

Strathfield – Hornsby

Network Control

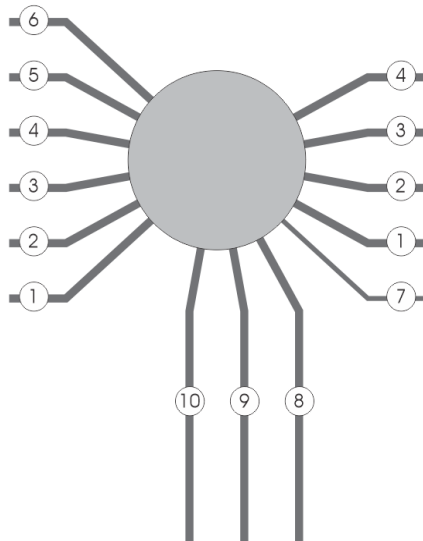
Signaller at Rail Operations Centre (ROC) (Strathfield panel) (Epping Panel) (Hornsby North Panel) (Hornsby Panel).

Systems of Safeworking

The line between Strathfield and Hornsby is Rail Vehicle Detection (RVD) territory. It includes the sections:

- Strathfield–Rhodes
- Rhodes–West Ryde
- West Ryde–Epping
- Epping–Thornleigh
- Thornleigh–Hornsby.

Diagram



Location details

Strathfield 11.713km (NLA 114)

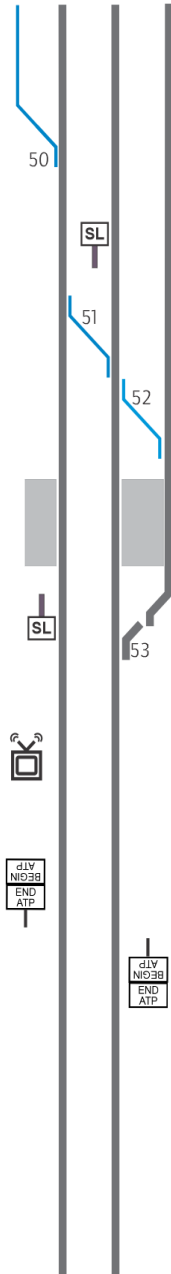


- ① Up Main line (Central–Lidcombe)
- ② Down Main line (Central–Lidcombe)
- ③ Up Suburban line (Central–Lidcombe)
- ④ Down Suburban line (Central–Lidcombe)
- ⑤ Up Local line (Central–Lidcombe)
- ⑥ Down Local line (Central–Lidcombe)
- ⑦ Goods Loop line
- ⑧ Down Relief line
- ⑨ Down Main North line
- ⑩ Up Main North line

Strathfield - Hornsby

Diagram

Location details



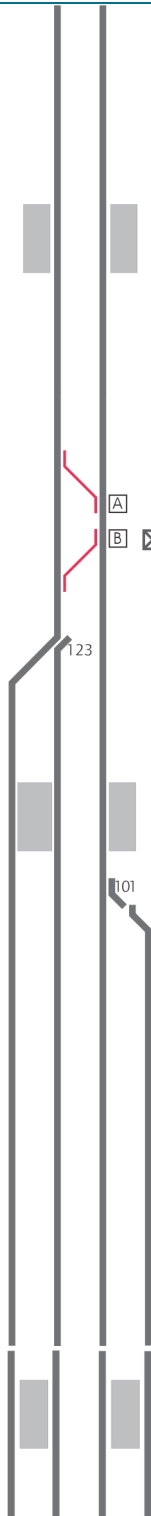
Rhodes 16.494km



- ! Controlled from Rail Operations Centre (ROC)
- ! Rhodes abuts Strathfield
- YL 15.263km Down Relief line: Down signal RS5R
- YL 15.263km Down Main North line: Down signal RS7N
- 50 Up Main North line to the Up Relief line
- EYL 15.112km Up Main North line: Strathfield Up signal STI94N
- SL 16.082km Up SHUNT LIMIT sign on Down Main North line
- 51 Down Main North line to Up Main North line
- 52 Down Main North line to Down Relief line
- 16.494km Rhodes. Platforms 1, 2 and 3
- SL 16.667km Down SHUNT LIMIT sign on Up Main North line
- 53 Down Relief line to Down Main North line. Down Relief line ends
- Wheel impact load detector on Up Main North line: reports to RMC (Sydney). Network Controller tells relevant Signaller to warn Train Crew
- END ATP 17.041km End ATP territory
- ATP 17.129km Begin ATP territory
- EYL 17.350km Down Main North line: Down signal RS23N
- YL 17.712km Up Main North line: Up signal RS22N

Strathfield - Hornsby

Diagram



Location details

West Ryde 19.126km

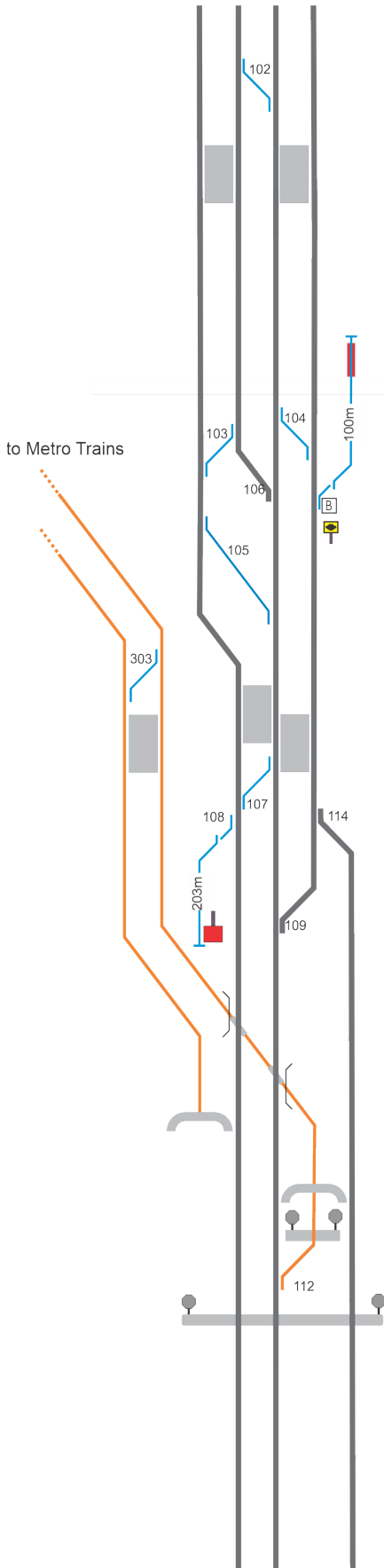


- ! Controlled from Rail Operations Centre (ROC)
- YL 17.873km Down Main North line: Down signal WR1
- 18.103km Meadowbank. Platforms 1, 2
- EYL 18.566km Up Main North line: Up signal N11.46
- X 18.659km Traffic hut: Annett lock AB
- A 18.672km Emergency crossover Down Main North line to Up Main North line: key from Annett lock AB, released by release 121 and from special hasp with XL key
- ! Signals that must be set at STOP before frame A or B is released: Down accept WR1, home WR3; Up home/starters WR8N and WR10NS, accepts WR12N and WR14NS
- B 18.675km Emergency crossover Up Main North line to Down Main North line: key from Annett lock AB, released by release 121 and from special hasp with XL key
- 123 Up Main North line to Up Main North line. Up Suburban line ends
- 19.126km West Ryde. Platforms 1 and 2, 3
- 101 Down Main North line to Down Suburban line
- YL 19.120km Up Main North line: Up signal WR12N
- YL 19.120km Up Suburban line: Up signal WR14NS
- EYL 19.601km Down Main North line: Down signal N12.19
- EYL 19.601km Down Suburban line: Down signal NS12.19
- 20.075km Denistone. Platforms 1 and 2, 3 and 4

Strathfield - Hornsby



Epping 23.263km



- ! Controlled from Rail Operations Centre (ROC)
- YL 20.547km Down Main North line: Down signal EW15
- EYL 20.596km Up Main North line: Up signal N12.78
- 102 Down Main North line to Up Main North line
- 21.330km Eastwood. Platforms 1 and 2, 3 and 4
- YL 22.308km Down Suburban line: Down signal EG21
- EYL 22.862km Up Suburban line: Up signal NS14.20
- 23.301km Network Access Pad Epping Down refuge (5m long)
- YL 23.458km Up Chatswood–Epping line: Down signal EG199
- EYL 23.470km Up Chatswood–Epping line: Up signal CE23.4
- YL 23.645km Down Chatswood–Epping line: Down signal EG201
- EYL 23.657km Down Chatswood–Epping line: Up signal CE23.6
- 104 Down Main North line to Down Suburban line
- 103 Up Suburban line to Up Main North line
- 106 Down Main North line to Up Main North line
- B Down Suburban line to Epping Down refuge: key from releasing switch B, released by release 110
- ! See Special instructions
- 105 Down Main North line to Up Suburban line
- ! WARNING: Freight trains must not use crossover 105
- 303 Down Chatswood–Epping line to Up Chatswood–Epping line
- 23.263km Epping. Platforms 1 and 2, 3. (24.745km.Platform 5 and 6 on Chatswood–Epping line)
- 107 Down Main North line to Up Main North line
- 108 Up Main North line to Turnback siding
- 114 Down Suburban line to Down Relief line
- 23.855km Down STOP sign on Turnback siding
- 109 Down Suburban line to Down Main North line. Down Suburban line ends
- 25.192km Up Chatswood–Epping line portal
- 25.293km Down Chatswood–Epping line portal
- 25.497km Network access
- 112 Down Metro Trains Sydney line to Down Main North line (booked out of use, clipped, spiked and XL locked in the Normal position. ECRL CLOSED)
- 24.091km Network access

Strathfield - Hornsby

Diagram


Location details

	<ul style="list-style-type: none"> 113 Down Main North line to Up Main North line 25.286km Cheltenham. Platforms 1, 2 EYL 25.481km Down Main North line: Down signal N15.83 YL 26.114km Up Main North line: Up signal EG62 26.815km Beecroft. Platform 1 and 2 <hr/> <p>Thornleigh 29.350km </p> <ul style="list-style-type: none"> Controlled from Rail Operations Centre (ROC) YL 28.667km Down signal TH3 YL 28.672km Down Relief signal TH5 28.505km Pennant Hills. Platforms 1, 2 EYL 28.503km Up signal N17.68 51 Up Relief line to Up Main North line 52 Down Relief line to Down Main North line 29.350km Thornleigh. Platforms 1 and 2, 3 29.500km Network access C 29.657km Emergency crossover Down Main North line to Up Main North line: key from Annett lock C, released by release 53. Taking the release sets points 55 to NORMAL Signals that must be set at STOP before frame C is released: Down homes TH7 and TH9 and home/starter TH11 B 29.750km Emergency crossover Up Main North line to Down Main North line: key from releasing switch B, released by release 54. Taking the release sets points 55 to REVERSE Signals that must be set at STOP before frame B is released: Down homes TH7 and TH9 and home/starter TH11 WARNING: If release 54 is returned to NORMAL, points 55 remain in REVERSE. Unless a route for the Up Relief line is being set, the points must be set to NORMAL 55 Up Main North line to Up Relief line 29.992km Pantograph Condition Monitoring System reports to Mechanical Controller at RMC See Special Instructions EYL 30.512km Down signal N18.97 YL 30.650km Up signal TH20
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Strathfield - Hornsby

Diagram

Location details

	<p>■ 31.634km Normanshurst. Platform 1, 2</p> <hr/> <p>Hornsby 33.704km (NLA 302) </p> <ul style="list-style-type: none"> ① Down Main North line (Hornsby–Gosford) ② Up Main North line (Hornsby–Gosford) ③ Up Shore line (Central–Hornsby) ④ Down Shore line (Central–Hornsby)
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Special instructions

Work on track North Strathfield Rail Underpass (NSRU)

Before any work on track method or authority can be authorised for work on the Up Relief line at North Strathfield, the Signaller must ensure that:

- the entire portion of the Up Relief line is unoccupied, and
- all signals giving entry to the Up Relief line in both directions have been set at STOP with blocking facilities applied.



Warning

Other than during a Local Possession Authority, the use of Lookout Working is not permitted from Signal No. ST 174R at North Strathfield to 557 points at North Strathfield on the Up Relief line.

Epping Down Refuge siding

Work on track

When work on track is to be carried out in Epping Down Refuge siding, the procedures below must be followed.

Authorisation

Only the Network Controller may authorise work on track in Epping Down Refuge siding.

Protection Officer

Make sure that rail traffic within the siding will not move without authorisation.

Tell the Network Controller:

- your name and contact details, and
- give the name of the siding and ground frame designation, and
- the type of work to be done, and
- the intention to clip the relevant points, and
- the intended start and finish times
- when applicable, that rail traffic within the siding will not move without authority.

Network Controller

Make sure that rail traffic not associated with the work is not scheduled to enter the siding during the work on track times.

Signaller

Ask the Network Controller for permission to allow work on track to commence.

Network Controller

When the above conditions have been met, authorise the work on track to commence.

Signaller

When authorised, advise the Protection Officer to commence work.

Network Controller and Signaller

Record, in permanent form, all information about the authorisation of work on track in the siding.

Protection Officer

When permission is received to allow work on track to commence, clip and lock the points to prevent unauthorised rail traffic access to the siding.

Strathfield - Hornsby



Warning

Work within the sidings must not commence until the points have been clipped and locked.

Returning the siding to service

Protection Officer

Make sure that:

- all equipment is clear of the line
- all workers have cleared the worksite
- the line is certified fit for service
- the point clip and SL lock has been removed, then
- tell the Network Controller that the work is completed, and about any restrictions on track use.

Pantograph Condition Monitoring System (PCMS)

The PCMS installed on structure H29+992 MUST be isolated as per Safe Work Instruction DSVD2016/34982 prior to any work under possessions and OHW infrastructure work between H29+950 and H30+050 on the South line. Contact Electrical Operating Centre (ICON Electrical) on 02 9379 4911 for advice.

Related documents

NLA 110 *Central-Lidcombe*

NLA 114 *Strathfield*

NLA 302 *Hornsby*

NLA 304 *Central-Hornsby*

NLA 308 *Chatswood-Epping*

NLA 310 *Hornsby-Gosford*

Effective date

16 October 2020