

Clyde Down Sidings

Location

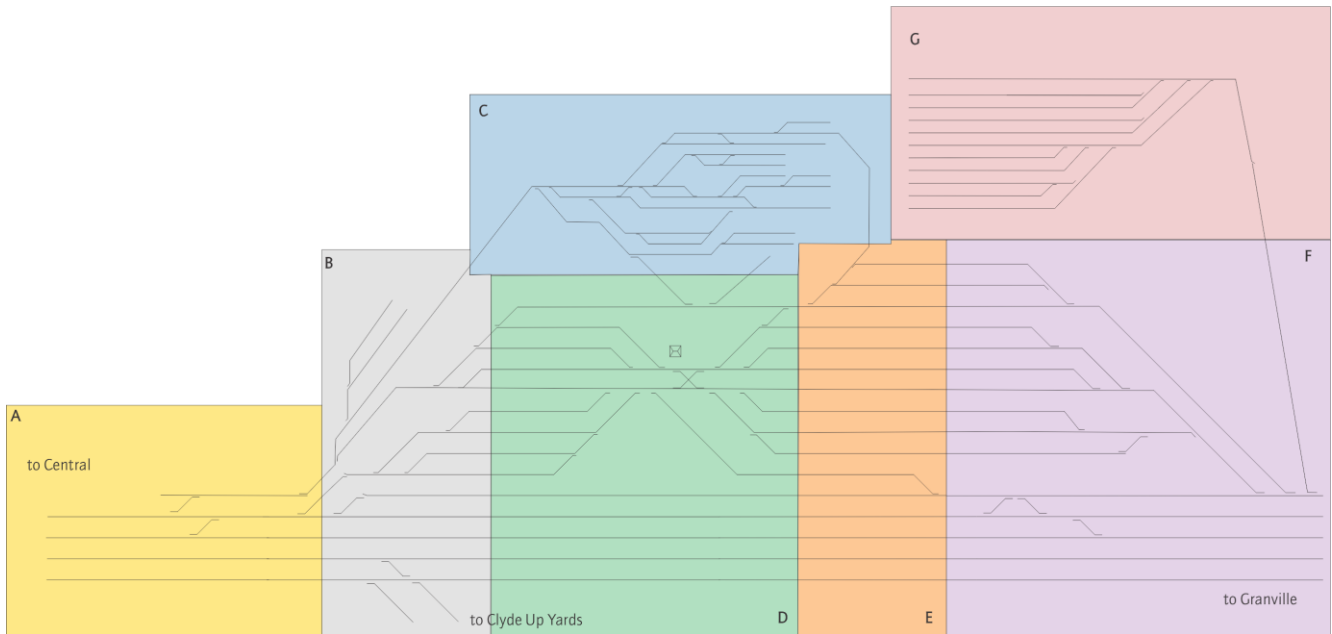
Clyde Down Sidings is at 19.005km.



Warning

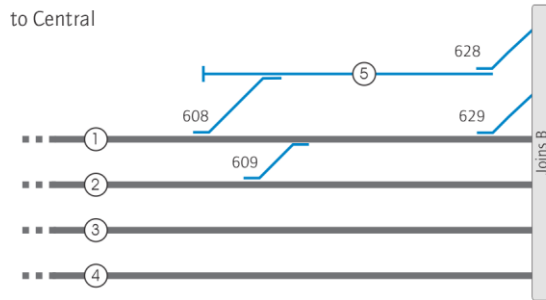
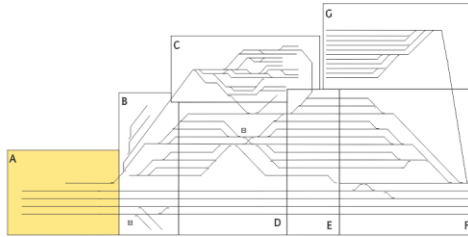
This location has narrow track clearances

Diagrams



Clyde Down Sidings

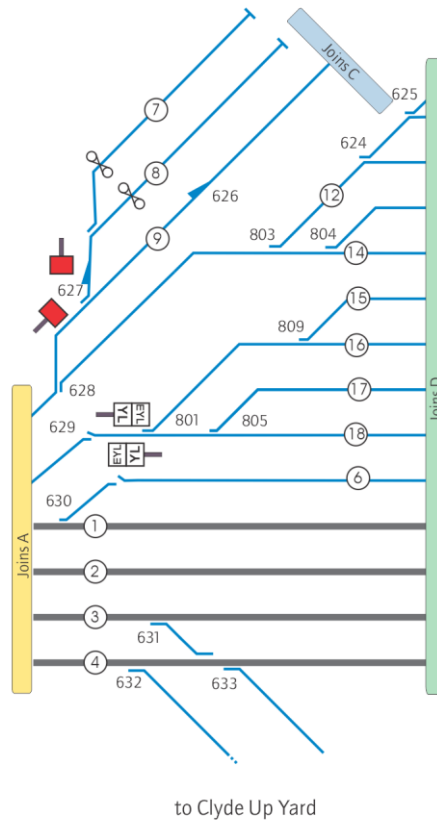
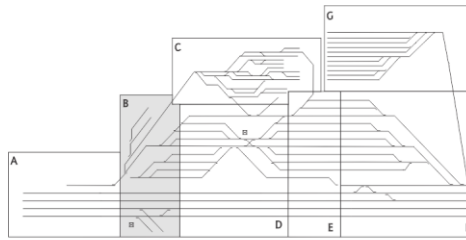
A



Key		
1 Down Suburban line	3 Down Main line	5 Dead end 73m
2 Up Suburban line	4 Up Main line	

Clyde Down Sidings

B

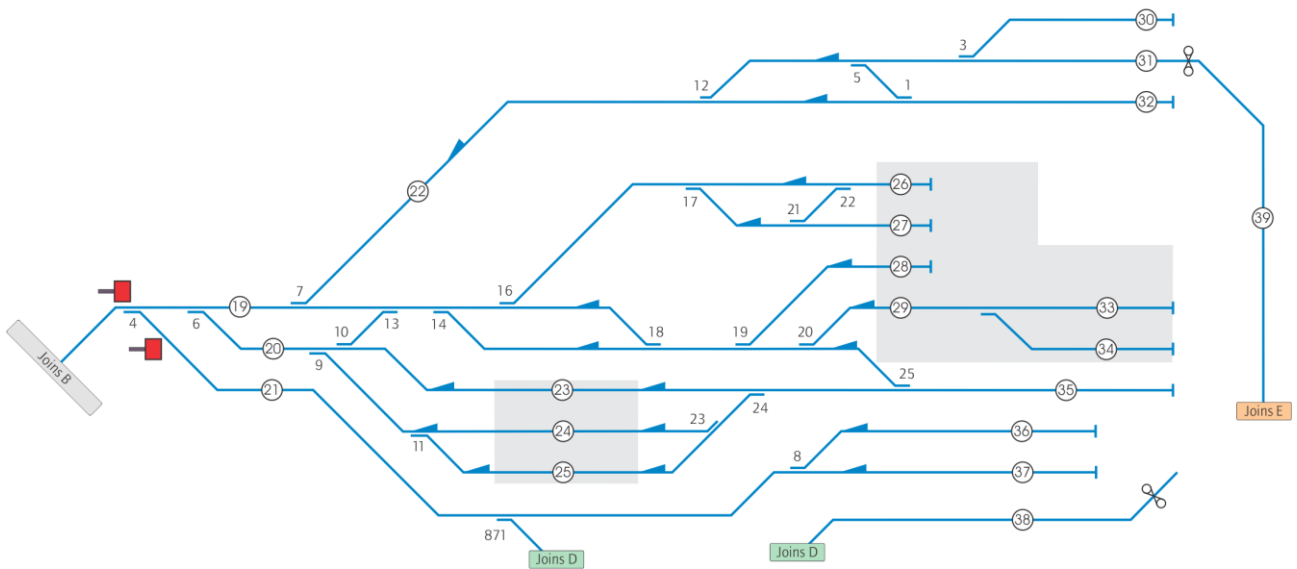
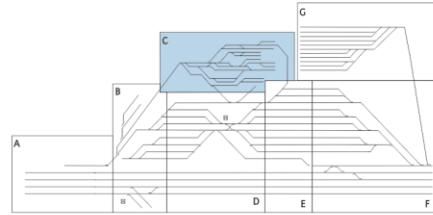


to Clyde Up Yard

Key		
1 Down Suburban line	7 No 2 Goods siding 102m to shed	15 Storage road 4 216m
2 Up Suburban line	8 No 1 Goods siding 121m to gate	16 Storage road 3 211m
3 Down Main line	9 Maintrain Arrival road 110m	17 Storage road 2 222m
4 Up Main line	12 Arrival road 1 200m	18 Storage road 1 222m
6 Down Relief line	14 Storage road 5 207m	

Clyde Down Sidings

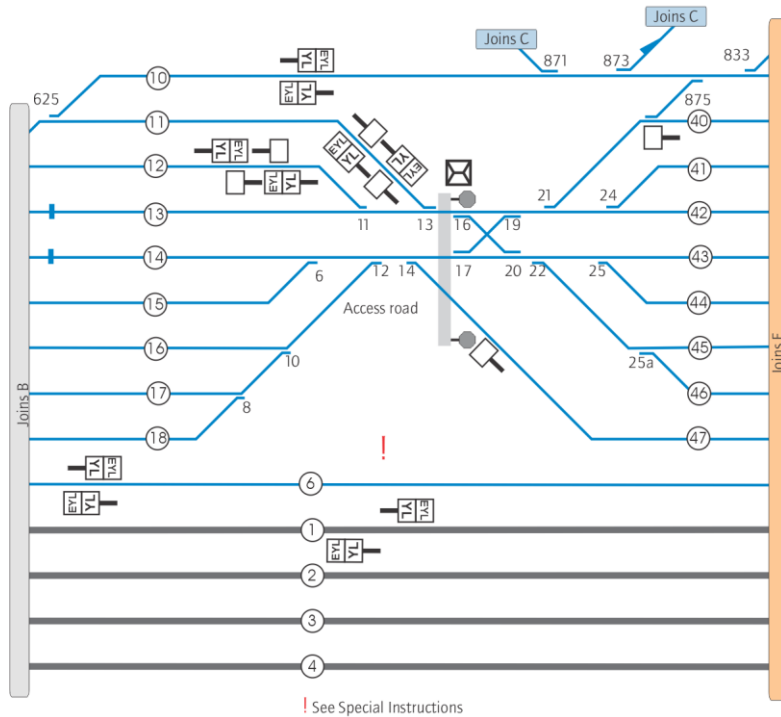
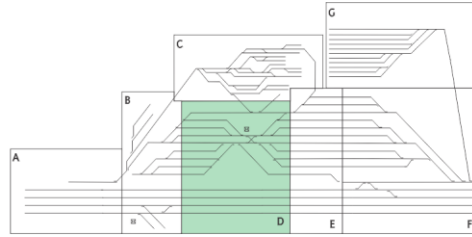
C



Key		
19 Maintrain Arrival road 110m	26 CCO 1 road 240m	33 No 1 Bogie Wash road 70m
20 Maintrain Departure road 110m	27 CCO 2 road 240m	34 No 2 Bogie Wash road 100m
21 Maintrain siding	28 Test road 240m	35 Weigh road
22 Maintrain Through road	29 Jacking road 240m	36 Maintrain 3 road
23 Pit road 208m	30 No 3 Storage road 148m	37 Maintrain 2 road
24 Cleaning road 208m	31 No 2 Storage road 456m	38 Maintrain 1 road
25 Paint road 311m	32 No 1 Storage road 456m	39 Car Turning Loop line

Clyde Down Sidings

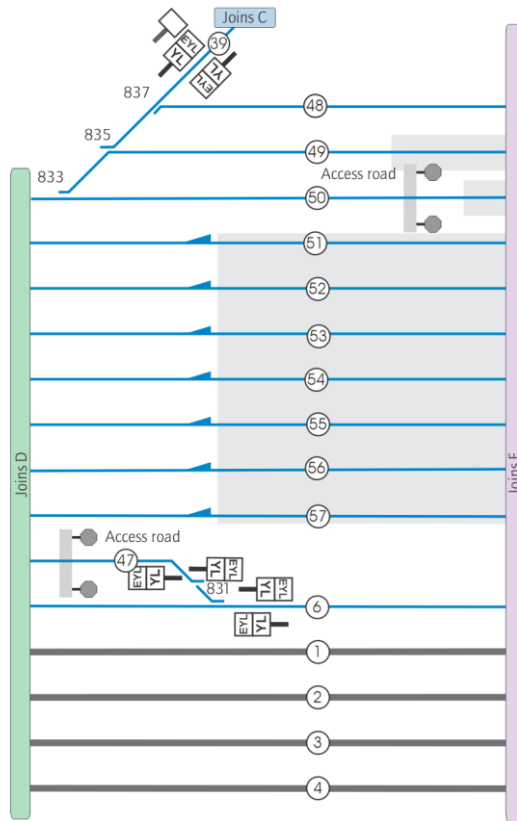
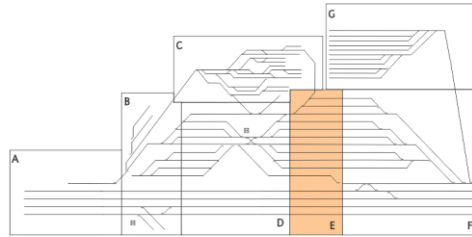
D



Key		
1 Down Suburban line	13 Storage road 6 239m	41 Standing road East 5 180m
2 Up Suburban line	14 Storage road 5 207m	42 Standing road East 4 180m
3 Down Main line	15 Storage road 4 216m	43 Standing road East 3 175m
4 Up Main line	16 Storage road 3 211m	44 Standing road East 2 175m
6 Down Relief line	17 Storage road 2 222m	45 Standing road East 1 175m
10 Arrival road 3 175m	18 Storage road 1 222m	46 Standing road East 0 174m
11 Arrival road 2 198m	40 Standing road East 6 180m	47 Access road 1
12 Arrival road 1 200m		

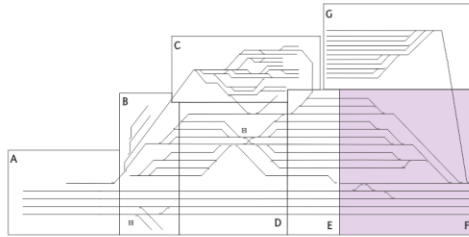
Clyde Down Sidings

E

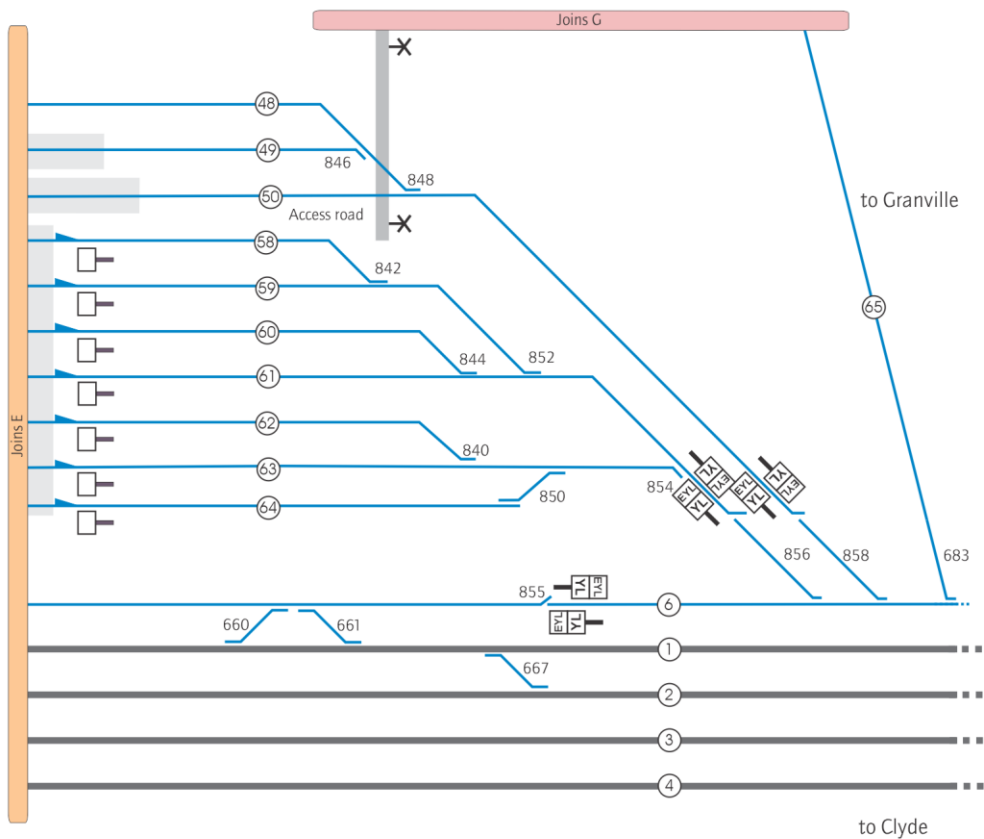


Key		
1 Down Suburban line	47 Access road 1	53 Maintenance road 4 169m
2 Up Suburban line	48 Bypass road 1 348m	54 Maintenance road 3 169m
3 Down Main line	49 Train Wash road 394m	55 Maintenance road 2 169m
4 Up Main line	50 Wheel Profile road 467m	56 Maintenance road 1 169m
6 Down Relief line	51 Maintenance road 6 169m	57 Maintenance road 0 169m
39 Car Turning road	52 Maintenance road 5 169m	

Clyde Down Sidings



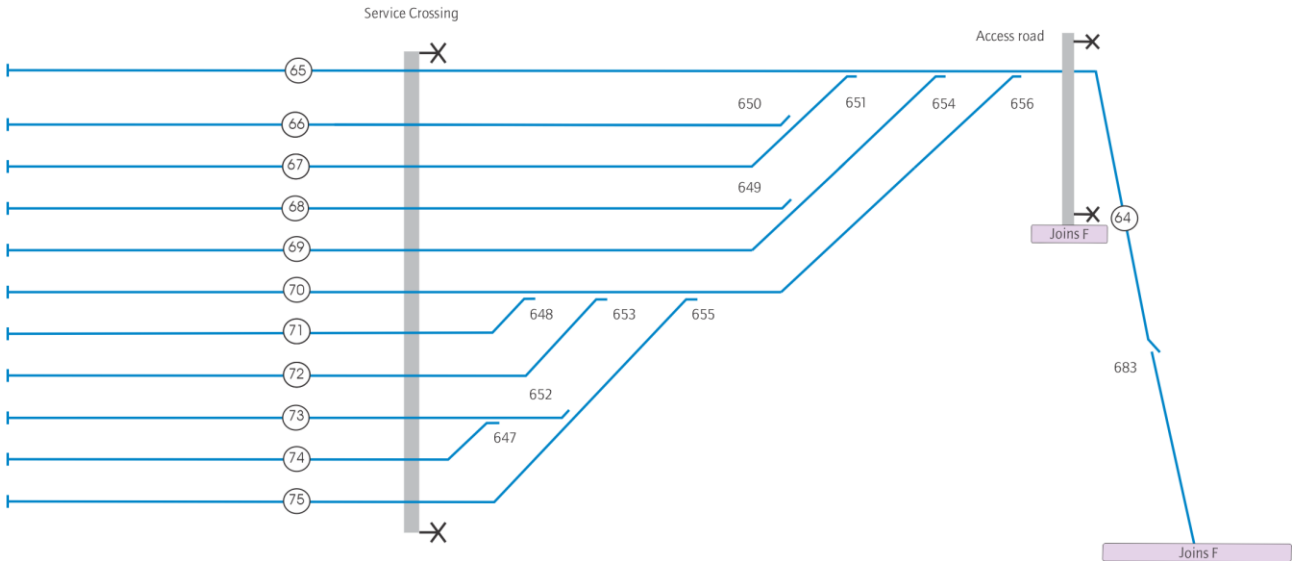
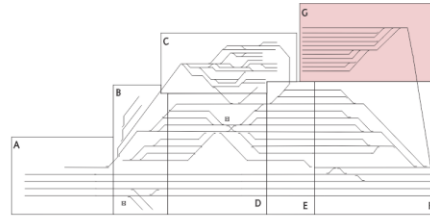
F



Key		
1 Down Suburban line	49 Train Wash road 394m	61 Standing road West 3 171m
2 Up Suburban line	50 Wheel Profile road 467m	62 Standing road West 2 165m
3 Down Main line	58 Standing road West 6 169m	63 Standing road West 1 165m
4 Up Main line	59 Standing road West 5 167m	64 Standing road West 0 165m
6 Down Relief line	60 Standing road West 4 171m	65 Transfer road
48 Bypass road 1 348m		

Clyde Down Sidings

G



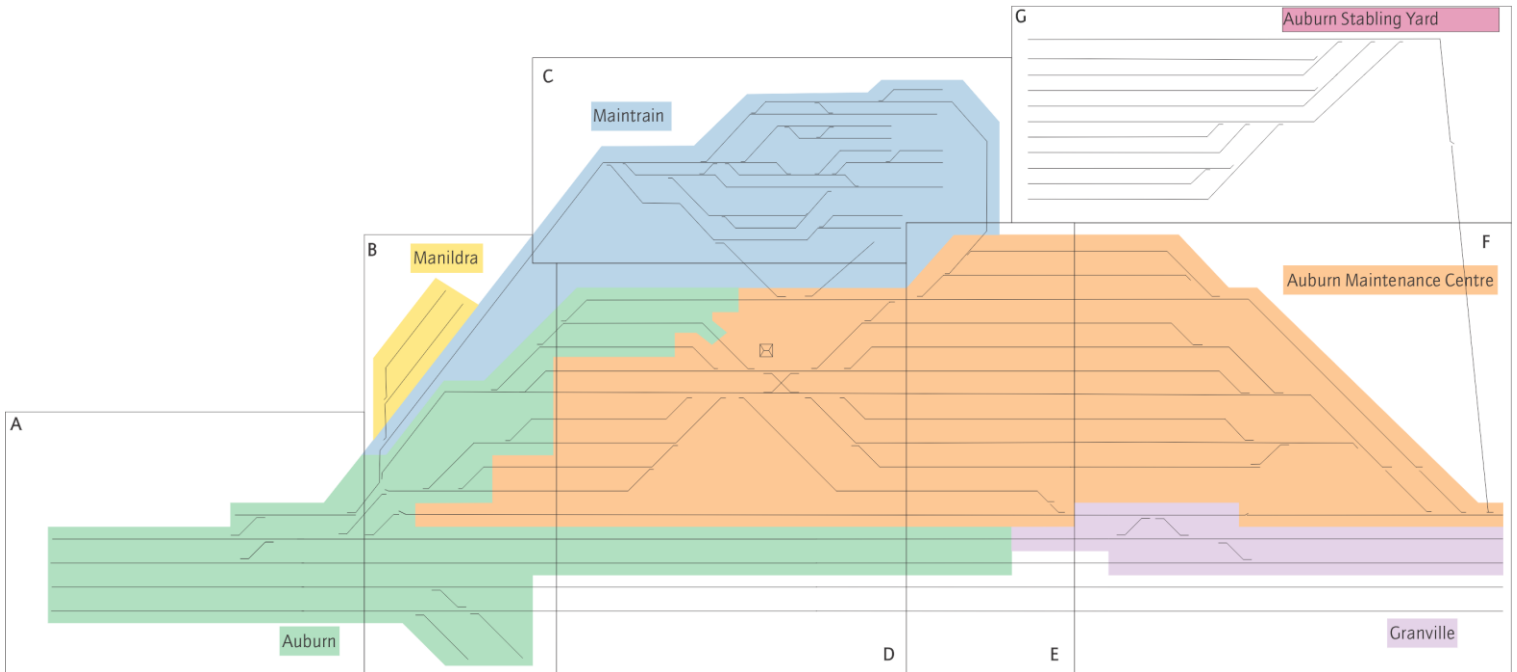
Key		
64 Transfer road	68 Stabling No 8 186m	72 Stabling No 4 186m
65 Stabling No 11 186m	69 Stabling No 7 186m	73 Stabling No 3 186m
66 Stabling No 10 186m	70 Stabling No 6 186m	74 Stabling No 2 186m
67 Stabling No 9 186m	71 Stabling No 5 186m	75 Stabling No 1 186m

Network Control

Signallers at Auburn Maintenance Centre, Rail Operations Centre (ROC).

Clyde Down Sidings

Yard Limits



The Shunting Neck, Goods sidings and Maintrain sidings are within Auburn yard limits.

Auburn Maintenance Centre

Auburn Maintenance Centre (AMC) abuts Auburn and Granville on the Down Relief line.

Clyde Down Sidings














Down Suburban line	YL 19.572km Down signal CL103 (Granville/Homebush)
Storage road 1	YL 18.993km Up signal 21U
Down Relief line	YL 19.261km Down signal AY 917 (Homebush/Clyde)
	YL 19.824km Down signal AY 948 (Granville/Clyde)
	YL 20.299km Down signal AY 989 (Granville/Clyde)
	YL 20.836km Down signal AY 996 (Granville/Clyde)
Arrival road 1	EYL 19.365km END YARD LIMIT sign (Homebush/AMF)
Arrival road 3	YL 19.404km Down signal AY 935 (Homebush/AMF)
Arrival road 2	EYL 19.427km END YARD LIMIT sign (Homebush/AMF)
Car Turning road	YL 19.848km Up signal AY950 (AMF)
Standing road West 3	YL 20.331km Up signal AY990 (Clyde/AMF)
	YL 20.327km Down signal AY993 (Clyde/AMF)
Wheel Profile road	YL 20.339km Down signal AY991 (Clyde/AMF)
	EYL 20.339km END YARD LIMIT sign (Clyde/AMF)
Access road 1	YL 19.708km Up signal AY941 (Clyde/AMF)
	EYL 19.708km END YARD LIMIT sign (Clyde/AMF)
Movements along 871 crossover	YL 19.445km Up direction along crossover (AMF)
	YL 19.445km Down direction along crossover (AMF)

Clyde Down Sidings








Location details

Interlocked points are operated from Auburn and Granville.

-  19.435km Auburn Maintenance Facility signal box
-  19.365km Down END SIGNALLED AUTHORITY sign on Arrival road 1
-  19.427km Down END SIGNALLED AUTHORITY sign on Arrival road 2
-  19.508km Up END SIGNALLED AUTHORITY sign on Access road 1
-  19.617km Up END SIGNALLED AUTHORITY sign on Standing road East 6
-  19.930km Up END SIGNALLED AUTHORITY sign on Car Turning road
-  20.043km Up END SIGNALLED AUTHORITY sign on Standing road West 0
-  20.043km Up END SIGNALLED AUTHORITY sign on Standing road West 1
-  20.043km Up END SIGNALLED AUTHORITY sign on Standing road West 2
-  20.043km Up END SIGNALLED AUTHORITY sign on Standing road West 3
-  20.043km Up END SIGNALLED AUTHORITY sign on Standing road West 4
-  20.043km Up END SIGNALLED AUTHORITY sign on Standing road West 5
-  20.043km Up END SIGNALLED AUTHORITY sign on Standing road West 6

Level crossings

-  19.461km Access road, on Storage roads 5 and 6 and Access road 1
-  19.712km Access road, on Access Road 1: manual with gates across roadway
-  19.929km Access road, on Wheel Profile road: manual with gates across roadway
-  20.035km Service crossing, on Stabling No1 road – Stabling No 11 road : manual with gates for access to service crossing
-  20.275km Auburn Maintenance Centre access road on Bypass road 1 and Wheel Profile road: automatic. Keys at Auburn Maintenance Centre Yard Master's office

Clyde Down Sidings

Special instructions

Maintrain, Auburn Maintenance Centre and Manildra (Goods) sidings

The siding owners control rail traffic movements in their sidings.

Auburn Maintenance Centre

Operation of points 871 and 873

Points 871 and 873 connect Maintrain and AMC.

Points 871 and 873 are manually operated. The EOL cabinet for points 871 and 873 is secured by two separate padlocks. One padlock key is held by Maintrain and the other by the AMC.

After receiving permission from the Auburn Maintenance Centre Signaller, Qualified Workers from Maintrain and AMC are to operate their respective keys in the EOL cabinet to obtain the Fortress key for the operation of points 871 or 873.

When not in use, each Fortress key is to be returned to its respective EOL cabinet and the cabinet is to be securely locked.

Operation of 877 releasing switch

877 releasing switch is interlocked with a 1500V overhead wiring and traction return key. Operation of 877 releasing switch isolates the Wheel Profile road by locking points 833 and 848 in the reverse position.

When operated and the 1500V overhead wiring switch is removed, 877 releasing switch is locked until the 1500V overhead wiring and traction return key is restored.

Auburn Stabling Yard

Auburn Stabling Yard (AYS) is part of the Metropolitan Rail Network and all Sydney Trains Network Rules and Procedures apply. Communications between Clyde Signaller and Train Crew within Auburn Stabling Yard (ASY) will be standard Metro-Net communications as currently practiced throughout the Network. There is no interface required between the Clyde Signaller and the Auburn Maintenance Centre Yard Master for train movements or worksite protection within the ASY or on the Down Relief except in circumstances where EDI Rail PPP Maintenance Pty Ltd have maintenance responsibilities beyond the AMC Lease area.

The Transfer road connecting the ASY to the Down Relief will be subject to shared corridor protocols when work site protection is required.

Clyde Down Sidings

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 with the Driver and AMC Yard Master.

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.

Operation of ASY Service Road Level Crossing

To Cross Tracks:

A Qualified Worker will contact the Signaller at Clyde Signal Box and request the release of the gate key, then unlock the door of the releasing switch.

When the light of the releasing switch is illuminated, press the button, turn the handle and remove the key.

Insert the key into the top gate lock and turn the key.

Remove the lower key which is attached to the gate. The gate can now be opened.

Once through the gate, close the gate and reinsert in the lower gate lock and turn it.

Remove the top key. It is to be taken to operate the opposite gate in the same manner as above, once on the other side after crossing the tracks.

Clyde Down Sidings

Once across the tracks, close the gate, return the key to the nearest releasing switch and turn.

The Qualified Worker will then again contact the Signaller at the Clyde Signal Box and advise there is no further need of the level crossing.

Lock the door of the releasing switch.

Related documents

- NLA 200 Lidcombe-Penrith*
- NLA 204 Clyde Up Yard*
- NLA 206 Clyde and Granville*

Effective date

1 February 2022