

# 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:** May 2026

**Version:** 5.67

### 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.

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**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**

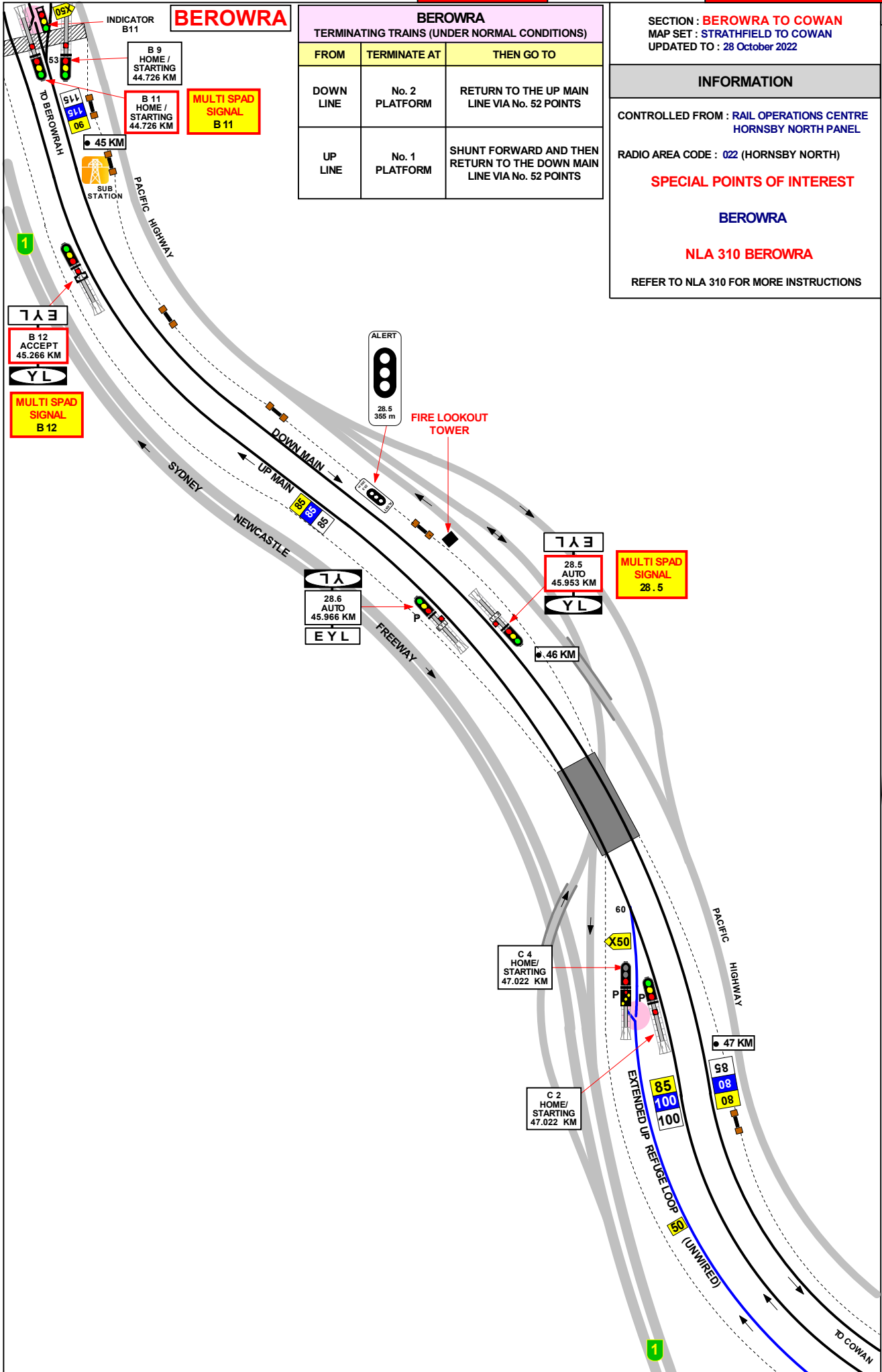
REFER TO NLA 310 FOR MORE INSTRUCTIONS

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**

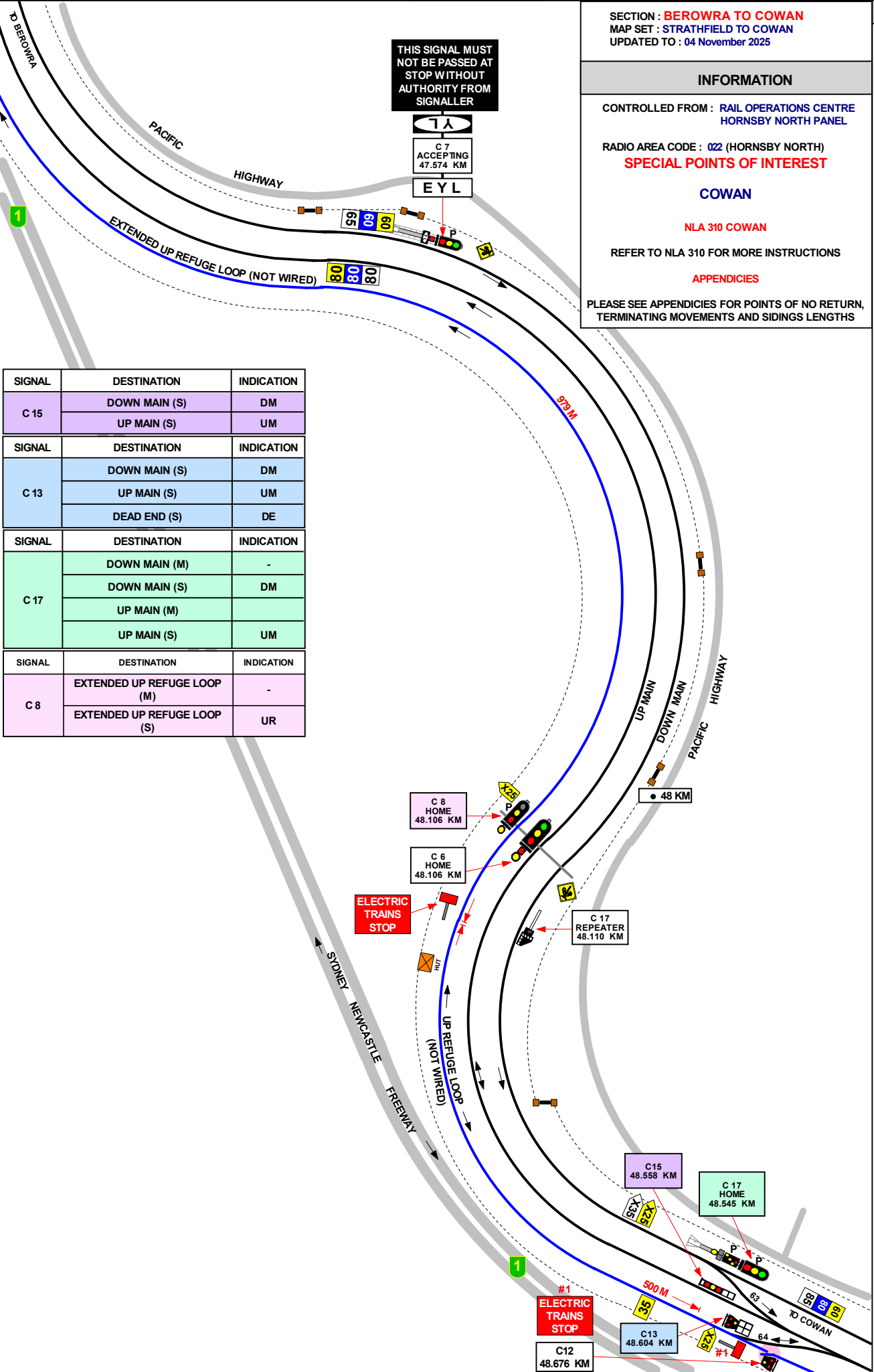
NLA 310 COWAN

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

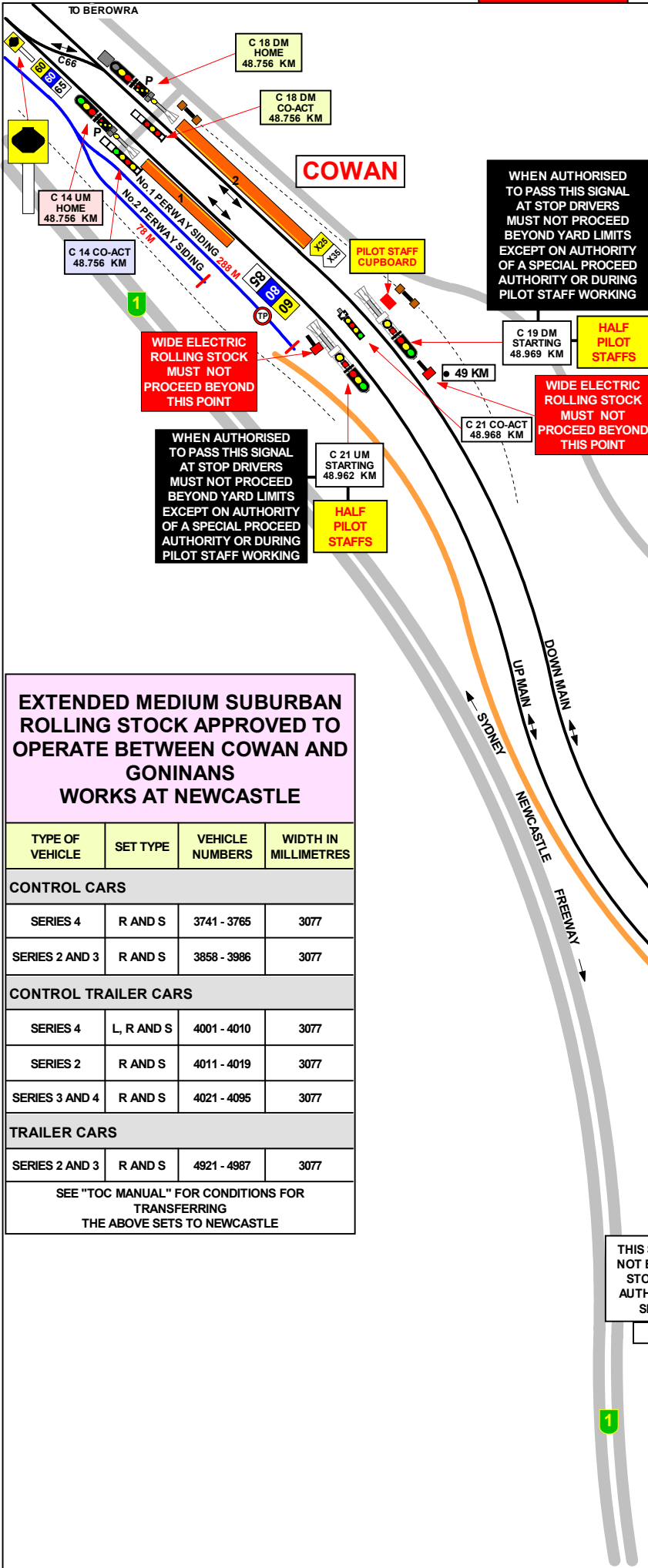
SIGNAL	DESTINATION	INDICATION
C 15	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
C 13	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
	DEAD END (S)	DE
C 17	DOWN MAIN (M)	-
	DOWN MAIN (S)	DM
	UP MAIN (M)	-
	UP MAIN (S)	UM
C 8	EXTENDED UP REFUGE LOOP (M)	-
	EXTENDED UP REFUGE LOOP (S)	UR

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



ELECTRIC TRAINS STOP

#1 ELECTRIC TRAINS STOP



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**

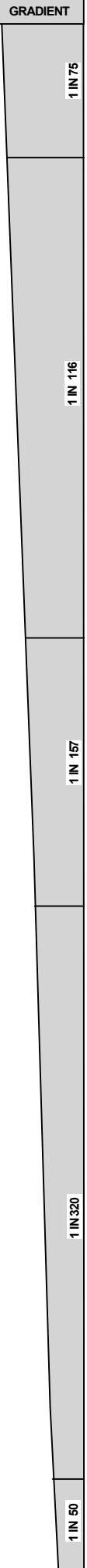
**EXTENDED MEDIUM SUBURBAN ROLLING STOCK APPROVED TO OPERATE BETWEEN COWAN AND GONINANS WORKS AT NEWCASTLE**

TYPE OF VEHICLE	SET TYPE	VEHICLE NUMBERS	WIDTH IN MILLIMETRES
<b>CONTROL CARS</b>			
SERIES 4	R AND S	3741 - 3765	3077
SERIES 2 AND 3	R AND S	3858 - 3986	3077
<b>CONTROL TRAILER CARS</b>			
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
<b>TRAILER CARS</b>			
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**

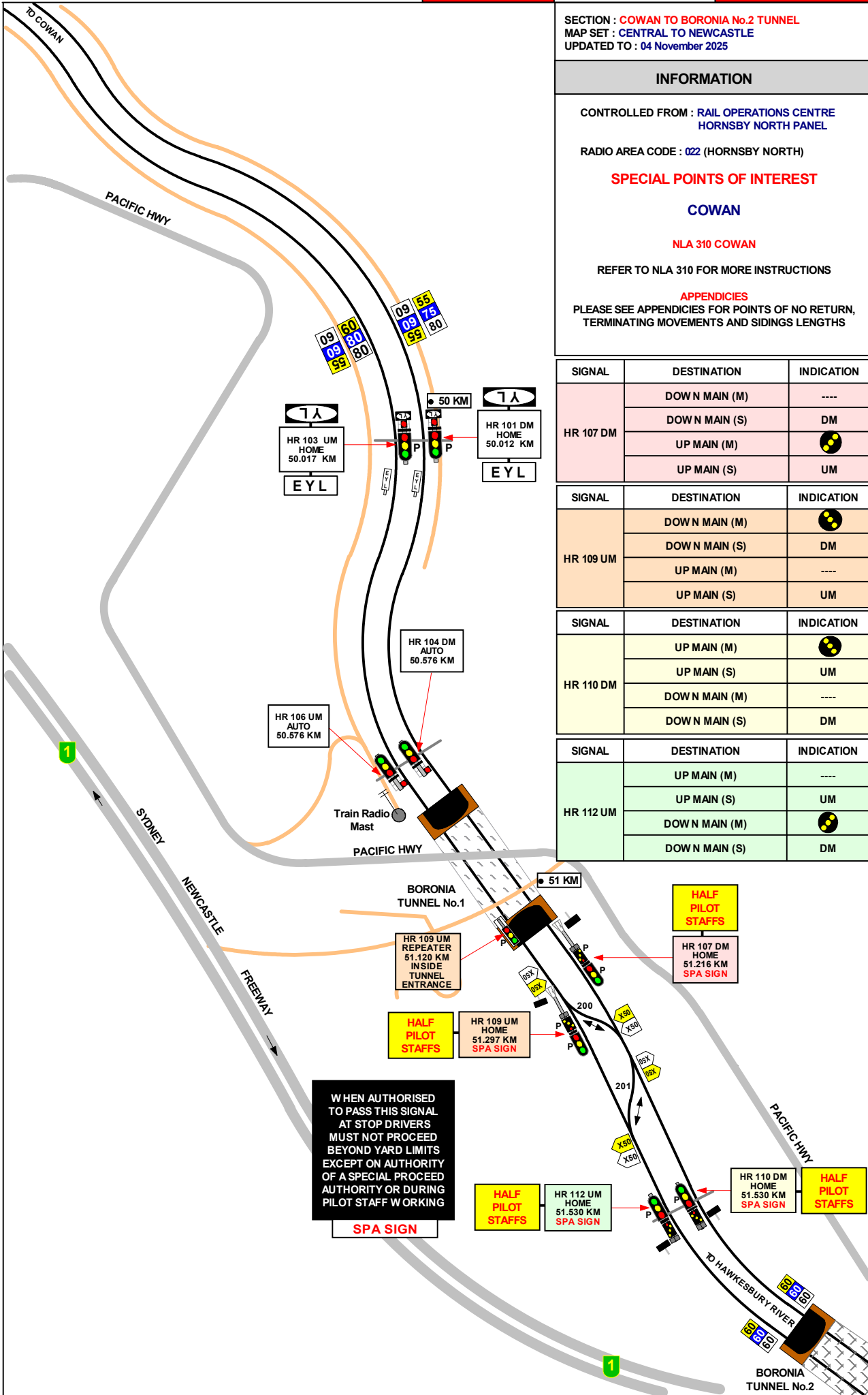
PLEASE SEE APPENDICIES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDINGS LENGTHS

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



**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**

**HALF PILOT STAFFS**

**HALF PILOT STAFFS**

**HR 107 DM HOME SPA SIGN**

**HALF PILOT STAFFS**

**HR 110 DM HOME SPA SIGN**

1 IN 330

E

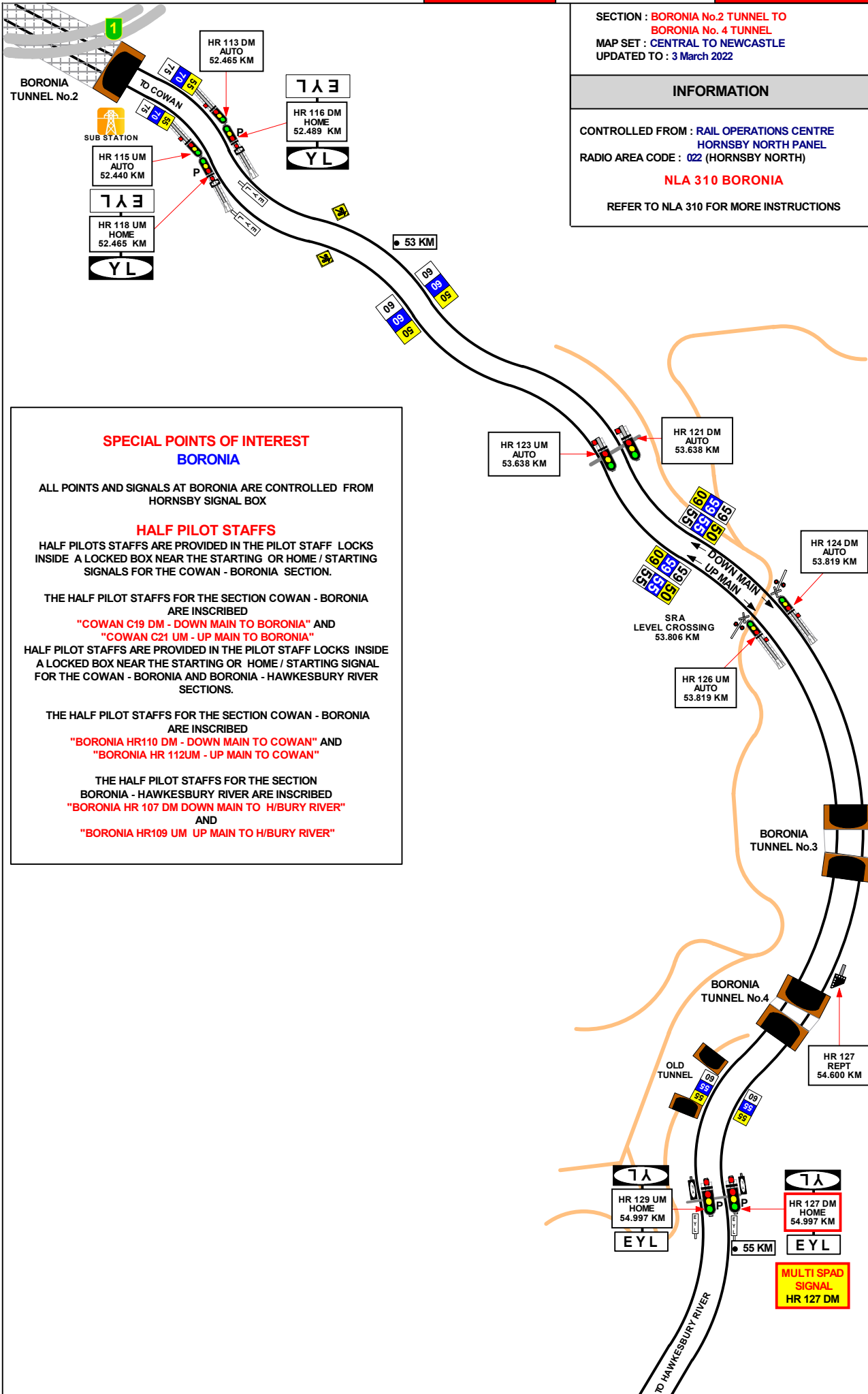
1 IN 50

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

**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

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

**SPECIAL POINTS OF INTEREST BORONIA**

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

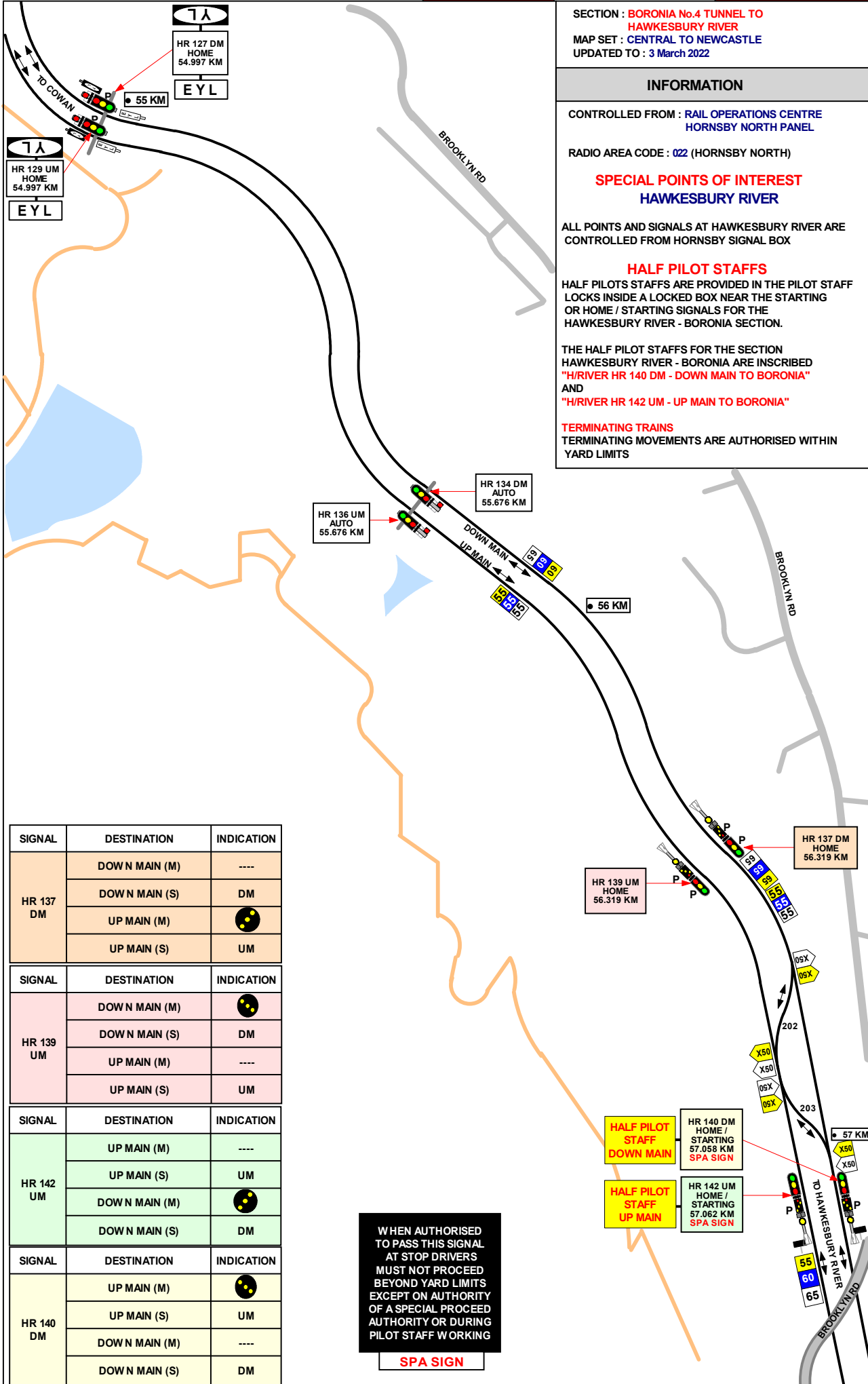
**HALF PILOT STAFFS**  
 HALF PILOTS STAFFS ARE PROVIDED IN THE PILOT STAFF LOCKS INSIDE A LOCKED BOX NEAR THE STARTING OR HOME / STARTING SIGNALS FOR THE COWAN - BORONIA SECTION.

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

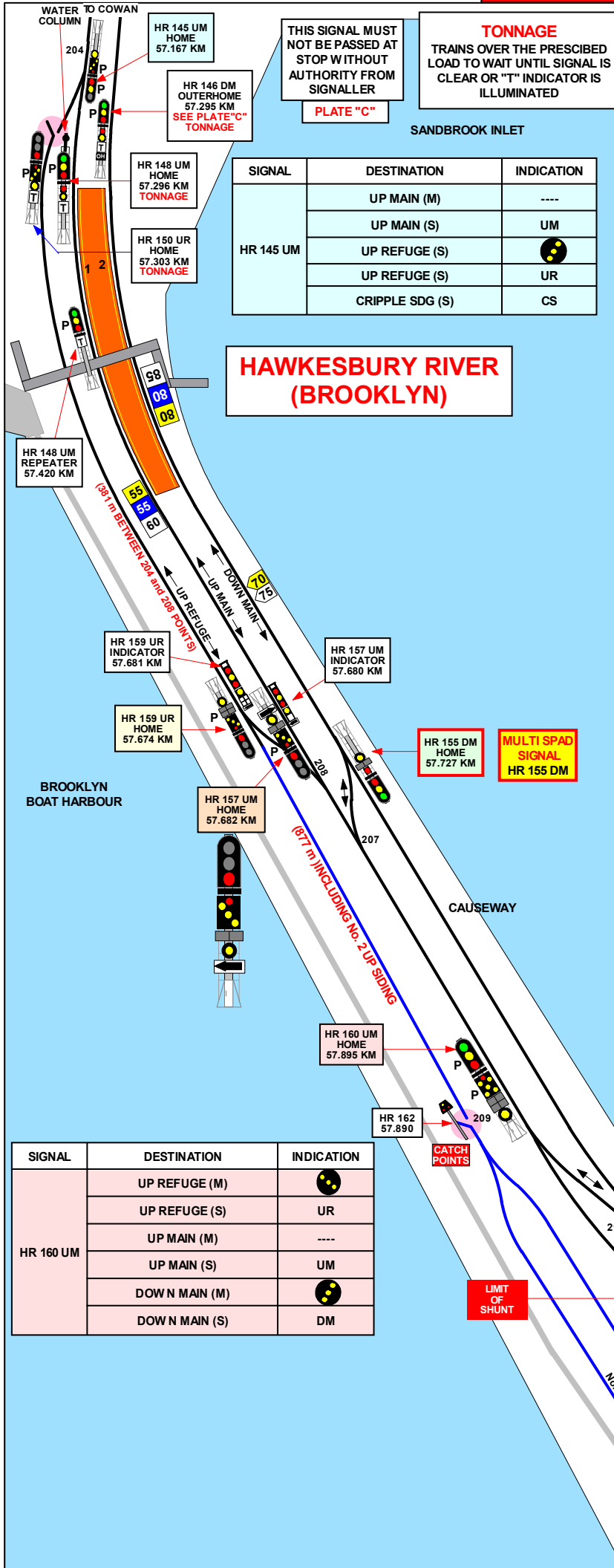
SIGNAL	DESTINATION	INDICATION
HR 139 UM	DOWN MAIN (M)	●●
	DOWN MAIN (S)	DM
	UP MAIN (M)	----
	UP MAIN (S)	UM

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)**

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

GRADIENT

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

SIGNAL KEY SWITCH PROJECT  
WOYWOY & WONDABYNE

EMERGENCY TELEPHONES

MULTI SPAD SIGNAL  
38.5

MULLET Ck TIDAL POOL

61.409 KM

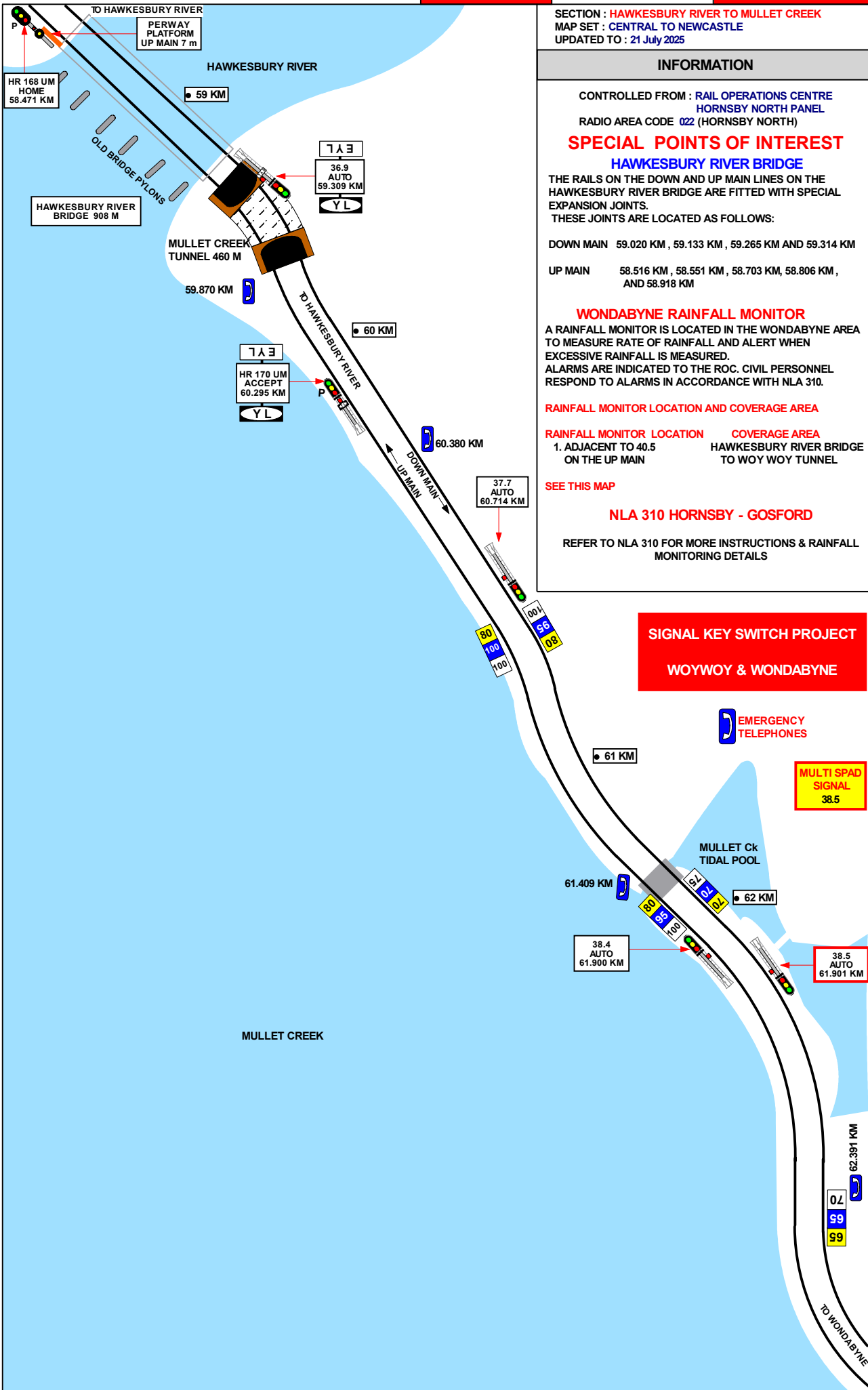
38.4 AUTO  
61.900 KM

38.5 AUTO  
61.901 KM

62.391 KM

07  
99  
99

07  
99  
99



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

TO HAWKESBURY RIVER

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

GRADIENT

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

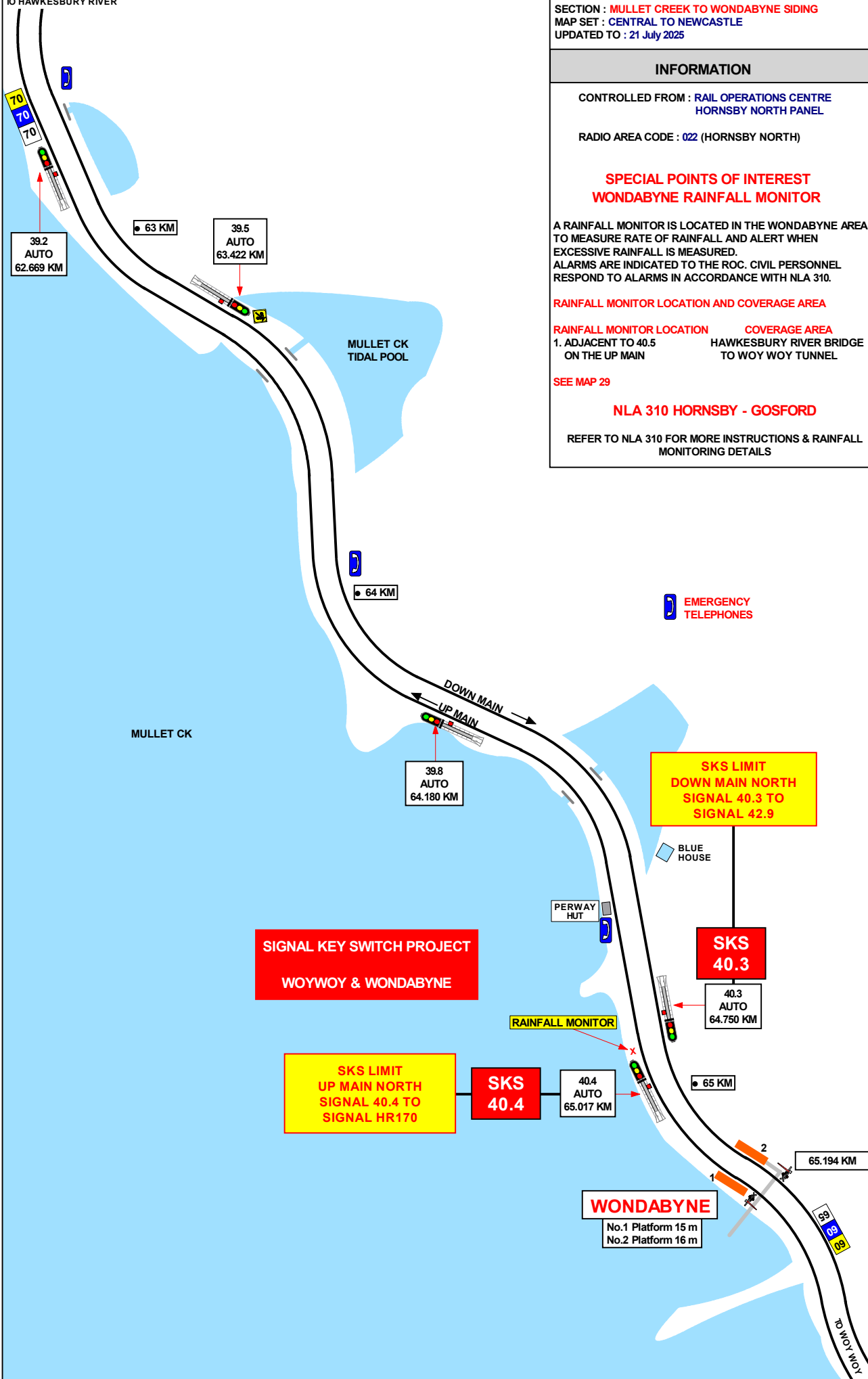
RAINFALL MONITOR LOCATION COVERAGE AREA  
1. ADJACENT TO 40.5 ON THE UP MAIN HAWKESBURY RIVER BRIDGE TO WOY WOY TUNNEL

SEE MAP 29

NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS

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 ON THE UP MAIN HAWKESBURY RIVER BRIDGE 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

41.2 AUTO  
66.250 KM

41.3 AUTO  
66.300 KM

41.6 AUTO  
67.005 KM

41.5 AUTO  
67.005 KM

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

TRAIN RADIO  
RELAY HUT

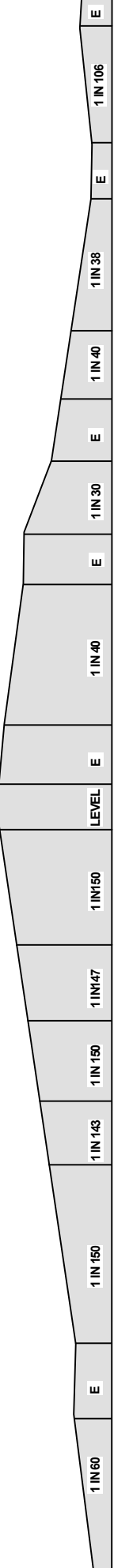
69.078 KM

42.9 AUTO  
69.078 KM

SKS  
42.9

SKS LIMIT  
DOWN MAIN NORTH  
SIGNAL 42.9 TO  
SIGNAL 45.3

GRADIENT



SIGNAL KEY SWITCH PROJECT  
WOYWOY & WONDABYNE

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

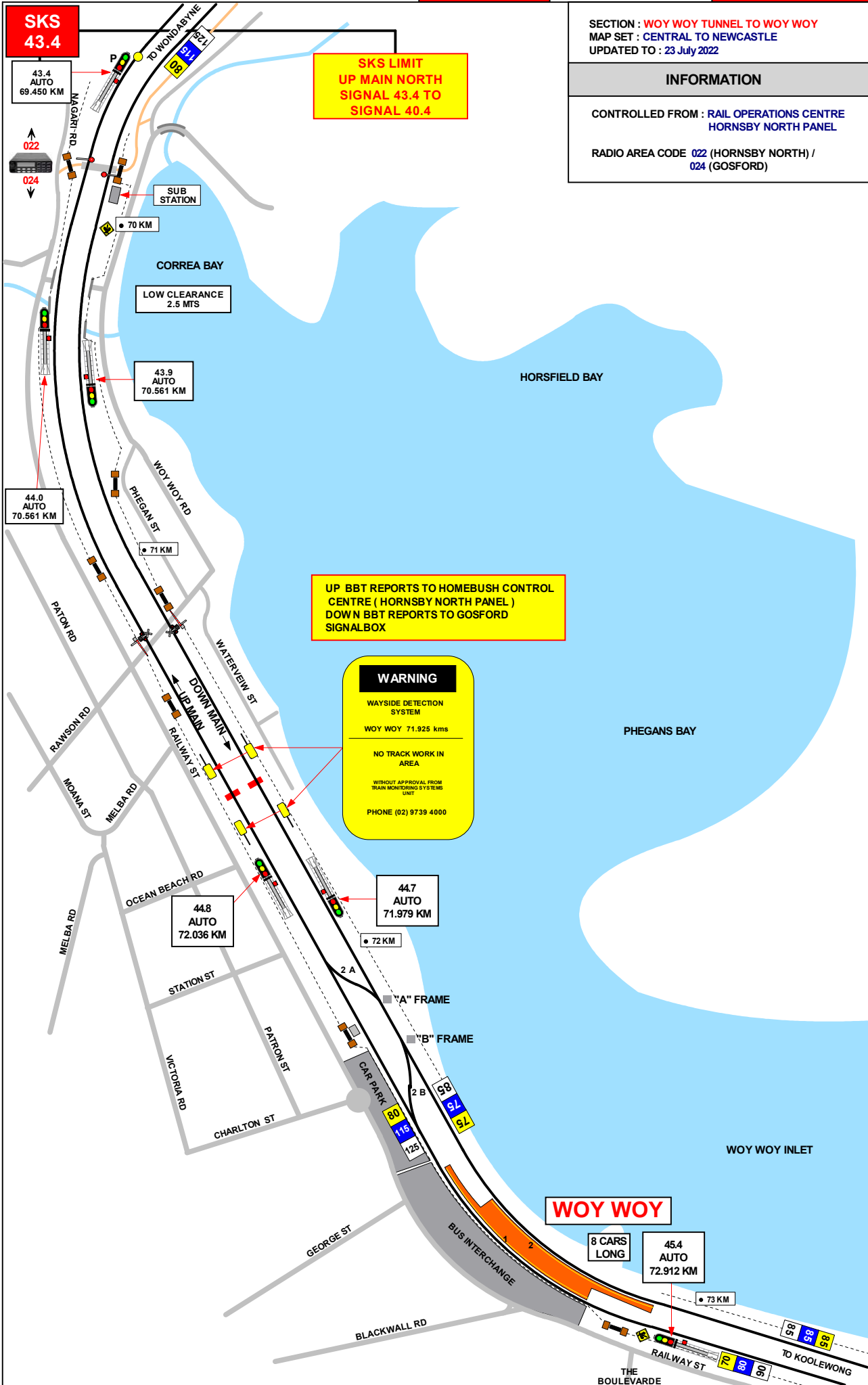
SECTION : WOY WOY TUNNEL TO WOY WOY  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 23 July 2022

**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	

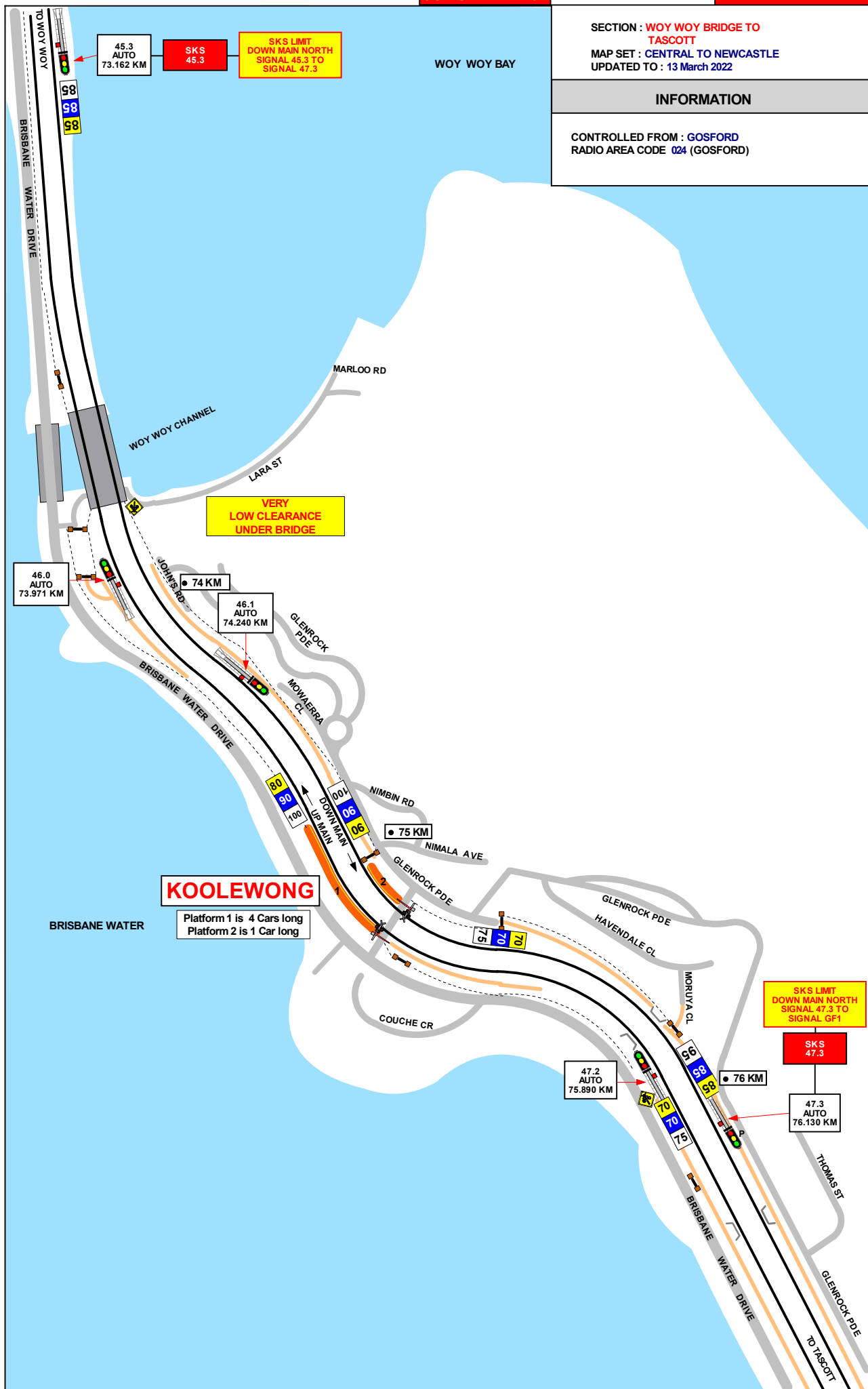


SECTION : WOY WOY BRIDGE TO TASCOTT  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 13 March 2022

GRADIENT

INFORMATION

CONTROLLED FROM : GOSFORD  
RADIO AREA CODE 024 (GOSFORD)



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

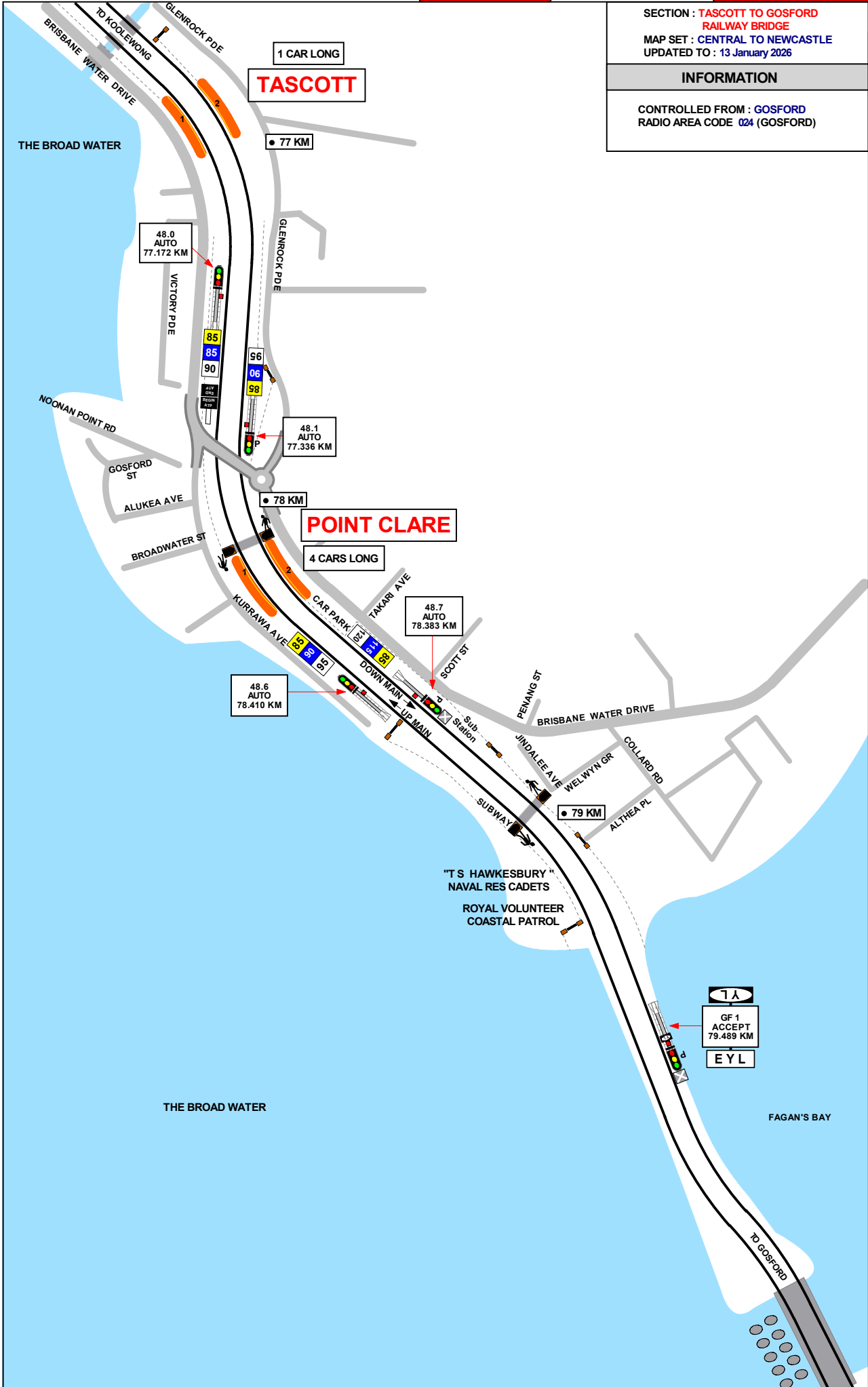
SECTION : TASCOTT TO GOSFORD  
RAILWAY BRIDGE  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 13 January 2026

INFORMATION

CONTROLLED FROM : GOSFORD  
RADIO AREA CODE 024 (GOSFORD)

GRADIENT

1 IN 426
E
1 IN 66
1 IN 72
1 IN 60
E
1 IN 75
1 IN 63
E
1 IN 133
E
1 IN 157
E
1 IN 388
E
1 IN 131
1 IN 114
LEVEL



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

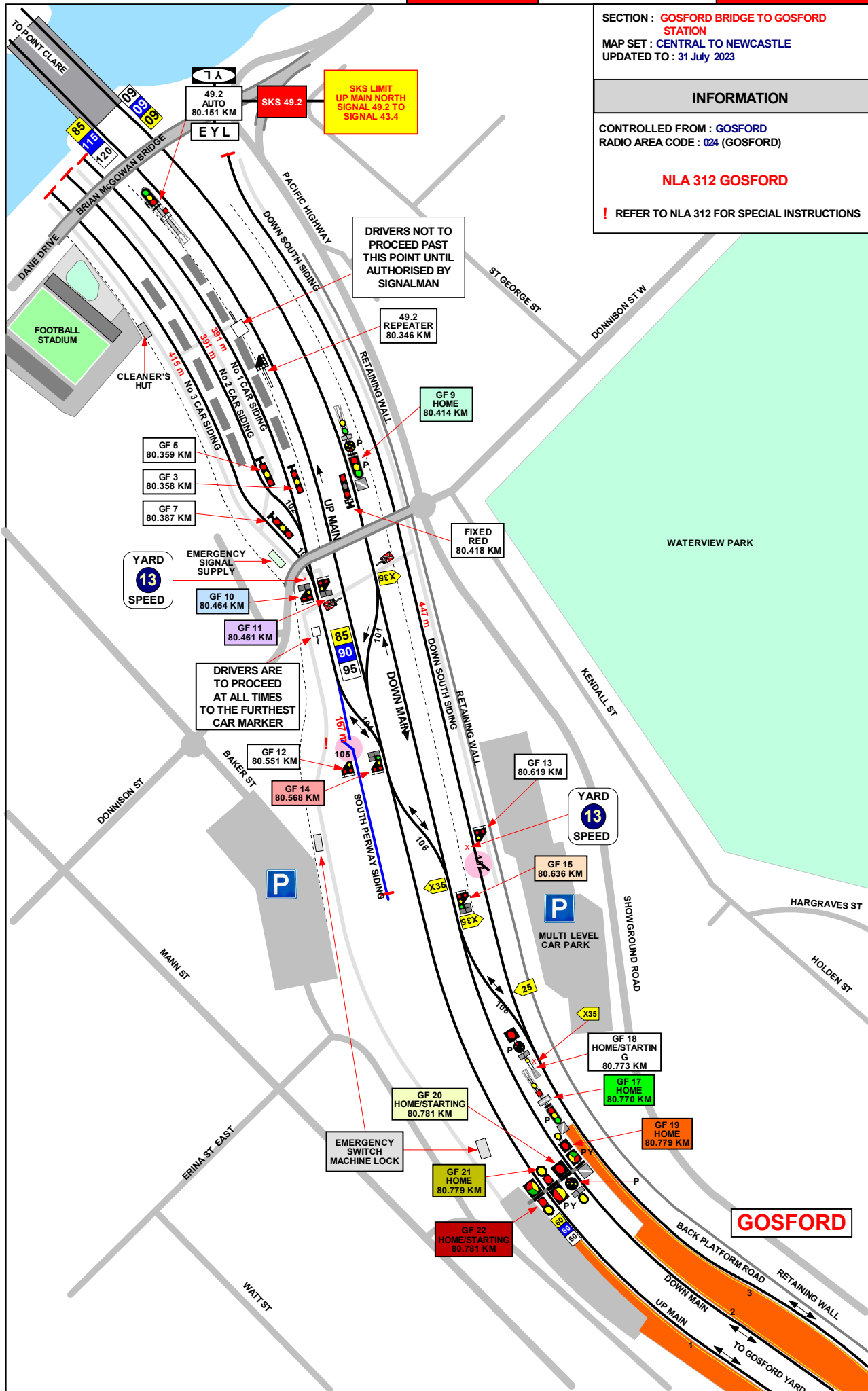
GRADIENT

1 IN 67

1 IN 60

E

1 IN 507



DRIVERS NOT TO PROCEED PAST THIS POINT UNTIL AUTHORIZED BY SIGNALMAN

DRIVERS ARE TO PROCEED AT ALL TIMES TO THE FURTHEST CAR MARKER

EMERGENCY SWITCH MACHINE LOCK

GOSFORD

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

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

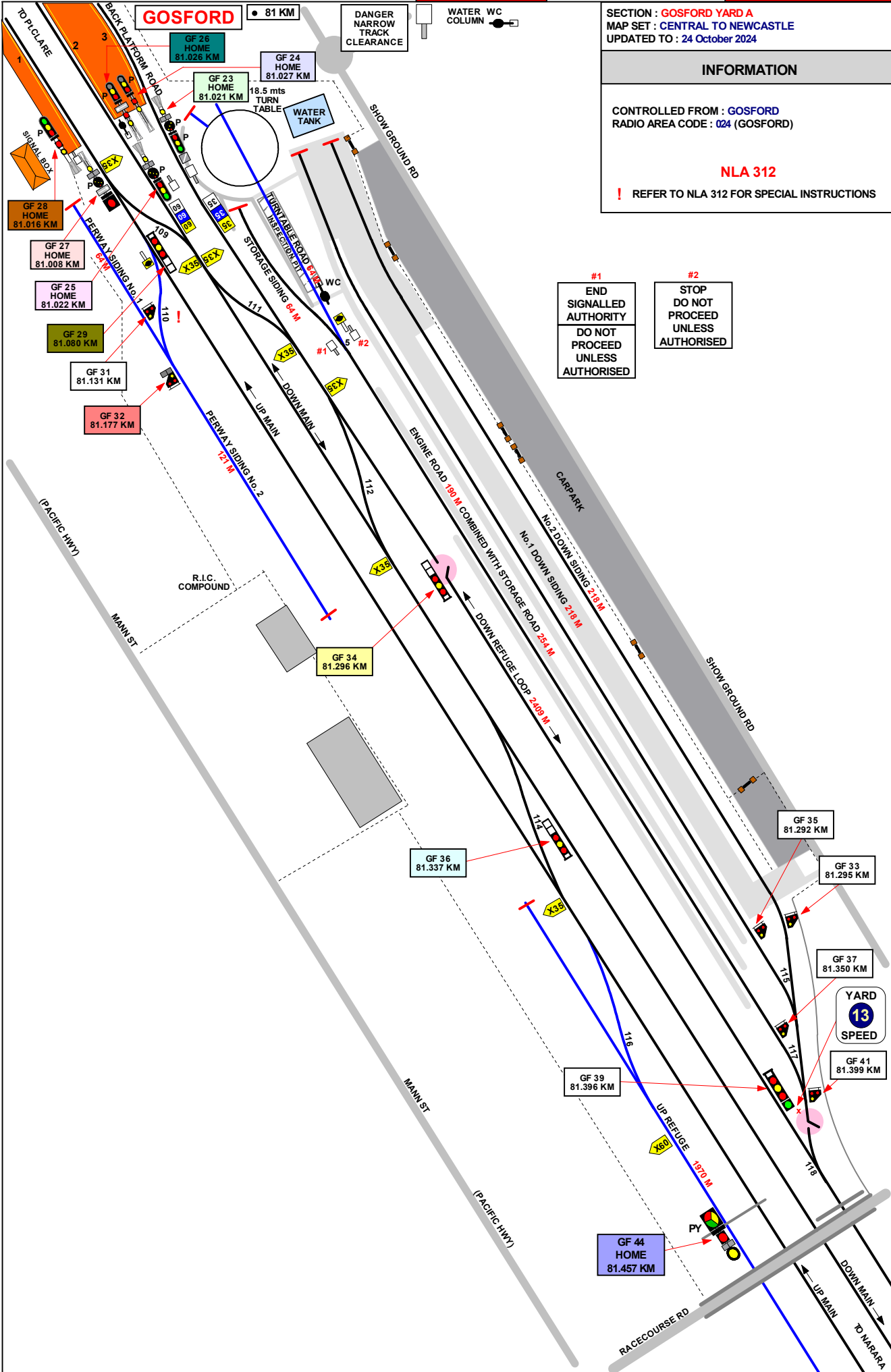
#1  
END  
SIGNALLED  
AUTHORITY  
DO NOT  
PROCEED  
UNLESS  
AUTHORISED

#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

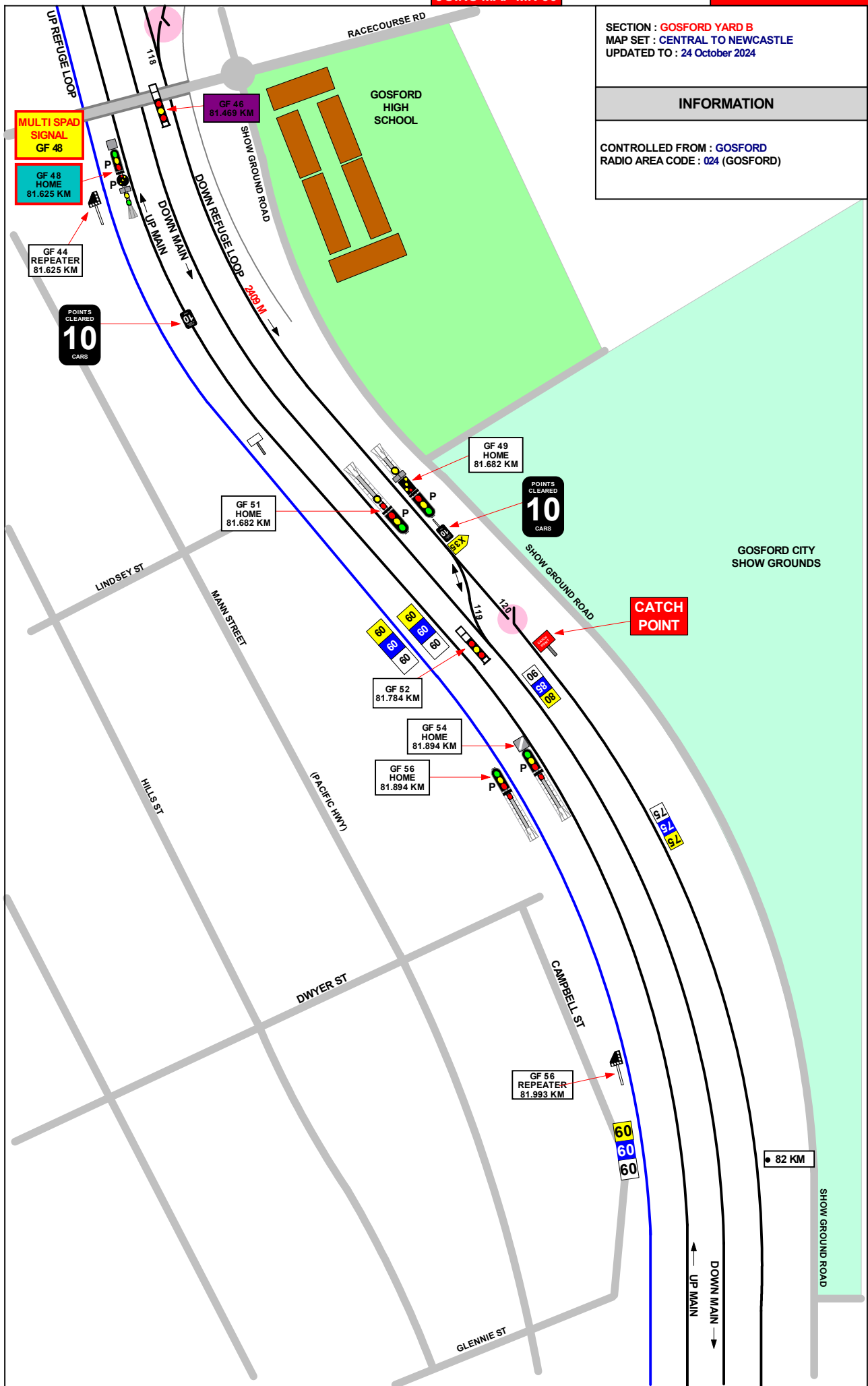
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**INFORMATION**

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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

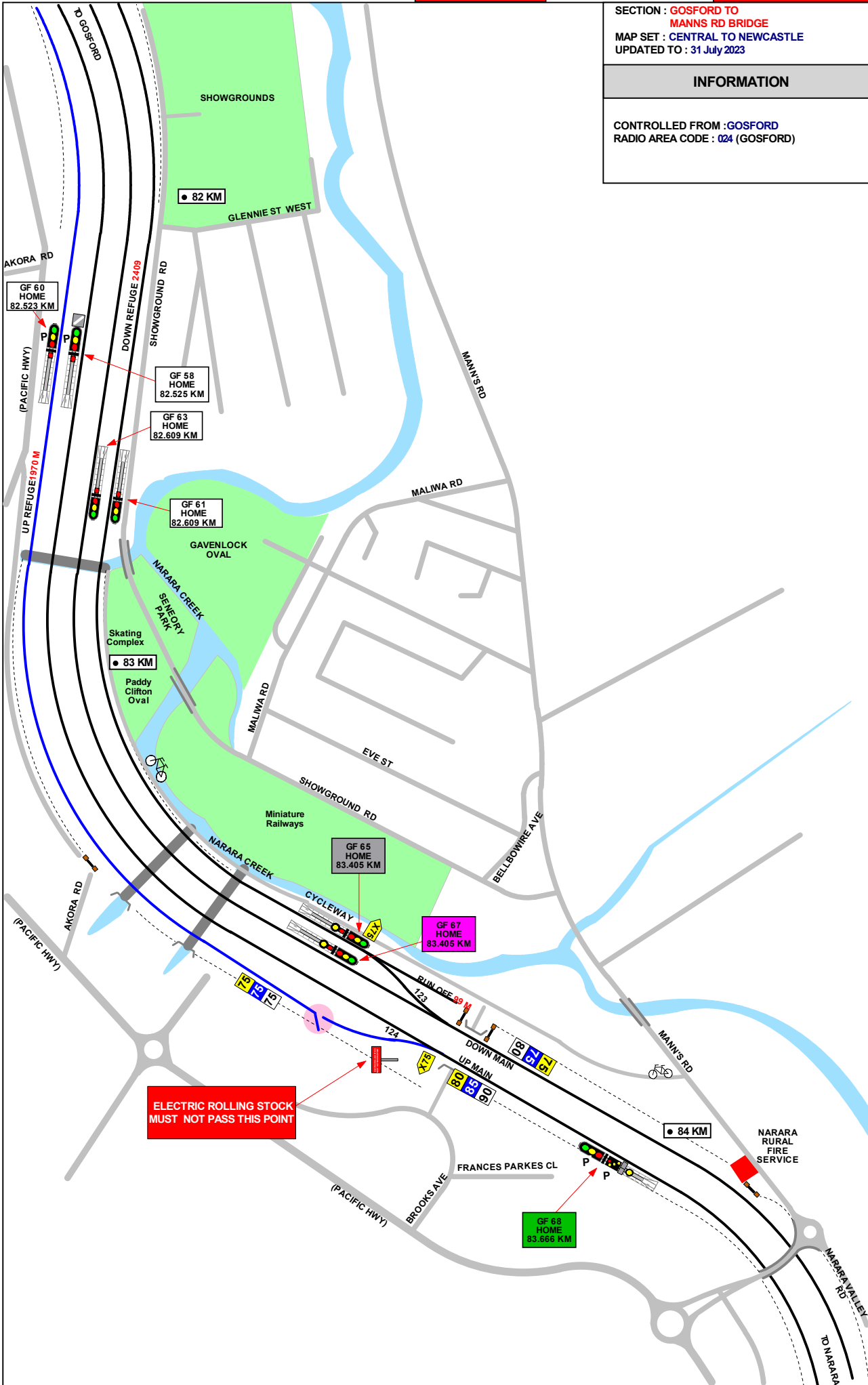
INFORMATION

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

1 IN 3649

1 IN 125

1 IN 150



ELECTRIC ROLLING STOCK  
MUST NOT PASS THIS POINT



SECTION : LISAROW TO OURIMBAH  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 24 October 2024

INFORMATION

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

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR  
MORE DETAILS & INSTRUCTIONS

GRADIENT

1 IN 110

1 IN 300

LEVEL

1 IN 132

LEVEL

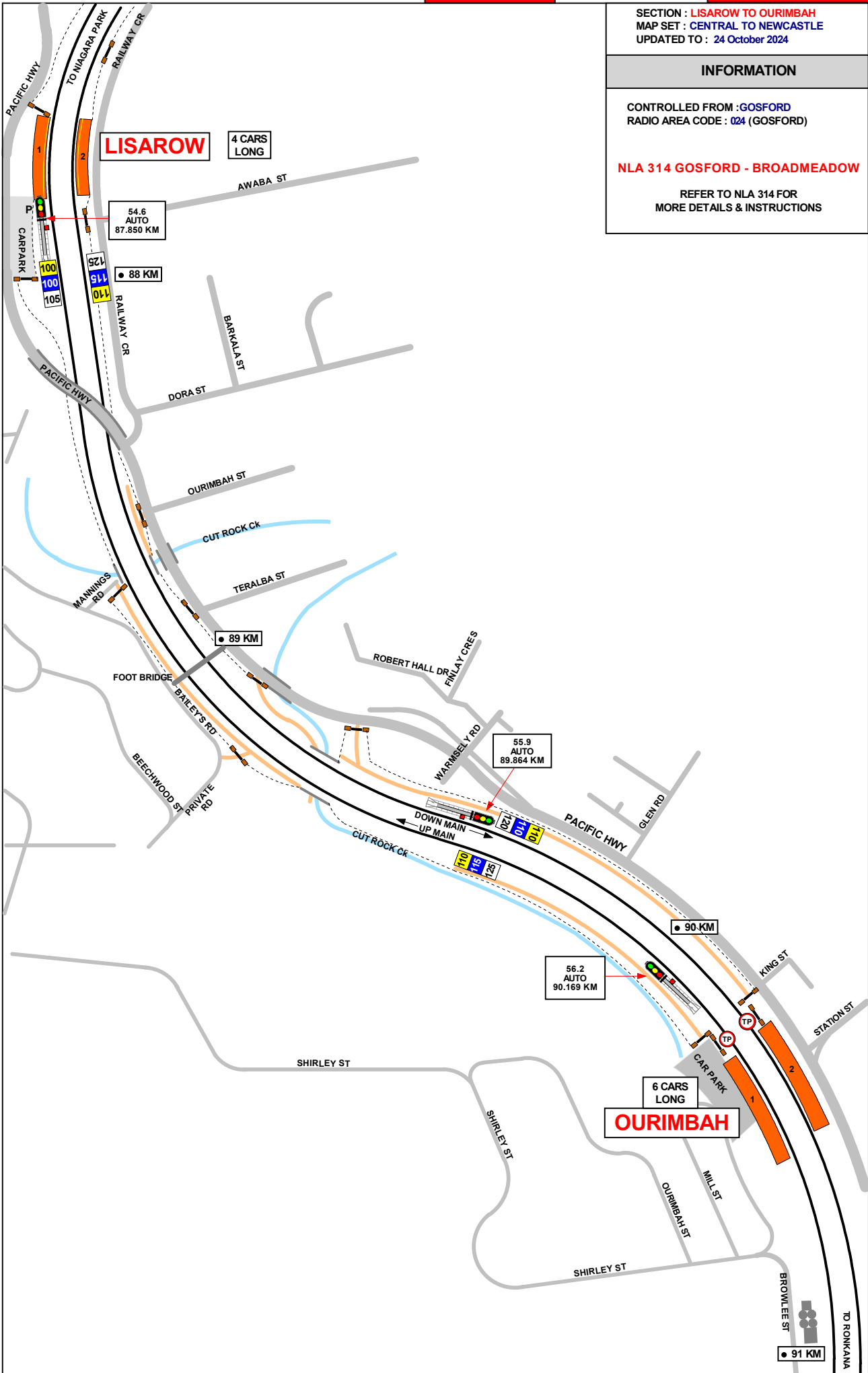
1 IN 400

1 IN 264

LEVEL

1 IN 286

1 IN 132



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

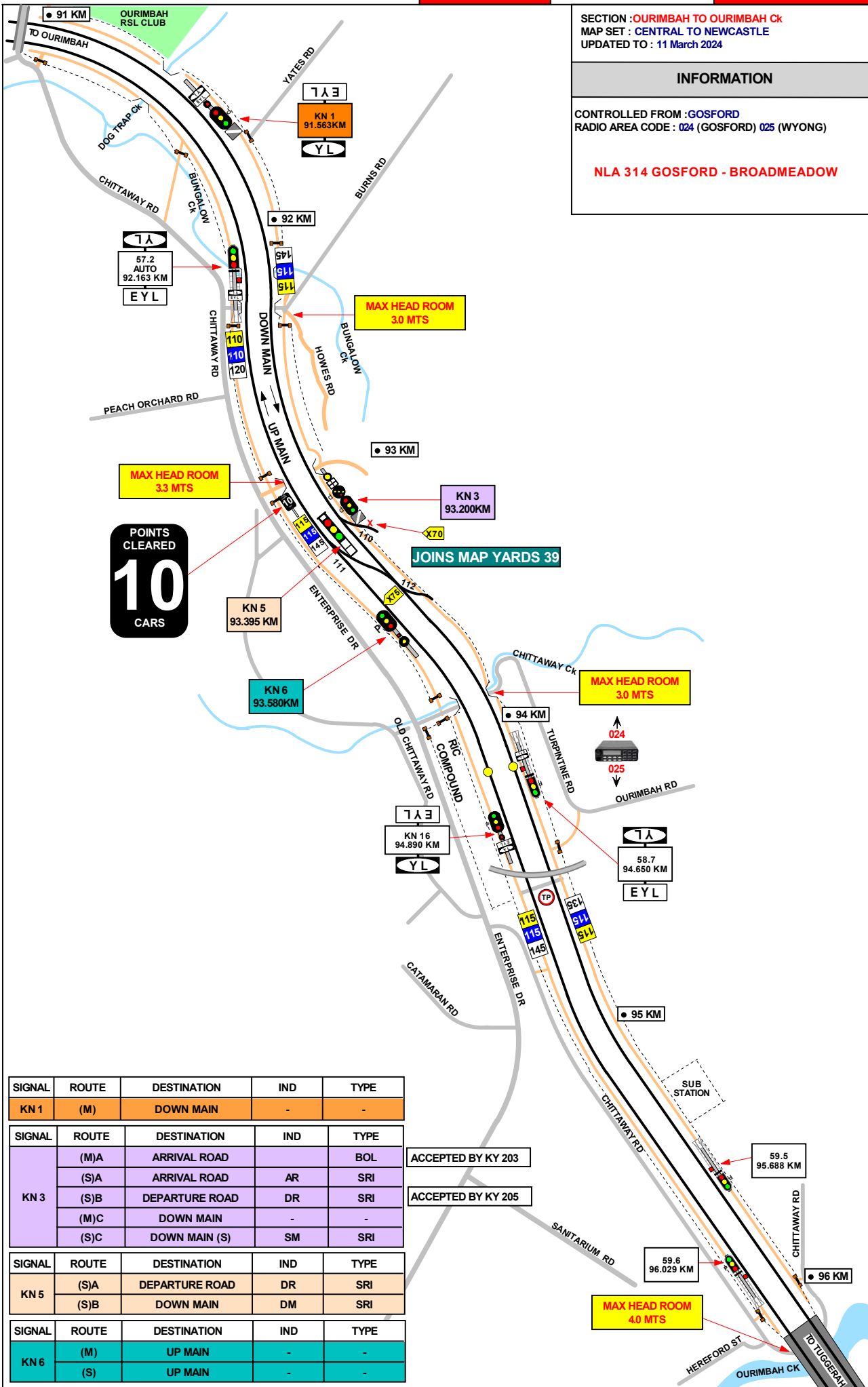
LEVEL

1 IN 264

LEVEL

LEVEL

1 IN 220



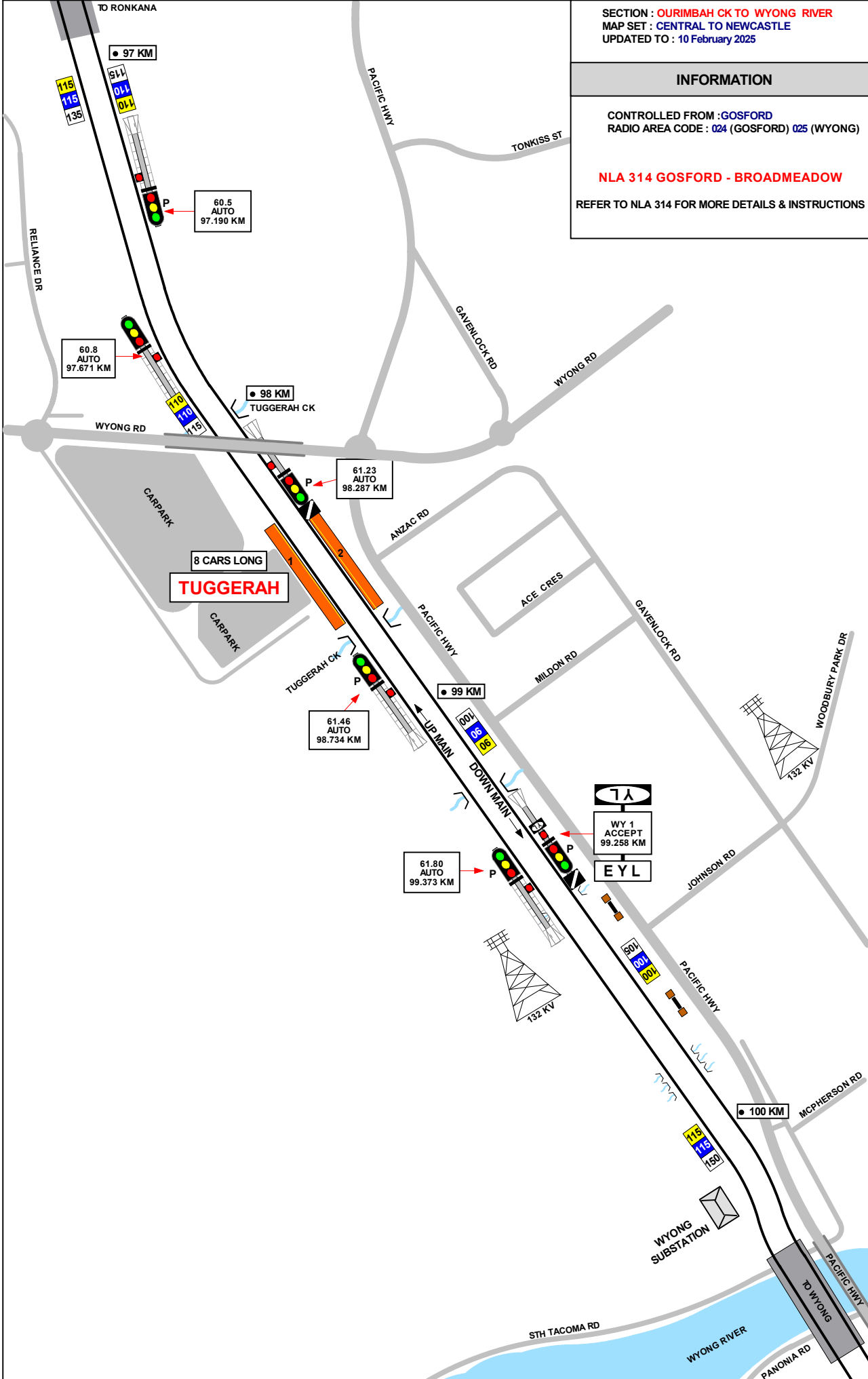
SIGNAL	ROUTE	DESTINATION	IND	TYPE
KN 1	(M)	DOWN MAIN	-	-

SIGNAL	ROUTE	DESTINATION	IND	TYPE
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	

SIGNAL	ROUTE	DESTINATION	IND	TYPE
KN 5	(S)A	DEPARTURE ROAD	DR	SRI
	(S)B	DOWN MAIN	DM	SRI

SIGNAL	ROUTE	DESTINATION	IND	TYPE
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

SECTION : WYONG RIVER TO PACIFIC  
 HWY BRIDGE WYONG  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 10 February 2025

INFORMATION

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

GRADIENT

LEVEL

1 IN 75

E

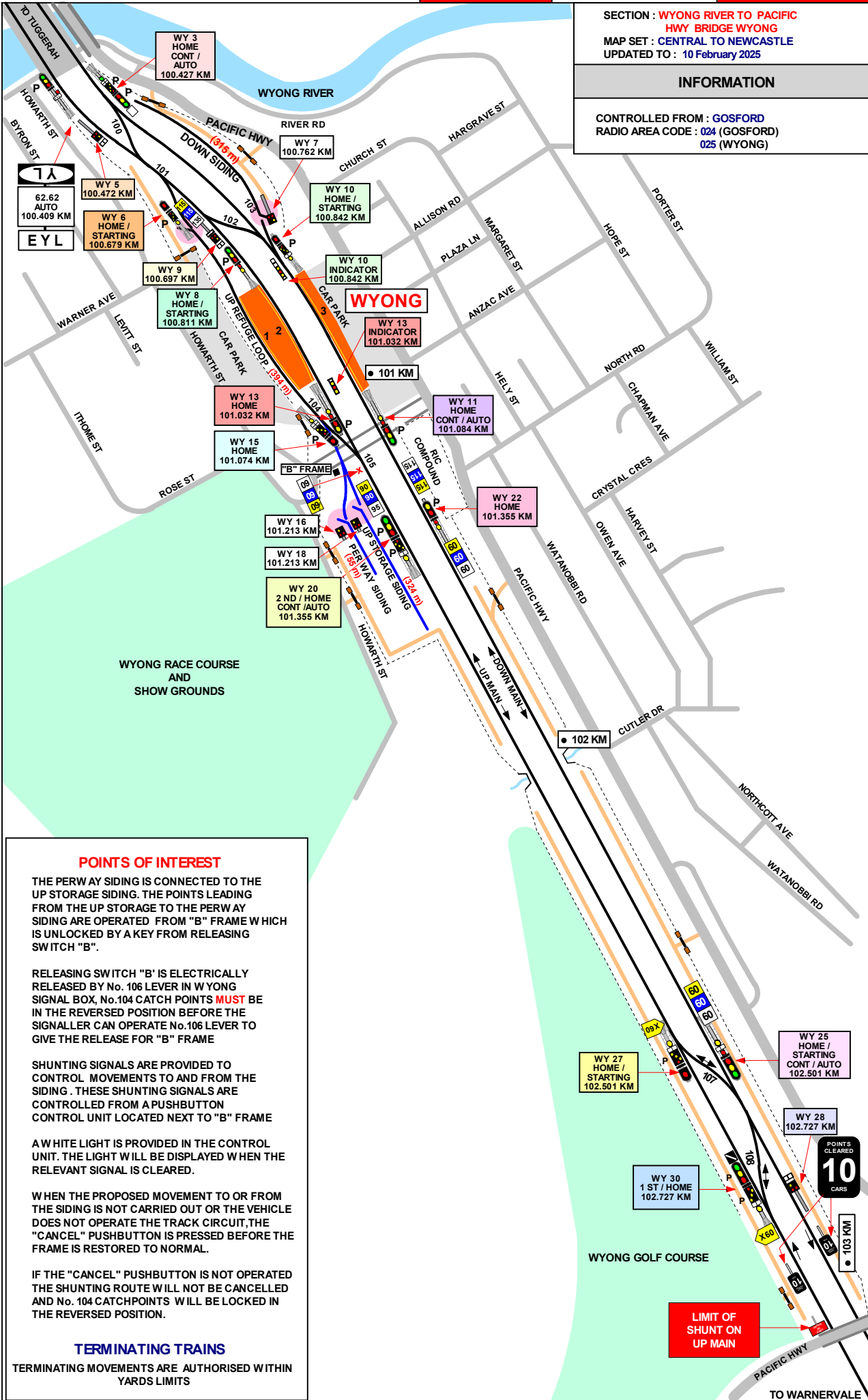
LEVEL

E

1 IN 65

LEVEL

1 IN 75



POINTS OF INTEREST

THE PERWAY SIDING IS CONNECTED TO THE UP STORAGE SIDING. THE POINTS LEADING FROM THE UP STORAGE TO THE PERWAY SIDING ARE OPERATED FROM "B" FRAME WHICH IS UNLOCKED BY A KEY FROM RELEASING SWITCH "B".

RELEASING SWITCH "B" IS ELECTRICALLY RELEASED BY No. 106 LEVER IN WYONG SIGNAL BOX. No. 104 CATCH POINTS **MUST** BE IN THE REVERSED POSITION BEFORE THE SIGNALLER CAN OPERATE No. 106 LEVER TO GIVE THE RELEASE FOR "B" FRAME

SHUNTING SIGNALS ARE PROVIDED TO CONTROL MOVEMENTS TO AND FROM THE SIDING. THESE SHUNTING SIGNALS ARE CONTROLLED FROM A PUSHBUTTON CONTROL UNIT LOCATED NEXT TO "B" FRAME

A WHITE LIGHT IS PROVIDED IN THE CONTROL UNIT. THE LIGHT WILL BE DISPLAYED WHEN THE RELEVANT SIGNAL IS CLEARED.

WHEN THE PROPOSED MOVEMENT TO OR FROM THE SIDING IS NOT CARRIED OUT OR THE VEHICLE DOES NOT OPERATE THE TRACK CIRCUIT, THE "CANCEL" PUSHBUTTON IS PRESSED BEFORE THE FRAME IS RESTORED TO NORMAL.

IF THE "CANCEL" PUSHBUTTON IS NOT OPERATED THE SHUNTING ROUTE WILL NOT BE CANCELLED AND No. 104 CATCHPOINTS WILL BE LOCKED IN THE REVERSED POSITION.

TERMINATING TRAINS

TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARDS LIMITS

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)	

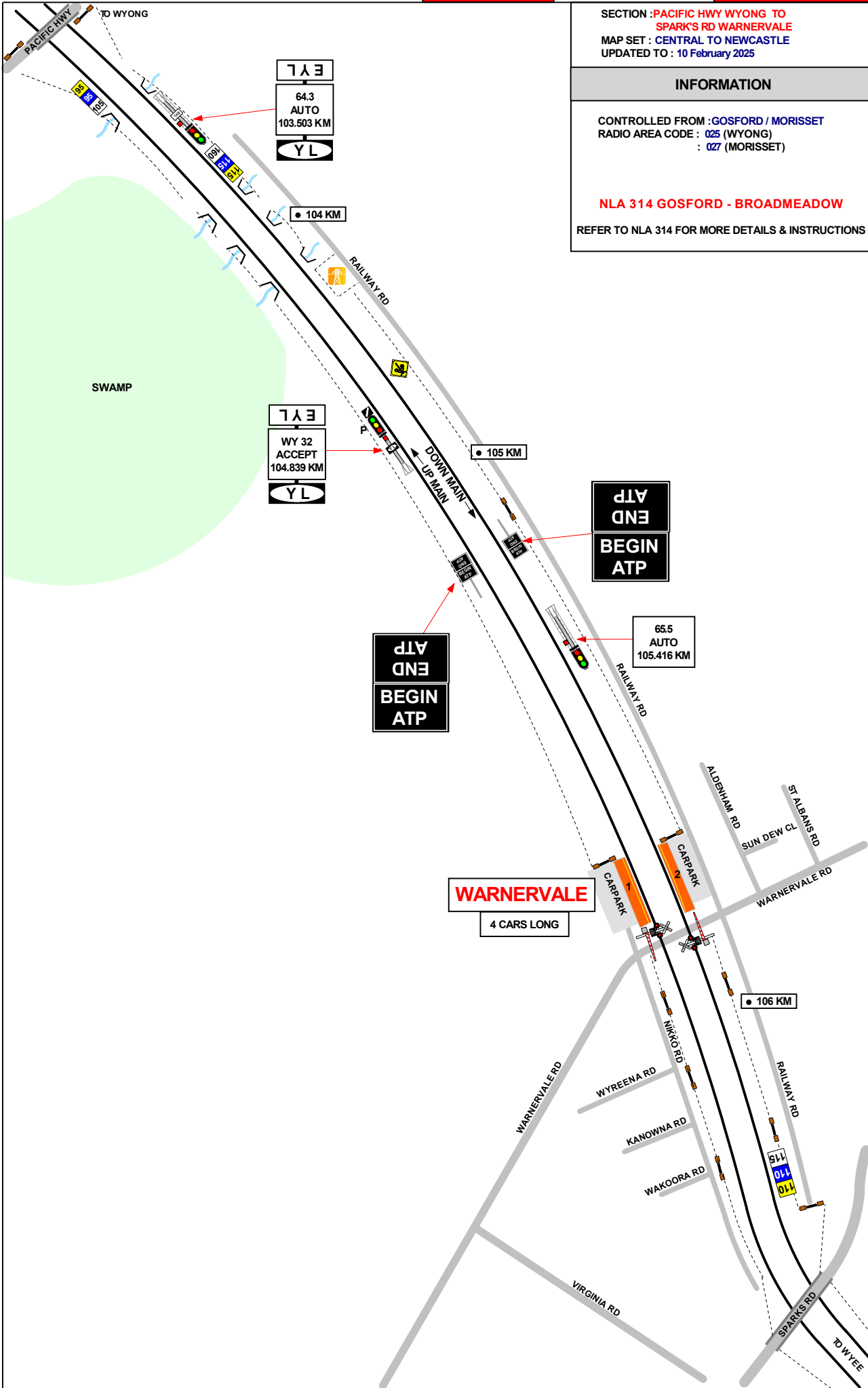
SIGNAL	DESTINATION	INDICATION
WY 15	UP MAIN (M)	
	UP MAIN (S)	UM
	UP STORAGE SIDING (S)	US
	PERWAY SIDING (S)	PW

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

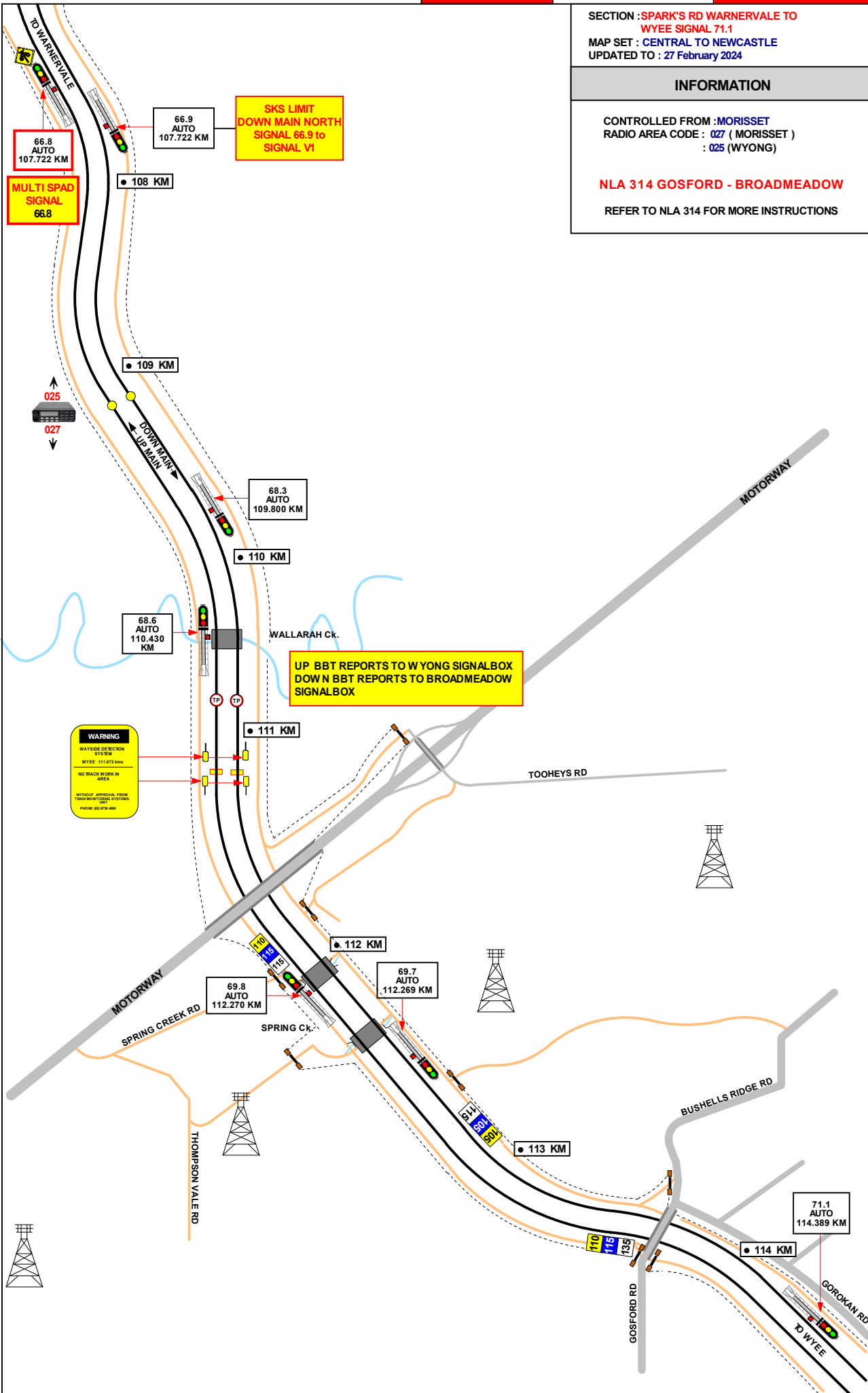
1 IN 60

1 IN 150

1 IN 60

LEVEL

1 IN 80



**WARNING**  
 WAYSIDE DETECTION SYSTEM  
 WYEE 311.873.4000  
 NO TRACK WORK IN AREA  
 WITHOUT APPROVAL FROM TRAIN MONITORING SYSTEMS UNIT  
 PHONE 025 929 400

UP BBT REPORTS TO W YONG SIGNALBOX  
 DOWN BBT REPORTS TO BROADMEADOW SIGNALBOX

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

GRADIENT

INFORMATION

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

NLA 314 GOSFORD - BROADMEADOW

REFER TO NLA 314 FOR MORE INSTRUCTIONS

1 IN 80

E

LEVEL

E

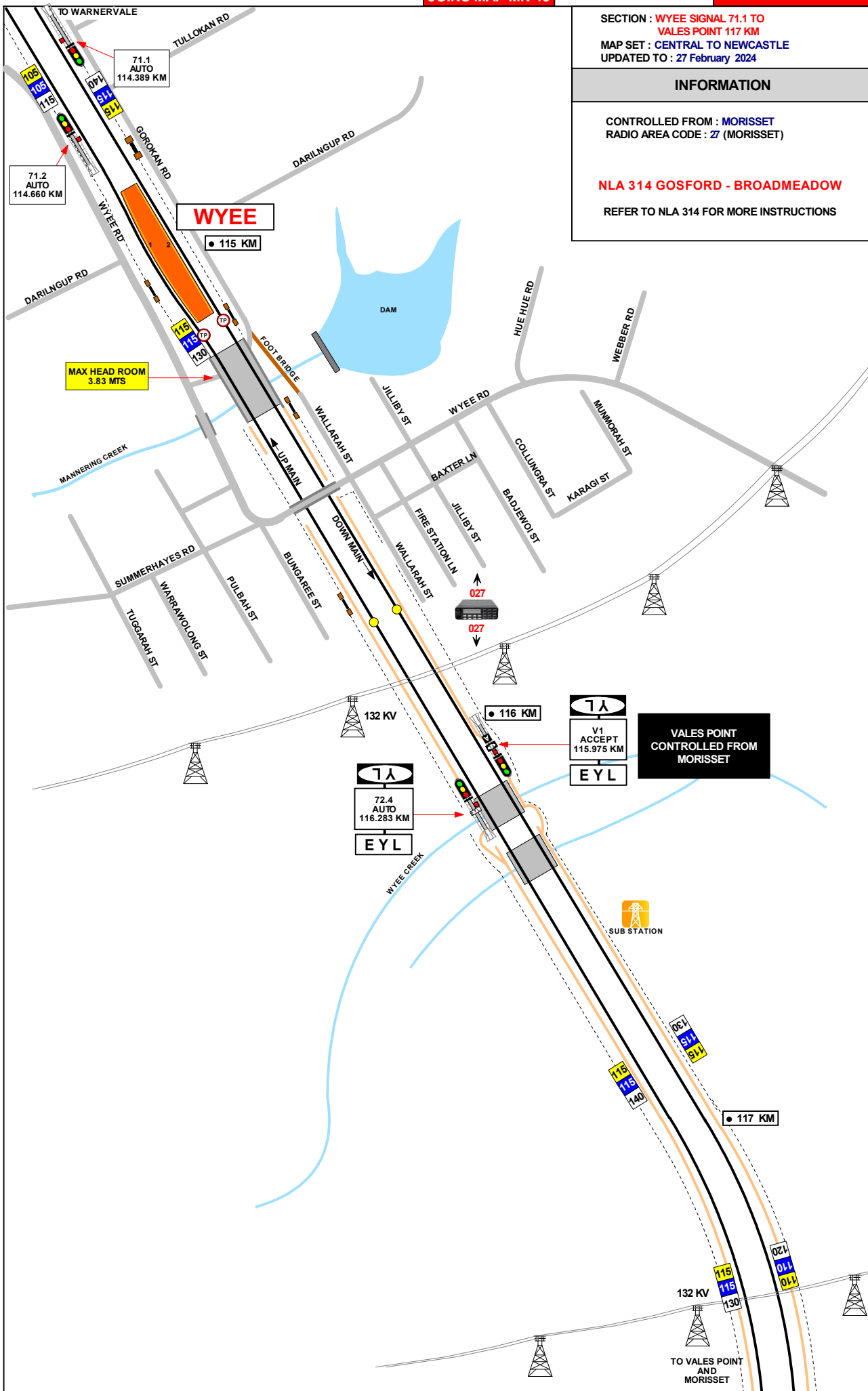
1 IN 75

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**

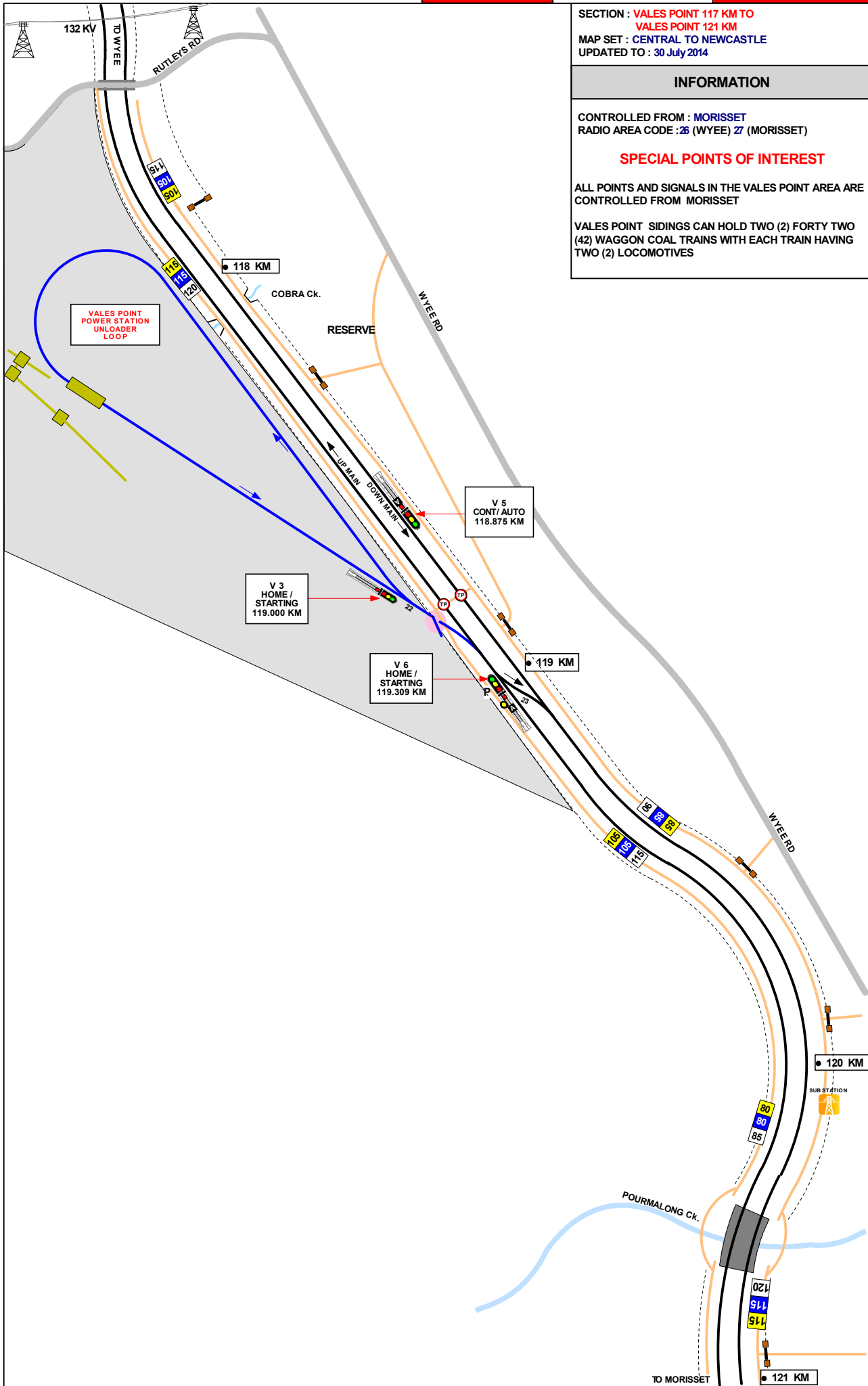
CONTROLLED FROM : MORISSET  
 RADIO AREA CODE : 26 (WYEE) 27 (MORISSET)

**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 66	E
1 IN 75	E
	LEVEL



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

INFORMATION

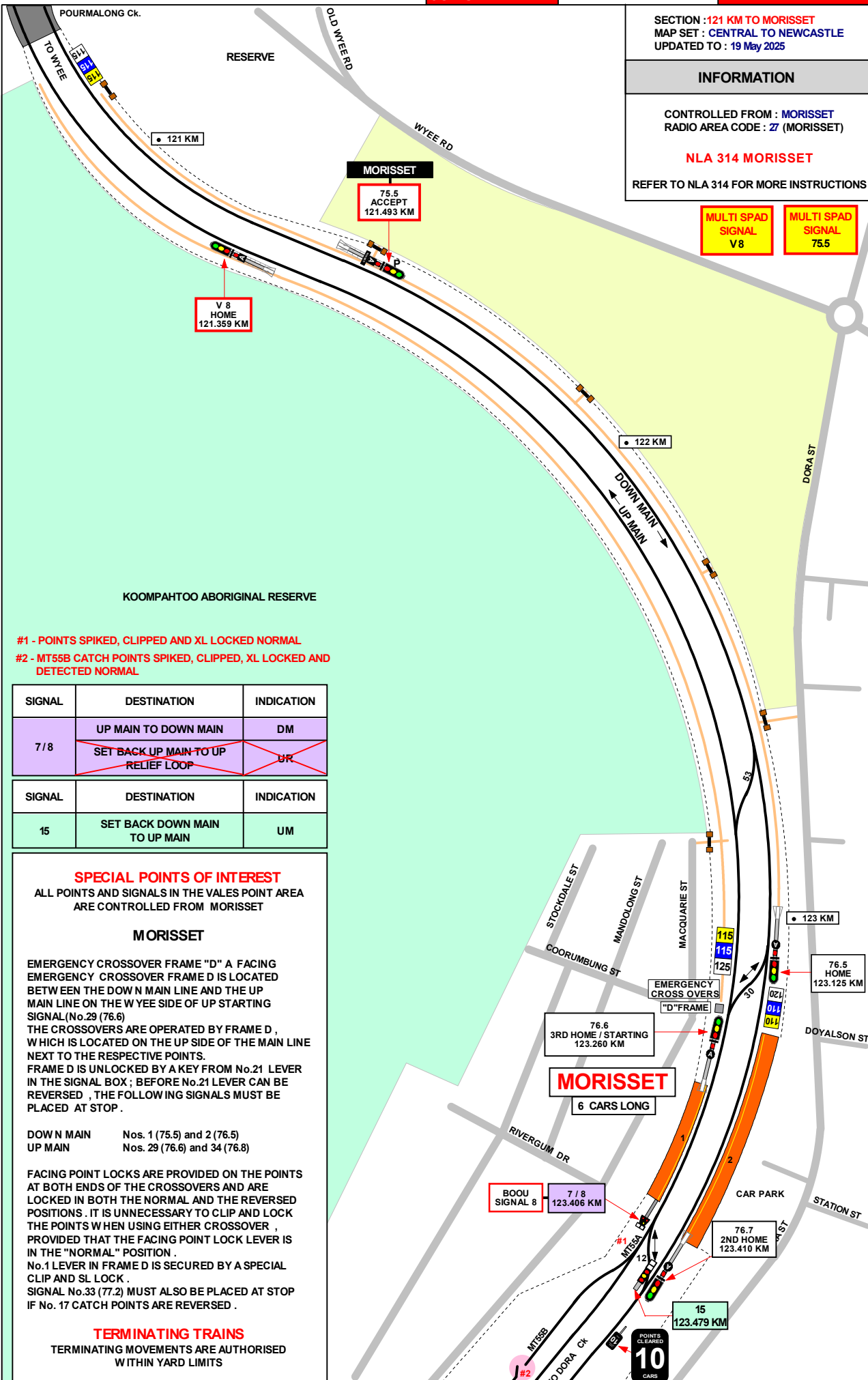
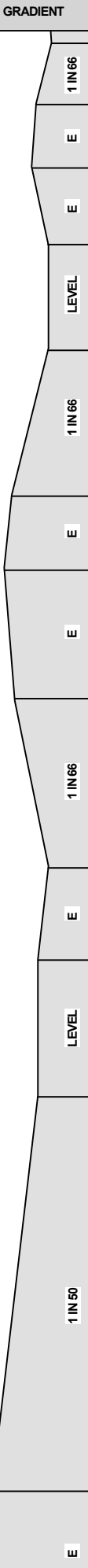
CONTROLLED FROM : MORISSET  
 RADIO AREA CODE : 27 (MORISSET)

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
	<del>SET BACK UP MAIN TO UP RELIEF LOOP</del>	<del>UR</del>

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

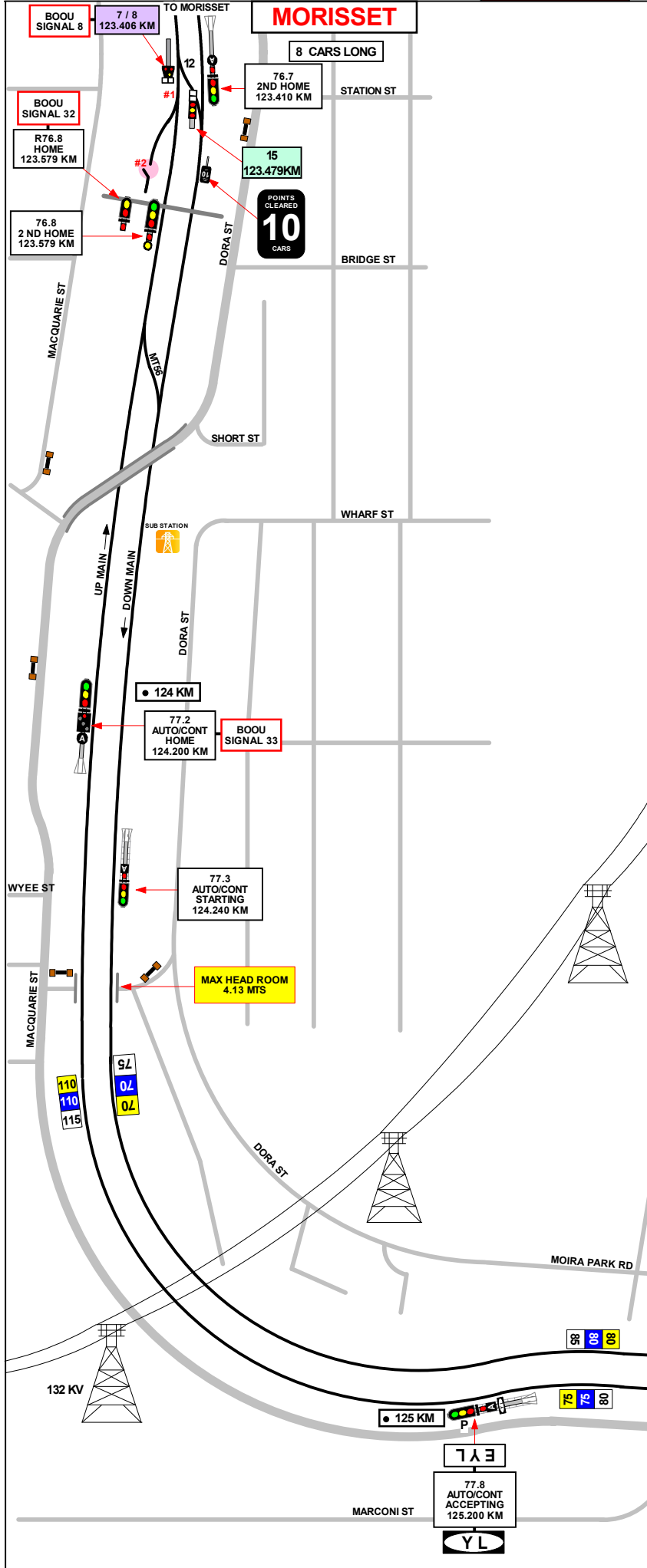
EMERGENCY CROSSOVER FRAME "D" A FACING EMERGENCY CROSSOVER FRAME D IS LOCATED BETWEEN THE DOWN MAIN LINE AND THE UP MAIN LINE ON THE WYEE SIDE OF UP STARTING SIGNAL (No.29 (76.6)) THE CROSSOVERS ARE OPERATED BY FRAME D, WHICH IS LOCATED ON THE UP SIDE OF THE MAIN LINE NEXT TO THE RESPECTIVE POINTS. FRAME 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
	<del>SET BACK UP MAIN TO UP RELIEF LOOP</del>	<del>UR</del>

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

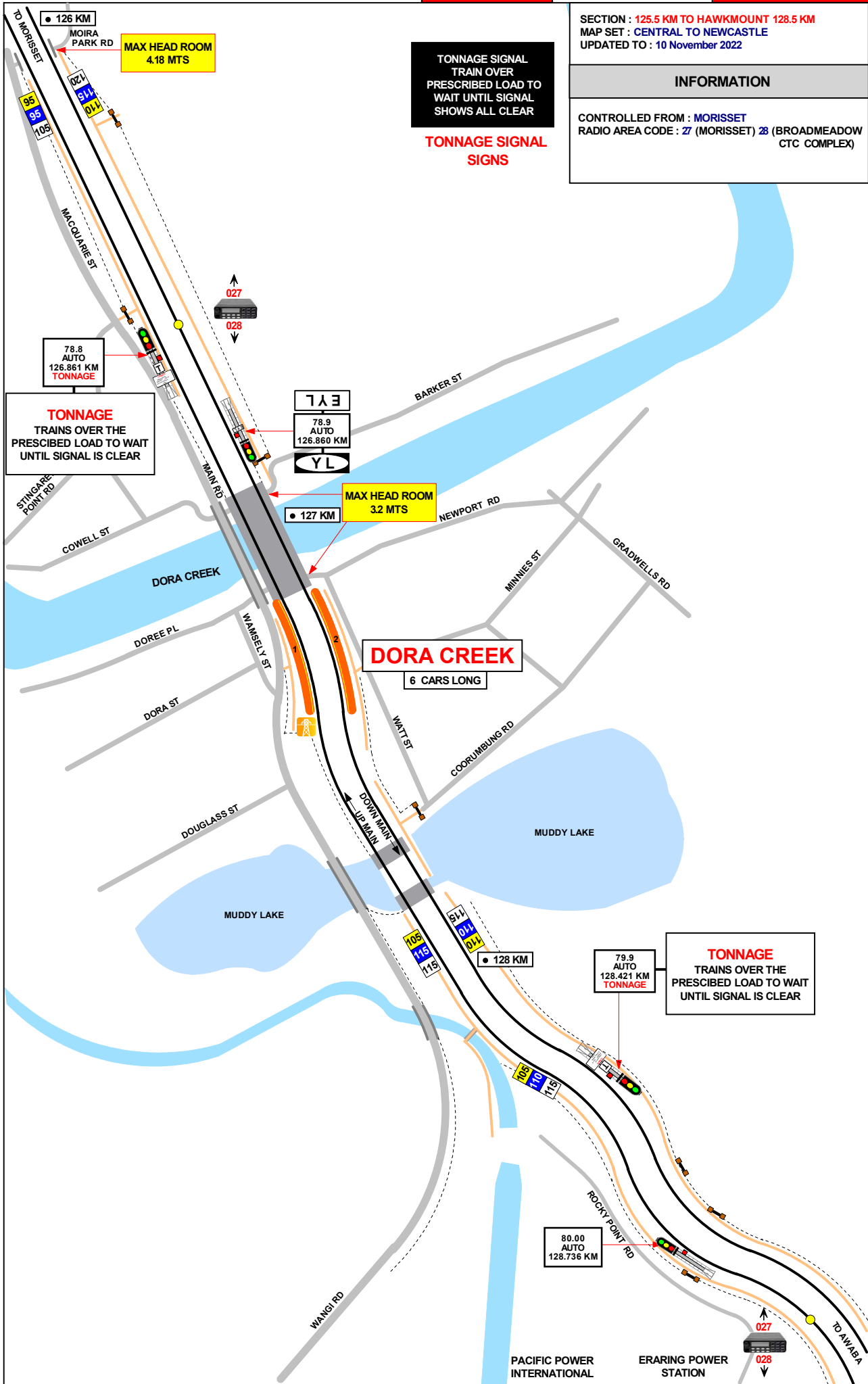
GRADIENT

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

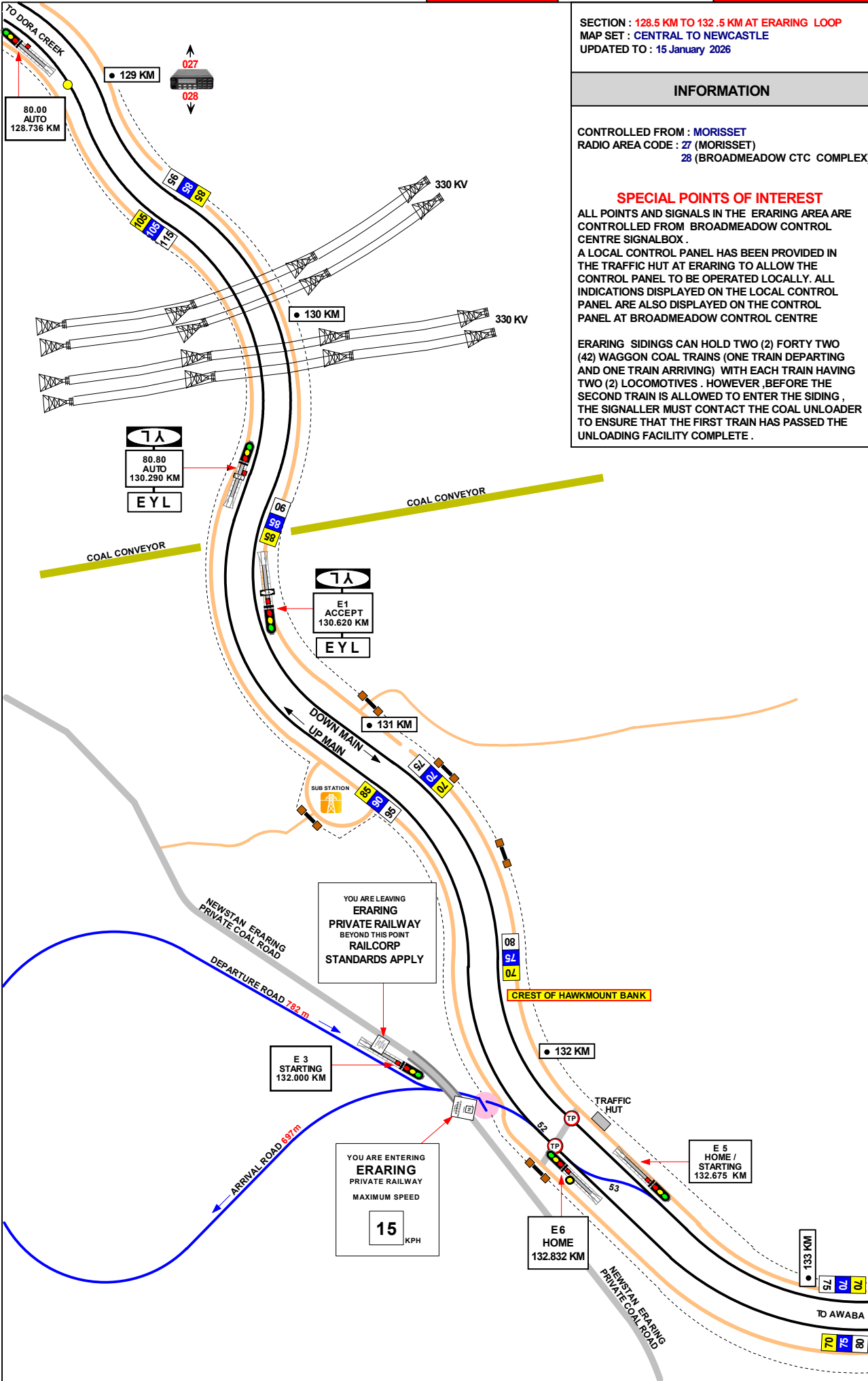
1 IN 44

1 IN 44

1 IN 45

1 IN 56

1 IN 1375



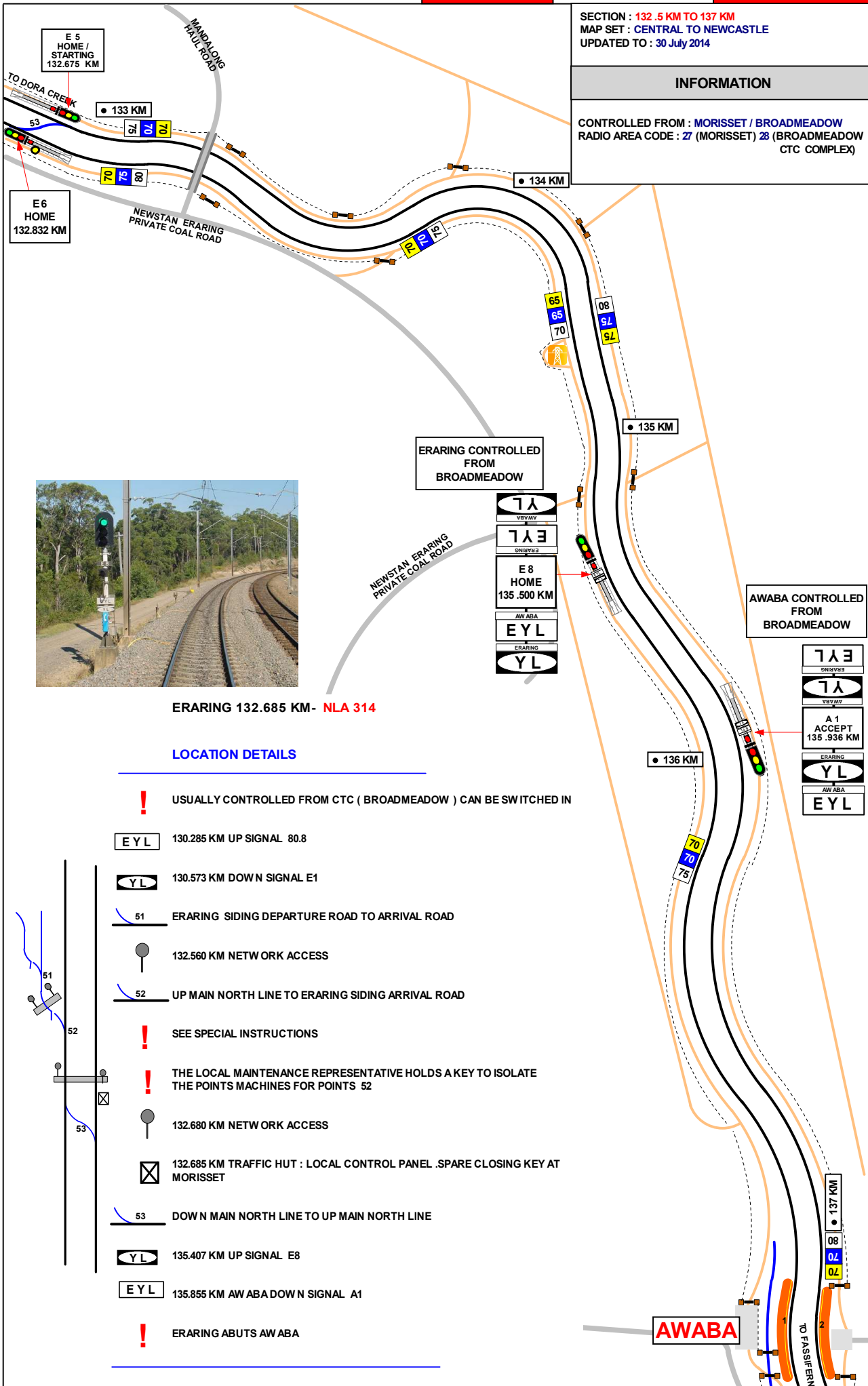
SECTION : 132.5 KM TO 137 KM  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 30 July 2014

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

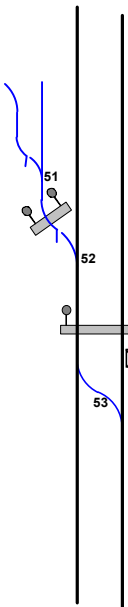
132.685 KM TRAFFIC HUT : LOCAL CONTROL PANEL .SPARE CLOSING KEY AT MORISSET

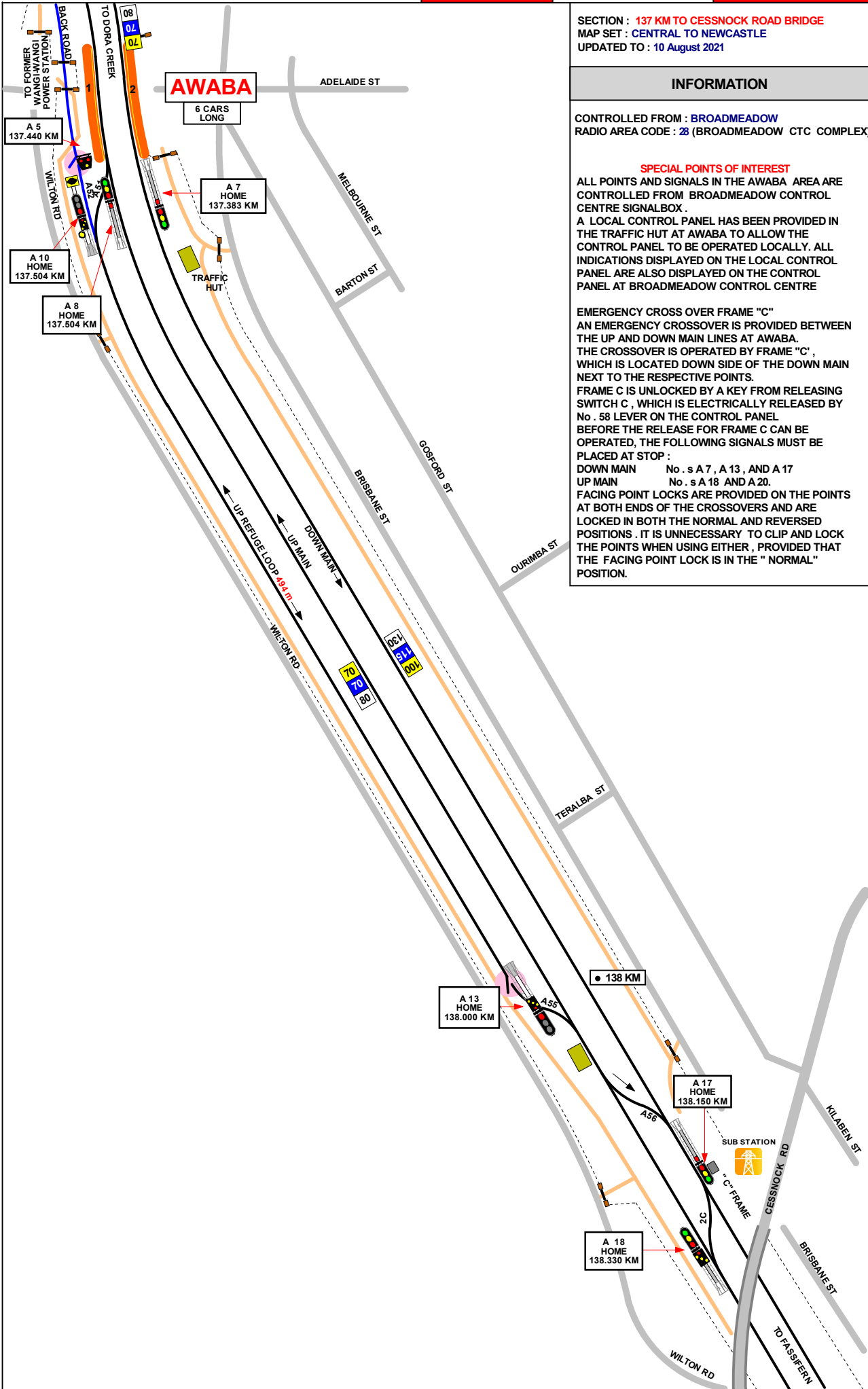
53 DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE

YL 135.407 KM UP SIGNAL E8

EYL 135.855 KM AWABA DOWN SIGNAL A1

! ERARING ABUTS AWABA





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

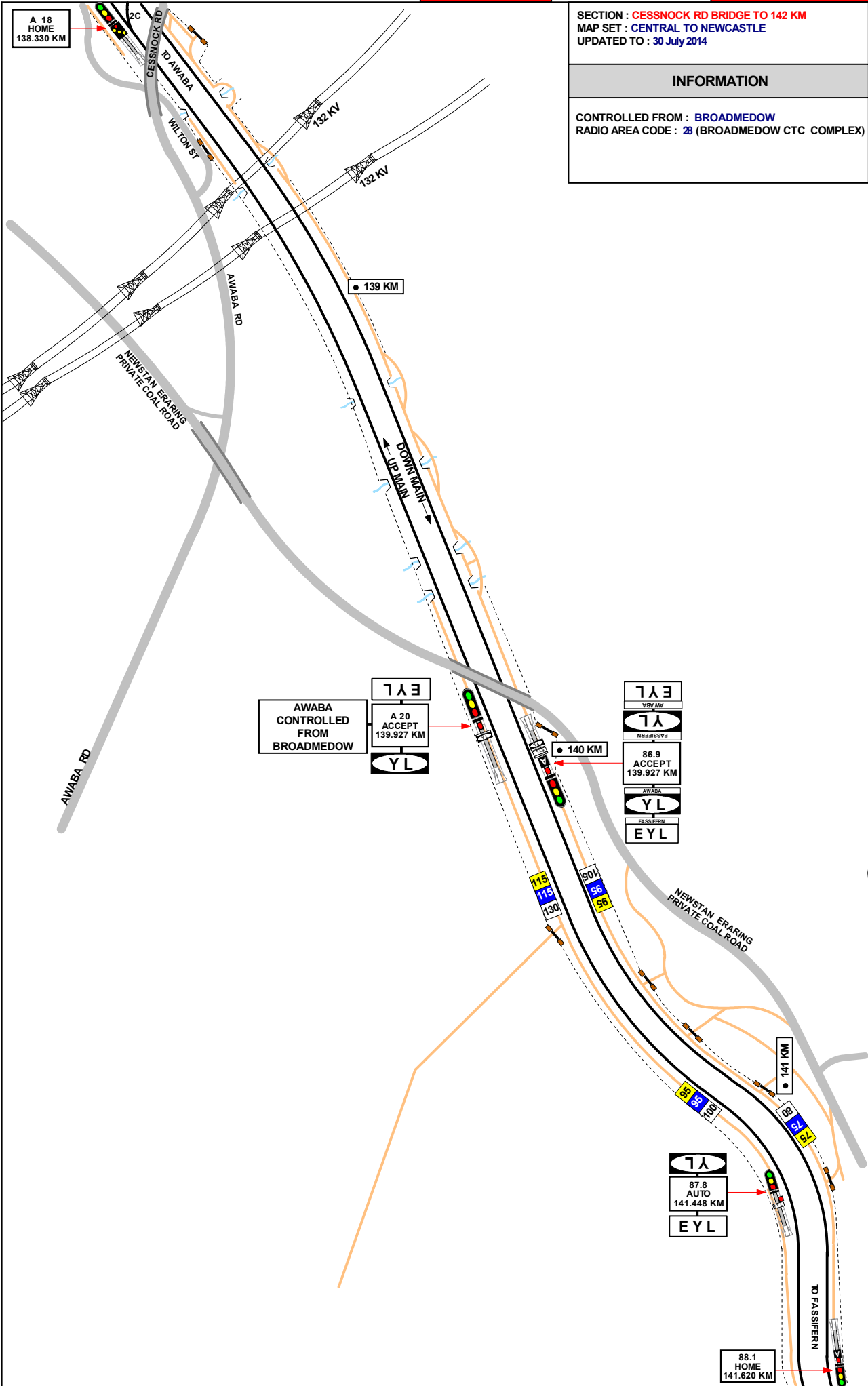
SECTION : CESSNOCK RD BRIDGE TO 142 KM  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 30 July 2014

INFORMATION

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

GRADIENT

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



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

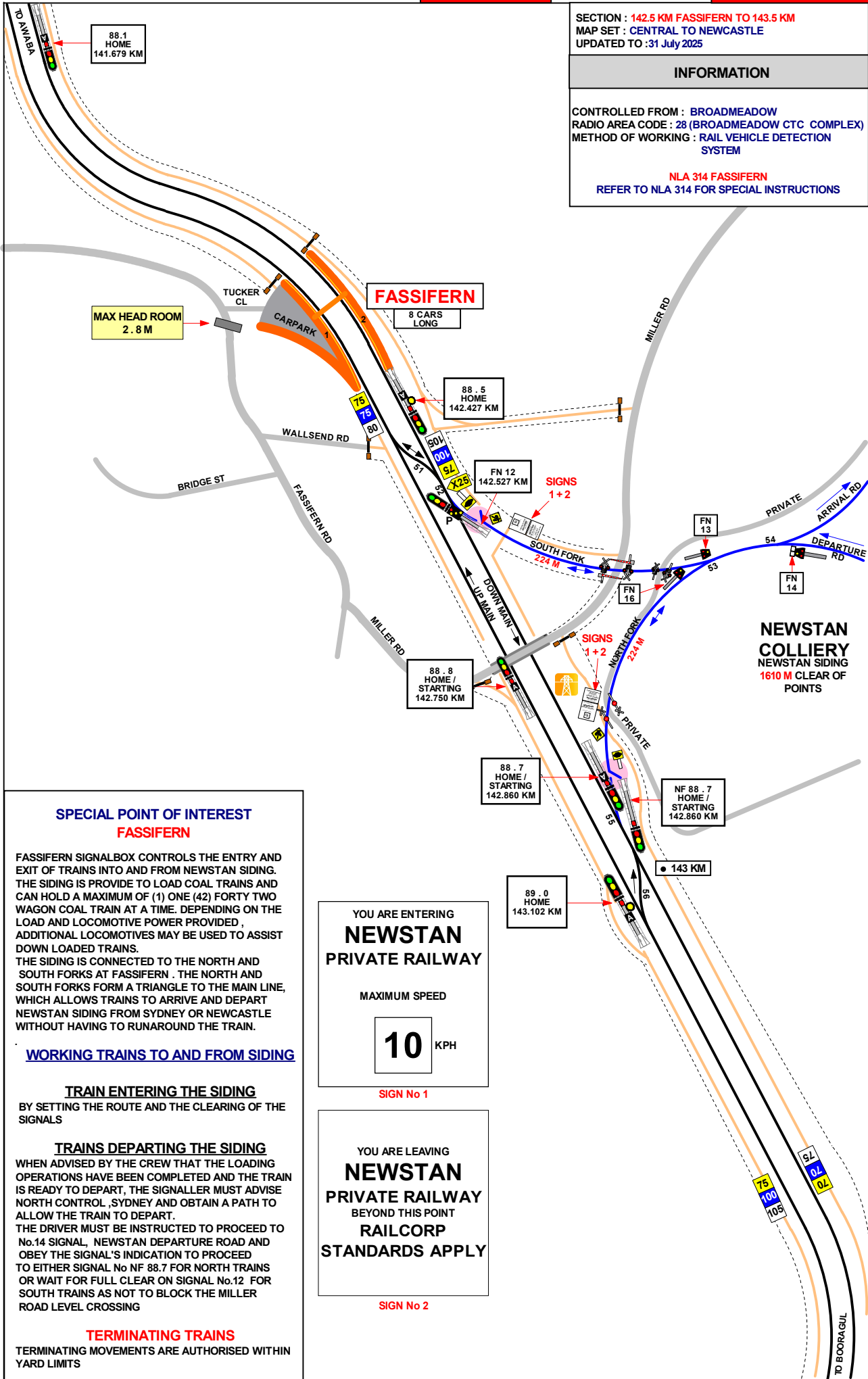
1 IN 1100

1 IN 728

1 IN 50

E

1 IN 40



**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

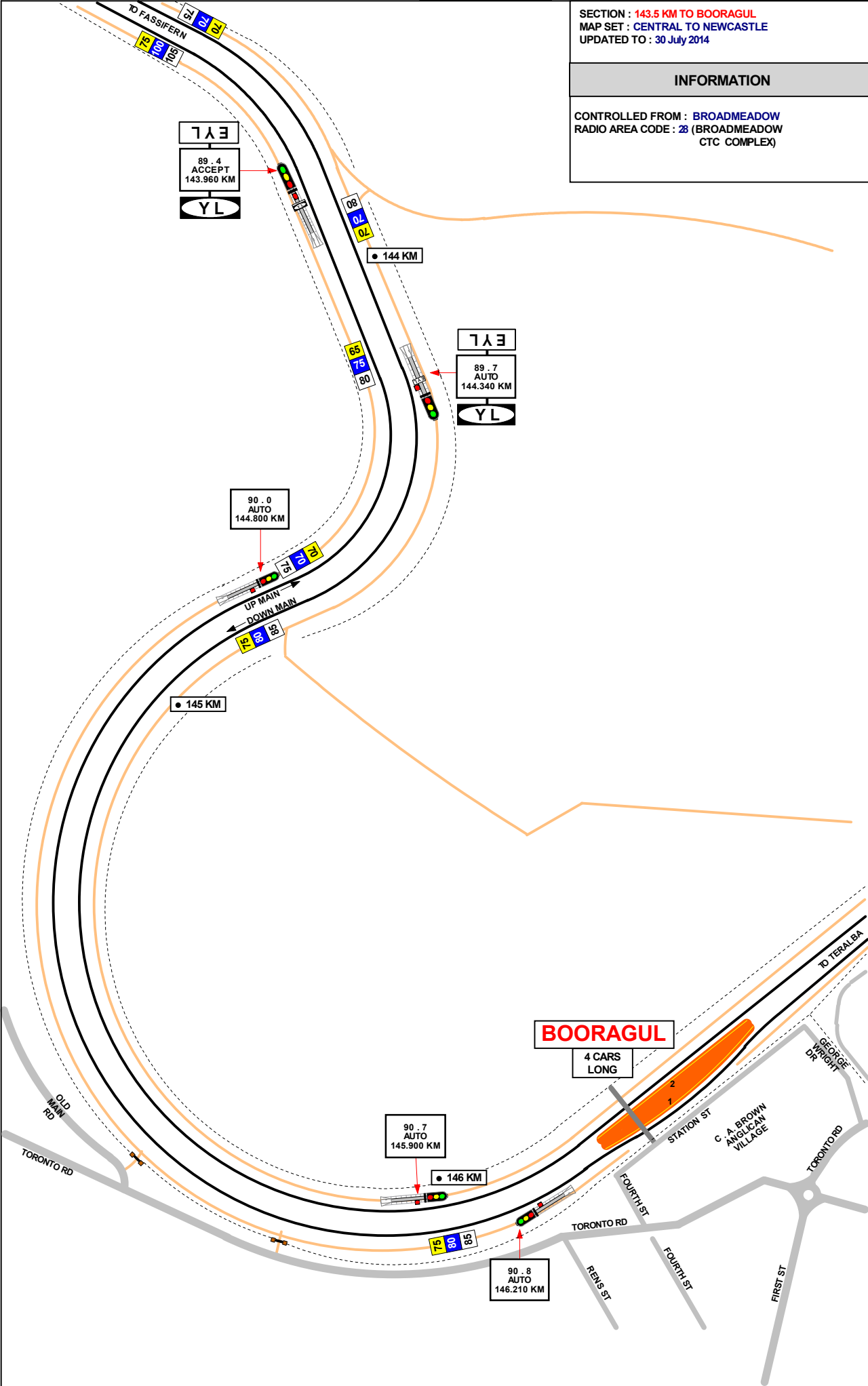
E

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

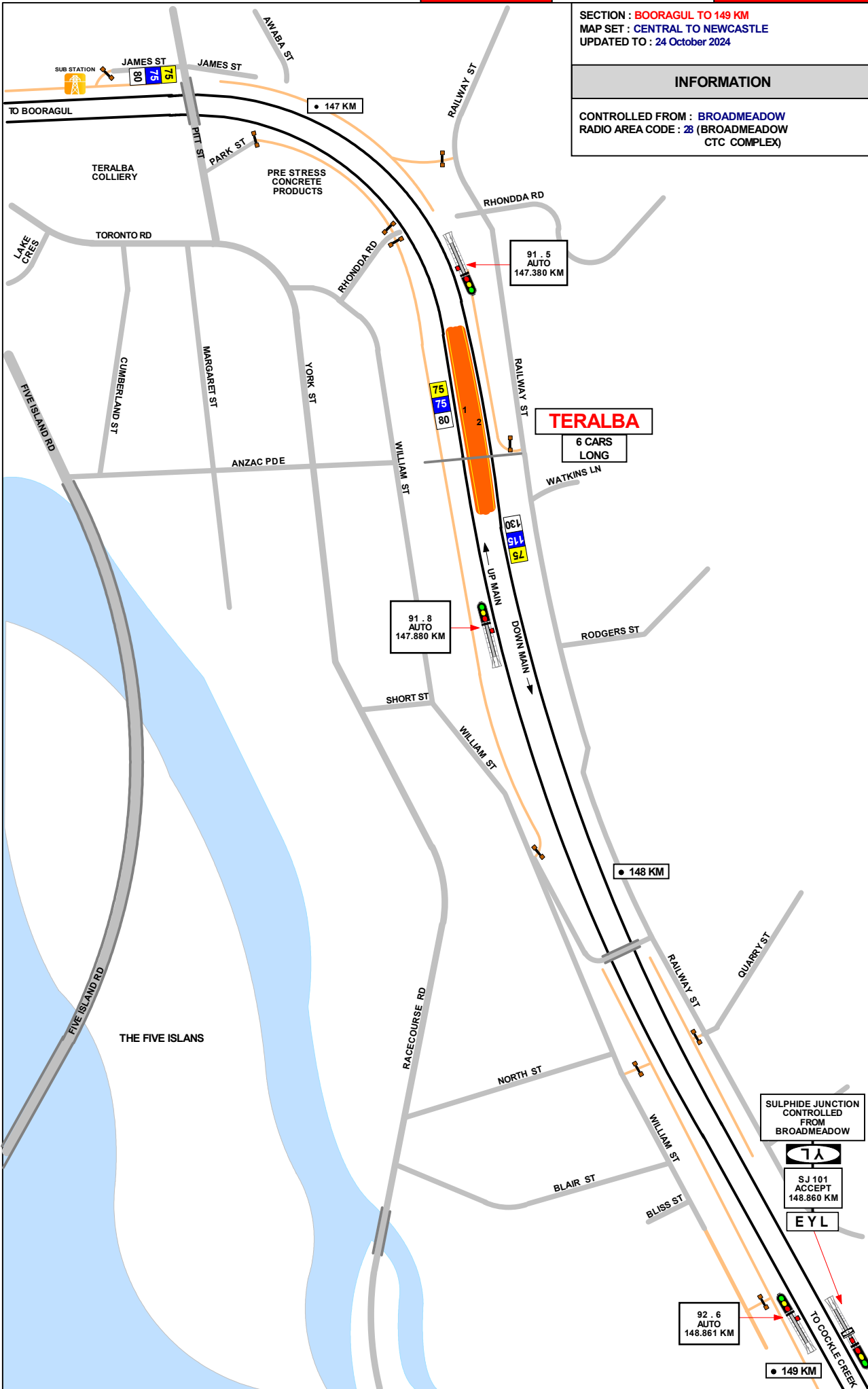
1 IN 600

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

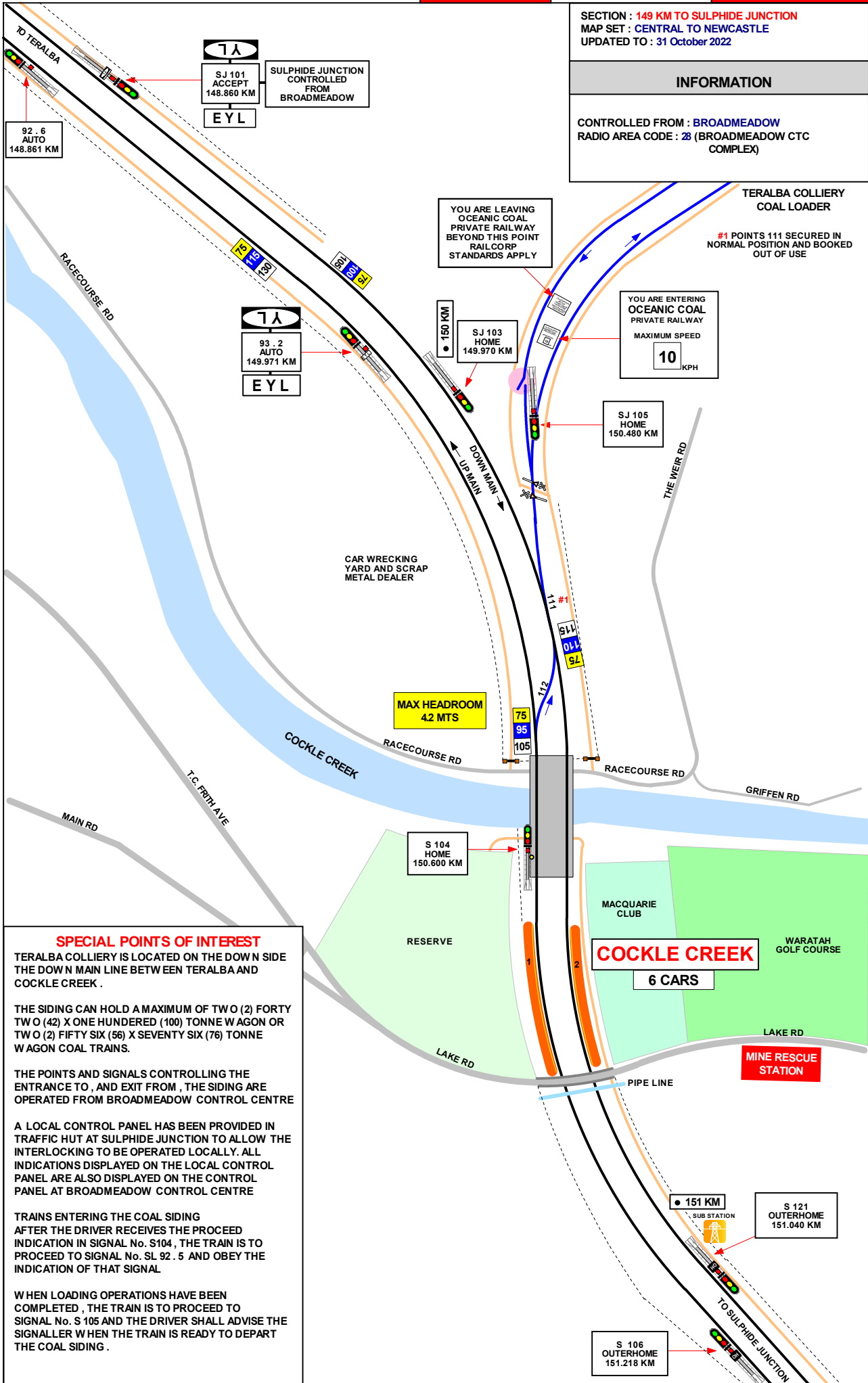
1 IN 240

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 .

GRADIENT

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

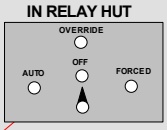
INFORMATION

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

NLA 316 SULPHIDE JUNCTION

**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

**STOP**  
DO NOT PROCEED  
WITHOUT  
AUTHORITY



**END  
SIGNALLED  
AUTHORITY**  
DO NOT  
PROCEED UNLESS  
AUTHORISED

**STOP**  
DO NOT PROCEED  
WITHOUT  
AUTHORITY

**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

**JTY  
END  
BEGIN  
ATP**

POINTS  
CLEARED  
&  
CARS

UP SIDING  
NOT AVAILABLE FOR  
ELECTRIC TRACTION  
NOT ADVISED

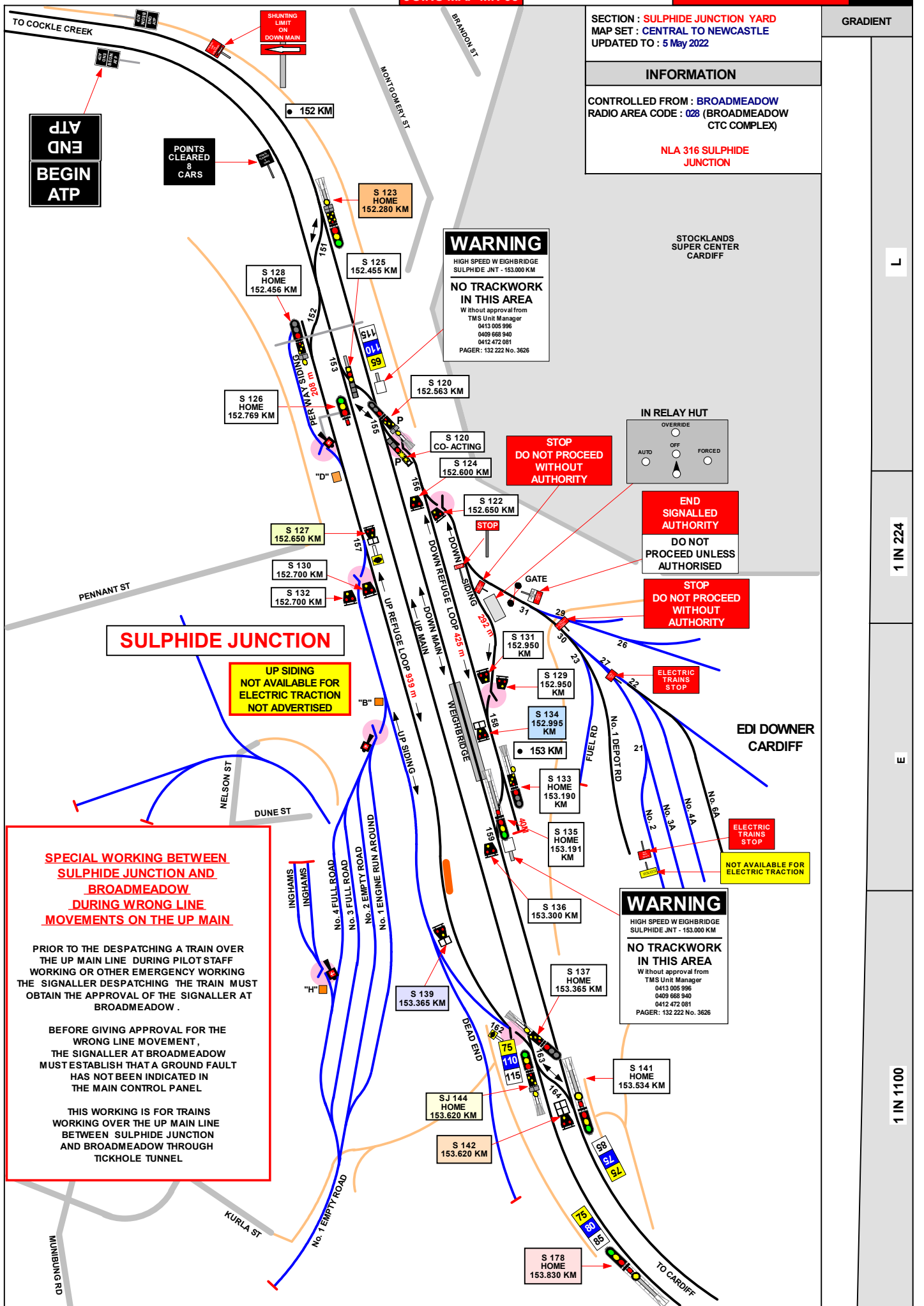
**SULPHIDE JUNCTION**

**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



L

1 IN 224

E

1 IN 1100

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

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**INFORMATION**

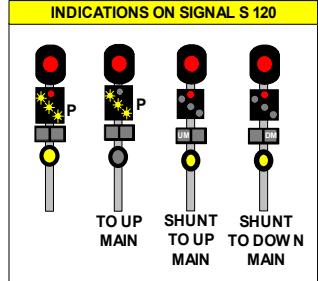
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CONTROLLED FROM : **BROADMEADOW**  
 RADIO AREA CODE : **28 (BROADMEADOW CTC COMPLEX)**

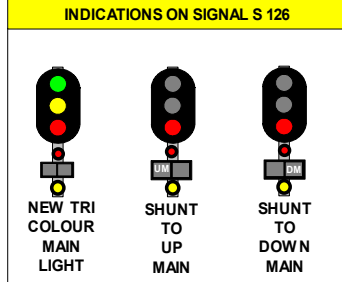
SIGNAL	DESTINATION	INDICATION
S 120	UP MAIN (M)	P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

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

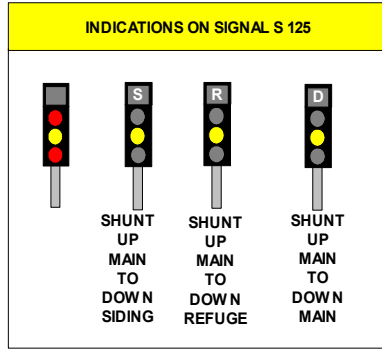


SIGNAL	DESTINATION	INDICATION
S 123	DOWN SIDING (S)	DS
	DOWN REFUGE (M)	P
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	--
	UP MAIN (S)	UM
	UP REFUGE (S)	UR



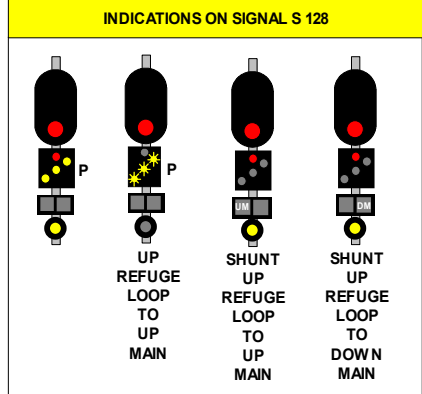
SIGNAL	DESTINATION	INDICATION
S 125	DOWN SIDING (S)	S
	DOWN REFUGE (S)	R
	DOWN MAIN (S)	D

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

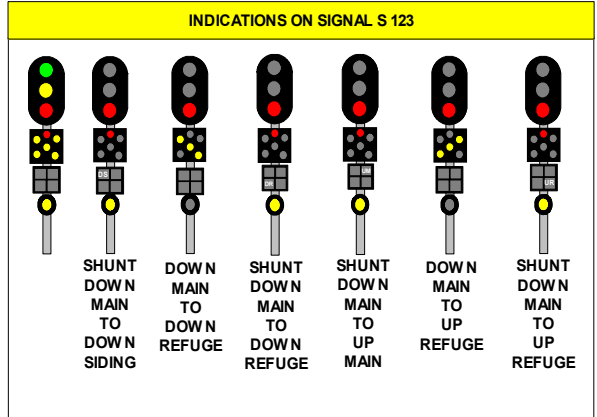
SIGNAL	DESTINATION	INDICATION
S 128	UP MAIN (M)	P
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM



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

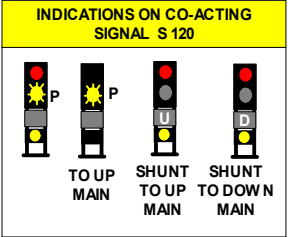
THIS WORKING IS FOR TRAINS WORKING OVER THE UP MAIN LINE BETWEEN SULPHIDE JUNCTION AND BROADMEADOW THROUGH TICKHOLE TUNNEL

**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)

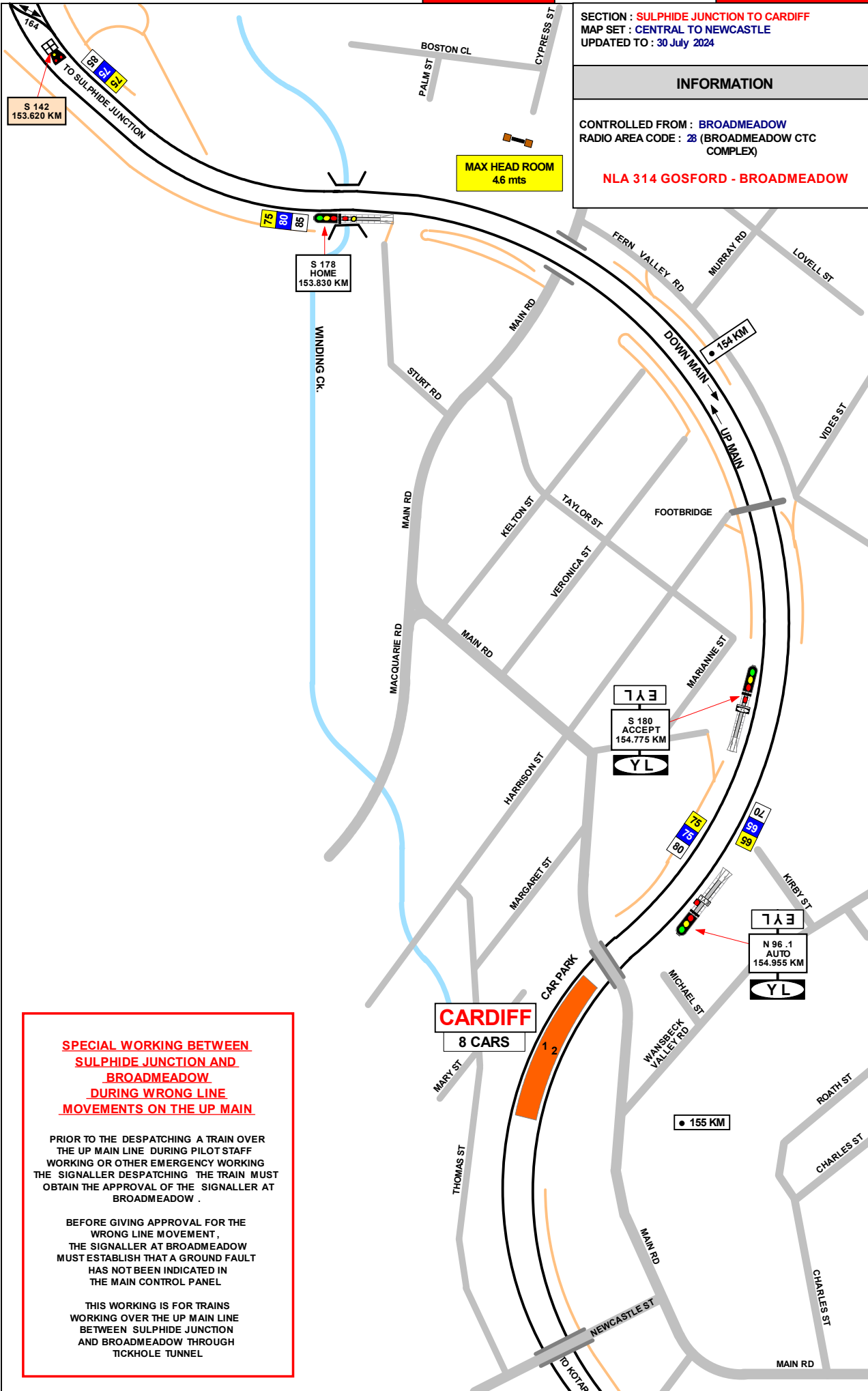
NLA 314 GOSFORD - BROADMEADOW

GRADIENT

LEVEL

1 IN 78

1 IN 75



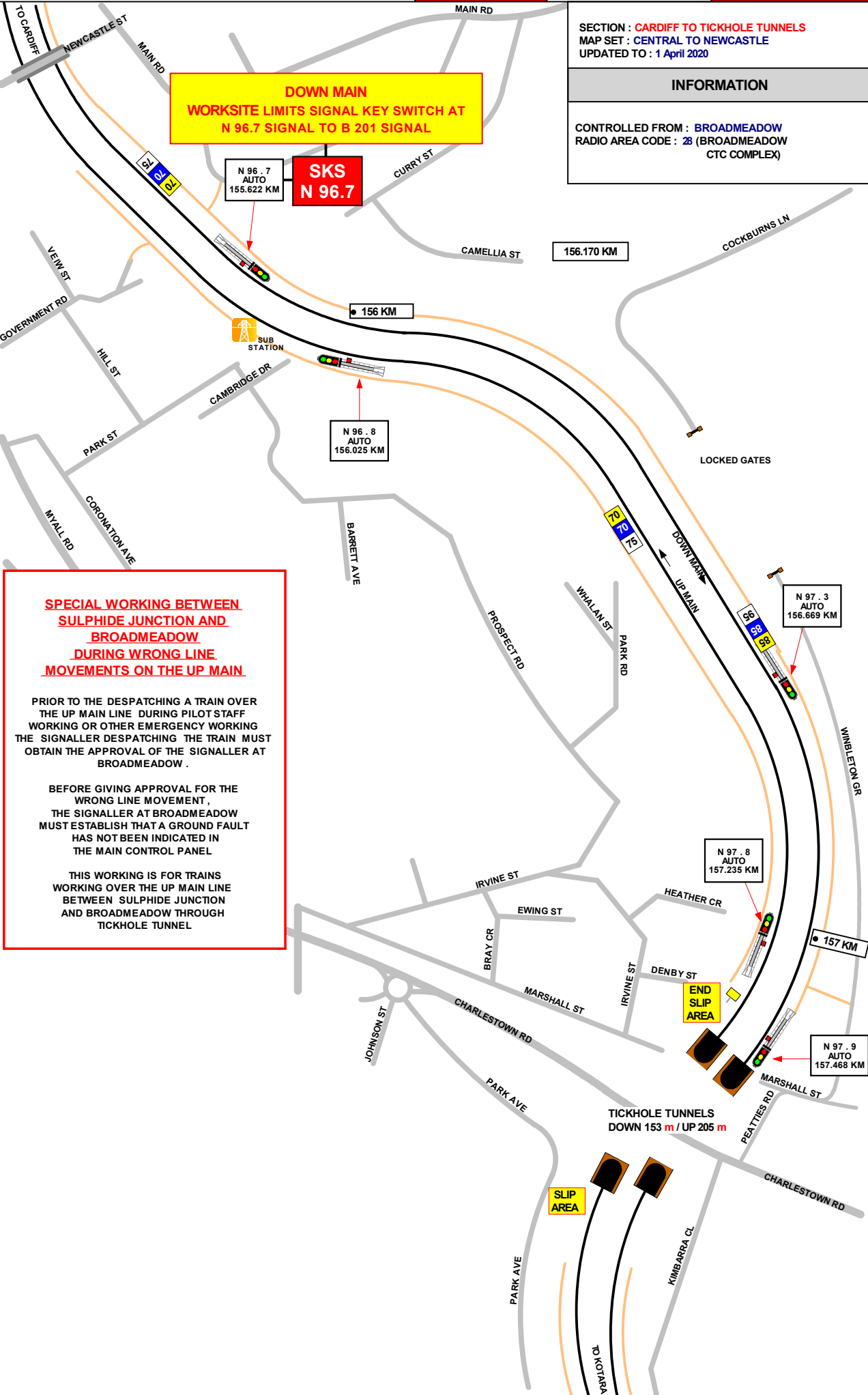
**CARDIFF**  
8 CARS

**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 : **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)

**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

SIGN ATTACHED  
 TO SIGNAL  
 N 98.4

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

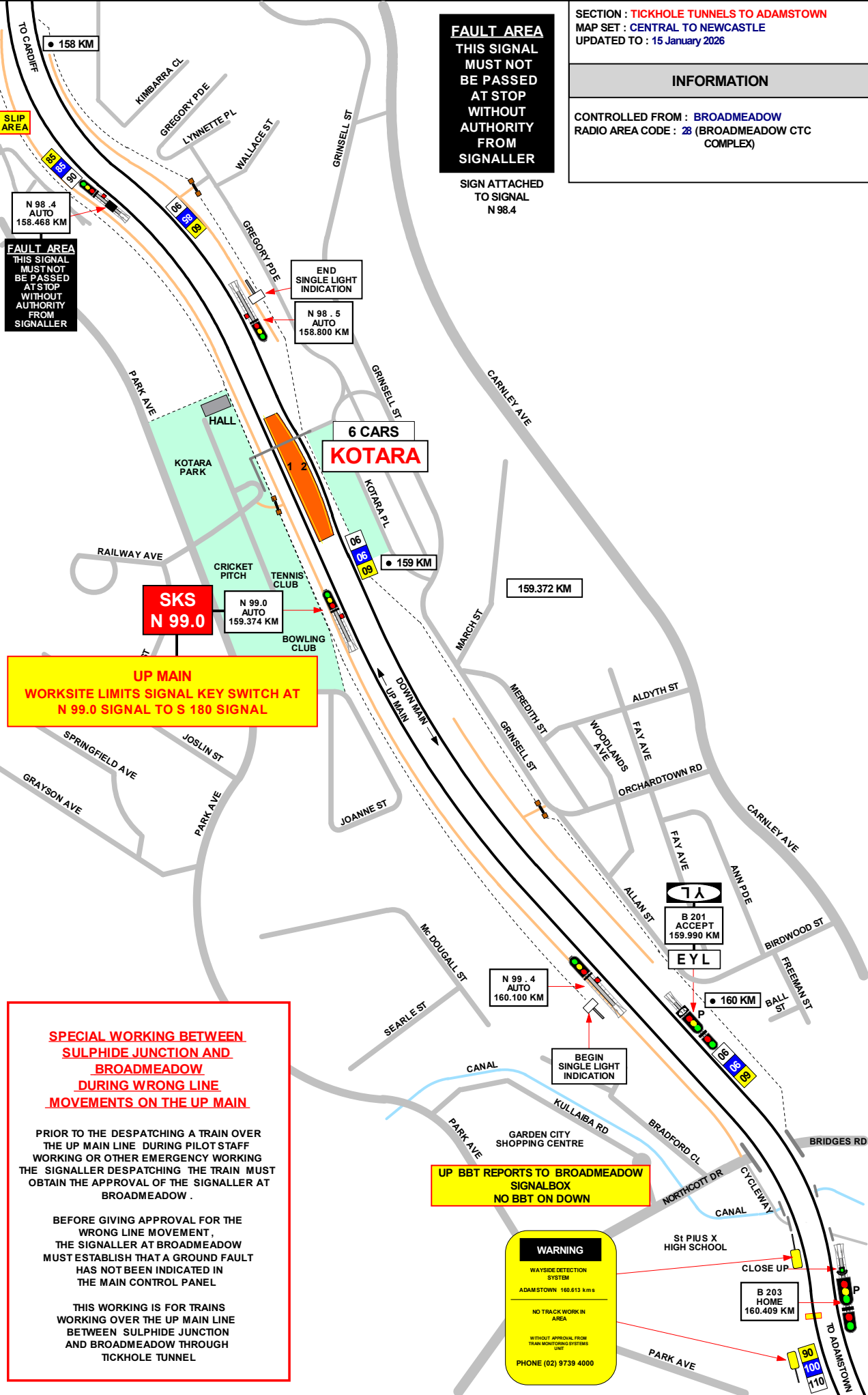
1 IN 79

1 IN 80

1 IN 78

1 IN 105

1 IN 290



**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

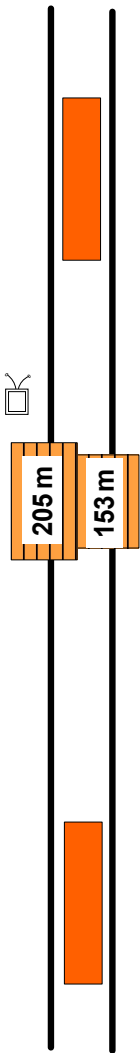
THIS WORKING IS FOR TRAINS  
 WORKING OVER THE UP MAIN LINE  
 BETWEEN SULPHIDE JUNCTION  
 AND BROADMEADOW THROUGH  
 TICKHOLE TUNNEL

**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

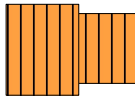


157.508 KM UP GROUND FAULT DETECTOR :  
REPORTS TO CTC (BROADMEADOW )

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 : **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#**

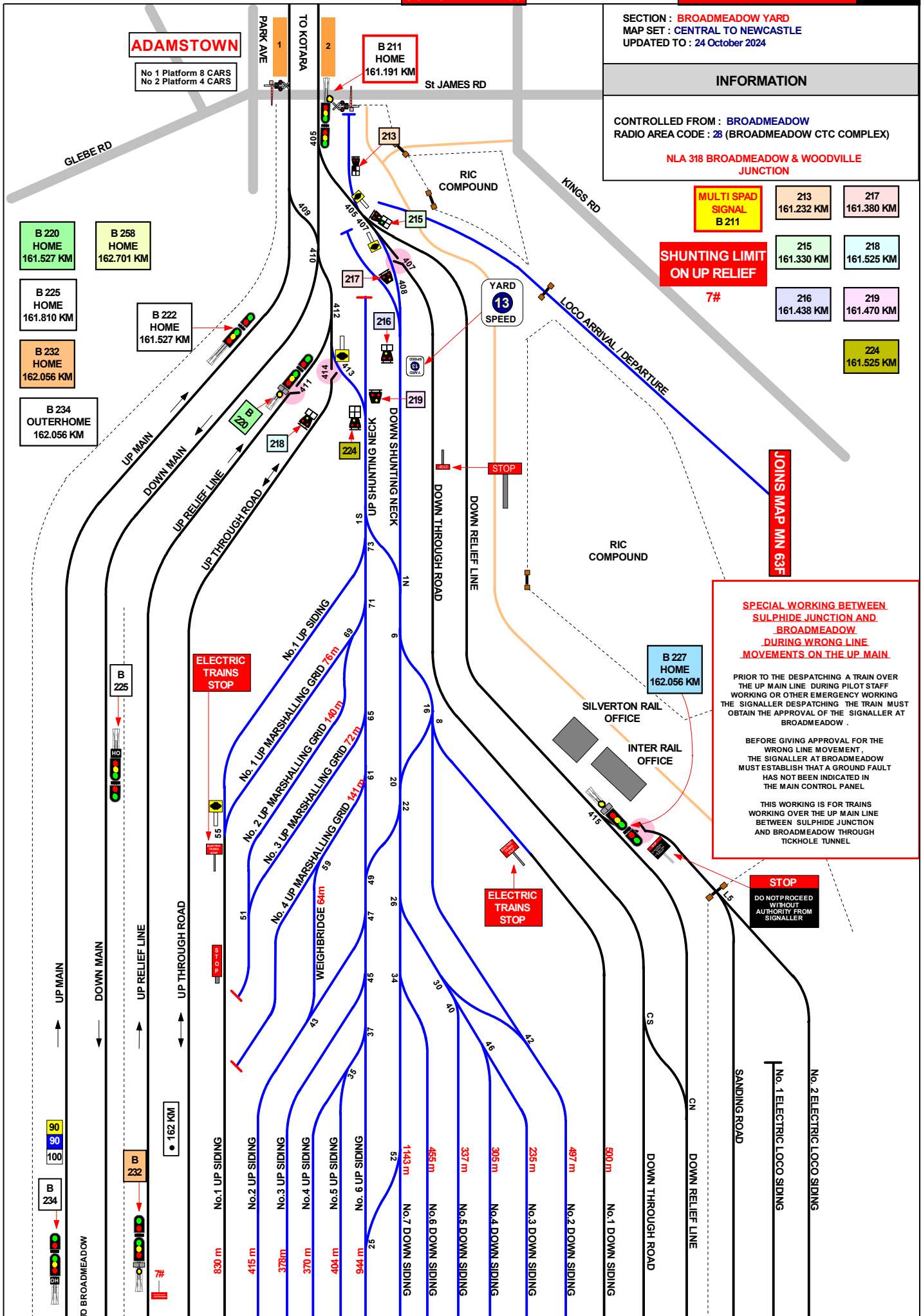
**SPECIAL WORKING BETWEEN SULPHIDE JUNCTION AND BROADMEADOW DURING WRONG LINE MOVEMENTS ON THE UP MAIN**

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)**

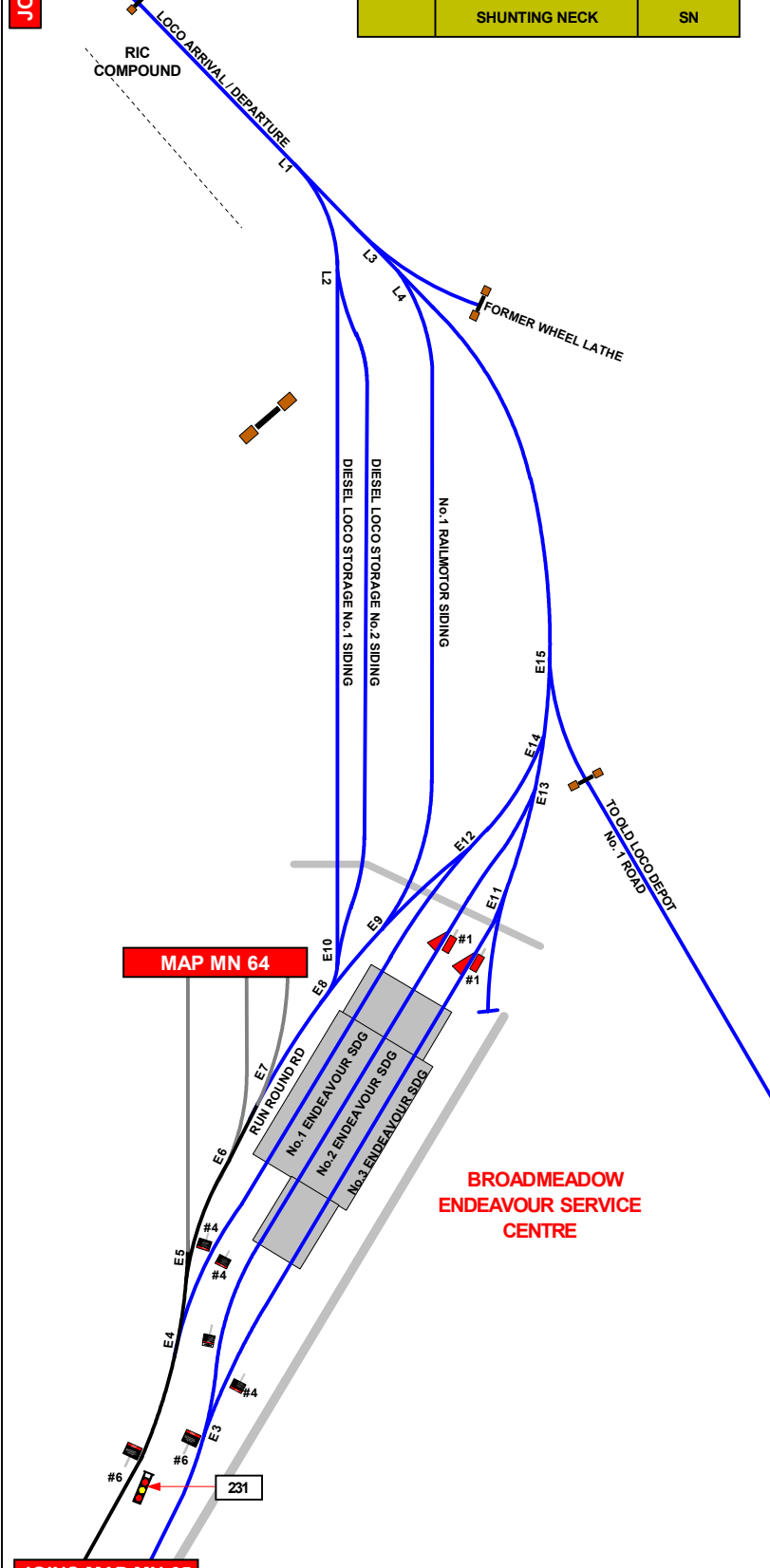
**NLA 318 BROADMEADOW & WOODVILLE JUNCTION**

**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 : 28 May 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.

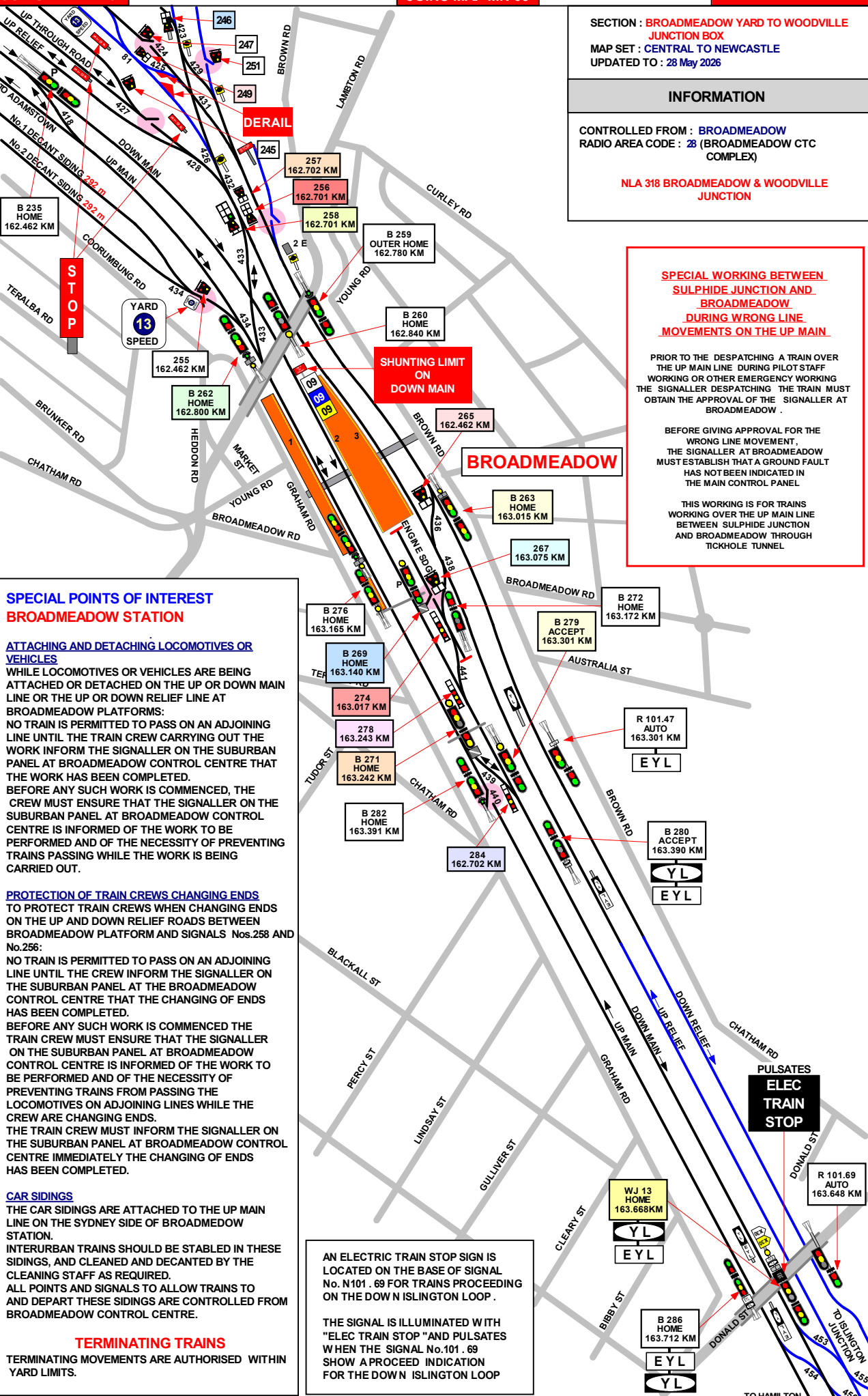
ALL POINTS AND SIGNALS TO ALLOW TRAINS TO AND DEPART THESE SIDINGS ARE CONTROLLED FROM BROADMEADOW CONTROL CENTRE.

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 SHOW APPROCEED 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



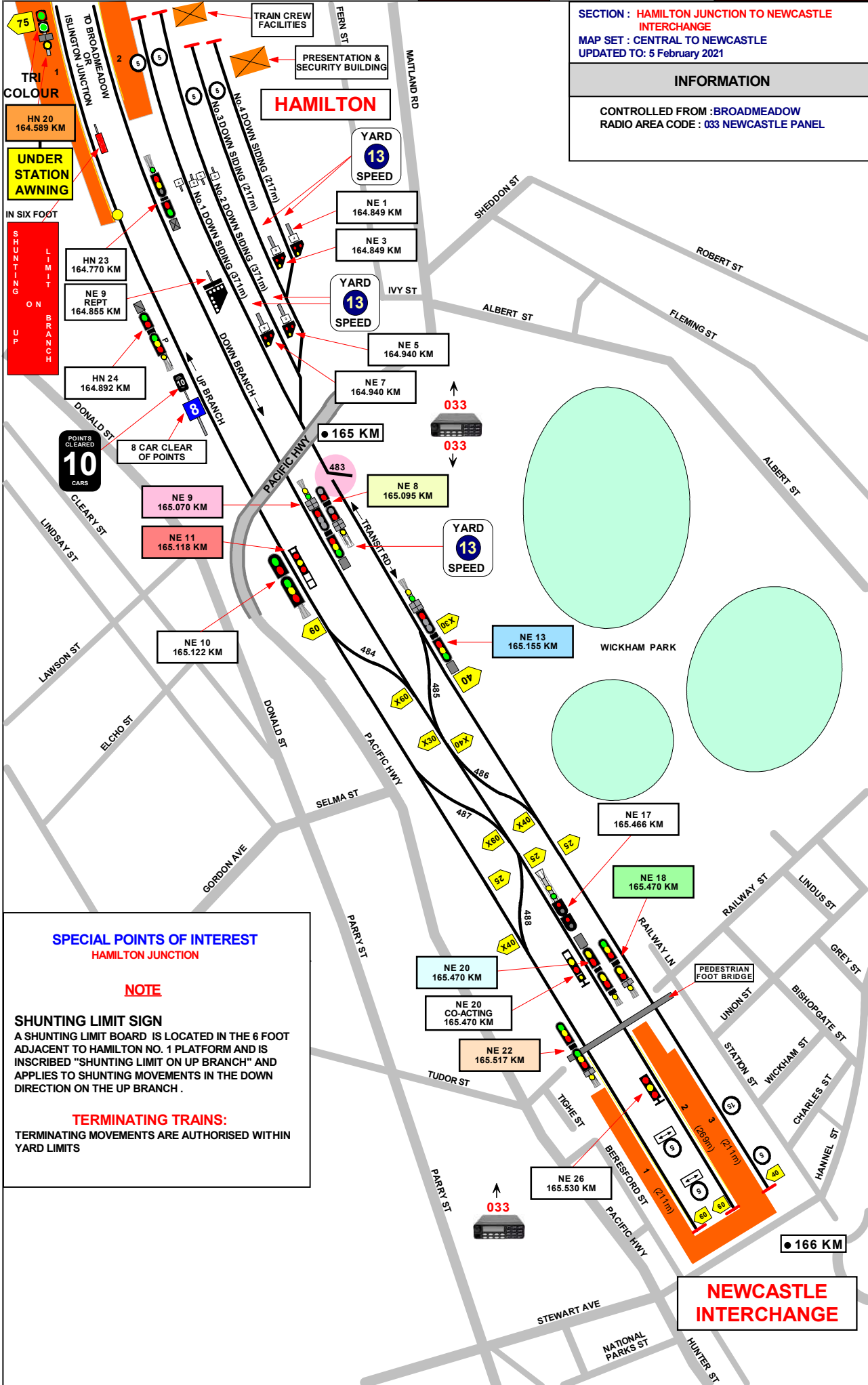
GRADIENT

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

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**INFORMATION**

CONTROLLED FROM : BROADMEADOW  
 RADIO AREA CODE : 033 NEWCASTLE PANEL



1 IN 380

LEVEL

1 IN 450

**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

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