

## Blacktown – Richmond

### Network Control

Signaller at Homebush Control Centre.

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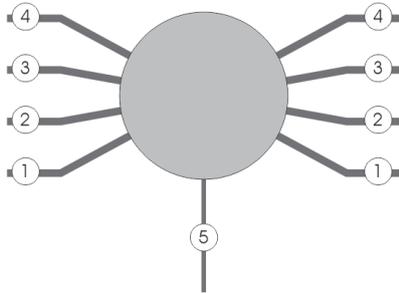
### Systems of Safeworking

The lines between Blacktown and Richmond are Rail Vehicle Detection (RVD) territory. They include the sections:

- Blacktown—Riverstone
  - Riverstone—Mulgrave
  - Mulgrave—Clarendon
  - Clarendon—Richmond.
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## Blacktown - Richmond

### Diagram



### Location details

**Blacktown 34.821km** (NLA 208)



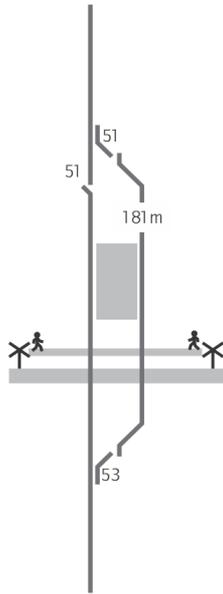
- ① Up Main line (Lidcombe-Penrith)
- ② Up Suburban line (Lidcombe-Penrith)
- ③ Down Suburban line (Lidcombe-Penrith)
- ④ Down Main line (Lidcombe-Penrith)
- ⑤ Blacktown-Richmond line



# Blacktown - Richmond

**Diagram**

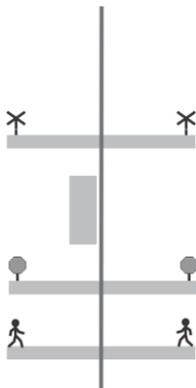
**Location details**



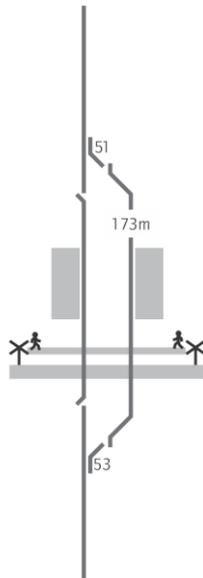
**Mulgrave 52.492km**



- ! See Special instructions
- YL 52.173km YL/EYL: Down signal ME3
- 51 Blacktown-Richmond line to Mulgrave 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
- 52.660km Mulgrave Road: automatic. Keys at Mulgrave and Riverstone
- 53 Mulgrave Loop line to Blacktown-Richmond line
- EYL 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



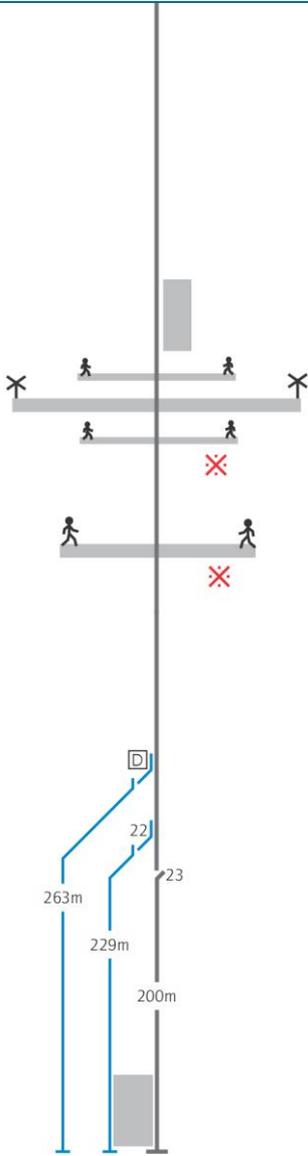
**Clarendon 57.114km**



- YL 56.913km YL/EYL: Down signal
- 51 Blacktown-Richmond line to Clarendon Loop line. Main line catch points are usually closed
- 57.114km Clarendon. Platforms 1, 2
- 57.281km Racecourse Road: automatic. Keys at Richmond
- ! See Special Instructions
- 57.281km Racecourse Road: automatic. Keys at Richmond
- 53 Clarendon Loop line to Blacktown-Richmond line
- EYL 57.549km EYL/YL: Up signal CN10

# Blacktown - Richmond

**Diagram**



**Location details**

**Richmond 60.592km**



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

## Special instructions

### **Racecourse Road level crossing**

Racecourse Road level crossing is fitted with Pedestrian Crossing Pads. Rail traffic with an axle load less than 0.6 tonne must travel at a speed of not greater than 5 km/h when traversing the level crossing.

### **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.

### **Garfield Road level crossing**

Garfield Road level crossing is fitted with a single Master Emergency switch.

Operation of the Master Emergency switch will place Down signal RE 3 and Up signals RE 4 and RE6 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.

### **Moray Street level crossing**

Moray 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 signals RD 6 and RD8 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.

### **Crossing trains at platforms**

#### **Riverstone**

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

#### **Mulgrave**

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

## Blacktown - Richmond

### Operating Riverstone RE B Points:

#### To take the release and operate points from a ground control panel

##### Qualified Worker

- 1 Ask Signaller for permission to take release
- 2 Ensure no rail traffic is approaching or traversing the points
- 3 When the "Release Available" light is illuminated, turn the switch from Normal to Reverse



##### Note

"NORMAL" light should extinguish and the "REVERSE" light will illuminate.

"CONTROL AVAILABLE" light will also illuminate.

- 4 Points can now be controlled using the Control Unit
- 5 Turn Points control switch to "FREE" position, points indicators will revert to "STOP"
- 6 "FREE" light flashes during release timer
- 7 When "FREE" light becomes steady, turn the Points control switch to required position (Normal or Reverse)
- 8 Once Points Control switch is turned the "TRANSIT" light will illuminate and the "FREE" light will extinguish
- 9 When Points have driven, "TRANSIT" light will extinguish and the "NORMAL" or "REVERSE" light will illuminate
- 10 Points indicators will clear for the selected direction
- 11 Rail traffic can be authorised to traverse the Points
- 12 Leave Points control switch in "NORMAL" or "REVERSE" position while rail vehicles are traversing points
- 13 Points must be returned to Normal position before restoring the release
- 14 Tell the Signaller that the points have been restored to normal.

## Blacktown - Richmond

### Establishing worksites using Wireless Automatic Track Warning System (ATWS) as a safety measure

The following locations may establish a worksite inside yard limits using Lookout Working with wireless ATWS as a safety measure.

Protection Officers must:

- Be inducted into the ATWS area implementation and management plan,
- Establish worksites in accordance with the protection arrangements and details for each location set below.

#### Mulgrave

Routine Network Maintenance Worksite Protection Plan: WT11BWS 10191

Worksite location: Single Richmond line between  
52.385 KM to 53.010 KM

Sensor 1 location: Single Richmond line at 51.237 KM

Sensor 2 location: Single Richmond line at 54.137 KM

#### Clarendon

Routine Network Maintenance Worksite Protection Plan: WT13BWS 11420

Worksite location: Richmond Main and Clarendon Loop lines between  
56.865 KM and 57.573 KM

Sensor 1 location: Richmond Main line at 56.189 KM

Sensor 2 location: Richmond Main line at 58.331 KM

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## Related documents

*NLA 200 Lidcombe-Penrith*

*NLA 208 Blacktown*

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## Effective date

26 May 2025