

Central–Lidcombe

Network Control

Signallers at Homebush Control Centre (HCC) - Sydney East panels, Sydney Illawarra panel, Sydney Yard panel, Strathfield panel, Flemington panel, Lidcombe panel.

Systems of Safeworking

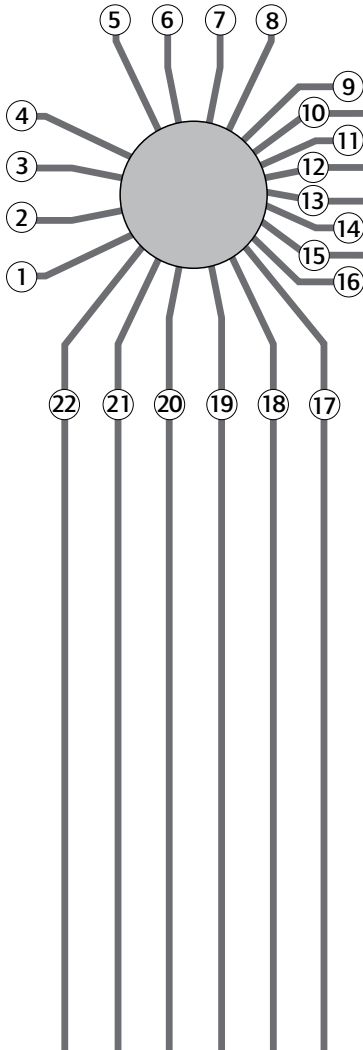
The lines between Central and Lidcombe are Rail Vehicle Detection (RVD) territory.

They include the sections:

- Central–Ashfield
 - Ashfield–Strathfield.
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Central–Lidcombe

Diagram



Location details

Central 0.000km (NLA 100)

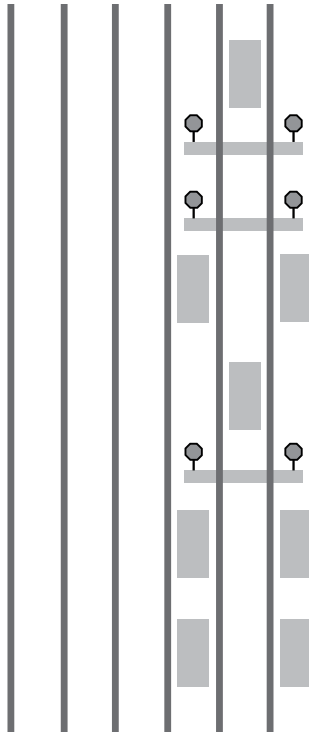


- ① Up Main line (Sydney Terminal)
- ② Down Main line (Sydney Terminal)
- ③ Down Suburban [Yard] line (Sydney Terminal)
- ④ Up Suburban [Yard] line (Sydney Terminal)
- ⑤ Down Shore line (Central–Hornsby)
- ⑥ Up Shore line (Central–Hornsby)
- ⑦ Down Eastern Suburbs Railway (ESR) line (Erskineville–Bondi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

Central–Lidcombe

Diagram

Location details

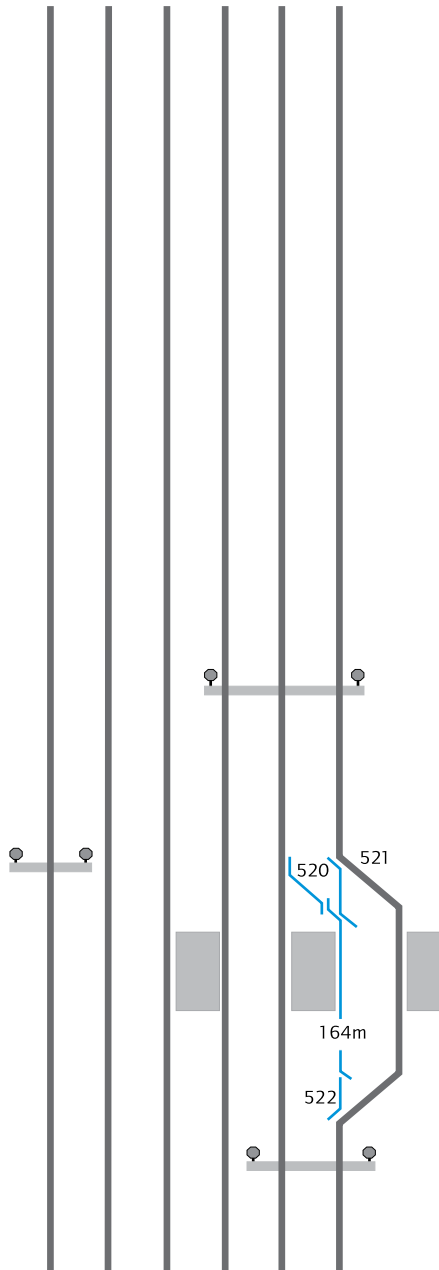


- 3.021km Newtown. Platform 1 and 2
- 3.688km Network access
- 4.441km Network access
- 4.589km Stanmore. Platforms 1 and 2, 3
- 5.425km Petersham. Platform 1 and 2
- 5.947km Network access
- 6.161 km Lewisham. Platforms 1, 2
- 6.944km Summer Hill. Platforms 1 and 2, 3

Central–Lidcombe

Diagram

Location details



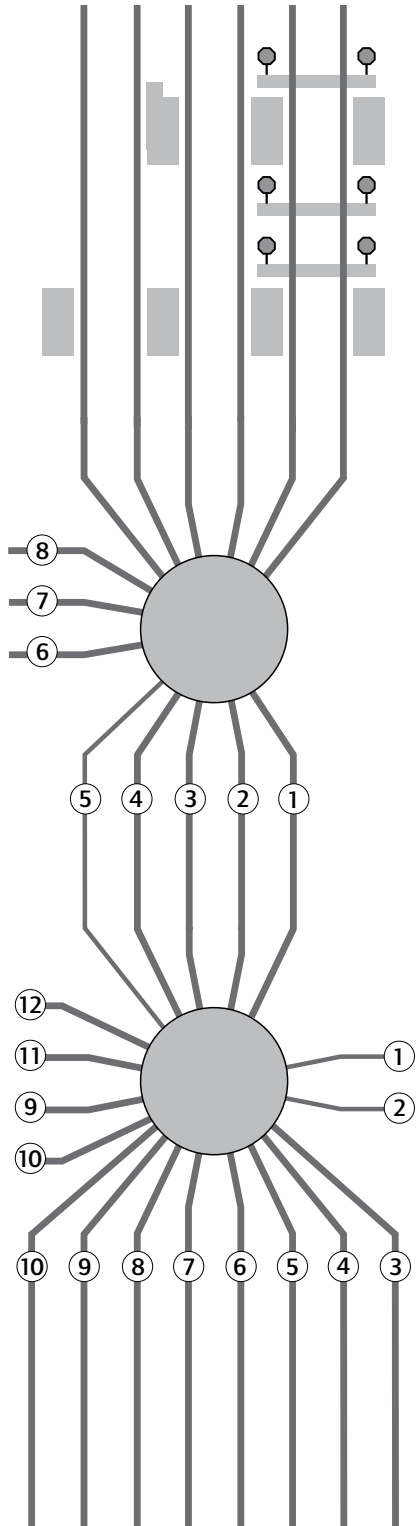
Ashfield 8.307km



- ! Controlled from Homebush Control Centre (Strathfield panel)
- ! If remote control from Homebush Control Centre is not possible, points and signals can be set for through-movements
- YL 6.758km Down Main signal ST1M
- YL 6.928km Down Suburban signal ST9S
- YL 7.126km Down Local signal ST17L
- EYL 7.334km Up Main signal ST22M
- EYL 7.334km Up Suburban signal ST24S
- EYL 7.494km Up Local signal ST32L
- 8.063km Network access
- 521- Down Local line to Terminal road
- 520- Terminal road to Up Local line
- 8.272km Network access
- 522- Terminal road to Down Local line
- ! To enable a passing movement, points 520 or 522 may be reversed while rail traffic is stopped in the track-circuits for Up signal ST62 or Down signal ST59 respectively. Only the Signals Maintenance Representative may give the release for the points
- EYL 8.296km Down Suburban signal ST49S
- 8.307km Ashfield. Platforms 1 and 2, 3 and 4, 5
- YL 8.464km Up Suburban signal ST70S
- EYL 8.464km Down Main signal ST53M
- 8.634km Network access
- YL 8.727km Up Main signal ST78M
- EYL 8.727km Down Local signal L5.43
- YL 8.727km Up Local signal ST82L

Central–Lidcombe

Diagram



Location details

- 9.332km Network access
- 9.329km Croydon. Platforms 1 and 2, 3 and 4, 5
- 10.005km Network access
- 10.525km Network access
- 10.531km Burwood. Platforms 1, 2 and 3, 4 and 5, 6

Strathfield 11.713km (NLA 114)



- ① Down Suburban line
- ② Up Suburban line
- ③ Down Main line
- ④ Up Main line
- ⑤ Goods Loop line
- ⑥ Down Relief line (Strathfield–Hornsby)
- ⑦ Down Main North line (Strathfield–Hornsby)
- ⑧ Up Main North line (Strathfield–Hornsby)

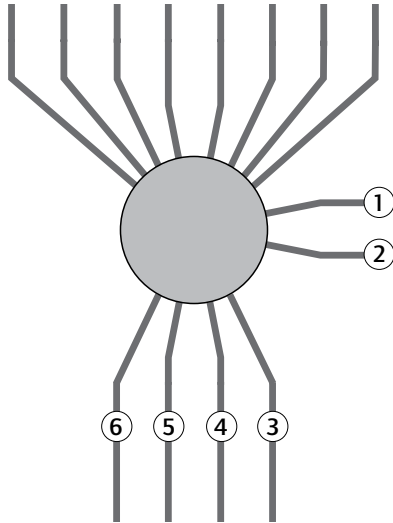
Flemington 14.243km (NLA 116)



- Controlled from Homebush Control Centre (Flemington panel)
- ① Up Main Goods line (Campsie–Flemington)
- ② Down Main Goods line (Campsie–Flemington)
- ③ Down Suburban line
- ④ Up Suburban line
- ⑤ Down Main line
- ⑥ Up Main line
- ⑦ Down Enfield West Fork line
- ⑧ Up Enfield West Fork line
- ⑨ Down Homebush Bay West Fork line (Olympic Park)
- ⑩ Up Homebush Bay West Fork line (Olympic Park)
- ⑪ Down Homebush Bay East Fork line (Olympic Park)
- ⑫ Up Homebush Bay East Fork line (Olympic Park)

Central–Lidcombe

Diagram



Location details

Lidcombe 16.337km (NLA 120)



- ! Controlled from Homebush Control Centre (Lidcombe panel)
- ① Down Main South line (Lidcombe–Campbelltown)
- ② Up Main South line (Lidcombe–Campbelltown)
- ③ Down Suburban line
- ④ Up Suburban line
- ⑤ Down Main line
- ⑥ Up Main line

Special instructions

Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW6, MW7, MW8a, MW8b, MW8c, MW9, MW12, MW16b, MW17a, MW17b, MW21 and MW23), 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*.

Central–Lidcombe

Related documents

- NLA 100 Central*
 - NLA 102 Sydney Terminal*
 - NLA 104 City Circle*
 - NLA 106 Erskineville–Bondi Junction*
 - NLA 108 Central–Sydenham (via Green Square)*
 - NLA 114 Strathfield*
 - NLA 116 Flemington*
 - NLA 120 Lidcombe*
 - NLA 300 Strathfield–Hornsby*
 - NLA 304 Central–Hornsby*
 - NLA 400 Central–Sutherland*
 - NLA 500 Lidcombe–Campbelltown*
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Effective date

4 March 2019