

act

news

SUMMER 1988



IT'S A REAL MONEY MAKER

The Royal Mint is one of the oldest manufacturing institutions in the United Kingdom, tracing its history back well over 1,000 years.

Although the Royal Mint's prime responsibility is for the design, production and distribution of UK coinage, its reputation for quality and reliability is such that in 1987 it minted coins for over 100 countries, exporting two-thirds of its production. Much of this cargo is carried

by sea freight in 20-foot containers under the strictest security conditions.

Total overseas sales in 1987 were £46 million and member Lines of the ACT Group are very much involved in the transportation of the coins – ACT(A) to Australia and New Zealand; BLC to the Far East; EHCL to South Africa and Harrison Line to the Caribbean, Latin America and East Africa.

Last year the Royal Mint won its fourth

On April 1st, 1975 the Mint was established as a Government Trading Fund and since then has been managed as a commercial enterprise (operationally very similar to a government owned company) and has consistently achieved a high level of profitability.

As well as producing ordinary circulating coin and coinage blanks for many countries, the Royal Mint manufactures special proof and uncirculated quality



Total overseas sales by the Royal Mint in 1987 were £46 million when it minted coins for over 100 countries, winning its fourth Queen's Award for Export Achievement. In the photograph (left) is a set of Jamaican proof coins, while on the right is a Hong Kong gold coin "hot off the press".



Melting, rolling and blanking is carried out in the Furnace Area where temperatures of 750 degrees Centigrade for bronze and 900 degrees Centigrade for cupro nickel are reached.

Queen's Award for Export Achievement to add to those which it received in 1966, 1973 and 1977.

The Royal Mint is known to have undertaken overseas business as long ago as 1325-26 for the Duchy of Aquitaine, but it was not until the 1920s and 30s that its export business blossomed with orders from such countries as Bulgaria, Estonia, Guatemala, Iraq, Poland and even the Soviet Union. Interrupted only by the 1939-45 war, its export business has steadily expanded.

This increase in export business and the introduction of decimal coinage in the United Kingdom necessitated additional premises. A new mint was constructed on a 30-acre site in Llantrisant in the Vale of Glamorgan (not far from Cardiff) in South Wales and the first coins were struck in the new mint in 1968.

coin in gold, silver and base metals; military and civilian decorations and medals; commemorative medals for governments, learned societies and private companies; royal and official seals; and tokens.

Among the ancient traditions of the Royal Mint is supplying the Royal Maundy money distributed by Her Majesty The Queen annually on Maundy Thursday.

One of the highlights of 1987 was the launch in October of the new bullion coin "Britannia", containing one ounce of fine gold, with a face value of £100. Smaller versions are also available containing 1/2, 1/4 and 1/10 ounce, with face values of £50, £25 and £10 respectively. This issue enables the Mint to maximise the use of the new precious metal unit opened in 1986.

Our Cover

The process of turning blanks into coins at the Royal Mint is carried out by sophisticated equipment with vigorous control of coin quality. After final inspection the coins are counted into bags by a "telling" machine, the bags labelled and then transferred to the stronghold ready for despatch. Our cover shows coins being emptied from a drum on their way into the counting machine.



A pair of dies, produced in relief from an electrotype copy of an artist's plaster model, and some hand tools. Since the beginning of this century hand-engraving of original coinage dies has been largely superseded by the use of the reducing machine.

The master of the Mint is a post held ex-officio by the Chancellor of the Exchequer, who takes a keen interest in its operations. He visits the Mint from time to time as do many other personalities and high government officials from the UK and many overseas countries.

Since the 16th century Britain's coins have shown a realistic portrait of the Sovereign, rather than the stylised portrait which had served hitherto. From the 17th century it has also been the tradition for each new monarch to face the opposite way from his or her predecessor, that is, one monarch faces left, the next right, and so on.

The 17th century saw another major development when machinery was introduced to replace the primitive method of coining money with a hammer. This came about in 1662 when Blondeau persuaded Charles II to allow the new machinery to be installed.

IMPORT DUTIES

Then in 1666 all charges for coining were abolished, with expenses for the Mint being met by special import duties on wines, spirits and beer. The Master of the Mint was placed on a salary and he in turn entered into a contract with the Mint workmen.

By the end of the 17th century the general condition of coin in circulation was extremely poor; the coins, many of which had been struck a century earlier, were underweight because of wear and clip-page – the deliberate removal of small quantities of material which could be sold as bullion. At a time when value was proportional to weight, this led to a certain lack of confidence in the use of coin.

Partly for these reasons, there was a general recoinage between 1696 and 1698 when the machines proved their worth. So much coin was needed that some temporary subsidiary mints were established, although the bulk of the work was done at the Tower of London.

CUSTOM-BUILT

In 1811 the Royal Mint moved to new custom-built premises on nearby Tower Hill, and the closure of production there in 1975 brought to an end over 1,000 years of uninterrupted minting in London.

However, there is one annual event that continues to take place in London. It is the Trial of Pyx, which is an examination by a jury completely independent of the Royal Mint to ascertain that the gold, silver and cupro-nickel coins made by the Mint are of the proper weight, diameter and composition. This colourful event is held by the Goldsmiths' Company of the City of London at their Livery Hall.

This is one more example of the great care taken by the Royal Mint to ensure that its product is of the highest quality and continues to be the best in the world.



A view of the Coin Press Room at the Royal Mint's Llantrisant (Wales) premises. While machinery has more and more taken over the basic manufacturing functions, strict quality control is maintained by human inspection.



Two Harrison Line containers loading at the Royal Mint. In the foreground is the large Heaton Coining Press which has been sited at Llantrisant as a reminder of the important part that the machine has played in the Mint's history. These presses with their large and distinctive flywheels were the mainstay of coining production for 50 years.



Checking the paperwork before a container leaves the Royal Mint are Tony Swann (right), until recently Shipping Manager of the Royal Mint, and David Hope, Sales Executive of Harrison Line.

ON ITS WAY TO SEEK THE SUN

EHCL often receives requests to carry a wide-ranging variety of items to a number of different destinations. It was recently asked by Achilles International Freight Forwarders to ship a 40-foot boat to Las Palmas in the Canary Islands and, as usual, the Line was happy to oblige.

The very popular Sunseeker motor launch, which was built in Poole, Dorset, this year, weighs 10½ tonnes, is 12.2 metres long by 2.95 metres wide and 3.87 metres high. It is powered by two Caterpillar engines and costs about £140,000.

The boat was shipped on the Nedlloyd Rotterdam, one of the Conference vessels, and was loaded in Southampton on a special trailer. It is shown ready to go up the ramp of the vessel for the trip to the Canary Islands.



BEN/EHCL Entertain Cork Customers



Pictured at the function are (left photograph left to right) Terry Jones, Managing Director of CAS; Mrs. Phil Shanahan and Gerry Shanahan of T.J. Carolan & Son Ltd.; and Kevin Breen, Manager of CAS, Cork; and at right (left to right) Tom Kelleher and Mrs. Phil Kelleher of Henkel (Ireland) Ltd.; and Mrs. Sheila Wilson and Mr. Jerry Wilson of EHCL.

A dinner party was held in Cork, Ireland, recently for customers of Ben Line Containers Limited and Ellerman Harrison Container Line Limited, hosted by Container Agencies & Shipping Limited (CAS), the Lines' agents in the Irish Republic.

As a considerable number of BLC and EHCL major supporters are situated in the South of the Republic, the venue chosen was the highly acclaimed Arbutus

Lodge Hotel in Cork.

Visitors from the UK included John MacKinnon of BLC; Jerry Wilson and Barry Collins of EHCL; and Bob Tookey of Killick Martin & Co. Ltd., Ben Line's principal UK agents.

The proprietor of the Arbutus put his restaurant at the disposal of the CAS party for the evening (and morning) and after what all agreed was an outstanding meal, the group of customers and their

wives were enthusiastically entertained by the abundance of talented guests, who displayed their considerable dancing and singing ability in true Irish fashion.

Mr. Patrick Keenan, General Manager of the Cork Harbour Commissioners, in his after-dinner speech complimented BLC and EHCL for the quality of service they provide to Irish importers and exporters.

"ACT News" is published quarterly on behalf of Associated Container Transportation Limited (ACT) comprising Ben Line Container Holdings Limited, Blue Star Line Limited, The Cunard Steam-Ship Company plc; Ellerman Lines plc and Harrison Line, by RG Public Relations, 13-19 Curtain Road, London EC2A 3LT (Tel: (01) 368-6674), Editor: Robert Guggenheimer. Typeset by Nibs Inc. Ltd., Chiltern House, Oxford Road, Aylesbury HP19 3EQ and printed by Print Trade Services Limited, 7 Griffin Lane, Aylesbury, Bucks.



Pop Art to New Zealand

A retrospective exhibition of the works of the "Father Figure of Pop Art", Richard Hamilton, is to be held in New Zealand over the coming year and the valuable prints are being carried there by ACT(A).

The Company is one of the official sponsors of the New Zealand tour of these originals of this very popular British artist who "invented" the term Pop Art, which derived from one of his paintings done in the 1950s in which those words were used. Later pop artists, such as David Hockney, have acknowledged their debt to Mr. Hamilton.

The exhibition is being loaned by Waddington Graphics of London, who are Richard Hamilton's agents, and over the years they have shown his work in their galleries.

The packaging was done by Rees Martin Art Services, who specialise in packing and shipping exhibitions of contemporary art. RMAS constructed ten special cases to protect the Richard Hamilton collection during its shipment to New Zealand and during its tour in that country.



One of Richard Hamilton's most recent etchings, "Bronze by Gold", is inspected before being loaded into one of the cases by (left to right) Rees Martin, Managing Director of RMAS; Dennis Hurrell, Cargo Care Manager of ACT Services; and Peter Goldsmith, ACT(A) Sales Representative.

Off to Australia for a Summer Launch



Peugeot's "Car of the Year (1988)" is on its way to Australia for a July launch there. Although the dramatic worldwide television advertising film for the vehicle, the 405, was made down under last year, showing it going through a burning cane field, the car has not yet been placed on sale in that country.

The 1.9 litre SRi Peugeot 405, assembled in Coventry, England, is being carried to Australia by ACT(A) and the order was placed by GEFCO UK Limited, who distribute all Peugeot and Citroen products throughout Europe for the dealer network and are responsible for international transportation of parts and accessories.

NZ SHIPPERS' PARTY ON 'QE2'



A group of some 100 customers attended a party given aboard the "QE2" when she stopped over at Auckland, New Zealand, hosted by Blueport ACT (NZ) Limited, ACT(A)'s agents there. "QE2's" Master, Captain Alan Bennell, helped host the party and an address was given by Alexander Macintosh, Chairman of ACT(A). Pictured are (left to right) Brian Waghorn of New Zealand Steel Limited; Mike McKenzie and John Corner of Affco Exports Limited; and Darrell Irvine, Marketing Services Manager of Blueport ACT (NZ) Limited.

STOWED AND BLOCKED

The car was loaded into an ACT container at the premises of Lloyd's Cargo Services at West Thurrock, near Tilbury, where the 405 was carefully stowed and blocked to ensure its safe arrival for the summer launch in Sydney.

The 405 has been named "Car of the Year (1988)" by European motoring correspondents and it received the highest number of points ever awarded for this accolade since its inception. Peugeot is in the process of expanding its 405 range and a diesel and turbo diesel variants are presently being introduced in the UK and Europe.

In the photograph, the Peugeot 405, ready for loading, is inspected by (left to right) Walter Marshall, Southern Region Sales Manager of ACT(A); Frank Lloyd, Chairman of Lloyd's Cargo Services; and Ray French, General Manager, South-East, of ACT Services.

When it was 'Down the Hatch' with

The Harrison Line ship, "Politician", was wrecked off the remote Hebridean Island of Eriskay during World War II in 1941 with more than a quarter of a million bottles of whisky aboard. The islanders, who had not had a dram in weeks because of wartime shortages, could

scarcely believe their luck and eagerly salvaged the precious cargo, thwarting the intervention of mainland police and Customs.

The incident inspired Sir Compton MacKenzie's hilarious novel, "Whisky Galore", which was later made into a

famous film.

On February 4th this year the first pub was opened on Eriskay and it was named "Politician" after the Harrison Line ship. The Line's Group Marketing Manager, Barry McIlveen, was there for the opening and the following is his story:

By Barry McIlveen

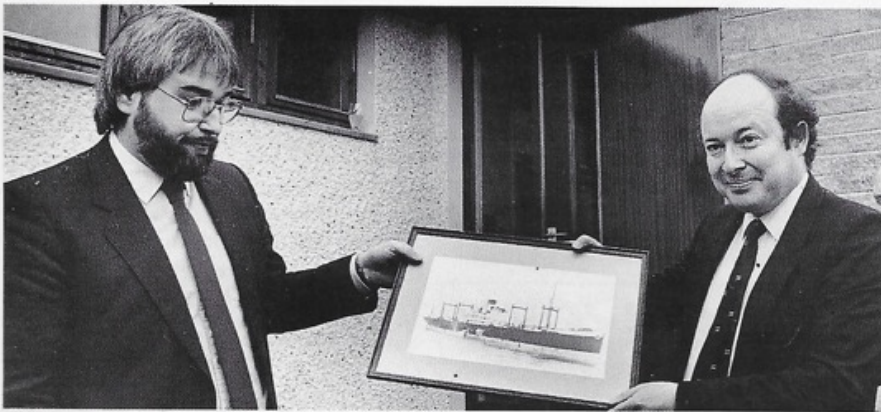
As Willie MacVicar's taxi came over the rise, there in front of us was the rugged outline of Eriskay silhouetted against the bright sky beyond. We had started our journey three quarters of an hour earlier on Benbecula, crossed the causeway to South Uist and then followed the winding ribbon of a single track road down the length of the island.

I had been told to rendezvous with Donald Campbell, who would take me across the sound, and we found him tinkering with his boat at the little jetty. "Och, it can be rough out there," he told me, "but not today." It was incredibly fine weather for early February. There was barely a ripple on the sea and rays of sunshine burst through the cloud picking out the houses on the island, the church and the jetty on the other side.

Others began to arrive . . . a student nurse with her bagpipes, a couple of priests, a policeman from the nearby township of Lochboisdale (who was



En route to the pub (second building on the right), members of the press are escorted by "the long arm of the law" from the nearby township of Lochboisdale.



A framed photograph of the original "Politician" (above) is presented to the pub's licensee, Allan MacDonald (left), by Barry McIlveen, Group Marketing Manager of Harrison Line. Below is a view of the pub from landside looking out over the water. (Photos courtesy of the "Glasgow Herald")



asked if he was going to direct the traffic!) and journalists and cameramen from Stornaway, Glasgow and London.

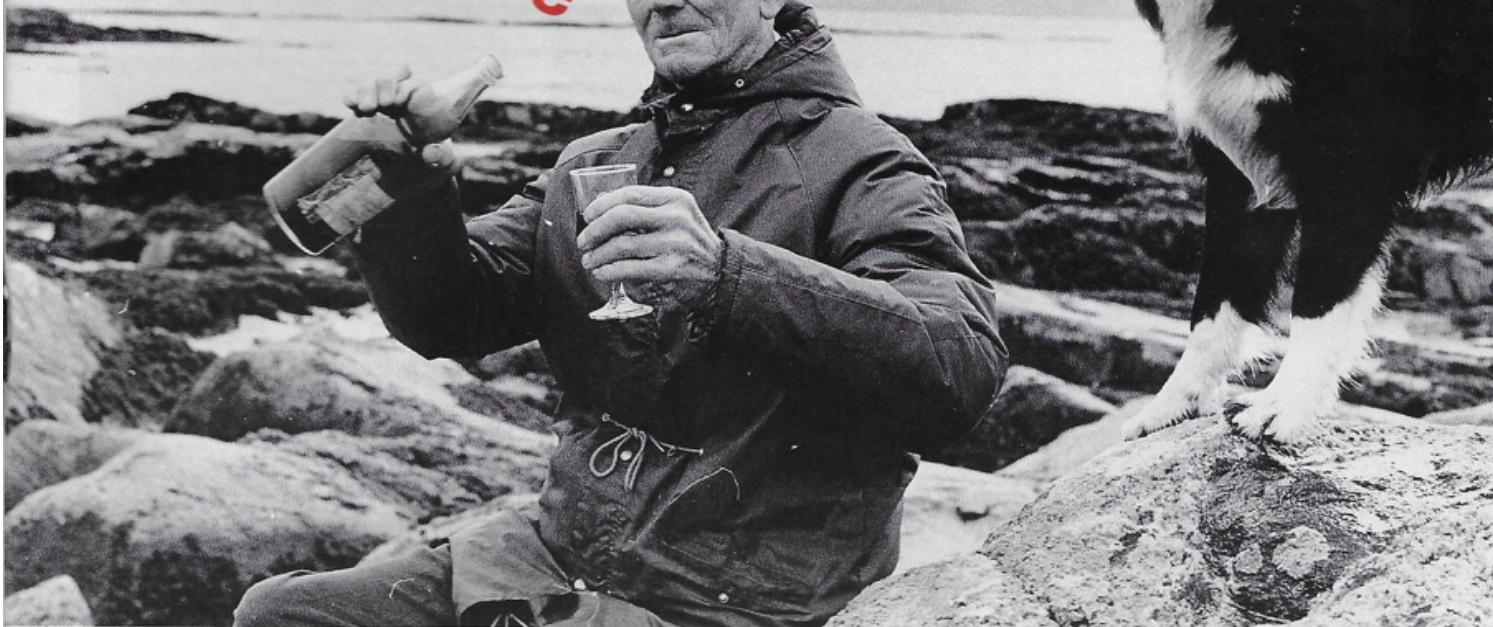
All of us were on our way to attend the opening of the island's first pub at the invitation of the licensee, Eriskay-born Allan MacDonald, a BBC producer, who joked that he got the idea from an islander who rowed across the water for a pint before his wedding and returned 26 years later to get married!

The pub, "Am (The) Politician", had been named after the Harrison Line ship which exactly 47 years before to the day, had foundered on the rocks offshore. A shipwreck hardly seems ideal publicity, and indeed the press were somewhat bemused by our willingness to assist with the project, but we took the view that having involuntarily helped to put Eriskay on the map, we were inevitably involved and we did not believe potential customers would draw any parallel between our present day services and the fate of the s.s. "Politician" that stormy night in wartime conditions.

It was not the wreck itself which made the "Politician" famous – for there were many in this area – but the nature of her cargo and subsequent events. One theory is that minerals in the surrounding hills were distorting the magnetic compass. Only four days later another ship, the s.s. "Thala", went down off Hartamul Island less than a mile away, but her cargo of iron ore attracted much less interest!

The star guest at the opening ceremony was 86-year-old Donald MacInnes,

Whisky Galore



Pouring a drink from one of the original bottles of whisky from the "Politician" is 86-year-old Donald MacInnes, who spent a week aboard the vessel taking off the whisky in 1941. He is observed by his faithful dog.

(Photo courtesy of the "Glasgow Herald" – photo by James Millar.)

who admitted that he had spent a week aboard the ship looting the holds. Clutching one of the few remaining bottles in one hand and a glass in the other (the whisky is still drinkable though rather pungent to smell and taste), he was made to pose in front of a battery of photographers perched on a cart.

"Left a bit Donald," said one. "More to the right, Donald," encouraged another. "A bit higher with the glass," urged a third. The poor man no doubt just wanted to savour the contents, but he made up for it afterwards at the bar where there was no shortage of offers of a drink. However, he was somewhat reluctant to accept mine, saying with a twinkle in his eye, "I should be buying you a drink for we were the ones who took all your company's whisky!"

Besides a couple of bottles of Scotch and a Jamaican bank note salvaged from the wreck, the exhibits at the bar will include our gifts of pictures of the ship and her captain and accommodation and capacity plans.

With less than 200 inhabitants on Eriskey the pub will have relatively little custom during the winter months, but a beautiful natural harbour on the leeward

side is a popular haven for yachtsmen in summer and it is hoped that all the recent publicity will attract a good number of visitors seeking to enjoy the white sandy beach and breathtaking views across the sea to Barra.

The next day as the British Airways' plane, appropriately named "Glenlivet", lumbered up from the airbase on Benbecula and turned out over Minch, I resolved to return to the Western Isles one day soon.

By surface transport it is an even longer journey. Leaving Glasgow by train at 8.20 in the morning to connect with the ferry from Oban, one reaches Lochboisdale at 9.30 at night. From there it is only a few miles to the jetty at Ludag, but by then, of course, it is too late to cross over that day.

The pub must surely qualify as one of the most remote in the British Isles, but those who do make it there can be sure of a warm welcome.



The view from the pub – looking out from "Am Politician", customers will see this scene, typical of the Western Isles.

LATE NEWS

Shortly before we went to press it was reported by various papers that a group of divers have purchased an interest in the salvage rights to the "Politician" and were planning to begin work this summer.

PAPERMAKERS TO THE WORLD

Tullis Russell & Company Limited, the largest independent papermaking company in the United Kingdom and one of Europe's leading producers of quality papers, has had nearly 180 years of experience in making high grade printing and technical papers.

Situated in the ancient kingdom of Fife, 25 miles north of Edinburgh, the Company has four mills producing a wide variety of top quality paper and boards. Founded in 1809, Tullis Russell is very much a company of today with science and modern technology playing a major role in its success.

Its mills are among the most modern in the world and the Company's commitment to research is substantial. New product development is a continuous process and the range and capabilities of what their papers can do is continually expanding.

Innovation is central to the Company's culture and its total resources – both human and capital – are focused on meeting the very special needs and requirements of its customers. Much of the technology used by the Company is unique and developed by Tullis Russell. It pioneered the Twin-Wire process of

papermaking and now runs six Twin and Triple Wire machines, together with the largest Truflo Coating Plant in the world.

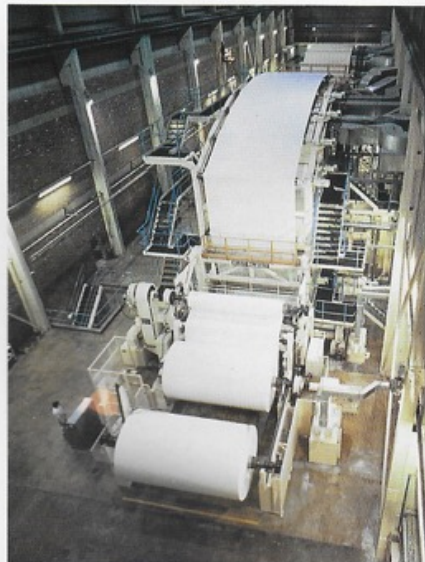
Although best known for its quality papers, Tullis Russell is a leading manufacturer of security and electrical papers and produces a wide range of speciality grades for a broad spectrum of industry.



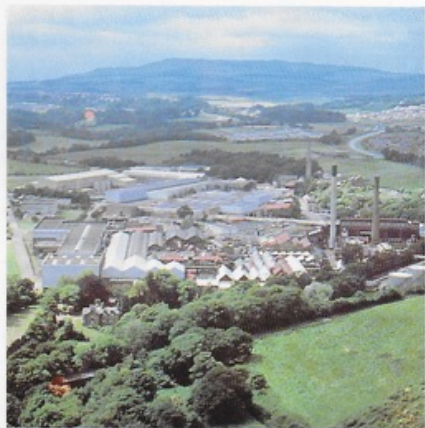
The unique Truflo Coating Plant (pictured) smooths and moulds the coating in a totally unique way without compressing the base sheet, giving superior smoothness, a high bulk to weight ratio and exceptional rigidity.



Tullis Russell pioneered the Twin-Wire process of papermaking and now runs six Twin and Triple Wire machines. In the photograph, the process is explained by Bill Beveridge (left), Tullis Russell Shipping Manager, to Arthur Glenn, ACT(A) Sales Representative.



Modern technology has always played a major role in Tullis Russell's success. In the photograph is one of the most advanced paper coating machines in the world.



An aerial view of the Mill, which is situated in Fife, 25 miles north of Edinburgh.

Tullis Russell exports some 17 per cent of its total production to over 50 countries. ACT member Lines help move its products with ACT(A) carrying premier grade printing paper to Australia and New Zealand, Harrison Line moves paper for the electrical industry to Mexico and BLC load containers with specially treated board for use in Malaysia for packaging bar soap.

Tullis Russell employs some 1,300 people, with more than 1,000 of them located at the main Markinch Mill at Glenrothes in Fife. Almost all of the employees are shareholders in the Company and as such have a vested interest in satisfying the requirements of their customers.

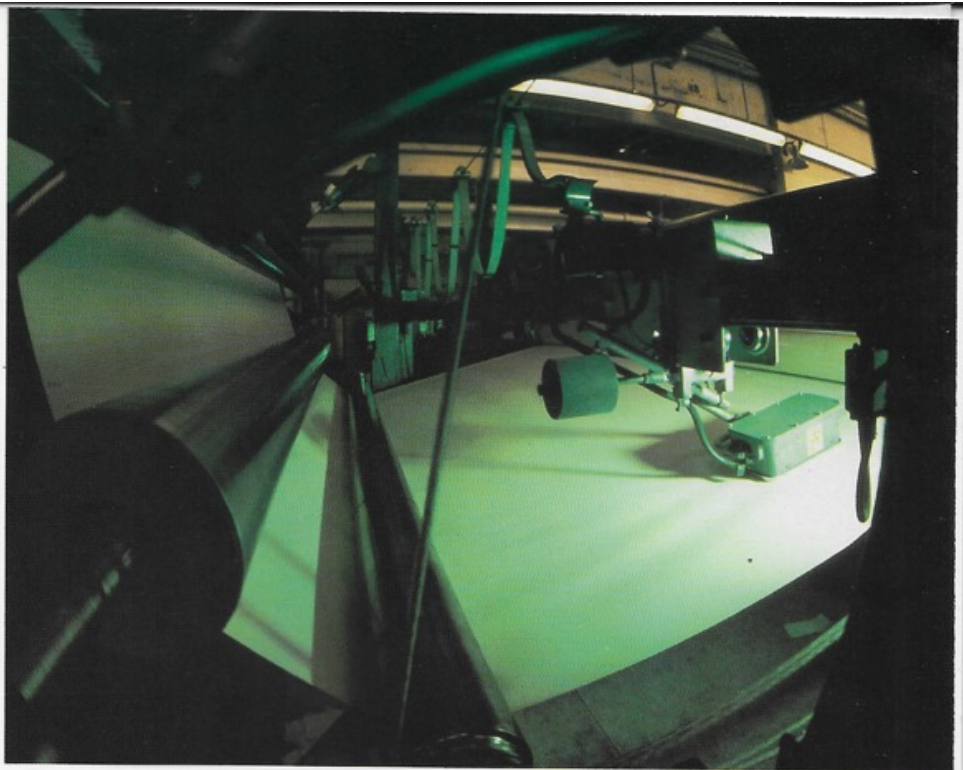
The Company's uncompromising

attention to quality assurance helps to protect its position in the marketplace.

All the electricity and steam power for the mill is produced by its own power station and the water used for the plant flows from Loch Leven through Tullis Russell's own filtration plant to the papermaking machines.

The Company's vast experience, its dedication to providing the highest quality products, the enthusiasm of its employees and its complete commitment to meeting the needs and demands of customers helps ensure that Tullis Russell can look forward to the next 180 years with confidence.

Sophisticated monitoring equipment (photo at right) maintains a constant check on moisture content, weight, caliper and loading.



Plentiful water is vital in papermaking and Tullis Russell is fortunate in being located near Loch Leven and having its water flowing through the Company's own filtration plant to the papermaking machines.



The Mill operates 24 hours a day and it is important to have sufficient warehousing and storage space.



Premier grade printing paper is being loaded into an ACT container (at left) for shipment to Australia. Inspecting one of the pallet loads are Bill Beveridge (centre), Shipping Manager of Tullis Russell; John McLatchie (left), Scottish Region Sales Manager of ACT(A); and Arthur Glenn, ACT(A) Sales Representative. In the photo at right, another containerload of paper leaves the Mill to be taken for loading on an ACT(A) ship bound for Australia.



NEW SHIP LIVERY FOR BEN LINE



Last year Ben Line changed the logo on their containers, replacing the old one with the new "Big Ben", to bring their image up-to-date. Now the Company is changing the livery on their ships and pictured in Hong Kong recently is the "Benavon" with the company name visible from a long way off.

'BENAVON' JOINS BIRTHDAY PARTY

On St. Valentine's Day the King George VI dock at the Sembawang Shipyard in Singapore was 50 years old. Ben Line's giant containership, "Benavon", joined in the celebrations and was piped into the dock by a local pipe band dressed in Thomson tartan for the occasion.

"Benavon" was dressed overall, flying all her flags, when she broke open the birthday box to release masses of pigeons and balloons in spectacular fashion.

The brass plaque marking the opening of the King George VI dock by Sir Thomas Shenton Whitelegge Thomas, GCMG, OBE, on February 14th, 1938 was discovered in a workshop at the shipyard just in time to be shined up and displayed at the anniversary ceremonies.



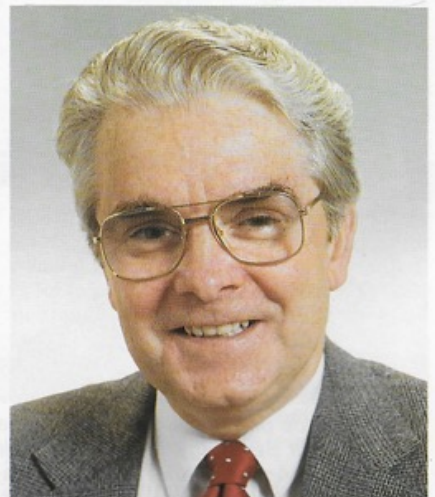
BERT RAE

Bert Rae Takes Over From Bill Guthrie

Mr. A.I.H. (Bert) Rae has been appointed Managing Director of Prentice, Service & Henderson Limited, Scottish agents for Harrison Line, EHCL and Ben Line, taking over from Bill Guthrie who has retired.

Bert Rae first joined PS&H in 1956 and has worked in the Far Eastern, West Indies and South African Departments. He was appointed to the Board last year.

Bill Guthrie, who served with PS&H for over 35 years and had been Managing Director since 1981, was given a series of farewell parties by Ben Line, EHCL and Harrison Line to thank him for the hard work he had put in over the years on behalf of their customers.



BILL GUTHRIE



Regular as Clockwork . . .

Europe – Far East



BEN LINE

33 St Mary's Street, Edinburgh EH1 1TN, Tel. (031) 557 2323

Killick Martin & Co. Ltd.

Principal UK Agents for Ben Line

Challenger House, 42 Adler Street, London E1 1EN, Tel. (01) 247 5422

Improved Terminal Facilities for ACT(A)

ACT(A) and its partners are investing more than £2 million over the next 12 months as part of an ambitious redevelopment programme at their container terminal at Northfleet Hope, Tilbury Docks, to strengthen the terminal's position as one of the most modern container terminals in Europe.

One of the most dramatic changes being made to the terminal is the removal of the giant container shed at 39 Berth, which has dominated the skyline there for the past 18 years. The shed, which measured 850 feet x 170 feet x 70 feet high, was built to protect the five-high container stacks, and had a capacity of 1,600 general containers and 360 refrigerated units, served by twin-lift overhead gantry cranes.

The first half of the shed has already been dismantled and the remainder of the shed which contains the refrigerated slots will continue in service until the first half has been completely cleared and paved. The paved area will then enable straddle carriers to operate unhindered, and the entire terminal between the two berths will be subjected to a much more efficient operation.

New refrigeration banks will be added to the existing outdoor facility so that there will be no reduction in reefer capability. With a total of 1,150 refrigerated slots, Northfleet Hope will continue to be one of the largest blown air refrigeration facilities in the world.

MUCH FASTER

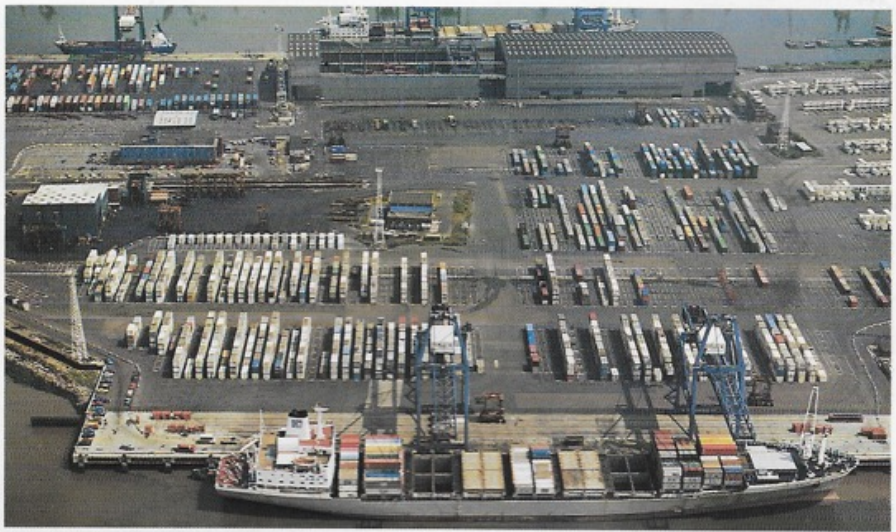
Further improvements planned for Northfleet Hope include repositioning the lorry grid so that arriving vehicles can load or discharge more easily, thus permitting a much faster turnaround than ever before, to the benefit of all.

Other improvements will be an entirely new computerised container management system, aimed at providing instant access and identification of any one container out of the 5,000 usually on site.

Northfleet Hope is situated on a 64-acre site in the Tilbury Docks complex. It was set up in 1976 to serve the containerised cargo trade to and from Australia and New Zealand.

Among the facilities available at Northfleet Hope are an on-site Freightliner Terminal linking both riverside and dockside berths with the entire UK railway network. The terminal has the latest container handling equipment and is staffed by personnel with knowledge and experience built up over the years.

ACT(A) and its partners operate Northfleet Hope through Tilbury Container Services and ACT Services' personnel handle transport, agency and related activities, headed up by Bob Lavers, Operations Manager, South-East, and manager Len Wright at Tilbury.



Aerial view of Northfleet Hope, Tilbury (above). The giant Five High Stack Container Shed can be seen in the background before work began to dismantle the structure (below), as part of a £2 million redevelopment programme to strengthen the terminal's position as one of the most modern container terminals in Europe.



At the other end of the line, ACT(A) has increased its share in Liner Freight Services, Sydney, and the 20-acre site in the centre of the large industrial area of South-West Sydney (pictured) has a working capacity of 1,500 containers with mobile equipment enabling rapid movement and stacking. Facilities are available for both the cleaning and repair of containers on site. The complex is linked by rail to the Glebe Island Terminal in Port Jackson and the Terminals in Botany Bay. There is excellent road access and three rail sidings link the depot with Sydney's major city and country lines.