



Work to clear the Chatswood construction site of machinery and equipment is underway with landscaping to start later this year.

Building work nears completion

After six years of work at the northern dive of the twin Sydney Metro City & Southwest tunnels, construction at the Chatswood site is now entering its final phase.

The next exciting chapter begins

Construction at Chatswood to join the Metro North West Line with the new Sydney Metro City & Southwest has now been completed.

The joining of the tracks and overhead wires of the Metro North West with those leading down into the new tunnels of the City & Southwest line is the culmination of two years of intensive construction involving over 500 workers.

The connection of the two lines means that when passenger services begin in 2024, metro trains will travel from Tallawong to Chatswood on to Crows Nest and Victoria Cross, then beneath Sydney Harbour to Barangaroo, and through the Sydney CBD to Sydenham.

Workers are now completing the five storey northern dive services building, which sits directly above the tracks.

With 29 kilometres of cables laid in the services building and 100 major items of equipment installed, workers have begun applying architectural finishes to the structure.

New stations and faster travel times

In 2024, customers travelling from Chatswood Station will have faster rail travel times and new destinations including:

- **3 minutes to Crows Nest Station**
- **6 minutes to Victoria Cross Station**
- **9 minutes to Barangaroo Station**
- **11 minutes to Martin Place Station**
- **13 minutes to Pitt Street Station**
- **15 minutes to Central Station.**

By 2030, Sydney will have a network of four metro lines, 46 stations, and 113km of new metro rail.



The overhead wire being installed in the tunnels beneath Sydney Harbour.



Metro trains are now being tested in the twin 15.5 kilometre tunnels.

How are the metro trains powered?

The driverless metro trains get their traction power via an overhead wire mounted above the centre of the tracks.

The 31 kilometres of tunnels and seven underground stations between Chatswood and Sydenham are fed by six substations that convert a 33,000 Volt incoming supply from Ausgrid into lower voltages, including the 1500 Volts DC used to power the electric trains.

To slow down, the trains use a hi-tech braking system that returns some power back into the rail network, reducing the amount of electricity needed for each train to operate.

The tunnels and stations are ventilated by 72 large ventilation fans which circulate fresh air.

Train testing under way

The first train crossed onto the new Sydney Metro City & Southwest Line at Chatswood in the early hours of Friday April 21.

Metro trains are now being tested throughout the 15.5-kilometre twin metro railway tunnels between Chatswood and Sydenham.

The first stage of testing is at low speed, with trains manually driven at a maximum speed of 25kms per hour.



One of the giant ventilation fans being installed above the twin tunnels.

Six-month lookahead

Activity (subject to change)	June	July	Aug	Sept	Oct	Nov
1 Train testing through the tunnels and stations	●	●	●	●	●	●
2 Mechanical & electrical tunnels commissioning	●	●	●			
3 Tunnel cross passages commissioning	●	●	●			
4 Tunnel ventilation system commissioning	●	●	●			
5 Northern dive services building fit-out	●	●	●			
6 Frank Channon Walk shared path installation		●	●	●		

Have your say

If you have any questions or would like more information please contact our project team:

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