



The brand-new Marrickville stabling yard and maintenance facility accommodates up to 19 metro driverless trains

Construction completed at Sydney Metro Trains Facility South

Construction of Sydney Metro Trains Facility South (SMTF South) is finished, with a brand-new stabling yard and maintenance facility delivered in time for City & Southwest passenger services to start mid-year.

Over the last three years, more than 2,000 people have worked more than half a million hours to complete the construction of SMTF South. The Marrickville facility will be used for stabling, cleaning and light maintenance of a fleet of new driverless trains needed to service the new City & Southwest line and includes:

- Stabling yard accommodating up to 19 metro trains
- Maintenance workshop and cleaning bays

- Administration, security and fire pump buildings
- Water treatment plant
- Covered store building, and
- Employee and visitor car parking

Once operational, Sydney Metro City & Southwest will provide a seamless journey for customers between Tallawong and Sydenham. Services through to Bankstown will start in 2025 following the upgrade and conversion of the T3 Line to metro standards.



In just over 12 months, nine new tracks were laid using Australian rail steel



The Administration Building will support operations

Did you know?

To complete construction at Marrickville, workers have:

- Laid 9 new tracks using over 7.8 kilometres of Australian rail steel
- Installed 1.4 kilometres of overhead wiring
- Installed 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



Train testing at SMTF S



Metro train travelling from the Southern Dive on its way to Sydenham

Finish line in sight for testing program

After more than a year of intensive testing and commissioning (T&C) of the city section of the Sydney Metro City & Southwest project – including the twin tunnels, trains, and stations – the end is in sight for the T&C program.

All 45 trains in the combined metro fleet have now completed journeys across the full Metro North West Line and new City section. The performance of each train has been closely monitored, while replicating the turn-up-and-go metro timetable of a train every four minutes during peak periods.

Since the rigorous testing and commissioning program started in late April 2023, more than 9,000 hours of a total of 11,000 hours of testing have been completed along the 51-kilometre line between Tallawong and Sydenham.

This has included extensive noise and vibration testing inside the trains and new tunnels.

Testing continues at each of the City section stations, which include six brand new stations as well as new dedicated metro platforms at Central and Sydenham.



The new water treatment plant combines sustainable outcomes with excellence in construction

Sustainable water harvesting and recycling

After 12 months of hard work, construction of a brand-new water treatment plant, located within the Sydney Metro Trains Facility South site, is complete.

The state-of-the-art water treatment and storage facility uses active carbon technologies to treat and recycle groundwater, making it 100% self sufficient for all non-drinking water needs.

Groundwater pumped from locations throughout the 31 kilometres of new metro tunnels will be treated and recycled onsite, ensuring only clean, fresh water is released into the nearby Cooks River from the Marrickville facility.

Rainwater will be collected from the large buildings on site and stored in tanks ready for operational uses, such as garden irrigation and train cleaning.

