

Clyde–Carlingford

Network Control

Signallers at Clyde and Parramatta Road

Systems of Safeworking

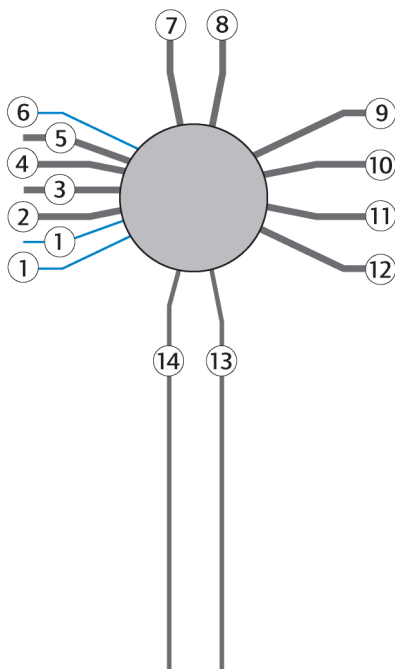
The Clyde–Carlingford line is Rail Vehicle Detection (RVD) territory. It includes the section:

Section	System	Details
Parramatta Road–Carlingford	RVD single-line	Special pilot staff available

! See Special instructions

Diagram

Location details



Clyde and Granville 20.660km (NLA 206)

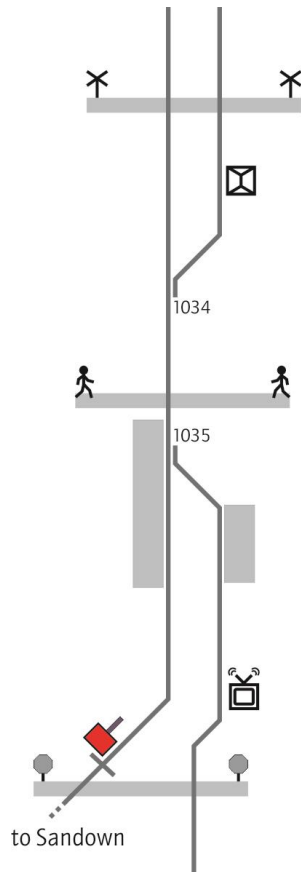


- ① to Clyde Up Yard
- ② Up Main line (Lidcombe–Penrith)
- ③ Down Main line (Lidcombe–Penrith)
- ④ Up Suburban line (Lidcombe–Penrith)
- ⑤ Down Suburban line (Lidcombe–Penrith)
- ⑥ Down Relief line (Lidcombe–Penrith)
- ⑦ Down Old South Main line (Granville–Cabramatta)
- ⑧ Up Old South Main line (Granville–Cabramatta)
- ⑨ Down Main West line (Lidcombe–Penrith)
- ⑩ Down Suburban West line (Lidcombe–Penrith)
- ⑪ Up Suburban West line (Lidcombe–Penrith)
- ⑫ Up Main West line (Lidcombe–Penrith)
- ⑬ Down Clyde–Carlingford line
- ⑭ Up Clyde–Carlingford line

Clyde–Carlingford

Diagram

Location details



Parramatta Road 21.193km

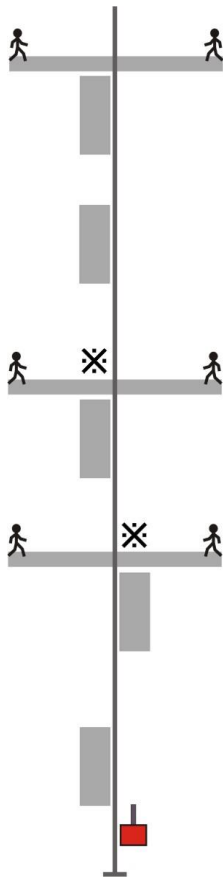


- ! Parramatta Road abuts Clyde and Sandown
- EYL** 21.042km EYL: YL/EYL sign
- YL** 21.096km YL: Down signal PR1005
- X 21.183km Parramatta Road: manual from Parramatta Road signal box. Keys at Parramatta Road. Linked
- ! See Special instructions
- X 21.193km Signal box
- ~~1034~~ Down Main line to Main line. Down Main line ends
- 🚶 22.206km No 1 Rosehill
- 22.215km Rosehill. Platforms 1, 2
- ~~1035~~ Main line to Carlingford Branch line
- 🔑 The special pilot staff for the Parramatta Road–Carlingford section is inscribed “Down PR1017 – Carlingford” on one side and “Up Carlingford – PR1018” on the other side
- ! See Special instructions
- EYL** 22.594km Carlingford Branch line EYL/YL: Up signal PR1018
- 📡 22.604km Axle counter: reports to Parramatta Road
- EYL** 22.886km Sandown Branch line EYL/YL: Up signal PR1020
- 📍 22.728km Rosehill Racecourse

Clyde–Carlingford

Diagram

Location details




-  22.885km Camellia
-  22.894km Camellia. Platform 1
-  23.961km Rydalmere. Platform 1
-  24.777km Dundas: automatic; with manual operation switch
-  24.787km Dundas. Platform 1
-  26.270km Telopea: automatic; with manual operation switch
-  26.293km Telopea. Platform 1
-  27.883km Carlingford. Platform 1
-  27.898km Stop block

Special instructions

Special working Parramatta Road to Carlingford Branch line

If it is necessary for a train to return to PR1018 before reaching Carlingford, the Signaller at Parramatta Road signal box may authorise the movement after advising the Network Controller and ensuring no work on track authorities are in place.

-  **WARNING:** Before a Track Occupancy Authority (TOA) can be authorised, the Train Controller must ensure:
- the section is clear, or
 - an Up movement has been restrained at Carlingford.

Clyde–Carlingford

Parramatta Road level crossing equipment

The level crossing warning equipment for Parramatta Road level crossing is linked with the road traffic control equipment.

When the warning equipment has been isolated during work on track, the Signals Maintenance Representative must be informed before a rail vehicle is to occupy the track-circuiting for an extended period.

Rosehill Racecourse level crossing

Prior to allowing any vehicles to cross the Rosehill Racecourse level crossing, the Qualified Worker will contact the Signaller at Parramatta Road Signal Box and gain an assurance that no rail traffic can approach the level crossing.

Signal PR1017

If Down starter PR1017 cannot be cleared, Special Proceed Authority working or pilot staff working must be introduced.

Pilot Staff Tickets are not authorised.

Related documents

NLA 200 Lidcombe–Penrith
NLA 206 Clyde and Granville
NLA 500 Granville–Cabramatta
NLA 622 Sandown

Effective date

26 April 2019