CAMPBELLTOWN RAILWAY STATION

FROM PRETTY PLACE TO PRETTY BUSY TO PRETTY ORDINARY

THE PRETTY PLACE – 1858

The first hint that Campbelltown was a physically pretty place was the selection of the name of the village by Governor Lachlan Macquarie in 1820. He named it after his wife's maiden name.

John Whitton, who arrived in Sydney in December, 1856, to take up the position of Engineer-in-Chief, was a political animal and well understood the different roles of bureaucrats and politicians. He recognised the significance of Campbelltown in 1858 when he approved detailed planning for the Great Southern Railway (GSR). Up to the opening of the line to Liverpool, the southern railway was known as the Liverpool extension. It may seem that credit is due to Whitton for the use of the term, *Great Southern Railway*, although there were references in the Sydney press to the Great Southern and Western Railway in the 1840s. The little evidence tends to make one think that it was Whitton who first used the *GSR* label on plans and possibly in other official documents but veteran member, Don Hagarty, refutes this assessment. He cites that evidence indicates that it was the NSW Government which first used the term *Great Northern Railway* and considers that a similar case probably exists for the *GSR* term.[1]

Like bureaucrats today, John Whitton was pretty ego-centric and self-opinionated. He did some things at Campbelltown which had not occurred previously in the history of the NSW railways. In particular, three things stick out. Firstly, he approved the design of a station building that mirrored the importance of the town. Secondly, he used town planning principles to connect visually the railway station to the town. Thirdly, he used a suite of railway structures rather than a single building to express the first and second initiatives.

Campbelltown station was the first location where the new Engineer-in-Chief demonstrated his attitude towards railway construction. He had disregard for his employer's instructions that he was not to be wedded to the designs of any one railway, which itself was a hint that the occupant of the position should know about building standards that prevailed in the United States of America. Not only at Cambelltown did

[1] While Don Hagarty has no evidence to date, he is researching the early years of the railway's survey and construction between Liverpool and Campbelltown.

Whitton plonk a British station as the gateway for the town, he plonked a compilation of buildings that announced the significance of the NSW Railway system generally and its critical importance to the future of the towns to be served by the NSW Railways.

For a start, Whitton positioned the station at the terminal of the newly constructed street that lead from the main drag through town, called Queen Street. Just in case anyone forgot why that street was built, some smart bugger named it Railway Street.

At the bottom of Railway Street near the station, Whitton approved in 1858 and had built the Colony's first free-standing residence for a Station Master. The brick building was located to the left side off the station forecourt looking from Railway Street towards the station. To the right side of the forecourt, Whitton located the goods yard and, not far inside the gates, was a brick, through-type goods shed. The shed measured 112 feet by 33 feet wide and an excellent photograph of the goods shed is in *Byways 21*, p. 75.

Between the flanks of the forecourt was the main brick platform building. There are two photographs of it in *Australian Railway History*, June, 2011, pp. 36 and 30, though its platform awning had been removed. Whitton even planned a covered portico on the road approach outside the entrance, as he did at Parramatta in the following year, 1859, but this part of the plan was omitted from construction.

The Campbelltown building was modest in size and appearance, measuring 70 feet 9 inches long and 17 feet 4 inches wide external. The roof was covered with slates and hipped at each end. Unfortunately, the symmetry of the building was ruined sometime before 1890 when the male toilets in the down end were expanded and a ventilator was cut into the hip turning it into what is known as a Dutch gable. There is a photograph of the Dutch gable in W. A. Bayley's book, *History of Campbelltown*, Campbelltown Municipal Council, Revised Ed., 1974, p. 106 taken on 28th March, 1891.

Whitton's treatment of the toilets was another area where his initial plans set the departmental policy for many decades. He made the female closets five feet six inches by four feet wide, with the male closet being only three feet five inches wide. This notion that ladies required more space held departmental sway for the next 70 years. For the urinal, he allow the men two feet seven inches in width but Australian born users demonstrated to the department that, with the correct wrist action, only a width of two feet was required and two feet wide became the NSW standard stall width. Another of the elements Whitton used at Campbelltown which became a classic feature of NSW Railways related to ticket selling Whitton placed a pipe barrier in front of the ticket office window to help people form a line and to stop people racing directly at the window. He set the standard dimensions of a ticket window at three feet high and 18 inches wide. These dimensions remained departmental policy for stations in urban areas until 1973.

All the buildings at Campbelltown and, indeed, along the track from Liverpool to Campbelltown were constructed by William Randle, the designer and builder of the 1855 railway from Sydney to Granville. It would seem that the provision of a railway to Campbelltown was well opportune to engage unemployed men. The *Wagga Wagga Express and Murrumbidgee District Advertiser,* 19th March, 1859**,** p. 2 had the following snippet about Campbelltown

> "Several meetings of the unemployed have been held, and they have resulted in the employment of a great many men on the Government railway works at Campbelltown, and the forwarding of others to the gold fields."

The platform was another area where Whitton demonstrated his concept of what a good station looked like. He abandoned the previous proclivity towards timber decks and selected packed earth. In contrast to the earlier open-frame construction, Whitton built a brick wall for the platform and sloped the wall towards the toe. This type of platform face continued in vogue until Whitton's departure in 1889, though some timber platforms were built in up to 1868. Clearly, Whitton did not his way in all things.

When the line opened to Campbelltown on 18th May, 1858, he had given the town the best possible station that the inhabitants could expect. It was better than anything constructed previously and would set the standard for the next 25 years. Also, no one could accuse Whitton of building facilities that were excessive in size or ornamentation. Whitton's emphasis on parsimony is reflected in the absence of a five ton jib crane and a weighbridge in the goods yard until the 1880s. He had balanced investment and potential traffic of local goods traffic and decided to wait until the freight business was higher.

Wisely, Whitton had chosen a building style for the platform building that was widely used in the non-railway sector in NSW in the 1840s and 1850s. It followed the Georgian influence with an uncluttered hipped roof, overall symmetry and posted verandahs on each side. So, on design and size, Whitton did not provide ammunition for those people who would be keen to criticise him for unnecessary expenditure.

One correction needs to be kept in mind about the platform building at Campbelltown. While it did set the building standards for many years, the exact design of the building was never used again. The design was modified to feature a symmetrical roof with attached pavilions at both ends of the structure. Picton and Singleton stations of 1863 were the first examples of what Whitton would call his standard design of the 1860s, but they are very much rooted in the 1858 design at Campbelltown.

The significance of Whitton's work at Campbelltown is demonstrated by the fact that never again in the history of the NSW Railways would a line be opened with a terminus

that possessed a brick platform building, a brick residence and a brick goods shed.[2] Never, never again did it happen. It was 1874 – at Gunning - before the opening of a station with a brick platform building and a brick residence in the station forecourt and the only other instances of this on the Great Southern Railway at the time of line opening were at Wagga Wagga and Albury[3]. The use of a brick residence in the station forecourt as an item of architecture to further express the might of the NSW Railways was largely confined to the period between 1880 and 1889, especially the Great Northern Railway between Uralla and Tenterfield as well as the Great Western Railway between Wellington and Nyngan and on the Cooma and Hay branches.

Unfortunately, by the time the railway reach Campbelltown, the importance of the area as a key location for primary production was over. Overstocking of pastures around Campbelltown stimulated use of land further inland for cattle, sheep and wool production. An excellent summary of the problem was discovered by Austin Mooney, a retired railway office in Goulburn. He has supplied an extract from the *Goulburn Herald* of 13th January, 1849, p. 2. The article was referring to the Colonial-wide depression that was adversely affecting Goulburn and other locations. It stated:

> "We shall see that other inland towns as well as Goulburn have known their days of prosperity and adversity: Parramatta, Campbelltown, Berrima, were once, flourishing in an early day of colonization and enterprise. These towns were surrounded with pasture land, which supported thousands of sheep and hundreds of cattle requiring the expenditure of much money, and the employment of much labour. In the course of time, these flocks and herds increased to so great an extent that the land on which they ran was over-stocked; grass which once sprung luxuriantly over many a hill, and clothed many a plain with the beauteous, verdancy of nature, became in a measure exhausted by the trespass of multitudes of animals, at all events unfit for the support of so much stock.
>
> The necessity for removing a portion of this stock became apparent, and the, large graziers migrated still further into the interior; miles away from their former pasture ground. Towns sprung up in the new localities, and prospered in the same way as those once did from whose neighbourhood the grazier and his extensive establishment had removed."

[2] Goulburn has these facilities but the Station Master's residence was not built until 18 months after the line opening.

[3] The platform building at Albury was not ready for service for 18 months after the station opening. The goods shed was used as the interim station.

1872 – THE AVAILABILITY OF LOCOMOTIVE WATER

The importance of Campbelltown station was enhanced in 1872 with the provision of an elevated locomotive water tank. The first tank lasted until 1880 when it was relocated to Menangle. From 1896, four elevated tanks existed but it seems that it was not until 1903 that Campbelltown became a major watering stop. From that time until the end of steam traction, Campbelltown became a regular place for through trains to stop and take water. Town water was connected to the tanks at the ends of the platforms in 1939.

1880-1887 – THE CAMDEN TRAMWAY INFLUENCE

The construction of a tramway to Camden was included in the 1880 legislation that authorized the widespread use of steam trams in Sydney. In addition to the Sydney tramway routes, the only country tramway listed was for a line between Campbelltown and Camden.[4]

The selection of the Colony's only rural tramway to Camden from Campbelltown speaks heaps about the influence of the politics of the area.

For the opening of the tramway, a dock platform was provided at the down end of Campbelltown station in 1882. When the up main line platform was built, it appears no change was made to the transfer arrangements. Branch line trains had to thread their way across the two main lines to get to the dock platform. It was not until 1924 that it was decided to build a third platform at Campbelltown behind the up main platform. This ended pedestrian access to the up main line platform from the rear. When electrification commenced in 1968, the former back platform was physically absorbed into the existing platform No. 1.

Everyone knew that the future of the Camden branch looked gloomy, even a short while after the line opened. The *Goulburn Herald,* 11th August,1887, p.3 had the following article that was first published in the Sydney *Daily Telegraph*:

> "THE CAMDEN TRAMWAY.-The returns from the tramway connecting Camden with the southern line of railway at Campbelltown have never been satisfactory, owing to the heavy gradients on the line, by which the haulage of heavy loads was rendered impossible. The residents of the Camden district think that if the gradients were reduced all the produce of an extensive area of country could be conveyed by the tramway instead of being taken by teams to Campbelltown, as at present. The earnings of this section of the tramway service, if this alteration could be effected, would be considerably greater than they can ever become

[4] I. Dunn, "The Campbelltown to Camden Railway", *Byways 21,* Matraville, Eveleigh Press, 2003, p. 38

> under the existing arrangements. The Minister for Works has therefore directed that a re-survey shall be made of the line, with a view to avoid the heavy gradients. The line is only about eight miles long, and it is thought that, by diverging for three or four miles from the present route, it can be taken through country of a uniform character. The necessity of making an entirely new line, or of reducing the grade on the present one by deep cuttings, will thereby be avoided, and the instructions are that such departure may be made from the present route as is necessary, leaving the question of compensation to be considered afterwards."

Of course, nothing happened.

1890 – DUPLICATION OF THE MAIN LINE

The story of track duplication through Campbelltown is in part one connected with the demise of primary industry in the area. Up to the 1880s, wheat harvesting was an important primary undertaking and lead to the creation of wheat milling, which was an important, local secondary industry. With the extension of the Great Southern Railway, wheat production became viable in areas that were not affected by rust, which was a problem associated with the coastal production of wheat as at Campbelltown. By the time of track duplication at Campbelltown, wheat production and milling had stopped at Campbelltown. Now wheat was railed to and through the station, not from it.

By reducing transit times, track duplication of the Main South line was an initiative that assisted in the decline of primary industries around Campbelltown. However, there were many influential families still in the area, such as the Macarthurs, that would mean any future alterations to Campbelltown station would need to be tastefully designed and executed.

Duplication of the track through Campbelltown station in 1890 required an additional platform and a building to serve the Up Main line. It is the brick building, set in English bond, on the present Nos. 1/2 platforms that was constructed with duplication. It was approved by James Angus, the Engineer-in-Chief for Existing Lines, but an interesting feature of the plan was that it was initialled by Chief Commissioner Eddy. Eddy's initials are on several other plans about 1890 and it would seem that Angus submitted his design to his boss to make sure that the Chief Commissioner was happy with the proposal. The plan was marked by a rubber stamp that shows "Existing Lines Department NSWR" (not NSWGR). Work on duplication through Campbelltown started in 1890 but the last section to be duplicated between Sydney and Picton was that part of the line between Campbelltown and Glenlee, which was opened on 3rd July, 1892.

The building design was very much the same as John Whitton had been using since 1880. The previous sentence is short but it is extremely important. The Existing Lines Branch of the Railway Department rarely, possibly never, used a design that the Railway Construction Branch in the Department of Public Works used. With the departure of John Whitton in retirement, the politics of people changed because the people changed. Gone also was George Cowdery, who headed the Existing Lines Branch. James Angus was now in charge of all works on existing lines, including the duplication works at Campbelltown. Angus used Whitton's design at Campbelltown and at five other locations between 1890 and 1892.

The Cambelltown building, which still exists on platform Nos. 1 and 2, possessed most of Whitton's design features. For example, it had posted verandahs with ornate bases and cast iron brackets on both sides and a gabled roof with detached/semi-attached pavilions at each end. The level of the land behind the building fell away sharply and, to address the topography, 12 stone steps were used to connect the ground level to the rear verandah. A very ornate balustrade was applied to the rear verandah, consistent with the prettiness of the geographic area surrounding the station.

A significant feature of the new building was that it was practically oriented to passengers, not staff. Yes, there was a Lamp Room but it was not in the main building. The three rooms of the main structure were designated Ladies' Waiting Room, General Waiting Room and Gentlemen's Waiting Room. These last mentioned rooms were very rare, being found at 12 stations. Those locations and the dates of their provision are listed below:

LIST OF NSW STATIONS WITH GENTLEMEN'S WAITING ROOMS

LOCATION	**YEAR APPROVED**
Bowral	1887
Cootamundra	1887
Penrith down platform	1889
Orange	1889
Katoomba	1891
Forbes	1893
Parkes	1893
Penrith up platform	1895

Newcastle	1896
Orange (relocated)	1901
Moss Vale	1915
Bathurst	1917

The significance of the above list is that not one Gentlemen's Waiting Room was approved by Whitton. He somehow possessed a characteristic Australian trait of despising superior treatment for some sections of the community. Fair enough but why was he also opposed to the provision of refreshment facilities? Possibly because they sold alcohol?

There were attached pavilions at each end of the 1890 Campbelltown building but they were set at different lengths from the main up platform building. At the down end, the Lamp Room was 30 feet distant from the main building, which was 54 feet external by 15 feet wide internal. At the up end of the building, the pavilion was located 20 feet away.

Located in the area between the main structure and the men's toilet was the ladies' toilet. The location of the ladies' toilet was the main feature that was different to Whitton's standard design. Previously, the ladies' closets were usually placed in the same pavilion as the male toilets or were located at the rear of the Ladies' Waiting Room. The problem with both locations was the limited available space, with room being available usually for only one or two closets. By the new design, it was possible to increase the number of closets, three being provided at Campbelltown.

As well as a better location for the ladies' closets, Angus implemented what he believed to be improved sanitary accommodation. Angus placed the female closets in the Passageway between the main building and the male toilet block. Previously, both male and female toilets were in the toilet block and the Passageway was just a passage. Angus also used vents through the roof to carry adverse odours to atmosphere. Above each closet was a terracotta chimney pot atop a full-length ridge ventilator. The new facilities were officially known as Air Closets. There was a Cleaner's Passage that provided access for the removal of the pans from each of the closets. With new plans, there are sometimes new problems. This was the case at Campbelltown. Usually, access to change pans was provided in such a way so that customers waiting on the platform were not exposed to the procedure of changing the pans in the closets used by ladies. Where Whitton's design had succeeded in this regard, the plan applied by Angus failed. Now, for the first time in the case of other than tiny, rural stations, the Junior Porters were required to enter the Cleaner's Passage directly from the platform and march along the platform with full and empty pans.

Angus's redesign of the toilets allowed more space for the male toilets, especially for the provision of more urinal stalls. The male toilets shared the same Air Closets but featured brick chimneys to support the terracotta pots. The toilet facilities looked like there was an open fire in each closet. There were ten urinal stalls with each being the NSW standard two feet wide. The urinal partitions were five feet six inches high, being about the custom of the time. There was also one other major feature that differentiated male and female toilets. A hand basin was fitted in the ladies' toilet but not so the male toilet, a feature that continued in NSW railway toilet design until the 1960s.

The Campbelltown up platform building was a transition from the 19th to the 20th century. Yes, there were features of Whitton's design, such as the used of posted verandahs, rather cantilevered platform awnings that Angus used for the 1890 alterations to the 1858 building on the down platform. Yes, the structure continued to use an underground tank to store rain water, rather than above ground tanks. The use of contrasting striped paint on the rear verandah roof was another Whitton touch. On the other side of things, Angus moved away from Whitton's use of platform walls that sloped to the toe of the face. Angus applied a vertical wall. He also used a much wider platform, being 20 feet wide, an increase in width of five feet from the previous norm. The new toilet arrangements must also be remembered as a key design change from the past. It is puzzle why Angus used a posted verandah over the platform at such an important station. He had not used vertical posts for the awning for the Moss Vale Railway Refreshment Room in the same year (1890). So why go backwards at Campbelltown? The answer is that Angus really had no idea about civil design. That is why his work had to be supervised by Eddy. The end was not far away for Angus. In mid 1891 he got the flick from the NSW Railways, though the record shows he "resigned".

When constructed, the brick buildings on the two side platforms were placed opposite each other, joined by a footbridge at the down end. However, the platforms were staggered, the up platform ending opposite the location of the goods shed. There appears to be no obvious reason for this platform arrangement. Singleton endeavoured to provide an explanation when he wrote:

> "the new up platform had its building opposite the original structure on the down side, and as it was at the Sydney end of that platform, it is apparently the reason for the staggering of the two platforms, which otherwise would seem strange"[5]

Even with Singleton's words of wisdom, it is not clear why the platforms were not parallelled.

[5] C.C. Singleton, The genesis of the Main Southern Line – Granville to Campbelltown", *Bulletin,* Vol. 19 No. 367, May, 1968, p. 120

1891 – CHANGES TO THE 1858 DOWN PLATFORM BUILDING

James Angus also changed the appearance of the down platform building in 1891. Like the 1890 plan for the up platform, the plan was initialed by Chief Commissioner Eddy. Clearly, Angus was still using training wheels on his bureaucratic machine. The 1858 posted verandah was replaced by a cantilevered awning 11 feet 10 inches wide. The canopy brackets had circular gussets in them, which was consisted with other buildings of the time. There was a six foot wide verandah at up end and a six foot wide verandah on the road side, making verandahs on three sides. The male toilets were expanded at the down end with a Cleaner's Passage common to both male and female toilets. The Parcels Office was extended at the up end. In 1858, Whitton had proposed a 16 feet wide covered carriage porch at the entrance to the station. This work had not been built and Angus thought that he would construct it as part of the duplication works. This would suggest that Campbelltown continued to be a pretty and pretty prosperous place. Unfortunately, it was thumbs down for the second time for the covered carriage porch. "To be omitted" and "out" were written on the plan

The opportunity was also taken to expand the number of ladies' toilets in the 1858 building. The expansion seemed a very early example of female domination over males. It involved taking over all the space that was formerly occupied by the men's toilet. When opened in 1858, there was a single female closet measuring five feet six inches by four feet and a wash basin. In 1891, the number of closets was expanded to three, each measuring what was at the time the standard closet length of five feet by three feet. Also, there were two hand basins.

The alterations were built by contractors, namely George Brown, Fred Langhorn and John Hopkins. This was the only known work they did for the NSW Railways.

1892-1967 THE BUSY PERIOD

In 1897, the NSW Railways provided the Station Master with a new residence. Like its predecessor, it was brick and at the perimeter of the station forecourt. A photograph of the four bedroom house is in I. Dunn and R. Merchant (Eds.), *Pansy – the Camden Tram,* Revised Ed., Burwood, NSWRTM, 1982, p. 61.

In 1901, the station toilets were connected to a septic tank.

In 1908, a shelter was erected at up end of the up platform for milk. This shelter remained in situ until 1967. Also in 1908, the deck and timber sub-structure supporting the deck of the existing timber footbridge at the down end were replaced. The old deck had a width of 7 feet 9 inches and it was replaced by components from a second-hand steel footbridge, with a deck width of 6 feet 11 inches, from Auburn. The two stepways

were not replaced. The objective was to raise the clearance above the railhead to 16 feet 2 inches.

In 1910, the station was lit by gas from a local “air gas plant” but this was replaced in 1922 with electric lighting.

The NSW Railways proposed in 1924 to widen the 1890 rear verandah of the up side building to provide a tramway platform at Campbelltown for Camden line. It seems that, possibly, the Department noted that it was necessary to make provision for electric rollingstock with its distance of five feet six inches to the track centre. This would eventually require the removal of the vertical posts supporting the awning and the use of brackets attached to the building wall. At that time, the narrow awning with its concave shape dating from 1890 survived. In 1924 and 1925, a number of changes were made to improve track accommodation at Campbelltown for the Camden tram, including platform extension, electric lighting and a locomotive run-round. From that time, the Camden trains did not have to cross both main lines to access the Camden dock platform. However, no reason can be found why this work happened when it did.

In 1938, a siding was laid into the newly opened butter factory at the up end of the station yard, owned by the Camden Vale Co-op Company. This siding supplied milk pots every working day to be picked up by the afternoon pick-up goods or No. 32 express goods. As there was always a shunting steam locomotive in steam at Campbelltown in the 1960s, the pick-up goods would not have to shunt the actual siding as the milk pot had earlier been picked up and placed in the station yard on the up side for easier collecting by the main line train.

At an unknown stage, a timber framed building had been erected at the up end of the down platform building for use as a Railway Institute. It was not a flash affair, being sheeted externally with corrugated steel. In 1941, the room was re-used for the Way and Works Branch.

The *Picton Post* newspaper on the 25th August,1947, p. 7 had an article that complained that the Main South had been given the lowest priority by the State Government for the electrification of the line. The paper stated that:.

> “Mr. H. J. Bate, M.L.A., has taken up with the Minister for Transport, the question of priorities allotted to the four main trunk lines linking Sydney with the country, in carrying out Its proposed scheme of electrification.
>
> Mr. Bate approached the Minister with particular regard to the Sydney-Campbelltown section and, in his reply, Mr. O'Sullivan set out the whole position affecting the southern line as far as Goulburn. In his reply the Minister stated: I desire to inform you that present proposals provide for the electrification of

portions of the main lines in the following order: Sydney to Lithgow, Sydney to Newcastle, Sydney to Port Kembla and Sydney to Goulburn.

The order of priority is based on the actual present and future requirements of the lines mentioned. For example, one of the reasons determining the priority of the Western Line is the fact that the Joint Coal Board anticipates that coal production from the western field will exceed 27,000 tons daily by 1956 as against 8,300 tons now being hauled under normal conditions.

The claims of the line to Campbelltown are fully recognised by the Commissioner for Railways, but it is considered that the western line from Sydney to Lithgow, the Northern line from Sydney to Newcastle and the Illawarra Line to Port Kembla require priority. At this stage, it cannot be stated when the section as far as Campbelltown is likely to be taken in hand, as this would be dependent upon the completion of the other portions of the programme and also upon other factors which cannot now be foreseen."

In 1952, Campbelltown station was supposed to be connected to the town's sewerage system but the work did not take place until 1957.

In 1958, action took place that would help close the Camden line on 1st January, 1963. On 10th December, a siding was opened at Glenlee, then known as Clinton's Nattai Siding, to a coal washery and loading facility. From this siding, 1,000 ton bulk coal trains operated through Campbelltown to the then Balmain coal loader. This compared to the 100 ton coal trains that operated from the Narellan coal loader. While rail activities on the Camden branch decreased, Campbelltown yard was busier than ever with coal trains being refuged from time to time and steam locomotives taking on water from the main line, elevated tanks on a regular basis.

In the first half of the 1960s, Campbelltown station was a pretty and pretty busy place. A good photograph of the station is in *Byways 25*, p. 135.

For the years after 1925, platform No. 1 for the Camden tram was very short and the only way to access the platform was through the General Waiting Room on the up platform. At an unknown time, the platform was lengthened at the down end, thereby allowing passengers to walk around the end of the building rather than through it. A photograph of the platform extension is in I. Dunn and R. Merchant, *Pansy – The Camden Tram*, Revised Ed, Burwood, 1982, p. 38.

1965- 1971 THE ELECTRIFICATION PERIOD

Dr Carol Liston wrote that "transport networks to travel to work and around Campbelltown were put under stress as the population soared. Upgrading of the

railway in the 1960s and 1970s was due less to population growth than to the importance of the export coal trade."[6] She went on to write that "many Campbelltown residents believed that they had a less satisfactory service than in the years of the old 'Milk Pot' steam train".[7]

In 1964, a new footbridge was built at up end that extended across the up side yard. This was most appreciated by rail observers who were able to obtain a multitude of new photo angles, including locomotives stabled outside the small, two-track locomotive shed. This second footbridge was utilized for the new overhead concourse built in 1968. A photograph of the bridge is in *Byways 25*, p. 141.

From 1950 to 1965, there were minimal new or replacement station buildings erected in NSW under successive Labor Governments. Following the election of the Askin/Cutler Coalition Government in 1965, there was a recommencement of action to improve NSW stations. This was related to Askin's decision to make public transport an election issue – the first time public transport had been allocated such a high priority. Station design in the second half of the 1960s was dominated by the availability of many new and different building materials. Steel became the new dominant building material, being used for building frames, wall cladding, roof decking and window frames. New and interesting shapes were tried, as seen in the signal box at Port Kembla North in 1965 and at Canberra station opened in 1966 and the first fully air-conditioned platform building at Bourke in 1967.[8]

Askin made restarting the Eastern Suburbs Railway a major policy promise. He fulfilled his promise and, along with the initiative, Askin introduced one new significant feature into station design policy, namely the engagement of external contractors to prepare design plans and carry out project management. The firm of Davey Brindley and Vickery, architects and town planners, then of North Sydney were contracted to provide the designs for three major structures at Campbelltown. These were the Parcels Office on platform No. 3, the Booking Office on the up end pedestrian bridge and the Signal Box above the Booking Office. All three buildings survive, though with much modification. Davey Brindley and Vickery also survive. The May 1968 and January 1969 issues of *Bulletin* (pp. 18-20) have articles on the technology, as well as internal and external photos of the signal box.

Well before construction started, demolition had to take place of the 1891 awning attached to the 1858 building on platform No. 3. When the awning was renewed in 1890, the vertical clearance for rollingstock was 13 feet four inches. In 1906, the

[6] C. Liston, *Campbelltown – the Bicentennial History*, Council of the City of Campbelltown, 1988, p. 220.
[7] Ibid., pp 220 & 221
[8] There were also some monumental announcements that never saw the light of day, such as the multi-storey Hurstville Supa Centre and a new station with a 12 storey building above it at Newcastle station

vertical distance increased to 14 feet six inches and the 1890 awning barely passed the clearance test at that time. In 1926, with the use of electric rollingstock throughout Sydney, the vertical clearance jumped to 16 feet six inches, meaning that the awning fouled the loading gauge for wide-bodies vehicles. Work was undertaken in 1927 to cut back the awning. Although it complied with the loading gauge requirements, 1890 awning became the first victim of electrification in 1968. Little did the NSW Railway staff know that electric trains would not be operating for 40 years after identification of the loading gauge problem.

On platform No. 3, the architects in 1967 positioned the steel-framed, face brick building at the bottom of Railway Street on the footprint of Whitton's 1858 plan. Regrettably, the 1967 building was no classy affair like its predecessor. It was not in the same design bracket of other excellent stations of the same time, as at Guildford and the overhead Booking Office at Epping. It was not even of the same class of design innovation as was the case for the Campbelltown signal box of the same time.

The overhead Booking Office was a rectangular box 80 feet by 17 feet supported by an exposed steel frame with in-fill panels of 11 inch cavity brickwork in stretcher bond. The metal deck roof was of the butterfly design and was hidden behind a wide, metal fascia typical of the time. The roof drained into a concealed box gutter made of aluminium.

Other features of the building were:

1. one ticket window in the up
2. two inch thick insulation of galvanised chicken wire
3. Very dark coloured face bricks with a panel of soldier bricks
4. Internal walls were face brick, except in the amenities room where there was ½ inch thick render on the walls
5. Timber roof joists 10 inches by two and a half inches
6. Continuous metal decking roof
7. Metal framed windows
8. feature brickwork panel near the public entrance
9. Linoleum on floor
10. Parcels counter at three feet and 5/8 of an inch" above the floor was 5/8 of an inch above the standard height, with a stainless steel top and edges
11. Metal sheathed double doors
12. One public toilet at the down end

Also on platform No. 3 was a new butterfly wing, free standing awning that served both the Down Main and the down Dock Siding.

On the fairly new overhead footbridge at the up end, the architects design an ugly squarish looking, metal box 56 by 40 feet. It was steel framed with the external walls clad in metal sheeting. Details were the following:

1. Pre-existing apparatus room underneath on platform
2. Octagonal shaped signal box above reached by stairs, with all-round balcony
3. metal roof supported by boxed steel beams and fascia called galbestos, with two inch thick insulation
4. Plywood ceilings
5. pre-finished metal cladding on external walls with half inch thick “Fyrcheck”
6. timber packing to support slight double pitched roof
7. aluminium sliding windows
8. pre-finished asbestos cement internal wall covers
9. 18 steps to the level of the signal box, the floor of which was formed by mass concrete off formwork
10. One unisex staff toilet and change room
11. Vinyl floor tiles
12. Removable ceiling panels to give access to electrical cables serving the signal box
13. heat absorbing glass in signal box
14. Asbestos cement cladding between apparatus room and booking office on external areas

The new station buildings were opened with electrification on 4th May, 1968. A photograph of the Booking Office and signal box is in W. A. Bayley, *History of Campbelltown*, op. cit., p. 189. Campbelltown was proclaimed a city on the date of the opening of electrification. Its new status marked the end of the time when Campbelltown was a pretty place. Campbelltown in the 1960s was a place held with the fondest memories of many baby-boomer rail enthusiasts. For a shilling, they would travel to Cambelltown by steam, watch various steam trains all day and return home at night on a steam-hauled Southern Highlands service. The social importance of Campbelltown to railway observers is reflected in the 33 news articles that have been published in *The Railway News*. There was not a single one of the 33 articles on Campbelltown railway activities after electrification in 1968. Campbelltown station had lost its gloss.

1972-1989 THE PTC AND SRA PERIOD

In 1976, a plan was prepared for what eventually became Macarthur station. Initially, the name of the station on the official plan was shown as the ‘new Campbelltown railway station’. At that point, there was no agreement on the location of the present Macarthur station. The new station was originally planned to have separate male and

female staff toilets, a staff meal room and ‘baggage’ room, a separate room for the Station Master but no parcels office. The walls were to be pre-cast concrete panels, with an industrial appearance atopped with a flat roof. The new station was to be connected by a footbridge extended to the ‘southern town centre precinct’. Both the PTC and the SRA did not want to build the station because they considered it would be unprofitable. It must be remembered that, in those years, railway managers believed stations needed to be staffed for long periods each day and toilets needed to be provided and cleaned regularly by staff. Those features costed many dollars.

In the mid 1970s, plans were prepared that showed the proposed Macarthur station to be 488 metres south of the present Campbelltown, not the 1800 metres south where the present Macarthur is located. Also, there was no agreement that there would be two separate stations or one station in a new location. When there is money available, action starts. This was the case for the new Macarthur station. There was no allocation of State funds until the 1979/80 financial year. The Government’s Transport Committee started talking about the new station. In 1981, the Macarthur Development Board withdrew support for the station 488 metres south of Campbelltown station. It was in that year that detailed plans were prepared for the present Macarthur location. In 1983, the then Minister for Transport, Peter Cox, announced the construction of the “Ambarvale” station. The SRA continued to be unhappy with the announcement because the State Treasurer, Ken Booth, told the SRA that no special funding would be approved. Departmental revenge is a feature of the history of the NSW Railways. The SRA responded to the Minister by saying that only a minimal train service would be provided, the station would be unattended and that there would be no guarantee that toilets for the public would be open. As was said, as was done. When Macarthur station opened in 1985, there was no staff, no open toilets, no commuter carpark and no weather shelter for the 500 metres to reach the shopping centre it was built to serve. Oh yes, there were also very few trains serving the station.

While the planning was underway for the Macarthur station, improvements were made at Campbelltown. In 1978, the PTC air-conditioned the Booking Office on the Campbelltown concourse, the station being one of a small number of locations in the first major allocation of funds to provide air-conditioning generally to station buildings.

State Rail built in 1981 on the up platform a ‘new public waiting room’ between the main 1891 building and the lamp room at the down end. The old General Waiting Room became the drivers’ locker room and a new sign-on room, with vinyl tiles on floor. The new Waiting Room had the front wall formed by a single skin of brickwork, with a finish named “Ulan rockface” up to the 1286 mm level from floor then “Lexan” glass above. An interesting feature of the new Waiting Room was the use of moulded fiberglass seats. This was the last time the railway owners improved the level of accommodation for waiting passengers at Campbelltown. Improvements for customers at Campbelltown

have been few and far between since that time. The only other improvement at Campbelltown for customers was the installation of lifts in 1996, which took three years to provide after the announcement.

In 1983, possibly for the first time in NSW, Premier Wran opened on 8th December an information centre for a major rail project. It was for the East Hills-Glenfield railway "to enable local residents to obtain details of the proposed extension of the East Hills railway to Campbelltown". The new line was opened on 21st December, 1987, and greatly shortened travel times for travellers from the Campbelltown area to the City.

In the second half of the 1980s, Campbelltown station started the transfer from being a station for customers to a station for staff. The State Rail Authority issued drawings in 1987 for a two storey, train crew amenities building at Campbelltown on platform Nos. 1/2. Female staff were allocated the ground floor and males upstairs. There was also a crew meal room. A drivers' cabin lock was fitted to the internal doors, thereby denying access by the platform staff. 'Gangnail' roof trusses supporting Custom Orb Colorbond sheeting was used for the roof. Circular steel gussets were designed for the awning brackets on each side as well as turned finials on the gables to match the alterations to the 1858 building that were carried out in 1890. Why do this when the building that was used for the source of the design was demolished in 1967? Timber framed windows were also used. The external brick walls of the new building were painted to match the existing painted brickwork on the platform Nos. 1 and 2 building.

THE CITYRAIL PERIOD 1989-2013

This period is marked by the conversion of the station precinct into a combination of a staff barracks looking like a gaol. Buildings were expanded for staff use and new buildings were added for staff progressively until the station lost its design cohesiveness and emphasis on customers. Charles Lynn, an MLC at the time, summarized the period well when he described the station as a "planning debacle".[9]

With the split of State Rail into business units in 1989, Countrylink staff moved quickly to set up Travel Centres in many locations. Many were established not to help customers but to stake out a claim of empire for the newly created business units. This was reflected by the short lives of these Centres at many locations. Campbelltown Travel Centre was one of the earliest to be established, being opened in 1990, along with Centres at Bankstown, Broadmeadow, Cronulla and Chatswood stations. The major design feature of many of the Centres was the use of curved public counters and the use of chairs for customers to conduct their business. Staff at Campbelltown had their own Countrylink toilet. This was another step away from the use of public toilets by staff. With no staff using the existing public toilets, standard of cleanliness and

[9] *The Macarthur Chronicle*, 1st June, 1999, p. 5

supervision of people with evil intent plummeted. The Campbelltown Travel Centre survived for less than ten years.

Just like Countrylink, CityRail also moved quickly to show its new corporate existence at Campbelltown. Red and white paint were applied to seats, bins, stanchions and even the collapsible barriers on the concourse. It is noteworthy that red and white collapsible gates are still in use widely throughout the CityRail network today and it would be easy to think that this is a surviving legacy of the Ross Sayer's regime. However, red and white stripes as a sign of danger have a much longer history on the NSW Railways and were in use on the Hume Highway level crossing at Narellen in the 1950s.[10]

In 1994, an official announcement was made by the State Member for Camden, Dr Liz Kernohan, to provide two Easy Access lifts at Campbelltown. The Easy Acess program had been launched the year previously and Dr. Kernohan was told to tell her constituents that Campbelltown would be only be the 33rd station to be classified as Easy Access. The lifts were not operational until 3rd December, 1996, over two years after Kernohan had made the commitment. A third lift was added 1998 to provide access to Farrow Road on the north side of the station.

Dr Kernohan stated that 15% of Australians had disabilities but, when she also said that there were to be only three car spaces for local disabled people, it seems that she grossly miscalculated the number of disabled car spaces, as three spaces represented about one percent of the car spaces that surrounded the station. When the work was completed in 1997, only two of the three announced spaces were provided.

Other improvements were announced. There would be awnings on both platforms, stairs and concourse, an expanded booking office, the refurbishment of the two-storey crew amenities building on platform Nos. 1/2, a Family/Disabled and other toilets on platform No. 3 and three disabled car spaces. Other works at the time included CCTV cameras, the division of the former 1981 public waiting room on platform Nos. 1 and 2 into offices for the Station Master and Crew Area Manager. Zig zag roof pattern canopies were built on platforms Nos. 2 and 3.

In 1995, the overhead concourse was widened and canopies were built over the stairs and joined the existing canopies on the platforms.

Also in 1995, the Booking Office on the concourse was closed and a temporary Booking Office operated on platform No. 3. Work on a new concourse Booking Office was halted in 1996, by a dispute about the proposed number of ticket windows on the concourse. The SRA wanted only two but the unions wanted three. The SRA

[10] There is a photograph showing the red and white stripes at Narellan in I. Dunn and R. Merchant (Eds)., *Pansy – The Camden Tram,* Revised E., Burwood, NSWRTM, 1982, p. 36

endeavoured to explain that the only way a third window could be provided was through the lessee of the adjoining shop on the concourse relinquishing space, an act he declined to perform. The unions finally agreed to two windows in January 1997, putting back reconstruction of the concourse booking office to December, 1997.

After the union/management dispute about the ticket windows was resolved, another dispute arose in 1999. Chas Lynn, MLC, said the dispute between State Rail and unions related to the ticket barriers. The SRA wanted people who were catching trains from platform No. 3 to firstly go up the stairs to the overhead concourse and enter the paid area at that point and then return to the platform, as was and is done at Gosford. By doing so, this would allow the closure of the entry/exit barrier on platform No. 3, thereby eliminating a staff position. The unions opposed the plan because local staff would be "attacked by commuters" for having to walk up and down the stairs. Nine entry gates had been installed on the concourse two years previously but not used. They were subsequently removed and put back when the SRA won the battle.

Campbelltown station is a place often affected by criminal behavior. However, on the 12th August, 1998, local commuters took greater comfort from a visit by the then Minister for Transport, Plaques and Frequently Repeated Announcements, Carl Scully. He met at the station the local Member of Parliament, Michael Knight. In order for local rail users to cope in the absence Mr. Scully, the Minister announced the allocation of 24 additional CCTV cameras to the station area along with security fencing and extra stairs to the Farrow Road car park. The kiss-and-ride facility was increased from 6 to 33 spaces.[11] These additional features were carried out in 1999.

In 2004, alterations were made to the platform No. 1 "sign on" room, containing the "booker on", utilising the former Station Master's office. The overhead concourse, booking office and signal box were modified and a new in-fill building on platform Nos. 2 and 3 built between the down end 1890 pavilion and the 1987 two-storey amenities structure. The in-fill building was built over the top of the 1890 pavilion, skylights were inserted on the roof and the 1987 two storey structure converted into three storeys. Also, new canopies were erected at the down ends of all platforms and two small canopies on platform No. 2.

In 2008, the *Daily Telegraph*, 19th May, 2008, reported that many platforms on the Sydney rail system were not long enough to fit the guard's door in the platform for the new Waratah train sets. There were over 50 platforms in the west of Sydney alone need lengthening, including Cambelltown.

In, 2009/10, a new pedestrian bridge was erected at down end of platforms for staff to cross tracks to gain access to storage sidings.

[11] *The Macarthur Advertiser*, 12th August, 1998, p. 3

On the last day of the existence of CityRail (30th June, 2013), Campbelltown station is cluttered with too many buildings and structures. The application of pseudo-heritage designs to the staff buildings on platform Nos. 1 and 2 has failed. The outcome is a messy and heavy presentation of designs that only diminish the heritage values of the authentic 1890 building. The station is not a pleasant environment, due in part to the peculiar nature of some of the waiting customers. The platforms are too narrow for the large numbers of passengers having to change trains and enter and leave the station. Fifty feet of the extreme up end of platform No. 2 is taken up with a number of ugly, portable buildings. Many of the buildings are individually spoiled by excessive amounts of exposed conduits. At the extreme down end of platform Nos. 1 and 2 is the only known existence of an electrical mast covered in a clear, plastic material. The ticket area on the overhead footbridge is small, drab if not dirty and depressing with excessive posters and other clutter. The concourse area is far too small. These are issues to be addressed by the planners, not the local staff who are pleasant and helpful.

There seems to be more staff on the platforms than waiting passengers. The security arrangements for the staff appear to suggest that personal safety on the platforms is an issue. Posters at the station say “ask the staff” for information and help. Well, the reality is that it is impossible to knock on the door marked “Station Manager” and be able to speak to the officer in charge due to the lack of a means of communication. The same situation applies to people in the door marked “Control”. Yes, there is an officer located to activate the wide gate on the overhead concourse and her booth is marked “Information”. Nevertheless, there is a clear opportunity for *Sydney Trains* to provide improved information and customer contact on platform Nos. 1 and 2, if *Sydney Trains* actually wants to help passengers. Even the platform indicators provide no information about the need to change trains at some stations, such as at Revesby. There was also an absence of some large-scale printed timetables for the up direction on the concourse.

A sign dated 2009 at the down end of platform Nos. 1 and 2 refers to the “weighbridge” road and the “new” road. Are not these a little outdated? Are these references indicative of the need to replace CityRail with a new organization from 1st July, 2013?

The assistance of Graham Harper, Don Hagarty, Austin Mooney and James Whitfield is enthusiastically acknowledged and much appreciated.

Stuart Sharp

5th July, 2013

CAMPBELLTOWN

SIGNALLING AND SAFEWORKING

Campbelltown existed as a crossing station from the very commencement of train services. As a terminus at the opening in 1858, it had a simple run round loop, a goods siding and shed at the arrival end of the Down platform (where the siding is today) and two dead end roads at the southern end. One of these sidings had a 40 foot turntable. This arrangement was protected by a two arm station semaphore signal.

In 1875 a one track engine shed was provided on the Down side in the vicinity of the turntable.

The general shakeout in signalling practices which followed the Emu Plains accident of 1878 led to the introduction of staff and ticket working on the southern line to Picton. Tablet working was not provided on these sections because duplication was imminent.

When the tramway to Camden opened in March 1882 that line junctioned with the main southern line at a point about ½ km south of Campbelltown, and trains and trams operated over this single main line between Campbelltown and the junction. A signal box was subsequently provided to operate the junction points and associated signals. The lever frame from Camden Junction signal box is allegedly preserved in the Powerhouse Museum.

Duplication passed through Campbelltown in 1891 as part of the push to increase capacity on the by then interstate route. During the two year period 1890-1892, the line was duplicated all the way from Dog Trap (Crossing) Box to Picton. Beyond Picton was the problem of the 1800 foot climb up the Southern Highlands and how to achieve it with reduced grades. It was not until 1919, some 27 years later, that the Picton to Mittagong Junction section was duplicated, and by this time much of the line further south as far as Cootamundra North Junction had already been completed.

At some stage during duplication the Camden Line was extended to a new branch platform facing the goods yard and located at the arrival end of the Up platform, replacing the dock platform at the southern end of the Down platform which had been in use for branch line trains since the opening of the Camden Line in 1882.

With duplication came block working using Preece's instruments. The sections were from Ingleburn or Minto to Campbelltown and Campbelltown to Camden Road or Menangle. The double line arrangements of the duplicated Campbelltown were readily recognisable until the resignalling of 1968.

A new two road depot building was erected on the Up side of the line in 1891. This made depot access for Camden Line trains easier when the Camden platform was transferred to the same side.

In 1894, the first interlocking was introduced at Campbelltown. A 20 lever open-air frame was located off the arrival end of the Down platform and this arrangement lasted until 1968. The frame was enclosed in the intervening period and extended to 24 levers after 1951.

In 1918, a new 'two wire' block instrument was introduced to some locations, particularly on the busier sections, of double line. These were known as NSW standard block instruments, and the last examples were withdrawn, from the Southern Line, in 2007.

NSW Standard Block working meant almost universally that the starting signals were automatically returned to stop as a train passed the signal, the instrument was automatically placed to Train on Line, and the starting signal could not be cleared again until Line Clear had once again been obtained. Outer home signals, normally upper quadrant and controlled jointly by the signal box and local track circuit, were provided. The outer home signal gave an additional margin of safety, and it was permissible to accept a train when the line was only clear to the home signal. Shunting could take place at the station while a train was approaching.

Because of these safeguards, the need for block signal boxes on either side of a busy point diminished, and on the section under discussion, signal boxes at Glenfield (covering Liverpool) and Minto and Camden Road (covering Campbelltown) ceased to be block stations, although home and distant signals were retained at Glenfield and Minto to provide protection when the local sidings were being shunted.

Minto was subsequently reopened as a block station to divide the long Ingleburn / Campbelltown section as traffic increased.

Some of the outer home signals used with block working were incorrectly posted with nameplates indicating that the signals were accepting signals. Acceptance was by block instrument, not by the signals.

The Camden Line was operated under Ordinary Staff and Ticket regulations. The shape of the Campbelltown / Camden staff head and the colour of the tickets were altered from time to time. In 1942, Narellan was opened as a temporary staff station; it was later in use as a permanent staff and crossing station to facilitate the operation of additional coal trains.

On Good Friday each year additional trains were operated to Maryfields platform, just up the hill from Campbelltown. To facilitate the working of these extras services, Maryfields was opened as a follow-on staff station for the day. Four solid citizens, armed to the teeth with flags and detonators, operated as the Maryfields Up and Down home and distant signals, and telephone block working was in place for all following moves on the branch.

The staffs and ticket boxes used for this working are preserved by Trainworks at Thirlmere.

For many years the Camden services arrived at and departed from a separate platform, facing the yard, at the southern end of the Up Platform. Departure and running round were performed independently of the signal box, although the Up Home and Distant signals from the Camden Line was controlled from the signal box and points were operated from a nearby ground frame. Later the Camden Line home signal and starting signal were operated from a ground frame near the Camden platform, without control from the signal box. This frame also released keys for nearby ground frames.

From the closure of Camden Junction until closure of the Camden Line itself, operating a train from Camden to Sydney involved a tour through Campbelltown yard, while a train from Sydney could not reach Camden without a reverse shunt back and a similar yard inspection.

During the whole period of double line operation prior to electrification, the arrangement was controlled from the tiny signal box off the Sydney end of the Down platform. At abolition, this box had a whole 24 levers in it, and apart from the main line signals, it directly controlled five crossovers and one shunt signal. It also released keys for a number of ground frames! The working of the box was legendary, and did not seem to involve any point clips. When things were going wrong or there was late running, trains and engines were placed wherever they could fit and with a single shunt signal (Down to Up Main via the south end crossover) all the shunting movements were controlled by hand signals, hope and prayer. The signallers who passed into the new box in 1968 must have felt they had found nirvana.

Mechanical signals survived on the main line right up to the new box; the home and second home signals in each direction were mechanically operated (some track controlled), and the down second home was a good example of an underslung arm. The arm was placed below a short bracket to allow its ready sighting underneath the since-removed pedestrian over bridge half way along the platform. This bridge connecting the two main line platforms was a boon in busy times, when nobody knew from what platform the next Sydney train was expected to leave. It was presumably originally provided to assist intrepid Camden Line passengers.

Campbelltown block working varied on the southern side. From time to time repairs to the bridge at Menangle required single line working in the vicinity, and to allow the work to proceed with minimal interruption, a new signal box was provided at North Menangle, just before the bridge itself. Campbelltown therefore worked with North Menangle or Camden Road on these occasions.

In 1915, came another complication to block working with the opening of Menangle Racecourse Junction Box at Menangle Park. This box controlled the entry points to new racecourse platforms serving Menangle Park Racecourse. The box was normally only open on race days; there is now no sign of it, but the old platform can still be seen.

In 1920, the level crossing at Broughton Street was interlocked with the signals at Campbelltown. This was achieved by pulling a lever in Campbelltown signal box which operated a releasing switch at the crossing. The key from the releasing switch could then be used to open the gates for road traffic. Campbelltown box also electrically released the frame at Minto when it was necessary to shunt there.

The Milk Siding opened in 1923 as an extension of the Up shunting neck. Picking up the milk from this siding by a through train involved either a tail-rope or a shunting engine to pull the tank wagons out of the siding.

In 1924 a short dock platform was provided at the Sydney end of the up platform.

The yard gradually grew in size and complexity as traffic increased and it is not proposed to attempt to detail all these minor changes here.

In 1952, coal loading facilities were provided at the southern end of the goods yard allowing coal trains to load here, clear of the loco shed and goods facilities. Entry to these sidings was direct from the branch (trailing to Up trains). Four sidings were provided; by this time the amount of coal traffic coming out of Narellan was proving too much for the short platform and run round facilities at Campbelltown. An additional Up home signal was included as part of the arrangement, protecting the two siding connections. The siding points were released by a key from the ground frame at the Camden platform, and working of the sidings did not involve any direct action from the signal box.

In 1958, new coal loading facilities were introduced at Glenlee, to the south of Campbelltown. These were connected to the Up Main Line only at the outset, and the points and signals were operated from a new signal box, Glenlee. Because of the different heights of the two main lines for some distance either side of the new facility, Glenlee signal box only controlled the Up Main, and empty coal trains ran to Menangle to run round, return to Glenlee and propel back into the coal sidings. Because it was a

block section, it was felt that the amount of wrong line working involved in having a down train proceed directly into the sidings would be asking for trouble.

Indeed trouble there was at Glenlee Junction in the late 1950s when 3826 on an Up Melbourne relief express collided side on with 6028 on a coal train which had overrun the departure signal from the sidings. The catchpoints appeared not to have deflected the coal train sufficiently to clear the express. Nobody was killed, but there were injuries and locomotive 3826 was subsequently written off.

Notwithstanding accidents and difficult working, the coal loading facilities at Glenlee and Campbelltown paved the way for the closure of the Camden Line, which occurred with due ceremony on New Year's Day 1963.

Meantime, automatic signalling, which had reached Ingleburn in 1947 and extended south of Douglas Park in the same year (many sections beyond Picton had been so equipped for many years by then), moved closer to Campbelltown. In 1961, automatic signalling using three position upper quadrant signals was provided between Campbelltown, Glenlee, Menangle Racecourse Junction, Menangle and Douglas Park. Closing levers were provided at Menangle and Douglas Park while such a facility already existed at Menangle Racecourse Junction and Glenlee.

The upper quadrant signals were replaced by single light colour lights in 1990.

In 1962, automatic signalling was introduced between Ingleburn and Campbelltown, using single light colour light signals. This resulted in the final closure of Minto as a block station. The signals were subsequently replaced by standard double light colour lights, although all signals controlled by Campbelltown box at Campbelltown and Macarthur remain today as single light indications. Once this had occurred, continuous automatic signalling was in place from Sydney to Mittagong. Other automatic sections were Moss Vale to Exeter, Marulan to Goulburn, Breadalbane to Yass Junction, Bowning to Harden and Wallendbeen to Junee.

The automatic signals were subsequently replaced by standard double light colour lights, but all signals controlled by Campbelltown signal box, at Macarthur and Campbelltown itself, remain today as single light signals.

Coal traffic was becoming intense, both from Glenlee and Campbelltown loaders, and the arrangements for handling Down coal arrivals at both places left much to be desired. Consequently, in 1963, a facing crossover was installed between the Down and Up Main lines to the north of Glenlee Box. This was signalled so that a Down empty coal train could cross over to the Up Main at a point where both lines were at the same level, proceed a short distance in the wrong direction and head into Glenlee Coal Sidings. It

would have considerably reduced the time taken for the train to reach Glenlee as it obviated the need to proceed to Menangle to run round, plus the time taken to return from Menangle and propel into the sidings.

The 1968 working timetable shows some 14 conditional coal trains to Glenlee of which 8 could run to Campbelltown coal loader in lieu of Glenlee.

All the signals and the new crossover were controlled from a relay interlocking panel in Glenlee Signal Box, but, typical of the times, the points leading from the up main to the sidings were left connected to the mechanical lever frame. Glenlee remained attended on an ‘as required’ basis.

The resignalling of Campbelltown in 1968 saw a major upgrading of the tracks at Campbelltown. New Down and Up Refuge Loops were provided, each on the approach to the station. While long for their time, they cannot even start to contain a modern freight train. A new full length back platform road was provided to allow trains to terminate clear of the main lines, while a facing crossover was brought into use at the Sydney end, allowing a Down train to access any of the platforms or the yard in a signalled move. An Up Train could access the Up Main platform and also, by using the Up Refuge, the back platform road.

The Up Refuge Loop used the position of the old Up Siding which had been occasionally used as a refuging facility. The points had been operated from the signal box but no shunt signals were provided, of course!

The most radical part of the new signal box at Campbelltown (apart from its shape) was the first use of entrance / exit route (NX) setting buttons to change points and signals. You selected the starting point for the movement and pressed the button at that point on the operating diagram. You then selected the finishing point for your movement and pressed the button at that location. Provided the route you picked was clear, all points and signals would set up for the movement. The route could be cancelled by pulling the appropriate button.

Separate rotary switches were provided to control points where no route was intended to be set, or none was provided for by the interlocking. Other rotary switches were provided to release ground frames.

This type of interlocking became standard throughout the metropolitan area, with installations following at Hanbury Junction and Sydney, to name a few. The installation at Campbelltown has two diagrams – a mimic diagram with the operating switches and one on the wall which acts as the conventional train location diagram, while others have a single diagram which performs both functions.

Rumours abounded at the time to the effect that Campbelltown box was intended to absorb the functions of all the boxes as far as Mittagong, a claim that was laughed at due to the complexity of such an enterprise. How times have changed! Since those heady days, all the signal boxes as far as Mittagong have closed and left virtually nothing of their track layouts. A much emasculated layout at Picton and the Tahmoor Colliery link are all that are left, plus sidings at Maldon. Meanwhile other signal boxes control whole clusters of lines with little difficulty, and have replaced dozens of older installations.

However, the one interlocking that Campbelltown *did* replace was Glenlee, over which it assumed control in 1969. Interestingly, it has never taken over the simple layout at Ingleburn, and has little to do with the intermodal terminal which has been developed at Minto.

The interlocking was expanded again in 1985 with the opening of Macarthur station about 2km south of Campbelltown. Initially only facing and trailing crossovers were provided there, but in 2000 a bay terminal platform was provided behind the Up platform, making three platforms in all available for business. The original layout allowed the signaller to platform a terminating train on the basis of what else was around and likely to be delayed; the additional platform gave him the option of getting the terminator out of the way altogether.

Macarthur is a convenient changing point for city passengers from the south. With the almost complete replacement of through services to the southern highlands by a need change trains, people soon learned to get off at Macarthur and join an electric train starting from that point, thereby assuring themselves of a seat on the electric service starting from there.

To enhance local working, the Down Main was resignalled for bi-directional working in 2000. In addition, a new facing crossover had been provided at the southern end of Campbelltown station, allowing direct access to the carriage sidings on the Up side for a train terminating on the down main. Campbelltown commuters were, in the past, adamant that this was the best platform to use for terminating services, as there was direct, level access to the street.

The coal from Campbelltown and Glenlee was traditionally hauled to Rozelle Yard by AD60 class locos, and it was for this reason that the Metropolitan Goods Lines were electrified between Campbelltown and Glenlee and Canterbury and Rozelle in 1968 to enable the 46 class electrics to take over this working. However, the demise of coal loading at Rozelle meant that coal went to Port Kembla coal facilities, right though the Sydney suburban area. A triangle was installed at Glenlee in 1990 to allow such movements to proceed via the Unanderra / Moss Vale line, or (*gasp!*) the Maldon to

Dombarton Line. The triangle connection to the Up and Down main lines and associated signals were operated from Campbelltown.

Nowadays, the Campbelltown coal loader is a vague memory, and, while trains still operate to and from Glenlee, no coal is loaded there.

Recent developments have included the new SSFL (the freight link from the south to Enfield West) and bi-directional working between Glenlee and Menangle.

Graham Harper

15th June, 2013