

Broadmeadow and Woodville Junction

Location

This unit includes:

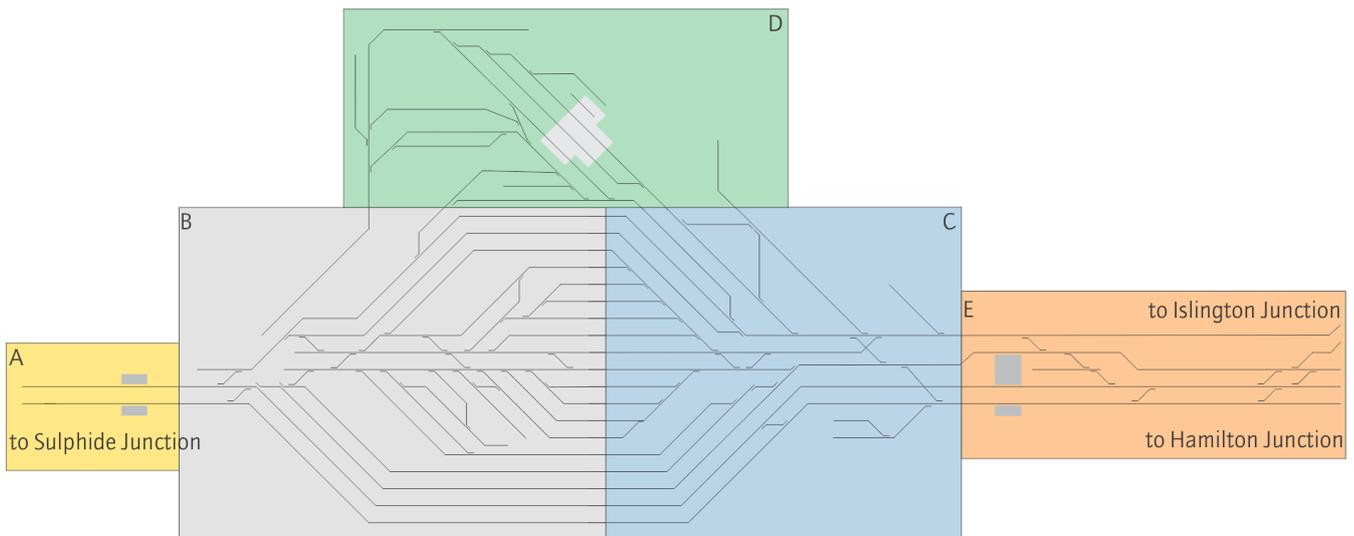
- Adamstown at 161.074km
- Broadmeadow at 162.842km
- Woodville Junction at 163.689km



Warning

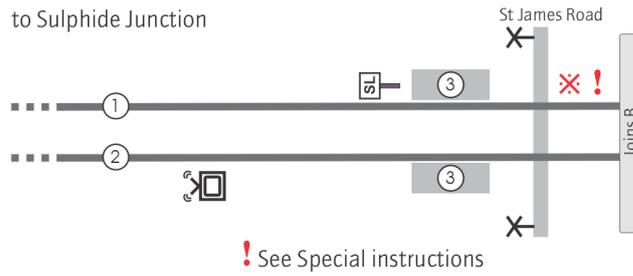
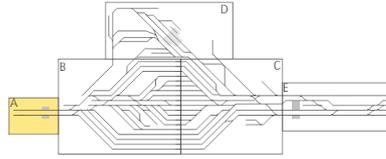
This location has narrow track clearances

Diagrams



Broadmeadow and Woodville Junction

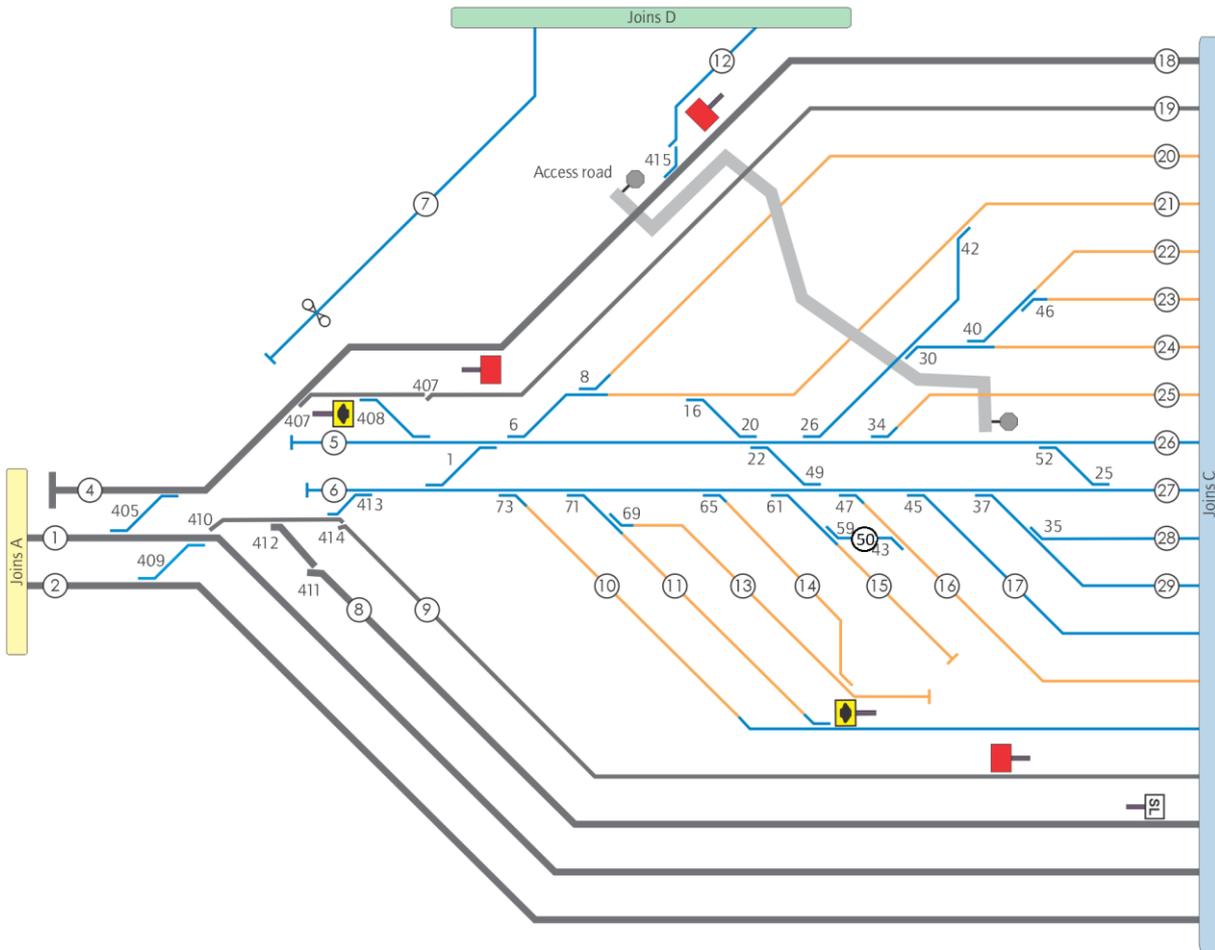
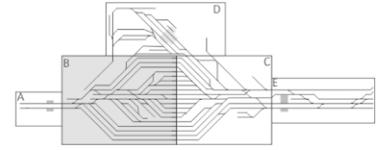
A



Key		
1. Down Main North line	2. Up Main North line	3. Adamstown

Broadmeadow and Woodville Junction

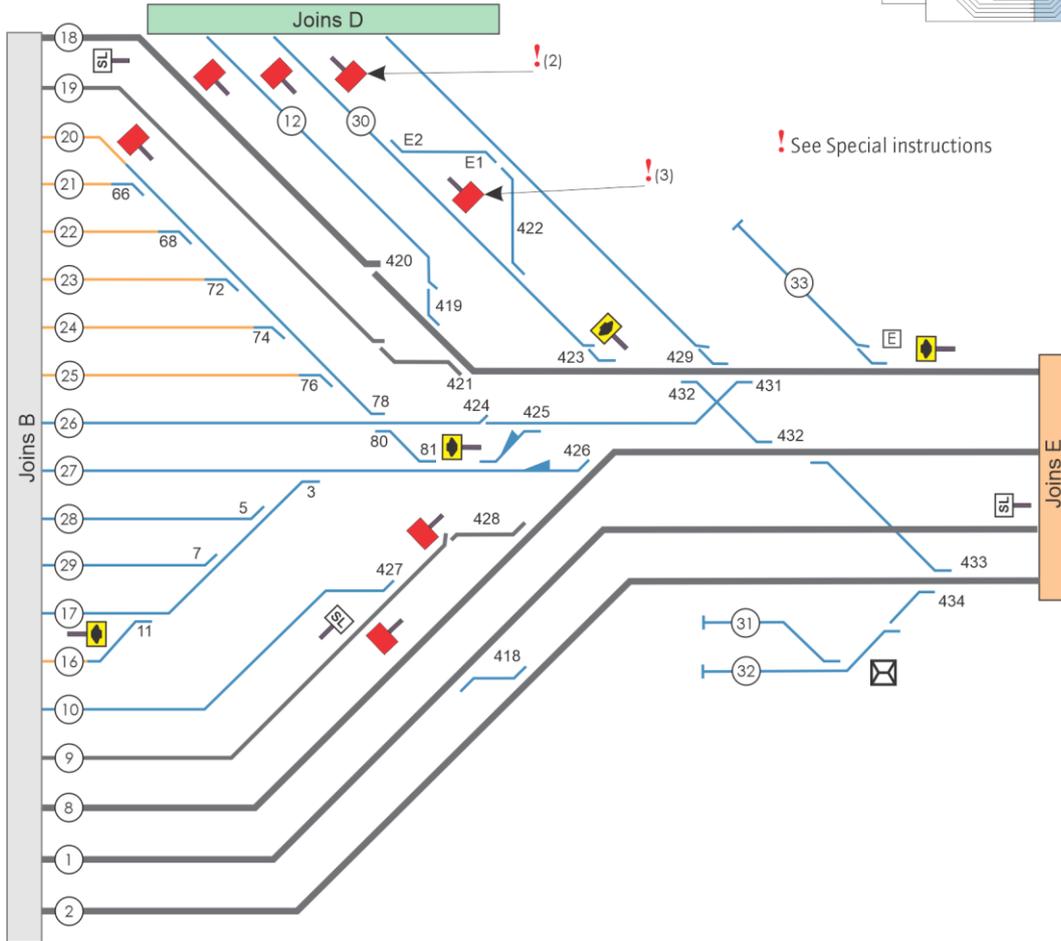
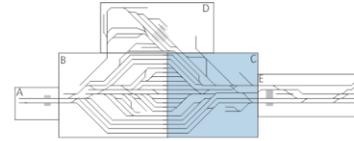
B



Key		
1	Down Main North line	12 Sanding road 540m
2	Up Main North line	13 No 2 Up Marshalling grid 140m
4	Dead End siding 36m	14 No 3 Up Marshalling grid 72m
5	Down Shunting Neck 34m	15 No 4 Up Marshalling grid 141m
6	Up Shunting Neck 30m	16 No 2 Up siding 415m
7	Loco Arrival/Departure road	17 No 3 Up siding 378m
8	Up Relief line	18 Down Relief line
9	Up Through road	19 Down Through road
10	No 1 Up siding 830m	20 No 1 Down siding 500m
11	No 1 Up Marshalling grid 76m	21 No 2 Down siding 497m
		22 No 3 Down siding 235m
		23 No 4 Down siding 305m
		24 No 5 Down siding 337m
		25 No 6 Down siding 455m
		26 No 7 Down siding 1143m
		27 No 6 Up siding 944m
		28 No 5 Up siding 404m
		29 No 4 Up siding 370m
		50 Weighbridge 64m

Broadmeadow and Woodville Junction

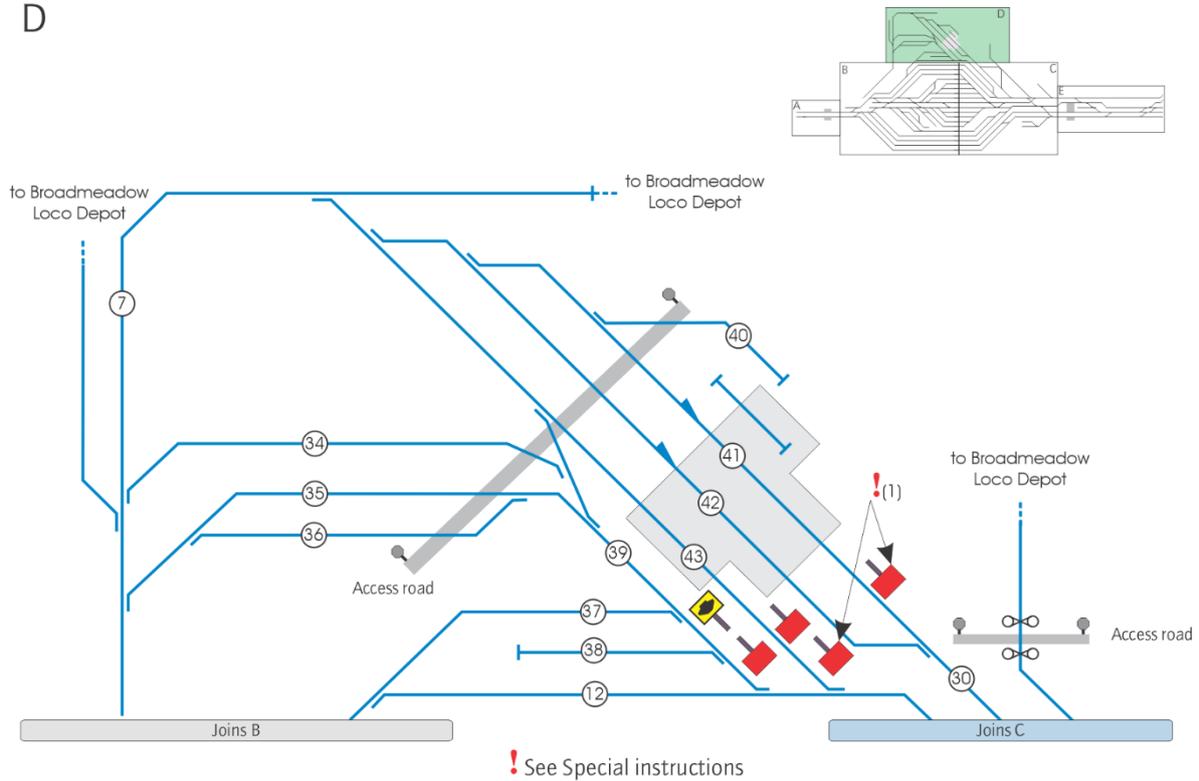
C



Key					
1	Down Main North line	18	Down Relief line	26	No 7 Down siding 1143m
2	Up Main North line	19	Down Through road	27	No 6 Up siding 944m
8	Up Relief line	20	No 1 Down siding 500m	28	No 5 Up siding 404m
9	Up Through road	21	No 2 Down siding 497m	29	No 4 Up siding 370m
10	No 1 Up siding 830m	22	No 3 Down siding 235m	30	Loco Arrival/Departure road
12	Sanding road 540m	23	No 4 Down siding 305m	31	No 1 Interurban/Endeavour Decant siding 292m
16	No 2 Up siding 415m	24	No 5 Down siding 337m	32	No 2 Interurban/Endeavour Decant siding 292m
17	No 3 Up siding 378m	25	No 6 Down siding 455m	33	Goods siding 92m

Broadmeadow and Woodville Junction

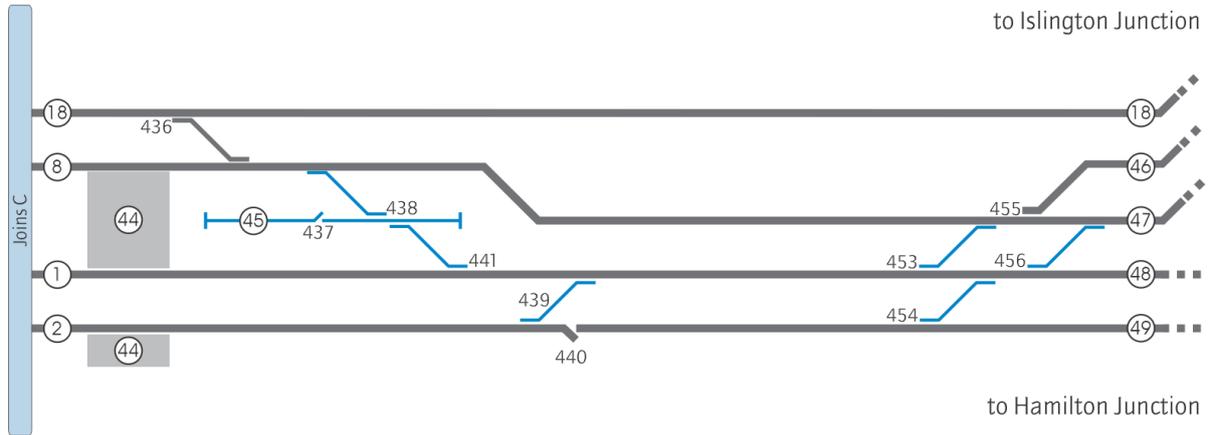
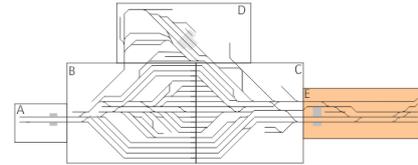
D



Key			
7	Loco Arrival/Departure road	36	No 1 Diesel Loco siding 276m
12	Sanding road 540m (156m clear)	37	No 2 Electric Loco siding 67m (clear)
30	Loco Arrival/Departure road	38	No 1 Electric Loco siding 82m (clear)
34	No 1 Railmotor siding 231m	39	Run Round road
35	No 2 Diesel Loco siding 276m	40	No 2 Railmotor siding 54m
		41	No 3 Endeavour siding 260m
		42	No 2 Endeavour siding 254m
		43	No 1 Endeavour siding 206m

Broadmeadow and Woodville Junction

E



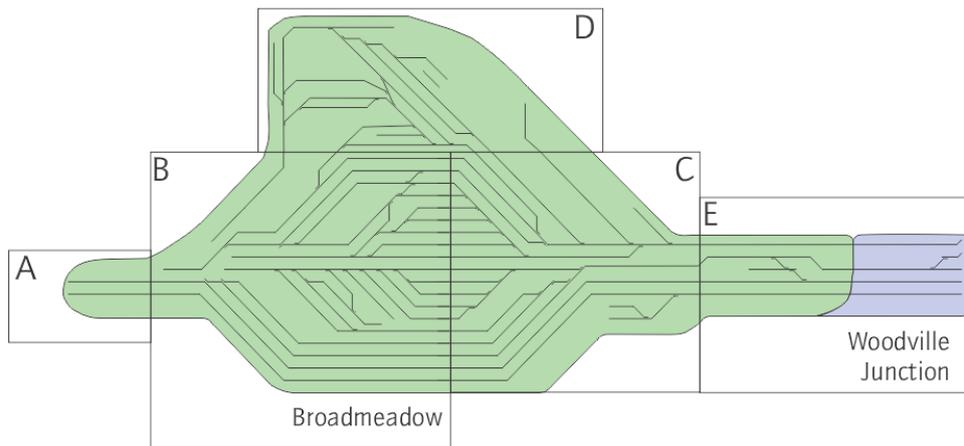
Key		
1	Down Main North line	44 Broadmeadow
2	Up Main North line	45 Engine siding 54m
8	Up Relief line	46 Down Islington Loop line
18	Down Relief line	47 Up Islington Loop line
		48 Down Branch line
		49 Up Branch line

Broadmeadow and Woodville Junction

Network Control

Signaller at Broadmeadow (Newcastle and Broadmeadow panels)

Yard Limits



Broadmeadow and Woodville Junction abut on the Main North and Relief lines.

Yard limits controlled by Newcastle Panel

	<i>Start</i>	<i>End</i>
Down	WJ 13 Down Main 163.645km	WJ 20 Up Islington loop 163.864km
		IJ 5 Down Islington loop 164.007km
		Terminations Newcastle Interchange Down Branch
Up	Terminations Newcastle Interchange Up Branch	IJ 21 Down Main 164.025km
		B 286 Up Main 163.712km
	WJ 20 Up Islington Loop 163.864km	

Broadmeadow and Woodville Junction

Yard limits controlled by Broadmeadow Panel

	Start	End
Down	B 201Signal Down Main 159.951km	WJ 13 Down Main 163.645km
		R 101.47 Down Relief
Up	B 280 Up Relief 163.392km	N 100.0 Up Main 160.927km
	B 286 Up Main 163.712km	

Location details



Broadmeadow

Interlocked points without groundframes are operated from Broadmeadow.

- 160.613km Bearing and Brake Temperature System (BTT), Up Main North line
- 161.066km Up SHUNT LIMIT sign on Down Main North line
- 161.074km Adamstown. Platforms 1, 2
- 162.167km Down Shunt limit sign on Up Relief line
- 162.290km Up SHUNT LIMIT sign on Down Relief line
- 162.673km CTC (Broadmeadow)
- 162.775km Down Relief line to Goods siding: key from releasing switch E, released by release 435
- 162.832km Down SHUNT LIMIT sign on Up Through road
- 162.842km Broadmeadow. Platforms 1, 2 and 3
- 162.843km Up SHUNT LIMIT sign on Down Main North line

Woodville Junction



Interlocked points are operated from Broadmeadow (Newcastle panel).

Broadmeadow and Woodville Junction

Level crossings

- ✕ 161.196km St James Road: manual from Broadmeadow. CCTV-monitored. Keys at Broadmeadow
- ! See Special instructions
- 📍 161.793km Access road, Down Relief line to No 6 Down siding
- 📍 161.990km Access road, No 1 Diesel Loco siding to No 2 Railmotor siding
- 📍 162.367km Access road, Broadmeadow Loco Depot line

Special instructions

St. James Road level crossing

St James Road level crossing is fitted with a single Master Emergency switch.

Operation of the Master Emergency switch will place Down signals B203, B207 and B211 and Up signals B218, B220, B222 and B224 at STOP.



Note

Down signals B203 and B207 shunt indications will be able to be cleared. Up signal B224, only the A and B routes will be placed at STOP.

Before operating the level crossing warning equipment and clearing the protecting signals, the Signaller must ensure that the level crossing is clear of road and pedestrian traffic by either observing the CCTV or by confirmation from the Qualified Worker when in place.

If the AUTO RAISE function is in use, the Signaller must reset signal route buttons for each movement.



Warning

The AUTO RAISE function must not be used during transit of the level crossing by rail vehicles that do not reliably operate track-circuits.

Broadmeadow and Woodville Junction

Unless at least one CCTV monitor gives a clear view of the level crossing, the Signaller must arrange for a Qualified Worker to be placed at the level crossing to confirm that the warning equipment has operated correctly and the level crossing is clear of road and pedestrian traffic.

The Signaller must provide a written Condition Affecting the Network (CAN) warning about the CCTV failure to Drivers and track vehicle operators, until the Qualified Worker is in place at the crossing.

Up or Down Through roads



Warning

Trains conveying passengers must not use the Up or Down Through roads.

Protection of Train Crews

Arrange to exclude Rail Traffic in accordance ***NTR 432 Protection for in-service rail traffic inspections and repairs.***

Endeavour Service Centre

All rail vehicle movements within the Endeavour Service Centre must be piloted.

A Qualified Worker who is familiar with the condition of the sidings must ensure that the route is clear and instruct the Driver of the movement to be made, and then pilot the Driver to the intended destination within the Endeavour Service Centre.

Keys for derail devices within the Centre are kept at the Centre.

Stop signs

Movements past stop sign⁽¹⁾ are authorised by the Signaller to either signal 237 or Stop sign⁽³⁾.

When authorised, Drivers must proceed to stop sign⁽²⁾ and check the non-interlocked points. When satisfied the points are in the correct position for the movement, continue to either Signal 237 when cleared or Stop sign⁽³⁾.

Broadmeadow and Woodville Junction

Sydney Trains- ARTC interface boundaries

<i>Line</i>	<i>Limits</i>	<i>Sydney side</i>	<i>Islington Junction side</i>
Down Relief	IJ 9 signal	Signaller Broadmeadow (Broadmeadow panel)	ARTC Network Controller Broadmeadow (Port Waratah Board)
Up Relief- Down Islington Loop	IJ 5 signal	Signaller Broadmeadow (Newcastle panel)	ARTC Network Controller Broadmeadow (Port Waratah Board)
Up Relief- Up Islington Loop	WJ 20 signal	Signaller Broadmeadow (Newcastle panel)	ARTC Network Controller Broadmeadow (Port Waratah Board)

In applying the Network Rules and Network Procedures, the Signaller Broadmeadow must treat the ARTC Network Controller as an affected Network Control Officer.

The following instructions will apply if work on track will be conducted which

- extends into an ARTC controlled area, or
- requires protection to be provided by the ARTC Network Controller.

Lookout Working

Additional requirements must be applied where Lookout Working is implemented in the following areas.

- Down Relief between R 101.69 signal and IJ 9 signal, or
- Down Islington Loop between 455 points and IJ 5 signal, or
- Up Islington loop between IJ 24 signal and WJ 20 signal, the following conditions apply:

Additional requirements:

Lookout working must not be implemented:

- 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.

Broadmeadow and Woodville Junction

Absolute Signal Blocking

Down Relief

The Signaller Broadmeadow (Broadmeadow panel) is responsible for implementing Absolute Signal Blocking (ASB) in accordance with Sydney Trains Network Rules when a worksite is established on the Sydney side of IJ 9 signal.

The ARTC Network Controller Broadmeadow (Port Waratah Board) is responsible for implementing ASB in accordance with the ARTC Network Rules when a worksite is established on the Islington Junction side of IJ 9 signal.

Down Islington Loop

The Signaller Broadmeadow (Newcastle panel) is responsible for implementing ASB when a worksite is established on the Down Islington Loop line on the Sydney side of IJ 5 signal.

The ARTC Network Controller Broadmeadow (Port Waratah Board) is responsible for implementing ASB in accordance with the ARTC Network Rules when a worksite is established on the Islington Junction side of IJ 5 signal.

Up Islington Loop

The Signaller Broadmeadow (Newcastle panel) is responsible for implementing ASB when a worksite is established on the Sydney side of WJ 20 signal.

If additional protection is required on IJ 24 signal, the Signaller Broadmeadow (Newcastle panel) must apply blocking facilities to prevent the clearing of IJ 24 signal and advise the ARTC Network Controller Broadmeadow (Port Waratah Board).

ARTC Network Controller Broadmeadow (Port Waratah Board) is responsible for implementing ASB when a worksite is established on the Islington Junction side of WJ 20 signal.

Additional Requirements for ASB

When ASB is issued on the Up Islington Loop between IJ 24 signal and WJ 20 signal, the following conditions apply.

ASB protection must include:

- Two consecutive controlled signals set at STOP with blocking facilities applied, or
- One controlled signal set at STOP with blocking facilities applied, and
 - A set of points secured to prevent access, or
 - An easily-reached safe place is available and a Lookout provided.

Where additional protection is required by another Signaller/Network Controller, Signaller Broadmeadow (Newcastle panel) and ARTC Network Controller Broadmeadow (Port Waratah Board) must confer and obtain an assurance that blocking facilities have been applied to applicable signals prior to granting the ASB.

Broadmeadow and Woodville Junction

Track Occupancy Authority (TOA)

Down Relief line

The Signaller Broadmeadow (Broadmeadow panel) is responsible for implementing a TOA when a worksite is established on the Islington Down Relief line on the Sydney side of IJ 9 signal.

When a TOA worksite will extend beyond IJ 9 signal, separate TOA s must be issued by the Signaller Broadmeadow (Broadmeadow panel) and the ARTC Network Controller Broadmeadow (Port Waratah Board).

Down Islington Loop

The Signaller Broadmeadow (Newcastle panel) is responsible for implementing a TOA when a worksite is established on the Down Islington loop line on the Sydney side of IJ 5 signal.

When a TOA worksite will extend beyond IJ 5 signal, separate TOA s must be issued by the Signaller Broadmeadow (Newcastle panel) and the ARTC Network Controller Broadmeadow (Port Waratah Board).

Up Islington Loop

The ARTC Network Controller Broadmeadow (Port Waratah Board) is responsible for implementing a TOA when a worksite is established on the Up Islington Loop.

When a TOA worksite extends beyond WJ20 signal, separate TOA s must be issued by the Signaller Broadmeadow (Newcastle panel) and the ARTC Network Controller Broadmeadow (Port Waratah Board).

Track Work Authorities (TWA)

Down Relief line

The Signaller Broadmeadow (Broadmeadow panel) is responsible for implementing a TWA when a worksite is established on the Islington Down Relief line on the Sydney side of IJ 9 signal. The TWA worksite must not extend beyond IJ 9 signal

Down Islington Loop

The Signaller Broadmeadow (Newcastle panel) is responsible for implementing a TWA when a worksite is established on the Down Islington line on the Sydney side of IJ 5 signal. The TWA worksite must not extend beyond IJ 5 signal

Up Islington Loop

The ARTC Network Controller Broadmeadow (Port Waratah Board) is responsible for implementing a TWA when a worksite is established on the Up Islington Loop. The TWA worksite must not extend beyond WJ 20 signal

Broadmeadow and Woodville Junction

Local Possession Authorities (LPA)

ARTC only LPA

<i>Line</i>	<i>Limits</i>
Down Relief	Islington Junction side of R101.69
Down Islington Loop	Islington Junction side of 455 points
Up Islington Loop	Islington Junction side of WJ 20signal



Note

Where the ARTC only LPA includes the Down Relief:

- ARTC Network Controller must request the Signaller Broadmeadow to protect the possession limit by placing blocking facilities on B 263 signal, and
- R101.69 signal must be booked out of use for the duration of the possession.

Sydney Trains only LPA

<i>Line</i>	<i>Limits</i>
Down Relief	Sydney side of IJ 9 signal
Down Islington Loop	Sydney side of 455 points
Up Islington Loop	Sydney side of side of WJ 20

Sydney Trains-ARTC back-to-back LPAs

<i>Line</i>	<i>Limits</i>
Down Relief	IJ9 signal
Down Islington Loop	IJ 5 signal
Up Islington Loop	WJ 20

Where back-to-back LPAs are 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.

Broadmeadow and Woodville Junction

Where work is being undertaken at or over the interface boundary the following will apply:

The ARTC Possession Protection Officer and the Sydney Trains Possession Protection Officer must confer and come to a clear understanding of the worksite protection to be established over the ARTC and Sydney Trains interface boundary.

When the work at or over the interface boundary is completed, the ARTC Possession Protection Officer and Sydney Trains Possession Protection Officer must ensure that possession protection is established as prescribed in the relevant network rules.

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 Broadmeadow	ARTC form
Worksite Protection or Proceed Authority issued by Signaller Broadmeadow (Newcastle panel or Broadmeadow panel)	Sydney Trains form
Infrastructure maintained by ARTC	ARTC form
Infrastructure maintained by Sydney Trains	Sydney Trains form



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)

Special Proceed Authority

To authorise a SPA for a movement on the Down Relief line between B 263 signal and IJ 9 signal, the Signaller at Broadmeadow (Broadmeadow panel), TSDM Rail Operations Centre and ARTC Network Controller Broadmeadow (Port Waratah Board) must confer and nominate an authorising person.

The authorising person will be responsible for obtaining all assurances and compiling and issuing the SPA using the relevant form.

All affected parties must be issued a copy of the SPA form.

Broadmeadow and Woodville Junction

Related documents

NLA 314 *Gosford-Broadmeadow*

NLA 320 *Broadmeadow-Hamilton Junction*

Effective date

25 March 2026