

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

CITY CIRCLE

CENTRAL

TOWN HALL

WYNYARD

CIRCULAR QUAY

ST JAMES

MUSEUM

CENTRAL

Effective Date: February 2025

Version: 4.33

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.

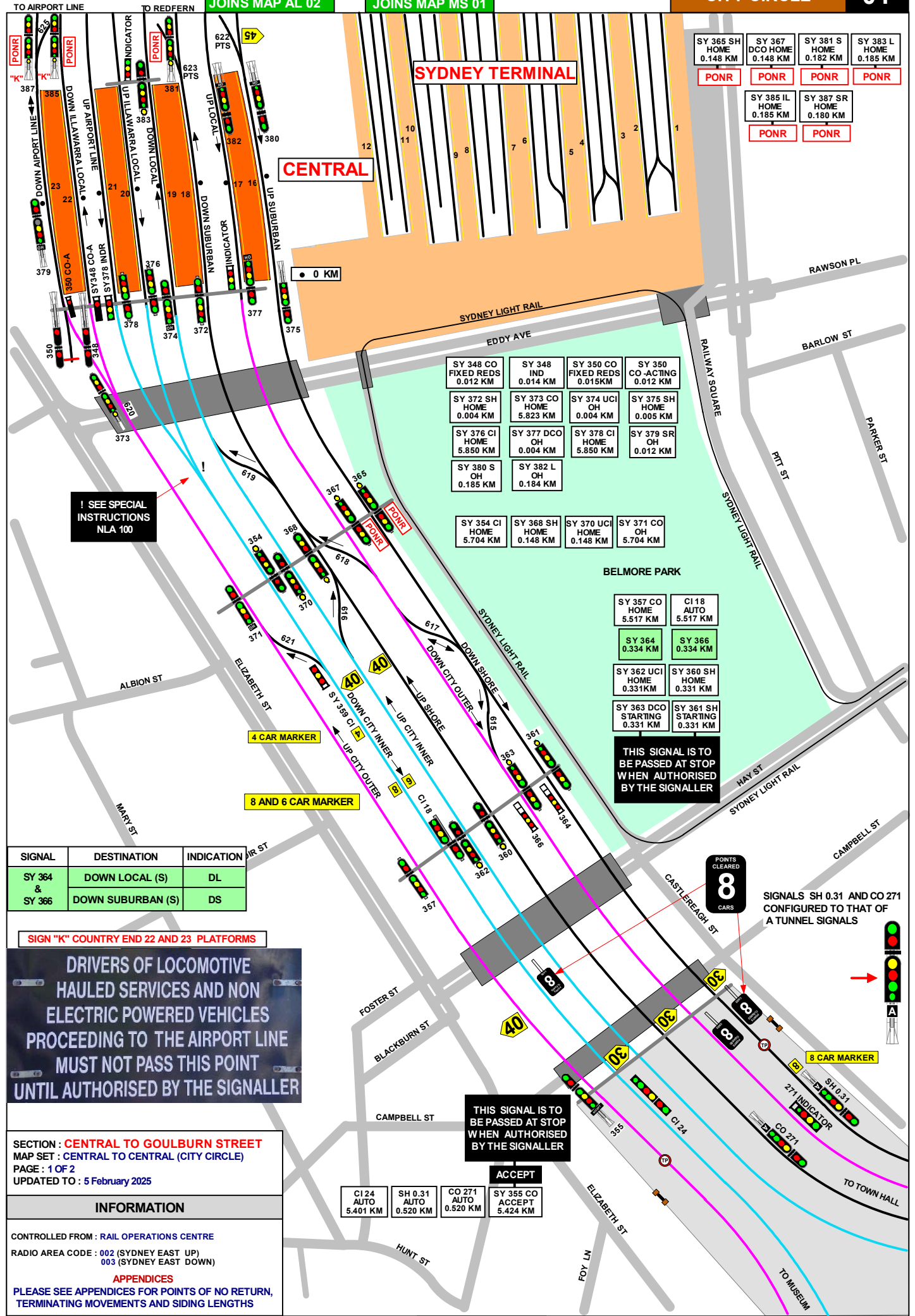
Please report any updates to
gjs.support@transport.nsw.gov.au



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Location: CM Record No.D2015/583



SY 365 SH HOME 0.148 KM	SY 367 DCO HOME 0.148 KM	SY 381 S HOME 0.182 KM	SY 383 L HOME 0.185 KM
PNOR	PNOR	PNOR	PNOR
SY 385 IL HOME 0.185 KM	SY 387 SR HOME 0.180 KM		
PNOR	PNOR		

SY 348 CO FIXED REDS 0.012 KM	SY 348 IND 0.014 KM	SY 350 CO FIXED REDS 0.015 KM	SY 350 CO ACTING 0.012 KM
SY 372 SH HOME 0.004 KM	SY 373 CO HOME 5.823 KM	SY 374 UCI OH 0.004 KM	SY 375 SH HOME 0.005 KM
SY 376 CI HOME 5.850 KM	SY 377 DCO OH 0.004 KM	SY 378 CI HOME 5.850 KM	SY 379 SR OH 0.012 KM
SY 380 S OH 0.185 KM	SY 382 L OH 0.184 KM		
SY 354 CI HOME 5.704 KM	SY 368 SH HOME 0.148 KM	SY 370 UCI HOME 0.148 KM	SY 371 CO OH 5.704 KM

SY 357 CO HOME 5.517 KM	C1 18 AUTO 5.517 KM
SY 364 0.334 KM	SY 366 0.334 KM
SY 362 UCI HOME 0.331 KM	SY 360 SH HOME 0.331 KM
SY 363 DCO STARTING 0.331 KM	SY 361 SH STARTING 0.331 KM

! SEE SPECIAL INSTRUCTIONS NLA 100

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

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

SIGNAL	DESTINATION	INDICATION
SY 364 & SY 366	DOWN LOCAL (S)	DL
	DOWN SUBURBAN (S)	DS

SIGN "K" COUNTRY END 22 AND 23 PLATFORMS

DRIVERS OF LOCOMOTIVE HAULED SERVICES AND NON ELECTRIC POWERED VEHICLES PROCEEDING TO THE AIRPORT LINE MUST NOT PASS THIS POINT UNTIL AUTHORISED BY THE SIGNALLER

SECTION : CENTRAL TO GOULBURN STREET
 MAP SET : CENTRAL TO CENTRAL (CITY CIRCLE)
 PAGE : 1 OF 2
 UPDATED TO : 5 February 2025

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

C1 24 AUTO 5.401 KM	SH 0.31 AUTO 0.520 KM	CO 271 AUTO 0.520 KM	SY 355 CO ACCEPT 5.424 KM
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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, 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

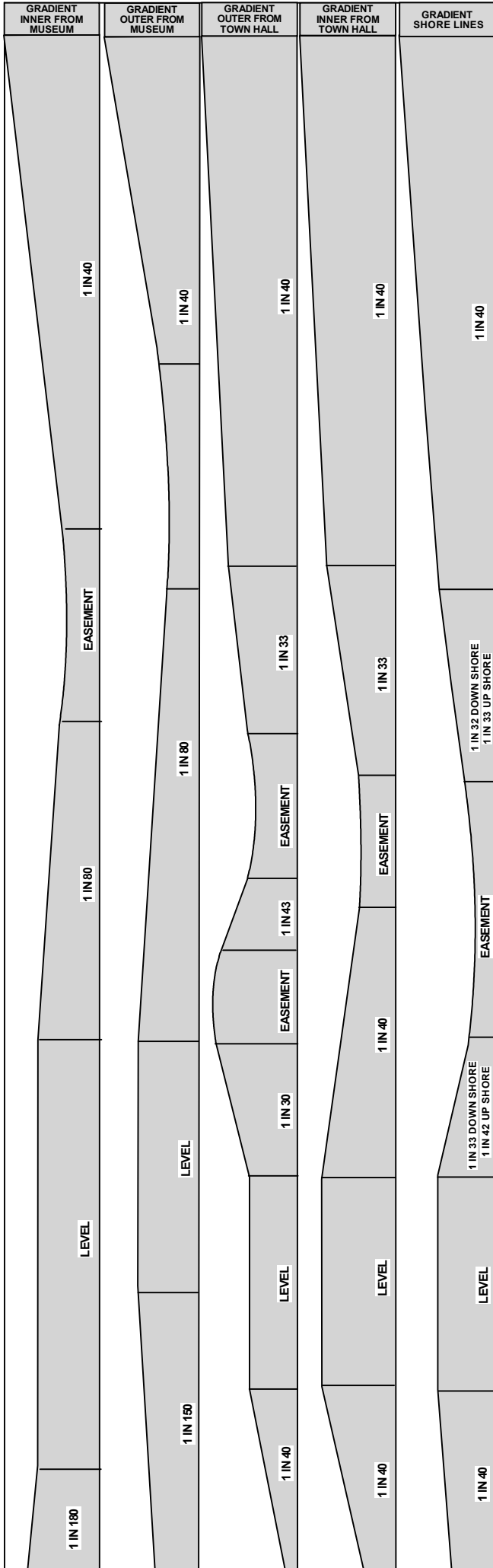
WHEN THE DRIVER IS REQUIRED TO CARRY OUT AN UNSIGNALLED MOVEMENT, THE DRIVER SHALL NOT ALLOW THE SPEED OF THE TRAIN TO EXCEED 10 KM/H

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 (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

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, 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.

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

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

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.

CITY INNER SIGNALS

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

ESR SIGNALS

ES 1.11 AUTO 1.106 KM
ES 1.30 AUTO 1.329 KM
ES 1.36 AUTO 1.385 KM
ES 1.49 AUTO 1.465 KM
ES 1.51 AUTO 1.508 KM

CITY OUTER SIGNALS

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

NORTH SHORE SIGNALS

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

TOWN HALL

UPPER LEVEL TOWN HALL STATION

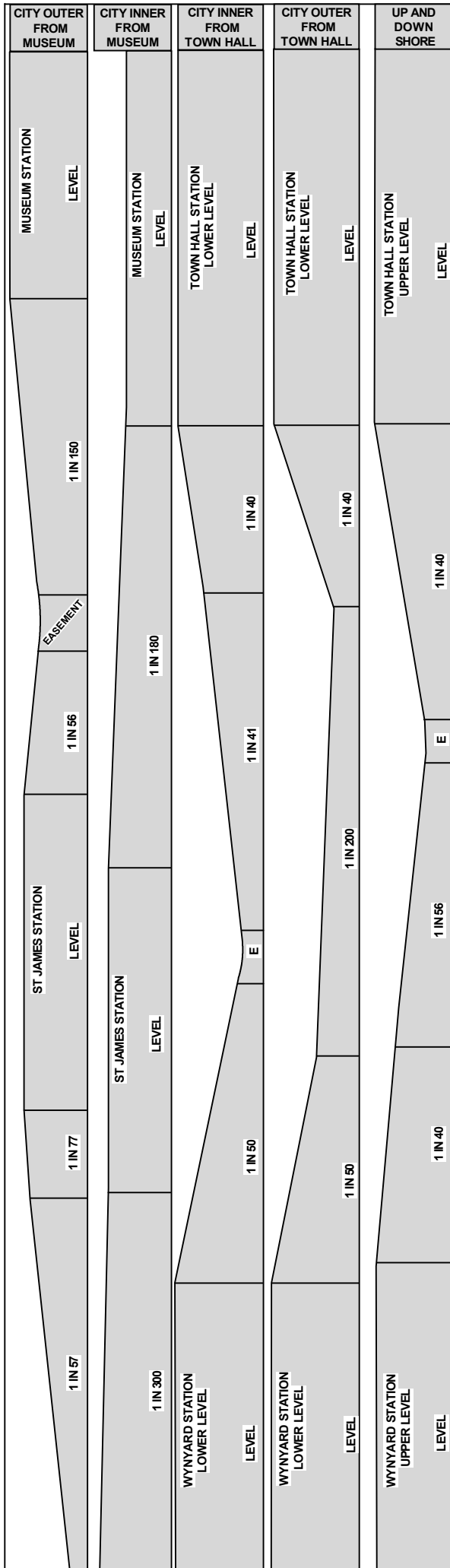


ST JAMES

WYNYARD

LOWER LEVEL WYNYARD STATION

UPPER LEVEL WYNYARD STATION



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

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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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

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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 AUTO/CONT 4.292 KM SEE PLATE "E"	CO 71 AUTO/CONT 4.484 KM SEE PLATE "E"
CI 148 AUTO/CONT 2.882 KM SEE PLATE "E"	CO 141 AUTO/CONT 3.060 KM SEE PLATE "E"
CI 194 AUTO/CONT 1.967 KM SEE PLATE "E"	CO 187 AUTO/CONT 2.135 KM 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

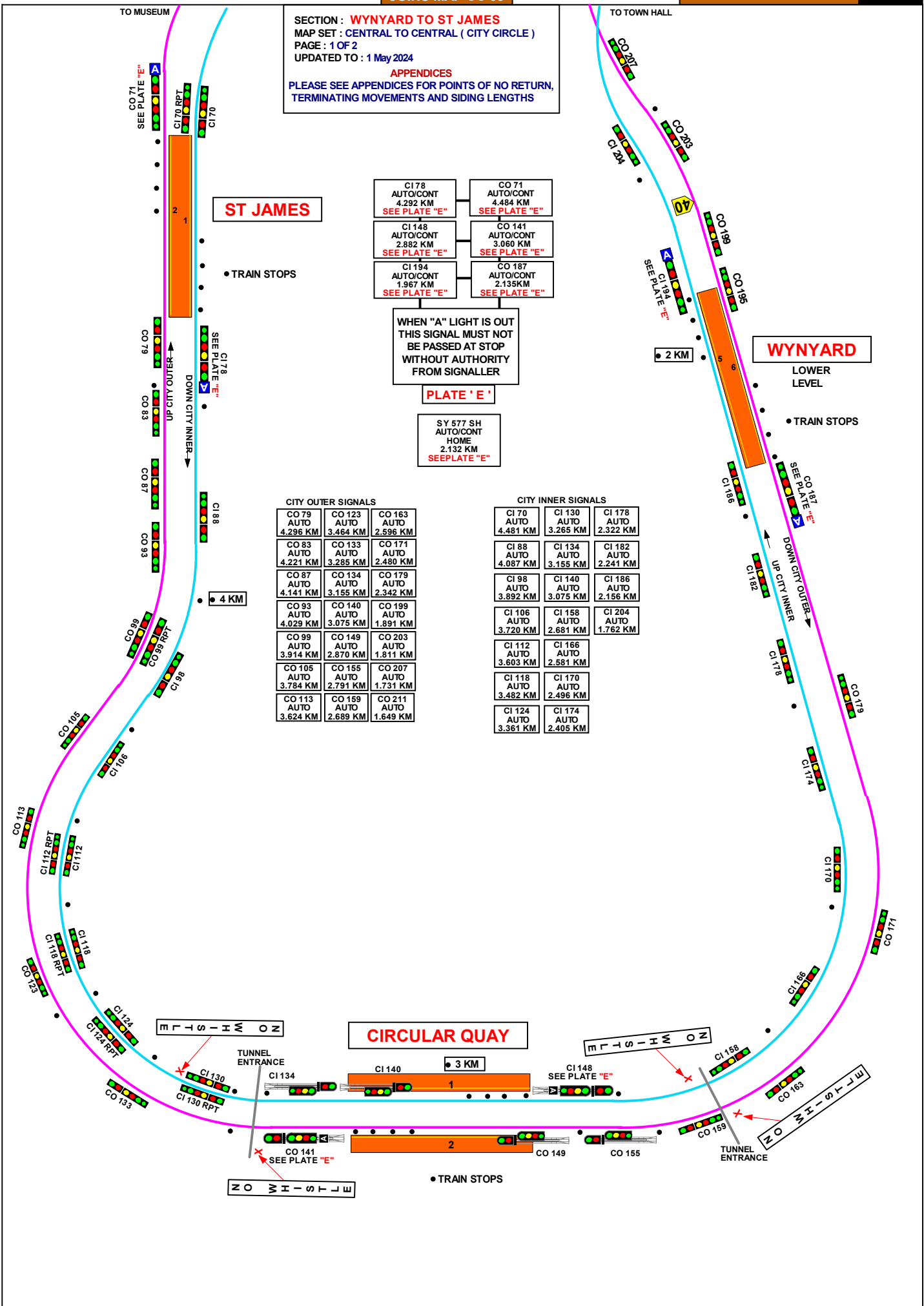
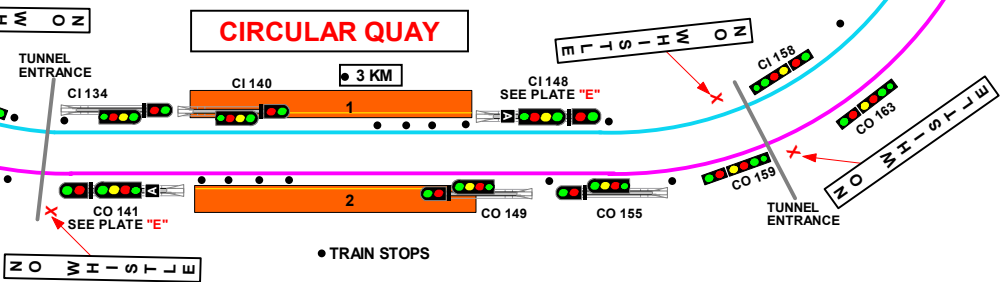
CO 79 AUTO 4.296 KM	CO 123 AUTO 3.464 KM	CO 163 AUTO 2.596 KM
CO 83 AUTO 4.221 KM	CO 133 AUTO 3.285 KM	CO 171 AUTO 2.480 KM
CO 87 AUTO 4.141 KM	CO 134 AUTO 3.155 KM	CO 179 AUTO 2.342 KM
CO 93 AUTO 4.029 KM	CO 140 AUTO 3.075 KM	CO 199 AUTO 1.891 KM
CO 99 AUTO 3.914 KM	CO 149 AUTO 2.870 KM	CO 203 AUTO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

CITY INNER SIGNALS

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

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

WYNYARD

CIRCULAR QUAY

1

CITY INNER

CITY OUTER

2

LEVEL

1 IN 33

EASEMENT

1 IN 44

EASEMENT

1 IN 45

1 IN 203

CITY OUTER FROM ST JAMES

CITY INNER FROM ST JAMES

EASEMENT

1 IN 184

1 IN 90

1 IN 57

1 IN 77

LEVEL

1 IN 300

LEVEL

1 IN 203

GRADIENT FROM WYNYARD

1 IN 58

1 IN 57

LEVEL

1 IN 50

1 IN 200

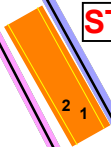
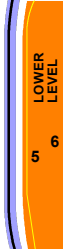
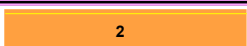
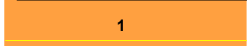
LOWER LEVEL

5

6

CITY INNER

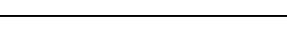
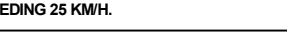
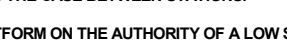
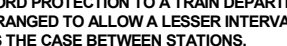
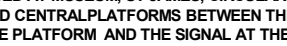
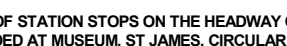
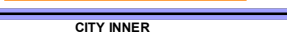
CITY OUTER



ST JAMES

2

1



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.