

Explanatory Notes

Introduction

These Network Local Appendices (NLAs) have been designed to present location and in-section information that:

- is concise, without repetition of standard procedures and instructions
- is consistent with the Network Rules and Network Procedures
- is divided into relevant Network zones, e.g. City, West, North etc.
- displays continuity between locations.

Network Local Appendix content

The content of NLAs is structured in the following ways:

- infrastructure layout is presented in diagrams, not text
- standard texts are used to present information uniformly
- line NLAs may cover several locations in one document
- no repetition of Network Rules, Network Procedures and other Network publication information (e.g. Train Operating Conditions [TOC] Manual)
- infrastructure or operational item information is only given if it differs from the norm. For example, most signals operated by operator's push buttons have a 15 second delay when cleared, and a 120 second delay when cancelled
- standard equipment is only described if it differs from the norm. For example, most interlocked points have an ESML cabinet nearby. The ESML cabinets are only mentioned if they are in an unusual location. Similarly, key types are generally not mentioned if they are standard-issue keys
- private infrastructure (e.g. colliery sidings) information is not included. Sydney Trains has no control over, or responsibility for, such equipment
- where private infrastructure is integrated with Sydney Trains infrastructure it is shown in a different line colour (see NLA Introduction)
- private level crossings are only shown if they are active control or pose a particular risk to railway operations

Users who need signalling information should refer to signalling diagrams.

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Network Local Appendix types

There are two types of NLAs:

- location units
- line units.

Location units

Location units provide information about a single, large location, or two adjacent locations. Examples include Blacktown, and Clyde and Granville.

They are depicted from left to right, in the Down direction.

Thumbnail sketches show the relationships between location unit diagrams for complex areas.

Line units

Line units provide information about smaller locations and in-section infrastructure for a portion of line.

They are presented from top to bottom, in the Down direction.

 NOTE: Generally, detailed information about a particular location is shown either in a line unit or a location unit, not both.

Network Local Appendix structure

Line NLAs include:

- two or more locations and intervening sections in kilometrage order, and
- systems of Safeworking.

This results in a different layout for each of the Appendices. Descriptions of the document sections appear below.

Common sections

The following document sections are common to both line unit and location unit NLAs.

Network Control Officers

Lists the Train Controllers and Signallers responsible for the area covered by the NLA.

Special instructions

Documents any special instructions that:

- are too extensive to include in the body of a line NLA without breaking the visual flow
- apply to several locations in a line NLA
- apply to a location NLA.

Related documents

Lists other NLAs referred to in an NLA.

Effective date

States the date on which an NLA is issued.

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Sections in location NLAs only

Location

Describes the locations covered by the NLA by kilometrage and name.

Yard limits

Describes the yard limits of locations by kilometrage and running line designation, and whether other yards abut the subject yard.

Location details

Describes:

- points operation and groundframe releases
- trackside signs
- trackside monitors
- attendance at locations (attended, unattended, sometimes attended or remotely controlled).

Level crossings

Describes the level crossings covered by the NLA by kilometrage and pertinent details.

Sections in line NLAs only

Systems of Safeworking

Describes the systems of Safeworking used for the sections covered by an NLA.