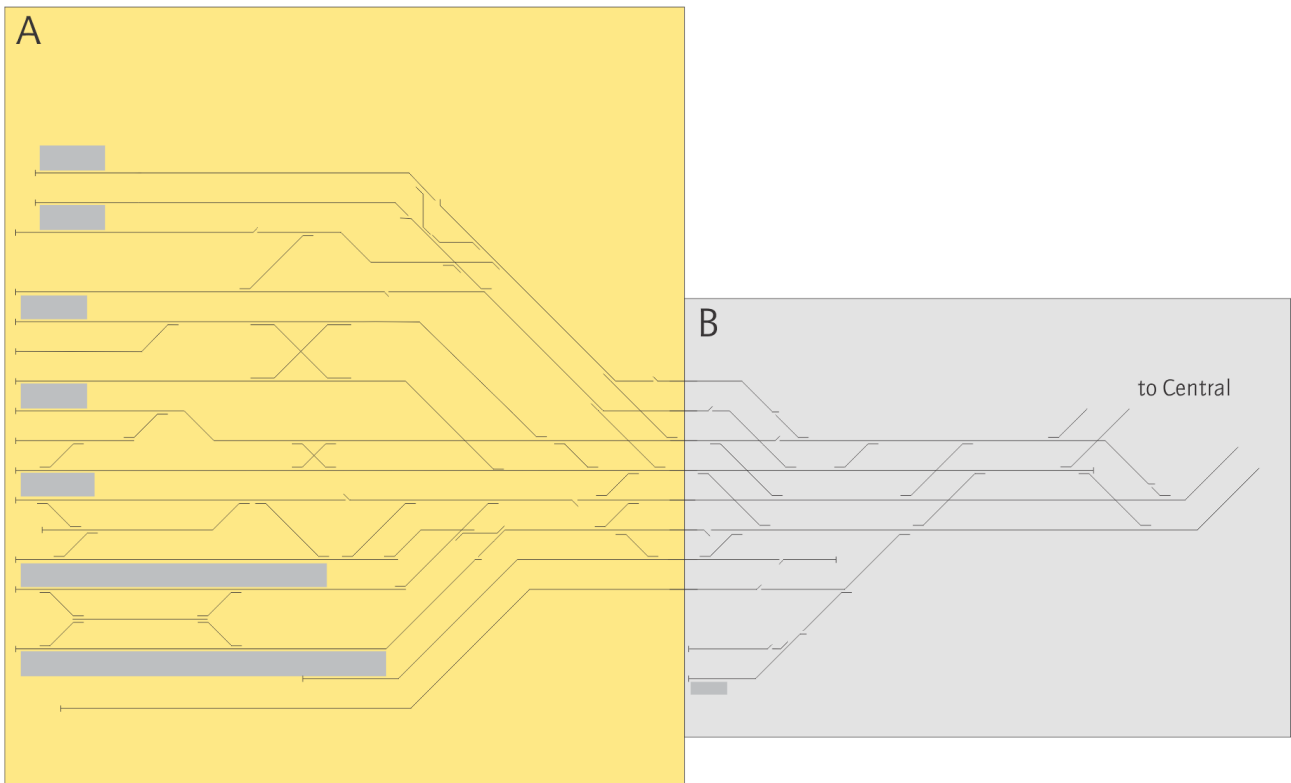


# Sydney Terminal

## Location

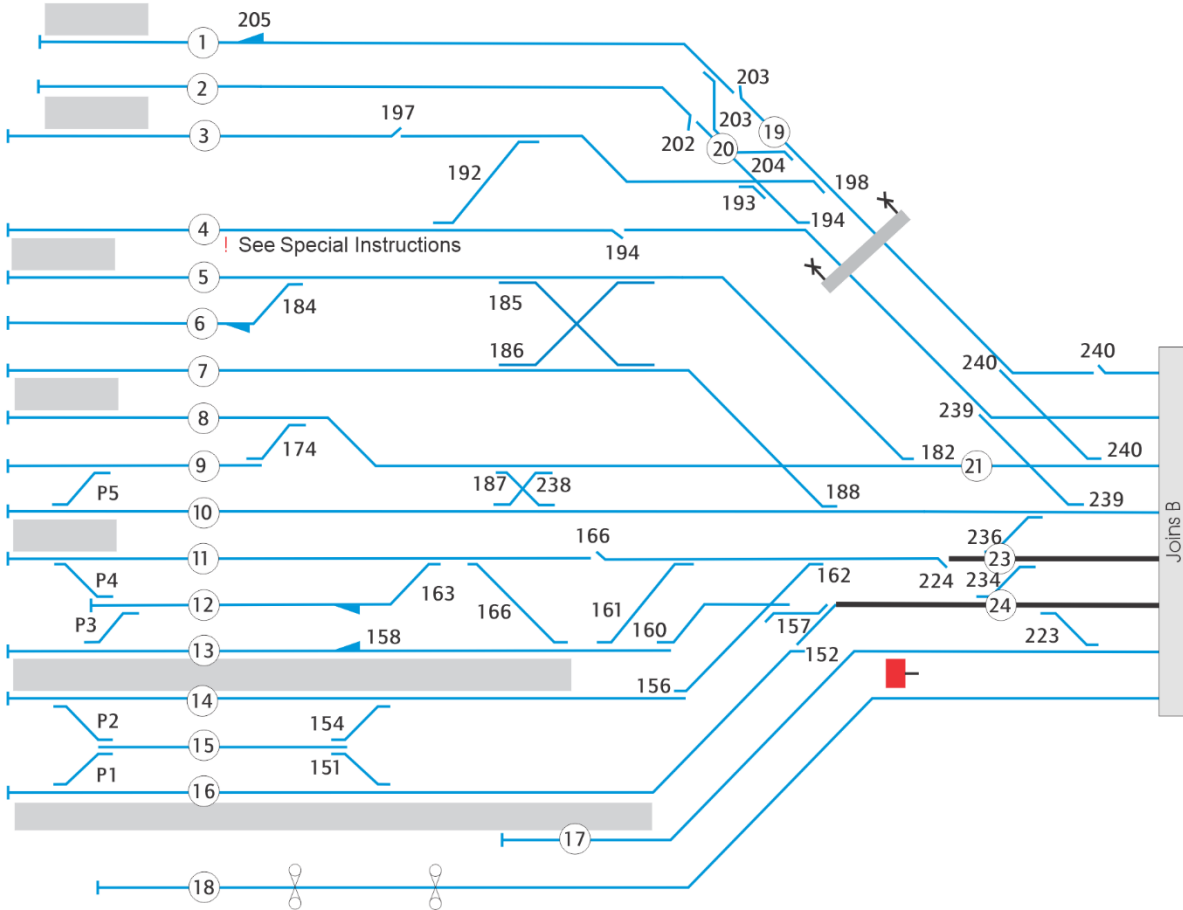
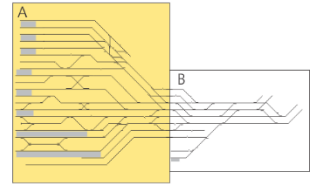
Sydney Terminal is at 0.000km.

## Diagrams



# Sydney Terminal

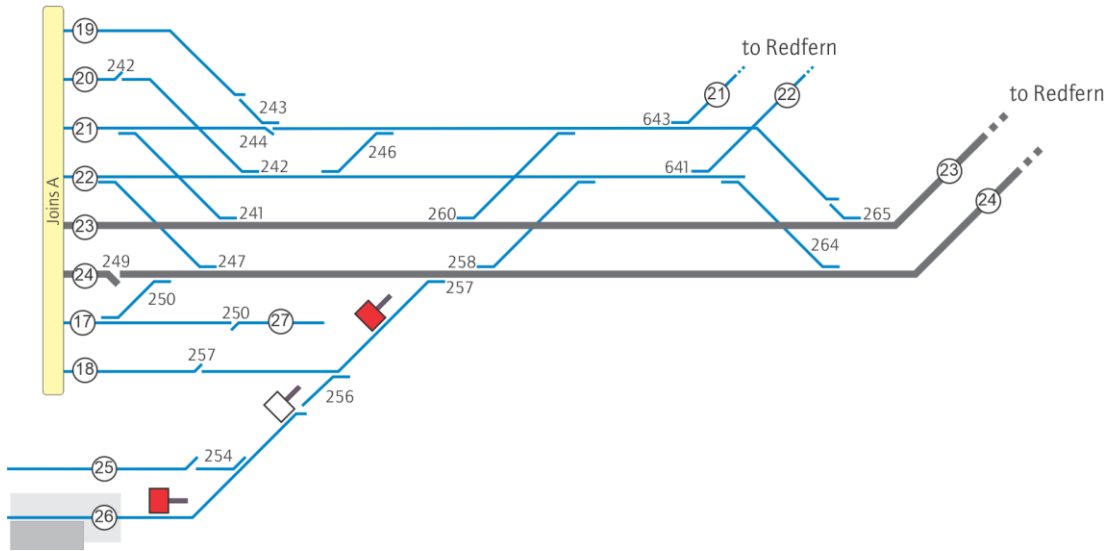
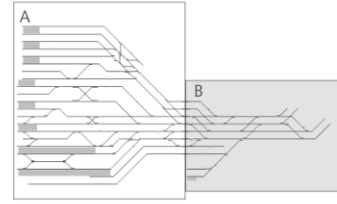
**A**



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

# 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

### 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 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.

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### Related documents

*NLA 100 Central*

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### Effective date

12 February 2024