Sydenham – Sefton Park Junction

Network Control

Network Controller at ARTC (Junee)

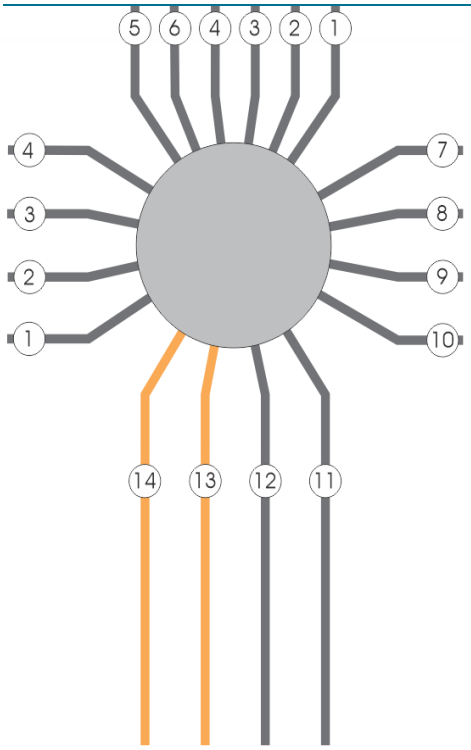
Signaller at Rail Operations Centre (ROC)

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



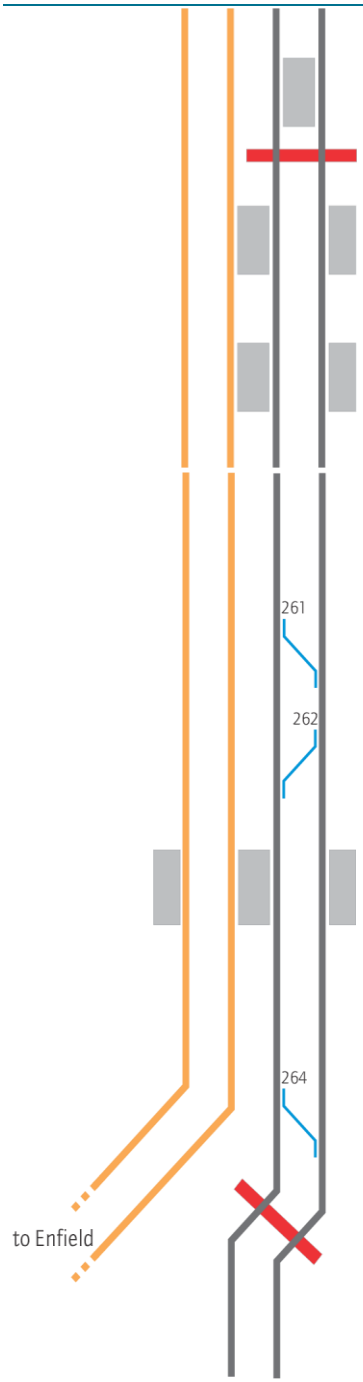
Location details

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 **(Not yet commissioned)**
- 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. Points are unpowered and are **NOT** to be operated manually
- 262 Down Bankstown line to Up Bankstown line.
- 11.610km Campsie. Platforms 1, 2
- 264 Up Bankstown line to Down Bankstown line.
- 12.400km Network Access Hi Rail Pad **(Not yet commissioned)**
- 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

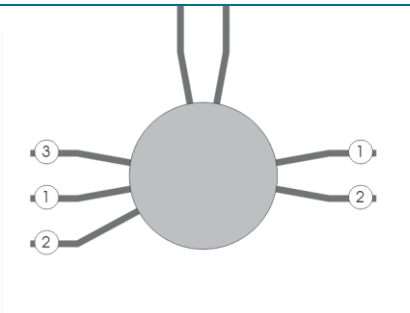
- 13.170km Belmore. Platform 1 and 2
- 14.393km Lakemba. Platform 1 and 2
- 15.267km Wiley Park. Platforms 1, 2
- 16.100km Network Access Hi Rail pad **(Not yet commissioned)**
- 16.356km Punchbowl. Platform 1 and 2

Bankstown 18.650km

- Controlled from ROC
- YL 17.793km Down signal SM331
- EYL 18.170km Up signal SM332
- See Special instructions
- 358 18.235km Down Bankstown line to Up Bankstown line
- 359 18.343km Up Bankstown line to Down Bankstown line
- 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
- EYL 19.709km Down signal SM371
- YL 19.763km Up signal SM372

- ATP 19.879km Begin/End ATP Up Bankstown line
- END ATP 19.958km End/Begin ATP Down Bankstown line
- 20.556km Yagoona. Platform 1 and 2
- 22.106km Birrong. Platform 1 and 2

Sydenham-Sefton Park Junction

Diagram	*Location details*
	**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)

Special instructions

Warning

358 points and 359 points are clipped, XL locked, spiked and detected normal

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.

Location	Line	Limits
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:

Work on Track

Where any work on track activity within the Sydney Trains network requires protection from the adjacent network owner, the ATRC 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.

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:

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 (Sydenham 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 ARTC Network Controller.

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

26 January 2024

