

# Erskineville–Bondi Junction

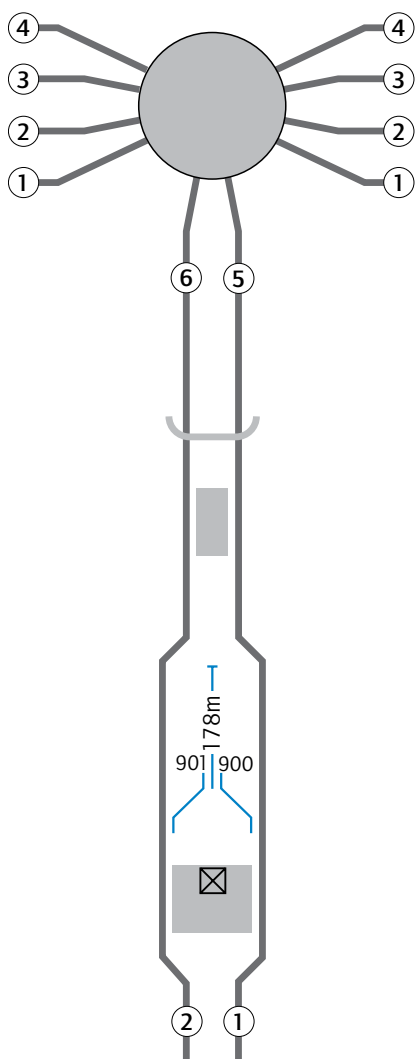
## Network Control

Signaller at Sydenham signal box

## 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 1.210km (also NLA 100)

- 2.574km Erskineville portal
- 1.210km Redfern. Platform 11 and 12

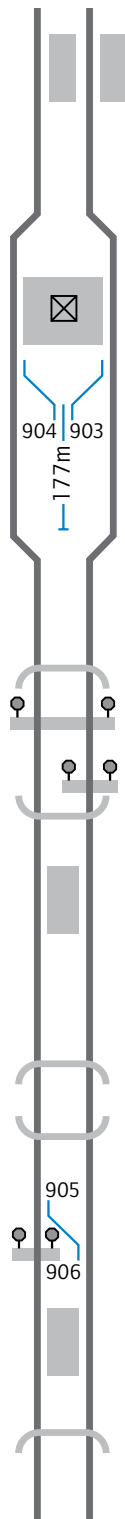
#### Central 0.000km (also NLA 100)



- Usually controlled from Sydenham signal box. Can be switched in
- ~~900~~ Up Illawarra Relief line to Terminal road
- ~~901~~ 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

#### Town Hall 1.092km (also NLA 104)

- 1.092km Town Hall. Platforms 4, 5 and 6

#### Martin Place 1.987km



- ! Usually controlled from Sydenham signal box. Can be switched in

- 1.987km Martin Place. Platform 1 and 2

- ⊠ 2.102km Local control panel

903- Down ESR line to Terminal road

904- Terminal road to Up ESR line

#### Kings Cross 3.273km

- ⌒ 2.639km Woolloomooloo viaduct portal

- ! See Special instructions

- 2.660km Network access

- 3.227km Network access

- ⌒ 3.247km Woolloomooloo viaduct portal

- 3.273km Kings Cross. Platform 1 and 2

#### Edgecliff 4.691km



- ! Controlled from Sydenham signal box

- ⌒ 3.851km Rushcutters Bay viaduct portal

- ! See Special instructions

- ⌒ 4.581km Rushcutters Bay viaduct portal

906- Down ESR line to Up ESR line

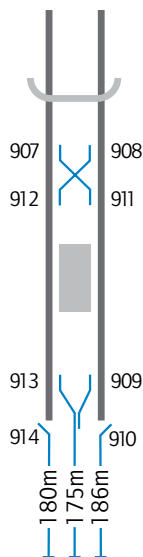
- 4.627km Network access

- 4.691km Edgecliff. Platform 1 and 2

- ⌒ 5.689km Woollahra viaduct portal

## Erskineville–Bondi Junction

### Diagram



### Location details

#### Bondi Junction 6.672km



- ! Controlled from Sydenham signal box
- ☐ 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
- ! See Special instructions

### 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.

### Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW31), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- a set of points can be secured to prevent access to the portion of track, or
- a Work On Track Authority adjoining the LPA limit is authorised, or
- Lookout Working is established in accordance with NWT 310 *Lookout Working*.

- ⚠ **WARNING:** Worksites with associated rail traffic must not be established within 500 metres of an LPA limit unless a TOA adjoining the LPA limit has been authorised.

Points that are clipped and locked to protect a Maintenance Window LPA may be unclipped in accordance with NSG 616 *Precautions during signalling equipment testing*.

## Erskineville–Bondi Junction

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### 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.

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### Related documents

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

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### Effective date

4 March 2019