

Erskineville-Bondi Junction

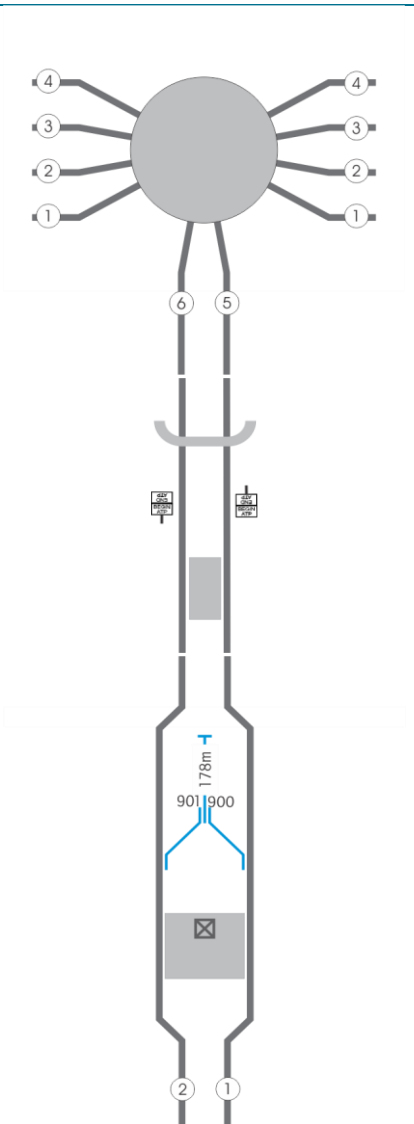
Network Control

Signaller at Rail Operations Centre (ROC)

Systems of Safeworking

The Illawarra Relief line and Eastern Suburbs Railway (ESR) line are Rail Vehicle Detection (RVD) territory.

Diagram



Location details

Erskineville 3.021km (NLA 100)

- ① Down Illawarra line (Central–Sutherland)
- ② Up Illawarra line (Central–Sutherland)
- ③ Down Illawarra Local line (Central–Sutherland)
- ④ Up Illawarra Local line (Central–Sutherland)
- ⑤ Up Illawarra Relief line
- ⑥ Down Illawarra Relief line

Redfern 3.021km (NLA 100)

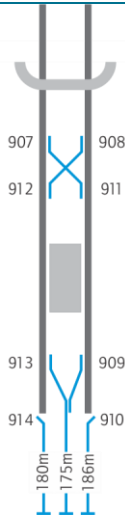
- 2.574km Erskineville portal
- 2.172km Begin ATP-Down Illawarra Relief line
- 2.172km End ATP-Up Illawarra Relief line
- 1.210km Redfern. Platform 11 and 12

Central 0.000km (NLA 100)

- Controlled from Rail Operations Centre (ROC)
- Terminal road to Up Illawarra Relief line
- Down Illawarra Relief line to Terminal road
- 0.000km Central. Platform 24 and 25
- 0.104km Local control panel
- ① Down ESR line
- ② Up ESR line

Erskineville-Bondi Junction

Diagram



Location details

Bondi Junction 6.672km



- ! Controlled from Rail Operations Centre (ROC)
- 🚧 5.915km Woollahra viaduct portal
- 908 Down ESR line to Up ESR line
- 911 Down ESR line to Up ESR line
- ! See Special instructions
- 🚧 6.672km Bondi Junction. Platform 1 and 2
- 909 Down ESR line to Terminal road
- 913 Terminal road to Up ESR line
- 910 Down ESR line to Down Storage siding. Automatic normalising
- ! See Special instructions
- 914 Up Storage siding to Up ESR line. Automatic normalising
- ! See Special instructions
- 🚧 7.227km Terminal road
- 🚧 7.254km Down Storage siding
- 🚧 7.254km Up Storage siding

Special instructions

Fires

Fires on the ESR must be reported to the Electrical System Operator.

FIRE telephones are located in station control rooms and at about 195m spacings in tunnels.

Signal emergency control buttons

Some automatic signals have emergency control buttons to set the signals at STOP. Emergency control buttons can be used to set signals at STOP to protect work on track.

Road/rail access

Road/rail access is available at:

- Erskineville Junction (2.874km)
- the Woolloomooloo viaduct (2.660km and 3.227km)
- Edgecliff (4.627km).

Erskineville-Bondi Junction

Non-stopping rail traffic

If rail traffic is to transit the ESR line without stopping, the Driver or track vehicle operator must:

- slow rail traffic to a maximum of 10km/h before arriving at a platform, and
- pass the platform at no more than 15km/h.

Wrong running-direction and unsignalled movements

If wrong running-direction or unsignalled movements need to be made, the provisions of NTR 418 must be followed, and:

- local control panels must be switched to remote operation, and
- headlights must be switched on between platforms, and
- rail traffic must not exceed 10km/h.

Propelling locomotive-hauled trains

If a locomotive-hauled train is to propel, the route for the entire movement must be set and unoccupied.



Warning

If a Qualified Worker cannot ride in or on the leading vehicle in a position designated safe by the Operator, the Crew, Qualified Workers and Network Control Officers must confer and agree about planned movements.

Bondi Junction

Trains less than four cars and track vehicles

When traversing 908/912 and 907/911 points in the reverse position, trains less than four cars and track vehicles must be block worked between SY767ES and SY783ES signals and SY770ES and ES6.48 signals as they may not reliably operate the track-circuits.

Automatic normalising of catch points 910 and 914

When rail vehicles that do not reliably operate track-circuits are to enter or depart the Storage sidings, catch points 910 or 914 must be locked into position using the point lever to disable the automatic normalising facility.

Erskineville-Bondi Junction

Establishing Worksites using Lookouts and Warning Lights as a Safety measure

Worksites using Lookouts and Warning lights as a safety measure may be established on the Up and Down Eastern Suburbs Railway ESR (Erskineville Portal to Bondi Junction inclusive).

These worksites must not be established if rail traffic that does not reliably operate track circuits is operating.

Any established worksite using Lookouts and Warning lights as a safety measure must be cleared prior to allowing rail traffic that does not reliably operate track circuits to enter the affected area.

If the Protection Officer for an established Lookout Working worksite cannot be contacted to gain an assurance that the worksite can be cleared, the Driver or Track Vehicle Operator of Rail Traffic that does not reliably operate track circuits must be issued with a written Condition Affecting the Network (CAN) Warning that includes;

- the location of the worksite,
- the requirement for the Driver or Track Vehicle Operator to travel with headlights switched on between platforms, and,
- Rail Traffic must not exceed 10km/h through the worksite location.

Warning lights must not be used where a minimum warning time of more than 20 seconds is required.

Local Possession Authority clear of IR2.76 Automatic Signal – Up Illawarra Relief line, Erskineville

When a Local Possession Authority (LPA) is advertised, using IR2.76 automatic signal to protect the LPA, the following safeworking arrangements will apply:

Protecting the Possession Area

Prior to the commencement of a possession, an authorised Signals Maintenance representative must book out of use and place at STOP the signal for the duration of the possession, and possession protection must be provided adjacent to signal IR2.76.



Note

Prior to booking into use Signal IR2.76, the authorised Signals Maintenance Representative must be authorised by the Possession Protection Officer.

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Preventing Work Trains and Track Vehicles exiting Possession Area

When it is necessary for a work train or track vehicle to exit the possession area towards the entry end of the possession, a Handsignaller must be provided adjacent to signal IR2.76 and will be responsible for:

- Displaying a red STOP handsignal in the direction of the approaching train or track vehicle until authorised by the Signaller at ROC to allow the work train or track vehicle to proceed
- Contacting the Signaller at ROC and seeking permission for the work train or track vehicle to exit the possession area
- After obtaining authorisation from the Signaller at ROC, the Handsignaller may authorise the work train or track vehicle to depart the possession area.

Related documents

NLA 100	Central
NLA 104	City Circle
NLA 112	Eveleigh
NLA 304	Central–Hornsby
NLA 400	Central–Sutherland

Effective date

9 March 2024