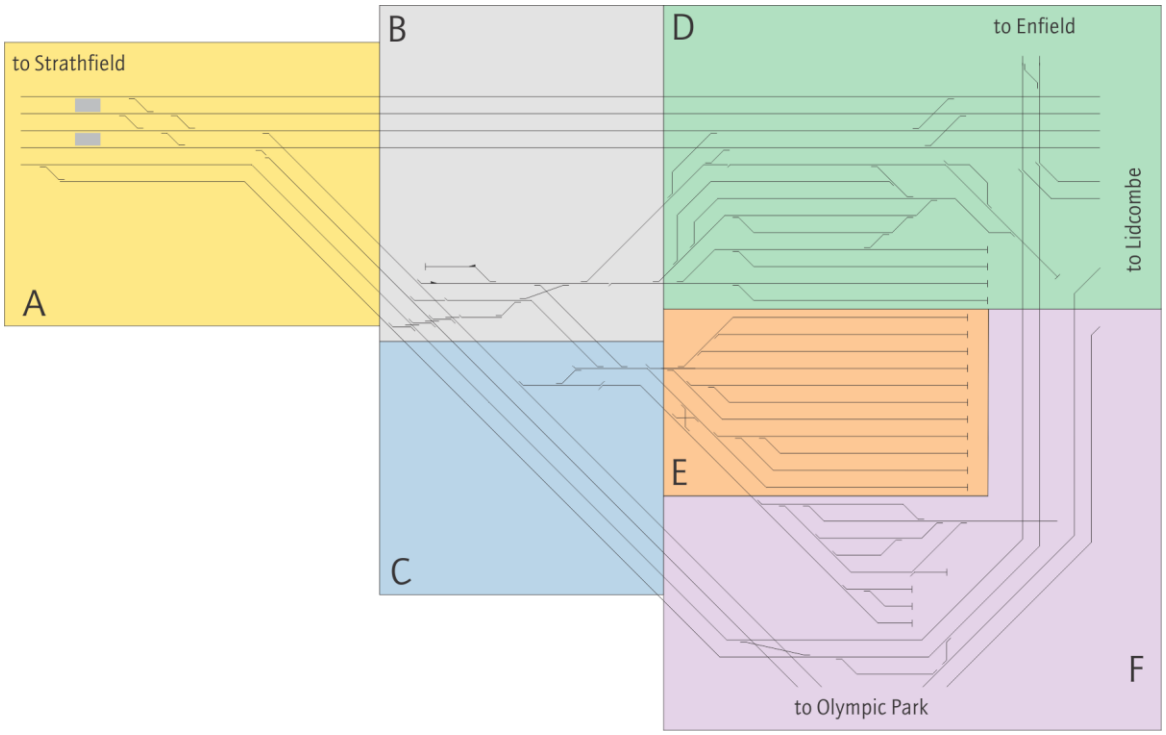
Flemington

Location

Flemington is at 14.243km

Diagrams

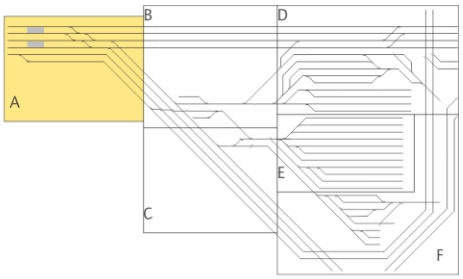


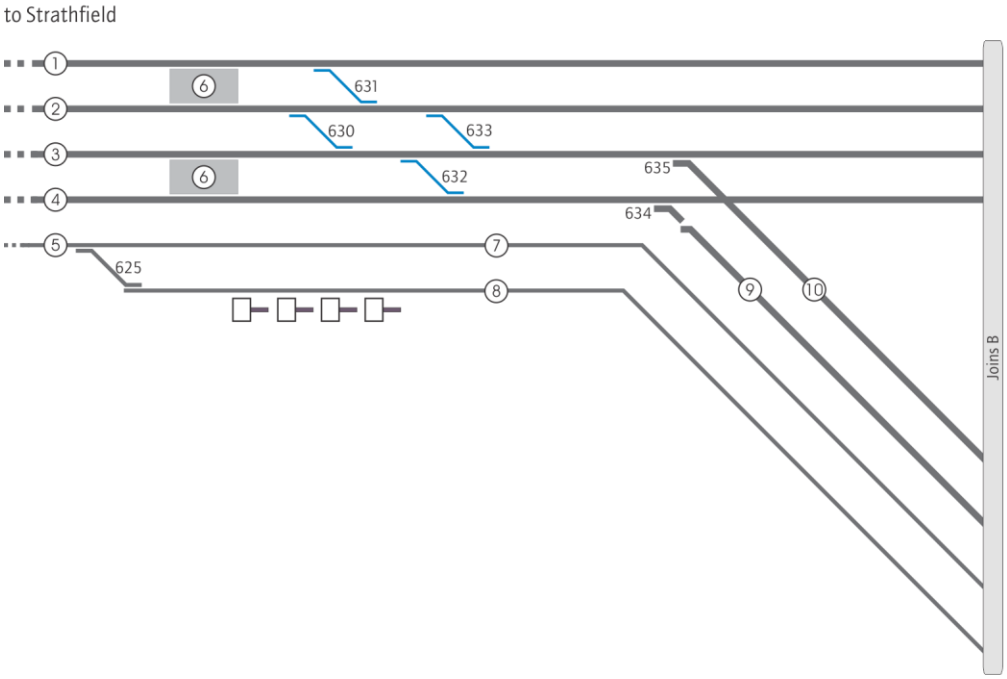
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Network Local Appendices

Flemington

A





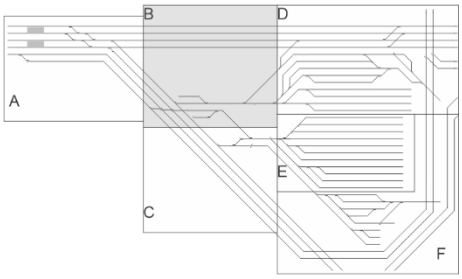
Key					
1.	Down Suburban line	5.	North Strathfield Goods line	9.	Up Homebush Bay East Fork line
2.	Up Suburban line	6.	Flemington	10.	Down Homebush Bay East Fork line
3.	Down Main line	7.	Down Flemington Goods line		
4.	Up Main line	8.	Up Flemington Goods line		

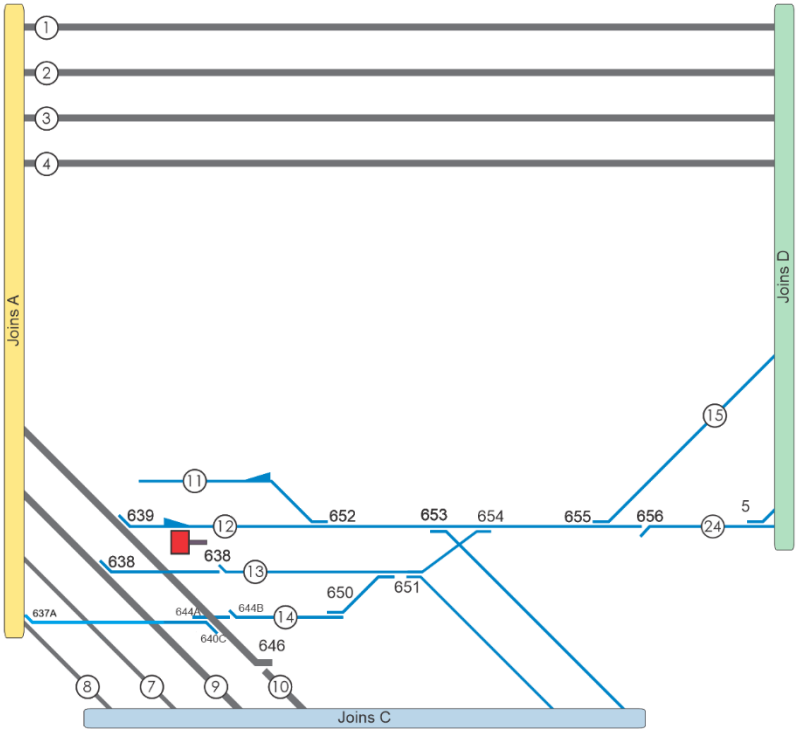
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Network Local Appendices

Flemington

B



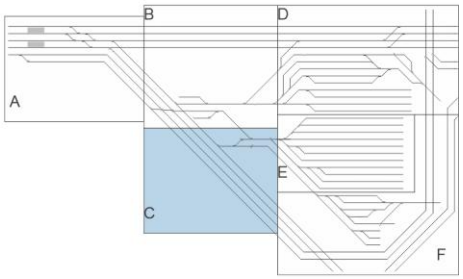


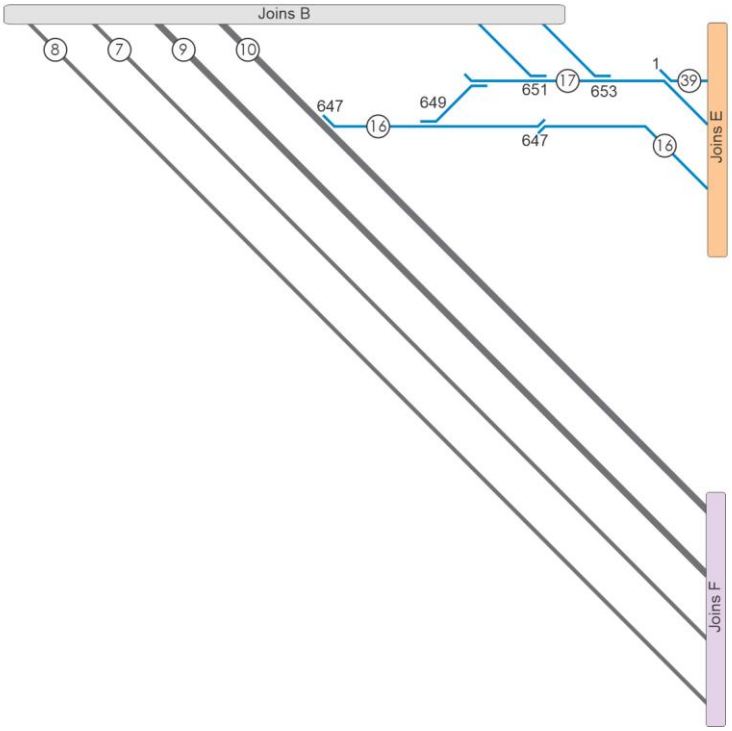
Key	Length in metres are shown for the standing/stabling locations only	
1. Down Suburban line 2. Up Suburban line 3. Down Main line 4. Up Main line 7. Down Flemington Goods line 8. Up Flemington Goods line 9. Up Homebush Bay East Fork line	10. Down Homebush Bay East Fork line 11. Shunting Neck terminations to 652 points, 167m 12. Arrival road 639 points to 654 points. 13. Departure road 638 points to 654 points	14. Transfer road 644 points to 650 points 15. No 25 road 655 points to 33 points, 81m 24. No 18 road 656 points to termination 335m

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Flemington

C



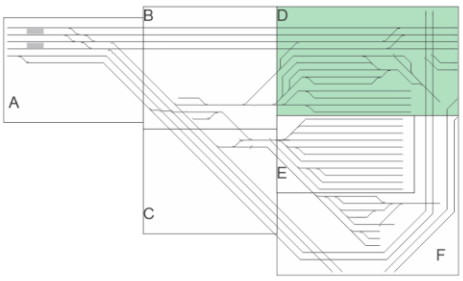


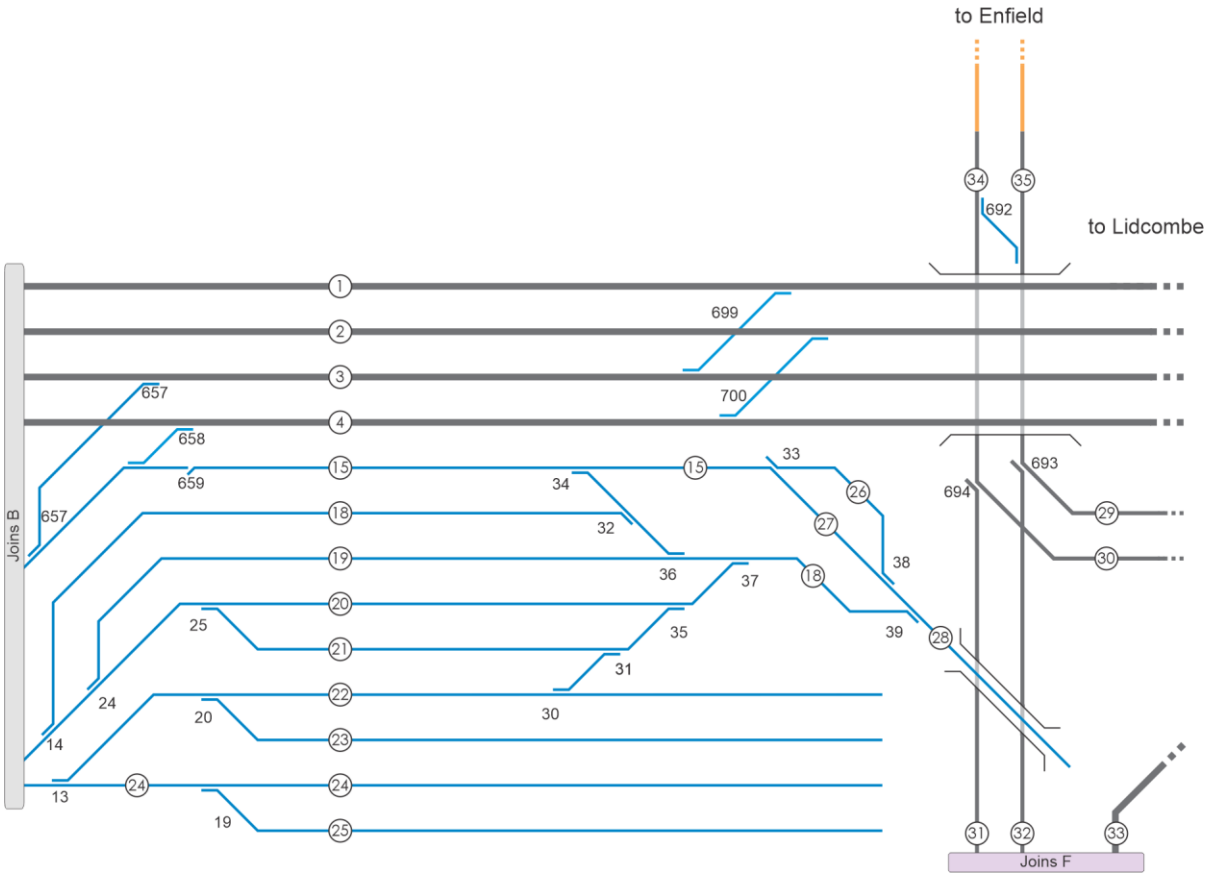
Key		
7. Down Flemington Goods line 8. Up Flemington Goods line 9. Up Homebush Bay East Fork line	10. Down Homebush Bay East fork line 16. Z Fenceline road 647 points to 8 points	17. Humpy road 649 points to 1 points 39. No 13 road 1 points to terminations, 380m

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Flemington

D



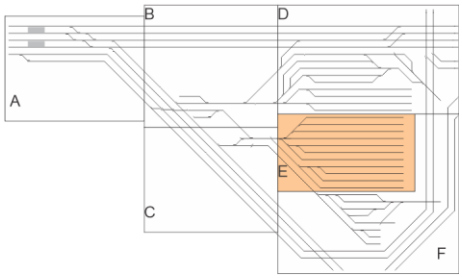


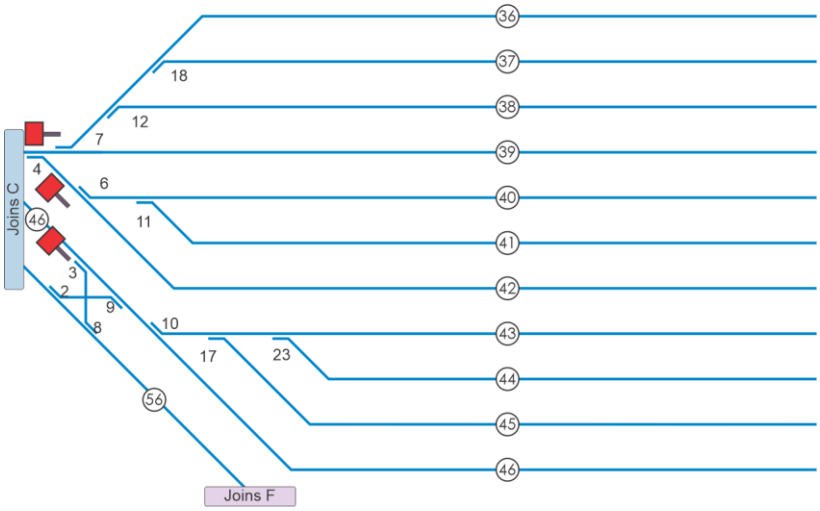
Key	Length in metres are shown for the standing/stabling locations only	
1. Down Suburban line 2. Up Suburban line 3. Down Main line 4. Up Main line 15. No 25 road 655 points to 33 points, 81m 18. No 24 road 656 points to 39 points, 138m 19. No 23 road 24 points to 36 points, 202m 20. No 22 road 5 points to 37 points, 156m	21. No 21 road 25 points to 35 points, 113m 22. No 20 road 13 points to terminations, 359m 23. No 19 road 20 points to terminations, 319m 24. No 18 road 656 points to terminations, 335m 25. No 17 road 19 points to terminations, 335m 26. No 26 Decant road 33 points to 38 points, 140m 27. No 25 Wash road 33 points to 39 points, 178m	28. No 25 Back road 39 points to terminations, 245m 29. Down Enfield West Fork line 30. Up Enfield West Fork line 31. Up Enfield East Fork line 32. Down Enfield East Fork line 33. Down Homebush Bay West Fork line 34. Up Main Goods line (Enfield-Flemington) 35. Down Main Goods line (Enfield-Flemington)

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Flemington

E



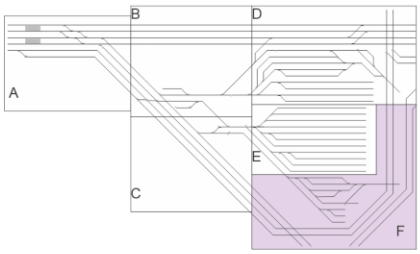


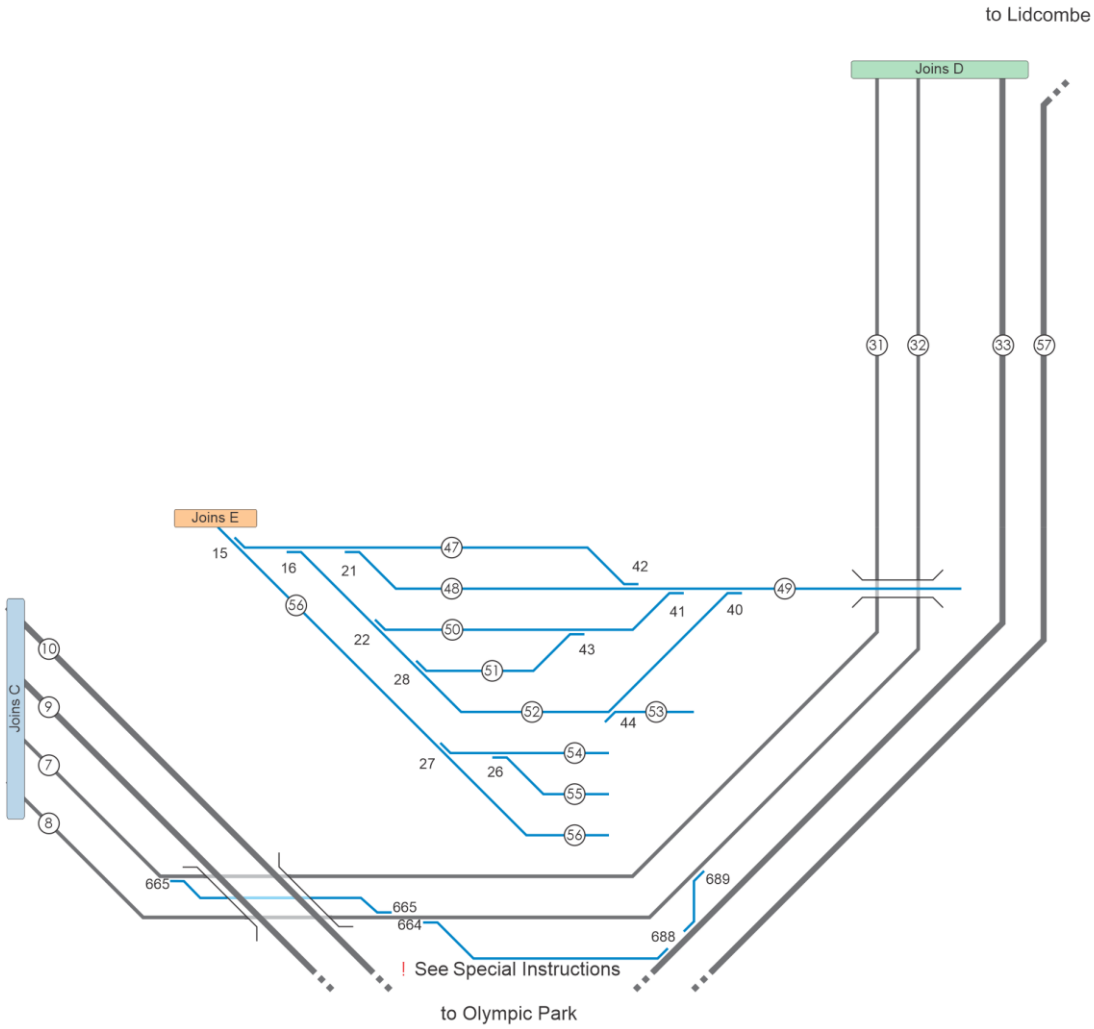
Key	Length in metres are shown for the standing/stabling locations only	
36. No 16 road 18 points to terminations, 318m	40. No 12 road 4 points to terminations, 379m	44. No 7 road 23 points to terminations, 335m
37. No 15 road 12 points to terminations, 330m	41. No 10 road 11 points to terminations, 345m	45. No 6 road 17 points to terminations, 360m
38. No 14 road 7 points to terminations, 341m	42. No 9 road 6 points to terminations, 375m	46. No 5 road 1 points to terminations, 382m
39. No 13 road 1 points to terminations, 380m	43. No 8 road 10 points to terminations, 335m	56. A road 8 points to terminations

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Flemington

F





Key	Length in metres are shown for the standing/stabling locations only	
7. Down Flemington Goods line	47. No 4 road 15 points to 42 points, 250m	52. Loop line 16 points to 40 points, 270m
8. Up Flemington Goods line	48. No 3 road 21 points to 40 points, 250m	53. Inspection Pit road/F siding clear of Loop line to terminations, 60m
9. Up Homebush Bay East Fork line	49. Dead end 40 points to terminations, 157m	54. C road 27 points to terminations, 263m
10. Down Homebush Bay East Fork line	50. No 2 road 22 points to 41 points, 233m	55. B road 26 points to terminations, 263m
31. Up Enfield East Fork line	51. No 1 road 28 points to 43 points, 214m	56. A road 8 points to terminations, 297m
32. Down Enfield East Fork line		57. Up Homebush Bay West Fork line
33. Down Homebush Bay West Fork line		

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Flemington

Network Control

Network Controller ARTC (Junee)

Signaller at Rail Operations Centre (ROC) (Flemington and Lidcombe panels)

Yard Limits

Flemington is within Homebush yard limits.

Refer to NLA 114: Strathfield for Strathfield-Homebush yard limits

Location details

Interlocked points are operated from ROC.

- ! See Special instructions
- 13.917km Up passenger train marker sign on Up Flemington Goods line
- 14.094km Up passenger train marker sign on Up Flemington Goods line
- 14.243km Flemington. Platforms 1 and 2, 3 and 4
- 14.299km Up passenger train marker sign on Up Flemington Goods line
- 14.474km Up passenger train marker sign on Up Flemington Goods line
- 15.049km Up electric train **STOP** sign on No 5 road
- 15.049km Up electric train **STOP** sign on A road
- 15.049km Up electric train **STOP** sign on No 13 road

Level crossings

Nil

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Flemington

Special instructions

Shunting during special events

The passenger train marker signs on the Up Flemington Goods line are uncovered during special events. They enable storage of up to four 8-car passenger trains on the line.

When storage of more than one train is required, a Qualified Worker, acting under the direction of the Signaller at Strathfield, must direct shunting movements.

Overhead power supply isolating switches

An Electrical Representative must be present to remove or restore the 1500V supply to No 1, No 2, No 3, No 4, No 8, A, B or C roads.

Passing Signals ST278 and ST280 at Stop

Prior to authorising signals ST278 or ST280 to be passed at Stop, the Area Controller Flemington panel must tell the Network Controller about the proposed movement and compile a NRF 012 Unsignalled Movement checklist form. When compiling this form, the movement beyond a starting or home/starting signal on a bi-directional line, but not beyond the yard limits in section two should be selected.

664 and 688 Crossover

The track/crossover between 664 points and 688 points is referred to as “Flemington Goods Connection” for the purposes of Safe Work Planning.

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Sydney Trains – ARTC interface arrangements

Sydney Trains – ARTC interface boundaries

Line	*Limits*	*Network Controller/Signaller*	*Network Rules*
Up Goods	Enfield side of: ED 18.8 signal	ARTC Junee	ARTC
	Flemington side of ED 18.8 signal	ROC (Lidcombe panel)	Sydney Trains
Down Goods	Enfield side of ST 369 SJD	ARTC Junee	ARTC
	Flemington side of ST 369 SJD	ROC (Lidcombe panel)	Sydney Trains

Work on Track

Where any work on track activity within the Sydney Trains network requires protection from the adjacent network owner, the ARTC Network Controller, Signaller ROC (Lidcombe panel) and the Protection Officer must establish a conference call to agree upon:

- affected rail traffic movements
- location of work
- required protection arrangements
- duration of work

Where work on track will be conducted and the work extends into an ARTC controlled area, or work on track will require protection to be provided by the ARTC Network Controller, the following instructions will apply:

Lookout Working

Lookout working must not be implemented in the ARTC Network or shared corridor:

- during darkness
- if visibility does not allow clear sighting of rail traffic (terrain, fog, heavy rain or dust may restrict visibility)
- for a period longer than 2 hours, (If access is required for longer than two hours, a new request must be made).
- if the work involves more than eight workers including lookouts

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Absolute Signal Blocking

When requesting Absolute Signal Blocking (ASB) within the shared corridor, as a minimum the worksite must be protected by:

- two consecutive controlled absolute signals kept at STOP with blocking facilities applied, or
- one controlled absolute signal kept at STOP with blocking facilities applied, and:
  - removing an ESML/EOL key, or
  - securing points to prevent access, or
  - there being an easily-reached safe place available and a Lookout provided.

When requesting ASB, the Protection Officer must identify the line and define the worksite location as being:

- from one signal to another signal, or
- a signal and the end of a terminal line.

Signals must be identified by their numbers.

Protection Officers must use a NRF 015C form to record details of Absolute Signal Blocking issued by ARTC Network Controller



Note

An ASB protection number is not required for ASB issued by the ARTC Network Controller.

Down Goods

The ARTC Network Controller at Junee is responsible for implementing ASB when a worksite is established on the Down Goods line between ED265 D or ED267 NF signal and ST 369.

The Signaller ROC (Lidcombe panel) is responsible for implementing ASB when a worksite is established on the Down Goods line on the Flemington side of ST 369 signal.

Where it is necessary for additional protection to be provided for an ASB protected by ST 369 signal, the Signaller ROC (Lidcombe panel) must ask the ARTC Network Controller at Junee to place ED265 D signal and ED 267 NF signal to Stop and apply blocking facilities.

Up Goods

The Signaller ROC (Lidcombe panel) is responsible for implementing ASB when a worksite is established on the Up Goods line between ST 372, ST370 or ST 378 signal and ED272 signal.

Track occupancy Authority (TOA)

Down Goods

The ARTC Network Controller at Junee is responsible for implementing a TOA on the Down Goods line between ED265 D or ED267 NF signal and ST 369.

If the TOA will extend beyond ST 369 Signal a separate TOA must be issued by Signaller ROC (Lidcombe panel) for the portion of track beyond ST 369 Signal.

Up Goods

The Signaller ROC (Lidcombe panel) is responsible for implementing TOA on the Up Goods between ST 372, ST 370 or ST378 signal and ED 272 Signal.

If the TOA limits extend beyond ED 18.8 signal, the Signaller ROC (Lidcombe panel) and ARTC Network Controller Junee must confer. A copy of the NRF 002 TOA form must be transmitted to the ARTC Network Controller at Junee.

If the TOA will extend beyond ED 272 Signal, a separate TOA must be issued by the ARTC Network Controller at Junee for the portion of track beyond ED 272 Signal.

Track Work Authorities (TWA)

Down Goods

The ARTC Network Controller at Junee is responsible for implementing a TWA when a worksite is established on the Down Goods line between ED265 D or ED267 NF signal and ST 369.

Up Goods

The Signaller ROC (Lidcombe panel) is responsible for managing a TWA when a worksite is established on the Up Goods between ST 372, ST 370 or ST378 signal and ED 272 Signal.

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Flemington

Local Possession Authorities

ARTC only LPA

Line	*Limits*
Up Goods	Enfield side ED 18.8
Down Goods	Enfield side of ST 369 SJD

Unless signal ED18.8 has been booked out of use for the duration of the LPA, the ARTC Network Controller must request the Signaller (Lidcombe panel) to protect the possession limit by placing ST 372, ST 370 and ST378 at Stop and apply blocking facilities.

Sydney Trains only LPA

Line	*Limits*
Up Goods	Sydney side ED 18.8
Down Goods	Sydney side of ST 369 SJD

Sydney Trains – ARTC back to back possession

Line	*Limits*
Up Goods	ED 18.8
Down Goods	ST 369 SJD

Where a back to back Possession is implemented, the following instructions will apply:

- Worksites and rail vehicles that need to move from Sydney Trains territory to ARTC territory are authorised and supervised by the ARTC Possession Protection Officer.
- Worksites and rail vehicles that need to move from ARTC territory to Sydney Trains territory are authorised and supervised by the Sydney Trains Possession Protection Officer.

Where work is being undertaken at or over the interface boundary the following will apply:

- The ARTC Possession Protection Officer and the Sydney Trains Possession Protection Officer must confer and come to a clear understanding of the worksite protection to be established over the ARTC and Sydney Trains interface boundary.

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- When the work at or over the interface boundary is completed, the ARTC Possession Protection Officer and Sydney Trains Possession Protection Officer must ensure that possession protection is established as prescribed in the relevant network rules.

Note

ARTC will:

- advertise Local Possession Authorities (LPAs) in a Train Alteration Advice (TAA)
- record Network Incident Notices (NINs) on a Train Control Report (TCR)

Removal of 1500v Overhead supply

When 1500 V Overhead supply is removed in accordance with NPR 705 or NPR 715, the ARTC Network Controller at Junee will record details using FM-0606 Advice 1500 Volt Supply Removed form.

Use of Forms

Where it is necessary to compile Safeworking forms associated with work on track, train operations or infrastructure maintenance, the following instructions will apply:

Activity	*Form*
Worksite Protection or Proceed Authority issued by ARTC Network Controller Junee See NOTE	ARTC form
Worksite Protection or Proceed Authority issued by Signaller ROC (Lidcombe panel)	Sydney Trains form
Infrastructure maintained by ARTC	ARTC form
Infrastructure maintained by Sydney Trains	Sydney Trains form

Note

Protection Officers must use a NRF 015C form to record details of Absolute Signal Blocking issued by the ARTC Network Controller

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Related documents

NLA 110 Central–Lidcombe

NLA 114 Strathfield

NLA 118 Olympic Park

NLA 120 Lidcombe

NLA 300 Strathfield–Hornsby

NLA 500 Lidcombe–Campbelltown

Effective date

2 November 2026

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