

# DRIVERS ROUTE KNOWLEDGE DIAGRAMS

## CITY CIRCLE

CENTRAL

TOWN HALL

WYNYARD

CIRCULAR QUAY

ST JAMES

MUSEUM

CENTRAL

**Effective Date:** May 2024

**Version:** 4.32

### **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  
[gjs.support@transport.nsw.gov.au](mailto:gjs.support@transport.nsw.gov.au)



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**Location:** CM Record No.D2015/583



GRADIENT

**CENTRAL**  
**TURNBACK ARRANGEMENTS**

DOWN CITY OUTER AND DOWN SHORE TRAINS MAY PROCEED FORWARD AND RETURN TO CENTRAL VIA No. 617, No. 618 or No. 619 CROSSOVER, PROVIDED THAT NO PORTION OF THE TRAIN HAS PASSED THE RESPECTIVE CAR MARKER RELATING TO THE TRAIN.

- WHEN THIS WORKING IS TO BE ARRANGED, THE SIGNALLER AT SYDNEY SHALL:
- IF THE TRAIN IS NOT TIMETABLED TO PERFORM THIS MOVEMENT, ARRANGE FOR THE CREW OF THE TRAIN TO BE ADVISED OF THE WORKING TO BE ADOPTED
- THEN SET THE ROUTE FOR THE TRAIN TO PROCEED CLEAR OF SIGNAL No. SY 364 or No. SY 366
- WHEN THE TRAIN IS CLEAR OF SIGNAL No. SY 364 or No. SY 366, SET THE ROUTE FOR THE TRAIN TO RETURN TO CENTRAL.

DOWN CITY INNER TRAINS MAY PROCEED FORWARD AND RETURN TO CENTRAL VIA No. 621 CROSSOVER, PROVIDED THAT NO PORTION OF THE TRAIN HAS PASSED THE RESPECTIVE CAR MARKER RELATING TO THE TRAIN.

- WHEN THIS WORKING IS TO BE ARRANGED, THE SIGNALLER AT SYDNEY SHALL:
- IF THE TRAIN IS NOT TIMETABLED TO PERFORM THIS MOVEMENT, ARRANGE FOR THE CREW OF THE TRAIN TO BE ADVISED OF THE WORKING TO BE ADOPTED
- THEN SET THE ROUTE FOR THE TRAIN TO PROCEED CLEAR OF SIGNAL No. SY 359
- WHEN THE TRAIN IS CLEAR OF SIGNAL No. SY 359, SET THE ROUTE FOR THE TRAIN TO RETURN TO CENTRAL.

SECTION : **CENTRAL TO GOULBURN STREET**  
MAP SET : CENTRAL TO CENTRAL (CITY CIRCLE)  
PAGE : 2 OF 2  
UPDATED TO : 1 May 2024

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 002 (SYDNEY EAST UP)  
003 (SYDNEY EAST DOWN)

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

**CENTRAL**  
**TIMING MARKER SIGNS**

FOUR TIMING MARKER SIGNS, EACH WITH A YELLOW REFLECTIVE LETTER ' T ' DISPLAYED ON A BLACK BACKGROUND, ARE PROVIDED IN THE CENTRAL FLYOVER AREA WHERE THE TIMING SECTIONS ARE UNUSUALLY SHORT.

THEY ARE LOCATED AS FOLLOWS:

| LINE               | MARKER LOCATION   |
|--------------------|---|
| DOWN LOCAL         | 23 METRES IN APPROACH TO SIGNAL No. SY 397 L  |
| UP LOCAL           | 16 METRES IN APPROACH TO SIGNAL No. SY 394 L  |
| UP ILLAWARRA LOCAL | 36 METRES IN APPROACH TO SIGNAL No. SY 388 IL,<br>AND 16 METRES IN APPROACH TO SIGNAL No. SY 396 IL |

A TRAIN APPROACHING ANY OF THESE SIGNALS AND SHOWING A LOW SPEED OR MEDIUM CAUTION INDICATION SHALL BE DRAWN PAST THE ' T ' MARKER SIGN, OTHERWISE THE TIMING WILL NOT COMMENCE AND THE TRAIN STOP WILL NOT CLEAR.

**WRONG DIRECTION TRAIN MOVEMENTS IN THE SYDNEY UNDERGROUND**

WHEN TRAINS ARE DELAYED IN THE UNDERGROUND AND CANNOT BE WORKED IN THE RIGHT RUNNING DIRECTION, THE YARD WORKING IN THIS UNIT MAY BE AUTHORISED BY THE TRAIN CONTROLLER TO ALLOW TRAINS TO BE MOVED OUT OF THE TUNNELS

**LIMITS OF THE SYDNEY UNDERGROUND AREA**

| LINE TITLE               | FROM                      | TO                        |
|--------------------------|---------------------------|---------------------------|
| CITY CIRCLE - INNER ROAD | No. 624 POINTS AT CENTRAL | No. 616 POINTS AT CENTRAL |
| CITY CIRCLE - OUTER ROAD | No. 622 POINTS AT CENTRAL | No. 625 POINTS AT CENTRAL |
| DOWN NORTH SHORE LINE    | No. 622 POINTS AT CENTRAL | No. 612 POINTS AT WYNYARD |
| UP NORTH SHORE LINE      | No. 612 POINTS AT WYNYARD | No. 623 POINTS AT CENTRAL |

ALL TRAIN MOVEMENTS WILL BE CONTROLLED BY THE SIGNALLER AT SYDNEY SIGNAL BOX WHO SHALL LIAISE WITH THE TRAIN CONTROLLER TO CO-ORDINATE THE MOVEMENTS

THE DRIVER SHALL ALWAYS CHANGE ENDS AND DRIVE FROM THE LEADING DRIVERS COMPARTMENT IN THE DIRECTION OF TRAVEL. BEFORE CHANGING ENDS, THE DRIVER SHALL CHANGE THE MARKER LIGHTS TO RED. WHERE PROVIDED AND WHERE POSSIBLE, THE DRIVER SHALL ALSO LATCH UP THE TRIP. AFTER CHANGING ENDS, THE DRIVER SHALL CHANGE THE TAIL LIGHTS TO SHOW WHITE MARKER LIGHTS IN THE DIRECTION OF TRAVEL BEFORE MOVING THE TRAIN

IF FOR SOME REASON IT IS NOT POSSIBLE FOR THE DRIVER TO CHANGE ENDS AND DRIVE FROM THE LEADING COMPARTMENT IN THE DIRECTION OF TRAVEL, ANOTHER TRAIN SHALL BE BROUGHT ONTO THE TRAIN, THE TRAINS AMALGAMATED, AND THEN DRIVEN AS ONE TRAIN FROM THE LEADING CAB IN THE DIRECTION OF TRAVEL

THE DRIVER SHALL BE INSTRUCTED TO PROCEED TO THE FIRST PLATFORM IN THE WRONG RUNNING DIRECTION ONLY WHEN THE LINE IS UNOCCUPIED TO THE FIRST PLATFORM AND THE PLATFORM IS UNOCCUPIED. WHEN THERE IS NO ALTERNATIVE, TRAINS MAY BE BROUGHT BACK TO A PLATFORM THAT IS OCCUPIED AND THEN AMALGAMATED TO ALLOW PASSENGERS TO WALK THROUGH AND ALIGHT AT THE PLATFORM

WHEN IT IS NECESSARY FOR A TRAIN TO PROCEED BEYOND THE FIRST PLATFORM IN THE WRONG DIRECTION, THE SAME PROCESS FOR MOVING THE TRAIN SHALL BE REPEATED BETWEEN THE SIGNALLER AND THE DRIVER. THE LINE SHALL BE UNOCCUPIED TO THE NEXT PLATFORM AND THE TRAIN SHALL ONLY PROCEED WHEN AUTHORISED BY THE SIGNALLER

WHEN THE DRIVER IS REQUIRED TO CARRY OUT AN UNSIGNALLED MOVEMENT, THE DRIVER SHALL NOT ALLOW THE SPEED OF THE TRAIN TO EXCEED 10 KM/H

IF A TRAIN CANNOT TRAVEL IN THE WRONG RUNNING DIRECTION OWING TO LOSS OF TRACTION, THE DRIVER SHALL INFORM THE SIGNALLER SO THAT ALTERNATIVE ARRANGEMENTS CAN BE MADE

LEVEL

1 IN 75

1 IN 40

SECTION : GOULBURN STREET TO TOWN HALL

MAP SET : CENTRAL TO CENTRAL

PAGE : 1 OF 2

UPDATED TO : 9 August 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 002 (SYDNEY EAST UP)

003 (SYDNEY EAST DOWN)

TOWN HALL

UNDER NORMAL WORKING CONDITIONS, TRAINS MUST NOT TERMINATE OR SET BACK AT THIS LOCATION.

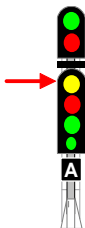
PLATFORM TRAIN STOPS

TO REDUCE THE EFFECT OF STATION STOPS ON THE HEADWAY OF TRAINS, INTERMEDIATE TRAIN STOPS ARE PROVIDED AT MUSEUM, ST JAMES, CIRCULAR QUAY, WYNARD, TOWN HALL REDFERN AND CENTRAL PLATFORMS BETWEEN THE SIGNAL AT THE APPROACHING END OF THE PLATFORM AND THE SIGNAL AT THE DEPARTURE END OF THE PLATFORM.

THESE TRAIN STOPS AFFORD PROTECTION TO A TRAIN DEPARTING FROM A PLATFORM AS THE SIGNALLING IS ARRANGED TO ALLOW A LESSER INTERVAL OF SPACE BETWEEN TRAINS THAN IS THE CASE BETWEEN STATIONS.

A TRAIN ENTERING A PLATFORM ON THE AUTHORITY OF A LOW SPEED SIGNAL MUST DO SO AT A SPEED NOT EXCEEDING 25 KM/H.

SIGNALS SH 0.31 AND CO 271 CONFIGURED TO THAT OF A TUNNEL SIGNALS



ESR SIGNALS

|                             |                             |
|-----------------------------|-----------------------------|
| ES 1.11<br>AUTO<br>1.106 KM | ES 1.30<br>AUTO<br>1.329 KM |
| ES 1.36<br>AUTO<br>1.385 KM |                             |

CITY INNER SIGNALS

|                           |                           |                           |
|---------------------------|---------------------------|---------------------------|
| C124<br>AUTO<br>5.348 KM  | C134<br>AUTO<br>5.119 KM  | C138<br>AUTO<br>5.113 KM  |
| C142<br>AUTO<br>5.059 KM  | C1226<br>AUTO<br>1.327 KM | C1230<br>AUTO<br>1.281 KM |
| C1246<br>AUTO<br>0.882 KM | C1254<br>AUTO<br>0.781 KM | C1258<br>AUTO<br>0.681 KM |

CITY OUTER SIGNALS

|                            |                            |                            |
|----------------------------|----------------------------|----------------------------|
| CO 239<br>AUTO<br>1.075 KM | CO 243<br>AUTO<br>1.019 KM | CO 247<br>AUTO<br>0.939 KM |
| CO 251<br>AUTO<br>0.859 KM | CO 255<br>AUTO<br>0.779 KM | CO 259<br>AUTO<br>0.699 KM |
| CO 263<br>AUTO<br>0.619 KM |                            |                            |

PLATE 'E'

|   |
|---|
| SH 0.68<br>AUTO/CONT<br>1.092 KM<br>SEE PLATE 'E' |
| SH 0.79<br>AUTO/CONT<br>1.260 KM<br>SEE PLATE 'E' |
| C1238<br>AUTO/CONT<br>1.092 KM<br>SEE PLATE 'E'   |
| CO 31<br>AUTO/CONT<br>5.282 KM<br>SEE PLATE 'E'   |
| CO 231<br>AUTO/CONT<br>1.263 KM<br>SEE PLATE 'E'  |
| ES 1.12<br>AUTO/CONT<br>1.138 KM<br>SEE PLATE 'E' |
| ES 1.31<br>AUTO/CONT<br>1.300 KM<br>SEE PLATE 'E' |
| CO 41<br>AUTO/CONT<br>5.072 KM<br>SEE PLATE 'E'   |
| C150<br>AUTO/CONT<br>4.870 KM<br>SEE PLATE 'E'    |

WHEN "A" LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER

LOWER LEVEL TOWN HALL STATION

TOWN HALL

UPPER LEVEL TOWN HALL STATION

MUSEUM

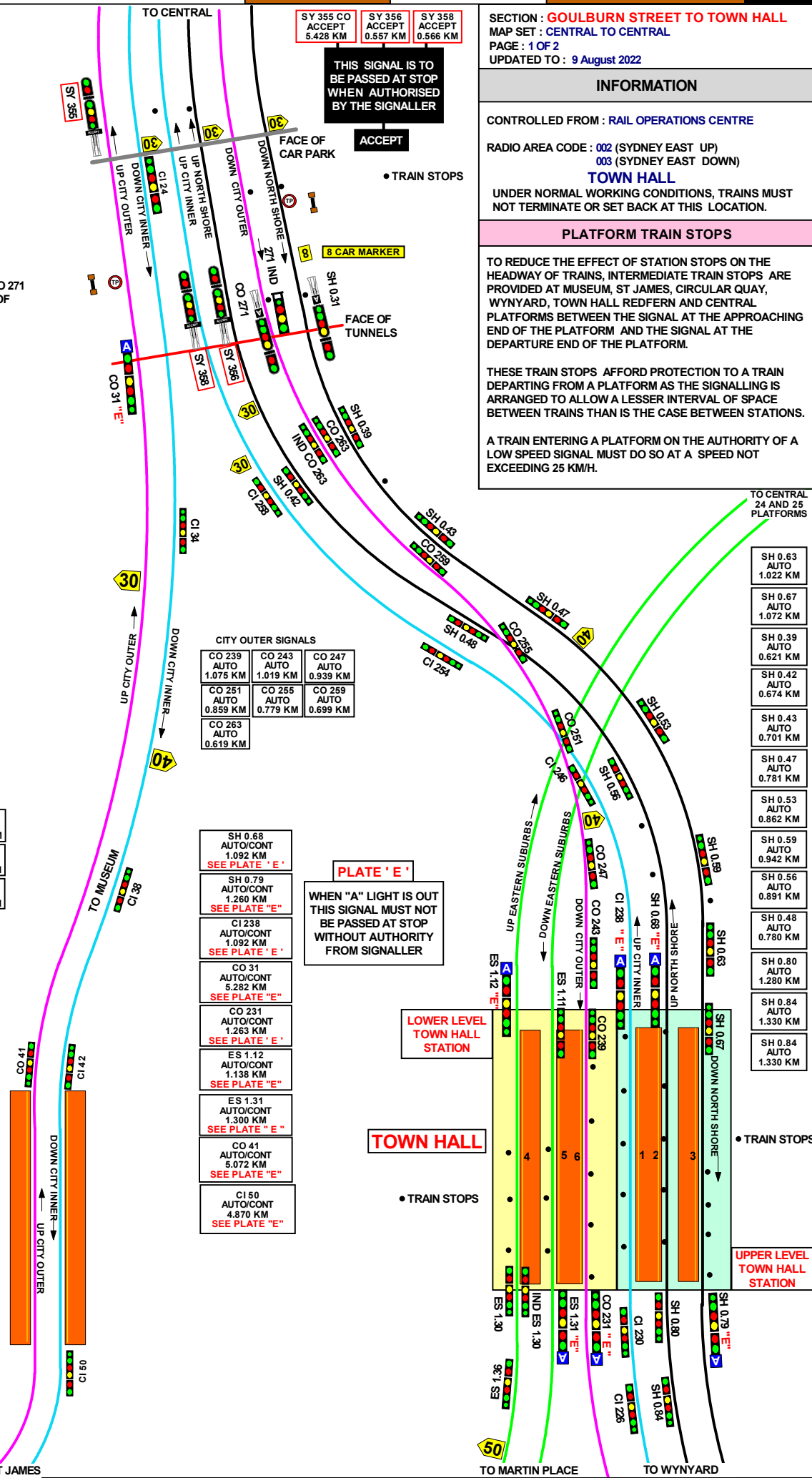
TO ST JAMES

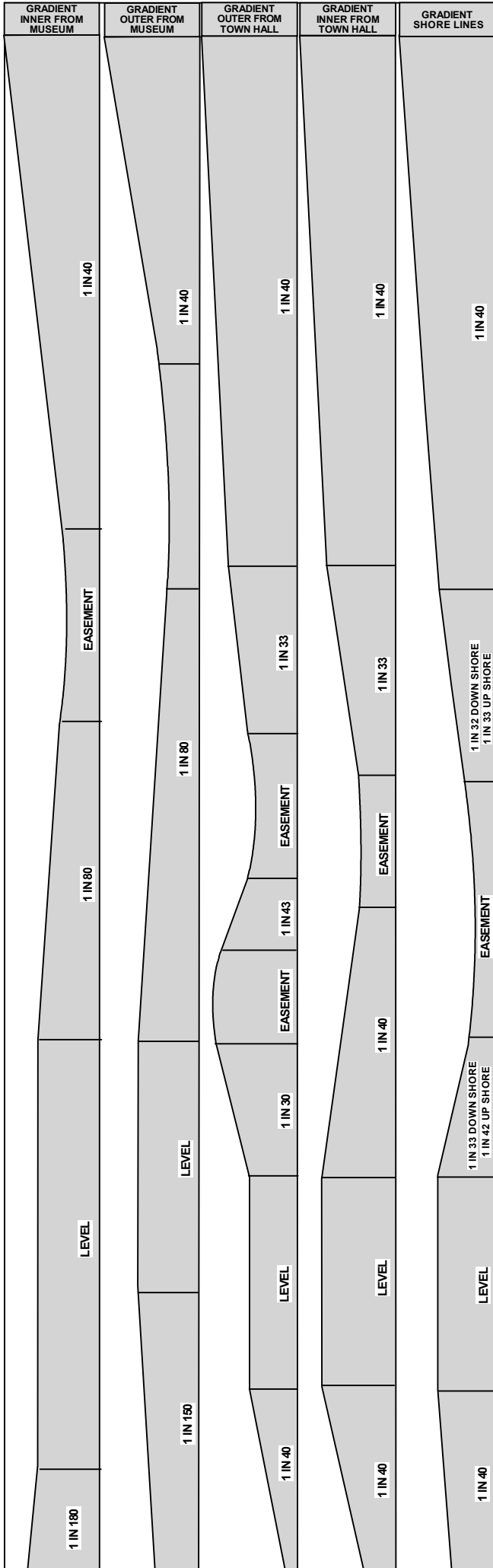
TO MARTIN PLACE

TO WYNARD

TO CENTRAL  
24 AND 25  
PLATFORMS

|                             |
|-----------------------------|
| SH 0.63<br>AUTO<br>1.022 KM |
| SH 0.67<br>AUTO<br>1.072 KM |
| SH 0.39<br>AUTO<br>0.621 KM |
| SH 0.42<br>AUTO<br>0.674 KM |
| SH 0.43<br>AUTO<br>0.701 KM |
| SH 0.47<br>AUTO<br>0.781 KM |
| SH 0.53<br>AUTO<br>0.862 KM |
| SH 0.59<br>AUTO<br>0.942 KM |
| SH 0.56<br>AUTO<br>0.891 KM |
| SH 0.48<br>AUTO<br>0.780 KM |
| SH 0.80<br>AUTO<br>1.280 KM |
| SH 0.84<br>AUTO<br>1.330 KM |
| SH 0.84<br>AUTO<br>1.330 KM |





SECTION : **GOULBURN STREET TO TOWN HALL**  
 MAP SET : **CENTRAL TO CENTRAL ( CITY CIRCLE )**  
 PAGE : 2 OF 2  
 UPDATED TO : 14 July 2019

**INFORMATION**

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **002 (SYDNEY EAST UP)**  
**003 (SYDNEY EAST DOWN)**

**TOWN HALL**

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**PLATFORM TRAIN STOPS**

TO REDUCE THE EFFECT OF STATION STOPS ON THE HEADWAY OF TRAINS, INTERMEDIATE TRAIN STOPS ARE PROVIDED AT MUSEUM, ST JAMES, CIRCULAR QUAY, WYNYARD, TOWN HALL REDFERN AND CENTRAL PLATFORMS BETWEEN THE SIGNAL AT THE APPROACHING END OF THE PLATFORM AND THE SIGNAL AT THE DEPARTURE END OF THE PLATFORM.

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MUSEUM

SECTION : TOWN HALL TO WYNYARD  
 AND  
 MUSEUM TO ST JAMES  
 MAP SET : CENTRAL TO CENTRAL ( CITY CIRCLE )  
 PAGE : 1 OF 2  
 UPDATED TO : 1 May 2024

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

• TRAIN STOPS

PLATE 'E'

|   |   |   |  |
|---|---|---|--|
| SH 0.68<br>AUTO/CONT<br>1.092 KM<br>SEE PLATE "E" | ES 1.31<br>AUTO/CONT<br>1.300 KM<br>SEE PLATE "E" | WHEN "A" LIGHT IS OUT<br>THIS SIGNAL MUST NOT<br>BE PASSED AT STOP<br>WITHOUT AUTHORITY<br>FROM SIGNALLER |  |
| SH 0.79<br>AUTO/CONT<br>1.280 KM<br>SEE PLATE "E" | CI 238<br>AUTO/CONT<br>1.092 KM<br>SEE PLATE "E"  |   |  |
| CI 178<br>AUTO/CONT<br>4.292 KM<br>SEE PLATE "E"  | CI 194<br>AUTO/CONT<br>1.967 KM<br>SEE PLATE "E"  | ES 1.12<br>AUTO/CONT<br>1.138 KM<br>SEE PLATE "E"   | CO 231<br>AUTO/CONT<br>1.263 KM<br>SEE PLATE "E" |
| CO 71<br>AUTO/CONT<br>4.484 KM<br>SEE PLATE "E"   | CI 50<br>AUTO/CONT<br>4.870 KM<br>SEE PLATE "E"   | CO 187<br>AUTO/CONT<br>2.135 KM<br>SEE PLATE "E"  |  |

PLATFORM TRAIN STOPS

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A TRAIN ENTERING A PLATFORM ON THE AUTHORITY OF A LOW SPEED SIGNAL MUST DO SO AT A SPEED NOT EXCEEDING 25 KM/H.

CITY INNER SIGNALS

|                            |                            |
|----------------------------|----------------------------|
| CI 60<br>AUTO<br>4.661 KM  | CI 210<br>AUTO<br>1.647 KM |
| CI 66<br>AUTO<br>4.558 KM  | CI 214<br>AUTO<br>1.568 KM |
| CI 70<br>AUTO<br>4.481 KM  | CI 218<br>AUTO<br>1.492 KM |
| CI 88<br>AUTO<br>4.087 KM  | CI 222<br>AUTO<br>1.407 KM |
| CI 98<br>AUTO<br>3.892 KM  | CI 226<br>AUTO<br>1.327 KM |
| CI 186<br>AUTO<br>2.156 KM | CI 230<br>AUTO<br>1.281 KM |
| CI 204<br>AUTO<br>1.762 KM |                            |

ESR SIGNALS

|                             |
|-----------------------------|
| ES 1.11<br>AUTO<br>1.106 KM |
| ES 1.30<br>AUTO<br>1.329 KM |
| ES 1.36<br>AUTO<br>1.385 KM |
| ES 1.49<br>AUTO<br>1.465 KM |
| ES 1.51<br>AUTO<br>1.508 KM |

CITY OUTER SIGNALS

|                           |                            |                            |
|---------------------------|----------------------------|----------------------------|
| CO 49<br>AUTO<br>4.883 KM | CO 195<br>AUTO<br>1.946 KM | CO 243<br>AUTO<br>1.019 KM |
| CO 53<br>AUTO<br>4.803 KM | CO 203<br>AUTO<br>1.811 KM | CO 239<br>AUTO<br>1.075 KM |
| CO 59<br>AUTO<br>4.694 KM | CO 199<br>AUTO<br>1.891 KM | CI 210<br>AUTO<br>1.647 KM |
| CO 79<br>AUTO<br>4.296 KM | CO 207<br>AUTO<br>1.731 KM |                            |
| CO 83<br>AUTO<br>4.221 KM | CO 210<br>AUTO<br>1.647 KM |                            |
| CO 87<br>AUTO<br>4.141 KM | CO 211<br>AUTO<br>1.649 KM |                            |
| CO 93<br>AUTO<br>4.029 KM | CO 215<br>AUTO<br>1.657 KM |                            |
| CO 99<br>AUTO<br>3.914 KM | CO 221<br>AUTO<br>1.476 KM |                            |

NORTH SHORE SIGNALS

|                             |                             |
|-----------------------------|-----------------------------|
| SH 0.63<br>AUTO<br>1.022 KM | SH 0.95<br>AUTO<br>1.551 KM |
| SH 0.67<br>AUTO<br>1.072 KM | SH 0.98<br>AUTO<br>1.570 KM |
| SH 0.80<br>AUTO<br>1.280 KM | SH 1.01<br>AUTO<br>1.646 KM |
| SH 0.84<br>AUTO<br>1.330 KM | SH 1.02<br>AUTO<br>1.646 KM |
| SH 0.88<br>AUTO<br>1.410 KM | SH 1.07<br>AUTO<br>1.726 KM |
| SH 0.89<br>AUTO<br>1.464 KM | SH 1.10<br>AUTO<br>1.763 KM |
| SH 0.92<br>AUTO<br>1.490 KM | SH 1.17<br>AUTO<br>1.885 KM |

TOWN HALL

UPPER LEVEL  
TOWN HALL  
STATION

• TRAIN STOPS



ST JAMES

• TRAIN STOPS

TO MARTIN PLACE

|   |                               |                                       |                                       |
|---|-------------------------------|---------------------------------------|---------------------------------------|
| SY 584 SH<br>CONT<br>STARTING<br>1.964 KM | SY 585 SH<br>CONT<br>1.942 KM | SY 576 SH<br>CONT<br>HOME<br>2.153 KM | SY 577 SH<br>CONT<br>HOME<br>2.132 KM |
|---|-------------------------------|---------------------------------------|---------------------------------------|

WYNYARD

SY 581 USH  
HOME  
2.127 KM

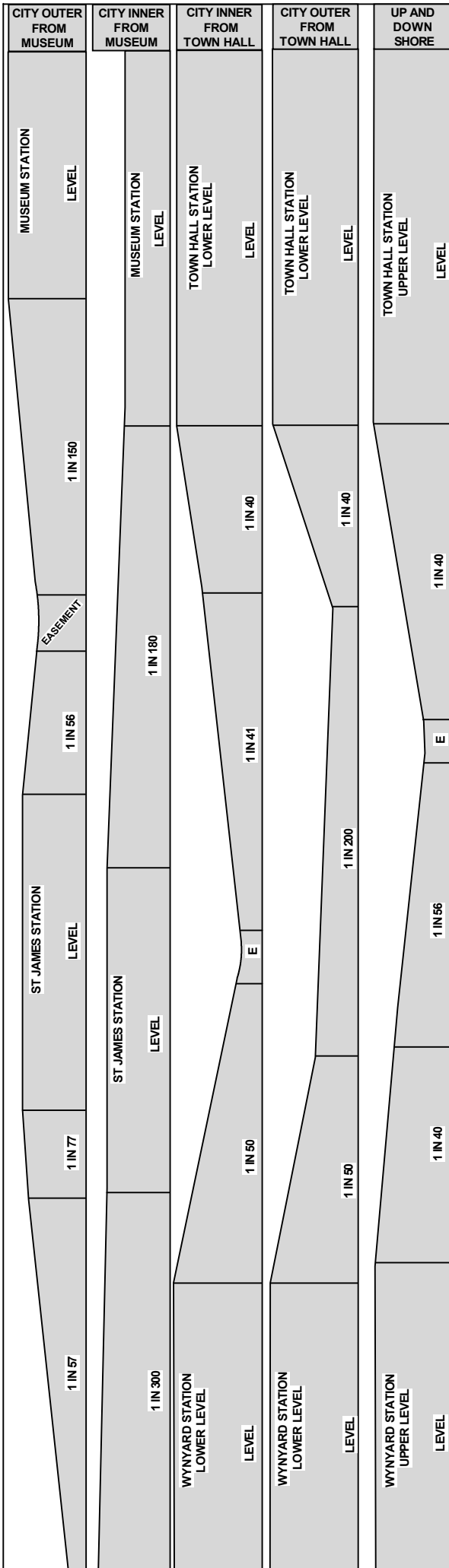
• TRAIN STOPS

LOWER LEVEL  
WYNYARD  
STATION

UP NORTH SHORE  
DOWN NORTH SHORE

UPPER LEVEL  
WYNYARD  
STATION

TO CIRCULAR QUAY TO MILSONS POINT



SECTION : **TOWN HALL TO WYNYARD AND MUSEUM TO ST JAMES**  
 MAP SET : CENTRAL TO CENTRAL ( CITY CIRCLE )  
 PAGE : 2 OF 2  
 UPDATED TO : 1 May 2024

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 002 (SYDNEY EAST UP)  
 003 (SYDNEY EAST DOWN)

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**LIMITS OF THE SYDNEY UNDERGROUND AREA**

| LINE TITLE               | FROM                      | TO                        |
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THE DRIVER SHALL ALWAYS CHANGE ENDS AND DRIVE FROM THE LEADING DRIVERS COMPARTMENT IN THE DIRECTION OF TRAVEL. BEFORE CHANGING ENDS, THE DRIVER SHALL CHANGE THE MARKER LIGHTS TO RED. WHERE PROVIDED AND WHERE POSSIBLE, THE DRIVER SHALL ALSO LATCH UP THE TRIP. AFTER CHANGING ENDS, THE DRIVER SHALL CHANGE THE TAIL LIGHTS TO SHOW WHITE MARKER LIGHTS IN THE DIRECTION OF TRAVEL BEFORE MOVING THE TRAIN

IF FOR SOME REASON IT IS NOT POSSIBLE FOR THE DRIVER TO CHANGE ENDS AND DRIVE FROM THE LEADING COMPARTMENT IN THE DIRECTION OF TRAVEL, ANOTHER TRAIN SHALL BE BROUGHT ONTO THE TRAIN, THE TRAINS AMALGAMATED, AND THEN DRIVEN AS ONE TRAIN FROM THE LEADING CAB IN THE DIRECTION OF TRAVEL

THE DRIVER SHALL BE INSTRUCTED TO PROCEED TO THE FIRST PLATFORM IN THE WRONG RUNNING DIRECTION ONLY WHEN THE LINE IS UNOCCUPIED TO THE FIRST PLATFORM AND THE PLATFORM IS UNOCCUPIED. WHEN THERE IS NO ALTERNATIVE, TRAINS MAY BE BROUGHT BACK TO A PLATFORM THAT IS OCCUPIED AND THEN AMALGAMATED TO ALLOW PASSENGERS TO WALK THROUGH AND ALIGHT AT THE PLATFORM

WHEN IT IS NECESSARY FOR A TRAIN TO PROCEED BEYOND THE FIRST PLATFORM IN THE WRONG DIRECTION, THE SAME PROCESS FOR MOVING THE TRAIN SHALL BE REPEATED BETWEEN THE SIGNALLER AND THE DRIVER. THE LINE SHALL BE UNOCCUPIED TO THE NEXT PLATFORM AND THE TRAIN SHALL ONLY PROCEED WHEN AUTHORISED BY THE SIGNALLER

WHEN THE DRIVER IS REQUIRED TO CARRY OUT AN UNSIGNALLED MOVEMENT, THE DRIVER SHALL NOT ALLOW THE SPEED OF THE TRAIN TO EXCEED 10 KM/H

IF A TRAIN CANNOT TRAVEL IN THE WRONG RUNNING DIRECTION OWING TO LOSS OF TRACTION, THE DRIVER SHALL INFORM THE SIGNALLER SO THAT ALTERNATIVE ARRANGEMENTS CAN BE MADE

SECTION : WYNYARD TO ST JAMES  
 MAP SET : CENTRAL TO CENTRAL ( CITY CIRCLE )  
 PAGE : 1 OF 2  
 UPDATED TO : 1 May 2024

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

ST JAMES

TRAIN STOPS

WYNYARD

LOWER LEVEL

TRAIN STOPS

|  |  |
|--|--|
| CI 178<br>AUTO/CONT<br>4.292 KM<br>SEE PLATE "E" | CO 71<br>AUTO/CONT<br>4.484 KM<br>SEE PLATE "E"  |
| CI 148<br>AUTO/CONT<br>2.882 KM<br>SEE PLATE "E" | CO 141<br>AUTO/CONT<br>3.060 KM<br>SEE PLATE "E" |
| CI 194<br>AUTO/CONT<br>1.967 KM<br>SEE PLATE "E" | CO 187<br>AUTO/CONT<br>2.135 KM<br>SEE PLATE "E" |

WHEN "A" LIGHT IS OUT  
 THIS SIGNAL MUST NOT  
 BE PASSED AT STOP  
 WITHOUT AUTHORITY  
 FROM SIGNALLER

PLATE "E"

SY 577 SH  
 AUTO/CONT  
 HOME  
 2.132 KM  
 SEE PLATE "E"

CITY OUTER SIGNALS

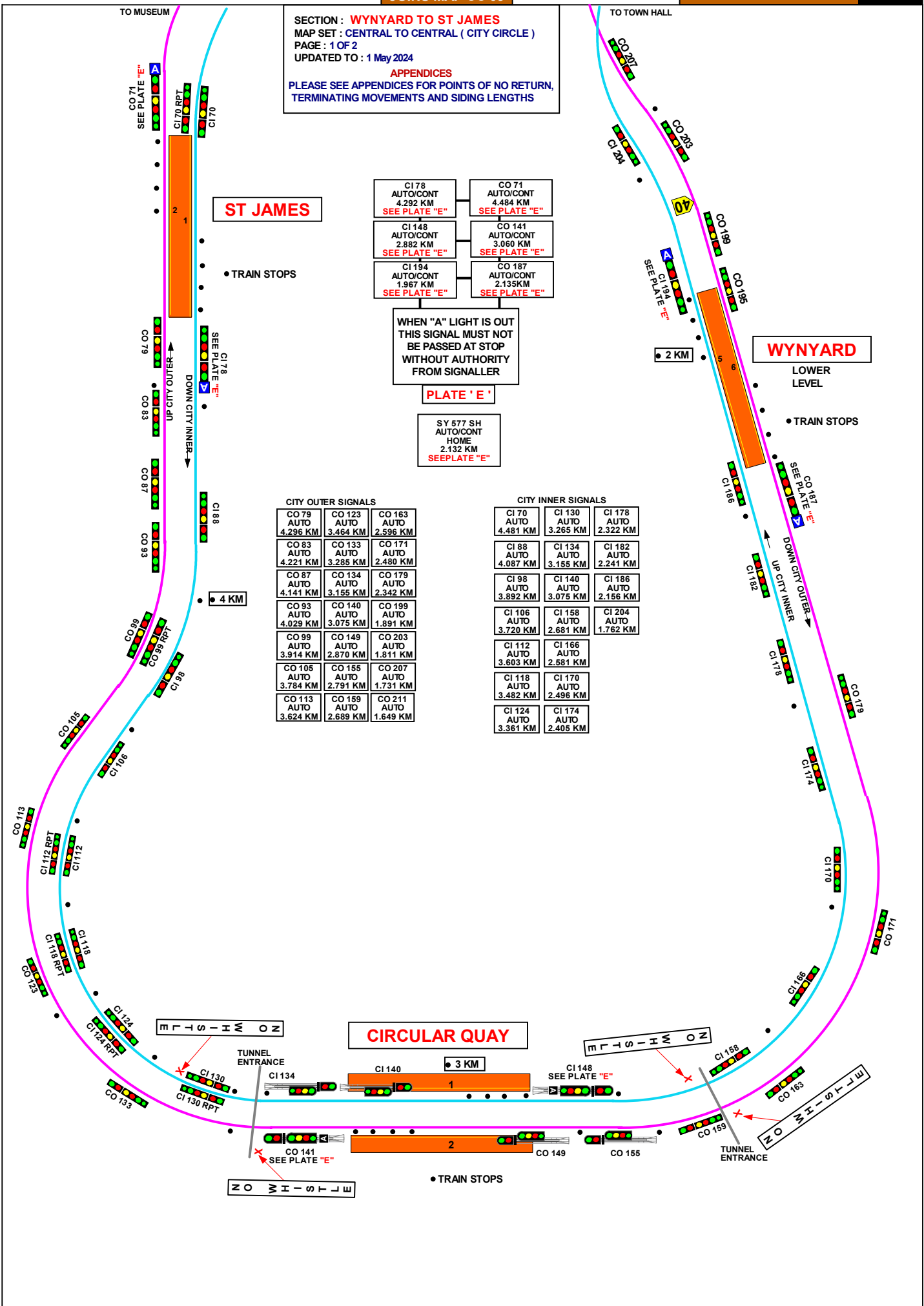
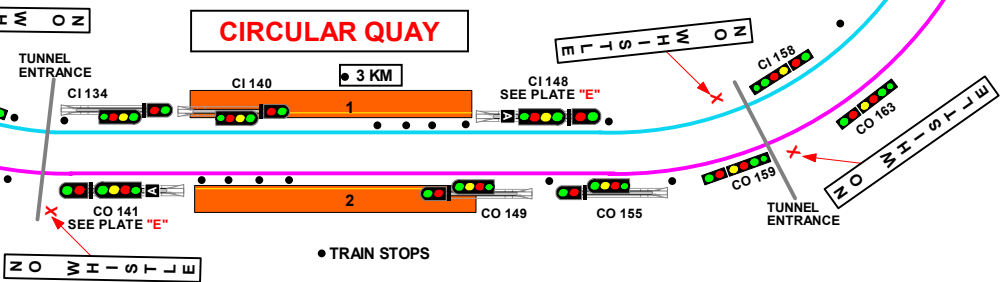
|                            |                            |                            |
|----------------------------|----------------------------|----------------------------|
| CO 79<br>AUTO<br>4.296 KM  | CO 123<br>AUTO<br>3.464 KM | CO 163<br>AUTO<br>2.596 KM |
| CO 83<br>AUTO<br>4.221 KM  | CO 133<br>AUTO<br>3.285 KM | CO 171<br>AUTO<br>2.480 KM |
| CO 87<br>AUTO<br>4.141 KM  | CO 134<br>AUTO<br>3.155 KM | CO 179<br>AUTO<br>2.342 KM |
| CO 93<br>AUTO<br>4.029 KM  | CO 140<br>AUTO<br>3.075 KM | CO 199<br>AUTO<br>1.891 KM |
| CO 99<br>AUTO<br>3.914 KM  | CO 149<br>AUTO<br>2.870 KM | CO 203<br>AUTO<br>1.811 KM |
| CO 105<br>AUTO<br>3.784 KM | CO 155<br>AUTO<br>2.791 KM | CO 207<br>AUTO<br>1.731 KM |
| CO 113<br>AUTO<br>3.624 KM | CO 159<br>AUTO<br>2.689 KM | CO 211<br>AUTO<br>1.649 KM |

CITY INNER SIGNALS

|                            |                            |                            |
|----------------------------|----------------------------|----------------------------|
| CI 70<br>AUTO<br>4.481 KM  | CI 130<br>AUTO<br>3.265 KM | CI 178<br>AUTO<br>2.322 KM |
| CI 88<br>AUTO<br>4.087 KM  | CI 134<br>AUTO<br>3.155 KM | CI 182<br>AUTO<br>2.241 KM |
| CI 98<br>AUTO<br>3.892 KM  | CI 140<br>AUTO<br>3.075 KM | CI 186<br>AUTO<br>2.156 KM |
| CI 106<br>AUTO<br>3.720 KM | CI 158<br>AUTO<br>2.681 KM | CI 204<br>AUTO<br>1.762 KM |
| CI 112<br>AUTO<br>3.603 KM | CI 166<br>AUTO<br>2.581 KM |                            |
| CI 118<br>AUTO<br>3.482 KM | CI 170<br>AUTO<br>2.496 KM |                            |
| CI 124<br>AUTO<br>3.361 KM | CI 174<br>AUTO<br>2.405 KM |                            |

CIRCULAR QUAY

TRAIN STOPS





**ST JAMES**

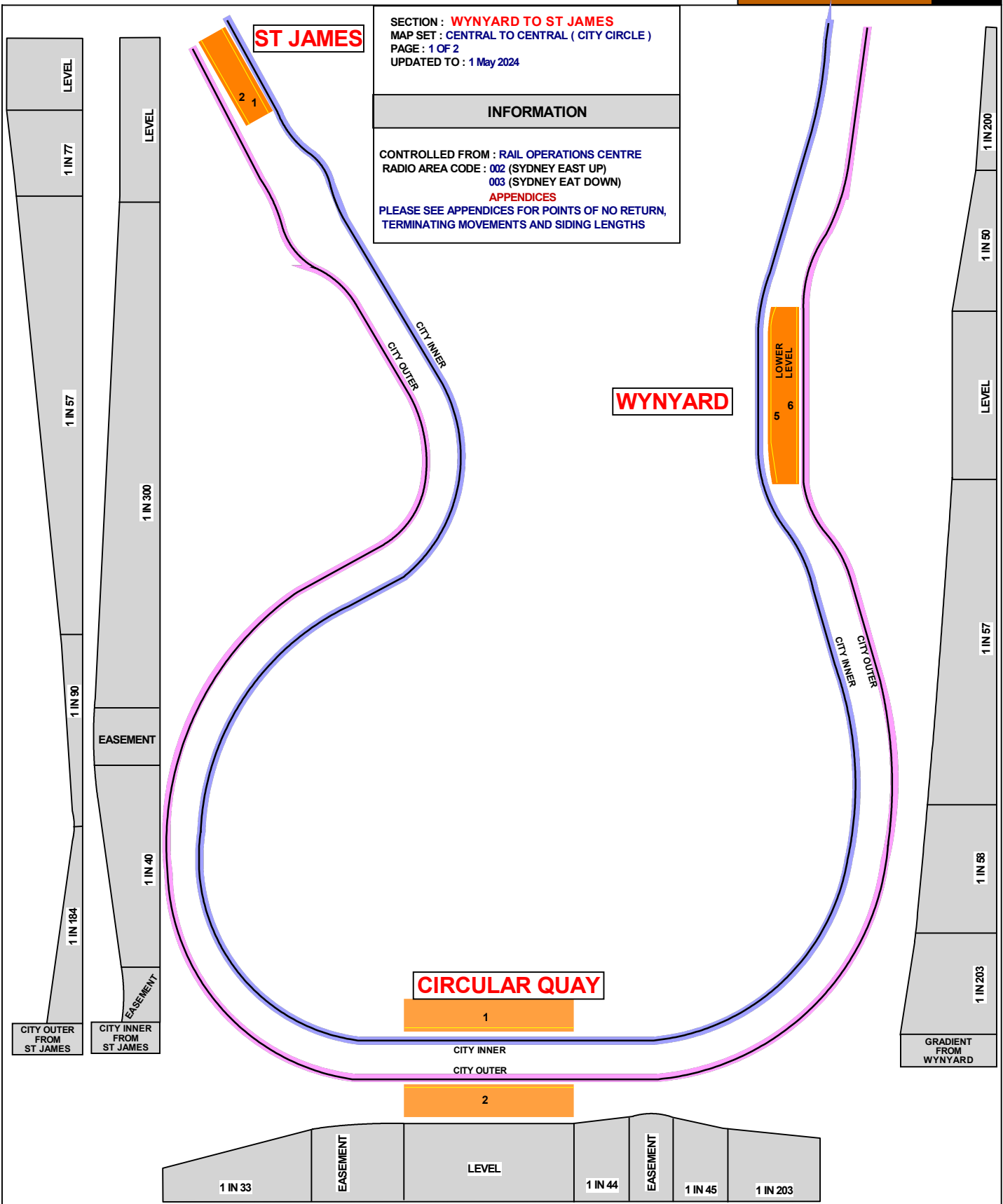
SECTION : **WYNYARD TO ST JAMES**  
 MAP SET : **CENTRAL TO CENTRAL ( CITY CIRCLE )**  
 PAGE : 1 OF 2  
 UPDATED TO : 1 May 2024

**INFORMATION**

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**  
 RADIO AREA CODE : **002 (SYDNEY EAST UP)**  
**003 (SYDNEY EAST DOWN)**  
**APPENDICES**  
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 TERMINATING MOVEMENTS AND SIDING LENGTHS

**WYNYARD**

**CIRCULAR QUAY**



**PLATFORM TRAIN STOPS**

TO REDUCE THE EFFECT OF STATION STOPS ON THE HEADWAY OF TRAINS, INTERMEDIATE TRAIN STOPS ARE PROVIDED AT MUSEUM, ST JAMES, CIRCULAR QUAY, WYNYARD, TOWN HALL REDFERN AND CENTRAL PLATFORMS BETWEEN THE SIGNAL AT THE APPROACHING END OF THE PLATFORM AND THE SIGNAL AT THE DEPARTURE END OF THE PLATFORM.

THESE TRAIN STOPS AFFORD PROTECTION TO A TRAIN DEPARTING FROM A PLATFORM AS THE SIGNALLING IS ARRANGED TO ALLOW A LESSER INTERVAL OF SPACE BETWEEN TRAINS THAN IS THE CASE BETWEEN STATIONS.

A TRAIN ENTERING A PLATFORM ON THE AUTHORITY OF A LOW SPEED SIGNAL MUST DO SO AT A SPEED NOT EXCEEDING 25 KM/H.