

DRIVERS ROUTE KNOWLEDGE DIAGRAMS

NORTH SHORE LINE

CENTRAL

TOWN HALL

WYNYARD

MILSONS POINT

NORTH SYDNEY

WAVERTON

WOOLSTONECRAFT

ST LEONARDS

ARTARMON

CHATSWOOD

ROSEVILLE

LINDFIELD

KILLARA

GORDON

PYMBLE

TURRAMURRA

WARRAWEE

WAHROONGA

WAITARA

HORNSBY

Effective Date: June 2026

Version: 5.71

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.

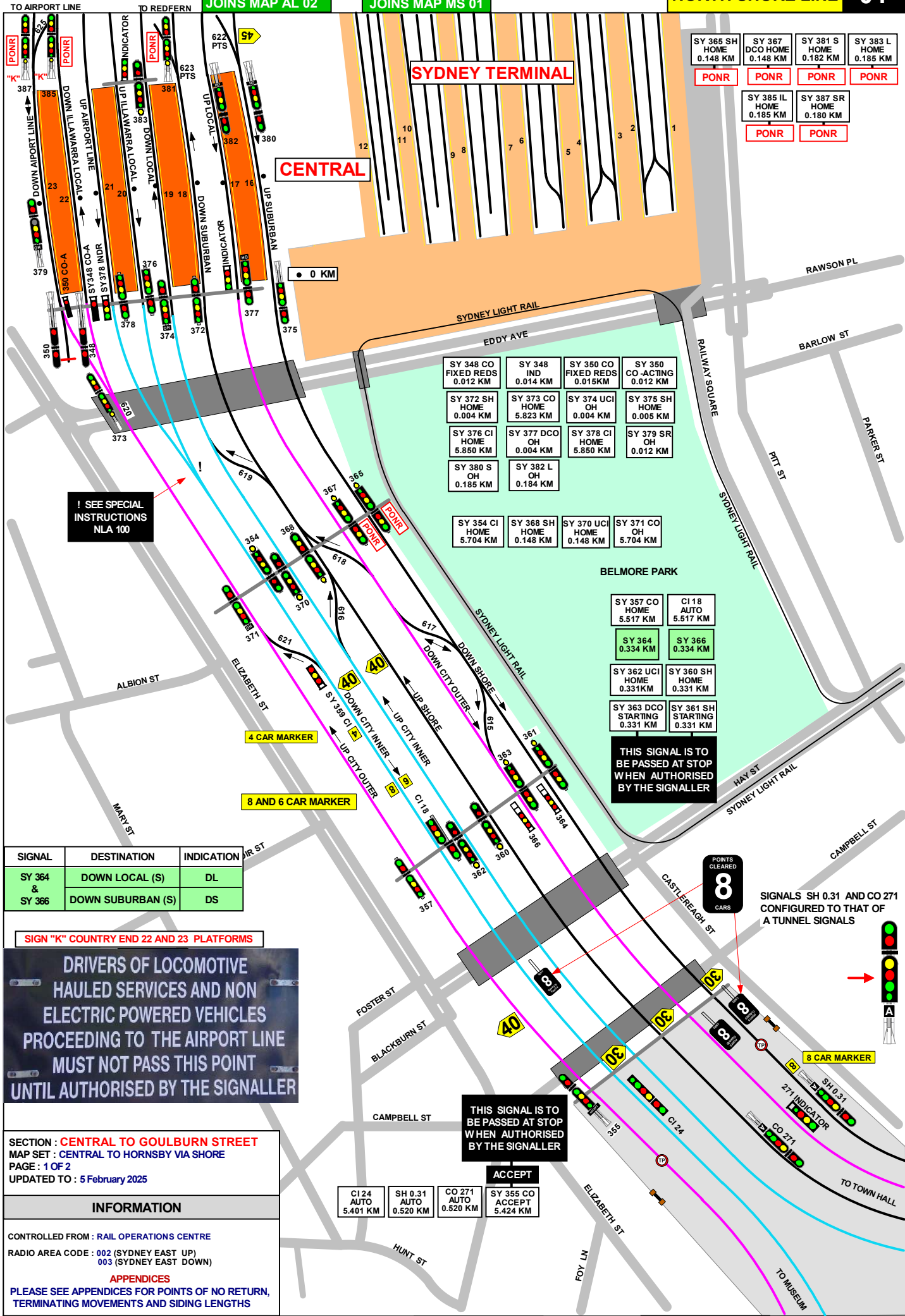
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SY 365 SH HOME 0.148 KM	SY 367 DCO HOME 0.148 KM	SY 381 S HOME 0.182 KM	SY 383 L HOME 0.185 KM
PNOR	PNOR	PNOR	PNOR
SY 385 IL HOME 0.185 KM	SY 387 SR HOME 0.180 KM		
PNOR	PNOR		

SY 348 CO FIXED REDS 0.012 KM	SY 348 IND 0.014 KM	SY 350 CO FIXED REDS 0.015 KM	SY 350 CO ACTING 0.012 KM
SY 372 SH HOME 0.004 KM	SY 373 CO HOME 5.823 KM	SY 374 UCI OH 0.004 KM	SY 375 SH HOME 0.005 KM
SY 376 CI HOME 5.850 KM	SY 377 DCO OH 0.004 KM	SY 378 CI HOME 5.850 KM	SY 379 SR OH 0.012 KM
SY 380 S OH 0.185 KM	SY 382 L OH 0.184 KM		
SY 354 CI HOME 5.704 KM	SY 368 SH HOME 0.148 KM	SY 370 UCI HOME 0.148 KM	SY 371 CO OH 5.704 KM

BELMORE PARK

SY 357 CO HOME 5.517 KM	C118 AUTO 5.517 KM
SY 364 0.334 KM	SY 366 0.334 KM
SY 362 UCI HOME 0.331 KM	SY 360 SH HOME 0.331 KM
SY 363 DCO STARTING 0.331 KM	SY 361 SH STARTING 0.331 KM

! SEE SPECIAL INSTRUCTIONS NLA 100

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

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

SIGNAL	DESTINATION	INDICATION
SY 364 & SY 366	DOWN LOCAL (S)	DL
	DOWN SUBURBAN (S)	DS

SIGN "K" COUNTRY END 22 AND 23 PLATFORMS

DRIVERS OF LOCOMOTIVE HAULED SERVICES AND NON ELECTRIC POWERED VEHICLES PROCEEDING TO THE AIRPORT LINE MUST NOT PASS THIS POINT UNTIL AUTHORISED BY THE SIGNALLER

SECTION : CENTRAL TO GOULBURN STREET
MAP SET : CENTRAL TO HORNSBY VIA SHORE
 PAGE : 1 OF 2
 UPDATED TO : 5 February 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 RADIO AREA CODE : 002 (SYDNEY EAST UP)
 003 (SYDNEY EAST DOWN)

APPENDICES

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

C124 AUTO 5.401 KM	SH 0.31 AUTO 0.520 KM	CO 271 AUTO 0.520 KM	SY 355 CO ACCEPT 5.424 KM
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GRADIENT

LEVEL

1 IN 75

**CENTRAL
TURNBACK ARRANGEMENTS**

DOWN CITY OUTER AND DOWN SHORE TRAINS MAY PROCEED FORWARD AND RETURN TO CENTRAL VIA No. 617, No. 618 or No. 619 CROSSOVER, PROVIDED THAT NO PORTION OF THE TRAIN HAS PASSED THE RESPECTIVE CAR MARKER RELATING TO THE TRAIN.

- WHEN THIS WORKING IS TO BE ARRANGED, THE SIGNALLER AT SYDNEY SHALL:
- IF THE TRAIN IS NOT TIMETABLED TO PERFORM THIS MOVEMENT, ARRANGE FOR THE CREW OF THE TRAIN TO BE ADVISED OF THE WORKING TO BE ADOPTED.
- THEN SET THE ROUTE FOR THE TRAIN TO PROCEED CLEAR OF SIGNAL No. SY 364 or No. SY 366.
- WHEN THE TRAIN IS CLEAR OF SIGNAL No. SY 364 or No. SY 366, SET THE ROUTE FOR THE TRAIN TO RETURN TO CENTRAL.

DOWN CITY INNER TRAINS MAY PROCEED FORWARD AND RETURN TO CENTRAL VIA No. 621 CROSSOVER, PROVIDED THAT NO PORTION OF THE TRAIN HAS PASSED THE RESPECTIVE CAR MARKER RELATING TO THE TRAIN.

- WHEN THIS WORKING IS TO BE ARRANGED, THE SIGNALLER AT SYDNEY SHALL:
- IF THE TRAIN IS NOT TIMETABLED TO PERFORM THIS MOVEMENT, ARRANGE FOR THE CREW OF THE TRAIN TO BE ADVISED OF THE WORKING TO BE ADOPTED.
- THEN SET THE ROUTE FOR THE TRAIN TO PROCEED CLEAR OF SIGNAL No. SY 359.
- WHEN THE TRAIN IS CLEAR OF SIGNAL No. SY 359, SET THE ROUTE FOR THE TRAIN TO RETURN TO CENTRAL.

**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:

<u>LINE</u>	<u>MARKER LOCATION</u>
DOWN LOCAL	23 METRES IN APPROACH TO SIGNAL No. SY397L
UP LOCAL	16 METRES IN APPROACH TO SIGNAL No. SY394L
UP ILLAWARRA LOCAL	36 METRES IN APPROACH TO SIGNAL No. SY388IL, AND 16 METRES IN APPROACH TO SIGNAL No. SY396IL

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 GOULBURN STREET**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 PAGE : 2 OF 2
 UPDATED TO : 6 March 2025

INFORMATION

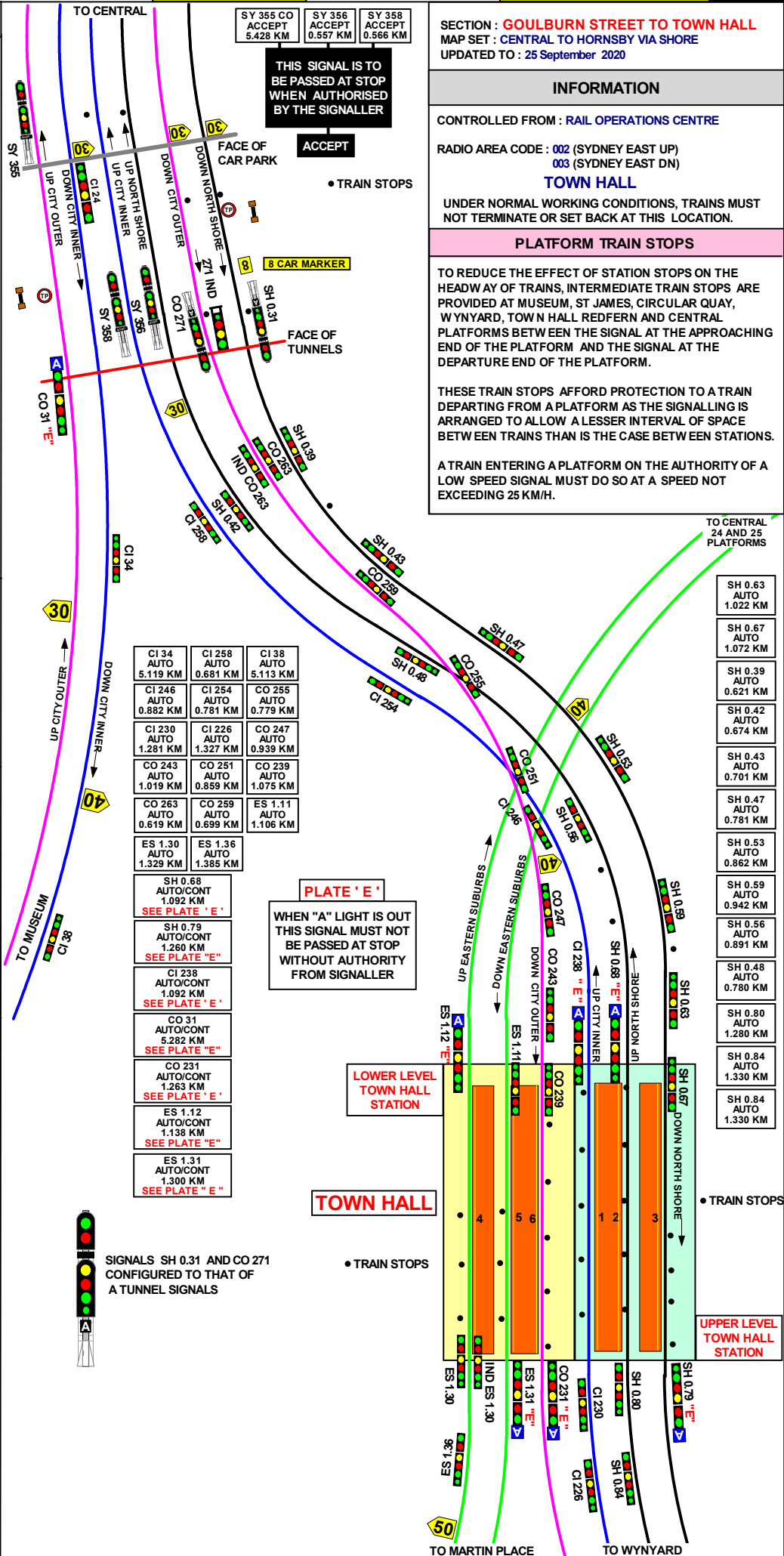
CONTROLLED FROM : RAIL OPERATIONS CENTRE

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

APPENDICES

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

GRADIENT OUTER FROM TOWN HALL	GRADIENT INNER FROM TOWN HALL	GRADIENT SHORE LINES
1 IN 40	1 IN 40	1 IN 40
1 IN 33	1 IN 33	1 IN 32 DOWN SHORE 1 IN 33 UP SHORE
EASEMENT	EASEMENT	EASEMENT
1 IN 43	1 IN 40	1 IN 33 DOWN SHORE 1 IN 42 UP SHORE
EASEMENT	LEVEL	LEVEL
1 IN 30	1 IN 40	1 IN 40



SECTION : GOULBURN STREET TO TOWN HALL
MAP SET : CENTRAL TO HORNSBY VIA SHORE
 UPDATED TO : 25 September 2020

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
 RADIO AREA CODE : 002 (SYDNEY EAST UP)
 003 (SYDNEY EAST DN)
TOWN HALL
 UNDER NORMAL WORKING CONDITIONS, TRAINS MUST NOT TERMINATE OR SET BACK AT THIS LOCATION.

PLATFORM TRAIN STOPS

TO REDUCE THE EFFECT OF STATION STOPS ON THE HEADWAY OF TRAINS, INTERMEDIATE TRAIN STOPS ARE PROVIDED AT MUSEUM, ST JAMES, CIRCULAR QUAY, WYNYARD, TOWN HALL REDFERN AND CENTRAL PLATFORMS BETWEEN THE SIGNAL AT THE APPROACHING END OF THE PLATFORM AND THE SIGNAL AT THE DEPARTURE END OF THE PLATFORM.
 THESE TRAIN STOPS AFFORD PROTECTION TO A TRAIN DEPARTING FROM A PLATFORM AS THE SIGNALLING IS ARRANGED TO ALLOW A LESSER INTERVAL OF SPACE BETWEEN TRAINS THAN IS THE CASE BETWEEN STATIONS.
 A TRAIN ENTERING A PLATFORM ON THE AUTHORITY OF A LOW SPEED SIGNAL MUST DO SO AT A SPEED NOT EXCEEDING 25 KM/H.

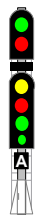
CI 34 AUTO 5.119 KM	CI 258 AUTO 0.681 KM	CI 38 AUTO 5.113 KM
CI 246 AUTO 0.882 KM	CI 254 AUTO 0.781 KM	CO 255 AUTO 0.779 KM
CI 230 AUTO 1.261 KM	CI 226 AUTO 1.327 KM	CO 247 AUTO 0.939 KM
CO 243 AUTO 1.019 KM	CO 251 AUTO 0.859 KM	CO 239 AUTO 1.075 KM
CO 263 AUTO 0.619 KM	CO 259 AUTO 0.699 KM	ES 1.11 AUTO 1.106 KM
ES 1.30 AUTO 1.329 KM	ES 1.36 AUTO 1.385 KM	
SH 0.68 AUTO/CONT 1.092 KM SEE PLATE "E"		
SH 0.79 AUTO/CONT 1.260 KM SEE PLATE "E"		
CI 238 AUTO/CONT 1.092 KM SEE PLATE "E"		
CO 31 AUTO/CONT 5.282 KM SEE PLATE "E"		
CO 231 AUTO/CONT 1.263 KM SEE PLATE "E"		
ES 1.12 AUTO/CONT 1.138 KM SEE PLATE "E"		
ES 1.31 AUTO/CONT 1.300 KM SEE PLATE "E"		

PLATE "E"
 WHEN "A" LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER

LOWER LEVEL TOWN HALL STATION

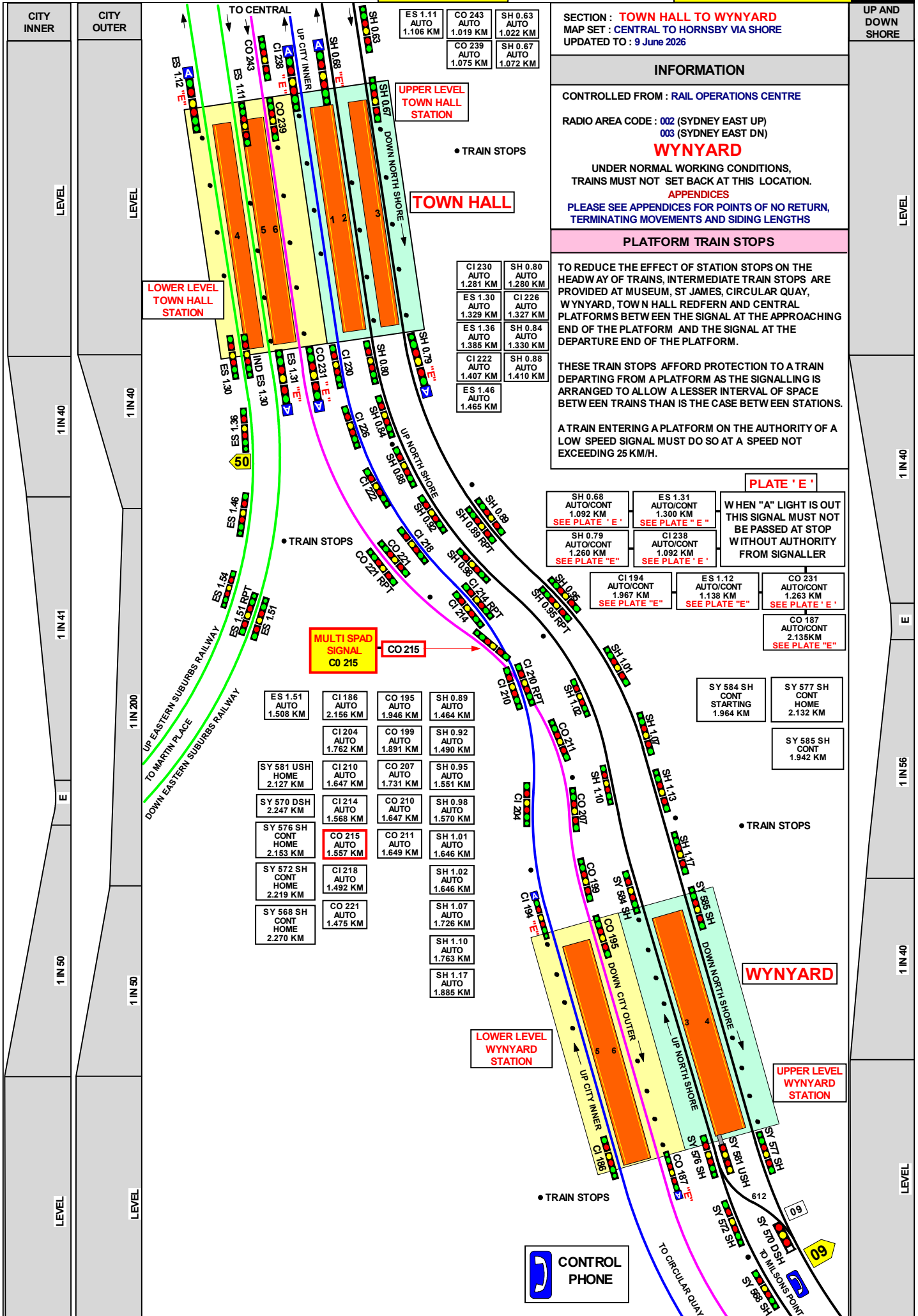
TOWN HALL

UPPER LEVEL TOWN HALL STATION



SIGNALS SH 0.31 AND CO 271 CONFIGURED TO THAT OF A TUNNEL SIGNALS

SH 0.63 AUTO 1.022 KM
SH 0.67 AUTO 1.072 KM
SH 0.39 AUTO 0.621 KM
SH 0.42 AUTO 0.674 KM
SH 0.43 AUTO 0.701 KM
SH 0.47 AUTO 0.781 KM
SH 0.53 AUTO 0.862 KM
SH 0.59 AUTO 0.942 KM
SH 0.56 AUTO 0.891 KM
SH 0.48 AUTO 0.780 KM
SH 0.80 AUTO 1.280 KM
SH 0.84 AUTO 1.330 KM
SH 0.84 AUTO 1.330 KM



SECTION : **TOWN HALL TO WYNYARD**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 9 June 2026

UP AND
DOWN
SHORE

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **002** (SYDNEY EAST UP)
003 (SYDNEY EAST DN)

WYNYARD

UNDER NORMAL WORKING CONDITIONS,
 TRAINS MUST NOT SET BACK AT THIS LOCATION.

APPENDICES

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

PLATFORM TRAIN STOPS

TO REDUCE THE EFFECT OF STATION STOPS ON THE
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 WYNYARD, TOWN HALL REDFERN AND CENTRAL
 PLATFORMS BETWEEN THE SIGNAL AT THE APPROACHING
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THESE TRAIN STOPS AFFORD PROTECTION TO A TRAIN
 DEPARTING FROM A PLATFORM AS THE SIGNALLING IS
 ARRANGED TO ALLOW A LESSER INTERVAL OF SPACE
 BETWEEN TRAINS THAN IS THE CASE BETWEEN STATIONS.

A TRAIN ENTERING A PLATFORM ON THE AUTHORITY OF A
 LOW SPEED SIGNAL MUST DO SO AT A SPEED NOT
 EXCEEDING 25 KM/H.

PLATE 'E'

WHEN "A" LIGHT IS OUT
 THIS SIGNAL MUST NOT
 BE PASSED AT STOP
 WITHOUT AUTHORITY
 FROM SIGNALLER

**MULTI SPAD
 SIGNAL
 CO 215**

ES 1.11 AUTO 1.106 KM	CO 243 AUTO 1.019 KM	SH 0.63 AUTO 1.022 KM
CO 239 AUTO 1.075 KM	SH 0.67 AUTO 1.072 KM	
ES 1.30 AUTO 1.329 KM	CI 226 AUTO 1.327 KM	
ES 1.36 AUTO 1.385 KM	SH 0.84 AUTO 1.330 KM	
CI 222 AUTO 1.407 KM	SH 0.88 AUTO 1.410 KM	
ES 1.46 AUTO 1.465 KM		
ES 1.51 AUTO 1.508 KM	CI 186 AUTO 2.156 KM	CO 195 AUTO 1.946 KM
SY 581 USH HOME 2.127 KM	CI 204 AUTO 1.762 KM	CO 199 AUTO 1.891 KM
SY 570 DSH 2.247 KM	CI 210 AUTO 1.647 KM	CO 207 AUTO 1.731 KM
SY 576 SH CONT HOME 2.153 KM	CI 214 AUTO 1.568 KM	CO 210 AUTO 1.647 KM
SY 572 SH CONT HOME 2.219 KM	CI 218 AUTO 1.492 KM	CO 211 AUTO 1.649 KM
SY 568 SH CONT HOME 2.270 KM	CO 221 AUTO 1.475 KM	SH 1.01 AUTO 1.646 KM
		SH 1.02 AUTO 1.646 KM
		SH 1.07 AUTO 1.726 KM
		SH 1.10 AUTO 1.763 KM
		SH 1.17 AUTO 1.885 KM
		SH 0.89 AUTO 1.464 KM
		SH 0.92 AUTO 1.490 KM
		SH 0.95 AUTO 1.551 KM
		SH 0.98 AUTO 1.570 KM
		SH 1.01 AUTO 1.646 KM
		SH 1.02 AUTO 1.646 KM
		SH 1.07 AUTO 1.726 KM
		SH 1.10 AUTO 1.763 KM
		SH 1.17 AUTO 1.885 KM

**CONTROL
 PHONE**

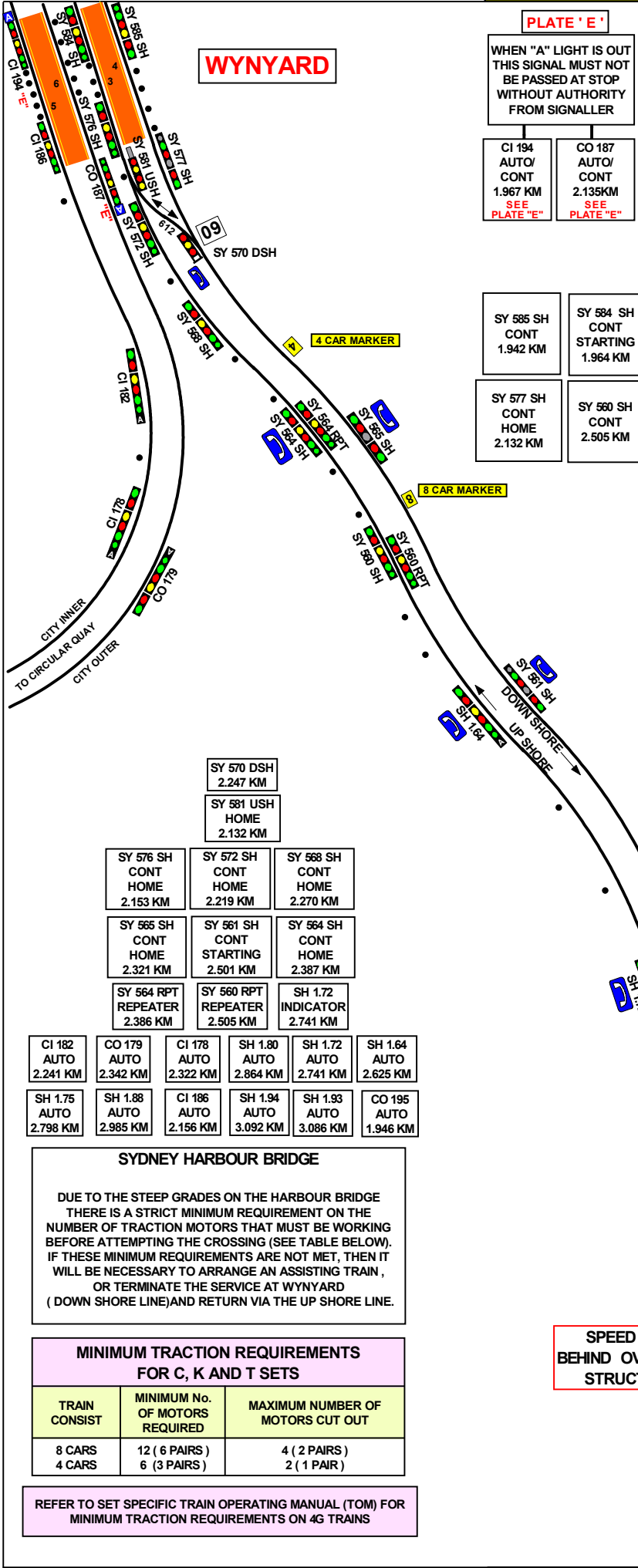


PLATE 'E'

WHEN "A" LIGHT IS OUT THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER

- CI 194 AUTO/CONT 1.967 KM **SEE PLATE "E"**
- CO 187 AUTO/CONT 2.135KM **SEE PLATE "E"**

- SY 585 SH CONT 1.942 KM
- SY 584 SH CONT STARTING 1.964 KM

- SY 577 SH CONT HOME 2.132 KM
- SY 560 SH CONT 2.505 KM

SECTION : **WYNYARD TO SOUTH PYLON**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
 RADIO AREA CODE : **003 (SYDNEY EAST DN)**

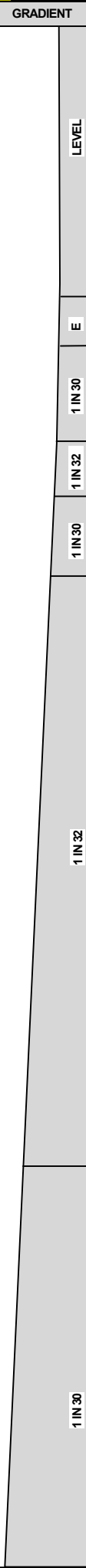
APPENDICES
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

INTERMEDIATE TRAIN STOPS

INTERMEDIATE TRAIN STOPS ARE LOCATED ALONG THE LENGTH OF PLATFORMS Nos. 3, 4, 5 AND 6 AT WYNYARD AS WELL AS BETWEEN SIGNALS ON THE UP SHORE LINE AND THE CITY INNER.

THESE TRAIN STOPS WILL DEPRESS AUTOMATICALLY WHEN A TRAIN APPROACHING ON THE AUTHORITY OF A LOW SPEED OR CAUTION SIGNAL INDICATION HAS REDUCED SPEED ACCORDING TO THE INDICATION.

IF THE SPEED OF THE TRAIN IS NOT SUFFICIENTLY REDUCED, THESE TRAIN STOPS WILL REMAIN IN THE RAISED POSITION.



• TRAIN STOPS

CONTROL PHONE

SY 570 DSH 2.247 KM	SY 581 USH HOME 2.132 KM	SY 576 SH CONT HOME 2.153 KM	SY 572 SH CONT HOME 2.219 KM	SY 568 SH CONT HOME 2.270 KM
SY 565 SH CONT HOME 2.321 KM	SY 561 SH CONT STARTING 2.501 KM	SY 564 SH CONT HOME 2.387 KM	SY 564 RPT REPEATER 2.386 KM	SY 560 RPT REPEATER 2.505 KM
SH 1.72 INDICATOR 2.741 KM	CI 182 AUTO 2.241 KM	CO 179 AUTO 2.342 KM	CI 178 AUTO 2.322 KM	SH 1.80 AUTO 2.864 KM
SH 1.72 AUTO 2.741 KM	SH 1.64 AUTO 2.625 KM	SH 1.75 AUTO 2.798 KM	SH 1.88 AUTO 2.985 KM	CI 186 AUTO 2.156 KM
SH 1.94 AUTO 3.092 KM	SH 1.93 AUTO 3.086 KM	CO 195 AUTO 1.946 KM		

SYDNEY HARBOUR BRIDGE

DUE TO THE STEEP GRADES ON THE HARBOUR BRIDGE THERE IS A STRICT MINIMUM REQUIREMENT ON THE NUMBER OF TRACTION MOTORS THAT MUST BE WORKING BEFORE ATTEMPTING THE CROSSING (SEE TABLE BELOW). IF THESE MINIMUM REQUIREMENTS ARE NOT MET, THEN IT WILL BE NECESSARY TO ARRANGE AN ASSISTING TRAIN, OR TERMINATE THE SERVICE AT WYNYARD (DOWN SHORE LINE) AND RETURN VIA THE UP SHORE LINE.

MINIMUM TRACTION REQUIREMENTS FOR C, K AND T SETS

TRAIN CONSIST	MINIMUM No. OF MOTORS REQUIRED	MAXIMUM NUMBER OF MOTORS CUT OUT
8 CARS	12 (6 PAIRS)	4 (2 PAIRS)
4 CARS	6 (3 PAIRS)	2 (1 PAIR)

REFER TO SET SPECIFIC TRAIN OPERATING MANUAL (TOM) FOR MINIMUM TRACTION REQUIREMENTS ON 4G TRAINS

SPEED SIGN BEHIND OVERHEAD STRUCTURE

40

TUNNEL MOUTH

- SH 1.80
- SH 1.88
- SH 1.94
- SH 1.93

TO WYNYARD

SECTION : **WYNYARD TO MILSONS POINT**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **003 (SYDNEY EAST DN)**
015 (NORTH SHORE)

SPECIAL POINTS OF INTEREST



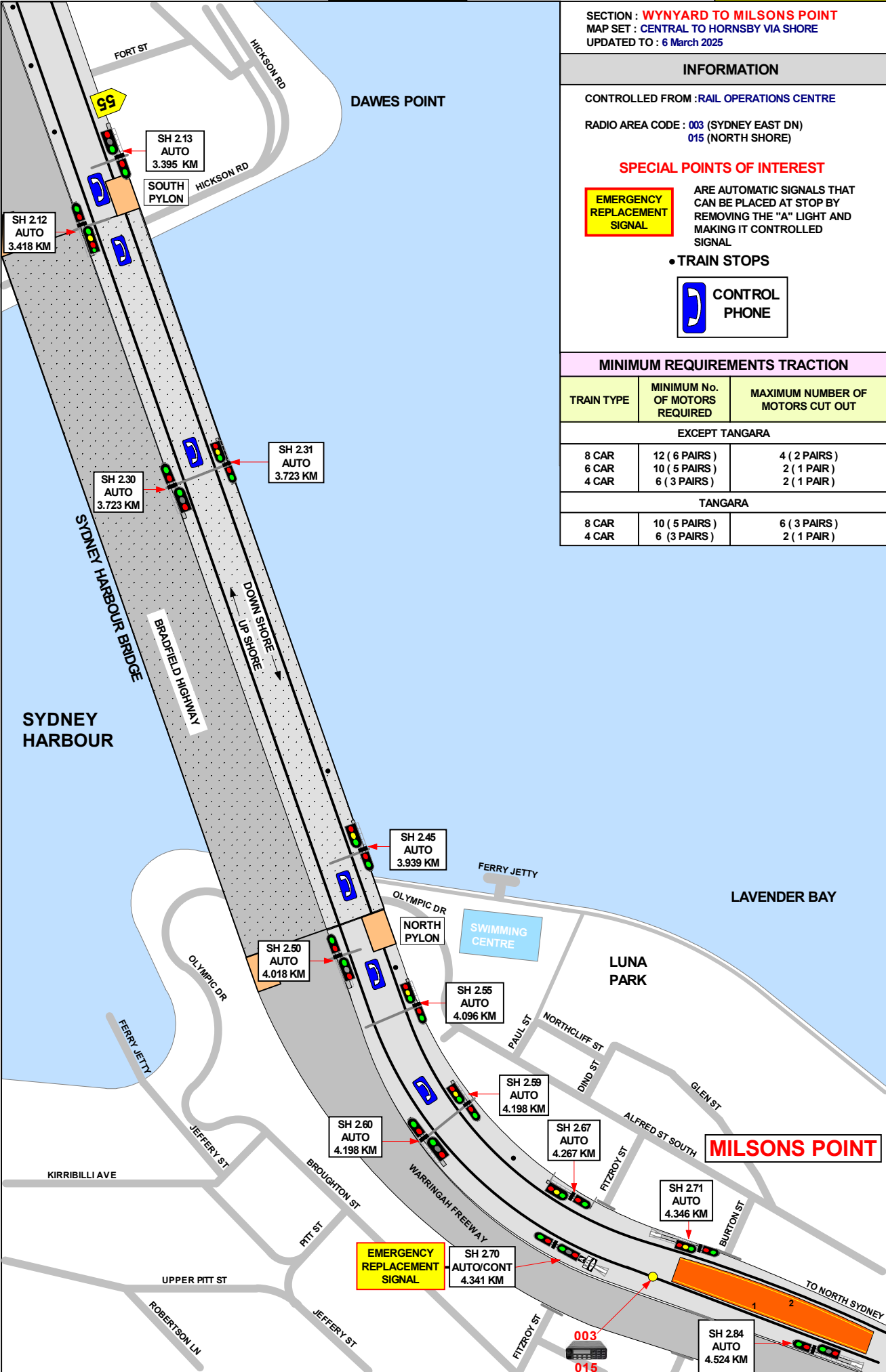
ARE AUTOMATIC SIGNALS THAT CAN BE PLACED AT STOP BY REMOVING THE "A" LIGHT AND MAKING IT CONTROLLED SIGNAL

• **TRAIN STOPS**



MINIMUM REQUIREMENTS TRACTION

TRAIN TYPE	MINIMUM No. OF MOTORS REQUIRED	MAXIMUM NUMBER OF MOTORS CUT OUT
EXCEPT TANGARA		
8 CAR	12 (6 PAIRS)	4 (2 PAIRS)
6 CAR	10 (5 PAIRS)	2 (1 PAIR)
4 CAR	6 (3 PAIRS)	2 (1 PAIR)
TANGARA		
8 CAR	10 (5 PAIRS)	6 (3 PAIRS)
4 CAR	6 (3 PAIRS)	2 (1 PAIR)



1 IN 30

1 IN 40

1 IN 40

1 IN 38

1 IN 40

LEVEL

TO WYNYARD

GRADIENT

SECTION : **MILSONS POINT TO NORTH SYDNEY**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 016 (SYDNEY)

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

SIGNAL	DESTINATION	INDICATION
329	No. 3 PLATFORM ROAD (S)	3
	No. 2 PLATFORM ROAD (S)	2
	No. 1 PLATFORM ROAD (S)	US

SIGNAL	DESTINATION	INDICATION
NS 333 SH	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
	No. 3 PLATFORM ROAD (M)	3
	No. 3 PLATFORM ROAD (S)	3
	No. 2 PLATFORM ROAD (M)	2
	No. 2 PLATFORM ROAD (S)	2

INTERMEDIATE TRAIN STOPS

INTERMEDIATE TRAIN STOPS ARE LOCATED ALONG THE LENGTH OF PLATFORMS Nos. 1, 2 AND 3.

THESE TRAIN STOPS WILL DEPRESS AUTOMATICALLY WHEN A TRAIN APPROACHING ON THE AUTHORITY OF A LOW SPEED SIGNAL INDICATION HAS REDUCED SPEED ACCORDING TO THE INDICATION.

IF THE SPEED OF THE TRAIN IS NOT SUFFICIENTLY REDUCED, THESE TRAIN STOPS WILL REMAIN IN THE RAISED POSITION.

8 CAR DOWN TRAINS TERMINATING AT NORTH SYDNEY

TO ALLOW THE DRIVER TO SEE THE SIGNALS AT THE SYDNEY END OF No. 2 OR No. 3 PLATFORM, DRIVERS OF TERMINATING DOWN TRAINS WHICH FORM AN UP SERVICE FROM Nos. 2 AND 3 PLATFORMS SHALL BRING THEIR TRAINS TO A STAND WITH THE CORNER OF THE DRIVER'S CABIN NEXT TO THE SIGNAL LOCATED ON THE WALL OF THE TUNNEL JUST OFF THE HORNSBY END OF THE PLATFORM.

MILSONS POINT

SH 284 AUTO 4.524 KM

SH 283 AUTO 4.524 KM

SH 290 AUTO 4.616 KM

SH 296 AUTO 4.716 KM

NS 335 SH ACCEPT 4.714 KM

NS 333 SH HOME 4.814 KM

329 4.893 KM

NS 330 SH STARTING 4.894 KM

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

EMERGENCY REPLACEMENT SIGNAL

NS 331 SH HOME 4.957 KM

NS 327 SH AUTO 5.042 KM

NS 328 3R HOME 5.051 KM

NS 327 SH CO-ACTING 5.042 KM

EMERGENCY REPLACEMENT SIGNAL

ARE AUTOMATIC SIGNALS THAT CAN BE PLACED AT STOP BY REMOVING THE "A" LIGHT AND MAKING IT CONTROLLED SIGNAL

NS 326 2R HOME 5.055 KM

NS 324 SH HOME 5.056 KM

NS 325 CO-ACTING

NS 323 2R HOME 5.052 KM

NS 322 IND INDICATOR 5.221 KM

NORTH SYDNEY

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

NS 322 SH OH 5.221 KM
 SEE PLATE "C"

NS 337 SH HOME 5.218 KM

NS 317 2R HOME 5.221 KM

NS 321 SH AUTO 5.220 KM

NS 319 3R HOME 5.221 KM

NS 319 IND INDICATOR 5.221 KM

EMERGENCY REPLACEMENT SIGNAL

10 Km/H ON No. 2 & 3 TUNNEL ROADS

LEVEL

1 IN 57

LEVEL

1 IN 60

LEVEL

LEVEL

TO MILSON POINT

SECTION : **NORTH SYDNEY TO WAVERTON**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 19 December 2025

GRADIENT

LEVEL

1 IN 50

1 IN 52

1 IN 54

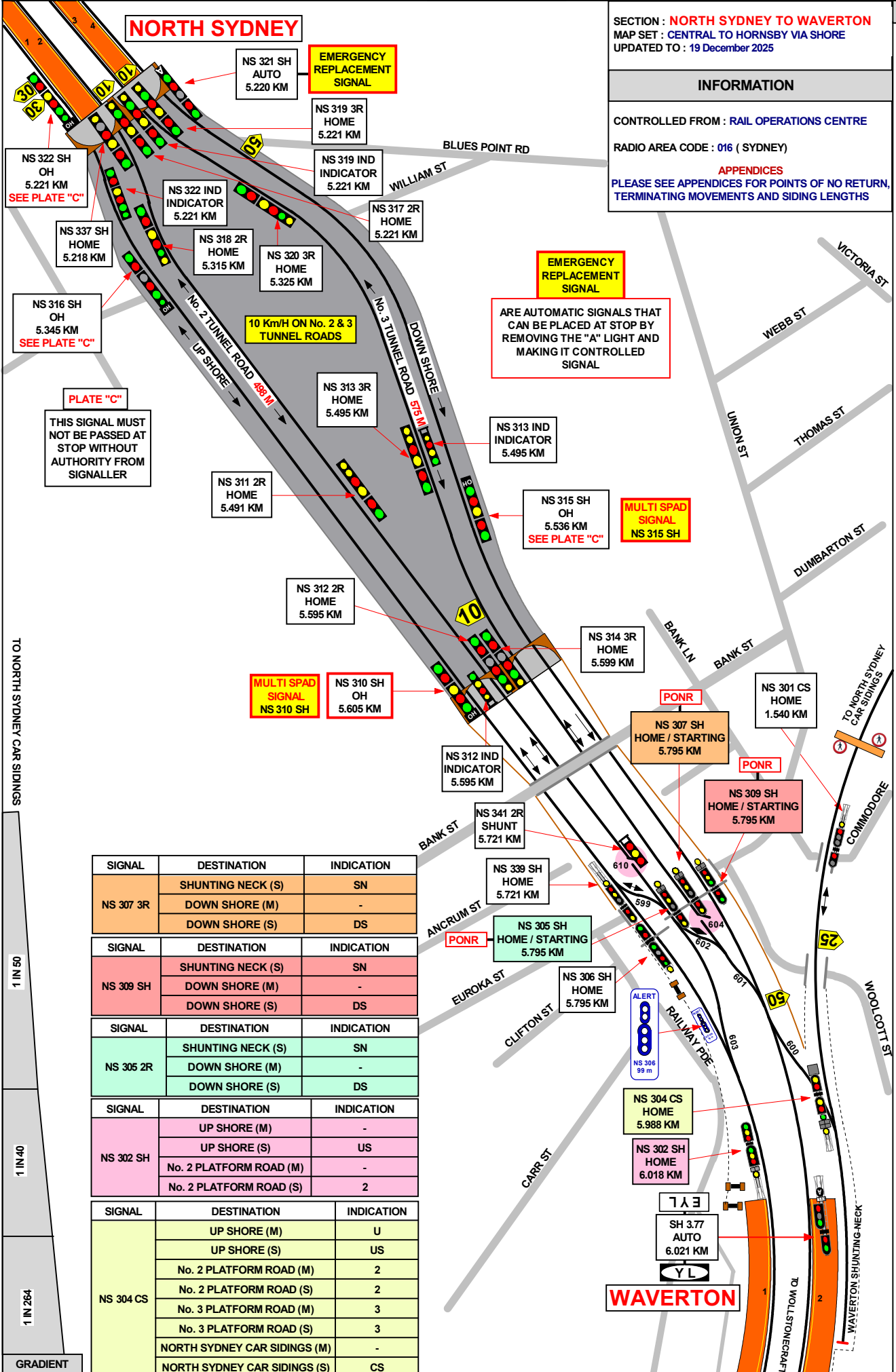
1 IN 330

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 016 (SYDNEY)

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



TO NORTH SYDNEY CAR SIDINGS

TO NORTH SYDNEY CAR SIDINGS

SIGNAL	DESTINATION	INDICATION
NS 307 3R	SHUNTING NECK (S)	SN
	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
NS 309 SH	SHUNTING NECK (S)	SN
	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
NS 305 2R	SHUNTING NECK (S)	SN
	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
NS 302 SH	UP SHORE (M)	-
	UP SHORE (S)	US
	No. 2 PLATFORM ROAD (M)	-
	No. 2 PLATFORM ROAD (S)	2
NS 304 CS	UP SHORE (M)	U
	UP SHORE (S)	US
	No. 2 PLATFORM ROAD (M)	2
	No. 2 PLATFORM ROAD (S)	2
	No. 3 PLATFORM ROAD (M)	3
	No. 3 PLATFORM ROAD (S)	3
	NORTH SYDNEY CAR SIDINGS (M)	-
NORTH SYDNEY CAR SIDINGS (S)	CS	

1 IN 50

1 IN 40

1 IN 264

GRADIENT

SECTION : **NORTH SYDNEY TO WAVERTON**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

CONTROLLED FROM : **RAIL OPERATION CENTRE**
 RADIO AREA CODE : **016 (SYDNEY)**

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

SPECIAL POINTS OF INTEREST
NORTH SYDNEY

PROPELLING FREIGHT TRAINS TO AND FROM WAVERTON NECK	
UP FREIGHT TRAINS	UP FREIGHT TRAINS TRAVELLING TO NORTH SYDNEY CAR SIDINGS MAY BE PROPELLED ALONG No. 2 PLATFORM ROAD FROM NORTH SYDNEY TO THE SHUNTING NECK AT WAVERTON.
DOWN FREIGHT TRAINS	DOWN FREIGHT TRAINS MAY BE PROPELLED FROM THE SHUNTING NECK TO No. 2 OR No. 3 PLATFORM ROAD (HORNSBY END).
NOTE: WHEN PROPELLING, THE SAFEWORKING EMPLOYEE CONTROLLING THE MOVEMENT SHALL CARRY OUT THE INSTRUCTIONS FOR PROPELLING.	

STABLING TRAINS IN Nos. 2 AND 3 TUNNEL ROADS
WHEN TRAINS ARE REQUIRED TO STABLE WITHIN THE TUNNEL, THE STATION MASTER AT NORTH SYDNEY SHALL ARRANGE FOR THE DRIVER OF EACH TRAIN TO BE ADVISED HOW MANY TRAINS HAVE ALREADY STABLED IN THE TUNNEL. THE DRIVER WILL THEN PROCEED TO THE POINT OF STABLING.
WHEN TRAINS ARE STABLED IN THE TUNNEL ROADS, THE DRIVER SHALL ENSURE THAT RED MARKER LIGHTS ARE PLACED ON BOTH ENDS OF THE TRAIN AT ALL TIMES.
NOTE: TRAINS TRAVELLING IN No. 2 OR No. 3 TUNNEL SHALL NOT EXCEED A SPEED OF 10 KM/H.

INTERMEDIATE TRAIN STOPS
INTERMEDIATE TRAIN STOPS ARE LOCATED ALONG THE LENGTH OF PLATFORMS Nos. 1, 2 AND 3.
THESE TRAIN STOPS WILL DEPRESS AUTOMATICALLY WHEN A TRAIN APPROACHING ON THE AUTHORITY OF A LOW SPEED SIGNAL INDICATION HAS REDUCED SPEED ACCORDING TO THE INDICATION.
IF THE SPEED OF THE TRAIN IS NOT SUFFICIENTLY REDUCED, THESE TRAIN STOPS WILL REMAIN IN THE RAISED POSITION.

FIRE PRECAUTIONS
FOUR FIRE ALARM TELEPHONES ARE INSTALLED IN REFUGES IN THE NORTH SYDNEY TUNNELS AND ANOTHER FIRE ALARM TELEPHONE IS IN THE CONTROL ROOM ON Nos. 3 AND 4 PLATFORM AT NORTH SYDNEY.
THE TELEPHONE CASES ARE PAINTED RED WITH "FIRE" AND A NUMBER INSCRIBED ON THE DOOR.
THE POSITIONS OF THE FIRE ALARM TELEPHONES IN THE TUNNELS ARE SHOWN BY A LIGHT IN THE REFUGES.

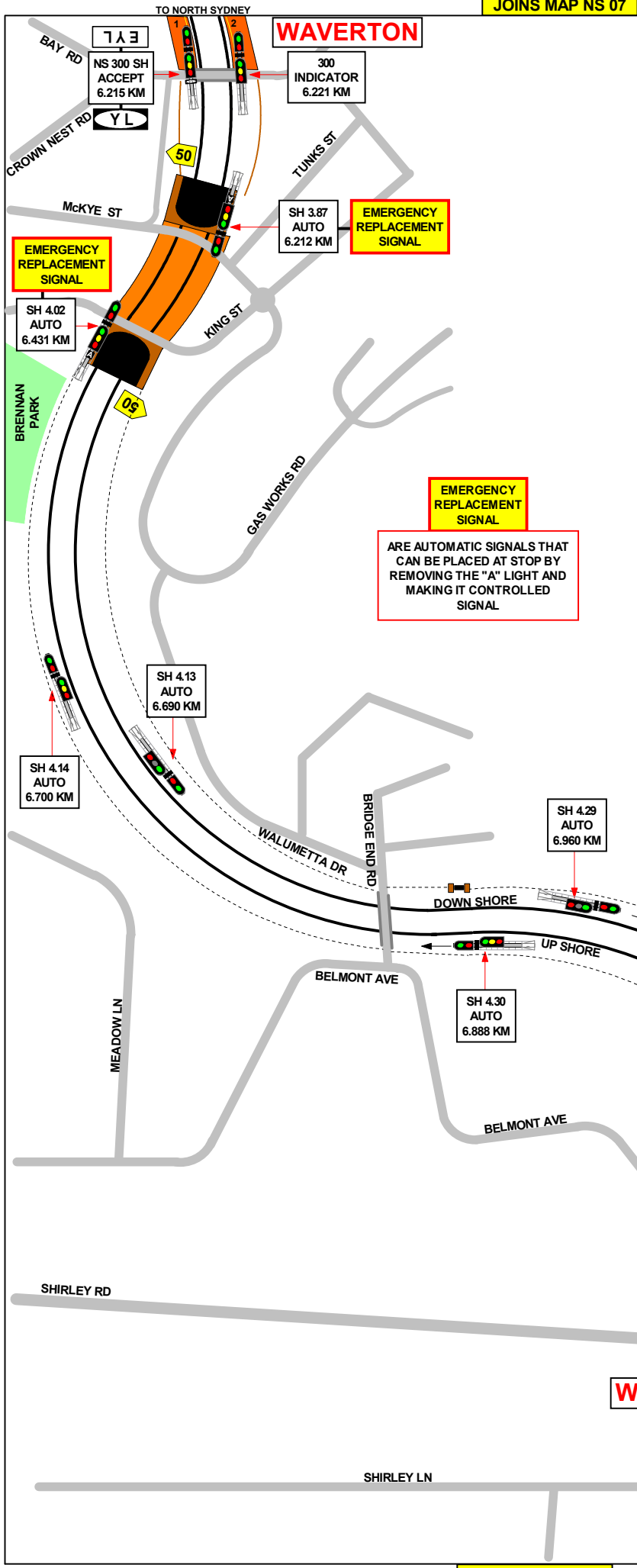
8 CAR DOWN TRAINS TERMINATING AT NORTH SYDNEY
TO ALLOW THE DRIVER TO SEE THE SIGNALS AT THE SYDNEY END OF No. 2 OR No. 3 PLATFORM, DRIVERS OF TERMINATING DOWN TRAINS WHICH FORM AN UP SERVICE FROM Nos. 2 AND 3 PLATFORMS SHALL BRING THEIR TRAINS TO A STAND WITH THE CORNER OF THE DRIVER'S CABIN NEXT TO THE SIGNAL LOCATED ON THE WALL OF THE TUNNEL JUST OFF THE HORNSBY END OF THE PLATFORM.

**EMERGENCY
 REPLACEMENT
 SIGNAL**

ARE AUTOMATIC SIGNALS THAT
 CAN BE PLACED AT STOP BY
 REMOVING THE "A" LIGHT AND
 MAKING IT CONTROLLED
 SIGNAL

WAVERTON

SETTING BACK IS NOT PERMITTED AT WAVERTON
 ON THE DOWN SHORE No. 2 PLATFORM.



SECTION : **WAVERTON TO WOLLSTONECRAFT**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

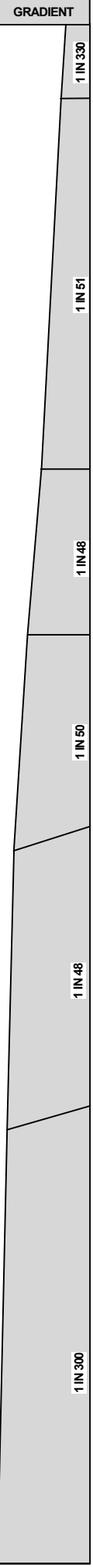
INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **015 (NORTH SHORE)**

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

SPECIAL POINTS OF INTEREST
 SETTING BACK IS NOT PERMITTED AT WAVERTON ON THE
 DOWN SHORE No. 2 PLATFORM.



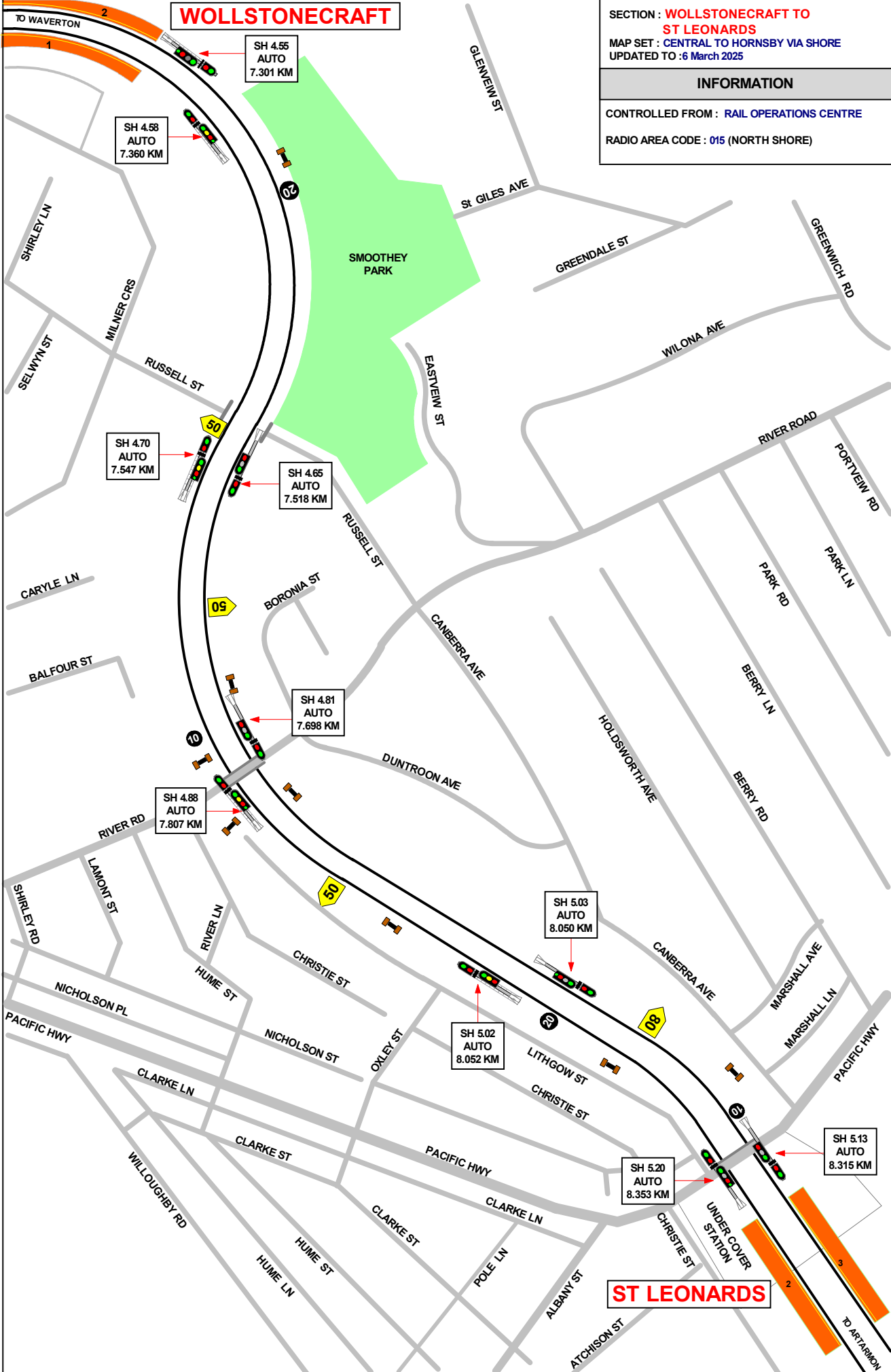
WOLLSTONECRAFT

SECTION : **WOLLSTONECRAFT TO ST LEONARDS**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
 RADIO AREA CODE : **015 (NORTH SHORE)**

GRADIENT	
1 IN 300	1 IN 300
1 IN 56	1 IN 56
1 IN 50	1 IN 50
1 IN 48	1 IN 48
1 IN 181	1 IN 181
1 IN 395	1 IN 395



ST LEONARDS

SECTION : **ST LEONARDS TO ARTARMON**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **015 (NORTH SHORE)**

APPENDICES

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SPECIAL POINTS OF INTEREST

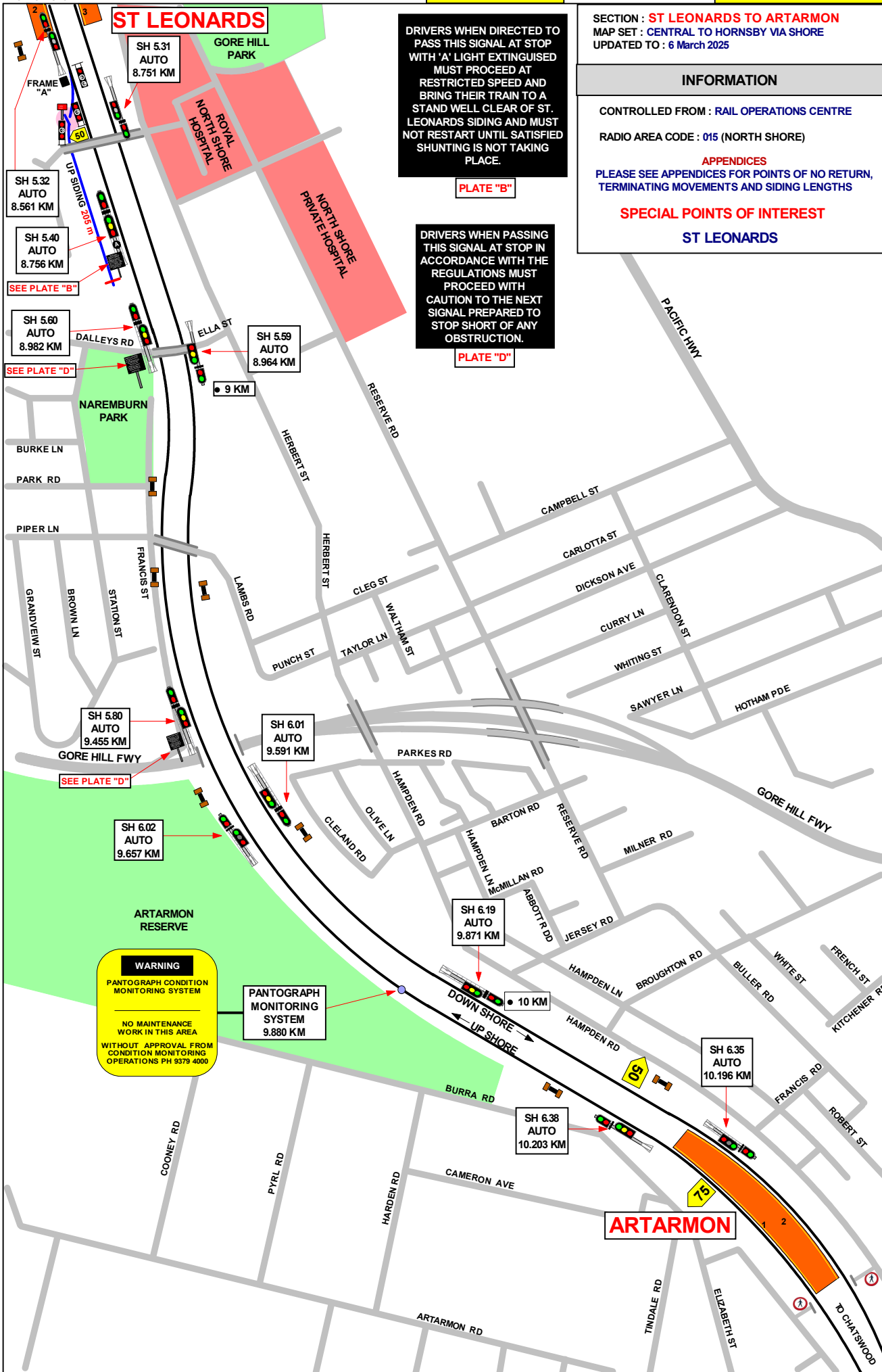
ST LEONARDS

DRIVERS WHEN DIRECTED TO PASS THIS SIGNAL AT STOP WITH 'A' LIGHT EXTINGUISHED MUST PROCEED AT RESTRICTED SPEED AND BRING THEIR TRAIN TO A STAND WELL CLEAR OF ST. LEONARDS SIDING AND MUST NOT RESTART UNTIL SATISFIED SHUNTING IS NOT TAKING PLACE.

PLATE "B"

DRIVERS WHEN PASSING THIS SIGNAL AT STOP IN ACCORDANCE WITH THE REGULATIONS MUST PROCEED WITH CAUTION TO THE NEXT SIGNAL PREPARED TO STOP SHORT OF ANY OBSTRUCTION.

PLATE "D"



1 IN 181
1 IN 395
1 IN 475
1 IN 71
1 IN 67
1 IN 118
1 IN 50
1 IN 51
1 IN 60

TO ST LEONARDS

JOINS MAP NS 10

SECTION : **ARTARMON TO CHATSWOOD**
MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
UPDATED TO : 6 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

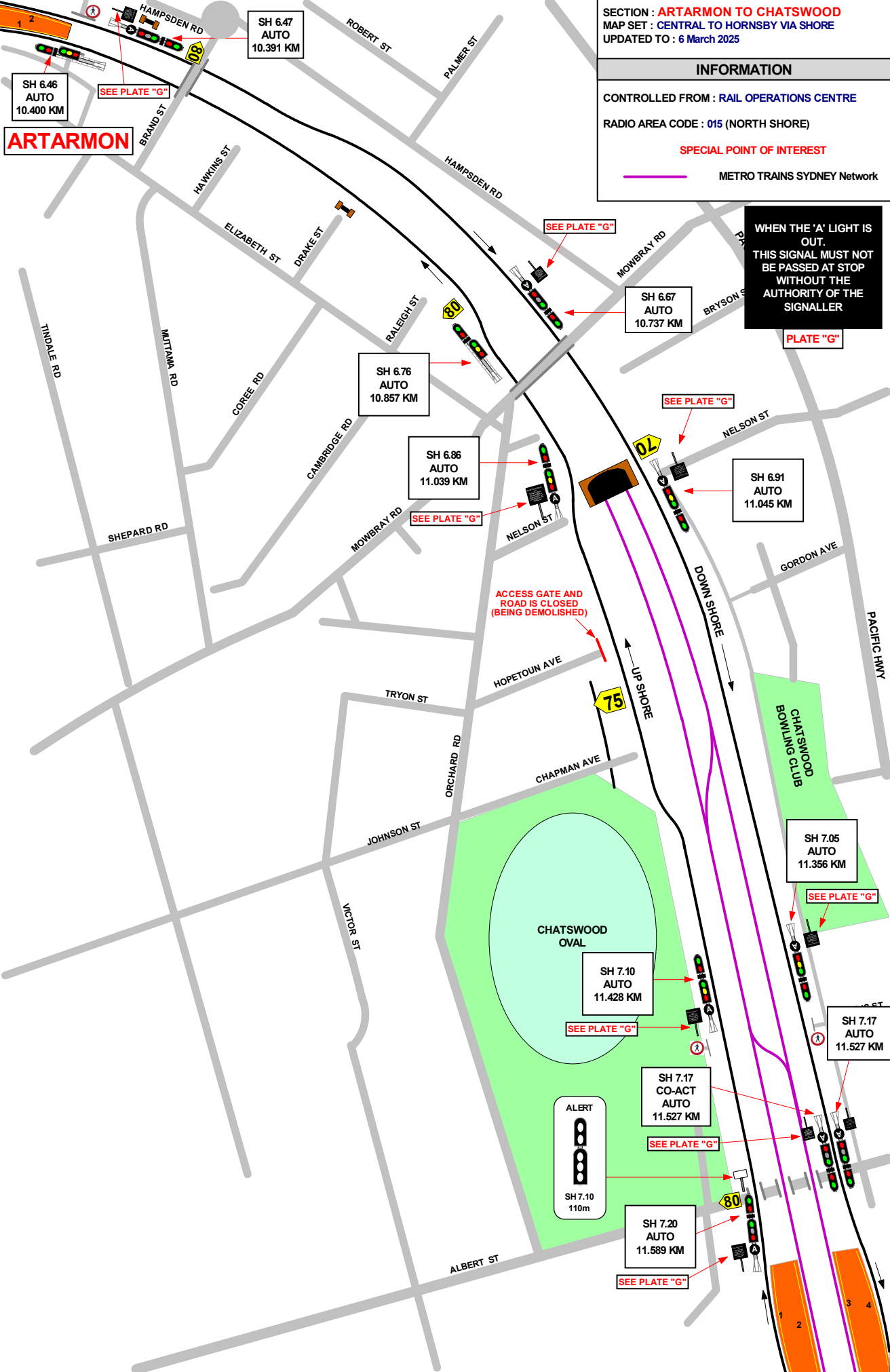
RADIO AREA CODE : 015 (NORTH SHORE)

SPECIAL POINT OF INTEREST

METRO TRAINS SYDNEY Network

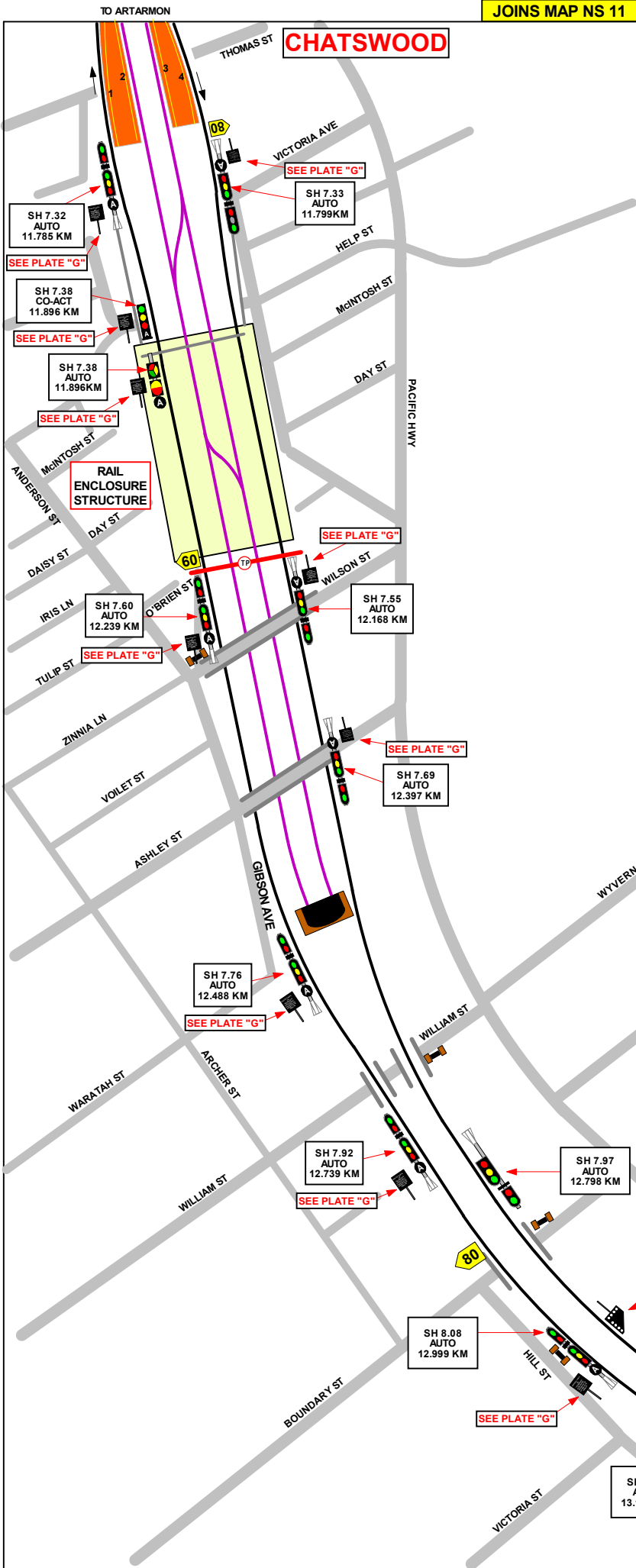
WHEN THE 'A' LIGHT IS OUT, THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT THE AUTHORITY OF THE SIGNALLER

PLATE "G"



- 1 IN 60
- 1 IN 73
- 1 IN 45
- 1 IN 52
- 1 IN 75
- 1 IN 185
- 1 IN 670
- 1 IN 300
- 1 IN 500

JOINS MAP NS 12



SECTION : CHATSWOOD TO ROSEVILLE
MAP SET : CENTRAL TO HORNSBY VIA SHORE
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 015 (NORTH SHORE)

SPECIAL POINTS OF INTEREST

— METRO TRAINS SYDNEY Network

WHEN THE 'A' LIGHT IS OUT, THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT THE AUTHORITY OF THE SIGNALLER

PLATE "G"



SECTION : **ROSEVILLE TO LINDFIELD**
 MAP SET : CENTRAL TO HORNSBY VIA SHORE
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 015 (NORTH SHORE)

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

GRADIENT

LEVEL

1 IN 100

1 IN 75

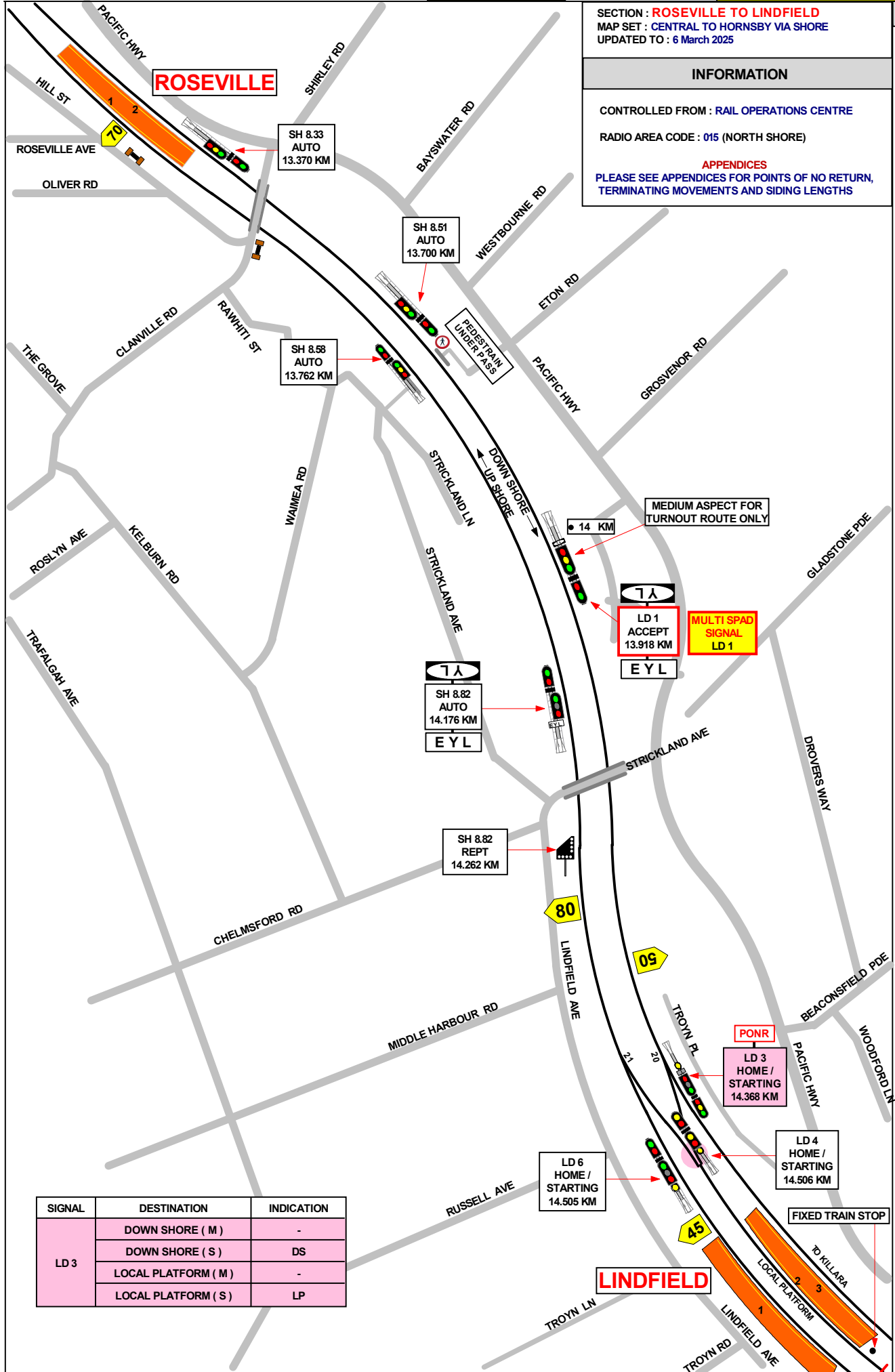
1 IN 108

1 IN 450

LEVEL

1 IN 330

1 IN 86



SIGNAL	DESTINATION	INDICATION
LD 3	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
	LOCAL PLATFORM (M)	-
	LOCAL PLATFORM (S)	LP

SECTION : **LINDFIELD TO KILLARA**
 MAP SET : CENTRAL TO HORNSBY VIA SHORE
 UPDATED TO : 6 March 2025

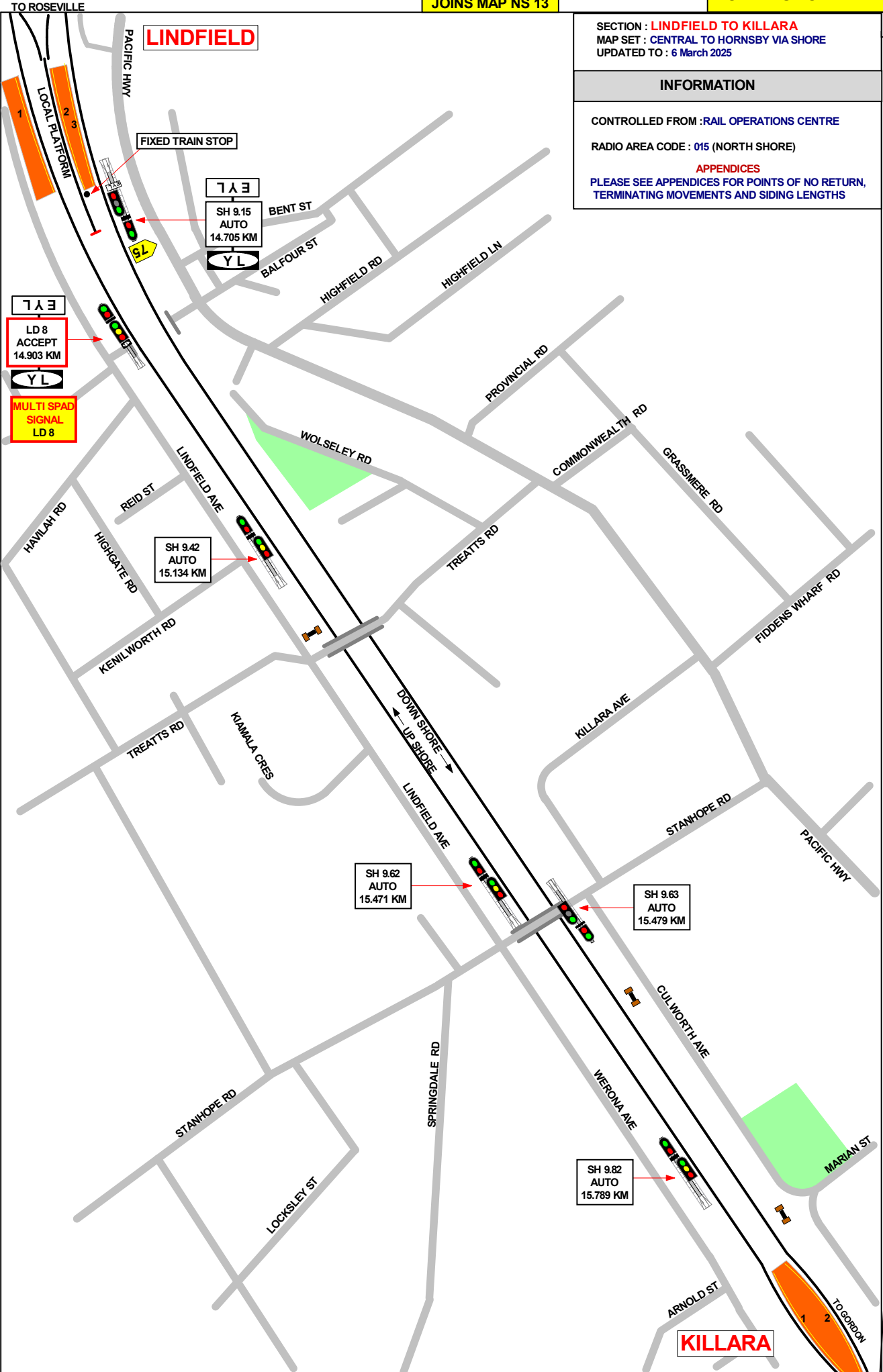
INFORMATION

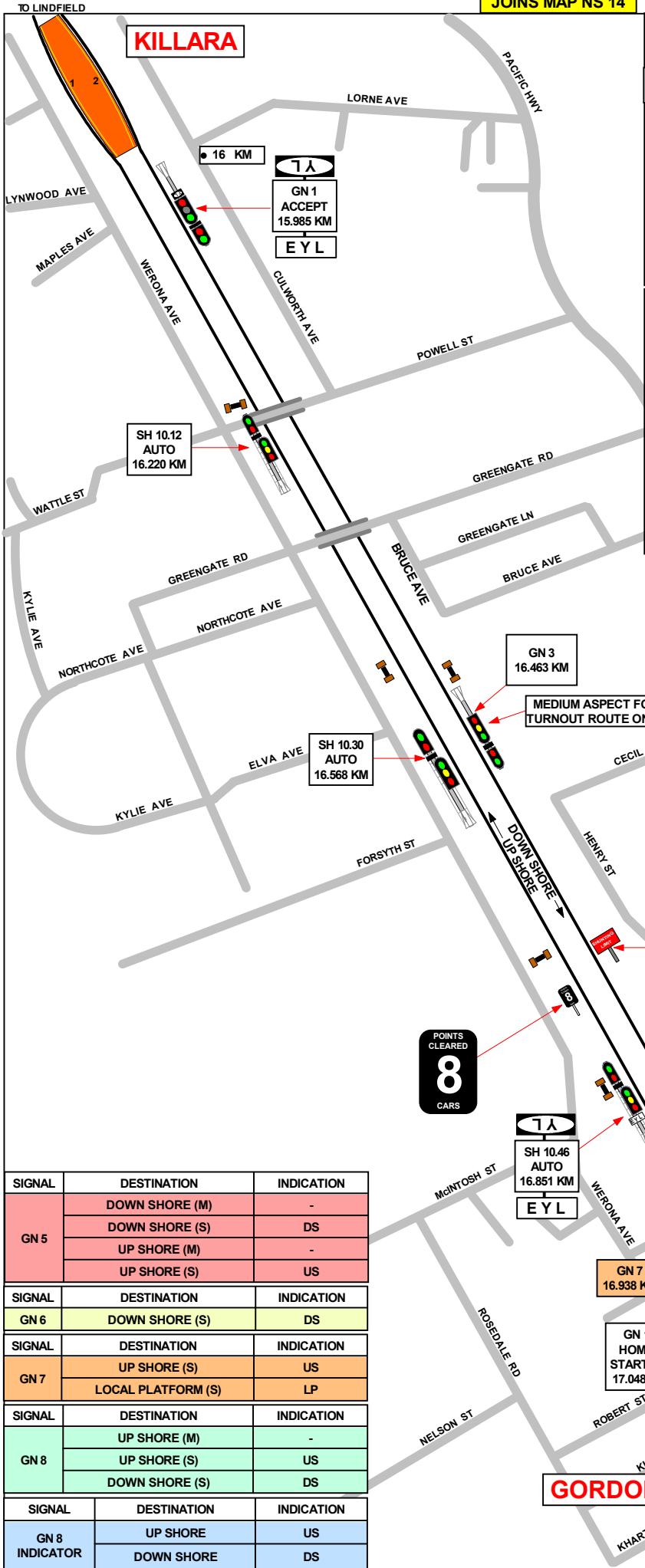
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 015 (NORTH SHORE)

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

GRADIENT	LEVEL
	1 IN 330
	1 IN 86
	1 IN 70
	1 IN 75
	1 IN 158
	1 IN 470





SECTION : **KILLARA TO GORDON**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **016 (SYDNEY)**

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

SPECIAL POINTS OF INTEREST
GORDON

TWO SHUNTING LIMIT BOARDS ARE PROVIDED AT GORDON,
 AND THE BOARDS ARE LOCATED AS FOLLOWS:

ON THE DOWN SHORE APPROXIMATELY 90 METRES
 COUNTRY SIDE OF SIGNAL "GN 3".
 THIS BOARD IS INSCRIBED, "SHUNTING LIMIT ON DOWN
 SHORE", AND APPLIES TO SHUNTING MOVEMENTS IN THE
 UP DIRECTION ON THE DOWN SHORE LINE.

ON THE UP SHORE APPROXIMATELY 82 METRES SYDNEY SIDE
 OF SIGNAL "GN 22".
 THIS BOARD IS INSCRIBED, "SHUNTING LIMIT ON UP SHORE",
 AND APPLIES TO SHUNTING MOVEMENTS IN THE DOWN
 DIRECTION ON THE UP SHORE LINE.

SIGNAL	DESTINATION	INDICATION
GN 5	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
	UP SHORE (M)	-
	UP SHORE (S)	US
SIGNAL	DESTINATION	INDICATION
GN 6	DOWN SHORE (S)	DS
SIGNAL	DESTINATION	INDICATION
GN 7	UP SHORE (S)	US
	LOCAL PLATFORM (S)	LP
SIGNAL	DESTINATION	INDICATION
GN 8	UP SHORE (M)	-
	UP SHORE (S)	US
	DOWN SHORE (S)	DS
SIGNAL	DESTINATION	INDICATION
GN 8 INDICATOR	UP SHORE	US
	DOWN SHORE	DS

GRADIENT

1 IN 470

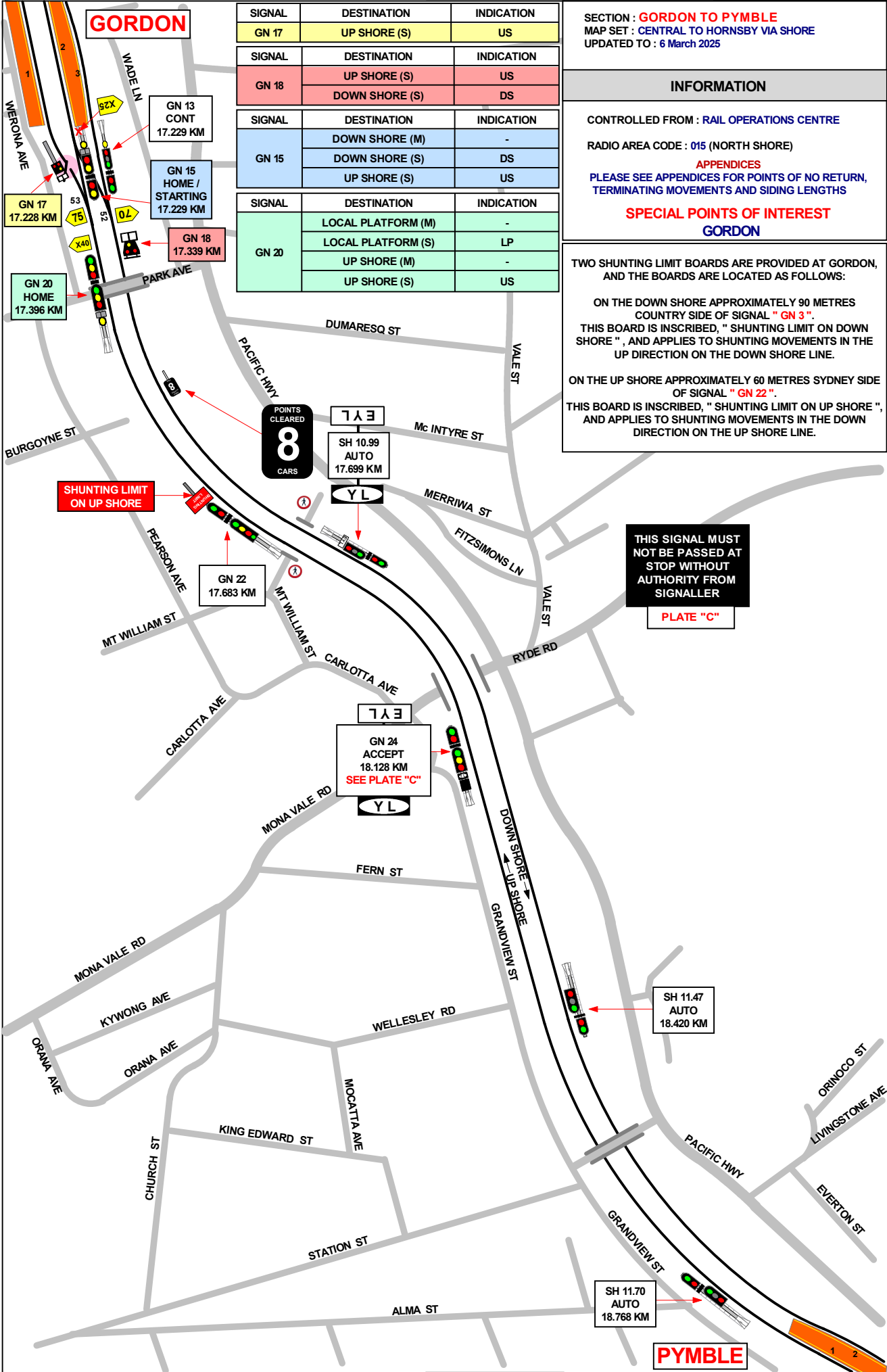
1 IN 216

1 IN 500

1 IN 290

1 IN 170

1 IN 130



GORDON

SIGNAL	DESTINATION	INDICATION
GN 17	UP SHORE (S)	US
GN 18	UP SHORE (S)	US
	DOWN SHORE (S)	DS
GN 15	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
	UP SHORE (S)	US
GN 20	LOCAL PLATFORM (M)	-
	LOCAL PLATFORM (S)	LP
	UP SHORE (M)	-
	UP SHORE (S)	US

SECTION : **GORDON TO PYMBLE**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

GRADIENT
1 IN 170
1 IN 130
1 IN 175
1 IN 153
1 IN 75
1 IN 58
1 IN 50
1 IN 52
1 IN 82
1 IN 50

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
 RADIO AREA CODE : 015 (NORTH SHORE)
APPENDICES
 PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,
 TERMINATING MOVEMENTS AND SIDING LENGTHS
SPECIAL POINTS OF INTEREST
GORDON

TWO SHUNTING LIMIT BOARDS ARE PROVIDED AT GORDON,
 AND THE BOARDS ARE LOCATED AS FOLLOWS:
 ON THE DOWN SHORE APPROXIMATELY 90 METRES
 COUNTRY SIDE OF SIGNAL "GN 3".
 THIS BOARD IS INSCRIBED, "SHUNTING LIMIT ON DOWN
 SHORE", AND APPLIES TO SHUNTING MOVEMENTS IN THE
 UP DIRECTION ON THE DOWN SHORE LINE.
 ON THE UP SHORE APPROXIMATELY 60 METRES SYDNEY SIDE
 OF SIGNAL "GN 22".
 THIS BOARD IS INSCRIBED, "SHUNTING LIMIT ON UP SHORE",
 AND APPLIES TO SHUNTING MOVEMENTS IN THE DOWN
 DIRECTION ON THE UP SHORE LINE.

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

GN 24
 ACCEPT
 18.128 KM
SEE PLATE "C"

SH 11.47
 AUTO
 18.420 KM

SH 11.70
 AUTO
 18.768 KM

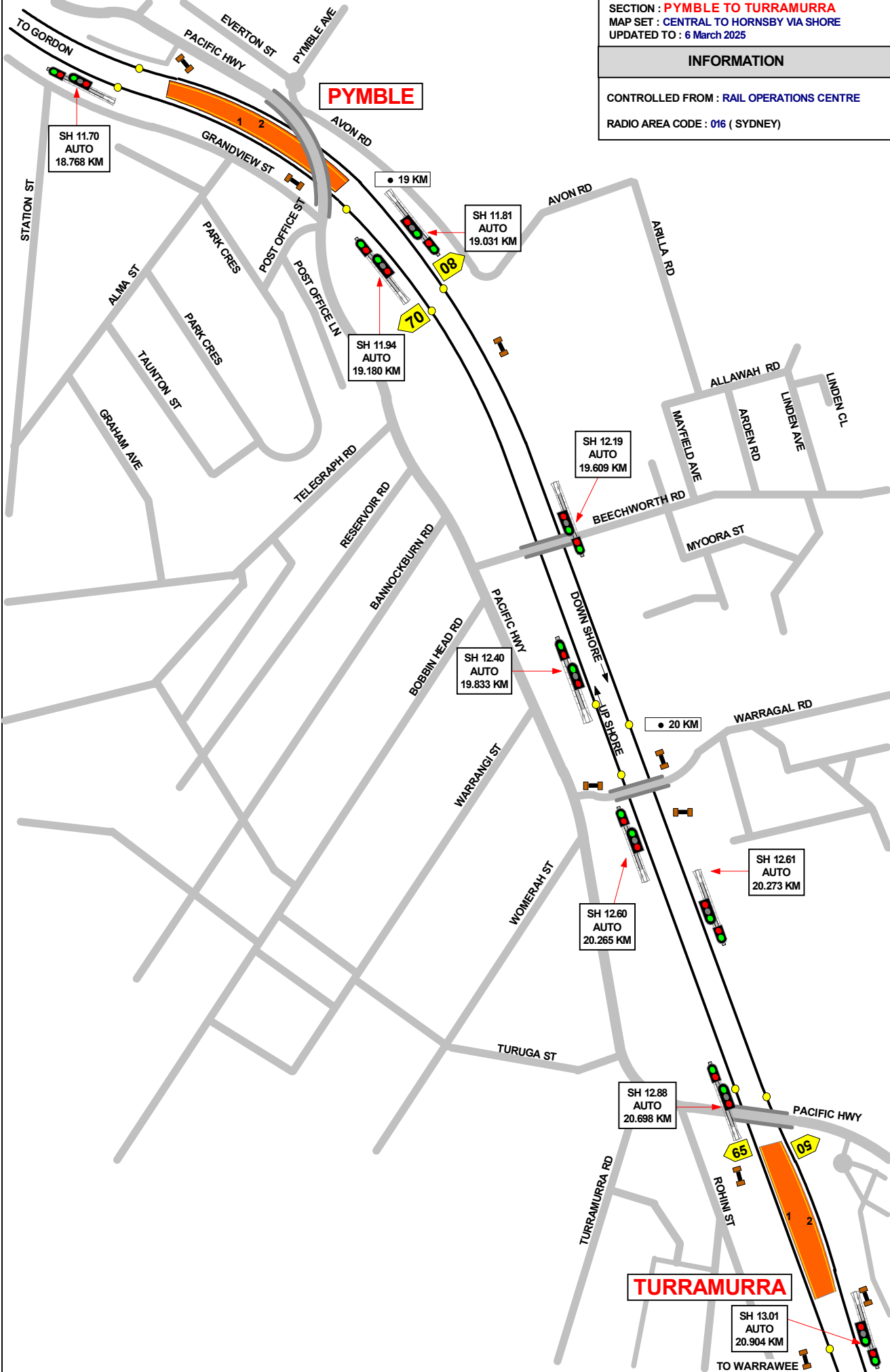
PYMBLE

SECTION : **PYMBLE TO TURRAMURRA**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
 RADIO AREA CODE : **016 (SYDNEY)**

GRADIENT
1 IN 82
1 IN 60
1 IN 51
1 IN 67
1 IN 59
1 IN 68
1 IN 82

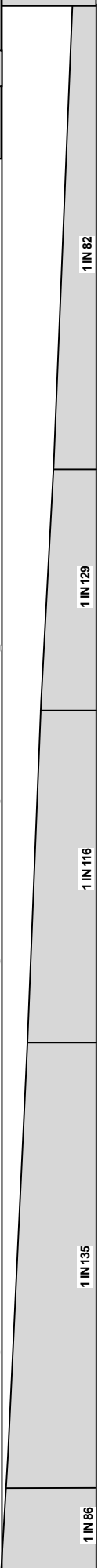
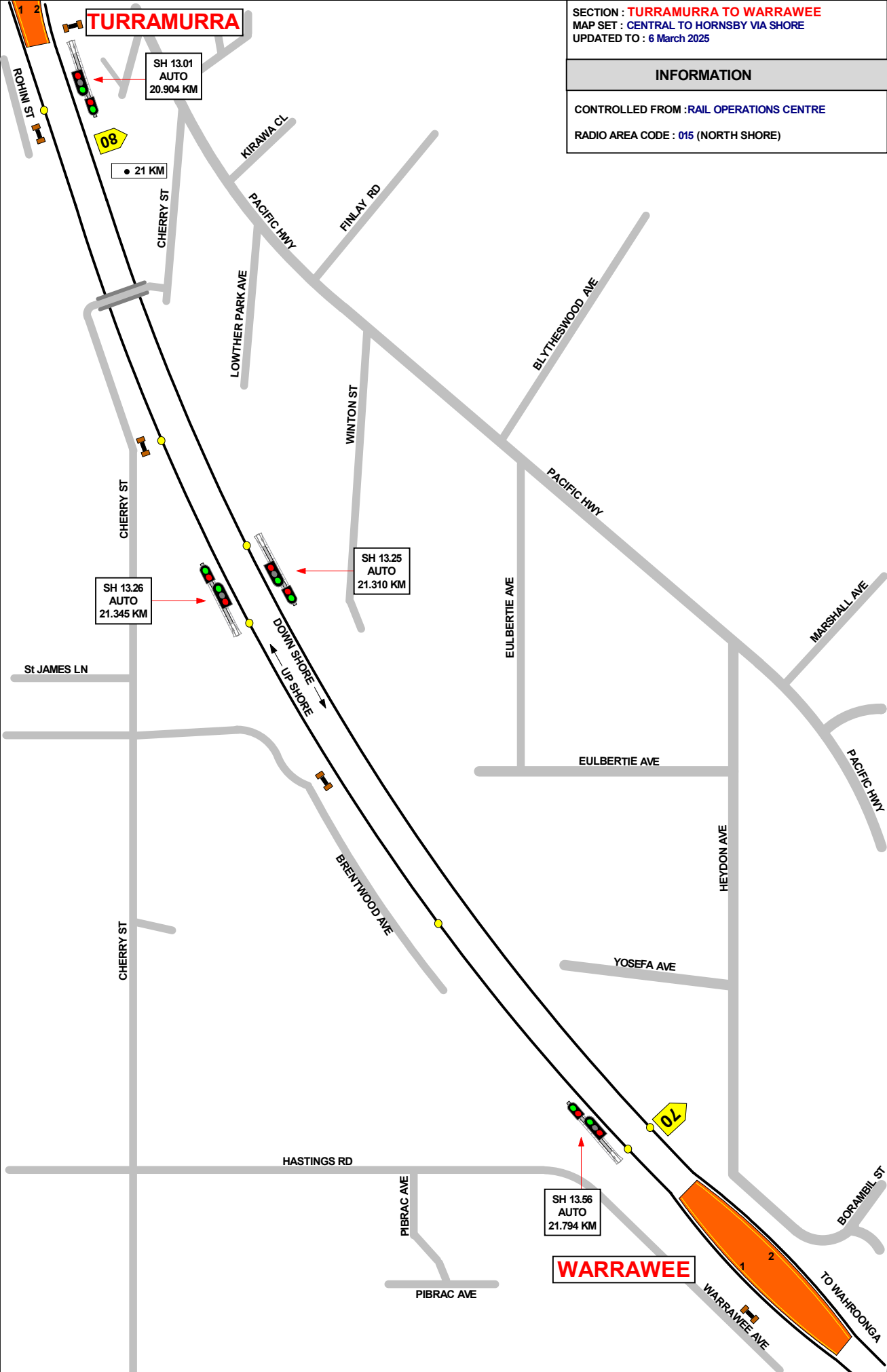


TO PYMBLE

SECTION : **TURRAMURRA TO WARRAWEE**
MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
UPDATED TO : 6 March 2025

GRADIENT

INFORMATION
CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
RADIO AREA CODE : **015 (NORTH SHORE)**



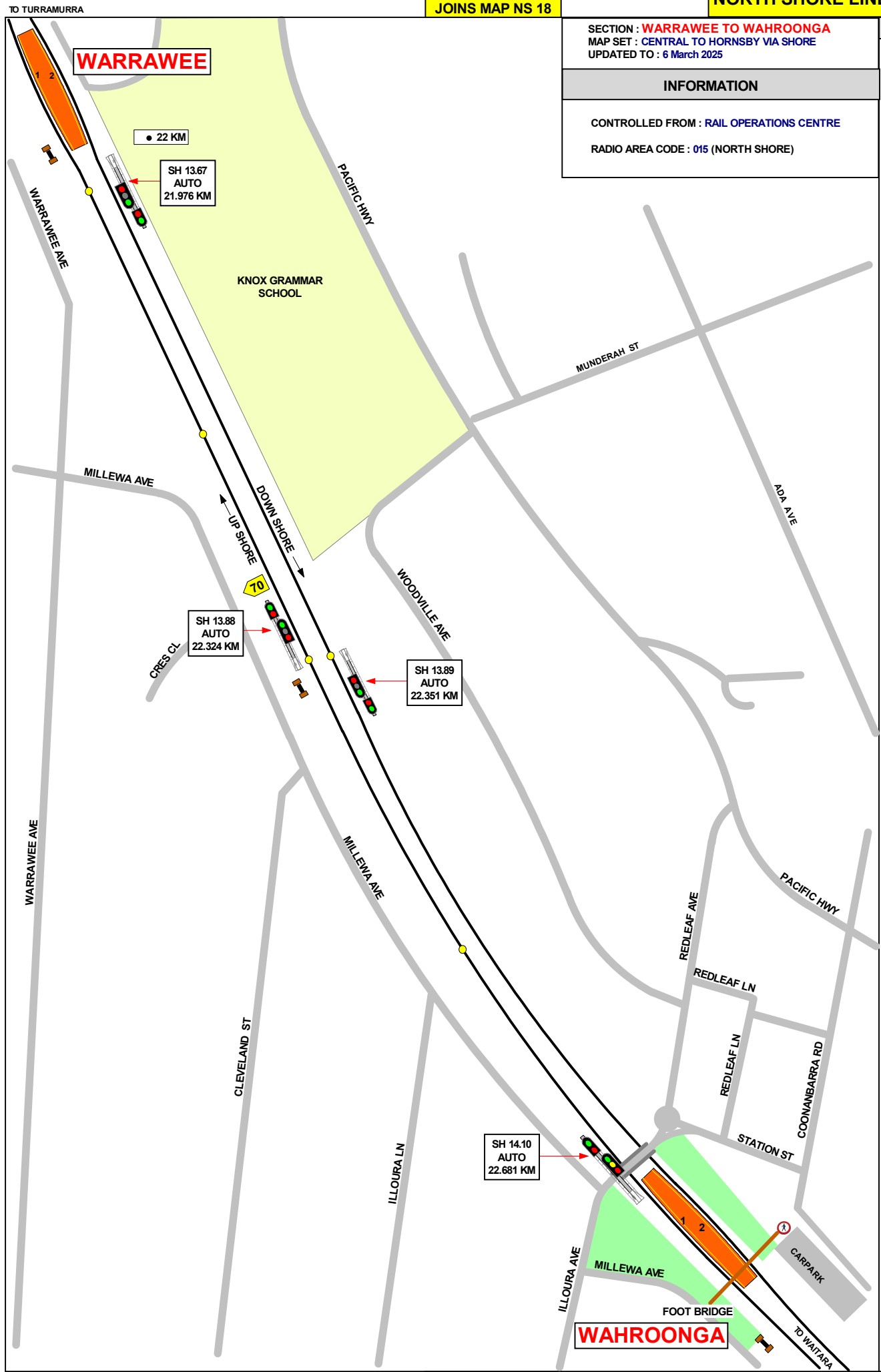
SECTION : **WARRAWEE TO WAHROONGA**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 6 March 2025

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **015 (NORTH SHORE)**

GRADIENT	
1 IN 135	1 IN 86
1 IN 66	1 IN 56
1 IN 70	



TO TURRAMURRA

WARRAWEE

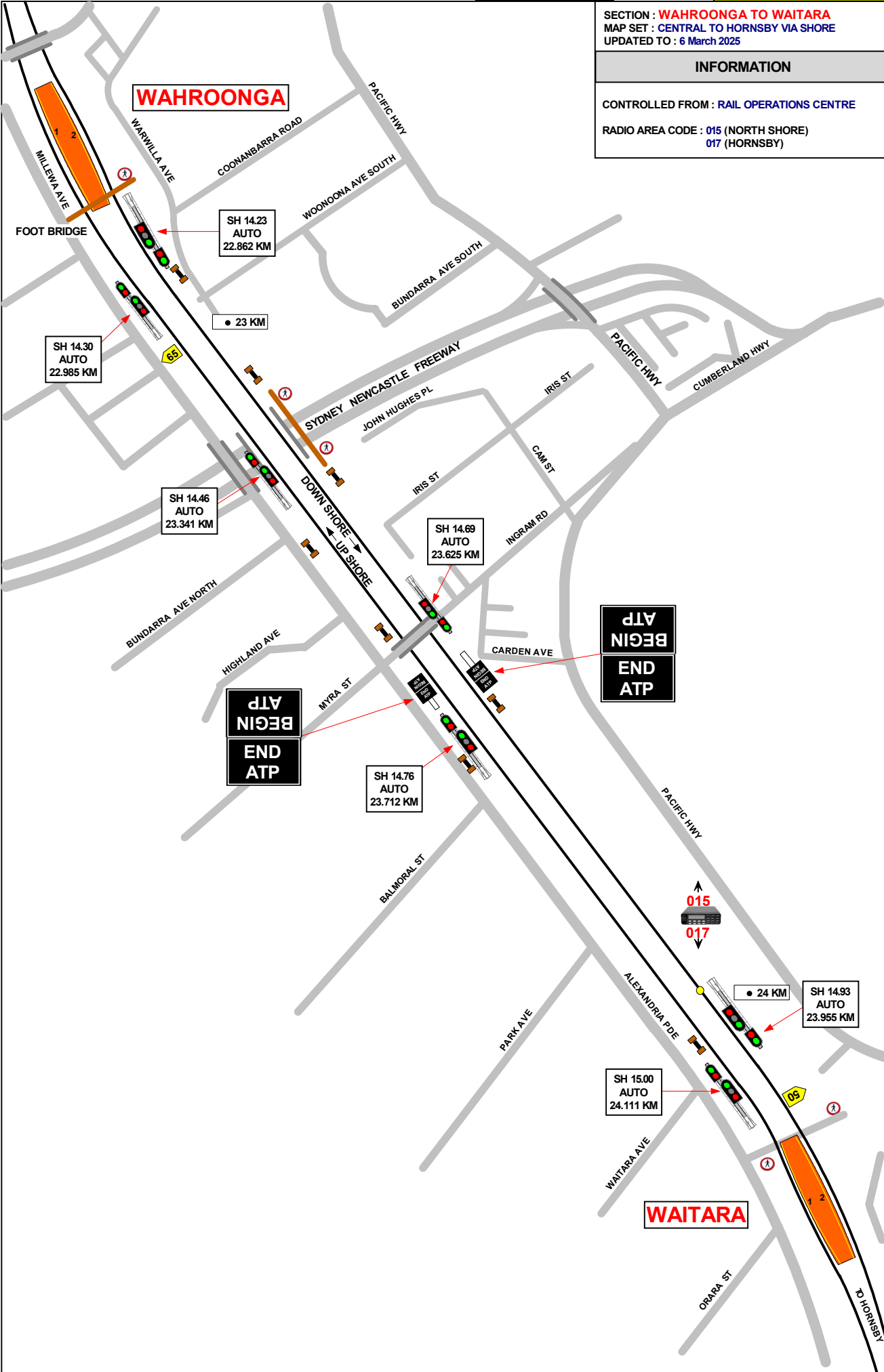
WAHROONGA

SECTION : WAHROONGA TO WAITARA
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 6 March 2025

GRADIENT

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
RADIO AREA CODE : 015 (NORTH SHORE)
017 (HORNSBY)



1 IN 70

1 IN 197

1 IN 366

1 IN 560

LEVEL

NORMANHURST

DRIVERS OF GOODS TRAINS WITH 75% OF FULL LOAD MUST WAIT HERE UNTIL SIGNAL SHOWS FULL CLEAR

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

**SECTION : NORMANHURST TO HORNSBY
WAITARA TO HORNSBY**
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 6 March 2025

GRADIENT

INFORMATION

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

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

- MULTI SPAD SIGNAL HY 17**
- MULTI SPAD SIGNAL HY 25**
- MULTI SPAD SIGNAL HY 31**
- MULTI SPAD SIGNAL HY 35**

JOINS MAP NS 20

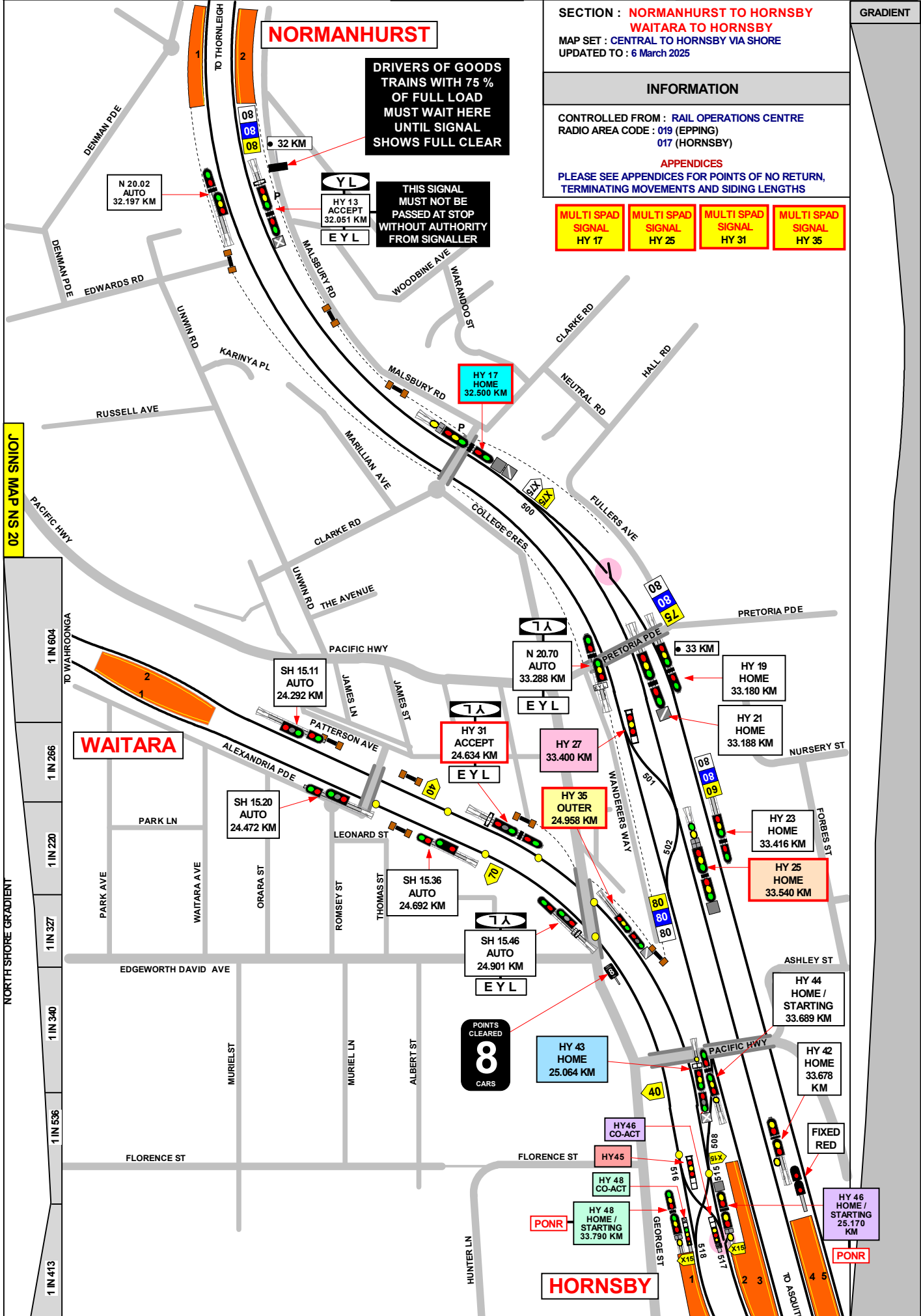
NORTH SHORE GRADIENT

- 1 IN 604 TO WAHROONGA
- 1 IN 266
- 1 IN 220
- 1 IN 327
- 1 IN 340
- 1 IN 536
- 1 IN 413

WAITARA

HORNSBY

POINTS CLEARED 8 CARS



SECTION : **NORMANHURST TO HORNSBY**
WAITARA TO HORNSBY
 MAP SET : CENTRAL TO HORNSBY VIA NORTH SHORE
 UPDATED TO : 6 March 2025

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

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

SPECIAL POINTS OF INTEREST

HORNSBY YARD

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

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

COLOURED LIGHT INDICATOR SIGNALS ARE PROVIDED WHERE VISIBILITY OF RUNNING SIGNALS IS OBSTRUCTED AS FOLLOWS:
 SIGNAL No. HY 46.

THE INDICATORS ALSO HAS A ROUTE INDICATOR ATTACHED TO IT, A LISTING OF INDICATIONS CAN BE FOUND ON THE TABLE ALONGSIDE.

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

SIGNAL	DESTINATION	INDICATION
HY 45	DOWN SHORE (M)	2
	UP SHORE (M)	1

SIGNAL	DESTINATION	INDICATION
HY 27	DOWN MAIN	4
	UP MAIN	3
	DOWN SHORE	2
	UP SHORE	1

SIGNAL	DESTINATION	INDICATION	INDICATOR
HY46 & HY 46 INDICATOR	UP SHORE (M)	S	S
	UP SHORE (S)	US	S
	UP MAIN (M)	M	M
	UP MAIN (S)	UM	M

SIGNAL	DESTINATION	INDICATION
HY 35	DOWN SHORE (M)	-

SIGNAL	DESTINATION	INDICATION	INDICATOR
HY 48	UP SHORE (M)	-	-
	UP SHORE (S)	US	S
	UP MAIN (M)	-	-
	UP MAIN (S)	UM	M

SIGNAL	DESTINATION	INDICATION
HY 43	DOWN SHORE (M)	-
	DOWN SHORE (S)	2
	UP SHORE (M)	-
	UP SHORE (S)	1