Central

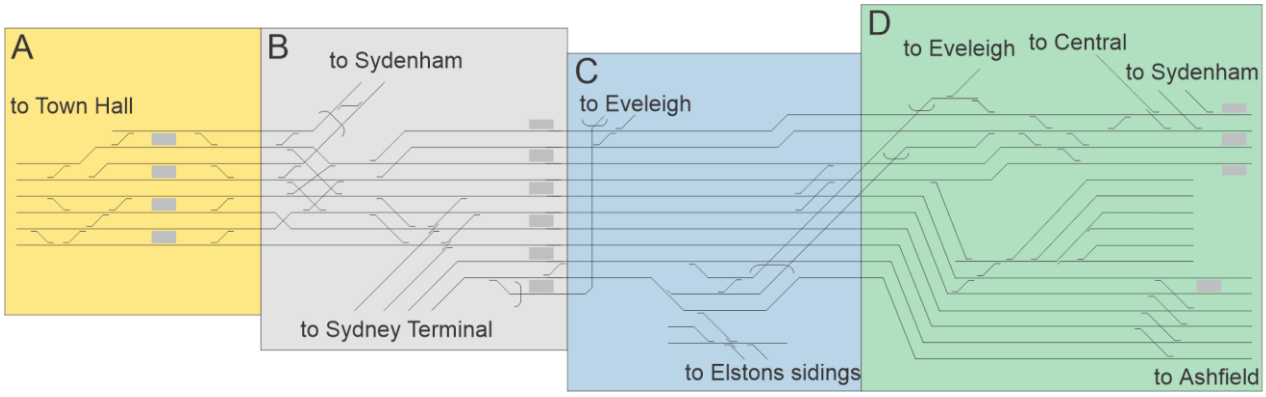
Location

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



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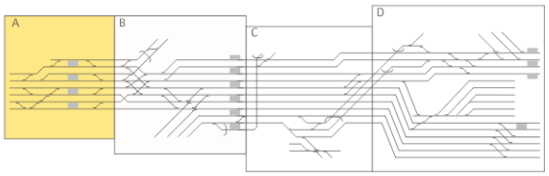
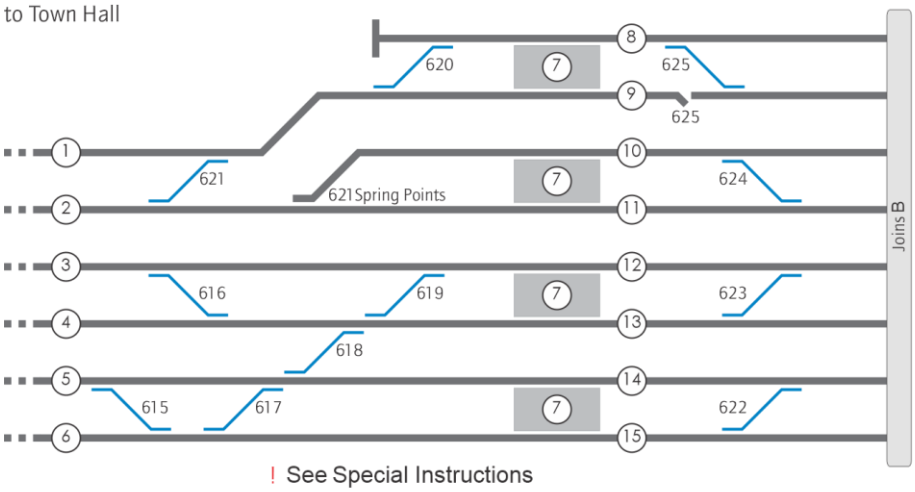
Network Local Appendices

Central

A





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

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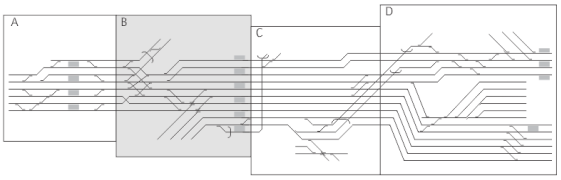
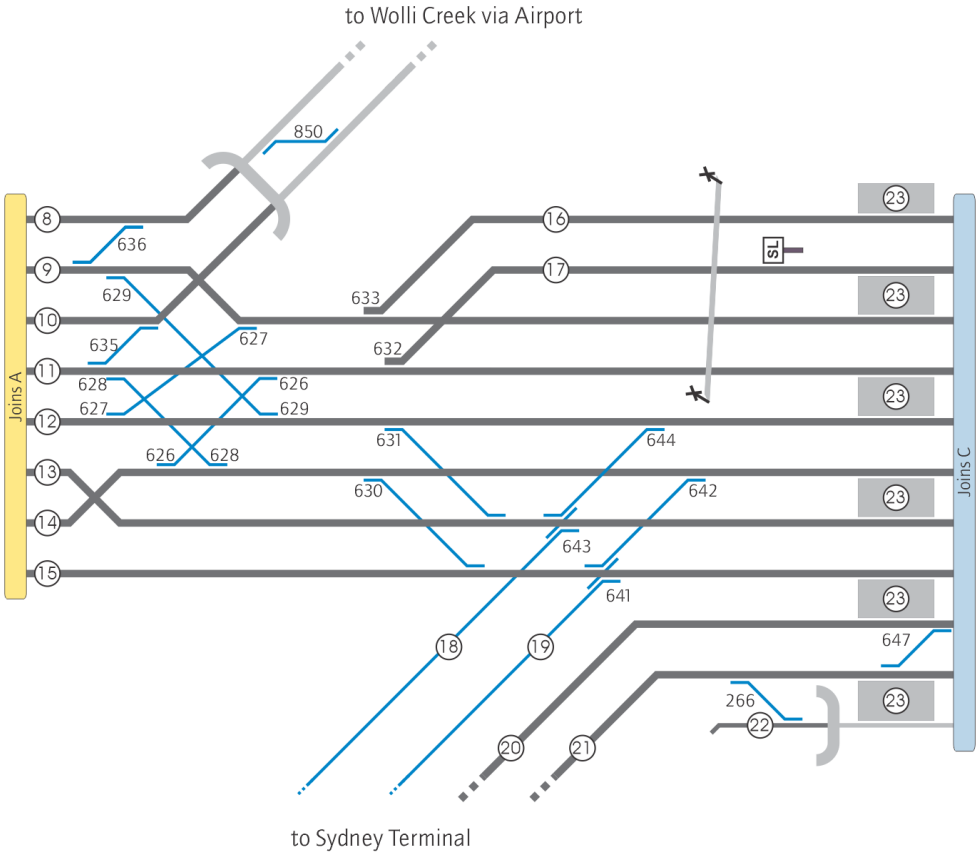
Central

B





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

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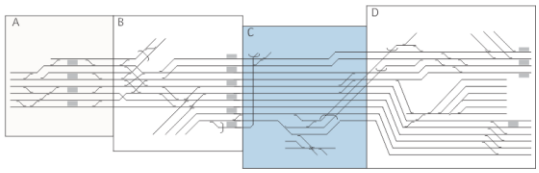
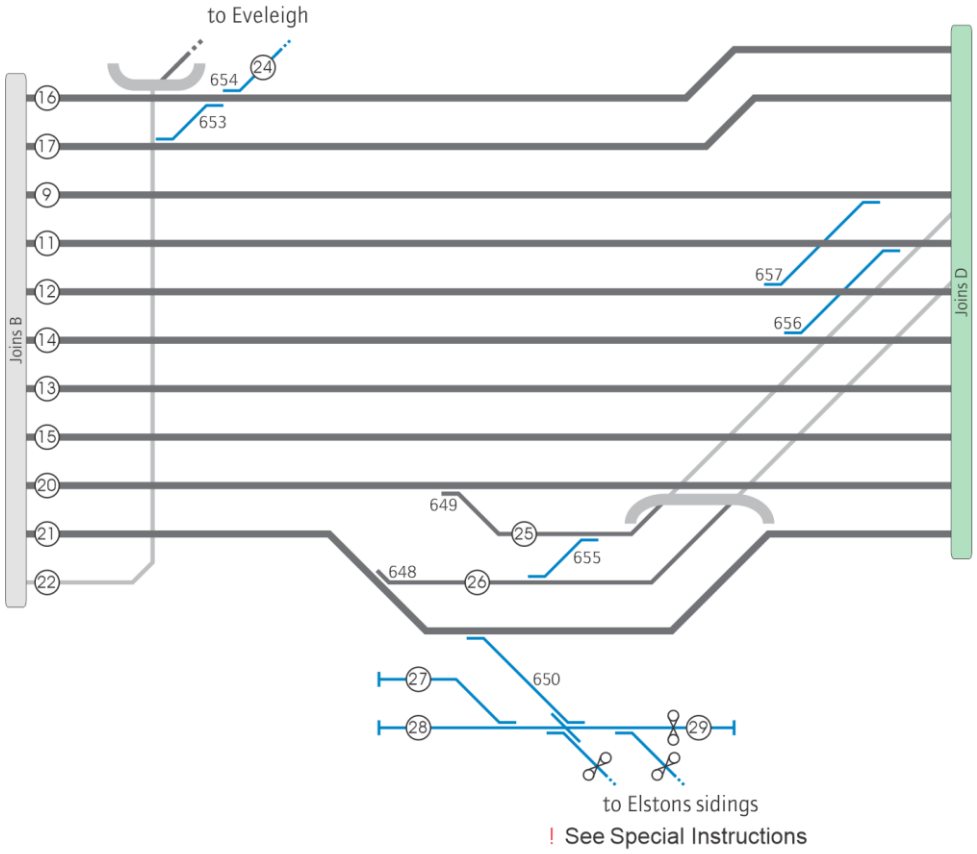
Central

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		

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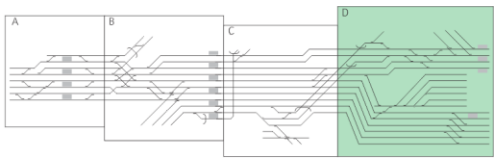
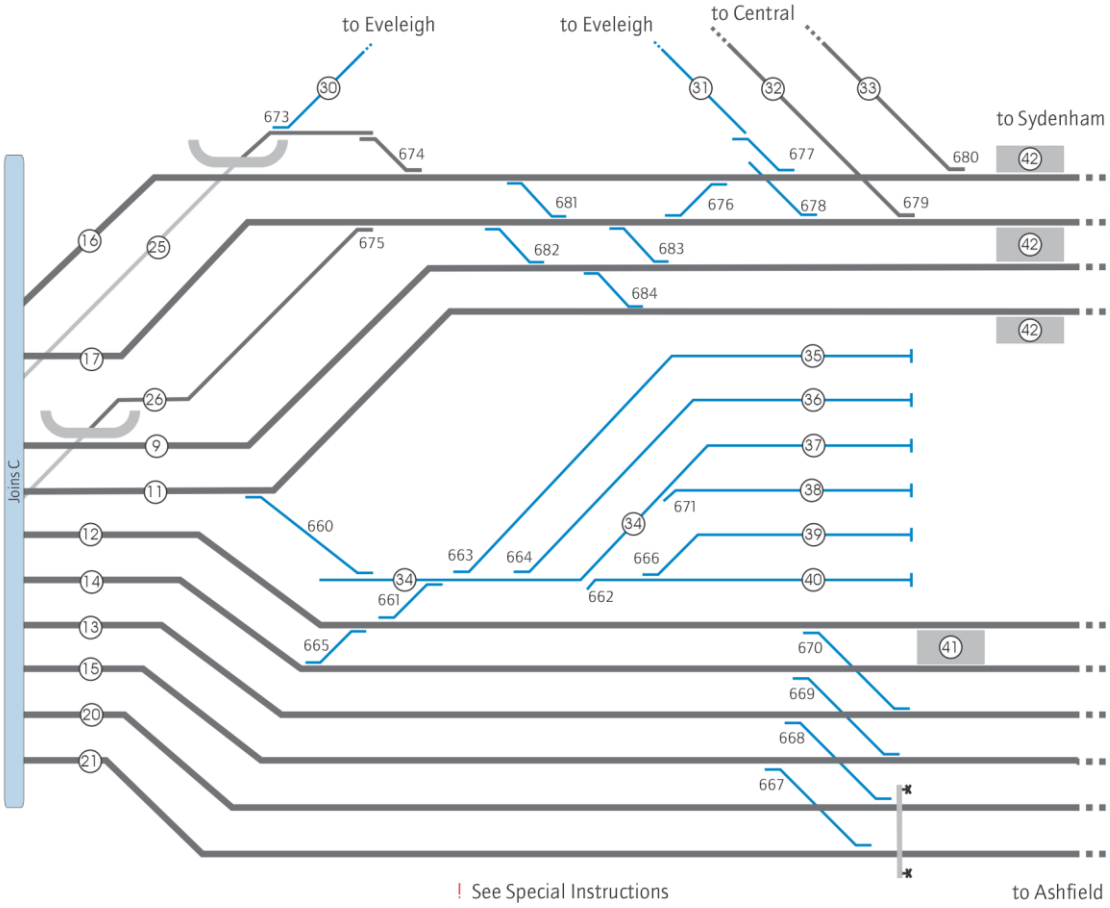
Central

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				

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Network Control

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

Yard Limits

Down Airport line	EYL 1.200km Down signal SR1.3
Up Airport line	YL 1.750km Up signal SY820SR
Down Illawarra Local line	EYL 1.957km Down signal SY499IL
Up Illawarra Local line	YL 2.405km Up signal SY536IL
Down Illawarra line	YL 1.970km Up signal SY501I EYL 3.175km Down signal SM2.1I
Up Illawarra line	EYL 1.770km Up signal SY488I YL 3.182km Up signal SY550I
Down Main line	EYL 2.604km Macdonaldtown Down signal M1.61
Up Main line	YL 2.605km Macdonaldtown Up signal SY518M
Down Suburban line	EYL 2.370km Macdonaldtown Down signal S1.49
Up Suburban line	YL 2.603km Macdonaldtown Up signal SY520S
Down Local line	EYL 2.371km Macdonaldtown Down signal L1.49
Up Local line	YL 2.601km Macdonaldtown Up signal SY522L
Up Illawarra Dive	YL 2.030km Up signal SY498V
Down Illawarra Dive	YL 2.320km Down signal SY533V
Down Shore line	EYL 4.710km North Sydney Down signal NS335SH
Up Shore line	YL 4.340km Milsons Point Up signal SH2.70

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Location details

Interlocked points without groundframes are operated from ROC - Illawarra Panel.

- 0.000km Central. Platforms 16, 17, 18 and 19, 20 and 21, 22 and 23
- Catch points are usually closed
- 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 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

Warning

621 Spring Points must be hand-levered into position and clipped and locked for facing movements.
676 crossover booked out of use and spiked, clipped and XL locked normal with detection maintained.
681 crossover is booked out of use normal.
682 crossover is booked out of use normal.
683 crossover is booked out of use normal.
684 crossover is booked out of use normal.

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:

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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 Centre's*, 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.

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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 (Yard) 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.

Procedures for Trains Departing the Bottom End (Sidings) of Macdonaldtown Stabling Yard

Ground Based Warning System Procedures (GBWS)

Alternate operating procedures for the sounding of train whistles have been introduced for the Macdonaldtown Stabling Yard.

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These procedures are in exception to NTR 408 Using train whistles, OSP 16 Shunting in Yards and Maintenance Centre's, and Driver's Train Preparation Procedures.

In accordance with the Ground Based Warning System (GBWS) procedures, train whistles are not to be sounded during normal operations within Macdonaldtown Stabling Yard.

Warning

If, at any time, a driver in charge of a moving train considers there is a perceived threat to the safety of any person they must take appropriate action to avoid harm. This may include sounding the train whistle to give warning.

General operation of the GBWS

The GBWS consists of one mode, Depart. When activated in Depart Mode, the GBWS button light will commence to flash then following a 20 second delay the audible warning device will omit one audible warning sound for approximately 2 seconds, configured to replicate a town horn. The beacon lights will flash for approximately 120 seconds. When GBWS is deemed to be out of operation then it has been determined as not functional and the degraded mode procedure shall be followed.

GBWS control Button

The GBWS operating button is mounted on the departure end access platforms on all roads in the Stabling Yard adjacent to the Drivers cab.

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GBWS procedures

Prior to commencing a train movement in the bottom end of Macdonaldtown stabling yard, Train crew must carry out the applicable GBWS procedure as described in the following table.

Train type	Location	Procedure
8 car train	Siding roads 1 to 6 (Bottom end)	Procedure for 8 car trains
4 car train	Siding roads 1 to 6 (Bottom end)	Procedure for 8 car trains

Procedure for 8 car trains

Note

A PABT is required if a train preparation was performed. To obtain an accurate test result, trains will perform the PABT after departing Macdonaldtown Yard/Siding.

Proceed to signal SY502 where you will perform the PABT, maintaining a safe distance of at least 5 metres.

Departure

Driver

1. Approximately 1 minute prior to departure tell the Signaller via a Digital Train Radio System (DTRS) voice call or a text message that you are OK to depart.
2. Check the departure signal is displaying a proceed indication.
3. Check the parking brake is applied.
4. Give the Guard the all right bell signal (**-**).
5. Exit the crew compartment and press the **DEPART** button on the GBWS panel.
6. Re-enter the crew compartment.
7. Visually check from the cab boardwalk lights are operating

Guard

8. When given the all right bell signal (**-**) by the driver indicating the train is ready to depart:
    (a) check that warning lights on both sides of the train are flashing
    (b) audible siren is sounding.
9. Give the driver the all right bell signal **(-)**.

Driver

10. When you get the all right bell signal **(-)** from the Guard:
    (a) release the parking brake
    (b) check that the area in front of the train is clear
    (c) if visible from your cab check the warning lights are flashing.
11. Conduct an inching movement prior to moving and then depart the stabling yard.
12. Test the train whistle at the **whistle** sign.

Procedure for 4 car trains

Driver

1. After the train continuity is complete, request authority from the Signaller to shunt to the access platform.
2. Tell the Guard when authority to shunt is received and request the Guard to proceed to departure end access platform to activate the GBWS.

Guard

3. When told by the Driver they have authority to shunt, proceed to departure end access platform.
4. Press the DEPART button on the GBWS panel and check that:
    (a) warning lights and on both sides of the train are flashing
    (b) audible siren is sounding.
5. Hand signal the Driver to shunt forward to the access platform.

Driver

6. When GBWS is activated and the Guard is giving the shunt forward hand signal.
    (a) Check that the area in front of the train is clear
    (b) Conduct inching movement before shunting forward
    (c) Stop train adjacent to access platform.
7. Wait for Guard to return to their operating cab.
8. After receiving the Guard's bell signal to indicate that the Guard is in their cab, conduct the DEPART procedures using the GBWS for 8 cars.

Driver

9. After receiving the Guard's bell signal to indicate that the Guard is in their cab, conduct the DEPART procedures using the GBWS for 8 cars.

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Degraded Operation Procedures

The ground based warning system is to be considered degraded if:

- audible and/or visual warning fails to operate at all when the **DEPART** button is pressed.
- two or more visual warning lights located on the same side of a single berth fail to operate when the GBWS is activated
- more than one pedestrian light per berth is defective.

When the ground based warning system is unavailable (degraded mode), the Degraded mode operating procedures utilising a qualified worker must be implemented as soon as practicable for trains departing Macdonaldtown stabling yard.

Note

When the ground based warning system is unavailable, trains required to depart the yard **prior** to the arrival of the Qualified Worker may do so with the driver sounding the 'town' whistle. This will continue for trains required to depart until a Qualified Worker attends the location.

Degraded mode operating procedures utilising a qualified worker

Once the qualified worker arrives on-site, the following procedures will apply when GBWS is in degraded mode.

Driver

1. Approximately 1 minute prior to scheduled departure time request the Guard and the qualified worker to commence checking procedure.
2. Await confirmation from the guard and the qualified worker, the departure procedure is complete.

Guard

3. Commence checking procedure when requested by the driver.
4. Make visual inspection of both sides of the train to ensure no one is on or about the train.
5. Use the guard's whistle to give one long, loud blast to warn anyone who may be in the Danger zone that the train is about to depart.
6. Tell the driver when the departure procedure has been completed.

Qualified worker

7. Go to a position adjacent to the leading crew compartment.
8. When told that train preparation is complete or the Driver has changed ends, check the first 4 cars on the left-hand side of the train
9. Give one long, loud whistle blast to warn anyone who may be in the Danger zone that the train is about to depart.

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10. Repeat the process for the right hand side of the train
11. Tell the Driver when both sides of the train have been checked and all is clear from any obstruction.
12. Contact the Signaller and request a proceed indication for the train to depart

Driver

13. Visually inspect the front of the train from the driver's cab window.
14. Confirm that the departure signal has a proceed indication, then perform inching movement prior to departure.
15 .Do not sound the whistle upon departure and proceed to the whistle sign and test the whistle as per procedures for normal GBWS operation.

Signallers at ROC - Illawarra Panel

The following procedures must be carried out by the Signallers at ROC - Illawarra Panel 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.

Trains departing Macdonaldtown Stabling Yard – GBWS Degraded

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.

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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.

Redfern (Access to Elstons Siding)

When rail traffic is required to traverse No. 650 points at Redfern and for movements within Elstons Siding, the following instructions will apply:

- An Incident Rail Commander and maintenance representatives from Signalling and Civil disciplines must be provided.
- 650 points and the intended route for rail traffic within Elstons Siding must be certified as fit for the movement.
- The Signaller must ensure that blocking facilities are applied to prevent any signal clearing that can provide access to 650 points. These blocking facilities must remain applied at all times until an assurance has been provided that 650 points are in the NORMAL position and are clipped, locked and spiked.

The Incident Rail Commander will be responsible for the following:

- Getting an assurance from the Signaller that blocking facilities are applied to prevent any signal clearing that can provide access to 650 points prior to 650 points being unclipped or spikes removed.
- Ensuring that the Maintenance Representatives have compiled an Infrastructure Booking Authority (IBA) certifying that the points and the route for the required movement are fit for use.
- Advising the Signaller prior to commencing and on completion of any movement using the points.
- Ensuring that the points are set and secured in the correct position for the movement.
- In conjunction with the Signaller, authorising the rail traffic to proceed.
- Ensuring that after the rail traffic has cleared the points, the points are restored to the NORMAL position, clipped, locked and spiked.
- Ensuring that the Infrastructure Booking Authority certifying the points in the Normal position has been completed.

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Central

Related documents

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

Effective date

11 April 2022

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