

Sydenham

Location

This unit includes:

- Sydenham at 5.228km
- XPT Maintenance Centre at 5.819km
- Meeks Road Junction at 6.451km
- Marrickville at 6.477km
- Tempe at 6.770km
- Wolli Creek at 7.227km
- Wolli Creek Junction at 7.425km
- Turrella at 8.565km.

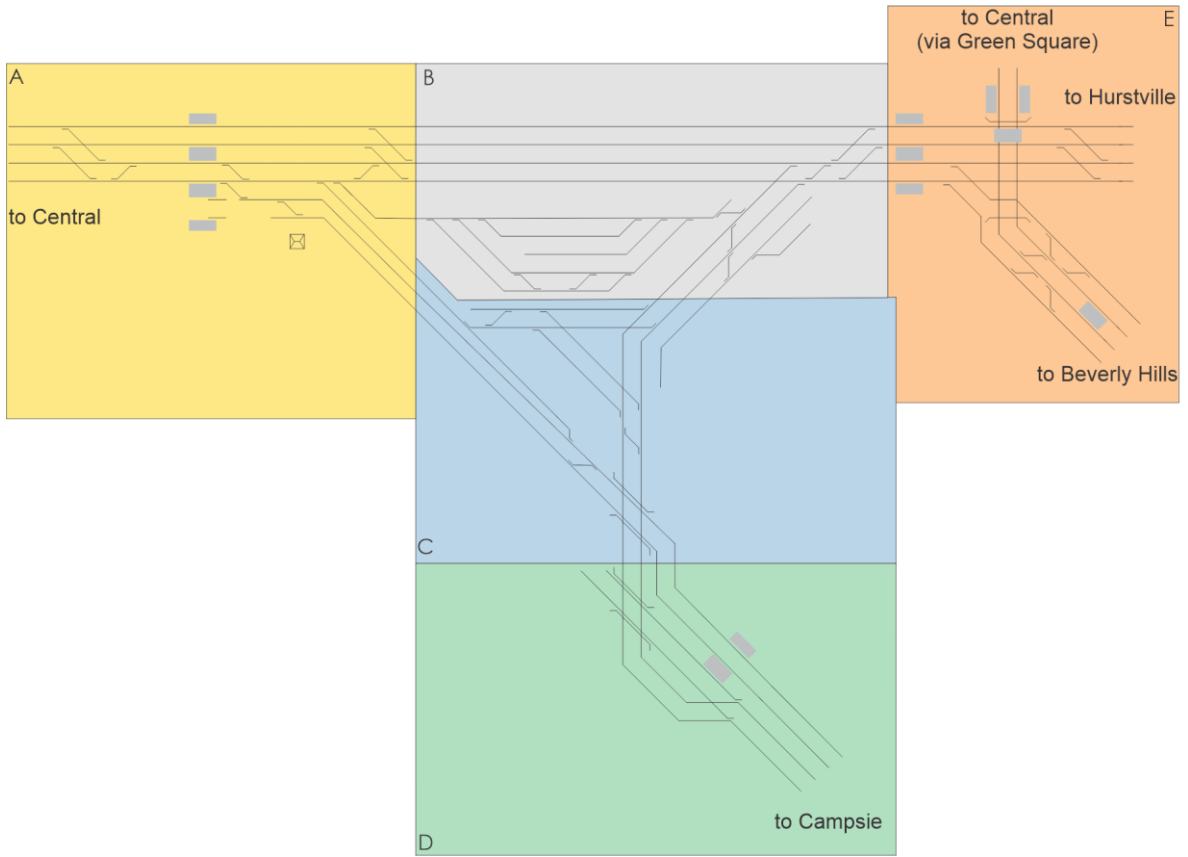


Note

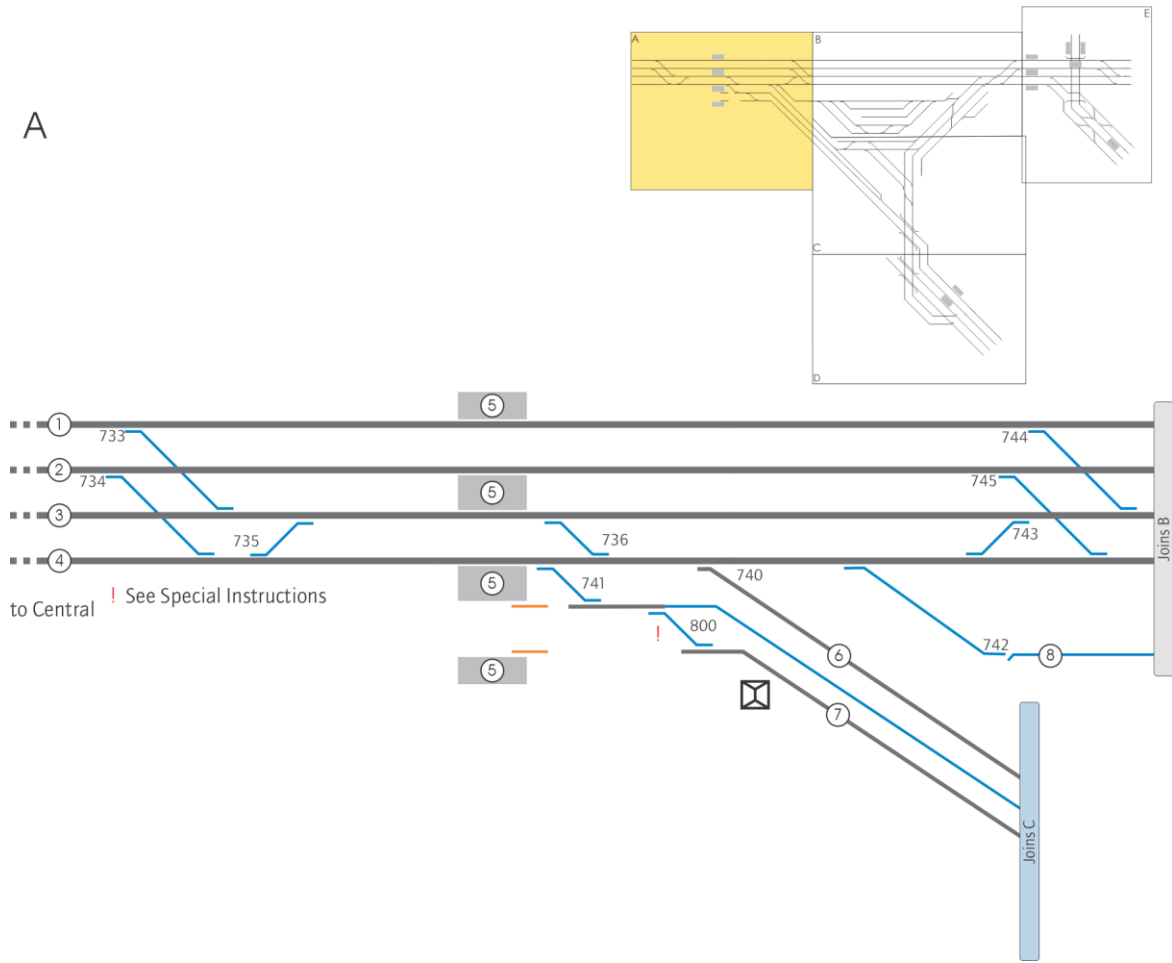
Kilometrages for Turrella Junction on the East Hills line are measured via Sydenham. Kilometrages for Turrella Junction on the Airport line are measured via Green Square.

Sydenham

Diagrams

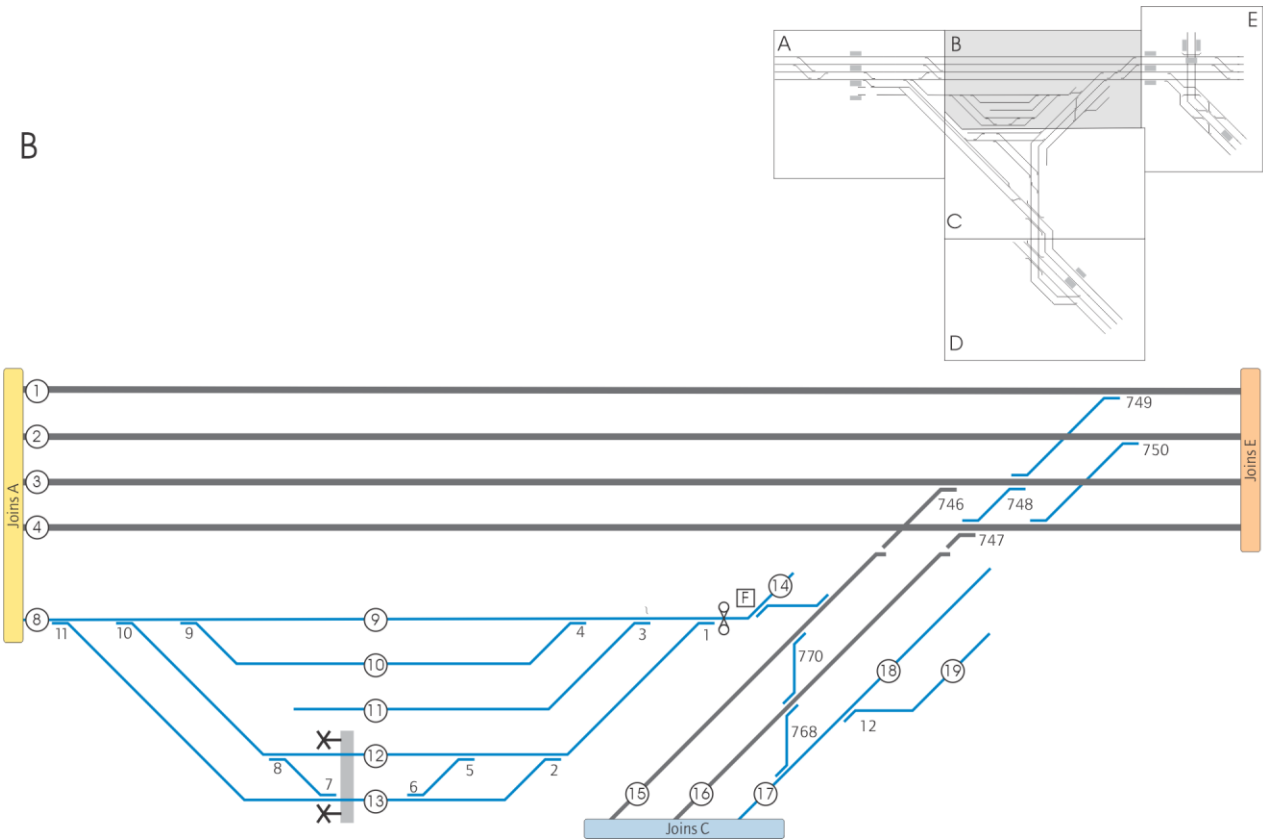


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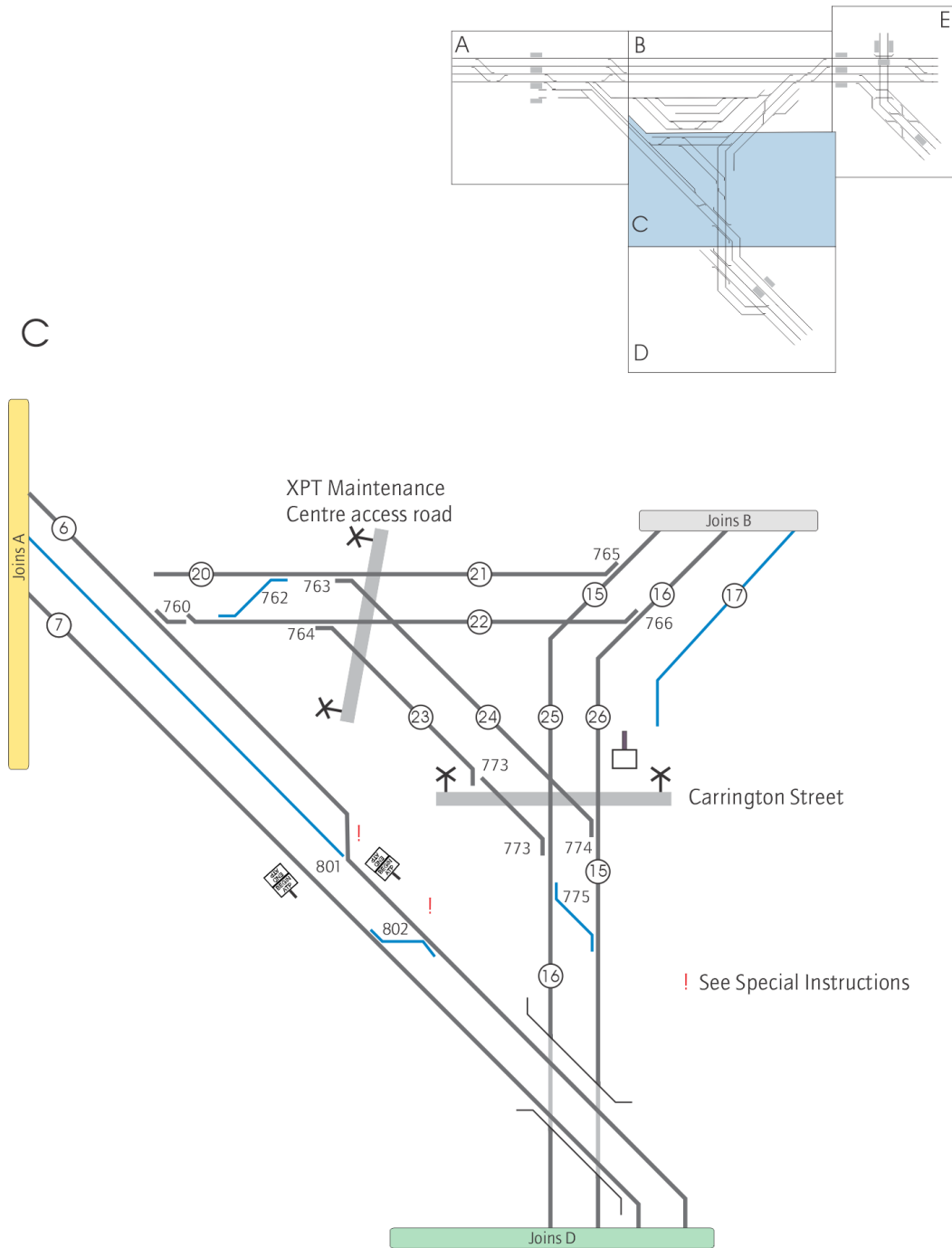


Key		
1 Down Illawarra line	4 Up Illawarra Local line	7 Up Bankstown line
2 Up Illawarra line	5 Sydenham	8 XPT Maintenance Centre
3 Down Illawarra Local line	6 Down Bankstown line	

Sydenham



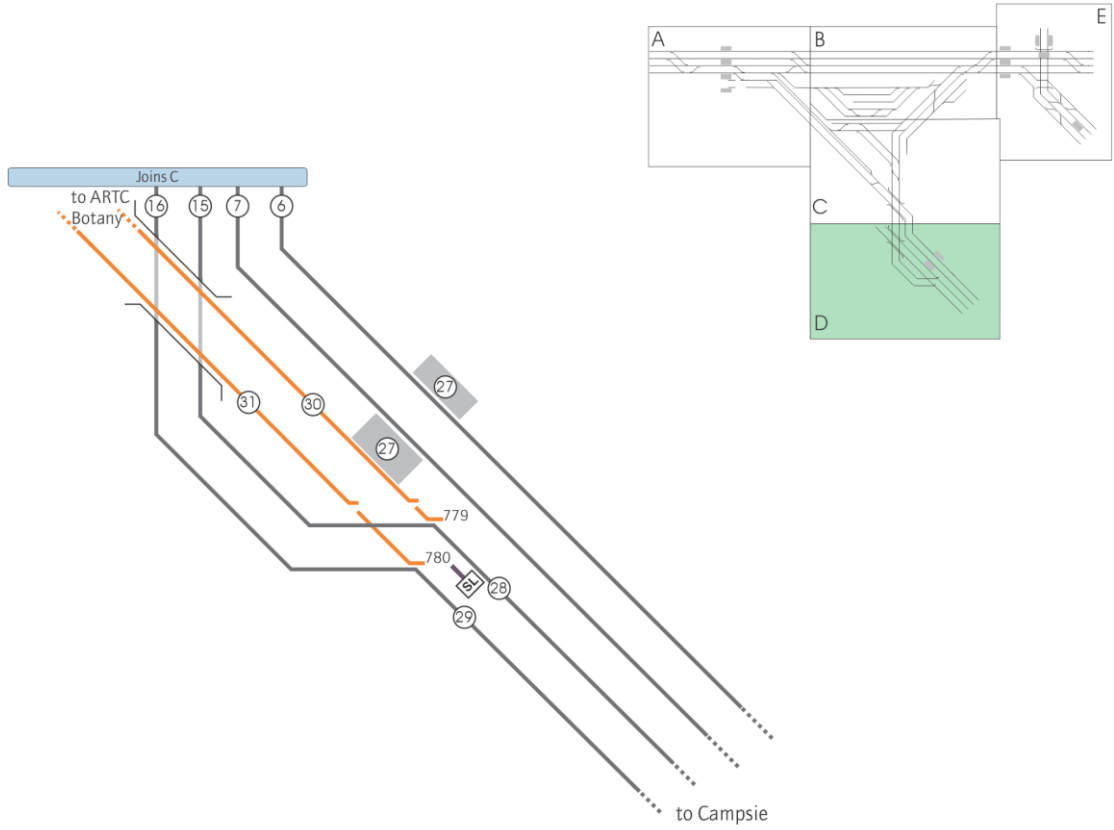
Sydenham



Key					
6	Down Bankstown line	17	Shunting Neck 208m	23	Up North Fork line
7	Up Bankstown line	20	North Shunting Neck 65m	24	Down North Fork line
15	Down Goods line	21	Down East Fork line	25	Down South Fork line
16	Up Goods line	22	Up East Fork line	26	Up South Fork line

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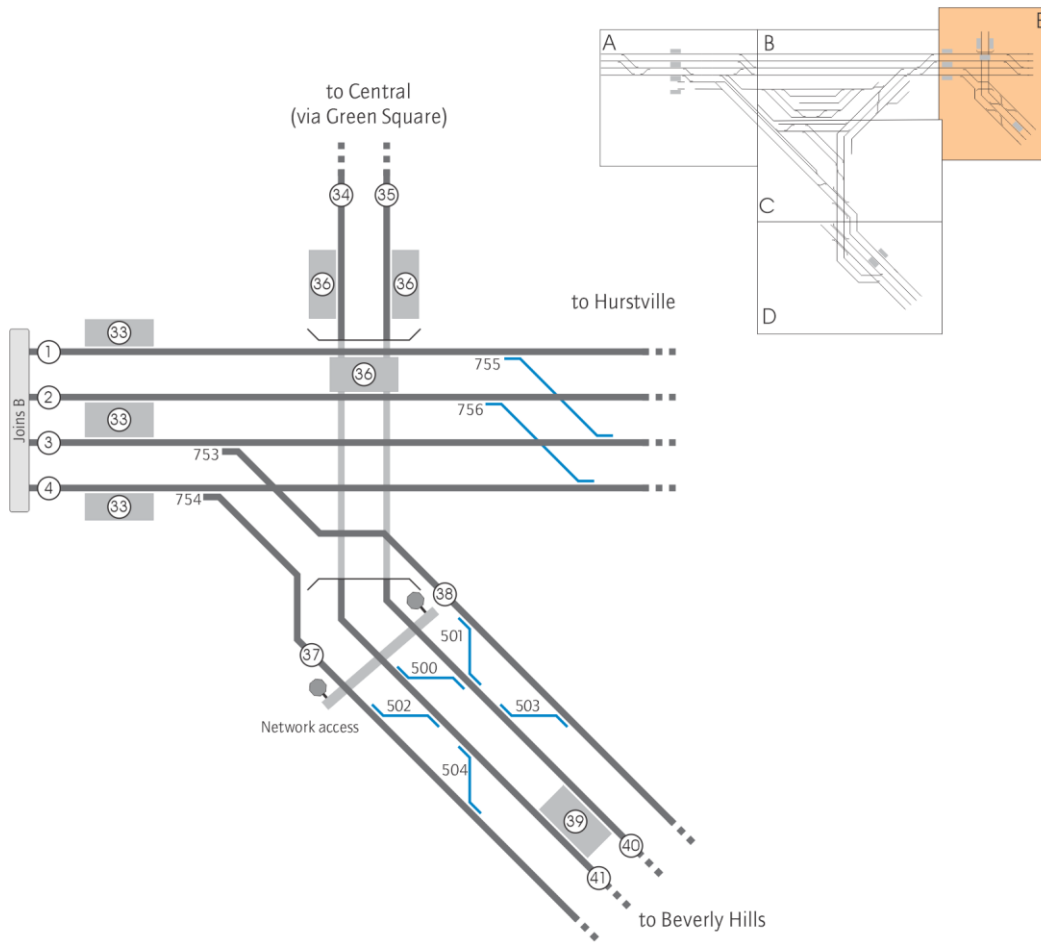
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Key					
6	Down Bankstown line	16	Up Goods line	29	Down Goods line (Sydenham–Sefton Park Junction)
7	Up Bankstown line	27	Marrickville	30	Up Botany line
15	Down Goods line	28	Up Goods line (Sydenham–Sefton Park Junction)	31	Down Botany line

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E



Key					
1	Down Illawarra line	34	Up Airport line	38	Down Main line
2	Up Illawarra line	35	Down Airport line	39	Turrella
3	Down Illawarra Local line	36	Wollli Creek	40	Down Local line
4	Up Illawarra Local line	37	Up Main line	41	Up Local line
33	Tempe				

Network Control

Network Controller at ARTC (Junee)

Signaller at Rail Operations Centre (ROC).













Yard Limits

Down Illawarra line	YL	4.611km Down signal SM577I
	EYL	7.758km Down signal SM801I
Up Illawarra line	EYL	4.611km Up signal SY580I
	YL	8.323km Up signal SM808I
Down Illawarra Local line	YL	4.611km Down signal SM579IL
	EYL	7.758km Down signal SM803IL
Up Illawarra Local line	EYL	4.611km Up signal SY582IL
	YL	7.916km Up signal SM670IL
Up Bankstown line	YL	5.815km Up signal SM678B
Down Bankstown line	EYL	5.922km Down signal SM155B
Down Airport line	YL	9.947km Down signal SM403SR
Up Airport line	EYL	10.266km Up signal SR10.2
Down Main line	EYL	9.469km Down signal M9.5
Up Main line	YL	9.154km Up signal SM430UM
Down Local line	EYL	9.469km Down signal L9.5
Up Local line	YL	9.154km Up signal SM428UL
Up Goods line (Sydenham–Sefton Park Junction)	YL	5.648km Up signal SM710G
	EYL	12.793km Up signal G12.8
Down Goods line (Sydenham–Sefton Park Junction)	EYL	5.539km Down signal CR711G
	YL	12.737km Down signal ED10I





Location details



Interlocked points without groundframes are operated from ROC.

-  5.228km Sydenham. Platforms 1, 2 (closed for use by Sydney Metro) and 3,4 and 5,6
-  5.639km signal box
-  5.645km Down wide electric train STOP sign on Up South Fork line
-  5.767km BEGIN/END ATP – Up Bankstown line
-  5.796km BEGIN/END ATP – Down Bankstown line
-  6.233km Crossover to No 2 siding: key from releasing switch F, released from the signal box
-  See Special instructions
-  6.477km Marrickville. Platforms 1, 2
-  6.765km Down SHUNT LIMIT sign on Up Goods line
-  6.770km Tempe. Platforms 1, 2 and 3, 4
-  7.227km Wolli Creek (9.400km on Airport line). Platforms 1, 2, 3 and 4
-  8.565km Turrella. Platform 1 and 2

Level crossings

-  5.931km XPT Maintenance Centre Network access restricted by closed and locked gates.
-  See Special instructions
-  6.160km Carrington Street Network access restricted by closed and locked gates.
-  8.138km and 10.372km Network access, Up East Hills line and the Up and Down Airport lines

Special instructions

XPT Maintenance Centre

Level crossings

Road vehicles must not use the level crossings unless a Qualified Worker is present to:

- get permission from the Signaller at the ROC to use the level crossing, and
- get and give relevant assurances about rail and road traffic, and
- unlock and re-lock the gates, and
- supervise use of the level crossing by road vehicles.

Frame F

XPT cars, Xplorer cars or locomotive-hauled passenger cars travelling as trip trains must be piloted between the XPT Maintenance Centre and frame F.

Dual Controlled signals

- CR 718 main line and subsidiary routes to the Up Goods line are released by Signaller ROC (Sydenham panel)
- CR 716 subsidiary routes to the Down Goods line are released by Signaller ROC (Sydenham panel)

Points 800A/B, 801 and 802

Points 800, 801 and 802 are spiked and SL locked in the normal position for straight running.

Emergency Operation of non-operational points

Points 800, 801 and 802 are fitted with Emergency Operation Lock (EOL) equipment of the fortress key type for emergency hand operation.

Sydenham

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>
Up Goods line	Sydenham side of SM 710G signal	ROC (Sydenham panel)	Sydney Trains
	Enfield side of SM 710 signal	ARTC Network Controller Junee	ARTC
Down Goods line	Sydenham side of CR 711G signal	ROC (Sydenham panel)	Sydney Trains
	Enfield side of CR 711G signal	ARTC Network Controller Junee	ARTC

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. Signaller ROC (Sydenham 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
- 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

Up Goods line

The Signaller at ROC (Sydenham panel) is responsible for implementing ASB when a worksite is established on the Up Goods line on the Sydenham side of SM710 G signal.

Where it is necessary for additional protection to be provided for an ASB protected by SM710 G signal, the Signaller at ROC (Sydenham Panel) must apply blocking facilities to the accept controls for CR718 G and tell the ARTC Network Controller at Junee.

Sydenham

Down Goods line

The Signaller at ROC (Sydenham panel) is responsible for implementing ASB when a worksite is established on the Down Goods line on the Sydenham side of CR711 G signal.

If a worksite is established on the Down Goods line between SM707 signal and CR711 G signal, the Signaller at ROC (Sydenham Panel) must apply blocking facilities to the accept controls for CR716 G and tell the ARTC Network Controller at Junee

The ARTC Network Controller at Junee is responsible for implementing ASB when a worksite is established on the Down Goods line on the country side CR711 G signal



Note

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

Track occupancy Authority (TOA)

Up Goods line

The Signaller at ROC (Sydenham Panel) is responsible for implementing a TOA on the Up Goods line on the Sydney side of SM710 G signal

Down Goods line

The Signaller at ROC (Sydenham Panel) is responsible for implementing a TOA on the Down Goods line on the Sydenham side of CR711 G signal.

If a TOA limits on the Down Goods include the line between SM707 signal and CR711 G signal, the Signaller at ROC (Sydenham Panel) must apply blocking facilities to the accept controls for CR716 G and tell the ARTC Network Controller at Junee

The ARTC Network Controller at Junee is responsible for implementing a TOA on the Down Goods line on the Enfield side of CR711 G signal.

Track Work Authorities (TWA)

Up Goods line

The Signaller at ROC (Sydenham Panel) is responsible for implementing a TWA where SM710 G signal is used as the protecting signal.

Down Goods line

The ARTC Network Controller at Junee is responsible for implementing a TWA on the Down Goods line on the Enfield side of CR 711G signal.

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Local Possession Authorities (LPA)

ARTC only LPA

<i>Line</i>	<i>Limits</i>
Up Goods Line	Enfield side of SM 710G
Down Goods Line	Enfield side of CR 711G

Sydney Trains only LPA

<i>Line</i>	<i>Limits</i>
Up Goods Line	Sydenham side of SM 710G
Down Goods Line	Sydenham side of CR 711G

Sydney Trains – ARTC back to back LPA

<i>Line</i>	<i>Limits</i>
Up Goods Fork	SM 710G
Down Goods Fork	CR 711G

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



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)

Sydenham

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

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

Entry to the MFN Shared Corridor

Sydney 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 MFN 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:

Sydenham

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.

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Related documents

NLA 108 Central–Sydenham (via Green Square)

NLA 400 Central–Sutherland

NLA 508 Sydenham–Sefton Park Junction

NLA 510 Sydenham–Glenfield

Effective date

27 April 2023