

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: Octoberer 2026

Version: 5.74

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**.

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Information in these diagrams is uncontrolled.

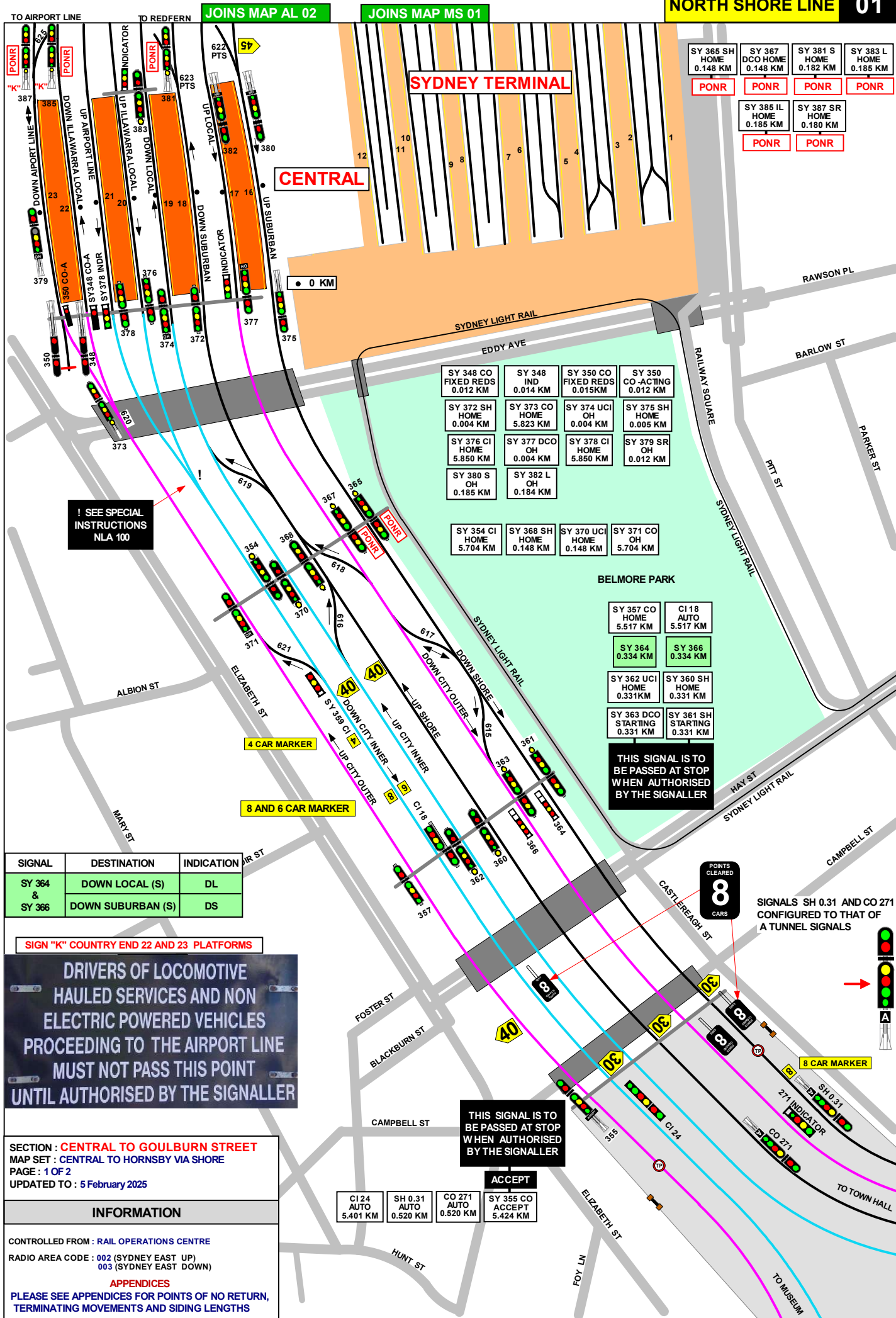
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GRADIENT

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:

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. 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

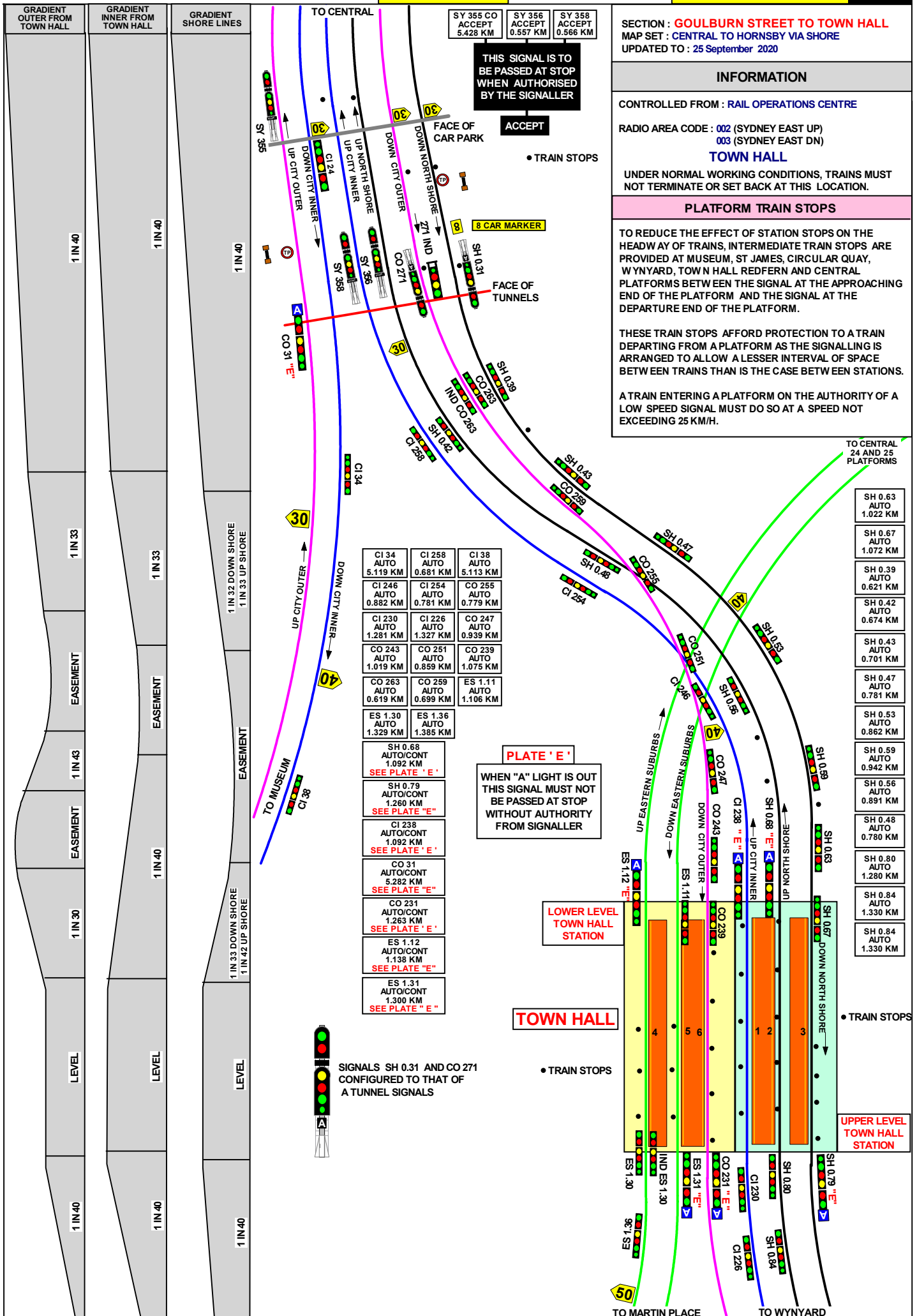




PLATE 'E'

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.

GRADIENT

LEVEL

E

1 IN 30

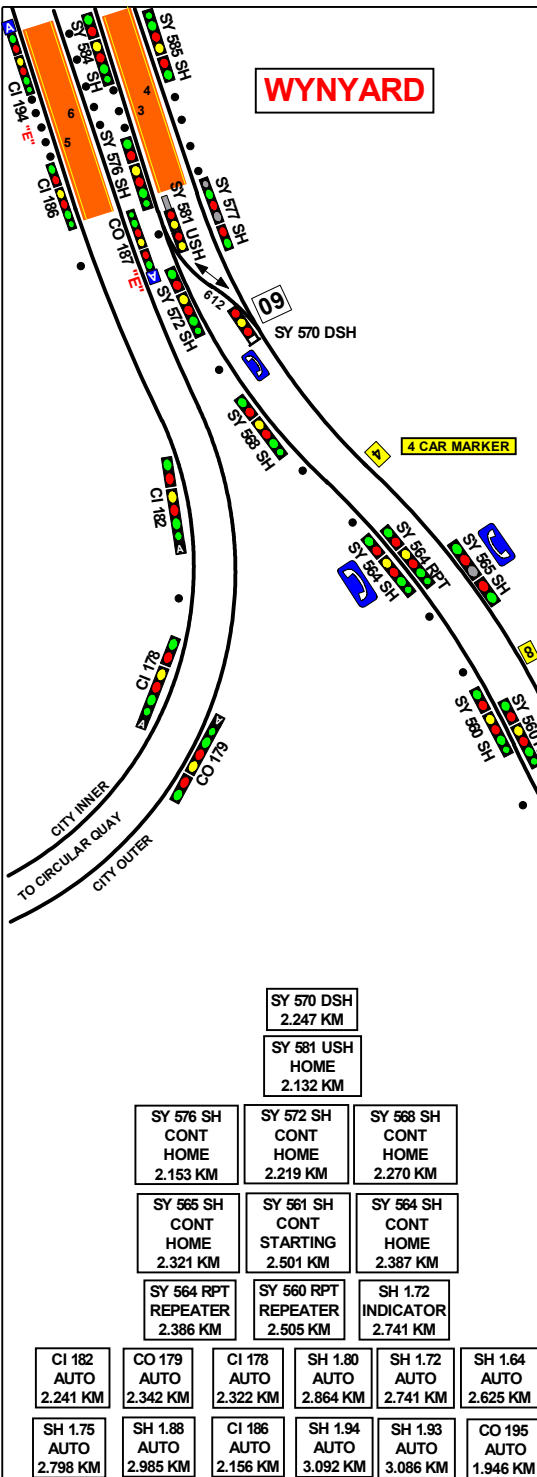
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1 IN 30

1 IN 32

1 IN 30

WYNYARD



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

• TRAIN STOPS

CONTROL
PHONE

TUNNEL MOUTH

SPEED SIGN
BEHIND OVERHEAD
STRUCTURE

40

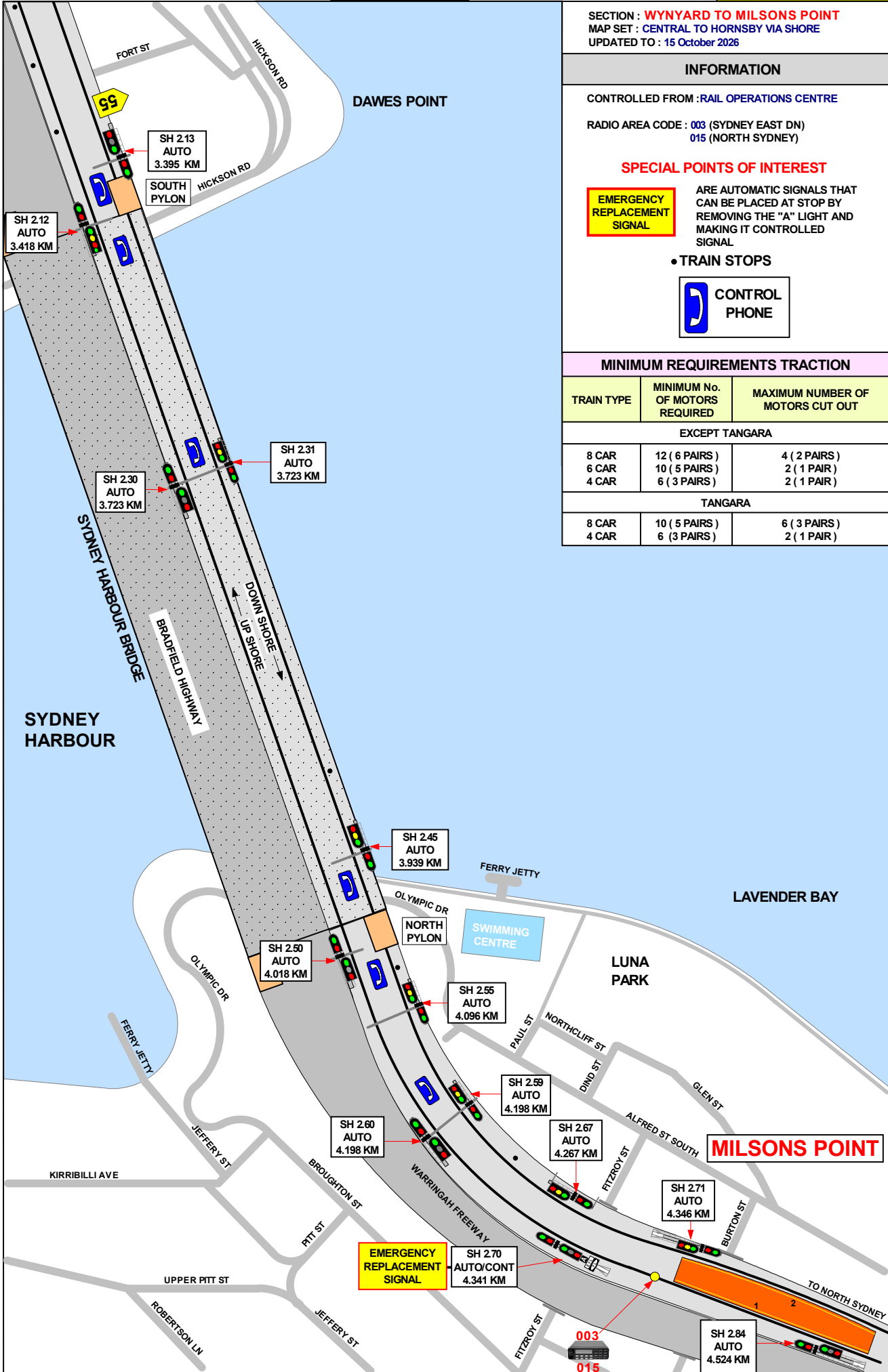
SH 1.88

SH 1.94

SH 1.93

TO MILSONS POINT

TO WYNYARD



SECTION : **WYNYARD TO MILSONS POINT**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 15 October 2026

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

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

SPECIAL POINTS OF INTEREST

**EMERGENCY
REPLACEMENT
SIGNAL**

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

• TRAIN STOPS



**CONTROL
PHONE**

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)

GRADIENT

1 IN 30

1 IN 40

1 IN 40

1 IN 38

1 IN 40

LEVEL



GRADIENT

RADIO AREA CODE : 015 (NORTH SYDNEY)

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

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

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

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.

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

NS 319 IND
INDICATOR
5 221 KM

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

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



SECTION : **NORTH SYDNEY TO WAVERTON**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 15 October 2026

CONTROLLED FROM : **RAIL OPERATION CENTRE**

RADIO AREA CODE : **015 (NORTH 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 : 15 October 2026

GRADIENT

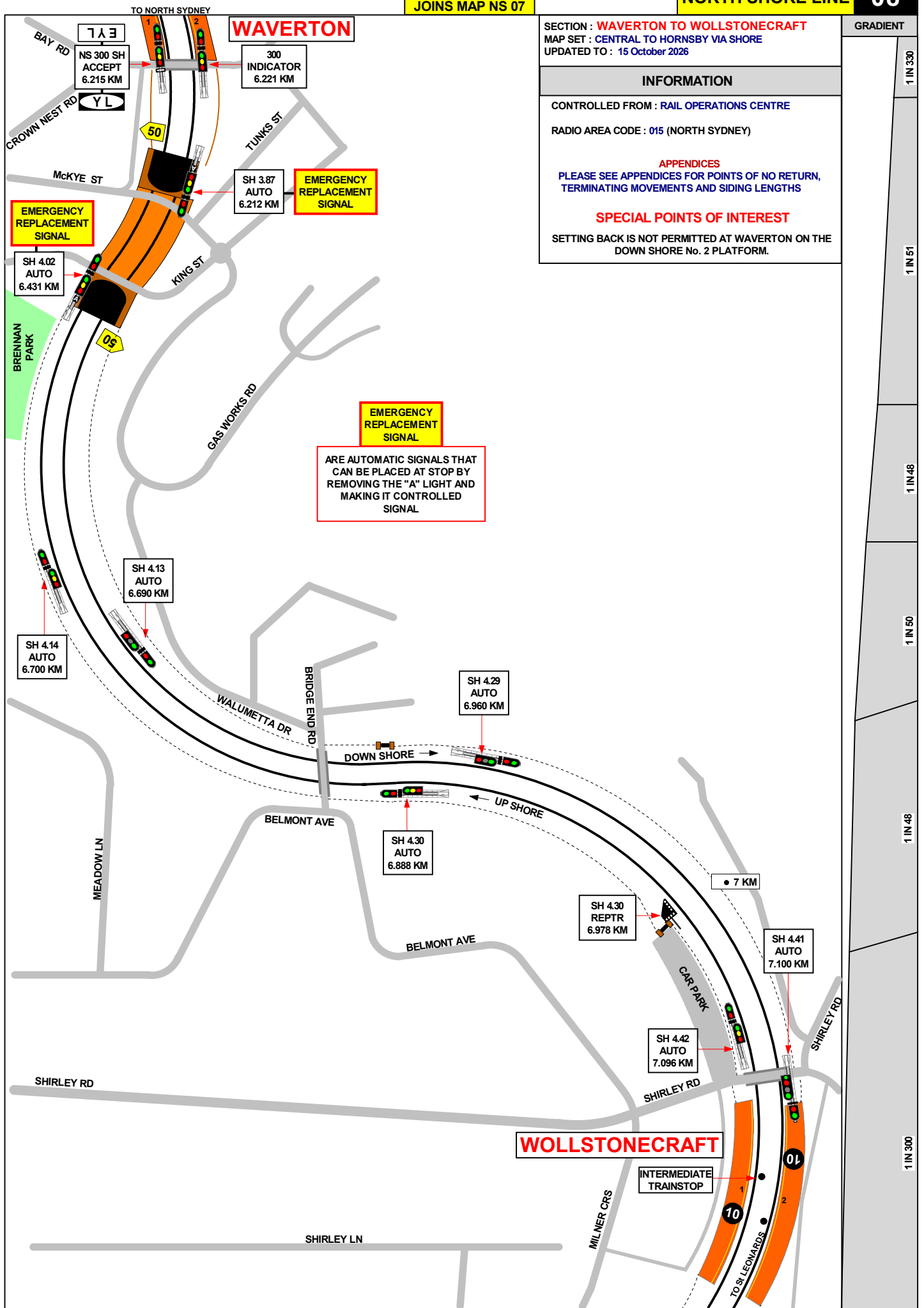
INFORMATION

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

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.

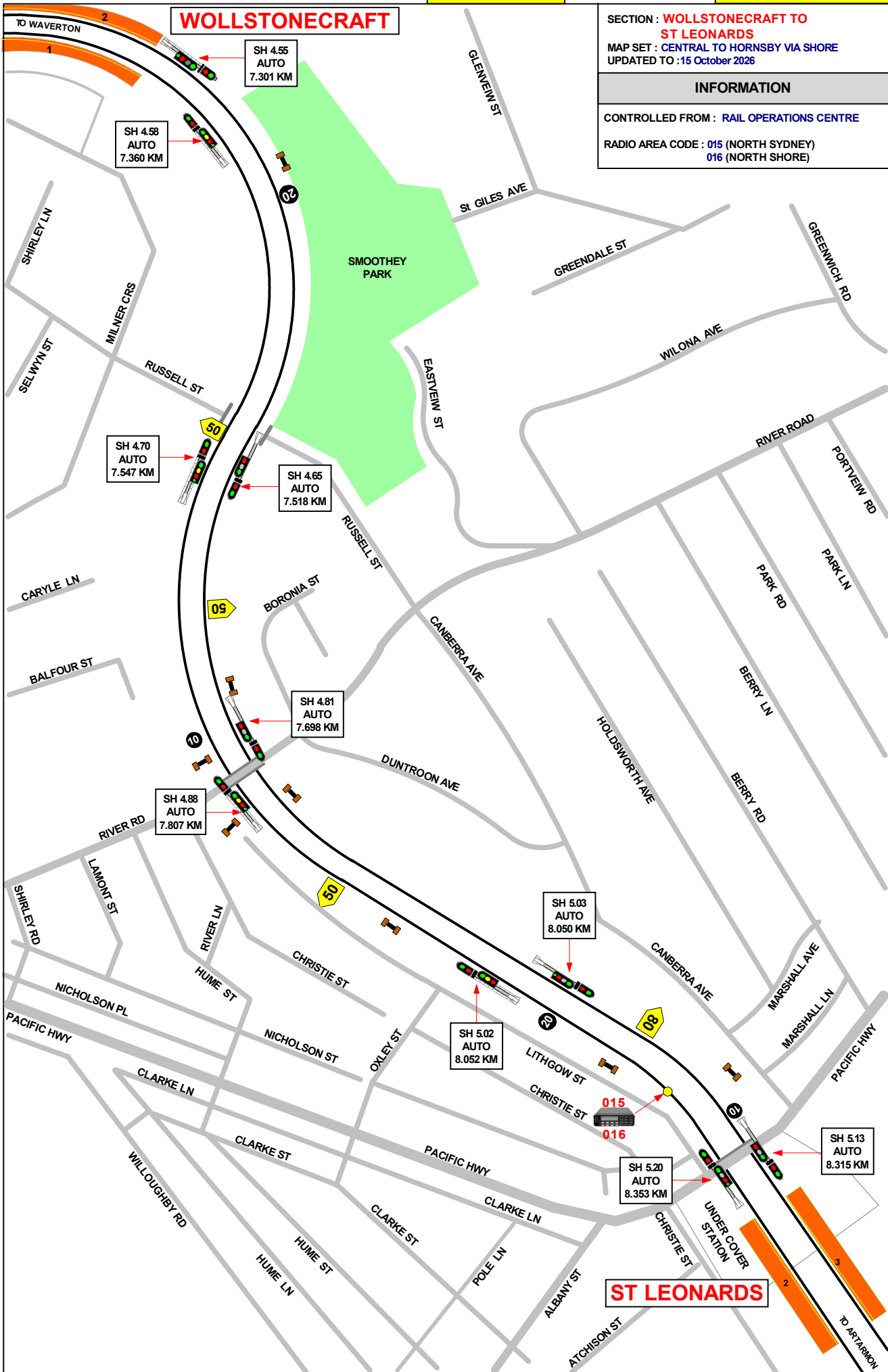
WOLLSTONECRAFT

SECTION : **WOLLSTONECRAFT TO ST LEONARDS**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 15 October 2026

INFORMATION

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

GRADIENT



1 IN 300

1 IN 56

1 IN 50

1 IN 48

1 IN 181

1 IN 395

ST LEONARDSSH 5.31
AUTO
8.751 KMGORE HILL
PARKROYAL
SHORE
HOSPITALNORTH SHORE
PRIVATE HOSPITAL

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.

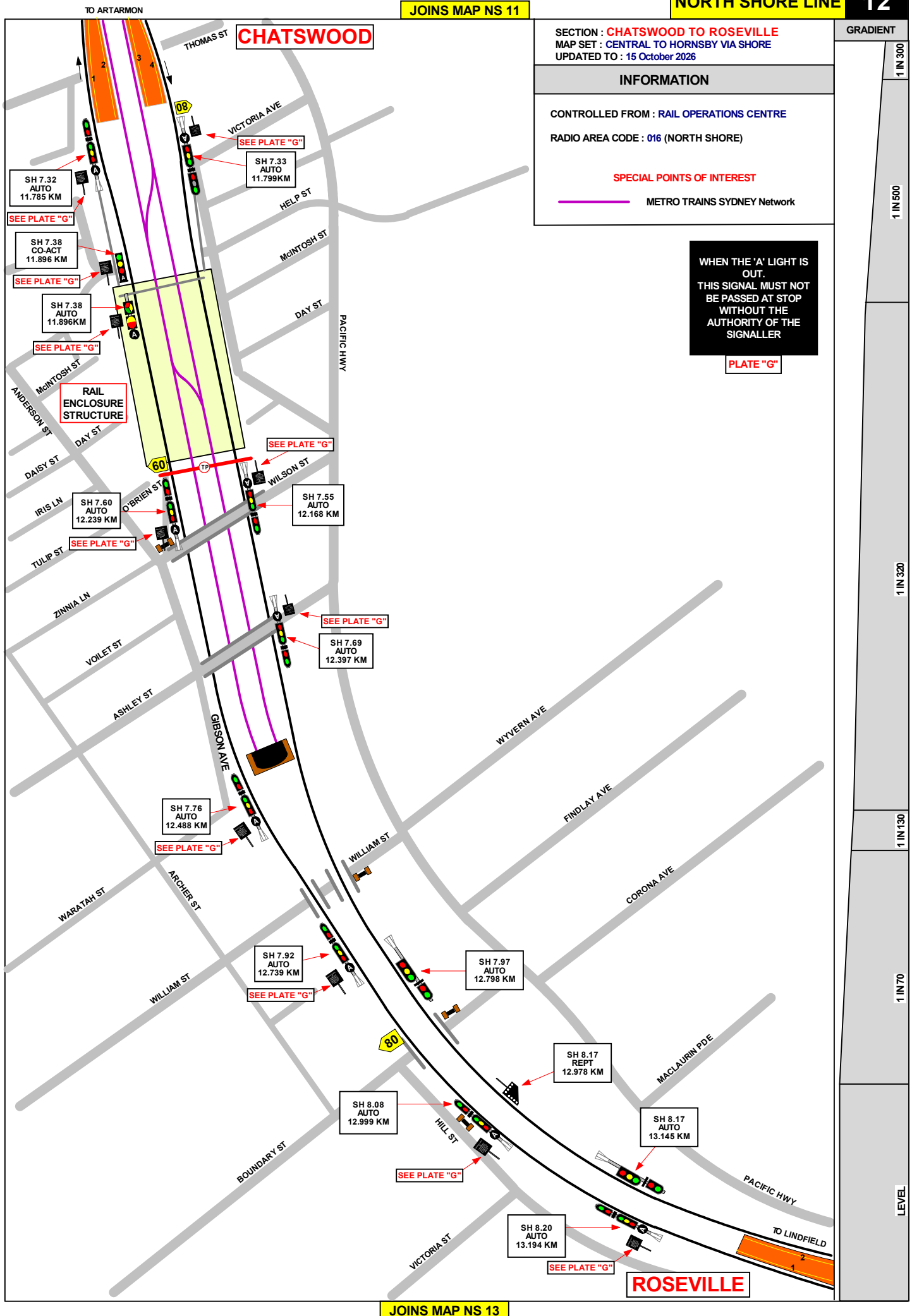
PLATE "D"

SECTION : **ST LEONARDS TO ARTARMON**MAP SET : **CENTRAL TO HORNSBY VIA SHORE**

UPDATED TO : 15 October 2026

INFORMATIONCONTROLLED FROM : **RAIL OPERATIONS CENTRE**RADIO AREA CODE : **016 (NORTH SHORE)****APPENDICES**PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,
TERMINATING MOVEMENTS AND SIDING LENGTHS**SPECIAL POINTS OF INTEREST****ST LEONARDS**SH 5.32
AUTO
8.561 KMSH 5.40
AUTO
8.756 KMSH 5.60
AUTO
8.982 KMSH 5.59
AUTO
8.964 KMSH 5.80
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9.455 KMSH 6.01
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9.591 KMSH 6.02
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9.657 KMSH 6.19
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10.203 KMSH 6.35
AUTO
10.196 KMSH 6.38
AUTO
10.203 KMSH 6.35
AUTO
10.196 KMSH 6.38
AUTO
10.203 KMSH 6.35
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10.196 KMSH 6.38
AUTO
10.203 KMSH 6.35
AUTO
10.196 KMSH 6.38
AUTO
10.203 KMSH 6.35
AUTO
10.196 KMSH 6.38
AUTO
10.203 KM





SECTION : **ROSEVILLE TO LINDFIELD**
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 15 October 2026

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 016 (NORTH SHORE)

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

GRADIENT

LEVEL

1 IN 100

1 IN 75

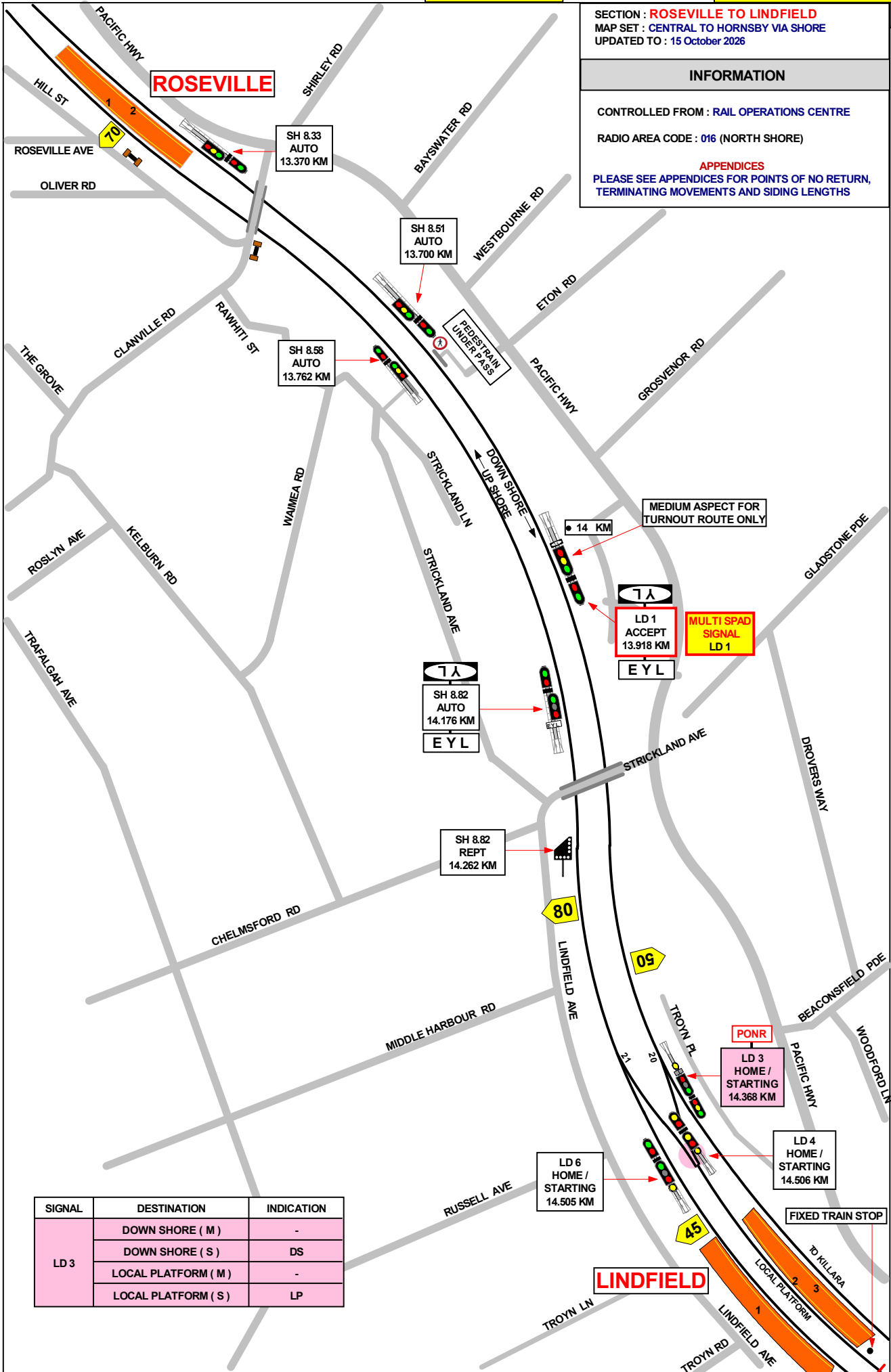
1 IN 108

1 IN 450

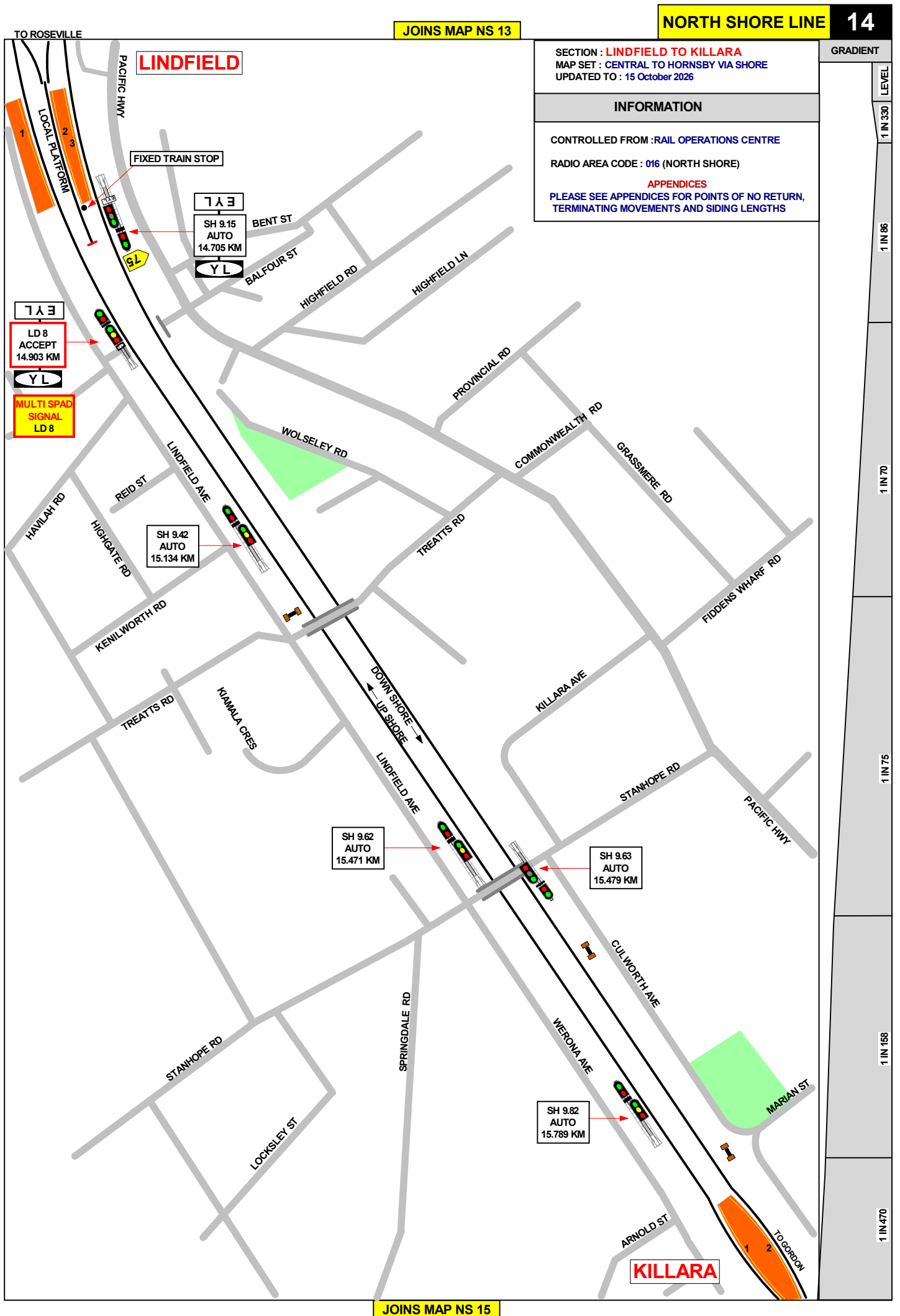
LEVEL

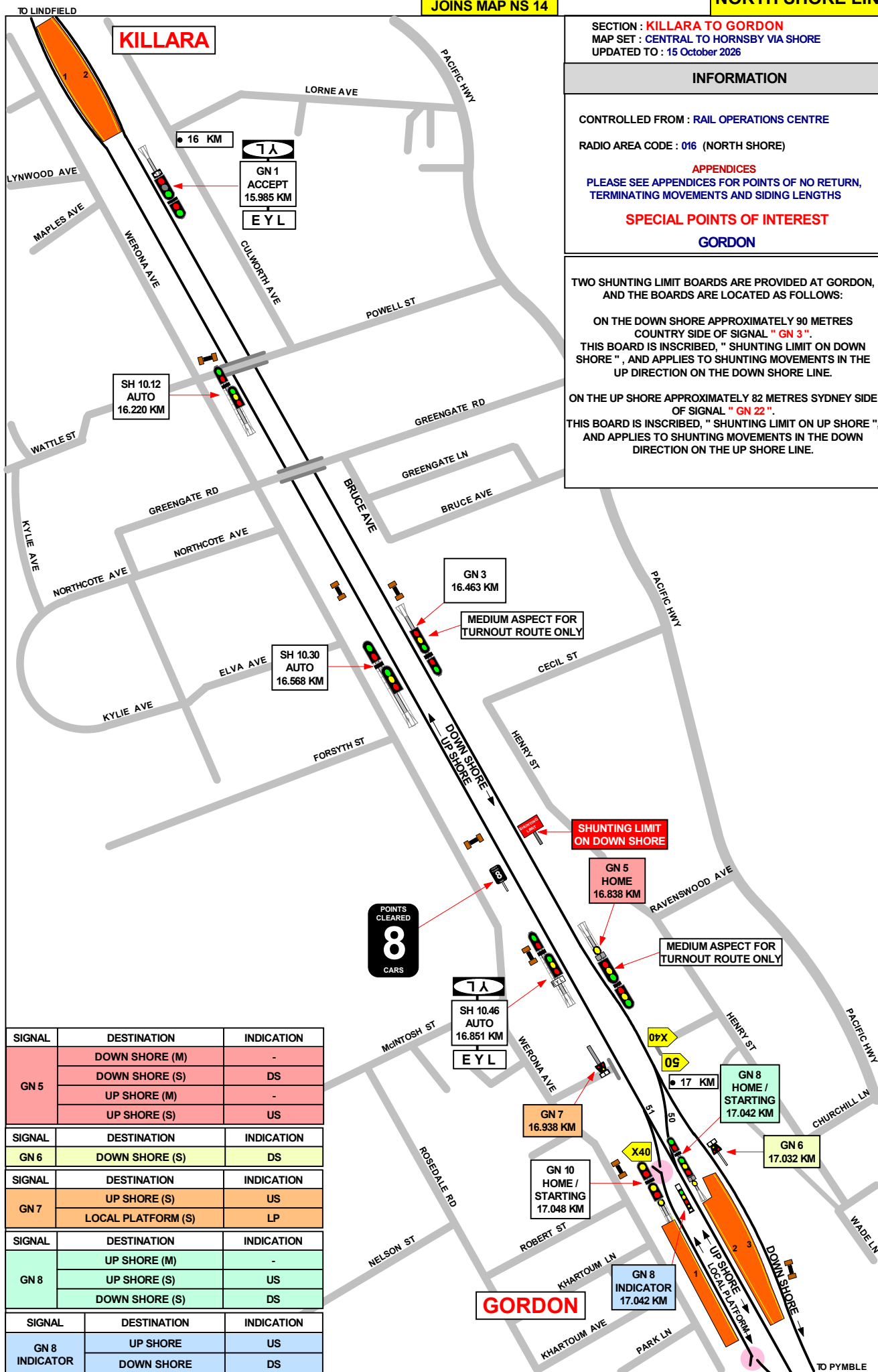
1 IN 330

1 IN 86

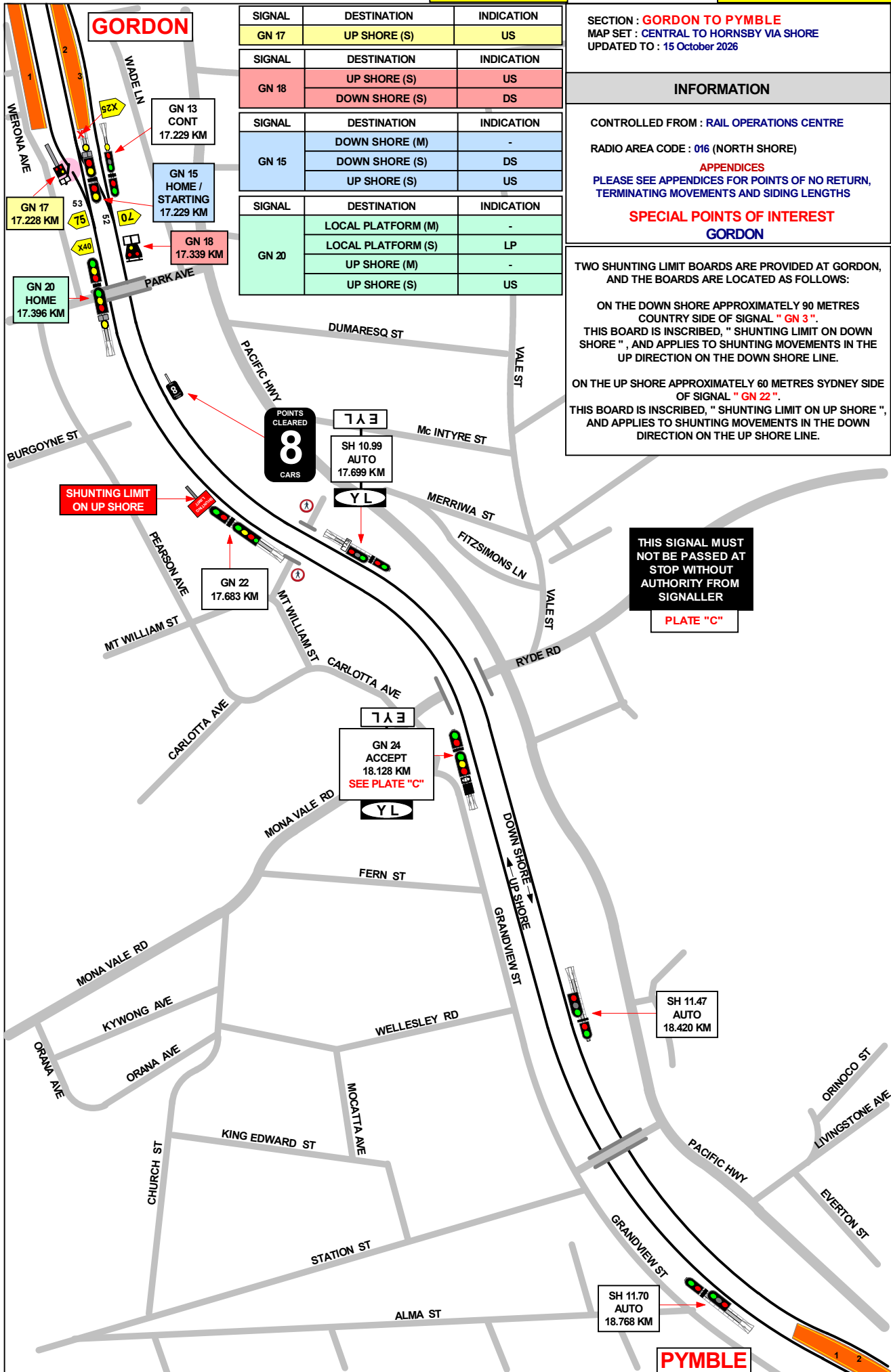


SIGNAL	DESTINATION	INDICATION
LD 3	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
	LOCAL PLATFORM (M)	-
	LOCAL PLATFORM (S)	LP





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



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

SECTION : **GORDON TO PYMBLE**
 MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
 UPDATED TO : 15 October 2026

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **016 (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"

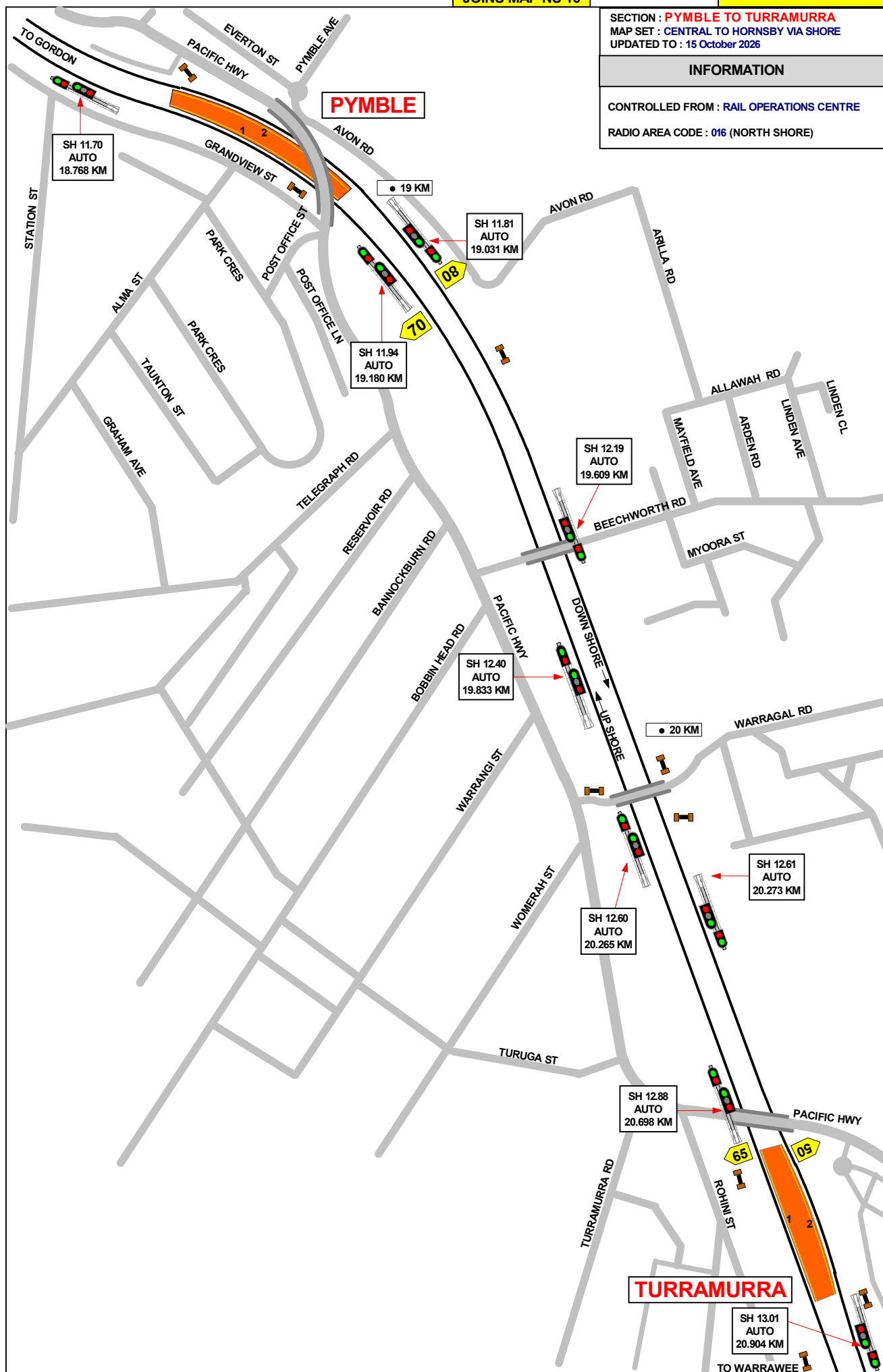
GRADIENT
1 IN 170
1 IN 130
1 IN 175
1 IN 153
1 IN 75
1 IN 58
1 IN 50
1 IN 52
1 IN 82
1 IN 50

SECTION : **PYMBLE TO TURRAMURRA**
MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
UPDATED TO : 15 October 2026

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **016** (NORTH SHORE)



TO PYMBLE

JOINS MAP NS 17

NORTH SHORE LINE

18

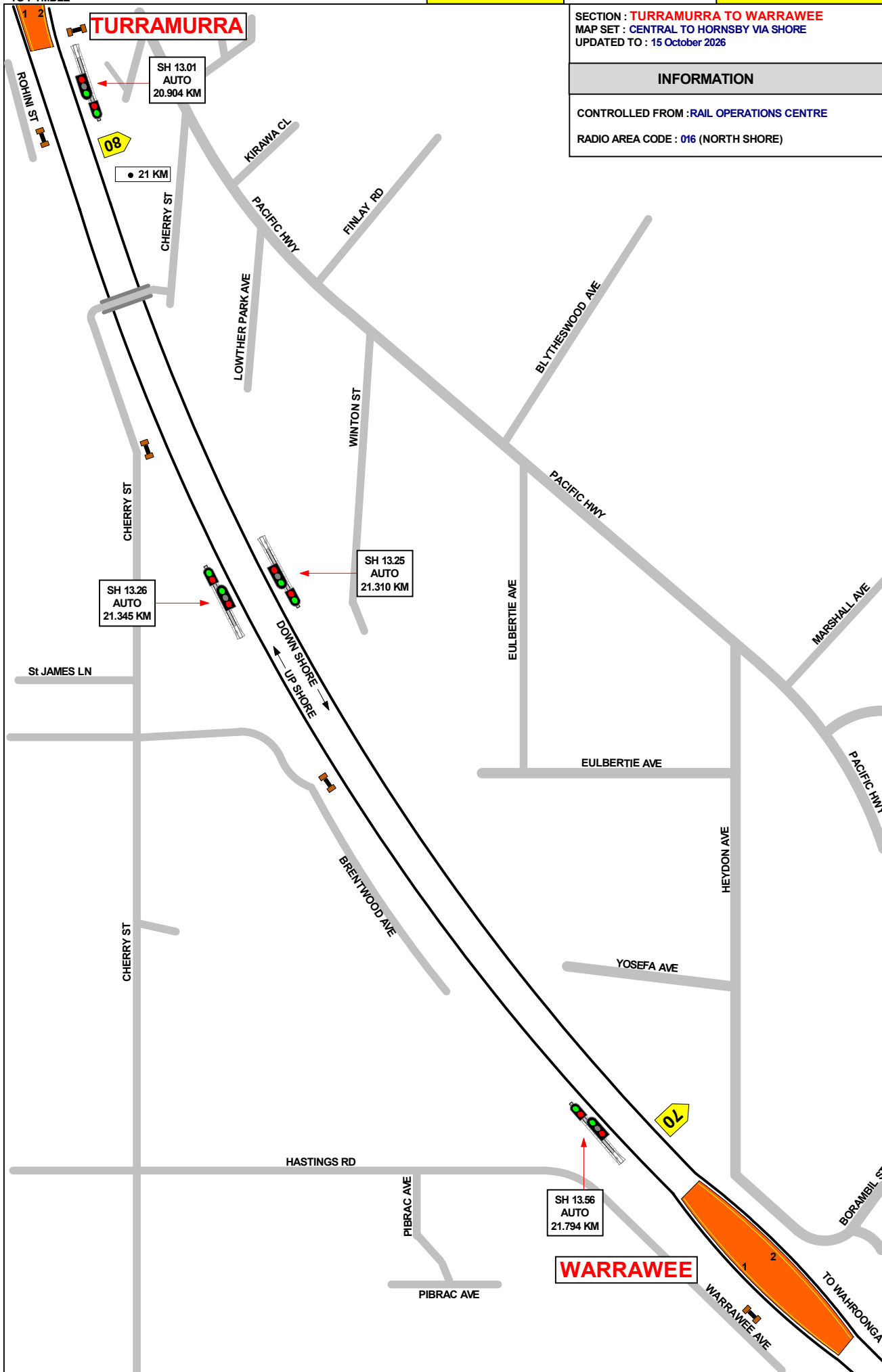
SECTION : **TURRAMURRA TO WARRAWEE**
MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
UPDATED TO : 15 October 2026

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **016 (NORTH SHORE)**

GRADIENT



JOINS MAP NS 19

1 IN 82

1 IN 129

1 IN 116

1 IN 135

1 IN 86

SECTION : **WARRAWEE TO WAHROONGA**
MAP SET : **CENTRAL TO HORNSBY VIA SHORE**
UPDATED TO : 15 October 2026

INFORMATION

CONTROLLED FROM : **RAIL OPERATIONS CENTRE**

RADIO AREA CODE : **016 (NORTH SHORE)**

GRADIENT

1 IN 135

1 IN 86

1 IN 66

1 IN 56

1 IN 70

WARRAWEE

• 22 KM

SH 13.67
AUTO
21.976 KM

KNOX GRAMMAR
SCHOOL

PACIFIC HWY

MUNDERAH ST

ADA AVE

MILLEWA AVE

UP SHORE

70

SH 13.88
AUTO
22.324 KM

WOODVILLE AVE

SH 13.89
AUTO
22.351 KM

WARRAWEE AVE

MILLEWA AVE

CLEVELAND ST

ILLOURA LN

REDLEAF AVE

REDLEAF LN

PACIFIC HWY

REDLEAF LN

COONABARRA RD

STATION ST

SH 14.10
AUTO
22.681 KM

ILLOURA AVE

MILLEWA AVE

FOOT BRIDGE

WAHROONGA

CARPARK

TO WAITARA

SECTION : WAHROONGA TO WAITARA
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 15 October 2026

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 016 (NORTH SHORE)
017 (HORNSBY)

GRADIENT

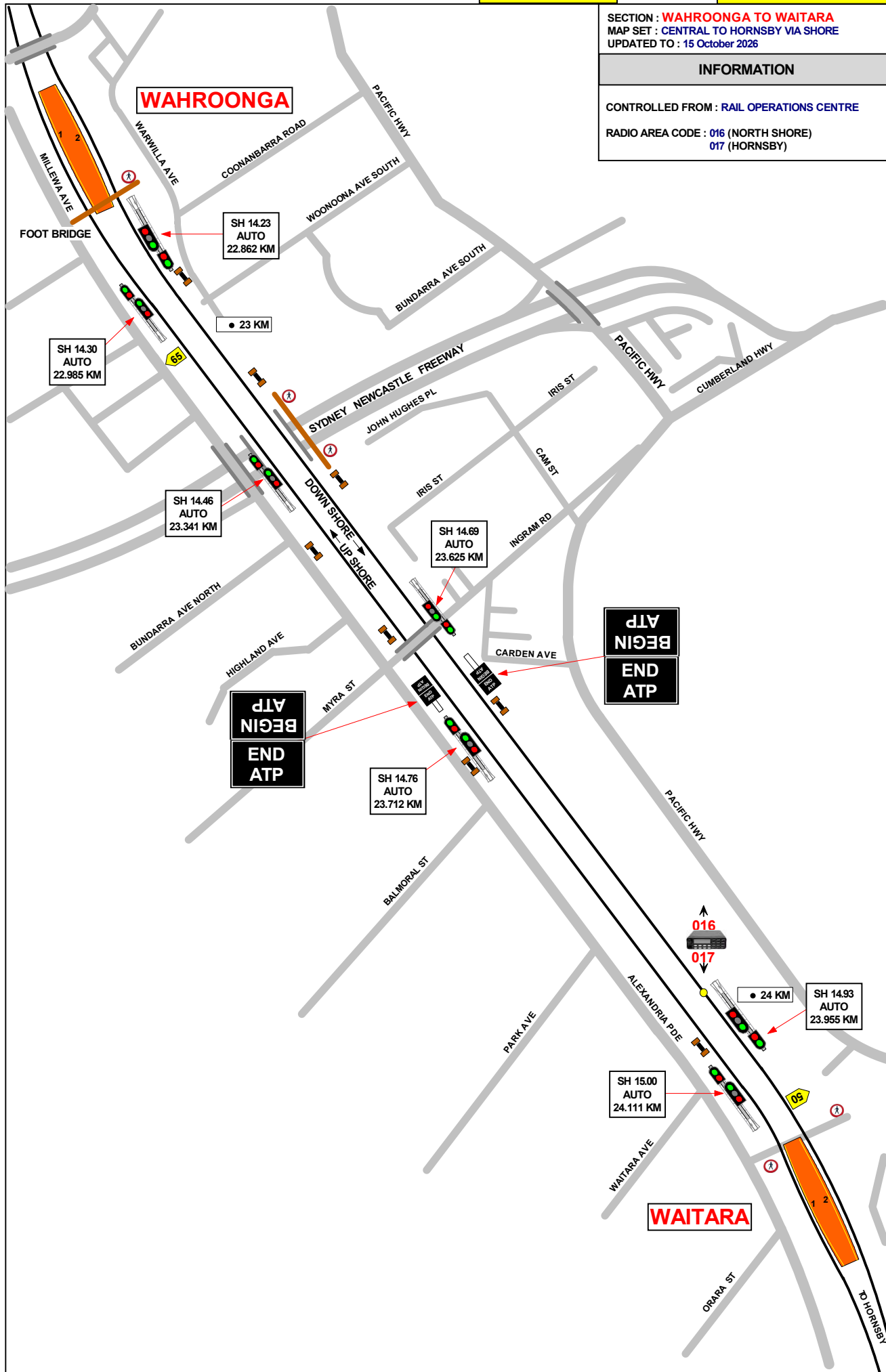
1 IN 70

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

INFORMATION

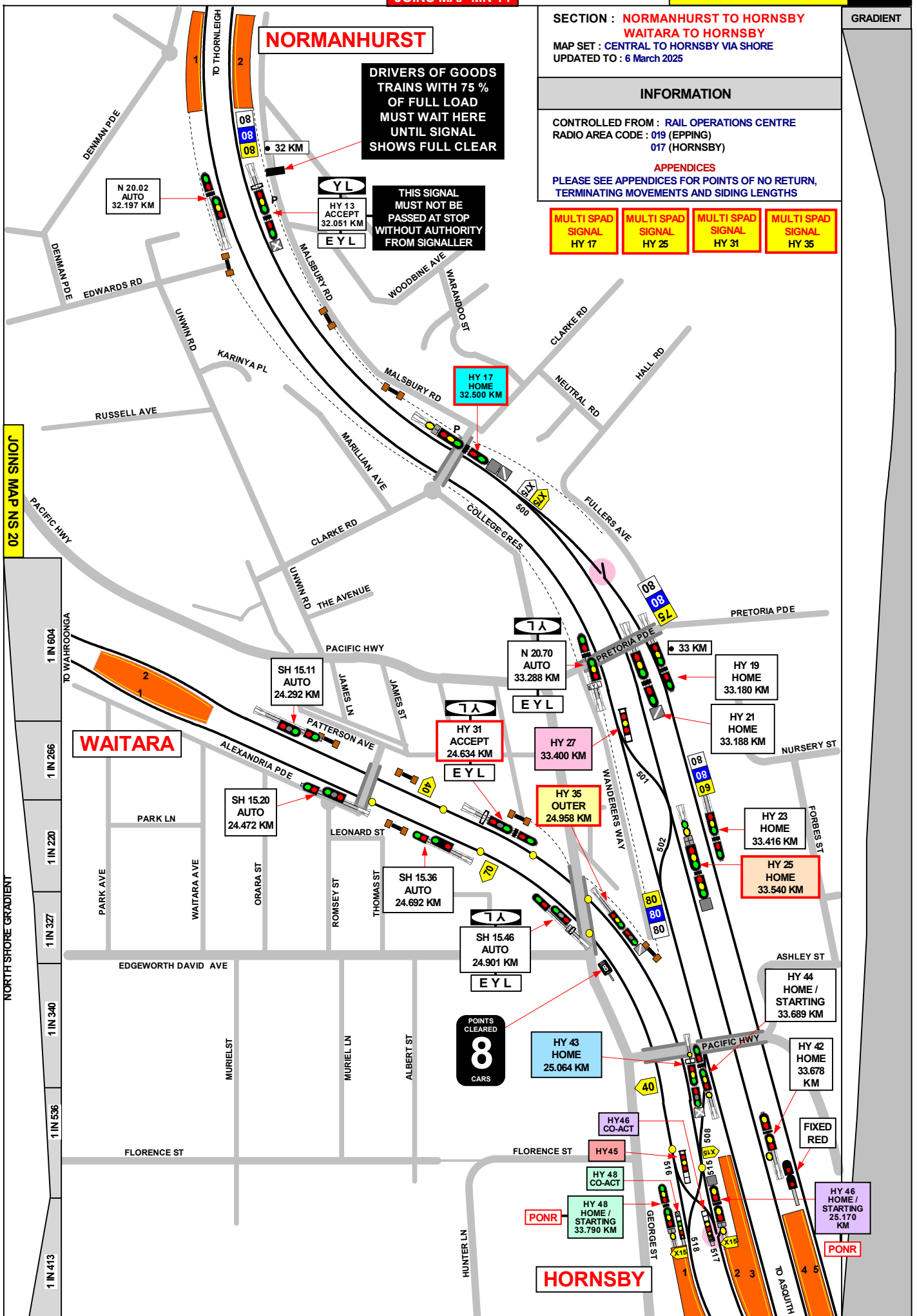
CONTROLLED FROM : **RAIL OPERATIONS CENTRE**
RADIO AREA CODE : **019 (EPPING)**
017 (HORNSBY)

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



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