

Campbelltown

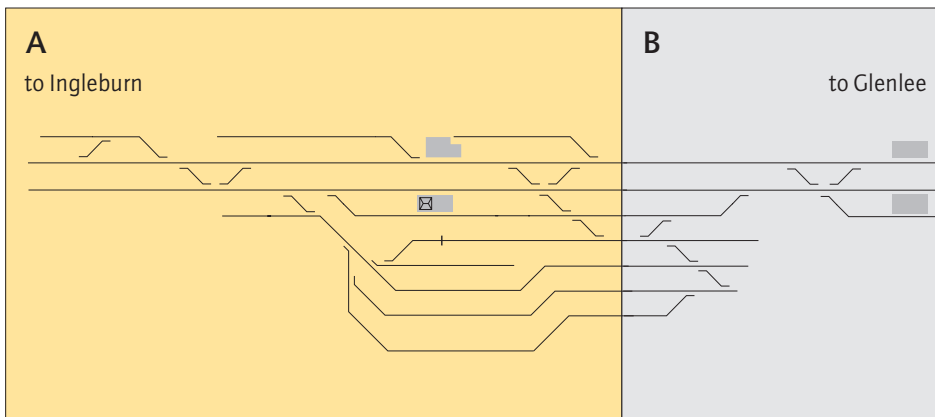
Location

This unit includes:

- Campbelltown at 54.580km
- Macarthur at 56.485km

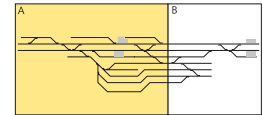
 **WARNING:** This location has narrow track clearances.

Diagrams

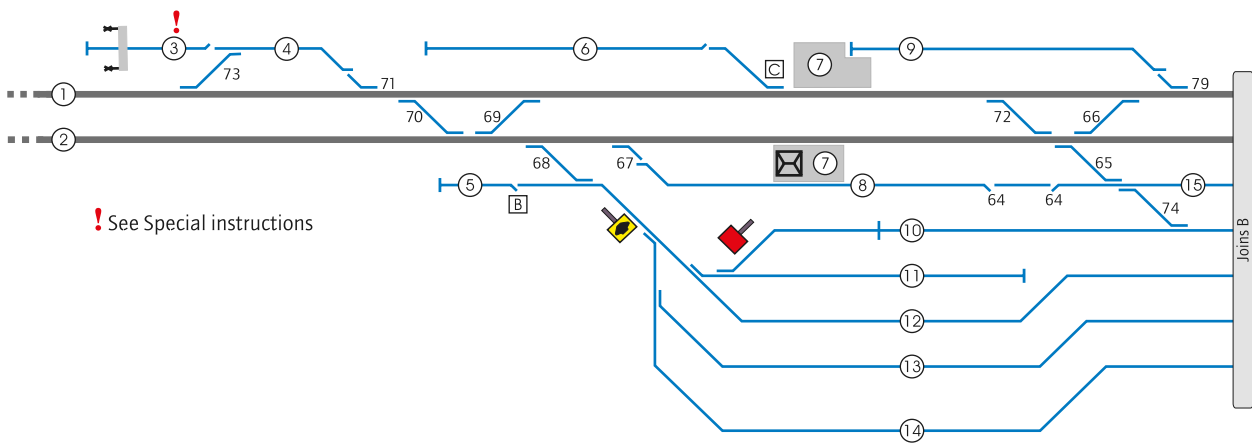


Campbelltown

A



to Ingleburn



KEY





- | | | |
|------------------------------|---------------------------|--------------------------|
| 1 Down Main South line | 6 Goods siding 147m | 11 Up siding 342m |
| 2 Up Main South line | 7 Campbelltown | 12 No 1 siding 532m |
| 3 Perway siding 200m | 8 Back Platform road 242m | 13 No 2 siding 573m |
| 4 Down Refuge Loop line 528m | 9 Down Dock siding 347m | 14 No 3 siding 244m |
| 5 Milk siding 32m | 10 Weighbridge road 226m | 15 Up Refuge siding 573m |

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Network Control

Signaller at Campbelltown









Yard limits

Down Main South line	 53.109km Down signal 33.1
	 57.657km Down signal GE 23
Up Main South line	 53.127km Up signal 33.0
	 57.658km Up signal 36.0

Location details



Interlocked points without groundframes are operated from Campbelltown.

-  54.478km No 1 siding to Milk siding: key from releasing switch B, released by release 81
-  54.580km Campbelltown. Platforms 1 and 2, 3 and 4
-  54.610km Down Main South line to Goods siding: key from releasing switch C, released by release 80
-  54.618km Signal box
-  55.075km Up Refuge siding to Weighbridge road: key from releasing switch E, released by release 77
-  Operator's push button on Weighbridge road for shunting 17
-  56.485km Macarthur. Platforms 1, 2
-  56.665km Down STOP signs for wide electric train on Down and Up Main South lines

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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 Signallers 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 Signaller at Juneee.

Advertised possession boundaries

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

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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

Transport for NSW Rail Safety Worker (RSW) cards including RISI cards, held by Sydney Trains and NSW Trains personnel and contractors, and RSW cards and RISI cards recognised by ARTC are mutually recognised by both parties for any work that is performed in the Macarthur area.

-  **WARNING:** Work in the Danger Zone on the ARTC Network using the Lookout Working method (NWT 310) must be done in daylight hours only, for a maximum of two (2) hours.

If access for additional time is required, this must be treated as a new request for access.

Related documents

NLA 500 *Lidcombe–Campbelltown*

Effective date

26 May 2016