

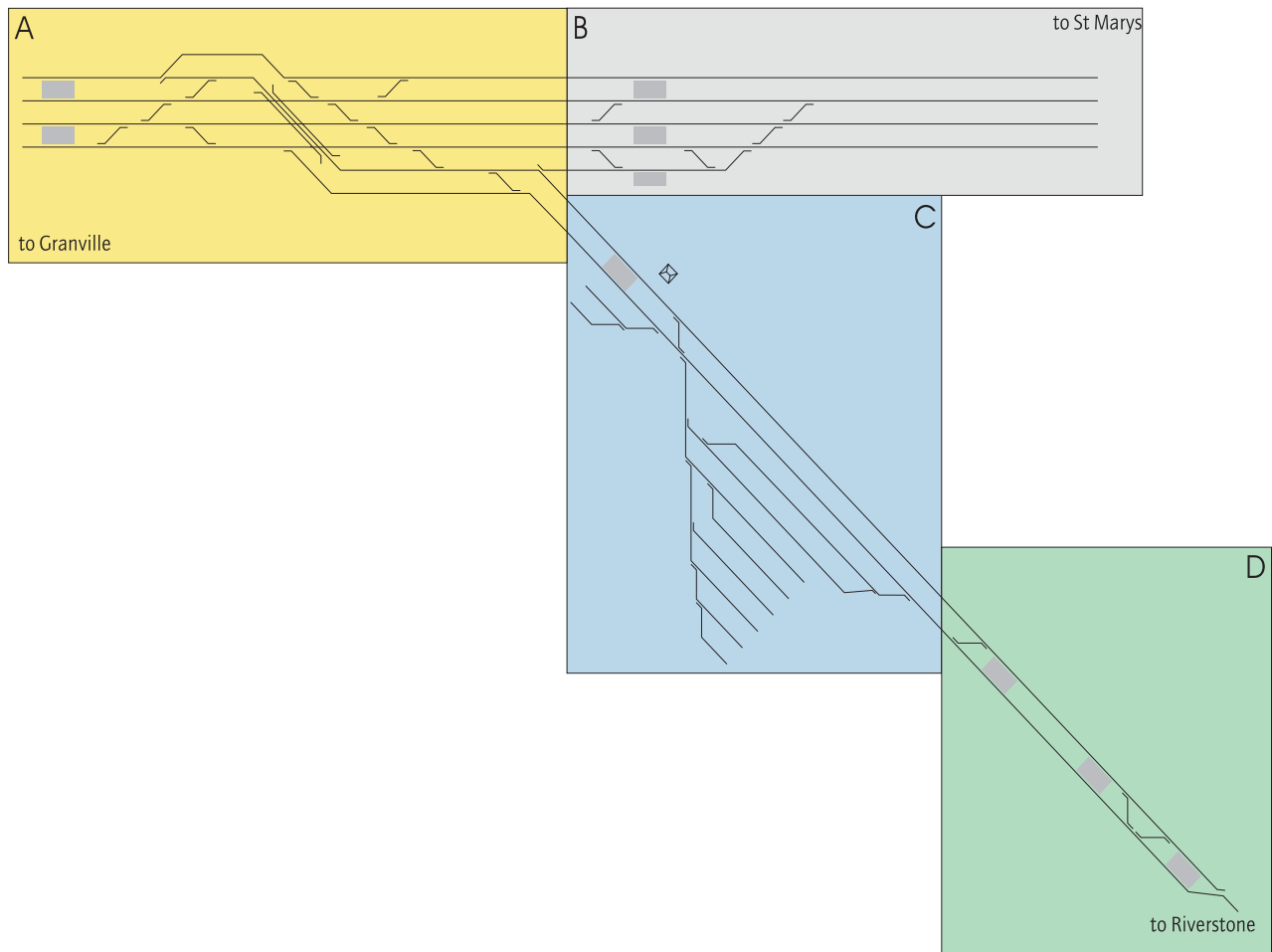
Blacktown

Location

This unit includes:

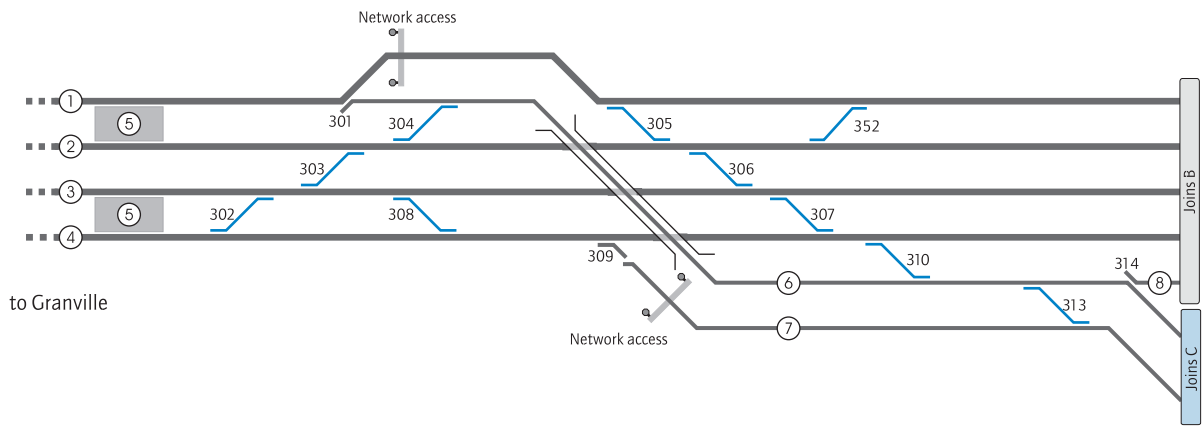
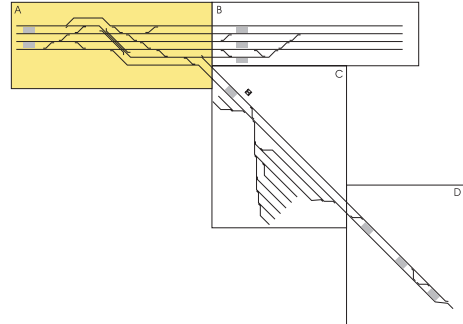
- Seven Hills at 31.985km
- Blacktown at 34.821km
- Marayong at 37.406km
- Quakers Hill at 39.885km
- Schofields at 42.850km.

Diagrams



Blacktown

A

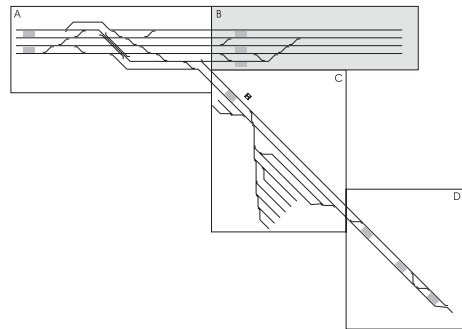


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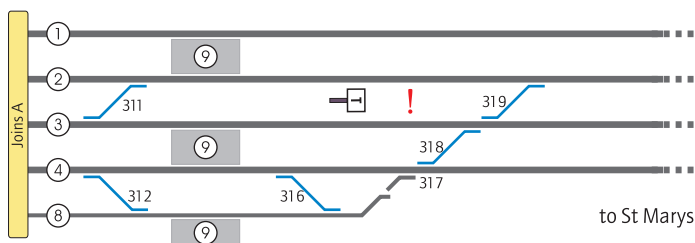
- | | | |
|---------------------------|--------------------------------|------------------------------|
| 1 Down Main West line | 4 Up Main West line | 7 Up Blacktown–Richmond line |
| 2 Down Suburban West line | 5 Seven Hills | 8 Up Loop line |
| 3 Up Suburban West line | 6 Down Blacktown–Richmond line | |

Blacktown

B



! See Special Instructions

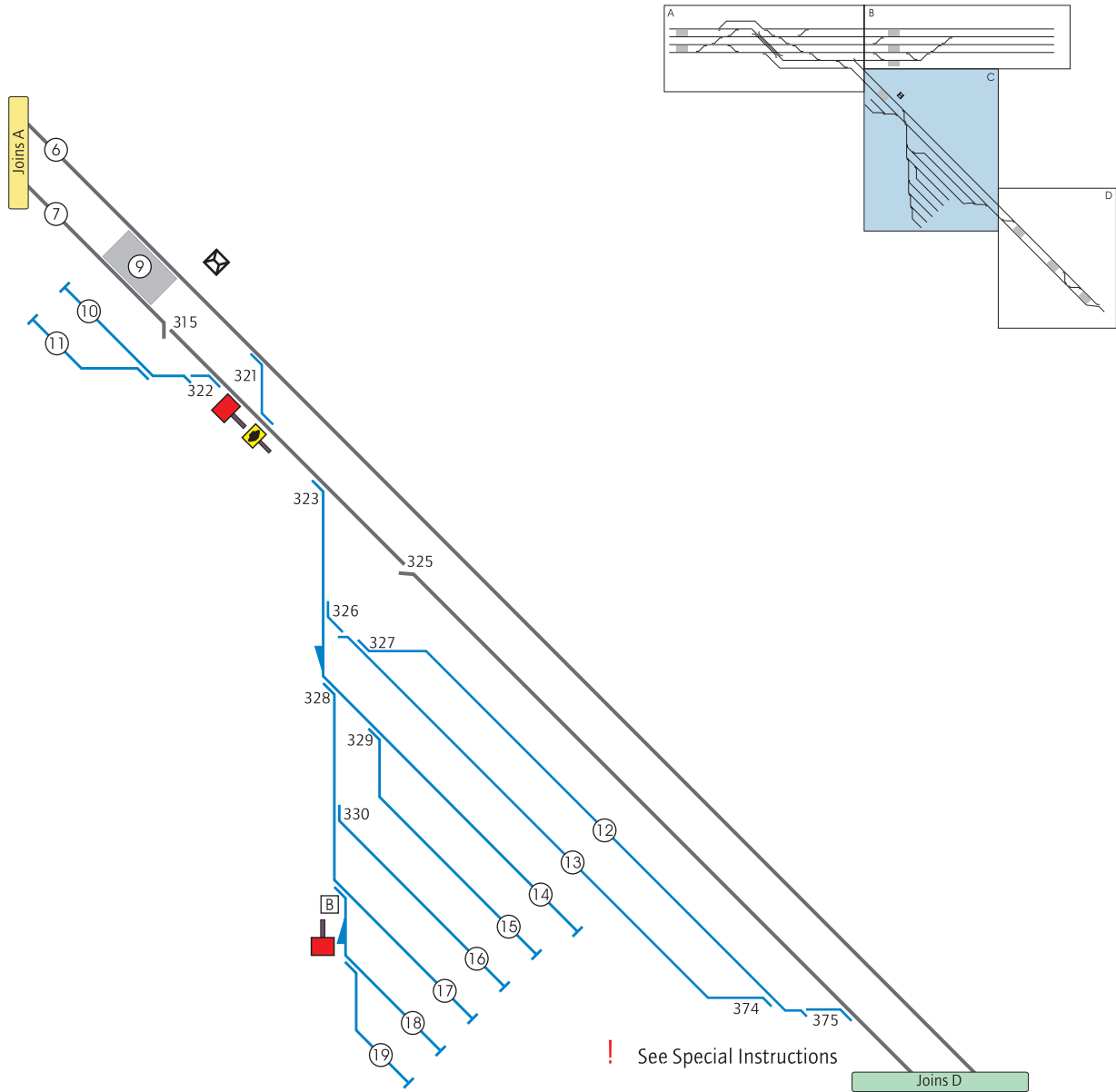


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- | | | |
|---------------------------|-------------------------|----------------|
| 1 Down Main West line | 3 Up Suburban West line | 8 Up Loop line |
| 2 Down Suburban West line | 4 Up Main West line | 9 Blacktown |

Blacktown

C

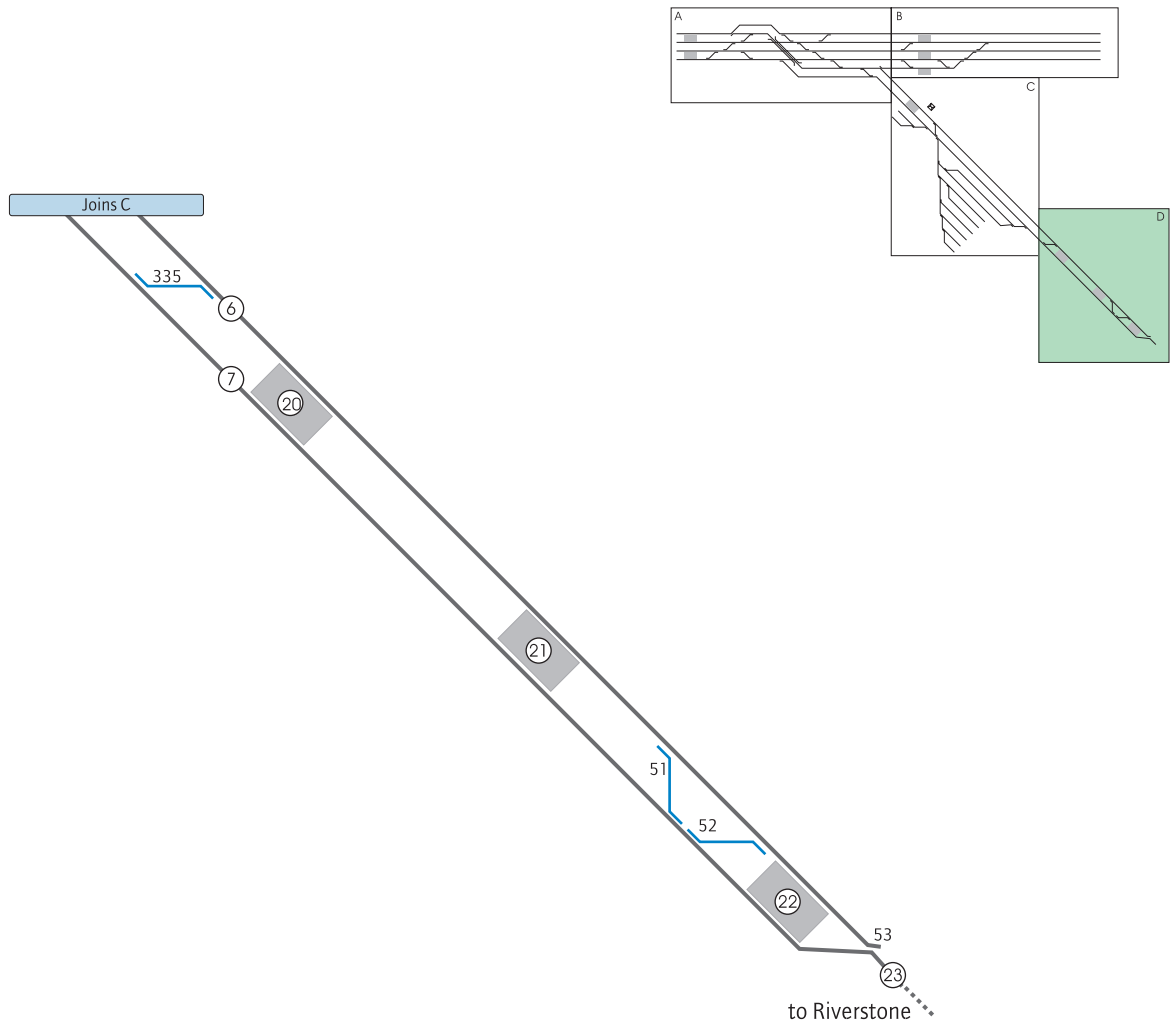


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- | | | |
|--------------------------------|----------------------------------|----------------------------------|
| 6 Down Blacktown–Richmond line | 12 No 1 Electric Car siding 710m | 17 No 6 Electric Car siding 170m |
| 7 Up Blacktown–Richmond line | 13 No 2 Electric Car siding 702m | 18 No 1 RIC siding 58m |
| 9 Blacktown | 14 No 3 Electric Car siding 198m | 19 No 2 RIC siding 53m |
| 10 No 1 Goods siding 172m | 15 No 4 Electric Car siding 170m | |
| 11 No 2 Goods siding 172m | 16 No 5 Electric Car siding 170m | |

Blacktown

D



KEY

6	Down Blacktown–Richmond line	20	Marayong	22	Schofields
7	Up Blacktown–Richmond line	21	Quakers Hill	23	Blacktown–Richmond line

Blacktown

Network Control

Signaller at Blacktown










Yard limits

Down Main West line		31.543km Down signal BN1M
		36.626km Down signal M22.7
Up Main West line		31.602km Up signal M19.6
		36.643km Up signal BN104M
Down Suburban West line		31.543km Down signal BN3S
		36.626km Down signal S22.7
Up Suburban West line		31.602km Up signal S19.6
		36.643km Up signal BN102S
Blacktown–Richmond line		44.010km Up signal SS16



Location details



Interlocked points without groundframes are operated from Blacktown.

-  31.985km Seven Hills. Platforms 1 and 2, 3 and 4
-  34.821km Blacktown. Platforms 1 and 2, 3, 4 and 5, 6 and 7
-  34.874km Signal box
-  35.100km Up electric train STOP sign on No 1 Goods siding
-  No 6 Electric Car siding to RIC sidings: key from releasing switch B, released from the signal box
-  35.370km Down electric train STOP sign on No 1 RIC siding
-  37.406km Marayong. Platform 1 and 2
-  39.885km Quakers Hill. Platform 1 and 2
-  42.850km Schofields. Platform 1 and 2

Level crossings

-  32.809km Network access on the Down Main West line
-  32.926km Network access on the Up Blacktown–Richmond line

Blacktown

Special instructions

Timing marker sign

A timing marker sign with a yellow reflective letter T displayed on a black background is provided where the timing section is unusually short.

It is located as follows:

<i>Line</i>	<i>Marker location</i>
Down Suburban line	175 metres in approach to signal No. BN91S

This indicates the commencement of the timing point to release the points ahead:

<i>Point number</i>	<i>Line</i>
319	Up Suburban to Down Suburban

Crossing trains at Schofields

Two trains with trip valves may approach the platforms at the same time.

If a Down train without trip valves arrives first, it must stand at the platform for 1 minute before an Up train can cross.

Two Way running between Quakers Hill and Schofields

Direction override facility

Direction Override buttons are provided at Blacktown.

Operating the Direction Override button will allow the signals to be cleared for a rail traffic movement in the opposite direction when:

- a track-circuit failure has occurred, or
- a block is occupied by rail traffic and it is necessary for an assisting train to enter in the opposite direction.

After a 10 minute time-out, the direction set by the original route will be cancelled, and a new route for the opposite direction may then be set.

Authorising a train to return to the entry end of the automatic signal area

Signaller and Network Controller

Before a route can be set to authorise a change in the direction of movement between Quakers Hill and Schofields, the Signaller and Network Controller must ensure that:

- the line between the protecting controlled signal and the location of the last train to enter the automatic signal area is clear of rail traffic, and
- Drivers of trains within the automatic signal area have been told about the proposed movement, and
- the Driver of the last train to enter the automatic signal area has been told to change ends.

Blacktown


Signaller

When told by the Network Controller that a change of direction movement can be made, the Signaller must set the route for the train to return to the entry end of the automatic signal area.

Driver

When instructed by the Signaller that the train is to return to the entry end of the automatic signal area, after changing ends the Driver must:

- proceed only if they can see a PROCEED indication on the next signal in the direction of the proposed movement, and
- obey all signal indications.

 **WARNING:** If, after changing ends, the Driver cannot see the indication on the next signal in the direction of travel, the movement must be made in accordance with NTR 418 Yard Working.

Assisting disabled rail traffic

If a train is to assist a disabled train:

- the disabled train must be restrained using a CAN form (NRF 004), and
- if possible, the Signaller must set the route for the assisting train to enter the automatic signal area.

If any signals in the route cannot be cleared, these signals must be passed at STOP in accordance with NSG 608.

Track failure

Before a route can be set to authorise a change of direction movement due to a track failure within the automatic signal area, the procedure below must be followed:

Signaller and Network Controller

- Make sure that the line between the protecting controlled signals at each end of the automatic signal area is clear of rail traffic.

Signaller

- Operate the Direction Override button.
- Set the route for the opposite direction.

Schofields junction automatic override facility

This feature is currently not available.

Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW1, MW2, MW3 and MW4), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- points can be secured to prevent access to the portion of track within the LPA,
- or a Work On Track Authority for the track adjoining the LPA limit has been authorised for the period of work.

Blacktown


In exception to *NWT 302 Local Possession Authority*, if a set of points cannot be secured to prevent access to the portion of track or a Work On Track Authority adjoining the LPA limit is not authorised, a worksite may be established within 500 metres of the LPA limit, under the following conditions

The work within 500 metres of the LPA limit must not;

- require a work on track authority
- break the track
- alter the track geometry or structure.

Work within 500 metres of the LPA limit is limited to;

- work not requiring tools, or
- work using tools which can be easily and immediately removed from the track by one person and are:
 - light, non-powered hand tools
 - light, battery powered tools or devices.

 NOTE: An additional Qualified Worker must be provided to make sure that workers remain within the worksite limits.

Points that are clipped and locked to protect a Maintenance Window LPA may be unclipped in accordance with NSG 616 *Precautions during signalling equipment testing*.

Related documents

NLA 200 Lidcombe–Penrith

NLA 222 Blacktown–Richmond

Effective date

5 October 2018