

City & Southwest



Sydney Metro Trains Facility South at Marrickville, which will be used to stable up to 16 metro trains, is a hive of construction activity as workers prepare for the start of passenger services in 2024.

Sydney Metro Trains Facility South works powering ahead

Construction highlights

The trains facility at Marrickville will be used for stabling, cleaning and performing light maintenance on the new Sydney Metro driverless trains needed to service the 66-kilometre line from Tallawong to Bankstown.

Construction of the administration building, maintenance facilities and the stabling yard for up to 16 trains is well underway.

Work to build the Sydney Metro Trains Facility South is being delivered by a team of more than 500 construction professionals working for Systems Connect, an unincorporated joint venture of CPB Contractors and UGL Limited.

Construction of the facility began in May 2021. It will be fully operational for the commencement of Sydney Metro City & Southwest passenger services in 2024.

The trains facility is close to the southern dive of the twin 15.5 km tunnels between Marrickville and Chatswood. By the end of construction at Marrickville workers will have:

- Laid 9 new tracks using over 7.8 kilometres of rail
- Installed 1.4 kilometres of overhead wiring and 1.6 kilometres of electrical cabling, to energise the new stabling and maintenance facility
- Laid 18,000 tonnes of rock ballast to form the trackbed to support the rail, help with water drainage and prevent vegetation growth
- Laid 5,500 sleepers to keep the rail tracks in place that is equivalent to the weight of almost 300 African elephants!

The expanded metro will transform Sydney, delivering more trains and faster services for customers across the network.

Work to expand the Sydney Metro Trains Facility at Rouse Hill, where heavy maintenance will be carried out, is nearing completion.

Track construction in the twin tunnels between Sydenham and Waterloo has been completed.

More than 6 kilometres of track in the twin tunnels between the southern dive at Marrickville and Waterloo Station has been fully installed.

First, 120 metre-long Australian steel rails were laid out on each side of the tunnels before about 8,500 concrete sleepers were carried down and carefully placed in position.

Next, a machine with powerful hydraulic arms lifted the rails onto the sleepers while workers clipped them into place.

Finally, the track was lifted and precisely aligned before concrete was pumped under and around the sleepers to permanently lock the new track into place.

The concrete was delivered deep into the tunnels using mixers and pumps mounted on rail wagons.



In the final stage of construction, the track is raised with jacks and precisely aligned before being permanently locked into position using a hi-tech formulation of concrete.



The concrete is delivered deep into the twin tunnels using specially equipped wagons before being pumped into place under and around the track sleepers.

What other construction work is required in the tunnels?

Completion of track construction in the twin tunnels means that specialised rail-mounted wagons can be brought in to begin installation of the permanent services required to operate driverless metro trains.

Mechanical and electrical fit-out of the tunnels includes all the things needed to turn the tunnels and tracks into a working railway, such as fire mains, walkways, cable trays and brackets to support high and low voltage cabling, signalling and communication systems.

Six month lookahead

Activity (subject to change)	January	February	March	April	May	June
Construction of train facility buildings	•	•	•			
Construction of stabling yard tracks	•	•	•	•	•	•
Installation overhead wiring structures		•	•			
Construction of water treatment plant		•	•	•	•	•
Construction of tunnel dive building	•	•	•	•	•	•
Tunnels mechanical & electrical fitout	•	•	•	•	•	•

Contact us

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