

Campbelltown

Location

This unit includes:

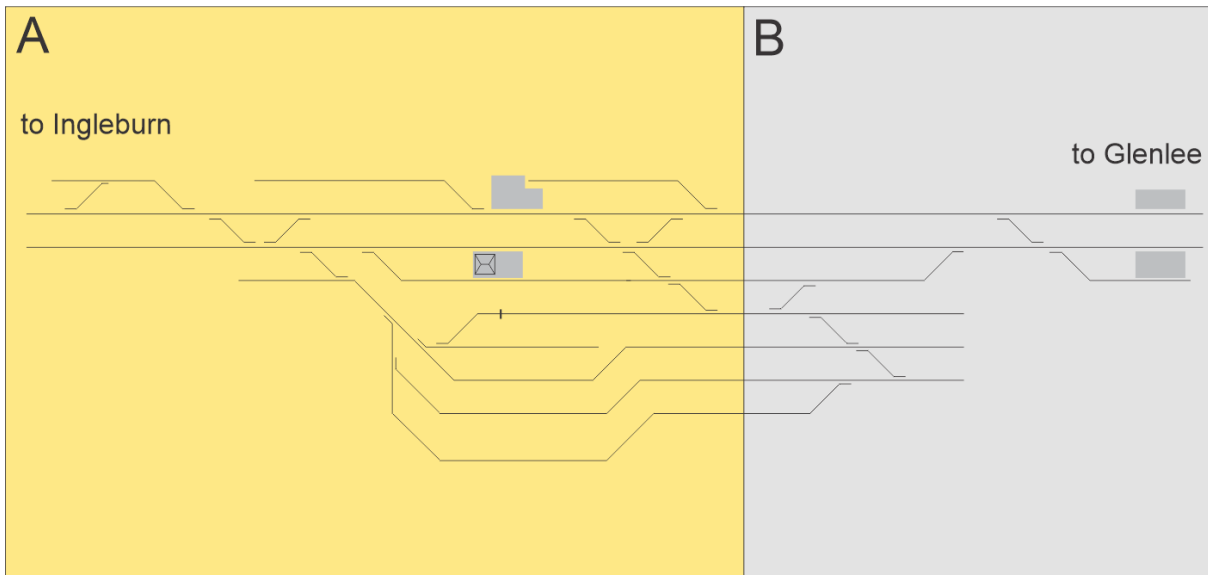
- Campbelltown at 54.580km
- Macarthur at 56.485km



Warning

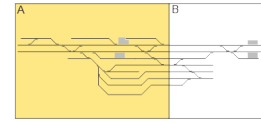
This location has narrow track clearances

Diagrams

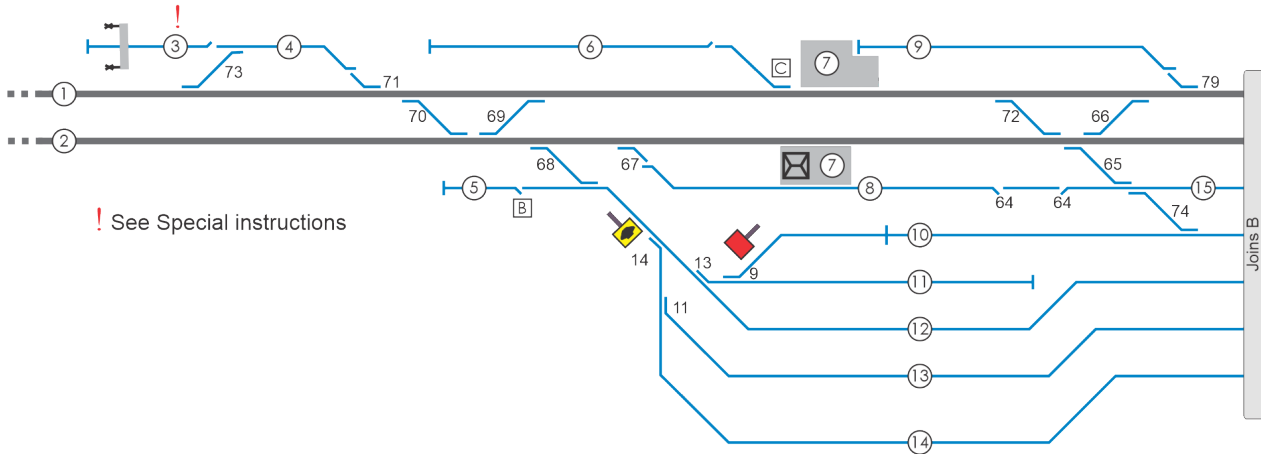


Campbelltown

A



to Ingleburn

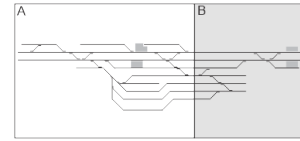


Key		
1	Down Main South line	6 Goods siding 147m
2	Up Main South line	7 Campbelltown
3	Perway siding 200m	8 Back Platform road 242m
4	Down Refuge Loop line 528m	9 Down Dock siding 346m
5	Milk siding 32m	10 Weighbridge road 149m
		11 Up siding (New Road) 210m
		12 No 1 siding 526m
		13 No 2 siding 245m
		14 No 3 siding 245m
		15 Up Refuge siding 586m

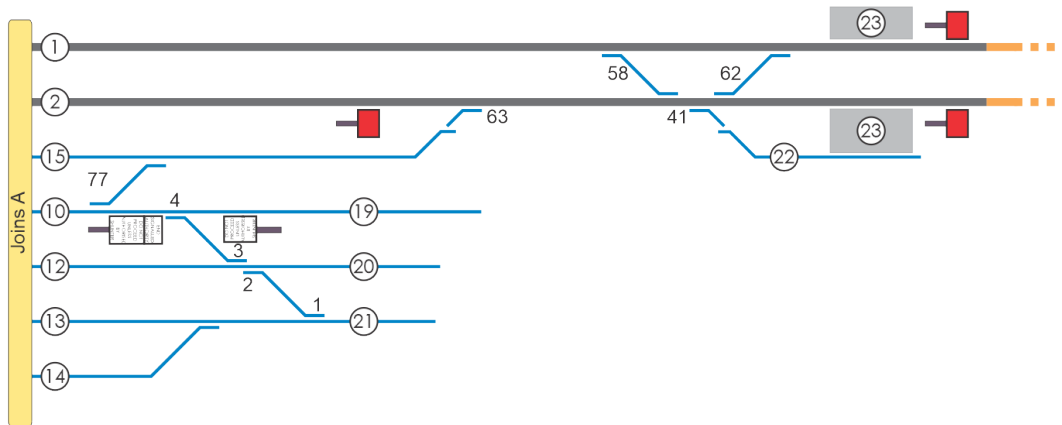
**Network
Local
Appendices**

Campbelltown

B



to Glenlee



Key		
1	1 Down Main South line	13 No 2 siding 245m
2	Up Main South line	14 No 3 siding 245m
10	Weighbridge road 149m	15 Up Refuge siding 586m
12	No 1 siding 526m	19 Up Storage siding 666m
		20 No 1 Extension siding 524m
		21 No 2 Extension siding 385m
		22 Terminating road 186m
		23 Macarthur

Campbelltown

Network Control

Signaller at Campbelltown





Yard Limits

Down Main South line	YL	53.080km Down signal 33.1
	EYL	57.657km Down signal GE 23
Up Main South line	EYL	53.136km Up signal 33.0
	YL	57.658km Up signal 36.0

Location details



Interlocked points without groundframes are operated from Campbelltown.

- B** 54.478km No 1 siding to Milk siding: key from releasing switch B, released by release 81(Booked out of use)
-  54.580km Campbelltown. Platforms 1 and 2, 3 and 4
- C** 54.610km Down Main South line to Goods siding: key from releasing switch C, released by release 80
-  54.618km Signal box
-  56.485km Macarthur. Platforms 1, 2
-  56.665km Down STOP signs for wide electric train on Down and Up Main South lines

Level crossings

Nil

Special instructions

Perway siding

Entry to Perway siding

To gain access to the Perway siding, the following will apply:

The driver will stop at the STOP board on the Down Refuge Loop line.

The Qualified Worker will then contact the Signaller at Campbelltown and request access into the Perway siding.

The Signaller at Campbelltown will then:

- Ensure that there are no train movements towards the Down Refuge Loop line and in the section from Minto signal MO3 to signal 33.3
- Ensure that Down signals MO3, 33.1 and 33.3, are set to stop and Up signals S 33.8, B 33.8, 33.8 and T 33.8 do not display a proceed indication towards the Down Refuge Loop line
- Ensure that 73 crossover is set and locked normal using the points switch
- Give permission for entry to the Perway Siding

The Qualified Worker will then remove the key from the EOL and operate 1 Fr D catch points to the closed position using the point machine lever

When all vehicles are in the Perway siding clear of 1 Fr D catch points, the Qualified Worker will operate 1 Fr D catch points to the open position and restore the key into the EOL.

Exit from Perway siding

To exit the Perway siding, the following will apply:

The Qualified Worker will contact the Signaller at Campbelltown and request departure from the Perway siding.

The Signaller at Campbelltown will then:

- Ensure that there are no train movements towards the Down Refuge Loop line and in the section from signal MO3 to signal 33.3
- Ensure that Down signals MO3, 33.1 and 33.3, are set to stop and Up signals S 33.8, B 33.8, 33.8 and T 33.8 do not display a proceed indication towards the Down Refuge Loop line
- Ensure that 73 crossover is set and locked normal using the points switch
- Give permission for departure from the Perway Siding.

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The Qualified Worker will then remove the key from the EOL and operate 1 Fr D catch points to the closed position using the point machine lever.

When departure from the Perway siding is complete and all vehicles are clear of the STOP sign on the Down Refuge Loop line, the Qualified Worker will operate 1 Fr D catch points to the open position and restore the key into the EOL.

Dual Controlled signals

- GE 32 signal is released by Sydney Trains Signaller at Campbelltown.
- 35.3 signal is released by ARTC Network Controller at Junee

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>
Down Main	Country side of GE23 signal	ARTC Junee	ARTC
Up Main	Sydney side of 36.0 signal	Campbelltown	Sydney Trains
SSFL	SSFL line clear of 65 points	ARTC 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 Campbelltown 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)

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- 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 between:

- two signals, or
- a signal and a set of points, or
- a signal and the end of a terminal line, or
- a set of points and the end of a terminal line.

Signals and points 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



Note

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

Down Main line

When ASB is implemented to protect a worksite that is established on the Down Main line between 34.9 signal and GE 23 signal, blocking facilities must be placed on the signal controls for GE 32 signal and the ARTC Network Controller at Junee informed.

Where it is necessary to use Signals or points controlled by the ARTC Network Controller at Junee for additional protection, the Signaller at Campbelltown must ask the ARTC Network Controller at Junee to implement these additional protection measures.

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Up Main line

Where an ASB is established on the Up Main line between 36.0 signal and 35.2 signal and it is necessary to use signals or points controlled by the ARTC Network Controller at Junee for additional protection, the Signaller at Campbelltown must ask the ARTC Network Controller at Junee to implement these additional protection measures.

Track Occupancy Authority (TOA)

Up Main line beyond 36.0 signal

The Signaller at Campbelltown is responsible for issuing a TOA on the Up Main line on the Sydney side of 36.0 signal.

Down Main line beyond GE 23

When a TOA is implemented for the Down Main line and the limits of the TOA will extend beyond GE23.0 signal, the Signaller at Campbelltown and the ARTC Network Controller at Junee must confer and ensure all points of entry are protected.

The TOA will be issued by the Signaller at Campbelltown on a Sydney Trains form NRF 002 and a copy transmitted to the ARTC Network Controller at Junee.

The TOA issued by the Signaller at Campbelltown must not extend beyond GE 32 signal.

When the TOA limits will extend beyond GE 32 signal, separate TOAs must be issued by the Signaller at Campbelltown and the ARTC Network Controller at Junee.

Track Work Authorities (TWA)

Down Main line

When a TWA is implemented using 35.3 signal, blocking facilities must be placed on the signal controls for GE 32 signal and, the ARTC Network Controller at Junee informed. The TWA must be implemented by the Signaller at Campbelltown.

A TWA must not be implemented if the worksite will extend beyond GE 32 signal.

When a TWA is implemented using GE 23 signal, the TWA must be implemented by the ARTC Network Controller at Junee and the Signaller at Campbelltown informed.

Up Main line

When a TWA is implemented using GE 34 signal, the Signaller at Campbelltown and the ARTC Network Controller at Junee must agree on the arrangements. The TWA must be implemented by the ARTC Network Controller at Junee.

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Local Possession Authorities (LPA)

ARTC only LPA

<i>Line</i>	<i>Limits</i>
Down Main	Country side of GE23 signal
Up Main	Country side of 36.0 signal

Sydney Trains only LPA

<i>Line</i>	<i>Limits</i>
Down Main	Sydney side of GE23 signal
Up Main	Sydney side of 36.0 signal

Sydney Trains – ARTC back to back LPA

<i>Line</i>	<i>Limits</i>
Down Main	GE23 signal
Up Main	36.0 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.



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)

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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.

SSFL Shared Corridor

<i>Location</i>	<i>Line</i>	<i>Limits</i>
Macarthur	Down Main	Sydney side of GE23 signal
	Up Main	Sydney side of GE34 signal

Where work on track will be performed in the SSFL shared corridor the additional requirements for worksite protection at the Sydney Trains – ATC interface will apply.

Entry to the SSFL Shared Corridor

Sydney Trains employees or 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:

<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 Campbelltown	Sydney Trains form
Infrastructure maintained by ARTC	ARTC form
Infrastructure maintained by Sydney Trains	Sydney Trains form

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Note

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

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 RSW issued by TfNSW	RSW issued by TfNSW
Contractors engaged by Sydney Trains	RIW card	RIW card

Related documents

NLA 500 Lidcombe–Campbelltown

Effective date

22 June 2020