Location

This unit includes:

- Campbelltown at 54.580km
- Macarthur at 56.485km

Warning

This location has narrow track clearances

Diagrams
### Key

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Down Main South line</td>
<td>6</td>
<td>Goods siding 147m</td>
</tr>
<tr>
<td>2</td>
<td>Up Main South line</td>
<td>7</td>
<td>Campbelltown</td>
</tr>
<tr>
<td>3</td>
<td>Perway siding 200m</td>
<td>8</td>
<td>Back Platform road 242m</td>
</tr>
<tr>
<td>4</td>
<td>Down Refuge Loop line 528m</td>
<td>9</td>
<td>Down Dock siding 346m</td>
</tr>
<tr>
<td>5</td>
<td>Milk siding 32m</td>
<td>10</td>
<td>Weighbridge road 149m</td>
</tr>
<tr>
<td>10</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>11</td>
<td>Up siding (New Road) 210m</td>
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<td></td>
</tr>
<tr>
<td>12</td>
<td>No 1 siding 526m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>No 2 siding 245m</td>
<td></td>
<td></td>
</tr>
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<td>14</td>
<td>No 3 siding 245m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Up Refuge siding 586m</td>
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Network Local Appendices

Campbelltown

Key

<p>| | | |</p>
<table>
<thead>
<tr>
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<tr>
<td>1</td>
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<tr>
<td>2</td>
<td>2</td>
<td>Up Main South line</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>Weighbridge road 149m</td>
</tr>
<tr>
<td>12</td>
<td>12</td>
<td>No 1 siding 526m</td>
</tr>
<tr>
<td>13</td>
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<td>No 2 siding 245m</td>
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<tr>
<td>14</td>
<td>14</td>
<td>No 3 siding 245m</td>
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<tr>
<td>15</td>
<td>15</td>
<td>Up Refuge siding 586m</td>
</tr>
<tr>
<td>19</td>
<td>19</td>
<td>Up Storage siding 666m</td>
</tr>
<tr>
<td>20</td>
<td>20</td>
<td>No 1 Extension siding 524m</td>
</tr>
<tr>
<td>21</td>
<td>21</td>
<td>No 2 Extension siding 385m</td>
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<tr>
<td>22</td>
<td>22</td>
<td>Terminating road 186m</td>
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<tr>
<td>23</td>
<td>23</td>
<td>Macarthur</td>
</tr>
</tbody>
</table>

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Network Control

Signaller at Campbelltown

Yard Limits

<table>
<thead>
<tr>
<th>Line Type</th>
<th>Location 1</th>
<th>Location 2</th>
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</thead>
<tbody>
<tr>
<td>Down Main South line</td>
<td>YL 53.080km Down signal 33.1</td>
<td>EYL 57.657km Down signal GE 23</td>
</tr>
<tr>
<td>Up Main South line</td>
<td>EYL 53.136km Up signal 33.0</td>
<td>YL 57.658km Up signal 36.0</td>
</tr>
</tbody>
</table>

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)
- **C** 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
- **C** 54.618km Signal box
- **C** 56.485km Macarthur. Platforms 1, 2
- **C** 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.
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 Junee.
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.

<table>
<thead>
<tr>
<th>Workers</th>
<th>RISI</th>
<th>RSW competency</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTC Employees</td>
<td>RIW card</td>
<td>RIW Card</td>
</tr>
<tr>
<td>Contractors engaged by ARTC</td>
<td>RIW card</td>
<td>RIW card</td>
</tr>
<tr>
<td>Sydney Trains Employees</td>
<td>RIW card or RSW issued by TfNSW</td>
<td>RSW issued by TfNSW</td>
</tr>
<tr>
<td>Contractors engaged by Sydney Trains</td>
<td>RIW card</td>
<td>RIW card</td>
</tr>
</tbody>
</table>
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