

Lidcombe–Campbelltown

Network Control

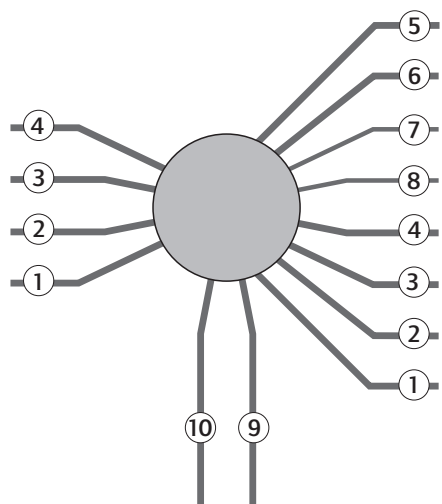
Signallers at Homebush Control Centre, Sydenham and Campbelltown

Systems of Safeworking

The Main South line between Lidcombe and Campbelltown is Rail Vehicle Detection (RVD) territory. It includes 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

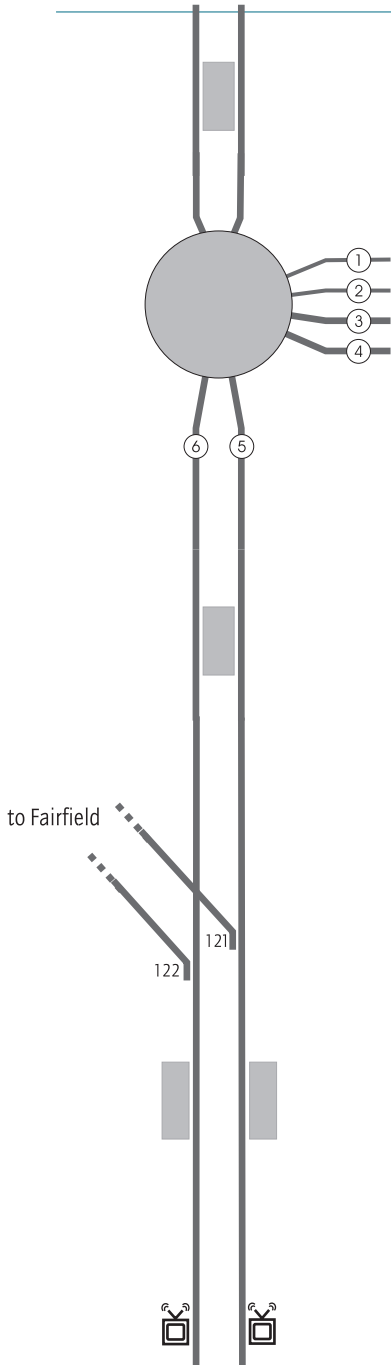
Lidcombe 16.337km (NLA 120)



- 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

Lidcombe–Campbelltown

Diagram



Location details

■ 18.276km Berala. Platform 1 and 2

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

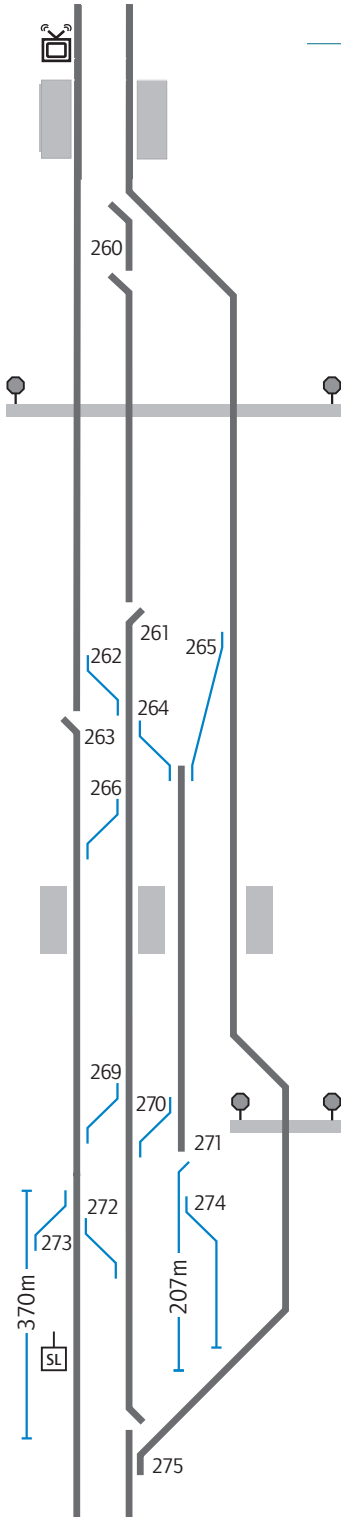
■ 25.820km Carramar. Platform 1 and 2

Cabramatta 31.918km



- ! Controlled from Sydenham
- 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 Bearing & Brake Temperature System reports to Sydenham Signal Box

Lidcombe–Campbelltown



Location details

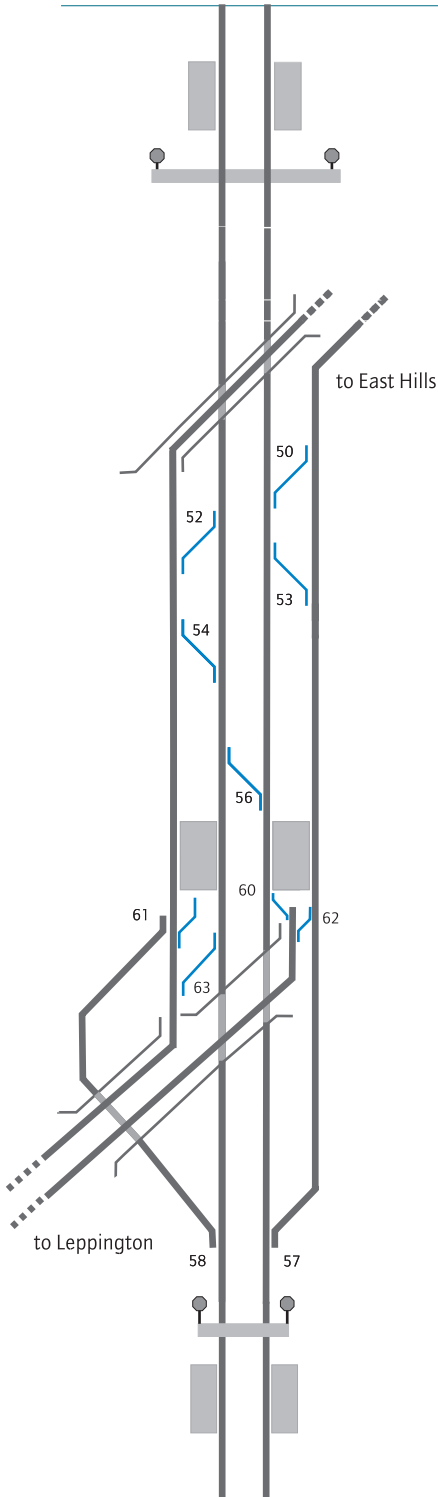
- 33.787km Pantograph Condition Monitoring System reports to Mechanical Controller at RMC
- See Special instructions
- 34.008km Warwick Farm. Platforms 1, 2

Liverpool 35.568km

- WARNING: This location has narrow track clearances
- Controlled from Sydenham
- 33.413km Down signal LL199
- 34.425km Up signal S21.6
- 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
- Down Main South line to No 3 Platform road
- Transit road to Up Main South line
- Transit road to No 3 Platform road
- Transit road to Up Main South line
- 35.568km Liverpool. Platforms 1, 2, 3 and 4
- Transit road to Up Main South line
- Number 3 Platform road to Transit road
- 35.925km Network Access road
- Number 3 Platform road to Down Storage siding No 1
- Up Storage siding to Up Main South line
- Number 3 Platform road to Down Storage Siding No 2
- Transit road to Up Main South line
- Down Main South line to Down Main South line
- 36.166km Down SHUNT LIMIT sign on Up Main South line
- 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

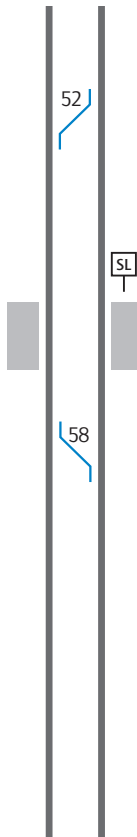


- ! Controlled from Sydenham
 - ! Special instructions
 - YL 40.372km Down Main line Down signal GD3
 - EYL 31.849km Up East Hills line Up signal EH19.80
 - YL 31.485km Down East Hills line Down signal GD1
 - EYL 40.803km Up Main South line Up signal 25.4
 - 52- Up Main South line to Up East Hills line
 - 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
 - 61- Up Leppington Main line to Up East Hills line
 - 62- Down East Hills line to Down Leppington Main line
 - 63- Up Main South line to Up Leppington Main line
 - 57- Down Main South line to Down East Hills line
 - 58- Up Main South line to Up East Hills line
 - EYL 43.014km Down Main South line Down signal 26.7
 - YL 43.703km Up Main South line Up signal GD40
 - EYL 42.555km Down Leppington Main line Down signal GD42.5
 - YL 42.650km Up Leppington Main line Up signal GD42
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- 42.900km Network Access Road
 - 43.721km Macquarie Fields. Platforms 1, 2

Lidcombe–Campbelltown

Diagram

Location details



Ingleburn 45.574km

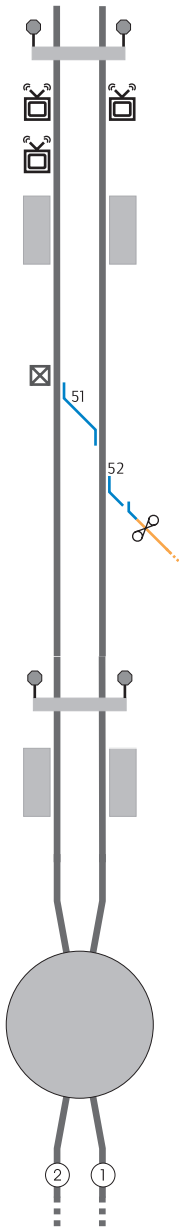


- ! Controlled from Sydenham
- EYL 44.600km Up Main South line Up signal 27.6
- YL 44.838km Down Main South line Down signal IN3
- 52 Down Main South line to Up Main South line
- SL 45.571km Up SHUNT LIMIT sign on Down Main South line
- 45.574km Ingleburn. Platforms 1, 2
- 58 Down Main South line to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

Lidcombe–Campbelltown

Diagram

Location details



Minto 49.590km



- ! Controlled from Campbelltown
- 48.678km Network Access Road
- YL 48.886km Down signal MO1
- 49.166km Bearing and brake temperature system: broadcasts WB radio message and reports to Campbelltown. Signaller tells Network Controller and warns Train Crew
- 49.397km Wheel impact load detector on Up Main South line: reports to Rolling Stock division
- EYL 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
- YL 50.586km Up signal MO8
- EYL 51.045km Down signal 31.7

- 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)

Lidcombe–Campbelltown

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 Sydenham control centre.


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.

 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 Sydenham control centre.

Pantograph Condition Monitoring System (PCMS)

The PCMS installed on structure S30 + 150 MUST be isolated as per Safe Work Instruction DSYD2016/34982 prior to any work under possessions and OHW infrastructure work between S30 + 116 and S30 + 184 on the South line. Contact Electrical Operating Centre (ICON Electrical) on 02 9379 4911 for advice.

Lidcombe–Campbelltown

Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW41), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- points can be secured to prevent access to the portion of track within the LPA,
- or a Work On Track Authority for the track adjoining the LPA limit has been authorised for the period of work.


In exception to *NWT 302 Local Possession Authority*, if a set of points cannot be secured to prevent access to the portion of track or a Work On Track Authority adjoining the LPA limit is not authorised, a worksite may be established within 500 metres of the LPA limit, under the following conditions

The work within 500 metres of the LPA limit must not;

- require a work on track authority
- break the track
- alter the track geometry or structure.

Work within 500 metres of the LPA limit is limited to;

- work not requiring tools, or
- work using tools which can be easily and immediately removed from the track by one person and are:
 - light, non-powered hand tools
 - light, battery powered tools or devices.

 NOTE: An additional Qualified Worker must be provided to make sure that workers remain within the worksite limits.

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*.

Lidcombe–Campbelltown

Related documents

- NLA 110 Central–Lidcombe*
 - NLA 120 Lidcombe*
 - NLA 200 Lidcombe–Penrith*
 - NLA 502 Sefton Park Junction*
 - NLA 504 Campbelltown*
 - NLA 506 Granville–Cabramatta*
 - NLA 508 Sydenham–Sefton Park Junction*
 - NLA 510 Sydenham–Glenfield*
 - NLA 512 Glenfield – Leppington*
 - NLA 514 Leppington*
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Effective date

5 October 2018