Network Local Appendices

Granville–Cabramatta

Network Control

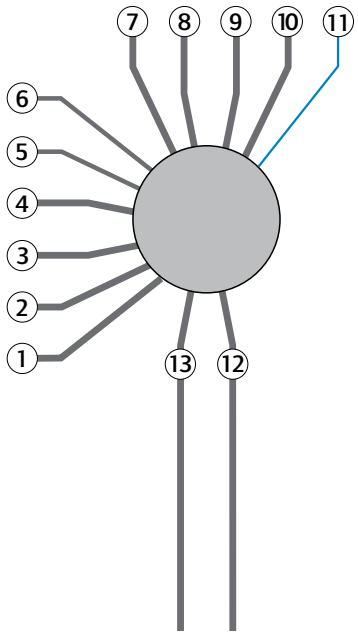
Signallers at Granville, Fairfield and Sydenham

Systems of Safeworking

The Old South Main line between Granville and Cabramatta is Rail Vehicle Detection (RVD) territory. It includes the sections:

- Granville–Yennora
- Yennora - Fairfield
- Fairfield–Cabramatta.

Diagram

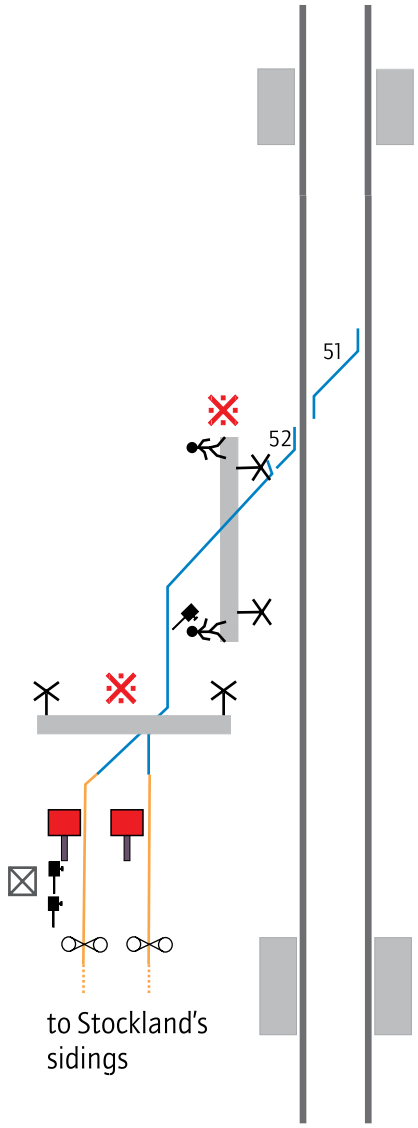


Location details

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. Down Clyde–Carlingford line (Clyde–Carlingford)
6. Up Clyde–Carlingford line (Clyde–Carlingford)
7. Up Main line (Lidcombe–Penrith)
8. Down Main line (Lidcombe–Penrith)
9. Up Suburban line (Lidcombe–Penrith)
10. Down Suburban line (Lidcombe–Penrith)
11. Down Relief line (Lidcombe–Penrith)
12. Down Old South Main line
13. Up Old South Main line

Diagram



Location details

25.644km Guildford. Platforms 1, 2

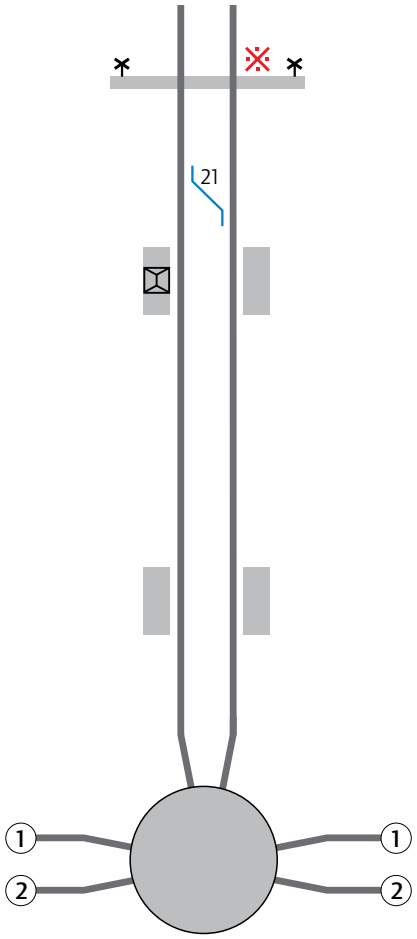
Yennora 27.352km

- 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 Buton x 2
- Control Box
- YL 27.155km Down Signal S16.9
- EYL 27.292km Up Signal YA8
- 27.352km Yennora. Platforms 1,2

Network Local Appendices

Granville–Cabramatta

Diagram



Location details

Fairfield 28.879km

YL 27.690km Down Signal S17.1

28.244km Pine Road level crossing: automatic, with Manual Operation and Master Emergency switch. Keys kept at Fairfield Station

! See Special Instructions

EYL 28.409km Up Signal S17.6

21 Down Old South Main line to Up Old South Main line

28.879km Fairfield. Platforms 1, 2

28.987km Signal Box

EYL 30.107km Down Signal S18.7

YL 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 Sydenham Signalling Complex and a control panel at Yennora Wool Siding.

The Signaller at Sydenham 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.

Procedures for Entry to Yennora Wool Siding

Signaller

1. Advise Qube Qualified Worker of expected train arrival
2. Give permission to Qube Qualified Worker to press the Train Accept Button
3. Check that YA3/YA5 CONTROL indication is lit and confirm this with the Qube Qualified Worker
4. Set YA3 or YA5 shunting route for entry to Yennora Wool siding
5. Clear YA1signal if train is entering from Down Main.

☞ NOTE: If YA 1 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.

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 'Dont 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.

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
Main line side of YA4 signal	Sydney Trains Network Rules & Procedures
Between YA4 signal and the gates on the Yennora Wool Siding side of the Military Road level crossing	Special Instructions in NLA 506
Within Yennora Wool Siding (area beyond the gates on the Yennora side of the Military Road level crossing)	As directed by Qube

Any work on track to be conducted on the Main line side of YA4 Signal must be conducted in accordance with the Sydney Trains Network Rules and Procedures.

Before commencing any work on track on the Yennora Wool Siding side of YA4 Signal the Protection Officer must notify the Qube Qualified Worker.

Special Instructions for Protection of Work On Track

These instructions must be applied whenever work on track is to be conducted in Yennora Wool Siding in the area between YA4 signal and the gates on the Yennora Wool Siding side of Military Road level crossing.

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:

Protection officer

1. Tell the Qualified Worker Qube 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
3. Ask the Signaller Sydenham to apply Blocking Facilities to prevent rail traffic entering Yennora Wool Siding from the Up and Down Main lines
4. Secure 52 points in the normal position with a point clip and SL lock.

Qualified Worker Qube

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 Sydenham

When contacted by Protection Officer:

1. Tell the train 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 Qube work is complete and protection is no longer required
4. Remove point clip and SL lock from 52 points.

Qualified Worker Qube

When contacted by Protection Officer:

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

Signaller Sydenham

When contacted by Protection Officer:

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

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 S17.1 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.

Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW11b), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- points can be secured to prevent access to the portion of track within the LPA,
- or a Work On Track Authority for the track adjoining the LPA limit has been authorised for the period of work.

In exception to *NWT 302 Local Possession Authority*, if a set of points cannot be secured to prevent access to the portion of track or a Work On Track Authority adjoining the LPA limit is not authorised, a worksite may be established within 500 metres of the LPA limit, under the following conditions

The work within 500 metres of the LPA limit must not;

- require a work on track authority
- break the track
- alter the track geometry or structure.

Work within 500 metres of the LPA limit is limited to;

- work not requiring tools, or
- work using tools which can be easily and immediately removed from the track by one person and are:
  - light, non-powered hand tools
  - light, battery powered tools or devices.

☞ NOTE: An additional Qualified Worker must be provided to make sure that workers remain within the worksite limits.

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.*

Network Local Appendices

Granville–Cabramatta

Related documents

NLA 200 Lidcombe–Penrith

NLA 206 Clyde and Granville

NLA 500 Lidcombe–Campbelltown

Effective date

5 October 2018