

**Central**

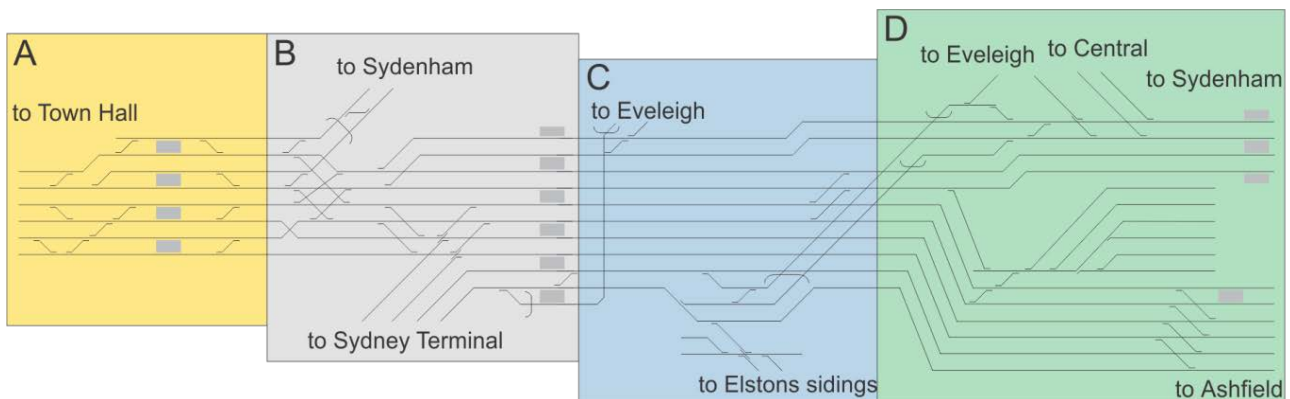
**Location**

This unit includes:

- Central at 0.000km
- Redfern at 1.210km
- Macdonaldtown at 2.397km
- Erskineville at 3.021km.

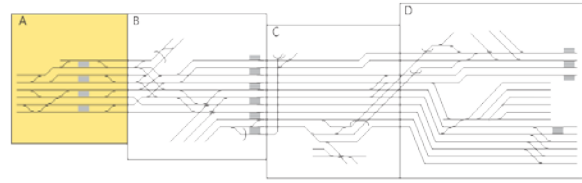
The Network Local Appendix for Central-Hornsby, North Sydney, Erskineville-Bondi Junction, City Circle, Sydney Terminal and Eveleigh describe the parts of Sydney Yard that are not described in this unit.

**Diagrams**

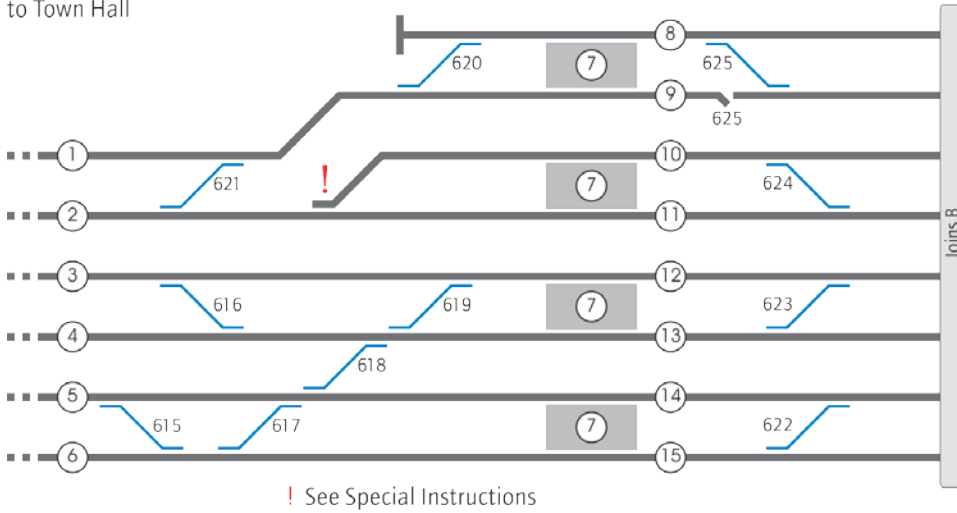


# Central

A



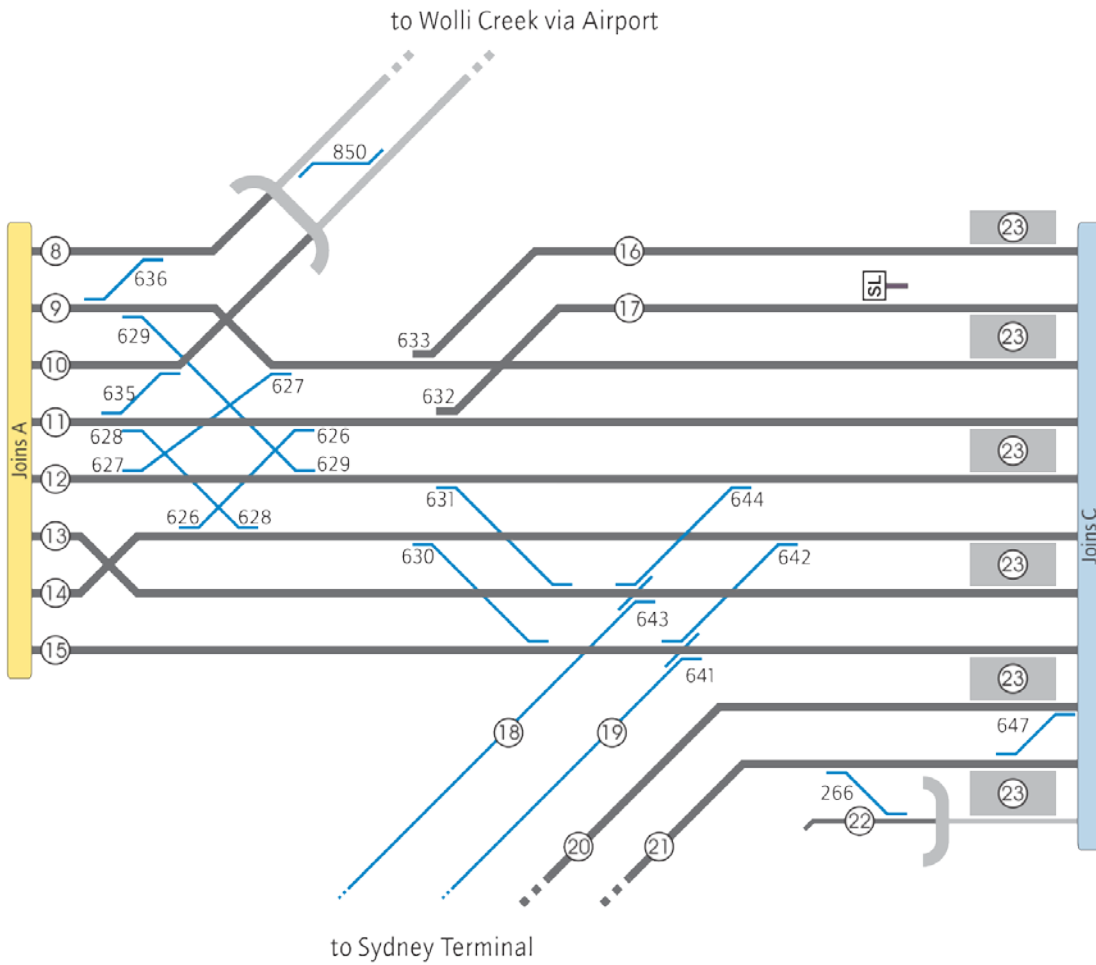
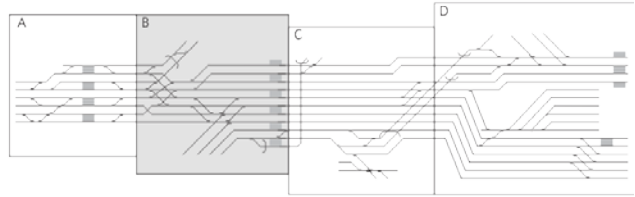
to Town Hall



Key		
1. Up City Outer line	6. Down Shore line	11. Up Illawarra Local line
2. Down City Inner line	7. Central	12. Down Local line
3. Up City Inner line	8. Down Airport line	13. Down Suburban line
4. Up Shore line	9. Down Illawarra Local line	14. Up Local line
5. Down City Outer line	10. Up Airport line	15. Up Suburban line

**Central**

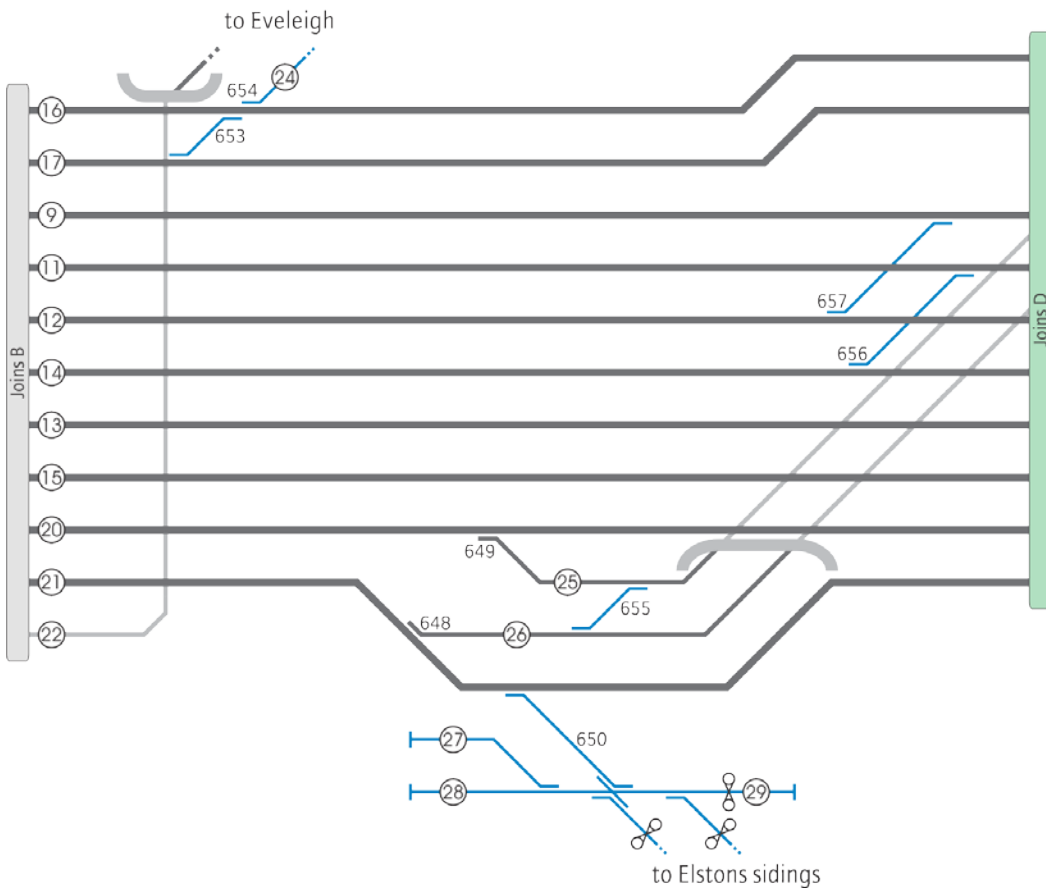
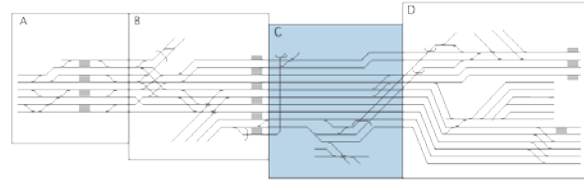
B



Key			
8	Down Airport line	20	Down Main line
9	Down Illawarra Local line	21	Up Main line
10	Up Airport line	22	Eveleigh Dive
11	Up Illawarra Local line	23	Redfern
12	Down Local line		
13	Down Suburban line		
14	Up Local line		
15	Up Suburban line		
16	Down Illawarra line		
17	Up Illawarra line		
18	Down Suburban [Yard] line		
19	Up Suburban [Yard] line		

**Central**

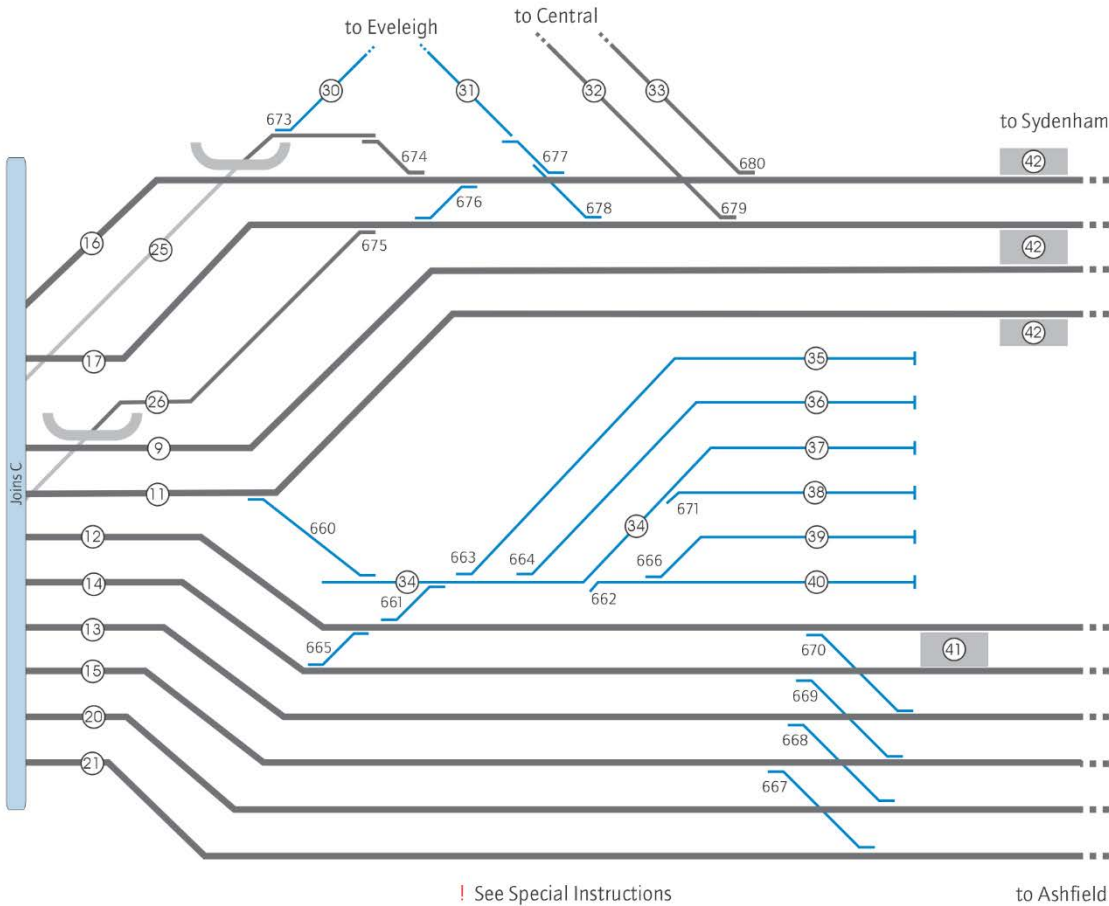
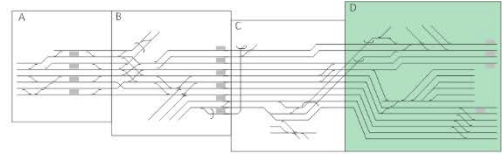
C



Key					
9	Down Illawarra Local line	16	Down Illawarra line	25	Down Illawarra Dive
11	Up Illawarra Local line	17	Up Illawarra line	26	Up Illawarra Dive
12	Down Local line	20	Down Main line	27	No 1 Diesel siding 78m
13	Down Suburban line	21	Up Main line	28	No 2 Diesel siding 80m
14	Up Local line	22	Eveleigh Dive	29	Car and Wagon siding 19m
15	Up Suburban line	24	to Eveleigh		

**Central**

D



Key					
9	Down Illawarra Local line	21	Up Main line	35	No 6 siding 367m
11	Up Illawarra Local line	25	Down Illawarra Dive	36	No 5 siding 339m
12	Down Local line	26	Up Illawarra Dive	37	No 4 siding 171m
13	Down Suburban line	30	to Eveleigh	38	No 3 siding 173m
14	Up Local line	31	Gate road	39	No 2 siding 171m
15	Up Suburban line	32	Up Illawarra Relief line	40	No 1 siding 173m
16	Down Illawarra line	33	Down Illawarra Relief line	41	Macdonaldtown
17	Up Illawarra line	34	Turnback road (terminations to 671 points)	42	Erskineville
20	Down Main line				

**Network Control**

Signaller at: Rail Operations Centre (ROC) – East Panel, Illawarra Panel, ESR Panel and Sydney Yard Panel.

**Yard Limits**

Down Airport line	<b>EYL</b>	1.200km Down signal SR1.3
Up Airport line	<b>YL</b>	1.750km Up signal SY820SR
Down Illawarra Local line	<b>EYL</b>	1.957km Down signal SY499IL
Up Illawarra Local line	<b>YL</b>	2.405km Up signal SY536IL
Down Illawarra line	<b>YL</b>	1.970km Up signal SY501I
	<b>EYL</b>	3.175km Down signal SM2.1I
Up Illawarra line	<b>EYL</b>	1.770km Up signal SY488I
	<b>YL</b>	3.182km Up signal SY550I
Down Main line	<b>EYL</b>	2.604km Macdonaldtown Down signal M1.6I
Up Main line	<b>YL</b>	2.605km Macdonaldtown Up signal SY518M
Down Suburban line	<b>EYL</b>	2.370km Macdonaldtown Down signal S1.49
Up Suburban line	<b>YL</b>	2.603km Macdonaldtown Up signal SY520S
Down Local line	<b>EYL</b>	2.371km Macdonaldtown Down signal L1.49
Up Local line	<b>YL</b>	2.601km Macdonaldtown Up signal SY522L
Up Illawarra Dive	<b>YL</b>	2.030km Up signal SY498V
Down Illawarra Dive	<b>YL</b>	2.320km Down signal SY533V
Down Shore line	<b>EYL</b>	4.710km North Sydney Down signal NS335SH
Up Shore line	<b>YL</b>	4.340km Milsons Point Up signal SH2.70



**Location details**

Interlocked points without groundframes are operated from ROC - Sydney East Panel.

- 0.000km Central. Platforms 16, 17, 18 and 19, 20 and 21, 22 and 23
- ! Catch points are usually closed
- SL 1.184km Up Shunt limit sign on the Down Illawarra line
- 1.210km Redfern. Platforms 1, 2 and 3, 4 and 5, 6 and 7, 8 and 9, 10
- ~~650~~ 650 points permanently booked out of use
- ! Elstons sidings are unwired
- 2.397km Macdonaldtown. Platforms 1 and 2
- 3.021km Erskineville. Platforms 1, 2 and 3, 4

**Level crossings**

Nil

**Special instructions**

- ! Exclamation in diagram A indicates spring points that must be hand-levered into position and clipped and locked for facing movements.

**Local Possession Authority clear of IR2.76 Automatic Signal – Up Illawarra Relief line, Erskineville**

When a Local Possession Authority (LPA) is advertised, using IR2.76 automatic signal to protect the LPA, the following safeworking arrangements will apply:

**Protecting the Possession Area**

Prior to the commencement of a possession, an authorised Signals Maintenance representative must book out of use and place at STOP the signal for the duration of the possession, and possession protection must be provided adjacent to signal IR2.76.

**Preventing Work Trains and Track Vehicles exiting Possession Area**

When it is necessary for a work train or track vehicle to exit the possession area towards the entry end of the possession, a Handsignaller must be provided adjacent to signal IR2.76 and will be responsible for:

- Displaying a red STOP handsignal in the direction of the approaching train or track vehicle until authorised by the Signaller at ROC to allow the work train or track vehicle to proceed
- Contacting the Signaller at ROC and seeking permission for the work train or track vehicle to exit the possession area
- After obtaining authorisation from the Signaller at ROC, the Handsignaller may authorise the work train or track vehicle to depart the possession area.

**Procedures for Trains Entering – Departing Macdonaldtown Stabling Yard**

These procedures are exceptions to *NTR 408 Using train whistles*, *OSP 16 Shunting in Yards and Maintenance Centres*, and Driver’s Train Preparation Procedures.

Train whistles must not be sounded during normal operations within Macdonaldtown Stabling Yard. This includes but is not limited to, using the train whistle during Driver’s Train Preparation Procedures as a vigilance control task link and for general movements.



**Note**

In an emergency situation, the Driver must still sound the train whistle if required.

These procedures apply only for trains entering and departing Macdonaldtown Stabling Yard.

**Out of Course Movements**

If a non-tabled train must enter Macdonaldtown Stabling Yard, train crews must have current route knowledge and be conversant with the alternative procedures contained within this NLA.



**Note**

Only Sector 2 train crew have Macdonaldtown route knowledge.

**Whistle Sign**

A Whistle sign (see Figure 3) has been installed at 1.415km on the Up Local Line and Up Illawarra Local Line to indicate to Drivers of trains departing Macdonaldtown Stabling Yard that they must test the train whistle at that location. If the train whistle fails to operate, the Driver must carry out the instructions shown in NTR 408.



## Procedures for Trains Departing the Top End of Macdonaldtown Stabling Yard

The following instructions apply to crews of ALL sets:

### DRIVER

1. Confirm that the departure signal is displaying a STOP indication from the leading crew compartment.
2. Approximately 1 minute prior to scheduled departure time advise the Guard to commence checking procedure.
3. After receiving confirmation from the Guard, the departure procedure is completed.
4. Visually inspect the front of the train from the Driver's cab window.
5. Confirm that the departure signal has a PROCEED indication, then perform inching movement prior to departure.
6. Trains must proceed to the Whistle sign on the Up Local or Up Illawarra Local line in accordance with the train whistle failure instructions in NTR 408.
7. Test train whistle at Whistle sign located on the Up Local or Up Illawarra Local Line.

### GUARD

1. Receive instruction from Driver to commence checking procedure.
2. Make a visual inspection of both sides of the train to ensure no one is on or about the train.
3. Use the Guard's whistle to give one long, loud whistle blast to warn anyone who may be in the Danger Zone that the train is about to depart.
4. Communicate with the Driver and advise that the departure procedure has been completed.

### Signallers at ROC - Sydney East Panels

The following procedures must be carried out by the Signallers at ROC - Sydney East Panels for trains entering and departing Macdonaldtown Stabling Yard.

Trains entering Macdonaldtown Stabling Yard

Set the route into Macdonaldtown Stabling Yard as per the Daily Working Timetable.

Trains departing Macdonaldtown Stabling Yard

Clear the relevant signals for train departure as per the Daily Working Timetable.

## Procedures for Trains Departing the Bottom End of Macdonaldtown Stabling Yard

The following instructions apply to crews of ALL sets:

### DRIVER

1. On confirming that the departure signal is displaying a STOP indication, Driver is to commence checking procedure.
2. Advise Guard to commence checking procedure.
3. After receiving the confirmation from Guard, advise the Qualified Worker that the Guard has completed departure procedure.
4. Confirm that the departure signal has a PROCEED indication, then perform modified inching movement prior to departure.
5. Trains must proceed to the Whistle sign on the Up Local or Up Illawarra Local Line, in accordance with the train whistle failure instructions in NTR 408.
6. Test train whistle at the Whistle sign located on Up Local or Up Illawarra Local Line.

### GUARD

1. Receive instruction from Driver to commence checking procedure.
2. Make a visual inspection of both sides of the train to ensure no one is on or about the train.
3. Use the Guard's whistle to give one long, loud whistle blast to warn anyone who may be in the Danger Zone that the train is about to depart.
4. Communicate with the Driver and advise that the departure procedure has been completed.

### QUALIFIED WORKER

The Qualified Worker must be standing adjacent to the leading crew compartment. After receiving verbal confirmation from the Driver that the train preparation is complete or the Driver has changed ends, the Qualified Worker must carry out the following:

1. Check the first 4 cars on the left-hand side of the train and use the whistle as supplied to give one long, loud whistle blast to warn anyone who may be in the Danger Zone that the train is about to depart.
2. Check the first 4 cars on the right-hand side of the train and use the whistle as supplied to give one long, loud whistle blast to warn anyone who may be in the Danger Zone that the train is about to depart.
3. Verbally advise Driver that both sides of the train have been checked and all is clear from any obstruction.
4. Contact the signal box for a PROCEED indication.

**Signallers at ROC - Sydney East Panels**

**The following procedures must be carried out by the Signallers at ROC - Sydney East Panels for trains entering and departing Macdonaldtown Stabling Yard:  
Trains entering Macdonaldtown Stabling Yard**

Set the route into Macdonaldtown Stabling Yard as per the Daily Working Timetable.

**Trains departing Macdonaldtown Stabling Yard**

Maintain signals at STOP until advised by the Qualified Worker.

Clear the relevant signals for train departure and, where possible, clear the full road to either the running line or Signal No SY502.



**Note**

Trains must only be cleared for departure once the Qualified Worker has advised that **NO** obstruction exists, as outlined in the Qualified Worker’s Standard Operating Instructions for train departure from Macdonaldtown Stabling Yard.

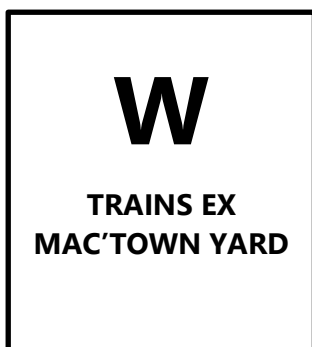
**The following signs are provided.**



**Fig 1.**  
Black text on a white background.  
These signs are located in the shed.



**Fig 2.**  
Black text on a white background.  
These signs are located within the Yard (back to back)



**Fig 3.**  
Black text on a white background.  
These signs are located on the Up Local Line and the Up Illawarra Local Line at 1.415km.

**Related documents**

<i>NLA 102</i>	<i>Sydney Terminal</i>
<i>NLA 104</i>	<i>City Circle</i>
<i>NLA 106</i>	<i>Erskineville–Bondi Junction</i>
<i>NLA 108</i>	<i>Central–Sydenham (via Green Square)</i>
<i>NLA 110</i>	<i>Central–Lidcombe</i>
<i>NLA 112</i>	<i>Eveleigh</i>
<i>NLA 304</i>	<i>Central–Hornsby</i>
<i>NLA 306</i>	<i>North Sydney</i>
<i>NLA 400</i>	<i>Central–Sutherland</i>

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**Effective date**

6 March 2020