

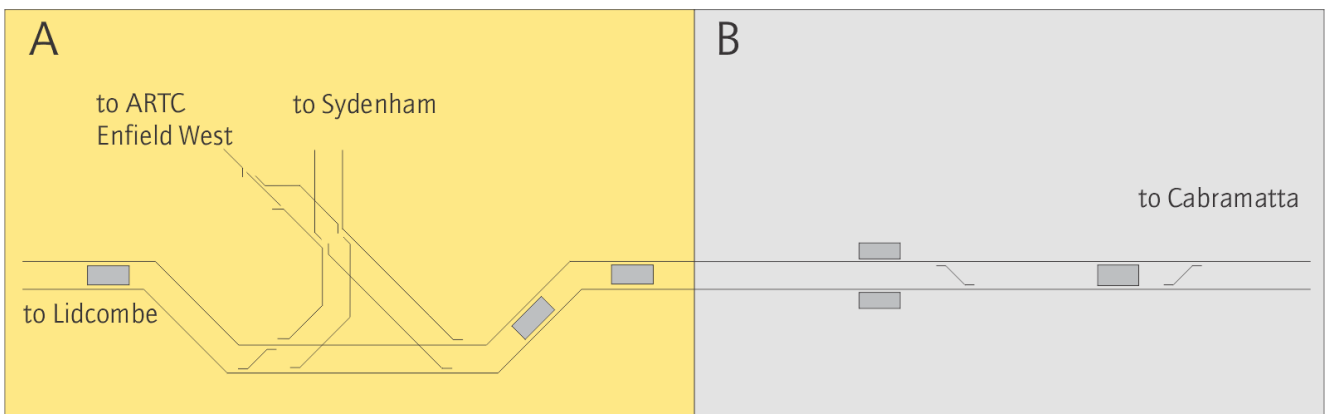
## Sefton Park Junction

### Location

This unit includes:

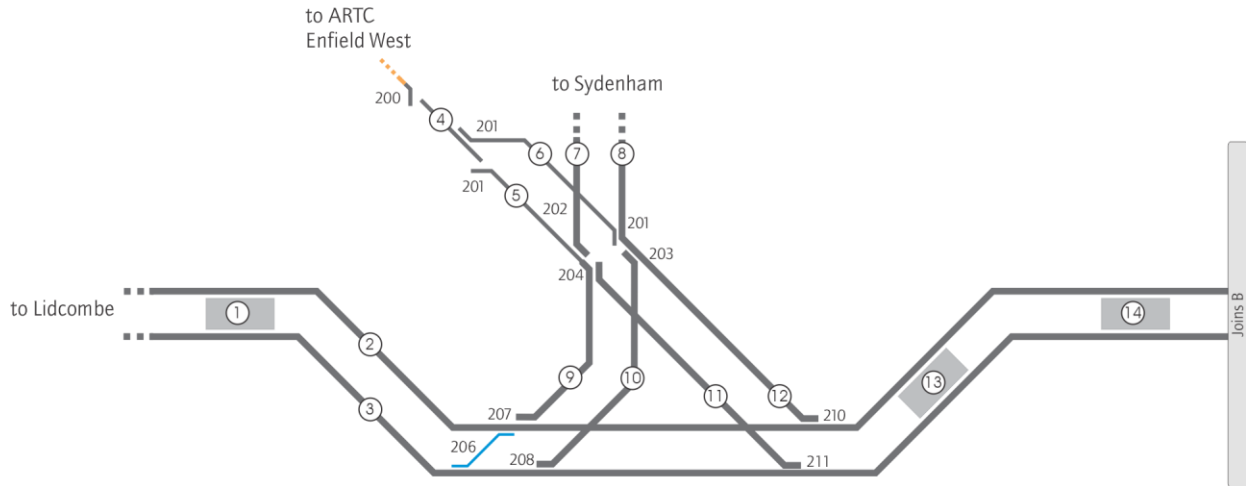
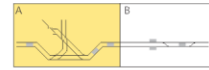
- Regents Park at 19.774km
- Sefton at 21.113km
- Chester Hill at 22.229km
- Leightonfield at 23.585km
- Villawood at 24.420km

### Diagrams



# Sefton Park Junction

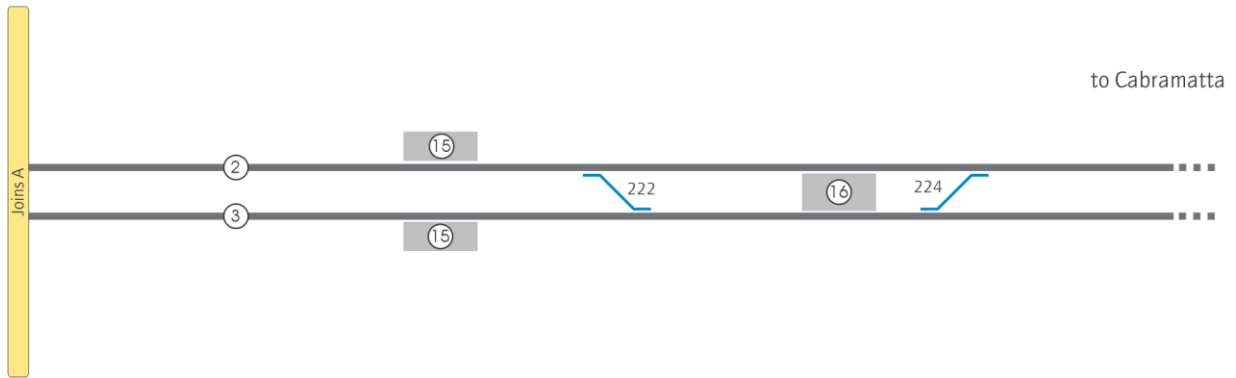
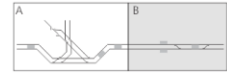
A



| Key                    |                        |                        |
|------------------------|------------------------|------------------------|
| 1 Regents Park         | 6 Down Goods Fork line | 11 Up West Fork line   |
| 2 Down Main South line | 7 Up Bankstown line    | 12 Down West Fork line |
| 3 Up Main South line   | 8 Down Bankstown line  | 13 Sefton              |
| 4 Goods line           | 9 Up East Fork line    | 14 Chester Hill        |
| 5 Up Goods Fork line   | 10 Down East Fork line |                        |

# Sefton Park Junction

B



| <b>Key</b>             |                  |              |
|------------------------|------------------|--------------|
| 2 Down Main South line | 15 Leightonfield | 16 Villawood |
| 3 Up Main South line   |                  |              |

## Sefton Park Junction

### Network Control

Signaller at Rail Operations Centre (ROC)

### Yard Limits

Sefton Park Junction and Enfield abut on the Goods lines.

|                      |            |                             |
|----------------------|------------|-----------------------------|
| Down Main South line | <b>YL</b>  | 19.507km Down signal SP25   |
|                      | <b>EYL</b> | 25.547km Down signal SP25.5 |
| Up Main South line   | <b>EYL</b> | 19.216km Up signal LC11.8   |
|                      | <b>YL</b>  | 25.795km Up signal SP118    |
| Goods line           | <b>YL</b>  | 21.287km Down signal SP3    |
| Up Bankstown line    | <b>EYL</b> | 22.407km Up signal SM380    |
| Down Bankstown line  | <b>YL</b>  | 22.195km Down signal SP5    |

### Location details



Interlocked points without groundframes are operated from ROC.

- 19.774km Regents Park. Platform 1 and 2
- 21.113km Sefton. Platform 1 and 2
- 22.229km Chester Hill. Platform 1 and 2
- 23.585km Leightonfield. Platforms 1, 2
- 24.420km Villawood. Platform 1 and 2

### Level crossings

Nil

## Sefton Park Junction

### Special Instructions



**Warning**

206 crossover is clipped, locked, and spiked in their normal position

### Signal boundaries

The signal boundaries between the ARTC and Sydney Trains territories define the appropriate location for Signaller responsibilities.

The boundary between Sefton Park Junction and Enfield West for Sydney Trains Signallers is:

- Up Goods Fork line, signal SP 10 on the Up West Fork line
- Up Goods Fork line, signal SP 12 on the Up East Fork line
- Goods line, signal SP 3.

### Dual Controlled signals

- SP 10 and SP 12 main line and subsidiary routes to the Goods line are released by ARTC Network Controller Junee.
- EW 405 and EW 407 to the Goods line are released by Signaller ROC (Sefton panel)



**Note**

**SP10 and SP12 Signals**

If a route is set from the UP East fork or the Up West fork to the Goods Line, the train stop on SP10 and SP12 will remain in the raised position.

### Sydney Trains – ARTC interface arrangements

#### Sydney Trains- ARTC interface boundaries

| <i>Line</i> | <i>Limits</i>                | <i>Network Controller/Signaller</i> | <i>Network Rules</i> |
|-------------|------------------------------|-------------------------------------|----------------------|
| Goods line  | Chullora side of SP 3 Signal | ARTC Junee                          | ARTC                 |
|             | Sefton side of SP 3 Signal   | ROC (Sefton panel)                  | Sydney Trains        |

## 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 Network Controller Juneee, Signaller ROC (Sefton 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, or
- if visibility does not allow clear sighting of rail traffic (terrain, fog, heavy rain or dust may restrict visibility), and
- 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.

## Sefton Park Junction

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

### ***Up Goods Fork/Goods line***

The Signaller at ROC (Sefton Panel) is responsible for implementing ASB when a worksite is established on the Up Goods Fork between 202 points and SP 3 Signal.

The ARTC Network Controller is responsible for implementing ASB on the Goods line on the Chullora side of SP 3 signal. The ARTC network Controller must apply blocks to the release controls for SP 10 and SP 12 signals and tell the Signaller ROC (Sefton panel)

### ***Down Goods Fork***

The Signaller at Sydenham is responsible for implementing ASB when a worksite is established on the Down Goods Fork on the Sefton junction side of SP 3 signal.

Where it is necessary for additional protection to be provided for an ASB protected by SP 3 signal, the Signaller at Sydenham must block the release for EW 405 and EW 407 signals and tell the ARTC Network Controller at Junee



### **Note**

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

## **Track occupancy Authority (TOA)**

### ***Up Goods line***

The ARTC Network Controller at Junee is responsible for implementing a TOA on the Goods line on the Chullora side of 202 points.

202 points must be clipped and locked to prevent access to the goods line.

Permission must be obtained from the Signaller at ROC (Sefton Panel) when 202 points are to be secured

### ***Down Goods Fork***

The Signaller at ROC (Sefton Panel) is responsible for implementing a TOA on the Down Goods Fork on the Sefton Junction side of SP 3 signal.

## Sefton Park Junction

### Track Work Authorities (TWA)

#### *Up Goods Fork/Goods line*

The ARTC Network Controller at Junee is responsible for managing a TWA on the Chullora side of 202 points. Unless 202 points are secured with point clip and SL lock, Handsignallers must be placed on SP 10 and SP 12 signals.

#### *Down Goods Fork*

The Signaller at ROC (Sefton Panel) is responsible for implementing TWA when a worksite is established on the Sefton Junction side of SP 3 signal.

### Local Possession Authorities (LPA)

#### *ARTC only LPA*

| <i>Line</i> | <i>Limits</i>                      |
|-------------|------------------------------------|
| Goods line  | Chullora Junction side SP 3 Signal |

#### *Sydney Trains only LPA*

| <i>Line</i>            | <i>Limits</i>                       |
|------------------------|-------------------------------------|
| Up and Down Goods Fork | Sefton Junction side of SP 3 Signal |

#### *Sydney Trains – ARTC back to back LPA*

| <i>Line</i>            | <i>Limits</i>        |
|------------------------|----------------------|
| Up and Down Goods Fork | Clear of SP 3 Signal |

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.



## Sefton Park Junction

### 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.

| <i>Location</i> | <i>Line</i>     | <i>Limits</i>                |
|-----------------|-----------------|------------------------------|
| Sefton          | Down Main       | Country side of SP 33 signal |
|                 | Up West Fork    | SP 38 signal to 202 points   |
|                 | Down West Fork  | Country side of SP 7 signal  |
|                 | Down East Fork  | SP 7 signal to SP 14 signal  |
|                 | Down Goods Fork | Country side of SP 3 signal  |
|                 | Down Goods Fork | SP 3 Signal to 202 points    |

Where work on track will be performed within the SSFL shared corridor the additional requirements for worksite protection at the Sydney Trains – ARTC interface will apply:

#### Entry to the SSFL Shared Corridor

Sydney Trains employees and 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.

#### 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:

## Sefton Park Junction

| <i>Activity</i>                                                                              | <i>Form</i>        |
|----------------------------------------------------------------------------------------------|--------------------|
| Worksite Protection or Proceed Authority issued by ARTC Network Controller Junee<br>See NOTE | ARTC form          |
| Worksite Protection or Proceed Authority issued by Signaller ROC (Sefton panel)              | Sydney Trains form |
| Infrastructure maintained by ARTC                                                            | ARTC form          |
| Infrastructure maintained by Sydney Trains                                                   | Sydney Train form  |



**Note**

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



**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)

### Recognition of RISI and Railway Safety Worker Competencies.

Where work or activities occur at the interface location or 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.

| <i>Workers</i>                       | <i>RISI</i>                        | <i>RSW Competency</i> |
|--------------------------------------|------------------------------------|-----------------------|
| ARTC Employees                       | RIW card                           | RIW card              |
| Contractors engaged by ARTC          | RIW card                           | RIW card              |
| Sydney Trains Employees              | RIW card or<br>RSW issued by TfNSW | RSW issued by TfNSW   |
| Contractors engaged by Sydney Trains | RIW card                           | RIW card              |

## Sefton Park Junction

### Related documents

NLA 500 *Lidcombe - Campbelltown*

---

### Effective date

13 February 2023