

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: August 2026

Version: 5.76

Explanatory Notes:

Navigate to your area of interest via the station index or by using links created in Adobe bookmarks.

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Information in these diagrams is uncontrolled.

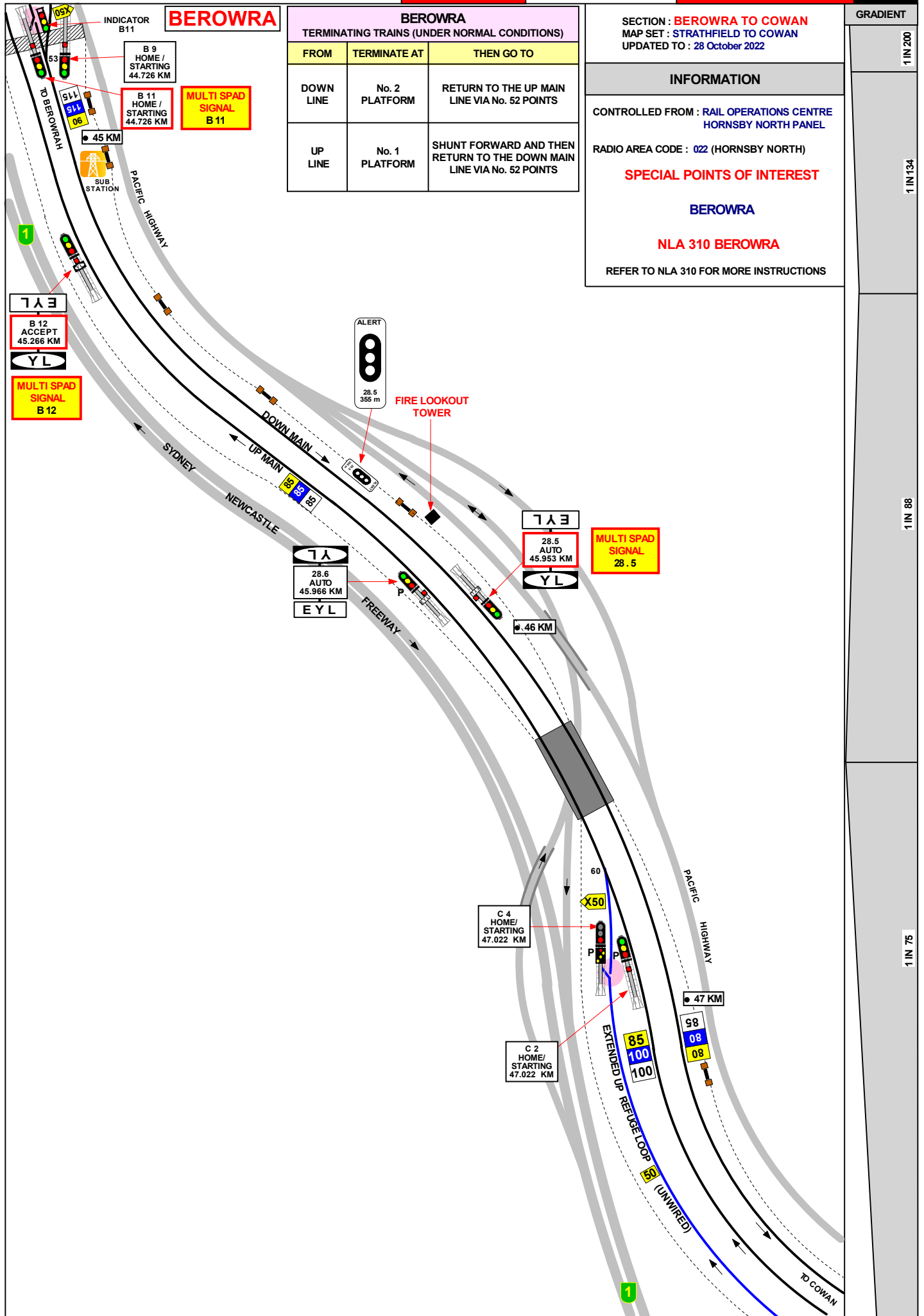
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SECTION : **BEROWRA TO COWAN**
 MAP SET : **STRATHFIELD TO COWAN**
 UPDATED TO : 3 June 2026

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**

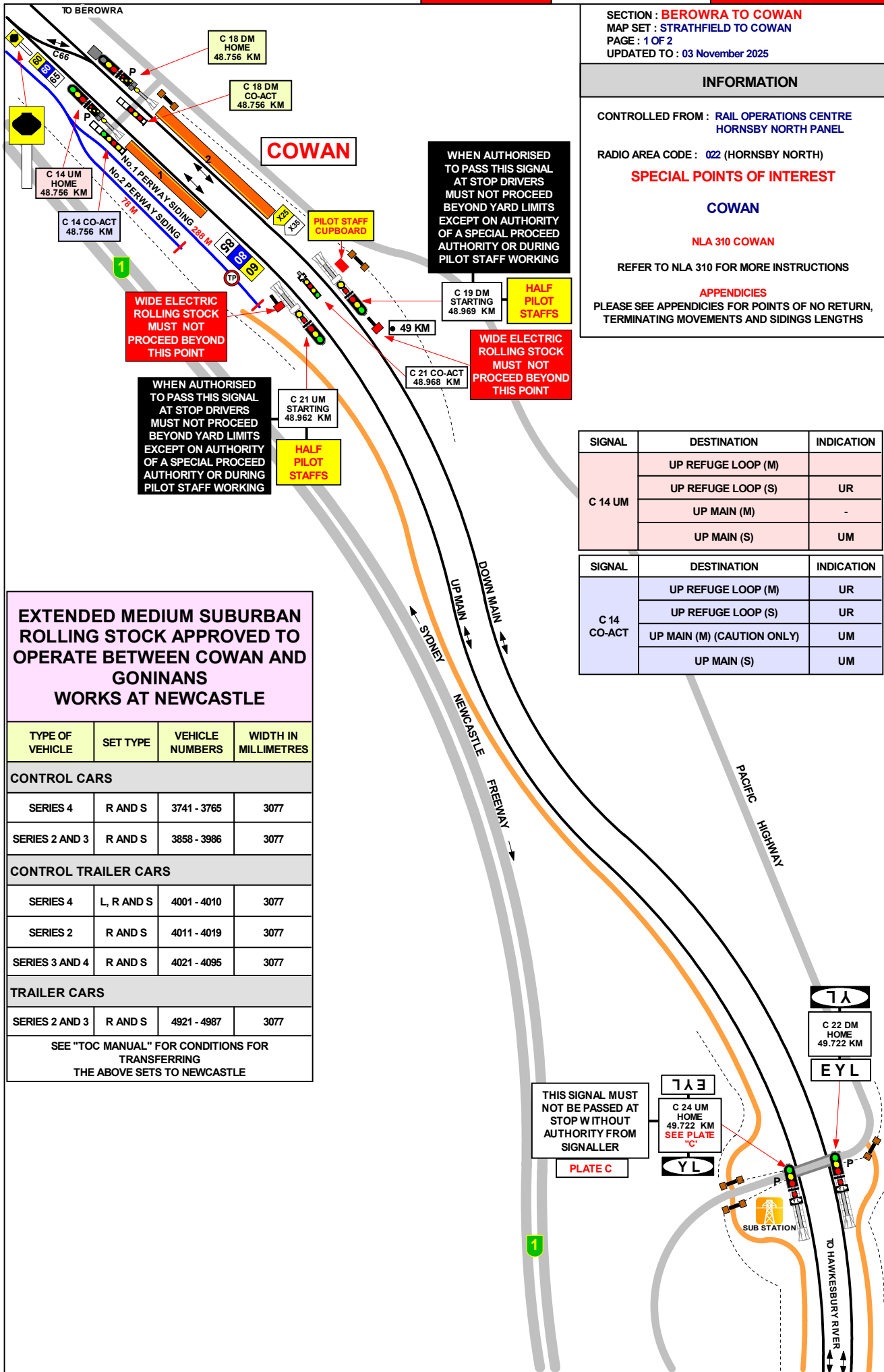
C 17
REPEATER
48.110 KM

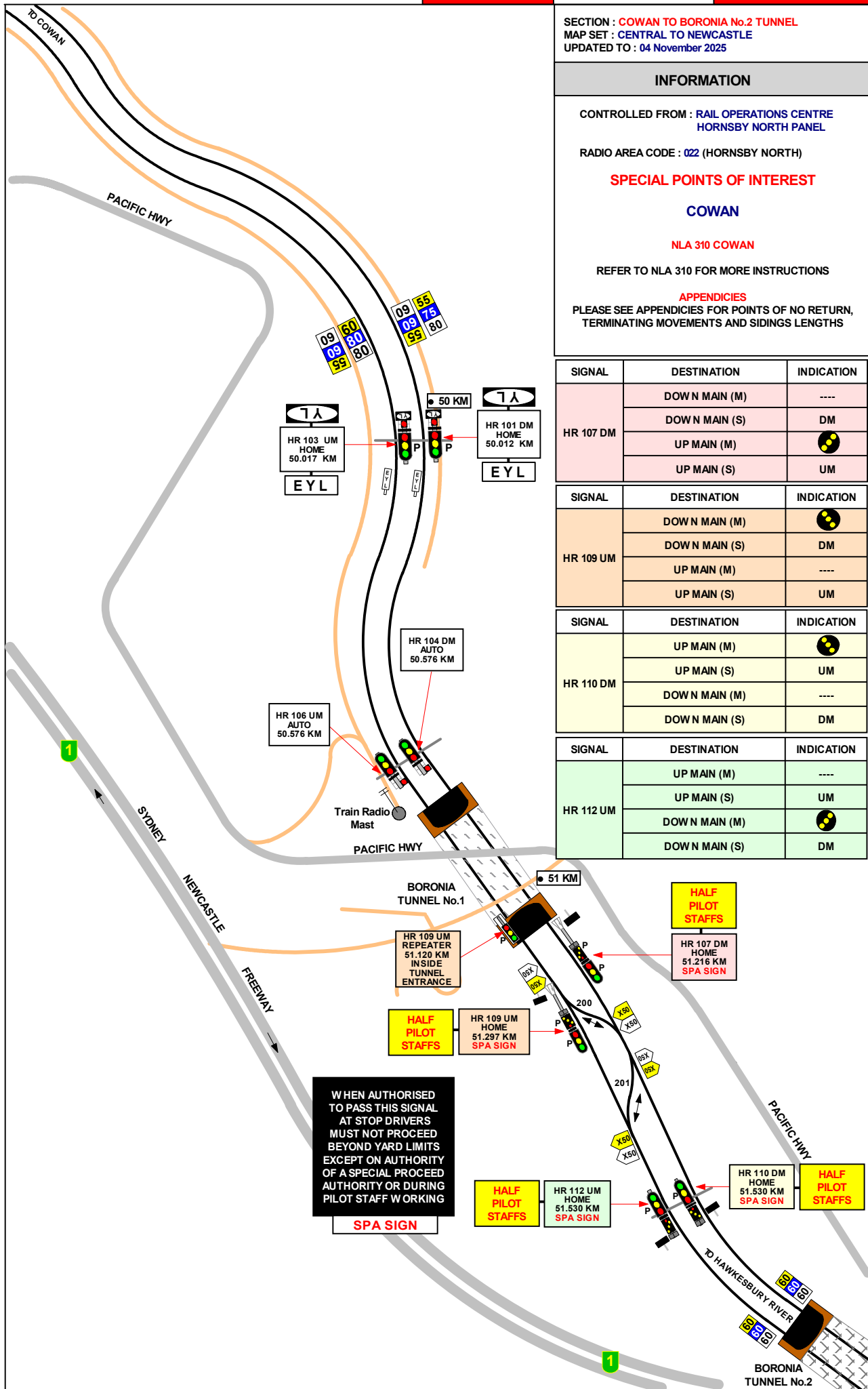
C 15
48.558 KM

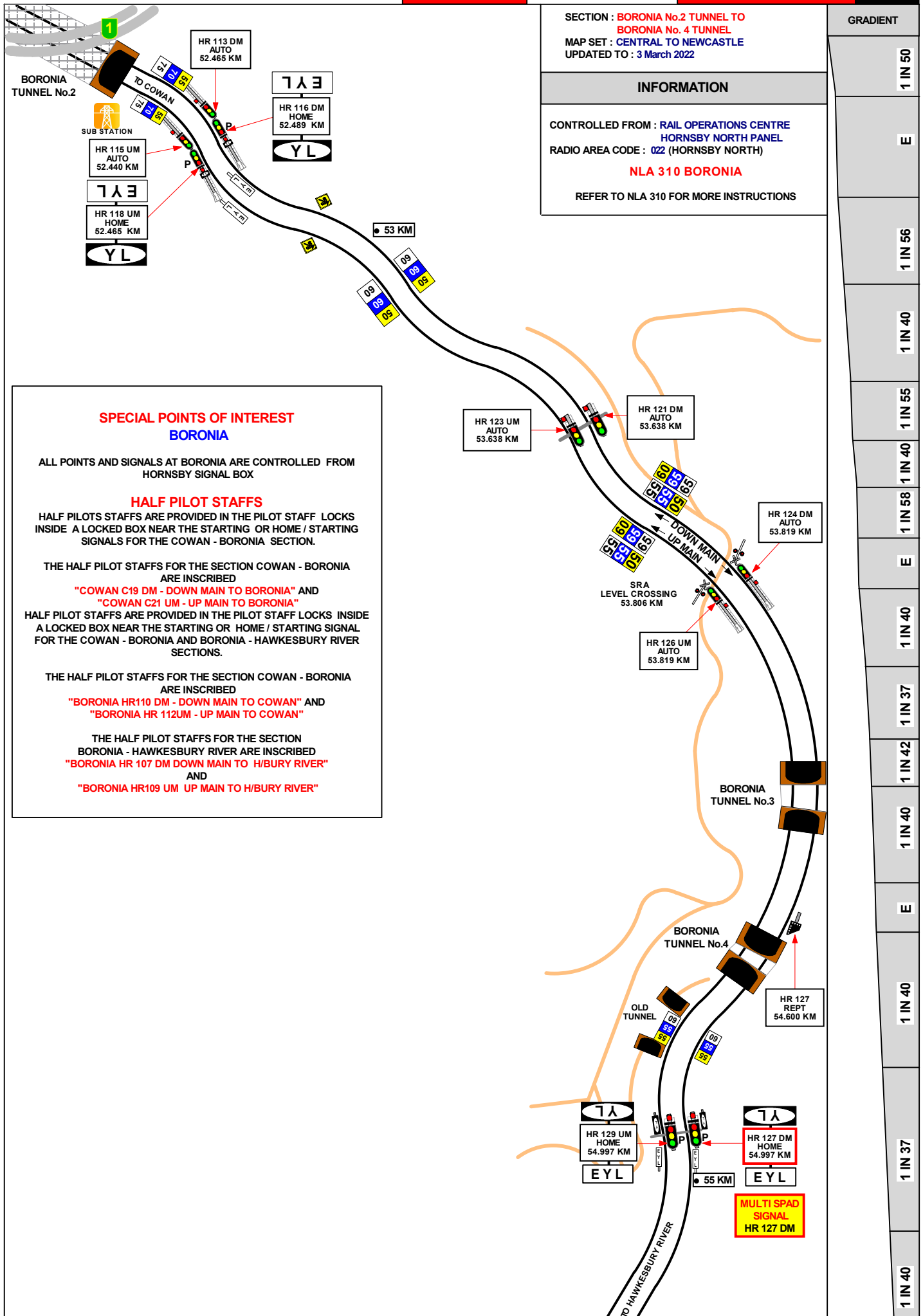
C 17
HOME
48.545 KM

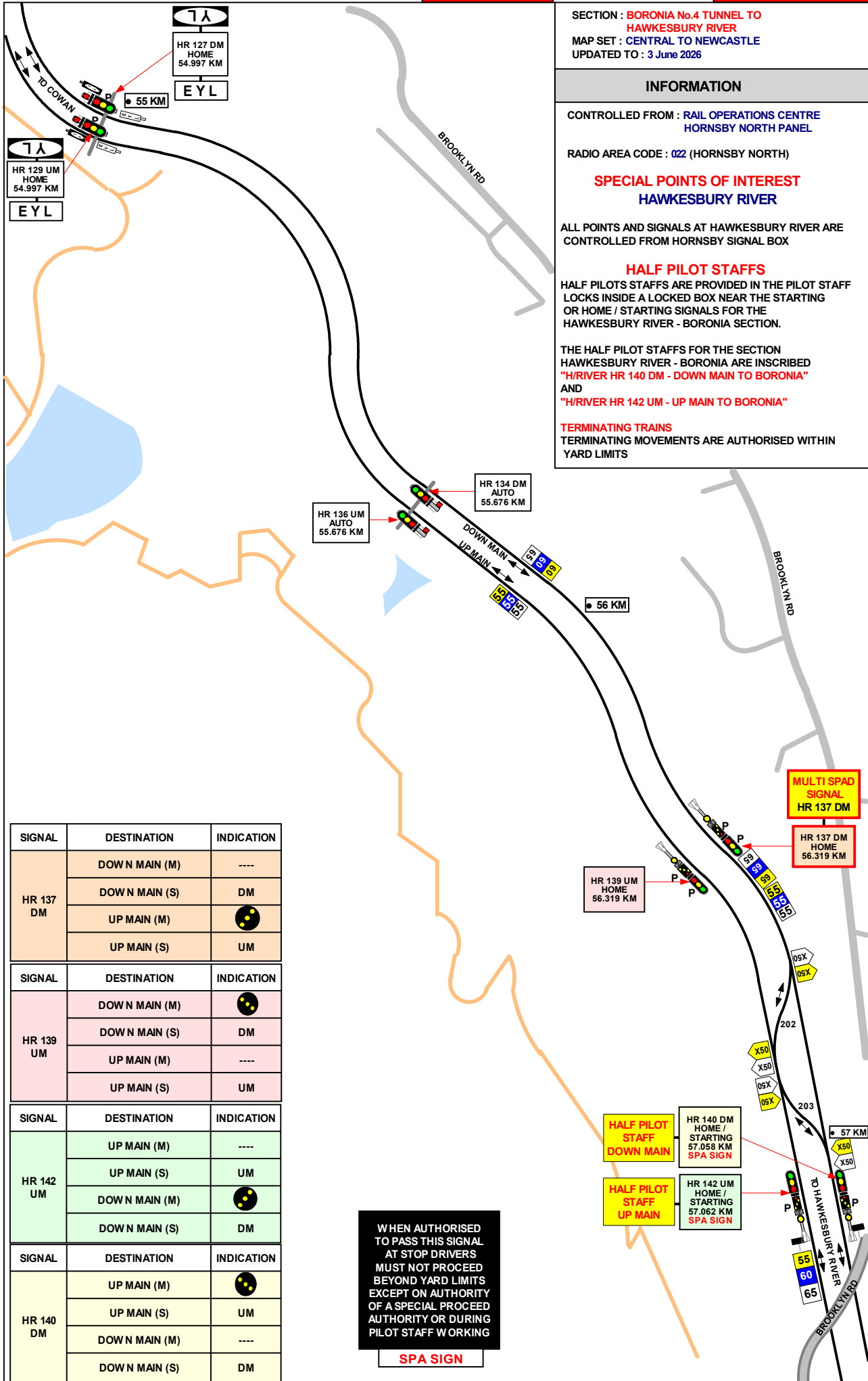
C 13
48.604 KM

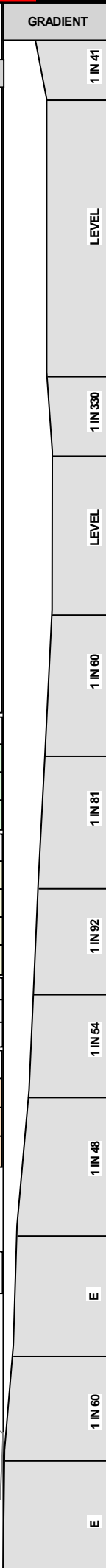
C 12
48.676 KM

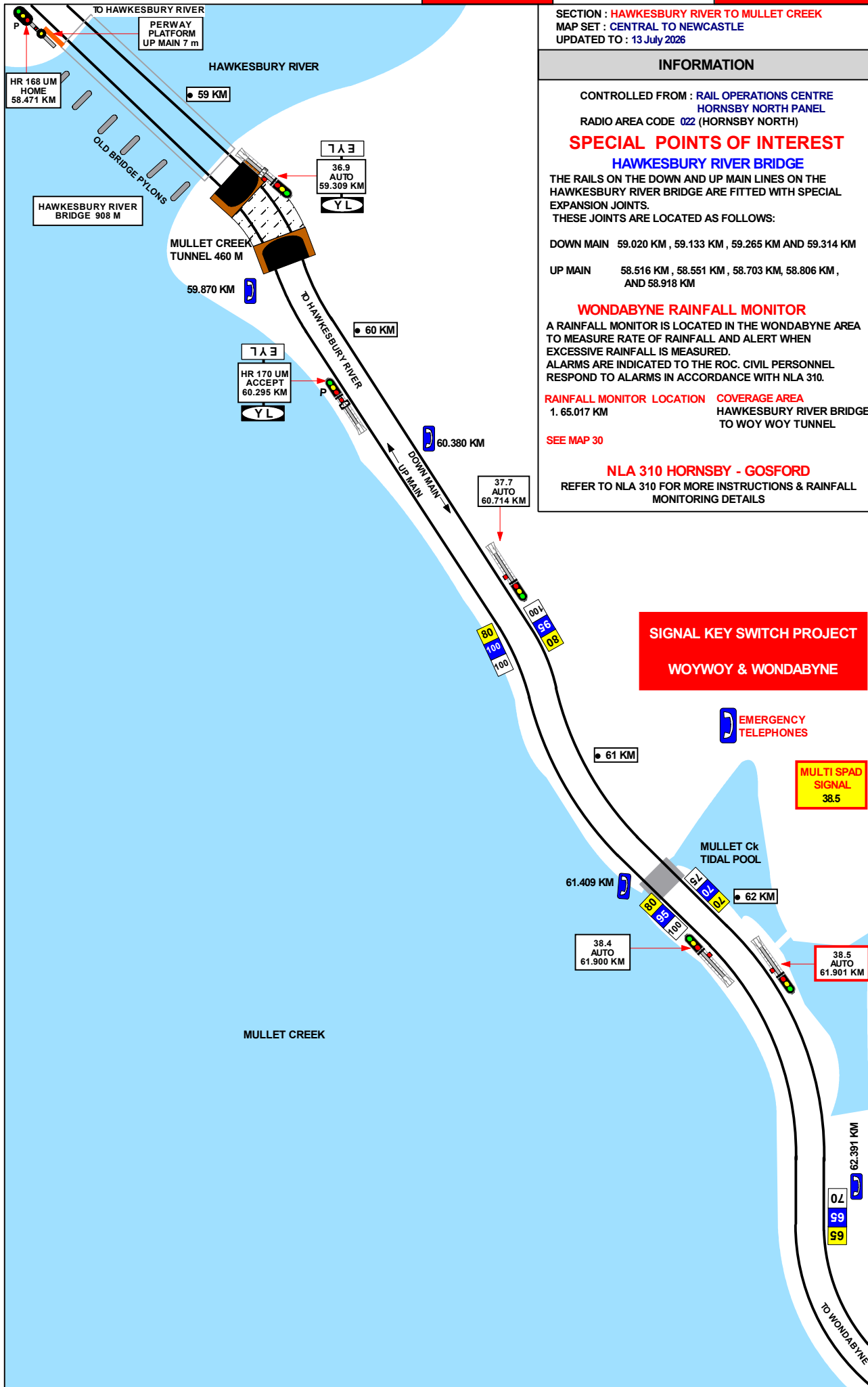












SECTION : HAWKESBURY RIVER TO MULLET CREEK
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 13 July 2026

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

LEVEL

E

1 IN 88



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

68.900 KM

TRAIN RADIO
 RELAY HUT

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

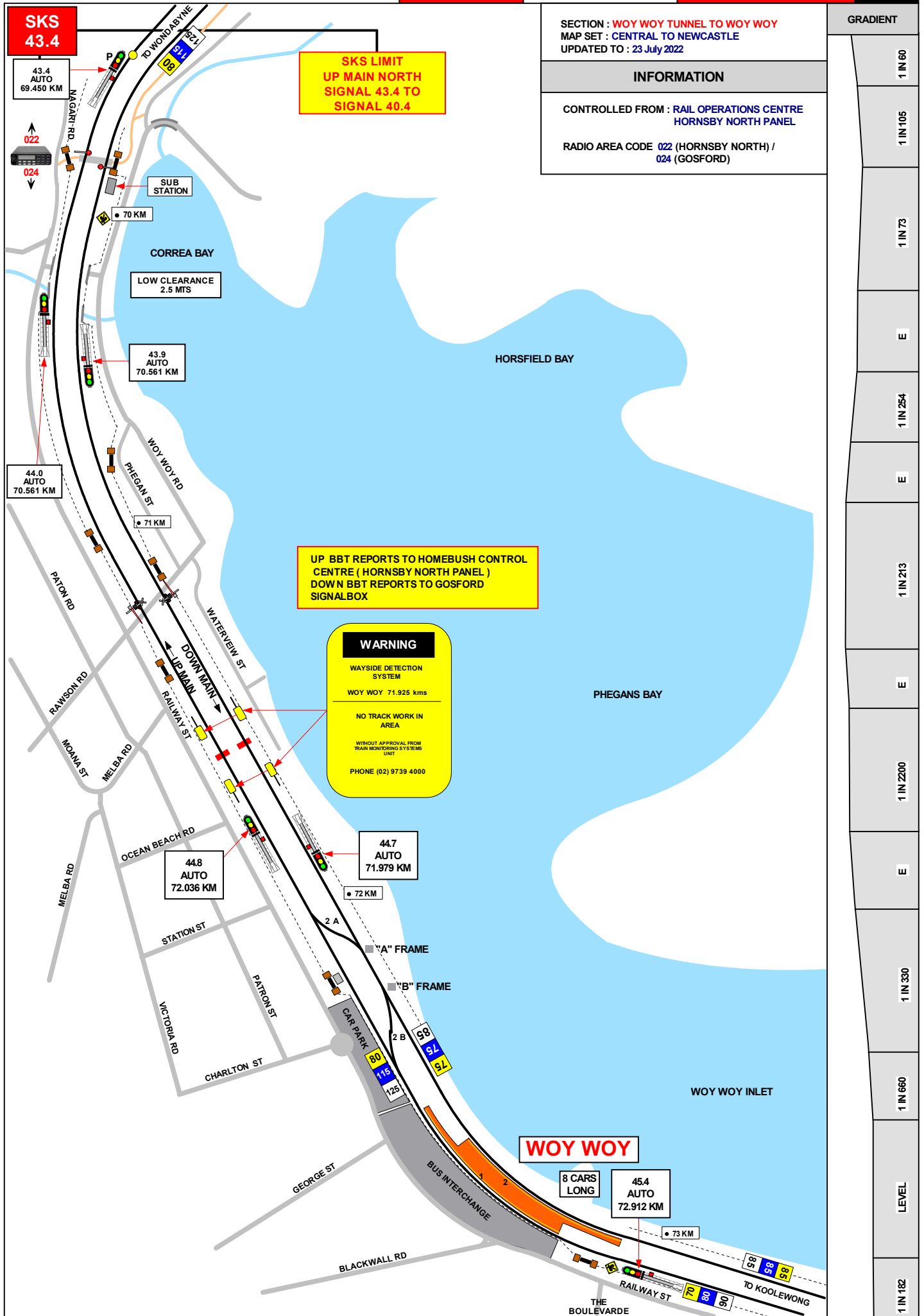
1 IN 150

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

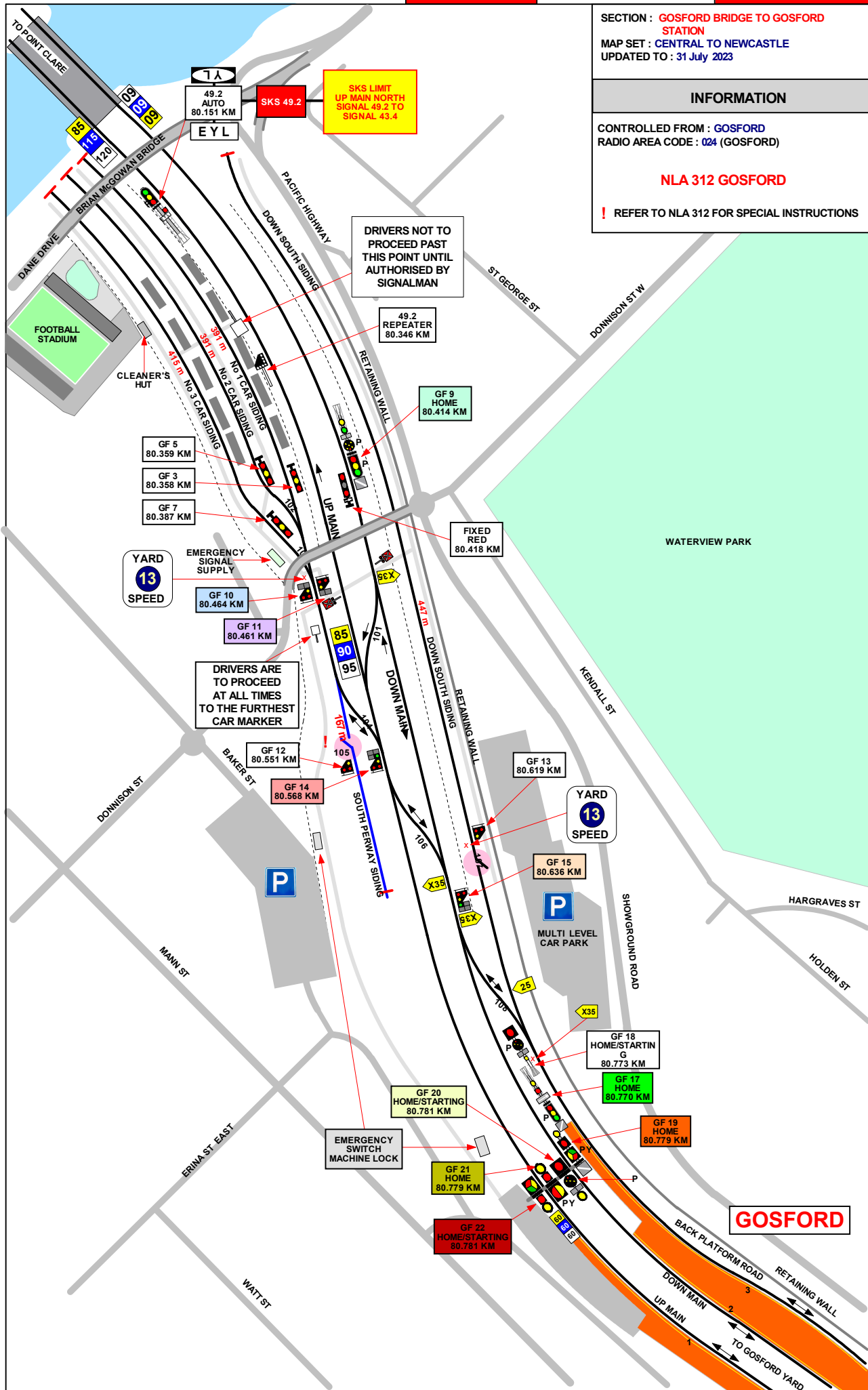
E

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

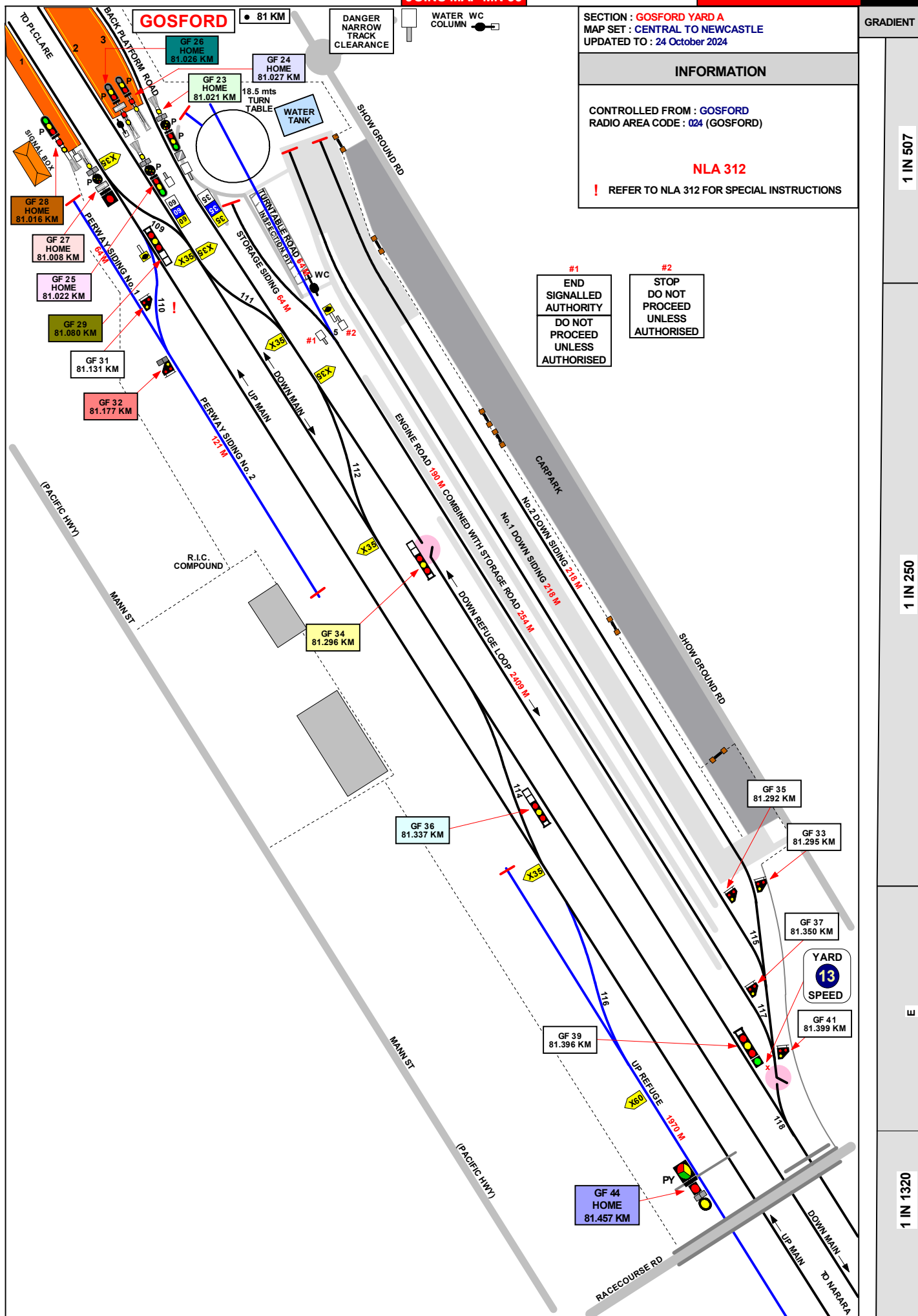
SIGNAL	DESTINATION	INDICATION
GF 46	DOWN REFUGE (S)	DR
	ENGINE ROAD (S)	ER
	NO.1 DOWN SIDING (M)	D1
	NO.2 DOWN SIDING (M)	D2

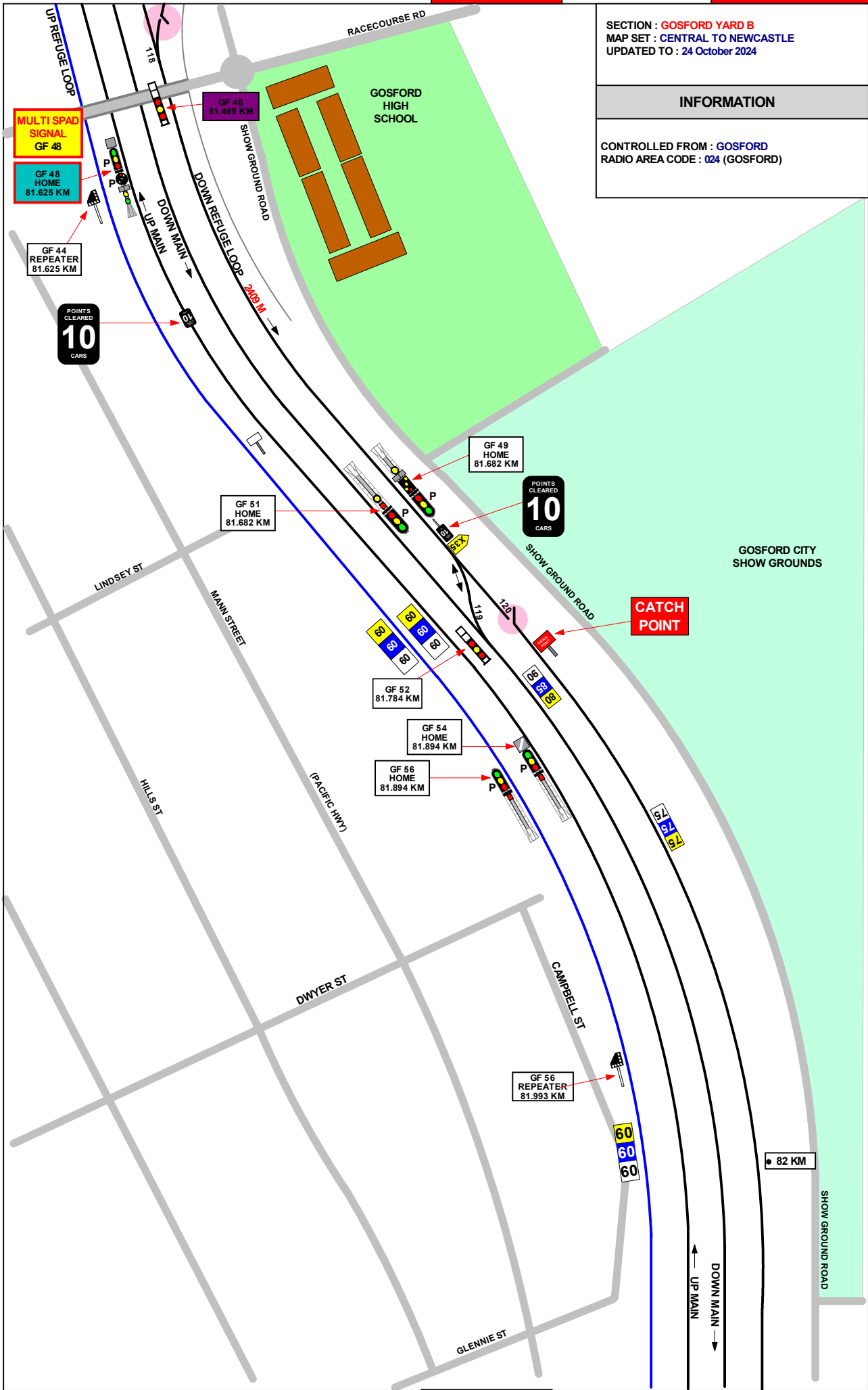
SIGNAL	DESTINATION	INDICATION
GF 48	UP MAIN - (M)A L Sp	UM
	UP MAIN - (M)A Y	-
	UP MAIN - (S)A	UM
	DOWN MAIN - (M)B LSp	DM
	DOWN MAIN - (M)B BOL	+ D
	DOWN MAIN - (S)B	DM
	DOWN REFUGE - (M)C L Sp	DR
	DOWN REFUGE (M)C BOL	+ R
	DOWN REFUGE (S)C	DR

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**

INFORMATION

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

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

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)

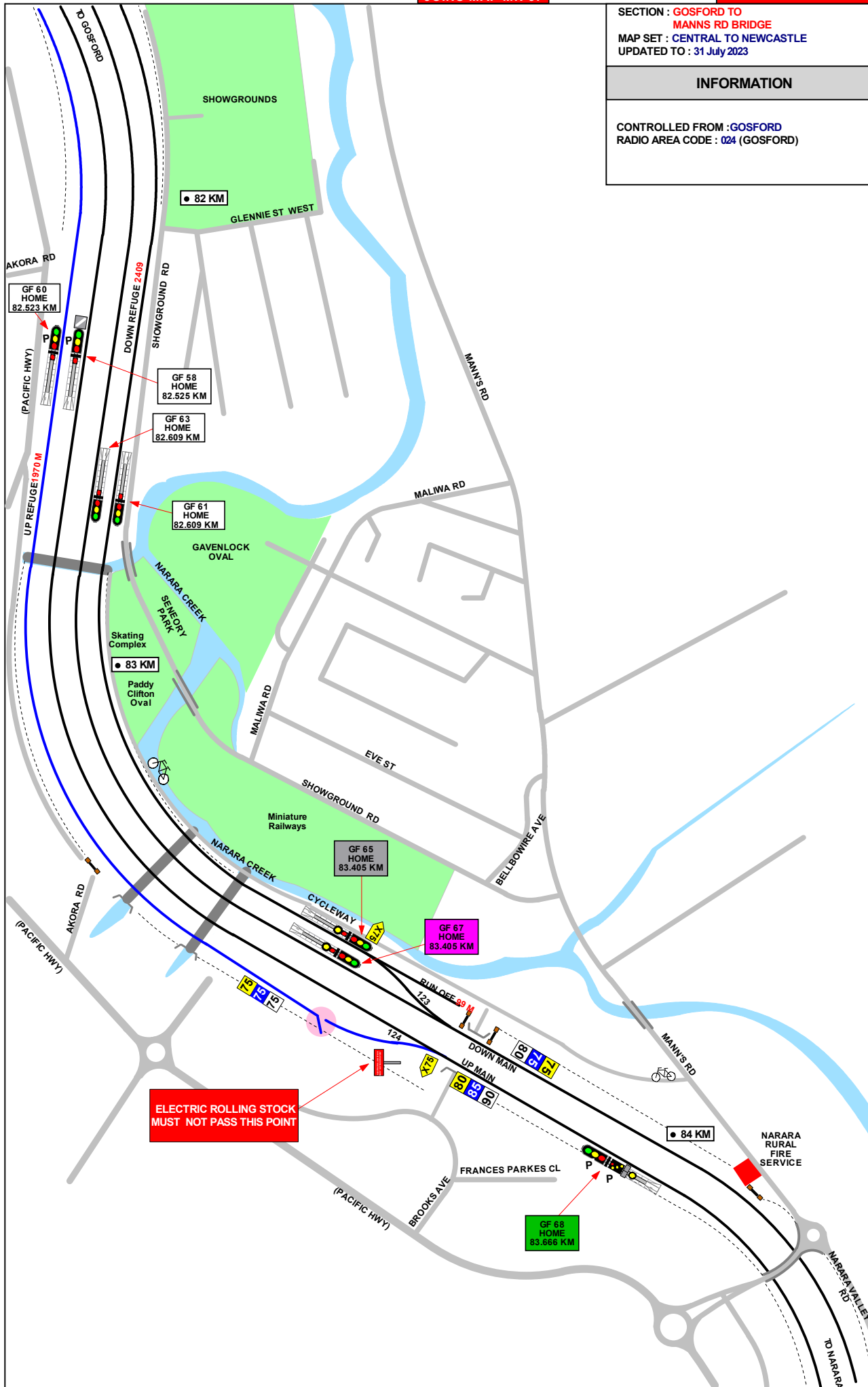
GRADIENT

1 IN 66

1 IN 3649

1 IN 125

1 IN 150



SECTION : 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

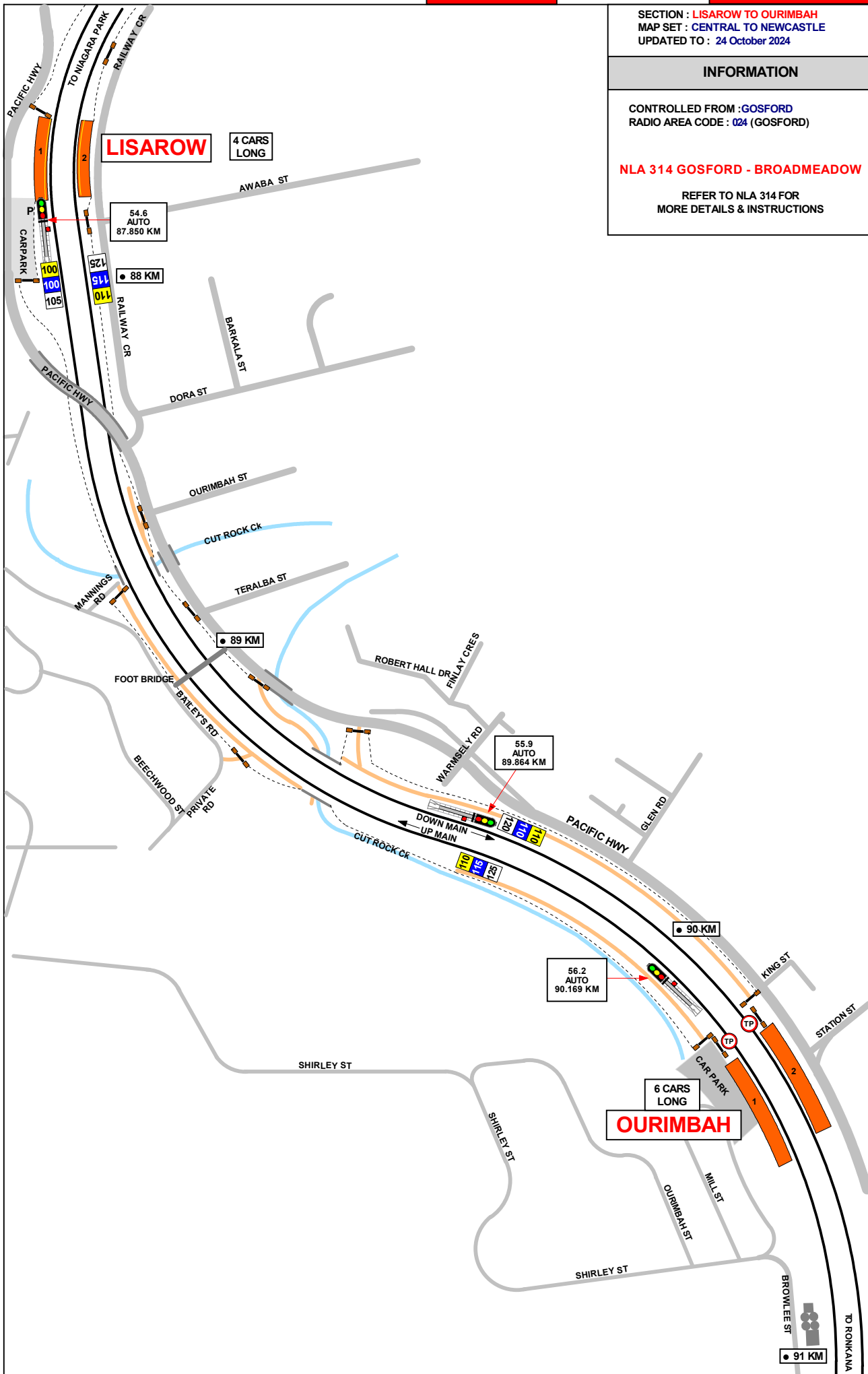
1 IN 400

1 IN 264

LEVEL

1 IN 295

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

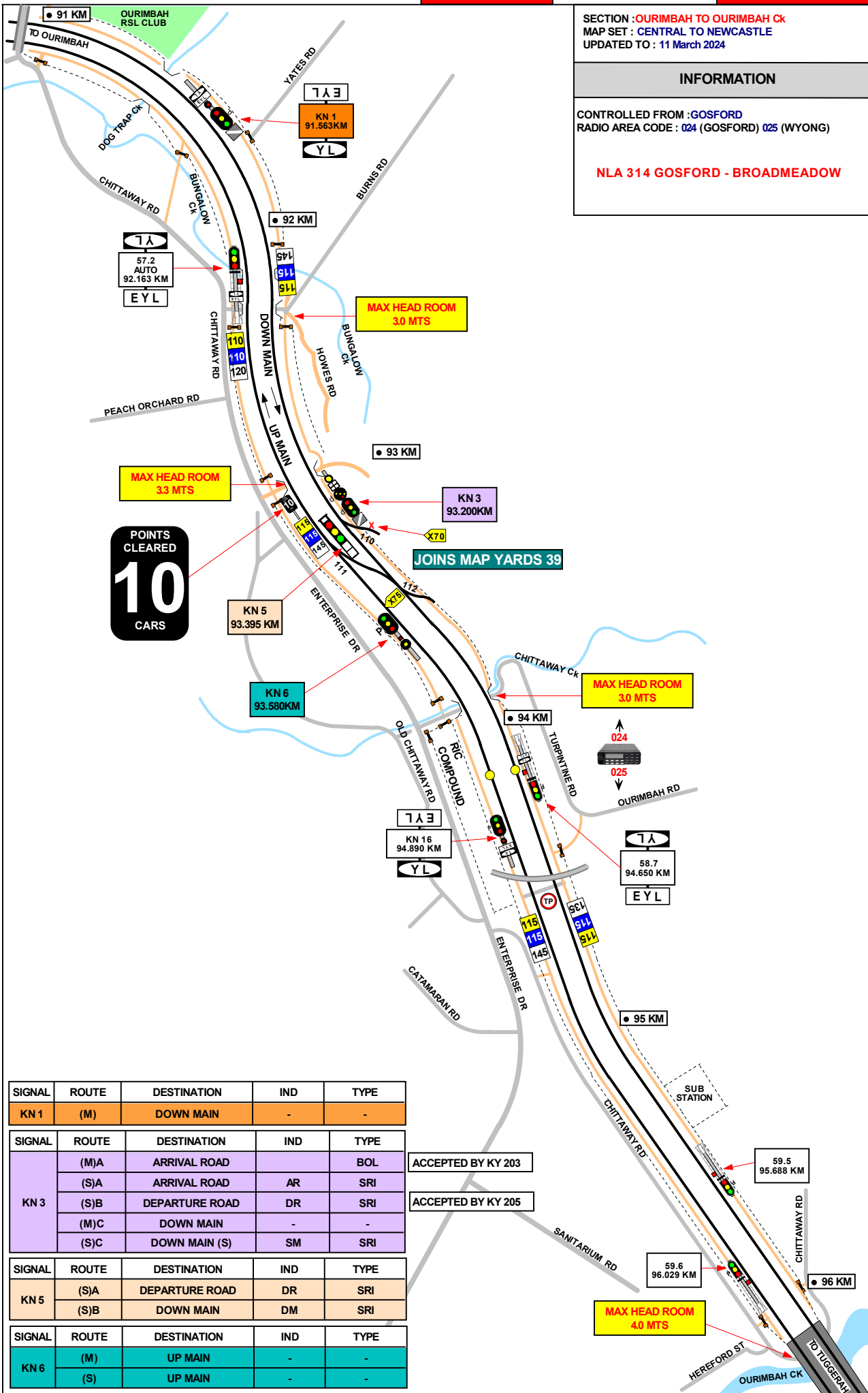
1 IN 155

LEVEL

1 IN 264

LEVEL

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

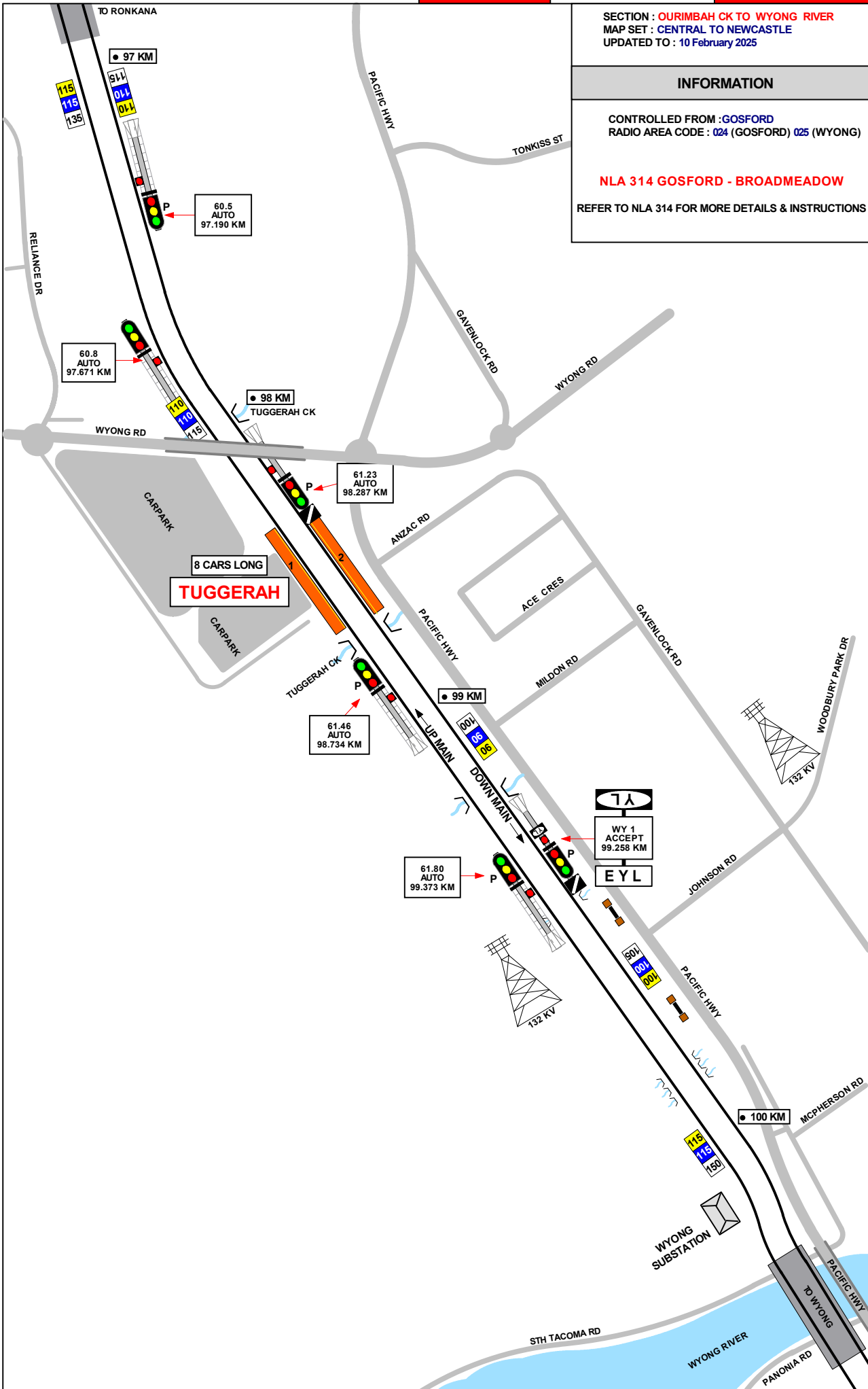
1 IN 600

LEVEL

1 IN 220

1 IN 600

LEVEL



LIMIT OF SHUNT ON

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 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)	-

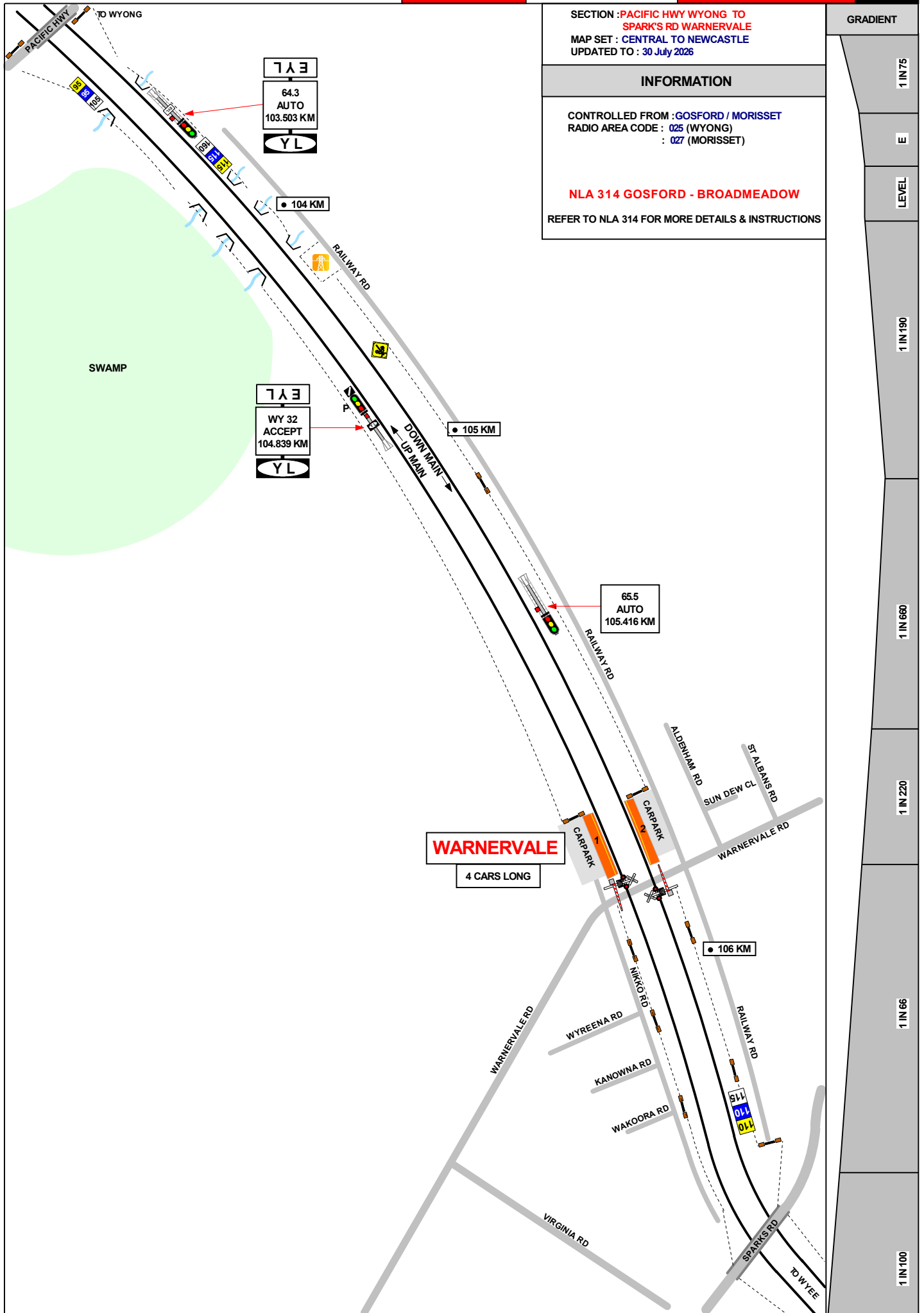
SIGNAL	DESTINATION	INDICATION
WY 25	DOWN MAIN(M)	----
	DOWN MAIN (S)	DM
	UP MAIN (S)	UM

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

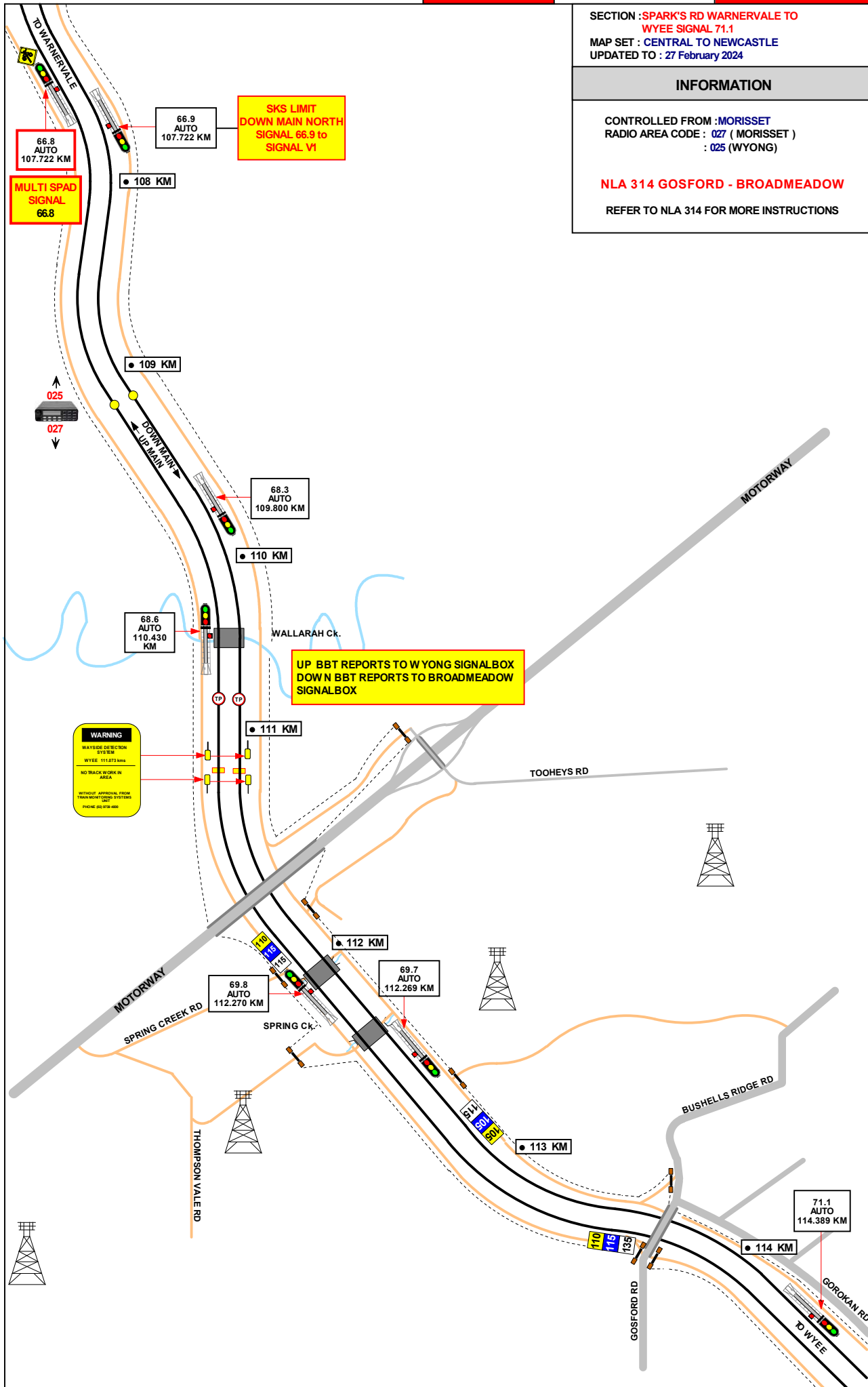
1 IN 60

1 IN 150

1 IN 60

LEVEL

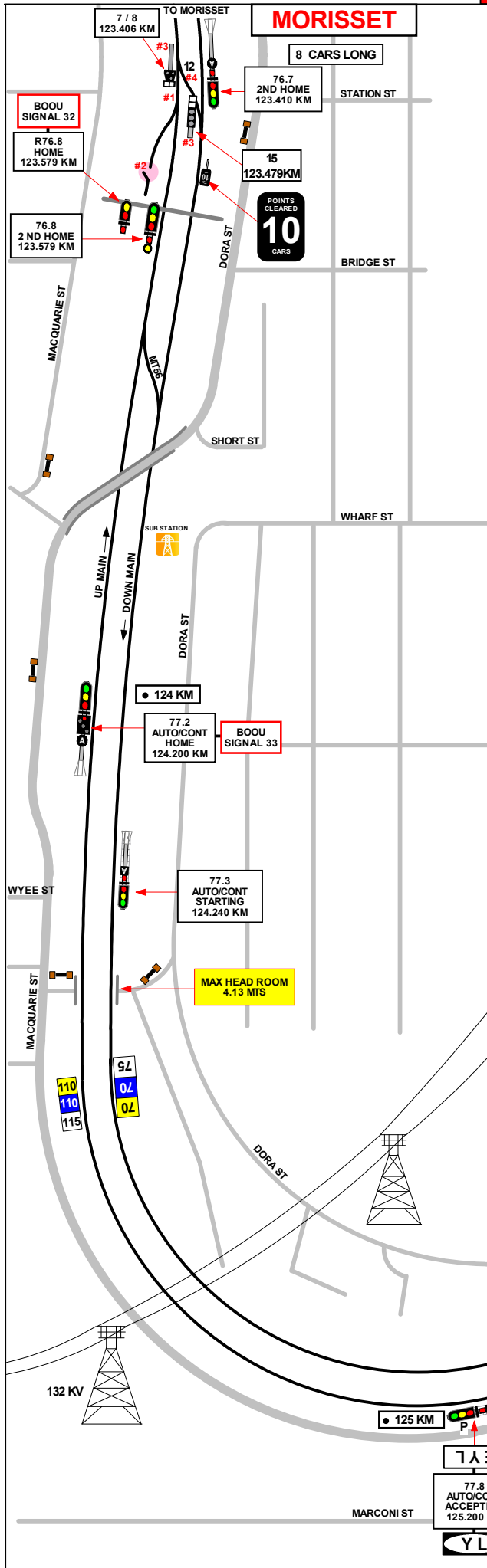
1 IN 80











SECTION : MORISSET TO 125.5 KM
 MAP SET : CENTRAL TO NEWCASTLE
 UPDATED TO : 24 August 2026

INFORMATION

CONTROLLED FROM : MORISSET
 RADIO AREA CODE : Z (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

#1 - POINTS SPIKED, CLIPPED AND XL LOCKED NORMAL

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

#3 - SIGNAL IS DISCONNECTED AND BOOKED OUT OF USE

#4 - 12 POINTS DISCONNECTED, BOOKED OUT OF USE AND
 PARTIALLY REMOVED

GRADIENT

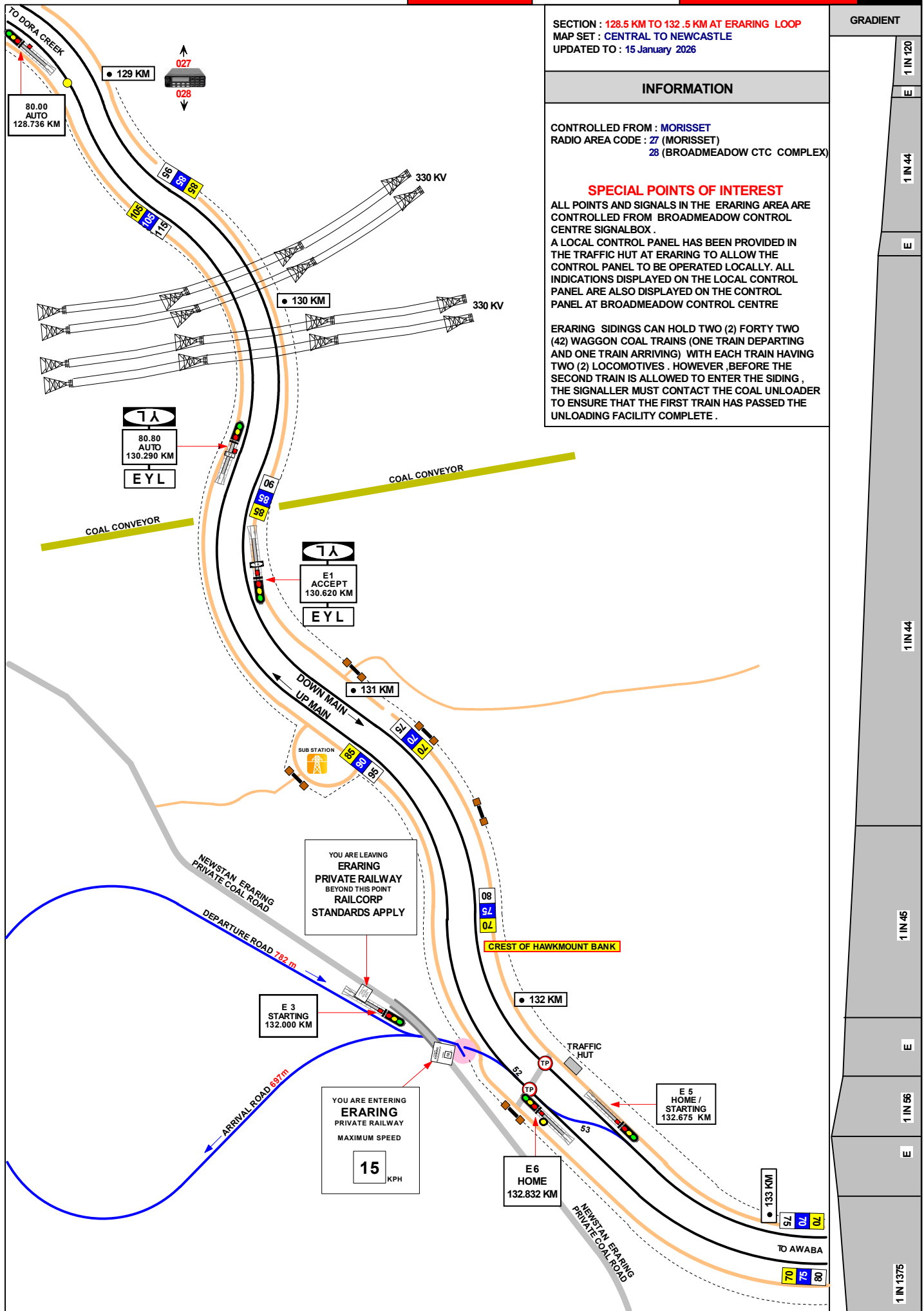
1 IN 300

LEVEL

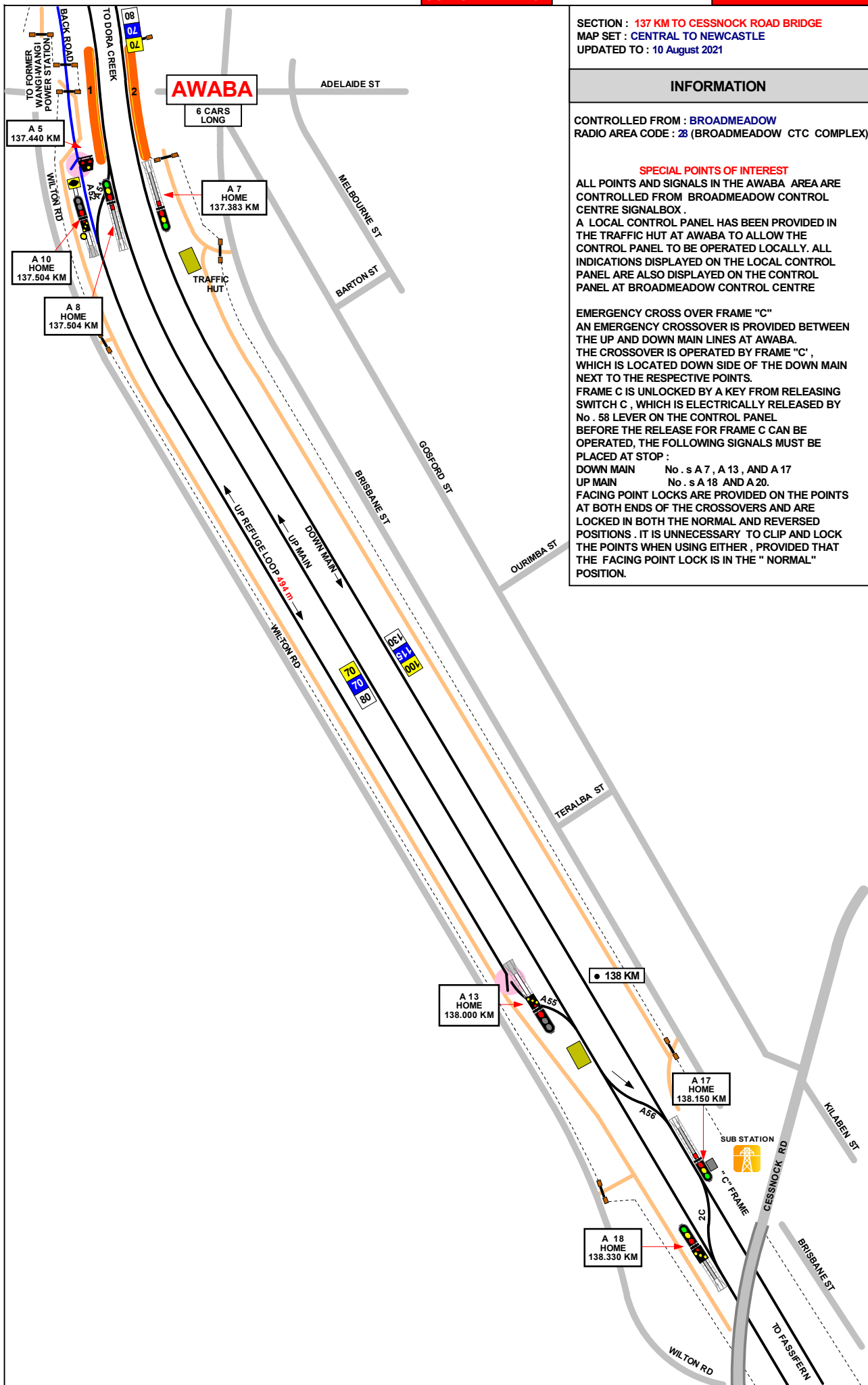
E

1 IN 75









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

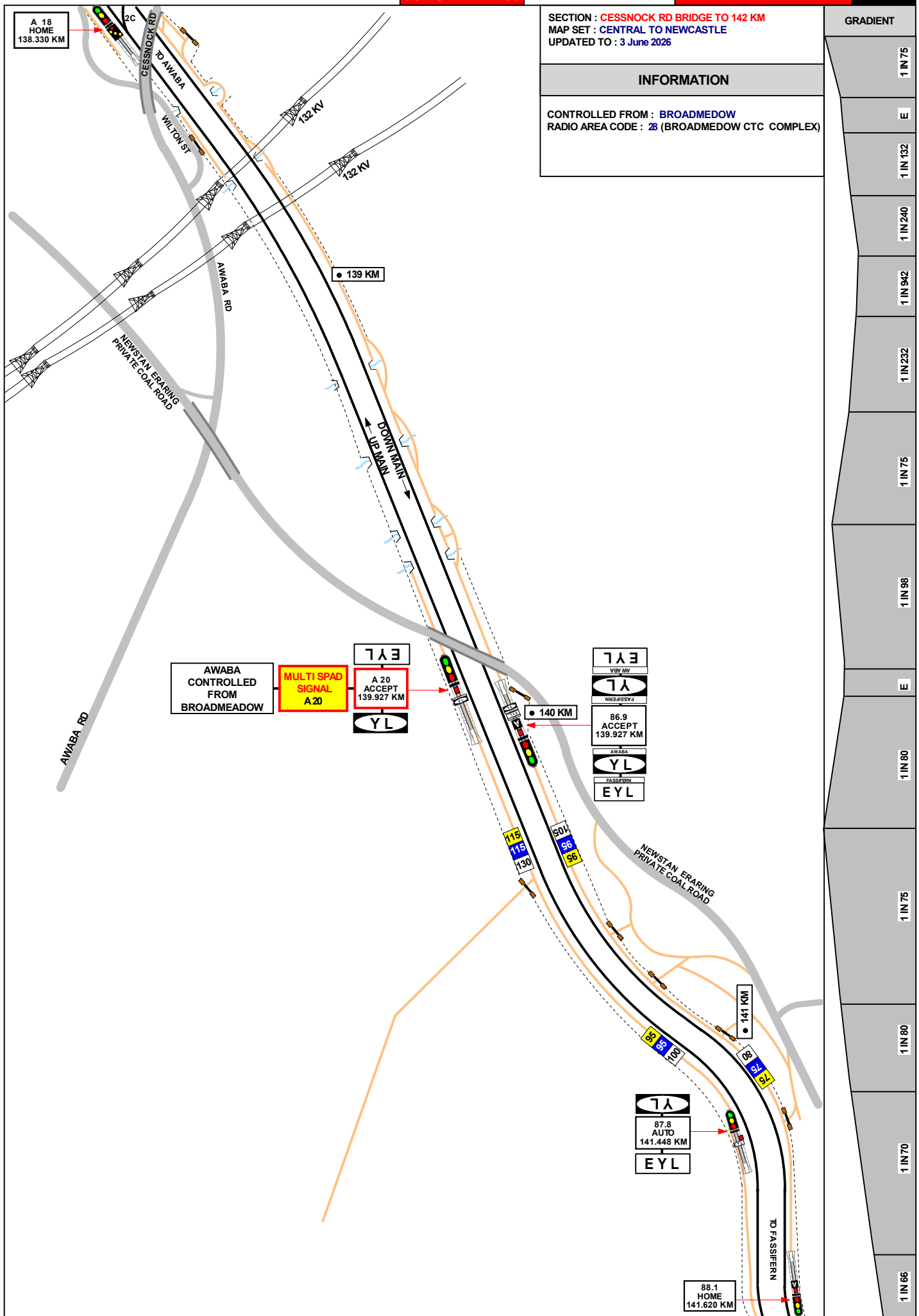
1 IN 1650

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 : 19 August 2026

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

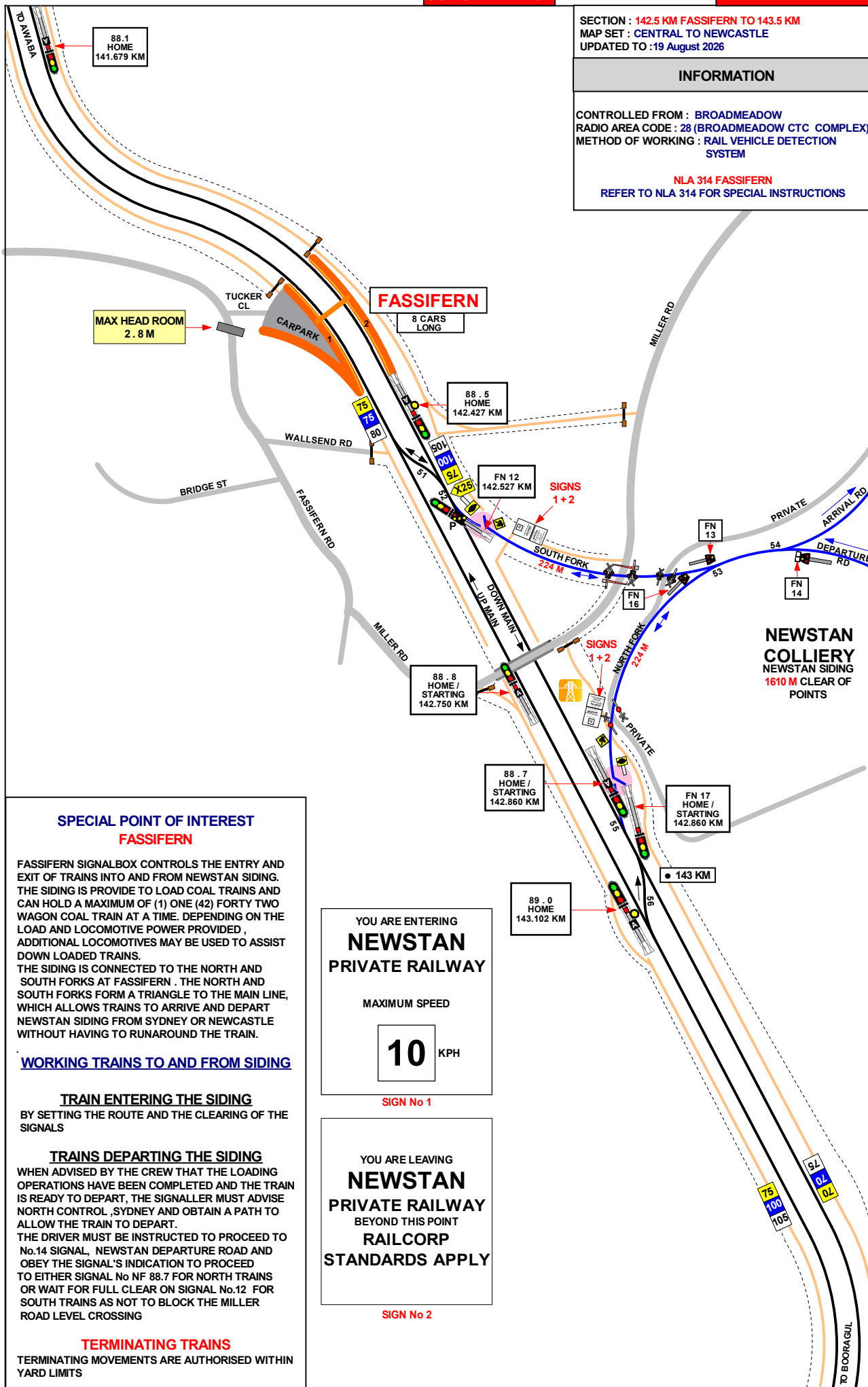
E

1 IN 728

1 IN 50

E

1 IN 40





SECTION : 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

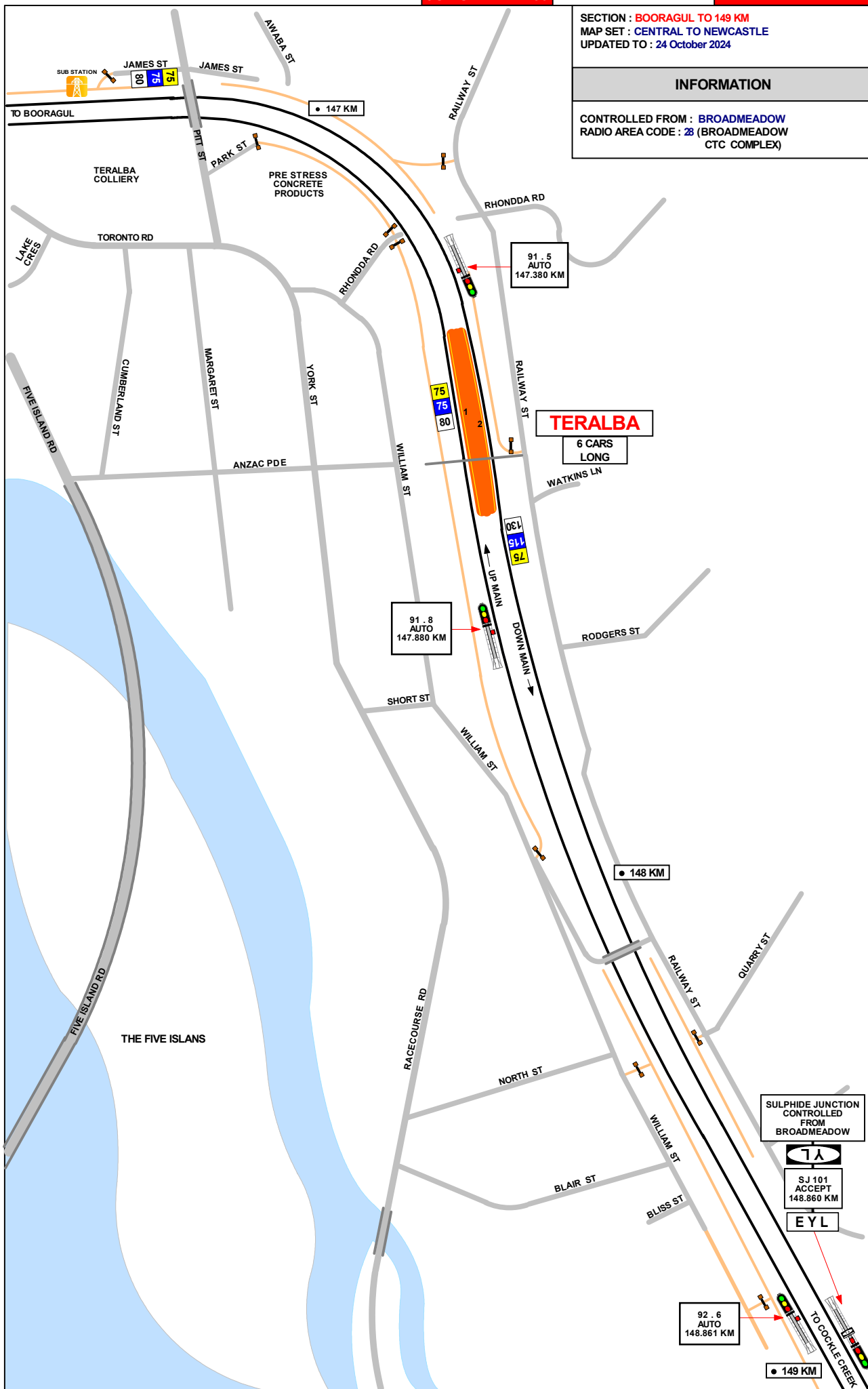
1 IN 600

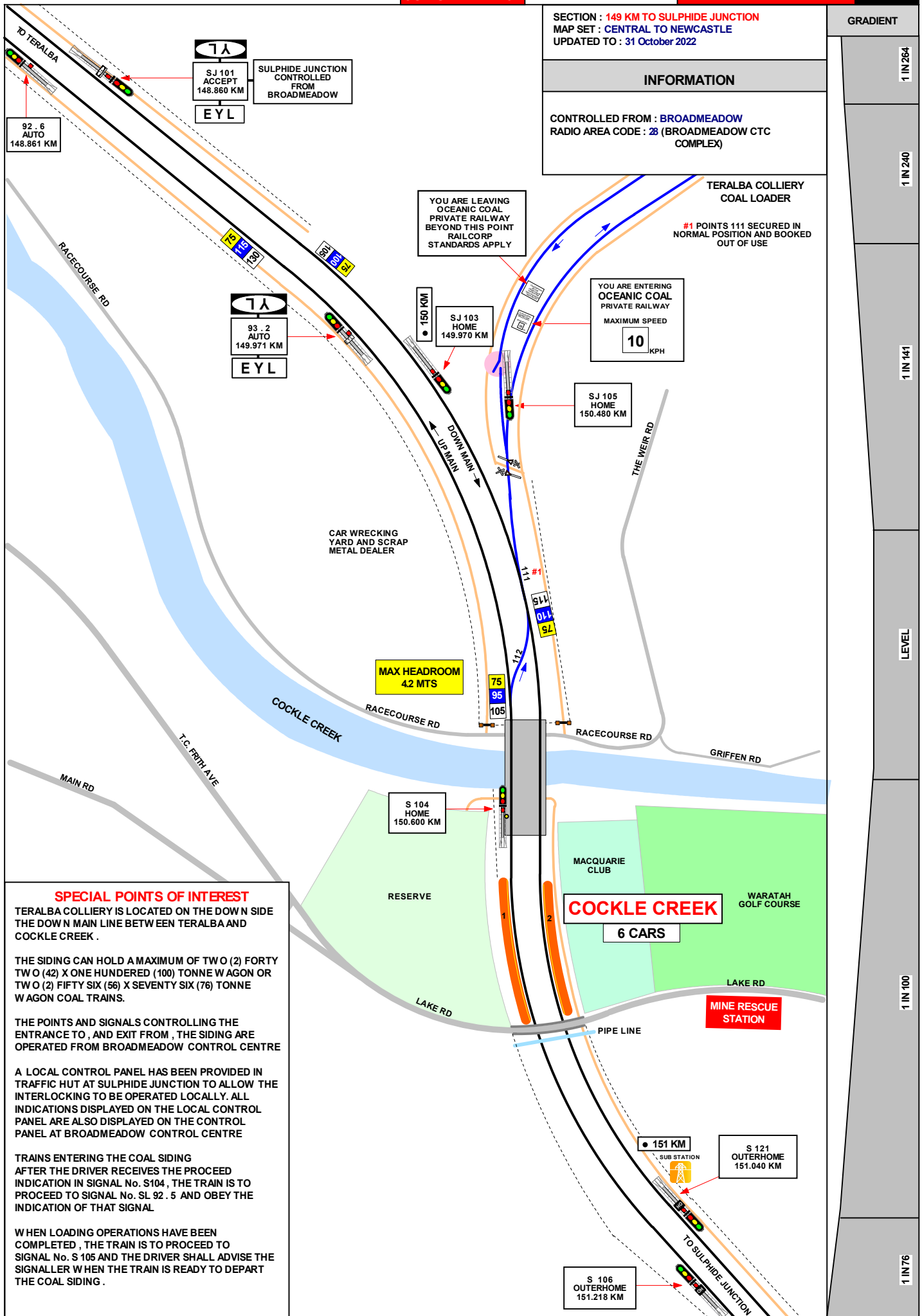
LEVEL

1 IN 132

1 IN 88

1 IN 264





GRADIENT

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

INFORMATION

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

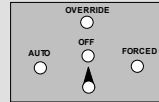
NLA 316 SULPHIDE JUNCTION

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
 STOP**

EDI DOWNER
 CARDIFF

**ELECTRIC
 TRAINS
 STOP**

NOT 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

L

1 IN 224

E

1 IN 1100

SIGNAL	DESTINATION	INDICATION
S 120	UP MAIN (M)	 P
	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)	
	DOWN REFUGE (S)	DR
	DOWN MAIN (M)	--
	UP MAIN (S)	UM
	UP REFUGE (M)	
	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

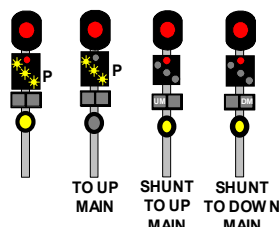
SIGNAL	DESTINATION	INDICATION
S 137	DOWN MAIN (M)	 P
	DOWN MAIN (S)	--

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

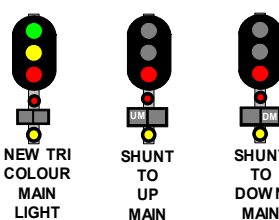
SIGNAL	DESTINATION	INDICATION
SJ 144	UP SIDING (S)	US
	UP REFUGE (M)	
	UP REFUGE(S)	UR
	UP MAIN (M)	---

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

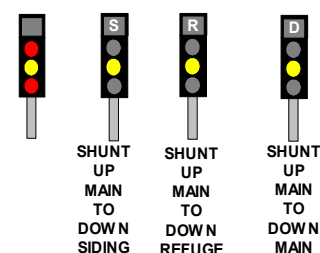
INDICATIONS ON SIGNAL S 120



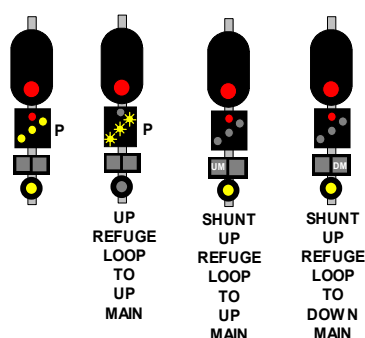
INDICATIONS ON SIGNAL S 126



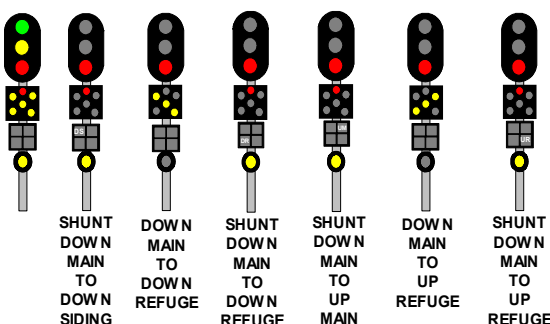
INDICATIONS ON SIGNAL S 125



INDICATIONS ON SIGNAL S 128



INDICATIONS ON SIGNAL S 123



SECTION : **SULPHIDE JUNCTION 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

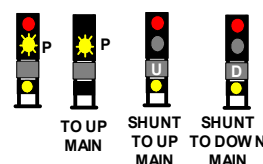
WARNING

**HIGH SPEED 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

INDICATIONS ON CO-ACTING SIGNAL S 120



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)

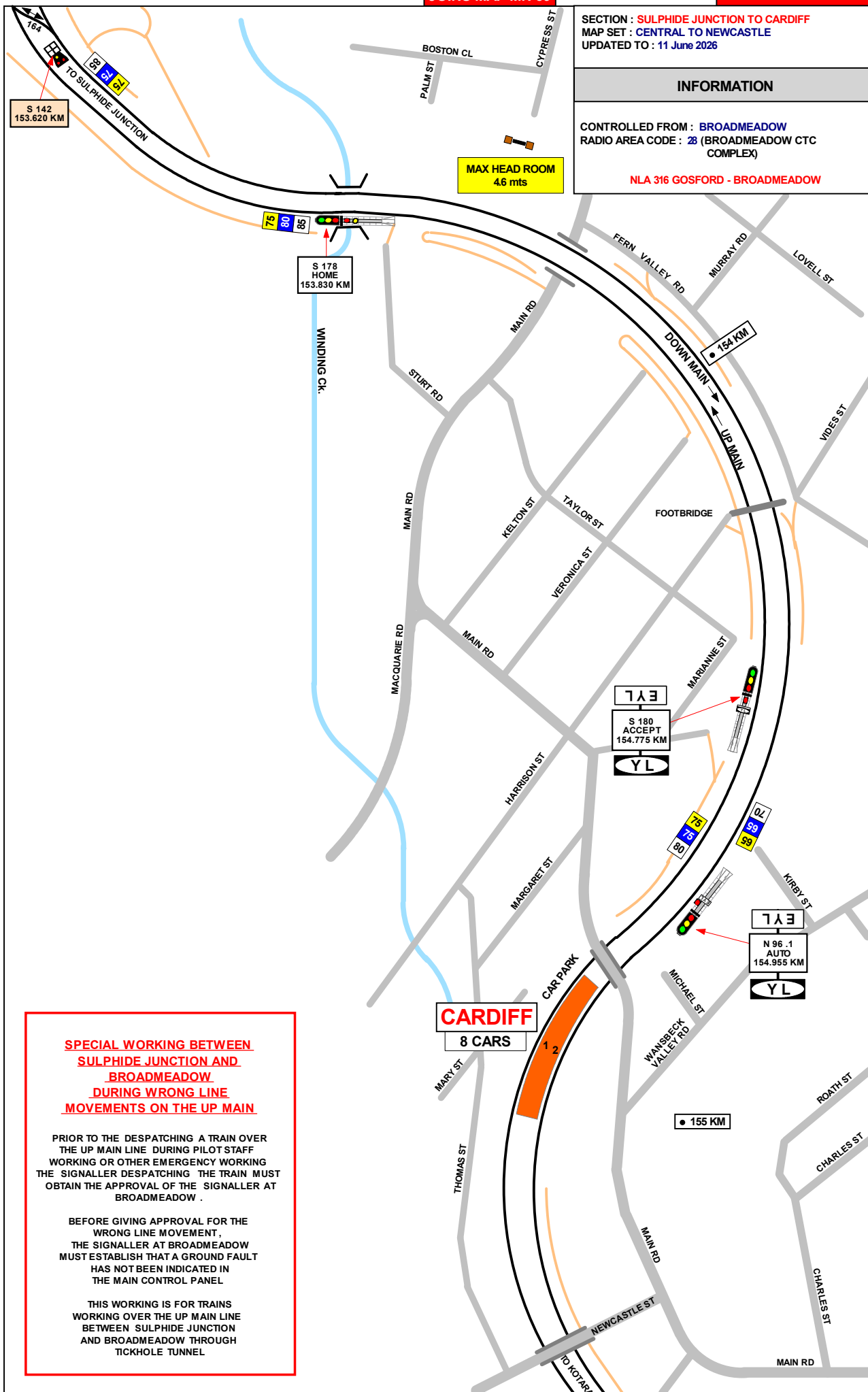
NLA 316 GOSFORD - BROADMEADOW

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

CARDIFF
 8 CARS

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

156.170 KM

156 KM

LOCKED GATES

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

SLIP AREA

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

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.

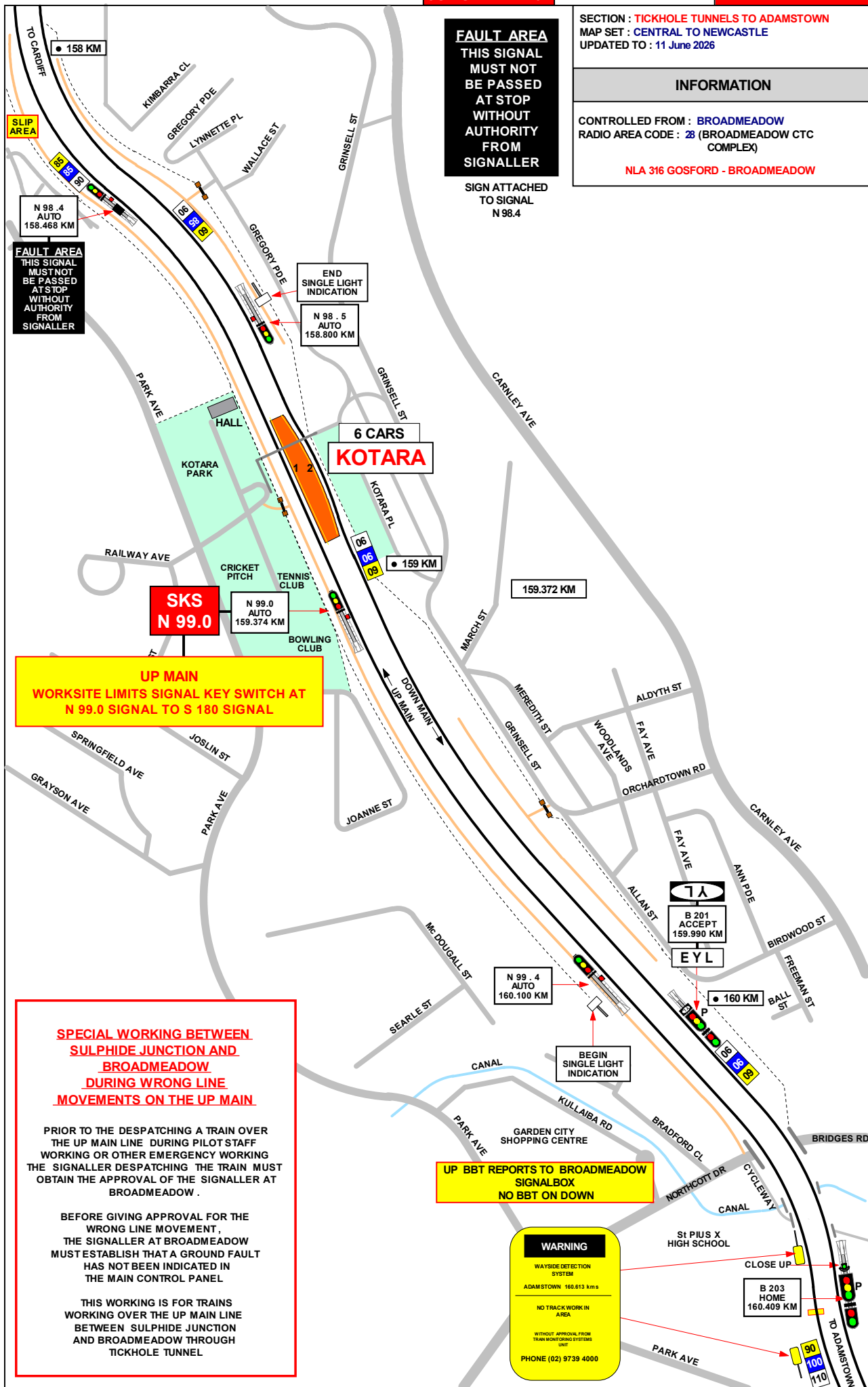
BEFORE GIVING APPROVAL FOR THE
WRONG LINE MOVEMENT,
THE SIGNALLER AT BROADMEADOW
MUST ESTABLISH THAT A GROUND FAULT
HAS NOT BEEN INDICATED IN
THE MAIN CONTROL PANEL

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
TRAINWORKING SYSTEMS
UNIT
PHONE (02) 9739 4000



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)

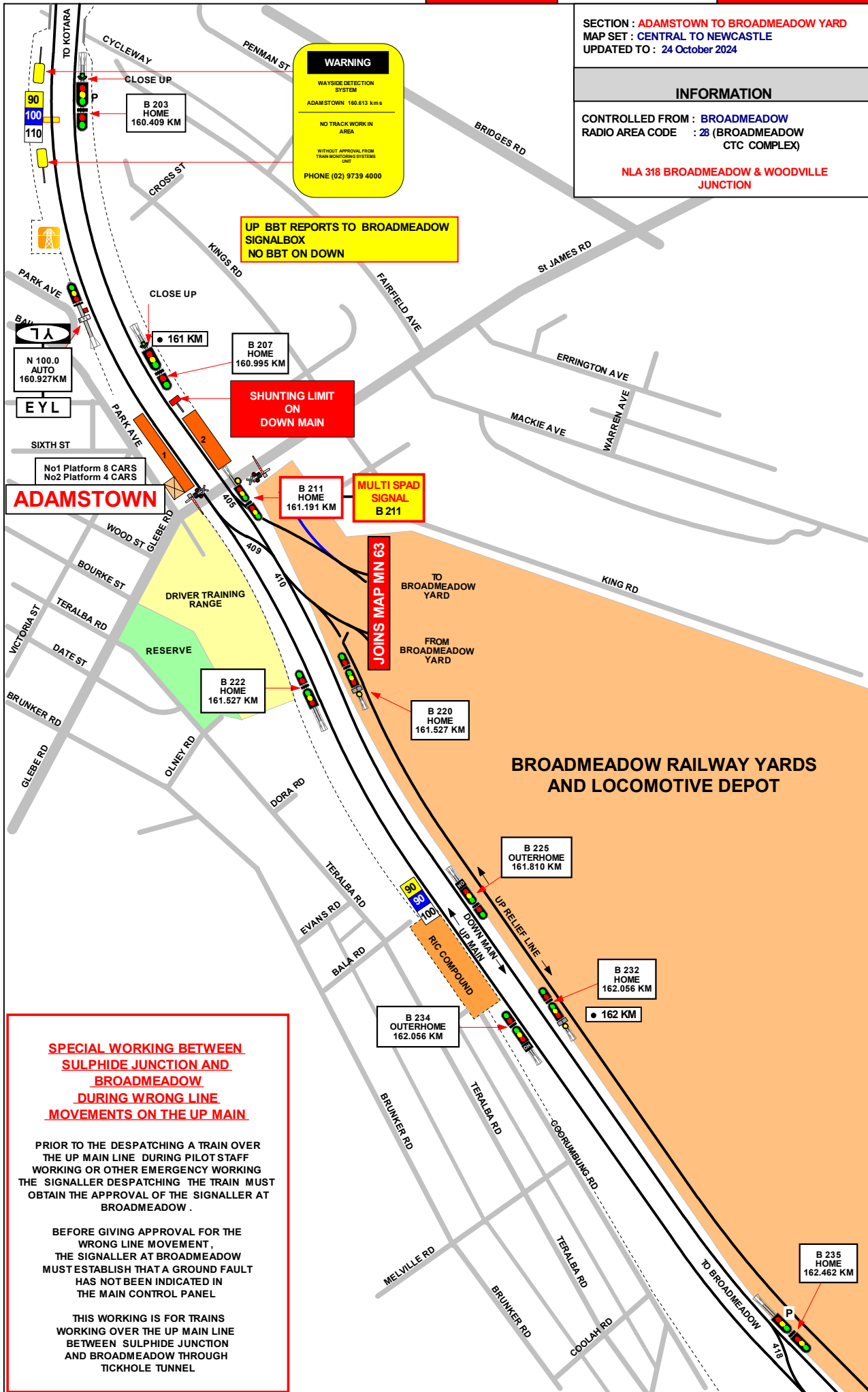
NLA 318 BROADMEADOW & WOODVILLE JUNCTION

1 IN 290

1 IN 60

1 IN 235

1 IN 400



ADAMSTOWN

No 1 Platform 8 CARS
No 2 Platform 4 CARSB 211
HOME
161.191 KM

St JAMES RD

213

215

217

219

221

223

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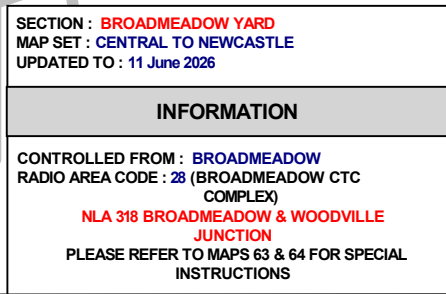
905

907

909

911

913



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

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

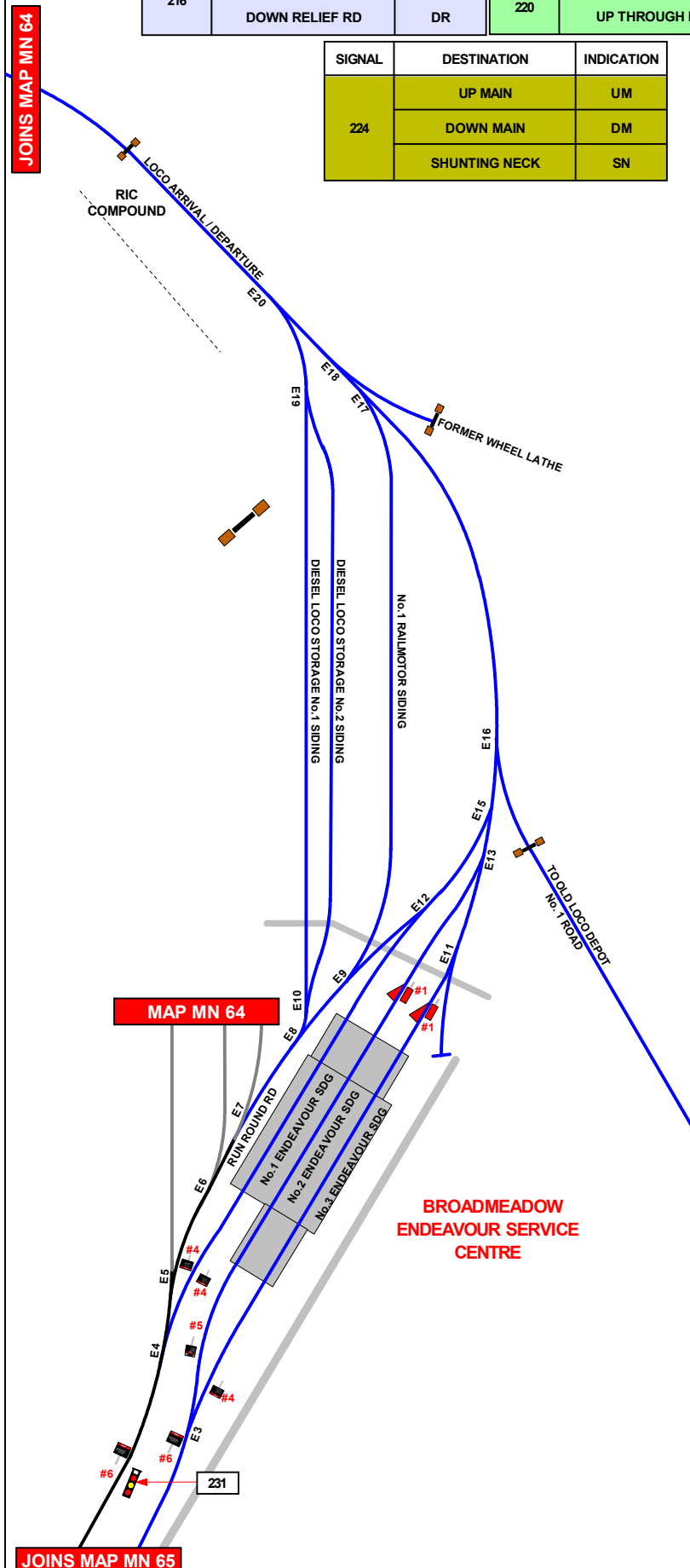
SIGNAL	DESTINATION	INDICATION
249	DOWN RELIEF	DR
	UP RELIEF	UR

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



DERAIL

#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 : 16 July 2026

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

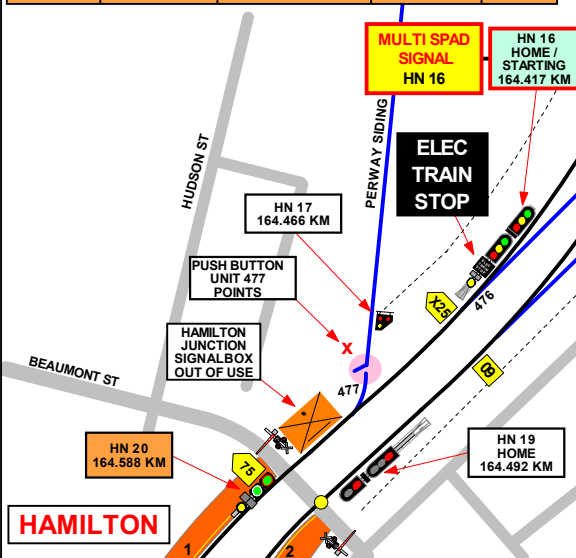
AN ELECTRIC TRAIN STOP SIGN IS LOCATED ON THE BASE OF SIGNAL No. HN 16 AT HAMILTON JUNCTION FOR TRAINS PROCEEDING ON THE DOWN MAIN.

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

TERMINATING TRAINS:

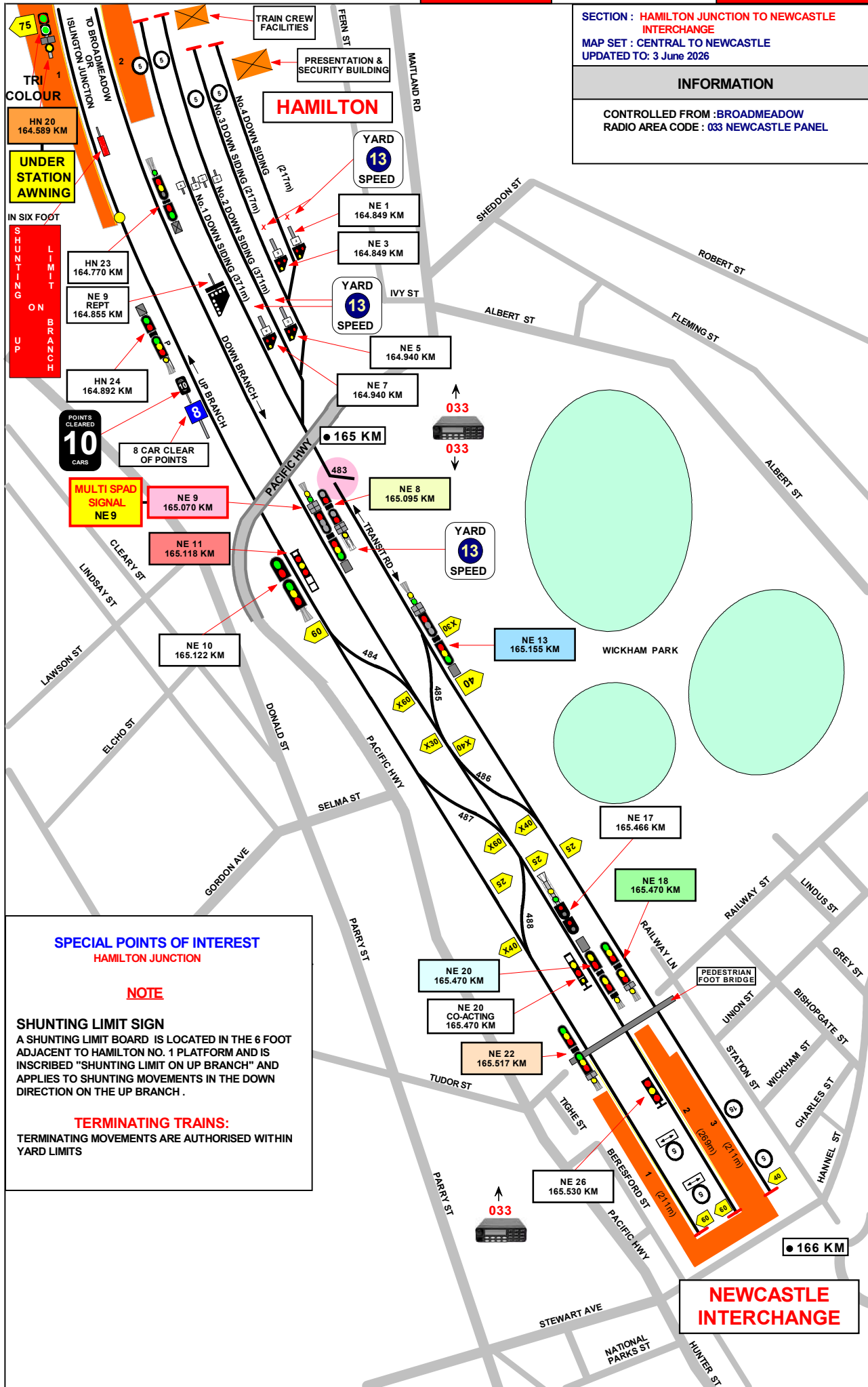
TERMINATING MOVEMENTS ARE AUTHORISED WITHIN YARD LIMITS

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