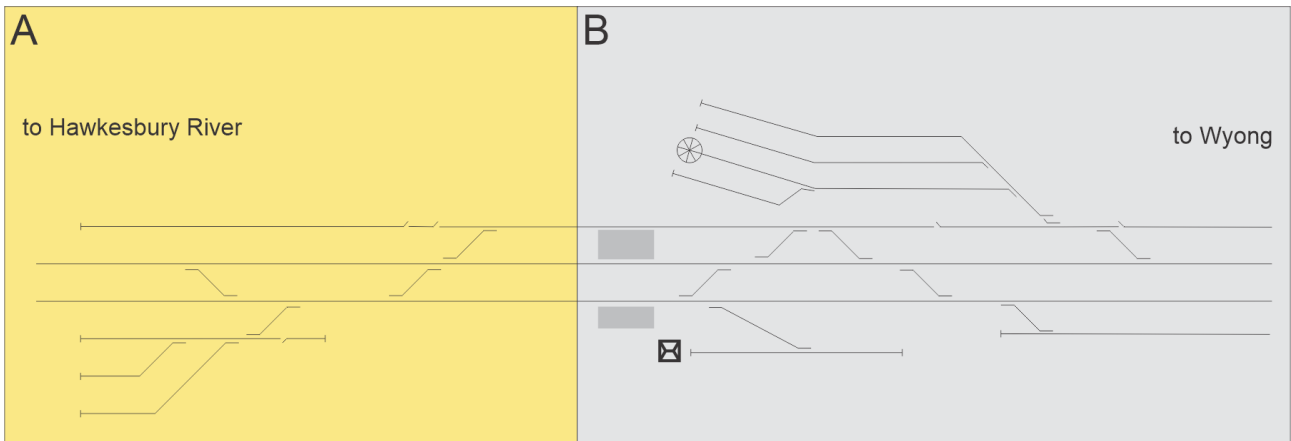


Gosford

Location

Gosford is at 80.774km.

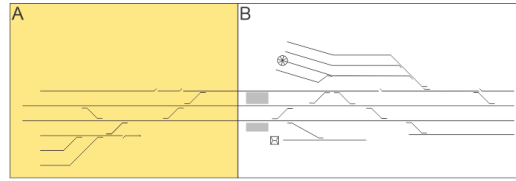
Diagrams



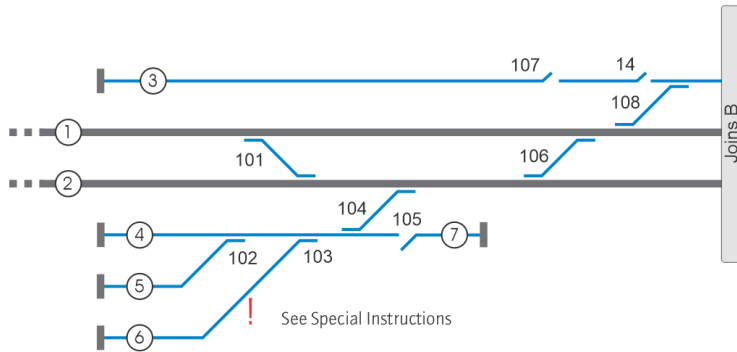
**Network
Local
Appendices**

Gosford

A



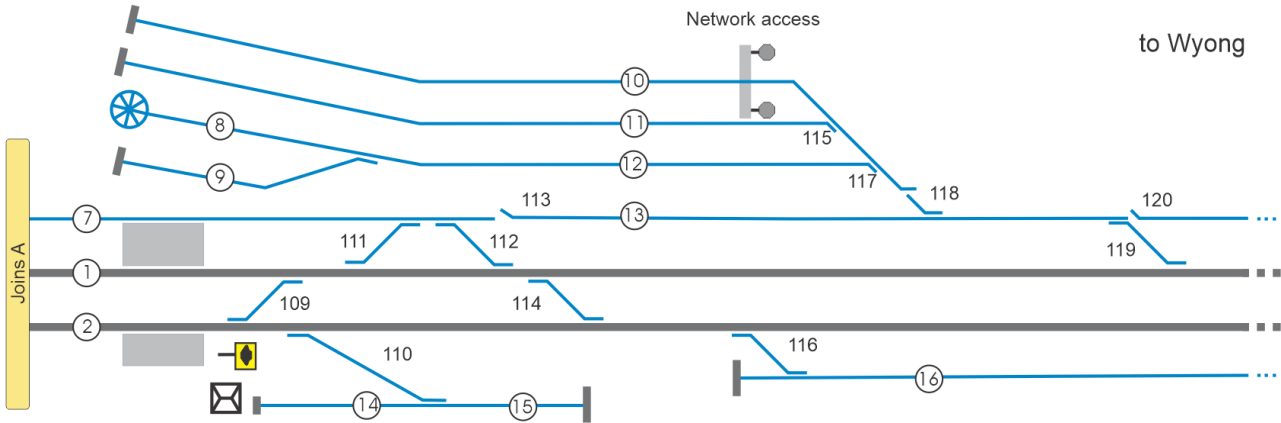
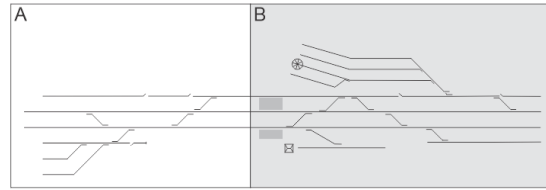
to Hawkesbury River



Key					
1	Down Main North line	4	No.1 Car siding 391m	6	No.3 Car siding 415m
2	Up Main North line	5	No.2 Car siding 391m	7	South Perway siding 167m
3	Down South siding 447m				

Gosford

B



Key		
1	Down Main North line	10 No.2 Down siding 218m
2	Up Main North line	11 No.1 Down siding 218m
7	Back Platform road 516 mts from 108 to 113 points	12 Engine road 190m*
8	Turntable road 64m	13 Down Refuge 1589m clear of 120 points 2113m clear of 113 points
9	Storage siding 64m	14 Perway siding No 1 64m
		15 Perway siding No 2 121m
		16 Up Refuge 1970m
		* Combined Engine road and Storage siding = 254m

Gosford

Network Control

Signaller at Gosford Signal Box.

Yard Limits

Down Main North line	YL	79.489km Down signal GF1
	EYL	84.980km Down signal 52.9
Up Main North line	EYL	80.151km Up signal 49.2
	YL	84.868km Up signal GF70

Location details



- ▮ 80.774km Gosford. Platforms 1, 2 and 3
 - ☒ 81.016km Signal box
-

Level crossings

- 📍 81.275km Network access, No 2 Down siding

Special instructions

Tanking/Decanting in No.1, No.2 and No.3 Car Sidings (Gosford Car Sidings)

Prior to any work being performed in the Danger Zone at Gosford Car Sidings, the Qualified Worker must contact the Area Controller operating Gosford panel and nominate what lines will be affected and request that signals GF 10, GF3, GF5 and GF7 be placed at STOP with blocking facilities applied to No.1, No2, and No.3 Car sidings.

The Signaller must confirm with the Qualified Worker that signals GF 10, GF3, GF5 and GF7 are at STOP with blocking facilities applied to No.1, No2, and No.3 Car sidings.

Once the activities are completed and all persons are clear of the Danger Zone, the Qualified Worker must contact the Area Controller and advise blocking facilities are no longer required.

Amalgamating & Dividing on Platforms

When a train is required to manually amalgamate or divide on platforms 1 and 2 at Gosford. Prior to the Qualified Worker accessing the danger zone for the movement, the Qualified Worker directing the movement must contact the Area Controller operating Gosford panel, and request that the signals giving entry to, and departure from the platform and the adjacent running line, be placed at STOP with Blocking facilities applied.

The Area Controller must confirm with the Qualified Worker that Blocking facilities have been applied.

Once the movement is complete the Qualified Worker must tell the Area Controller that the movement is complete and blocking facilities are no longer required.

Related documents

NLA 310 Hornsby-Gosford

NLA 314 Gosford-Broadmeadow

Effective date

9 November 2021