


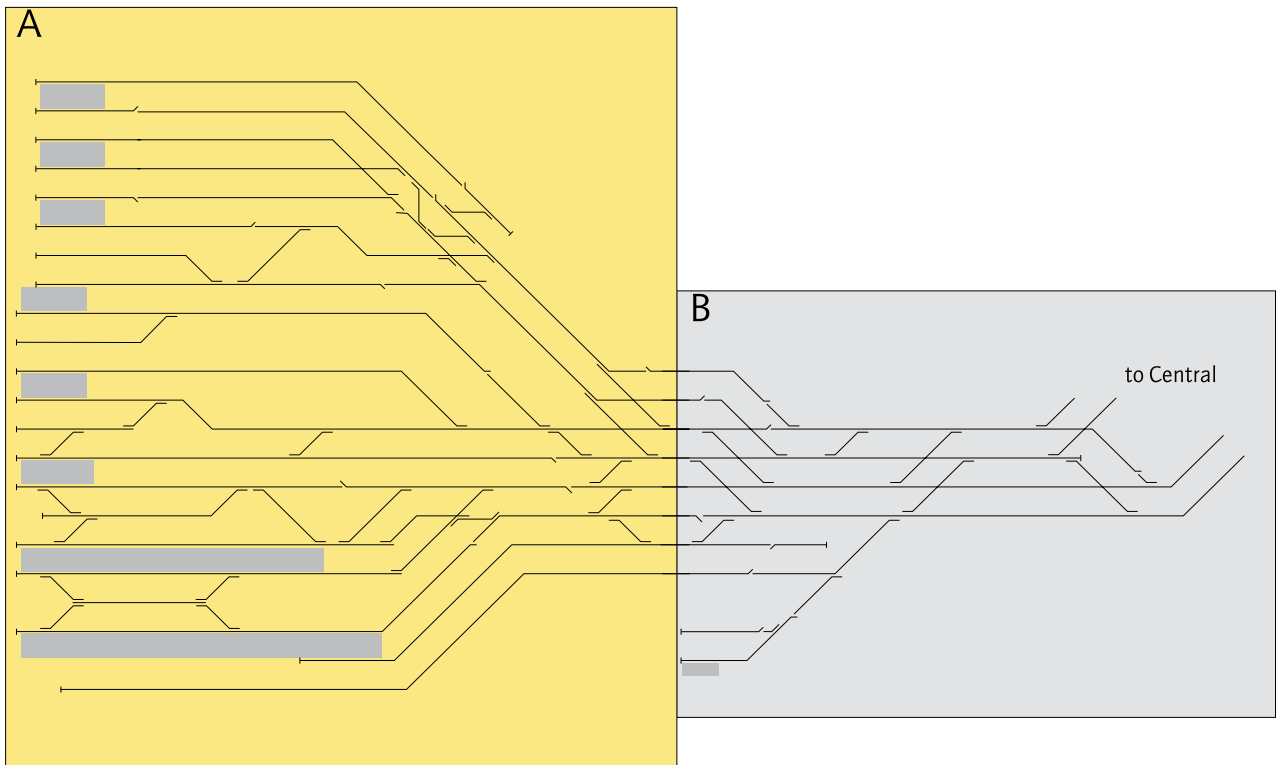
Sydney Terminal

Location

Sydney Terminal is at 0.000km.

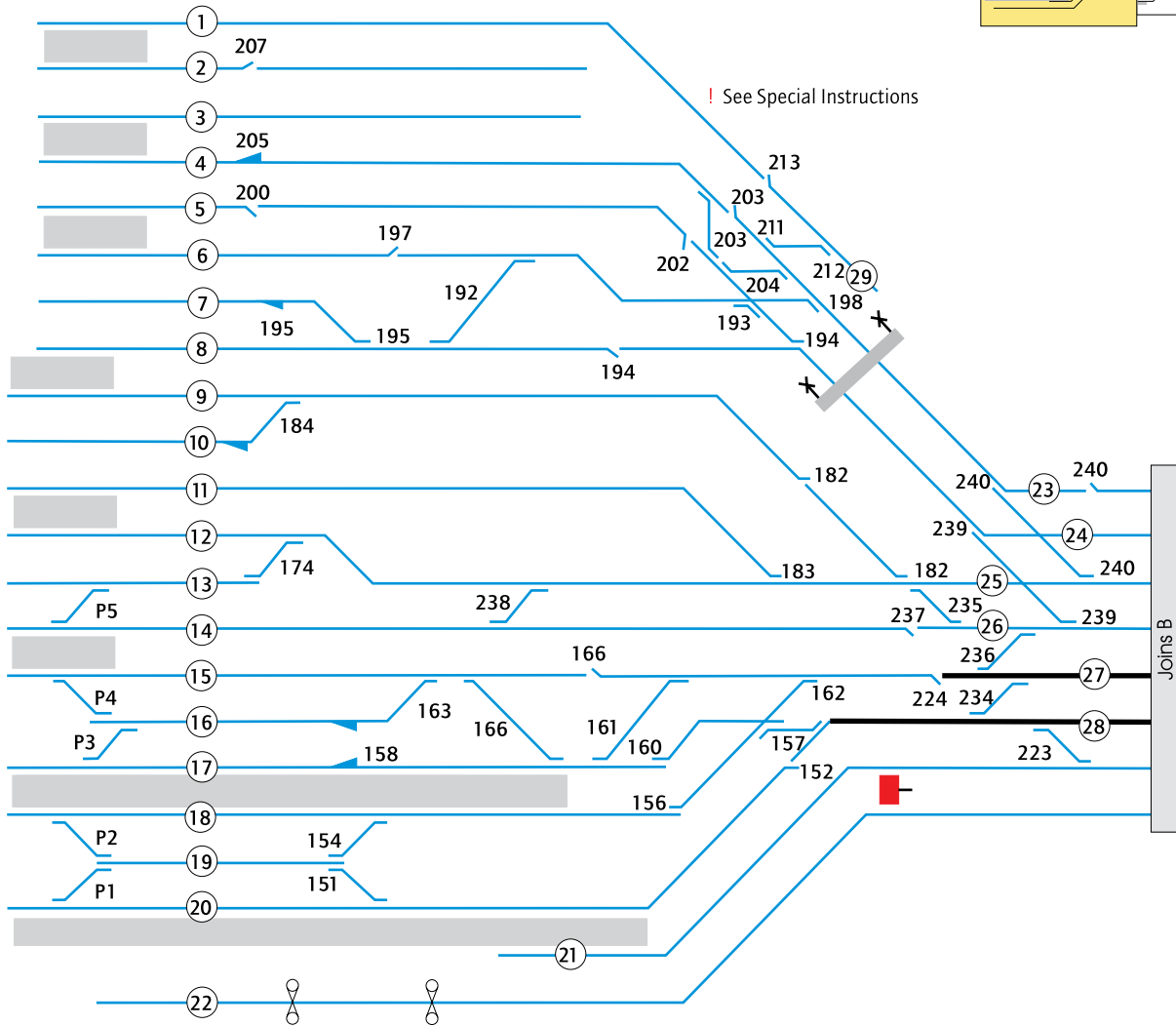
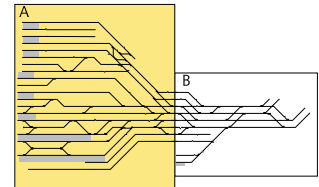
 WARNING: This location has narrow track clearances

Diagrams



Sydney Terminal

A

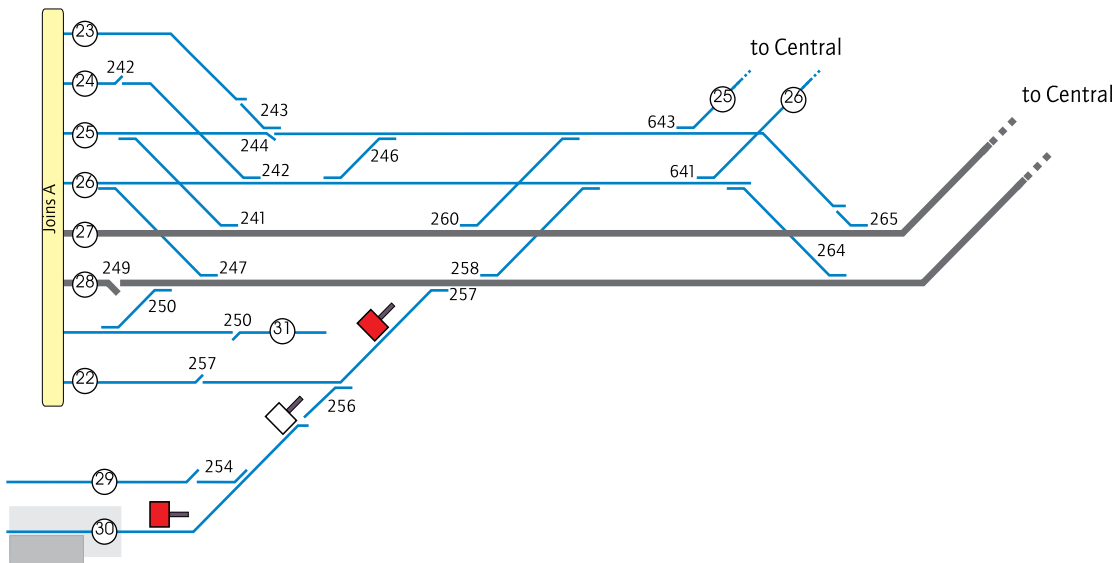
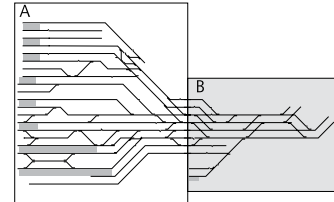


KEY

- | | | |
|--|----------------------------|---|
| 1 No 15 Platform road 210m (Permanently booked out of use pending removal) | 11 No 7 Platform road 233m | 21 Rail and Parcels Dock 84m to 223 points – 206m to 250 points |
| 2 No 14 Platform road 204m (Booked out of use Indefinitely) | 12 No 6 Platform road 201m | 22 Powerhouse Museum siding 642m |
| 3 No 13 Platform road 186m (Booked out of use Indefinitely) | 13 Locomotive road 195m | 23 Down Bankstown line |
| 4 No 12 Platform road 225m | 14 No 5 Platform road 219m | 24 Up Bankstown line |
| 5 No 11 Platform road 235m | 15 No 4 Platform road 219m | 25 Down Suburban (Yard) line |
| 6 No 10 Platform road 310m | 16 Locomotive road 139m | 26 Up Suburban (Yard) line |
| 7 Locomotive road 246m | 17 No 3 Platform road 335m | 27 Down Main line |
| 8 No 9 Platform road 250m | 18 No 2 Platform road 335m | 28 Up Main line |
| 9 No 8 Platform road 233m | 19 Locomotive road 82m | 29 Down Shunting Neck (Permanently booked out of use pending removal) |
| 10 Locomotive road 208m | 20 No 1 Platform road 375m | |

Sydney Terminal

B



KEY		
22 Powerhouse Museum siding 642m	26 Up Suburban (Yard) line	30 Regent Street Platform road 103m
23 Down Bankstown line	27 Down Main line	31 Up Shunting Neck 37m
24 Up Bankstown line	28 Up Main line	
25 Down Suburban (Yard) line	29 Regent Street siding 63m	

Network Control

Signaller at Homebush Control Centre (HCC) - Sydney Yard panel

Yard limits








Sydney Terminal is within Sydney yard limits.

Sydney Terminal



Location details

Interlocked points are operated from HCC - Sydney Yard panel.

-  0.000km Sydney Terminal. Platforms 1, 2 and 3, 4 and 5, 6 and 7, 8 and 9, 10 and 11, 12 and 13, 14 and 15
-  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

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.

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 14 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.

Tanking Procedures

Unless rail traffic needs to be excluded to perform tanking operations, the Signaller must speak with the Network Controller about the request to exclude rail traffic.

The Signaller and Protection Officer must ensure that rail traffic is prevented from entering the proposed work area by ensuring that:

- two consecutive controlled signals are set at STOP with blocking facilities applied, or
- an ESML handle is removed to exclude rail traffic, or

Sydney Terminal


- one controlled signal is set at STOP with blocking facilities applied, and
 - a set of points is secured to prevent access, or
 - an easily reached safe place is available and a Lookout is provided.

NOTE: If the Qualified Worker cannot see that the entire track between the protecting signal and the worksite is clear, the Qualified Worker must obtain an assurance from the Signaller that there are no approaching trains.

Before any work commences, the Protection Officer and Signaller must confirm that:

- the protecting signals are at STOP and blocking facilities have been applied, and
- the proposed work area is clear of rail traffic or rail traffic within the proposed work area has been prevented from moving by the placement of red flags to the Driver's work station, in accordance with SMS-06-SW-1586.

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.

Number 15 Platform Road and Down Shunting Neck

Number 15 Platform road and the Down Shunting Neck have been permanently booked out of use pending removal. Points leading to the Number 15 Platform road and Down Shunting Neck and have been clipped and locked with XL locks and spiked. The signal routes leading into the Number 15 Platform road and the Down Shunting Neck have also been permanently booked out of use.

Number 13 & 14 Platform Roads

Number 13 & 14 Platform Roads have been booked out of use. All points and signals giving access to the booked out portions of track have been booked out of use and have been XL locked and spiked. Temporary barriers have also been placed on the booked out portions of track.

Sydney Terminal

Related documents

NLA 100 Central

Effective date

22 October 2018