

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

MAIN NORTH LINE

STRATHFIELD

NORTH STRATHFIELD

CONCORD WEST

RHODES

MEADOWBANK

WEST RYDE

DENISTONE

EASTWOOD

EPPING

CHELTENHAM

BEECROFT

PENNANT HILLS

THORNLEIGH

NORMANHURST

HORNSBY

ASQUITH

MOUNT COLAH

MOUNT KURING-GAI

BEROWRA

Effective Date: August 2024

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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Information in these diagrams is uncontrolled.

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



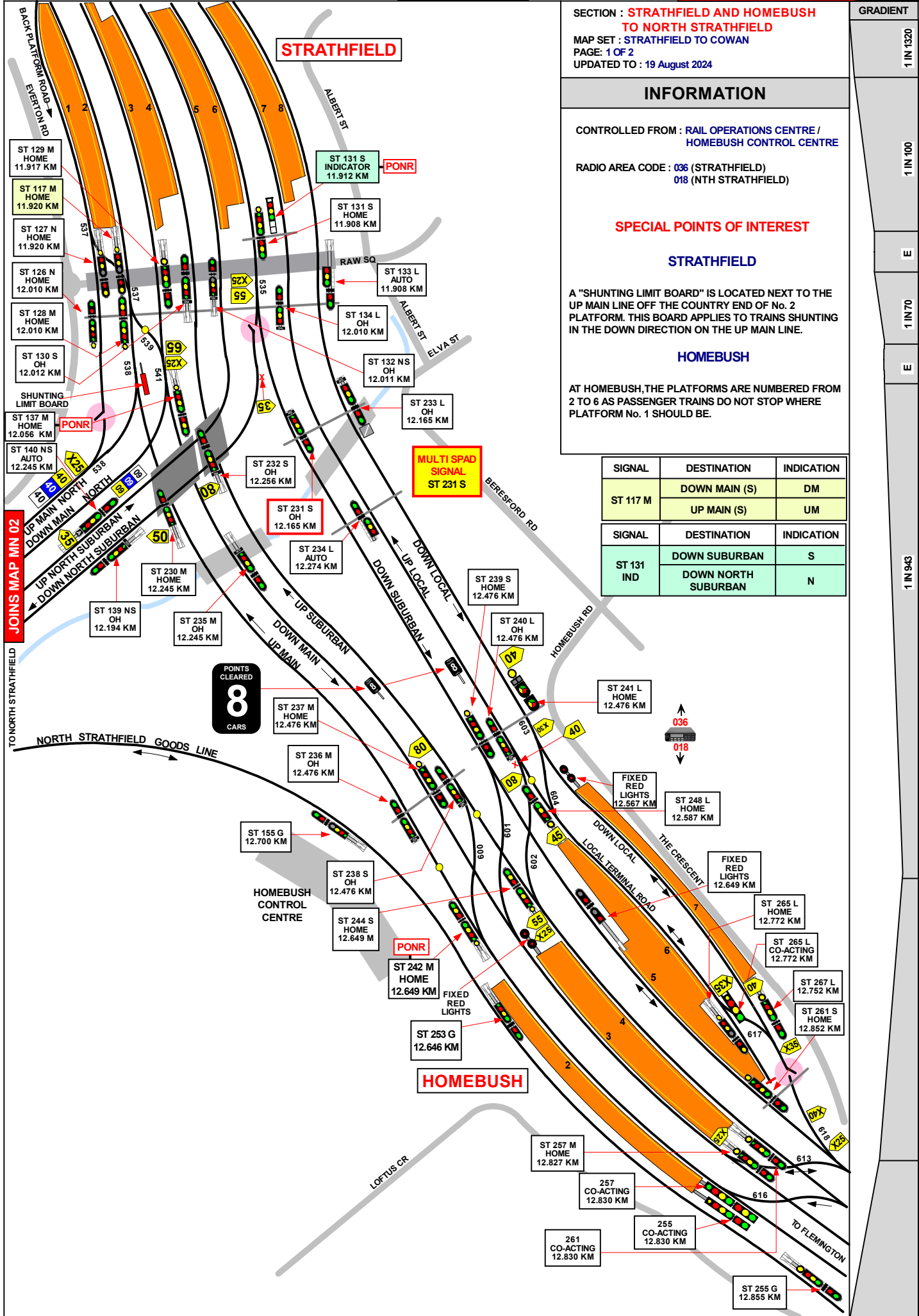
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No.D2015/577

TO BURWOOD



SECTION : **STRATHFIELD AND HOMEBUSH TO NORTH STRATHFIELD**
 MAP SET : STRATHFIELD TO COWAN
 PAGE : 1 OF 2
 UPDATED TO : 19 August 2024

GRADIENT
 1 IN 1320

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE / HOMEBUSH CONTROL CENTRE
 RADIO AREA CODE : 036 (STRATHFIELD)
 018 (NTH STRATHFIELD)

SPECIAL POINTS OF INTEREST

STRATHFIELD

A "SHUNTING LIMIT BOARD" IS LOCATED NEXT TO THE UP MAIN LINE OFF THE COUNTRY END OF No. 2 PLATFORM. THIS BOARD APPLIES TO TRAINS SHUNTING IN THE DOWN DIRECTION ON THE UP MAIN LINE.

HOMEBUSH

AT HOMEBUSH, THE PLATFORMS ARE NUMBERED FROM 2 TO 6 AS PASSENGER TRAINS DO NOT STOP WHERE PLATFORM No. 1 SHOULD BE.

| SIGNAL | DESTINATION | INDICATION |
|----------|---------------|------------|
| ST 117 M | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|------------|---------------------|------------|
| ST 131 IND | DOWN SUBURBAN | S |
| | DOWN NORTH SUBURBAN | N |

POINTS CLEARED
8
 CARS





SECTION : **STRATHFIELD TO NORTH STRATHFIELD**
 MAP SET : STRATHFIELD TO COWAN
 PAGE: 2 OF 2
 UPDATED TO : 4 APRIL 2011

| STRATHFIELD TERMINATING TRAINS (UNDER NORMAL CONDITIONS) | | |
|---|----------------|---|
| FROM | TERMINATE AT | THEN GO TO |
| UP TRAINS | No.1 PLATFORM | THEN RETURN TO THE DOWN MAIN OR SHUNT FORWARD & RETURN TO THE No. 2 PLATFORM |
| | NO. 2 PLATFORM | THEN RETURN TO THE DOWN MAIN OR SHUNT FORWARD & RETURN TO No. 1 PLATFORM |
| DOWN TRAINS | No.3 PLATFORM | SHUNT TO NORTH STRATHFIELD JUNCTION CLEAR OF SHUNT SIGNAL No. 152 ON THE DOWN MAIN NORTH OR SHUNT SIGNAL No. 164 ON THE RELIEF AND RETURN TO STRATHFIELD |
| | No. 6 PLATFORM | SHUNT TO NORTH STRATHFIELD JUNCTION CLEAR OF SHUNT SIGNAL No. 152 ON THE DOWN MAIN NORTH OR SHUNT SIGNAL No. 164 ON THE DOWN RELIEF AND RETURN TO STRATHFIELD |
| | No. 8 PLATFORM | SHUNT TO HOMEBUSH AND RETURN ON THE UP LOCAL |

| HOMEBUSH TERMINATING TRAINS (UNDER NORMAL CONDITIONS) | | |
|--|----------------|---|
| FROM | TERMINATE AT | THEN GO TO |
| DOWN MAIN TRAINS | No. 3 PLATFORM | SHUNT FORWARD TO THE DOWN SUBURBAN AND RETURN THE EITHER No. 5 OR No. 6 PLATFORMS |
| DOWN SUBURBAN TRAINS | No.6 PLATFORM | RETURN TO UP SUBURBAN LINE OR SHUNT FORWARD AND THEN RETURN TO No. 6 PLATFORM |
| DOWN LOCAL TRAINS | No. 6 PLATFORM | THEN RETURN TO UP LOCAL LINE OR SHUNT FORWARD AND RETURN TO No. 5 PLATFORM |
| UP SUBURBAN TRAINS | No. 3 PLATFORM | RETURN TO DOWN MAIN OR DOWN SUBURBAN |
| | No. 4 PLATFORM | SHUNT FORWARD AND THEN RETURN TO THE DOWN SUBURBAN |
| | No. 5 PLATFORM | RETURN TO DOWN SUBURBAN LINE |
| | No. 6 PLATFORM | RETURN TO DOWN SUBURBAN LINE |

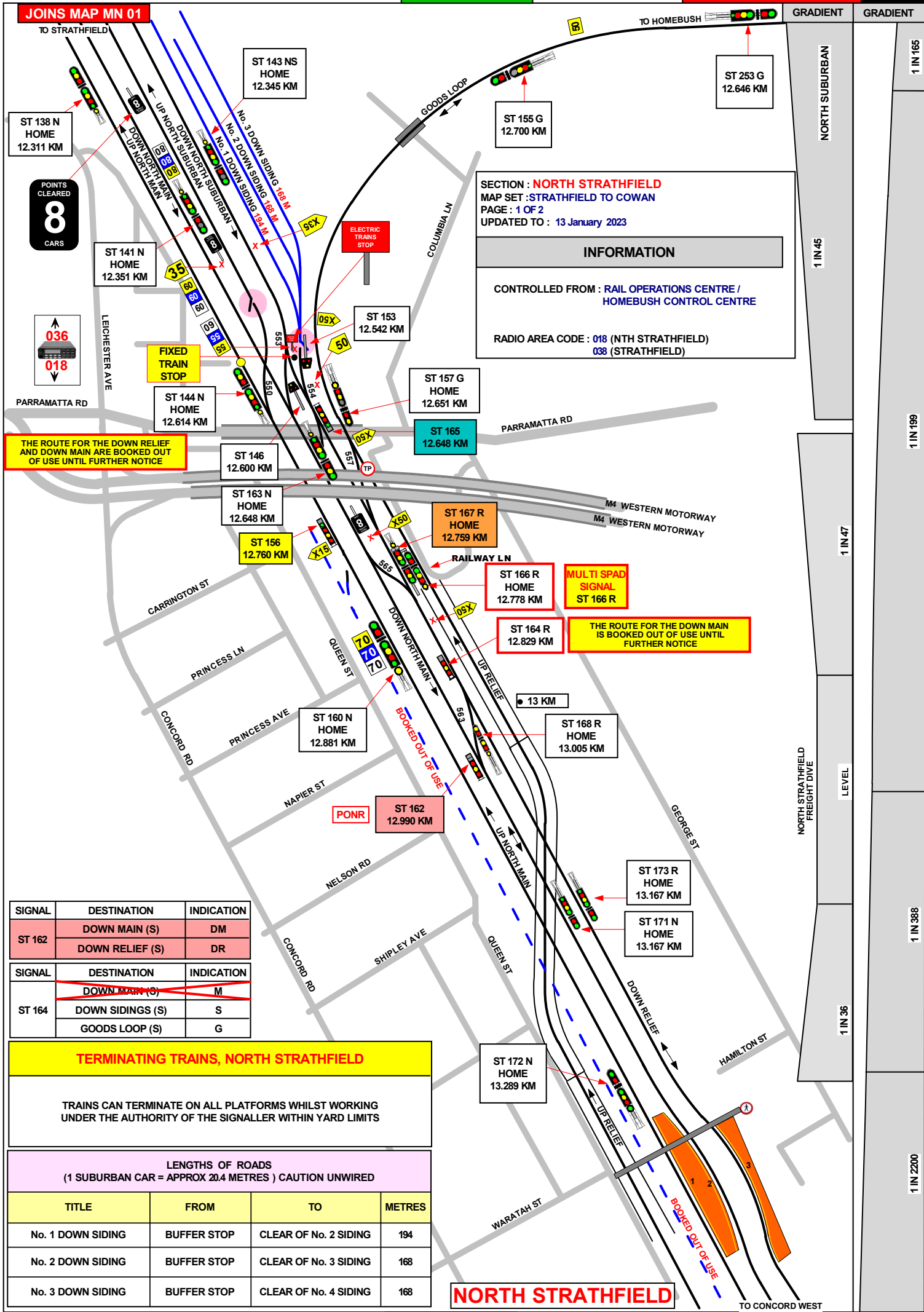
| PONR POINT OF NO RETURN | | |
|----------------------------|-------------------------|---------------------------------|
| SIGNAL No. | LOCATION | DESTINATIONS |
| ST 137 M | DOWN MAIN 12.056 KM | TURN OUT FOR MAIN NORTH |
| ST 131 S | DOWN SUBURBAN 11.908 KM | TURN OUT FOR MAIN NORTH |
| ST 242 M | UP MAIN 12.649 KM | TURN OUT FOR ALL STATION TRAINS |

| RADIO TRANSPONDERS LOCATIONS | | |
|---|---|--|
| FIGURE 1  | FIGURE 2  | W HERE YOU SEE THE TRANSPONDER SYMBOL (FIGURE 1) ALONG THE MAP LOOK FOR THE YELLOW DOT (FIGURE 2) ON THE RAILWAY LINE THE ACTUAL LOCATION OF THE TRANSPONDER |

| SIGNAL | DESTINATION | INDICATION |
|----------|-------------------|------------|
| ST 118 S | UP SUBURBAN (M) | DS |
| | UP LOCAL (S) | L |
| SIGNAL | DESTINATION | INDICATION |
| ST 258 | DOWN MAIN | DM |
| | DOWN SUBURBAN | DS |
| | LOCAL TERMINAL RD | TR |

| SIGNAL | DESTINATION | INDICATION |
|------------|---------------------|------------|
| ST 131 IND | DOWN SUBURBAN (M) | S |
| | DOWN NORTH SUBURBAN | N |
| SIGNAL | DESTINATION | INDICATION |
| ST 117 M | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| SIGNAL | DESTINATION | INDICATION |
| ST 247 | DOWN SUBURBAN (M) | DS |
| | UP SUBURBAN (S) | US |

JOINS MAP MN 01



SECTION : **NORTH STRATHFIELD**
 MAP SET : STRATHFIELD TO COWAN
 PAGE : 1 OF 2
 UPDATED TO : 13 January 2023

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
 HOME BUSH CONTROL CENTRE

RADIO AREA CODE : 018 (NTH STRATHFIELD)
 038 (STRATHFIELD)

POINTS CLEARED
8
 CARS

036
 018

THE ROUTE FOR THE DOWN RELIEF AND DOWN MAIN ARE BOOKED OUT OF USE UNTIL FURTHER NOTICE

MULTI SPAD SIGNAL
 ST 166 R

THE ROUTE FOR THE DOWN MAIN IS BOOKED OUT OF USE UNTIL FURTHER NOTICE

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------------------|--------------|
| ST 162 | DOWN MAIN (S) | DM |
| | DOWN RELIEF (S) | DR |
| SIGNAL | DESTINATION | INDICATION |
| ST 164 | DOWN MAIN (S) | M |
| | DOWN SIDINGS (S) | S |
| | GOODS LOOP (S) | G |

TERMINATING TRAINS, NORTH STRATHFIELD

TRAINS CAN TERMINATE ON ALL PLATFORMS WHILST WORKING UNDER THE AUTHORITY OF THE SIGNALLER WITHIN YARD LIMITS

LENGTHS OF ROADS
 (1 SUBURBAN CAR = APPROX 20.4 METRES) CAUTION UNWIRED

| TITLE | FROM | TO | METRES |
|-------------------|-------------|-----------------------|--------|
| No. 1 DOWN SIDING | BUFFER STOP | CLEAR OF No. 2 SIDING | 194 |
| No. 2 DOWN SIDING | BUFFER STOP | CLEAR OF No. 3 SIDING | 168 |
| No. 3 DOWN SIDING | BUFFER STOP | CLEAR OF No. 4 SIDING | 168 |

NORTH STRATHFIELD

GRADIENT

1 IN 165

1 IN 199

1 IN 47

1 IN 36

1 IN 388

1 IN 2200

NORTH SUBURBAN

NORTH STRATHFIELD FREIGHT DIVE

LEVEL

| LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES) | | | |
|--|-------------|-----------------------|--------|
| TITLE | FROM | TO | METRES |
| No. 1 DOWN SIDING | BUFFER STOP | CLEAR OF No. 2 SIDING | 194 |
| No. 2 DOWN SIDING | BUFFER STOP | CLEAR OF No. 3 SIDING | 168 |
| No. 3 DOWN SIDING | BUFFER STOP | CLEAR OF No. 4 SIDING | 168 |

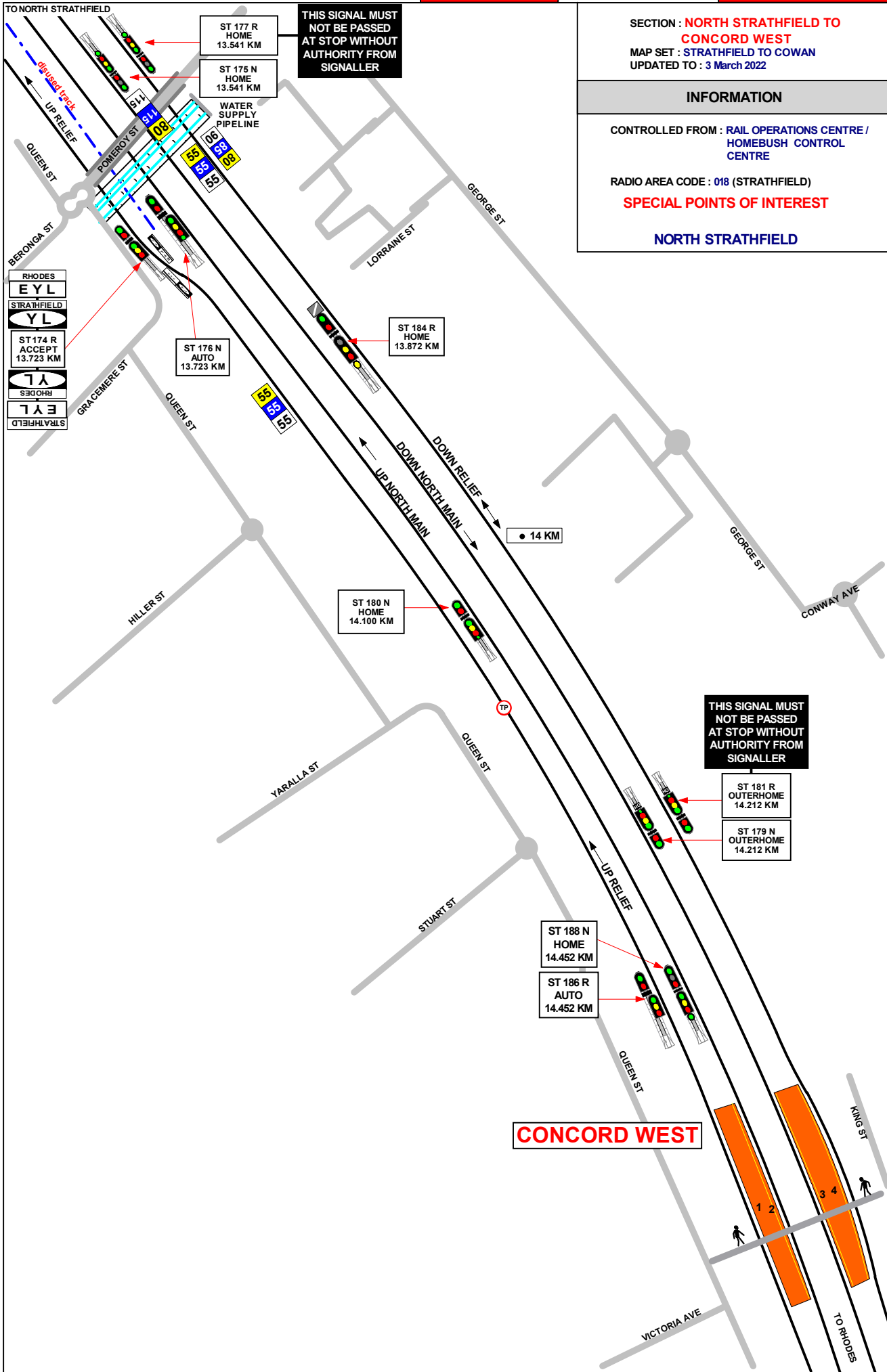
TERMINATING TRAINS, NORTH STRATHFIELD

TRAINS CAN TERMINATE ON ALL PLATFORMS WHILST WORKING UNDER THE AUTHORITY OF THE SIGNALLER WITHIN YARD LIMITS. REFER TO THE APPENDICES BOOK FOR FURTHER DETAILS

| SIGNAL | DESTINATION | INDICATION |
|----------|--------------------------|--------------|
| ST 165 | DOWN RELIEF(S) | D |
| | UP RELIEF (S) | U |
| SIGNAL | DESTINATION | INDICATION |
| ST 156 | UP MAIN (S) | UM |
| | DOWN SIDINGS (S) | DS |
| SIGNAL | DESTINATION | INDICATION |
| ST 167 R | DOWN RELIEF (M) | -- |
| | DOWN RELIEF (S) | DR |
| | DOWN MAIN (M) | -- |
| | DOWN MAIN (S) | DM |
| SIGNAL | DESTINATION | INDICATION |
| ST 164 | DOWN MAIN (S) | M |
| | DOWN SIDINGS (S) | S |
| | GOODS LOOP (S) | G |
| SIGNAL | DESTINATION | INDICATION |
| ST 162 | DOWN MAIN (S) | DM |
| | DOWN RELIEF (S) | DR |

THE ROUTE FOR THE DOWN MAIN IS BOOKED OUT OF USE UNTIL FURTHER NOTICE

| |
|--|
| SECTION : NORTH STRATHFIELD MAP SET :STRATHFIELD TO COWAN PAGE : 2 OF 2 UPDATED TO : 1 March 2022 |
| INFORMATION |
| CONTROLLED FROM : RAIL OPERATIONS CENTRE RADIO AREA CODE : 018 (NTH STRATHFIELD) 038 (STRATHFIELD) |
| SPECIAL POINTS OF INTEREST NORTH STRATHFIELD |
| RUNAWAY CATCH POINTS |
| RUNAWAY CATCH POINTS ARE PROVIDED ON THE UP NORTH SUBURBAN LINE APPROXIMATELY 242 METRES ON THE HORNSBY SIDE OF SIGNAL No. ST 140 . THESE CATCH POINTS ARE CONTROLLED BY No. 550 LEVER IN STRATHFIELD SIGNALBOX . |
| SHUNTING ON THE UP MAIN LINE |
| WHEN IT IS NECESSARY FOR A TRAIN TO SHUNT PASS UP HOME SIGNAL No. ST 144 ON THE UP MAIN LINE TO AVOID THE POSSIBILITY OF DERAILMENT DUE TO THE RUNAWAY CATCH POINTS ON THE UP NORTH SUBURBAN LINE ,THE SIGNALLER SHALL ENSURE THE No. 560 POINTS ARE SET FOR THE NORTH MAIN LINE BEFORE CLEARING THE SHUNTING SIGNAL No. ST 144 . |
| FIXED TRAIN STOPS |
| A FIXED TRAIN STOP IS LOCATED NEXT TO No. 554 CATCH POINTS BETWEEN THE DOWN NORTH SUBURBAN AND THE DOWN GOODS SIDING APPROXIMATELY 59 METRES ON THE SYDNEY SIDE OF SIGNAL No. ST 146 G AND No. 554 POINTS |
| STOP BOARDS |
| A STOP BOARD , INSCRIBED "STOP ELECTRIC TRAINS" IS LOCATED NEXT TO THE FIXED TRAIN STOP |



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

SECTION : NORTH STRATHFIELD TO CONCORD WEST
MAP SET : STRATHFIELD TO COWAN
UPDATED TO : 3 March 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /
HOMEBUSH CONTROL CENTRE

RADIO AREA CODE : 018 (STRATHFIELD)

SPECIAL POINTS OF INTEREST

NORTH STRATHFIELD

GRADIENT

1 IN 2200

LEVEL

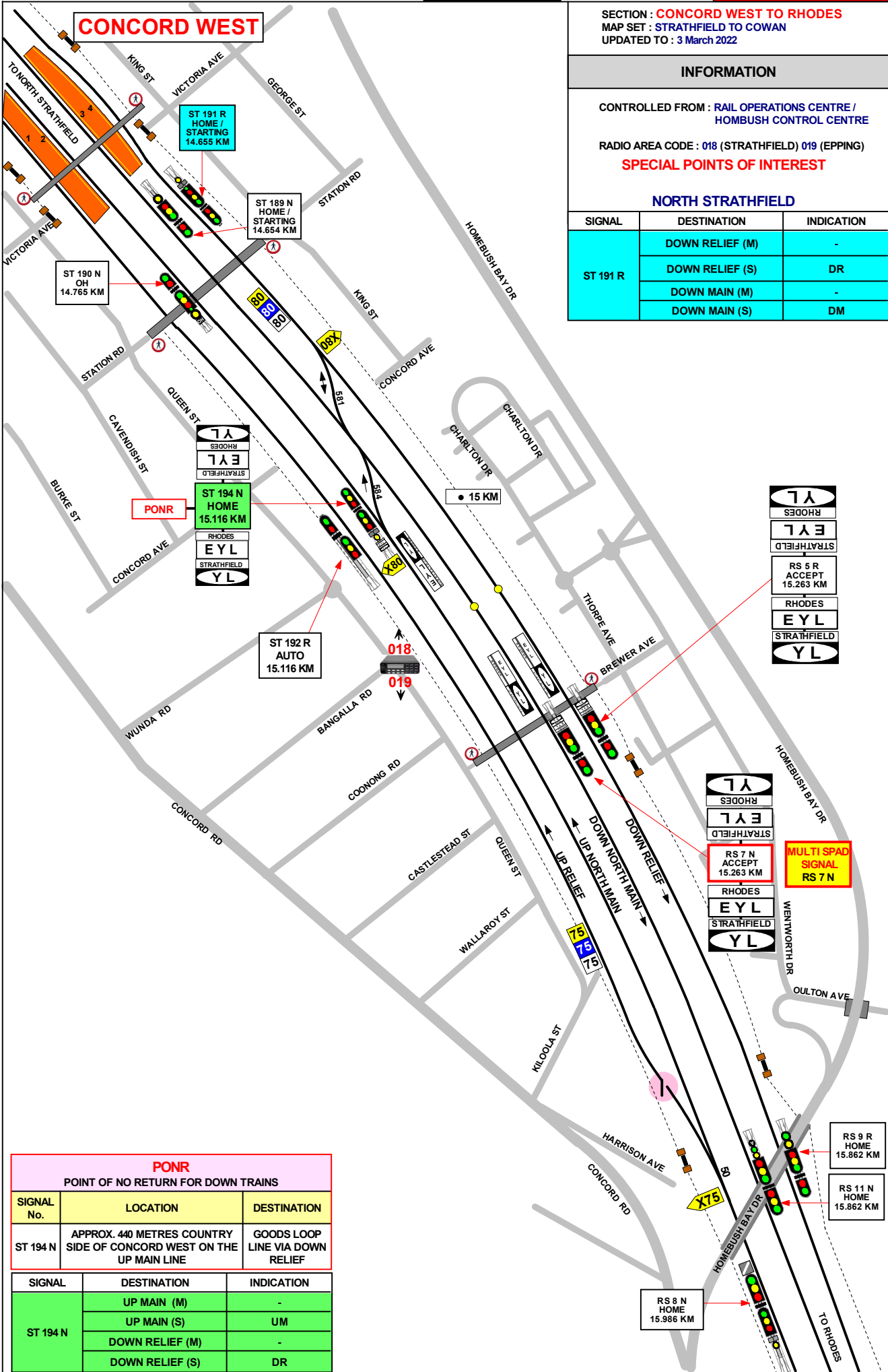
1 IN 560

1 IN 139

1 IN 100

1 IN 139

CONCORD WEST



SECTION : **CONCORD WEST TO RHODES**
 MAP SET : STRATHFIELD TO COWAN
 UPDATED TO : 3 March 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE / HOMBUSH CONTROL CENTRE

RADIO AREA CODE : 018 (STRATHFIELD) 019 (EPPING)

SPECIAL POINTS OF INTEREST

NORTH STRATHFIELD

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------|------------|
| ST 191 R | DOWN RELIEF (M) | - |
| | DOWN RELIEF (S) | DR |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |

PONR
 POINT OF NO RETURN FOR DOWN TRAINS

| SIGNAL No. | LOCATION | DESTINATION |
|------------|---|---------------------------------|
| ST 194 N | APPROX. 440 METRES COUNTRY SIDE OF CONCORD WEST ON THE UP MAIN LINE | GOODS LOOP LINE VIA DOWN RELIEF |

| SIGNAL | DESTINATION | INDICATION |
|----------|-----------------|------------|
| ST 194 N | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN RELIEF (M) | - |
| | DOWN RELIEF (S) | DR |

SECTION : **MEADOWBANK TO WEST RYDE**
 MAP SET : STRATHFIELD TO COWAN
 UPDATED TO : 05 August 2024

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 RADIO AREA CODE : 019 (EPPING)

SPECIAL POINTS OF INTEREST

GRADIENT

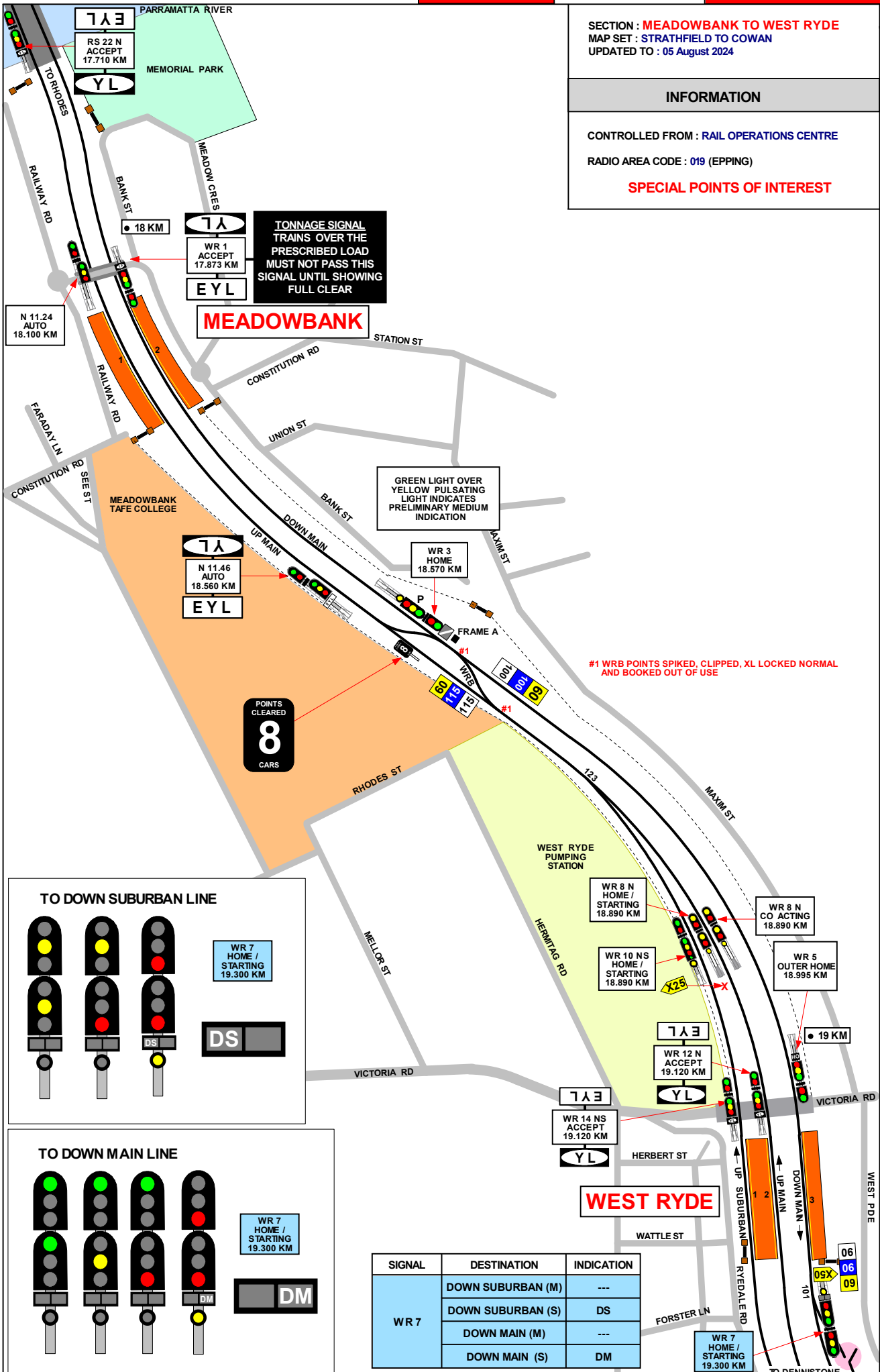
LEVEL

1 IN 330

1 IN 132

1 IN 60

1 IN 330



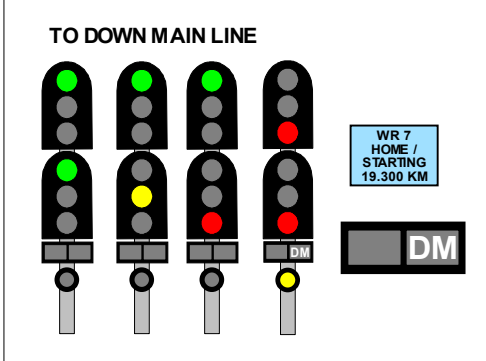
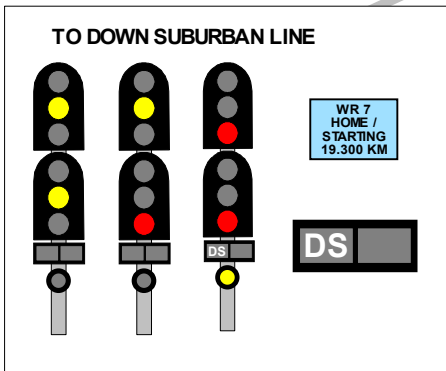
TONNAGE SIGNAL
 TRAINS OVER THE
 PRESCRIBED LOAD
 MUST NOT PASS THIS
 SIGNAL UNTIL SHOWING
 FULL CLEAR

MEADOWBANK

GREEN LIGHT OVER
 YELLOW PULSATING
 LIGHT INDICATES
 PRELIMINARY MEDIUM
 INDICATION

#1 WRB POINTS SPIKED, CLIPPED, XL LOCKED NORMAL
 AND BOOKED OUT OF USE

POINTS
 CLEARED
8
 CARS



| SIGNAL | DESTINATION | INDICATION |
|--------|-------------------|------------|
| WR 7 | DOWN SUBURBAN (M) | --- |
| | DOWN SUBURBAN (S) | DS |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | DM |

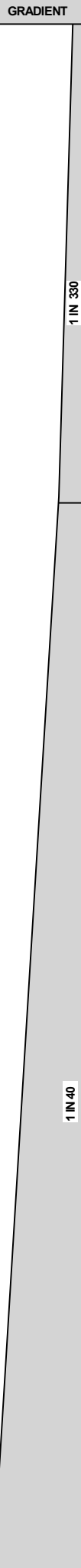
WEST RYDE

SECTION : **WEST RYDE TO DENISTONE**
 MAP SET : STRATHFIELD TO COWAN
 UPDATED TO : 19 February 2020

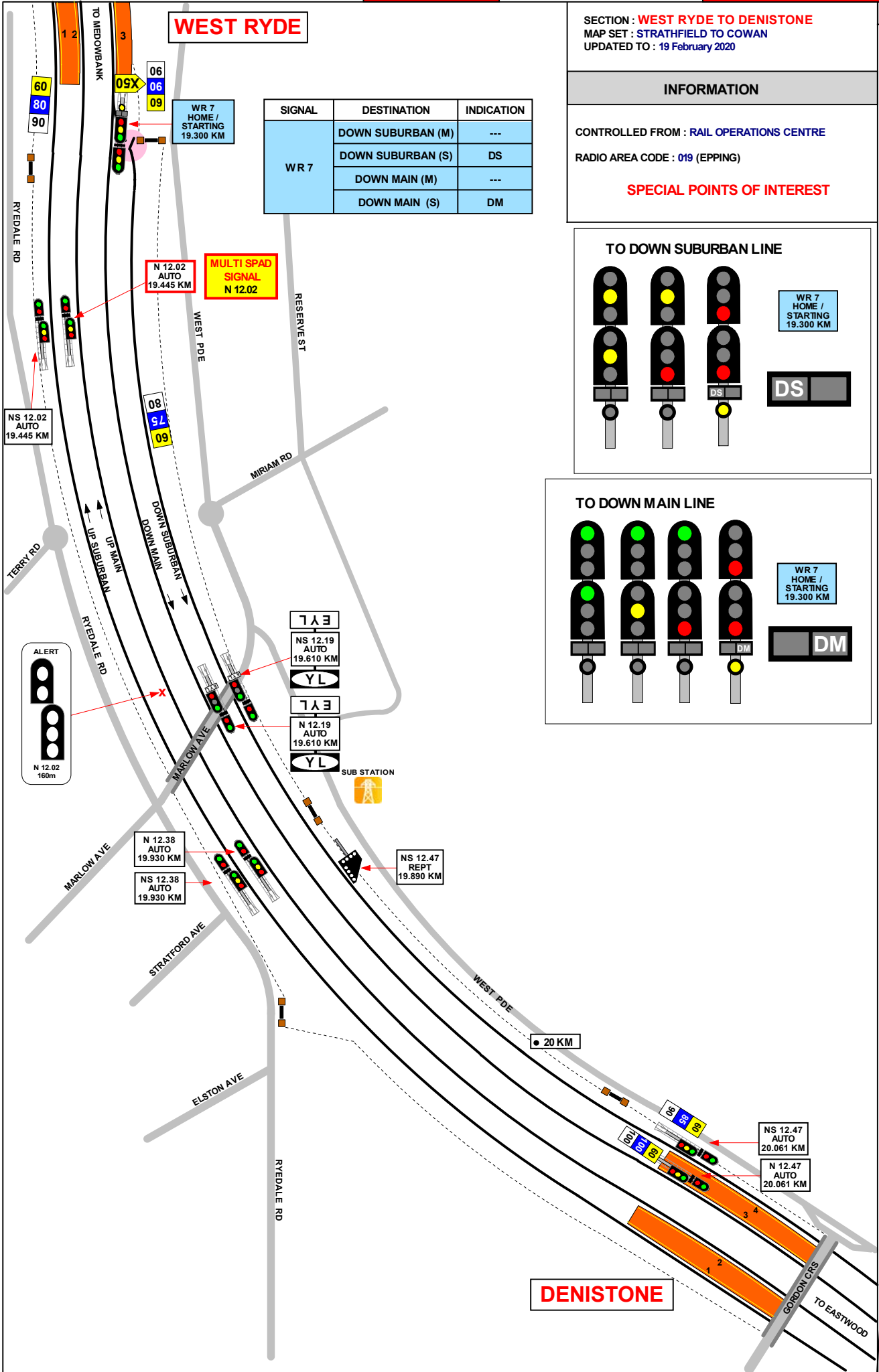
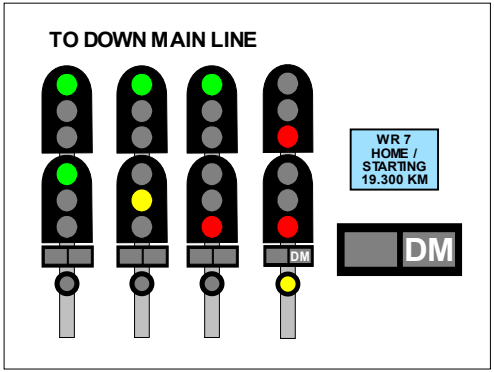
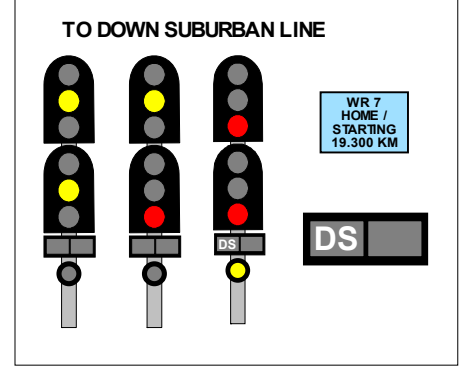
INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 RADIO AREA CODE : 019 (EPPING)

SPECIAL POINTS OF INTEREST



| SIGNAL | DESTINATION | INDICATION |
|--------|-------------------|------------|
| WR 7 | DOWN SUBURBAN (M) | --- |
| | DOWN SUBURBAN (S) | DS |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | DM |



DENISTONE

SECTION : DENISTONE TO EASTWOOD
MAP SET : STRATHFIELD TO COWAN
UPDATED TO : 1 December 2022

INFORMATION

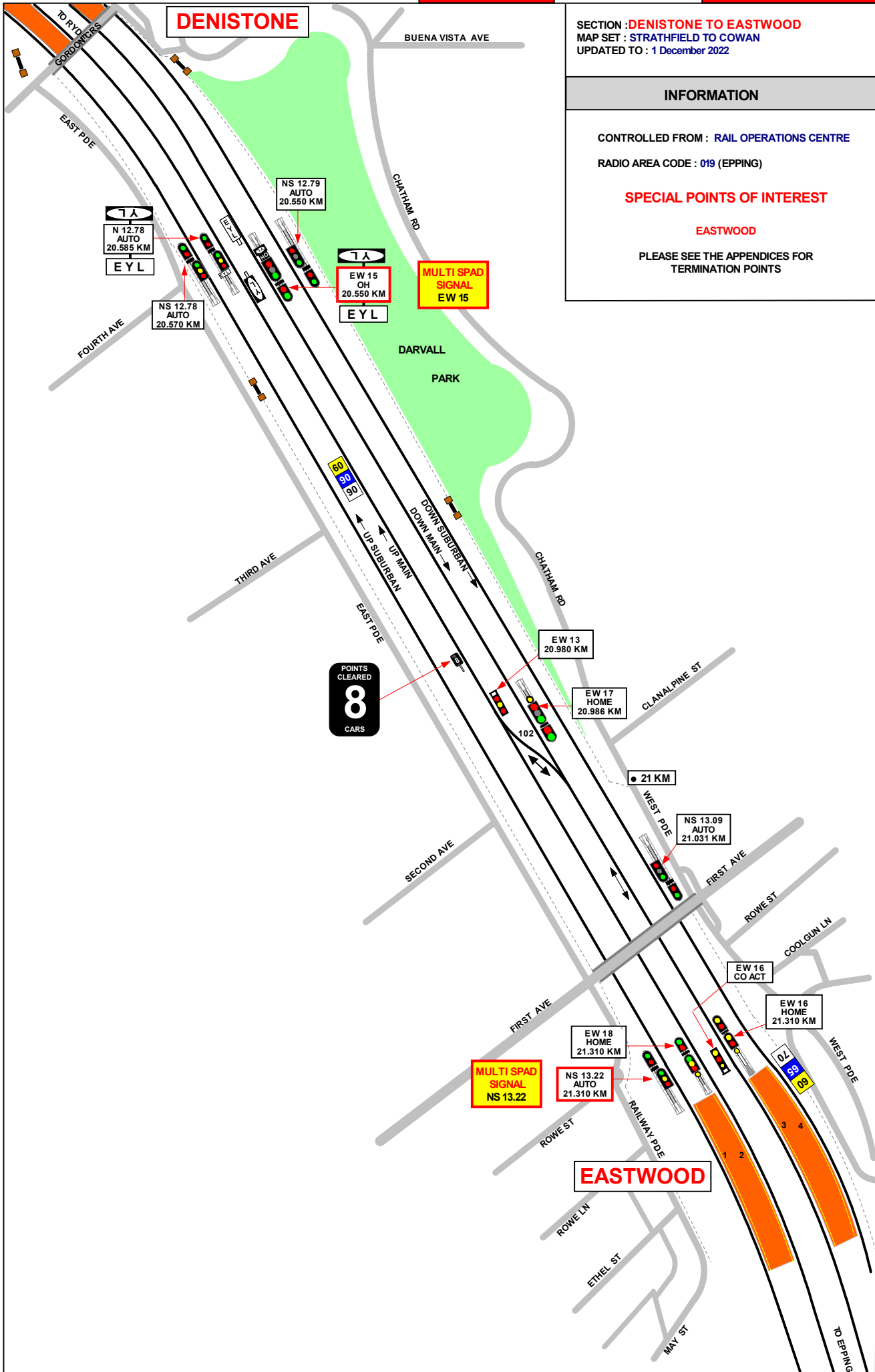
CONTROLLED FROM : RAIL OPERATIONS CENTRE

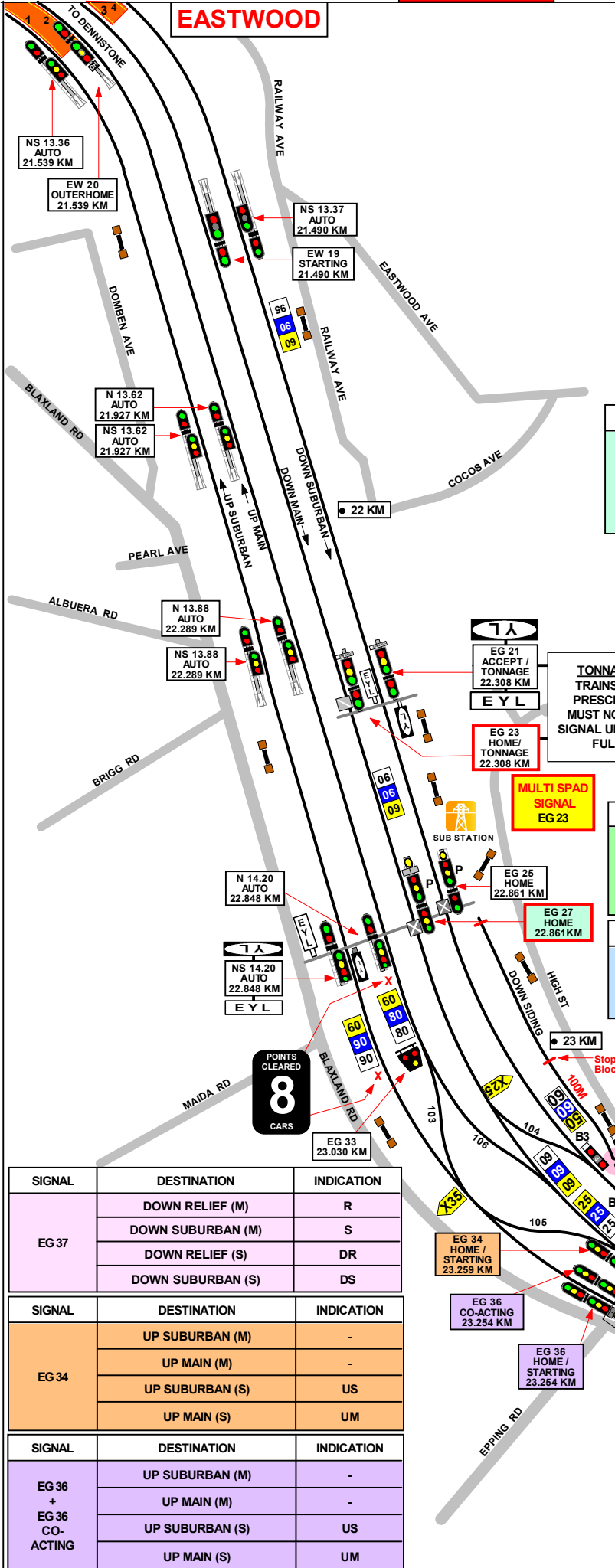
RADIO AREA CODE : 019 (EPPING)

SPECIAL POINTS OF INTEREST

EASTWOOD

PLEASE SEE THE APPENDICES FOR
TERMINATION POINTS





SECTION : EASTWOOD TO EPPING
 MAP SET : STRATHFIELD TO COWAN
 UPDATED TO : 1 December 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 RADIO AREA CODE : 019 (EPPING)

SPECIAL POINTS OF INTEREST
 EPPING

OWING TO THE SHARP TURNOUTS, FREIGHT TRAINS MUST NOT TRAVEL VIA No. 105 POINTS IN THE REVERSE POSITION.

EASTWOOD
 EPPING

PLEASE SEE THE APPENDICES FOR TERMINATION POINTS

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------------|------------|
| EG 27 | DOWN SUBURBAN (M) | - |
| | DOWN MAIN (M) | - |
| | DOWN SUBURBAN (S) | DS |
| | DOWN MAIN (S) | DM |

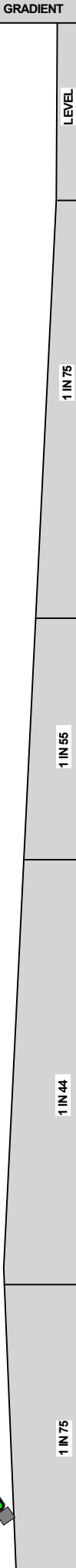
| SIGNAL | DESTINATION | INDICATION |
|--------|---------------------|------------|
| EG 39 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | TURNBACK SIDING (S) | TS |

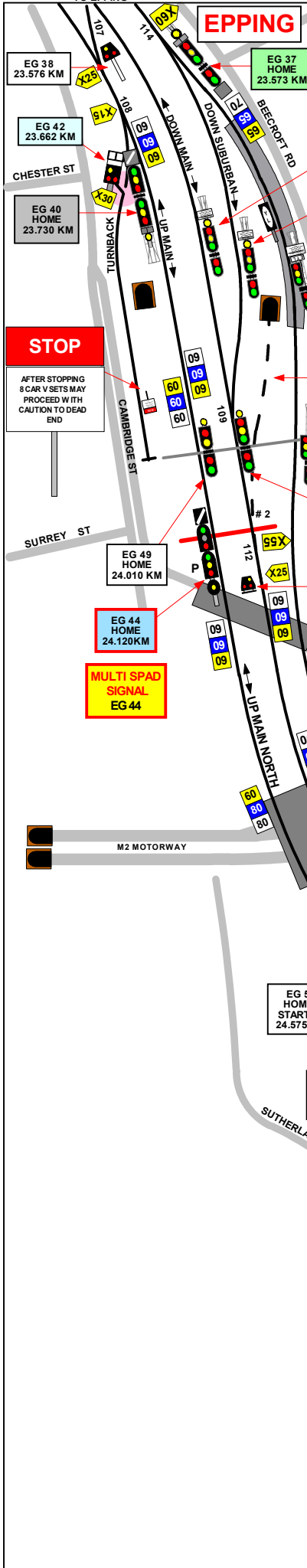
| SIGNAL | DESTINATION | INDICATION |
|--------|---------------------|------------|
| EG 41 | UP MAIN (M) | --- |
| | UP MAIN (S) | UM |
| | TURNBACK SIDING (S) | TS |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------------|------------|
| EG 37 | DOWN RELIEF (M) | R |
| | DOWN SUBURBAN (M) | S |
| | DOWN RELIEF (S) | DR |
| | DOWN SUBURBAN (S) | DS |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| EG 34 | UP SUBURBAN (M) | - |
| | UP MAIN (M) | - |
| | UP SUBURBAN (S) | US |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|-------------------------|-----------------|------------|
| EG 36 + EG 36 CO-ACTING | UP SUBURBAN (M) | - |
| | UP MAIN (M) | - |
| | UP SUBURBAN (S) | US |
| | UP MAIN (S) | UM |





| SIGNAL | DESTINATION | INDICATION |
|--------|-------------------|------------|
| EG 37 | DOWN RELIEF (M) | R |
| | DOWN SUBURBAN (M) | S |
| | DOWN RELIEF (S) | DR |
| | DOWN SUBURBAN (S) | DS |

EG 45 HOME TONNAGE 23.745 KM
 EG 43 HOME TONNAGE 23.759 KM
 R 14.77 AUTO TONNAGE 23.748 KM
 YL

Maintenance Access Metro

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| EG 40 | UP MAIN (M) | - |
| | DOWN MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| EG 42 | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |

#2 POINTS 112 BOOKED OUT OF USE
 CLIPPED, SPIKED & XL LOCKED IN NORMAL POSITION

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| EG 44 | UP MAIN (M) | - |
| | UP MAIN (S) | - |

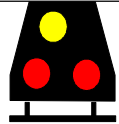
| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| EG 46 | DOWN MAIN (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| EG 53 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| EG 56 | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |

WHEN THIS SIGNAL IS AT STOP WAIT ONE MINUTE AND PROCEED CAUTIOUSLY TO NEXT SIGNAL

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



CHELTENHAM

SECTION : EPPING TO CHELTENHAM
 MAP SET : STRATHFIELD TO BEROWRA
 UPDATED TO : 1 December 2022

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 RADIO AREA CODE : 019 (EPPING)

SPECIAL POINTS OF INTEREST

EPPING
 EPPING
 CHELTENHAM

PLEASE SEE THE APPENDICES FOR TERMINATION POINTS

GRADIENT

1 IN 75

LEVEL

1 IN 40

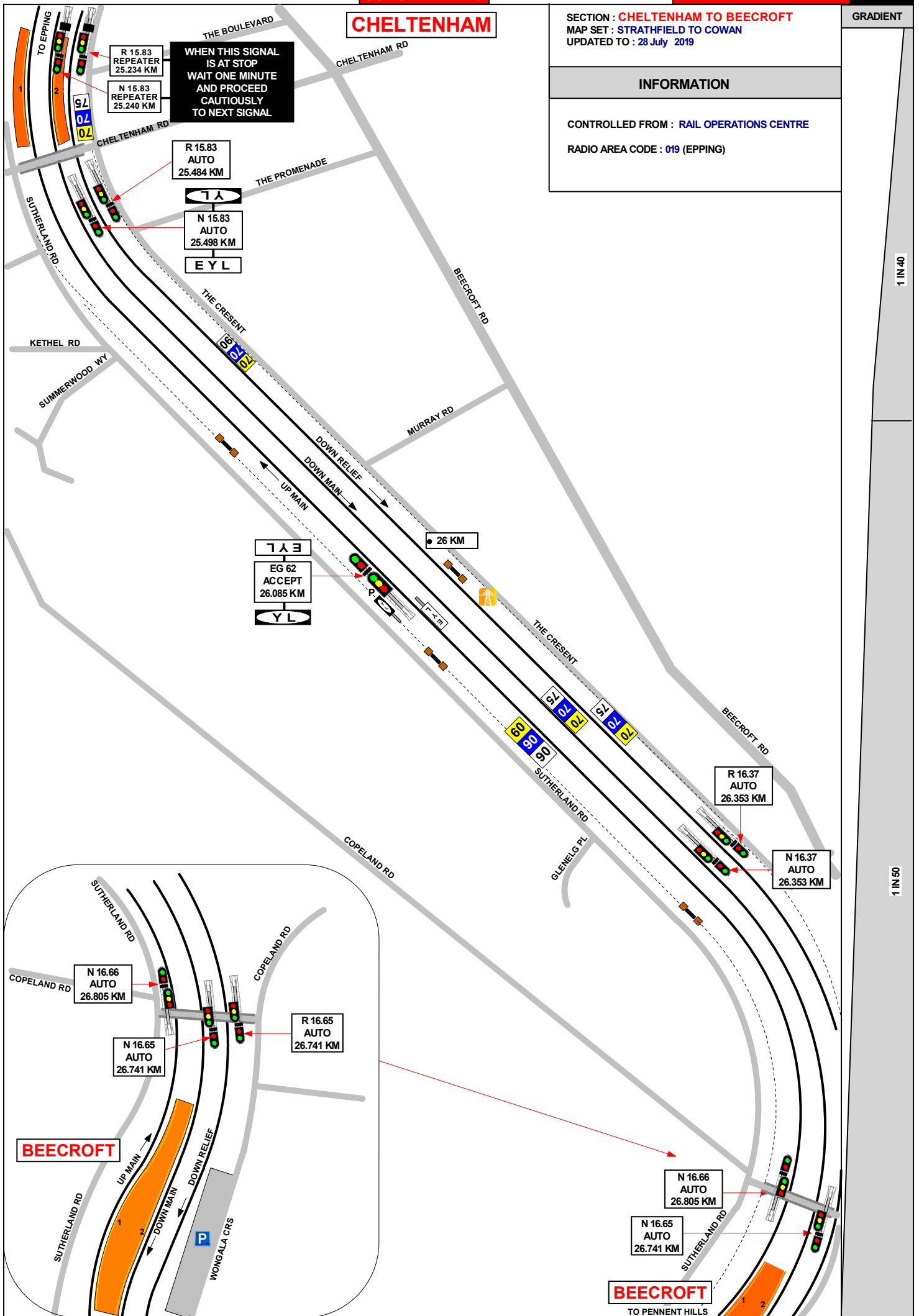
CHELTENHAM

SECTION : **CHELTENHAM TO BEECROFT**
MAP SET : **STRATHFIELD TO COWAN**
UPDATED TO : 28 July 2019

GRADIENT

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
RADIO AREA CODE : **019 (EPPING)**



1 IN 40

1 IN 50

BEECROFT

TO PENNENT HILLS

SECTION : **BEECROFT TO PENNANT HILLS**
MAP SET : **STRATHFIELD TO COWAN**
UPDATED TO : 14 June 2022

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
RADIO AREA CODE : **019 (EPPING)**

GRADIENT

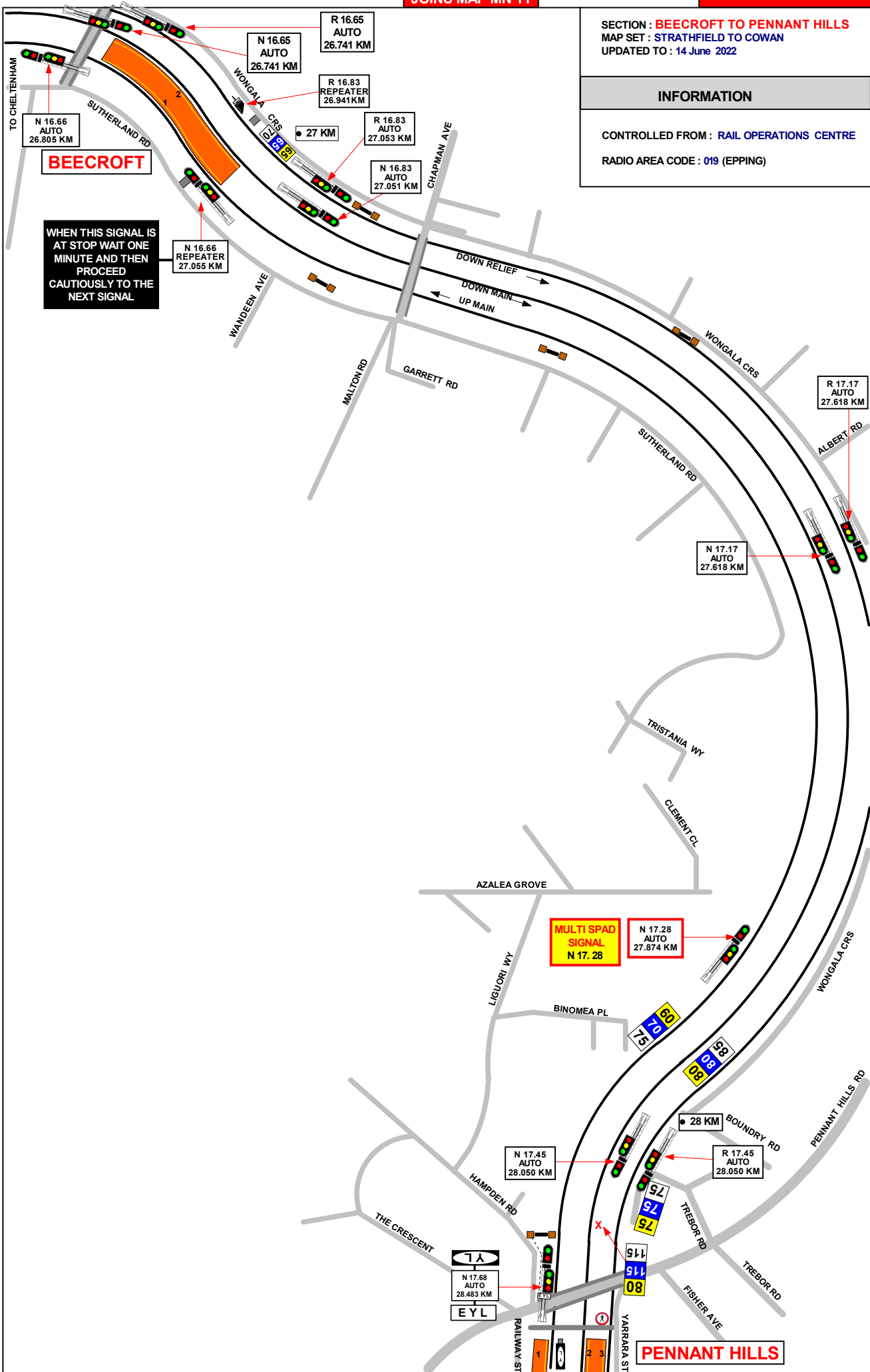
1 IN 50

1 IN 75

1 IN 55

1 IN 44

LEVEL



WHEN THIS SIGNAL IS AT STOP WAIT ONE MINUTE AND THEN PROCEED CAUTIOUSLY TO THE NEXT SIGNAL

MULTI SPAD SIGNAL
N 17.28

SECTION : PENNANT HILLS TO THORNLEIGH
 MAP SET : STRATHFIELD TO COWAN
 UPDATED TO : 22 January 2024

GRADIENT

1 IN 44

LEVEL

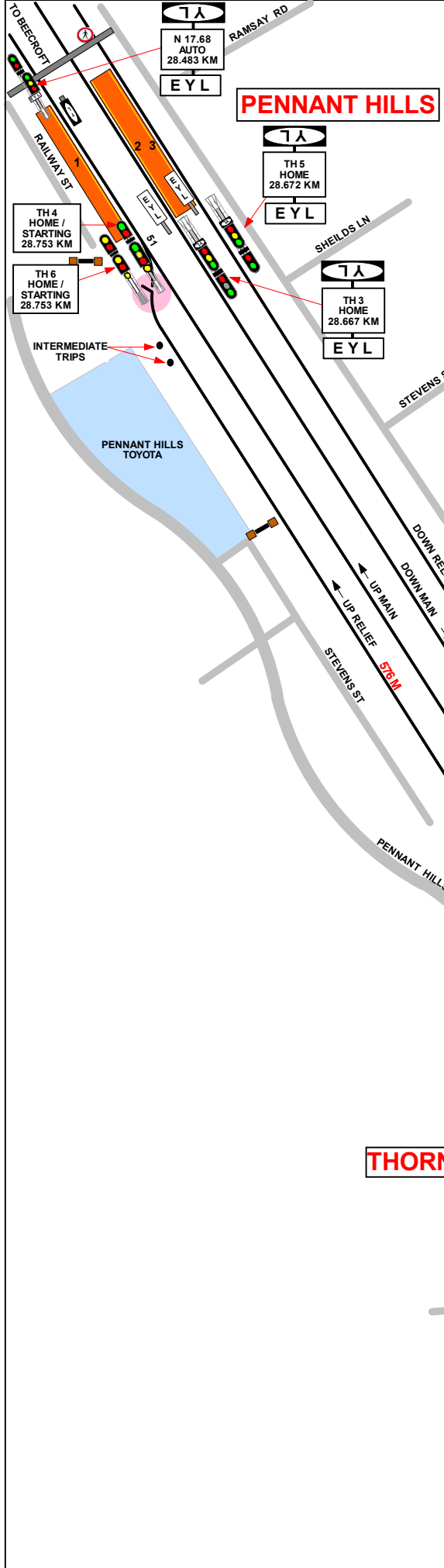
1 IN 220

1 IN 163

1 IN 200

LEVEL

1 IN 66



PENNANT HILLS

THORNLEIGH

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 RADIO AREA CODE : 019 (EPPING)

SPECIAL POINTS OF INTEREST
 FOR MORE INFORMATION SEE NLA 300

LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES)

| TITLE | FROM | TO | METRES |
|-----------|----------------------------|-------|--------|
| UP RELIEF | CATCH POINTS (55 POINTS) | TH 10 | 476 |
| | | TH 6 | 576 |
| | CATCH POINTS (55 POINTS) | TH 6 | 1052 |

TH 4 HOME / STARTING 28.753 KM

TH 6 HOME / STARTING 28.753 KM

N 17.68 AUTO 28.483 KM
EYL

TH 5 HOME 28.672 KM
EYL

TH 3 HOME 28.667 KM
EYL

TH 7 HOME 29.169 KM

TH 9 HOME 29.169 KM

TH 10 HOME 29.344 KM

TH 8 HOME 29.393 KM

TH 11 HOME 29.529 KM

BC 3 29.587 KM
BC 4 29.750 KM

TH 18 HOME 29.909 KM

SECTION : **NORMANHURST TO HORNSBY**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 PAGE: 1 OF 6
 UPDATED TO : 26 March 2021

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
 RADIO AREA CODE : 019 (EPPING)
 017 (HORNSBY)

NORMANHURST

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

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 17 | DOWN RELIEF (M) | R |
| | DOWN RELIEF (S) | DR |
| | DOWN MAIN (M) | M |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 25 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 4 |
| | UP MAIN (M) | 3 |
| | UP MAIN (S) | 3 |
| | DOWN SHORE (M) | 2 |
| | DOWN SHORE (S) | 2 |
| | UP SHORE (M) | 1 |

**MULTI SPAD
 SIGNAL
 HY 17**

**MULTI SPAD
 SIGNAL
 HY 25**

**MULTI SPAD
 SIGNAL
 HY 31**

**MULTI SPAD
 SIGNAL
 HY 35**

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 21 | DOWN MAIN (M) | - |
| HY 27 | DOWN MAIN (S) | 4 |
| | UP MAIN (S) | 3 |
| | DOWN SHORE (S) | 2 |
| | UP SHORE (S) | 1 |

WAITARA

| SIGNAL | DESTINATION | INDICATION | |
|--------|----------------|------------|---|
| HY 35 | DOWN SHORE (M) | - | |
| HY 43 | DOWN SHORE (M) | - | |
| | DOWN SHORE (S) | 2 | |
| | UP SHORE (M) | - | |
| | UP SHORE (S) | 1 | |
| HY 45 | DOWN SHORE (M) | 2 | |
| | UP SHORE (M) | 1 | |
| HY 46 | UP SHORE (M) | S | S |
| | UP SHORE (S) | US | S |
| | UP MAIN (M) | M | M |
| | UP MAIN (S) | UM | M |
| HY 48 | UP SHORE (M) | - | - |
| | UP SHORE (S) | US | S |
| | UP MAIN (M) | - | - |
| | UP MAIN (S) | UM | M |

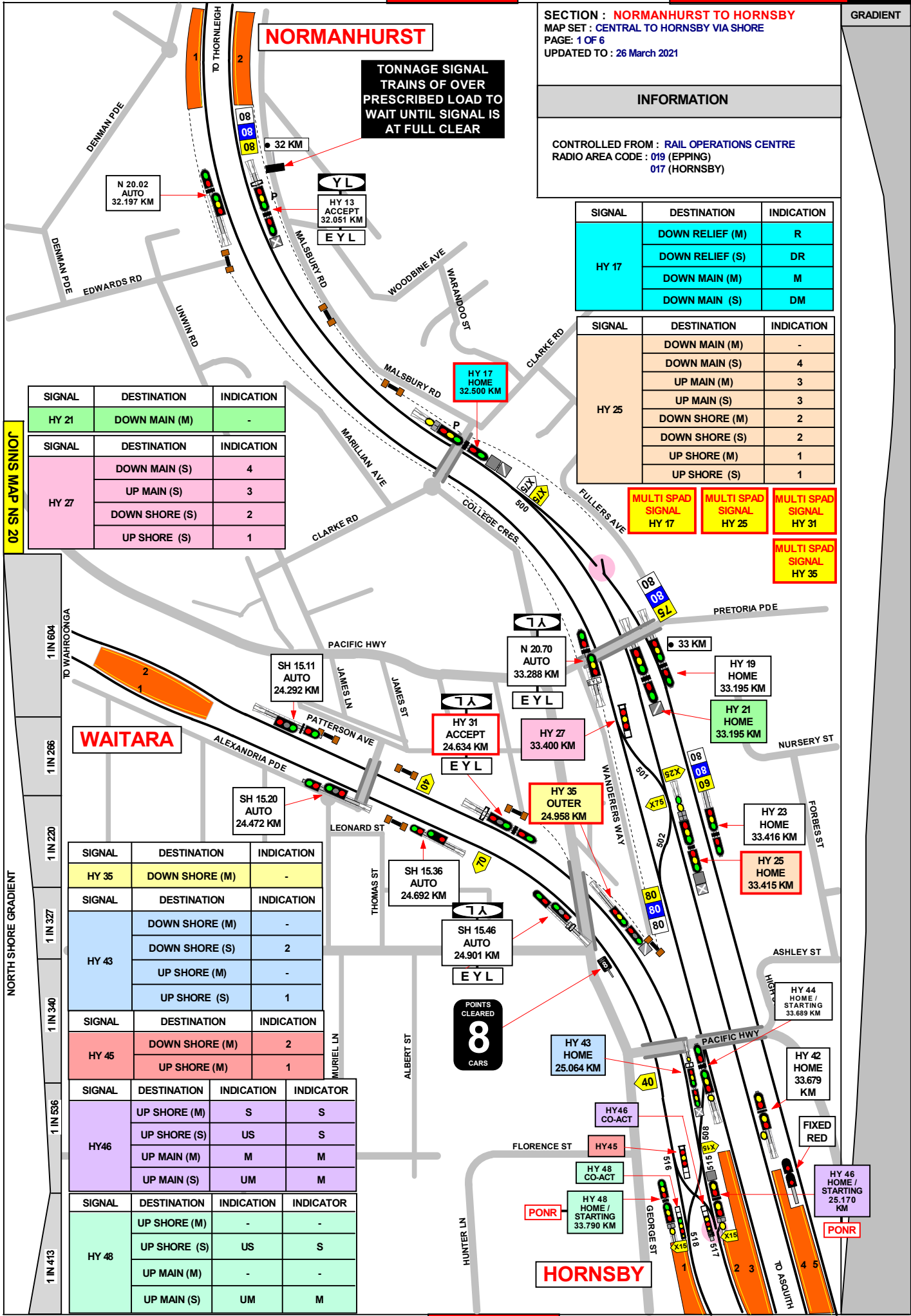
**POINTS
 CLEARED
 8
 GARS**

HORNSBY

JOINS MAP NS 20

NORTH SHORE GRADIENT

1 IN 604
 1 IN 266
 1 IN 220
 1 IN 327
 1 IN 340
 1 IN 536
 1 IN 413



SECTION : **HORNSBY**
 MAP SET : **STRATHFIELD TO COWAN**
 PAGE : 2 OF 6
 UPDATED TO : 28 July 2019

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
 RADIO AREA CODE : **017 (HORNSBY)**

TERMINATING TRAINS DOWN MAIN (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|------------------|--|--|
| DOWN MAIN TRAINS | No. 4 PLATFORM | RETURN TO UP MAIN VIA No. 501 POINTS OR SHUNT FORWARD TO EITHER ● TURNBACK 1 ● DOWN MAIN ● UP MAIN ● UP SHORE ● No. 1 UP SIDING ● INWARDS CAR SHED ROAD OR ● OUTWARDS CAR SHED ROAD RETURN TO ANY PLATFORM FOR THE UP MAIN, OR PLATFORMS No. 1 AND 2 FOR UP SHORE SERVICES |
| | No. 3 PLATFORM | RETURN TO UP MAIN OR SHUNT TO EITHER ● TURNBACK 1 ● DOWN MAIN ● UP MAIN ● UP SHORE ● No. 1 UP SIDING ● INWARDS CAR SHED ROAD OR ● OUTWARDS CAR SHED ROAD RETURN TO ANY PLATFORM FOR THE UP MAIN, OR PLATFORMS No. 1 AND 2 FOR UP SHORE SERVICES |
| | No. 2 PLATFORM | RETURN TO UP MAIN VIA No. 508 POINTS, RETURN TO UP SHORE VIA No. 516 POINTS OR SHUNT FORWARD TO EITHER ● TURNBACK 1 ● DOWN MAIN ● UP MAIN ● UP SHORE ● No. 1-7 UP SIDINGS ● INWARDS CAR SHED ROAD ● OUTWARDS CAR SHED ROAD RETURN TO ANY PLATFORM FOR THE UP MAIN OR PLATFORMS No. 1 AND 2 FOR UP SHORE SERVICES note: FROM No. 2-7 UP SIDINGS YOU CAN ONLY RETURN TO PLATFORMS No. 1 AND 2 |
| | NO. 1 PLATFORM VIA No. 502, 508 AND 508 POINTS | RETURN TO UP MAIN VIA No. 515 AND 508 POINTS RETURN TO UP SHORE OR SHUNT FORWARD TO EITHER ● TURNBACK 1 ● DOWN MAIN ● UP MAIN ● UP SHORE ● No. 1 UP SIDINGS ● INWARDS CAR SHED ROAD OR ● OUTWARDS CAR SHED ROAD ● No. 2-7 UP SIDINGS RETURN TO ANY PLATFORM FOR THE UP MAIN, OR PLATFORMS No. 1 AND 2 FOR THE UP SHORE SERVICES note: FROM 2-7 UP SIDINGS YOU CAN ONLY RETURN TO PLATFORM No. 1 AND 2 |

TERMINATING TRAINS DOWN SHORE (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|------------------|--|--|
| DOWN MAIN TRAINS | No. 2 PLATFORM | RETURN TO UP MAIN VIA No. 508 POINTS, RETURN TO UP SHORE VIA No. 516 POINTS OR SHUNT FORWARD TO EITHER ● TURNBACK 1 ● DOWN MAIN ● UP MAIN ● UP SHORE ● No. 1-7 UP SIDINGS ● INWARDS CAR SHED ROAD ● OUTWARDS CAR SHED ROAD RETURN TO ANY PLATFORM FOR THE UP MAIN OR PLATFORMS No. 1 AND 2 FOR UP SHORE SERVICES note: FROM No. 2-7 UP SIDINGS YOU CAN ONLY RETURN TO PLATFORMS No. 1 AND 2 |
| | NO. 1 PLATFORM VIA No. 502, 508 AND 508 POINTS | RETURN TO UP MAIN VIA No. 515 AND 508 POINTS RETURN TO UP SHORE OR SHUNT FORWARD TO EITHER ● TURNBACK 1 ● DOWN MAIN ● UP MAIN ● UP SHORE ● No. 1 UP SIDINGS ● INWARDS CAR SHED ROAD OR ● OUTWARDS CAR SHED ROAD ● No. 2-7 UP SIDINGS RETURN TO ANY PLATFORM FOR THE UP MAIN, OR PLATFORMS No. 1 AND 2 FOR THE UP SHORE SERVICES note: FROM 2-7 UP SIDINGS YOU CAN ONLY RETURN TO PLATFORM No. 1 AND 2 |

TERMINATING TRAINS UP MAIN (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|----------------|----------------|---|
| UP MAIN TRAINS | No. 1 PLATFORM | RETURN TO DOWN MAIN LINE VIA Nos. 525, 523 & 541 OR No. 573 POINTS |
| | No. 2 PLATFORM | RETURN DOWN MAIN LINE VIA EITHER No. 522 & 521 OR No. 541 OR No. 573 POINTS note: TRAINS TERMINATING AT No.1 OR No. 2 PLATFORM MAY RETURN TO THE DOWN MAIN LINE VIA THE UP SHORE |
| | No. 3 PLATFORM | RETURN TO THE DOWN MAIN LINE VIA EITHER No. 521 POINTS OR No. 573 POINTS |
| | No. 4 PLATFORM | RETURN TO DOWN MAIN LINE OR VIA THE UP SHORE AND No. 573 POINTS |

LENGTH OF ROADS (1 SUBURBAN CAR = 20.4 METRES)

| TITLE | FROM | TO | METRES |
|-------------------------------|--------------|--------|--------|
| ELECTRICAL ENGINEERING SIDING | CLEARANCE | BUFFER | 106 |
| TURNBACK 1 | HY 70 | HY 91 | 171 |
| TURNBACK 1 | HY 70 | HY 99 | 404 |
| UP SHORE | HY 105 | HY 76 | 331.2 |
| No. 1 UP SIDING | HY 78 | BUFFER | 166 |
| No. 2 UP SIDING | HY 64 | BUFFER | 166 |
| No. 3 UP SIDING | HY 66 | BUFFER | 180 |
| No. 4 UP SIDING | HY 50 | BUFFER | 180 |
| No. 5 UP SIDING | HY 52 | BUFFER | 180 |
| No. 6 UP SIDING | HY 54 | BUFFER | 180 |
| No. 7 UP SIDING | HY 56 | BUFFER | 180 |
| DOWN RELIEF | CATCH POINTS | HY 51 | 1,000 |
| DOWN RELIEF | CATCH POINTS | HY 85 | 1,326 |
| DOWN RELIEF | CATCH POINTS | HY 99 | 1,605 |
| DOWN RELIEF | CATCH POINTS | HY 135 | 2,002 |

PONR POINTS OF NO RETURN

| SIGNAL No. | LOCATION | DESTINATIONS |
|------------|---------------------------|---------------------------------|
| HY 46 | No. 2 PLATFORM SYDNEY END | TURN OUT FOR UP MAIN |
| HY 48 | No. 1 PLATFORM SYDNEY END | TURN OUT FOR UP MAIN |
| HY 58 | UP MAIN 34.250 KM | TURN OUT FOR NORTH SHORE |
| HY 99 | No. 1 TURNBACK 34.605 KM | TURN OUT FOR MAINTENANCE CENTRE |

HORNSBY

SECTION : HORNSBY
MAP SET : STRATHFIELD TO COWAN
PAGE : 3 OF 6
UPDATED TO : 5 February 2024

NLA 302 HORNSBY

| | | | |
|----------------------------|----------------------------|----------------------------|-----------------------------|
| HY 51 HOME 34.005 KM | HY 60 HOME 34.230 KM | HY 80 HOME 34.586 KM | HY 94 HOME 34.380 KM |
| HY 53 HOME 33.930 KM | HY 61 HOME 34.107 KM | HY 83 HOME 34.326 KM | HY 96 HOME 34.380 KM |
| HY 55 HOME 33.963 KM | HY 62 HOME 33.971 KM | HY 85 HOME 34.318 KM | HY 99 HOME 34.605 KM |
| HY 57 HOME 33.942 KM | HY 68 HOME 34.000 KM | HY 87 HOME 34.426 KM | HY 101 HOME 34.586 KM |
| HY 58 HOME 34.073 KM | HY 70 HOME 34.201 KM | HY 91 HOME 34.380 KM | HY 103 HOME 34.586 KM |
| HY 59 HOME 33.963 KM | HY 78 HOME 34.237 KM | HY 93 HOME 34.359 KM | HY 105 HOME 34.586 KM |

**MULTI SPAD SIGNAL
HY 72**

**MULTI SPAD SIGNAL
HY 96**

PONR

4 CAR STOP

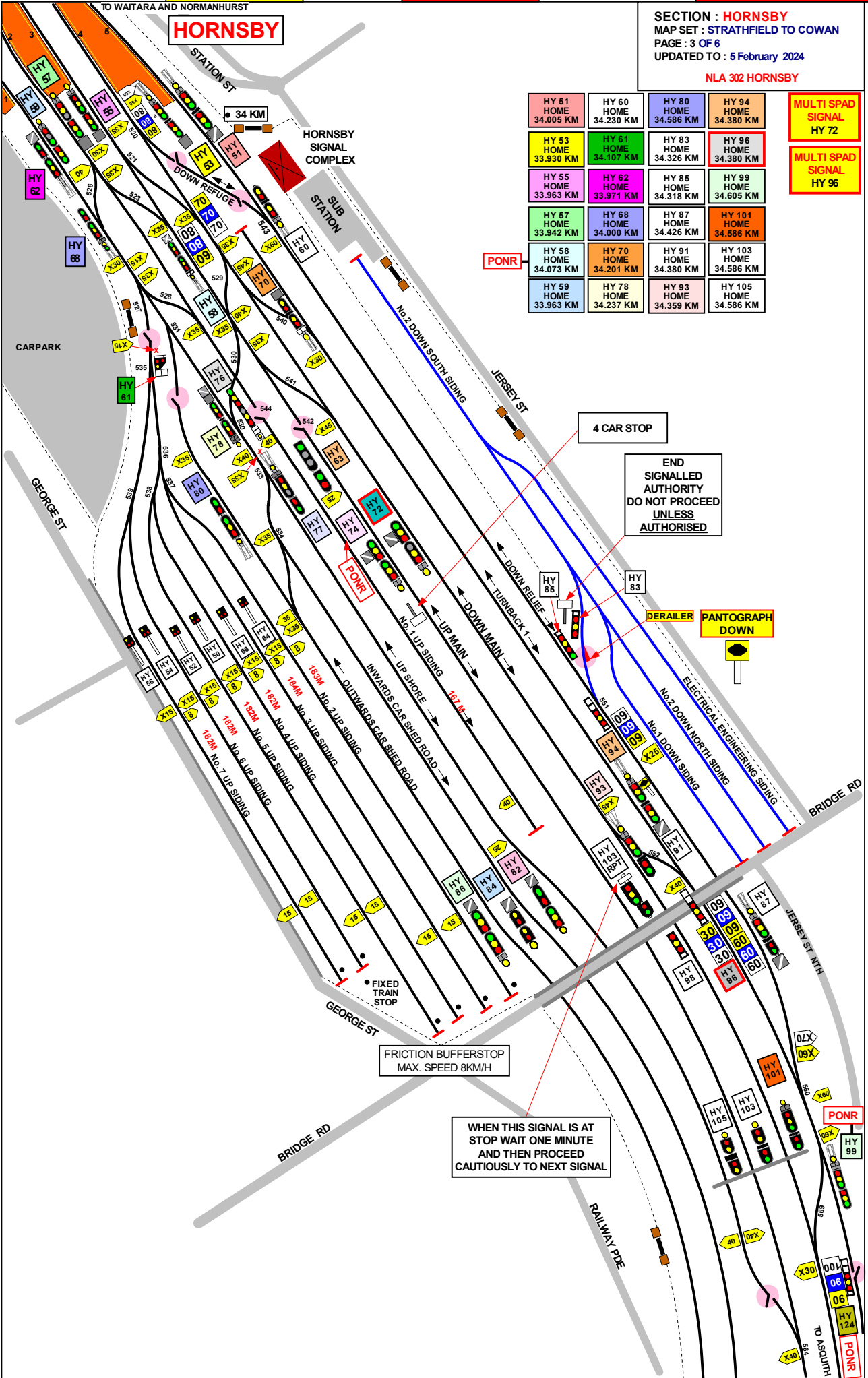
END
SIGNALLED
AUTHORITY
DO NOT PROCEED
UNLESS
AUTHORISED

DERAILER

PANTOGRAPH
DOWN

FRICITION BUFFERSTOP
MAX. SPEED 8KM/H

WHEN THIS SIGNAL IS AT
STOP WAIT ONE MINUTE
AND THEN PROCEED
CAUTIOUSLY TO NEXT SIGNAL



1 IN 413

1 IN 725

1 IN 470

1 IN 1000

1 IN 400

SECTION : **HORNSBY YARD**
 PAGE: 4 OF 6
 UPDATED TO : 23 June 2020

INFORMATION

HORNSBY YARD

THE HORNSBY INTERLOCKING CONSISTS OF THE AREA BOUNDED
 DOWN MAIN ACCEPT SIGNAL No. **HY 21**
 DOWN SHORE ACCEPT SIGNAL No. **HY 31**
 UP MAIN ACCEPT SIGNAL No. **HY 136**

YARD WORKING IS IN OPERATION WITHIN THE
 HORNSBY INTERLOCKING AND ALL TRAIN MOVEMENTS ARE
 UNDER THE CONTROL OF THE SIGNALLER AT HORNSBY

COLOURED LIGHTS INDICATOR SIGNALS ARE PROVIDED
 WHERE VISIBILITY OF RUNNING SIGNALS IS OBSTRUCTED AS
 FOLLOWS SIGNAL **HY 46** THE INDICATORS ALSO HAS A ROUTE
 INDICATOR ATTACHED TO IT, A LISTING OF
 INDICATIONS CAN BE FOUND IN THE TABLES BELOW

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------|------------|
| HY 80 | UP SHORE (M) | - |
| | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------|------------|
| HY 82 | UP SHORE (M) | - |
| | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------|------------|
| HY 84 | UP SHORE (M) | - |
| | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------------|------------|
| HY 86 | OUTWARDS CAR SHED (M) | - |
| | OUTWARDS CAR SHED | OC |
| | UP SHORE (M) | - |
| | UP SHORE (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 93 | TURNBACK 1 (S) | T1 |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 94 | DOWN RELIEF (M) | DR |
| | DOWN SIDING (S) | DS |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 96 | DOWN MAIN (S) | DM |
| | TURNBACK 1 (S) | T1 |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------|------------|
| HY 50 | UP SHORE (S) | - |
| HY 52 | UP SHORE (S) | - |
| HY 54 | UP SHORE (S) | - |
| HY 56 | UP SHORE (S) | - |
| HY 64 | UP SHORE (S) | - |
| HY 66 | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 51 | DOWN RELIEF (M) | - |
| | DOWN RELIEF (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 53 | DOWN RELIEF (M) | R |
| | DOWN RELIEF (S) | DR |
| | TURNBACK 1 (M) | T |
| | TURNBACK 1 (S) | T1 |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP SHORE (M) | S |
| | UP SHORE (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 55 | TURNBACK 1 (M) | T |
| | TURNBACK 1 (S) | T1 |
| | DOWN MAIN (M) | D |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | UP SHORE (M) | S |
| | UP SHORE (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 57 | DOWN MAIN (M) | D |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | U |
| | UP MAIN (S) | UM |
| | DOWN SHORE (M) | - |
| | DOWN SHORE (S) | DS |
| | UP SHORE (M) | S |
| | UP SHORE (S) | US |
| | UP SIDING (S) | SG |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 58 | DOWN SHORE (M) | - |
| | DOWN SHORE (S) | 2 |
| | UP MAIN (M) | - |
| | UP MAIN (S) | 3 |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 59 | DOWN SHORE (M) | - |
| | DOWN SHORE (S) | DS |
| | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | UP SIDING (S) | SG |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 60 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 4 |
| | DOWN RELIEF (S) | 5 |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------------|------------|
| HY 61 | No.2 UP SIDING (S) | U2 |
| | No.3 UP SIDING (S) | U3 |
| | No.4 UP SIDING (S) | U4 |
| | No.5 UP SIDING (S) | U5 |
| | No.6 UP SIDING (S) | U6 |
| | No.7 UP SIDING (S) | U7 |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 68 | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | DOWN SHORE (S) | 2 |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| HY 70 | UP MAIN (M) | 3 |
| | UP MAIN (S) | 3 |
| | DOWN MAIN (M) | 4 |
| | DOWN MAIN (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| HY 72 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| HY 74 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| HY 78 | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | UP MAIN (M) | U |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | 4 |
| | DOWN MAIN (S) | 4 |

SECTION : HORNSBY
MAP SET : STRATHFIELD TO COWAN
PAGE : 5 OF 6
UPDATED TO : 3 October 2023

NLA 302 HORNSBY

MULTI SPAD
SIGNAL
3 FRB

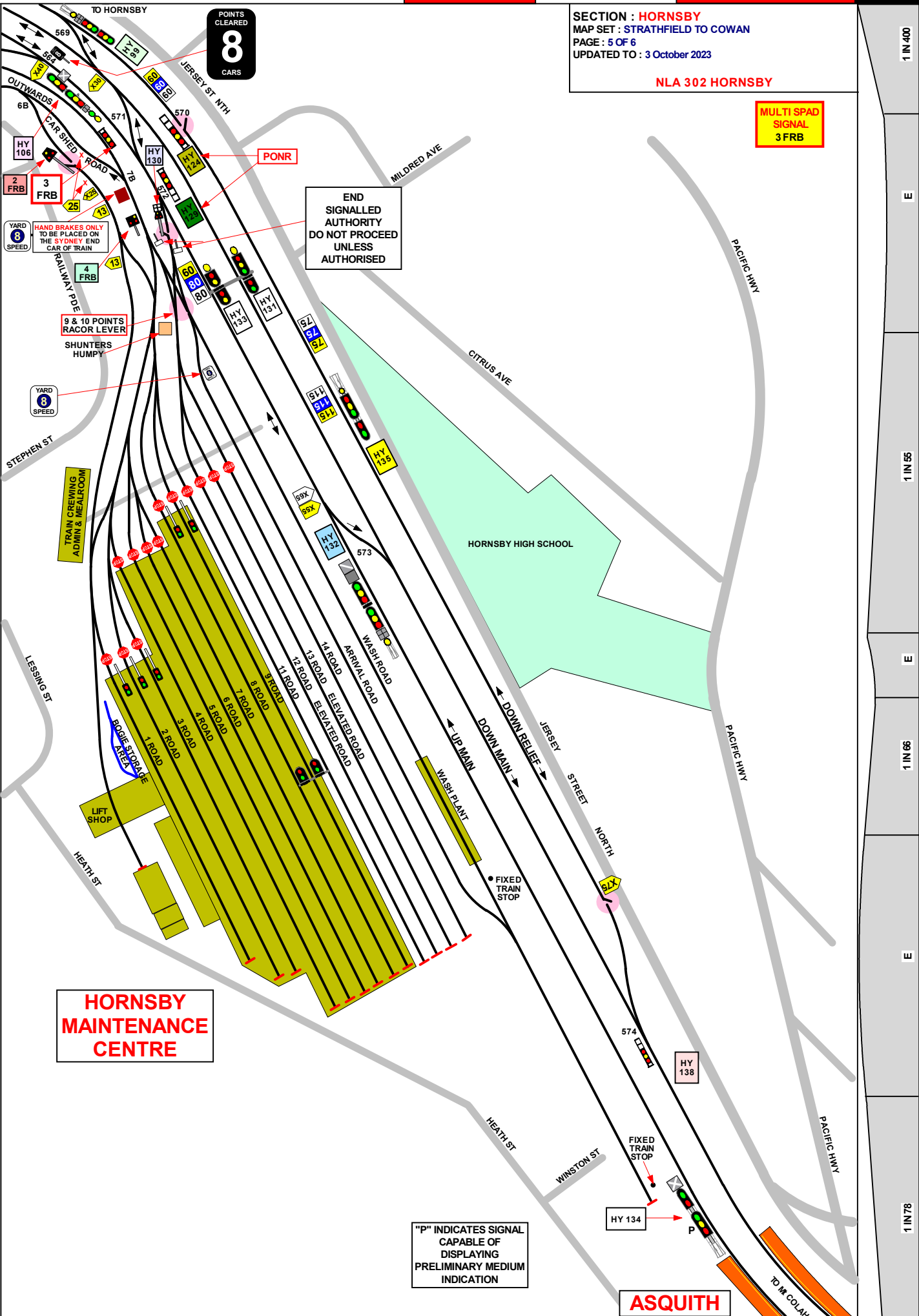
END
SIGNALLED
AUTHORITY
DO NOT PROCEED
UNLESS
AUTHORISED

**HORNSBY
MAINTENANCE
CENTRE**

"P" INDICATES SIGNAL
CAPABLE OF
DISPLAYING
PRELIMINARY MEDIUM
INDICATION

ASQUITH

POINTS
CLEARED
8
CARS



SECTION : HORNSBY
 PAGE : 6 OF 6
 UPDATED TO : 15 January 2018

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 99 | DOWN RELIEF (M) | - |
| | DOWN RELIEF (S) | DR |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| HY 101 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|--------|--------------|------------|
| HY 106 | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | UP MAIN (M) | - |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 124 | TURNBACK 1 (S) | T1 |
| | DOWN RELIEF (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|--------|---------------|------------|
| HY 129 | UP MAIN (S) | UM |
| | CAR SHEDS (S) | CS |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 130 | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |
| | TURNBACK 1 (S) | T1 |
| | DOWN RELIEF (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|--------|-----------------|------------|
| HY 132 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | D |
| | DOWN MAIN (S) | DM |
| | TURNBACK 1 (M) | T |
| | TURNBACK 1 (S) | T1 |
| | DOWN RELIEF (M) | R |
| | DOWN RELIEF (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|--------|----------------|------------|
| HY 138 | UP MAIN (S) | M |
| | - | - |
| | DOWN RELIEF(S) | R |

TO HORNSBY

MT COLAH

SECTION : MT COLAH TO MT KURING- GAI
MAP SET : STRATHFIELD TO COWAN
UPDATED TO : 23 April 2020

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
RADIO AREA CODE : 017 (HORNSBY)

SPECIAL POINTS OF INTEREST

NLA 310 HORNSBY - GOSFORD
REFER TO NLA 310 FOR MORE INSTRUCTIONS

LEVEL

SIGNAL KEY SWITCH PROJECT
MOUNT KURING-GAI

1 IN 100

UP and DOWN BBTs, REPORT TO HOMEBSH
CONTROL CENTRE (HORNSBY NORTH PANEL)

1 IN 300

WARNING

WAYSIDE DETECTION SYSTEM
Mt KURING-GAI 39.658 kms

NO TRACK WORK IN AREA

WITHOUT APPROVAL FROM TRAIN MONITORING SYSTEMS UNIT

PHONE (02) 9739 4000

DOWN MAIN
WORKSITE LIMITS SIGNAL KEY SWITCH AT
N 25.21 SIGNAL TO B 1 SIGNAL

1 IN 40

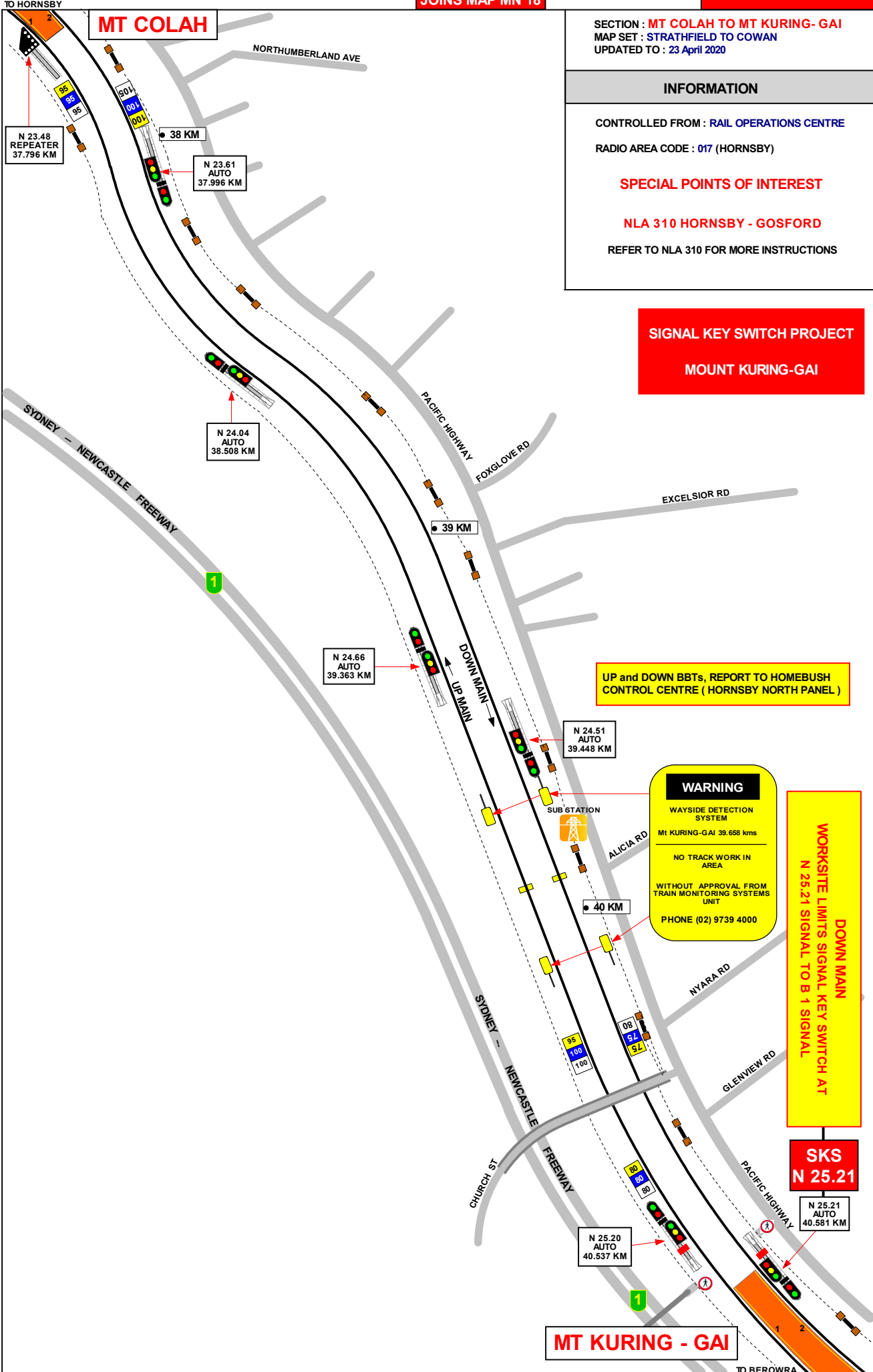
SKS
N 25.21

1 IN 275

MT KURING - GAI

1 IN 240

1 IN 220



MT KURING - GAI

SECTION : MT KURING- GAI TO BEROWRA
MAP SET : STRATHFIELD TO COWAN
UPDATED TO : 15 December 2023

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

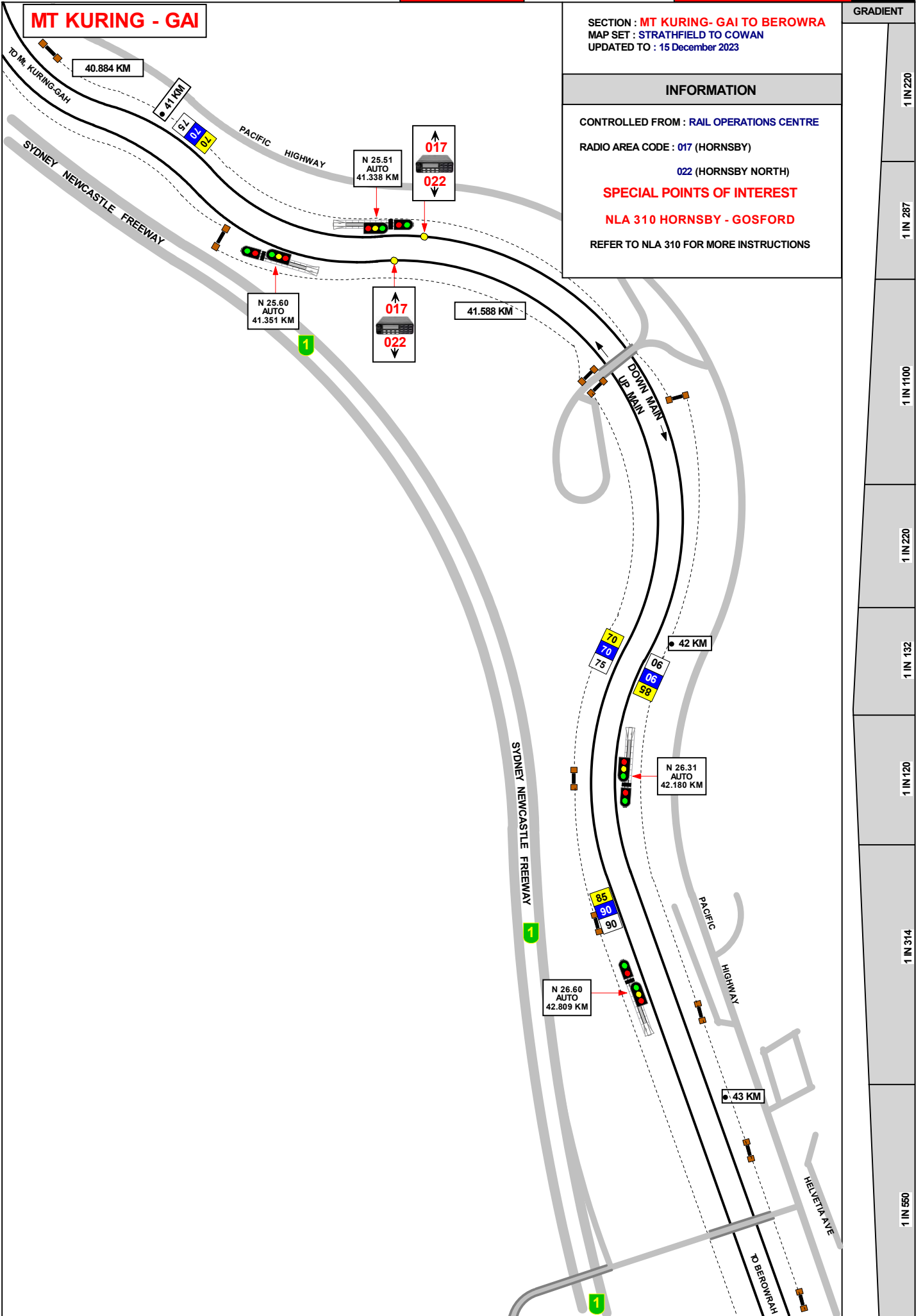
RADIO AREA CODE : 017 (HORNSBY)

022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST

NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS



SECTION : **MT KURING-GAI TO BEROWRA**
 MAP SET : **STRATHFIELD TO COWAN**
 UPDATED TO : 15 December 2023

GRADIENT

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
 RADIO AREA CODE : **017 (HORNSBY)**

022 (HORNSBY NORTH)

SPECIAL POINTS OF INTEREST

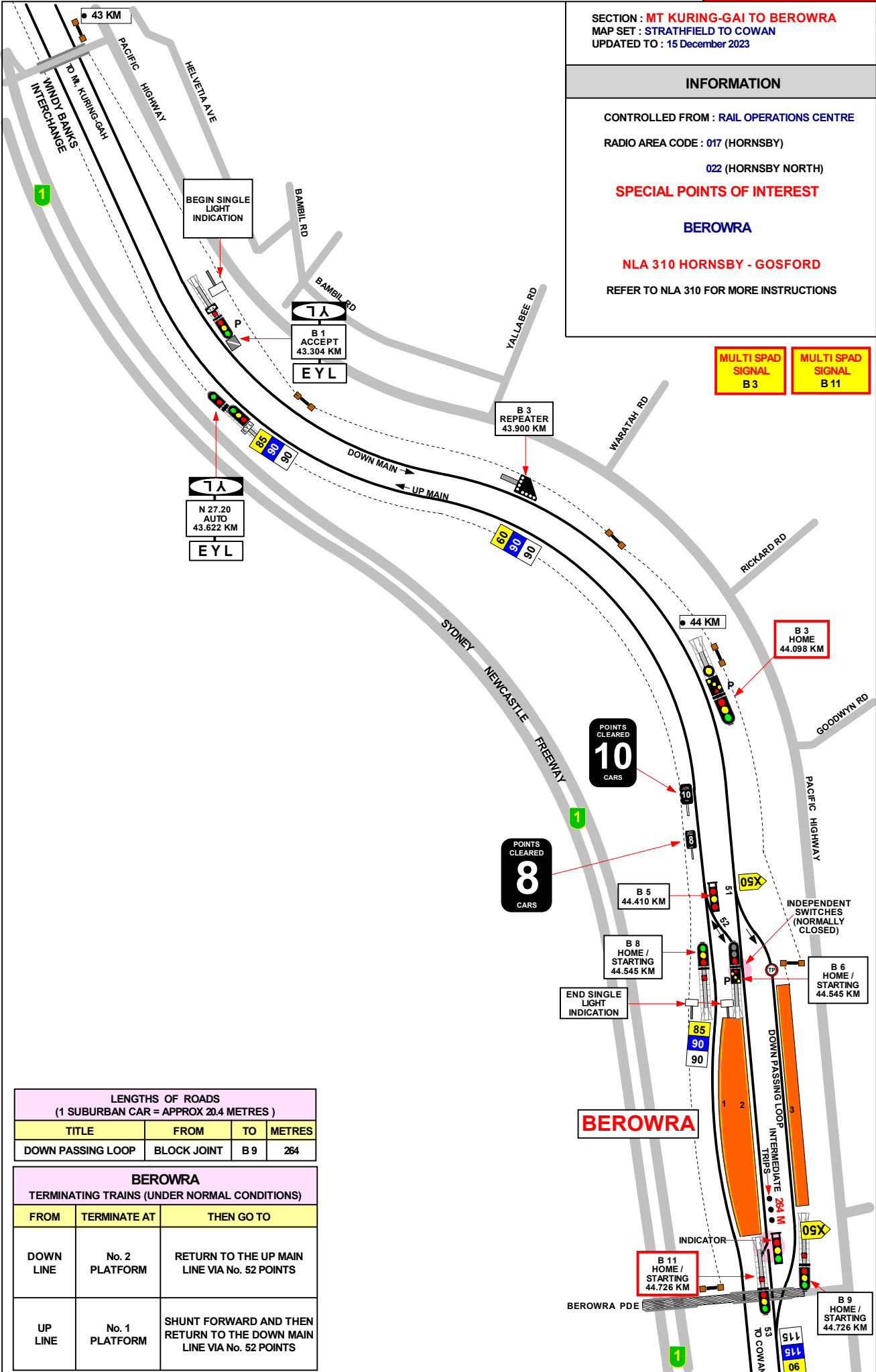
BEROWRA

NLA 310 HORNSBY - GOSFORD

REFER TO NLA 310 FOR MORE INSTRUCTIONS

MULTI SPAD SIGNAL B 3

MULTI SPAD SIGNAL B 11



1 IN 550

1 IN 142

1 IN 200

1 IN 134

| LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES) | | | |
|---|-------------|-----|--------|
| TITLE | FROM | TO | METRES |
| DOWN PASSING LOOP | BLOCK JOINT | B 9 | 264 |

| BEROWRA TERMINATING TRAINS (UNDER NORMAL CONDITIONS) | | |
|---|----------------|---|
| FROM | TERMINATE AT | THEN GO TO |
| DOWN LINE | No. 2 PLATFORM | RETURN TO THE UP MAIN LINE VIA No. 52 POINTS |
| UP LINE | No. 1 PLATFORM | SHUNT FORWARD AND THEN RETURN TO THE DOWN MAIN LINE VIA No. 52 POINTS |