

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

ILLAWARRA (SOUTH COAST) LINE

WATERFALL
HELENSBURGH
OTFORD
STANWELL PARK
COALCLIFF
SCARBOROUGH
WOMBARRA
COLEDALE
AUSTINMER
THIRROUL
BULLI
WOONONA
BELLAMBI
CORRIMAL
TOWRADGI
FAIRY MEADOW
NORTH WOLLONGONG
WOLLONGONG
CONISTON
UNANDERRA
KEMBLA GRANGE
DAPTO
ALBION PARK
OAK FLATS
SHELLHARBOUR JUNCTION
MINNAMURRA
BOMBO
KIAMA
GERRINGONG
BERRY
BOMADERRY (NOWRA)

Effective Date: July 2025

Version: 4.85

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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Please report any updates to
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Location: CM Record No.D2015/578

JOINS MAP IL 23

SECTION : **WATERFALL TO HELENSBURGH**
MAP SET : **CENTRAL TO NOWRA**
UPDATED TO : 24 March 2025

GRADIENT

INFORMATION

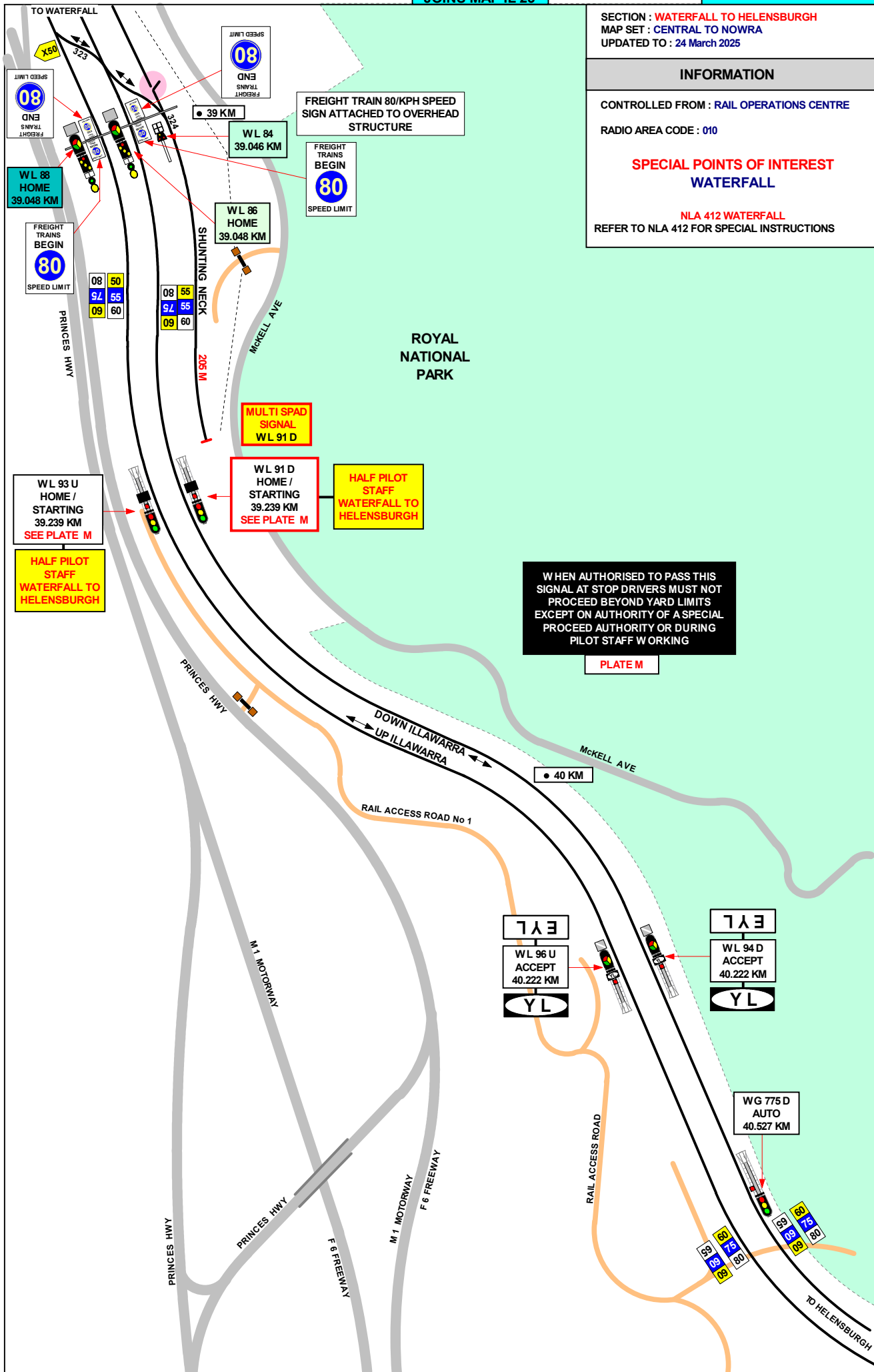
CONTROLLED FROM : **RAIL OPERATIONS CENTRE**RADIO AREA CODE : **010****SPECIAL POINTS OF INTEREST**
WATERFALL

NLA 412 WATERFALL
REFER TO NLA 412 FOR SPECIAL INSTRUCTIONS

1 IN 165

1 IN 88

1 IN 80



JOINS MAP IL 25

WG 775 D
AUTO
40.527 KMLEVEL CROSSING
ROUGH BALLAST
4 WD ONLY

● 41 KM

TO WATERFALL

59 60 75 80
09 09 09 09

BOX

HUT

60 60 65
09 09 09 0959 60 75 80
09 09 09 09WG 774 U
AUTO
41.900 KMTO OLD PRINCES
Hwy AT WATERFALL

● 42 KM

CAWLEY
SUB STATIONWG 773 U
AUTO
42.201 KMWG 771 D
AUTO
42.201 KMUP ILLAWARRA
DOWN ILLAWARRA

TO PRINCES HWY

TO HELENSBURGH

SECTION : WATERFALL TO HELENSBURGH
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 15 July 2024

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 010

HALF PILOT STAFFS

HALF PILOT STAFFS ARE PROVIDED IN THE STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTING SIGNALS FOR THE WATERFALL TO HELENSBURGH SECTION.

THE HALF PILOT STAFF FOR THE DOWN MAIN LINE IS INSCRIBED " WATERFALL DOWN MAIN WL 93 D ", AND THE HALF PILOT STAFF FOR THE UP LINE IN INSCRIBED " WATERFALL UP MAIN WL 91 U ".

SECTION : **WATERFALL TO HELENSBURGH**
MAP SET : **CENTRAL TO NOWRA**
UPDATED TO : 15 July 2024

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE /
WOLLONGONG**

RADIO AREA CODE : **010**

GRADIENT

1 IN 80

E

1 IN 80

1 IN 78

1 IN 80

1 IN 76

1 IN 83

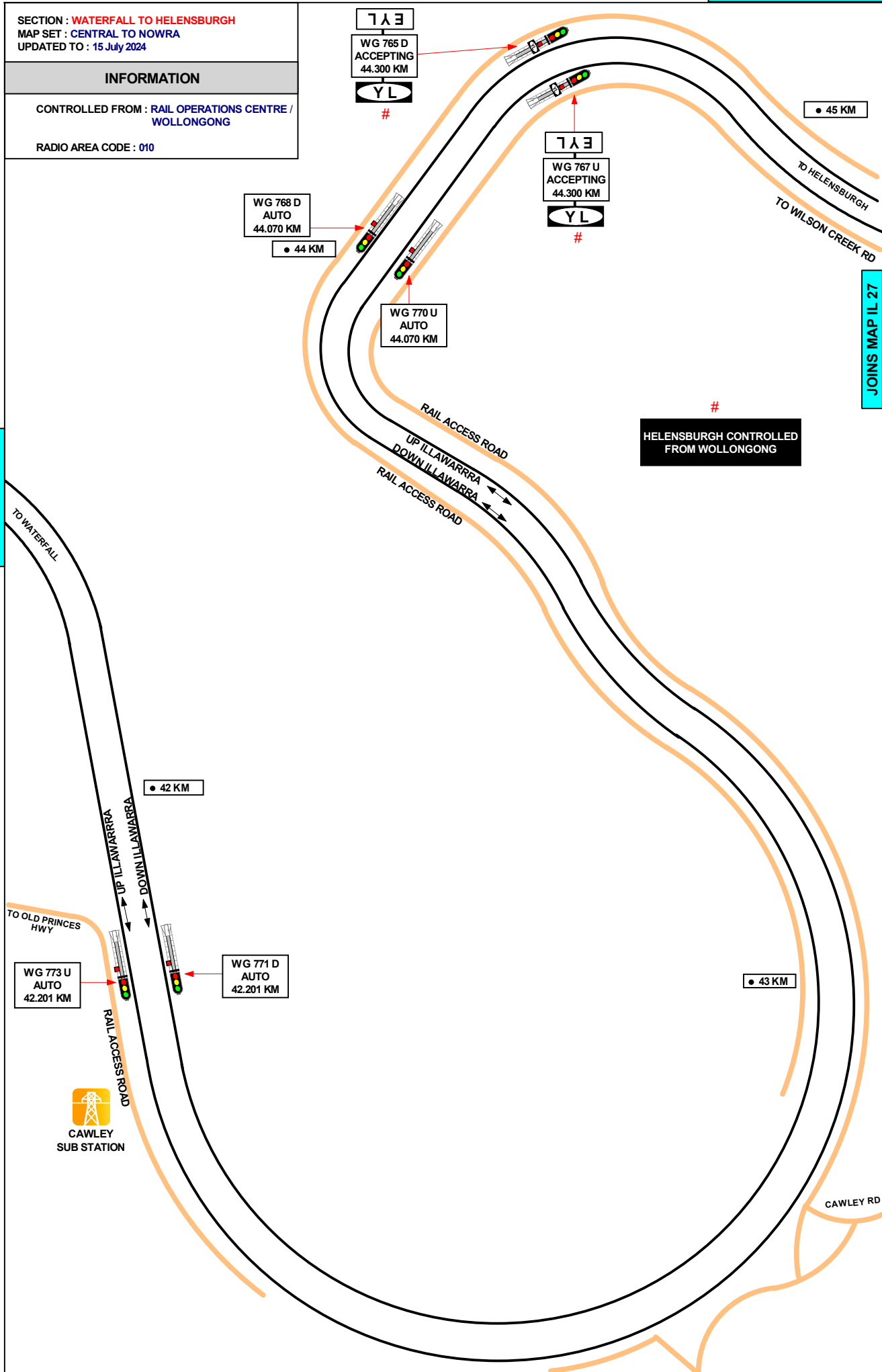
1 IN 85

1 IN 99

1 IN 83

JOINS MAP IL 25

JOINS MAP IL 27



SECTION : WILSON CREEK BRIDGE TO
METROPOLITAN COLLIERY JCN
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 23 October 2024

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 010

HALF PILOT STAFFS

THE HALF PILOT STAFFS FOR THE SECTION
WATERFALL- HELENSBURGH ARE INSCRIBED
"HELENSBURGH DOWN MAIN WG 758" AND
"HELENSBURGH UP MAIN WG 760"

THE HALF PILOT STAFFS FOR THE SECTION
HELENSBURGH- METROPOLITAN COLLIERY
JUNCTION ARE INSCRIBED "HELENSBURGH
DOWN MAIN WG 747" AND "HELENSBURGH
UP MAIN WG 749"

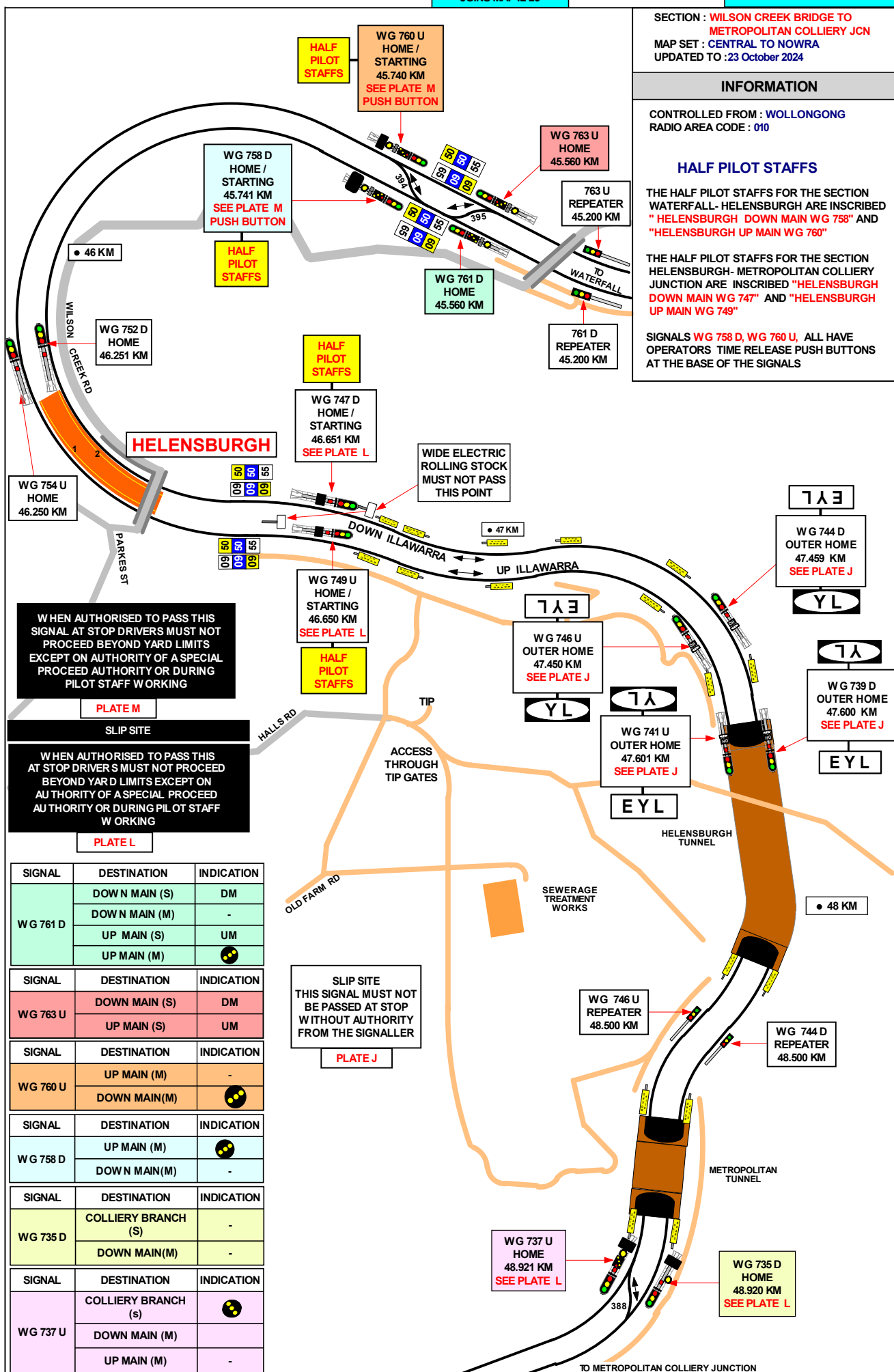
SIGNALS WG 758 D, WG 760 U, ALL HAVE
OPERATORS TIME RELEASE PUSH BUTTONS
AT THE BASE OF THE SIGNALS

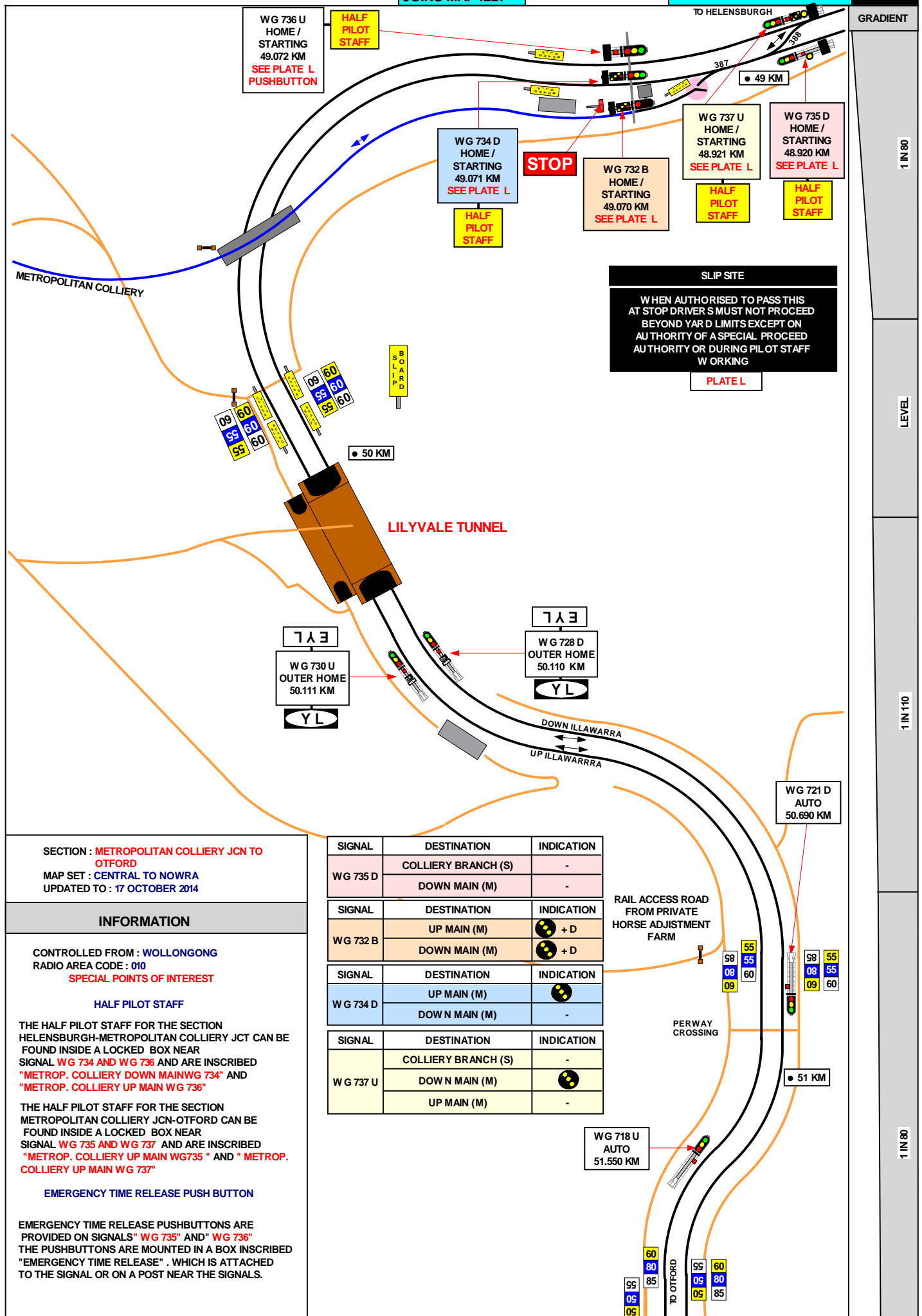
1 IN 80

1 IN 80

LEVEL

1 IN 80





SECTION : OTFORD TO STANWELL PARK
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 17 OCTOBER 2014

INFORMATION

CONTROLLED FROM : WOLLONGONG

RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE METROPOLITAN COLLIERY JCN - OTFORD AND OTFORD - COALCLIFF SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION METRO POLITAN COLLIERY JCN - OTFORD ARE INSCRIBED " OTFORD DOWN MAIN WG 692 " AND " OTFORD UP MAIN WG 694 "

THE HALF PILOT STAFFS FOR THE SECTION OTFORD - COALCLIFF ARE INSCRIBED " OTFORD DOWN MAIN WG 697 " AND " OTFORD UP MAIN WG 699 "

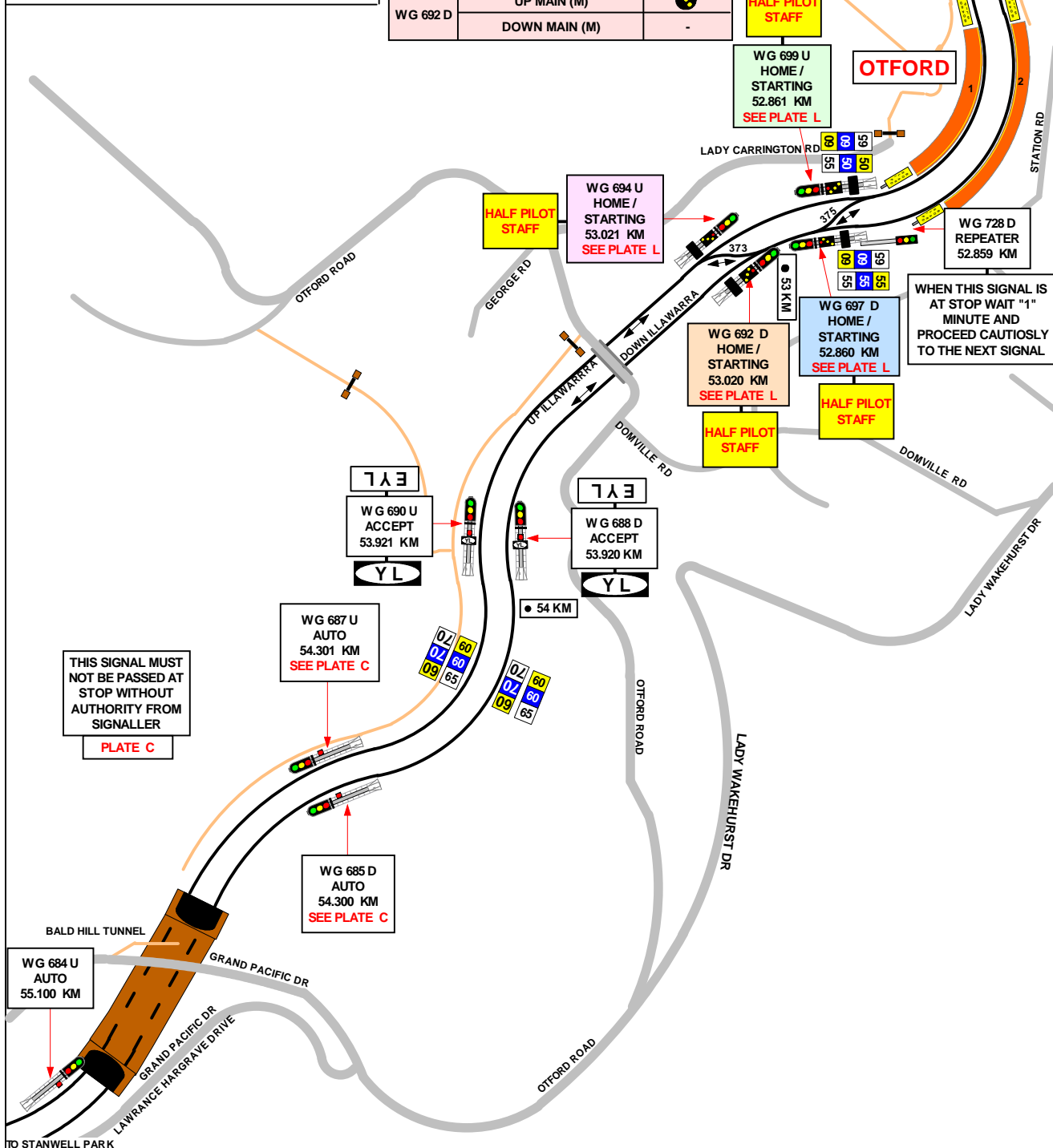
WG 697 D , WG 699 U , WG 694 U
 & WG 692 D

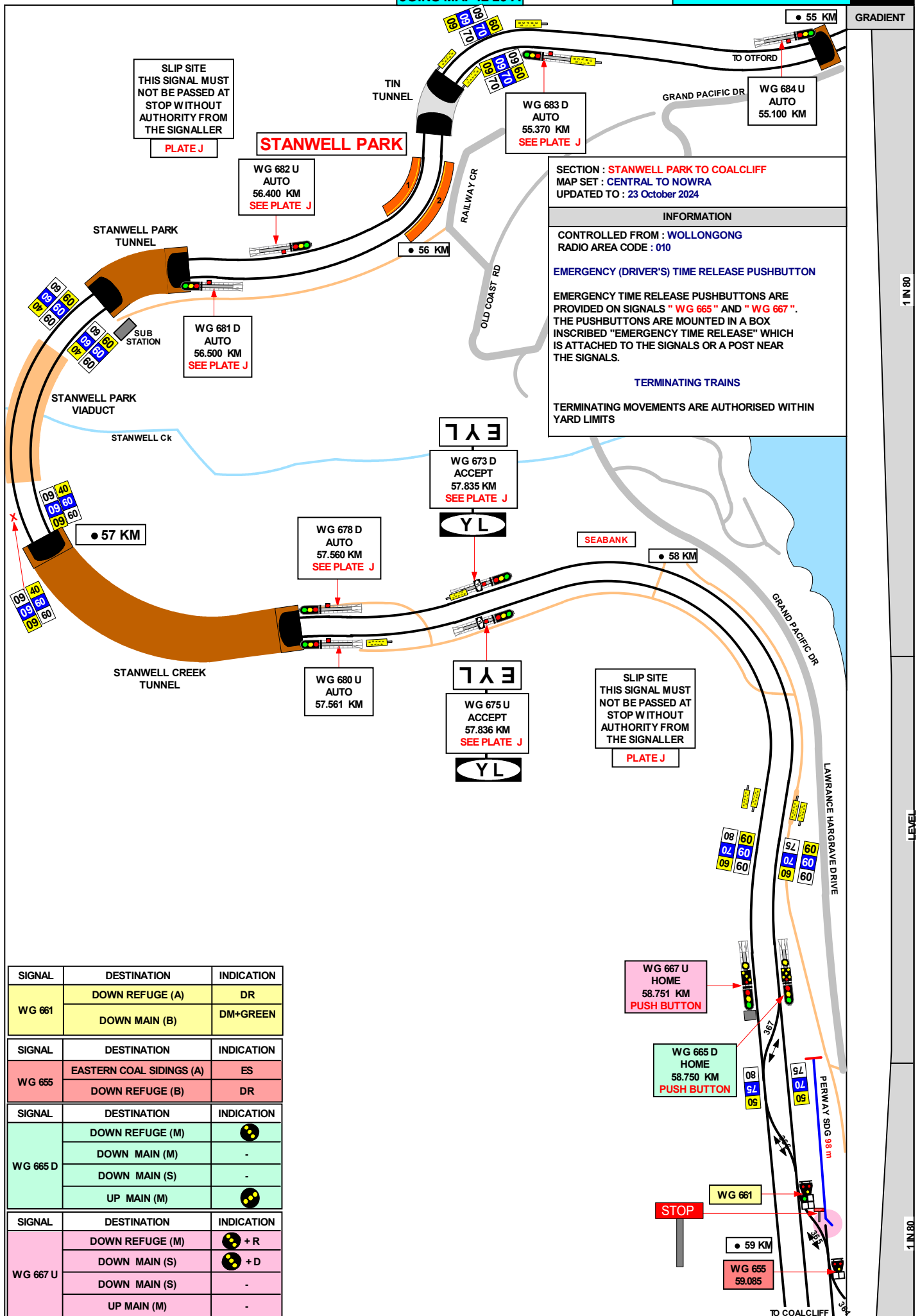
SLIP SITE

WHEN AUTHORISED TO PASS THIS
 AT STOP DRIVERS MUST NOT PROCEED
 BEYOND YARD LIMITS EXCEPT ON
 AUTHORITY OF A SPECIAL PROCEED
 AUTHORITY OR DURING PILOT STAFF
 WORKING

PLATE L

SIGNAL	DESTINATION	INDICATION
WG 699 U	DOWN MAIN (M)	●●●
	UP MAIN (M)	-
WG 694 U	UP MAIN (M)	-
	DOWN MAIN (M)	●●●
WG 697 D	UP MAIN (M)	●●●
	DOWN MAIN (M)	-
WG 692 D	UP MAIN (M)	●●●
	DOWN MAIN (M)	-







SECTION : COALCLIFF AND YARD
TO COALCLIFF TUNNEL
MAP SET : CENTRAL TO NOWRA
UPDATED TO: 15 December 2019

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 010

HALF PILOT STAFFS

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTING SIGNALS FOR THE OTFORD - COALCLIFF AND COALCLIFF - SCARBOROUGH SECTIONS.

THE HALF PILOT STAFF'S FOR THE SECTION
OTFORD-COALCLIFF ARE INSCRIBED
" COALCLIFF DOWN MAIN WG 658 " AND
" COALCLIFF UP MAIN WG 660 ".

THE HALF PILOT STAFF FOR THE SECTION COALCLIFF -
SCARBOROUGH IS INSCRIBED " COALCLIFF WG 633 "


EMERGENCY (DRIVER'S) TIME RELEASE PUSH BUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS Nos " WG 665 " AND " WG 667 " .

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

TERMINATING TRAINS

**TERMINATING TRAINS MOVEMENTS ARE AUTHORIZED
WITHIN YARD LIMITS**

SIGNAL	DESTINATION	INDICATION
WG 642 U	UP MAIN (M)	-
	DOWN MAIN (M)	
	UP MAIN (S)	 UM
	DOWN MAIN (S)	DM

**THIS SIGNAL MUST NOT
BE PASSED AT STOP
EXCEPT ON THE
AUTHORITY OF A SPECIAL
PROCEED AUTHORITY OR
DURING PILOT STAFF
WORKING**

PLATE I

**MULTI SPAD
SIGNAL
WG 633 D**

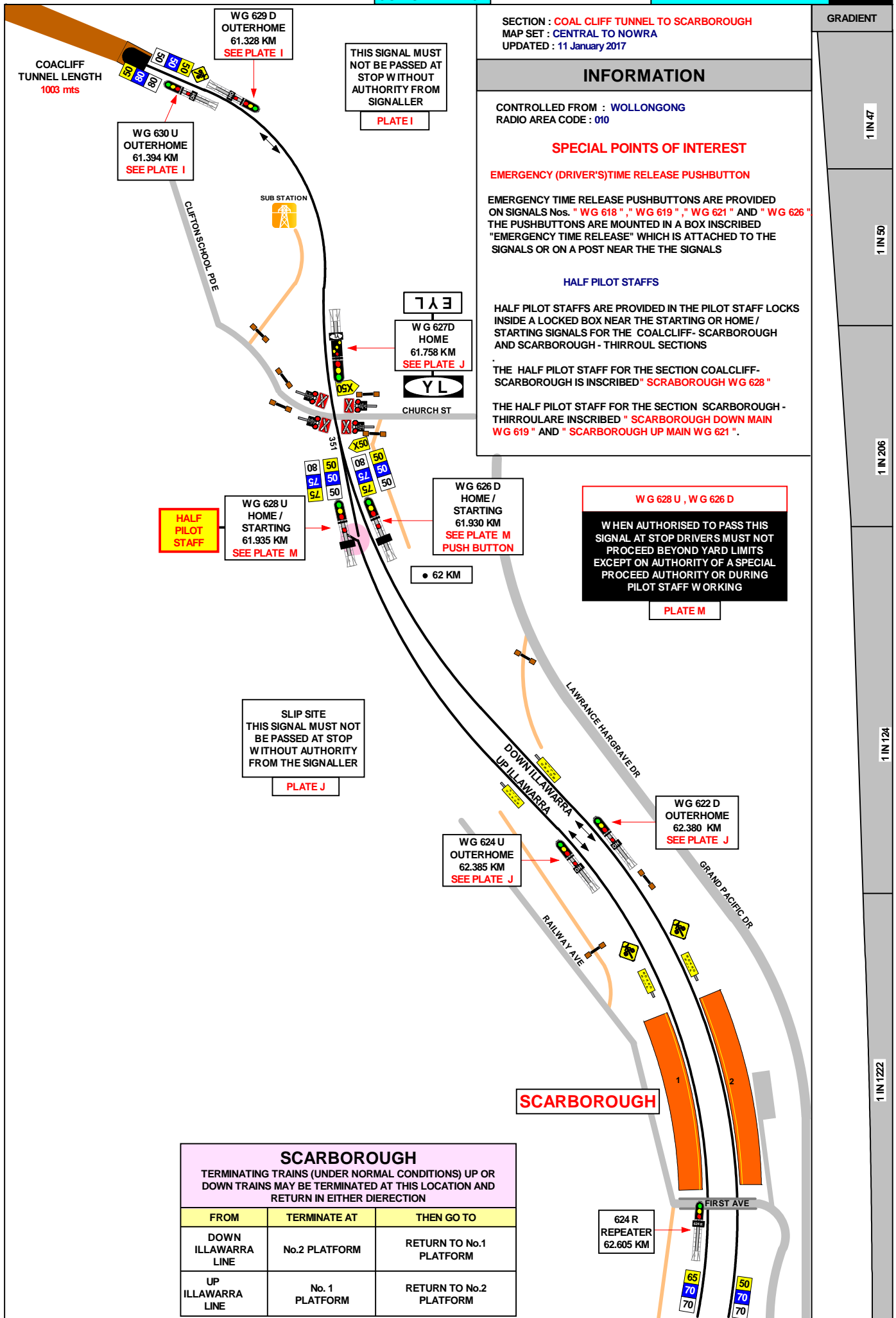
WG 631 D
HOME /
STARTING
60.221 KM
SEE PLATE N

632
INDICATOR
60.300 KM

TO SCARBOROUGH

1 IN 80

I IN 100



SECTION : **COAL CLIFF TUNNEL TO SCARBOROUGH**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED : 11 January 2017

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
 RADIO AREA CODE : **010**

SPECIAL POINTS OF INTEREST

EMERGENCY (DRIVER'S) TIME RELEASE PUSHBUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS Nos. "WG 618 ", "WG 619 ", "WG 621 " AND "WG 626 ". THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE" WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS

HALF PILOT STAFFS

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COACLIFF- SCARBOROUGH AND SCARBOROUGH - THIRROUL SECTIONS

THE HALF PILOT STAFF FOR THE SECTION COACLIFF- SCARBOROUGH IS INSCRIBED "SCARBOROUGH WG 628 "

THE HALF PILOT STAFF FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED "SCARBOROUGH DOWN MAIN WG 619 " AND "SCARBOROUGH UP MAIN WG 621 ".

WG 628 U , WG 626 D

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

PLATE M

SCARBOROUGH

TERMINATING TRAINS (UNDER NORMAL CONDITIONS) UP OR DOWN TRAINS MAY BE TERMINATED AT THIS LOCATION AND RETURN IN EITHER DIRECTION

FROM	TERMINATE AT	THEN GO TO
DOWN ILLAWARRA LINE	No.2 PLATFORM	RETURN TO No.1 PLATFORM
UP ILLAWARRA LINE	No. 1 PLATFORM	RETURN TO No.2 PLATFORM

SECTION : **SCARBOROUGH TO WOMBARRA**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED : 11 January 2017

INFORMATION

CONTROLLED FROM : **WOOLLONGONG**
 RADIO AREA CODE : **010**

SPECIAL POINTS OF INTEREST

EMERGENCY (DRIVER'S) TIME RELEASE PUSHBUTTON

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS Nos. "WG 618" AND "WG 616". THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE" WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

HALF PILOT STAFFS

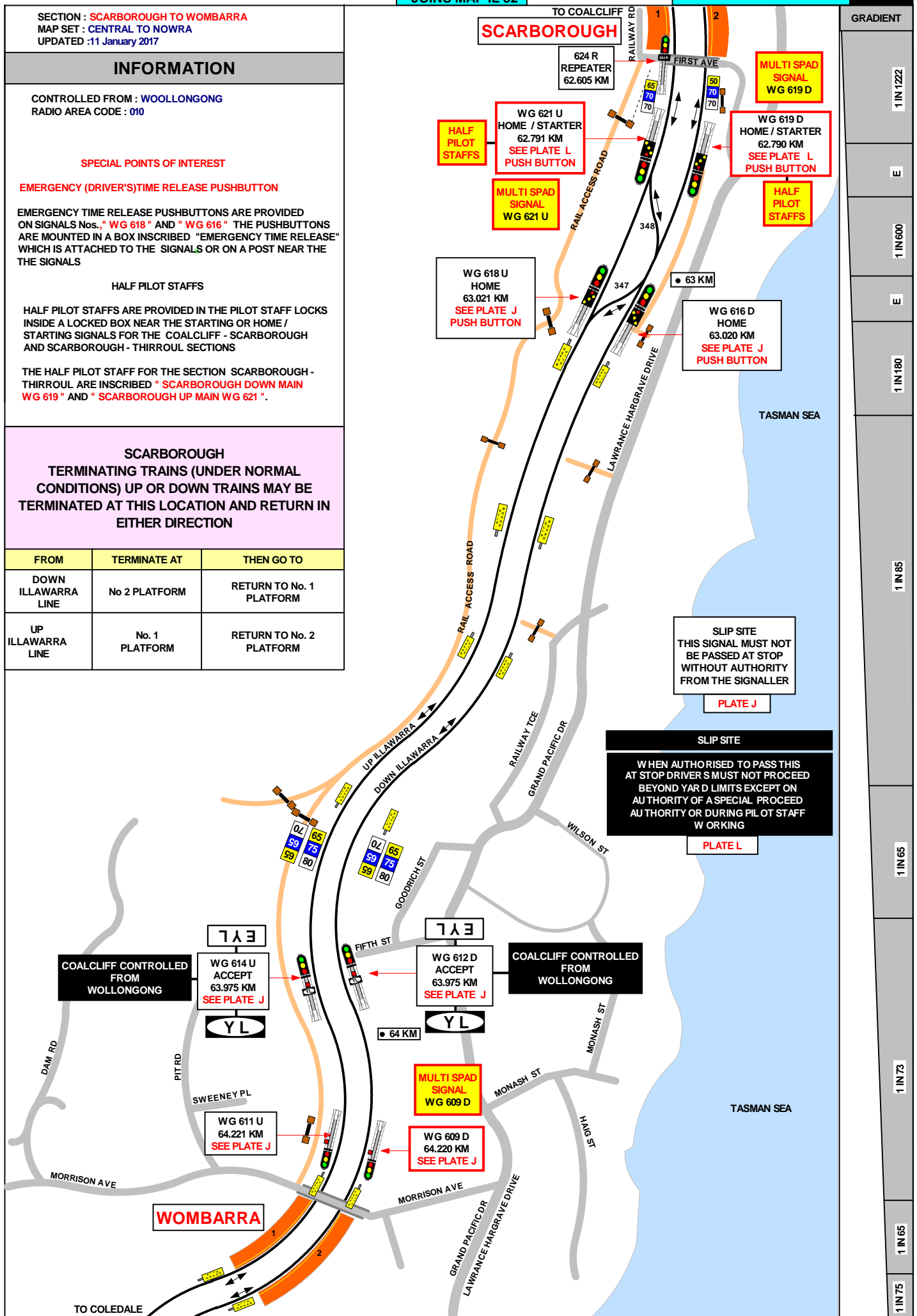
HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COALCLIFF - SCARBOROUGH AND SCARBOROUGH - THIRROUL SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED "SCARBOROUGH DOWN MAIN WG 619" AND "SCARBOROUGH UP MAIN WG 621".

SCARBOROUGH

TERMINATING TRAINS (UNDER NORMAL CONDITIONS) UP OR DOWN TRAINS MAY BE TERMINATED AT THIS LOCATION AND RETURN IN EITHER DIRECTION.

FROM	TERMINATE AT	THEN GO TO
DOWN ILLAWARRA LINE	No. 2 PLATFORM	RETURN TO No. 1 PLATFORM
UP ILLAWARRA LINE	No. 1 PLATFORM	RETURN TO No. 2 PLATFORM



SECTION : WOMBARRA TO COLEDALE
 MAP SET : CENTRAL TO NOWRA
 UPDATED : 30 September 2022

GRADIENT

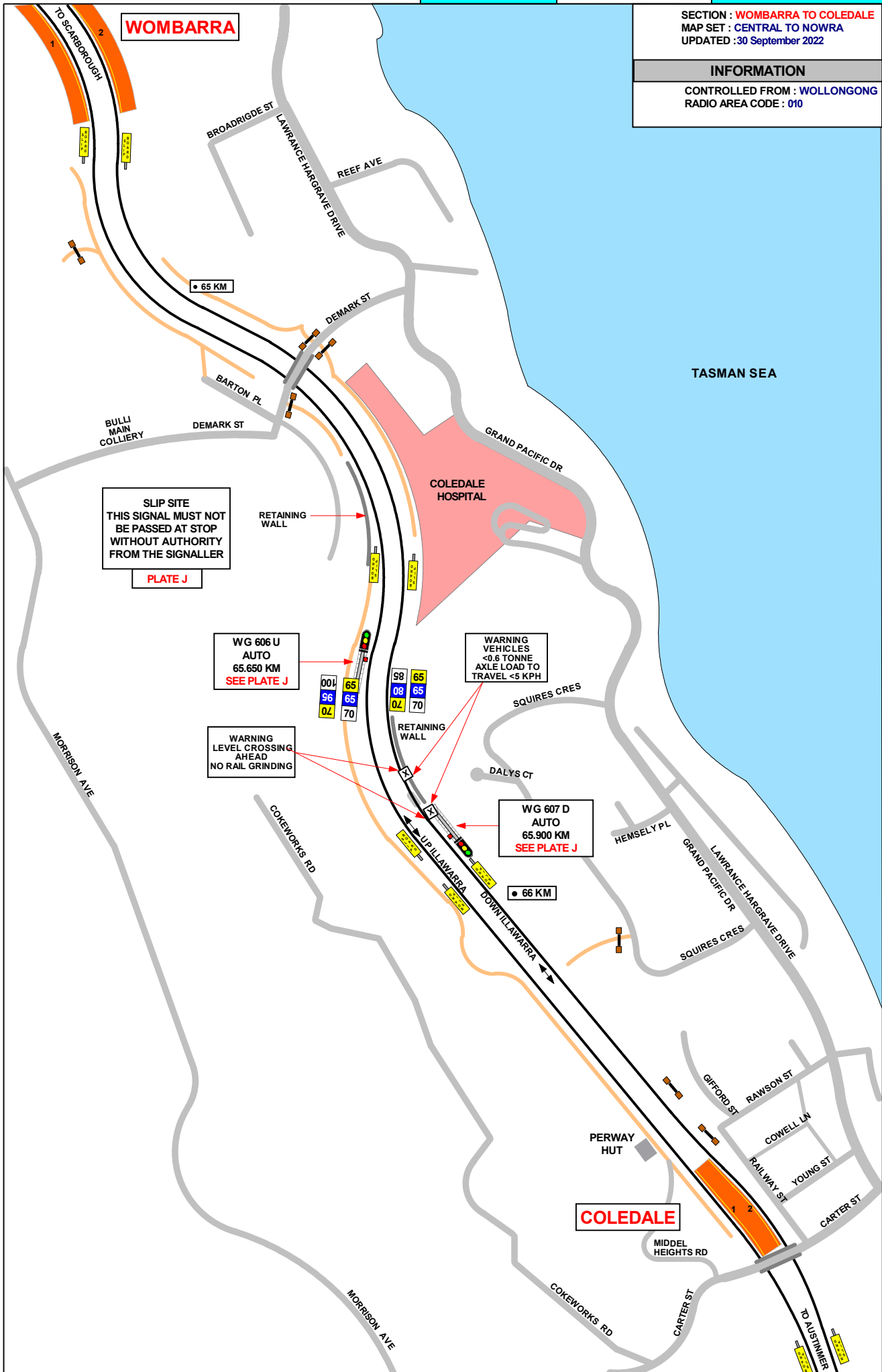
INFORMATION

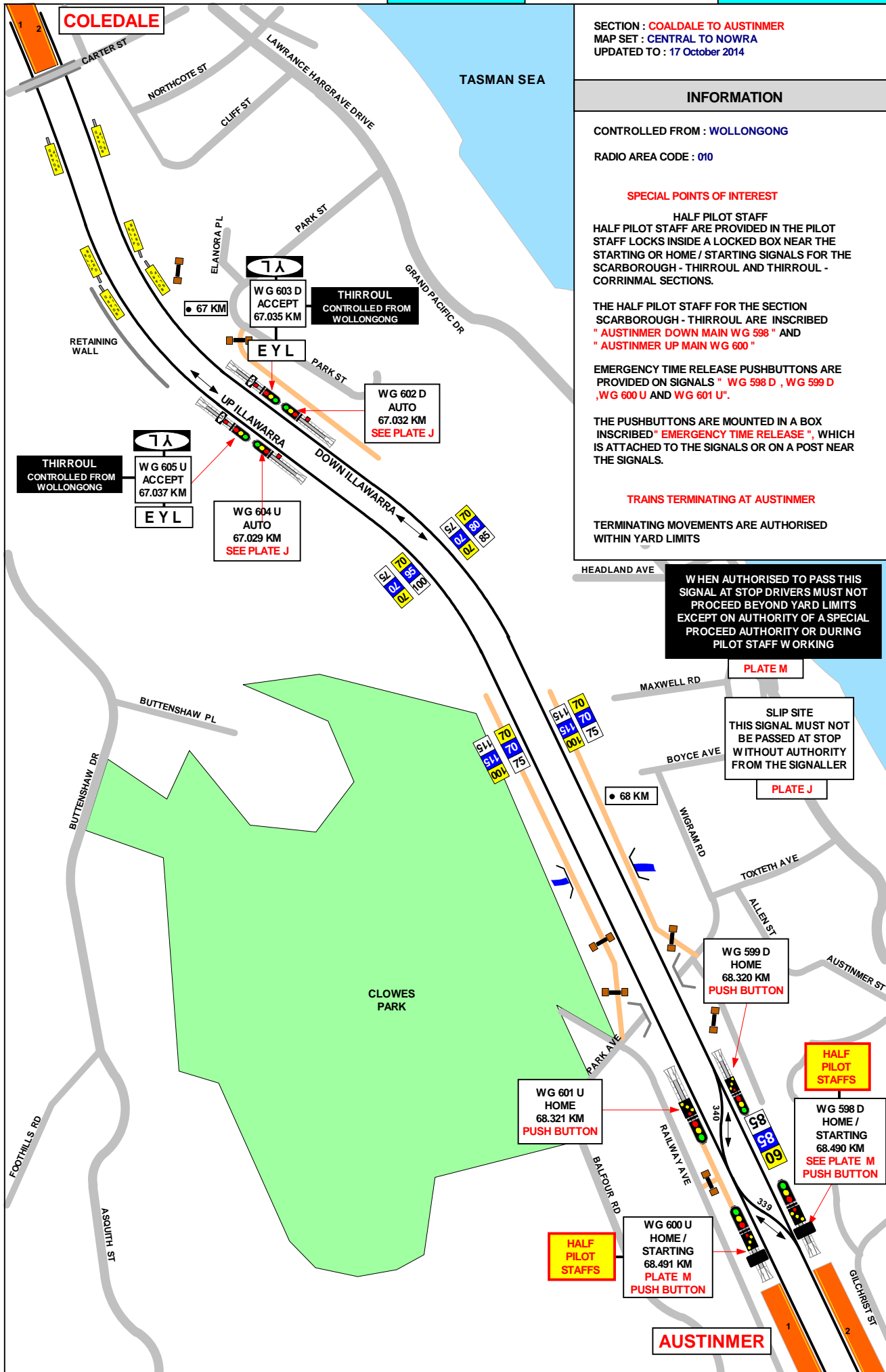
CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010

1 IN 68

1 IN 75

L





SECTION : COLEDALE TO AUSTINMER
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 17 October 2014

INFORMATION

CONTROLLED FROM : WOLLONGONG

RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

HALF PILOT STAFF
HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE SCARBOROUGH - THIRROUL AND THIRROUL - CORRINMAL SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION SCARBOROUGH - THIRROUL ARE INSCRIBED "AUSTINMER DOWN MAIN WG 598" AND "AUSTINMER UP MAIN WG 600"

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS "WG 598 D, WG 599 D, WG 600 U AND WG 601 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.

TRAINS TERMINATING AT AUSTINMER

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

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

PLATE M

SLIP SITE
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER

PLATE J

GRADIENT

1 IN 85

E

1 IN 1330

1 IN 264

1 IN 154

L

1 IN 86

1 IN 117

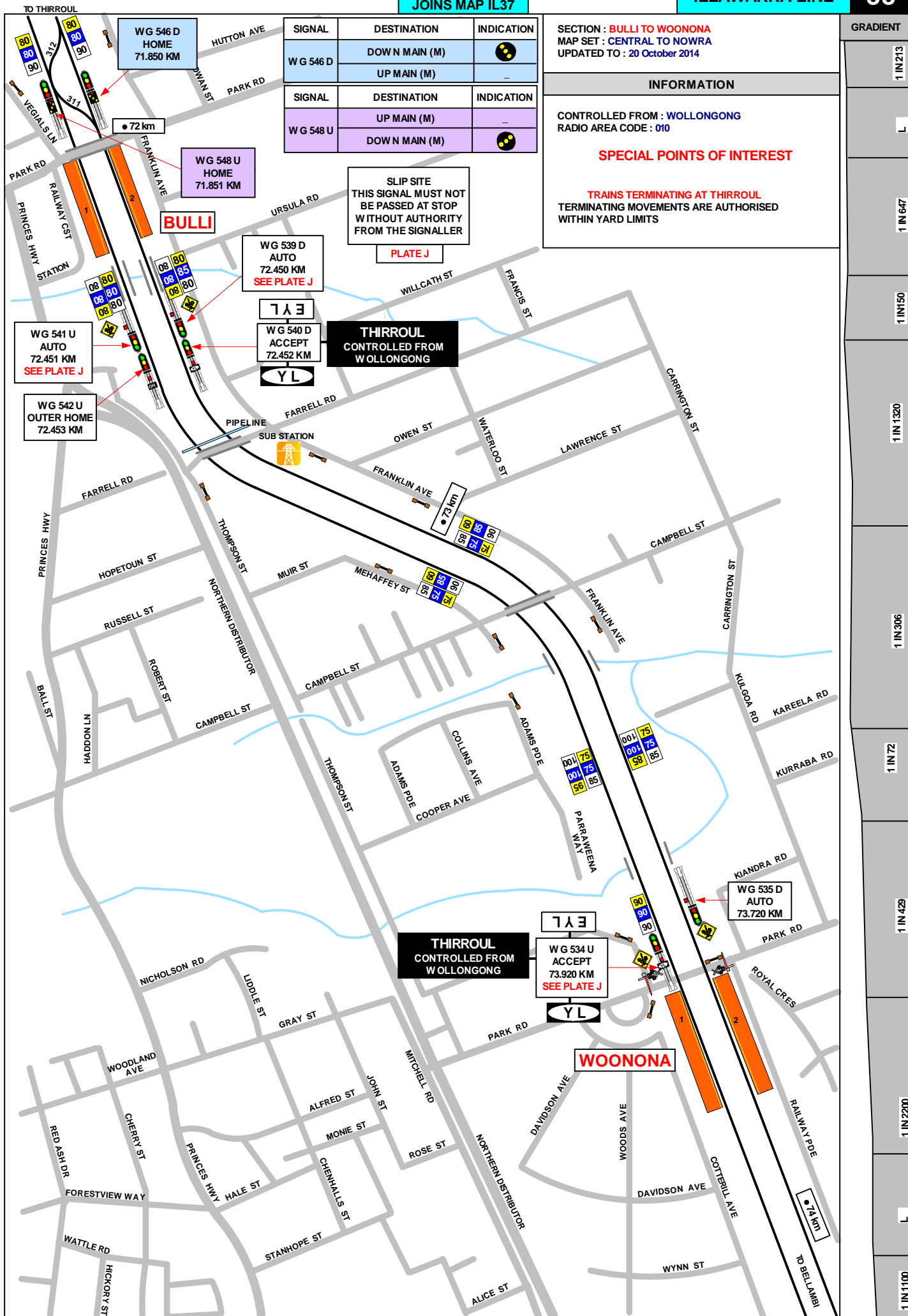
1 IN 96

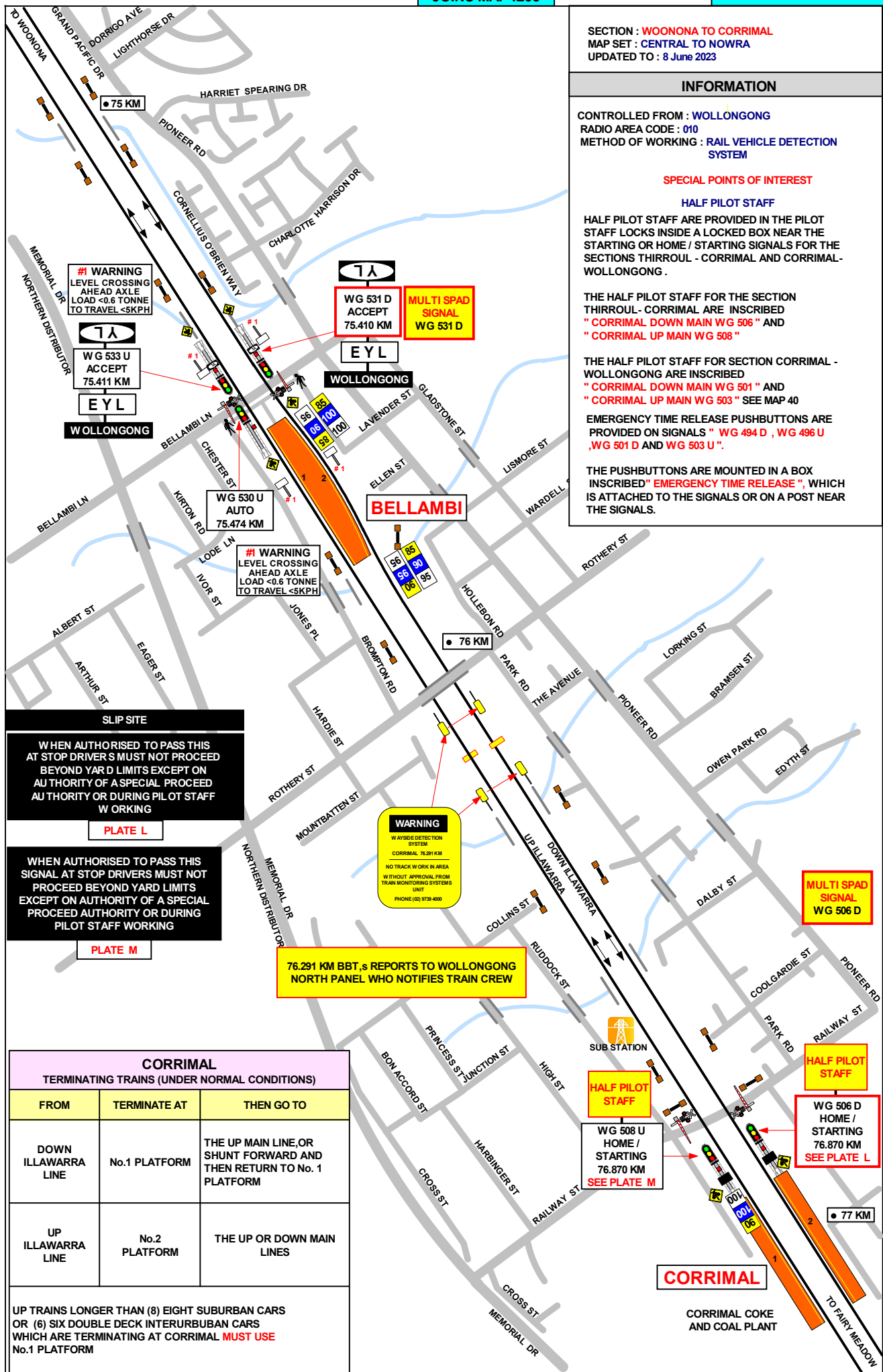
1 IN 107

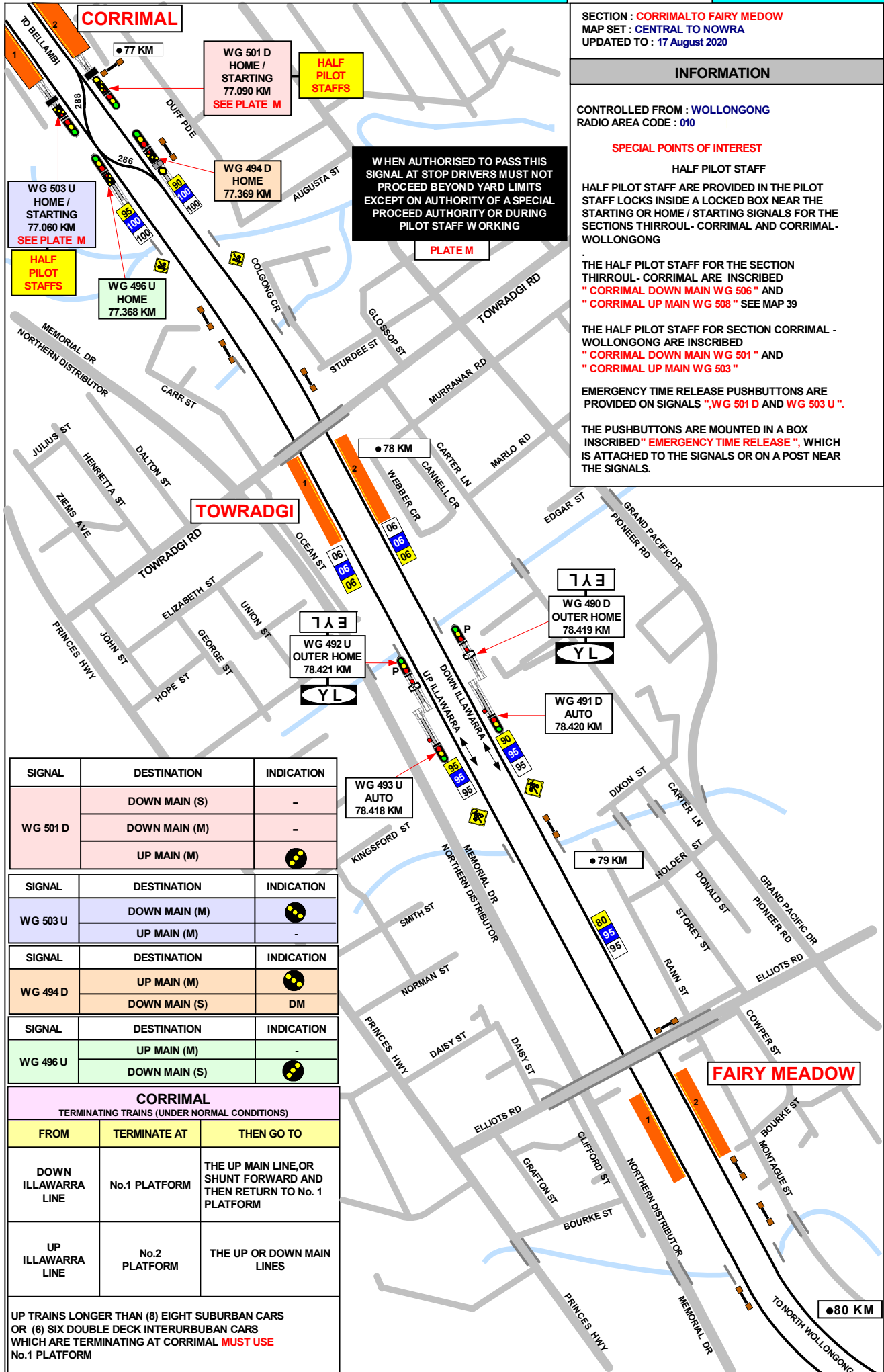
E



1 IN 213







JOINS MAP IL40

SECTION : FAIRY MEADOW TO WOLLONGONG
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 26 March 2024

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG

RADIO AREA CODE : 010 / 011

SPECIAL POINTS OF INTEREST

TWO SHUNTING LIMIT SIGNS ARE PROVIDED AT WOLLONGONG . THE SIGNS ARE LOCATED AS FOLLOWING .

ON THE DOWN SIDE OF THE DOWN MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL No. WG 475 D . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON DOWN MAIN". AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN MAIN LINE .

ON THE UP SIDE OF THE UP MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL No. WG 477 U . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON THE UP MAIN LINE" AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE UP MAIN LINE .

A SHUNT AHEAD SIGNAL IS PROVIDED ON SIGNALS No. WG 466 D AND No. WG 468 U TO ALLOW SHUNTING MOVEMENTS TO TAKE PLACE PAST THESE SIGNALS AS FAR AS THE SHUNTING LIMIT SIGNS

HALF PILOT STAFF

HALF PILOT STAFF ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE CORRIMAL- WOLLONGONG SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION CORRIMAL - WOLLONGONG ARE INSCRIBED
 "WOLLONGONG UP MAIN WG 468 "

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " WG 411 D , WG 413 U , WG 428 U , WG 430 U , WG 431 D , WG 433 U , WG 475 D AND WG 477 U " .

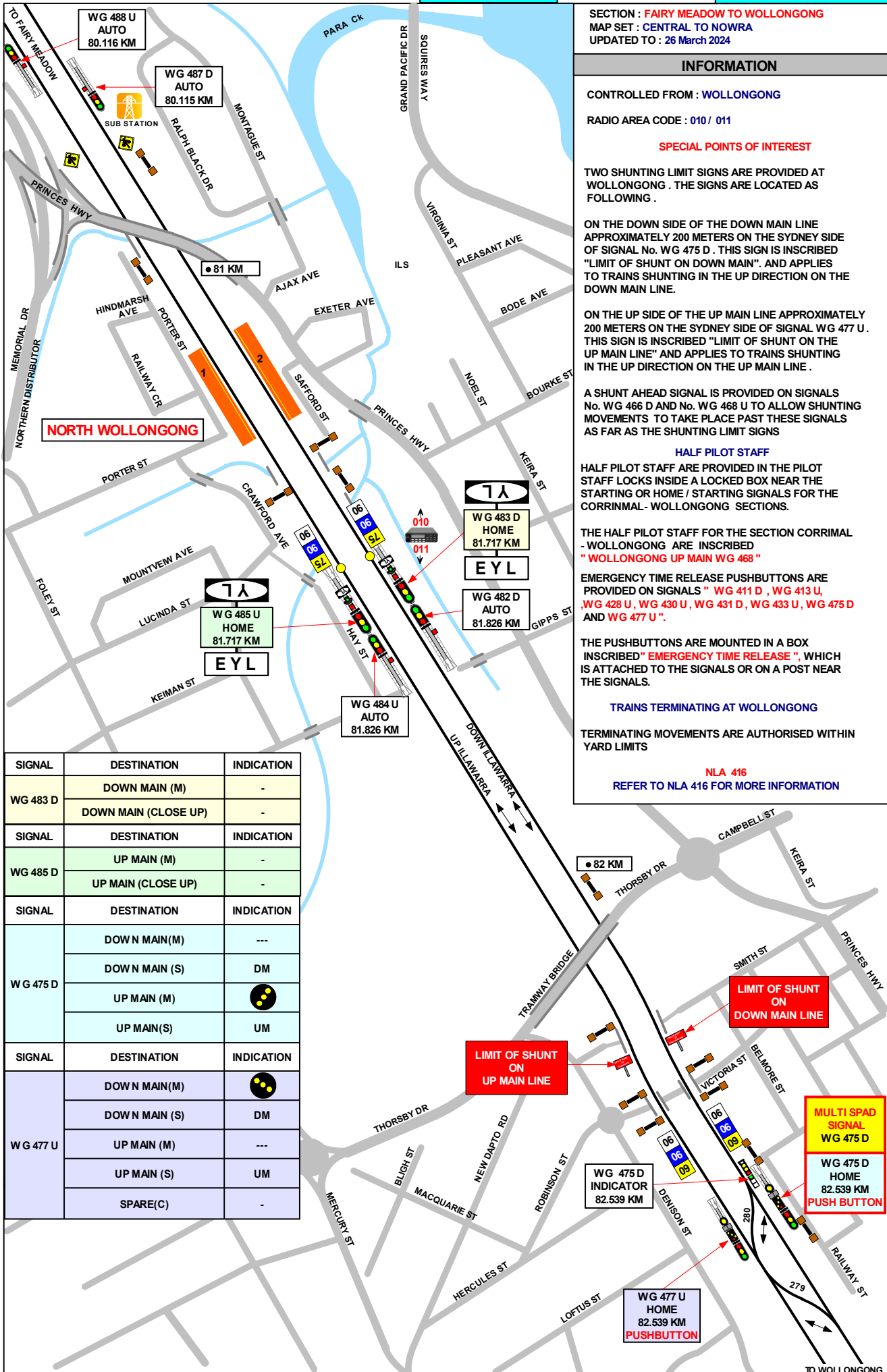
THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED "EMERGENCY TIME RELEASE " , WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

TRAINS TERMINATING AT WOLLONGONG

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

NLA 416

REFER TO NLA 416 FOR MORE INFORMATION



SIGNAL	DESTINATION	INDICATION
WG 483 D	DOWN MAIN (M)	-
	DOWN MAIN (CLOSE UP)	-
SIGNAL	DESTINATION	INDICATION
WG 485 D	UP MAIN (M)	-
	UP MAIN (CLOSE UP)	-
SIGNAL	DESTINATION	INDICATION
WG 475 D	DOWN MAIN(M)	---
	DOWN MAIN (S)	DM
	UP MAIN (M)	●●●
	UP MAIN(S)	UM
SIGNAL	DESTINATION	INDICATION
WG 477 U	DOWN MAIN(M)	●●●
	DOWN MAIN (S)	DM
	UP MAIN (M)	---
	UP MAIN (S)	UM
	SPARE(C)	-

JOINS MAP IL 42



REFER TO NLA 416 FOR MORE INFORMATION



SECTION : **WOLLONGONG**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **27 March 2024**

INFORMATION

CONTROLLED FROM : **WOLLONGONG**

RADIO AREA CODE : **010**

SPECIAL POINTS OF INTEREST

TWO SHUNTING LIMIT SIGNS ARE PROVIDED AT WOLLONGONG (SEE MAP IL41) . THE SIGNS ARE LOCATED AS FOLLOWING .

ON THE DOWN SIDE OF THE DOWN MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL No. WG 475 D . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON DOWN MAIN". AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN MAIN LINE.

ON THE UP SIDE OF THE UP MAIN LINE APPROXIMATELY 200 METERS ON THE SYDNEY SIDE OF SIGNAL WG 477 U . THIS SIGN IS INSCRIBED "LIMIT OF SHUNT ON THE UP MAIN LINE" AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE UP MAIN LINE.

A SHUNT AHEAD SIGNAL IS PROVIDED ON SIGNALS No. WG 466 D AND No. WG 468 U TO ALLOW SHUNTING MOVEMENTS TO TAKE PLACE PAST THESE SIGNALS AS FAR AS THE SHUNTING LIMIT SIGNS

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " **WG 411 D, WG 413 U, WG 428 U, WG 430 U, WG 431 D, WG 433 U, WG 475 D AND WG 477 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.

TRAINS TERMINATING AT WOLLONGONG

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

NLA 416

REFER TO NLA 416 FOR MORE INFORMATION

CONISTON

UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING TERMINATING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION



DOWN TRAINS MAY TERMINATE AT



No. 1 PLATFORM	THEN RETURN ON THE UP MAIN LINE,OR SHUNT TO THE No.1 UP SIDING.
No. 2 PLATFORM	THEN RETURN ON EITHER THE UP OR DOWN MAIN LINES,THE No.1 UP SIDING, THE No.1 DOWN SIDING OR No.2 DOWN SIDING.
No. 1 or 2 PLATFORMS	SHUNT FORWARD AND RETURN TO THE DOWN OR UP MAIN LINES.

UP TRAINS MAY TERMINATE AT

No. 1 PLATFORM	THEN RETURN TO UNANDERRA NORTH OR SHUNT FORWARD AND RETURN TO EITHER No.1 OR No.2 PLATFORM.
No. 2 PLATFORM	THEN RETURN TO EITHER INNER HARBOUR,PORT KEMBLA ,OR UNANDERRA.


A TRAIN ARRIVING FROM INNER HARBOUR **MUST NOT** BE TERMINATED AT No. 2 PLATFORM

SIGNAL	DESTINATION	INDICATION
WG 121 D	DOWN NORTH FORK (M)	
	DOWN PORT KEMBLA (M)	-
	UNANDERRA (M)	


SIGNAL	DESTINATION	INDICATION
WG 125 U	UP NORTH FORK (M)	
	UNANDERRA (M)	



SIGNAL	DESTINATION	INDICATION
WG 406 D	No. 1 UP SIDING (S)	U1
	UP MAIN (S)	UM
	DOWN MAIN (M)	-
	No.1 DOWN SIDING (S)	D1
	No.2 DOWN SIDING (S)	D2

SIGNAL	DESTINATION	INDICATION
WG 408 U	No. 1 UP SIDING (S)	-
	UP MAIN (M)	-

SIGNAL	DESTINATION	INDICATION
WG 409 D	DOWN MAIN (S)	-
	DOWN MAIN (M)	

SIGNAL	DESTINATION	INDICATION
WG 411 D	DOWN MAIN (M)	-
	DOWN MAIN (CLOSE UP)	-

SIGNAL	DESTINATION	INDICATION
WG 413 U	DOWN MAIN (M)	
	UP MAIN (M)	----

SIGNAL	DESTINATION	INDICATION
WG 415 UR	DOWN MAIN(M)	 +D
	DOWN MAIN (S)	DM
	UP MAIN (M)	 + U
	UP MAIN(S)	UM

SIGNAL	DESTINATION	INDICATION
WG 424 U	PERWAY SIDING (S)	PS
	No.3 UP SIDING (S)	U3
	No.2 UP SIDING (S)	U2
	No. 1 UP SIDING (S)	U1

JOINS MAP IL 43

AS OF 1/10/2007 THE
PORT KEMBLA
PORT CORPORATION
OWN AND MAINTAIN
FROM THIS POINT
84.335 KM

SECTION : CONISTON TO MASTERS ROAD
& LYSAGHT'S
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 19 September 2024

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 011/12

SPECIAL POINTS OF INTEREST

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

NLA 416 / 418

REFER TO NLA 416 / 418 FOR MORE INSTRUCTIONS

CONISTON

UNDER NORMAL WORKING CONDITIONS,
THE FOLLOWING TERMINATING MOVEMENTS
MAY BE CARRIED OUT AT THIS LOCATION

DOWN TRAINS MAY TERMINATE ON

DOWN MAIN
LINE OR UP
MAIN LINE

THEN RETURN TO
CONISTON,
INNER HARBOUR OR
ALLAN'S
CREEK.

UP TRAINS MAY TERMINATE ON

UP ILLAWARRA
SINGLE, THE
SOUTH FORK,
OR THE
TRIANGLE LOOP

THEN RETURN TO
UNANDERRA
VIA EITHER THE UP OR THE
DOWN MAIN LINES

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

PLATE #1

WG 1005
HOME/
STARTING
85.139 KM
SEE PLATE #1

WG 1007
HOME/
STARTING
85.227 KM
SEE PLATE #1

WG 1001
HOME/
STARTING
85.311 KM
SEE PLATE #1

WG 1003
HOME/
STARTING
85.139 KM
SEE PLATE #1

AS OF 1/10/2007 THE
PORT KEMBLA
PORT CORPORATION
OWN AND MAINTAIN
FROM THIS POINT
85.139 KM

JOINS MAP IL45

GRADIENT

1 IN 440

E

1 IN 127

E

E

1 IN 169

E

1 IN 635

E

1 IN 943

E

TO INNER HARBOUR

SPRINGHILL RD
GRAND PACIFIC DR

JOHN CLEARY PL

SPEEDSIGNS
UNDER BRIDGESPEEDSIGNS
UNDER BRIDGESPEEDSIGNS
UNDER BRIDGE

ALLANS CREEK TRIANGLE LOOP LINE

TO LYSAGHT'S

JOINS MAP PKB 1

TO CONISTON

PONR

WG 125 U
HOME
84.191 KM

PONR

WG 121 D
HOME
84.209 KM

SUB STATION

DOWN INNER HARBOUR
NORTH FORK LINEW 115
84.468 KMW 119
84.568 KM

OLD SPRINGHILL RD

W 120
HOME
84.337 KMW 117
84.518 KMWG 114 U
HOME
84.500 KM
PUSHBUTTONWG 112 D
HOME
84.500 KM

X25

99

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X25

SECTION : CONISTON TO UNANADERRA SOUTH
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 27 March 2024

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 011

SPECIAL POINTS OF INTEREST

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.

NLA 416 / 418

REFER TO NLA 416 / 418 FOR MORE INSTRUCTIONS

CONISTON

UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING TERMINATING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION

DOWN TRAINS MAY TERMINATE AT

No. 1 PLATFORM	THEN RETURN ON THE UP MAIN LINE, OR SHUNT TO THE UP REFUGE, OR THE UP SIDINGS
No. 2 PLATFORM	THEN RETURN ON EITHER THE UP OR DOWN MAIN LINES, THE UP OR DOWN REFUGE LOOPS, OR THE UP OR DOWN SIDINGS.
No. 1 or 2 PLATFORMS	SHUNT FORWARD AND RETURN TO THE DOWN OR UP MAIN LINES.

UP TRAINS MAY TERMINATE AT

No. 1 PLATFORM	THEN RETURN TO UNANADERRA NORTH OR SHUNT FORWARD AND RETURN TO EITHER No. 1 OR No. 2 PLATFORM.
No. 2 PLATFORM	THEN RETURN TO EITHER INNER HARBOUR, PORT KEMBLA, OR UNANADERRA.

A TRAIN ARRIVING FROM INNER HARBOUR **MUST NOT** BE TERMINATED AT No.2 PLATFORM

SIGNAL	DESTINATION	INDICATION
WG 112 D	UP MAIN (M)	----
	UP MAIN (CLOSE UP)	----
	DOWN MAIN (M)	

SIGNAL	DESTINATION	INDICATION
WG 114 U	UP MAIN (M)	----
	UP MAIN (CLOSE UP)	----
	DOWN MAIN (M)	

SIGNAL	DESTINATION	INDICATION
W 117	DOWN NORTH FORK	DN
	UP NORTH FORK	UN

SIGNAL	DESTINATION	INDICATION
WG 121 D	DOWN NORTH FORK (M)	
	DOWN PORT KEMBLA (M)	----
	UNANADERRA (M)	

SIGNAL	DESTINATION	INDICATION
WG 125 U	UP NORTH FORK (M)	
	UNANADERRA (M)	

SIGNAL	DESTINATION	INDICATION
126	UP SOUTH FORK	US
	UP NORTH FORK	UN

SIGNAL	DESTINATION	INDICATION
WG 1001	DOWN MAIN (M)	----
	UP MAIN (M)	

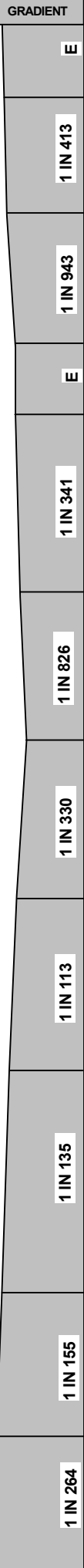
SIGNAL	DESTINATION	INDICATION
WG 1002 D	MAIN (M)	+ M
	UP STH FORK (M)	+ F
	ALLAN'S CRK (M)	+ A

SIGNAL	DESTINATION	INDICATION
WG 1003	DOWN MAIN (M)	----
	UP MAIN (M)	

SIGNAL	DESTINATION	INDICATION
WG 1004 U	MAIN (M)	
	UP STH FORK (M)	----
	ALLAN'S CRK (M)	

SIGNAL	DESTINATION	INDICATION
WG 1005	DOWN MAIN (M)	
	UP MAIN (M)	----

SIGNAL	DESTINATION	INDICATION
WG 1007	DOWN MAIN (M)	
	UP MAIN (M)	----



SECTION : CONISTON TO UNANADERRA NORTH
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 22 March 2024

INFORMATION

SPECIAL POINTS OF INTEREST

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.

TERMINATING TRAINS



TERMINATION MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS.


NLA 416 / 418

REFER TO NLA 416 / 418 FOR MORE INSTRUCTIONS



GENERAL ARRANGEMENTS

THE POINTS AND SIGNALS AT UNANADERRA ARE OPERATED FROM WOLLONONG SIGNALBOX. A LOCAL PANEL HAS BEEN PROVIDED IN THE SIGNALBOX TO ALLOW UNANADERRA TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT WOLLONONG SIGNALBOX. ALL POINTS WORKED FROM THE SIGNALBOX ARE CONTROLLED BY TRACK CIRCUIT AND CANNOT BE MOVED UNLESS THE TRACK(S) CONTROLLING THE POINTS ARE UNOCCUPIED



SIGNAL	DESTINATION	INDICATION
W G 1010	UP MAIN (M)	 + U
	DOWN MAIN (M)	 + D
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM


SIGNAL	DESTINATION	INDICATION
W G 1012 D	UP MAIN (M)	
	DOWN MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM


SIGNAL	DESTINATION	INDICATION
W G 1014 D	UP MAIN (M)	----
	UP MAIN (S)	----


SIGNAL	DESTINATION	INDICATION
W G 1015 D	BRANCH LINE (M)	
	DOWN MAIN (M)	----
	UP MAIN (M)	
	BRANCH LINE (S)	B
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM



SIGNAL	DESTINATION	INDICATION
W G 1016	BRANCH LINE	B
	SIDING	S



SIGNAL	DESTINATION	INDICATION
W G 1017 U	BRANCH LINE (M)	 + B
	DOWN MAIN (M)	 + D
	UP MAIN (M)	---
	BRANCH LINE (S)	B
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM



SIGNAL	DESTINATION	INDICATION
W G 1018 D	DOWN MAIN	D
		
	BRANCH LINE	B
	SIDING	S

SIGNAL	DESTINATION	INDICATION
W G 1020 U	UP MAIN	UM
		
	DOWN MAIN	DM
	BRANCH LINE	B
	SIDING	S

SIGNAL	DESTINATION	INDICATION
W G 1021	BRANCH LINE	B
		
	DOWN MAIN	DM
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
W G 1023	BRANCH LINE (M)	----
	DOWN MAIN (M)	 + D
	UP MAIN (M)	 + U
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
W G 1025 D	BRANCH LINE (M)	
	DOWN MAIN (M)	----
	UP MAIN (M)	
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
W G 1027 U	BRANCH LINE (M)	 + B
	DOWN MAIN (M)	 + D
	UP MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SECTION : UNANADERRA NORTH TO KEMBLA GRANGE

& MOSS VALE BRANCH

MAP SET : CENTRAL TO NOWRA

UPDATED TO : 22 March 2024

INFORMATION

CONTROLLED FROM : WOLLONGONG

RADIO AREA CODE : 014

SPECIAL POINTS OF INTEREST

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN
YARD LIMITS

NLA 416 / 418

REFER TO NLA 416 / 418 FOR SPECIAL INSTRUCTIONS

GRADIENT

1 IN 136

1 IN 129

1 IN 105

E

1 IN 413

1 IN 213

1 IN 264

1 IN 113

1 IN 165

E

1 IN 57

E

1 IN 50

E

1 IN 147

E

1 IN 176

E

1 IN 210

E

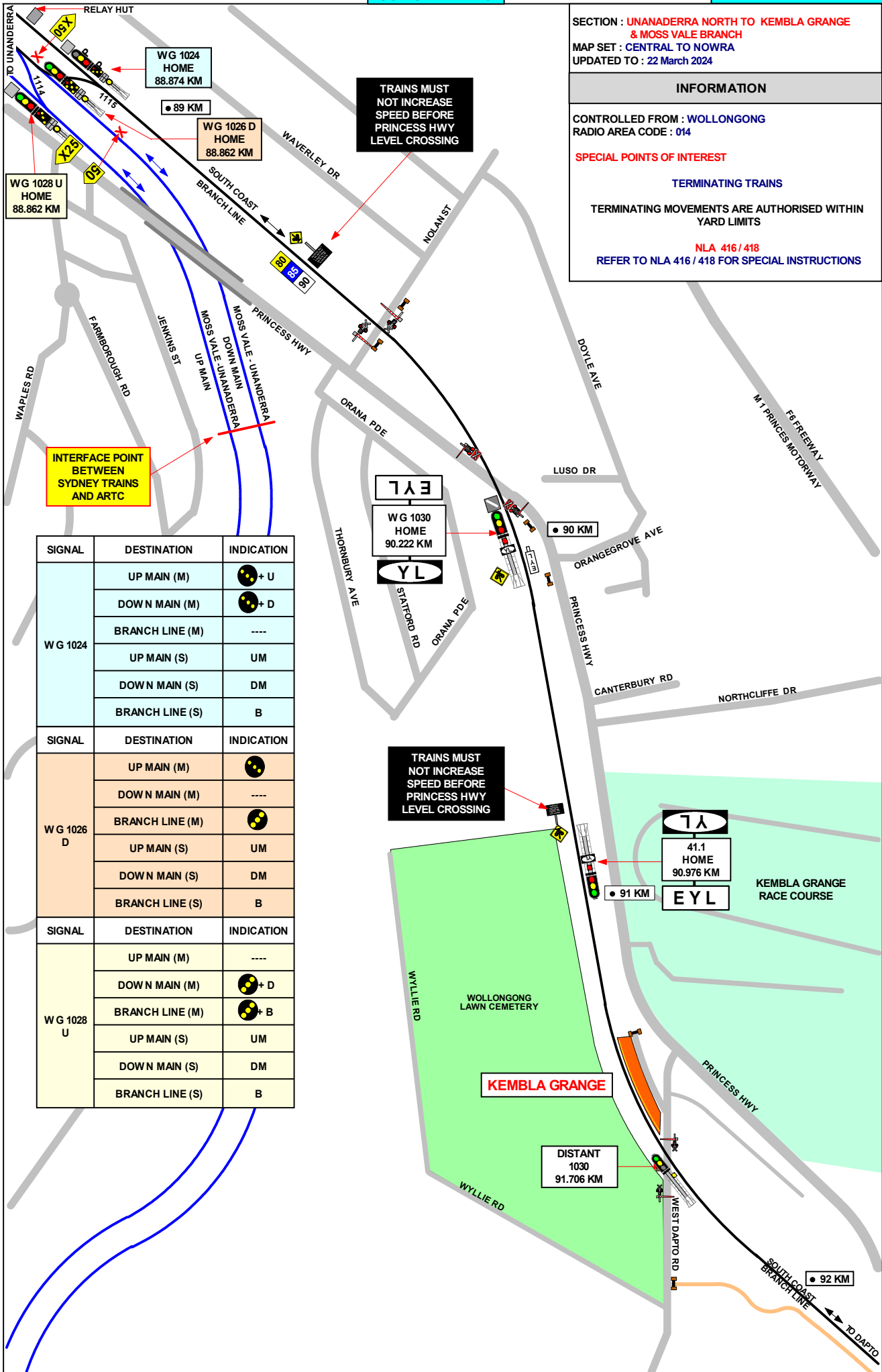
1 IN 178

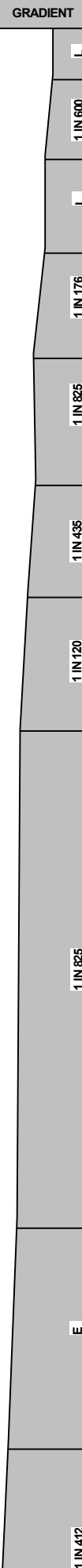
E

1 IN 733

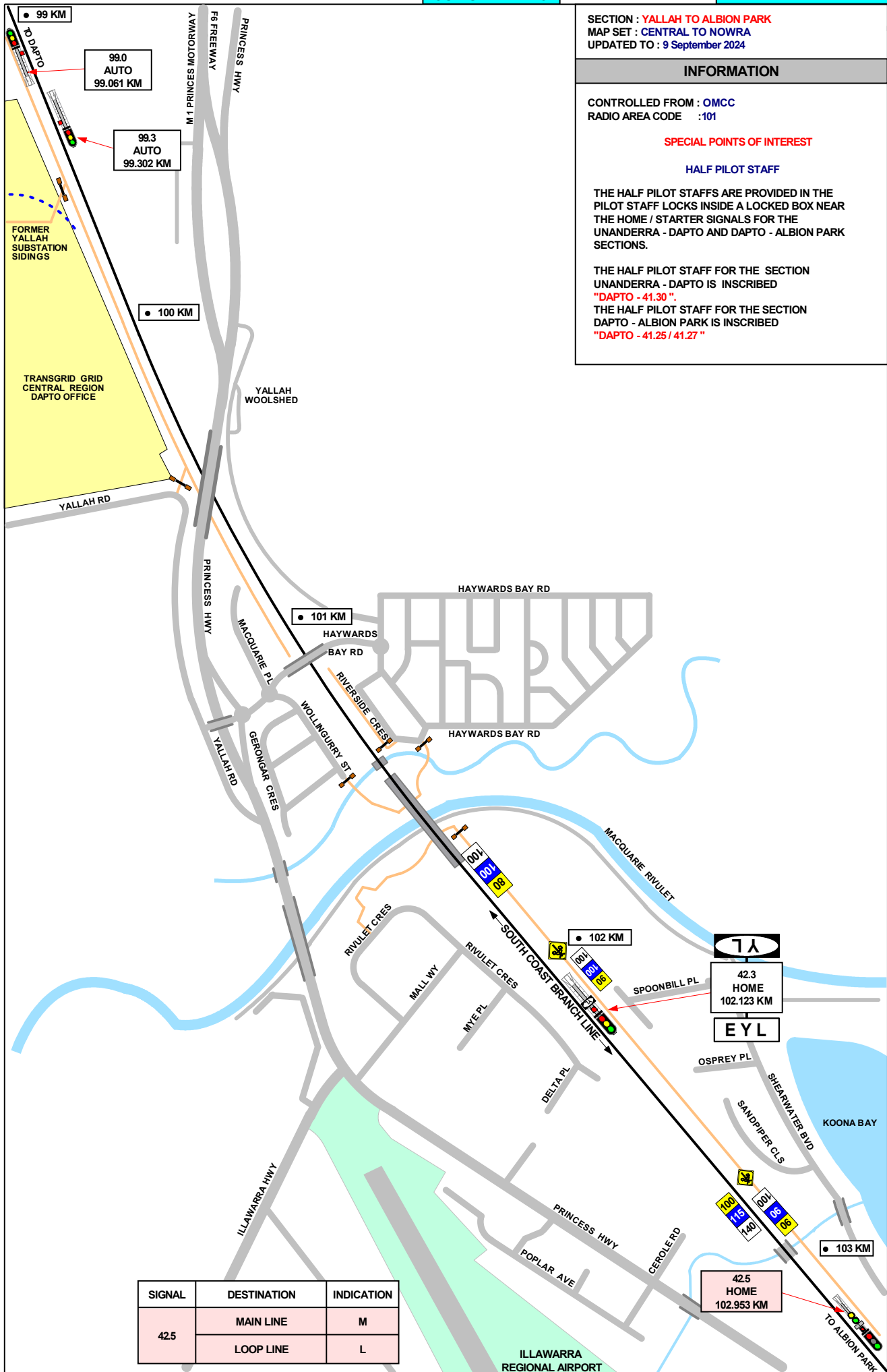
E

1 IN 733









GRADIENT

E

L

1 IN 194

E

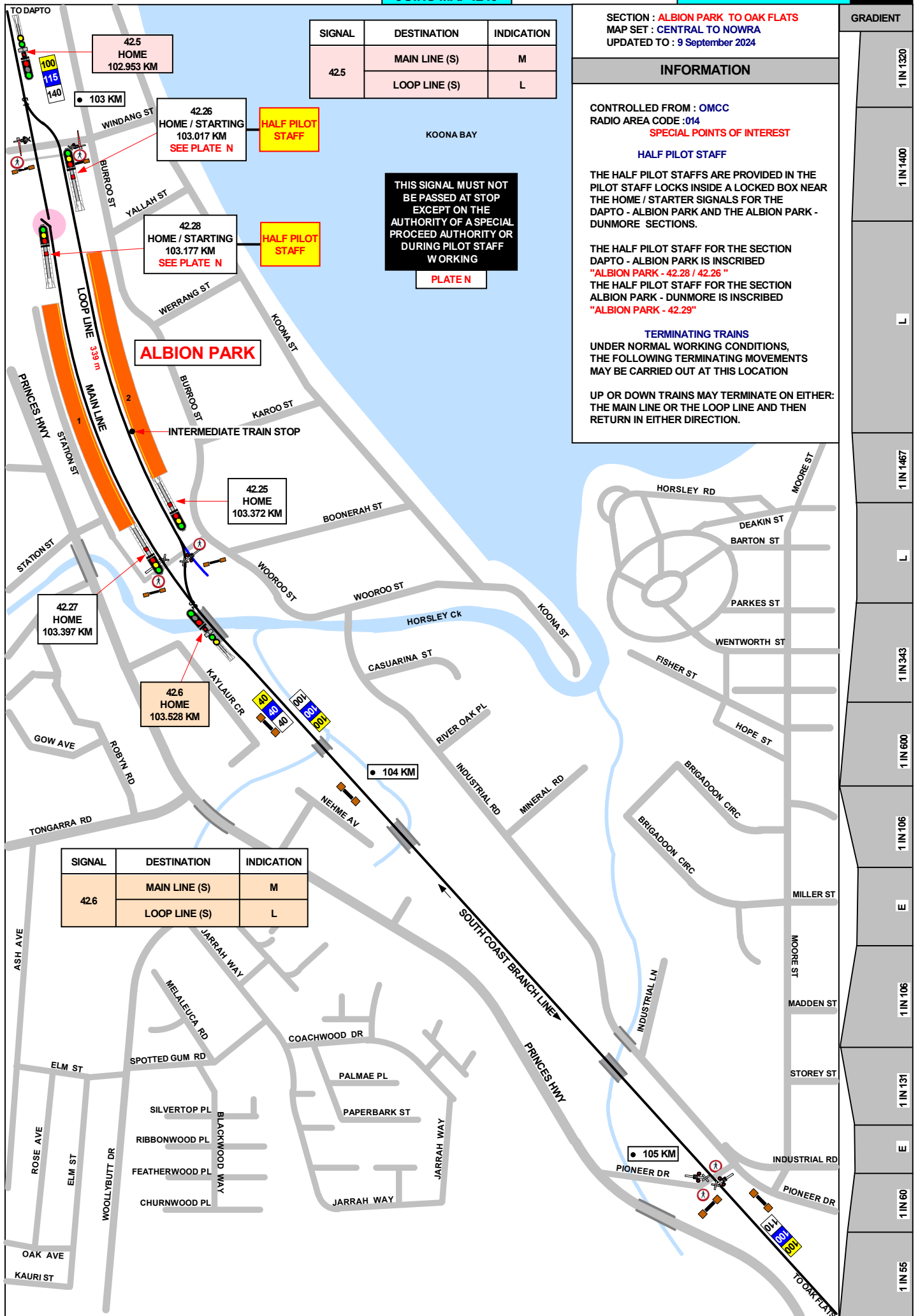
1 IN 87

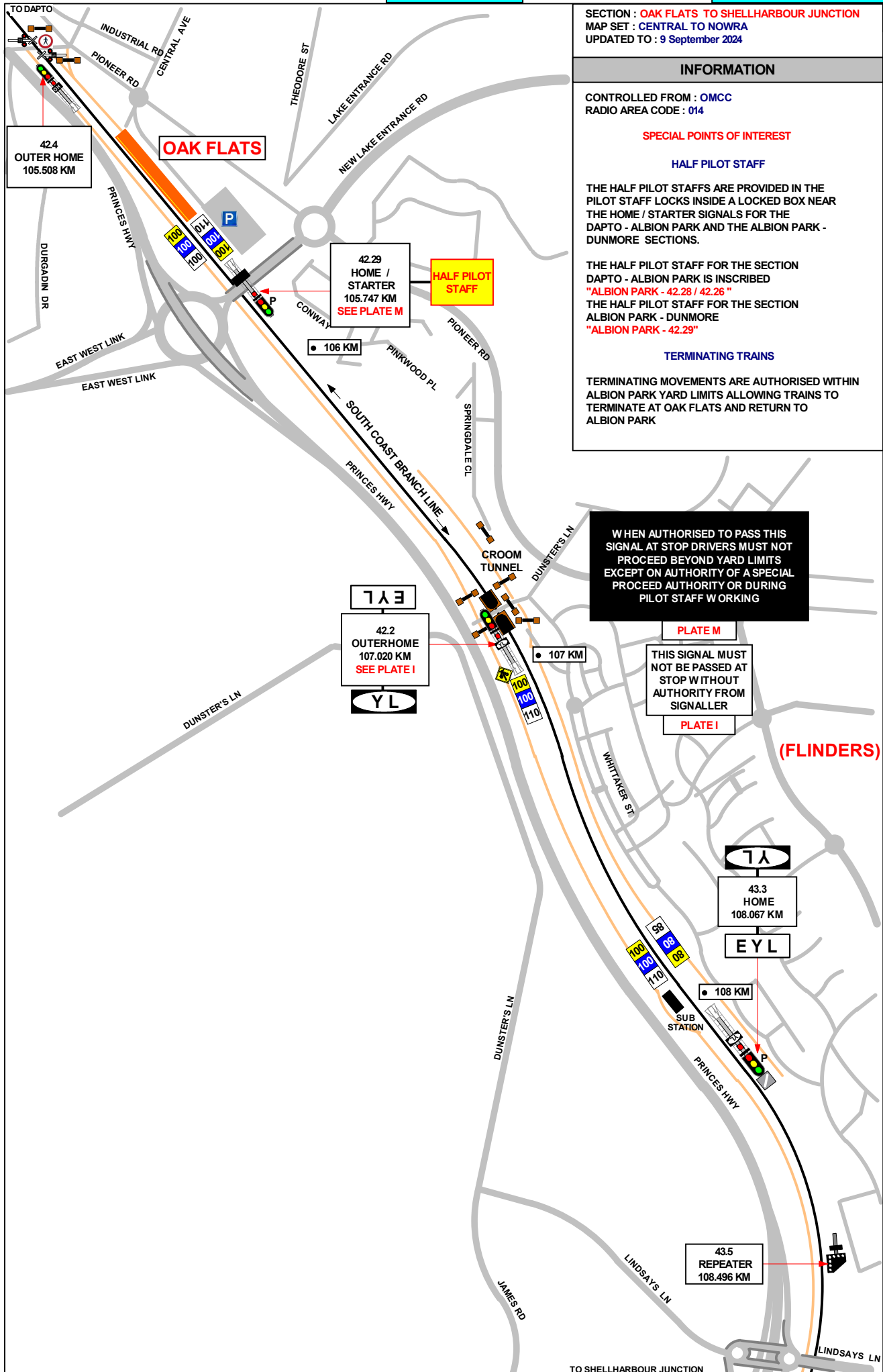
1 IN 113

1 IN 367

1 IN 934

1 IN 3300

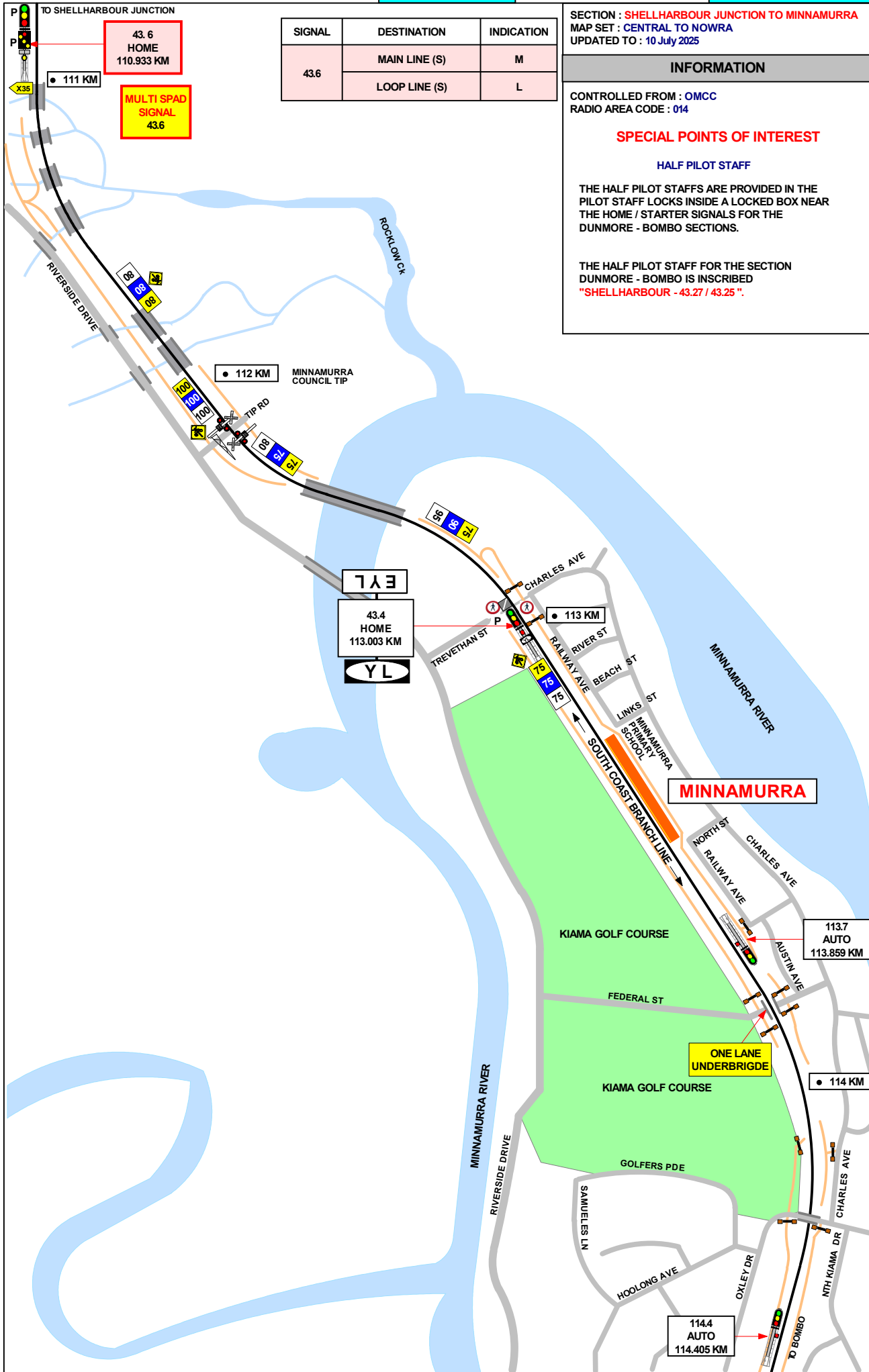






SIGNAL	DESTINATION	INDICATION
43.6	LOOP LINE (M)	----
	LOOP LINE (S)	L
	MAIN LINE (M)	----
	MAIN LINE (S)	M

SIGNAL	DESTINATION	INDICATION
43.6	LOOP LINE (M)	----
	LOOP LINE (S)	L
	MAIN LINE (M)	----
	MAIN LINE (S)	M



SECTION : MINNAMURRA TO BOMBO
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 9 September 2024

GRADIENT

INFORMATION

CONTROLLED FROM : OMCC
 RADIO AREA CODE : 014

SPECIAL POINTS OF INTEREST
 HALF PILOT STAFF

THE HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE HOME / STARTER SIGNALS FOR THE DUNMORE - BOMBO AND THE BOMBO - KIAMA SECTIONS.

THE HALF PILOT STAFF FOR THE SECTION DUNMORE - BOMBO IS INSCRIBED
 "BOMBO - 44.26 / 44.28".

THE HALF PILOT STAFF FOR THE SECTION BOMBO - KIAMA IS INSCRIBED
 "BOMBO - 44.25 / 44.27".

SHUNTING LIMITS BOARDS

TWO SHUNTING LIMITS BOARDS ARE PROVIDED AT BOMBO AND ARE LOCATED AS FOLLOWING

ON THE UP SIDE OF THE MAIN LINE AT THE KIAMA END OF REPEATER SIGNAL 44.6. THIS BOARD IS INSCRIBED "LIMIT OF SHUNT ON THE MAIN LINE" AND APPLIES TO SHUNTING MOVEMENTS IN THE DOWN DIRECTION ON THE MAIN LINE.

ON THE UP SIDE OF THE MAIN LINE AT THE DUNMORE END OF THE PLATFORM. THIS BOARD IS INSCRIBED "LIMIT OF SHUNT ON THE MAIN LINE", AND APPLIES TO SHUNTING MOVEMENTS IN THE UP DIRECTION ON THE MAIN LINE

TERMINATING TRAINS

UNDER NORMAL WORKING CONDITIONS, THE FOLLOWING MOVEMENTS MAY BE CARRIED OUT AT THIS LOCATION

UP OR DOWN TRAINS MAY TERMINATE ON EITHER

THE MAIN LINE OR LOOP LINE AND RETURN IN EITHER DIRECTION.

116.5 A
SLIP DETECTOR

SLIP DETECTOR WILL BE INSTALLED AT 116.448 KM
 200 METRES SYDNEY SIDE DARLEN ROAD
 OVERBRIDGE (AKA) PIPE BRIDGE AT 116.448 KM
 116.5 A SLIP BOARD WILL BE INSTALLED AT APPROX 22 METRES
 EITHER SIDE OF SLIP SITE
 THE FOLLOWING SIGNALS HAVE NEW INSTRUCTIONAL
 ON THE DOWN SIGNAL 44.1 HAS

SLIP SITE
 THIS SIGNAL MUST NOT
 BE PASSED AT STOP
 WITHOUT AUTHORITY
 FROM THE SIGNALLER

DOWN N AUTOMATIC SIGNAL 113.7 WILL ALSO GO TO STOP
 AS A OVERLAP ON THE DOWN N
 THE FOLLOWING SIGNAL 44.26 AND 44.28 ON THE UP
 HAVE NEW INSTRUCTIONAL PLATES AS FOLLOW

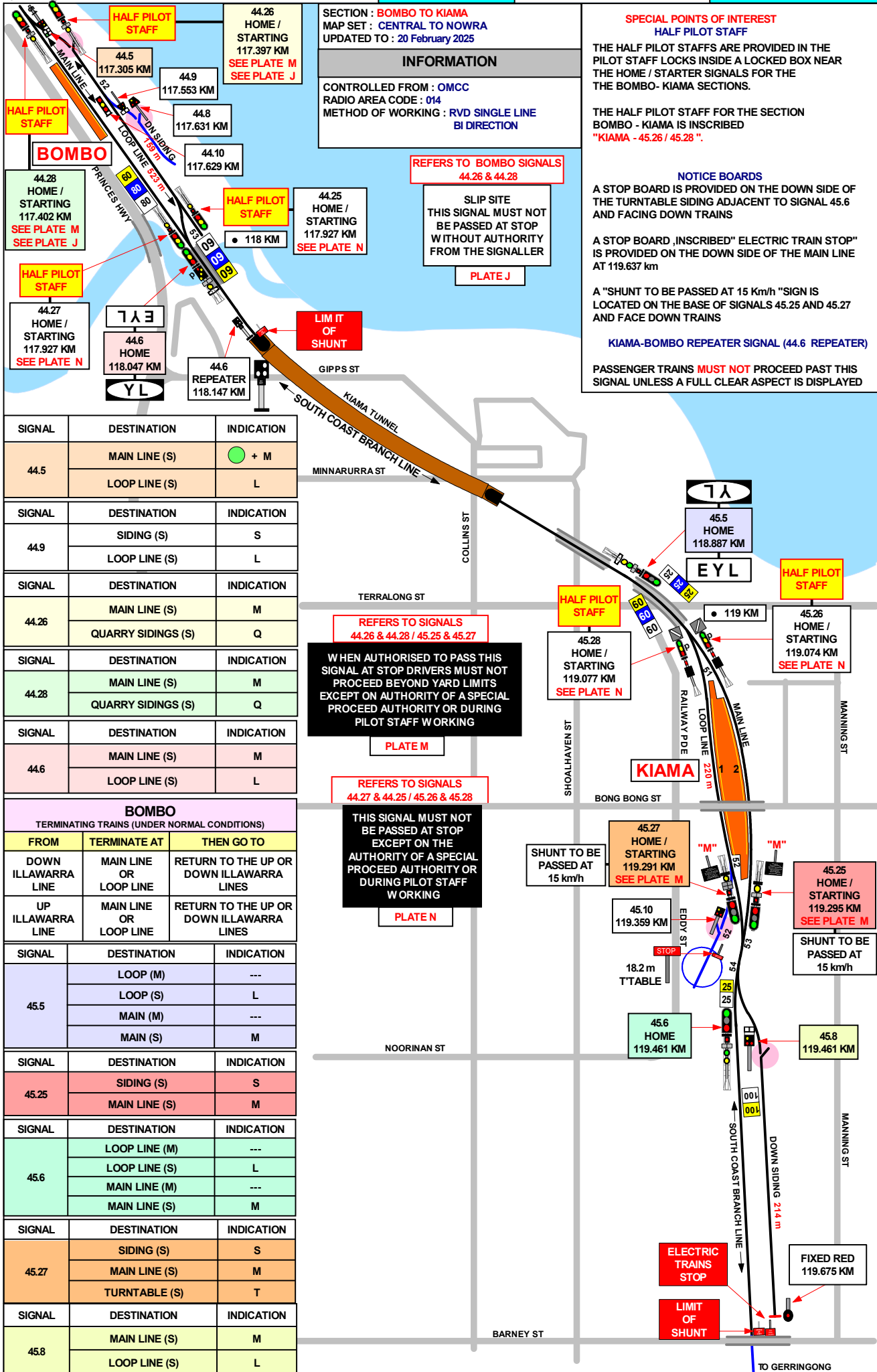
SLIP SITE
 THIS SIGNAL MUST NOT BE
 PASSED AT STOP EXCEPT ON
 THE AUTHORITY OF A
 SPECIAL PROCEED
 AUTHORITY OR DURING
 PILOT STAFF WORKING

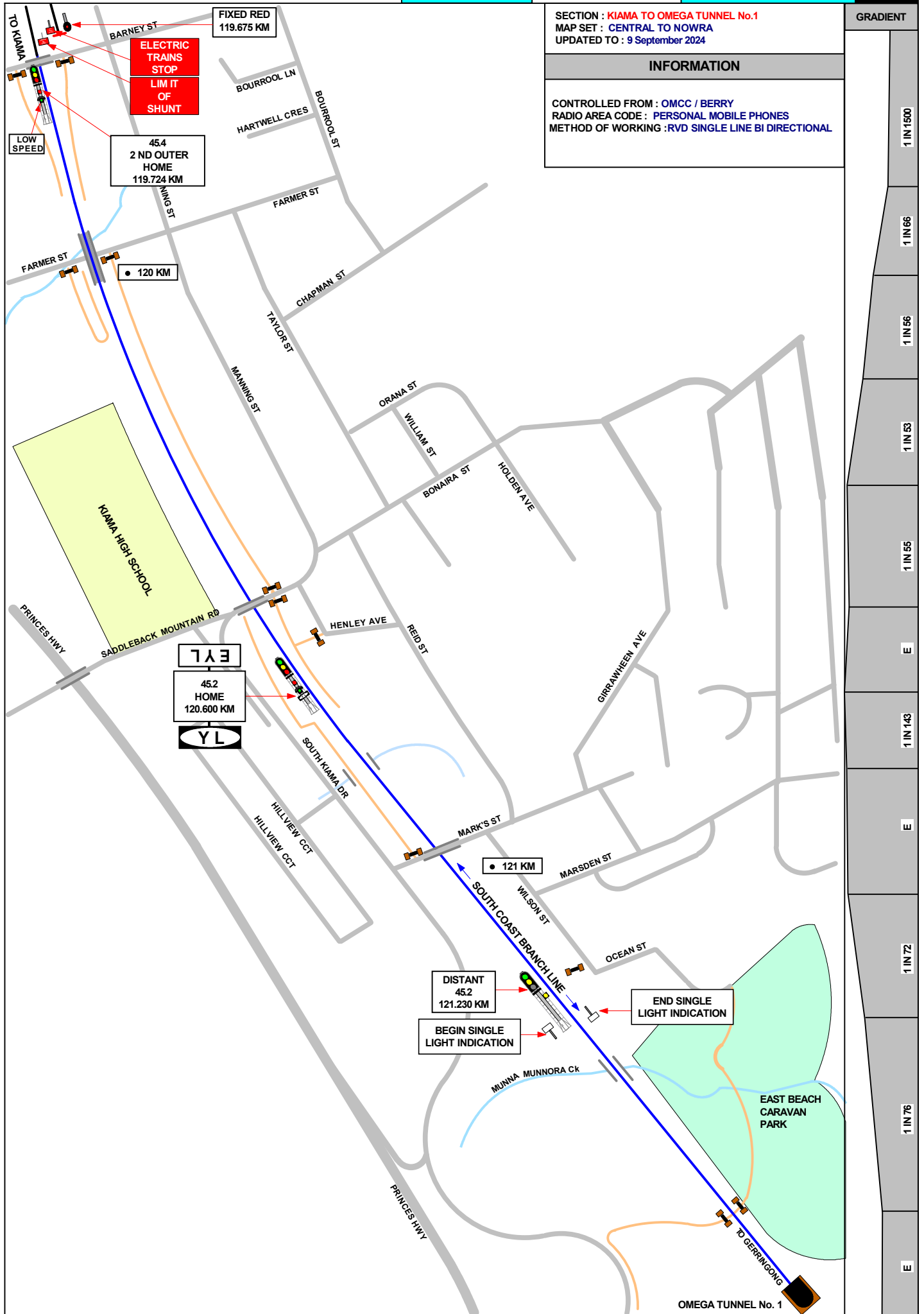
REFERS TO BOMBO SIGNALS
 44.26, 44.28 & 44.1

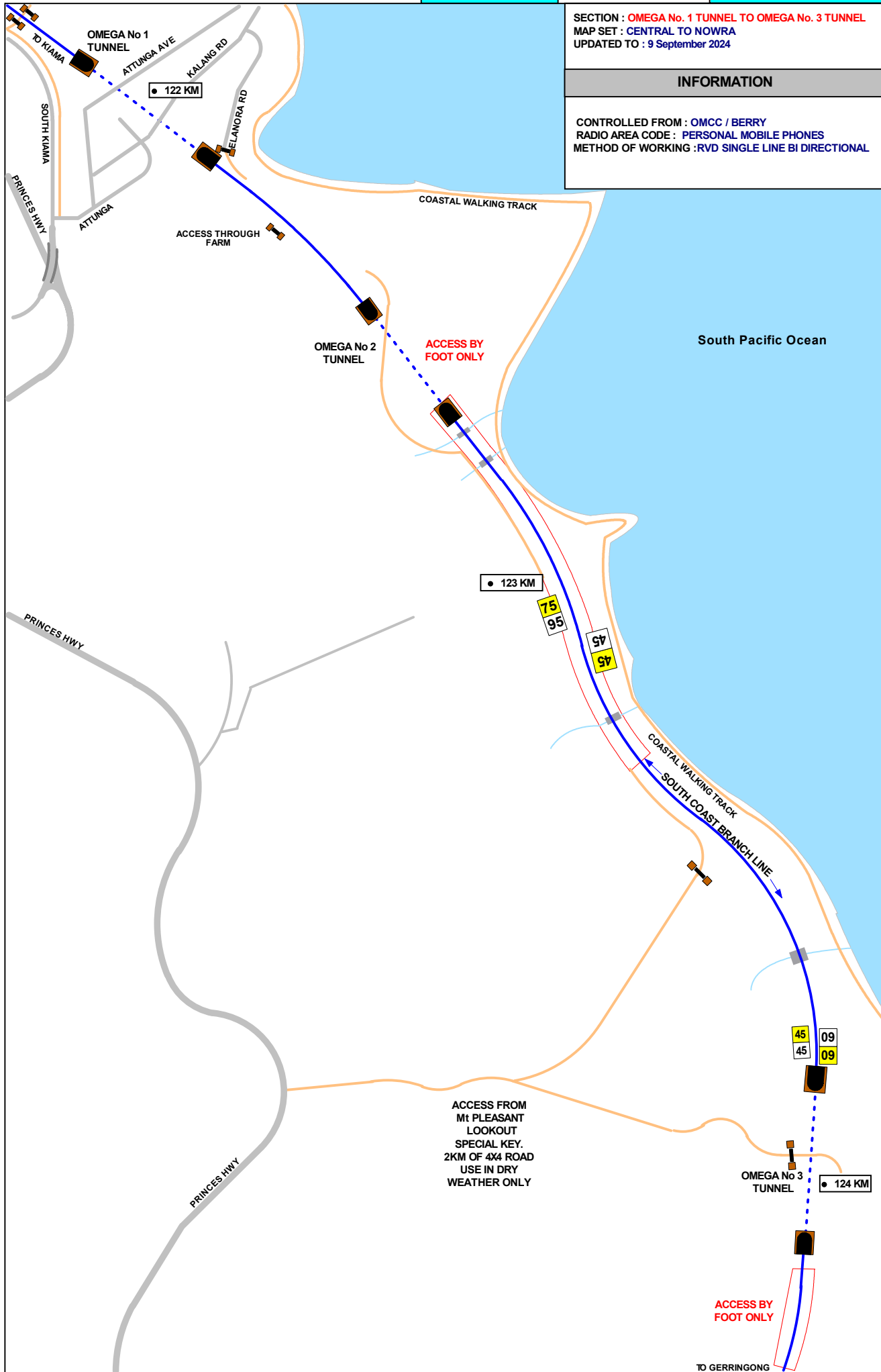
SLIP SITE
 THIS SIGNAL MUST NOT
 BE PASSED AT STOP
 WITHOUT AUTHORITY
 FROM THE SIGNALLER

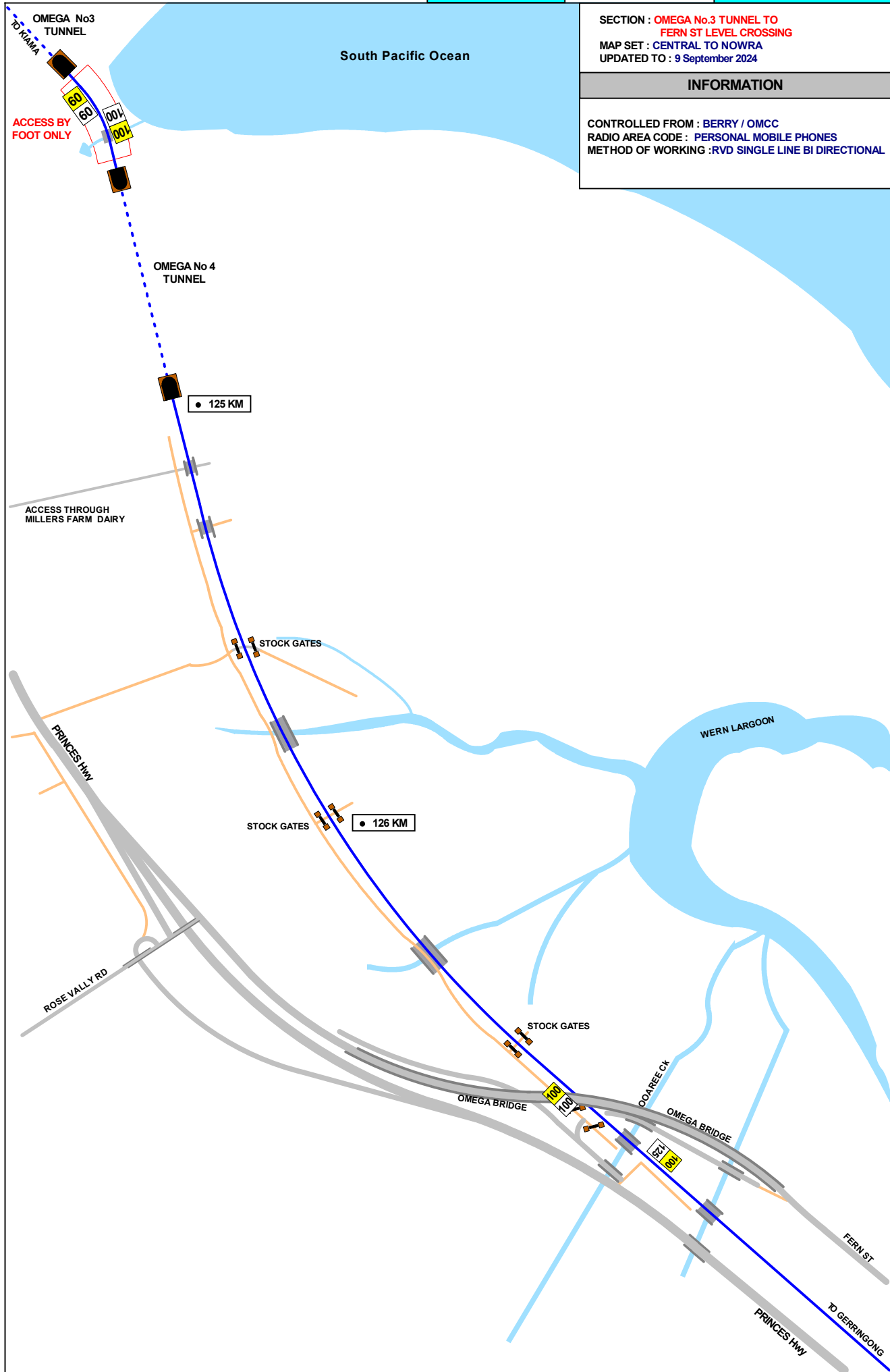
PLATE J

TO MINNAMURRA









GRADIENT

1 IN 194

E

1 IN 184

1 IN 220

1 IN 330

1 IN 216

1 IN 71

1 IN 88

E

LEVEL

LEVEL



SECTION : **GERRINGONG TO DOOLEY'S RD BRIDGE**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **9 September 2024**

INFORMATION

CONTROLLED FROM : **BERRY / OMCC**
 RADIO AREA CODE : **PERSONAL MOBILE PHONES**
 METHOD OF WORKING : **RVD SINGLE LINE BI DIRECTIONAL**

GRADIENT

1 IN 94

1 IN 165

1 IN 471

LEVEL

1 IN 412

1 IN 2200

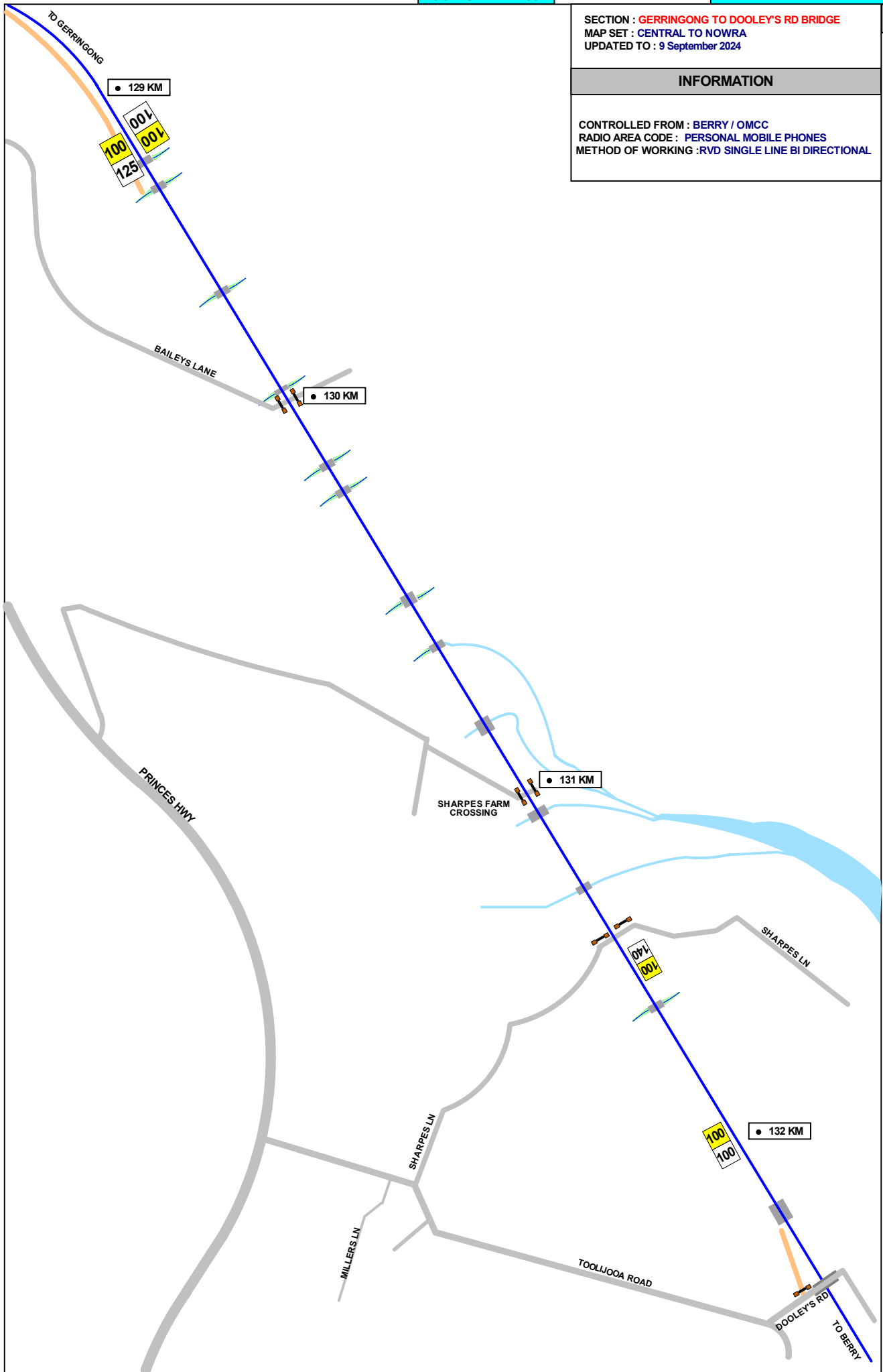
1 IN 3300

1 IN 463

LEVEL

E

1 IN 72



SECTION : DOOLEY'S RD BRIDGE TO
TOOLLJOOA RD BRIDGE

MAP SET : CENTRAL TO NOWRA
UPDATED TO : 9 September 2024

INFORMATION

CONTROLLED FROM : BERRY / OMCC
RADIO AREA CODE : PERSONAL MOBILE PHONES
METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

GRADIENT

1 IN 190

E

1 IN 143

E

1 IN 93

1 IN 85

E

1 IN 600

LEVEL

1 IN 733

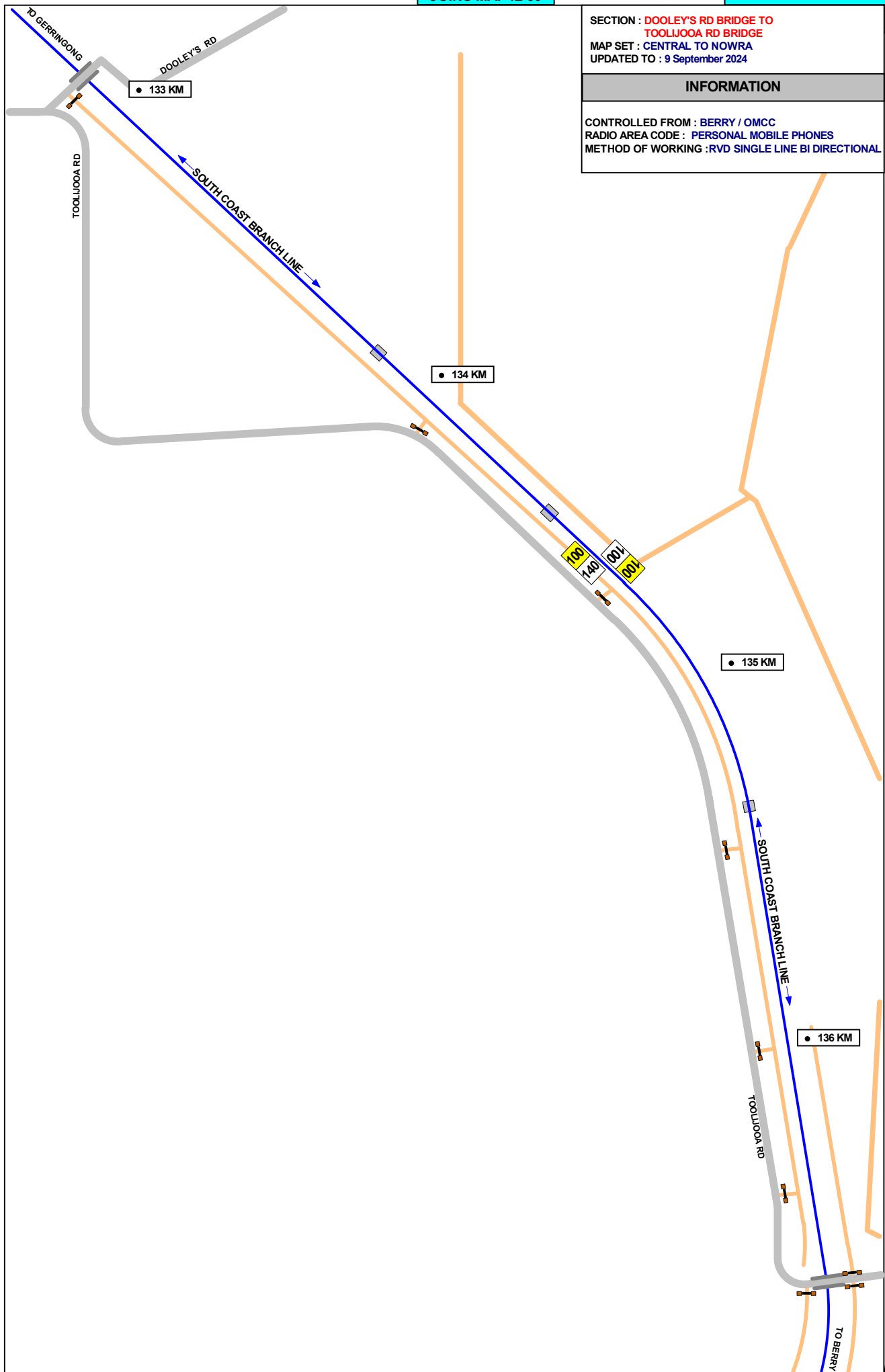
1 IN 98

E

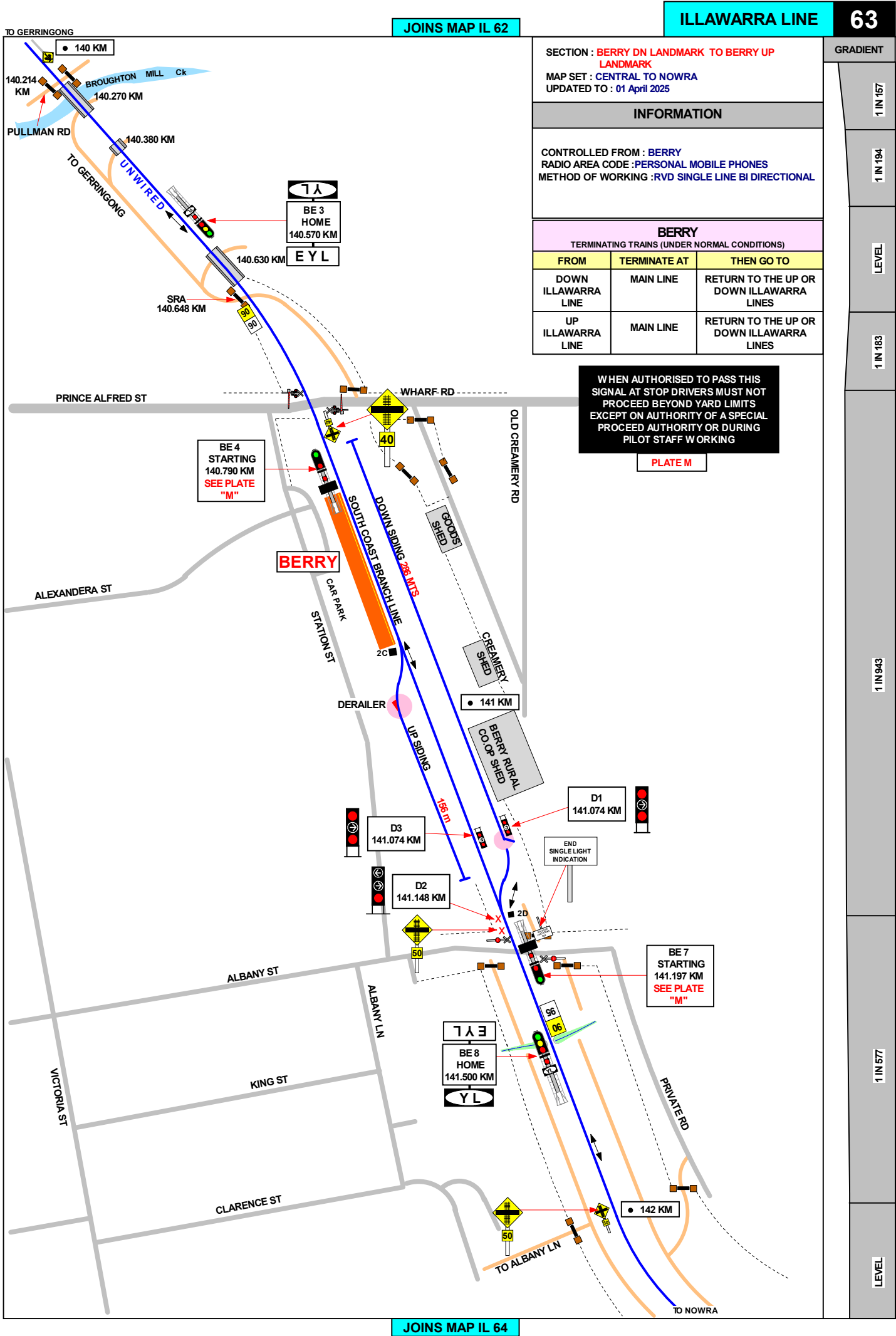
1 IN 62

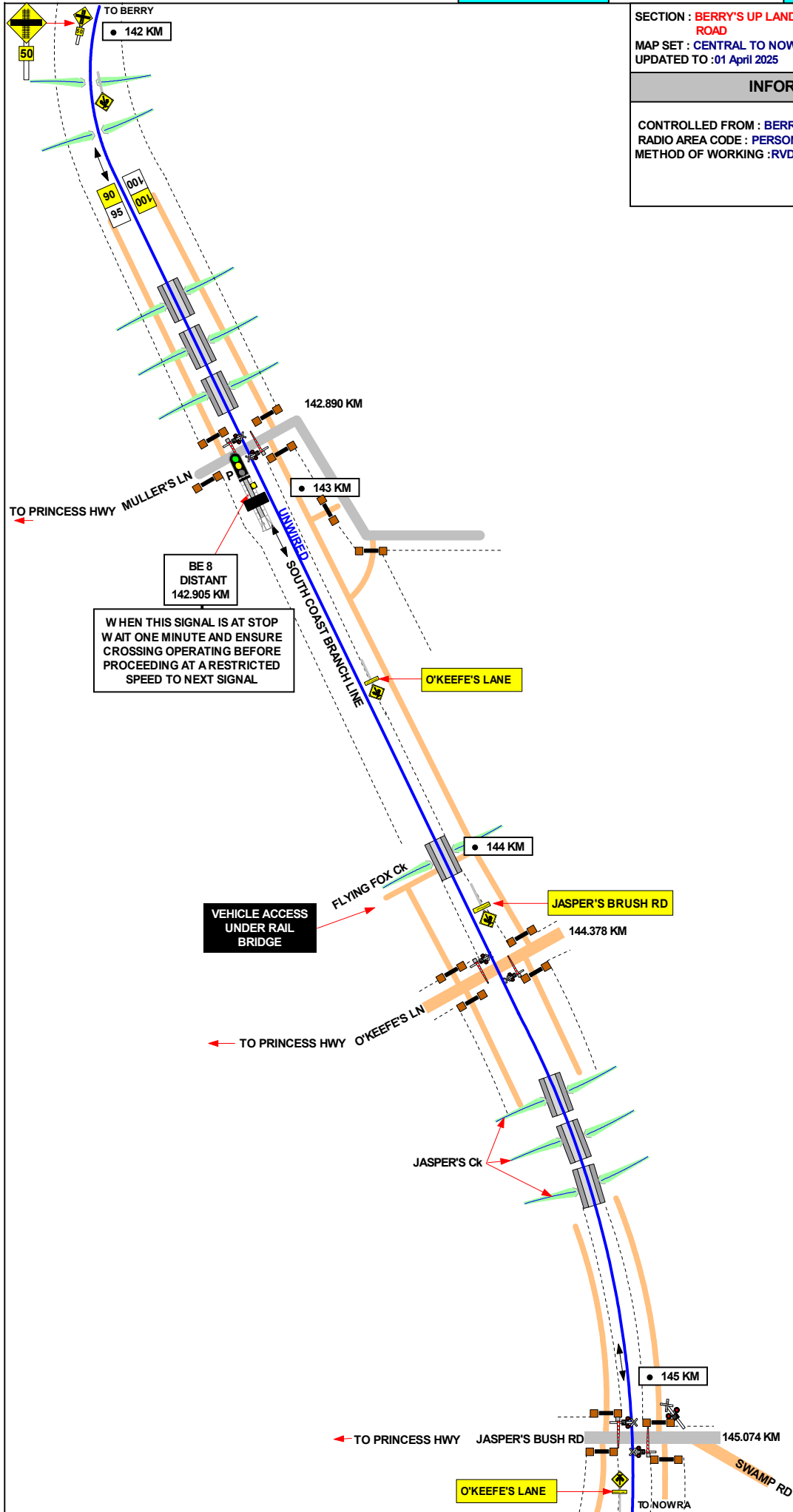
1 IN 65

E









SECTION : BERRY'S UP LANDMARK TO JASPER'S BUSH

ROAD

MAP SET : CENTRAL TO NOWRA

UPDATED TO : 01 April 2025

INFORMATION

CONTROLLED FROM : BERRY / BOMADERRY

RADIO AREA CODE : PERSONAL MOBILE PHONES

METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

GRADIENT

1 IN 273

1 IN 219

1 IN 291

1 IN 1550

LEVEL

1 IN 410

LEVEL

1 IN 83

1 IN 530

1 IN 367

LEVEL

1 IN 564

1 IN 330

1 IN 347

1 IN 300

SECTION : JASPER'S BRUSH RD TO 149 KM PEG

MAP SET : CENTRAL TO NOWRA

UPDATED TO : 20 MAY 2014

INFORMATION

CONTROLLED FROM : BERRY / BOMADERRY

RADIO AREA CODE : PERSONAL MOBILE PHONES

METHOD OF WORKING : RVD SINGLE LINE BI DIRECTIONAL

GRADIENT

1 IN 388

1 IN 108

1 IN 92

LEVEL

1 IN 243

1 IN 157

1 IN 220

1 IN 660

1 IN 184

1 IN 134

1 IN 117

1 IN 77

1 IN 66

E

1 IN 75

E

