

# Sydenham–Glenfield

## Network Control

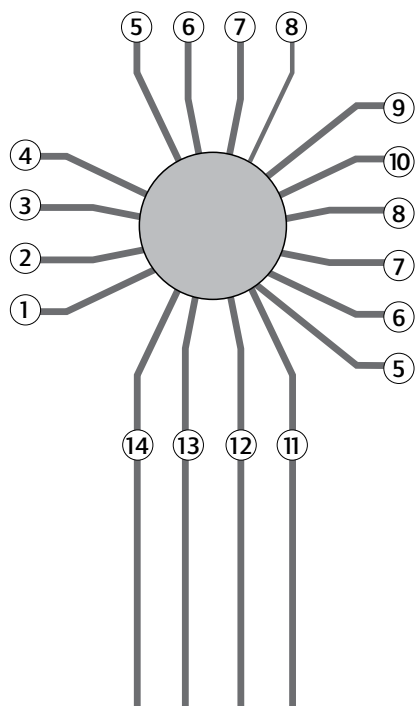
Signaller at Rail Operations Centre (ROC)

## Systems of Safeworking

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

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

### Diagram



### Location details

**Sydenham 5.228km** (NLA 402)

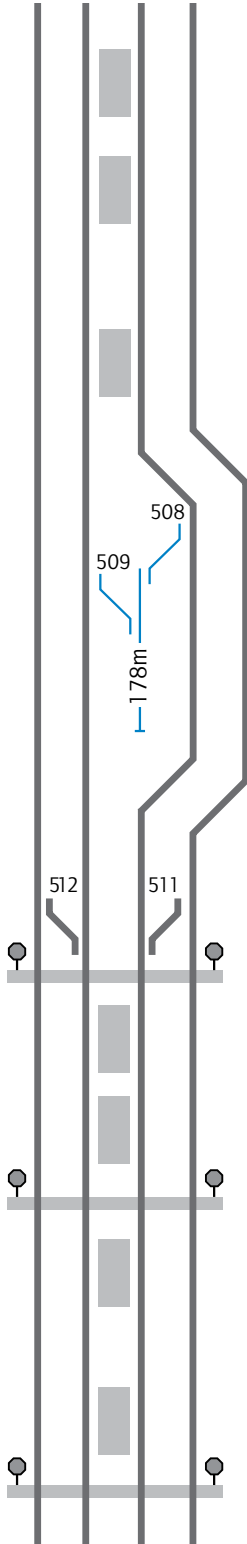


- ① Down Bankstown line (Sydenham–Sefton Park Junction)
- ② Up Bankstown line (Sydenham–Sefton Park Junction)
- ③ Down Goods line (Sydenham–Sefton Park Junction)
- ④ Up Goods line (Sydenham–Sefton Park Junction)
- ⑤ Up Illawarra Local line (Central–Sutherland)
- ⑥ Down Illawarra Local line (Central–Sutherland)
- 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*



- 10.015km Bardwell Park. Platform 1 and 2
- 11.302km Bexley North. Platform 1 and 2

**Beverly Hills 14.525km**

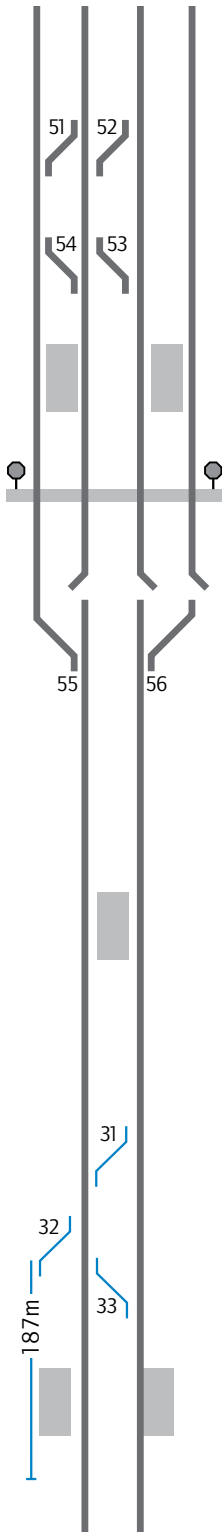


- ! Controlled from ROC
- YL 12.053km Down Local line: Down signal SM435DL
- EYL 12.525km Up Local line: Up signal L12.6
- 12.540km Kingsgrove. Platform 1 and 2
- ~~508~~ Down Local line to Turnback road
- ~~509~~ Up Local line to Turnback road
- YL 13.408km Down Main line: Down signal SM441DM
- EYL 13.747km Up Main line: Up signal M13.8
- ~~511~~ Down Main line to Down Local line
- ~~512~~ Up Local line to Up Main line
- 14.296km Network access
- 14.525km Beverly Hills. Platform 1 and 2
- EYL 14.890km Down Main line: Down signal M 14.9
- EYL 14.890km Down Local line: Down signal L 14.9
- YL 15.198km Up Main line: Up signal SM454
- YL 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
- [YL] 19.488km Down signal RY1
- [YL] 20.570km Down signal RY11
- [EYL] 20.042km Up signal M 20.2
- [EYL] 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
- [YL] 22.340km Up signal RY32
- [EYL] 22.648km Down signal EH14.07

- 22.470km Panania. Platform 1 and 2

### East Hills 23.939km

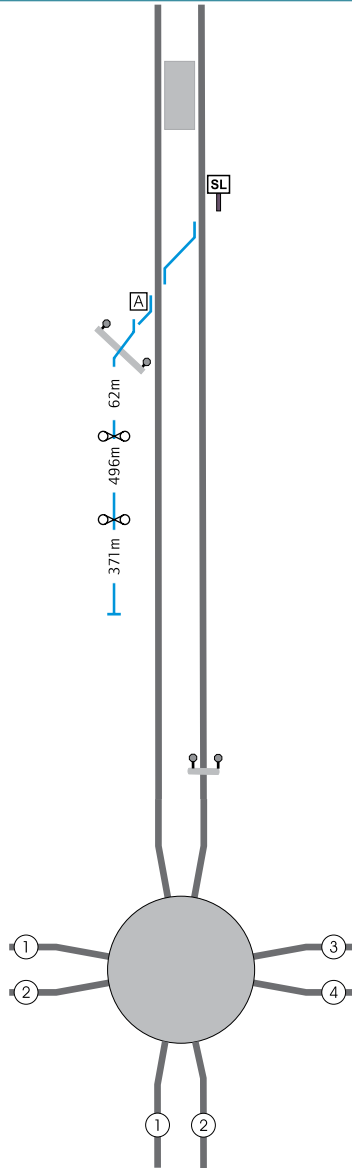


- ! Controlled from ROC
- [YL] 23.158km Down signal EH1
- [EYL] 23.182km Up signal EH14.42
- [31-] Down East Hills line to Up East Hills line
- [32-] Up East Hills line to Terminating road
- [33-] Down East Hills line to Up East Hills line
- 23.939km East Hills. Platforms 1 and 2, 3
- [EYL] 24.152km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

#### Protection Officer

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

Tell the Network Control Officer:

- 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 Control Officer

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

#### Signaller

Ask the Network Controller for permission to allow work on track to commence.

#### Network Controller

When the above conditions have been met, authorise the work on track to commence.

#### 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.

## Sydenham–Glenfield

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### 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 Control Officer that the work is completed, and about any restrictions on track use.

#### Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW40, MW45b, MW47, MW49), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- a set of points can be secured to prevent access to the portion of track, or
- a Work On Track Authority adjoining the LPA limit is authorised, or
- Lookout Working is established in accordance with NWT 310 *Lookout Working*.

 **WARNING:** Worksites with associated rail traffic must not be established within 500 metres of an LPA limit unless a TOA adjoining the LPA limit has been authorised.

Points that are clipped and locked to protect a Maintenance Window LPA may be unclipped in accordance with NSG 616 *Precautions during signalling equipment testing*.

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### Related documents

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

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### Effective date

17 August 2019