

# Strathfield – Hornsby

## Network Control

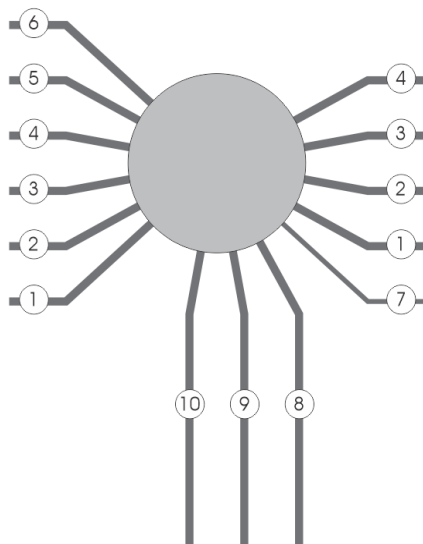
Signaller at Rail Operations Centre (ROC) (Strathfield panel) (Epping Panel) (Hornsby North Panel) (Hornsby Panel).

## 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

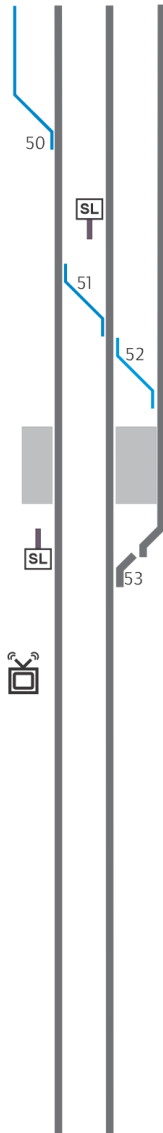
#### Strathfield 11.713km (NLA 114)



- 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

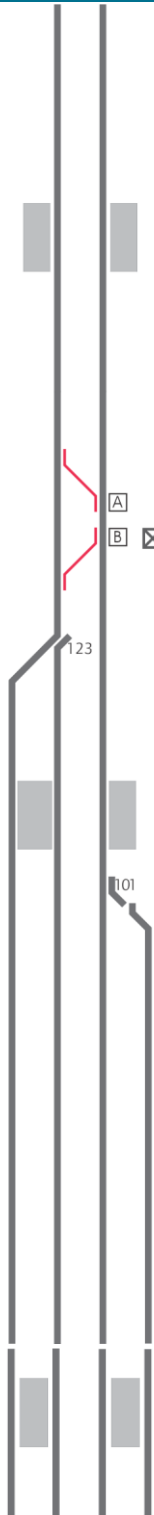
#### Rhodes 16.494km



- ! 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
- 16.980km Wheel impact load detector on Up Main North line: reports to RMC (Sydney). Network Controller tells relevant Signaller to warn Train Crew
- 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
- ⊠ 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
- <sup>123</sup> 18.675km Up Main North line to Up Main North line. Up Suburban line ends
- █ 19.126km West Ryde. Platforms 1 and 2, 3
- <sup>101</sup> 19.126km 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

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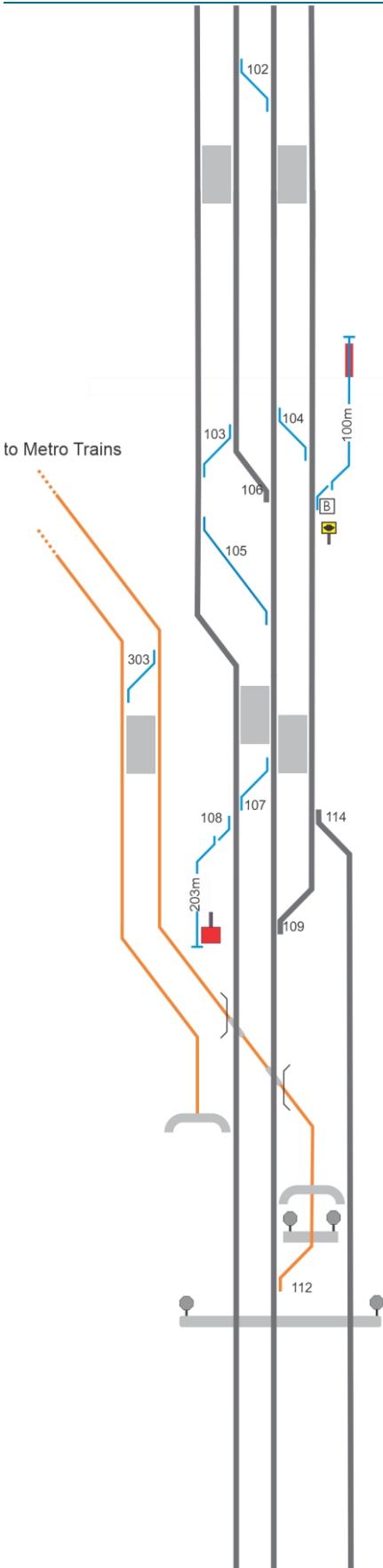
█ 20.075km Denistone. Platforms 1 and 2, 3 and 4

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# Strathfield - Hornsby

## Diagram

## Location details



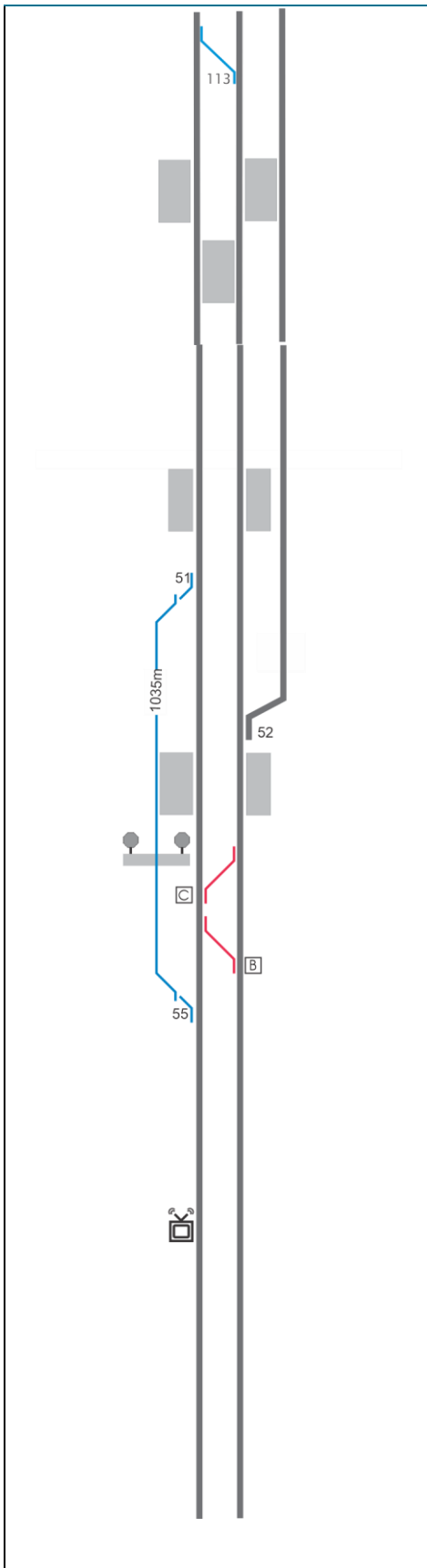
### Epping 23.263km



- ! 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

- 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
- YLL** 26.114km Up Main North line: Up signal EG62
- 26.815km Beecroft. Platform 1 and 2

### Thornleigh 29.350km

-  Controlled from Rail Operations Centre (ROC)
- YLL** 28.667km Down signal TH3
- YLL** 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
- YLL** 30.650km Up signal TH20

## Strathfield - Hornsby

**Diagram**

**Location details**

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

## Strathfield - Hornsby

### 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.



### Warning

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

## Strathfield - Hornsby

### 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 Up Main North line. Contact Electrical Operating Centre (ICON Electrical) on 02 9379 4911 for advice.

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### Related documents

NLA 110 *Central-Lidcombe*

NLA 114 *Strathfield*

NLA 302 *Hornsby*

NLA 304 *Central-Hornsby*

NLA 308 *Chatswood-Epping*

NLA 310 *Hornsby-Gosford*

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### Effective date

26 May 2022