

Lidcombe – Campbelltown

Network Control

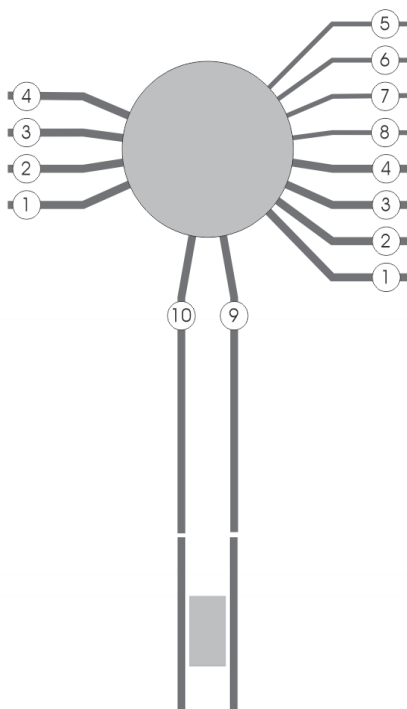
Signallers at Rail Operations Centre (ROC) and Campbelltown.

Systems of Safeworking

The Main South lines between Lidcombe and Campbelltown are Rail Vehicle Detection (RVD) territory. They include the sections:

Lidcombe–Sefton Park Junction	RVD double-line
Sefton Park Junction– Cabramatta	RVD double-line
Cabramatta–Liverpool	RVD double-line
Liverpool–Glenfield	RVD double-line
Glenfield–Ingleburn	RVD multiple-line
Ingleburn–Minto	RVD double-line
Minto–Campbelltown	RVD double-line

Diagram



Location details

Lidcombe 16.337km (NLA 120)

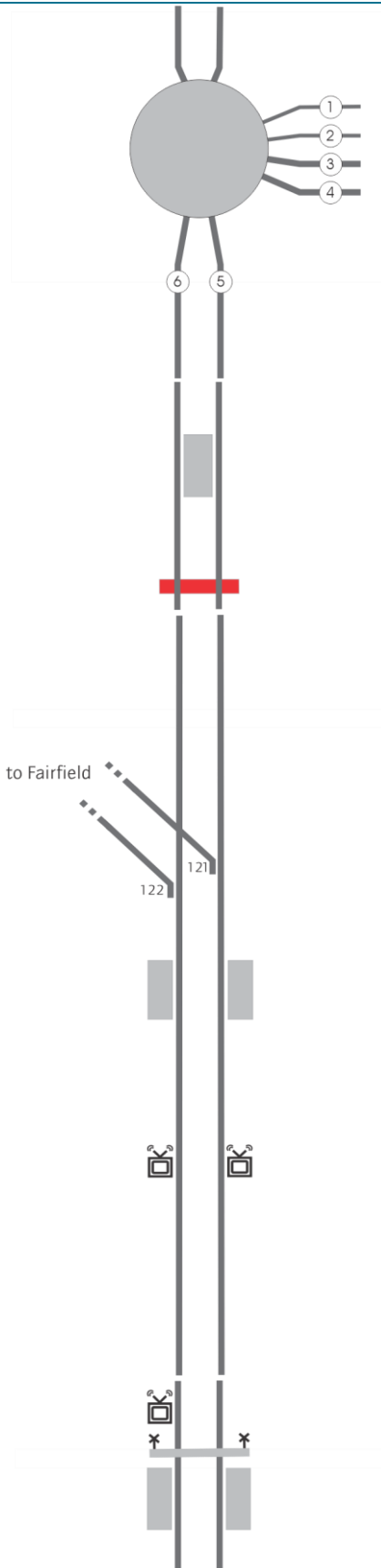


- ① Down Suburban line (Lidcombe–Penrith)
- ② Up Suburban line (Lidcombe–Penrith)
- ③ Down Main line (Lidcombe–Penrith)
- ④ Up Main line (Lidcombe–Penrith)
- ⑤ Up Homebush Bay West Fork line (Flemington)
- ⑥ Down Homebush Bay West Fork line (Flemington)
- ⑦ Up Enfield West Fork line (Flemington)
- ⑧ Down Enfield West Fork line (Flemington)
- ⑨ Down Main South line
- ⑩ Up Main South line

■ 18.276km Berala. Platform 1 and 2

Lidcombe-Campbelltown

Diagram



Location details

Sefton Park Junction 19.774km (NLA 502)



- ① Up Goods line (Enfield–Sefton Park Junction)
- ② Down Goods line (Enfield–Sefton Park Junction)
- ③ Up Bankstown line (Sydenham–Sefton Park Junction)
- ④ Down Bankstown line (Sydenham–Sefton Park Junction)
- ⑤ Down Main South line
- ⑥ Up Main South line

■ 25.820km Carramar. Platform 1 and 2

■ 27.179km Network Access Pad

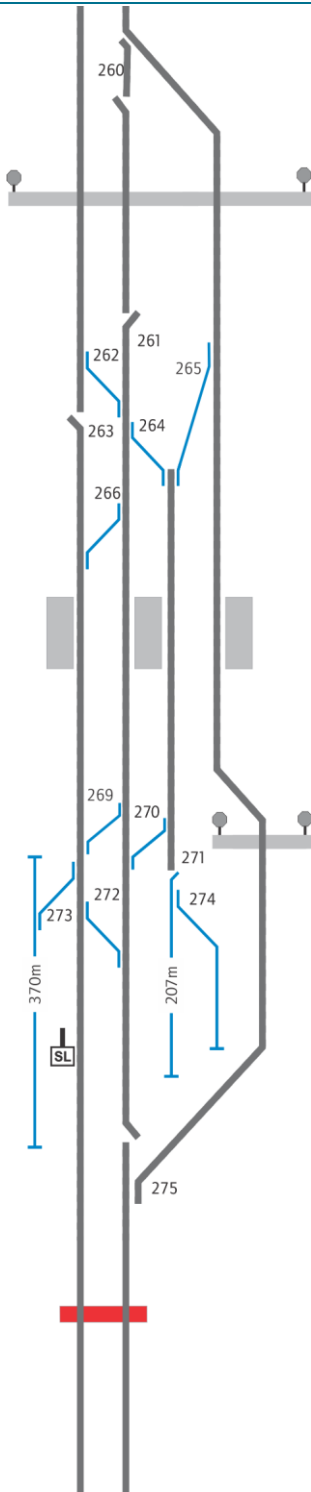
Cabramatta 31.918km



- ! Controlled from ROC
- YL 31.087km Down Old South Main line Down signal S19.3
- EYL 31.306km Up Old South Main line Up signal S19.4
- 👉 NOTE: Kilometrages shown for the Old South Main line are via Granville
- EYL 26.915km Up Main South line Up signal SP27.4
- YL 27.526km Down Main South line Down signal LC17.1
- 121 Down Old South Main line to Down Main South line
- 122 Up Main South line to Up Old South Main line
- 31.918km Cabramatta. Platforms 1, 2
- EYL 32.108km Down Main South line Down signal S19.9
- YL 32.452km Up Main South line Up signal S20.2
- 📦 33.664km Brake and Bearing Temperature System (BBT), Up and Down Main South lines
- 📦 33.721km Pantograph Condition Monitoring System (PCMS), Up Main South line
- ! See Special instructions
- ⚡ 33.963km Network Access Crossing
- 34.008km Warwick Farm. Platforms 1, 2

Lidcombe-Campbelltown

Diagram



Location details

Liverpool 35.568km

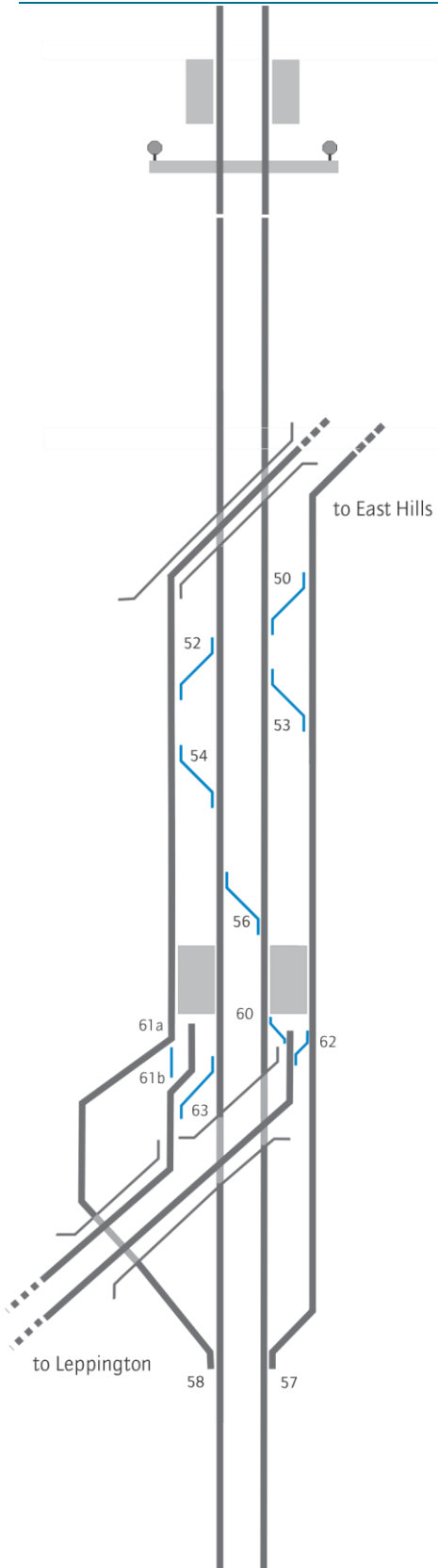


- WARNING:** This location has narrow track clearances
- Controlled from ROC
- 33.413km Down signal LL199
- 34.425km Up signal S21.6
- 260 Down Main South line to Transit Road (Catch points 261 are usually CLOSED)
- 35.020km Network Access road
Catch points 263 are usually CLOSED
- 35.249km Up SHUNT LIMIT sign on Down Main South line
- 265 Down Main South line to No 3 Platform road
- 262 Transit road to Up Main South line
- 264 Transit road to No 3 Platform road
- 266 Transit road to Up Main South line
- 35.568km Liverpool. Platforms 1, 2, 3 and 4
- 269 Transit road to Up Main South line
- 270 Number 3 Platform road to Transit road
- 35.925km Network Access road
- 271 Number 3 Platform road to Down Storage siding No 1
- 273 Up Storage siding to Up Main South line
- 274 Number 3 Platform road to Down Storage Siding No 2
- 272 Transit road to Up Main South line
- 275 Down Main South line to Down Main South line
- 36.166km Down SHUNT LIMIT sign on Up Main South line
- 36.490km Network Access Pad
- 36.764km Up signal LL234
- 37.019km Down signal 23.1

Lidcombe-Campbelltown

Diagram

Location details



- 38.670km Casula. Platforms 1, 2
- 38.850km Network Access Road

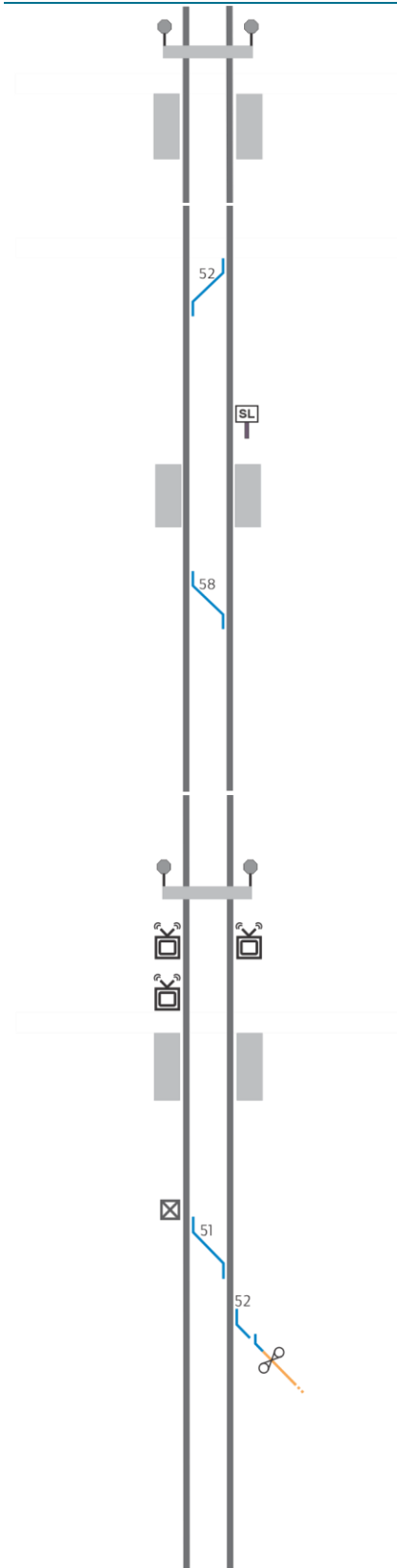
Glenfield 41.840km



- ! Controlled from ROC
- ! Special instructions
- ⊥ 40.372km Down Main line Down signal GD3
- ⊥ 31.849km Up East Hills line Up signal EH19.80
- ⊥ 31.485km Down East Hills line Down signal GD1
- ⊥ 40.803km Up Main South line Up signal 25.4
- 52 Up Main South line to Up East Hills line
- 50 Down East Hills line to Down Main South line
- 53 Down Main South line to Down East Hills line
- 54 Up East Hills line to Up Main South line
- 56 Up Main South line to Down Main South line
- 41.840km Glenfield. Platforms 1 and 2, 3 and 4
- 60 Down Main South line to Down Leppington Main line
- 61a Up Leppington Main line to Up East Hills line
- 61b Up Leppington Main line to Up Run Off
- 62 Down East Hills line to Down Leppington Main line
- 63 Up Leppington Main line to Up Main South line
- 57 Down Main South line to Down East Hills line
- 58 Up Main South line to Up East Hills line
- ⊥ 43.014km Down Main South line Down signal 26.7
- ⊥ 43.703km Up Main South line Up signal GD40
- ⊥ 42.555km Down Leppington Main line Down signal GD42.5
- ⊥ 42.650km Up Leppington Main line Up signal GD42

Lidcombe-Campbelltown

Diagram



Location details

- 42.900km Network Access Road
- 43.721km Macquarie Fields. Platforms 1, 2

Ingleburn 45.574km

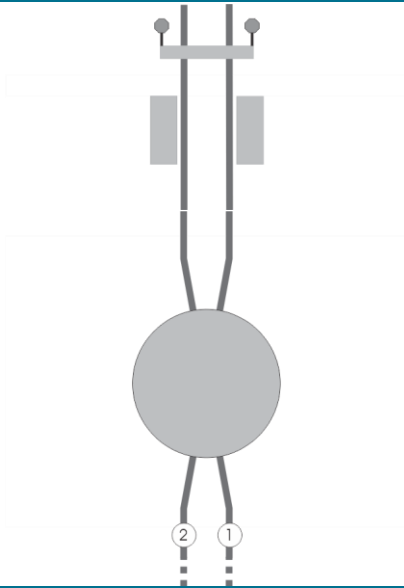
- Controlled from ROC
- 44.600km Up Main South line Up signal 27.6
- 44.838km Down Main South line Down signal IN3
- 52 Down Main South line to Up Main South line
- 45.571km Up SHUNT LIMIT sign on Down Main South line
- 45.574km Ingleburn. Platforms 1, 2
- 58 Down Main South line to Up Main South line
- 47.088km Down Main South line Down signal 29.3
- 47.760km Up Main South line Up signal IN24

Minto 49.590km



- Controlled from Campbelltown
- 48.678km Network Access Road
- 48.886km Down signal MO1
- 49.166km Brake and Bearing Temperature System (BBT), Up and Down Main South lines
- 49.180km Wheel Impact Load Detector (WILD), Weighbridge (WB), Up Main South line
- 49.578km Up signal 30.8
- 49.590km Minto. Platforms 1, 2
- 49.863km Traffic hut
- 51 Down Main South line to Up Main South line
- 52 Down Main South line to Intermodal siding
- 50.586km Up signal MO8
- 51.045km Down signal 31.7

Lidcombe-Campbelltown

Diagram



Location details

-  52.245km Network Access Road
-  52.550km Leumeah. Platforms 1, 2

Campbelltown 54.580km (NLA 504)



- ① Down Main South line (to Moss Vale)
- ② Up Main South line (to Moss Vale)

Special instructions

Private sidings

The siding owners control rail traffic movements in the Intermodal siding.

Glenfield

Emergency Operation of Points

Keyless type EOLs are provided for emergency control of points at Glenfield Junction. Operation of the EOL push buttons will move all ends of the corresponding points to the desired position. When using the EOL care must be taken to ensure that all ends of the points have operated correctly and the points are clipped and locked before any train is permitted to pass over them.

Emergency Working Override

An Override Switch Box is provided at Glenfield in the event of a loss of control of the Glenfield Junction interlocking from the Rail Operations Centre (ROC).

When Override is enabled, all non-through routes will cancel. Through signal routes will set if not already set and auto-reclear after the passage of each train.

The mode of operation of Glenfield Junction Override is selected by using the three position switch (AUTO/OFF/FORCED) located in a stainless steel box, XL locked, on the outside wall of location GD16.

OFF: Emergency override is disabled.

AUTO: When selected emergency override will be enabled when communication with the control system is lost for 180 seconds.

FORCED: When selected emergency override will be enabled.



Note

AUTO and FORCED modes are disconnected and booked out of use until further notice.

Override switch and set indications are provided inside the override box at GD16 location. Override switch indication is provided on the ATRICS at ROC.

Establishing worksites using Wireless Automatic Track Warning System (ATWS) as a safety measure

The following locations may establish a worksite inside yard limits using Lookout Working with wireless ATWS as a safety measure.

Protection Officers must:

- Be inducted into the ATWS area implementation and management plan,
- Establish worksites in accordance with the protection arrangements and details for each location set below.

Warwick Farm

Routine Network Maintenance Worksite Protection Plan: CMO14BWS 10047

Worksite location: Up and Down Main South lines between
33.618 KM to 33.737 KM

Sensor 1 location: Down Main South line at 32.768 KM

Sensor 2 location: Up Main South line at 34.312 KM

Cabramatta

Routine Network Maintenance Worksite Protection Plan: SW10BWS 14986

Worksite location: Down Main South line and Down Old Main South line between
28.048 KM to 32.100 KM

Sensor 1 location: Down Main South line at 27.232 KM

Sensor 2 location: Down Old South line at 31.160 KM

Glenfield

Routine Network Maintenance Worksite Protection Plan: SW11BWS 10081

Worksite location: Down East Hills line between
31.485 KM to 41.082 KM

Sensor 1 location: Down East Hills line at 30.113 KM

Lidcombe-Campbelltown

South Sydney Freight Line (SSFL) Shared corridor

South Sydney Freight Line (SSFL)

When work on track will be performed on the SSFL, or work on an adjacent Sydney Trains track will require protection on the SSFL, protection on the SSFL must be implemented by the ARTC Network Controller at Junee using the ARTC Network Rules.

SSFL Shared Corridor

<i>Location</i>	<i>Line</i>	<i>Limits</i>
Macarthur	Down Main	Sydney side of GE23 signal
	Up Main	Sydney side of GE34 signal
Glenfield	Down East Hills	Sydney side of GD 1 signal
	Up East Hills	Sydney side of EH 19.8 signal
Cabramatta	Down Old South	Sydney side of S 19 .3 signal
	Up Old South	Sydney side of S 19 .4 signal
Sefton	Down Main	Country Side of SP 33 signal
	Up Main	Sydney side of S 38 signal
	Down West fork	Country side of SP 7 signal
	Up West fork	Sydney side of SP 38 signal
	Down East fork	Sydney side of SP 14 signal
	Up East fork	Sydney side of SP 12 Signal

Entry to the SSFL Shared Corridor

Sydney Trains employees or contractors must contact the ARTC Network Controller at Junee prior to entering the Rail Corridor immediately adjacent to the ARTC track within the SSFL area.

Where work on track will be performed in the SSFL shared corridor, the following additional requirements for worksite protection will apply.

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, Sydney Trains Signaller for the area concerned 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

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.

Lidcombe-Campbelltown

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.

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:

<i>Activity</i>	<i>Form</i>
Worksite Protection or Proceed Authority issued by ARTC Network Controller June See NOTE	ARTC form
Worksite Protection or Proceed Authority issued by Signaller Campbelltown	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 ARTC Network Controller.

Lidcombe-Campbelltown

Related documents

NLA 110	<i>Central–Lidcombe</i>
NLA 120	<i>Lidcombe</i>
NLA 200	<i>Lidcombe–Penrith</i>
NLA 502	<i>Sefton Park Junction</i>
NLA 504	<i>Campbelltown</i>
NLA 506	<i>Granville–Cabramatta</i>
NLA 508	<i>Sydenham–Sefton Park Junction</i>
NLA 510	<i>Sydenham–Glenfield</i>
NLA 512	<i>Glenfield – Leppington</i>
NLA 514	<i>Leppington</i>

Effective date

20 February 2025