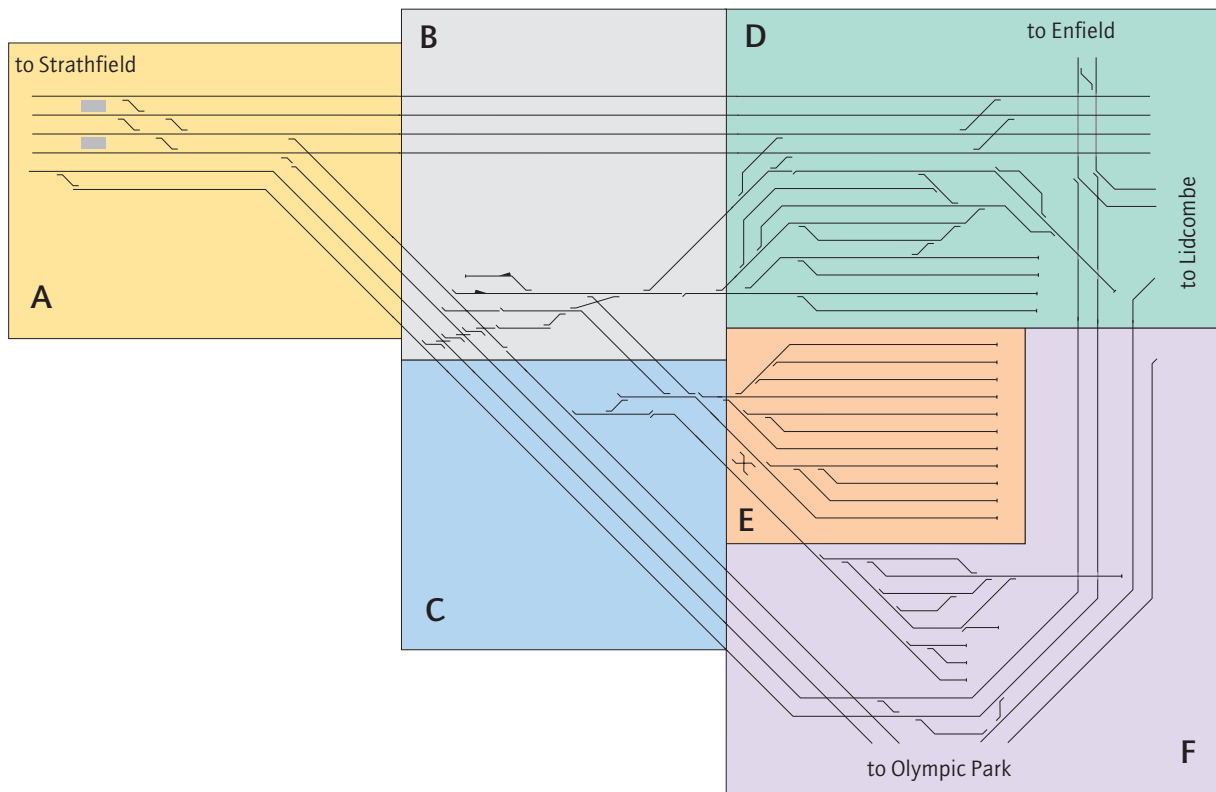


Flemington

Location

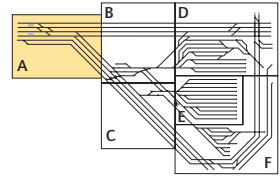
Flemington is at 14.243km.

Diagrams

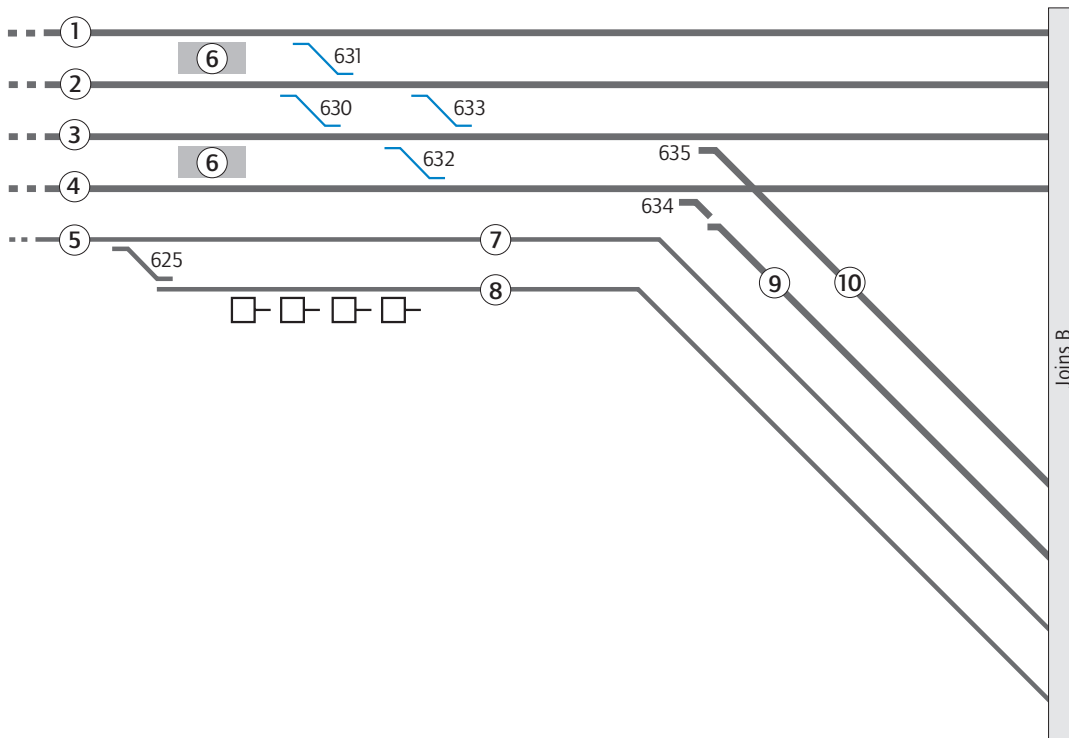


Flemington

A



to Strathfield

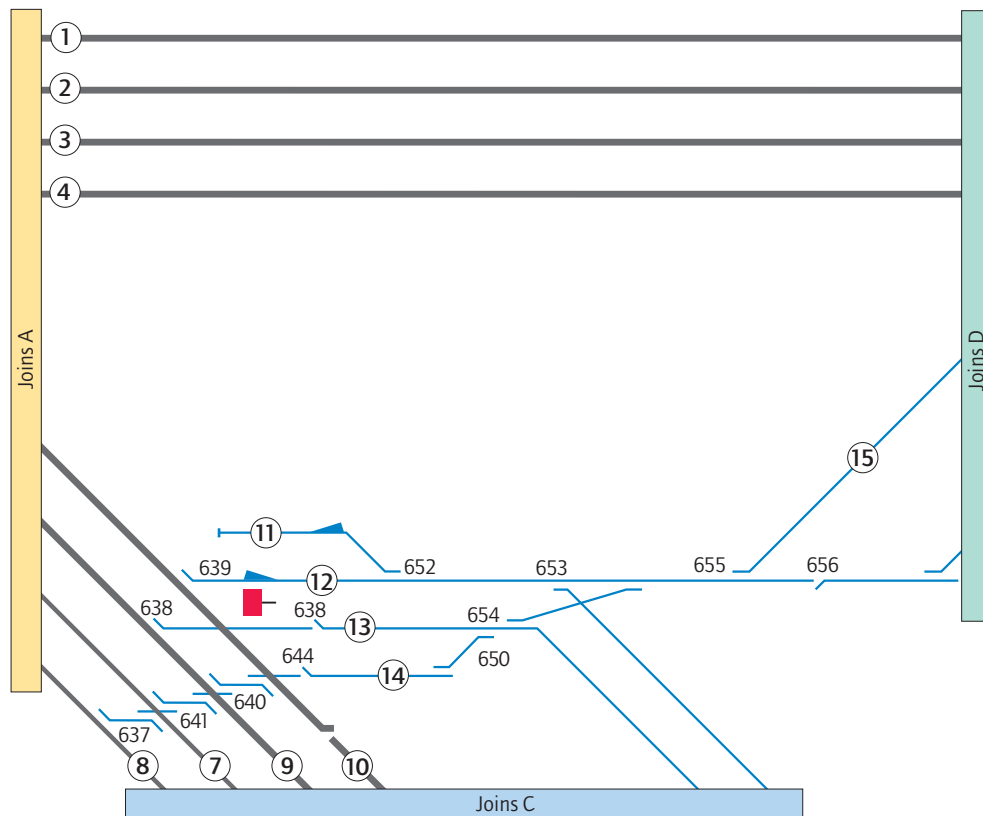
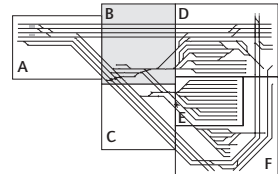


KEY

- | | | |
|----------------------|--------------------------------|-------------------------------------|
| 1 Down Suburban line | 5 North Strathfield Goods line | 9 Up Homebush Bay East Fork line |
| 2 Up Suburban line | 6 Flemington | 10 Down Homebush Bay East Fork line |
| 3 Down Main line | 7 Down Flemington Goods line | |
| 4 Up Main line | 8 Up Flemington Goods line | |

Flemington

B

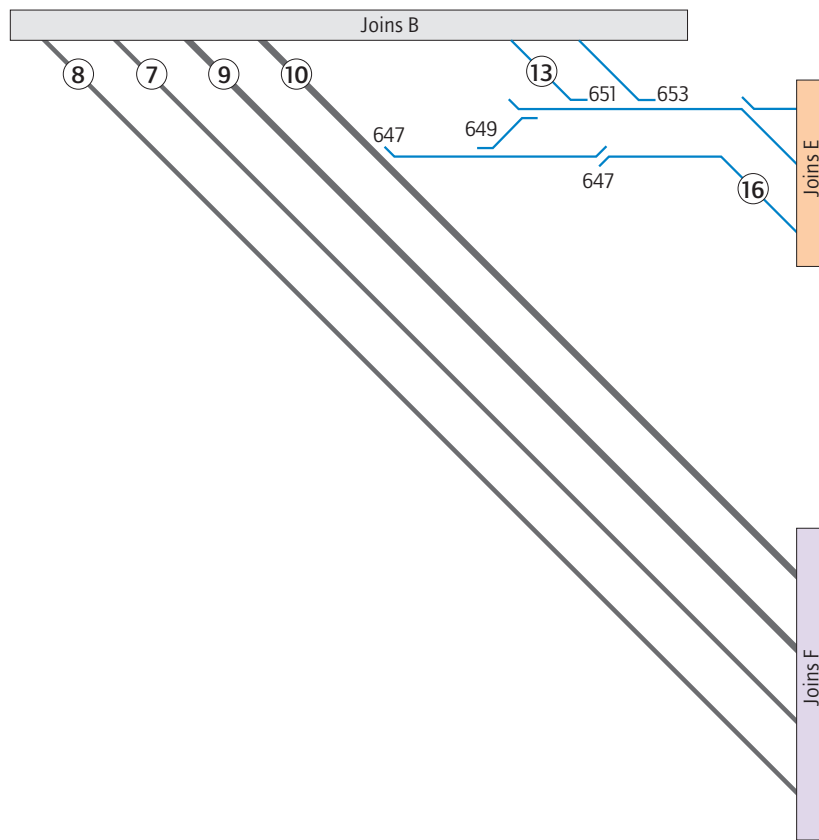
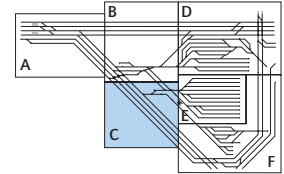


KEY

- | | | |
|------------------------------|-------------------------------------|-------------------|
| 1 Down Suburban line | 8 Up Flemington Goods line | 13 Departure road |
| 2 Up Suburban line | 9 Up Homebush Bay East Fork line | 14 Transfer road |
| 3 Down Main line | 10 Down Homebush Bay East Fork line | 15 No 25 road 81m |
| 4 Up Main line | 11 Shunting Neck 167m | |
| 7 Down Flemington Goods line | 12 Arrival road 168m | |

Flemington

C

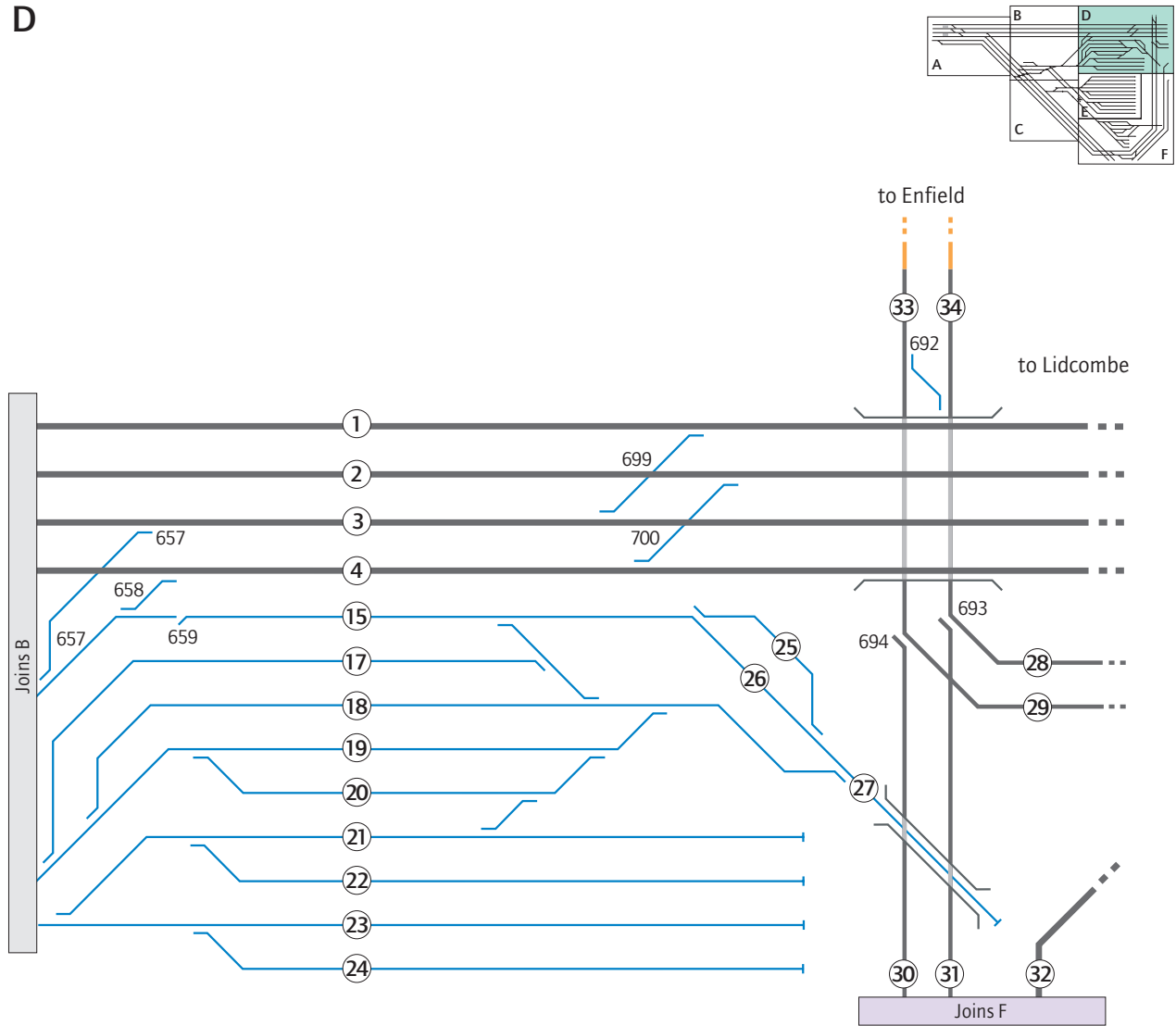


KEY

- | | | |
|------------------------------|-------------------------------------|-------------------|
| 7 Down Flemington Goods line | 9 Up Homebush Bay East Fork line | 13 Departure road |
| 8 Up Flemington Goods line | 10 Down Homebush Bay East Fork line | 16 A road |

Flemington

D

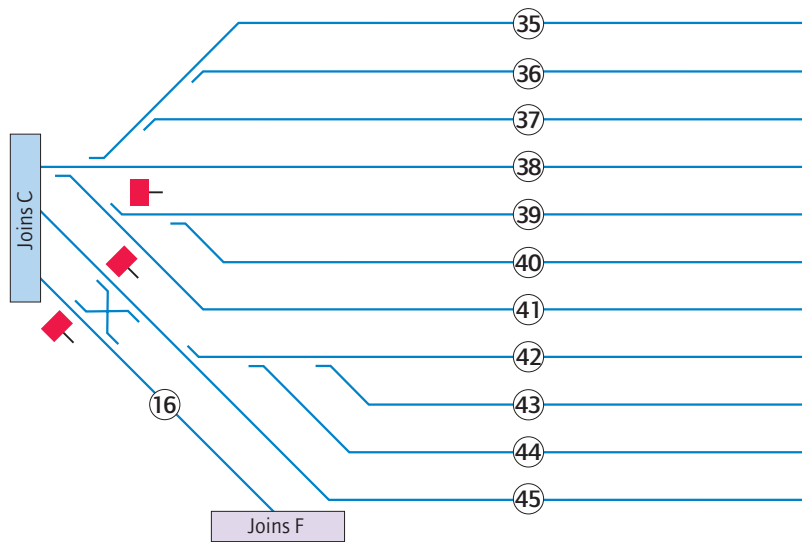
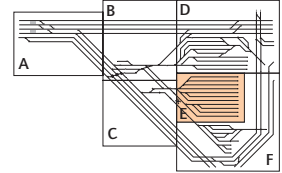


KEY

- | | | |
|----------------------|------------------------------|--|
| 1 Down Suburban line | 20 No 21 road 113m | 28 Down Enfield West Fork line |
| 2 Up Suburban line | 21 No 20 road 319m | 29 Up Enfield West Fork line |
| 3 Down Main line | 22 No 19 road 319m | 30 Up Enfield East Fork line |
| 4 Up Main line | 23 No 18 road 335m | 31 Down Enfield East Fork line |
| 15 No 25 road 81m | 24 No 17 road 335m | 32 Down Homebush Bay West Fork line |
| 17 No 24 road 138m | 25 No 26 road 140m | 33 Up Main Goods line (Enfield–Flemington) |
| 18 No 23 road 202m | 26 Wash road 178m | 34 Down Main Goods line (Enfield–Flemington) |
| 19 No 22 road 156m | 27 No 26 road extension 245m | |

Flemington

E

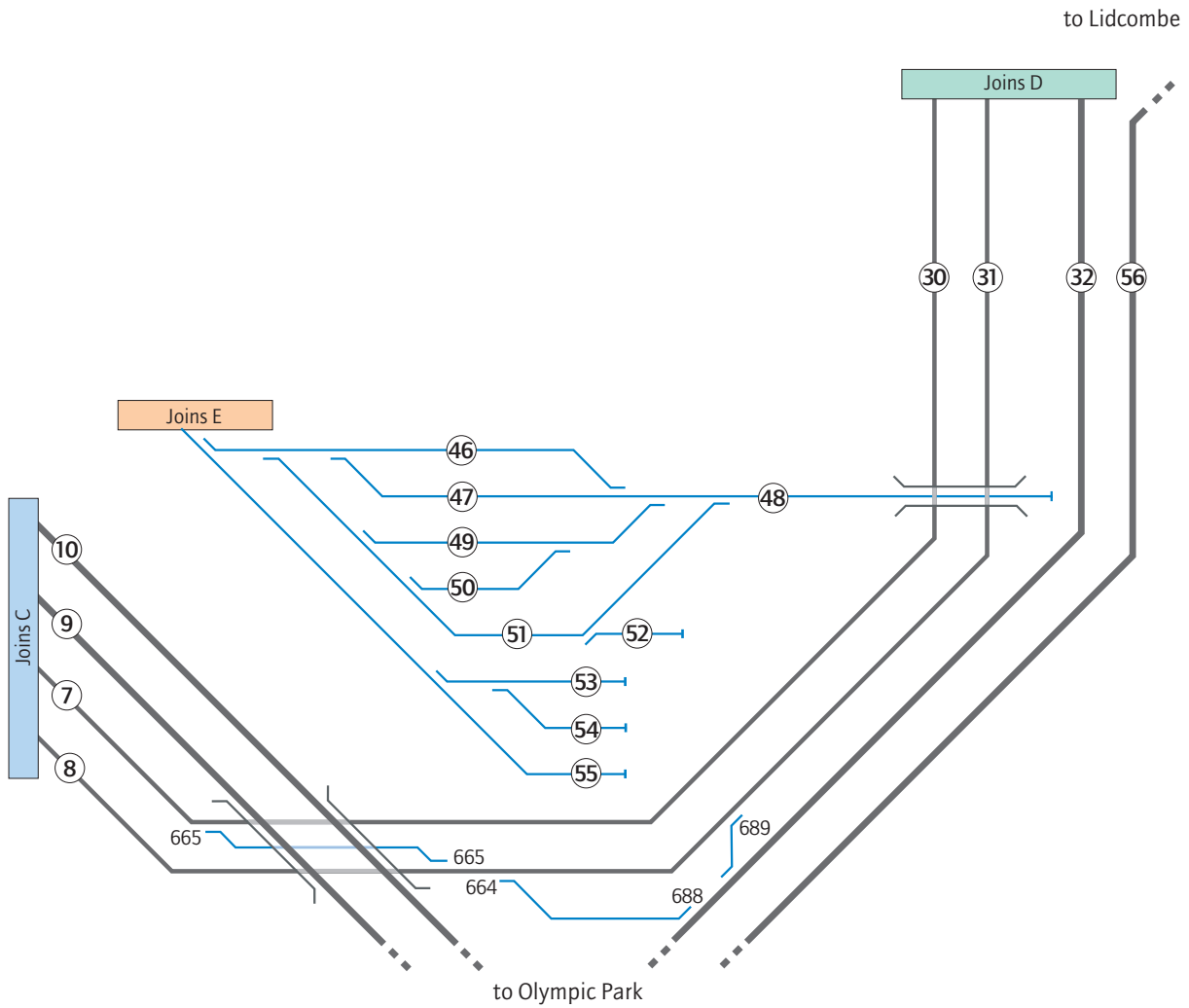
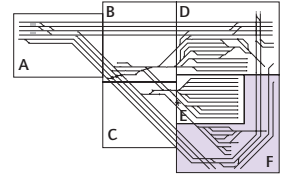


KEY

16 A road	38 No 13 road 380m	42 No 8 road 335m
35 No 16 road 318m	39 No 12 road 379m	43 No 7 road 335m
36 No 15 road 330m	40 No 10 road 345m	44 No 6 road 360m
37 No 14 road 341m	41 No 9 road 375m	45 No 5 road 382m

Flemington

F



KEY					
7	Down Flemington Goods line	32	Down Homebush Bay West Fork line	61	Loop line 270m
8	Up Flemington Goods line	46	No 4 road 250m	62	F siding 60m
9	Up Homebush Bay East Fork line	47	No 3 road 250m	63	C road 263m
10	Down Homebush Bay East Fork line	48	Dead end 157m	64	B road 263m
30	Up Enfield East Fork line	49	No 2 road 233m	65	A road 297m
31	Down Enfield East Fork line	50	No 1 road 214m	66	Up Homebush Bay West Fork line
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Flemington

Network Control

Network Controller ARTC (Junee)
Signaller at Homebush Control Centre (Flemington panel)










Yard limits

Flemington is within Homebush yard limits.
Refer to NLA 114:Strathfield for Strathfield-Homebush yard limits

Location details



Interlocked points are operated from Strathfield signal box.

-  See Special instructions
-  13.917km Up passenger train marker sign on Up Flemington Goods line
-  14.094km Up passenger train marker sign on Up Flemington Goods line
-  14.243km Flemington. Platforms 1 and 2, 3 and 4
-  14.299km Up passenger train marker sign on Up Flemington Goods line
-  14.474km Up passenger train marker sign on Up Flemington Goods line
-  15.049km Up electric train STOP sign on No 5 road
-  15.049km Up electric train STOP sign on A road
-  15.049km Up electric train STOP sign on No 13 road

Level crossings

Nil

Special instructions

Shunting during special events

The passenger train marker signs on the Up Flemington Goods line are uncovered during special events. They enable storage of up to four 8-car passenger trains on the line.

When storage of more than one train is required, a Qualified Worker, acting under the direction of the Signaller at Strathfield, must direct shunting movements.

Overhead power supply isolating switches

An Electrical Representative must be present to remove or restore the 1500V supply to No 1, No 2, No 3, No 4, No 8, A, B or C roads.

Flemington

Passing Signals ST278 and ST280 at Stop

Prior to authorising signals ST278 or ST280 to be passed at Stop, the Area Controller Homebush panel must tell the Network Controller about the proposed movement and compile a NRF 012 Unsignalled Movement checklist form. When compiling this form, *the movement beyond a starting or home/starting signal on a bi-directional line, but not beyond the yard limits* in section two should be selected.

Metropolitan Freight Network

The Metropolitan Freight Network comprises the following lines:

Down Main Goods line; the Up Main Goods line.

Recognition of Safeworking Competencies/Certification

Transport for NSW Rail Safety Worker (RSW) cards including RISI cards, held by Sydney Trains and NSW Trains personnel and contractors, and RSW cards and RISI cards recognised by ARTC are mutually recognised by both parties for any work that is performed in the Metropolitan Freight Network area.

Operational Boundaries

The operational boundaries between the ARTC and Sydney Trains controlled areas are as follows:

Train Control boundaries

The Train Control boundaries between the ARTC and Sydney Trains controlled areas define the appropriate location for Train Control responsibilities.

The Sydney Trains Network Controllers have operational control on the Flemington Junction side of:

- Down Main Goods line, signal ST 369 SJD (inclusive)
- Up Main Goods line, signal ED 18.8 (exclusive)

The ARTC Network Controllers have operational control on the Enfield side of:

- Down Main Goods line, signal ST 369 SJD (exclusive)
- Up Main Goods line, signal ED 18.8 (inclusive)

Signal boundaries

The signal boundaries between the ARTC and Sydney Trains controlled areas define the appropriate location for Signaller responsibilities.

The boundary between Enfield and Flemington Junction for Sydney Trains Signallers at Homebush Control Centre is:

- Down Main Goods line, signal ST 369 SJD
- Up Main Goods line, signals ST 372 SJU on the Up Enfield East Fork line, ST 370 SJU on the Up Enfield West Fork line and ST 378 SJU on the Down Enfield East Fork line.

The boundary between Flemington Junction and Enfield for ARTC Network Control Officer at Junee is:

- Down Main Goods line, signal ED 265 and ED 267 NF on the Chullora North Fork line
- Up Main Goods line, signal ED 272.

Flemington

Activities on the Down Main Goods line between signals ED 265, ED 267 NF and ST 369 SJD are protected by the ARTC Network Control Officer at Junee.

Activities on the Up Main Goods line between signal ST 372 SJU, ST 370 SJU, ST 378 SJU and ED 272 are protected by the Sydney Trains Signaller at Homebush Control Centre.

Advertised possession boundaries

The boundaries for the issue of a LPA between the ARTC and Sydney Trains on the Main Goods lines between Flemington Junction and Enfield are as follows.

During back-to-back Sydney Trains and ARTC controlled possessions

- Down Main Goods line, signal ST 369 SJD
- Up Main Goods line, signal ED 18.8.

Worksites and rail vehicles that need to move from Sydney Trains controlled area to ARTC controlled area are authorised and supervised by the ARTC Possession Protection Officer.

Worksites and rail vehicles that need to move from ARTC controlled area to Sydney Trains controlled area are authorised and supervised by the Sydney Trains Possession Protection Officer.

During Sydney Trains controlled possessions

- Down Main Goods line, signal ST 369 SJD
- Up Main Goods line, signal ED 18.8.

During ARTC controlled possessions

- Down Main Goods line, signal ST 369 SJD
- Up Main Goods line, signal ED 18.8.

Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW8, MW9, MW12, MW16a, MW16b, MW17b), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- points can be secured to prevent access to the portion of track within the LPA,
- or a Work On Track Authority for the track adjoining the LPA limit has been authorised for the period of work.

In exception to *NWT 302 Local Possession Authority*, if a set of points cannot be secured to prevent access to the portion of track or a Work On Track Authority adjoining the LPA limit is not authorised, a worksite may be established within 500 metres of the LPA limit, under the following conditions


The work within 500 metres of the LPA limit must not;

- require a work on track authority
- break the track
- alter the track geometry or structure.

Flemington

Work within 500 metres of the LPA limit is limited to;

- work not requiring tools, or
- work using tools which can be easily and immediately removed from the track by one person and are:
 - light, non-powered hand tools
 - light, battery powered tools or devices.

 NOTE: An additional Qualified Worker must be provided to make sure that workers remain within the worksite limits.

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*.

Related documents

NLA 110 Central-Lidcombe
NLA 114 Strathfield
NLA 118 Olympic Park
NLA 120 Lidcombe
NLA 300 Strathfield-Hornsby
NLA 500 Lidcombe-Campbelltown

Effective date

5 October 2018