

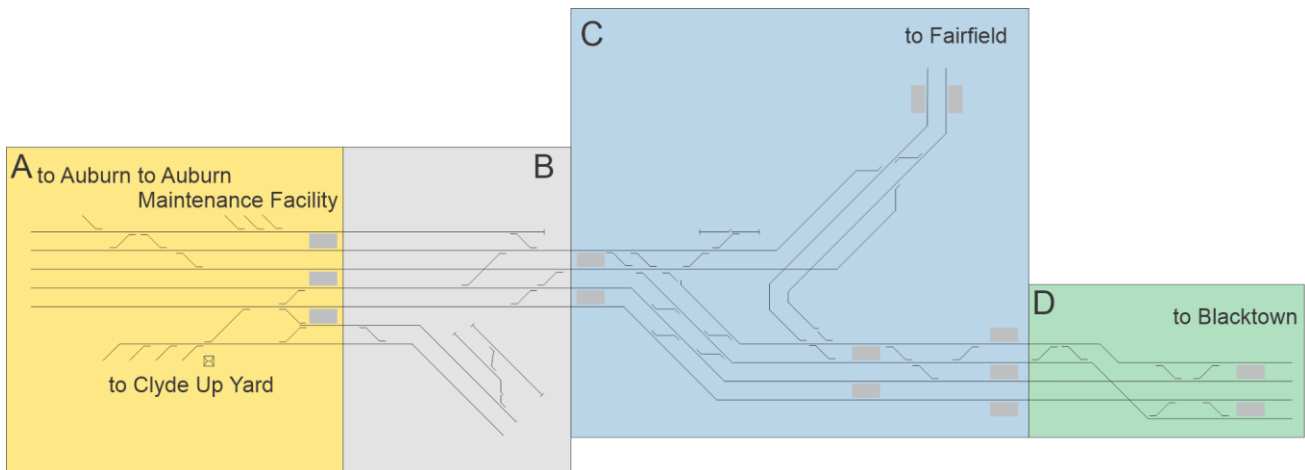
# Clyde and Granville

## Location

This unit includes:

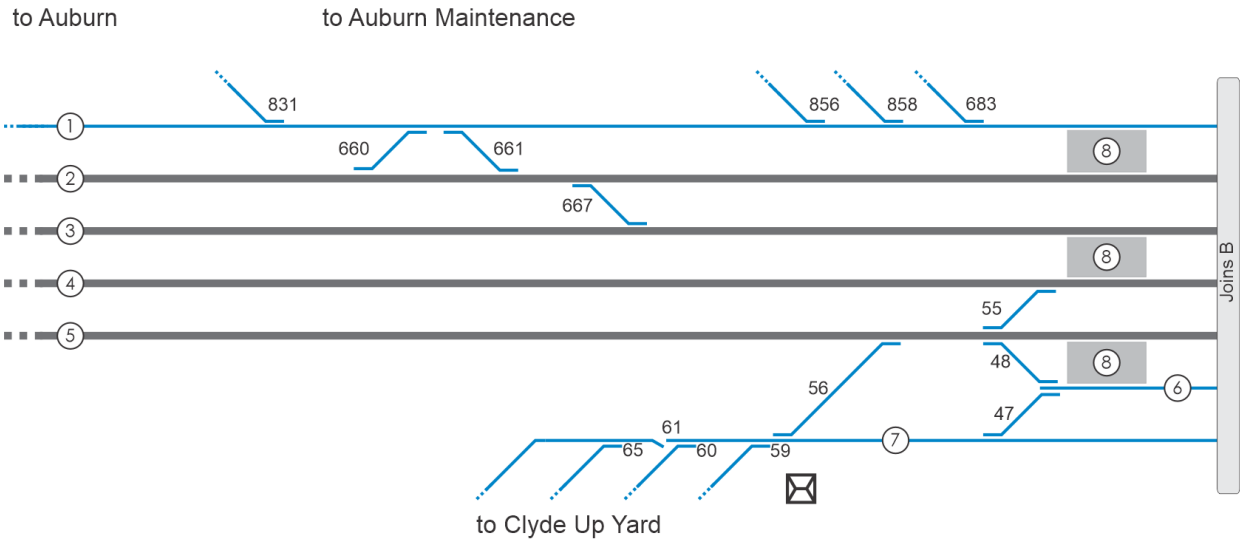
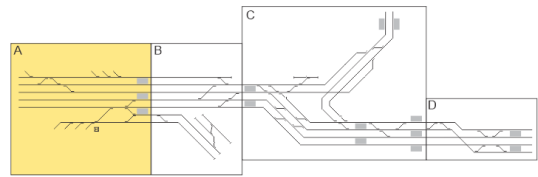
- Clyde at 20.660km
- Granville at 21.148km
- Harris Park at 22.444km
- Parramatta at 23.111km
- Merrylands at 23.386km
- Westmead at 25.117km.

## Diagrams



# Clyde and Granville

A

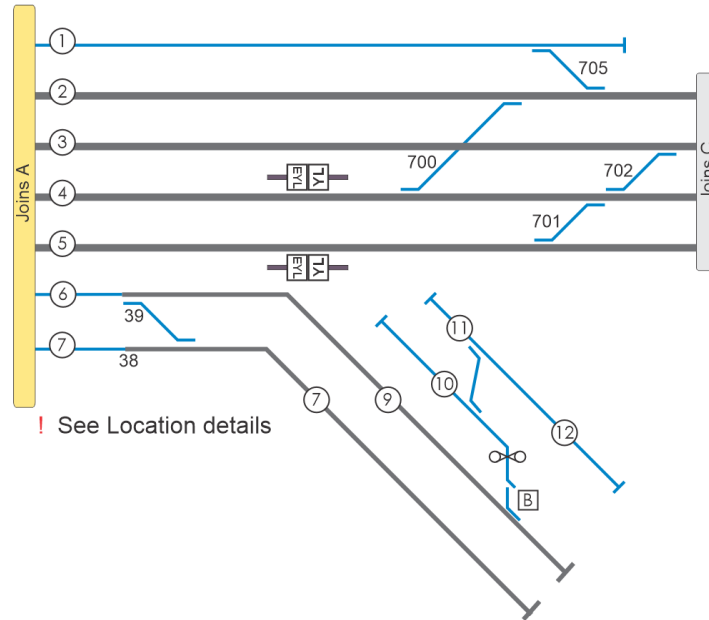
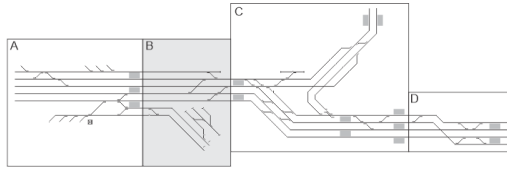


Key					
1	Down Relief line	4	Down Main line	7	Run Round Road
2	Down Suburban line	5	Up Main line	8	Clyde
3	Up Suburban line	6	Back Platform Road		

**Network  
Local  
Appendices**

**Clyde and Granville**

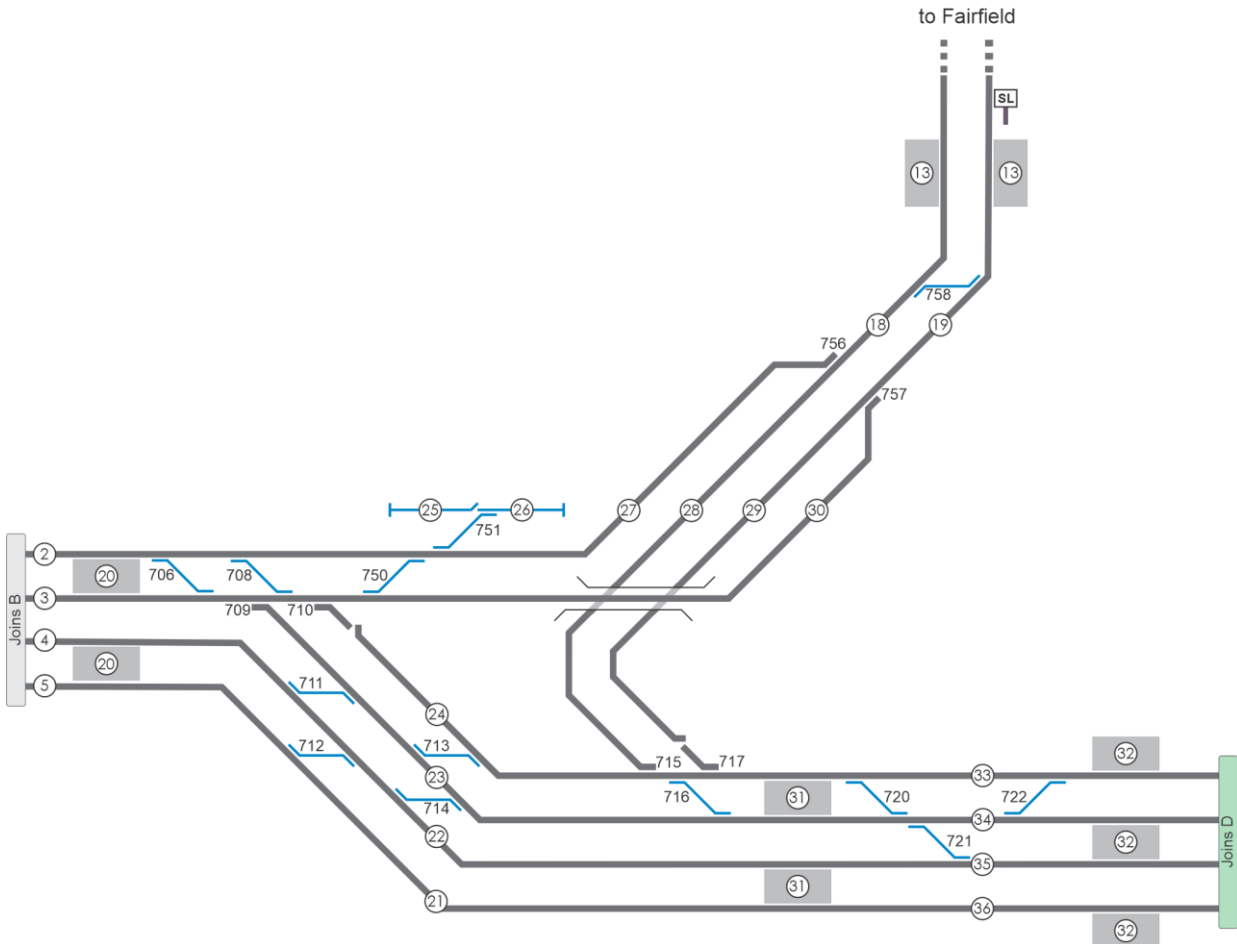
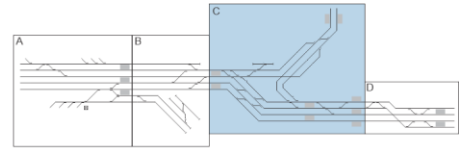
B



Key					
1	Down Relief line	5	Up Main line	10	No 2 Road 62m
2	Down Suburban line	6	Back Platform Road	11	Pit Road 57m
3	Up Suburban line	7	Run Round road 214m	12	Fuel Road 96m
4	Down Main line	9	MIS Siding		

# Clyde and Granville

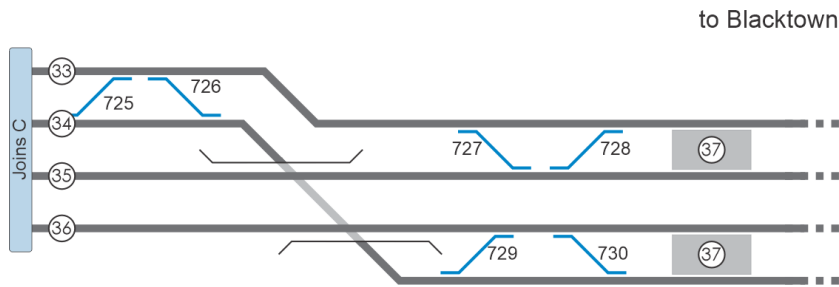
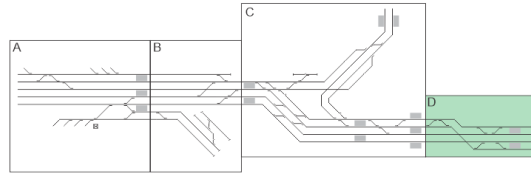
C



Key					
2	Down Suburban line	21	Up West Suburban line	29	South West Inner line
3	Up Suburban line	22	Down West Suburban line	30	Up Old South Main line
4	Down Main line	23	Up West Main line	31	Harris Park
5	Up Main line	24	Down West Main line	32	Parramatta
13	Merrylands	25	Perway siding 127m	33	Down Main line
18	Down Old South Main line	26	Shunting Neck 262m	34	Up Main line
19	Up Old South Main line	27	Down Old South Main line	35	Down Suburban line
20	Granville	28	South West Outer line	36	Up Suburban line

# Clyde and Granville

D



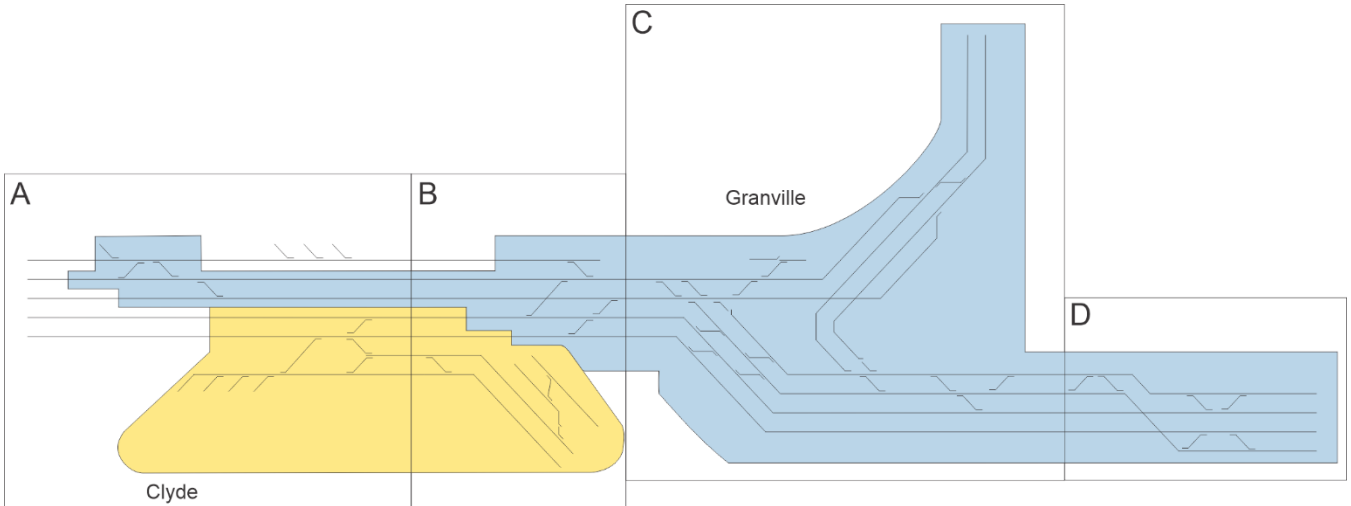
Key					
33	Down Main line	35	Down Suburban line	37	Westmead
34	Up Main line	36	Up Suburban line		

## 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	<b>YL</b>	19.982km Down signal M12.43
	<b>EYL</b>	20.776km END YARD LIMIT sign
Up Main line	<b>EYL</b>	19.992km Up signal M12.44
	<b>YL</b>	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	<b>YL</b>	20.776km YARD LIMIT sign
	<b>EYL</b>	19.666km Down signal M12.15
Up Main line	<b>EYL</b>	20.825km END YARD LIMIT sign
Down Suburban line	<b>YL</b>	19.665km Down signal CL 103
Up Suburban line	<b>EYL</b>	19.992km Up signal S12.44
Down Relief line	<b>YL</b>	19.829km Up signal AY 948
	<b>EYL</b>	20.299km Down signal AY 989
	<b>YL</b>	20.836km Down signal AY 996
Down Main line	<b>EYL</b>	25.271km Down signal M15.7
Up Main line	<b>YL</b>	25.782km Up signal GE480
Down Suburban line	<b>EYL</b>	25.271km Down signal S15.7
Up Suburban line	<b>YL</b>	25.782km Up signal GE478
Down Old South Main line	<b>EYL</b>	23.155km Down signal S14.3
Up Old South Main line	<b>YL</b>	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
-  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

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.

The Phoenix workstation within the AMC must only be operated by a Qualified Sydney Trains employee.



## Clyde and Granville

### 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.

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### Related documents

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

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### Effective date

31 December 2024