

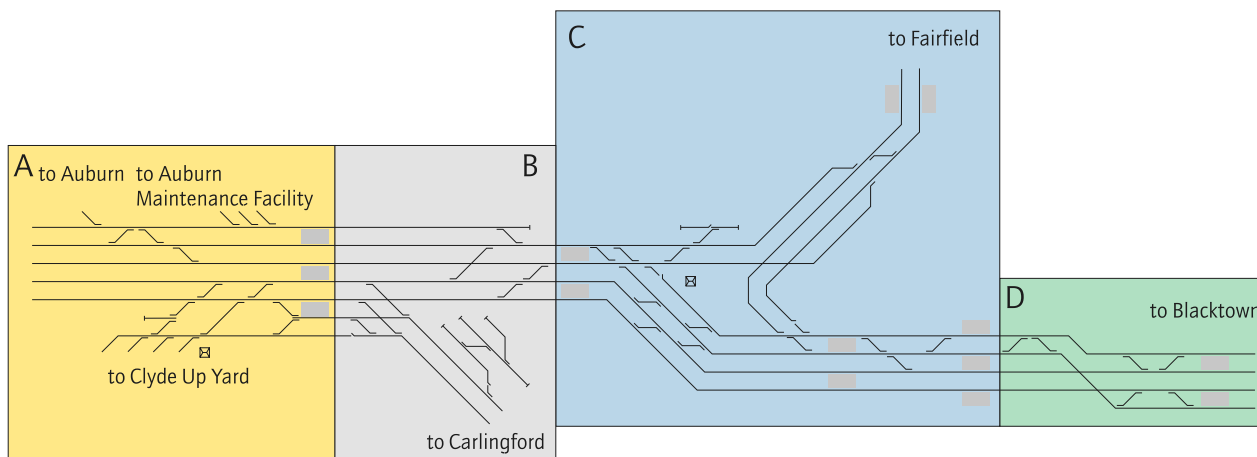
Clyde and Granville

Location

This unit includes:

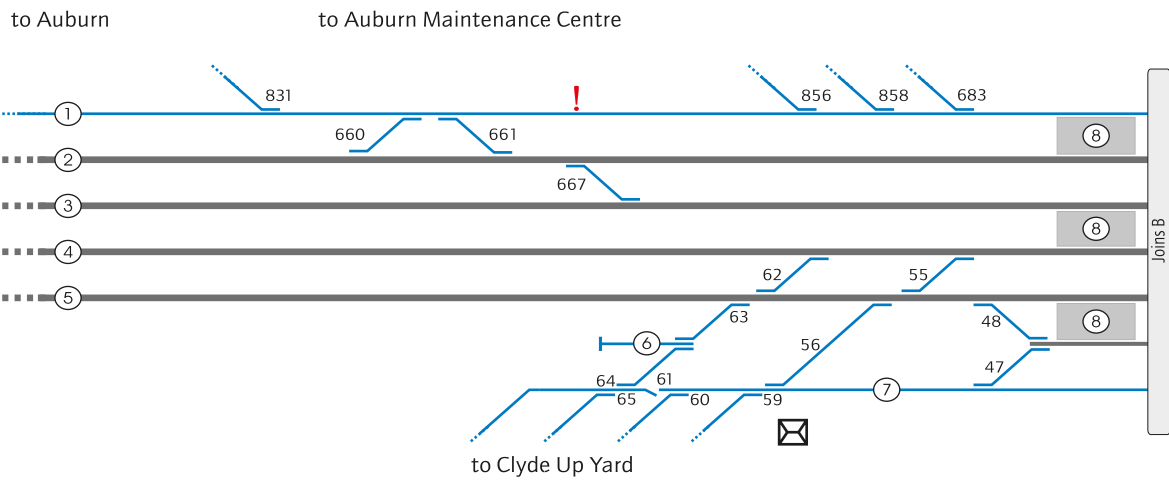
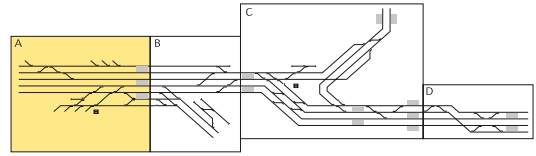
- Clyde at 20.660km
- Granville at 21.148km
- Harris Park at 22.444km
- Parramatta at 23.111 km
- Merrylands at 23.386km
- Westmead at 25.117km.

Diagrams



Clyde and Granville

A

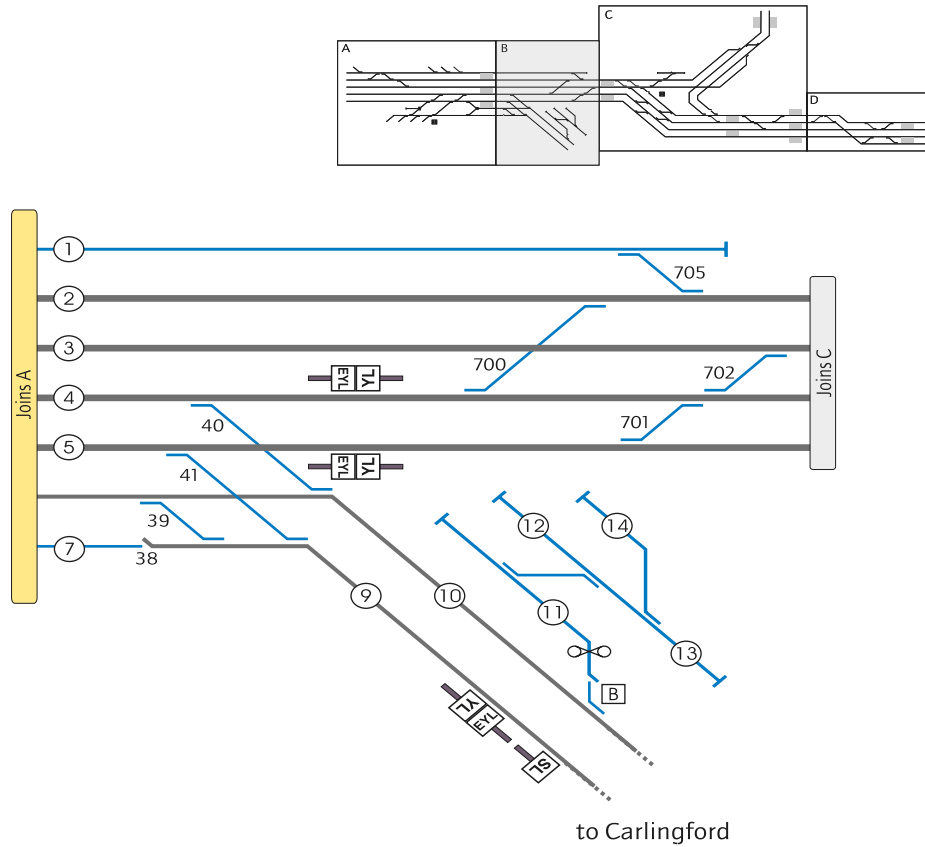


KEY

- | | | |
|----------------------|-----------------------|-----------------------|
| 1 Down Relief line | 4 Down Main line | 7 Run Round road 214m |
| 2 Down Suburban line | 5 Up Main line | 8 Clyde |
| 3 Up Suburban line | 6 Storage siding 173m | |

Clyde and Granville

B

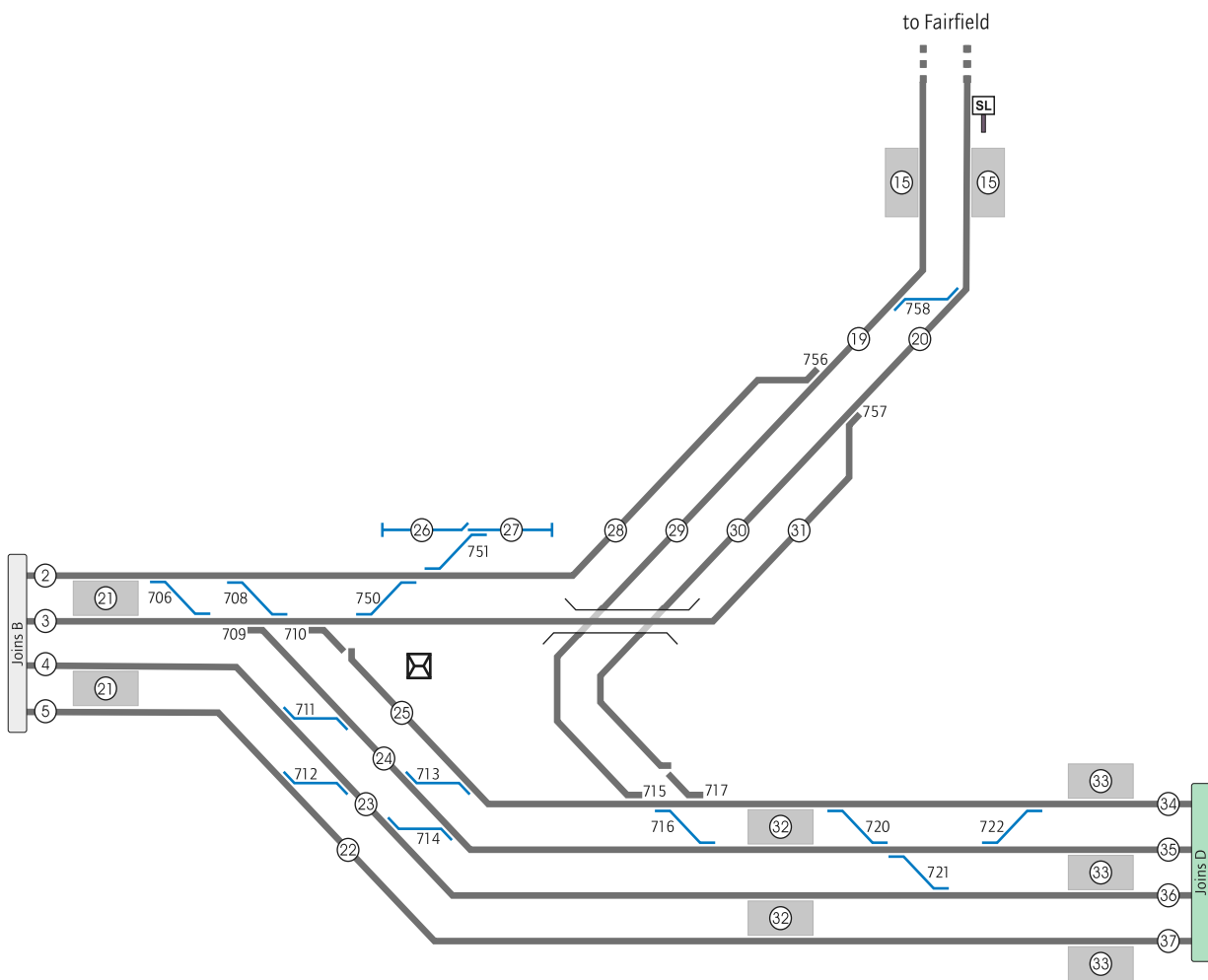
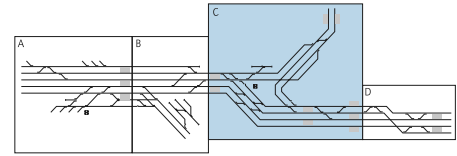


KEY

- | | | |
|----------------------|--------------------------------|---------------------|
| 1 Down Relief line | 5 Up Main line | 11 No 1 siding 161m |
| 2 Down Suburban line | 7 Run Round road 214m | 12 No 2 siding 64m |
| 3 Up Suburban line | 9 Up Clyde–Carlingford line | 13 Loco siding 21m |
| 4 Down Main line | 10 Down Clyde–Carlingford line | 14 No 3 siding 42m |

Clyde and Granville

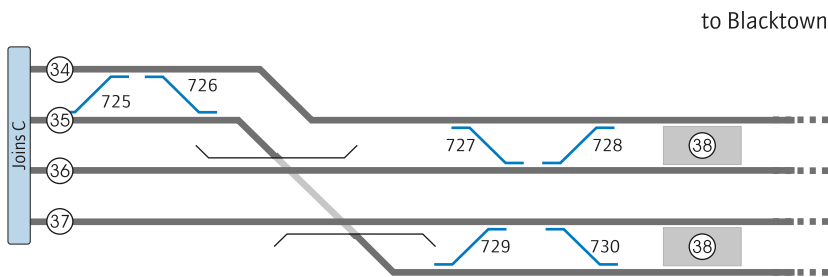
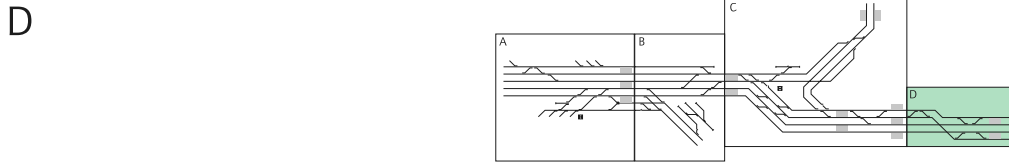
C



KEY

2 Down Suburban line	22 Up West Suburban line	30 South West Inner line
3 Up Suburban line	23 Down West Suburban line	31 Up Old South Main line
4 Down Main line	24 Up West Main line	32 Harris Park
5 Up Main line	25 Down West Main line	33 Parramatta
15 Merrylands	26 Perway siding 127m	34 Down Main West line
19 Down Old South Main line	27 Shunting Neck 262m	35 Up Main West line
20 Up Old South Main line	28 Down Old South Main line	36 Down Suburban West line
21 Granville	29 South West Outer line	37 Up Suburban West line

Clyde and Granville

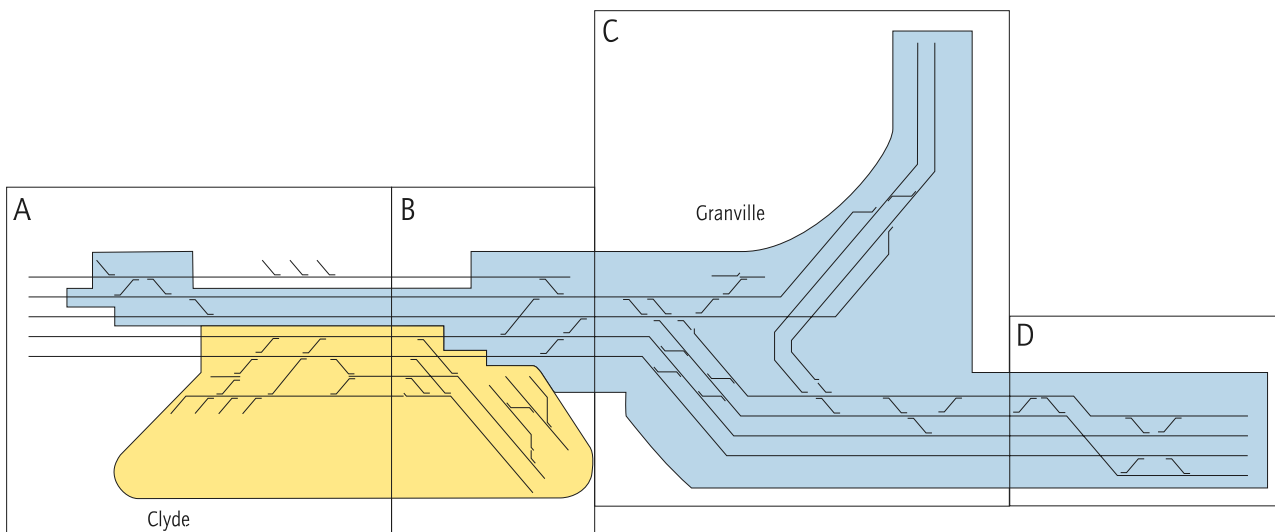


KEY					
34	Down Main West line	36	Down Suburban West line	38	Westmead
35	Up Main West line	37	Up Suburban West line		

Network Control

Signallers at Clyde and Granville







Yard limits



Clyde and Granville


Clyde

Clyde abuts Granville on the Main line and Parramatta Road on the Clyde–Carlingford line.

Down Main line	 19.978km Down signal M12.43
	 20.776km END YARD LIMIT sign
Up Main line	 19.994km Up signal M12.44
	 20.825km YARD LIMIT sign
Down Clyde–Carlingford line	 21.096km Parramatta Road Down signal PR1005
Up Clyde–Carlingford line	 21.042km YARD LIMIT sign

Granville

Granville abuts Clyde on the Main line, Auburn on the Down Suburban line and Auburn Maintenance Centre on the Down Relief line .

Down Main line	 20.776km YARD LIMIT sign
	 19.666km Down signal M12.15
Up Main line	 20.825km END YARD LIMIT sign
Down Suburban line	 19.665km Down signal CL 103
Up Suburban line	 19.992km Up signal S12.44
Down Relief line	 19.829km Up signal AY 948
	 20.299km Down signal AY 989
	 20.836km Down signal AY 996
Down Main West line	 25.264km Down signal M15.7
Up Main West line	 25.776km Up signal GE480
Down Suburban West line	 25.264km Down signal S15.7
Up Suburban West line	 25.776km Up signal GE478
Down Old South Main line	 23.156km Down signal S14.3
Up Old South Main line	 24.610km Up signal GE310





Clyde and Granville

Location details

Clyde



Interlocked points without groundframes are operated from Clyde.

-  20.420km Clyde
-  20.660km Clyde. Platforms 1 and 2, 3 and 4, 5 and 6
-  20.777km Down Clyde–Carlingford line to No 1 siding: key from releasing switch B, released by Clyde signal box lever
-  21.047km Down SHUNT LIMIT sign on Up Clyde–Carlingford line

Granville



Interlocked points without groundframes are operated from Granville.

-  21.148km Granville. Platforms 1 and 2, 3 and 4
-  21.655km Granville
-  22.444km Harris Park. Platforms 1 and 2, 3 and 4
-  23.111km Parramatta. Platforms 1, 2 and 3, 4
-  23.386km Merrylands. Platforms 1, 2
-  23.775km Down SHUNT LIMIT sign on Up Old South Main line
-  25.117km Westmead. Platforms 1 and 2, 3 and 4

Interlocked points 660, 661 and 667 form Clyburn, which is part of Granville interlocking.

Level crossings

Nil

Special instructions

Clyburn automatic override facility

This feature is currently not available.

Signal failures within the AMC

Signals must only be passed at STOP in accordance with NSG 608.

When authorising a signal within the AMC to be passed at STOP the Signaller must establish a three way conversation on open channel (869) with the Driver and AMC Yard Master.

Clyde and Granville

Failure of Phoenix system at Clyde

Should a failure of the Phoenix system occur at Clyde signal box, a second Phoenix workstation is located within the AMC and may be utilised for the control of signalling equipment.

The Phoenix workstation within the AMC must only be operated by a Qualified Sydney Trains employee.

Operation of signalling equipment within the AMC

The signaller at Clyde must not operate any signalling equipment within the AMC lease area without the authority of the AMC Yard Master.

Worksite protection

If work on track on the Transfer road or Clyde Down Relief line has the potential to encroach on an adjacent track within the AMC lease area, the Protection Officer must make arrangements with the AMC Yard Master for protection on the AMC track.

Operation of trains conveying passengers on the Down Relief line


When it is necessary to operate trains conveying passengers on the Down Relief line, block working must be implemented in accordance with NSY 512.

Points must be independently set for the route with blocking facilities applied.

Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW1, MW2, MW4, MW9, MW10, MW11a, MW11b, MW14, MW16a, MW20, and MW21), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- a set of points can be secured to prevent access to the portion of track, or
- a Work On Track Authority adjoining the LPA limit is authorised, or
- Lookout Working is established in accordance with NWT 310 *Lookout Working*.

 **WARNING:** Worksites with associated rail traffic must not be established within 500 metres of an LPA limit unless a TOA adjoining the LPA limit has been authorised.

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 202 *Clyde Down Sidings*
- NLA 204 *Clyde Up Yard*
- NLA 220 *Clyde–Carlingford*
- NLA 500 *Granville–Cabramatta*

Effective date

4 March 2019