Sydenham

Location

This unit includes:

Sydenham at 5.228km

XPT Maintenance Centre at 5.819km

Meeks Road Junction at 6.451km

Tempe at 6.770km

Wolli Creek at 7.227km

Wolli Creek Junction at 7.425km

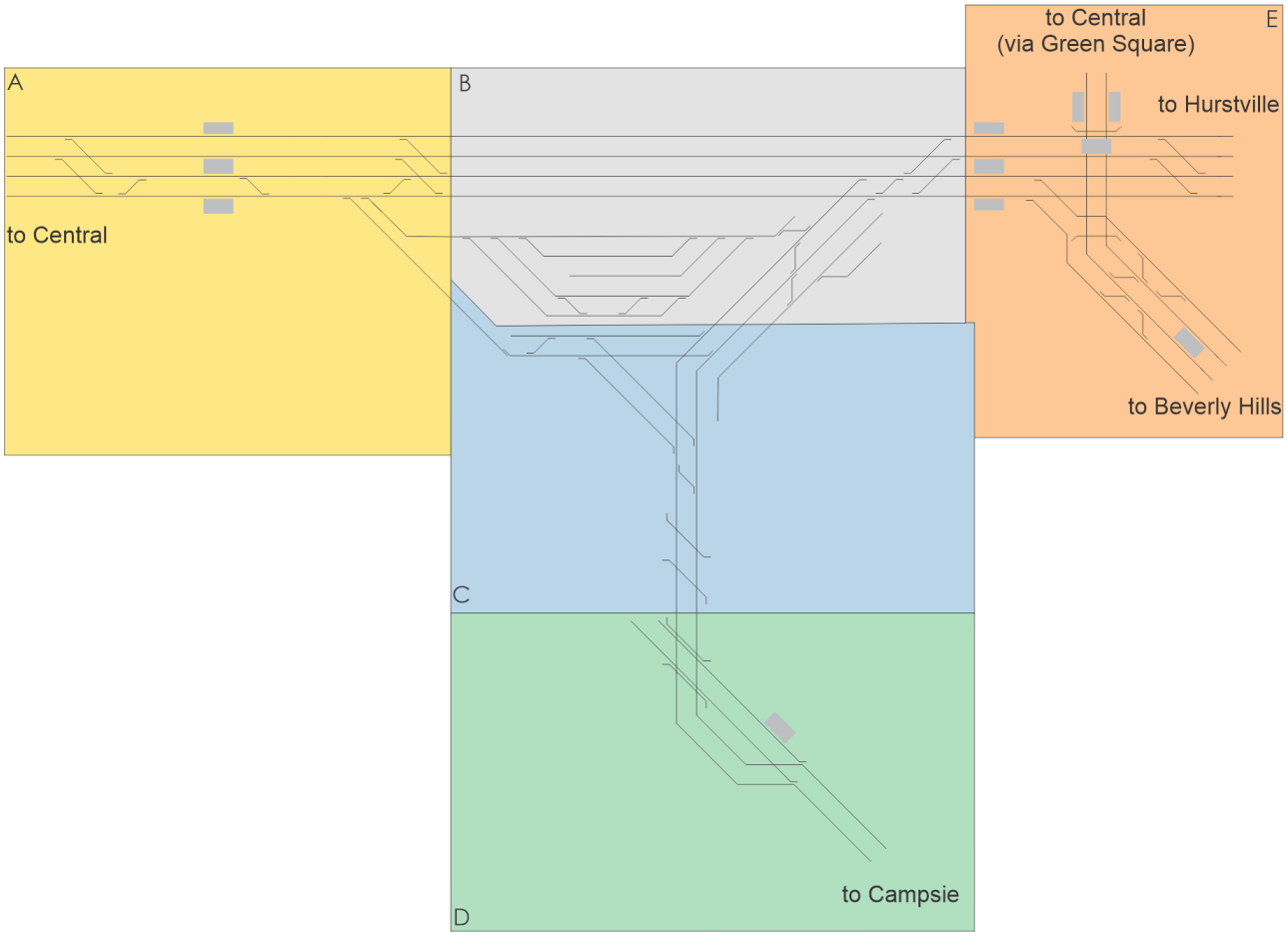
Turrella at 8.565km.

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

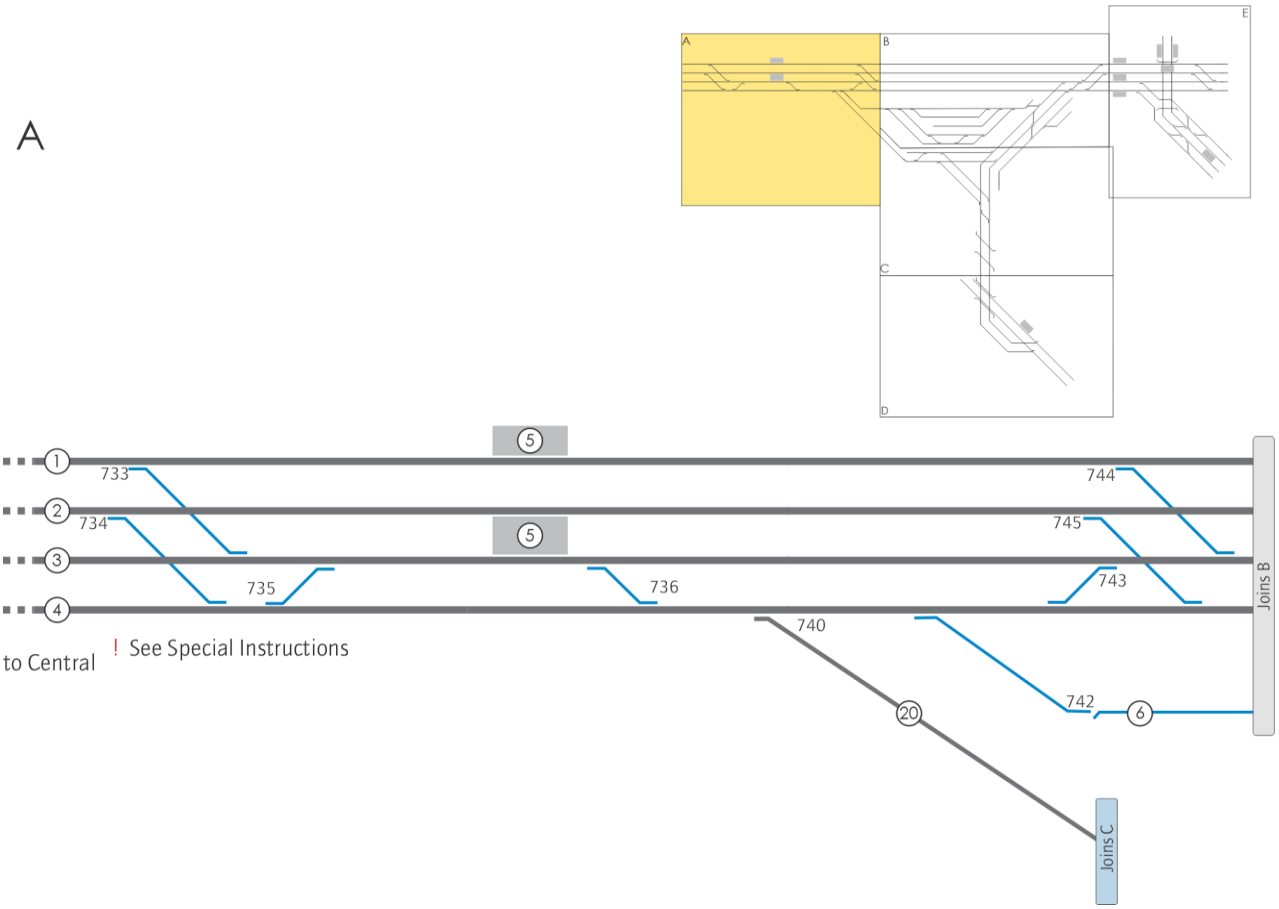
Diagrams



Network Local Appendices

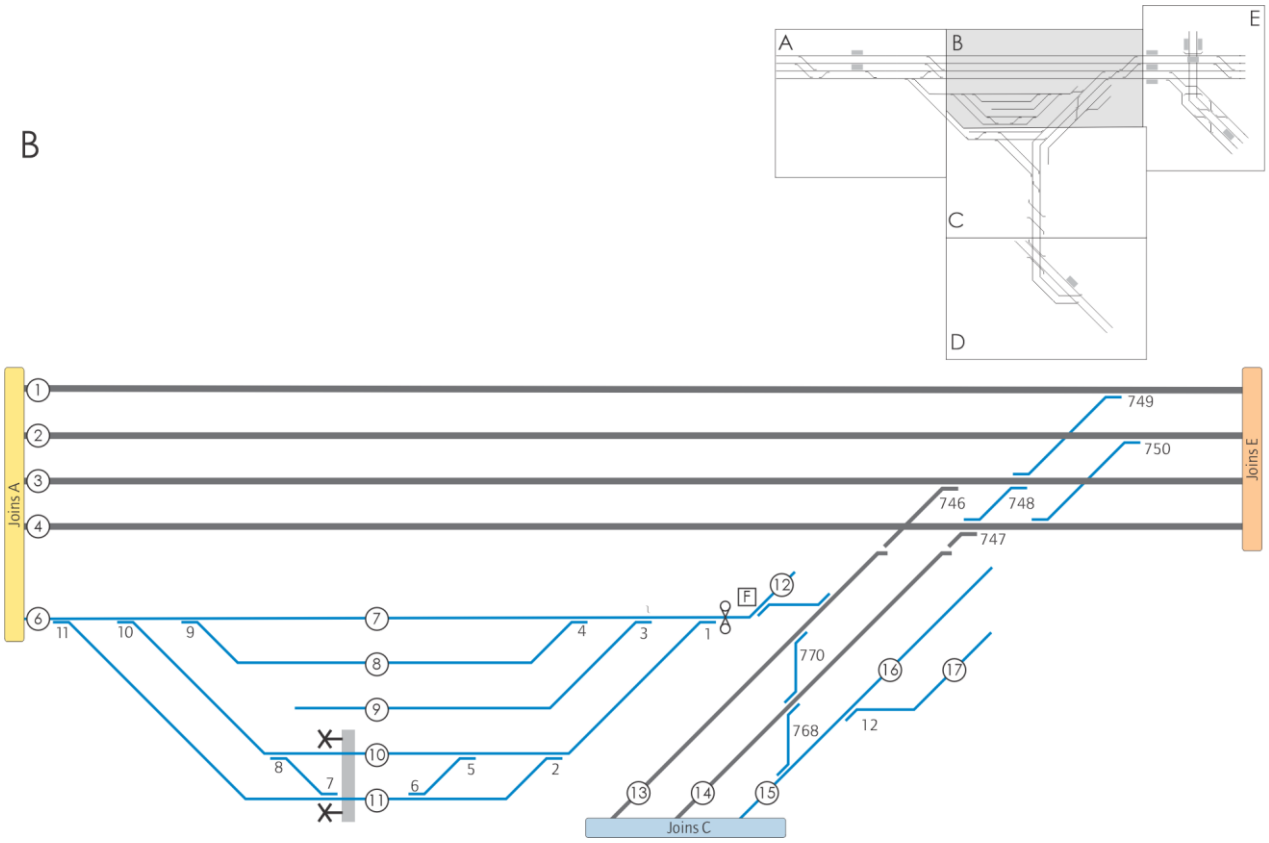
Sydenham

A



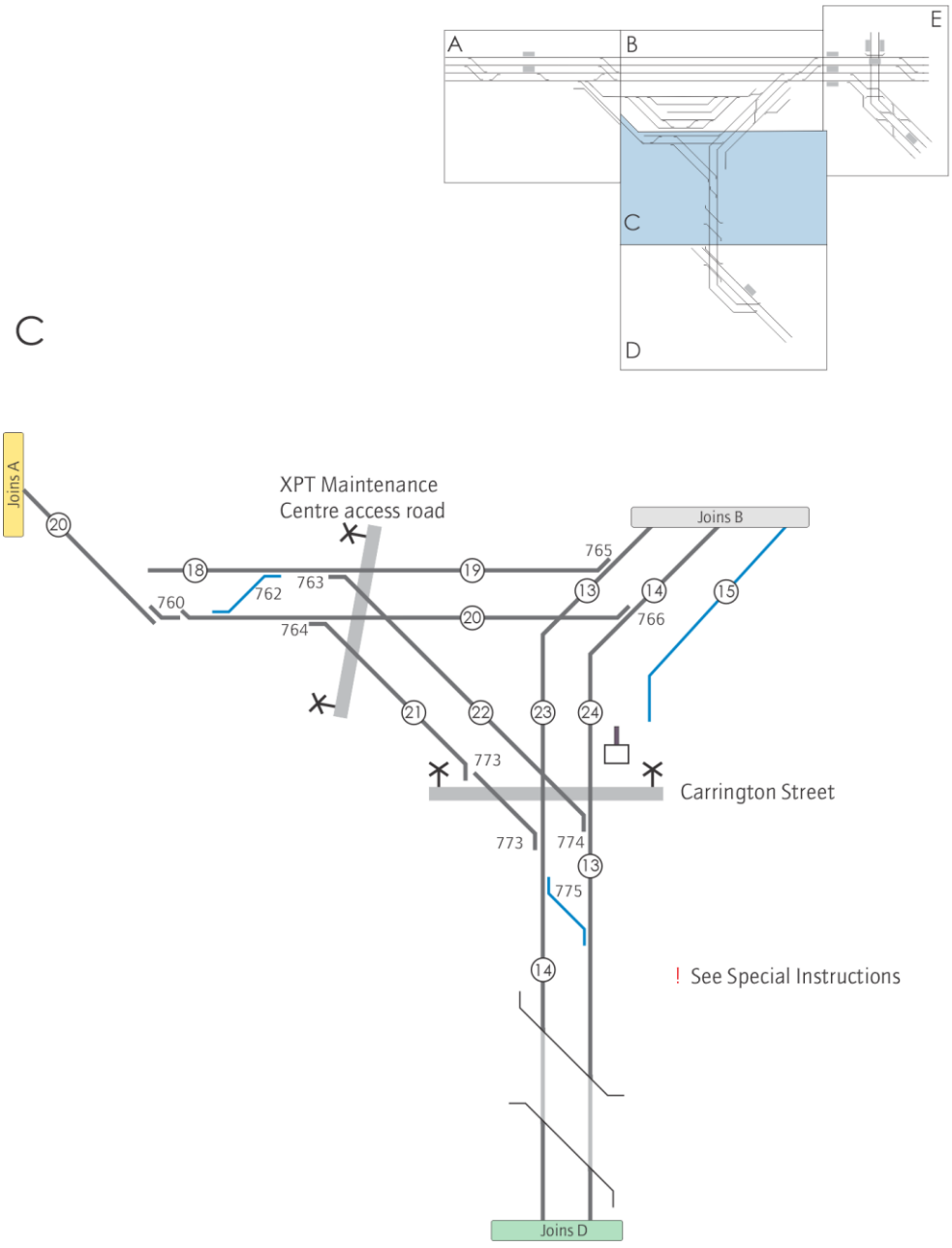
Key		
1 Down Illawarra line	3 Down Illawarra Local line	5 Sydenham
2 Up Illawarra line	4 Up Illawarra Local line	6 XPT Maintenance Centre
		20 Up East Fork line

Sydenham



Key		
1 Down Illawarra Line	8 No 1 (shed) siding 355m	13 Down Goods line
2 Up Illawarra Line	9 Dock siding 158m	14 Up Goods line
3 Down Illawarra Local line	10 No 2 Refuelling road 455m	15 Shunting Neck 208m
4 Up Illawarra Local line	11 No 1 Refuelling road 576m	16 No 1 South siding 197m
6 XPT Maintenance Centre	12 Shunting neck (XPT Depot)	17 No 2 South siding 83m
7 No 2 (shed) siding 355m		

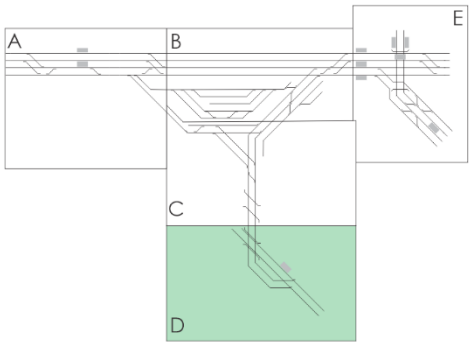
Sydenham

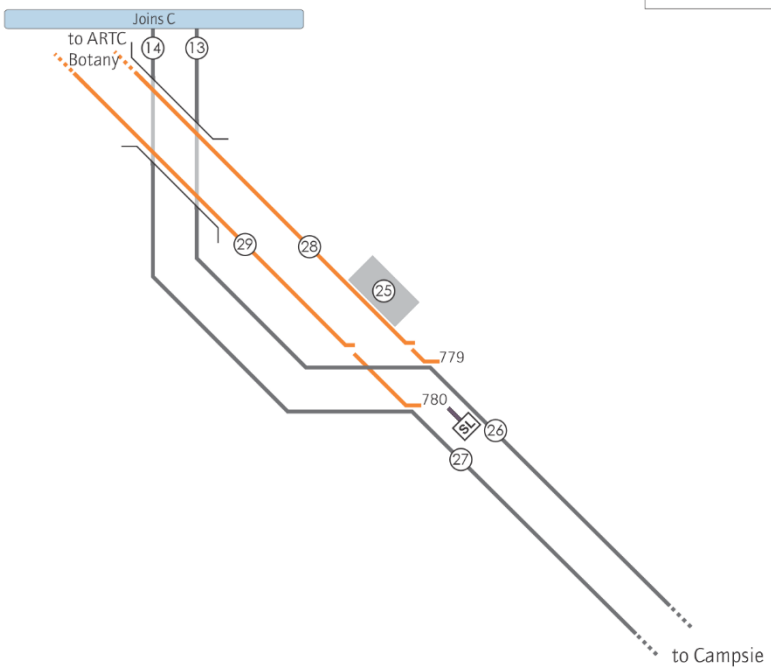


Key		
13 Down Goods line	18 North Shunting Neck 65m	21 Up North Fork line
14 Up Goods line	19 Down East Fork line	22 Down North Fork line
15 Shunting Neck 208m	20 Up East Fork line	23 Down South Fork line
		24 Up South Fork line

Sydenham

D

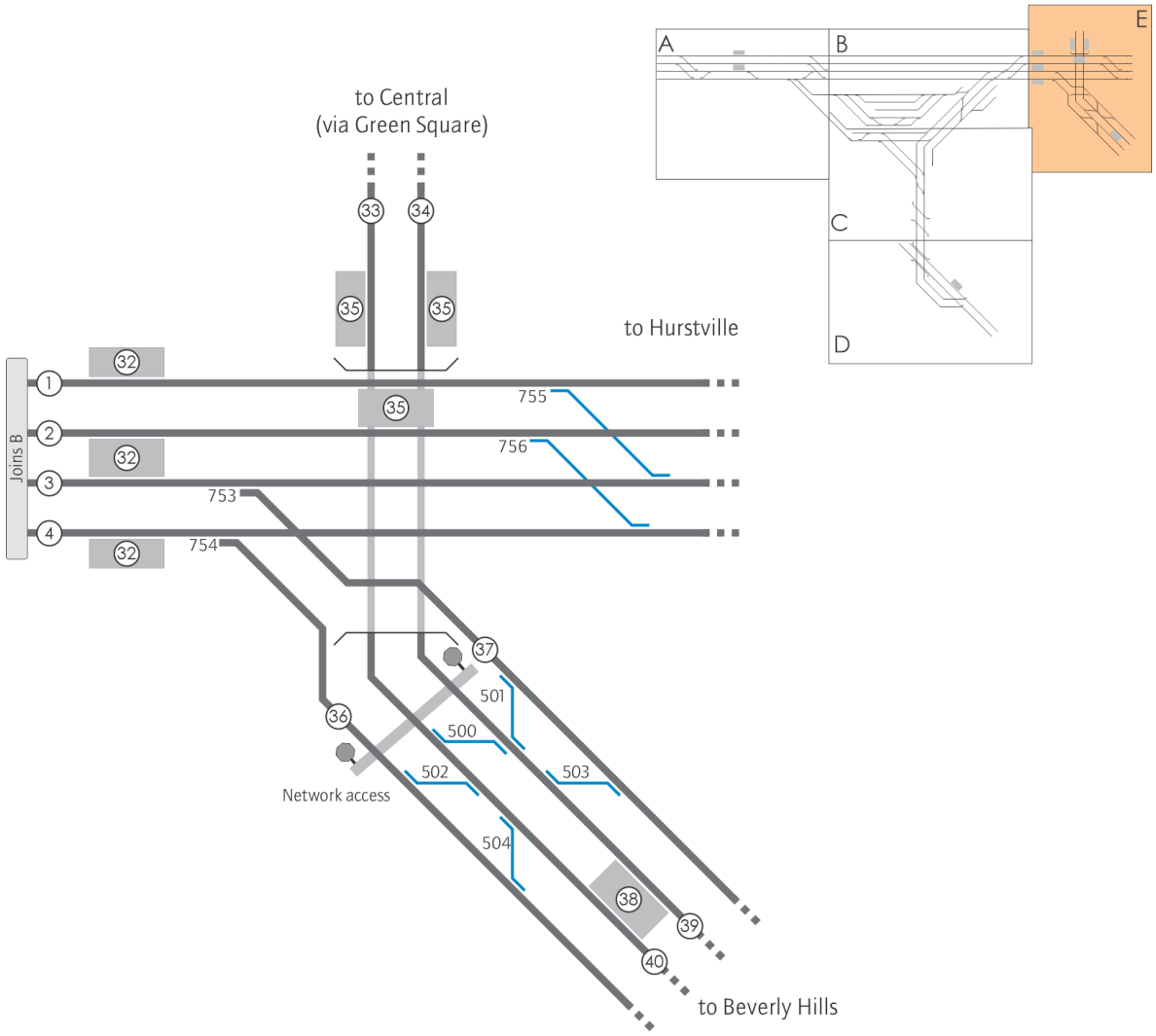




Key		
13 Down Goods line 14 Up Goods line 25 Marrickville	26 Down Goods line (Sydenham–Sefton Park Junction) 27 Up Goods line (Sydenham–Sefton Park Junction)	28 Down Botany line 29 Up Botany line

Sydenham

E



Key					
1	Down Illawarra line	33	Up Airport line	37	Down Main line
2	Up Illawarra line	34	Down Airport line	38	Turrella
3	Down Illawarra Local line	35	Wolli Creek	39	Down Local line
4	Up Illawarra Local line	36	Up Main line	40	Up Local line
32	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
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 ED101

Sydenham

Location details

Interlocked points without groundframes are operated from ROC.

- 5.228km Sydenham. Platforms 1, 2 (for use by Sydney Metro) and 3,4 and 5,6
- 5.645km Down wide electric train STOP sign on Up South Fork line
- F 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
- SL 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 and Carrington Street 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.

XPT Maintenance Centre

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)

Instruction for operating Frame F Points:

Releasing Unit F – Operating Instructions

Qualified worker

1. Ask signaller for permission to take the release.
2. Make sure no rail traffic is approaching or traversing the points.

When the **'Release Available'** light is illuminated;

3. Turn the switch from Normal to Reverse
4. **'Normal'** light should extinguish, and **'Reverse'** light will illuminate.
5. Points can now be controlled using Control Unit.

Control Unit F - Operating instructions

When the **'Control Available'** is illuminated;

1. Ensure no rail traffic is approaching or traversing Points.
2. Turn Points control switch to **'Free'** position.
3. Points indicators will revert to stop
4. **'Free'** light flashes during release timer

When free light becomes steady, turn Points control switch to required position, Normal or Reverse.

Once Points Control switch is turned;

1. **'Transit'** light will illuminate
2. **'Free'** light will extinguish
3. When Points have driven, **'Transit'** light will extinguish, and **'Normal'** or **'Reverse'** light will illuminate;
4. Points indicators will clear for the selected direction.
5. Rail traffic can be authorised to traverse the Points.
6. Leave Points control switch in Normal or Reverse position while rail vehicles are traversing points.

To restore the release and return points to normal operations

Qualified worker

1. Make sure no rail traffic is approaching or traversing the points
2. Turn the Releasing Unit F switch from Reverse to Normal.
3. **'Reverse'** light will extinguish, and **'Normal'** light will illuminate
4. Tell the signaller

Sydney Trains – ARTC interface arrangements

Sydney Trains- ARTC interface boundaries

Line	*Limits*	*Network Controller/Signaller*	*Network Rules*
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 ARTC network requires protection the ARTC Network Controller the Protection Officer must 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 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.

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.

Local Possession Authorities (LPA)

ARTC only LPA

Line	*Limits*
Up Goods Line	Enfield side of SM 710G
Down Goods Line	Enfield side of CR 711G

Sydney Trains only LPA

Line	*Limits*
Up Goods Line	Sydenham side of SM 710G
Down Goods Line	Sydenham side of CR 711G

Sydney Trains – ARTC back to back LPA

Line	*Limits*
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.

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.

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)

Metropolitan Freight Network (MFN) Shared corridor

Metropolitan Freight Network (MFN)

When work on track will be performed 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

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.

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

18 August 2025