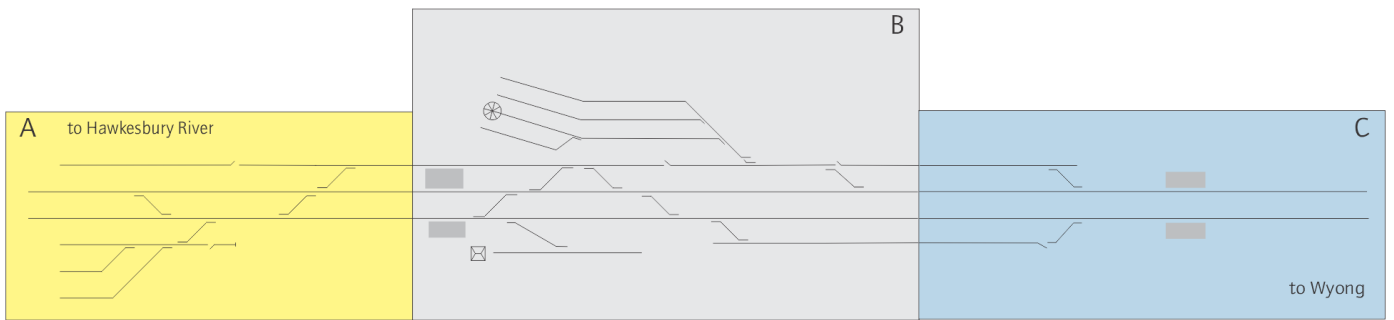


Gosford

Location

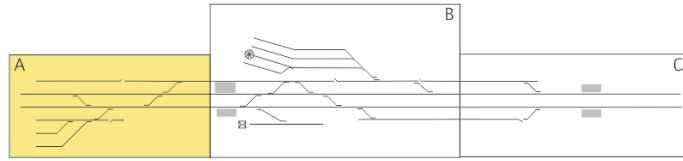
Gosford is at 80.774km.

Diagrams

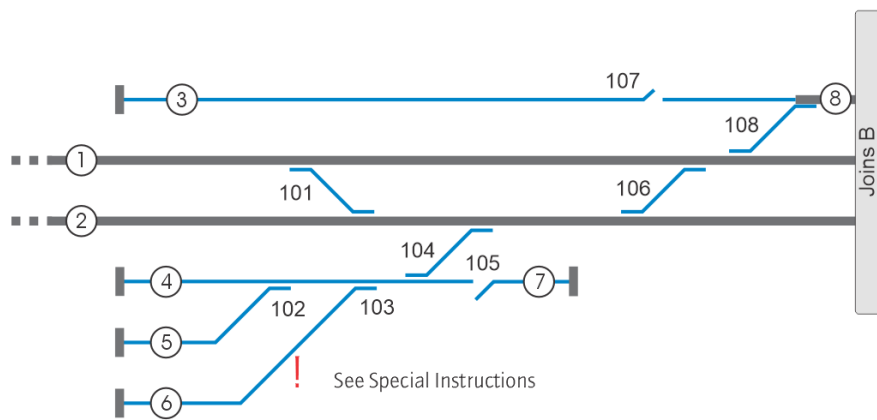


Gosford

A



to Hawkesbury River

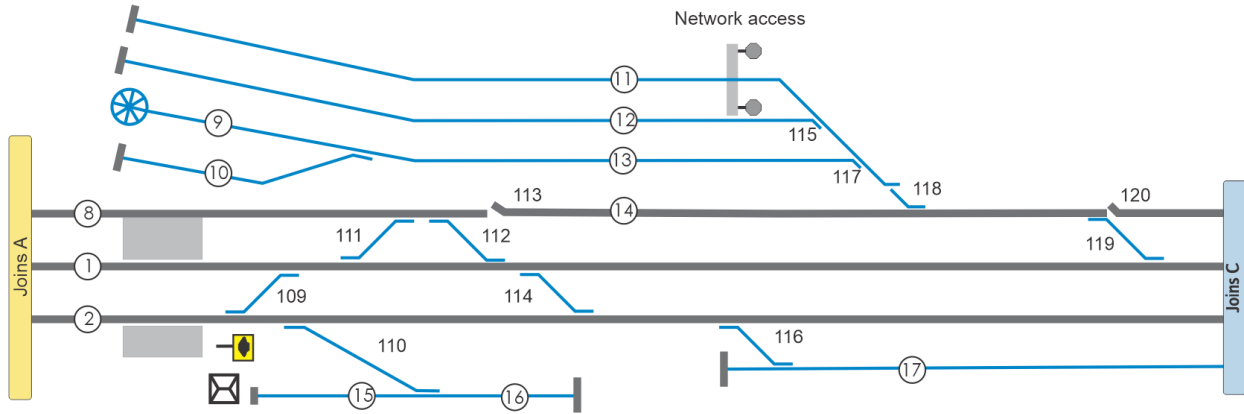
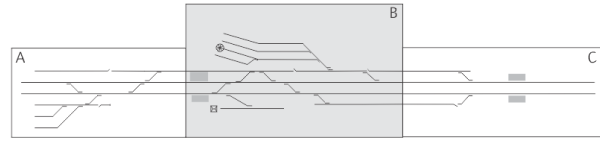


Key					
1	Down Main North line	4	No.1 Car siding 391m	7	South Perway siding 167m
2	Up Main North line	5	No.2 Car siding 391m	8	Back Platform Road
3	Down South siding 447m	6	No.3 Car siding 415m		

**Network
Local
Appendices**

Gosford

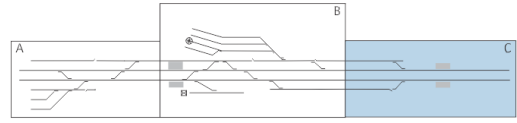
B



Key					
1	Down Main North line	14	Down Refuge clear of GF23 Signal (81.021km-not shown in NLA) to clear of 111B points 115m	15	Perway siding No 1 64m
2	Up Main North line		Clear of 112A points to clear of 113 points 171m	16	Perway siding No 2 121m
8	Back Platform road clear of 108B points(80.770km) to GF23 Signal (81.021km-not shown on NLA) 250m		Clear of 113 points to clear of 118B points 167m	17	Up Refuge 1970m
9	Turntable road 64m		Clear of 118B points to clear of 119A points 235m	*	Combined Engine road and Storage siding = 254m
10	Storage siding 64m		Clear of 119A points to clear of 120 points 98m		
11	No.2 Down siding 218m		Clear of 120 points to clear of 123A points 1641m		
12	No.1 Down siding 218m		Clear of 123A points to termination 99m		
13	Engine road 190m*		Total length of Down Refuge 2409m		

Gosford

C



Key		
1	Down Main North line	14 Down Refuge
2	Up Main North line	17 Up Refuge
		18 Narara

Gosford

Network Control

Signaller at Gosford signal box.

Yard Limits

Down Main North line	YL	79.489km Down signal GF1
	EYL	84.980km Down signal 52.9
Up Main North line	EYL	80.151km Up signal 49.2
	YL	84.868km Up signal GF70

Location details



- ▮ 80.774km Gosford. Platforms 1, 2 and 3
 - ✉ 81.016km Signal box
-

Level crossings

- 📍 81.275km Network access, No 2 Down siding

Special instructions

Tanking/Decanting in No.1, No.2 and No.3 Car Sidings (Gosford Car Sidings)

Prior to any work being performed in the Danger Zone at Gosford Car Sidings, the Qualified Worker must contact the Area Controller operating Gosford panel and nominate what lines will be affected and request that signals GF 10, GF3, GF5 and GF7 be placed at STOP with blocking facilities applied to No.1, No2, and No.3 Car sidings.

The Signaller must confirm with the Qualified Worker that signals GF 10, GF3, GF5 and GF7 are at STOP with blocking facilities applied to No.1, No2, and No.3 Car sidings.

Once the activities are completed and all persons are clear of the Danger Zone, the Qualified Worker must contact the Area Controller and advise blocking facilities are no longer required.

Amalgamating & Dividing on Platforms

When a train is required to manually amalgamate or divide on platforms 1 and 2 at Gosford. Prior to the Qualified Worker accessing the danger zone for the movement, the Qualified Worker directing the movement must contact the Area Controller operating Gosford panel, and request that the signals giving entry to, and departure from the platform and the adjacent running line, be placed at STOP with Blocking facilities applied.

The Area Controller must confirm with the Qualified Worker that Blocking facilities have been applied.

Once the movement is complete the Qualified Worker must tell the Area Controller that the movement is complete and blocking facilities are no longer required.

Related documents

NLA 310 *Hornsby-Gosford*

NLA 314 *Gosford-Broadmeadow*

Effective date

22 June 2023