

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

CITY CIRCLE

CENTRAL

TOWN HALL

WYNYARD

CIRCULAR QUAY

ST JAMES

MUSEUM

CENTRAL

Effective Date: October 2025

Version: 4.34

Explanatory Notes:

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

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

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

Information in these diagrams is uncontrolled.

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



Copyright: Sydney Trains

Ownership: Location Services

Location: CM Record No.D2015/583



GRADIENT

LEVEL

1 IN 75

1 IN 40

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

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.

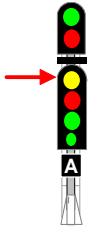
PLATFORM TRAIN STOPS

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 AUTO 1.106 KM	ES 1.30 AUTO 1.329 KM
ES 1.36 AUTO 1.385 KM	

CITY INNER SIGNALS

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

CITY OUTER SIGNALS

CO 239 AUTO 1.075 KM	CO 243 AUTO 1.019 KM	CO 247 AUTO 0.939 KM
CO 251 AUTO 0.859 KM	CO 255 AUTO 0.779 KM	CO 259 AUTO 0.699 KM
CO 263 AUTO 0.619 KM		

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

• TRAIN STOPS

UPPER LEVEL TOWN HALL STATION

• TRAIN STOPS

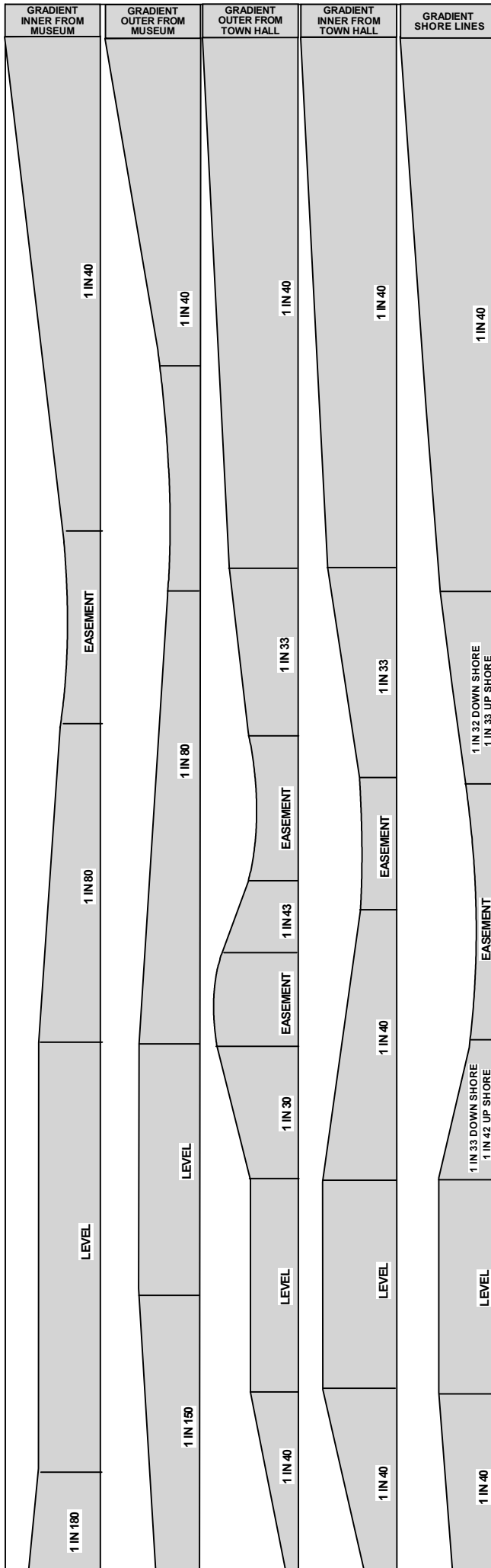
MUSEUM

TO ST JAMES

TO MARTIN PLACE

TO WYNARD

TO CENTRAL
24 AND 25
PLATFORMSSH 0.63
AUTO
1.022 KMSH 0.67
AUTO
1.072 KMSH 0.39
AUTO
0.621 KMSH 0.42
AUTO
0.674 KMSH 0.43
AUTO
0.701 KMSH 0.47
AUTO
0.761 KMSH 0.53
AUTO
0.862 KMSH 0.59
AUTO
0.942 KMSH 0.56
AUTO
0.891 KMSH 0.48
AUTO
0.780 KMSH 0.80
AUTO
1.280 KMSH 0.84
AUTO
1.330 KMSH 0.84
AUTO
1.330 KMSH 0.63
AUTO
1.022 KMSH 0.67
AUTO
1.072 KMSH 0.39
AUTO
0.621 KMSH 0.42
AUTO
0.674 KMSH 0.43
AUTO
0.701 KMSH 0.47
AUTO
0.761 KMSH 0.53
AUTO
0.862 KMSH 0.59
AUTO
0.942 KMSH 0.56
AUTO
0.891 KMSH 0.48
AUTO
0.780 KMSH 0.80
AUTO
1.280 KMSH 0.84
AUTO
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

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'		
CI 78 AUTO/CONT SEE PLATE 'E'	CI 194 AUTO/CONT SEE PLATE 'E'	ES 1.12 AUTO/CONT SEE PLATE 'E'	CO 231 AUTO/CONT 1.263 KM SEE PLATE 'E'
CO 71 AUTO/CONT 4.484 KM SEE PLATE 'E'	CI 50 AUTO/CONT 4.870 KM SEE PLATE 'E'	CO 187 AUTO/CONT 2.138 KM 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 1.46 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 1.557 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

• TRAIN STOPS

CONTROL
PHONE

ST JAMES

• TRAIN STOPS

TO MARTIN PLACE

SY 584 SH
CONT
STARTING
1.964 KMSY 585 SH
CONT
1.942 KMSY 576 SH
CONT
HOME
2.153 KMSY 577 SH
CONT
HOME
2.132 KM

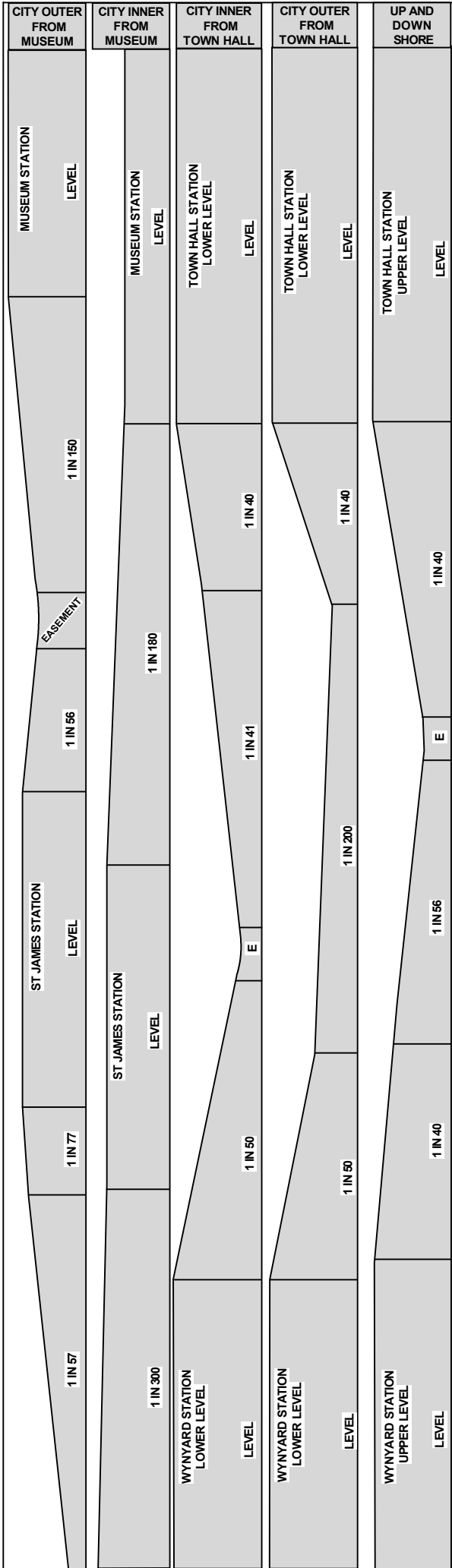
WYNYARD

SY 581 USH
HOME
2.127 KM

• TRAIN STOPS

LOWER LEVEL
WYNYARD
STATIONUPPER 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)

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.

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

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

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	

TO TOWN HALL

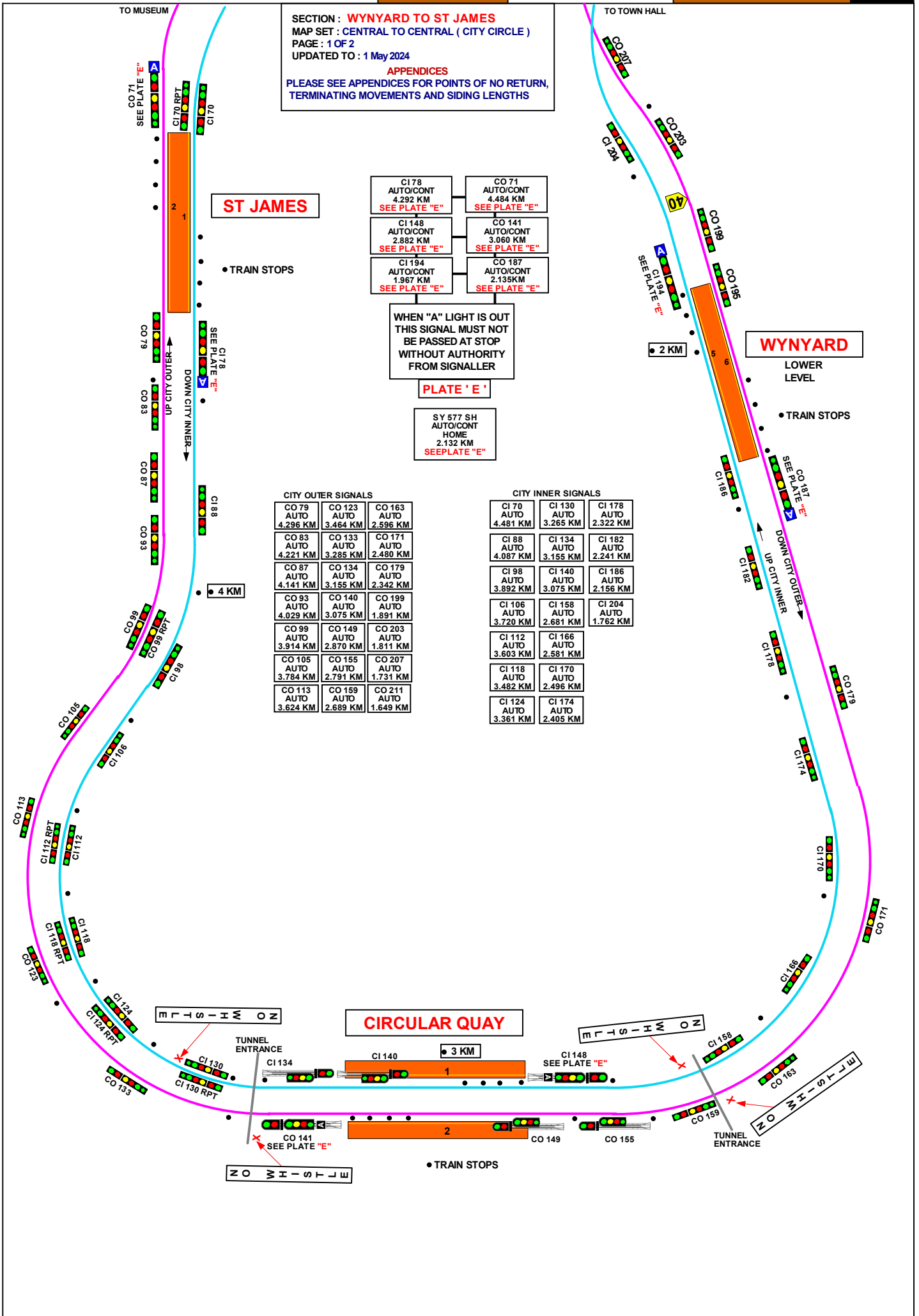
WYNYARD

LOWER LEVEL

• TRAIN STOPS

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

1 IN 200

1 IN 50

LEVEL

1 IN 57

1 IN 58

1 IN 203

GRADIENT
FROM
WYNYARD

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.