

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

MAIN WEST LINE

LIDCOMBE

AUBURN

CLYDE

GRANVILLE

HARRIS PARK

PARRAMATTA

WESTMEAD

WENTWORTHVILLE

PENDLE HILL

TOONGABBIE

SEVEN HILLS

BLACKTOWN

DOONSIDE

ROOTY HILL

MOUNT DRUITT

ST MARYS

WERRINGTON

KINGSWOOD

PENRITH

EMU PLAINS

Effective Date: December 2024

Version: 5.05

Explanatory Notes:

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

This document is approved for **route knowledge only**.

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

Information in these diagrams is uncontrolled.

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



Copyright: Sydney Trains

Ownership: Geospatial Services

Location: CM Record No.D2015/573

SECTION : LIDCOMBE TO AUBURN
MAP SET : LIDCOMBE TO EMU PLAINS
PAGE : 1 OF 2
UPDATED TO : 15 April 2024

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 038 (LIDCOMBE)
039 (AUBURN)

SPECIAL POINTS OF INTEREST
LIDCOMBE

TONNEAGE SIGNALS
SIGNALS No. ST 420 M & ST 422 S ARE FITTED WITH A TONNEAGE WARNING PLATE.

AUBURN

A SHUNTING LIMIT BOARD IS LOCATED NEXT TO THE DOWN SUBURBAN LINE OFF THE SYDNEY END OF No. 4 PLATFORM AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN SUBURBAN LINE.

ANOTHER SHUNTING LIMIT BOARD IS LOCATED NEXT TO THE DOWN MAIN LINE NEAR No. 38 POINTS, WHICH APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN MAIN.

SIGNALS SHOWN THUS HAVE SINGLE LIGHT TRI-COLOUR SIGNALS AS FOLLOWS

GREEN / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

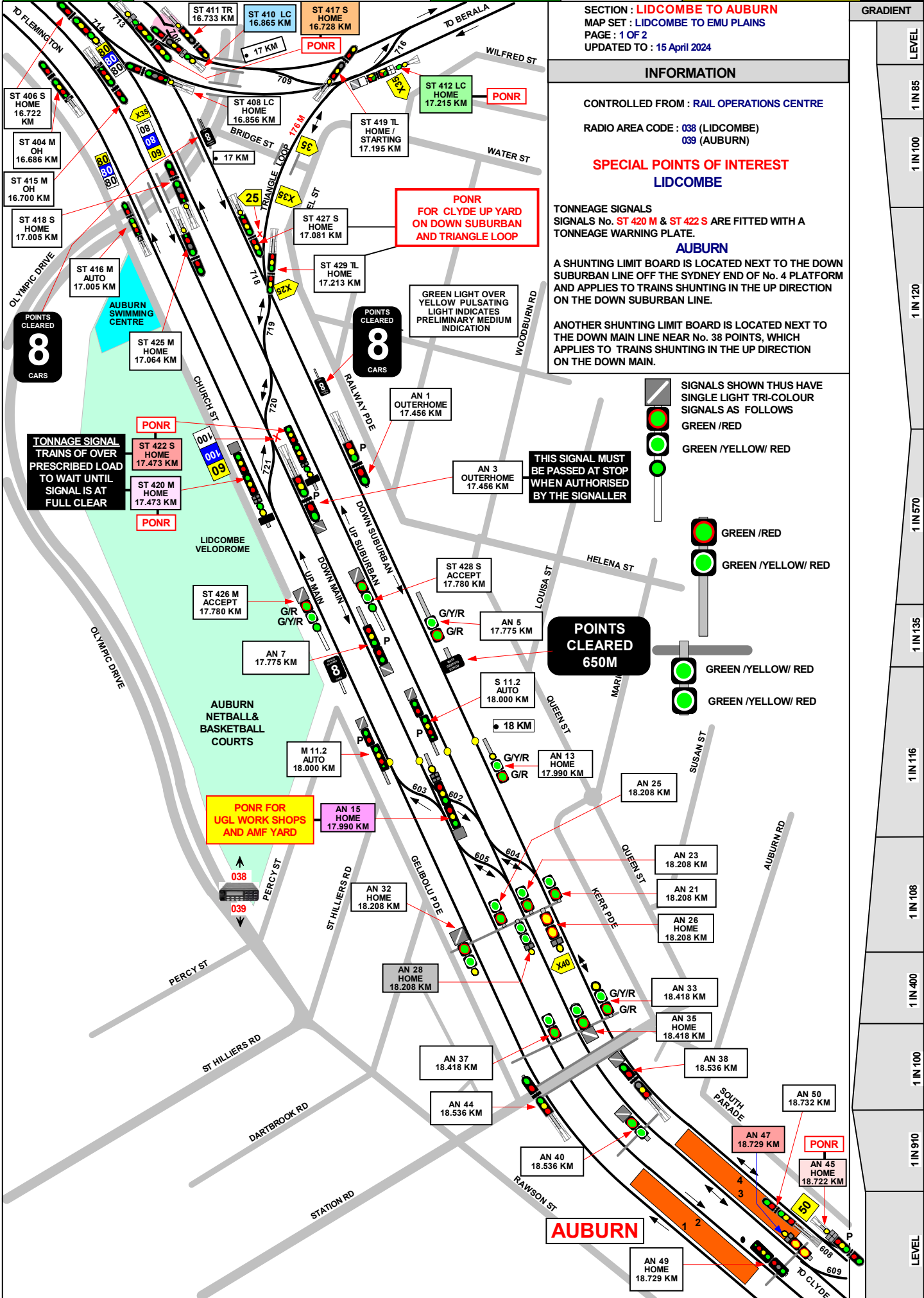
GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

GREEN / YELLOW / RED

LEVEL
1 IN 85
1 IN 100
1 IN 120
1 IN 150
1 IN 170
1 IN 200
1 IN 250
1 IN 300
1 IN 400
1 IN 500
1 IN 600
1 IN 700
1 IN 800
1 IN 900
LEVEL



SECTION : LIDCOMBE TO AUBURN
 MAP SET : LIDCOMBE TO EMU PLAINS
 PAGE : 2 OF 2
 UPDATED TO : 31 October 2023

SIGNAL	DESTINATION	INDICATION
AN 15	DOWN SUBURBAN (M)	D
	DOWN SUBURBAN (S)	DS
	UP SUBURBAN (M)	U
	UP SUBURBAN (S)	US
	DOWN MAIN (M)	-
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
AN 26	UP SUBURBAN (M)	-
	UP SUBURBAN (S)	US

SIGNAL	DESTINATION	INDICATION
AN 28	UP MAIN (M)	---
	UP MAIN (S)	UM
	UP SUBURBAN (M)	---
	UP SUBURBAN (S)	US

SIGNAL	DESTINATION	INDICATION
AN 45	ARRIVAL ROADS (S)	AR
	STORAGE ROADS (S)	SR
	DOWN SUBURBAN (S)	---
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
AN 47	STORAGE ROADS (S)	SR
	DOWN SUBURBAN (S)	---
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
ST 410 LC	DOWN SUBURBAN (M) G/R	---
	DOWN SUBURBAN (S)	DS
	TURNBACK ROAD (M) Lsp	TR
	TURNBACK ROAD (S)	TR

SIGNAL	DESTINATION	INDICATION
ST 412 LC	TRIANGLE LOOP (M) Lsp	L
	TRIANGLE LOOP (M)	L
	TRIANGLE LOOP (S)	L
	UP MAIN SOUTH (M) Lsp	UM
	UP MAIN SOUTH (M)	-
	UP MAIN SOUTH (S)	UM
	DOWN MAIN SOUTH (M)	D
	DOWN MAIN SOUTH (S)	DM

SIGNAL	DESTINATION	INDICATION
ST 417 S	DOWN MAIN SOUTH (M)	-
	DOWN MAIN SOUTH (S)	S
	DOWN SUBURBAN (M)	-
	DOWN SUBURBAN (S)	W

SIGNAL	DESTINATION	INDICATION
ST 420 M	UP MAIN (M)	---
	UP MAIN (S) Lsp	UM
	UP MAIN (M) Lsp	UM
	UP SUBURBAN (M)	S
	UP SUBURBAN (S)	US
	TRIANGLE LOOP (M)	L
	TRIANGLE LOOP (S)	TL

SIGNAL	DESTINATION	INDICATION
ST 422 S	UP SUBURBAN (M)	---
	UP SUBURBAN (M) Lsp	US
	UP SUBURBAN (S)	US
	TRIANGLE LOOP (M)	---
	TRIANGLE LOOP (S)	TL

LIDCOMBE TERMINATING TRAINS (UNDER NORMAL CONDITIONS)		
FROM	TERMINATE AT	THEN GO TO
DOWN SUBURBAN TRAINS	No. 4 PLATFORM	THE UP SUBURBAN LINE, THE UP MAIN LINE, THE CEMETERY SIDING OR SHUNT FORWARD AND THEN RETURN TO No. 3 PLATFORM
UP SUBURBAN TRAINS	No. 3 PLATFORM	SHUNT FORWARD AND THEN RETURN TO THE DOWN SUBURBAN LINE
SHUTTLE ROAD TRAINS	No. 0 PLATFORM	RETURN TO UP HOMEBUSH WEST FORK OR THE DOWN HOMEBUSH WEST FORK

AUBURN TERMINATING TRAINS (UNDER NORMAL CONDITIONS)		
FROM	TERMINATE AT	THEN GO TO
UP TRAINS	No.4 PLATFORM	RETURN ON THE DOWN SUBURBAN OR AMF
UP TRAINS	No.3 PLATFORM	RETURN ON THE DOWN SUBURBAN VIA 609 PTS
DOWN TRAINS	No.3 PLATFORM	RETURN ON UP MAIN VIA 605 PTS
DOWN TRAINS	No.4 PLATFORM	RETURN ON UP SUBURBAN VIA 604 PTS

PONR POINTS OF NO RETURN		
SIGNAL No.	LOCATION	DESTINATIONS
ST 427 S	DOWN SUBURBAN AT 17.081 KM / LIDCOMBE	CLYDE UP YARDS
AN 15	DOWN MAIN AT 17.990 km	UGL W'SHOPS AND AMF YARDS
AN 45	DOWN SUBURBAN AT 18.722 km	UGL W'SHOPS AND AMF YARDS
AN 75	DOWN MAIN AT 18.945 km	CLYDE UP YARDS

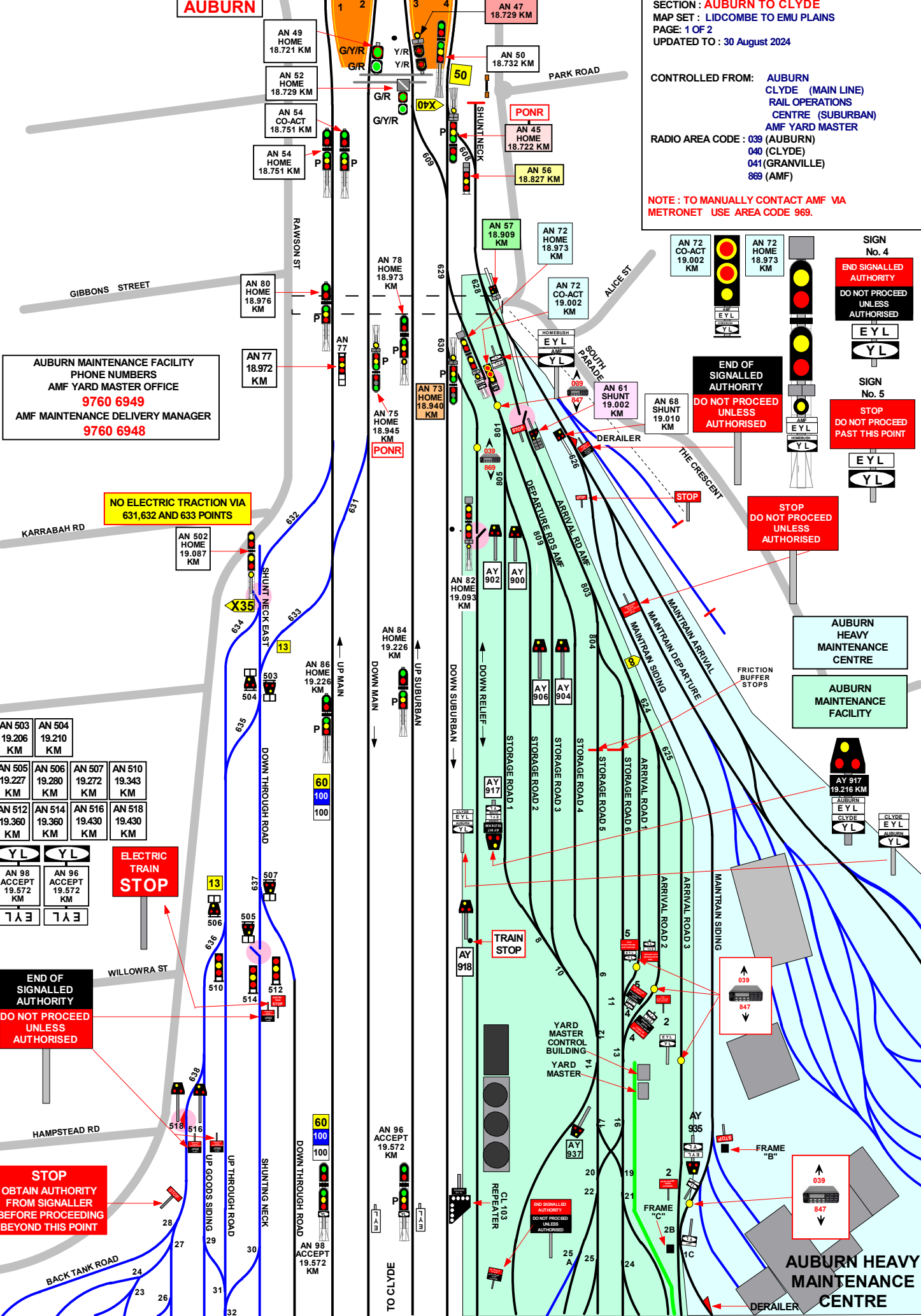
AUBURN

SECTION : AUBURN TO CLYDE
MAP SET : LIDCOMBE TO EMU PLAINS
PAGE: 1 OF 2
UPDATED TO : 30 August 2024

CONTROLLED FROM: AUBURN
CLYDE (MAIN LINE)
RAIL OPERATIONS
CENTRE (SUBURBAN)
AMF YARD MASTER

RADIO AREA CODE : 039 (AUBURN)
040 (CLYDE)
041(GRANVILLE)
869 (AMF)

NOTE : TO MANUALLY CONTACT AMF VIA
METRONET USE AREA CODE 969.



AUBURN MAINTENANCE FACILITY
PHONE NUMBERS
AMF YARD MASTER OFFICE
9760 6949
AMF MAINTENANCE DELIVERY MANAGER
9760 6948

NO ELECTRIC TRACTION VIA
631, 632 AND 633 POINTS

AN 503 19.206 KM	AN 504 19.210 KM	AN 505 19.227 KM	AN 506 19.280 KM	AN 507 19.272 KM	AN 510 19.343 KM
AN 512 19.360 KM	AN 514 19.360 KM	AN 516 19.430 KM	AN 518 19.430 KM		

ELECTRIC TRAIN
STOP

END OF SIGNALLED
AUTHORITY
DO NOT PROCEED
UNLESS
AUTHORISED

STOP
OBTAIN AUTHORITY
FROM SIGNALLER
BEFORE PROCEEDING
BEYOND THIS POINT

SIGN No. 4
END SIGNALLED
AUTHORITY
DO NOT PROCEED
UNLESS
AUTHORISED

SIGN No. 5
STOP
DO NOT PROCEED
PAST THIS POINT

STOP
DO NOT PROCEED
UNLESS
AUTHORISED

AUBURN
HEAVY
MAINTENANCE
CENTRE

AUBURN
MAINTENANCE
FACILITY

AY 917
19.216
KM

AUBURN
EYL

CLYDE
EYL

AUBURN
YL

AUBURN HEAVY
MAINTENANCE
CENTRE

SIGNAL	DESTINATION	INDICATION
AN 45	ARRIVAL ROADS (S)	AR
	STORAGE ROADS (S)	SR
	DOWN SUBURBAN (M)	----
	DOWN SUBURBAN (S)	DS
AN 47	STORAGE ROADS (S)	SR
	DOWN SUBURBAN (M)	----
	DOWN SUBURBAN (S)	DS
AN 56	DOWN SUBURBAN (S)	DS
AN 57	WORK SHOPS (S)	WS
	ARRIVAL ROADS (S)	AR
AN 61	ARRIVAL ROAD 3 (S)	A3
	ARRIVAL ROAD 2 (S)	A2
	ARRIVAL ROAD 1 (S)	A1
	STORAGE ROAD 6 (S)	S6
	STORAGE ROAD 5 (S)	S5
AN 72	UP SUBURBAN (M)	U
	UP SUBURBAN (S)	US
	DOWN SUBURBAN (M)	D
	DOWN SUBURBAN (S)	DS
AN 72 CO-ACT	UP SUBURBAN (M)	U
	UP SUBURBAN (S)	US
	DOWN SUBURBAN (M)	D
	DOWN SUBURBAN (S)	DS
AN 73	DOWN RELIEF (M)	----
	DOWN RELIEF (S)	DR
	DOWN SUBURBAN (M)	----
	DOWN SUBURBAN (S)	DS
AN 75	DOWN MAIN (M)	----
	DOWN MAIN (S)	DM
	DOWN THROUGH ROAD (S)	DT
AN 77	DOWN THROUGH ROAD (S)	DT
	UP THROUGH ROAD (S)	UT

SIGNAL	DESTINATION	INDICATION
AN 78	UP SUBURBAN (M)	
	UP SUBURBAN (S)	
AN 82	UP SUBURBAN (M)	U
	UP SUBURBAN (S)	US
	DOWN SUBURBAN (M)	D
	DOWN SUBURBAN (S)	DS
AN 86	UP MAIN (M)	
	UP MAIN (S)	
AN 502	UP MAIN (M)	
	UP MAIN (S)	
AN 503	DOWN THROUGH ROAD (S)	DT
	UP THROUGH ROAD (S)	UT

SECTION : AUBURN TO CLYBURN
MAP SET : LIDCOMBE TO EMU PLAINS
 PAGE: 2 OF 2
 UPDATED TO: 30 August 2024

CONTROLLED FROM: AUBURN
 CLYDE (MAIN LINE)
 RAIL OPERATIONS
 CENTRE (SUBURBAN)
 AMC YARD MASTER

RADIO AREA CODE : 039 (AUBURN)
 040 (CLYDE)
 041 (GRANVILLE)
 847 (AMF)
 869 (DOWN RELIEF)

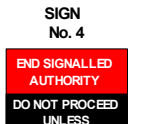
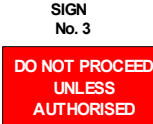
NOTE : TO MANUALLY CONTACT AMF VIA METRONET USE AREA CODE 947. DOWN RELIEF MANUAL RADIO CODE 969

SPECIAL POINTS OF INTEREST

AUBURN

A SHUNTING LIMIT BOARD IS LOCATED NEXT TO THE DOWN SUBURBAN LINE OFF THE SYDNEY END OF No. 4 PLATFORM AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN SUBURBAN LINE.

ANOTHER SHUNTING LIMIT BOARD IS LOCATED NEXT TO THE DOWN MAIN LINE NEAR No. 38 POINTS, WHICH APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN MAIN.



PONR POINTS OF NO RETURN

SIGNAL No.	LOCATION	DESTINATIONS
ST 427 S	DOWN SUBURBAN AT 17.081 KM / LIDCOMBE	CLYDE UP YARDS
AN 15	DOWN MAIN AT 17.990 km	UGL W'SHOPS AND AMF YARDS
AN 45	DOWN SUBURBAN AT 18.722 km	UGL W'SHOPS AND AMF YARDS
AN 75	DOWN MAIN AT 18.945 km	CLYDE UP YARDS



STOP BOARD " A "



STOP BOARD " B "



STOP BOARD " C "

WORKING OF TRAINS IN AND OUT OF MAINTRAIN

TRAINS ENTERING MAINTRAIN ARE WORKED IN THE FOLLOWING MANNER

THE DRIVER WILL STOP SHORT OF THE FIRST STOP BOARD AT 18.953 KM, WHERE THE GUARD / OBSERVER WILL CONTACT THE SIGNALLER AT AUBURN AND OBTAIN PERMISSION TO PROCEED PAST THE STOP BOARD TO MAINTRAIN HE / SHE WILL THEN CHECK ALL POINTS ARE CORRECTLY SET AND THEN INSTRUCT THE DRIVER TO PROCEED ACCOMPANYING HIM TO THE SECOND STOP BOARD (STOP BOARD " A " AT RIGHT) AT THE APPROACH SIDE OF THE FACING POINTS TO MAINTRAIN.

IF No. 2 SIDING (ARRIVAL ROAD) IS UNOCCUPIED INSTRUCT DRIVER TO PROCEED TO THE STOP BOARD CLEAR OF No. 1 SIDING AT (19.212 KM).

IF No. 2 SIDING IS OCCUPIED OBTAIN THE PERMISSION OF THE MAINTRAIN SHUNTER TO PROCEED INTO No. 1 SIDING (DEPARTURE ROAD) AS FAR AS STOPBOARD CLEAR OF No. 2 SIDING (19.212 KM). (STOP BOARD "B" AT RIGHT) WHEN IN CLEAR THE TRAIN IS TO BE STABLED (PANTOGRAPHS LOWERED), ALL PARKING BRAKES APPLIED AND THE WHEELS CHOCKED.

WHEN DEPARTING FROM MAINTRAIN

MAINTRAIN STAFF WILL LEAVE A CERTIFICATE IN THE SYDNEY END DRIVERS CAB STATING THAT THE TRAIN IS IN A FIT CONDITION TO TRAVEL TO A MAINTENANCE CENTRE. PREPARE TRAIN READY FOR DEPARTURE ,TAKE PARTICULAR NOTE THAT BRAKES ARE CUT IN AND WORKING CORRECTLY

THE GUARD / OBSERVER OBTAINS PERMISSION FROM THE SIGNALLER AT AUBURN TO PROCEED TO SIGNAL No. 22 U AND INSTRUCTS THE DRIVER TO PROCEED .

THE DRIVER AFTER RECEIVING INSTRUCTIONS FROM THE GUARD / OBSERVER WILL PROCEED PAST THE STOP BOARD (STOP BOARD " C " AT RIGHT) TO SIGNAL No. 22 U PREPARED TO STOP SHORT OF ANY OBSTRUCTION AND THEN FOLLOW THE INDICATION ON THAT SIGNAL.

SECTION : AUBURN TO CLYDE
 MAP SET : LIDCOMBE TO EMU PLAINS
 PAGE: 1 OF 2
 UPDATED TO : 31 December 2024

INFORMATION

CONTROLLED FROM:

- AUBURN
- CLYDE (MAIN LINE)
- RAIL OPERATIONS
- CENTRE (SUBURBAN)
- AMF YARD MASTER

RADIO AREA CODE : 039 (AUBURN)
 040 (CLYDE)
 041 (GRANVILLE)

5 R 20.556 KM	6 L 20.575 KM	7 R 7 L 10 20.397 KM	9 L 9 R 20.341 KM
24 L 24 R 20.257 KM	72 L 72 R 20.473 KM	73 L 73 R 20.396 KM	75 L 20.256 KM
75 R 20.333 KM	76 R 20.205 KM	76 L 20.214 KM	AY 994 20.468 KM
M 12.78 20.564 KM	77 R 20.070 KM	77 L 20.070 KM	78 19.988 KM
CL 103 HOME 19.665 KM	CL 115 19.975 KM	CL 117 HOME 19.975 KM	CL 122 20.170 KM
CL 142 HOME 20.393 KM	M 12.15 AUTO 19.572 KM	M 12.44 AUTO 19.992 KM	M12.43 ACCEPT 20.002 KM
M12.67 HOME 20.398 KM	GE 203 HOME 20.398 KM	S 12.44 AUTO 19.992 KM	C12.78 HOME 20.571 KM
M12.68 HOME 20.393 KM			

STOP
 LOCOMOTIVES
 MUST NOT PASS
 THIS POINT UNTIL
 AUTHORISED
 TO DO SO BY A
 SHUNTER

END SIGNALLED
 AUTHORITY. DO NOT
 PROCEED UNLESS
 AUTHORISED

MAINTENANCE
 VEHICLES ONLY

**ELECTRIC
 TRAINS
 STOP**

**PONR
 FOR
 AMC
 YARD**

TRANSFER ROAD
 BYPASS ROAD

CLYDE

SIGNAL	DESTINATION	INDICATION
6 L	UP YARD (S)	UY
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
7R 7L 10	UP THROUGH ROAD (S)	UT
	DOWN THROUGH ROAD (S)	DT
	CAR SIDINGS (S)	CS

SIGNAL	DESTINATION	INDICATION
9L 9R	UP WEIGHBRIDGE ROAD (S)	UW
	UP THROUGH ROAD(S)	UT

SIGNAL	DESTINATION	INDICATION
24 L 24 R	FIVE ROAD (S)	5
	DOWN THROUGH ROAD (S)	DT

SIGNAL	DESTINATION	INDICATION
72 L 72 R	BACK PLATFORM (S)	BP
	RUN ROUND (S)	RR

SIGNAL	DESTINATION	INDICATION
73 L 73 R	DOWN MAIN (S)	DM
	RUN ROUND (S)	RR

SIGNAL	DESTINATION	INDICATION
76 L	UP THROUGH ROAD (S)	UT

SIGNAL	DESTINATION	INDICATION
76R	UP THROUGH ROAD (S)	UT

SIGNAL	DESTINATION	INDICATION
AY 990	STANDING ROAD WEST 1	1
	STANDING ROAD WEST 2	2
	STANDING ROAD WEST 3	3
	STANDING ROAD WEST 4	4
	STANDING ROAD WEST 5	5
	STANDING ROAD WEST 6	6

SIGNAL	DESTINATION	INDICATION
AY 994	DOWN RELIEF (S)	DR
	STANDING ROADS (S)	SR
	BYPASS ROAD (S)	BP
	TRANSFER ROAD (S)	TR

SIGNAL	DESTINATION	INDICATION
C12.78	UP YARD (S)	UY
	UP MAIN (S)	UM

SIGNAL	DESTINATION	INDICATION
CL 115	DOWN RELIEF (S)	DR
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
CL 117	DOWN RELIEF (S)	DR
	DOWN SUBURBAN (M)	--
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
CL 142	UP SUBURBAN (M)	
	UP SUBURBAN (S)	US
	DOWN RELIEF (S)	DR

SIGNAL	DESTINATION	INDICATION
M12.78	UP YARD (S)	UY
	UP MAIN (S)	UM

SECTION : GRANVILLE TO HARRIS PARK
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 31 December 2024
Page: 1 of 2

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

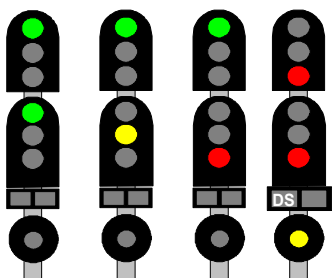
RADIO AREA CODE : 041 (GRANVILLE)

SPECIAL POINTS OF INTEREST
GRANVILLE

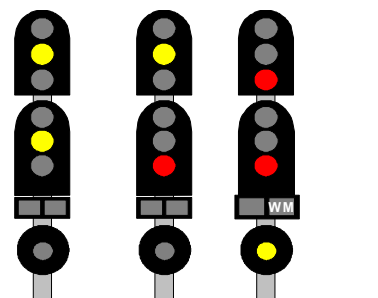
THE POINTS AND SIGNALS AT GRANVILLE, PARRAMATTA, WESTMEAD AND THE JUNCTIONS AT BOTH ENDS OF THE SOUTH WEST OUTER AND SOUTH WEST INNER LINES ARE ALL PART OF THE GRANVILLE INTERLOCKING.

THE SHUNTING NECK IS APPROXIMATELY 260 METRES LONG AND HOLDS AROUND 12 CARS.

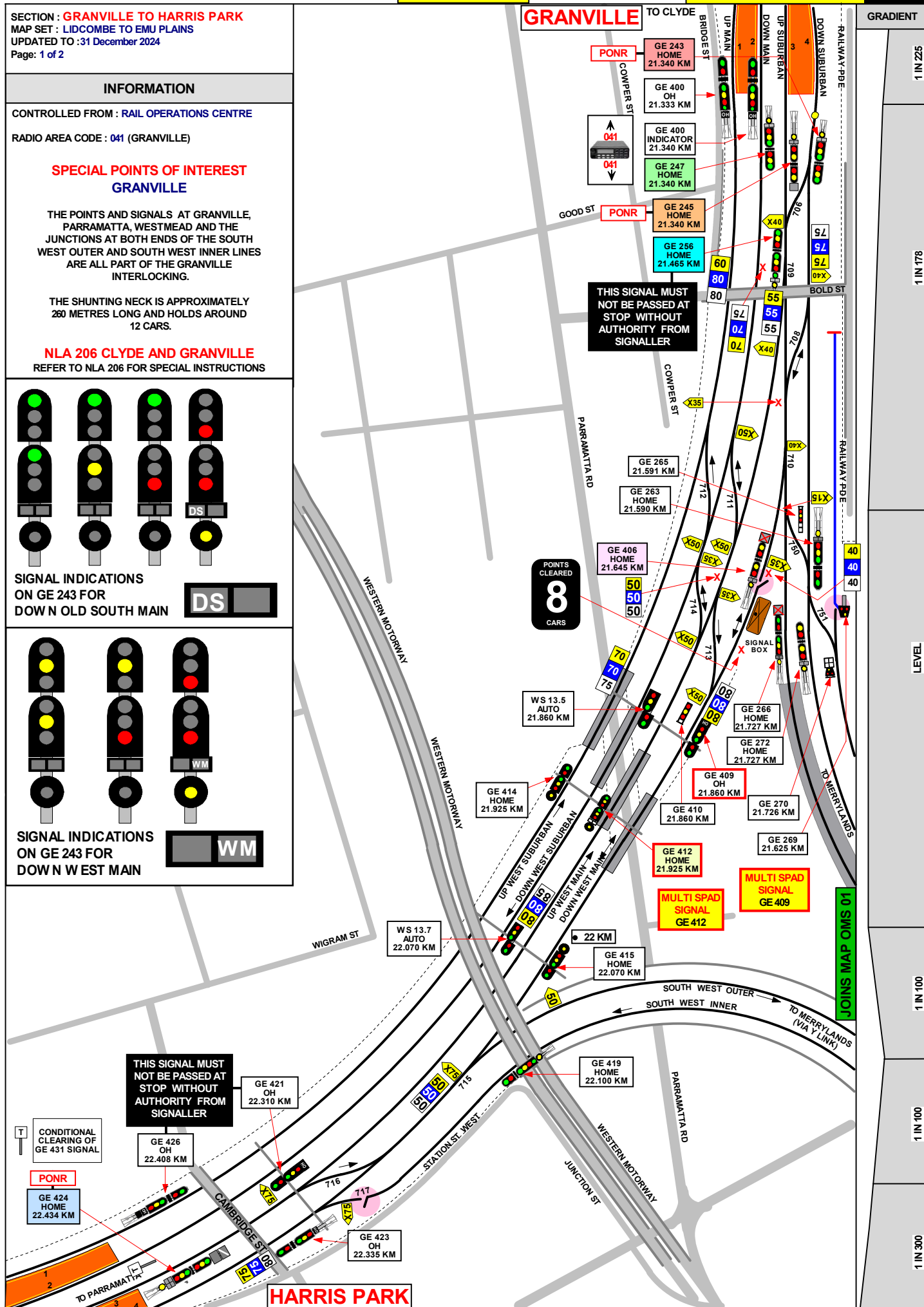
NLA 206 CLYDE AND GRANVILLE
REFER TO NLA 206 FOR SPECIAL INSTRUCTIONS



SIGNAL INDICATIONS
ON GE 243 FOR
DOWN OLD SOUTH MAIN



SIGNAL INDICATIONS
ON GE 243 FOR
DOWN WEST MAIN



GRADIENT	
1 IN 225	
1 IN 178	
LEVEL	
1 IN 100	
1 IN 100	
1 IN 300	

SECTION : **GRANVILLE TO HARRIS PARK**
 MAP SET : LIDCOMBE TO EMU PLAINS
 UPDATED TO :31 December 2024
 Page: 2 of 2

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 041 (GRANVILLE)

**SPECIAL POINTS OF INTEREST
 GRANVILLE**

THE POINTS AND SIGNALS AT GRANVILLE, PARRAMATTA, WESTMEAD AND THE JUNCTIONS AT BOTH ENDS OF THE SOUTH WEST OUTER AND SOUTH WEST INNER LINES ARE ALL PART OF THE GRANVILLE INTERLOCKING.

THE SHUNTING NECK IS APPROXIMATELY 260 METRES LONG AND HOLDS AROUND 12 CARS.

SIGNAL	DESTINATION	INDICATION
GE 243	DOWN OLD SOUTH MAIN (M)	-
	DOWN WEST MAIN (M)	-
	DOWN OLD SOUTH MAIN (S)	DS
	DOWN WEST MAIN (S)	WM

SIGNAL	DESTINATION	INDICATION
GE 245	DOWN WEST MAIN (S)	WM
	DOWN OLD SOUTH MAIN (M)	S
	DOWN WEST MAIN (M)	W
	UP OLD SOUTH MAIN (S)	US

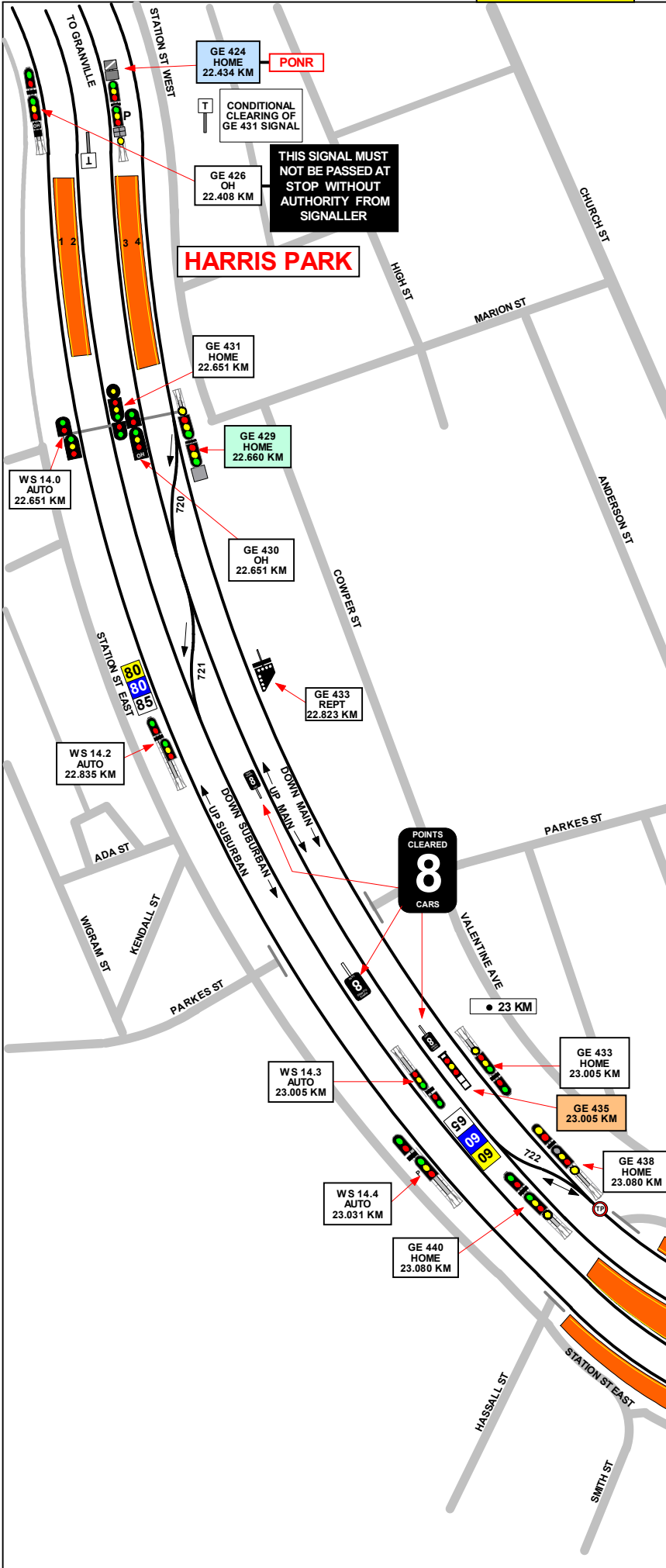
SIGNAL	DESTINATION	INDICATION
GE 247	DOWN WEST MAIN (M)	-
	DOWN WEST SUBURBAN (M)	-
	DOWN WEST MAIN (S)	WM
	DOWN WEST SUBURBAN (S)	WS

SIGNAL	DESTINATION	INDICATION
GE 256	UP SUBURBAN (M)	-
	UP SUBURBAN (S)	US
	DOWN SUBURBAN (M)	-
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
GE 406	UP SUBURBAN (M)	-
	UP SUBURBAN (S)	US
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
GE 412	UP MAIN (M)	-
	UP SUBURBAN (M)	DS
	UP MAIN (S)	
	UP SUBURBAN (S)	US

SIGNAL	DESTINATION	INDICATION
GE 424	UP WEST MAIN (M)	-
	DOWN WEST MAIN (M)	D
	SOUTH WEST OUTER (M)	S
	UP WEST MAIN (S)	UW
	DOWN WEST MAIN (S)	DW
	SOUTH WEST OUTER (S)	SO



SECTION : HARRIS PARK TO PARRAMATTA
 MAP SET : CENTRAL TO EMU PLAINS
 UPDATED TO : 27 March 2023

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
 HOME BUSH CONTROL CENTRE

RADIO AREA CODE : 041 (GRANVILLE)

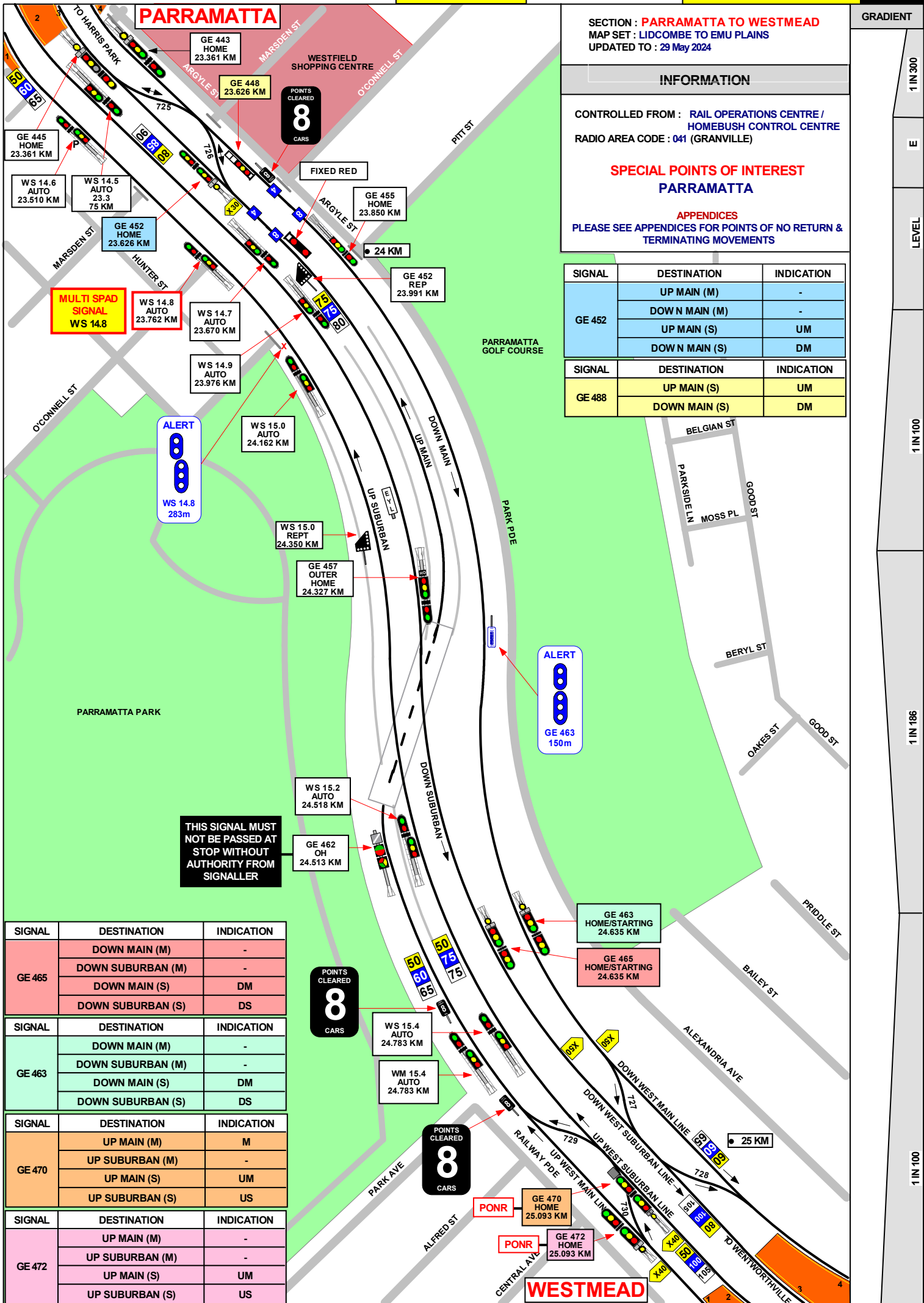
SPECIAL POINTS OF INTEREST
 PARRAMATTA

PARRAMATTA
 TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

FROM	TERMINATE AT	THEN GO TO
DOWN MAIN TRAINS	No. 3 PLATFORM	VIA No. 720 POINTS
	No. 4 PLATFORM	THE UP WEST MAIN LINE VIA No. 722 POINTS, OR SHUNT FORWARD CLEAR OF No. 725 POINTS AND RETURN TO THE UP MAIN LINE (No. 3 PLATFORM) VIA No. 725 POINTS, OR SHUNT FORWARD VIA No. 726 POINTS THEN RETURN TO THE UP MAIN LINE (No.3 PLATFORM)
UP MAIN TRAINS	No. 3 PLATFORM	THE DOWN WEST MAIN LINE VIA No. 725 POINTS OR SHUNT FORWARD CLEAR OF No. 722 POINTS AND RETURN TO THE DOWN WEST MAIN LINE (No. 4 PLATFORM) VIA No. 722 POINTS.
	No. 4 PLATFORM	VIA No. 726 POINTS

SIGNAL	DESTINATION	INDICATION
GE 429	DOWN MAIN (M)	-
	UP MAIN (M)	3
	DOWN SUBURBAN (M)	S
	DOWN MAIN (S)	-
SIGNAL	DESTINATION	INDICATION
GE 435	DOWN MAIN (S)	DM
	UP MAIN (S)	UM
SIGNAL	DESTINATION	INDICATION
GE 424	UP WEST MAIN (M)	-
	DOWN WEST MAIN (M)	D
	SOUTH WEST OUTER (M)	S
	UP WEST MAIN (S)	UW
	DOWN WEST MAIN (S)	DW
	SOUTH WEST OUTER (S)	SO

1 IN 300



SECTION : PARRAMATTA TO WESTMEAD
 MAP SET : LIDCOMBE TO EMU PLAINS
 UPDATED TO : 29 May 2024

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
 HOME BUSH CONTROL CENTRE
 RADIO AREA CODE : 041 (GRANVILLE)

SPECIAL POINTS OF INTEREST
 PARRAMATTA

APPENDICES
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN &
 TERMINATING MOVEMENTS

SIGNAL	DESTINATION	INDICATION
GE 452	UP MAIN (M)	-
	DOWN MAIN (M)	-
	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

SIGNAL	DESTINATION	INDICATION
GE 488	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

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

SIGNAL	DESTINATION	INDICATION
GE 465	DOWN MAIN (M)	-
	DOWN SUBURBAN (M)	-
	DOWN MAIN (S)	DM
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
GE 463	DOWN MAIN (M)	-
	DOWN SUBURBAN (M)	-
	DOWN MAIN (S)	DM
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
GE 470	UP MAIN (M)	M
	UP SUBURBAN (M)	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US

SIGNAL	DESTINATION	INDICATION
GE 472	UP MAIN (M)	-
	UP SUBURBAN (M)	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US

GRADIENT

1 IN 300

E

LEVEL

1 IN 100

1 IN 186

1 IN 100

WESTMEAD

SECTION : WESTMEAD TO WENTWORTHVILLE
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 28 May 2024

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE
RADIO AREA CODE : 041 (GRANVILLE)

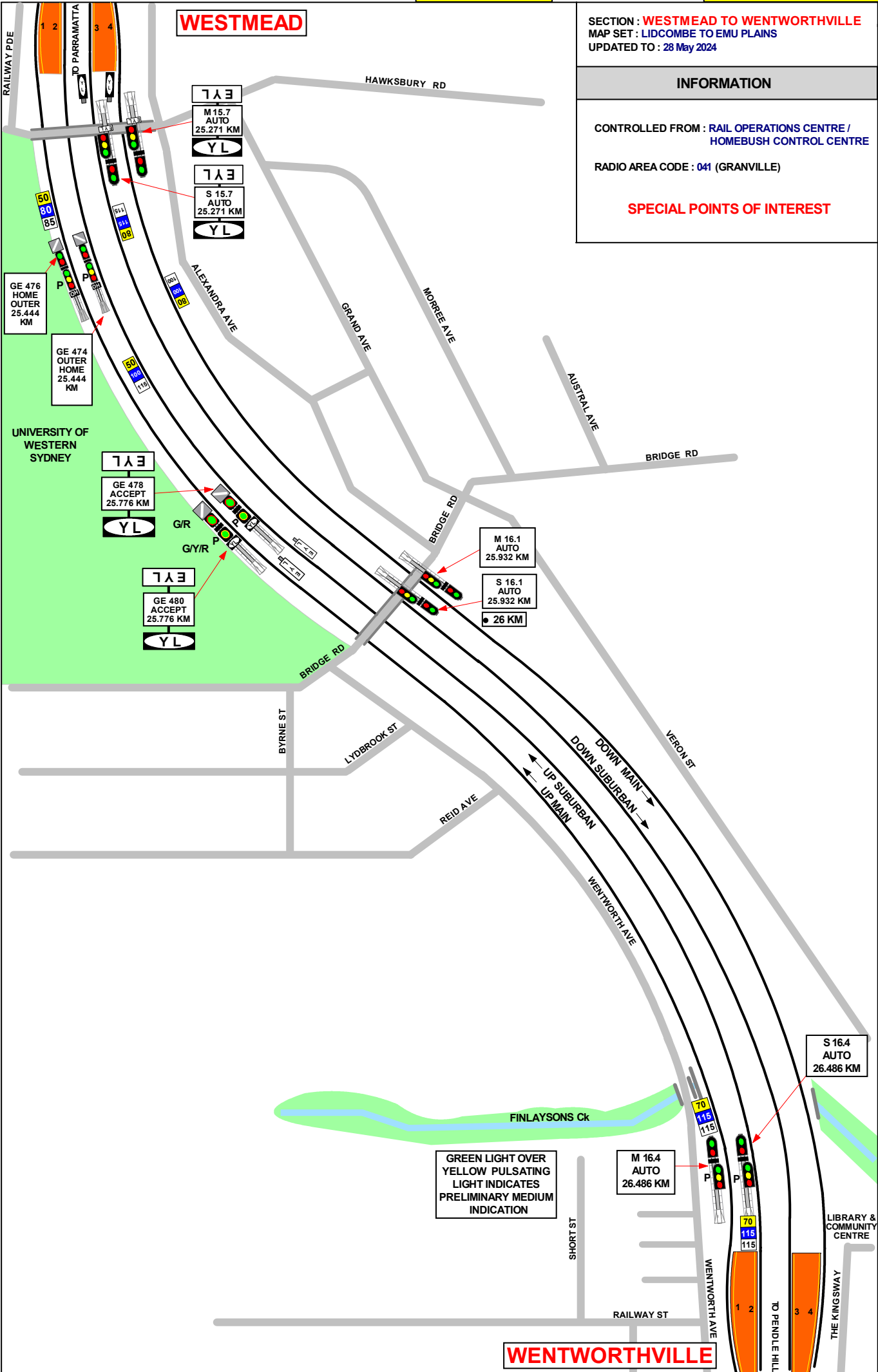
SPECIAL POINTS OF INTEREST

1 IN 100

1 IN 100

1 IN 178

1 IN 80



SECTION : WENTWORTHVILLE TO PENDLE HILL
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 16 December 2021

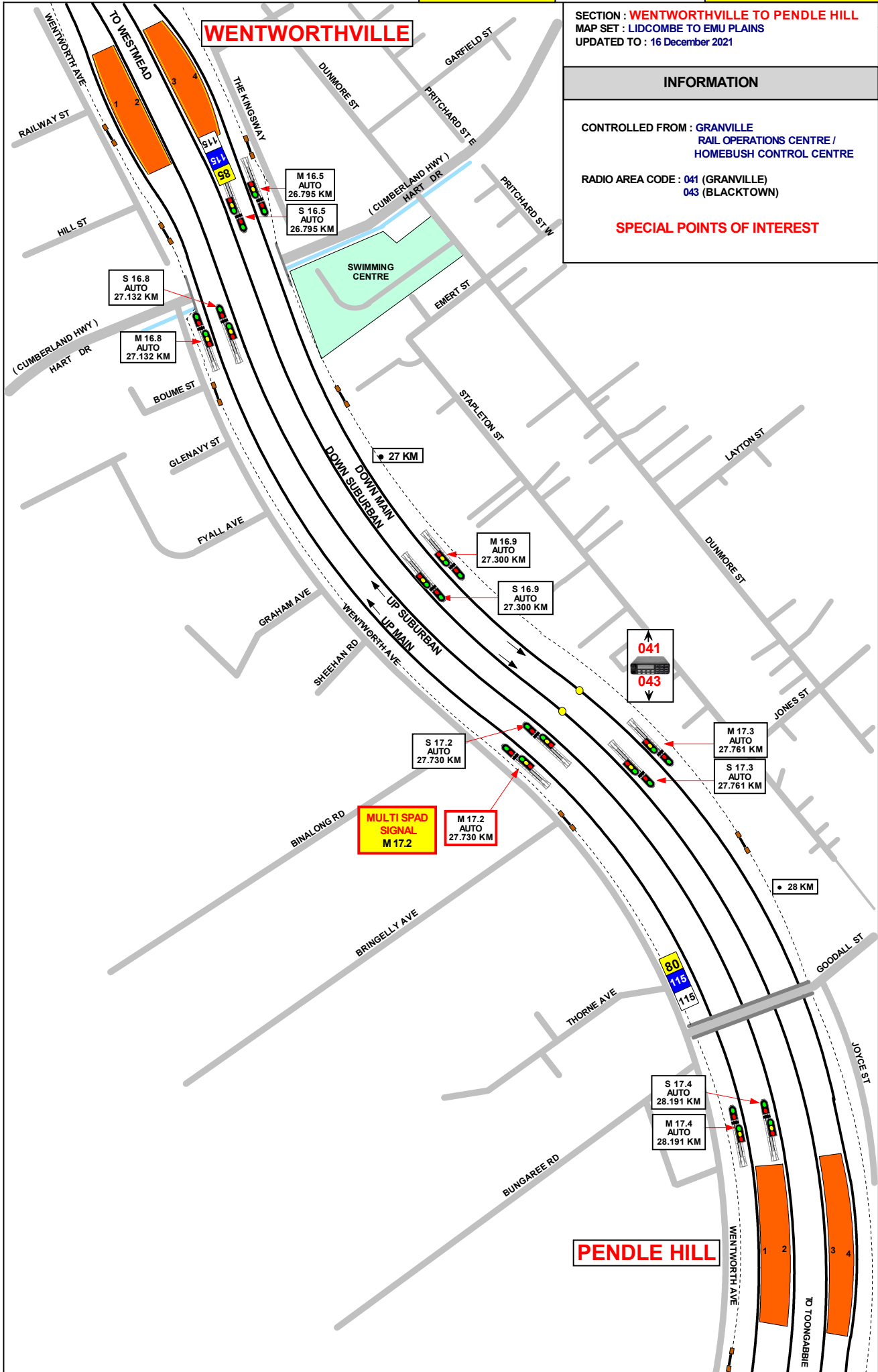
GRADIENT

INFORMATION

CONTROLLED FROM : GRANVILLE
RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE

RADIO AREA CODE : 041 (GRANVILLE)
043 (BLACKTOWN)

SPECIAL POINTS OF INTEREST



1 IN 80

1 IN 100

SECTION : PENDLE HILL TO TOONGABBIE
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 27 March 2023

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE
RADIO AREA CODE : 041 (GRANVILLE)
043 (BLACKTOWN)

SPECIAL POINTS OF INTEREST

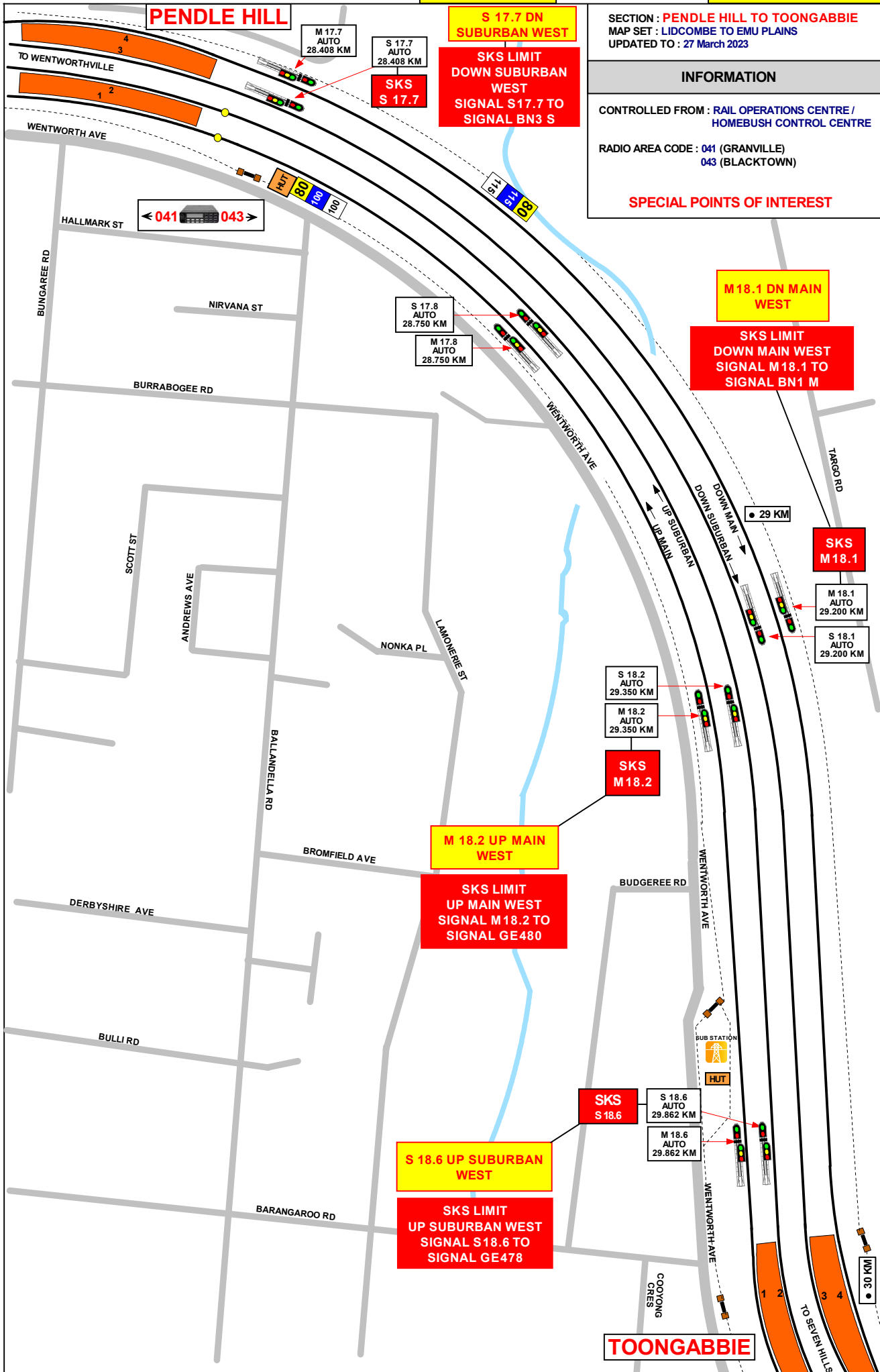
GRADIENT

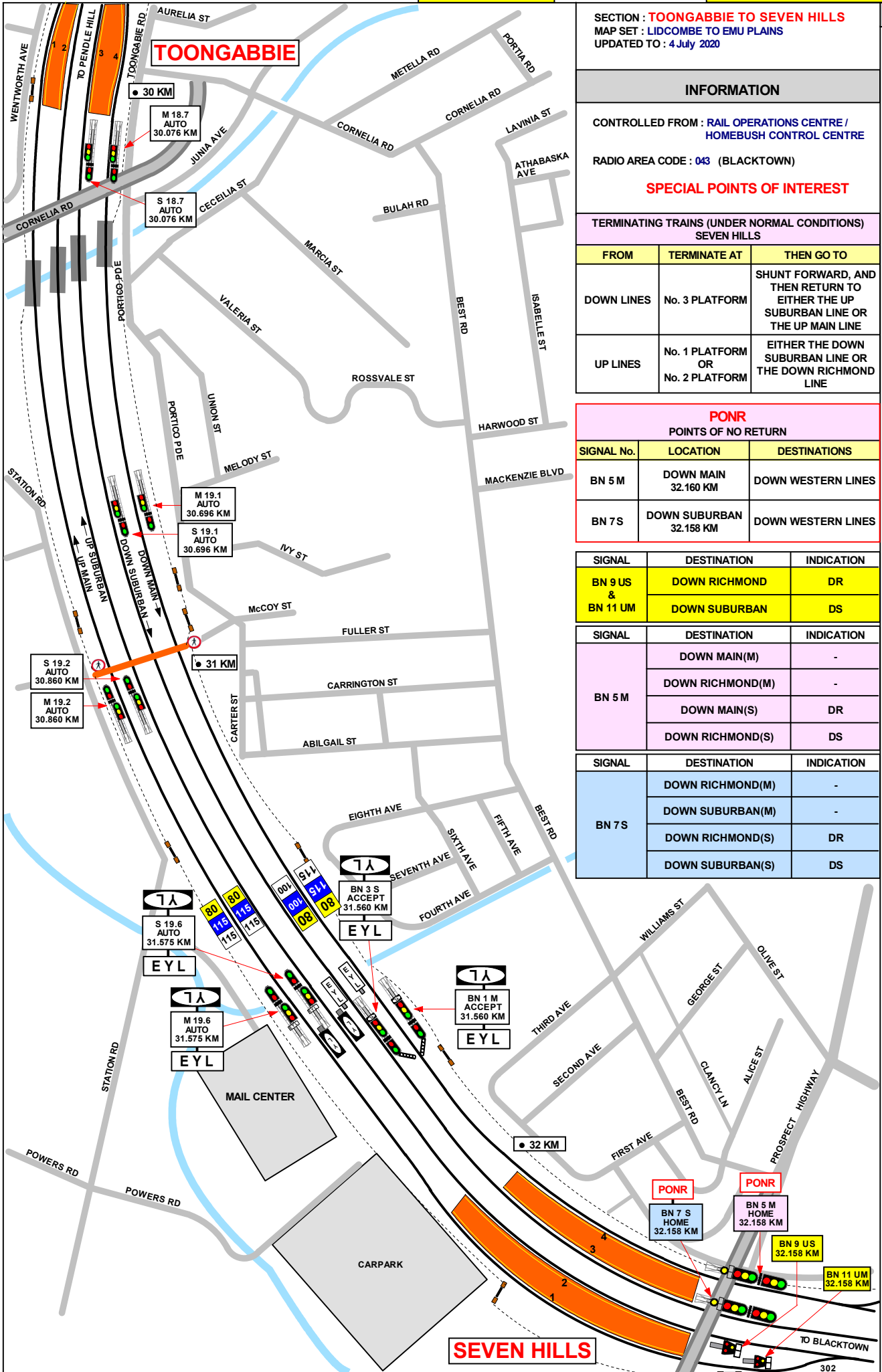
1 IN 100

1 IN 429

1 IN 100

LEVEL





SECTION : **TOONGABBIE TO SEVEN HILLS**
 MAP SET : LIDCOMBE TO EMU PLAINS
 UPDATED TO : 4 July 2020

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
 HOME BUSH CONTROL CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

SPECIAL POINTS OF INTEREST

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)
 SEVEN HILLS

FROM	TERMINATE AT	THEN GO TO
DOWN LINES	No. 3 PLATFORM	SHUNT FORWARD, AND THEN RETURN TO EITHER THE UP SUBURBAN LINE OR THE UP MAIN LINE
UP LINES	No. 1 PLATFORM OR No. 2 PLATFORM	EITHER THE DOWN SUBURBAN LINE OR THE DOWN RICHMOND LINE

PONR

POINTS OF NO RETURN

SIGNAL No.	LOCATION	DESTINATIONS
BN 5 M	DOWN MAIN 32.160 KM	DOWN WESTERN LINES
BN 7 S	DOWN SUBURBAN 32.158 KM	DOWN WESTERN LINES

SIGNAL	DESTINATION	INDICATION
BN 9 US & BN 11 UM	DOWN RICHMOND	DR
	DOWN SUBURBAN	DS

SIGNAL	DESTINATION	INDICATION
BN 5 M	DOWN MAIN(M)	-
	DOWN RICHMOND(M)	-
	DOWN MAIN(S)	DR
	DOWN RICHMOND(S)	DS

SIGNAL	DESTINATION	INDICATION
BN 7 S	DOWN RICHMOND(M)	-
	DOWN SUBURBAN(M)	-
	DOWN RICHMOND(S)	DR
	DOWN SUBURBAN(S)	DS

LEVEL

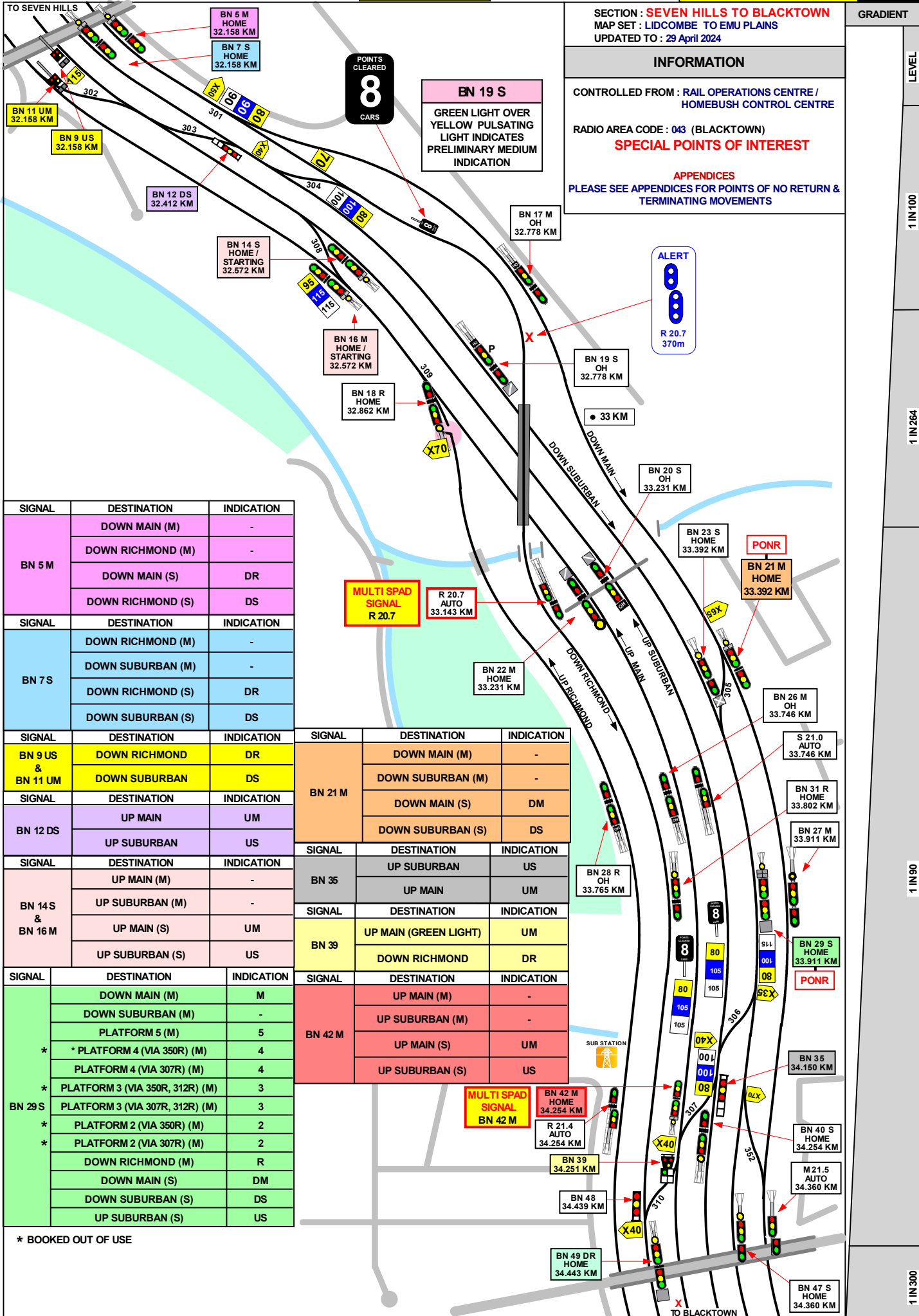
1 IN 100

1 IN 142

1 IN 200

1 IN 176

LEVEL



SECTION : SEVEN HILLS TO BLACKTOWN
 MAP SET : LIDCOMBE TO EMU PLAINS
 UPDATED TO : 29 April 2024

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
 HOME BUSH CONTROL CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

SPECIAL POINTS OF INTEREST

APPENDICES

PLEASE SEE APPENDICES FOR POINTS OF NO RETURN &
 TERMINATING MOVEMENTS

LEVEL

1 IN 100

1 IN 264

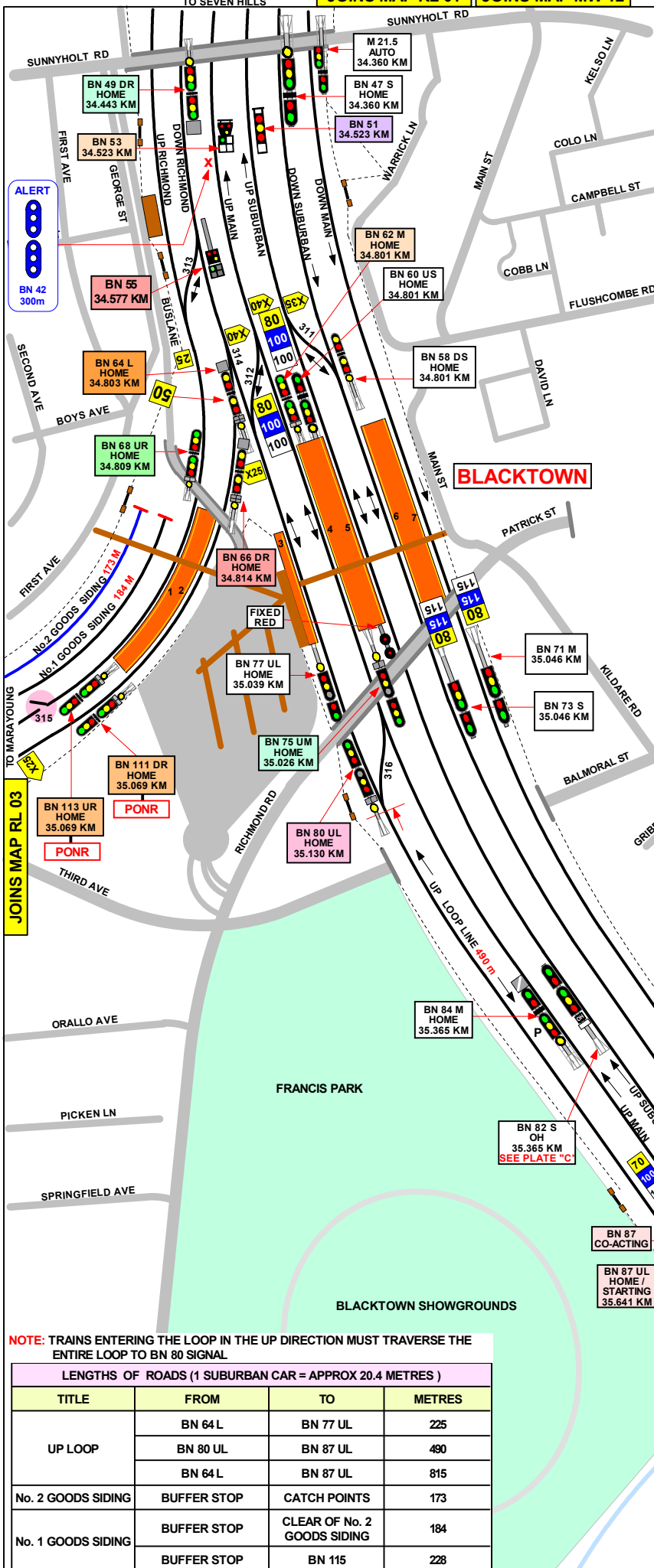
1 IN 90

1 IN 300

SIGNAL	DESTINATION	INDICATION
BN 5 M	DOWN MAIN (M)	-
	DOWN RICHMOND (M)	-
	DOWN MAIN (S)	DR
	DOWN RICHMOND (S)	DS
BN 7 S	DOWN RICHMOND (M)	-
	DOWN SUBURBAN (M)	-
	DOWN RICHMOND (S)	DR
	DOWN SUBURBAN (S)	DS
BN 9 US & BN 11 UM	DOWN RICHMOND	DR
	DOWN SUBURBAN	DS
BN 12 DS	UP MAIN	UM
	UP SUBURBAN	US
BN 14 S & BN 16 M	UP MAIN (M)	-
	UP SUBURBAN (M)	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US
BN 29 S	DOWN MAIN (M)	M
	DOWN SUBURBAN (M)	-
	PLATFORM 5 (M)	5
	* PLATFORM 4 (VIA 350R) (M)	4
	* PLATFORM 4 (VIA 307R) (M)	4
	* PLATFORM 3 (VIA 350R, 312R) (M)	3
	* PLATFORM 3 (VIA 307R, 312R) (M)	3
	* PLATFORM 2 (VIA 350R) (M)	2
	* PLATFORM 2 (VIA 307R) (M)	2
	DOWN RICHMOND (M)	R
DOWN MAIN (S)	DM	
DOWN SUBURBAN (S)	DS	
UP SUBURBAN (S)	US	

SIGNAL	DESTINATION	INDICATION
BN 21 M	DOWN MAIN (M)	-
	DOWN SUBURBAN (M)	-
	DOWN MAIN (S)	DM
BN 21 M	DOWN SUBURBAN (S)	DS
	UP SUBURBAN	US
	UP MAIN	UM
BN 35	UP MAIN (GREEN LIGHT)	UM
	DOWN RICHMOND	DR
BN 42 M	UP MAIN (M)	-
	UP SUBURBAN (M)	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US

* BOOKED OUT OF USE



SECTION : **BLACKTOWN**
 MAP SET : **LIDCOMBE TO EMU PLAINS**
 PAGE : 2 OF 2
 UPDATED TO : 29 April 2024



INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
 HOMEBUSH CONTROL CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

SIGNAL	DESTINATION	INDICATION
BN 49 DR	PLATFORM 3 (M)	-
	PLATFORM 2 (M)	2
	PLATFORM 1 (M)	1
	DOWN RICHMOND (S)	-

SIGNAL	DESTINATION	INDICATION
BN 51 *	PLATFORM 6	6
	PLATFORM 5	5
	PLATFORM 4	4
	PLATFORM 3 (VIA 312R)	3
*	PLATFORM 2	2

SIGNAL	DESTINATION	INDICATION
BN 53	PLATFORM 4 (GREEN LT)	4
	PLATFORM 3 (VIA 312 R)	3
	PLATFORM 2	2

SIGNAL	DESTINATION	INDICATION
BN 55	PLATFORM 3 (GREEN LT)	3
	PLATFORM 2	2
	PLATFORM 1	1

* BOOKED OUT OF USE

BN 96 M
 GREEN LIGHT OVER
 YELLOW PULSATING
 LIGHT INDICATES
 PRELIMINARY MEDIUM
 INDICATION

BN 84 M
 GREEN LIGHT OVER
 YELLOW PULSATING
 LIGHT INDICATES
 PRELIMINARY MEDIUM
 INDICATION

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

NOTE: TRAINS ENTERING THE LOOP IN THE UP DIRECTION MUST TRAVERSE THE ENTIRE LOOP TO BN 80 SIGNAL

LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES)			
TITLE	FROM	TO	METRES
UP LOOP	BN 64 L	BN 77 UL	225
	BN 80 UL	BN 87 UL	490
	BN 64 L	BN 87 UL	815
No. 2 GOODS SIDING	BUFFER STOP	CATCH POINTS	173
No. 1 GOODS SIDING	BUFFER STOP	CLEAR OF No. 2 GOODS SIDING	184
	BUFFER STOP	BN 115	228

SECTION : **BLACKTOWN**
 MAP SET : LIDCOMBE TO EMU PLAINS
 PAGE : 2 OF 2
 UPDATED TO : 4 July 2020

BLACKTOWN TERMINATING TRAINS (UNDER NORMAL CONDITIONS)		
FROM	TERMINATE AT	THEN GO TO
DOWN MAIN LINE OR DOWN SUBURBAN LINE	No. 1 PLATFORM	UP RICHMOND LINE , UP MAIN LINE OR UP SUBURBAN LINE
	No. 2 PLATFORM	UP MAIN LINE OR UP SUBURBAN LINE
	No. 1 or No. 2 PLATFORMS	SHUNT FORWARD TO CAR SIDING OR UP OR DOWN RICHMOND THEN RETURN TO No. 1 OR No. 2 PLATFORMS BLACKTOWN
	No. 3 PLATFORM	UP MAIN LINE OR UP SUBURBAN LINE
	No. 4 PLATFORM	UP MAIN LINE, UP SUBURBAN LINE OR SHUNT FORWARD TO THE UP LOOP LINE, AND RETURN TO EITHER No. 3 OR No. 4 PLATFORMS
	No. 5 PLATFORM	UP SUBURBAN LINE
UP MAIN LINE OR UP SUBURBAN LINE	No. 3 PLATFORM	RETURN TO EITHER THE DOWN SUBURBAN LINE OR SHUNT FORWARD AND RETURN TO No. 1 OR No. 2 PLATFORM
	No. 4 PLATFORM	RETURN TO EITHER THE DOWN SUBURBAN LINE, THE UP LOOP LINE OR SHUNT FORWARD AND RETURN TO No. 2 PLATFORM
	No. 5 PLATFORM	SHUNT FORWARD AND RETURN TO THE DOWN SUBURBAN LINE OR No. 1, 2, 3, OR 4 PLATFORM

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOME BUSH CONTROL CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

A NOTICE BOARD, INSCRIBED "THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER", IS PROVIDED ON THE FIXED STOP SIGNAL AT THE PENRITH END OF No. 5 PLATFORM.

* BOOKED OUT OF USE

SIGNAL	DESTINATION	INDICATION
BN 111 & BN 113	DOWN RICHMOND	-
	UP RICHMOND	-
	DOWN RICHMOND	DR
	UP RICHMOND	UR
	No. 1 CAR SIDING	1
	No. 2 CAR SIDING	2
BN 113	No. 3 CAR SIDING	3
	No. 4 CAR SIDING	4
	No. 5 CAR SIDING	5
	No. 6 CAR SIDING	6

BLACKTOWN TERMINATING TRAINS (UNDER NORMAL CONDITIONS)		
FROM	TERMINATE AT	THEN GO TO
DOWN TRAINS FROM THE DOWN RICHMOND LINE	No. 1 PLATFORM	UP RICHMOND LINE , UP MAIN LINE OR UP SUBURBAN LINE
	No. 2 PLATFORM	UP MAIN OR UP SUBURBAN
	No. 1 or No. 2 PLATFORMS	SHUNT FORWARD TO CAR SIDING OR UP OR DOWN RICHMOND THEN RETURN TO No. 1 OR No. 2 PLATFORMS BLACKTOWN
UP TRAINS FROM THE UP RICHMOND LINE	No. 3 PLATFORM	SHUNT FORWARD TO EITHER THE UP MAIN LINE OR THE UP SUBURBAN LINE, OR SHUNT FORWARD AND RETURN TO EITHER THE UP MAIN LINE OR THE UP SUBURBAN LINE
	No. 1 or No. 2 PLATFORMS	UP OR DOWN RICHMOND LINE, CAR SIDINGS , OR SHUNT FORWARD AND RETURN TO No. 3 , No. 4 , No. 5 OR No. 6 PLATFORM
UP TRAINS FROM THE UP RICHMOND LINE	No. 2 PLATFORM	SHUNT FORWARD TO EITHER THE UP MAIN LINE OR UP SUBURBAN LINE, AND RETURN TO No. 3 OR No. 4 PLATFORM

SIGNAL	DESTINATION	INDICATION
BN 62 M	UP MAIN (M)	-
	UP SUBURBAN (M)	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US

SIGNAL	DESTINATION	INDICATION
BN 64 L	UP MAIN (M) (VIA 310 R)	M
	UP MAIN (M) (VIA 312 R)	M
	UP SUBURBAN (M) (VIA 312 R)	S
	DOWN RICHMOND (S)	DR
	UP MAIN (S) (VIA 312 R)	UM
UP SUBURBAN (S) (VIA 312 R)	US	

SIGNAL	DESTINATION	INDICATION
BN 80 UL	PLATFORM 3 (M)	-
	PLATFORM 4 (M)	-
	PLATFORM 3 (S)	3 (TEMP:2A)
	PLATFORM 4 (S)	4 (TEMP:3)

SIGNAL	DESTINATION	INDICATION
BN 96 M & BN 75 UM	UP LOOP (M)	-
	UP MAIN (M)	-
	UP LOOP (S)	UL
UP MAIN (S)	UM	

SIGNAL	DESTINATION	INDICATION
BN 85 UM & BN 87 UL	DOWN SUBURBAN (M)	S
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
BN 91 S	DOWN SUBURBAN (M)	-
	DOWN SUBURBAN (S)	-

SIGNAL	DESTINATION	INDICATION
BN 66 DR	UP MAIN (VIA 310R) (M)	M
	UP MAIN (VIA 351R) (M)	M
	UP SUBURBAN (M)	S
	DOWN RICHMOND (S)	DR
	UP MAIN (S)	UM
UP SUBURBAN (S)	US	

SIGNAL	DESTINATION	INDICATION
BN 94 S	UP LOOP (M)	L
	UP MAIN (M)	M
	UP SUBURBAN (M)	-
	UP LOOP (S)	UL
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US

SIGNAL	DESTINATION	INDICATION
BN 100	UP LOOP (S)	L
	UP MAIN (S)	M
	UP SUBURBAN (S)	S

SIGNAL	DESTINATION	INDICATION
BN 68 UR	UP RICHMOND (M)	-
	UP MAIN (M)	-
	UP RICHMOND (S)	UR
	DOWN RICHMOND (S)	DR

SIGNAL	DESTINATION	INDICATION
BN 115	DOWN RICHMOND	DR
	UP RICHMOND	UR
	GOODS SIDING 1	S1
	GOODS SIDING 2	S2
	GOODS SIDING 3	S3
	GOODS SIDING 4	S4
	GOODS SIDING 5	S5
GOODS SIDING 6	S6	

TO BLACKTOWN

SECTION : BLACKTOWN TO DOONSIDE
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 4 July 2020

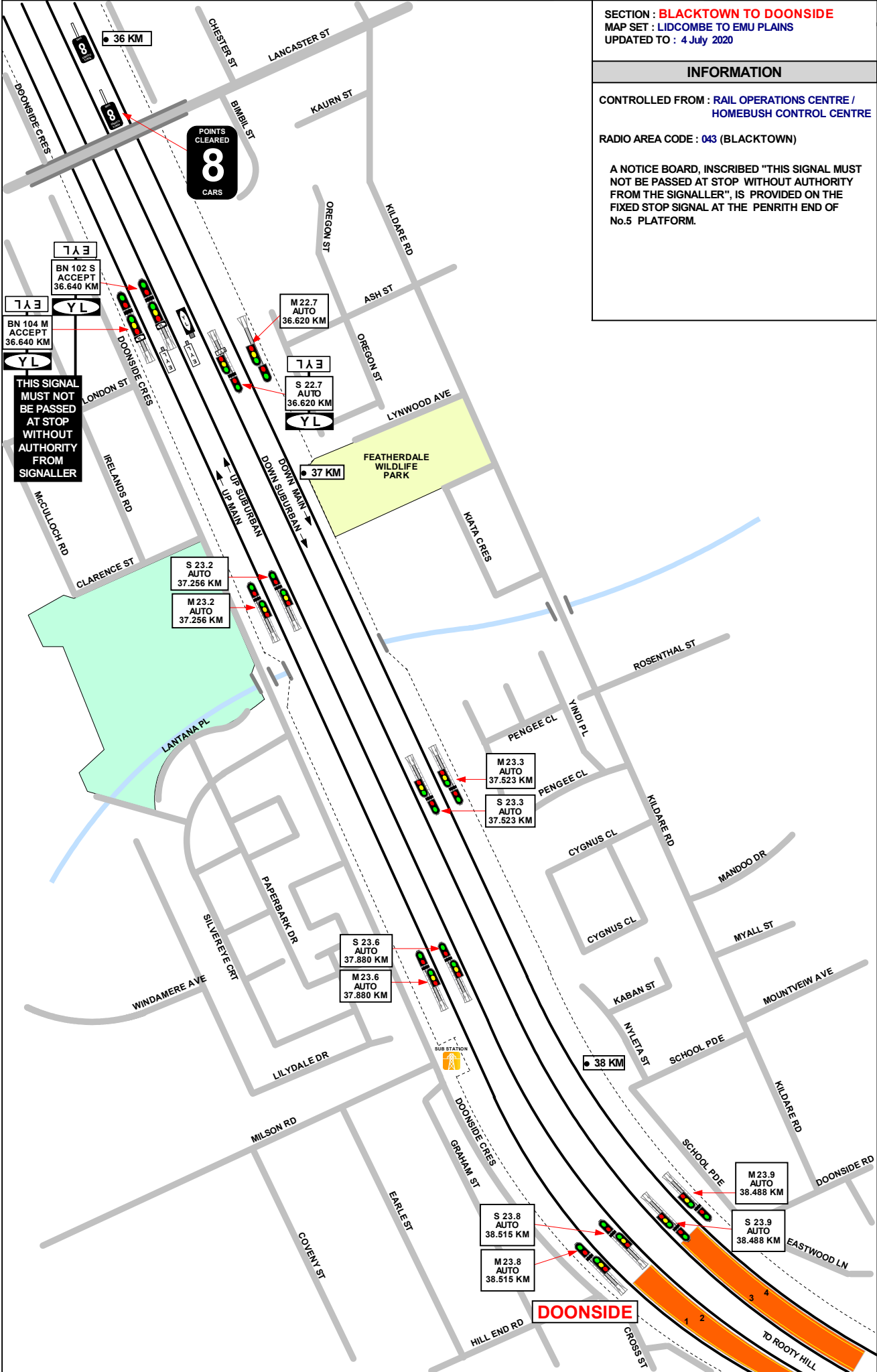
GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

A NOTICE BOARD, INSCRIBED "THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER", IS PROVIDED ON THE FIXED STOP SIGNAL AT THE PENRITH END OF No.5 PLATFORM.



1 IN 100

1 IN 100

LEVEL

1 IN 100

LEVEL

1 IN 120

1 IN 100

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)
BLACKTOWN

FROM	TERMINATE AT	THEN GO TO
DOWN MAIN LINE OR DOWN SUBURBAN LINE	No. 1 PLATFORM	UP RICHMOND LINE , UP MAIN LINE OR UP SUBURBAN LINE
	No. 2 PLATFORM	UP MAIN LINE OR UP SUBURBAN LINE
	No. 1 or No. 2 PLATFORMS	SHUNT FORWARD TO CAR SIDING OR UP OR DOWN RICHMOND THEN RETURN TO No. 1 OR No. 2 PLATFORMS BLACKTOWN
	No. 3 PLATFORM	UP MAIN LINE OR UP SUBURBAN LINE
	No. 4 PLATFORM	UP MAIN LINE, UP SUBURBAN LINE OR SHUNT FORWARD TO THE UP LOOP LINE, AND RETURN TO EITHER No. 3 OR No. 4 PLATFORMS
	No. 5 PLATFORM	UP SUBURBAN LINE
	No. 6 PLATFORM	UP SUBURBAN LINE, OR SHUNT FORWARD AND RETURN TO EITHER THE UP LOOP LINE, THE UP MAIN LINE, OR THE UP SUBURBAN LINE
No. 7 PLATFORM	DOWN MAIN LINE TRAINS MAY ONLY SHUNT FORWARD AND RETURN TO EITHER THE UP LOOP LINE, THE UP MAIN LINE, OR THE UP SUBURBAN LINE	

FROM	TERMINATE AT	THEN GO TO
UP MAIN LINE OR UP SUBURBAN LINE	No. 3 PLATFORM	RETURN TO EITHER THE DOWN SUBURN LINE OR THE DOWN MAIN LINE, OR SHUNT FORWARD AND RETURN TO No. 1 OR No. 2 PLATFORM
	No. 4 PLATFORM	RETURN TO EITHER THE DOWN SUBURN LINE, THE DOWN MAIN LINE, THE UP LOOP LINE OR SHUNT FORWARD AND RETURN TO No. 2 PLATFORM
	No. 5 PLATFORM	SHUNT FORWARD AND RETURN TO THE DOWN SUBURBAN LINE OR No. 1, 2, 3, OR 4 PLATFORM

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)
BLACKTOWN

FROM	TERMINATE AT	THEN GO TO
DOWN TRAINS FROM THE DOWN RICHMOND LINE	No. 1 PLATFORM	UP RICHMOND LINE , UP MAIN LINE OR UP SUBURBAN LINE
	No. 2 PLATFORM	UP MAIN OR UP SUBURBAN
	No. 1 or No. 2 PLATFORM S	SHUNT FORWARD TO CAR SIDING OR UP OR DOWN RICHMOND THEN RETURN TO No. 1 OR No. 2 PLATFORMS BLACKTOWN
	No. 3 PLATFORM	SHUNT FORWARD TO EITHER THE UP MAIN LINE OR THE UP SUBURBAN LINE, OR SHUNT FORWARD AND RETURN TO EITHER THE UP MAIN LINE OR THE UP SUBURBAN LINE
UP TRAINS FROM THE UP RICHMOND LINE	No. 1 or No. 2 PLATFORMS	UP OR DOWN RICHMOND LINE, CAR SIDINGS , OR SHUNT FORWARD AND RETURN TO No. 3 , No. 4 , No. 5 OR No. 6 PLAFORM
	No. 2 PLATFORM	SHUNT FORWARD TO EITHER THE UP MAIN LINE OR UP SUBURBAN LINE, AND RETURN TO No. 3 OR No. 4 PLATFORM

SIGNAL	DESTINATION	INDICATION
BN 80 UL	PLATFORM 3 (M)	-
	PLATFORM 4 (M)	-
	PLATFORM 3 (S)	3
	PLATFORM 4 (S)	4

SIGNAL	DESTINATION	INDICATION
BN 85 UM & BN 87 UL	DOWN MAIN(M)	M
	DOWN SUBURBAN(M)	S
	DOWN MAIN(S)	DM
	DOWN SUBURBAN(S)	DS

SIGNAL	DESTINATION	INDICATION
BN 94 S	UP LOOP(M)	L
	UP MAIN(M)	M
	UP SUBURBAN(M)	-
	UP LOOP(S)	UL
	UP MAIN(S)	UM
	UP SUBURBAN(S)	US

SIGNAL	DESTINATION	INDICATION
BN 96 M & BN 75 UM	UP LOOP(M)	-
	UP MAIN(M)	-
	UP LOOP(S)	UL
	UP MAIN(S)	UM

SIGNAL	DESTINATION	INDICATION
BN 91 S	DOWN MAIN(M)	-
	DOWN SUBURBAN(M)	-
	DOWN MAIN(S)	DM
	DOWN SUBURBAN(S)	DS

SIGNAL	DESTINATION	INDICATION
BN 100	UP LOOP(S)	L
	UP MAIN(S)	M
	UP SUBURBAN(S)	S
BN 98	UP LOOP(S)	UL
	UP MAIN(S)	UM
	UP SUBURBAN(S)	US

SECTION : BLACKTOWN TO DOONSIDE
MAP SET : LIDCOMBE TO EMU PLAINS
PAGE: 2 OF 2
UPDATED TO: 4 July 2020

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

A NOTICE BOARD, INSCRIBED "THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER", IS PROVIDED ON THE FIXED STOP SIGNAL AT THE PENRITH END OF No.5 PLATFORM.

SIGNAL	DESTINATION	INDICATION
BN111 & BN113	DOWN RICHMOND	-
	UP RICHMOND	-
	DOWN RICHMOND	DR
	UP RICHMOND	UR
	No. 1 CAR SIDING	1
	No. 2 CAR SIDING	2
	No. 3 CAR SIDING	3
	No. 4 CAR SIDING	4
	No. 5 CAR SIDING	5
	No. 6 CAR SIDING	6

SIGNAL	DESTINATION	INDICATION
BN 64 L	UP MAIN(M)(VIA 310 R)	M
	UP MAIN(M)(VIA 312 R)	M
	UP SUBURBAN(M)(VIA 312 R)	S
	DOWN RICHMOND(S)	DR
	UP MAIN(S)(VIA 312 R)	UM
	UP SUBURBAN(S)(VIA 312 R)	US

SIGNAL	DESTINATION	INDICATION
BN 62 M	UP MAIN(M)	-
	UP SUBURBAN(M)	-
	UP MAIN(S)	UM
	UP SUBURBAN(S)	US

SIGNAL	DESTINATION	INDICATION
BN66 DR	UP MAIN (VIA 310R)	M
	UP MAIN (VIA 351R)	M
	UP SUBURBAN	S
	DOWN RICHMOND	DR
	UP MAIN	UM
	UP SUBURBAN	US

SIGNAL	DESTINATION	INDICATION
BN68 UR	UP RICHMOND	-
	UP MAIN	-
	UP RICHMOND	UR
	DOWN RICHMOND	DR

SIGNAL	DESTINATION	INDICATION
BN115	DOWN RICHMOND	DR
	UP RICHMOND	UR
	GOODS SIDING 1	S1
	GOODS SIDING 2	S2
	GOODS SIDING 3	S3
	GOODS SIDING 4	S4
	GOODS SIDING 5	S5
GOODS SIDING 6	S6	

DOONSIDE

SECTION : DOONSIDE TO ROOTY HILL
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 4 July 2020

INFORMATION

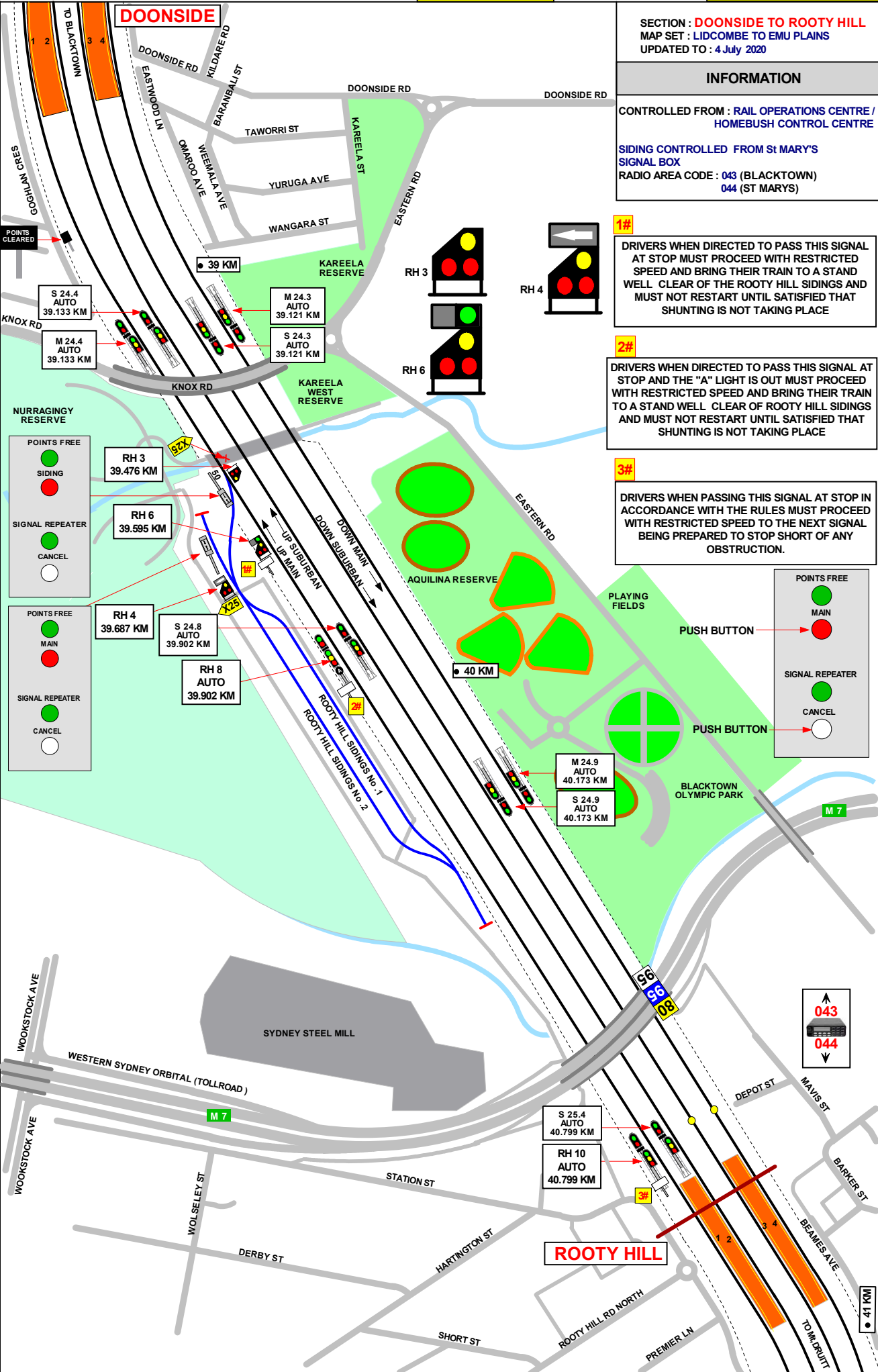
CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE

SIDING CONTROLLED FROM ST MARYS
SIGNAL BOX
RADIO AREA CODE : 043 (BLACKTOWN)
044 (ST MARYS)

1#
DRIVERS WHEN DIRECTED TO PASS THIS SIGNAL AT STOP MUST PROCEED WITH RESTRICTED SPEED AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF THE ROOTY HILL SIDINGS AND MUST NOT RESTART UNTIL SATISFIED THAT SHUNTING IS NOT TAKING PLACE

2#
DRIVERS WHEN DIRECTED TO PASS THIS SIGNAL AT STOP AND THE "A" LIGHT IS OUT MUST PROCEED WITH RESTRICTED SPEED AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF ROOTY HILL SIDINGS AND MUST NOT RESTART UNTIL SATISFIED THAT SHUNTING IS NOT TAKING PLACE

3#
DRIVERS WHEN PASSING THIS SIGNAL AT STOP IN ACCORDANCE WITH THE RULES MUST PROCEED WITH RESTRICTED SPEED TO THE NEXT SIGNAL BEING PREPARED TO STOP SHORT OF ANY OBSTRUCTION.



1 IN 100

LEVEL

1 IN 170

1 IN 100

1 IN 300

SECTION : **ROOTY HILL TO MOUNT DRUITT**
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 4 July 2020

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE
ST MARYS

RADIO AREA CODE : 043 (BLACKTOWN)
044 (ST MARYS)

1 IN 300

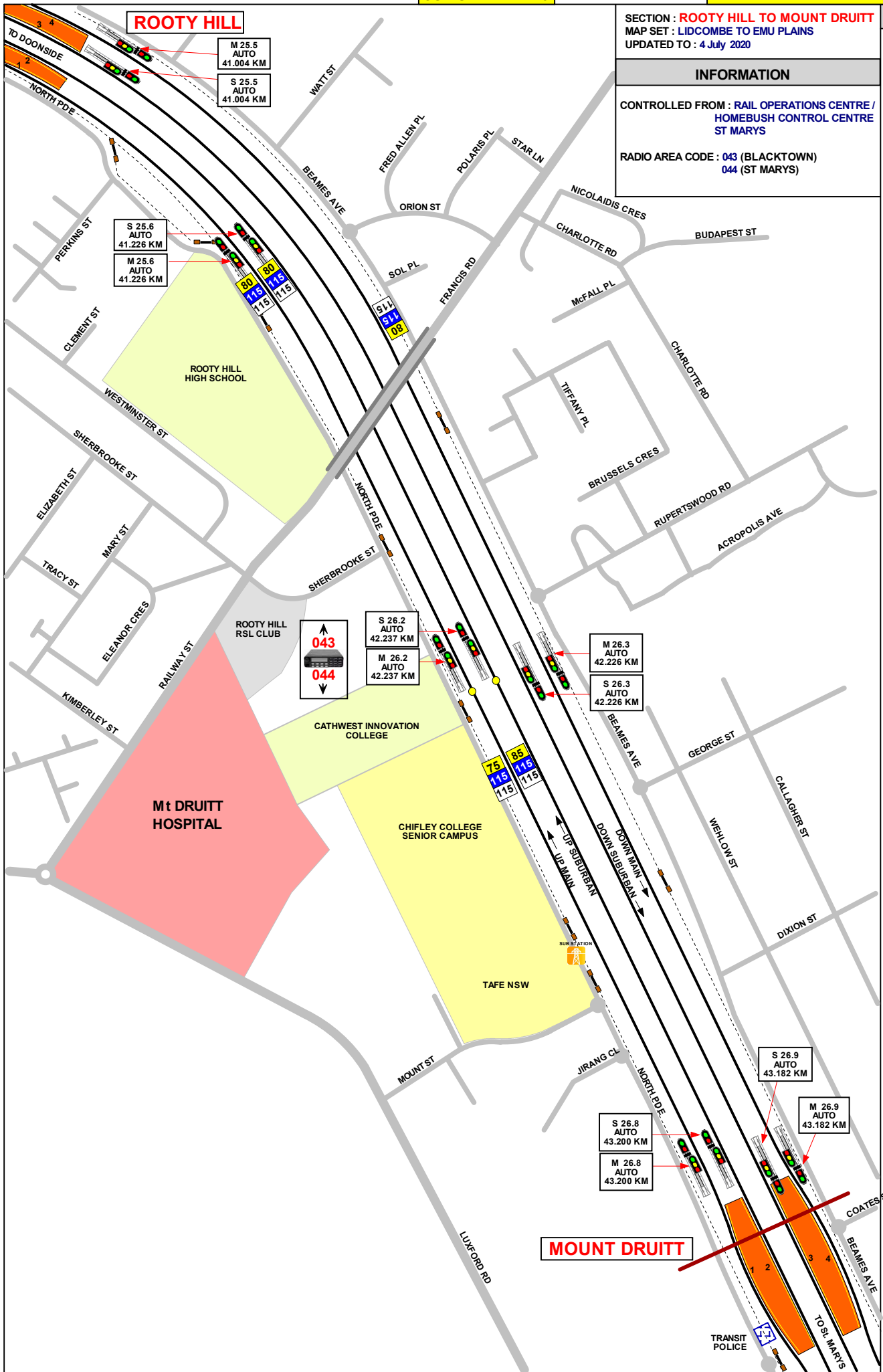
1 IN 70

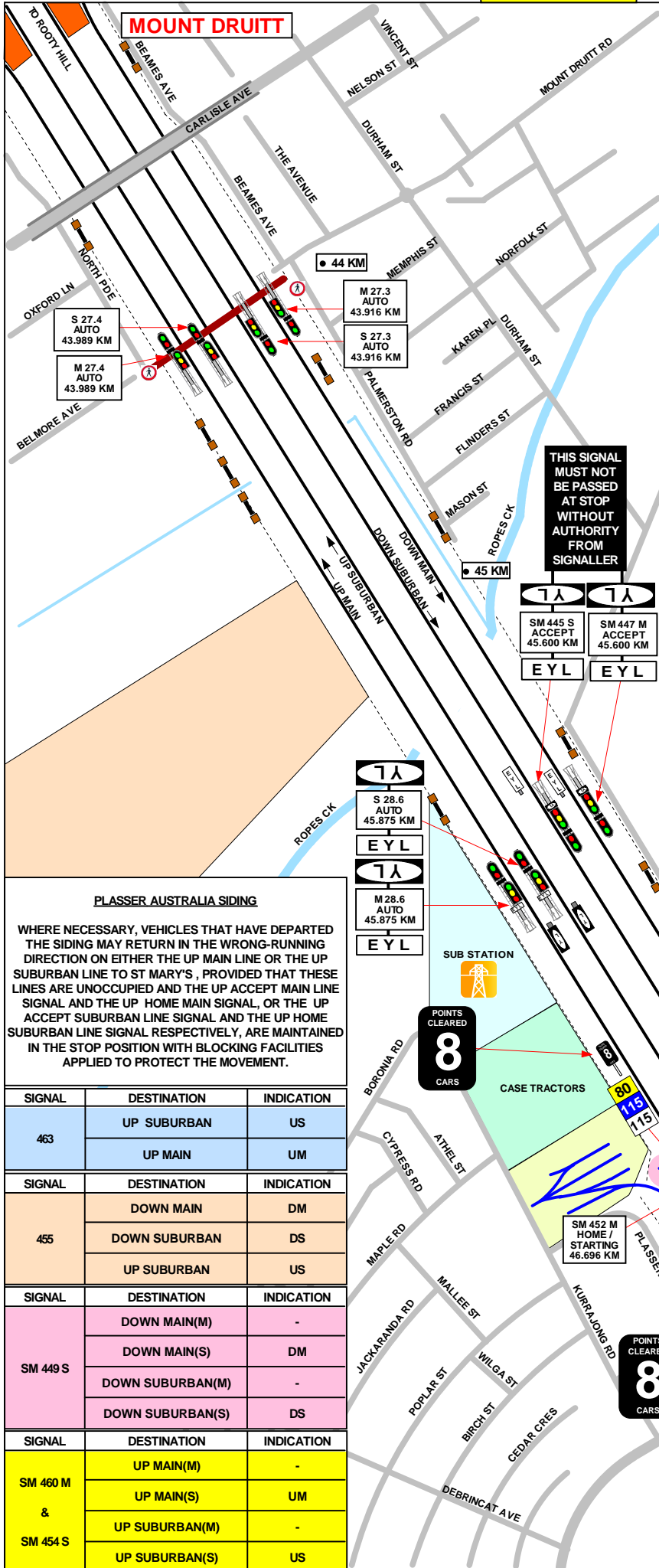
1 IN 80

LEVEL

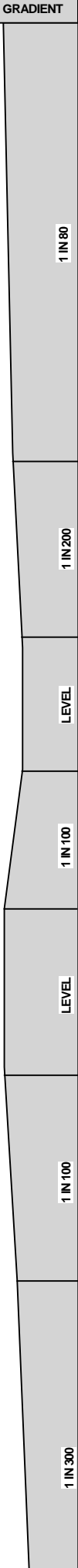
1 IN 132

1 IN 80





SECTION : MOUNT DRUITT TO ST MARYS
 MAP SET : LIDCOMBE TO EMU PLAINS
 UPDATED TO : 30 August 2018



INFORMATION

CONTROLLED FROM : ST MARYS
 RADIO AREA CODE : 044 (ST MARYS)
SPECIAL POINTS OF INTEREST

ST MARYS

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

FROM	TERMINATE AT	THEN GO TO
DOWN SUBURBAN	No. 3 PLATFORM	THEN RETURN TO EITHER THE UP SUBURBAN LINE VIA No. 806 POINTS OR TO THE UP MAIN LINE VIA Nos. 806 AND 805 POINTS, OR SHUNT FORWARD CLEAR OF No. 814 POINTS AND RETURN TO THE UP SUBURBAN LINE (No.2 PLATFORM) VIA No. 814 POINTS OR THE UP MAIN LINE (No.1 PLATFORM) VIA Nos. 814 AND 810 POINTS,
DOWN SUBURBAN	No. 4 PLATFORM	THEN RETURN TO THE UP SUBURBAN LINE OR THE UP MAIN LINE, OR SHUNT FORWARD AND RETURN TO EITHER No. 1, No. 2 OR No. 3 PLATFORM,
DOWN MAIN	No. 4 PLATFORM	THEN RETURN TO EITHER THE UP SUBURBAN LINE VIA Nos. 807 AND 806 POINTS OR TO THE UP MAIN LINE VIA Nos. 807, 806 AND 805 POINTS,
UP TRAINS	ANY PLATFORM	THEN SHUNT EITHER FORWARD OR BACKWARDS TO ANY OTHER PLATFORM.

PLASSER AUSTRALIA SIDING

WHERE NECESSARY, VEHICLES THAT HAVE DEPARTED THE SIDING MAY RETURN IN THE WRONG-RUNNING DIRECTION ON EITHER THE UP MAIN LINE OR THE UP SUBURBAN LINE TO ST MARY'S, PROVIDED THAT THESE LINES ARE UNOCCUPIED AND THE UP ACCEPT MAIN LINE SIGNAL AND THE UP HOME MAIN SIGNAL, OR THE UP ACCEPT SUBURBAN LINE SIGNAL AND THE UP HOME SUBURBAN LINE SIGNAL RESPECTIVELY, ARE MAINTAINED IN THE STOP POSITION WITH BLOCKING FACILITIES APPLIED TO PROTECT THE MOVEMENT.

SIGNAL	DESTINATION	INDICATION
463	UP SUBURBAN	US
	UP MAIN	UM
455	DOWN MAIN	DM
	DOWN SUBURBAN	DS
	UP SUBURBAN	US
SM 449 S	DOWN MAIN(M)	-
	DOWN MAIN(S)	DM
	DOWN SUBURBAN(M)	-
	DOWN SUBURBAN(S)	DS
SM 460 M & SM 454 S	UP MAIN(M)	-
	UP MAIN(S)	UM
	UP SUBURBAN(M)	-
	UP SUBURBAN(S)	US

SECTION : ST MARYS TO WERRINGTON
 MAP SET : LIDCOMBE TO EMU PLAINS
 UPDATED TO : 9 December 2024

GRADIENT

INFORMATION

CONTROLLED FROM : ST MARYS
 RADIO AREA CODE : 044 (ST MARYS)
 045 (PENRITH)

SPECIAL POINTS OF INTEREST
 ST MARYS

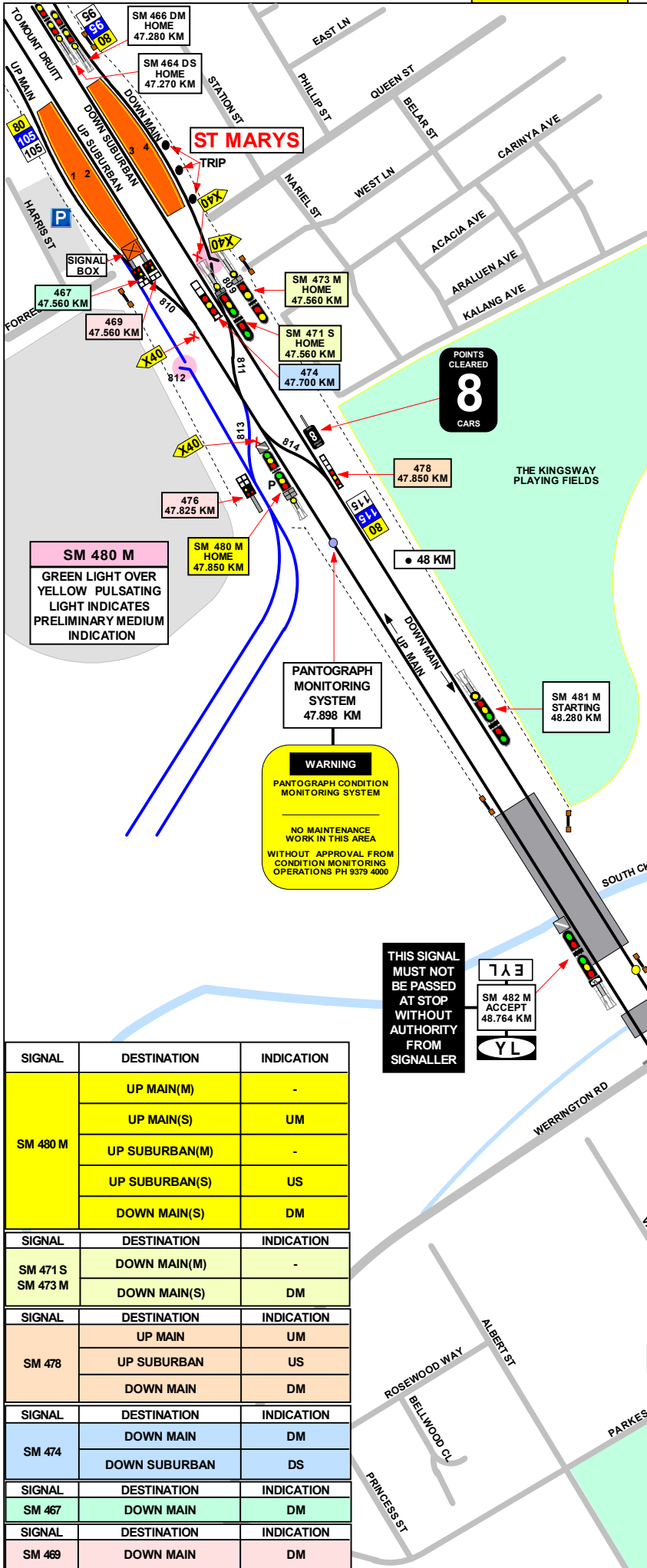
ST MARYS
 TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

FROM	TERMINATE AT	THEN GO TO
DOWN SUBURBAN	No. 3 PLATFORM	THEN RETURN TO EITHER THE UP SUBURBAN LINE VIA No. 806 POINTS OR TO THE UP MAIN LINE VIA Nos. 806 AND 805 POINTS, OR SHUNT FORWARD CLEAR OF No. 814 POINTS AND RETURN TO THE UP SUBURBAN LINE (No. 2 PLATFORM) VIA No. 814 POINTS OR THE UP MAIN LINE (No. 1 PLATFORM) VIA Nos. 814 AND 810 POINTS,
DOWN SUBURBAN	No. 4 PLATFORM	THEN RETURN TO THE UP SUBURBAN LINE OR THE UP MAIN LINE, OR SHUNT FORWARD AND RETURN TO EITHER No. 1, No. 2 OR No. 3 PLATFORM,
DOWN MAIN	No. 4 PLATFORM	THEN RETURN TO EITHER THE UP SUBURBAN LINE VIA Nos. 807 AND 806 POINTS OR TO THE UP MAIN LINE VIA Nos. 807, 806 AND 805 POINTS,
UP TRAINS	ANY PLATFORM	THEN SHUNT EITHER FORWARD OR BACKWARDS TO ANY OTHER PLATFORM.

1 IN 300

1 IN 80

LEVEL



SM 480 M
 GREEN LIGHT OVER
 YELLOW PULSATING
 LIGHT INDICATES
 PRELIMINARY MEDIUM
 INDICATION

WARNING
 PANTOGRAPH CONDITION
 MONITORING SYSTEM
 NO MAINTENANCE
 WORK IN THIS AREA
 WITHOUT APPROVAL FROM
 CONDITION MONITORING
 OPERATIONS PH 9379 4000

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

SIGNAL	DESTINATION	INDICATION
SM 480 M	UP MAIN(M)	-
	UP MAIN(S)	UM
	UP SUBURBAN(M)	-
	UP SUBURBAN(S)	US
	DOWN MAIN(S)	DM
SM 471 S SM 473 M	DOWN MAIN(M)	-
	DOWN MAIN(S)	DM
SM 478	UP MAIN	UM
	UP SUBURBAN	US
	DOWN MAIN	DM
SM 474	DOWN MAIN	DM
	DOWN SUBURBAN	DS
SM 467	DOWN MAIN	DM
SM 469	DOWN MAIN	DM

SECTION : WERRINGTON TO KINGSWOOD
MAP SET : LIDCOMBE TO EMU PLAINS
UPDATED TO : 29 August 2020

GRADIENT

INFORMATION

CONTROLLED FROM : PENRITH
RADIO AREA CODE : 044 (ST MARYS)
045 (PENRITH)

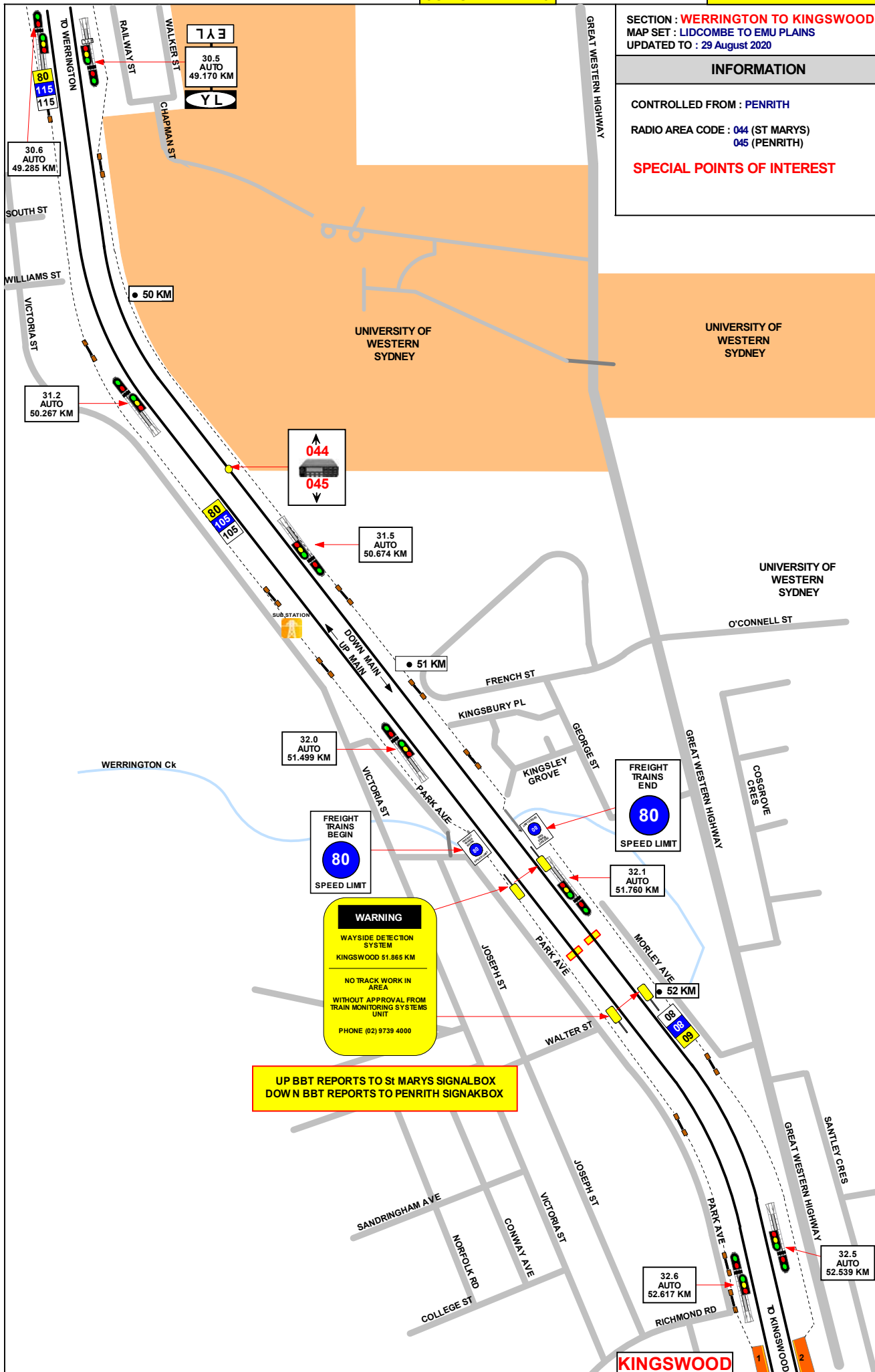
SPECIAL POINTS OF INTEREST

LEVEL

1 IN 100

1 IN 300

1 IN 80



SECTION : **KINGSWOOD TO PENRITH**
 MAP SET : LIDCOMBE TO EMU PLAINS
 UPDATED TO : 20 June 2022

GRADIENT

1 IN 80

INFORMATION

CONTROLLED FROM : **PENRITH**

RADIO AREA CODE : **045 (PENRITH)**

SPECIAL POINTS OF INTEREST

TWO INTERMEDIATE TRAIN STOPS ARE PROVIDED AT THE COUNTRY END OF THE DOWN REFUGE LOOP.

WHEN A TRAIN ENTERS THE REFUGE LOOP ON A LOW SPEED SIGNAL, THE TRAIN STOPS WILL ONLY LOWER SUBJECT TO:

THE TRAIN REDUCING SPEED IN APPROACH TO EACH TRAIN STOP IN ACCORDANCE WITH THE INTERMEDIATE TRAIN STOP ADVISORY SPEED BOARD.

THE SPEED BOARDS ARE 20 KM/H AND 10 KM/H.

OR

IF SIGNAL No. R33.9 IS CLEARED, AFTER THE TRAIN HAS PASSED SIGNAL No. 33.5.

LENGTHS OF ROADS

(1 SUBURBAN CAR = APPROX 20.4 METRES)

TITLE	FROM	TO	METRES
DOWN REFUGE LOOP	CATCH POINTS	CATCH POINTS	639

SIGNAL	DESTINATION	INDICATION
33.9	PLATFORM 2 (VIA 58 POINTS)	2
	PLATFORM 2 (VIA 63 POINTS)	2
	PLATFORM 1	1

LEVEL

1 IN 66

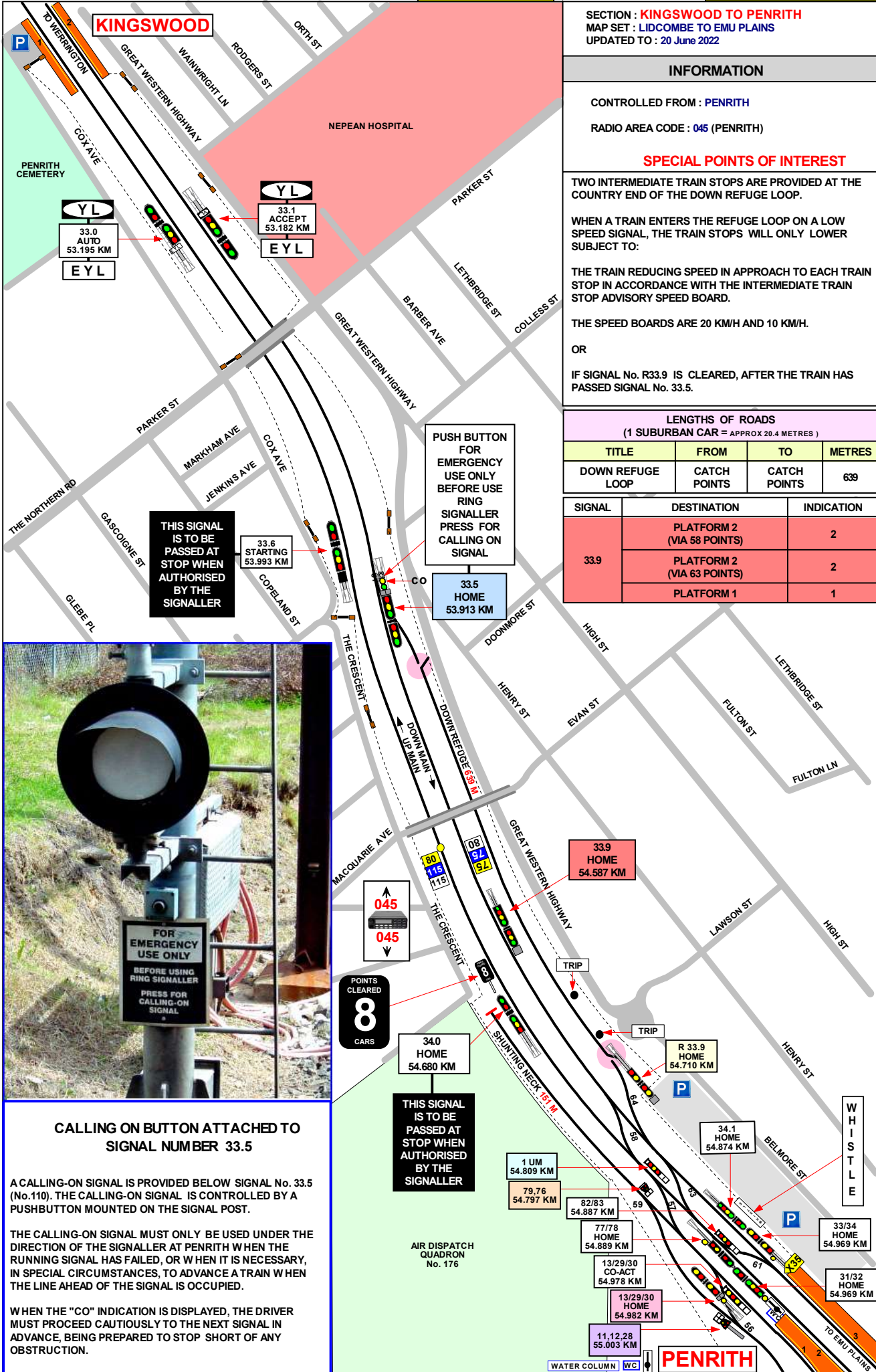


CALLING ON BUTTON ATTACHED TO SIGNAL NUMBER 33.5

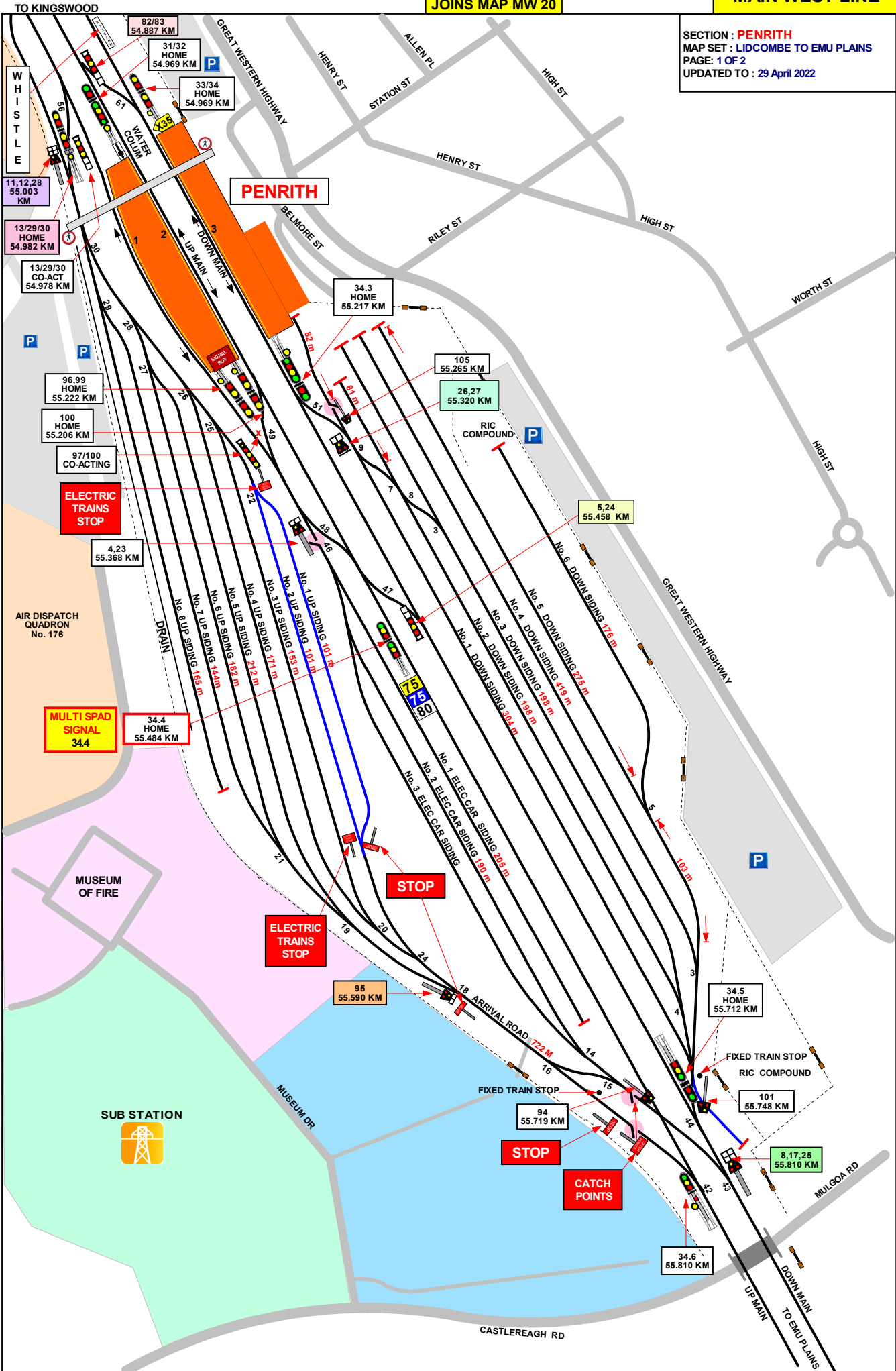
A CALLING-ON SIGNAL IS PROVIDED BELOW SIGNAL No. 33.5 (No.110). THE CALLING-ON SIGNAL IS CONTROLLED BY A PUSHBUTTON MOUNTED ON THE SIGNAL POST.

THE CALLING-ON SIGNAL MUST ONLY BE USED UNDER THE DIRECTION OF THE SIGNALLER AT PENRITH WHEN THE RUNNING SIGNAL HAS FAILED, OR WHEN IT IS NECESSARY, IN SPECIAL CIRCUMSTANCES, TO ADVANCE A TRAIN WHEN THE LINE AHEAD OF THE SIGNAL IS OCCUPIED.

WHEN THE "CO" INDICATION IS DISPLAYED, THE DRIVER MUST PROCEED CAUTIOUSLY TO THE NEXT SIGNAL IN ADVANCE, BEING PREPARED TO STOP SHORT OF ANY OBSTRUCTION.



SECTION : PENRITH
MAP SET : LIDCOMBE TO EMU PLAINS
PAGE: 1 OF 2
UPDATED TO : 29 April 2022



1 IN 66
1 IN 280
1 IN 1260
1 IN 2000
1 IN 2500
LEVEL
1 IN 500

SIGNAL	DESTINATION	INDICATION
R 33.9	PLATFORM 2	2
	PLATFORM 3	3

SIGNAL	DESTINATION	INDICATION
26,27	DOWN DOCK	DD
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
33.9	PLATFORM 2 (VIA 58 POINTS)	2
	PLATFORM 2 (VIA 63 POINTS)	2
	PLATFORM 1	1

SIGNAL	DESTINATION	INDICATION
4,23	BACK PLATFORM	BP
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
5,24	PLATFORM 1	1
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
1 UM	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
8,17,25	UP SIDINGS	US
	DOWN SIDINGS	DS
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
82,83	UP MAIN	UM
	DOWN MAIN	DM

SIGNAL	DESTINATION	INDICATION
11,12,28	SHUNTING NECK	SN
	BACK PLATFORM	BP
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
79,76	BACK PLATFORM	BP
	SIDINGS	SG

SIGNAL	DESTINATION	INDICATION
13,29,30	SHUNTING NECK	SN
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
95	UP ARRIVAL	UA

SECTION : **PENRITH**
 MAP SET : LIDCOMBE TO EMU PLAINS
 PAGE : 2 OF 2
 UPDATED TO : 7 May 2021

INFORMATION

CONTROLLED FROM : **PENRITH**

RADIO AREA CODE : **045** (PENRITH)

SPECIAL POINTS OF INTEREST

PENRITH

ELECTRIC PASSENGER TRAINS MUST SEEK NETWORK COLTROLLER'S PERMISSION BEFORE STABLING IN No. 1 DOWN SIDING.

HOWEVER PROVIDED THE SIGNALLER HAS BEEN INFORMED OF THE MOVEMENTS TO BE MADE, ELECTRIC PASSENGER TRAINS MAY BE DIVIDED IN No.1 DOWN SIDING BEFORE BEING STABLED IN THE YARD.

PENRITH IS ONE OF THE DESIGNATED AREAS WHERE PROPELLING TRAINS IS PERMITTED AS PER THE TABLE SHOWN.

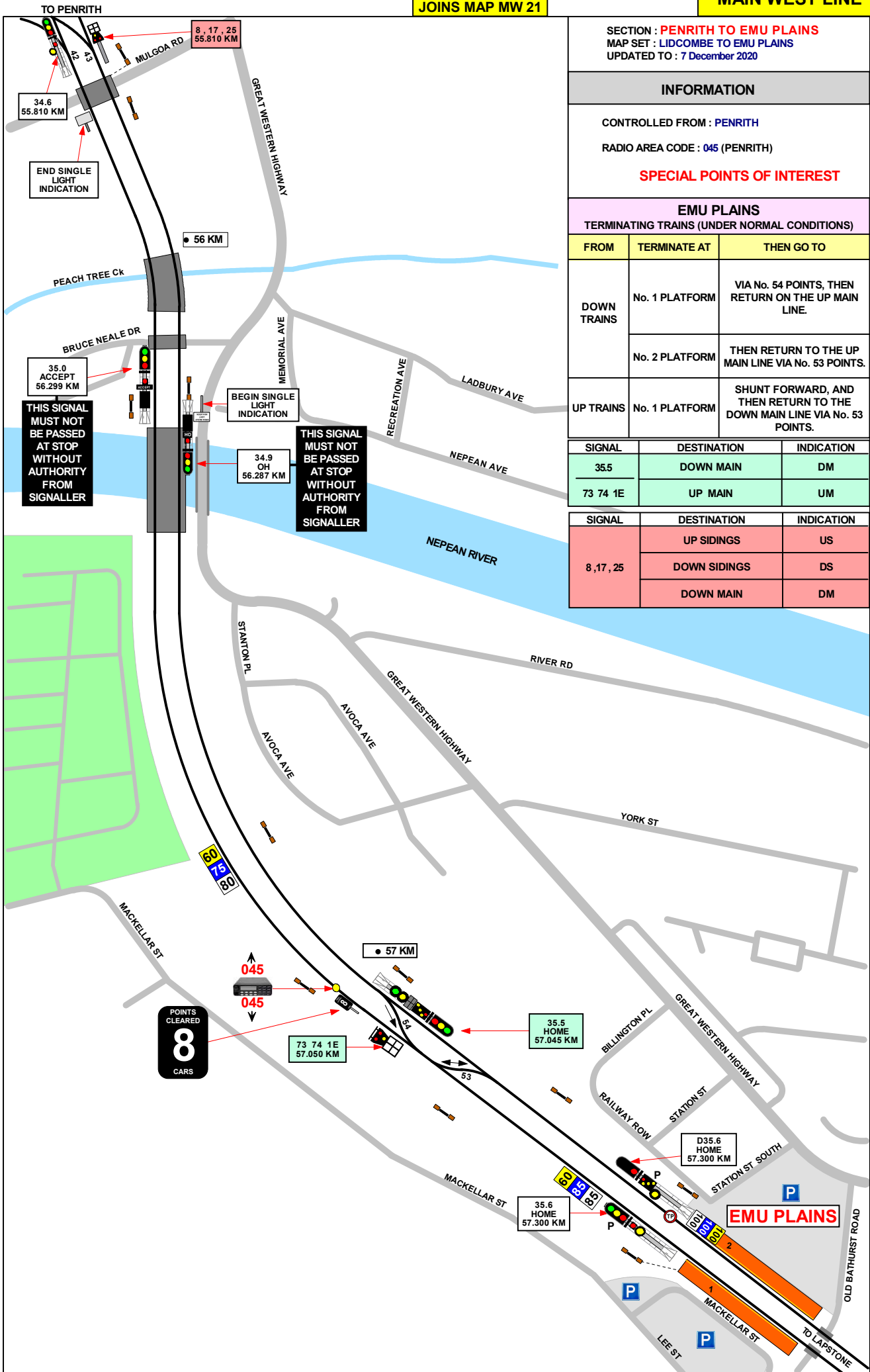
NOTE : ALL PROPELLING MOVEMENTS MUST BE CARRIED OUT AS PER PROCEDURES SET OUT IN "NTR 424 / OSP 15" IN THE NETWORK RULES AND OPERATORS SPECIFIC PROCEDURES MANUALS.

PROPELLING MOVEMENTS			
FROM	LOCATED	TO	LIMIT
UP SHUNTING NECK CLEAR OF 79 , 76 SIGNAL UP TO 6 CARS	APPROX 200 METRES SYDNEY SIDE OF PENRITH	BACK PLATFORM No.1	96 , 99 SIGNAL
UP SHUNTING NECK CLEAR OF 77 , 78 SIGNAL IF MORE THAN 6 CARS	APPROX 100 METRES SYDNEY SIDE OF PENRITH	BACK PLATFORM No.1	96 , 99 SIGNAL
DOWN YARD No. 101 SIGNAL	APPROX 530 METRES EMU PLAINS SIDE OF PENRITH	DOWN MAIN	TO CORRESPONDING CAR MARKER, CLEAR OF No. 8 , 17 , 25 SIGNAL

PENRITH TERMINATING TRAINS (UNDER NORMAL CONDITIONS)		
FROM	TERMINATE AT	THEN GO TO
DOWN TRAINS	No.1 PLATFORM	VIA Nos. 58 AND 57 POINTS, AND THEN RETURN TO THE UP MAIN LINE VIA No. 57 POINTS.
	No. 2 PLATFORM	VIA Nos. 58 OR 63 POINTS.
	No. 3 PLATFORM	RETURN TO UP MAIN LINE VIA No. 61 POINTS.
UP TRAINS	No. 1 PLATFORM	VIA No. 48 POINTS, AND THEN RETURN TO THE DOWN MAIN LINE VIA No. 48 POINTS.
	No. 2 PLATFORM	RETURN TO THE DOWN MAIN LINE VIA No. 47 POINTS.

LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES)			
TITLE	FROM	TO	METRES
No. 1 DOWN SIDING SYDNEY END	BUFFER STOP	SIGNAL 105	82
No. 1 DOWN SIDING COUNTRY END	CLEAR OF ALL OTHER ROADS		304
No. 1 DOWN SIDING TOTAL	BUFFER	CLEAR OF POINTS	480
No. 2 DOWN SIDING SYDNEY END	BUFFER STOP	CLEAR OF POINTS	81
No. 2 DOWN SIDING COUNTRY END	CLEAR OF ALL OTHER ROADS		198
No. 2 DOWN SIDING TOTAL	BUFFER	CLEAR OF POINTS	381
No. 3 DOWN SIDING SYDNEY END	BUFFER STOP	CLEAR OF POINTS	166
No. 3 DOWN SIDING COUNTRY END	CLEAR OF ALL OTHER ROADS		198
No. 3 DOWN SIDING TOTAL	BUFFER	CLEAR OF POINTS	406
No. 4 DOWN SIDING	CLEAR OF ALL OTHER ROADS		419
No. 5 DOWN SIDING SYDNEY END	BUFFER STOP	CLEAR OF 6 ROAD	275
No. 5 DOWN SIDING COUNTRY END	CLEAR OF ALL OTHER ROADS		103
No. 5 DOWN SIDING TOTAL	BUFFER	CLEAR OF POINTS	419
No. 6 DOWN SIDING	BUFFER STOP	CLEAR OF 5 ROAD	176

LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES)			
TITLE	FROM	TO	METRES
DOWN REFUGE	CATCH POINTS	R 33.9	639
SHUNTING NECK	BUFFER STOP	SIGNAL 79,76	151
No. 1 UP SIDING	CLEAR OF ALL OTHER ROADS		101
No. 2 UP SIDING	CLEAR OF ALL OTHER ROADS		101
No. 3 UP SIDING	CLEAR OF ALL OTHER ROADS		153
No. 4 UP SIDING	CLEAR OF ALL OTHER ROADS		171
No. 5 UP SIDING	CLEAR OF ALL OTHER ROADS		212
No. 6 UP SIDING	CLEAR OF ALL OTHER ROADS		182
No. 7 UP SIDING	CLEAR OF ALL OTHER ROADS		144
No. 8 UP SIDING	CLEAR OF ALL OTHER ROADS		142
No. 1 ELEC CAR SIDING	CLEAR OF ALL OTHER ROADS		205
No. 1 ELEC CAR SIDING	CLEAR OF No. 2 ELEC CAR SIDING	BUFFER STOP	282
No. 2 ELEC CAR SIDING	CLEAR OF ALL OTHER ROADS		190
No. 3 ELEC CAR SIDING	CLEAR OF ALL OTHER ROADS		222
ARRIVAL ROAD	STOP BOARD EMU PLAINS END	SIGNAL No. 11,12,28	722
ARRIVAL ROAD	STOP BOARD EMU PLAINS END	BUFFER OF UP SHUNTING NECK	1077



SECTION : **PENRITH TO EMU PLAINS**
 MAP SET : **LIDCOMBE TO EMU PLAINS**
 UPDATED TO : 7 December 2020

GRADIENT

INFORMATION

CONTROLLED FROM : **PENRITH**

RADIO AREA CODE : **045 (PENRITH)**

SPECIAL POINTS OF INTEREST

EMU PLAINS

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

FROM	TERMINATE AT	THEN GO TO
DOWN TRAINS	No. 1 PLATFORM	VIA No. 54 POINTS, THEN RETURN ON THE UP MAIN LINE.
	No. 2 PLATFORM	THEN RETURN TO THE UP MAIN LINE VIA No. 53 POINTS.
UP TRAINS	No. 1 PLATFORM	SHUNT FORWARD, AND THEN RETURN TO THE DOWN MAIN LINE VIA No. 53 POINTS.

SIGNAL	DESTINATION	INDICATION
35.5	DOWN MAIN	DM
73 74 1E	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
8,17,25	UP SIDINGS	US
	DOWN SIDINGS	DS
	DOWN MAIN	DM

LEVEL

1 IN 280

LEVEL

1 IN 186

LEVEL