

**Central – Sutherland**

**Network Control**

Signallers at Rail Operations Centre (ROC).

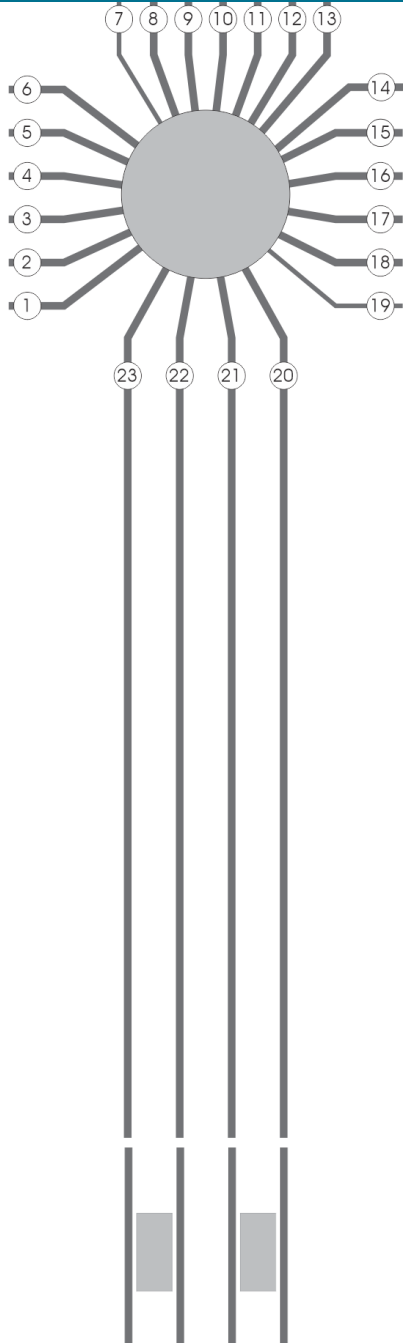
**Systems of Safeworking**

The Illawarra line between Central and Sutherland is Rail Vehicle Detection (RVD). It includes the sections:

<i>Section</i>	<i>System</i>	<i>Details</i>
Central–Sydenham	RVD double-line	
Sydenham–Hurstville	RVD double-line	
Hurstville–Sutherland	RVD double-line bidirectional	Half-staffs and X, Y and Z keys available

# Central-Sutherland

**Diagram**



**Location details**

**Central 000km (NLA 100)**



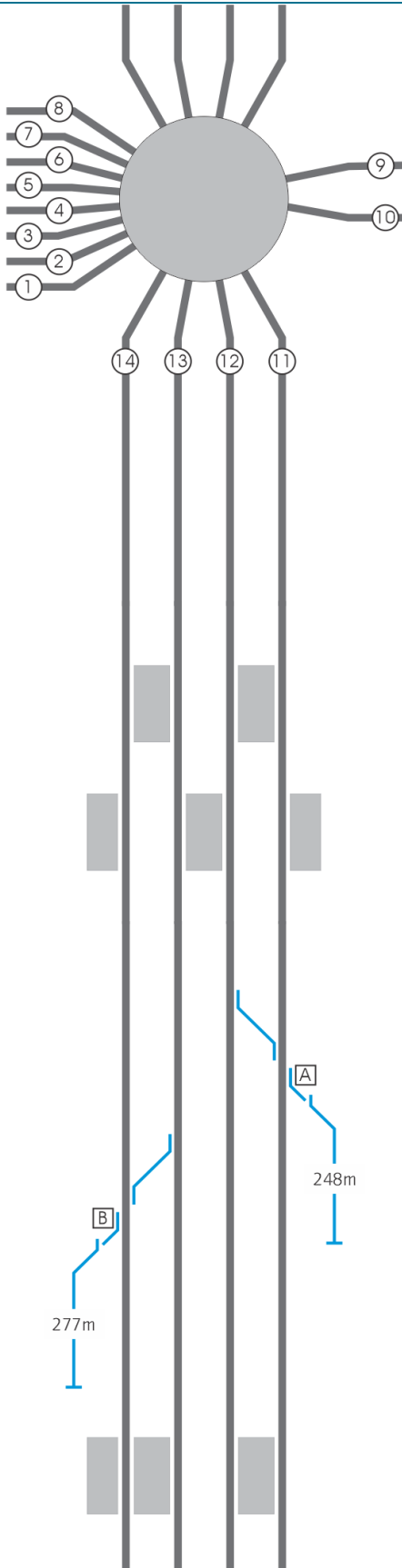
- ① Down Local line (Central–Lidcombe)
- ② Up Local line (Central–Lidcombe)
- ③ Down Suburban line (Central–Lidcombe)
- ④ Up Suburban line (Central–Lidcombe)
- ⑤ Down Main line (Central–Lidcombe)
- ⑥ Up Main line (Central–Lidcombe)
- ⑦ Up Main line (Sydney Terminal)
- ⑧ Down Main line (Sydney Terminal)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

■ 3.721km St Peters. Platforms 1 and 2, 3 and 4

# Central-Sutherland

## Diagram

## Location details



### Sydenham 5.228km (NLA 402)



- ① Down Main line (Sydenham–Glenfield Junction)
- ② Down Local line (Sydenham–Glenfield Junction)
- ③ Up Local line (Sydenham–Glenfield Junction)
- ④ Up Main line (Sydenham–Glenfield Junction)
- ⑤ Down Bankstown line (Sydenham–Sefton Park Junction)
- ⑥ Up Bankstown line (Sydenham–Sefton Park Junction)
- ⑦ Up Goods line (Sydenham–Sefton Park Junction)
- ⑧ Down Goods line (Sydenham–Sefton Park Junction)
- ⑨ Up Airport line (Central–Sydenham)
- ⑩ Down Airport line (Central–Sydenham)
- ⑪ Down Illawarra line
- ⑫ Up Illawarra line
- ⑬ Down Illawarra Local line
- ⑭ Up Illawarra Local line

■ 8.345km Arncliffe. Platforms 1 and 2, 3 and 4

■ 9.524km Banksia. Platforms 1, 2 and 3, 4

### Rockdale 10.325km



⚠ Warning: Before rail traffic that does not reliably operate track-circuits exits either siding, manual block working must be introduced

! See Special instructions

⚡ Trailing crossover, operated from frame A lever 3: key from releasing switch 3A, released by track-circuits

Ⓐ 9.867km Down Perway siding, operated from frame A lever 2: key from releasing switch 1A, released by track-circuits

⚡ Facing crossover, operated from frame B lever 2: key from releasing switch 1B, released by track-circuits

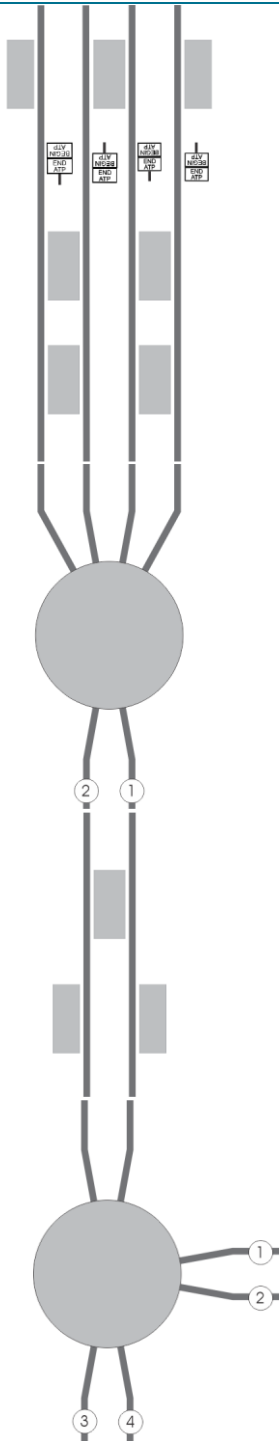
Ⓑ 10.152km Up Perway siding, operated from frame B lever 3: key from releasing switch 3B, released by track-circuits

■ 10.325km Rockdale. Platforms 1 and 2, 3 and 4

# Central-Sutherland

## Diagram

## Location details



- █ 11.521km Kogarah. Platforms 1, 2 and 3, 4
- ⊥ ATP 12.135km Down Illawarra line
- ⊥ ATP 12.135km Up Illawarra line
- ⊥ ATP 12.135km Down Illawarra Local line
- ⊥ ATP 12.132km Up Illawarra Local line
- █ 12.662km Carlton. Platforms 1 and 2, 3 and 4
- █ 13.612km Allawah. Platforms 1 and 2, 3 and 4

### Hurstville 14.708km (NLA 404)



- ① Down Illawarra line
- ② Up Illawarra line

- █ 21.153km Como. Platform 1 and 2
- █ 22.616km Jannali. Platforms 1, 2

### Sutherland 24.532km (NLA 4)



- ① Down Cronulla Branch line (Sutherland–Cronulla)
- ② Up Cronulla Branch line (Sutherland–Cronulla)
- ③ Up Illawarra line (Sutherland–Wollongong)
- ④ Down Illawarra line (Sutherland–Wollongong)

## Special instructions

### Signal Key Switches

Signal Key Switches are fitted to the automatic signals listed in the table below.

Signal Key Switch may be used for worksite protection in accordance with the following Network Rule & Procedures:

- NWT 306 Track Work Authority
- NWT 320 Signal Key Switch Blocking
- NPR 702 Using a Track Work Authority
- NPR 753 Using Signal Key Switch Blocking
- NPR 754 Using a Signal Key Switch

<i>Line</i>	<i>Worksite limit</i>	<i>First affected signal</i>	<i>Protecting signal fitted with a Key Switch</i>
Up Illawarra Main	Signal SM 840I to Signal SM 808I	SM 860I	SM 840I
Down Illawarra Main	Signal SM 845I to Signal SM 903I	SM 823I	SM 845I
Down Illawarra Local	Signal SM 847IL to Signal SM 905IL	SM 825IL	SM 847IL

### Rockdale Perway sidings

#### Work on track

When work on track is to be carried out in the Up or Down Perway sidings, the procedures below must be followed.

#### Authorisation

Only the Network Controller may authorise work on track in the Up or Down Perway sidings.

#### 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

## Central-Sutherland

- 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.

## 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

## Central-Sutherland

- tell the Network Controller that the work is completed, and about any restrictions on track use.

### Direction override facility

Direction Override buttons are provided on the ATRICS workstations for the Hurstville–Sutherland section.

Operating the Direction Override button will allow the starting signal to be cleared for a rail traffic movement in the opposite direction when:

- a track-circuit failure within the section has occurred, or
- the section is occupied by rail traffic and it is necessary for an assisting train to enter the section in the opposite direction.

After a 10 minute time-out, the direction set by the original route will be cancelled, and a new route for the opposite direction may then be set.

### Authorising a train to return to the entry end of the section

#### Signaller and Network Controller

Before a route can be set to authorise a change in the direction of movement, the Signaller and Network Controller must ensure that:

- the line between the starting signal and the location of the last train to enter the section is clear of rail traffic, and
- Drivers of trains within the section have been told about the proposed movement, and
- the Driver of the last train to enter the section has been told to change ends.

#### Signaller

When told by the Network Controller that a change of direction movement can be made, the Signaller must set the route for the train to return to the entry end of the section.

#### Driver

When instructed by the Signaller that the train is to return to the entry end of the section, after changing ends the Driver must:

- proceed only if they can see a PROCEED indication on the next signal in the direction of the proposed movement, and
- obey all signal indications.

**Warning**

If, after changing ends, the Driver cannot see the indication on the next signal in the direction of travel, a Special Proceed Authority must be issued for the movement.

**Assisting disabled rail traffic**

If a train is to assist a disabled train:

- the disabled train must be restrained using a CAN form (NRF 004), and
- if possible, the Signaller must set the route for the assisting train to enter the section.

If any signals in the route cannot be cleared, these signals must be passed at STOP in accordance with NSG 608.

**Track failure**

Before a route can be set to authorise a change of direction movement due to a track failure within the section, the following procedure must be followed:

**Signaller and Network Controller**

Make sure that the line between the starting signals at each end of the section is clear of rail traffic.

**Signaller**

- Operate the Direction Override button.
- Set the route for the opposite direction.



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## Related documents

<i>NLA 100</i>	<i>Central</i>
<i>NLA 102</i>	<i>Sydney Terminal</i>
<i>NLA 108</i>	<i>Central–Sydenham (via Green Square)</i>
<i>NLA 110</i>	<i>Central–Lidcombe</i>
<i>NLA 304</i>	<i>Central–Hornsby</i>
<i>NLA 402</i>	<i>Sydenham</i>
<i>NLA 404</i>	<i>Hurstville</i>
<i>NLA 406</i>	<i>Sutherland</i>
<i>NLA 408</i>	<i>Sutherland–Cronulla</i>
<i>NLA 410</i>	<i>Sutherland–Wollongong</i>
<i>NLA 502</i>	<i>Sydenham–Sefton Park Junction</i>
<i>NLA 506</i>	<i>Sydenham–Glenfield</i>

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## Effective date

30 August 2020