

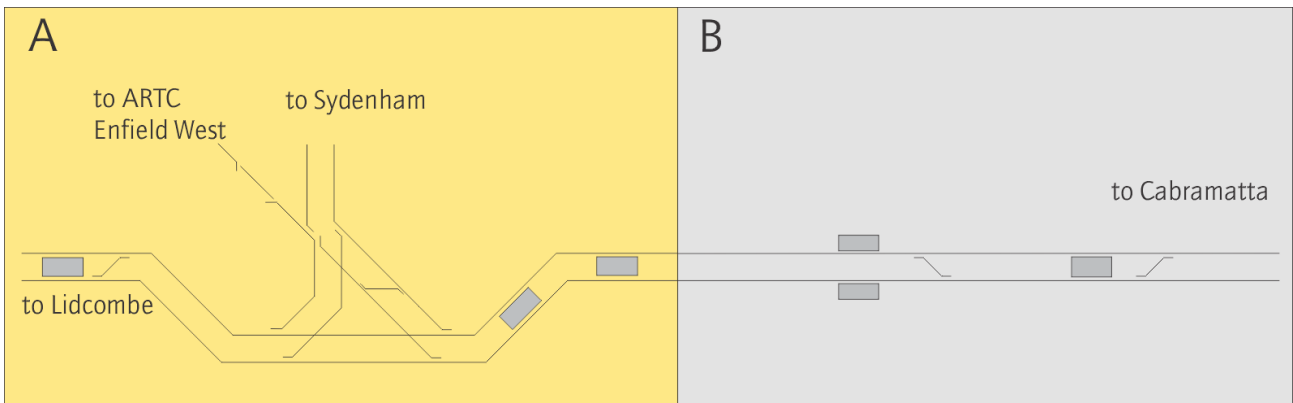
Sefton Park Junction

Location

This unit includes:

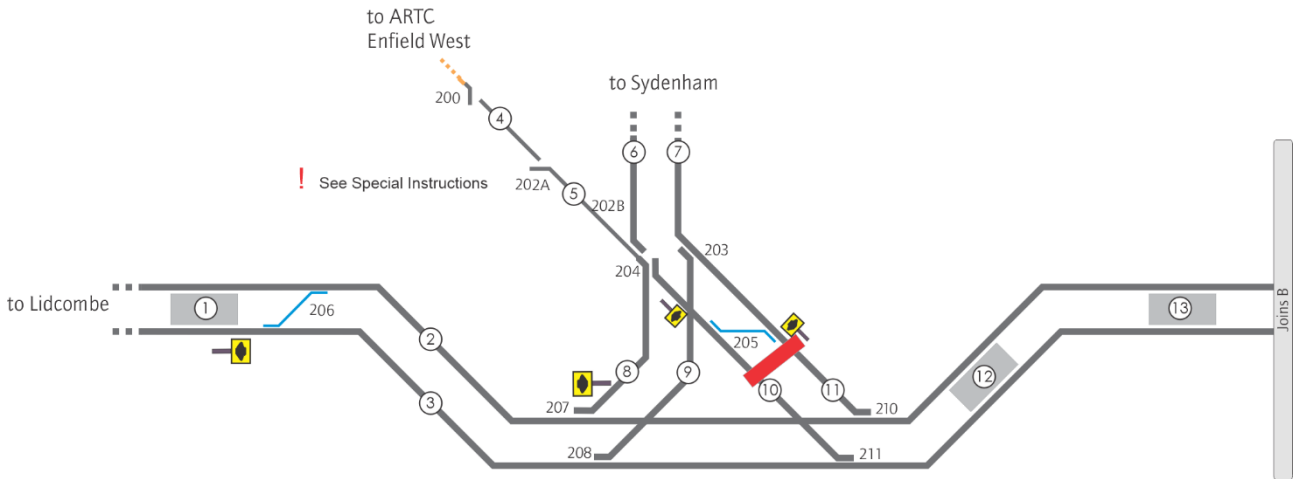
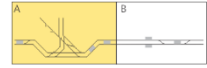
- Regents Park at 19.774km
- Sefton at 21.113km
- Chester Hill at 22.229km
- Leightonfield at 23.585km
- Villawood at 24.420km

Diagrams



Sefton Park Junction

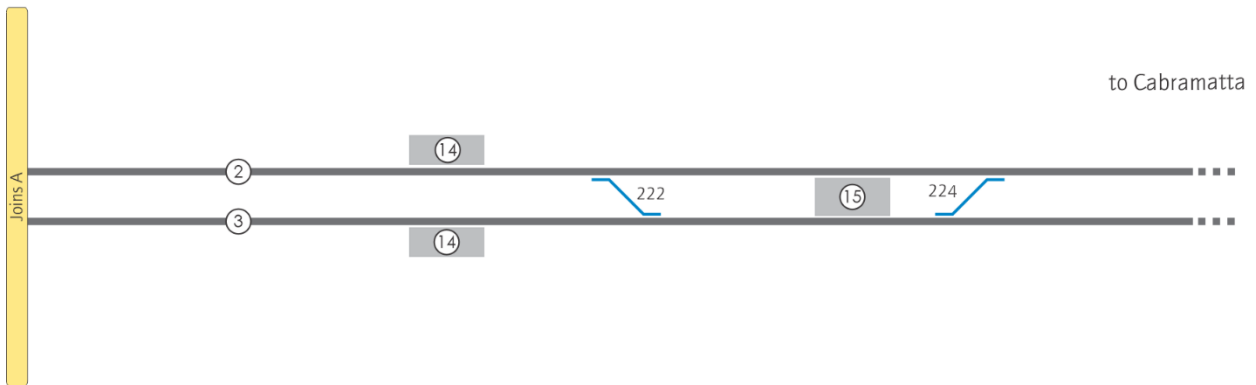
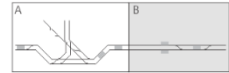
A



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

Sefton Park Junction

B



Key		
2	Down Main South line	14 Leightonfield
3	Up Main South line	15 Villawood

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

Location details



Interlocked points without groundframes are operated from ROC.

- 19.774km Regents Park. Platform 1 and 2
- 20.393km to 20.424km Network Access Hi-Rail pad
- 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**

202A catchpoints normally closed.

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.

Sefton Park Junction

Establishing worksites using Wireless Automatic Track Warning System (ATWS) as a safety measure

The following locations may establish a worksite inside yard limits using Lookout Working with wireless ATWS as a safety measure.

Protection Officers must:

- Be inducted into the ATWS area implementation and management plan,
- Establish worksites in accordance with the protection arrangements and details for each location set below.

Villawood

Routine Network Maintenance Worksite Protection Plan: SW23BWS 10046

Worksite location: Up South Main and Down South Main lines between
24.064 KM and 25.100 KM

Sensor 1 location: Down South Main line at 23.058 KM

Sensor 2 location: Up South Main line at 25.521 KM

Sefton Park Junction

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

Work on Track

Where any work on track activity within the Sydney Trains network requires protection from the adjacent network owner, the Network Controller Junee, 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

Sefton Park Junction

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 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.

Sefton Park Junction

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.

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.

Sefton Park Junction

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.

Sefton Park Junction

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 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)

Related documents

NLA 500 Lidcombe - Campbelltown

Effective date

25 March 2024