

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: December 2025

Version: 5.70

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.

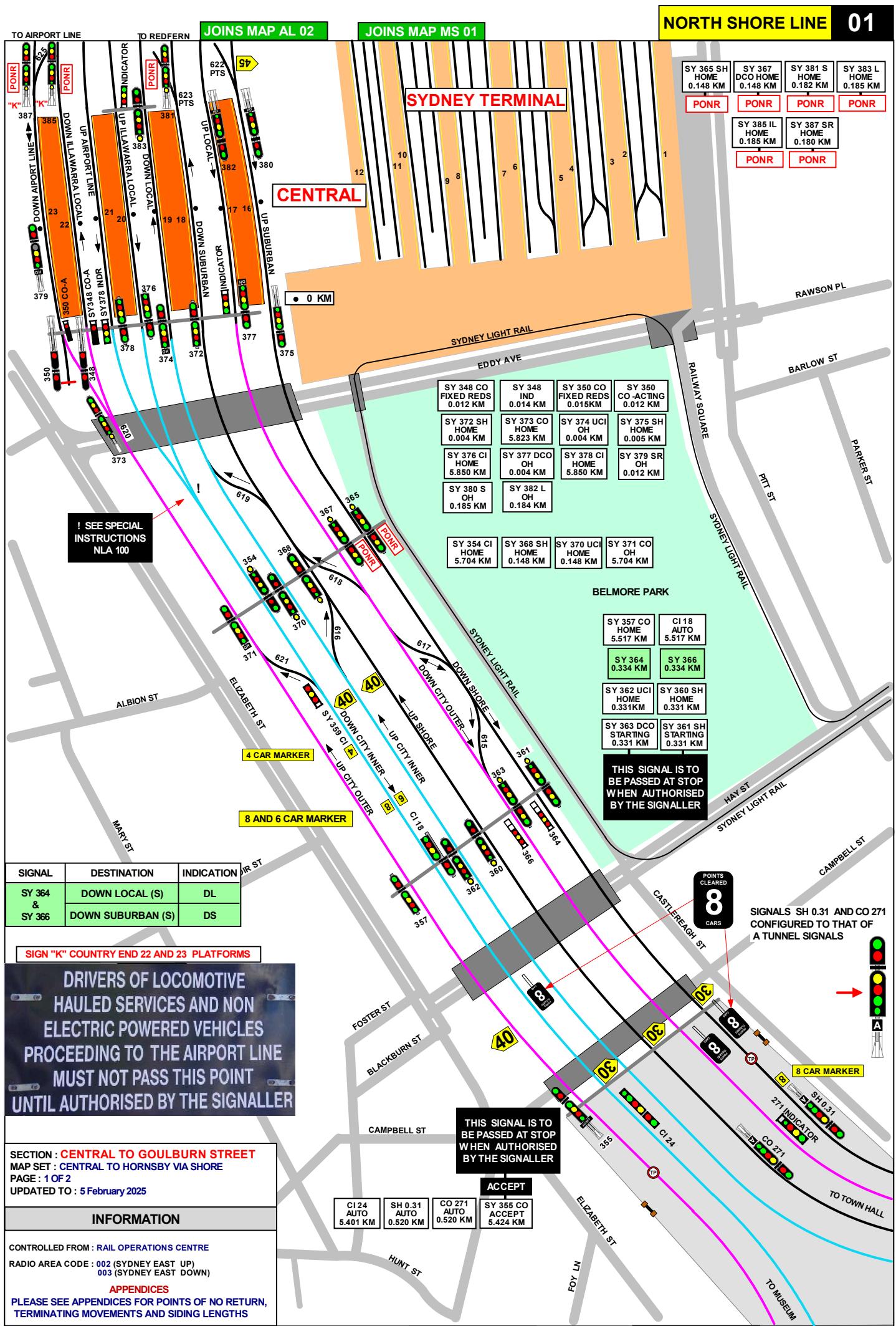
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GRADIENT	
LEVEL	
1 IN 75	

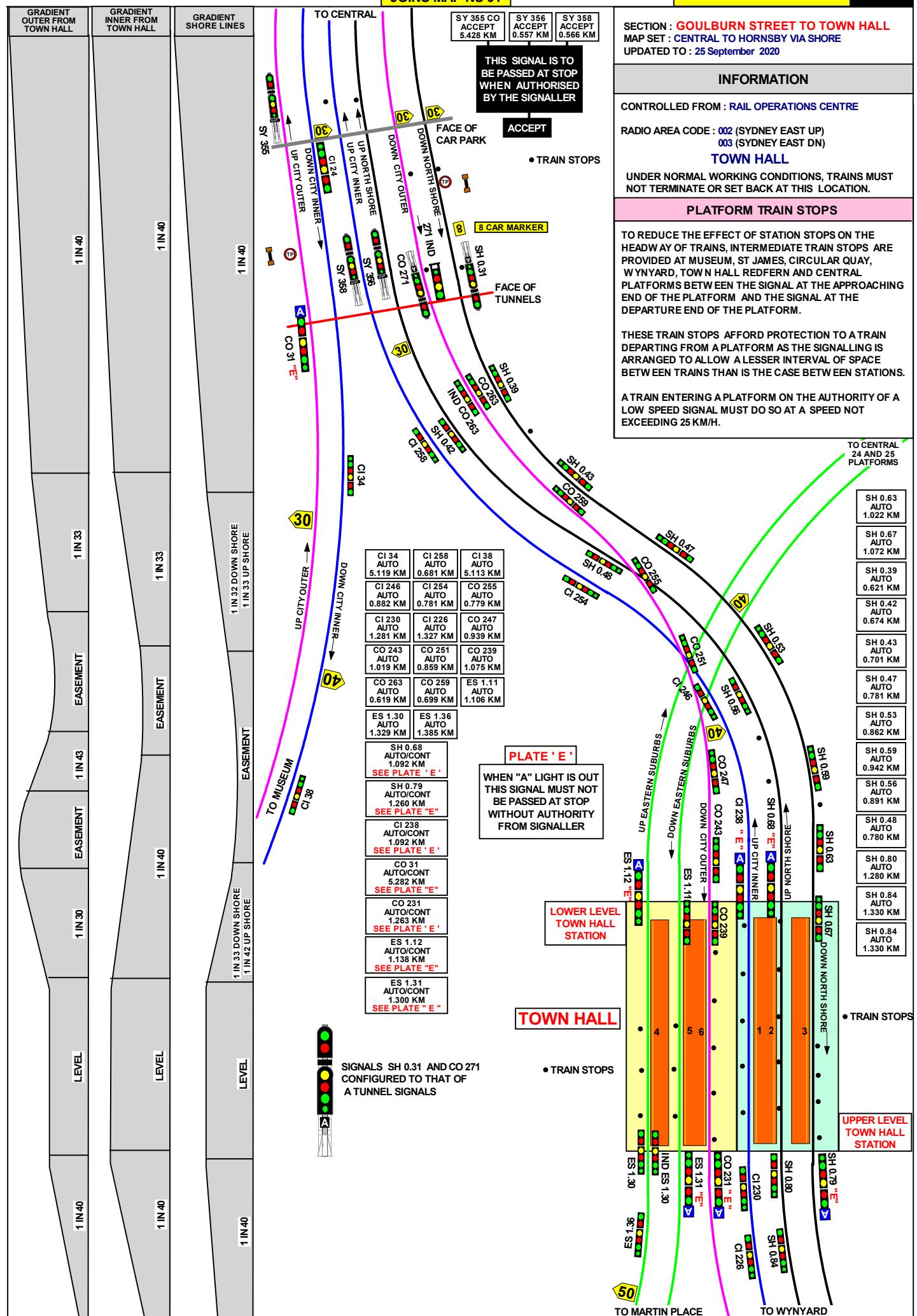
CENTRAL TURNBACK ARRANGEMENTS	
<p>DOWN CITY OUTER AND DOWN SHORE TRAINS MAY PROCEED FORWARD AND RETURN TO CENTRAL VIA No. 617, No. 618 or No. 619 CROSSOVER, PROVIDED THAT NO PORTION OF THE TRAIN HAS PASSED THE RESPECTIVE CAR MARKER RELATING TO THE TRAIN.</p> <ul style="list-style-type: none"> ■ WHEN 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. <p>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.</p> <ul style="list-style-type: none"> ■ WHEN THIS WORKING IS TO BE ARRANGED, THE SIGNALLER AT SYDNEY SHALL: ● IF THE TRAIN IS NOT TIMETABLED TO PERFORM THIS MOVEMENT, ARRANGE FOR THE CREW OF THE TRAIN TO BE ADVISED OF THE WORKING TO BE ADOPTED. ● THEN SET THE ROUTE FOR THE TRAIN TO PROCEED CLEAR OF SIGNAL No. SY 359. ● WHEN THE TRAIN IS CLEAR OF SIGNAL No. SY 359, SET THE ROUTE FOR THE TRAIN TO RETURN TO CENTRAL. 	

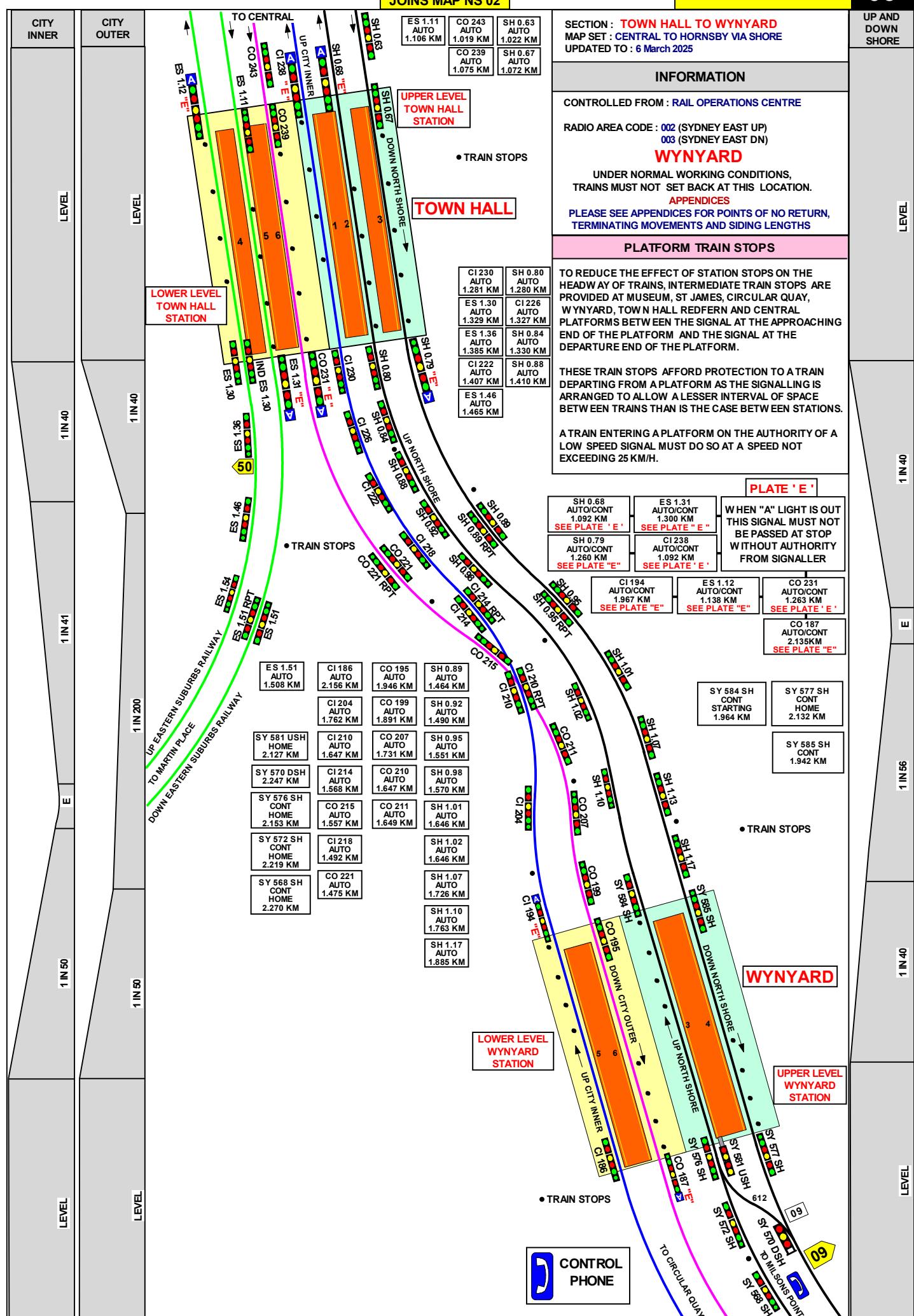
SECTION : CENTRAL TO GOULBURN STREET MAP SET : CENTRAL TO HORNSBY VIA SHORE PAGE : 2 OF 2 UPDATED TO : 6 March 2025
INFORMATION
CONTROLLED FROM : RAIL OPERATIONS CENTRE RADIO AREA CODE : 002 (SYDNEY EAST UP) 003 (SYDNEY EAST DOWN)

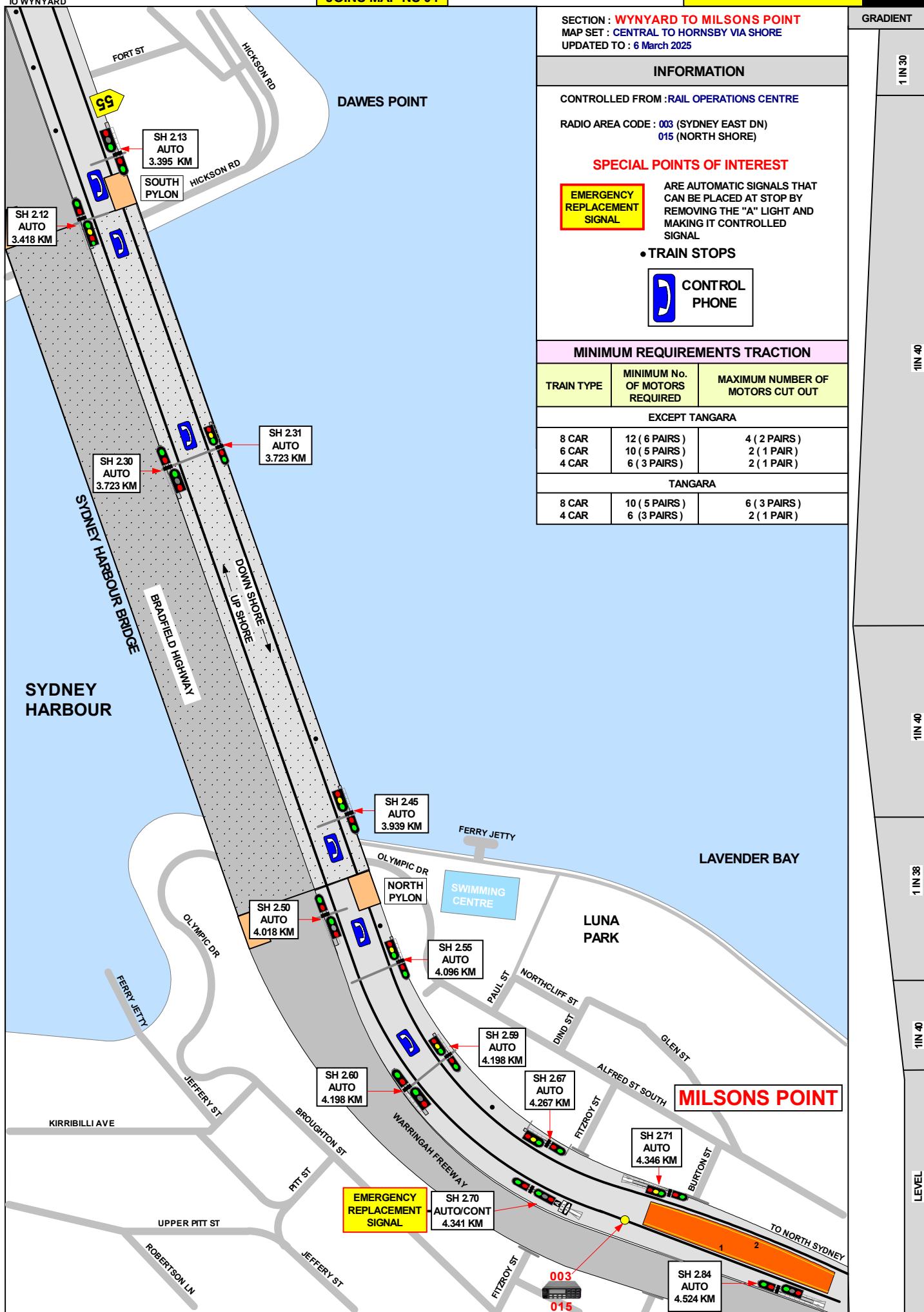
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

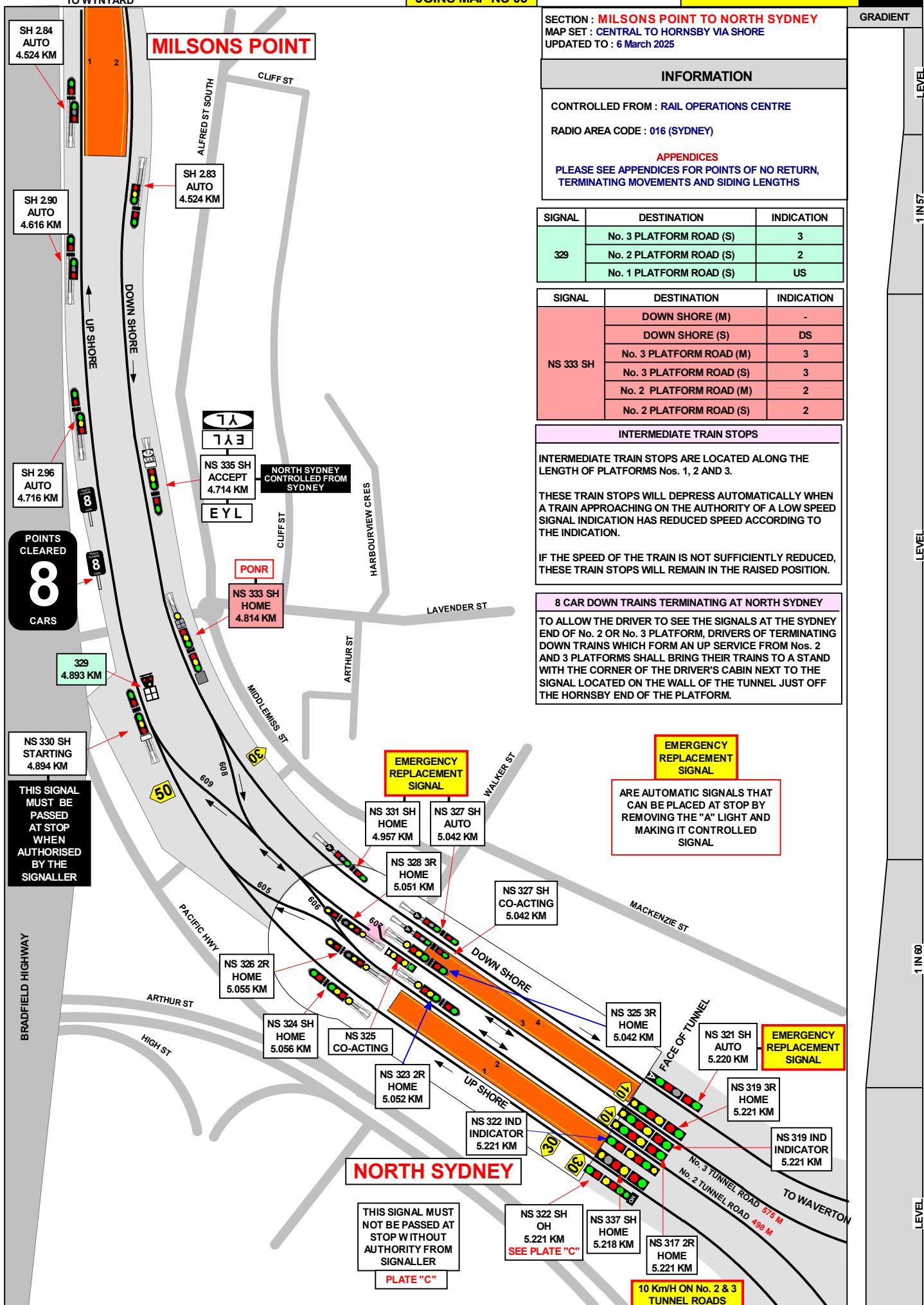
CENTRAL TIMING MARKER SIGNS									
<p>FOUR TIMING MARKER SIGNS, EACH WITH A YELLOW REFLECTIVE LETTER 'T' DISPLAYED ON A BLACK BACKGROUND, ARE PROVIDED IN THE CENTRAL FLYOVER AREA WHERE THE TIMING SECTIONS ARE UNUSUALLY SHORT.</p> <p>THEY ARE LOCATED AS FOLLOWS:</p> <table border="1"> <thead> <tr> <th>LINE</th><th>MARKER LOCATION</th></tr> </thead> <tbody> <tr> <td>DOWN LOCAL</td><td>23 METRES IN APPROACH TO SIGNAL No. SY397L</td></tr> <tr> <td>UP LOCAL</td><td>16 METRES IN APPROACH TO SIGNAL No. SY394L</td></tr> <tr> <td>UP ILLAWARRA LOCAL</td><td>36 METRES IN APPROACH TO SIGNAL No. SY388L, AND 16 METRES IN APPROACH TO SIGNAL No. SY396L</td></tr> </tbody> </table> <p>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.</p>		LINE	MARKER LOCATION	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. SY388L, AND 16 METRES IN APPROACH TO SIGNAL No. SY396L
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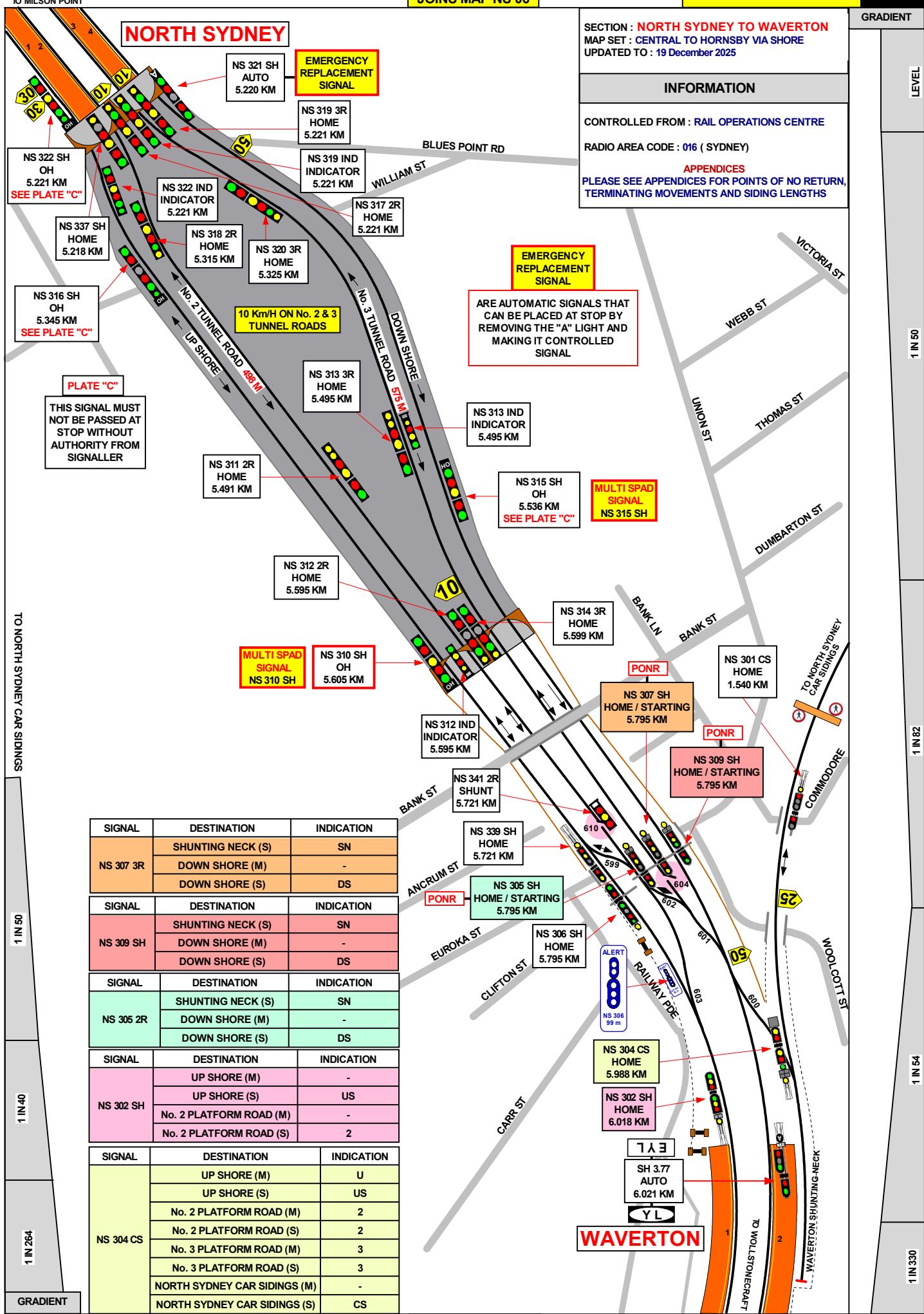
JOINS MAP NS 01











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.

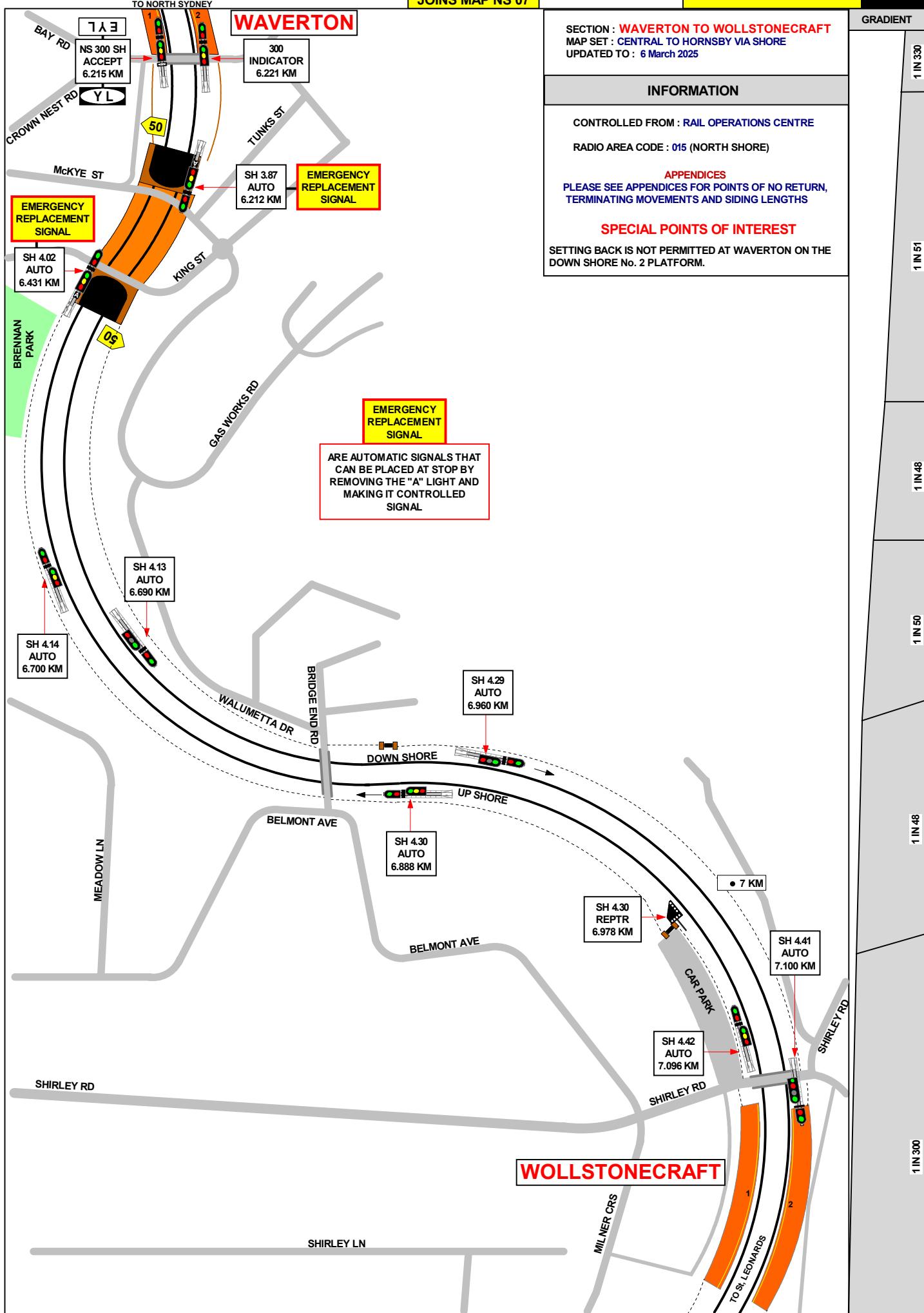
8 CAR DOWN TRAINS TERMINATING AT NORTH SYDNEY
TO ALLOW THE DRIVER TO SEE THE SIGNALS AT THE SYDNEY END OF No. 2 OR No. 3 PLATFORM, DRIVERS OF TERMINATING DOWN TRAINS WHICH FORM AN UP SERVICE FROM Nos. 2 AND 3 PLATFORMS SHALL BRING THEIR TRAINS TO A STAND WITH THE CORNER OF THE DRIVER'S CABIN NEXT TO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

EMERGENCY
REPLACEMENT
SIGNAL

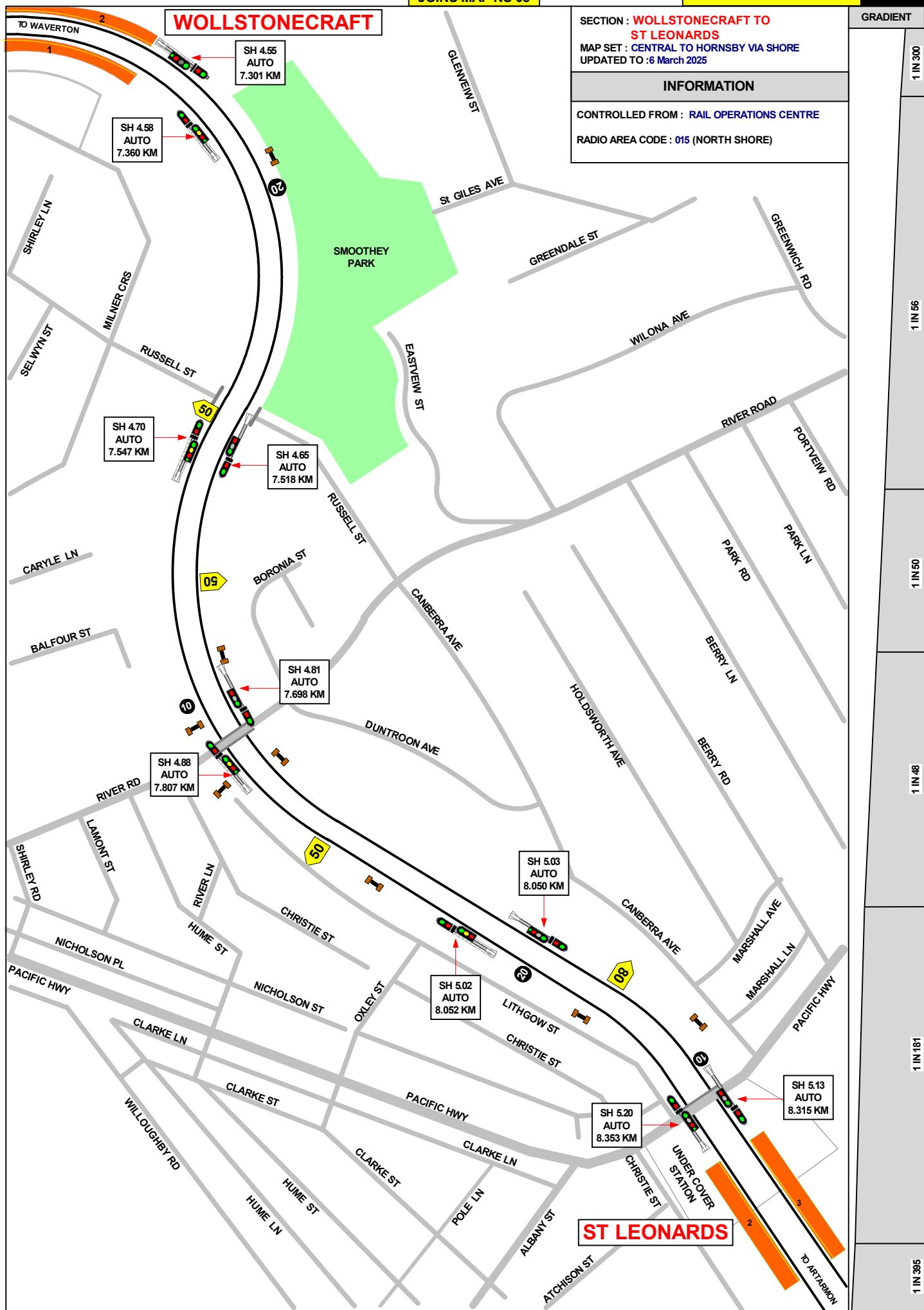
ARE AUTOMATIC SIGNALS THAT
CAN BE PLACED AT STOP BY
REMOVING THE "A" LIGHT AND
MAKING IT CONTROLLED
SIGNAL

WAVERTON

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



JOINS MAP NS 08



TO ARTARMON

JOINS MAP NS 11

CHATSWOOD

**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"

Map of Chatswood area showing rail enclosure structure and vehicle locations. The map includes the following streets: Thomas St, Victoria Ave, Help St, McIntosh St, Day St, Pacific Hwy, Anderson St, Daisy St, Iris Ln, Tulip St, Zinnia Ln, Violet St, Ashley St, Gibson Ave, Waratah St, Archer St, William St, Boundary St, and O'Brien St. A large yellow rectangular area represents the 'RAIL ENCLOSURE STRUCTURE'. Several vehicles are marked with their license plate numbers and distances from a reference point (10 ANTARION):

- SH 7.32 AUTO 11.785 KM
- SH 7.38 CO-ACT 11.896 KM
- SH 7.38 AUTO 11.896 KM
- SH 7.60 AUTO 12.239 KM
- SH 7.55 AUTO 12.168 KM
- SH 7.6 AUTO 12.397 KM
- SH 7.76 AUTO 12.488 KM
- SH 7.92 AUTO 12.739 KM

Red arrows point to the text 'SEE PLATE "G"' on the map. A red box labeled 'RAIL ENCLOSURE STRUCTURE' is located near the center of the yellow area. A yellow speed limit sign '60' is located on O'Brien St. A red 'TP' marker is located on Wilson St. A red 'S 12' marker is located on Boundary St.

JOINS MAP NS 13

RADIENT

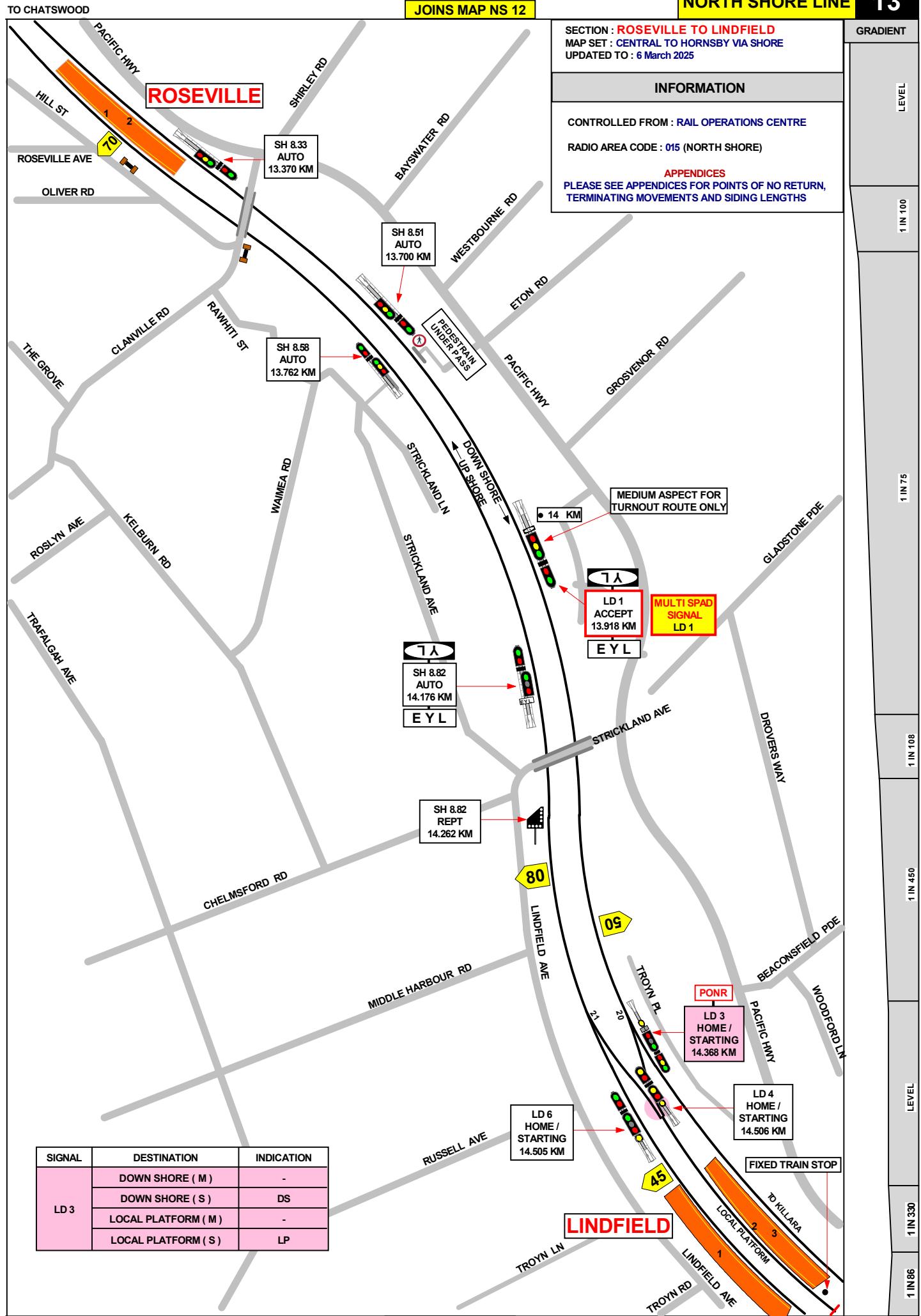
1 IN 300

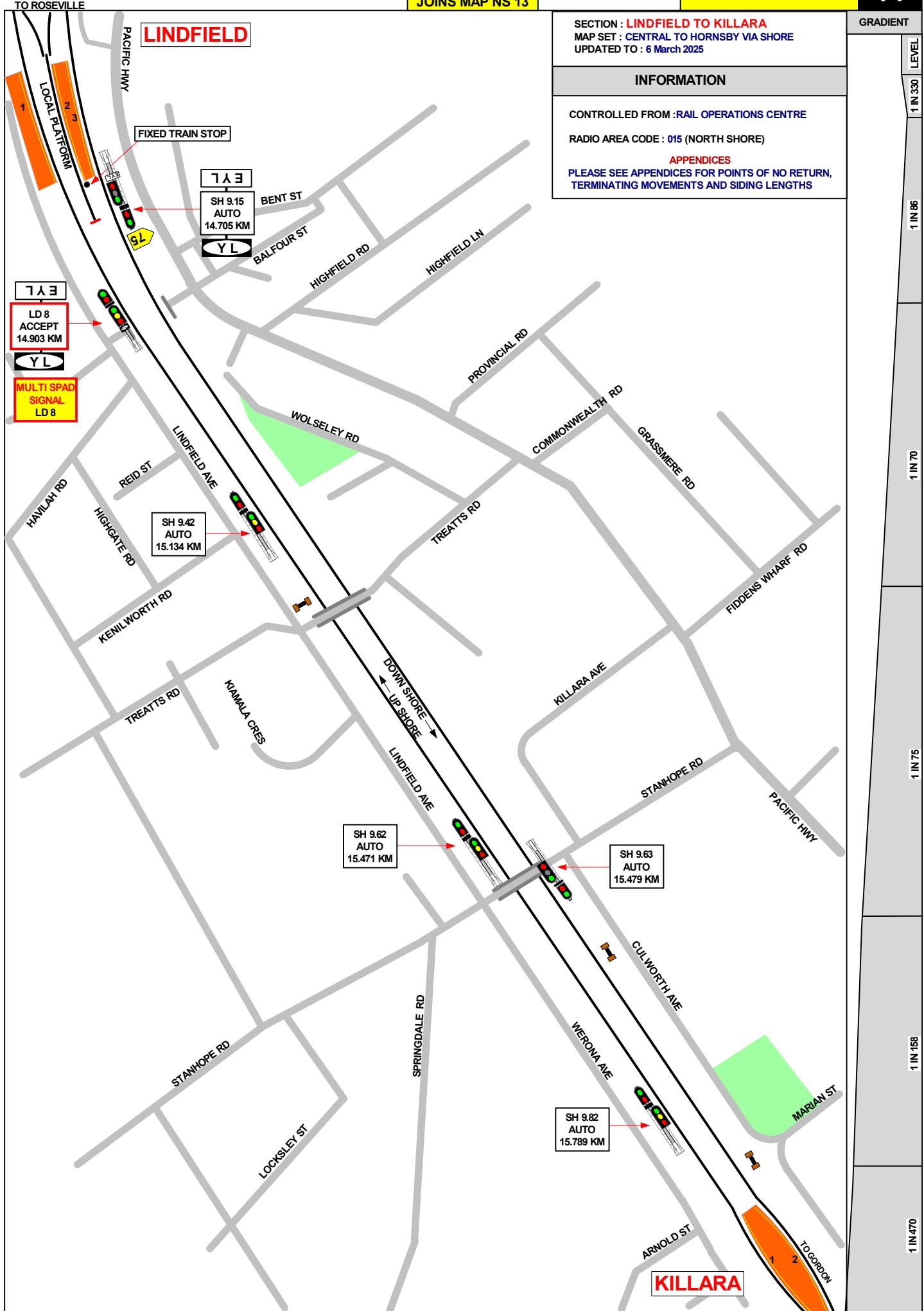
1 IN 320

1 IN 130

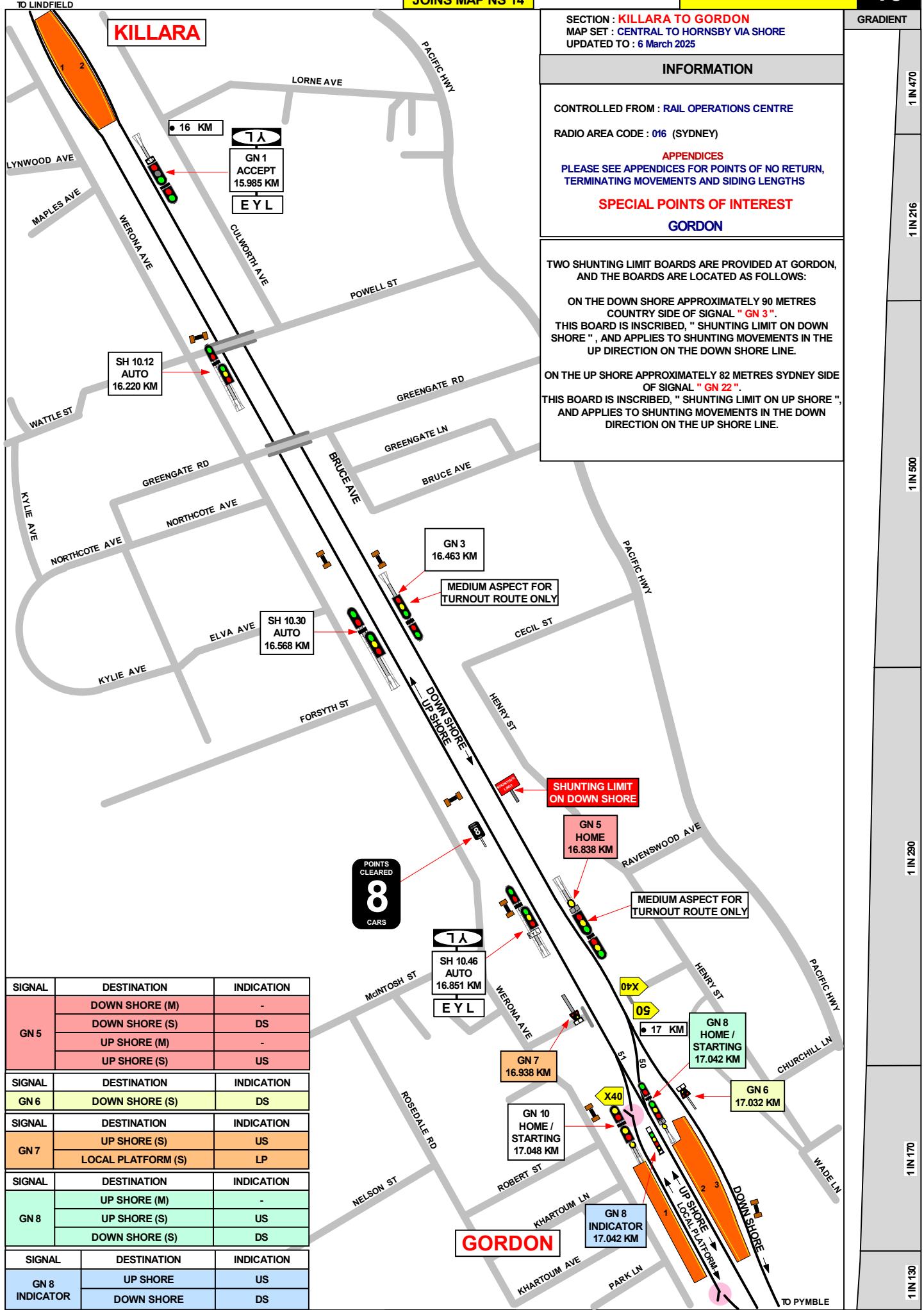
IN 70

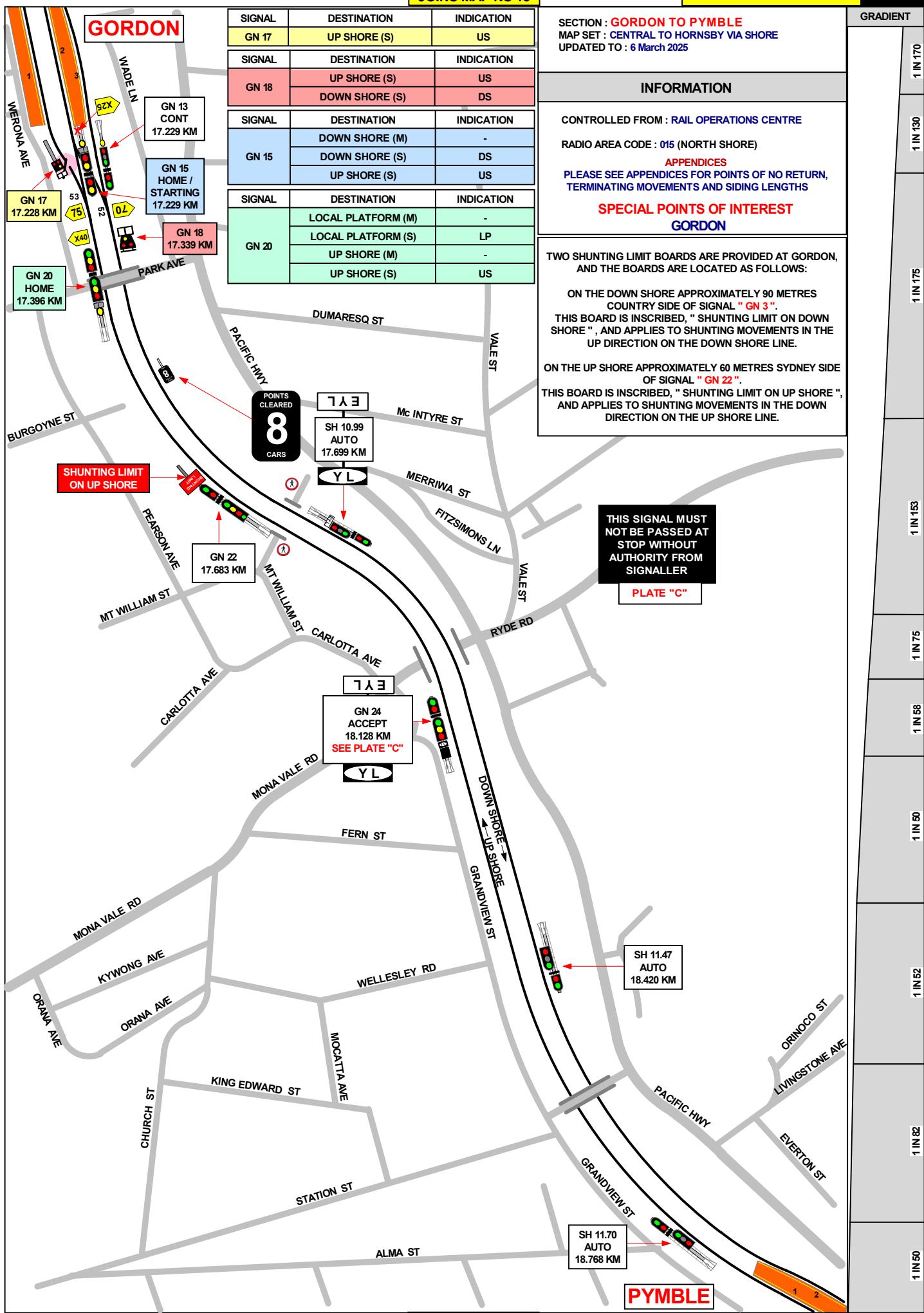
EVE





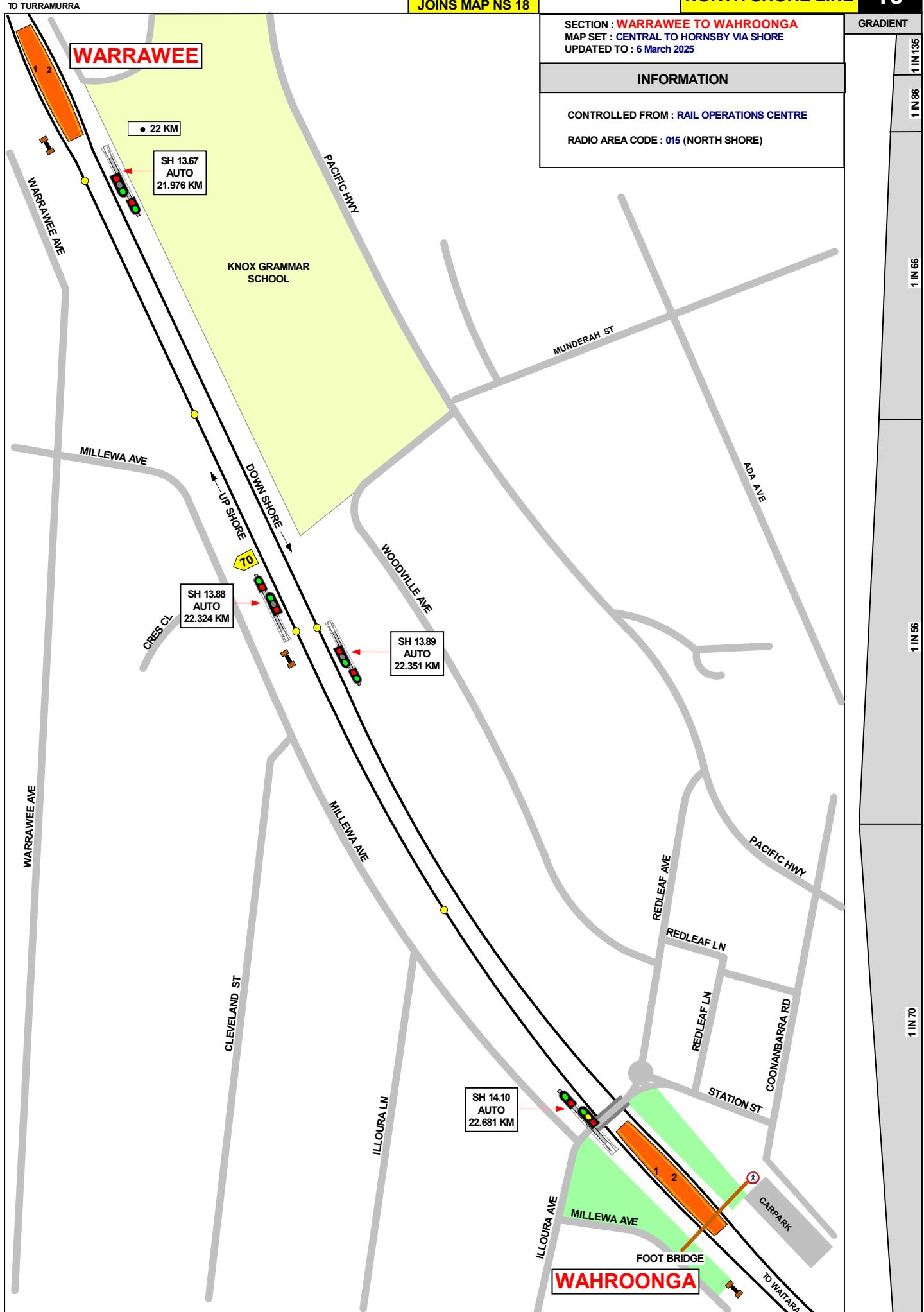
JOINS MAP NS 14

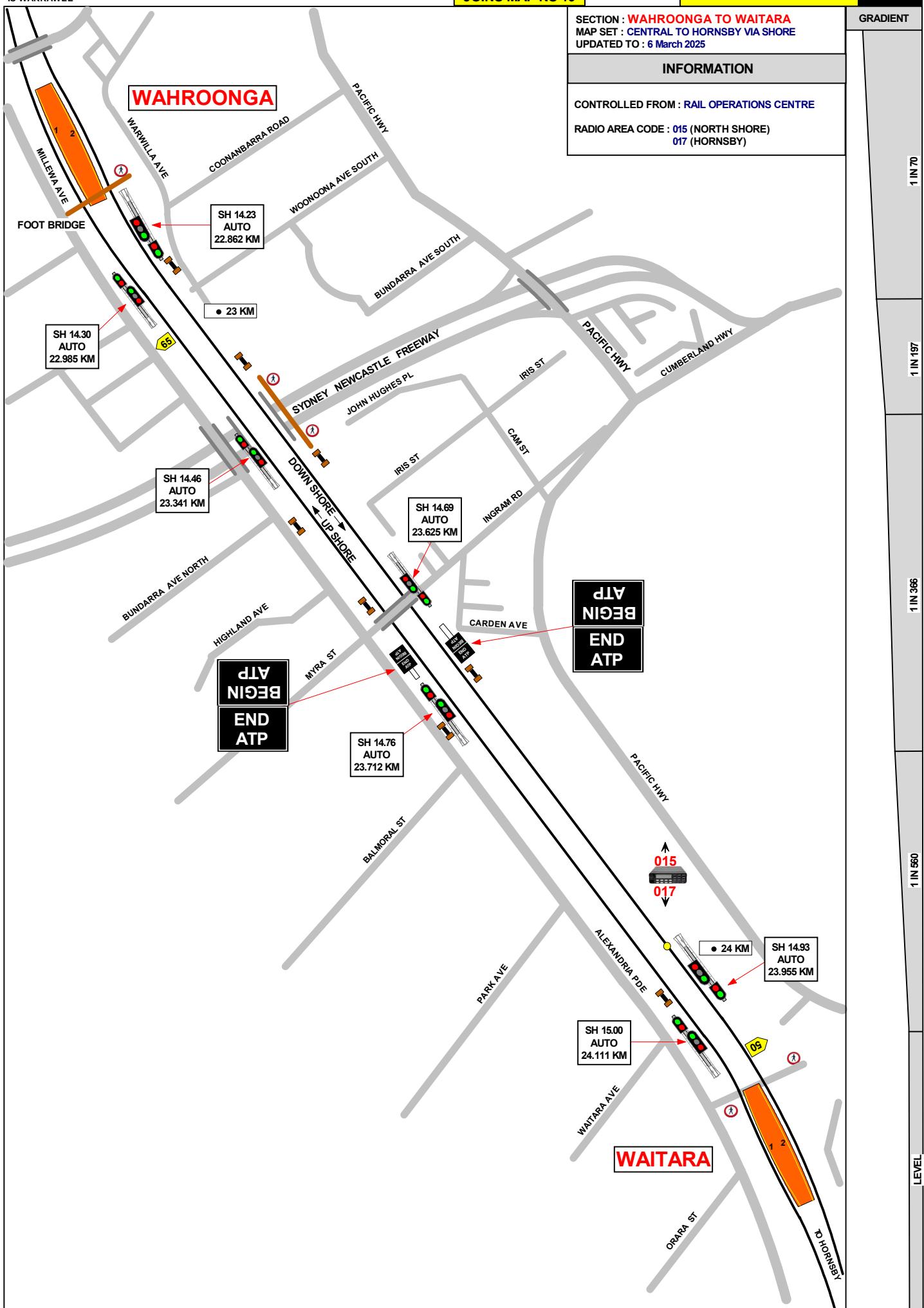


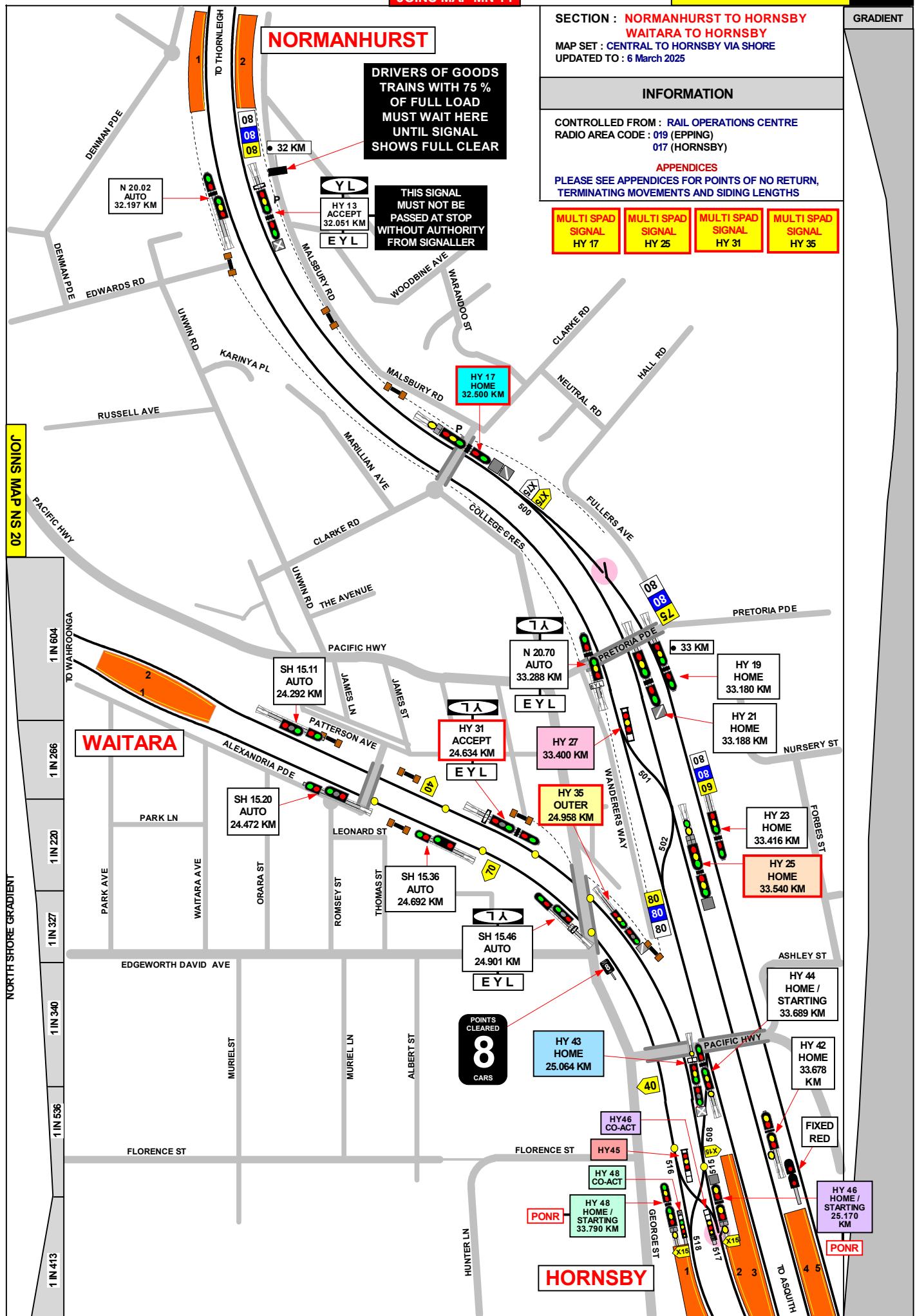




JOINS MAP NS 18







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