

# DRIVERS ROUTE KNOWLEDGE DIAGRAMS

## MAIN WEST LINE

LIDCOMBE

AUBURN

CLYDE

GRANVILLE

HARRIS PARK

PARRAMATTA

WESTMEAD

WENTWORTHVILLE

PENDLE HILL

TOONGABBIE

SEVEN HILLS

BLACKTOWN

DOONSIDE

ROOTY HILL

MOUNT DRUIT

ST MARYS

WERRINGTON

KINGSWOOD

PENRITH

EMU PLAINS

**Effective Date:** March 2026

**Version:** 5.24

### **Explanatory Notes:**

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

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

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

Information in these diagrams is uncontrolled.

Please report any updates to  
[gis.support@transport.nsw.gov.au](mailto:gis.support@transport.nsw.gov.au)



**Copyright:** Sydney Trains

**Ownership:** Location Services

**Location:** CM Record No.D2015/573

SECTION : LIDCOMBE TO AUBURN

MAP SET : LIDCOMBE TO EMU PLAINS

PAGE : 1 OF 2

UPDATED TO : 28 December 2025

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 038 (LIDCOMBE)

039 (AUBURN)

APPENDICES

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

SPECIAL POINTS OF INTEREST LIDCOMBE

TONNEAGE SIGNALS

SIGNALS No. ST 420 M & ST 422 S ARE FITTED WITH A TONNEAGE WARNING PLATE.

AUBURN

A SHUNTING LIMIT BOARD IS LOCATED NEXT TO THE DOWN SUBURBAN LINE OFF THE SYDNEY END OF No. 4 PLATFORM AND APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN SUBURBAN LINE.

ANOTHER SHUNTING LIMIT BOARD IS LOCATED NEXT TO THE DOWN MAIN LINE NEAR No. 38 POINTS, WHICH APPLIES TO TRAINS SHUNTING IN THE UP DIRECTION ON THE DOWN MAIN.

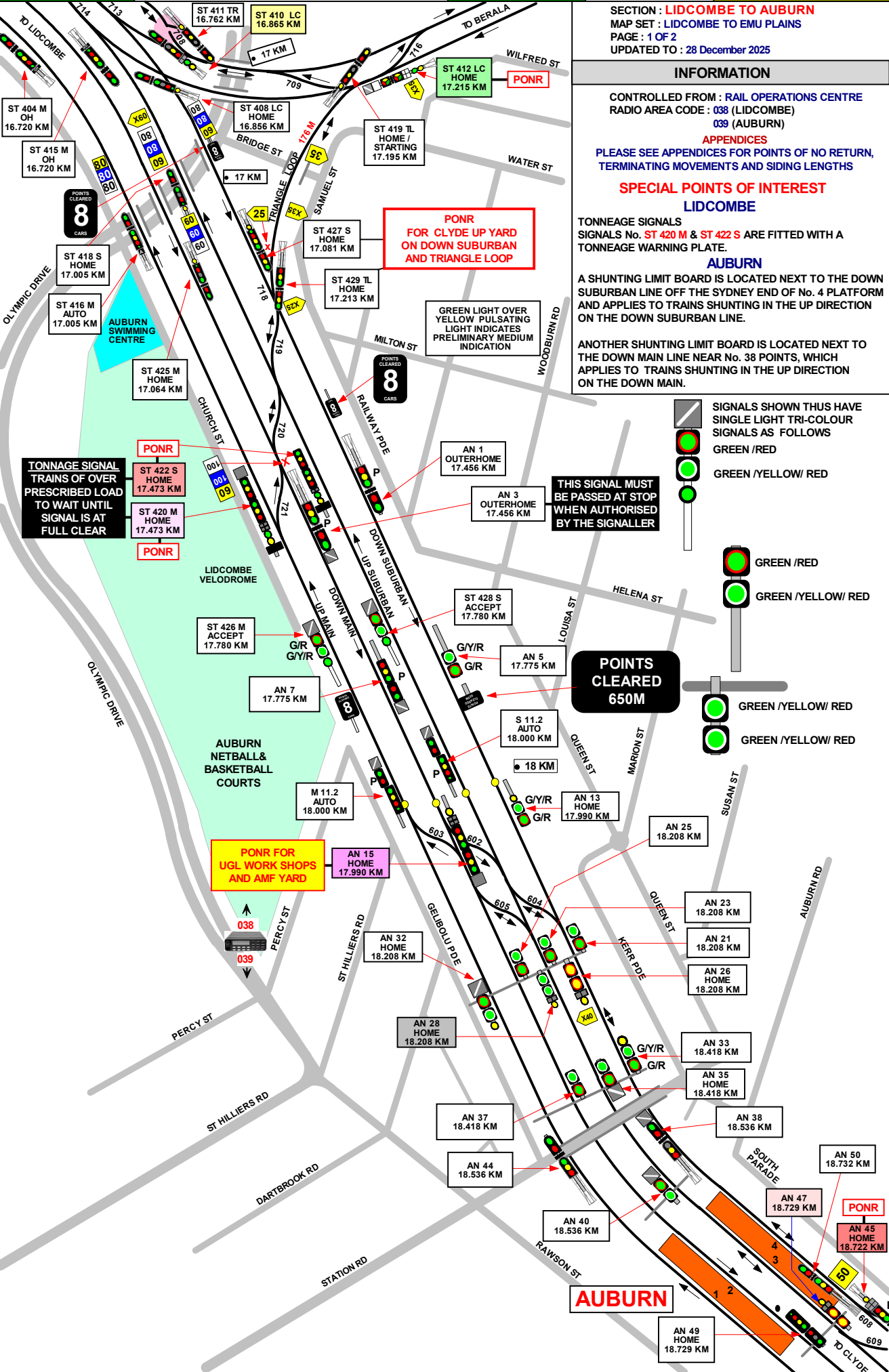
SIGNALS SHOWN THUS HAVE SINGLE LIGHT TRI-COLOUR SIGNALS AS FOLLOWS

GREEN / RED  
GREEN / YELLOW / RED

THIS SIGNAL MUST BE PASSED AT STOP WHEN AUTHORISED BY THE SIGNALLER

GREEN / RED  
GREEN / YELLOW / RED

GREEN / YELLOW / RED  
GREEN / YELLOW / RED



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

PONR FOR CLYDE UP YARD ON DOWN SUBURBAN AND TRIANGLE LOOP

PONR FOR UGL WORK SHOPS AND AMF YARD

POINTS CLEARED 650M

LEVEL  
1 IN 85  
1 IN 100  
1 IN 120  
1 IN 150  
1 IN 160  
1 IN 170  
1 IN 180  
1 IN 190  
LEVEL

SECTION : LIDCOMBE TO AUBURN  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 2 OF 2  
 UPDATED TO : 10 March 2025

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

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| AN 15  | DOWN SUBURBAN (M) | D          |
|        | DOWN SUBURBAN (S) | DS         |
|        | UP SUBURBAN (M)   | U          |
|        | UP SUBURBAN (S)   | US         |
|        | DOWN MAIN (M)     | -          |
|        | DOWN MAIN (S)     | DM         |

| 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 |
|--------|-----------------|------------|
| AN 26  | UP SUBURBAN (M) | -          |
|        | UP SUBURBAN (S) | US         |

| 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 |
|--------|-----------------|------------|
| AN 28  | UP MAIN (M)     | ---        |
|        | UP MAIN (S)     | UM         |
|        | UP SUBURBAN (M) | ---        |
|        | UP SUBURBAN (S) | US         |

| SIGNAL   | DESTINATION       | INDICATION |
|----------|-------------------|------------|
| ST 420 M | UP MAIN (M) LSp   | UM         |
|          | UP MAIN (S)       | ---        |
|          | UP MAIN (M)       | UM         |
|          | UP SUBURBAN (M)   | S          |
|          | UP SUBURBAN (S)   | US         |
|          | TRIANGLE LOOP (M) | L          |
|          | TRIANGLE LOOP (S) | TL         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| AN 45  | ARRIVAL ROADS (S) | AR         |
|        | STORAGE ROADS (S) | SR         |
|        | DOWN SUBURBAN (S) | ---        |
|        | DOWN SUBURBAN (S) | DS         |

| SIGNAL   | DESTINATION         | INDICATION |
|----------|---------------------|------------|
| ST 422 S | UP SUBURBAN (M) LSp | US         |
|          | UP SUBURBAN (M)     | ---        |
|          | UP SUBURBAN (S)     | US         |
|          | TRIANGLE LOOP (M)   | ---        |
|          | TRIANGLE LOOP (S)   | TL         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| AN 47  | STORAGE ROADS (S) | SR         |
|        | DOWN SUBURBAN (S) | ---        |
|        | DOWN SUBURBAN (S) | DS         |

SECTION : **AUBURN TO CLYDE**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE: 1 OF 2  
 UPDATED TO : 27 March 2026

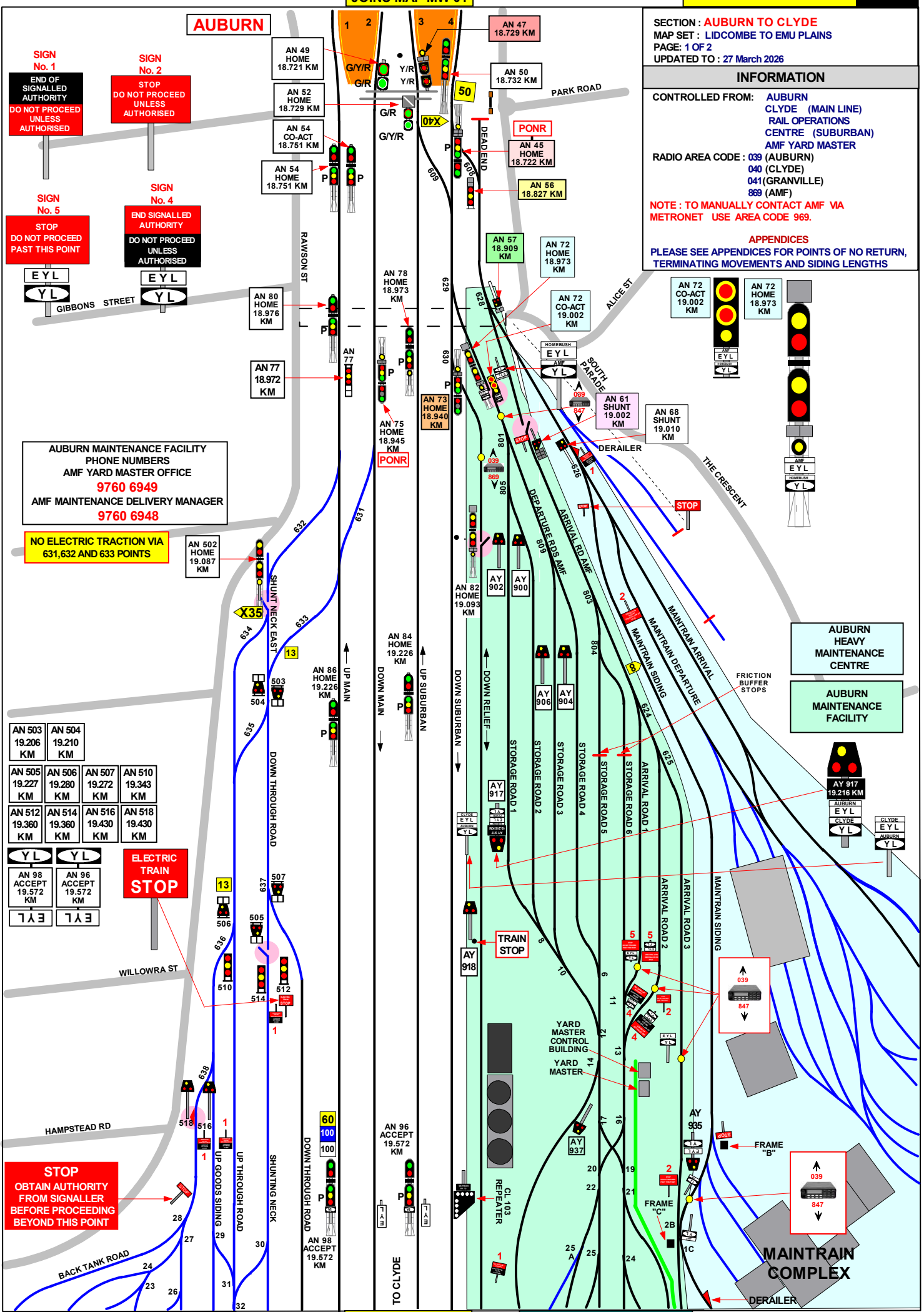
INFORMATION

CONTROLLED FROM: **AUBURN**  
 CLYDE (MAIN LINE)  
 RAIL OPERATIONS  
 CENTRE (SUBURBAN)  
 AMF YARD MASTER

RADIO AREA CODE : 039 (AUBURN)  
 040 (CLYDE)  
 041 (GRANVILLE)  
 869 (AMF)

**NOTE : TO MANUALLY CONTACT AMF VIA METRONET USE AREA CODE 969.**

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



AUBURN

**SIGN No. 1**  
 END OF SIGNALLED AUTHORITY  
 DO NOT PROCEED UNLESS AUTHORISED

**SIGN No. 2**  
 STOP  
 DO NOT PROCEED UNLESS AUTHORISED

**SIGN No. 4**  
 END SIGNALLED AUTHORITY  
 DO NOT PROCEED UNLESS AUTHORISED

**SIGN No. 5**  
 STOP  
 DO NOT PROCEED PAST THIS POINT

AUBURN MAINTENANCE FACILITY  
 PHONE NUMBERS  
 AMF YARD MASTER OFFICE  
**9760 6949**  
 AMF MAINTENANCE DELIVERY MANAGER  
**9760 6948**

**NO ELECTRIC TRACTION VIA 631, 632 AND 633 POINTS**

|                        |                        |                        |                        |                        |                        |
|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| AN 503<br>19.206<br>KM | AN 504<br>19.210<br>KM | AN 505<br>19.227<br>KM | AN 506<br>19.280<br>KM | AN 507<br>19.272<br>KM | AN 510<br>19.343<br>KM |
| AN 512<br>19.360<br>KM | AN 514<br>19.360<br>KM | AN 516<br>19.430<br>KM | AN 518<br>19.430<br>KM |                        |                        |

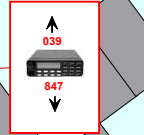
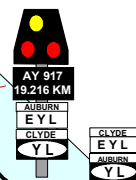
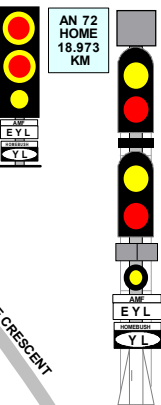
**ELECTRIC TRAIN STOP**

AN 98 ACCEPT 19.572 KM  
 EYL

AN 96 ACCEPT 19.572 KM  
 EYL

**STOP**  
 OBTAIN AUTHORITY FROM SIGNALLER BEFORE PROCEEDING BEYOND THIS POINT

AUBURN HEAVY MAINTENANCE CENTRE  
 AUBURN MAINTENANCE FACILITY



| SIGNAL       | DESTINATION             | INDICATION |
|--------------|-------------------------|------------|
| AN 45        | ARRIVAL ROADS ( S )     | AR         |
|              | STORAGE ROADS ( S )     | SR         |
|              | DOWN SUBURBAN ( M )     | ----       |
|              | DOWN SUBURBAN ( S )     | DS         |
| AN 47        | STORAGE ROADS ( S )     | SR         |
|              | DOWN SUBURBAN ( M )     | ----       |
|              | DOWN SUBURBAN ( S )     | DS         |
| AN 56        | DOWN SUBURBAN ( S )     | DS         |
| AN 57        | WORK SHOPS ( S )        | WS         |
|              | ARRIVAL ROADS ( S )     | AR         |
| AN 61        | ARRIVAL ROAD 3 ( S )    | A3         |
|              | ARRIVAL ROAD 2 ( S )    | A2         |
|              | ARRIVAL ROAD 1 ( S )    | A1         |
|              | STORAGE ROAD 6 ( S )    | S6         |
|              | STORAGE ROAD 5 ( S )    | S5         |
| AN 72        | UP SUBURBAN ( M )       | U          |
|              | UP SUBURBAN ( S )       | US         |
|              | DOWN SUBURBAN ( M )     | D          |
|              | DOWN SUBURBAN ( S )     | DS         |
| AN 72 CO-ACT | UP SUBURBAN ( M )       | U          |
|              | UP SUBURBAN ( S )       | US         |
|              | DOWN SUBURBAN ( M )     | D          |
|              | DOWN SUBURBAN ( S )     | DS         |
| AN 73        | DOWN RELIEF ( M )       | ----       |
|              | DOWN RELIEF ( S )       | DR         |
|              | DOWN SUBURBAN ( M )     | ----       |
|              | DOWN SUBURBAN ( S )     | DS         |
| AN 75        | DOWN MAIN ( M )         | ----       |
|              | DOWN MAIN ( S )         | DM         |
|              | DOWN THROUGH ROAD ( S ) | DT         |
| AN 77        | DOWN THROUGH ROAD ( S ) | DT         |
|              | UP THROUGH ROAD ( S )   | UT         |

| SIGNAL | DESTINATION             | INDICATION |
|--------|-------------------------|------------|
| AN 78  | UP SUBURBAN ( M )       |            |
|        | UP SUBURBAN ( S )       |            |
|        |                         |            |
| AN 82  | UP SUBURBAN ( M )       | U          |
|        | UP SUBURBAN ( S )       | US         |
|        | DOWN SUBURBAN ( M )     | D          |
|        | DOWN SUBURBAN ( S )     | DS         |
| AN 86  | UP MAIN ( M )           |            |
|        | UP MAIN ( S )           |            |
| AN 502 | UP MAIN ( M )           |            |
|        | UP MAIN ( S )           |            |
| AN 503 | DOWN THROUGH ROAD ( S ) | DT         |
|        | UP THROUGH ROAD ( S )   | UT         |

**SECTION : AUBURN TO CLYBURN**  
**MAP SET : LIDCOMBE TO EMU PLAINS**  
**PAGE: 2 OF 2**  
**UPDATED TO: 13 August 2025**

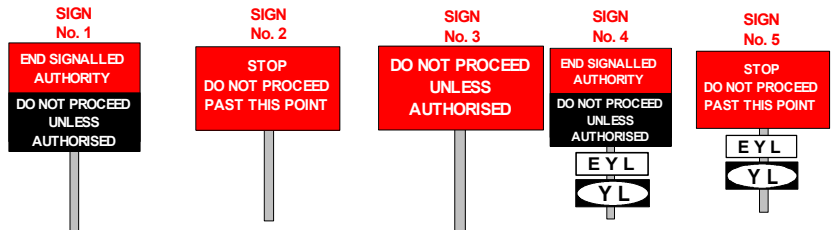
**INFORMATION**

CONTROLLED FROM: **AUBURN**  
**CLYDE (MAIN LINE)**  
**RAIL OPERATIONS**  
**CENTRE (SUBURBAN)**  
**AMC YARD MASTER**

RADIO AREA CODE : **039 (AUBURN)**  
**040 (CLYDE)**  
**041 (GRANVILLE)**  
**847 (AMF)**  
**869 (DOWN RELIEF)**

**NOTE : TO MANUALLY CONTACT AMF VIA METRONET USE AREA CODE 947. DOWN RELIEF MANUAL RADIO CODE 969**

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



**STOP BOARD " A "**



**STOP BOARD " B "**



**STOP BOARD " C "**

**WORKING OF TRAINS IN AND OUT OF MAINTRAIN**

**TRAINS ENTERING MAINTRAIN ARE WORKED IN THE FOLLOWING MANNER**

THE DRIVER WILL STOP SHORT OF THE FIRST STOP BOARD AT 18.953 KM, WHERE THE GUARD / OBSERVER WILL CONTACT THE SIGNALLER AT AUBURN AND OBTAIN PERMISSION TO PROCEED PAST THE STOP BOARD TO MAINTRAIN HE / SHE WILL THEN CHECK ALL POINTS ARE CORRECTLY SET AND THEN INSTRUCT THE DRIVER TO PROCEED ACCOMPANYING HIM TO THE SECOND STOP BOARD ( STOP BOARD " A " AT RIGHT ) AT THE APPROACH SIDE OF THE FACING POINTS TO MAINTRAIN.

IF No. 2 SIDING (ARRIVAL ROAD) IS UNOCCUPIED INSTRUCT DRIVER TO PROCEED TO THE STOP BOARD CLEAR OF No. 1 SIDING AT (19.212 KM).

IF No. 2 SIDING IS OCCUPIED OBTAIN THE PERMISSION OF THE MAINTRAIN SHUNTER TO PROCEED INTO No. 1 SIDING (DEPARTURE ROAD) AS FAR AS STOPBOARD CLEAR OF No. 2 SIDING (19.212 KM). (STOP BOARD "B" AT RIGHT) WHEN IN CLEAR THE TRAIN IS TO BE STABLED (PANTOGRAPHS LOWERED), ALL PARKING BRAKES APPLIED AND THE WHEELS CHOCKED.

**WHEN DEPARTING FROM MAINTRAIN**

MAINTRAIN STAFF WILL LEAVE A CERTIFICATE IN THE SYDNEY END DRIVERS CAB STATING THAT THE TRAIN IS IN A FIT CONDITION TO TRAVEL TO A MAINTENANCE CENTRE. PREPARE TRAIN READY FOR DEPARTURE ,TAKE PARTICULAR NOTE THAT BRAKES ARE CUT IN AND WORKING CORRECTLY

THE GUARD / OBSERVER OBTAINS PERMISSION FROM THE SIGNALLER AT AUBURN TO PROCEED TO SIGNAL No. **22 U** AND INSTRUCTS THE DRIVER TO PROCEED .

THE DRIVER AFTER RECEIVING INSTRUCTIONS FROM THE GUARD / OBSERVER WILL PROCEED PAST THE STOP BOARD ( STOP BOARD " C " AT RIGHT ) TO SIGNAL No. **22 U** PREPARED TO STOP SHORT OF ANY OBSTRUCTION AND THEN FOLLOW THE INDICATION ON THAT SIGNAL.

SECTION : AUBURN TO CLYDE  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE: 1 OF 2  
 UPDATED TO : 28 January 2026

INFORMATION

CONTROLLED FROM:

- AUBURN
- CLYDE (MAIN LINE)
- RAIL OPERATIONS CENTRE (SUBURBAN)
- AMF YARD MASTER

RADIO AREA CODE : 039 (AUBURN)  
 040 (CLYDE)  
 041 (GRANVILLE)

|                          |                           |                           |                            |
|--------------------------|---------------------------|---------------------------|----------------------------|
| 5 R<br>20.556 KM         | 6 L 20<br>20.575 KM       | 7 R 7 L 10<br>20.397 KM   | 9 L 9 R<br>20.341 KM       |
| 24 L 24 R<br>20.257 KM   | 72 L 72 R<br>20.473 KM    | 73 L 73 R<br>20.396 KM    | 75 L<br>20.256 KM          |
| 75 R<br>20.333 KM        | 76 R<br>20.205 KM         | 76 L<br>20.214 KM         | AY 994<br>20.468 KM        |
| M 12.78<br>20.564 KM     | 77 R<br>20.070 KM         | 77 L<br>20.070 KM         | 78<br>19.988 KM            |
| CL 103 HOME<br>19.665 KM | CL 115<br>19.975 KM       | CL 117 HOME<br>19.975 KM  | CL 122<br>20.170 KM        |
| CL 142 HOME<br>20.393 KM | M 12.15 AUTO<br>19.572 KM | M 12.44 AUTO<br>19.992 KM | M12.43 ACCEPT<br>20.002 KM |
| M12.67 HOME<br>20.398 KM | GE 203 HOME<br>20.398 KM  | S 12.44 AUTO<br>19.992 KM | C12.78 HOME<br>20.571 KM   |
| M12.68 HOME<br>20.393 KM |                           |                           |                            |

#1 48A & 48B POINTS SPIKED, CLIPPED, LOCKED & DETECTED IN NORMAL POSITION

**STOP**  
 LOCOMOTIVES MUST NOT PASS THIS POINT UNTIL AUTHORISED TO DO SO BY A SHUNTER

END SIGNALLED AUTHORITY. DO NOT PROCEED UNLESS AUTHORISED  
 MAINTENANCE VEHICLES ONLY

**ELECTRIC TRAINS STOP**

**PONR FOR AMC YARD**

TRANSFER ROAD  
 BYPASS ROAD

CLYDE

SECTION : CLYBURN TO CLYDE  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 2 OF 2  
 UPDATED TO : 11 March 2025

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 6 L 20 | UP YARD (S) | UY         |

| SIGNAL   | DESTINATION           | INDICATION |
|----------|-----------------------|------------|
| 7R 7L 10 | UP THROUGH ROAD (S)   | UT         |
|          | DOWN THROUGH ROAD (S) | DT         |
|          | CAR SIDINGS (S)       | CS         |

| SIGNAL | DESTINATION             | INDICATION |
|--------|-------------------------|------------|
| 9L 9R  | UP WEIGHBRIDGE ROAD (S) | UW         |
|        | UP THROUGH ROAD(S)      | UT         |

| SIGNAL    | DESTINATION           | INDICATION |
|-----------|-----------------------|------------|
| 24 L 24 R | FIVE ROAD (S)         | 5          |
|           | DOWN THROUGH ROAD (S) | DT         |

| SIGNAL    | DESTINATION       | INDICATION |
|-----------|-------------------|------------|
| 72 L 72 R | BACK PLATFORM (S) | BP         |
|           | RUN ROUND (S)     | RR         |

| SIGNAL    | DESTINATION   | INDICATION |
|-----------|---------------|------------|
| 73 L 73 R | DOWN MAIN (S) | DM         |
|           | RUN ROUND (S) | RR         |

| SIGNAL | DESTINATION         | INDICATION |
|--------|---------------------|------------|
| 76 L   | UP THROUGH ROAD (S) | UT         |

| SIGNAL | DESTINATION         | INDICATION |
|--------|---------------------|------------|
| 76R    | UP THROUGH ROAD (S) | UT         |

| SIGNAL | DESTINATION          | INDICATION |
|--------|----------------------|------------|
| AY 990 | STANDING ROAD WEST 1 | 1          |
|        | STANDING ROAD WEST 2 | 2          |
|        | STANDING ROAD WEST 3 | 3          |
|        | STANDING ROAD WEST 4 | 4          |
|        | STANDING ROAD WEST 5 | 5          |
|        | STANDING ROAD WEST 6 | 6          |

| SIGNAL | DESTINATION        | INDICATION |
|--------|--------------------|------------|
| AY 994 | DOWN RELIEF (S)    | DR         |
|        | STANDING ROADS (S) | SR         |
|        | BYPASS ROAD (S)    | BP         |
|        | TRANSFER ROAD (S)  | TR         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| C12.78 | UP YARD (S) | UY         |
|        | UP MAIN (S) | UM         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| CL 115 | DOWN RELIEF (S)   | DR         |
|        | DOWN SUBURBAN (S) | DS         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| CL 117 | DOWN RELIEF (S)   | DR         |
|        | DOWN SUBURBAN (M) | --         |
|        | DOWN SUBURBAN (S) | DS         |

| SIGNAL | DESTINATION     | INDICATION |
|--------|-----------------|------------|
| CL 142 | UP SUBURBAN (M) |            |
|        | UP SUBURBAN (S) | US         |
|        | DOWN RELIEF (S) | DR         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| M12.78 | UP YARD (S) | UY         |
|        | UP MAIN (S) | UM         |

SECTION : CLYDE TO GRANVILLE  
 CLYDE TO PARRAMATTA ROAD  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 12 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM:  
 AUBURN  
 CLYDE (MAIN LINE)  
 RAIL OPERATIONS CENTRE (SUBURBAN)  
 AMF YARD MASTER

RADIO AREA CODE : 039 (AUBURN)  
 040 (CLYDE)  
 041 (GRANVILLE)

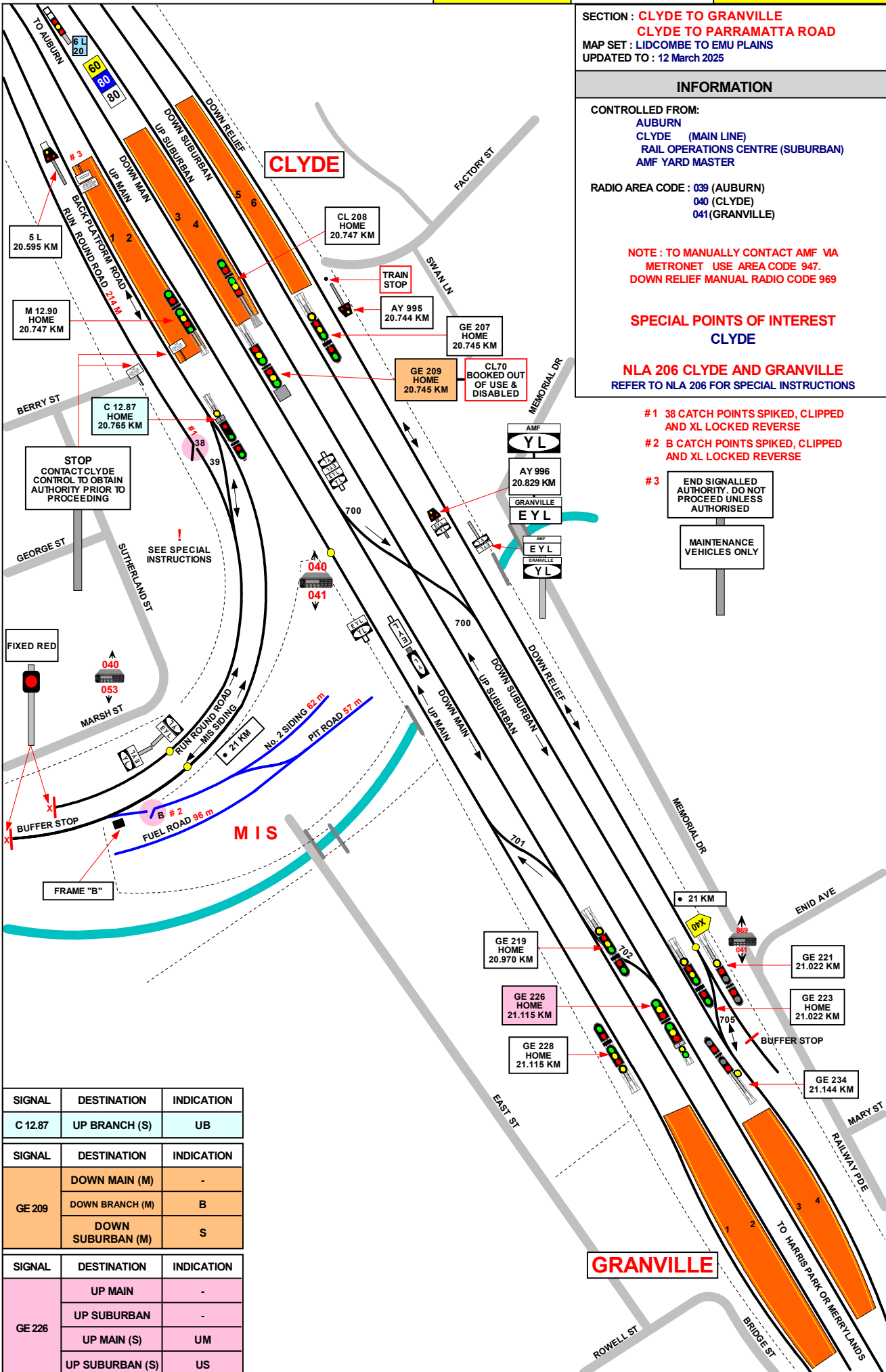
NOTE : TO MANUALLY CONTACT AMF VIA  
 METRONET USE AREA CODE 947.  
 DOWN RELIEF MANUAL RADIO CODE 969

SPECIAL POINTS OF INTEREST  
 CLYDE

NLA 206 CLYDE AND GRANVILLE  
 REFER TO NLA 206 FOR SPECIAL INSTRUCTIONS

- #1 38 CATCH POINTS SPIKED, CLIPPED AND XL LOCKED REVERSE
- #2 B CATCH POINTS SPIKED, CLIPPED AND XL LOCKED REVERSE
- #3 END SIGNALLED AUTHORITY. DO NOT PROCEED UNLESS AUTHORISED

MAINTENANCE VEHICLES ONLY



| SIGNAL  | DESTINATION   | INDICATION |
|---------|---------------|------------|
| C 12.87 | UP BRANCH (S) | UB         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| GE 209 | DOWN MAIN (M)     | -          |
|        | DOWN BRANCH (M)   | B          |
|        | DOWN SUBURBAN (M) | S          |

| SIGNAL | DESTINATION     | INDICATION |
|--------|-----------------|------------|
| GE 226 | UP MAIN         | -          |
|        | UP SUBURBAN     | -          |
|        | UP MAIN (S)     | UM         |
|        | UP SUBURBAN (S) | US         |

1 IN 220

1 IN 165

1 IN 225

1 IN 178

SECTION : GRANVILLE TO HARRIS PARK  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025  
Page: 1 of 2

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

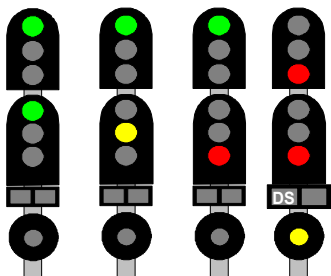
RADIO AREA CODE : 041 (GRANVILLE)

SPECIAL POINTS OF INTEREST  
GRANVILLE

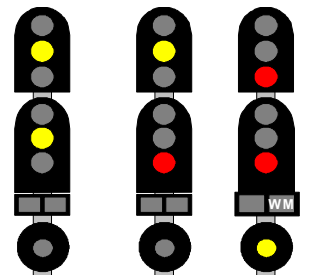
THE POINTS AND SIGNALS AT GRANVILLE, PARRAMATTA, WESTMEAD AND THE JUNCTIONS AT BOTH ENDS OF THE SOUTH WEST OUTER AND SOUTH WEST INNER LINES ARE ALL PART OF THE GRANVILLE INTERLOCKING.

THE SHUNTING NECK IS APPROXIMATELY 260 METRES LONG AND HOLDS AROUND 12 CARS.

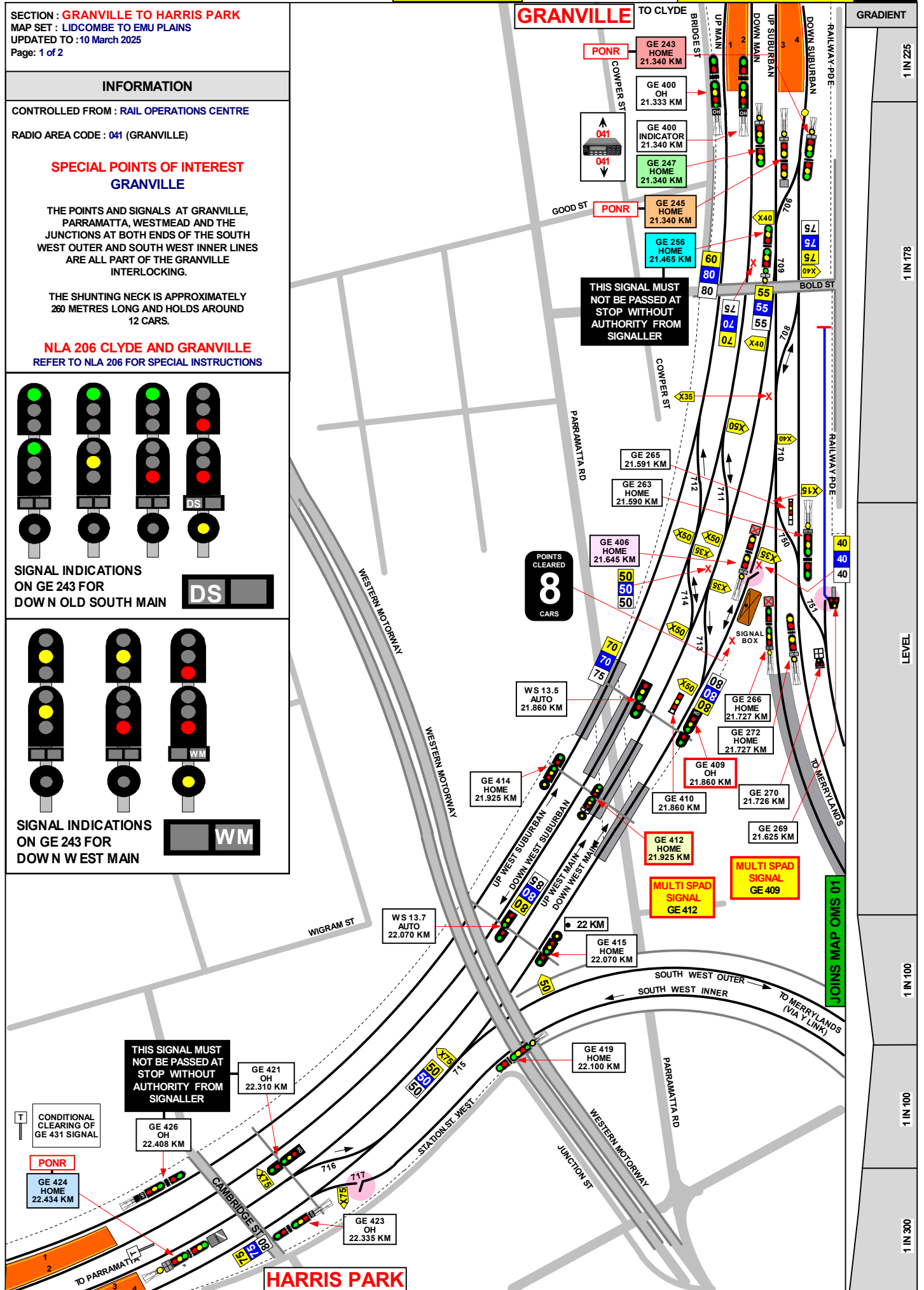
NLA 206 CLYDE AND GRANVILLE  
REFER TO NLA 206 FOR SPECIAL INSTRUCTIONS



SIGNAL INDICATIONS ON GE 243 FOR DOWN OLD SOUTH MAIN



SIGNAL INDICATIONS ON GE 243 FOR DOWN WEST MAIN



| GRADIENT |  |
|----------|--|
| 1 IN 225 |  |
| 1 IN 178 |  |
| LEVEL    |  |
| 1 IN 100 |  |
| 1 IN 100 |  |
| 1 IN 300 |  |

SECTION : **GRANVILLE TO HARRIS PARK**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025  
 Page: 2 of 2

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 041 (GRANVILLE)

**SPECIAL POINTS OF INTEREST  
 GRANVILLE**

THE POINTS AND SIGNALS AT GRANVILLE, PARRAMATTA, WESTMEAD AND THE JUNCTIONS AT BOTH ENDS OF THE SOUTH WEST OUTER AND SOUTH WEST INNER LINES ARE ALL PART OF THE GRANVILLE INTERLOCKING.

THE SHUNTING NECK IS APPROXIMATELY 260 METRES LONG AND HOLDS AROUND 12 CARS.

| SIGNAL | DESTINATION             | INDICATION |
|--------|-------------------------|------------|
| GE 243 | DOWN OLD SOUTH MAIN (M) | -          |
|        | DOWN WEST MAIN (M)      | -          |
|        | DOWN OLD SOUTH MAIN (S) | DS         |
|        | DOWN WEST MAIN (S)      | WM         |

| SIGNAL | DESTINATION             | INDICATION |
|--------|-------------------------|------------|
| GE 245 | DOWN WEST MAIN (S)      | WM         |
|        | DOWN OLD SOUTH MAIN (M) | S          |
|        | DOWN WEST MAIN (M)      | W          |
|        | UP OLD SOUTH MAIN (S)   | US         |

| SIGNAL | DESTINATION            | INDICATION |
|--------|------------------------|------------|
| GE 247 | DOWN WEST MAIN (M)     | -          |
|        | DOWN WEST SUBURBAN (M) | -          |
|        | DOWN WEST MAIN (S)     | WM         |
|        | DOWN WEST SUBURBAN (S) | WS         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| GE 256 | UP SUBURBAN (M)   | -          |
|        | UP SUBURBAN (S)   | US         |
|        | DOWN SUBURBAN (M) | -          |
|        | DOWN SUBURBAN (S) | DS         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| GE 406 | UP SUBURBAN (M)   | -          |
|        | UP SUBURBAN (S)   | US         |
|        | DOWN SUBURBAN (S) | DS         |

| SIGNAL | DESTINATION     | INDICATION |
|--------|-----------------|------------|
| GE 412 | UP MAIN (M)     | -          |
|        | UP SUBURBAN (M) | DS         |
|        | UP MAIN (S)     | -          |
|        | UP SUBURBAN (S) | US         |

| SIGNAL | DESTINATION          | INDICATION |
|--------|----------------------|------------|
| GE 424 | UP WEST MAIN (M)     | -          |
|        | DOWN WEST MAIN (M)   | D          |
|        | SOUTH WEST OUTER (M) | S          |
|        | UP WEST MAIN (S)     | UW         |
|        | DOWN WEST MAIN (S)   | DW         |
|        | SOUTH WEST OUTER (S) | SO         |

SECTION : **HARRIS PARK TO PARRAMATTA**  
 MAP SET : **CENTRAL TO EMU PLAINS**  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

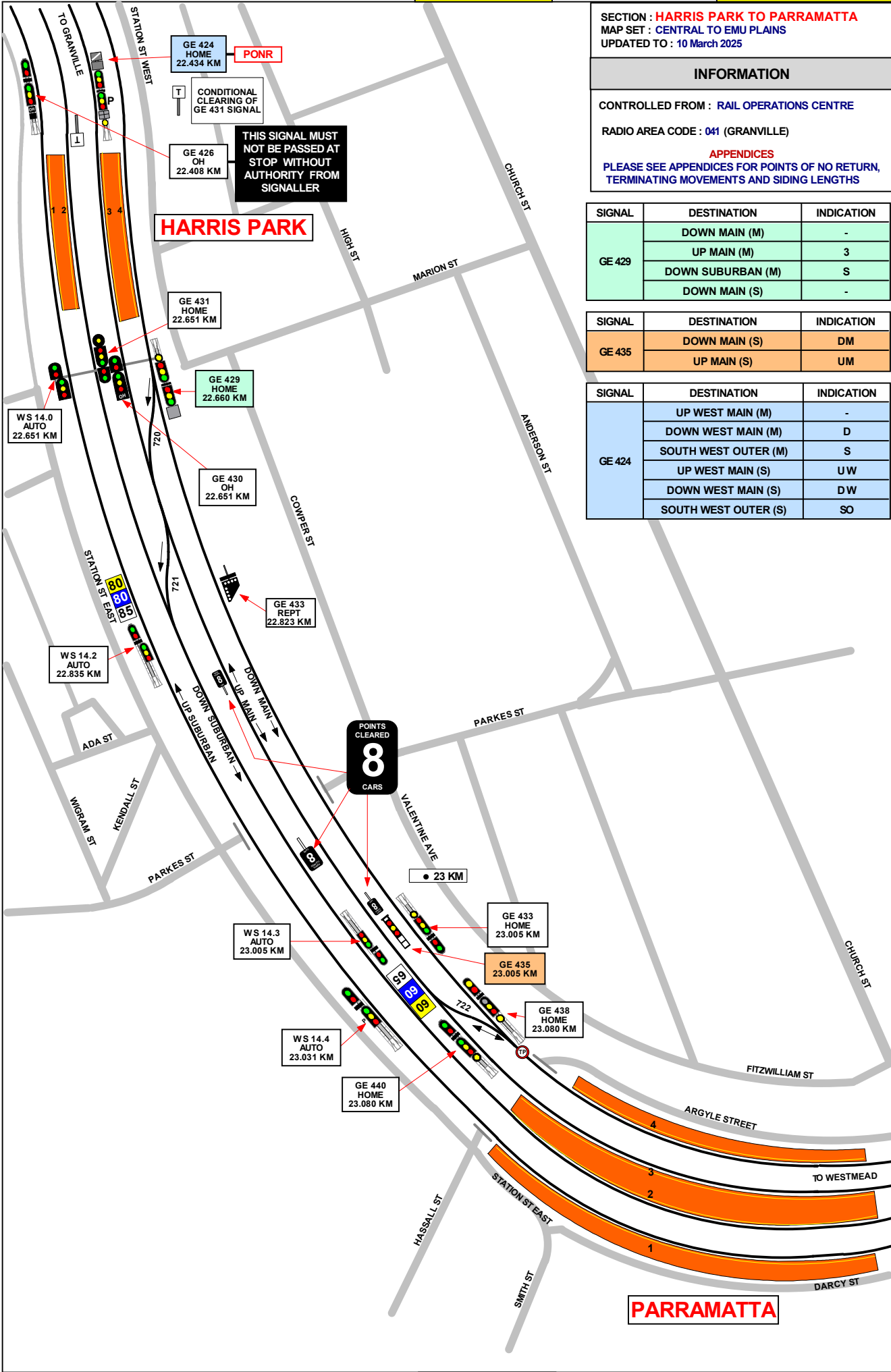
RADIO AREA CODE : **041 (GRANVILLE)**

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

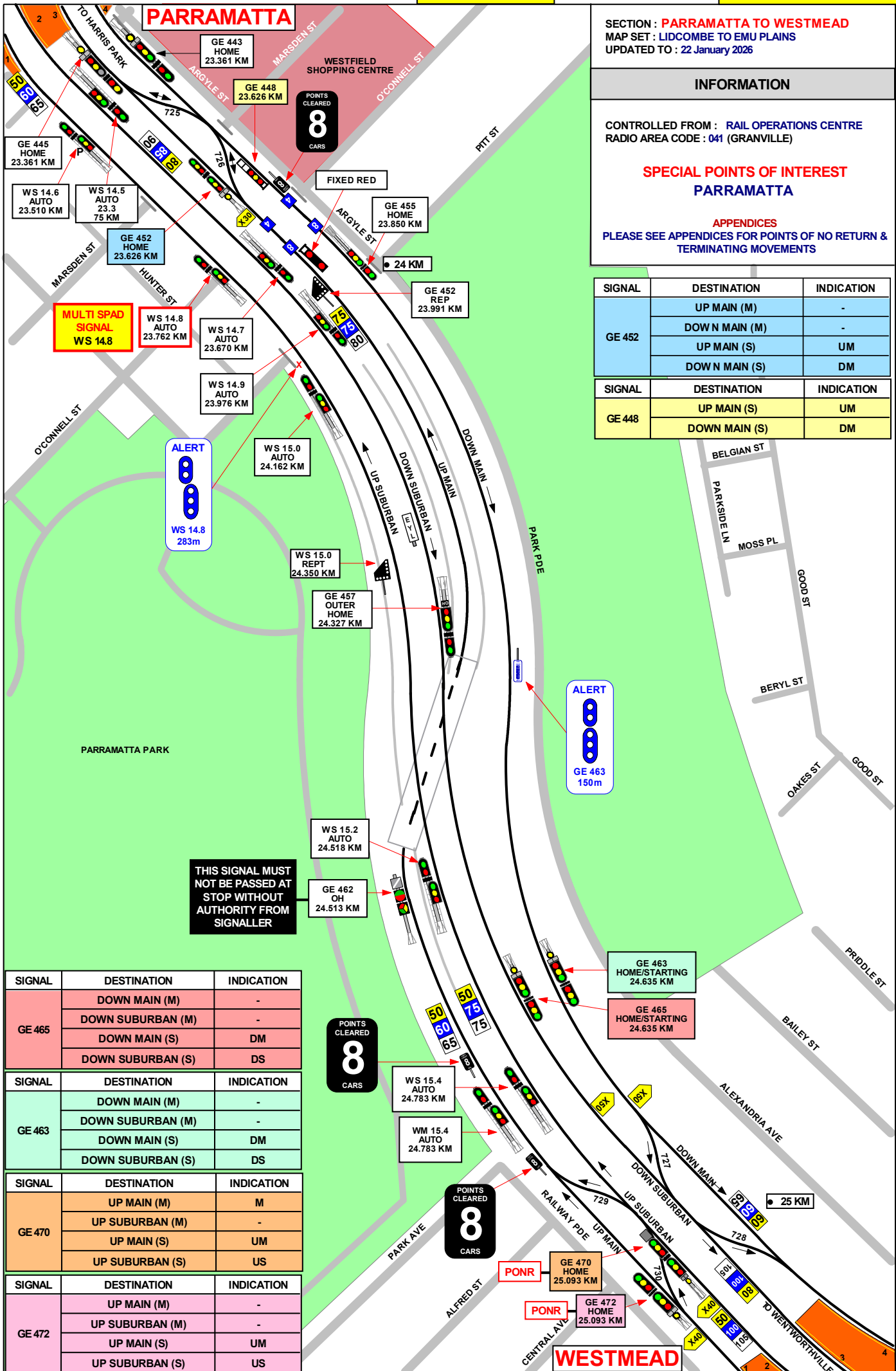
| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| GE 429 | DOWN MAIN (M)     | -          |
|        | UP MAIN (M)       | 3          |
|        | DOWN SUBURBAN (M) | S          |
|        | DOWN MAIN (S)     | -          |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| GE 435 | DOWN MAIN (S) | DM         |
|        | UP MAIN (S)   | UM         |

| SIGNAL | DESTINATION          | INDICATION |
|--------|----------------------|------------|
| GE 424 | UP WEST MAIN (M)     | -          |
|        | DOWN WEST MAIN (M)   | D          |
|        | SOUTH WEST OUTER (M) | S          |
|        | UP WEST MAIN (S)     | UW         |
|        | DOWN WEST MAIN (S)   | DW         |
|        | SOUTH WEST OUTER (S) | SO         |



1 IN 300



WESTMEAD

SECTION : WESTMEAD TO WENTWORTHVILLE  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 07 April 2025

GRADIENT

INFORMATION

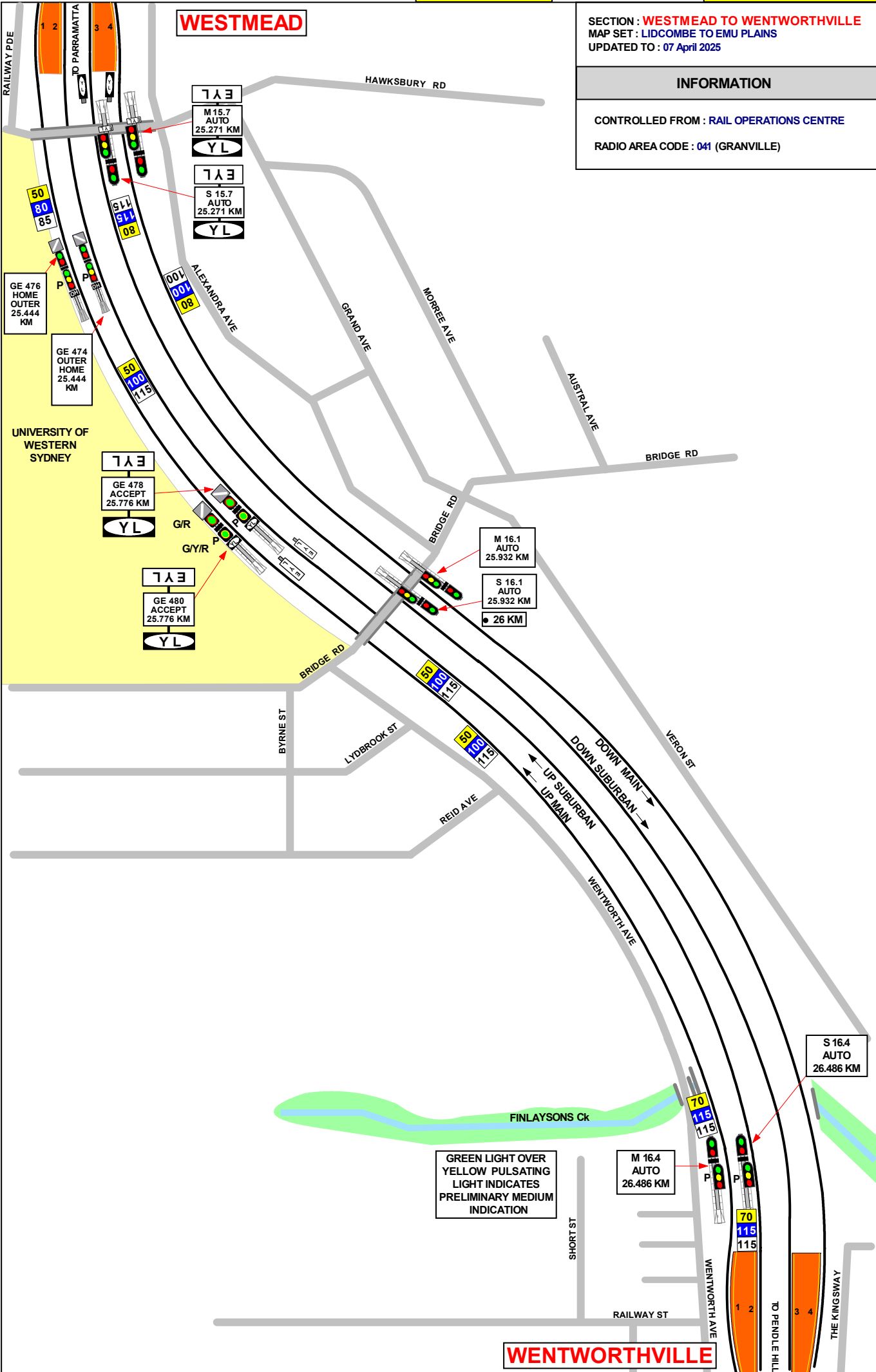
CONTROLLED FROM : RAIL OPERATIONS CENTRE  
RADIO AREA CODE : 041 (GRANVILLE)

1 IN 100

1 IN 100

1 IN 178

1 IN 80



WENTWORTHVILLE

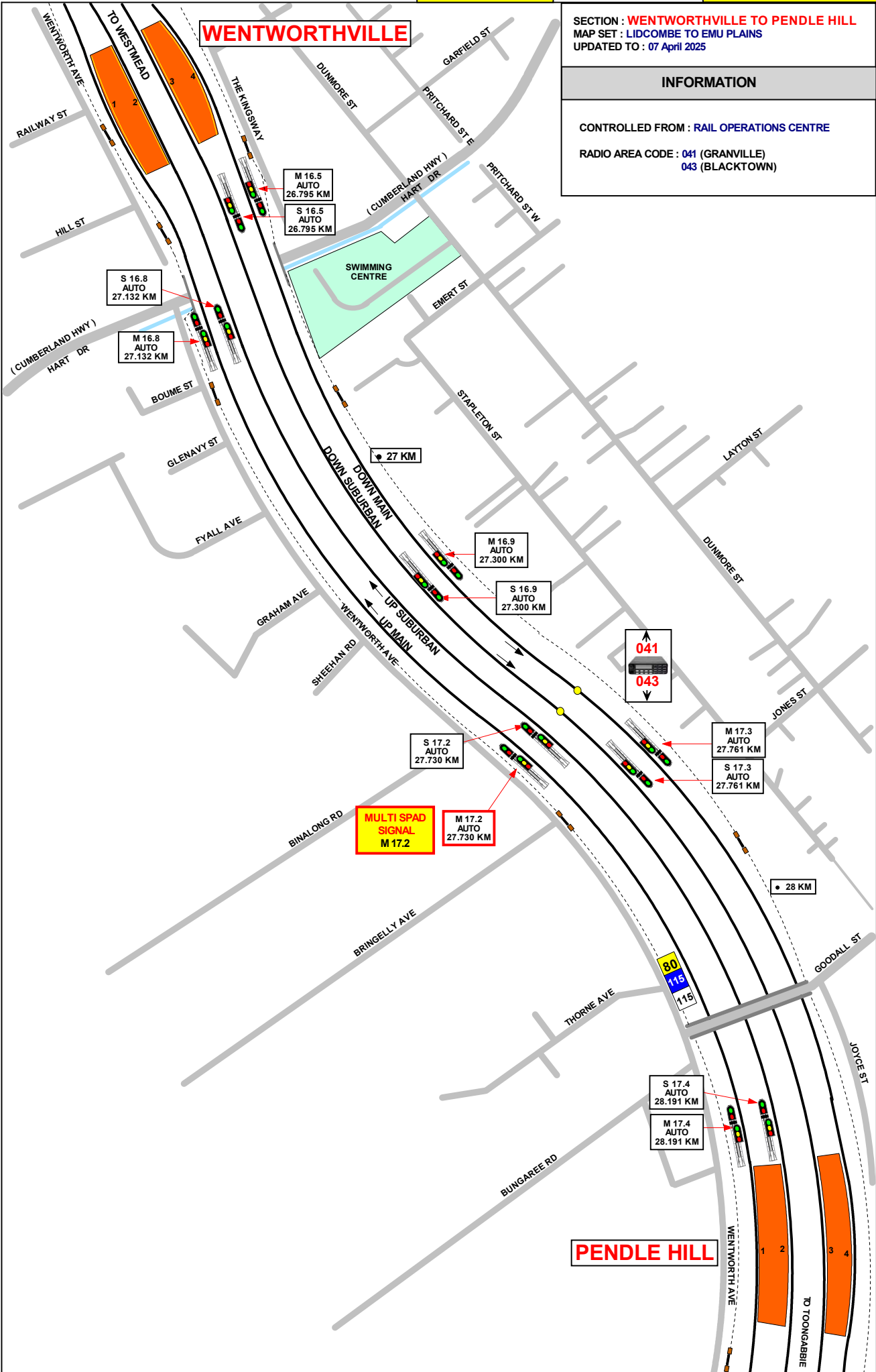
WENTWORTHVILLE

SECTION : WENTWORTHVILLE TO PENDLE HILL  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 07 April 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 041 (GRANVILLE)  
043 (BLACKTOWN)



1 IN 80

1 IN 100

PENDLE HILL

SECTION : PENDLE HILL TO TOONGABBIE  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

GRADIENT

INFORMATION

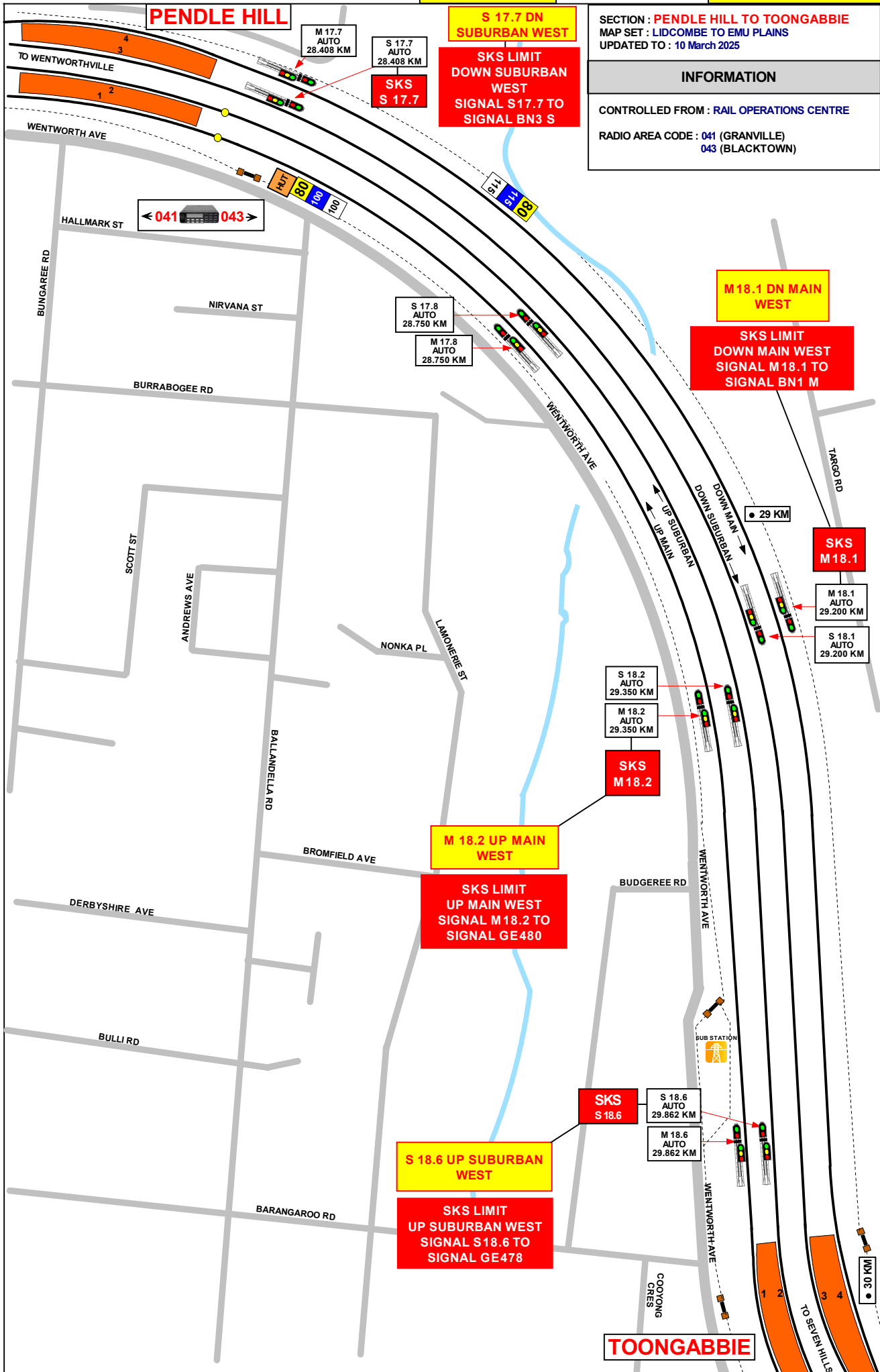
CONTROLLED FROM : RAIL OPERATIONS CENTRE  
RADIO AREA CODE : 041 (GRANVILLE)  
043 (BLACKTOWN)

1 IN 100

1 IN 429

1 IN 100

LEVEL



S 17.7 DN  
SUBURBAN WEST

SKS LIMIT  
DOWN SUBURBAN  
WEST  
SIGNAL S17.7 TO  
SIGNAL BN3 S

M 17.7  
AUTO  
28.408 KM

S 17.7  
AUTO  
28.408 KM

SKS  
S 17.7

M 18.1 DN MAIN  
WEST

SKS LIMIT  
DOWN MAIN WEST  
SIGNAL M18.1 TO  
SIGNAL BN1 M

S 17.8  
AUTO  
28.750 KM

M 17.8  
AUTO  
28.750 KM

SKS  
M 18.1

M 18.1  
AUTO  
29.200 KM

S 18.1  
AUTO  
29.200 KM

S 18.2  
AUTO  
29.350 KM

M 18.2  
AUTO  
29.350 KM

SKS  
M 18.2

M 18.2 UP MAIN  
WEST

SKS LIMIT  
UP MAIN WEST  
SIGNAL M18.2 TO  
SIGNAL GE480

SKS  
S 18.6

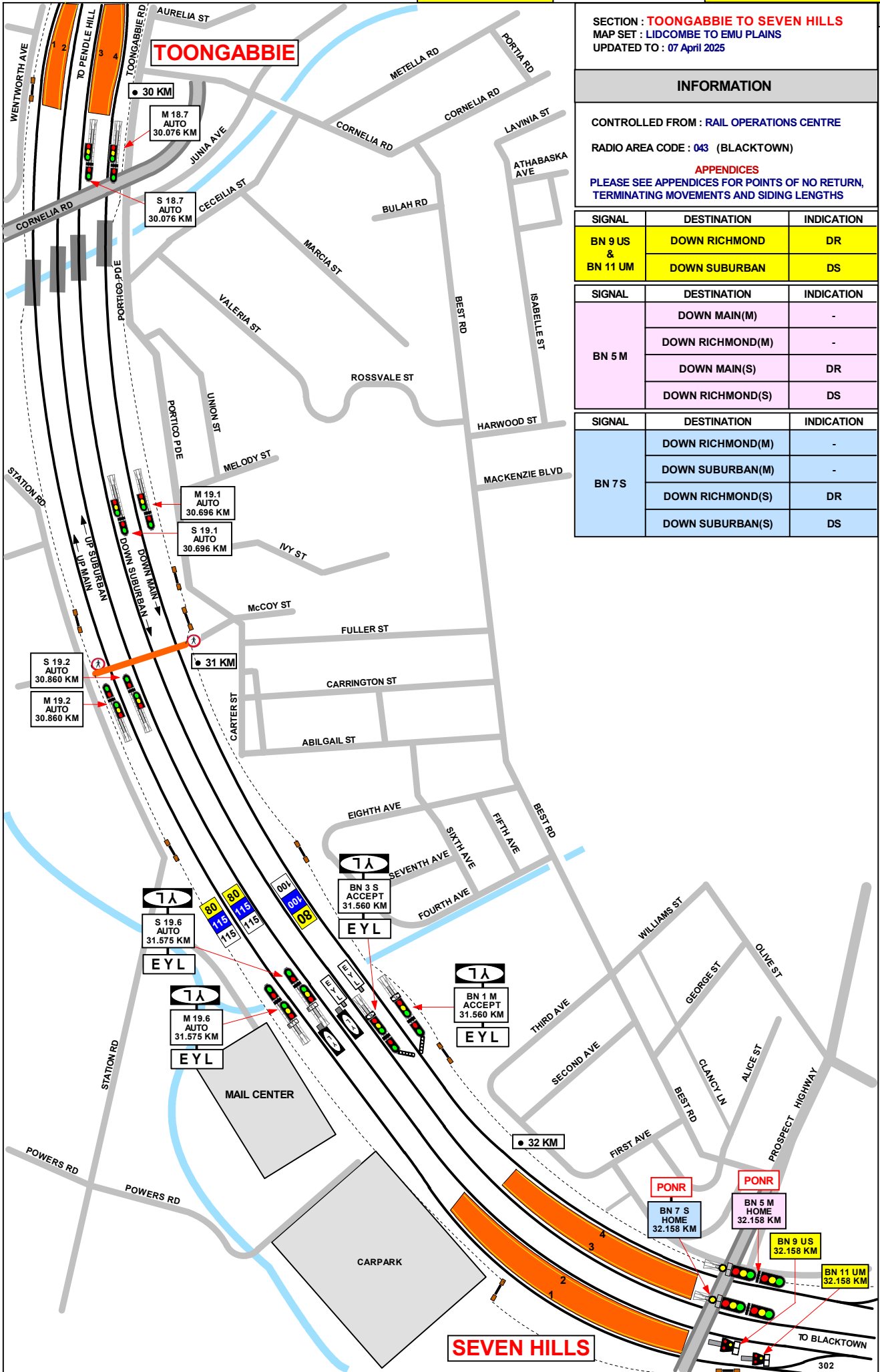
S 18.6  
AUTO  
29.862 KM

M 18.6  
AUTO  
29.862 KM

S 18.6 UP SUBURBAN  
WEST

SKS LIMIT  
UP SUBURBAN WEST  
SIGNAL S18.6 TO  
SIGNAL GE478

TOONGABBIE



SECTION : **TOONGABBIE TO SEVEN HILLS**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 07 April 2025

GRADIENT

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

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

| SIGNAL             | DESTINATION   | INDICATION |
|--------------------|---------------|------------|
| BN 9 US & BN 11 UM | DOWN RICHMOND | DR         |
|                    | DOWN SUBURBAN | DS         |

| SIGNAL | DESTINATION      | INDICATION |
|--------|------------------|------------|
| BN 5 M | DOWN MAIN(M)     | -          |
|        | DOWN RICHMOND(M) | -          |
|        | DOWN MAIN(S)     | DR         |
|        | DOWN RICHMOND(S) | DS         |

| SIGNAL | DESTINATION      | INDICATION |
|--------|------------------|------------|
| BN 7 S | DOWN RICHMOND(M) | -          |
|        | DOWN SUBURBAN(M) | -          |
|        | DOWN RICHMOND(S) | DR         |
|        | DOWN SUBURBAN(S) | DS         |

LEVEL

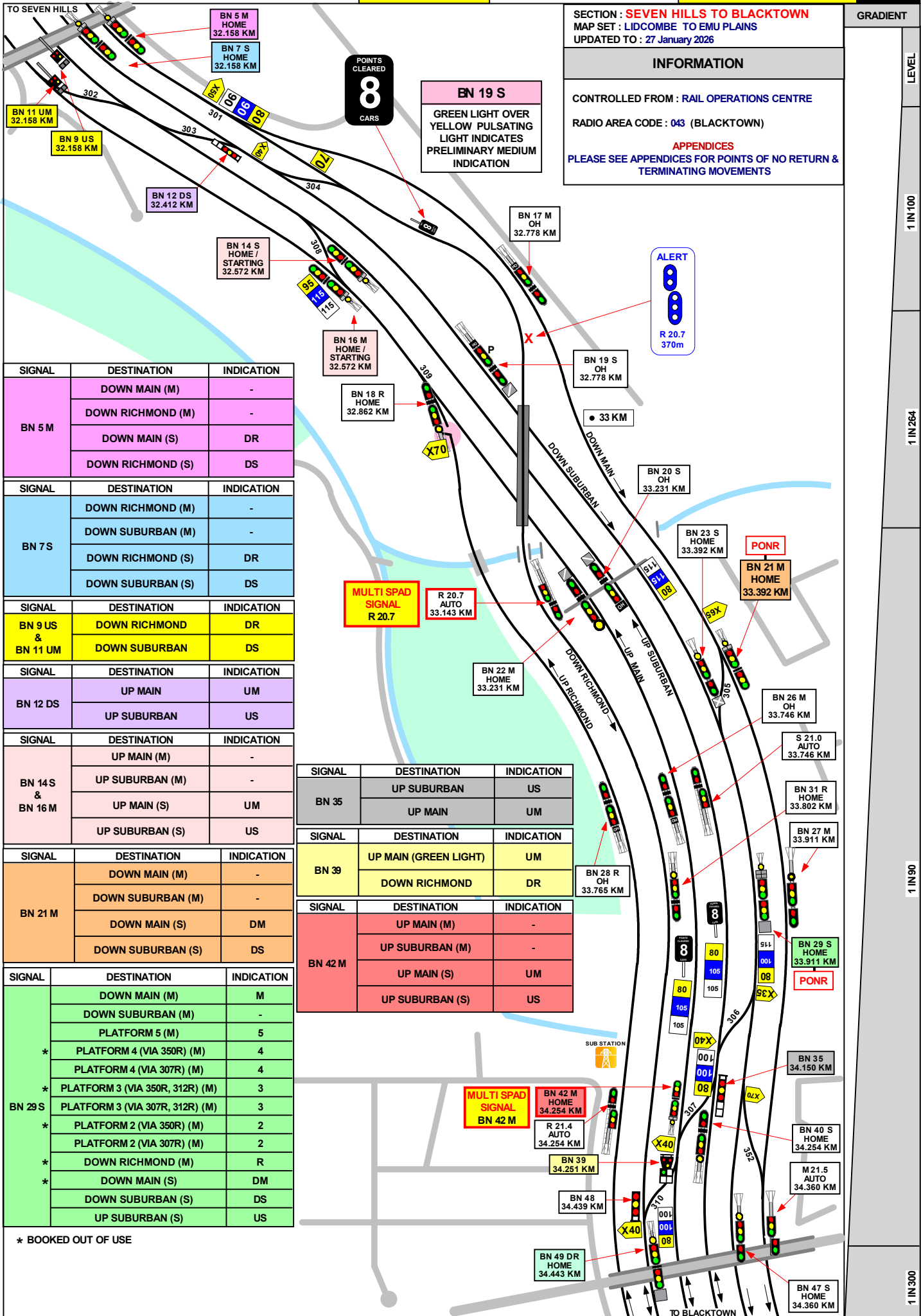
1 IN 100

1 IN 142

1 IN 200

1 IN 176

LEVEL



SECTION : **SEVEN HILLS TO BLACKTOWN**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 27 January 2026

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

APPENDICES  
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN & TERMINATING MOVEMENTS

GRADIENT

LEVEL

1 IN 100

1 IN 264

1 IN 90

1 IN 300

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| BN 5 M | DOWN MAIN (M)     | -          |
|        | DOWN RICHMOND (M) | -          |
|        | DOWN MAIN (S)     | DR         |
|        | DOWN RICHMOND (S) | DS         |

| SIGNAL | DESTINATION       | INDICATION |
|--------|-------------------|------------|
| BN 7 S | DOWN RICHMOND (M) | -          |
|        | DOWN SUBURBAN (M) | -          |
|        | DOWN RICHMOND (S) | DR         |
|        | DOWN SUBURBAN (S) | DS         |

| SIGNAL             | DESTINATION   | INDICATION |
|--------------------|---------------|------------|
| BN 9 US & BN 11 UM | DOWN RICHMOND | DR         |
|                    | DOWN SUBURBAN | DS         |

| SIGNAL   | DESTINATION | INDICATION |
|----------|-------------|------------|
| BN 12 DS | UP MAIN     | UM         |
|          | UP SUBURBAN | US         |

| SIGNAL            | DESTINATION     | INDICATION |
|-------------------|-----------------|------------|
| BN 14 S & BN 16 M | UP MAIN (M)     | -          |
|                   | UP SUBURBAN (M) | -          |
|                   | UP MAIN (S)     | UM         |
|                   | UP SUBURBAN (S) | US         |

| SIGNAL  | DESTINATION       | INDICATION |
|---------|-------------------|------------|
| BN 21 M | DOWN MAIN (M)     | -          |
|         | DOWN SUBURBAN (M) | -          |
|         | DOWN MAIN (S)     | DM         |
|         | DOWN SUBURBAN (S) | DS         |

| SIGNAL          | DESTINATION                       | INDICATION |
|-----------------|-----------------------------------|------------|
| BN 29 S         | DOWN MAIN (M)                     | M          |
|                 | DOWN SUBURBAN (M)                 | -          |
|                 | PLATFORM 5 (M)                    | 5          |
|                 | * PLATFORM 4 (VIA 350R) (M)       | 4          |
|                 | * PLATFORM 4 (VIA 307R) (M)       | 4          |
|                 | * PLATFORM 3 (VIA 350R, 312R) (M) | 3          |
|                 | * PLATFORM 3 (VIA 307R, 312R) (M) | 3          |
|                 | * PLATFORM 2 (VIA 350R) (M)       | 2          |
|                 | * PLATFORM 2 (VIA 307R) (M)       | 2          |
|                 | * DOWN RICHMOND (M)               | R          |
| * DOWN MAIN (S) | DM                                |            |
|                 | DOWN SUBURBAN (S)                 | DS         |
|                 | UP SUBURBAN (S)                   | US         |

\* BOOKED OUT OF USE

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| BN 35  | UP SUBURBAN | US         |
|        | UP MAIN     | UM         |

| SIGNAL | DESTINATION           | INDICATION |
|--------|-----------------------|------------|
| BN 39  | UP MAIN (GREEN LIGHT) | UM         |
|        | DOWN RICHMOND         | DR         |

| SIGNAL  | DESTINATION     | INDICATION |
|---------|-----------------|------------|
| BN 42 M | UP MAIN (M)     | -          |
|         | UP SUBURBAN (M) | -          |
|         | UP MAIN (S)     | UM         |
|         | UP SUBURBAN (S) | US         |

SECTION : **BLACKTOWN**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 1 OF 2  
 UPDATED TO : 10 February 2026

GRADIENT  
 1 IN 90  
 1 IN 300  
 1 IN 100  
 1 IN 100

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

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

| SIGNAL   | DESTINATION       | INDICATION |
|----------|-------------------|------------|
| BN 49 DR | PLATFORM 3 (M)    | -          |
|          | PLATFORM 2 (M)    | 2          |
|          | PLATFORM 1 (M)    | 1          |
|          | DOWN RICHMOND (S) | -          |

| SIGNAL  | DESTINATION           | INDICATION |
|---------|-----------------------|------------|
| BN 51 * | PLATFORM 6            | 6          |
|         | PLATFORM 5            | 5          |
|         | PLATFORM 4            | 4          |
|         | PLATFORM 3 (VIA 312R) | 3          |
| *       | PLATFORM 2            | 2          |

| SIGNAL | DESTINATION            | INDICATION |
|--------|------------------------|------------|
| BN 53  | PLATFORM 4 (GREEN LT)  | 4          |
|        | PLATFORM 3 (VIA 312 R) | 3          |
| *      | PLATFORM 2             | 2          |

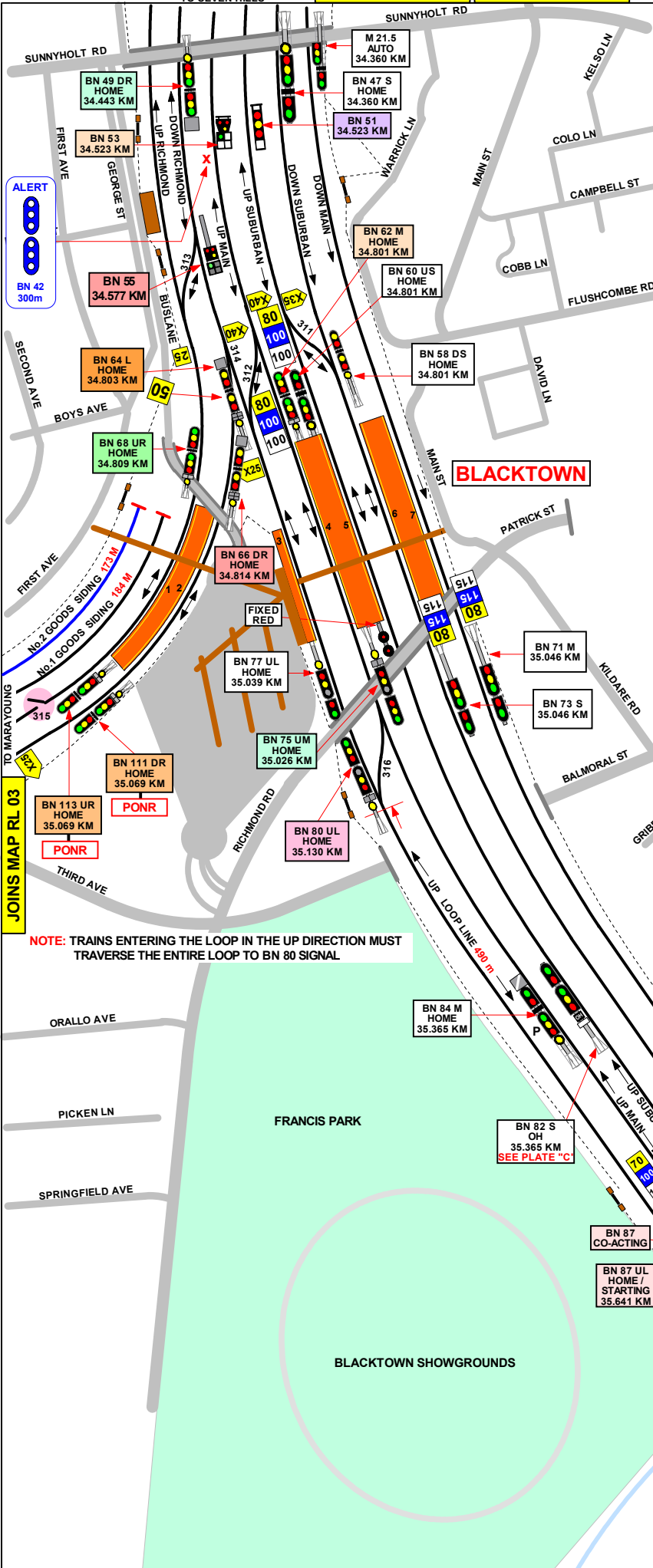
| SIGNAL | DESTINATION           | INDICATION |
|--------|-----------------------|------------|
| BN 55  | PLATFORM 3 (GREEN LT) | 3          |
|        | PLATFORM 2            | 2          |
|        | PLATFORM 1            | 1          |

\* BOOKED OUT OF USE

**BN 96 M**  
 GREEN LIGHT OVER YELLOW PULSATING LIGHT INDICATES PRELIMINARY MEDIUM INDICATION

**BN 84 M**  
 GREEN LIGHT OVER YELLOW PULSATING LIGHT INDICATES PRELIMINARY MEDIUM INDICATION

**PLATE "C"**  
 THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER



JOINS MAP RL 03

**NOTE:** TRAINS ENTERING THE LOOP IN THE UP DIRECTION MUST TRAVERSE THE ENTIRE LOOP TO BN 80 SIGNAL

SECTION : **BLACKTOWN**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 2 OF 2  
 UPDATED TO : 5 September 2025

**INFORMATION**

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

**APPENDICES**

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

A NOTICE BOARD, INSCRIBED "THIS SIGNAL MUST NOT BE  
 PASSED AT STOP WITHOUT AUTHORITY FROM THE  
 SIGNALLER", IS PROVIDED ON THE FIXED STOP SIGNAL AT  
 THE PENRITH END OF No. 5 PLATFORM.

\* BOOKED OUT OF USE

| SIGNAL  | DESTINATION     | INDICATION |
|---------|-----------------|------------|
| BN 62 M | UP MAIN (M)     | -          |
|         | UP SUBURBAN (M) | -          |
|         | UP MAIN (S)     | UM         |
|         | UP SUBURBAN (S) | US         |

| SIGNAL  | DESTINATION                 | INDICATION |
|---------|-----------------------------|------------|
| BN 64 L | UP MAIN (M) (VIA 310 R)     | M          |
|         | UP MAIN (M) (VIA 312 R)     | M          |
|         | UP SUBURBAN (M) (VIA 312 R) | S          |
|         | DOWN RICHMOND (S)           | DR         |
|         | UP MAIN (S) (VIA 312 R)     | UM         |
|         | UP SUBURBAN (S) (VIA 312 R) | US         |

| SIGNAL   | DESTINATION            | INDICATION |
|----------|------------------------|------------|
| BN 66 DR | UP MAIN (VIA 310R) (M) | M          |
|          | UP MAIN (VIA 351R) (M) | M          |
|          | UP SUBURBAN (M)        | S          |
|          | DOWN RICHMOND (S)      | DR         |
|          | UP MAIN (S)            | UM         |
|          | UP SUBURBAN (S)        | US         |

| SIGNAL   | DESTINATION       | INDICATION |
|----------|-------------------|------------|
| BN 68 UR | UP RICHMOND (M)   | -          |
|          | UP MAIN (M)       | -          |
|          | UP RICHMOND (S)   | UR         |
|          | DOWN RICHMOND (S) | DR         |

| SIGNAL   | DESTINATION    | INDICATION  |
|----------|----------------|-------------|
| BN 80 UL | PLATFORM 3 (M) | -           |
|          | PLATFORM 4 (M) | -           |
|          | PLATFORM 3 (S) | 3 (TEMP:2A) |
|          | PLATFORM 4 (S) | 4 (TEMP:3)  |

| SIGNAL                    | DESTINATION       | INDICATION |
|---------------------------|-------------------|------------|
| BN 85 UM<br>&<br>BN 87 UL | DOWN SUBURBAN (M) | S          |
|                           | DOWN SUBURBAN (S) | DS         |

| SIGNAL  | DESTINATION       | INDICATION |
|---------|-------------------|------------|
| BN 91 S | DOWN SUBURBAN (M) | -          |
|         | DOWN SUBURBAN (S) | -          |

| SIGNAL  | DESTINATION     | INDICATION |
|---------|-----------------|------------|
| BN 94 S | UP LOOP (M)     | L          |
|         | UP MAIN (M)     | M          |
|         | UP SUBURBAN (M) | -          |
|         | UP LOOP (S)     | UL         |
|         | UP MAIN (S)     | UM         |
|         | UP SUBURBAN (S) | US         |

| SIGNAL                   | DESTINATION | INDICATION |
|--------------------------|-------------|------------|
| BN 96 M<br>&<br>BN 75 UM | UP LOOP (M) | -          |
|                          | UP MAIN (M) | -          |
|                          | UP LOOP (S) | UL         |
|                          | UP MAIN (S) | UM         |

| SIGNAL | DESTINATION     | INDICATION |
|--------|-----------------|------------|
| BN 100 | UP LOOP (S)     | L          |
|        | UP MAIN (S)     | M          |
|        | UP SUBURBAN (S) | S          |

| SIGNAL                | DESTINATION      | INDICATION |
|-----------------------|------------------|------------|
| BN 111<br>&<br>BN 113 | DOWN RICHMOND    | -          |
|                       | UP RICHMOND      | -          |
|                       | DOWN RICHMOND    | DR         |
|                       | UP RICHMOND      | UR         |
|                       | No. 1 CAR SIDING | 1          |
|                       | No. 2 CAR SIDING | 2          |
|                       | No. 3 CAR SIDING | 3          |
|                       | No. 4 CAR SIDING | 4          |
|                       | No. 5 CAR SIDING | 5          |
|                       | No. 6 CAR SIDING | 6          |

| SIGNAL | DESTINATION    | INDICATION |
|--------|----------------|------------|
| BN 115 | DOWN RICHMOND  | DR         |
|        | UP RICHMOND    | UR         |
|        | GOODS SIDING 1 | S1         |
|        | GOODS SIDING 2 | S2         |
|        | GOODS SIDING 3 | S3         |
|        | GOODS SIDING 4 | S4         |
|        | GOODS SIDING 5 | S5         |



DOONSIDE

SECTION : DOONSIDE TO ROOTY HILL  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

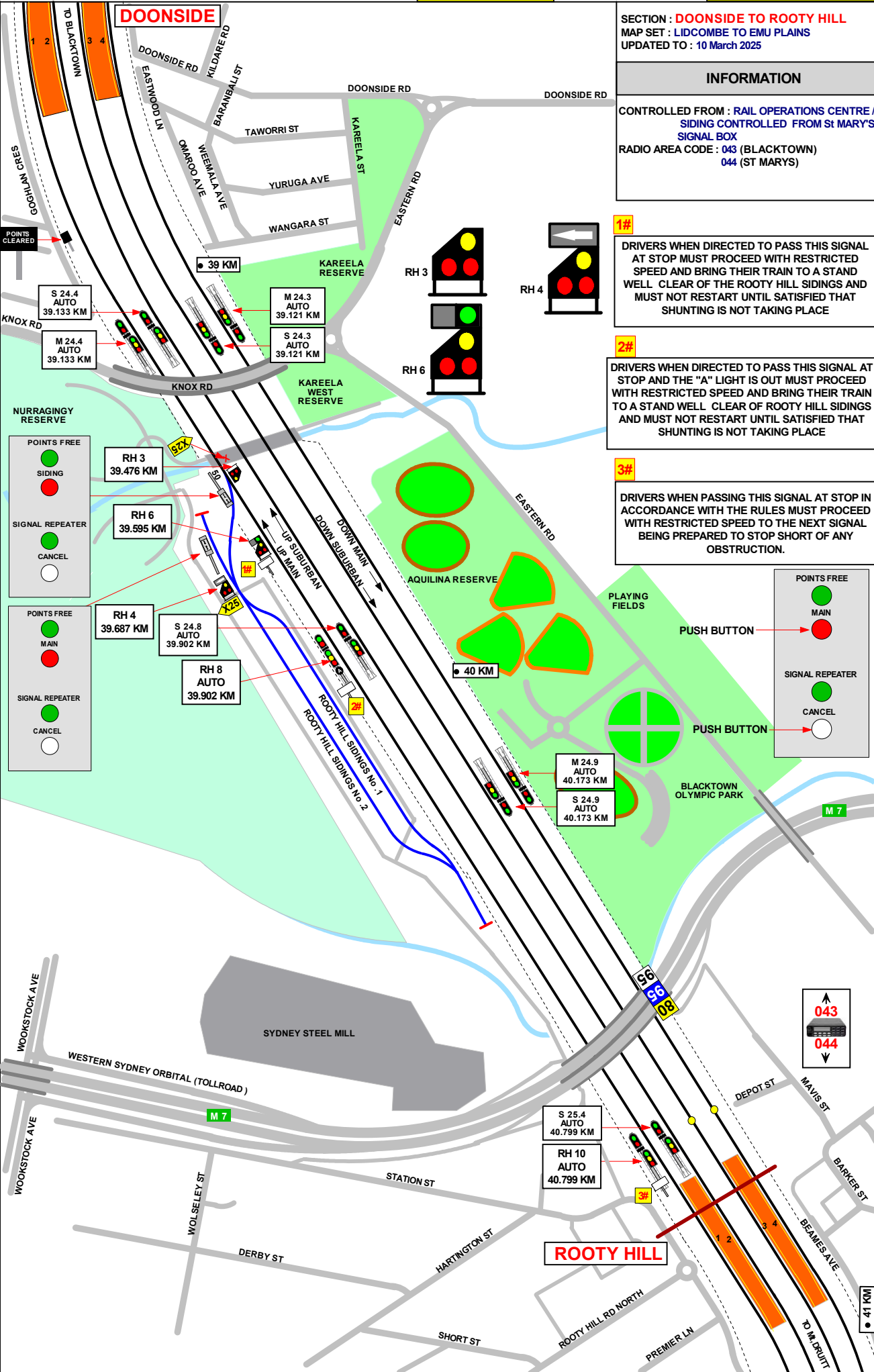
INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE /  
SIDING CONTROLLED FROM ST MARY'S  
SIGNAL BOX  
RADIO AREA CODE : 043 (BLACKTOWN)  
044 (ST MARYS)

**1#**  
DRIVERS WHEN DIRECTED TO PASS THIS SIGNAL AT STOP MUST PROCEED WITH RESTRICTED SPEED AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF THE ROOTY HILL SIDINGS AND MUST NOT RESTART UNTIL SATISFIED THAT SHUNTING IS NOT TAKING PLACE

**2#**  
DRIVERS WHEN DIRECTED TO PASS THIS SIGNAL AT STOP AND THE "A" LIGHT IS OUT MUST PROCEED WITH RESTRICTED SPEED AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF ROOTY HILL SIDINGS AND MUST NOT RESTART UNTIL SATISFIED THAT SHUNTING IS NOT TAKING PLACE

**3#**  
DRIVERS WHEN PASSING THIS SIGNAL AT STOP IN ACCORDANCE WITH THE RULES MUST PROCEED WITH RESTRICTED SPEED TO THE NEXT SIGNAL BEING PREPARED TO STOP SHORT OF ANY OBSTRUCTION.



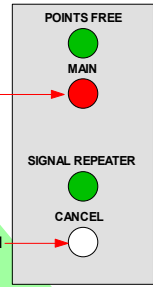
1 IN 100

LEVEL

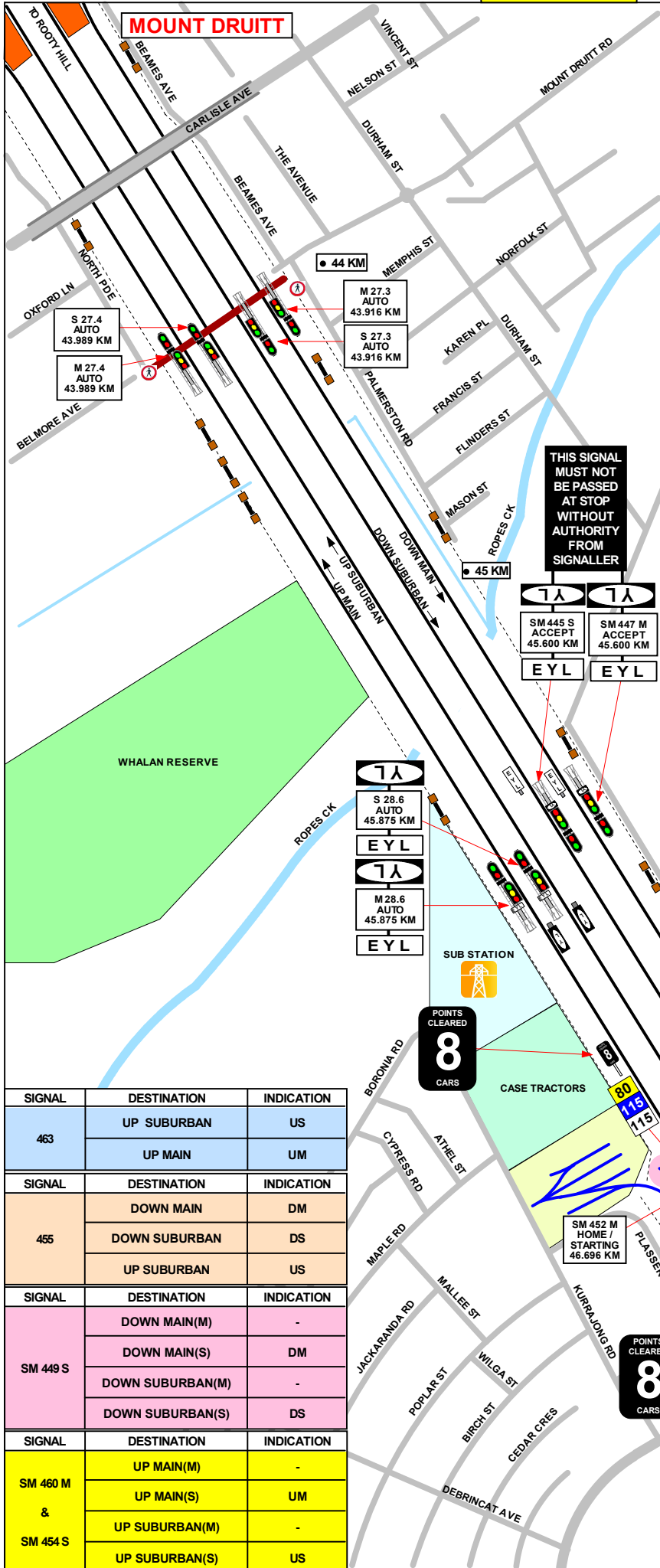
1 IN 170

1 IN 100

1 IN 300







SECTION : **MOUNT DRUITT TO ST MARYS**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : ST MARYS

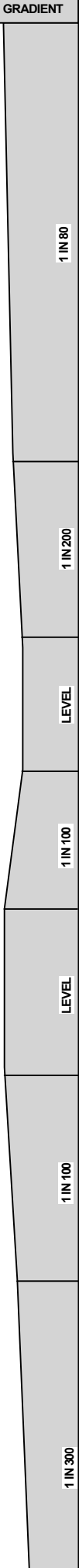
RADIO AREA CODE : 044 (ST MARYS)

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

**SPECIAL POINTS OF INTEREST**

PLASSER AUSTRALIA SIDING

WHERE NECESSARY, VEHICLES THAT HAVE DEPARTED THE SIDING MAY RETURN IN THE WRONG-RUNNING DIRECTION ON EITHER THE UP MAIN LINE OR THE UP SUBURBAN LINE TO ST MARYS, PROVIDED THAT THESE LINES ARE UNOCCUPIED AND THE UP ACCEPT MAIN LINE SIGNAL AND THE UP HOME MAIN SIGNAL, OR THE UP ACCEPT SUBURBAN LINE SIGNAL AND THE UP HOME SUBURBAN LINE SIGNAL RESPECTIVELY, ARE MAINTAINED IN THE STOP POSITION WITH BLOCKING FACILITIES APPLIED TO PROTECT THE MOVEMENT.



| SIGNAL                    | DESTINATION      | INDICATION |
|---------------------------|------------------|------------|
| 463                       | UP SUBURBAN      | US         |
|                           | UP MAIN          | UM         |
| 455                       | DOWN MAIN        | DM         |
|                           | DOWN SUBURBAN    | DS         |
|                           | UP SUBURBAN      | US         |
| SM 449 S                  | DOWN MAIN(M)     | -          |
|                           | DOWN MAIN(S)     | DM         |
|                           | DOWN SUBURBAN(M) | -          |
|                           | DOWN SUBURBAN(S) | DS         |
| SM 460 M<br>&<br>SM 454 S | UP MAIN(M)       | -          |
|                           | UP MAIN(S)       | UM         |
|                           | UP SUBURBAN(M)   | -          |
|                           | UP SUBURBAN(S)   | US         |

SECTION : ST MARYS TO WERRINGTON  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM : ST MARYS

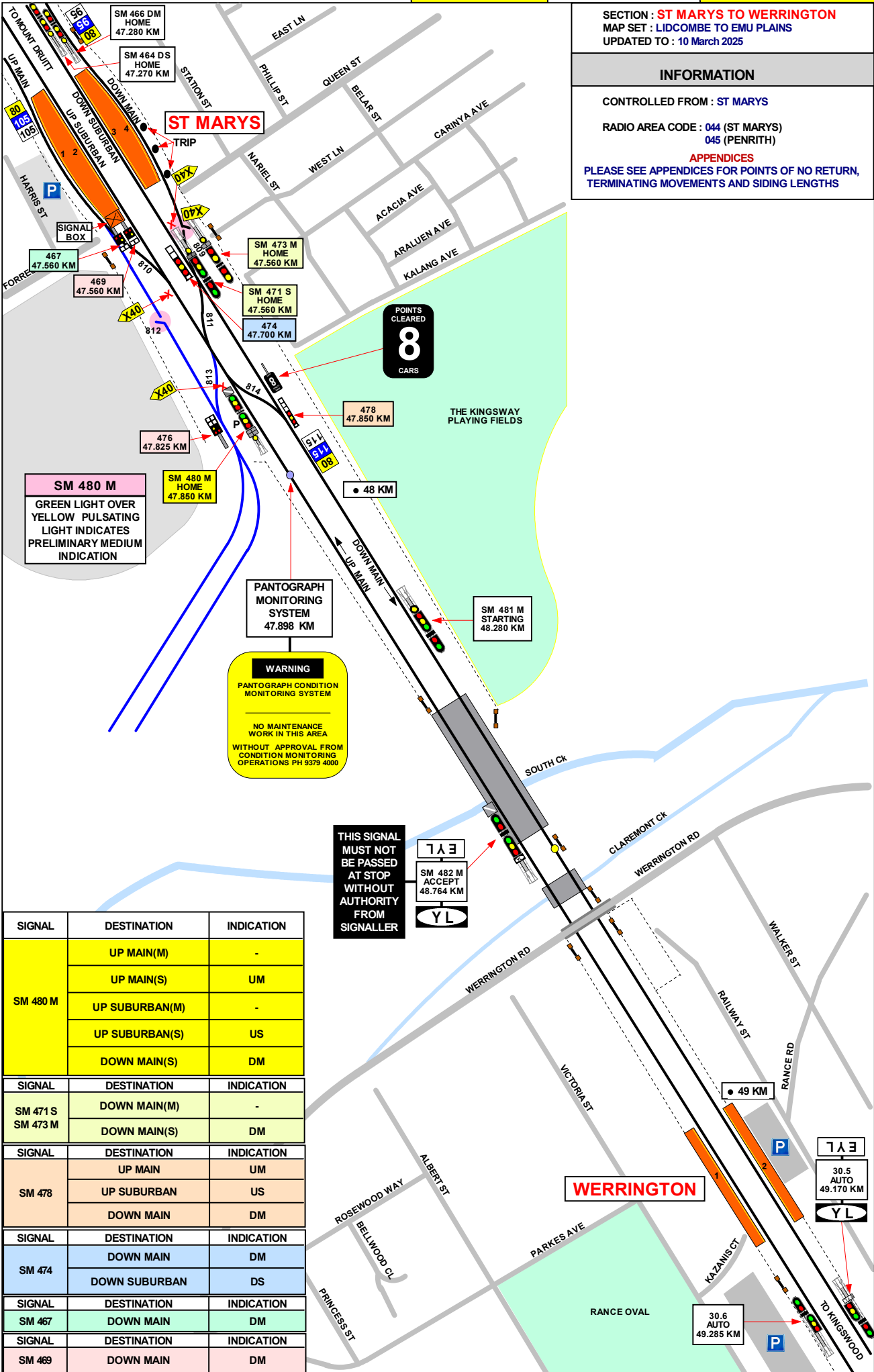
RADIO AREA CODE : 044 (ST MARYS)  
 045 (PENRITH)

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

1 IN 300

1 IN 80

LEVEL



**SM 480 M**  
 GREEN LIGHT OVER  
 YELLOW PULSATING  
 LIGHT INDICATES  
 PRELIMINARY MEDIUM  
 INDICATION

**WARNING**  
 PANTOGRAPH CONDITION  
 MONITORING SYSTEM  
  
 NO MAINTENANCE  
 WORK IN THIS AREA  
  
 WITHOUT APPROVAL FROM  
 CONDITION MONITORING  
 OPERATIONS PH 9379 4000

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

| SIGNAL               | DESTINATION    | INDICATION |
|----------------------|----------------|------------|
| SM 480 M             | UP MAIN(M)     | -          |
|                      | UP MAIN(S)     | UM         |
|                      | UP SUBURBAN(M) | -          |
|                      | UP SUBURBAN(S) | US         |
|                      | DOWN MAIN(S)   | DM         |
| SM 471 S<br>SM 473 M | DOWN MAIN(M)   | -          |
|                      | DOWN MAIN(S)   | DM         |
| SM 478               | UP MAIN        | UM         |
|                      | UP SUBURBAN    | US         |
|                      | DOWN MAIN      | DM         |
| SM 474               | DOWN MAIN      | DM         |
|                      | DOWN SUBURBAN  | DS         |
| SM 467               | DOWN MAIN      | DM         |
| SM 469               | DOWN MAIN      | DM         |

SECTION : WERRINGTON TO KINGSWOOD  
MAP SET : LIDCOMBE TO EMU PLAINS  
UPDATED TO : 10 March 2025

GRADIENT

INFORMATION

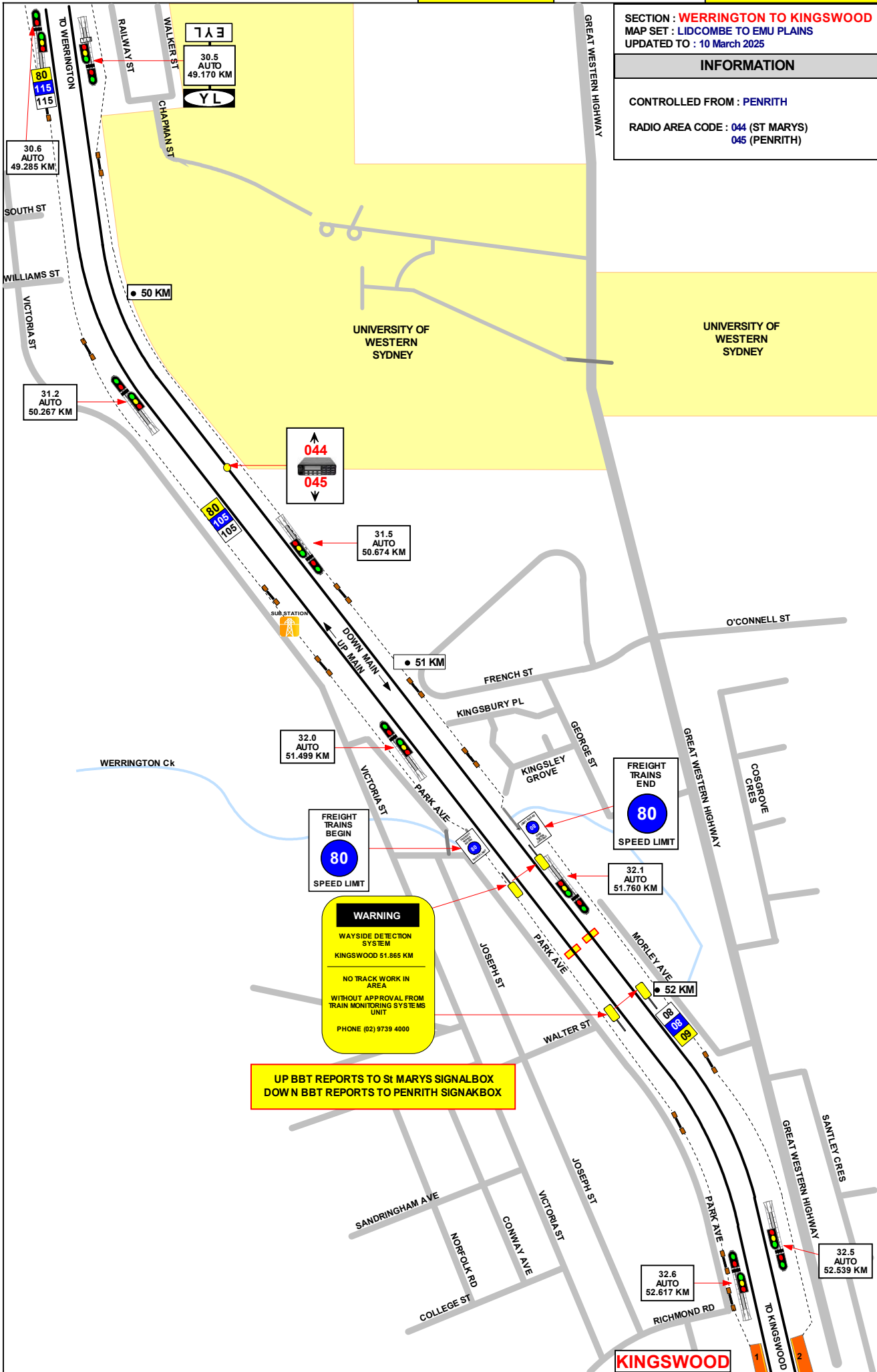
CONTROLLED FROM : PENRITH  
RADIO AREA CODE : 044 (ST MARYS)  
045 (PENRITH)

LEVEL

1 IN 100

1 IN 300

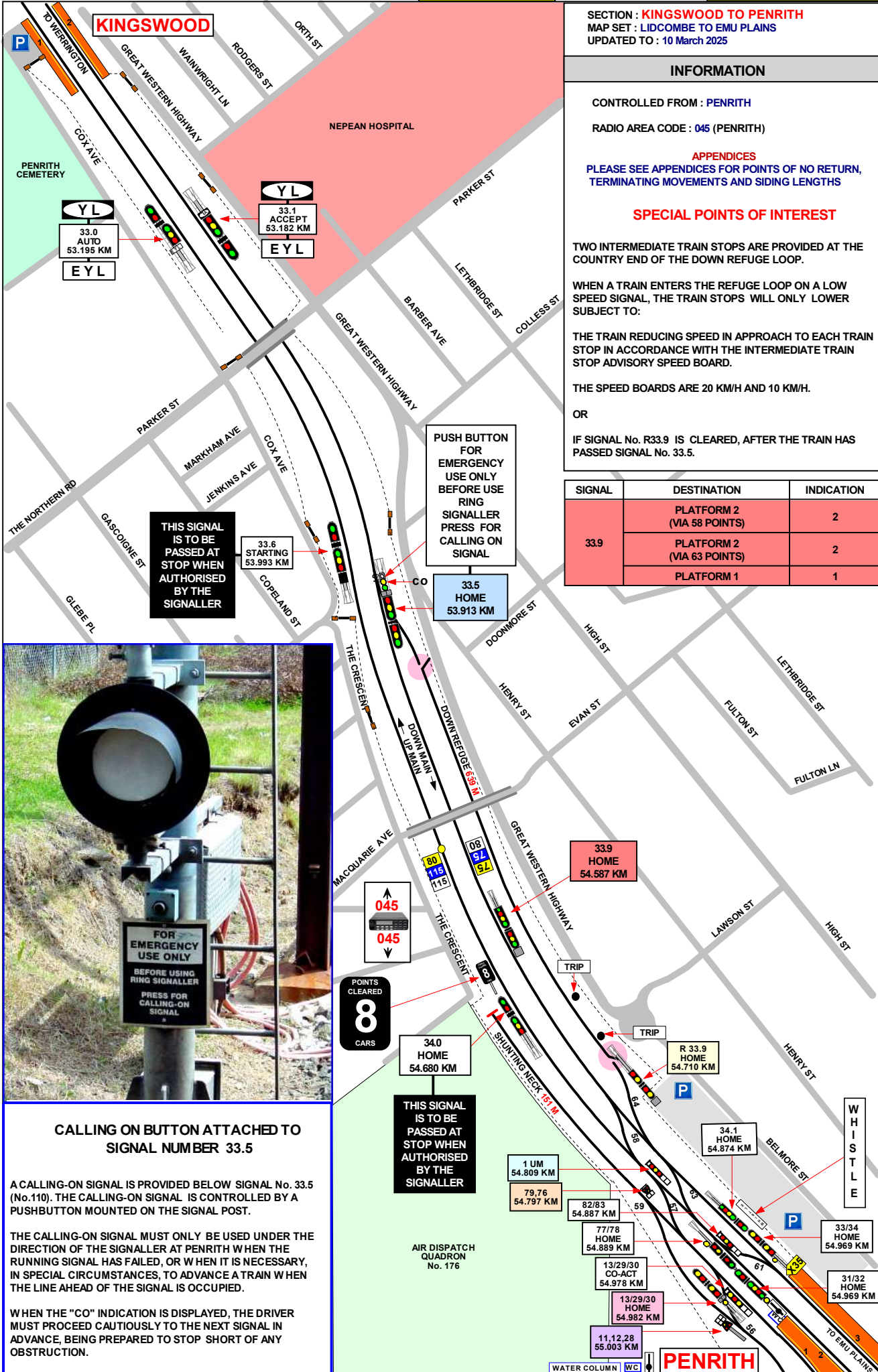
1 IN 80



UP BBT REPORTS TO ST MARYS SIGNALBOX  
DOWN BBT REPORTS TO PENRITH SIGNALBOX

**WARNING**  
 WAYSIDE DETECTION SYSTEM  
 KINGSWOOD 51.865 KM  
 NO TRACK WORK IN AREA  
 WITHOUT APPROVAL FROM TRAIN MONITORING SYSTEMS UNIT  
 PHONE (02) 9739 4000

KINGSWOOD



SECTION : **KINGSWOOD TO PENRITH**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 UPDATED TO : 10 March 2025

GRADIENT

1 IN 80

LEVEL

1 IN 66

**INFORMATION**

CONTROLLED FROM : **PENRITH**  
 RADIO AREA CODE : **045 (PENRITH)**

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

**SPECIAL POINTS OF INTEREST**

TWO INTERMEDIATE TRAIN STOPS ARE PROVIDED AT THE COUNTRY END OF THE DOWN REFUGE LOOP.

WHEN A TRAIN ENTERS THE REFUGE LOOP ON A LOW SPEED SIGNAL, THE TRAIN STOPS WILL ONLY LOWER SUBJECT TO:

THE TRAIN REDUCING SPEED IN APPROACH TO EACH TRAIN STOP IN ACCORDANCE WITH THE INTERMEDIATE TRAIN STOP ADVISORY SPEED BOARD.

THE SPEED BOARDS ARE 20 KM/H AND 10 KM/H.

OR

IF SIGNAL No. R33.9 IS CLEARED, AFTER THE TRAIN HAS PASSED SIGNAL No. 33.5.

| SIGNAL | DESTINATION                | INDICATION |
|--------|----------------------------|------------|
| 33.9   | PLATFORM 2 (VIA 58 POINTS) | 2          |
|        | PLATFORM 2 (VIA 63 POINTS) | 2          |
|        | PLATFORM 1                 | 1          |

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

**PUSH BUTTON FOR EMERGENCY USE ONLY BEFORE USE RING SIGNALLER PRESS FOR CALLING ON SIGNAL**

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



**CALLING ON BUTTON ATTACHED TO SIGNAL NUMBER 33.5**

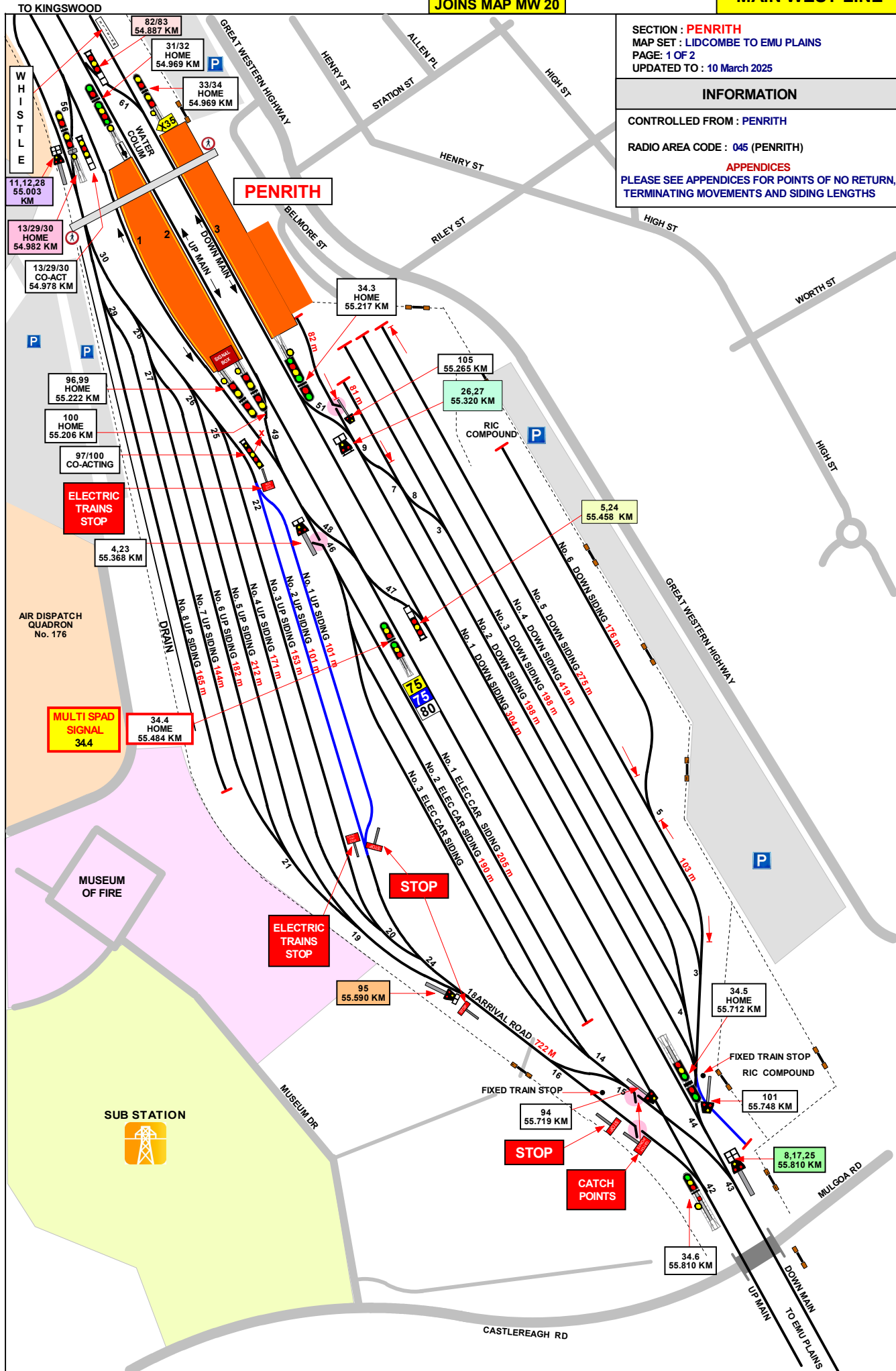
A CALLING-ON SIGNAL IS PROVIDED BELOW SIGNAL No. 33.5 (No.110). THE CALLING-ON SIGNAL IS CONTROLLED BY A PUSHBUTTON MOUNTED ON THE SIGNAL POST.

THE CALLING-ON SIGNAL MUST ONLY BE USED UNDER THE DIRECTION OF THE SIGNALLER AT PENRITH WHEN THE RUNNING SIGNAL HAS FAILED, OR WHEN IT IS NECESSARY, IN SPECIAL CIRCUMSTANCES, TO ADVANCE A TRAIN WHEN THE LINE AHEAD OF THE SIGNAL IS OCCUPIED.

WHEN THE "CO" INDICATION IS DISPLAYED, THE DRIVER MUST PROCEED CAUTIOUSLY TO THE NEXT SIGNAL IN ADVANCE, BEING PREPARED TO STOP SHORT OF ANY OBSTRUCTION.

045  
 045  
 8  
 CARS

AIR DISPATCH QUADRON No. 176



SECTION : **PENRITH**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE: 1 OF 2  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : **PENRITH**

RADIO AREA CODE : **045 (PENRITH)**

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

1 IN 66  
 E  
 1 IN 280  
 1 IN 1260  
 1 IN 2000  
 1 IN 2500  
 LEVEL  
 1 IN 500  
 E

SECTION : **PENRITH**  
 MAP SET : LIDCOMBE TO EMU PLAINS  
 PAGE : 2 OF 2  
 UPDATED TO : 10 March 2025

**INFORMATION**

CONTROLLED FROM : **PENRITH**

RADIO AREA CODE : **045 (PENRITH)**

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

**SPECIAL POINTS OF INTEREST**  
**PENRITH**

ELECTRIC PASSENGER TRAINS MUST SEEK NETWORK  
 COLTROLLER'S PERMISSION BEFORE STABLING IN  
 No. 1 DOWN SIDING.

HOWEVER PROVIDED THE SIGNALLER HAS BEEN INFORMED  
 OF THE MOVEMENTS TO BE MADE, ELECTRIC PASSENGER  
 TRAINS MAY BE DIVIDED IN No.1 DOWN SIDING BEFORE BEING  
 STABLED IN THE YARD.

PENRITH IS ONE OF THE DESIGNATED AREAS WHERE  
 PROPELLING TRAINS IS PERMITTED AS PER THE TABLE SHOWN.

NOTE : ALL PROPELLING MOVEMENTS MUST BE CARRIED OUT  
 AS PER PROCEDURES SET OUT IN "NTR 424 / OSP 15" IN THE  
 NETWORK RULES AND OPERATORS SPECIFIC PROCEDURES  
 MANUALS.

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 1 UM   | UP MAIN     | UM         |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| 4,23   | BACK PLATFORM | BP         |
|        | UP MAIN       | UM         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 5,24   | PLATFORM 1  | 1          |
|        | UP MAIN     | UM         |

| SIGNAL  | DESTINATION  | INDICATION |
|---------|--------------|------------|
| 8,17,25 | UP SIDINGS   | US         |
|         | DOWN SIDINGS | DS         |
|         | DOWN MAIN    | DM         |

| SIGNAL   | DESTINATION   | INDICATION |
|----------|---------------|------------|
| 11,12,28 | SHUNTING NECK | SN         |
|          | BACK PLATFORM | BP         |
|          | UP MAIN       | UM         |

| SIGNAL   | DESTINATION   | INDICATION |
|----------|---------------|------------|
| 13,29,30 | SHUNTING NECK | SN         |
|          | UP MAIN       | UM         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 26,27  | DOWN DOCK   | DD         |
|        | DOWN MAIN   | DM         |

| SIGNAL | DESTINATION                   | INDICATION |
|--------|-------------------------------|------------|
| 33.9   | PLATFORM 2<br>(VIA 58 POINTS) | 2          |
|        | PLATFORM 2<br>(VIA 63 POINTS) | 2          |
|        | PLATFORM 1                    | 1          |

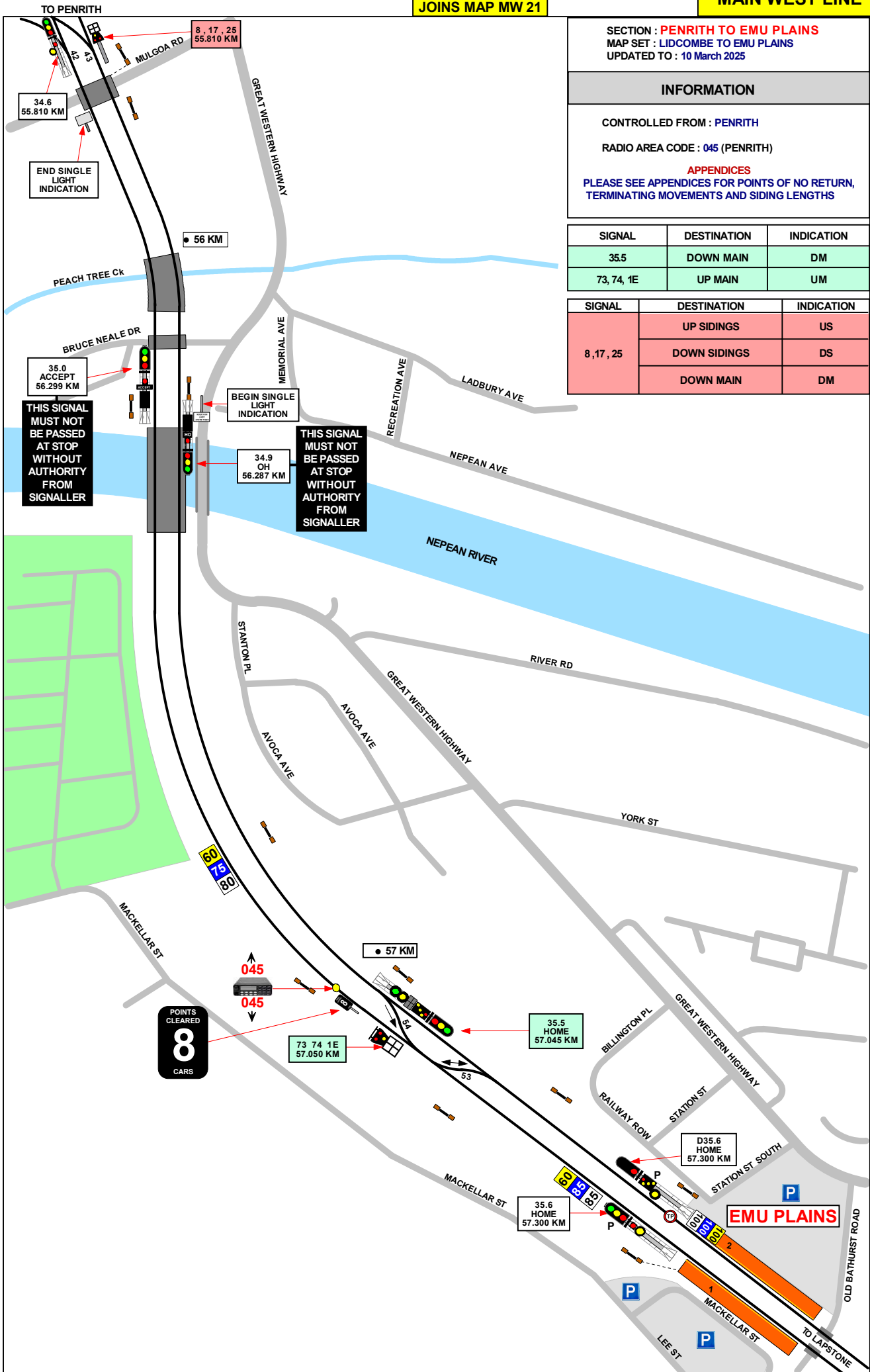
| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| R 33.9 | PLATFORM 2  | 2          |
|        | PLATFORM 3  | 3          |

| SIGNAL | DESTINATION   | INDICATION |
|--------|---------------|------------|
| 79,76  | BACK PLATFORM | BP         |
|        | SIDINGS       | SG         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 82,83  | UP MAIN     | UM         |
|        | DOWN MAIN   | DM         |

| SIGNAL | DESTINATION | INDICATION |
|--------|-------------|------------|
| 95     | UP ARRIVAL  | UA         |

| PROPELLING MOVEMENTS   |  |                       |  |
|--|--|-----------------------|--|
| FROM   | LOCATED  | TO                    | LIMIT  |
| UP SHUNTING<br>NECK<br>CLEAR OF 79 , 76<br>SIGNAL<br>UP TO 6 CARS        | APPROX 200 METRES<br>SYDNEY SIDE OF PENRITH        | BACK PLATFORM<br>No.1 | 96 , 99 SIGNAL   |
| UP SHUNTING<br>NECK<br>CLEAR OF 77 , 78<br>SIGNAL IF MORE THAN<br>6 CARS | APPROX 100 METRES<br>SYDNEY SIDE OF PENRITH        | BACK PLATFORM<br>No.1 | 96 , 99 SIGNAL   |
| DOWN YARD<br>No. 101 SIGNAL  | APPROX 530 METRES<br>EMU PLAINS SIDE OF<br>PENRITH | DOWN MAIN             | TO CORRESPONDING CAR<br>MARKER, CLEAR OF<br>No. 8 , 17 , 25 SIGNAL |



GRADIENT

LEVEL

1 IN 280

LEVEL

1 IN 186

LEVEL