

Sydenham – Sefton Park Junction

Network Control

Network Controller at ARTC (Junee)

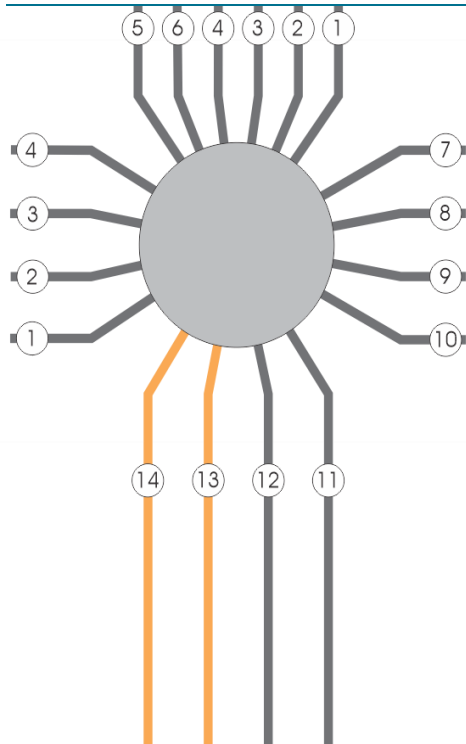
Signaller at Rail Operations Centre (ROC)

Systems of Safeworking

The lines between Sydenham and Sefton Park Junction are Rail Vehicle Detection (RVD) territory. They include the sections:

- Sydenham — Campsie (Bankstown line)
- Campsie — Bankstown (Bankstown line)
- Bankstown — Sefton Park Junction (Bankstown line)
- Wardell Road — Sefton Park Junction (Goods line)

Diagram



Location details

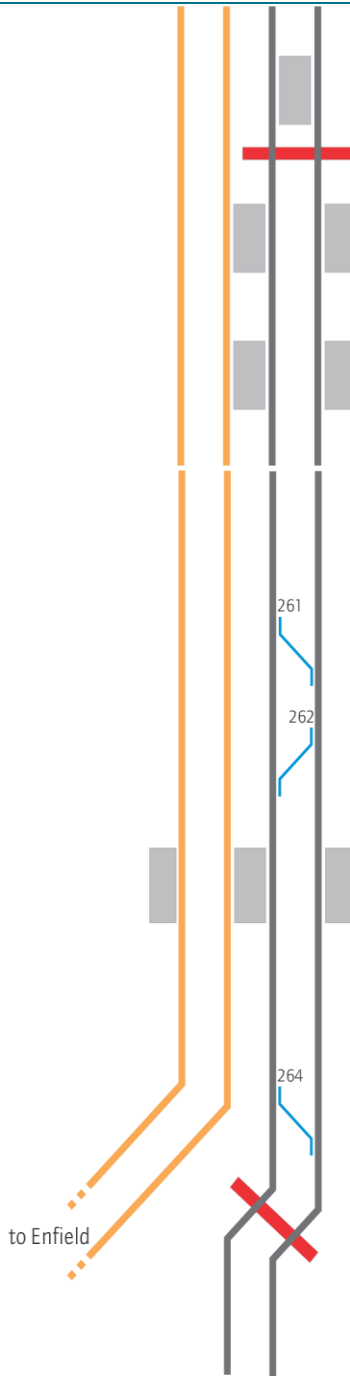
Sydenham 5.228km (NLA 402)



- ① Up Illawarra Local line (Central–Sutherland)
- ② Down Illawarra Local line (Central–Sutherland)
- ③ Up Illawarra line (Central–Sutherland)
- ④ Down Illawarra line (Central–Sutherland)
- ⑤ Up Airport line (Central–Sydenham)
- ⑥ Down Airport line (Central–Sydenham)
- ⑦ Down Main line (Sydenham–Glenfield)
- ⑧ Down Local line (Sydenham–Glenfield)
- ⑨ Up Local line (Sydenham–Glenfield)
- ⑩ Up Main line (Sydenham–Glenfield)
- ⑪ Down Bankstown line
- ⑫ Up Bankstown line
- ⑬ Down Goods line
- ⑭ Up Goods line








Sydenham-Sefton Park Junction

Diagram
















Location details

Wardell Road (Goods) 7.208km

-  Goods line controlled from ARTC TC at Junee
-  7.034km Down Goods line: Down signal G7.1G
-  7.208km Up Goods line: Up signal CR720G
-  7.785km Dulwich Hill. Platform 1 and 2
-  8.285km Network Access Hi Rail pad
-  8.720km Hurlstone Park. Platforms 1, 2
-  10.080km Canterbury. Platforms 1, 2

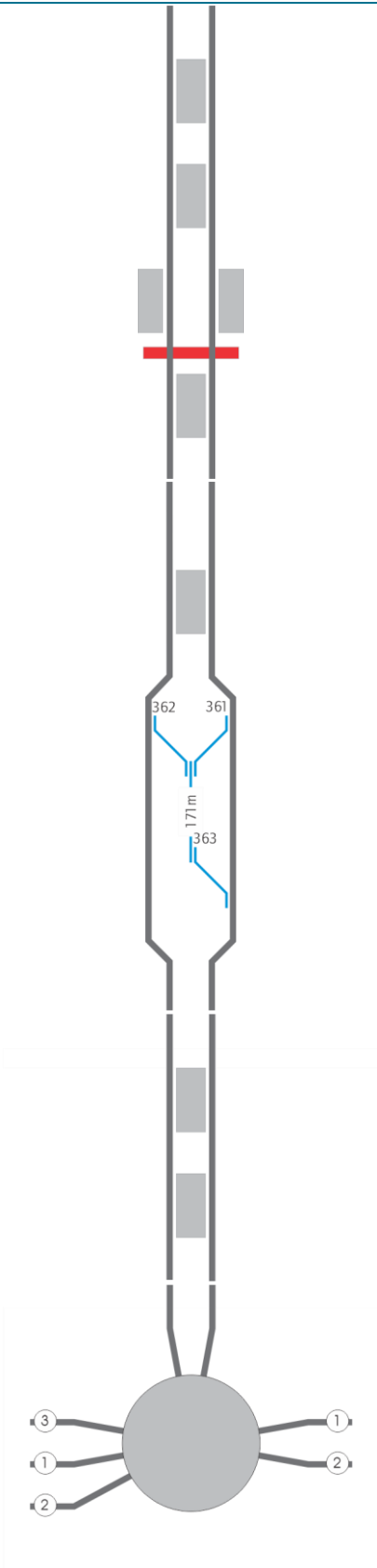
Campsie 11.610km

-  Controlled from ROC
-  Goods line controlled from ARTC TC at Junee
-  10.682km Down Bankstown line: Down signal SM201B
-  11.078km Up Bankstown line: Up signal SM204B
-  261 Up Bankstown line to Down Bankstown line. Spiked, Clipped, XL locked in the normal position. Manual operation levers will be secured with a bespoke lock.
-  262 Down Bankstown line to Up Bankstown line. Spiked, Clipped, XL locked in the normal position. Manual operation levers will be secured with a bespoke lock.
-  11.610km Campsie. Platforms 1, 2
-  264 Up Bankstown line to Down Bankstown line. Spiked, Clipped, XL locked in the normal position. Manual operation levers will be secured with a bespoke lock.
-  12.400km Network Access Hi Rail Pad
-  12.793km Up Goods line: Up signal G12.8
-  12.737km Down Goods line: Down signal ED101D
-  12.767km Down Bankstown line: Down signal SM227
-  13.162km Up Bankstown line: Up signal SM228B

Sydenham-Sefton Park Junction

Diagram

Location details



- 13.170km Belmore. Platform 1 and 2
- 14.393km Lakemba. Platform 1 and 2
- 15.267km Wiley Park. Platforms 1, 2
- 16.100km Network Access Hi Rail pad
- 16.356km Punchbowl. Platform 1 and 2

Bankstown 18.650km



- ! Controlled from ROC
- Y L 17.793km Down signal SM331
- E Y L 18.170km Up signal SM332
- 18.650km Bankstown. Platform 1 and 2
- ! See Special instructions
- 361 Down Bankstown line to Loop line
- 362 Up Bankstown line to Loop line
- 363 Loop line to Down Bankstown line
- E Y L 19.709km Down signal SM371
- Y L 19.763km Up signal SM372

- 20.556km Yagoona. Platform 1 and 2
- 22.106km Birrong. Platform 1 and 2

Sefton Park Junction 19.774km (NLA 502)



- ① Down Main South line (Lidcombe–Campbelltown)
- ② Up Main South line (Lidcombe–Campbelltown)
- ③ Goods line (ARTC Enfield West–Sefton Park Junction)

Sydenham-Sefton Park Junction

Special instructions

Bankstown Loop line

Vehicles must not be stabled on the Loop line.

If trains are amalgamated or divided on the Loop line, approaching rail traffic on the Down and Up Bankstown lines must:

- be stopped at the home signals for points 361 or points 362, and
- be warned that the Loop line is being shunted, and
- proceed at caution.

Metropolitan Freight Network (MFN) Shared corridor

Metropolitan Freight Network (MFN)

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

<i>Location</i>	<i>Line</i>	<i>Limits</i>
Campsie	Up Bankstown	Sydney side of SM 224B signal
	Down Bankstown	Sydney side of SM 219B signal
Marrickville	Up Bankstown	Country side of SM 678 signal
	Down Bankstown	Country side of SM 155B signal

Entry to the MFN 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 MFN area.

Where work on track will be performed within the MFN shared corridor, the following additional requirements for worksite protection will apply:

Sydenham-Sefton Park Junction

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.

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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 Junee 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.

Recognition of RISI and Railway Safety Worker Competencies.

Where work or activities occur within the shared corridor require RISI or a RSW competency, mutual recognition of RISI and RSW or RIW cards will apply.

Recognition of RISI and RSW competencies are detailed in the table below.

Sydenham-Sefton Park Junction

Workers	RISI	RSW Competency
ARTC Employees	RIW card	RIW card
Contractors engaged by ARTC	RIW card	RIW card
Sydney Trains Employees	RIW card or RSW issued by TfNSW	RSW issued by TfNSW
Contractors engaged by Sydney Trains	RIW card	RIW card

Related documents

- NLA 108 Central–Sydenham (via Green Square)*
- NLA 400 Central–Sutherland*
- NLA 402 Sydenham*
- NLA 500 Lidcombe–Campbelltown*
- NLA 502 Sefton Park Junction*
- NLA 510 Sydenham–Glenfield*

Effective date

10 January 2022