

Port Kembla

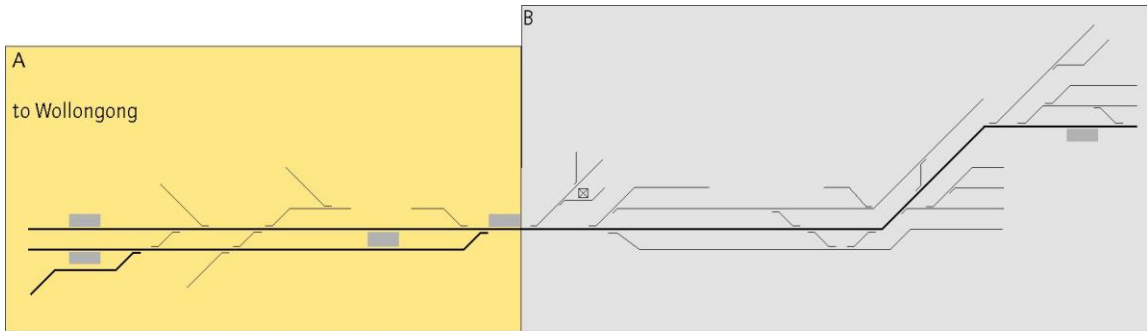
Location

This unit includes:

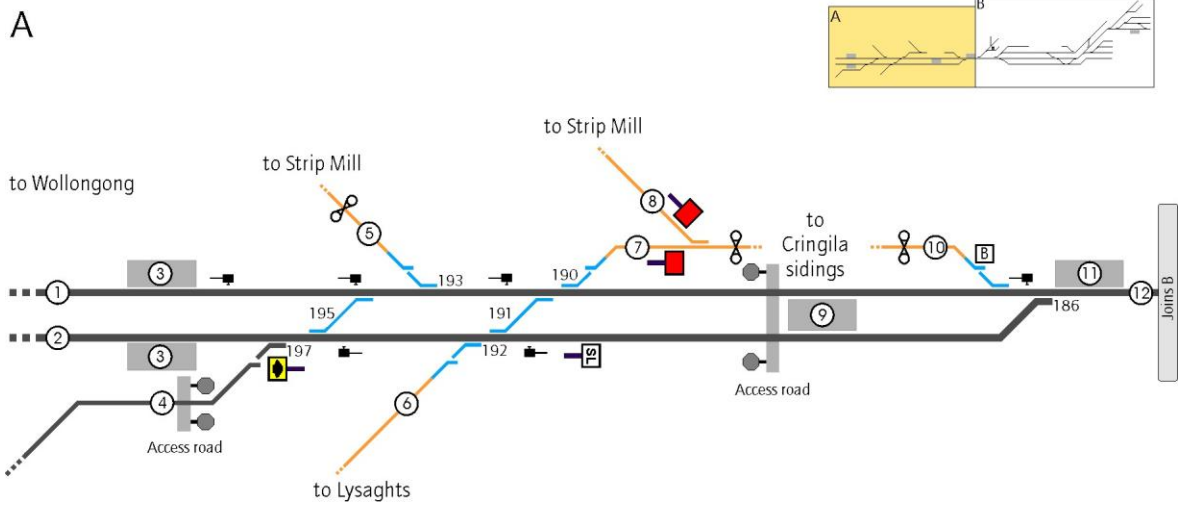
- Lysaghts at 86.176km
- Cringila at 87.559km
- Port Kembla North at 88.771km
- Port Kembla at 90.239km

⚠ WARNING: This location has narrow track clearances

Diagrams



Port Kembla

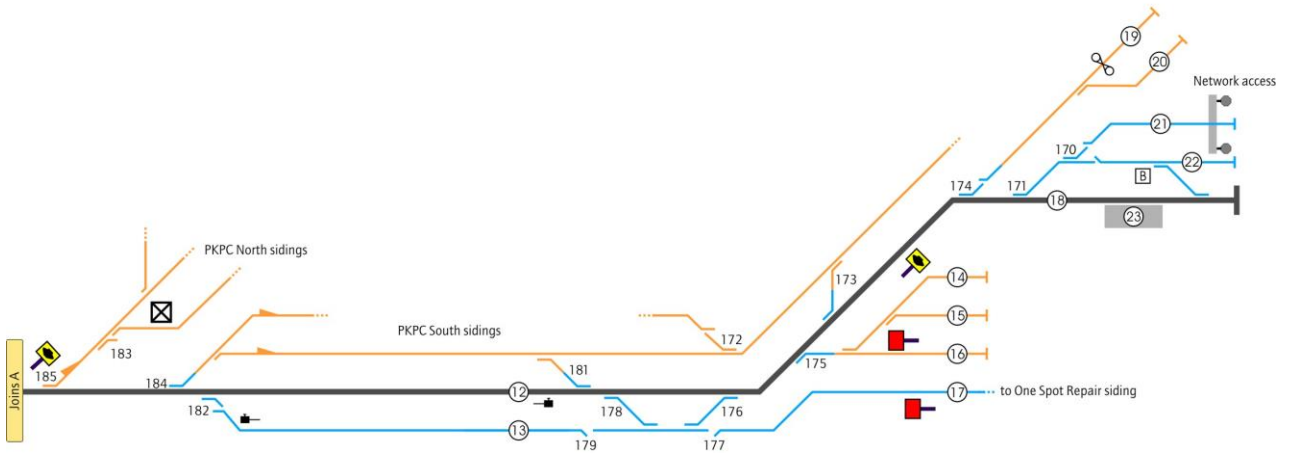
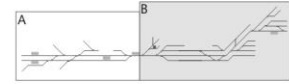


KEY

- | | | |
|-----------------------------------|-----------------------|----------------------------|
| 1 Down Port Kembla Branch line | 5 to Strip Mill | 9 Cringila |
| 2 Up Port Kembla Branch line | 6 to Lysaghts sidings | 10 to Cringila sidings |
| 3 Lysaghts | 7 to Cringila sidings | 11 Port Kembla North |
| 4 Allans Creek Triangle Loop line | 8 to Strip Mill | 12 Port Kembla Branch line |

Port Kembla

B



KEY

- | | | |
|---|---|-----------------------------------|
| 12 Port Kembla Branch line | 16 No 3 Shed road (Pacific National siding) | 20 Robinson Transport siding 124m |
| 13 Refuge Loop line | 17 One Spot Repair siding (Pacific National siding) | 21 Engine road 222m |
| 14 No 1 Shed road (Pacific National siding) | 18 Platform road 243m (40m after frame B) | 22 Loop line 222m |
| 15 No 2 Shed road (Pacific National siding) | 19 AIS Jetty road 222m | 23 Port Kembla |

Network Control

Signaller at Wollongong or Port Kembla North if that is switched in

Yard limits

Port Kembla abuts Wollongong on the Allans Creek Triangle Loop line.

Down Port Kembla Branch line	85.847km Down signal WG85D
Up Port Kembla Branch line	86.026km Up signal WG84U
Allans Creek Triangle Loop line	84.848km Up signal WG1001

Port Kembla

Location details



Interlocked points without groundframes are usually controlled from Wollongong, or from Port Kembla North if that is switched in.

- 86.176km Lysaghts. Platforms 1, 2 and 3
- 8 x Driver's time-release buttons for points 197, 195, 192, 191, 190, 186, 182 and 181
- ⊞ 87.157km Down SHUNT LIMIT sign on Up Port Kembla Branch line
- 87.559km Cringila. Platform 1 and 2
- ⊞ 87.910km Port Kembla Branch line to Cringila sidings: key from releasing switch B, released by release 188
- 88.771km Port Kembla North. Platform 1
- ⊞ 89.005km Traffic room and local control panel
- 90.239km Port Kembla. Platform 1
- ⊞ 90.286km Platform road to Loop line, Port Kembla: key from releasing switch B, released by release 196
- ⊞ 90.326km Stop block on Platform road

Level crossings

- ⦿ 86.292km Access road, Allans Creek Triangle Loop line
- ⦿ 87.534km Access road, Up and Down Port Kembla Branch lines
- ⦿ 90.364km Access road, Engine road

Port Kembla

Special instructions

Private sidings


The siding owners control rail traffic movements in private sidings.

Protection of work on track, Platform road and Loop line

If rail traffic needs to be excluded to enable activities to be performed in the Danger Zone, the Signaller and Protection Officer must follow this procedure.

This procedure must only be used for work:


- not requiring tools, or
- requiring light non-powered tools, or
- requiring light powered tools.

 **NOTE:** This procedure must not be used for work that will break the track or alter track geometry or structure.

Unless rail traffic needs to be excluded to perform tanking operations, the Signaller must speak with the Network Controller about the request to exclude rail traffic.

The Signaller and Protection Officer must ensure that rail traffic is prevented from entering the proposed work area by ensuring that:

- two consecutive controlled signals are set at STOP with blocking facilities applied, or
- an ESML handle is removed to exclude rail traffic, or
- one controlled signal is set at STOP with blocking facilities applied, and
 - a set of points is secured to prevent access, or
 - an easily reached safe placed is available and a Lookout is provided.

 **NOTE:** If the Qualified Worker cannot see that the entire track between the protecting signal and the worksite is clear, the Qualified Worker must obtain an assurance from the Signaller that there are no approaching trains.

Before any work commences, the Protection Officer and Signaller must confirm that:

- the protecting signals are at STOP and blocking facilities have been applied, and
- the proposed work area is clear of rail traffic or rail traffic within the proposed work area has been prevented from moving by the placement of red flags to the Driver's work station, in accordance with SMS-06-SW-1586.

Related documents

NLA 416 *Wollongong*

NLA 418 *Wollongong-Bomaderry (Nowra)*

Effective date

5 November 2018