First tram testing

The first tram was tested on our tracks during February, signalling another exciting milestone for the CBD and South East Light Rail.

Travelling out of the new Randwick Stabling Yard, the tram continued along Alison Road, giving us the first look at Sydney's new Citadis X05 in action.

The testing and commissioning is not just of the tram and its systems but also an opportunity to test tracks, overhead wires and signalling systems. Testing will continue across a number of stages over the coming months. Night-time testing will involve operating at low speeds, which will gradually increase over time. Emergency braking will also be tested in this period and with the arrival of each new tram.

As we move on to day-time testing, we will introduce traffic signalling and gradually remove construction fencing and barriers.

Initial testing will be conducted by certified drivers from Alstom, who are responsible for the systems installation and testing. New driver training will commence in the second half of 2018.

Testing and commissioning is a normal industry practice. It allows our engineers and technicians to monitor the vehicles’ performance, and electrical systems for a period of time to ensure all functions meet safety requirements prior to operations.

With more vehicles due to arrive in Sydney in coming months, the team will test both single vehicles (33m) and vehicles operating as coupled sets (67m). In later stages of testing, the team will also test the vehicles with a simulated full load of 450 passengers.

Alstom’s Citadis X05 provides the latest technology and features. Passenger comfort is very important and the new trams will have air conditioning, high windows, double doors and an accessible, low-floor design.

The trams will have on-board CCTV and passenger intercoms to contact the driver in the case of an emergency and a door obstacle detection system which ensures the safety of boarding and alighting passengers.
Due to the size of the intersection and the amount of track being installed through this location 600m³ of concrete was poured to install the track slab.

January 2017

In 2017 we took advantage of the summer holiday period to lay the foundations for track through the intersection.

This included installing the conduits that will power the new light rail, upgrading and relocating utilities, and preparing the base slab for the new CBD and South East track.

In 2018 work started in the intersection after Christmas and New Year, on 1 January, and was completed by 28 January.

6 January 2018

A track turnout now connects the CBD and South East Light Rail line from George Street to the Inner West Light Rail line on Hay Street through this intersection, allowing vehicles to travel along the Inner West Light Rail line for maintenance at the Lilyfield depot.

8 January 2018

For more information: sydneylightrail.com.au
With the track slab complete, track was delivered to site. The track through the intersection includes two turnouts, a diamond crossing and an H-crossing.

By 5 January 2018, we had prepared the foundations for the new track through the intersection. In this location, the Inner West Light Rail tracks will continue across Hay Street, crossing the CBD and South East Light Rail tracks continuing down George Street.

With track complete through the intersection, finishing work included reinstatement of the Inner West Light Rail track, installation of poles and wires for light rail catenary, storm water work, and reinstatement of the road and footpaths on all sides of the intersection.

For more information: sydneylightrail.com.au
Uncovering the old Ship Inn

At the end of January we had an interesting historic find at the corner of Alfred and Pitt Streets, where excavation uncovered the foundations of the old Ship Inn pub, just in front of the current Ship Inn pub. The building was only in place from around 1865 to 1904 (39 years), before it was moved back to make way for Sydney’s original tramway.

Artefacts from the site were taken to Moore Park for cleaning, assessment and analysis.

The sandstone blocks will be progressively removed and we are looking at ways to reuse them.

The heritage find will be carefully recorded, artefacts will be dated and the items will be excavated to make way for the new light rail terminus.

Thames twist to Aboriginal artefacts

Heritage experts who located 32,000 stone items and fragments at the Randwick Stabling Yard have uncovered a fascinating insight into colonial Sydney and the ingenuity of the area’s local Aboriginal people.

These artefacts were discovered in 2016 following extensive sampling and archaeological investigation of the site. This was conducted in accordance with planning conditions and carried out in collaboration with the project’s Aboriginal stakeholders.

A GML Heritage analysis found the site was probably used by Aboriginal people to make stone tools, while a chemical analysis carried out last year has revealed the stones were made from a type of flint likely originating from a surprising location – the banks of London’s River Thames.

Working with Sydney Living Museums, it was discovered the same type of stones were also found on the site of the first Government House and historical records reveal this type of flint was routinely used as ballast in 18th and early 19th century convict transport ships.

Some of this ballast was then likely discarded on arrival in Sydney – and it’s thought local Aboriginal people used the opportunity to experiment with a new material.

Contact details

Enquiries: projects@transport.nsw.gov.au
TfNSW Project Information Line: 1800 684 490
24hr Construction Response Line: 1800 775 465

For more information about the transport projects transforming Sydney CBD go to www.mysydneycbd.com.au

Project website: www.sydneylightrail.com.au
Follow on Twitter @mysydney
Follow Sydney Light Rail on Facebook at www.facebook.com/SydneyLightRailProject

For more information: sydneylightrail.com.au