

# Mount Victoria

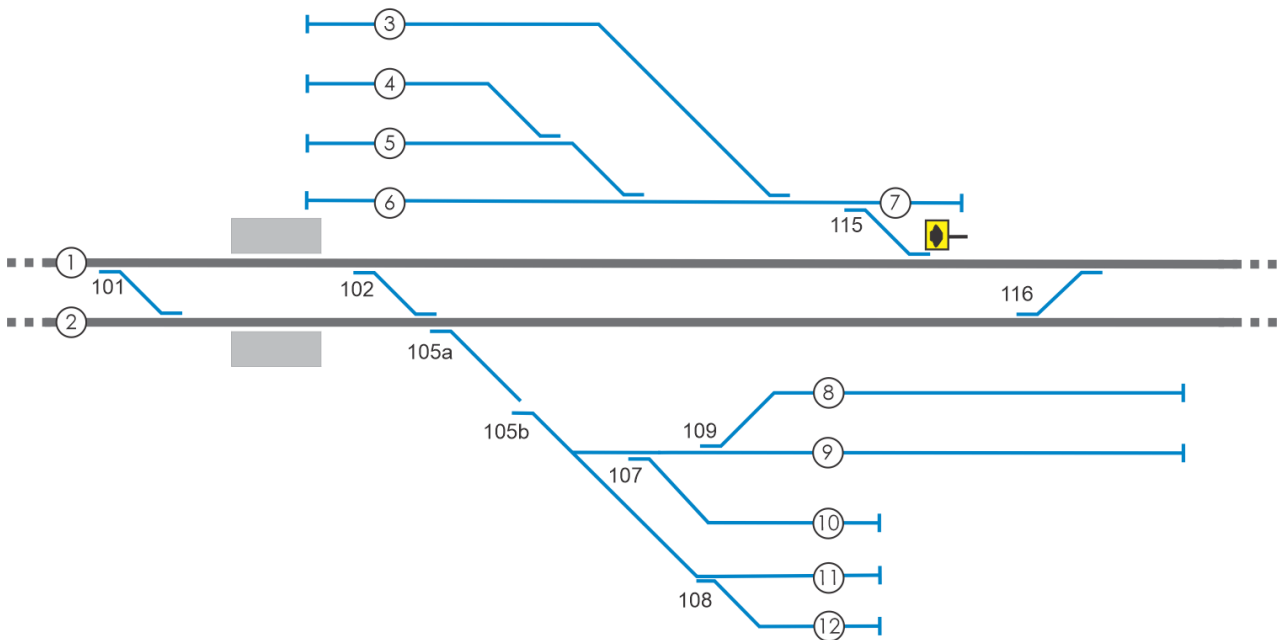
## Location

Mount Victoria is at 126.621km.

## Diagrams

to Katoomba

to Newnes Junction



Key		
1. Down Main West line	6 Perway siding 1 167m	10 No 3 Up siding 225m
2 Up Main West line	7 Shunting Neck 173m	11 No 4 Up siding 225m
3 Perway siding 4 192m	8 No 1 Up siding 645m	12 No 5 Up siding 225m
4 Perway siding 3 130m	9 No 2 Up siding 645m	
5 Perway siding 2 129m		

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## Network Control

Signaller at Blacktown Signal Box.

## Yard Limits



Down Main West line	<b>YL</b>	124.811km Down signal MV1
	<b>EYL</b>	129.803km Down signal 80.5
Up Main West line	<b>EYL</b>	124.598km Up signal 77.4
	<b>YL</b>	129.564km Up signal MV78

## Location details

Interlocked points without groundframes are operated from Blacktown signal box.



126.621km Mount Victoria. Platforms 1, 2



127.294km Electric train STOP for UP trains entering the Perway Sidings from the Down Main West line

## Level crossings

Nil

## Special instructions

### Axle counters

Axle counters are provided in place of track-circuits within the yard limits of Mount Victoria. A track section controlled by axle counters might show occupied when there is no rail traffic due to a miscount or a disturbance such as:

- maintenance activities, or
- interruptions to power supply, or
- equipment failure, or
- vandalism.

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If a track section is indicated as occupied, the protecting signals will remain at **STOP**. To resume normal signalling operations after a miscount or disturbance it will be necessary to reset the affected axle counter track sections.

There are two methods for resetting axle counters:

- preparatory reset
- unconditional reset.

### Preparatory reset

A preparatory reset is used when a suspected miscount or disturbance of the axle counter has occurred. A sweep train must travel through the affected track to make sure it is not occupied.

When the preparatory reset is initiated by the Signaller, the protecting signals will remain at **STOP** and any track locking will be maintained. After the successful passage of the sweep train, the axle counter will reset to an unoccupied state, however the track will continue to indicate occupied until the signaller completes the preparatory reset process.

When the Signaller has confirmed with the Driver or Track Vehicle Operator of the sweep train that they are clear and complete of the affected track sections, the preparatory reset procedure may be acknowledged complete by the Signaller using ATRICS. The signalling system will then return to normal operations.



### Note

A preparatory reset does not require the intervention of a Signals Maintenance Representative.

### Performing a preparatory reset

#### Signaller

1. Identify the last rail traffic to enter the affected blocks and establish its current location.
2. Set protecting signals to **STOP** and apply blocking facilities.
3. Initiate the '**Apply Sweep**' command via the preparatory reset drop down box for the affected track sections in ATRICS.
4. Authorise the Driver or Track Vehicle Operator of the sweep train to pass the protecting signal at **STOP** in accordance with *NSG 608 Passing signals at STOP*. Tell the Driver or Track Vehicle Operator:
  - the reason for passing the signal at **STOP**
  - to travel at restricted speed to the next signal indicating proceed
  - to report when they have passed complete beyond the signal displaying a proceed indication.

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**Warning**

A track section indicated as occupied could be the result of a vehicle left in the track section by the previous rail traffic.

5. Confirm with the Driver or Track Vehicle Operator of the sweep train that they have passed completely beyond the signal at the exit end of the affected track sections.
6. When the rail traffic has completely cleared the signal at the exit end of the affected track sections activate the '**Conclude Sweep**' function via the preparatory reset drop down box on ATRICS.
7. If the track sections are indicated as unoccupied:
  - (a) Remove blocking facilities from the protecting signals.
  - (b) Resume normal operations.
8. If the rail traffic has cleared the affected track sections and the track sections are still indicated as occupied, a system fault has occurred:
  - (a) Tell the Network Controller.
  - (b) Arrange for a Signals Maintenance Representative to attend.

**Unconditional reset**

An unconditional reset is performed when an axle counter is affected by maintenance activity, miscount or a disturbance and it is known that the affected track sections are not occupied by rail traffic.

An unconditional reset can be performed only by a Signals Maintenance Representative. An unconditional reset cannot occur until the Signaller has activated an Unconditional Reset Enable (URE) for the affected track sections.

An unconditional reset must not occur until:

- signals protecting the affected track sections are set to **STOP** and blocking facilities have been applied
- any rail traffic closely approaching the signals protecting the affected track sections has stopped.

**Unconditional reset during normal operations****Warning**

If it cannot be assured that affected track sections are unoccupied by rail vehicles then a preparatory reset must be undertaken instead.

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### **Signals Maintenance Representative**

1. Ask the Signaller:
  - (a) To place signals protecting the affected track sections to **STOP** and apply blocking facilities.
  - (b) Confirm that any rail traffic closely approaching the signals protecting the affected track sections are at a stand.
  - (c) Confirm that the affected track sections are unoccupied.



#### **Warning**

If a URE is applied, the Signals Maintenance Representative can reset axle counters for affected track sections at any time.

### **Signaller**

2. Apply blocking facilities to the signals protecting the affected track sections and make sure that any rail traffic closely approaching the protecting signals has stopped.
3. Confirm that the last rail traffic that entered the affected track sections has cleared the signal at the exit end of the affected track sections and is confirmed to be complete.
4. Check if another URE has been applied to an affected track section. If a URE has already been applied to an affected track section, tell the Signals Maintenance Representative to contact the holder of the first URE.



#### **Note**

The system does not prevent multiple UREs being issued for a track section.

5. Apply a URE for the affected track sections using ATRICS.

### **Signals Maintenance Representative**

6. Confirm with the Signaller that the URE has been applied to the correct track sections.
7. Reset the affected track sections.
8. Confirm with the Signaller that only the affected track sections have reset and that these track sections are indicating unoccupied.
9. Ask the Signaller to remove the URE from the affected track sections.

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### **Signaller**

10. Remove the URE from the requested track sections and confirm this with the Signals Maintenance Representative.

### **Unconditional reset within a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)**

#### **Signals Maintenance Representative**

1. Ask the Possession Protection Officer or Protection Officer if there is any rail traffic in the affected track sections.
2. Get an assurance from the Possession Protection Officer or Protection Officer that any rail traffic that is in, or is closely approaching the affected track sections and the protecting signals is stopped.

#### **Possession Protection Officer or Protection Officer**

3. Check if there is any rail traffic in the affected track sections.
4. Make sure that any rail traffic that is in, or is closely approaching the affected track sections and the protecting signals is stopped.

#### **Signals Maintenance Representative**

5. Confirm with the Signaller which track sections need to be reset.
6. Ask the Signaller to place signals protecting the affected track sections at **STOP** and apply blocking facilities.



### **Warning**

If a URE is applied, the Signals Maintenance Representative can reset the track sections at any time.

### **Signaller**

7. Confirm with the Signals Maintenance Representative which track sections need to be reset.
8. Check if another URE has been applied to an affected track section. If a URE has already been applied for an affected track section, tell the Signals Maintenance Representative to contact the holder of the first URE.
9. Place signals protecting the affected track sections at **STOP** and apply blocking facilities.
10. Apply a URE to the affected track sections using ATRICS.

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**Note**

The system does not prevent multiple UREs being issued for a track section.

**Signals Maintenance Representative**

11. Confirm with the Signaller that the URE has been applied to the correct track sections.
12. Make sure that a visual inspection of the affected track sections is performed to determine the occupancy status.
13. Perform an unconditional reset for affected track sections to their correct occupancy status.
14. Confirm with the Signaller that the affected track sections have reset and the track sections are indicating the correct occupancy status.
15. Ask the Signaller to remove the URE from the affected track sections.

**Signaller**

16. Remove the URE from the affected track sections and confirm that:
  - (a) The affected track sections have reset.
  - (b) The track sections are indicating the correct occupancy status.

**Restoring track in an axle counter territory after a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)**

Unless a TOA was taken to authorise a track vehicle journey, after an LPA or TOA is fulfilled, a sweep train must traverse all axle counter track sections within the limits of the Authority to confirm that they are not obstructed.

**Signaller**

1. Issue a Condition Affecting the Network (CAN) warning to the Driver or Track Vehicle Operator of the first rail traffic to travel through the work on track authority area, which includes instructions to:
  - travel at restricted speed over the axle counter track sections included in the limits of the LPA or TOA
  - report when they have passed complete beyond the limits of the work on track authority.

**Driver or Track Vehicle Operator**

2. Tell the Signaller when the movement has passed complete beyond limits of the work on track authority.

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### Related documents

NLA 212 *Penrith–Wallerawang*

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### Effective date

7 June 2022