

CITYRAIL
GENERAL INSTRUCTIONS

CITY RAIL

Status sheet 11 (Issued April 2010)

This table shows the current status of units in this manual.

This sheet must be used to check that your manual contains all of these units and that each unit is up to date.

When a new status sheet is forwarded to you, it is your responsibility to add, remove or replace any pages or units from this manual.

The current page will be as indicated in the 'Last Issued' column below.

Page	Reprint Number	Last issued
1	14	December 2009
2	14	December 2009
3	14	December 2009
4	14	December 2009
5	15	April 2010
6	14	December 2009

INTRODUCTION

This section of the **Train Operating Conditions Manual** contains the contents of BOOK 3 STANDARD WORKING TIMETABLE – INSTRUCTION PAGES issued in conjunction with BOOKS 1 (Weekdays) and BOOK 2 (Weekends and Public Holidays).

SECTION	LOCATION IN BOOK 3	LOCATION IN TOC MANUAL
CityRail Train numbering	Books 1 and 2	GENERAL INSTRUCTION PAGES Section 7 – page 2
Distances from Sydney to stations, locations and signal boxes	Books 1 and 2	Respective North, Illawarra, West and Metropolitan Section pages
Description & dimensions of Rolling Stock – Electric / Diesel cars	4	GENERAL INSTRUCTION PAGES Section 10 – pages 8 and 9
Maximum Speed of CityRail trains	6	This section page 1
Designation of CityRail types	Books 1 and 2	This section page 2
Locality working – special instructions	7 and 8	This section pages 5 and 6
Wolo Speed restrictions	9	GENERAL INSTRUCTION PAGES Section 3 – pages 5 and 6
Sydney Metropolitan area – Operation of Wide gauge rolling stock	7	This section page 5
Location of speedsigns	11 to 20	Respective North, Illawarra, West and Metropolitan Section pages

MAXIMUM SPEED OF CITYRAIL TRAINS

The tables on pages 3 and 4 shows the maximum speed of CityRail trains over the various sections of lines. These speeds are subject to permanent speed signs and temporary speeds that may be in force.

The approval applies to Down and Up directions unless specified.

Where speeds are shown in the following table, these are to be taken as authority for these trains to operate on the designated section of line.

Where the letters N/A are shown, trains are not permitted to travel over that section of line under normal conditions. When the letters N/A are shown and a train is required to travel over that section of line, permission must be obtained from Manager, Rolling Stock Access Integrity before the movement commences





LOCAL AREA WORKING – Special Instructions

When a number appears in the Notes column of the *Maximum speed of CityRail trains* table, the pages referring to the *Locality working - Special Instructions* should be examined for any special instructions or conditions that may be in force for the relevant section of line.

DESIGNATION OF CITYRAIL TYPES

All CityRail trains have been classified as **Narrow, Medium, Extended Medium or Wide gauge** rolling stock as outlined TOC Manual, General Instructions, Section 10 pages 8 and 9.

In the **Maximum speed of CityRail train** tables on pages 3 and 4 of this unit the various sections of track have designated **Narrow, Medium, Extended Medium or Wide gauge**.

	Narrow gauge rolling stock may run on Narrow, Medium, Extended medium or Wide gauge track areas
	Medium width gauge rolling stock may run on Medium, Extended medium or Wide gauge track areas
	Extended Medium stock gauge rolling stock may only run on Extended medium or Wide gauge track areas or where authorised herein or other authority i.e. TOC Waiver
	Wide gauge rolling stock may only run on Wide gauge track areas with a further restriction of 20km/hr through ALL PLATFORMS (unless otherwise specified in TOC Waiver authority)

For trains requiring to run in areas outside their rolling stock boundaries (e.g. rolling stock transfers, special working etc.), permission must be obtained from Manager, Rolling Stock Access Integrity and all special requirements necessary for the movement are to be included on a Special Train Notice or 'Tables' telegram. The following table includes certain authorised working for special movements (e.g. movement of nominated Extended Medium gauge rolling stock Sydney - Broadmeadow)

SPEEDSIGNS – MAXIMUM KILOMETRES PER HOUR

Speedsigns indicate the maximum speed permitted between a speedsign and the next in advance. Drivers must make sure that the front of the train passes a sign at or below the speed given by the sign.

If speedsigns allow an increase in speed, Drivers must not increase speed until the rear of the train has passed the speed sign. **(NSG604)**

The maximum speed through the curved portion of the turnout is **25 km/h** unless otherwise shown. An 'X' speedsign applies to crossovers and turnouts, e.g. X30.

A white background speed sign with the letters "MU" alongside the numerals, by itself or under a yellow background speed sign, applies to XPT, Xplorer, Endeavour, Hunter trains and Multiple Unit trains **(NSG 604)**

SPEEDSIGNS – ENDEAVOUR / HUNTER TRAINS

Endeavour / Hunter trains are to run to normal speedsigns (black numbers on a yellow background). Where XPT speedsigns are provided (black numbers on a white background), Endeavour / Hunter trains will run to these speedsigns up to a maximum speed of 145 km/hr.

MAXIMUM SPEED OF CITYRAIL TRAINS

AREA / SECTION	TRACK WIDTH CLASS	ELEC-TRIFIED	SPEED-SIGNS Y/N	INTER-CITY	SUBURBAN					DIESEL RAILCARS			NOTES
					Double Deck	Double Deck	Double Deck	Double Deck	Single Deck	Endea-vour	Hunter	Diesel 620 class	
Train Type ⇨				Double Deck	Double Deck	Double Deck	Double Deck	Single Deck				See pages 5 - 7	
Train Width ⇨				Narrow	Medium	Medium	Extended Medium	# Wide	Narrow	Narrow	Narrow		
++Group				1	2	3	4	5	6	6	7		

City Circle

CENTRAL - CIRCULAR QUAY - CENTRAL - City Inner and Outer	Wide	Yes	Yes	40	40	40	40	40	40	N/A	40	1a
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Sydney to Lithgow

SYDNEY <> GRANVILLE - Main	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
GRANVILLE <> ST MARYS - West Sub/Sub	Wide	Yes	Yes	115	115	115	115	80	145	145	115	
CENTRAL <> GRANVILLE - Suburban	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
GR'VILLE <> ST MARYS - West Main/Main	Wide	Yes	Yes	115	115	115	115	80	115	115	115	
CENTRAL <> HOME BUSH - Local	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
ST MARYS <> EMU PLAINS	Wide	Yes	Yes	115	115	115	115	80	145	145	115	
EMU PLAINS <> SPRINGWOOD	Medium	Yes	Yes	115	115	115	N/A	N/A	125	125	115	
SPRINGWOOD <> LITHGOW	Narrow	Yes	Yes	115	N/A	N/A	N/A	N/A	125	125	115	
Power House Museum Siding	Narrow	No	No	N/A	N/A	N/A	N/A	N/A	10	10	10	
Regent Street- Mortuary Platform	Wide	Yes	No	10	10	10	10	10	10	10	10	
Eveleigh > Redfern - Up Engine Dive	Wide	Yes	Yes	15	15	15	15	15	15	15	15	
Redfern - Illawarra Dives	Wide	Yes	Yes	30	30	30	30	30	30	30	30	

Clyde to Carlingford/Sandown

CLYDE <> CARLINGFORD	Wide	Yes	Yes	60	60	60	60	60	60	N/A	60	3a
ROSEHILL <> SANDOWN	Wide	^Yes	No	10	10	10	10	10	10	N/A	10	

Blacktown to Richmond

BLACKTOWN <> RICHMOND	Wide	Yes	Yes	115	115	115	115	80	115	N/A	115	
SEVEN HILLS > BLACKTOWN > - Down Branch	Wide	Yes	Yes	70	70	70	70	70	70	N/A	70	

Lidcombe/Granville to Macarthur

GRANVILLE <> CABRAMATTA	Wide	Yes	Yes	115	115	115	115	80	115	115	115	
LIDCOMBE <> MACARTHUR (Via Regents Prk)	Wide	Yes	Yes	115	115	115	115	80	145	145	115	
Lidcombe <> Loop Line	Wide	Yes	Yes	40	40	40	40	40	40	40	40	
Granville <> Y Link	Wide	Yes	Yes	75	75	75	75	75	75	75	75	
Ingleburn <> Glenfield - Up Relief	Wide	No	Yes	N/A	N/A	N/A	N/A	N/A	115	115	115	

Central to Hornsby (Via North Shore)

CENTRAL <> NORTH SYDNEY	Wide	Yes	Yes	80	80	80	80	80	80	N/A	80	1a
NORTH SYDNEY <> HORNSBY	Wide	Yes	Yes	80	80	80	80	80	80	80	80	
Waverton <> North Sydney Car Sidings	Wide	Yes	Yes	40	40	40	40	40	40	40	40	

Chatswood to Epping

CHATSWOOD <> EPPING	Ext Med	Yes	Yes	80#	80#@\$	80*@\$	80#@\$	N/A	N/A	N/A	N/A	6b
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Strathfield to Newcastle

STRATHFIELD <> COWAN (Main)	Wide	Yes	Yes	115	115	115	115	80	145	145	115	
COWAN <> NEWCASTLE	Medium	Yes	Yes	115	115(7b)	115(7b)	115(7c)	N/A	145	145	115	7a
Strathfield <> Nth Strathfield - Flyover	Wide	Yes	No	40	40	40	40	40	40	40	40	
North Strathfield <> Rhodes - Down Relief	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
Concord West > Nth Strathfield - Up Relief	Wide	Yes	Yes	60	60	60	60	60	60	60	60	
West Ryde > Epping - Down Suburban	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
Epping > West Ryde - Up Suburban	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
Pennant Hills > Thornleigh - Down Relief	Wide	Yes	No	25	25	25	25	25	25	25	25	
Thornleigh > Pennant Hills - Up Relief	Wide	Yes	No	50	50	50	50	50	50	50	50	
Berowra > Down Relief	Wide	Yes	Yes	50	50	50	50	50	50	50	50	

++ See note page 5 re operation of Wide Gauge rolling stock in the Metropolitan area.

Refer to General Instruction Pages SECTION 10 for group categories

^ Electrified between Rosehill and Electric Train Stop sign located at location CC22+736 (Overhead wiring structure)

For all operational requirements outside the RailCorp territory refer to the ARTC Train Operating Conditions Manual.

AREA / SECTION	TRACK WIDTH CLASS	ELEC-TRIFIED	SPEED-SIGNS Y/N	INTER-CITY	SUBURBAN					DIESEL RAILCARS			NOTES
					Double Deck	Double Deck	Double Deck	Double Deck	Single Deck	Endea-vour	Hunter	Diesel 620 class	
Train Type ⇨				Double Deck	Double Deck	Double Deck	Double Deck	Single Deck				See pages 5 - 7	
Train Width ⇨				Narrow	Medium	Medium	Extended Medium	# Wide	Narrow	Narrow	Narrow		
++Group				1	2	3	4	5	6	6	7		

Sydney to Port Kembla/Bomaderry

CENTRAL <> HURSTVILLE - Illawarra Line	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
CENTRAL <> HURSTVILLE - Illawarra Local	Wide	Yes	Yes	100	100	100	100	80	100	100	100	
HURSTVILLE <> HELENSBURGH	Wide	Yes	Yes	115	115	115	115	80	115	115	115	
HELENSBURGH <> PORT KEMBLA	Medium	Yes	Yes	115	115	115	N/A	N/A	115	115	115	
CONISTON <> KIAMA	Medium	Yes	Yes	100	100	100	N/A	N/A	140	+140	100	
KIAMA <> BOMADERRY	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	140	N/A	100	
Redfern <> Down and Up Illawarra Dive	Wide	Yes	Yes	30	30	30	30	30	30	30	30	
Meeks Road - XPT Depot	Narrow	No	No	N/A	N/A	N/A	N/A	N/A	15	15	15	
Allans Creek - Unanderra North Junction	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	60	60	60	

Sutherland to Cronulla

SUTHERLAND <> CRONULLA	Wide	Yes	Yes	100	100	100	100	80	100	N/A	100	
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Erskineville Junction to Bondi Junction

ERSKINEVILLE JUNCTION <> BONDI JUNCTION	Wide	Yes	Yes	60	60	60	60	60	N/A	N/A	N/A	12a
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Sydenham to Regents Park

SYDENHAM <> REGENTS PARK	Wide	Yes	Yes	80	80	80	80	80	80	80	80	
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Central to Wollli Creek (Airport Line)

CENTRAL <> WOLLLI CREEK	Wide	Yes	Yes	80	80	80	80	80	80	80	80	14a
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Wollli Creek to Glenfield

WOLLLI CREEK JCT <> TURRELLA	Wide	Yes	Yes	115	115	115	115	80	145	145	115	
TURRELLA <> BEVERLY HILLS - Main Line	Wide	Yes	Yes	115	115	115	115	80	120	120	115	
TURRELLA <> BEVERLY HILLS - Local Line	Wide	Yes	Yes	115	115	115	115	80	125	125	115	
BEVERLY HILLS <> GLENFIELD	Wide	Yes	Yes	115	115	115	115	80	145	145	115	

Metropolitan Freight Lines

NORTH STRATH JCT <> FLEM MARKETS JCT	Wide	Yes	Yes	50	50	50	50	50	50	50	50	
FLEMINGTON GOODS JCT <> FLEM STH JCT	Wide	Yes	Yes	40	40	40	40	40	40	40	40	
FLEMINGTON STH JCT <> LIDCOMBE GDS JCT	Wide	Yes	Yes	40	40	40	40	40	40	40	40	
FLEMINGTON MIDDLE JCT <> FLEM WEST JCT	Wide	Yes	Yes	50	50	50	50	50	50	50	50	
FLEM EAST JCT/ FLEM MIDDLE JCT <> HOME BUSH BAY LOOP Olympic Park	Ext Med	Yes	Yes	50	50	50	50	N/A	50	50	50	
FLEMINGTON STH JCT <> CHULLORA STH JCT	Wide	* Yes	Yes	70	70	70	70	70	70	70	70	
CHULLORA STH JCT <> SEFTON PK EAST JCT	Wide	* Yes	Yes	80	80	80	80	80	80	80	80	
SEFTON PARK EST JCT <> SEFTON PK STH JCT	Wide	* Yes	Yes	35	35	35	35	35	35	35	35	
CHULLORA NTH JCT <> CHULLORA WEST JCT	Wide	* Yes	Yes	25	25	25	25	25	25	25	25	
CHULLORA WEST JCT <> PAC. NAT. DEPOT	Wide	No	No	N/A	N/A	N/A	N/A	N/A	50	50	50	
CHULLORA TRACKFAST JCT <> INDUST SDGS	Narrow	No	No	N/A	N/A	N/A	N/A	N/A	30	30	30	
CHULLORA SOUTH JCT <> ENFIELD STH MAIN	Wide	* Yes	Yes	70	70	70	70	70	70	70	70	
ENFIELD SOUTH <> CAMPSIE	Wide	* Yes	Yes	60	60	60	60	60	60	60	60	
CAMPSIE <> WARDELL ROAD WEST JCT	Narrow	* Yes	Yes	60	N/A	N/A	N/A	N/A	60	60	60	
WARDELL RD EAST JCT <> HERCULES STH JCT	Narrow	* Yes	Yes	25	N/A	N/A	N/A	N/A	25	25	25	
W'DELL RD WEST JCT <> MEEKS RD WEST JCT	Narrow	No	Yes	40	N/A	N/A	N/A	N/A	40	40	40	
MEEKS RD WEST JCT > MEEKS RD/ SYDENHAM UP LINE Up North Fork	Narrow	* Yes	Yes	25	N/A	N/A	N/A	N/A	25	25	25	
SYDENHAM/MEEKS RD DOWN LINE Dwn North Fork <> MEEKS RD WEST JCT	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	25	25	25	
MEEKS RD STH JN <> MEEKS RD NORTH JCT	Narrow	No	No	N/A	N/A	N/A	N/A	N/A	25	25	25	
MEEKS ROAD WEST JCT <> TEMPE JCT	Narrow	* Yes	Yes	25	N/A	N/A	N/A	N/A	25	25	25	16a
WARDELL ROAD WEST JCT <> ROZELLE	Narrow	* Yes	Yes	55	N/A	N/A	N/A	N/A	55	55	55	
MARRICKVILLE JCT <> COOKS RIVER	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	50	50	50	
COOKS RIVER <> BOTANY (10.410km)	Narrow	No	Yes	N/A	N/A	N/A	N/A	N/A	30	30	30	

++ See note page 5 re operation of Wide Gauge rolling stock in the Metropolitan area.

Refer to General Instruction Pages SECTION 10 for group categories.

+ Hunter cars not permitted beyond Dunmore.

* This section of track may be 'Unavailable for electric traction'. Refer to the 1500 volt sectioning diagrams for the current status.

For all operational requirements outside the RailCorp territory refer to the ARTC Train Operating Conditions Manual.

LOCALITY WORKING – Special Instructions**SYDNEY METROPOLITAN AREA – Operation of Wide gauge rolling stock**

Due to a reduction of platform clearances, all trains containing **WIDE WIDTH (Group 5)** rolling stock as designated in **General Instruction Pages SECTION 10, page 9** must reduce speed to **20 km/hr through all platforms** and not accelerate until the last car has left the platform.

1 - CITY CIRCLE

1a - Non stopping trains at City Circle stations.

Non stopping trains are to reduce to a speed not exceeding 10 km/hr in the tunnel before the platform and then proceed through the platform at a speed not exceeding 15 km/hr. Station staff are to announce that passengers are to stand clear as the next train will not stop at that station.

3 – CLYDE TO CARLINGFORD

3a - Maximum length of stopping trains.

Due to short platforms between Clyde and Carlingford only four car or less suburban trains may operate on stopping services. Rosehill Racecourse platform can accommodate eight car trains.

6 – CHATSWOOD TO EPPING

6b - Operational restrictions for CityRail trains – Chatswood to Epping line.

All through services, which do not reverse at Epping or Chatswood, may operate with up to 25% of traction motors cut out.

- * H Sets that, after entering ECRL, require up to 50% of traction motors to be cut out are allowed, upon reaching this condition, to make only one (1) station stop within ECRL then are only allowed to continue with passengers non-stop to any station no more than 10 km before such trains must be removed from service (refer OMET 351).
- \$ T Sets that have arrived at either Epping or Chatswood after just travelling through the ECRL tunnel are not to be turned back unless passengers are removed from the train for the return trip through the tunnel.
- # L, R, S, C, K, T, G, V Set Cars are not to be used for Epping – Chatswood shuttle services. These sets may operate unrestricted on through services, with passengers on-board, and stopping at any stations, whether diverted or timetabled.
- @ Extended shuttle runs between Hornsby – Epping – Chatswood and return are only allowed to be operated by H, M, K, S or R Sets.
The following operating restrictions apply to this working:
 - All traction motors must be operative on K, S and R Sets before entering the tunnel. If one of these types of trains requires no more than 25 % of its motors to be cut-out while in the ECRL tunnel then it may complete its journey through the tunnel but not re-enter for further shuttle service.

7 – STRATHFIELD TO NEWCASTLE

7a - Hawkesbury River Bridge - Expansion joints.

In all cases where trains are required to travel in the Down direction on the Up track over the Hawkesbury River bridge, the speed must not exceed 50 kilometres per hour. No restrictions apply to Up trains on Down track.

7b - Operation of MEDIUM WIDTH rolling stock between Sydney and the Newcastle area.

(The following conditions apply to Up and Down directions)

Medium width rolling stock may operate under normal conditions between Sydney and Newcastle (both directions) except as shown below:

1. The instructions contained in the Network Local Appendices NLA 312 Gosford regarding the operation of Medium Width rolling stock in Gosford interlocking will apply.
2. The cars may pass upgrading operations and associated ballast trains at speeds not exceeding 10km/hr provided that the train is safely piloted past ballast trains and machines in the non-operable position and stationary, and all staff are standing well clear.
3. In the event the cars will have to be locomotive hauled and a 48/80/81/86 class locomotive is used, the locomotive can be directly coupled to the leading car. (Tangara trains use special transition couplers)

Prior to coupling locomotive, the brake pipe pressure on the locomotive must be reduced to 425Kpa (60psi) and automatic brake applied and released on the locomotive a number of times.

4. If the cars are being locomotive hauled, the crew must be made aware of the above mentioned conditions.

5. The Train Controller must inform the signaller at Gosford when additional trains consisting of medium width electric suburban rolling stock are required to operate or out-of-course running occurs in order to enable the signaller at Gosford to take the necessary precautions to prevent trains consisting of medium width electric suburban rolling stock passing or being passed on an adjacent line between 81.027km and 82.174 km by a similar train.

LOCALITY WORKING – Special Instructions**7 – STRATHFIELD TO
NEWCASTLE
(continued)**

7c - Transfer of nominated EXTENDED MEDIUM WIDTH rolling stock between Sydney and the Newcastle area destinations.

(The following conditions apply to Up and Down directions)

Approval for the restricted movement of limited *extended medium width* suburban rolling stock outside the Wide Electric area from Cowan to Broadmeadow is given subject to the following conditions:

1. Approval applies to rollingstock with a maximum width of 3077mm **ONLY** as listed in TABLE 1.
2. Approval applies to the area Cowan to Broadmeadow and Goninans Workshops only.
3. Approval applies for the purpose of transferring double deck suburban cars for the purpose of refurbishment or major repair only.
4. Normal track speed is permitted on all track, platforms and tunnels with the exception that a reduced speed of **30 km/h** is required through the following platforms in both the Down and Up directions:

Gosford, Wyong, Fassifern, Cardiff and Broadmeadow.

5. All restrictions applying to the movement of Medium Width rolling stock in the area of Gosford Yard (as outlined in the Network Local Appendices NLA 312 shall apply to these movements.
6. The Extended Medium width Electric rollingstock as nominated in Table 1 below may pass or be passed by other passenger trains, freight trains, locomotives or other rolling stock to a maximum width of 3077mm wide travelling in the same or opposite directions, except as nominated in clause 5.
7. All rollingstock carriage numbers must be provided on the Special Train Notice / Telegram.
8. If the movement consists of extended medium and medium width cars, the above instructions will apply.
9. The extended medium width double deck suburban cars may pass upgrading operations and associated ballast trains at speeds not exceeding 10km/hr provided that the train is safely piloted past ballast trains and machines in the non-operable position and stationary, and all staff are standing well clear.
10. Authority is given for the nominated rolling stock in Table 1 to pass the notice board 'WIDE GAUGE ROLLING STOCK MUST NOT PASS THIS POINT' located at Signal C19DM or C21UM at Cowan (Kilometrage 48.969km)

TABLE 1:

For the complete list of 3077mm wide Suburban electric rolling stock approved to operate between Cowan and Goninans Broadmeadow under the conditions outlined above, refer to the **General instruction Pages – SECTION 10, Locomotive and Rolling Stock Data – CityRail, Page 9 Group 4 Extended Medium Width Cars.**

NOTE: The above approval **does not apply** to **Tulloch type trailers.**

**12 – ERSKINEVILLE TO
BONDI JUNCTION**

12a - Bondi Junction - Block working of trains less than 4 cars in length.

Whenever a train or vehicle has to traverse the diamond crossing at Bondi junction through 908/912 or 911/907 points in the reverse position and if the train or vehicle is less than 4 cars in length, it must be block worked in accordance with NSY 512 between SY767 and SY783 signals or SY770 and ES6.48 signals respectively.

Trains or vehicles shorter than 4 cars in length may not reliably operate the track circuits.

**14 – CENTRAL TO
WOLLI CREEK
(AIRPORT LINE)**

14a - Restriction of locomotive hauled services and non electric powered vehicles.

Under normal working conditions, diesel passenger services and non – electric powered vehicles are not permitted to operate on the Airport line.

Notice boards inscribed: *Drivers of locomotive hauled services and non-electric powered vehicles proceeding to the Airport line must not pass this point until authorised by the signaller.*

Refer to Network Local Appendices Unit 108 for further information.

**16 – METROPOLITAN
FREIGHT LINES**

16a - Restrictions for Medium, Extended Medium and Wide gauge trains at Meeks Road junction.

At Meeks Road junction trains of Medium, Extended Medium or Wide rolling stock outline may occupy either the Up Goods between 747 points and 774 points (West junction) or Down Goods between 746 catch points and 773 points (West junction). Only trains of Narrow rolling stock outline are allowed on the adjacent track.

Signaller at Sydenham Signal Control Centre is to ensure the above instructions are carried out.