

Granville – Cabramatta

Network Control

Signaller at Rail Operations Centre (ROC) (Sefton panel).

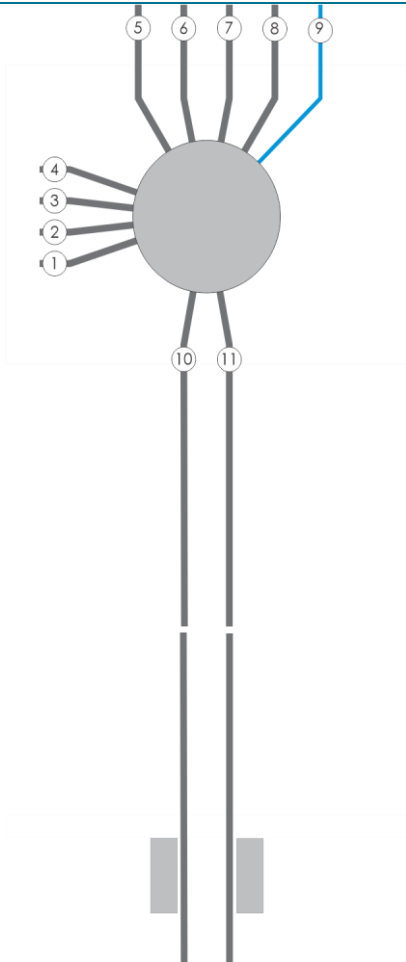
Systems of Safeworking

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

- Granville — Yennora
 - Yennora — Fairfield
 - Fairfield — Cabramatta.
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Granville - Cabramatta

Diagram



Location details

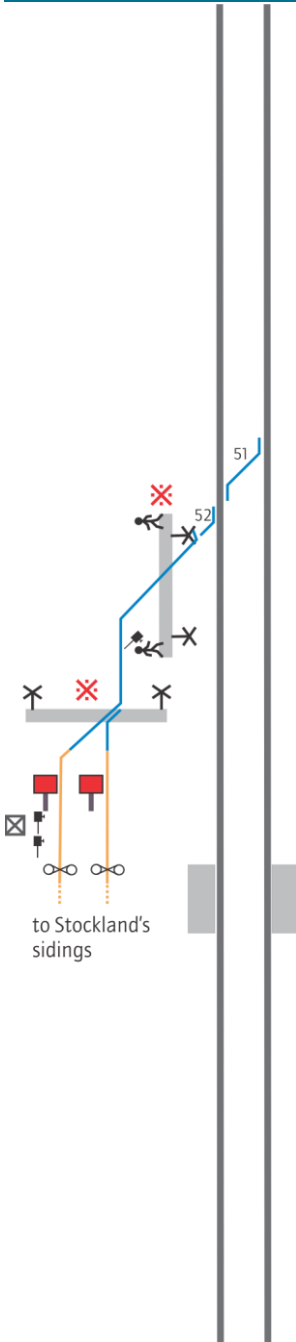
Clyde and Granville 21.148km (NLA 206)

- ① Down Main West line (Lidcombe–Penrith)
- ② Down West Suburban line (Lidcombe–Penrith)
- ③ Up West Suburban line (Lidcombe–Penrith)
- ④ Up Main West line (Lidcombe–Penrith)
- ⑤ Up Main line (Lidcombe–Penrith)
- ⑥ Down Main line (Lidcombe–Penrith)
- ⑦ Up Suburban line (Lidcombe–Penrith)
- ⑧ Down Suburban line (Lidcombe–Penrith)
- ⑨ Down Relief line (Lidcombe–Penrith)
- ⑩ Down Old South Main line
- ⑪ Up Old South Main line

■ 25.644km Guildford. Platforms 1,2

Granville - Cabramatta

Diagram



Location details

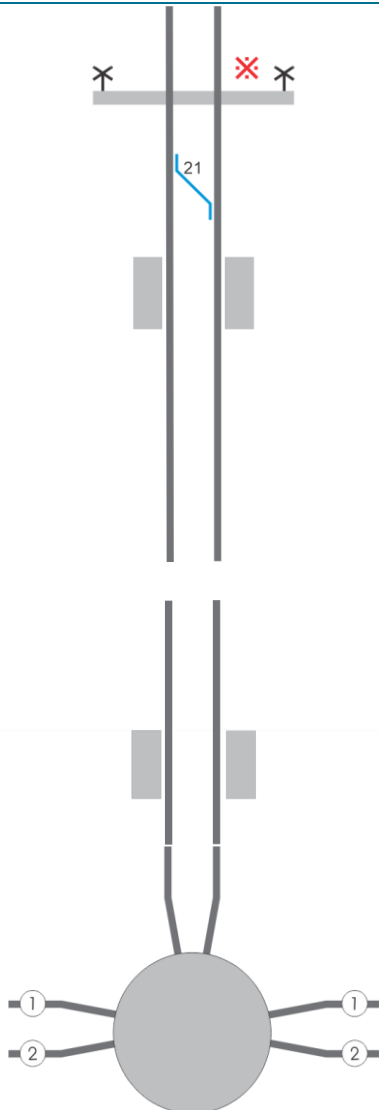
Yennora 27.352km



- ! Dual Controlled from Sydenham and local control panel (releasing button) at Yennora Wool Siding
- YL 25.839km Down Signal YA1
- EYL 26.251km Up Signal S16.4
- 51 Down Old South Main line to Up Old South Main line
- 52 Up Old South Main line to Through road
- ! See Special Instructions
- ! The siding owners control rail traffic movements in Stockland's sidings
- 26.875km Cycleway level crossing with Manual Operation and Master Emergency Switch Keys kept at Fairfield Station
- 26.997km Military Road level crossing with Manual Operation and Master Switch. Keys kept at Fairfield Station
- ! See Special Instructions
- Through road to Container sidings
- Shunters Push Button x 2
- Control Box
- YL 27.155km Down Signal S16.9
- EYL 27.292km Up Signal YA8
- 27.352km Yennora. Platforms 1,2

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Diagram



Location details

Fairfield 28.879km

- 27.690km Down Signal FD3
- 28.244km Pine Road level crossing: automatic, with Manual Operation and Master Emergency switch. Keys kept at Fairfield Station
- See Special Instructions
- ²¹ Down Old South Main line to Up Old Main South line
- 28.409km Up Signal S17.6
- 28.879km Fairfield. Platforms 1, 2
- 30.107km Down Signal S18.7
- 30.120km Up Signal S18.8

- 30.895km Canley Vale. Platforms 1, 2

Cabramatta 31.918km (NLA 500)



- ① Up Main South line (Lidcombe-Campbelltown)
- ② Down Main South line (Lidcombe-Campbelltown)

Special instructions

Operation of Yennora Wool Siding

Entry and exit to the Yennora Wool Siding from the Up or Down Old South Main line is dual controlled from the Sefton panel at the ROC and a control panel at Yennora Wool Siding.

The Signaller at the ROC can set a route into Yennora Wool Siding at any time, but the signals allowing entry into the siding will not show a proceed indication until the Qualified Worker at Yennora Wool Siding has operated the TRAIN ENTRY ACCEPT button.

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Procedures for Entry to Yennora Wool Siding

Signaller

1. Advise Qualified Worker of expected train arrival
2. Give permission to Qualified Worker to press the Train Accept Button
3. Check that YA3/YA5 CONTROL indication is lit and confirm this with the Qualified Worker
4. Set YA3 or YA5 shunting route for entry to Yennora Wool siding
5. Clear YA1 signal if train is entering from Down Main.



Note

If YA1 signal is cleared prior to YA 3 being cleared, the route into Yennora sidings will not be set until the rail traffic has stopped at YA 3 for 60 second.

Qualified Worker

1. Ensure any non interlocked points for the intended route are set and no shunting movements towards YA 4 signal have been authorised prior to accepting a train
2. When instructed by the signaller, press the TRAIN ENTRY ACCEPT button
3. Authorise the driver of the arriving train to proceed past the End Signalled Authority sign.



Note

Shunting movements towards YA 4 signal are not permitted whilst the TRAIN ENTRY ACCEPT light is lit.

Procedures for Departure from Yennora Wool Siding

Qualified Worker

When the departing train is at the STOP board:

1. Advise the Signaller that the train is ready to depart
2. Press MAIN LINE DEPART button (MAIN LINE DEPART indication light will flash)

When MAIN LINE DEPART indication light remains steady:

3. Manually activate the Military Road level crossing warning equipment, using the Shunters Switch
4. Authorise the Driver to proceed past the STOP board.

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Signaller

When advised a train is waiting to depart:

1. Check that MAIN LINE DEPART REQUEST indicator is lit
2. Set the route for the departing train (MAIN LINE DEPART REQUEST light will go out when YA4 signal clears).

Military Road Level Crossing and Cycleway

Type F level crossing warning equipment is provided on the Military Road level crossing and 'Don't Walk' (Red Man) lights are provided on the Cycleway.

Both level crossings are fitted with Master Emergency Switches and Manual Operation Switches. The operation of the Emergency Switch will not affect signals.

Level Crossing Operation for Rail Traffic entering Yennora Wool Siding

When the route is set for the Yennora Wool Siding the crossing equipment will activate automatically when YA3AT track circuit is occupied for the Down Main Line approach, or YA6AT track circuit is occupied for the Up Main Line approach

The level crossing operation will automatically cancel when the rail traffic clears each respective crossing.

Level crossing operation for Rail Traffic shunting within Yennora Wool Siding

Shunters push buttons are provided on either side of the Military Road level crossing. These buttons must be operated in accordance with NPR 715:Protecting Type F level crossings, to manually activate level crossing equipment for shunting movements over Military Road level crossing.

Level crossing operation for Rail Traffic departing Yennora Wool Siding

The Military Road level crossing equipment must be manually operated by the Qualified Worker for the departure of rail traffic from Yennora Wool Siding.

If YA 4 signal has cleared, the Cycleway level crossing warning equipment will be automatically activated by the approach of the train. For trains departing Yennora Wool Siding, both Military Road level crossing and the Cycleway level crossing warning equipment will be automatically deactivated when the rail traffic has cleared the respective crossings.

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Work On Track

Any work on track to be conducted in the Yennora Wool Siding must be protected in accordance with the table below:

Location of Work	Procedure
Work between YA4 signal and 52 points using Lookout Working or ASB	Sydney Trains Network Rules & Procedures
Work between YA4 signal and 52 points where a Work on track authority is required	See Special Instructions below
Between YA4 signal and the gates on the Yennora Wool Siding side of the Military Road level crossing	See Special Instructions below
Within Yennora Wool Siding (area beyond the gates on the Yennora side of the Military Road level crossing)	As directed by DP World

Special Instructions for Protection of Work On Track

Before commencing any work on track on the Yennora Wool siding side of YA4 signal, or work on track between YA4 signal and 52 points that requires a work on track authority, the Protection Officer must notify the Qualified Worker, and the following procedure must be applied.

Work that will not break track or alter track geometry

Where this work will involve the use of light powered or non-powered tools only, this work may be protected in accordance NWT 310:Lookout Working.

Work that breaks track, alters track geometry or requires sole occupancy of the track

Before work commences on the Yennora Wool siding side of YA4 signal that requires sole occupancy:

Protection Officer

- Tell the Qualified Worker of the intention to perform work and get an assurance that:
 - The portion of track is not occupied by rail traffic, and
 - The gates on No 1 and No 2 road are closed and have been locked
- Place Protection Officers contact details on each gate
- Ask the Signaller the ROC to apply Blocking Facilities to prevent rail traffic entering Yennora Wool Siding from the Up and Down Main lines
- Secure 52 points in the normal position with a point clip and SL lock.

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Qube Qualified Worker

When contacted by Protection Officer:

1. Ensure the portion of track is not occupied and no shunting movements will take place
2. Close and lock gates on No 1 and No 2 road
3. Do not authorise any rail traffic movements into the affected portion of track.

Signaller the ROC

When contacted by Protection Officer:

1. Tell the Network Controller about the work on track request
2. Apply Blocking Facilities to prevent rail traffic entering Yennora Wool Siding from the Up and Down Main lines and to points control for 52 points.

When work is complete:

Protection Officer

1. Ensure all workers and equipment are clear of the track
2. Remove Protection Officer contact details from the gates
3. Tell the Qualified Worker work is complete and protection is no longer required
4. Remove point clip and SL lock from 52 points.

Qube Qualified Worker

When contacted by Protection Officer:

Unlock and open gates on No 1 and No 2 road.

Signaller the ROC

When contacted by Protection Officer:

1. Tell the Network Controller that work on track is complete
2. Remove Blocking Facilities that were applied.

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Work between YA4 signal and 52 points that requires a work on track authority

Before work commences between YA4 signal and 52 points that requires a work on track authority:

Protection Officer

Ensure that the work on track authority limits on the Mainline side of YA4 signal are protected in accordance with the Sydney Trains Network Rules and Procedures.

1. Tell the Qualified Worker of the intention to perform work and get an assurance that:
 - The portion of track is not occupied by rail traffic, and
 - The gates on No 1 and No 2 road are closed and have been locked
2. Place Protection Officers contact details on each gate

When work is complete:

Protection officer

1. Ensure all workers and equipment are clear of the Danger Zone
2. Fulfill the work on track authority in accordance with the Sydney Trains Network Rules and Procedures
3. Remove Protection Officer contact details from the gates
4. Tell the Qualified Worker work is complete and protection is no longer required.

Self Normalising Points 51 and 52

If a rail vehicle that does not reliably operate track circuits is to travel over 51 or 52 points the Signaler must operate and lock the points independently from the route.

Pine Road level crossing

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

Operation of the Master Emergency switch will place Down signal FD3 and Up signal S17.6 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.

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Related documents

<i>NLA 200</i>	<i>Lidcombe-Penrith</i>
<i>NLA 206</i>	<i>Clyde & Granville</i>
<i>NLA 500</i>	<i>Lidcombe-Campbelltown</i>

Effective date

10 April 2024