

## Central–Lidcombe

### Network Control

Signallers at Rail Operations Centre (ROC) - Sydney East panels, Sydney Illawarra panel, Sydney Yard panel, Strathfield panel, Flemington panel, Lidcombe panel.

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### Systems of Safeworking

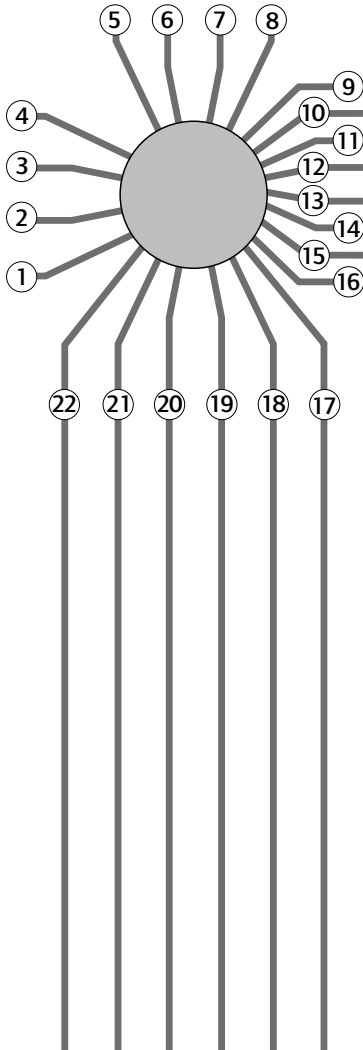
The lines between Central and Lidcombe are Rail Vehicle Detection (RVD) territory.

They include the sections:

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

### Diagram



### Location details

#### Central 0.000km (NLA 100)

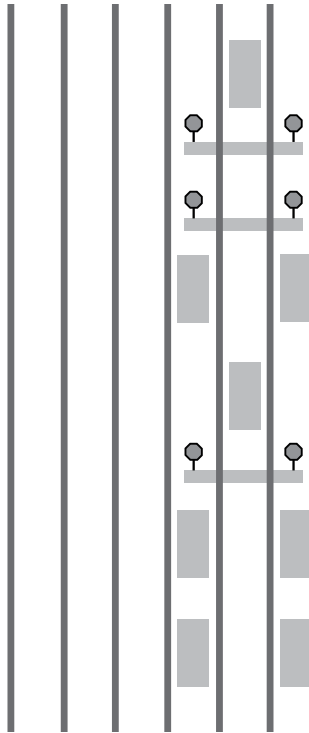


- ① Up Main line (Sydney Terminal)
- ② Down Main line (Sydney Terminal)
- ③ Down Suburban [Yard] line (Sydney Terminal)
- ④ Up Suburban [Yard] line (Sydney Terminal)
- ⑤ Down Shore line (Central–Hornsby)
- ⑥ Up Shore line (Central–Hornsby)
- ⑦ Down Eastern Suburbs Railway (ESR) line (Erskineville–Bondi 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

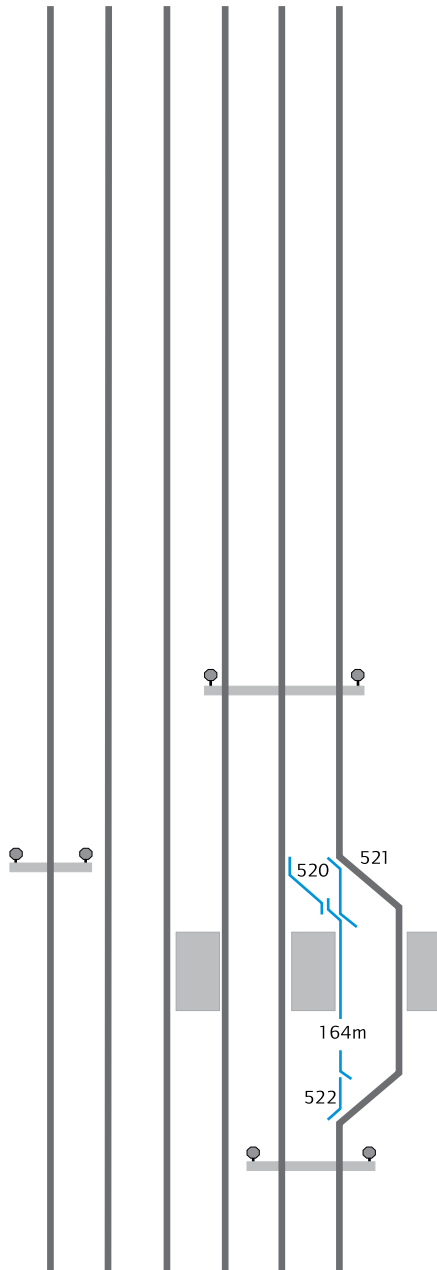


- 3.021km Newtown. Platform 1 and 2
- 3.688km Network access
- 4.441km Network access
- 4.589km Stanmore. Platforms 1 and 2, 3
- 5.425km Petersham. Platform 1 and 2
- 5.947km Network access
- 6.161 km Lewisham. Platforms 1, 2
- 6.944km Summer Hill. Platforms 1 and 2, 3

## Central–Lidcombe

### Diagram

### Location details



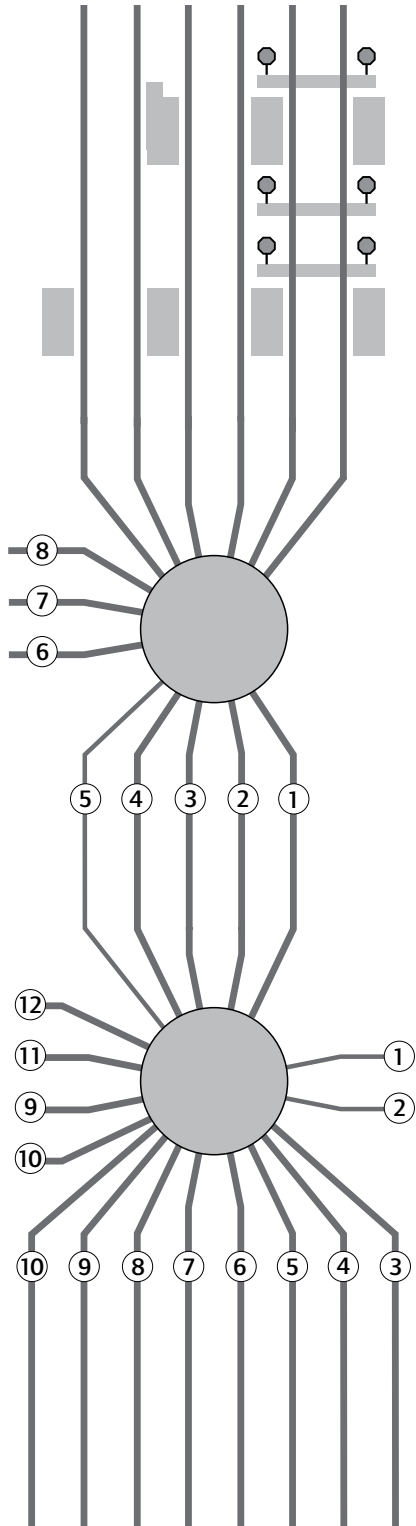
#### Ashfield 8.307km



- ! Controlled from Rail Operations Centre (ROC) (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)

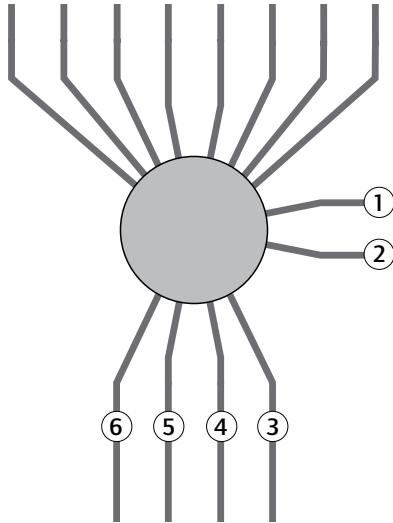
### Flemington 14.243km (NLA 116)



- Controlled from Rail Operations Centre (ROC) (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 Rail Operations Centre (ROC) (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

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### 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

14 July 2019