# 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
MACQUARIE FIELDS
INGLEBURN
MINTO
LEUMEAH
CAMPBELLTOWN
MACARTHUR


**Effective Date:** November 2026

**Version:** 6.36

### 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.

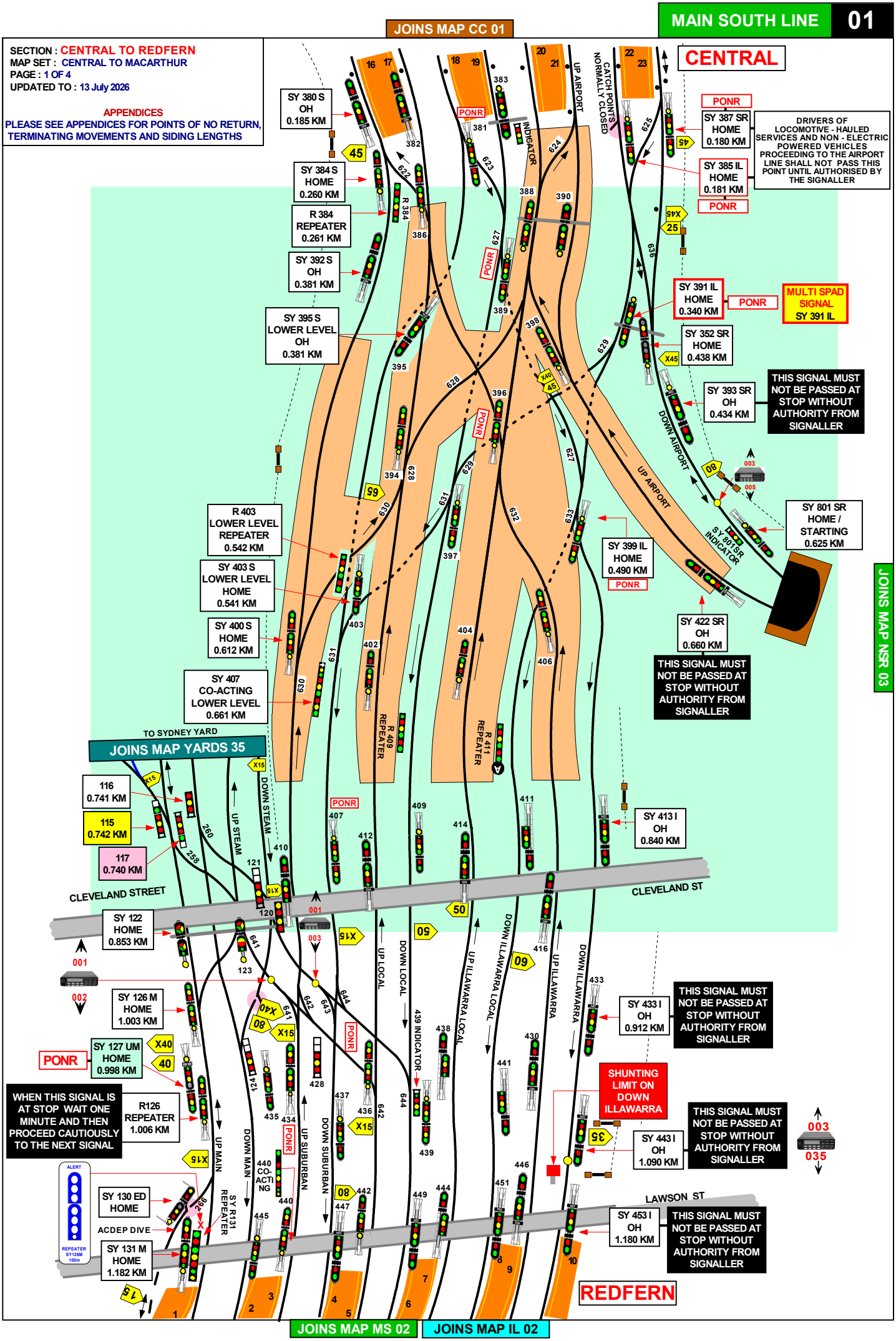
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**Location:** CM Record No.D2015/574


MAIN SOUTH LINE 01
JOINS MAP CC 01
SECTION : CENTRAL TO REDFERN
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
CENTRAL
SY 380 S OH 0.185 KM
SY 384 S HOME 0.260 KM
R 384 REPEATER 0.261 KM
SY 392 S OH 0.381 KM
SY 395 S LOWER LEVEL OH 0.381 KM
R 403 LOWER LEVEL REPEATER 0.542 KM
SY 403 S LOWER LEVEL HOME 0.541 KM
SY 400 S HOME 0.612 KM
SY 407 CO-ACTING LOWER LEVEL 0.661 KM
TO SYDNEY YARD
JOINS MAP YARDS 35
116 0.741 KM
115 0.742 KM
117 0.740 KM
CLEVELAND STREET
CLEVELAND ST
SY 122 HOME 0.853 KM
SY 126 M HOME 1.003 KM
PONR
SY 127 UM HOME 0.998 KM
WHEN THIS SIGNAL IS AT STOP WAIT ONE MINUTE AND THEN PROCEED CAUTIOUSLY TO THE NEXT SIGNAL
R126 REPEATER 1.006 KM
SY 130 ED HOME
ACDEP DIVE
SY 131 M HOME 1.182 KM
SY R131 REPEATER
SY 387 SR HOME 0.180 KM
DRIVERS OF LOCOMOTIVE - HAULED SERVICES AND NON - ELECTRIC POWERED VEHICLES PROCEEDING TO THE AIRPORT LINE SHALL NOT PASS THIS POINT UNTIL AUTHORISED BY THE SIGNALLER
SY 385 IL HOME 0.181 KM
SY 391 IL HOME 0.340 KM
MULTI SPAD SIGNAL SY 391 IL
SY 352 SR HOME 0.438 KM
SY 393 SR OH 0.434 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
SY 801 SR HOME / STARTING 0.625 KM
SY 399 IL HOME 0.490 KM
SY 422 SR OH 0.660 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
SY 413 I OH 0.840 KM
SY 433 I OH 0.912 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
SHUNTING LIMIT ON DOWN ILLAWARRA
SY 443 I OH 1.090 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
SY 453 I OH 1.180 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
REDFERN
JOINS MAP NSR 03
JOINS MAP MS 02
JOINS MAP IL 02
UP AIRPORT
DOWN AIRPORT
UP STEAM
DOWN STEAM
UP LOCAL
DOWN LOCAL
UP ILLAWARRA LOCAL
DOWN ILLAWARRA LOCAL
UP ILLAWARRA
DOWN ILLAWARRA
UP MAIN
DOWN MAIN
UP SUBURBAN
DOWN SUBURBAN
LAWSON ST
CATCH POINTS NORMALLY CLOSED
INDICATOR
R 409 REPEATER
R 411 REPEATER

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

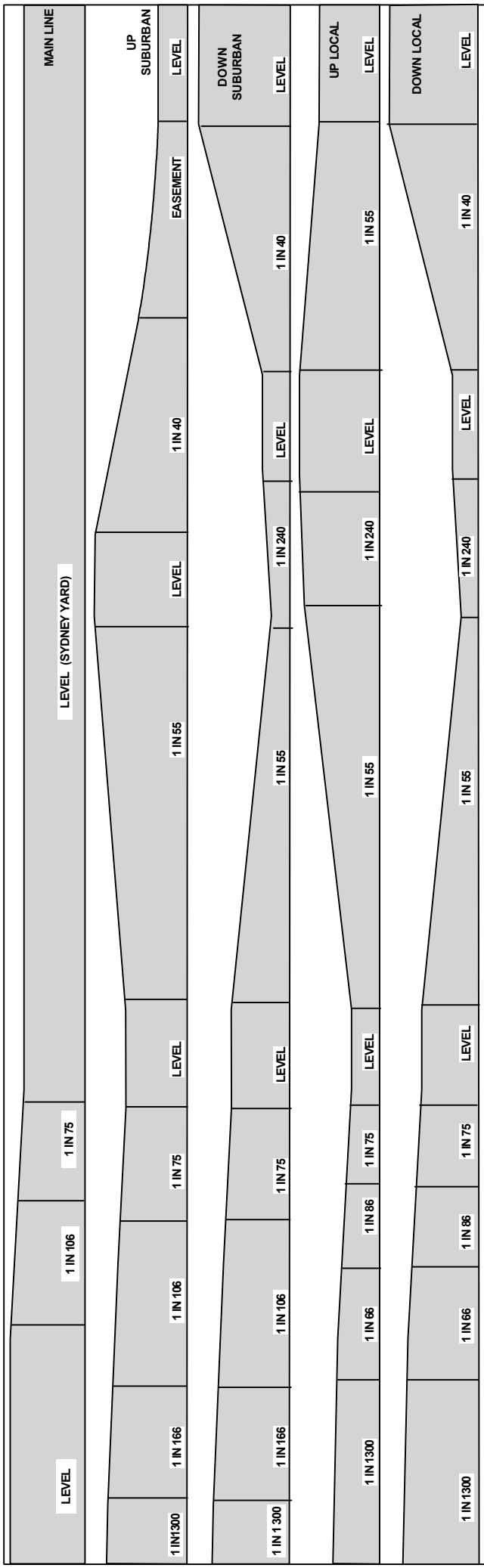
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 124 | DOWN MAIN (S) | DM |
| | DOWN STEAM (S) | DS |

| 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.

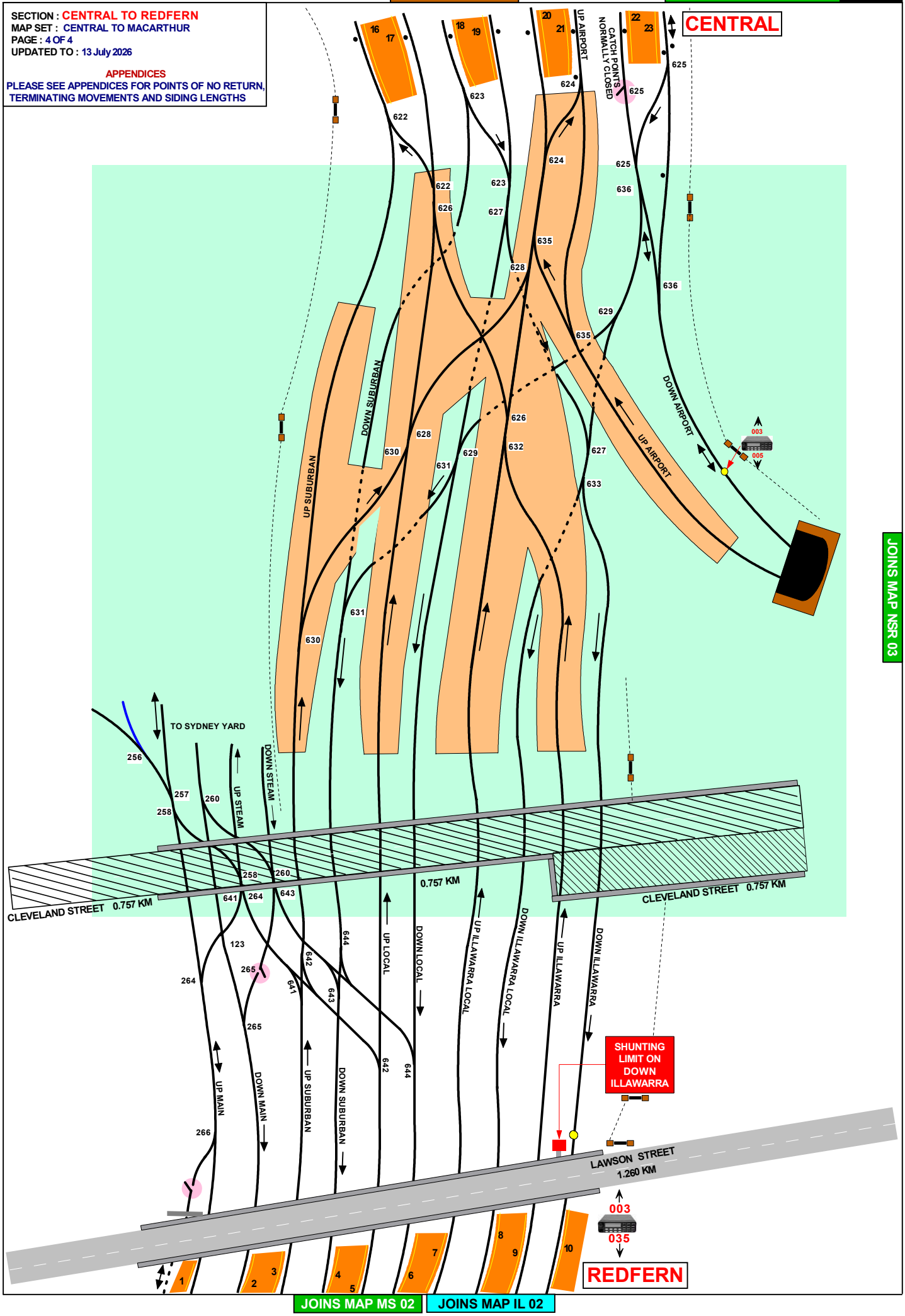
THEY ARE LOCATED AS FOLLOWS:

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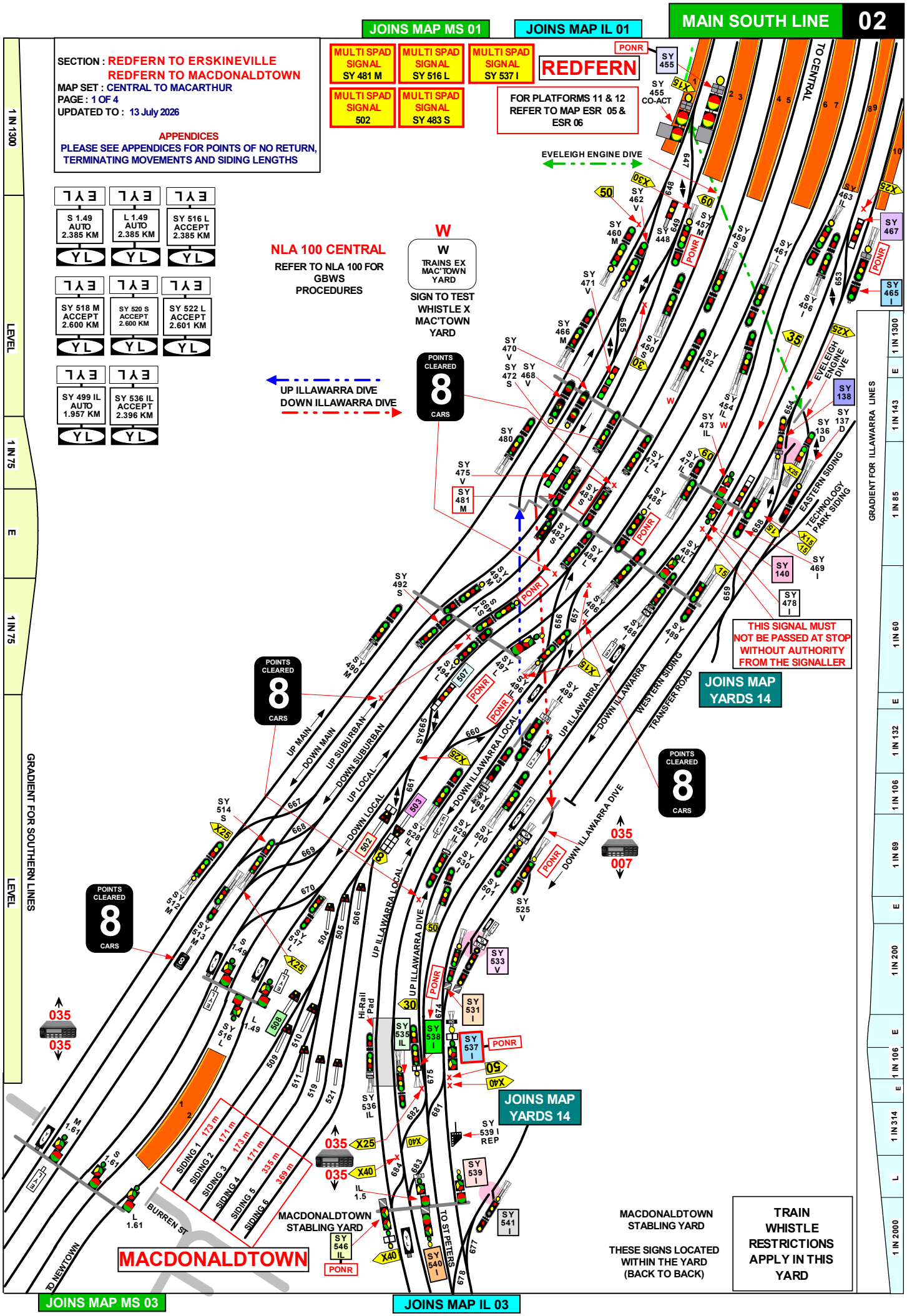
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS




JOINS MAP NSR 03

JOINS MAP MS 02

JOINS MAP IL 02


MAIN SOUTH LINE
02
JOINS MAP MS 01
JOINS MAP IL 01
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
MULTI SPAD SIGNAL SY 481 M
MULTI SPAD SIGNAL SY 516 L
MULTI SPAD SIGNAL SY 537 I
MULTI SPAD SIGNAL 502
MULTI SPAD SIGNAL SY 483 S
REDFERN
FOR PLATFORMS 11 & 12 REFER TO MAP ESR 05 & ESR 06
TO CENTRAL
EVELEIGH ENGINE DIVE
S 1.49 AUTO 2.385 KM
L 1.49 AUTO 2.385 KM
SY 516 L ACCEPT 2.385 KM
SY 518 M ACCEPT 2.600 KM
SY 520 S ACCEPT 2.600 KM
SY 522 L ACCEPT 2.601 KM
SY 499 IL AUTO 1.957 KM
SY 536 IL ACCEPT 2.396 KM
NLA 100 CENTRAL
REFER TO NLA 100 FOR GBWS PROCEDURES
W
TRAINS EX MAC'TOWN YARD
SIGN TO TEST WHISTLE X MAC'TOWN YARD
UP ILLAWARRA DIVE
DOWN ILLAWARRA DIVE
POINTS CLEARED 8 CARS
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER
JOINS MAP YARDS 14
EASTERN SIDING
TECHNOLOGY PARK SIDING
WESTERN SIDING
TRANSFER ROAD
UP MAIN
DOWN MAIN
UP SUBURBAN
DOWN SUBURBAN
UP LOCAL
DOWN LOCAL
UP ILLAWARRA LOCAL
DOWN ILLAWARRA LOCAL
UP ILLAWARRA DIVE
DOWN ILLAWARRA DIVE
Hi-Rail Pad
SIDING 1 173 m
SIDING 2 171 m
SIDING 3 173 m
SIDING 4 171 m
SIDING 5 335 m
SIDING 6 369 m
MACDONALDTOWN STABLING YARD
BURREN ST
TO NEWTOWN
TO ST PETERS
MACDONALDTOWN
MACDONALDTOWN STABLING YARD
THESE SIGNS LOCATED WITHIN THE YARD (BACK TO BACK)
TRAIN WHISTLE RESTRICTIONS APPLY IN THIS YARD
JOINS MAP MS 03
JOINS MAP IL 03
GRADIENT FOR SOUTHERN LINES
GRADIENT FOR ILLAWARRA LINES
1 IN 1300
LEVEL
1 IN 75
E
1 IN 75
LEVEL
1 IN 1300
E
1 IN 143
1 IN 85
1 IN 60
E
1 IN 132
1 IN 106
1 IN 69
E
1 IN 200
E
1 IN 106
E
1 IN 314
L
1 IN 2000

SECTION : REDFERN TO ERSKINEVILLE
REDFERN TO MACDONALDTOWN

MAP SET : CENTRAL TO MACARTHUR
PAGE : 2 of 4
UPDATED TO : 3 November 2026

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)

**SPECIAL POINTS OF INTEREST**

**ERSKINEVILLE**

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

**APPENDICES**

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

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SY 460 M HOME 1.495 KM | SY 462 V HOME 1.490 KM | SY 455 1.328 KM | SY 448 1.404 KM | SY 457 M HOME 1.391 KM | SY 450 S O/HOME 1.410 KM | SY 459 S O/HOME 1.389 KM | SY 452 L O/HOME 1.410 KM | SY 461 L O/HOME 1.417 KM | SY 454 IL AUTO 1.434 KM | SY 463 IL HOME 1.395 KM | SY 456 I O/HOME 1.494 KM | SY 467 1.386 KM | SY 465 I HOME/ STARTING 1.391 KM | SY 136 D HOME 1.544 KM | SY 138 No.1 HOME 1.551 KM | SY 137 D HOME 1.527 KM |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SY 466 M O/HOME 1.595 KM | SY 468 UV HOME 1.591 KM | SY 470 DV HOME 1.591 KM | SY 471 V O/HOME 1.577 KM | SY 475 V O/HOME 1.684 KM | SY 472 S AUTO 1.591 KM | SY 474 L O/HOME 1.591 KM | SY 476 IL AUTO 1.636 KM | SY 473 IL O/HOME 1.630 KM | SY 478 I HOME 1.630 KM | SY 140 1.598 KM | SY 469 I AUTO 1.596 KM |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SY 480 M O/HOME 1.767 KM | SY 481 M 0/HOME 1.764 KM | SY 482 S AUTO 1.764 KM | SY 483 S O/HOME 1.764 KM | SY 484 L O/HOME 1.764 KM | SY 485 L HOME 1.796 KM | SY 486 IL O/HOME 1.818 KM | SY 487 IL HOME 1.796 KM | SY 488 I O/HOME 1.822 KM | SY 489 I AUTO 1.733 KM |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SY 512 M HOME 2.245 KM | SY 513 M AUTO 2.220 KM | SY 514 S HOME 2.245 KM | S 1.49 AUTO 2.385 KM | SY 516 L HOME 2.385 KM | SY 517 AUTO 2.220 KM | L 1.49 AUTO 2.385 KM | SY 528 IL HOME 2.124 KM | SY 529 IL STARTING 2.121 KM | SY 530 I AUTO 2.169 KM | SY 531 I HOME 2.154 KM | SY 532 DV AUTO 2.156 KM | SY 533 V HOME 2.243 KM |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SY 490 M O/HOME 1.925 KM | SY 493 M HOME 1.943 KM | SY 492 S O/HOME 1.943 KM | SY 495 S HOME / STARTING 1.942 KM | SY 494 L HOME 1.965 KM | SY 507 1.958 KM | 508 | SY 497 L HOME / STARTING 1.965 KM | SY 496 IL HOME 1.978 KM | SY 498 V HOME 1.966 KM | SY 499 IL AUTO 1.957 KM | SY 500 I AUTO 1.980 KM | SY 501 I O/HOME 1.980 KM | 502 AUTO 2.124 KM | 503 AUTO 2.117 KM | SY 525 V HOME 2.053 KM |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SY 536 IL ACCEPT 2.396 KM | SY 546 IL HOME 2.622 KM | SY 552 IL HOME 2.787 KM | SY 535 IL HOME 2.345 KM | IL 1.5 AUTO 2.618 KM | IL 1.7 AUTO 2.751 KM | SY 538 I HOME 2.396 KM | SY 540 I O/HOME 2.622 KM | SY 537 I O/HOME 2.345 KM | SY 539 I REPEAT 2.517 KM | SY 539 I HOME 2.618 KM | SY 547 I O/HOME 2.787 KM | SY 542 I 2.790 KM | SY 541 I HOME 2.605 KM | SY 543 IR ACCEPT 2.837 KM | SY 545 IR HOME 2.915 KM | SY 544 I 2.797 KM |

MULTI SPAD SIGNAL SY 481 M

MULTI SPAD SIGNAL SY 516 L

MULTI SPAD SIGNAL SY 537 I

MULTI SPAD SIGNAL 502

MULTI SPAD SIGNAL SY 483 S

**RADIO TRANSPONDER AREA NUMBERS**



| | | | | | | |
|---|---|---|---|---|---|---|
| A | 001 | 002 | 003 | 035 | 001 | 258 |
| V | 035 | 035 | 035 | 258 | 258 | 035 |

SECTION : REDFERN TO ERSKINEVILLE
REDFERN TO MACDONALDTOWN

MAP SET : CENTRAL TO MACARTHUR
PAGE : 3 OF 4
UPDATED TO : 3 November 2026

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)

## SPECIAL POINTS OF INTEREST

### ERSKINEVILLE

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

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

| 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) | - | DI | DL |
| | DOWN ILLAWARRA LOCAL (M) | - | | |
| | DOWN ILLAWARRA (S) | DI | | |
| | DOWN ILLAWARRA LOCAL (S) | DL | | |

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

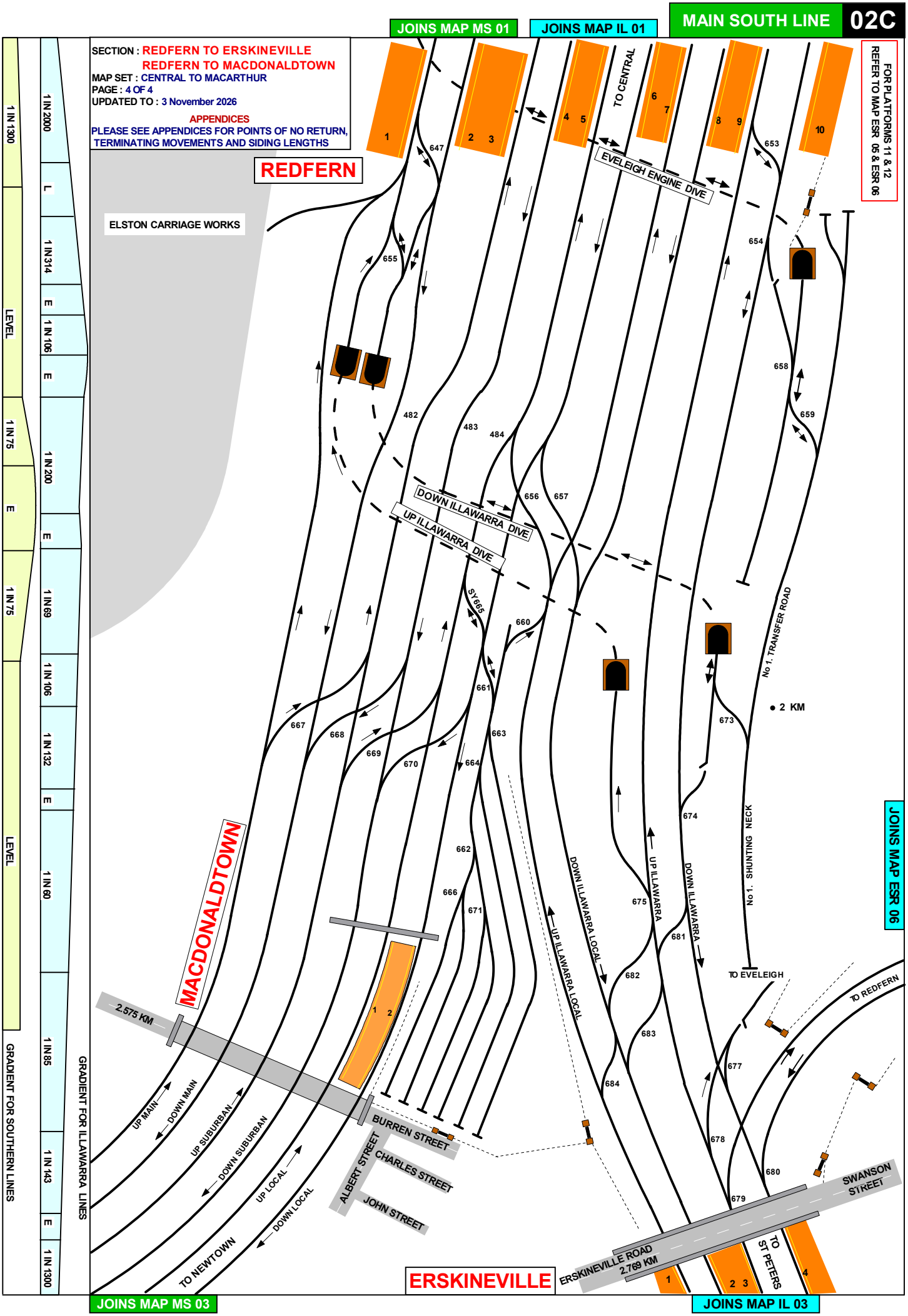
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 539 I | DOWN ILLAWARRA | - |
| | DOWN ILLAWARRA | - |

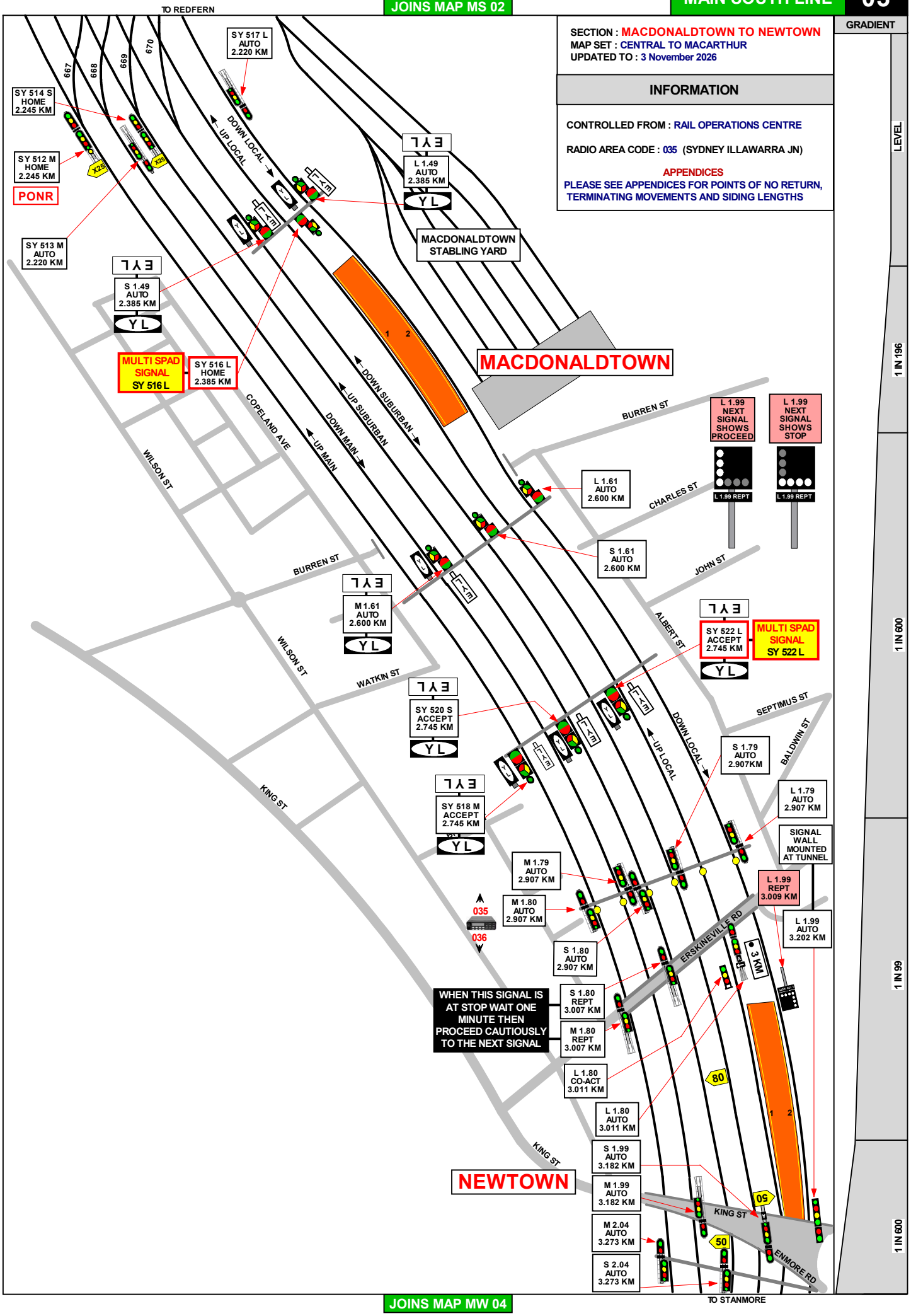
| SIGNAL | DESTINATION | IND. |
|---|---|---|
| SY 540 I | UP ILLAWARRA (M) | - |
| | UP ILLAWARRA (S) | - |

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

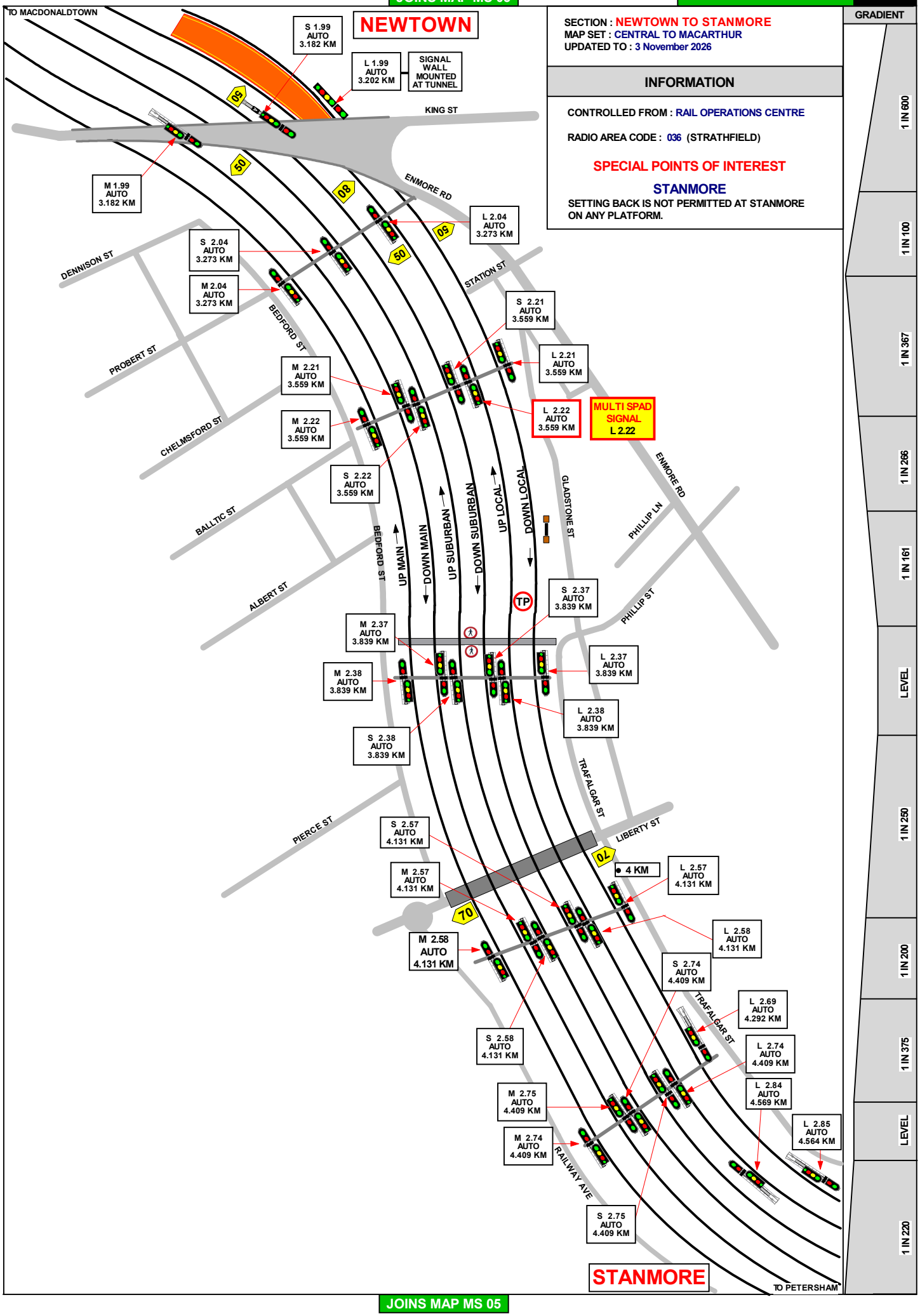
| SIGNAL | DESTINATION | IND. | | |
|---|---|---|---|---|
| SY 546 IL | UP ILLAWARRA LOCAL(M) | - | UL | UI |
| | UP ILLAWARRA(M) | - | | |
| | UP ILLAWARRA (S) | UL | | |
| | UP ILLAWARRA LOCAL (S) | UI | | |

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


MAIN SOUTH LINE 02C
JOINS MAP MS 01
JOINS MAP IL 01
SECTION : REDFERN TO ERSKINEVILLE
REDFERN TO MACDONALDTOWN
MAP SET : CENTRAL TO MACARTHUR
PAGE : 4 OF 4
UPDATED TO : 3 November 2026
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS
FOR PLATFORMS 11 & 12 REFER TO MAP ESR 05 & ESR 06
REDFERN
ELSTON CARRIAGE WORKS
TO CENTRAL
EVELEIGH ENGINE DIVE
DOWN ILLAWARRA DIVE
UP ILLAWARRA DIVE
SY665
No 1. TRANSFER ROAD
2 KM
No 1. SHUNTING NECK
DOWN ILLAWARRA LOCAL
UP ILLAWARRA LOCAL
UP ILLAWARRA
DOWN ILLAWARRA
TO EVELEIGH
TO REDFERN
MACDONALDTOWN
2.575 KM
UP MAIN
DOWN MAIN
UP SUBURBAN
DOWN SUBURBAN
UP LOCAL
DOWN LOCAL
TO NEWTOWN
BURREN STREET
CHARLES STREET
ALBERT STREET
JOHN STREET
ERSKINEVILLE
ERSKINEVILLE ROAD 2.769 KM
SWANSON STREET
TO ST PETERS
JOINS MAP ESR 06
JOINS MAP MS 03
JOINS MAP IL 03
GRADIENT FOR ILLAWARRA LINES
GRADIENT FOR SOUTHERN LINES
1 IN 1300
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 85
1 IN 143
E
1 IN 1300
LEVEL
1 IN 75
E
1 IN 75
LEVEL


TO REDFERN
JOINS MAP MS 02
SECTION : MACDONALDTOWN TO NEWTOWN
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026
INFORMATION
CONTROLLED FROM : RAIL OPERATIONS CENTRE
RADIO AREA CODE : 035 (SYDNEY ILLAWARRA JN)
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS
GRADIENT
LEVEL
1 IN 196
1 IN 600
1 IN 99
1 IN 600
667
668
669
670
SY 514 S HOME 2.245 KM
SY 512 M HOME 2.245 KM
PONR
SY 513 M AUTO 2.220 KM
SY 517 L AUTO 2.220 KM
DOWN LOCAL
UP LOCAL
L 1.49 AUTO 2.385 KM
MACDONALDTOWN STABLING YARD
S 1.49 AUTO 2.385 KM
MULTI SPAD SIGNAL SY 516 L
SY 516 L HOME 2.385 KM
MACDONALDTOWN
DOWN SUBURBAN
UP SUBURBAN
DOWN MAIN
UP MAIN
COPELAND AVE
WILSON ST
BURREN ST
L 1.99 NEXT SIGNAL SHOWS PROCEED
L 1.99 NEXT SIGNAL SHOWS STOP
L 1.99 REPT
L 1.61 AUTO 2.600 KM
CHARLES ST
S 1.61 AUTO 2.600 KM
JOHN ST
M 1.61 AUTO 2.600 KM
ALBERT ST
SY 522 L ACCEPT 2.745 KM
MULTI SPAD SIGNAL SY 522 L
WATKIN ST
SY 520 S ACCEPT 2.745 KM
SEPTIMUS ST
BALDWIN ST
KING ST
SY 518 M ACCEPT 2.745 KM
S 1.79 AUTO 2.907KM
L 1.79 AUTO 2.907 KM
SIGNAL WALL MOUNTED AT TUNNEL
M 1.79 AUTO 2.907 KM
M 1.80 AUTO 2.907 KM
L 1.99 REPT 3.009 KM
035
036
L 1.99 AUTO 3.202 KM
ERSKINEVILLE RD
3 KM
S 1.80 AUTO 2.907 KM
WHEN THIS SIGNAL IS AT STOP WAIT ONE MINUTE THEN PROCEED CAUTIOUSLY TO THE NEXT SIGNAL
S 1.80 REPT 3.007 KM
M 1.80 REPT 3.007 KM
L 1.80 CO-ACT 3.011 KM
80
L 1.80 AUTO 3.011 KM
S 1.99 AUTO 3.182 KM
NEWTOWN
M 1.99 AUTO 3.182 KM
KING ST
60
M 2.04 AUTO 3.273 KM
50
ENMORE RD
S 2.04 AUTO 3.273 KM
TO STANMORE
JOINS MAP MW 04

JOINS MAP MS 03




SECTION : NEWTOWN TO STANMORE
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 036 (STRATHFIELD)

### SPECIAL POINTS OF INTEREST

**STANMORE**

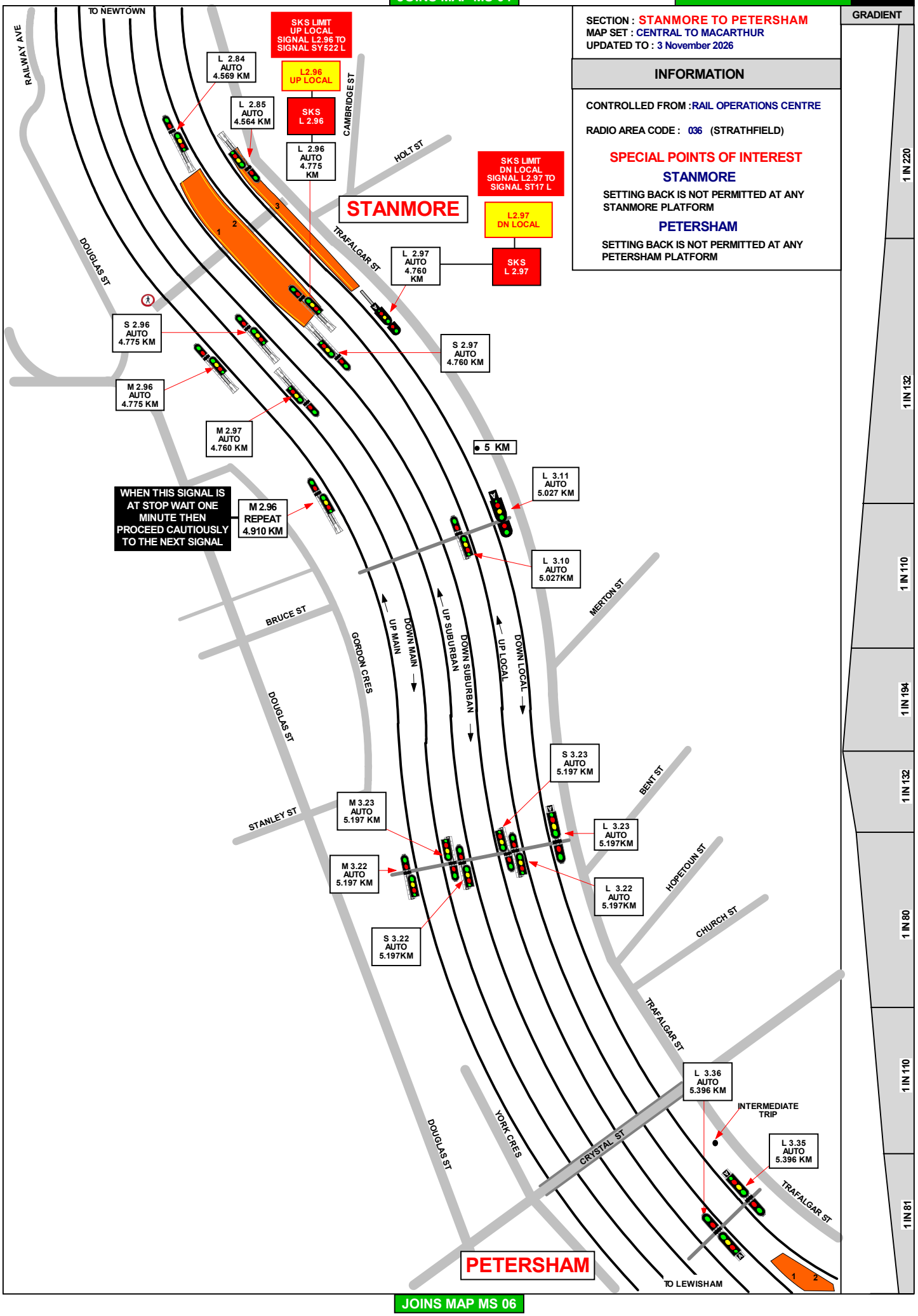
SETTING BACK IS NOT PERMITTED AT STANMORE ON ANY PLATFORM.

GRADIENT

1 IN 600
1 IN 100
1 IN 367
1 IN 266
1 IN 161
LEVEL
1 IN 250
1 IN 200
1 IN 375
LEVEL
1 IN 220

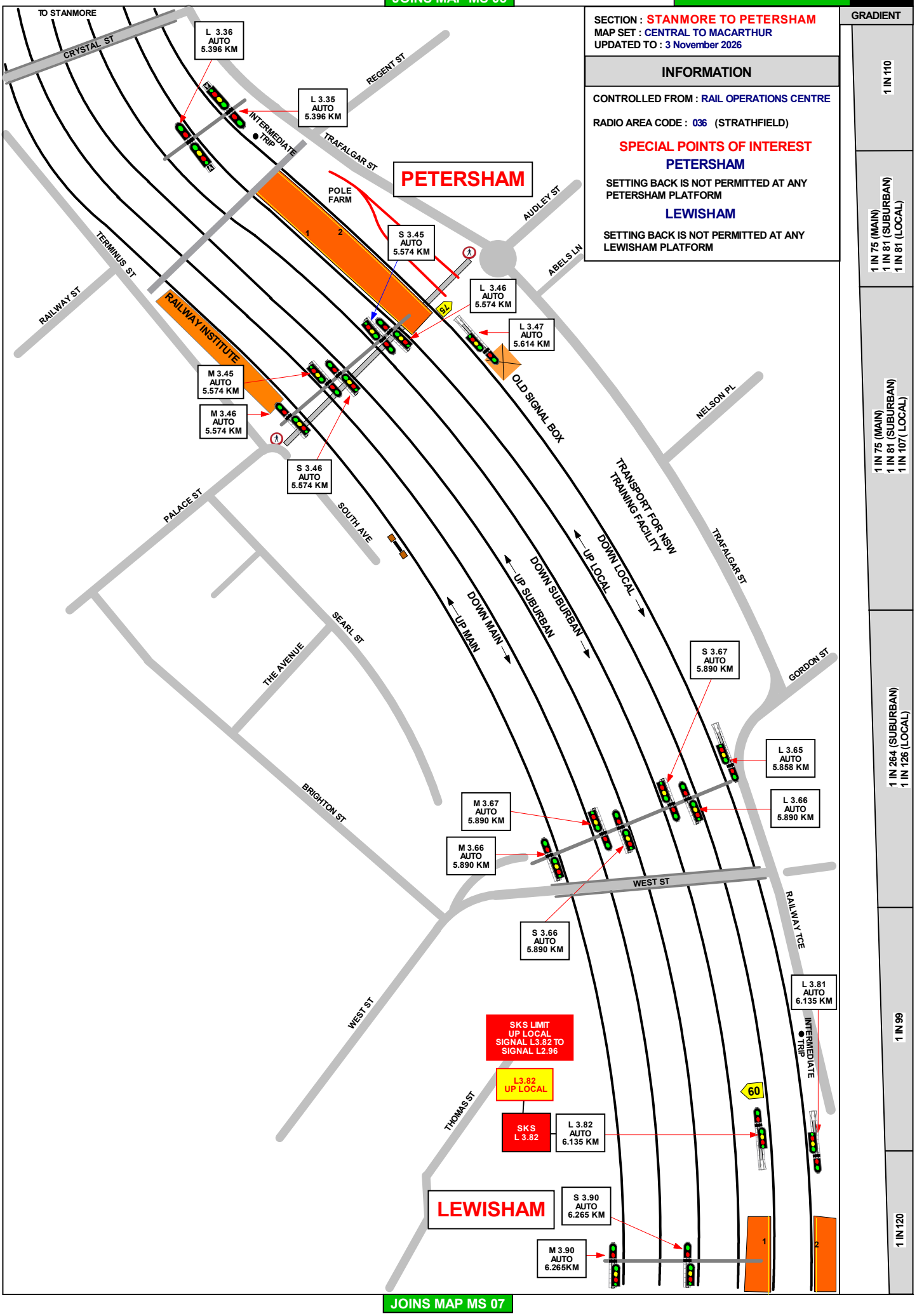
JOINS MAP MS 05

JOINS MAP MS 04




JOINS MAP MS 06

JOINS MAP MS 05




SECTION : STANMORE TO PETERSHAM
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 036 (STRATHFIELD)

### SPECIAL POINTS OF INTEREST

**PETERSHAM**

SETTING BACK IS NOT PERMITTED AT ANY PETERSHAM PLATFORM

**LEWISHAM**

SETTING BACK IS NOT PERMITTED AT ANY LEWISHAM PLATFORM

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

JOINS MAP MS 07

JOINS MAP MS 06

SECTION : LEWISHAM TO SUMMER HILL
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 036 (STRATHFIELD)

### SPECIAL POINTS OF INTEREST

**LEWISHAM**

SETTING BACK IS NOT PERMITTED AT ANY LEWISHAM PLATFORM

**SUMMER HILL**

SETTING BACK IS NOT PERMITTED AT ANY SUMMER HILL PLATFORM

GRADIENT

1 IN 99

1 IN 120

LEVEL

1 IN 118

1 IN 100

TO PETERSHAM

LEWISHAM

S 3.90 AUTO 6.265 KM

M 3.90 AUTO 6.265KM

100

80

L 3.94 AUTO 6.340 KM

L 3.95 AUTO 6.340 KM

S 3.95 AUTO 6.340 KM

M 3.95 AUTO 6.340 KM

P

RAILWAY TCE

DOWN SUBURBAN

UP SUBURBAN

UP LOCAL

DOWN LOCAL

UP MAIN

DOWN MAIN

OLD CANTERBURY RD

**M 3.95**
GREEN LIGHT OVER YELLOW PULSATING LIGHT INDICATES PRELIMINARY MEDIUM INDICATION

INTERMEDIATE TRIP

LONGPORT ST

ALFRED ST

BARKER ST

BROWN ST

LIGHT RAILWAY

HAWTHORNE CANAL

L 4.11 AUTO 6.615 KM

L 4.10 AUTO 6.615 KM

M 4.10 AUTO 6.615 KM

S 4.10 AUTO 6.615 KM

CARLTON CRS

CHAPMAN ST

GROSVENOR CRS

ST 5 L AUTO 6.758 KM

ST 8 L AUTO 6.758 KM

FLEET ST

ST 3 S AUTO 6.758 KM

ST 14 L REPT

ST 11 L AUTO 6.932 KM

ST 14 L AUTO 6.932 KM

ST 20 L AUTO 7.129 KM

**ST 1M**
GREEN LIGHT OVER YELLOW PULSATING LIGHT INDICATES PRELIMINARY MEDIUM INDICATION

ST 1 M ACCEPT 6.758 KM

E Y L

ST 12 S AUTO 6.932 KM

ST 10 M AUTO 6.932 KM

ST9 S ACCEPT 6.932 KM

E Y L

SUMMER HILL

ST 17 L ACCEPT 7.129 KM

E Y L

ST 15 S OH 7.129 KM

SLOANE ST

ST 18 S AUTO 7.129 KM

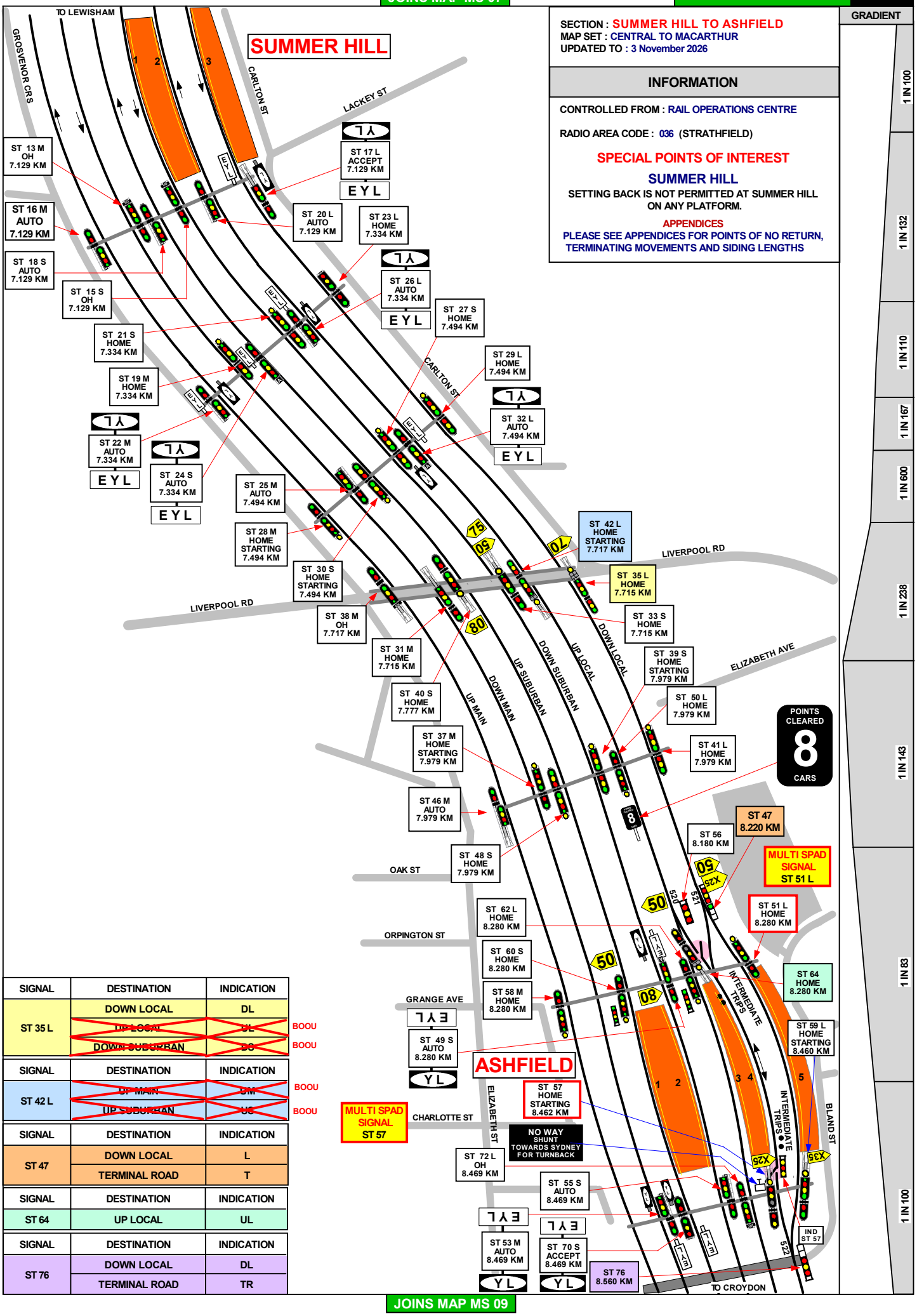
ST 13 M OH 7.129 KM

ST 16 M AUTO 7.129 KM

TO SUMMERHILL

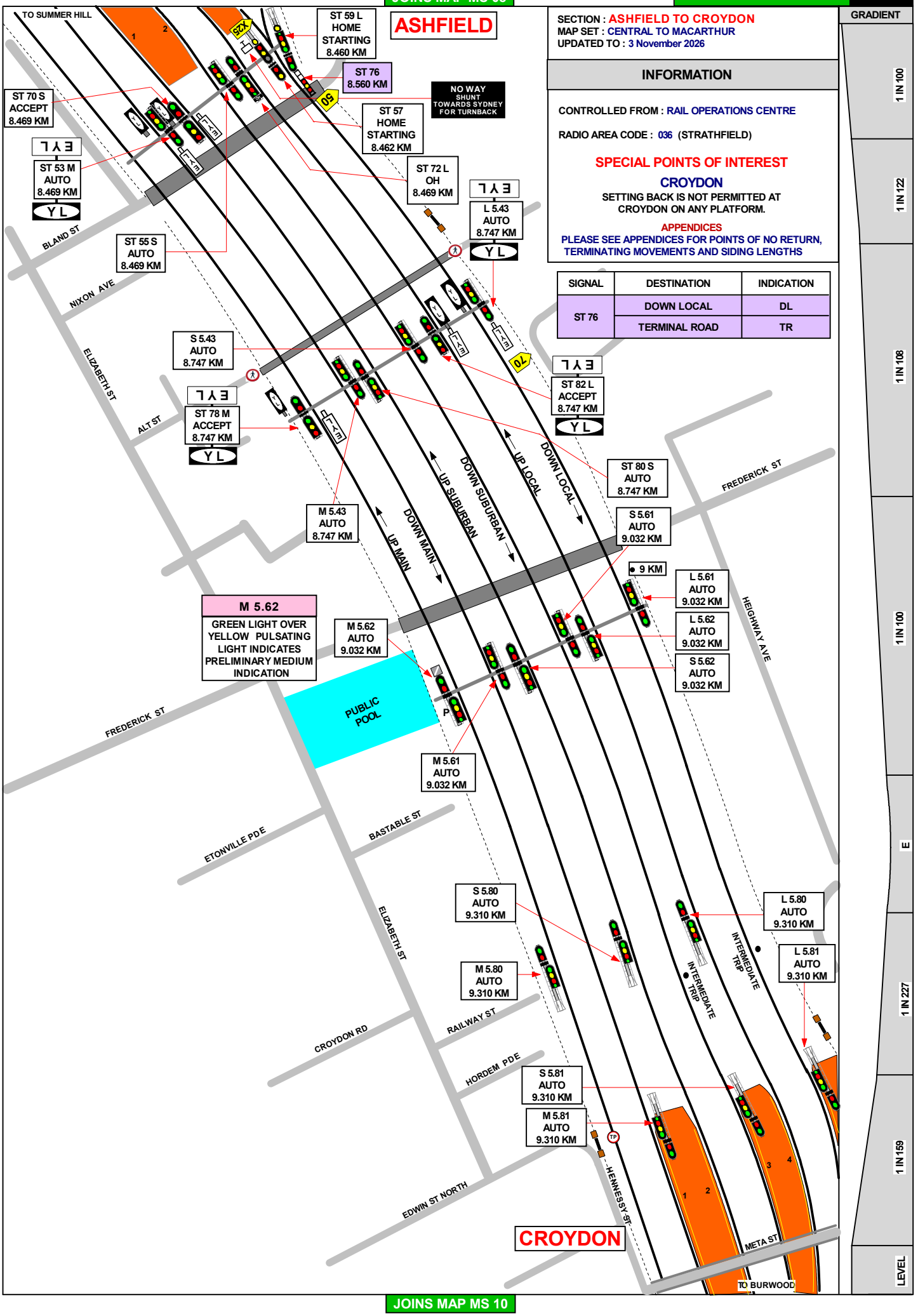
JOINS MAP MS 08

JOINS MAP MS 07




JOINS MAP MS 09

JOINS MAP MS 08




SECTION : ASHFIELD TO CROYDON
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 036 (STRATHFIELD)

### SPECIAL POINTS OF INTEREST

**CROYDON**

SETTING BACK IS NOT PERMITTED AT CROYDON ON ANY PLATFORM.

**APPENDICES**

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 76 | DOWN LOCAL | DL |
| | TERMINAL ROAD | TR |

GRADIENT

1 IN 100
1 IN 122
1 IN 108
1 IN 100
E
1 IN 227
1 IN 159
LEVEL

JOINS MAP MS 10

JOINS MAP MS 09

SECTION : CROYDON TO BURWOOD
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 036 (STRATHFIELD)

### SPECIAL POINTS OF INTEREST

**CROYDON**

SETTING BACK IS NOT PERMITTED AT CROYDON ON ANY PLATFORM.
Note : THERE IS NO PLATFORM ON THE UP MAIN.

**BURWOOD**

SETTING BACK IS NOT PERMITTED AT BURWOOD ON ANY PLATFORM.

GRADIENT

1 IN 189
LEVEL
1 IN 660
1 IN 135
1 IN 110
E
1 IN 252
1 IN 600
1 IN 129
1 IN 66
1 IN 192
1 IN 347
LEVEL
1 IN 75

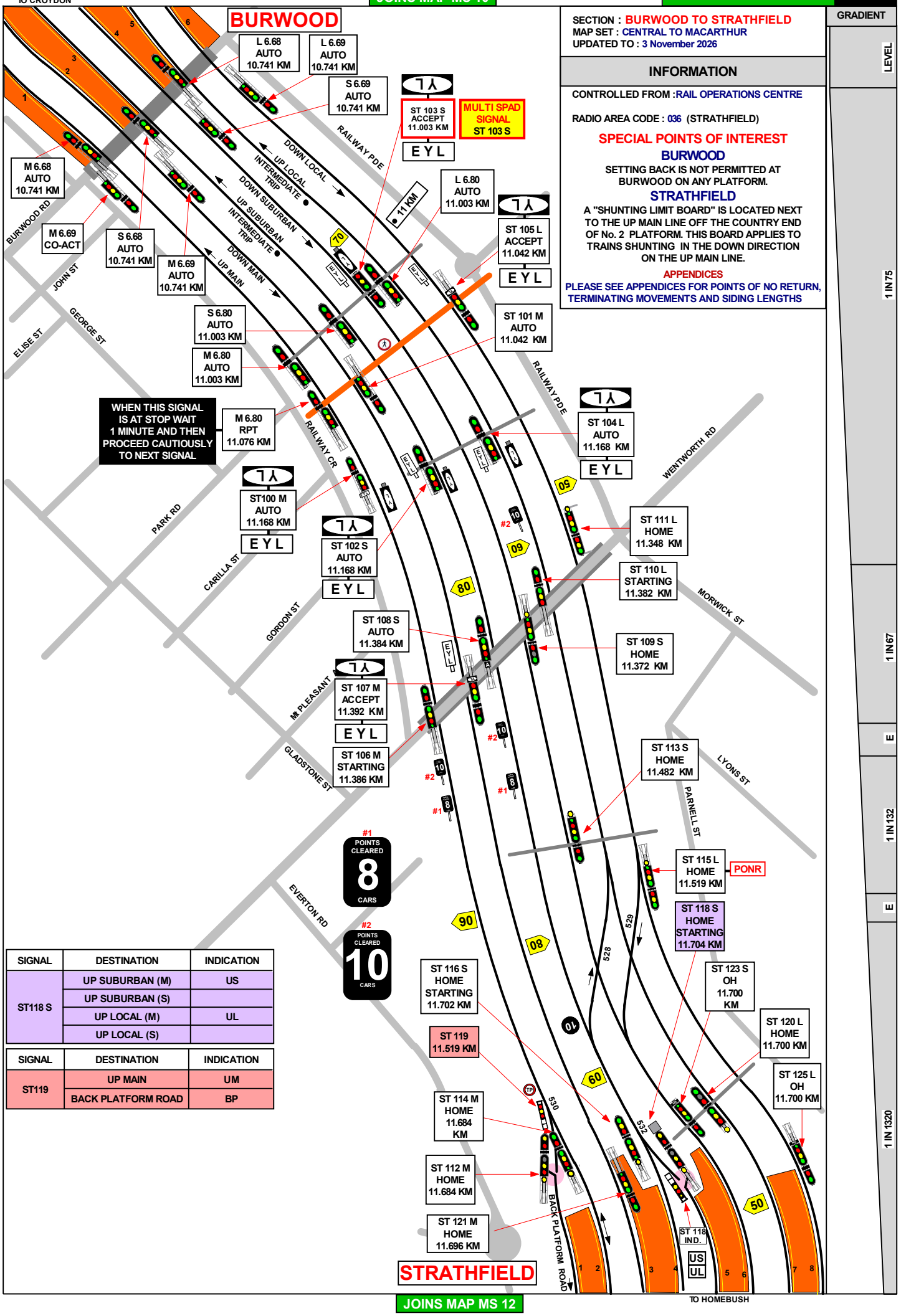
TO ASHFIELD
CROYDON
META ST
YOUNG ST
FITZROY ST
REED ST
INTERMEDIATE TRIP
INTERMEDIATE TRIP
DOWN MAIN
UP SUBURBAN
DOWN SUBURBAN
UP LOCAL
DOWN LOCAL
UP MAIN
PAISLEY RD
BRADY ST
BRAND ST
ALBERT CRES
WALLACE ST
CHELTENHAM RD
LUCAS RD
SHAFTESBURY RD
RAILWAY PDE
DEANE ST
WAIMEA ST
MARMADUKE ST
BURWOOD
TO STRATHFIELD
08
10 KM

L 5.92 AUTO 9.519 KM
S 5.92 AUTO 9.519 KM
M 5.92 AUTO 9.519 KM
L 5.91 AUTO 9.519 KM
S 5.91 AUTO 9.519 KM
M 5.91 AUTO 9.519 KM
S 6.15 AUTO 9.837 KM
M 6.15 AUTO 9.837 KM
L 6.15 AUTO 9.837 KM
M 6.14 AUTO 9.837 KM
L 6.14 AUTO 9.837 KM
S 6.14 AUTO 9.837 KM
S 6.37 AUTO 10.227 KM
M 6.37 AUTO 10.227 KM
L 6.37 AUTO 10.227 KM
M 6.36 AUTO 10.227 KM
L 6.36 AUTO 10.227 KM
S 6.36 AUTO 10.227 KM
L 6.54 AUTO 10.522 KM
S 6.54 AUTO 10.522 KM
M 6.54 AUTO 10.522 KM
L 6.55 AUTO 10.522 KM
S 6.55 AUTO 10.522 M
L 6.68 AUTO 10.741 KM
S 6.69 AUTO 10.741 KM
M 6.55 AUTO 10.522 KM
S 6.69 CO-ACT
S 6.68 AUTO 10.741 KM
M 6.69 AUTO 10.741 KM
M 6.68 AUTO 10.741 KM
M 6.69 CO-ACT

JOINS MAP MS 11

TO CROYDON

JOINS MAP MS 10




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST118 S | UP SUBURBAN (M) | US |
| | UP SUBURBAN (S) | |
| | UP LOCAL (M) | UL |
| | UP LOCAL (S) | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST119 | UP MAIN | UM |
| | BACK PLATFORM ROAD | BP |

SECTION : BURWOOD TO STRATHFIELD
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 036 (STRATHFIELD)

### SPECIAL POINTS OF INTEREST

**BURWOOD**

SETTING BACK IS NOT PERMITTED AT BURWOOD ON ANY PLATFORM.

**STRATHFIELD**

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

APPENDICES

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

GRADIENT

LEVEL

1 IN 75

E

1 IN 67

E

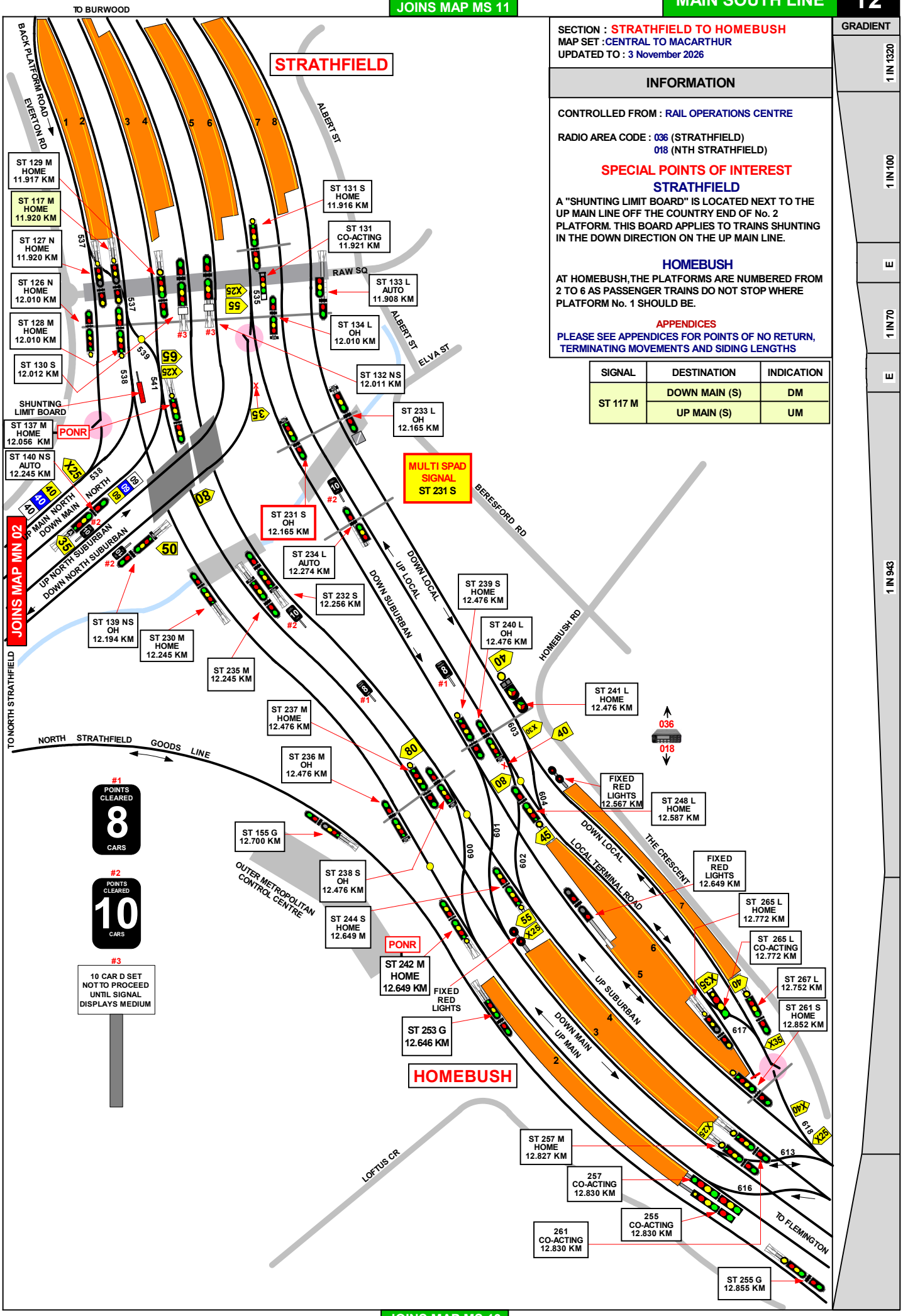
1 IN 132

1 IN 1320

JOINS MAP MS 12

TO HOMEBUSH

JOINS MAP MS 11




SECTION : STRATHFIELD TO HOMEBUSH
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 036 (STRATHFIELD)
018 (NTH STRATHFIELD)

### SPECIAL POINTS OF INTEREST

**STRATHFIELD**

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

**HOMEBUSH**

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

**APPENDICES**

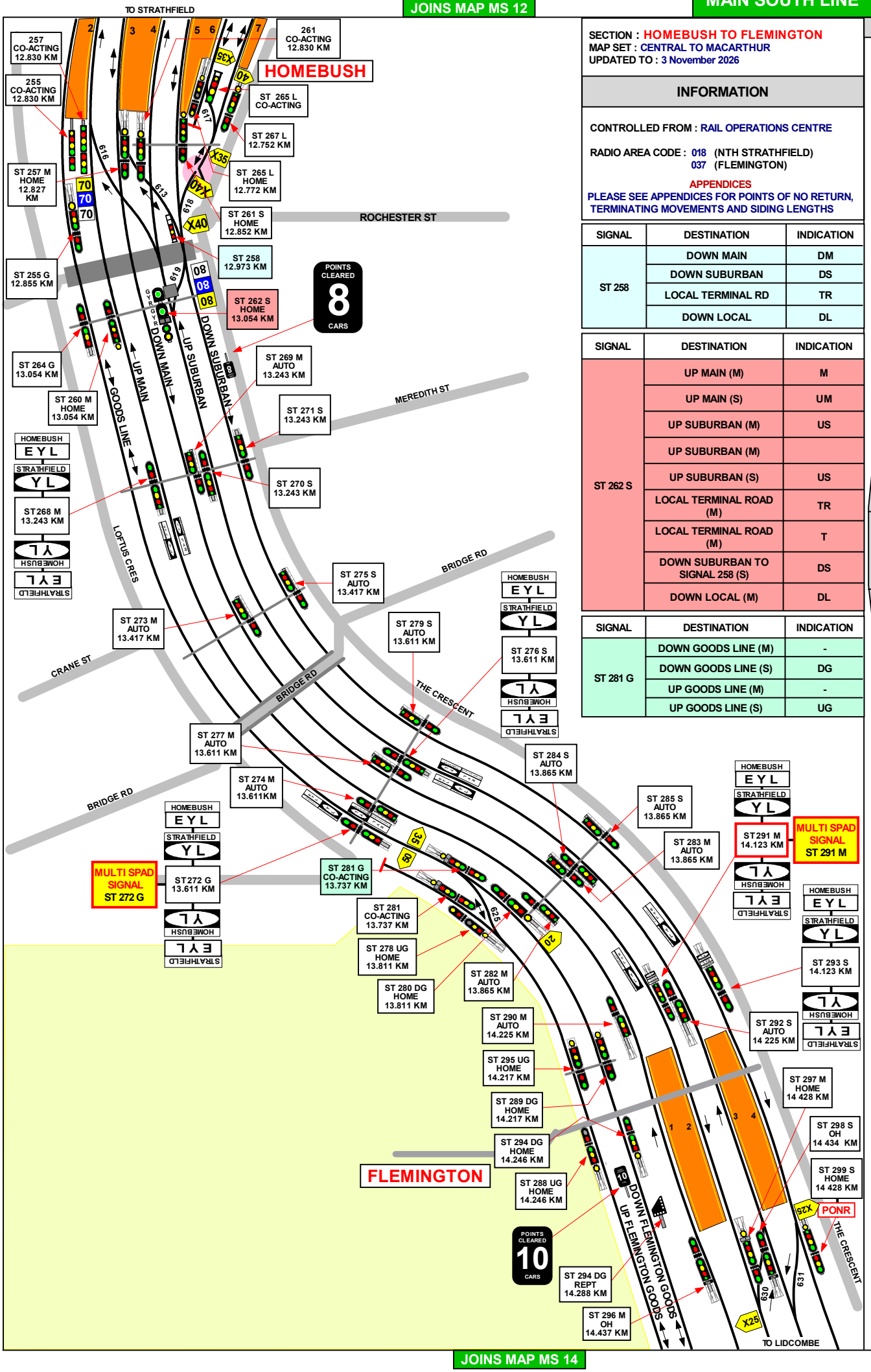
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

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

GRADIENT
1 IN 1320
1 IN 100
E
1 IN 70
E
1 IN 943

JOINS MAP MS 13

JOINS MAP MS 12




SECTION : HOMEBUSH TO FLEMINGTON
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 018 (NTH STRATHFIELD)
037 (FLEMINGTON)

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 258 | DOWN MAIN | DM |
| | DOWN SUBURBAN | DS |
| | LOCAL TERMINAL RD | TR |
| | DOWN LOCAL | DL |

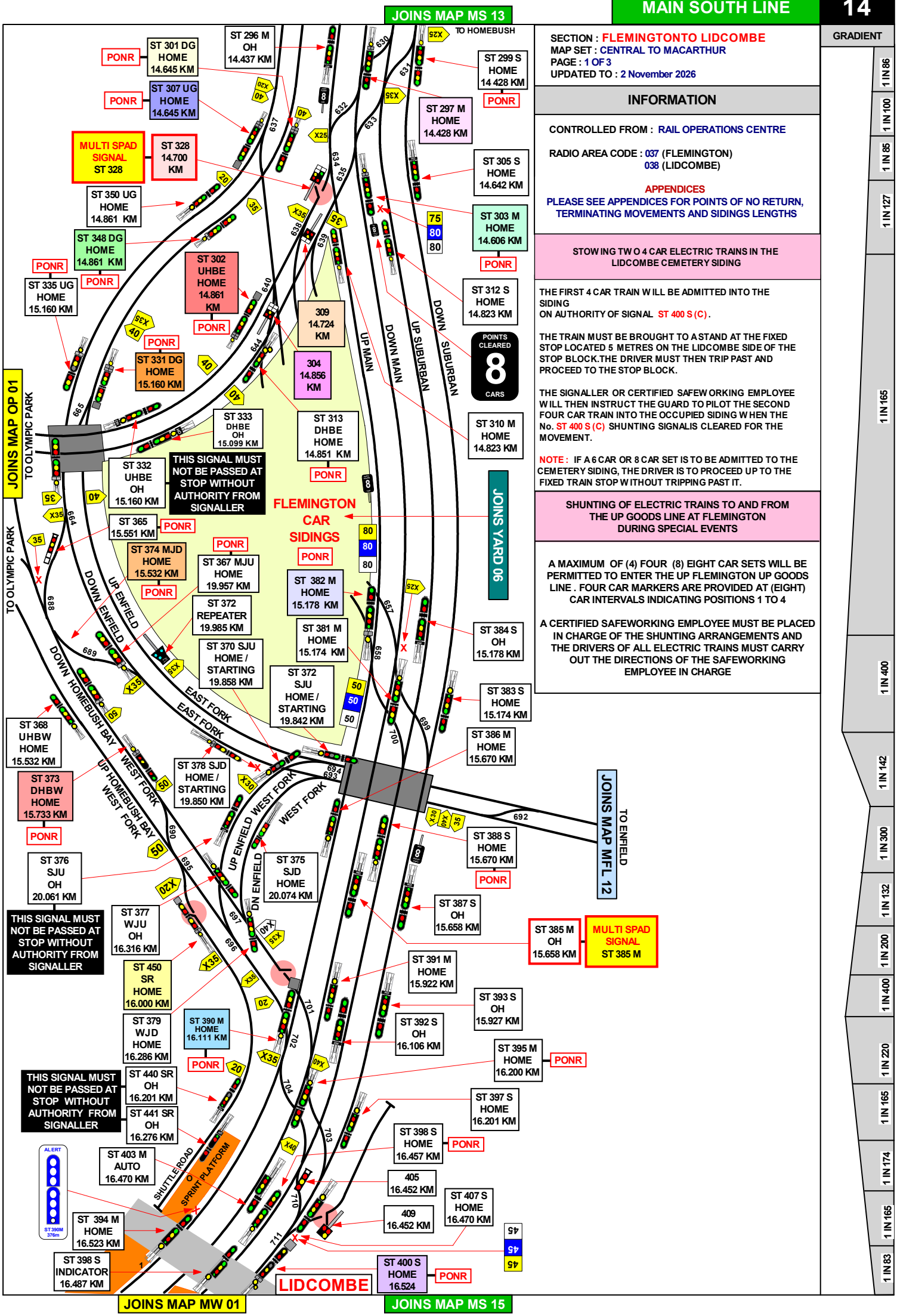
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 262 S | UP MAIN (M) | M |
| | UP MAIN (S) | UM |
| | UP SUBURBAN (M) | US |
| | UP SUBURBAN (M) | |
| | UP SUBURBAN (S) | US |
| | LOCAL TERMINAL ROAD (M) | TR |
| | LOCAL TERMINAL ROAD (M) | T |
| | DOWN SUBURBAN TO SIGNAL 258 (S) | DS |
| | DOWN LOCAL (M) | DL |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 281 G | DOWN GOODS LINE (M) | - |
| | DOWN GOODS LINE (S) | DG |
| | UP GOODS LINE (M) | - |
| | UP GOODS LINE (S) | UG |

GRADIENT

1 IN 254 E 1 IN 108 E 1 IN 165 1 IN 132 LEVEL 1 IN 110 1 IN 300 1 IN 103 1 IN 86

JOINS MAP MS 14




SECTION : FLEMINGTONTO LIDCOMBE
MAP SET : CENTRAL TO MACARTHUR
PAGE : 1 OF 3
UPDATED TO : 2 November 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 LENGTHS

### 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 SIGNALIS 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.

### SHUNTING OF ELECTRIC TRAINS TO AND FROM THE UP GOODS LINE AT FLEMINGTON DURING SPECIAL EVENTS

A MAXIMUM OF (4) FOUR (8) EIGHT CAR SETS WILL BE PERMITTED TO ENTER THE UP FLEMINGTON UP GOODS LINE . FOUR CAR MARKERS ARE PROVIDED AT (EIGHT) CAR INTERVALS INDICATING POSITIONS 1 TO 4

A CERTIFIED SAFEWORKING EMPLOYEE MUST BE PLACED IN CHARGE OF THE SHUNTING ARRANGEMENTS AND THE DRIVERS OF ALL ELECTRIC TRAINS MUST CARRY OUT THE DIRECTIONS OF THE SAFEWORKING EMPLOYEE IN CHARGE

GRADIENT

1 IN 86
1 IN 100
1 IN 85
1 IN 127
1 IN 165
1 IN 400
1 IN 142
1 IN 300
1 IN 132
1 IN 200
1 IN 400
1 IN 220
1 IN 165
1 IN 174
1 IN 165
1 IN 83

| 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 | DOWN HOMEBUSH BAY (M) | DH |
| | DOWN HOMEBUSH BAY (S) | DH |
| | 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 | 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 : 3 November 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 LENGTHS

# 3 ROUTE BOOKED OUT OF USE

JOINS MAP MS 13

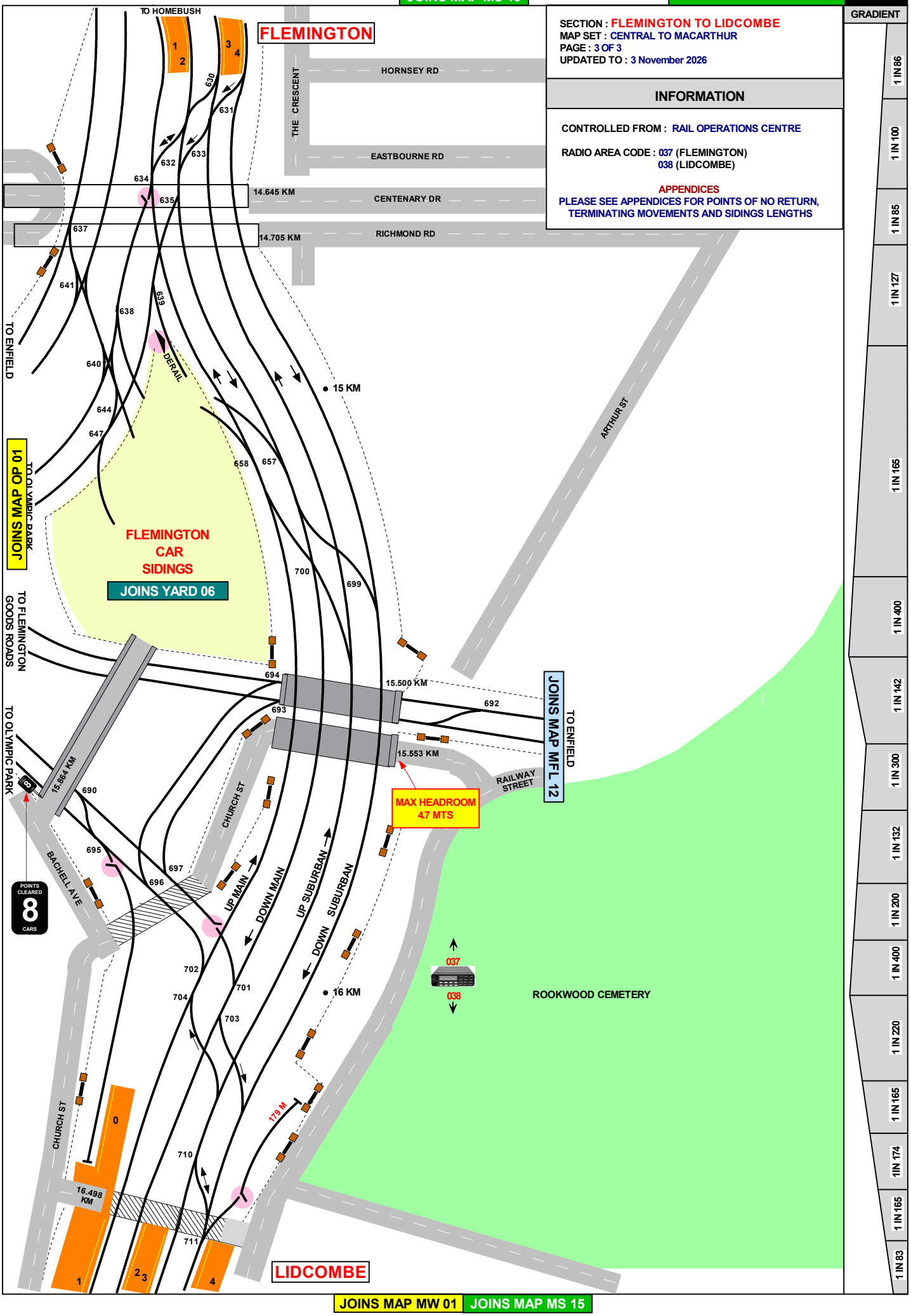
SECTION : FLEMINGTON TO LIDCOMBE
MAP SET : CENTRAL TO MACARTHUR
PAGE : 3 OF 3
UPDATED TO : 3 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

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

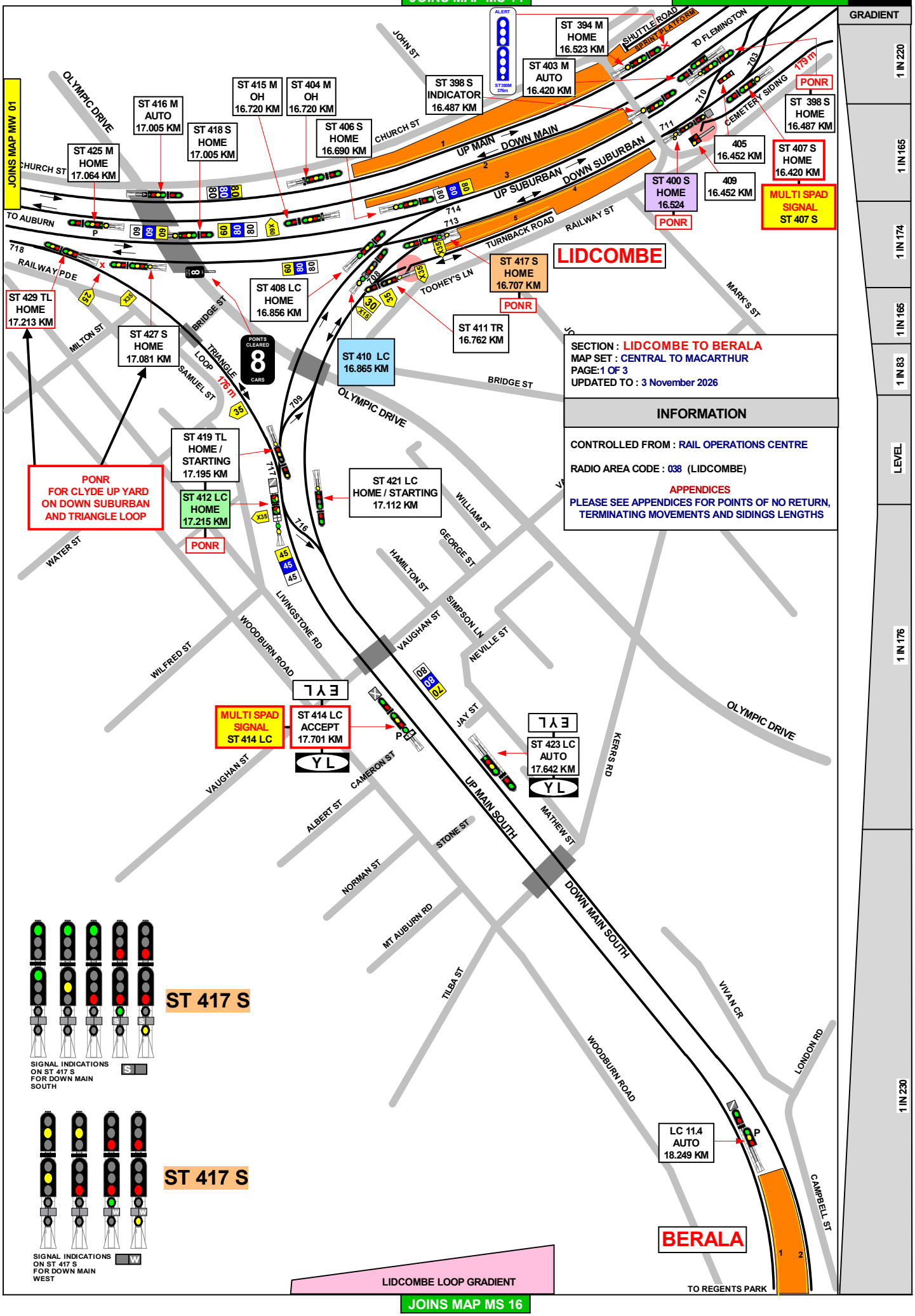
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDINGS LENGTHS




JOINS MAP MW 01 JOINS MAP MS 15

GRADIENT
1 IN 86
1 IN 100
1 IN 85
1 IN 127
1 IN 165
1 IN 400
1 IN 142
1 IN 300
1 IN 132
1 IN 200
1 IN 400
1 IN 220
1 IN 165
1IN 174
1 IN 165
1 IN 83

JOINS MAP MS 14




JOINS MAP MS 16

| 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 : 3 November 2026

## 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**

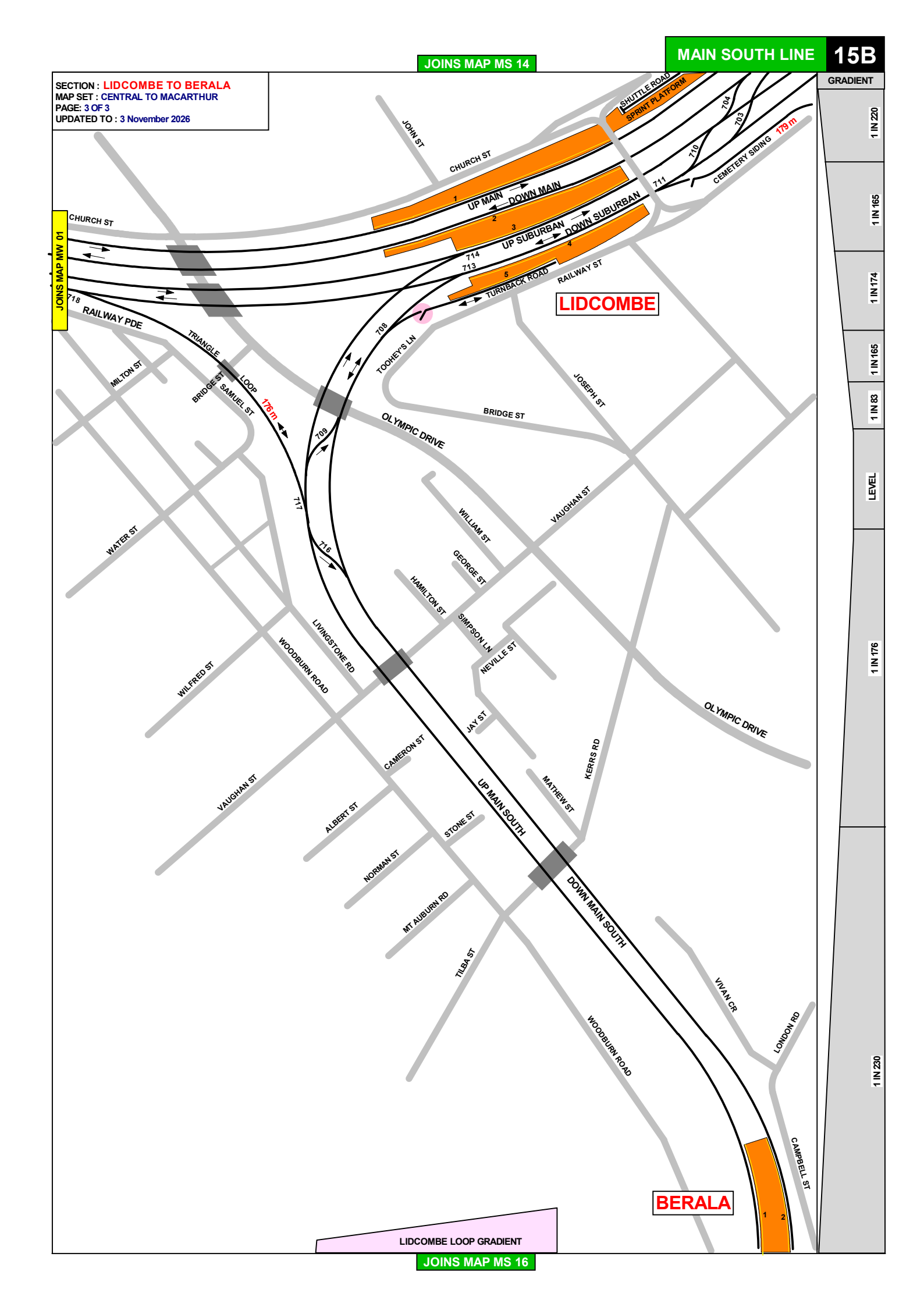
THE FIRST 4 CAR TRAIN WILL BE ADMITTED INTO THE SIDING
ON AUTHORITY OF SIGNAL ST 400 S (C).

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 SIGNALIS 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.

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


MAIN SOUTH LINE
15B
JOINS MAP MS 14
SECTION : LIDCOMBE TO BERALA
MAP SET : CENTRAL TO MACARTHUR
PAGE: 3 OF 3
UPDATED TO : 3 November 2026
GRADIENT
1 IN 220
1 IN 165
1 IN 174
1 IN 165
1 IN 83
LEVEL
1 IN 176
1 IN 230
JOINS MAP MW 01
CHURCH ST
JOHN ST
SHUTTLE ROAD
SPRINT PLATFORM
704
703
710
711
CEMETERY SIDING
179 m
UP MAIN
DOWN MAIN
UP SUBURBAN
DOWN SUBURBAN
714
713
TURNBACK ROAD
RAILWAY ST
LIDCOMBE
718
RAILWAY PDE
TRIANGLE
MILTON ST
BRIDGE ST
SAMUEL ST
LOOP
176 m
708
TOOHEY'S LN
JOSEPH ST
BRIDGE ST
OLYMPIC DRIVE
709
717
716
WILLIAM ST
VAUGHAN ST
WATER ST
GEORGE ST
HAMILTON ST
SIMPSON LN
NEVILLE ST
LIVINGSTONE RD
WOODBURN ROAD
WILFRED ST
JAY ST
CAMERON ST
KERRS RD
OLYMPIC DRIVE
VAUGHAN ST
ALBERT ST
STONE ST
MATHEW ST
UP MAIN SOUTH
NORMAN ST
DOWN MAIN SOUTH
MT AUBURN RD
TILBA ST
VIVIAN CR
LONDON RD
WOODBURN ROAD
CAMPBELL ST
BERALA
LIDCOMBE LOOP GRADIENT
JOINS MAP MS 16

JOINS MAP MS 15

TO LIDCOMBE

SECTION : BERALA TO REGENTS PARK
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## 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

LC 11.4 AUTO 18.249 KM
LC 11.5 AUTO 18.463 KM
LC 11.9 AUTO 19.010 KM
LC 11.8 AUTO 19.217 KM
EYL
SP 25 ACCEPT 19.507KM
EYL
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
SP 24 STARTING 19.676 KM
19 KM
038
054

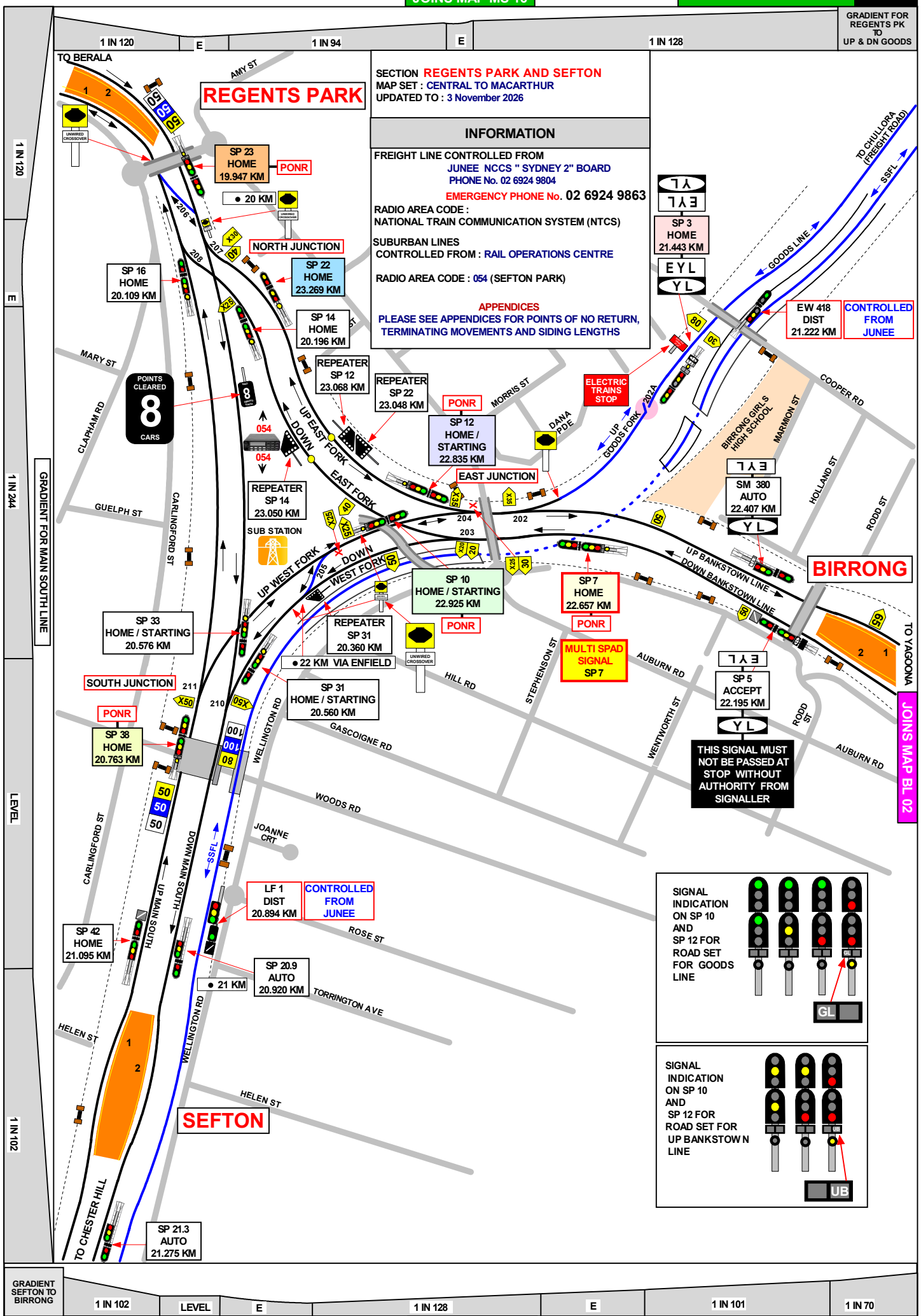
BERALA
REGENTS PARK

LONDON RD
BERALA ST
BRIXTON RD
BURKE ST
BURKE AVE
HYDE PARK RD
CAMPBELL STREET
ELIZABETH ST
YORK ST
KINGSLANG RD
DOWN MAIN SOUTH
UP MAIN SOUTH
JENKINS RD
WRIGHT ST
PARK RD
DAWN CRES
REGENTS ST
PRINCES RD EAST
MICHELE CT
KENT ST
PARK RD

TO SEFTON OR BIRRONG

JOINS MAP MS 17

JOINS MAP MS 16




JOINS MAP MS 18

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 3 | DOWN WEST FORK(M) | - |
| | DOWN WEST FORK (S) | W F |
| | UP EAST FORK (M) | - |
| | UP EAST FORK (S) | E F |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 7 | DOWN WEST FORK(M) | |
| | DOWN WEST FORK (S) | W F |
| | DOWN EAST FORK (M) | - |
| | DOWN EAST FORK (S) | E F |

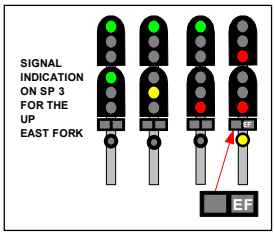
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 10 | UP GOODS (M) | - |
| | UP GOODS (S) | UG |
| | UP BANKSTOWN (M) | - |
| | UP BANKSTOWN(S) | U B |

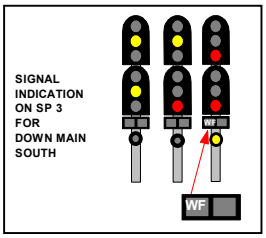
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 12 | UP GOODS (M) | - |
| | UP GOODS (S) | UG |
| | UP BANKSTOWN (M) | - |
| | UP BANKSTOWN(S) | U B |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 22 | UP MAIN (M) | - |
| | UP MAIN (S) | - |

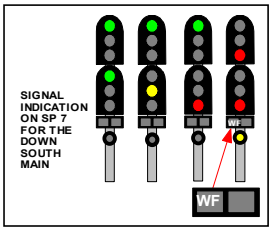
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 23 | UP EAST FORK (M) | - |
| | UP EAST FORK (S) | E F |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | D M |

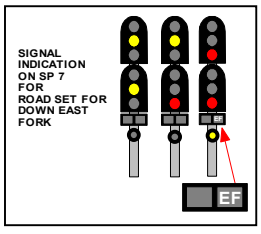
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 38 | UP MAIN (M) | - |
| | UP MAIN (S) | U M |
| | UP WEST FORK (M) | - |
| | UP WESTFORK (S) | W F |



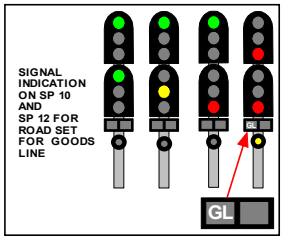



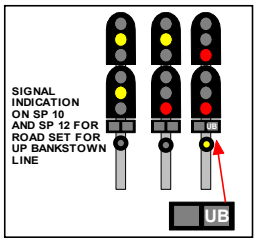

SP 3




SP 7




SP 10
&
SP 12

SECTION : BIRRONG TO REGENTS PARK AND SEFTON
MAP SET : SYDENHAM TO REGENTS PARK
UPDATED TO : 3 November 2026

## 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 SHOWN ROUTES TRAINS TO THE UP SOUTH MAIN VIA THE DOWN EAST FORK AND REGENTS PARK

**BIRRONG**




**SP 25**

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

**REGENTS PARK**

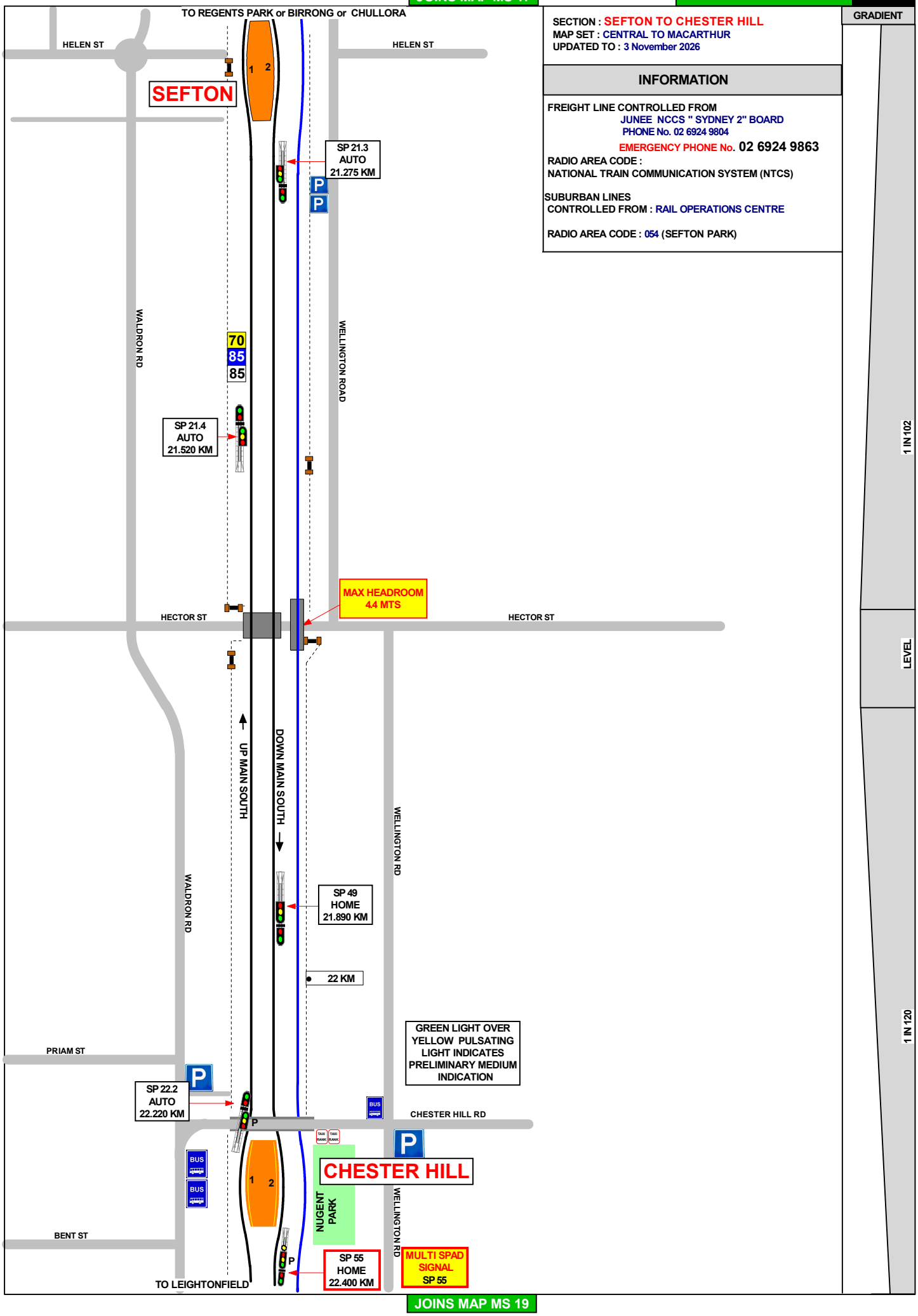


**SP 42**

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

**SEFTON**

JOINS MAP MS 17




SECTION : SEFTON TO CHESTER HILL
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## 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)

GRADIENT

1 IN 102

LEVEL

1 IN 120

JOINS MAP MS 19

JOINS MAP MS 18

TO SEFTON

# CHESTER HILL

STOP
DO NOT PASS
UNLESS AUTHORISED
BY JUNEE NETWORK
CONTROLLER

END SIGNALLED AUTHORITY

STOP.DO NOT PASS UNLESS
AUTHORISED BY JUNEE
NETWORK CONTROLLER

SP 55
HOME
22.400 KM

MULTI SPAD
SIGNAL
SP 55

SP 22.2
AUTO
22.220 KM

SP 22.6
AUTO
22.530 KM

WELLINGTON RD

BENT ST

LF 1
HOME
22.445 KM

LF 4
HOME
22.746 KM

LF 6
HOME
22.746 KM

MILLER RD

SP 61
HOME
22.825 KM

LF 5
23.183 KM

ABBOTT
PARK

CAMPBELL HILL RD

SP 68
HOME / STARTING
23.063 KM

No.1 NRC SIDING 359 m

No.2 NRC SIDING 359 m

BHP SIDING 340 m

B (P)2
23.196 KM

LF 8
23.252 KM

CHRISTINA RD

DOWN MAIN SOUTH

UP MAIN SOUTH

REFUGE LOOP

SSFL MAIN LINE

No. 1 SIDING 368 m

No. 2 SIDING 368 m

SP 75
HOME
23.360 KM

SP 76
HOME
23.570 KM

# LEIGHTONFIELD

BIRMINGHAM AVE

SP 81
HOME
23.762 KM

MONIER SQ

LF 9
22.723 KM

LF 10
22.792 KM

MARPLE AVE

LLEWELLYN AVE

LF 11
HOME
24.116 KM

LF 13
HOME /
STARTING
24 116 KM

WOODVILLE RD

SP 94
FIXED
RED
24.398 KM

SP 96
HOME
24.398 KM

TO CARAMAR

RIVER RD

# VILLAWOOD

SECTION : CHESTER HILL TO VILLAWOOD
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

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

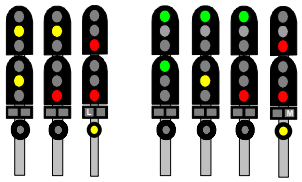
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

SYDNEY TRAINS LINES
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

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

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 |

GRADIENT

1 IN 120

1 IN 100

LEVEL

1 IN 110

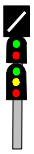
JOINS MAP MS 20

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 70 | REFUGE LOOP(S) | RL |
| | No.1 SIDING (IND)(P)1 | → |
| | No.1 SIDING (IND)(P)2 | → |

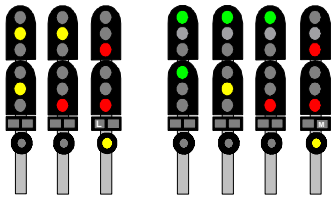
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 81 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | - |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 96 | UP MAIN(M) | - |
| | UP MAIN (S) | UM |

**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 61**
INDICATION SHOWN ROUTE TRAINS TO VILLAWOOD STATION No. 1 PLATFORM FOR EITHER TERMINATION OR PASSING TRAINS

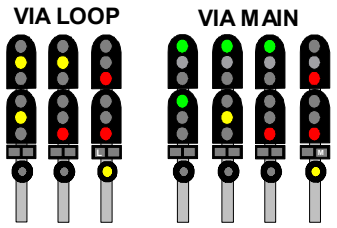



| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 1 | SSFL LOOP (M) | --- |
| | SSFL LOOP (S) | L |
| | SSFL MAIN (M) | --- |
| | SSFL MAIN (S) | M |

| 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 |




| 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 : 3 November 2026

## INFORMATION

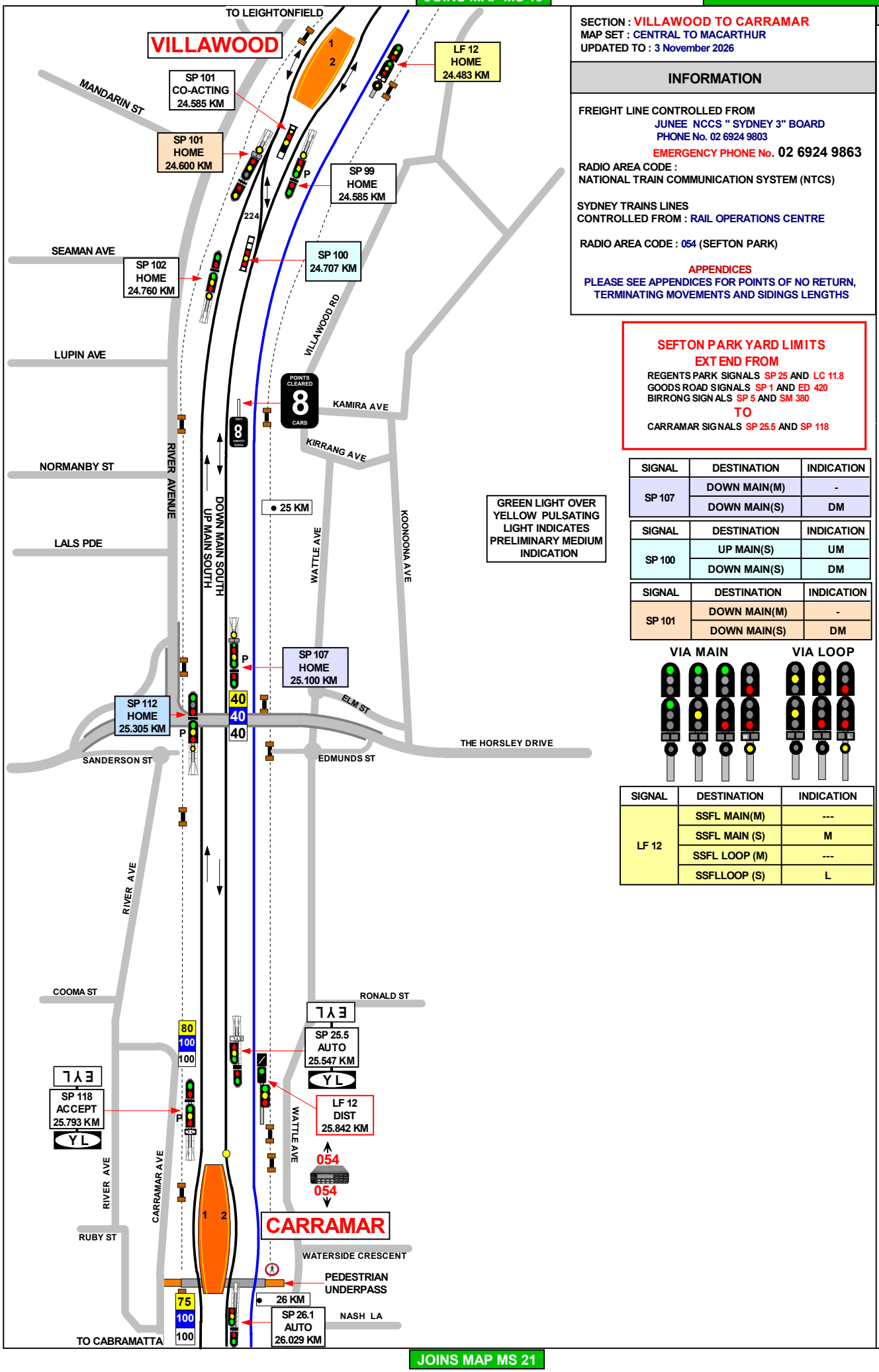
FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

SYDNEY TRAINS LINES
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

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

JOINS MAP MS 19




SECTION : VILLAWOOD TO CARRAMAR
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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)

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

GREEN LIGHT OVER YELLOW PULSATING LIGHT INDICATES PRELIMINARY MEDIUM INDICATION

| 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

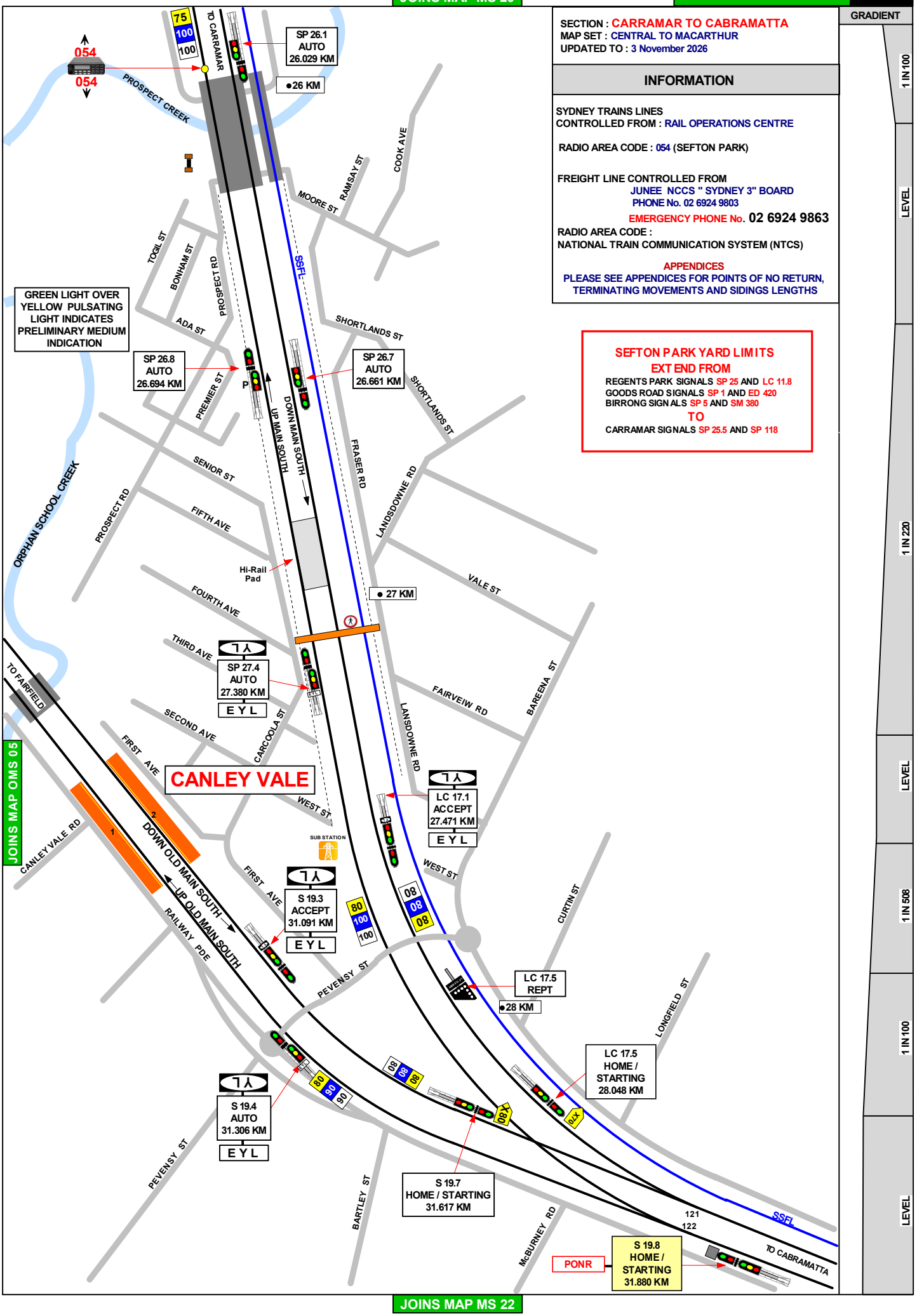


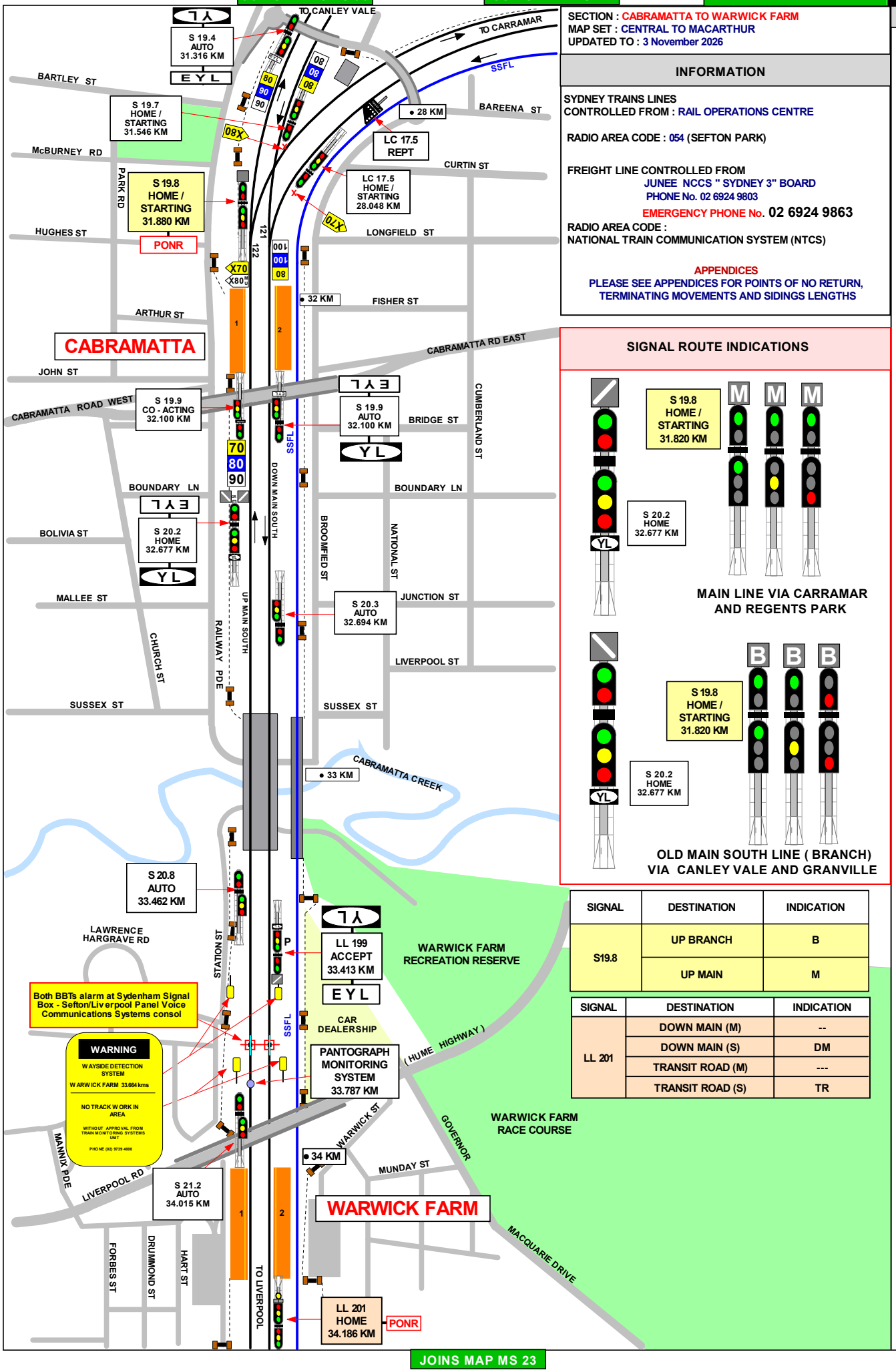
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 12 | SSFL MAIN(M) | --- |
| | SSFL MAIN (S) | M |
| | SSFL LOOP (M) | --- |
| | SSFLLOOP (S) | L |

GRADIENT
1 IN 110
1 IN 120
1 IN 100

JOINS MAP MS 21

JOINS MAP MS 20






SECTION : CABRAMATTA TO WARWICK FARM
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

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)

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

## SIGNAL ROUTE INDICATIONS




MAIN LINE VIA CARRAMAR AND REGENTS PARK




OLD MAIN SOUTH LINE ( BRANCH) VIA CANLEY VALE AND GRANVILLE

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| S19.8 | 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 |

GRADIENT: 1 IN 100 | LEVEL | 1 IN 100 | LEVEL | 1 IN 264 | LEVEL

JOINS MAP MS 22

SECTION : WARWICK FARM TO LIVERPOOL
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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)

TO CABRAMATTA
CAR DEALERSHIP
HUME HWY
WARWICK FARM RACECOURSE
GOVERNOR MACQUARIE DR
WARWICK ST
MUNDAY ST
NATIONAL ST
STROUD AVE
BULLI ST
MANNING ST
PRIDDLE ST
SCRIVENER ST
REMEMBRANCE AVE
HUME HWY
HART LN
HART ST
FORBES LN
FORBES ST
DRUMMOND ST
DRUMMOND LN
LACHLAN LN
LACHLAN ST
GOULBURN ST
CAMPBELL ST
SSFL
DOWN MAIN SOUTH
UP MAIN SOUTH
LEVEL
1 IN 100
1 IN 264
LEVEL
GRADIENT
LIVERPOOL HOSPITAL
LIVERPOOL HOSPITAL
TAFE NSW
ELIZABETH ST
COLLEGE ST
GEORGES RIVER
TO LIVERPOOL

P
LL 199 ACCEPT 33.413 KM
EYL
S 20.8 AUTO 33.462 KM
S 21.2 AUTO 34.015 KM
LL 201 HOME 34.186 KM
PONR
WARWICK FARM
S 21.6 AUTO 34.426 KM
EYL
LL 205 CO-ACTING
LL 203 CO-ACTING
LL 205 HOME 34.881 KM
LL 203 OUTERHOME 34.966 KM
OVER LINE ROAD BRIDGE
PED FOOT BRIDGE
MULTI SPAD SIGNAL LL 204
LL 204 OUTERHOME 35.128 KM
LL 209 HOME 35.426 KM
PONR
LL 211 HOME 35.426 KM
PONR
LIMIT OF SHUNT ON DOWN MAIN
LL 207 HOME 34.426 KM
LL 218 HOME 35.580 KM

JOINS MAP MS 24

JOINS MAP MS 23

SECTION : WARWICK FARM TO LIVERPOOL
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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)

TO WARWICK FARM
UP MAIN
TRANSIT ROAD
POINTS CLEARED 8 CARS
LL 207 HOME 34.426 KM
LL 216 HOME 35.581 KM
LL 214 HOME 35.585 KM
LL 218 HOME 35.580 KM
CO-ACT
DOWN MAIN SOUTH
NO.3 PLATFORM ROAD
UP MAIN SOUTH
SSFL
GEORGES RIVER
NEWBRIDGE RD
HAIG AVE
HEATHCOTE RD
RAILWAY ST
LIVERPOOL
BIGGE ST
LL 219 HOME 35.777 KM
LL 221 HOME 35.777 KM
YARD 8 SPEED
LIGHT HORSE PARK
MOOREBANK AVE
LL 225 HOME 35.769 KM
LL 223 HOME 35.773 KM
LL 224 35.900 KM
LL 226 35.900 KM
SCOTT ST
TERMINUS ST
LL 228 35.906 KM
SPEED ST
LL 230 35.943 KM
LL 232 HOME 35.980 KM
PONR
DOWN STORAGE SIDING NO. 2
DOWN STORAGE SIDING NO. 1
POINTS CLEARED 8 CARS
UP STORAGE SIDING
LIMIT OF SHUNT ON UP MAIN
LL 231 HOME/ STARTING 36.121 KM
LL 233 HOME/ STARTING 36.121 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
PIRIE ST
NAGLE ST
COLLINGWOOD VIADUCT SHEPARD ST
EYL
LL 234 HOME 36.765 KM
YL
TO CASULA

JOINS MAP MS 25

| 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 |
|---|---|---|
| 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 | 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 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 : 3 November 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.

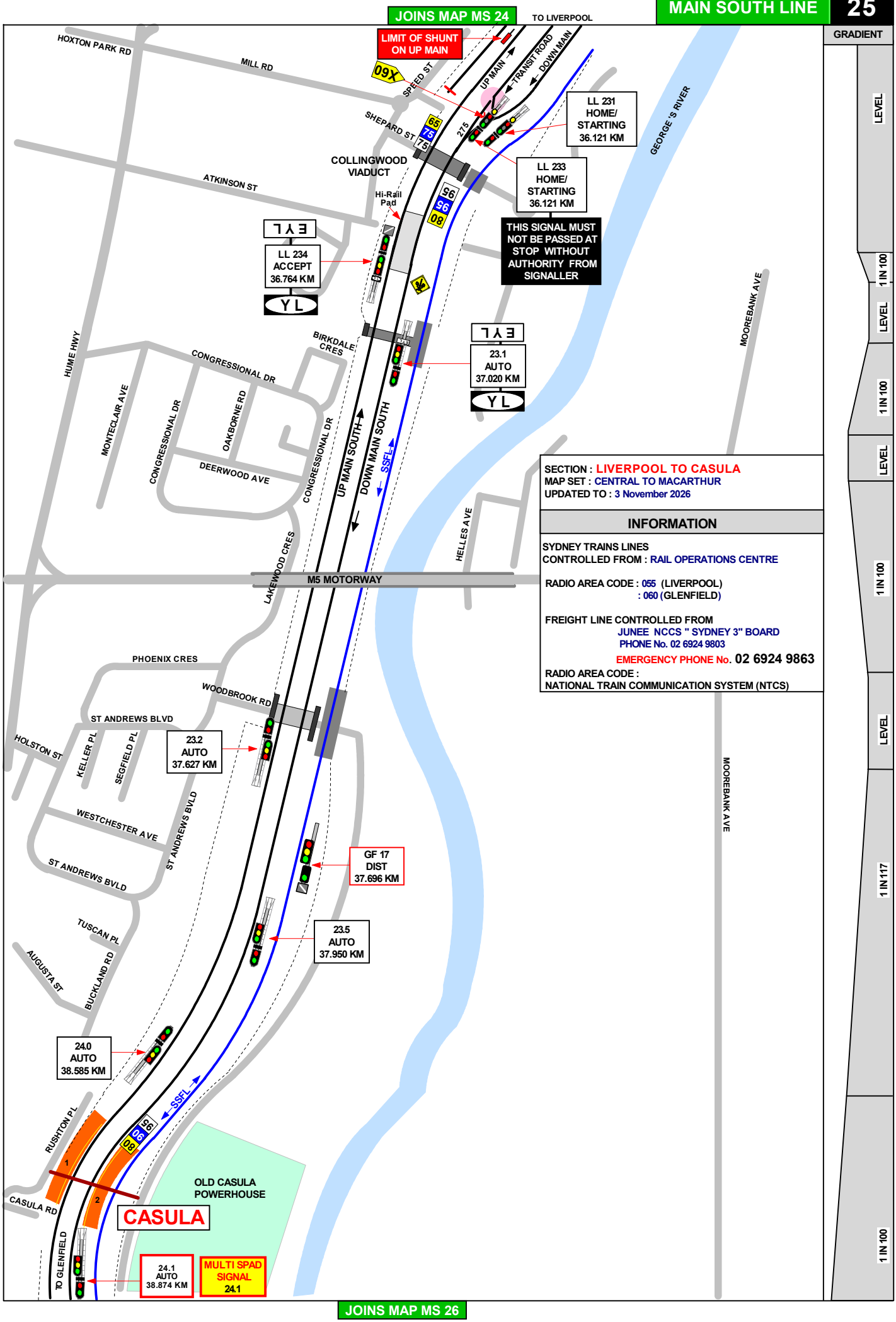
TRAINS IN THE UP DIRECTION CAN ARRIVE ON 1 AND 2 PLATFORMS ONLY BUT MAY DEPART FROM ALL 3 PLATFORMS.

ALL AMALGAMATION AND DIVISION TO TAKE PLACE IN STORAGE SIDING 1 (BOOTHS) 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.

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


JOINS MAP MS 24
TO LIVERPOOL
LIMIT OF SHUNT ON UP MAIN
X60
SPEED ST
UP MAIN
TRANSIT ROAD
DOWN MAIN
275
LL 231 HOME/ STARTING 36.121 KM
LL 233 HOME/ STARTING 36.121 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
HOXTON PARK RD
MILL RD
SHEPARD ST
ATKINSON ST
COLLINGWOOD VIADUCT
Hi-Rail Pad
GEORGE'S RIVER
LL 234 ACCEPT 36.764 KM
YL
HUME HWY
BIRKDALE CRES
CONGRESSIONAL DR
MONTECLAIR AVE
OAKBORNE RD
DEERWOOD AVE
23.1 AUTO 37.020 KM
UP MAIN SOUTH
DOWN MAIN SOUTH
SSFL
MOOREBANK AVE
HELLES AVE
LAKEWOOD CRES
M5 MOTORWAY
PHOENIX CRES
WOODBROOK RD
ST ANDREWS BLVD
HOLSTON ST
KELLER PL
SEGFIELD PL
23.2 AUTO 37.627 KM
WESTCHESTER AVE
ST ANDREWS BLVD
GF 17 DIST 37.696 KM
23.5 AUTO 37.950 KM
TUSCAN PL
AUGUSTA ST
BUCKLAND RD
24.0 AUTO 38.585 KM
RUSHTON PL
CASULA RD
OLD CASULA POWERHOUSE
CASULA
TO GLENFIELD
24.1 AUTO 38.874 KM
MULTI SPAD SIGNAL 24.1
JOINS MAP MS 26
SECTION : LIVERPOOL TO CASULA
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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)
GRADIENT
LEVEL
1 IN 100
LEVEL
1 IN 100
LEVEL
1 IN 100
LEVEL
1 IN 117
1 IN 100

JOINS MAP MS 25

SECTION : CASULA TO GLENFIELD
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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)

GRADIENT
1 IN 100
LEVEL
1 IN 100
LEVEL
1 IN 300
LEVEL
1 IN 270
LEVEL
1 IN 100

JOINS MAP EH 14

TO CASULA
24.6 AUTO 39.458 KM
GF 17
GF 16
GF 18
M I T NORTH RD
M I T SOUTH RD
SSFL LOOP
SSFL MAIN
GF 24
24.7 AUTO 39.663 KM
40 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
25.0 AUTO 40.240 KM
GD 3 ACCEPT 40.317 KM
E Y L
DOWN MAIN SOUTH
UP MAIN SOUTH
EH 19.80 AUTO 31.849 KM
E Y L
TO EAST HILLS
GD 1 ACCEPT 31.485 KM
Y L
25.4 AUTO 40.803 KM
E Y L
SSFL MAIN
SSFL LOOP
41 KM
GF 19 HOME 41.372 KM
GF 21 HOME 41.372 KM
GD 8 HOME 41.343 KM
PONR
GD 10 HOME 41.341 KM
GF 20 HOME 41.620 KM
GD 15 HOME 41.742 KM
PONR
GD 18 HOME 41.817 KM
GD 20 HOME 41.903 KM
#1 POINTS CLEARED 8 CARS
GLENFIELD
GD 16 CO-ACT 41.817 KM
GD 5 HOME 41.082 KM
GD 7 HOME 41.091 KM
GD 13 HOME 41.569 KM
GD 11 HOME 41.569 KM
GD 16 HOME 41.817 KM
UP EAST HILLS
DOWN EAST HILLS
TO MACQUARIE FIELDS
42 KM

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 5 | DN EAST HILLS (M) | --- |
| | DN EAST HILLS (S) | EH |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 7 | DN EAST HILLS (M) | --- |
| | DN EAST HILLS (S) | EH |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | DM |

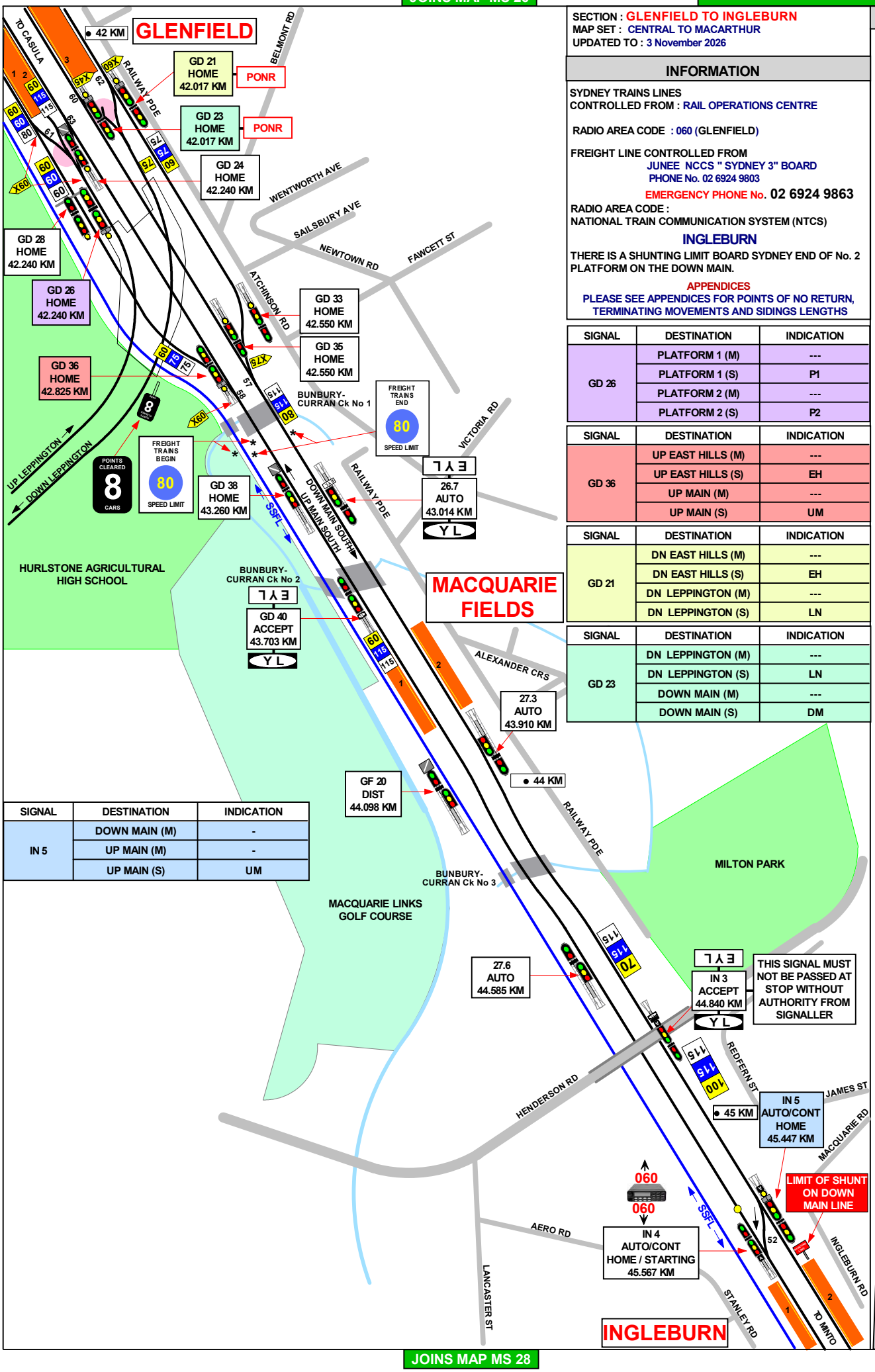
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 10 | UP EAST HILLS (M) | --- |
| | UP EAST HILLS (S) | EH |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION | CO-ACTING |
|---|---|---|---|
| GD 16 | UP EAST HILLS (M) | --- | E |
| | UP EAST HILLS (S) | EH | E |
| | UP MAIN (M) | --- | M |
| | UP MAIN (S) | UM | M |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 18 | UP EAST HILLS (M) | --- |
| | UP EAST HILLS (S) | EH |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | UM |

JOINS MAP MS 27

JOINS MAP MS 26




SECTION : GLENFIELD TO INGLEBURN
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 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)

**INGLEBURN**

THERE IS A SHUNTING LIMIT BOARD SYDNEY END OF No. 2 PLATFORM ON THE DOWN MAIN.

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 26 | PLATFORM 1 (M) | --- |
| | PLATFORM 1 (S) | P1 |
| | PLATFORM 2 (M) | --- |
| | PLATFORM 2 (S) | P2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 36 | UP EAST HILLS (M) | --- |
| | UP EAST HILLS (S) | EH |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 21 | DN EAST HILLS (M) | --- |
| | DN EAST HILLS (S) | EH |
| | DN LEPPINGTON (M) | --- |
| | DN LEPPINGTON (S) | LN |

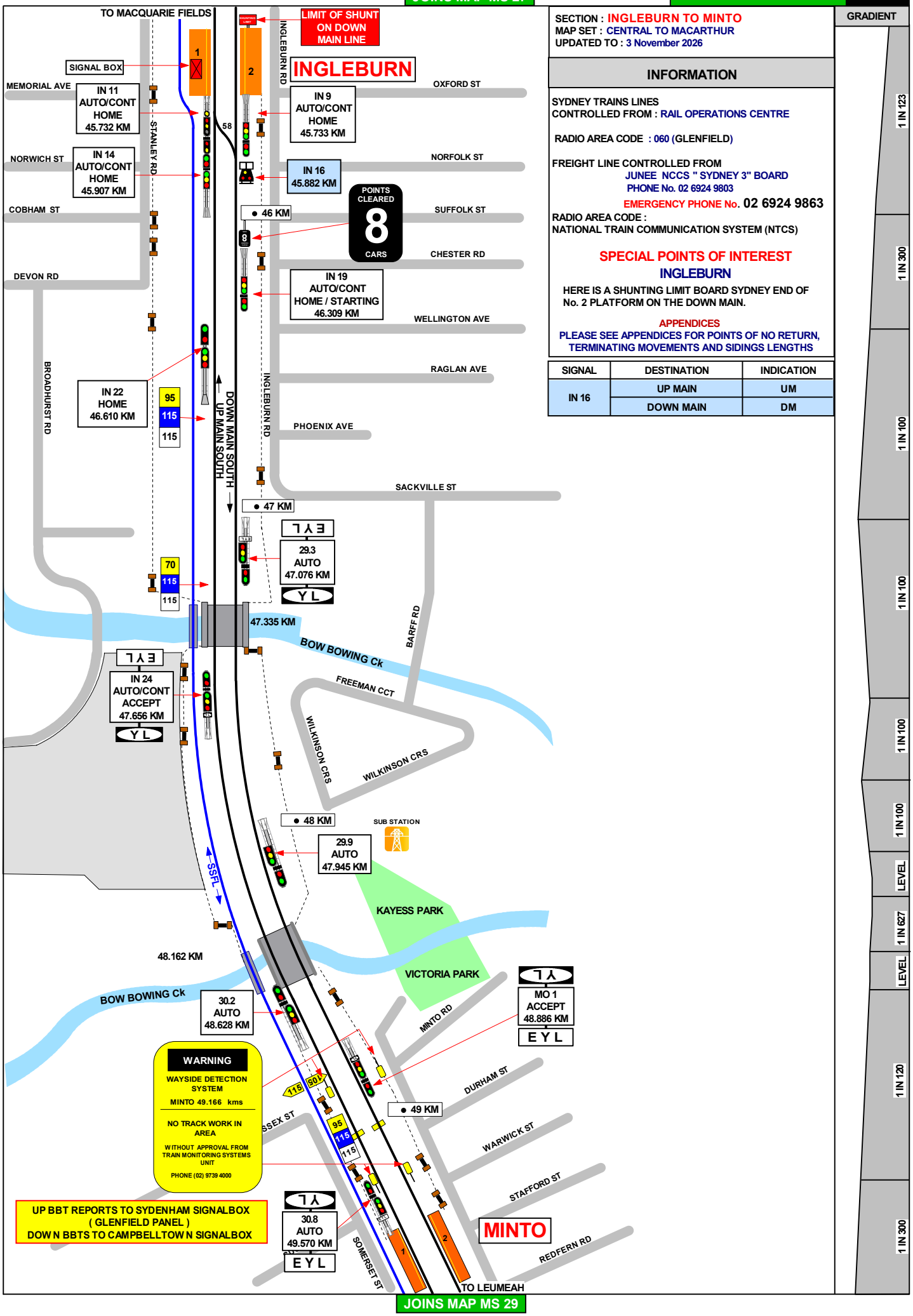
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GD 23 | DN LEPPINGTON (M) | --- |
| | DN LEPPINGTON (S) | LN |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| IN 5 | DOWN MAIN (M) | - |
| | UP MAIN (M) | - |
| | UP MAIN (S) | UM |

GRADIENT
1 IN 100
1 IN 300
LEVEL
1 IN 240
1 IN 100
LEVEL
1 IN 950
1 IN 123

JOINS MAP MS 28

JOINS MAP MS 27




JOINS MAP MS 29

SECTION : INGLEBURN TO MINTO
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 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

**INGLEBURN**

HERE IS A SHUNTING LIMIT BOARD SYDNEY END OF No. 2 PLATFORM ON THE DOWN MAIN.

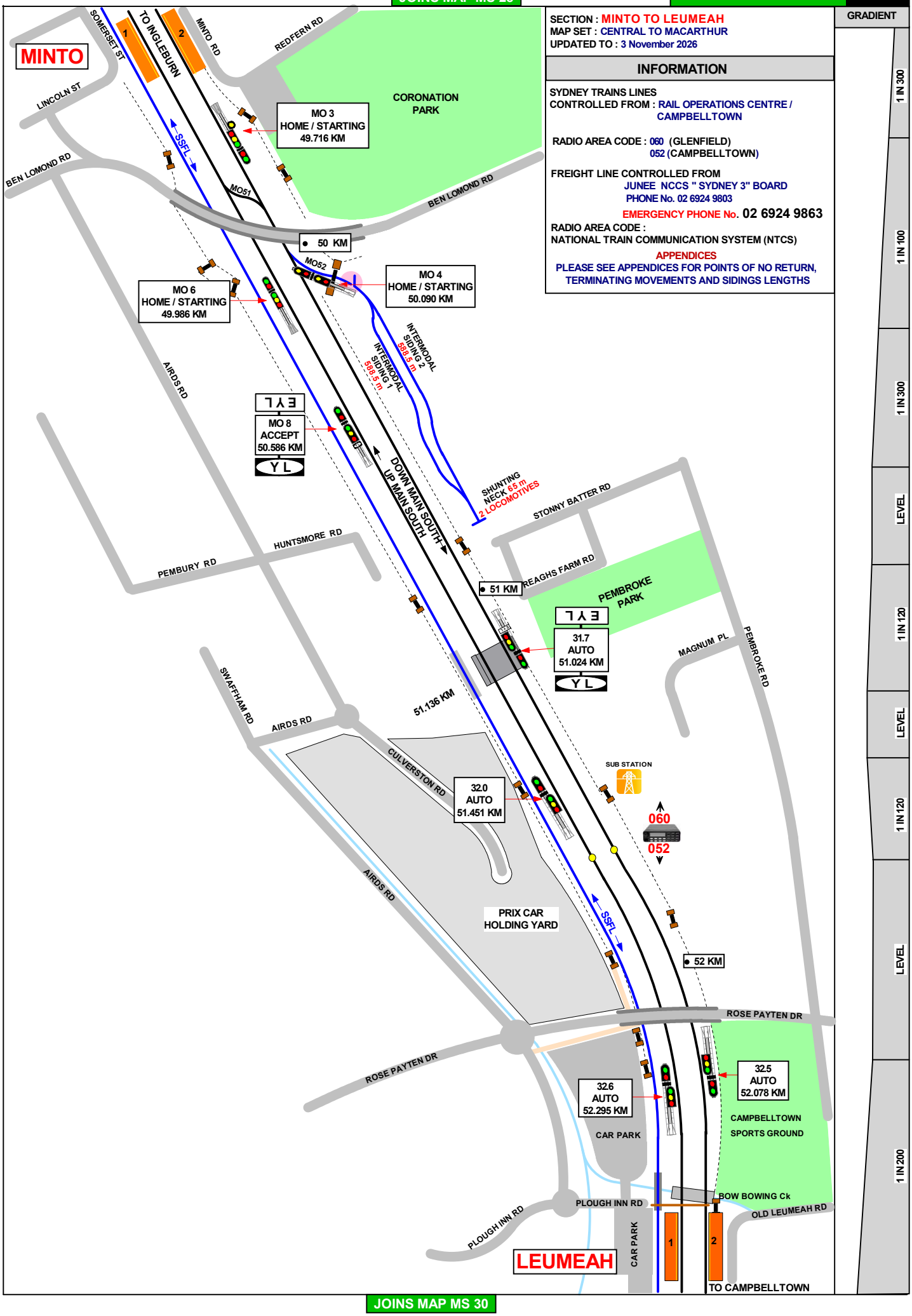
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDINGS LENGTHS

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

GRADIENT

1 IN 123
1 IN 300
1 IN 100
1 IN 100
1 IN 100
1 IN 100
LEVEL
1 IN 627
LEVEL
1 IN 120
1 IN 300

JOINS MAP MS 28




SECTION : MINTO TO LEUMEAH
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 2026

## 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)

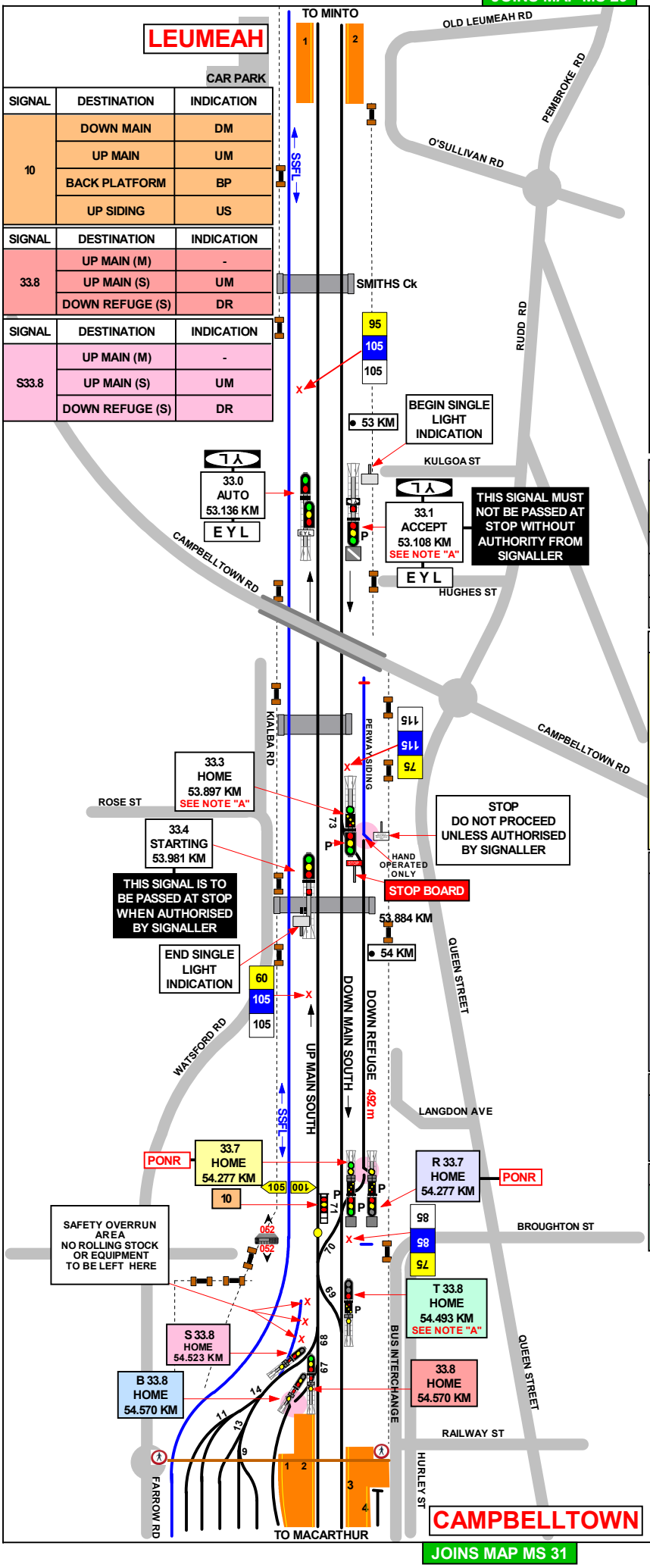
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDINGS LENGTHS

GRADIENT

1 IN 300
1 IN 100
1 IN 300
LEVEL
1 IN 120
LEVEL
1 IN 120
LEVEL
1 IN 200

JOINS MAP MS 30

JOINS MAP MS 29




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 10 | DOWN MAIN | DM |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |
| | UP SIDING | US |

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| S33.8 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN REFUGE (S) | DR |

SECTION : LEUMEAH TO CAMPBELLTOWN
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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)

## SPECIAL POINTS OF INTEREST
## CAMPBELLTOWN

THERE IS A STOP BOARD SYDNEY END OF THE DOWN REFUGE.
DOWN TRAINS PROCEEDING TO MACARTHUR MUST DEPART FROM EITHER No. 2 OR No. 3 PLATFORM.

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

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

| DOWN | | UP | |
|---|---|---|---|
| 33.1 | ACCEPT | T 33.8 | HOME |
| 33.3 | HOME (MAIN LINE) | | |
| 33.3 | HOME (DOWN REFUGE) | | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 33.7 | UP MAIN | U |
| | BACK PLATFORM | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | BACK PLATFORM (S) | BP |
| | UP SIDINGS (S) | US |
| | DOWN MAIN (M) | - |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| R 33.7 | UP MAIN | U |
| | BACK PLATFORM | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | BACK PLATFORM (S) | BP |
| | UP SIDINGS (S) | US |
| | DOWN MAIN (M) | - |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| B33.8 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN REFUGE (S) | DR |

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

GRADIENT
1 IN 200
LEVEL
1 IN 160
1 IN 800
1 IN 100
LEVEL

JOINS MAP MS 31

TO LEUMEAH

JOINS MAP MS 30

SECTION : CAMPBELLTOWN
MAP SET : CENTRAL TO MACARTHUR
PAGE : 1 OF 2
UPDATED TO : 3 November 2026

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)

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

GRADIENT
LEVEL
1 IN 260

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 10 | DOWN MAIN | DM |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |
| | UP SIDING | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 33.7 | UP MAIN | U |
| | BACK PLATFORM | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | BACK PLATFORM (S) | BP |
| | UP SIDINGS (S) | US |
| | DOWN MAIN (M) | - |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| R 33.7 | UP MAIN | U |
| | BACK PLATFORM | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | BACK PLATFORM (S) | BP |
| | UP SIDINGS (S) | US |
| | DOWN MAIN (M) | - |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |

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

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

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

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| T 34.1 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP REFUGE LOOP (S) | UR |
| | UP STORAGE SIDING (S) | SS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| B 34.1 | UP REFUGE (S) | UR |
| | STORAGE SIDING (S) | SS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 34.1 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP REFUGE (S) | UR |
| | STORAGE SIDING (S) | SS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| R 34.2 | WEIGHBRIDGE SIDING | WS |
| | BACK PLATFORM (M) | - |
| | BACK PLATFORM (S) | BP |
| | UP MAIN (M) | 2 |
| | UP MAIN (S) | UM |
| | DOWN MAIN | 3 |

JOINS MAP MS 32

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
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**

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 |

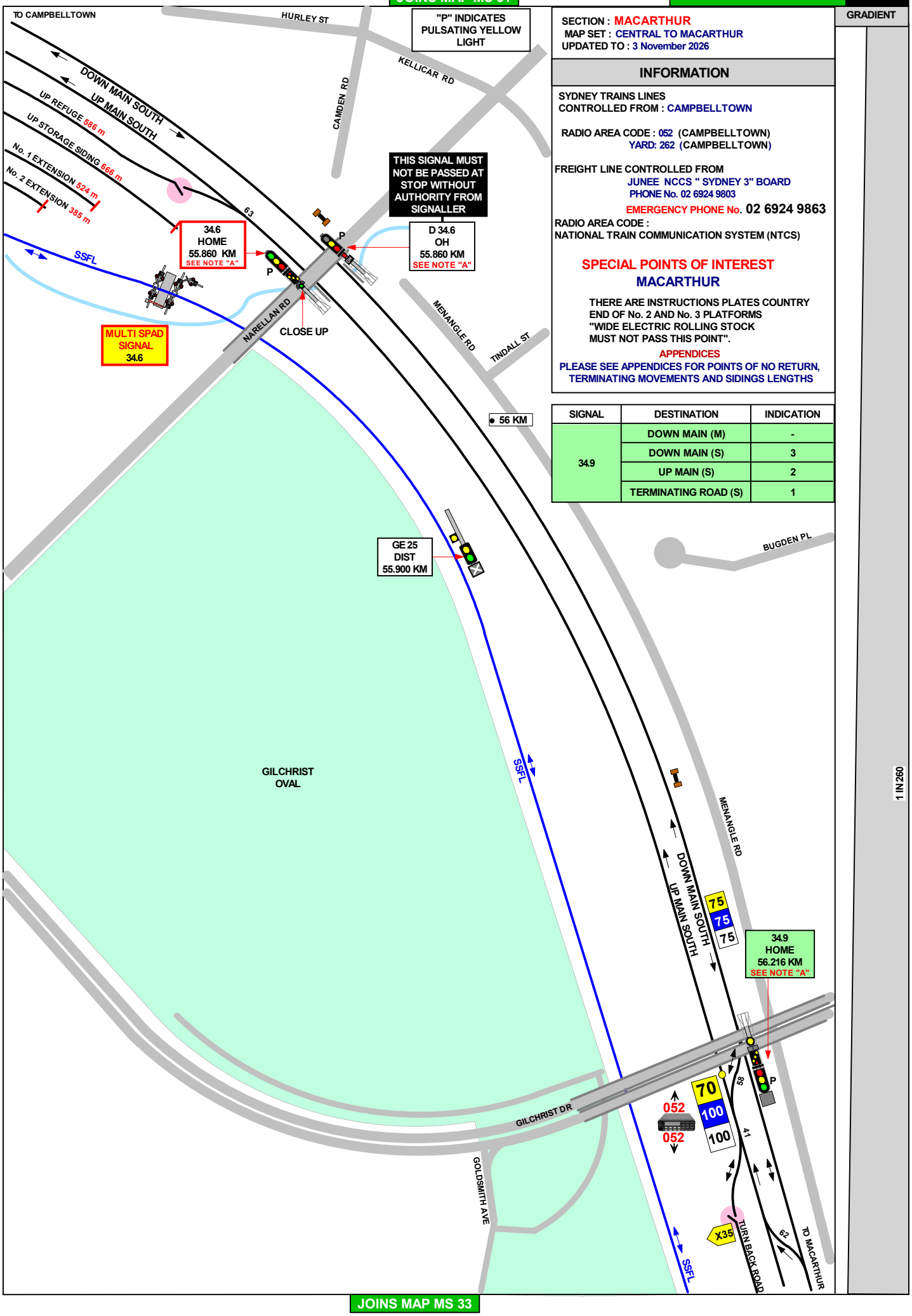
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| D 34.2 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | DOWN DOCK SIDING (M) | - |
| | DOWN DOCK SIDING (S) | DS |

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

JOINS MAP MS 31




SECTION : MACARTHUR
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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)

## 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".

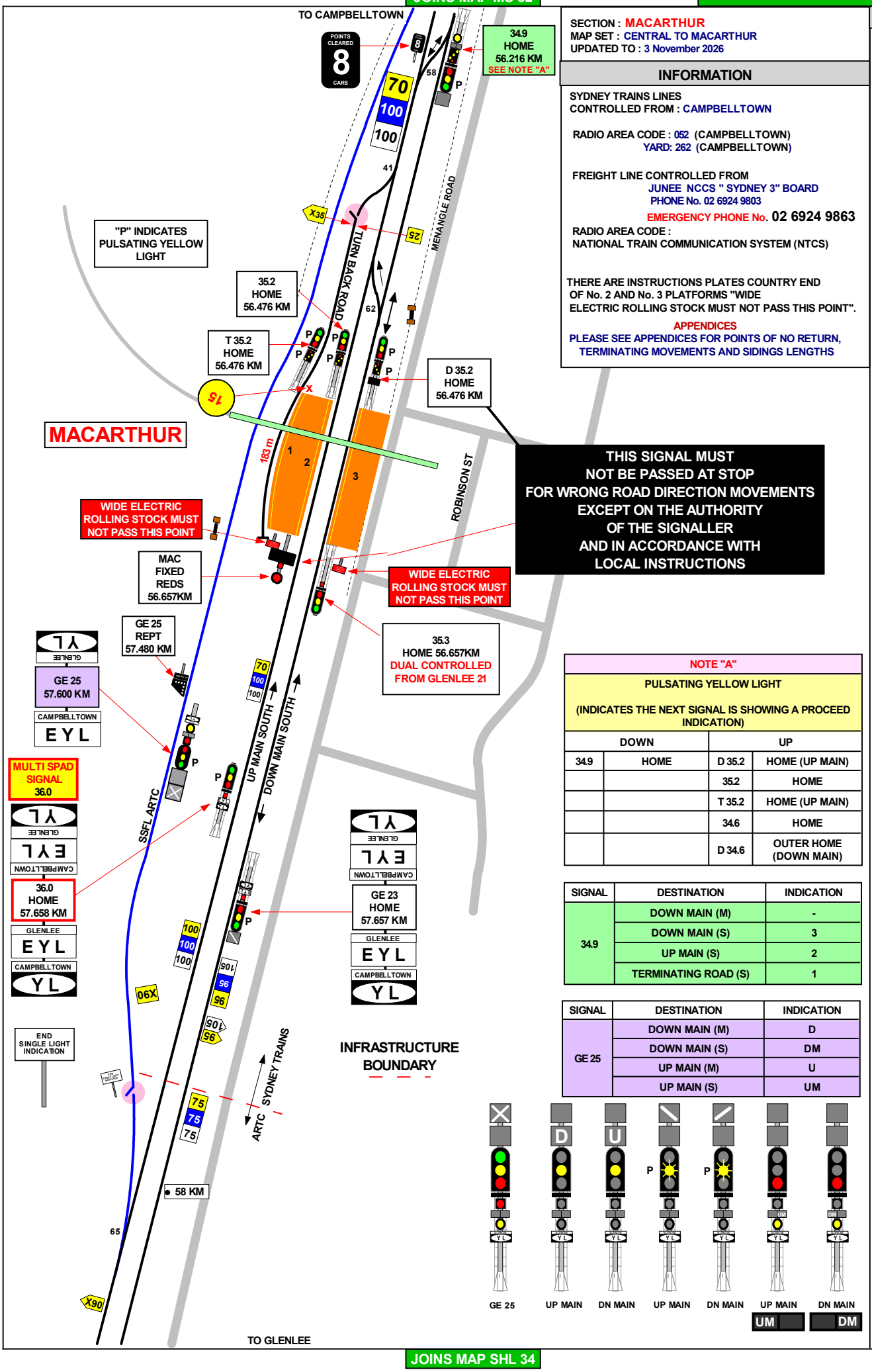
APPENDICES

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

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

JOINS MAP MS 33

JOINS MAP MS 32




SECTION : MACARTHUR
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 3 November 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".

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

**NOTE "A"**

PULSATING YELLOW LIGHT

(INDICATES THE NEXT SIGNAL IS SHOWING A PROCEED INDICATION)

| DOWN | | UP | |
|---|---|---|---|
| 34.9 | 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) |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 34.9 | 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 |




JOINS MAP SHL 34