

# FOOTSCRAY to SPOTSWOOD SIGNALLING DIAGRAM No. 18/14

(Replaces No. 97/13)

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



Wayne Walsh  
 Head of Operational Rail Safety  
 METRO TRAINS MELBOURNE  
 11/4/14

Graham Harrison  
 Operations Support Manager East/West (Adelaide)  
 ARTC  
 1-4-14

Rupert Capper  
 Manager Systems & Safeworking  
 V/Line  
 19 APRIL 2014

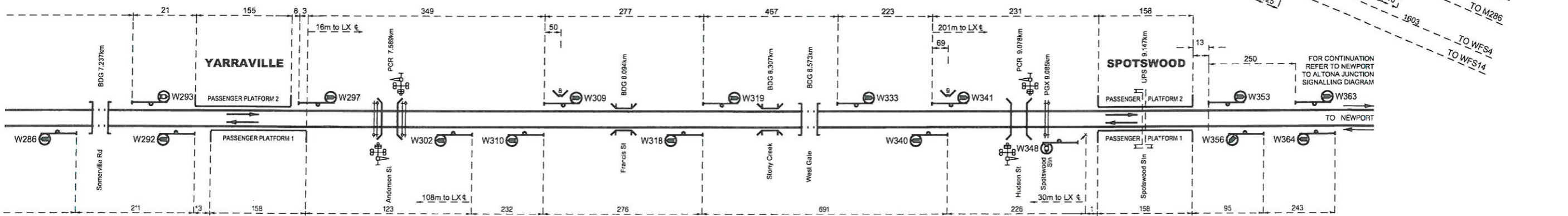
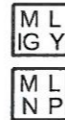
ARTC does not approve the drawing, but accepts the drawing based on evidence provided by the "checking & approval" process.

**NOTE:**  
 All dimensions in metres.  
 Siding dimensions indicate standing room clear of crossing & adjacent tracks  
 HS indicates High Speed Points  
 Gauge Indicator shown  
 Security Gates shown  
 Signal Tilt Mast shown thus  
 Distance from signal to level crossing denoted thus  $Xm$  to LX  $\epsilon$   
 Theatre Route Indicators shown thus



Signals MG57, MGL57

Signals DYN162, DYN164



FOR CONTINUATION REFER TO SOUTH KENSINGTON SIGNALLING DIAGRAM

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FOR CONTINUATION REFER TO WEST FOOTSCRAY TO TOTTENHAM SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO NEWPORT TO ALTONA JUNCTION SIGNALLING DIAGRAM