadmeadow).
Can be switched in
- [EYL] 135.407km Up signal E8
- [YL] 135.855km Down signal A1
- ! Awaba abuts Eraring
- 137.240km Awaba. Platforms 1, 2
- 137.340km Network access
- 52- Awaba–Wangi Branch line to Up Refuge siding
- 51- Up Refuge Loop line to Up Main North line
- 137.401km Network access
- ⊠ 137.490km Traffic hut: local control panel
- 55- Up Main North line to Up Refuge Loop line
- 56- Down Main North line to Up Main North line
- [C] 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
- [EYL] 139.946km Fassifern Down signal 86.9
- [YL] 139.972km Up signal A20
- ! Awaba abuts Fassifern on the Down Main North line

Gosford–Broadmeadow

Diagram

Location details



Fassifern 142.179km



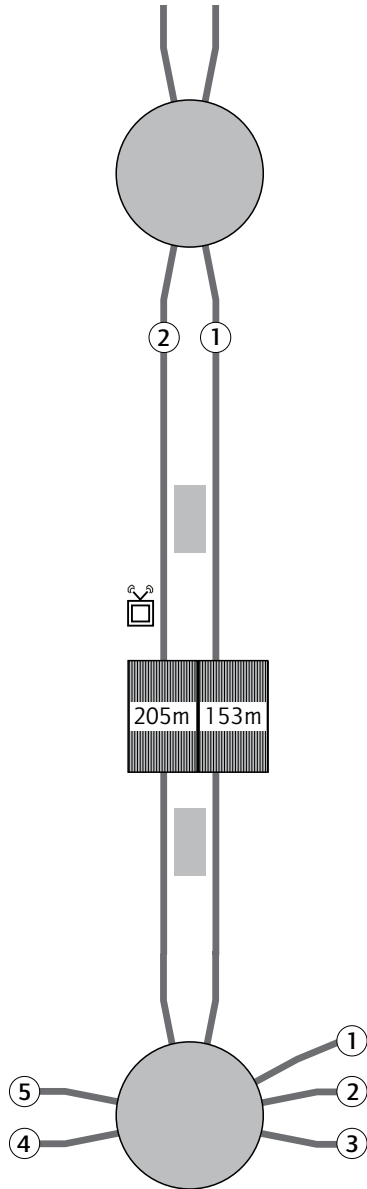
- ! Can be switched in
- [YL] 139.946km Down signal 86.9
- [EYL] 141.448km Up signal 87.8
- ! Fassifern abuts Awaba on the Down Main North line
- 142.179km Fassifern. Platforms 1, 2
- [X] 142.355km Traffic hut: local control panel
- ~51~ Down Main North line to Up Main North line
- ~52~ Down Main North line to Newstan South Fork line
- X 142.741km Wakefield Road: automatic, with Manual Operation switch. Keys at Fassifern
- X 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

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Sulphide Junction 153.228km (NLA 316)



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

- 155.022km Cardiff. Platform 1 and 2
- 📡 157.508km Up ground fault detector: reports to CTC (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)

Gosford–Broadmeadow

Special instructions

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.

Related documents

NLA 310 Hornsby–Gosford

NLA 312 Gosford

NLA 316 Sulphide Junction

NLA 318 Broadmeadow and Woodville Junction

NLA 320 Broadmeadow–Newcastle

Effective date

27 January 2019