

Central

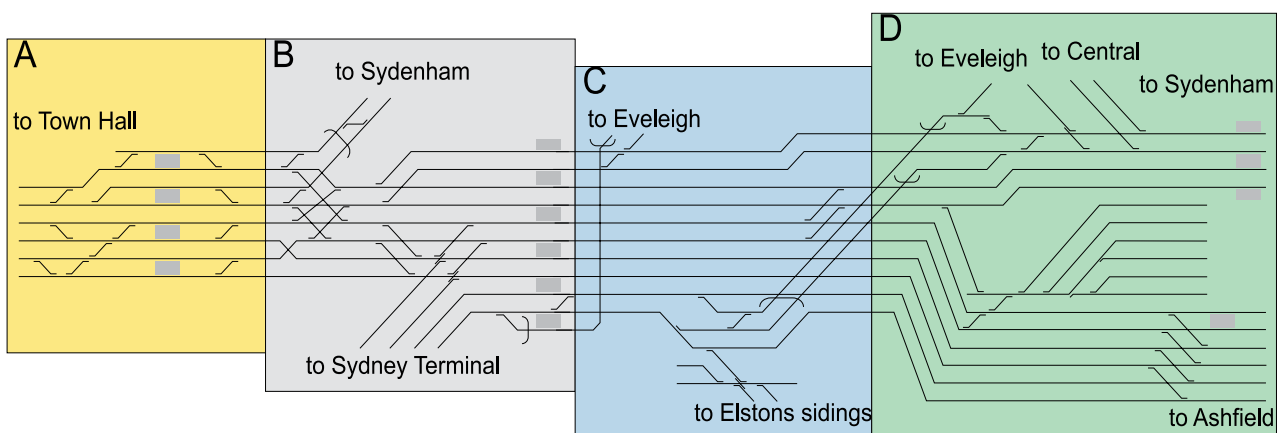
Location

This unit includes:

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

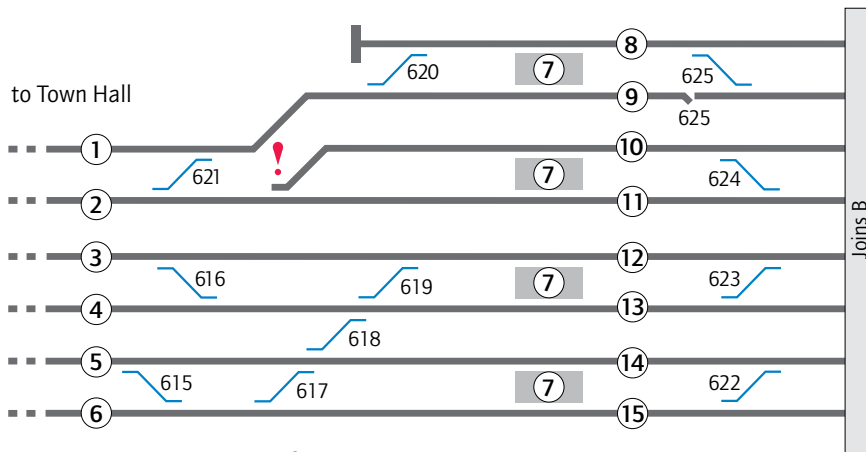
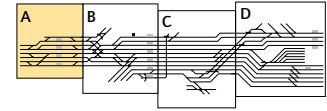
Network Local Appendices for Central–Hornsby, North Sydney, Erskineville–Bondi Junction, City Circle, Sydney Terminal and Eveleigh describe the parts of Sydney Yard that are not described in this unit.

Diagrams



Central

A



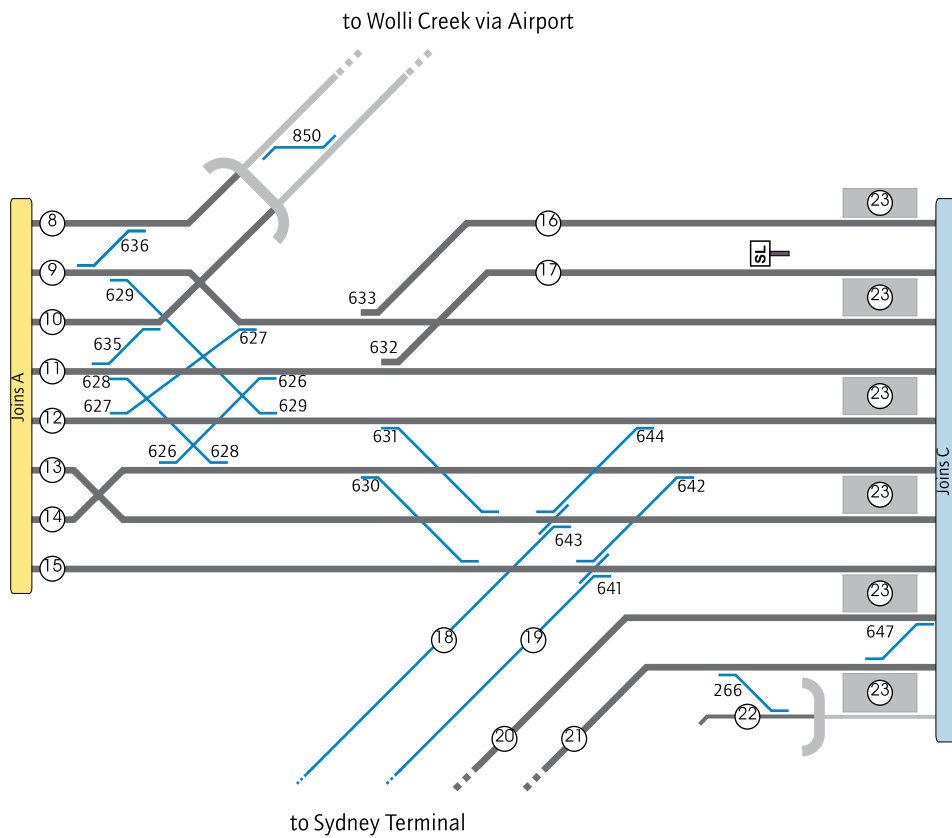
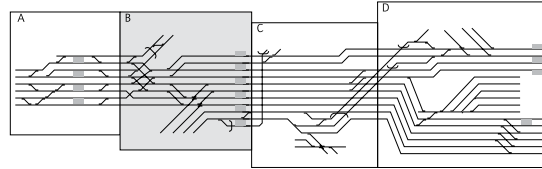
! See Special instructions

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

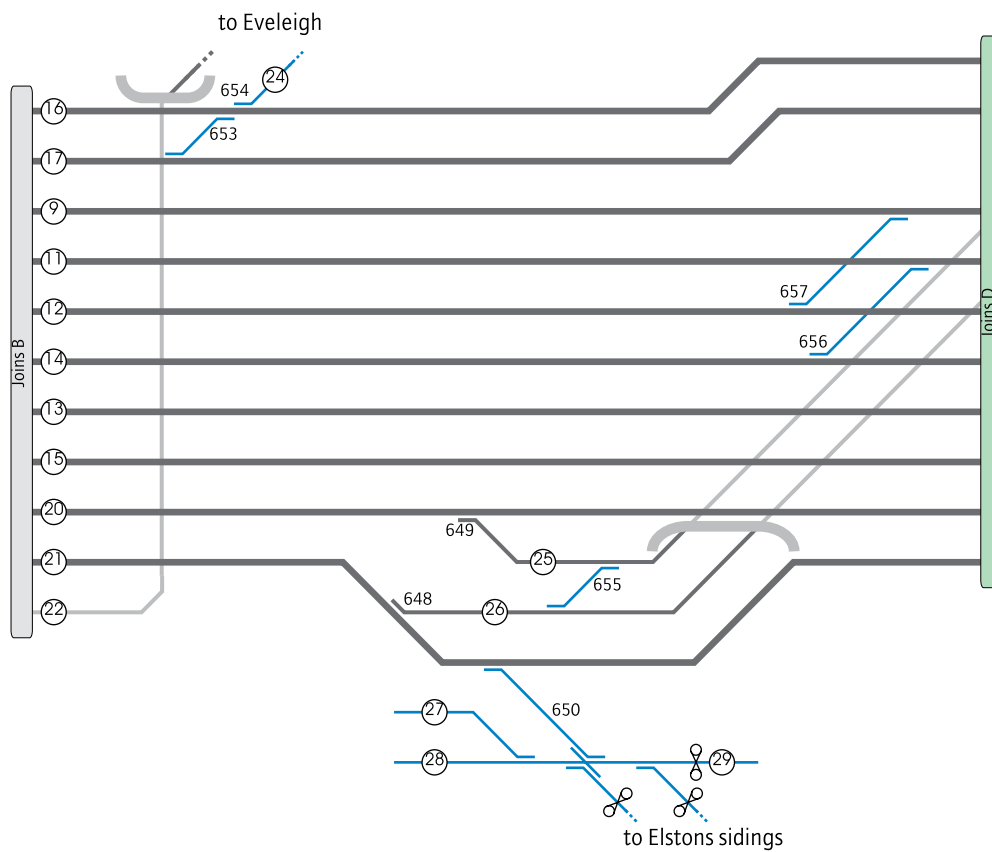
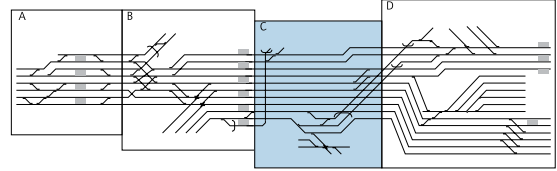


KEY

- | | | |
|-----------------------------|------------------------------|-------------------|
| 8 Down Airport line | 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 | |

Central

C

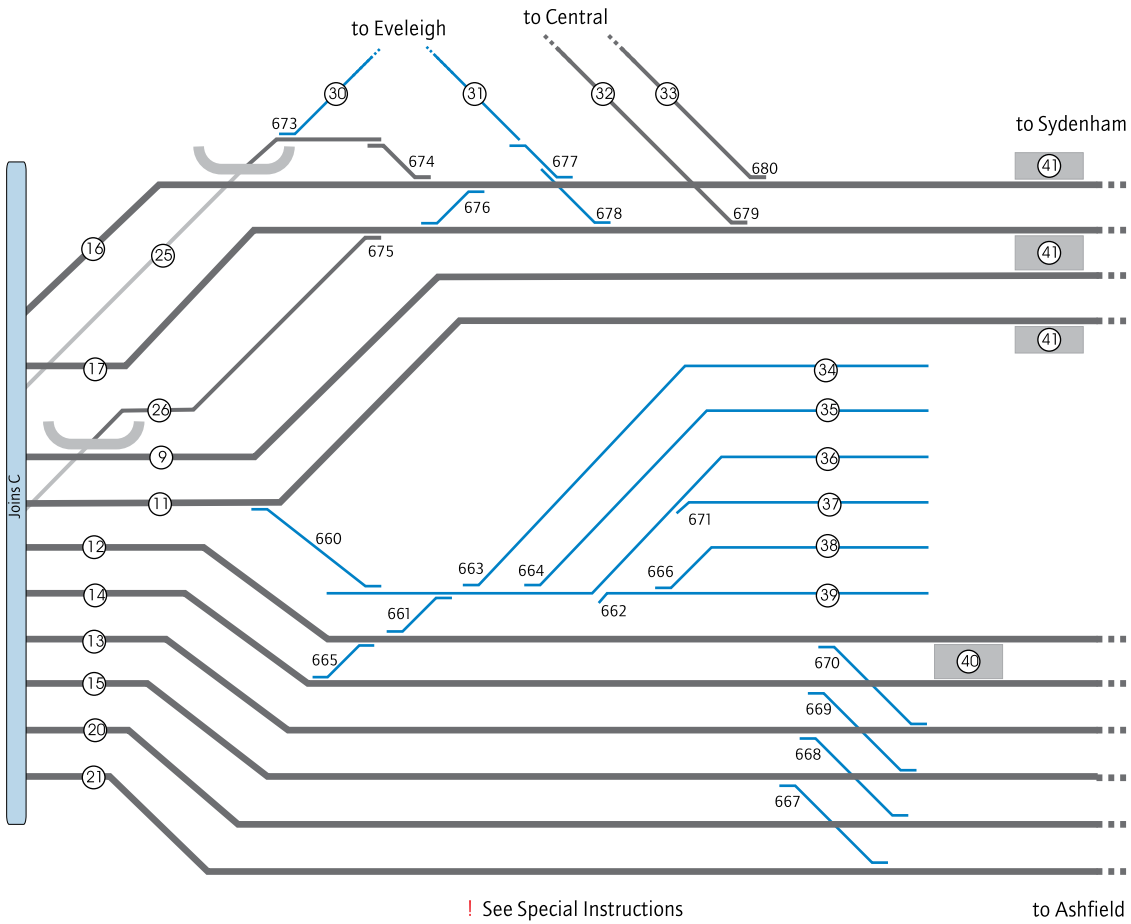
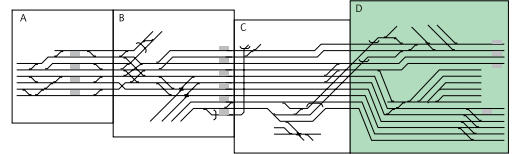


KEY

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

Central

Network Control

Signaller at Rail Operations Centre (ROC) - Sydney East Panels

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 Down 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

Location details



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

- 0.000km Central. Platforms 16 and 17, 18 and 19, 20 and 21, 22 and 23
- ! Catch points 625 are usually closed
- ⊕ 1.184km Up SHUNT LIMIT sign on 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. Platform 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.

Central

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.

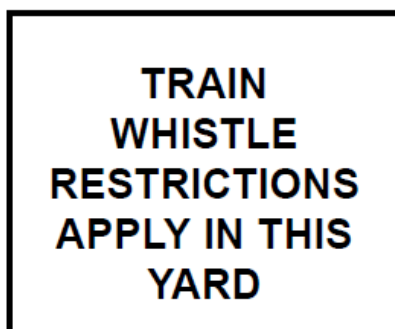


Fig 1.
Black text on a white background.
These signs are located in the shed.



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

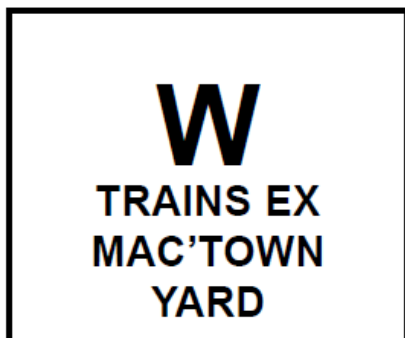


Fig 3.
Black text on a white background. These signs are located on the Up Local Line and Up Illawarra Local Line at 1.415km.

Maintenance Window Local Possession Authority (LPA)

During Maintenance Window LPA's (MW31, MW32, MW33 & MW34), a worksite may be established within 500 metres of the LPA limit for maintenance activities, inspections and testing if:

- a set of points can be secured to prevent access to the portion of track, or
- a Work On Track Authority adjoining the LPA limit is authorised, or
- Lookout Working is established in accordance with NWT 310 *Lookout Working*.

⚠ WARNING: Worksites with associated rail traffic must not be established within 500 metres of an LPA limit unless a TOA adjoining the LPA limit has been authorised.

Points that are clipped and locked to protect a Maintenance Window LPA may be unclipped in accordance with NSG 616 *Precautions during signalling equipment testing*.

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*
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Effective date

17 August 2019