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: October 2026

Version: 5.75

Explanatory Notes:

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

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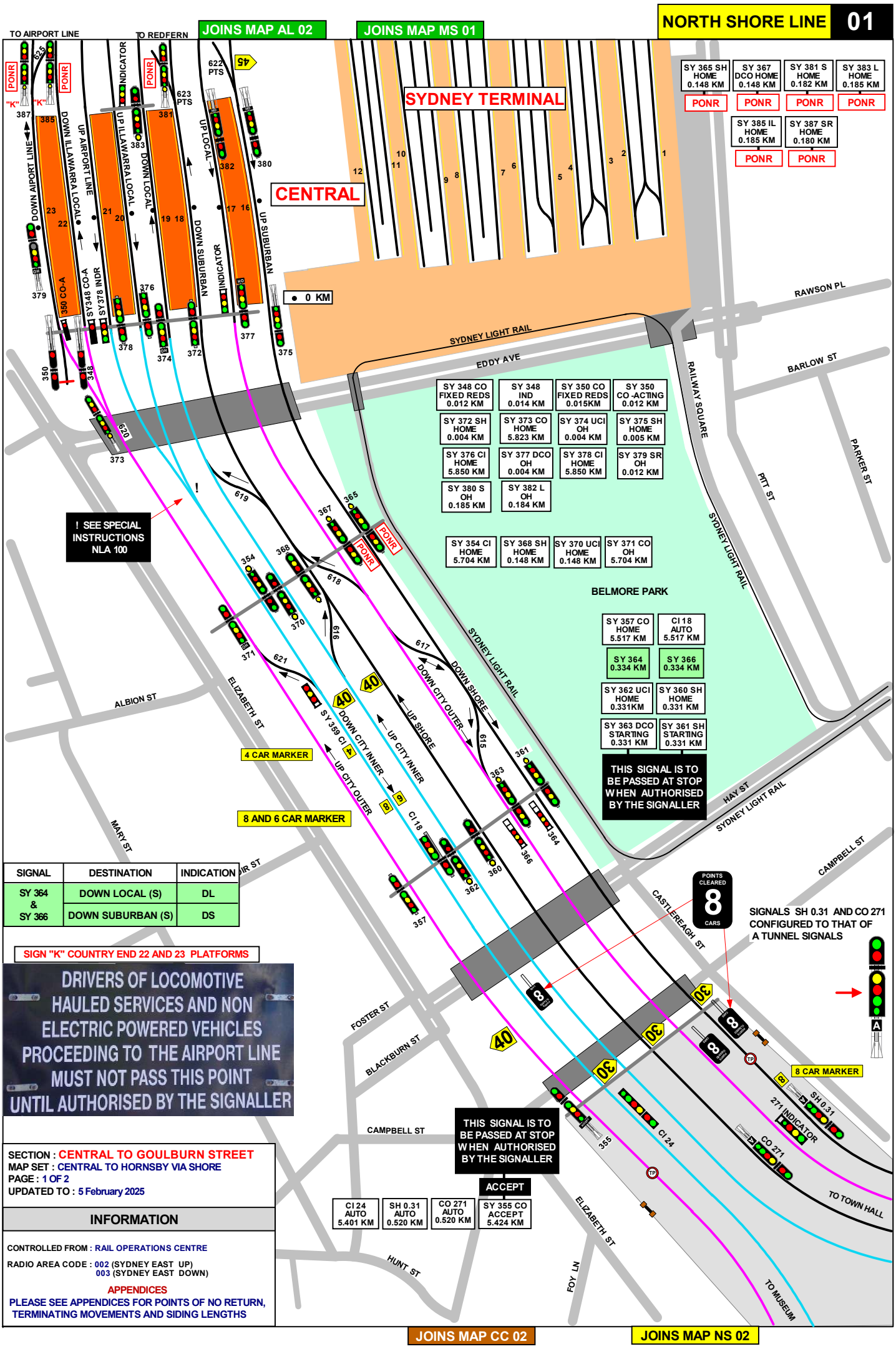


SIGNAL	DESTINATION	INDICATION
SY 364 & SY 366	DOWN LOCAL (S)	DL
	DOWN SUBURBAN (S)	DS

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

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

JOINS MAP NS 01

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

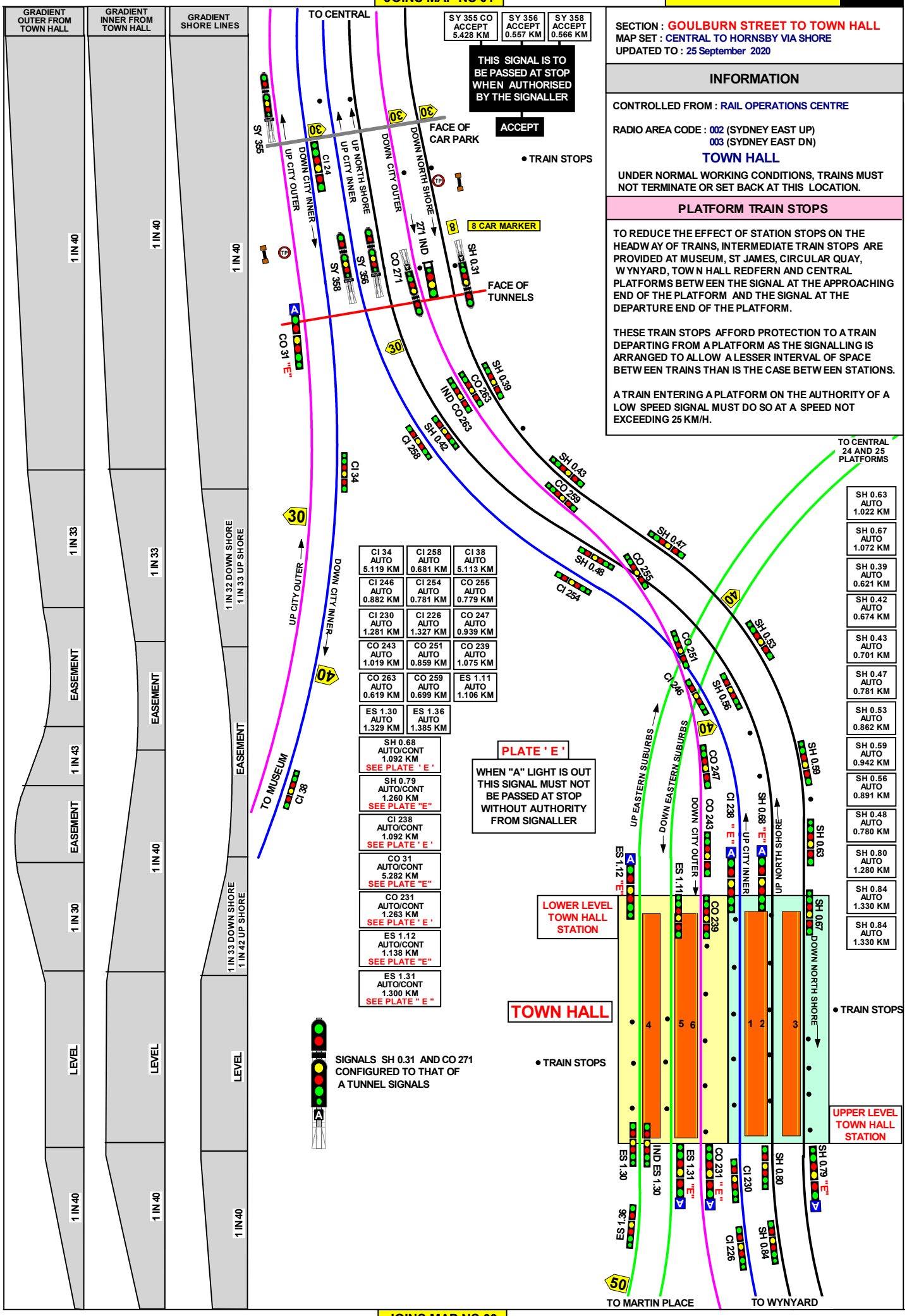
UNDER NORMAL WORKING CONDITIONS, TRAINS MUST NOT TERMINATE OR SET BACK AT THIS LOCATION.

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.



JOINS MAP NS 03

JOINS MAP NS 02

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

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

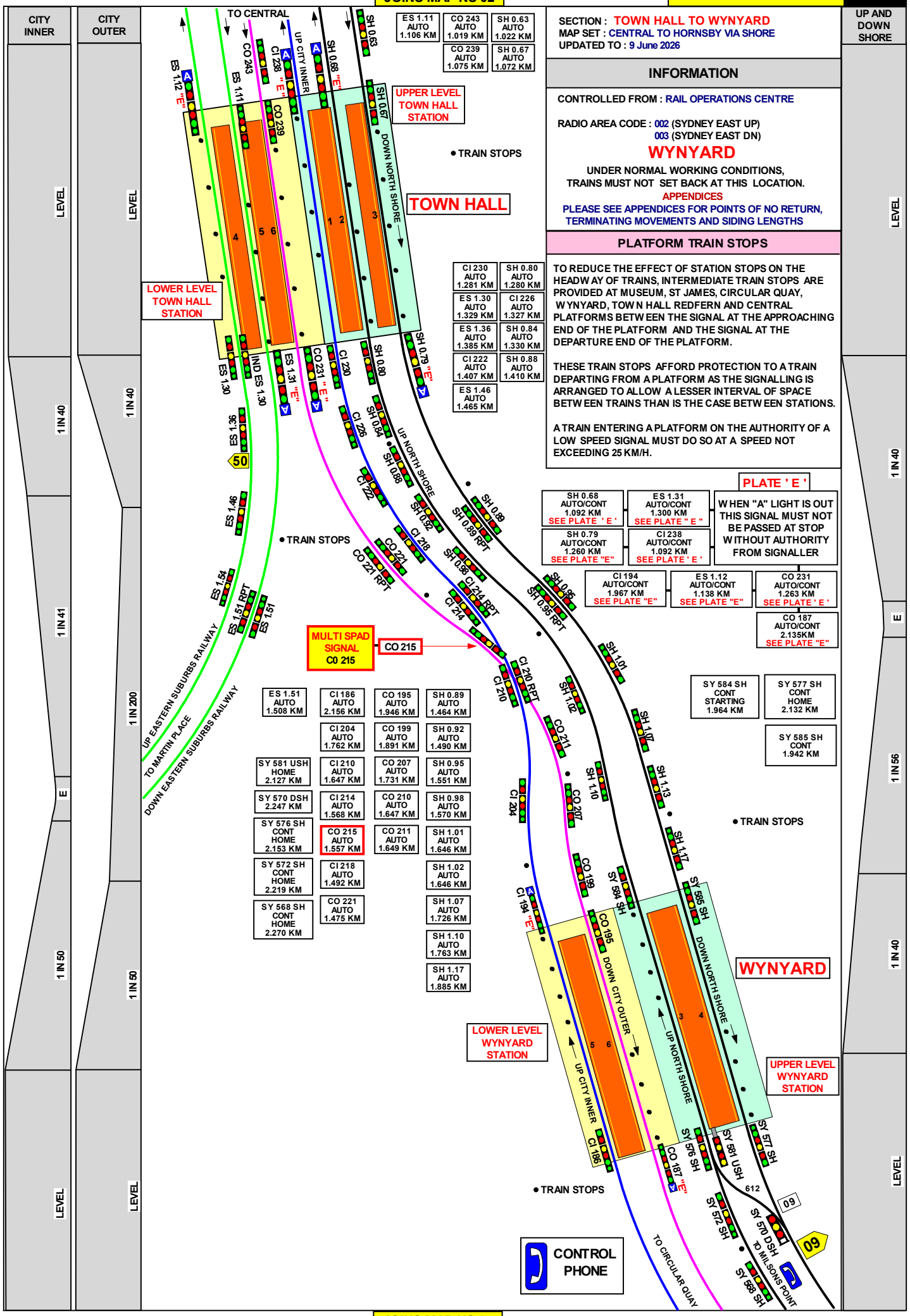
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

PLATFORM TRAIN STOPS

TO REDUCE THE EFFECT OF STATION STOPS ON THE 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.



JOINS MAP NS 04

JOINS MAP NS 03

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)

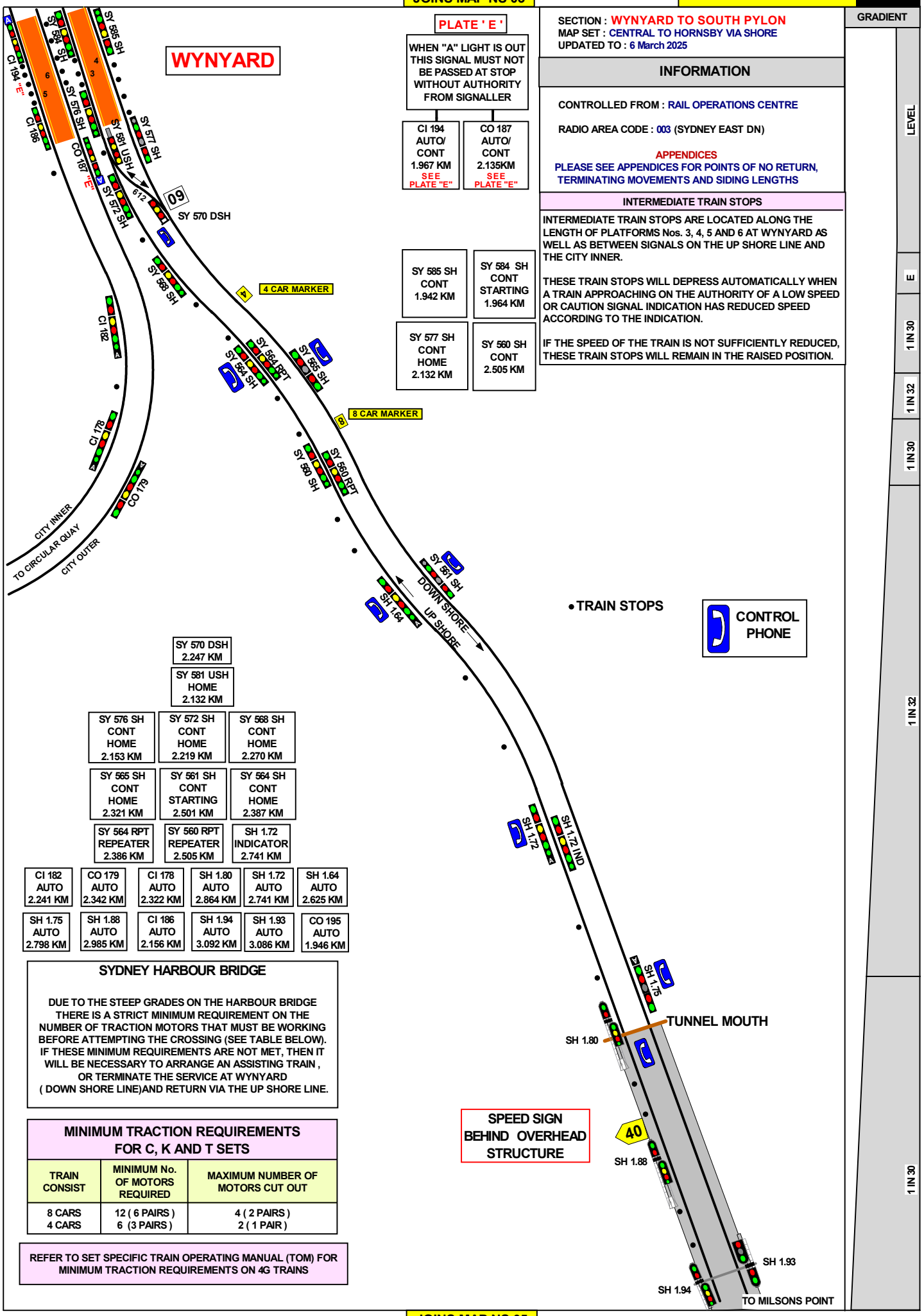
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

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.



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.

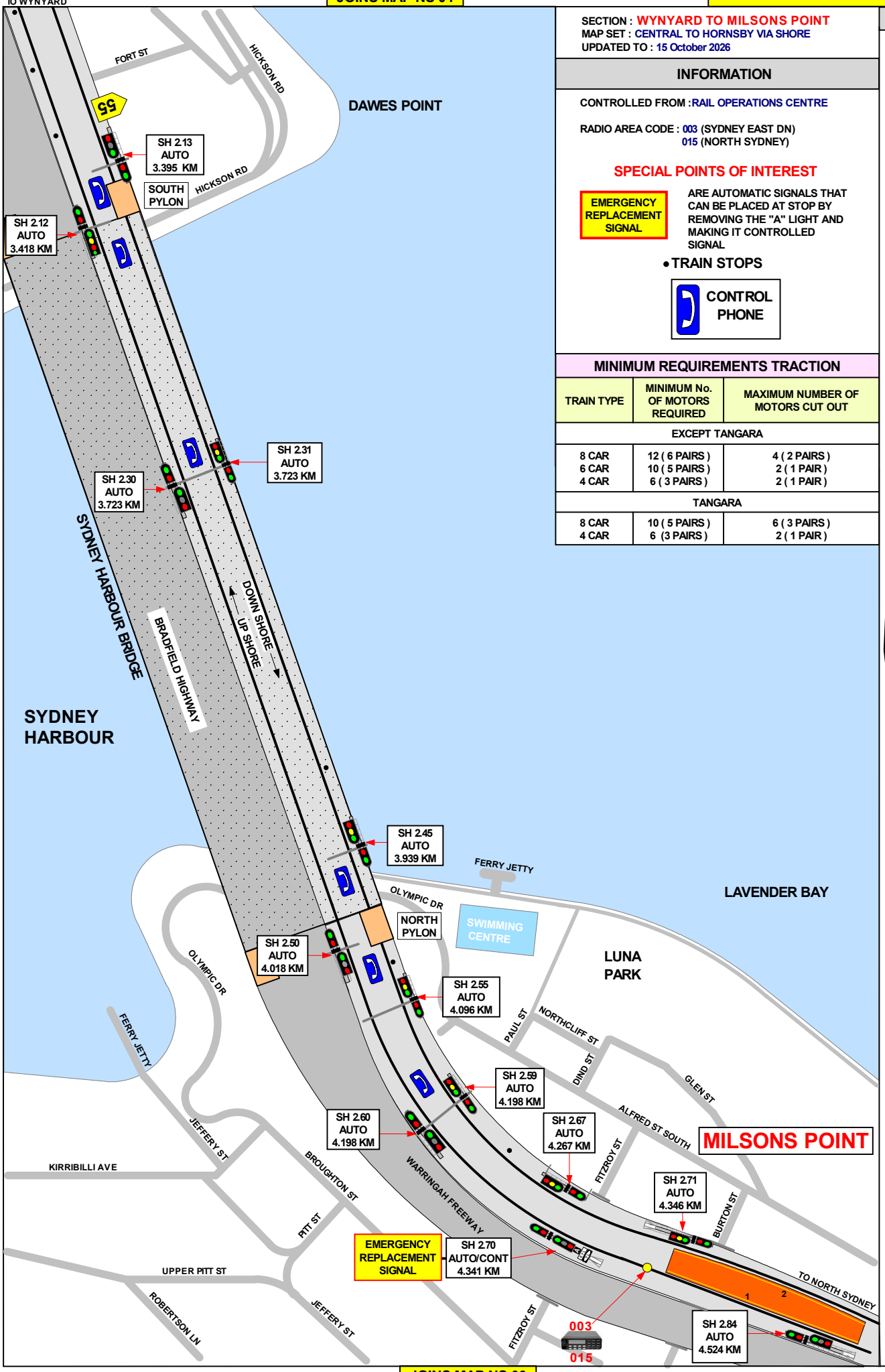
MINIMUM TRACTION REQUIREMENTS FOR C, K AND T SETS

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

JOINS MAP NS 05

JOINS MAP NS 04



JOINS MAP NS 06

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

1IN 40

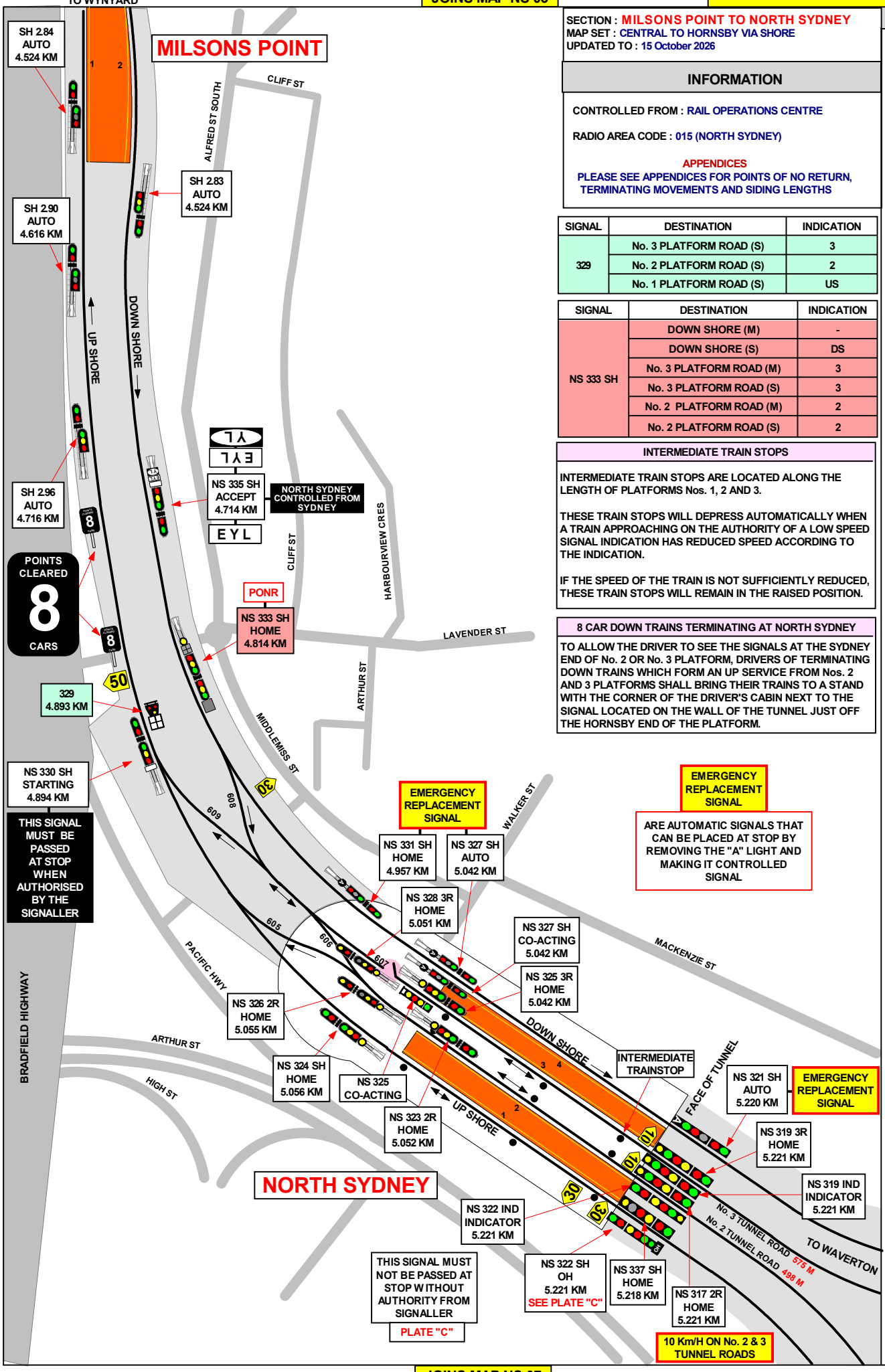
1IN 40

1 IN 38

1IN 40

LEVEL

JOINS MAP NS 05



SECTION : MILSONS POINT TO NORTH SYDNEY
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 15 October 2026

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

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.

GRADIENT: LEVEL, 1 IN 57, LEVEL, 1 IN 60, LEVEL

JOINS MAP NS 07

JOINS MAP NS 06

TO MILSON POINT

NORTH SYDNEY

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

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

NS 321 SH AUTO 5.220 KM

EMERGENCY REPLACEMENT SIGNAL

NS 319 3R HOME 5.221 KM

NS 319 IND INDICATOR 5.221 KM

NS 322 SH OH 5.221 KM SEE PLATE "C"

NS 322 IND INDICATOR 5.221 KM

NS 317 2R HOME 5.221 KM

NS 337 SH HOME 5.218 KM

NS 318 2R HOME 5.315 KM

NS 320 3R HOME 5.325 KM

NS 316 SH OH 5.345 KM SEE PLATE "C"

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

No. 2 TUNNEL ROAD 498 M

No. 3 TUNNEL ROAD 575 M

UP SHORE

DOWN SHORE

PLATE "C"

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

NS 313 3R HOME 5.495 KM

NS 313 IND INDICATOR 5.495 KM

NS 311 2R HOME 5.491 KM

NS 315 SH OH 5.536 KM SEE PLATE "C"

MULTI SPAD SIGNAL NS 315 SH

EMERGENCY REPLACEMENT SIGNAL

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

NS 312 2R HOME 5.595 KM

NS 314 3R HOME 5.599 KM

MULTI SPAD SIGNAL NS 310 SH

NS 310 SH OH 5.605 KM

NS 312 IND INDICATOR 5.595 KM

PONR

NS 307 SH HOME / STARTING 5.795 KM

NS 301 CS HOME 1.540 KM

PONR

NS 309 SH HOME / STARTING 5.795 KM

NS 341 2R SHUNT 5.721 KM

NS 339 SH HOME 5.721 KM

PONR

NS 305 SH HOME / STARTING 5.795 KM

NS 306 SH HOME 5.795 KM

ALERT

NS 306 99 m

NS 304 CS HOME 5.988 KM

NS 302 SH HOME 6.018 KM

SH 3.77 AUTO 6.021 KM

WAVERTON

INTERMEDIATE TRAINSTOP

TO WOLLSTONECRAFT

WAVERTON SHUNTING NECK

TO NORTH SYDNEY CAR SIDINGS

BLUES POINT RD

WILLIAM ST

VICTORIA ST

WEBB ST

UNION ST

THOMAS ST

DUMBARTON ST

BANK LN

BANK ST

COMMODORE

WOOLCOTT ST

ANCRUM ST

EUROKA ST

CLIFTON ST

RAILWAY PDE

CARR ST

SIGNAL	DESTINATION	INDICATION
NS 307 3R	SHUNTING NECK (S)	SN
	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS

SIGNAL	DESTINATION	INDICATION
NS 309 SH	SHUNTING NECK (S)	SN
	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS

SIGNAL	DESTINATION	INDICATION
NS 305 2R	SHUNTING NECK (S)	SN
	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS

SIGNAL	DESTINATION	INDICATION
NS 302 SH	UP SHORE (M)	-
	UP SHORE (S)	US
	No. 2 PLATFORM ROAD (M)	-
	No. 2 PLATFORM ROAD (S)	2

SIGNAL	DESTINATION	INDICATION
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

GRADIENT: TO NORTH SYDNEY CAR SIDINGS 1 IN 50 | 1 IN 40 | 1 IN 264

GRADIENT: 1 IN 50 | 1 IN 82 | 1 IN 54 | 1 IN 330

JOINS MAP NS 08

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.

JOINS MAP NS 07

SECTION : WAVERTON TO WOLLSTONECRAFT
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 15 October 2026

INFORMATION

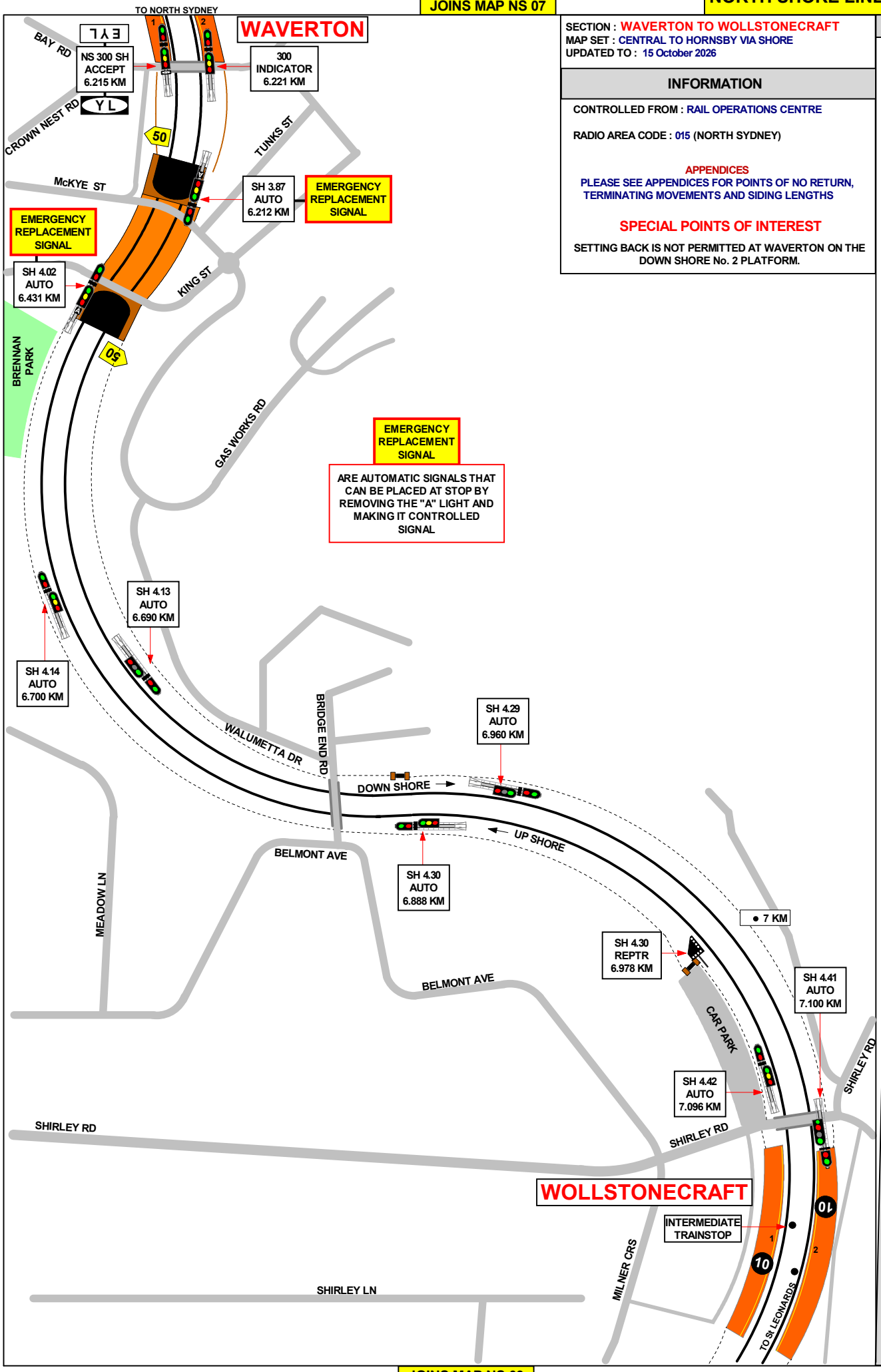
CONTROLLED FROM : RAIL OPERATIONS CENTRE

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.



GRADIENT

1 IN 330
1 IN 51
1 IN 48
1 IN 50
1 IN 48
1 IN 300

JOINS MAP NS 09

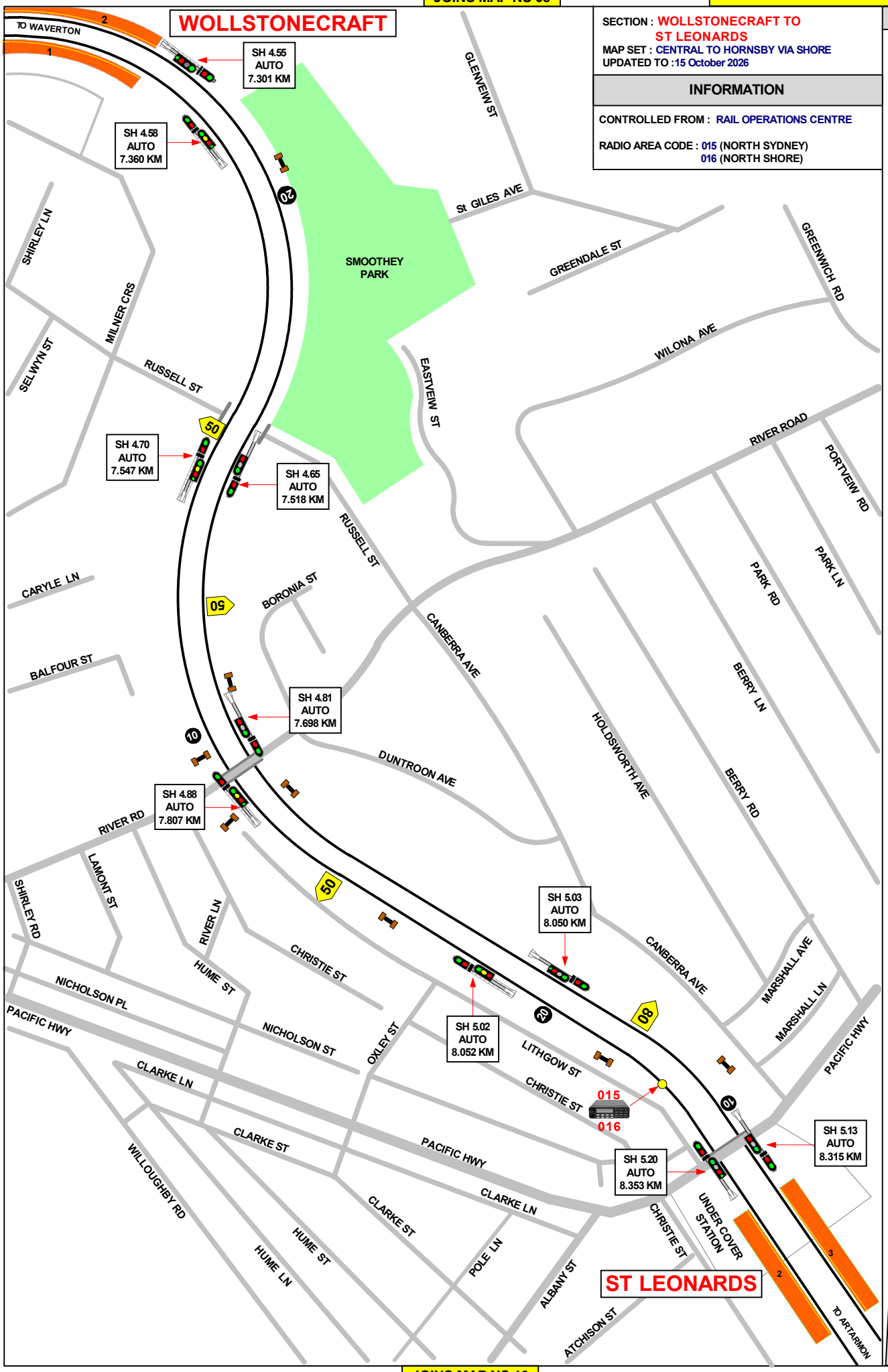
JOINS MAP NS 08

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

JOINS MAP NS 10

JOINS MAP NS 09

SECTION : ST LEONARDS TO ARTARMON
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

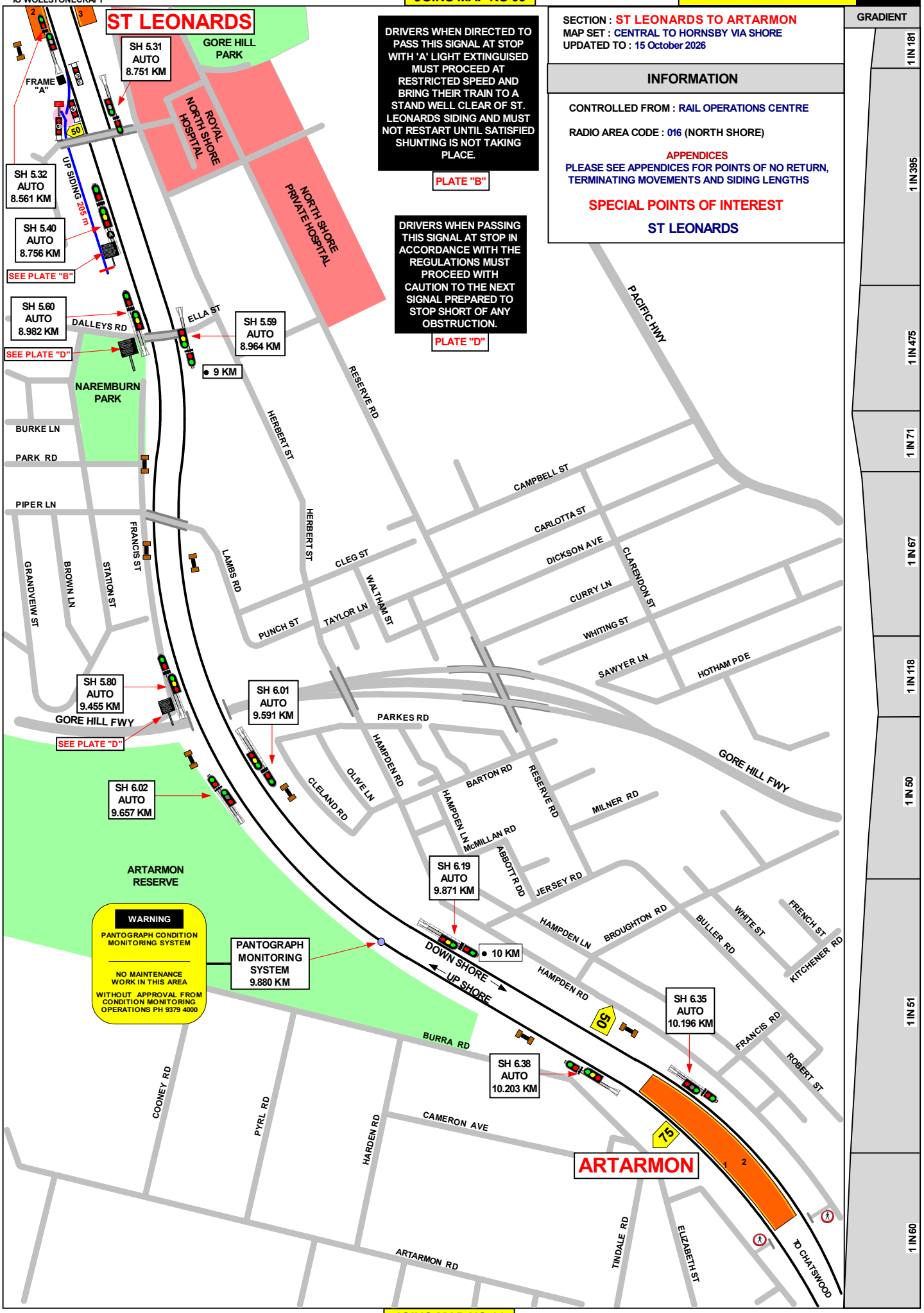
ST LEONARDS

DRIVERS WHEN DIRECTED TO PASS THIS SIGNAL AT STOP WITH 'A' LIGHT EXTINGUISED 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"



GRADIENT

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

JOINS MAP NS 11

JOINS MAP NS 10

SECTION : ARTARMON TO CHATSWOOD
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 15 October 2026

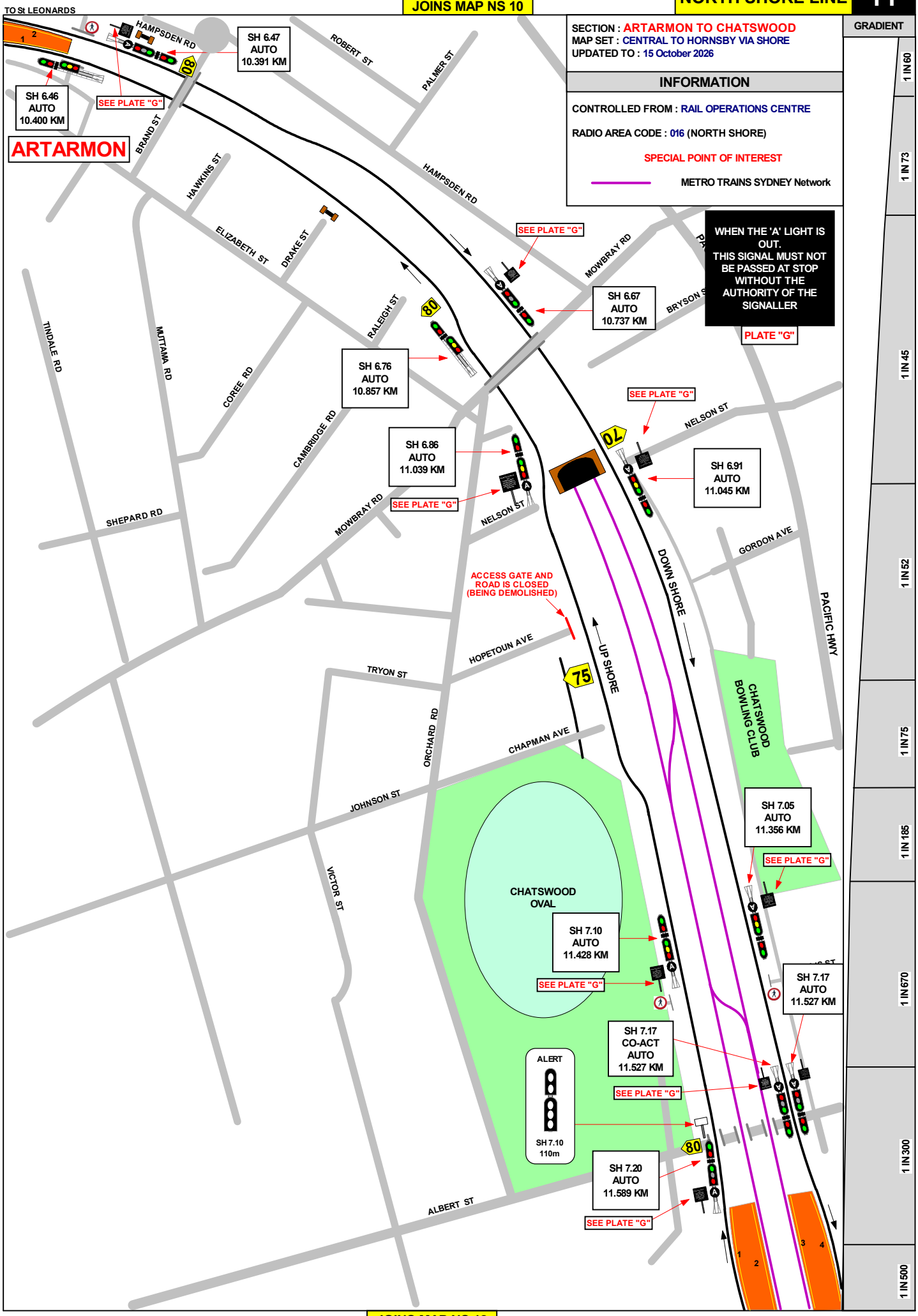
INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 016 (NORTH SHORE)

SPECIAL POINT OF INTEREST

METRO TRAINS SYDNEY Network



JOINS MAP NS 12

JOINS MAP NS 11

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

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

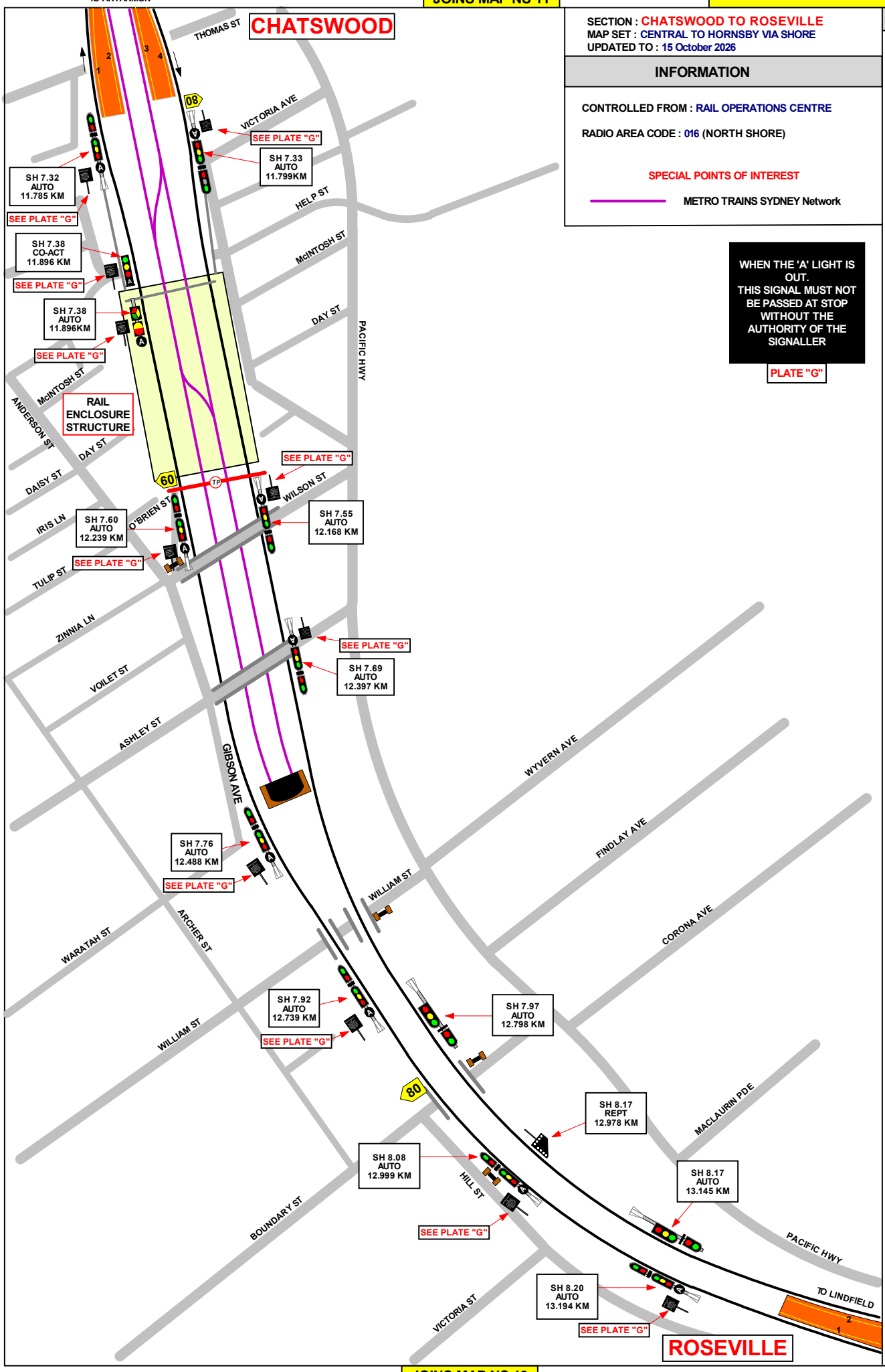
RADIO AREA CODE : 016 (NORTH SHORE)

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"



GRADIENT

1 IN 300
1 IN 500
1 IN 320
1 IN 130
1 IN 70
LEVEL

JOINS MAP NS 13

TO CHATSWOOD

JOINS MAP NS 12

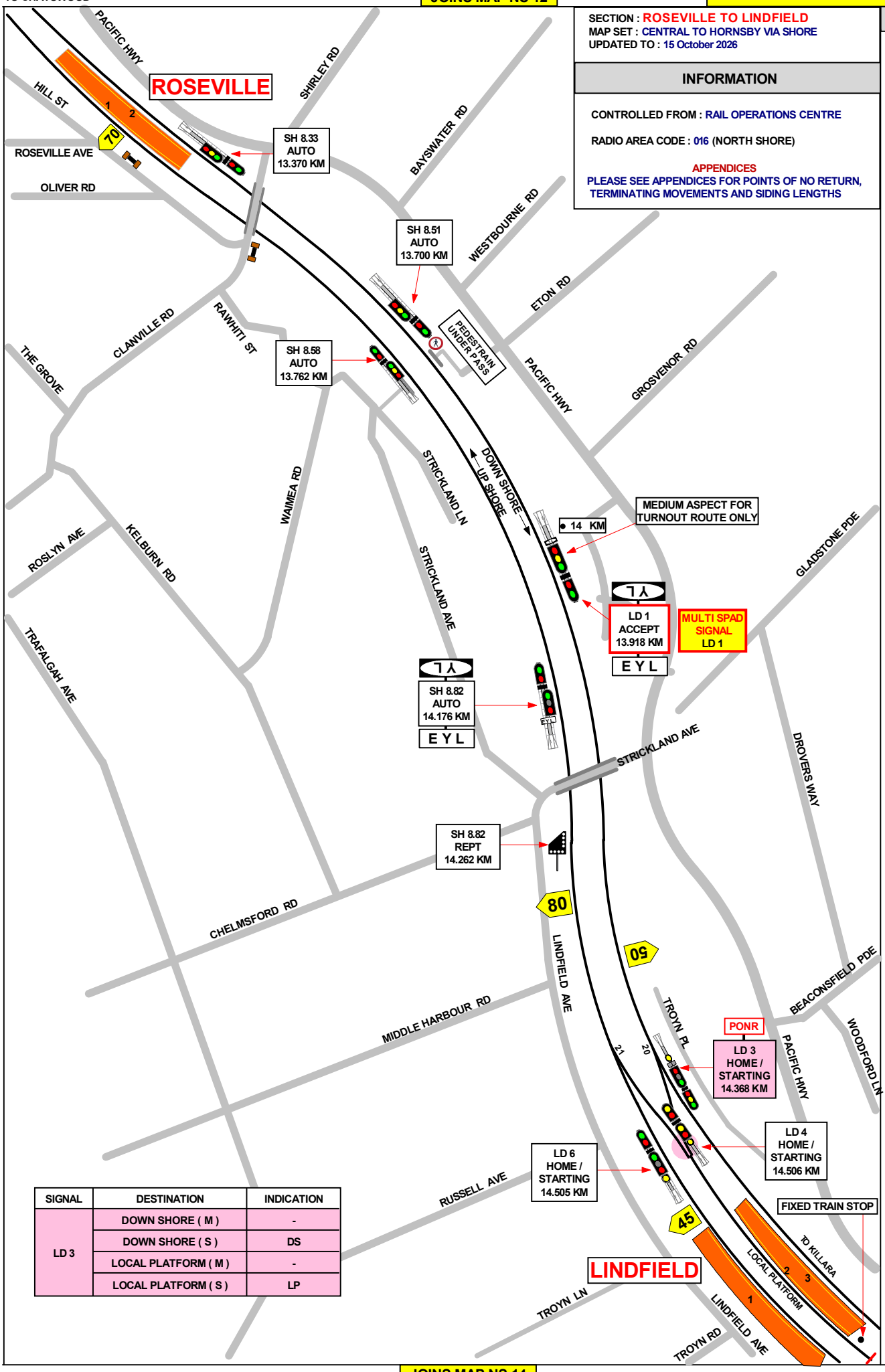
SECTION : ROSEVILLE TO LINDFIELD
MAP SET : CENTRAL TO HORNSBY VIA SHORE
UPDATED TO : 15 October 2026

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



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

GRADIENT: LEVEL, 1 IN 100, 1 IN 75, 1 IN 108, 1 IN 450, LEVEL, 1 IN 330, 1 IN 86

JOINS MAP NS 14

JOINS MAP NS 13

SECTION : LINDFIELD TO KILLARA
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
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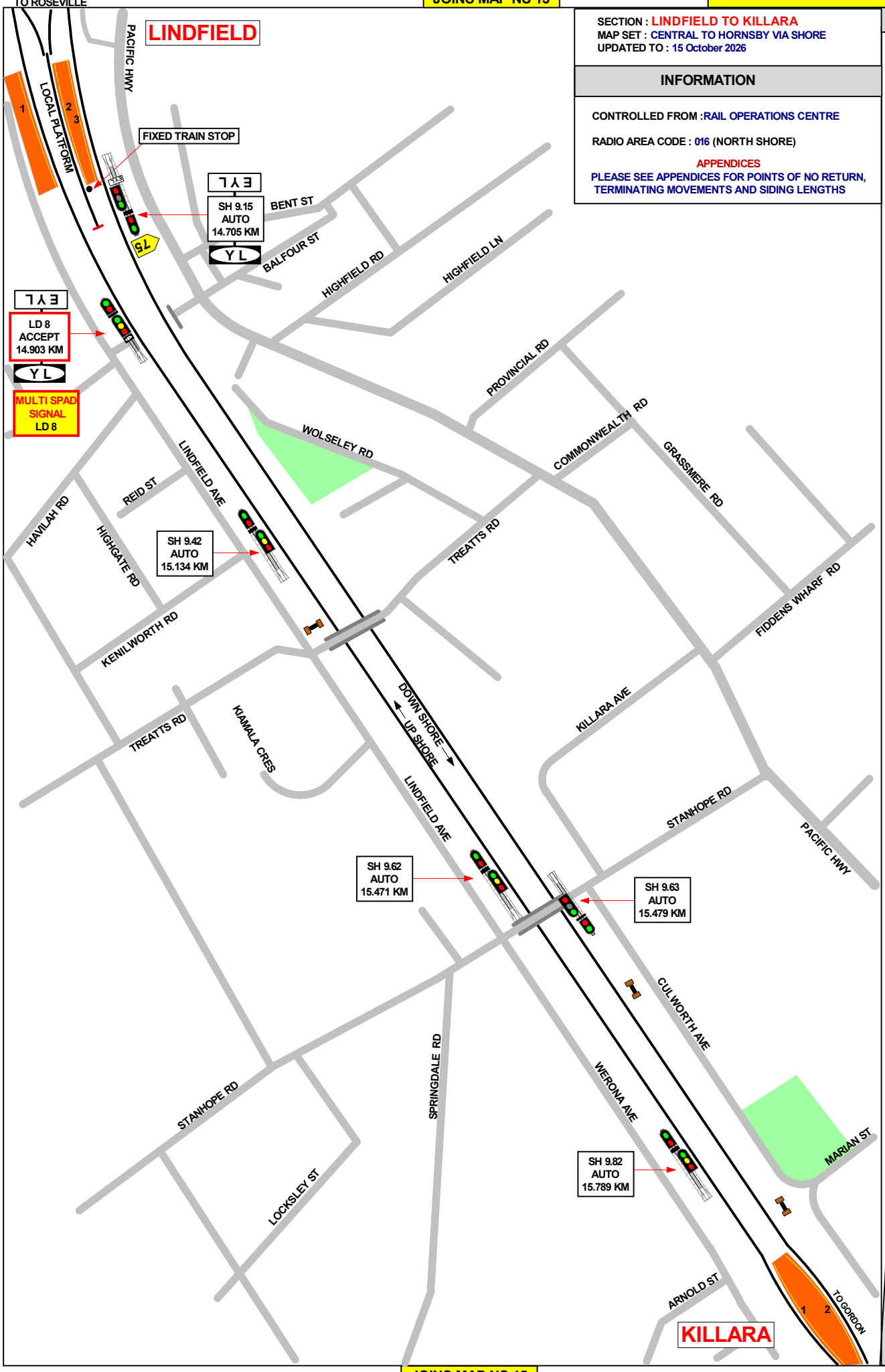

GRADIENT

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

JOINS MAP NS 15

JOINS MAP NS 14

SECTION : KILLARA TO GORDON
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
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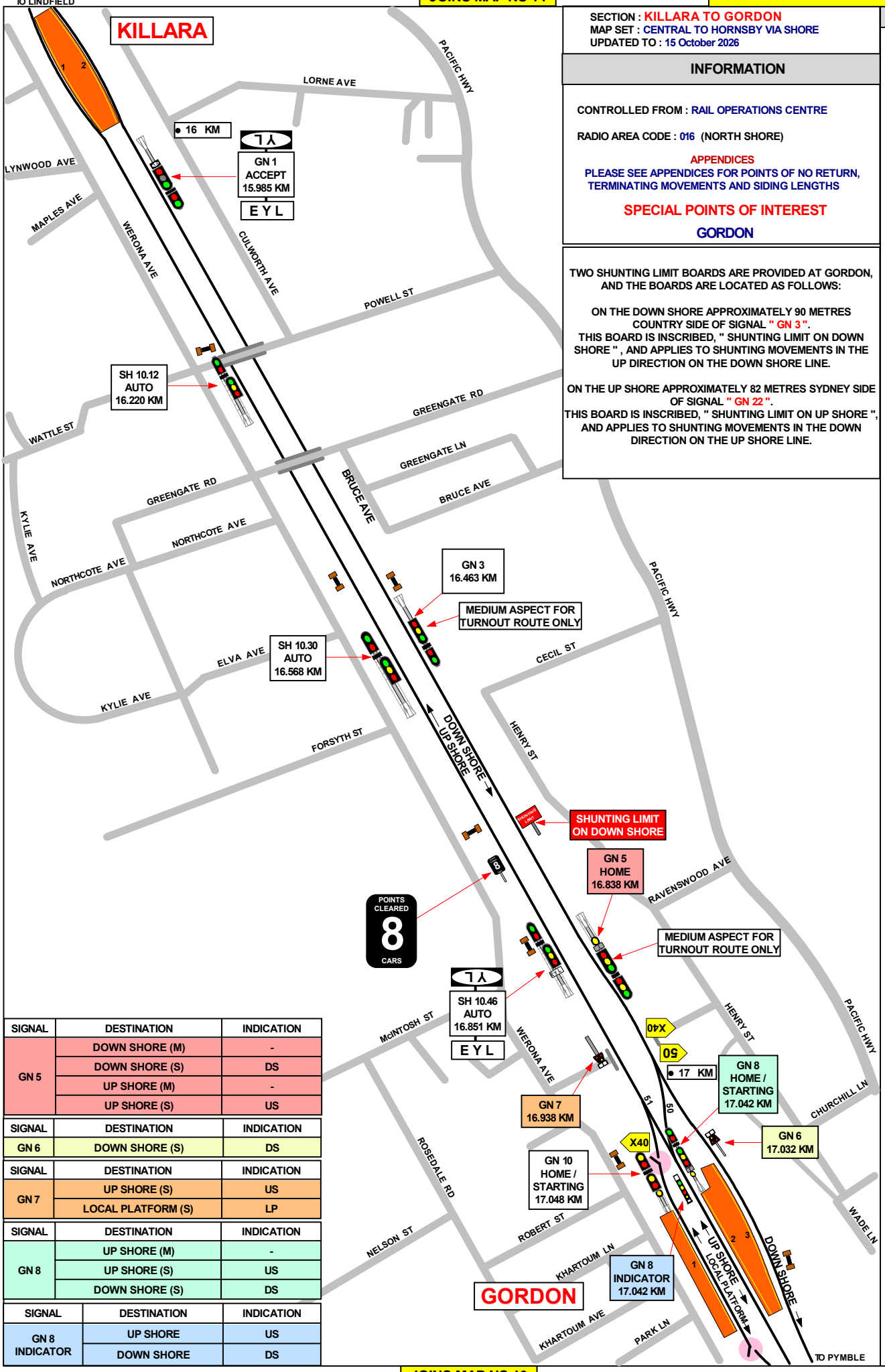
SPECIAL POINTS OF INTEREST

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

JOINS MAP NS 16

JOINS MAP NS 15

SIGNAL	DESTINATION	INDICATION
GN 17	UP SHORE (S)	US

SIGNAL	DESTINATION	INDICATION
GN 18	UP SHORE (S)	US
	DOWN SHORE (S)	DS

SIGNAL	DESTINATION	INDICATION
GN 15	DOWN SHORE (M)	-
	DOWN SHORE (S)	DS
	UP SHORE (S)	US

SIGNAL	DESTINATION	INDICATION
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 : 15 October 2026

INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 016 (NORTH SHORE)

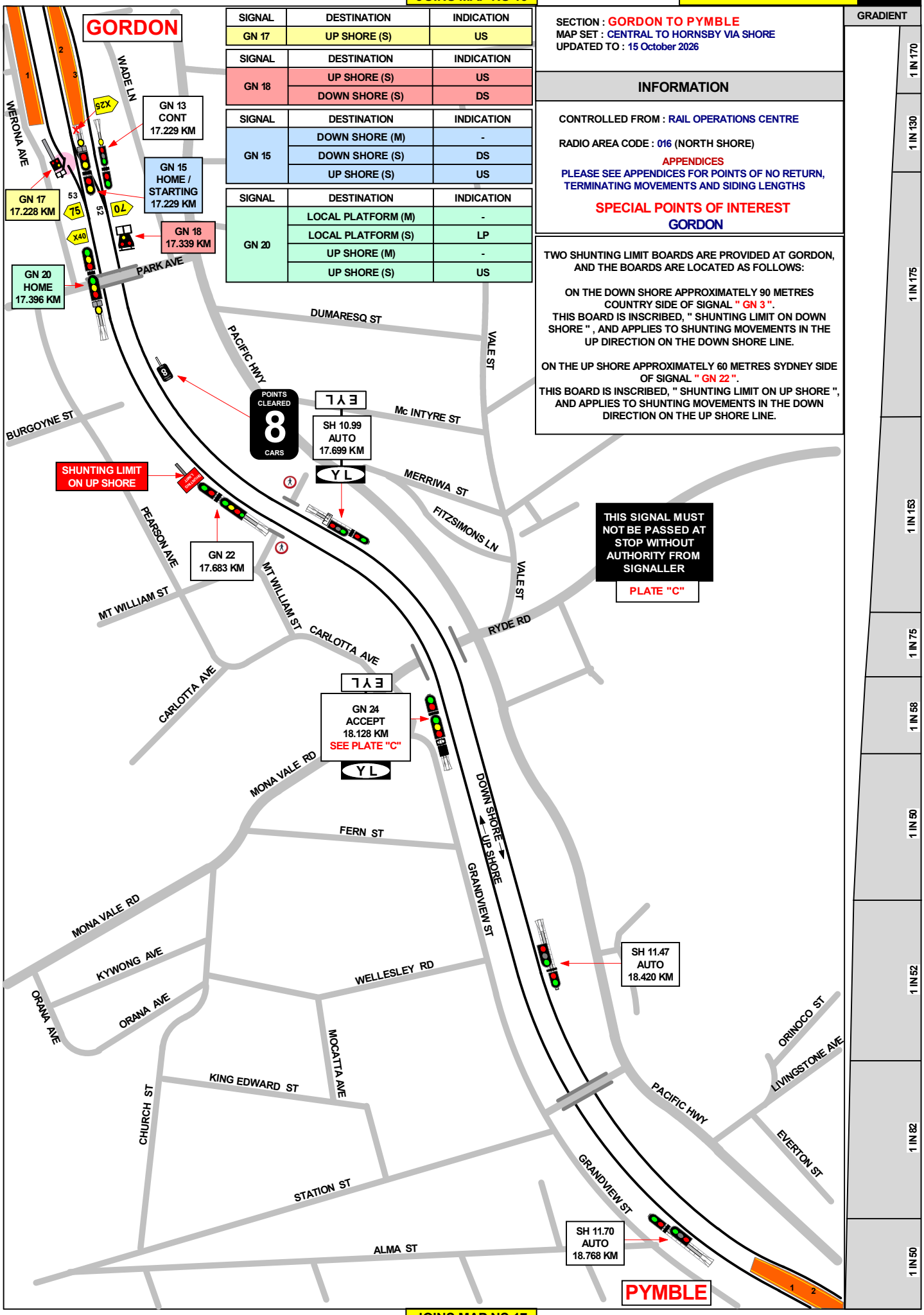
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS

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.



JOINS MAP NS 17

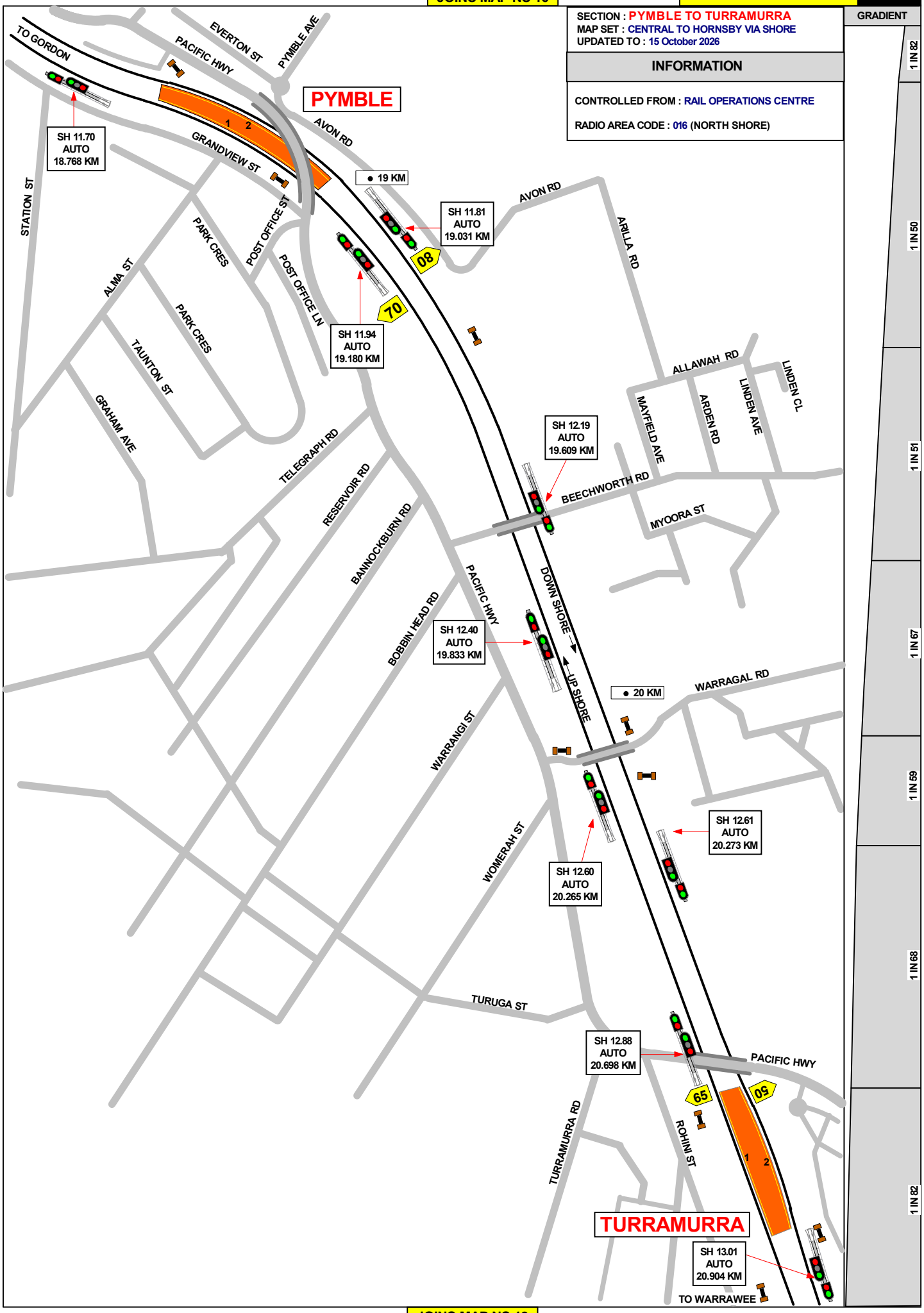
JOINS MAP NS 16

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)



JOINS MAP NS 18

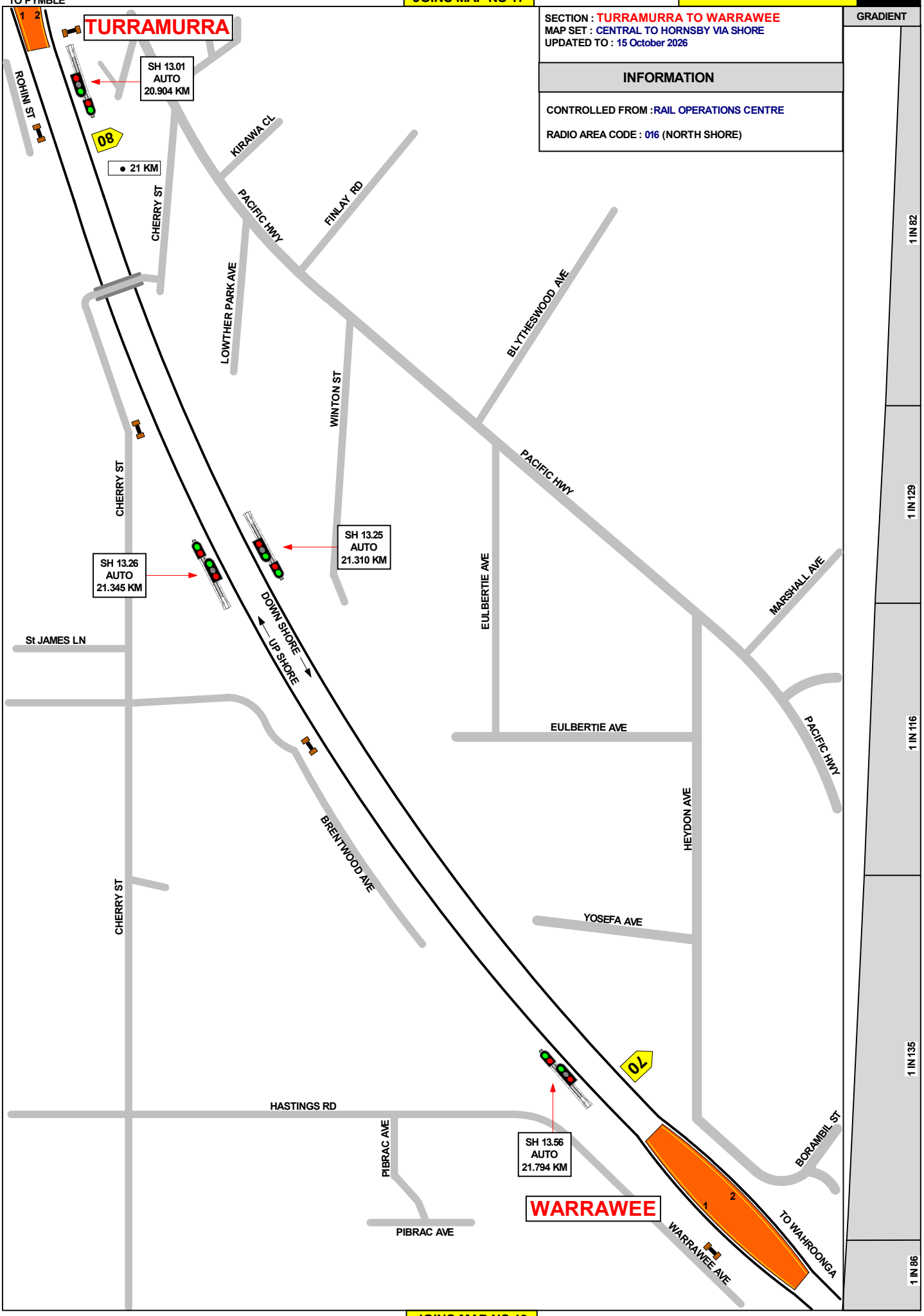
JOINS MAP NS 17

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)



JOINS MAP NS 19

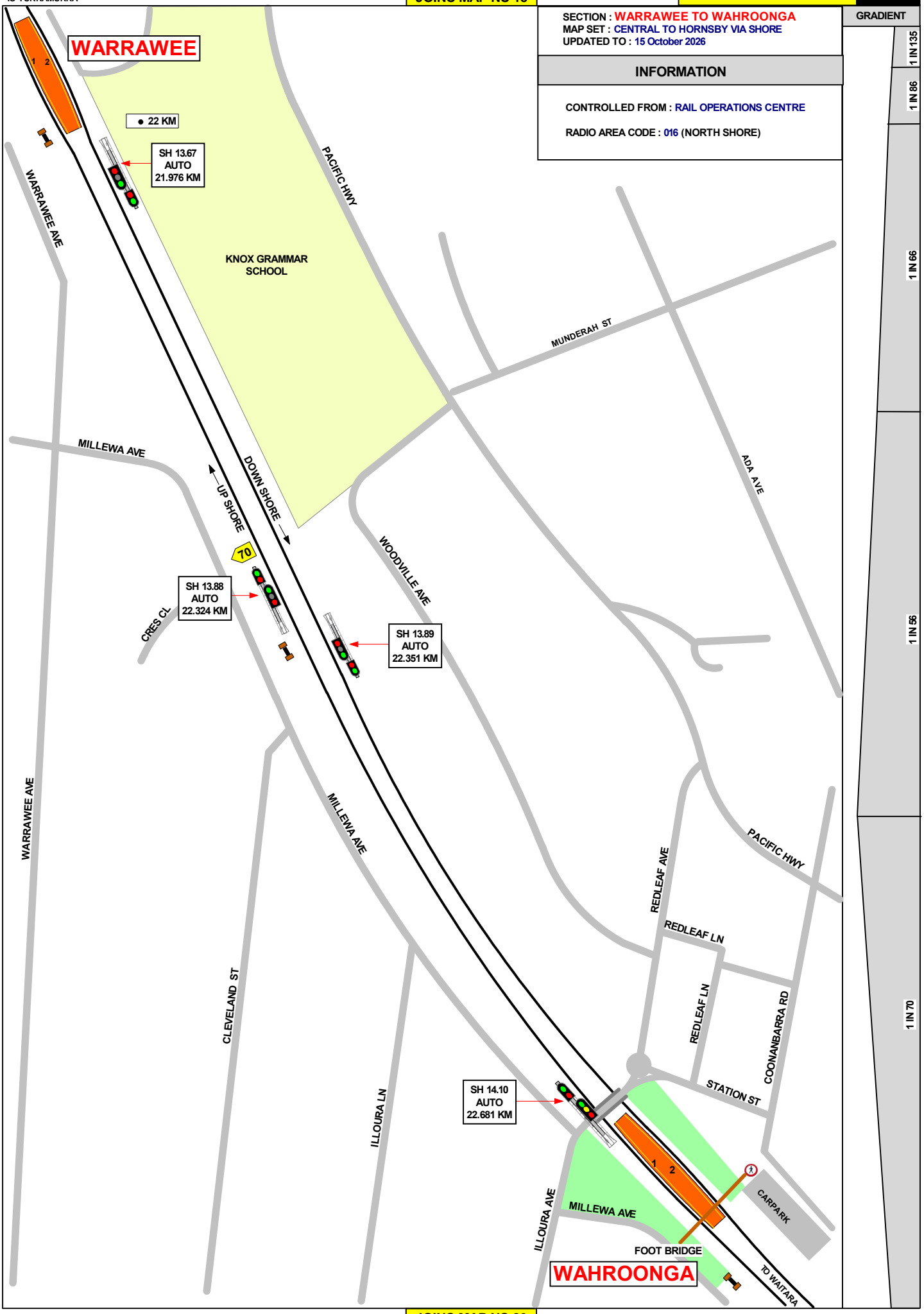
JOINS MAP NS 18

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)



JOINS MAP NS 20

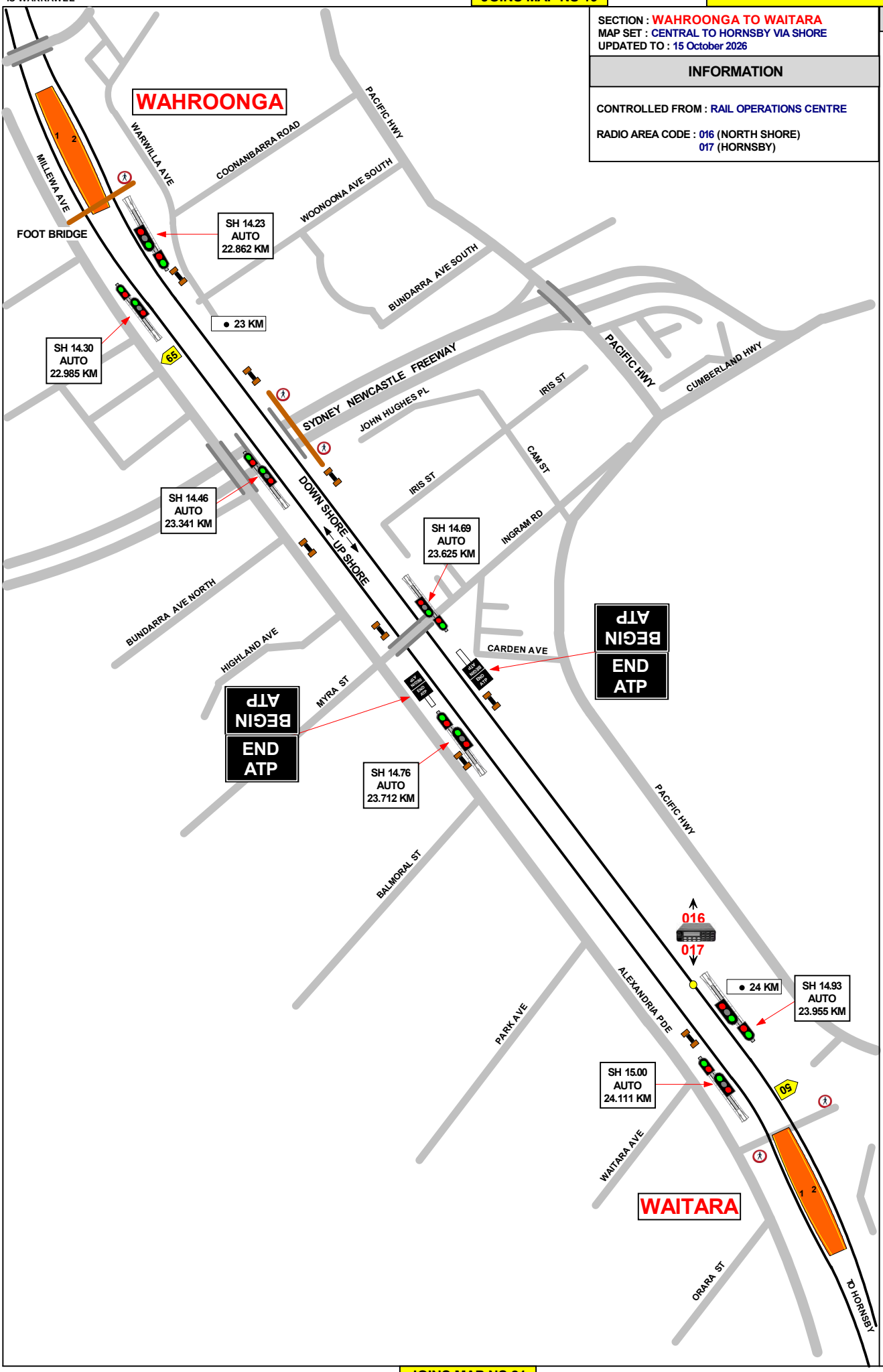
JOINS MAP NS 19

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

JOINS MAP NS 21

JOINS MAP MN 14

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

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

32 KM
N 20.02 AUTO 32.197 KM
HY 13 ACCEPT 32.051 KM
HY 17 HOME 32.500 KM
N 20.70 AUTO 33.288 KM
33 KM
HY 19 HOME 33.180 KM
HY 21 HOME 33.188 KM
HY 27 33.400 KM
HY 31 ACCEPT 24.634 KM
HY 35 OUTER 24.958 KM
HY 23 HOME 33.416 KM
HY 25 HOME 33.540 KM
SH 15.11 AUTO 24.292 KM
SH 15.20 AUTO 24.472 KM
SH 15.36 AUTO 24.692 KM
SH 15.46 AUTO 24.901 KM
HY 44 HOME / STARTING 33.689 KM
HY 43 HOME 25.064 KM
HY 42 HOME 33.678 KM
FIXED RED
HY46 CO-ACT
HY45
HY 48 CO-ACT
HY 48 HOME / STARTING 33.790 KM
PONR
HY 46 HOME / STARTING 25.170 KM
PONR

POINTS CLEARED 8 CARS

WAITARA

HORNSBY

JOINS MAP NS 20

JOINS MAP MN 16

NORTH SHORE GRADIENT

1 IN 604 | 1 IN 266 | 1 IN 220 | 1 IN 327 | 1 IN 340 | 1 IN 536 | 1 IN 413

TO THORNLEIGH
DENMAN PDE
EDWARDS RD
UNWIN RD
KARINYA PL
RUSSELL AVE
MALSBURY RD
WOODBINE AVE
WARANDOO ST
CLARKE RD
NEUTRAL RD
HALL RD
MARILLIAN AVE
COLLEGE CRES
FULLERS AVE
PACIFIC HWY
THE AVENUE
PRETORIA PDE
NURSERY ST
FORBES ST
TO WAHROONGA
JAMES LN
JAMES ST
PATTERSON AVE
ALEXANDRIA PDE
PARK LN
LEONARD ST
WANDERERS WAY
PARK AVE
WAITARA AVE
ORARA ST
ROMSEY ST
THOMAS ST
EDGEWORTH DAVID AVE
ASHLEY ST
MURIEL ST
MURIEL LN
ALBERT ST
FLORENCE ST
HUNTER LN
GEORGE ST
TO ASQUITH

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