

Central – Sydenham (via Green Square)

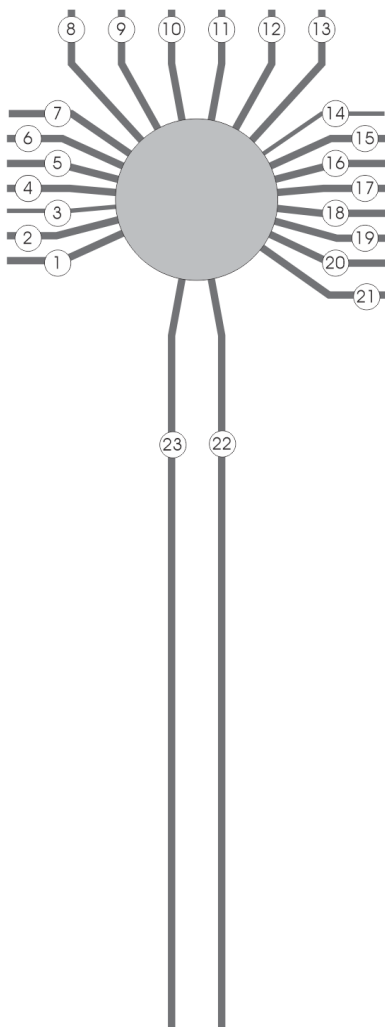
Network Control

Signallers at Rail Operations Centre (ROC) – Sydney East panels.

Systems of Safeworking

The Airport line is Rail Vehicle Detection (RVD) double-line territory. It includes the section Central–Sydenham.

Diagram



Location details

Central 0.000km (NLA 100)

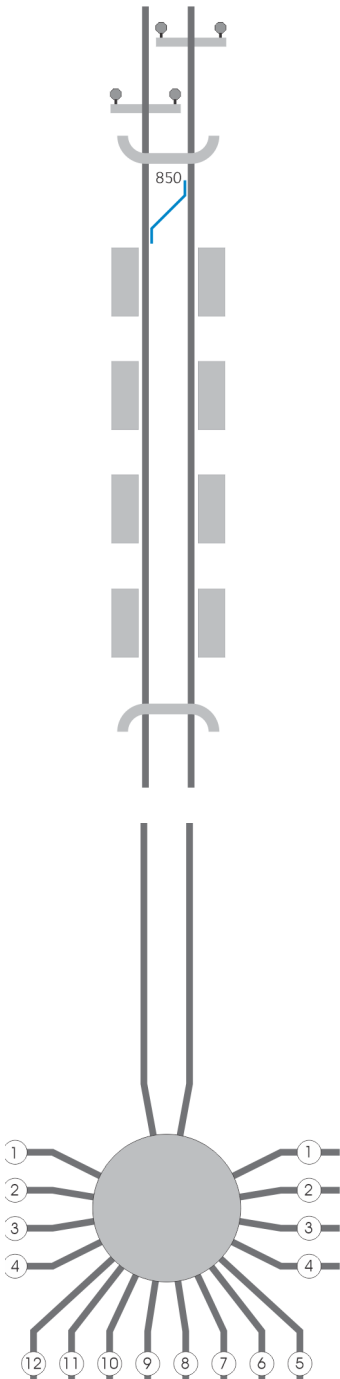
- ① Eveleigh Dive
- ② Up Illawarra Relief line (Erskineville–Bondi Junction)
- ③ Down Illawarra Relief line (Erskineville–Bondi Junction)
- ④ Down Illawarra line (Central–Sutherland)
- ⑤ Up Illawarra line (Central–Sutherland)
- ⑥ Down Illawarra Local line (Central–Sutherland)
- ⑦ Up Illawarra Local line (Central–Sutherland)
- ⑧ Down Local line (Central–Lidcombe)
- ⑨ Up Local line (Central–Lidcombe)
- ⑩ Down Suburban line (Central–Lidcombe)
- ⑪ Up Suburban line (Central–Lidcombe)
- ⑫ Down Main line (Central–Lidcombe)
- ⑬ Up Main line (Central–Lidcombe)
- ⑭ Up Main line (Sydney Terminal)
- ⑮ Down Main line (Sydney Terminal)
- ⑯ Down Shore line (Central–Hornsby)
- ⑰ Up Shore line (Central–Hornsby)
- ⑱ Down Eastern Suburbs Railway (ESR) line (Erskineville–Bondi Junction)
- ⑲ Up ESR line (Erskineville–Bondi Junction)
- ⑳ Down Suburban [Yard] line (Sydney Terminal)
- ㉑ Up Suburban [Yard] line (Sydney Terminal)
- ㉒ Down Airport line
- ㉓ Up Airport line



Central - Sydenham (via Green Square)

Diagram

Location details



- ! See Special instructions
- 0.566km Network access
- 0.666km Network access
- ☑ 0.670km Northern portal
- 850 Down Airport line to Up Airport line
- 2.620km Green Square. Platforms 1, 2
- 5.280km Mascot. Platforms 1, 2
- 6.670km Domestic Airport. Platforms 1, 2
- 8.120km International Airport. Platforms 1, 2
- ☒ 9.690km Wolli Creek portal

Sydenham 5.228km (NLA 402)



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

Central - Sydenham (via Green Square)

Special instructions

Fires

FIRE telephones on the Airport line give direct contact to the Network Controller.

Fires on the Airport line must be reported by the Network Controller to the Electrical System Operator.

FIRE telephones are located at about 120m spacings in the Airport tunnel.

Motive power unit restrictions

The Airport line is usually restricted to use by electric-powered vehicles. Only the Network Controller may authorise use of other types of motive power.

Network communications

Dedicated telephones for use during manual block working are at the departure end of each platform.

Wrong running-direction and unsignalled movements

If wrong running-direction or unsignalled movements need to be made between Sydney's yard limits and Sydenham's yard limits, the Signaller at Sydenham must treat the section as a consolidated yard and apply the provisions of NTR 418. In addition:

- headlights must be switched on between platforms, and
- rail traffic must not exceed 10km/h.

Complete or partial overrun of passenger platform

A train that has overrun a passenger platform may set back only with the Network Controller's authority.

Propelling locomotive-hauled trains

If a locomotive-hauled train is to propel, the route for the entire movement must be set and unoccupied.



Warning

If a Qualified Worker cannot ride in or on the leading vehicle in a position designated safe by the Operator, the Crew, Qualified Workers and Network Controllers must confer and agree about planned movements.

Central - Sydenham (via Green Square)

Work on track

Nightly possessions

Work on track should usually be done under a Local Possession Authority (LPA).

The Network Controller must issue an LPA between the usual work on track times:

- Monday to Friday 0030hrs and 0415hrs
- Saturday and Sunday 0130hrs and 0500hrs.

The Network Controller must issue an LPA between the usual work on track times:

- on the Up Airport line, from clear of crossover 502 at Turrella to clear of crossover 635 at Central, and
- on the Down Airport line, from clear of crossover 636 at Central to clear of crossover 501 at Turrella.

Road/rail access

Road/rail access is available to:

- the Up Airport line at the Cleveland Street gate near the Northern tunnel portal at 0.666km, and at the Henderson Street, Turrella access gate at 10.372km, and
- the Down Airport line at the Prince Alfred Substation at 0.566km, and at the Henderson Street, Turrella access gate at 10.372km.

Tunnel refuges

Refuges in the Airport line tunnel are near crossover 850 at 0.910km, 1.034km and 1.150km.



Warning

With the exception of platforms, there are no other safe places in the tunnel.

Signal emergency control buttons

Some automatic signals have emergency control buttons to set the signals at STOP. Emergency control buttons can be used to set signals at STOP to protect work on track.

Central - Sydenham (via Green Square)

Related documents

<i>NLA 100</i>	<i>Central</i>
<i>NLA 102</i>	<i>Sydney Terminal</i>
<i>NLA 110</i>	<i>Central-Lidcombe</i>
<i>NLA 112</i>	<i>Eveleigh</i>
<i>NLA 304</i>	<i>Central-Hornsby</i>
<i>NLA 400</i>	<i>Central-Sutherland</i>
<i>NLA 402</i>	<i>Sydenham</i>
<i>NLA 502</i>	<i>Sydenham-Sefton Park Junction</i>
<i>NLA 506</i>	<i>Sydenham-Glenfield</i>

Effective date

3 August 2021