# DRIVERS ROUTE KNOWLEDGE DIAGRAMS

## YARDS AND MAINTENANCE CENTRES


NORTH SYDNEY
NORTH SYDNEY C.S.
HORNSBY YARD
HORNSBY M.C.
FLEMINGTON M.C.
LEIGHTONFIELD YARD
LIVERPOOL
CAMPBELLTOWN
MACARTHUR
EVELEIGH
BANKSTOWN
HURSTVILLE
MORTDALE M.C.
SUTHERLAND
WATERFALL
CRONULLA
BLACKTOWN
RICHMOND
ST MARYS
PENRITH
MAINTRAIN & CLYDE YARD
SYDNEY YARD
ENFIELD YARD
DELEC
MACDONALDTOWN
KANGY ANGY M.F
LEPPINGTON YARD


**Effective Date:** November 2026

**Version:** 5.83

### 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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**Location:** CM Record No.D2015/561

TO MILSON POINT

JOINS MAP NS 06

# NORTH SYDNEY

SECTION : NORTH SYDNEY TO WAVERTON
PAGE: 1 OF 2
MAP SET : YARDS
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
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
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
NS 301 CS HOME 1.540 KM
PONR
NS 307 SH HOME / STARTING 5.795 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
NS 304 CS HOME 5.988 KM
NS 302 SH HOME 6.018 KM
SH 3.77 AUTO 6.021 KM
INTERMEDIATE TRAINSTOP

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

BLUES POINT RD
WILLIAM ST
VICTORIA ST
WEBB ST
UNION ST
THOMAS ST
DUMBARTON ST
BANK LN
BANK ST
ANCRUM ST
EUROKA ST
CLIFTON ST
CARR ST
COMMODORE
WOOLCOTT ST
RAILWAY PDE
TO NORTH SYDNEY CAR SIDINGS
TO WOLLSTONECRAFT
WAVERTON SHUNTING NECK

No. 2 TUNNEL ROAD 498 M
No. 3 TUNNEL ROAD 575 M
UP SHORE
DOWN SHORE

WAVERTON

| 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
LEVEL
1 IN 50
1 IN 82
1 IN 54
1 IN 330
1 IN 264
1 IN 40
1 IN 50
TO NORTH SYDNEY CAR SIDINGS

JOINS MAP YD 02

JOINS MAP NS 08

SECTION : NORTH SYDNEY TO WAVERTON
PAGE : 2 OF 2
MAP SET : YARDS
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.

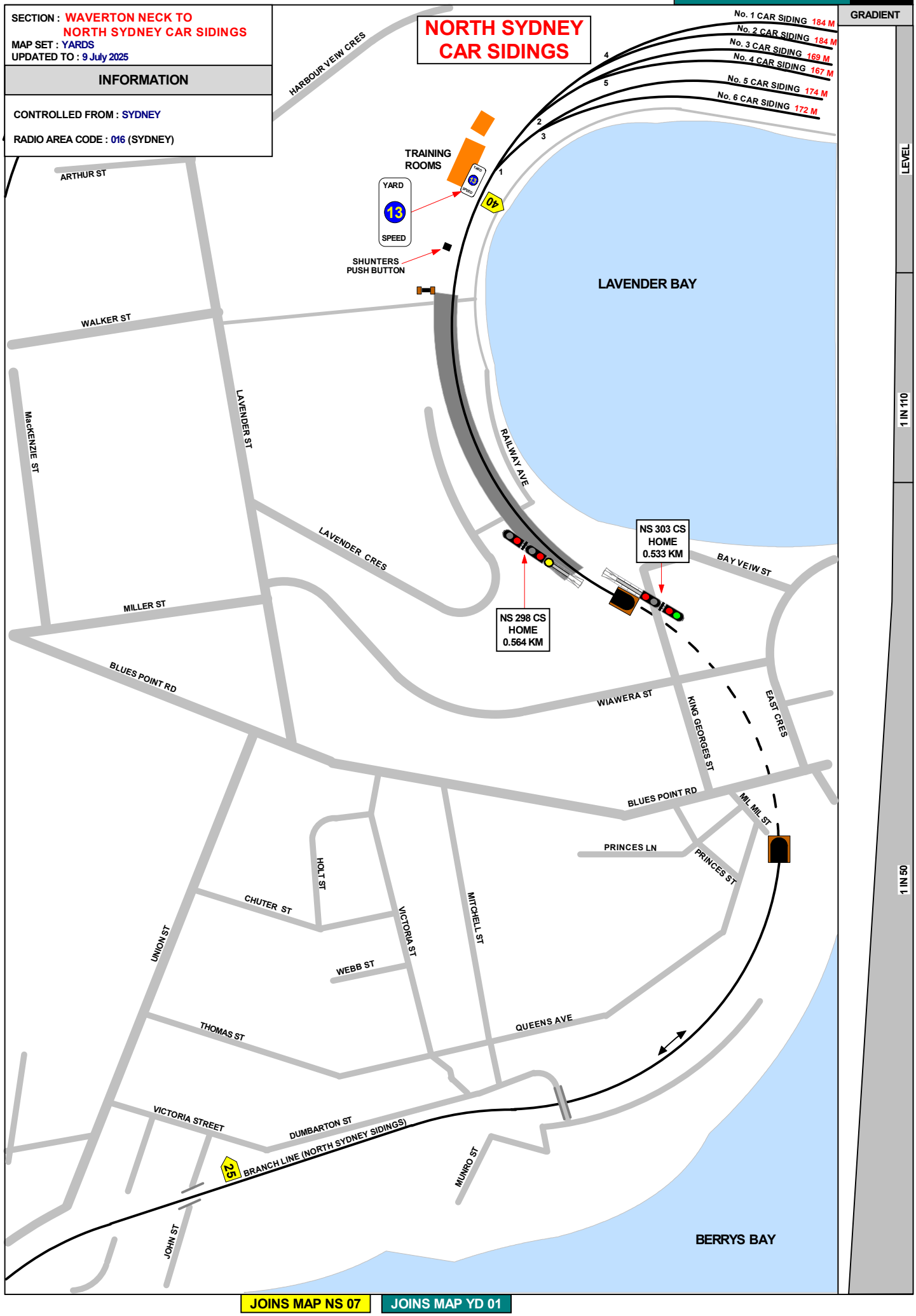
SECTION : WAVERTON NECK TO NORTH SYDNEY CAR SIDINGS
MAP SET : YARDS
UPDATED TO : 9 July 2025

## INFORMATION

CONTROLLED FROM : SYDNEY

RADIO AREA CODE : 016 (SYDNEY)

# NORTH SYDNEY CAR SIDINGS




JOINS MAP NS 07 JOINS MAP YD 01

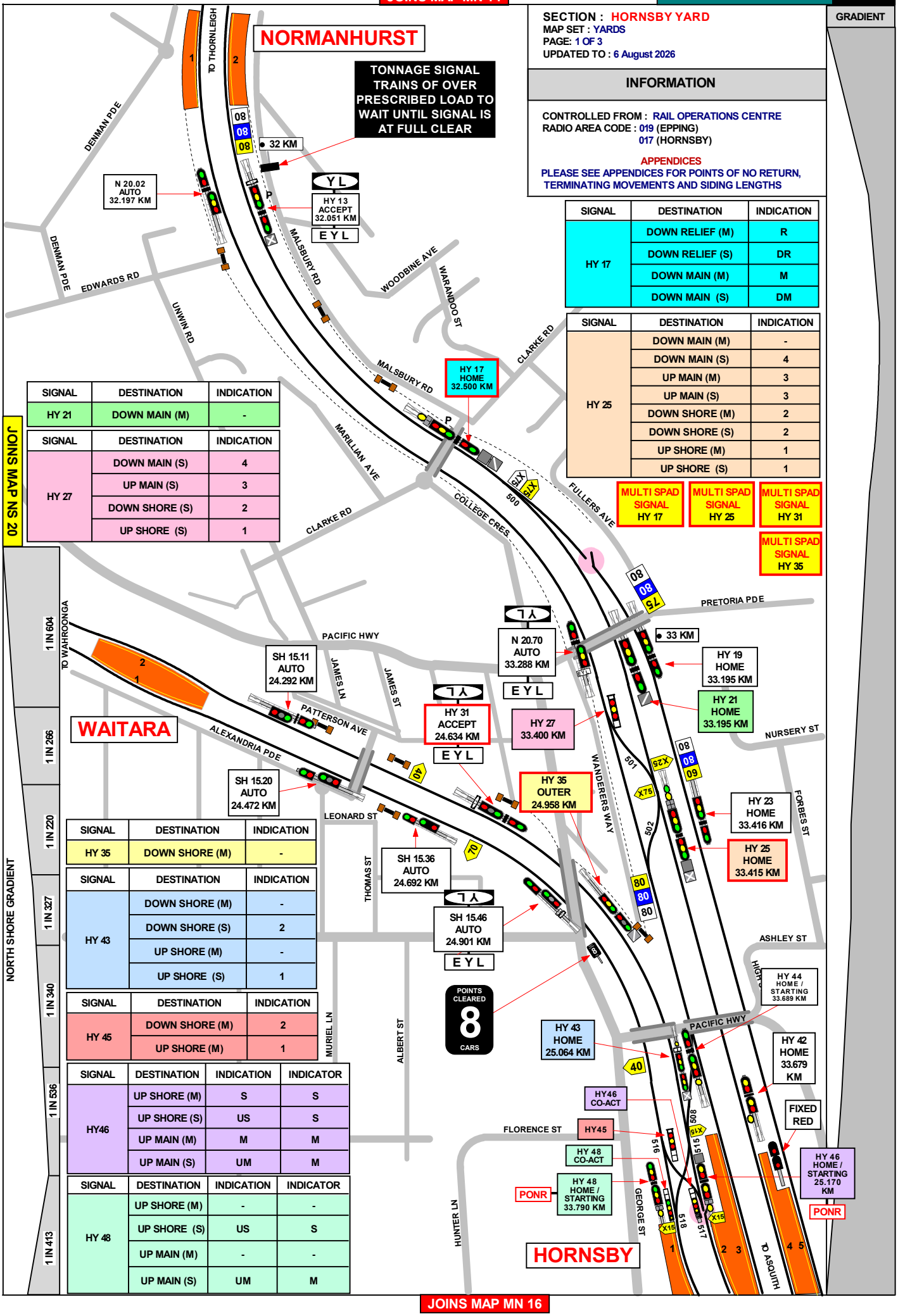
JOINS MAP MN 14

SECTION : HORNSBY YARD
MAP SET : YARDS
PAGE: 1 OF 3
UPDATED TO : 6 August 2026

## 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




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 17 | DOWN RELIEF (M) | R |
| | DOWN RELIEF (S) | DR |
| | DOWN MAIN (M) | M |
| | DOWN MAIN (S) | DM |

| 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 |

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 21 | DOWN MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 27 | DOWN MAIN (S) | 4 |
| | UP MAIN (S) | 3 |
| | DOWN SHORE (S) | 2 |
| | UP SHORE (S) | 1 |

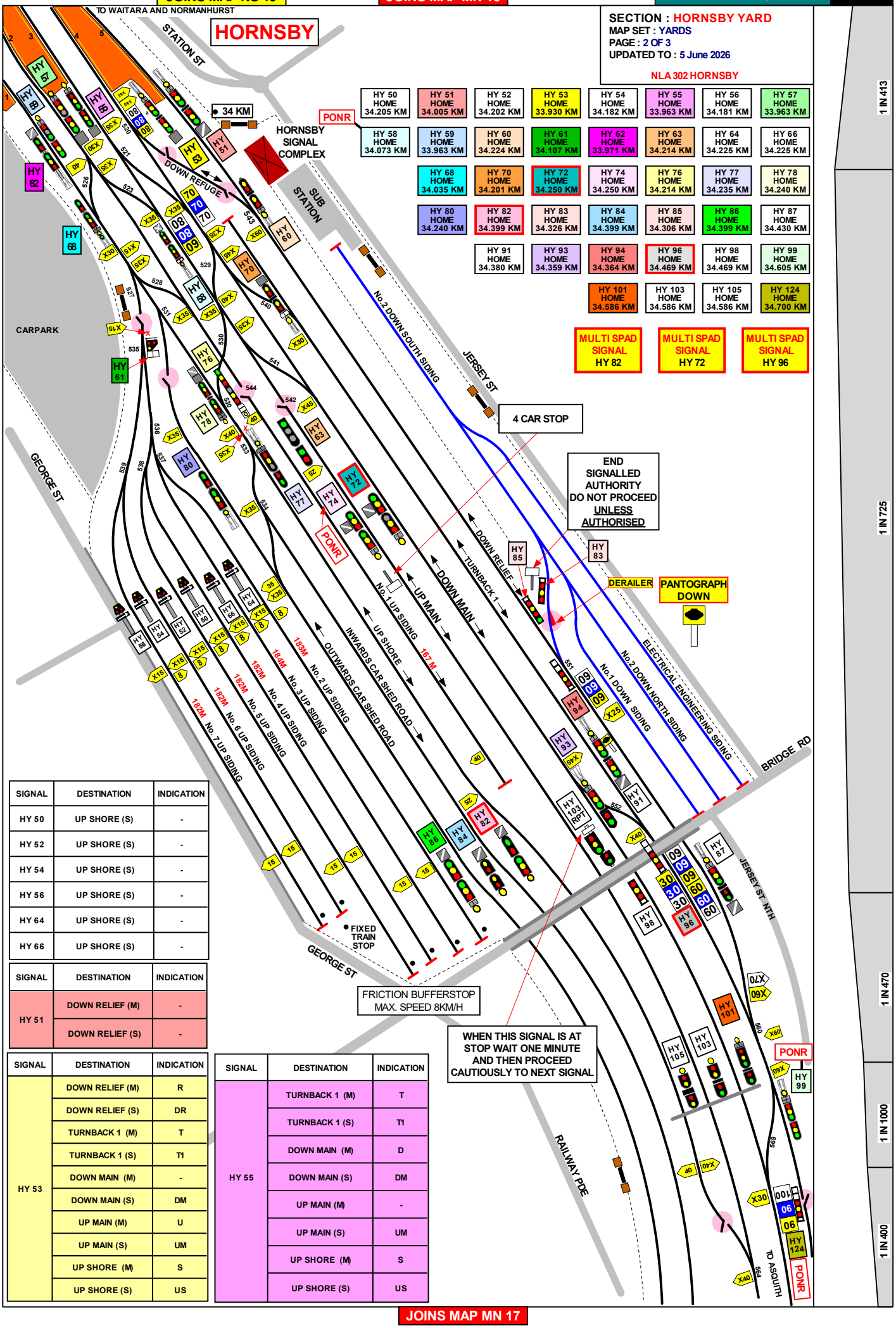
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 35 | DOWN SHORE (M) | - |

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

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

| SIGNAL | DESTINATION | INDICATION | INDICATOR |
|---|---|---|---|
| HY46 | UP SHORE (M) | S | S |
| | UP SHORE (S) | US | S |
| | UP MAIN (M) | M | M |
| | UP MAIN (S) | UM | 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 50 | UP SHORE (S) | - |
| HY 52 | UP SHORE (S) | - |
| HY 54 | UP SHORE (S) | - |
| HY 56 | UP SHORE (S) | - |
| HY 64 | UP SHORE (S) | - |
| HY 66 | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 51 | DOWN RELIEF (M) | - |
| | DOWN RELIEF (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 53 | DOWN RELIEF (M) | R |
| | DOWN RELIEF (S) | DR |
| | TURNBACK 1 (M) | T |
| | TURNBACK 1 (S) | T1 |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | U |
| | UP MAIN (S) | UM |
| | UP SHORE (M) | S |
| | UP SHORE (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 55 | TURNBACK 1 (M) | T |
| | TURNBACK 1 (S) | T1 |
| | DOWN MAIN (M) | D |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | UP SHORE (M) | S |
| | UP SHORE (S) | US |

1 IN 413 | 1 IN 725 | 1 IN 470 | 1 IN 1000 | 1 IN 400

SECTION : HORNSBY YARD
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UPDATED TO : 3 October 2023

## INFORMATION

HORNSBY YARD

THE HORNSBY INTERLOCKING CONSISTS OF THE AREA BOUNDED
DOWN MAIN ACCEPT SIGNAL No. HY 21
DOWN SHORE ACCEPT SIGNAL No. HY 31
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 LIGHTS INDICATOR SIGNALS ARE PROVIDED WHERE VISIBILITY OF RUNNING SIGNALS IS OBSTRUCTED AS FOLLOWS SIGNAL HY 46 THE INDICATORS ALSO HAS A ROUTE INDICATOR ATTACHED TO IT, A LISTING OF INDICATIONS CAN BE FOUND IN THE TABLES BELOW

APPENDICES

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 57 | DOWN MAIN (M) | D |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | U |
| | UP MAIN (S) | UM |
| | DOWN SHORE (M) | - |
| | DOWN SHORE (S) | DS |
| | UP SHORE (M) | S |
| | UP SHORE (S) | US |
| | UP SIDING (S) | SG |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 58 | DOWN SHORE (M) | - |
| | DOWN SHORE (S) | 2 |
| | UP MAIN (M) | - |
| | UP MAIN (S) | 3 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 59 | DOWN SHORE (M) | - |
| | DOWN SHORE (S) | DS |
| | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | UP SIDING (S) | SG |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 60 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 4 |
| | DOWN RELIEF (S) | 5 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 61 | No.2 UP SIDING (S) | U2 |
| | No.3 UP SIDING (S) | U3 |
| | No.4 UP SIDING (S) | U4 |
| | No.5 UP SIDING (S) | U5 |
| | No.6 UP SIDING (S) | U6 |
| | No.7 UP SIDING (S) | U7 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 62 | UP SHORE (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 63 | NO. 1 UP SIDING (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 68 | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | DOWN SHORE (S) | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 70 | UP MAIN (M) | 3 |
| | UP MAIN (S) | 3 |
| | DOWN MAIN (M) | 4 |
| | DOWN MAIN (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 72 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 74 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 76 | UP SHORE (M) | - |
| | UP SHORE (S) | U |
| | DOWN SHORE (M) | - |
| | DOWN SHORE (S) | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 77 | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | INWARDS CARSHED (S) | IC |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 78 | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | UP MAIN (M) | U |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | 4 |
| | DOWN MAIN (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 80 | UP SHORE (M) | - |
| | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 82 | UP SHORE (M) | - |
| | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 83 | DOWN RELIEF (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 84 | UP SHORE (M) | - |
| | UP SHORE (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 85 | DOWN RELIEF (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 86 | OUTWARDS CAR SHED (M) | - |
| | OUTWARDS CAR SHED | OC |
| | UP SHORE (M) | - |
| | UP SHORE (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 93 | TURNBACK 1 (S) | T1 |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 94 | DOWN RELIEF (M) | DR |
| | DOWN SIDING (S) | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 96 | DOWN MAIN (S) | DM |
| | TURNBACK 1 (S) | T1 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 99 | DOWN RELIEF (M) | - |
| | DOWN RELIEF (S) | DR |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 101 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 124 | TURNBACK 1 (S) | T1 |
| | DOWN RELIEF (S) | DR |

JOINS MAP MN 16

SECTION : HORNSBY CAR SIDINGS
MAP SET : YARDS
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UPDATED TO : 5 June 2026

NLA 302 HORNSBY

| | | | | |
|---|---|---|---|---|
| HY 99 HOME 34.605 KM | HY 106 HOME 34.669 KM | HY 124 HOME 34.700 KM | HY 129 HOME 34.815 KM | HY 130 HOME 34.892 KM |
| HY 131 HOME 34.950 KM | HY 132 HOME 35.127 KM | HY 133 HOME 34.950 KM | HY 134 HOME 35.577 KM | HY 135 HOME 34.998 KM |
| HY 138 HOME 35.382 KM | 2 FRB HOME 34.753 KM | 3 FRB HOME 34.757 KM | 4 FRB HOME 34.843 KM | |

MULTI SPAD SIGNAL HY 132

MULTI SPAD SIGNAL 3 FRB

TO HORNSBY

POINTS CLEARED 8 CARS

JERSEY ST NTH

OUTWARDS

CAR SHED ROAD

RAILWAY PDE

PONR

END SIGNALLED AUTHORITY DO NOT PROCEED UNLESS AUTHORISED

HAND BRAKES ONLY TO BE PLACED ON THE SYDNEY END CAR OF TRAIN

9 & 10 POINTS RACOR LEVER

SHUNTERS HUMPY

YARD 8 SPEED

STEPHEN ST

MILDRED AVE

CITRUS AVE

PACIFIC HWY

HORNSBY HIGH SCHOOL

TRAIN CREWING ADMIN & MEALROOM

LESSING ST

HEATH ST

BOGIE STORAGE AREA

1 ROAD
2 ROAD
3 ROAD
4 ROAD
5 ROAD
6 ROAD
7 ROAD
8 ROAD
9 ROAD
11 ROAD
12 ROAD
13 ROAD
14 ROAD
ARRIVAL ROAD
WASH ROAD
ELEVATED ROAD
ELEVATED ROAD

LIFT SHOP

WASH PLANT

UP MAIN

DOWN MAIN

DOWN RELIEF

JERSEY STREET NORTH

FIXED TRAIN STOP

WINSTON ST

HY 138

HY 134

FIXED TRAIN STOP

TO M COLAH

ASQUITH

HORNSBY MAINTENANCE CENTRE

"P" INDICATES SIGNAL CAPABLE OF DISPLAYING PRELIMINARY MEDIUM INDICATION

1 IN 400
E
1 IN 55
E
1 IN 66
E
1 IN 78

JOINS MAP MN 18

SECTION : HORNSBY CAR SIDINGS
PAGE: 2 OF 2
UPDATED TO : 6 August 2026

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 99 | DOWN RELIEF (M) | - |
| | DOWN RELIEF (S) | DR |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 106 | UP SHORE (M) | - |
| | UP SHORE (S) | US |
| | UP MAIN (M) | - |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 124 | TURNBACK 1 (S) | T1 |
| | DOWN RELIEF (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 129 | UP MAIN (S) | UM |
| | CAR SHEDS (S) | CS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 130 | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |
| | TURNBACK 1 (S) | T1 |
| | DOWN RELIEF (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 132 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (M) | D |
| | DOWN MAIN (S) | DM |
| | TURNBACK 1 (M) | T |
| | TURNBACK 1 (S) | T1 |
| | DOWN RELIEF (M) | R |
| | DOWN RELIEF (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 135 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| HY 138 | UP MAIN (S) | M |
| | - | - |
| | DOWN RELIEF(S) | R |

SECTION : FLEMINGTON MAINTENANCE CENTRE
PAGE : 1 OF 3
MAP SET : YARDS
UPDATED TO : 2 November 2026

NLA 116 FLEMINGTON

APPENDICIES
PLEASE SEE APPENDICIES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDINGS LENGTHS

SAFETY FIRST
DRIVERS MUST NOT EXCEED 13 km/h IN YARD
OR 8 km/h IN SHED

#317 ON TRANSFER ROAD
#308 ON DEPARTURE ROAD

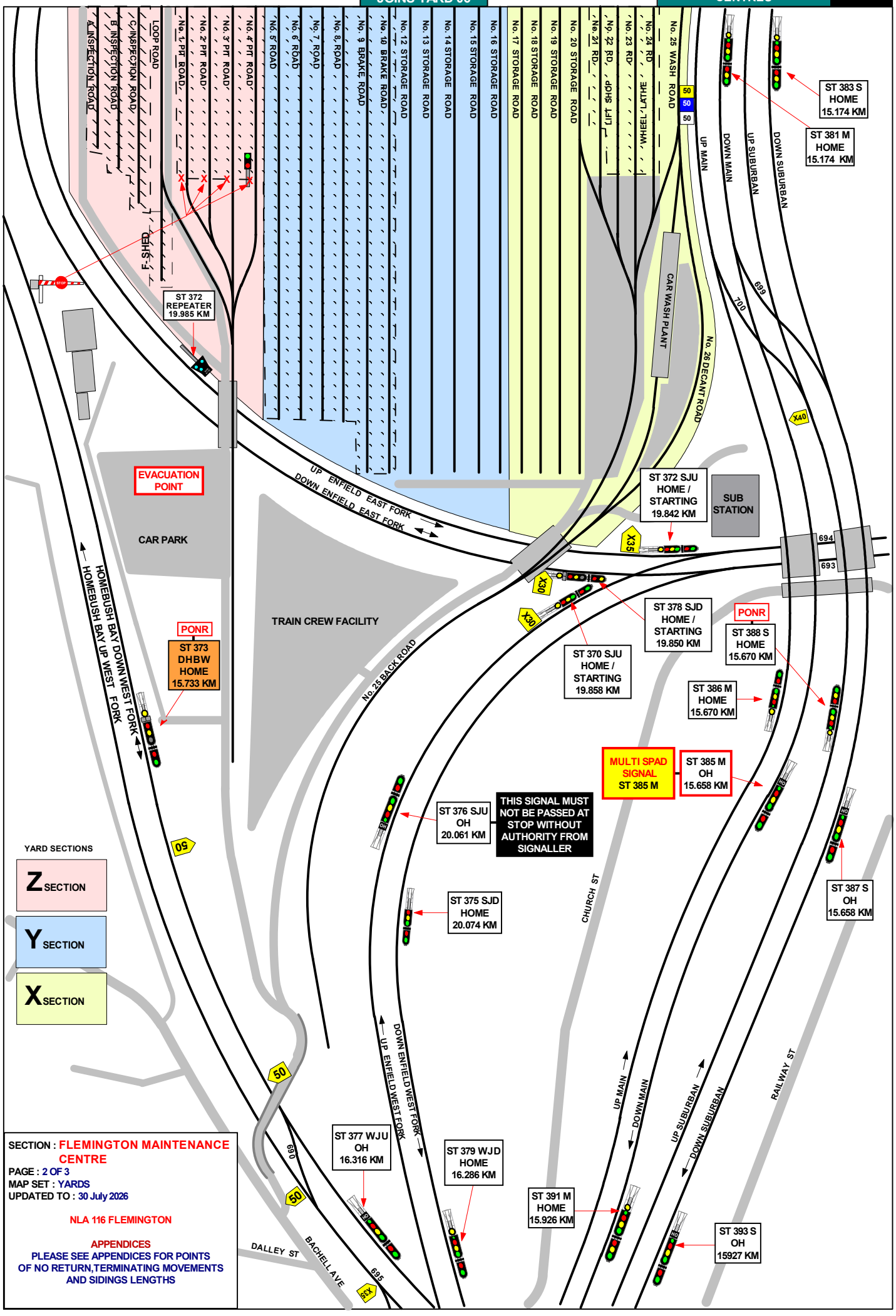
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM THE SIGNALLER
PLATE "C"

YARD SECTIONS
X SECTION
Y SECTION
Z SECTION

CENTENARY DRIVE
MARLBOROUGH ROAD
UP HOMEBUSH BAY EAST FORK
DOWN HOMEBUSH BAY EAST FORK
UP FLEMINGTON GOODS
DOWN FLEMINGTON GOODS
ADMINISTRATION
A INSPECTION ROAD
B INSPECTION ROAD
C INSPECTION ROAD
LOOP ROAD
No. 1 PIT ROAD
No. 2 PIT ROAD
No. 3 PIT ROAD
No. 4 PIT ROAD
No. 5 ROAD
No. 6 ROAD
No. 7 ROAD
No. 8 ROAD
No. 9 BRAKE ROAD
No. 10 BRAKE ROAD
No. 12 STORAGE ROAD
No. 13 STORAGE ROAD
No. 14 STORAGE ROAD
No. 15 STORAGE ROAD
No. 16 STORAGE ROAD
No. 17 STORAGE ROAD
No. 18 STORAGE ROAD
No. 19 STORAGE ROAD
No. 20 STORAGE ROAD
No. 21 RD
No. 22 RD LIFT SHOP
No. 23 RD
No. 24 RD WHEEL LATHE
No. 25 WASH ROAD
CAR WASH PLANT
ARRIVAL RD
DEPARTURE RD
SHUNTING NECK
TRANSFER RD
UP MAIN
DOWN MAIN
UP SUBURBAN
DOWN SUBURBAN
X GROUP
EVACUATION POINT

ST 296 M OH 14.437 KM
ST 298 S OH 14 434 KM
ST 294 REPEATER1 4.288 KM
ST 299 S HOME 14.428 KM
MULTI SPAD SIGNAL ST 328
ST 328 14.700 KM
ST 297 M HOME 14.428 KM
PONR
ST 301 DG HOME 14.645 KM
ST 303 M HOME 14.606 KM
ST 307 UG HOME 14.645 KM
ST 305 S OH 14.642 KM
# ST 308 14.830 KM
ST 309 14.724 KM
# ST 317 14.830 KM
ST 310 M HOME 14.823 KM
ST 306 14.870 KM
ST 312 S HOME 14.823 KM
ST 350 UG HOME 14.861 KM
ST 348 DG HOME 14.861 KM
ST 315 14.900 KM
ST 302 UHBE HOME 14.861 KM
ST 316 14.944 KM
ST 318 14.943 KM
MULTI SPAD SIGNAL ST 318
ST 304 14.856 KM
ST 313 DHBE HOME 14.851 KM
ST 319 14.905 KM
ST 321 14.900 KM
ST 314 14.950 KM
ST 323 14.939 KM
MULTI SPAD SIGNAL ST 323
ST 335 UG HOME 15.156 KM
ST 320 15.008 KM
ST 325 14.938 KM
MULTI SPAD SIGNAL ST 325
ST 331 DG HOME 15.156 KM
ST 322 15.010 KM
ST 332 UHBE OH 15.160 KM PLATE "C"
ST 327 15.009 KM
ST 329 CS HOME 15.064 KM
ST 324 15.057 KM
ST 382 M HOME 15.178 KM
ST 334 UG HOME 15.200 KM
ST 384 S OH 15.178 KM
ST 333 DHBE OH 15.099 KM SEE PLATE "C"
ST 326 15.147
ST 383 S HOME 15.174 KM
ST 381 M HOME 15.174 KM

JOINS YARDS 07


JOINS YARD 06
A INSPECTION ROAD
B INSPECTION ROAD
C INSPECTION ROAD
LOOP ROAD
No. 1 PIT ROAD
No. 2 PIT ROAD
No. 3 PIT ROAD
No. 4 PIT ROAD
No. 5 ROAD
No. 6 ROAD
No. 7 ROAD
No. 8 ROAD
No. 9 BRAKE ROAD
No. 10 BRAKE ROAD
No. 12 STORAGE ROAD
No. 13 STORAGE ROAD
No. 14 STORAGE ROAD
No. 15 STORAGE ROAD
No. 16 STORAGE ROAD
No. 17 STORAGE ROAD
No. 18 STORAGE ROAD
No. 19 STORAGE ROAD
No. 20 STORAGE ROAD
No. 21 RD
No. 22 RD
No. 23 RD
No. 24 RD
No. 25 WASH ROAD
F SHED
LIFT SHOP
WHEEL LATHE
CAR WASH PLANT
No. 26 DECANT ROAD
UP MAIN
DOWN MAIN
UP SUBURBAN
DOWN SUBURBAN
ST 383 S HOME 15.174 KM
ST 381 M HOME 15.174 KM
ST 372 REPEATER 19.985 KM
EVACUATION POINT
CAR PARK
UP ENFIELD EAST FORK
DOWN ENFIELD EAST FORK
ST 372 SJU HOME / STARTING 19.842 KM
SUB STATION
TRAIN CREW FACILITY
HOMEBUSH BAY DOWN WEST FORK
HOMEBUSH BAY UP WEST FORK
PONR
ST 373 DHBW HOME 15.733 KM
ST 370 SJU HOME / STARTING 19.858 KM
ST 378 SJD HOME / STARTING 19.850 KM
PONR
ST 388 S HOME 15.670 KM
ST 386 M HOME 15.670 KM
No.25 BACK ROAD
MULTI SPAD SIGNAL ST 385 M
ST 385 M OH 15.658 KM
ST 376 SJU OH 20.061 KM
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
ST 375 SJD HOME 20.074 KM
CHURCH ST
ST 387 S OH 15.658 KM
YARD SECTIONS
Z SECTION
Y SECTION
X SECTION
DOWN ENFIELD WEST FORK
UP ENFIELD WEST FORK
ST 377 WJU OH 16.316 KM
ST 379 WJD HOME 16.286 KM
ST 391 M HOME 15.926 KM
ST 393 S OH 15927 KM
RAILWAY ST
DALLEY ST
BACHELLAVE
SECTION : FLEMINGTON MAINTENANCE CENTRE
PAGE : 2 OF 3
MAP SET : YARDS
UPDATED TO : 30 July 2026
NLA 116 FLEMINGTON
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN,TERMINATING MOVEMENTS AND SIDINGS LENGTHS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 297 M | DOWN MAIN (M) | |
| | DOWN MAIN (S) | DM |
| | #3 UP HOMEBUSH BAY FORK(S) | UH |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 301 DG | #3 TRANSFER ROAD(S) | TR |
| | #3 DOWN HOMEBUSH BAY (M) | - |
| | #3 DOWN HOMEBUSH BAY (S) | DH |
| | DOWN GOODS (M) | - |
| | DOWN GOODS (S) | DG |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 302 UHBE | #3 UP GOODS LINE(M) | UG |
| | #3 UP GOODS LINE(S) | UG |
| | #3 DOWN GOODS LINE(M) | DG |
| | #3 DOWN GOODS LINE(S) | DG |
| | UP MAIN(M) | - |
| | UP SUBURBAN(M) | US |
| | UP HOMEBUSH BAY FORK(S) | UH |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 303 M | DOWN MAIN (M) | - |
| | DOWN MAIN(S) | - |
| | ARRIVAL ROAD(S) | AR |
| | DOWN HOMEBUSH BAY FORK(M) | - |
| | DOWN HOMEBUSH BAY FORK(S) | DH |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 307 UG | DOWN HOMEBUSH BAY FORK (M) | DH |
| | DOWN HOMEBUSH BAY FORK (S) | DH |
| | TRANSFER ROAD (S) | TR |
| | #3 DOWN GOODS (M) | DG |
| | #3 DOWN GOODS (S) | DG |
| | UP GOODS (M ) | - |
| | UP GOODS (S) | UG |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 313 DHBE | CAR SHEDS (S) | CS |
| | HOMEBUSH BAY EAST FORK(S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 328 | UP MAIN (S) | UM |
| | UP SUBURBAN (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 329 CS | DOWN MAIN (S) | DM |
| | CAR SIDINGS (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 331 DG | UP ENFIELD EAST FORK(M) | - |
| | UP ENFIELD EAST FORK(S) | UE |
| | DOWN ENFIELD EAST FORK(M) | E |
| | DOWN ENFIELD EAST FORK(S) | DE |
| | DOWN HOMEBUSH BAY WEST FORK(S) | DH |
| | DOWN HOMEBUSH BAY WEST FORK(M) | H |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 335 UG | DOWN ENFIELD EAST FORK(M) | - |
| | DOWN ENFIELD EAST FORK(S) | DE |
| | DOWN HOMEBUSH BAY WEST FORK(S) | DH |
| | DOWN HOMEBUSH BAY WEST FORK(S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 348 DG | #3 UP GOODS LINE(M) | - |
| | #3 UP GOODS LINE(S) | UG |
| | DOWN GOODS LINE(M) | - |
| | DOWN GOODS LINE(S) | DG |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 373 DHBW | DN HOMEBUSH BAY (M) | - |
| | DN HOMEBUSH BAY (S) | - |
| | SHUTTLE ROAD (M) | - |
| | SHUTTLE ROAD (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ST 382 M | UP MAIN(M) | - |
| | UP MAIN(S) | UM |
| | CAR SIDINGS(S) | CS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 304 | UP GOODS (S) | UG |
| | #3 DOWN GOODS (S) | DG |
| | #3 UP HOMEBUSH BAY (S) | UH |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 306 | #3 DOWN GOODS (S) | DG |
| | UP GOODS (S) | UG |
| | #3 UP HOMEBUSH BAY (S) | UH |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 309 | #3 TRANSFER ROAD(S) | TR |
| | #3 DOWN HOMEBUSH BAY FORK(S) | DH |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 315 | CAR SHEDS(S) | Z |
| | CAR SHEDS(S) | Y |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 318 | TRANSFER ROAD(S) | TR |
| | DEPARTURE ROAD(S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 320 | GOODS LINE(S) | G |
| | DEPARTURE ROAD(S) | DR |
| | ARRIVAL ROAD(S) | AR |
| | SHUNTING NECK(S) | SN |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 322 | DEPARTURE ROAD(S) | DR |
| | ARRIVAL ROAD(S) | AR |
| | SHUNTING NECK(S) | SN |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 323 | 327 SIGNAL(S) | B |
| | CAR SHEDS "Y" SECTION(S) | Y |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 325 | 327 SIGNAL(S) | B |
| | CAR SHEDS(S) | Y |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 327 | 329 SIGNAL(S) | C |
| | CAR SHEDS "X" SECTION(S) | X |

SECTION : FLEMINGTON MAINTENANCE CENTRE
PAGE : 3 OF 3
MAP SET : YARDS
UPDATED TO : 2 November 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE
RADIO AREA CODE : 259 (STRATHFIELD)
037 (FLEMINGTON)
038 (LIDCOMBE)
FLEMINGTON MC VOICE RECORDER : 996

METHOD OF WORKING : ENTRY AND EXIT CONTROLLED FROM STRATHFIELD BOX IN CONJUNCTION WITH PERMISSION FROM THE SHUNTERS

NLA 116 FLEMINGTON

APPENDICIES
PLEASE SEE APPENDICIES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDINGS LENGTHS

### TERMINATING TRAINS

ALL TRAINS MAY BE TERMINATED AT THIS LOCATION.

### SHUNTING OF ELECTRIC TRAINS TO AND FROM THE UP GOODS LINE AT FLEMINGTON DURING SPECIAL EVENTS

A MAXIMUM OF FOUR 8-CAR SETS WILL BE PERMITTED TO ENTER THE UP FLEMINGTON GOODS LINE. FOUR CARS MARKERS ARE PROVIDED AT 8 CAR INTERVALS INDICATING POSITIONS 1 TO 4.

A CERTIFIED SAFEWORKING EMPLOYEE MUST BE PLACED IN CHARGE OF THE SHUNTING ARRANGEMENTS AND THE DRIVERS OF ALL ELECTRIC TRAINS SHUNTING THE UP FLEMINGTON GOODS LINE MUST CARRY OUT THE DIRECTIONS OF THE SAFE WORKING EMPLOYEE IN CHARGE.

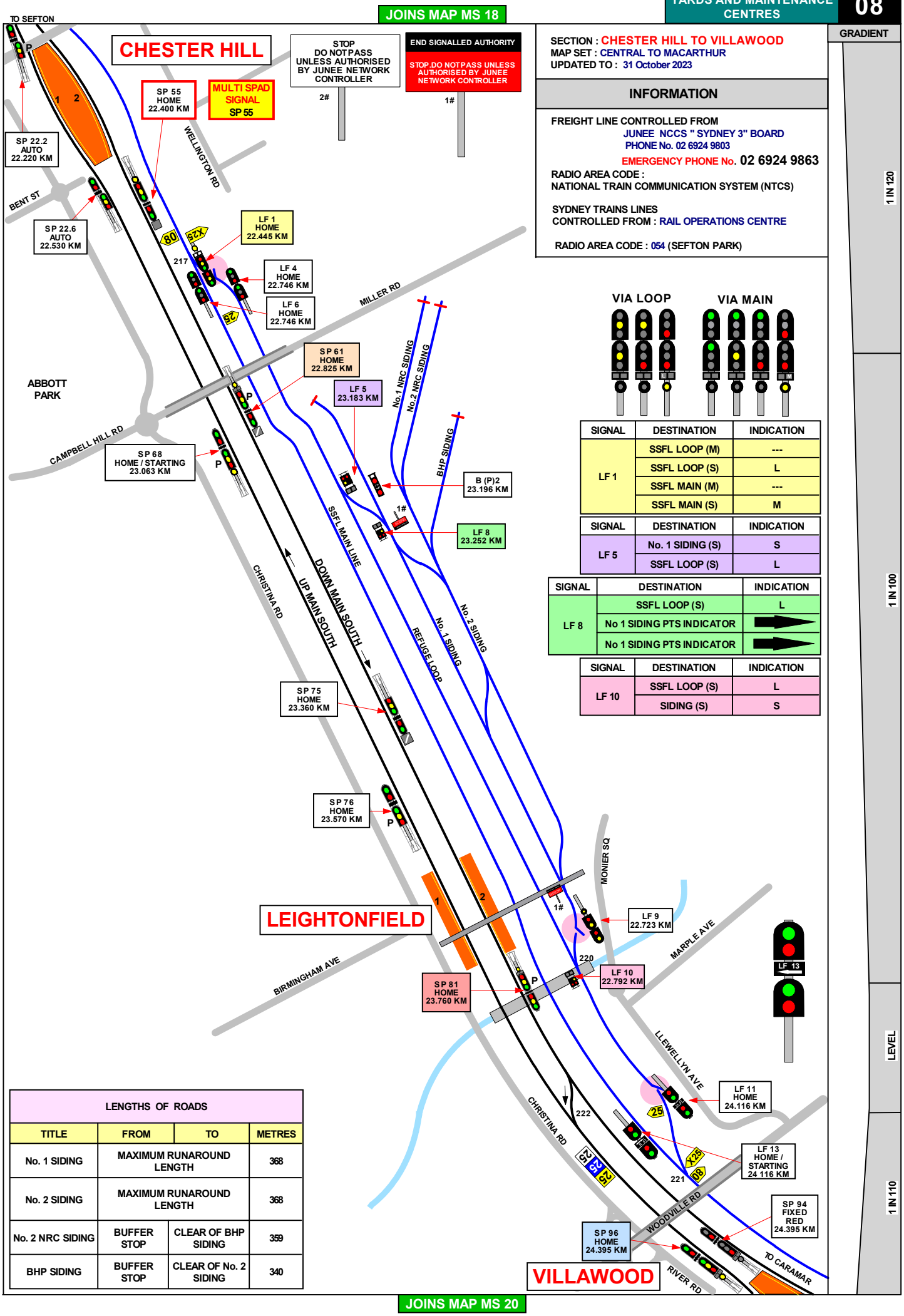
### LIFT SHOP, WHEEL LATHE AND F SIDING

THE LIFT SHOP, WHEEL LATHE AND F SIDINGS ARE UNWIRED AND CAUTION MUST BE USED TO STOP TRAINS SHORT OF THE SECTION INSULATORS OUTSIDE THE ENTRANCES TO THESE LOCATIONS.

### STOP BOARDS

AN ELECTRIC TRAIN DEPARTING FROM Z OR Y SECTIONS MUST NOT BE ALLOWED TO DEPART BEYOND THE STOP BOARDS EXCEPT ON AUTHORITY OF THE CERTIFIED SAFEWORKING EMPLOYEE WHO IS USUALLY THE SHUNTER.

#3 ROUTE BOOKED OUT OF USE




SECTION : CHESTER HILL TO VILLAWOOD
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 31 October 2023

## INFORMATION

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

SYDNEY TRAINS LINES
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

VIA LOOP VIA MAIN

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 1 | SSFL LOOP (M) | --- |
| | SSFL LOOP (S) | L |
| | SSFL MAIN (M) | --- |
| | SSFL MAIN (S) | M |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 5 | No. 1 SIDING (S) | S |
| | SSFL LOOP (S) | L |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 8 | SSFL LOOP (S) | L |
| | No 1 SIDING PTS INDICATOR | |
| | No 1 SIDING PTS INDICATOR | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 10 | SSFL LOOP (S) | L |
| | SIDING (S) | S |

| LENGTHS OF ROADS | | | |
|---|---|---|---|
| TITLE | FROM | TO | METRES |
| No. 1 SIDING | MAXIMUM RUNAROUND LENGTH | | 368 |
| No. 2 SIDING | MAXIMUM RUNAROUND LENGTH | | 368 |
| No. 2 NRC SIDING | BUFFER STOP | CLEAR OF BHP SIDING | 359 |
| BHP SIDING | BUFFER STOP | CLEAR OF No. 2 SIDING | 340 |

GRADIENT
1 IN 120
1 IN 100
LEVEL
1 IN 110

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 70 | REFUGE LOOP(S) | RL |
| | No.1 SIDING (IND)(P)1 | → |
| | No.1 SIDING (IND)(P)2 | → |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 81 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | - |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 94 | REFUGE LOOP (M) | - |
| | REFUGE LOOP (S) | RL |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SP 96 | UP MAIN(M) | - |
| | UP MAIN (S) | UM |

| LENGTHS OF ROADS (1 SUBURBAN CAR = APPROX 20.4 METRES ) | | | |
|---|---|---|---|
| TITLE | FROM | TO | METRES |
| No. 1 SIDING | MAXIMUM RUNAROUND LENGTH | | 368 |
| No. 2 SIDING | MAXIMUM RUNAROUND LENGTH | | 368 |
| STORAGE SIDING | BUFFER STOP | CLEAR OF MILLER ROAD SIDING | 80 |
| MILLER ROAD SIDING | BUFFER STOP | CLEAR OF STORAGE SIDING | 275 |
| No. 1 NRC SIDING | BUFFER STOP | CLEAR OF No. 2 NRC SIDING | 359 |
| No. 2 NRC SIDING | BUFFER STOP | CLEAR OF No. 1 NRC SIDING | 359 |
| BHP SIDING | BUFFER STOP | CLEAR OF No. 2 SIDING | 340 APPROX. |

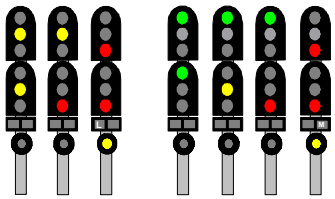
**SEFTON PARK YARD LIMITS**
**EXTEND FROM**
REGENTS PARK SIGNALS SP 25 AND LC 11.8
GOODS ROAD SIGNALS SP 1 AND ED 420
BIRRONG SIGNALS SP 5 AND SM 380
**TO**
CARRAMAR SIGNALS SP 25.5 AND SP 118



**SP 61**

INDICATION SHOWN ROUTE TRAINS TO VILLAWOOD STATION No. 1 PLATFORM FOR EITHER TERMINATION OR PASSING TRAINS

VIA LOOP VIA MAIN



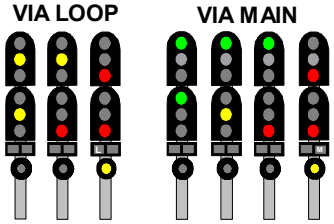
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 1 | SSFL LOOP (M) | --- |
| | SSFL LOOP (S) | L |
| | SSFL MAIN (M) | --- |
| | SSFL MAIN (S) | M |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 5 | SSFL LOOP (S) | L |
| | SIDING (S) | S |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 8 | SIDING (S) | S |
| | SSFL LOOP (S) | L |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 10 | SSFL LOOP (S) | L |
| | SIDING (S) | S |

VIA LOOP VIA MAIN



| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LF 12 | SSFL MAIN (M) | --- |
| | SSFLMAIN (S) | M |
| | SSFL LOOP (M) | --- |
| | SSFL LOOP (S) | L |

SECTION : CHESTER HILL TO VILLAWOOD
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 31 October 2023

## INFORMATION

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

SYDNEY TRAINS LINES
CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

## VILLAWOOD
TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|---|---|---|
| UP MAIN TRAINS | No. 1 PLATFORM | CHANGE ENDS RETURN TO DOWN MAIN VIA 224 POINTS |
| DOWN MAIN TRAINS | No. 2 PLATFORM | SHUNT FORWARDS ON DOWN MAIN EIGHT CARS PASS SP 100 RETURN VIA 224 POINTS TO No.1 PLATFORM |
| DOWN MAIN TRAINS | No1. PLATFORM | RETURN IN THE UP DIRECTION |

JOINS MAP MS 22

SECTION : WARWICK FARM TO LIVERPOOL
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 13 January 2023

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : SYDENHAM COMPLEX / RAIL OPERATIONS CENTRE

RADIO AREA CODE : 055 (LIVERPOOL)
: 060 (GLENFIELD)

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

TO CABRAMATTA
CAR DEALERSHIP
HUME HWY
WARWICK FARM RACECOURSE
GOVERNOR MACQUARIE DR
WARWICK ST
MUNDAY ST
NATIONAL ST
STROUD AVE
BULLI ST
MANNING ST
PRIDDLE ST
SCRIVENER ST
REMEMBRANCE AVE
HART LN
HART ST
FORBES LN
FORBES ST
DRUMMOND ST
DRUMMOND LN
LACHLAN LN
LACHLAN ST
GOULBURN ST
CAMPBELL ST
ELIZABETH ST
COLLEGE ST
GEORGES RIVER
LIVERPOOL HOSPITAL
TAFE NSW
SSFL
DOWN MAIN SOUTH
UP MAIN SOUTH
LEVEL
1 IN 100
1 IN 264
LEVEL
GRADIENT
WARWICK FARM
LL 199 ACCEPT 33.413 KM
EYL
S 20.8 AUTO 33.462 KM
S 21.2 AUTO 34.015 KM
LL 201 HOME 34.186 KM
PONR
S 21.6 AUTO 34.426 KM
EYL
LL 205 CO-ACTING
LL 203 CO-ACTING
LL 205 HOME 34.881 KM
LL 203 OUTERHOME 34.966 KM
OVER LINE ROAD BRIDGE
PED FOOT BRIDGE
MULTI SPAD SIGNAL LL 204
LL 204 OUTERHOME 35.128 KM
LL 209 HOME 35.426 KM
PONR
LL 211 HOME 35.426 KM
PONR
LIMIT OF SHUNT ON DOWN MAIN
LL 207 HOME 34.426 KM
LL 218 HOME 35.580 KM
TO LIVERPOOL

JOINS MAP MS 24

JOINS MAP MS 23

SECTION : WARWICK FARM TO LIVERPOOL
MAP SET : CENTRAL TO MACARTHUR
UPDATED TO : 30 June 2026

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : SYDENHAM COMPLEX / RAIL OPERATIONS CENTRE

RADIO AREA CODE : 055 (LIVERPOOL)
: 060 (GLENFIELD)

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

TO WARWICK FARM
UP MAIN
TRANSIT ROAD
265
X40
POINTS CLEARED 8 CARS
LL 207 HOME 34.426 KM
262
263
264
LL 216 HOME 35.581 KM
LL 214 HOME 35.585 KM
LL 218 HOME 35.580 KM
266
P
CO-ACT
DOWN MAIN SOUTH
NO.3 PLATFORM ROAD
SSFL
GEORGES RIVER
NEWBRIDGE RD
HAIG AVE
HEATHCOTE RD
RAILWAY ST
LIVERPOOL
BIGGE ST
TRANSIT ROAD
UP MAIN SOUTH
LL 219 HOME 35.777 KM
LL 221 HOME 35.777 KM
YARD 8 SPEED
LIGHT HORSE PARK
MOOREBANK AVE
LL 225 HOME 35.769 KM
LL223 HOME 35.773 KM
TP
269
270
274
LL 224 35.900 KM
LL 226 35.900 KM
SCOTT ST
TERMINUS ST
273
272
LL 228 35.906 KM
DOWN STORAGE SIDING NO.2
DOWN STORAGE SIDING NO.1
SPEED ST
BIGGE ST
LL 230 35.943 KM
LL 232 HOME 35.980 KM
PONR
TERMINUS ST
PIRIE ST
POINTS CLEARED 8 CARS
TRANSIT ROAD
UP MAIN SOUTH
UP STORAGE SIDING
DOWN MAIN SOUTH
LIMIT OF SHUNT ON UP MAIN
LL 231 HOME/ STARTING 36.121 KM
LL 233 HOME/ STARTING 36.121 KM
09X
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
SPEED ST
NAGLE ST
275
COLLINGWOOD VIADUCT SHEPARD ST
EYL
LL 234 HOME 36.765 KM
YL
TO CASULA
P

JOINS MAP MS 25

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 201 | DOWN MAIN (M) | -- |
| | DOWN MAIN (S) | DM |
| | TRANSIT ROAD (M) | --- |
| | TRANSIT ROAD (S) | TR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 205 | DN STORAGE SIDING NO. 2 (S) | S2 |
| | DN STORAGE SIDING NO. 1 (S) | S1 |
| | TRANSIT ROAD (M) | - - - |
| | TRANSIT ROAD (M) Lsp | TR |
| | TRANSIT ROAD (S) | TR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 207 | PLATFORM 3 (S) | 3 |
| | PLATFORM 2 (S) | 2 |
| | PLATFORM 1 (S) | 1 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 209 | PLATFORM 4 (M) | -- |
| | PLATFORM 4 (S) | P4 |
| | PLATFORM 3 (M) | --- |
| | PLATFORM 3 (S) | P3 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 211 | PLATFORM 3 (M) | 3 |
| | PLATFORM 3 (S) | P3 |
| | PLATFORM 2 (M) | |
| | PLATFORM 2 (S) | P2 |
| | PLATFORM 1 (M) | 1 |
| | PLATFORM 1 (S) | P1 |

| SIGNAL | DESTINATION | INDICATION | CO-ACTING |
|---|---|---|---|
| LL 225 | TRANSIT ROAD (M) | - - | |
| | TRANSIT ROAD (M)Lsp | TR | T |
| | TRANSIT ROAD (S) | TR | T |
| | UP MAIN (S) | UM | U |
| | UP STORAGE SIDING (S) | US | S |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 221 | DN STORAGE SIDING NO. 2 (S) | S2 |
| | DN STORAGE SIDING NO. 1 (S) | S1 |
| | TRANSIT ROAD (M) | - - - |
| | TRANSIT ROAD (M) Lsp | TR |
| | TRANSIT ROAD (S) | TR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 223 | TRANSIT ROAD (M) | --- |
| | TRANSIT ROAD (M) Lsp | TR |
| | TRANSIT ROAD (S) | TR |
| | UP MAIN (S) | UM |
| | UP STORAGE SIDING (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 228 | PLATFORM 1 (S) | P1 |
| | PLATFORM 2 (S) | P2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 230 | PLATFORM 1 (S) | 1 |
| | PLATFORM 2 (S) | 2 |
| | PLATFORM 3 (S) | 3 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LL 232 | PLATFORM 1 (M) | -- |
| | PLATFORM 1 (S) | P1 |
| | PLATFORM 2 (M) | --- |
| | PLATFORM 2 (S) | P2 |

SECTION : WARWICK FARM TO LIVERPOOL
MAP SET : YARDS
UPDATED TO : 6 May 2024

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : SYDENHAM COMPLEX / RAIL OPERATIONS CENTRE

RADIO AREA CODE : 055 (LIVERPOOL)
: 060 (GLENFIELD)

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803

EMERGENCY PHONE No. 02 6924 9863

RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

### SPECIAL POINTS OF INTEREST

### LIVERPOOL

WHEN STABLING TRAINS AT NIGHT PANTOGRAPHS MUST BE LOWERED.
ALSO IN THE UP STORAGE YOU MUST STOP 1 CAR LENGTH SHORT OF THE BUFFER STOP TO ALLOW CAMERAS TO PAN THE YARD.
SIGNALS LL 221 , LL 225 , LL 216 & LL 201 ALL HAVE AN INDICATOR SIGNAL PROVIDED IN POSITIONS WHICH ARE VISIBLE TO THE DRIVER WHEN HE IS STOPPED AT THE 8 CAR MARK.

TRAINS IN THE DOWN DIRECTION CAN ARRIVE AND DEPART FROM ANY PLATFORM AND MAY BE TERMINATED ON ANY PLATFORM.

TRAINS IN THE UP DIRECTION CAN ARRIVE ON 1 AND 2 PLATFORMS ONLY BUT MAY DEPART FROM ALL 3 PLATFORMS.

ALL AMALGAMATION AND DIVISION TO TAKE PLACE IN STORAGE SIDING 1 (BOOTHS) AT DESIGNATED SAFE AREA.

PREPARATION OF TRAINS AT LIVERPOOL ALL ROADS IS TOPSIDE PREPARATION ONLY.

WHEN STABLING TRAINS AT LIVERPOOL IN EITHER THE UP STORAGE OR STORAGE SIDING 2 PANTOGRAPHS MUST BE LOWERED TO REDUCE NOISE POLLUTION.

PONR
POINTS OF NO RETURN

| SIGNAL No. | LOCATION | DESTINATIONS |
|---|---|---|
| S 19.8 | CABRAMATTA | UP MAIN SOUTH LINE (REGENTS PARK) OR OLD UP MAIN SOUTH LINE (GRANVILLE LINE) |
| LL 201 | WARWICK FARM | DOWN MAIN SOUTH LINE OR TRANSIT ROAD (LIVERPOOL PLATFORMS 1, 2 OR 3 ) |
| LL 209 | DOWN MAIN SOUTH AT 35.426 KM | DOWN MAIN SOUTH LINE OR PLATFORM No. 3 |
| LL 211 | TRANSIT ROAD AT 35.426 KM | LIVERPOOL PLATFORMS 1,2 OR 3 |

## LIVERPOOL

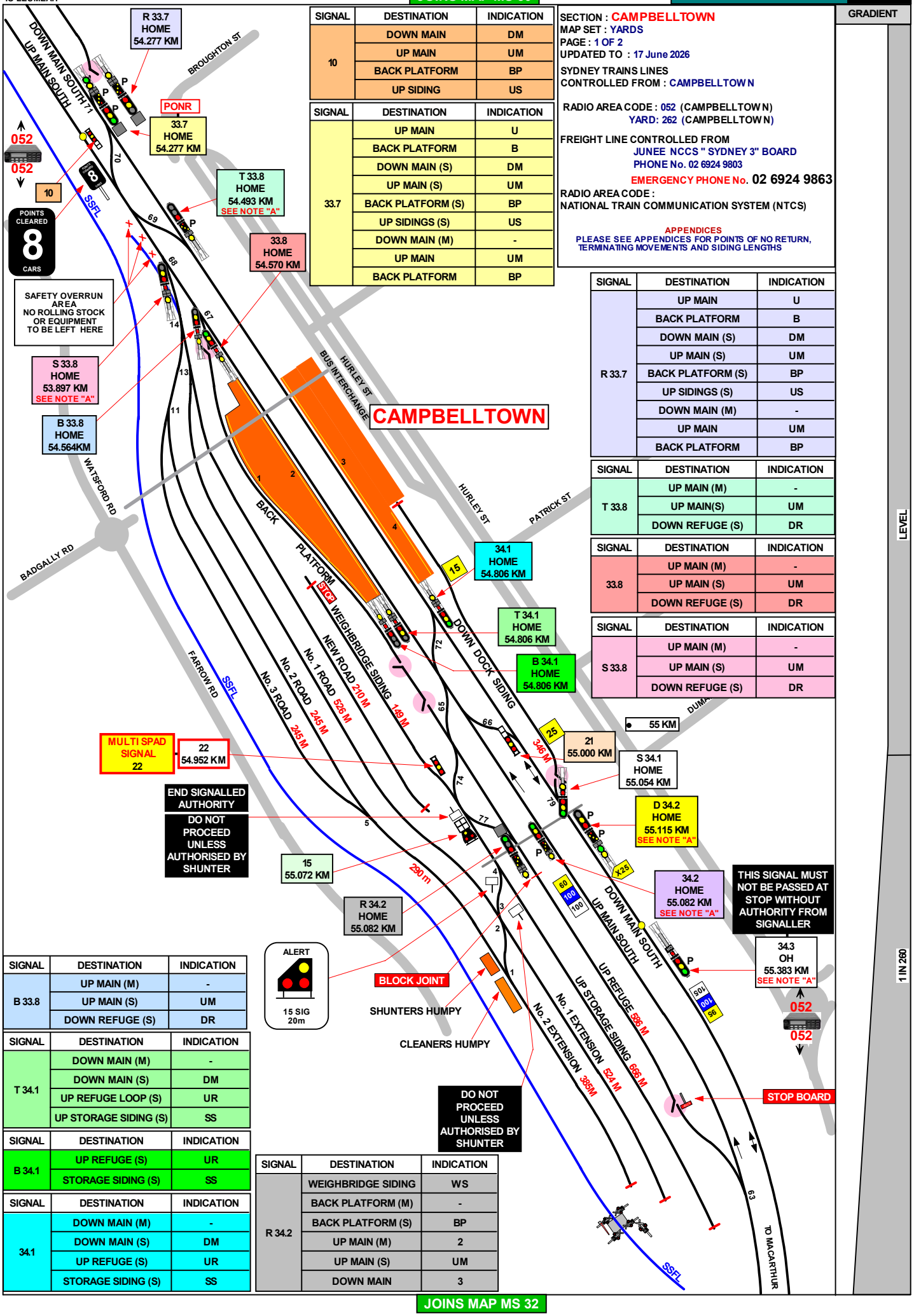
TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|---|---|---|
| DOWN TRAINS | No. 1 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA |
| | No. 2 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA |
| | No. 3 PLATFORM | UP MAINLINE OR DOWN STORAGE SIDINGS I OR 2 OR DOWN TRANSIT ROAD TO CASULA |
| UP TRAINS | No. 1 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA |
| | No. 2 PLATFORM | UP MAINLINE OR UP STORAGE SIDING OR DOWN TRANSIT ROAD TO CASULA |

LENGTHS OF ROADS
(1 SUBURBAN CAR = APPROX 20.4 METRES )

| TITLE | FROM | TO | METRES |
|---|---|---|---|
| UP STORAGE SIDING | SIGNAL LL 228 | BUFFER STOP | 373 M |
| DOWN STORAGE SIDING No. 1 | SIGNAL LL 226 | BUFFER STOP | 346 M |
| DOWN STORAGE SIDING No. 2 | SIGNAL LL 224 | BUFFER STOP | 346 M |

JOINS MAP MS 30




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 10 | DOWN MAIN | DM |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |
| | UP SIDING | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 33.7 | UP MAIN | U |
| | BACK PLATFORM | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | BACK PLATFORM (S) | BP |
| | UP SIDINGS (S) | US |
| | DOWN MAIN (M) | - |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |

SECTION : CAMPBELLTOWN
MAP SET : YARDS
PAGE : 1 OF 2
UPDATED TO : 17 June 2026

SYDNEY TRAINS LINES
CONTROLLED FROM : CAMPBELLTOWN

RADIO AREA CODE : 052 (CAMPBELLTOWN)
YARD: 262 (CAMPBELLTOWN)

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803

EMERGENCY PHONE No. 02 6924 9863

RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| R 33.7 | UP MAIN | U |
| | BACK PLATFORM | B |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | BACK PLATFORM (S) | BP |
| | UP SIDINGS (S) | US |
| | DOWN MAIN (M) | - |
| | UP MAIN | UM |
| | BACK PLATFORM | BP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| T 33.8 | UP MAIN (M) | - |
| | UP MAIN(S) | UM |
| | DOWN REFUGE (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 33.8 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN REFUGE (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| S 33.8 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN REFUGE (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| B 33.8 | UP MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN REFUGE (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| T 34.1 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP REFUGE LOOP (S) | UR |
| | UP STORAGE SIDING (S) | SS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| B 34.1 | UP REFUGE (S) | UR |
| | STORAGE SIDING (S) | SS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 34.1 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | UP REFUGE (S) | UR |
| | STORAGE SIDING (S) | SS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| R 34.2 | WEIGHBRIDGE SIDING | WS |
| | BACK PLATFORM (M) | - |
| | BACK PLATFORM (S) | BP |
| | UP MAIN (M) | 2 |
| | UP MAIN (S) | UM |
| | DOWN MAIN | 3 |

GRADIENT
LEVEL
1 IN 260

JOINS MAP MS 32

SECTION : CAMPBELLTOWN
MAP SET : YARDS
PAGE : 1 OF 2
UPDATED TO : 21 August 2024

SPECIAL POINTS OF INTEREST

SYDNEY TRAINS LINES
CONTROLLED FROM : CAMPBELLTOWN

RADIO AREA CODE : 052 (CAMPBELLTOWN)
YARD: 262 (CAMPBELLTOWN)

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

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 15 | WEIGHBRIDGE SIDING | WS |
| | BACK PLATFORM | BP |
| | UP MAIN | UM |
| | DOWN MAIN | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 21 | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |

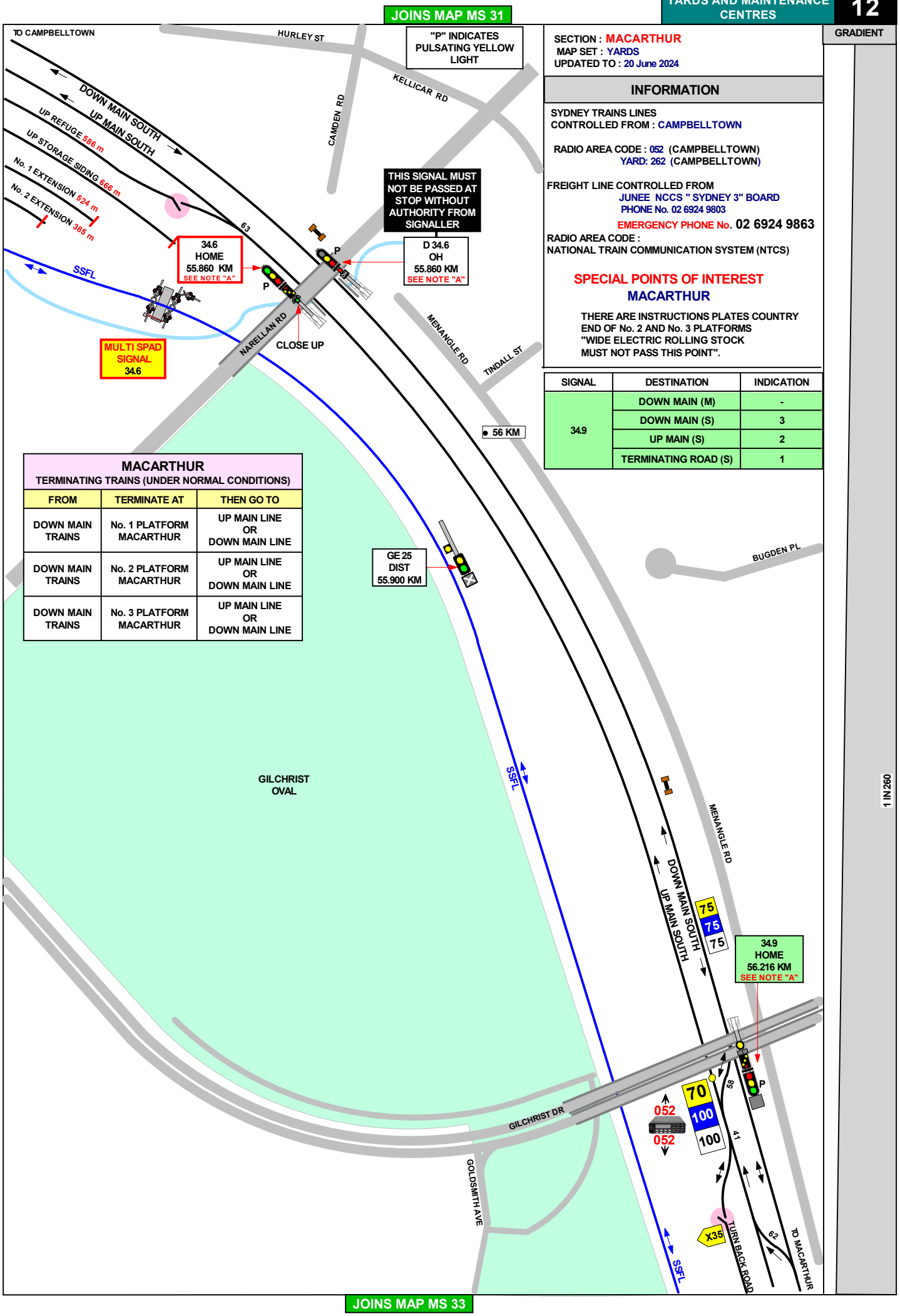
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 34.2 | UP MAIN (M) | - |
| | DOWN MAIN (M) | - |
| | UP MAIN (S) | UM |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| D 34.2 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |
| | DOWN DOCK SIDING (M) | - |
| | DOWN DOCK SIDING (S) | DS |

| NOTE "A" | | | |
|---|---|---|---|
| PULSATING YELLOW LIGHT (INDICATES THE NEXT SIGNAL IS SHOWING A PROCEED INDICATION) | | | |
| DOWN | | UP | |
| 34.3 | OUTER HOME | T 33.8 | HOME |
| | | D 34.2 | HOME (UP MAIN) |
| | | D 34.2 | HOME (DOWN MAIN) |
| | | 138 | HOME (DOWN MAIN) |
| | | 85 | OUTER HOME |
| | | 34.2 | HOME |

THERE IS A STOP BOARD COUNTRY END OF THE DOWN REFUGE.
THERE IS A STOP BOARD COUNTRY END OF THE UP REFUGE.
DOWN TRAINS PROCEEDING TO MACARTHUR MUST DEPART FROM EITHER No. 2 OR No. 3 PLATFORM.
TOP SIDE PREPARATION OF TRAINS AT CAMPBELLTOWN : DOWN DOCK SIDING (LONG 79), UP REFUGE SIDING, WEIGHBRIDGE ROAD, UP STORAGE SIDING & SYDNEY END TRAINS IN UP SIDING, No. 1, 2 & 3 SIDINGS.

| PROPELLING MOVEMENTS | | | |
|---|---|---|---|
| FROM | LOCATED | TO | LIMIT |
| No. 10 SIGNAL | APPROX 140 METRES SYDNEY SIDE OF CAMPBELLTOWN (UP MAIN) | DOWN MAIN No. 3 PLATFORM | No. 14 SIGNAL (34.1) |
| No. 10 SIGNAL | APPROX 140 METRES SYDNEY SIDE OF CAMPBELLTOWN (UP MAIN) | UP MAIN No. 2 PLATFORM | No. 16 SIGNAL (T34.1) |
| No. 10 SIGNAL | APPROX 140 METRES SYDNEY SIDE OF CAMPBELLTOWN (UP MAIN) | UP MAIN No. 1 PLATFORM | No. 18 SIGNAL (B34.1) |
| No. 14 SIGNAL (34.1) | COUNTRY END OF No. 3 PLATFORM (DOWN MAIN) | DOWN MAIN | No. 20 SIGNAL (34.3) |
| No. 16 SIGNAL (T34.1) | COUNTRY END OF No. 2 PLATFORM (UP MAIN) | UP REFUGE LOOP | STOP BOARD COUNTRY END OF UP REFUGE LOOP |
| No. 18 SIGNAL (B34.1) | COUNTRY END OF No. 1 PLATFORM (BACK PLATFORM) | UP REFUGE LOOP | STOP BOARD COUNTRY END OF UP REFUGE LOOP |
| No. 21 SIGNAL | APPROX 100 METRES COUNTRY SIDE OF CAMPBELLTOWN (DOWN MAIN) | DOWN MAIN | No. 29 SIGNAL (T33.8) SYDNEY END OF No. 3 PLATFORM |
| No. 23 SIGNAL (S33.8) | SYDNEY END OF THE UP SIDINGS | DOWN REFUGE | STOP BOARD SYDNEY END OF DOWN REFUGE LOOP |
| No. 29 SIGNAL (T33.8) | SYDNEY END OF No. 3 PLATFORM (DOWN MAIN) | UP MAIN | UP STARTING SIGNAL No. 33 (33.4) |
| No. 29 SIGNAL (T33.8) | SYDNEY END OF No. 3 PLATFORM (DOWN MAIN) | DOWN REFUGE | STOP BOARD SYDNEY END OF DOWN REFUGE LOOP |
| No. 82 SIGNAL (S 34.1) | COUNTRY END OF DOWN DOCK SIDING | No. 20 SIGNAL ( DOWN MAIN) | UP MAIN No. 2 PLATFORM OR No. 3 PLATFORM |




SECTION : MACARTHUR
MAP SET : YARDS
UPDATED TO : 20 June 2024

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : CAMPBELLTOWN

RADIO AREA CODE : 052 (CAMPBELLTOWN)
YARD: 262 (CAMPBELLTOWN)

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863

RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

## SPECIAL POINTS OF INTEREST
## MACARTHUR

THERE ARE INSTRUCTIONS PLATES COUNTRY END OF No. 2 AND No. 3 PLATFORMS "WIDE ELECTRIC ROLLING STOCK MUST NOT PASS THIS POINT".

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 34.9 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 3 |
| | UP MAIN (S) | 2 |
| | TERMINATING ROAD (S) | 1 |

**MACARTHUR**
TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|---|---|---|
| DOWN MAIN TRAINS | No. 1 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS | No. 2 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS | No. 3 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |

GRADIENT
1 IN 260

JOINS MAP MS 32

## MACARTHUR
TERMINATING TRAINS (UNDER NORMAL CONDITIONS)

| FROM | TERMINATE AT | THEN GO TO |
|---|---|---|
| DOWN MAIN TRAINS | No. 1 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS | No. 2 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |
| DOWN MAIN TRAINS | No. 3 PLATFORM MACARTHUR | UP MAIN LINE OR DOWN MAIN LINE |

SECTION : MACARTHUR
MAP SET : YARDS
UPDATED TO : 23 June 2026

## INFORMATION

SYDNEY TRAINS LINES
CONTROLLED FROM : CAMPBELLTOWN

RADIO AREA CODE : 052 (CAMPBELLTOWN)
YARD: 262 (CAMPBELLTOWN)

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 3" BOARD
PHONE No. 02 6924 9803
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

THERE ARE INSTRUCTIONS PLATES COUNTRY END OF No. 2 AND No. 3 PLATFORMS "WIDE ELECTRIC ROLLING STOCK MUST NOT PASS THIS POINT".

TO CAMPBELLTOWN

POINTS CLEARED 8 CARS

34.9 HOME 56.216 KM SEE NOTE "A"

"P" INDICATES PULSATING YELLOW LIGHT

35.2 HOME 56.476 KM

T 35.2 HOME 56.476 KM

D 35.2 HOME 56.476 KM

THIS SIGNAL MUST NOT BE PASSED AT STOP FOR WRONG ROAD DIRECTION MOVEMENTS EXCEPT ON THE AUTHORITY OF THE SIGNALLER AND IN ACCORDANCE WITH LOCAL INSTRUCTIONS

MACARTHUR

TURN BACK ROAD

MENANGLE ROAD

ROBINSON ST

183 M

WIDE ELECTRIC ROLLING STOCK MUST NOT PASS THIS POINT

MAC FIXED REDS 56.657KM

WIDE ELECTRIC ROLLING STOCK MUST NOT PASS THIS POINT

35.3 HOME 56.657KM DUAL CONTROLLED FROM GLENLEE 21

GE 25 REPT 57.480 KM

GE 25 57.600 KM CAMPBELLTOWN EYL

MULTI SPAD SIGNAL 36.0

36.0 HOME 57.658 KM GLENLEE EYL CAMPBELLTOWN YL

GE 23 HOME 57.657 KM GLENLEE EYL CAMPBELLTOWN YL

UP MAIN SOUTH

DOWN MAIN SOUTH

SSFL ARTC

END SINGLE LIGHT INDICATION

INFRASTRUCTURE BOUNDARY

SYDNEY TRAINS ARTC

58 KM

TO GLENLEE

### NOTE "A"

PULSATING YELLOW LIGHT

(INDICATES THE NEXT SIGNAL IS SHOWING A PROCEED INDICATION)

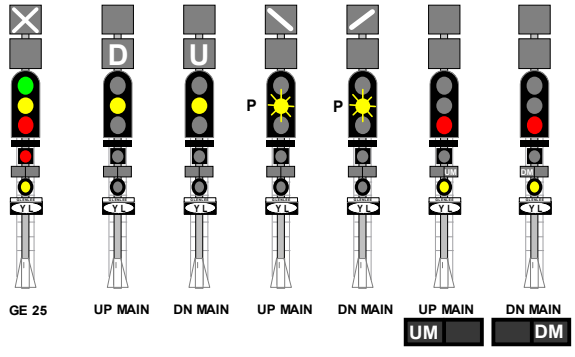
| DOWN | | UP | |
|---|---|---|---|
| 34.9 | HOME | D 35.2 | HOME (UP MAIN) |
| | | 35.2 | HOME |
| | | T 35.2 | HOME (UP MAIN) |
| | | 34.6 | HOME |
| | | D 34.6 | OUTER HOME (DOWN MAIN) |

### LENGTHS OF ROADS
(1 SUBURBAN CAR = APPROX 20.4 METRES )

| TITLE | FROM | TO | METRES |
|---|---|---|---|
| TURN BACK ROAD | T 35.2 | BUFFER STOP | 183 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 34.9 | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | 3 |
| | UP MAIN (S) | 2 |
| | TERMINATING ROAD (S) | 1 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| GE 25 | DOWN MAIN (M) | D |
| | DOWN MAIN (S) | DM |
| | UP MAIN (M) | U |
| | UP MAIN (S) | UM |




JOINS MAP SHL 34

JOINS MAP MS 02

JOINS MAP IL 02

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 142 | ARRIVAL/DEPARTURE ROAD (S) | AD |
| | DIVE (S) | ED |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 145 | TRANSFER ROAD | AD |
| | WESTERN SIDING | WS |

X 1 ANNETT KEY INSCRIBED EVELIEGH W & X No. 2 ROAD ANNETT LOCK "U" MOUNTED ON STRUCTURE E1 + 977

X 2 ANNETT KEY INSCRIBED EVELIEGH U & V No. 3 ROAD ANNETT LOCK "U" MOUNTED ON STRUCTURE E1 + 977

Z 1 ANNETT LOCK "X" AND TOKEN BOARD MOUNTED ON TIE OFF STRUCTURE FOR No . 2 ROAD

Z 2 ANNETT LOCK "V" AND TOKEN BOARD MOUNTED ON TIE OFF STRUCTURE FOR No . 3 ROAD

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 146 | ARRIVAL/DEPARTURE ROAD | AD |
| | EASTERN SIDING | → |

ELECTRIC TRAINS STOP BOARD Eveleigh Intercity Road 10

RADIO TRANSPONDER AREA NUMBERS

| | | |
|---|---|---|
| 035 | 001 | 258 |
| 258 | 258 | 035 |

## SECTION : EVELEIGH PRECINCT

MAP SET : YARDS

UPDATED TO : 30 June 2026

## INFORMATION

CONTROLLED FROM : SYDNEY

RADIO AREA CODE : 258 (SYDNEY)

NLA 112

SPECIAL POINTS OF INTEREST

### ARRIVAL AT EVELEIGH

WHEN TRAINS ARE AUTHORISED TO ENTER EVELEIGH YARD FROM THE REDFERN END VIA THE ARRIVAL / DEPARTURE ROAD AND ARE TO PROCEED TOWARDS THE TRAIN PRESENTATION AREA.

THE DRIVER WILL BRING THE TRAIN TO A STAND AT THE STOP BOARD AND AWAIT INSTRUCTIONS FROM SHUNTER TO WHICH SIDING THE TRAIN IS TO PROCEED.

THE SIGNALLER AND SHUNTER WILL COME TO A CLEAR UNDERSTANDING AS TO WHAT IS REQUIRED PRIOR TO YOU ENTERING THE YARD AND THE SHUNTER WILL ENSURE THAT THERE ARE NO CONFLICTING MOVEMENTS OCCURRING, BEFORE AUTHORISING THE TRAIN TO MOVE.

THE SHUNTER SHALL OPERATE THE POINTS REQUIRED AND AUTHORISE THE DRIVER TO PROCEED INTO THE ALLOCATED SIDING.

### DEPARTURE FROM EVELEIGH

WHEN A TRAIN IS READY TO DEPART FROM Nos. 1 TO 6 SIDINGS WITHIN EVELEIGH PRESENTATION CENTRE AND PROCEED VIA ARRIVAL / DEPARTURE ROAD.

THE DRIVER SHALL SIGNAL THE SHUNTER, WHO SHALL ENSURE THAT NO CONFLICTING MOVEMENTS ARE TAKING PLACE.

THE DRIVER SHALL PROCEED WHEN AUTHORISED, TO SIGNAL SAY 146 AND OBEY THE INDICATION OF THAT SIGNAL.

WHEN ARRIVING OR DEPARTING VIA THE "EVELEIGH DIVE", THE SAME INSTRUCTIONS APPLY.

TRAINS MAY ALSO ENTER AND DEPART VIA THE ILLAWARRA DIVE, THE DRIVER WILL BRING HIS TRAIN TO A STAND IN No.S 1 OR 2 SHUNTING NECK AND THEN FOLLOW INSTRUCTIONS OF CERTIFIED SAFEWORKING EMPLOYEE ( SHUNTER ).

### ARRIVING VIA GATE ROAD

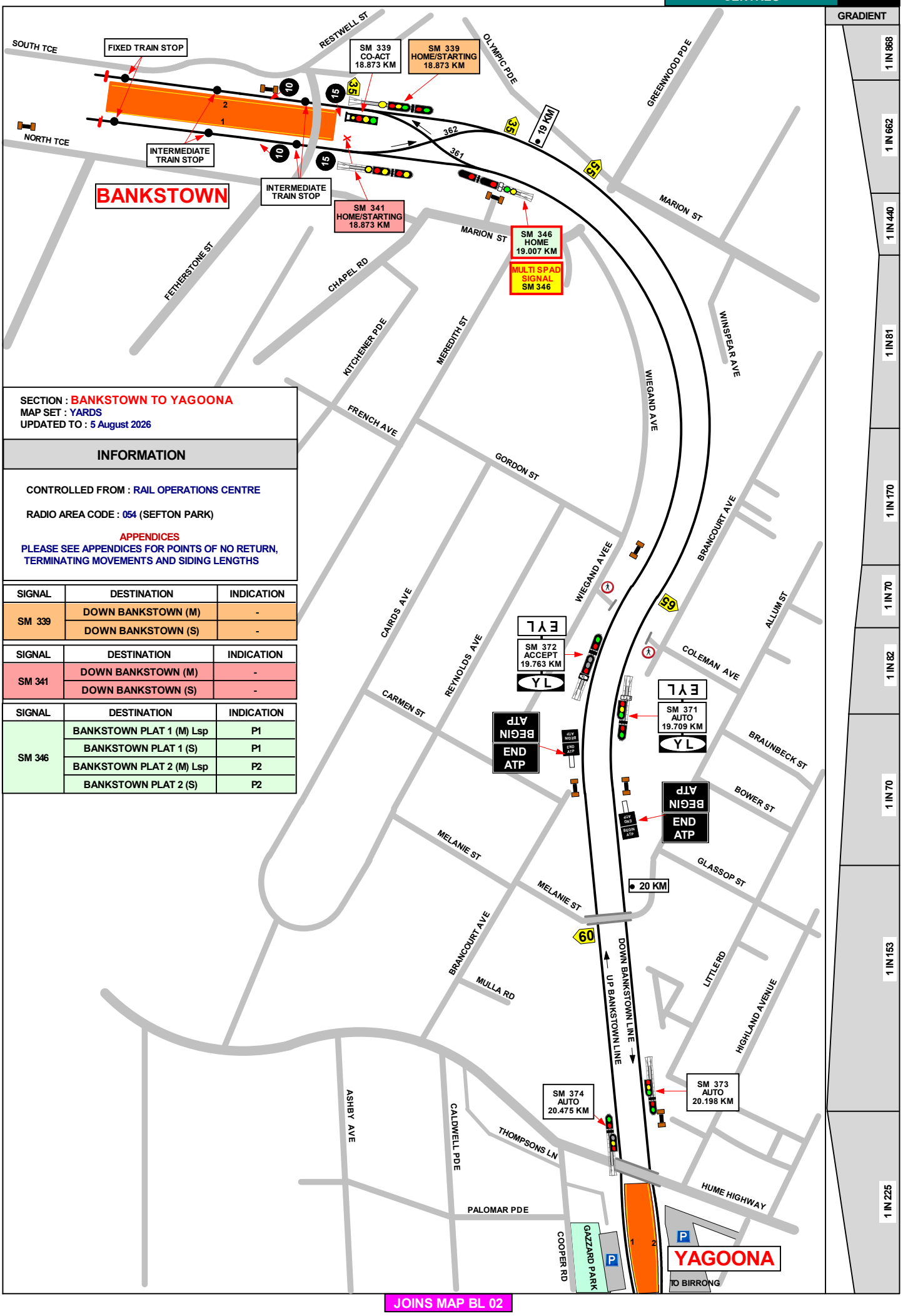
THE DRIVER WILL BRING THE TRAIN TO A STAND AT THE STOP BOARD AND THEN THE GUARD WILL CONTACT THE SAFEWORKING EMPLOYEE (SHUNTER) VIA THE PHONE ON THE STOP BOARD AND OBTAIN PERMISSION TO PASS THE STOP BOARD. THE GUARD WILL THEN RELAY THE INSTRUCTIONS OBTAINED FROM THE SHUNTER TO THE DRIVER AND THEN PILOT THE DRIVER INTO THE YARD TO THE SHUNTER

### DEPARTING VIA GATE ROAD

THE DRIVER WILL BRING THE TRAIN TO A STAND AT THE STOP BOARD AND THEN THE GUARD WILL CONTACT THE SIGNALLER (ESR PANEL) VIA THE PHONE ON THE STOP BOARD AND OBTAIN PERMISSION TO PASS THE STOP BOARD. THE GUARD WILL THEN RELAY THE INSTRUCTIONS OBTAINED FROM THE SIGNALLER TO THE DRIVER AND THEN THE DRIVER WILL PROCEED TO THE SIGNAL AHEAD AND AWAIT A PROCEED INDICATION ON THAT SIGNAL.

JOINS MAP MS 02

JOINS MAP IL 02




SECTION : BANKSTOWN TO YAGOONA
MAP SET : YARDS
UPDATED TO : 5 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 054 (SEFTON PARK)

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

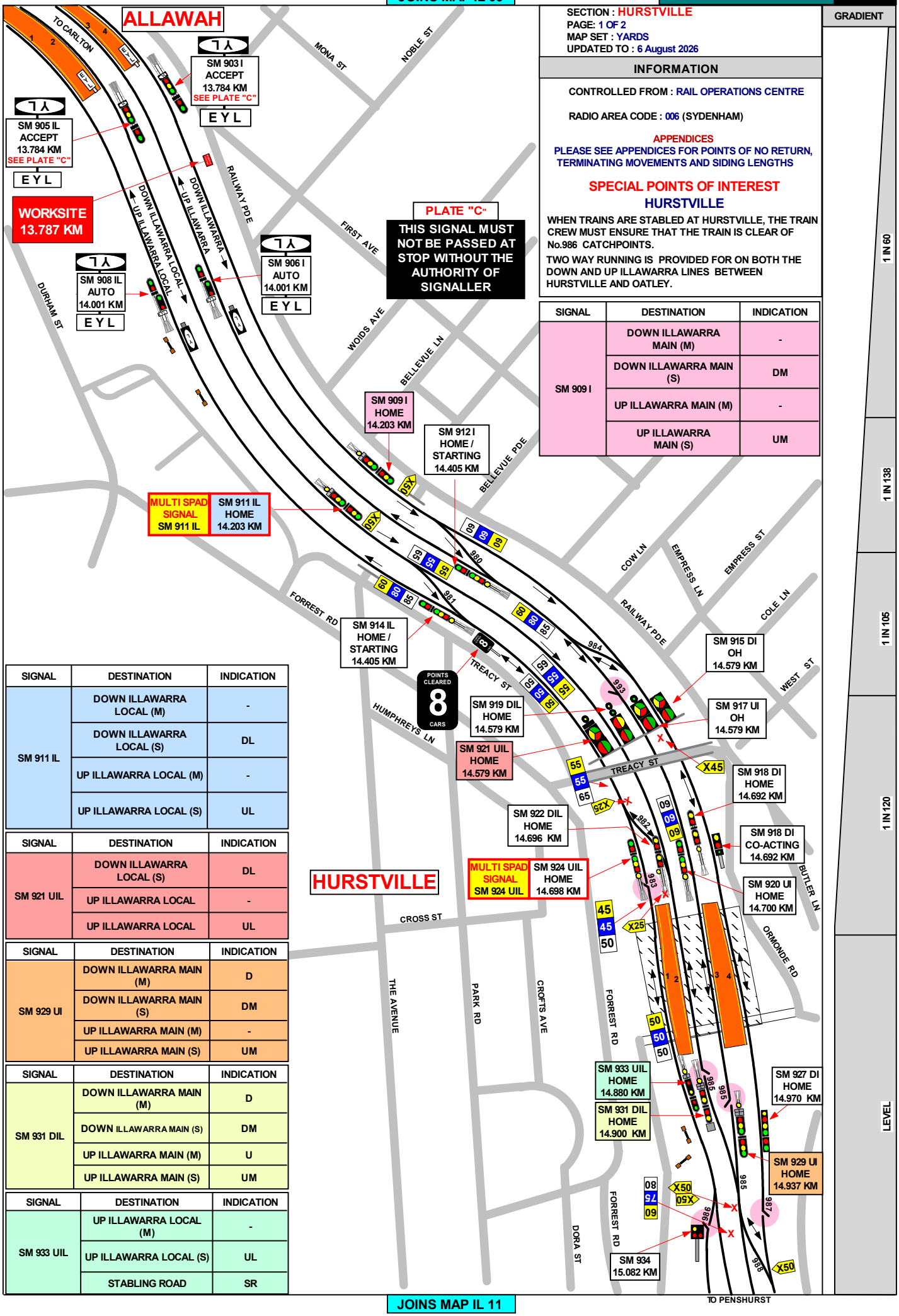
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 339 | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 341 | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 346 | BANKSTOWN PLAT 1 (M) Lsp | P1 |
| | BANKSTOWN PLAT 1 (S) | P1 |
| | BANKSTOWN PLAT 2 (M) Lsp | P2 |
| | BANKSTOWN PLAT 2 (S) | P2 |

JOINS MAP BL 02

JOINS MAP IL 09




SECTION : HURSTVILLE
PAGE: 1 OF 2
MAP SET : YARDS
UPDATED TO : 6 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 006 (SYDENHAM)

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

### SPECIAL POINTS OF INTEREST
### HURSTVILLE

WHEN TRAINS ARE STABLED AT HURSTVILLE, THE TRAIN CREW MUST ENSURE THAT THE TRAIN IS CLEAR OF No.986 CATCHPOINTS.

TWO WAY RUNNING IS PROVIDED FOR ON BOTH THE DOWN AND UP ILLAWARRA LINES BETWEEN HURSTVILLE AND OATLEY.

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 909 I | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | UP ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 911 IL | DOWN ILLAWARRA LOCAL (M) | - |
| | DOWN ILLAWARRA LOCAL (S) | DL |
| | UP ILLAWARRA LOCAL (M) | - |
| | UP ILLAWARRA LOCAL (S) | UL |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 921 UIL | DOWN ILLAWARRA LOCAL (S) | DL |
| | UP ILLAWARRA LOCAL | - |
| | UP ILLAWARRA LOCAL | UL |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 929 UI | DOWN ILLAWARRA MAIN (M) | D |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | UP ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S) | UM |

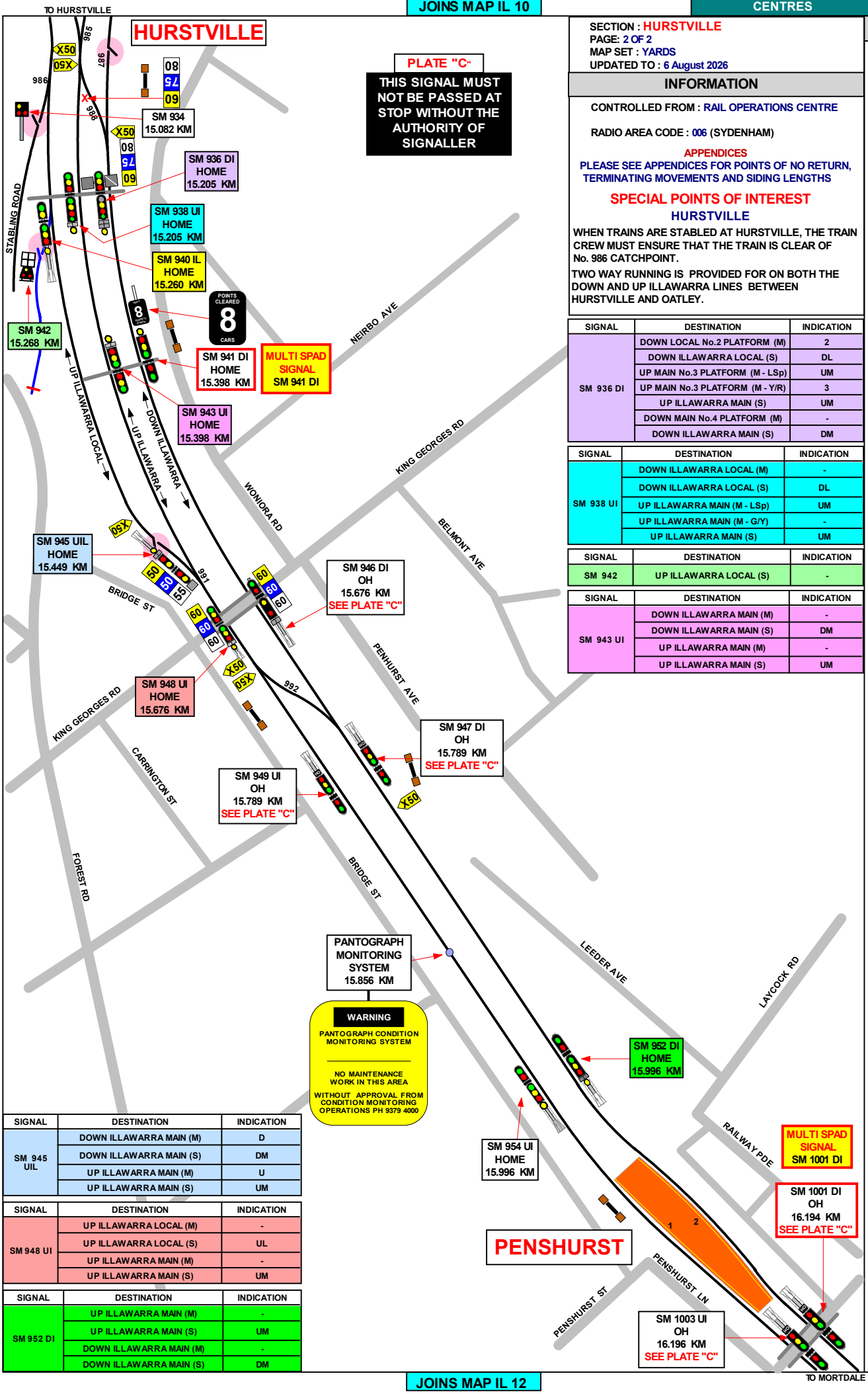
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 931 DIL | DOWN ILLAWARRA MAIN (M) | D |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | UP ILLAWARRA MAIN (M) | U |
| | UP ILLAWARRA MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 933 UIL | UP ILLAWARRA LOCAL (M) | - |
| | UP ILLAWARRA LOCAL (S) | UL |
| | STABLING ROAD | SR |

GRADIENT
1 IN 60
1 IN 138
1 IN 105
1 IN 120
LEVEL

JOINS MAP IL 11

JOINS MAP IL 10




SECTION : HURSTVILLE
PAGE: 2 OF 2
MAP SET : YARDS
UPDATED TO : 6 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 006 (SYDENHAM)

APPENDICES

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

### SPECIAL POINTS OF INTEREST

HURSTVILLE

WHEN TRAINS ARE STABLED AT HURSTVILLE, THE TRAIN CREW MUST ENSURE THAT THE TRAIN IS CLEAR OF No. 986 CATCHPOINT.

TWO WAY RUNNING IS PROVIDED FOR ON BOTH THE DOWN AND UP ILLAWARRA LINES BETWEEN HURSTVILLE AND OATLEY.

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 936 DI | DOWN LOCAL No.2 PLATFORM (M) | 2 |
| | DOWN ILLAWARRA LOCAL (S) | DL |
| | UP MAIN No.3 PLATFORM (M - LSp) | UM |
| | UP MAIN No.3 PLATFORM (M - Y/R) | 3 |
| | UP ILLAWARRA MAIN (S) | UM |
| | DOWN MAIN No.4 PLATFORM (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 938 UI | DOWN ILLAWARRA LOCAL (M) | - |
| | DOWN ILLAWARRA LOCAL (S) | DL |
| | UP ILLAWARRA MAIN (M - LSp) | UM |
| | UP ILLAWARRA MAIN (M - G/Y) | - |
| | UP ILLAWARRA MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 942 | UP ILLAWARRA LOCAL (S) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 943 UI | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | UP ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 945 UIL | DOWN ILLAWARRA MAIN (M) | D |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | UP ILLAWARRA MAIN (M) | U |
| | UP ILLAWARRA MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 948 UI | UP ILLAWARRA LOCAL (M) | - |
| | UP ILLAWARRA LOCAL (S) | UL |
| | UP ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 952 DI | UP ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S) | UM |
| | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |

GRADIENT

LEVEL

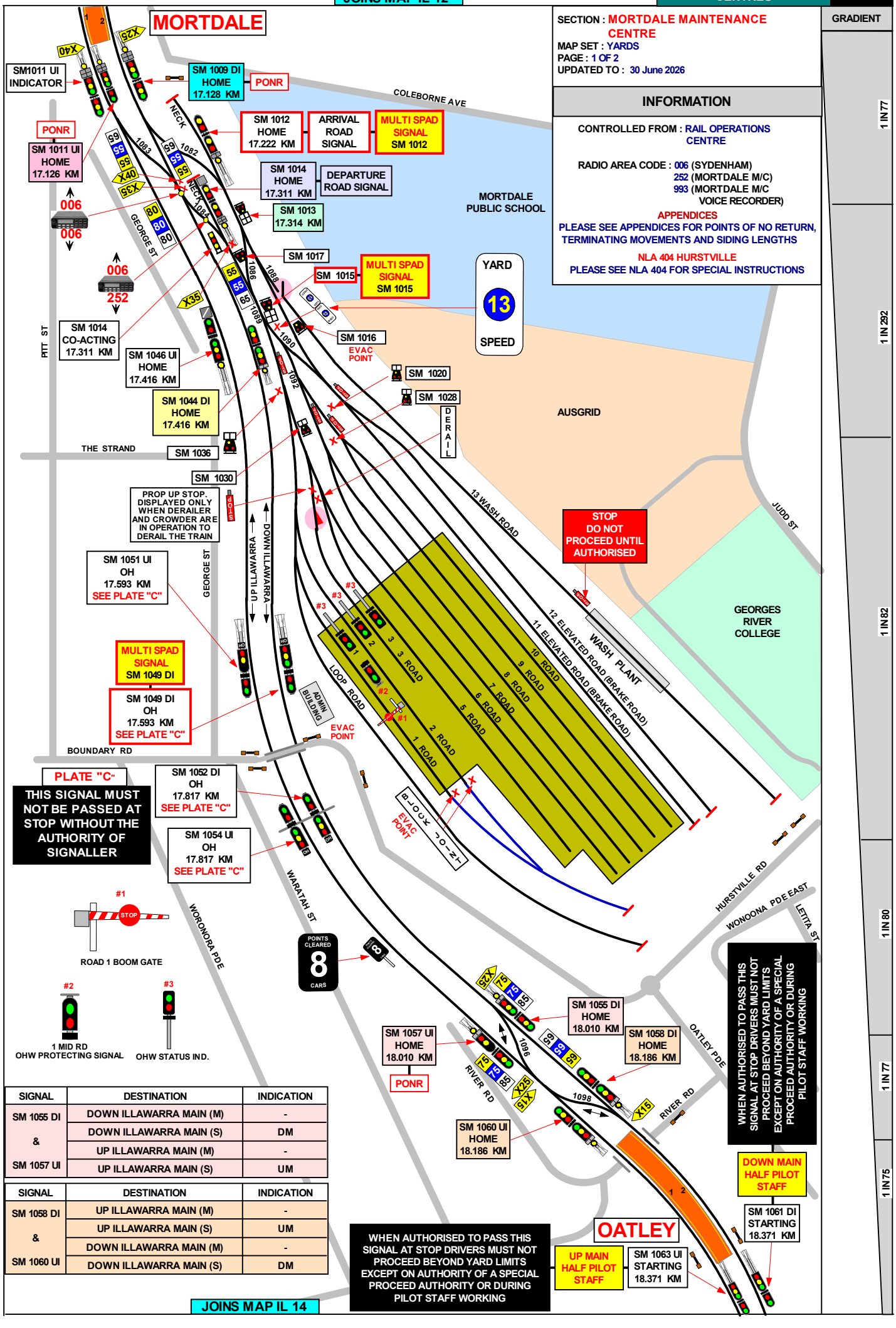
1 IN 287

1 IN 73

1 IN 85

JOINS MAP IL 12

JOINS MAP IL 12




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1055 DI & SM 1057 UI | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | UP ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1058 DI & SM 1060 UI | UP ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S) | UM |
| | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |

JOINS MAP IL 14

SECTION : MORTDALE MAINTANENCE CENTRE
PAGE: 2 OF 2
MAP SET : YARDS
UPDATED TO: 6 August 2026

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 006 (SYDENHAM)
252 (MORTDALE M/ C)
993 (MORTDALE M/C VOICE RECORDER)

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

NLA 404 HURSTVILLE
PLEASE SEE NLA 404 FOR SPECIAL INSTRUCTIONS

## SPECIAL POINTS OF INTEREST

TWO WAY RUNNING IS PROVIDED FOR ON BOTH THE DOWN AND UP ILLAWARRA LINES BETWEEN HURSTVILLE AND OATLEY.

SIGNAL SM 1014 IS ON THE WRONG SIDE AND IS FOR THE DEPARTURE ROAD.

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1009 DI | ARRIVAL ROAD (S) | AR |
| | DEPARTURE ROAD (S) | DR |
| | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1014 | UP ILLAWARRA MAIN (M ) | U |
| | UP ILLAWARRA MAIN (S ) | UM |
| | DOWN ILLAWARRA MAIN (M) | D |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | SHUNTING NECK (S) | SN |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1011 UI | DEPARTURE ROAD (S) | DR |
| | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | UP ILLAWARRA MAIN (M ) | - |
| | UP ILLAWARRA MAIN (S ) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1015 | ELEVATED ROADS (S) | ER |
| | 9 - 10 INSPECTION ROADS (S) | 9 I |
| | 7 - 8 INSPECTION ROADS (S) | 7 I |
| | 1 - 6 INSPECTION ROADS (S) | 1 I |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1012 | DOWN ILLAWARRA MAIN (M) | - |
| | DOWN ILLAWARRA MAIN (S) | DM |
| | SHUNTING NECK (S) | SN |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1044 | UP ILLAWARRA MAIN (M ) | - |
| | DOWN ILLAWARRA MAIN (M) | - |
| | UP ILLAWARRA MAIN (S ) | UM |
| | DOWN ILLAWARRA MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1013 | WASH PLANT (S) | WP |
| | ELEVATED ROADS (S) | ER |
| | INSPECTION ROAD (S) | IR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 1020 & SM 1028 & SM 1036 & SM 1030 | DEPARTURE ROAD | DR |
| | ARRIVAL ROAD | AR |

JOINS MAP IL 15

SECTION : SUTHERLAND
PAGE: 1 OF 2
MAP SET : YARDS
UPDATED TO : 1 October 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 008 (SUTHERLAND)

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

SPECIAL POINTS OF INTEREST
SUTHERLAND

GRADIENT
1 IN 42
1 IN 40
1 IN 43
1 IN 44
1 IN 42
1 IN 44
1 IN 660

JANNALI
TO COMO
23 KM
SD 1 DI ACCEPT 22.805 KM
EYL
SD 3 UI ACCEPT 22.805 KM
EYL
MARY ST
ALBERTA ST
JANNALI AVE
ALICE ST
VICTORIA ST
LOUISE ST
ROBERTS ST
WATTLE RD
ROSSFORD AVE
TORONTO PDE
BULLER ST
SM 1152 DI AUTO 23.059 KM
SM 1154 UI AUTO 23.059 KM
SD 7 DI OUTERHOME 23.319 KM
SD 9 UI OUTERHOME 23.319 KM
REPEATER SM 1152 DI 23.343 KM
REPEATER SM 1154 UI 23.343 KM
WHEN ILLUMINATED TURNING OUT THROUGH 150 POINTS
SD 9 UI HOME 24.067 KM
SUTHERLAND RD
SM 1160 UI AUTO 23.560 KM
SM 1158 DI AUTO 23.560 KM
THE BOULEVARD
P INDICATES GREEN LIGHT OVER PULSATING YELLOW LIGHT INDICATES PRELIMINARY MEDIUM INDICATION
SD 13 UI HOME 23.923 KM
SUMMER ST
WHEN ILLUMINATED TURNING OUT THROUGH 152 POINTS
GLENELG ST
VERMONT ST
LINDEN ST
DOWN ILLAWARRA
UP ILLAWARRA
GALIES ST
WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING
SD 11 DI OUTERHOME 23.923 KM
SD 13 UI OUTERHOME 23.923 KM
24 KM
SD 14 DI HOME / STARTING 24.067 KM
DOWN MAIN HALF PILOT STAFF
WHEN AUTHORISED TO PASS THIS SIGNAL AT STOP DRIVERS MUST NOT PROCEED BEYOND YARD LIMITS EXCEPT ON AUTHORITY OF A SPECIAL PROCEED AUTHORITY OR DURING PILOT STAFF WORKING
UP MAIN HALF PILOT STAFF
SD 16 UI HOME / STARTING 24.067 KM
CLIO ST
POINTS CLEARED 8 CARS
JANNALI AVE
LEONAY ST
KURRAJONG ST
OLD PRINCESS HWY
SAFETY OVERRUN AREA NO ROLLING STOCK OR EQUIPMENT TO BE LEFT HERE
SD 19 UI HOME 24.289 KM
SD 17 DI HOME 24.290 KM
THE GRAND PARADE
ETON ST
SD 22 CO ACTING 24.492 KM
SD 22 BP HOME 24.492 KM
ROBERTSON ST
OXFORD ST
SD 26 UI HOME 24.514 KM
FRAME B
SD 24 CO ACTING 24.492 KM
SD 24 DI HOME 24.492 KM
ROBERTSON LN
OLD PRINCESS HWY
BACK PLATFORM ROAD
TO LOFTUS
SUTHERLAND

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 17 DI | BACK PLATFORM( M ) | -- |
| | BACK PLATFORM ( S ) | BP |
| | DOWN MAIN ( M) | -- |
| | DOWN MAIN ( S ) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 19 UI | BACK PLATFORM( M ) | B |
| | BACK PLATFORM ( S ) | BP |
| | DOWN MAIN ( M) | D |
| | DOWN MAIN ( S ) | DM |
| | DOWN MAIN ( M) | D |
| | DOWN MAIN ( S ) | DM |
| | UP MAIN ( M) | -- |
| | UP MAIN ( S ) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 22 BP | UP MAIN ( M ) | U |
| | UP MAIN ( S ) | UM |
| | DOWN MAIN ( M) | D |
| | DOWN MAIN ( S ) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 24 DI | UP MAIN ( M ) | U |
| | UP MAIN ( S ) | UM |
| | DOWN MAIN ( M) | D |
| | DOWN MAIN ( S ) | DM |

JOINS MAP IL 17
JOINS MAP YD 19

TO JANNALI

JOINS MAP YD 19

JOINS MAP IL 16

SECTION : SUTHERLAND
PAGE: 2 OF 2
MAP SET : YARDS
UPDATED TO : 1 October 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 008 (SUTHERLAND)

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

SPECIAL POINTS OF INTEREST
SUTHERLAND
FOUR EIGHT CAR TRAINS CAN BE HELD IN DOWN REFUGE

GRADIENT

1 IN 660

1 IN 330

SUTHERLAND

BACK PLATFORM ROAD

FLORA ST

EAST PDE

ADELONG ST

ETON ST

MERTON ST

BOYLE ST

PONR
SD 31 SC HOME / STARTING 24.712 KM

PONR
SD 33 DI HOME / STARTING 24.712 KM

PONR
SD 35 UI HOME / STARTING 24.737 KM

OLD PRINCES HIGHWAY

MOORE ST

SUTHERLAND LN

LINDEN ST

PRESIDENT AVE

ETON LN

GRAY LN

GRAY ST

WARATAH LN

PARK ST

SD 48 UR HOME 24.926 KM

SD 40 SCD 24.917 KM

POINTS CLEARED 8 CARS

25 KM

SC 25.1 AUTO 25.095 KM

EYL

P
INDICATES GREEN LIGHT OVER PULSATING YELLOW LIGHT INDICATES PRELIMINARY MEDIUM INDICATION

TO CRONULLA

DOWN CRONULLA

UP CRONULLA

JOINS MAP SC 02

SD 42 REPT 25.155 KM

PONR
SD 42 UC HOME 25.035 KM
FOR BACK PLATFORM

SD 50 PS 25.064 KM

SD 49 DI 24.980 KM

FOREST RD

EAST PDE

PONR
FOR No. 2 AND BACK PLATFORMS
SD 52 DI HOME 25.035 KM

PERWAY SIDING 85 M

SUB STATION

LOFTUS AVE

PONR
FOR No. 2 AND BACK PLATFORMS
SD 54 UI HOME 25.035 KM

SHUNTING LIMIT UP REFUGE

SHUNTING LIMIT UP MAIN

SD 57 DI HOME 25.228 KM

SD 60 DR 25.341 KM

RAWSON AVE

WORONORA CEMETRY

FIRST AVE

NATIONAL AVE

SECOND AVE

THIRD AVE

UP REFUGE LOOP 736 M

UP ILLAWARRA

DOWN ILLAWARRA

DOWN REFUGE LOOP 735 M

FOUR EIGHT CAR TRAINS CAN BE HELD IN DOWN REFUGE

SD 61 DR 25.585 KM

SD 63 DI 25.585 KM

TO LOFTUS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 31 SC | BRANCH LINE( M ) | |
| | BRANCH LINE ( S ) | DB |
| | DOWN MAIN ( M) | |
| | DOWN MAIN ( S ) | DM |
| | UP MAIN ( M) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 33 DI | BRANCH LINE( M ) | |
| | BRANCH LINE ( S ) | DB |
| | DOWN MAIN ( M) | |
| | DOWN MAIN ( S ) | DM |
| | UP MAIN ( M) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 35 UI | BRANCH LINE( M ) | |
| | BRANCH LINE ( S ) | DB |
| | DOWN MAIN ( M) | |
| | DOWN MAIN ( S ) | DM |
| | UP MAIN ( S) | UM |
| | UP REFUGE ( S) | UR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 40 SCD | UP MAIN( S ) | UM |
| | DOWN MAIN ( S ) | DM |
| | BACK PLATFORM ( S) | BP |

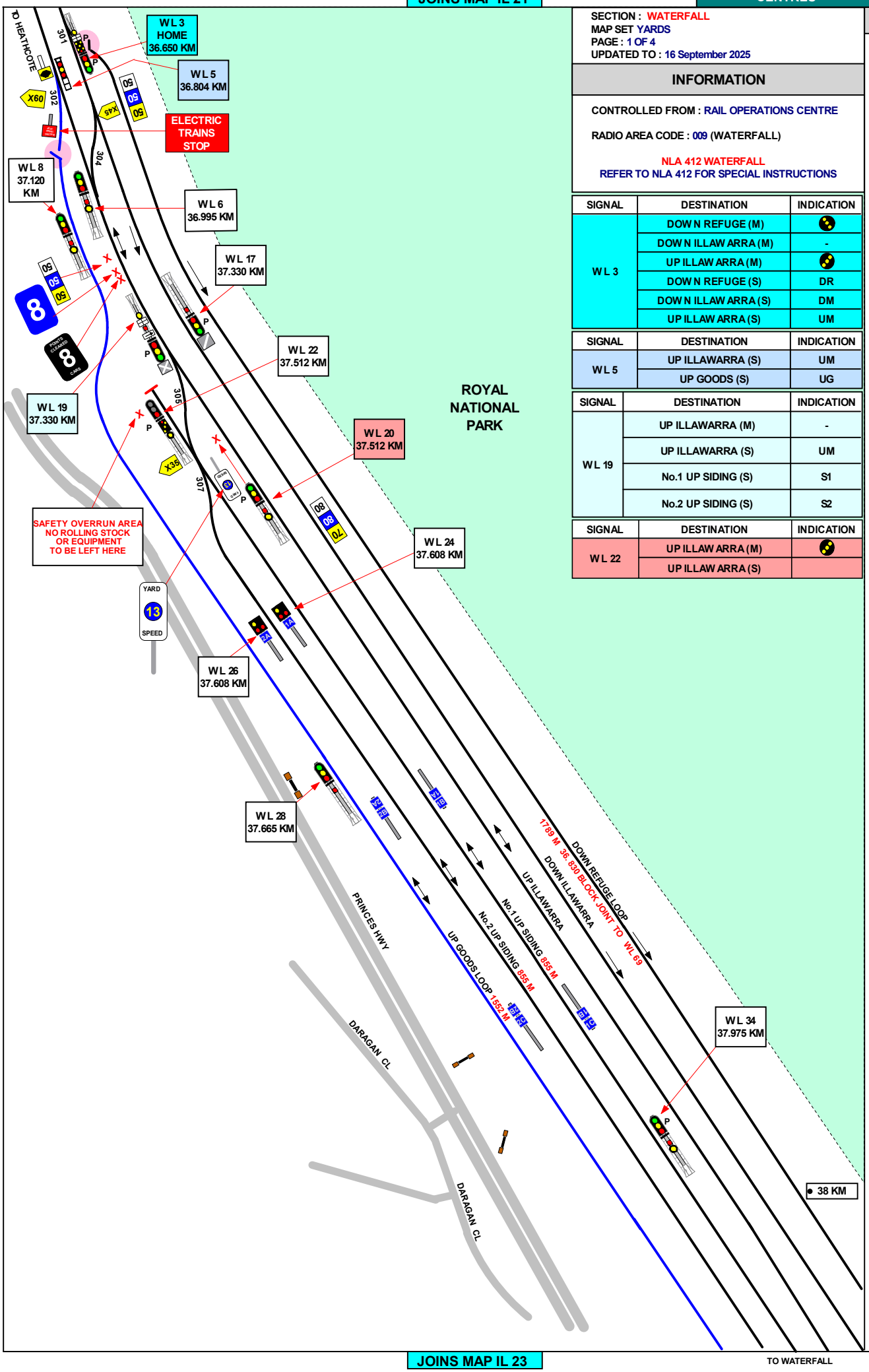
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 52 DI | UP MAIN ( M) | U |
| | UP MAIN ( S ) | UM |
| | DOWN MAIN ( M ) | |
| | DOWN MAIN ( S ) | DM |
| | BACK PLATFORM (M) | B |
| | BACK PLATFORM (S ) | BP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 54 UI | UP MAIN ( M) | |
| | UP MAIN ( S ) | UM |
| | DOWN MAIN ( M ) | D |
| | DOWN MAIN ( S ) | DM |
| | BACK PLATFORM (M) | B |
| | BACK PLATFORM (S ) | BP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SD 57 DI | DOWN REF. LOOP (M) | |
| | DOWN REF. LOOP (S) | DR |
| | DOWN MAIN (M) | |
| | DOWN MAIN (DM) | DM |

JOINS MAP IL 18

JOINS MAP IL 21




SECTION : WATERFALL
MAP SET YARDS
PAGE : 1 OF 4
UPDATED TO : 16 September 2025

GRADIENT

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 009 (WATERFALL)

NLA 412 WATERFALL
REFER TO NLA 412 FOR SPECIAL INSTRUCTIONS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 3 | DOWN REFUGE (M) | |
| | DOWN ILLAWARRA (M) | - |
| | UP ILLAWARRA (M) | |
| | DOWN REFUGE (S) | DR |
| | DOWN ILLAWARRA (S) | DM |
| | UP ILLAWARRA (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 5 | UP ILLAWARRA (S) | UM |
| | UP GOODS (S) | UG |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 19 | UP ILLAWARRA (M) | - |
| | UP ILLAWARRA (S) | UM |
| | No.1 UP SIDING (S) | S1 |
| | No.2 UP SIDING (S) | S2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 22 | UP ILLAWARRA (M) | |
| | UP ILLAWARRA (S) | |

JOINS MAP IL 23

TO WATERFALL

JOINS MAP IL 22

SECTION : WATERFALL
MAP SET YARDS
PAGE : 2 OF 4
UPDATED TO : 6 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 009

METHOD OF WORKING : RAIL VEHICLE DETECTION SYSTEM

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

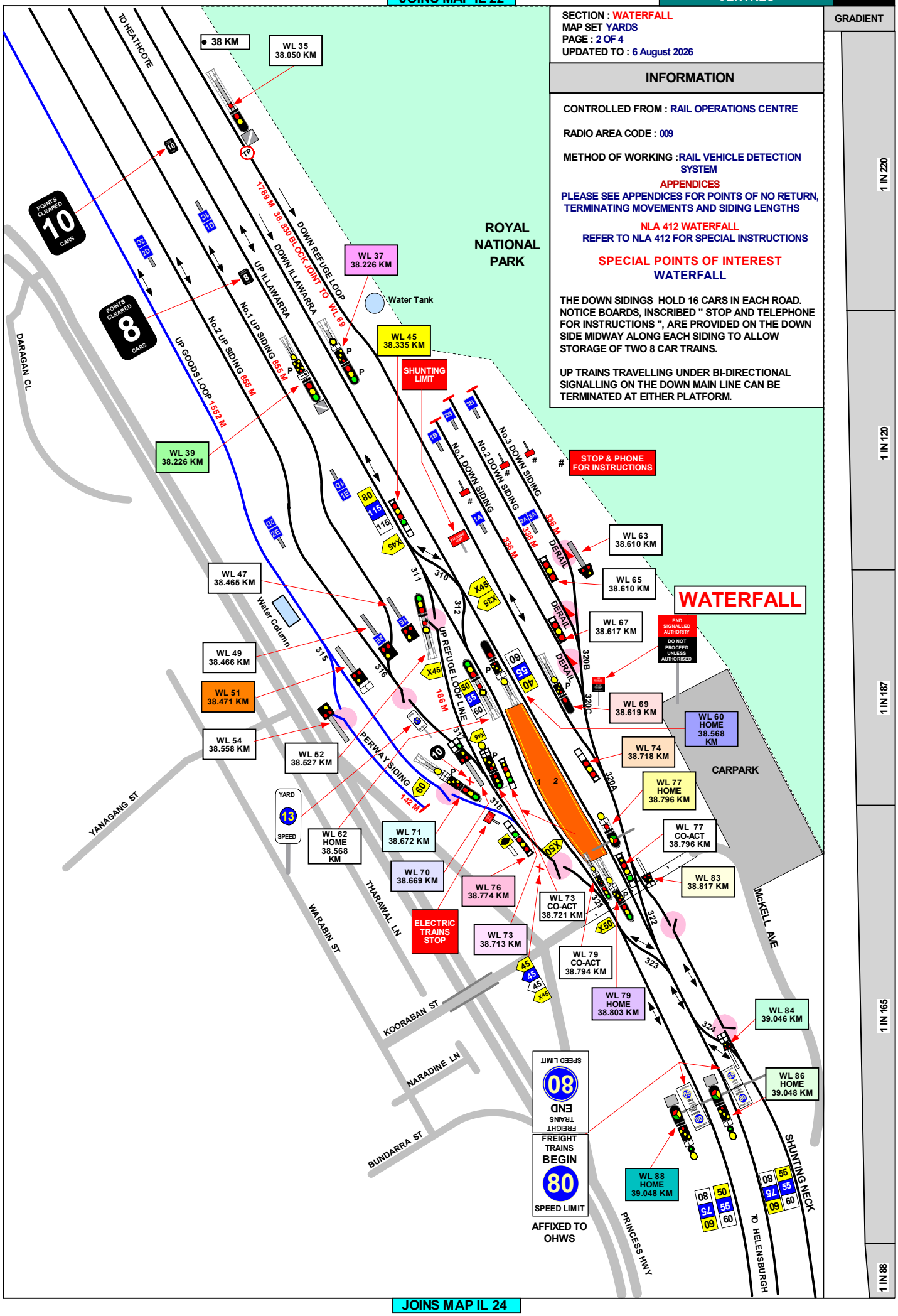
NLA 412 WATERFALL
REFER TO NLA 412 FOR SPECIAL INSTRUCTIONS

SPECIAL POINTS OF INTEREST
WATERFALL

THE DOWN SIDINGS HOLD 16 CARS IN EACH ROAD. NOTICE BOARDS, INSCRIBED " STOP AND TELEPHONE FOR INSTRUCTIONS ", ARE PROVIDED ON THE DOWN SIDE MIDWAY ALONG EACH SIDING TO ALLOW STORAGE OF TWO 8 CAR TRAINS.

UP TRAINS TRAVELLING UNDER BI-DIRECTIONAL SIGNALLING ON THE DOWN MAIN LINE CAN BE TERMINATED AT EITHER PLATFORM.

GRADIENT
1 IN 220
1 IN 120
1 IN 187
1 IN 165
1 IN 88




JOINS MAP IL 24

JOINS MAP IL 22

SECTION : WATERFALL
MAP SET : Yards
PAGE : 3 of 4
UPDATED TO : 16 September 2025

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 009

METHOD OF WORKING : RAIL VEHICLE DETECTION SYSTEM

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

NLA 412 WATERFALL
REFER TO NLA 412 FOR SPECIAL INSTRUCTIONS

SPECIAL POINTS OF INTEREST
WATERFALL

THE DOWN SIDINGS HOLD 16 CARS IN EACH ROAD. NOTICE BOARDS, INSCRIBED " STOP AND TELEPHONE FOR INSTRUCTIONS ", ARE PROVIDED ON THE DOWN SIDE MIDWAY ALONG EACH SIDING TO ALLOW STORAGE OF TWO 8 CAR TRAINS.

UP TRAINS TRAVELLING UNDER BI-DIRECTIONAL SIGNALLING ON THE DOWN MAIN LINE CAN BE TERMINATED AT EITHER PLATFORM.

GRADIENT
1 IN 220
1 IN 120
1 IN 187
1 IN 165
1 IN 88

TO HEATHCOTE
38 KM
1789 M
36 830 BLOCK JOINT TO WL 69
DOWN REFUGE LOOP
DOWN ILLAWARRA
UP ILLAWARRA
No.1 UP SIDING 855 M
No.2 UP SIDING 855 M
UP GOODS LOOP 1552 M
ROYAL NATIONAL PARK
Water Tank
DARAGAN CL
Water Column
No.3 DOWN SIDING
No.2 DOWN SIDING
No.1 DOWN SIDING
336 M
DERAIL
311
310
312
315
316
317
318
320B
320C
320A
321
322
323
324
UP REFUGE LOOP LINE
186 M
PERWAY SIDING
142 M
WATERFALL
CARPARK
YANAGANG ST
WARABIN ST
THARAWAL LN
KOORABAN ST
NARADINE LN
BUNDARRA ST
McKELL AVE
SHUNTING NECK
TO HELENSBURGH
PRINCESS HWY

JOINS MAP IL 24

SECTION : WATERFALL
MAP SET : Yards
PAGE : 4 of 4
UPDATED TO : 16 September 2025

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

NLA 412 WATERFALL
REFER TO NLA 412 FOR SPECIAL INSTRUCTIONS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 37 | DOWN ILLAWARRA MAIN (M) | |
| | UP ILLAWARRA (M) | |
| | DOWN ILLAWARRA (S) | DM |
| | UP ILLAWARRA (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 39 | DOWN ILLAWARRA (M) | |
| | UP ILLAWARRA (M) | |
| | UP REFUGE (M) | |
| | UP ILLAWARRA (S) | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 45 | DOWN ILLAWARRA (S) | DM |
| | UP MAIN (S) | UM |
| | | - GREEN LIGHT |
| | UP REFUGE (S) | UR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 51 | UP GOODS (S) | UG |
| | PERWAY SIDING (S) | PS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 60 | UP ILLAWARRA (M) | |
| | UP ILLAWARRA (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 69 | DOWN ILLAWARRA (M) | |
| | DOWN REFUGE (S) | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 70 | No.2 UP SIDING (S) | S2 |
| | No.1 UP SIDING (S) | S1 |
| | UP REFUGE (S) | UR |
| | | GREEN LIGHT |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 71 | DOWN ILLAWARRA (M) | |
| | UP ILLAWARRA (M) | |
| | SHUNTING NECK (S) | S |
| | DOWN ILLAWARRA (S) | DM |
| | UP ILLAWARRA (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 73 | DOWN ILLAWARRA (M) | |
| | UP ILLAWARRA (M) | |
| | SHUNTING NECK (S) | S |
| | DOWN ILLAWARRA (S) | DM |
| | UP ILLAWARRA (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 74 | DOWN REFUGE (S) | DR |
| | DOWN SIDING (S) | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 76 | UP GOODS | UG |
| | UP REFUGE (S) | UR |
| | | GREEN LIGHT |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 77 | DOWN ILLAWARRA (M) | - |
| | SHUNTING NECK (S) | S |
| | DOWN ILLAWARRA (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 79 | DOWN ILLAWARRA (M) | |
| | UP ILLAWARRA (M) | |
| | SHUNTING NECK (S) | S |
| | DOWN ILLAWARRA (S) | DM |
| | UP ILLAWARRA (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 83 | SHUNTING NECK (S) | S |
| | DOWN ILLAWARRA (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 84 | UP REFUGE (S) | UR |
| | UP ILLAWARRA (S) | UM |
| | DOWN ILLAWARRA (S) | DM |
| | DOWN REFUGE (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 86 | UP GOODS LOOP (M) | + G |
| | UP REFUGE (M) LSp | UR |
| | UP REFUGE (M) | + R |
| | UP ILLAWARRA (M) | + U |
| | DOWN ILLAWARRA (M) | - |
| | UP REFUGE (S) | UR |
| | UP ILLAWARRA (S) | UM |
| | DOWN ILLAWARRA (S) | DM |
| | DOWN REFUGE (S) | DR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| WL 88 | UP GOODS LOOP (M) | + G |
| | UP REFUGE (M) LSp | UR |
| | UP REFUGE (M) | + R |
| | UP ILLAWARRA (M) | - |
| | UP REFUGE (S) | UR |
| | UP ILLAWARRA (S) | UM |

JOINS MAP SC 04

SECTION : CRONULLA
MAP SET : YARDS
UPDATED TO : 20 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 056 (CRONULLA)

**SPECIAL POINTS OF INTEREST**
**CRONULLA**

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

GRADIENT

1 IN 114
1 IN 48
1 IN 42
1 IN 200

TO CARINGBAH
KINGSWAY
WILLS RD
WOOLOOWARE
CA 3 ACCEPT 33.710 KM
EYL
THOMAS ST
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
CA 7 REPT 33. 710 KM
GREEN ST
HOWIE AVE
CONNELS RD
CARONIA AVE
CA 4 STARTING 33.952 KM
34 KM
DOWN CRONULLA
UP CRONULLA
CARONIA AVE
KINGSWAY
GOSPORT ST
MULTI SPAD SIGNAL CA 5
CA 5 HOME 34.149 KM
POINTS CLEARED 8 CARS
CA 7 HOME 34.149 KM
SEARL RD
ST ANDREWS PL
X45
45
51
52
53
DEEBAN WALK
WILBAR AVE
CROYDON ST
CA 9 HOME 34.480 KM
PURLEY PL
BURRANEER BAY RD
CA 8 HOME 34.501 KM
MULTI SPAD SIGNAL CA 10
CA 10 HOME 34.553 KM
CA 10 CO-ACT 34.553 KM
CA 8 REPT 34.553 KM
TONKIN PARK
CRONULLA ST
SUBWAY
PLATFORM No.1 180 m
25
54
CAR PARK
CA 11 HOME 34.671 KM
55
57
8
CA 12 HOME 34.806 KM
TONKIN ST
WARATAH ST
CA 14 /16 /18 HOME 34.814 KM
CRONULLA
18
16
14
35
SIDING No.3 175 m
SIDING No.2 175 m
SIDING No.1 175 m
PLATFORM No.2 178 m
GUNNAMATTA BAY
GUNNAMATTA PARK
NICHOLSON PDE

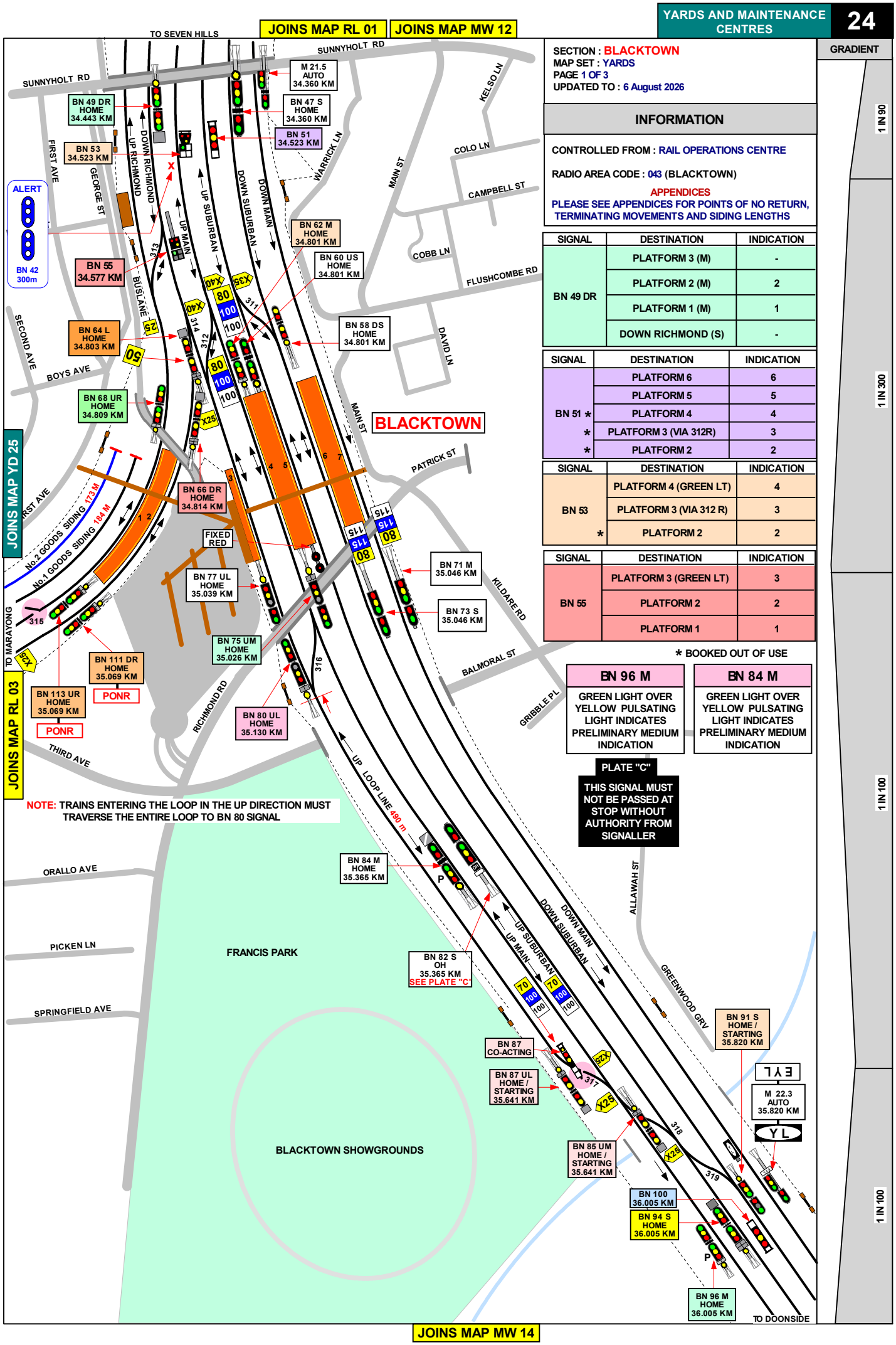
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| CA 5 | DOWN CRONULLA (M) | ----- |
| | DOWN CRONULLA (S) | DC |
| | UP CRONULLA (M) | ---- |
| | UP CRONULLA (S) | UC |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| CA 7 | DOWN CRONULLA (S) | DC |
| | UP CRONULLA (S) | UC |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| CA 8 | UP CRONULLA (M) | ---- |
| | UP CRONULLA (S) | UC |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| CA 10 | UP CRONULLA (M) | ---- |
| | UP CRONULLA (S) | UC |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| CA 11 | No.2 PLATFORM ROAD (M) | -- |
| | No.2 PLATFORM ROAD (S) | P2 |
| | SIDING No.1 (S) | S1 |
| | SIDING No.2 (S) | S2 |
| | SIDING No.3 (S) | S3 |




SECTION : BLACKTOWN
MAP SET : YARDS
PAGE 1 OF 3
UPDATED TO : 6 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

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

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

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

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

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

* BOOKED OUT OF USE

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

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

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

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

SECTION : BLACKTOWN
MAP SET : YARDS
PAGE: 2 OF 3
UPDATED TO: 6 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 043 (BLACKTOWN)

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

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

* BOOKED OUT OF USE

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

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

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

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

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

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

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

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

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

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

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 115 | DOWN RICHMOND | DR |
| | UP RICHMOND | UR |
| | GOODS SIDING 1 | S1 |
| | GOODS SIDING 2 | S2 |
| | GOODS SIDING 3 | S3 |
| | GOODS SIDING 4 | S4 |
| | GOODS SIDING 5 | S5 |
| | GOODS SIDING 6 | S6 |

# BLACKTOWN

SECTION : BLACKTOWN
PAGE: 3 OF 3
MAP SET : YARDS
UPDATED TO : 6 August 2026

## INFORMATION

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

### SPECIAL POINTS OF INTEREST
### BLACKTOWN

DERAIL DEVICE LEAVING BLACKTOWN YARD BETWEEN 2 & 3 ROADS.
BREAKFAST CREEK IS THE BOTTOM OF THE HILL FOR THE UP AND DOWN DIRECTIONS.

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

BN 111 DR HOME 35.069 KM
PONR
BLACKTOWN CONTROL CENTRE
BN 113 UR HOME 35.069 KM
PONR
BN 115 35.100 KM
THIRD AV
BN 122 DR HOME 35.409 KM
LANDER AVE
DERAIL
SPEED IN BLACKTOWN YARD 13 KM/H
BN 124 UR HOME 35.409 KM
ELECTRIC TRAINS STOP
BN 140 RS 35.380 KM
UNWIRED ROADS
PLATE "C"
THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
DOWN RICHMOND
UP RICHMOND
No.1 CAR SIDING 691 M
No.2 CAR SIDING 700 M
No.3 CAR SIDING 200 M
No.4 CAR SIDING 172 M
No.5 CAR SIDING 172 M
No.6 CAR SIDING 174 M
No.1 RSA 59 M
No.2 RSA 52 M
36 KM
ROMA LN
PICKEN LN
SPRINGFIELD AVE
BN 211 S1 HOME 36.102 KM
BN 213 S2 HOME 36.102 KM
BUTTERFIELD AVE
BESSEMER AVE
BN 143 UR HOME 36.130 KM SEE PLATE "C"
BN 141 DR OH 36.130 KM SEE PLATE "C"
BN 144 DR OH 36.457 KM SEE PLATE "C"
BN 148 UR HOME 36.457 KM SEE PLATE "C"
BREAKFAST CREEK
BN 151 DR HOME 36.849 KM
BN 153 UR HOME 36.849 KM
HARVEY RD
37 KM
BN 166 DR HOME 37.350 KM
GOULBURN ST
BN 154 UR HOME 37.359 KM
BOWMANS RD
MARAYONG
TO QUAKERS HILL
JOINS MAP RL 04

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

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 115 | DOWN RICHMOND | DR |
| | UP RICHMOND | UR |
| | GOODS SIDING 1 | S1 |
| | GOODS SIDING 2 | S2 |
| | GOODS SIDING 3 | S3 |
| | GOODS SIDING 4 | S4 |
| | GOODS SIDING 5 | S5 |
| | GOODS SIDING 6 | S6 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 122 | PLATFORM 1 | - |
| | PLATFORM 2 | - |
| | GOODS SIDING | S |
| | PLATFORM 1 | 1 |
| | PLATFORM 2 | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN124 | PLATFORM 1 | - |
| | PLATFORM 2 | - |
| | GOODS SIDING | S |
| | PLATFORM 1 | 1 |
| | PLATFORM 2 | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 130 | GOOD SIDING | S |
| | PLATFORM 1 | 1 |
| | PLATFORM 2 | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 132 | GOOD SIDING | S |
| | PLATFORM 1 | 1 |
| | PLATFORM 2 | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 134 | GOOD SIDING | S |
| | PLATFORM 1 | 1 |
| | PLATFORM 2 | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 136 | GOOD SIDING | S |
| | PLATFORM 1 | 1 |
| | PLATFORM 2 | 2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 138 | GOOD SIDING | S |
| | PLATFORM 1 | 1 |
| | PLATFORM 2 | 2 |

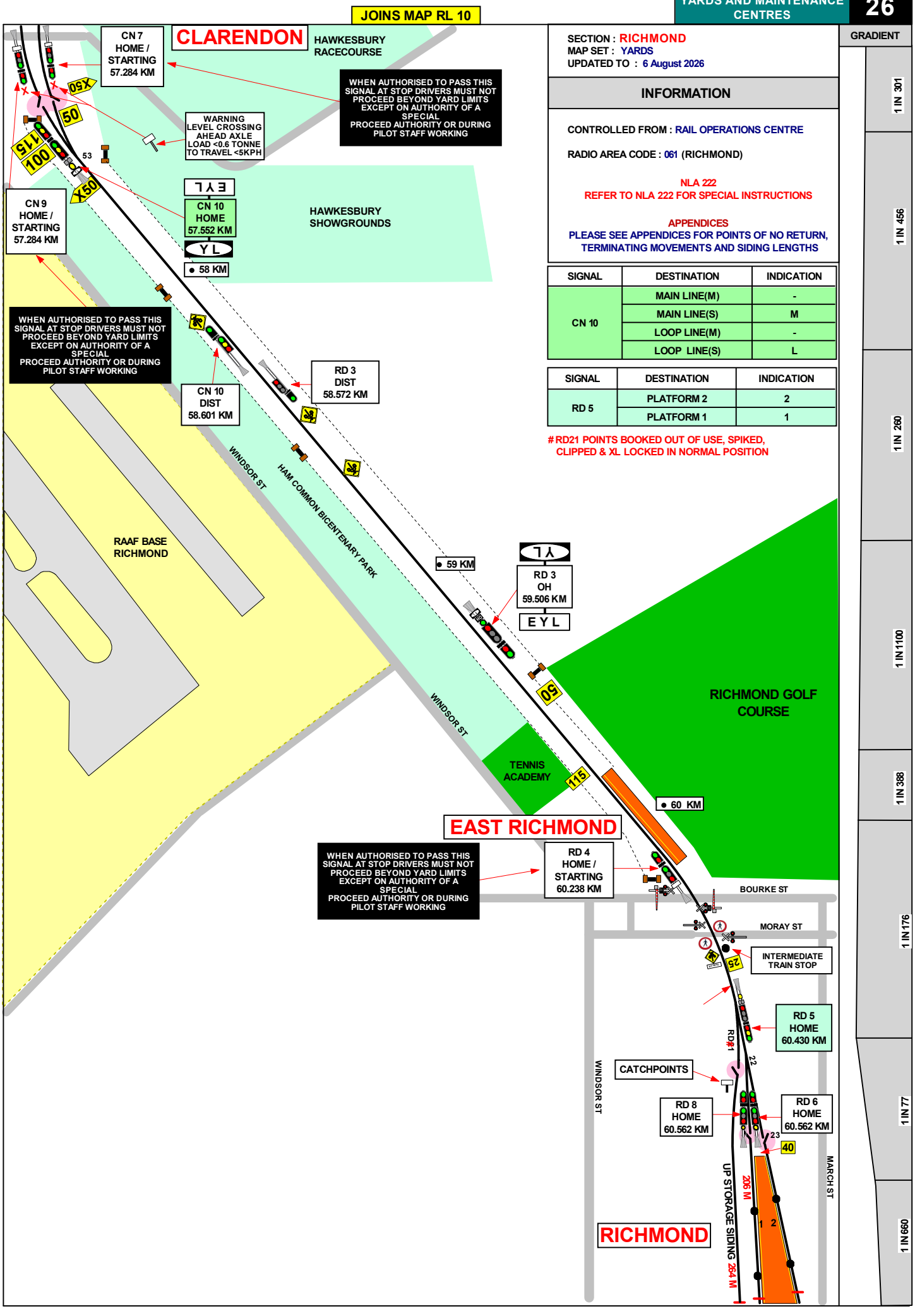
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 140 | PLATFORM 1 | 61 OR R1 |
| | PLATFORM 2 | 62 OR R2 |
| | GOODS SIDING | 6S OR RS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 148 UR | No 2 CAR SIDING (S) | S2 |
| | No 1 CAR SIDING (S) | S1 |
| | UP RICHMOND (M) | - |
| | UP RICHMOND (S) | UR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 153 UR | DOWN RICHMOND (M) | - |
| | DOWN RICHMOND (S) | DR |
| | UP RICHMOND (M) | - |
| | UP RICHMOND (S) | UR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| BN 166 DR | UP RICHMOND (M) | - |
| | UP RICHMOND (S) | UR |
| | DOWN RICHMOND (M) | - |
| | DOWN RICHMOND (S) | DR |

GRADIENT
LEVEL
1 IN 66
1 IN 73
1 IN 70
1 IN 366
1 IN 69
1 IN 586




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| CN 10 | MAIN LINE(M) | - |
| | MAIN LINE(S) | M |
| | LOOP LINE(M) | - |
| | LOOP LINE(S) | L |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| RD 5 | PLATFORM 2 | 2 |
| | PLATFORM 1 | 1 |

JOINS MAP MW 17

SECTION : ST MARYS
MAP SET : YARDS
UPDATED TO : 6 August 2026

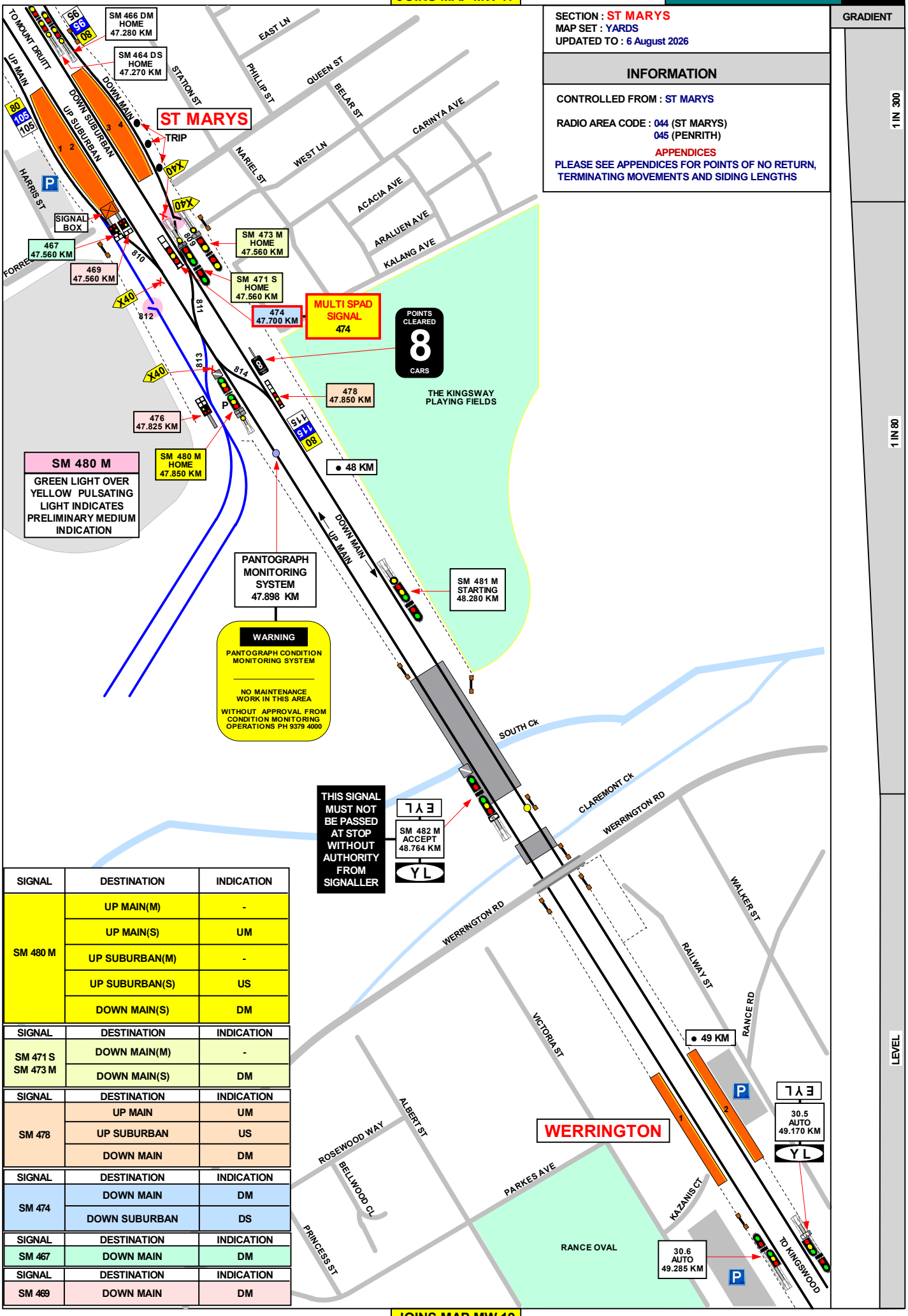
## INFORMATION

CONTROLLED FROM : ST MARYS

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

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

GRADIENT
1 IN 300
1 IN 80
LEVEL




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 480 M | UP MAIN(M) | - |
| | UP MAIN(S) | UM |
| | UP SUBURBAN(M) | - |
| | UP SUBURBAN(S) | US |
| | DOWN MAIN(S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 471 S SM 473 M | DOWN MAIN(M) | - |
| | DOWN MAIN(S) | DM |

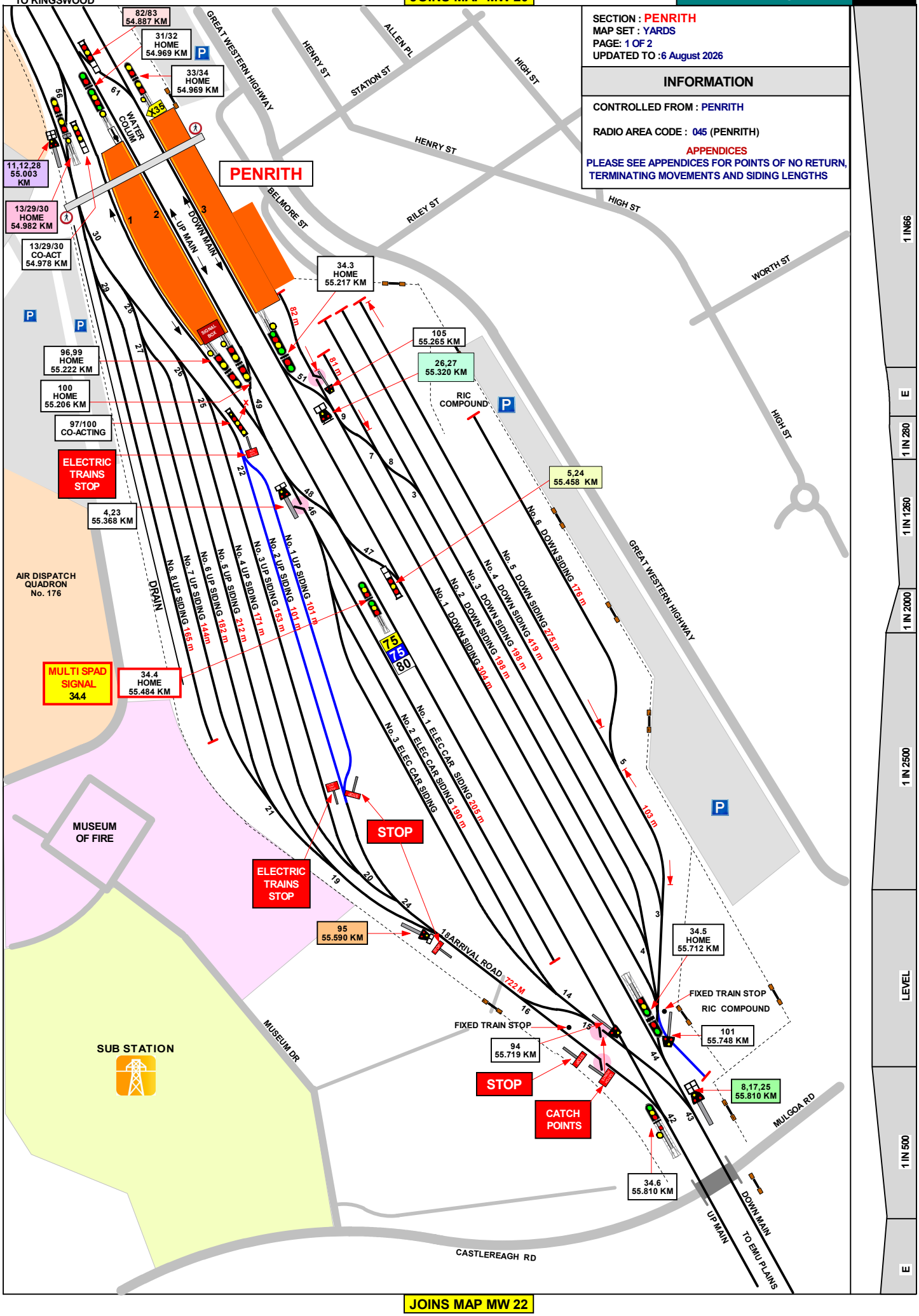
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 478 | UP MAIN | UM |
| | UP SUBURBAN | US |
| | DOWN MAIN | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 474 | DOWN MAIN | DM |
| | DOWN SUBURBAN | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 467 | DOWN MAIN | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SM 469 | DOWN MAIN | DM |

JOINS MAP MW 19


TO KINGSWOOD
JOINS MAP MW 20
JOINS MAP MW 22
SECTION : PENRITH
MAP SET : YARDS
PAGE: 1 OF 2
UPDATED TO :6 August 2026
INFORMATION
CONTROLLED FROM : PENRITH
RADIO AREA CODE : 045 (PENRITH)
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS
PENRITH
82/83 54.887 KM
31/32 HOME 54.969 KM
33/34 HOME 54.969 KM
11,12,28 55.003 KM
13/29/30 HOME 54.982 KM
13/29/30 CO-ACT 54.978 KM
96,99 HOME 55.222 KM
100 HOME 55.206 KM
97/100 CO-ACTING
ELECTRIC TRAINS STOP
4,23 55.368 KM
34.3 HOME 55.217 KM
105 55.265 KM
26,27 55.320 KM
RIC COMPOUND
5,24 55.458 KM
MULTI SPAD SIGNAL 34.4
34.4 HOME 55.484 KM
AIR DISPATCH QUADRON No. 176
MUSEUM OF FIRE
SUB STATION
STOP
ELECTRIC TRAINS STOP
95 55.590 KM
18ARRIVAL ROAD 722 M
34.5 HOME 55.712 KM
FIXED TRAIN STOP
RIC COMPOUND
101 55.748 KM
FIXED TRAIN STOP
94 55.719 KM
STOP
CATCH POINTS
8,17,25 55.810 KM
34.6 55.810 KM
No. 1 UP SIDING 101 m
No. 2 UP SIDING 153 m
No. 3 UP SIDING 171 m
No. 4 UP SIDING 212 m
No. 5 UP SIDING 182 m
No. 6 UP SIDING 144m
No. 7 UP SIDING 165 m
No. 8 UP SIDING
No. 1 DOWN SIDING 304 m
No. 2 DOWN SIDING 198 m
No. 3 DOWN SIDING 198 m
No. 4 DOWN SIDING 419 m
No. 5 DOWN SIDING 275 m
No. 6 DOWN SIDING 176 m
No. 1 ELEC CAR SIDING 205 m
No. 2 ELEC CAR SIDING 190 m
No. 3 ELEC CAR SIDING
109 m
82 m
81 m
GREAT WESTERN HIGHWAY
HENRY ST
ALLEN PL
STATION ST
HIGH ST
BELMORE ST
RILEY ST
WORTH ST
MUSEUM DR
MULGOA RD
CASTLEREAGH RD
UP MAIN
DOWN MAIN
TO EMU PLAINS
DRAIN
WATER COLUM
1 IN66
E
1 IN 280
1 IN 1260
1 IN 2000
1 IN 2500
LEVEL
1 IN 500
E

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

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

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

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

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

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

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

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

SECTION : PENRITH
MAP SET : YARDS
PAGE : 2 OF 2
UPDATED TO : 6 August 2026

## INFORMATION

CONTROLLED FROM : PENRITH

RADIO AREA CODE : 045 (PENRITH)

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

## SPECIAL POINTS OF INTEREST
## PENRITH

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

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

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

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

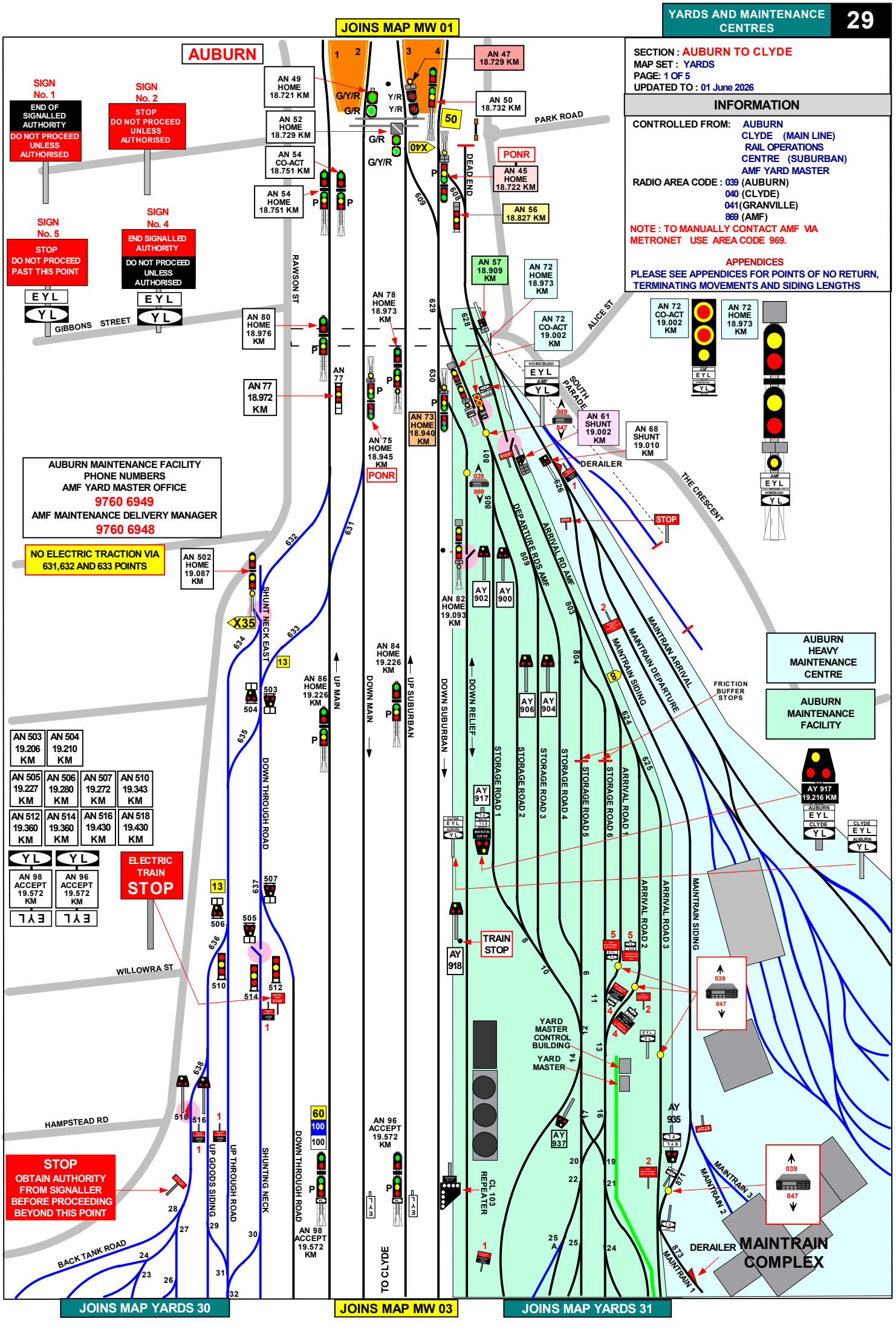
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| R 33.9 | PLATFORM 2 | 2 |
| | PLATFORM 3 | 3 |

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

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

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

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


JOINS MAP MW 01
AUBURN
SECTION : AUBURN TO CLYDE
MAP SET : YARDS
PAGE: 1 OF 5
UPDATED TO : 01 June 2026
INFORMATION
CONTROLLED FROM: AUBURN
CLYDE (MAIN LINE)
RAIL OPERATIONS CENTRE (SUBURBAN)
AMF YARD MASTER
RADIO AREA CODE : 039 (AUBURN)
040 (CLYDE)
041(GRANVILLE)
869 (AMF)
NOTE : TO MANUALLY CONTACT AMF VIA METRONET USE AREA CODE 969.
APPENDICES
PLEASE SEE APPENDICES FOR POINTS OF NO RETURN, TERMINATING MOVEMENTS AND SIDING LENGTHS
SIGN No. 1
END OF SIGNALLED AUTHORITY
DO NOT PROCEED UNLESS AUTHORISED
SIGN No. 2
STOP
DO NOT PROCEED UNLESS AUTHORISED
SIGN No. 5
STOP
DO NOT PROCEED PAST THIS POINT
SIGN No. 4
END SIGNALLED AUTHORITY
DO NOT PROCEED UNLESS AUTHORISED
GIBBONS STREET
RAWSON ST
PARK ROAD
ALICE ST
SOUTH PARADE
THE CRESCENT
WILLOWRA ST
HAMPSTEAD RD
BACK TANK ROAD
AUBURN MAINTENANCE FACILITY
PHONE NUMBERS
AMF YARD MASTER OFFICE
9760 6949
AMF MAINTENANCE DELIVERY MANAGER
9760 6948
NO ELECTRIC TRACTION VIA 631,632 AND 633 POINTS
AN 49 HOME 18.721 KM
AN 52 HOME 18.729 KM
AN 54 CO-ACT 18.751 KM
AN 54 HOME 18.751 KM
AN 47 18.729 KM
AN 50 18.732 KM
AN 45 HOME 18.722 KM
AN 56 18.827 KM
AN 57 18.909 KM
AN 72 HOME 18.973 KM
AN 72 CO-ACT 19.002 KM
AN 78 HOME 18.973 KM
AN 80 HOME 18.976 KM
AN 77 18.972 KM
AN 75 HOME 18.945 KM
AN 73 HOME 18.940 KM
AN 61 SHUNT 19.002 KM
AN 68 SHUNT 19.010 KM
AN 502 HOME 19.087 KM
AN 82 HOME 19.093 KM
AN 84 HOME 19.226 KM
AN 86 HOME 19.226 KM
AN 503 19.206 KM
AN 504 19.210 KM
AN 505 19.227 KM
AN 506 19.280 KM
AN 507 19.272 KM
AN 510 19.343 KM
AN 512 19.360 KM
AN 514 19.360 KM
AN 516 19.430 KM
AN 518 19.430 KM
AN 98 ACCEPT 19.572 KM
AN 96 ACCEPT 19.572 KM
AY 902
AY 900
AY 906
AY 904
AY 917 19.216 KM
AY 918
AY 935
AY 937
PONR
DEAD END
DERAILER
STOP
TRAIN STOP
ELECTRIC TRAIN STOP
STOP
OBTAIN AUTHORITY FROM SIGNALLER BEFORE PROCEEDING BEYOND THIS POINT
DEPARTURE RDS AMF
ARRIVAL RD AMF
DOWN MAIN
UP MAIN
DOWN SUBURBAN
UP SUBURBAN
DOWN RELIEF
STORAGE ROAD 1
STORAGE ROAD 2
STORAGE ROAD 3
STORAGE ROAD 4
STORAGE ROAD 5
STORAGE ROAD 6
ARRIVAL ROAD 1
ARRIVAL ROAD 2
ARRIVAL ROAD 3
MAINTRAIN ARRIVAL
MAINTRAIN DEPARTURE
MAINTRAIN SIDING
FRICTION BUFFER STOPS
SHUNT NECK EAST
DOWN THROUGH ROAD
UP GOODS SIDING
UP THROUGH ROAD
SHUNTING NECK
YARD MASTER CONTROL BUILDING
YARD MASTER
CL 103 REPEATER
TO CLYDE
AUBURN HEAVY MAINTENANCE CENTRE
AUBURN MAINTENANCE FACILITY
MAINTRAIN COMPLEX
MAINTRAIN 1
MAINTRAIN 2
MAINTRAIN 3
JOINS MAP YARDS 30
JOINS MAP MW 03
JOINS MAP YARDS 31

GRADIENT

LEVEL | 1 IN 950 | 1 IN 1320 | E | 1 IN 132 | E | 1 IN 100

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

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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 56 | DOWN SUBURBAN ( S ) | DS |
| | | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 57 | WORK SHOPS ( S ) | WS |
| | ARRIVAL ROADS ( S ) | AR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 61 | ARRIVAL ROAD 3 (S ) | A3 |
| | ARRIVAL ROAD 2 (S ) | A2 |
| | ARRIVAL ROAD 1 (S ) | A1 |
| | STORAGE ROAD 6 ( S ) | S6 |
| | STORAGE ROAD 5 ( S ) | S5 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 72 | UP SUBURBAN ( M ) | U |
| | UP SUBURBAN ( S ) | US |
| | DOWN SUBURBAN ( M ) | D |
| | DOWN SUBURBAN ( S ) | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 72 CO-ACT | UP SUBURBAN ( M ) | U |
| | UP SUBURBAN ( S ) | US |
| | DOWN SUBURBAN ( M ) | D |
| | DOWN SUBURBAN ( S ) | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 73 | DOWN RELIEF ( M ) | ---- |
| | DOWN RELIEF ( S ) | DR |
| | DOWN SUBURBAN ( M ) | ---- |
| | DOWN SUBURBAN ( S ) | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 75 | DOWN MAIN ( M ) | ---- |
| | DOWN MAIN ( S ) | DM |
| | DOWN THROUGH ROAD (S) | DT |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 77 | DOWN THROUGH ROAD (S) | DT |
| | UP THROUGH ROAD (S) | UT |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 78 | UP SUBURBAN ( M ) | |
| | UP SUBURBAN ( S ) | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 82 | UP SUBURBAN ( M ) | U |
| | UP SUBURBAN ( S ) | US |
| | DOWN SUBURBAN ( M ) | D |
| | DOWN SUBURBAN ( S ) | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 86 | UP MAIN ( M ) | |
| | UP MAIN ( S ) | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 502 | UP MAIN ( M ) | |
| | UP MAIN ( S ) | |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AN 503 | DOWN THROUGH ROAD (S) | DT |
| | UP THROUGH ROAD (S) | UT |

SECTION : AUBURN TO CLYDE
MAP SET : YARDS
PAGE: 2 OF 5
UPDATED TO: 13 August 2025

## INFORMATION

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

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

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

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

WALKING PATH TO YARD MASTERS OFFICE

RADIO TRANSPONDER

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

SIGN No. 2
STOP
DO NOT PROCEED PAST THIS POINT

SIGN No. 3
DO NOT PROCEED UNLESS AUTHORISED

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

SIGN No. 5
STOP
DO NOT PROCEED PAST THIS POINT
EYL
YL

STOP BOARD " A "




STOP BOARD " B "




STOP BOARD " C "



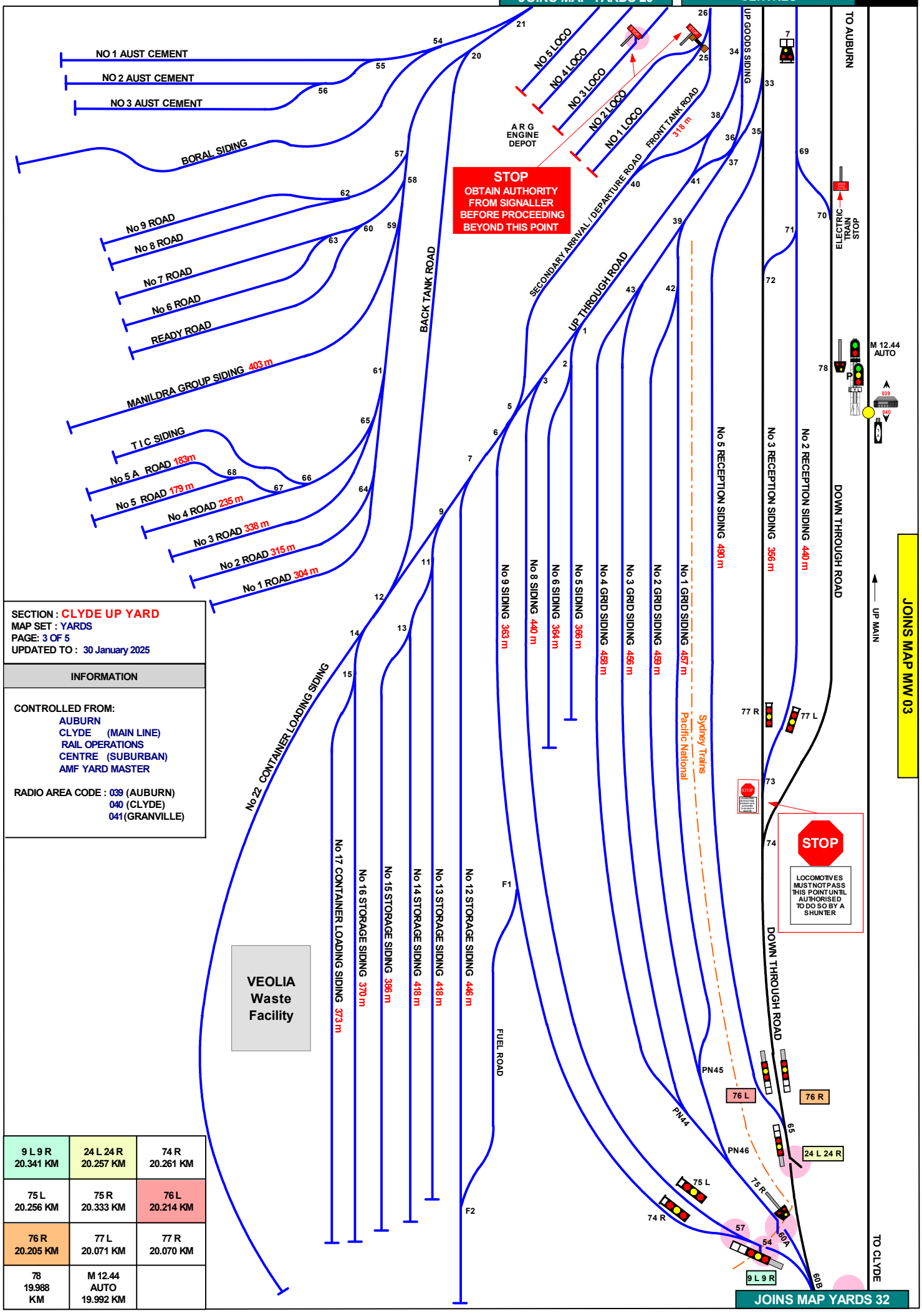

## WORKING OF TRAINS IN AND OUT OF MAINTRAIN

TRAINS ENTERING MAINTRAIN ARE WORKED IN THE FOLLOWING MANNER

THE DRIVER WILL STOP SHORT OF THE FIRST STOP BOARD AT 18.953 KM, WHERE THE GUARD / OBSERVER WILL CONTACT THE SIGNALLER AT AUBURN AND OBTAIN PERMISSION TO PROCEED PAST THE STOP BOARD TO MAINTRAIN HE / SHE WILL THEN CHECK ALL POINTS ARE CORRECTLY SET AND THEN INSTRUCT THE DRIVER TO PROCEED ACCOMPANYING HIM TO THE SECOND STOP BOARD ( STOP BOARD " A " AT RIGHT ) AT THE APPROACH SIDE OF THE FACING POINTS TO MAINTRAIN.
IF No. 2 SIDING (ARRIVAL ROAD) IS UNOCCUPIED INSTRUCT DRIVER TO PROCEED TO THE STOP BOARD CLEAR OF No. 1 SIDING AT (19.212 KM).
IF No. 2 SIDING IS OCCUPIED OBTAIN THE PERMISSION OF THE MAINTRAIN SHUNTER TO PROCEED INTO No. 1 SIDING (DEPARTURE ROAD) AS FAR AS STOPBOARD CLEAR OF No. 2 SIDING (19.212 KM). (STOP BOARD "B" AT RIGHT)
WHEN IN CLEAR THE TRAIN IS TO BE STABLED (PANTOGRAPHS LOWERED), ALL PARKING BRAKES APPLIED AND THE WHEELS CHOCKED.

WHEN DEPARTING FROM MAINTRAIN

MAINTRAIN STAFF WILL LEAVE A CERTIFICATE IN THE SYDNEY END DRIVERS CAB STATING THAT THE TRAIN IS IN A FIT CONDITION TO TRAVEL TO A MAINTENANCE CENTRE. PREPARE TRAIN READY FOR DEPARTURE ,TAKE PARTICULAR NOTE THAT BRAKES ARE CUT IN AND WORKING CORRECTLY
THE GUARD / OBSERVER OBTAINS PERMISSION FROM THE SIGNALLER AT AUBURN TO PROCEED TO SIGNAL No. 22 U AND INSTRUCTS THE DRIVER TO PROCEED .
THE DRIVER AFTER RECEIVING INSTRUCTIONS FROM THE GUARD / OBSERVER WILL PROCEED PAST THE STOP BOARD ( STOP BOARD " C " AT RIGHT ) TO SIGNAL No. 22 U PREPARED TO STOP SHORT OF ANY OBSTRUCTION AND THEN FOLLOW THE INDICATION ON THAT SIGNAL.



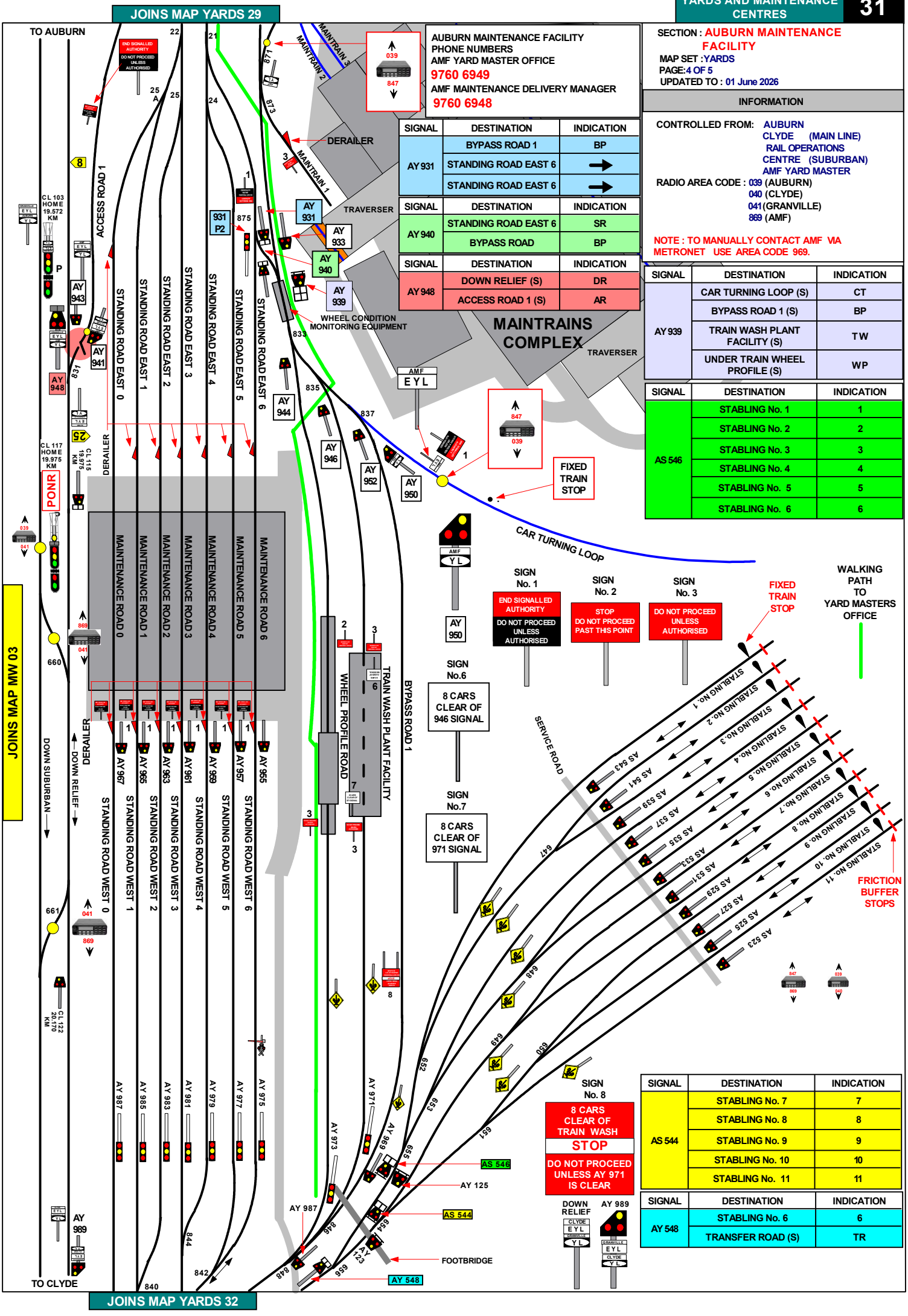

SECTION : CLYDE UP YARD
MAP SET : YARDS
PAGE: 3 OF 5
UPDATED TO : 30 January 2025

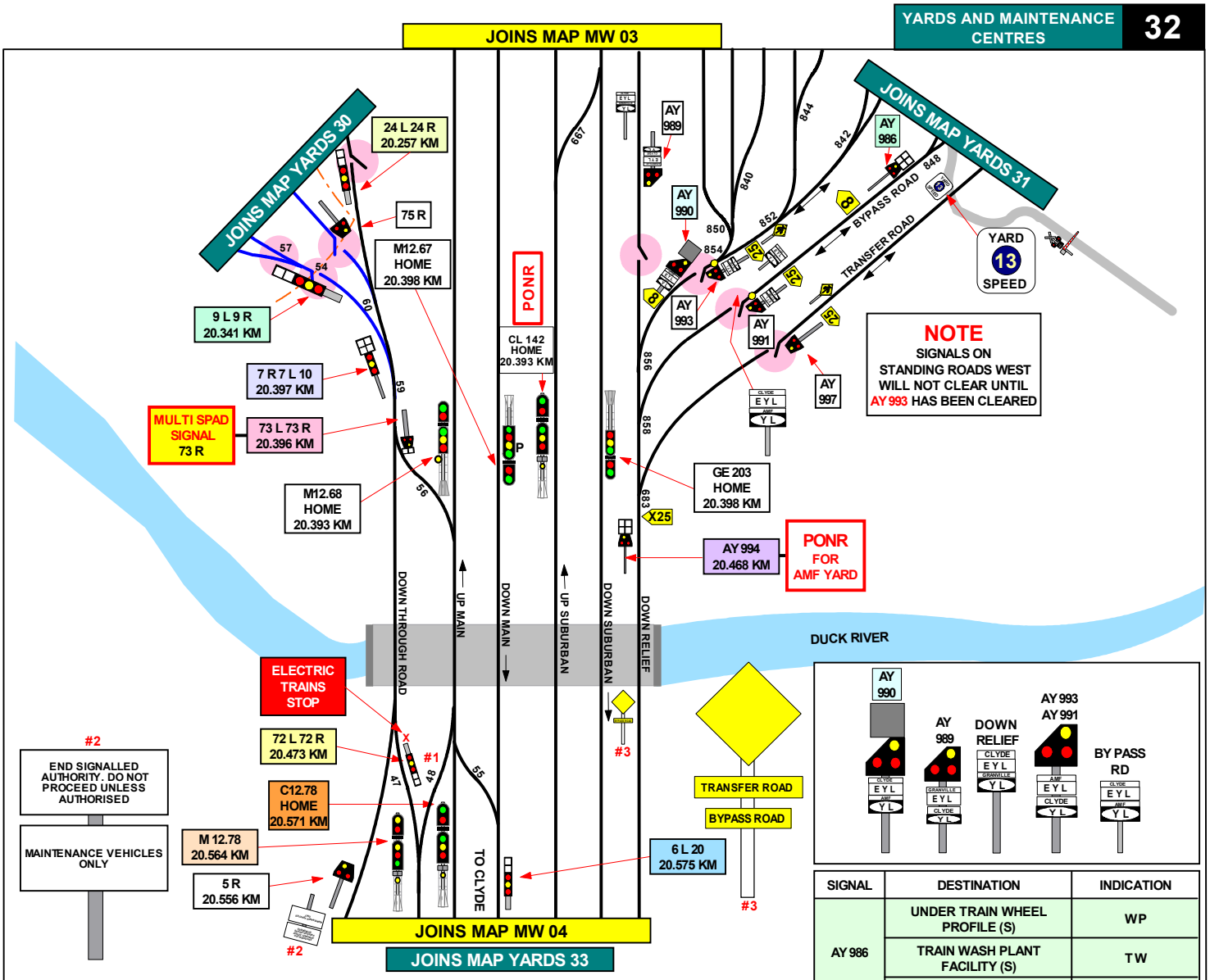
**INFORMATION**

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

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

| | | |
|---|---|---|
| 9 L 9 R 20.341 KM | 24 L 24 R 20.257 KM | 74 R 20.261 KM |
| 75 L 20.256 KM | 75 R 20.333 KM | 76 L 20.214 KM |
| 76 R 20.205 KM | 77 L 20.071 KM | 77 R 20.070 KM |
| 78 19.988 KM | M 12.44 AUTO 19.992 KM | |


JOINS MAP YARDS 29
TO AUBURN
AUBURN MAINTENANCE FACILITY
PHONE NUMBERS
AMF YARD MASTER OFFICE
9760 6949
AMF MAINTENANCE DELIVERY MANAGER
9760 6948
SECTION : AUBURN MAINTENANCE FACILITY
MAP SET : YARDS
PAGE: 4 OF 5
UPDATED TO : 01 June 2026
INFORMATION
CONTROLLED FROM: AUBURN
CLYDE (MAIN LINE)
RAIL OPERATIONS CENTRE (SUBURBAN)
AMF YARD MASTER
RADIO AREA CODE : 039 (AUBURN)
040 (CLYDE)
041 (GRANVILLE)
869 (AMF)
NOTE : TO MANUALLY CONTACT AMF VIA METRONET USE AREA CODE 969.
SIGNAL | DESTINATION | INDICATION
AY 931 | BYPASS ROAD 1 | BP
AY 931 | STANDING ROAD EAST 6 | →
AY 931 | STANDING ROAD EAST 6 | →
SIGNAL | DESTINATION | INDICATION
AY 940 | STANDING ROAD EAST 6 | SR
AY 940 | BYPASS ROAD | BP
SIGNAL | DESTINATION | INDICATION
AY 948 | DOWN RELIEF (S) | DR
AY 948 | ACCESS ROAD 1 (S) | AR
SIGNAL | DESTINATION | INDICATION
AY 939 | CAR TURNING LOOP (S) | CT
AY 939 | BYPASS ROAD 1 (S) | BP
AY 939 | TRAIN WASH PLANT FACILITY (S) | TW
AY 939 | UNDER TRAIN WHEEL PROFILE (S) | WP
SIGNAL | DESTINATION | INDICATION
AS 546 | STABLING No. 1 | 1
AS 546 | STABLING No. 2 | 2
AS 546 | STABLING No. 3 | 3
AS 546 | STABLING No. 4 | 4
AS 546 | STABLING No. 5 | 5
AS 546 | STABLING No. 6 | 6
SIGNAL | DESTINATION | INDICATION
AS 544 | STABLING No. 7 | 7
AS 544 | STABLING No. 8 | 8
AS 544 | STABLING No. 9 | 9
AS 544 | STABLING No. 10 | 10
AS 544 | STABLING No. 11 | 11
SIGNAL | DESTINATION | INDICATION
AY 548 | STABLING No. 6 | 6
AY 548 | TRANSFER ROAD (S) | TR
JOINS MAP MW 03
JOINS MAP YARDS 32
TO CLYDE
ACCESS ROAD 1
STANDING ROAD EAST 0
STANDING ROAD EAST 1
STANDING ROAD EAST 2
STANDING ROAD EAST 3
STANDING ROAD EAST 4
STANDING ROAD EAST 5
STANDING ROAD EAST 6
MAINTENANCE ROAD 0
MAINTENANCE ROAD 1
MAINTENANCE ROAD 2
MAINTENANCE ROAD 3
MAINTENANCE ROAD 4
MAINTENANCE ROAD 5
MAINTENANCE ROAD 6
STANDING ROAD WEST 0
STANDING ROAD WEST 1
STANDING ROAD WEST 2
STANDING ROAD WEST 3
STANDING ROAD WEST 4
STANDING ROAD WEST 5
STANDING ROAD WEST 6
MAINTRAIN 1
MAINTRAIN 2
MAINTRAIN 3
DERAILER
TRAVERSER
WHEEL CONDITION MONITORING EQUIPMENT
MAINTRAINS COMPLEX
FIXED TRAIN STOP
CAR TURNING LOOP
WHEEL PROFILE ROAD
TRAIN WASH PLANT FACILITY
BYPASS ROAD 1
SERVICE ROAD
DOWN SUBURBAN
DOWN RELIEF
PONR
CL 103 HOME 19.572 KM
CL 117 HOME 19.975 KM
CL 115 19.975 KM
CL 122 20.170 KM
AY 931
AY 933
AY 940
AY 939
AY 941
AY 943
AY 948
AY 944
AY 946
AY 952
AY 950
AY 967
AY 965
AY 963
AY 961
AY 959
AY 957
AY 955
AY 987
AY 985
AY 983
AY 981
AY 979
AY 977
AY 975
AY 971
AY 973
AY 969
AY 989
AY 125
AY 548
AS 546
AS 544
SIGN No. 1
END SIGNALLED AUTHORITY
DO NOT PROCEED UNLESS AUTHORISED
SIGN No. 2
STOP
DO NOT PROCEED PAST THIS POINT
SIGN No. 3
DO NOT PROCEED UNLESS AUTHORISED
SIGN No.6
8 CARS CLEAR OF 946 SIGNAL
SIGN No.7
8 CARS CLEAR OF 971 SIGNAL
SIGN No. 8
8 CARS CLEAR OF TRAIN WASH
STOP
DO NOT PROCEED UNLESS AY 971 IS CLEAR
WALKING PATH TO YARD MASTERS OFFICE
FRICTION BUFFER STOPS
STABLING No. 1
STABLING No. 2
STABLING No. 3
STABLING No. 4
STABLING No. 5
STABLING No. 6
STABLING No. 7
STABLING No. 8
STABLING No. 9
STABLING No. 10
STABLING No. 11
AS 543
AS 541
AS 539
AS 537
AS 535
AS 533
AS 531
AS 529
AS 527
AS 525
AS 523
FOOTBRIDGE







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

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AY 986 | UNDER TRAIN WHEEL PROFILE (S) | WP |
| | TRAIN WASH PLANT FACILITY (S) | TW |
| | BYPASS ROAD 1 | BP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| AY 990 | STANDING ROAD WEST 0 | 0 |
| | STANDING ROAD WEST 1 | 1 |
| | STANDING ROAD WEST 2 | 2 |
| | STANDING ROAD WEST 3 | 3 |
| | STANDING ROAD WEST 4 | 4 |
| | STANDING ROAD WEST 5 | 5 |
| | STANDING ROAD WEST 6 | 6 |

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

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

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

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

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

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

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

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

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

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

SECTION : AUBURN MAINTENANCE FACILITY
MAP SET : YARDS
PAGE: 5 OF 5
UPDATED TO : 5 June 2026

## INFORMATION

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

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

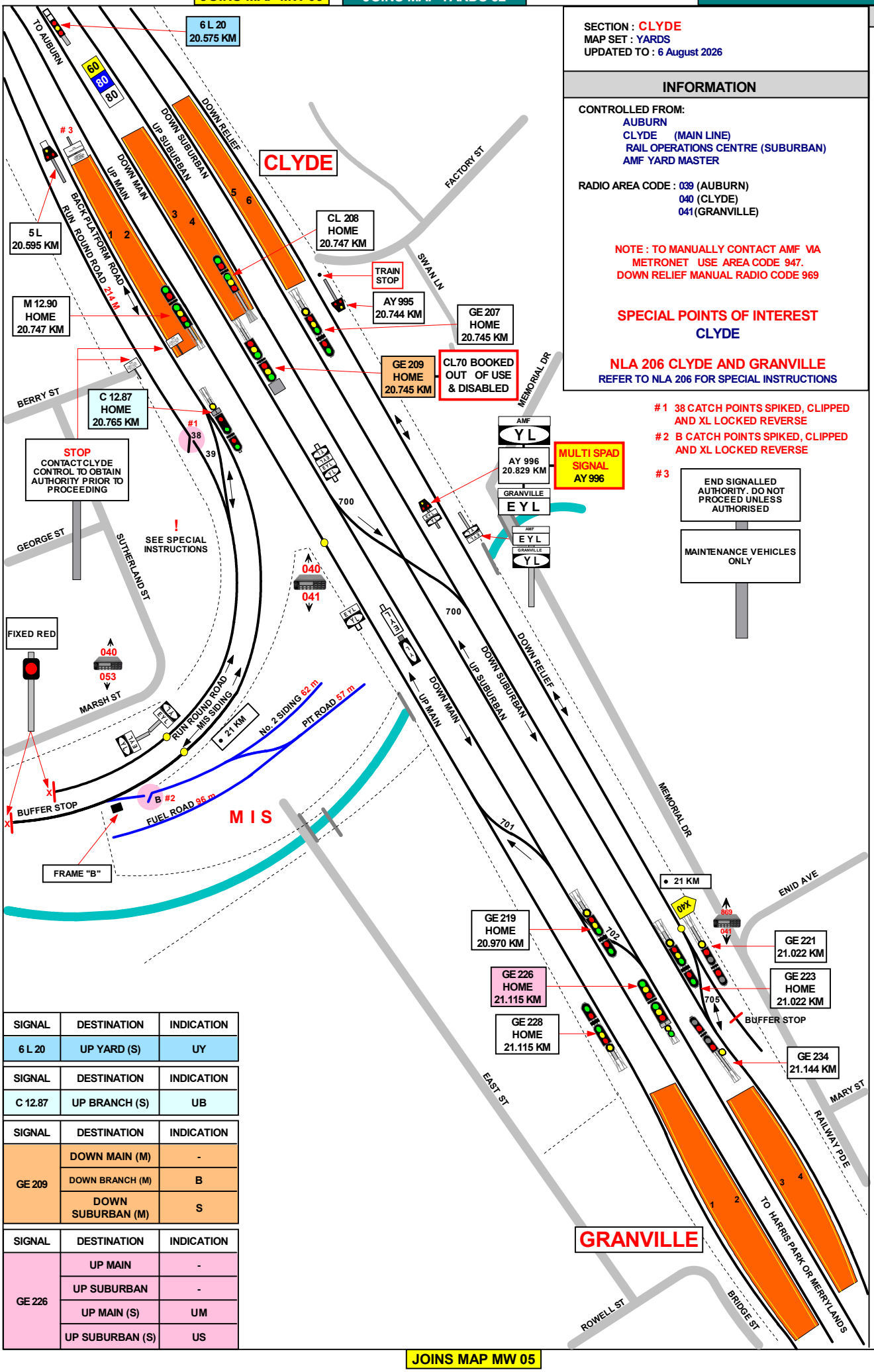
NOTE : TO MANUALLY CONTACT AMF VIA METRONET USE AREA CODE 947.
DOWN RELIEF MANUAL RADIO CODE 969

### SPECIAL POINTS OF INTEREST
### CLYDE

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

JOINS MAP MW 03

JOINS MAP YARDS 32



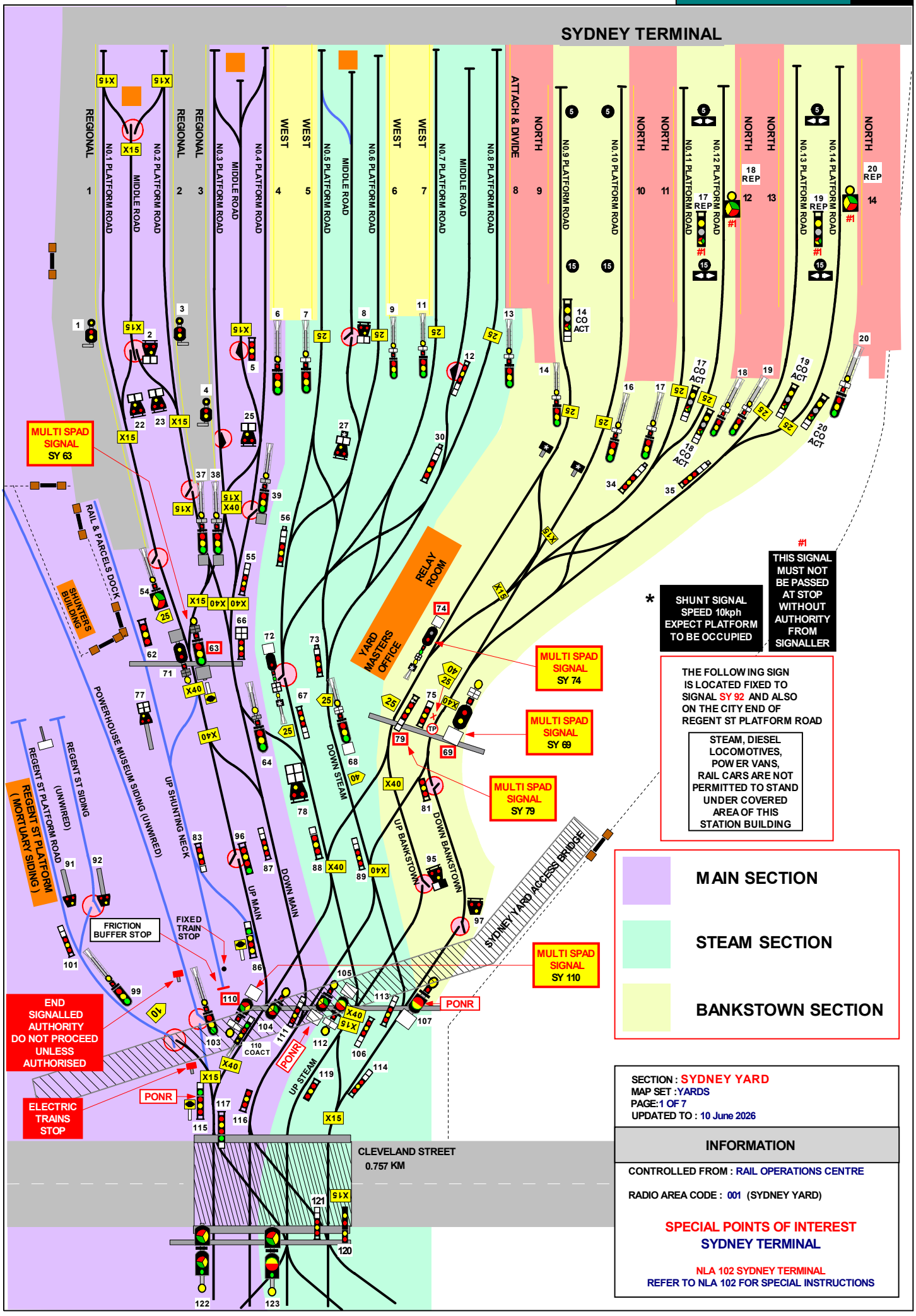

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 6 L 20 | UP YARD (S) | UY |

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

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

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

JOINS MAP MW 05


SYDNEY TERMINAL
REGIONAL 1
REGIONAL 2
REGIONAL 3
WEST 4
WEST 5
WEST 6
WEST 7
ATTACH & DIVIDE 8
NORTH 9
NORTH 10
NORTH 11
NORTH 12
NORTH 13
NORTH 14
NO.1 PLATFORM ROAD
NO.2 PLATFORM ROAD
NO.3 PLATFORM ROAD
NO.4 PLATFORM ROAD
NO.5 PLATFORM ROAD
NO.6 PLATFORM ROAD
NO.7 PLATFORM ROAD
NO.8 PLATFORM ROAD
NO.9 PLATFORM ROAD
NO.10 PLATFORM ROAD
NO.11 PLATFORM ROAD
NO.12 PLATFORM ROAD
NO.13 PLATFORM ROAD
NO.14 PLATFORM ROAD
MIDDLE ROAD
18 REP
19 REP
20 REP
MULTI SPAD SIGNAL SY 63
MULTI SPAD SIGNAL SY 74
MULTI SPAD SIGNAL SY 69
MULTI SPAD SIGNAL SY 79
MULTI SPAD SIGNAL SY 110
RELAY ROOM
YARD MASTERS OFFICE
SHUNTERS BUILDING
RAIL & PARCELS DOCK
POWERHOUSE MUSEUM SIDING (UNWIRED)
REGENT ST SIDING (UNWIRED)
REGENT ST PLATFORM ROAD
REGENT ST PLATFORM ( MORTUARY SIDING )
UP SHUNTING NECK
DOWN STEAM
UP STEAM
UP MAIN
DOWN MAIN
UP BANKSTOWN
DOWN BANKSTOWN
SYDNEY YARD ACCESS BRIDGE
FRICTION BUFFER STOP
FIXED TRAIN STOP
END SIGNALLED AUTHORITY DO NOT PROCEED UNLESS AUTHORISED
ELECTRIC TRAINS STOP
PONR
CLEVELAND STREET
0.757 KM
* SHUNT SIGNAL SPEED 10kph EXPECT PLATFORM TO BE OCCUPIED
#1 THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT AUTHORITY FROM SIGNALLER
THE FOLLOWING SIGN IS LOCATED FIXED TO SIGNAL SY 92 AND ALSO ON THE CITY END OF REGENT ST PLATFORM ROAD
STEAM, DIESEL LOCOMOTIVES, POWER VANS, RAIL CARS ARE NOT PERMITTED TO STAND UNDER COVERED AREA OF THIS STATION BUILDING
MAIN SECTION
STEAM SECTION
BANKSTOWN SECTION
SECTION : SYDNEY YARD
MAP SET : YARDS
PAGE: 1 OF 7
UPDATED TO : 10 June 2026
INFORMATION
CONTROLLED FROM : RAIL OPERATIONS CENTRE
RADIO AREA CODE : 001 (SYDNEY YARD)
SPECIAL POINTS OF INTEREST
SYDNEY TERMINAL
NLA 102 SYDNEY TERMINAL
REFER TO NLA 102 FOR SPECIAL INSTRUCTIONS

SECTION : SYDNEY YARD
MAP SET : YARDS
PAGE: 2 OF 7
UPDATED TO : 5 June 2026

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 001 (SYDNEY YARD)

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SY 1 HOME 0.216 KM | SY 2 0.210 KM | SY 3 HOME 0.211 KM | SY 5 0.218 KM | SY 6 HOME 0.219 KM | SY 7 HOME 0.223 KM | SY 8 0.212 KM | SY 9 HOME 0.229 KM | SY 11 HOME 0.228 KM | SY 12 0.231 KM | SY 13 HOME 0.220 KM | SY 14 HOME 0.228 KM | SY 14 CO-ACTING 0.247 KM | SY 16 HOME 0.229 KM | SY 17 CO-ACTING 0.263 KM | SY 17 REPT 0.167 KM | SY 17 HOME 0.257 KM |
| SY 22 0.280 KM | SY 23 0.280 KM | SY 4 HOME 0.277 KM | SY 25 0.282 KM SEE PLATE 'G' | SY 39 HOME 0.283 KM | SY 27 0.302 KM SEE PLATE 'G' | SY 30 0.300 KM SEE PLATE 'G' | SY 18 HOME 0.257 KM | SY 18 CO-ACTING 0.264 KM | SY 18 REPT 0.167 KM | SY 19 HOME 0.259 KM | SY 19 CO-ACTING 0.266 KM | SY 19 REPT 0.169 KM | SY 34 0.320 KM SEE PLATE 'G' | SY 35 0.324 KM SEE PLATE 'G' | SY 37 HOME 0.341 KM | SY 38 HOME 0.340 KM |
| SY 54 HOME 0.380 KM | SY 71 HOME 0.440 KM | SY 63 HOME 0.440 KM | SEE PLATE 'G' SY 66 0.420 KM | SY 72 HOME 0.444 KM | SY 55 0.392 KM | SEE PLATE 'G' SY 56 0.363 KM | SY 20 HOME 0.259 KM | SY 20 CO-ACTING 0.267 KM | SY 20 REPT 0.169 KM | MULTI SPAD SIGNAL SY 63 | MULTI SPAD SIGNAL SY 69 | MULTI SPAD SIGNAL SY 74 | MULTI SPAD SIGNAL SY 79 | MULTI SPAD SIGNAL SY 110 | | |
| SY 77 0.500 KM | SY 62 0.462 KM | SY 101 0.631 KM | SY 92 0.580 KM | SY 91 0.581 KM | SY 99 HOME 0.630 KM | SY 85 0.531 KM | SY 64 HOME 0.453 KM | SY 67 HOME 0.442 KM | SY 78 0.545 KM | SY 73 0.447 KM | SY 68 HOME 0.441 KM | SY 74 HOME 0.420 KM SEE PLATE 'G' | SY 75 0.430 KM | SY 79 0.431 KM | SY 69 HOME 0.431 KM | SY 81 0.530 KM |
| SY 103 HOME 0.650 KM | SY 83 0.560 KM | SY 86 0.621 KM | SY 96 0.562 KM | SY 87 0.572 KM | SY 88 0.571 KM | SY 89 0.570 KM | SY 95 0.580 KM | SY 97 0.620 KM | SY 110 HOME 0.663 KM | 110 CO-ACTING 0.663 KM | SY 104 HOME 0.661 KM | SY 105 HOME 0.661 KM | SY 112 HOME O.663 KM | SY 107 HOME 0.661 KM | | |
| SY 111 0.661 KM | SY 106 0.660 KM | SY 113 0.670 KM | SY 115 0.742 KM | SY 117 0.740 KM | SY 116 0.741 KM | SY 119 0.742 KM | SY 114 0.720 KM | SY 120 HOME 0.837 KM | SY 121 0.837 KM | SY 122 HOME O.853 KM | SY 123 HOME 0.853 KM | | | | | |

## INFORMATION

### PONR
POINTS OF NO RETURN

| SIGNAL No. | LOCATION | DESTINATIONS |
|---|---|---|
| SY 107 | DOWN STEAM 0.661 KM | MUST GO TO LOCAL OR MAIN FOR EVELEIGH OR ILLAWARRA |
| SY 105 | DOWN MAIN 0.661 KM | MUST GO TO LOCAL OR MAIN FOR EVELEIGH OR ILLAWARRA |
| SY 115 | UP MAIN 0.742 KM | TURN OUT FOR REGENT ST OR GOODS ROAD ( POWER HOUSE MUSEUM ) |

### TERMINATING ARRANGEMENTS SYDNEY YARD
UP TRAINS MAY BE TERMINATED ON PLATFORMS 1 - 14 AND RETURN

### YARD WORKING
TRAINS IN BOTH THE UP AND DOWN DIRECTIONS BETWEEN SYDNEY STATION AND THE COUNTRY END OF REDFERN PLATFORMS ARE WORKED UNDER YARD WORKING CONDITIONS.

### OCCUPIED PLATFORMS
WHEN TRAINS ARE ADMITTED TO PLATFORM ROADS ON THE AUTHORITY OF SHUNTING SIGNALS, DRIVERS SHALL OBEY THE SPEED INDICATOR BOARDS INSCRIBED "SHUNT SIGNAL SPEED 10 KMH EXPECT PLATFORM TO BE OCCUPIED". THESE BOARDS ARE FIXED TO SIGNALS LOCATED APPROXIMATELY 50 METRES FROM THE COUNTRY END OF ALL PLATFORMS

NOTE : NO VERBAL WARNING IS REQUIRED IF PLATFORMS ARE OCCUPIED

### GOODS ROAD
THE POINTS FOR THE GOODS ROAD (POWER HOUSE MUSEUM) ARE NORMALLY CLIPPED AND LOCKED WITH THE SWITCH RAIL SPIKED OVER. THESE ARE REMOVED ONLY WHEN IT IS NECESSARY TO UTILISE THE GOODS ROAD AND AN INSPECTION MUST BE MADE BY A CIVIL MAINTENANCE ENGINEER TO CHECK THE CONDITION OF THE TRACK BEFORE THE ROAD CAN BE USED

### MIDDLE ROADS
MIDDLE ROADS ARE PROVIDED BETWEEN PLATFORMS 1 AND 2, 3 AND 4, 5 AND 6 WITH CROSSOVERS PROVIDED AT THE TERMINAL END, CONNECTING THE MIDDLE ROAD WITH THE PLATFORM ROAD ENABLING LOCOMOTIVES TO RUN AROUND TRAINS. THESE POINTS ARE OPERATED BY THE SHUNTER WHO ACTIVATES A PUSH BUTTON AFTER RECEIVING THE ELECTRIC RELEASE FROM THE SIGNALLER.

THERE IS NO CROSSOVER BETWEEN PLATFORM 6 AND THE MIDDLE ROAD AND THE CROSSOVER BETWEEN PLATFORM 5 AND THE MIDDLE ROAD IS UNWIRED .

### SPECIAL POINTS OF INTEREST
### SYDNEY TERMINAL

NLA 102 SYDNEY TERMINAL
REFER TO NLA 102 FOR SPECIAL INSTRUCTIONS

**PLATE 'G'**

**SHUNT SIGNAL SPEED 10 kph EXPECT PLAT. TO BE OCCUPIED**

SHUNT SIGNAL WARNING PLATE

SHUNTERS PUSHBUTTON BETWEEN 1 AND 2 PLATFORMS



SECTION : SYDNEY YARD
MAP SET : YARDS
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UPDATED TO : 2 March 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 001 (SYDNEY YARD)

### SPECIAL POINTS OF INTEREST
### SYDNEY TERMINAL

NLA 102 SYDNEY TERMINAL
REFER TO NLA 102 FOR SPECIAL INSTRUCTIONS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 2 | PLATFORM 2 | P2 |
| | PLATFORM 1 | P1 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 22 | PLATFORM 1 | P1 |
| | MIDDLE ROAD | MR |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 23 | MIDDLE ROAD | MR |
| | PLATFORM 2 | P2 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 25 | MIDDLE ROAD | MR |
| | PLATFORM 4 | P4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 37 | DOWN MAIN (M) | D |
| | UP MAIN (M) | U |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 38 | DOWN MAIN (M) | D |
| | UP MAIN (M) | U |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 39 | DOWN MAIN (M) | D |
| | UP MAIN (M) | U |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 55 | PLATFORM 3 | 3 |
| | PLATFORM 4 | 4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 63 | DOWN MAIN (M) | D |
| | UP MAIN (M) | U |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |
| | UP SHUNTING NECK (S) | SN |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 66 | PLATFORM 2 | 2 |
| | PLATFORM 3 | 3 |
| | PLATFORM 4 | 4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 71 | PLATFORM 1 (M) | 1 |
| | PLATFORM 2 (M) | 2 |
| | PLATFORM 3 (M) | 3 |
| | PLATFORM 4 (M) | 4 |
| | PLATFORM 1 (S) | 1 |
| | PLATFORM 2 (S) | 2 |
| | PLATFORM 3 (S) | 3 |
| | PLATFORM 4 (S) | 4 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 77 | DOCK | DK |
| | UP MAIN | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 83 | UP MAIN | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 86 | SHUNTING NECK | N |
| | UP MAIN | M |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 87 | UP MAIN | UM |
| | DOWN MAIN | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 101 | REGENT ST PLATFORM | RP |
| | REGENT ST SIDING | RS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 105 | DOWN LOCAL | L |
| | DOWN STEAM | S |
| | DOWN MAIN | - |

SHUNTERS PUSH BUTTON BETWEEN 5 PLATFORM AND THE MIDDLE ROAD. BE AWARE THAT THERE IS NO OVERHEAD WIRE ON THIS CROSSOVER

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 110 | UP MAIN (M) | - |
| | UP BANKSTOWN (M) | B |
| | UP STEAM (M) | S |
| | UP MAIN (S) | UM |
| | UP STEAM (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 110 CO-ACT | UP MAIN (M) | M |
| | UP STEAM (M) | S |
| | UP BANKSTOWN (M) | B |
| | UP MAIN (S) | M |
| | UP STEAM (S) | S |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 111 | DOWN MAIN | DM |
| | DOWN STEAM | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 115 | MORTUARY (REGENT ST) | R |
| | POWERHOUSE SIDING | G |
| | UP MAIN | M |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 117 | UP MAIN | UM |



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## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 001 (SYDNEY YARD)

### SPECIAL POINTS OF INTEREST
### SYDNEY TERMINAL

NLA 102 SYDNEY TERMINAL
REFER TO NLA 102 FOR SPECIAL INSTRUCTIONS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 7 | DOWN STEAM (M) | - |
| | DOWN STEAM (S) | DS |
| | UP STEAM (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 8 | DOWN STEAM (S) | DS |
| | UP STEAM (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 9 | DOWN STEAM (M) | - |
| | DOWN STEAM (S) | DS |
| | UP STEAM (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 11 | DOWN STEAM (M) | - |
| | DOWN STEAM (S) | DS |
| | UP STEAM (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 12 | DOWN STEAM (S) | DS |
| | UP STEAM (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 13 | DOWN STEAM (M) | - |
| | DOWN STEAM (S) | DS |
| | UP STEAM (S) | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 27 | MIDDLE ROAD (S) | MR |
| | PLATFORM 6 (S) | P6 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 56 | PLATFORM 5 (S) | 5 |
| | PLATFORM 6 (S) | 6 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 67 | UP STEAM (S) | US |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 68 | DOWN STEAM (M) | - |
| | DOWN MAIN (M) | M |
| | DOWN STEAM (S) | DS |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 72 | PLATFORM 5 (M) | 5 |
| | PLATFORM 6 (M) | 6 |
| | PLATFORM 7 (M) | 7 |
| | PLATFORM 8 (M) | 8 |
| | PLATFORM 5 (S) | 5 |
| | PLATFORM 7 (S) | 7 |
| | PLATFORM 8 (S) | 8 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 73 | PLATFORM 5 (S) | 5 |
| | PLATFORM 6 (S) | 6 |
| | PLATFORM 7 (S) | 7 |
| | PLATFORM 8 (S) | 8 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 78 | UP STEAM | US |
| | DOWN MAIN | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 88 | UP STEAM | S |
| | UP BANKSTOWN | B |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 89 | DOWN STEAM | D |
| | | S |
| | DOWN BANKSTOWN | D |
| | | B |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 105 | DOWN LOCAL (M) | L |
| | DOWN STEAM (M) | S |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (M) | - |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 106 | UP STEAM | US |
| | DOWN STEAM | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 112 | PLATFORM 2 (M) | 2 |
| | PLATFORM 3 (M) | 3 |
| | PLATFORM 4 (M) | 4 |
| | UP STEAM (M) | - |
| | UP BANKSTOWN (M) | B |
| | UP STEAM (S) | US |
| | UP BANKSTOWN (S) | UB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 113 | DOWN STEAM | DS |
| | DOWN BANKSTOWN | DB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 114 | UP STEAM | U |
| | | S |
| | DOWN STEAM | D |
| | | S |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| 121 | DOWN MAIN | DM |
| | DOWN STEAM | DS |

DERAILS SUCH AS THIS ARE LOCATED AT THE COUNTRY END
OF PLATFORMS No. 3 ,12 & 13
AS WELL AS THE MIDDLE ROADS BETWEEN PLATFORMS
No. 3 & 4 AND 7 & 8



SECTION : SYDNEY YARD
MAP SET : YARDS
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UPDATED TO : 25 March 2025

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 001 (SYDNEY YARD)

### SPECIAL POINTS OF INTEREST
### SYDNEY TERMINAL

NLA 102 SYDNEY TERMINAL
REFER TO NLA 102 FOR SPECIAL INSTRUCTIONS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 14 & SY 14 CO ACT | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | DB |
| | UP BANKSTOWN (S) | UB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 16 | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | DB |
| | UP BANKSTOWN (S) | UB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 17 & SY 17 CO ACT | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | DB |
| | UP BANKSTOWN (S) | UB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 18 & SY 18 CO ACT | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | DB |
| | UP BANKSTOWN (S) | UB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 19 & SY 19 CO ACT | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | DB |
| | UP BANKSTOWN (S) | UB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 20 & SY 20 CO ACT | DOWN BANKSTOWN (M) | - |
| | DOWN BANKSTOWN (S) | DB |
| | UP BANKSTOWN (S) | UB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 34 | PLATFORM 11 | 11 |
| | PLATFORM 12 | 12 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 35 | PLATFORM 13 | 13 |
| | PLATFORM 14 | 14 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 69 | DOWN BANKSTOWN (M) | - |
| | DOWN MAIN (M) | M |
| | DOWN BANKSTOWN (S) | DB |
| | DOWN STEAM (S) | DS |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 74 | PLATFORM 9 (M) | 9 |
| | PLATFORM 10 (M) | 10 |
| | PLATFORM 11 (M) | 11 |
| | PLATFORM 12 (M) | 12 |
| | PLATFORM 13 (M) | 13 |
| | PLATFORM 14 (M) | 14 |
| | PLATFORM 9 (S) | 9 |
| | PLATFORM 10 (S) | 10 |
| | UP BANKSTOWN (S) | UB |
| | DOWN BANKSTOWN (S) | DB |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 75 | PLATFORM 9 | 9 |
| | PLATFORM 10 | 10 |
| | UP BANKSTOWN (S) | UB |
| | DOWN BANKSTOWN (S) | DB |

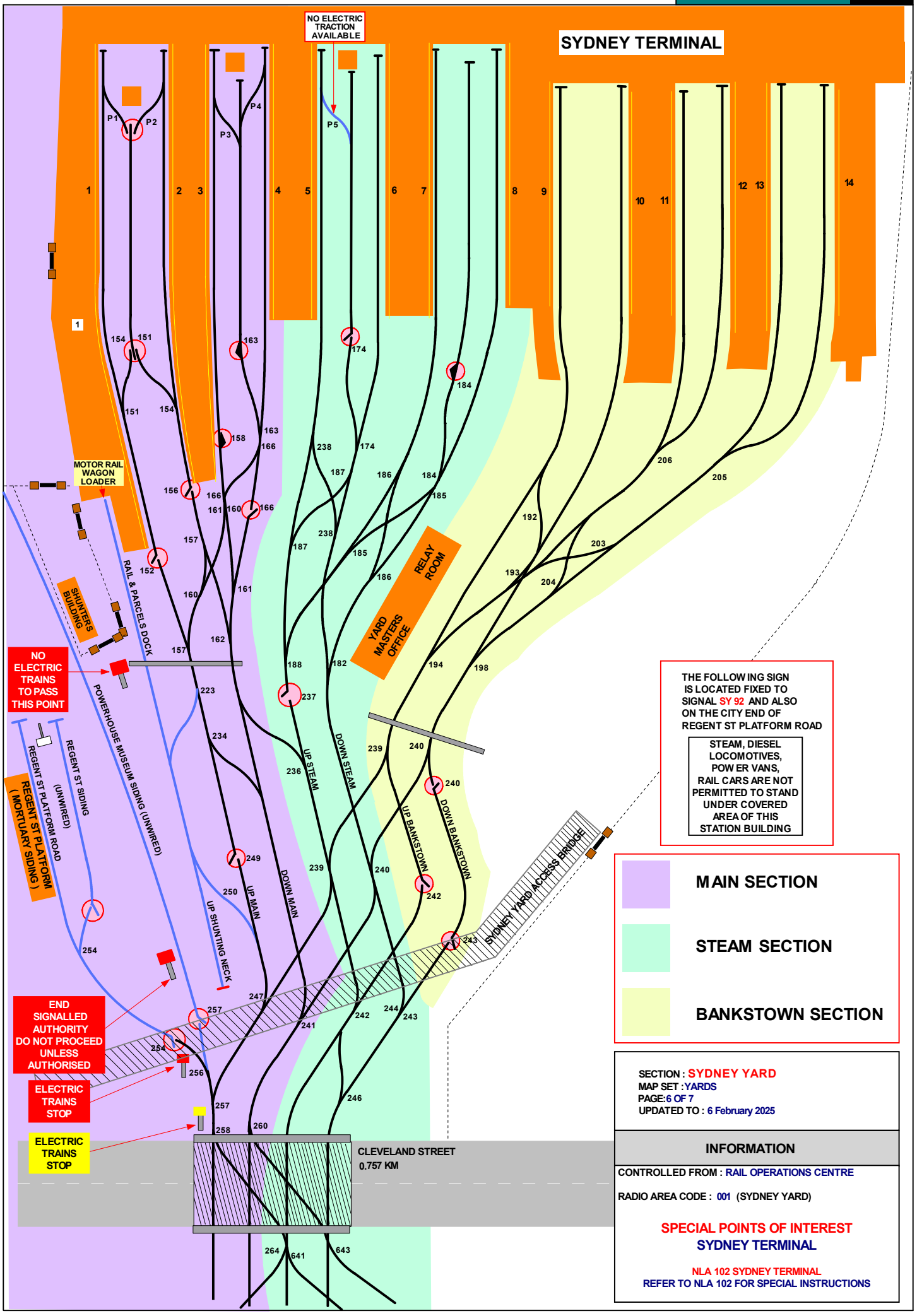
| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 79 | UP BANKSTOWN | U |
| | | B |
| | UP STEAM | U |
| | | S |
| | UP MAIN | U |
| | | M |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 95 | UP SUBURBAN | US |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 107 | DOWN LOCAL (M) | L |
| | DOWN SUBURBAN (M) | S |
| | DOWN MAIN (M) | M |
| | DOWN SUBURBAN (S) | - |




DUE TO THE CLOSE PROXIMITY OF ROADS IN SYDNEY YARD THERE ARE MANY SPEED BOARDS PLACED BETWEEN THE RAILS AS SHOWN




SECTION : SYDNEY YARD
MAP SET : YARDS
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UPDATED TO : 6 February 2025

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 001 (SYDNEY YARD)

**SPECIAL POINTS OF INTEREST**
**SYDNEY TERMINAL**

NLA 102 SYDNEY TERMINAL
REFER TO NLA 102 FOR SPECIAL INSTRUCTIONS

JOINS MAP CC 01

SECTION : SYDNEY YARD
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PAGE: 7 OF 7
UPDATED TO : 6 August 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 001 (SYDNEY YARD)

**SPECIAL POINTS OF INTEREST**
**SYDNEY TERMINAL**

NLA 102 SYDNEY TERMINAL
REFER TO NLA 102 FOR SPECIAL INSTRUCTIONS

CENTRAL

UP AIRPORT

CATCH POINTS NORMALLY CLOSED

DOWN SUBURBAN

UP SUBURBAN

DOWN AIRPORT

UP AIRPORT

003

005

JOINS MAP NSR 03

JOINS MAP YARDS 34

TO SYDNEY YARD

DOWN STEAM

UP STEAM

CLEVELAND STREET 0.757 KM

0.757 KM

CLEVELAND STREET 0.757 KM

UP LOCAL

DOWN LOCAL

UP ILLAWARRA LOCAL

DOWN ILLAWARRA LOCAL

UP ILLAWARRA

DOWN ILLAWARRA

SHUNTING LIMIT ON DOWN ILLAWARRA

UP MAIN

DOWN MAIN

UP SUBURBAN

DOWN SUBURBAN

LAWSON STREET 1.260 KM

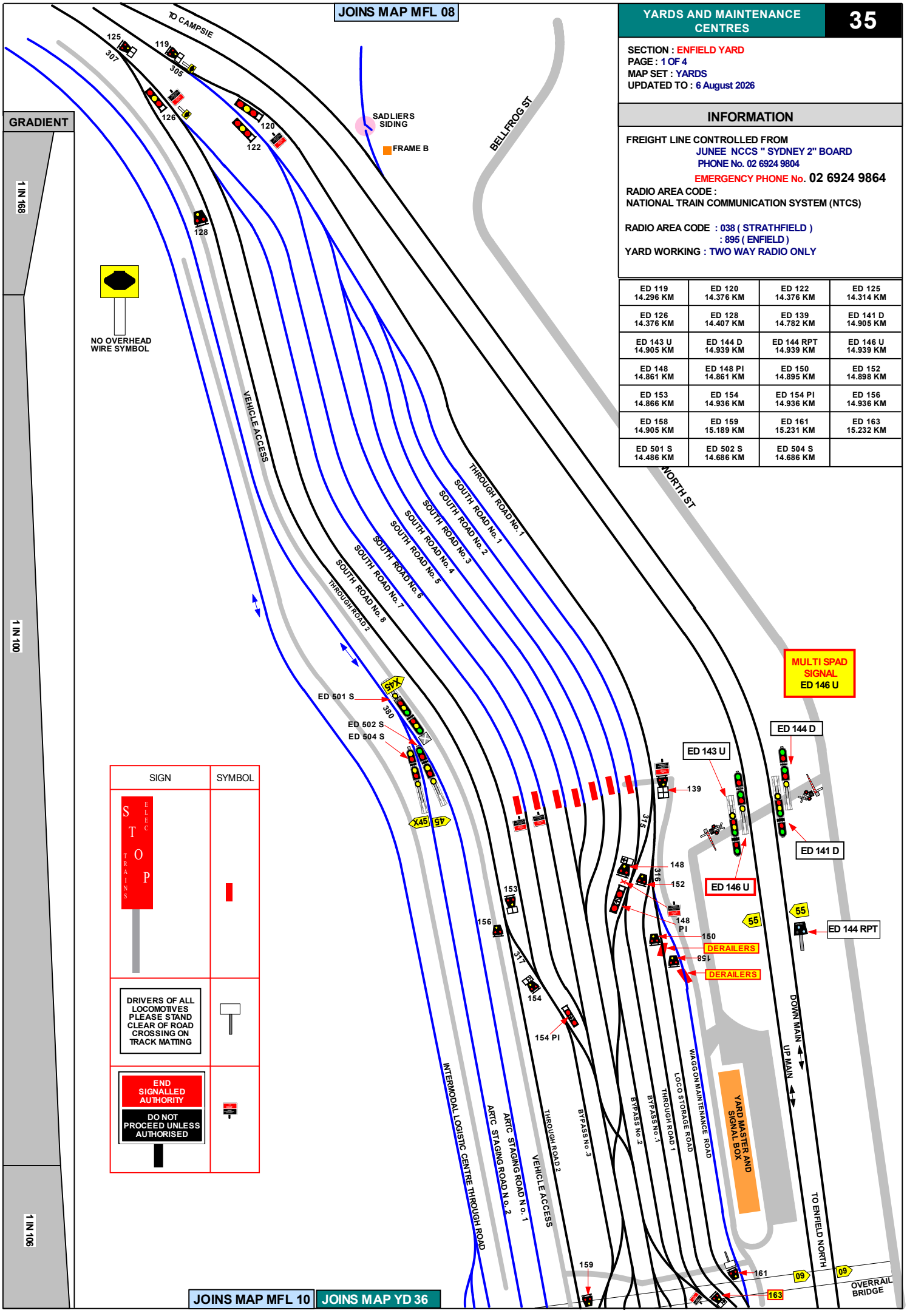
003

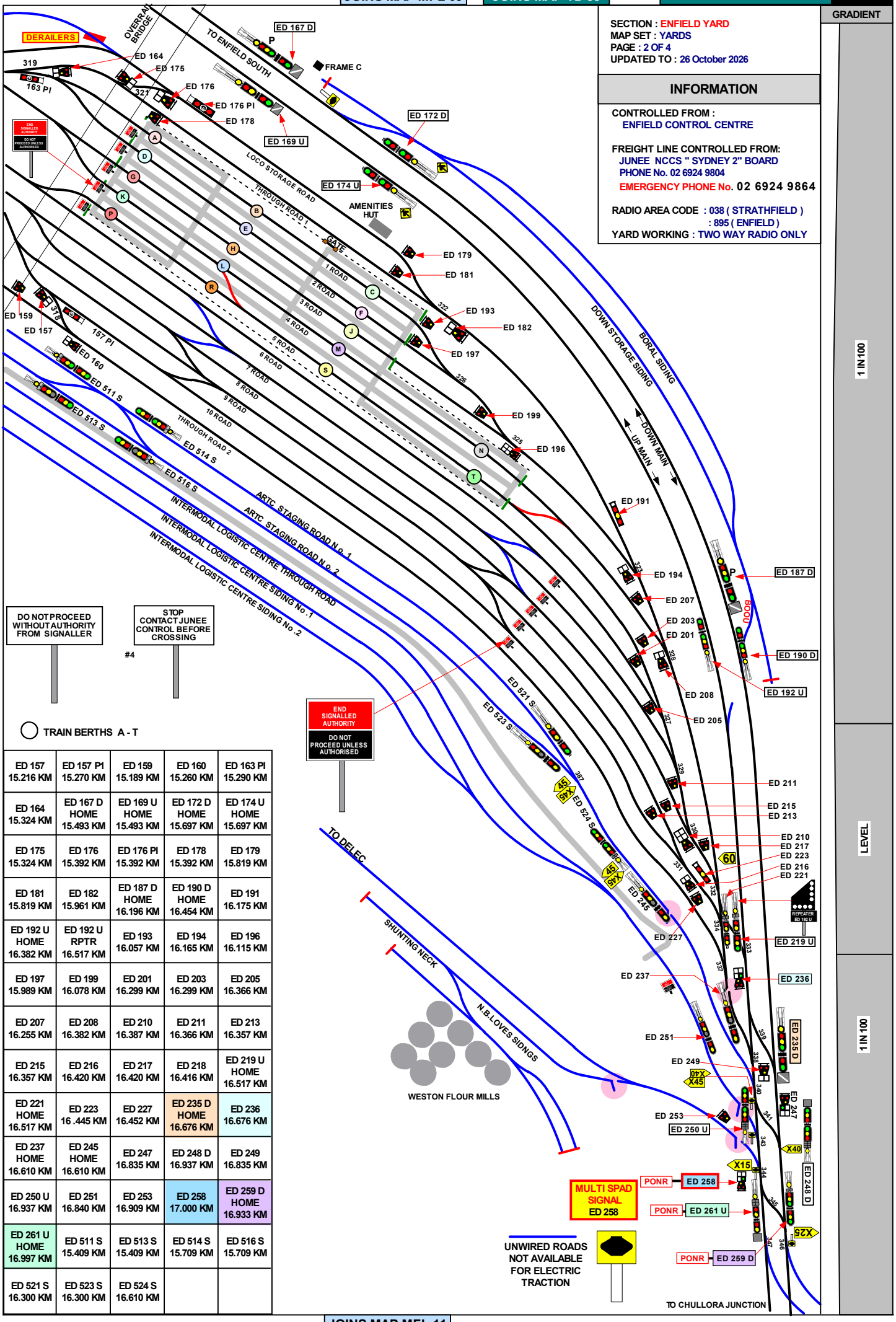
035

REDFERN

JOINS MAP MS 02

JOINS MAP IL 02


JOINS MAP MFL 08
YARDS AND MAINTENANCE CENTRES
35
SECTION : ENFIELD YARD
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UPDATED TO : 6 August 2026
INFORMATION
FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 2" BOARD
PHONE No. 02 6924 9804
EMERGENCY PHONE No. 02 6924 9864
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)
RADIO AREA CODE : 038 ( STRATHFIELD )
: 895 ( ENFIELD )
YARD WORKING : TWO WAY RADIO ONLY
ED 119 14.296 KM
ED 120 14.376 KM
ED 122 14.376 KM
ED 125 14.314 KM
ED 126 14.376 KM
ED 128 14.407 KM
ED 139 14.782 KM
ED 141 D 14.905 KM
ED 143 U 14.905 KM
ED 144 D 14.939 KM
ED 144 RPT 14.939 KM
ED 146 U 14.939 KM
ED 148 14.861 KM
ED 148 PI 14.861 KM
ED 150 14.895 KM
ED 152 14.898 KM
ED 153 14.866 KM
ED 154 14.936 KM
ED 154 PI 14.936 KM
ED 156 14.936 KM
ED 158 14.905 KM
ED 159 15.189 KM
ED 161 15.231 KM
ED 163 15.232 KM
ED 501 S 14.486 KM
ED 502 S 14.686 KM
ED 504 S 14.686 KM
GRADIENT
1 IN 168
1 IN 100
1 IN 106
TO CAMPSIE
SADLIERS SIDING
FRAME B
BELLFROG ST
NORTH ST
NO OVERHEAD WIRE SYMBOL
VEHICLE ACCESS
THROUGH ROAD No.1
SOUTH ROAD No. 1
SOUTH ROAD No. 2
SOUTH ROAD No. 3
SOUTH ROAD No. 4
SOUTH ROAD No. 5
SOUTH ROAD No. 6
SOUTH ROAD No. 7
SOUTH ROAD No. 8
THROUGH ROAD 2
MULTI SPAD SIGNAL ED 146 U
ED 144 D
ED 143 U
ED 141 D
ED 146 U
ED 144 RPT
ED 501 S
ED 502 S
ED 504 S
DERAILERS
DERAILERS
SIGN
SYMBOL
STOP
TRAINS
ELEC
DRIVERS OF ALL LOCOMOTIVES PLEASE STAND CLEAR OF ROAD CROSSING ON TRACK MATTING
END SIGNALLED AUTHORITY
DO NOT PROCEED UNLESS AUTHORISED
INTERMODAL LOGISTIC CENTRE THROUGH ROAD
ARTC STAGING ROAD No. 2
ARTC STAGING ROAD No. 1
VEHICLE ACCESS
THROUGH ROAD 2
BYPASS No. 3
BYPASS No. 2
BYPASS No. 1
THROUGH ROAD 1
LOCO STORAGE ROAD
WAGGON MAINTENANCE ROAD
YARD MASTER AND SIGNAL BOX
DOWN MAIN
UP MAIN
TO ENFIELD NORTH
OVERRAIL BRIDGE
JOINS MAP MFL 10
JOINS MAP YD 36




| | | | | |
|---|---|---|---|---|
| ED 157 15.216 KM | ED 157 PI 15.270 KM | ED 159 15.189 KM | ED 160 15.260 KM | ED 163 PI 15.290 KM |
| ED 164 15.324 KM | ED 167 D HOME 15.493 KM | ED 169 U HOME 15.493 KM | ED 172 D HOME 15.697 KM | ED 174 U HOME 15.697 KM |
| ED 175 15.324 KM | ED 176 15.392 KM | ED 176 PI 15.392 KM | ED 178 15.392 KM | ED 179 15.819 KM |
| ED 181 15.819 KM | ED 182 15.961 KM | ED 187 D HOME 16.196 KM | ED 190 D HOME 16.454 KM | ED 191 16.175 KM |
| ED 192 U HOME 16.382 KM | ED 192 U RPTR 16.517 KM | ED 193 16.057 KM | ED 194 16.165 KM | ED 196 16.115 KM |
| ED 197 15.989 KM | ED 199 16.078 KM | ED 201 16.299 KM | ED 203 16.299 KM | ED 205 16.366 KM |
| ED 207 16.255 KM | ED 208 16.382 KM | ED 210 16.387 KM | ED 211 16.366 KM | ED 213 16.357 KM |
| ED 215 16.357 KM | ED 216 16.420 KM | ED 217 16.420 KM | ED 218 16.416 KM | ED 219 U HOME 16.517 KM |
| ED 221 HOME 16.517 KM | ED 223 16 .445 KM | ED 227 16.452 KM | ED 235 D HOME 16.676 KM | ED 236 16.676 KM |
| ED 237 HOME 16.610 KM | ED 245 HOME 16.610 KM | ED 247 16.835 KM | ED 248 D 16.937 KM | ED 249 16.835 KM |
| ED 250 U 16.937 KM | ED 251 16.840 KM | ED 253 16.909 KM | ED 258 17.000 KM | ED 259 D HOME 16.933 KM |
| ED 261 U HOME 16.997 KM | ED 511 S 15.409 KM | ED 513 S 15.409 KM | ED 514 S 15.709 KM | ED 516 S 15.709 KM |
| ED 521 S 16.300 KM | ED 523 S 16.300 KM | ED 524 S 16.610 KM | | |

## PONR
POINTS OF NO RETURN

| SIGNAL No. | LOCATION | DESTINATIONS |
|---|---|---|
| ED 236 | UP MAIN AT 16.676 KM | ENFIELD YARD |
| ED 238 | DOWN MAIN AT 16.750 KM | ENFIELD YARD |
| ED 259 D | DOWN MAIN AT 16.974 KM NEAR SOUTH JUNCTION | SEFTON PARK JUNCTION OR CHULLORA SIDINGS OR LIDCOMBE OR OLYMPIC PARK OR FLEMINGTON MARKETS |
| ED 258 | UP MAIN AT 17.000 KM NEAR SOUTH JUNCTION | WESTON FLOUR MILLS SIDING OR ENFIELD YARD |
| ED 261 U | UP MAIN AT 16.997 KM NEAR SOUTH JUNCTION | SEFTON PARK JUNCTION OR CHULLORA SIDINGS OR LIDCOMBE OR OLYMPIC PARK OR FLEMINGTON MARKETS |
| ED 262 U | DOWN MAIN AT 17.191 KM AT SOUTH JUNCTION | WESTON FLOUR MILLS SIDING |
| ED 268 | UP MAIN AT 17.550 KM AT NORTH JUNCTION | ENFIELD YARD<br>WESTON MILLS SIDING OR CHULLORA SIDINGS OR SEFTON PARK JUNCTION |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 182 | THROUGH ROAD (S) | T1 | |
| | LOCO STORAGE ( S ) | LS | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 185 | SHUNTING NECK | ← | |
| | DOWN MAIN ( S ) | DM | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 190 D | DOWN MAIN (M) | --- | |
| | DOWN MAIN (S) | DM | |
| | BORAL SIDING (4D) | BS | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 194 | ROAD 3 ( S ) | 3 | |
| | THROUGH ROAD 1 ( S ) | T1 | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 196 | ROAD 3 (S) | 3 | |
| | ROAD 2 (S) | 2 | |
| | ROAD 1 (S) | 1 | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 208 | ROAD 4 ( S ) | 4 | |
| | THROUGH ROAD 1 ( S ) | T1 | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 210 | ROAD 8 (S) | 8 | |
| | ROAD 7 (S) | 7 | |
| | ROAD 6 (S) | 6 | |
| | ROAD 5 (S) | 5 | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 216 | ROAD 10 ( S ) | 10 | |
| | ROAD 9 ( S ) | 9 | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 218 | ROAD 5 ( S ) | 5 | |
| | THROUGH ROAD 1 ( S ) | T1 | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 219 | DOWN MAIN (M) | --- | |
| | DOWN MAIN (S) | DM | |
| | UP MAIN (M) | --- | |
| | UP MAIN (S) | UM | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 221 | DOWN MAIN (M) | --- | |
| | DOWN MAIN (S) | DM | |
| | THROUGH ROAD (S) | T1 | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 236 | THROUGH ROAD (S) | T1 | |
| | UP MAIN (S) | GREEN | LIGHT |
| | UP MAIN (S) | UM | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 237 | DOWN MAIN (M) | --- | |
| | UP MAIN (S) | --- | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 245 | DOWN MAIN (M) | --- | |
| | UP MAIN (M) | --- | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 248 D | STAGING ROAD 1 (M) | S | |
| | STAGING ROAD 1 (S) | S1 | |
| | THROUGH ROAD 2 (S) | T2 | |
| | ROAD 9 (S) | 9 | |
| | THROUGH ROAD 1 (S) | T1 | |
| | UP MAIN (VIA 341 PTS R) (S) | U | |
| | UP MAIN (VIA 341 PTS R) (S) | UM | |
| | UP MAIN (VIA 339 PTS R) (S) | U | |
| | UP MAIN (VIA 339 PTS R) (S) | UM | |
| | DOWN MAIN (M) | D | |
| | DOWN MAIN (S) | DM | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 249 | DOWN MAIN (S) | DM | |
| | UP MAIN (S) | UP | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 250 U | ILC (S) | LC | |
| | STAGING ROAD 1 (M) | S | |
| | STAGING ROAD 1 (S) | S1 | |
| | THROUGH ROAD 2 (S) | T2 | |
| | ROAD 9 (S) | 9 | |
| | THROUGH ROAD 1 (S) | T1 | |
| | UP MAIN (M) | U | |
| | UP MAIN (S) | UM | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 251 | UP MAIN (M) | --- | |
| | UP MAIN (S) | --- | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 258 | DELEC (S) | DC | |
| | UP MAIN (S) | UM | |
| | UP MAIN (S) | GREEN | LIGHT |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 259 D | DOWN SOUTH FORK (M) | --- | |
| | DOWN SOUTH FORK (S) | SF | |
| | DOWN MAIN (M) | --- | |
| | DOWN MAIN (S) | DM | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 261 U | DOWN SOUTH FORK (M) | S | |
| | DOWN SOUTH FORK (S) | SF | |
| | DOWN MAIN (M) | M | |
| | DOWN MAIN (S) | DM | |
| | UP MAIN (S) | UM | |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| ED 262 D | UP MAIN (S) | UM | |
| | DOWN MAIN (M) | - | |
| | DOWN MAIN (S) | DM | |

SECTION : ENFIELD YARD
MAP SET : YARDS
PAGE : 3 OF 4
UPDATED TO : 6 August 2026

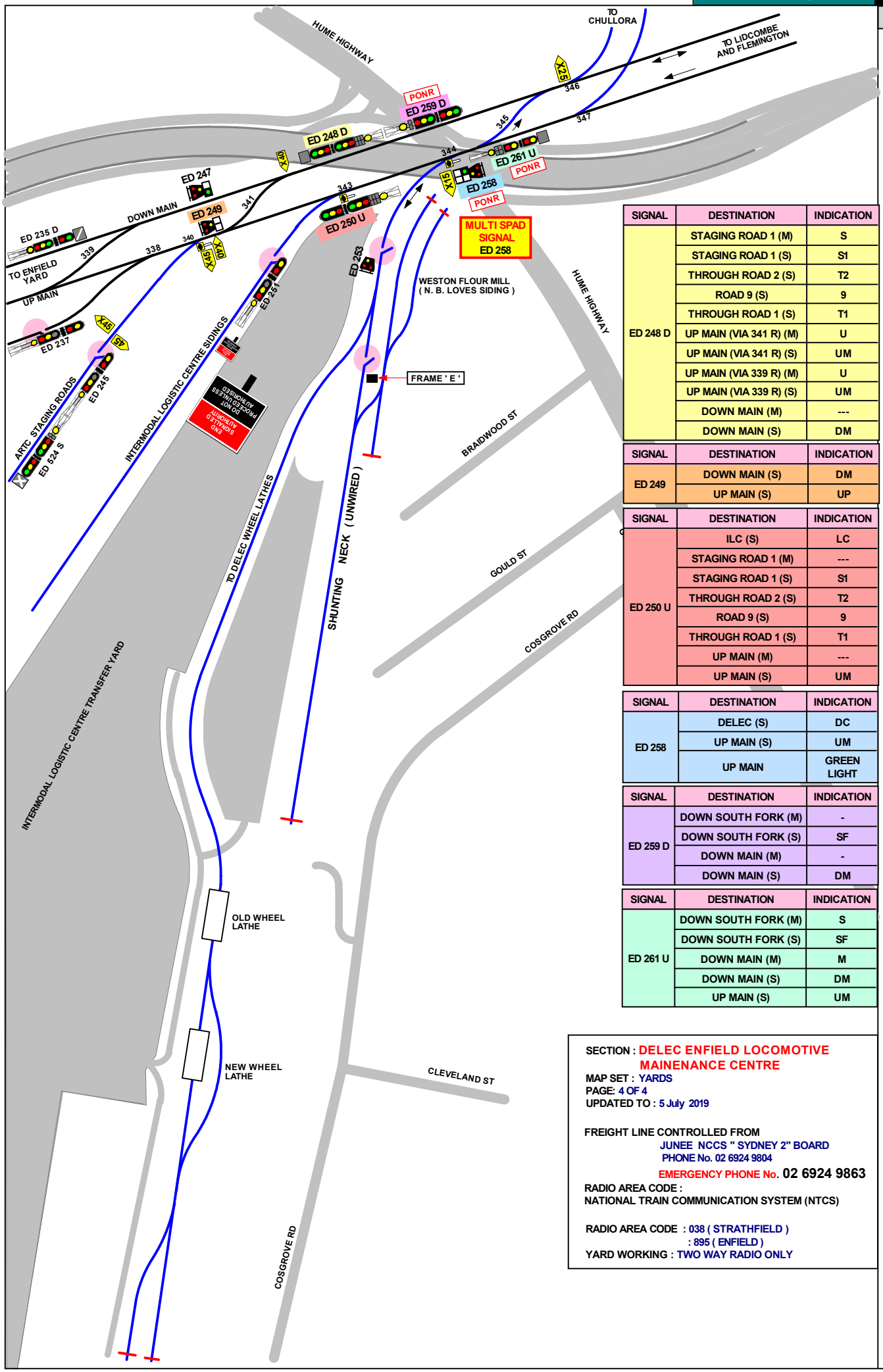
## INFORMATION

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 2" BOARD
PHONE No. 02 6924 9804

EMERGENCY PHONE No. 02 6924 9863

RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

RADIO AREA CODE : 038 ( STRATHFIELD )
: 895 ( ENFIELD )
YARD WORKING : TWO WAY RADIO ONLY




| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ED 248 D | STAGING ROAD 1 (M) | S |
| | STAGING ROAD 1 (S) | S1 |
| | THROUGH ROAD 2 (S) | T2 |
| | ROAD 9 (S) | 9 |
| | THROUGH ROAD 1 (S) | T1 |
| | UP MAIN (VIA 341 R) (M) | U |
| | UP MAIN (VIA 341 R) (S) | UM |
| | UP MAIN (VIA 339 R) (M) | U |
| | UP MAIN (VIA 339 R) (S) | UM |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ED 249 | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UP |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ED 250 U | ILC (S) | LC |
| | STAGING ROAD 1 (M) | --- |
| | STAGING ROAD 1 (S) | S1 |
| | THROUGH ROAD 2 (S) | T2 |
| | ROAD 9 (S) | 9 |
| | THROUGH ROAD 1 (S) | T1 |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | UM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ED 258 | DELEC (S) | DC |
| | UP MAIN (S) | UM |
| | UP MAIN | GREEN LIGHT |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ED 259 D | DOWN SOUTH FORK (M) | - |
| | DOWN SOUTH FORK (S) | SF |
| | DOWN MAIN (M) | - |
| | DOWN MAIN (S) | DM |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| ED 261 U | DOWN SOUTH FORK (M) | S |
| | DOWN SOUTH FORK (S) | SF |
| | DOWN MAIN (M) | M |
| | DOWN MAIN (S) | DM |
| | UP MAIN (S) | UM |

SECTION : DELEC ENFIELD LOCOMOTIVE MAINENANCE CENTRE
MAP SET : YARDS
PAGE: 4 OF 4
UPDATED TO : 5 July 2019

FREIGHT LINE CONTROLLED FROM
JUNEE NCCS " SYDNEY 2" BOARD
PHONE No. 02 6924 9804
EMERGENCY PHONE No. 02 6924 9863
RADIO AREA CODE :
NATIONAL TRAIN COMMUNICATION SYSTEM (NTCS)

RADIO AREA CODE : 038 ( STRATHFIELD )
: 895 ( ENFIELD )
YARD WORKING : TWO WAY RADIO ONLY

JOINS MAP MS 01

JOINS MAP IL 01

SECTION : MACDONALDTOWN STABLING YARD
MAP SET : YARDS
UPDATED TO : 16 June 2026

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 507 | TURNBACK | TB |
| | DOWN LOCAL | DL |
| | DOWN SUBURBAN | DS |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 502 | UP LOCAL | UL |
| | UP ILLAWARRA LOCAL | IL |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| SY 503 | SIDING No.1 | S1 |
| | SIDING No.2 | S2 |
| | SIDING No.3 | S3 |
| | SIDING No.4 | S4 |
| | SIDING No.5 | S5 |
| | SIDING No.6 | S6 |

MULTI SPAD SIGNAL 502

MULTI SPAD SIGNAL SY 537 I

MULTI SPAD SIGNAL SY 516 L

UP MAIN

DOWN MAIN

UP SUBURBAN

DOWN SUBURBAN

UP LOCAL

DOWN LOCAL

UP ILLAWARRA

UP ILLAWARRA DIVE

DOWN ILLAWARRA

DOWN ILLAWARRA DIVE

DOWN ILLAWARRA LOCAL

UP ILLAWARRA LOCAL

TRANSFER ROAD

STORAGE ROAD 100 m

No.1 SHUNTING NECK 374 m

No.2 SHUNTING NECK 374 m

GATE ROAD

TO EVELEIGH

Hi-Rail Access Pad

TRAIN WHISTLE RESTRICTIONS APPLY

THESE SIGNS LOCATED WITHIN THE YARD (BACK TO BACK)

MACDONALDTOWN STABLING YARD

TRAIN WHISTLE RESTRICTIONS APPLY IN THIS YARD

THESE SIGNS ARE LOCATED IN THE SHED

OLD GASODMETER

HOUSES

MACDONALDTOWN

SIDING 1 171m

SIDING 2 171m

SIDING 3 173m

SIDING 4 171m

SIDING 5 335m

SIDING 6 359m

2.575 KM

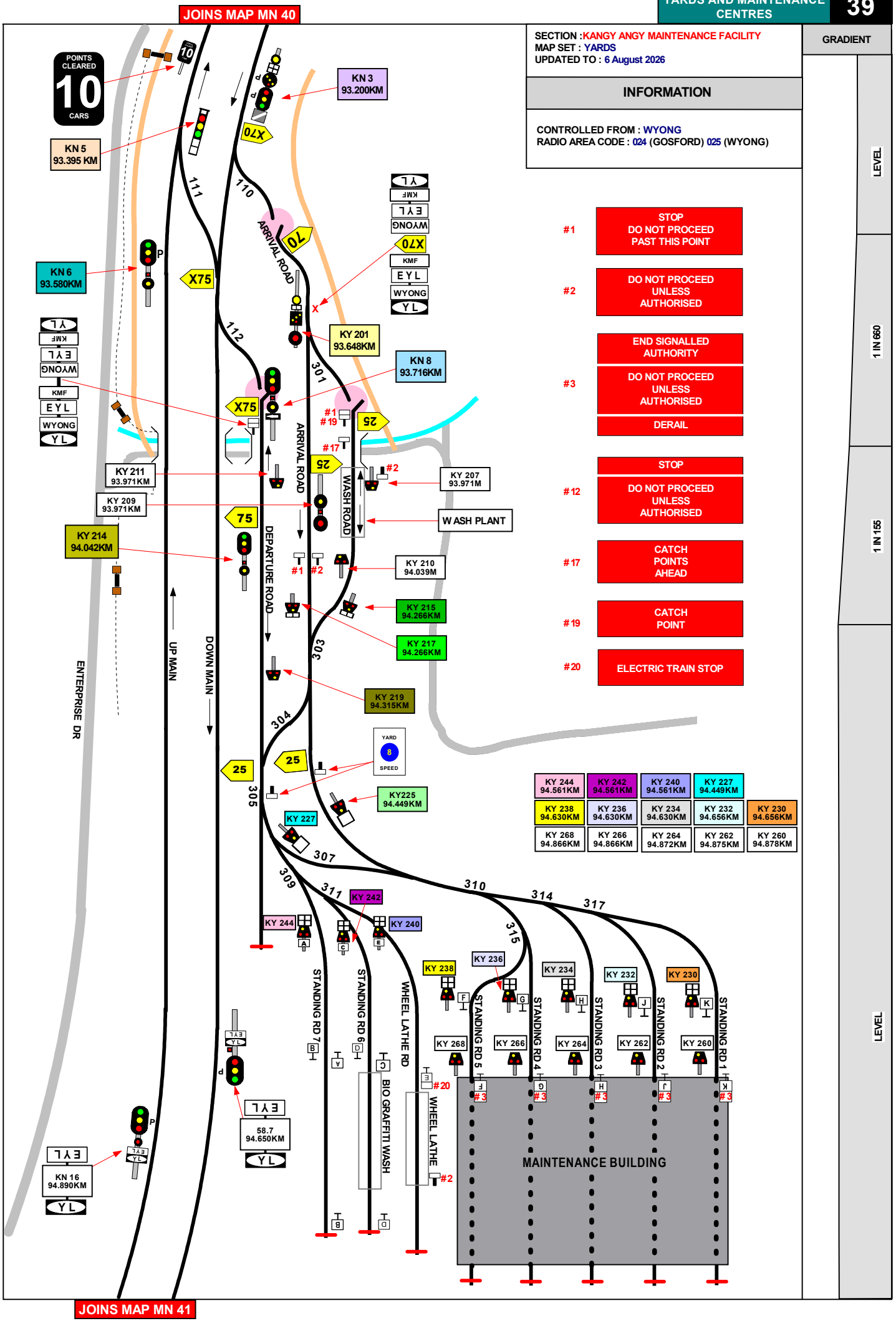
BURREN STREET

TO NEWTOWN

TO ERSKINEVILLE

JOINS MAP MS 03

JOINS MAP IL 03


JOINS MAP MN 40
JOINS MAP MN 41
SECTION :KANGY ANGY MAINTENANCE FACILITY
MAP SET : YARDS
UPDATED TO : 6 August 2026
INFORMATION
CONTROLLED FROM : WYONG
RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)
GRADIENT
LEVEL
1 IN 660
1 IN 155
LEVEL
POINTS CLEARED 10 CARS
KN 3 93.200KM
KN 5 93.395 KM
KN 6 93.580KM
KN 8 93.716KM
KY 201 93.648KM
KY 211 93.971KM
KY 209 93.971KM
KY 214 94.042KM
KY 207 93.971M
W ASH PLANT
KY 210 94.039M
KY 215 94.266KM
KY 217 94.266KM
KY 219 94.315KM
KY225 94.449KM
KY 227
KY 242
KY 240
KY 244
KY 238
KY 236
KY 234
KY 232
KY 230
KY 268
KY 266
KY 264
KY 262
KY 260
KN 16 94.890KM
58.7 94.650KM
ARRIVAL ROAD
DEPARTURE ROAD
WASH ROAD
UP MAIN
DOWN MAIN
ENTERPRISE DR
STANDING RD 7
STANDING RD 6
WHEEL LATHE RD
BIO GRAFFITI WASH
WHEEL LATHE
STANDING RD 5
STANDING RD 4
STANDING RD 3
STANDING RD 2
STANDING RD 1
MAINTENANCE BUILDING
#1 STOP DO NOT PROCEED PAST THIS POINT
#2 DO NOT PROCEED UNLESS AUTHORISED
#3 END SIGNALLED AUTHORITY / DO NOT PROCEED UNLESS AUTHORISED / DERAIL
#12 STOP / DO NOT PROCEED UNLESS AUTHORISED
#17 CATCH POINTS AHEAD
#19 CATCH POINT
#20 ELECTRIC TRAIN STOP
KY 244 94.561KM
KY 242 94.561KM
KY 240 94.561KM
KY 227 94.449KM
KY 238 94.630KM
KY 236 94.630KM
KY 234 94.630KM
KY 232 94.656KM
KY 230 94.656KM
KY 268 94.866KM
KY 266 94.866KM
KY 264 94.872KM
KY 262 94.875KM
KY 260 94.878KM

SECTION :KANGY ANGY MAINTENANCE FACILITY
MAP SET : YARDS
UPDATED TO : 23 October 2023

## INFORMATION

CONTROLLED FROM : WYONG
RADIO AREA CODE : 024 (GOSFORD) 025 (WYONG)

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KN 3 | (M)A | ARRIVAL ROAD | ⋱ | BOL |
| | (S)A | ARRIVAL ROAD | AR | SRI |
| | (S)B | DEPARTURE ROAD | DR | SRI |
| | (M)C | DOWN MAIN | - | - |
| | (S)C | DOWN MAIN (S) | SM | SRI |

ACCEPTED BY KY 203

ACCEPTED BY KY 205

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KN 5 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | DOWN MAIN | DM | SRI |

ACCEPTED BY KY 205

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KN 6 | (M) | UP MAIN | - | - |
| | (S) | UP MAIN | - | - |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KN 8 | (M) | UP MAIN | - | - |
| | (S) | UP MAIN | - | - |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 201 | (S)A | WASH ROAD | WR | SRI |
| | (M)B | ARRIVAL ROAD | | BOL |
| | | ARRIVAL ROAD | AR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 214 | (M)A | DEPARTURE ROAD | - | - |
| | (S)A | DEPARTURE ROAD | - | - |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 215 | (S)A | ARRIVAL ROAD | AR | SRI |
| | (S)B | DEPARTURE ROAD | DR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 217 | (S)A | ARRIVAL ROAD | AR | SRI |
| | (S)B | DEPARTURE ROAD | DR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 219 | (S)A | DEPARTURE ROAD | - | - |
| | - | #20 | - | - |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 225 | (S)A | STANDING ROAD 1 | 1 | MMLRI |
| | (S)B | STANDING ROAD 2 | 2 | MMLRI |
| | (S)C | STANDING ROAD 3 | 3 | MMLRI |
| | (S)D | STANDING ROAD 4 | 4 | MMLRI |
| | (S)E | STANDING ROAD 5 | 5 | MMLRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 227 | (S)A | STANDING ROAD 1 | 1 | MMLRI |
| | (S)B | STANDING ROAD 2 | 2 | MMLRI |
| | (S)C | STANDING ROAD 3 | 3 | MMLRI |
| | (S)D | STANDING ROAD 4 | 4 | MMLRI |
| | (S)E | STANDING ROAD 5 | 5 | MMLRI |
| | (S)F | WHEEL LATHE | W | MMLRI |
| | (S)G | STANDING ROAD 6 | 6 | MMLRI |
| | (S)H | STANDING ROAD 7 | 7 | MMLRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 230 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 232 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 234 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 236 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 240 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 242 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 244 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

| SIGNAL | ROUTE | DESTINATION | IND | TYPE |
|---|---|---|---|---|
| KY 238 | (S)A | DEPARTURE ROAD | DR | SRI |
| | (S)B | ARRIVAL ROAD | AR | SRI |
| | (S)C | WASH ROAD | WR | SRI |

JOINS MAP SWRL 05

GRADIENT

1 IN 155

1 IN 200

SECTION : LEPPINGTON STABLING YARD
MAP SET : YARDS
UPDATED TO : 26 October 2026

## INFORMATION

CONTROLLED FROM : RAIL OPERATIONS CENTRE

RADIO AREA CODE : 060 (GLENFIELD)

NLA 514 LEPPINGTON
REFER TO NLA 514 FOR SPECIAL INSTRUCTIONS

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LE 51 | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | D |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | U |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LE 53 | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | D |
| | UP MAIN (M) | --- |
| | UP MAIN (S) | U |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| LE 57 | No. 10 SIDING (S) | 1 | 0 |
| | No. 9 SIDING (S) | 9 | |
| | No. 8 SIDING (S) | 8 | |
| | No. 7 SIDING (S) | | 7 |
| | No. 6 SIDING (S) | | 6 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LE 54 | UP MAIN (M) | --- |
| | UP MAIN (S) | U |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | D |

| SIGNAL | DESTINATION | INDICATION | |
|---|---|---|---|
| LE 59 | No. 5 SIDING (S) | 5 | |
| | No. 4 SIDING (S) | 4 | |
| | No. 3 SIDING (S) | | 3 |
| | No. 2 SIDING (S) | | 2 |
| | No. 1 SIDING (S) | | 1 |
| | No. 2 MACHINE SIDING (S) | M | 2 |
| | No. 1 MACHINE SIDING (S) | M | 1 |

| SIGNAL | DESTINATION | INDICATION |
|---|---|---|
| LE 56 | UP MAIN (M) | --- |
| | UP MAIN (S) | U |
| | DOWN MAIN (M) | --- |
| | DOWN MAIN (S) | D |

W TRAINS EX LEPP'TON YARD — TRAINS TO TEST WHISTLE AT THIS POINT

GATE 25 52.300
GATE 26 52.320
GATE 24 52.310
GATE 27 53.050
GATE 28 53.300
GATE 29 53.300
EASTWOOD COMPOUND
EASTWOOD RD
NETWORK ACCESS RAMP 52.540
KEMPS Ck
STRUCTURES COMPOUND
RAIL COMPOUND
McCANN RD
BRINGELLY RD
UNPOWERED SIDINGS
TRAIN W HISTLE RESTRICTIONS APPLY
53 KM
YARD 13 SPEED

LE 51 HOME 52.290 KM
LE 53 HOME 52.290 KM
LE 54 HOME 52.539 KM
LE 56 HOME 52.539 KM
LE 57 HOME 52.707 KM
LE 59 HOME 52.707 KM
LE 60 OUTER HOME 52.707 KM
LE 62 OUTER HOME 52.710 KM
LE 64 53.000 KM
LE 66 53.000 KM
LE 68 53.000 KM
LE 70 53.000 KM
LE 72 53.000 KM
LE 74 53.000 KM
LE 76 53.000 KM
LE 78 53.000 KM
LE 80 53.000 KM
LE 82 53.000 KM
LE 84 53.060 KM
LE 86 53.059 KM
LE 88 53.184 KM
LE 90 53.184 KM
LE 92 53.184 KM
LE 94 53.184 KM
LE 96 53.184 KM
LE 98 53.184 KM
LE 100 53.184 KM
LE 102 53.184 KM
LE 104 53.184 KM
LE 106 53.184 KM

No. 1 YARD 178 m
No. 2 YARD 178 m
No. 3 YARD 178 m
No. 4 YARD 178 m
No. 5 YARD 178 m
No. 6 YARD 178 m
No. 7 YARD 178 m
No. 8 YARD 178 m
No. 9 YARD 178 m
No. 10 YARD 178 m
No. 1 MACHINE SIDING 155 m
No. 2 MACHINE SIDING 155 m
No. 1 SIDING 178 m
No. 2 SIDING 178 m
No. 3 SIDING 178 m
No. 4 SIDING 178 m
No. 5 SIDING 178 m
No. 6 SIDING 178 m
No. 7 SIDING 178 m
No. 8 SIDING 178 m
No. 9 SIDING 178 m
No. 10 SIDING 178 m