

Blacktown–Richmond

Network Control

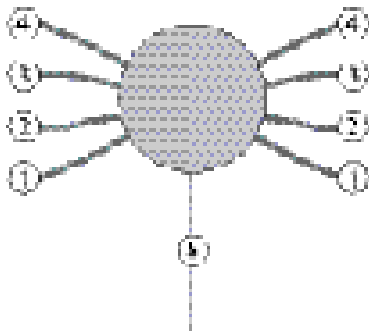
Signaller at Blacktown signal box

Systems of Safeworking

The Blacktown–Richmond line is Rail Vehicle Detection (RVD) territory. It includes the sections:

- Blacktown-Riverstone
- Riverstone-Mulgrave
- Mulgrave-Clarendon
- Clarendon-Richmond

Diagram



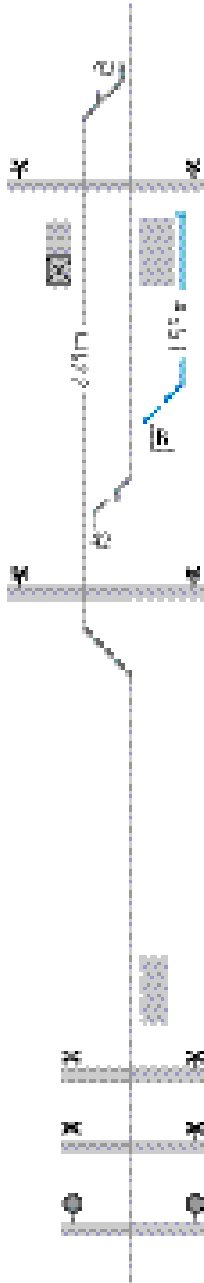
Location details

Blacktown 34.821km (NLA 208)

- ① Up Main West line (Lidcombe–Penrith)
- ② Up Suburban West line (Lidcombe–Penrith)
- ③ Down Suburban West line (Lidcombe–Penrith)
- ④ Down Main West line (Lidcombe–Penrith)
- ⑤ Blacktown–Richmond line

Blacktown–Richmond

Diagram



Location details

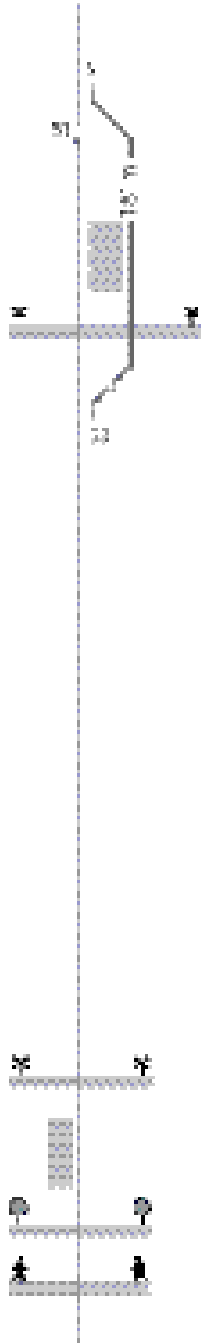
Riverstone 45.882km

- Usually controlled from Blacktown signal box. Can be switched in
- See Special instructions
- 45.710km YL/EYL: Down signal RE3
- Blacktown–Richmond line to Loop line. Mainline catchpoints are usually closed
- 45.856km Garfield Road: automatic. Keys at Riverstone
- 45.882km Riverstone. Platforms 1, 2
- 45.959km Traffic hut: local control panel
- Blacktown–Richmond line to Perway siding: key from releasing switch B, released by release 41
- Blacktown–Richmond line to Blacktown–Richmond line
- 46.524km Meatworks: automatic. Keys at Riverstone
- The half pilot staff for RE7 is also the authority to pass signal RE9 during pilot staff working
- 46.568km EYL/YL: Up Signal RE10

- 49.147km Vineyard. Platform 1
- 49.326km Bandon Road: automatic. Keys at Riverstone
- 50.533km Level Crossing Road: automatic. Keys at Riverstone
- 52.072km Network Access Crossing (Windsor Flood Evacuation Route level crossing): manual

Blacktown–Richmond

Diagram



Location details

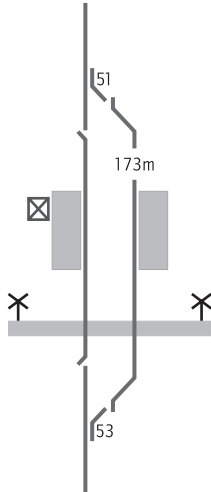
Mulgrave 52.492km

- Controlled from Blacktown signal box
- See Special instructions
- 52.173km YL/EYL: Down signal ME3
- Blacktown–Richmond line to Loop line . Main line catch points are usually CLOSED
- 52.492km Mulgrave. Platform 1 and 2
- 52.660km Mulgrave Road: automatic. Keys at Mulgrave and Riverstone
- Loop line to Blacktown–Richmond line
- 52.989km EYL/YL: Up signal ME10

- 54.195km Fairey Road: automatic. Keys at Riverstone
- 54.946km Windsor. Platform 1
- 55.236km Network Access Crossing (Windsor Flood Evacuation Route level crossing): manual
- 55.247km Cox Street: automatic. Keys at Windsor

Blacktown–Richmond

Diagram



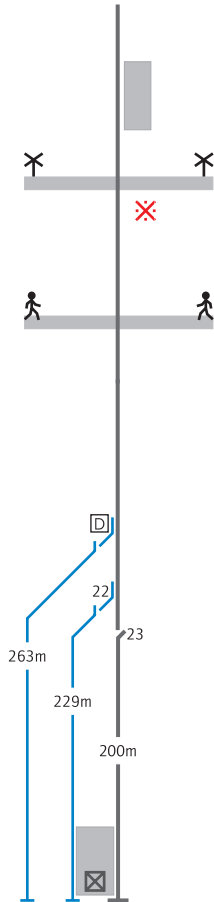
Location details

Clarendon 57.114km

- Usually controlled from Blacktown signal box. Can be switched in
- 56.913km YL/EYL: Down signal CN3
- Blacktown–Richmond line to Loop line. Main line catch points are usually CLOSED
- 57.114km Clarendon. Platforms 1, 2
- 57.196km Traffic hut: local control panel
- 57.281km Racecourse Road: automatic. Keys at Clarendon
- Loop line to Blacktown–Richmond line
- 57.549km EYL/YL: Up signal CN10

Blacktown–Richmond

Diagram



Location details

Richmond 60.592km

- Usually controlled from Blacktown signal box. Can be switched in
- 59.490km YL/EYL: Down signal RD3
- 59.900km East Richmond. Platform 1
- 60.086km Bourke Street: automatic, with Manual Operation and Master Emergency switch. Keys at Richmond
- See Special instructions
- 60.248km Moray Street: automatic. Keys at Richmond
- Blacktown–Richmond line to Up Storage sidings: key from releasing switch D, released by release 21
- Signals set at STOP by taking the emergency release key: Down homes 3 and 5; Up homes 6 and 8
- Blacktown–Richmond line to No 1 Platform road
- 23 Catch points to No 2 Platform road
- 60.592km Richmond. Platform 1 and 2
- Up Storage sidings to No 1 Platform road
- 60.813km Traffic hut: local control panel
- 60.853km 3 x stop blocks

Blacktown–Richmond

Special instructions

Bourke Street level crossing

Bourke Street level crossing is fitted with a single Master Emergency switch.

Operation of the Master Emergency switch will place Down signal RD 3 and Up signal RD 4 to **STOP**. They will remain at **STOP** until the Manual Operation switch is operated and the level crossing equipment has operated and the booms are lowered or the Master Emergency switch is restored.

Blocking switches

Key-locked blocking switches are provided in the local control panels for Riverstone, Clarendon and Richmond.

Crossing trains at platforms

Riverstone

If two trains approach the platforms at the same time, the Up train must use the Loop line.

Mulgrave

If two trains approach the platforms at the same time, the Down train must use the Loop line.

Related documents

NLA 200 Lidcombe–Penrith

NLA 208 Blacktown

Effective date

20 March 2017