

SOUTH KENSINGTON SIGNALLING DIAGRAM No. 111/10

(Replaces No. 91/10)

Showing Signal and Interlocking Arrangements to come into use on a date to be fixed by Circular which will be issued by:
the Rail Safety Manager - METRO TRAINS MELBOURNE,
the Manager Incidents & Safeworking - V/Line
and the Operations Support Manager - East/West ARTC

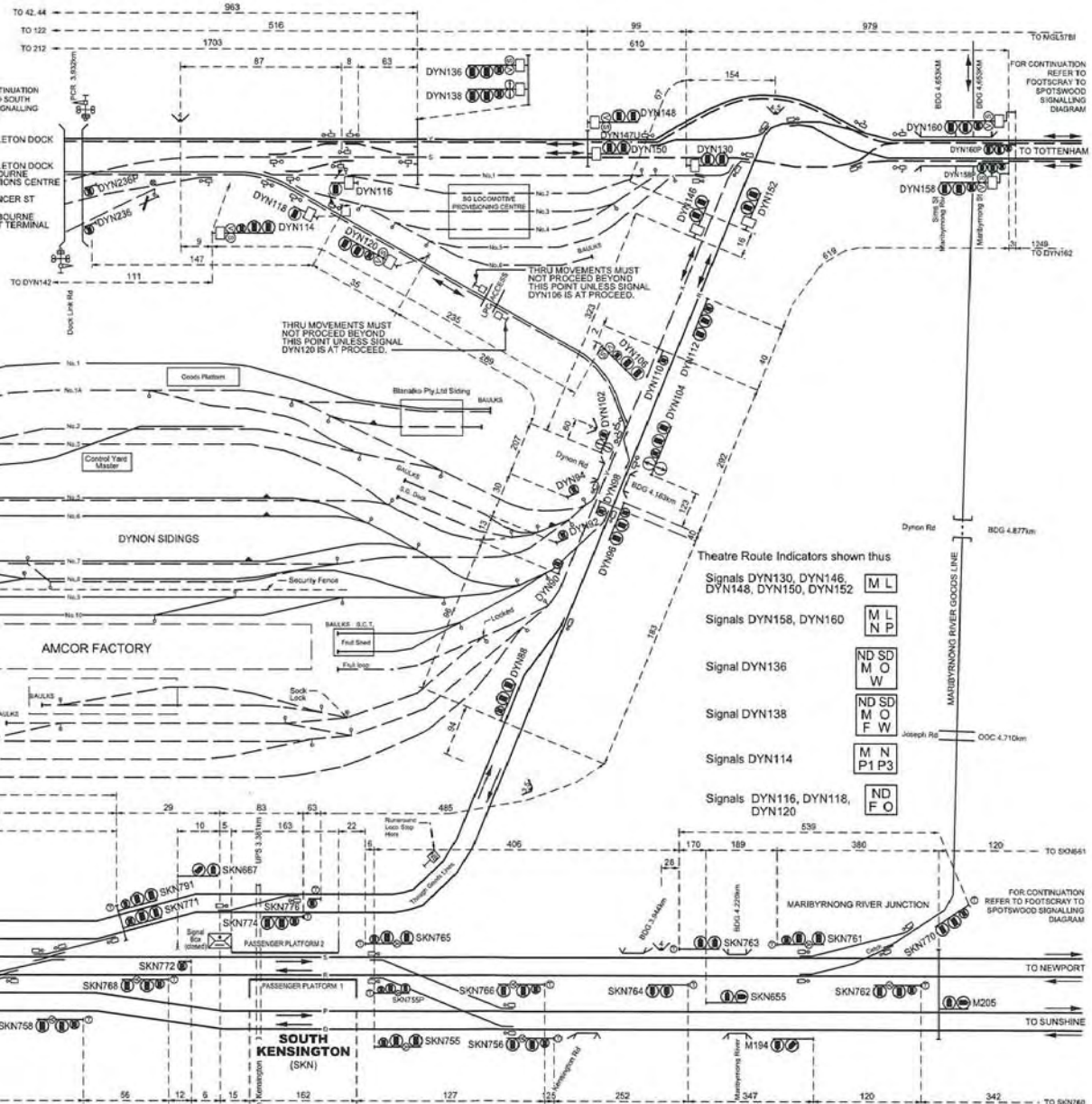


Bill Uren 26/11/10
BILL UREN
Rail Safety Manager
METRO TRAINS MELBOURNE

Graham Harrison 22/11/2010
GRAHAM HARRISON
Operations Support Manager East/West (Adelaide)
ARTC

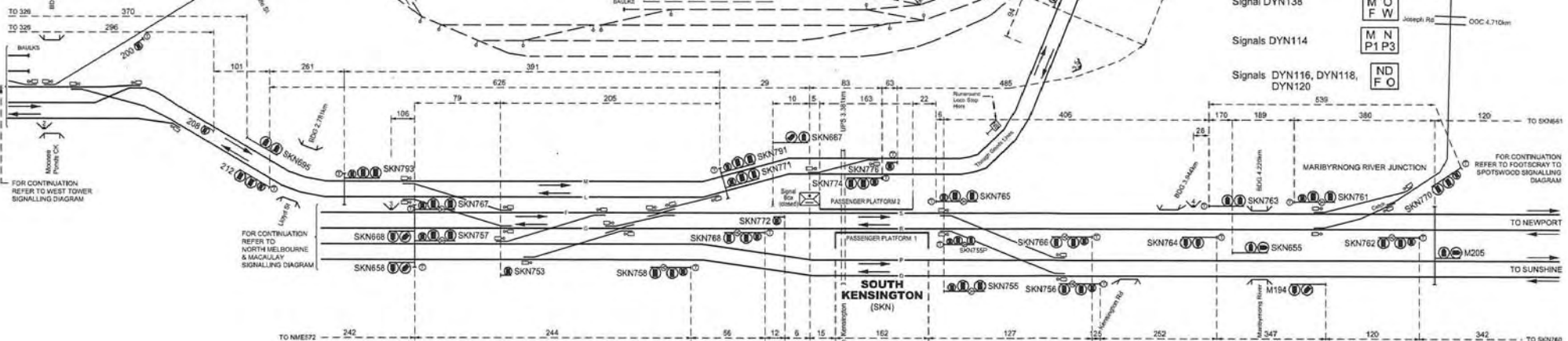
Todd Bentley 26/11/10
TODD BENTLEY
Manager Incidents & Safeworking
V/Line

NOTE:
All dimensions in metres.
Siding dimensions indicate standing room clear of crossing & adjacent tracks
Trailable point machine indicator
Scotch Block shown thus
Deraill and crowder shown thus
Hand operated Points shown thus
Detection Box shown thus
Broad Gauge Lines shown thus
Standard Gauge Line shown thus
Dual Gauge Lines shown thus
Distance from signal to level crossing denoted thus 'X'm to LX



Theatre Route Indicators shown thus

Signals DYN130, DYN146, DYN148, DYN150, DYN152	M L
Signals DYN158, DYN160	M L N P
Signal DYN136	ND SD M O W
Signal DYN138	ND SD M O F W
Signals DYN114	M N P1 P3
Signals DYN116, DYN118, DYN120	ND F O



FOR CONTINUATION REFER TO WEST TOWER SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO NORTH MELBOURNE & MACAULAY SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO SPOTSWOOD SIGNALLING DIAGRAM

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