

# 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:** March 2025

**Version:** 5.12

### 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**.

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**Location:** CM Record No.D2015/573

SECTION : LIDCOMBE TO AUBURN  
MAP SET : LIDCOMBE TO EMU PLAINS  
PAGE : 1 OF 2  
UPDATED TO : 10 March 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE  
RADIO AREA CODE : 038 (LIDCOMBE)  
039 (AUBURN)

PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

SPECIAL POINTS OF INTEREST LIDCOMBE

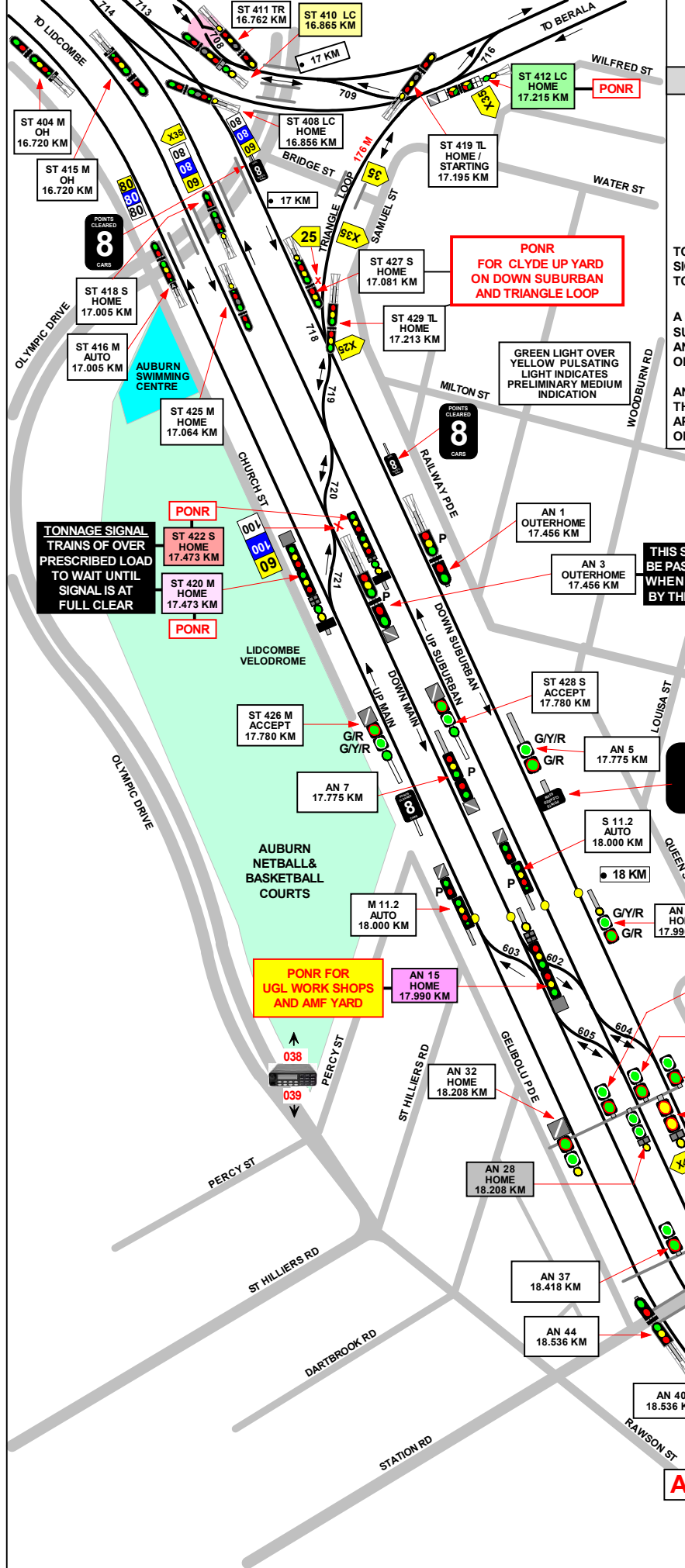
TONNEAGE SIGNALS  
SIGNALS No. ST 420 M & ST 422 S ARE FITTED WITH A TONNEAGE WARNING PLATE.

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.

GRADIENT	LEVEL
	1 IN 85
	1 IN 100
	1 IN 120
	1 IN 150
	1 IN 170
	1 IN 185
	1 IN 200
	1 IN 220
	1 IN 240
	1 IN 260
	1 IN 280
	1 IN 300
	1 IN 320
	1 IN 340
	1 IN 360
	1 IN 380
	1 IN 400
	1 IN 420
	1 IN 440
	1 IN 460
	1 IN 480
	1 IN 500
	1 IN 520
	1 IN 540
	1 IN 560
	1 IN 580
	1 IN 600
	1 IN 620
	1 IN 640
	1 IN 660
	1 IN 680
	1 IN 700
	1 IN 720
	1 IN 740
	1 IN 760
	1 IN 780
	1 IN 800
	1 IN 820
	1 IN 840
	1 IN 860
	1 IN 880
	1 IN 900
	1 IN 920
	1 IN 940
	1 IN 960
	1 IN 980
	1 IN 1000



PONR FOR CLYDE UP YARD ON DOWN SUBURBAN AND TRIANGLE LOOP

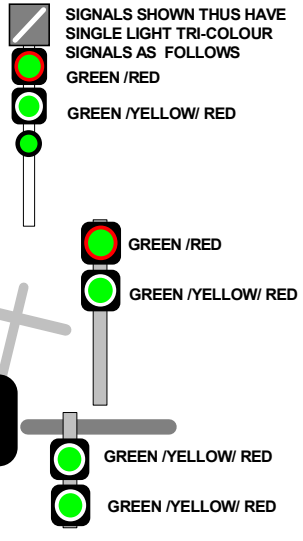
PONR FOR UGL WORK SHOPS AND AMF YARD

TONNEAGE SIGNAL TRAINS OF OVER PRESCRIBED LOAD TO WAIT UNTIL SIGNAL IS AT FULL CLEAR

GREEN LIGHT OVER YELLOW PULSATING LIGHT INDICATES PRELIMINARY MEDIUM INDICATION

THIS SIGNAL MUST BE PASSED AT STOP WHEN AUTHORISED BY THE SIGNALLER

POINTS CLEARED 650M



SECTION : LIDCOMBE TO AUBURN

MAP SET : LIDCOMBE TO EMU PLAINS

PAGE : 2 OF 2

UPDATED TO : 10 March 2025

APPENDICES

PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

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
ST 410 LC	DOWN SUBURBAN (M)	---
	DOWN SUBURBAN (S)	DS
	TURNBACK ROAD (M) LSp	TR
	TURNBACK ROAD (S)	TR

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

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

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

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

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

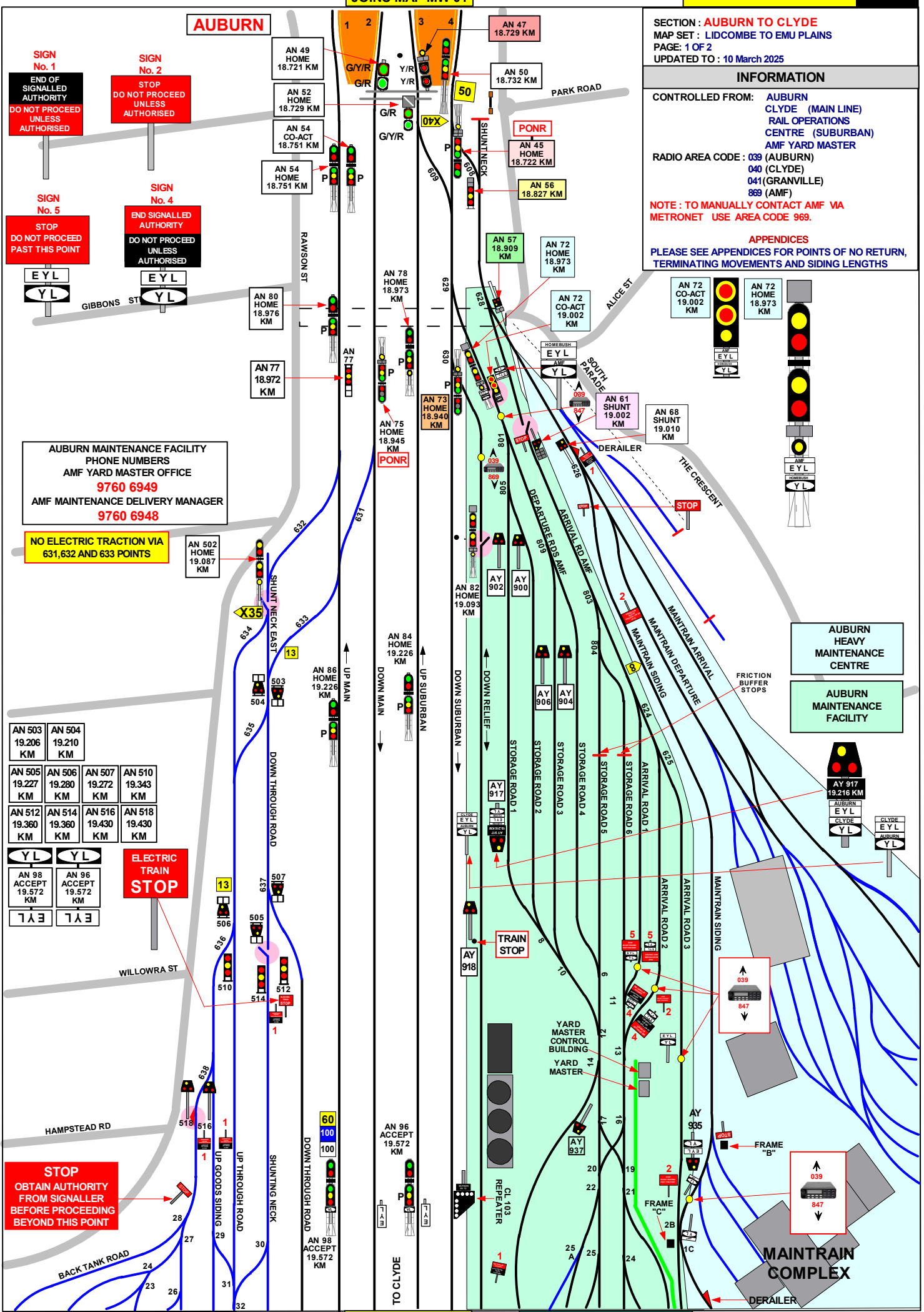
SIGNAL	DESTINATION	INDICATION
AN 47	STORAGE ROADS (S)	SR
	DOWN SUBURBAN (S)	---
	DOWN SUBURBAN (S)	DS

SECTION : AUBURN TO CLYDE  
MAP SET : LIDCOMBE TO EMU PLAINS  
PAGE: 1 OF 2  
UPDATED TO : 10 March 2025

INFORMATION

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.

APPENDICES  
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
TERMINATING MOVEMENTS AND SIDING LENGTHS



AUBURN

SIGN No. 1  
END OF SIGNALLED AUTHORITY  
DO NOT PROCEED UNLESS AUTHORISED

SIGN No. 2  
STOP  
DO NOT PROCEED UNLESS AUTHORISED

SIGN No. 5  
STOP  
DO NOT PROCEED PAST THIS POINT

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

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

STOP  
OBTAIN AUTHORITY FROM SIGNALLER BEFORE PROCEEDING BEYOND THIS POINT

AUBURN HEAVY MAINTENANCE CENTRE  
AUBURN MAINTENANCE FACILITY

MAINTRAIN COMPLEX

GRADIENT	SIGNAL	DESTINATION	INDICATION
LEVEL	AN 45	ARRIVAL ROADS ( S )	AR
		STORAGE ROADS ( S )	SR
		DOWN SUBURBAN ( M )	----
		DOWN SUBURBAN ( S )	DS
1 IN 1320	AN 47	STORAGE ROADS ( S )	SR
		DOWN SUBURBAN ( M )	----
		DOWN SUBURBAN ( S )	DS
E	AN 56	DOWN SUBURBAN ( S )	DS
1 IN 132	AN 57	WORK SHOPS ( S )	WS
		ARRIVAL ROADS ( S )	AR
E	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
E	AN 72	UP SUBURBAN ( M )	U
		UP SUBURBAN ( S )	US
		DOWN SUBURBAN ( M )	D
		DOWN SUBURBAN ( S )	DS
E	AN 72 CO-ACT	UP SUBURBAN ( M )	U
		UP SUBURBAN ( S )	US
		DOWN SUBURBAN ( M )	D
		DOWN SUBURBAN ( S )	DS
1 IN 100	AN 73	DOWN RELIEF ( M )	----
		DOWN RELIEF ( S )	DR
		DOWN SUBURBAN ( M )	----
		DOWN SUBURBAN ( S )	DS
1 IN 100	AN 75	DOWN MAIN ( M )	----
		DOWN MAIN ( S )	DM
		DOWN THROUGH ROAD ( S )	DT
1 IN 100	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: 10 March 2025

**INFORMATION**

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**

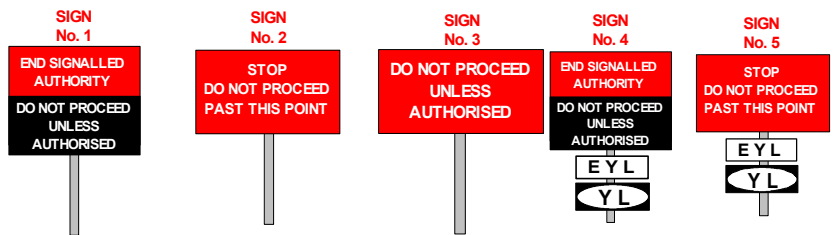
**APPENDICES**  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

**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.



**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 : 11 March 2025

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 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

SECTION : CLYBURN TO CLYDE  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 2 OF 2  
 UPDATED TO : 11 March 2025

SIGNAL	DESTINATION	INDICATION
6 L 20	UP YARD (S)	UY

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

GRADIENT

1 IN 220

1 IN 165

1 IN 225

1 IN 178

SECTION : **CLYDE TO GRANVILLE**  
**CLYDE TO PARRAMATTA ROAD**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 12 March 2025

**INFORMATION**

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

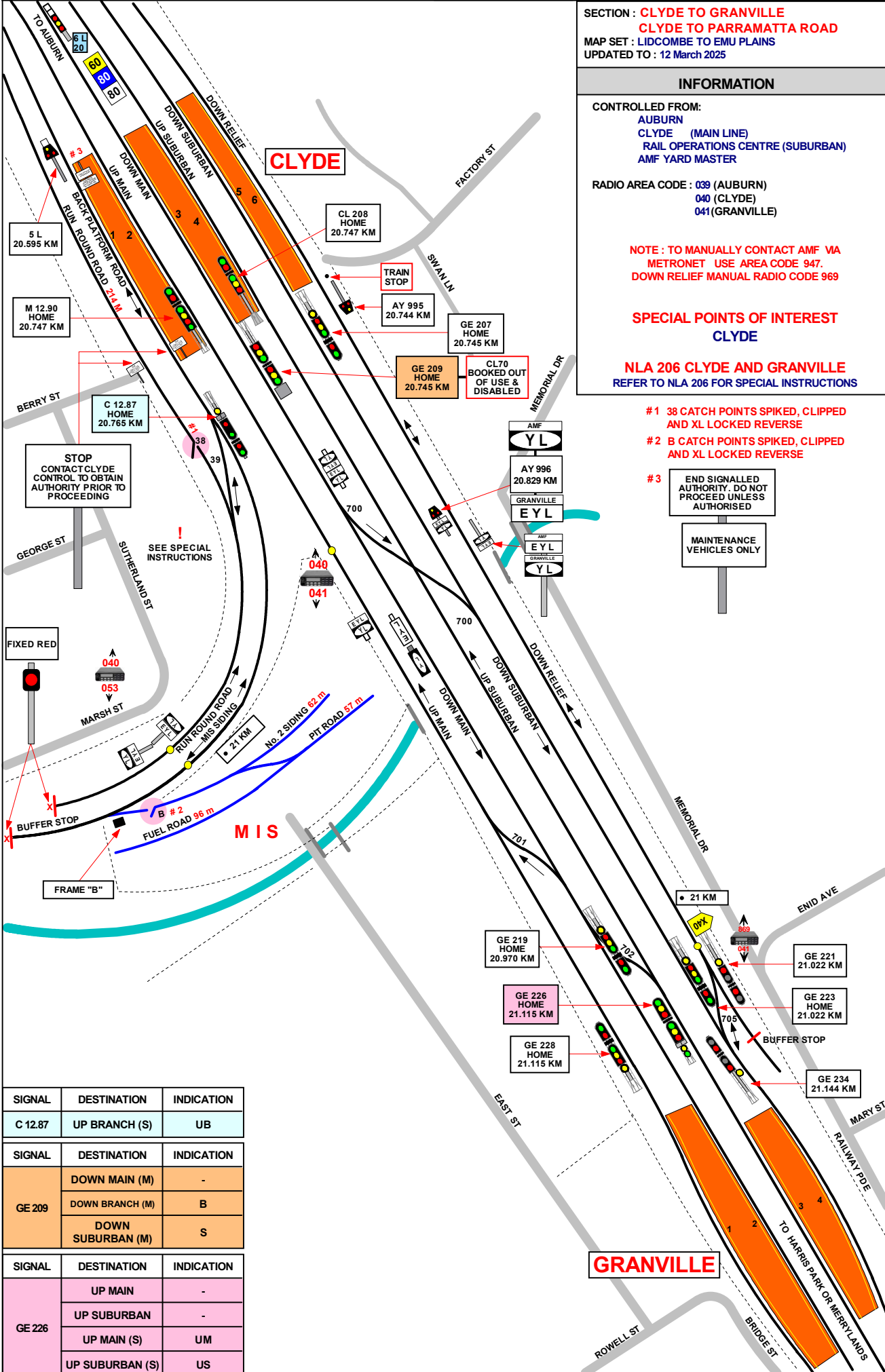
RADIO AREA CODE : 039 (AUBURN)  
 040 (CLYDE)  
 041 (GRANVILLE)

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

**SPECIAL POINTS OF INTEREST**  
**CLYDE**

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

- #1 38 CATCH POINTS SPIKED, CLIPPED AND XL LOCKED REVERSE
  - #2 B CATCH POINTS SPIKED, CLIPPED AND XL LOCKED REVERSE
  - #3 END SIGNALLED AUTHORITY. DO NOT PROCEED UNLESS AUTHORISED
- MAINTENANCE VEHICLES ONLY



SIGNAL	DESTINATION	INDICATION
C 12.87	UP BRANCH (S)	UB
SIGNAL	DESTINATION	INDICATION
GE 209	DOWN MAIN (M)	-
	DOWN BRANCH (M)	B
	DOWN SUBURBAN (M)	S
SIGNAL	DESTINATION	INDICATION
GE 226	UP MAIN	-
	UP SUBURBAN	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US



SECTION : GRANVILLE TO HARRIS PARK  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025  
Page: 1 of 2

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

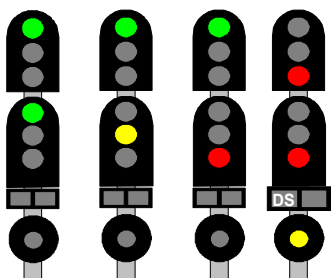
RADIO AREA CODE : 041 (GRANVILLE)

SPECIAL POINTS OF INTEREST  
GRANVILLE

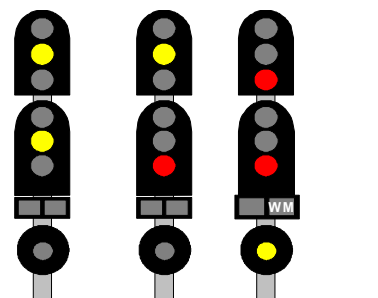
THE POINTS AND SIGNALS AT GRANVILLE, PARRAMATTA, WESTMEAD AND THE JUNCTIONS AT BOTH ENDS OF THE SOUTH WEST OUTER AND SOUTH WEST INNER LINES ARE ALL PART OF THE GRANVILLE INTERLOCKING.

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

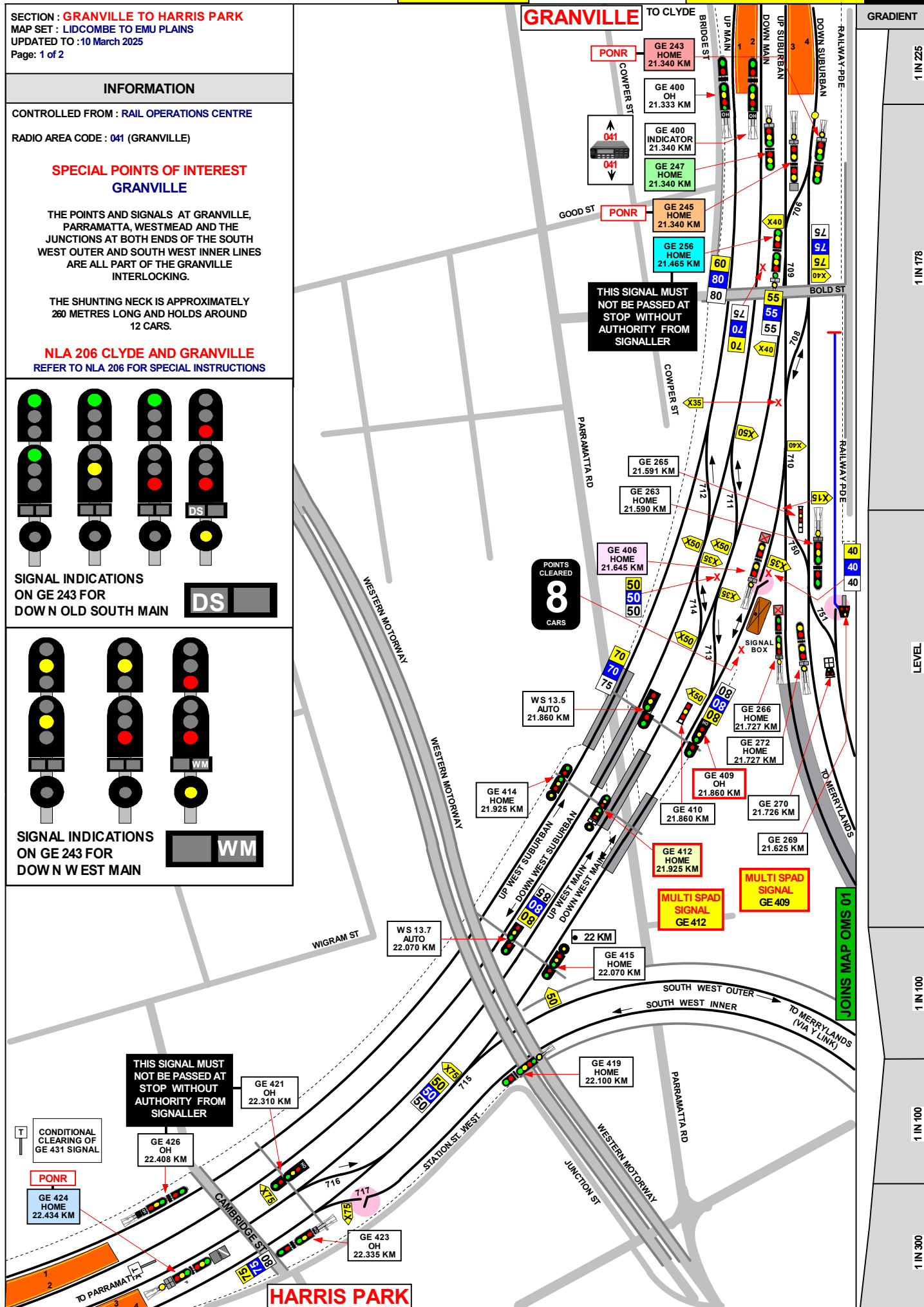
NLA 206 CLYDE AND GRANVILLE  
REFER TO NLA 206 FOR SPECIAL INSTRUCTIONS



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 : 10 March 2025  
 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 : 10 March 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

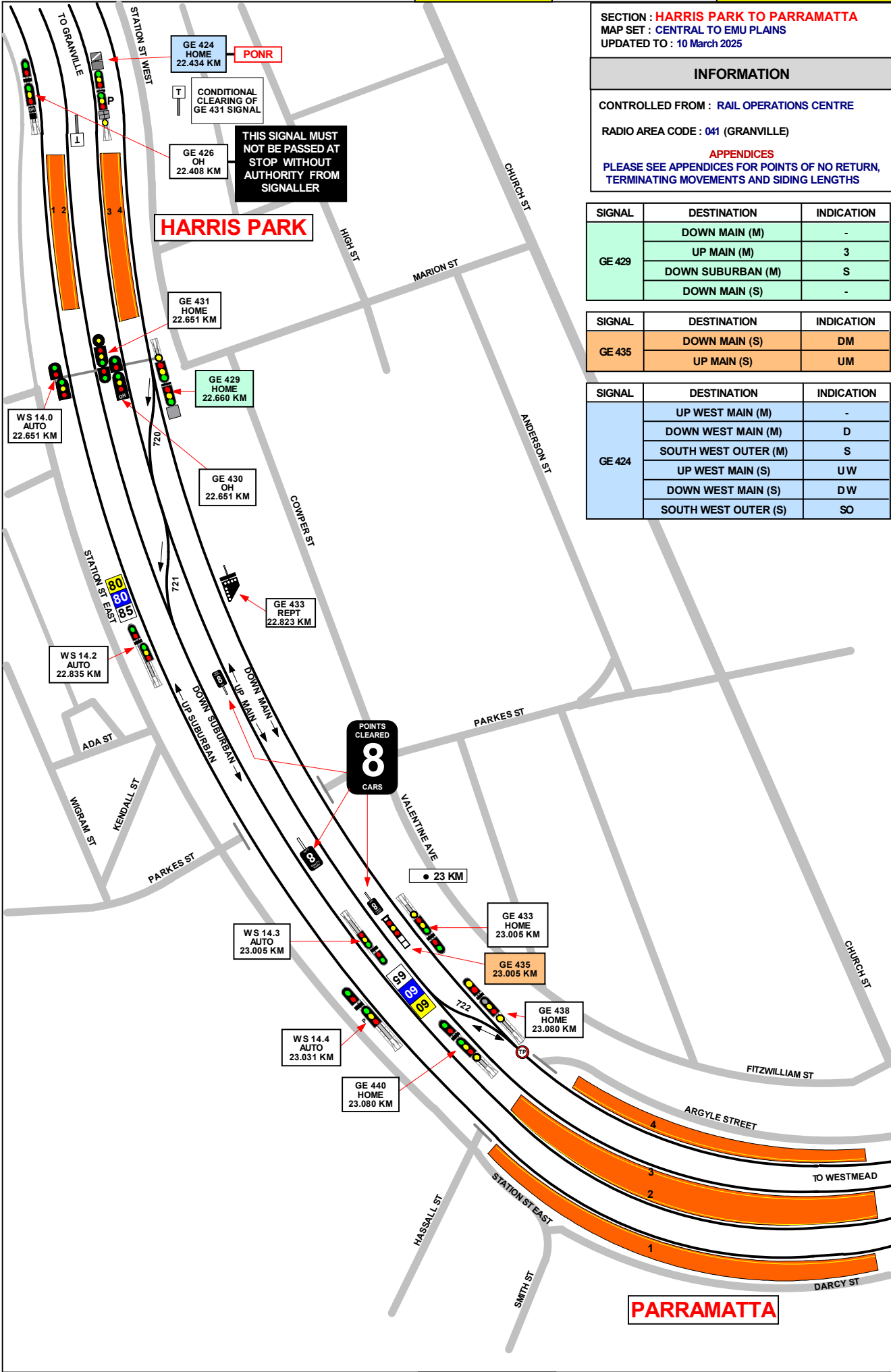
RADIO AREA CODE : 041 (GRANVILLE)

APPENDICES  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDING LENGTHS

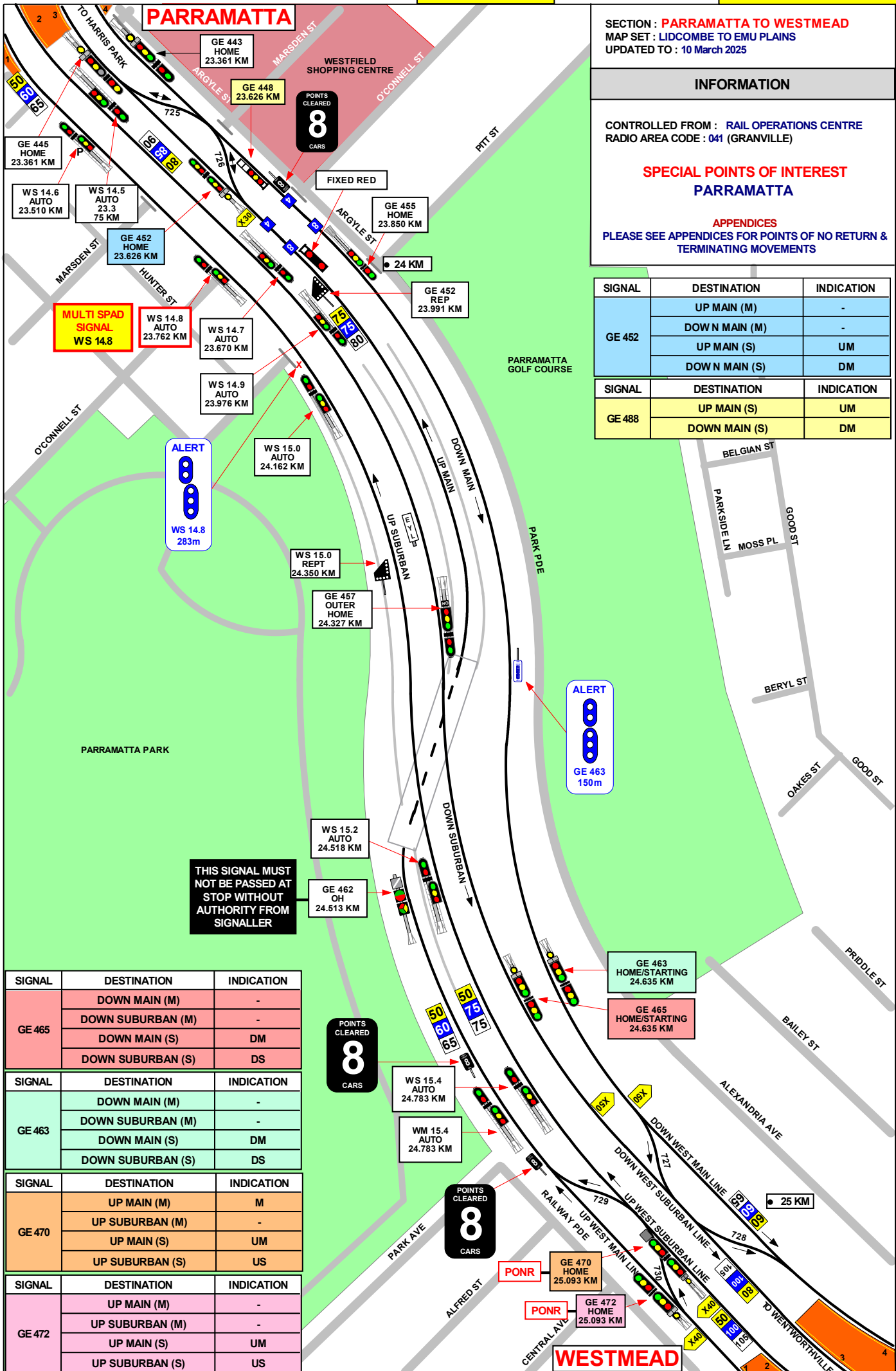
SIGNAL	DESTINATION	INDICATION
GE 429	DOWN MAIN (M)	-
	UP MAIN (M)	3
	DOWN SUBURBAN (M)	S
	DOWN MAIN (S)	-

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 : 10 March 2025

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS 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

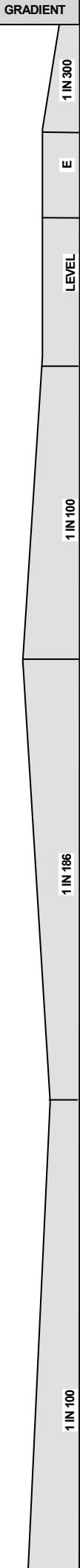
SIGNAL	DESTINATION	INDICATION
GE 488	UP MAIN (S)	UM
	DOWN MAIN (S)	DM

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



WESTMEAD

SECTION : WESTMEAD TO WENTWORTHVILLE  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

GRADIENT

INFORMATION

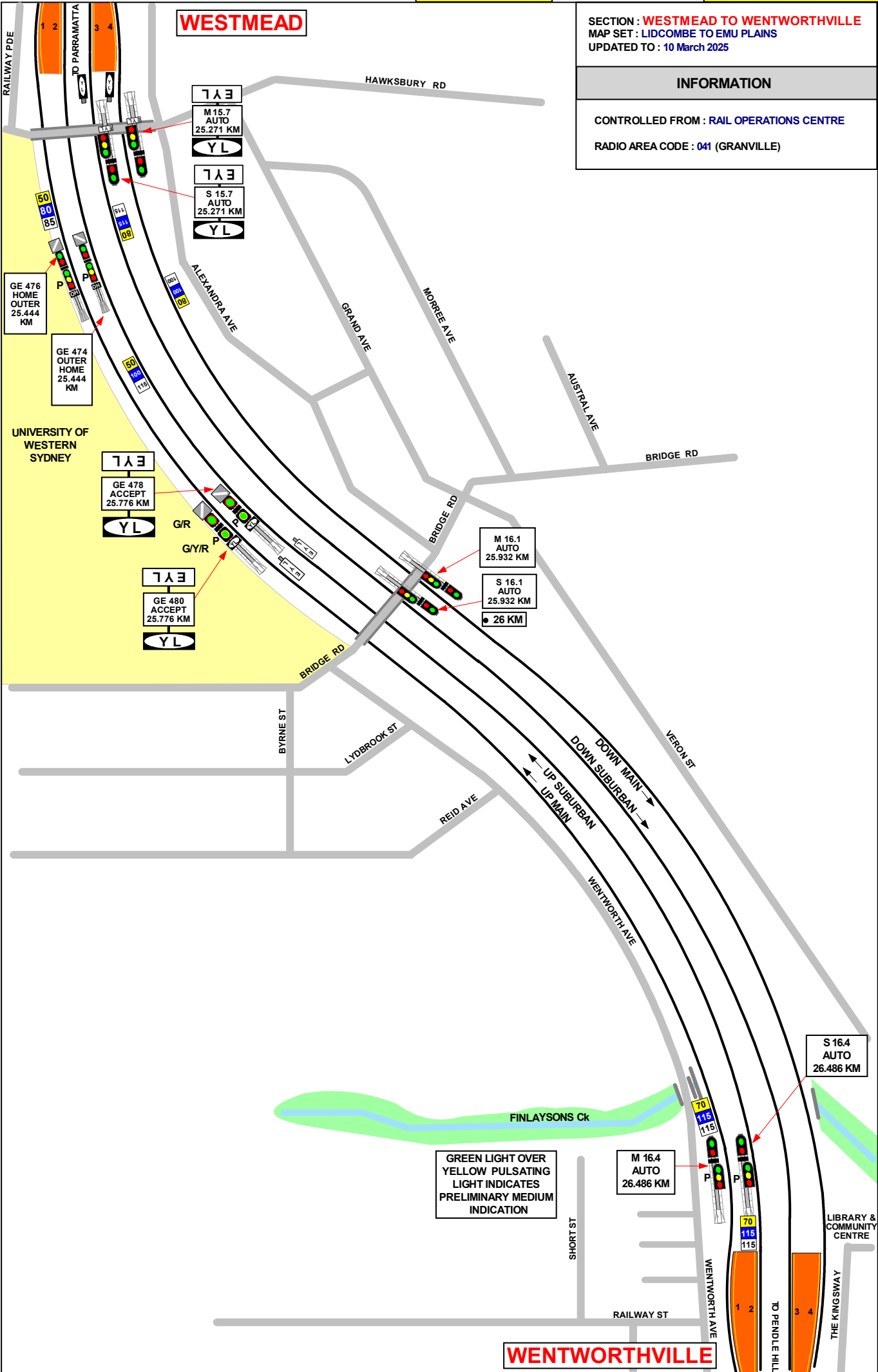
CONTROLLED FROM : RAIL OPERATIONS CENTRE  
RADIO AREA CODE : 041 (GRANVILLE)

1 IN 100

1 IN 100

1 IN 178

1 IN 80



WENTWORTHVILLE

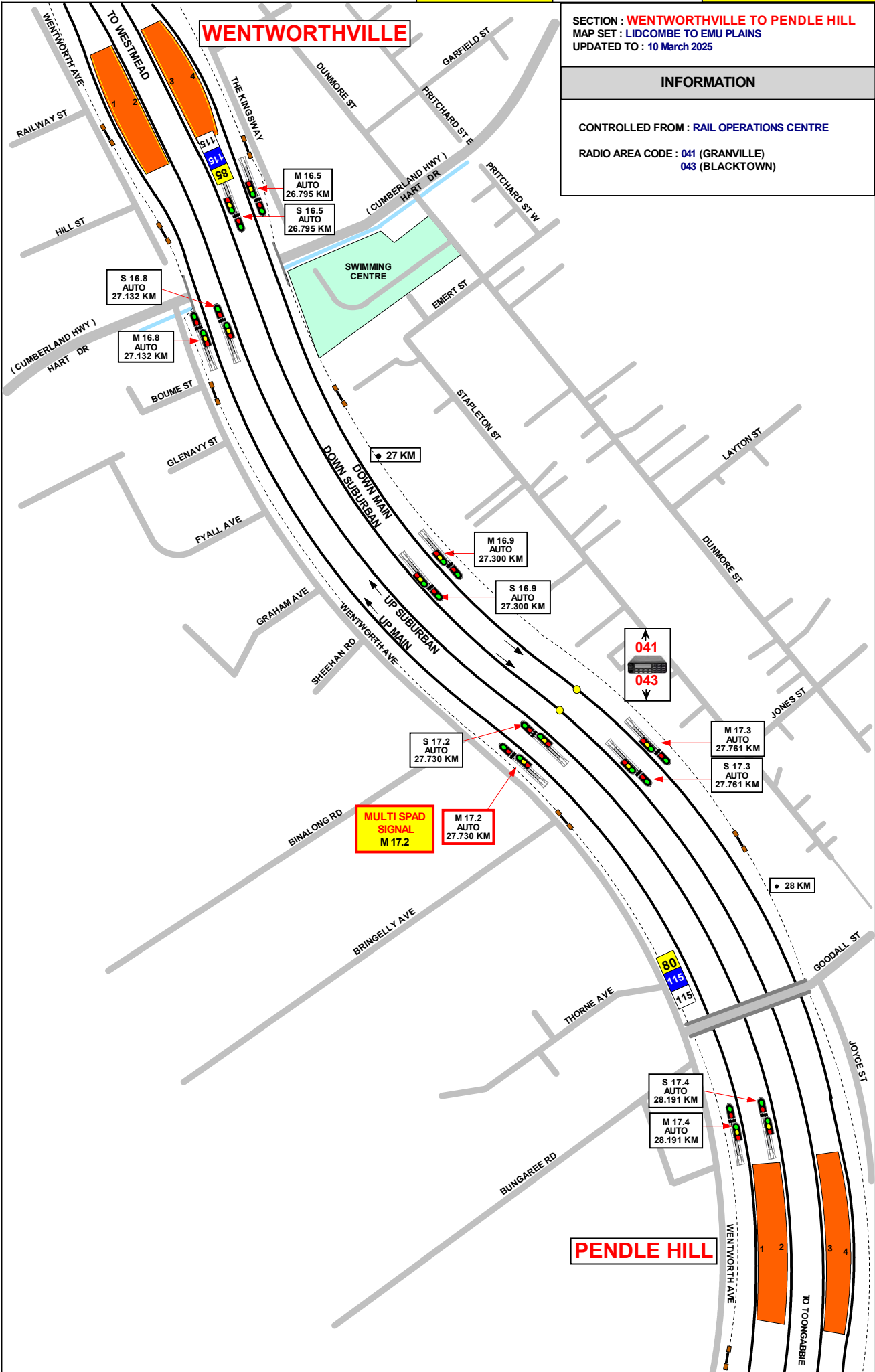
WENTWORTHVILLE

SECTION : WENTWORTHVILLE TO PENDLE HILL  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

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



PENDLE HILL

SECTION : PENDLE HILL TO TOONGABBIE  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

GRADIENT

INFORMATION

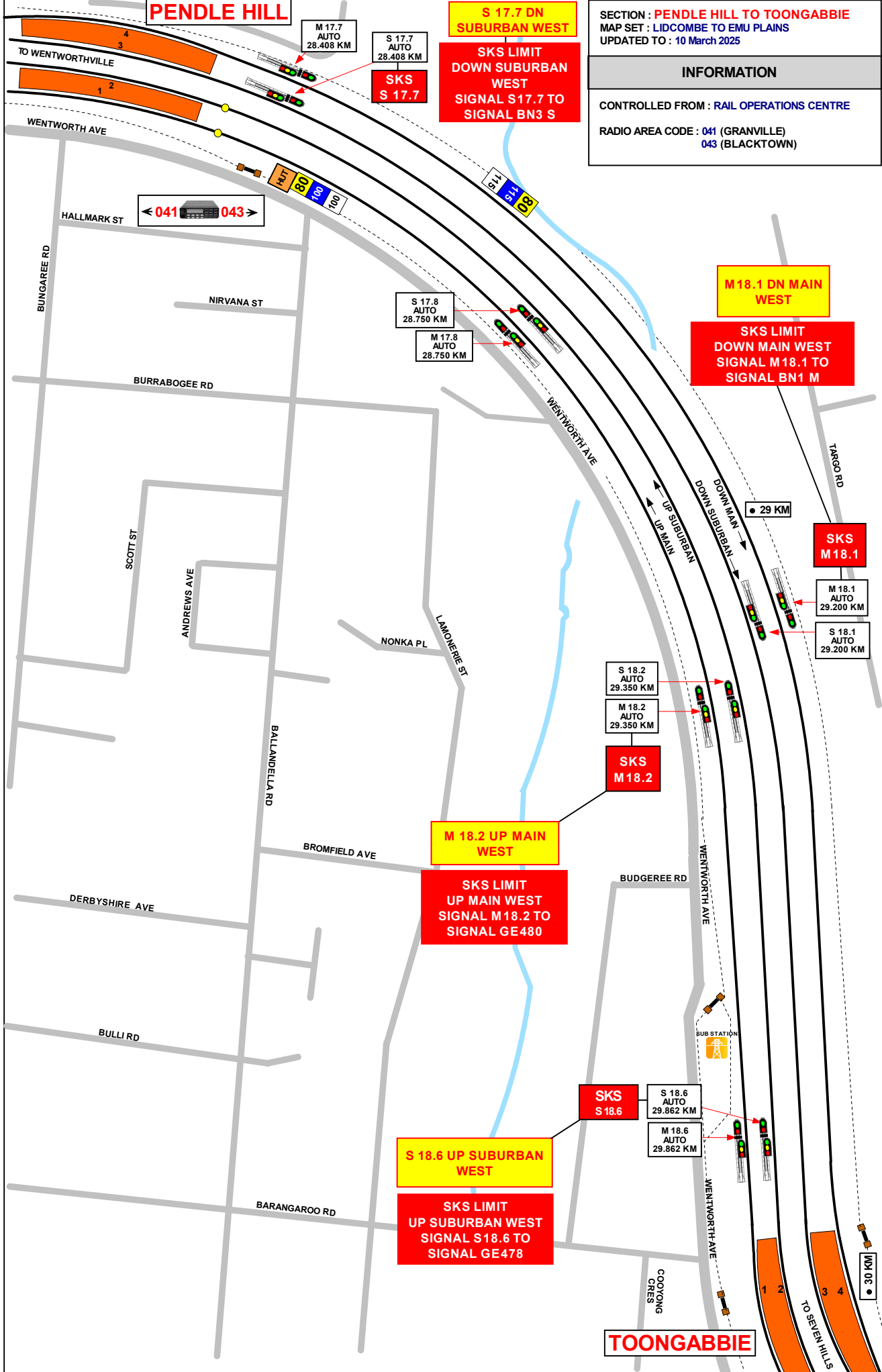
CONTROLLED FROM : RAIL OPERATIONS CENTRE  
RADIO AREA CODE : 041 (GRANVILLE)  
043 (BLACKTOWN)

1 IN 100

1 IN 429

1 IN 100

LEVEL



S 17.7 DN  
SUBURBAN WEST

SKS  
S 17.7

SKS LIMIT  
DOWN SUBURBAN  
WEST  
SIGNAL S17.7 TO  
SIGNAL BN3 S

M 18.1 DN MAIN  
WEST

SKS LIMIT  
DOWN MAIN WEST  
SIGNAL M18.1 TO  
SIGNAL BN1 M

S 17.8  
AUTO  
28.750 KM

M 17.8  
AUTO  
28.750 KM

SKS  
M 18.1

M 18.1  
AUTO  
29.200 KM

S 18.1  
AUTO  
29.200 KM

S 18.2  
AUTO  
29.350 KM

M 18.2  
AUTO  
29.350 KM

SKS  
M 18.2

M 18.2 UP MAIN  
WEST

SKS LIMIT  
UP MAIN WEST  
SIGNAL M18.2 TO  
SIGNAL GE480

SKS  
S 18.6

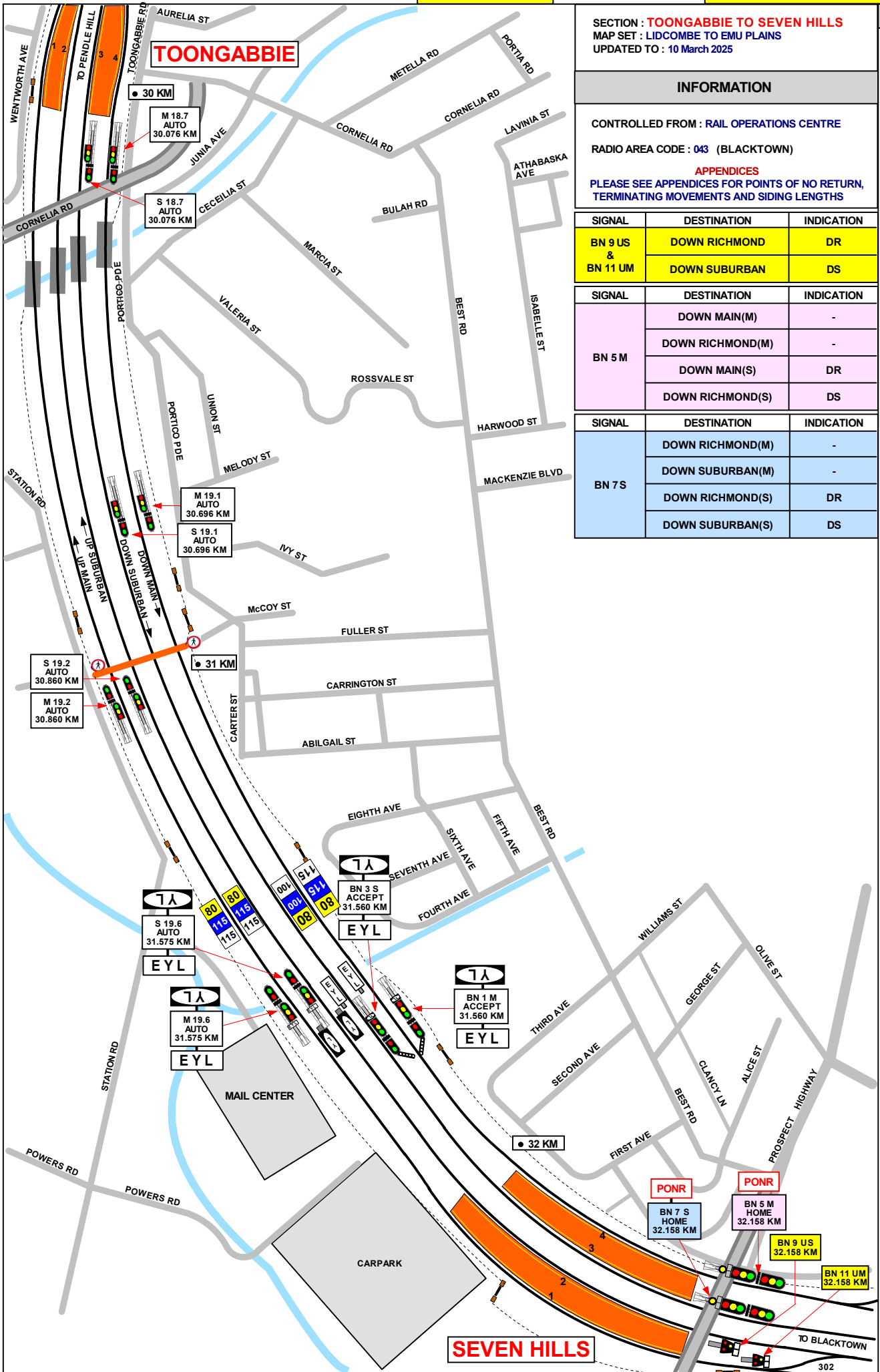
S 18.6  
AUTO  
29.862 KM

M 18.6  
AUTO  
29.862 KM

S 18.6 UP SUBURBAN  
WEST

SKS LIMIT  
UP SUBURBAN WEST  
SIGNAL S18.6 TO  
SIGNAL GE478

TOONGABBIE



SECTION : **TOONGABBIE TO SEVEN HILLS**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

GRADIENT

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

**APPENDICES**  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDING LENGTHS

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

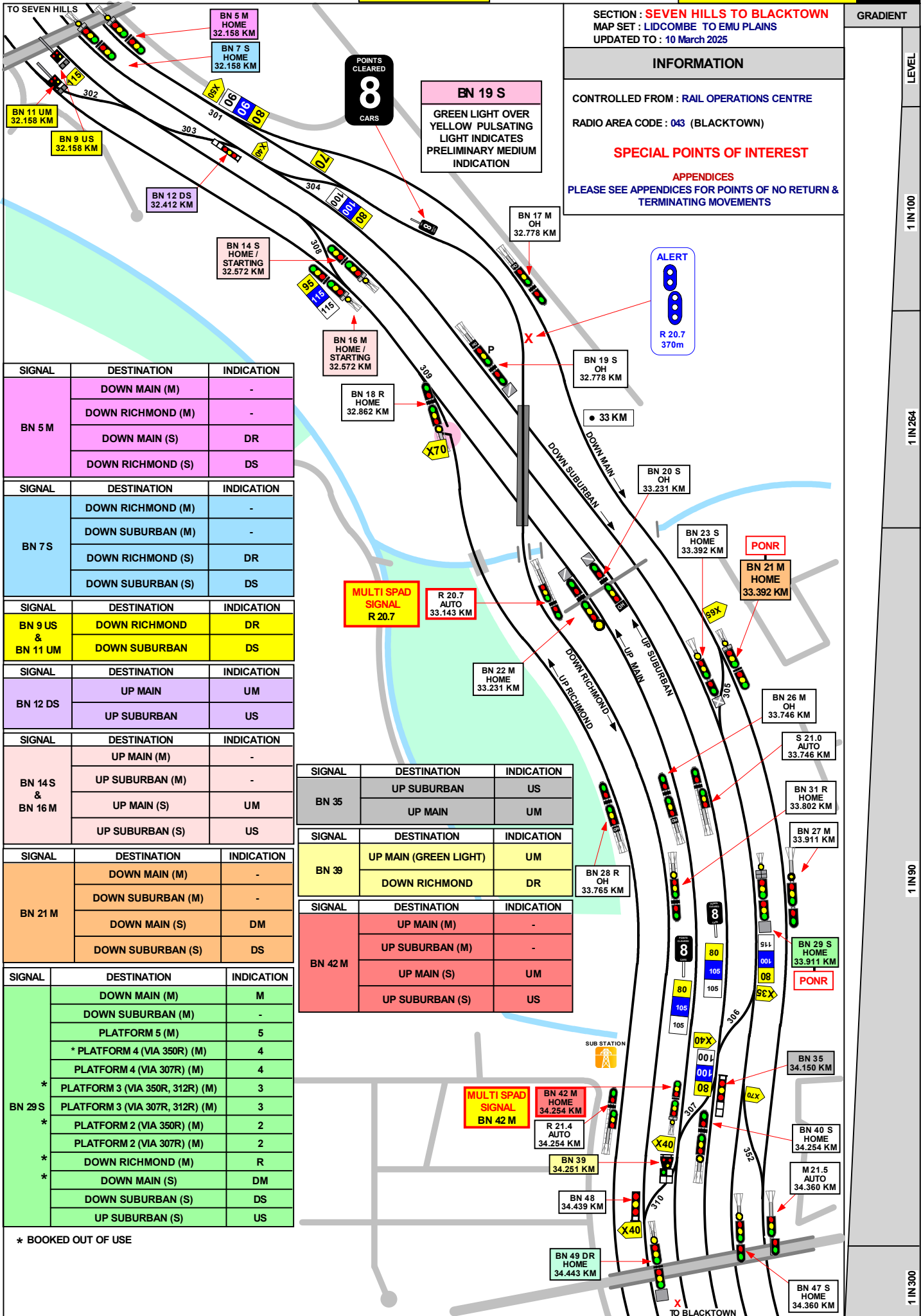
1 IN 142

1 IN 200

1 IN 176

LEVEL





SECTION : SEVEN HILLS TO BLACKTOWN  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE  
 RADIO AREA CODE : 043 (BLACKTOWN)

SPECIAL POINTS OF INTEREST

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

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

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

SIGNAL	DESTINATION	INDICATION
BN 12 DS	UP MAIN	UM
	UP SUBURBAN	US

SIGNAL	DESTINATION	INDICATION
BN 14 S & BN 16 M	UP MAIN (M)	-
	UP SUBURBAN (M)	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US

SIGNAL	DESTINATION	INDICATION
BN 21 M	DOWN MAIN (M)	-
	DOWN SUBURBAN (M)	-
	DOWN MAIN (S)	DM
	DOWN SUBURBAN (S)	DS

SIGNAL	DESTINATION	INDICATION
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

\* BOOKED OUT OF USE

SIGNAL	DESTINATION	INDICATION
BN 35	UP SUBURBAN	US
	UP MAIN	UM

SIGNAL	DESTINATION	INDICATION
BN 39	UP MAIN (GREEN LIGHT)	UM
	DOWN RICHMOND	DR

SIGNAL	DESTINATION	INDICATION
BN 42 M	UP MAIN (M)	-
	UP SUBURBAN (M)	-
	UP MAIN (S)	UM
	UP SUBURBAN (S)	US

LEVEL

1 IN 100

1 IN 264

1 IN 80

1 IN 300

SECTION : **BLACKTOWN**  
 MAP SET : **LIDCOMBE TO EMU PLAINS**  
 PAGE : **2 OF 2**  
 UPDATED TO : **10 March 2025**



**INFORMATION**

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **043 (BLACKTOWN)**

**APPENDICES**  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

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

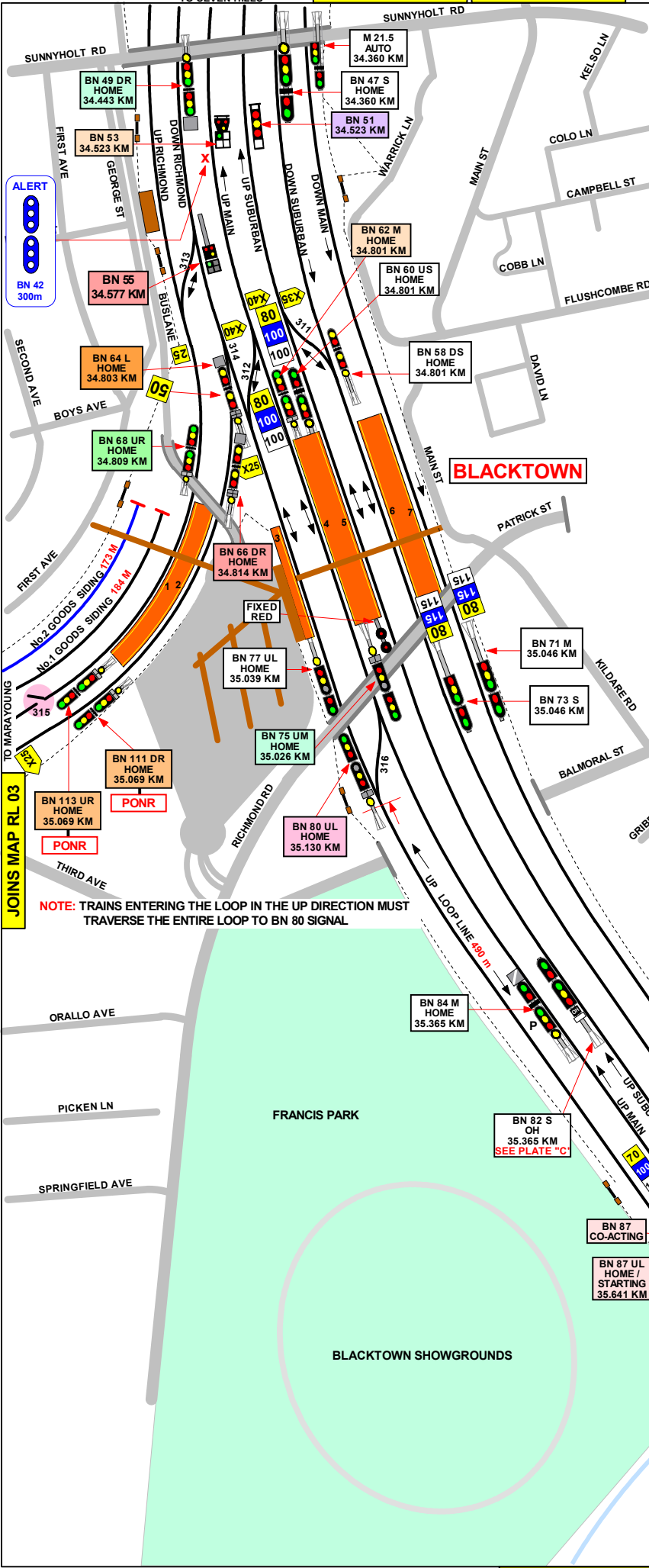
SIGNAL	DESTINATION	INDICATION
BN 55	PLATFORM 3 (GREEN LT)	3
	PLATFORM 2	2
	PLATFORM 1	1

\* 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



SECTION : **BLACKTOWN**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 2 OF 2  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

**APPENDICES**

PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDING LENGTHS

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 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 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 68 UR	UP RICHMOND (M)	-
	UP MAIN (M)	-
	UP RICHMOND (S)	UR
	DOWN RICHMOND (S)	DR

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 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 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

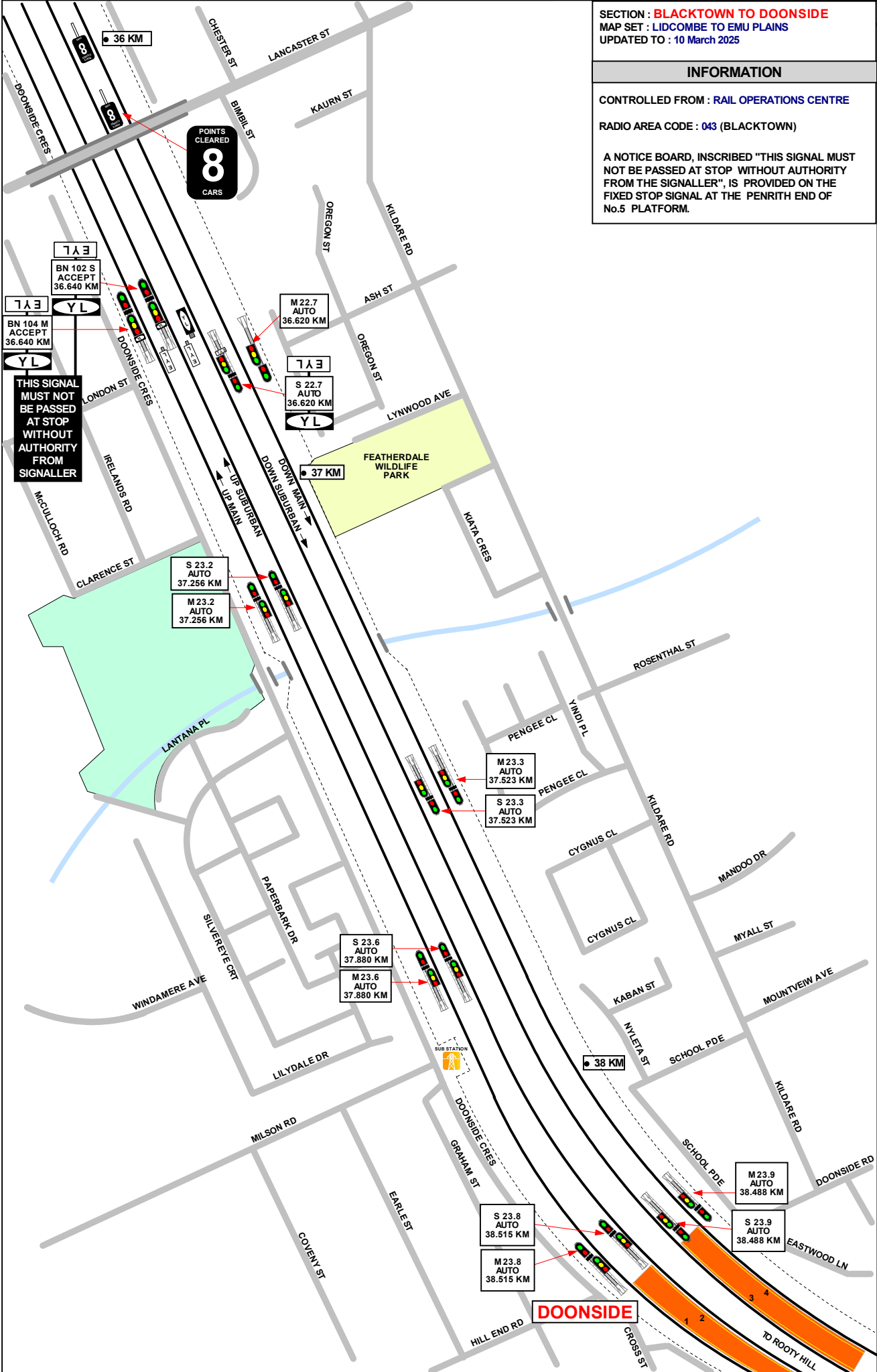
SIGNAL	DESTINATION	INDICATION
BN 96 M & BN 75 UM	UP LOOP (M)	-
	UP MAIN (M)	-
	UP LOOP (S)	UL
	UP MAIN (S)	UM

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

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
	No. 3 CAR SIDING	3
	No. 4 CAR SIDING	4
	No. 5 CAR SIDING	5
	No. 6 CAR SIDING	6

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

TO BLACKTOWN



SECTION : **BLACKTOWN TO DOONSIDE**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS 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.

GRADIENT	
1 IN 100	
1 IN 100	
LEVEL	
1 IN 100	
LEVEL	
1 IN 120	
1 IN 100	

DOONSIDE

SECTION : DOONSIDE TO ROOTY HILL  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

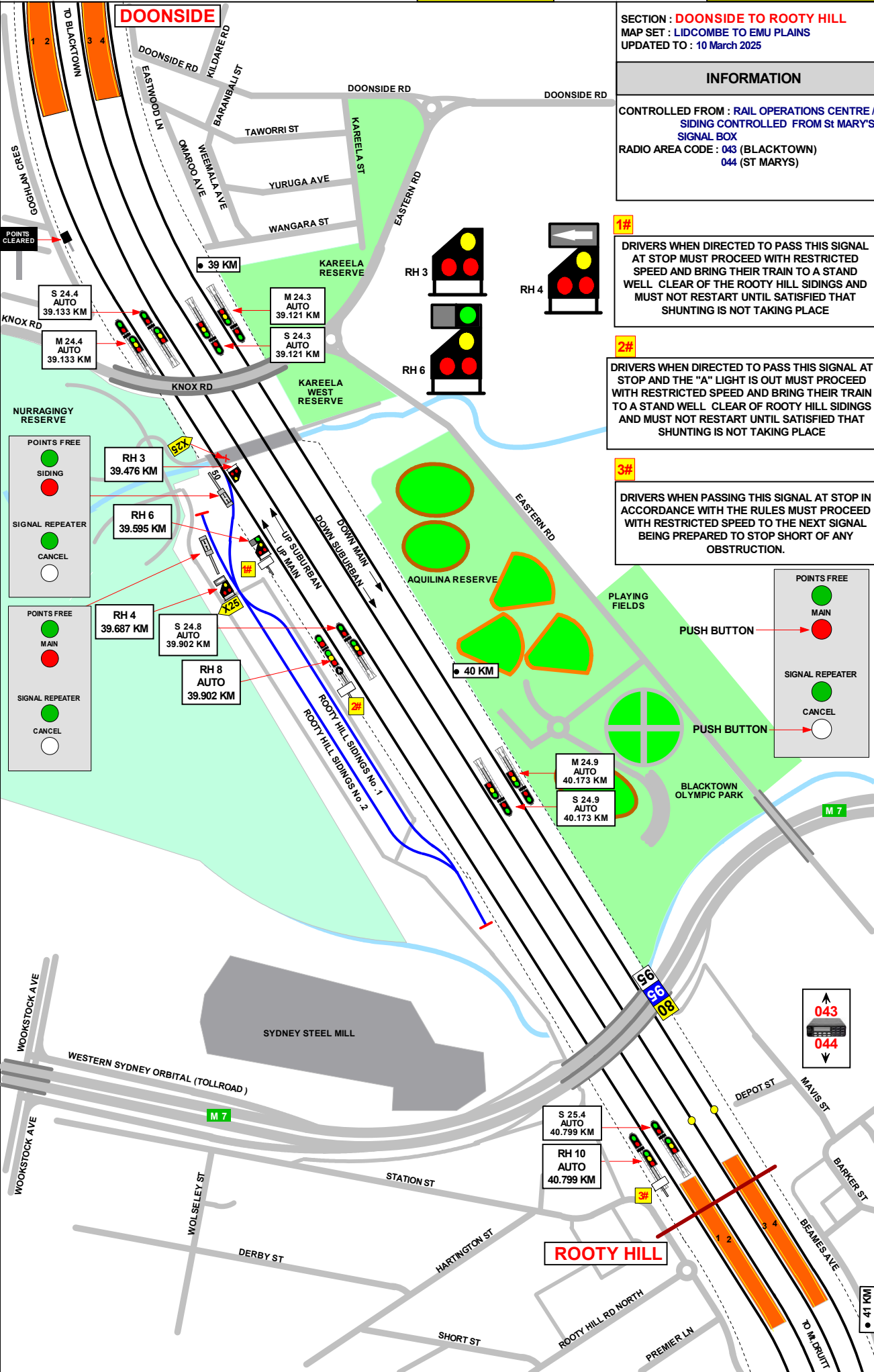
INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /  
SIDING CONTROLLED FROM ST MARY'S  
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.



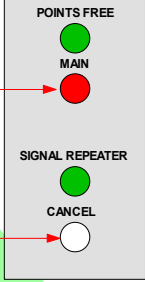
1 IN 100

LEVEL

1 IN 170

1 IN 100

1 IN 300



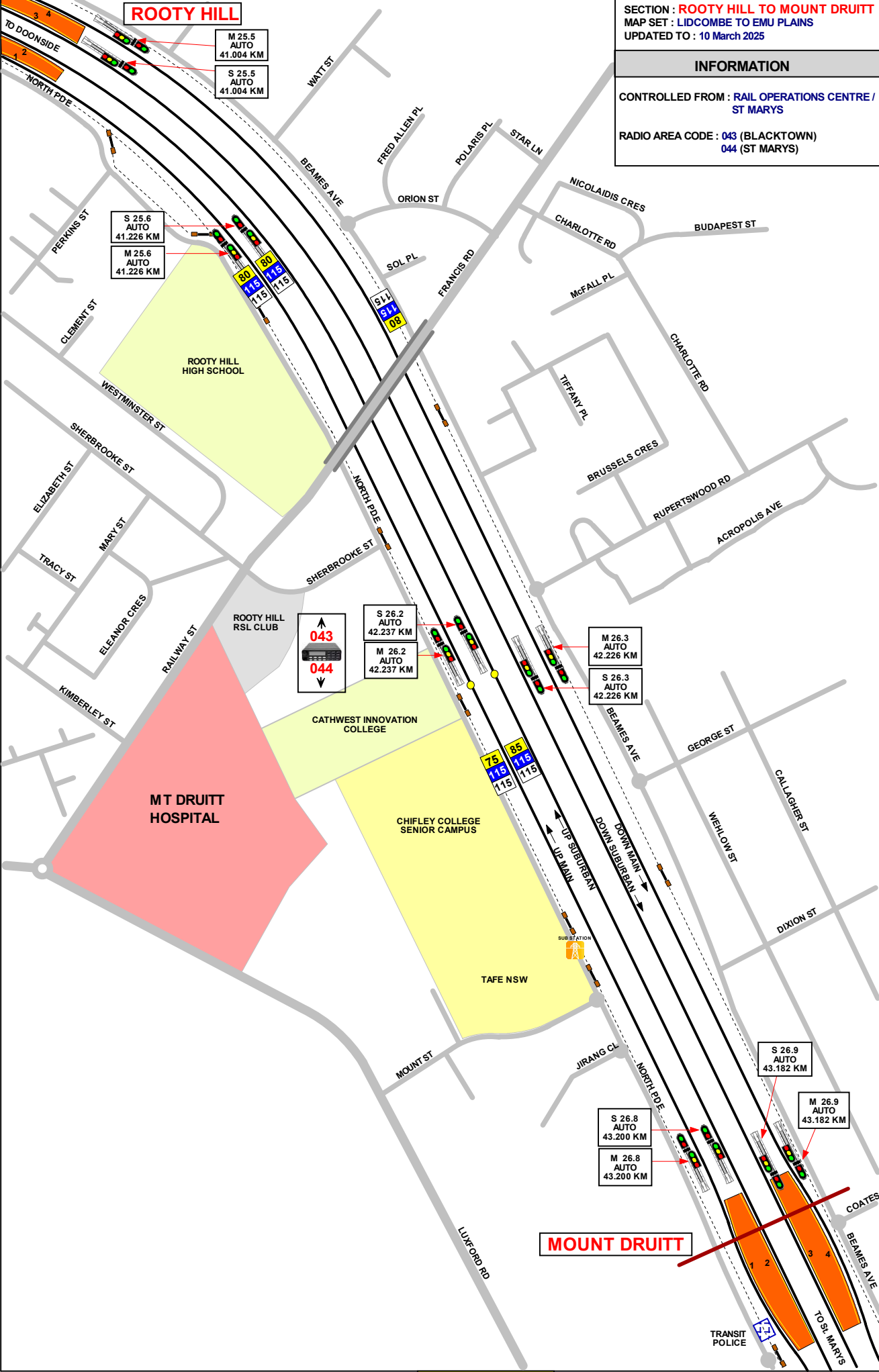
SECTION : **ROOTY HILL TO MOUNT DRUITT**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

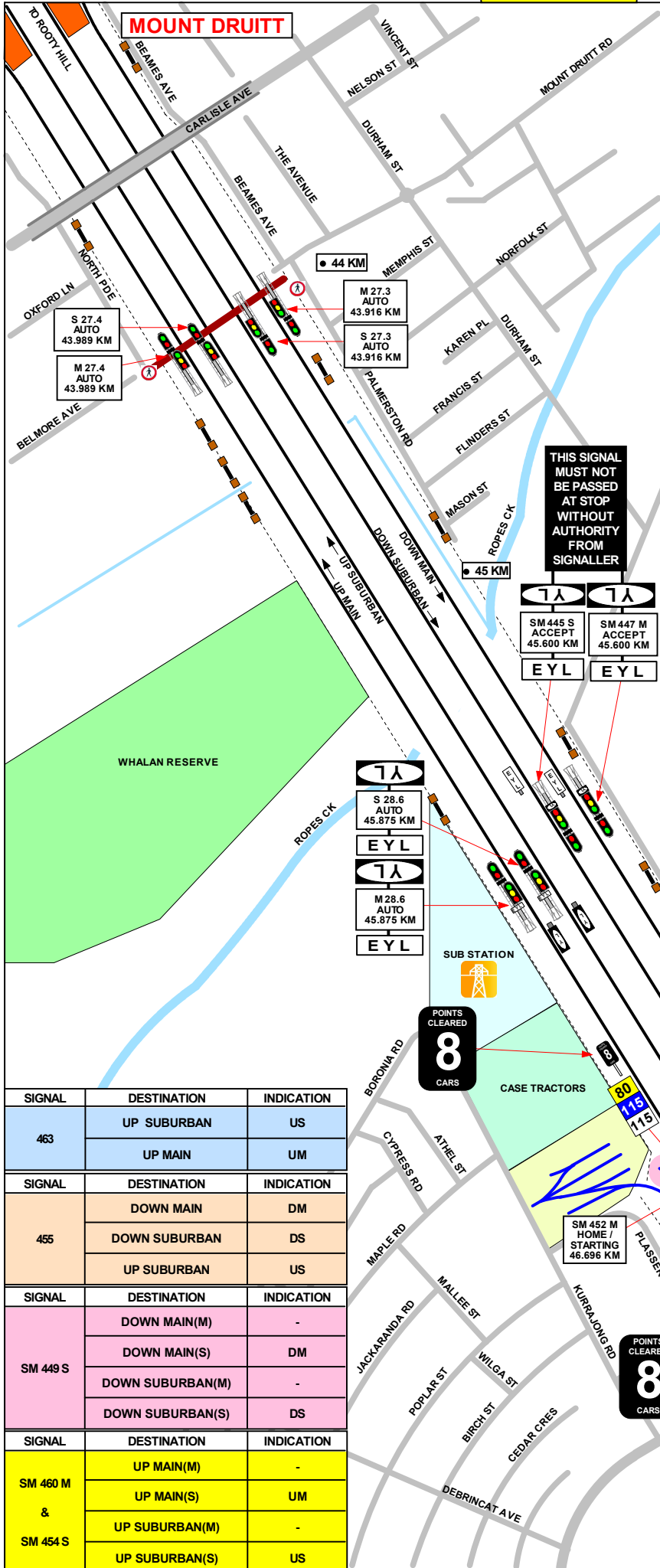
GRADIENT	
1 IN 300	1 IN 70
1 IN 80	1 IN 80
LEVEL	
1 IN 132	1 IN 80

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE / ST MARYS

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





SECTION : **MOUNT DRUITT TO ST MARYS**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : ST MARYS

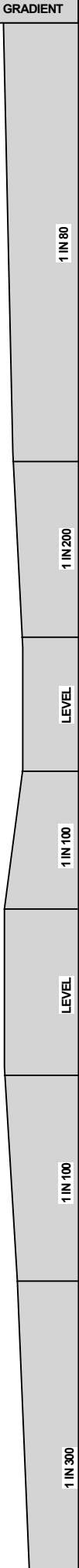
RADIO AREA CODE : 044 (ST MARYS)

**APPENDICES**  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

**SPECIAL POINTS OF INTEREST**

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 MARYS, 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 : 10 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM : ST MARYS

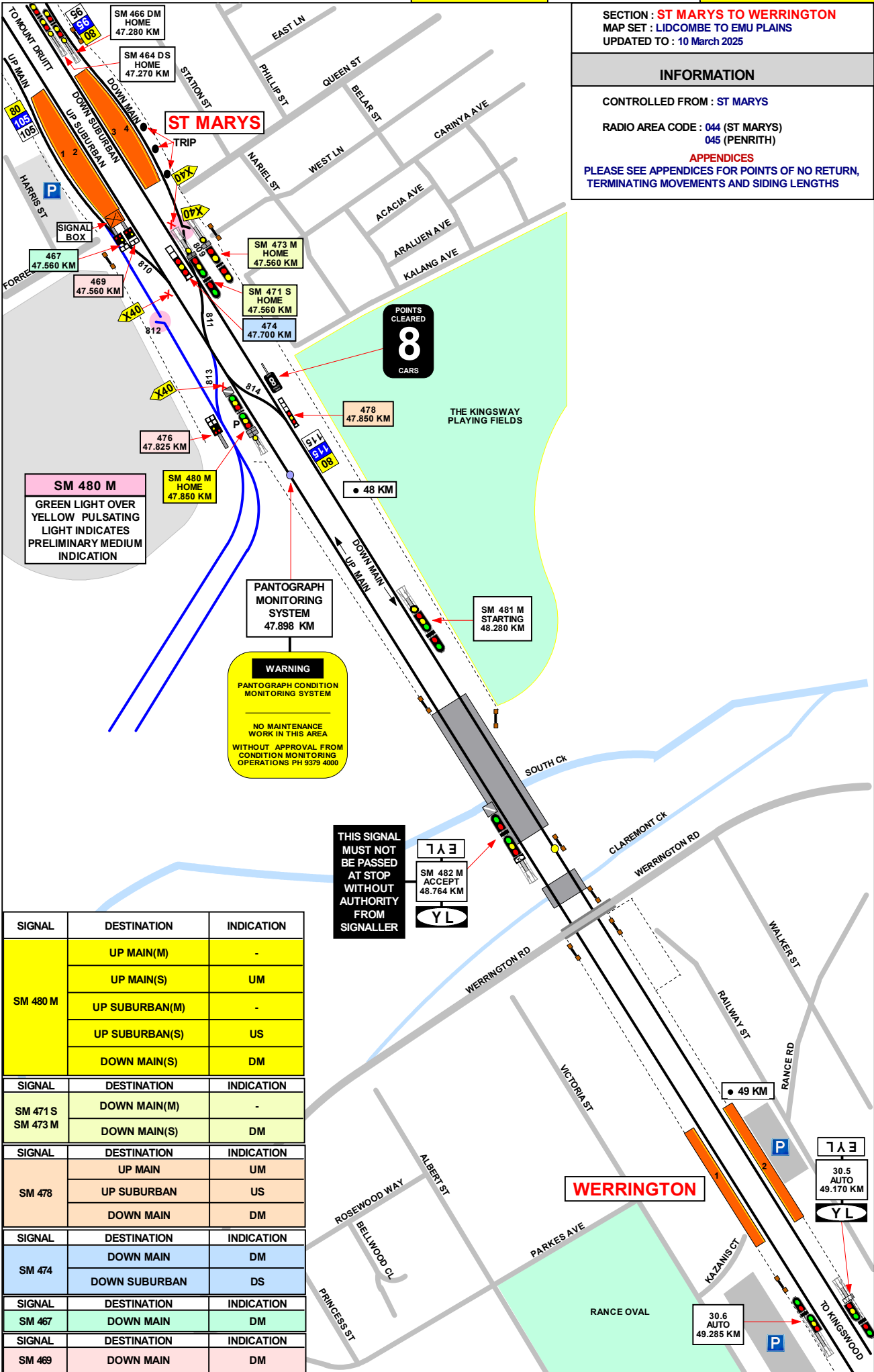
RADIO AREA CODE : 044 (ST MARYS)  
 045 (PENRITH)

APPENDICES  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDING LENGTHS

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 : 10 March 2025

GRADIENT

INFORMATION

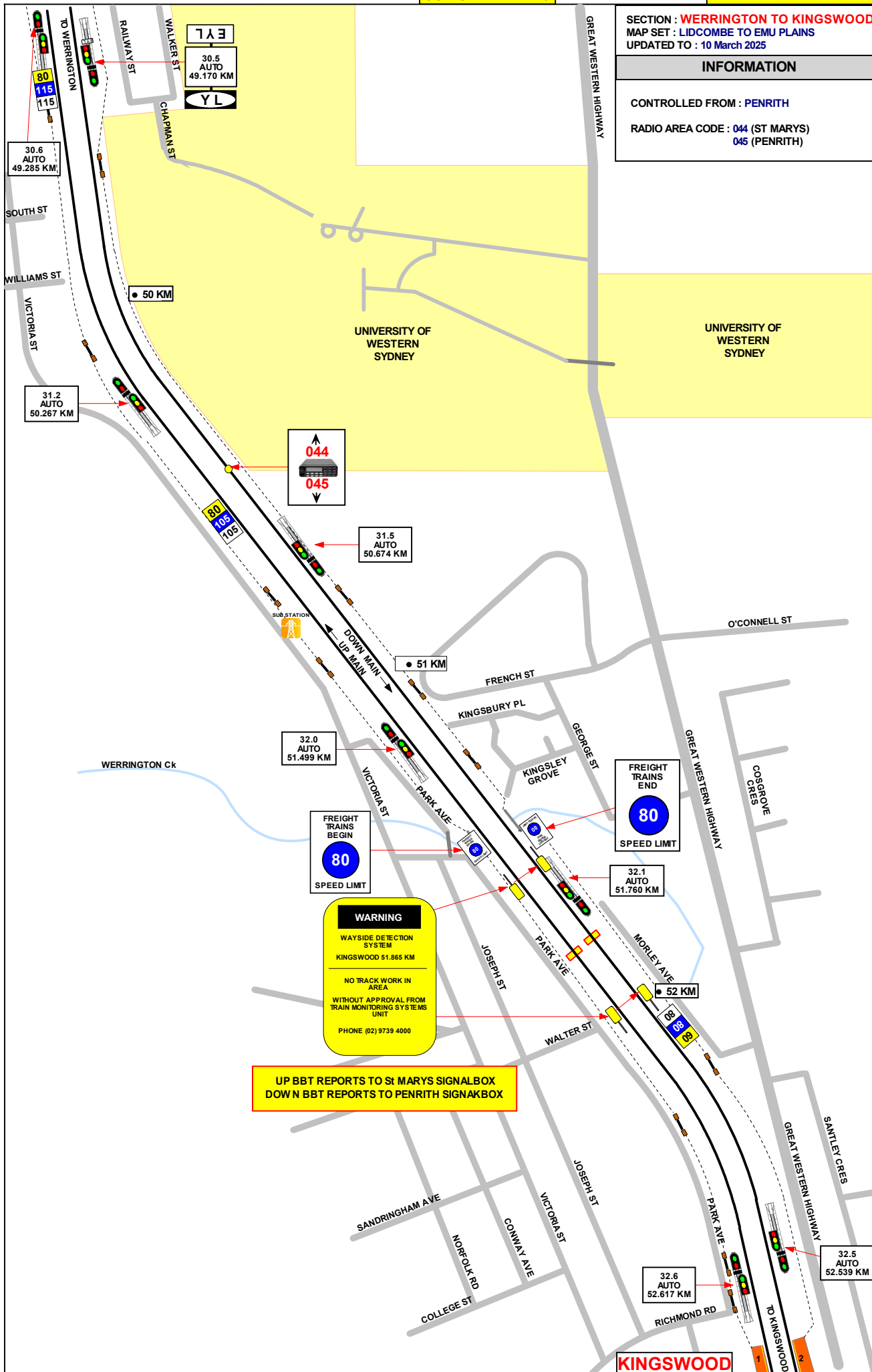
CONTROLLED FROM : PENRITH  
RADIO AREA CODE : 044 (ST MARYS)  
045 (PENRITH)

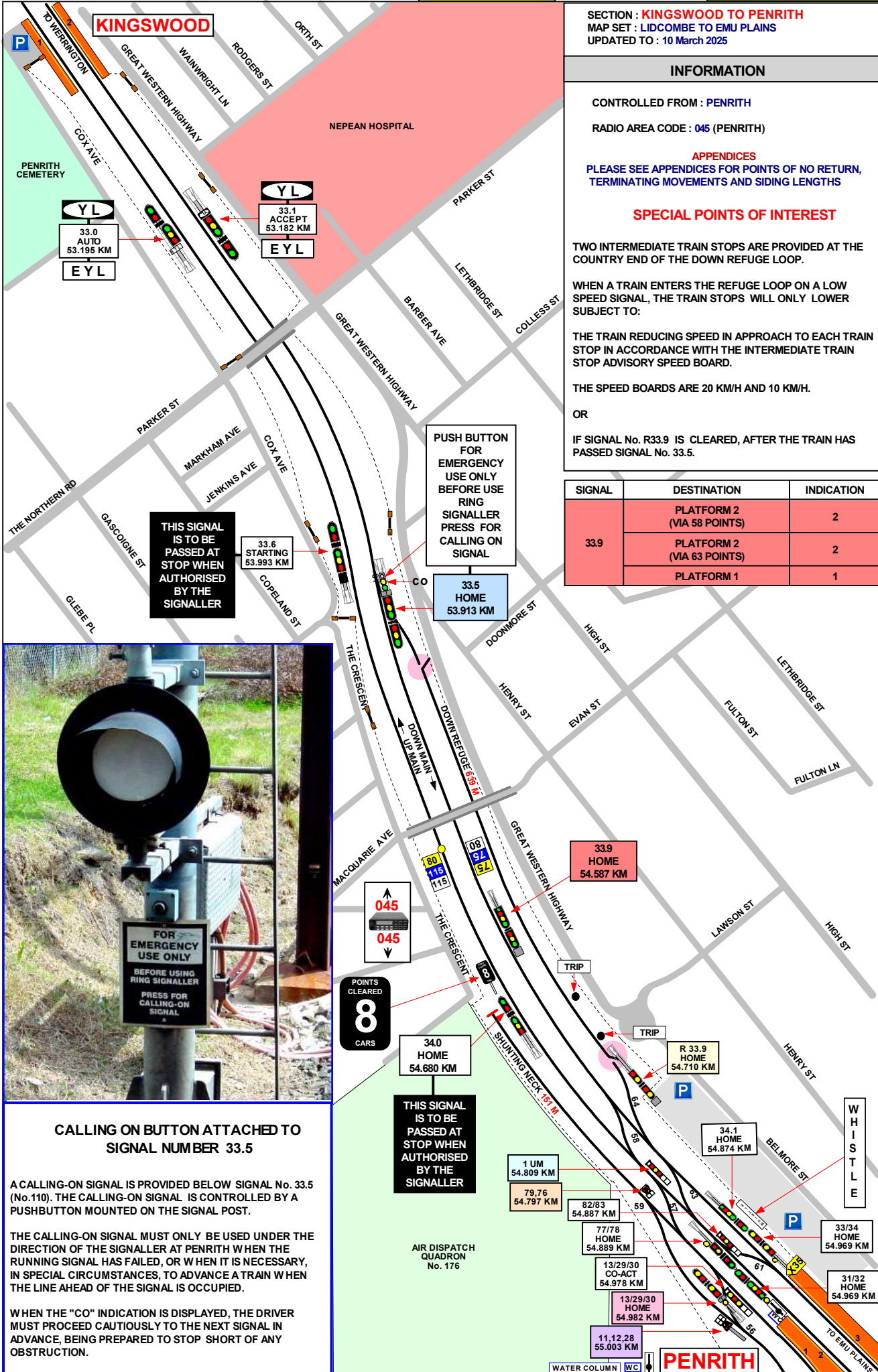
LEVEL

1 IN 100

1 IN 300

1 IN 80





SECTION : **KINGSWOOD TO PENRITH**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

GRADIENT

1 IN 80

LEVEL

1 IN 66

**INFORMATION**

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

**APPENDICES**  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDING LENGTHS

**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.

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

**THIS SIGNAL IS TO BE PASSED AT STOP WHEN AUTHORISED BY THE SIGNALLER**

**PUSH BUTTON FOR EMERGENCY USE ONLY BEFORE USE RING SIGNALLER PRESS FOR CALLING ON SIGNAL**

**THIS SIGNAL IS TO BE PASSED AT STOP WHEN AUTHORISED BY THE SIGNALLER**



**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.

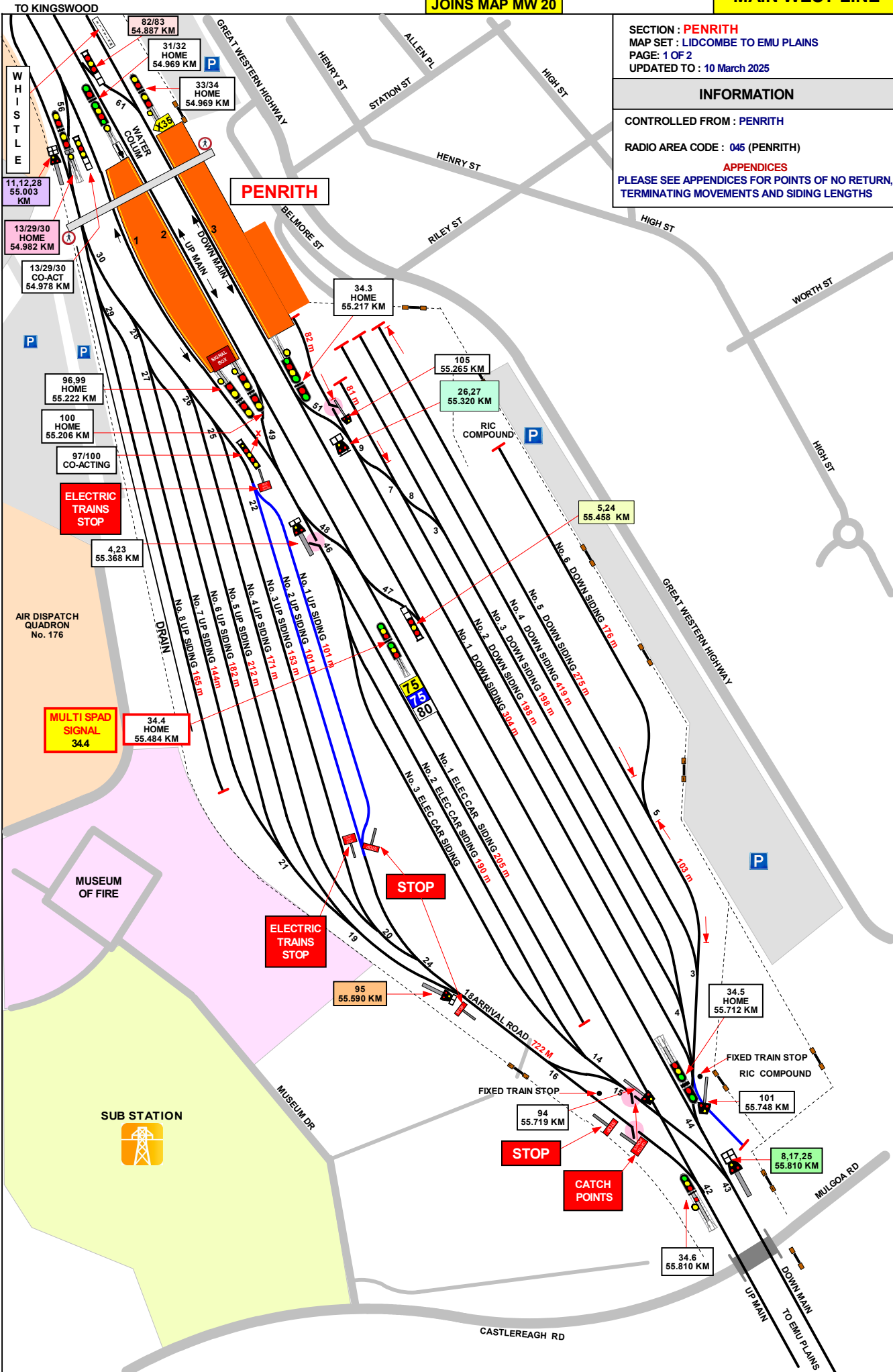
THE CALLING-ON SIGNAL MUST ONLY BE USED UNDER THE DIRECTION OF THE SIGNALLER AT PENRITH WHEN THE RUNNING SIGNAL HAS FAILED, OR WHEN IT IS NECESSARY, IN SPECIAL CIRCUMSTANCES, TO ADVANCE A TRAIN WHEN THE LINE AHEAD OF THE SIGNAL IS OCCUPIED.

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.

045  
 045

POINTS CLEARED  
**8**  
 CARS

AIR DISPATCH QUADRON No. 176



SECTION : **PENRITH**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE: 1 OF 2  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : **PENRITH**

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

**APPENDICES**  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDING LENGTHS

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

SECTION : **PENRITH**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 2 OF 2  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : **PENRITH**

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

**APPENDICES**  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
 TERMINATING MOVEMENTS AND SIDING LENGTHS

**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.

SIGNAL	DESTINATION	INDICATION
1 UM	UP MAIN	UM

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
8,17,25	UP SIDINGS	US
	DOWN SIDINGS	DS
	DOWN MAIN	DM

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

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

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
R 33.9	PLATFORM 2	2
	PLATFORM 3	3

SIGNAL	DESTINATION	INDICATION
79,76	BACK PLATFORM	BP
	SIDINGS	SG

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

SIGNAL	DESTINATION	INDICATION
95	UP ARRIVAL	UA

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

SECTION : PENRITH TO EMU PLAINS  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM : PENRITH

RADIO AREA CODE : 045 (PENRITH)

APPENDICES  
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
TERMINATING MOVEMENTS AND SIDING LENGTHS

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

