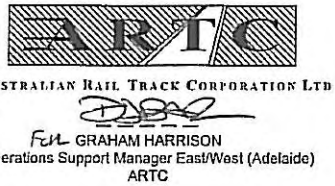


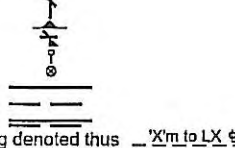
# SOUTH KENSINGTON SIGNALLING DIAGRAM No.166/11

(Replaces No.111/10)

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

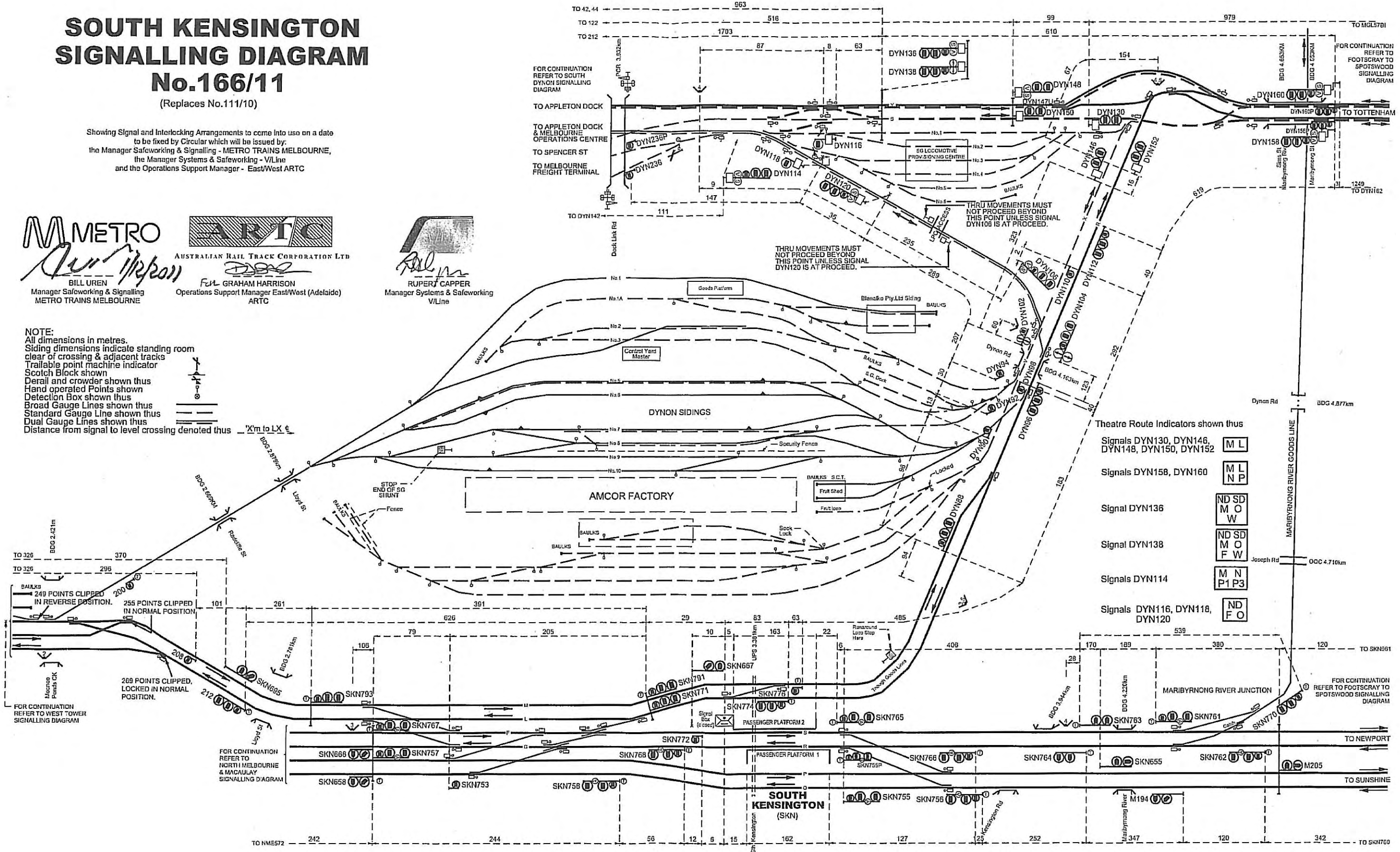


**NOTE:**  
All dimensions in metres.  
Siding dimensions indicate standing room clear of crossing & adjacent tracks  
Trailable point machine indicator  
Scotch Block shown  
Derail and crowder shown thus  
Hand operated Points shown  
Detection Box shown thus  
Broad Gauge Lines shown thus  
Standard Gauge Line shown thus  
Dual Gauge Lines shown thus  
Distance from signal to level crossing denoted thus  $\frac{\text{Xm to LX}}{\text{e}}$



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



TO 326 BGD 2.421m 370  
TO 326 296  
249 POINTS CLIPPED IN REVERSE POSITION.  
255 POINTS CLIPPED IN NORMAL POSITION  
101 261  
391  
79 626 205  
29 10 5 163 63 22 485  
170 189 539 380 120  
TO SKN561  
FOR CONTINUATION REFER TO WEST TOWER SIGNALLING DIAGRAM  
FOR CONTINUATION REFER TO NORTH MELBOURNE & MACAULAY SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO FOOTSCRAY TO SPOTSWOOD SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO SPOTSWOOD TO TOTTENHAM SIGNALLING DIAGRAM

TO NME572 242 244 56 12 6 15 162 127 252 347 120 342 TO SKN760