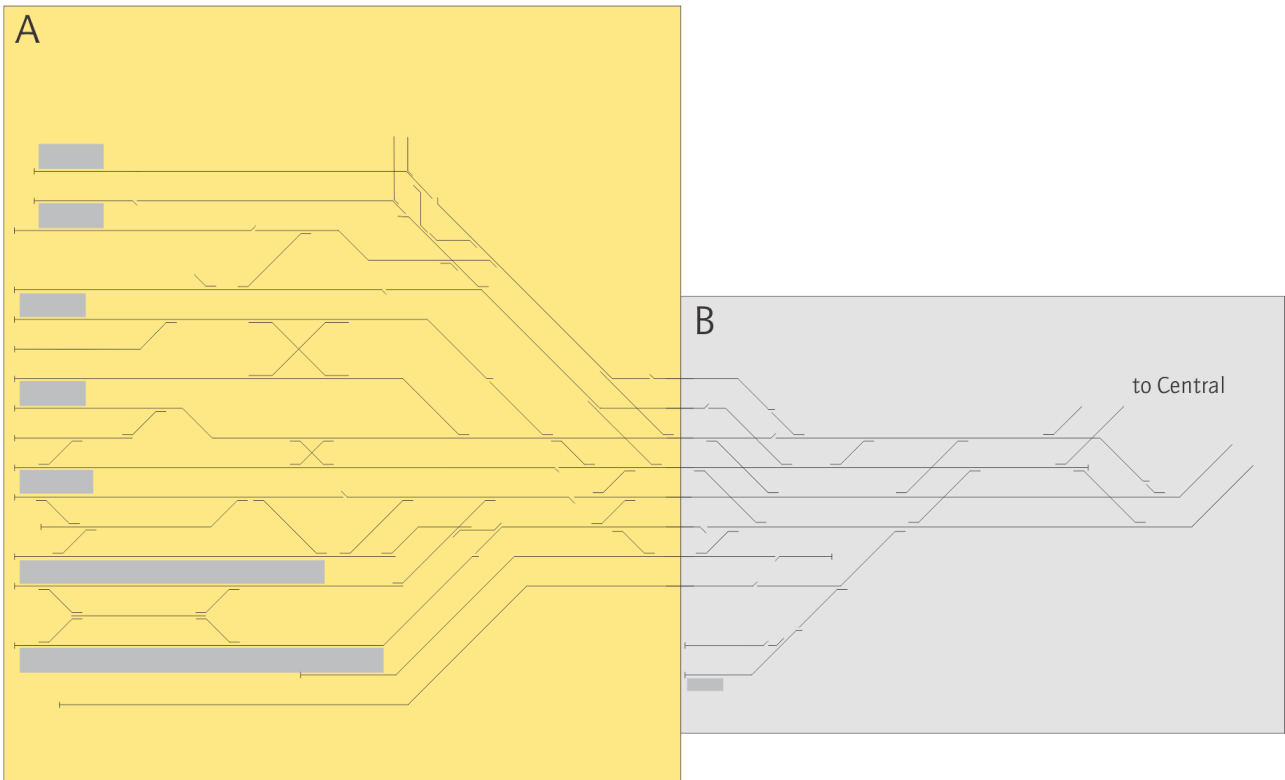


Sydney Terminal

Location

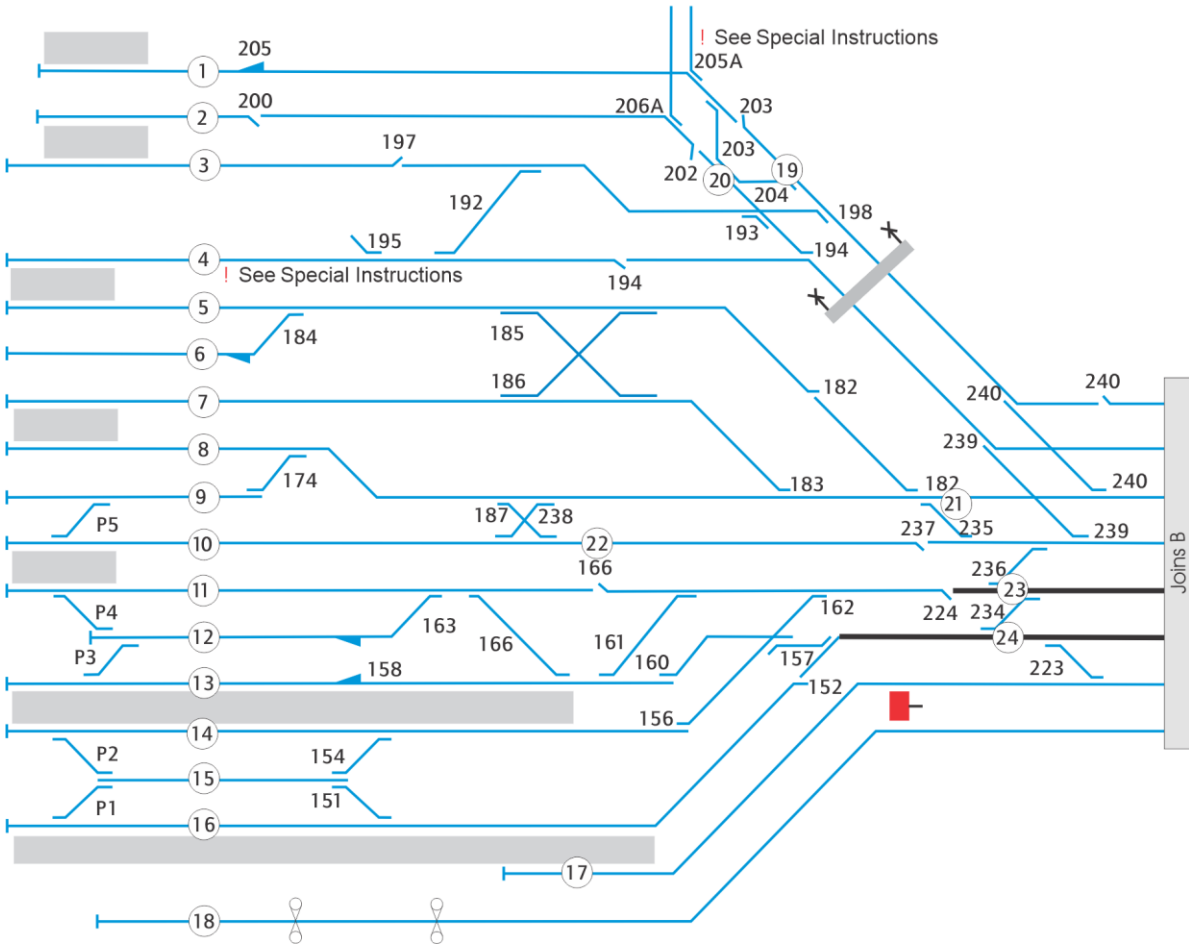
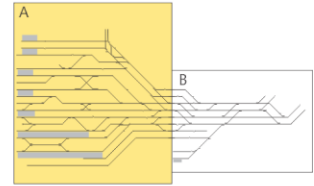
Sydney Terminal is at 0.000km.

Diagrams



Sydney Terminal

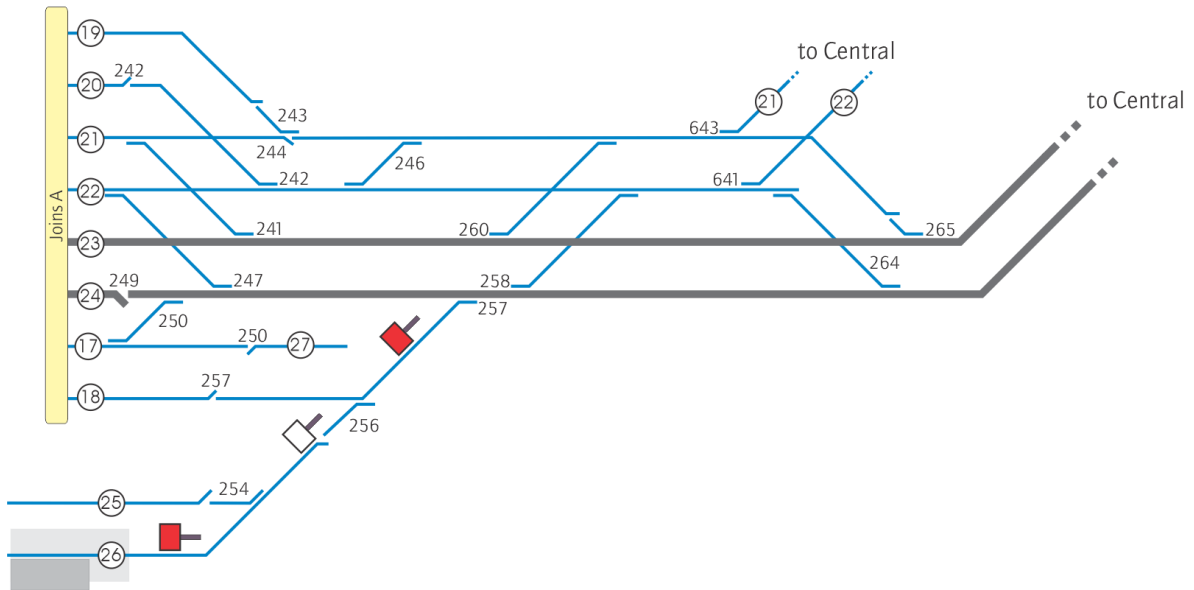
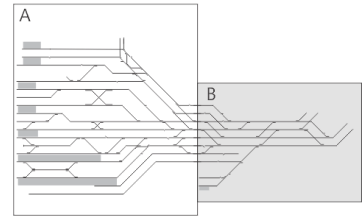
A



| Key | | | | | |
|-----|--|----|--|----|---|
| 1 | No 12 Platform road 246m to 204 points | 10 | No 5 Platform road 219m to 238 points | 18 | Powerhouse Museum siding 642m |
| 2 | No 11 Platform road 235m to 203 points | 11 | No 4 Platform road 219m to 224 points | 19 | Down Bankstown line from 211 points |
| 3 | No 10 Platform road 310m to 198 points | 12 | Middle road 3.4 139m | 20 | Up Bankstown line from 203 points |
| 4 | No 9 Platform road 250m to 194 points | 13 | No 3 Platform road 335m to 160 points | 21 | Down Suburban (Yard) line from 182 points |
| 5 | No 8 Platform road 233m to 182 points | 14 | No 2 Platform road 335m to 162 points | 22 | Up Suburban (Yard) line from 238 points |
| 6 | Middle road 7.8 208m | 15 | Middle road 1.2 82m | 23 | Down Main line from 236 points |
| 7 | No 7 Platform road 233m to 183 points | 16 | No 1 Platform road 375m to 234 points | 24 | Up Main line from 234 points |
| 8 | No 6 Platform road 201m to 182 points | 17 | Rail and Parcels Dock 84m to 223 points - 206m to 250 points | | |
| 9 | Middle road 5.6 195m | | | | |

Sydney Terminal

B



| Key | | | | | |
|-----|-------------------------------------|----|---------------------------|----|---|
| 17 | Rail and Parcels Dock to 250 points | 21 | Down Suburban (Yard) line | 25 | Regent Street siding 63m |
| 18 | Powerhouse Museum siding 642m | 22 | Up Suburban (Yard) line | 26 | Regent Street Platform road to 256 points |
| 19 | Down Bankstown line | 23 | Down Main line | 27 | Up Shunting Neck 37m |
| 20 | Up Bankstown line | 24 | Up Main line | | |

Network Control

Signaller at Rail Operations Centre (ROC) - Sydney Yard panel.

Yard Limits

Sydney Terminal is within Sydney yard limits.

Sydney Terminal



Location details

Interlocked points are operated from ROC.

- 0.000km Sydney Terminal. Platforms 1, 2 and 3, 4 and 5, 6 and 7, 8 and 9, 10 and 11, 12
- 0.445km Down electric train STOP sign on Up Shunting Neck
- 0.612km Up electric train STOP sign on Regent Street siding
- 0.634km Regent Street. Platform 1
- 0.648km Up END SIGNALLED AUTHORITY sign on Powerhouse Museum siding
- 0.665km Up electric train STOP sign on Powerhouse Museum siding
- ⤴ 0.473km Network Access Crossing

Level crossings

Nil

Special instructions



Warning

205A Point End is clipped, spiked and XL locked in the Reverse position and booked out of use.

206A Point End is clipped, spiked and XL locked in the Normal position and booked out of use.

Points 195A are permanently booked out of use, spiked, clipped, XL locked and detected in the normal position.

Points 185, 186 & 187 are spiked, clipped, XL locked and detected normal.

Xplorer and Endeavour trains

Because of their long bogie overhangs, Xplorer and Endeavour trains must not travel over points P1, P2, P3, P4, P5, 151 or 154 when these are in the REVERSE position.

Sydney Terminal

Departure of long trains

If a train is too long to stand clear before the departure signal at a platform, the Signaller must make sure that points in the route are locked in position, before the train departs.

Admitting trains to platform roads

Drivers of trains arriving at platforms Nos. 1 to 12 must bring their trains to a stand at the nominated stopping position, unless handsignalled to stop.

A yellow marking is provided on platforms Nos. 1, 2 and 3 to indicate to Drivers of locomotive-hauled trains where they are to bring the cabin of the leading locomotive to a stand.

Any further movement past the nominated stopping position at any platform after the train has stopped must be made only on the authority of the Yard Controller.

Amalgamating & Dividing Sydney Terminal

When a train is required to amalgamate or divide on the platform at Sydney Terminal. Prior to commencing the movement, the Qualified Worker directing the movement must contact the Yard Controller/Assistant Yard Controller, and request that the signals giving entry to, and departure from the nominated platform, be placed at STOP with blocking facilities applied.

The Yard Controller/Assistant Yard Controller must contact the Signaller, Sydney Yard panel, at ROC and request that the signals be placed at STOP with blocking facilities applied.

The Signaller must confirm with the Yard Controller/Assistant Yard Controller that the blocking facilities have been applied.

The Yard Controller/Assistant Yard Controller must tell the Qualified Worker controlling the movement that the blocking facilities are in place.

Once the movement is complete the Qualified Worker must tell the Yard Controller/Assistant Yard Controller that the movement is complete. The Yard Controller/Assistant Yard Controller must then tell the Signaller that blocking facilities are no longer required.

Tanking and Decanting

When protection is required to perform tanking and decanting, the Signaller and Qualified Worker requesting may apply protection arrangements in accordance with:

- NTR 432 Protection for activities associated with in-service rail traffic, or
- NWT 308 Absolute Signal Blocking.

Sydney Terminal

Powerhouse Museum siding



Warning

Vehicles must not be stabled between points 256 and the nearer gate.

Because the Powerhouse Museum siding is infrequently used, the Yard Controller must arrange, at least 48 hours in advance, for the siding to be certified not more than

8 hours before use.

For train movements to or from the siding:

- the train must be piloted, and
- all vehicles in the consist must have working airbrakes, and
- the airbrake must be continuous throughout the train.

Gate keys for the siding are available from the Powerhouse Museum Security Control room. The Security Control room can be contacted by phoning 9217 0506.

Because of the steep rising grade, trains must not be propelled from the siding to Down home SY94.

Related documents

NLA 100 Central

Effective date

31 December 2021