


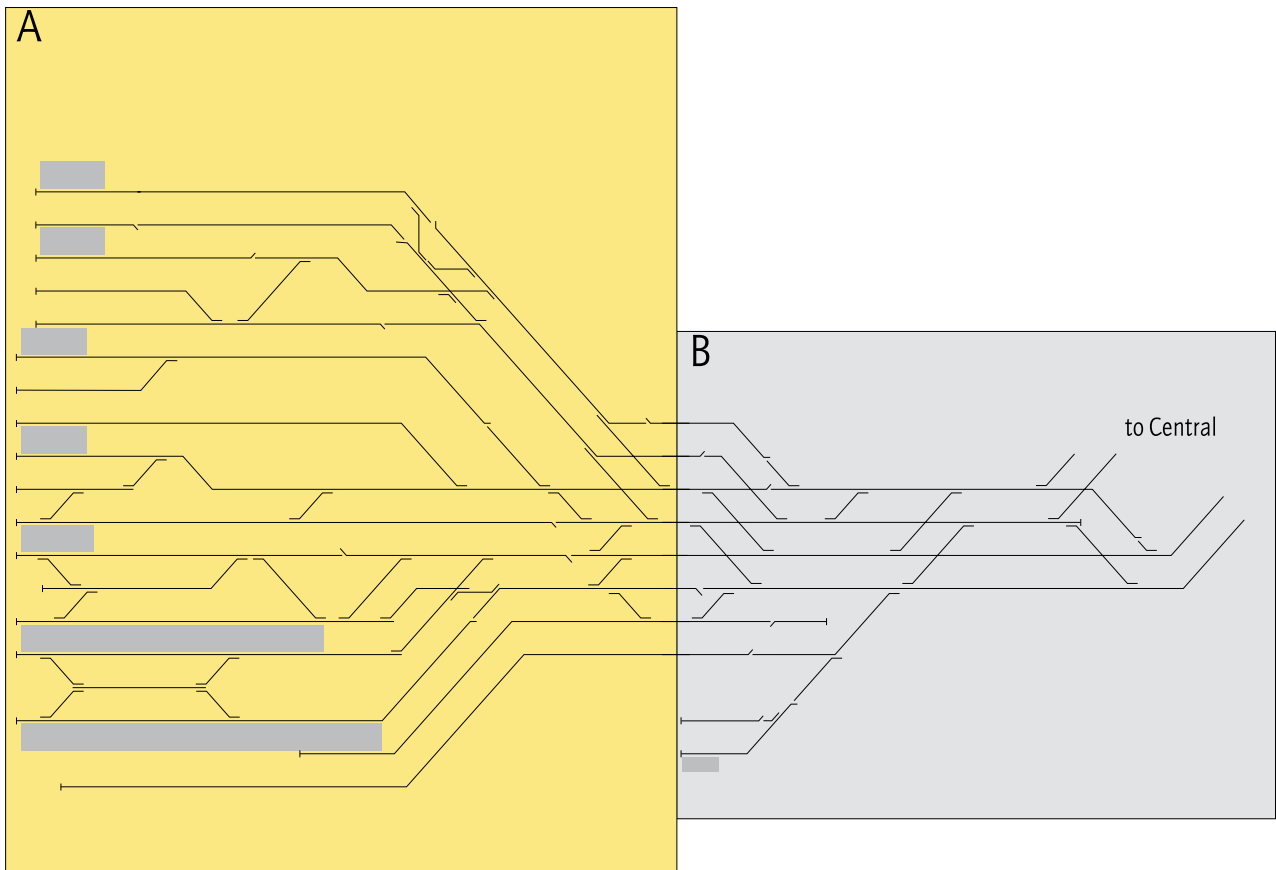
# Sydney Terminal

## Location

Sydney Terminal is at 0.000km.

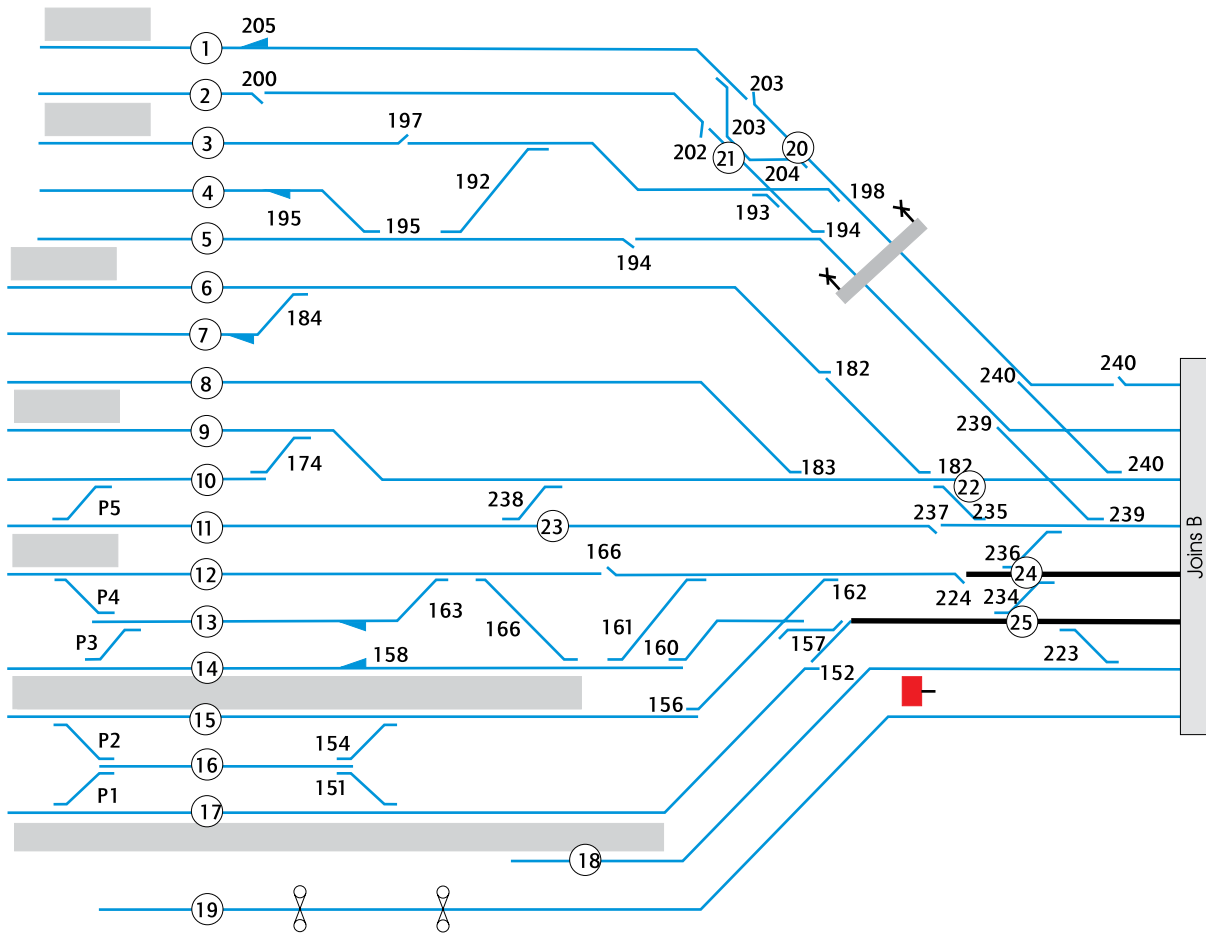
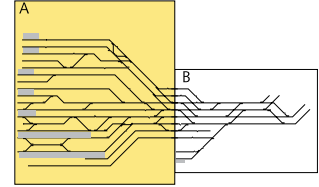
 **WARNING:** This location has narrow track clearances

## Diagrams



# Sydney Terminal

**A**

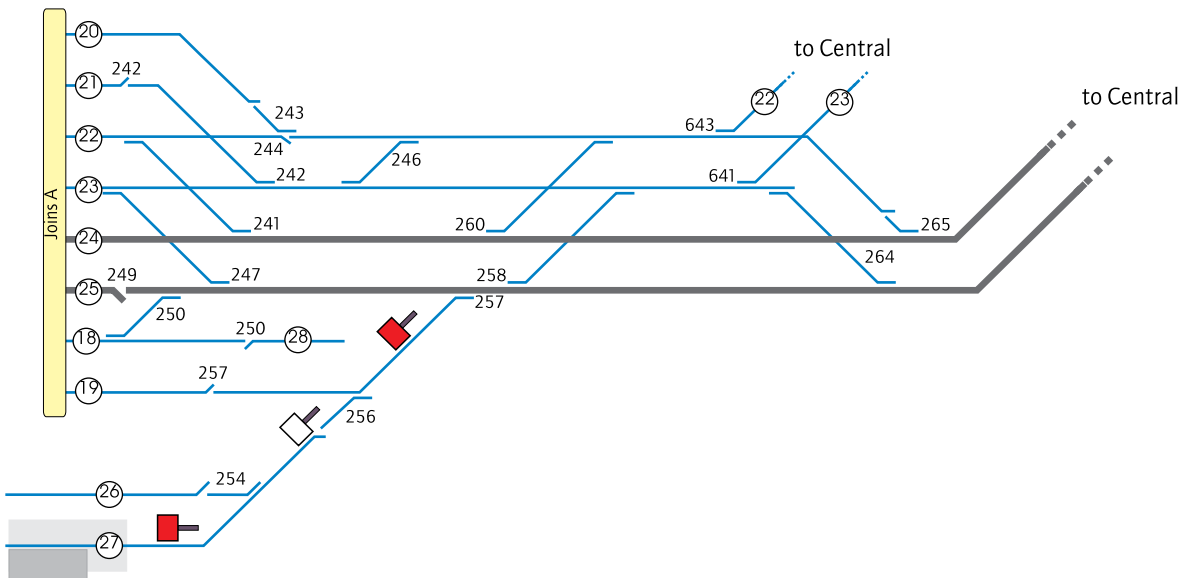
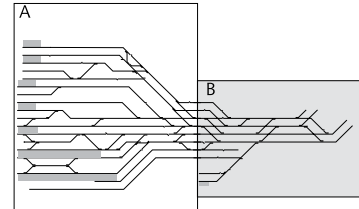


**KEY**

- |  |   |  |
|--|---|--|
| 1 No 12 Platform road 246m to 204 points | 10 Middle road 5.6 195m   | 19 Powerhouse Museum siding 642m             |
| 2 No 11 Platform road 235m to 203 points | 11 No 5 Platform road 219m to 238 points                        | 20 Down Bankstown line from 211 points       |
| 3 No 10 Platform road 310m to 198 points | 12 No 4 Platform road 219m to 224 points                        | 21 Up Bankstown line from 203 points         |
| 4 Middle road 9.10 187m to 195B derailer | 13 Middle road 3.4 139m   | 22 Down Suburban (Yard) line from 182 points |
| 5 No 9 Platform road 250m to 194 points  | 14 No 3 Platform road 335m to 160 points                        | 23 Up Suburban (Yard) line from 238 points   |
| 6 No 8 Platform road 233m to 182 points  | 15 No 2 Platform road 335m to 162 points                        | 24 Down Main line from 236 points            |
| 7 Middle road 7.8 208m                   | 16 Middle road 1.2 82m  | 25 Up Main line from 234 points              |
| 8 No 7 Platform road 233m to 183 points  | 17 No 1 Platform road 375m to 234 points                        |  |
| 9 No 6 Platform road 201m to 182 points  | 18 Rail and Parcels Dock 84m to 223 points – 206m to 250 points |  |

# Sydney Terminal

**B**



KEY					
18	Rail and Parcels Dock to 250 points	22	Down Suburban (Yard) line	26	Regent Street siding 63m
19	Powerhouse Museum siding 642m	23	Up Suburban (Yard) line	27	Regent Street Platform road 103m to 254 points
20	Down Bankstown line	24	Down Main line	28	Up Shunting Neck 37m
21	Up Bankstown line	25	Up Main line		

## 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
-  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 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.

## Sydney Terminal

### 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 Homebush Control Centre 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 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
- 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.

## Sydney Terminal

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### 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.

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### Related documents

*NLA 100 Central*

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### Effective date

31 May 2019