

Campbelltown

Location

This unit includes:

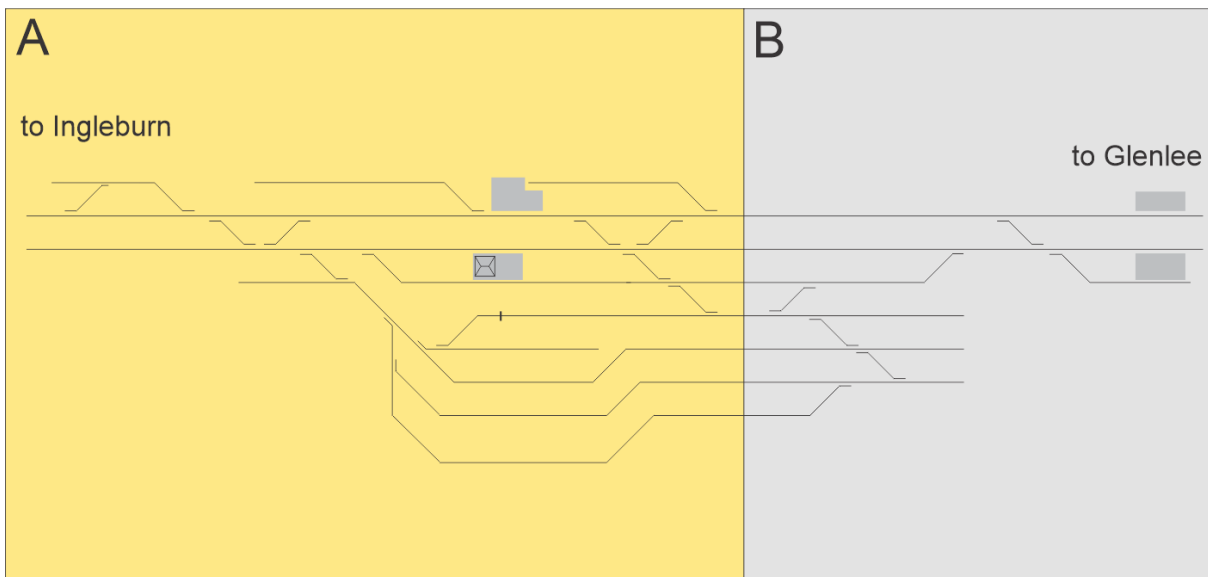
- Campbelltown at 54.580km
- Macarthur at 56.485km



Warning

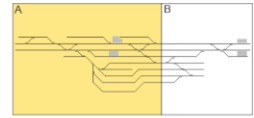
This location has narrow track clearances

Diagrams

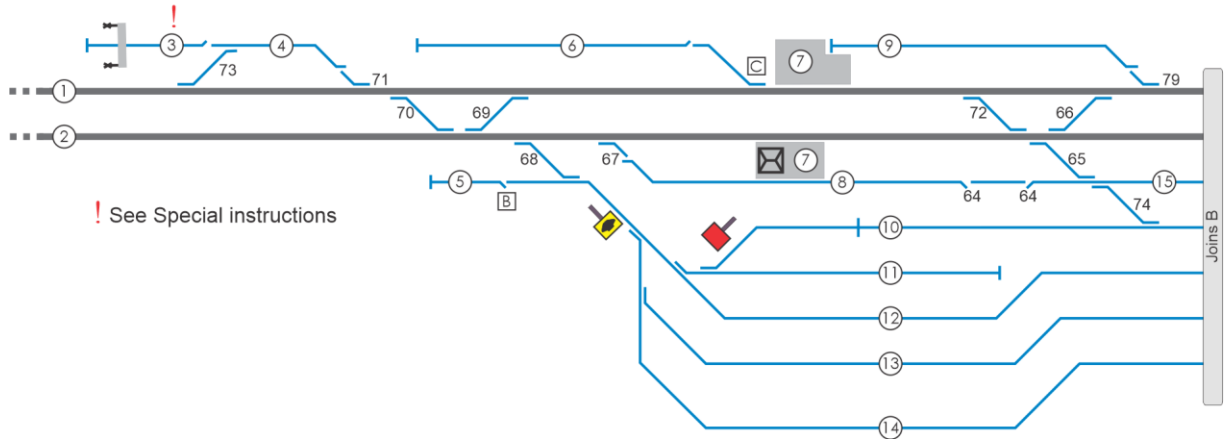


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A



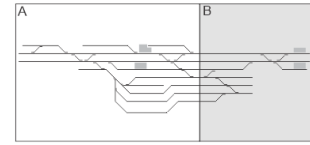
to Ingleburn



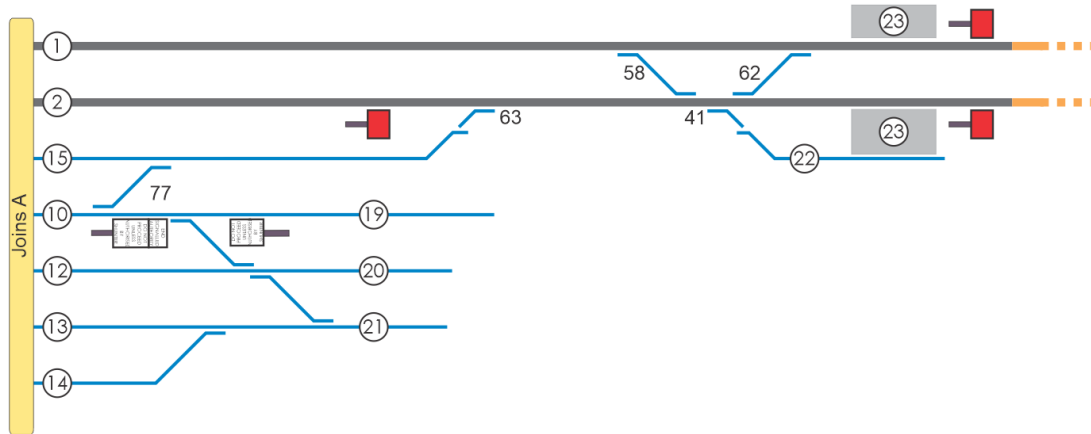
Key					
1	Down Main South line	6	Goods siding 147m	11	Up siding (New Road) 210m
2	Up Main South line	7	Campbelltown	12	No 1 siding 526m
3	Perway siding 200m	8	Back Platform road 242m	13	No 2 siding 245m
4	Down Refuge Loop line 528m	9	Down Dock siding 346m	14	No 3 siding 245m
5	Milk siding 32m	10	Weighbridge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

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B



to Glenlee



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

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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.

Operational Boundaries

The operational boundaries between the ARTC and Sydney Trains territory are as follows:

Train control boundaries

The Train Control boundaries between the ARTC and Sydney Trains territories define the appropriate location for Train Control responsibilities.

The Sydney Trains Network Controllers have operational control on the Sydney side of:

- Down Main line, signal GE 23 (exclusive)
- Up Main line, Signal 36.0 (inclusive)

The ARTC Network Controllers have operational control on the country side of:

- Down Main line, signal GE 23 (inclusive)
- Up Main line, signal 36.0 (exclusive).

Signal boundaries

The signal boundaries between the ARTC and Sydney Trains territories define the appropriate location for Signaller responsibilities.

The boundary between Campbelltown and Glenlee for Sydney Trains Signallers is:

- Down Main line, signal GE 23
- Up Main line, signal 36.0.

The boundary between Campbelltown and Glenlee for ARTC Network Controller is:

- Down Main line, signal GE 23
- Up Main line, signal 36.0.

Activities on the Down Main line between signal 35.3 and signal GE 23 are protected by the Sydney Trains Signaller at Campbelltown.

Activities on the Up Main line between signal GE 34 and signal 36.0 are protected by the ARTC Network Controller at Juneec.

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Advertised possession boundaries

The boundaries for the issue of a LPA between the ARTC and Sydney Trains at Campbelltown are as follows:

During back-to-back Sydney Trains and ARTC possessions

- Down Main line, signal GE 23
- Up Main line, signal 36.0.

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.

During Sydney Trains possessions

- Down Main line, signal GE 23
- Up Main line, signal 36.0.

During ARTC possessions

- Down Main line, signal GE 23
- Up Main line, signal 36.0.

Recognition of Safeworking Competencies/Certification

Where work or activities occur at the interface between Sydney Trains and ARTC territories 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

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Warning

Lookout working must not be implemented in the ARTC network or share 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

Related documents

NLA 500 *Lidcombe–Campbelltown*

Effective date

21 February 2020