

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

PORT KEMBLA LINE

LYSAGHTS

CRINGILA

PORT KEMBLA NORTH

PORT KEMBLA

Effective Date: February 2020

Version: 4.12

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.

Please report any updates to
gjs.support@transport.nsw.gov.au



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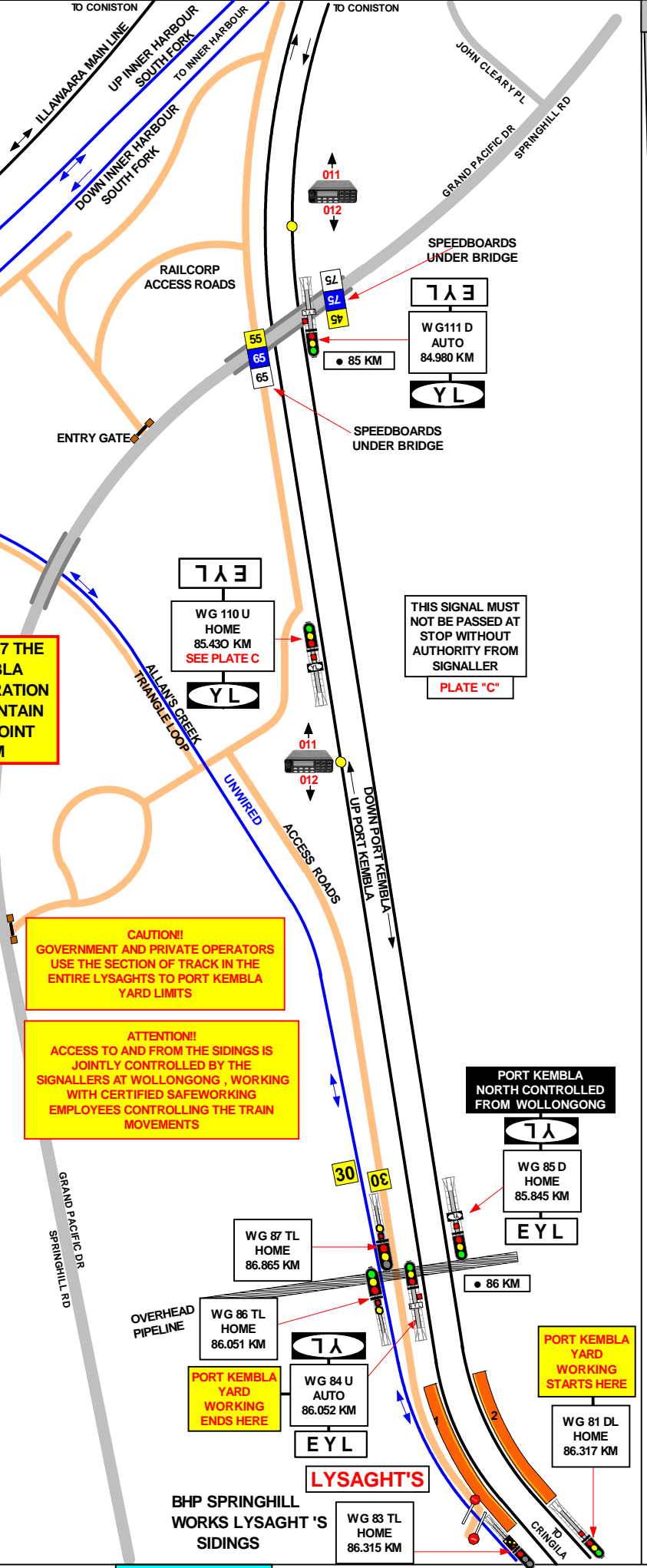
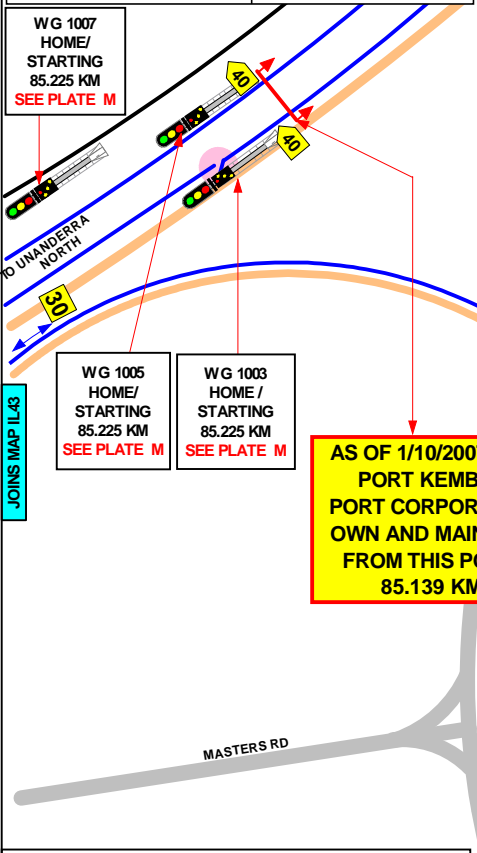
Ownership: Geospatial Services,
Asset Information Systems & Services

Location: TRIM Record No.D2015/565

JOINS MAP IL 43

GRADIENT

| EXTENT OF YARD LIMITS | |
|--|---|
| YARD WORKING IS IN OPERATION IN THE AREA BOUNDED BY THE FOLLOWING SIGNALS AND LOCATIONS IN THE PORT KEMBLA NORTH AREA: | |
| FROM | TO |
| DOWN HOME MAIN SIGNAL No. WG 81 D | MAIN LINE PORT KEMBLA TERMINUS |
| MAIN LINE PORT KEMBLA TERMINUS | UP AUTOMATIC SIGNAL No. WG 84 U |
| UP HOME SIGNALS No. WG 1002 & WG 1004 | MAIN LINE PORT KEMBLA TERMINUS |
| MAIN LINE PORT KEMBLA TERMINUS | UP HOME SIGNAL No. WG 1001 UNANDERRA NORTH |



SECTION : CONISTON TO LYSAGHT'S
 MAP SET : CONISTON TO PORT KEMBLA
 UPDATED TO :20 OCTOBER 2014

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 011 / 12

SPECIAL POINTS OF INTEREST

GENERAL ARRANGEMENTS

ALL TRAINS MOVEMENTS WITHIN THE CONISTON AND UNANDERRA NORTH AREA ARE CONTROLLED BY THE SIGNALLER AT WOLLONGONG SIGNALBOX, AND ARE WORKED UNDER YARD WORKING CONDITIONS

UNANDERRA NORTH IS THE JUNCTION OF THE TRIANGLE LOOP AND THE DOWN AND UP SOUTH FORKS WITH THE DOWN AND UP MAIN LINES

HALF PILOT STAFF

HALF PILOT STAFFS ARE PROVIDED ON SIGNAL No. WG 1003 FOR THE WOLLONGONG - UNANDERRA SECTION SEE MAP IL44.

THE HALF PILOT STAFFS FOR THE SECTION WOLLONGONG - UNANDERRA ARE INSCRIBED "UNANDERRA - UNANDERRA NORTH".

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS "WG 114 U"

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

JOINS MAP PKB 02

1 IN 100

SECTION : LYSAGHTS TO CRINGILA
 MAP SET : CONISTON TO PORT KEMBLA
 UPDATED TO : 20 OCTOBER 2014

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 012

SPECIAL POINTS OF INTEREST

THE POINTS AND SIGNALS IN THE ALLAN'S CREEK AREA ARE OPERATED FROM WOLLONGONG SIGNALBOX.

ALL POINTS WORKED FROM THE SIGNALBOX ARE CONTROLLED BY TRACK CIRCUIT AND CANNOT BE MOVED UNLESS THE TRACK (S) CONTROLLING THE POINTS IS UNOCCUPIED

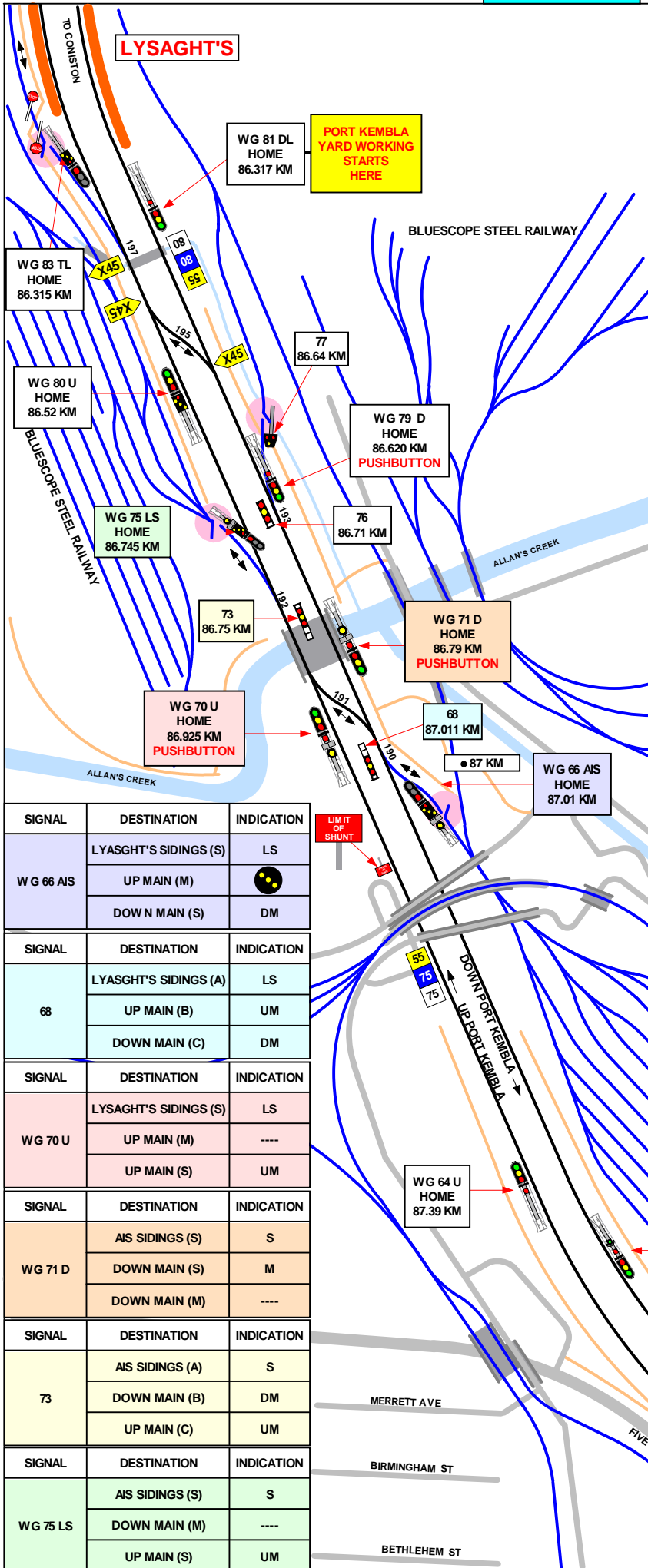
EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS * WG 70 U, WG 71 D, WG 79 D, WG 80 U AND WG 81 D'

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

EXTENT OF YARD LIMITS

YARD WORKING IS IN OPERATION IN THE AREA BOUNDED BY THE FOLLOWING SIGNALS AND LOCATIONS IN THE PORT KEMBLA NORTH AREA:

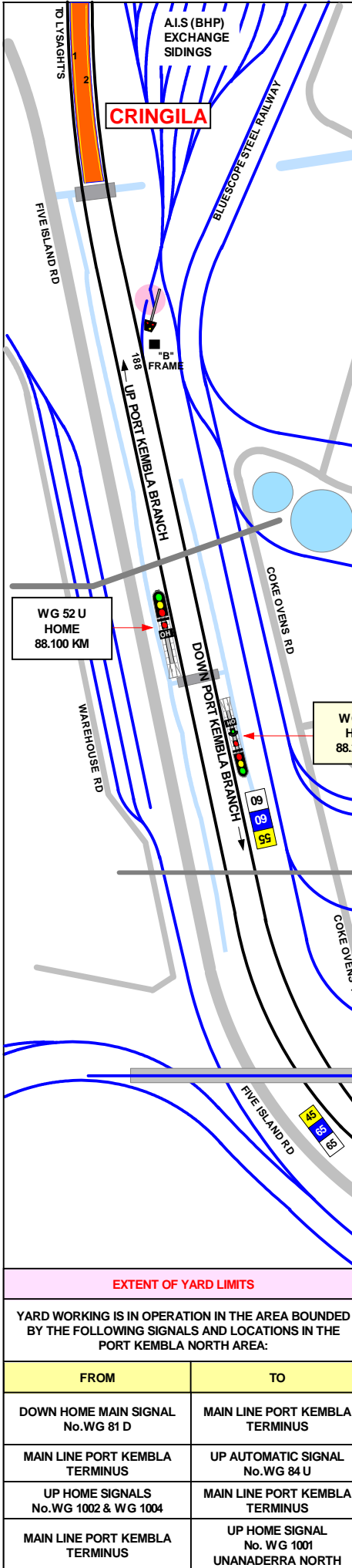
| FROM | TO |
|--|---|
| DOWN HOME MAIN SIGNAL No. WG 81 D | MAIN LINE PORT KEMBLA TERMINUS |
| MAIN LINE PORT KEMBLA TERMINUS | UP AUTOMATIC SIGNAL No. WG 84 U |
| UP HOME SIGNALS No. WG 1002 & WG 1004 | MAIN LINE PORT KEMBLA TERMINUS |
| MAIN LINE PORT KEMBLA TERMINUS | UP HOME SIGNAL No. WG 1001 UNANADERRA NORTH |



ATTENTION!
 ACCESS TO AND FROM THE SIDINGS IS JOINTLY CONTROLLED BY THE SIGNALLERS AT WOLLONGONG, WORKING WITH CERTIFIED SAFEWORKING EMPLOYEES CONTROLLING THE TRAIN MOVEMENTS

| SIGNAL | DESTINATION | INDICATION |
|-----------|-----------------------|------------|
| WG 66 AIS | LYSAGHT'S SIDINGS (S) | LS |
| | UP MAIN (M) | ●●● |
| | DOWN MAIN (S) | DM |
| 68 | LYSAGHT'S SIDINGS (A) | LS |
| | UP MAIN (B) | UM |
| | DOWN MAIN (C) | DM |
| WG 70 U | LYSAGHT'S SIDINGS (S) | LS |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | UM |
| WG 71 D | AIS SIDINGS (S) | S |
| | DOWN MAIN (S) | M |
| | DOWN MAIN (M) | --- |
| 73 | AIS SIDINGS (A) | S |
| | DOWN MAIN (B) | DM |
| | UP MAIN (C) | UM |
| WG 75 LS | AIS SIDINGS (S) | S |
| | DOWN MAIN (M) | --- |
| | UP MAIN (S) | UM |

1 IN 100



| SIGNAL | DESTINATION | INDICATION |
|---------|--------------------|------------|
| WG 45 D | NORTH SIDINGS (S) | NS |
| | C.R.M. SIDINGS (S) | RM |
| | SOUTH SIDINGS (S) | SS |
| | MAIN LINE (M) | ---- |
| | REFUGE LOOP (M) | |
| | REFUGE LOOP (S) | RL |

| SIGNAL | DESTINATION | INDICATION |
|---------|---------------|-------------|
| WG 49 D | MAIN LINE (M) | ---- |
| | MAIN LINE (S) | SHUNT AHEAD |
| | MAIN LINE (S) | CLOSE UP |

| SIGNAL | DESTINATION | INDICATION |
|---------|---------------|------------|
| WG 51 D | DOWN MAIN (M) | ---- |
| | DOWN MAIN (S) | CLOSE UP |

SECTION : PORT KEMBLA NORTH TO PORT KEMBLA
MAP SET : CONISTON TO PORT KEMBLA
 UPDATED TO : 25 October 2017

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 012

SPECIAL POINTS OF INTEREST

THE POINTS AND SIGNALS IN THE PORT KEMBLA NORTH AREA ARE OPERATED FROM WOLLONGONG SIGNALBOX. A LOCAL PANEL HAS BEEN PROVIDED IN AN OFFICE (ROOM 28) AT THE PORT KEMBLA NORTH BUILDING TO ALLOW THE INTERLOCKING TO BE OPERATED LOCALLY

ALL POINTS WORKED FROM THE SIGNALBOX ARE CONTROLLED BY TRACK CIRCUIT AND CANNOT BE MOVED UNLESS THE TRACK (S) CONTROLLING THE POINTS IS UNOCCUPIED

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNAL " WG 27, WG 44 AND WG 49 D,"

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

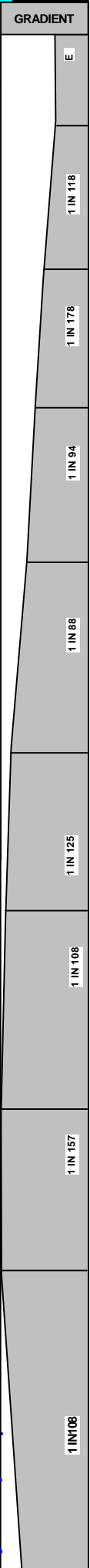
ADMITTING TRAINS TO PLATFORM ROADS

WHEN TRAINS ARE ADMITTED TO PLATFORM ROADS ON AUTHORITY OF SHUNTING SIGNALS, DRIVERS **MUST** OBEY THE SPEED INDICATOR BOARDS INSCRIBED "SHUNT SIGNAL SPEED 10 KWH, EXPECT PLATFORM TO BE OCCUPIED" . THESE BOARDS ARE AFFIXED TO DOWN HOME SIGNAL No. WG 7.

UNDER THESE CONDITIONS ,THE DRIVER NEED NOT BE VERBALLY WARNED IF THE PLATFORM ROAD IS OCCUPIED .

REFUGE LOOP

A REFUGE LOOP IS SITUATED ON THE UP SIDE OF THE MAIN LINE BETWEEN PORT KEMBLA AND PORT KEMBLA NORTH.THE REFUGE MAY BE USED FOR THE THROUGH MOVEMENTS OF TRAINS,OR FOR THE STORAGE OF PASSENGER TRAINS AS SHOWN IN THE WORKING TIMETABLE.



ATTENTION!!
 ACCESS TO AND FROM THE SIDINGS IS JOINTLY CONTROLLED BY THE SIGNALLERS AT WOLLONGONG, WORKING WITH CERTIFIED SAFEFORKING EMPLOYEES CONTROLLING THE TRAIN MOVEMENTS

THE NORTH AND SOUTH SIDINGS AT PORT KEMBLA ARE OPERATED AS A MULTI-USER TERMINAL

AS FROM 5/11/2007 THE PORT KEMBLA PORT CORPORATION OWN AND MAINTAIN FROM THESE POINTS 88.909 KM AND 88.940 KM

EXTENT OF YARD LIMITS

YARD WORKING IS IN OPERATION IN THE AREA BOUNDED BY THE FOLLOWING SIGNALS AND LOCATIONS IN THE PORT KEMBLA NORTH AREA:

| FROM | TO |
|--------------------------------------|---|
| DOWN HOME MAIN SIGNAL No.WG 81 D | MAIN LINE PORT KEMBLA TERMINUS |
| MAIN LINE PORT KEMBLA TERMINUS | UP AUTOMATIC SIGNAL No.WG 84 U |
| UP HOME SIGNALS No.WG 1002 & WG 1004 | MAIN LINE PORT KEMBLA TERMINUS |
| MAIN LINE PORT KEMBLA TERMINUS | UP HOME SIGNAL No. WG 1001 UNANADERRA NORTH |

THE NORTH AND SOUTH SIDINGS AT PORT KEMBLA ARE OPERATED AS A MULTI-USER TERMINAL

SECTION : PORT KEMBLA NORTH TO PORT KEMBLA
 MAP SET : CONISTON TO PORT KEMBLA
 UPDATED TO : 3 February 2020

INFORMATION

CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 012

SPECIAL POINTS OF INTEREST

THE POINTS AND SIGNALS IN THE PORT KEMBLA NORTH AREA ARE OPERATED FROM WOLLONGONG SIGNAL BOX. A LOCAL PANEL HAS BEEN PROVIDED IN AN OFFICE (ROOM 28) AT THE PORT KEMBLA NORTH BUILDING TO ALLOW THE INTERLOCKING TO BE OPERATED LOCALLY

ALL POINTS WORKED FROM THE SIGNALBOX ARE CONTROLLED BY TRACK CIRCUIT AND CANNOT BE MOVED UNLESS THE TRACK (S) CONTROLLING THE POINTS IS UNOCCUPIED

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS "WG 27, WG 44 AND WG 49 D"

THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE", WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

ADMITTING TRAINS TO PLATFORM ROADS:

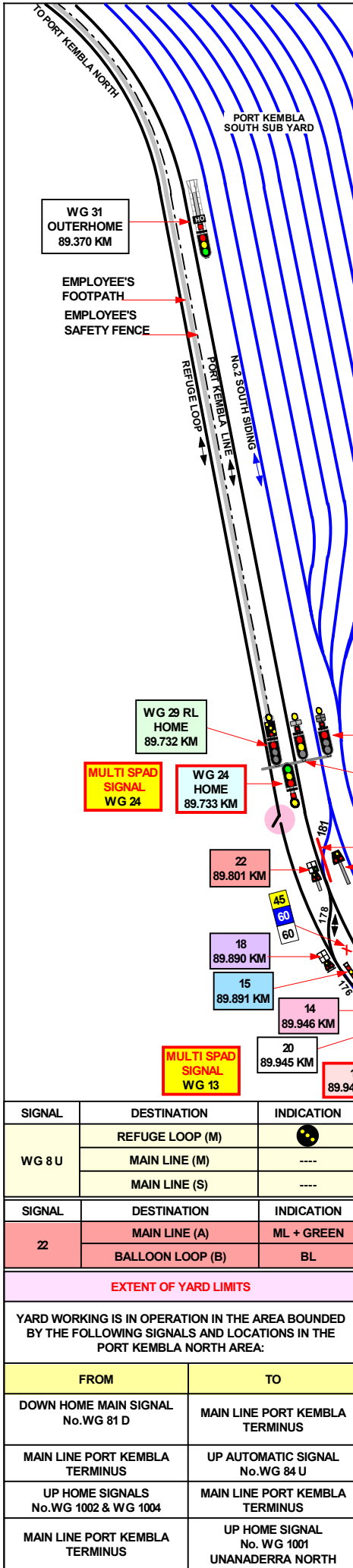
WHEN TRAINS ARE ADMITTED TO PLATFORM ROADS ON AUTHORITY OF SHUNTING SIGNALS, DRIVERS MUST OBEY THE SPEED INDICATOR BOARDS INSCRIBED "SHUNT SIGNAL SPEED 10 KM/H, EXPECT PLATFORM TO BE OCCUPIED". THESE BOARDS ARE AFFIXED TO DOWN HOME SIGNAL No. WG 7.

UNDER THESE CONDITIONS, THE DRIVER NEED NOT BE VERBALLY WARNED IF THE PLATFORM ROAD IS OCCUPIED.

REFUGE LOOP
 A REFUGE LOOP IS SITUATED ON THE UP SIDE OF THE MAIN LINE BETWEEN PORT KEMBLA AND PORT KEMBLA NORTH. THE REFUGE MAY BE USED FOR THE THROUGH MOVEMENTS OF TRAINS, OR FOR THE STORAGE OF PASSENGER TRAINS AS SHOWN IN THE WORKING TIMETABLE.

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------|-------------|
| WG 27 D | MAIN LINE (M) | ---- |
| | MAIN LINE (S) | ML |
| | REFUGE LOOP (S) | RL |
| WG 24 | MAIN LINE | M |
| | MAIN LINE | SHUNT AHEAD |
| 13 | BALLOON LOOP (A) | BL |
| | JETTY LINE (B) | JL |
| | MAIN LINE (C) | ML |
| | DIESEL SIDINGS (D) | DS |
| WG 29 RL | MAIN LINE (M) | ● |
| | REFUGE LOOP (S) | ---- |
| WG 25 BL | BALLOON LOOP (A) | BL |
| | MAIN LINE (B) | ML |
| | REFUGE LOOP (C) | RL |
| 18 | REFUGE LOOP (A) | RL |
| | MAIN LINE (B) | ML |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------------|------------|
| 10 | MAIN LINE (A) | ML |
| | BALLOON LOOP (B) | BL |
| | SOUTH SIDINGS (C) | SS |
| 7 | ENGINE ROAD (A) | E |
| | LOOP SIDINGS (B) | L |
| | PLATFORM ROAD (C) | P |
| 14 | REFUGE LOOP (A) | RL |
| | MAIN LINE (B) | ML + GREEN |



MULTI SPAD SIGNAL WG 24

WG 24 HOME 89.733 KM

WG 29 RL HOME 89.732 KM

WG 25 BL HOME 89.730 KM

WG 27 D HOME 89.731 KM PUSHBUTTON

AS OF 5/11/2007 THE PORT KEMBLA PORT CORPORATION OWN AND MAINTAIN FROM THIS POINT 89.740 KM AND 90.014 KM

MULTI SPAD SIGNAL WG 13

SHUNT SIGNAL SPEED 10 KPH EXPECT PLATFORM TO BE OCCUPIED

MULTI SPAD SIGNAL

ATTENTION! ACCESS TO AND FROM THE SIDINGS IS JOINTLY CONTROLLED BY THE SIGNALLERS AT WOLLONGONG, WORKING WITH CERTIFIED SAFEWORKING EMPLOYEES CONTROLLING THE TRAIN MOVEMENTS

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------------|------------|
| 15 | MAIN LINE (A) | ML |
| | NETWORK SIDINGS (B) | S |

1 IN 124

1 IN 108

L

1 IN 300

1 IN 132