

# DRIVERS ROUTE KNOWLEDGE DIAGRAMS

## MAIN SOUTH LINE

CENTRAL  
REDFERN  
MACDONALDTOWN  
NEWTOWN  
STANMORE  
PETERSHAM  
LEWISHAM  
SUMMER HILL  
ASHFIELD  
CROYDON  
BURWOOD  
STRATHFIELD  
HOMEBUSH  
FLEMINGTON  
LIDCOMBE  
BERALA  
REGENTS PARK  
SEFTON  
CHESTER HILL  
LEIGHTONFIELD  
VILLAWOOD  
CARRAMAR  
CABRAMATTA  
WARWICK FARM  
LIVERPOOL  
CASULA  
GLENFIELD  
MACOUARIE FIELDS  
INGLEBURN  
MINTO  
LEUMEAH  
CAMPBELLTOWN  
MACARTHUR

**Effective Date:** September 2026

**Version:** 6.34

### Explanatory Notes:

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

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**Location:** CM Record No.D2015/574



SECTION : **CENTRAL TO REDFERN**  
 MAP SET : **CENTRAL TO MACARTHUR**  
 PAGE : 2 OF 4  
 UPDATED TO : 13 July 2026

CONTROLLED FROM : RAIL OPERATIONS CENTRE

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

**APPENDICES**

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

TWO WAY RUNNING BETWEEN ALL PLATFORMS  
 IN SYDNEY YARD AND EVELIEGH YARD VIA  
 ENGINE DIVE

|                              |                               |                                 |                              |                                 |                                 |                               |                                 |                                             |                                     |                               |                               |                               |                            |                            |
|------------------------------|-------------------------------|---------------------------------|------------------------------|---------------------------------|---------------------------------|-------------------------------|---------------------------------|---------------------------------------------|-------------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------|----------------------------|
| SY 380 S<br>OH<br>0.185 KM   | SY 392 S<br>OH<br>0.381 KM    | SY 384 S<br>HOME<br>0.260 KM    | SY 382 L<br>OH<br>0.184 KM   | SY R384<br>REPEATER<br>0.261 KM | SY 386 L<br>HOME<br>0.300 KML   | SY 381 S<br>HOME<br>0.182 KM  | SY 383 L<br>HOME<br>0.182 KM    | SY 383 IND<br>INDICATOR<br>0.182 KM         | SY 389 L<br>HOME<br>0.325 KM        | SY 388 IL<br>HOME<br>0.281 KM | SY 385 IL<br>HOME<br>0.181 KM | SY 387 I<br>HOME<br>0.180 KM  |                            |                            |
| SY 390 I<br>HOME<br>0.280 KM | SY 391 IL<br>HOME<br>0.270 KM | SY 394 L<br>HOME<br>0.470 KM    | SY 395 S<br>OH<br>0.381 KM   | SY 396 IL<br>HOME<br>0.480 KM   | SY 397 L<br>HOME<br>0.491 KM    | SY 398 NS<br>HOME<br>0.425 KM | SY 399 IL<br>HOME<br>0.490 KM   | SR 0.7<br>AUTO/CONT<br>STARTING<br>0.625 KM | SR 0.7 IND<br>INDICATOR<br>0.625 KM |                               |                               |                               |                            |                            |
| SY 400 S<br>HOME<br>0.612 KM | SY 407<br>CO-ACT<br>0.661 KM  | SY R403<br>REPEATER<br>0.542 KM | SY 403 S<br>HOME<br>0.541 KM | SY 402 L<br>HOME<br>0.660 KM    | SY R409<br>REPEATER<br>0.763 KM | SY 404 IL<br>HOME<br>0.650 KM | SY R411<br>REPEATER<br>0.762 KM | SY 406 I<br>HOME<br>0.611 KM                | SY 422 NS<br>ACCEPT<br>0.660 KM     |                               |                               |                               |                            |                            |
| SY 115<br>SHUNT<br>0.742 KM  | SY 117<br>SHUNT<br>0.740 KM   | SY 116<br>SHUNT<br>0.741 KM     | SY 122<br>HOME<br>0.840 KM   | SY 123<br>HOME<br>0.832 KM      | SY 121<br>SHUNT<br>0.831 KM     | SY 120<br>HOME<br>0.830 KM    | SY 410 S<br>OH<br>0.814 KM      | SY 407 S<br>HOME<br>0.764 KM                | SY 412 L<br>OH<br>0.813 KM          | SY 409 L<br>HOME<br>0.763 KM  | SY 414 IL<br>OH<br>0.812 KM   | SY 411 IL<br>AUTO<br>0.762 KM | SY 416 I<br>OH<br>0.811 KM | SY 413 I<br>OH<br>0.840 KM |
| SY 127<br>HOME<br>0.990 KM   | SY 126 M<br>HOME<br>1.004KM   | R126<br>1.066 KM                | SY 124<br>SHUNT<br>1.001 KM  | SY 435 M<br>HOME<br>0.997 KM    | SY 434 S<br>HOME<br>1.001 KM    | SY 428<br>SHUNT<br>1.004 KM   | SY 437 S<br>HOME<br>1.001 KM    | SY 436 L<br>HOME<br>1.040 KM                | SY 439 L<br>HOME<br>1.014 KM        | SY 438 IL<br>AUTO<br>1.042 KM | SY 441 IL<br>AUTO<br>1.010 KM | SY 430 I<br>OH<br>1.043 KM    | SY 433 I<br>OH<br>0.912 KM |                            |
| SY 130 ED<br>HOME<br>???? KM | SY 131 M<br>HOME<br>1.214 KM  | SY R131<br>REPEATER<br>1.215 KM | SY 445 M<br>HOME<br>1.184 KM | SY 440 S<br>HOME<br>1.213 KM    | SY 447 S<br>OH<br>1.183 KM      | SY 442 L<br>HOME<br>1.212 KM  | SY 449 L<br>OH<br>1.182 KM      | SY 444 IL<br>AUTO<br>1.211 KM               | SY 451 IL<br>OH<br>1.181 KM         | SY 446 I<br>OH<br>1.210 KM    | SY 443 I<br>OH<br>1.091 KM    | SY 453 I<br>OH<br>1.180 KM    |                            |                            |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| SY 115 | UP GOODS       | G          |
|        | UP MAIN        | M          |
|        | REGENTS STREET | R          |

| SIGNAL    | DESTINATION          | INDICATION |
|-----------|----------------------|------------|
| SY 391 IL | DOWN NSR AIRPORT     | A          |
|           | DOWN ILLAWARRA LOCAL | -          |
|           | DOWN LOCAL           | L          |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| SY 117 | UP MAIN (S) | UM         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| SY 428 | DOWN MAIN         | DM         |
|        | DOWN SUBURBAN (S) | DS         |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| SY 121 | DOWN MAIN (S)  | DM         |
|        | DOWN STEAM (S) | DS         |

| SIGNAL   | DESTINATION | INDICATION |
|----------|-------------|------------|
| SY 436 L | UP MAIN     | M          |
|          | UP SUBURBAN | Y          |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| SY 124 | DOWN MAIN (S)  | DM         |
|        | DOWN STEAM (S) | DS         |

| SIGNAL | DESTINATION     | INDICATION |
|--------|-----------------|------------|
| SY 127 | UP MAIN (M)     | -          |
|        | UP MAIN (S)     | UM         |
|        | ENGINE DIVE (M) | -          |
|        | ENGINE DIVE (S) | ED         |



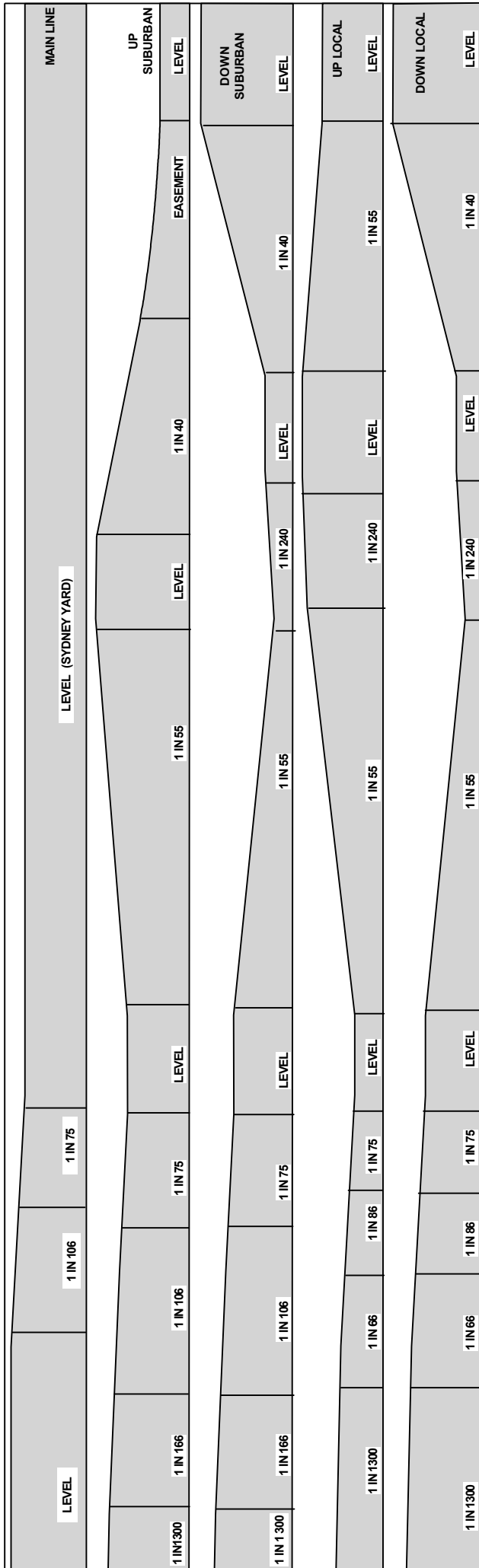
**SIGNAL SY 389 L**



**SIGNAL SY 407 S**



**SIGNAL SY 436 L**



SECTION : **CENTRAL TO REDFERN**  
MAP SET : **CENTRAL TO MACARTHUR**  
PAGE : 3 OF 4  
UPDATED TO : 13 July 2026

### INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

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

#### APPENDICES

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

TWO WAY RUNNING IN EVELEIGH ENGINE DIVE AND  
ON THE UP MAIN BETWEEN THE TAL SIGNAL BRIDGE IN  
SYDNEY YARD AND REDFERN

### 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:

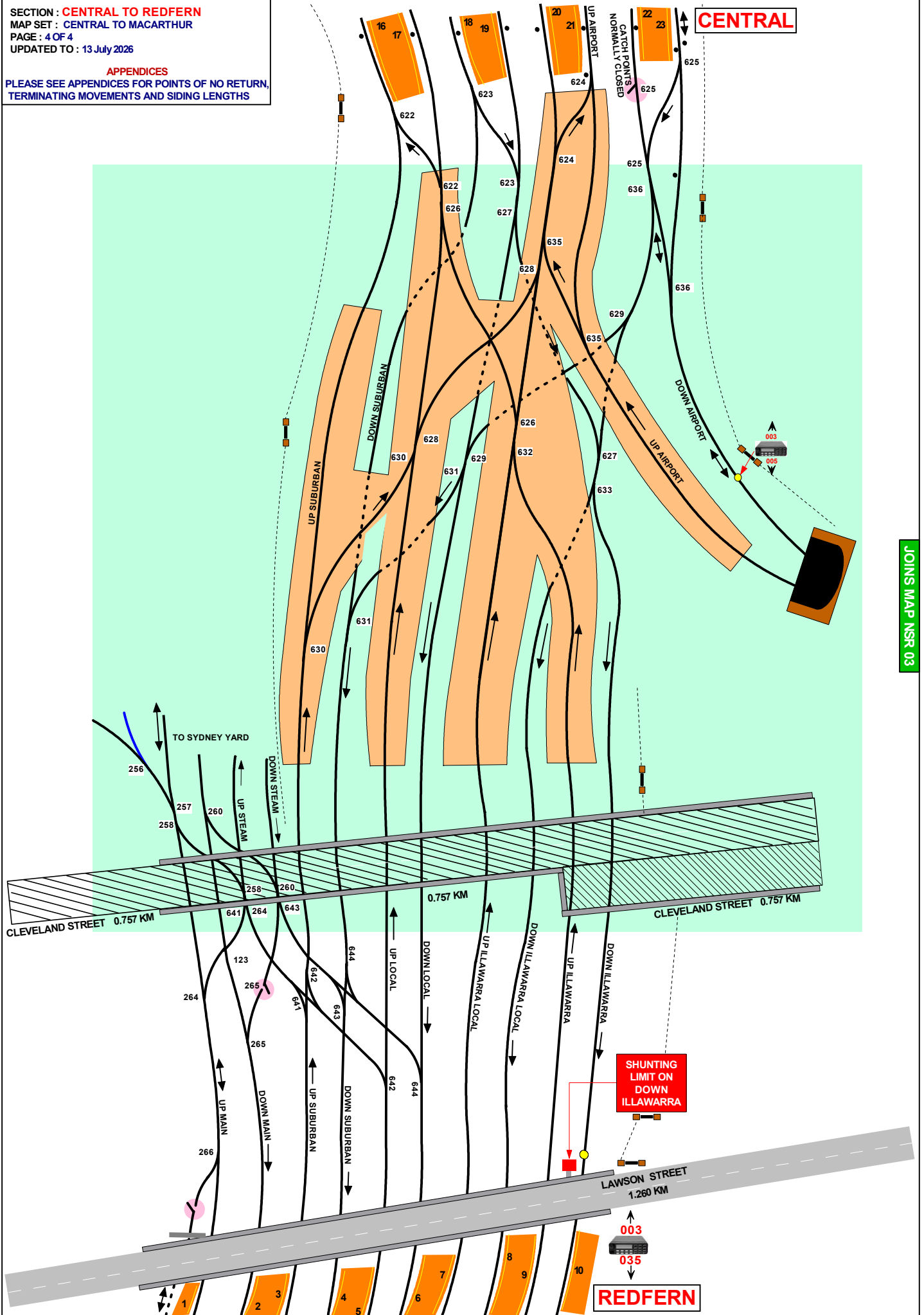
| LINE               | MARKER LOCATION                                                                               |
|--------------------|-----------------------------------------------------------------------------------------------|
| DOWN LOCAL         | 23 METRES IN APPROACH TO SIGNAL No. SY 397 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. 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.

SECTION : **CENTRAL TO REDFERN**  
 MAP SET : **CENTRAL TO MACARTHUR**  
 PAGE : 4 OF 4  
 UPDATED TO : 13 July 2026

## APPENDICES

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

**CENTRAL****REDFERN**

SECTION: REDFERN TO ERSKINEVILLE  
REDFERN TO MACDONALDTOWN  
MAP SET: CENTRAL TO MACARTHUR  
PAGE: 1 OF 4  
UPDATED TO: 13 July 2026

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

|                                   |                                    |                                   |
|-----------------------------------|------------------------------------|-----------------------------------|
| 1.49<br>S<br>AUTO<br>2.385 KM     | 1.49<br>L<br>AUTO<br>2.385 KM      | 516 L<br>SY<br>ACCEPT<br>2.385 KM |
| YL                                | YL                                 | YL                                |
| 518 M<br>SY<br>ACCEPT<br>2.600 KM | 520 S<br>SY<br>ACCEPT<br>2.600 KM  | 522 L<br>SY<br>ACCEPT<br>2.601 KM |
| YL                                | YL                                 | YL                                |
| 499 IL<br>SY<br>AUTO<br>1.957 KM  | 536 IL<br>SY<br>ACCEPT<br>2.396 KM |                                   |
| YL                                | YL                                 |                                   |

NLA 100 CENTRAL  
REFER TO NLA 100 FOR  
GBWS  
PROCEDURES

W  
W  
TRAINS EX  
MAC'TOWN  
YARD  
SIGN TO TEST  
WHISTLE X  
MAC'TOWN  
YARD

POINTS  
CLEARED  
8  
CARS

UP ILLAWARRA DIVE  
DOWN ILLAWARRA DIVE

REDFERN  
FOR PLATFORMS 11 & 12  
REFER TO MAP ESR 05 &  
ESR 06

EVELEIGH ENGINE DIVE

JOINS MAP  
YARDS 14

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

POINTS  
CLEARED  
8  
CARS

POINTS  
CLEARED  
8  
CARS

JOINS MAP  
YARDS 14

MACDONALDTOWN

MACDONALDTOWN  
STABLING YARD  
THESE SIGNS LOCATED  
WITHIN THE YARD  
(BACK TO BACK)

TRAIN  
WHISTLE  
RESTRICTIONS  
APPLY IN THIS  
YARD

## SPECIAL POINTS OF INTEREST

## ERSKINEVILLE

SETTING BACK IS NOT PERMITTED AT ERSKINEVILLE ON THE DOWN ILLAWARRA LOCAL No. 2 PLATFORM.

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 002 (SYDNEY EAST UP)  
003 (SYDNEY EAST DN)  
035 (SYDNEY ILLAWARRA JN)

CONTROLLED FROM : SYDENHAM

RADIO AREA CODE : 007 (SYDENHAM)

SECTION : REDFERN TO ERSKINEVILLE  
REDFERN TO MACDONALDTOWN

MAP SET : CENTRAL TO MACARTHUR  
PAGE : 2 OF 4  
UPDATED TO : 16 June 2026

|                                 |                                |                                |                                           |                                |                                |                                 |                                           |                                   |                                |                               |                                |                                |                                           |                                 |                                 |                              |
|---------------------------------|--------------------------------|--------------------------------|-------------------------------------------|--------------------------------|--------------------------------|---------------------------------|-------------------------------------------|-----------------------------------|--------------------------------|-------------------------------|--------------------------------|--------------------------------|-------------------------------------------|---------------------------------|---------------------------------|------------------------------|
| SY 460 M<br>HOME<br>1.495 KM    | SY 462 V<br>HOME<br>1.490 KM   | SY 455<br>1.328<br>KM          | SY 448<br>1.404<br>KM                     | SY 457 M<br>HOME<br>1.391 KM   | SY 450 S<br>O/HOME<br>1.410 KM | SY 459 S<br>O/HOME<br>1.389 KM  | SY 452 L<br>O/HOME<br>1.410 KM            | SY 461 L<br>O/HOME<br>1.417 KM    | SY 454 IL<br>AUTO<br>1.434 KM  | SY 463 IL<br>HOME<br>1.395 KM | SY 456 I<br>O/HOME<br>1.494 KM | SY 467<br>1.386 KM             | SY 465 I<br>HOME/<br>STARTING<br>1.391 KM | SY 136 D<br>HOME<br>1.544 KM    | SY 138 No.1<br>HOME<br>1.551 KM | SY 137 D<br>HOME<br>1.527 KM |
| SY 466 M<br>O/HOME<br>1.595 KM  | SY 468 UV<br>HOME<br>1.591 KM  | SY 470 DV<br>HOME<br>1.591 KM  | SY 471 V<br>O/HOME<br>1.577 KM            | SY 475 V<br>O/HOME<br>1.684 KM | SY 472 S<br>AUTO<br>1.591 KM   | SY 474 L<br>O/HOME<br>1.591 KM  | SY 476 IL<br>AUTO<br>1.636 KM             | SY 473 IL<br>O/HOME<br>1.630 KM   | SY 478 I<br>HOME<br>1.630 KM   | SY 140<br>1.598 KM            | SY 469 I<br>AUTO<br>1.596 KM   |                                |                                           |                                 |                                 |                              |
| SY 480 M<br>O/HOME<br>1.767 KM  | SY 481 M<br>O/HOME<br>1.764 KM | SY 482 S<br>AUTO<br>1.764 KM   | SY 483 S<br>O/HOME<br>1.764 KM            | SY 484 L<br>O/HOME<br>1.764 KM | SY 485 L<br>HOME<br>1.796 KM   | SY 486 IL<br>O/HOME<br>1.818 KM | SY 487 IL<br>HOME<br>1.796 KM             | SY 488 I<br>O/HOME<br>1.822 KM    | SY 489 I<br>AUTO<br>1.733 KM   |                               |                                |                                |                                           |                                 |                                 |                              |
| SY 512 M<br>HOME<br>2.245 KM    | SY 513 M<br>AUTO<br>2.220 KM   | SY 514 S<br>HOME<br>2.245 KM   | S 1.49<br>AUTO<br>2.385 KM                | SY 516 L<br>HOME<br>2.385 KM   | SY 517<br>AUTO<br>2.220 KM     | L 1.49<br>AUTO<br>2.385 KM      | SY 528 IL<br>HOME<br>2.124 KM             | SY 529 IL<br>STARTING<br>2.121 KM | SY 530 I<br>AUTO<br>2.169 KM   | SY 531 I<br>HOME<br>2.154 KM  | SY 532 DV<br>AUTO<br>2.156 KM  | SY 533 V<br>HOME<br>2.243 KM   |                                           |                                 |                                 |                              |
| SY 490 M<br>O/HOME<br>1.925 KM  | SY 493 M<br>HOME<br>1.943 KM   | SY 492 S<br>O/HOME<br>1.943 KM | SY 495 S<br>HOME/<br>STARTING<br>1.942 KM | SY 494 L<br>HOME<br>1.965 KM   | SY 507<br>1.958 KM             | 508                             | SY 497 L<br>HOME/<br>STARTING<br>1.965 KM | SY 496 IL<br>HOME<br>1.978 KM     | SY 498 V<br>HOME<br>1.966 KM   | SY 499 IL<br>AUTO<br>1.957 KM | SY 500 I<br>AUTO<br>1.980 KM   | SY 501 I<br>O/HOME<br>1.980 KM | 502<br>AUTO<br>2.124 KM                   | 503<br>AUTO<br>2.117 KM         | SY 525 V<br>HOME<br>2.053 KM    |                              |
| SY 536 IL<br>ACCEPT<br>2.396 KM | SY 546 IL<br>HOME<br>2.622 KM  | SY 552 IL<br>HOME<br>2.787 KM  | SY 535 IL<br>HOME<br>2.345 KM             | IL 1.5<br>AUTO<br>2.618 KM     | IL 1.7<br>AUTO<br>2.751 KM     | SY 538 I<br>HOME<br>2.396 KM    | SY 540 I<br>O/HOME<br>2.622 KM            | SY 537 I<br>O/HOME<br>2.345 KM    | SY 539 I<br>REPEAT<br>2.517 KM | SY 539 I<br>HOME<br>2.618 KM  | SY 547 I<br>O/HOME<br>2.787 KM | SY 542 I<br>2.790 KM           | SY 541 I<br>HOME<br>2.605 KM              | SY 543 IR<br>ACCEPT<br>2.837 KM | SY 545 IR<br>HOME<br>2.915 KM   | SY 544 I<br>2.797 KM         |

|                                  |                                  |                                  |
|----------------------------------|----------------------------------|----------------------------------|
| MULTI SPAD<br>SIGNAL<br>SY 481 M | MULTI SPAD<br>SIGNAL<br>SY 516 L | MULTI SPAD<br>SIGNAL<br>SY 537 I |
| MULTI SPAD<br>SIGNAL<br>502      | MULTI SPAD<br>SIGNAL<br>SY 483 S |                                  |

| RADIO TRANSPONDER AREA NUMBERS                                                        |     |     |     |     |     |     |
|---------------------------------------------------------------------------------------|-----|-----|-----|-----|-----|-----|
|  | 001 | 002 | 003 | 035 | 001 | 258 |
|                                                                                       | 035 | 035 | 035 | 258 | 258 | 035 |

## POINTS OF NO RETURN

| SIGNAL No.            | LOCATION                             | DESTINATIONS                                           |
|-----------------------|--------------------------------------|--------------------------------------------------------|
| SY 455<br>1.328KM     | PLATFORM 1<br>REDFERN                | TURN OUT FOR ELSTONS<br>SIDINGS OR DOWN<br>ILLAWARRA   |
| SY 457 M<br>1.391 KM  | PLATFORM No. 2<br>REDFERN            | TURN OUT FOR DOWN<br>ILLAWARRA LINES                   |
| SY 485 L<br>1.796 KM  | DOWN LOCAL                           | TURN OUT FOR ILLAWARRA<br>LINES                        |
| SY 465 I<br>1.494 KM  | PLATFORM No. 10<br>REDFERN           | TURN OUT FOR EVELEIGH                                  |
| SY 525 V<br>2.053 KM  | DOWN ILLAWARRA<br>DIVE               | TURN OUT FOR EVELEIGH                                  |
| SY 512 M<br>2.245 KM  | UP MAIN                              | MUST CROSS TO<br>SUBURBAN FOR ETR<br>PLATFORMS 16 - 21 |
| SY 496 IL<br>1.978 KM | UP ILLAWARRA LOCAL                   | MUST TURN OUT TO UP<br>LOCAL FOR SYDNEY YARD           |
| SY 497 L<br>1.965 KM  | DOWN LOCAL                           | MACDONALDTOWN<br>TURNBACK SIDINGS                      |
| SY 538 I<br>2.396 KM  | UP ILLAWARRA                         | TURN OUT THROUGH<br>ILLAWARRA DIVE FOR<br>SYDNEY YARD  |
| SY 485 L<br>1.796 KM  | DOWN LOCAL                           | TURN OUT FOR ILLAWARRA<br>LINES                        |
| SY 544 I<br>2.797 KM  | CITY END<br>ERSKINEVILLE<br>PLATFORM | TURN OUT FOR ESR<br>OR EVELEIGH                        |

## REDFERN

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM        | TERMINATE AT       | THEN GO TO                                                                                                                                       |
|-------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| DOWN TRAINS | No. 10<br>PLATFORM | SHUNT FORWARD CLEAR OF<br>SIGNAL SY 140 AND RETURN TO<br>UP ILLAWARRA LOCAL VIA 653<br>CROSSOVER<br>OR RUN INTO EVELEIGH<br>PRESENTATION CENTRE. |
|             | No. 2 PLATFORM     | SHUNT FORWARD CLEAR OF<br>SIGNAL SY 448 AND RETURN TO<br>UP MAIN LINE VIA 647<br>CROSSOVER.                                                      |
|             | NO. 6 PLATFORM     | SHUNT FORWARD TO<br>MACDONALDTOWN YARD AND<br>RETURN TO THE UP LOCAL VIA<br>665 CROSSOVER.                                                       |
| UP TRAINS   | No. 9<br>PLATFORM  | THEN RETURN TO DOWN<br>ILLAWARRA LINE OR PROCEED<br>TO EVELEIGH TRAIN<br>PRESENTATION CENTRE.                                                    |
|             | No. 1<br>PLATFORM  | THEN RETURN TO DOWN MAIN<br>LINE OR DOWN ILLAWARRA<br>DIVE.                                                                                      |

## MACDONALDTOWN

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM      | TERMINATE AT   | THEN GO TO                                                                                                                                                      |
|-----------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| UP TRAINS | No. 1 PLATFORM | SHUNT FORWARD TO A POSITION<br>CLEAR OF SIGNAL SY 507, THEN<br>RETURN TO DOWN LOCAL LINE<br>VIA 665 CROSSOVER OR DOWN<br>SUBURBAN VIA 665 AND 670<br>CROSSOVERS |

## ERSKINEVILLE

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM                                   | TERMINATE AT                   | THEN GO TO    |
|----------------------------------------|--------------------------------|---------------|
| DOWN<br>ILLAWARRA<br><br>DOWN<br>E.S.R | PLATFORM No. 4<br>ERSKINEVILLE | EVELEIGH YARD |

| SPECIAL POINTS OF INTEREST                                                                                       |  | INFORMATION                                                                                                                                                                                                           | SECTION : REDFERN TO ERSKINEVILLE<br>REDFERN TO MACDONALDTOWN |
|------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <b>ERSKINEVILLE</b><br>SETTING BACK IS NOT PERMITTED AT ERSKINEVILLE ON THE DOWN ILLAWARRA LOCAL No. 2 PLATFORM. |  | CONTROLLED FROM : RAIL OPERATIONS CENTRE<br><br>RADIO AREA CODE : 002 (SYDNEY EAST UP)<br>003 (SYDNEY EAST DN)<br>035 (SYDNEY ILLAWARRA JN)<br><br>CONTROLLED FROM : SYDENHAM<br><br>RADIO AREA CODE : 007 (SYDENHAM) |                                                               |

| SIGNAL | DESTINATION        | INDICATION |
|--------|--------------------|------------|
| SY 138 | UP ILLAWARRA (S)   | UI         |
|        | DOWN ILLAWARRA (S) | DI         |

| SIGNAL | DESTINATION        | INDICATION |
|--------|--------------------|------------|
| SY 140 | UP ILLAWARRA (S)   | UI         |
|        | DOWN ILLAWARRA (S) | DI         |

| SIGNAL | DESTINATION                                    | INDICATION |
|--------|------------------------------------------------|------------|
| SY 455 | DOWN MAIN (M)                                  | D          |
|        | DOWN MAIN (S)                                  | DM         |
|        | DOWN ILLAWARRA DIVE (M) (VIA 647 & 649 POINTS) | I          |
|        | DOWN ILLAWARRA DIVE (S) (VIA 647 & 649 POINTS) | ID         |
|        | DOWN ILLAWARRA DIVE (M) (VIA 648 & 655 POINTS) | I          |
|        | DOWN ILLAWARRA DIVE (S) (VIA 648 & 645 POINTS) | ID         |
|        | ELSTON SIDINGS (S)                             | ES         |

| SIGNAL   | DESTINATION                | INDICATION |
|----------|----------------------------|------------|
| SY 465 I | ARRIVAL/DEPARTURE ROAD (S) | AD         |
|          | DOWN ILLAWARRA (S)         | DI         |

| SIGNAL | DESTINATION                | INDICATION |
|--------|----------------------------|------------|
| SY 467 | ARRIVAL/DEPARTURE ROAD (S) | AD         |
|        | DOWN ILLAWARRA (S)         | DI         |

| SIGNAL | DESTINATION        | INDICATION |
|--------|--------------------|------------|
| 502    | UP LOCAL           | UL         |
|        | UP ILLAWARRA LOCAL | IL         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 503    | SIDING No.1 | S1         |
|        | SIDING No.2 | S2         |
|        | SIDING No.3 | S3         |
|        | SIDING No.4 | S4         |
|        | SIDING No.5 | S5         |
|        | SIDING No.6 | S6         |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| SY 507 | TURN BACK     | TB         |
|        | DOWN LOCAL    | DL         |
|        | DOWN SUBURBAN | DS         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| SY 508 | UP LOCAL    | UL         |

| SIGNAL   | DESTINATION        | IND. |
|----------|--------------------|------|
| SY 531 I | DOWN ILLAWARRA (M) | -    |
|          | DOWN ILLAWARRA (S) | -    |

| SIGNAL   | DESTINATION        | IND. |
|----------|--------------------|------|
| SY 533 V | DOWN ILLAWARRA (M) | -    |
|          | DOWN ILLAWARRA (S) | -    |

| SIGNAL    | DESTINATION              | IND. |
|-----------|--------------------------|------|
| SY 535 IL | DOWN ILLAWARRA LOCAL (M) | -    |
|           | DOWN ILLAWARRA LOCAL (S) | -    |

| SIGNAL   | DESTINATION              | IND. |
|----------|--------------------------|------|
| SY 537 I | DOWN ILLAWARRA (M)       | -    |
|          | DOWN ILLAWARRA LOCAL (M) | -    |
|          | DOWN ILLAWARRA (S)       | DI   |
|          | DOWN ILLAWARRA LOCAL (S) | DL   |

| SIGNAL   | DESTINATION           | IND. |
|----------|-----------------------|------|
| SY 538 I | UP ILLAWARRA DIVE (M) | -    |
|          | UP ILLAWARRA (M)      | -    |
|          | UP ILLAWARRA DIVE (S) | ID   |
|          | UP ILLAWARRA (S)      | UI   |

| SIGNAL   | DESTINATION    | INDICATION |
|----------|----------------|------------|
| SY 539 I | DOWN ILLAWARRA | -          |
|          | DOWN ILLAWARRA | -          |

| SIGNAL   | DESTINATION      | IND. |
|----------|------------------|------|
| SY 540 I | UP ILLAWARRA (M) | -    |
|          | UP ILLAWARRA (S) | -    |

| SIGNAL   | DESTINATION        | IND. |
|----------|--------------------|------|
| SY 541 I | DOWN ILLAWARRA (M) | -    |
|          | UP ILLAWARRA (S)   | -    |

| SIGNAL    | DESTINATION            | IND. |
|-----------|------------------------|------|
| SY 546 IL | UP ILLAWARRA LOCAL(M)  | -    |
|           | UP ILLAWARRA(M)        | -    |
|           | UP ILLAWARRA (S)       | UL   |
|           | UP ILLAWARRA LOCAL (S) | UI   |

| SIGNAL    | DESTINATION             | IND. |
|-----------|-------------------------|------|
| SY 544 IL | UP ILLAWARRA (M)        | -    |
|           | -                       | -    |
|           | UP ILLAWARRA RELIEF (S) | UI   |
|           | EVELEIGH YARD (S)       | Y    |
|           | UP ILLAWARRA RELIEF (S) | UR   |

DI

DL

DI

DL

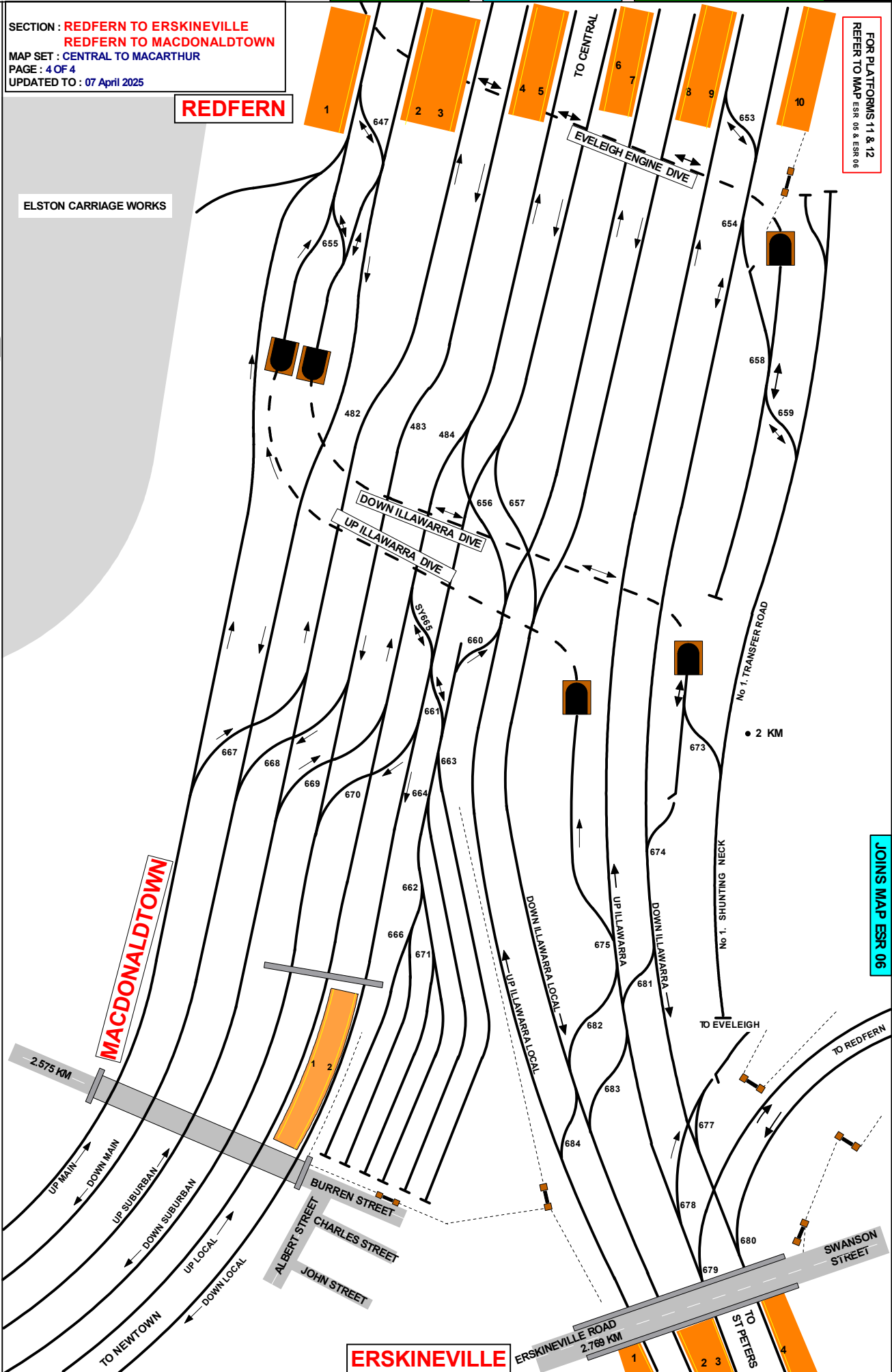
UL

UI

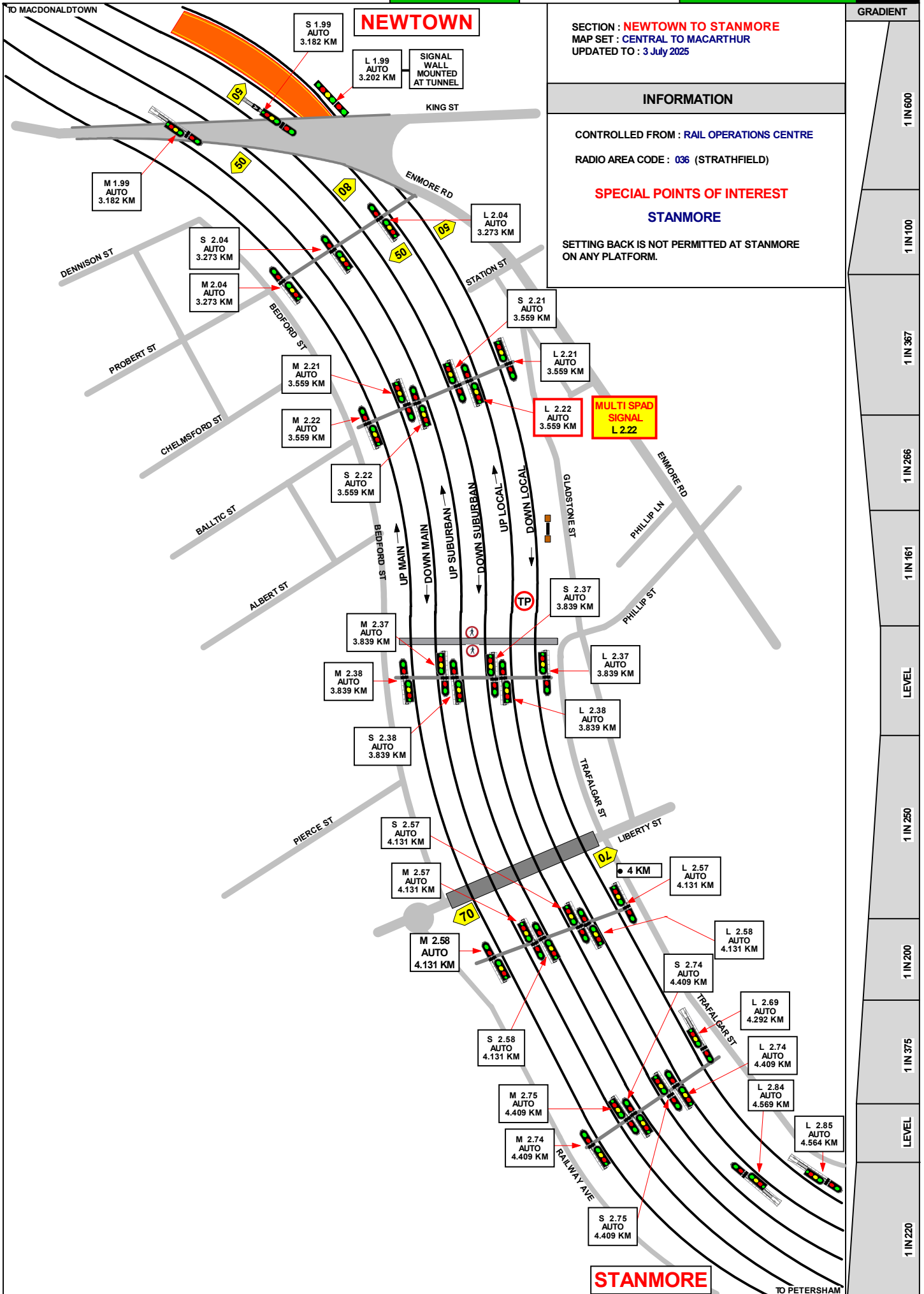
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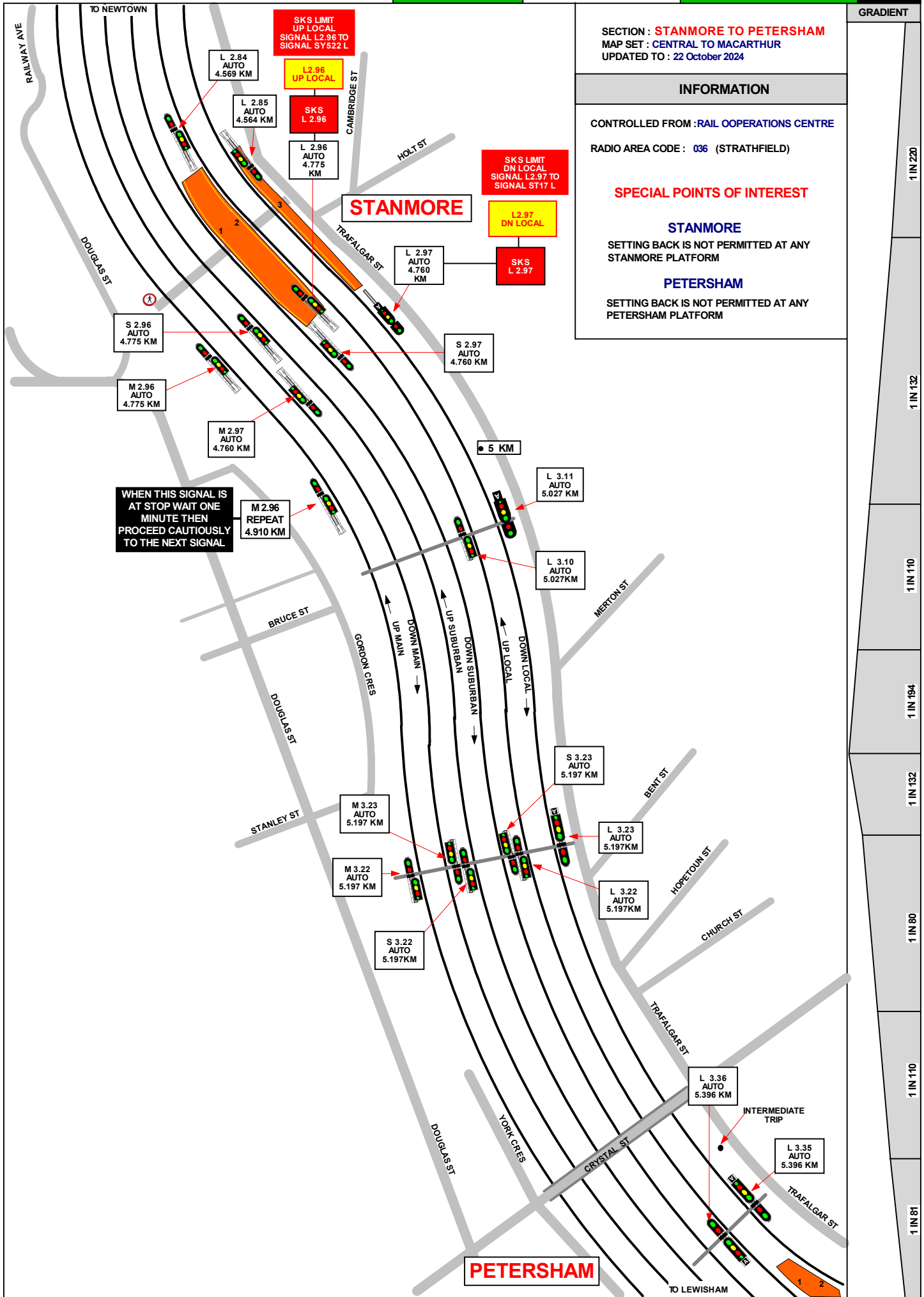
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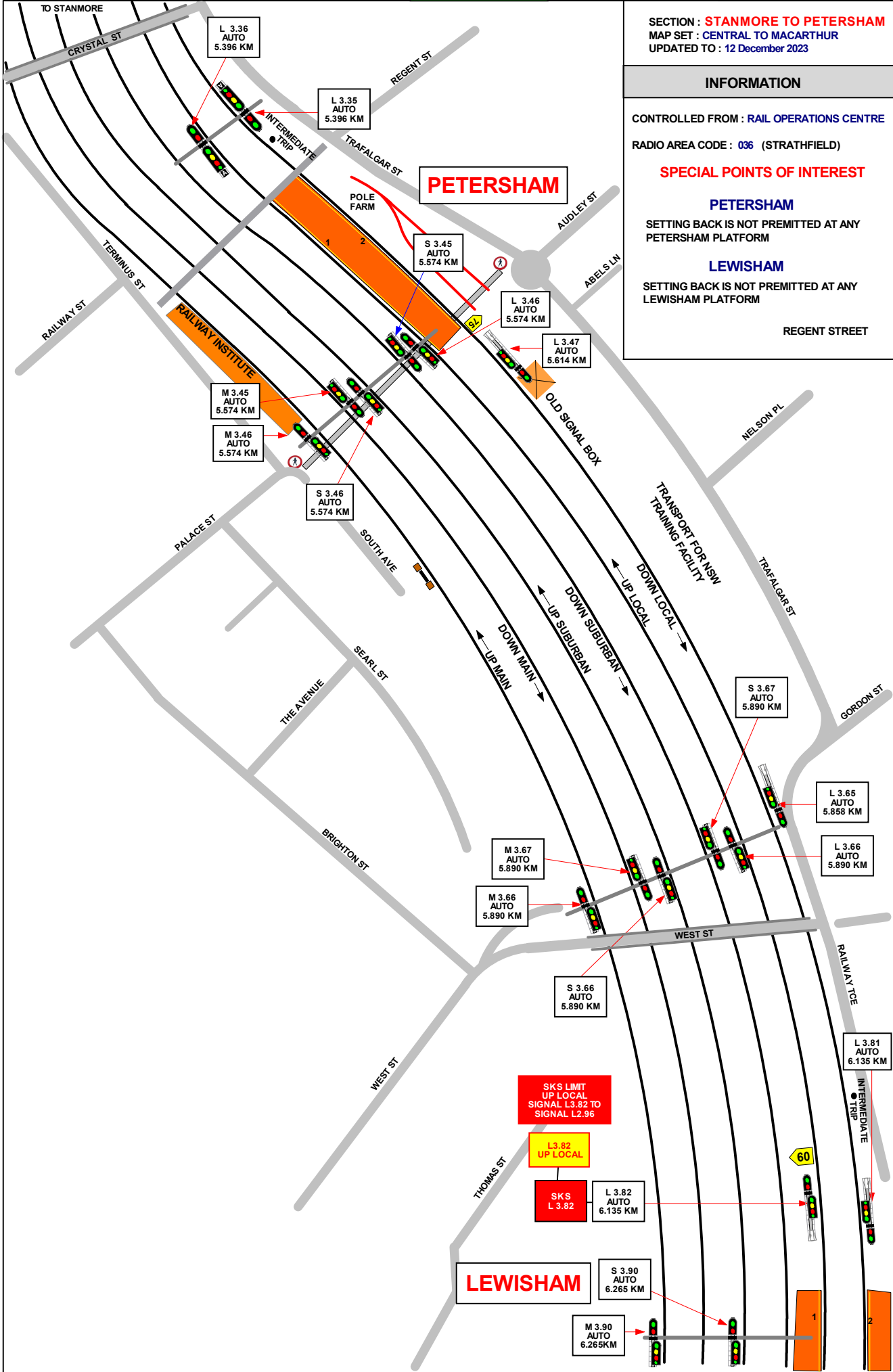
|           |       |          |   |          |       |          |   |         |          |          |   |         |         |          |   |                             |
|-----------|-------|----------|---|----------|-------|----------|---|---------|----------|----------|---|---------|---------|----------|---|-----------------------------|
| 1 IN 2000 | L     | 1 IN 314 | E | 1 IN 106 | E     | 1 IN 200 | E | 1 IN 69 | 1 IN 106 | 1 IN 132 | E | 1 IN 60 | 1 IN 95 | 1 IN 143 | E | 1 IN 1300                   |
| 1 IN 1300 | LEVEL | 1 IN 75  | E | 1 IN 75  | LEVEL |          |   |         |          |          |   |         |         |          |   | GRADIENT FOR SOUTHERN LINES |



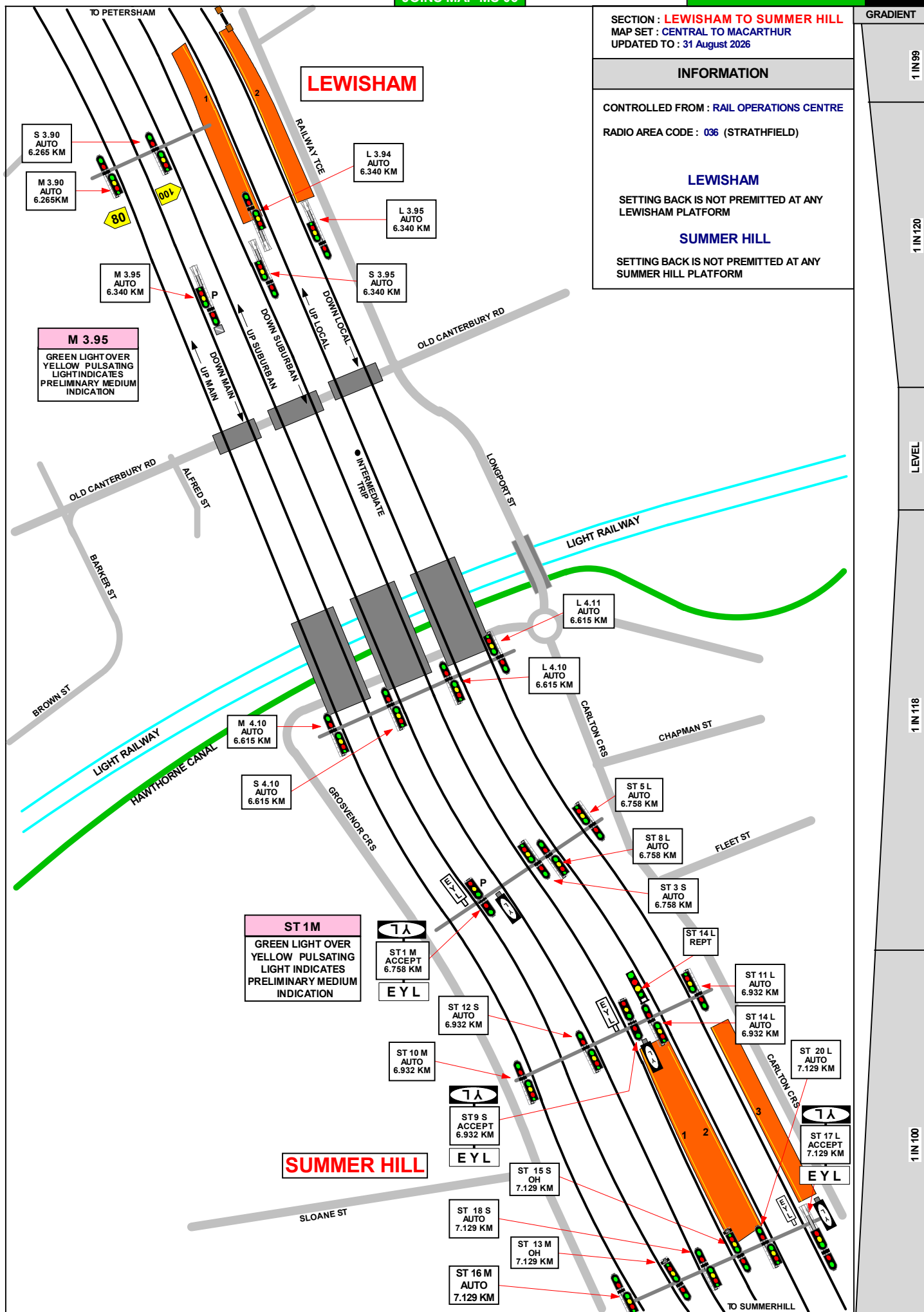


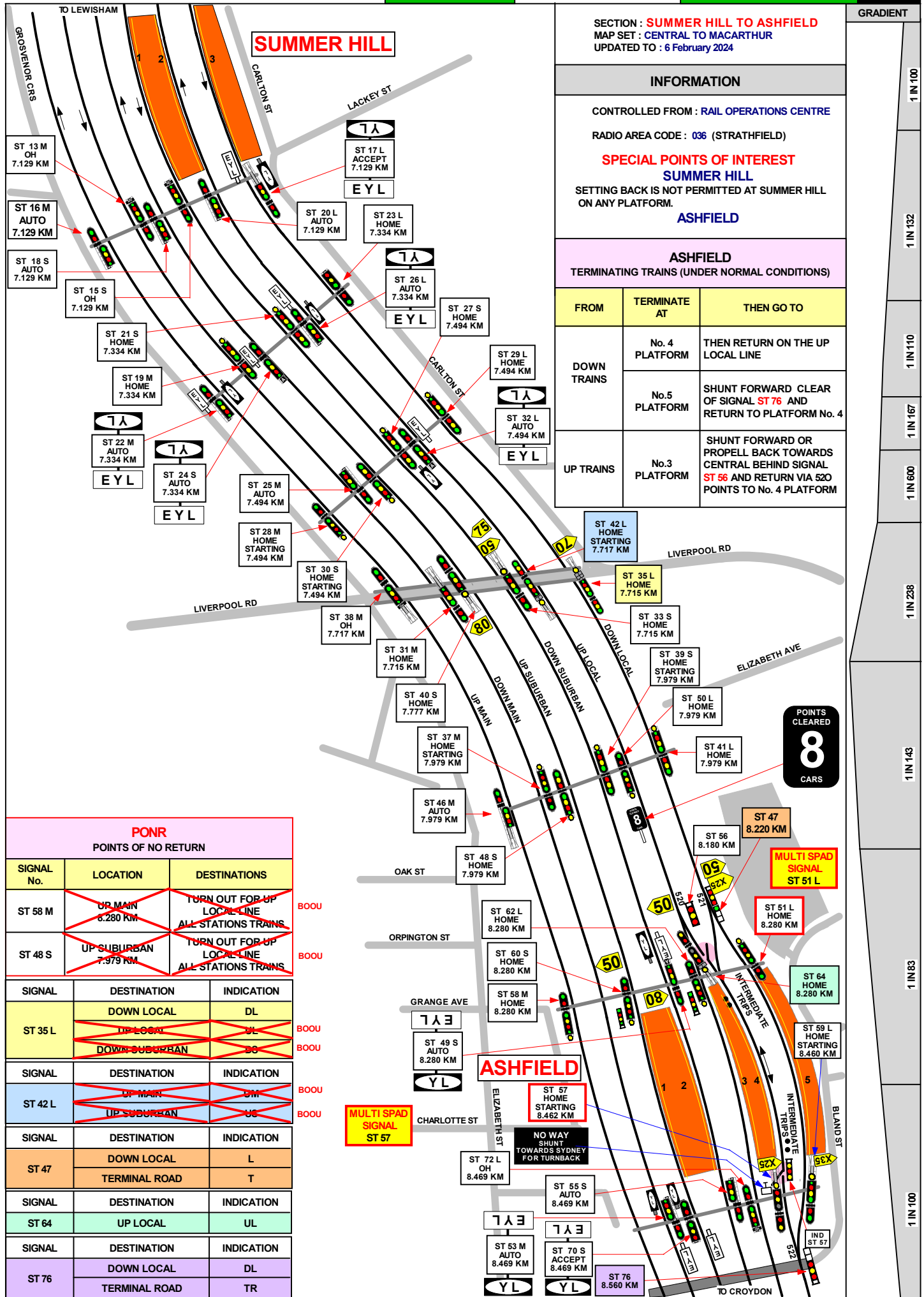




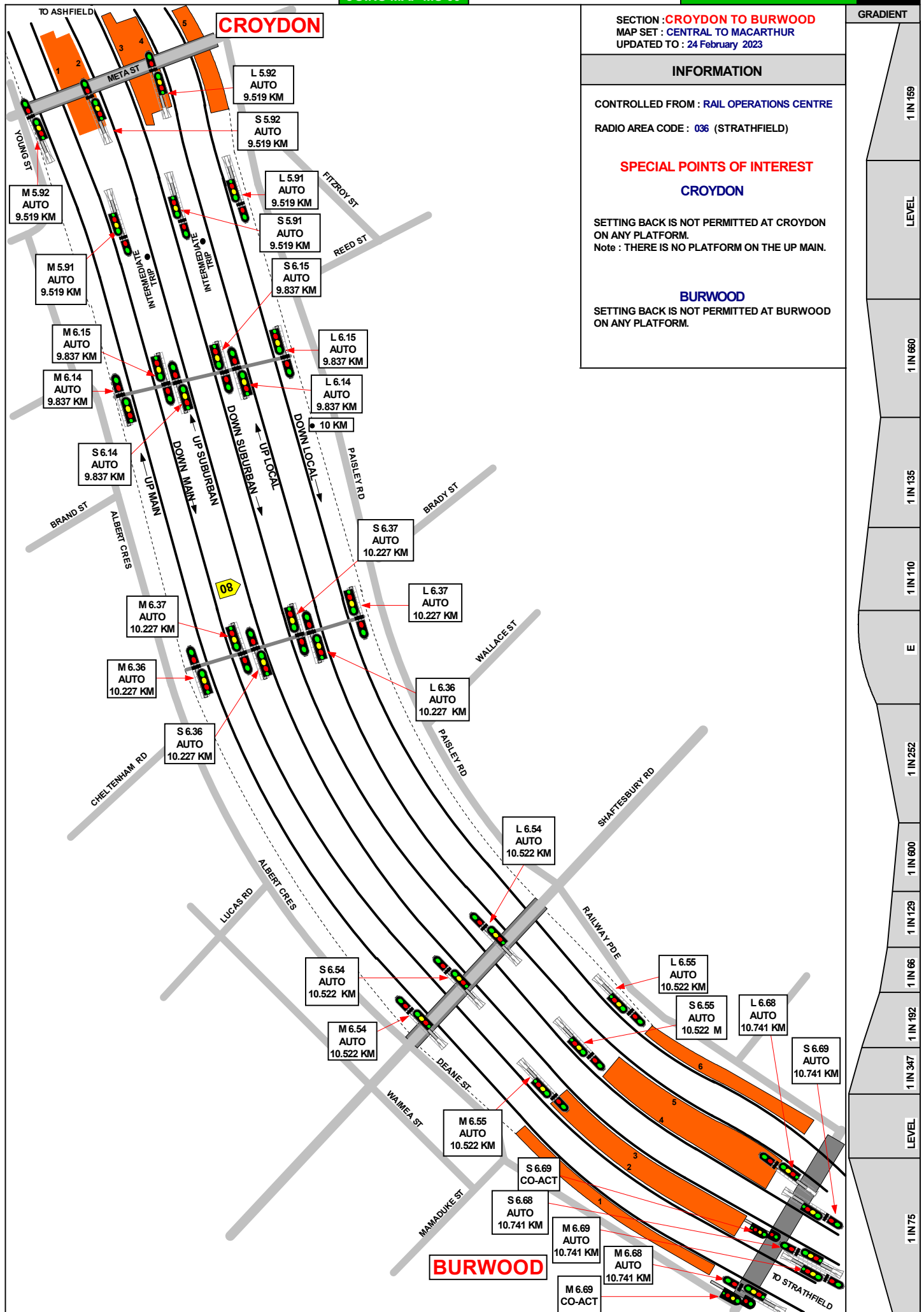


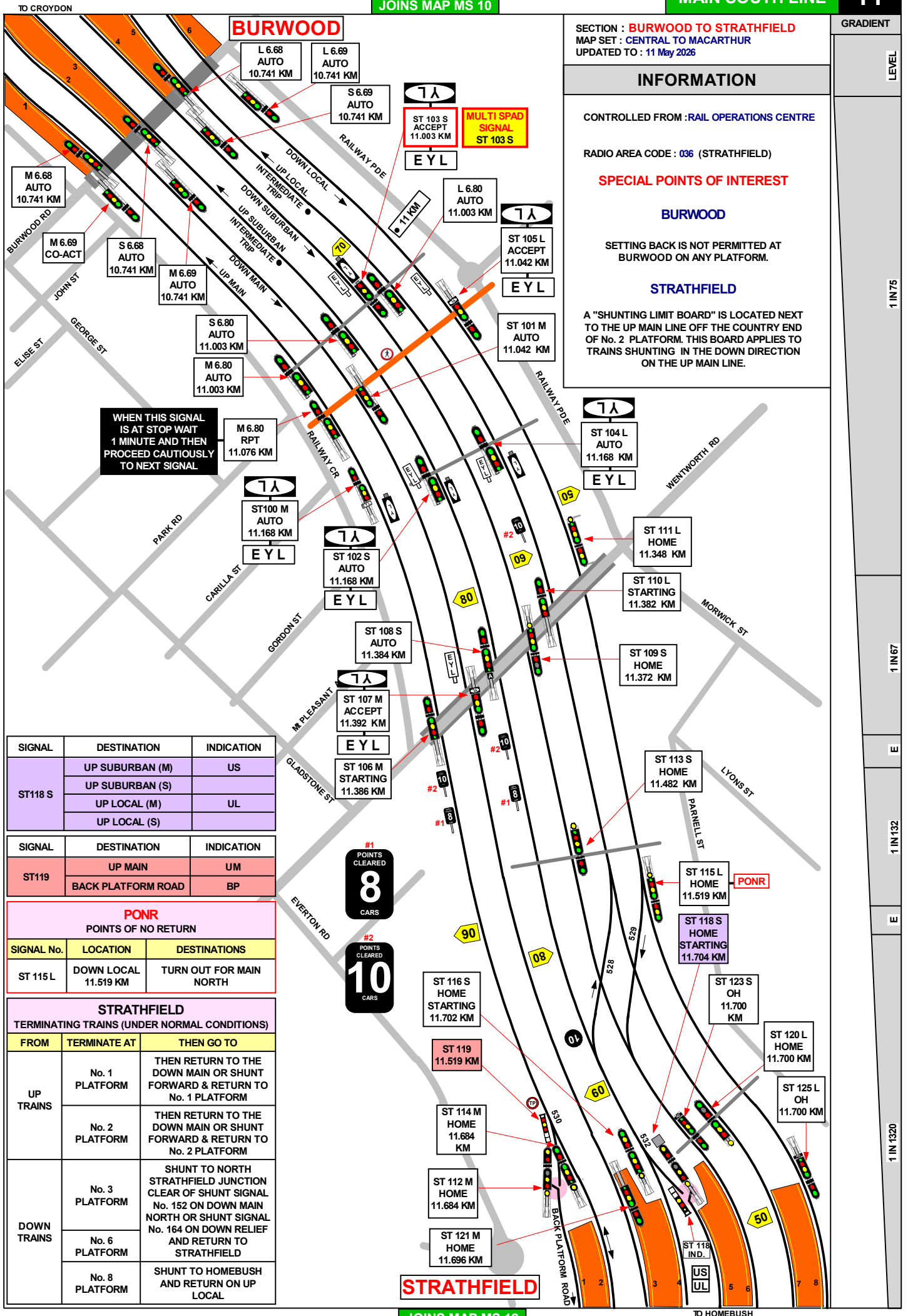
| GRADIENT            |                    |                  |
|---------------------|--------------------|------------------|
| 1 IN 110            |                    |                  |
| 1 IN 75 (MAIN)      | 1 IN 81 (SUBURBAN) | 1 IN 81 (LOCAL)  |
| 1 IN 75 (MAIN)      | 1 IN 81 (SUBURBAN) | 1 IN 107 (LOCAL) |
| 1 IN 264 (SUBURBAN) | 1 IN 126 (LOCAL)   |                  |
| 1 IN 99             |                    |                  |
| 1 IN 120            |                    |                  |

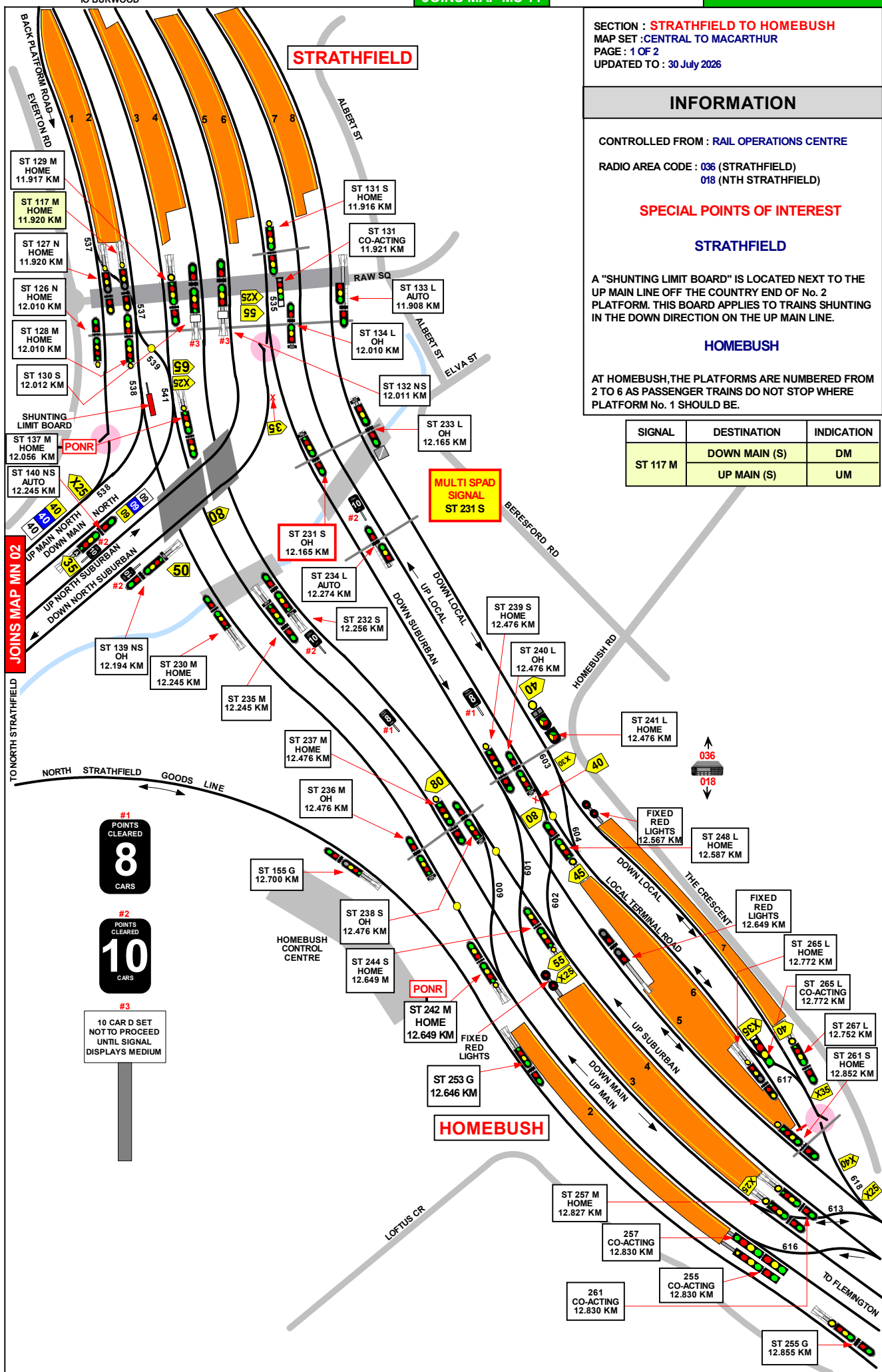












**STRATHFIELD****TERMINATING TRAINS (UNDER NORMAL CONDITIONS)**

| FROM           | TERMINATE AT      | THEN GO TO                                                                                                                                                           |
|----------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| UP<br>TRAINS   | No. 1<br>PLATFORM | THEN RETURN TO THE DOWN MAIN<br>OR<br>SHUNT FORWARD & RETURN TO No. 1<br>PLATFORM                                                                                    |
|                | No. 2<br>PLATFORM | THEN RETURN TO THE DOWN MAIN<br>OR<br>SHUNT FORWARD & RETURN TO No. 2<br>PLATFORM                                                                                    |
| DOWN<br>TRAINS | No. 3<br>PLATFORM | SHUNT TO NORTH STRATHFIELD<br>JUNCTION CLEAR OF SHUNT SIGNAL<br>No. 152 ON DOWN MAIN NORTH<br>OR<br>SHUNT SIGNAL No. 164 ON DOWN<br>RELIEF AND RETURN TO STRATHFIELD |
|                | No. 6<br>PLATFORM |                                                                                                                                                                      |
|                | No. 8<br>PLATFORM | SHUNT TO HOMEBUSH AND RETURN ON<br>UP LOCAL                                                                                                                          |

SECTION : **STRATHFIELD TO HOMEBUSH**MAP SET : **CENTRAL TO MACARTHUR**PAGE : **3 OF 3**UPDATED TO : **23 February 2022****INFORMATION**CONTROLLED FROM : **RAIL OPERATIONS CENTRE**  
RADIO AREA CODE : **036** (STRATHFIELD)**HOMEBUSH****TERMINATING TRAINS (UNDER NORMAL CONDITIONS)**

| FROM                       | TERMINATE AT      | THEN GO TO                                                                 |
|----------------------------|-------------------|----------------------------------------------------------------------------|
| DOWN<br>MAIN<br>TRAINS     | No. 3<br>PLATFORM | SHUNT FORWARD TO THE DOWN<br>SUBURBAN AND THEN RETURN TO<br>No. 6 PLATFORM |
| DOWN<br>SUBURBAN<br>TRAINS | No. 5<br>PLATFORM | SHUNT FORWARD AND THEN<br>RETURN TO No. 6 PLATFORM                         |
| DOWN<br>LOCAL<br>TRAINS    | No. 6<br>PLATFORM | THEN RETURN TO THE UP LOCAL<br>LINE                                        |
| UP<br>SUBURBAN<br>TRAINS   | No. 3<br>PLATFORM | RETURN TO DOWN MAIN<br>OR<br>DOWN SUBURBAN                                 |
|                            | No. 5<br>PLATFORM | RETURN TO THE DOWN SUBURBAN<br>LINE                                        |
|                            | No. 6<br>PLATFORM | RETURN TO THE DOWN SUBURBAN<br>LINE                                        |

**PONR****POINTS OF NO RETURN**

| SIGNAL No. | LOCATION                   | DESTINATIONS                        |
|------------|----------------------------|-------------------------------------|
| ST 137 M   | DOWN MAIN<br>12.056 KM     | TURN OUT FOR<br>MAIN NORTH          |
| ST 131 S   | DOWN SUBURBAN<br>11.908 KM | TURN OUT FOR<br>MAIN NORTH          |
| ST 242 M   | UP MAIN<br>12.649 KM       | TURN OUT FOR ALL<br>STATIONS TRAINS |

**RADIO TRANSPONDER LOCATIONS**

FIGURE 1

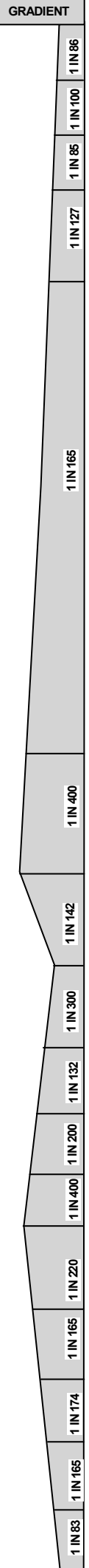


FIGURE 2



WHERE YOU SEE THE TRANSPONDER  
SYMBOL (FIGURE 1) ALONGSIDE THE  
MAP LOOK FOR THE YELLOW DOT  
(FIGURE 2) ON THE RAILWAY LINE FOR  
THE ACTUAL LOCATION OF THE  
TRANSPONDER





**# 2 637 - 640 CROSSOVER BOOKED OUT OF USE**

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LIDCOM

## JOINS YARD 06

TO ENFIELD  
JOINS MAP MFL 12

**JOINS MAP MS 15**

| SIGNAL      | DESTINATION                | INDICATION |
|-------------|----------------------------|------------|
| ST 297 M    | DOWN MAIN(M)               |            |
|             | DOWN MAIN(S)               | DM         |
|             | #3 UP HOMEBUSH BAY FORK(S) | UH         |
| SIGNAL      | DESTINATION                | INDICATION |
| ST 301 DG   | #3 DOWN HOMEBUSH BAY(M)    |            |
|             | #3 TRANSFER ROAD(S)        | TR         |
|             | DOWN GOODS(M)              |            |
|             | #3 DOWN HOMEBUSH BAY (S)   | DH         |
|             | DOWN GOODS(S)              | DG         |
| SIGNAL      | DESTINATION                | INDICATION |
| ST 302 UHBE | #3 UP GOODS LINE(M)        | UG         |
|             | #3 UP GOODS LINE(S)        | UG         |
|             | #3 DOWN GOODS LINE(M)      | DG         |
|             | #3 DOWN GOODS LINE(S)      | DG         |
|             | UP MAIN(M)                 | -          |
|             | UP HOMEBUSH BAY(S)         | UH         |
|             | UP SUBURBAN(M)             | US         |
|             |                            |            |
| SIGNAL      | DESTINATION                | INDICATION |
| ST 303 M    | DOWN MAIN(M)               | -          |
|             | DOWN MAIN(S)               | -          |
|             | ARRIVAL ROAD(S)            | AR         |
|             | DOWN HOMEBUSH BAY FORK(M)  | -          |
|             | DOWN HOMEBUSH BAY FORK(S)  | DH         |
| SIGNAL      | DESTINATION                | INDICATION |
| ST 307 UG   | #4 DOWN HOMEBUSH BAY (M)   | DH         |
|             | #4 DOWN HOMEBUSH BAY (S)   | DH         |
|             | #4 TRANSFER ROAD(S)        | TR         |
|             | #3 DOWN GOODS(M)           | DG         |
|             | #3 DOWN GOODS(S)           | DG         |
|             | UP GOODS (M )              | -          |
|             | UP GOODS (S)               | UG         |
| SIGNAL      | DESTINATION                | INDICATION |
| ST 328      | UP MAIN(S)                 | UM         |
|             | UP SUBURBAN(S)             | US         |
| SIGNAL      | DESTINATION                | INDICATION |
| ST 348 DG   | #3 UP GOODS LINE(M)        | -          |
|             | #3 UP GOODS LINE(S)        | UG         |
|             | DOWN GOODS LINE(M)         | -          |
|             | DOWN GOODS LINE(S)         | DG         |

| SIGNAL      | DESTINATION                  | INDICATION |
|-------------|------------------------------|------------|
| ST 373 DHBW | DOWN HOMEBUSH BAY (M)        | -          |
|             | DOWN HOMEBUSH BAY (S)        | DH         |
|             | SHUTTLE ROAD (M)             | -          |
|             | SHUTTLE ROAD (S)             | SR         |
| SIGNAL      | DESTINATION                  | INDICATION |
| ST 382 M    | UP MAIN(M)                   | -          |
|             | UP MAIN(S)                   | UM         |
|             | CAR SIDINGS(S)               | CS         |
| SIGNAL      | DESTINATION                  | INDICATION |
| ST 390 M    | UP HOMEBUSH BAY (M)          | U          |
|             | UP HOMEBUSH BAY (S)          | -          |
|             | DOWN HOMEBUSH BAY (M)        | D          |
|             | DOWN HOMEBUSH BAY (S)        | -          |
|             | UP ENFIELD WEST FORK (M)     | E          |
|             | UP ENFIELD WEST FORK (S)     | -          |
|             | UP MAIN (M)                  | -          |
|             | UP MAIN (S)                  | -          |
| SIGNAL      | DESTINATION                  | INDICATION |
| ST 400 S    | UP MAIN (M)                  | M          |
|             | UP MAIN (S)                  | -          |
|             | UP SUBURBAN (M)              | S          |
|             | UP SUBURBAN (S)              | -          |
|             | CEMETERY SIDING (S)          | -          |
| SIGNAL      | DESTINATION                  | INDICATION |
| 304         | #4 UP GOODS LINE(S)          | UG         |
|             | #3 DOWN GOODS LINE(S)        | DG         |
|             | #3 UP HOMEBUSH BAY FORK(S)   | UH         |
| SIGNAL      | DESTINATION                  | INDICATION |
| 309         | #3 TRANSFER ROAD(S)          | TR         |
|             | #3 DOWN HOMEBUSH BAY FORK(S) | DH         |

SECTION : FLEMINGTON TO LIDCOMBE

MAP SET : CENTRAL TO MACARTHUR

PAGE: 2 OF 3

UPDATED TO : 18 May 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 037 (FLEMINGTON)  
038 (LIDCOMBE)

## APPENDICES

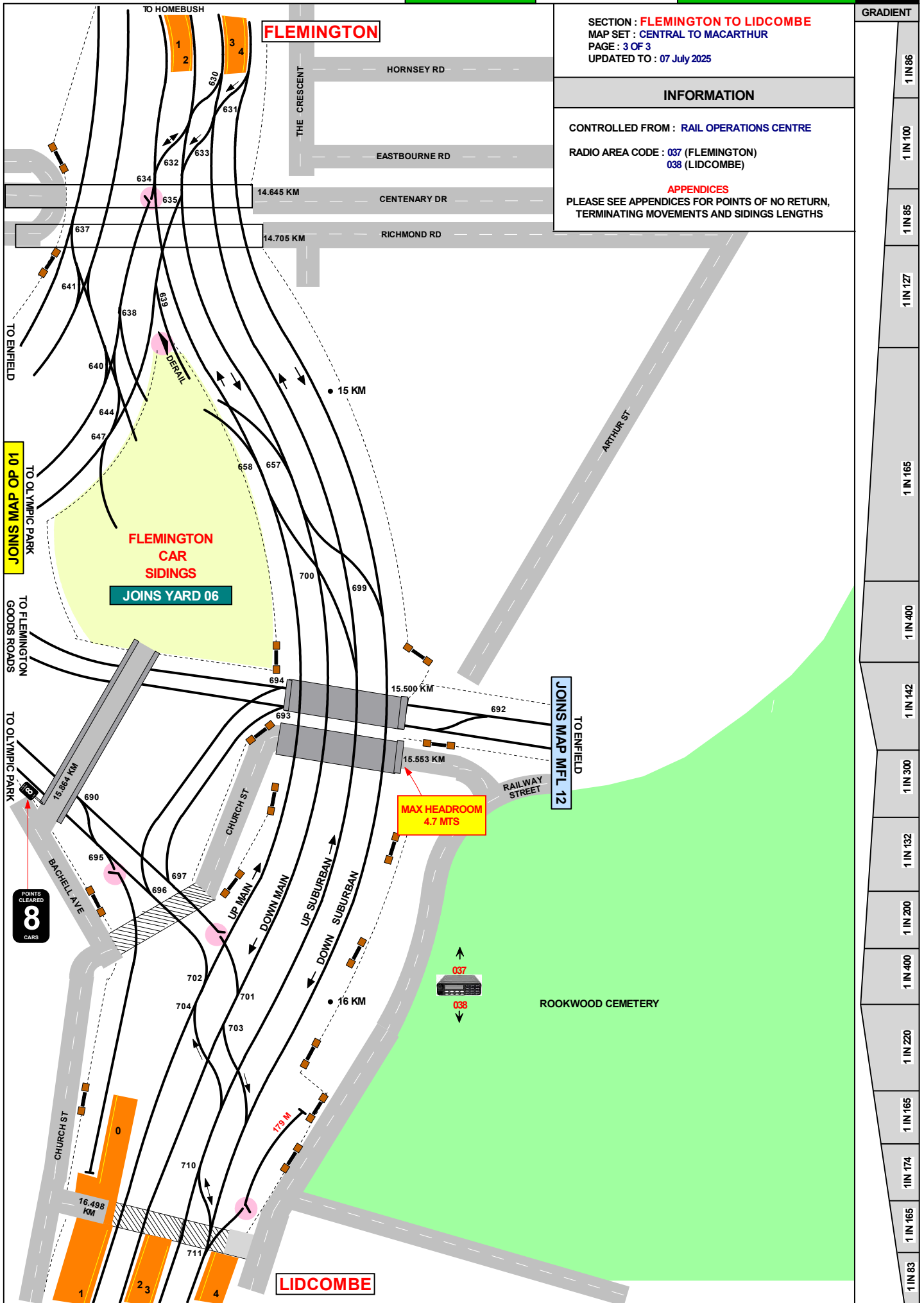
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
TERMINATING MOVEMENTS AND SIDINGS LENGTHSLENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4  
METERS )

| TITLE              | FROM           | TO         | METERS |
|--------------------|----------------|------------|--------|
| CEMETERY<br>SIDING | BUFFER<br>STOP | SIGNAL 409 | 179    |

#2 637 - 640 CROSSOVER BOOKED OUT OF USE

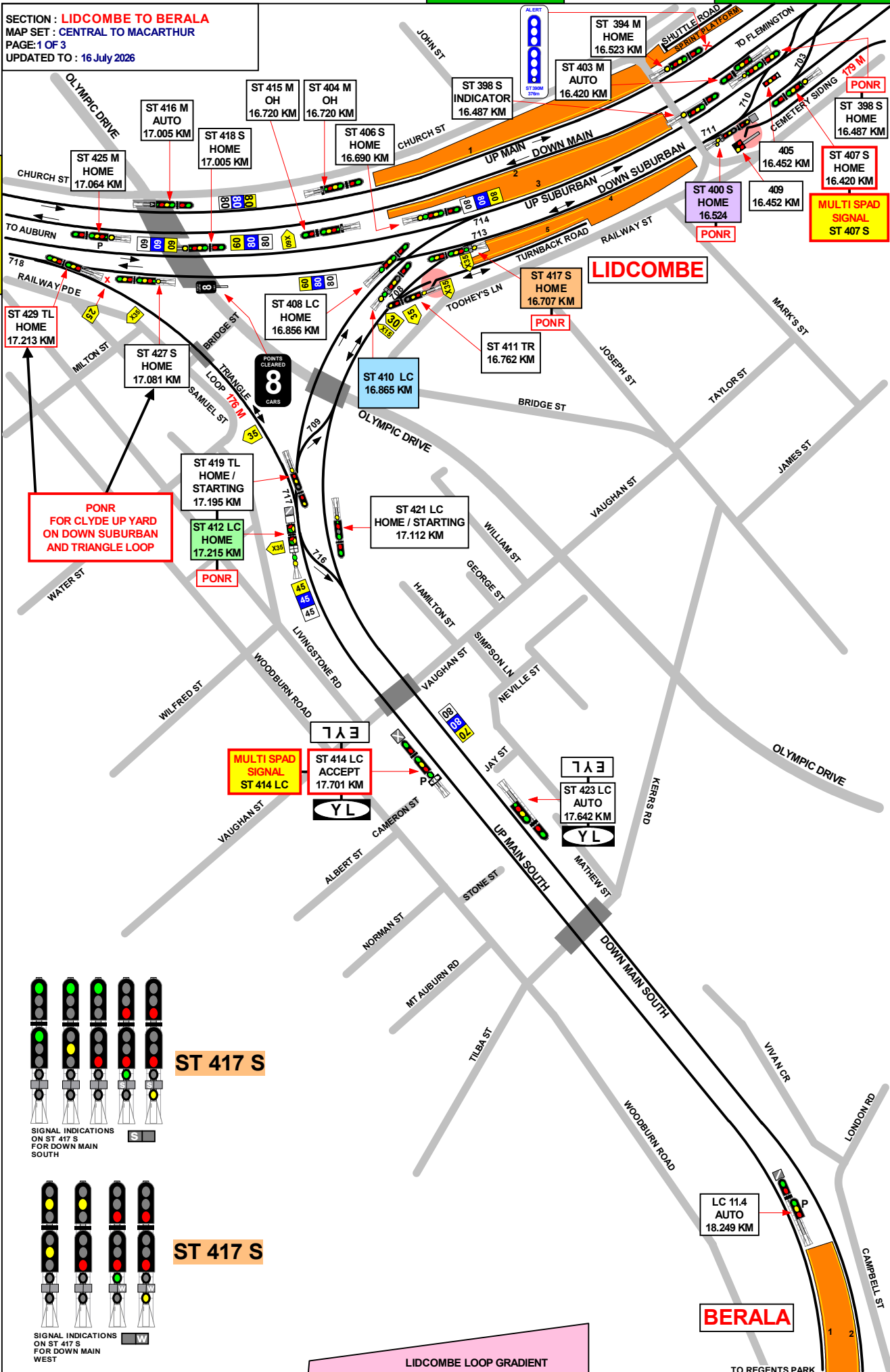
#3 ROUTE BOOKED OUT OF USE

#4 ROUTE UNAVAILABLE



SECTION : LIDCOMBE TO BERALLA  
 MAP SET : CENTRAL TO MACARTHUR  
 PAGE: 1 OF 3  
 UPDATED TO : 16 July 2026

| GRADIENT | LEVEL |
|----------|-------|
| 1 IN 220 |       |
| 1 IN 165 |       |
| 1 IN 174 |       |
| 1 IN 165 |       |
| 1 IN 83  |       |
|          |       |
| 1 IN 176 |       |
|          |       |
| 1 IN 230 |       |



**LIDCOMBE****TERMINATING TRAINS (UNDER NORMAL CONDITIONS)**

| FROM                 | TERMINATE AT   | THEN GO TO                                                                                                     |
|----------------------|----------------|----------------------------------------------------------------------------------------------------------------|
| DOWN SUBURBAN TRAINS | No. 4 PLATFORM | THE UP SUBURBAN LINE, THE UP MAIN LINE, THE CEMETERY SIDING OR SHUNT FORWARD AND THEN RETURN TO No. 3 PLATFORM |
| UP SUBURBAN TRAINS   | No. 3 PLATFORM | SHUNT FORWARD AND THEN RETURN TO THE DOWN SUBURBAN LINE                                                        |
| SHUTTLE ROAD TRAINS  | No. 0 PLATFORM | RETURN TO UP HOMEBUSH<br>WEST FORK OR THE DOWN HOMEBUSH WEST FORK                                              |

**BERALA****TERMINATING TRAINS (UNDER NORMAL CONDITIONS)**

| FROM           | TERMINATE AT   | THEN GO TO                                      |
|----------------|----------------|-------------------------------------------------|
| UP MAIN TRAINS | No. 1 PLATFORM | SHUNT TO LIDCOMBE LOOP THEN RETURN ON DOWN MAIN |

**LENGTHS OF ROADS**

(1 SUBURBAN CAR = APPROX 20.4 METRES )

| TITLE           | FROM        | TO         | METRES |
|-----------------|-------------|------------|--------|
| CEMETERY SIDING | BUFFER STOP | SIGNAL 409 | 179    |
| LIDCOMBE LOOP   | ST 429 GL   | ST 419 GL  | 176    |

**PONR****POINTS OF NO RETURN**

| SIGNAL No. | LOCATION                              | DESTINATIONS                                           |
|------------|---------------------------------------|--------------------------------------------------------|
| ST 398 S   | LIDCOMBE UP SUBURBAN                  | UP ENFIELD WEST FORK OR OLYMPIC PARK                   |
| ST 400 S   | LIDCOMBE SYDNEY END OF No. 4 PLATFORM | OLYMPIC PARK OR ENFIELD OR UP OR DOWN FLEMINGTON GOODS |
| ST 412 LC  | UP MAIN SOUTH                         | GOODS LOOP TO AUBURN VIA DOWN SUBURBAN OR DOWN MAIN    |
| ST 417 S   | LIDCOMBE DOWN SUBURBAN                | DOWN WEST SUBURBAN OR DOWN MAIN SOUTH                  |

| SIGNAL | DESTINATION                    | INDICATION |
|--------|--------------------------------|------------|
| 396    | WORKS SIDING (NO LONGER THERE) | WS         |
|        | UP MAIN                        | UM         |

| SIGNAL   | DESTINATION         | INDICATION |
|----------|---------------------|------------|
| ST 400 S | UP MAIN (M)         | M          |
|          | UP MAIN (S)         | -          |
|          | UP SUBURBAN (M)     | S          |
|          | UP SUBURBAN (S)     | -          |
|          | CEMETERY SIDING (S) | -          |

| SIGNAL    | DESTINATION           | INDICATION |
|-----------|-----------------------|------------|
| ST 410 LC | DOWN SUBURBAN (M)     | ---        |
|           | DOWN SUBURBAN (S)     | DS         |
|           | TURNBACK ROAD (M) Lsp | TR         |
|           | TURNBACK ROAD (S)     | TR         |

| SIGNAL    | DESTINATION           | INDICATION |
|-----------|-----------------------|------------|
| ST 412 LC | TRIANGLE LOOP (M) Lsp | L          |
|           | TRIANGLE LOOP (M)     | L          |
|           | TRIANGLE LOOP (S)     | L          |
|           | UP MAIN SOUTH (M) Lsp | UM         |
|           | UP MAIN SOUTH (M)     | -          |
|           | UP MAIN SOUTH (S)     | UM         |
|           | DOWN MAIN SOUTH (M)   | D          |
|           | DOWN MAIN SOUTH (S)   | DM         |

| SIGNAL   | DESTINATION         | INDICATION |
|----------|---------------------|------------|
| ST 417 S | DOWN MAIN SOUTH (M) | -          |
|          | DOWN MAIN SOUTH (S) | S          |
|          | DOWN SUBURBAN (M)   | -          |
|          | DOWN SUBURBAN (S)   | W          |

SECTION : **LIDCOMBE TO BERALA**MAP SET : **CENTRAL TO MACARTHUR**

PAGE: 2 OF 3

UPDATED TO : 16 February 2025

**INFORMATION**CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : 038 (LIDCOMBE)

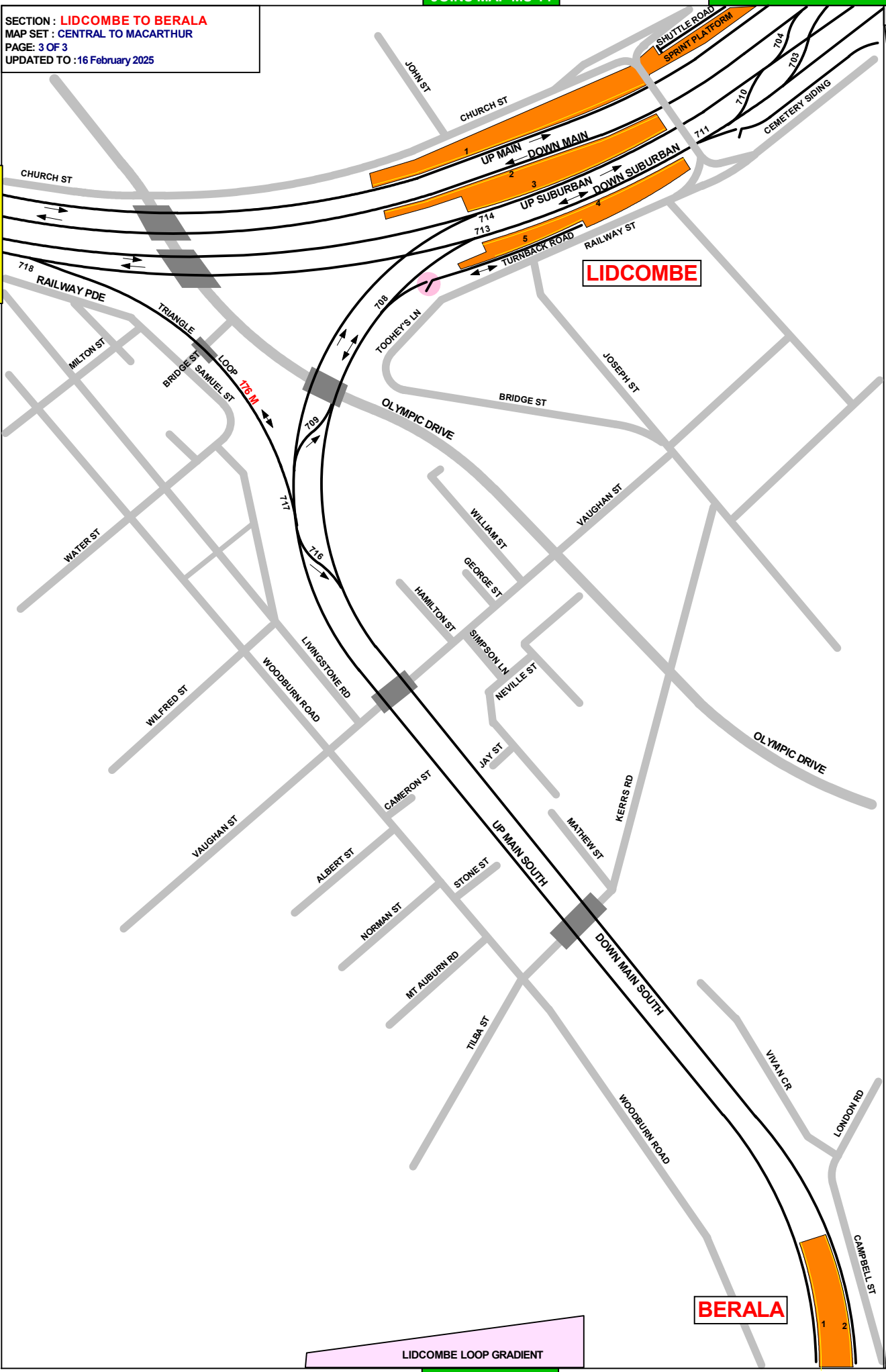
**SPECIAL POINTS OF INTEREST****LIDCOMBE****TONNEAGE SIGNALS**SIGNALS No. **ST 420 M** & **ST 422 S** ARE FITTED WITH A TONNEAGE WARNING PLATE.**STOWING TWO 4 CAR ELECTRIC TRAINS IN THE LIDCOMBE CEMETERY SIDING**THE FIRST 4 CAR TRAIN WILL BE ADMITTED INTO THE SIDING ON AUTHORITY OF SIGNAL **ST 400 S (C)**.

THE TRAIN MUST BE BROUGHT TO A STAND AT THE FIXED STOP LOCATED 5 METRES ON THE LIDCOMBE SIDE OF THE STOP BLOCK. THE DRIVER MUST THEN TRIP PAST AND PROCEED TO THE STOP BLOCK.

THE SIGNALLER OR CERTIFIED SAFEWORKING EMPLOYEE WILL THEN INSTRUCT THE GUARD TO PILOT THE SECOND FOUR CAR TRAIN INTO THE OCCUPIED SIDING WHEN THE No. **ST 400 S (C)** SHUNTING SIGNAL IS CLEARED FOR THE MOVEMENT.**NOTE :** IF A 6 CAR OR 8 CAR SET IS TO BE ADMITTED TO THE CEMETERY SIDING, THE DRIVER IS TO PROCEED UP TO THE FIXED TRAIN STOP WITHOUT TRIPPING PAST IT.

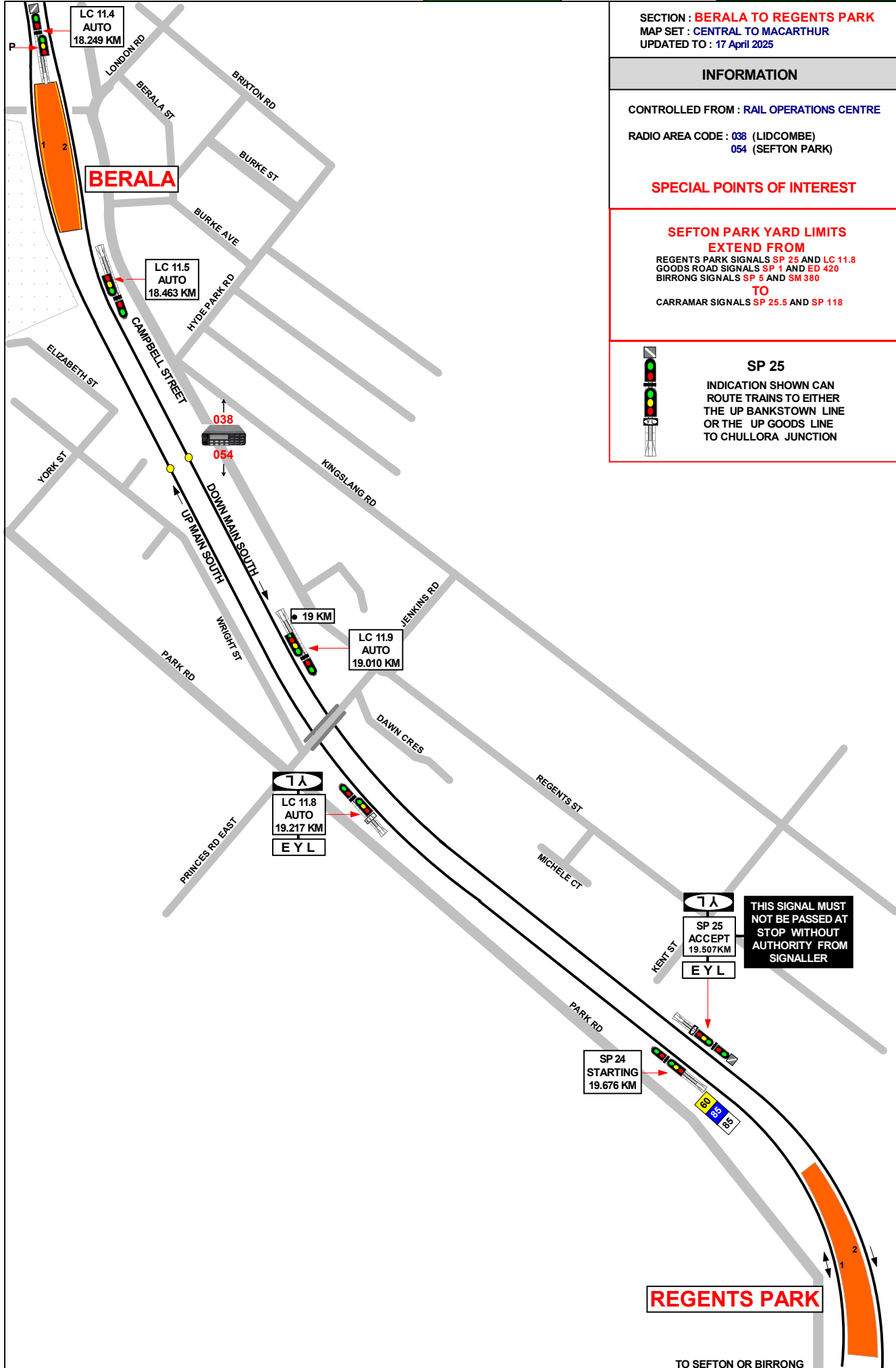
SECTION : **LIDCOMBE TO BERALA**  
 MAP SET : **CENTRAL TO MACARTHUR**  
 PAGE: 3 OF 3  
 UPDATED TO : 16 February 2025

JOINS MAP MW 01



| GRADIENT |  |
|----------|--|
| 1 IN 220 |  |
| 1 IN 165 |  |
| 1 IN 174 |  |
| 1 IN 165 |  |
| 1 IN 83  |  |
| LEVEL    |  |
| 1 IN 176 |  |
| 1 IN 230 |  |

TO LIDCOMBE



SECTION : **BERALA TO REGENTS PARK**  
 MAP SET : **CENTRAL TO MACARTHUR**  
 UPDATED TO : 17 April 2025

### INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **038** (LIDCOMBE)  
**054** (SEFTON PARK)

### SPECIAL POINTS OF INTEREST

#### SEFTON PARK YARD LIMITS EXTEND FROM

REGENTS PARK SIGNALS **SP 25** AND **LC 11.8**  
 GOODS ROAD SIGNALS **SP 1** AND **ED 420**  
 BIRRONG SIGNALS **SP 5** AND **SM 380**  
**TO**  
 CARRAMAR SIGNALS **SP 25.5** AND **SP 118**



#### SP 25

INDICATION SHOWN CAN  
 ROUTE TRAINS TO EITHER  
 THE UP BANKSTOWN LINE  
 OR THE UP GOODS LINE  
 TO CHULLORA JUNCTION

GRADIENT

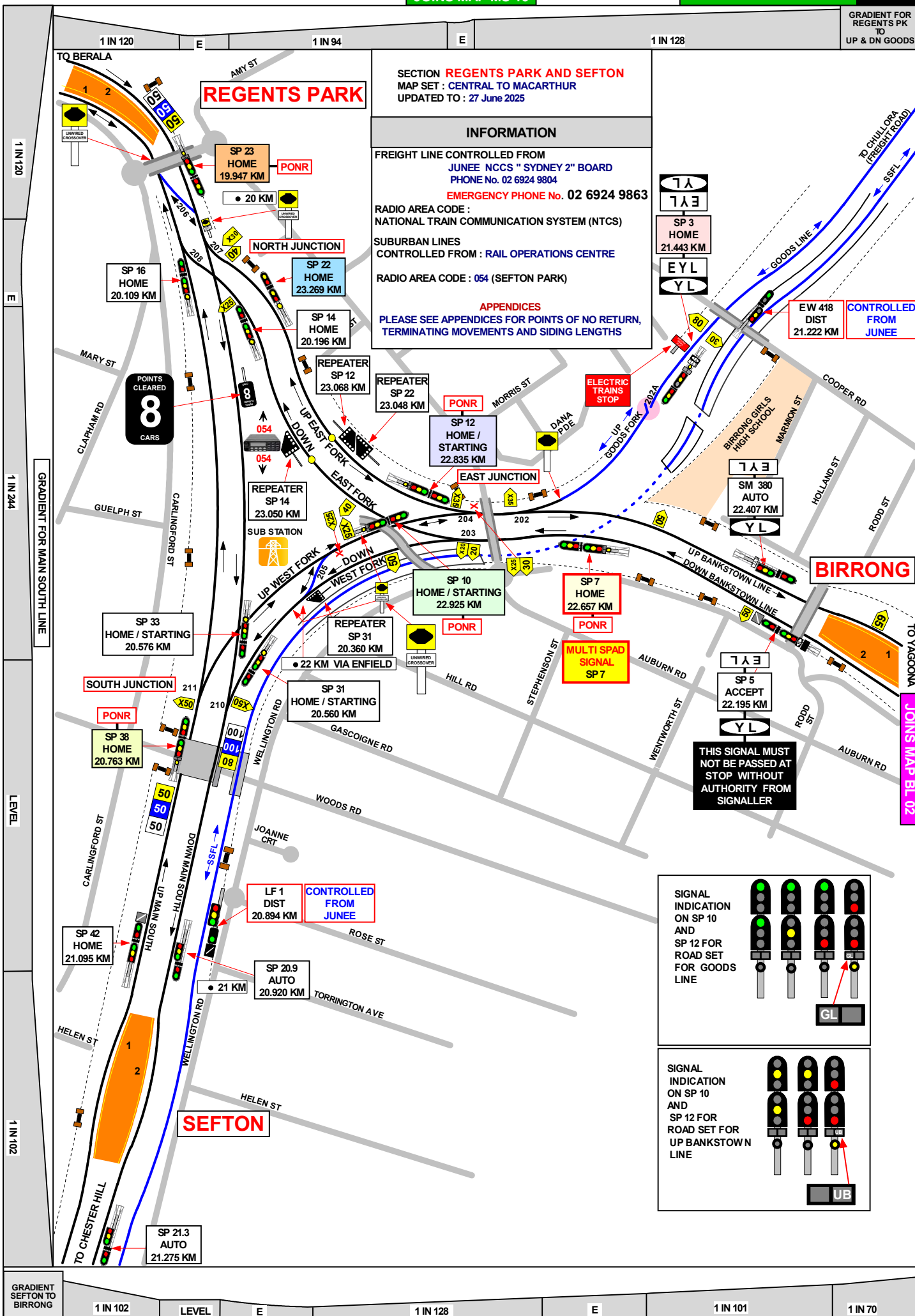
1 IN 230

LEVEL

1 IN 80

LEVEL

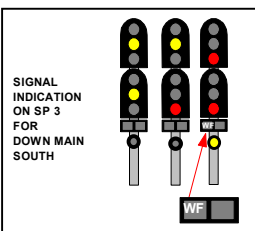
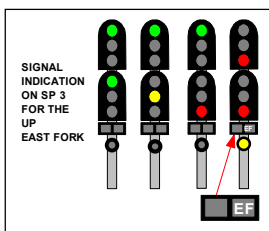
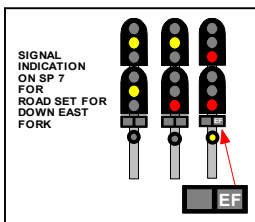
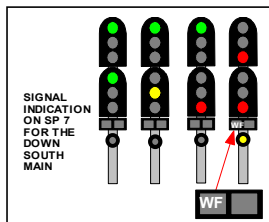
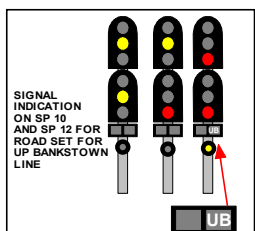
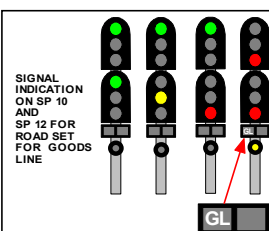
1 IN 120

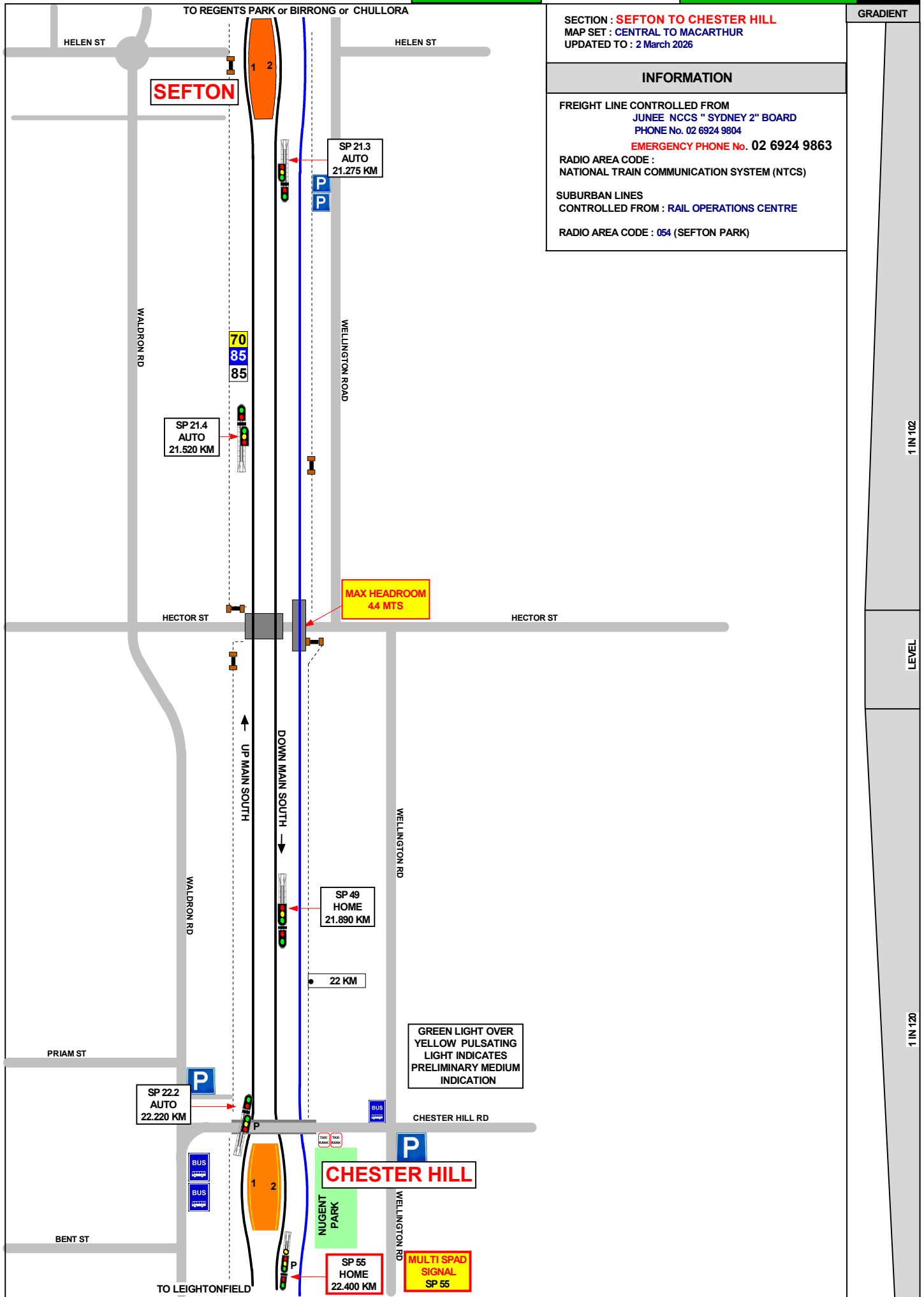
GRADIENT FOR  
REGENTS PK  
TO  
UP & DN GOODS

| SIGNAL | DESTINATION        | INDICATION |
|--------|--------------------|------------|
| SP 3   | DOWN WEST FORK(M)  | -          |
|        | DOWN WEST FORK (S) | W F        |
|        | UP EAST FORK (M)   | -          |
|        | UP EAST FORK (S)   | EF         |
| SIGNAL | DESTINATION        | INDICATION |
| SP 7   | DOWN WEST FORK(M)  | -          |
|        | DOWN WEST FORK (S) | W F        |
|        | DOWN EAST FORK (M) | -          |
|        | DOWN EAST FORK (S) | EF         |
| SIGNAL | DESTINATION        | INDICATION |
| SP 10  | UP GOODS (M)       | -          |
|        | UP GOODS (S)       | UG         |
|        | UP BANKSTOWN (M)   | -          |
|        | UP BANKSTOWN(S)    | U B        |
| SIGNAL | DESTINATION        | INDICATION |
| SP 12  | UP GOODS (M)       | -          |
|        | UP GOODS (S)       | UG         |
|        | UP BANKSTOWN (M)   | -          |
|        | UP BANKSTOWN(S)    | U B        |
| SIGNAL | DESTINATION        | INDICATION |
| SP 22  | UP MAIN (M)        | -          |
|        | UP MAIN (S)        | -          |
| SIGNAL | DESTINATION        | INDICATION |
| SP 23  | UP EAST FORK (M)   | -          |
|        | UP EAST FORK (S)   | EF         |
|        | DOWN MAIN (M)      | -          |
|        | DOWN MAIN (S)      | DM         |
| SIGNAL | DESTINATION        | INDICATION |
| SP 38  | UP MAIN (M)        | -          |
|        | UP MAIN (S)        | UM         |
|        | UP WEST FORK (M)   | -          |
|        | UP WESTFORK (S)    | WF         |

SECTION : **BIRRONG TO REGENTS PARK AND SEFTON**MAP SET : SYDENHAM TO REGENTS PARK  
UPDATED TO : 27 June 2025**INFORMATION**FREIGHT LINE CONTROLLED FROM  
JUNEE NCCS " SYDNEY 2" BOARD  
PHONE No. 02 6924 9804  
**EMERGENCY PHONE No. 02 6924 9863**RADIO AREA CODE :  
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)SUBURBAN LINES  
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

**APPENDICES**  
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,  
TERMINATING MOVEMENTS AND SIDING LENGTHS**SEFTON PARK YARD LIMITS  
EXTEND FROM**REGENTS PARK SIGNALS SP 25 AND LC 11.8  
GOODS ROAD SIGNALS SP 1 AND ED 420  
BIRRONG SIGNALS SP 5 AND SM 380  
**TO**  
CARRAMAR SIGNALS SP 25.5 AND SP 118**SP 5**INDICATION SHOW N ROUTES  
TRAINS TO THE UP SOUTH MAIN  
VIA THE DOWN EAST FORK AND  
REGENTS PARK**BIRRONG****SP 25**INDICATION SHOW N CAN  
ROUTE TRAINS TO EITHER  
THE UP BANKSTOWN LINE  
OR THE UP GOODS LINE  
TO CHULLORA JUNCTION**REGENTS PARK****SP 42**INDICATION SHOW N CAN  
ROUTE TRAINS TO EITHER  
THE UP BANKSTOWN LINE  
OR THE UP GOODS LINE  
TO CHULLORA JUNCTION**SEFTON****SP 3****SP 7****SP 10  
&  
SP 12**



SECTION : **CHESTER HILL TO VILLAWOOD**  
 MAP SET : **CENTRAL TO MACARTHUR**  
 UPDATED TO : 2 March 2026

## INFORMATION

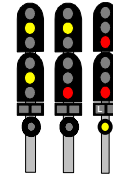
FREIGHT LINE CONTROLLED FROM  
 JUNEE NCCS " SYDNEY 3" BOARD  
 PHONE No. 02 6924 9803  
**EMERGENCY PHONE No. 02 6924 9863**

RADIO AREA CODE :  
 NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

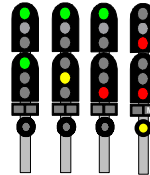
SYDNEY TRAINS LINES  
 CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **054** (SEFTON PARK)

## VIA LOOP



## VIA MAIN

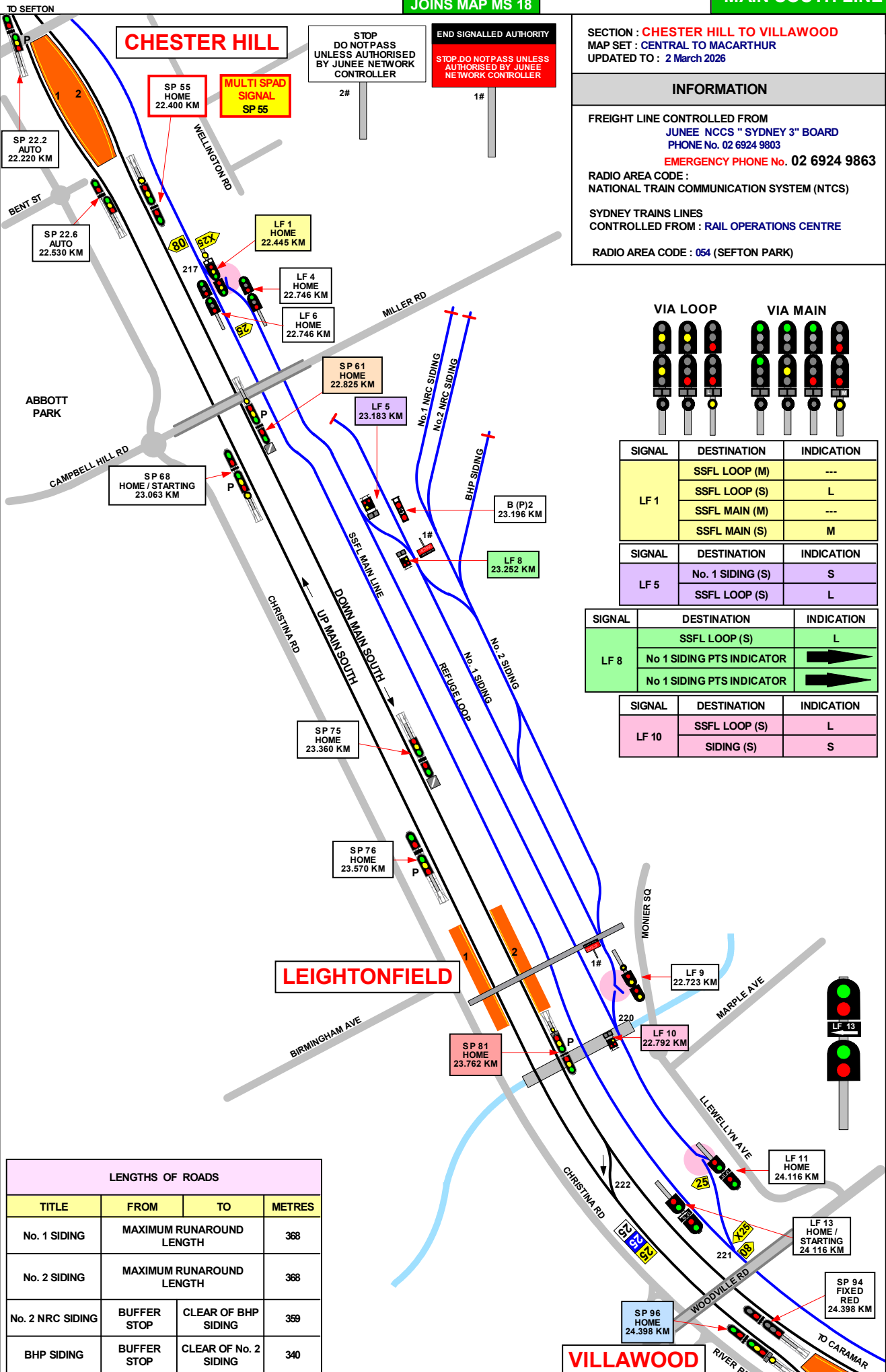


| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| LF 1   | SSFL LOOP (M) | ---        |
|        | SSFL LOOP (S) | L          |
|        | SSFL MAIN (M) | ---        |
|        | SSFL MAIN (S) | M          |

| SIGNAL | DESTINATION      | INDICATION |
|--------|------------------|------------|
| LF 5   | No. 1 SIDING (S) | S          |
|        | SSFL LOOP (S)    | L          |

| SIGNAL | DESTINATION               | INDICATION |
|--------|---------------------------|------------|
| LF 8   | SSFL LOOP (S)             | L          |
|        | No 1 SIDING PTS INDICATOR | →          |
|        | No 1 SIDING PTS INDICATOR | →          |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| LF 10  | SSFL LOOP (S) | L          |
|        | SIDING (S)    | S          |



## LENGTHS OF ROADS

| TITLE            | FROM                     | TO                    | METRES |
|------------------|--------------------------|-----------------------|--------|
| No. 1 SIDING     | MAXIMUM RUNAROUND LENGTH |                       | 368    |
| No. 2 SIDING     | MAXIMUM RUNAROUND LENGTH |                       | 368    |
| No. 2 NRC SIDING | BUFFER STOP              | CLEAR OF BHP SIDING   | 359    |
| BHP SIDING       | BUFFER STOP              | CLEAR OF No. 2 SIDING | 340    |

| SIGNAL | DESTINATION           | INDICATION |
|--------|-----------------------|------------|
| SP 70  | REFUGE LOOP(S)        | RL         |
|        | No.1 SIDING (IND)(P)1 | →          |
|        | No.1 SIDING (IND)(P)2 | →          |
| SIGNAL | DESTINATION           | INDICATION |
| SP 81  | DOWN MAIN (M)         | -          |
|        | DOWN MAIN (S)         | DM         |
|        | UP MAIN (M)           | -          |
|        | UP MAIN (S)           | UM         |
| SIGNAL | DESTINATION           | INDICATION |
| SP 96  | UP MAIN(M)            | -          |
|        | UP MAIN (S)           | UM         |

| LENGTHS OF ROADS<br>(1 SUBURBAN CAR = APPROX 20.4 METRES ) |                          |                             |             |
|------------------------------------------------------------|--------------------------|-----------------------------|-------------|
| TITLE                                                      | FROM                     | TO                          | METRES      |
| No. 1 SIDING                                               | MAXIMUM RUNAROUND LENGTH |                             | 368         |
| No. 2 SIDING                                               | MAXIMUM RUNAROUND LENGTH |                             | 368         |
| STORAGE SIDING                                             | BUFFER STOP              | CLEAR OF MILLER ROAD SIDING | 80          |
| MILLER ROAD SIDING                                         | BUFFER STOP              | CLEAR OF STORAGE SIDING     | 275         |
| No. 1 NRC SIDING                                           | BUFFER STOP              | CLEAR OF No. 2 NRC SIDING   | 359         |
| No. 2 NRC SIDING                                           | BUFFER STOP              | CLEAR OF No. 1 NRC SIDING   | 359         |
| BHP SIDING                                                 | BUFFER STOP              | CLEAR OF No. 2 SIDING       | 340 APPROX. |

### SEFTON PARK YARD LIMITS EXT END FROM

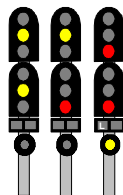
REGENTS PARK SIGNALS **SP 25** AND **LC 11.8**  
GOODS ROAD SIGNALS **SP 1** AND **ED 420**  
BIRROG SIGNALS **SP 5** AND **SM 380**  
**TO**  
CARRAMAR SIGNALS **SP 25.5** AND **SP 118**



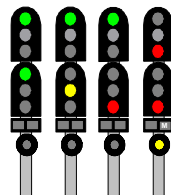
### SP 61

INDICATION SHOWN ROUTE TRAINS  
TO VILLAWOOD STATION No. 1  
PLATFORM FOR EITHER  
TERMINATION OR PASSING TRAINS

### VIA LOOP

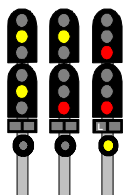


### VIA MAIN

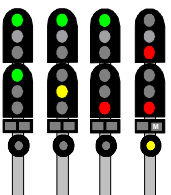


| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| LF 1   | SSFL LOOP (M) | ---        |
|        | SSFL LOOP (S) | L          |
|        | SSFL MAIN (M) | ---        |
|        | SSFL MAIN (S) | M          |
| SIGNAL | DESTINATION   | INDICATION |
| LF 5   | SSFL LOOP (S) | L          |
|        | SIDING (S)    | S          |
| SIGNAL | DESTINATION   | INDICATION |
| LF 8   | SIDING (S)    | S          |
|        | SSFL LOOP (S) | L          |
| SIGNAL | DESTINATION   | INDICATION |
| LF 10  | SSFL LOOP (S) | L          |
|        | SIDING (S)    | S          |

### VIA LOOP



### VIA MAIN



| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| LF 12  | SSFL MAIN (M) | ---        |
|        | SSFLMAIN (S)  | M          |
|        | SSFL LOOP (M) | ---        |
|        | SSFL LOOP (S) | L          |

SECTION : **CHESTER HILL TO VILLAWOOD**  
MAP SET : **CENTRAL TO MACARTHUR**  
UPDATED TO : **2 March 2026**

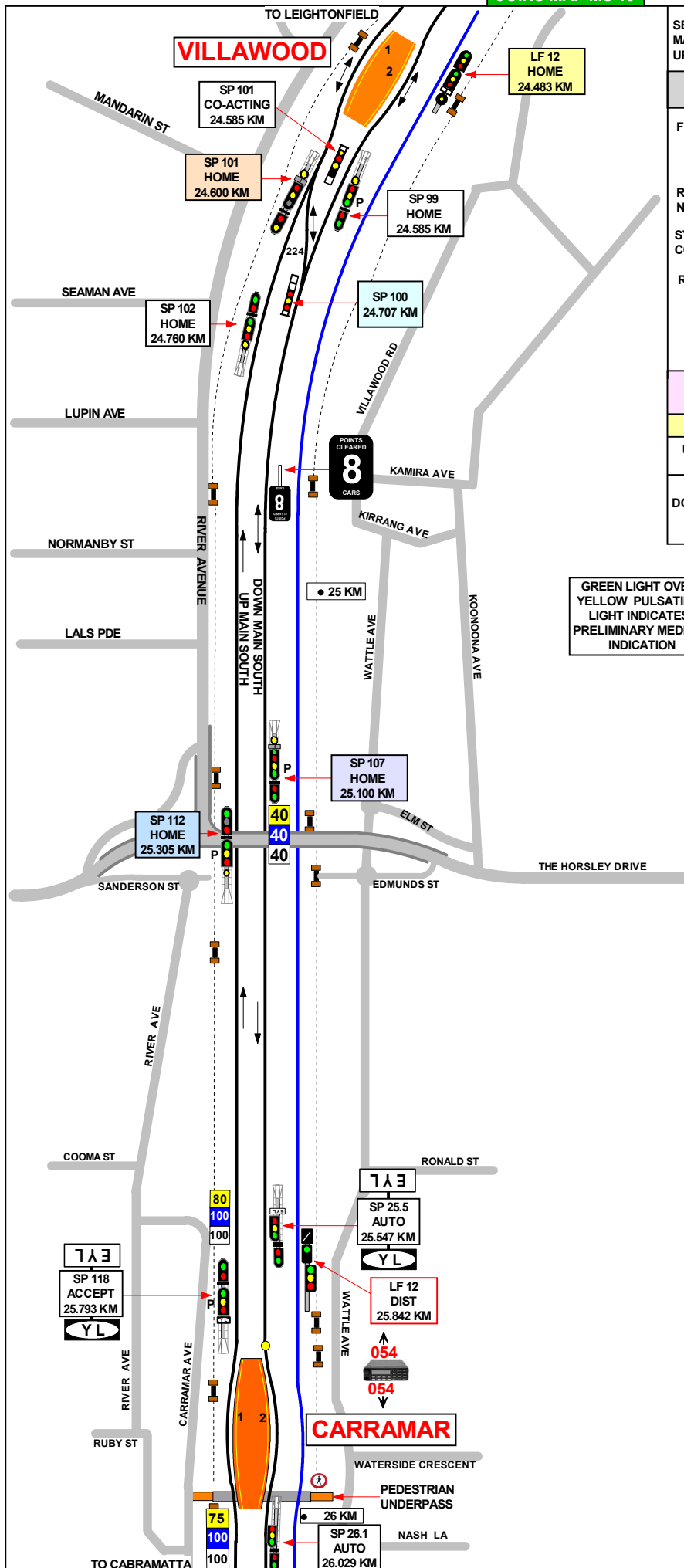
### INFORMATION

FREIGHT LINE CONTROLLED FROM  
JUNEE NCCS " SYDNEY 3" BOARD  
PHONE No. 02 6924 9803  
**EMERGENCY PHONE No. 02 6924 9863**  
RADIO AREA CODE :  
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)  
SYDNEY TRAINS LINES  
CONTROLLED FROM : **RAIL OPERATIONS CENTRE**  
RADIO AREA CODE : **054** (SEFTON PARK)

### VILLAWOOD

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM             | TERMINATE AT   | THEN GO TO                                                                                       |
|------------------|----------------|--------------------------------------------------------------------------------------------------|
| UP MAIN TRAINS   | No. 1 PLATFORM | CHANGE ENDS RETURN TO DOWN MAIN VIA 224 POINTS                                                   |
| DOWN MAIN TRAINS | No. 2 PLATFORM | SHUNT FORWARDS ON DOWN MAIN EIGHT CARS PASS <b>SP 100</b> RETURN VIA 224 POINTS TO No.1 PLATFORM |
| DOWN MAIN TRAINS | No.1. PLATFORM | RETURN IN THE UP DIRECTION                                                                       |



SECTION : VILLAWOOD TO CARRAMAR

MAP SET : CENTRAL TO MACARTHUR

UPDATED TO : 2 March 2026

## INFORMATION

**FREIGHT LINE CONTROLLED FROM**

JUNEE NCCS " SYDNEY 3" BOARD

**PHONE No. 02 6924 9803**

**EMERGENCY PHONE No. 02 6924 9863**

RADIO AREA CODE :

**NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)**

## SYDNEY TRAINS LINES

**CONTROLLED FROM : RAIL OPERATIONS CENTRE**

**RADIO AREA CODE : 054 (SEFTON PARK)**

## SPECIAL POINTS OF INTEREST

**VILLAWOOD**

## VILLAWOOD

### TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM             | TERMINATE AT   | THEN GO TO                                                                     |
|------------------|----------------|--------------------------------------------------------------------------------|
| UP MAIN TRAINS   | No. 1 PLATFORM | CHANGE ENDS RETURN TO DOWN MAIN VIA 224 POINTS                                 |
| DOWN MAIN TRAINS | No. 2 PLATFORM | SHUNT FORWARD ON DOWN MAIN EIGHT CARS<br>PASS SP 100 RETURN VIA 224 TO UP MAIN |

## SEFTON PARK YARD LIMITS

## EXT END FROM

**REGENTS PARK SIGNALS SP 25 AND LC 11.8**

**GOODS ROAD SIGNALS SP 1 AND ED 42**

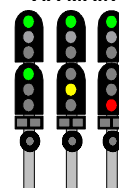
BIRRONG SIGNALS SP 5 AND SM 380

TO

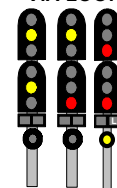
## CARRAMAR SIGNALS SP 25.5 AND SP 118

|        |              |            |
|--------|--------------|------------|
| SIGNAL | DESTINATION  | INDICATION |
| SP 107 | DOWN MAIN(M) | -          |
|        | DOWN MAIN(S) | DM         |
| SIGNAL | DESTINATION  | INDICATION |
| SP 100 | UP MAIN(S)   | UM         |
|        | DOWN MAIN(S) | DM         |
| SIGNAL | DESTINATION  | INDICATION |
| SP 101 | DOWN MAIN(M) | -          |
|        | DOWN MAIN(S) | DM         |

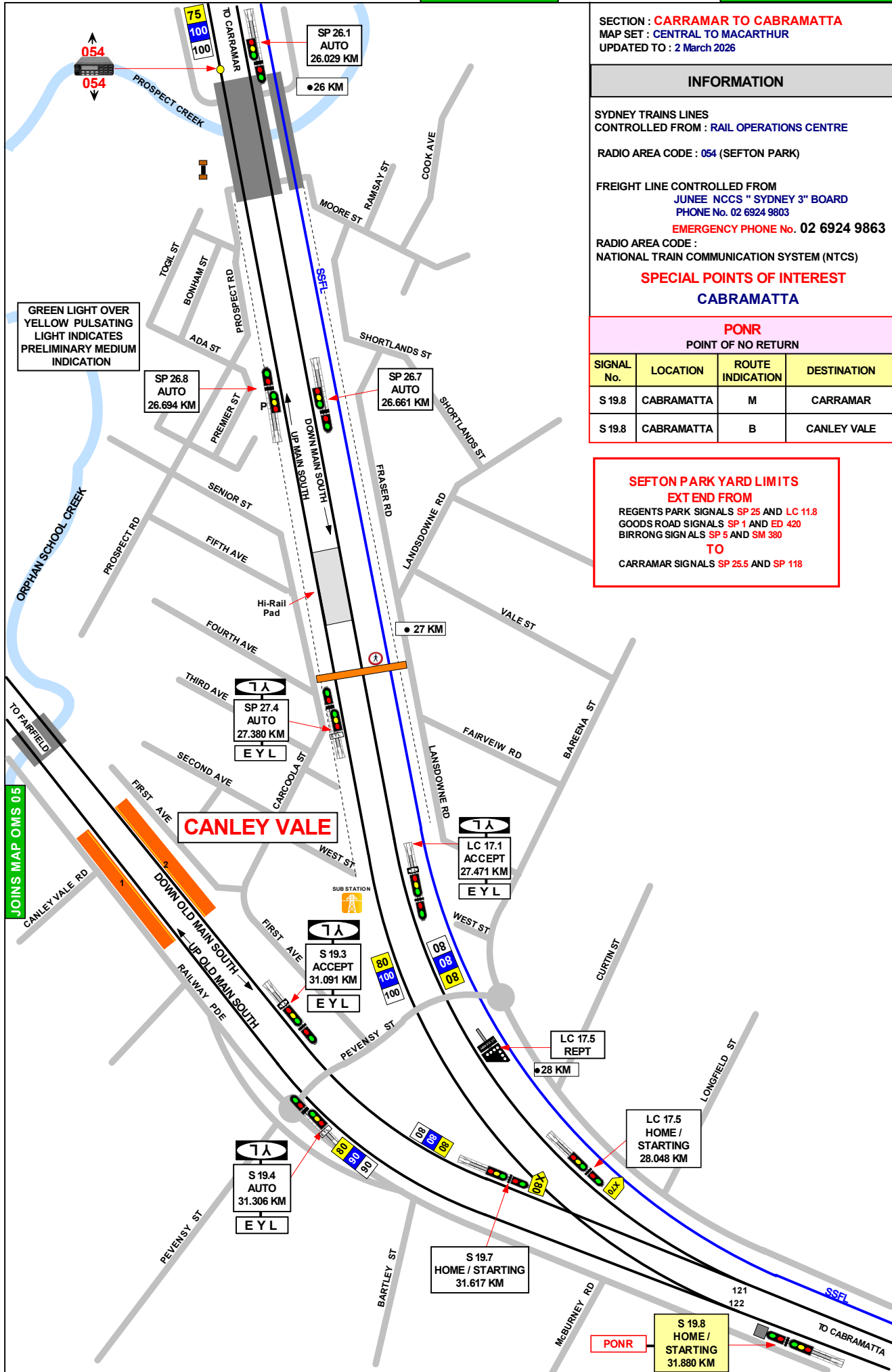
## VIA MAIN



**VIA LOOP**



| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| LF 12  | SSFL MAIN(M)  | ---        |
|        | SSFL MAIN (S) | M          |
|        | SSFL LOOP (M) | ---        |
|        | SSFLLOOP (S)  | L          |



GRADIENT

1 IN 100

LEVEL

1 IN 220

LEVEL

1 IN 508

1 IN 100

LEVEL

SECTION : CABRAMATTA TO WARWICK FARM  
 MAP SET : CENTRAL TO MACARTHUR  
 UPDATED TO : 22 April 2024

## INFORMATION

SYDNEY TRAINS LINES  
 CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

FREIGHT LINE CONTROLLED FROM  
 JUNECC NCCS " SYDNEY 3" BOARD  
 PHONE No. 02 6924 9803  
**EMERGENCY PHONE No. 02 6924 9863**

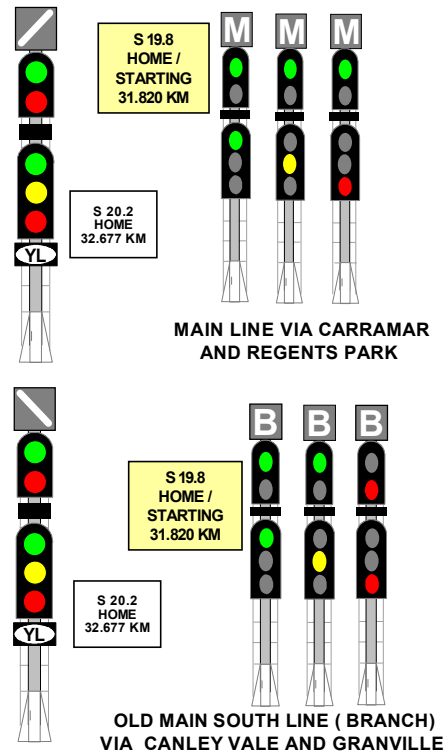
RADIO AREA CODE :  
 NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

## PONR

## POINTS OF NO RETURN

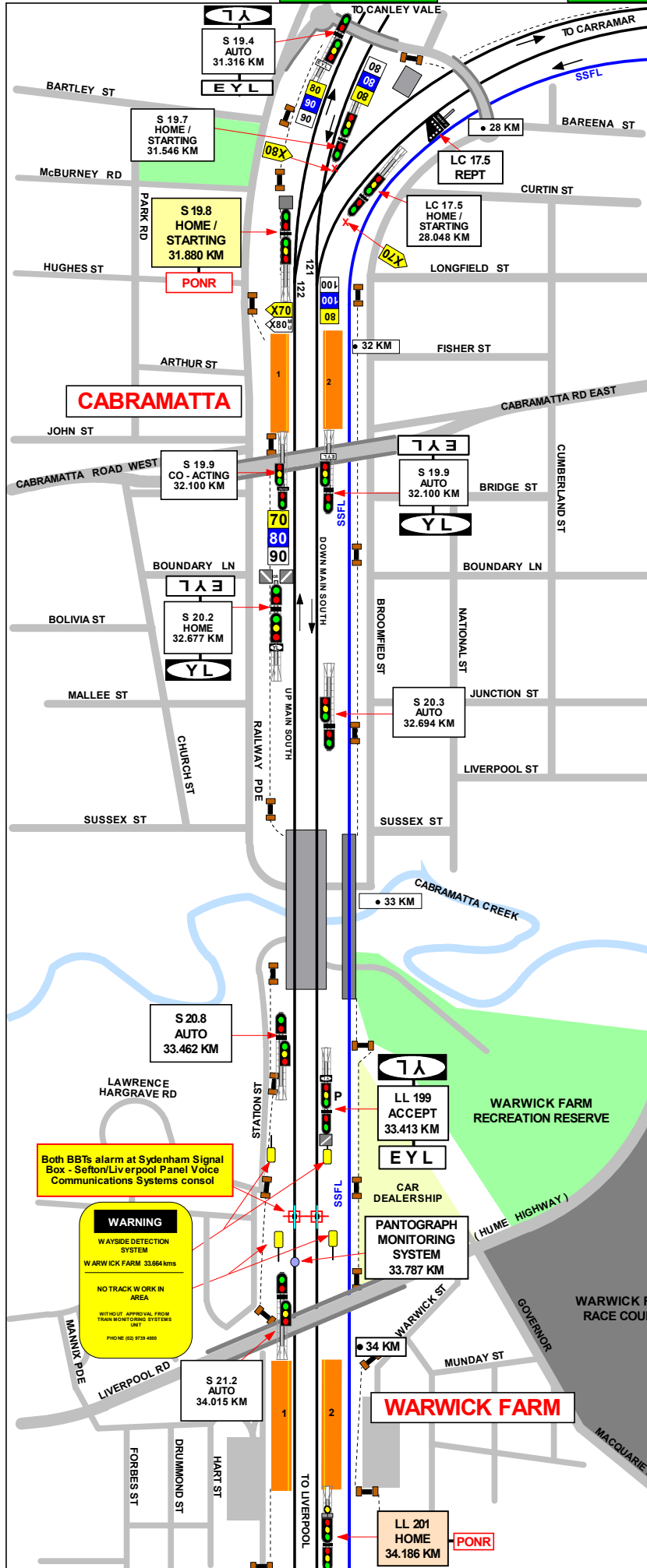
| SIGNAL No. | LOCATION     | DESTINATIONS                                                                             |
|------------|--------------|------------------------------------------------------------------------------------------|
| S 19.8     | CABRAMATTA   | UP MAIN SOUTH LINE<br>(REGENTS PARK)<br>OR<br>OLD UP MAIN SOUTH LINE<br>(GRANVILLE LINE) |
| LL 201     | WARWICK FARM | DOWN MAIN SOUTH LINE<br>OR<br>TRANSIT ROAD<br>(LIVERPOOL PLATFORMS<br>1, 2 OR 3)         |

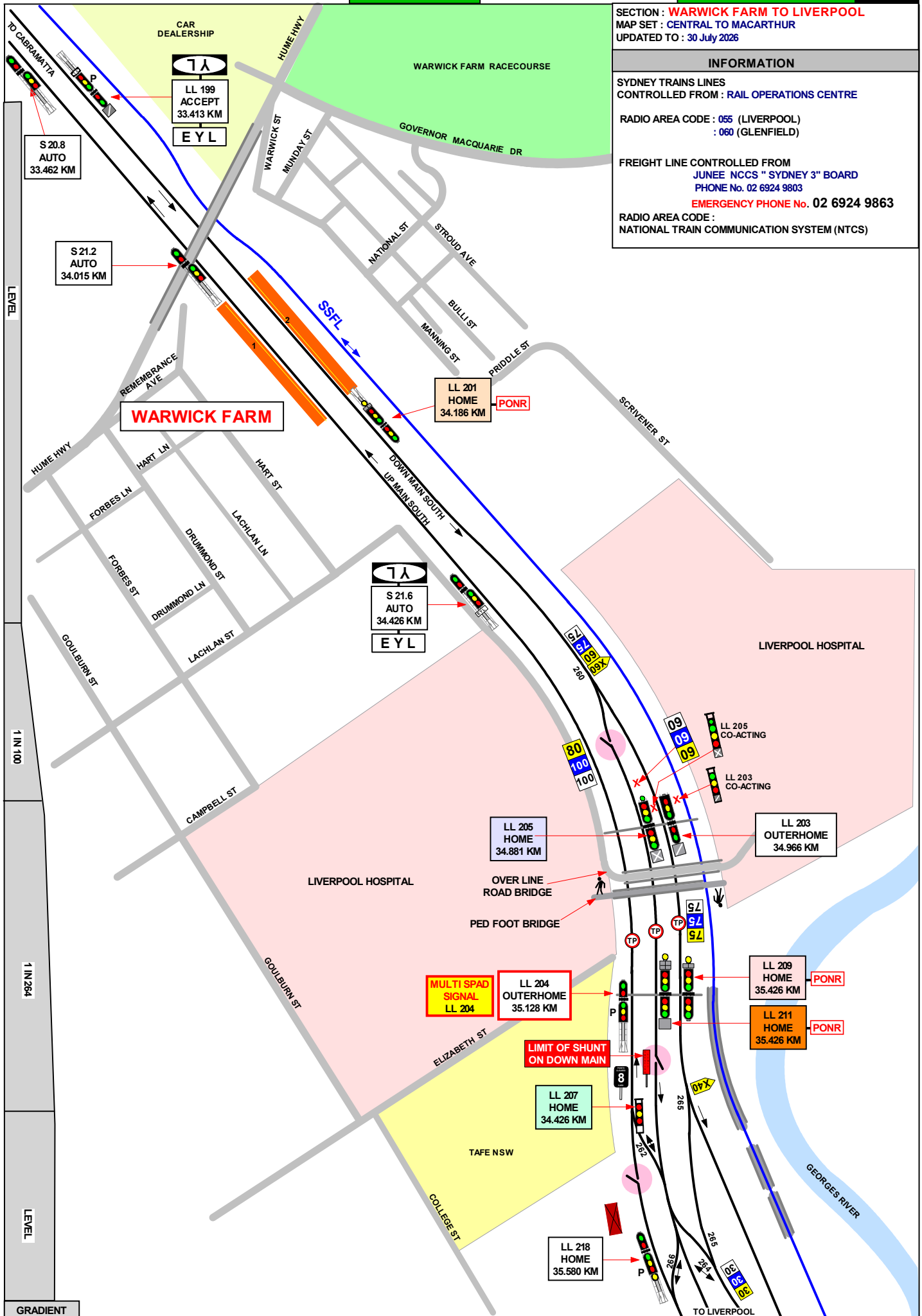
## SIGNAL ROUTE INDICATIONS



| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| S 19.8 | UP BRANCH   | B          |
|        | UP MAIN     | M          |

| SIGNAL | DESTINATION      | INDICATION |
|--------|------------------|------------|
| LL 201 | DOWN MAIN (M)    | --         |
|        | DOWN MAIN (S)    | DM         |
|        | TRANSIT ROAD (M) | ---        |
|        | TRANSIT ROAD (S) | TR         |





SECTION : **WARWICK FARM TO LIVERPOOL**MAP SET : **CENTRAL TO MACARTHUR**

UPDATED TO : 30 July 2026

## INFORMATION

SYDNEY TRAINS LINES

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**RADIO AREA CODE : **055 (LIVERPOOL)**  
: **060 (GLENFIELD)**

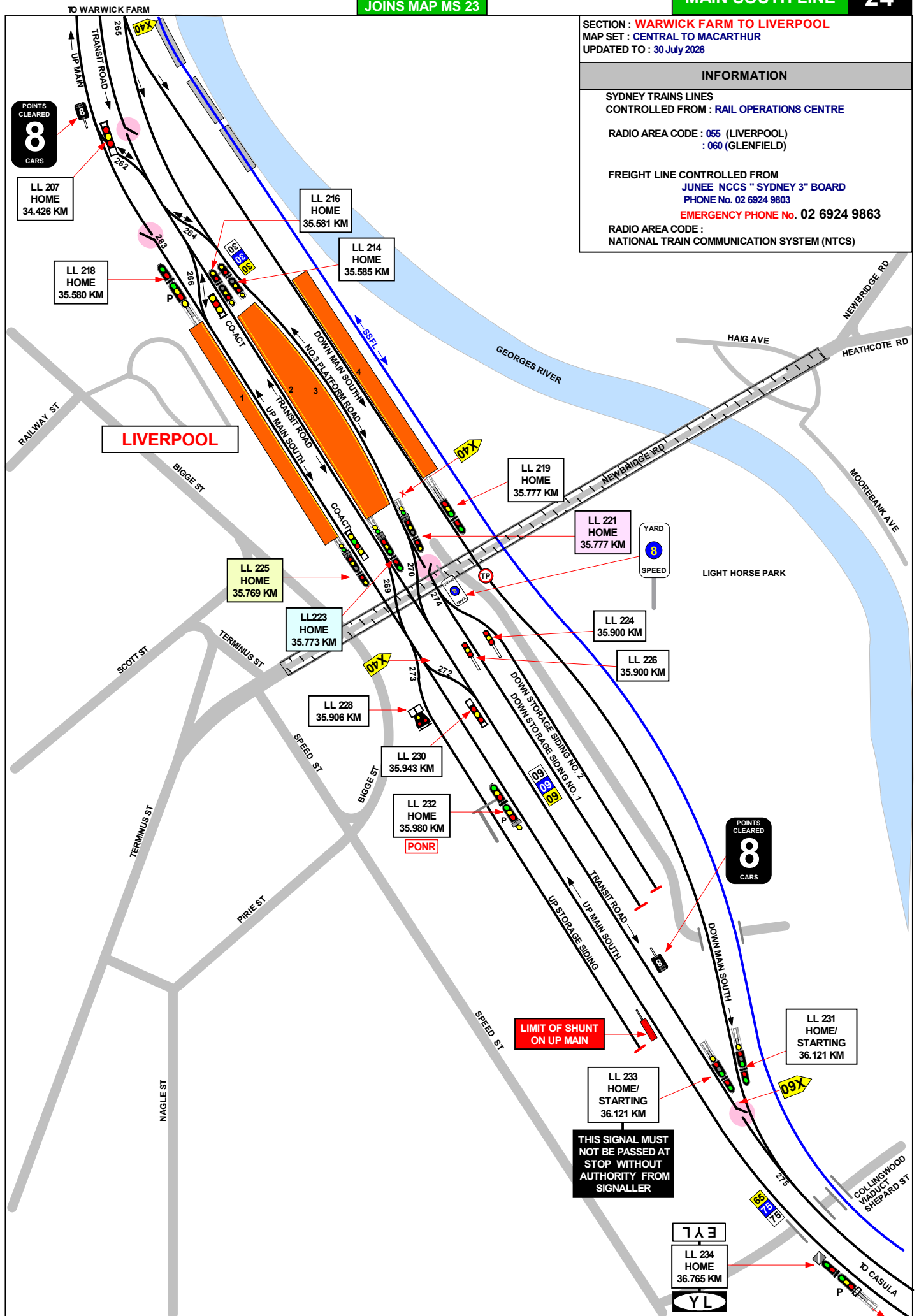
FREIGHT LINE CONTROLLED FROM

**JUNEE NCCS "SYDNEY 3" BOARD**

PHONE No. 02 6924 9803

**EMERGENCY PHONE No. 02 6924 9863**

RADIO AREA CODE :

**NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)**

| SIGNAL | DESTINATION      | INDICATION |
|--------|------------------|------------|
| LL 201 | DOWN MAIN (M)    | --         |
|        | DOWN MAIN (S)    | DM         |
|        | TRANSIT ROAD (M) | ---        |
|        | TRANSIT ROAD (S) | TR         |

| SIGNAL | DESTINATION                 | INDICATION |
|--------|-----------------------------|------------|
| LL 205 | DN STORAGE SIDING NO. 2 (S) | S2         |
|        | DN STORAGE SIDING NO. 1 (S) | S1         |
|        | TRANSIT ROAD (M)            | ---        |
|        | TRANSIT ROAD (M) Lsp        | TR         |
|        | TRANSIT ROAD (S)            | TR         |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| LL 207 | PLATFORM 3 (S) | 3          |
|        | PLATFORM 2 (S) | 2          |
|        | PLATFORM 1 (S) | 1          |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| LL 209 | PLATFORM 4 (M) | --         |
|        | PLATFORM 4 (S) | P4         |
|        | PLATFORM 3 (M) | ---        |
|        | PLATFORM 3 (S) | P3         |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| LL 211 | PLATFORM 3 (M) | 3          |
|        | PLATFORM 3 (S) | P3         |
|        | PLATFORM 2 (M) |            |
|        | PLATFORM 2 (S) | P2         |
|        | PLATFORM 1 (M) | 1          |
|        | PLATFORM 1 (S) | P1         |

| SIGNAL | DESTINATION           | INDICATION | CO-ACTING |
|--------|-----------------------|------------|-----------|
| LL 225 | TRANSIT ROAD (M)      | --         |           |
|        | TRANSIT ROAD (M)Lsp   | TR         | T         |
|        | TRANSIT ROAD (S)      | TR         | T         |
|        | UP MAIN (S)           | UM         | U         |
|        | UP STORAGE SIDING (S) | US         | S         |

| SIGNAL | DESTINATION                 | INDICATION |
|--------|-----------------------------|------------|
| LL 221 | DN STORAGE SIDING NO. 2 (S) | S2         |
|        | DN STORAGE SIDING NO. 1 (S) | S1         |
|        | TRANSIT ROAD (M)            | ---        |
|        | TRANSIT ROAD (M) Lsp        | TR         |
|        | TRANSIT ROAD (S)            | TR         |

| SIGNAL | DESTINATION           | INDICATION |
|--------|-----------------------|------------|
| LL 223 | TRANSIT ROAD (M)      | ---        |
|        | TRANSIT ROAD (M) Lsp  | TR         |
|        | TRANSIT ROAD (S)      | TR         |
|        | UP MAIN (S)           | UM         |
|        | UP STORAGE SIDING (S) | US         |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| LL 228 | PLATFORM 1 (S) | P1         |
|        | PLATFORM 2 (S) | P2         |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| LL 230 | PLATFORM 1 (S) | 1          |
|        | PLATFORM 2 (S) | 2          |
|        | PLATFORM 3 (S) | 3          |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| LL 232 | PLATFORM 1 (M) | --         |
|        | PLATFORM 1 (S) | P1         |
|        | PLATFORM 2 (M) | ---        |
|        | PLATFORM 2 (S) | P2         |

SECTION : **WARWICK FARM TO LIVERPOOL**  
MAP SET : **CENTRAL TO MACARTHUR**  
UPDATED TO : **30 July 2026**

### INFORMATION

SYDNEY TRAINS LINES  
CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **055 (LIVERPOOL)**  
: **060 (GLENFIELD)**

FREIGHT LINE CONTROLLED FROM  
**JUNEE NCCS " SYDNEY 3" BOARD**  
**PHONE No. 02 6924 9803**  
**EMERGENCY PHONE No. 02 6924 9863**

RADIO AREA CODE :  
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

### SPECIAL POINTS OF INTEREST

### LIVERPOOL

WHEN STABLING TRAINS AT NIGHT PANTOGRAPHS MUST BE LOWERED.

ALSO IN THE UP STORAGE YOU MUST STOP 1 CAR LENGTH SHORT OF THE BUFFER STOP TO ALLOW CAMERAS TO PAN THE YARD.

SIGNALS **LL 221** , **LL 225** , **LL 216** & **LL 201** ALL HAVE AN INDICATOR SIGNAL PROVIDED IN POSITIONS WHICH ARE VISIBLE TO THE DRIVER WHEN HE IS STOPPED AT THE 8 CAR MARK.

TRAINS IN THE DOWN DIRECTION CAN ARRIVE AND DEPART FROM ANY PLATFORM AND MAY BE TERMINATED ON ANY PLATFORM.

TRAINS IN THE UP DIRECTION CAN ARRIVE ON 1 AND 2 PLATFORMS ONLY BUT MAY DEPART FROM ALL 3 PLATFORMS.

ALL AMALGAMATION AND DIVISION TO TAKE PLACE IN STORAGE SIDING 1 (BOOTH) AT DESIGNATED SAFE AREA.

PREPARATION OF TRAINS AT LIVERPOOL ALL ROADS IS TOPSIDE PREPARATION ONLY.

WHEN STABLING TRAINS AT LIVERPOOL IN EITHER THE UP STORAGE OR STORAGE SIDING 2 PANTOGRAPHS MUST BE LOWERED TO REDUCE NOISE POLLUTION.

### PONR POINTS OF NO RETURN

| SIGNAL No. | LOCATION                     | DESTINATIONS                                                                 |
|------------|------------------------------|------------------------------------------------------------------------------|
| S 19.8     | CABRAMATTA                   | UP MAIN SOUTH LINE (REGENTS PARK) OR OLD UP MAIN SOUTH LINE (GRANVILLE LINE) |
| LL 201     | WARWICK FARM                 | DOWN MAIN SOUTH LINE OR TRANSIT ROAD (LIVERPOOL PLATFORMS 1, 2 OR 3 )        |
| LL 209     | DOWN MAIN SOUTH AT 35.426 KM | DOWN MAIN SOUTH LINE OR PLATFORM No. 3                                       |
| LL 211     | TRANSIT ROAD AT 35.426 KM    | LIVERPOOL PLATFORMS 1,2 OR 3                                                 |

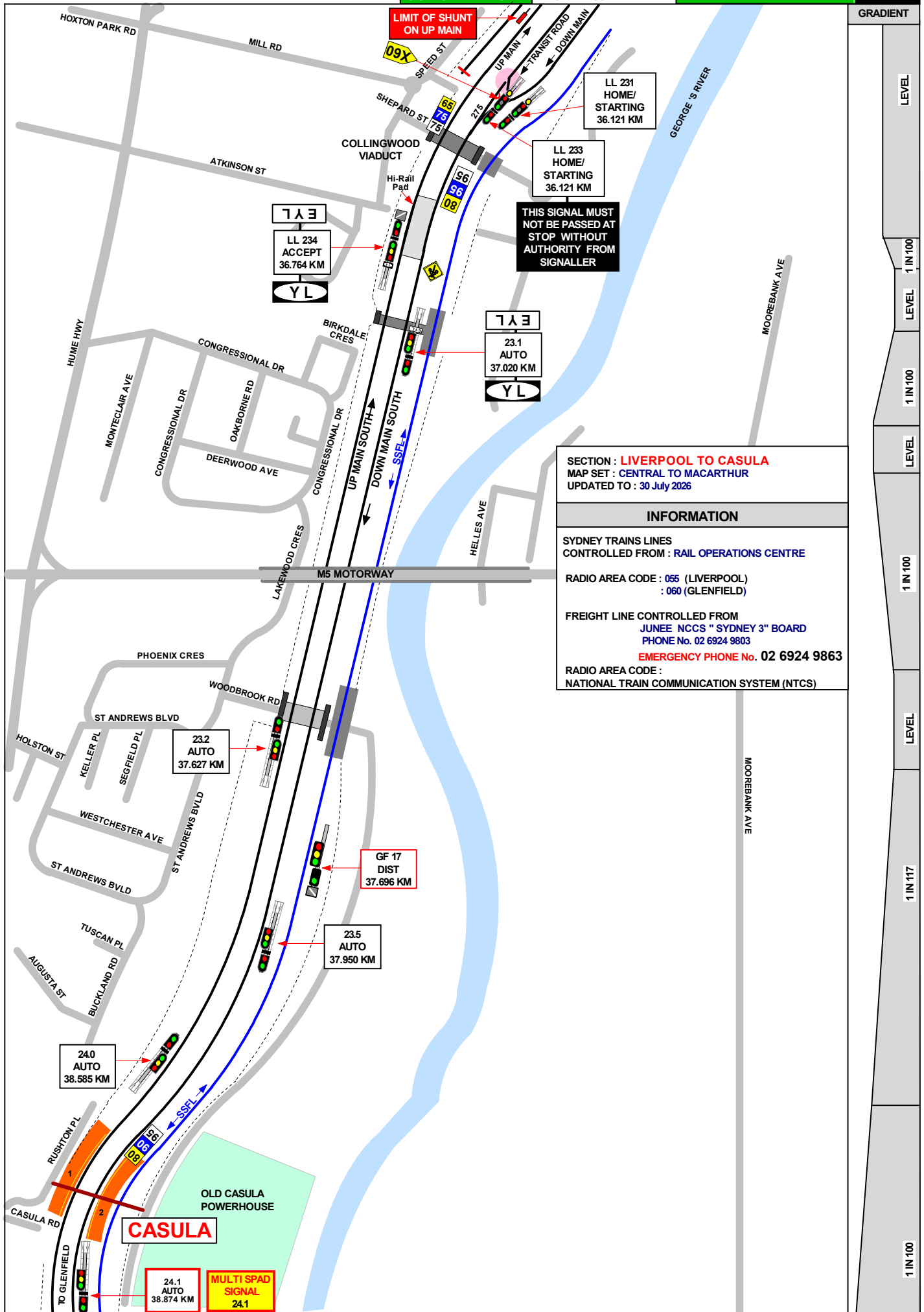
### LIVERPOOL

TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM        | TERMINATE AT   | THEN GO TO                                                                |
|-------------|----------------|---------------------------------------------------------------------------|
| DOWN TRAINS | No. 1 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA           |
|             | No. 2 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA           |
|             | No. 3 PLATFORM | UP MAINLINE OR DOWN STORAGE SIDINGS 1 OR 2 OR DOWN TRANSIT ROAD TO CASULA |
| UP TRAINS   | No. 1 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA           |
|             | No. 2 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA           |

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

| TITLE                     | FROM          | TO          | METRES |
|---------------------------|---------------|-------------|--------|
| UP STORAGE SIDING         | SIGNAL LL 228 | BUFFER STOP | 373 M  |
| DOWN STORAGE SIDING No. 1 | SIGNAL LL 226 | BUFFER STOP | 346 M  |
| DOWN STORAGE SIDING No. 2 | SIGNAL LL 224 | BUFFER STOP | 346 M  |



SECTION : CASULA TO GLENFIELD

MAP SET : CENTRAL TO MACARTHUR

UPDATED TO : 30 July 2026

## INFORMATION

SYDNEY TRAINS LINES  
CONTROLLED FROM : RAIL OPERATIONS CENTRERADIO AREA CODE : 055 (LIVERPOOL)  
: 060 (GLENFIELD)FREIGHT LINE CONTROLLED FROM  
JUNEE NCCS "SYDNEY 3" BOARD  
PHONE No. 02 6924 9803  
**EMERGENCY PHONE No. 02 6924 9863**RADIO AREA CODE :  
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

1 IN 100

LEVEL

1 IN 100

LEVEL

1 IN 300

LEVEL

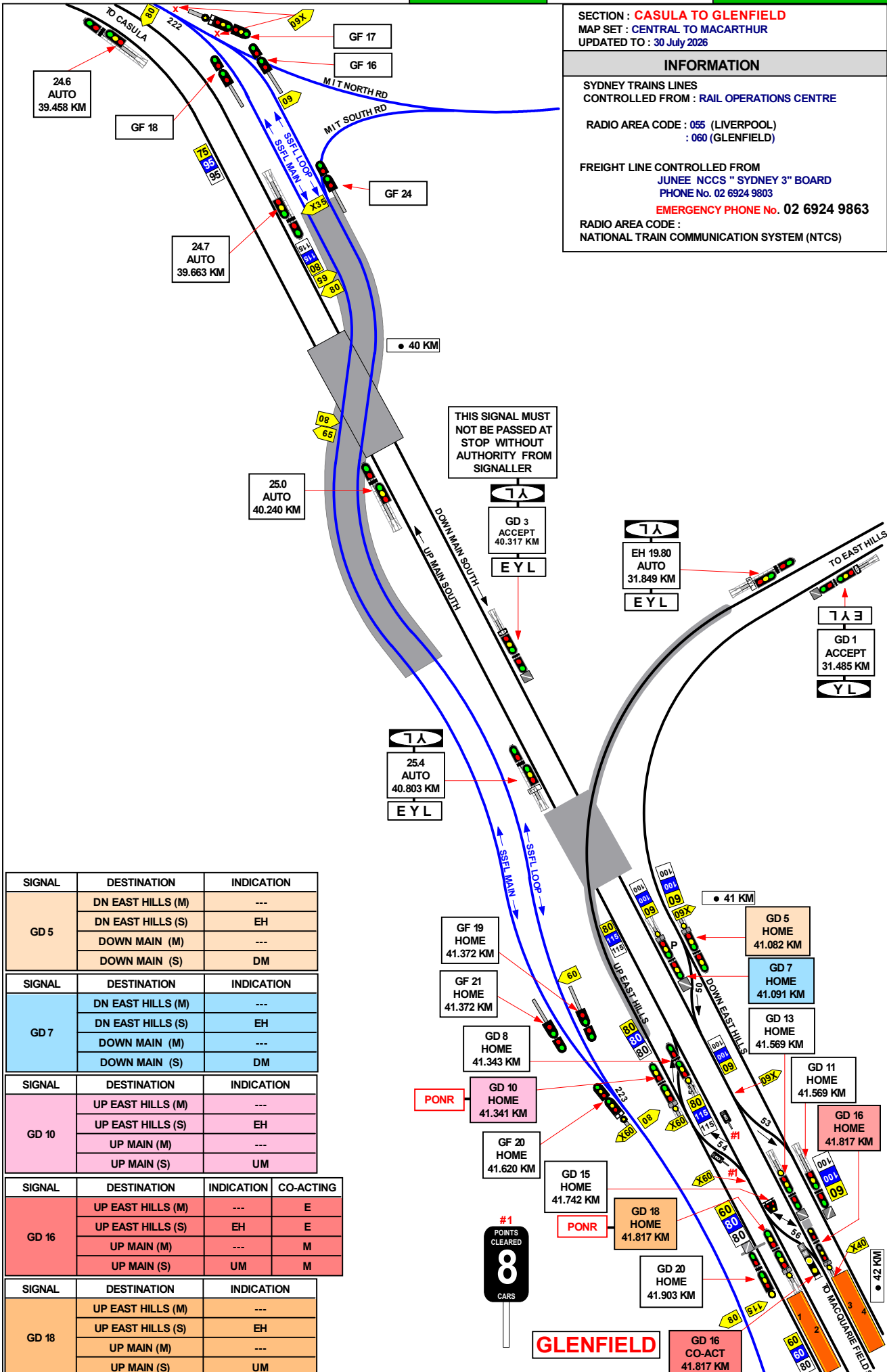
1 IN 270

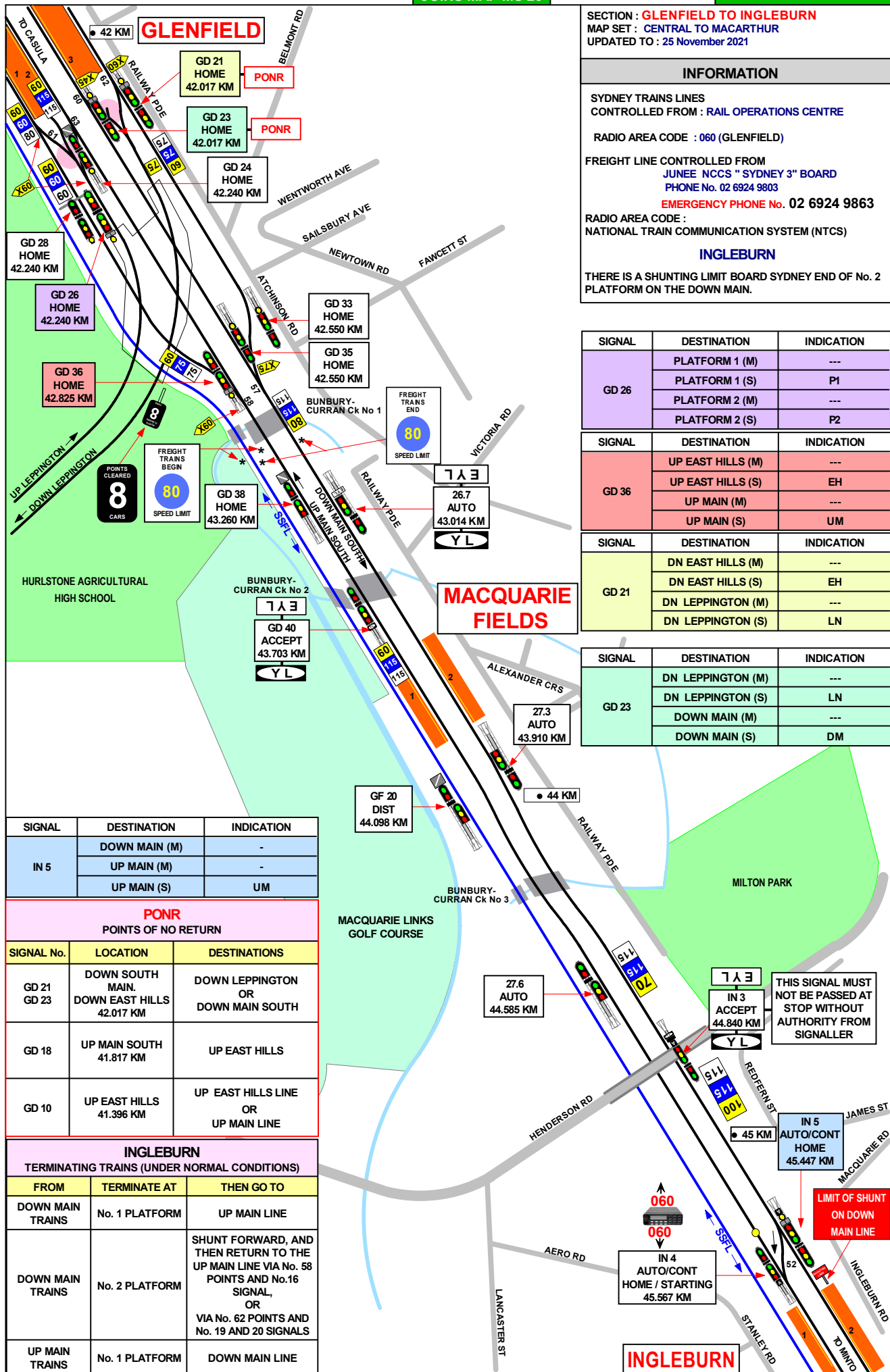
LEVEL

1 IN 100

1 IN 100

JOINS MAP EH 14



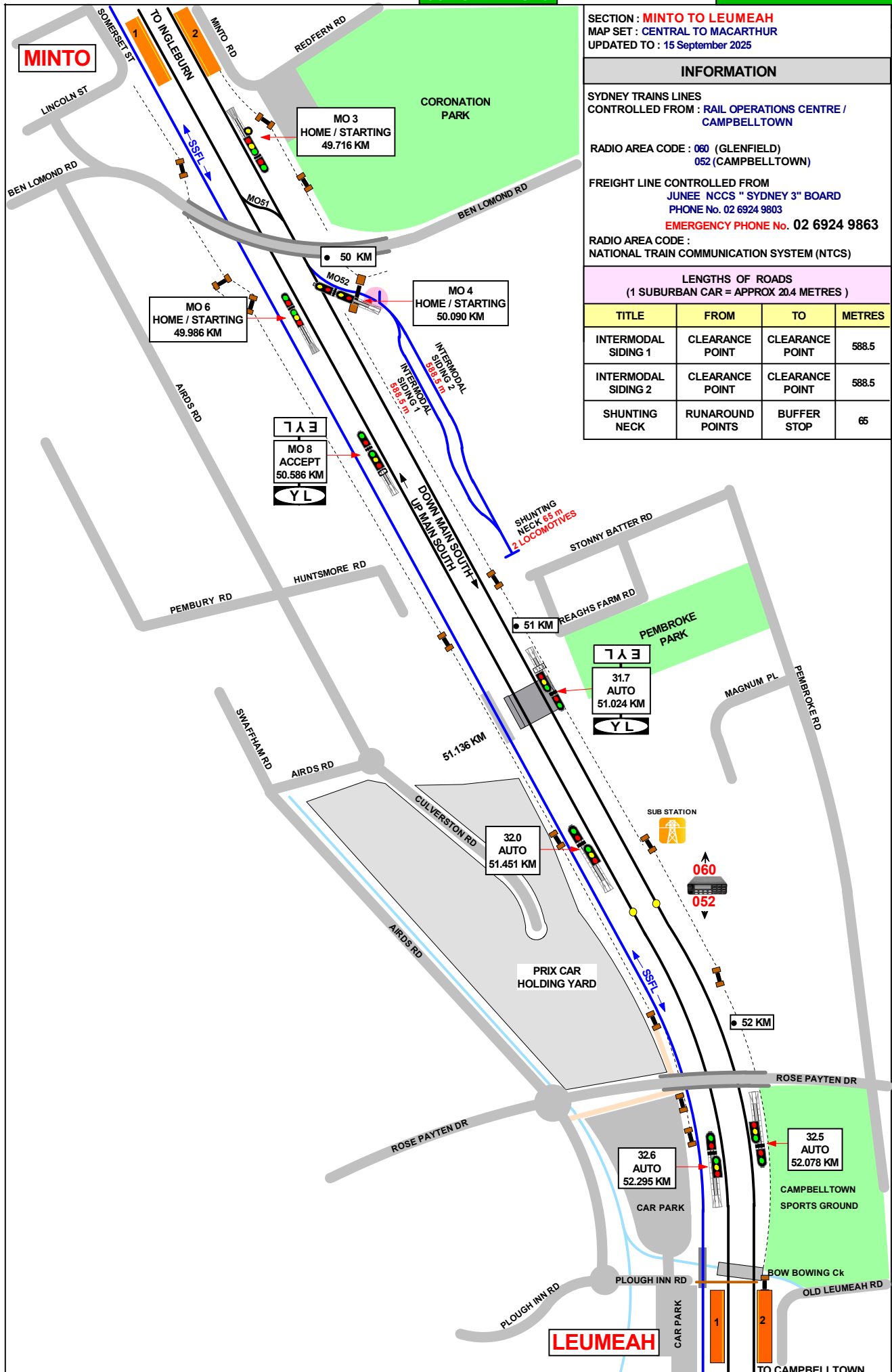




## GRADIENT

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| IN 16  | UP MAIN     | UM         |
|        | DOWN MAIN   | DM         |

IN 300



SECTION : **MINTO TO LEUMEAH**  
 MAP SET : **CENTRAL TO MACARTHUR**  
 UPDATED TO : 15 September 2025

### INFORMATION

SYDNEY TRAINS LINES  
 CONTROLLED FROM : **RAIL OPERATIONS CENTRE / CAMPBELLTOWN**

RADIO AREA CODE : **060** (GLENFIELD)  
**052** (CAMPBELLTOWN)

FREIGHT LINE CONTROLLED FROM  
**JUNEE NCCS " SYDNEY 3" BOARD**  
 PHONE No. 02 6924 9803  
**EMERGENCY PHONE No. 02 6924 9863**

RADIO AREA CODE :  
 NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

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

| TITLE               | FROM             | TO              | METRES |
|---------------------|------------------|-----------------|--------|
| INTERMODAL SIDING 1 | CLEARANCE POINT  | CLEARANCE POINT | 588.5  |
| INTERMODAL SIDING 2 | CLEARANCE POINT  | CLEARANCE POINT | 588.5  |
| SHUNTING NECK       | RUNAROUND POINTS | BUFFER STOP     | 65     |

GRADIENT

1 IN 300

1 IN 100

1 IN 300

LEVEL

1 IN 120

LEVEL

1 IN 120

LEVEL

1 IN 200



| SIGNAL | DESTINATION     | INDICATION |
|--------|-----------------|------------|
| T 33.8 | UP MAIN (M)     | -          |
|        | UP MAIN (S)     | UM         |
|        | DOWN REFUGE (S) | DR         |

## GRADIENT

007 NI L

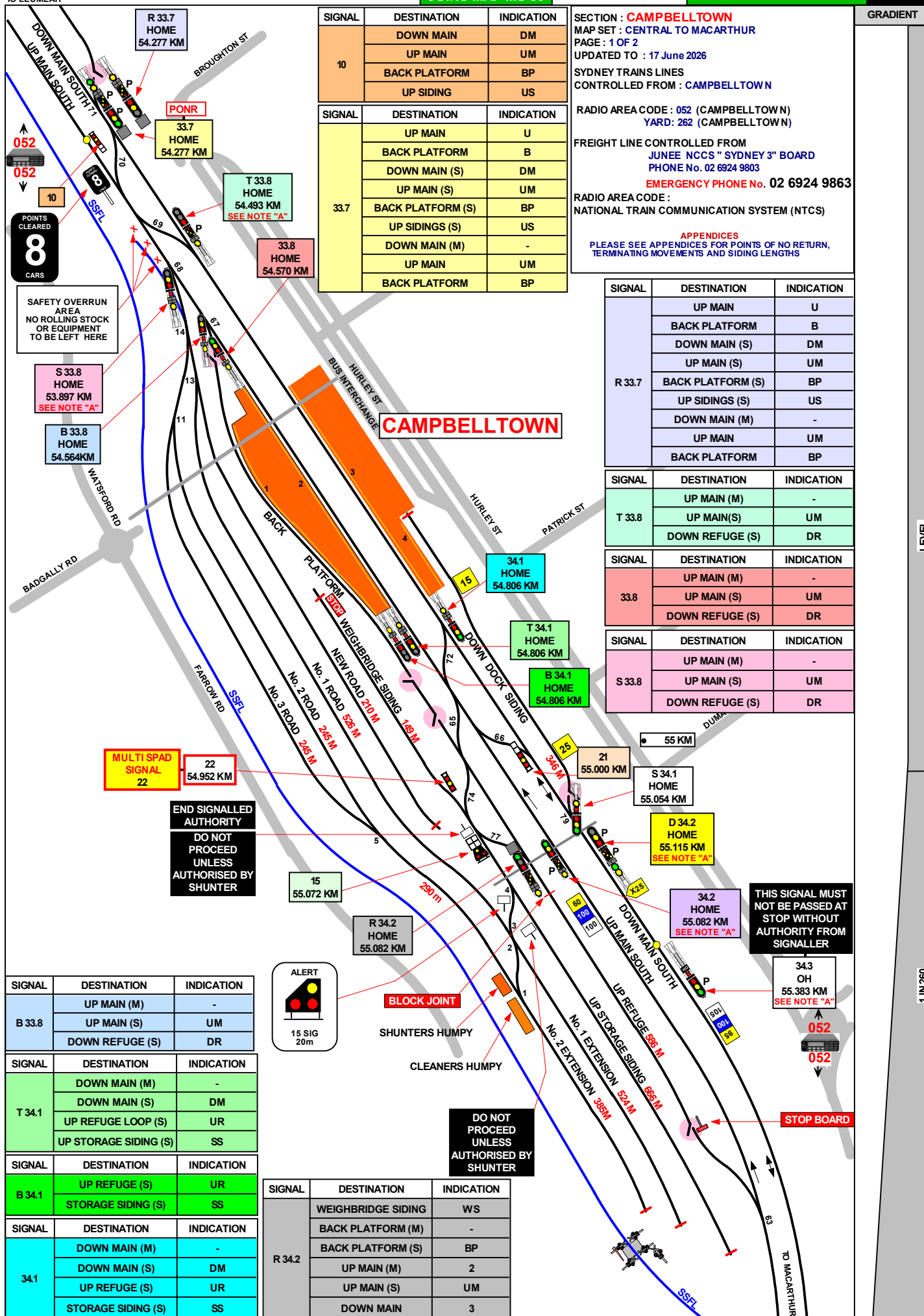
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001 All I

0000 M11 1

001 All I

1



SECTION : **CAMPBELLTOWN**  
 MAP SET : **CENTRAL TO MACARTHUR**  
 PAGE: 2 OF 2  
 UPDATED TO : 21 August 2024

SYDNEY TRAINS LINES  
 CONTROLLED FROM : **CAMPBELLTOWN**  
 RADIO AREA CODE : **052** (CAMPBELLTOWN)  
 YARD: **262** (CAMPBELLTOWN)

FREIGHT LINE CONTROLLED FROM  
 JUNECCS " SYDNEY 3" BOARD  
 PHONE No. 02 6924 9803  
**EMERGENCY PHONE No. 02 6924 9863**  
 RADIO AREA CODE :  
 NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

### SPECIAL POINTS OF INTEREST

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

| SIGNAL | DESTINATION        | INDICATION |
|--------|--------------------|------------|
| 15     | WEIGHBRIDGE SIDING | WS         |
|        | BACK PLATFORM      | BP         |
|        | UP MAIN            | UM         |
|        | DOWN MAIN          | DM         |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| 21     | UP MAIN (S)   | UM         |
|        | DOWN MAIN (S) | DM         |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| 34.2   | UP MAIN (M)   | -          |
|        | DOWN MAIN (M) | -          |
|        | UP MAIN (S)   | UM         |
|        | DOWN MAIN (S) | DM         |

| SIGNAL | DESTINATION          | INDICATION |
|--------|----------------------|------------|
| D 34.2 | DOWN MAIN (M)        | -          |
|        | DOWN MAIN (S)        | DM         |
|        | DOWN DOCK SIDING (M) | -          |
|        | DOWN DOCK SIDING (S) | DS         |

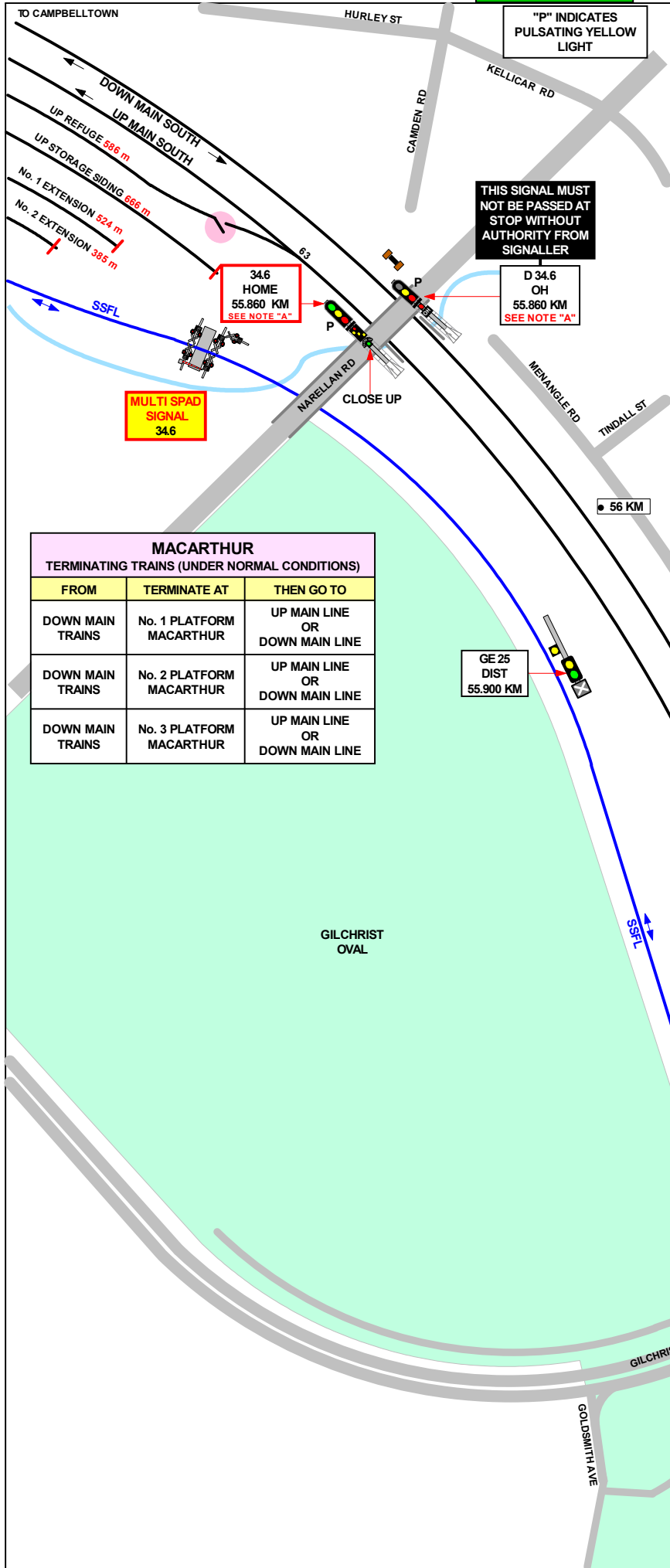
### NOTE "A"

**PULSATING YELLOW LIGHT**  
 (INDICATES THE NEXT SIGNAL IS SHOWING A PROCEED INDICATION)

| DOWN |            | UP     |                  |
|------|------------|--------|------------------|
| 34.3 | OUTER HOME | T 33.8 | HOME             |
|      |            | D 34.2 | HOME (UP MAIN)   |
|      |            | D 34.2 | HOME (DOWN MAIN) |
|      |            | 138    | HOME (DOWN MAIN) |
|      |            | 85     | OUTER HOME       |
|      |            | 34.2   | HOME             |

THERE IS A STOP BOARD COUNTRY END OF THE DOWN REFUGE.  
 THERE IS A STOP BOARD COUNTRY END OF THE UP REFUGE.  
 DOWN TRAINS PROCEEDING TO MACARTHUR MUST DEPART FROM EITHER No. 2 OR No. 3 PLATFORM.  
 TOP SIDE PREPARATION OF TRAINS AT CAMPBELLTOWN : DOWN DOCK SIDING (LONG 79), UP REFUGE SIDING,  
 WEIGHBRIDGE ROAD, UP STORAGE SIDING & SYDNEY END TRAINS IN UP SIDING, No. 1, 2 & 3 SIDINGS.

| PROPELLING MOVEMENTS   |                                                                  |                              |                                                       |
|------------------------|------------------------------------------------------------------|------------------------------|-------------------------------------------------------|
| FROM                   | LOCATED                                                          | TO                           | LIMIT                                                 |
| No. 10 SIGNAL          | APPROX 140 METRES<br>SYDNEY SIDE OF CAMPBELLTOWN<br>(UP MAIN)    | DOWN MAIN<br>No. 3 PLATFORM  | No. 14 SIGNAL (34.1)                                  |
| No. 10 SIGNAL          | APPROX 140 METRES<br>SYDNEY SIDE OF CAMPBELLTOWN<br>(UP MAIN)    | UP MAIN No. 2 PLATFORM       | No. 16 SIGNAL (T34.1)                                 |
| No. 10 SIGNAL          | APPROX 140 METRES<br>SYDNEY SIDE OF CAMPBELLTOWN<br>(UP MAIN)    | UP MAIN No. 1 PLATFORM       | No. 18 SIGNAL (B34.1)                                 |
| No. 14 SIGNAL (34.1)   | COUNTRY END OF No. 3 PLATFORM<br>(DOWN MAIN)                     | DOWN MAIN                    | No. 20 SIGNAL (34.3)                                  |
| No. 16 SIGNAL (T34.1)  | COUNTRY END OF No. 2 PLATFORM<br>(UP MAIN)                       | UP REFUGE LOOP               | STOP BOARD COUNTRY END OF UP<br>REFUGE LOOP           |
| No. 18 SIGNAL (B34.1)  | COUNTRY END OF No. 1 PLATFORM<br>(BACK PLATFORM)                 | UP REFUGE LOOP               | STOP BOARD COUNTRY END OF UP<br>REFUGE LOOP           |
| No. 21 SIGNAL          | APPROX 100 METRES COUNTRY<br>SIDE OF CAMPBELLTOWN<br>(DOWN MAIN) | DOWN MAIN                    | No. 29 SIGNAL (T33.8) SYDNEY END OF<br>No. 3 PLATFORM |
| No. 23 SIGNAL (S33.8)  | SYDNEY END OF THE UP SIDINGS                                     | DOWN REFUGE                  | STOP BOARD SYDNEY END OF DOWN<br>REFUGE LOOP          |
| No. 29 SIGNAL (T33.8)  | SYDNEY END OF No. 3 PLATFORM<br>(DOWN MAIN)                      | UP MAIN                      | UP STARTING SIGNAL No. 33 (33.4)                      |
| No. 29 SIGNAL (T33.8)  | SYDNEY END OF No. 3 PLATFORM<br>(DOWN MAIN)                      | DOWN REFUGE                  | STOP BOARD SYDNEY END OF DOWN<br>REFUGE LOOP          |
| No. 82 SIGNAL (S 34.1) | COUNTRY END OF DOWN DOCK<br>SIDING                               | No. 20 SIGNAL<br>(DOWN MAIN) | UP MAIN No. 2 PLATFORM OR No. 3<br>PLATFORM           |



"P" INDICATES PULSATING YELLOW LIGHT

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

D 34.6 OH  
55.860 KM  
SEE NOTE "A"

34.6 HOME  
55.860 KM  
SEE NOTE "A"

MULTI SPAD SIGNAL  
34.6

GE 25 DIST  
55.900 KM

34.9 HOME  
56.216 KM  
SEE NOTE "A"

SECTION : **MACARTHUR**  
MAP SET : **CENTRAL TO MACARTHUR**  
UPDATED TO : 20 June 2024

**INFORMATION**

SYDNEY TRAINS LINES  
CONTROLLED FROM : **CAMPBELLTOWN**

RADIO AREA CODE : **052** (CAMPBELLTOWN)  
**YARD: 262** (CAMPBELLTOWN)

FREIGHT LINE CONTROLLED FROM  
**JUNEE NCCS "SYDNEY 3" BOARD**  
**PHONE No. 02 6924 9803**  
**EMERGENCY PHONE No. 02 6924 9863**

RADIO AREA CODE :  
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

**SPECIAL POINTS OF INTEREST**  
**MACARTHUR**

THERE ARE INSTRUCTIONS PLATES COUNTRY  
END OF No. 2 AND No. 3 PLATFORMS  
"WIDE ELECTRIC ROLLING STOCK  
MUST NOT PASS THIS POINT".

| SIGNAL | DESTINATION          | INDICATION |
|--------|----------------------|------------|
| 34.9   | DOWN MAIN (M)        | -          |
|        | DOWN MAIN (S)        | 3          |
|        | UP MAIN (S)          | 2          |
|        | TERMINATING ROAD (S) | 1          |

| MACARTHUR                                    |                          |                                |
|----------------------------------------------|--------------------------|--------------------------------|
| TERMINATING TRAINS (UNDER NORMAL CONDITIONS) |                          |                                |
| FROM                                         | TERMINATE AT             | THEN GO TO                     |
| DOWN MAIN TRAINS                             | No. 1 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS                             | No. 2 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS                             | No. 3 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |

## MACARTHUR

## TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM             | TERMINATE AT             | THEN GO TO                     |
|------------------|--------------------------|--------------------------------|
| DOWN MAIN TRAINS | No. 1 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS | No. 2 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS | No. 3 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |

"P" INDICATES PULSATING YELLOW LIGHT

MACARTHUR

YARDS MAP 13

WIDE ELECTRIC ROLLING STOCK MUST NOT PASS THIS POINT

MAC FIXED REDS 56.657KM

GE 25 REPT 57.480 KM

GE 25 57.600 KM  
CAMPBELLTOWN  
EYL

MULTI SPAD SIGNAL 36.0

36.0 HOME 57.658 KM  
GLENLEE  
EYL  
CAMPBELLTOWN  
YL

END SINGLE LIGHT INDICATION

TO CAMPBELLTOWN

POINTS CLEARED  
8  
CARS

349 HOME 56.216 KM  
SEE NOTE "A"

SECTION : MACARTHUR

MAP SET : CENTRAL TO MACARTHUR

UPDATED TO : 23 June 2026

## INFORMATION

SYDNEY TRAINS LINES  
CONTROLLED FROM : CAMPBELLTOWN

RADIO AREA CODE : 052 (CAMPBELLTOWN)  
YARD: 262 (CAMPBELLTOWN)

FREIGHT LINE CONTROLLED FROM  
JUNEE NCCS "SYDNEY 3" BOARD  
PHONE No. 02 6924 9803

EMERGENCY PHONE No. 02 6924 9863

RADIO AREA CODE :  
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

THERE ARE INSTRUCTIONS PLATES COUNTRY END OF No. 2 AND No. 3 PLATFORMS "WIDE ELECTRIC ROLLING STOCK MUST NOT PASS THIS POINT".

THIS SIGNAL MUST NOT BE PASSED AT STOP FOR WRONG ROAD DIRECTION MOVEMENTS EXCEPT ON THE AUTHORITY OF THE SIGNALLER AND IN ACCORDANCE WITH LOCAL INSTRUCTIONS

## NOTE "A"

## PULSATING YELLOW LIGHT

(INDICATES THE NEXT SIGNAL IS SHOWING A PROCEED INDICATION)

|     | DOWN |        | UP                     |
|-----|------|--------|------------------------|
| 349 | HOME | D 35.2 | HOME (UP MAIN)         |
|     |      | 35.2   | HOME                   |
|     |      | T 35.2 | HOME (UP MAIN)         |
|     |      | 34.6   | HOME                   |
|     |      | D 34.6 | OUTER HOME (DOWN MAIN) |

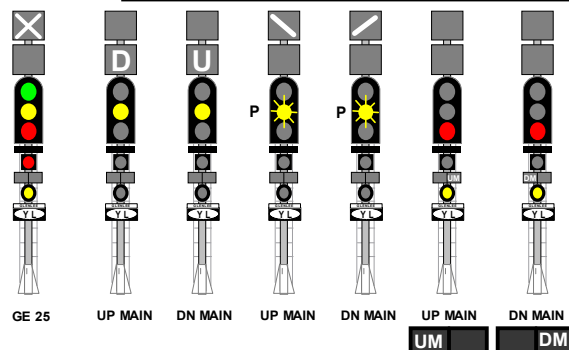
LENGTHS OF ROADS  
(1 SUBURBAN CAR = APPROX 20.4 METRES)

| TITLE          | FROM   | TO          | METRES |
|----------------|--------|-------------|--------|
| TURN BACK ROAD | T 35.2 | BUFFER STOP | 183    |

| SIGNAL | DESTINATION          | INDICATION |
|--------|----------------------|------------|
| 349    | DOWN MAIN (M)        | -          |
|        | DOWN MAIN (S)        | 3          |
|        | UP MAIN (S)          | 2          |
|        | TERMINATING ROAD (S) | 1          |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| GE 25  | DOWN MAIN (M) | D          |
|        | DOWN MAIN (S) | DM         |
|        | UP MAIN (M)   | U          |
|        | UP MAIN (S)   | UM         |

## INFRASTRUCTURE BOUNDARY



TO GLENLEE