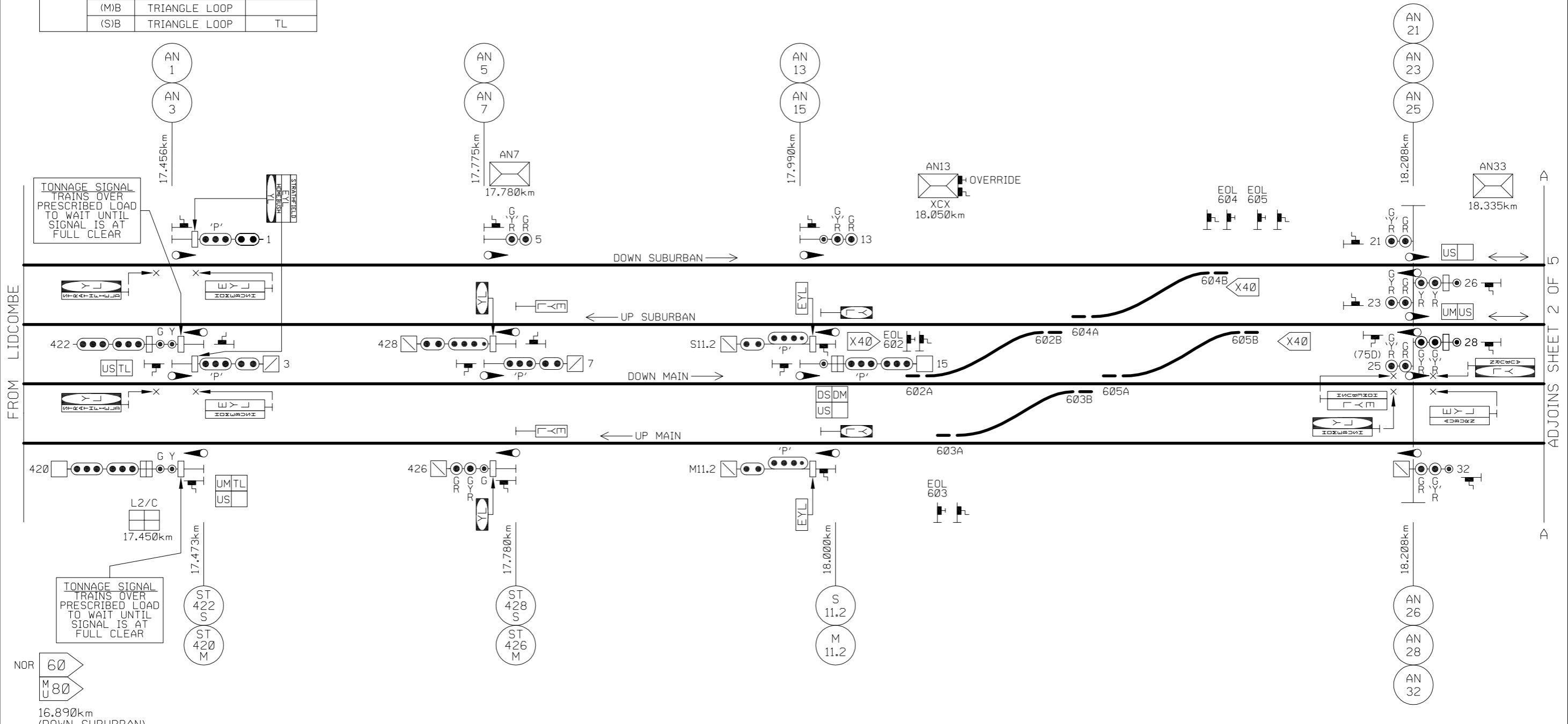


| SIGNAL | ROUTE | DESTINATION | INDICATION |
|--------|----------|---------------|------------|
| 1 | (M) | DOWN SUBURBAN | |
| 3 | (M) | DOWN MAIN | |
| 420 | (M)A G/R | UP MAIN | |
| | (M)A LSp | UP MAIN | UM |
| | (S)A | UP MAIN | UM |
| | (M)B | UP SUBURBAN | S |
| | (S)B | UP SUBURBAN | US |
| | (M)C | TRIANGLE LOOP | L |
| 422 | (M)A G/R | UP SUBURBAN | |
| | (M)A LSp | UP SUBURBAN | US |
| | (S)A | UP SUBURBAN | US |
| | (S)B | TRIANGLE LOOP | TL |

| SIGNAL | ROUTE | DESTINATION | INDICATION |
|--------|-------|---------------|------------|
| 5 | (M) | DOWN SUBURBAN | |
| 7 | (M) | DOWN MAIN | |
| 426 | (M) | UP MAIN | |
| 428 | (M) | UP SUBURBAN | |

| SIGNAL | ROUTE | DESTINATION | INDICATION |
|--------|-----------|---------------|------------|
| 13 | (M) | DOWN SUBURBAN | |
| | (S) | DOWN SUBURBAN | |
| 15 | (M)A | DOWN SUBURBAN | D |
| | (S)A | DOWN SUBURBAN | DS |
| | (M)B | UP SUBURBAN | U |
| | (S)B | UP SUBURBAN | US |
| | (M)C | DOWN MAIN | |
| (S)C | DOWN MAIN | DM | |
| S11.2 | - | UP SUBURBAN | |
| M11.2 | - | UP MAIN | |

| SIGNAL | ROUTE | DESTINATION | INDICATION |
|--------|-------------|---------------|------------|
| 21 | (M) | DOWN SUBURBAN | |
| 23 | (M) | UP SUBURBAN | |
| 25 | 75D | DOWN MAIN | |
| 26 | (M)B | UP SUBURBAN | |
| | (S)B | UP SUBURBAN | US |
| 28 | (M)A | UP MAIN | |
| | (S)A | UP MAIN | UM |
| | (M)C | UP SUBURBAN | |
| (S)C | UP SUBURBAN | US | |
| 32 | (M) | UP MAIN | |
| | (S) | UP MAIN | |



NOR 60
M 80
U 80
16.890km
(DOWN SUBURBAN)

NOR 60
M 80
U 80
16.695km
(DOWN MAIN)