

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: October 2026

Version: 5.04

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.

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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

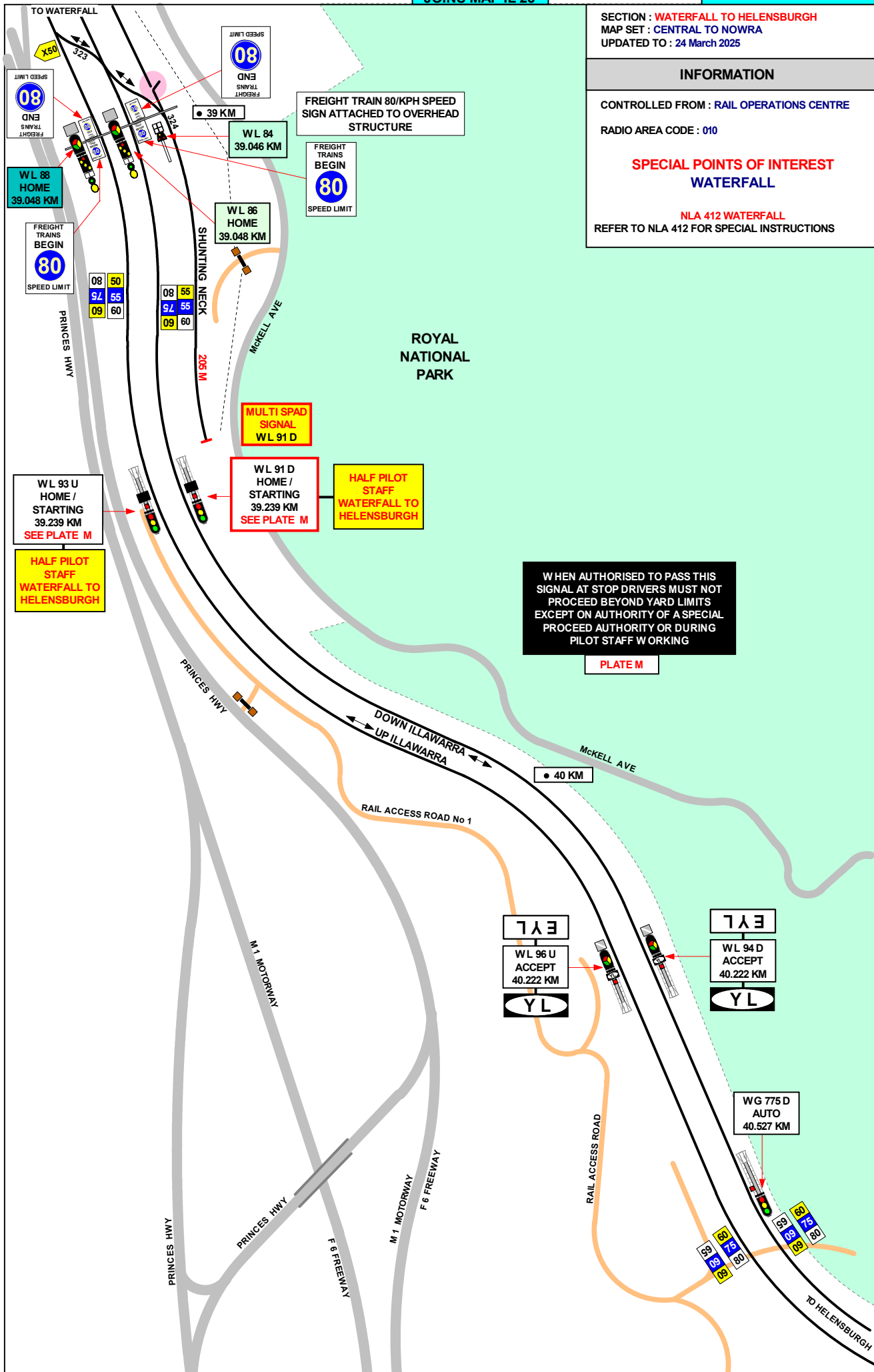
CONTROLLED FROM : **RAIL OPERATIONS CENTRE**RADIO AREA CODE : **010****SPECIAL POINTS OF INTEREST**
WATERFALL

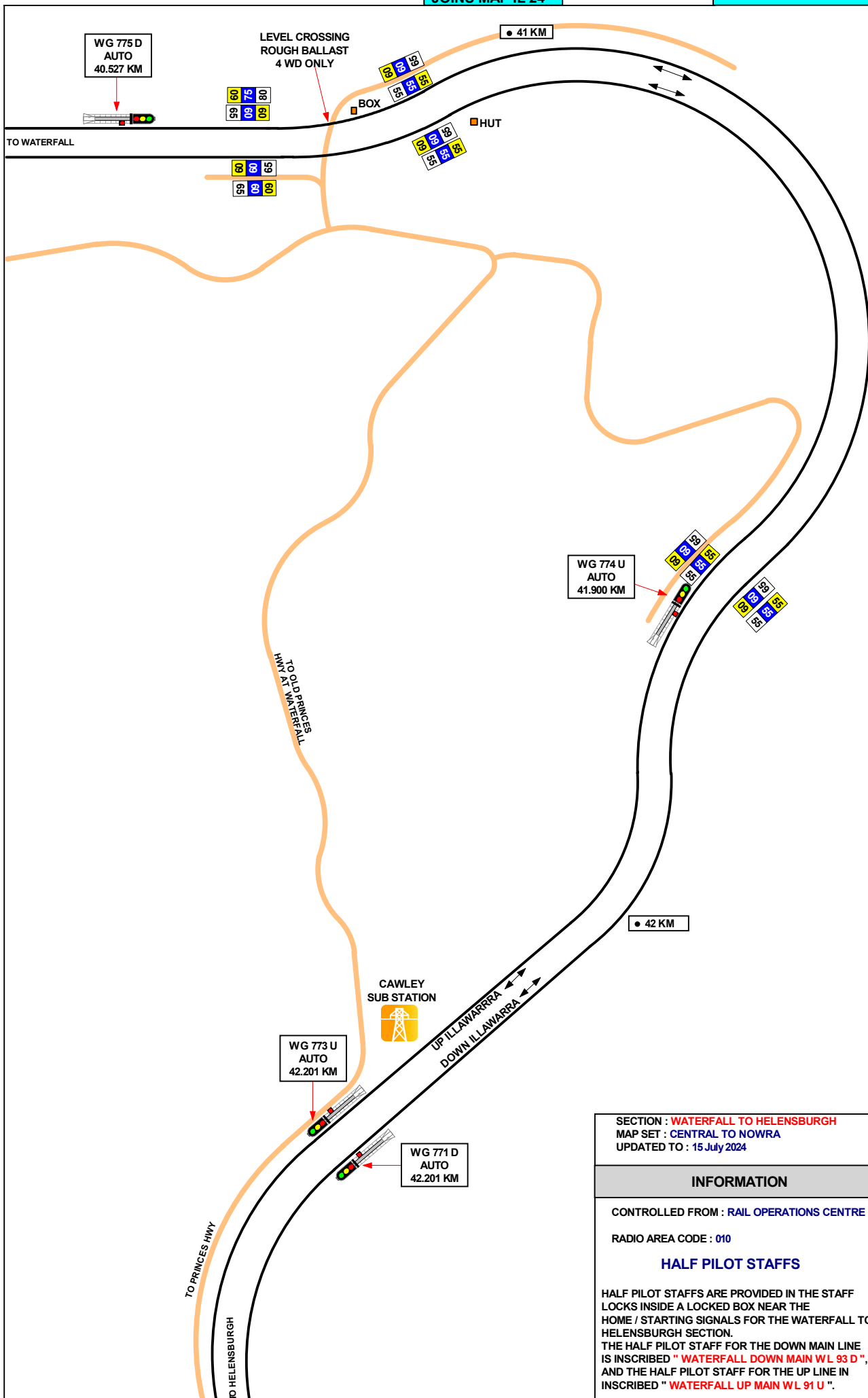
NLA 412 WATERFALL
REFER TO NLA 412 FOR SPECIAL INSTRUCTIONS

1 IN 165

1 IN 88

1 IN 80





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 IS 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

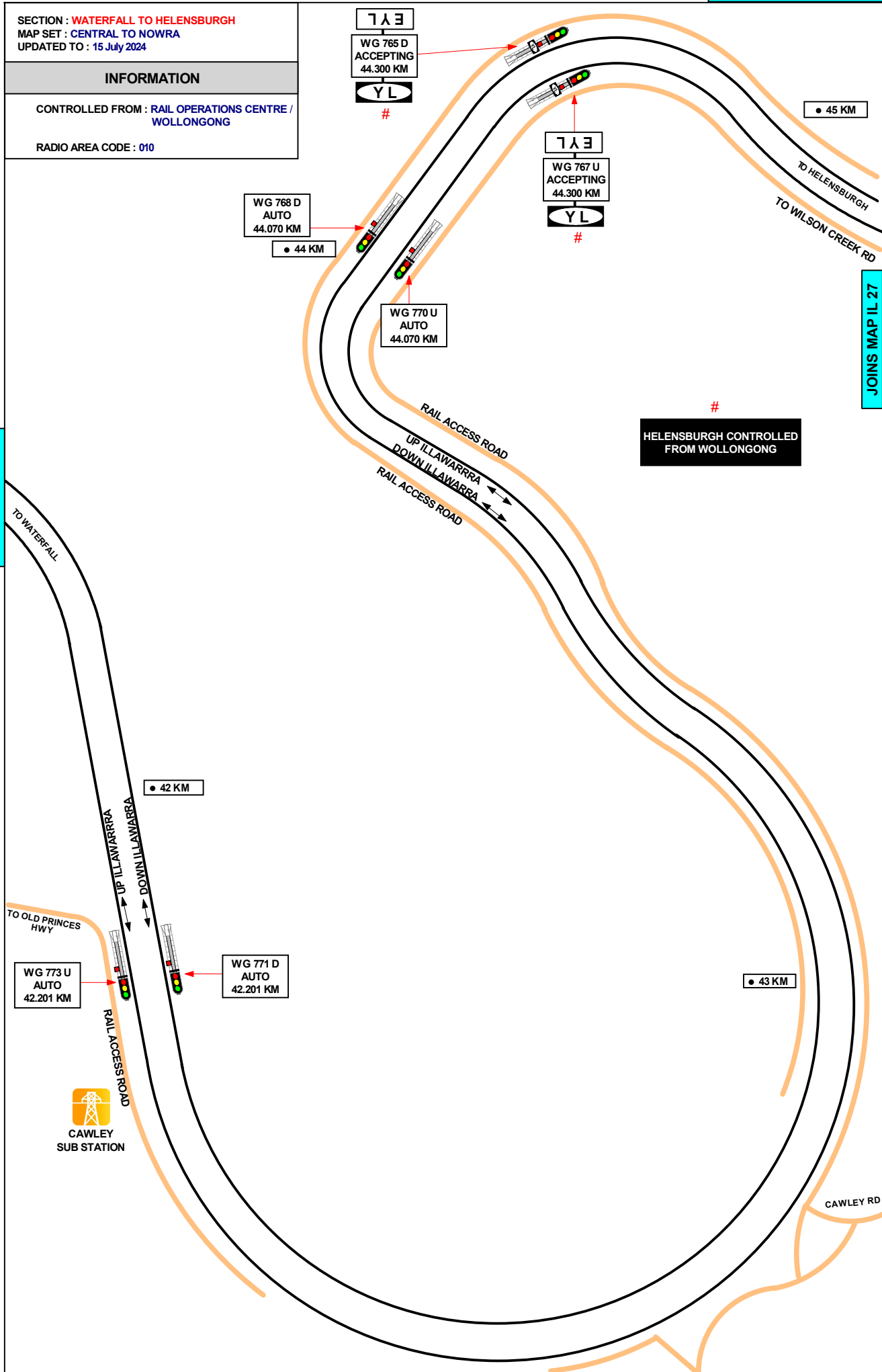
1 IN 85

1 IN 99

1 IN 83

JOINS MAP IL 25

JOINS MAP IL 27



HALF PILOT STAFFS

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

HELENSBURGH

**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

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

PLATE L

SIGNAL	DESTINATION	INDICATION
WG 761 D	DOWN MAIN (S)	DM
	DOWN MAIN (M)	-
	UP MAIN (S)	UM
	UP MAIN (M)	

SIGNAL	DESTINATION	INDICATION
WG 763 U	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
WG 760 U	UP MAIN (M)	-
	DOWN MAIN(M)	

SIGNAL	DESTINATION	INDICATION
WG 758 D	UP MAIN (M)	
	DOWN MAIN(M)	-

SIGNAL	DESTINATION	INDICATION
WG 735 D	COLLIERY BRANCH (S)	-
	DOWN MAIN(M)	-

SIGNAL	DESTINATION	INDICATION
WG 737 U	COLLIERY BRANCH (s)	
	DOWN MAIN (M)	
	UP MAIN (M)	-

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

PLATE J

**WG 746 U
REPEATER
48.500 KM**

**WG 744 D
REPEATER
48.500 KM**

WG 737 U
HOME
48.921 KM
SEE PLATE L

WG 735 D
HOME
48.920 KM
SEE PLATE 1

TO METROPOLITAN COLLIERY JUNCTION

JOINS MAP IL 28

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"

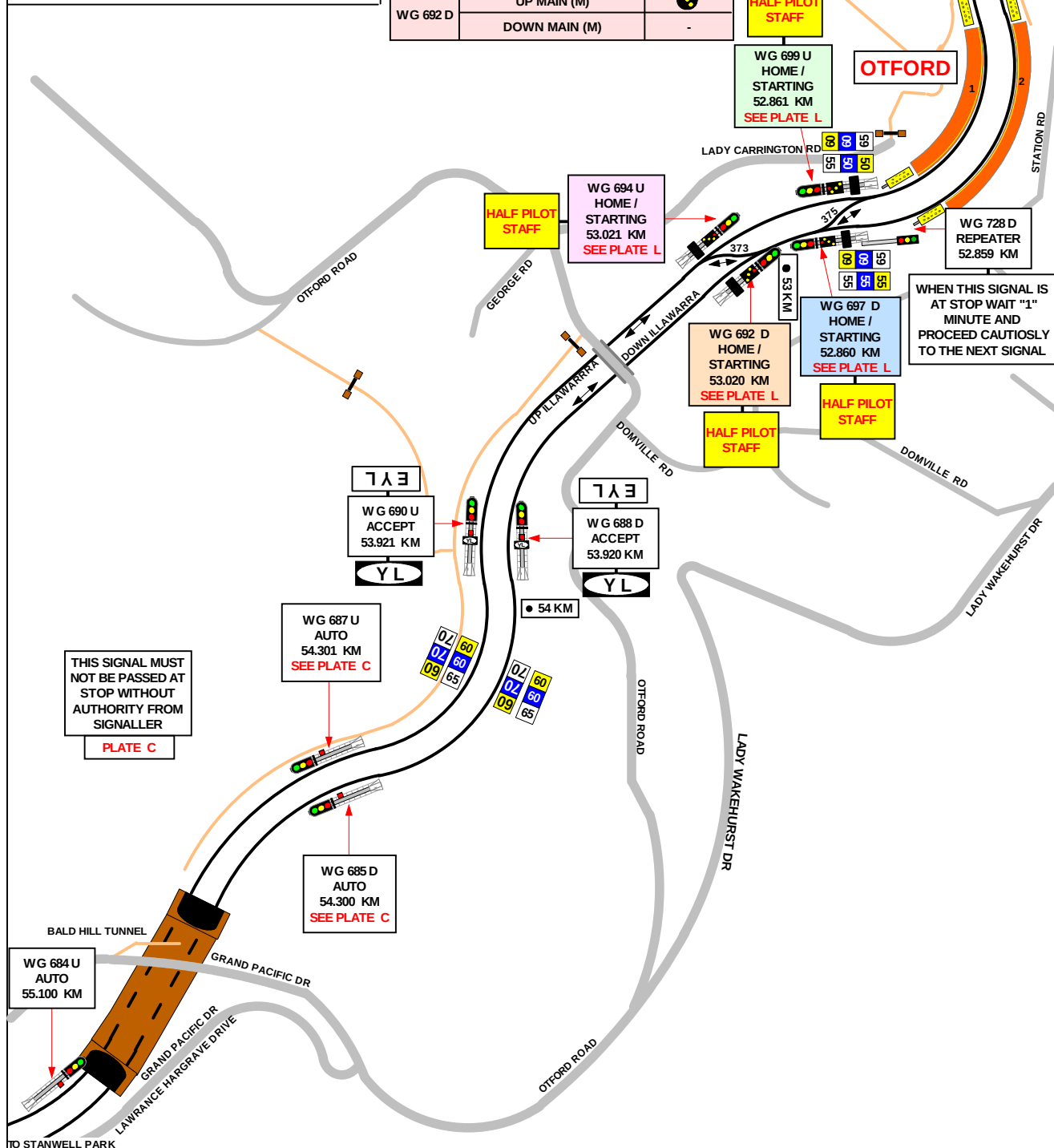
WG 697 D , WG 699 U , WG 694 U
 & WG 692 D

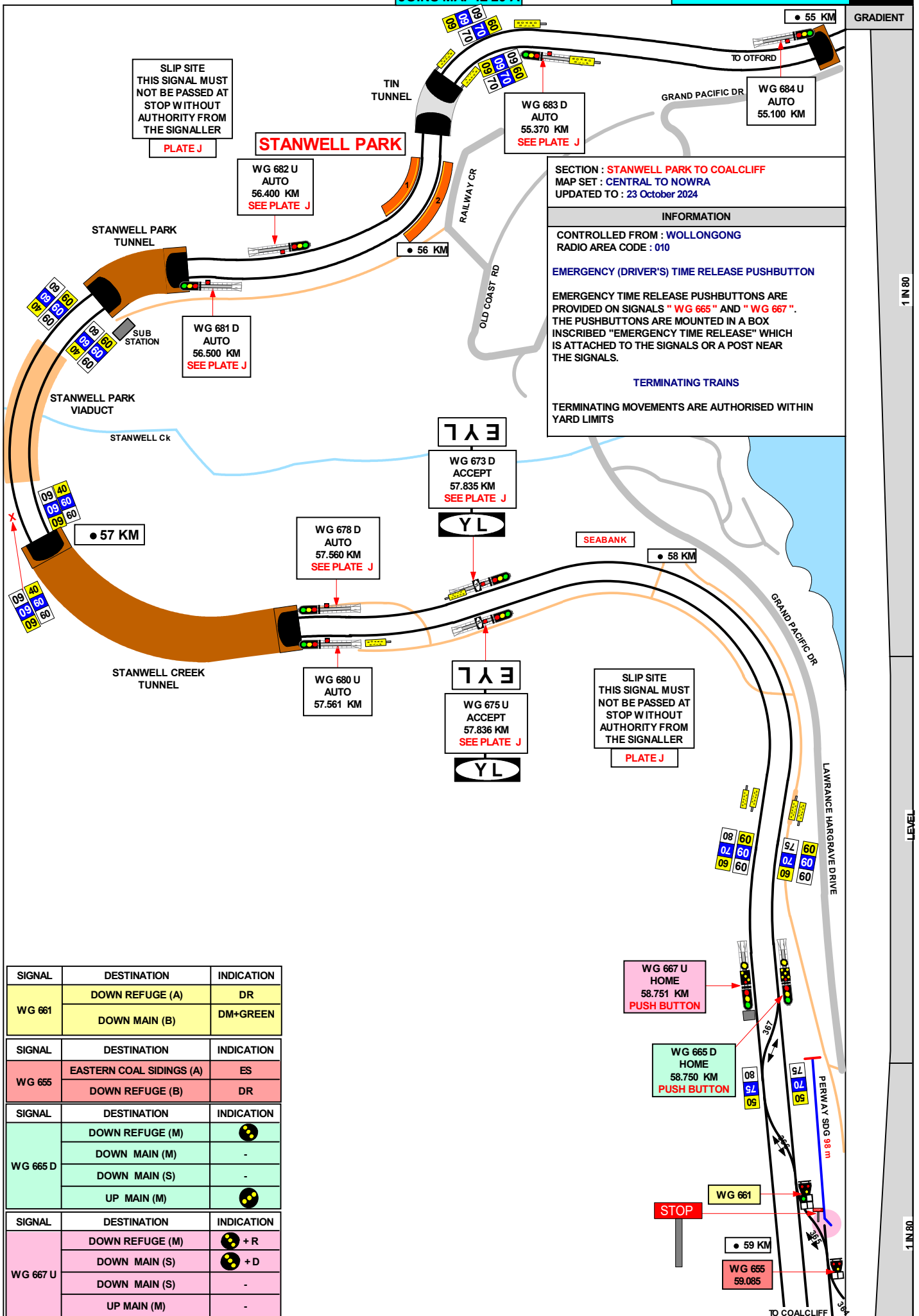
SLIP SITE

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

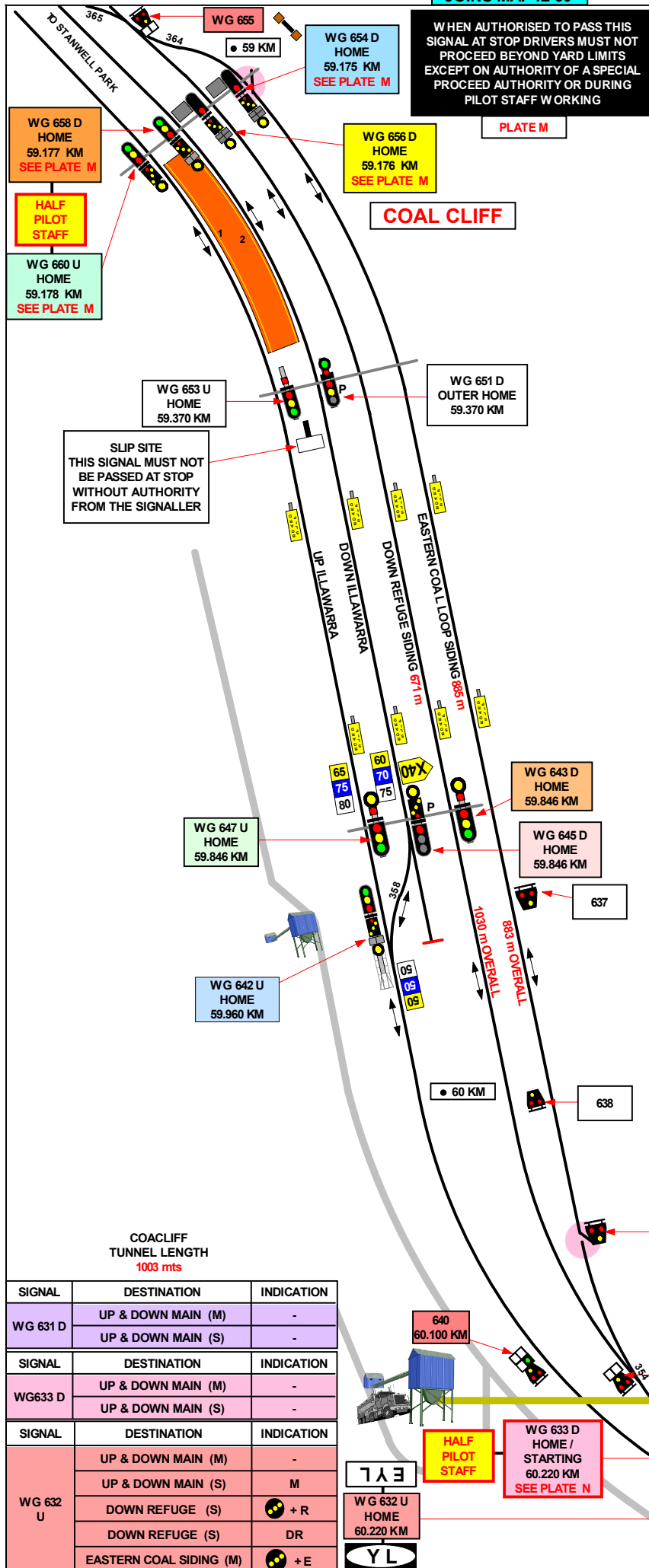
PLATE L

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)	-





JOINS MAP IL 30



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

GRADIENT

INFORMATION

CONTROLLED FROM : WOLLONGONG
RADIO AREA CODE : 010

SPECIAL POINTS OF INTEREST

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 634	DOWN REFUGE	--
	EASTERN COAL SIDING	--

SIGNAL	DESTINATION	INDICATION
WG 645 D	UP & DOWN MAIN (M)	●●●
	UP & DOWN MAIN (S)	----

SIGNAL	DESTINATION	INDICATION
WG 640 U	UP & DOWN MAIN (M)	M + GREEN
	UP & DOWN MAIN (S)	----

SIGNAL	DESTINATION	INDICATION
WG 643 U	DOWN REFUGE (M)	--
	DOWN REFUGE (S)	--

SIGNAL	DESTINATION	INDICATION
WG 647 U	UP & DOWN MAIN (M)	--
	UP & DOWN MAIN (S)	--

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 N

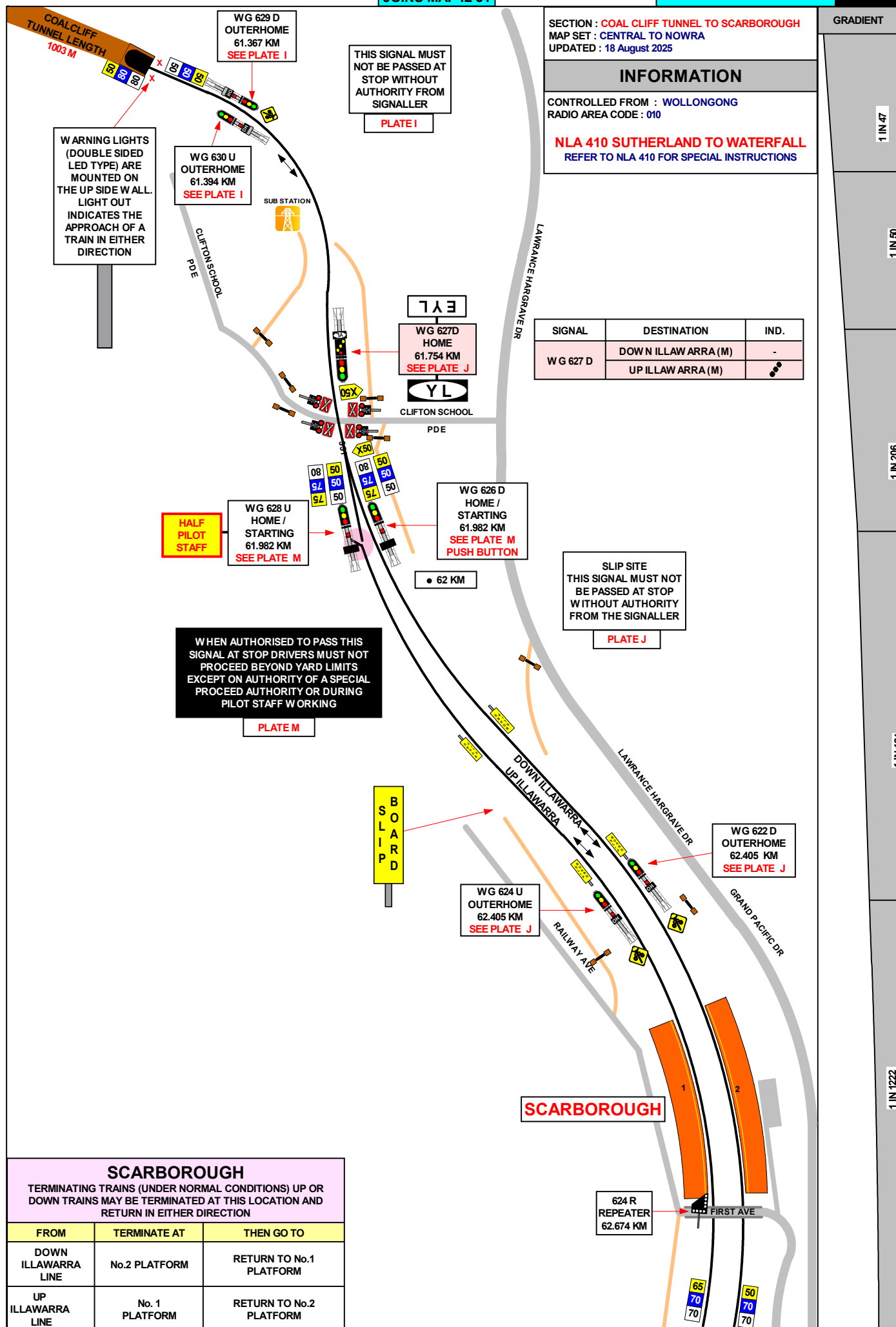
MULTI SPAD
SIGNAL
WG 633 D

SIGNAL	DESTINATION	INDICATION
WG 631 D	UP & DOWN MAIN (M)	-
	UP & DOWN MAIN (S)	-
SIGNAL	DESTINATION	INDICATION
WG 633 D	UP & DOWN MAIN (M)	-
	UP & DOWN MAIN (S)	-
SIGNAL	DESTINATION	INDICATION
WG 632 U	UP & DOWN MAIN (M)	-
	UP & DOWN MAIN (S)	M
	DOWN REFUGE (S)	●●● + R
	DOWN REFUGE (S)	DR
	EASTERN COAL SIDING (M)	●●● + E

JOINS MAP IL 32

1 IN 80

1 IN 100



SECTION : **SCARBOROUGH TO WOMBARRA**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED : 18 August 2025

INFORMATION

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

NLA 410 SUTHERLAND TO WATERFALL
 REFER TO NLA 410 FOR SPECIAL INSTRUCTIONS

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	IND.
WG 616 D	UP ILLAWARRA (M)	●●●
	DOWN ILLAWARRA (M)	-

SIGNAL	DESTINATION	IND.
WG 618 U	UP ILLAWARRA (M)	-
	DOWN ILLAWARRA (M)	●●●

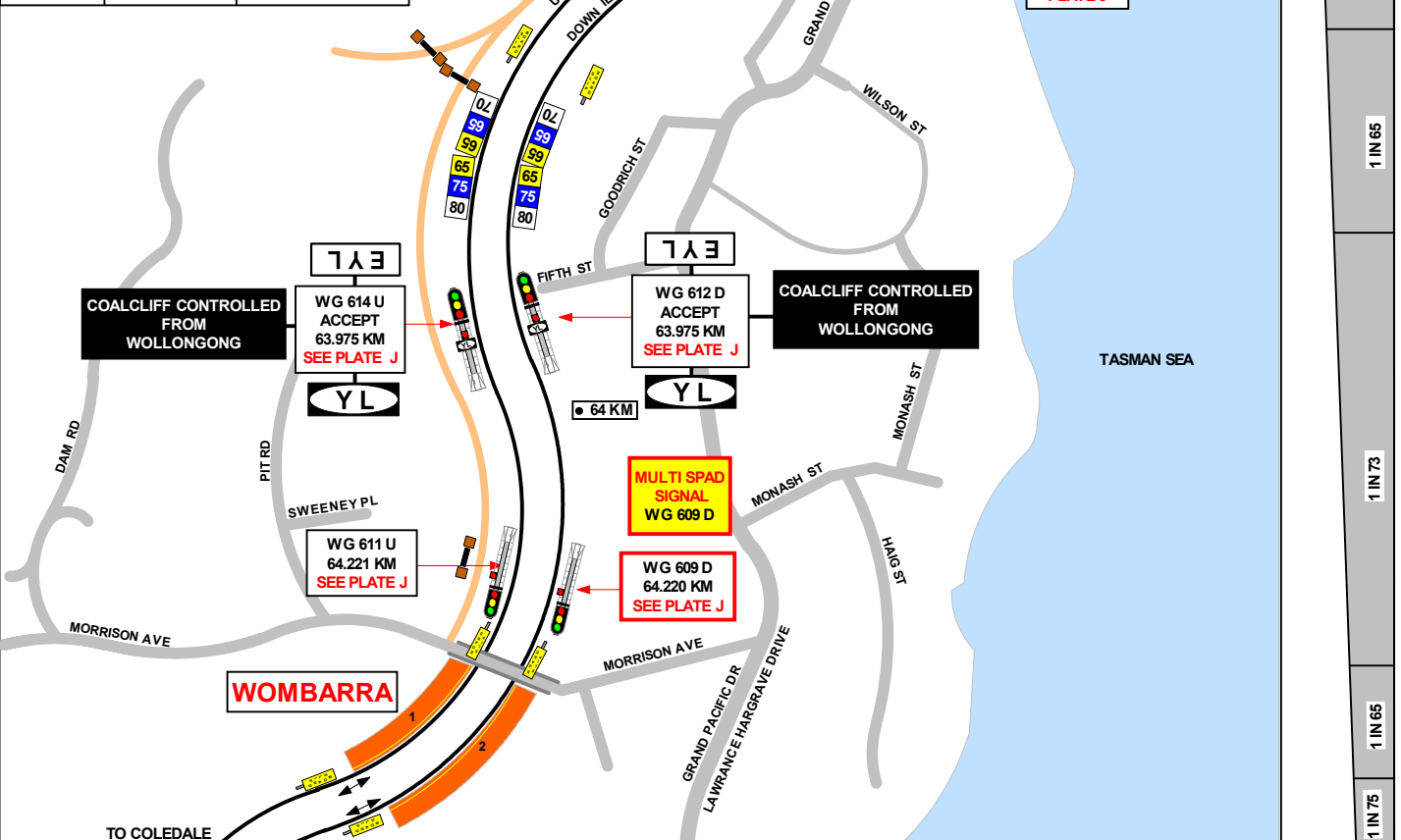
SIGNAL	DESTINATION	IND.
WG 619 D	DOWN ILLAWARRA (M)	-
	UP ILLAWARRA (M)	●●●

SIGNAL	DESTINATION	IND.
WG 621 U	DOWN ILLAWARRA (M)	●●●
	UP ILLAWARRA (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 : WOMBARRA TO COLEDALE
 MAP SET : CENTRAL TO NOWRA
 UPDATED : 30 September 2022

GRADIENT

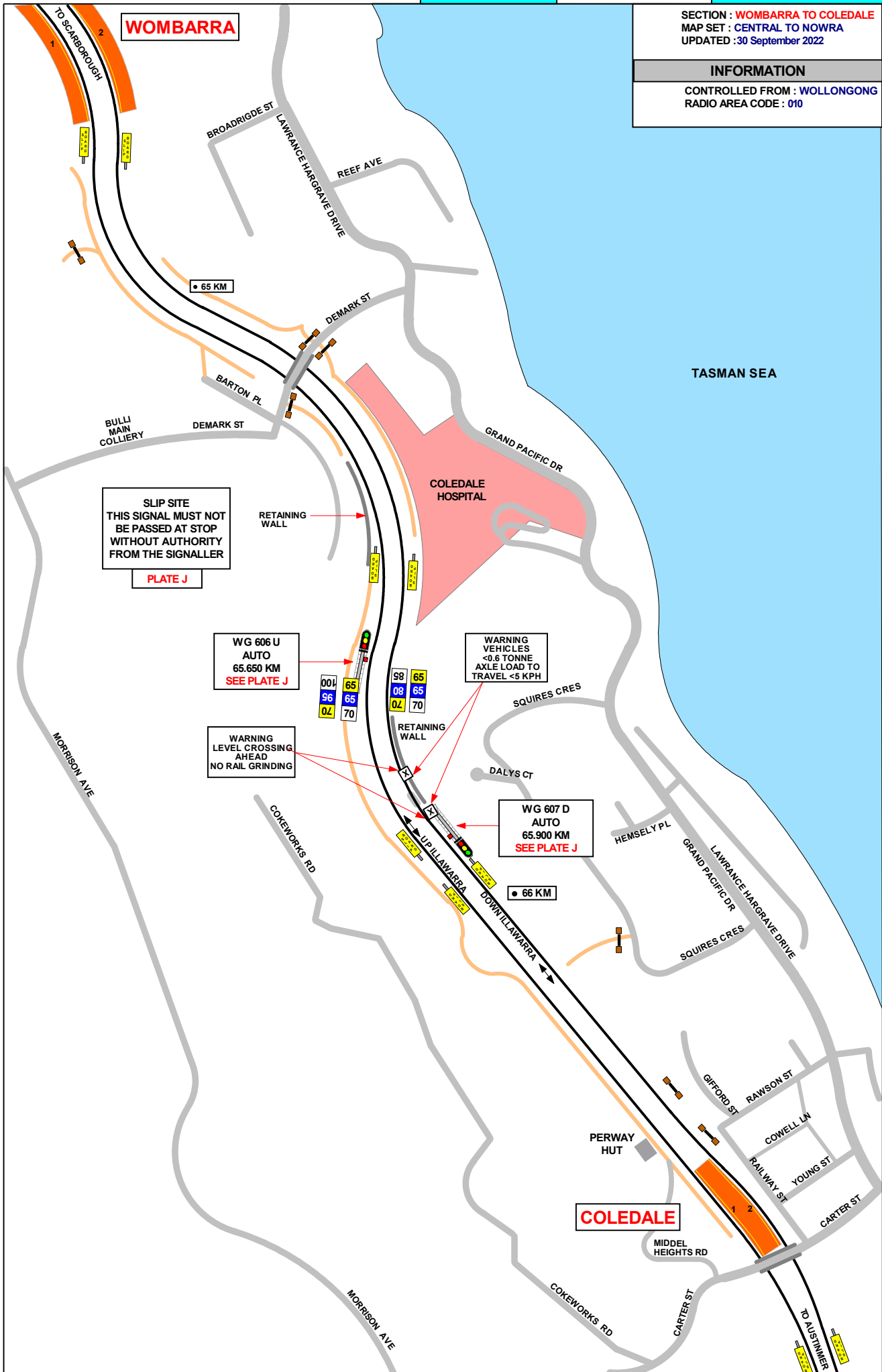
INFORMATION

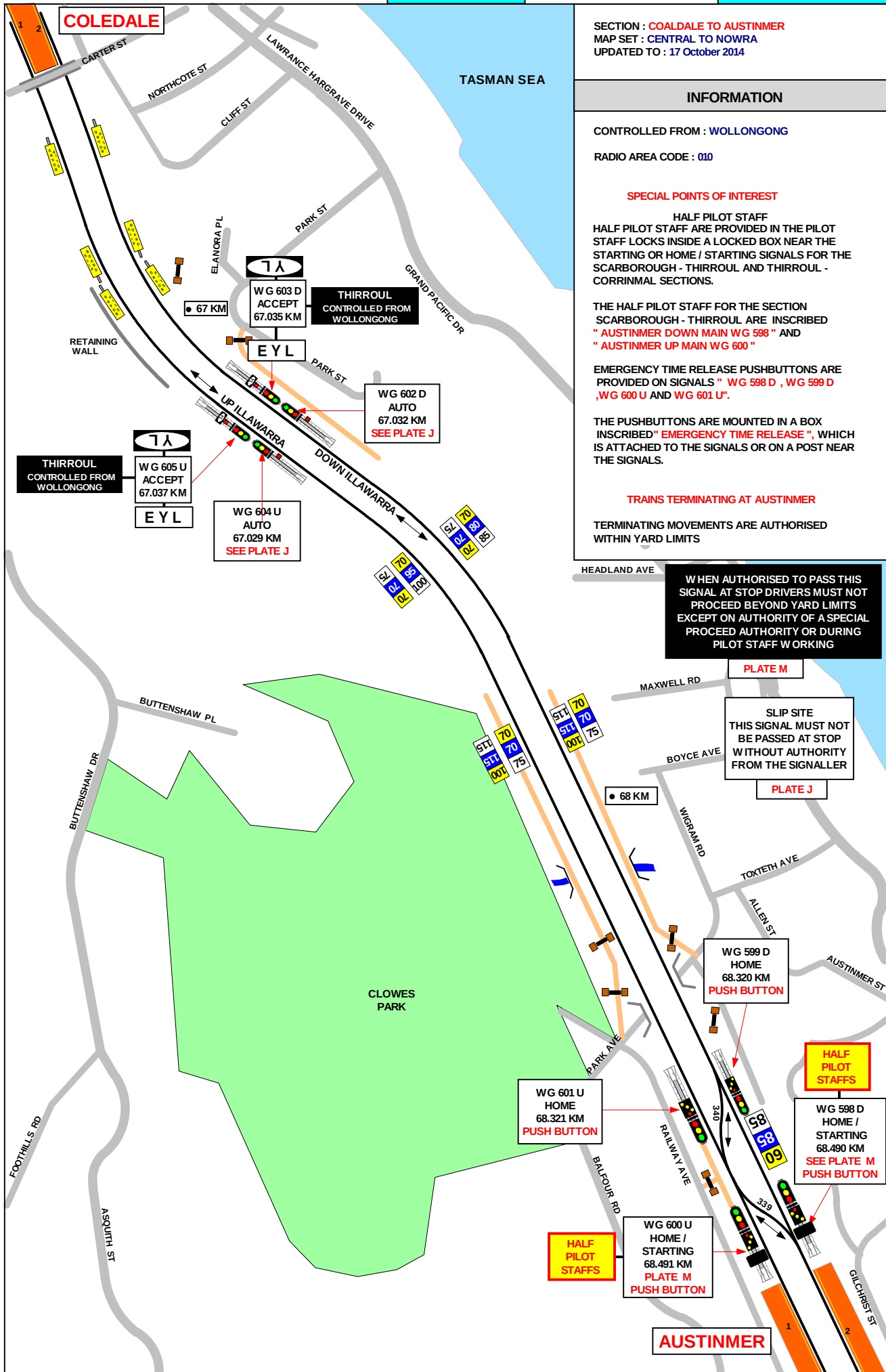
CONTROLLED FROM : WOLLONGONG
 RADIO AREA CODE : 010

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 - CORRIMAL 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

GRADIENT

1 IN 85

E

1 IN 1330

1 IN 264

1 IN 154

L

1 IN 86

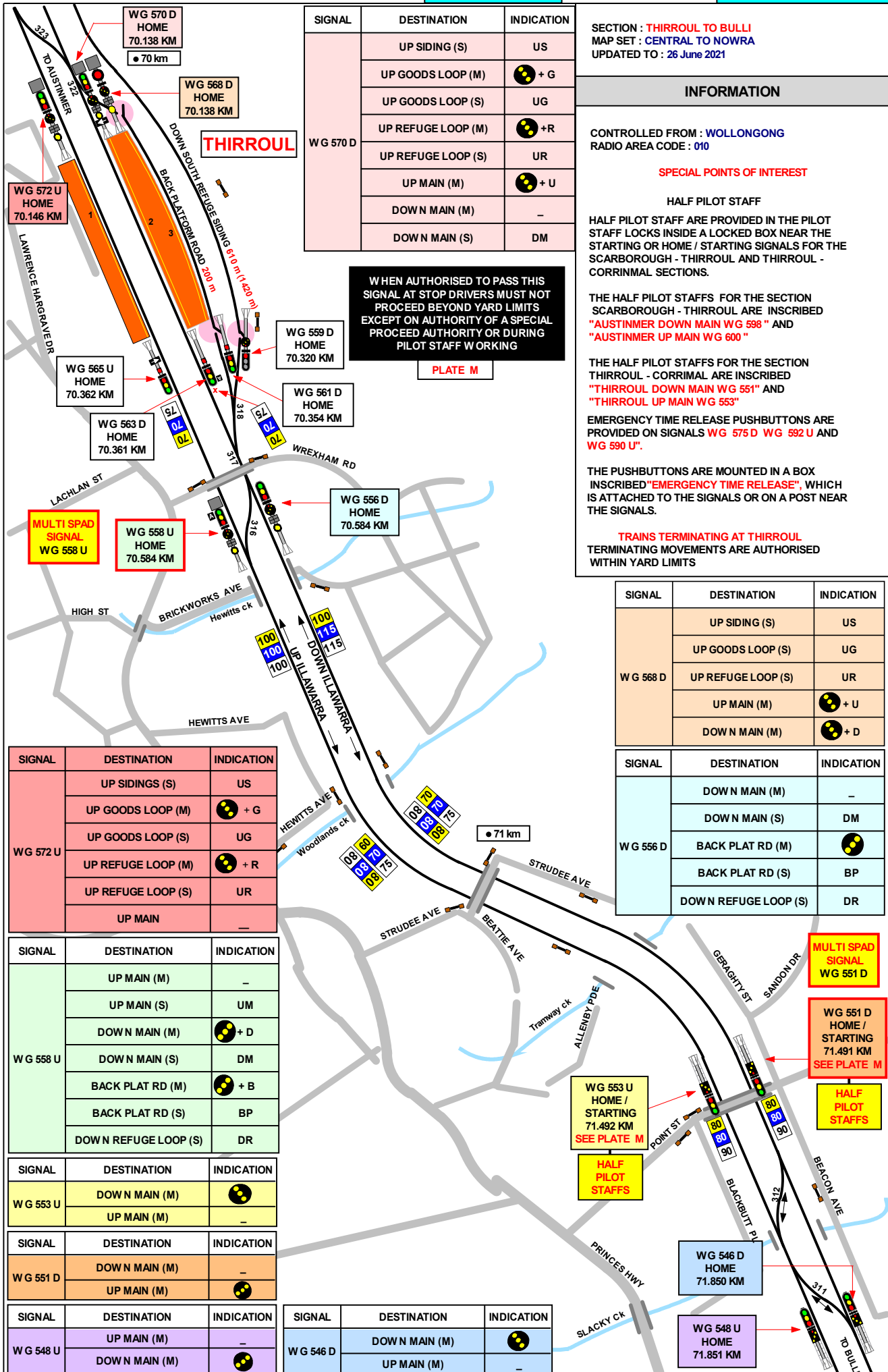
1 IN 117

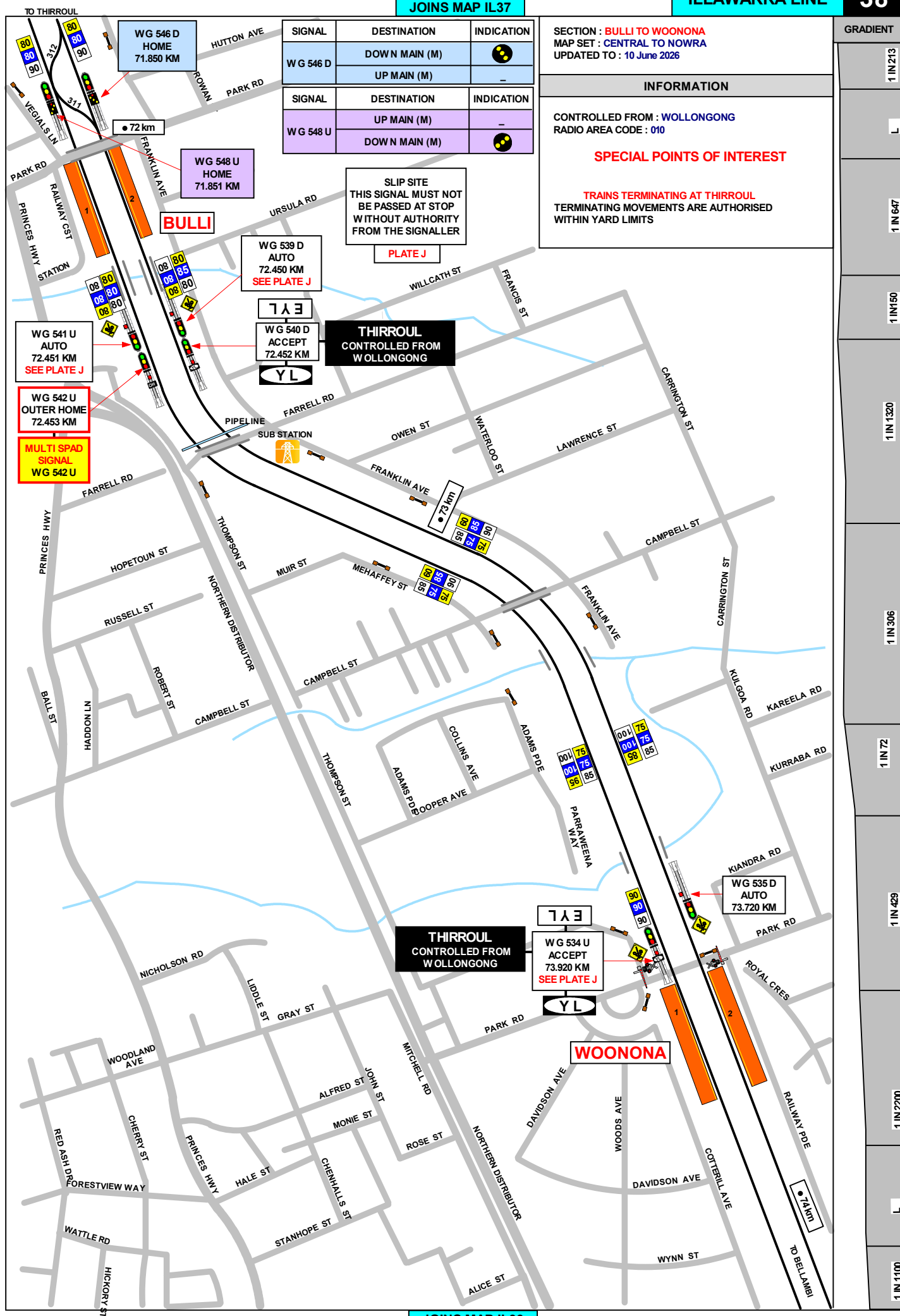
1 IN 96

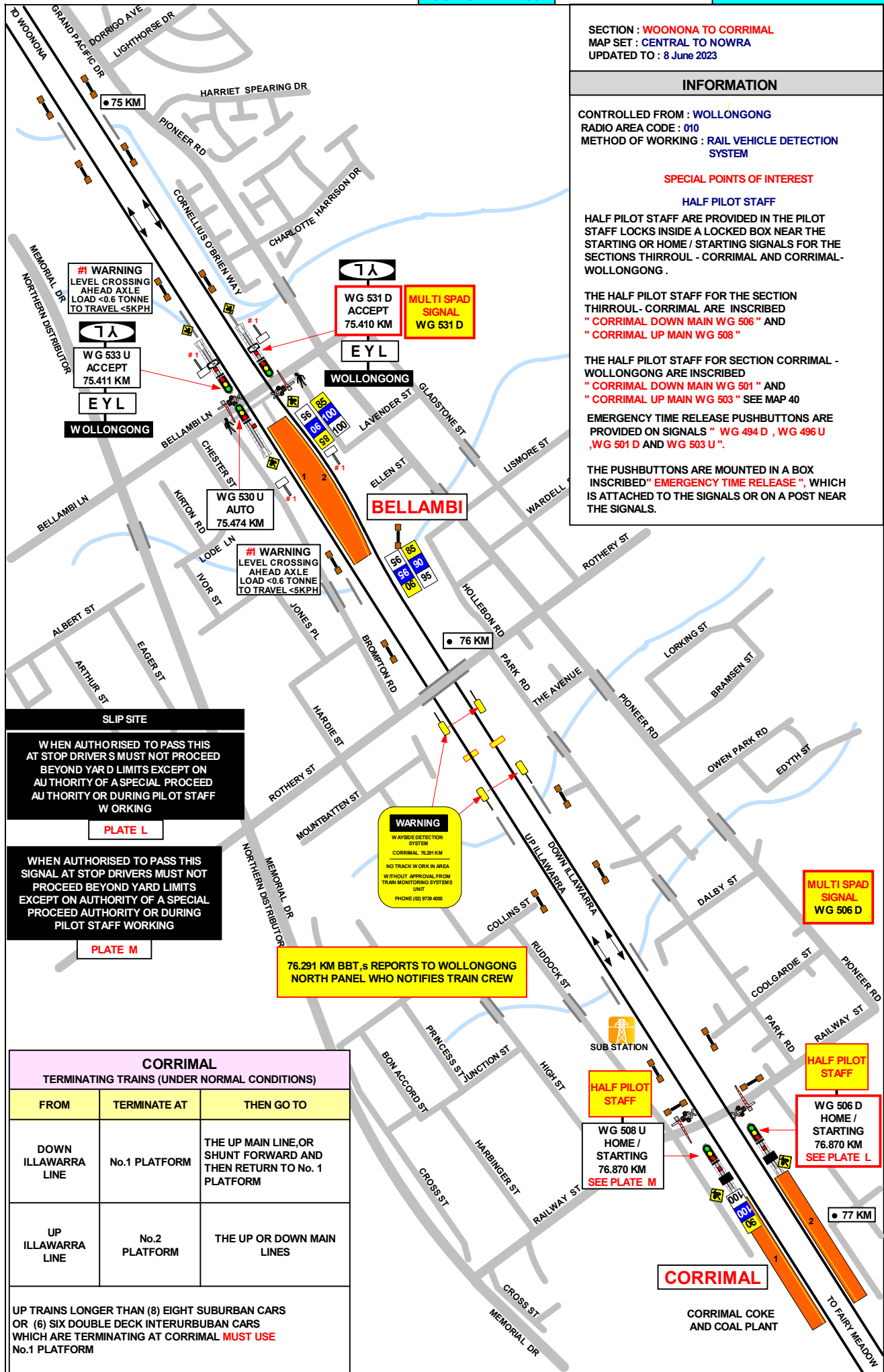
1 IN 107

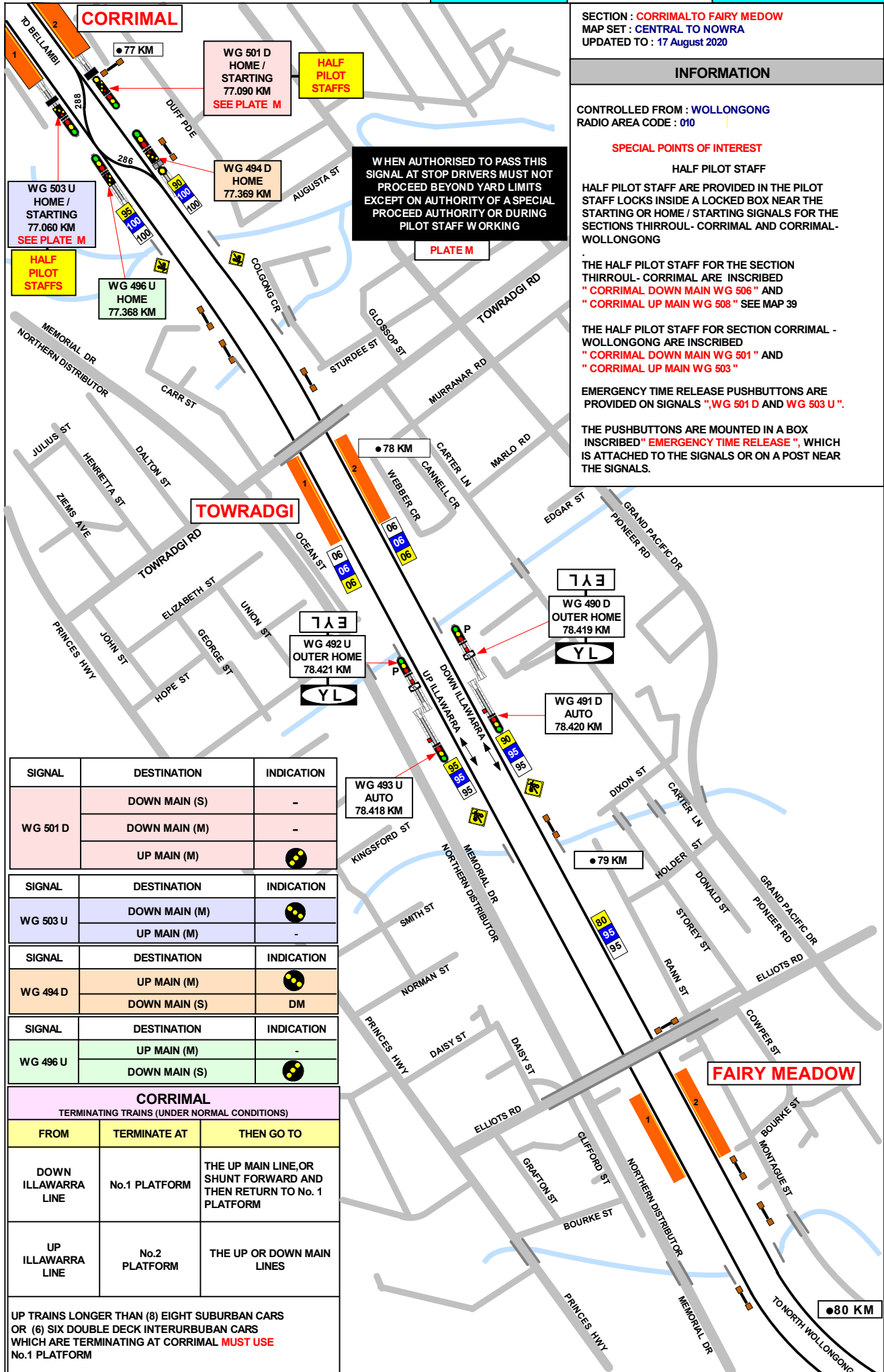
E











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 " .

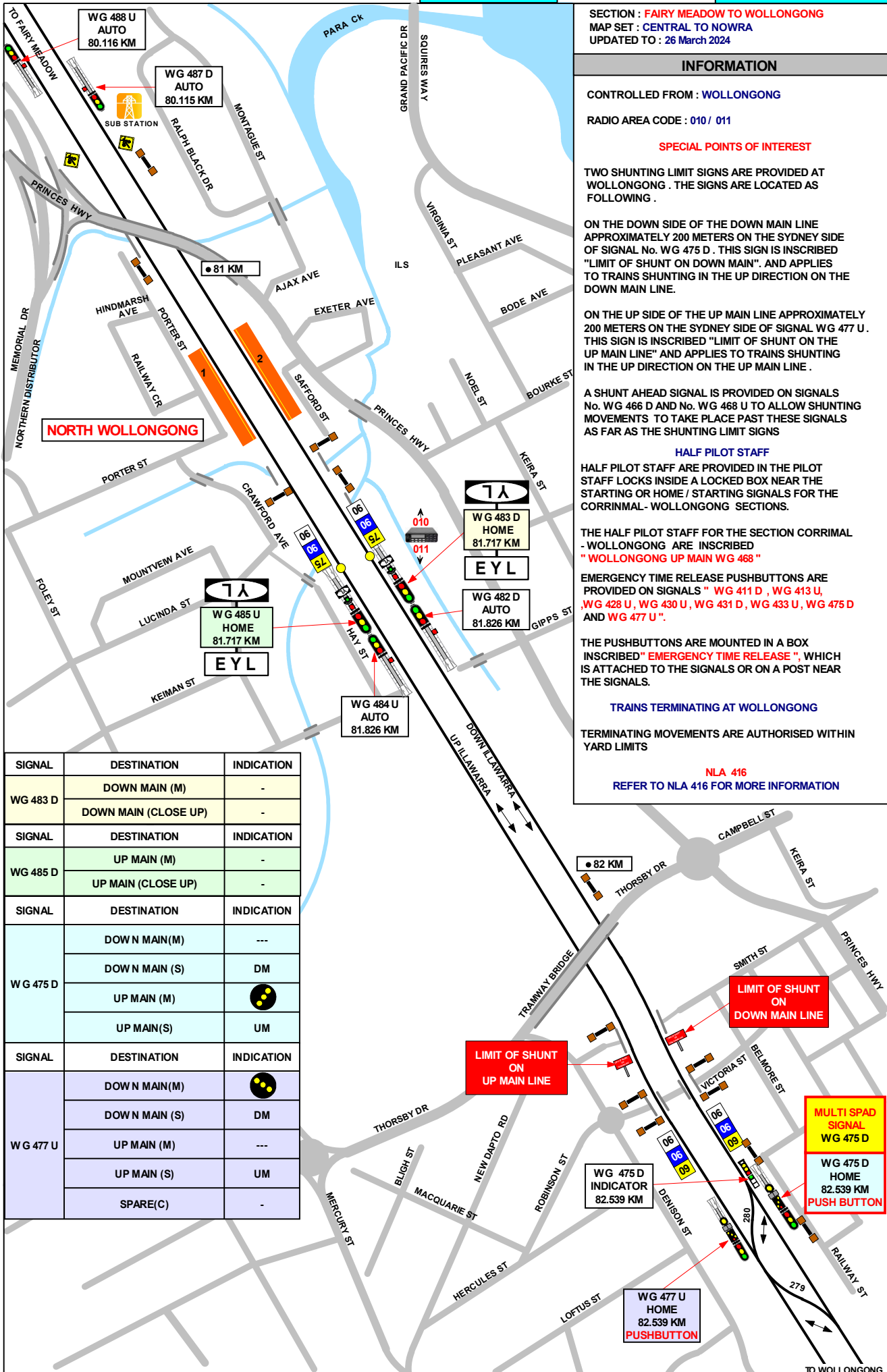
THE PUSHBUTTONS ARE MOUNTED IN A BOX INSCRIBED " EMERGENCY TIME RELEASE " , WHICH IS ATTACHED TO THE SIGNALS OR ON A POST NEAR THE SIGNALS.

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

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

GRADIENT

INFORMATION

CONTROLLED FROM : **WOLLONGONG**
RADIO AREA CODE : 011

SPECIAL POINTS OF INTEREST
NLA 416
REFER TO NLA 416 FOR MORE INFORMATION

BOOKED OUT OF USE

1 IN 75

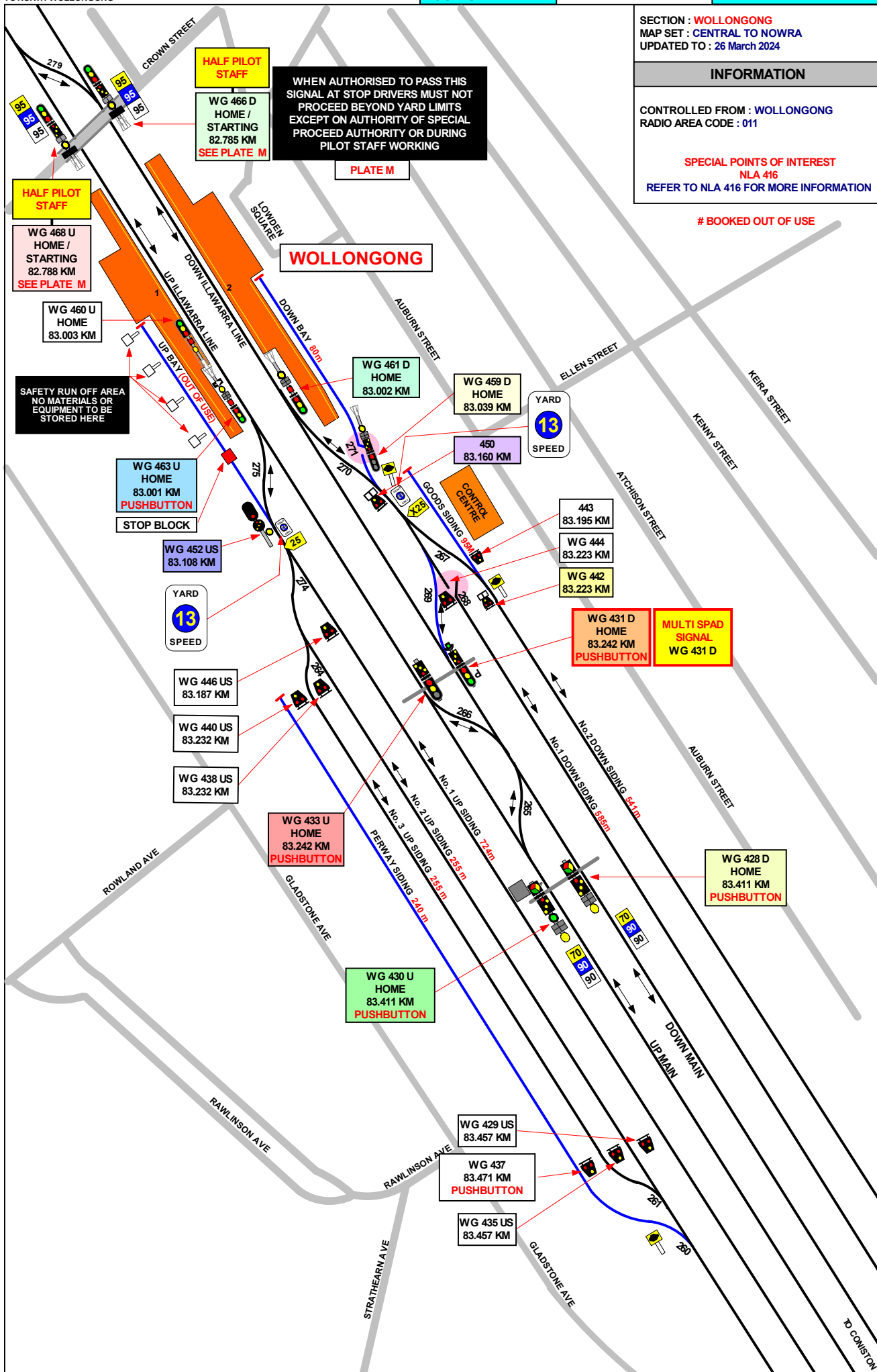
LEVEL

1 IN 413

1 IN 508

LEVEL

1 IN 132



SECTION : **WOLLONGONG**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : 3 August 2026

INFORMATION

CONTROLLED FROM : **WOLLONGONG / OMCC**
 RADIO AREA CODE : 011

NLA 416
 REFER TO NLA 416 FOR MORE INFORMATION

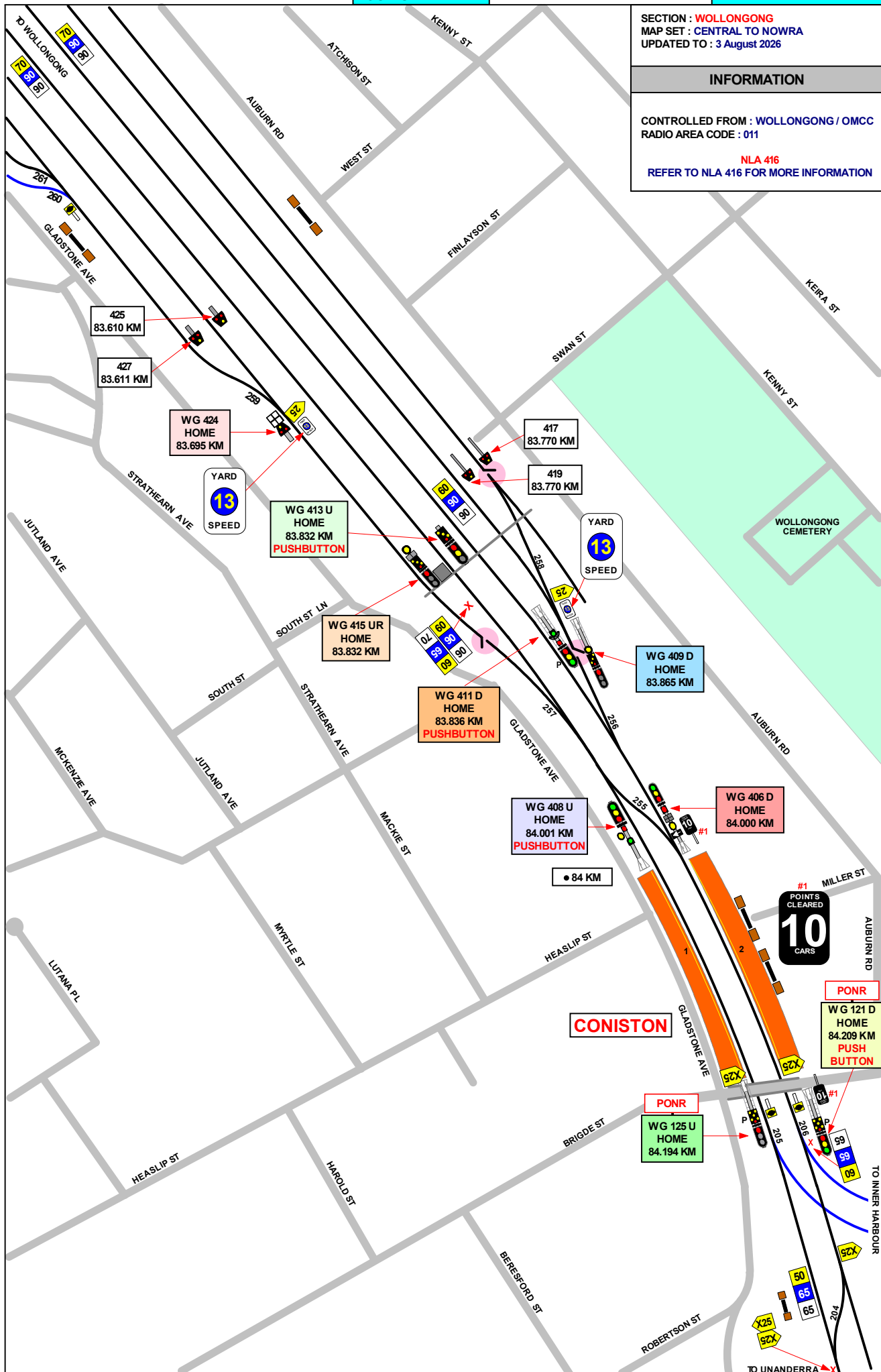
GRADIENT

1 IN 330

1 IN 116

1 IN 143

E



SECTION : **WOLLONGONG**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : 3 August 2026

INFORMATION

CONTROLLED FROM : **WOLLONGONG / OMCC**

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)	-

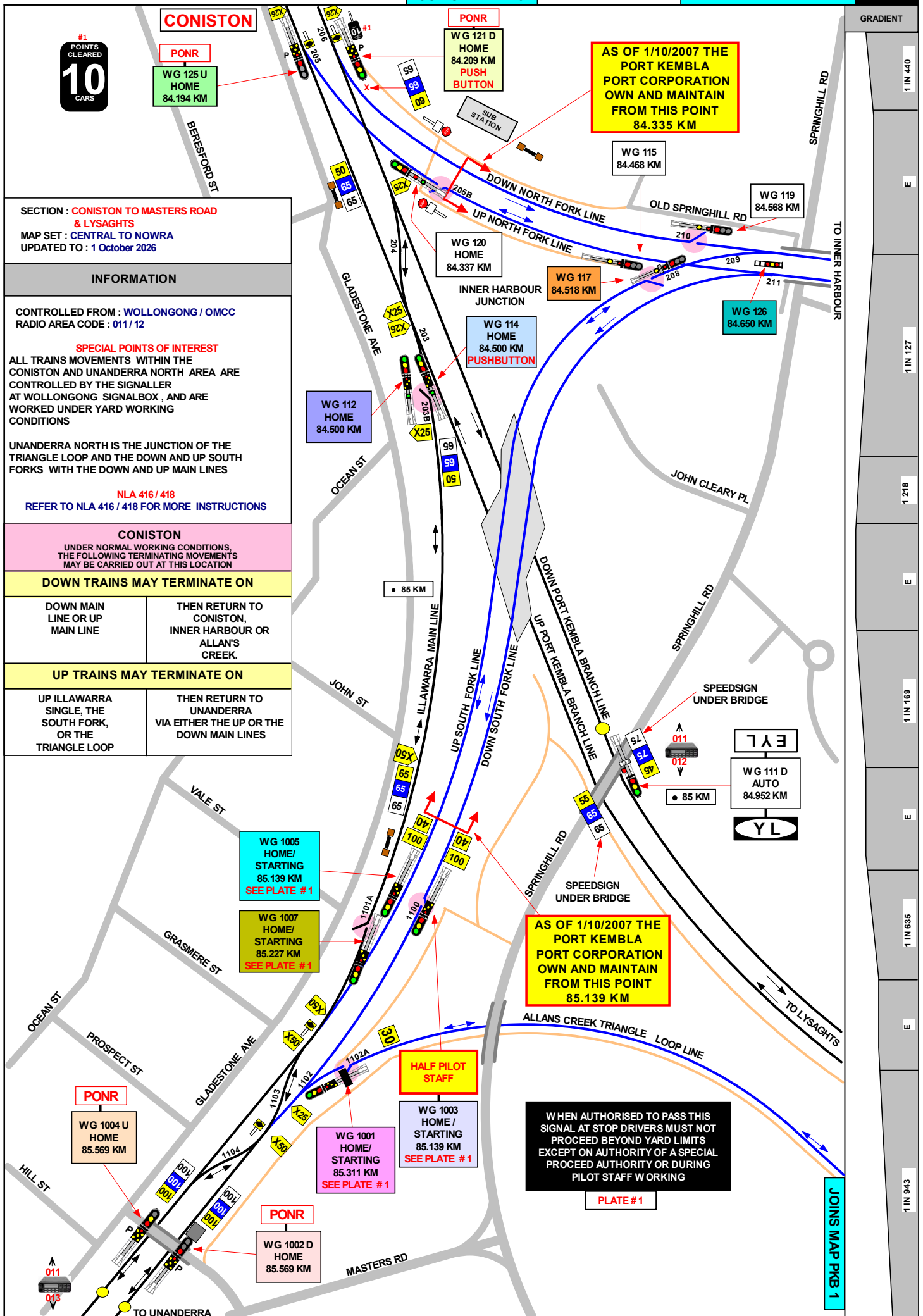
SIGNAL	DESTINATION	INDICATION
WG 409 D	DOWN MAIN (S)	-
	DOWN MAIN (M)	

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



SIGNAL	DESTINATION	INDICATION
W G 112	UP MAIN (M)	----
	UP MAIN (CLOSE UP)	----
	DOWN MAIN (M)	

SIGNAL	DESTINATION	INDICATION
W G 114	UP MAIN (M)	----
	UP MAIN (CLOSE UP)	----
	DOWN MAIN (M)	

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

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

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

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

SIGNAL	DESTINATION	INDICATION
W G 1001	DOWN MAIN (M)	----
	UP MAIN (M)	

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

SIGNAL	DESTINATION	INDICATION
W G 1003	DOWN MAIN (M)	----
	UP MAIN (M)	

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

SIGNAL	DESTINATION	INDICATION
W G 1005	DOWN MAIN (M)	
	UP MAIN (M)	----

SIGNAL	DESTINATION	INDICATION
W G 1007	DOWN MAIN (M)	
	UP MAIN (M)	----

SECTION : CONISTON TO MASTERS ROAD
& LYSAGHTS

MAP SET : CENTRAL TO NOWRA
UPDATED TO : 3 August 2026

INFORMATION

CONTROLLED FROM : WOLLONGONG / OMCC
RADIO AREA CODE : 011 / 012

SPECIAL POINTS OF INTEREST

EMERGENCY TIME RELEASE PUSHBUTTONS ARE PROVIDED ON SIGNALS " W G 114 "

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 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



SECTION : CONISTON TO UNANADERRA NORTH
 MAP SET : CENTRAL TO NOWRA
 UPDATED TO : 28 September 2026

INFORMATION

CONTROLLED FROM : OMCC
 RADIO AREA CODE : 011 / 014

SPECIAL POINTS OF INTEREST

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

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

SIGNAL ROUTES BOOKED OUT OF USE

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

SIGNAL	DESTINATION	INDICATION
WG 1018 D	DOWN MAIN	----
		
	# BRANCH LINE	B
	# SIDING	S

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

SIGNAL	DESTINATION	INDICATION
WG 1020 U	UP MAIN	----
		
	DOWN MAIN	DM
	# BRANCH LINE	B
	# SIDING	S

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

SIGNAL	DESTINATION	INDICATION
WG 1021	BRANCH LINE	----
		
	# DOWN MAIN	DM
	# UP MAIN	UM

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

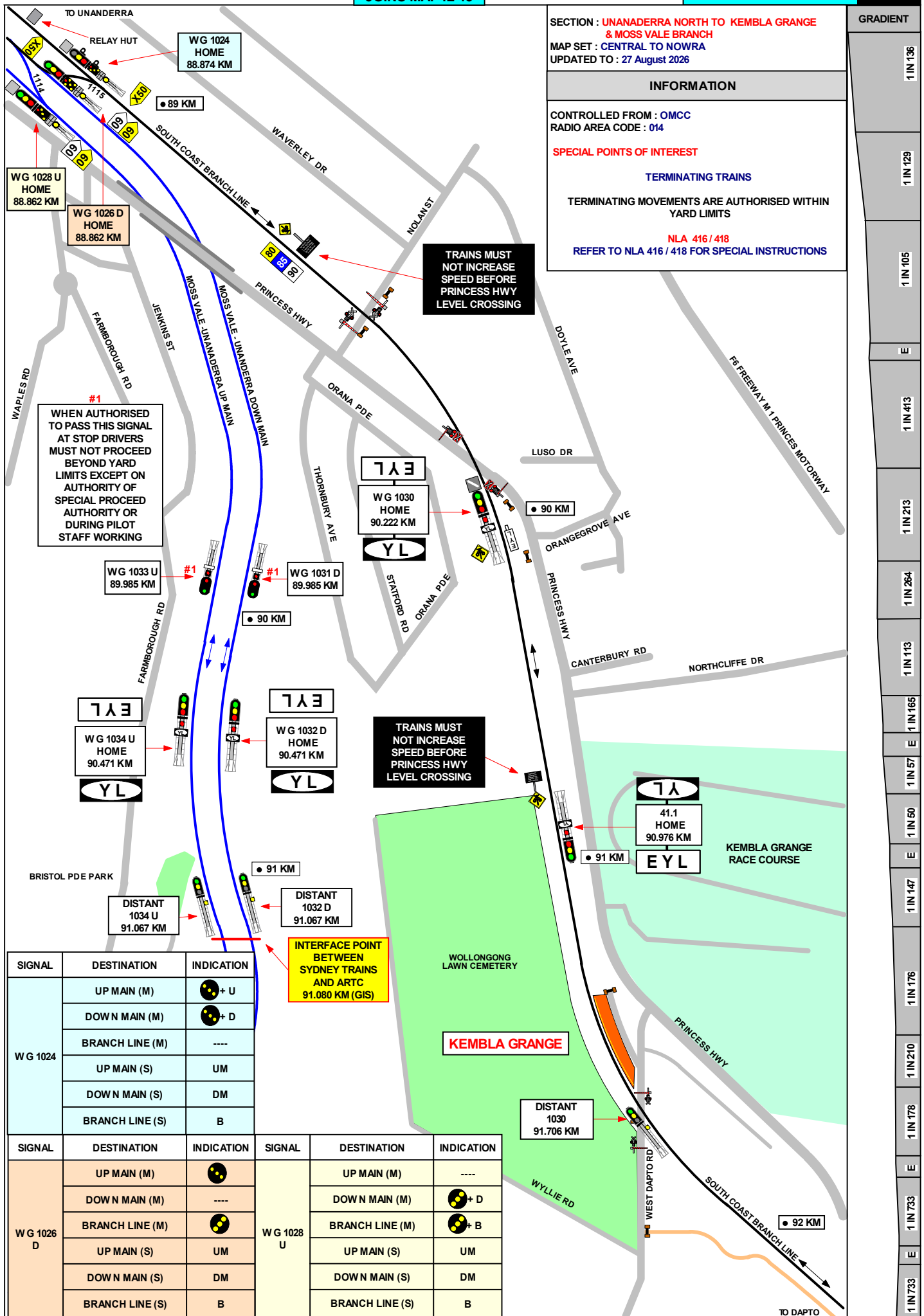
SIGNAL	DESTINATION	INDICATION
WG 1023	BRANCH LINE (M)	----
	DOWN MAIN (M)	 + D
	UP MAIN (M)	 + U
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

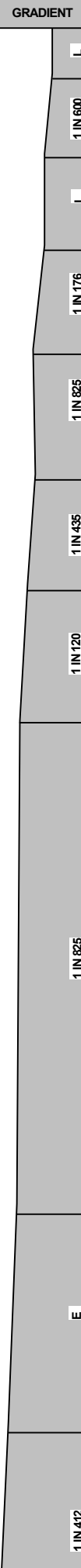
SIGNAL	DESTINATION	INDICATION
WG 1016	BRANCH LINE	B
	SIDING	S

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

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







GRADIENT

w

1

NLA 418
REFER TO NLA 418 FOR SPECIAL INSTRUCTIONS



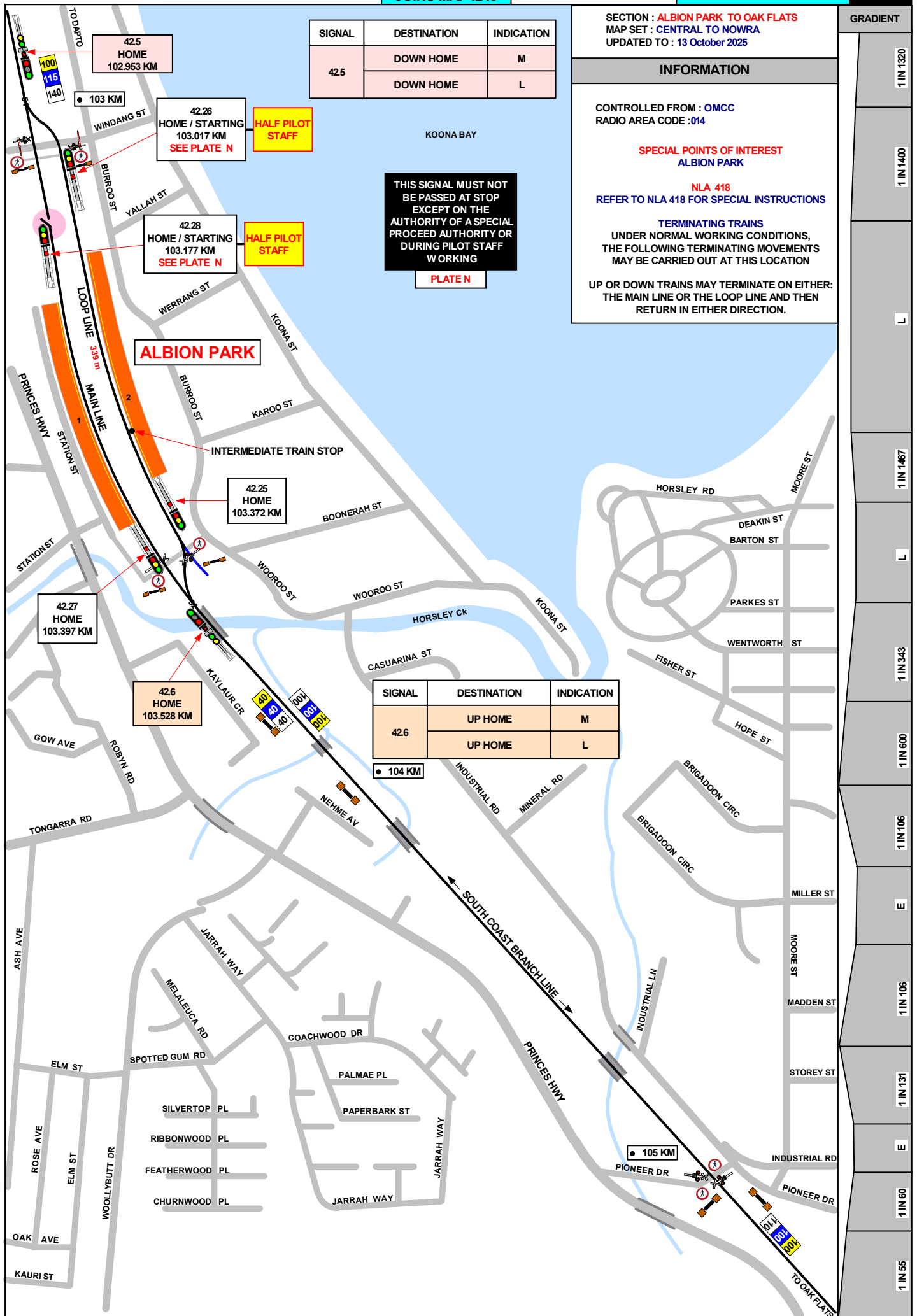
1 IN 8

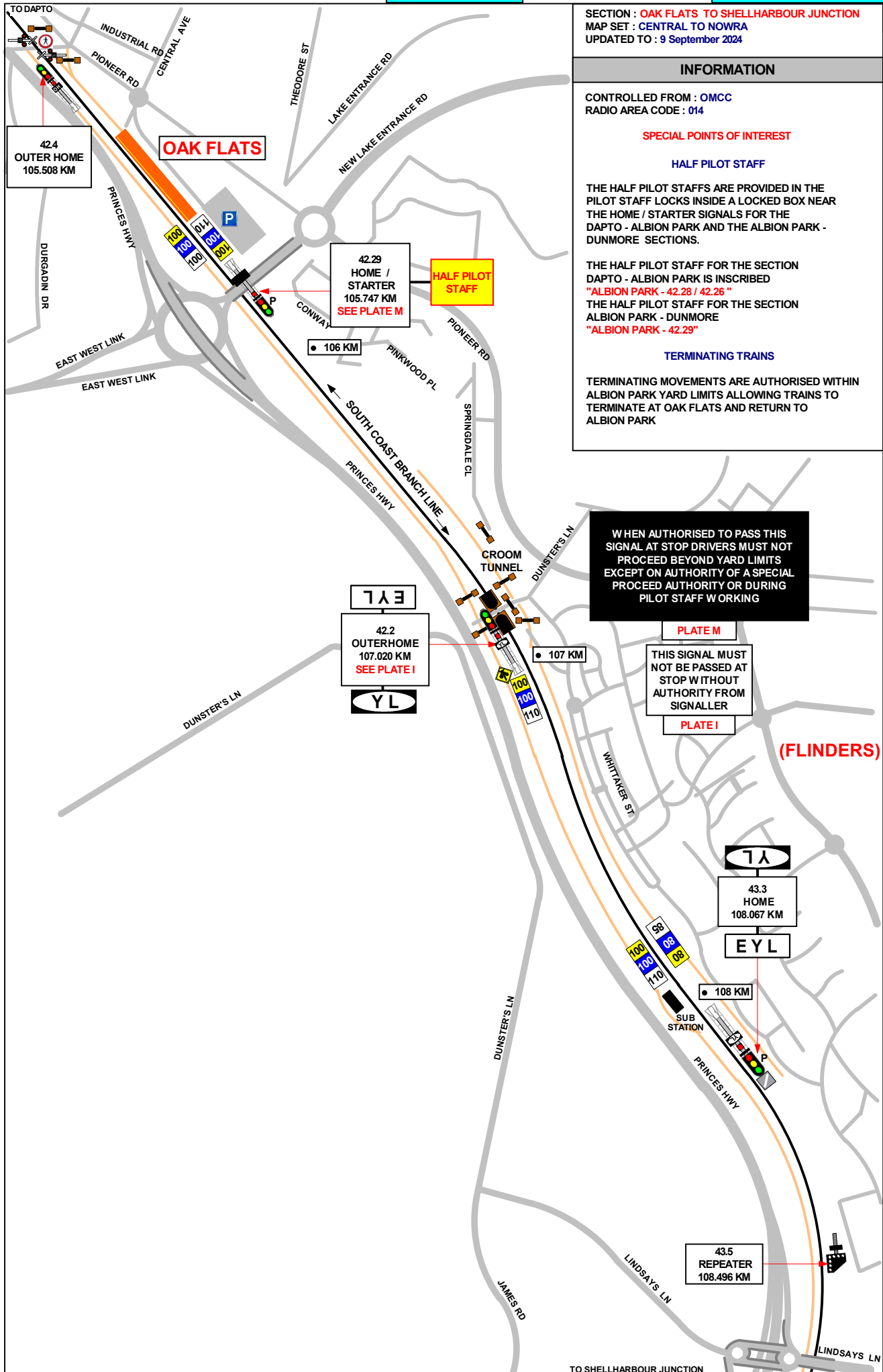
IN 113

IN 367

IN 934

1 IN 3300





SECTION : **OAK FLATS TO SHELLHARBOUR JUNCTION**
 MAP SET : **CENTRAL TO NOWRA**
 UPDATED TO : **9 September 2024**

INFORMATION

CONTROLLED FROM : **OMCC**
 RADIO AREA CODE : **014**

SPECIAL POINTS OF INTEREST

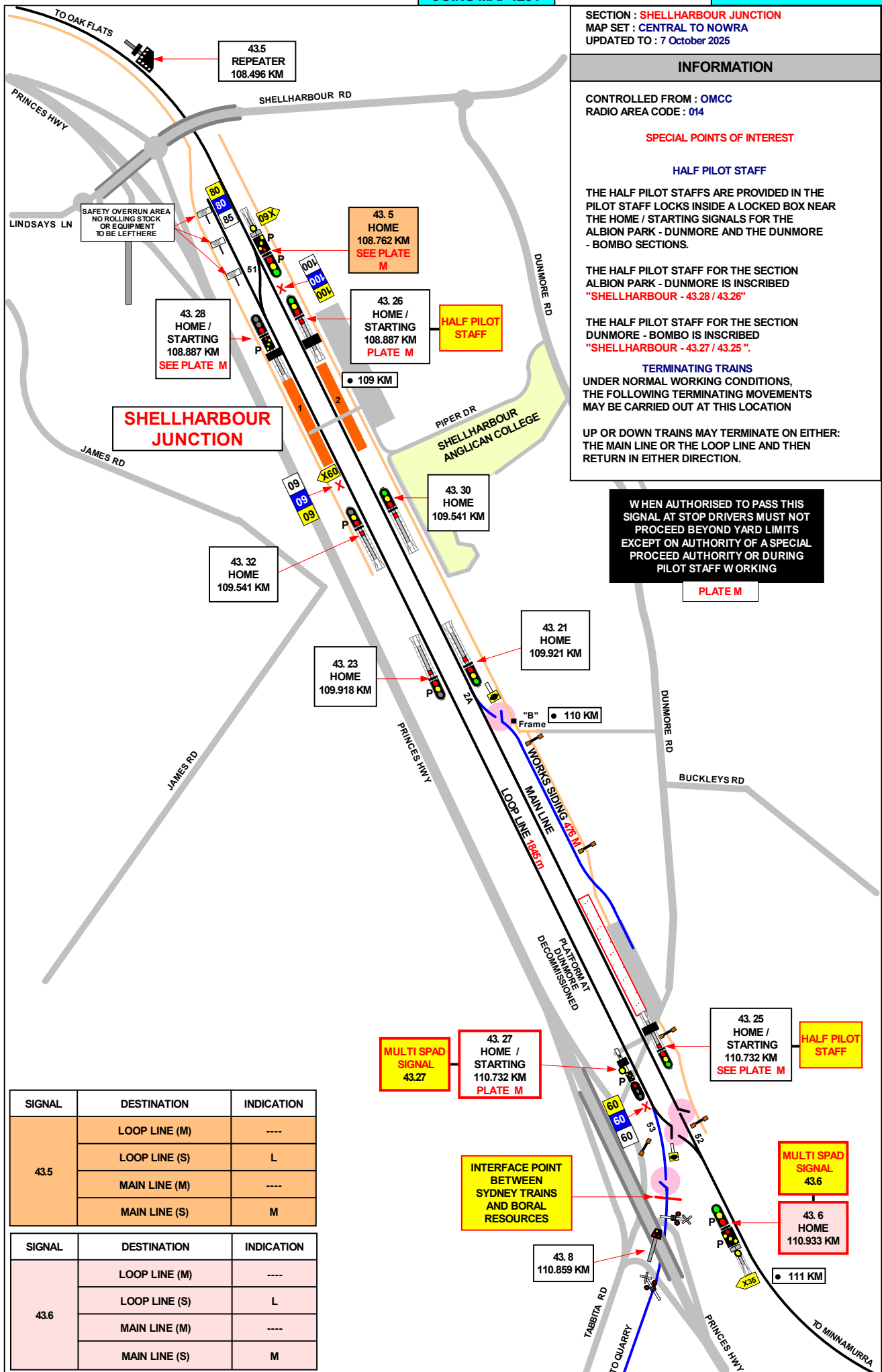
HALF PILOT STAFF

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

THE HALF PILOT STAFF FOR THE SECTION DAPTO - ALBION PARK IS INSCRIBED
"ALBION PARK - 42.28 / 42.26"
 THE HALF PILOT STAFF FOR THE SECTION ALBION PARK - DUNMORE
"ALBION PARK - 42.29"

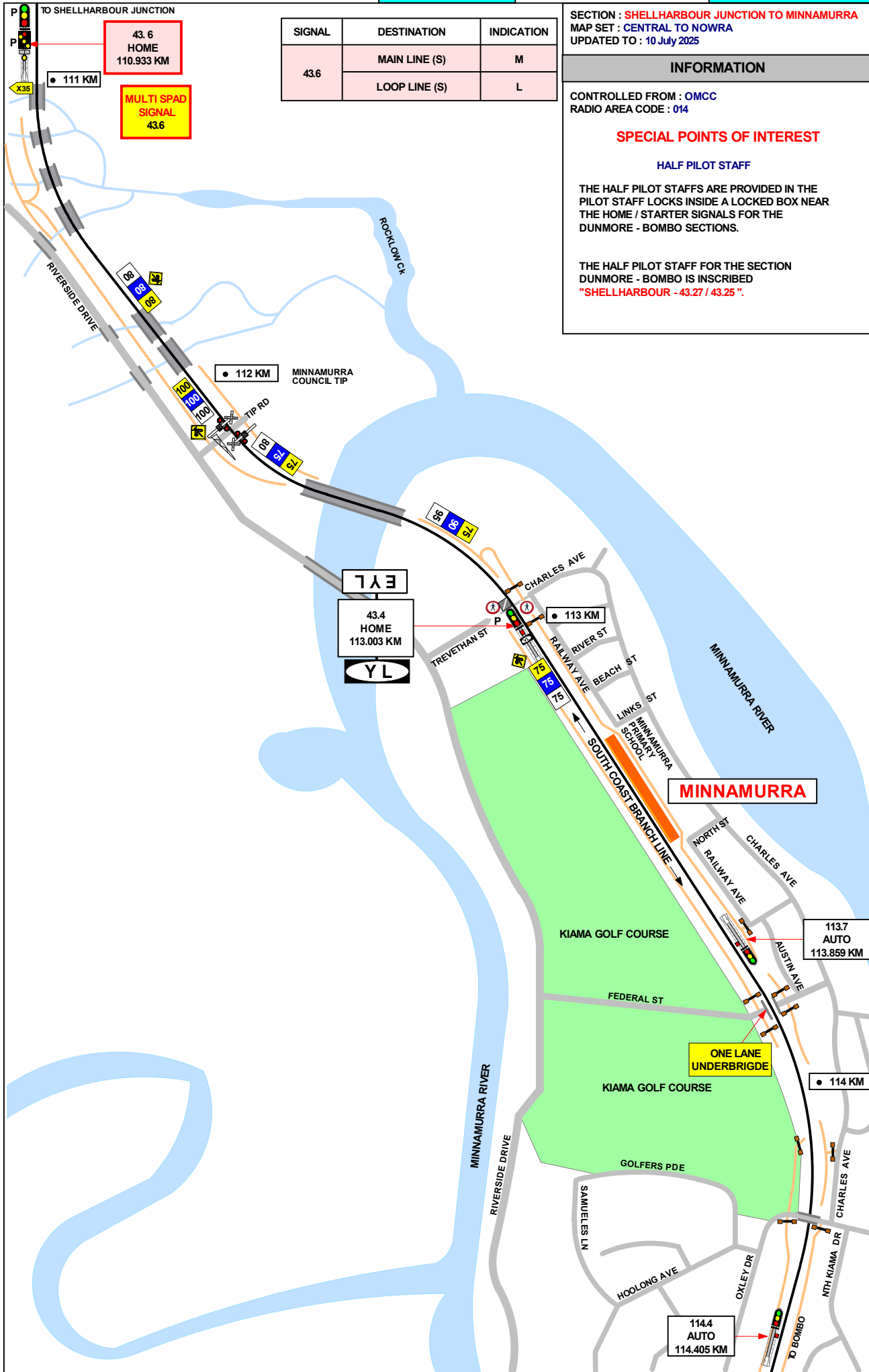
TERMINATING TRAINS

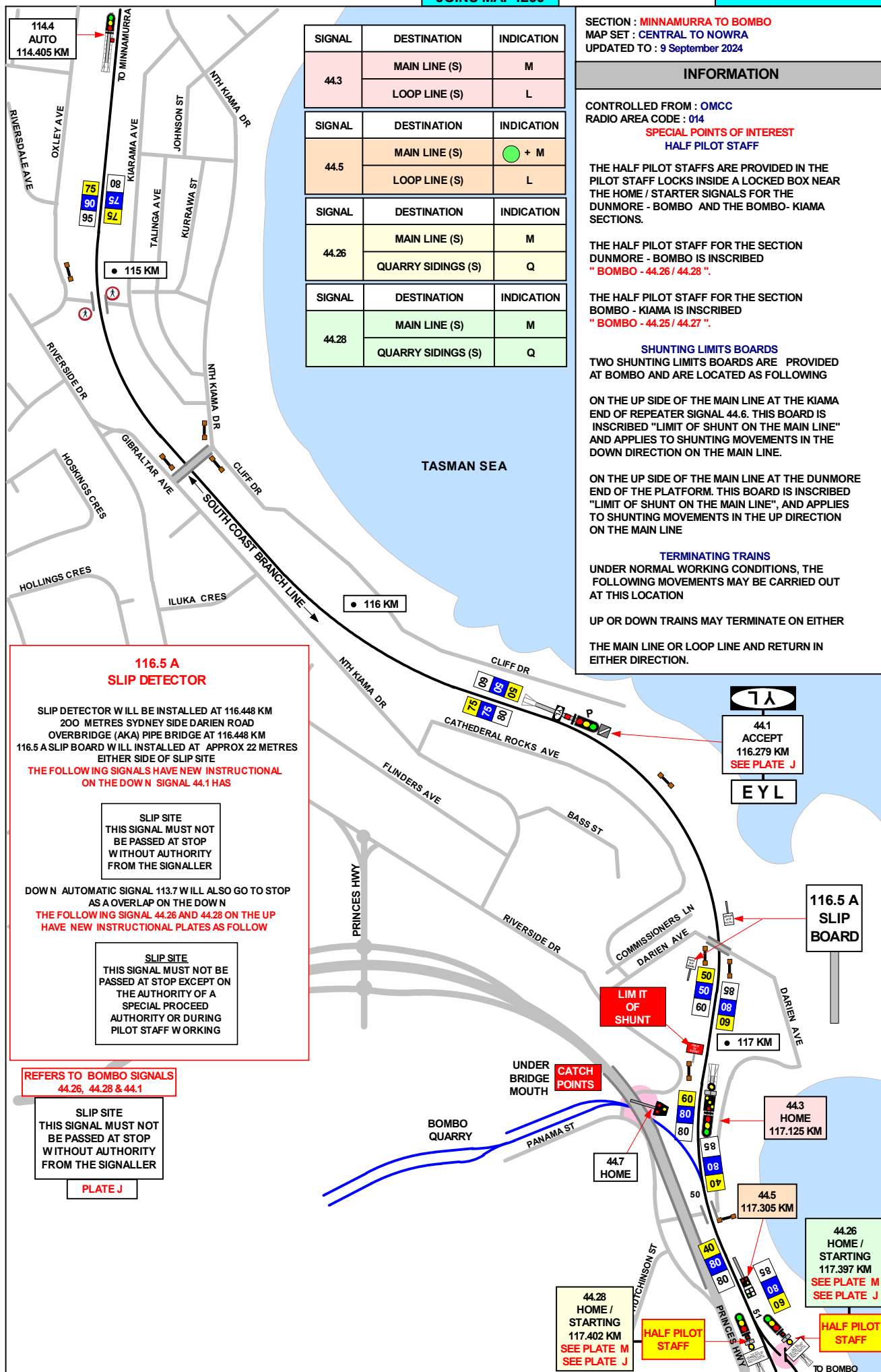
TERMINATING MOVEMENTS ARE AUTHORISED WITHIN ALBION PARK YARD LIMITS ALLOWING TRAINS TO TERMINATE AT OAK FLATS AND RETURN TO ALBION PARK



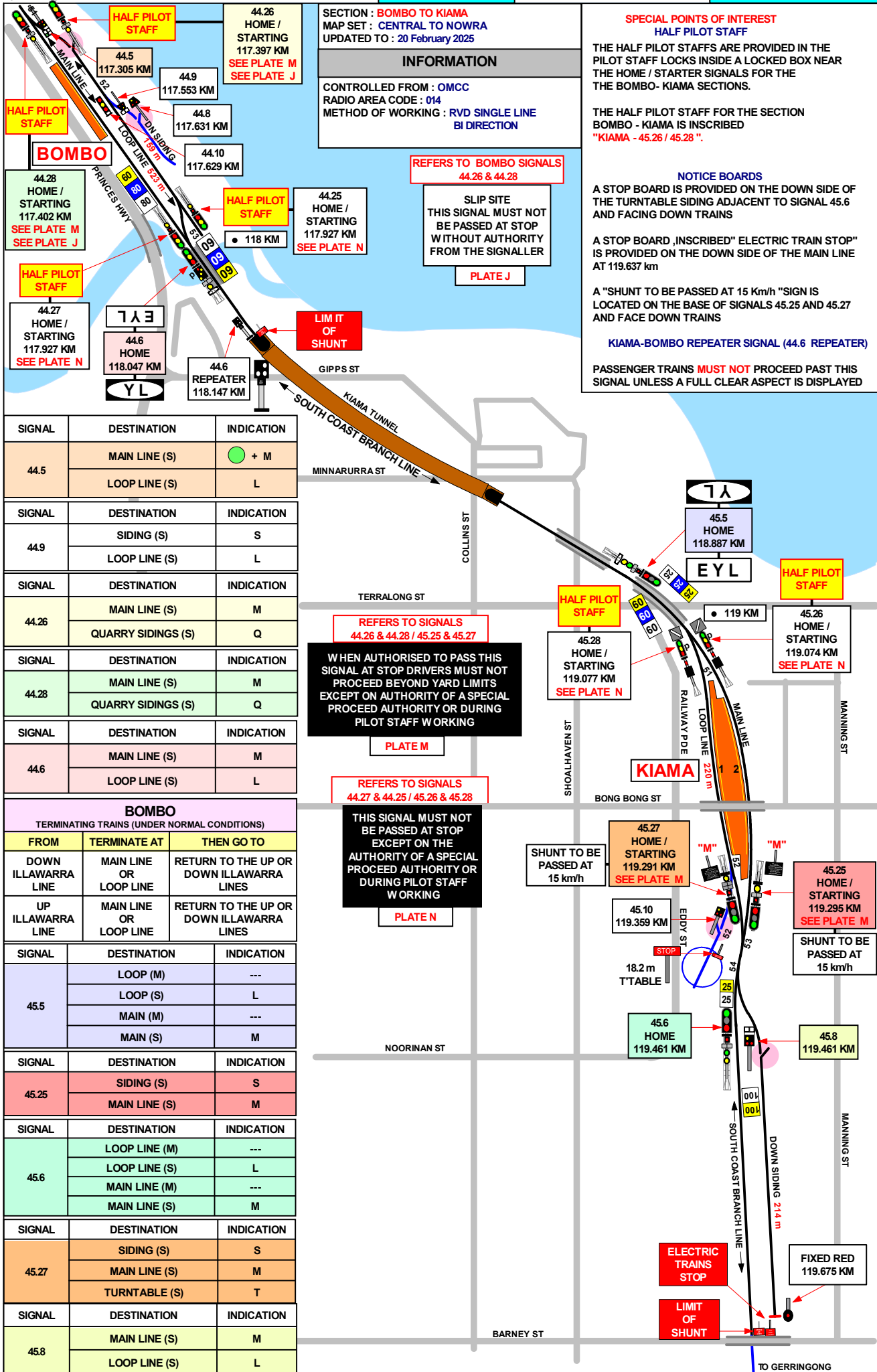
SIGNAL	DESTINATION	INDICATION
43.5	LOOP LINE (M)	----
	LOOP LINE (S)	L
	MAIN LINE (M)	----
	MAIN LINE (S)	M

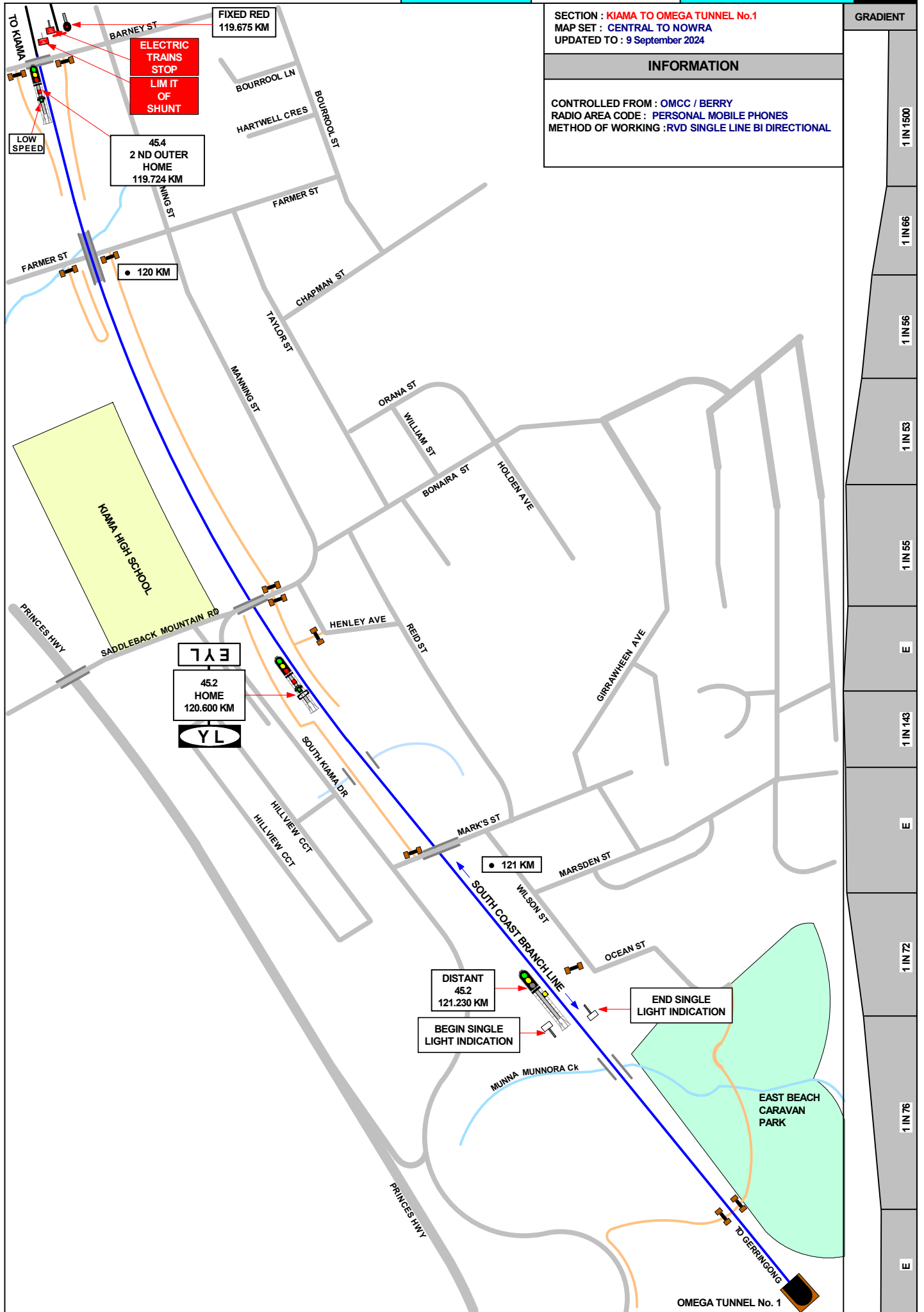
SIGNAL	DESTINATION	INDICATION
43.6	LOOP LINE (M)	----
	LOOP LINE (S)	L
	MAIN LINE (M)	----
	MAIN LINE (S)	M

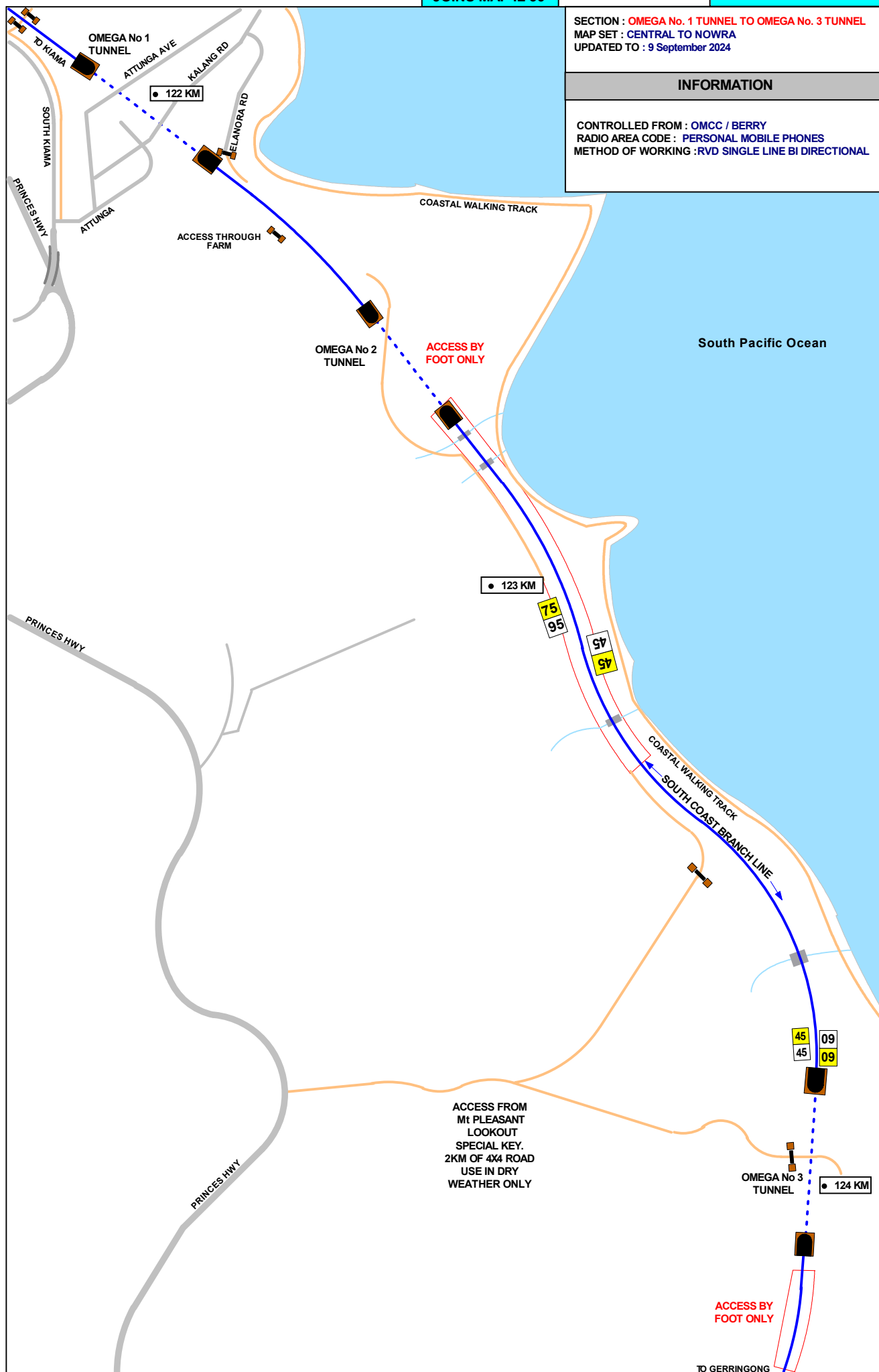


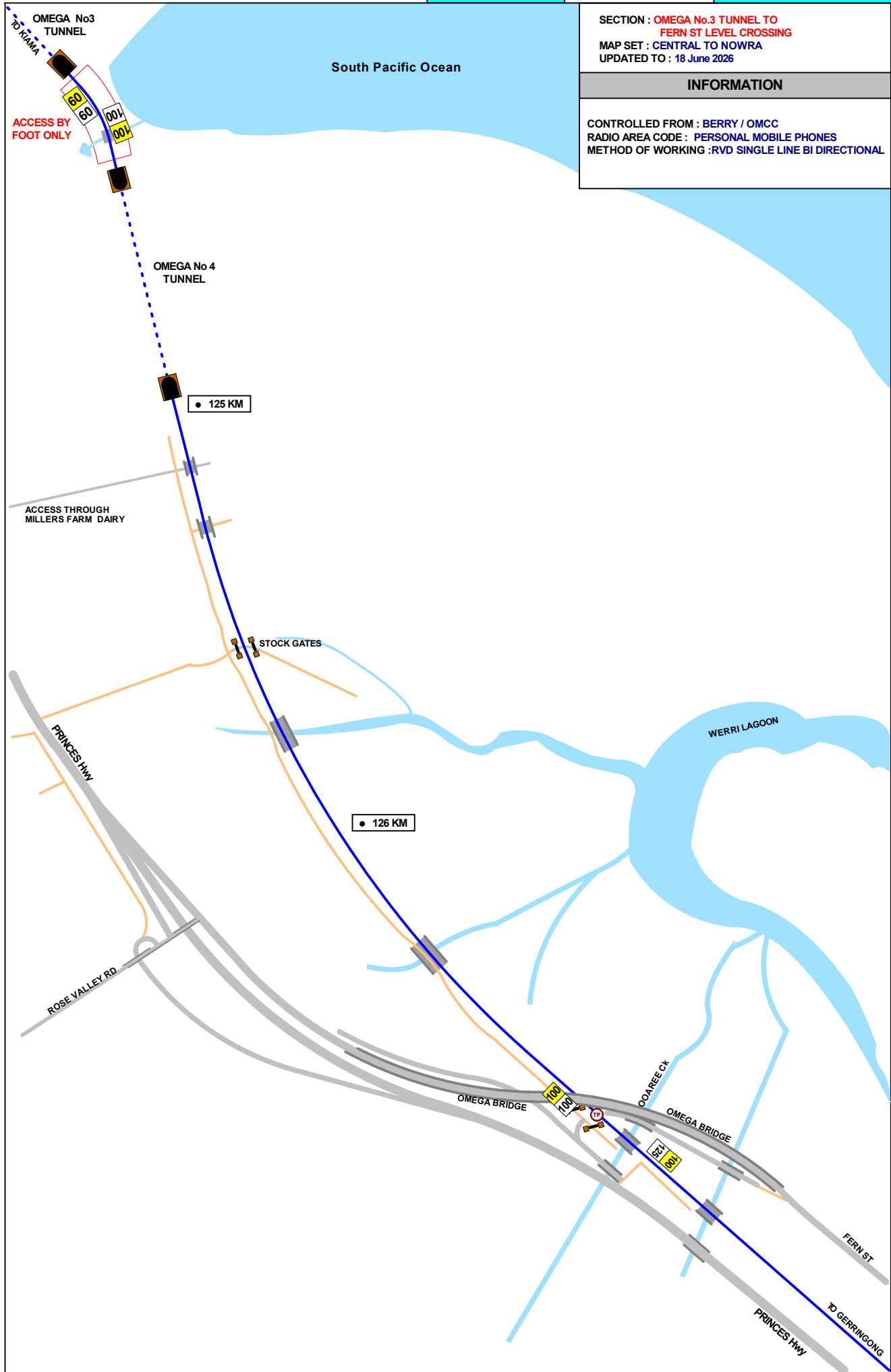


TO MINNAMURRA









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

SECTION : FERN ST CROSSING TO GERRINGONG
MAP SET : CENTRAL TO NOWRA
UPDATED TO : 18 June 2026

INFORMATION

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

GRADIENT

LEVEL

1 IN 182

1 IN 53

1 IN 54

1 IN 56

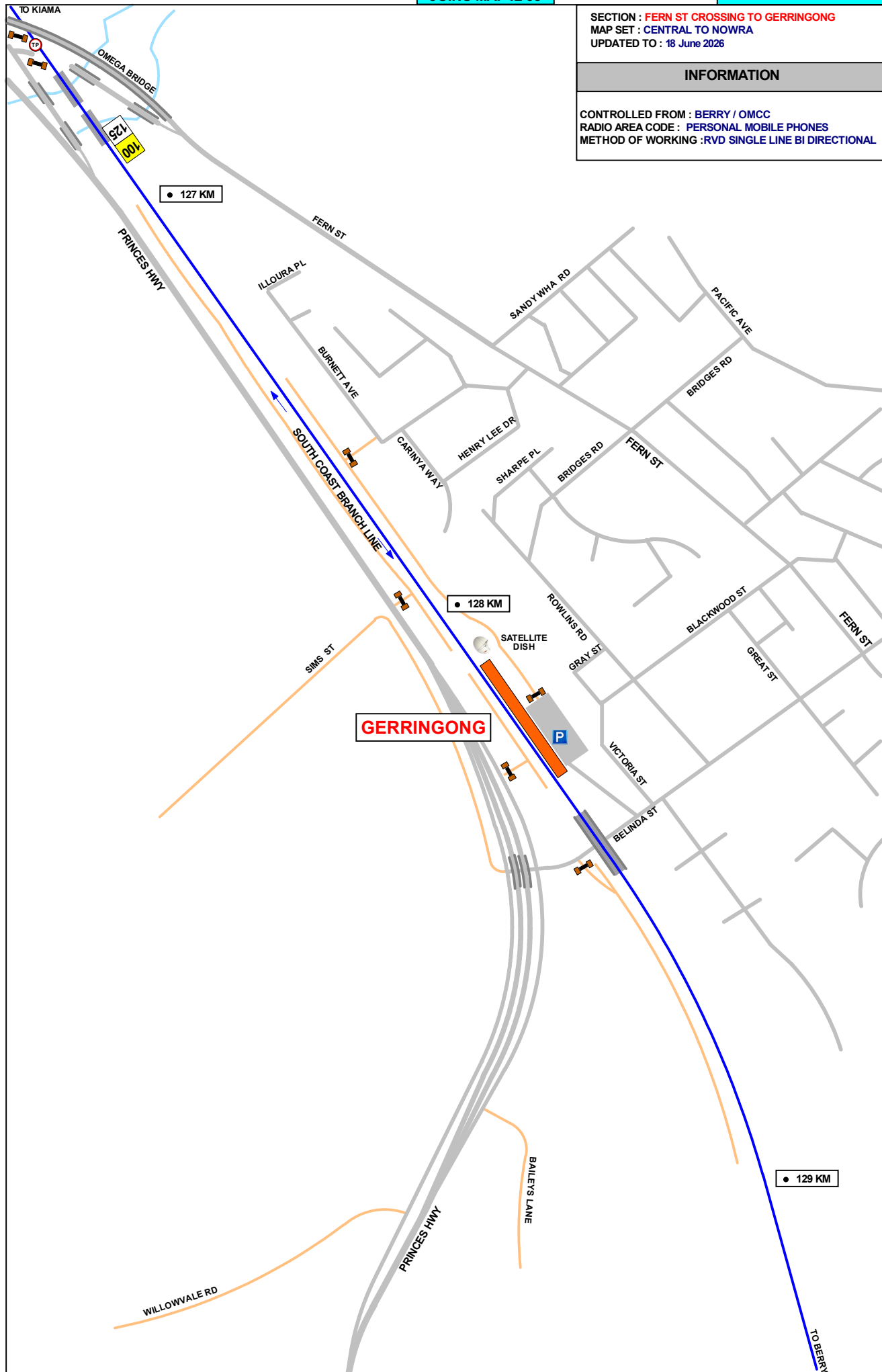
E

1 IN 300

1 IN 660

1 IN 455

1 IN 72



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

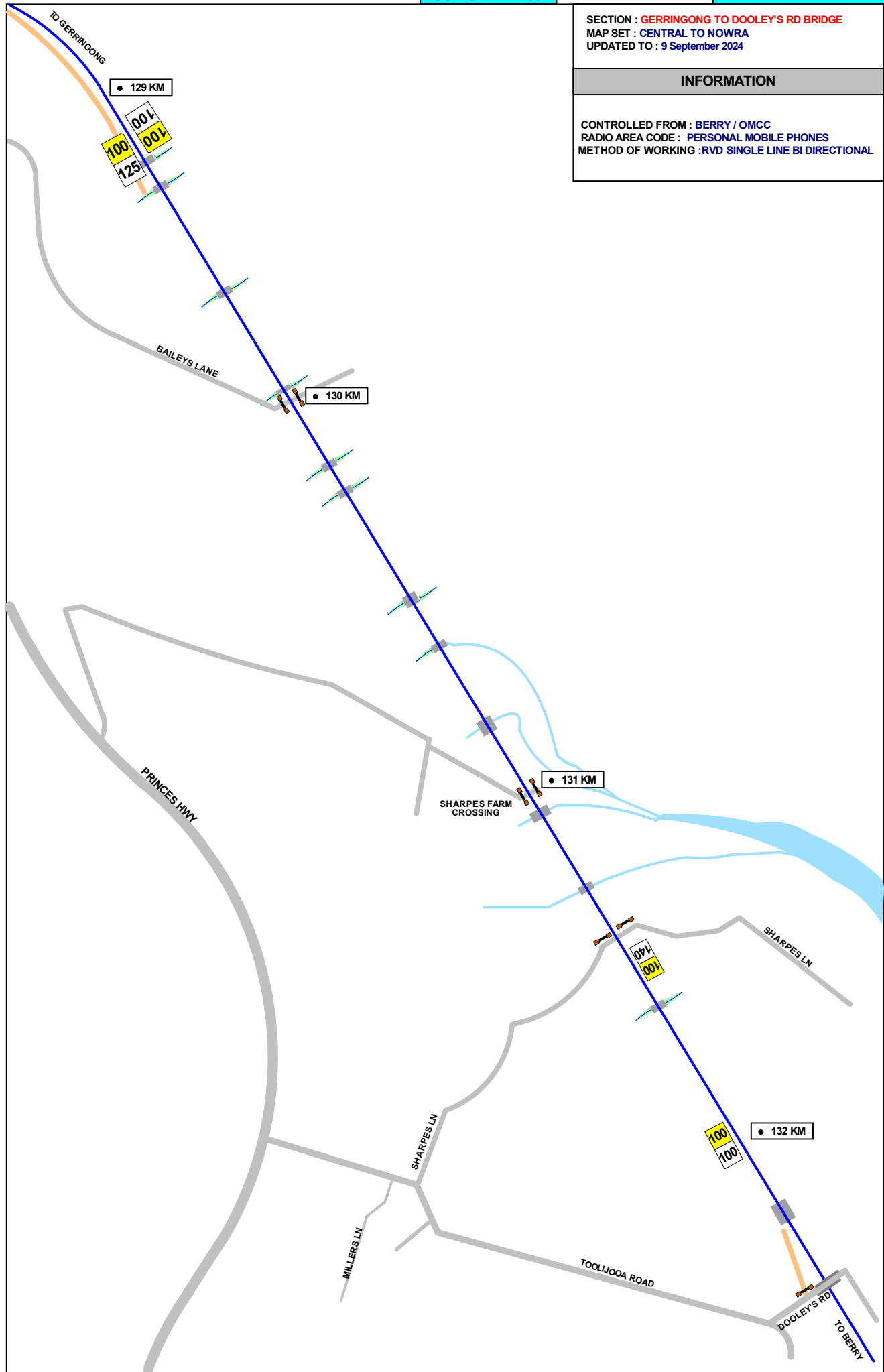
1 IN 3300

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

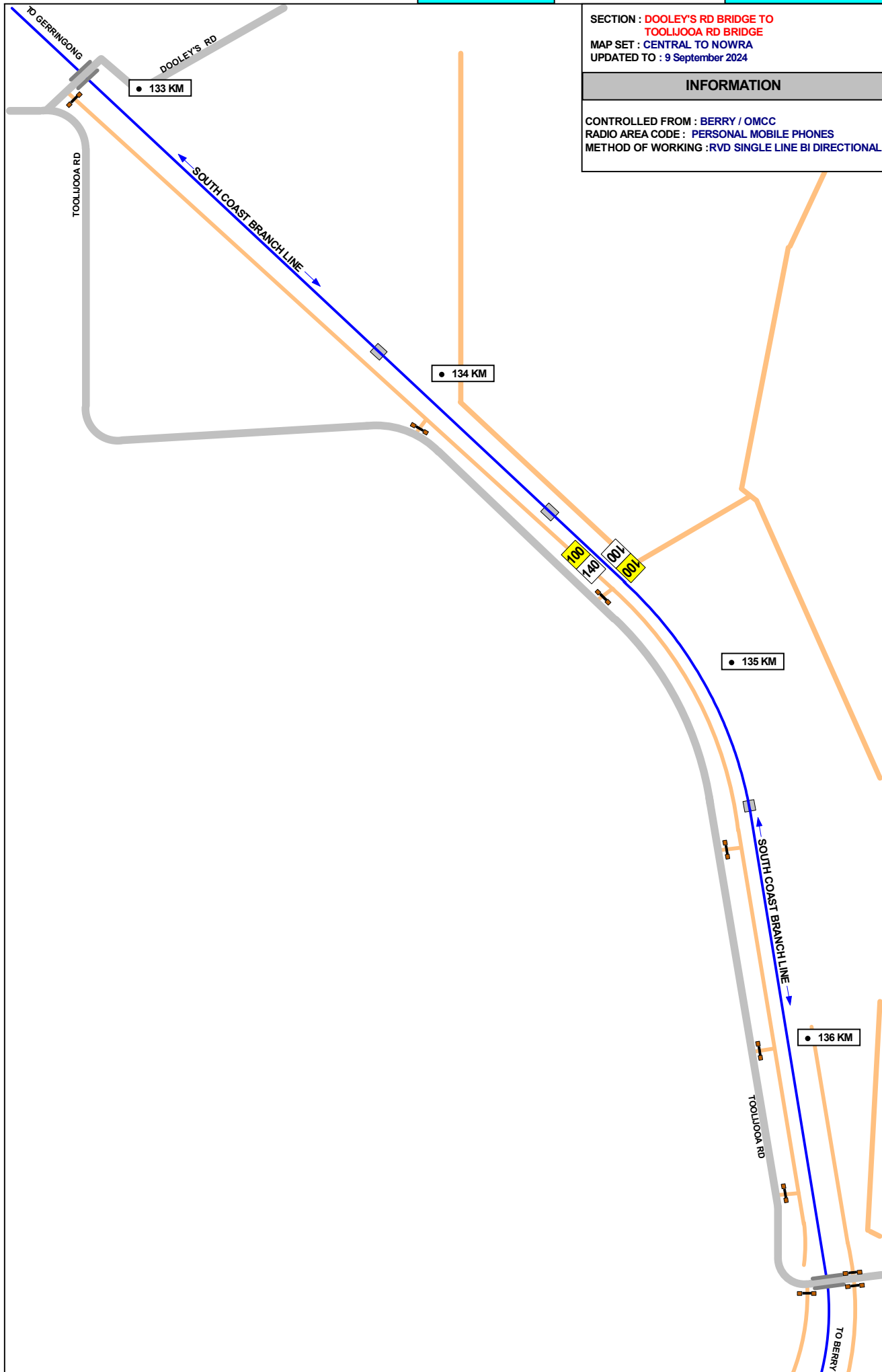
1 IN 98

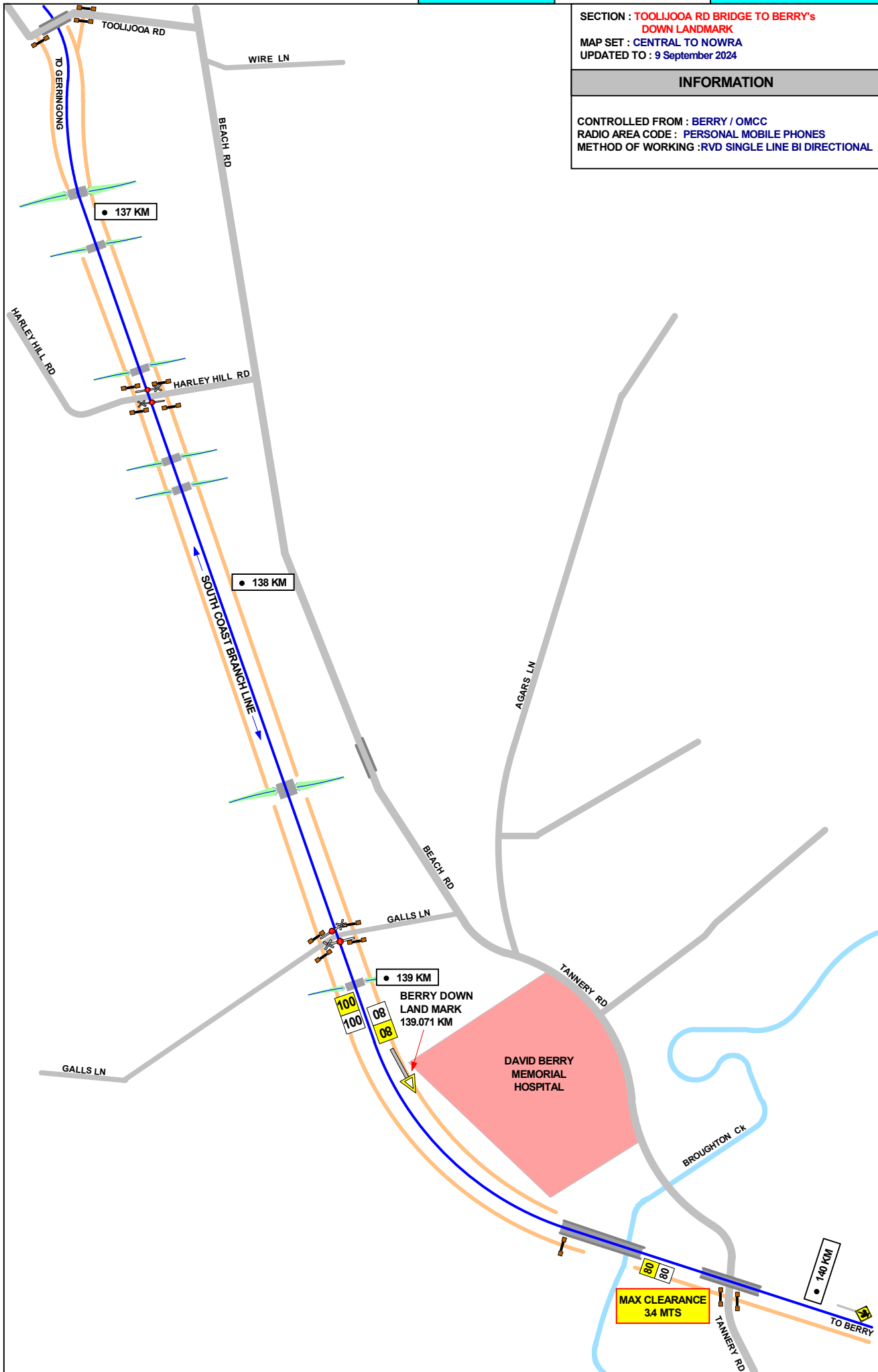
E

1 IN 62

1 IN 65

E





GRADIENT

1 IN 173

1 IN 165

E

LEVEL

E

1 IN 203

1 IN 315

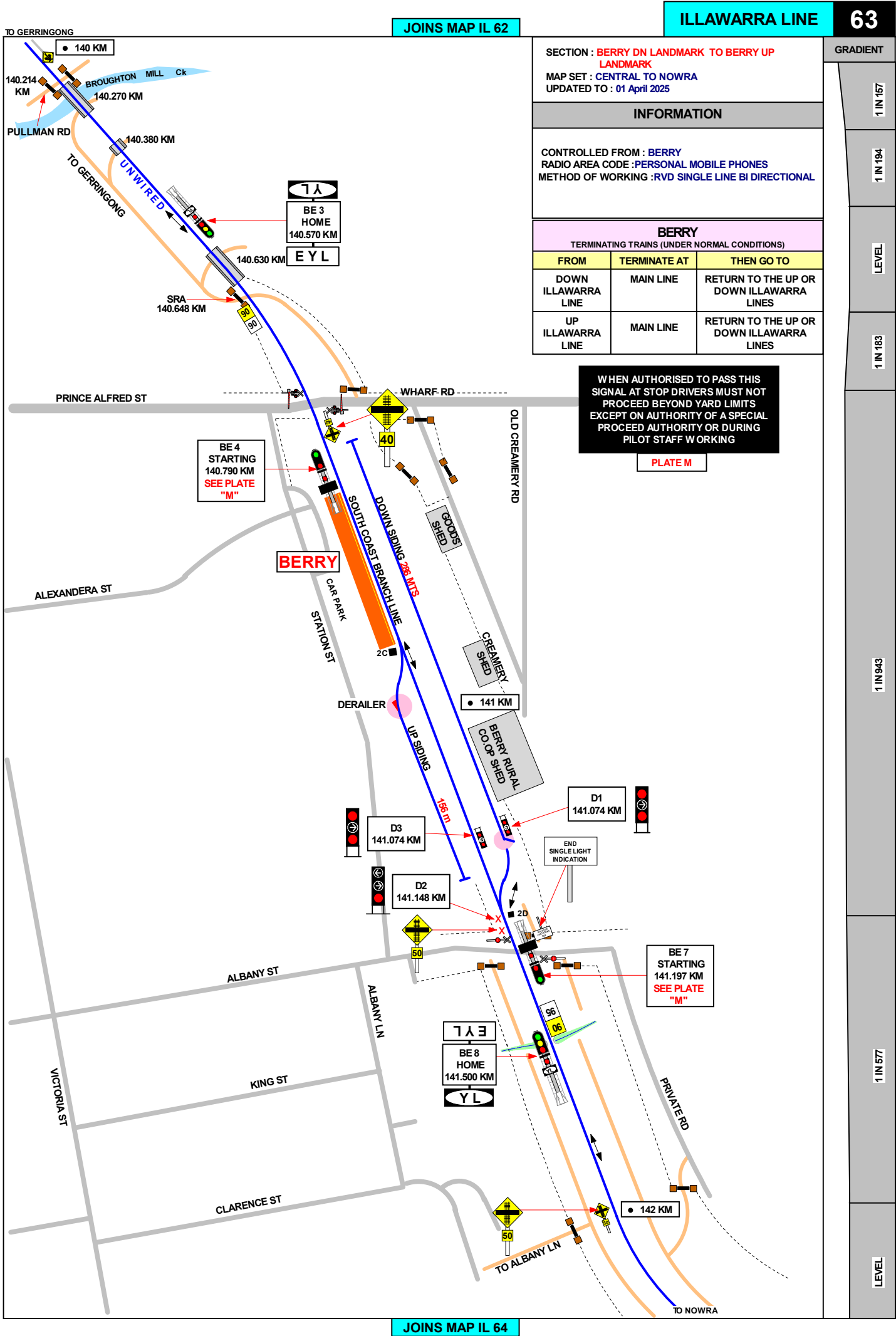
1 IN 365

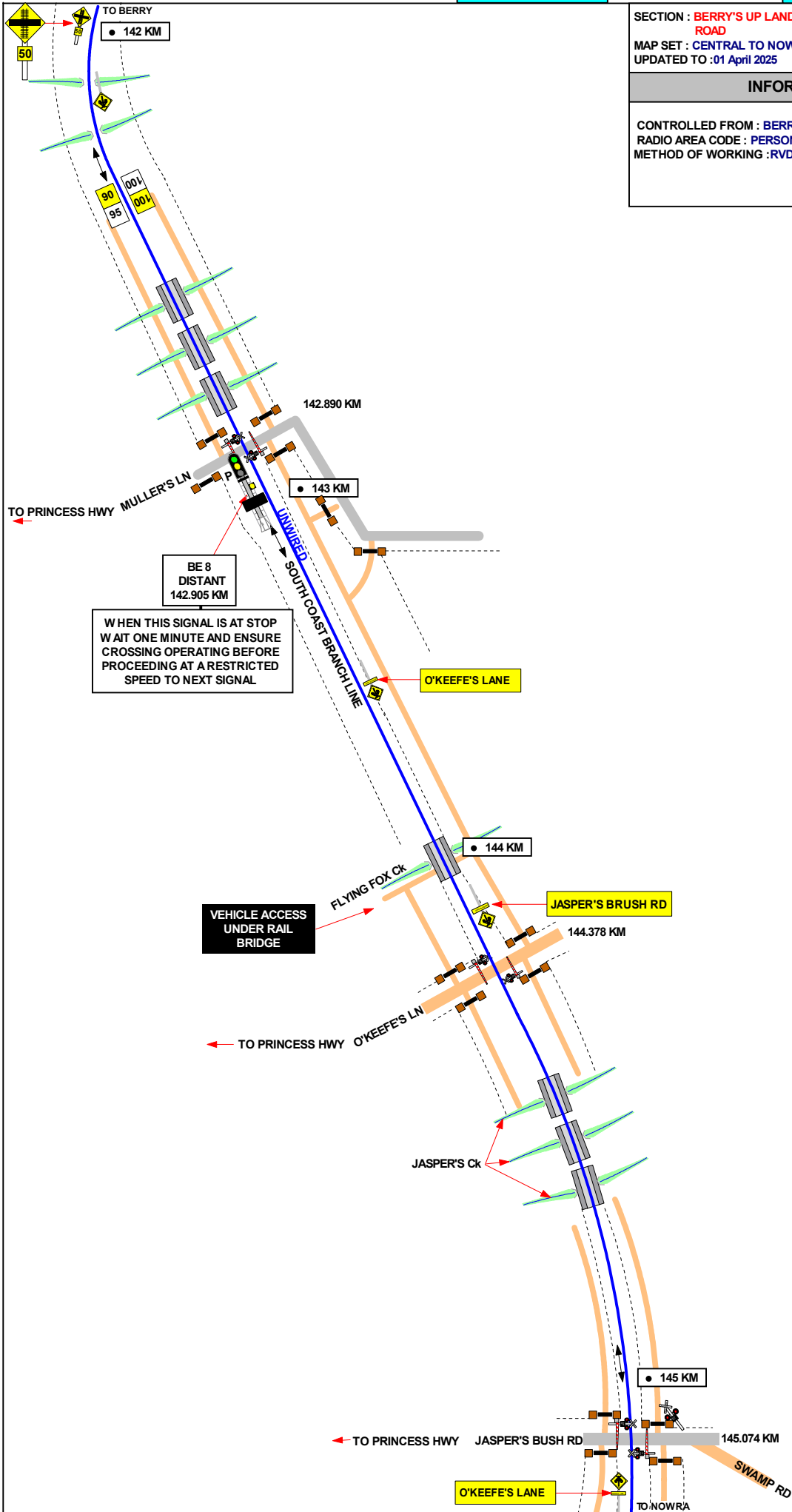
LEVEL

1 IN 112

1 IN 2200

1 IN 157





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

E

1 IN 75

E

