

SOUTH KENSINGTON SIGNALLING DIAGRAM No. 66/14

(Replaces No. 20/14)

Showing Signal and Interlocking Arrangements to come into use on a date to be fixed by Circular which will be issued by the Head of Operational Rail Safety - Metro Trains Melbourne, the Manager Systems & Safeworking - VLine, the Operations Support Manager - East/West (Adelaide) ARTC and the Service Delivery Manager - VicTrack Access.

NOTES:

- 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
- Signal Tilt Mast shown thus
- In Bearer Points Machine
- Broad Gauge Lines shown thus
- Standard Gauge Line shown thus
- Dual Gauge Lines shown thus
- Distance from signal to level crossing denoted thus $\text{---} \times \text{m to LX } \xi$

Theatre Route Indicators shown thus

Signals DYN130, DYN146,

DYN148, DYN150, DYN152

Signals DYN158, DYN160

Signal DYN136

Signal DYN138

Signals DYN114

Signals DYN116, DYN118,

DYN120

Signals SKN961, SKN767,

SKN772, SKN768, SKN966

Signals SKN967, SKN784,

SKN762

M L

M L

N P

ND SD

M O

W

ND SD

M O

F W

M N

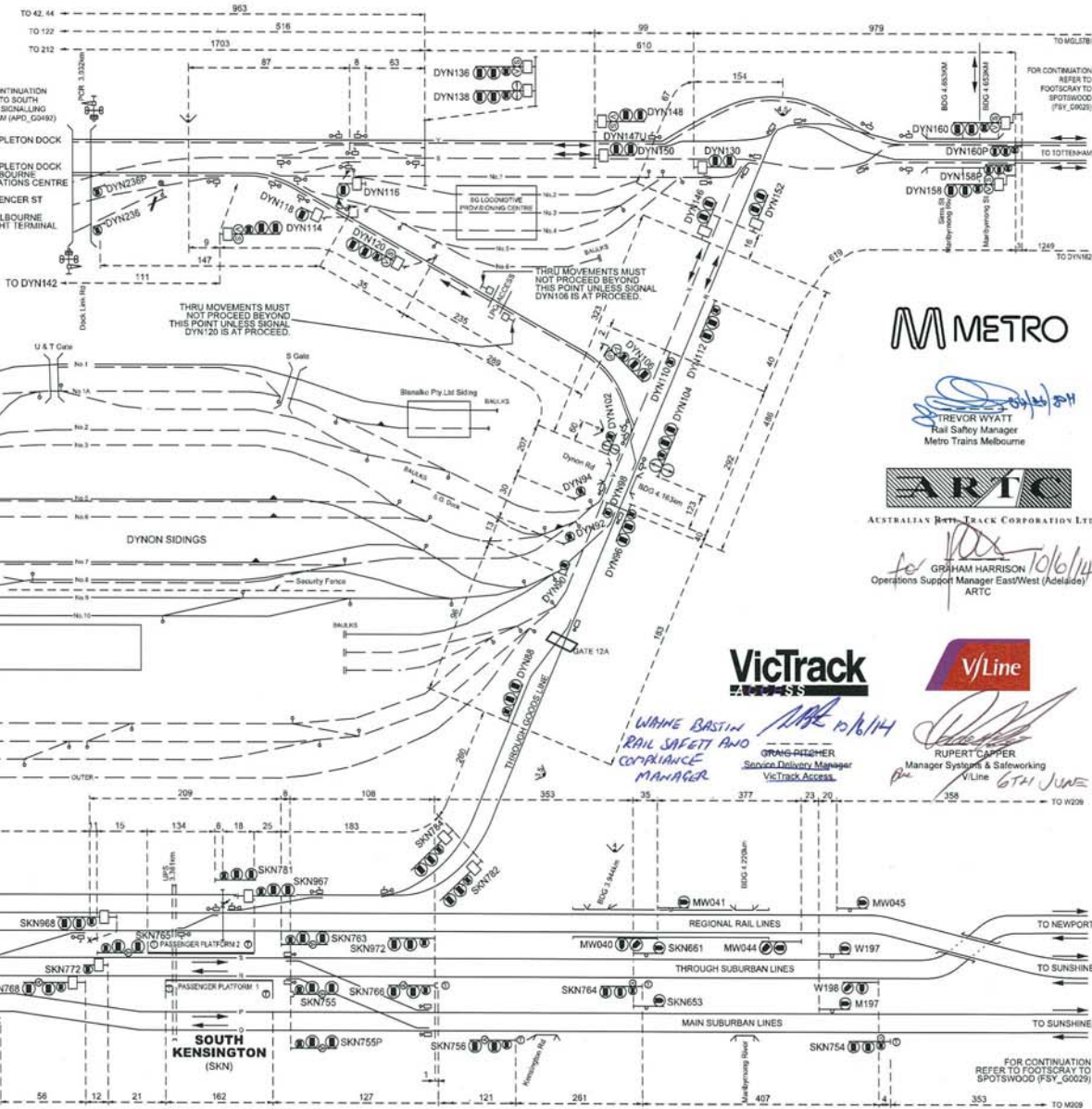
P1 P3

ND

F O

R M

R G



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Metro Trains Melbourne



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6/21 JUNE 2014

FOR CONTINUATION REFER TO FOOTSBY TO SPOTSWOOD (FSY_G0029)