

# SOUTH KENSINGTON SIGNALLING DIAGRAM No. 91/10

(Replaces No. 65/09)

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 Safety Connex  
- the Manager Incidents & Safeworking V/Line  
and the Operations Support Officer East/West ARTC

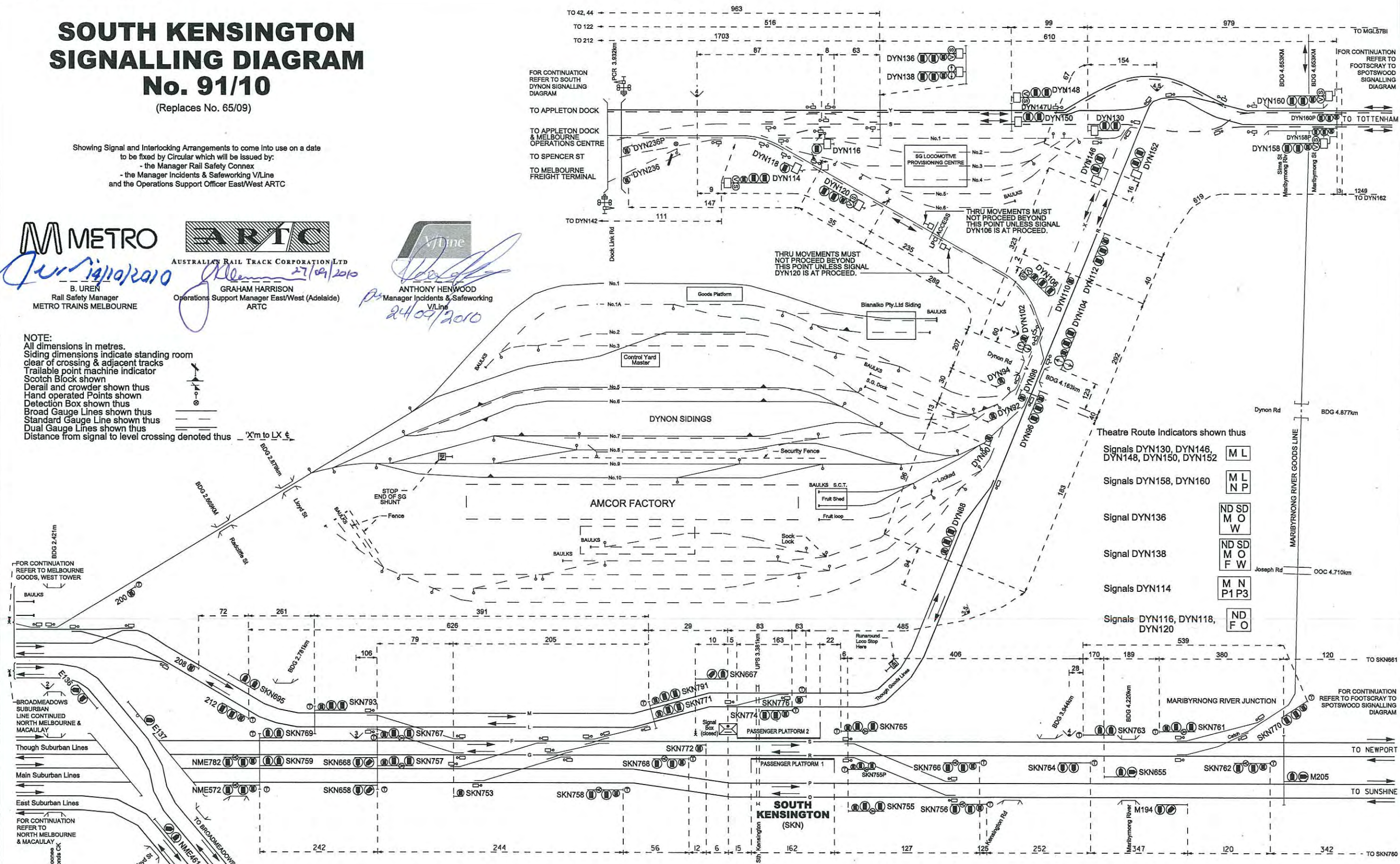


*B. UREN*  
B. UREN  
Rail Safety Manager  
METRO TRAINS MELBOURNE

*Graham Harrison*  
GRAHAM HARRISON  
Operations Support Manager East/West (Adelaide)  
ARTC

*Anthony Henwood*  
ANTHONY HENWOOD  
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  
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 'X'm to LX &'



- Theatre Route Indicators shown thus
- Signals DYN130, DYN146, DYN148, DYN150, DYN152 

M	L
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- Signals DYN158, DYN160 

M	L	N	P
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- Signal DYN136 

ND	SD	M	O	W
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- Signal DYN138 

ND	SD	M	O	F	W
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- Signals DYN114 

M	N	P	P	3
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- Signals DYN116, DYN118, DYN120 

ND	F	O
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FOR CONTINUATION REFER TO FOOTSCRAY TO SPOTSWOOD SIGNALLING DIAGRAM

FOR CONTINUATION REFER TO NORTH MELBOURNE & MACAULAY

FOR CONTINUATION REFER TO MELBOURNE GOODS, WEST TOWER

FOR CONTINUATION REFER TO NORTH MELBOURNE & MACAULAY