

# 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:** July 2026

**Version:** 5.71

### 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.

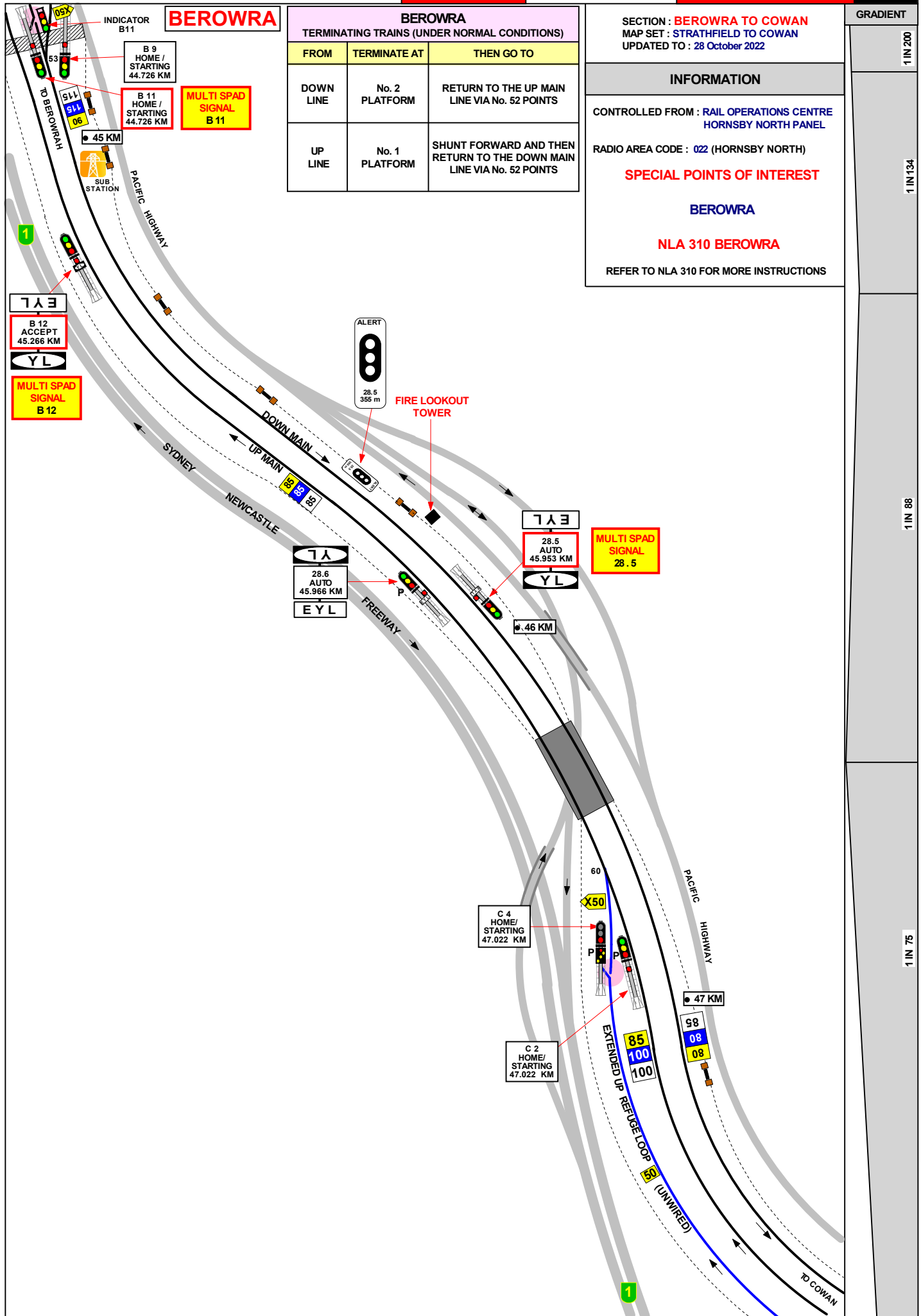
Please report any updates to  
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SECTION : **BEROWRA TO COWAN**  
 MAP SET : **STRATHFIELD TO COWAN**  
 UPDATED TO : 3 June 2026

## 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

GRADIENT

1 IN 75

1 IN 116

1 IN 157

| SIGNAL | DESTINATION                 | INDICATION |
|--------|-----------------------------|------------|
| C 15   | DOWN MAIN (S)               | DM         |
|        | UP MAIN (S)                 | UM         |
| SIGNAL | DESTINATION                 | INDICATION |
| C 13   | DOWN MAIN (S)               | DM         |
|        | UP MAIN (S)                 | UM         |
|        | DEAD END (S)                | DE         |
| SIGNAL | DESTINATION                 | INDICATION |
| C 17   | DOWN MAIN (M)               | -          |
|        | DOWN MAIN (S)               | DM         |
|        | UP MAIN (M)                 | -          |
|        | UP MAIN (S)                 | UM         |
| SIGNAL | DESTINATION                 | INDICATION |
| 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

C 7  
 ACCEPTING  
 47.574 KM

EY L

**MULTI SPAD  
 SIGNAL  
 C 8**

C 8  
 HOME  
 48.106 KM

C 6  
 HOME  
 48.106 KM

**ELECTRIC  
 TRAINS  
 STOP**

C 17  
 REPEATER  
 48.110 KM

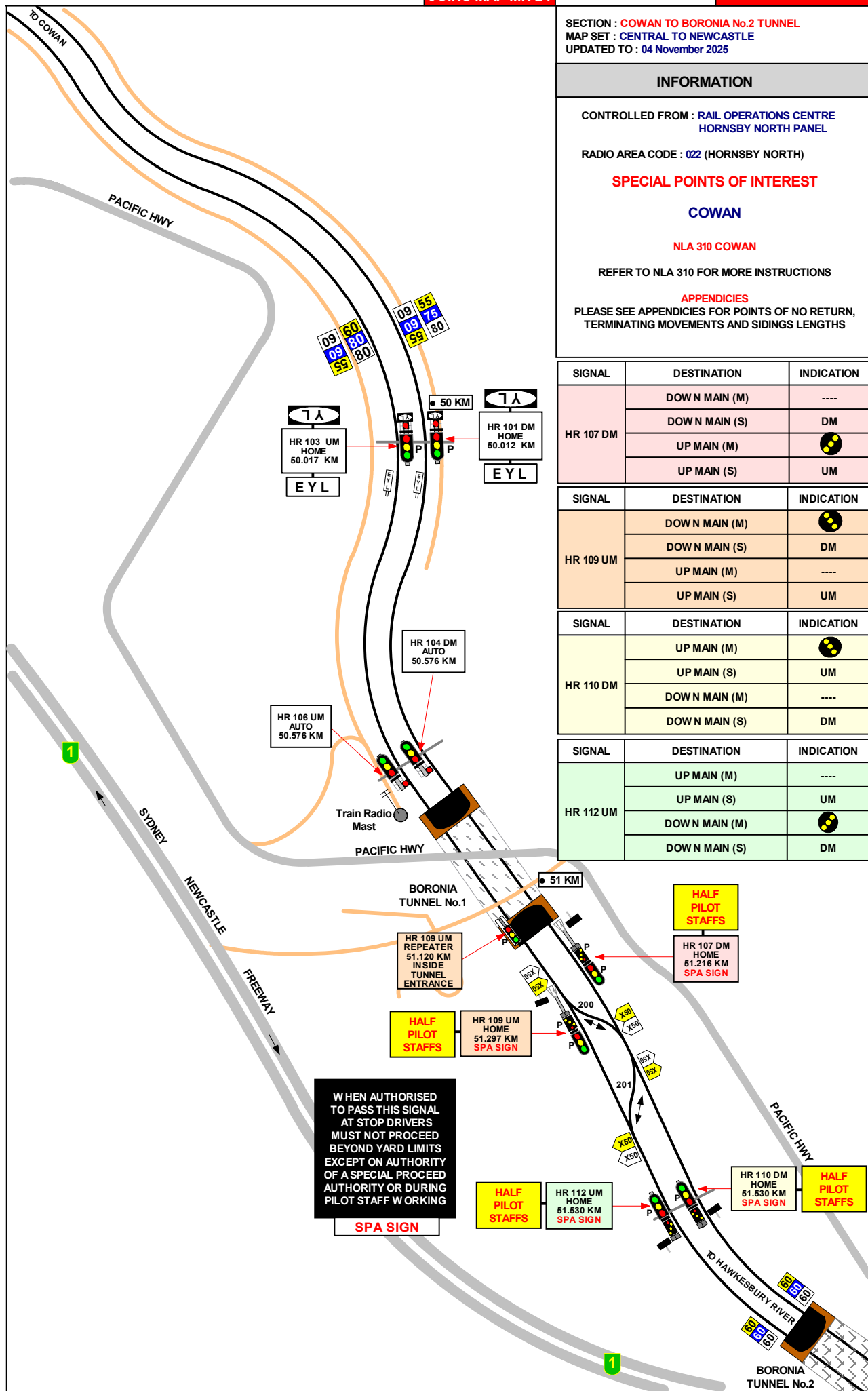
C 15  
 48.558 KM

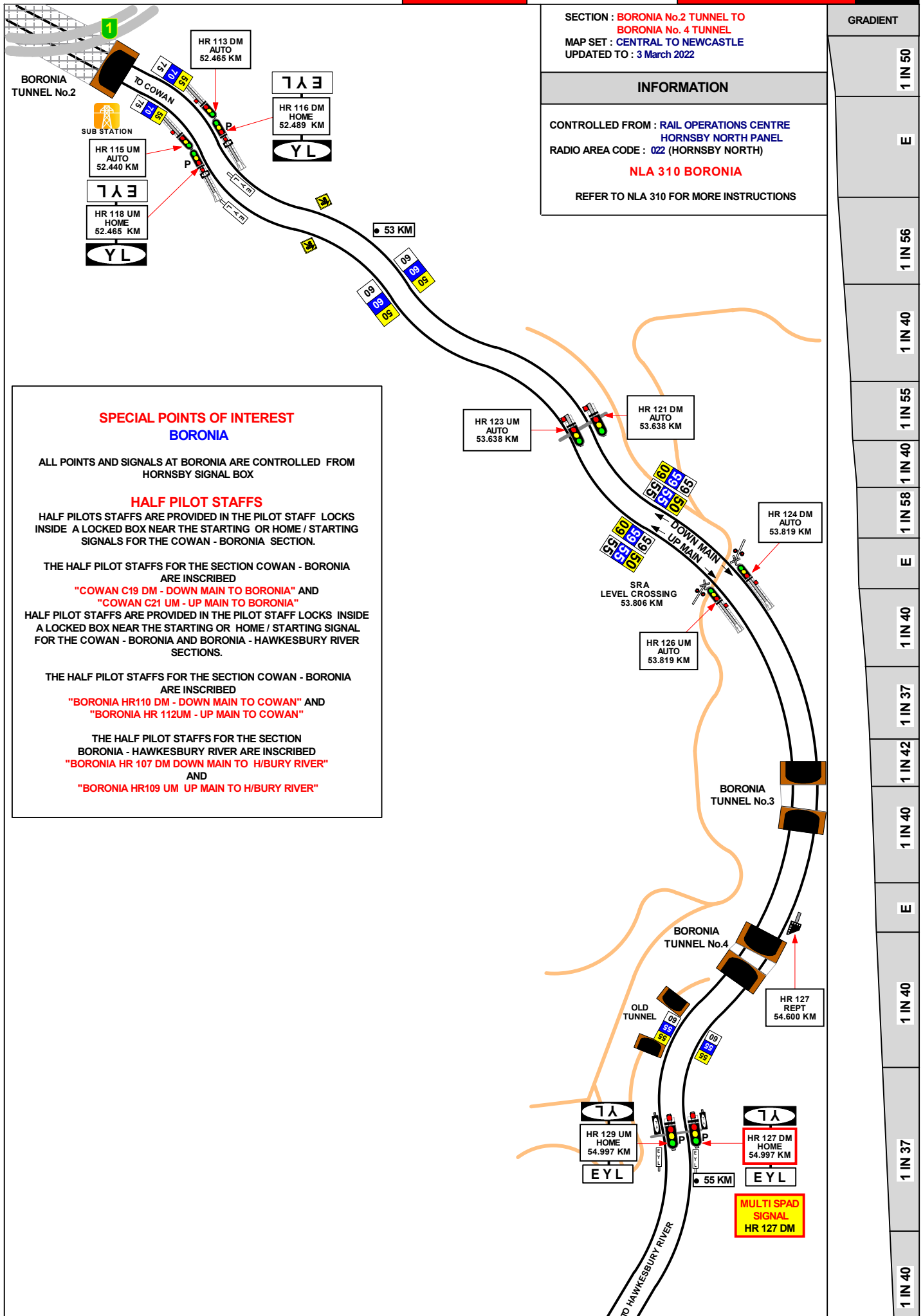
C 17  
 HOME  
 48.545 KM

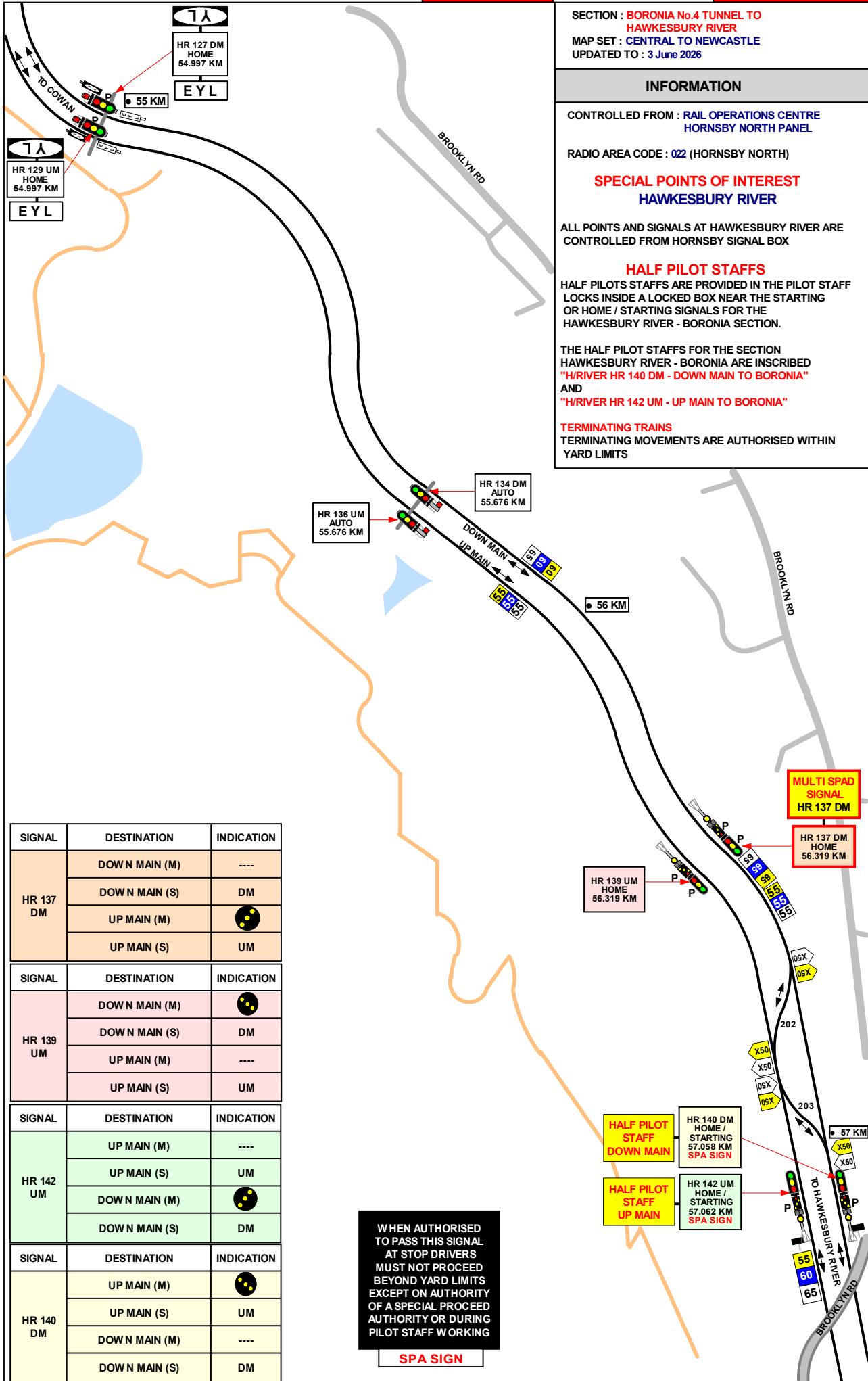
C 13  
 48.604 KM

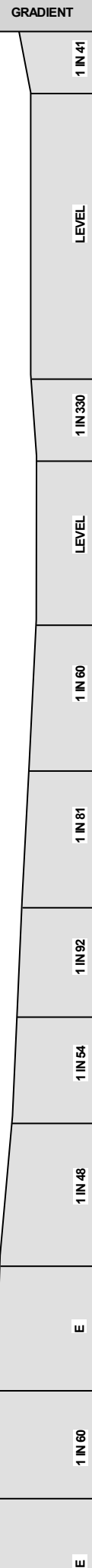
C 12  
 48.676 KM

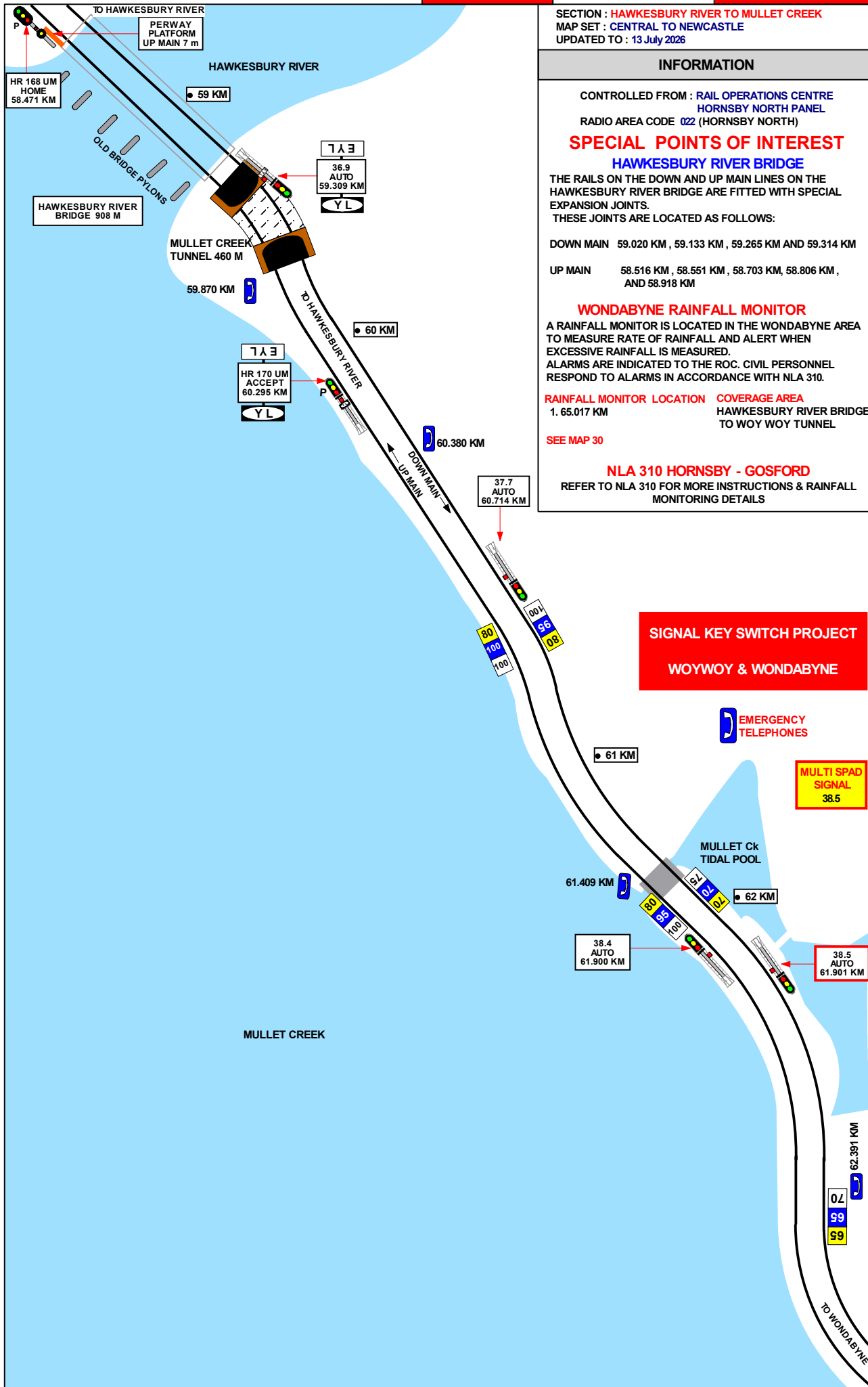












SECTION : HAWKESBURY RIVER TO MULLET CREEK  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 13 July 2026

### 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 1.65.017 KM  
 COVERAGE AREA HAWKESBURY RIVER BRIDGE TO WOY WOY TUNNEL

SEE MAP 30

#### 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

GRADIENT

LEVEL

E

1 IN 132

E

1 IN 94

E

1 IN 169

1 IN 220

E

LEVEL

1 IN 776

LEVEL

E

1 IN 88

TO HAWKESBURY RIVER

SECTION : **MULLET CREEK TO WONDABYNE SIDING**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : 13 July 2026

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**

1. 65.017 KM

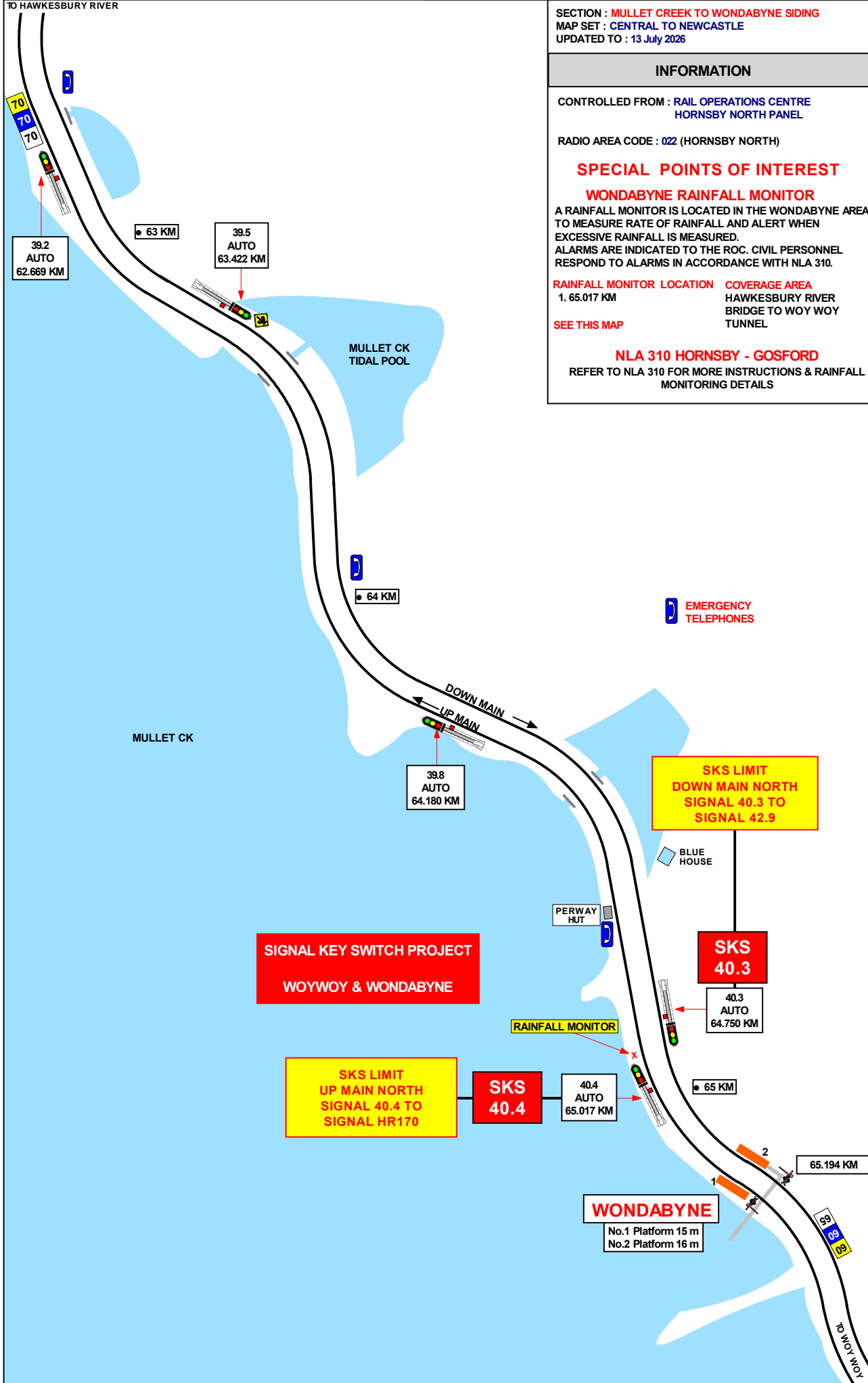
**COVERAGE AREA**

HAWKESBURY RIVER  
 BRIDGE TO WOY WOY  
 TUNNEL

SEE THIS MAP

**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 265

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

E

1 IN 106

SECTION : **WONDABYNE SIDING TO WOY WOY TUNNEL**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **13 July 2026**

### 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**  
 1. 65.017 KM

**COVERAGE AREA**  
 HAWKESBURY RIVER  
 BRIDGE TO WOY WOY  
 TUNNEL

SEE MAP 30

#### NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS & RAINFALL MONITORING DETAILS

### 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

TRAIN RADIO  
 RELAY HUT

68.900 KM

69.078 KM

**SKS  
 42.9**

42.9  
 AUTO  
 69.078 KM

SKS LIMIT  
 DOWN MAIN NORTH  
 SIGNAL 42.9 TO  
 SIGNAL 45.3

**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

• 67 KM

41.5  
 AUTO  
 67.005 KM

GRADIENT

E

1 IN 106

E

1 IN 38

1 IN 40

E

1 IN 30

E

1 IN 40

E

LEVEL

1 IN 150

1 IN 147

1 IN 150

1 IN 143

1 IN 150

E

1 IN 60





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

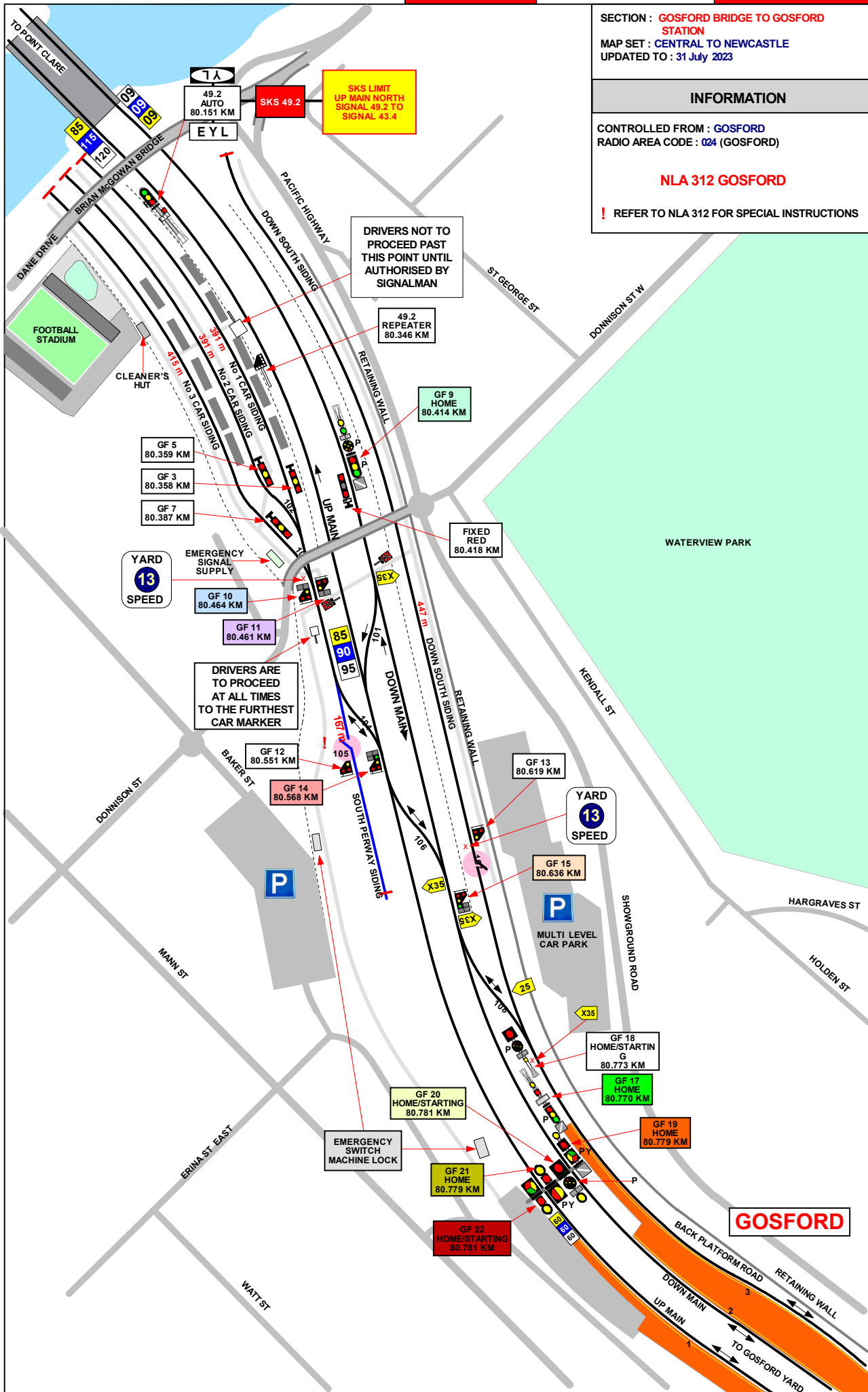
E

1 IN 131

1 IN 114

LEVEL





SECTION : GOSFORD 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         |

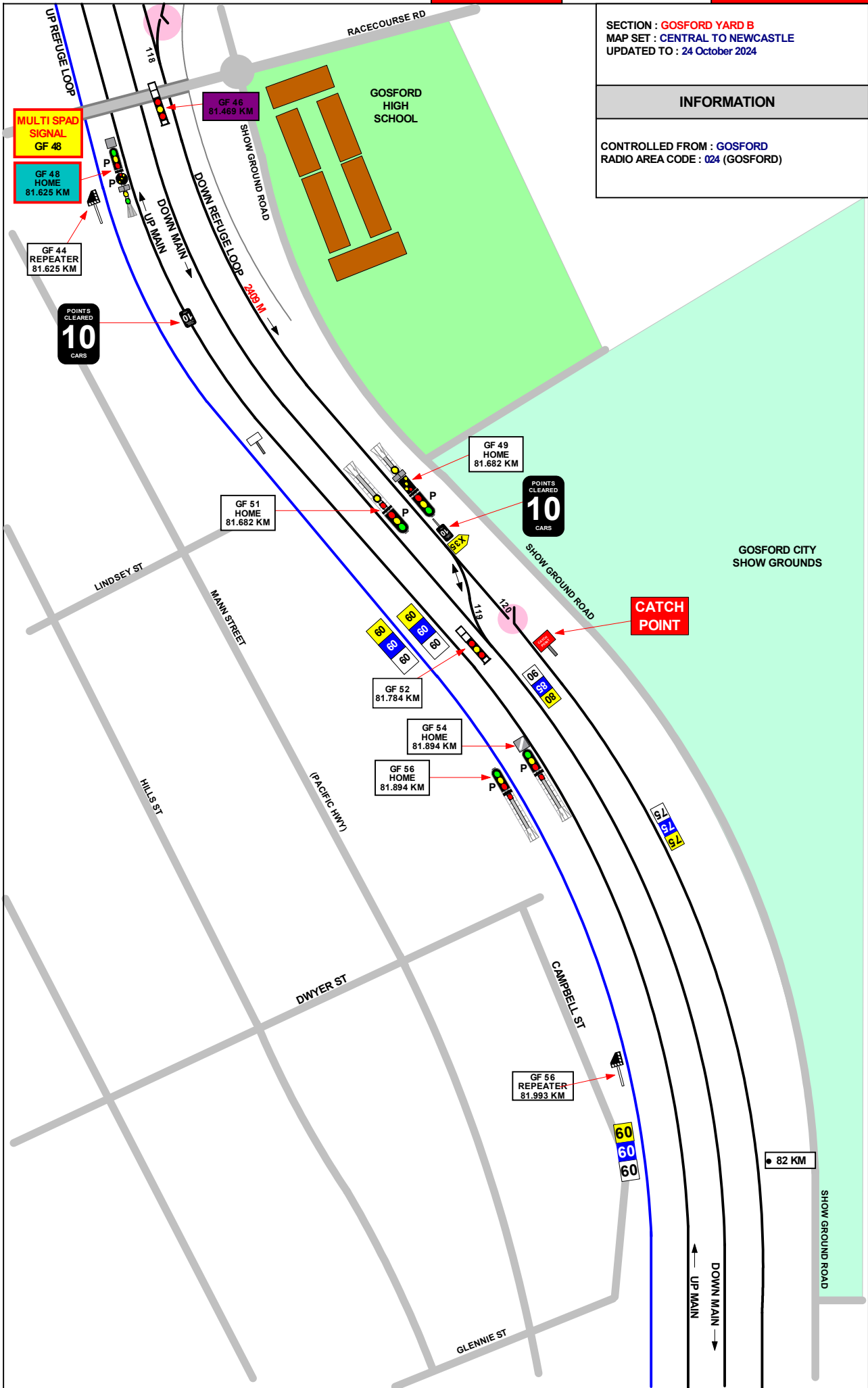
| SIGNAL | DESTINATION             | INDICATION |
|--------|-------------------------|------------|
| GF 48  | UP MAIN - (M)A L Sp     | UM         |
|        | UP MAIN - (M)A Y        | -          |
|        | UP MAIN - (S)A          | UM         |
|        | DOWN MAIN - (M)B LSp    | DM         |
|        | 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 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  
**MANNS RD BRIDGE**  
 MAP SET : CENTRAL TO NEWCASTLE  
 UPDATED TO : 31 July 2023

## INFORMATION

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

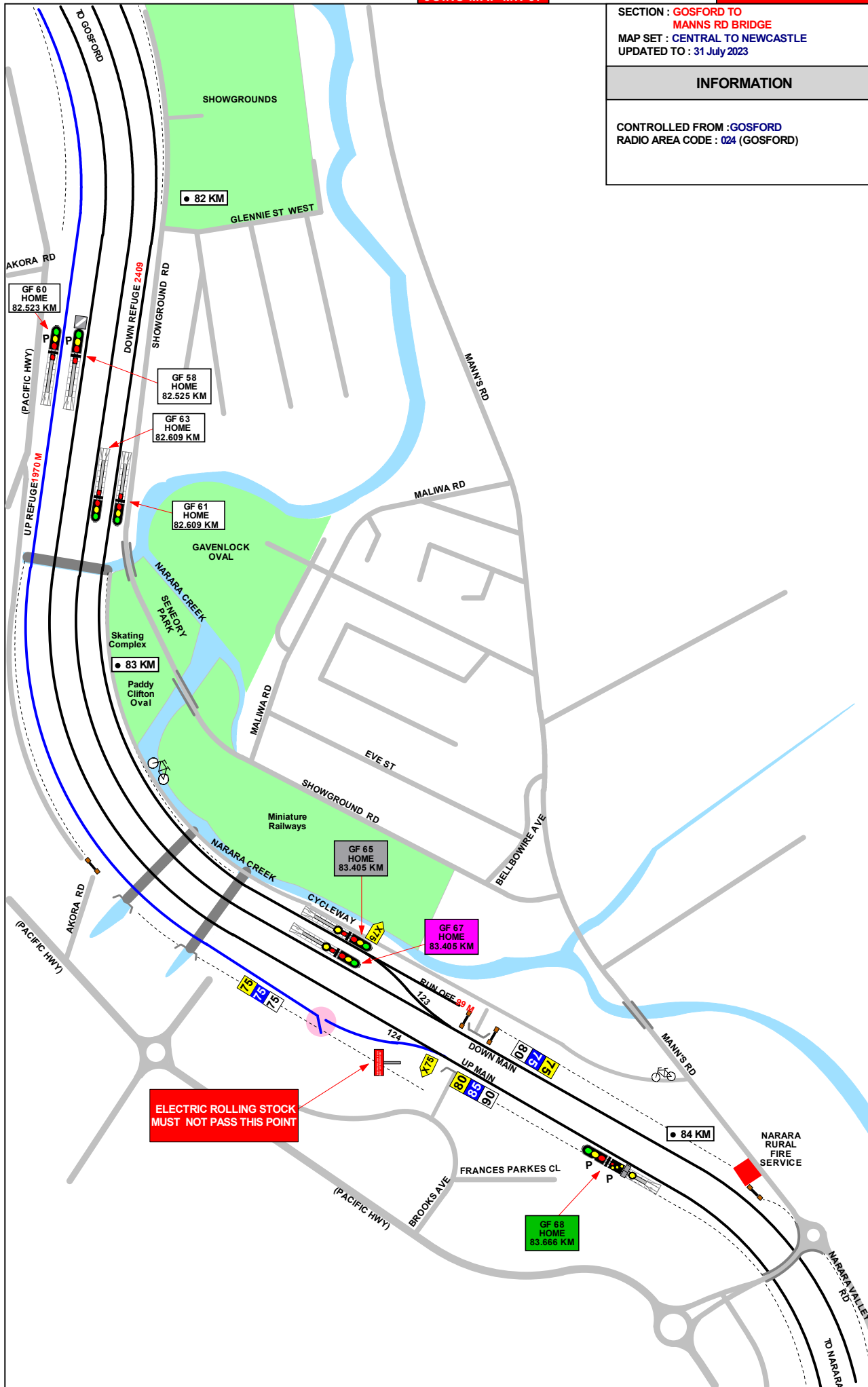
GRADIENT

1 IN 66

1 IN 3649

1 IN 125

1 IN 150



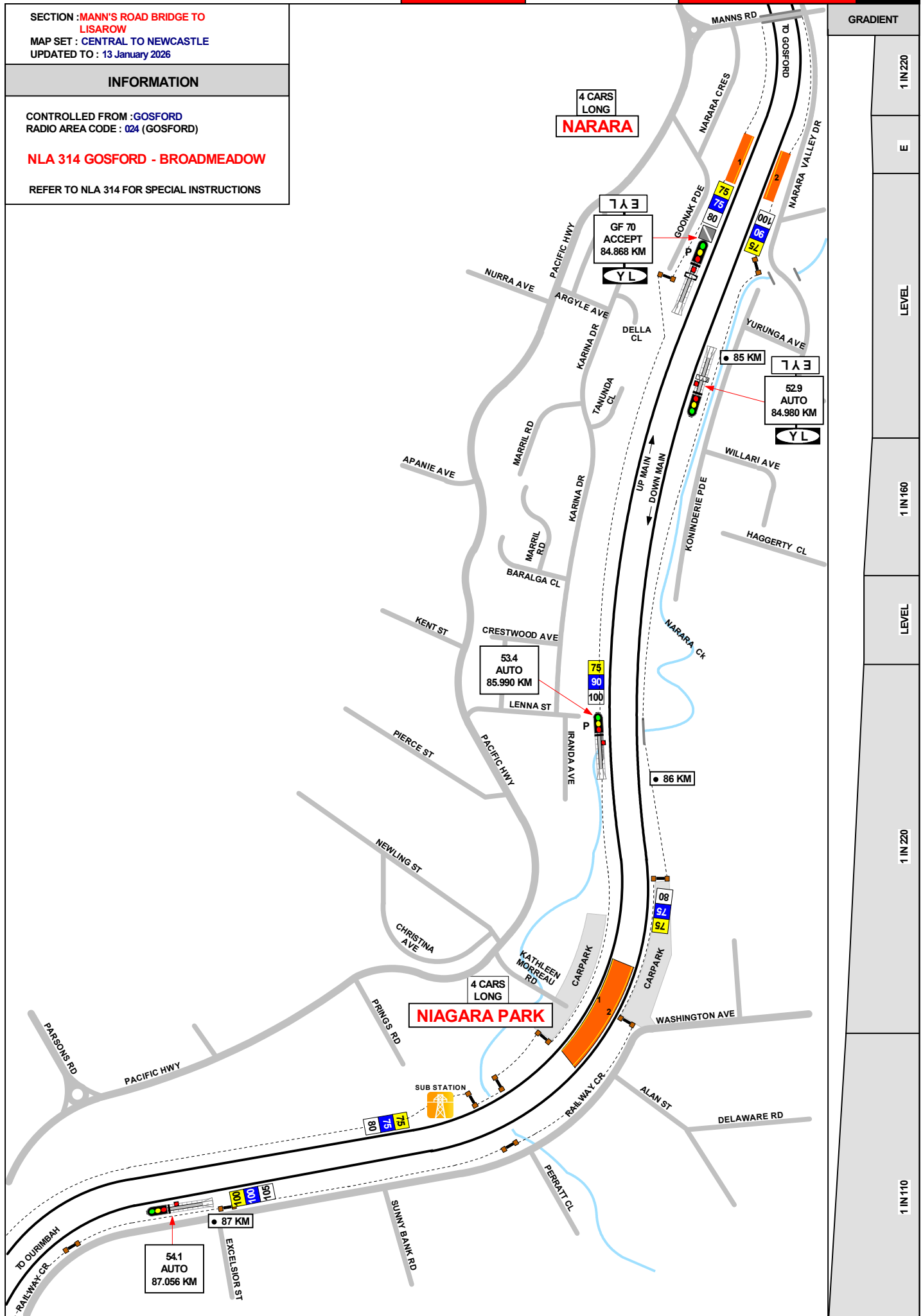
SECTION : MANN'S ROAD BRIDGE TO  
LISAROW  
MAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 13 January 2026

## 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

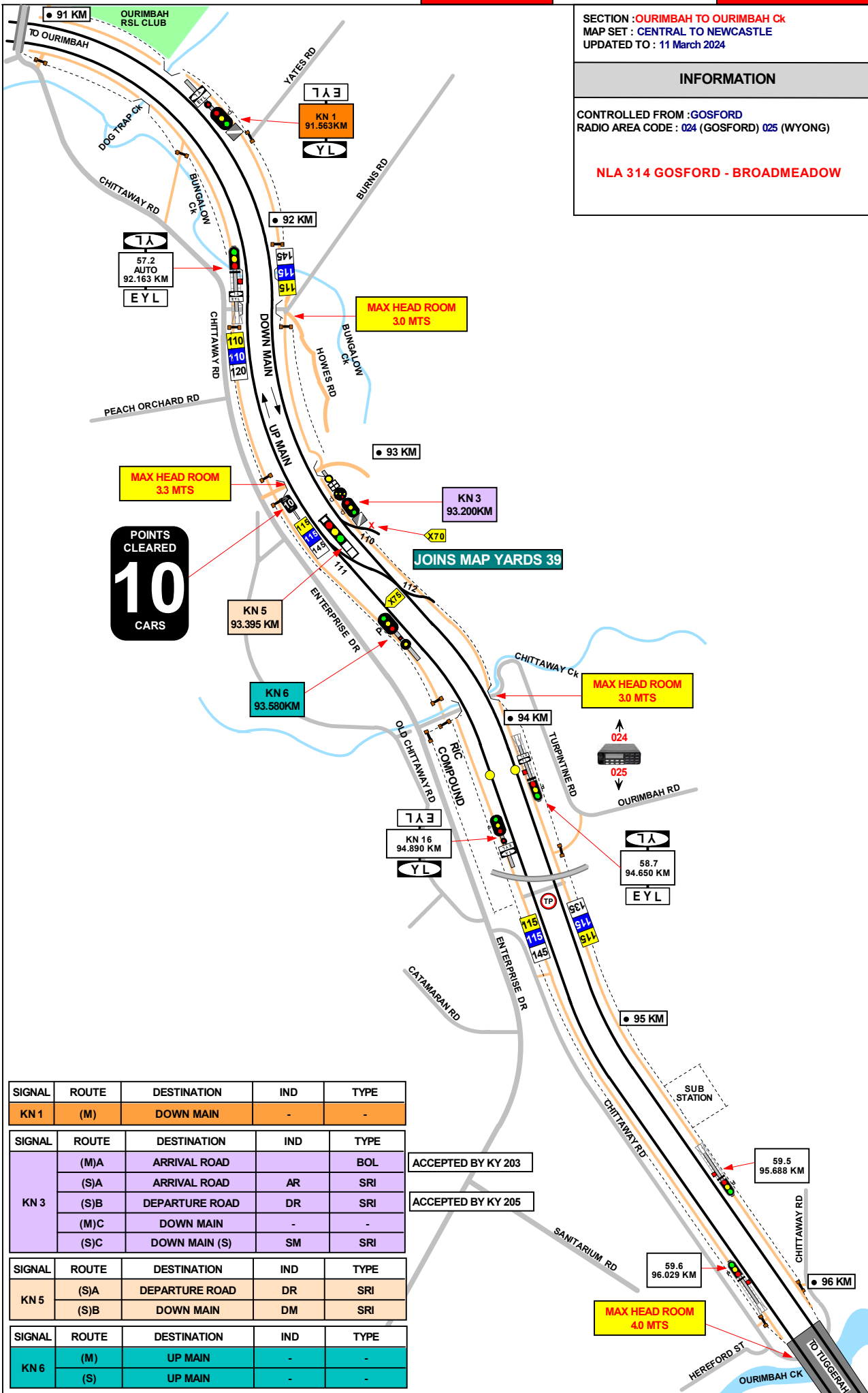
1 IN 155

LEVEL

1 IN 264

LEVEL

1 IN 220



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

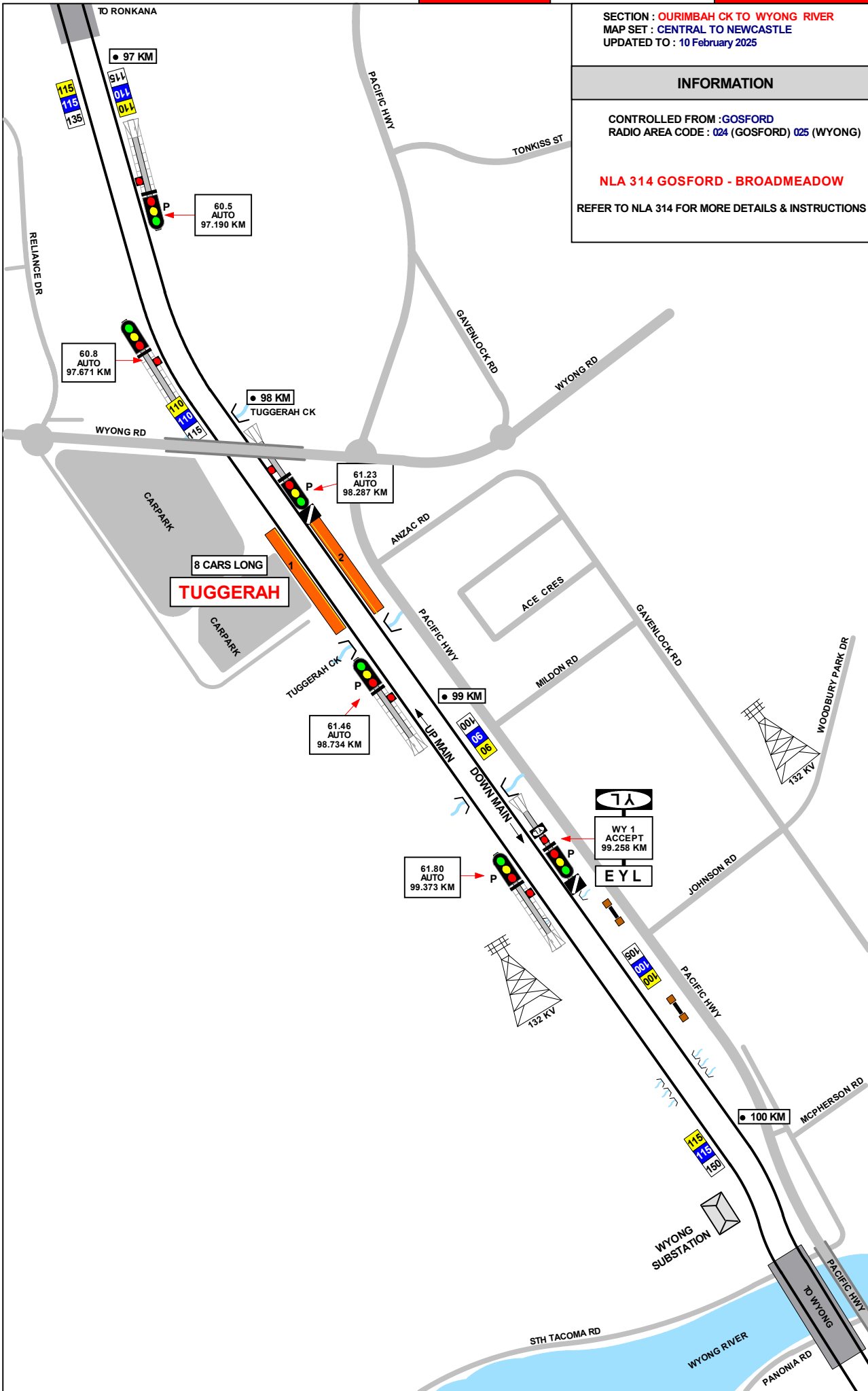
1 IN 600

LEVEL

1 IN 220

1 IN 600

LEVEL



**JOINS MAP MN 44**

## 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<br>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 5   | UP MAIN (S)        | UM         |
|        | UP REFUGE LOOP (S) | UR         |

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

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

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

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

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

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

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| WY 13  | 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 20  | UP REFUGE LOOP (M) |  |
|        | UP REFUGE LOOP (S) | UR                                                                                  |
|        | UP MAIN (M)        | ----                                                                                |
|        | UP MAIN (S)        | UM                                                                                  |

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

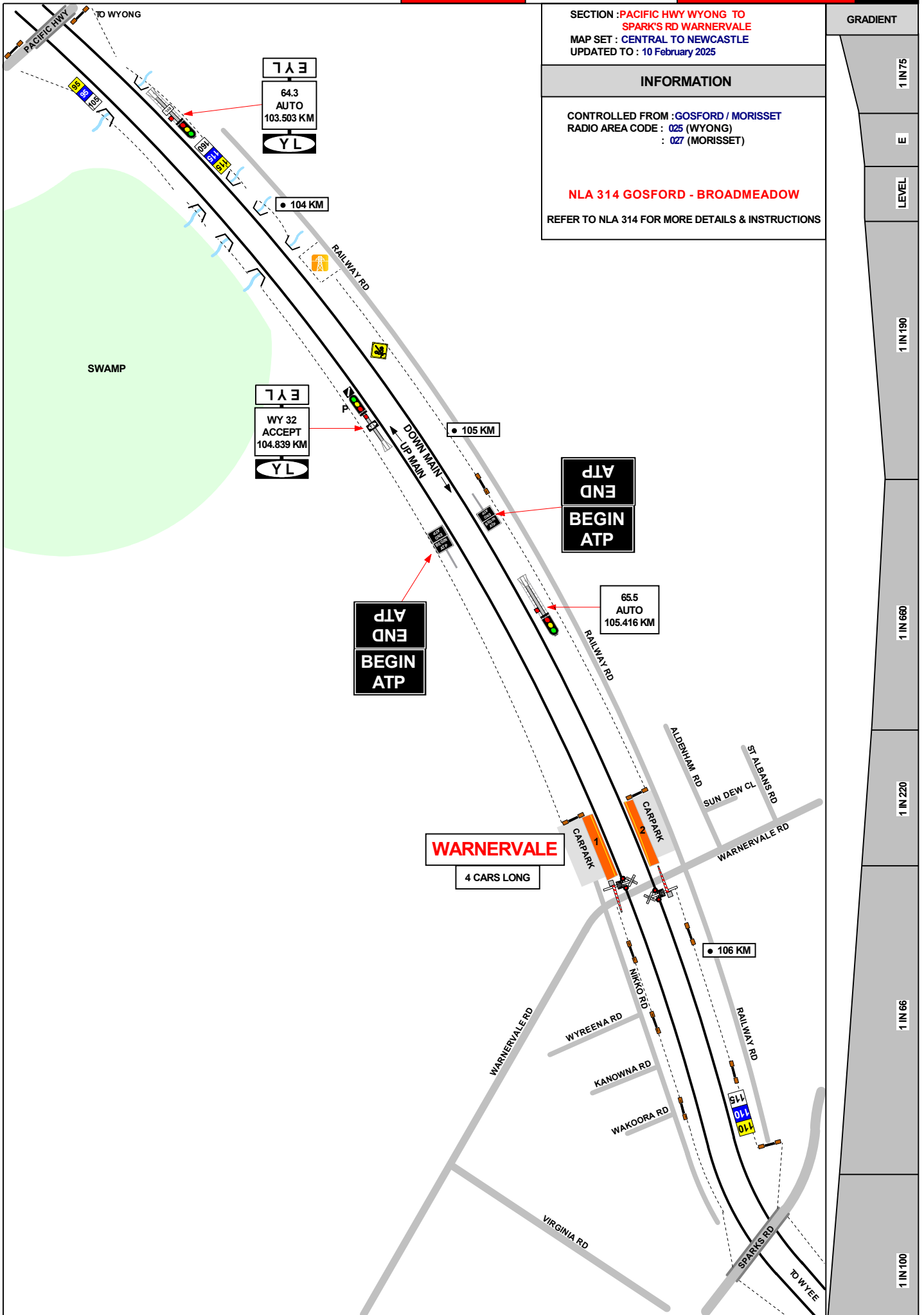
| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| WY 25  | DOWN MAIN(M)  | ----       |
|        | DOWN MAIN (S) | DM         |
|        | UP MAIN (S)   | UM         |

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

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

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

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



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

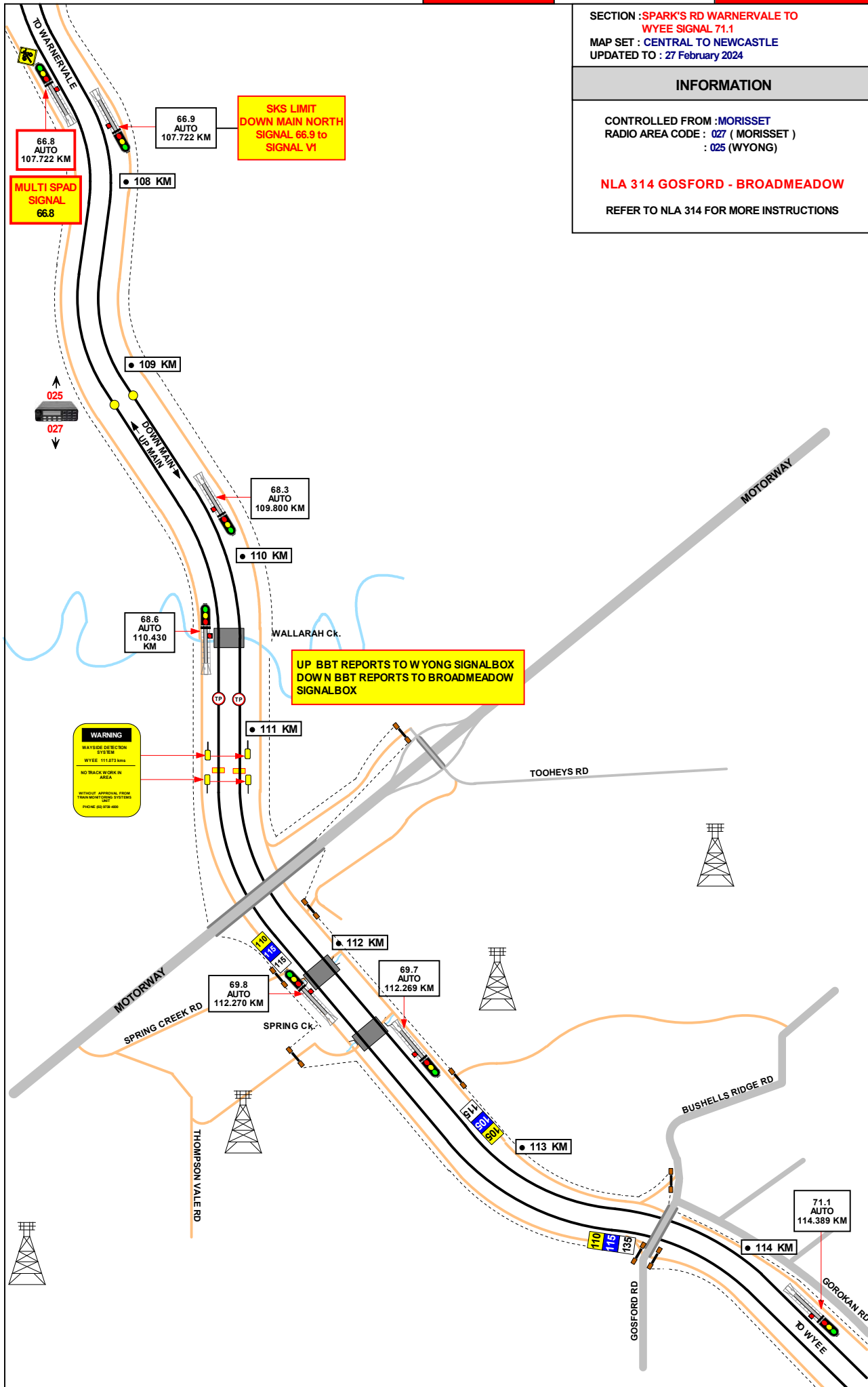
1 IN 60

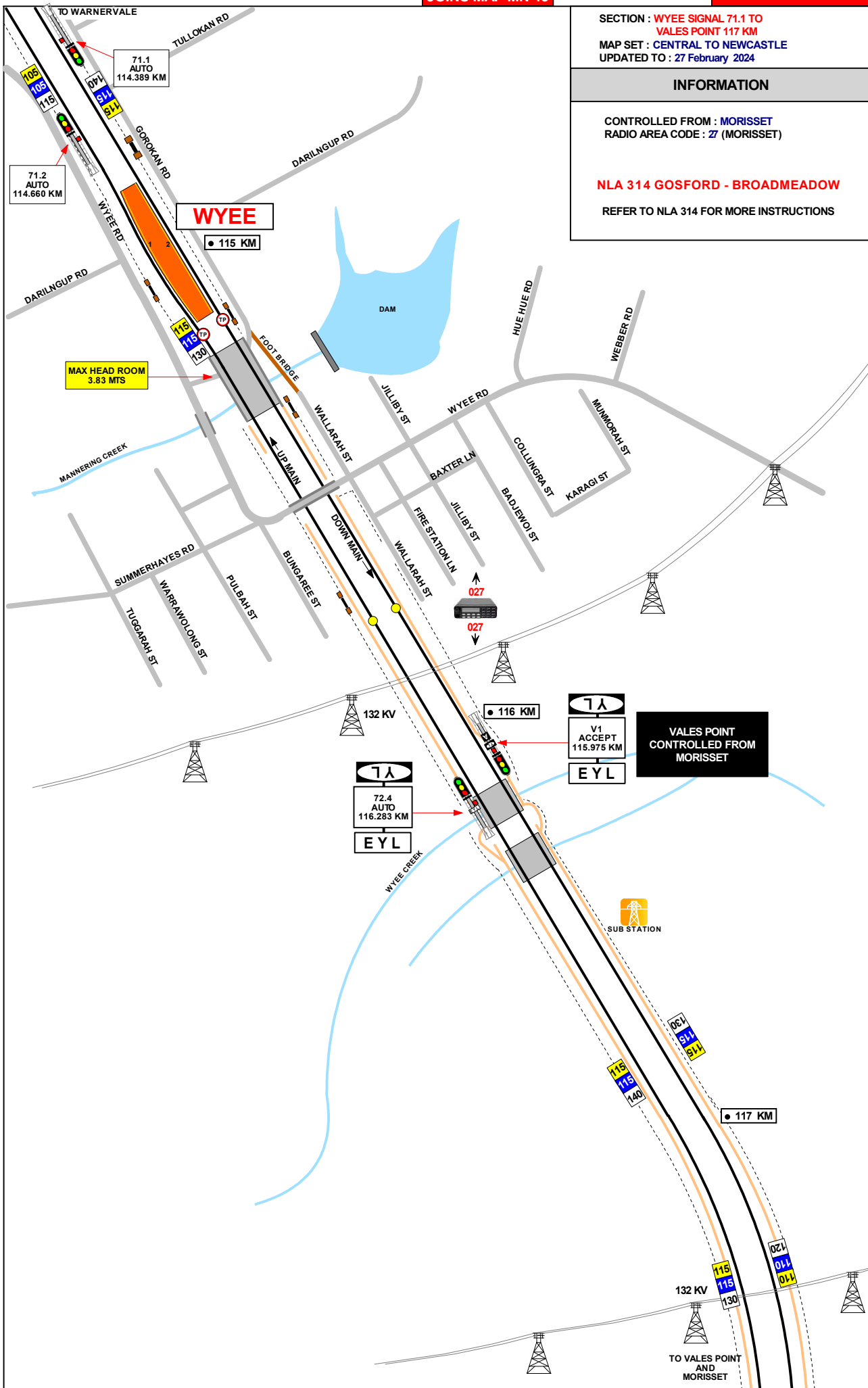
1 IN 150

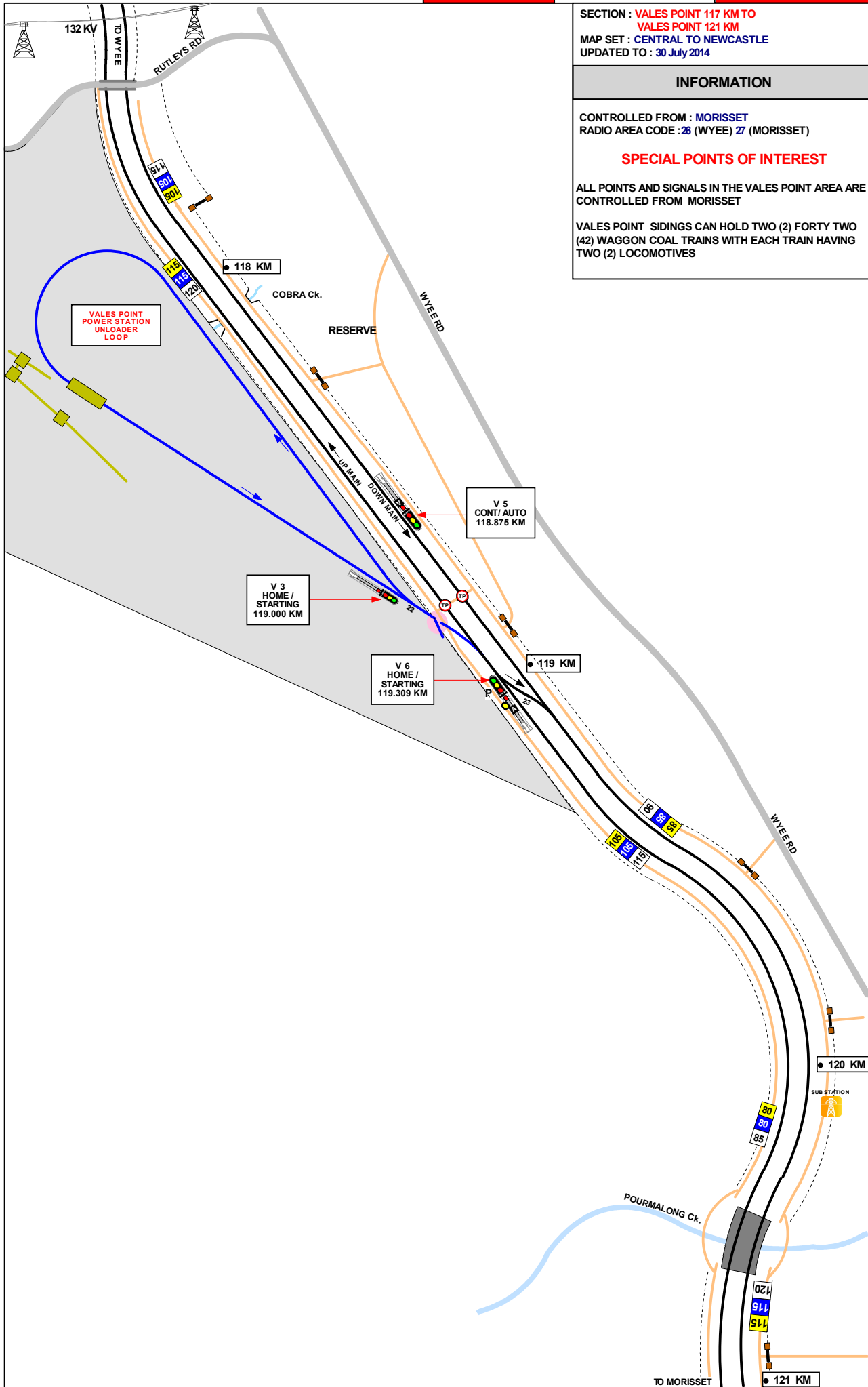
1 IN 60

LEVEL

1 IN 80







GRADIENT

1 IN 330

1 IN 66

1 IN 132

1 IN 68

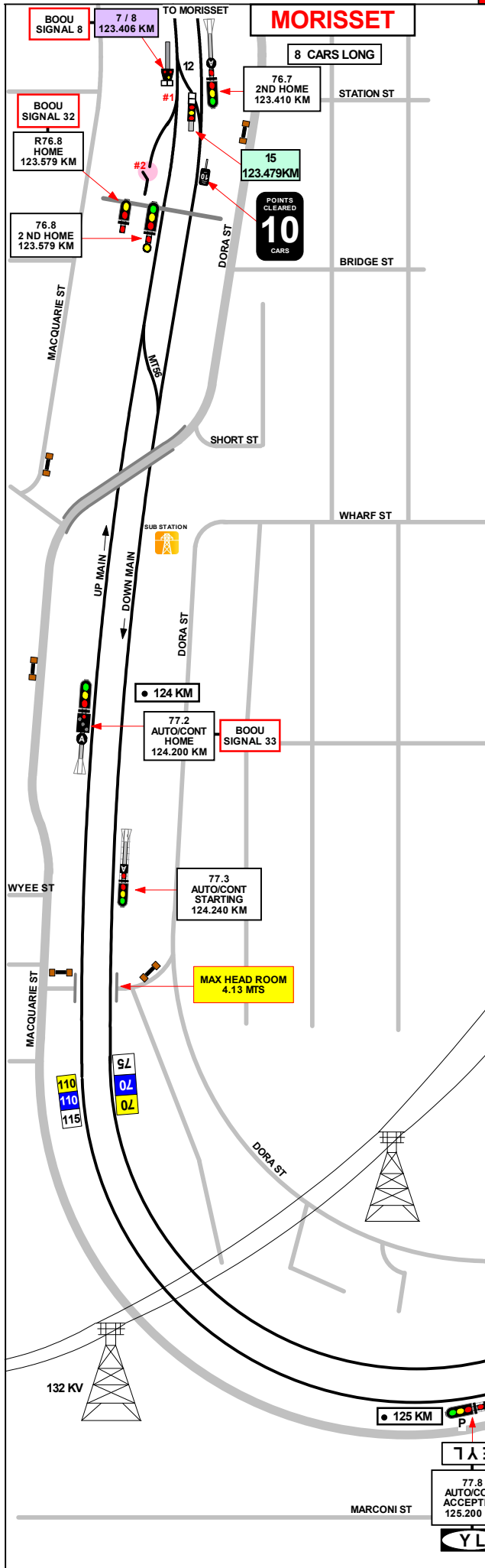
E

1 IN 75

E

LEVEL





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

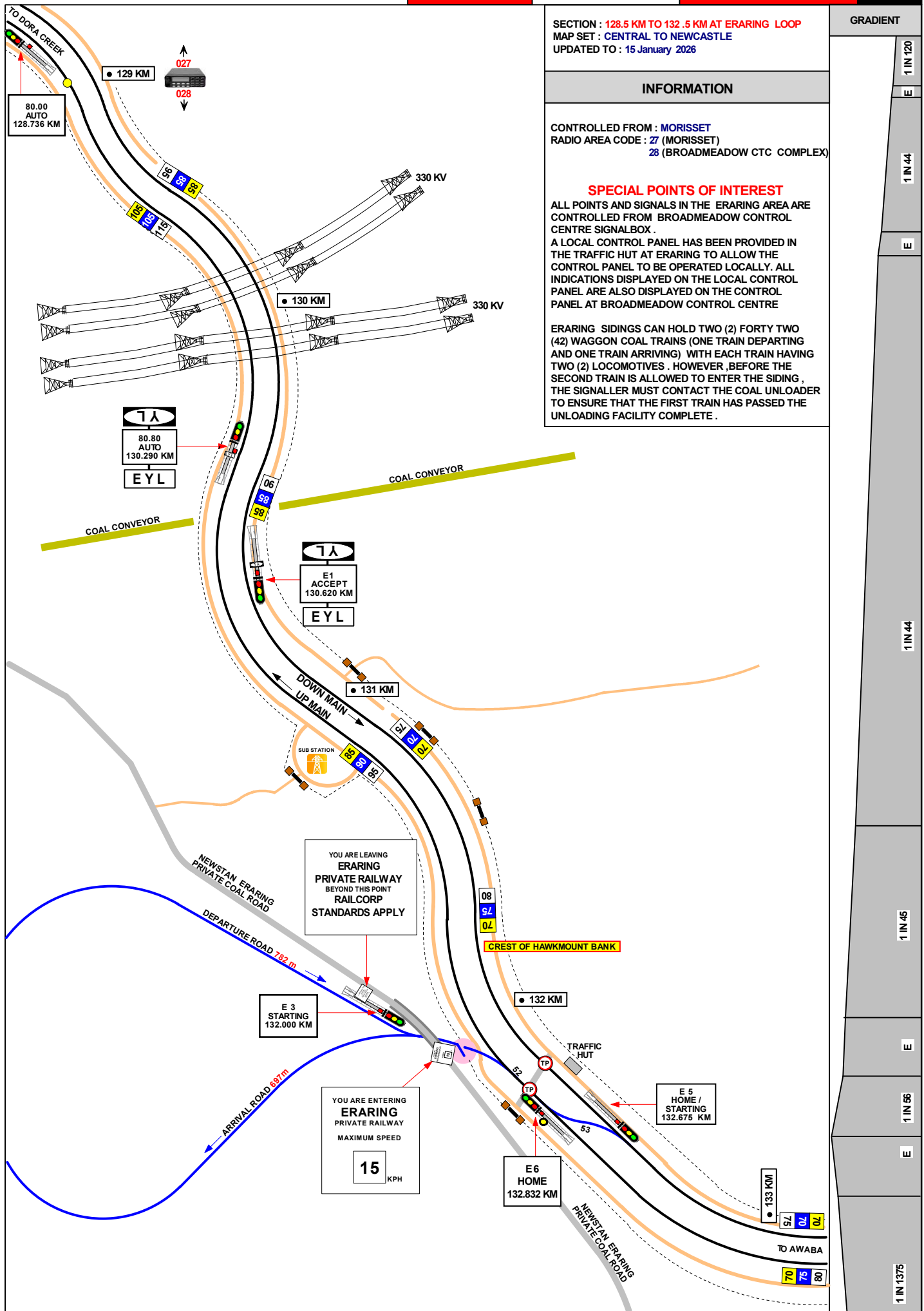
1 IN 300

LEVEL

E

1 IN 75





SECTION : 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

E

1 IN 1404

E

1 IN 127

1 IN 100

E

1 IN 660

E

1 IN 75

1 IN 70

1 IN 73

1 IN 77

1 IN 75

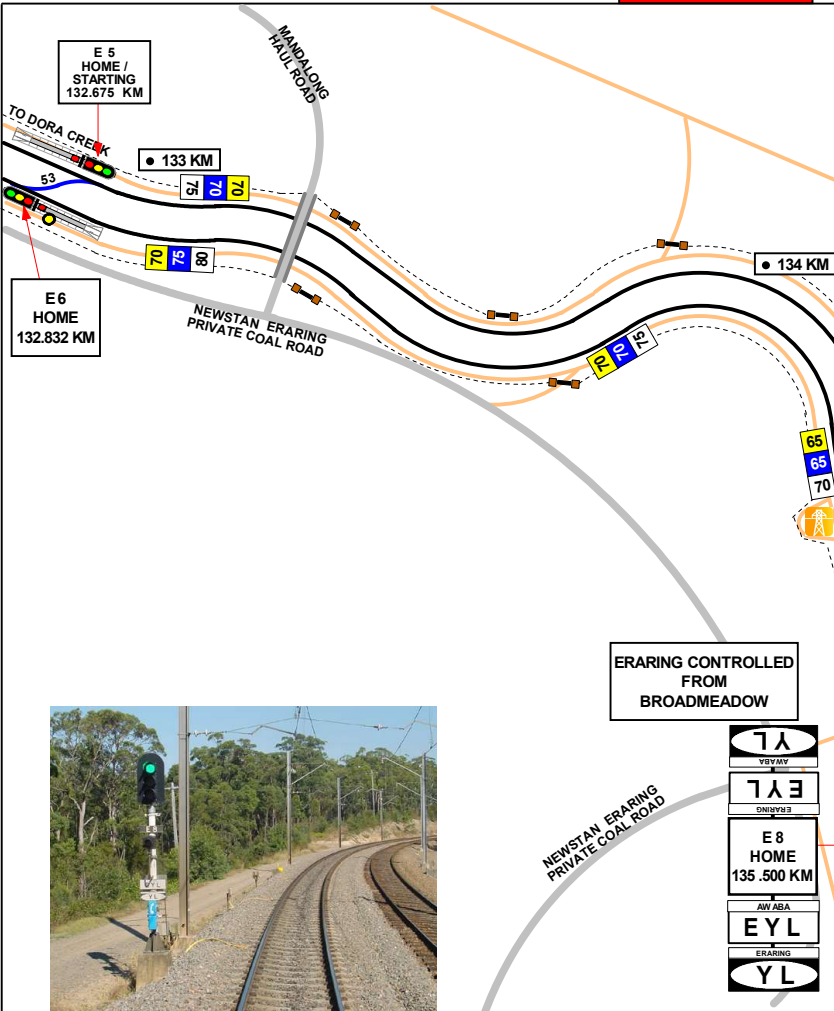
1 IN 70

1 IN 73

E

1 IN 110

1 IN 85



ERARING 132.685 KM- NLA 314

## LOCATION DETAILS



USUALLY CONTROLLED FROM CTC ( BROADMEADOW ) CAN BE SWITCHED IN



130.285 KM UP SIGNAL 80.8



130.573 KM DOWN SIGNAL E1



ERARING SIDING DEPARTURE ROAD TO ARRIVAL ROAD



132.560 KM NETWORK ACCESS



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



DOWN MAIN NORTH LINE TO UP MAIN NORTH LINE



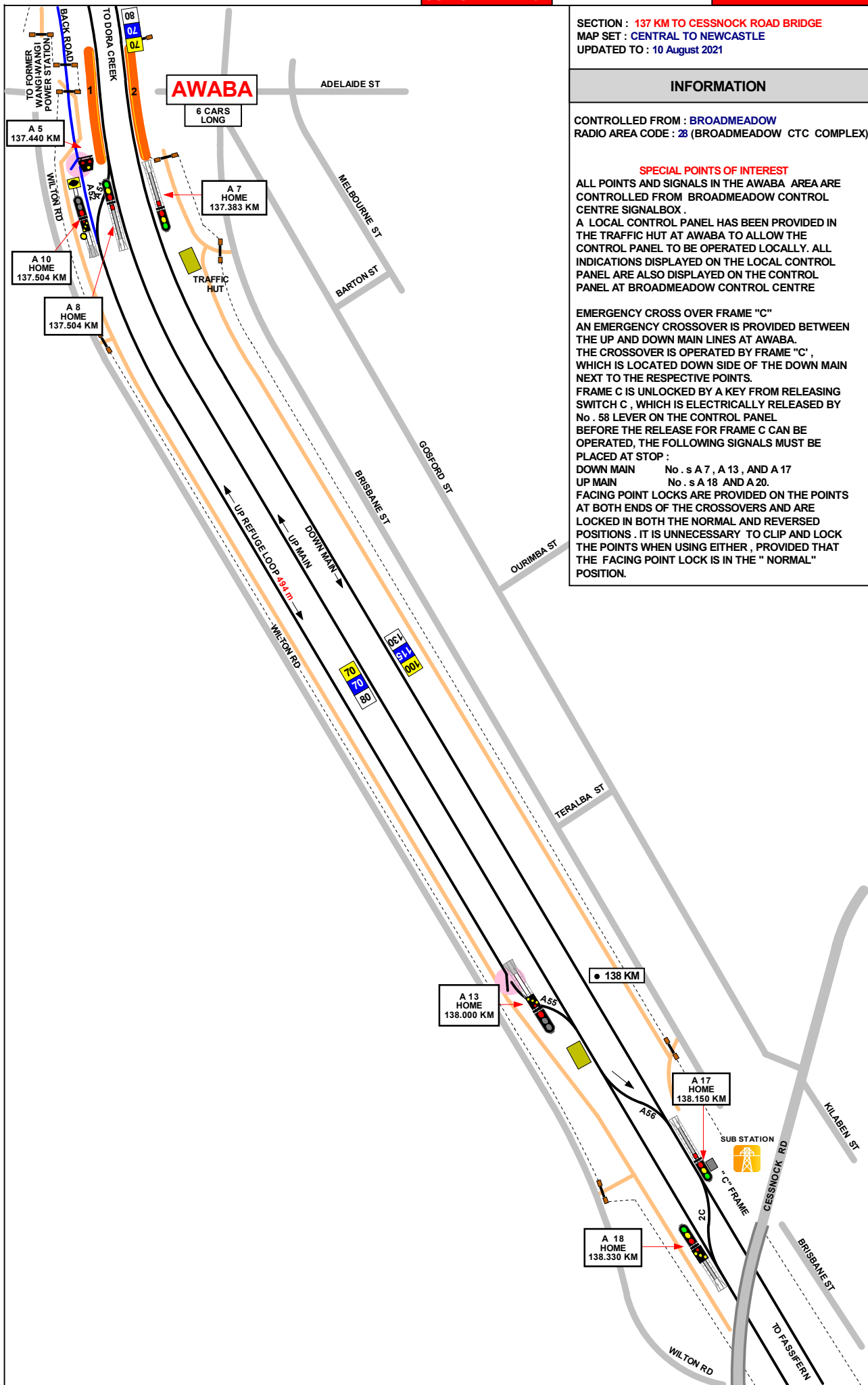
135.407 KM UP SIGNAL E8



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

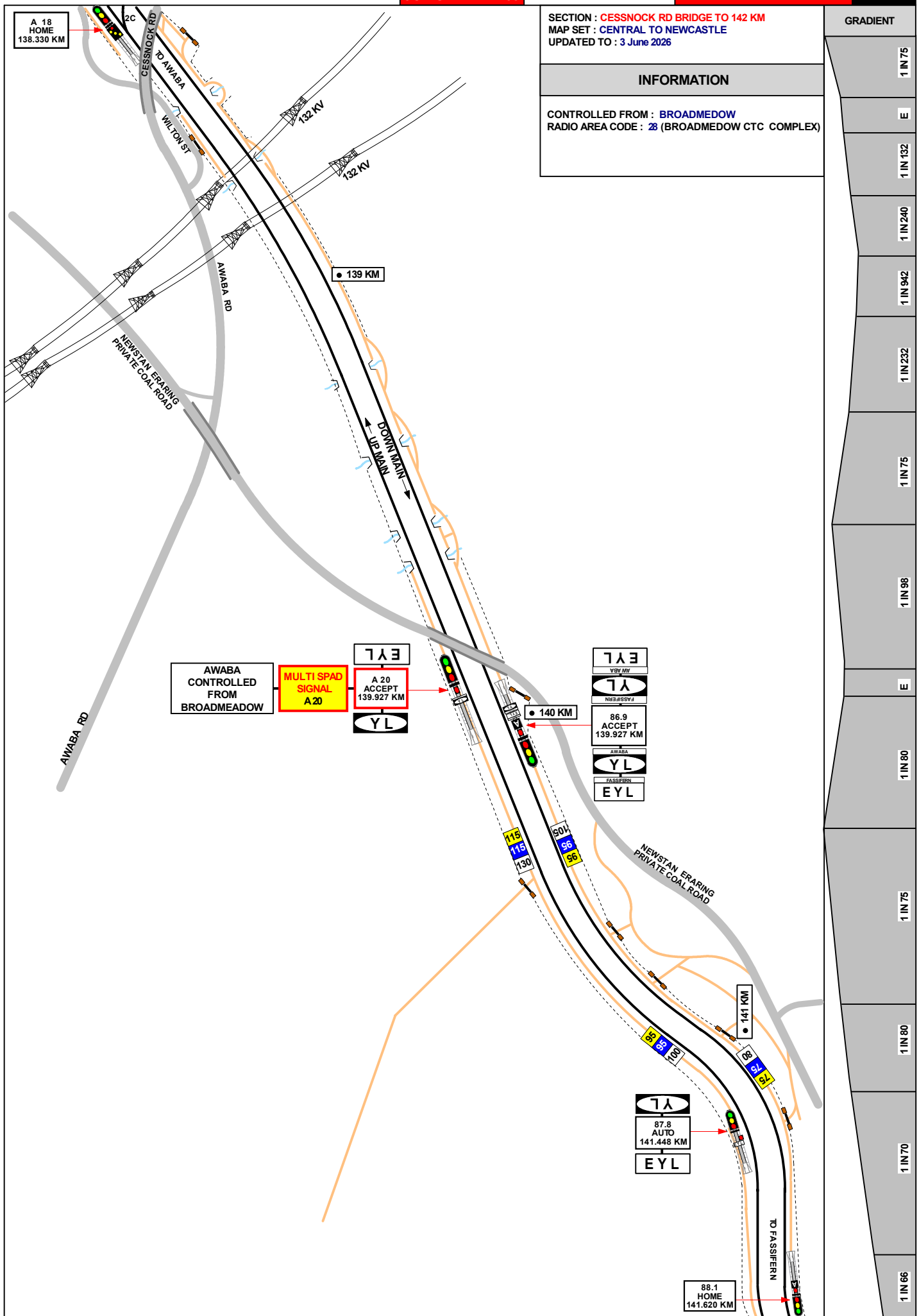
1 IN 1650

1 IN 306

1 IN 212

E

1 IN 75



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

## 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

GRADIENT

1 IN 100

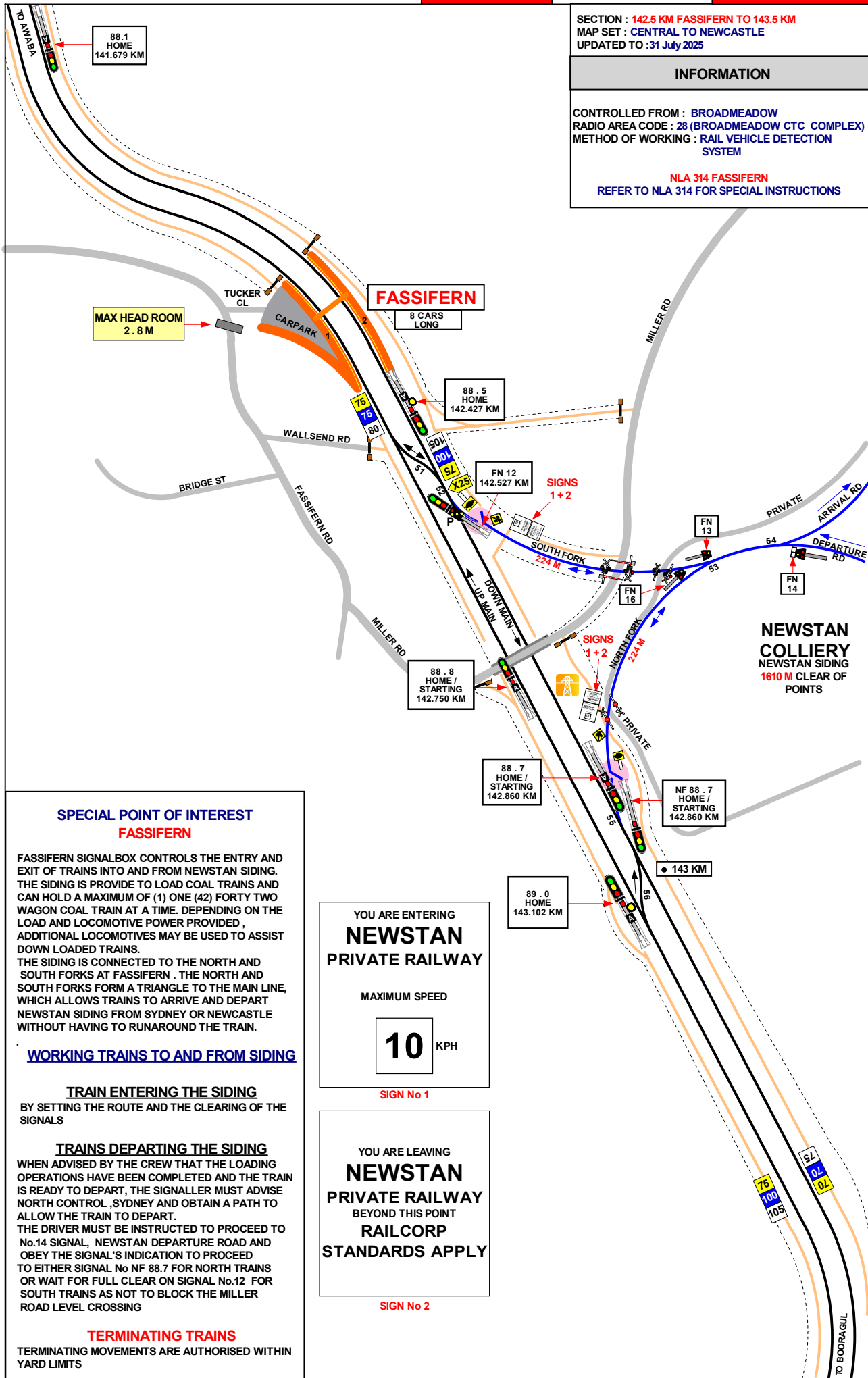
E

1 IN 728

1 IN 50

E

1 IN 40



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

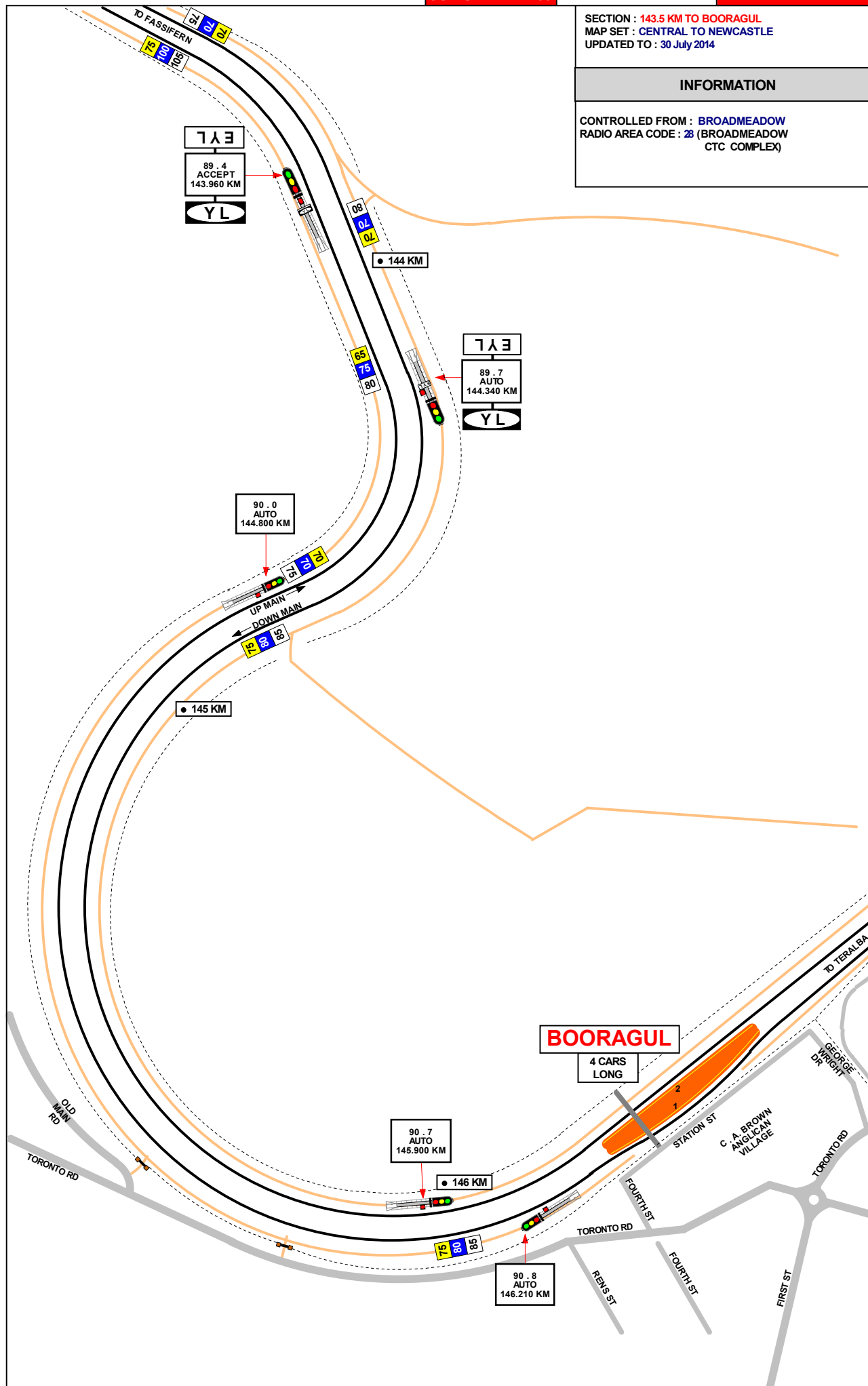
E

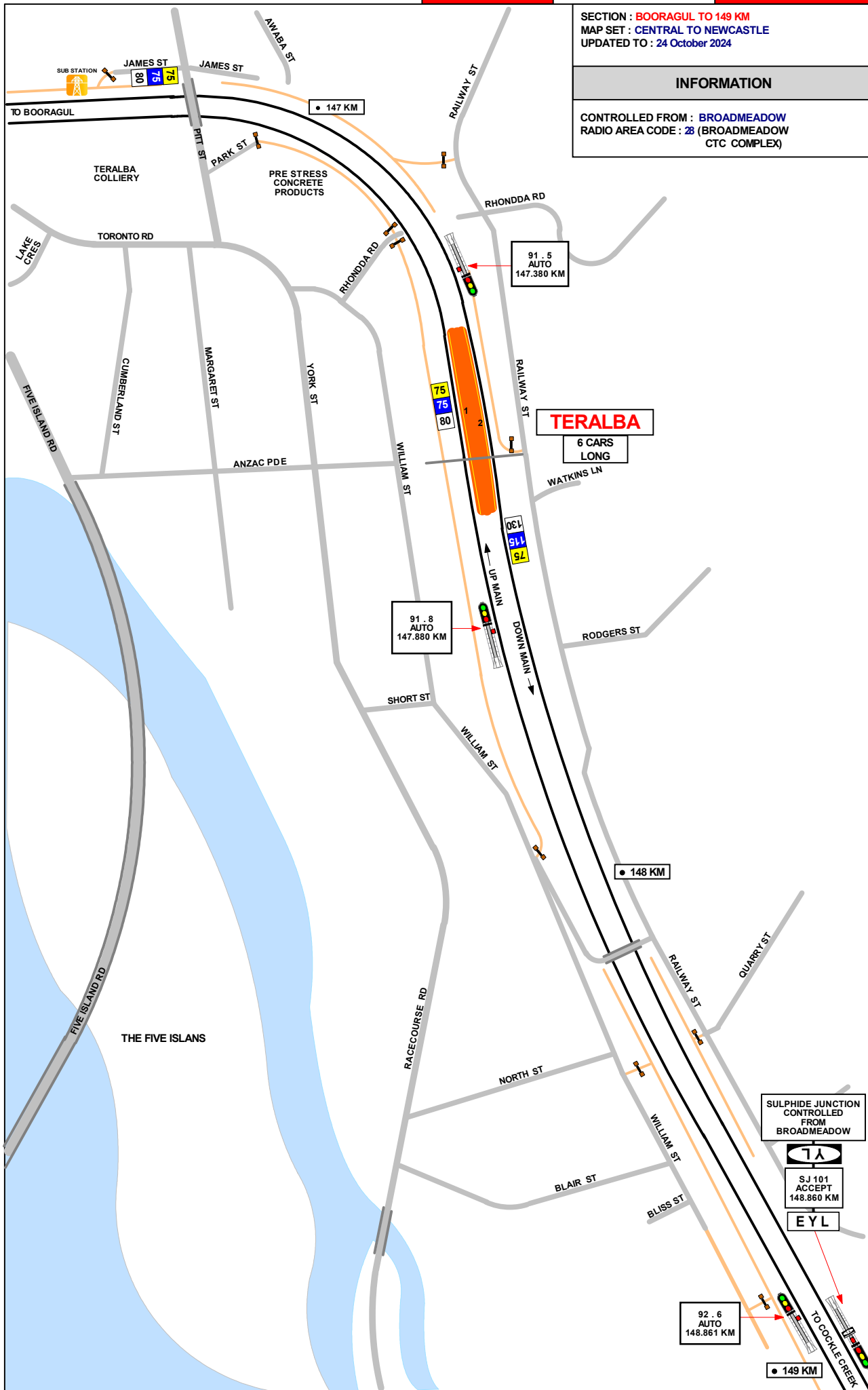
1 IN 75

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

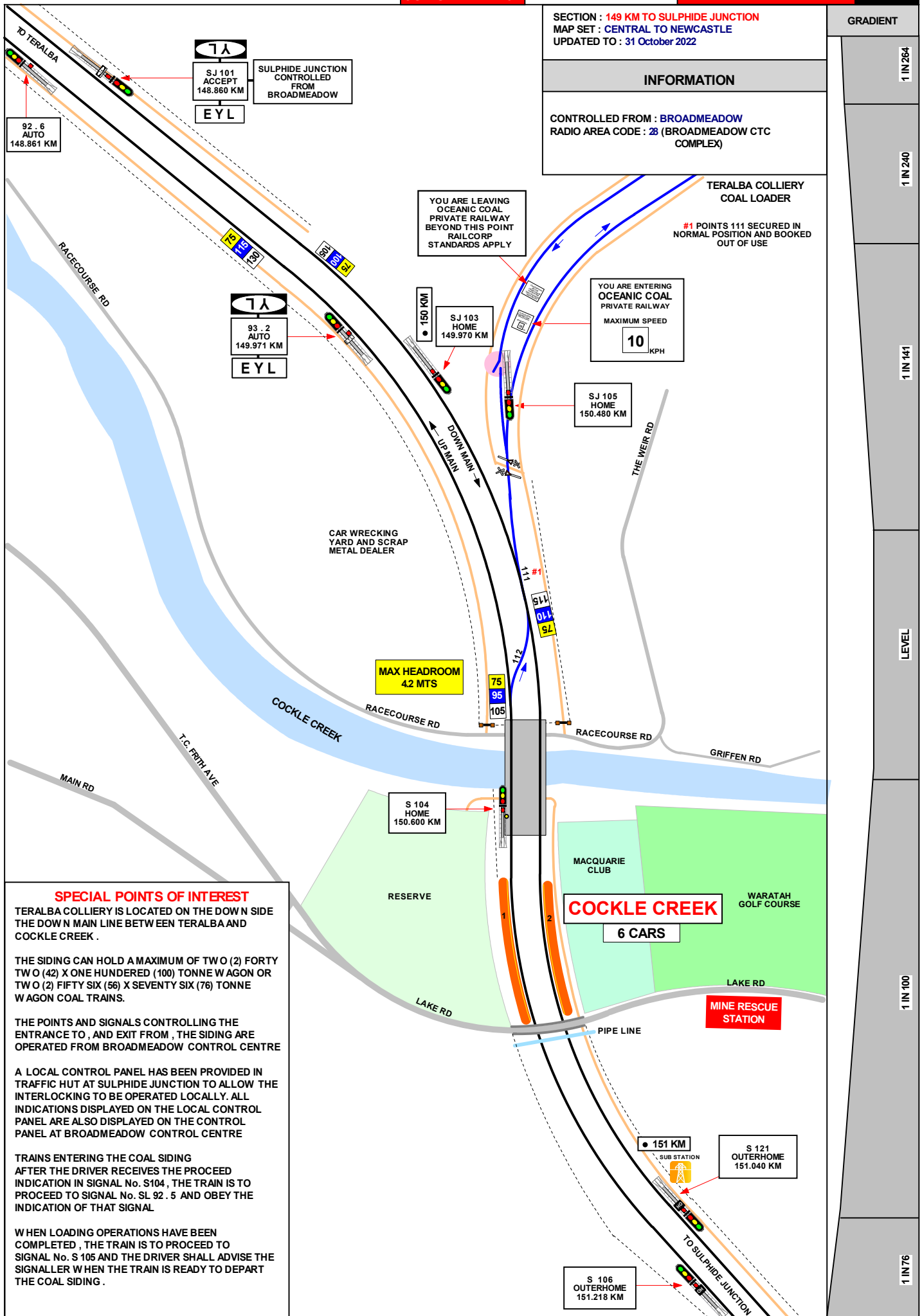
1 IN 600

LEVEL

1 IN 132

1 IN 88

1 IN 264



SECTION : SULPHIDE JUNCTION YARD

MAP SET : CENTRAL TO NEWCASTLE

UPDATED TO : 11 June 2026

GRADIENT

## INFORMATION

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

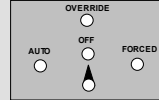
NLA 316 SULPHIDE JUNCTION

## 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

STOCKLANDS  
SUPER CENTER  
CARDIFF

IN RELAY HUT



**STOP  
 DO NOT PROCEED  
 WITHOUT  
 AUTHORITY**

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

**STOP  
 DO NOT PROCEED  
 WITHOUT  
 AUTHORITY**

ELECTRIC  
TRAINS  
STOPEDI DOWNER  
CARDIFFELECTRIC  
TRAINS  
STOPNOT AVAILABLE FOR  
ELECTRIC TRACTION

## 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

## 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)

**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

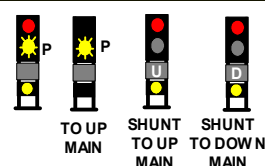
# WARNING

HIGH SPEED WEAIRBRIDGE  
 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

**INDICATIONS ON CO-ACTING  
 SIGNAL S 120**



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

| SIGNAL             | DESTINATION   | INDICATION |
|--------------------|---------------|------------|
| S 120<br>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 (M)   | P          |
|        | 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         |

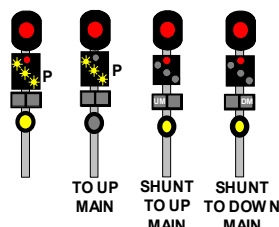
| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| S 137  | DOWN MAIN (M) | P          |
|        | DOWN MAIN (S) | --         |

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

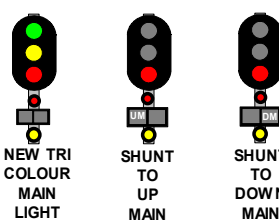
| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| SJ 144 | UP SIDING (S) | US         |
|        | UP REFUGE (M) | P          |
|        | UP REFUGE(S)  | UR         |
|        | UP MAIN (M)   | ---        |

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

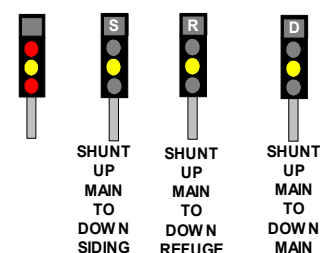
**INDICATIONS ON SIGNAL S 120**



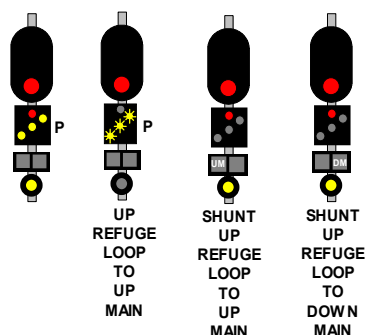
**INDICATIONS ON SIGNAL S 126**



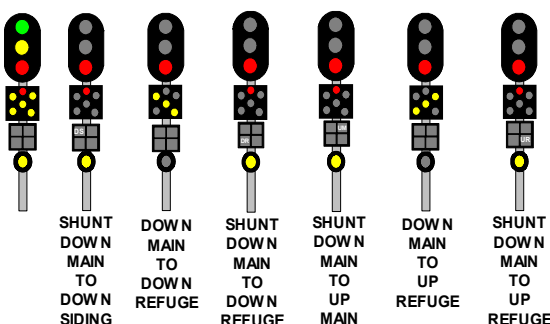
**INDICATIONS ON SIGNAL S 125**



**INDICATIONS ON SIGNAL S 128**



**INDICATIONS ON SIGNAL S 123**



SECTION : **SULPHIDE JUNCTION TO CARDIFF**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : 11 June 2026

### INFORMATION

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

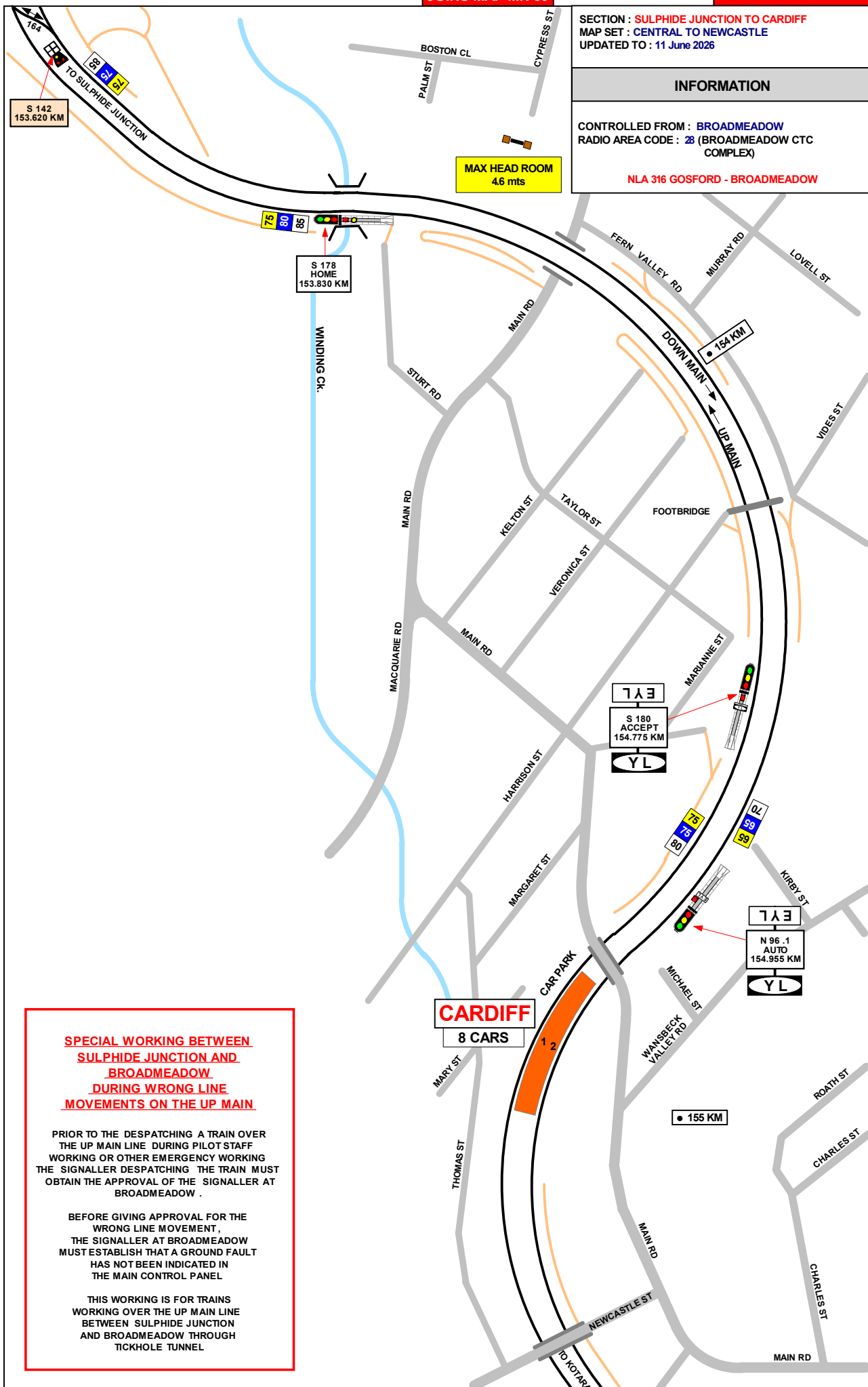
**NLA 316 GOSFORD - BROADMEADOW**

GRADIENT

LEVEL

1 IN 75

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

SECTION : **CARDIFF TO TICKHOLE TUNNELS**  
 MAP SET : **CENTRAL TO NEWCASTLE**  
 UPDATED TO : **11 June 2026**

## INFORMATION

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

**NLA 316 GOSFORD - BROADMEADOW**

GRADIENT

1 IN 75

1 IN 80

1 IN 75

1 IN 80

1 IN 81

1 IN 54

1 IN 56

1 IN 54

**DOWN MAIN**  
**WORKSITE LIMITS SIGNAL KEY SWITCH AT**  
**N 96.7 SIGNAL TO B 201 SIGNAL**

N 96.7  
 AUTO  
 155.622 KM

**SKS**  
**N 96.7**

N 96.8  
 AUTO  
 156.025 KM

N 97.3  
 AUTO  
 156.669 KM

N 97.8  
 AUTO  
 157.235 KM

N 97.9  
 AUTO  
 157.468 KM

**TICKHOLE TUNNELS**  
 DOWN 153 m / UP 205 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

**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 : 11 June 2026

### INFORMATION

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

NLA 316 GOSFORD - BROADMEADOW

GRADIENT

1 IN 54

1 IN 88

1 IN 78

1 IN 76

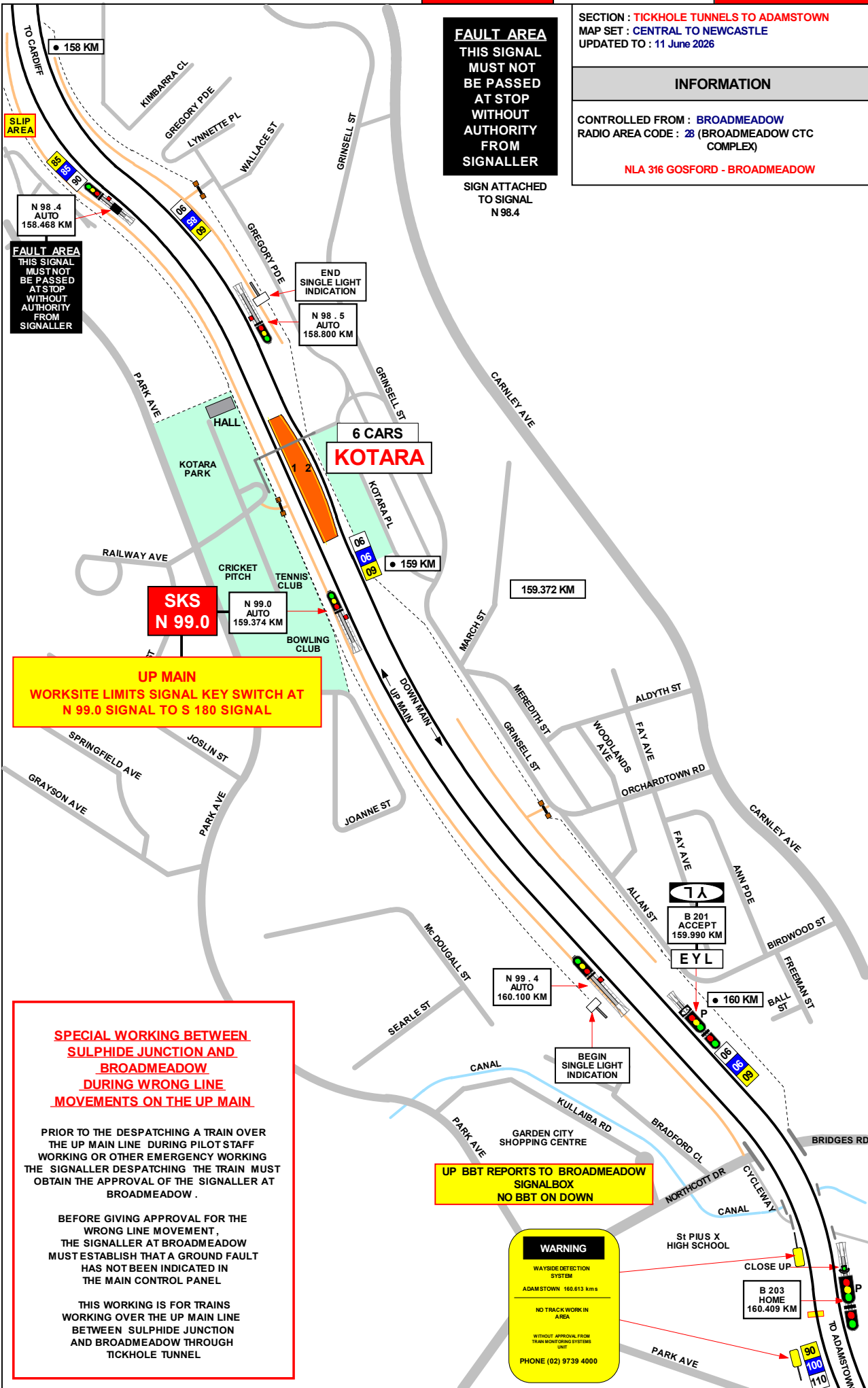
1 IN 79

1 IN 80

1 IN 78

1 IN 105

1 IN 290



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)

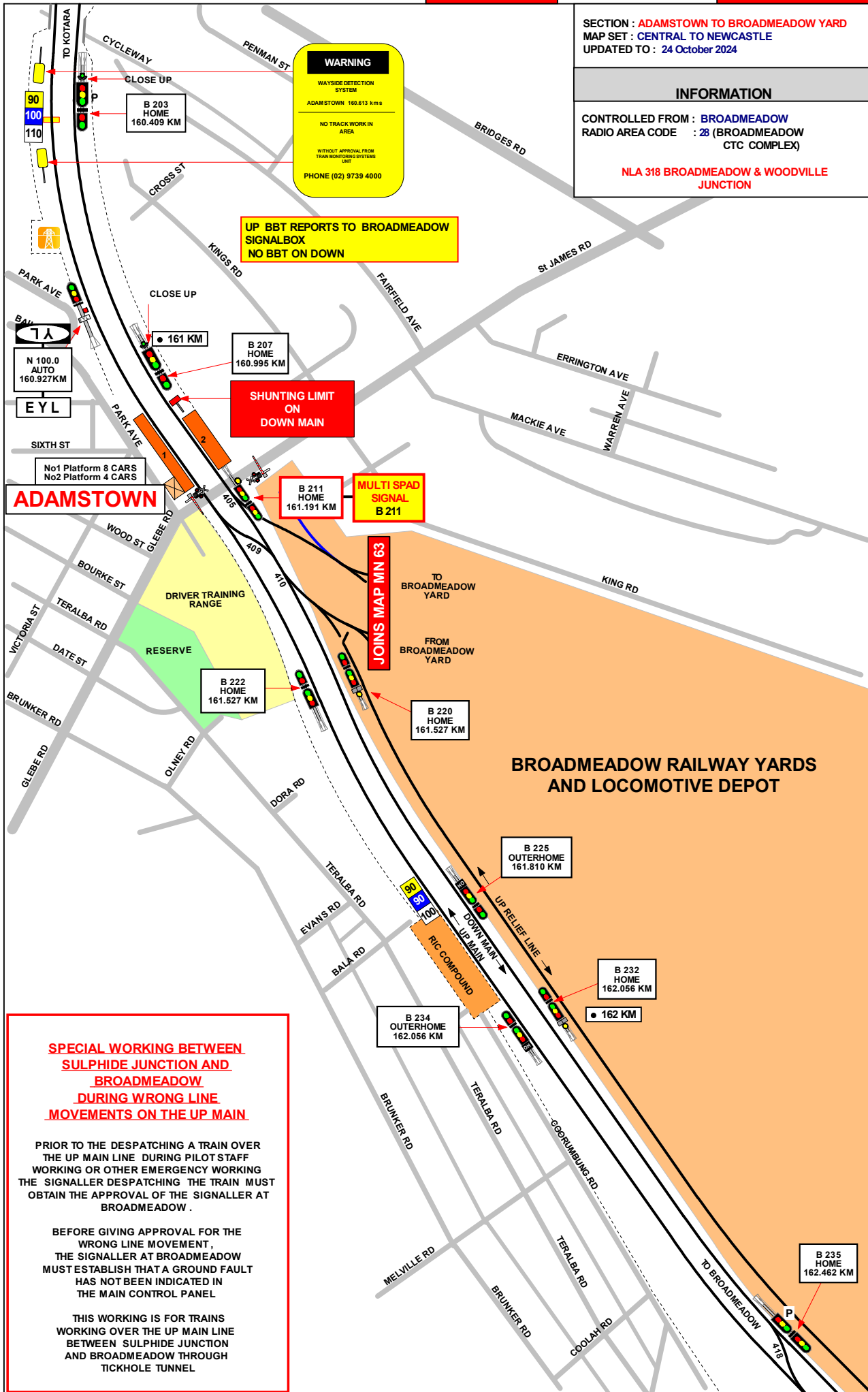
**NLA 318 BROADMEADOW & WOODVILLE JUNCTION**

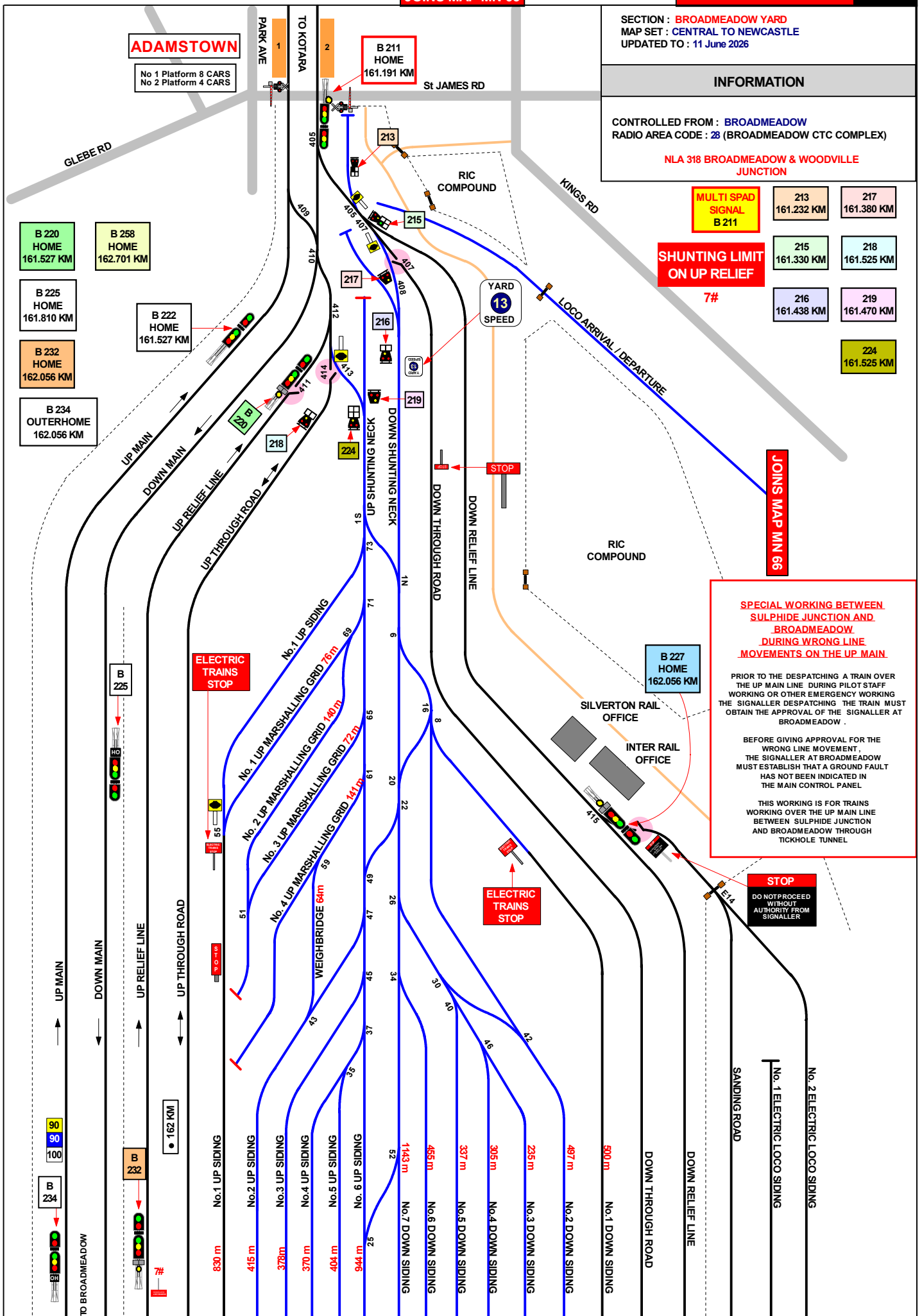
1 IN 290

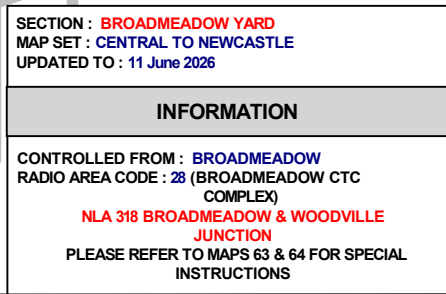
1 IN 60

1 IN 235

1 IN 400







| 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         |
| 216    | SHUNTING NECK   | SN         |        | UP THROUGH RD | UT         |
|        | DOWN RELIEF RD  | DR         |        |               |            |

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

SECTION : **BROADMEADOW MAINTENANCE DEPOT**  
MAP SET : **CENTRAL TO NEWCASTLE**  
UPDATED TO : 11 June 2026

## 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 |
|--------|-------------|------------|
| 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         |

JOINS MAP MN 64

RIC COMPOUND

LOCO ARRIVAL / DEPARTURE  
E20

E19

E18

E17

FORMER WHEEL LATHE

DIESEL LOCO STORAGE No.2 SIDING  
DIESEL LOCO STORAGE No.1 SIDING

No.1 RAILMOTOR SIDING

E16

E15

E14

E13

E12

E11

TO OLD LOCO DEPOT  
No.1 ROAD

MAP MN 64

E10

E9

E8

E7

E6

E5

E4

E3

E2

E1

No.1 ENDEAVOUR SDG  
No.2 ENDEAVOUR SDG  
No.3 ENDEAVOUR SDGBROADMEADOW  
ENDEAVOUR SERVICE  
CENTRE

#6

231

JOINS MAP MN 65

D  
E  
R  
A  
I  
L

#1



#2



#3



#4



#5



#6

SECTION : BROADMEADOW YARD TO WOODVILLE  
JUNCTION BOXMAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO : 28 May 2026

## 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 PANELTHIS 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 DECATED 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

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 |
|--------|-------------|------------|
| 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         |

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

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

### 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

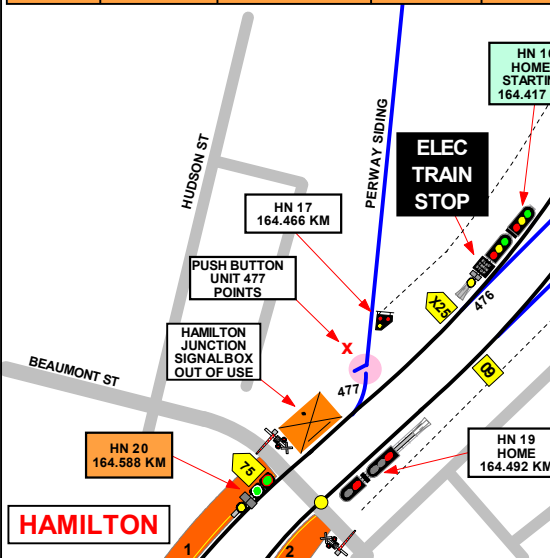
AN ELECTRIC TRAIN STOP SIGN IS LOCATED ON THE BASE OF SIGNAL No. HN 16 AT HAMILTON JUNCTION FOR TRAINS PROCEEDING ON THE DOWN MAIN.

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

#### TERMINATING TRAINS:

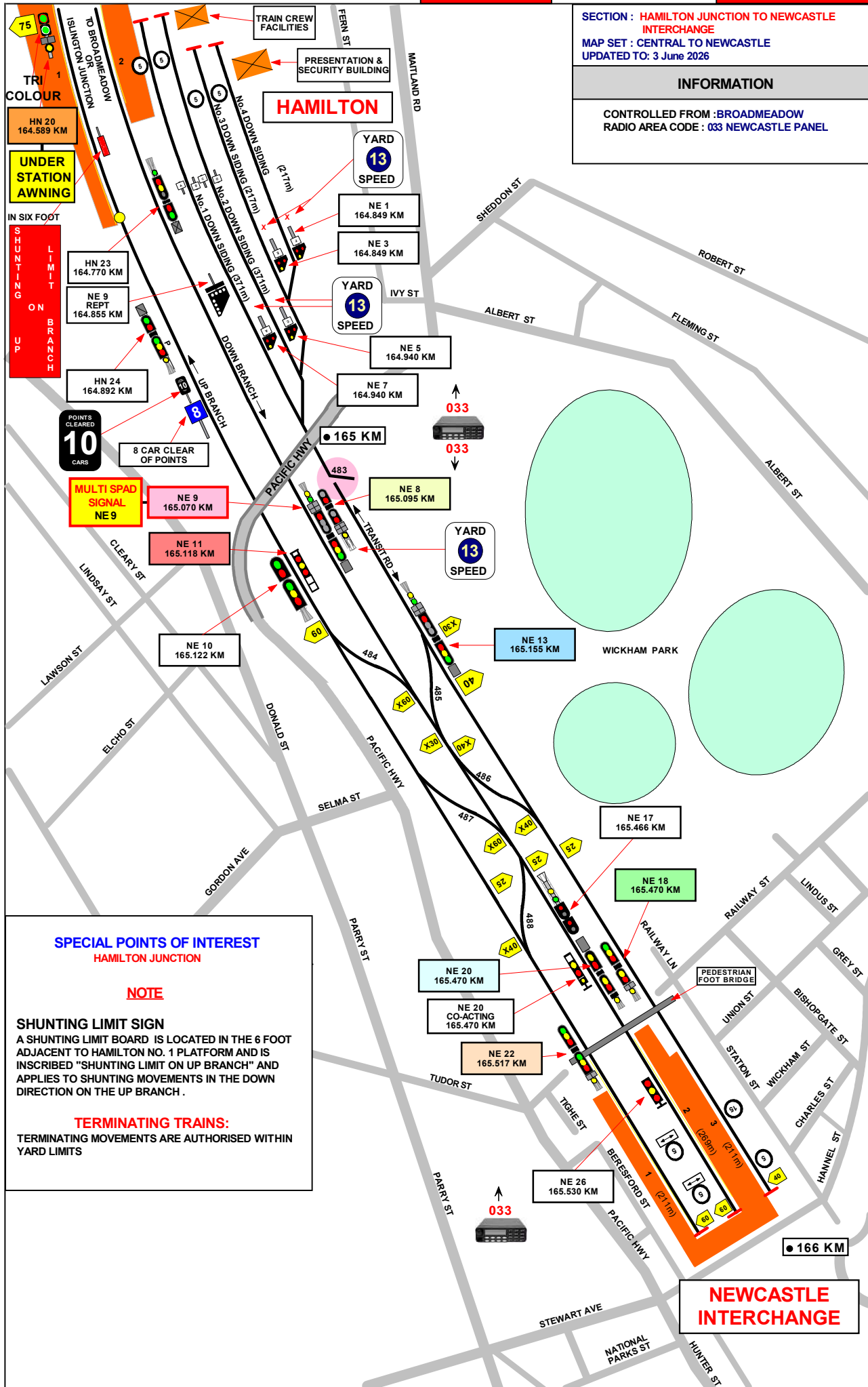
TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

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



SECTION : HAMILTON JUNCTION TO NEWCASTLE  
INTERCHANGEMAP SET : CENTRAL TO NEWCASTLE  
UPDATED TO: 3 June 2026

## INFORMATION

CONTROLLED FROM : BROADMEADOW  
RADIO AREA CODE : 033 NEWCASTLE PANEL

SECTION : HAMILTON JUNCTION TO NEWCASTLE  
INTERCHANGEMAP 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  |

|                                                                                      |                                     |
|--------------------------------------------------------------------------------------|-------------------------------------|
| SRI                                                                                  | Shunting Route Indicator            |
| MLRI                                                                                 | Main Line Route Indicator           |
| MMLRI                                                                                | Miniature Main Line Route Indicator |
|  | Low Speed Train Stop 5km            |
|  | Low Speed Train Stop 15km           |