

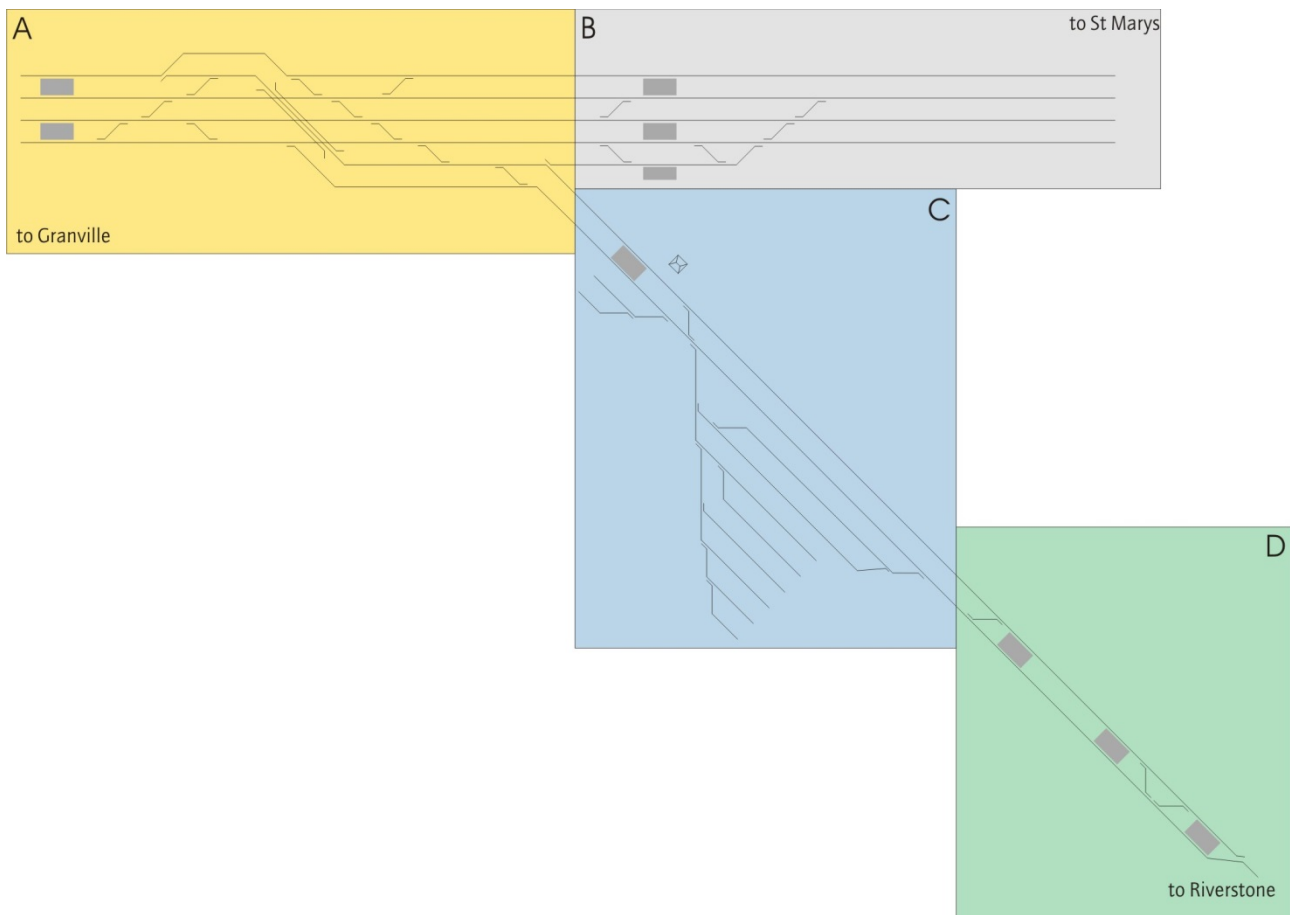
Blacktown

Location

This unit includes:

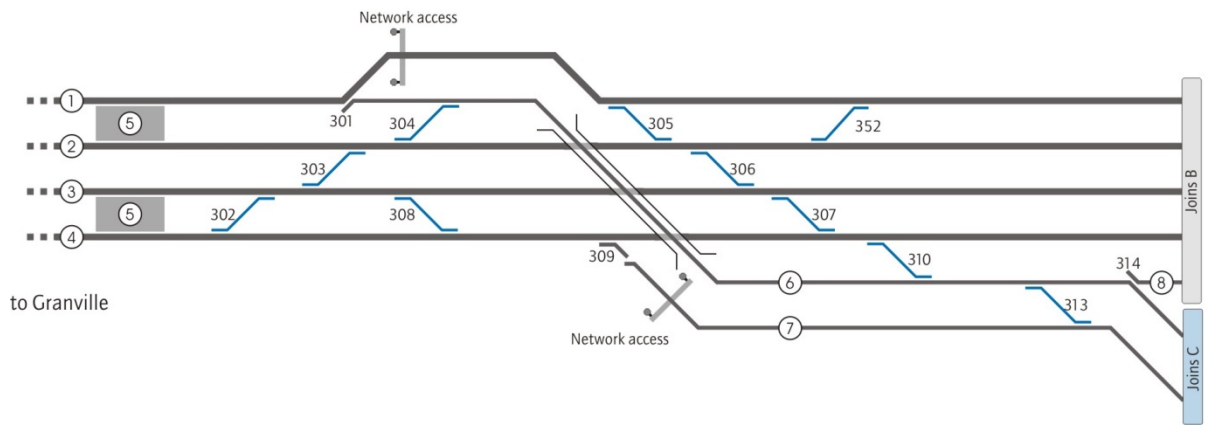
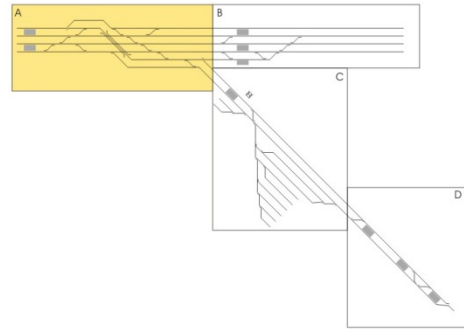
- • Seven Hills at 31.985km
- • Blacktown at 34.821km
- • Marayong at 37.406km
- • Quakers Hill at 39.885km
- • Schofields at 42.850km.

Diagrams



Blacktown

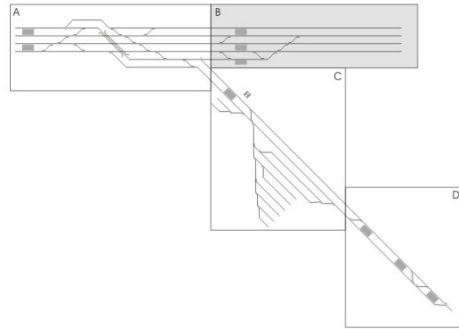
A



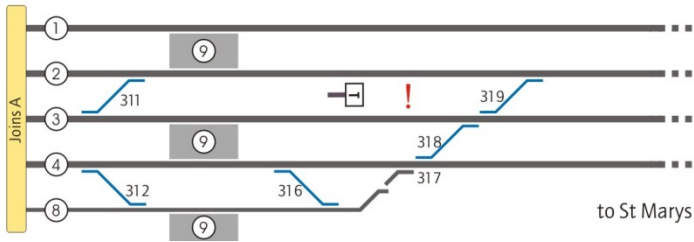
Key		
1. Down Main West line	4. Up Main West line	7. Up Blacktown–Richmond line
2. Down Suburban West line	5. Seven Hills	8. Up Loop line
3. Up Suburban West line	6. Down Blacktown–Richmond line	

Blacktown

B



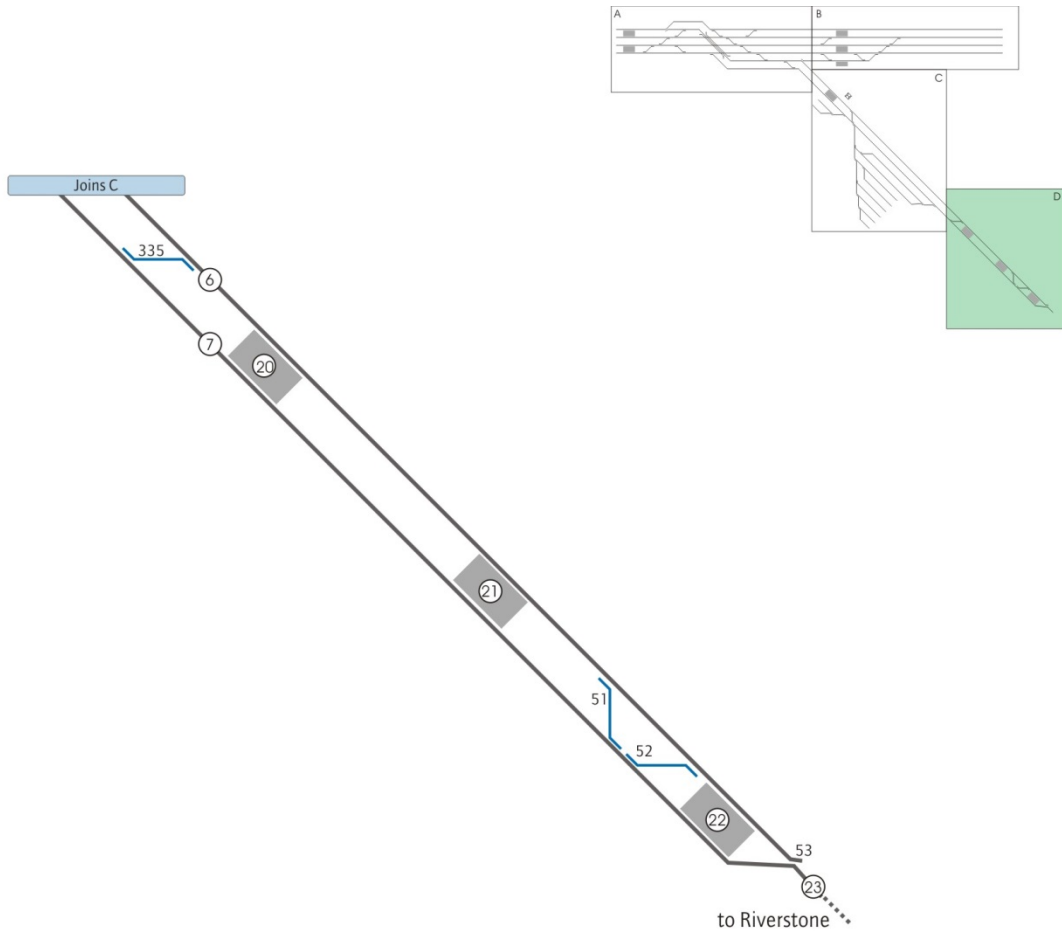
! See Special Instructions



Key		
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

D



Key		
9. Down Blacktown–Richmond line	20. Marayong	22. Schofields
10. Up Blacktown–Richmond line	21. Quakers Hill	23. Blacktown–Richmond line

Blacktown

Network Control

Signaller at Homebush Control Centre.

Yard Limits

Down Main West line	YL	31.543km Down signal BN1M
	EYL	35.820km Down signal M22.3
Up Main West line	EYL	31.602km Up signal M19.6
	YL	36.640km Up signal BN104M
Down Suburban West line	YL	31.543km Down signal BN3S
	EYL	36.620km Down signal S22.7
Up Suburban West line	EYL	31.602km Up signal S19.6
	YL	36.640km Up signal BN102S
Blacktown–Richmond line	EYL / YL	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

Blacktown

Level crossings

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

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 facility is provided on Blacktown ATRICS panel.

Operating the Direction Override facility 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.

Blacktown

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.

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.

Blacktown

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.

Related documents

NLA 200 Lidcombe–Penrith

NLA 222 Blacktown–Richmond

Effective date

20 June 2020