

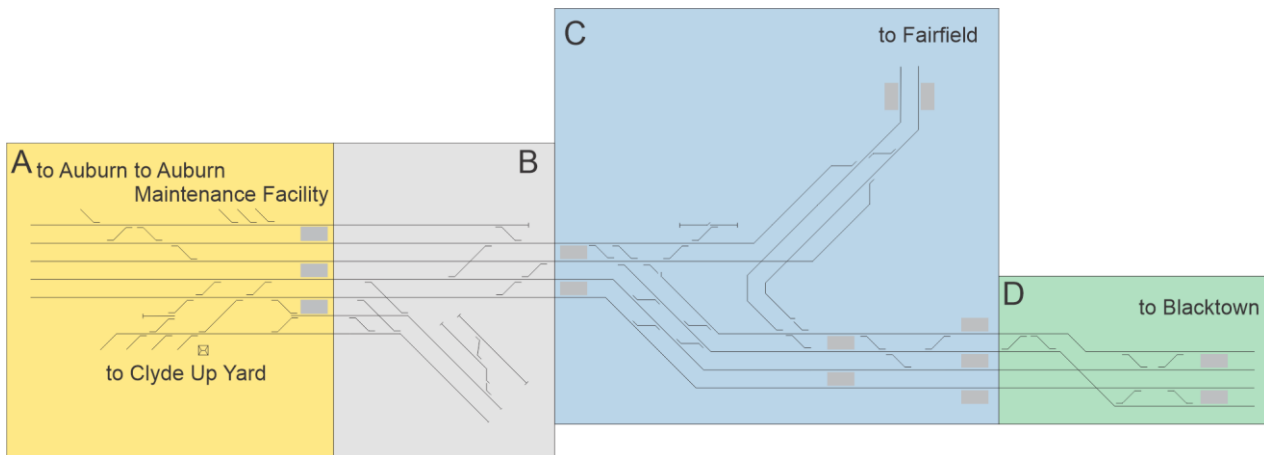
Clyde and Granville

Location

This unit includes:

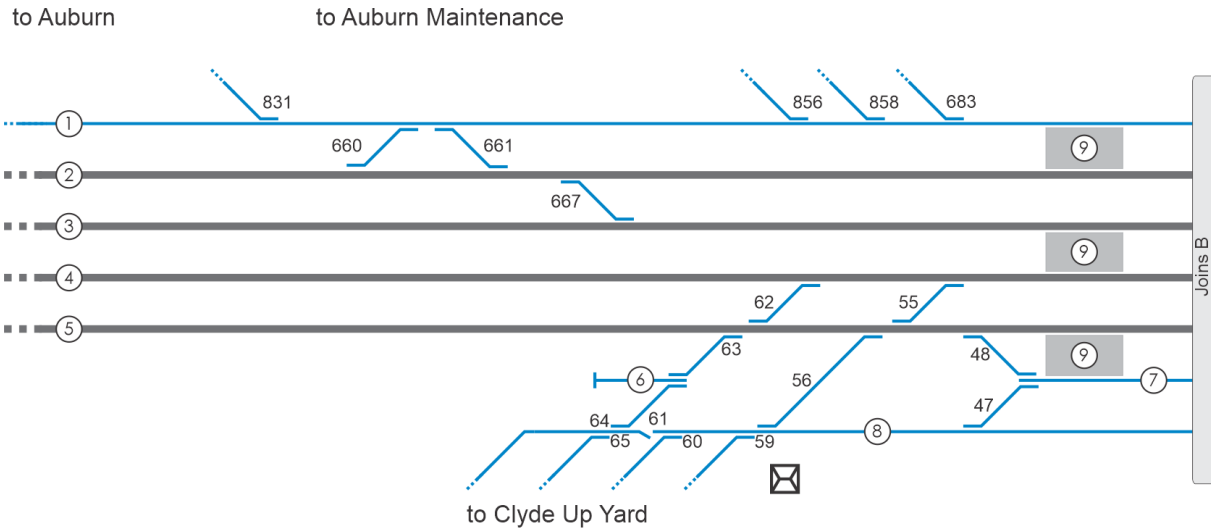
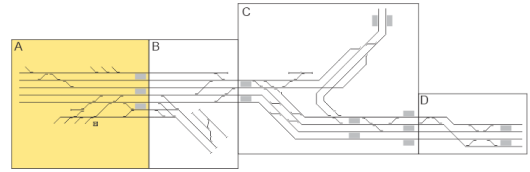
- Clyde at 20.660km
- Granville at 21.148km
- Harris Park at 22.444km
- Parramatta at 23.111km
- Merrylands at 23.386km
- Westmead at 25.117km.

Diagrams



Clyde and Granville

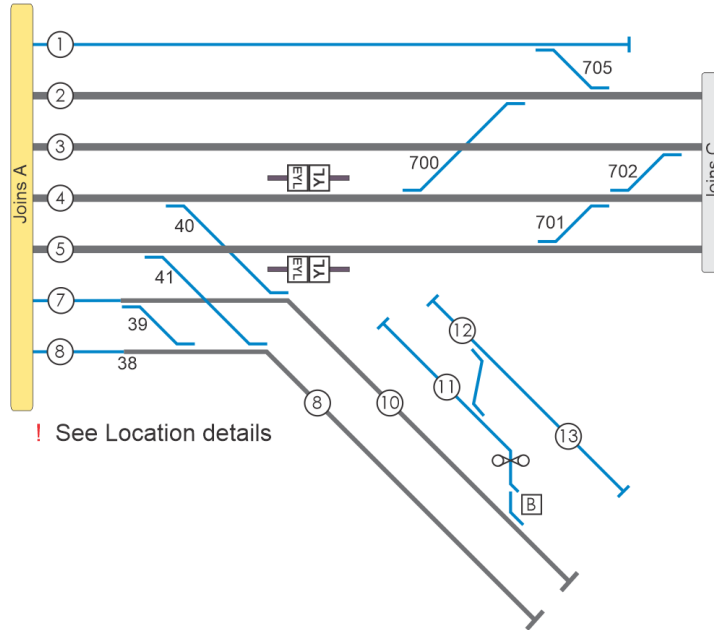
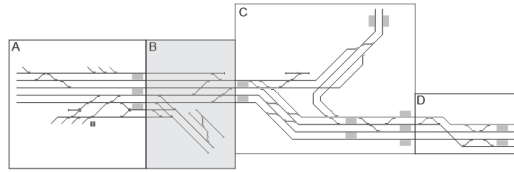
A



Key					
1	Down Relief line	4	Down Main line	7	Back Platform Road
2	Down Suburban line	5	Up Main line	8	Run Round Road
3	Up Suburban line	6	Storage siding 173m	9	Clyde

Clyde and Granville

B

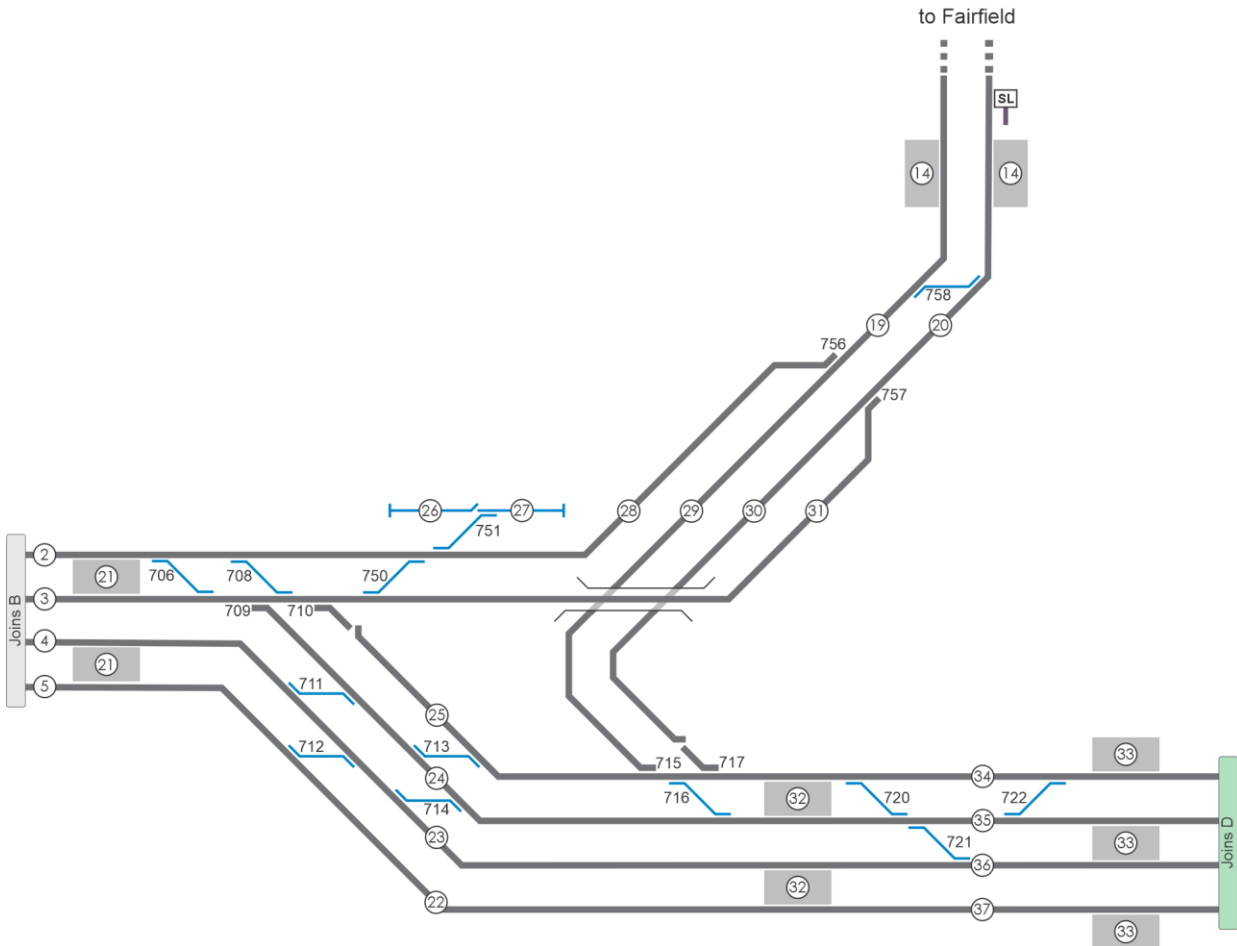
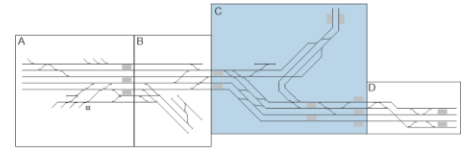


! See Location details

Key					
1	Down Relief line	5	Up Main line	11	No 2 Road 62m
2	Down Suburban line	7	Back Platform Road	12	Pit Road 57m
3	Up Suburban line	8	Run Round road 214m	13	Fuel Road 96m
4	Down Main line	10	MIS Siding		

Clyde and Granville

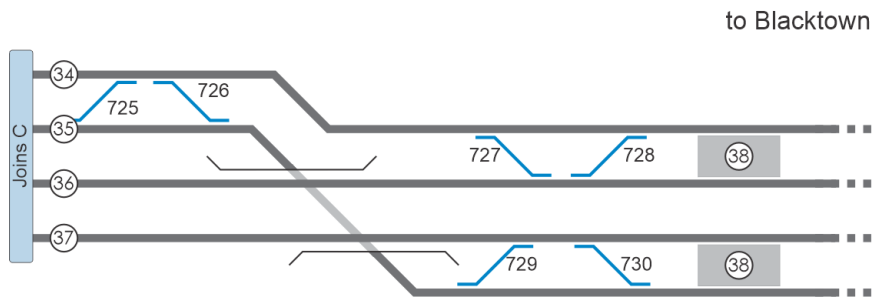
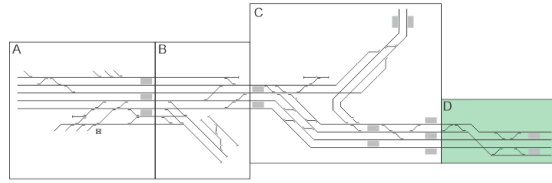
C



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
14	Merrylands	26	Perway siding 127m	34	Down Main line
19	Down Old South Main line	27	Shunting Neck 262m	35	Up Main line
20	Up Old South Main line	28	Down Old South Main line	36	Down Suburban line
21	Granville	29	South West Outer line	37	Up Suburban line

Clyde and Granville

D



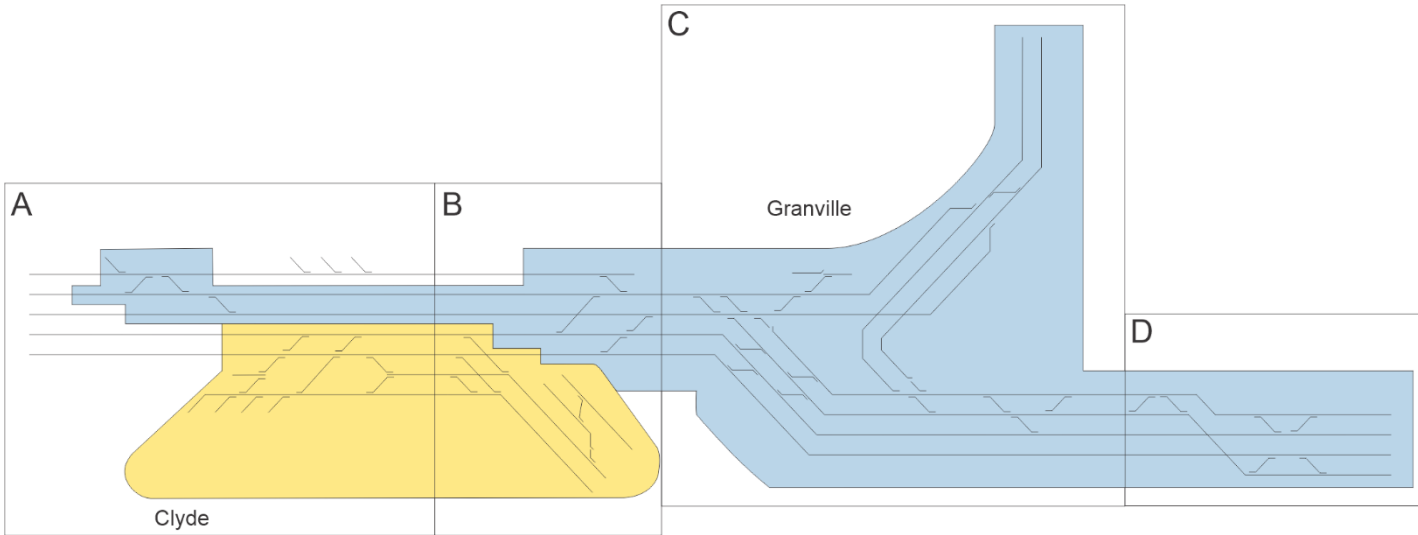
Key					
34	Down Main line	36	Down Suburban line	38	Westmead
35	Up Main line	37	Up Suburban line		

Network Control

Signallers at Clyde and the Rail Operations Centre (ROC)

Clyde and Granville

Yard Limits



Clyde

Clyde abuts Granville on the Main line.

Down Main line	YL	19.982km Down signal M12.43
	EYL	20.776km END YARD LIMIT sign
Up Main line	EYL	19.992km Up signal M12.44
	YL	20.825km YARD LIMIT sign

Clyde and Granville

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	YL	20.776km YARD LIMIT sign
	EYL	19.666km Down signal M12.15
Up Main line	EYL	20.825km END YARD LIMIT sign
Down Suburban line	YL	19.665km Down signal CL 103
Up Suburban line	EYL	19.992km Up signal S12.44
Down Relief line	YL	19.829km Up signal AY 948
	EYL	20.299km Down signal AY 989
	YL	20.836km Down signal AY 996
Down Main line	EYL	25.271km Down signal M15.7
Up Main line	YL	25.782km Up signal GE480
Down Suburban line	EYL	25.271km Down signal S15.7
Up Suburban line	YL	25.782km Up signal GE478
Down Old South Main line	EYL	23.155km Down signal S14.3
Up Old South Main line	YL	24.593km Up signal GE310

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
- B** 20.777km B lever hand operated trailable mechanical switch lever
-  21.047km Down SHUNT LIMIT sign on Up Clyde-Carlingford line.

! Run Round road, between the start of the mechanical interlocking to the terminations at Parramatta Road is controlled by the signaller at Clyde signal box.

! Back Platform road, between the start of the mechanical interlocking to the terminations at Parramatta Road, including the MTPV sidings, is controlled by the MTPV operator.

Clyde and Granville

Granville

Interlocked points without groundframes are operated from the ROC (Granville panel).

- 21.148km Granville. Platforms 1 and 2, 3 and 4
- 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



Warning

40 and 41 points are spiked, clipped, XL locked and detected normal
 38 catch points spiked, clipped and XL locked reverse
 39 points are Racor 22-E hand operated trailable mechanical switch levers

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.

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.

Clyde and Granville

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.

Related documents

NLA 200	<i>Lidcombe–Penrith</i>
NLA 202	<i>Clyde Down Sidings</i>
NLA 204	<i>Clyde Up Yard</i>
NLA 500	<i>Granville–Cabramatta</i>

Effective date

15 April 2024