

Sydenham – Glenfield

Network Control

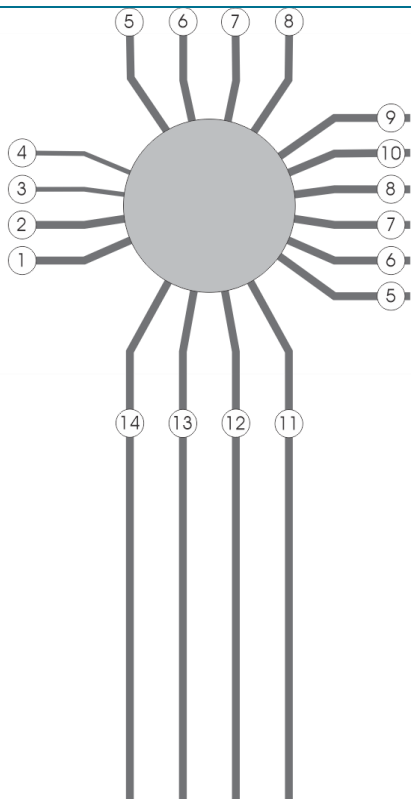
Signaller at Rail Operations Centre (ROC).

Systems of Safeworking

The East Hills line between Sydenham and Glenfield is Rail Vehicle Detection (RVD) territory. They include the sections:

- Sydenham — Beverly Hills
- Beverly Hills — Revesby
- Revesby — East Hills
- East Hills — Glenfield.

Diagram



Location details

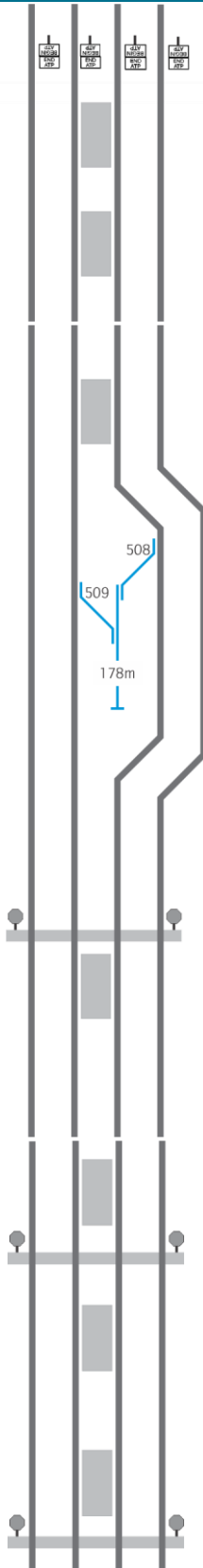
Sydenham 5.228km (NLA 402)







- ① Down Bankstown line (Sydenham–Sefton Park Junction)
- ② Up Bankstown line (Sydenham–Sefton Park Junction)
- ③ Down Goods line (Sydenham–Sefton Park Junction)
- ④ Up Goods line (Sydenham–Sefton Park Junction)
- ⑤ Up Illawarra Local line (Central–Sutherland)
- ⑥ Down Illawarra Local line (Central–Sutherland)
- ⑦ Up Illawarra line (Central–Sutherland)
- ⑧ Down Illawarra line (Central–Sutherland)
- ⑨ Up Airport line (Central–Sydenham)
- ⑩ Down Airport line (Central–Sydenham)
- ⑪ Down Main line
- ⑫ Down Local line
- ⑬ Up Local line
- ⑭ Up Main line

Sydenham-Glenfield















Diagram




Location details

-  9.649km End/Begin ATP Down Main/Down Local
-  9.652km Begin/End ATP Up Main/Up Local
-  10.015km Bardwell Park. Platform 1 and 2
-  11.302km Bexley North. Platform 1 and 2

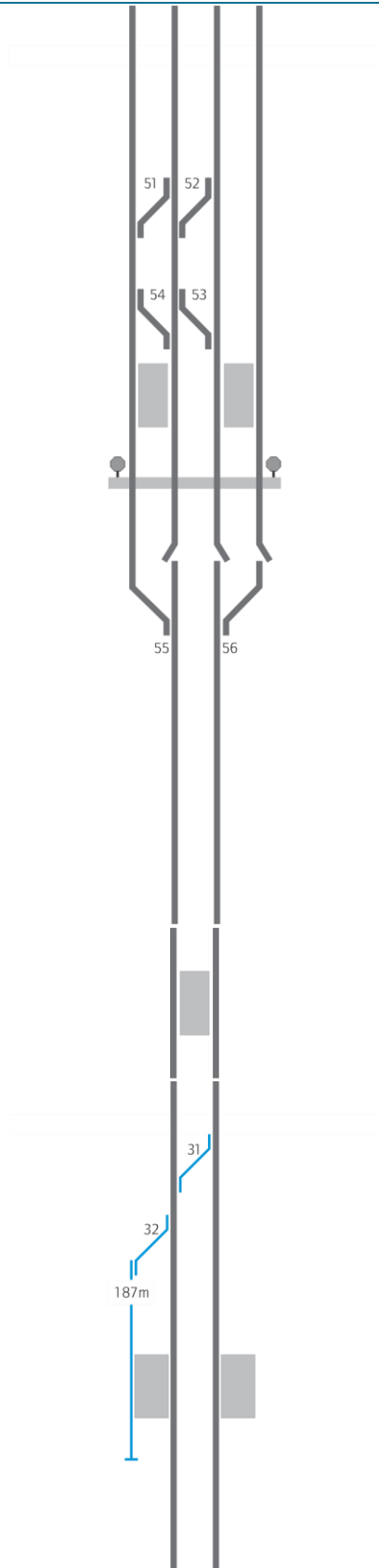
Beverly Hills 14.525km

-  Controlled from ROC
-  12.053km Down Local line: Down signal SM435DL
-  12.525km Up Local line: Up signal L12.6
-  12.540km Kingsgrove. Platform 1 and 2
-  508 Down Local line to Turnback road
-  509 Up Local line to Turnback road
-  13.408km Down Main line: Down signal SM441DM
-  13.747km Up Main line: Up signal M13.8
-  14.296km Network access
-  14.525km Beverly Hills. Platform 1 and 2
-  14.890km Down Main line: Down signal M 14.9
-  14.890km Down Local line: Down signal L 14.9
-  15.198km Up Main line: Up signal SM454
-  15.198km Up Local line: Up signal SM452

-  15.705km Narwee. Platform 1 and 2
-  16.128km Network access
-  17.420km Riverwood. Platform 1 and 2
-  19.265km Padstow. Platform 1 and 2
-  19.637km Network access

Sydenham-Glenfield

Diagram



Location details

Revesby 20.885km



- Controlled from ROC
- 19.488km Down signal RY1
- 20.570km Down signal RY11
- 20.042km Up signal M 20.2
- 20.042km Up signal L 20.2
- 51 Up Main line to Up Local line
- 52 Down Local line to Up Local line
- 53 Up Local line to Down Local line
- 54 Up Local line to Up Main line
- 20.885km Revesby. Platforms 1 and 2, 3
- 21.208km Network access
- 55 Up East Hills line to Up Main line. Up East Hills line ends
- 56 Down Main line to Down East Hills line. Down Local and Down Main lines end
- Catch point on the Down Main line are normally in reverse
- 22.340km Up signal RY32
- 22.648km Down signal EH14.07

- 22.470km Panania. Platform 1 and 2

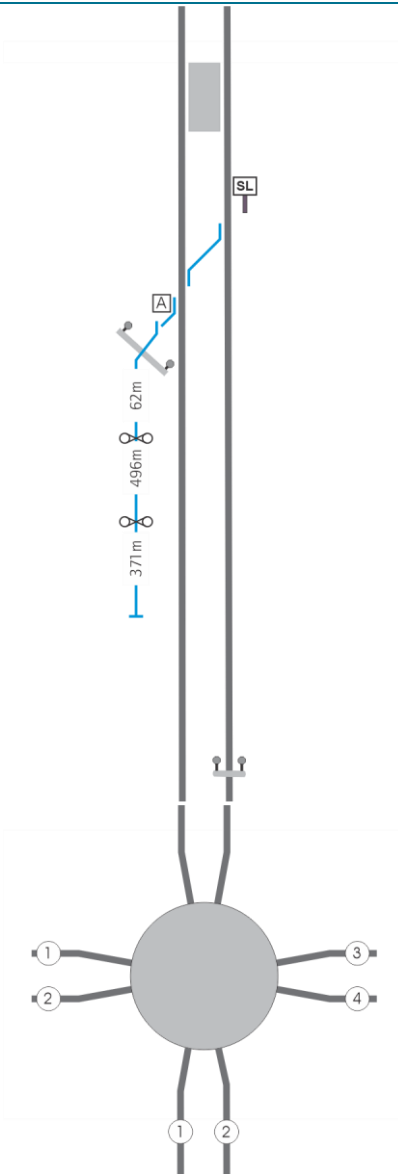
East Hills 23.939km



- Controlled from ROC
- 23.158km Down signal EH1
- 23.182km Up signal EH14.42
- 31 Down East Hills line to Up East Hills line
- 32 Up East Hills line to Terminating road
- 23.939km East Hills. Platforms 1 and 2, 3
- 24.152km Down signal EH15.05
- 25.700km Up signal EH14.00

Sydenham-Glenfield

Diagram



Location details

Holsworthy 26.677km



- 26.677km Holsworthy. Platform 1 and 2
- SL 29.063km Up SHUNT LIMIT sign
- A 29.530km Down East Hills line to Up East Hills line, operated from frame A lever 7. Up East Hills line to Moorebank siding, operated from frame A lever 2: key from releasing switch, released by track-circuits
- ! See Special instructions
- ! The siding is unwired
- 29.631km Access road
- 31.941km Network Access crossing

Glenfield 41.840km (NLA 500)



- ① Down Main South line (Lidcombe–Campbelltown)
- ② Up Main South line (Lidcombe–Campbelltown)
- ③ Down Leppington Main line
- ④ Up Leppington Main line

Special instructions

Moorebank siding

Work on track

When work on track is to be carried out in Moorebank siding, the procedures below must be followed:

Authorisation

Only the Network Controller may authorise work on track in Moorebank siding.

Sydenham-Glenfield

Protection Officer

Make sure that rail traffic within the siding will not move without authorisation.

Tell the Network Controller:

- your name and contact details, and
- give the name of the siding and ground frame designation, and
- the type of work to be done, and
- the intention to clip the relevant points, and
- the intended start and finish times
- when applicable, that rail traffic within the siding will not move without authority.

Network Controller

Make sure that rail traffic not associated with the work is not scheduled to enter the siding during the work on track times.

Signaller

When authorised, advise the Protection Officer to commence work.

Network Controller and Signaller

Record, in permanent form, all information about the authorisation of work on track in the siding.

Protection Officer

When permission is received to allow work on track to commence:

- clip and lock the points to prevent unauthorised rail traffic access to the siding.



Warning

Work within the sidings must not commence until the points have been clipped and locked

Returning the siding to service**Protection Officer**

Make sure that:

- all equipment is clear of the line
- all workers have cleared the worksite
- the line is certified fit for service
- the point clip and SL lock has been removed, then
- tell the Network Controller that the work is completed, and about any restrictions on track use.

Related documents

- NLA 402 Sydenham*
- NLA 500 Lidcombe-Campbelltown*
- NLA 512 Glenfield-Leppington*
- NLA 514 Leppington*

Effective date

2 May 2022