

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

MAIN NORTH (CENTRAL COAST) LINE

BEROWRA
COWAN
HAWKESBURY RIVER
WONDABYNE
WOY WOY
KOOLEWONG
TASCOTT
POINT CLARE
GOSFORD
NARARA
NIAGARA PARK
LISAROW
OURIMBAH
TUGGERAH
WYONG
WARNERVALE
WYEE
MORISSET
DORA CREEK
AWABA
FASSIFERN
BOORAGUL
TERALBA
COCKLE CREEK
SULPHIDE JUNCTION
CARDIFF
KOTARA
ADAMSTOWN
BROADMEADOW
HAMILTON
NEWCASTLE INTERCHANGE

Effective Date: February 2026

Version: 5.65

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**.

Do not use these diagrams for any safety related purpose without validating the information against a controlled source or in the field.

Information in these diagrams is uncontrolled.

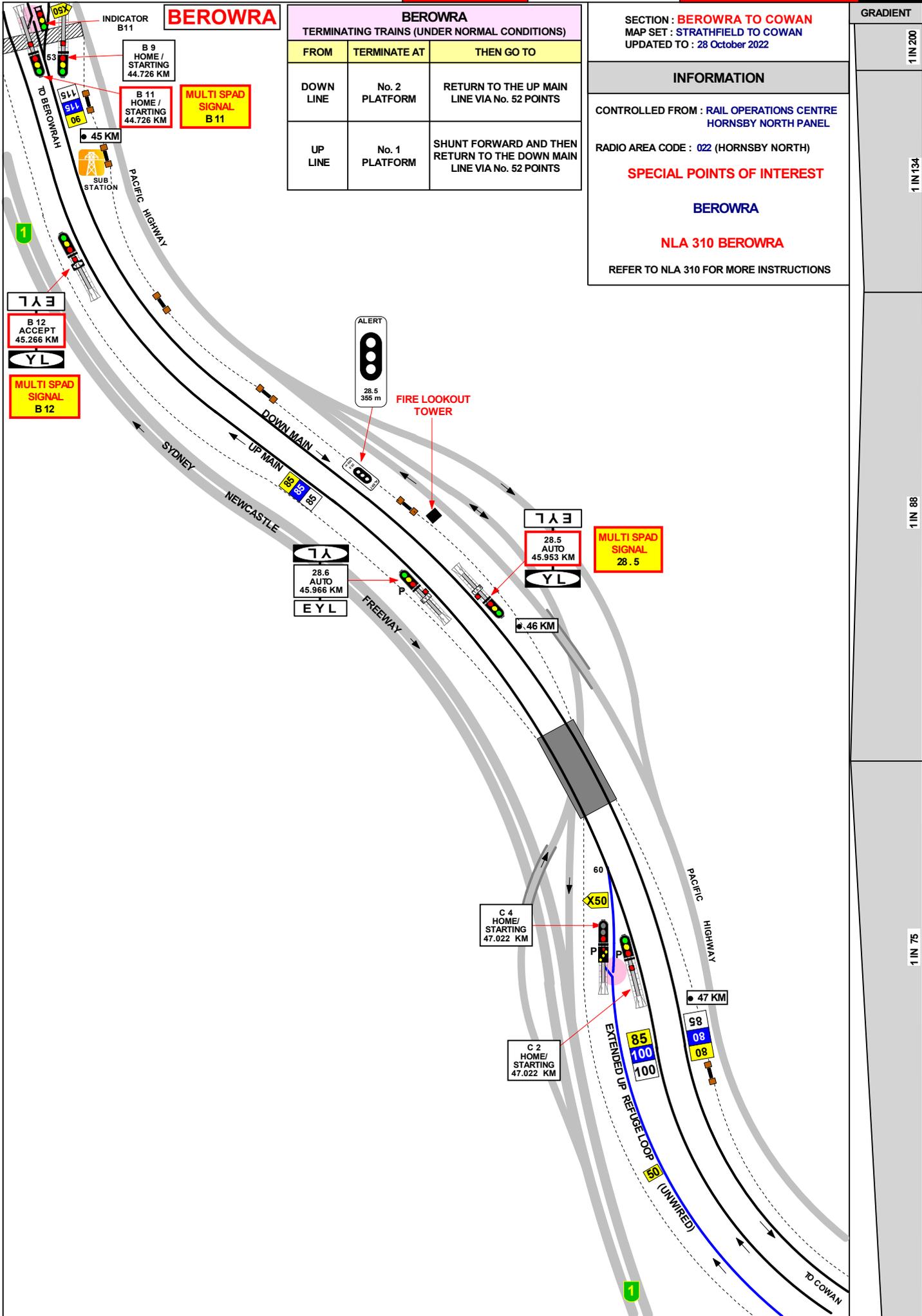
Please report any updates to gis.support@transport.nsw.gov.au



Copyright: Sydney Trains

Ownership: Location Services

Location: CM Record No.D2015/576



BEROWRA

BEROWRA TERMINATING TRAINS (UNDER NORMAL CONDITIONS)		
FROM	TERMINATE AT	THEN GO TO
DOWN LINE	No. 2 PLATFORM	RETURN TO THE UP MAIN LINE VIA No. 52 POINTS
UP LINE	No. 1 PLATFORM	SHUNT FORWARD AND THEN RETURN TO THE DOWN MAIN LINE VIA No. 52 POINTS

SECTION : **BEROWRA TO COWAN**
 MAP SET : **STRATHFIELD TO COWAN**
 UPDATED TO : 28 October 2022

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE HORNSBY NORTH PANEL**

RADIO AREA CODE : **022 (HORNSBY NORTH)**

SPECIAL POINTS OF INTEREST

BEROWRA

NLA 310 BEROWRA

REFER TO NLA 310 FOR MORE INSTRUCTIONS

GRADIENT

1 IN 200

1 IN 134

1 IN 88

1 IN 75

SECTION : BEROWRA TO COWAN
 MAP SET : STRATHFIELD TO COWAN
 UPDATED TO : 04 November 2025

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 HORNSBY NORTH PANEL

RADIO AREA CODE : 022 (HORNSBY NORTH)
SPECIAL POINTS OF INTEREST

COWAN

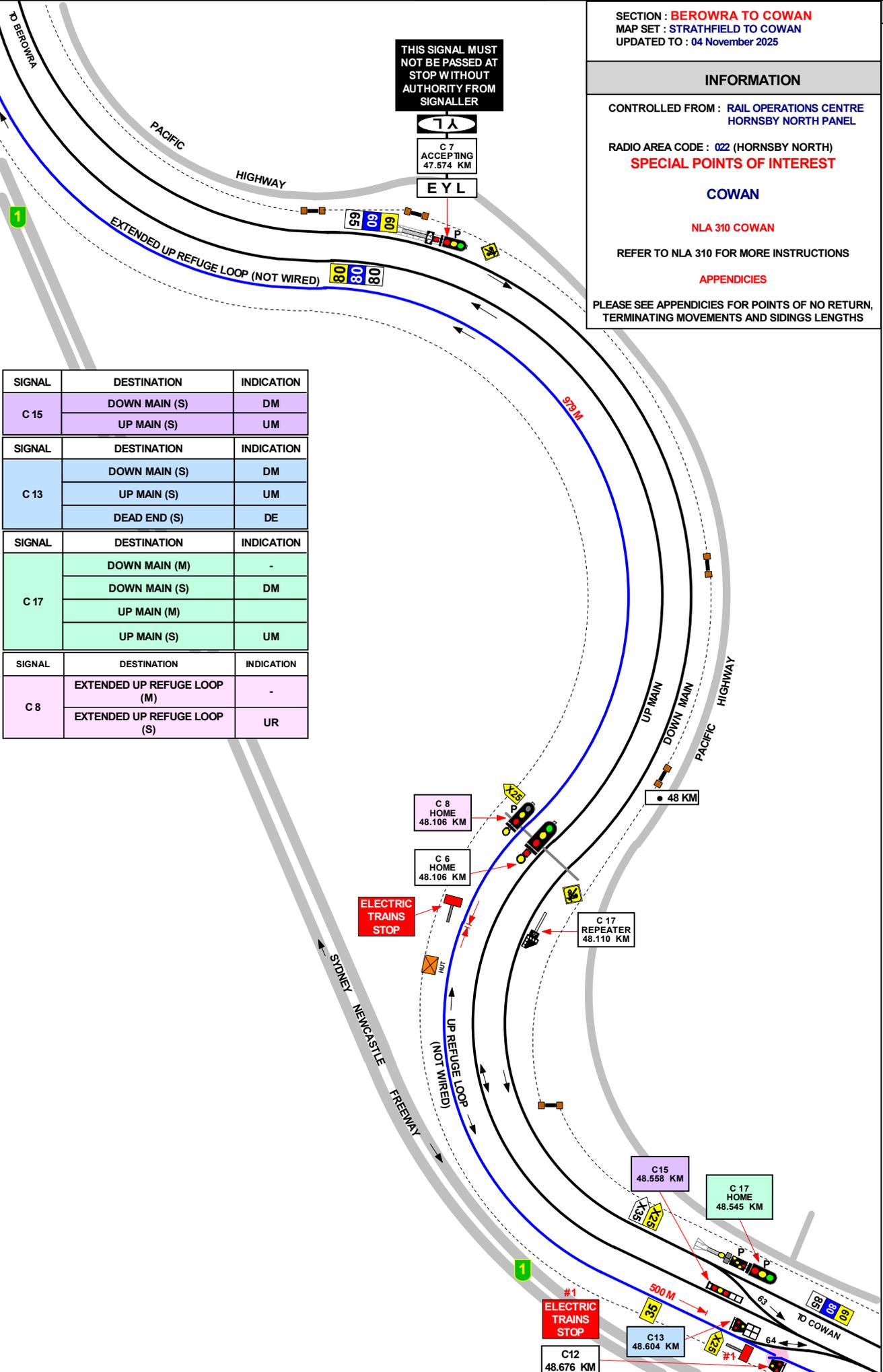
NLA 310 COWAN

REFER TO NLA 310 FOR MORE INSTRUCTIONS

APPENDICIES

PLEASE SEE APPENDICIES FOR POINTS OF NO RETURN,
 TERMINATING MOVEMENTS AND SIDINGS LENGTHS

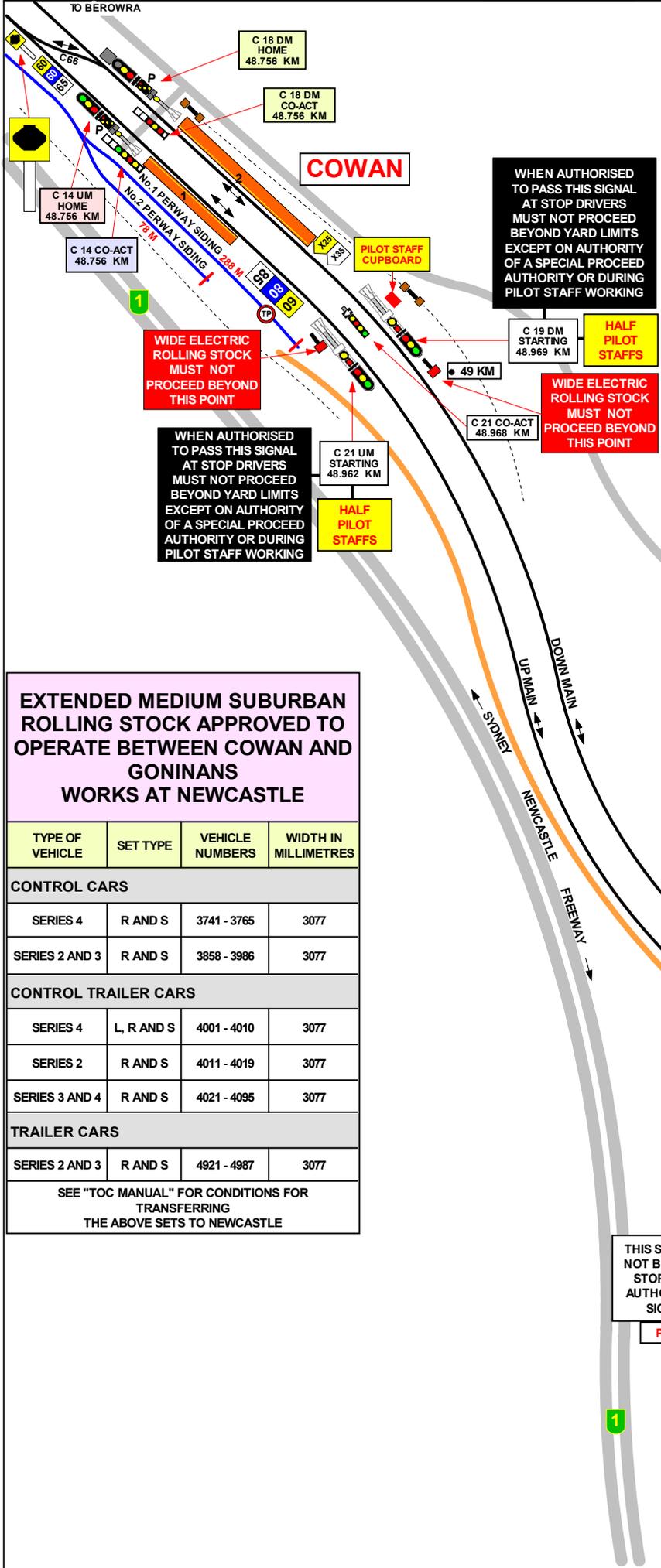
1 IN 75



1 IN 116

1 IN 157

SIGNAL	DESTINATION	INDICATION
C 15	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
C 13	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
	DEAD END (S)	DE
C 17	DOWN MAIN (M)	-
	DOWN MAIN (S)	DM
	UP MAIN (M)	-
	UP MAIN (S)	UM
C 8	EXTENDED UP REFUGE LOOP (M)	-
	EXTENDED UP REFUGE LOOP (S)	UR



SECTION : **BEROWRA TO COWAN**
 MAP SET : **STRATHFIELD TO COWAN**
 PAGE : 1 OF 2
 UPDATED TO : 03 November 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 HORNSBY NORTH PANEL

RADIO AREA CODE : 022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST

COWAN

NLA 310 COWAN

REFER TO NLA 310 FOR MORE INSTRUCTIONS

APPENDICIES
 PLEASE SEE APPENDICIES FOR POINTS OF NO RETURN,
 TERMINATING MOVEMENTS AND SIDINGS LENGTHS

SIGNAL	DESTINATION	INDICATION
C 14 UM	UP REFUGE LOOP (M)	
	UP REFUGE LOOP (S)	UR
	UP MAIN (M)	-
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
C 14 CO-ACT	UP REFUGE LOOP (M)	UR
	UP REFUGE LOOP (S)	UR
	UP MAIN (M) (CAUTION ONLY)	UM
	UP MAIN (S)	UM

WIDE ELECTRIC ROLLING STOCK MUST NOT PROCEED BEYOND THIS POINT

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

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

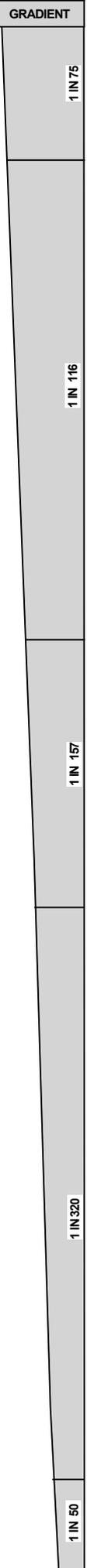
WIDE ELECTRIC ROLLING STOCK MUST NOT PROCEED BEYOND THIS POINT

EXTENDED MEDIUM SUBURBAN ROLLING STOCK APPROVED TO OPERATE BETWEEN COWAN AND GONINANS WORKS AT NEWCASTLE

TYPE OF VEHICLE	SET TYPE	VEHICLE NUMBERS	WIDTH IN MILLIMETRES
CONTROL CARS			
SERIES 4	R AND S	3741 - 3765	3077
SERIES 2 AND 3	R AND S	3858 - 3986	3077
CONTROL TRAILER CARS			
SERIES 4	L, R AND S	4001 - 4010	3077
SERIES 2	R AND S	4011 - 4019	3077
SERIES 3 AND 4	R AND S	4021 - 4095	3077
TRAILER CARS			
SERIES 2 AND 3	R AND S	4921 - 4987	3077
SEE "TOC MANUAL" FOR CONDITIONS FOR TRANSFERRING THE ABOVE SETS TO NEWCASTLE			

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

PLATE C



SECTION : **COWAN TO BORONIA No.2 TUNNEL**
 MAP SET : **CENTRAL TO NEWCASTLE**
 UPDATED TO : 04 November 2025

GRADIENT

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE
 HORNSBY NORTH PANEL**

RADIO AREA CODE : **022 (HORNSBY NORTH)**

SPECIAL POINTS OF INTEREST

COWAN

NLA 310 COWAN

REFER TO NLA 310 FOR MORE INSTRUCTIONS

APPENDICIES

PLEASE SEE APPENDICIES FOR POINTS OF NO RETURN,
 TERMINATING MOVEMENTS AND SIDINGS LENGTHS

SIGNAL	DESTINATION	INDICATION
HR 107 DM	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (M)	●●●
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 109 UM	DOWN MAIN (M)	●●●
	DOWN MAIN (S)	DM
	UP MAIN (M)	----
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 110 DM	UP MAIN (M)	●●●
	UP MAIN (S)	UM
	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
HR 112 UM	UP MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (M)	●●●
	DOWN MAIN (S)	DM

1 IN 330

E

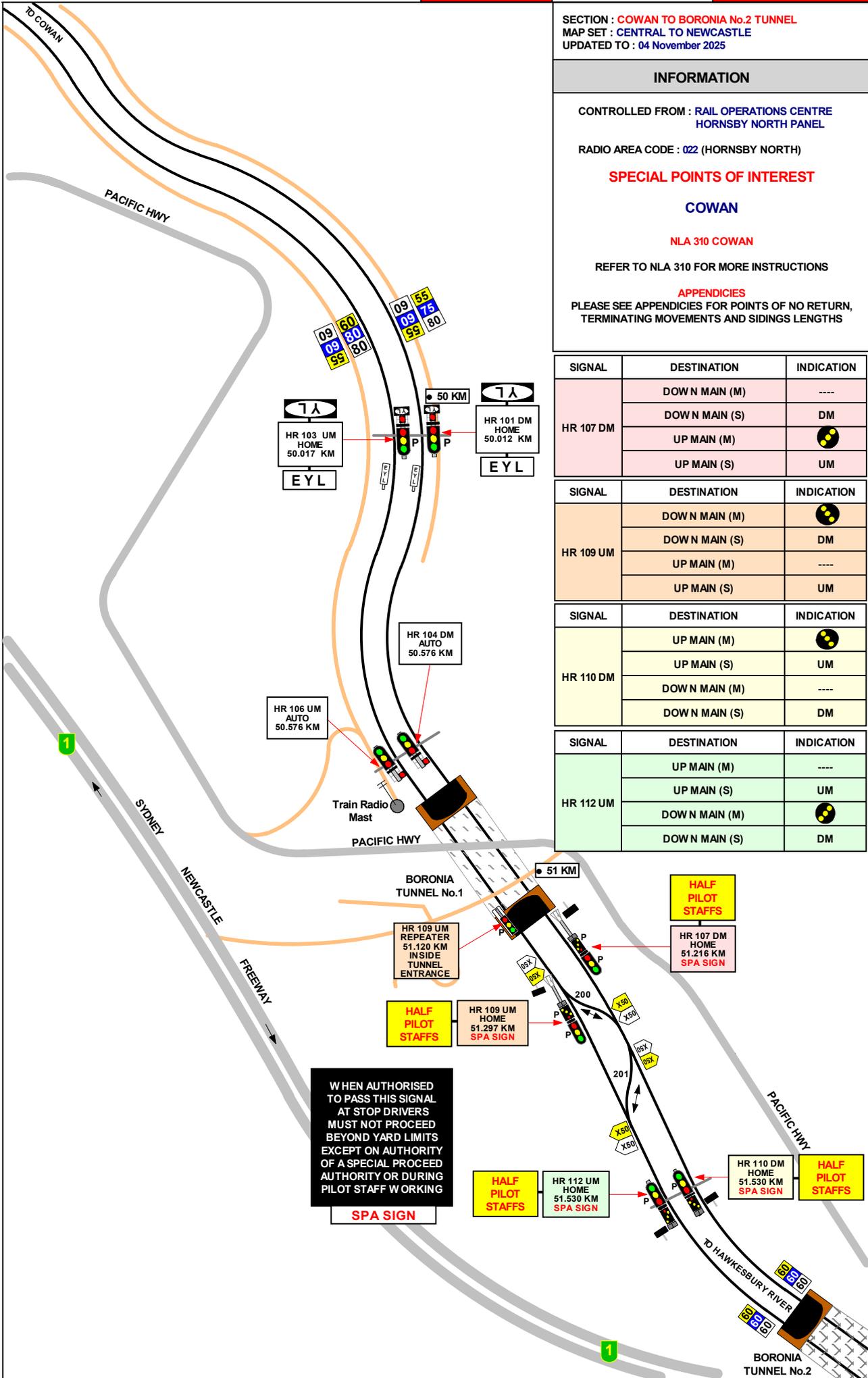
1 IN 50

1 IN 47

1 IN 50

1 IN 45

1 IN 50



SECTION : BORONIA No.2 TUNNEL TO BORONIA No. 4 TUNNEL
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 3 March 2022

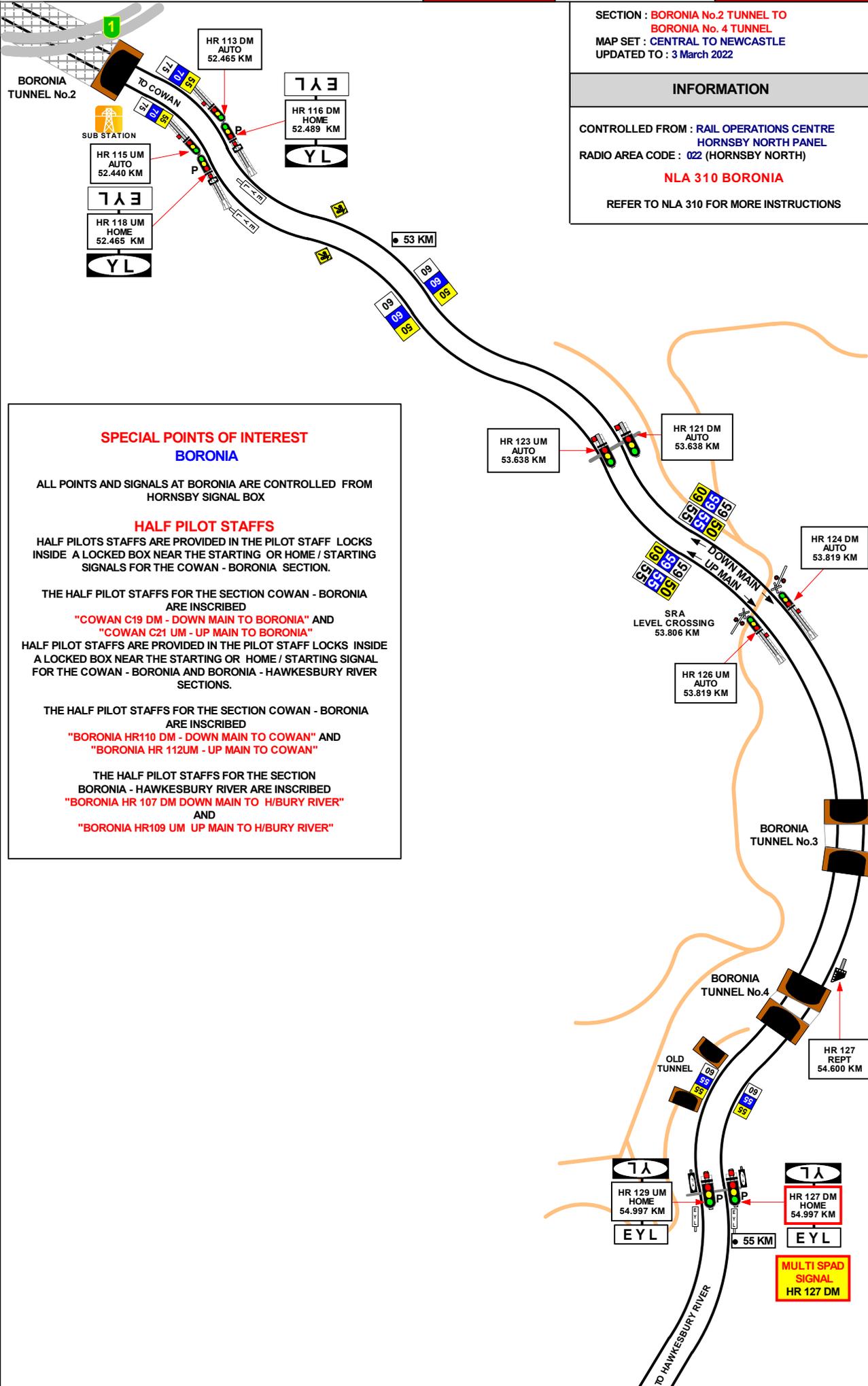
GRADIENT	
1 IN 50	
E	
1 IN 56	
1 IN 40	
1 IN 55	
1 IN 40	
E	
1 IN 58	
1 IN 40	
E	
1 IN 40	
1 IN 37	
1 IN 42	
1 IN 40	
E	
1 IN 40	
1 IN 37	
1 IN 40	

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
HORNSBY NORTH PANEL
RADIO AREA CODE : 022 (HORNSBY NORTH)

NLA 310 BORONIA

REFER TO NLA 310 FOR MORE INSTRUCTIONS



SPECIAL POINTS OF INTEREST
BORONIA

ALL POINTS AND SIGNALS AT BORONIA ARE CONTROLLED FROM HORNSBY SIGNAL BOX

HALF PILOT STAFFS

HALF PILOTS STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COWAN - BORONIA SECTION.

THE HALF PILOT STAFFS FOR THE SECTION COWAN - BORONIA ARE INSCRIBED

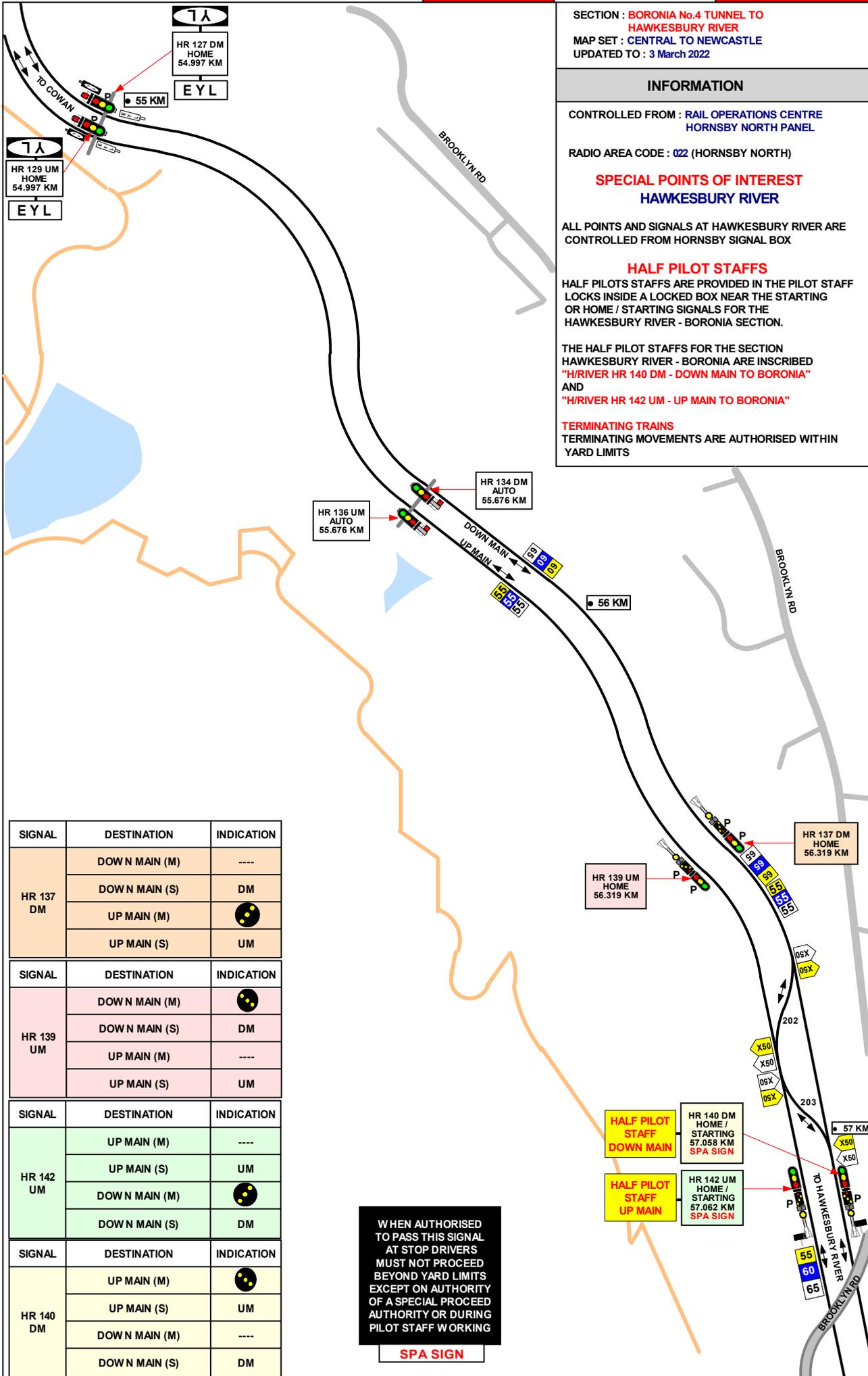
"COWAN C19 DM - DOWN MAIN TO BORONIA" AND
"COWAN C21 UM - UP MAIN TO BORONIA"

HALF PILOT STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNAL FOR THE COWAN - BORONIA AND BORONIA - HAWKESBURY RIVER SECTIONS.

THE HALF PILOT STAFFS FOR THE SECTION COWAN - BORONIA ARE INSCRIBED

"BORONIA HR110 DM - DOWN MAIN TO COWAN" AND
"BORONIA HR 112UM - UP MAIN TO COWAN"

THE HALF PILOT STAFFS FOR THE SECTION BORONIA - HAWKESBURY RIVER ARE INSCRIBED
"BORONIA HR 107 DM DOWN MAIN TO H/BURY RIVER" AND
"BORONIA HR109 UM UP MAIN TO H/BURY RIVER"



SECTION : BORONIA No.4 TUNNEL TO HAWKESBURY RIVER
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 3 March 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE HORNSBY NORTH PANEL

RADIO AREA CODE : 022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST
HAWKESBURY RIVER

ALL POINTS AND SIGNALS AT HAWKESBURY RIVER ARE CONTROLLED FROM HORNSBY SIGNAL BOX

HALF PILOT STAFFS
 HALF PILOTS STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE HAWKESBURY RIVER - BORONIA SECTION.

THE HALF PILOT STAFFS FOR THE SECTION HAWKESBURY RIVER - BORONIA ARE INSCRIBED
 "H/RIVER HR 140 DM - DOWN MAIN TO BORONIA"
 AND
 "H/RIVER HR 142 UM - UP MAIN TO BORONIA"

TERMINATING TRAINS
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

GRADIENT	
1 IN 38	
1 IN 40	
1 IN 42	
1 IN 40	
1 IN 42	
1 IN 40	
1 IN 37	
1 IN 40	
1 IN 37	
1 IN 40	
1 IN 41	

SIGNAL	DESTINATION	INDICATION
HR 137 DM	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (M)	●●
	UP MAIN (S)	UM

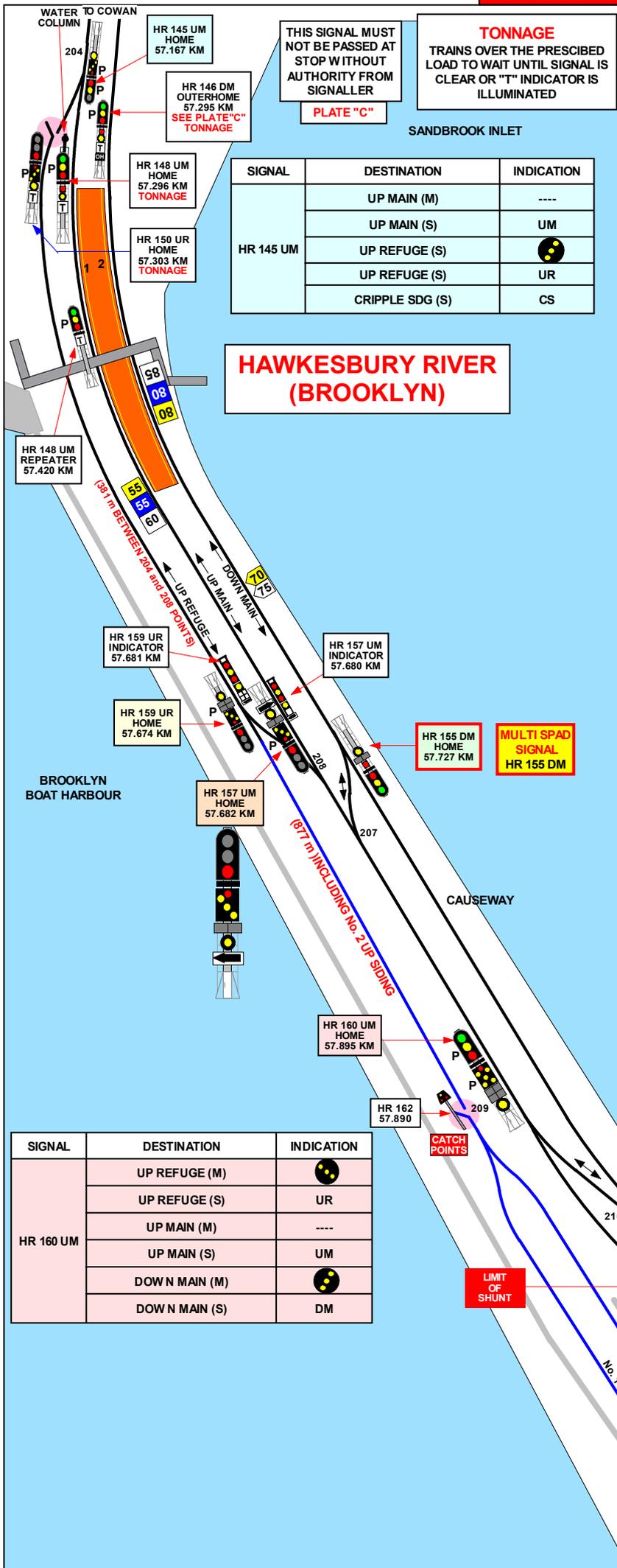
SIGNAL	DESTINATION	INDICATION
HR 139 UM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (M)	----
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 142 UM	UP MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
HR 140 DM	UP MAIN (M)	●●
	UP MAIN (S)	UM
	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM

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

SPA SIGN



HAWKESBURY RIVER (BROOKLYN)

THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
PLATE "C"

TONNAGE
TRAINS OVER THE PRESCRIBED LOAD TO WAIT UNTIL SIGNAL IS CLEAR OR "T" INDICATOR IS ILLUMINATED

SIGNAL	DESTINATION	INDICATION
HR 145 UM	UP MAIN (M)	----
	UP MAIN (S)	UM
	UP REFUGE (S)	●●
	UP REFUGE (S)	UR
	CRIPPLE SDG (S)	CS

SIGNAL	DESTINATION	INDICATION
HR 160 UM	UP REFUGE (M)	●●
	UP REFUGE (S)	UR
	UP MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM

SECTION : **HAWKESBURY RIVER**
MAP SET : **CENTRAL TO NEWCASTLE**
UPDATED TO : **3 March 2022**

GRADIENT
1 IN 41
LEVEL
1 IN 330
LEVEL
1 IN 60
LEVEL
1 IN 61
1 IN 92
1 IN 54
1 IN 48
E
1 IN 60
E

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
HORNSBY NORTH PANEL
RADIO AREA CODE :022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST
HAWKESBURY RIVER BRIDGE

THE RAILS ON THE DOWN AND UP MAIN LINES ON THE HAWKESBURY RIVER BRIDGE ARE FITTED WITH SPECIAL EXPANSION JOINTS.
THESE JOINTS ARE LOCATED AS FOLLOWS:

DOWN MAIN 59.020 KM , 59.133 KM , 59.265 KM AND 59.314 KM

UP MAIN 58.516 KM , 58.551 KM , 58.703 KM , 58.806 KM , AND 58.918 KM

HAWKESBURY RIVER

ALL POINTS AND SIGNALS AT HAWKESBURY RIVER ARE CONTROLLED FROM HORNSBY SIGNAL BOX

HALF PILOT STAFFS

HALF PILOTS STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE HAWKESBURY RIVER - BORONIA SECTION.

THE HALF PILOT STAFFS FOR THE SECTION HAWKESBURY RIVER - BORONIA ARE INSCRIBED "H/RIVER HR 140 DM - DOWN MAIN TO BORONIA" AND "H/RIVER HR 142 UM - UP MAIN TO BORONIA"

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

NLA 310 HAWKESBURY RIVER

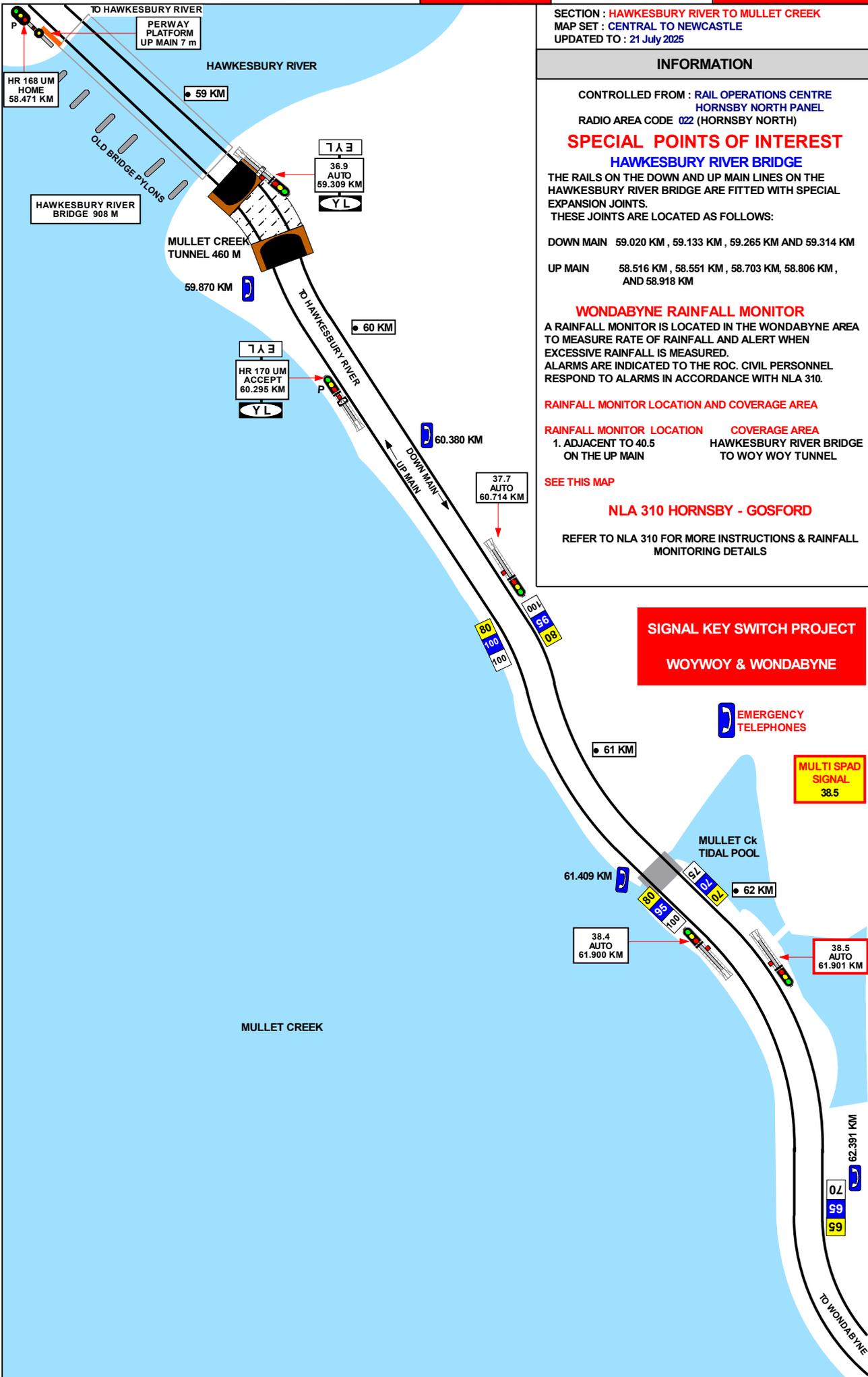
REFER TO NLA 310 FOR MORE INSTRUCTIONS

SIGNAL	DESTINATION	INDICATION
HR 155 DM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 159 UR	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
	UP SIDINGS (S)	US

SIGNAL	DESTINATION	INDICATION
HR 164	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
HR 157 UM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM



SECTION : HAWKESBURY RIVER TO MULLET CREEK
MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 21 July 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 HORNSBY NORTH PANEL
 RADIO AREA CODE 022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST

HAWKESBURY RIVER BRIDGE
 THE RAILS ON THE DOWN AND UP MAIN LINES ON THE HAWKESBURY RIVER BRIDGE ARE FITTED WITH SPECIAL EXPANSION JOINTS.
 THESE JOINTS ARE LOCATED AS FOLLOWS:

DOWN MAIN 59.020 KM , 59.133 KM , 59.265 KM AND 59.314 KM

UP MAIN 58.516 KM , 58.551 KM , 58.703 KM , 58.806 KM , AND 58.918 KM

WONDABYNE RAINFALL MONITOR
 A RAINFALL MONITOR IS LOCATED IN THE WONDABYNE AREA TO MEASURE RATE OF RAINFALL AND ALERT WHEN EXCESSIVE RAINFALL IS MEASURED.
 ALARMS ARE INDICATED TO THE ROC. CIVIL PERSONNEL RESPOND TO ALARMS IN ACCORDANCE WITH NLA 310.

RAINFALL MONITOR LOCATION AND COVERAGE AREA

RAINFALL MONITOR LOCATION **COVERAGE AREA**
 1. ADJACENT TO 40.5 HAWKESBURY RIVER BRIDGE
 ON THE UP MAIN TO WOY WOY TUNNEL

SEE THIS MAP

NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS

GRADIENT	
LEVEL	
E	
1 IN 132	
E	
1 IN 94	
E	
1 IN 169	
E	
1 IN 220	
E	
LEVEL	
LEVEL	
1 IN 776	
LEVEL	
E	
1 IN 89	

SIGNAL KEY SWITCH PROJECT
WOYWOY & WONDABYNE

SECTION : MULLET CREEK TO WONDABYNE SIDING
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 21 July 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
HORNSBY NORTH PANEL

RADIO AREA CODE : 022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST
WONDABYNE RAINFALL MONITOR

A RAINFALL MONITOR IS LOCATED IN THE WONDABYNE AREA TO MEASURE RATE OF RAINFALL AND ALERT WHEN EXCESSIVE RAINFALL IS MEASURED. ALARMS ARE INDICATED TO THE ROC. CIVIL PERSONNEL RESPOND TO ALARMS IN ACCORDANCE WITH NLA 310.

RAINFALL MONITOR LOCATION AND COVERAGE AREA

RAINFALL MONITOR LOCATION COVERAGE AREA
1. ADJACENT TO 40.5 HAWKESBURY RIVER BRIDGE
ON THE UP MAIN TO WOY WOY TUNNEL

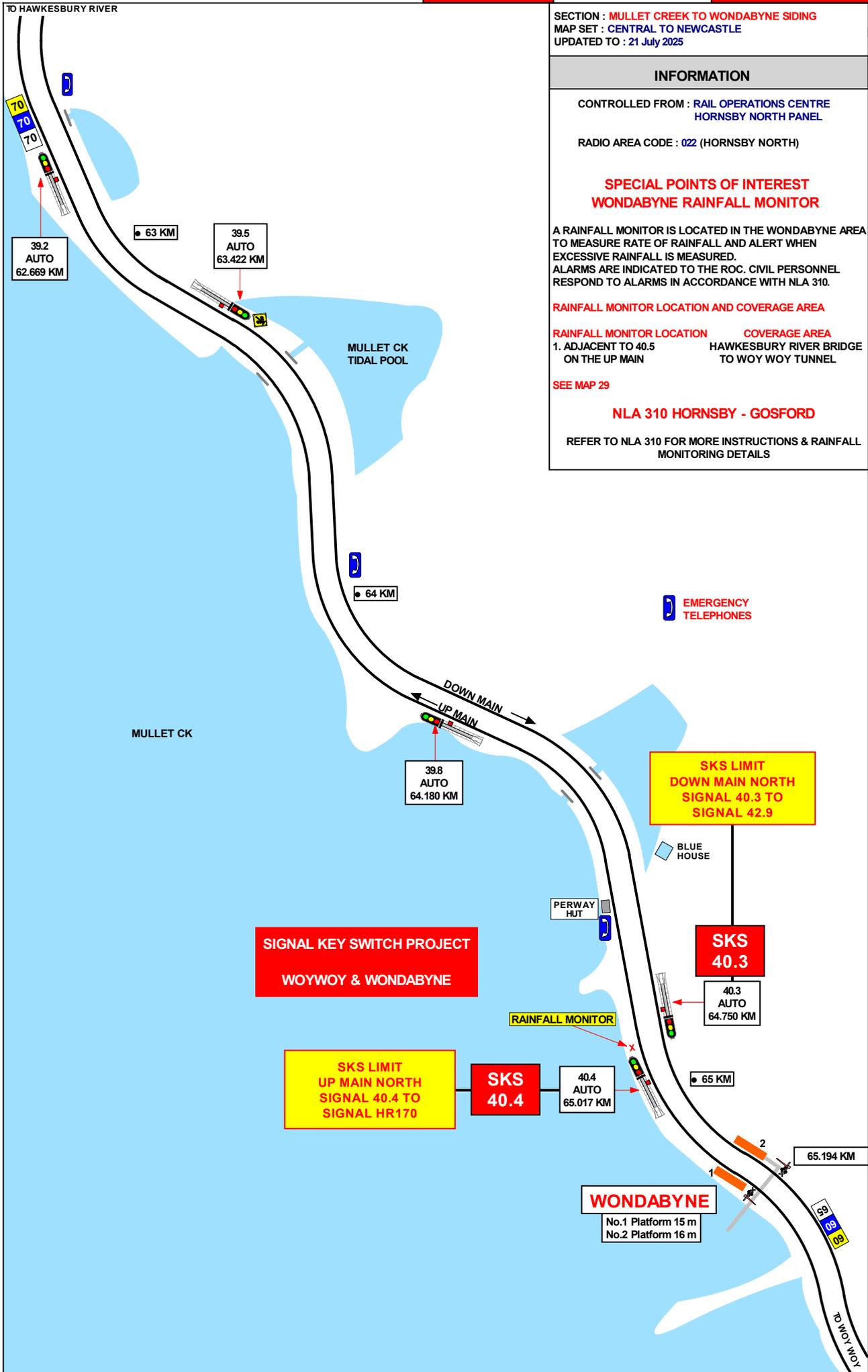
SEE MAP 29

NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS

GRADIENT

- E
- 1 IN 100
- E
- LEVEL
- 1 IN 314
- E
- 1 IN 285
- 1 IN 1650
- 1 IN 970
- 1 IN 2000
- 1 IN 2200
- 1 IN 1650
- 1 IN 300
- E
- 1 IN 2000
- 1 IN 730
- E
- 1 IN 465
- E
- 1 IN 1600
- 1 IN 2000
- E
- LEVEL
- 1 IN 106



SECTION : WONDABYNE SIDING TO WOY WOY TUNNEL
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 21 July 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
HORNSBY NORTH PANEL

RADIO AREA CODE 022 (HORNSBY NORTH) / 024 (GOSFORD)

SPECIAL POINTS OF INTEREST
WONDABYNE RAINFALL MONITOR

A RAINFALL MONITOR IS LOCATED IN THE WONDABYNE AREA TO MEASURE RATE OF RAINFALL AND ALERT WHEN EXCESSIVE RAINFALL IS MEASURED. ALARMS ARE INDICATED TO THE ROC. CIVIL PERSONNEL RESPOND TO ALARMS IN ACCORDANCE WITH NLA 310.

RAINFALL MONITOR LOCATION AND COVERAGE AREA

RAINFALL MONITOR LOCATION COVERAGE AREA
1. ADJACENT TO 40.5 HAWKESBURY RIVER BRIDGE
ON THE UP MAIN TO WOY WOY TUNNEL

SEE MAP 29

NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS

TONNAGE
TRAINS OVER THE PRESCRIBED LOAD TO WAIT UNTIL SIGNAL IS CLEAR

40.9 AUTO
65.800 KM
TONNAGE

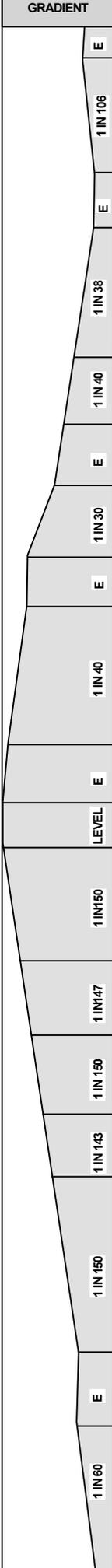
66 KM

41.2 AUTO
66.250 KM

41.3 AUTO
66.300 KM

41.6 AUTO
67.005 KM

41.5 AUTO
67.005 KM



SIGNAL KEY SWITCH PROJECT
WOYWOY & WONDABYNE

THE HAND SIGNALLER OPERATING THE SKS MUST ENTER AND LEAVE BY TRAIN TO ACCESS THE SITE

SKS LIMIT
UP MAIN NORTH
SIGNAL 43.4 TO
SIGNAL 40.4

SKS
43.4

43.4 AUTO
69.450 KM

WOY WOY TUNNEL
1789 M

68 KM

68.900 KM

TRAIN RADIO
RELAY HUT

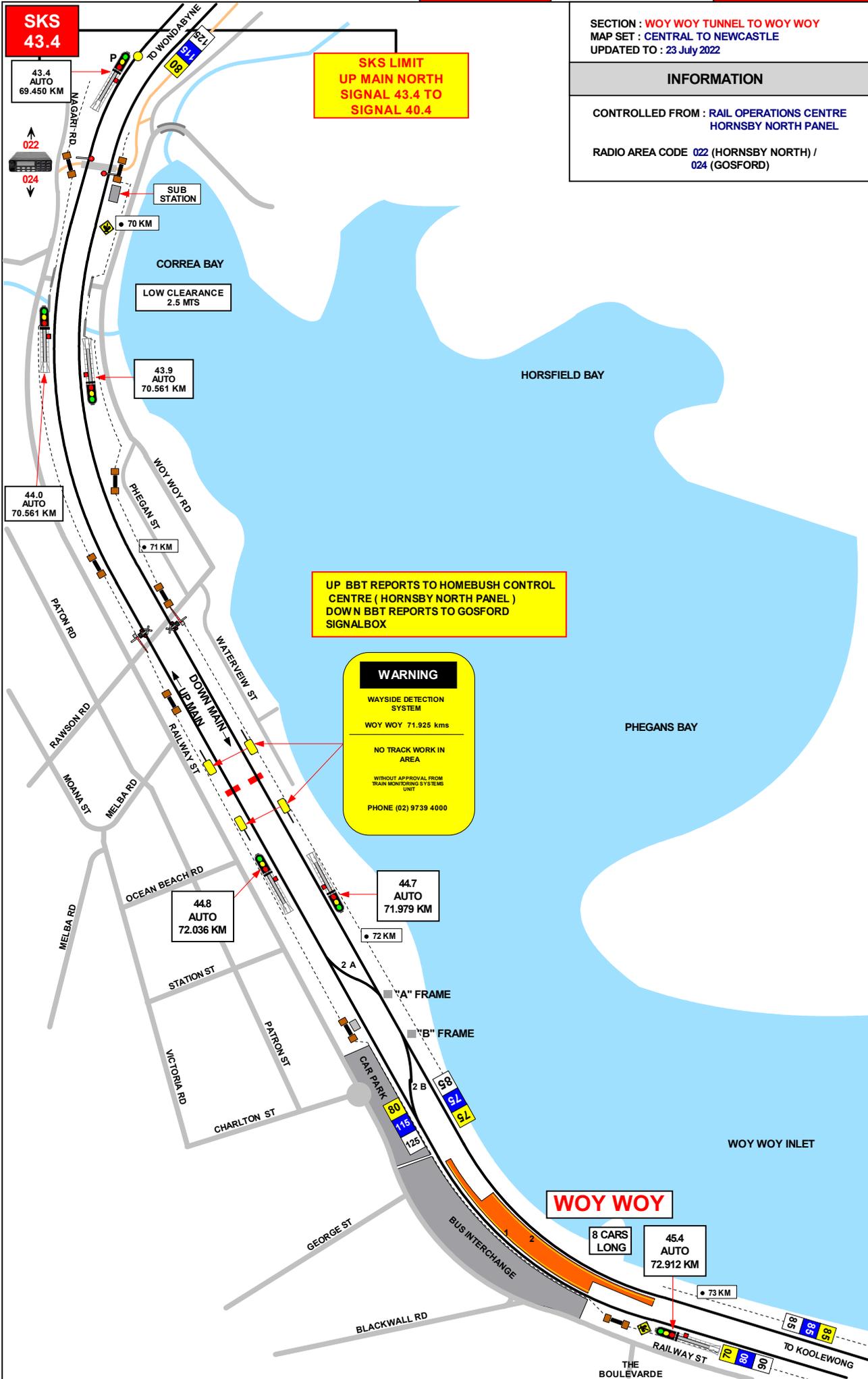
69.078 KM

42.9 AUTO
69.078 KM

SKS
42.9

SKS LIMIT
DOWN MAIN NORTH
SIGNAL 42.9 TO
SIGNAL 45.3





SECTION : Woy Woy Tunnel to Woy Woy
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 23 July 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 HORNSBY NORTH PANEL

RADIO AREA CODE 022 (HORNSBY NORTH) /
 024 (GOSFORD)

GRADIENT	
1 IN 60	
1 IN 105	
1 IN 73	
E	
1 IN 254	
E	
1 IN 213	
E	
1 IN 2200	
E	
1 IN 330	
1 IN 660	
LEVEL	
1 IN 182	

**UP BBT REPORTS TO HOMEBUSH CONTROL CENTRE (HORNSBY NORTH PANEL)
 DOWN BBT REPORTS TO GOSFORD SIGNALBOX**

WARNING

WAYSIDE DETECTION SYSTEM

WOY WOY 71.925 kms

NO TRACK WORK IN AREA

WITHOUT APPROVAL FROM TRAIN MONITORING SYSTEMS UNIT

PHONE (02) 9739 4000

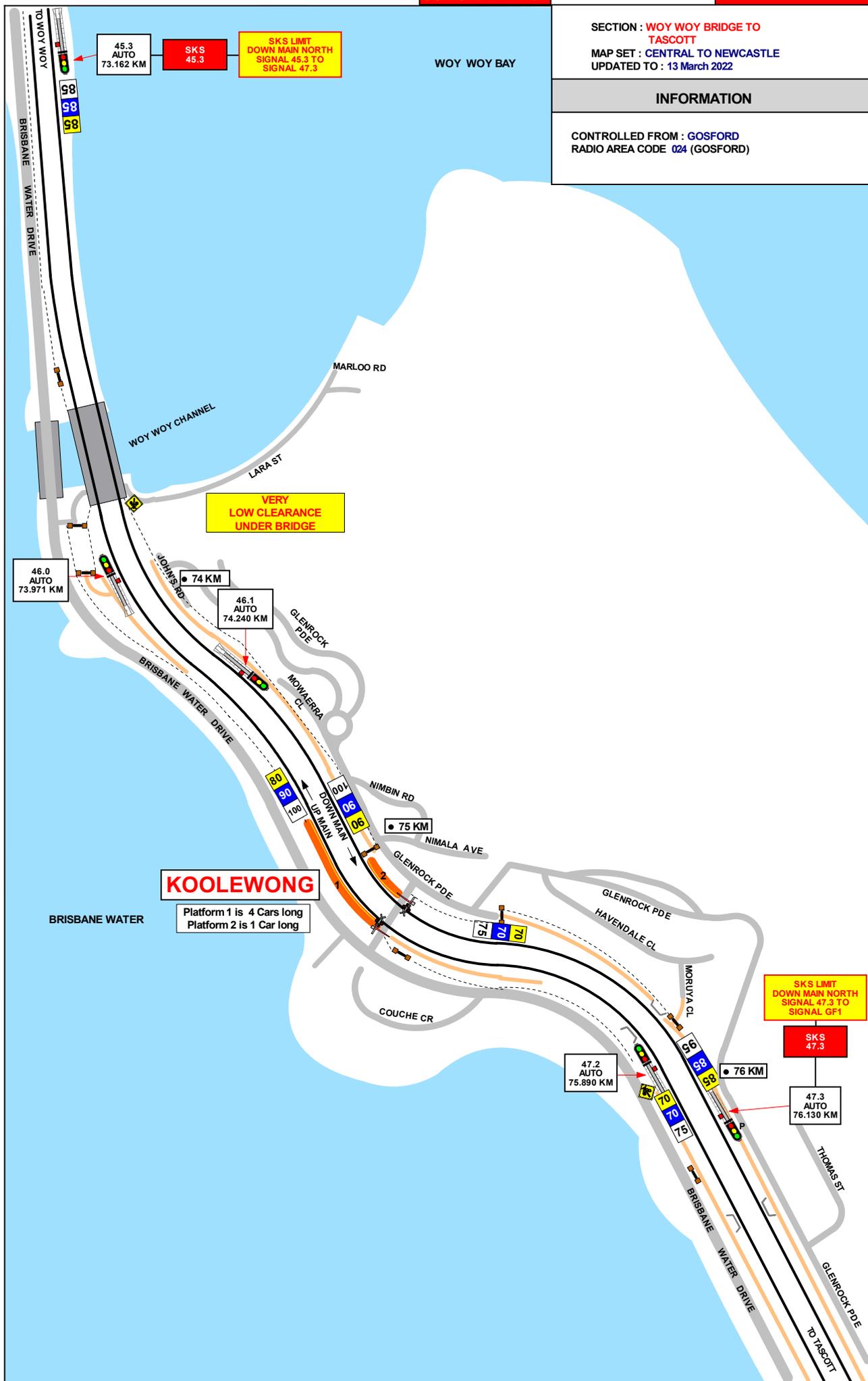
SECTION : WOY WOY BRIDGE TO TASCOTT
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 13 March 2022

INFORMATION

CONTROLLED FROM : GOSFORD
RADIO AREA CODE 024 (GOSFORD)

GRADIENT

1 IN 182
E
1 IN 257
E
1 IN 220
1 IN 165
LEVEL
1 IN 236
1 IN 169
1 IN 280
1 IN 205
1 IN 100
1 IN 173
E
1 IN 426



SECTION : GOSFORD BRIDGE TO GOSFORD STATION

MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 31 July 2023

INFORMATION

CONTROLLED FROM : GOSFORD
RADIO AREA CODE : 024 (GOSFORD)

NLA 312 GOSFORD

REFER TO NLA 312 FOR SPECIAL INSTRUCTIONS

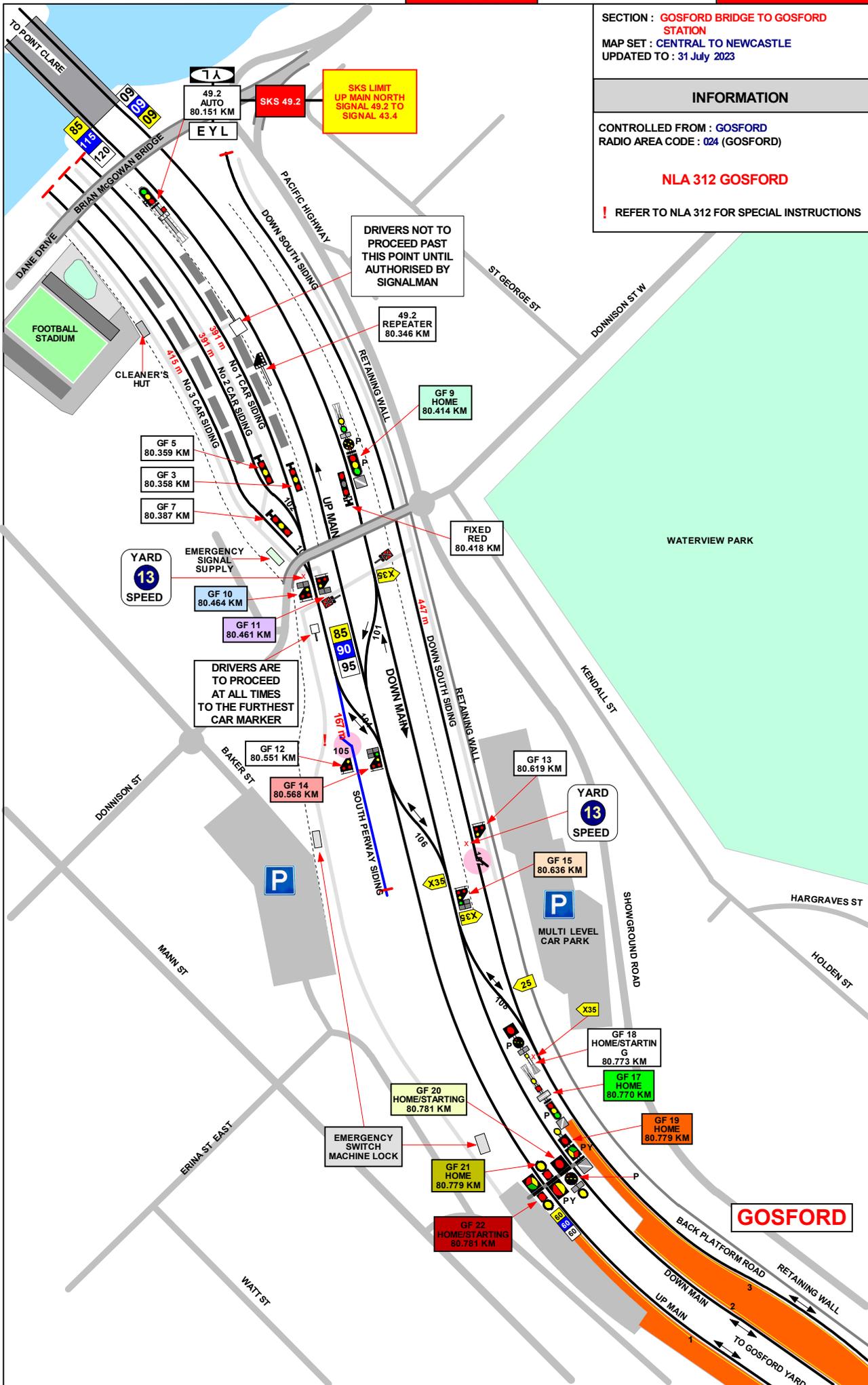
GRADIENT

1 IN 67

1 IN 60

E

1 IN 507



SECTION : GOSFORD AREA
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 12 June 2021

SIGNAL	DESTINATION	INDICATION
GF 9	BACK PLATFORM - (M)A L Sp	BP
	BACK PLATFORM - (M)A BOL	
	DOWN MAIN - (M)A L Sp	DM
	DOWN MAIN - (M)B Y	-
	DOWN MAIN - (S)B	DM
	UP MAIN - (M)C L Sp	UM
	UP MAIN - (M)C BOL	
	UP MAIN (S)C	UM

SIGNAL	DESTINATION	INDICATION
GF 10	NO.3 CAR SIDING (S)	C3
	NO.2 CAR SIDING (S)	C2
	NO.1 CAR SIDING (S)	C1

SIGNAL	DESTINATION	INDICATION
GF 11	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
	SOUTH PERWAY SIDING	PS

SIGNAL	DESTINATION	INDICATION
GF 14	CAR SIDING (S)	CS
	UP MAIN (S)	DM
	UP MAIN (S)	GREEN

SIGNAL	DESTINATION	INDICATION
GF 15	BACK PLATFORM (S)	BP
	DOWN MAIN (S)	DM
	DOWN MAIN (S)	GREEN

SIGNAL	DESTINATION	INDICATION
GF 17	BACK PLATFORM (S)	-
	BACK PLATFORM (S)	-

SIGNAL	DESTINATION	INDICATION
GF 19	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 20	UP MAIN (M)	
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
GF 21	UP MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 22	UP MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 23	DOWN REFUGE (M)	-
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
GF 24	BACK PLATFORM (M)	-
	BACK PLATFORM (S)	-

SIGNAL	DESTINATION	INDICATION
GF 25	DOWN REFUGE (M)	
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	-
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
GF 26	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 27	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
GF 28	UP MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 29	PERWAY SIDING NO.2 (S)	PS

SIGNAL	DESTINATION	INDICATION
GF 32	PERWAY SIDING NO.1 (S)	PS
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
GF 34	UP MAIN (S)	UM
	DOWN MAIN (S)	DM
	DOWN REFUGE (S)	DR

SIGNAL	DESTINATION	INDICATION
GF 36	UP MAIN (S)	UM
	DOWN MAIN (S)	DM
	DOWN REFUGE (S)	DR

SIGNAL	DESTINATION	INDICATION
GF 44	UP MAIN (M)	-
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM
	DOWN REFUGE (S)	DR

SIGNAL	DESTINATION	INDICATION
GF 46	DOWN REFUGE (S)	DR
	ENGINE ROAD (S)	ER
	NO.1 DOWN SIDING (M)	D1
	NO.2 DOWN SIDING (M)	D2

SIGNAL	DESTINATION	INDICATION
GF 48	UP MAIN - (M)A L Sp	UM
	UP MAIN - (M)A Y	-
	UP MAIN - (S)A	UM
	DOWN MAIN - (M)B LSp	DM
	DOWN MAIN - (M)B BOL	+ D
	DOWN MAIN - (S)B	DM
	DOWN REFUGE - (M)C L Sp	DR
	DOWN REFUGE (M)C BOL	+ R
	DOWN REFUGE (S)C	DR

SIGNAL	DESTINATION	INDICATION
GF 65	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 67	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
GF 68	UP REFUGE (M)	
	UP REFUGE (S)	UR
	UP MAIN (M)	-
	UP MAIN (S)	UM

GOSFORD

81 KM

DANGER NARROW TRACK CLEARANCE

WATER WC COLUMN

SECTION : GOSFORD YARD A
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 24 October 2024

GRADIENT

INFORMATION

CONTROLLED FROM : GOSFORD
RADIO AREA CODE : 024 (GOSFORD)

NLA 312

! REFER TO NLA 312 FOR SPECIAL INSTRUCTIONS

1 IN 507

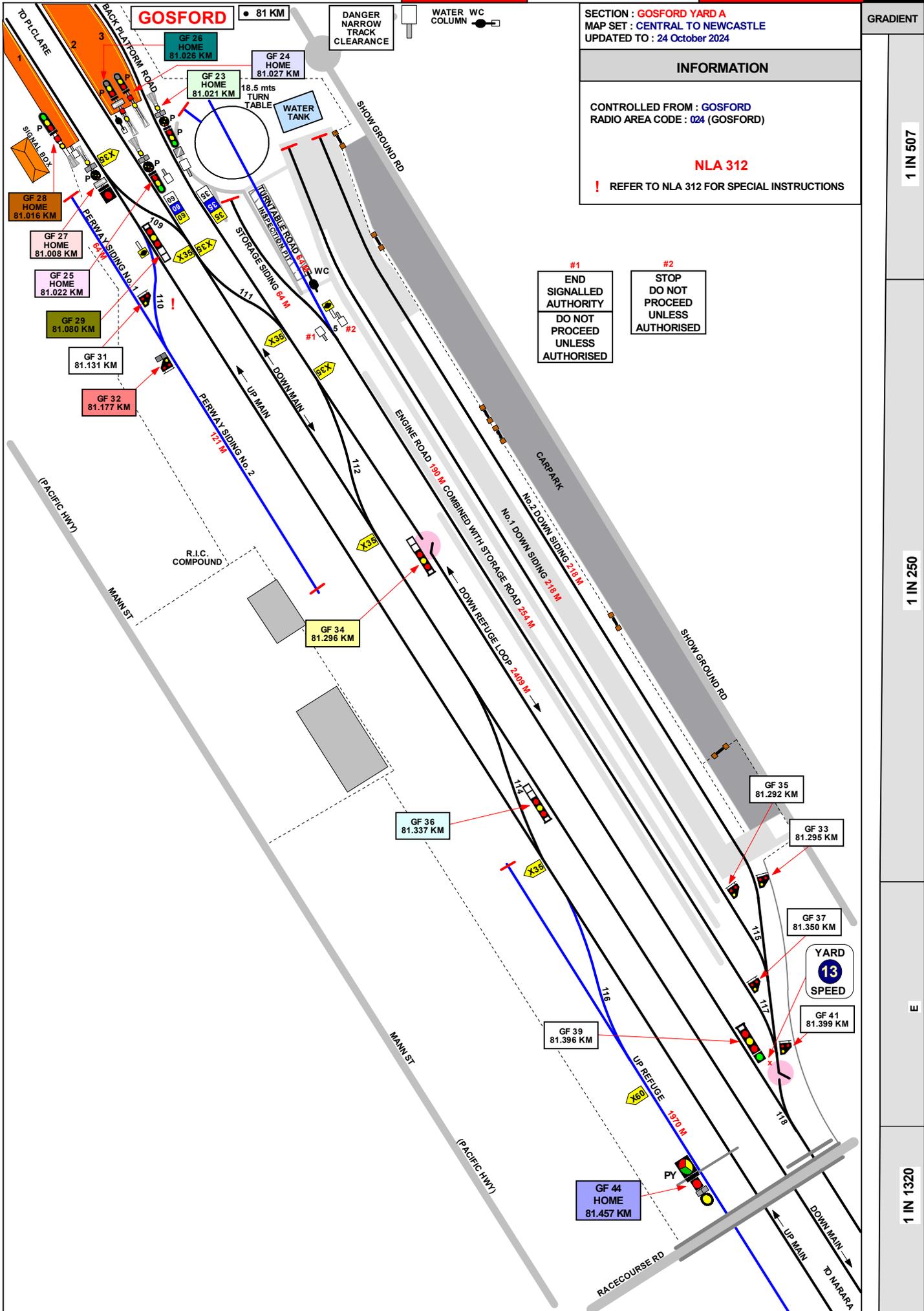
#1
END SIGNALLED AUTHORITY
DO NOT PROCEED UNLESS AUTHORISED

#2
STOP DO NOT PROCEED UNLESS AUTHORISED

1 IN 250

E

1 IN 1320

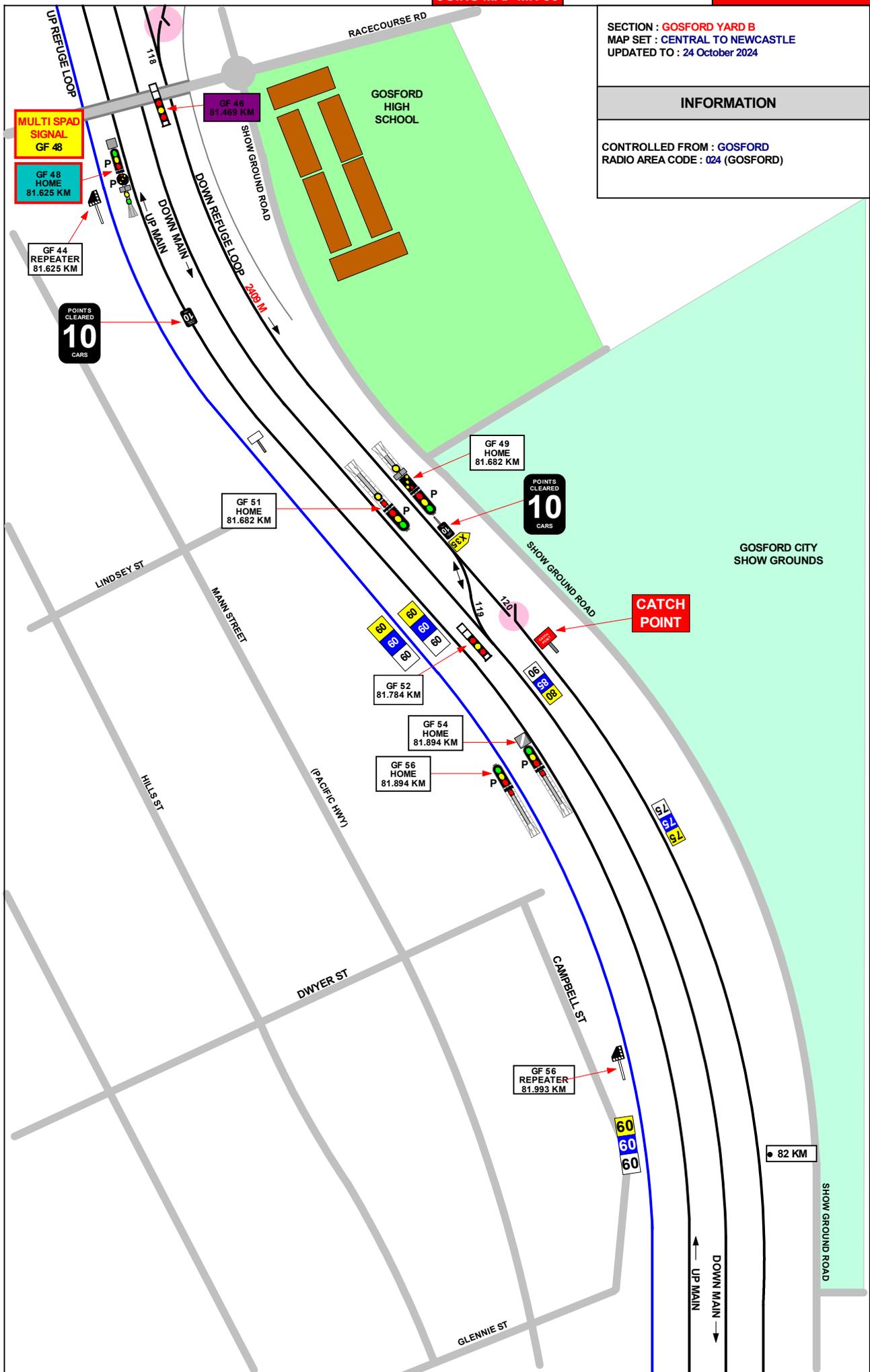


SECTION : GOSFORD YARD B
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 24 October 2024

INFORMATION

CONTROLLED FROM : GOSFORD
 RADIO AREA CODE : 024 (GOSFORD)

GRADIENT	
1 IN 1320	E
1 IN 134	E
1 IN 75	E



SECTION : GOSFORD TO
MANN'S RD BRIDGE
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 31 July 2023

GRADIENT

1 IN 66

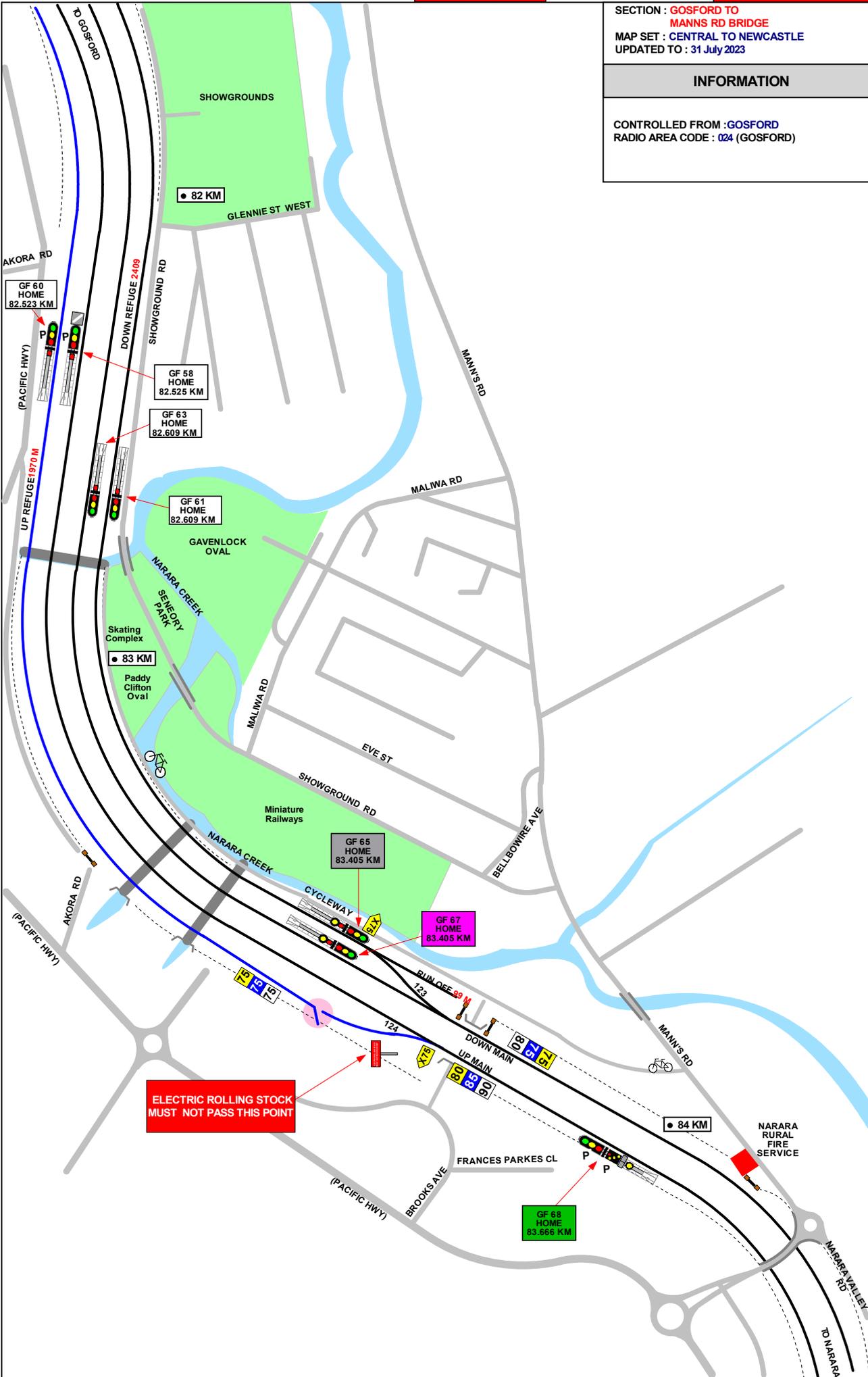
INFORMATION

CONTROLLED FROM : GOSFORD
RADIO AREA CODE : 024 (GOSFORD)

1 IN 3649

1 IN 125

1 IN 150



SECTION : MANN'S ROAD BRIDGE TO LISAROW
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 13 January 2026

INFORMATION

CONTROLLED FROM : GOSFORD
RADIO AREA CODE : 024 (GOSFORD)

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR SPECIAL INSTRUCTIONS

GRADIENT

1 IN 220

E

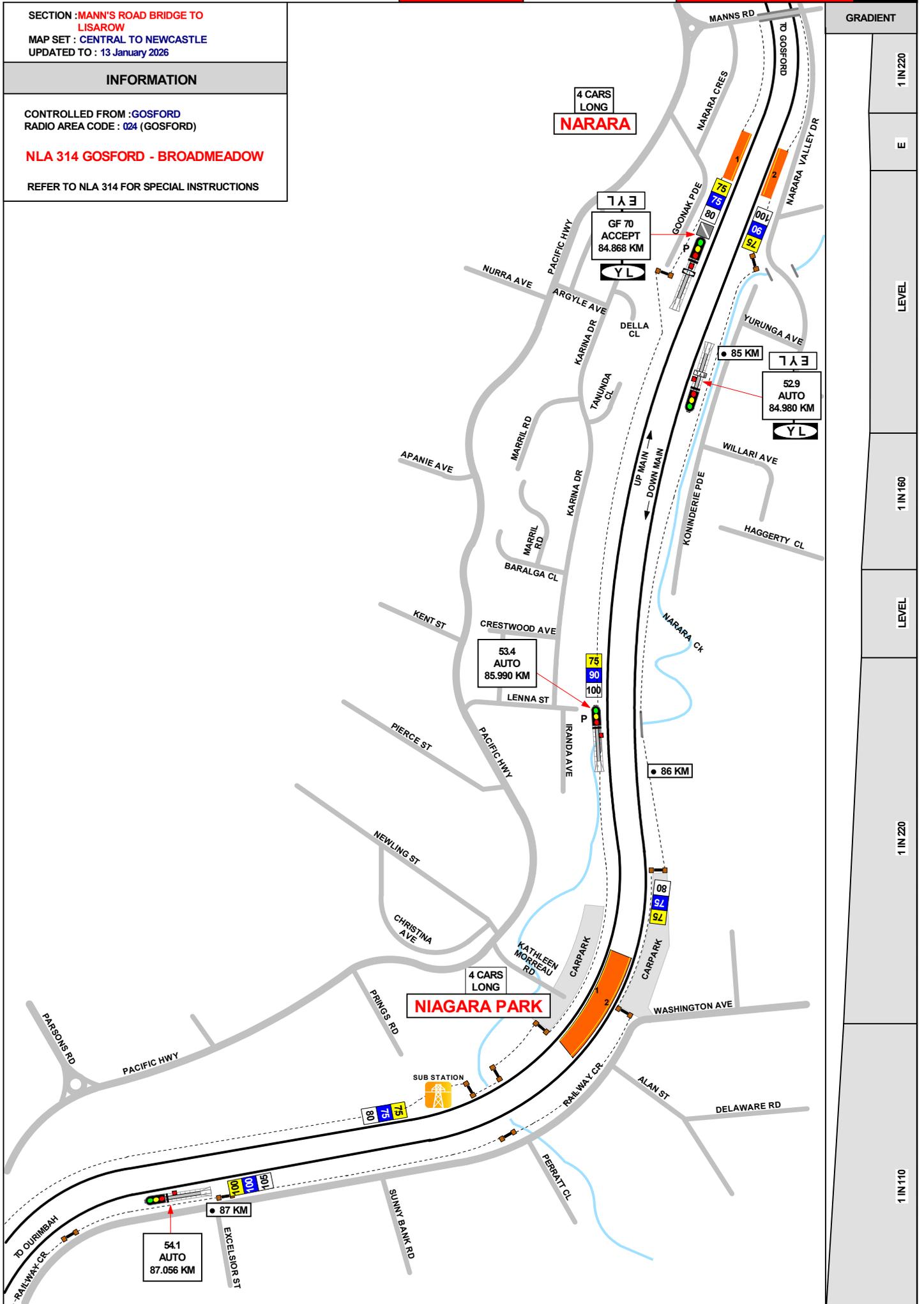
LEVEL

1 IN 160

LEVEL

1 IN 220

1 IN 110



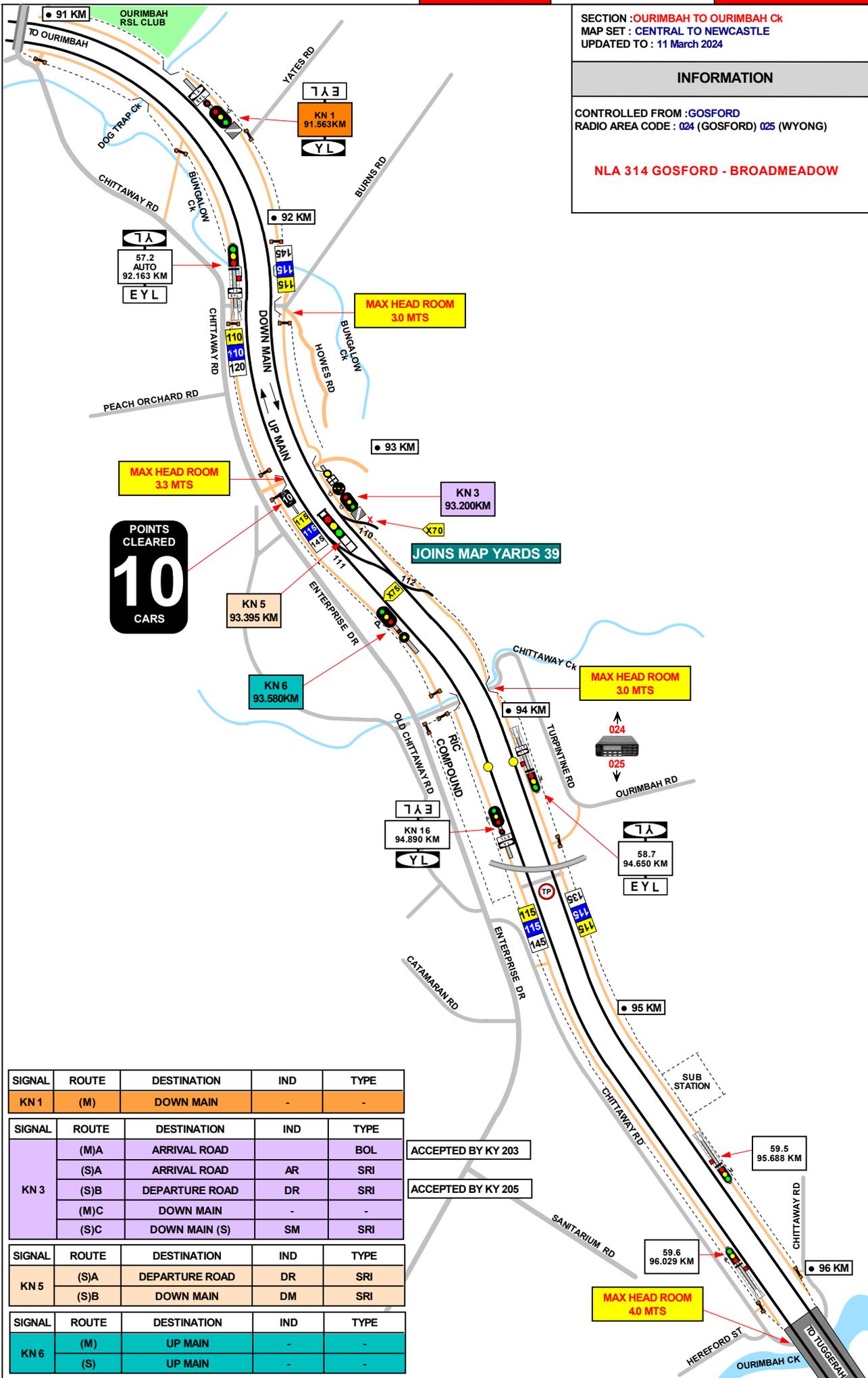
SECTION :OURIMBAH TO OURIMBAH CK
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 11 March 2024

INFORMATION

CONTROLLED FROM :GOSFORD
 RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)

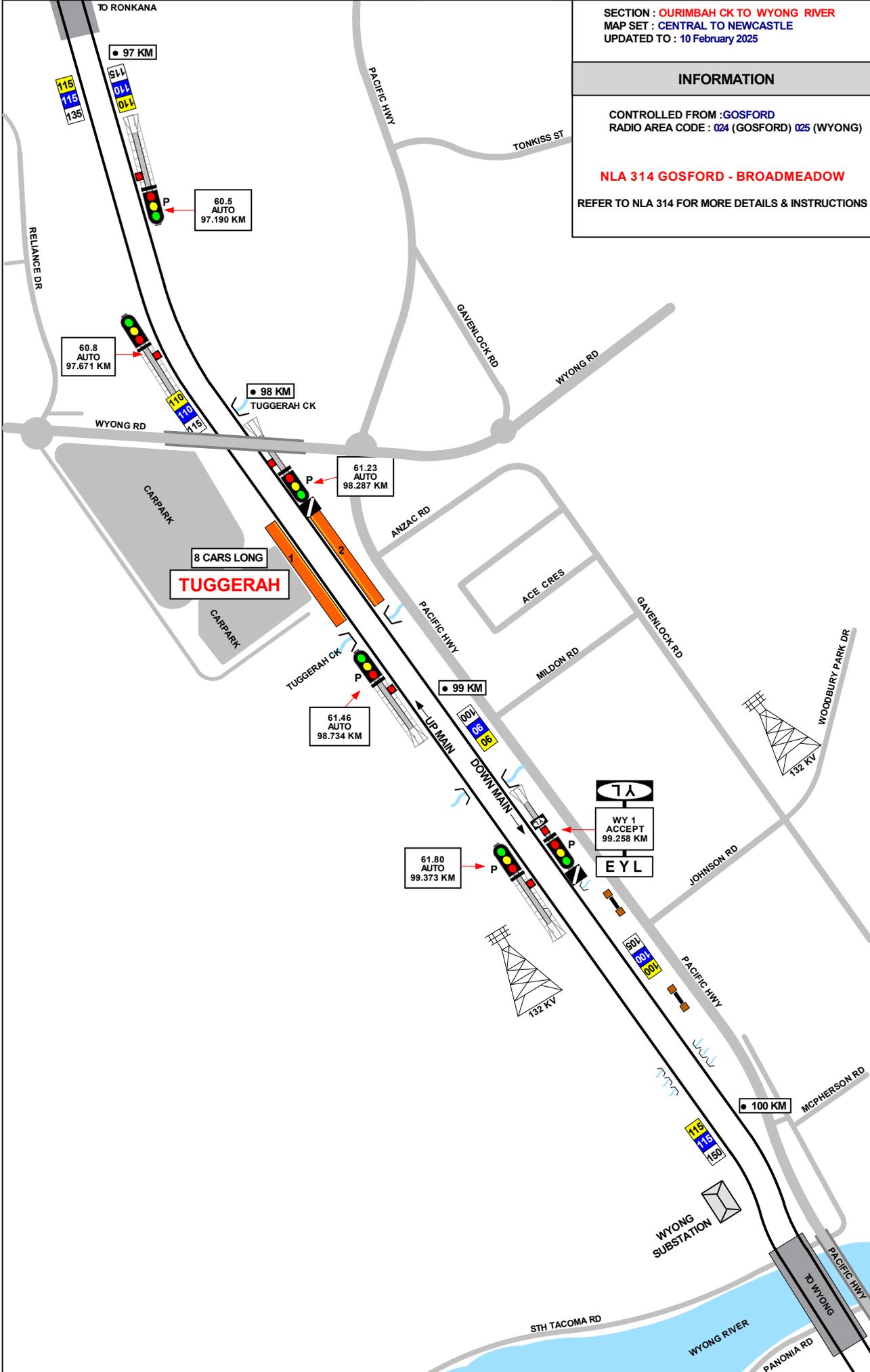
NLA 314 GOSFORD - BROADMEADOW

GRADIENT
1 IN 132
1 IN 416
LEVEL
1 IN 660
LEVEL
1 IN 660
1 IN 155
LEVEL
1 IN 264
LEVEL
1 IN 220



SIGNAL	ROUTE	DESTINATION	IND	TYPE
KN 1	(M)	DOWN MAIN	-	-
KN 3	(M)A	ARRIVAL ROAD	-	BOL
	(S)A	ARRIVAL ROAD	AR	SRI
	(S)B	DEPARTURE ROAD	DR	SRI
	(M)C	DOWN MAIN	-	-
	(S)C	DOWN MAIN (S)	SM	SRI
KN 5	(S)A	DEPARTURE ROAD	DR	SRI
	(S)B	DOWN MAIN	DM	SRI
KN 6	(M)	UP MAIN	-	-
	(S)	UP MAIN	-	-

ACCEPTED BY KY 203
 ACCEPTED BY KY 205



SECTION : OURIMBAH CK TO WYONG RIVER
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 10 February 2025

INFORMATION

CONTROLLED FROM : GOSFORD
 RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR MORE DETAILS & INSTRUCTIONS

GRADIENT	
LEVEL	1 IN 300
LEVEL	1 IN 600
LEVEL	1 IN 220
LEVEL	1 IN 600
LEVEL	1 IN 600

LENGTHS OF ROADS

WYONG YARD

TRACK	FROM	TO	METRES
UP MAIN	WY 20	WY 27	1100
	WY 8	WY 20	545
UP REFUGE	WY 8	WY 15	394
UP STORAGE SIDING	WY 6	END OF ROAD	800
	WY 18	END OF ROAD	324
UP PERWAY SIDING	CATCH POINTS	END OF ROAD	88
UP ACCEPT	WY 32	CLEAR OF WARNERVALE LEVEL CROSSING	940
DOWN MAIN	WY 25	WY 10	1650
	WY 22	WY 10	414
	WY 25	WY 22	1147
	WY 11	STOP BLOCKS	404
DOWN REFUGE	WY 7	STOP BLOCKS	315

SIGNAL	DESTINATION	INDICATION
WY 3	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (M)	+U
	UP MAIN (S)	UM
	UP REFUGE LOOP (M)	+R
	UP REFUGE LOOP (S)	UR

SIGNAL	DESTINATION	INDICATION
WY 10	UP MAIN (M)	
	UP MAIN (S)	UM
	DOWN SIDING (S)	DS

SIGNAL	DESTINATION	INDICATION
WY 22	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
WY 10 IND	UP MAIN (S)	UM
	DOWN SIDING (S)	DS

SIGNAL	DESTINATION	INDICATION
WY 25	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
WY 5	UP MAIN (S)	UM
	UP REFUGE LOOP (S)	UR

SIGNAL	DESTINATION	INDICATION
WY 11	DOWN MAIN (M)	-
	DOWN MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
WY 27	DOWN MAIN (M)	
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
WY 6	DOWN MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
WY 13	UP MAIN (M)	-
	UP MAIN (S)	-

SIGNAL	DESTINATION	INDICATION
WY 28	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
WY 8	UP MAIN (M)	----
	UP MAIN (S)	

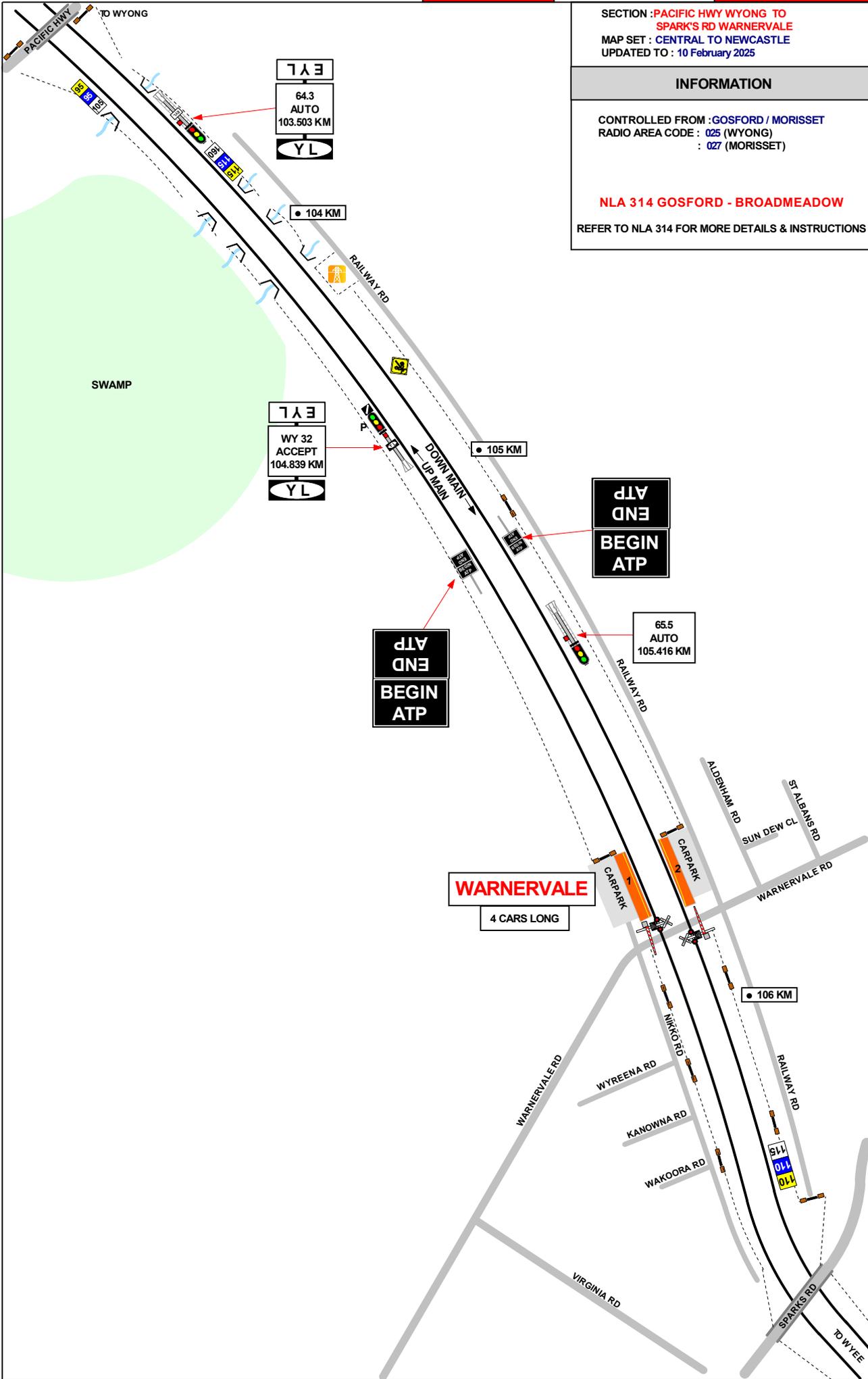
SIGNAL	DESTINATION	INDICATION
WY 15	UP MAIN (M)	
	UP MAIN (S)	UM
	UP STORAGE SIDING (S)	US
	PERWAY SIDING (S)	PW

SIGNAL	DESTINATION	INDICATION
WY 30	UP MAIN (M)	----
	UP MAIN (S)	UM
	DOWN MAIN (M)	
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
WY 9	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
WY 20	UP REFUGE LOOP (M)	
	UP REFUGE LOOP (S)	UR
	UP MAIN (M)	----
	UP MAIN (S)	UM

SECTION : GOSFORD YARD INFORMATION
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 10 February 2025



SECTION : PACIFIC HWY WYONG TO SPARK'S RD WARNERVALE
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 10 February 2025

INFORMATION

CONTROLLED FROM : GOSFORD / MORISSET
 RADIO AREA CODE : 025 (WYONG)
 : 027 (MORISSET)

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR MORE DETAILS & INSTRUCTIONS

GRADIENT
1 IN 75
E
LEVEL
1 IN 190
1 IN 660
1 IN 220
1 IN 66
1 IN 100

SECTION : SPARK'S RD WARNERVALE TO
WYEE SIGNAL 71.1
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 27 February 2024

INFORMATION

CONTROLLED FROM : MORISSET
RADIO AREA CODE : 027 (MORISSET)
: 025 (WYONG)

NLA 314 GOSFORD - BROADMEADOW
REFER TO NLA 314 FOR MORE INSTRUCTIONS

GRADIENT

1 IN 100

1 IN 264

E

LEVEL

1 IN 75

LEVEL

1 IN 75

1 IN 75

LEVEL

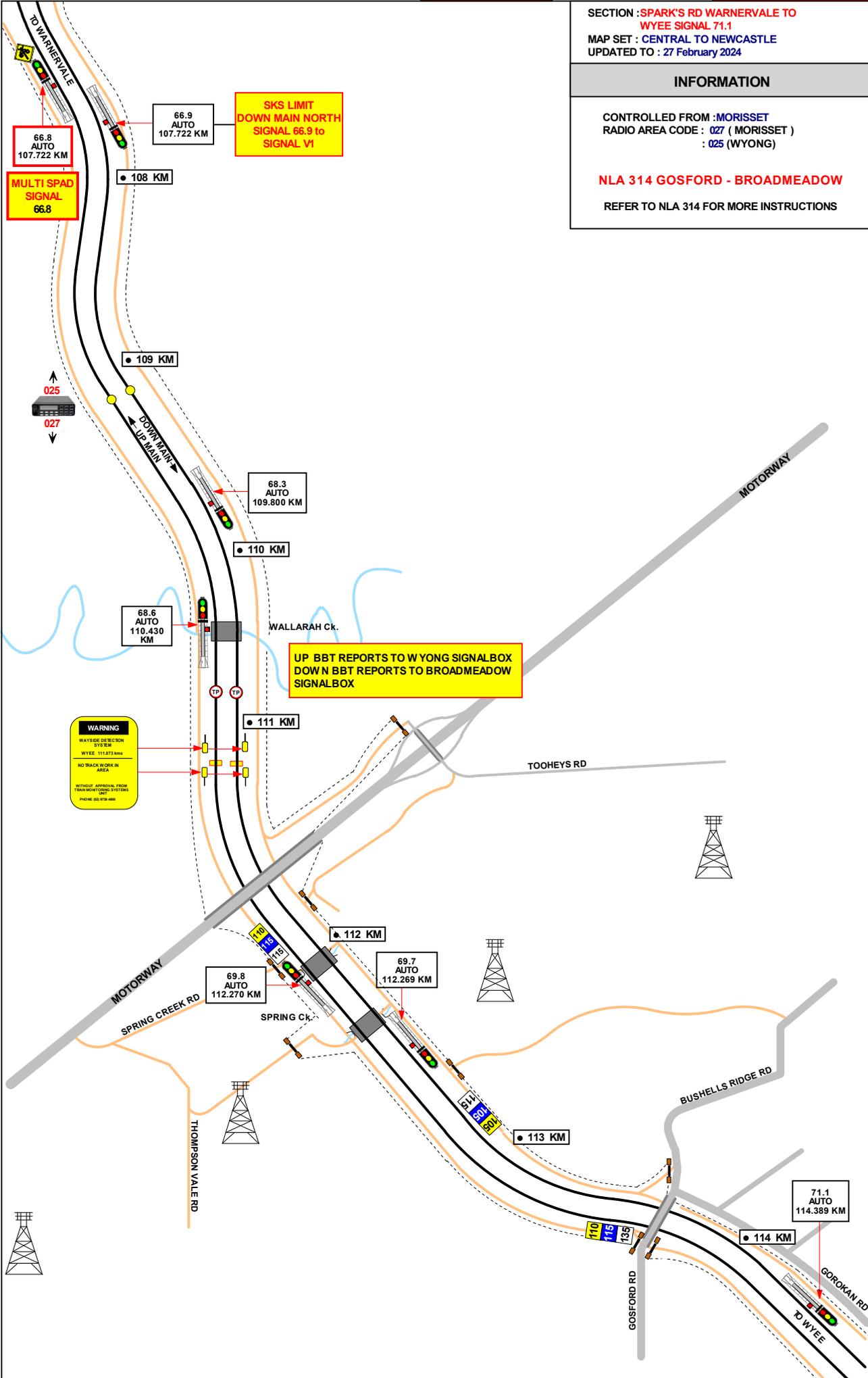
1 IN 132

1 IN 60

1 IN 150

LEVEL

1 IN 80



SECTION : WYEE SIGNAL 71.1 TO VALES POINT 117 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 27 February 2024

INFORMATION

CONTROLLED FROM : MORISSET
RADIO AREA CODE : 27 (MORISSET)

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR MORE INSTRUCTIONS

GRADIENT

1 IN 80

E

LEVEL

E

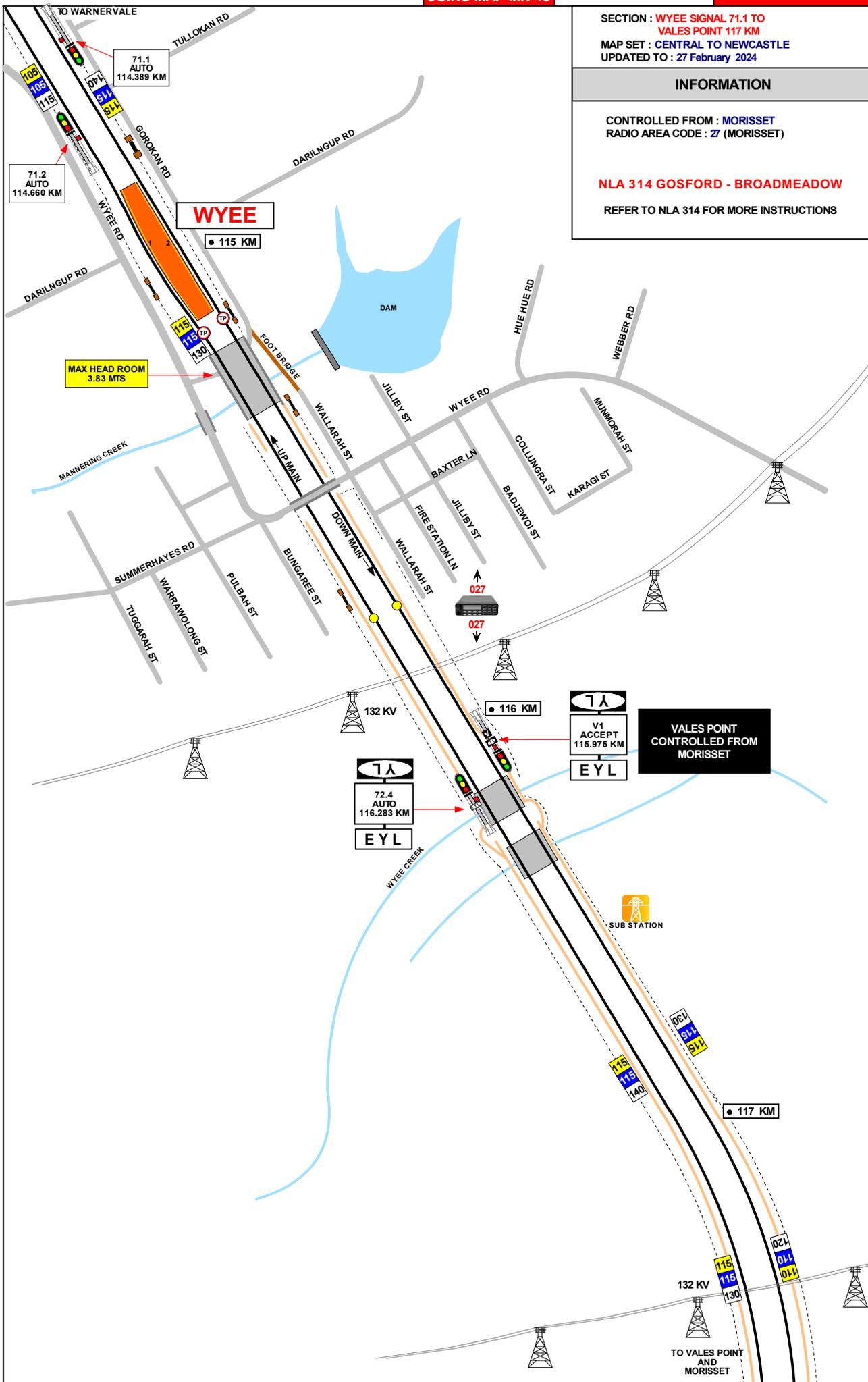
1 IN 75

E

1 IN 50

E

1 IN 330



SECTION : VALES POINT 117 KM TO
VALES POINT 121 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 30 July 2014

INFORMATION

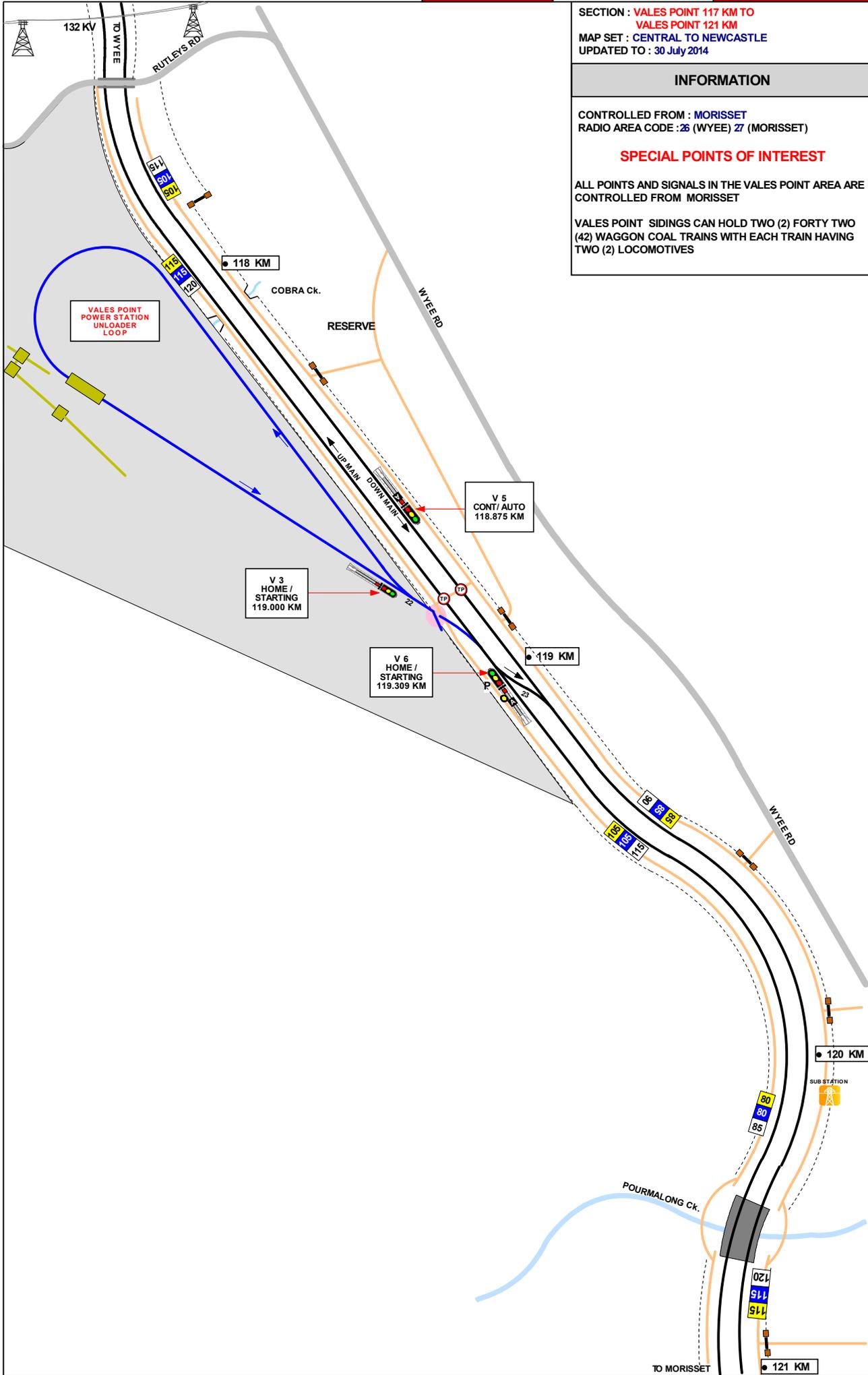
CONTROLLED FROM : MORISSET
RADIO AREA CODE : 26 (WYEE) 27 (MORISSET)

SPECIAL POINTS OF INTEREST

ALL POINTS AND SIGNALS IN THE VALES POINT AREA ARE CONTROLLED FROM MORISSET

VALES POINT SIDINGS CAN HOLD TWO (2) FORTY TWO (42) WAGGON COAL TRAINS WITH EACH TRAIN HAVING TWO (2) LOCOMOTIVES

GRADIENT	
1 IN 330	
1 IN 66	
1 IN 132	
1 IN 68	E
1 IN 75	E
LEVEL	



SECTION : 121 KM TO MORISSET
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 19 May 2025

INFORMATION

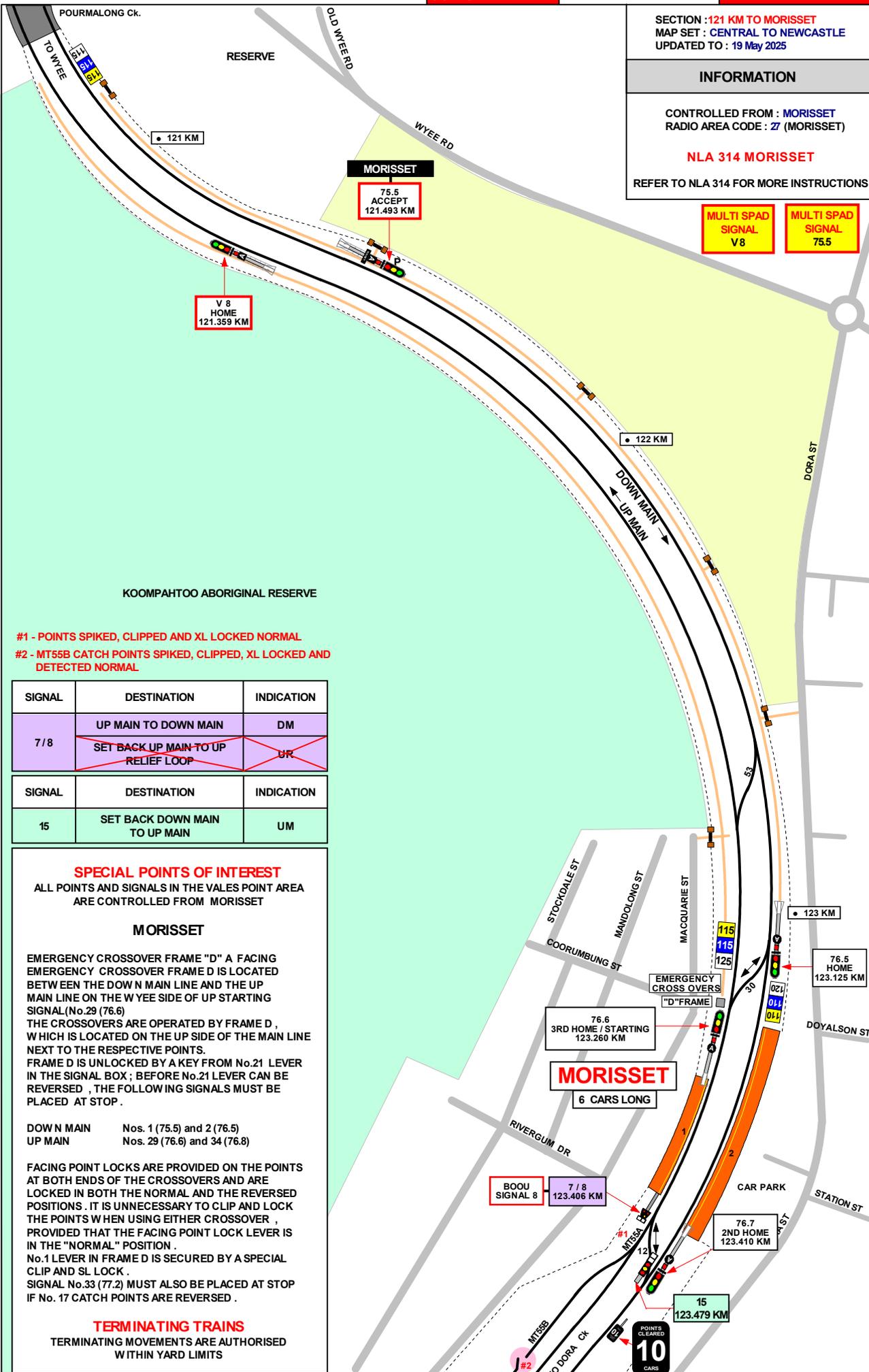
CONTROLLED FROM : MORISSET
 RADIO AREA CODE : 27 (MORISSET)

NLA 314 MORISSET

REFER TO NLA 314 FOR MORE INSTRUCTIONS

MULTI SPAD SIGNAL
 V 8

MULTI SPAD SIGNAL
 75.5



KOOMPAHTOO ABORIGINAL RESERVE

- #1 - POINTS SPIKED, CLIPPED AND XL LOCKED NORMAL
- #2 - MT55B CATCH POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL

SIGNAL	DESTINATION	INDICATION
7/8	UP MAIN TO DOWN MAIN	DM
	SET BACK UP MAIN TO UP RELIEF LOOP	UR

SIGNAL	DESTINATION	INDICATION
15	SET BACK DOWN MAIN TO UP MAIN	UM

SPECIAL POINTS OF INTEREST

ALL POINTS AND SIGNALS IN THE VALES POINT AREA ARE CONTROLLED FROM MORISSET

MORISSET

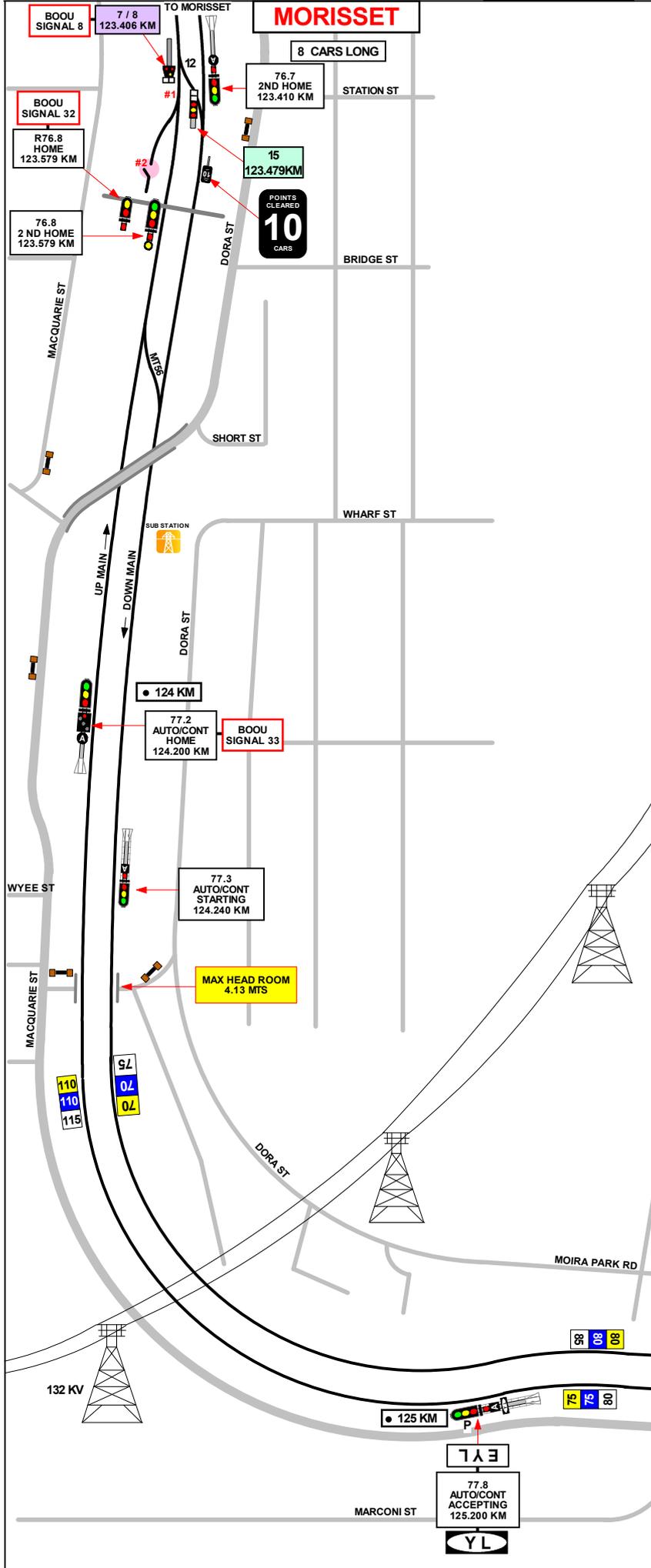
EMERGENCY CROSSOVER FRAME "D" A FACING EMERGENCY CROSSOVER FRAME D IS LOCATED BETWEEN THE DOWN MAIN LINE AND THE UP MAIN LINE ON THE WYEE SIDE OF UP STARTING SIGNAL (No.29 (76.6)) THE CROSSOVERS ARE OPERATED BY FRAME D, WHICH IS LOCATED ON THE UP SIDE OF THE MAIN LINE NEXT TO THE RESPECTIVE POINTS. FRAME D IS UNLOCKED BY A KEY FROM No.21 LEVER IN THE SIGNAL BOX; BEFORE No.21 LEVER CAN BE REVERSED, THE FOLLOWING SIGNALS MUST BE PLACED AT STOP.

DOWN MAIN Nos. 1 (75.5) and 2 (76.5)
 UP MAIN Nos. 29 (76.6) and 34 (76.8)

FACING POINT LOCKS ARE PROVIDED ON THE POINTS AT BOTH ENDS OF THE CROSSOVERS AND ARE LOCKED IN BOTH THE NORMAL AND THE REVERSED POSITIONS. IT IS UNNECESSARY TO CLIP AND LOCK THE POINTS WHEN USING EITHER CROSSOVER, PROVIDED THAT THE FACING POINT LOCK LEVER IS IN THE "NORMAL" POSITION. No.1 LEVER IN FRAME D IS SECURED BY A SPECIAL CLIP AND SL LOCK. SIGNAL No.33 (77.2) MUST ALSO BE PLACED AT STOP IF No. 17 CATCH POINTS ARE REVERSED.

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS



SECTION : MORISSET TO 125.5 KM
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 19 May 2025

INFORMATION

CONTROLLED FROM : MORISSET
 RADIO AREA CODE : 27 (MORISSET)

SPECIAL POINTS OF INTEREST
 ALL POINTS AND SIGNALS IN THE VALES POINT AREA ARE CONTROLLED FROM MORISSET

MORISSET

EMERGENCY CROSSOVER FRAME "D"
 A FACING EMERGENCY CROSSOVER FRAME D IS LOCATED BETWEEN THE DOWN MAIN LINE AND THE UP MAIN LINE ON THE WYEE SIDE OF UP STARTING SIGNAL (No. 29 (76.6))
 THE CROSSOVERS ARE OPERATED BY FRAME D, WHICH IS LOCATED ON THE UP SIDE OF THE MAIN LINE NEXT TO THE RESPECTIVE POINTS.
 FRAME D IS UNLOCKED BY A KEY FROM No. 21 LEVER IN THE SIGNAL BOX ;
 BEFORE No. 21 LEVER CAN BE REVERSED , THE FOLLOWING SIGNALS MUST BE PLACED AT STOP .

DOWN MAIN	Nos. 1 (75.5) and 2 (76.5)
UP MAIN	Nos. 29 (76.6) and 34 (76.8)

FACING POINT LOCKS ARE PROVIDED ON THE POINTS AT BOTH ENDS OF THE CROSSOVERS AND ARE LOCKED IN BOTH THE NORMAL AND THE REVERSED POSITIONS . IT IS UNNECESSARY TO CLIP AND LOCK THE POINTS WHEN USING EITHER CROSSOVER, PROVIDED THAT THE FACING POINT LOCK LEVER IS IN THE "NORMAL" POSITION .
 No. 1 LEVER IN FRAME D IS SECURED BY A SPECIAL CLIP AND SL LOCK .
 SIGNAL No. 33 (77.2) MUST ALSO BE PLACED AT STOP IF No. 17 CATCH POINTS ARE REVERSED.

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS, WHEN SETTING BACK FROM No. 15 SIGNAL ON THE DOWN MAIN A STEADY GREEN HAND SIGNAL IS REQUIRED FROM THE SIGNALBOX TO RETURN TO No. 2 PLATFORM

NLA 314 MORISSET
 REFER TO NLA 314 FOR MORE INSTRUCTIONS

SIGNAL	DESTINATION	INDICATION
7/8	UP MAIN TO DOWN MAIN	DM
	SET BACK UP MAIN TO UP RELIEF LOOP	UR

SIGNAL	DESTINATION	INDICATION
15	SET BACK DOWN MAIN TO UP MAIN	UM

#1 - POINTS SPIKED, CLIPPED AND XL LOCKED NORMAL
 #2 - MT55B CATCH POINTS SPIKED, CLIPPED, XL LOCKED AND DETECTED NORMAL

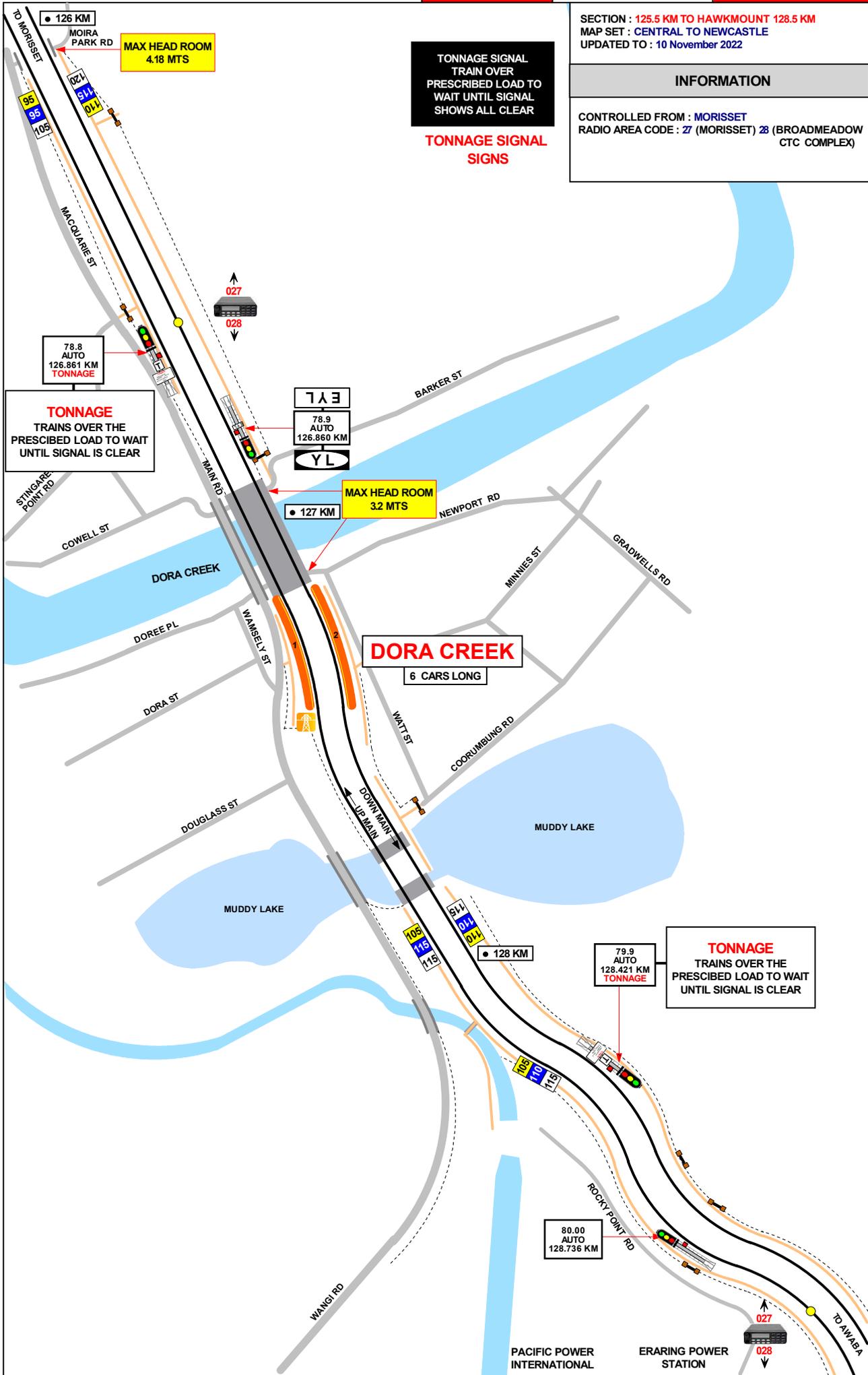
GRADIENT

1 IN 300

LEVEL

E

1 IN 75



SECTION : 125.5 KM TO HAWKMOUNT 128.5 KM
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 10 November 2022

INFORMATION

CONTROLLED FROM : MORISSET
 RADIO AREA CODE : 27 (MORISSET) 28 (BROADMEADOW CTC COMPLEX)

GRADIENT	
1 IN 75	E
1 IN 122	LEVEL
1 IN 129	LEVEL
1 IN 660	LEVEL
1 IN 203	E
1 IN 200	LEVEL

SECTION : 128.5 KM TO 132.5 KM AT ERARING LOOP
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 15 January 2026

GRADIENT

INFORMATION

CONTROLLED FROM : MORISSET
RADIO AREA CODE : 27 (MORISSET)
28 (BROADMEADOW CTC COMPLEX)

SPECIAL POINTS OF INTEREST

ALL POINTS AND SIGNALS IN THE ERARING AREA ARE CONTROLLED FROM BROADMEADOW CONTROL CENTRE SIGNALBOX .
A LOCAL CONTROL PANEL HAS BEEN PROVIDED IN THE TRAFFIC HUT AT ERARING TO ALLOW THE CONTROL PANEL TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL CONTROL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT BROADMEADOW CONTROL CENTRE

ERARING SIDINGS CAN HOLD TWO (2) FORTY TWO (42) WAGGON COAL TRAINS (ONE TRAIN DEPARTING AND ONE TRAIN ARRIVING) WITH EACH TRAIN HAVING TWO (2) LOCOMOTIVES . HOWEVER ,BEFORE THE SECOND TRAIN IS ALLOWED TO ENTER THE SIDING , THE SIGNALLER MUST CONTACT THE COAL UNLOADER TO ENSURE THAT THE FIRST TRAIN HAS PASSED THE UNLOADING FACILITY COMPLETE .

1 IN 120

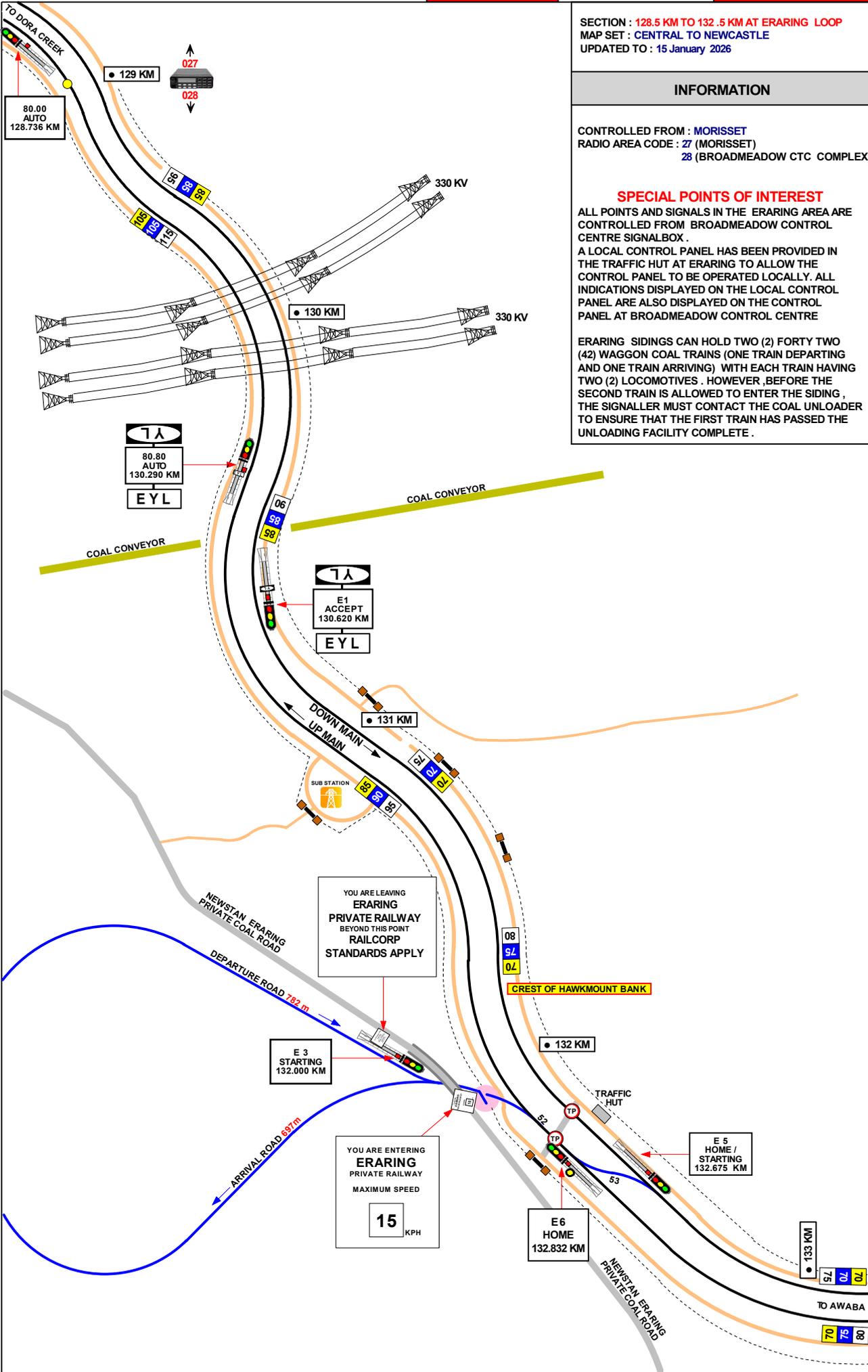
1 IN 44

1 IN 44

1 IN 45

1 IN 56

1 IN 1375



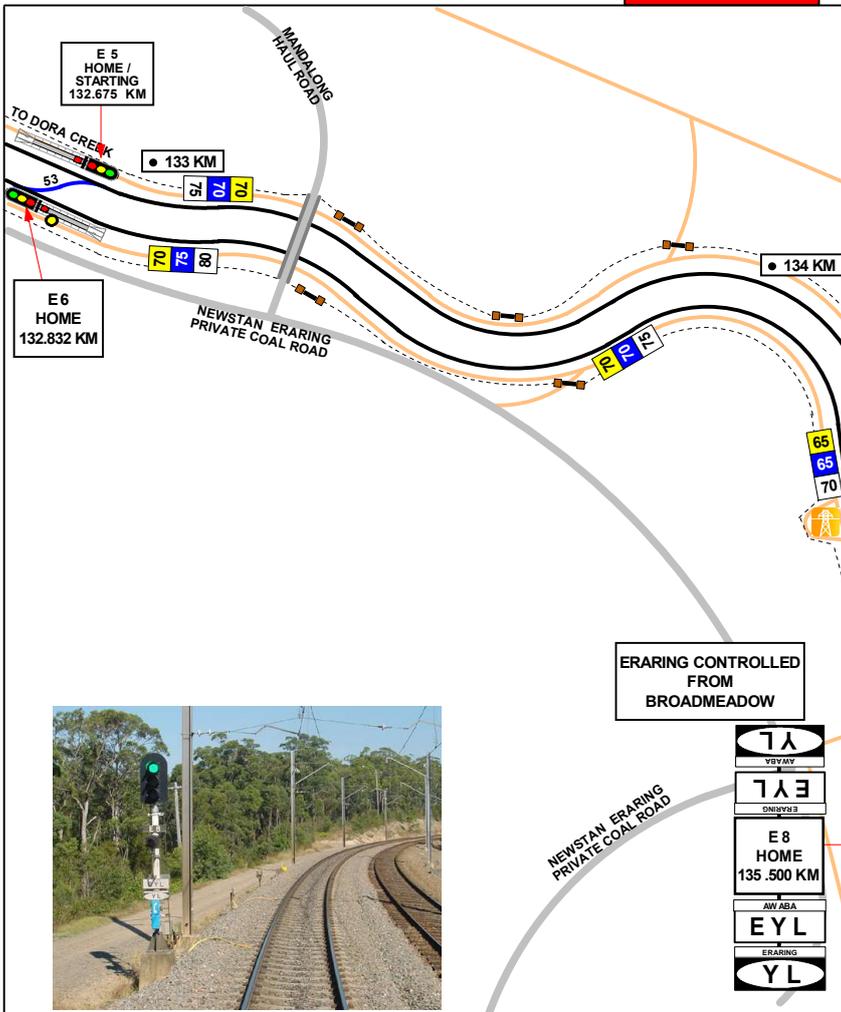
SECTION : 132.5 KM TO 137 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 30 July 2014

INFORMATION

CONTROLLED FROM : MORISSET / BROADMEADOW
RADIO AREA CODE : 27 (MORISSET) 28 (BROADMEADOW CTC COMPLEX)

GRADIENT

E
1 IN 1375
E
1 IN 1404
E
1 IN 127
E
1 IN 100
E
1 IN 660
E
1 IN 75
E
1 IN 70
E
1 IN 73
E
1 IN 77
E
1 IN 75
E
1 IN 70
E
1 IN 73
E
1 IN 73
E
1 IN 110
E
1 IN 85



ERARING 132.685 KM- NLA 314

LOCATION DETAILS

! USUALLY CONTROLLED FROM CTC (BROADMEADOW) CAN BE SWITCHED IN

EYL 130.285 KM UP SIGNAL 80.8

YL 130.573 KM DOWN SIGNAL E1

51 ERARING SIDING DEPARTURE ROAD TO ARRIVAL ROAD

132.560 KM 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

132.680 KM NETWORK ACCESS

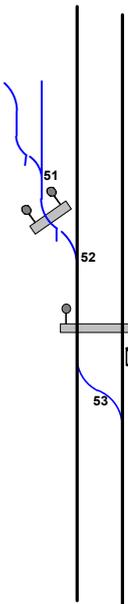
132.685 KM TRAFFIC HUT : LOCAL CONTROL PANEL .SPARE CLOSING KEY AT MORISSET

53 DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE

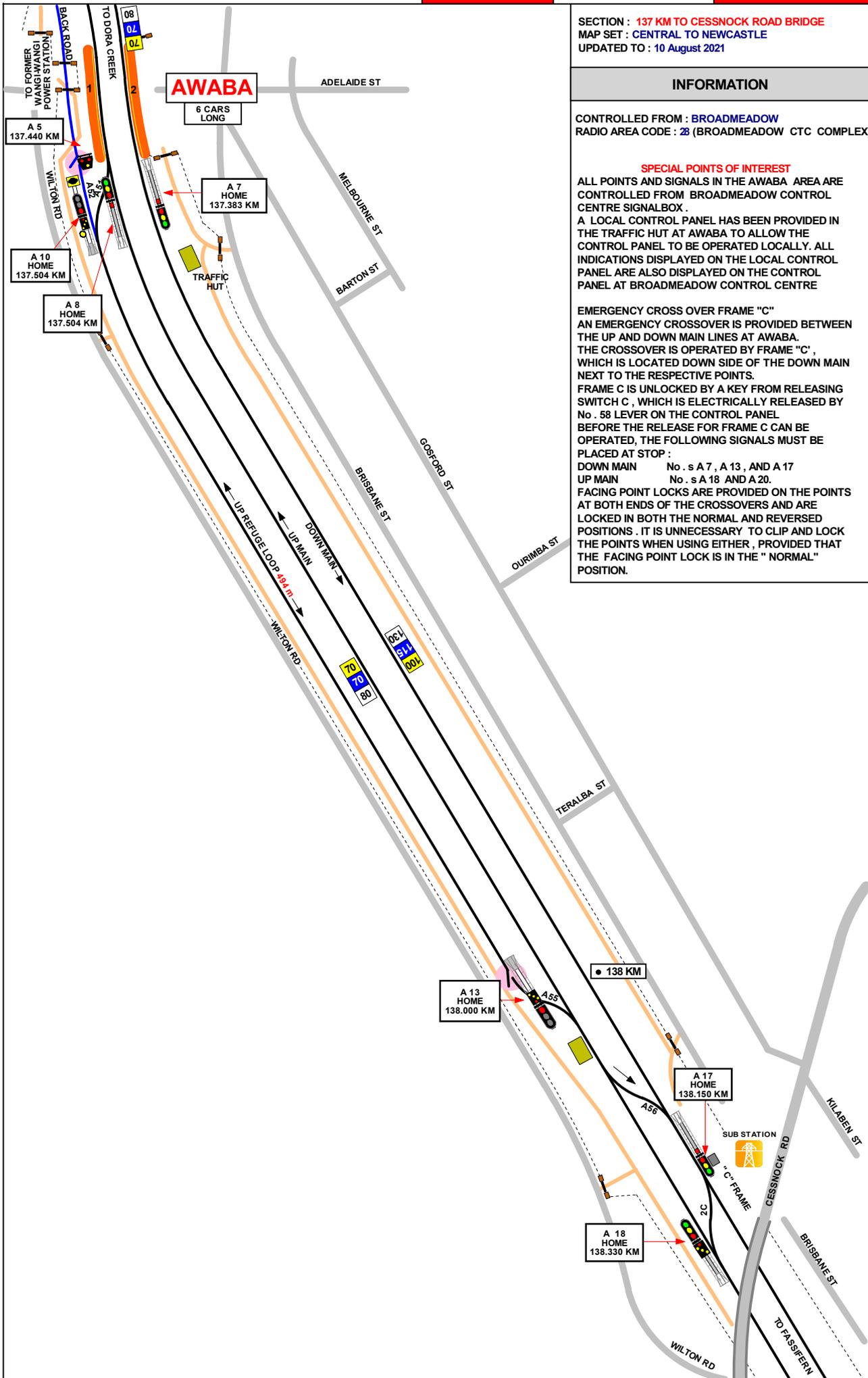
YL 135.407 KM UP SIGNAL E8

EYL 135.855 KM AWABA DOWN SIGNAL A1

! ERARING ABUTS AWABA



AWABA



SECTION : 137 KM TO CESSNOCK ROAD BRIDGE
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 10 August 2021

INFORMATION

CONTROLLED FROM : BROADMEADOW
 RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

SPECIAL POINTS OF INTEREST
 ALL POINTS AND SIGNALS IN THE AWABA AREA ARE CONTROLLED FROM BROADMEADOW CONTROL CENTRE SIGNALBOX.
 A LOCAL CONTROL PANEL HAS BEEN PROVIDED IN THE TRAFFIC HUT AT AWABA TO ALLOW THE CONTROL PANEL TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL CONTROL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT BROADMEADOW CONTROL CENTRE

EMERGENCY CROSS OVER FRAME "C"
 AN EMERGENCY CROSSOVER IS PROVIDED BETWEEN THE UP AND DOWN MAIN LINES AT AWABA. THE CROSSOVER IS OPERATED BY FRAME "C", WHICH IS LOCATED DOWN SIDE OF THE DOWN MAIN NEXT TO THE RESPECTIVE POINTS.
 FRAME C IS UNLOCKED BY A KEY FROM RELEASING SWITCH C, WHICH IS ELECTRICALLY RELEASED BY No. 58 LEVER ON THE CONTROL PANEL. BEFORE THE RELEASE FOR FRAME C CAN BE OPERATED, THE FOLLOWING SIGNALS MUST BE PLACED AT STOP :
 DOWN MAIN No. s A 7, A 13, AND A 17
 UP MAIN No. s A 18 AND A 20.
 FACING POINT LOCKS ARE PROVIDED ON THE POINTS AT BOTH ENDS OF THE CROSSOVERS AND ARE LOCKED IN BOTH THE NORMAL AND REVERSED POSITIONS. IT IS UNNECESSARY TO CLIP AND LOCK THE POINTS WHEN USING EITHER, PROVIDED THAT THE FACING POINT LOCK IS IN THE "NORMAL" POSITION.

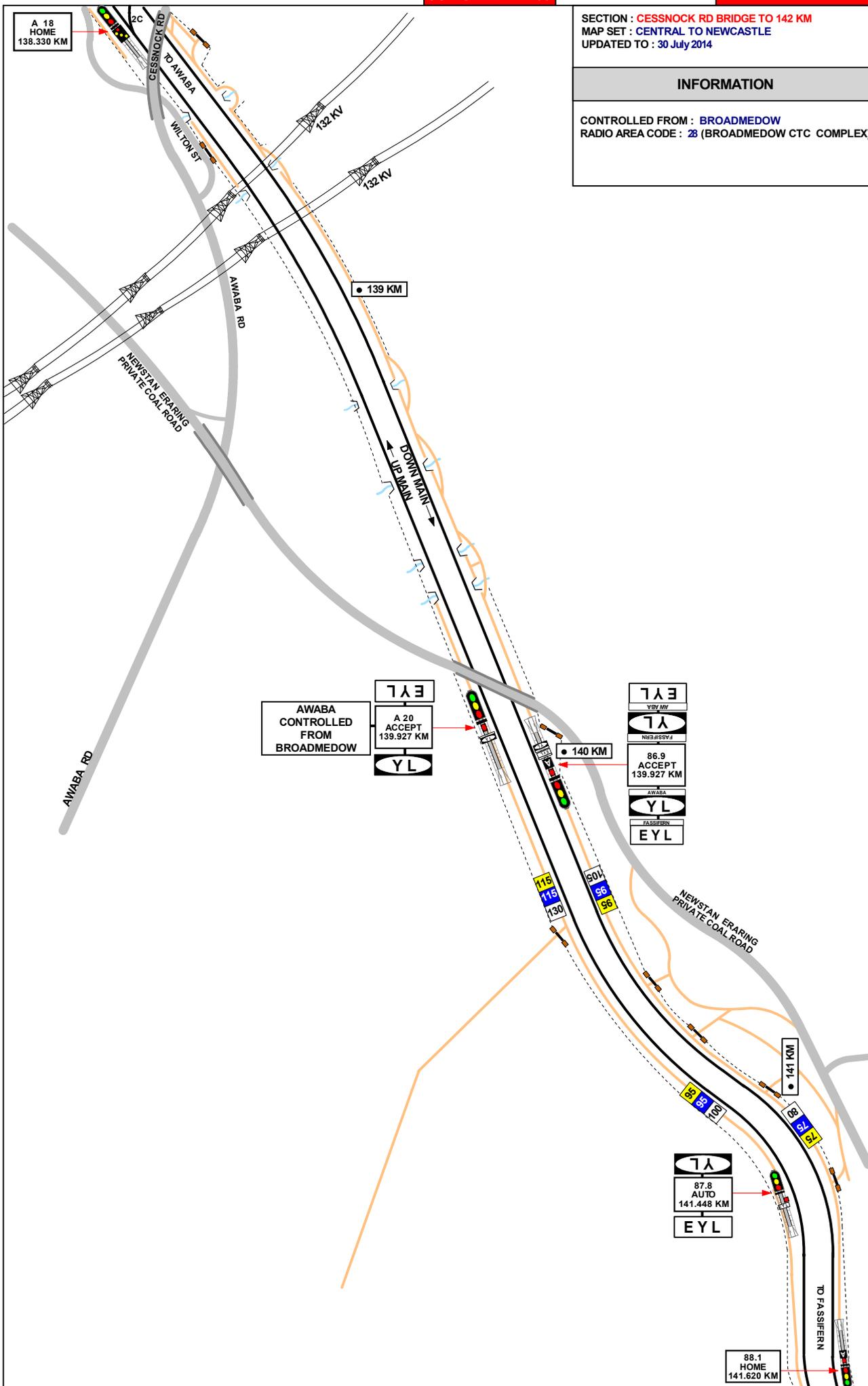
GRADIENT
1 IN 1650
1 IN 306
1 IN 212
E
1 IN 75

SECTION : CESSNOCK RD BRIDGE TO 142 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 30 July 2014

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

GRADIENT	
1 IN 75	E
1 IN 132	E
1 IN 240	E
1 IN 942	E
1 IN 232	E
1 IN 75	E
1 IN 98	E
1 IN 80	E
1 IN 75	E
1 IN 80	E
1 IN 70	E
1 IN 66	E



SECTION : 142.5 KM FASSIFERN TO 143.5 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 31 July 2025

GRADIENT

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)
METHOD OF WORKING : RAIL VEHICLE DETECTION SYSTEM

NLA 314 FASSIFERN
REFER TO NLA 314 FOR SPECIAL INSTRUCTIONS

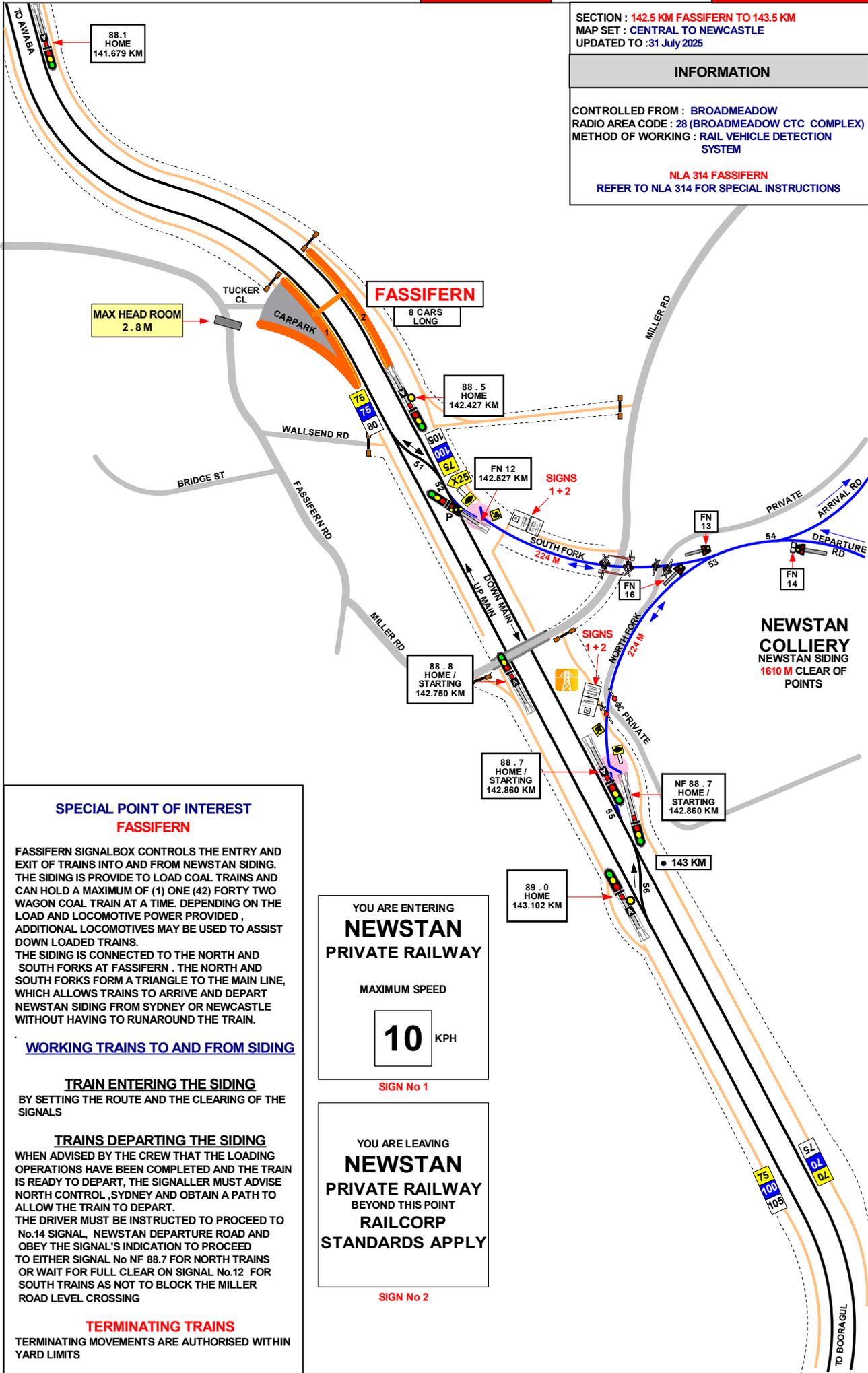
1 IN 1100

1 IN 728

1 IN 50

E

1 IN 40



88.1 HOME
141.679 KM

MAX HEAD ROOM
2.8 M

FASSIFERN

8 CARS LONG

88.5 HOME
142.427 KM

FN 12
142.527 KM

88.8 HOME / STARTING
142.750 KM

88.7 HOME / STARTING
142.860 KM

NF 88.7 HOME / STARTING
142.860 KM

89.0 HOME
143.102 KM

143 KM

SPECIAL POINT OF INTEREST
FASSIFERN

FASSIFERN SIGNALBOX CONTROLS THE ENTRY AND EXIT OF TRAINS INTO AND FROM NEWSTAN SIDING. THE SIDING IS PROVIDE TO LOAD COAL TRAINS AND CAN HOLD A MAXIMUM OF (1) ONE (42) FORTY TWO WAGON COAL TRAIN AT A TIME. DEPENDING ON THE LOAD AND LOCOMOTIVE POWER PROVIDED, ADDITIONAL LOCOMOTIVES MAY BE USED TO ASSIST DOWN LOADED TRAINS. THE SIDING IS CONNECTED TO THE NORTH AND SOUTH FORKS AT FASSIFERN. THE NORTH AND SOUTH FORKS FORM A TRIANGLE TO THE MAIN LINE, WHICH ALLOWS TRAINS TO ARRIVE AND DEPART NEWSTAN SIDING FROM SYDNEY OR NEWCASTLE WITHOUT HAVING TO RUNAROUND THE TRAIN.

WORKING TRAINS TO AND FROM SIDING

TRAIN ENTERING THE SIDING

BY SETTING THE ROUTE AND THE CLEARING OF THE SIGNALS

TRAINS DEPARTING THE SIDING

WHEN ADVISED BY THE CREW THAT THE LOADING OPERATIONS HAVE BEEN COMPLETED AND THE TRAIN IS READY TO DEPART, THE SIGNALLER MUST ADVISE NORTH CONTROL, SYDNEY AND OBTAIN A PATH TO ALLOW THE TRAIN TO DEPART. THE DRIVER MUST BE INSTRUCTED TO PROCEED TO No.14 SIGNAL, NEWSTAN DEPARTURE ROAD AND OBEY THE SIGNAL'S INDICATION TO PROCEED TO EITHER SIGNAL No NF 88.7 FOR NORTH TRAINS OR WAIT FOR FULL CLEAR ON SIGNAL No.12 FOR SOUTH TRAINS AS NOT TO BLOCK THE MILLER ROAD LEVEL CROSSING

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

YOU ARE ENTERING
**NEWSTAN
PRIVATE RAILWAY**

MAXIMUM SPEED
10 KPH

SIGN No 1

YOU ARE LEAVING
**NEWSTAN
PRIVATE RAILWAY**
BEYOND THIS POINT
**RAILCORP
STANDARDS APPLY**

SIGN No 2

SECTION : 143.5 KM TO BOORAGUL
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 30 July 2014

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW
CTC COMPLEX)

GRADIENT

1 IN 40

E

1 IN 77

1 IN 67

E

E

1 IN 79

E

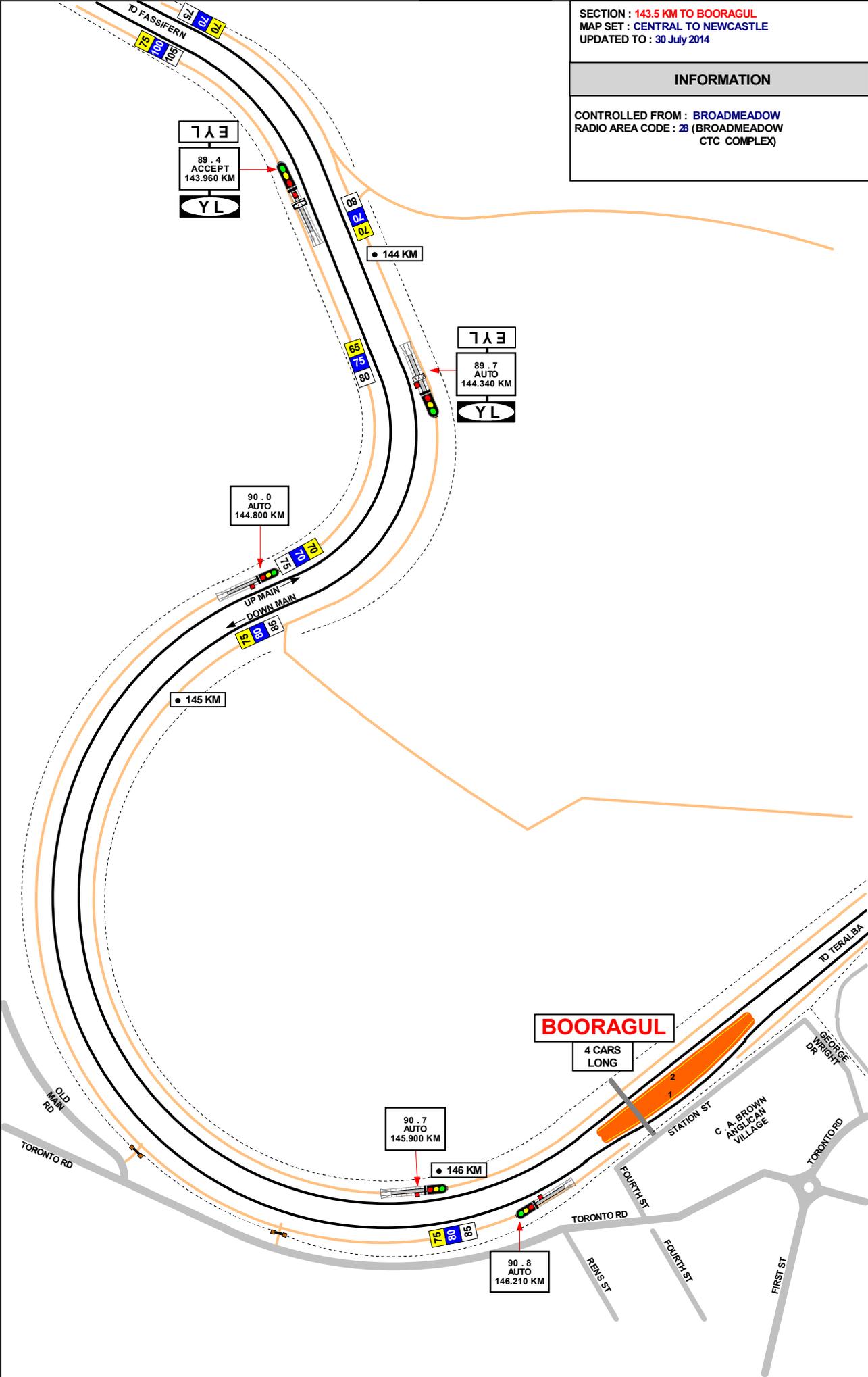
E

1 IN 75

1 IN 66

1 IN 2640

1 IN 1100



SECTION : BOORAGUL TO 149 KM
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 24 October 2024

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

GRADIENT

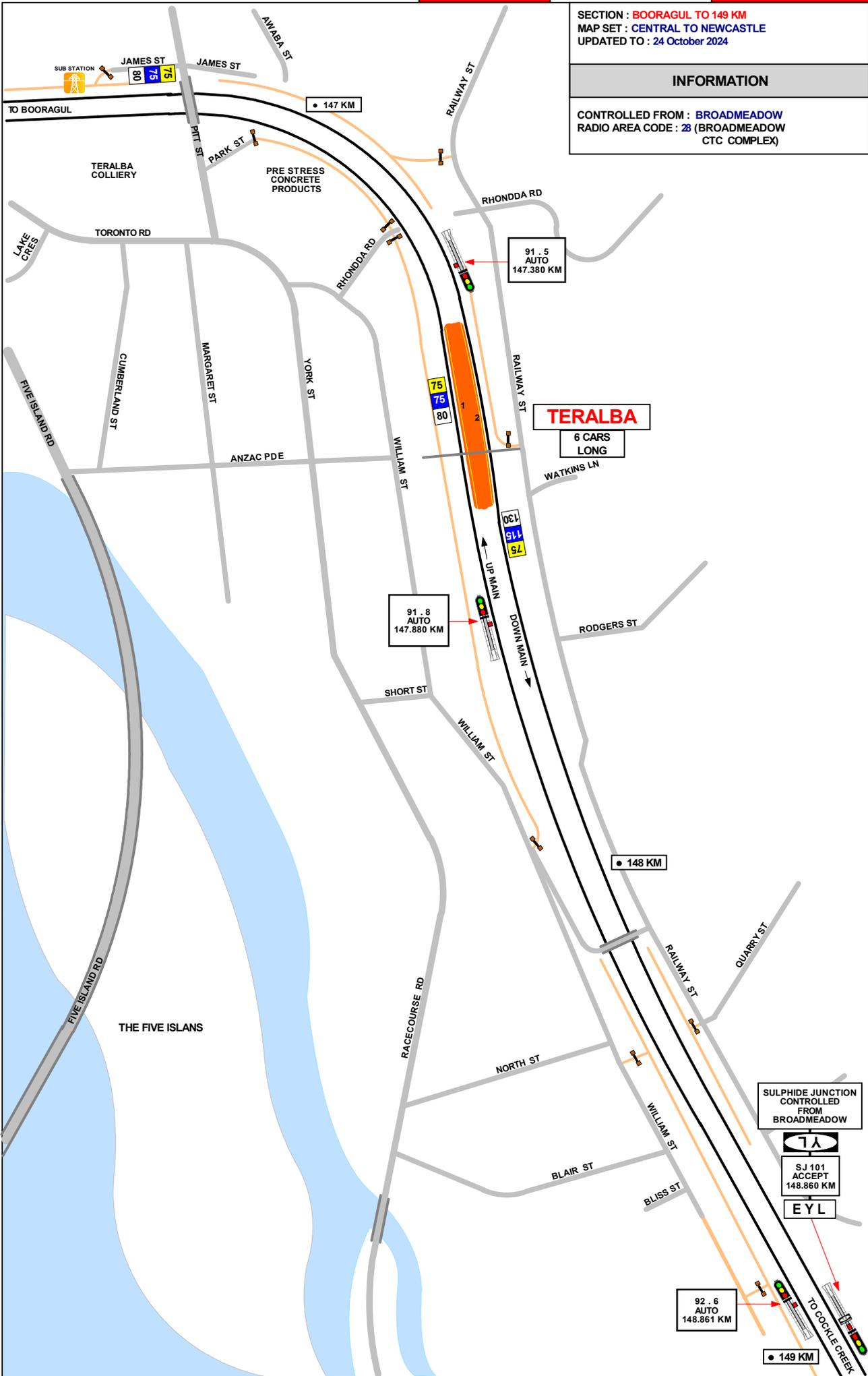
1 IN 600

LEVEL

1 IN 132

1 IN 88

1 IN 264



SECTION : 149 KM TO SULPHIDE JUNCTION
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 31 October 2022

GRADIENT

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

1 IN 264

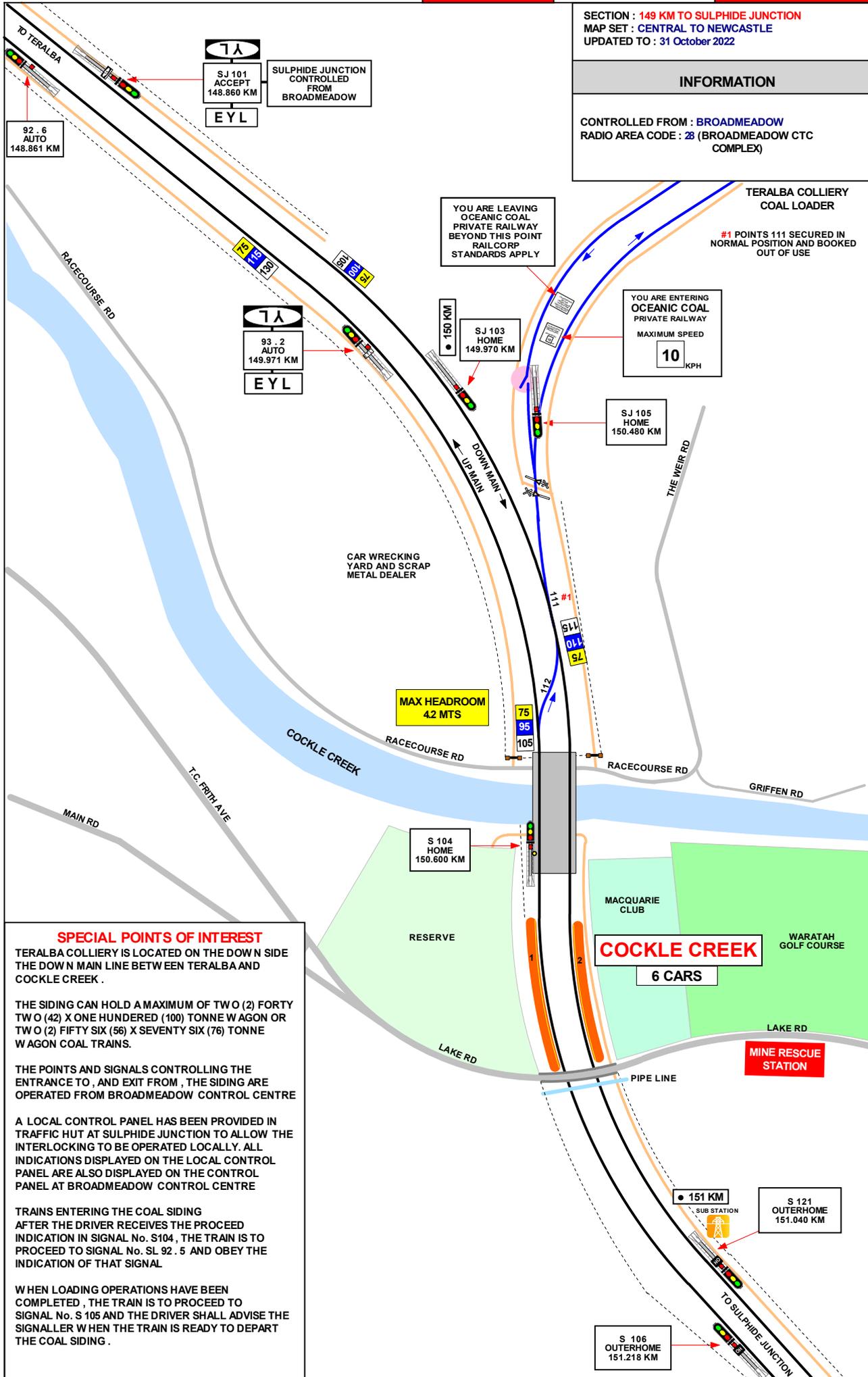
1 IN 240

1 IN 141

LEVEL

1 IN 100

1 IN 76



SPECIAL POINTS OF INTEREST

TERALBA COLLIERY IS LOCATED ON THE DOWN SIDE THE DOWN MAIN LINE BETWEEN TERALBA AND COCKLE CREEK .

THE SIDING CAN HOLD A MAXIMUM OF TWO (2) FORTY TWO (42) X ONE HUNDRED (100) TONNE WAGON OR TWO (2) FIFTY SIX (56) X SEVENTY SIX (76) TONNE WAGON COAL TRAINS.

THE POINTS AND SIGNALS CONTROLLING THE ENTRANCE TO , AND EXIT FROM , THE SIDING ARE OPERATED FROM BROADMEADOW CONTROL CENTRE

A LOCAL CONTROL PANEL HAS BEEN PROVIDED IN TRAFFIC HUT AT SULPHIDE JUNCTION TO ALLOW THE INTERLOCKING TO BE OPERATED LOCALLY. ALL INDICATIONS DISPLAYED ON THE LOCAL CONTROL PANEL ARE ALSO DISPLAYED ON THE CONTROL PANEL AT BROADMEADOW CONTROL CENTRE

TRAINS ENTERING THE COAL SIDING AFTER THE DRIVER RECEIVES THE PROCEED INDICATION IN SIGNAL No. S104 , THE TRAIN IS TO PROCEED TO SIGNAL No. SL 92 . 5 AND OBEY THE INDICATION OF THAT SIGNAL

WHEN LOADING OPERATIONS HAVE BEEN COMPLETED , THE TRAIN IS TO PROCEED TO SIGNAL No. S 105 AND THE DRIVER SHALL ADVISE THE SIGNALLER WHEN THE TRAIN IS READY TO DEPART THE COAL SIDING .

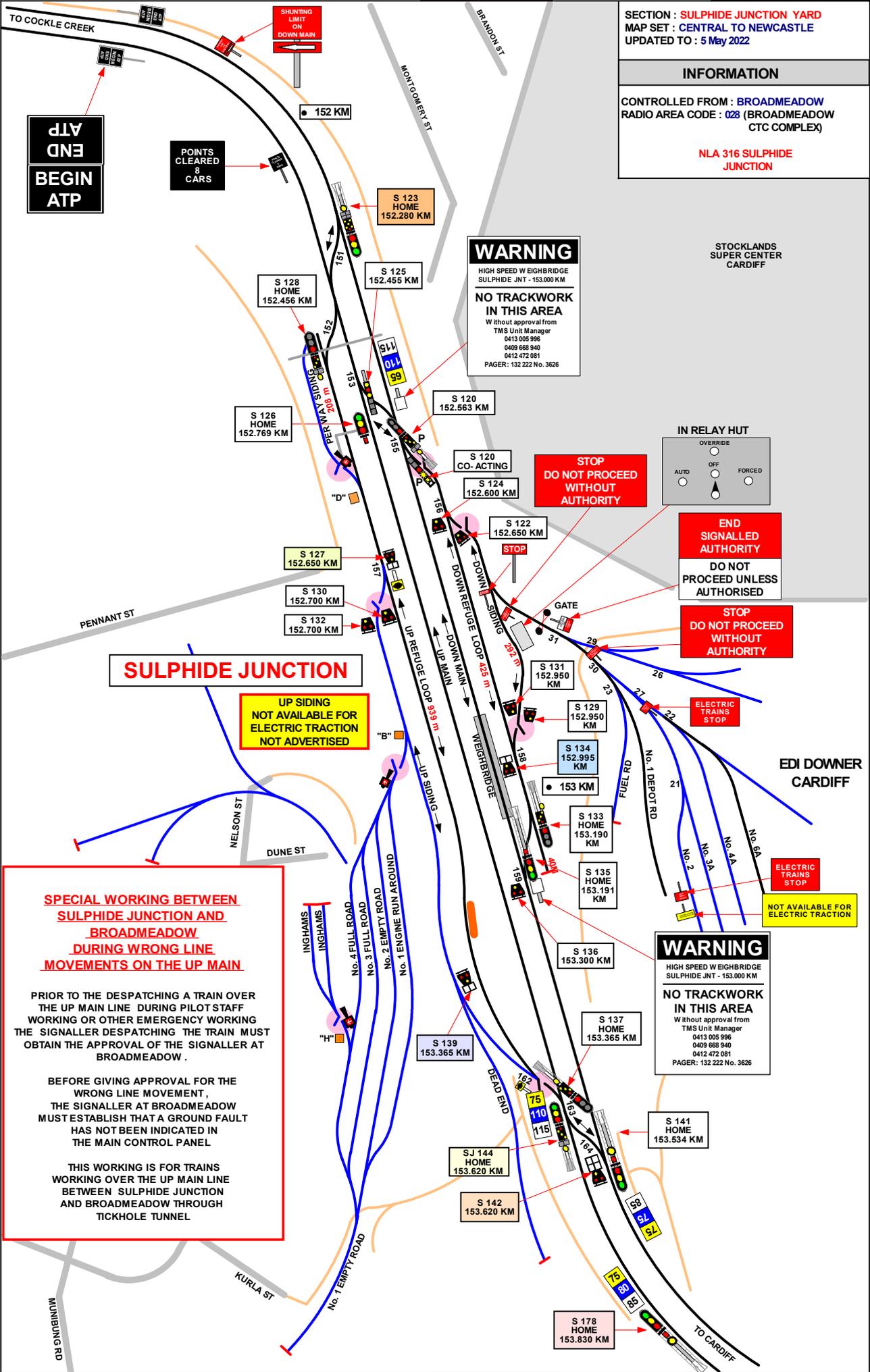
SECTION : SULPHIDE JUNCTION YARD
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 5 May 2022

INFORMATION

CONTROLLED FROM : BROADMEADOW
 RADIO AREA CODE : 028 (BROADMEADOW CTC COMPLEX)

NLA 316 SULPHIDE JUNCTION

GRADIENT	
L	1 IN 224
E	1 IN 1100



SULPHIDE JUNCTION

UP SIDING NOT AVAILABLE FOR ELECTRIC TRACTION NOT ADVISED

SPECIAL WORKING BETWEEN SULPHIDE JUNCTION AND BROADMEADOW DURING WRONG LINE MOVEMENTS ON THE UP MAIN

PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT, THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

SECTION : **SULPHIDE JUNCTION YARD**
 MAP SET : **CENTRAL TO NEWCASTLE**
 UPDATED TO : 17 August 2021

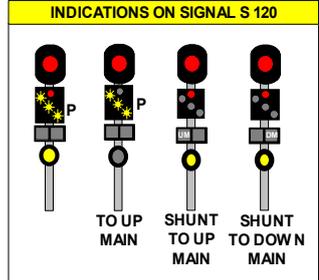
INFORMATION

CONTROLLED FROM : **BROADMEADOW**
 RADIO AREA CODE : **28 (BROADMEADOW CTC COMPLEX)**

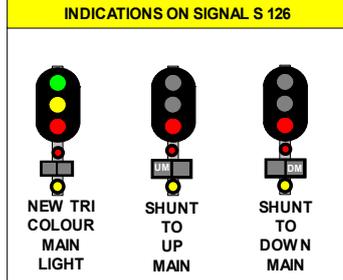
SIGNAL	DESTINATION	INDICATION
S 120	UP MAIN (M)	P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
S 142	UP SIDING (S)	US
	UP REFUGE (S)	UR
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

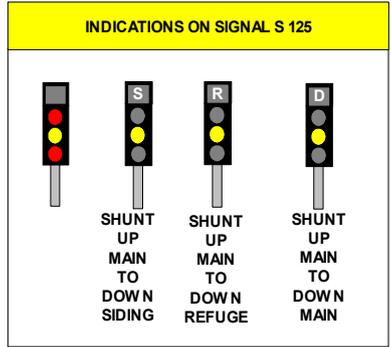
SIGNAL	DESTINATION	INDICATION
S 120 CO-ACTING	UP MAIN (M)	--
	UP MAIN (S)	U
	DOWN MAIN (S)	D



SIGNAL	DESTINATION	INDICATION
S 123	DOWN SIDING (S)	DS
	DOWN REFUGE (M)	P
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	--
	UP MAIN (S)	UM
	UP REFUGE (S)	UR

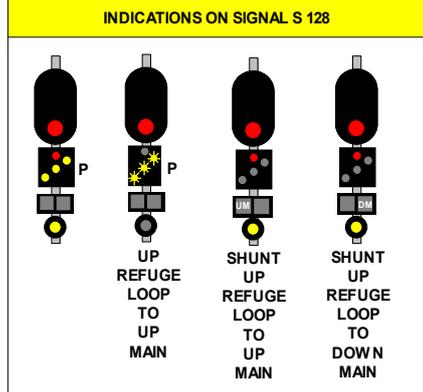


SIGNAL	DESTINATION	INDICATION
S 125	DOWN SIDING (S)	S
	DOWN REFUGE (S)	R
	DOWN MAIN (S)	D



SIGNAL	DESTINATION	INDICATION
S 126	UP MAIN (M)	
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

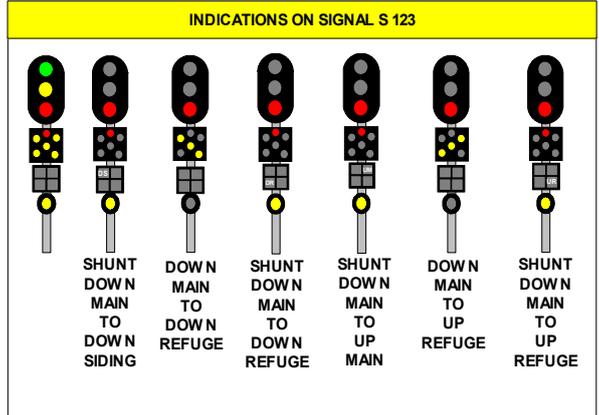
SIGNAL	DESTINATION	INDICATION
S 127	UP REFUGE (S)	U R
	UP SIDING (S)	U S



SIGNAL	DESTINATION	INDICATION
S 128	UP MAIN (M)	P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
S 134	DOWN REFUGE (S)	DR
	DOWN SIDING (S)	DS

SIGNAL	DESTINATION	INDICATION
S 137	DOWN MAIN (M)	P
	DOWN MAIN (S)	--



SIGNAL	DESTINATION	INDICATION
S 139	DOWN MAIN (S)	DM
	DEAD END (S)	DE

SIGNAL	DESTINATION	INDICATION
SJ 144	UP SIDING (S)	US
	UP REFUGE (M)	P
	UP REFUGE(S)	UR
	UP MAIN (M)	---

SPECIAL WORKING BETWEEN SULPHIDE JUNCTION AND BROADMEADOW DURING WRONG LINE MOVEMENTS ON THE UP MAIN

PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT , THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

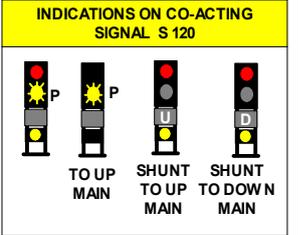
THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

WARNING

HIGH SPEED W EIGHBRIDGE
 SULPHIDE JNT - 153.000 KM

NO TRACKWORK IN THIS AREA

Without approval from
 TMS Unit Manager
 0413 005 996
 0409 668 940
 0412 472 081
 PAGER: 132 222 No. 3626



SECTION : SULPHIDE JUNCTION TO CARDIFF
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 30 July 2024

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

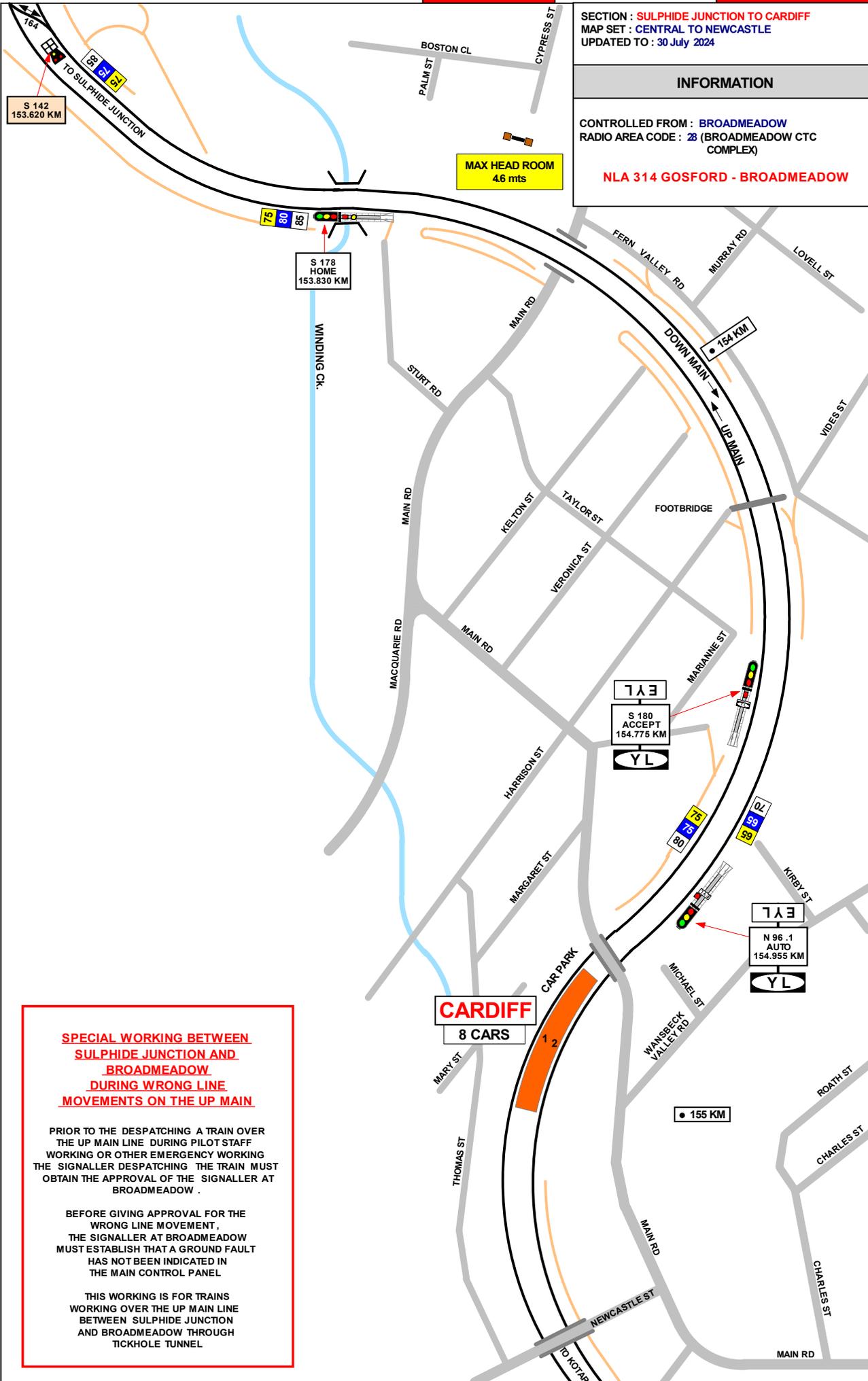
NLA 314 GOSFORD - BROADMEADOW

GRADIENT

LEVEL

1 IN 78

1 IN 75



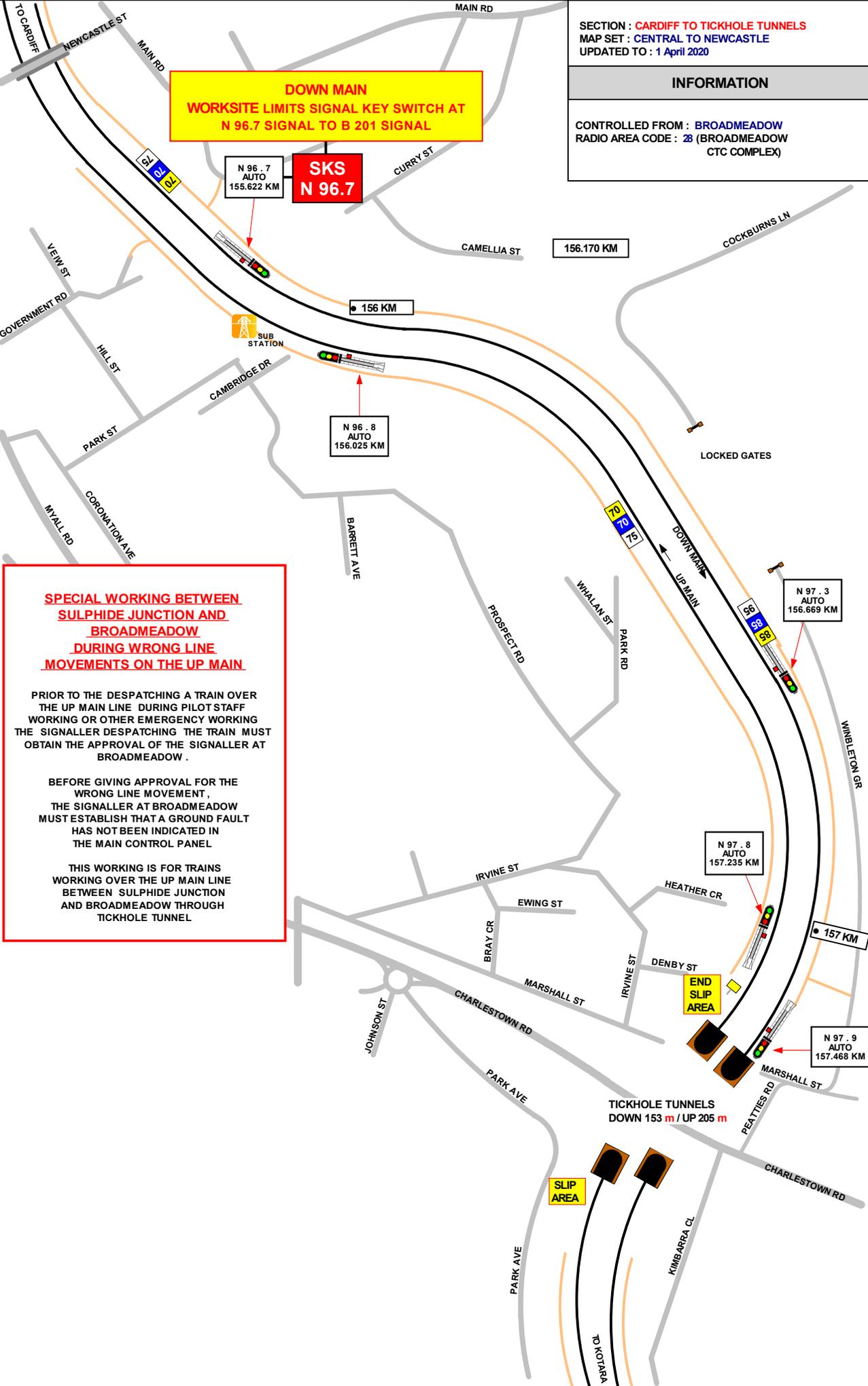
**SPECIAL WORKING BETWEEN
SULPHIDE JUNCTION AND
BROADMEADOW
DURING WRONG LINE
MOVEMENTS ON THE UP MAIN**

PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT , THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

CARDIFF
8 CARS



SECTION : **CARDIFF TO TICKHOLE TUNNELS**
 MAP SET : **CENTRAL TO NEWCASTLE**
 UPDATED TO : **1 April 2020**

INFORMATION

CONTROLLED FROM : **BROADMEADOW**
 RADIO AREA CODE : **28** (BROADMEADOW CTC COMPLEX)

GRADIENT	
1 IN 75	1 IN 75
1 IN 80	1 IN 80
1 IN 75	1 IN 75
1 IN 80	1 IN 80
1 IN 81	1 IN 81
1 IN 54	1 IN 54
1 IN 56	1 IN 56
1 IN 54	1 IN 54

**SPECIAL WORKING BETWEEN
SULPHIDE JUNCTION AND
BROADMEADOW
DURING WRONG LINE
MOVEMENTS ON THE UP MAIN**

PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT , THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

FAULT AREA
THIS SIGNAL
MUST NOT
BE PASSED
AT STOP
WITHOUT
AUTHORITY
FROM
SIGNALLER

SECTION : TICKHOLE TUNNELS TO ADAMSTOWN
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 15 January 2026

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW CTC
COMPLEX)

GRADIENT

1 IN 54

1 IN 88

1 IN 78

1 IN 76

1 IN 79

1 IN 80

1 IN 78

1 IN 105

1 IN 290

SIGN ATTACHED
TO SIGNAL
N 98.4

FAULT AREA
THIS SIGNAL
MUST NOT
BE PASSED
AT STOP
WITHOUT
AUTHORITY
FROM
SIGNALLER

END
SINGLE LIGHT
INDICATION
N 98 . 5
AUTO
158.800 KM

6 CARS
KOTARA

SKS
N 99.0

UP MAIN
WORKSITE LIMITS SIGNAL KEY SWITCH AT
N 99.0 SIGNAL TO S 180 SIGNAL

**SPECIAL WORKING BETWEEN
SULPHIDE JUNCTION AND
BROADMEADOW
DURING WRONG LINE
MOVEMENTS ON THE UP MAIN**

PRIOR TO THE DESPATCHING A TRAIN OVER
THE UP MAIN LINE DURING PILOT STAFF
WORKING OR OTHER EMERGENCY WORKING
THE SIGNALLER DESPATCHING THE TRAIN MUST
OBTAIN THE APPROVAL OF THE SIGNALLER AT
BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE
WRONG LINE MOVEMENT ,
THE SIGNALLER AT BROADMEADOW
MUST ESTABLISH THAT A GROUND FAULT
HAS NOT BEEN INDICATED IN
THE MAIN CONTROL PANEL

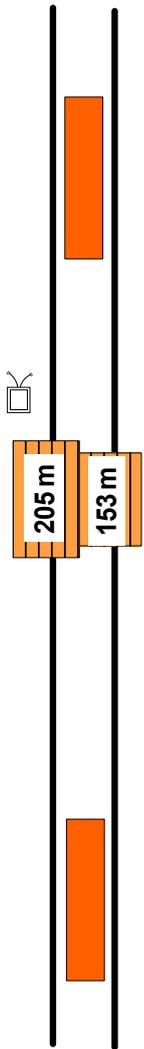
THIS WORKING IS FOR TRAINS
WORKING OVER THE UP MAIN LINE
BETWEEN SULPHIDE JUNCTION
AND BROADMEADOW THROUGH
TICKHOLE TUNNEL

**UP BBT REPORTS TO BROADMEADOW
SIGNALBOX
NO BBT ON DOWN**

WARNING
WAYSIDE DETECTION
SYSTEM
ADAMSTOWN 160.613 kms
NO TRACK WORK IN
AREA
WITHOUT APPROVAL FROM
TRAIN MONITORING OFFICER
(TMO)
PHONE (02) 9739 4000

CARDIFF 155.022 KM NLA 314

LOCATION DETAILS



155.022 KM CARDIFF PLATFORM 1 AND 2

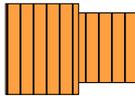


157.508 KM UP GROUND FAULT DETECTOR :
REPORTS TO CTC (BROADMEADOW)

SIGNALS SET AT STOP BY GROUND FAULT DETECTOR
UP SIGNAL N 98.4



157.599 KM TICKHOLE TUNELS



158.835 KM KOTARA PLATFORMS 1 AND 2



SECTION : ADAMSTOWN TO BROADMEADOW YARD
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 24 October 2024

INFORMATION

CONTROLLED FROM : BROADMEADOW
 RADIO AREA CODE : 28 (BROADMEADOW CTC COMPLEX)

NLA 318 BROADMEADOW & WOODVILLE JUNCTION

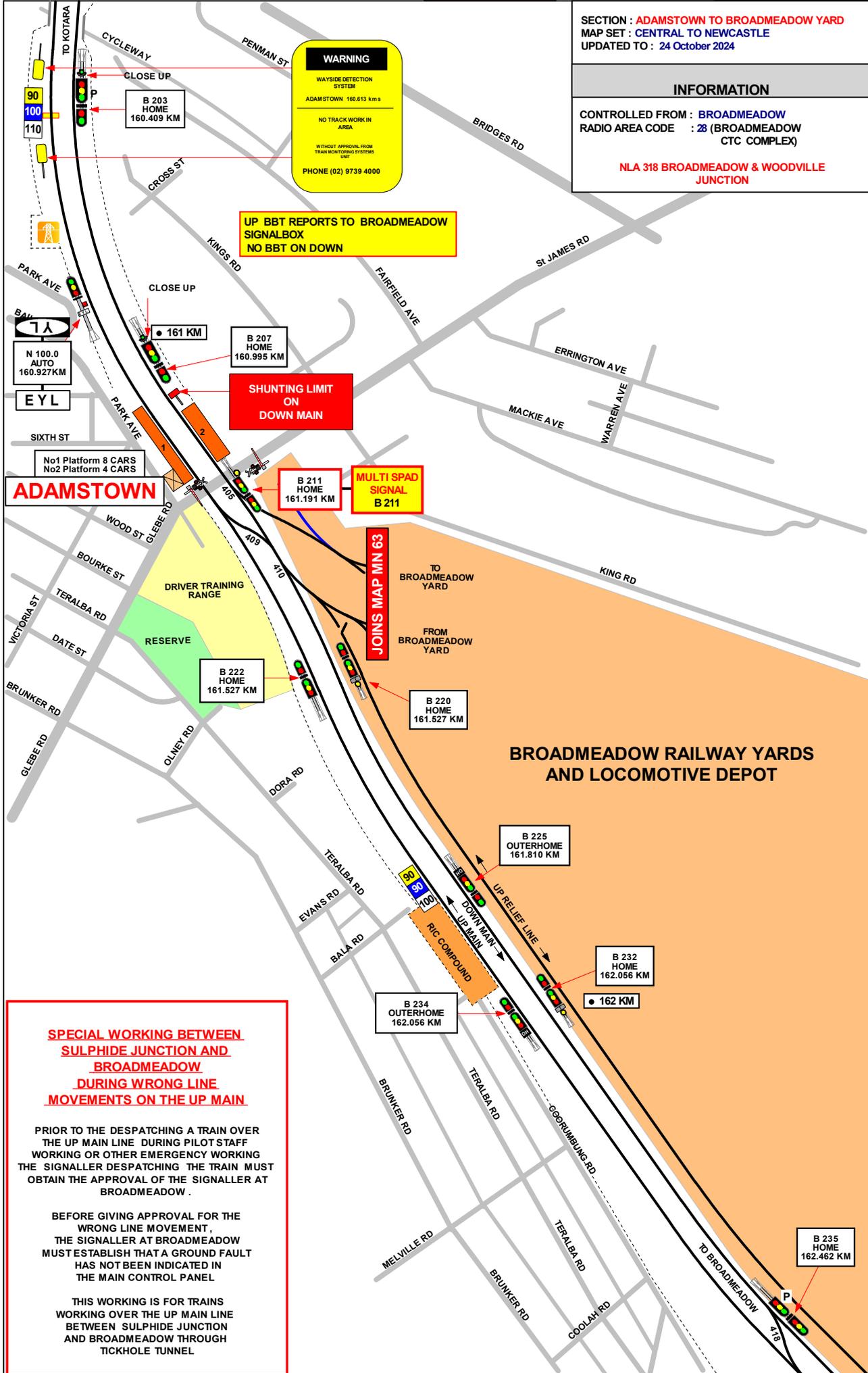
GRADIENT

1 IN 290

1 IN 60

1 IN 235

1 IN 400



UP BBT REPORTS TO BROADMEADOW SIGNALBOX
 NO BBT ON DOWN

SHUNTING LIMIT ON DOWN MAIN

MULTI SPAD SIGNAL B 211

JOINS MAP MN 63

BROADMEADOW RAILWAY YARDS AND LOCOMOTIVE DEPOT

SPECIAL WORKING BETWEEN SULPHIDE JUNCTION AND BROADMEADOW DURING WRONG LINE MOVEMENTS ON THE UP MAIN

PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT , THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

SECTION : **BROADMEADOW YARD**
 MAP SET : **CENTRAL TO NEWCASTLE**
 UPDATED TO : 24 October 2024

INFORMATION

CONTROLLED FROM : **BROADMEADOW**
 RADIO AREA CODE : **28 (BROADMEADOW CTC COMPLEX)**

NLA 318 BROADMEADOW & WOODVILLE JUNCTION

- B 220 HOME 161.527 KM
- B 258 HOME 162.701 KM
- B 225 HOME 161.810 KM
- B 232 HOME 162.056 KM
- B 234 OUTERHOME 162.056 KM

- MULTI SPAD SIGNAL B 211**
- | | | | |
|-----|------------|-----|------------|
| 213 | 161.232 KM | 217 | 161.380 KM |
| 215 | 161.330 KM | 218 | 161.525 KM |
| 216 | 161.438 KM | 219 | 161.470 KM |
| 224 | 161.525 KM | | |
- SHUNTING LIMIT ON UP RELIEF 7#**

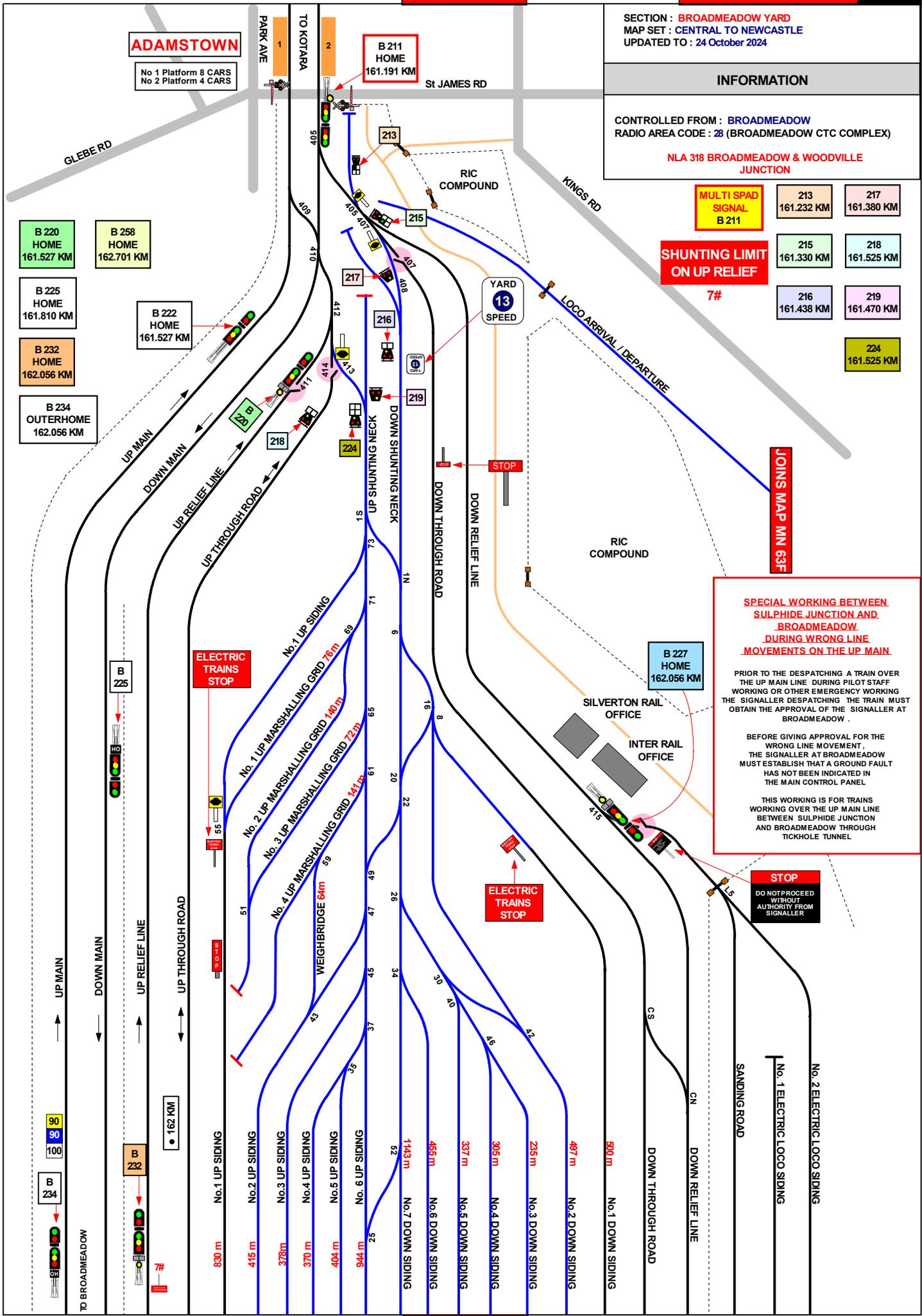
SPECIAL WORKING BETWEEN SULPHIDE JUNCTION AND BROADMEADOW DURING WRONG LINE MOVEMENTS ON THE UP MAIN

PRIOR TO THE DESPATCHING A TRAIN OVER THE UP MAIN LINE DURING PILOT STAFF WORKING OR OTHER EMERGENCY WORKING THE SIGNALLER DESPATCHING THE TRAIN MUST OBTAIN THE APPROVAL OF THE SIGNALLER AT BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE WRONG LINE MOVEMENT , THE SIGNALLER AT BROADMEADOW MUST ESTABLISH THAT A GROUND FAULT HAS NOT BEEN INDICATED IN THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

STOP
DO NOT PROCEED WITHOUT AUTHORITY FROM SIGNALLER



SIGNAL	DESTINATION	INDICATION	SIGNAL	DESTINATION	INDICATION
215	DOWN RELIEF	DR	218	UP MAIN	UM
	DOWN THROUGH RD	DT		DOWN MAIN	DM
	SHUNTING NECK	SN	B 220	UP RELIEF	UR
SIGNAL <th>DESTINATION</th> <th>INDICATION</th> <th>SIGNAL</th> <th>DESTINATION</th> <th>INDICATION</th>	DESTINATION	INDICATION		SIGNAL	DESTINATION
216	SHUNTING NECK	SN	B 220	UP THROUGH RD	UT
	DOWN RELIEF RD	DR			

SECTION : **BROADMEADOW MAINTENANCE DEPOT**
 MAP SET : **CENTRAL TO NEWCASTLE**
 UPDATED TO : 5 May 2022

INFORMATION

CONTROLLED FROM : **BROADMEADOW**

RADIO AREA CODE : **28 (BROADMEADOW CTC COMPLEX)**

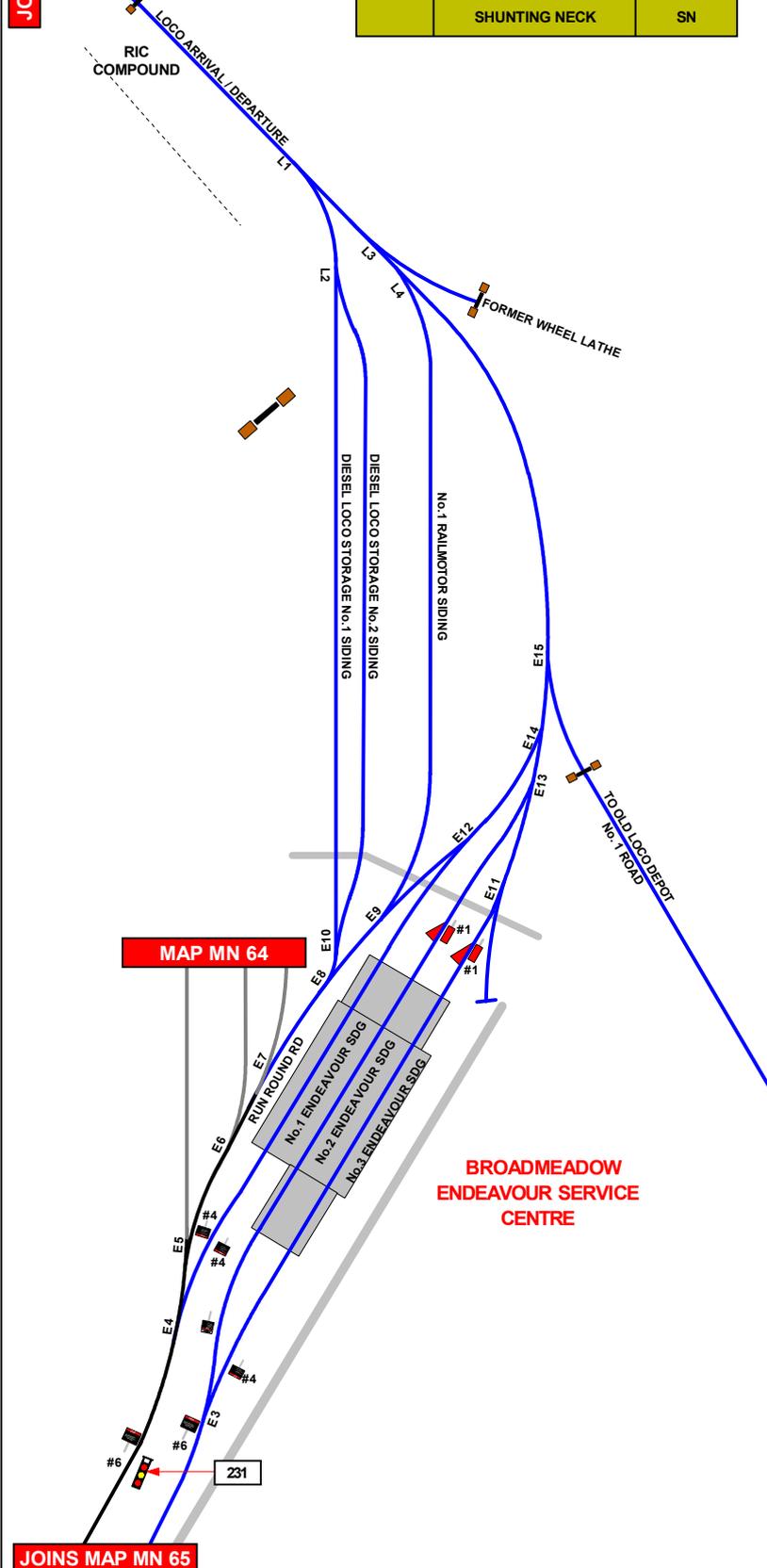
NLA 318 BROADMEADOW & WOODVILLE JUNCTION

ENDEAVOUR SERVICE CENTRE

ALL RAIL VEHICLE MOVEMENTS WITHIN THE ENDEAVOUR SERVICE CENTRE MUST BE PILOTED. A QUALIFIED WORKER WHO IS FAMILIAR WITH THE CONDITIONS OF THE SIDINGS MUST ENSURE THAT THE ROUTE IS CLEAR AND INSTRUCT THE DRIVER OF THE MOVEMENT TO BE MADE, AND THEN PILOT THE DRIVER TO THE INTENDED DESTINATION WITHIN THE ENDEAVOUR SERVICE CENTRE. KEYS FOR THE DERAIL DEVICES WITHIN THE CENTRE ARE KEPT AT THE CENTRE.

SIGNAL	DESTINATION	INDICATION
224	UP MAIN	UM
	DOWN MAIN	DM
	SHUNTING NECK	SN

JOINS MAP MN 64



DERAIL

#1

STOP

CHECK POINTS DO NOT PROCEED UNTIL 237 SIGNAL CLEARED

#2

STOP

CONTACT CONTROL

#3

STOP

DO NOT PROCEED WITHOUT AUTHORITY FROM SIGNALLER

#4

STOP

DO NOT PROCEED WITHOUT AUTHORITY FROM SIGNALLER

#5

STOP

ALL TRAINS MUST BE PILOTED PAST THIS POINT

#6

SIGNAL	DESTINATION	INDICATION
B 232	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
237	LOCO DEPARTURE RD	LD
	DOWN RELIEF	DR
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
243	DOWN RELIEF	DR
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
246	DOWN THROUGH RD	DT
	DOWN RELIEF RD	DR
	ELECTRIC LOCO	EL
	LOCO ARRIVAL	L

SIGNAL	DESTINATION	INDICATION
249	DOWN RELIEF	DR
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
256	UP SIDINGS	US
	DOWN SIDINGS	DS
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
257	UP RELIEF	UF
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
258	UP RELIEF	UR
	UP THROUGH ROAD	UT
	No.1 SIDINGS	1
	UP SIDINGS	US
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
B 277	DOWN RELIEF	DR
	ELECTRIC LOCO	EL

MAP MN 64

BROADMEADOW ENDEAVOUR SERVICE CENTRE

JOINS MAP MN 65

SECTION : BROADMEADOW YARD TO WOODVILLE
JUNCTION BOX
MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 24 February 2026

GRADIENT

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 28 (BROADMEADOW CTC
COMPLEX)

NLA 318 BROADMEADOW & WOODVILLE
JUNCTION

SPECIAL WORKING BETWEEN
SULPHIDE JUNCTION AND
BROADMEADOW
DURING WRONG LINE
MOVEMENTS ON THE UP MAIN

PRIOR TO THE DESPATCHING A TRAIN OVER
THE UP MAIN LINE DURING PILOT STAFF
WORKING OR OTHER EMERGENCY WORKING
THE SIGNALLER DESPATCHING THE TRAIN MUST
OBTAIN THE APPROVAL OF THE SIGNALLER AT
BROADMEADOW .

BEFORE GIVING APPROVAL FOR THE
WRONG LINE MOVEMENT,
THE SIGNALLER AT BROADMEADOW
MUST ESTABLISH THAT A GROUND FAULT
HAS NOT BEEN INDICATED IN
THE MAIN CONTROL PANEL

THIS WORKING IS FOR TRAINS
WORKING OVER THE UP MAIN LINE
BETWEEN SULPHIDE JUNCTION
AND BROADMEADOW THROUGH
TICKHOLE TUNNEL

SPECIAL POINTS OF INTEREST
BROADMEADOW STATION

ATTACHING AND DETACHING LOCOMOTIVES OR
VEHICLES

WHILE LOCOMOTIVES OR VEHICLES ARE BEING
ATTACHED OR DETACHED ON THE UP OR DOWN MAIN
LINE OR THE UP OR DOWN RELIEF LINE AT
BROADMEADOW PLATFORMS:

NO TRAIN IS PERMITTED TO PASS ON AN ADJOINING
LINE UNTIL THE TRAIN CREW CARRYING OUT THE
WORK INFORM THE SIGNALLER ON THE SUBURBAN
PANEL AT BROADMEADOW CONTROL CENTRE THAT
THE WORK HAS BEEN COMPLETED.

BEFORE ANY SUCH WORK IS COMMENCED, THE
CREW MUST ENSURE THAT THE SIGNALLER ON THE
SUBURBAN PANEL AT BROADMEADOW CONTROL
CENTRE IS INFORMED OF THE WORK TO BE
PERFORMED AND OF THE NECESSITY OF PREVENTING
TRAINS PASSING WHILE THE WORK IS BEING
CARRIED OUT.

PROTECTION OF TRAIN CREWS CHANGING ENDS

TO PROTECT TRAIN CREWS WHEN CHANGING ENDS
ON THE UP AND DOWN RELIEF ROADS BETWEEN
BROADMEADOW PLATFORM AND SIGNALS Nos.258 AND
No.256:

NO TRAIN IS PERMITTED TO PASS ON AN ADJOINING
LINE UNTIL THE CREW INFORM THE SIGNALLER ON
THE SUBURBAN PANEL AT THE BROADMEADOW
CONTROL CENTRE THAT THE CHANGING OF ENDS
HAS BEEN COMPLETED.

BEFORE ANY SUCH WORK IS COMMENCED THE
TRAIN CREW MUST ENSURE THAT THE SIGNALLER
ON THE SUBURBAN PANEL AT BROADMEADOW
CONTROL CENTRE IS INFORMED OF THE WORK TO
BE PERFORMED AND OF THE NECESSITY OF
PREVENTING TRAINS FROM PASSING THE
LOCOMOTIVES ON ADJOINING LINES WHILE THE
CREW ARE CHANGING ENDS.

THE TRAIN CREW MUST INFORM THE SIGNALLER ON
THE SUBURBAN PANEL AT BROADMEADOW CONTROL
CENTRE IMMEDIATELY THE CHANGING OF ENDS
HAS BEEN COMPLETED.

CAR SIDINGS

THE CAR SIDINGS ARE ATTACHED TO THE UP MAIN
LINE ON THE SYDNEY SIDE OF BROADMEADOW
STATION.

INTERURBAN TRAINS SHOULD BE STABLED IN THESE
SIDINGS, AND CLEANED AND DECANTED BY THE
CLEANING STAFF AS REQUIRED.

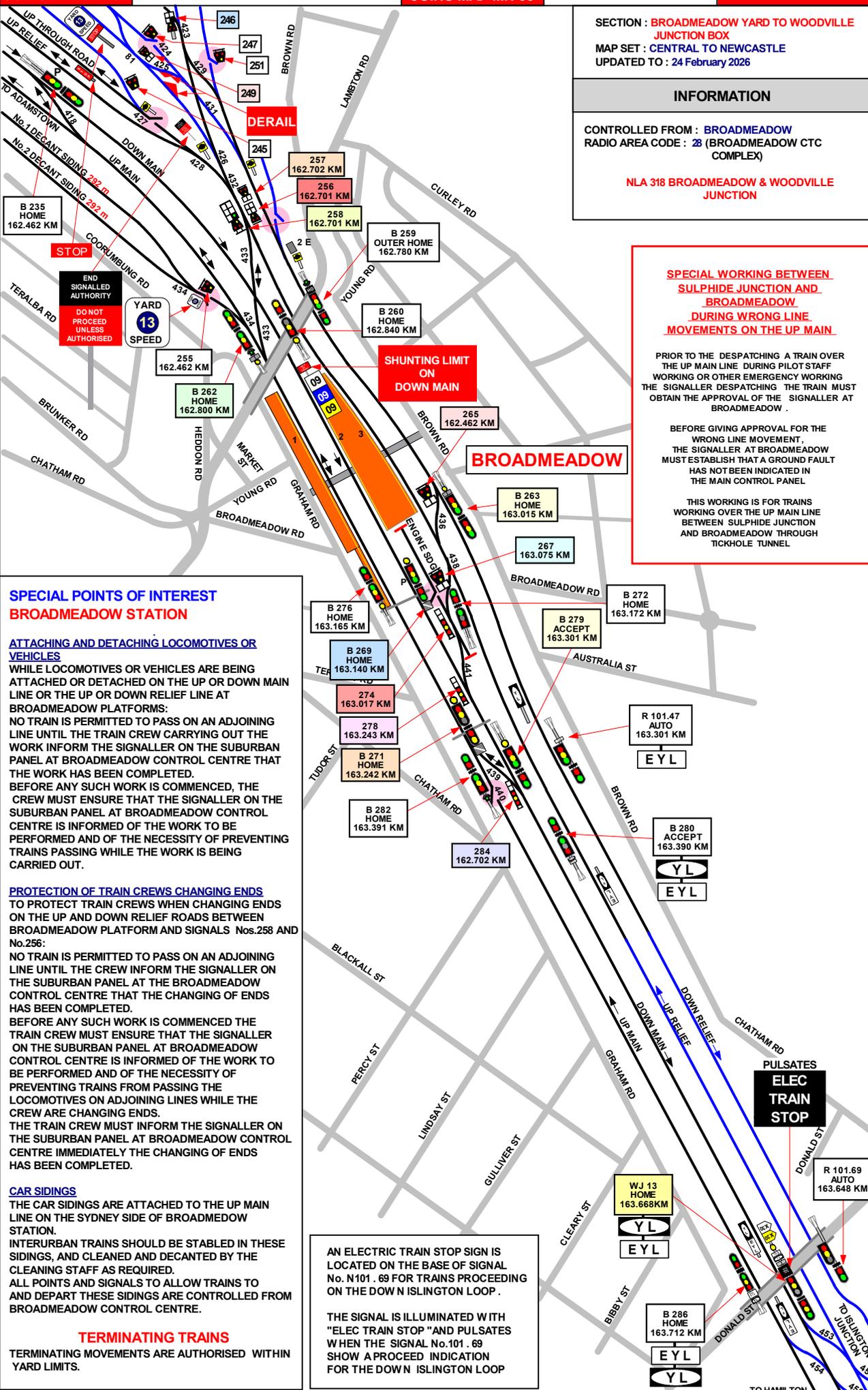
ALL POINTS AND SIGNALS TO ALLOW TRAINS TO
AND DEPART THESE SIDINGS ARE CONTROLLED FROM
BROADMEADOW CONTROL CENTRE.

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN
YARD LIMITS.

AN ELECTRIC TRAIN STOP SIGN IS
LOCATED ON THE BASE OF SIGNAL
No. N101 . 69 FOR TRAINS PROCEEDING
ON THE DOWN ISLINGTON LOOP .

THE SIGNAL IS ILLUMINATED WITH
"ELEC TRAIN STOP" AND PULSATES
WHEN THE SIGNAL No.101 . 69
SHOWS PROCEED INDICATION
FOR THE DOWN ISLINGTON LOOP



1 IN 400
1 IN 282
1 IN 366
1 IN 776
1 IN 165
1 IN 5000
1 IN 900
1 IN 1650

SECTION : **BROADMEADOW INFORMATION**
 MAP SET : **CENTRAL TO NEWCASTLE**
 UPDATED TO : **20 July 2018**

SIGNAL	DESTINATION	INDICATION
256	UP SIDINGS	US
	DOWN SIDINGS	DS
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
WJ 13	DN ISLINGTON LOOP (M)	-
	DN ISLINGTON LOOP (S)	IL
	DOWN BRANCH (M)	-
	DOWN BRANCH (S)	DB

SIGNAL	DESTINATION	INDICATION
257	UP RELIEF	UR
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
258	UP RELIEF	UR
	UP THROUGH ROAD	UT
	No.1 SIDINGS	1
	UP SIDINGS	US
	DOWN RELIEF	DR

SIGNAL	DESTINATION	INDICATION
B 262	CAR SIDINGS	CS
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
B 263	ENGINE SIDING	ES
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
265	ENGINE SIDING	ES
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
267	ENGINE SIDING	ES
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
B 269	DOWN MAIN	-
	DOWN MAIN	-

SIGNAL	DESTINATION	INDICATION
B 271	DOWN MAIN	-
	DOWN MAIN	-

SIGNAL	DESTINATION	INDICATION
274	ENGINE SIDING	ES
	UP RELIEF	UR

SIGNAL	DESTINATION	INDICATION
278	DOWN MAIN	DM
	ENGINE SIDING	ES

SIGNAL	DESTINATION	INDICATION
B 279	DOWN MAIN	-
	DOWN MAIN	-

SIGNAL	DESTINATION	INDICATION
284	UP MAIN	UM
	DOWN MAIN	DM

SECTION : WOODVILLE JUNCTION TO HAMILTON JUNCTION
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 21 October 2024

INFORMATION

CONTROLLED FROM : PORT WARATAH BOARD
 PHONE (02) 4902 7907
 EMERGENCY: (02) 4902 7967
 NEWCASTLE PANEL
 PHONE (02) 4923-0990

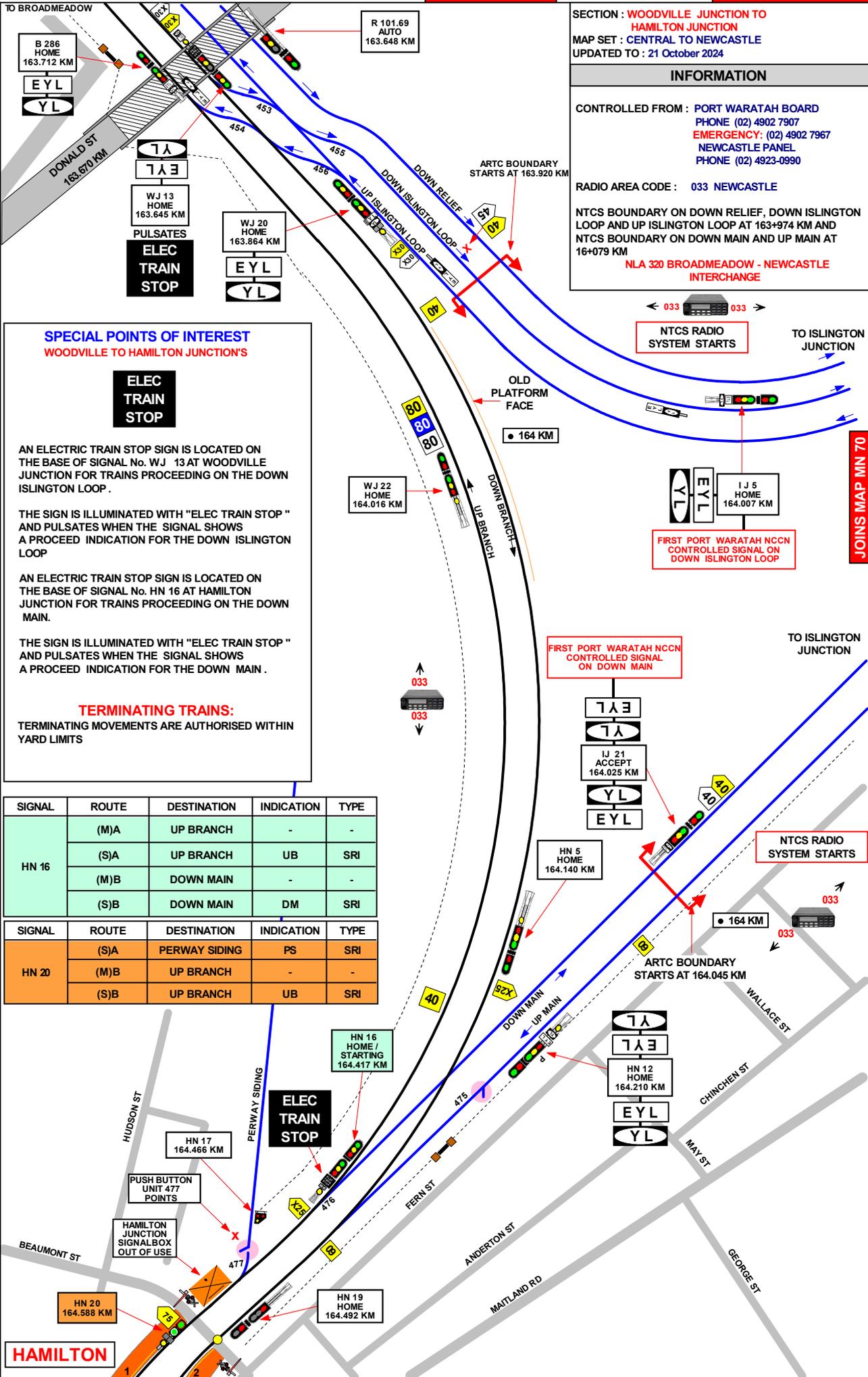
RADIO AREA CODE : 033 NEWCASTLE

NTCS BOUNDARY ON DOWN RELIEF, DOWN ISLINGTON LOOP AND UP ISLINGTON LOOP AT 163+974 KM AND NTCS BOUNDARY ON DOWN MAIN AND UP MAIN AT 16+079 KM

NLA 320 BROADMEADOW - NEWCASTLE INTERCHANGE

GRADIENT

LEVEL



SPECIAL POINTS OF INTEREST
 WOODVILLE TO HAMILTON JUNCTION'S

ELEC TRAIN STOP

AN ELECTRIC TRAIN STOP SIGN IS LOCATED ON THE BASE OF SIGNAL No. WJ 13 AT WOODVILLE JUNCTION FOR TRAINS PROCEEDING ON THE DOWN ISLINGTON LOOP .

THE SIGN IS ILLUMINATED WITH "ELEC TRAIN STOP" AND PULSATES WHEN THE SIGNAL SHOWS A PROCEED INDICATION FOR THE DOWN ISLINGTON LOOP

AN ELECTRIC TRAIN STOP SIGN IS LOCATED ON THE BASE OF SIGNAL No. HN 16 AT HAMILTON JUNCTION FOR TRAINS PROCEEDING ON THE DOWN MAIN.

THE SIGN IS ILLUMINATED WITH "ELEC TRAIN STOP" AND PULSATES WHEN THE SIGNAL SHOWS A PROCEED INDICATION FOR THE DOWN MAIN .

TERMINATING TRAINS:
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
HN 16	(M)A	UP BRANCH	-	-
	(S)A	UP BRANCH	UB	SRI
	(M)B	DOWN MAIN	-	-
	(S)B	DOWN MAIN	DM	SRI
HN 20	(S)A	PERWAY SIDING	PS	SRI
	(M)B	UP BRANCH	-	-
	(S)B	UP BRANCH	UB	SRI

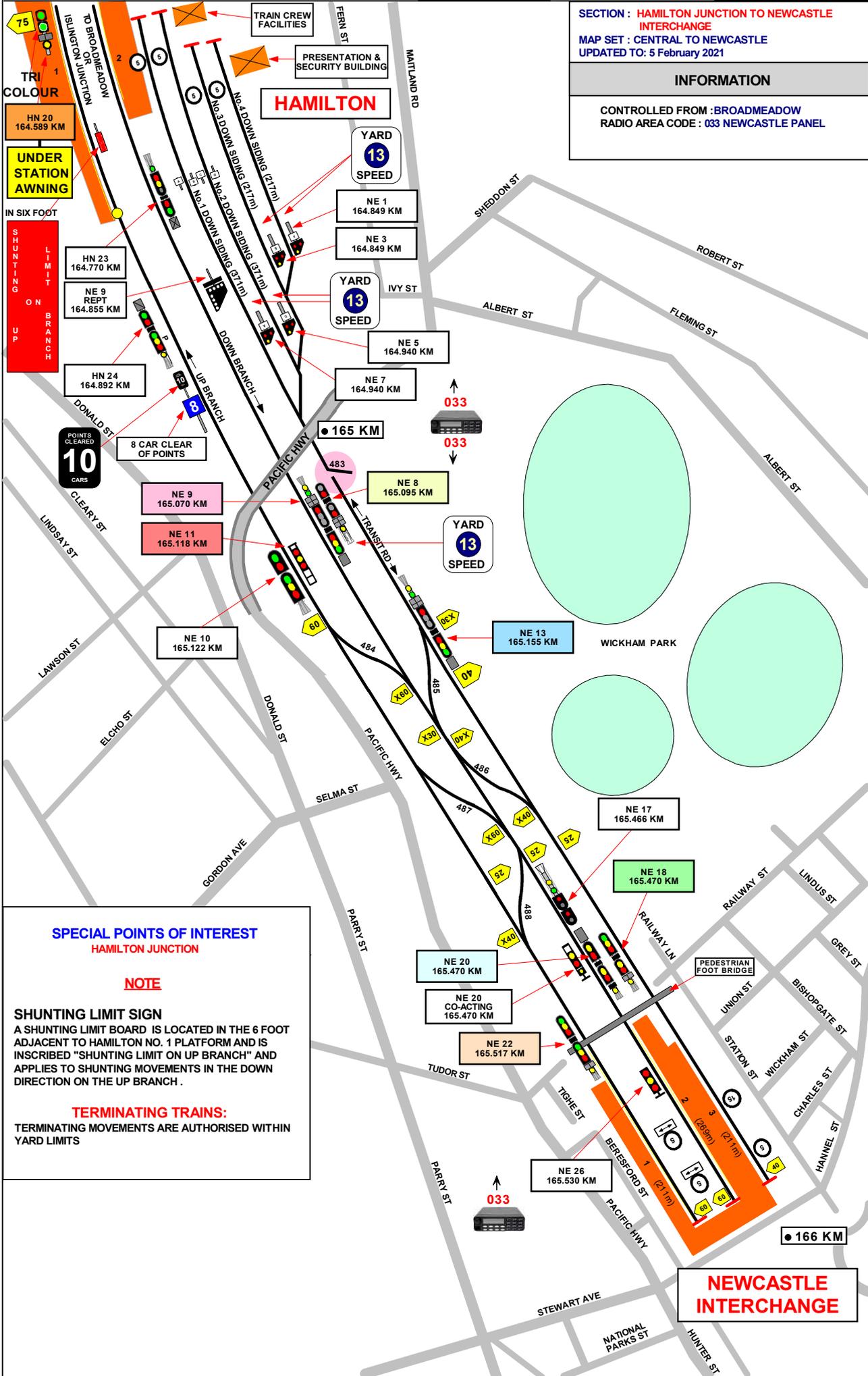
HAMILTON

GRADIENT

SECTION : HAMILTON JUNCTION TO NEWCASTLE INTERCHANGE
MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO: 5 February 2021

INFORMATION

CONTROLLED FROM : BROADMEADOW
 RADIO AREA CODE : 033 NEWCASTLE PANEL



75
 TRI COLOUR
 HN 20 164.589 KM
 UNDER STATION AWNING
 IN SIX FOOT
 SHUNTING LIMIT ON UP BRANCH

POINTS CLEARED
 10 CARS

SPECIAL POINTS OF INTEREST
 HAMILTON JUNCTION

NOTE

SHUNTING LIMIT SIGN
 A SHUNTING LIMIT BOARD IS LOCATED IN THE 6 FOOT ADJACENT TO HAMILTON NO. 1 PLATFORM AND IS INSCRIBED "SHUNTING LIMIT ON UP BRANCH" AND APPLIES TO SHUNTING MOVEMENTS IN THE DOWN DIRECTION ON THE UP BRANCH.

TERMINATING TRAINS:
 TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

1 IN 380

LEVEL

1 IN 450

SECTION : HAMILTON JUNCTION TO NEWCASTLE
INTERCHANGE

MAP SET : CENTRAL TO NEWCASTLE
UPDATED TO : 25 September 2017

INFORMATION

CONTROLLED FROM : BROADMEADOW
RADIO AREA CODE : 033 NEWCASTLE

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
HN 20	SHUNT	PERWAY SIDING	PS	SRI
	MAIN	UP BRANCH	-	-
	SHUNT	UP BRANCH	UB	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 8	SHUNT	DOWN SIDING 1	S1	SRI
	SHUNT	DOWN SIDING 2	S2	SRI
	SHUNT	DOWN SIDING 3	S3	SRI
	SHUNT	DOWN SIDING 4	S4	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 9	MAIN	PLATFORM 3	3	MLRI
	SHUNT	PLATFORM 3	P3	SRI
	MAIN	PLATFORM 2	-	-
	SHUNT	PLATFORM 2	P2	SRI
	MAIN	PLATFORM 1	1	MLRI
	SHUNT	PLATFORM 1	P1	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 11	SHUNT	PLATFORM 3	P3	MMLRI
	SHUNT	PLATFORM 2	P2	MMLRI
	SHUNT	PLATFORM 1	P1	MMLRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 13	MAIN	PLATFORM 3	-	-
	SHUNT	PLATFORM 3	P3	SRI
	MAIN	PLATFORM 2	2	MLRI
	SHUNT	PLATFORM 2	P2	SRI
	MAIN	PLATFORM 1	1	MLRI
	SHUNT	PLATFORM 1	P1	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 18	MAIN	UP BRANCH	-	-
	SHUNT	UP BRANCH	UB	SRI
	MAIN	TRANSIT ROAD	-	-
	SHUNT	TRANSIT ROAD	TR	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 20	MAIN	UP BRANCH	U	MLRI
	SHUNT	UP BRANCH	UB	SRI
	MAIN	TRANSIT ROAD	T	MLRI
	SHUNT	TRANSIT ROAD	TR	SRI

SIGNAL	ROUTE	DESTINATION	INDICATION	TYPE
NE 22	MAIN	UP BRANCH	-	-
	SHUNT	UP BRANCH	UB	SRI
	MAIN	TRANSIT ROAD	-	-
	SHUNT	TRANSIT ROAD	TR	SRI

	Shunting Route Indicator
	Main Line Route Indicator
	Miniature Main Line Route Indicator
	Low Speed Train Stop 5km
	Low Speed Train Stop 15km