

SOUTH KENSINGTON SIGNALLING DIAGRAM No. 35/12

(Replaces No. 166/11)

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

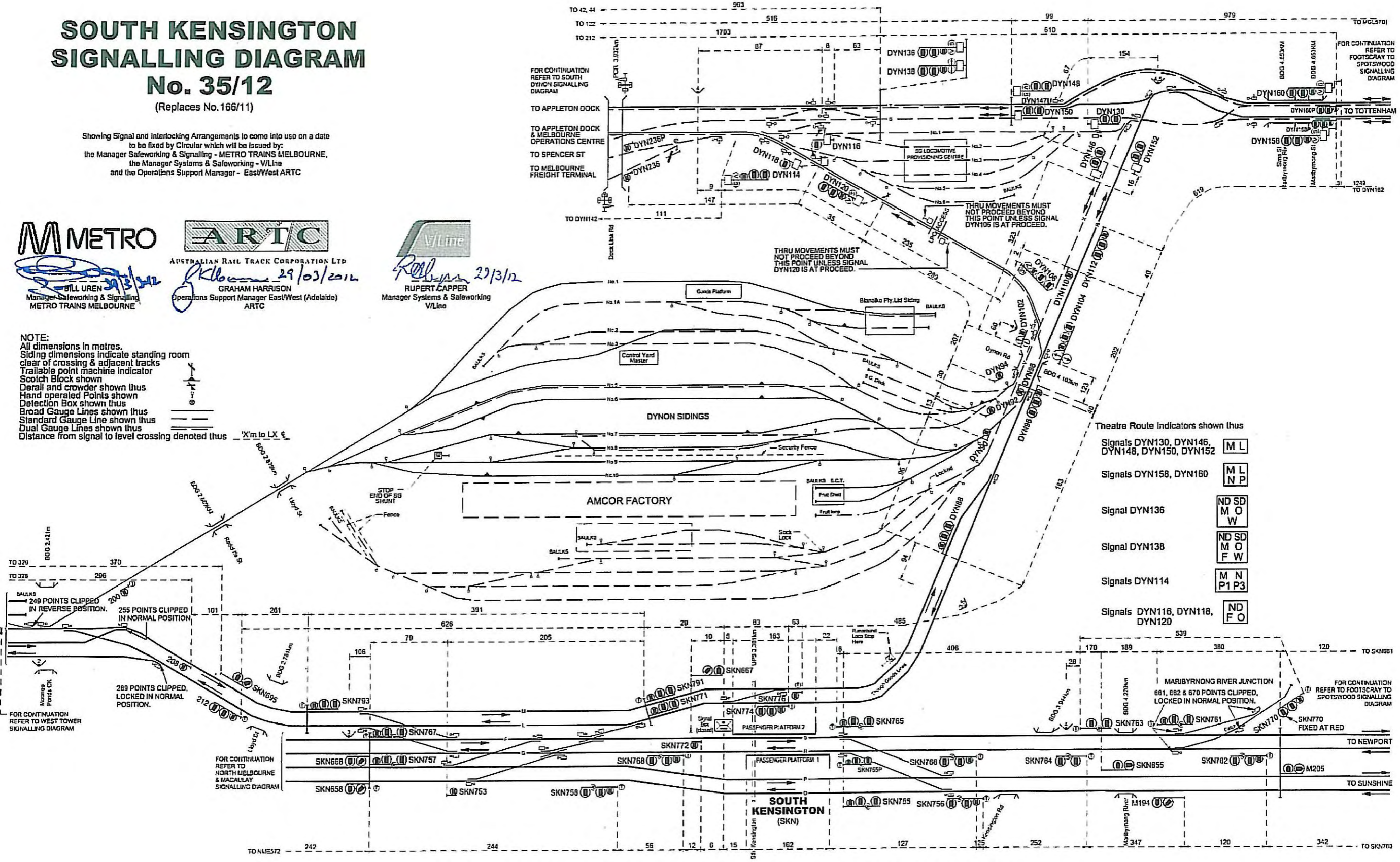


Bill Uren
29/3/12
BILL UREN
Manager Safeworking & Signalling
METRO TRAINS MELBOURNE

Graham Harrison
29/03/2012
GRAHAM HARRISON
Operations Support Manager EastWest (Adelaide)
ARTC

Rupert Capper
29/3/12
RUPERT CAPPER
Manager Systems & 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
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



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 & MACALLAY SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO FOOTSCRAY TO SPOTSWOOD SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO NEWPORT

FOR CONTINUATION REFER TO SUNSHINE