

(For the use and Information of Employes Only.)

VICTORIAN



RAILWAYS

BOOK OF SIGNALS

containing

Particulars of Signals, Whistles,
and Local Roads at Places where
the Levers are Interlocked

AND

Description of Signals at Places
where the Levers are not Interlocked

The particulars and instructions contained herein supersede all
others issued prior to and including those shown in
Weekly Notice No. 31/67.

Effective 3rd August, 1967

AND UNTIL FURTHER NOTICE

By Authority

Victorian Railways Printing Works, Laurens Street, North Melbourne

4020—66



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Interlocked**

Every Driver, Fireman, Guard, Shunter, and every other employe designated by the Head of the Branch concerned, must be supplied by his superior officer with a copy of this Book.

Every employe supplied with a copy must make himself thoroughly acquainted with so much of the particulars as relate to the duties that he is required to perform, and become conversant with the Signalling Diagrams in force, or which may be issued from time to time, insofar as they relate to such duties.

Inaccuracies.—Every employe who is supplied with this Book must carefully examine the particulars shown therein, as well as any additions that may be made thereto from time to time, as far as they relate to his duties, and should he notice any inaccuracy must report the circumstances to his Superior Officer.

A reference respecting all future alterations or additions must be neatly inserted in respective pages, and Inspectors when visiting Stations and Depots must examine the Books, and report any neglect of this Instruction.

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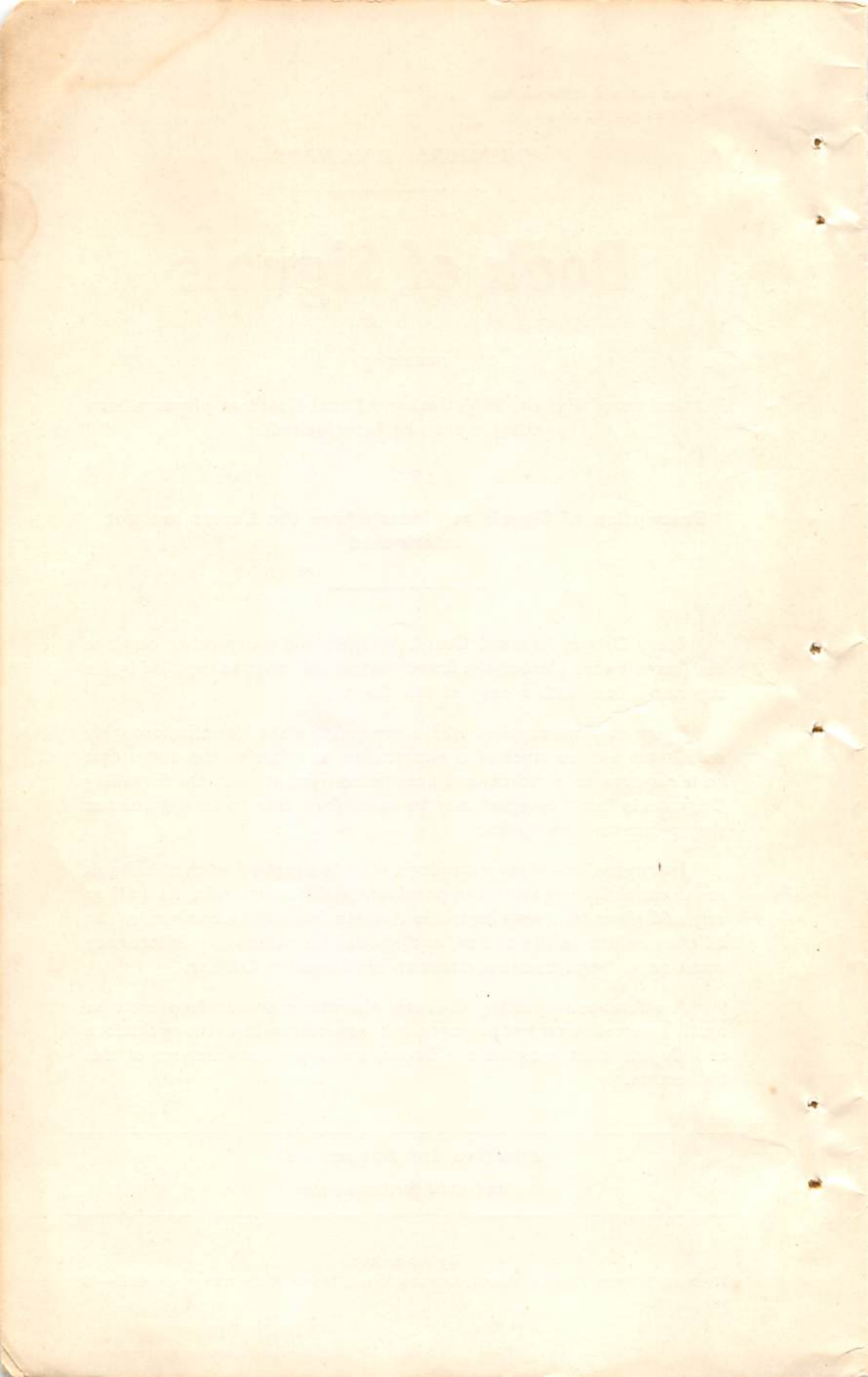
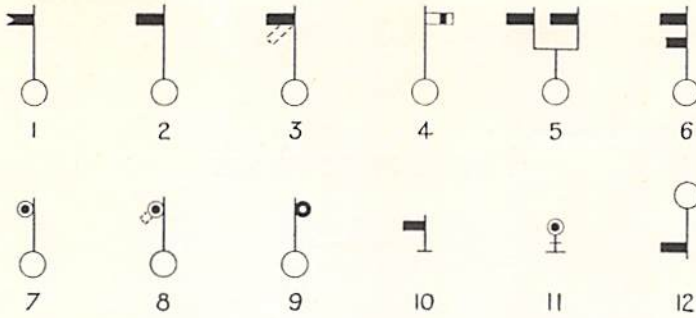


TABLE OF CONTENTS

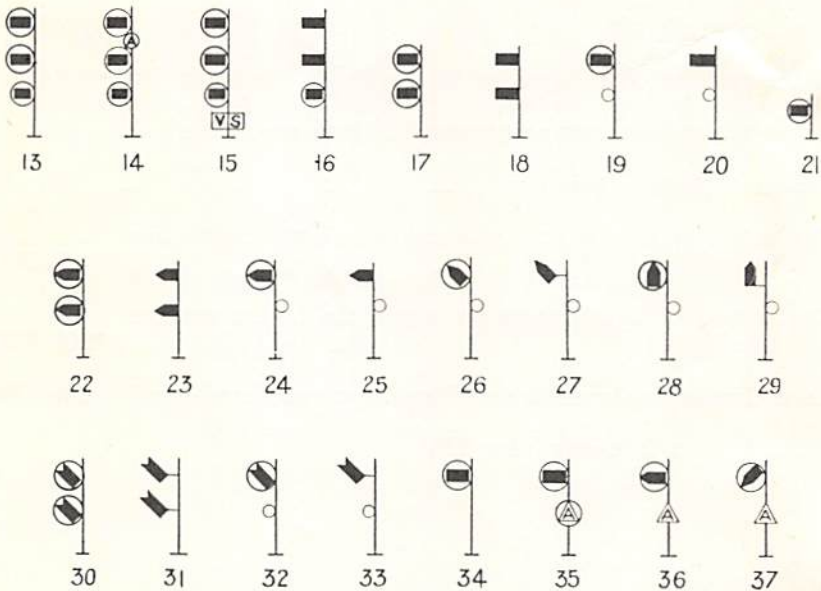
	<i>Page</i>
Symbols used in Diagrams	4-7
Diagrams of Arrangement of Fixed Signals, etc.	8
Lines or portions of Lines on which Three-position Signalling is in force	11-13
Description of Signal Control Panels	9
Description of Dual Control Point Machines	10
Low Speed Signals	13
Three-position Home Signals which may display the letter "A"	14
Places where Two-position Automatic Signals are in Use ...	15
Standard Code of Whistles	16
Particulars of Signals, etc., at places where the Levers are Interlocked	17-267
Description of Signals at places where the Levers are not Interlocked	268-275
Level Crossings where there are Fixed Signals not Interlocked	276-278
Index i to iii following page 278	

SYMBOLS USED IN DIAGRAMS

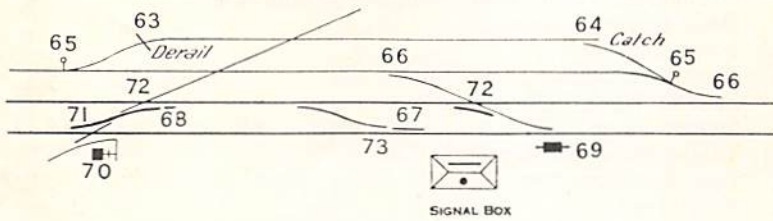
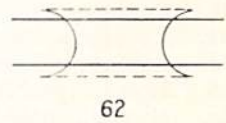
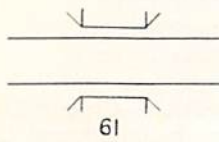
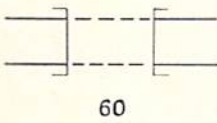
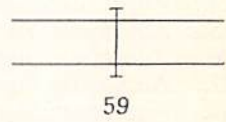
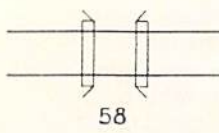
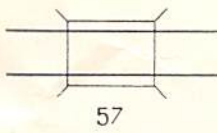
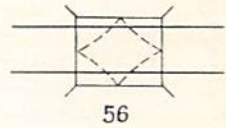
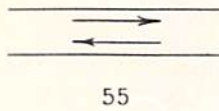
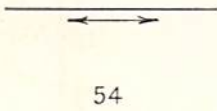
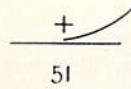
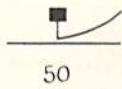
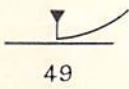
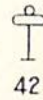
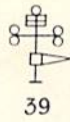
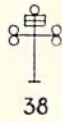
MECHANICAL SIGNALS



POWER SIGNALS



Symbols.—Continued.



For Notes see page 6

Symbols—*continued.*

NOTES

1. Distant Signal
2. Home or Starting Signal
3. Home or Starting Signal (Controlled)
4. Home or Starting Signal (Back View)
5. Bracket Post
6. Home and Calling On Signals
7. Disc Signal
8. Disc Signal (Controlled)
9. Disc Signal (Back View)
10. Dwarf Signal
11. Ground Disc Signal
12. Suspended Post
13. Home Signal—Colour Light
14. Home Signal—fitted with Illuminated Letter " A "
15. Home Signal—fitted with Junction Indicator
16. Home Signal—Semaphore
17. Home Signal—Colour Light
18. Home Signal—Semaphore
19. Home Signal—Colour Light
20. Home Signal—Semaphore
21. Dwarf Signal—Colour Light
22. Automatic Signal—Colour Light
23. Automatic Signal—Semaphore
24. Automatic Signal—Colour Light
25. Automatic Signal—Semaphore
26. Automatic Signal—Colour Light
27. Automatic Signal—Semaphore
28. Automatic Signal—Colour Light
29. Automatic Signal—Semaphore
30. Repeating Signal—Colour Light
31. Repeating Signal—Semaphore
32. Repeating Signal—Colour Light
33. Repeating Signal—Semaphore
34. Home Signal, Two Position—Colour Light
35. Home Signal—fitted with Illuminated Letter " A "
36. Automatic Signal, Two Position—Colour Light
37. Automatic Signal, Two Position—Colour Light
38. Flashing Light Signal
39. Boom Barrier
40. Approach Section Indicator
41. Fouling Point Indicator
42. Switch Stand
43. Telephone and Pilot Staff Cabin
44. Telephone on Post
45. Mile Post
46. Lever
47. Power Operated Point Machine
48. Power Operated Point Machine, Dual Control
49. Switch Lock
50. Annett or Staff Lock
51. Plunger Lock
52. Wicket Gate—Slamming Type
53. Wicket Gate—Normally Open Type
54. Direction of Traffic, Single Line

Symbols—*continued.*

NOTES—*continued.*

55. Direction of Traffic, Double Line
56. Level Crossing Interlocked Gates
57. Non-interlocked Gates
58. Cattle Pits
59. Signal Bridge
60. Overline Bridge
61. Underline Bridge
62. Tunnel
63. Derail
64. Catch Points
65. Hand Points
66. Interlocked Points
67. Plunger, with Lockbar
68. Plunger, without Lockbar
69. Point Detector
70. Point Indicator
71. Compound Crossing (Double)
72. Compound Crossing (Single)
73. Cross-over

SIGNALLING DIAGRAMS OF ARRANGEMENT OF FIXED SIGNALS, ETC.

1. A copy of each Diagram*, together with a copy of the Particulars and Instructions, must be kept available for perusal in every Signal-box, Loco. Depot, Office, and Room used by employes concerned, and, in addition, a copy of each is to be furnished to every Driver and Guard concerned. (See Regulation 8).

2. All Signals and Interlocked Points and Gates are shown on the Diagrams in their normal position, and each Section is assumed to be clear of trains. The distance between Signals is shown in feet on the margin of the Diagram. (See footnote to this page).

3. For the purposes of identification and reference, it is necessary that each Signal Post should have a distinguishing number; as a rule, the Posts of Interlocked Signals are numbered consecutively, commencing with the Distant Signal.

4. In the case of Three-Position Signals the Interlocked Signals bear the same number as the lever with which they are operated. At some places each Arm or Light is worked by the same Interlocked lever and in other cases the Signals on two or more Posts are worked by means of one lever; in the latter case, the first Post will bear the number of the lever alone, and the other Posts will have the lever number prefixed by a letter, thus:—U10, V10, Y10, Z10, UV10, and so on.

The distinguishing number of an Automatic Signal is always prefixed by a letter, a different letter being used on each Line.

The distinguishing number represents, approximately, the distance of the Automatic Signal in hundreds of feet from a "Zero" point at the East end of Flinders-street Station; Down Signals are given odd numbers and Up Signals even numbers. Examples:—

R127 denotes Down Automatic Signal at an approximate distance of 12,700 feet from Melbourne.

B210 denotes Up Automatic Signal at an approximate distance of 21,000 feet from Melbourne.

*It will be readily understood that a new Diagram is not issued in respect of every alteration of Fixed Signals or Roads; in this respect the particulars of Signals and Roads within, which are shown complete, vary with some current Diagrams.

SIGNAL CONTROL PANELS

At certain Stations and Signal Boxes, the points and signals are operated from a Control Panel.

Hereunder is a description of a Signal Control Panel:

- (a) The Control panel is of the all-electric type and there is no mechanical locking between the levers. There are no electric lever locks on the levers which are free to be moved at any time but to be effective they must be operated in accordance with these instructions.
- (b) The indicating letters " N " and " R " on the control panel correspond with the Normal and Reverse positions of the points. A Green light at the " N " position indicates that the points are in full Normal position and a Yellow light at the " R " position indicates that the points are in the full Reverse position.

When the points are electrically free a White light is displayed immediately below the respective point lever. Absence of the light indicates :—

- (i) A train on the fouling track section.
- (ii) Point control lever not in a position corresponding with the " N " or " R " light indication.
- (iii) Signal control lever not restored after previous movement.
- (iv) Approach locking in effect.
- (v) Conflicting point or signal control levers have not been restored.
- (vi) Failure of light or electrical apparatus.

Note :—If the light is not exhibited after the above conditions have been checked and conditions are safe for the points to be operated, the point control lever may be moved and the operation of the " N " and " R " indicating lights observed. If the points do not operate, a failure of the apparatus can be assumed.

- (c) **Route Proving Light :—**When a route has been properly set and the controlling signal lever has been operated, a White light (Route Proving Light) will be exhibited in the hub of the signal control lever. This light does not indicate that the signal has responded to the lever but is provided for the purpose of indicating that the electrical locking apparatus has responded to the lever, that the route is correctly set and locked and that conflicting points and signal control levers are in their correct positions.

Absence of the light indicates—

- (i) Signal control lever has not been reversed.
 - (ii) Points in the route have not operated to correspond with the position of the point control levers.
 - (iii) Conflicting point and signal control levers have not been restored.
 - (iv) Failure of the light or electrical apparatus.
- (d) **Approach Locking :—**The track control of the points is applied directly to the point machine at the points concerned and not by means of an electric lock at the point control lever. Instead of electrical locks on the signal control levers, the Approach Locking is applied directly to the point machine.

Approach locking becomes effective on the reversing of a signal control lever and is normally released on the passage of the train.

If the train does not proceed over the points, the restoring of the signal control lever to normal will release the Approach Locking automatically after the pre-determined time interval.

When the Approach Locking is in effect, the Red Normal indication Light will flash.

Dual Control Point Machines

Description

(a) The Machine has two levers both on the same side of the Machine. The levers normally rest on stops to which they are secured by padlocks. Similar stops are provided for the levers when they are in the Reverse position. The levers are known as "Selector" and "Hand Throw" lever respectively. The former is the smaller lever of the two and after placing it from the Motor Operating position to the Hand Operating position, the points can be worked by hand. The function of the Selector lever is to determine whether the points are connected so that they may be operated by Motor or by Hand. In the Normal position, the lettering "Motor" appears on the upper side, indicating that the lever is in position for Motor operation; when unlocked and thrown to Reverse position the lettering "Hand" appears on the upper side, indicating that the points are ready for Hand operation. With the Hand Throw Lever the points may be operated as ordinary Hand points, providing the Selector lever has been first operated to its Reverse position. The words "Hand Throw Lever N" appear when it is in the Normal position and the words "Hand Throw Lever R" are shown when at Reverse.

Immediately the Selector lever is moved from the Motor position to the Hand position, the lever control from the Signal Box will be rendered ineffective and the Signals governing movements over the points concerned will be held at Stop.

Before arranging for the points to be operated by hand, the Signalman concerned must satisfy himself that all levers controlling the Signals protecting the points to be operated are in the full normal position.

(c) Should a point failure occur and it is necessary for trains to be worked past the Signals in the "Stop" position, Regulation 95 must be strictly observed. The Signalman must in each case first unlock the Selector lever, throw it to the Hand Operating position, then place the points in the position for the intended movement and lock all levers. If the points are normal, moving of the Hand Throw Lever will unlock the points, move the points from Normal to Reverse and finally lock the points in the Reverse position.

Should the position of the points differ from the position of the Hand Throw Lever the lever must first be brought into position corresponding with the position of the points when the mechanism will engage automatically. Further movement of the Hand Throw Lever will move the points to the desired position.

If it be possible to complete the full travel of the points with the Hand Throw Lever but the lever will not travel on to its stop, the points are unlocked. Before a train is permitted to pass over the points under these circumstances the points must be secured in position with a point clip.

THREE-POSITION SIGNALS

Three-position Signalling is in force on the Lines or portions of Lines specified hereunder :—

Lines or Portions	No. of Diagram
WILLIAMSTOWN, ST. ALBANS, BROADMEADOWS, AND UPFIELD LINES	
Between—	
<i>Flinders Street—Spencer Street</i>	
Up and Down North and South Viaduct Lines	7/66
<i>Spencer Street—Franklin Street Junction</i>	
Up and Down West and East Suburban Lines	} 9/67
Up and Down Special Lines	
EM, M and WM Lines between No. 1 Signal-box and Franklin Street	
<i>Franklin Street Junction—North Melbourne Junction</i>	} 2/63
Up and Down East, Centre and West Lines	} 9/67
<i>North Melbourne Junction—Macaulay</i>	} 2/63
Up and Down Lines	} 7/65
<i>North Melbourne Junction—Kensington</i>	
Up and Down Country and Special Lines and Up and Down Essendon Suburban Lines	} 2/63
	} 25/65
<i>North Melbourne Junction—South Kensington</i>	
Up and Down Country and Up and Down Footscray Suburban Lines	2/63
<i>South Kensington and Footscray</i>	} 2/63
Up and Down Lines	} 21/61
<i>Footscray—Newport "A" Box</i>	} 21/61
Up and Down Lines	} 5/67
<i>Newport—Newport South</i>	
Up and Down Lines	5/67
<i>Footscray—Sunshine</i>	} 21/61
Up and Down Lines	} 12/64
<i>Sunshine—St. Albans</i>	} 19/61
Up and Down Lines	} 12/64
<i>Kensington—Broadmeadows</i>	} 25/65
Up and Down Lines	} 18/65
Between—	
<i>Flinders Street D Box (Princes Bridge)—Clifton Hill A Box</i>	} 29/65
Up and Down Lines	} 9/66
<i>Clifton Hill "B" Box—Merri</i>	
Up and Down Lines	9/66
<i>Clifton Hill "B" Box—Macleod</i>	} 8/64
Up and Down Lines	} 12/58

THREE POSITION SIGNALS—continued.

Lines or Portions	No. of Diagram
FLINDERS STREET, RINGWOOD, GLEN WAVERLEY, ASH- BURTON, DANDENONG, FRANKSTON AND SANDRING- HAM LINES	
Between—	
<i>Flinders Street " B ", " C " and " D " Boxes—Jolimont Junction</i>	} 13/67 23/66
Up and Down Burnley Loop, Camberwell, Caulfield, Sand- ringham, Special and Race Lines	
<i>Jolimont Junction—Richmond</i>	
All Up and Down Lines	23/66
<i>Richmond—Burnley</i>	} 23/66 20/66
Up and Down Centre, North and South Lines	
<i>Burnley—Hawthorn</i>	
Up and Down Lines	20/66
<i>Hawthorn—East Camberwell</i>	
Up and Down Lines	20/66
Note : Centre Line between Hawthorn and Camberwell available for two way running is worked under the Lever Locking and Track Control System of signalling	
<i>East Camberwell—Ringwood</i>	} 20/66 6/64 16/60
Up and Down Lines	
<i>Burnley—Glen Waverley</i>	} 20/66 5/66
Up and Down Lines	
<i>Camberwell—Ashburton</i>	} 20/66 7/64
Up and Down Lines	
Note : The Up Line between Camberwell and Rivers- dale may be worked under Lever Locking and Track Control System of Signalling	
<i>Richmond—Caulfield</i>	} 23/66 5/60 8/33
Up and Down Local and Through Lines	
<i>Caulfield—Oakleigh</i>	} 8/33 15/63
Up and Down Lines	
<i>Caulfield—Glenhuntly</i>	} 8/33 18/63
Up and Down Lines	
<i>Bentleigh—Highett</i>	
Up and Down Lines	22/66
<i>South Yarra—Sandringham</i>	} 5/60 23/66 18/66
Up and Down Lines	

THREE-POSITION SIGNALS—*continued*

Lines or Portions	No. of Diagram
FLINDERS STREET, ST. KILDA, AND PORT MELBOURNE LINES	
Between— <i>Flinders Street "A" Box—St. Kilda</i>	
Up and Down Lines	13/52
<i>Flinders Street "A" Box—Montague</i>	
Up and Down Lines	1/41
BROADMEADOWS—SEYMOUR LINE	
Between— <i>Tallaroak—Dysart</i>	
Up and Down Lines	20/61
EASTERN LINE	
<i>Dandenong—Hallam</i>	10/56
<i>Narre Warren—Beaconsfield</i>	10/61
<i>Officer—Tynong</i>	6/58
<i>Garfield and Bunyip</i>	13/65
<i>Yarragon—Moe</i>	17/66

LOW SPEED SIGNALS

1. In the general practice Low Speed Signals (when fixed on Home Signals) apply to Goods Lines only, but in case of failure of signalling apparatus, or when necessary for a second train to enter a section to render assistance, or where for other exceptional circumstances its use is authorised the Low Speed Caution Signal may be displayed for any of the Running Lines to which the Home Signals apply. This is accomplished by means of an instrument which is operated by a Push-button and fixed convenient to the interlocked lever that governs the Signal. (See Instructions in the General Appendix).

2. (a) When in the circumstances referred to in clause 1 the Signalman finds it necessary to display a Low Speed Indication for a train movement to any Line other than a Goods Line, he must—after setting the Points as required and operating the lever that governs the Signal—press the Push-button firmly home, when, provided all Signals on the Post are in the Stop position, the Low Speed Caution Signal will be displayed.

(b) Low Speed Signals are not replaced to the normal position by the passage of the train. The Signalman must promptly restore the Signal Lever to its normal position when the train has passed the Signal; this operation of the Signal Lever will restore the Push-button to its normal position.

3. Proceed indications exhibited on Dwarf Signals may not be replaced to "Stop" by the passage of the train, and the "Clear Indication" may be replaced to Caution only. To replace to "Stop" the Signalman must restore the lever to its normal position when the train has passed.

THREE-POSITION HOME SIGNALS WHICH MAY DISPLAY THE LETTER " A "

(Regulations 55 and 74).

The attention of the staff is directed to the locations and Signals at which an illuminated letter " A " may be displayed as described in Regulation 55 :—

Signal	Location
No. 65 Down Home	South Kensington
No. 15 Up Home	
No. 2 Up Home	Maribyrnong River (Remote Control) Junction
No. 6 Down Home	
No. 2 Down Home Arrival	Footscray Junction
No. 3 Down Home Departure	
No. U17 Up Departure Home	
No. 18 Up Arrival Home	West Footscray
No. 2 Up Home	
No. 35 Down Home	Tottenham (White City)
No. 2 Down Home	
No. 8 Up Home	Windsor
No. 16 Down Home	
No. 14 Up Home	Dendy Street
No. 6 Down Home	
No. 14 Up Home	Armadale Up and Down Through Lines
No. 1 Down Home	
No. 10 Up Home	Malvern Local Line
No. 5 Down Home	
No. 9 Up Home	Victoria Park
No. 2 Down Home	
No. 4 Up Home	Kensington
No. 20 Down Home	
No. 23 Down Home Essendon Suburban Line—Flyover	Newmarket
No. 3 Down Home	
No. 15 Up Home	Glenroy
No. 8 Up Home	
No. 22 Down Home	Somerton
No. 3 Up Home	
No. 162 Up Home	St. Kilda Line, Flinders Street " A " Signal Box
No. 10 Down Home	
No. 16 Down Home	Burnley
No. 36 Down Home	
No. 78 Up Home	Hawthorn
No. 98 Up Home	
No. 20 Up Home	Blackburn
No. 26 Down Departure Home	
No. 30 Down Home	Mitcam
No. 6 Down Home	
No. 18 Down Home	Mitcam
No. 28 Up Home	
No. 12 Up Home	
No. 18 Down Home	Mitcam
No. 24 Up Home	

THREE-POSITION HOME SIGNALS WHICH MAY DISPLAY THE
LETTER "A"—*continued*

Signal	Location
No. 2 Up Home	General Motors
No. 14 Down Home	
No. 2 Down Home	Narre Warren
No. 3 Up Home	
No. 14 Down Home	Berwick
No. 14 Up Home	
No. 28 Down Home	Officer
No. 32 Up Home	
D. 1648 Up Home	Pakenham
No. 6 Down Home	
No. 14 Up Home	Nar Nar Goon
No. 28 Down Home	
No. 32 Up Home	Tynong
D. 2282 Up Home	
D. 2389 Down Home	Garfield
D. 2402 Up Home	
No. 2 Up Home	Drouin
No. 3 Up Home	
No. 28 Down Home	Trafalgar
No. 29 Down Home	
No. 4 Down Home	Dysart
No. 12 Up Home	
No. 22 Down Home	Murrumbeena
No. 28 Up Home	
No. 9 Down Home	
No. 6 Down Home	

TWO-POSITION AUTOMATIC SIGNALS

Two-position Automatic Signals are in use at the following places :—

Lines and Locality	No. of Diagram
Newmarket and Flemington Racecourse	12/65

DEFINITIONS

The list of definitions as contained in General Regulation I, Book of Rules and Regulations, will also apply to the same terms where used in this Book.

Standard Code of Whistles

The following is the Code of Whistles for all Stations, Junctions, and Sidings not otherwise provided for :—

Stations on Double Lines

	Long	Short	Long
Main Line, Up and Down	1	—	—
Crossing from Up to Down Main Line, and vice versa	1	1	1
To or from—			
Up or Down Main Line and No. 1 Siding, on same side	1	1	—
Up or Down Main Line and No. 2 Siding, on same side	1	2	—
Up or Down Main Line and No. 3 Siding, on same side	1	3	—
Main Line (across other Running Line) and No. 1 Siding	—	1	1
Main Line (across other Running Line) and No. 2 Siding	—	1	2
Main Line (across other Running Line) and No. 3 Siding	—	1	3
Main Line and Branch Line at Junctions ...	2	—	—

Stations on Single Lines

To or from—			
Main Line and No. 1 Road	1	—	—
Main Line and No. 2 Road	1	2	—
Main Line and No. 3 Road	1	3	—
Main Line and No. 4 Road	1	4	—
Main Line and No. 5 Road	1	5	—
Branch Line and No. 1 Road	—	1	1
Branch Line and No. 2 Road	—	2	1
Branch Line and No. 3 Road	—	3	1

NOTE.—See General Appendix for Additional Code of Engine Whistling Signals.

FLINDERS STREET "A" BOX
(Diagram No. 13/67)

Post No.	Particulars
	Signal Bridge No. 1, on which are erected Posts 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11.
1	Three arms, Up Home Signals— Top arm, from North Viaduct Line, via "AA" to "A"—to post 41. Second arm, from North Viaduct Line via "B" to No. 1 Road West—to post 37B Bottom arm, from North Viaduct Line to No. 2 Road West—to post 37.
2	Three arms, Up Home Signals— Top arm, from North Viaduct Line to No. 3 Road—to post 38. Second arm, from North Viaduct Line to No. 4 Road—to post 40. Bottom arm, from North Viaduct Line to No. 5 Road—to post 42.
3	Three arms, Up Home Signals— Top arm, from North Viaduct to Line No. 6 Road—to post 44. Second arm, from North Viaduct Line to No. 7 Road—to post 46. Bottom arm, from North Viaduct Line to No. 8 Road—to post 48.
4	Two arms, Up Home Signals— Top arm, from North Viaduct Line to No. 9 Road—to post 50. Bottom arm, from North Viaduct Line to No. 10 Road—to post 52.
5	Two arms, Up Home Signals— Top arm, from North Viaduct Line to No. 11 Road—to post 55. Bottom arm, from North Viaduct Line to No. 12 Road West—to post 57.
6	Five Disc Signals— Top left-hand Disc, from Down North Viaduct Line to "A"—towards post 41. Second left-hand Disc, from Down North Viaduct Line via "B" to No. 2 Road West—towards post 37. Bottom left-hand Disc, from Down North Viaduct Line to No. 3 Road—towards post 38. Top right-hand Disc, from Down North Viaduct Line to "D"—towards post 19. Bottom right-hand Disc, from Down North Viaduct Line via "K" to "H"—towards post 20.

FLINDERS STREET "A" BOX—*continued*

Post No.	Particulars
7	Two arms, Up Home Signals— Top arm, from South Viaduct Line to No. 4 Road—to post 40. Bottom arm, from South Viaduct Line to No. 5 Road—to post 42.
8	Three arms, Up Home Signals— Top arm, from South Viaduct Line to No. 6 Road—to post 44. Second arm, from South Viaduct Line to No. 7 Road—to post 46. Bottom arm, from South Viaduct Line to No. 8 Road—to post 48.
9	Two arms, Up Home Signals— Top arm, from South Viaduct Line to No. 9 Road—to post 50. Bottom arm, from South Viaduct Line to No. 10 Road—to post 52.
10	Two arms, Up Home Signals— Top arm, from South Viaduct Line to No. 11 Road—to post 55. Bottom arm, from South Viaduct Line to No. 12 Road West—to post 57.
11	Five Disc Signals— Top left-hand Disc, from Down South Viaduct Line to No. 6 Road—towards post 44. Second left-hand Disc, from Down South Viaduct Line to No. 7 Road—towards post 46. Bottom left-hand Disc, from Down South Viaduct Line to No. 8 Road—towards post 48. Top right-hand Disc, from Down South Viaduct Line to No. 9 Road—towards post 50. Bottom right-hand Disc, from Down South Viaduct Line to "H"—towards post 20.
12	Disc Signal from Parcels Dock to Siding "U".
13	Four Disc Signals— Top left-hand Disc, from Siding "U" to Parcels Dock. Bottom left-hand Disc, from Siding "U" to "A"—towards post 41. Top right-hand Disc, from Siding "U" via "B" to No. 2 Road West—towards post 37. Bottom right-hand Disc, from Siding "U" to No. 3 Road—towards post 38.
Signal Bridge No. 2, on which are erected Posts 14 and 15.	
14	Two arms and One Disc, Down Signals— Top arm, Home from "A"—to post W2I, North Viaduct Line.

FLINDERS STREET "A" BOX—*continued*

Post No.	Particulars
14 (<i>contd.</i>)	Bottom arm, Calling-on from "A"—towards post W21, North Viaduct Line.
	The Disc, from "A" to Siding "U".
15	Two arms and One Disc, Down Signals— Top arm, Home, from "B"—to post W21, North Viaduct Line.
	Bottom arm, Calling-on from "B"—towards post W21, North Viaduct Line.
	The Disc, from "B" to Siding "U".
16	Two arms, Down Signals— Top arm, Home, from "D"—to post W21, North Viaduct Line.
	Bottom arm, Calling-on, from "D"—towards post W21, North Viaduct Line.
17	Two Disc Signals— Left-hand Disc, from Car Siding "V" to "H"—towards post 20.
	Right-hand Disc, from Car Siding "W" to "H"—towards post 20.
18	Down Home Signal from "Z"—to post E21, South Viaduct Line.
19	Six Disc Signals—
	Top left-hand Disc, from "D" to No. 4 Road—towards post 40.
	Second left-hand Disc, from "D" to No. 5 Road—towards post 42.
	Bottom left-hand Disc, from "D" to No. 6 Road—towards post 44.
	Top right-hand Disc, from "D" to No. 7 Road—towards post 46.
	Second right-hand Disc, from "D" to No. 8 Road—towards post 48.
	Bottom right-hand Disc, from "D" to No. 9 Road—towards post 50.
20	Three Disc Signals—
	Top left-hand Disc, from "H" to No. 10 Road—towards post 52.
	Bottom left-hand Disc, from "H" to No. 11 Road—towards post 55.
	Right-hand Disc, from "H" to No. 12 Road West—towards post 57.
	<i>Note.</i> —The Disc Signals on post 20 are not applicable for movements from the Up Viaduct Lines.
21	Bracket Post, Four Arms, Down Signals—
	Top arm on left-hand Doll, Home from "K"—to post E21, South Viaduct Line.
	Bottom arm on left-hand Doll, Calling-on from "K"—towards post E21, South Viaduct Line.

FLINDERS STREET "A" BOX—*continued*

Post No.	Particulars
21 (<i>contd.</i>)	Top arm on right-hand Doll, Home from "K"—to post W21, North Viaduct Line. Bottom arm on right-hand Doll, Calling-on from "K"—towards post W21, North Viaduct Line.
23	Three Disc Signals— Top left-hand Disc, from Siding "X" to No. 2 Road West—towards post 37. Bottom left-hand Disc, from Siding "X" to No. 3 Road—towards post 38. Right-hand Disc, from Siding "X" to No. 4 Road—towards post 40.
30	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Port Melbourne Line to No. 12 Road West—to post 57. Right-hand arm, from Port Melbourne Line to No. 13 Road West—to post 59.
32	Two Disc Signals— Left-hand Disc, from St. Kilda Down Line to Up Line—towards post 161. Right-hand Disc, from St. Kilda Down Line towards No. 14 Road West.
35	Ground Disc Signal, from Dead-end Siding to Siding "X".
	Signal Bridge No. 3 on which are erected Posts 36B, 36, 37B, 37, 38 and 39.
36B	Four arms, Down Signals— Top arm, Home from No. 1 Road West to "B"—to post 15. Second arm, Calling-on from No. 1 Road West to "B"—towards post 15. Third arm, Home from No. 1 Road West to "A"—to post 14. Bottom arm, Calling-on from No. 1 Road West to "A"—towards post 14.
36	Two arms and two Discs, Down Signals— Top arm, Home from No. 2 Road West to "B"—to post 15. Bottom arm, Calling-on from No. 2 Road West to "B"—towards post 15. Left-hand Disc, from No. 2 Road West to Siding "X" Right-hand Disc, from No. 2 Road West to "A"—towards post 14.
37B	Two arms, Up Signals, controlled by "D" Box— Top arm, Home to No. 1 Road West—to post 202. Bottom arm, Calling-on to No. 1 Road West—towards post 202.

FLINDERS STREET "A" BOX—*continued*

Post No.	Particulars
37	Two arms, Up Signals, controlled by "D" Box— Top arm, Home to No. 2 Road West—to post 230. Bottom arm, Calling-on to No. 2 Road West—towards post 230.
38	Two arms, Up Signals, controlled by "D" Box— Top arm, Home to No. 3 Road—to post 233. Bottom arm, Calling-on to No. 3 Road—towards post 233.
39	Two arms and one Disc, Down Signals— Top arm, Home from No. 3 Road to "B"—to post 15. Bottom arm, Calling-on from No. 3 Road to "B"—towards post 15.
41	The Disc, from No. 3 Road to Siding "X" Three-position Home Signal (Light) from "A" Road.
Signal Bridge No. 4, on which are erected Posts 40, 41B, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52 and 53.	
40	Two arms, Up Signals, controlled by "C" Box— Top arm, Home to No. 4 Road—to post 73. Bottom arm, Calling-on to No. 4 Road—towards post 73.
41B	Three arms and one Disc, Down Signals— Top arm, Home from No. 4 Road to "Z"—to post 18. Second arm, Home from No. 4 Road to "D"—to post 16. Bottom arm, Calling-on from No. 4 Road to "D"—towards post 16. The Disc, from No. 4 Road to Siding "X"
42	Two arms, Up Signals, controlled by "C" Box— Top arm, Home to No. 5 Road—to post 89. Bottom arm, Calling-on to No. 5 Road—towards post 89.
43	Three arms, Down Signals— Top arm, Home from No. 5 Road to "Z"—to post 18. Second arm, Home from No. 5 Road to "D"—to post 16. Bottom arm, Calling-on from No. 5 Road to "D"—towards post 16.
44	Two arms, Up Signals, controlled by "C" Box— Top arm, Home to No. 6 Road—to post 112. Bottom arm, Calling-on to No. 6 Road—towards post 112.
45	Three arms, Down Signals— Top arm, Home from No. 6 Road to "Z"—to post 18. Second arm, Home from No. 6 Road to "D"—to post 16. Bottom arm, Calling-on from No. 6 Road to "D"—towards post 16.

FLINDERS STREET "A" BOX—continued

Post No.	Particulars
46	Two arms, Up Signals, controlled by "C" Box— Top arm, Home to No. 7 Road—to post 75. Bottom arm, Calling-on to No. 7 Road—towards post 75.
47	Three arms, Down Signals— Top arm, Home from No. 7 Road to "Z"—to post 18. Second arm, Home from No. 7 Road to "D"—to post 16. Bottom arm, Calling-on from No. 7 Road to "D"—towards post 16.
48	Two arms, Up Signals, controlled by "C" Box— Top arm, Home to No. 8 Road—to post 76B. Bottom arm, Calling-on to No. 8 Road—towards post 76B.
49	Three arms, Down Signals— Top arm, Home from No. 8 Road to "Z"—to post 18. Second arm, Home from No. 8 Road to "D"—to post 16. Bottom arm, Calling-on from No. 8 Road to "D"—towards post 16.
50	Two arms, Up Signals, controlled by "C" Box— Top arm, Home to No. 9 Road—to post 162. Bottom arm, Calling-on to No. 9 Road—towards post 162.
51	Three arms, Down Signals— Top arm, Home from No. 9 Road to "Z"—to post 18. Second arm, Home from No. 9 Road to "D"—to post 16. Bottom arm, Calling-on from No. 9 Road to "D"—towards post 16.
52	Two arms, Up Signals, controlled by "B" Box— Top arm, Home to No. 10 Road—to post 21. Bottom arm, Calling-on to No. 10 Road—towards post 21.
53	Two arms and a Disc, Down Signals— Top arm, Home from No. 10 Road to "K"—to post 21. Bottom arm, Calling-on from No. 10 Road to "K"—towards post 21. The Disc, from No. 10 Road to Car Sidings "V" or "W". <i>Note.</i> —A Point Indicator works with the Points leading to Car Sidings "V" or "W".
Signal Bridge No. 5, on which are erected Posts 54, 55, 56, 57, 58 and 59.	
54	Two arms, and a Disc, Down Signals— Top arm, Home from No. 11 Road to "K"—to post 21. Bottom arm, Calling-on from No. 11 Road to "K"—towards post 21. The Disc, from No. 11 Road to Car Sidings "V" or "W".

FLINDERS STREET "A" BOX—continued

Post No.	Particulars
55	Two arms, Up Signals, controlled by "B" Box— Top arm, Home to No. 11 Road—to post 12. Bottom arm, Calling-on to No. 11 Road—towards post 12.
56	Two arms and one Disc, Down Signals— Top arm, Home from No. 12 Road West to "K"—to post 21. Bottom arm, Calling-on from No. 12 Road West to "K"—towards post 21. The Disc, from No. 12 Road West to Car Sidings "V" or "W".
57	Two arms, Up Signals, controlled by "B" Box— Top arm, Home to No. 12 Road West—to post 62. Bottom arm, Calling-on to No. 12 Road West—towards post 62.
58	Two arms, Down Signals— Top arm, Home from No. 12 Road West to Port Melbourne Line—to post P27. Bottom arm, Calling-on from No. 12 Road West to Port Melbourne Line—towards post P27.
59	Two arms, Up Signals, controlled by "B" Box— Top arm, Home to No. 13 Road West—to post 63 or 63B. Bottom arm, Calling-on to No. 13 Road West—towards post 63 or 63B.
60	Two arms, Down Home Signals— Top arm, from No. 13 Road West to St. Kilda Line—to post K27. Bottom arm, from No. 13 Road West to Port Melbourne Line—to post P27.
148	Three-position, Down Home (Light) Signal from No. 14 Road West to St. Kilda Line—to post K27.
161	Three-position Up Home Signal St. Kilda Line.
162	Three-position Up Home (Light) Signal St. Kilda Line (see page 00).

FLINDERS STREET "B" BOX

(Diagram No. 29/65)

Post No.	Particulars
62	Signal Bridge No. 6, from which are suspended Posts 62 and 63. Three Down Signals, two Homes and one Calling-on, Light Signals— Left-hand Signal, Home from No. 12 Road West to No. 12 Road East—to post 53.

FLINDERS STREET " B " BOX—*continued*

Post No.	Particulars
62 (<i>contd.</i>)	Top Right-hand Signal, Home from No. 12 Road West to No. 13 Road East—to post 83. Bottom Right-hand Signal, Calling-on from No. 12 Road West to No. 13 Road East—towards post 83.
63	Three Down Signals, two Homes and one Calling-on, Light Signals, co-acting with Signals on post 63B— Left-hand Signal, Home, from No. 13 Road West to No. 12 Road East—to post 53. Top Right-hand Signal, Home, from No. 13 Road West to No. 13 Road East—to post 83. Bottom Right-hand Signal, Calling-on from No. 13 Road West to No. 13 Road East—towards post 83.
63B	Three Down Signals, two Homes and one Calling-on, Light Signals, erected above the Bookstall on No. 10 Platform—co-acting with signals on post 63.
Signal Bridge No. 7, from which are suspended Posts 67 and 68.	
67	Three Up Signals, two Homes and one Calling-on, Light Signals, controlled by " A " Box— Top Left-hand Signal, Home from No. 12 Road East to No. 13 Road West—to post 60. Bottom Left-hand Signal, Calling-on from No. 12 Road East to No. 13 Road West—towards post 60. Right-hand Signal, Home from No. 12 Road East to No. 12 Road West—to posts 56 and 58.
68	Three Up Signals, two Homes and one Calling-on, Light Signals, controlled by " A " Box— Top Left-hand Signal, Home from No. 13 Road East to No. 13 Road West—to post 60. Bottom Left-hand Signal, Calling-on from No. 13 Road East to No. 13 Road West—towards post 60. Right-hand Signal, Home from No. 13 Road East to No. 12 Road West—to posts 56 and 58.
21 78B	Three-position Down Home Signal (Light) from No. 10 Road. Two Up Signals, Home and Calling-on (Light Signals), controlled by " A " Box— Top Signal, Home to No. 10 Road—to post 53. Bottom Signal, Calling-on to No. 10 Road—towards post 53.
12	Three-position Down Home Signal (Light Signal), from No. 11 Road. <i>Note.</i> —Point Indicators work with the Points leading to Sandringham Sidings Nos. 1 and 2, and with the Points leading to Essendon Sidings Nos. 2, 3, or " WW ".
53	Three-position Down Home Signal (Light Signal), from No. 12 Road East.

FLINDERS STREET " B " BOX—*continued*

Post No.	Particulars
80	<p>Two Up Signals, Home and Calling-on (Light Signals), controlled by " A " Box— Top Signal, Home to No. 11 Road—to post 54. Bottom Signal, Calling-on to No. 11 Road—towards post 54.</p>
81	<p>Two Up Signals, Home and Calling-on (Light Signals)— Top Signal, Home to No. 12 Road East—to post 67. Bottom Signal, Calling-on to No. 12 Road East—towards post 67.</p>
83	<p>One arm and four Discs, Down Signals, and two arms, Up Signals— Down Signals :— The arm, Home from No. 13 Road East to Special Line—to post 17. Top Left-hand Disc, from No. 13 Road East, to Essendon Siding No. 1 via " X ". Bottom Left-hand Disc, from No. 13 Road East, to Essendon Siding No. 2 or to " WW " via " X ", or to Essendon Siding No. 3 via " X "—towards Ground Disc 132B Top Right-hand Disc, from No. 13 Road East to Essendon Siding No. 2 or to " WW " via " Y ", or to Essendon Siding No. 3 via " Y "—towards Ground Disc 132B. Bottom Right-hand Disc, from No. 13 Road East to " ZZ ". Up Signals :— Top arm, Home to No. 13 Road East—to post 68. Bottom arm, Calling-on to No. 13 Road East—towards post 68.</p>
84	<p>One arm and three Discs under the arm, Down Signals, and two arms, Up Signals— Down Signals :— The arm, Home from No. 14 Road East to Race Line—to post SR11. Top Left-hand Disc, from No. 14 Road East to Essendon Siding No. 2, or to " WW " via " W ", or to Essendon Siding No. 3—towards Ground Disc 132B. Bottom Left-hand Disc, from No. 14 Road East to " ZZ ". Right-hand Disc, from No. 14 Road East to " Q "—towards post 134, or to " R ". Note.—For movements from " R " Siding via connexion indicated " RR " on Diagram, see special instructions in the General Appendix. Up Signals :— Top arm, Home to No. 14 Road East. Bottom arm, Calling-on to No. 14 Road East.</p>
84B	<p>Ground Disc Signal, from Dock Road " E " to " Q "—towards post 134, or to " R ". Note.—For movements from " R " Siding via connexion indicated " RR " on Diagram, see special instructions in the General Appendix.</p>

FLINDERS STREET " B " BOX—*continued*

Post No.	Particulars
89B	Three Disc Signals— Top Disc, from Dock Road " C " to Essendon Siding No. 1. Centre Disc, from Dock Road " C " to Essendon Siding No. 2, or to " WW ", or to Essendon Siding No. 3—towards Ground Disc 132B. Bottom Disc, from Dock Road " C " to " ZZ ".
90	Ground Disc Signal, from Dock Road " D " to Essendon Siding No. 3—towards Ground Disc 132B, or to " WW ".
97	Two Disc Signals— Top Disc, from the Down Sandringham Line to No. 11 Road—towards post 80. Bottom Disc, from the Down Sandringham Line to No. 10 Road—towards post 78B.
97B	Ground Disc Signal, from Sandringham Siding No. 1 to Sandringham Sidings Nos. 3, 4, 5 and 6.
98	Two Disc Signals— Left-hand Disc, from Sandringham Siding No. 2 to No. 11 Road—towards post 80. Right-hand Disc, from Sandringham Siding No. 1 to No. 11 Road—towards post 80. Note.—There are Catch Points in Sandringham Sidings Nos. 1 and 2 ahead of post 98.
107	Bracket post, two arms, Up Home Signals, and two Discs— Left-hand arm, from Up Sandringham Line to No. 11 Road—to post 80. Right-hand arm, from Up Sandringham Line to No. 10 Road—to post 78B. Left-hand Disc, from Sandringham Sidings Nos. 3, 4, 5 and 6 to Sandringham Siding No. 1—towards post 98. Right-hand Disc, from Sandringham Sidings Nos. 3, 4, 5 and 6 to No. 10 Road—towards post 78B.
31	Three-position Up Home (Light) Signal from Special Line.
34	Dwarf Signal from Down Special Line,
110B	Ground Disc Signal, from " W " to No. 11 Road via " X "—towards post 80, or to No. 12 Road East via " X "—towards post 81, or to No. 13 Road East via " X "—towards post 83, or to No. 13 Road East via " Y "—towards post 83, or to Dock Road " C " or " D ", or to No. 14 Road East—towards post 84.
131	Ground Disc Signal, from Essendon Siding No. 2 to No. 11 Road via " X "—towards post 80, or to No. 12 Road East via " X "—towards post 81, or to No. 13 Road East via " Y "—towards post 83, or to Dock Road " C ", or to No. 14 Road East—towards post 84.
132	Ground Disc Signal, along Essendon Siding No. 3 to " W "—towards Ground Disc 110B.
132B	Ground Disc Signal, along Essendon Siding No. 3.

FLINDERS STREET " B " BOX—continued

Post No.	Particulars
133	Two Disc Signals— Left-hand Disc, from " R " to Dock Road " E ", or to No. 14 Road East—towards post 84. Right-hand Disc, from " Q ", to Dock Road " E ", or to No. 14 Road East—towards post 84.
134	Disc Signal, from " Q " to " WW ".
137	One arm and a Disc, Up Signals— The arm, Home from Up Race Line to No. 14 Road East—to post 84. The Disc, from Up Race Line to " W "—towards Ground Disc 110B.
139	Ground Disc Signal, from Essendon Siding No. 1 to No. 11 Road—towards post 80, or to No. 12 Road East—towards post 81, or to No. 13 Road East—towards post 83, or to Dock Road " C ".
142	Two Disc Signals— Left-hand Disc, from " WW " to " Q "—towards post 133. Right-hand Disc, from " WW " to " W "—towards Ground Disc 110B.
142B	Disc Signal, from Goods Siding No. 1 to " WW "—towards post 142.
143	Disc Signal, from Workshops Line to No. 11 Road—towards post 80, or to No. 12 Road East—towards post 81, or to No. 13 Road East—towards post 83, or to Dock Road " C ", or to No. 14 Road East via " Z "—towards post 84.
<i>Note.</i> —There are Catch Points in " ZZ ", ahead of post 143, and the Hand Points, facing in Up Direction ahead of post 143, normally lie towards " ZZ ", and are Detector-locked in that position by the Disc Signal on post 143 at Proceed.	
144	Disc Signal, from Goods Sidings Nos. 2, 3, 4 and 5 to " WW "—towards post 142.
145	Disc Signal, from Goods Sidings Nos. 7, 8, 9 and 10 to " WW "—towards post 142.

Notes.—1. Point indicators work with the Points controlled by the Disc Signals applicable to and from Essendon Sidings No. 1, 2 or 3, and Nos. 11, 12 and 13 Roads, Dock Road " C ", or No. 14 Road, also with the Points controlled by the Disc Signals applicable to and from No. 14 Road or Dock Road " E " and " Q " or " R ".

2. The connexion between No. 14 East and No. 14 West Roads is through a Crossover, the Points of which are rodded together and worked by a lever. The Point Lever is cross-locked from " B " Box, and the Cross-lock Lever in " B " Box is controlled from " A " Box. The employe in charge of the shunting operations must work these Points and arrange with the Signaller at " B " Box for what is required.

FLINDERS STREET " C " BOX
(Diagram No. 29/65)

Post No.	Particulars
	Signal Bridge No. 8, on which are erected Three-position Light Signals Nos. 202, 230 and 238.
202	Three-position Down Home (Light) Signal from No. 1 Road West (operated from Flinders Street " D " Box).
230	Three-position Down Home (Light) Signal from No. 2 Road West (operated from either Flinders Street " C " or " D " Box).
238	Three-position Down Home (Light) Signal from No. 3 Road (operated from either Flinders Street " C " or " D " Box).

Note.—238 is a Co-acting Light Signal to repeat the Indications shown on Three-position Light Signal No. 238, and is installed on the abutment of Bridge at Down end of No. 2 Platform immediately under and to the right of Signal No. 238. The Repeater Light Signals are in the same form and apply to the same Roads as the Main Signals. The Co-acting Repeating Lights are visible to Drivers, but not to Guards of Trains.

Post No.	Particulars
71	Two Up Signals, Home and Calling-on (Light Signals), controlled by " A " Box— Top Signal, Home to No. 5 Road—to post 43. Bottom Signal, Calling-on to No. 5 Road—towards post 43.
73	Three-position Down Home Signal from No. 4 Road (Light Signals under Swanston Street Bridge).
89	Three-position Down Home (Light Signal) from No. 5 Road.
74	Two arms, Up Signals, controlled by " A " Box— Top arm, Home to No. 6 Road—to post 45. Bottom arm, Calling-on to No. 6 Road—towards post 45.
112	Three-position Down Home (Light) Signal from No. 6 Road.
75	Two arms, Up Signals, and a Three-position Down Home (Light) Signal— Up Signals , controlled by " A " Box— Top arm, Home to No. 7 Road—to post 47. Bottom arm, Calling-on to No. 7 Road—towards post 47.
	Down Signal— Three-position Down Home (Light) Signal from No. 7 Road.
76B	Three arms, two Up and one Down Signal.
	Down Signal— The arm, Home from No. 8 Road to Down Caulfield and Oakleigh Line—to post 163.
	Up Signals , controlled by " A " Box— Top arm, Home to No. 8 Road—to post 49. Bottom arm, Calling-on to No. 8 Road—towards post 49.

FLINDERS STREET "C" BOX—*continued*

Post No.	Particulars
44	Dwarf Signal, from Down Camberwell Line, controlled by "A" Box.
99	Three-position Up Home (Light Signal), from Up Camberwell Line, controlled by "A" Box.
91	Three-position Down Home Signal to Camberwell Line.
78	Three-position Up Home Signal, from Camberwell Line.
76	Dwarf Signal, from Camberwell Siding No. 2.
U76	Dwarf Signal, from Down Camberwell Line.
87	Dwarf Signal, from Coburg Siding No. 1. Note.—There are Catch Points in Coburg Siding No. 1 ahead of Dwarf Signal 87.
124	Dwarf Signal, from Coburg Siding No. 2. Note.—There are Catch Points ahead of Dwarf Signal 124 for movements towards 5, 6 or 7 Roads.
U111	Dwarf Signal, from Coburg Siding No. 3. Note.—There are Catch Points in Coburg Siding No. 3 ahead of Dwarf Signal U111.
162	Three-position Down Home (Light) Signal, from No. 9 Road. Note.—A point indicator works with the facing points at the junction of Oakleigh Sidings Nos. 1 and 2.
178	Three-position Up Home (Light) Signal to No. 9 Road, controlled by "A" Box.
175	Dwarf Signal, from Oakleigh Siding No. 1. Note.—There are Catch Points in Oakleigh Siding No. 1 ahead of Dwarf Signal 175.
176	Dwarf Signal, from Oakleigh Siding No. 2. Note.—There are Catch Points in Oakleigh Siding No. 2 ahead of Dwarf Signal 176.
177	Three-position Up Home (Light) Signal, from Up Caulfield and Oakleigh Line.
163	Three-position Down Home Signal to Caulfield and Oakleigh Line.
170	Dwarf Signal, from Oakleigh Siding No. 1.
111	Dwarf Signal, from Down Caulfield and Oakleigh Line.
133	Three-position Up Home (Light) Signal, from Caulfield and Oakleigh Line.
165	Dwarf Signal, from Oakleigh Siding No. 2.
131	Dwarf (Light) Signal, from Oakleigh Siding No. 3.
U131	Dwarf (Light) Signal, from Oakleigh Sidings Nos. 4, 5, 6 and 7 via Interlocked points.

Note.—Drivers of Down Goods Trains when proceeding via No. 2 Road towards "C" Box must, when the Signals are at the stop position, draw as near as possible to the post 230 on Bridge No. 8, consistent with their having a proper view of the Signals on such post.

FLINDERS STREET " D " BOX

(Diagram No. 13/67)

Three-position Signalling is in force.

Normal Speed Routes

At Flinders Street " D " Box the Normal Speed Signal on post No. 232 will apply only to the Burnley Loop Line and the Medium Speed Signal will not apply to this route.

JOLIMONT JUNCTION—FLINDERS STREET " E " SIGNAL BOX

(Diagram No. 23/66)

Three-position Signalling is in force.

Normal Speed Routes

At Jolimont Junction (Flinders Street " E " Box), the Normal Speed Signals on posts 61, 57, 42, 22, 21, 3, 7, 2, 78, 76, 72 and 74 will apply only to the routes specified hereunder and the Medium Speed Signal when displayed on these posts will not apply to such posts.

Signal Post No.	DOWN TRAINS		Signal Post No.	UP TRAINS	
	From	To		From	To
61	Signal Post 61	Signal Post 60	22	Signal Post 22	Sandringham Line
57	Signal Post 57	Signal Post 56	21	Signal Post 21	Sandringham Line
42	Signal Post 42	Sandringham Line	3	Signal Post 3	Camberwell Line
78	" Z "	Down Local	7	Signal Post 7	Caulfield and Oakleigh Line
76	" W "	Down Through	2	Signal Post 2	Signal Post 3
			72	Through Line	" W "
			74	Local Line	" Z "

Note.—The Down Home Signal, post 86, at the junction of the Down North and Centre Lines will display a Medium Speed Signal only. The " Reduce to Medium Speed " Signal may be displayed on posts 72 and 74.

Notes.—1. The Signaller at " E " Box Jolimont Junction must not turn any Up Train towards any of the Yard Sidings from any Running Line unless specially authorised in each case by the Yard Foreman, and before giving authority for any such movement the Yard Foreman must take all necessary precautions.

JOLIMONT JUNCTION —FLINDERS STREET " E "
SIGNAL BOX—continued

2. *Goods Trains from Flinders Street to Spencer Street.*—To facilitate traffic at Viaduct Junction, Goods Trains from Flinders Street must, as far as practicable, be worked via the South Viaduct Line, and with this in view the Signalman at Box " E ", Flinders Street (Jolimont Junction), should work Up Goods Trains towards the Roads connected with the South Line, provided this can be done without interruption to the Passenger Service.

FLINDERS STREET " A " BOX—VIADUCT JUNCTION

Routing of Trains

Passenger Trains.—Except otherwise ordered, Upfield, St. Albans and Williamstown Line Trains must be worked via the North Viaduct Lines, and as far as is practicable, Broadmeadows Trains via the South Lines, but when it is not practicable to work an Up Broadmeadows Train via the South Line without interruption to the Passenger Service, it may be worked via the North Line. The Signalman at Viaduct Junction and Box " A " must promptly confer and have a clear understanding before any train which, ordinarily, should travel on the North Viaduct Line, is turned to the South Line, or vice versa.

Every effort must be made to maintain the regular order of precedence and if, owing to late running or other cause, any suburban train precede another, which in the ordinary course it should have followed, the Signalman at Junctions in advance must be promptly advised by the Signalman next in the rear.

Goods Trains—Goods Trains from Spencer Street to Camberwell or Clifton Hill Lines must, whenever practicable, without interruption to the Passenger Service or serious delay to the Goods, be worked via the North Viaduct Line ; and, subject to the same conditions, all other Goods Trains must be worked via the South Line.

Goods Trains from Flinders Street.—To facilitate traffic at Viaduct Junction, Goods Trains from Flinders Street must, as far as is practicable, be worked via the South Viaduct Line, and with this in view the Signalman at Box " E ", Flinders Street (Jolimont Junction), should work Up Goods Trains towards the Roads connected with the South Line, provided this can be done without interruption to the Passenger Service.

VIADUCT JUNCTION BOX

(Diagram No. 7/66)

Three-position Signalling is in force.

Normal Speed Routes

At Viaduct Junction Box the Normal Speed Signal on posts 30, 9, 32, and 14 will apply only to the routes specified hereunder, and the Medium Speed Signal when displayed on these posts will not apply to such routes.

DOWN TRAINS			UP TRAINS		
Signal Post No.	From—	To—	Signal Post No.	From—	To—
30	North Viaduct Line	East Suburban Line	14	West Suburban Line	South Viaduct Line
9	Signal post 9	No. 5 Road			
32	South Viaduct Line	West Suburban Line			

Notes.—1. Co-acting Light Signals to repeat the Indications shown on Three-position Light Signal No. 3 are installed on a separate Post at Up end of Platform immediately under and to the left of Signal No. 3. The Repeater Light Signals are in the same form and apply to the same Roads as the Main Signals. The Co-acting Repeating Lights are visible to Drivers, but not to Guards of trains.

2. Down Goods Trains or engines may be turned into the East Yard Road from Viaduct Junction when the Signaller there is directed to do so by the Yard Foreman ; but, in every such case, the Signaller must have a proper understanding with the Yard Foreman.

SPENCER STREET PASSENGER YARD

Auxiliary No. 1 Box (Diagram No. 9/67)

The points in the Special Lines and West Yard Carriage Sidings to or from Nos. 1, 2 and 3 Special Roads and the points in these Roads, also the Medium Speed Light on Signal No. 30 and Dwarf Signals 3, 4, U4 and U19 are worked from No. 1 Auxiliary Signal Cabin situated between Nos. 3 and 4 Roads on Down side of No. 10 platform.

The Low Speed Light on Signal No. 30 may be worked by either Franklin Street for the Straight Road or by No. 1 Auxiliary for Nos. 1, 2 and 3 Roads.

Signal No. 40 is worked from Franklin Street Signal-box.

The Departure Signals from Nos. 1, 2 and 3 Special Roads are Three-position Dwarf Signals as described in Regulation 58. Dwarf Signals Nos. 3, 4 and U19 are placed on posts. Dwarf Signals Nos. 3, 4 and U4 apply to the Down Special Running Line or to the West Yard Carriage Sidings and are controlled from Franklin Street Junction Signal-box for Main Line movements and from No. 1 Box for movements to the Siding.

Note:—In the event of a failure of a Dwarf Signal, the Defective Signal must be treated as a Home Signal. See clause (c) of Regulation 95.

After the words "Fixed Signal" on the Caution Order, the Signaller must add the words "to Down Main Line" or "to West Yard Carriage Sidings", according to whether the movement is intended for Main Line or Sidings.

No. 1 Box
(Diagram No. 9/67)

Three-position Signalling is in force.

SOUTH-END BOX
(Diagram No. 9/67)

Three-position signalling is in force.

FRANKLIN STREET JUNCTION
(Diagram No. 9/67)

Three-position Signalling is in force.

Normal Speed Routes

At Franklin Street Junction the Normal Speed Signal on posts 42, 44, 67, 23, 2, 34, 32, 31, 69 and 30 will apply only to the routes specified hereunder, and the Medium Speed Signal when displayed on these posts will not apply to such routes.

DOWN TRAINS			UP TRAINS		
Signal Post No.	From—	To—	Signal Post No.	From—	To—
42	" WM " ...	West Line	34	Centre Line ...	" M "
44	" M " ...	Signal Post 23			
23	Signal post 23	Centre Line	32	West Line ...	Signal post 67
2	West Suburban Line	Signal post 3	31	" W " ...	East Suburban Line
			69	East Line ...	" EM "
			30	Special Line	Signal post 29
			67	West Line ...	" WM "
			67	Centre or East Line	Special Line

Routing of Trains

Suburban Passenger Trains.—Except otherwise ordered, trains must be worked between Franklin Street and Viaduct Junction as shown hereunder :—

Essendon Trains via West Suburban Tracks : Williamstown, Sunshine and Coburg Trains via East Suburban Tracks.

NORTH MELBOURNE JUNCTION
(Diagram No. 2/63)

Three-position Signalling is in force.

Normal Speed Routes

At North Melbourne Junction the Normal Speed Signal on posts 47, 45, 43, 26, 24 and 4 will apply only to the routes specified hereunder, and the Medium Speed Signal when displayed on these posts (43 excepted) will not apply to such routes.

NORTH MELBOURNE JUNCTION.—*continued*

DOWN TRAINS			UP TRAINS		
Signal Post No.	From—	To—	Signal Post No.	From—	To—
47	West Line ...	Footscray Suburban Line	26	Footscray Suburban Line	Centre Line
45	Centre Line	Country Line	24	Country Line	Centre Line
43 See Note I below	East Line ...	Country and Special Line	4	Country and Special Line	East Line

Note.—Signal Post No. 43 Down East Line.—This Signal ordinarily displays the Normal Speed Indication for the Down Country and Special Lines. It may, however, display a Medium Speed Indication if route is set up via the Crossovers towards the Down Centre Line to the Country and Special Lines. A "Reduce to Medium" Speed may be also displayed if the previous train has not made sufficient headway to permit the Normal Speed Signal to function.

SHEET 45—

MELBOURNE GOODS YARD
GRAVITATION YARD SIGNAL BOX (NOT INTERLOCKED)
(Diagram No. 16/67)

Post No.	Particulars
60	Home Signal from Sidings 39 to 44 inclusive, straight along such Roads or through Crossovers to Gravitation Neck.
61	Bracket Post, two arms, Home Signals— Left-hand arm, from Sidings 33 to 38 inclusive, to the Gravitation Neck. Right-hand arm, from Siding 27, Weighbridge Siding, Weighbridge Loop, "B" Siding and Sidings 28 to 32 inclusive, to the Gravitation Neck.
62	Bracket Post, two arms, Home Signals— Left-hand arm, from Sidings Nos. 14 to 26 inclusive, through Gravitation Neck. Right-hand arm, from Ice-Road, and Nos. 1 to 13 Sidings inclusive, through Gravitation Neck, passing post 62 on the Right-hand side.
63	Home Signal, from Receiving Sidings 1 to 9 inclusive, through Gravitation Neck.
63B	Two arms, Home Signals— Top arm, from Engine Road, through Gravitation Neck. Bottom arm, from Gravitation Neck to Engine Road—to post 78; worked from Dudley Street.

MELBOURNE GOODS YARD—*continued.*

Post No.	Particulars
64	Bracket Post, four arms, Home Signals— Top arm on Left-hand Doll, from Transfer Road "A", through Gravitation Neck. Centre arm on Left-hand Doll, from Transfer Road "B", through Gravitation Neck. Bottom arm on Left-hand Doll, from Transfer Road "C", through Gravitation Neck. The arm on Right-hand Doll, from Transfer Road "D", through Gravitation Neck.
65	Disc Signal from 39N to South side.
66	Disc Signal from South side to Gravitation Neck or 39N.

DUDLEY STREET SIGNAL BOX
(Diagram No. 16/67)

Post No.	Particulars
63B	Two arms, Home Signals— Top arm, from Engine Track, through Gravitation Neck, worked from Gravitation Signal Box. Bottom arm, from Gravitation Neck to Engine Track to post 78.
70	Disc Signal from No. 32 Track to Connecting Track or South Yard.
72	Three Disc Signals— Top Disc from No. 7A Road to No. 2, to post 94. Centre Disc from No. 6A Road to No. 2, to post 94. Bottom Disc from No. 5A Road to No. 2, to post 94.
74B	Disc Signal from Loop or Transfer Track to No. 2, to post 94.
78	Two Disc Signals— Top Disc, from Engine Track to "A" towards post 96 and 97. Bottom Disc from Engine Track to "B" towards post 98.
78B	Disc Signal from "U" to Low Level Siding or "W".
80	Disc Signal along Connecting Track towards post 87.
81	Disc Signal from No. 9 Track, South Yard to Weighbridge or Victoria Dock.

DUDLEY STREET SIGNAL BOX—*continued.*

Post No.	Particulars
85	Disc Signal from Reversing Loop to Connecting Track.
87	Disc Signal from Connecting Track to Icing Tracks, Reversing Loop, Storage Sidings or along Connecting Track.
88B	Disc Signal from "E" to " A ". <i>To Post 100 P101.</i>
89	Disc Signal from Connecting Track to Diesel Depot.
89B	Disc Signal from Engine Track to "E" towards post 88B.
91	Home, from Viaduct Goods Arrival Line to "S" to post 93.
92	Disc Signal from East Yard to "S"—towards post 93.
93	Two Down arms and one Down Disc and two Up Discs. Down Signals : Top arm, Home from "S" to "A" to posts 96 and 97. Bottom arm, Home from "S" to "D" to post 102. Disc from "S" to "C"—towards post 102B. Up Signals : Left-hand Disc from "S" to Viaduct Goods Departure Line—towards post 93B. Right-hand Disc from "S" to East Yard.
93B	Two arms— Top arm—Home—Along Viaduct Goods Departure Line to Three-position Light Signal UW60. Bottom arm—Calling-on Along Viaduct Goods —towards Three-position Light Signal UW60.
94	Bracket Post, four arms, Down Home Signals and two Down Disc Signals— Top Left-hand arm from No. 2 to "A"—to posts 96 and 97. Bottom Left-hand arm from No. 2 to "D"—to post 102. Top Right-hand arm from No. 1 to "A"—to posts 96 and 97. Bottom Left-hand arm from No. 1 to "D"—to post 102. Bottom Left-hand Disc from No. 2 to "C"—towards post 102B. Bottom Right-hand Disc from No. 1 to "C"—towards post 102B.
95	Bracket Post—three arms—Up Home Signals and four Discs— The arm on Left-hand Doll from "C" to Viaduct Goods Departure Line—towards post 93B. Top arm on middle Doll from "C" to No. 1. Bottom arm on middle Doll from "C" to No. 2. Disc on middle Doll from "C" to "S"—towards post 93. Top Left-hand Disc on Right-hand Doll from "D" to Viaduct Goods Departure Line—towards post 93B.

DUDLEY STREET SIGNAL BOX—continued

Post No.	Particulars
95 (contd.)	Bottom Disc on Right-hand Doll from "D" to "S"—towards post 93. Right-hand Disc on Right-hand Doll from "D" to No. 1 or No. 2. Signal Bridge on which are erected posts 96, 97, 98, 100, 101 and 102.
96	Two arms, Down Signals, and two Discs, one Up and one Down Signal— Top arm, Home from "A" to Down Northern and Western Line. Bottom arm, Calling-on from "A" to Down North and Western Line. Top Disc, Down Signal, from "A" to Gravitation, or to Washout Sidings or North Melbourne Sidings. Bottom Disc, Up Signal set-back from "A".
97	Two arms—Down Signals— Top arm from top—Home from "A" to Down Coburg Goods Line. Bottom arm—Calling-on, from "A" to Down Coburg Goods Line.
98	One Up arm and one Up Disc, and two Down arms and one Down Disc— Up Signals : The arm, Home from "B" to Receiving Sidings. Disc, from "B" to Engine Track—towards post 63B or to Low Level Sidings or "W". Down Signals : Top arm, Home, from "B" to Down Coburg Goods Line. Bottom arm, Calling-on from "B" to Down Coburg Goods Line. Disc from "B" to Up Coburg Goods Arrival Line —towards " Limit of Shunt " Board. <i>Rel 290.</i>
100	Two arms—Up Home Signals— Top arm—from "B" to Viaduct Goods Departure Line to post 93B. Bottom arm from "B" to No. 1 or No. 2.
101	Disc Signal, from "B" to "S"—towards post 93.
102	Two arms, Down Signals— Top arm, Home from "D" to Down Coburg Goods Line. Bottom arm, Calling-on, from "D" to Down Coburg Goods Line.
102B	Disc Signal, from " C ^H " to Coburg Goods Arrival Line ^B —towards " Limit of Shunt " Board. <i>Rel Post 100 x 101</i>

DUDLEY STREET SIGNAL BOX—*continued.*

Post No.	Particulars
103	Two arms—Up Home Signals— Top arm—from Up Coburg Goods Line to " C " (straight up same Line) to post 95 ✓ Bottom arm—from Up Coburg Goods Line to " B " to post 98 and 100.
104	Disc Signal from Gravitation to " A ".
104B	Disc Signal set back from Northern and Western Lines to "A".
105	Up Home Signal from Up Northern and Western Line to " B " to posts 98 and 100.
106	Two Discs—Up Signals— Left-hand Disc from Down Coburg Goods Line to " D "— towards posts 98 and 100. Right-hand Disc from Down Coburg Goods Line to " B "— towards posts 98 and 100.

up Disc from F No 7 to Post 95,

Note.—A " LIMIT OF SHUNT " Board is fixed on the wall on the Up side of Dynon Road Bridge at North Melbourne, and applies to movements in the Down direction on the Coburg Goods Arrival Road. The Disc Signals on posts Nos. 98 and 102B, applying to Down movements from " B " and " C " Road respectively, to the Coburg Goods Arrival Road, are operated from Dudley Street Signal-box, but will not function unless all levers operating opposing signals at Dudley Street are in the normal position and No. 151 control lever (Dudley Street) is in the Reverse position. In addition, the lever in North Melbourne Signal-box operating the catch points in the Up Coburg Goods Arrival Road must be in the normal position and the track between North Melbourne and Dudley Street clear.

Before performing the Wrong Line movement from Dudley Street, the Signalman at Dudley Street must obtain the permission of the Signalman at North Melbourne, and the latter must, before giving such permission, assure himself that he can do so with safety. Each Signalman must enter a record across the figure line of the Train Register Book showing the time the permission was given and received. When the line is clear again, the Signalman at Dudley Street must so inform the Signalman at North Melbourne and the necessary record must be made in the Train Register Books.

Reversing Loop

Two Auxiliary Frames, electrically crosslocked with Dudley Street Signal-box are provided to control movements along the Reversing Loop and to protect the Intermediate points on the Loop, leading to and from the Workshops Road, the Icing Road and the Shunting Neck.

DUDLEY STREET SIGNAL BOX—*continued.*

Disc Signals operated from the Auxiliary Frame are provided on Signal posts Nos. 107, 108, 109 and 110.

The Reversing Loop is available for two way running.

DESCRIPTION AND OPERATION OF AUXILIARY FRAMES

A telephone connected to Dudley Street Signal-box is provided at each Auxiliary Frame and before a movement may be made to or from the Workshops or Icing Roads or the Shunting Neck, the Shunter concerned must communicate with the Signaller and state what is required.

Before granting permission for a movement to enter the Reversing Loop from any of the Intermediate points, the Signaller must satisfy himself that he can with safety, give such permission.

Workshops Roads—Auxiliary Frame A—consists of a Ground Frame of 4 Levers—No. 1 and No. 3 Levers control the Down and Up Disc Signals on posts 107 and 109 respectively. No. 2 Lever controls the points and No. 4 Lever is used for switching In and Out.

Icing Roads and Shunting Neck—Auxiliary Frame B.

5. Levers are provided :—Levers Nos. 1 and 4 control the Down and Up Disc Signals on posts 108 and 110 respectively. Lever No. 2 controls the points to the Icing Roads and Lever No. 3 to the Shunting Neck. Lever No. 5 is used for switching In and Out.

Diagrams are provided at both Auxiliary Frames to indicate the correct method of working.

The Electric Cross-locks are released by the operation of a Lever on the Control Panel in the Dudley Street Signal-box.

WEIGHBRIDGE JUNCTION BOX
(Diagram No. 2/63)

Post No.	Particulars
111	Bracket post, two Discs, Down Signals— Disc on Left-hand Doll, from "X" to "Z"—towards post 115, or to "V"—towards post 115. Disc on Right-hand Doll, from "Y" to "Z"—towards post 115, or to "V"—towards post 115.
112B	Disc Signal, from "Z" to "X"— Signal Bridge on which are erected posts Nos. 112, 113 and 114.
112	Two arms, Down Signals— Top arm, Home, from Northern and Western Line to Northern and Western Departure—to post MG 137. Bottom arm, Calling-on, from Northern and Western Line to Northern and Western Departure—towards post MG 137.

WEIGHBRIDGE JUNCTION BOX—*continued*

Post No.	Particulars
113	Two arms, Down Signals— Top arm, Home, from Northern and Western Line to North-Eastern Departure—to post UE 147. Bottom arm, Calling-on, from Northern and Western Line to North-Eastern Departure—towards post UE 147.
114	Two arms, Down Signals— Top arm, Home, from North-Eastern Line to North-Eastern Departure—to post UE 147. Bottom arm, Calling-on, from North-Eastern Line to North-Eastern Departure—towards post UE 147.
115	Three Discs, Down Signals— Top Left-hand Disc, from "Z" to Dynon Sidings, or to Goods Road "D". Bottom Left-hand Disc, from "Z" to Goods Road "H", or to Northern and Western Departure—towards post MG 137, or to North-Eastern Departure—towards post UE 147. Right-hand Disc, from "V" to Goods Road "H", or to Northern and Western Departure—towards post MG 137, or to North-Eastern Departure—towards post UE 147.
116	Disc Signal, from Dynon Sidings to "Y", or to "Z"—towards post 112B—
117	Two Discs, Up Signals— Left-hand Disc, from Goods Road "H" to "Y" or "X" via "V", or to "Z"—towards post 112B. Right-hand Disc, from Goods Road "D" to "Y", or to "Z"—towards post 112B.
118	Signal Bridge, on which are erected posts 118 and 119— Two arms, Up Signals— Top arm, Home, from North-Eastern Arrival Line along same Line. Bottom arm, Calling-on from North-Eastern Arrival Line along same Line.
119	Two arms and a Disc, Up Signals— Top arm, Home, from North-Eastern Arrival Line to Northern and Western Line. Bottom arm, Calling-on, from North-Eastern Arrival Line to Northern and Western Line. The Disc, from North-Eastern Arrival Line to Gravitation Sidings via "Y" or "X".
120	Two arms and a Disc, Up Signals— Top arm, Home, from Northern and Western Arrival Line along same Line. Bottom arm, Calling-on, from Northern and Western Arrival Line along same Line. The Disc, from Northern and Western Arrival Line to Gravitation Sidings via "Y" or "X".

WEIGHBRIDGE JUNCTION BOX—*continued*

Notes.—1. Up Goods trains or engines may be turned into Siding "D" or "H" from South Kensington when the Signaller there is directed to do so by the Yard Foreman, but, in every such case, the Signaller must have a proper understanding with the Signaller, Weighbridge Junction. The Yard Foreman will be responsible for the safe working of each train through to Weighbridge Junction; but the Signaller, South Kensington, must not allow a second engine or train to follow until he has received a telephone message that the preceding engine or train has cleared.

When Weighbridge Junction is closed, through movements via Sidings "D" and "H" from South Kensington must not be performed.

2. Dynon Sidings are connected by a single track with Goods Road "D" at Weighbridge Junction.

The Signaller at Weighbridge Junction must not allow a Down Goods train or engine to proceed to Dynon Sidings until he has obtained permission to do so from the Yard Foreman or Shunter-in-Charge at the Sidings.

Up Goods trains, engines or shunting movements must not be allowed to proceed past the Notice Board at the exit from Dynon Sidings towards Weighbridge Junction until the Yard Foreman or Shunter-in-Charge at the Sidings has obtained permission from the Signaller at Weighbridge Junction for the movement to be performed.

A Notice Board, applicable to Down trains and engines, is erected on the Left-hand side of the single track approaching Dynon Sidings, and is lettered—"NOTICE. DRIVERS OF DOWN TRAINS MUST NOT PASS THIS BOARD UNTIL AUTHORISED BY SHUNTER-IN-CHARGE OF SIDING".

A Notice Board, applicable to Up trains, engines and shunting movements, is provided at the exit from the Up end of Dynon Sidings. The Board is lettered—"NOTICE. TRAINS OR SHUNTING MOVEMENTS FROM THE SIDINGS MUST NOT PASS THIS BOARD TOWARDS THE SINGLE LINE UNTIL PERMISSION IS RECEIVED FROM SIGNALMAN, WEIGHBRIDGE JUNCTION".

Whistling Signals

To or from	Long	Short	Long	Short
Northern and Western Line ...	1	—	—	—
Northern and Western Line and "Y" ...	1	1	—	—
Northern and Western Line and "X" ...	1	2	—	—
Northern and Western Line and North-Eastern Line ...	1	1	1	—
North-Eastern Line ...	2	—	—	—
North-Eastern Line and "Y" ...	2	1	—	—
North-Eastern Line and "X" ...	2	2	—	—
Goods Road "H" and "Y" ...	—	1	1	—
Goods Road "H" and "X" ...	—	1	2	—
Goods Roads "D" and "Y" ...	—	2	1	—
Goods Roads "D" and "X" ...	—	2	2	—
Dynon Siding and "Y" ...	—	3	1	—
Dynon Siding and "X" ...	—	3	2	—

SOUTH KENSINGTON JUNCTION

(Diagram No. 2/63)

Three-position Signalling is in force.

Normal Speed Routes

At South Kensington the Normal Speed Signal on posts 65, 63 and 15 will apply only to the routes specified hereunder, and the Medium Speed Signal when displayed on these posts will not apply to such routes.

DOWN TRAINS

Signal Post No.	From—	To—
65	Footscray Suburban Line ...	Footscray Line.
63	Goods Line ...	Tottenham Goods Line.

UP TRAINS.

Signal Post No.	From—	To—
15	Footscray Line ...	Footscray Suburban Line.

Notes.—1. See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

SOUTH KENSINGTON, WEIGHBRIDGE JUNCTION AND DUDLEY STREET SIGNAL-BOXES

South Kensington Signal-box (Suburban Passenger Lines), is closed from 11.35 p.m. on Saturdays until 1.0 a.m. Mondays and Weighbridge Junction Signal-box will only be open as arranged by the Superintendent of Melbourne Yards.

When South Kensington is closed, the Signals on posts 15 and 65 for the Up and Down Footscray Suburban Lines will work as Automatic Signals.

An illuminated letter "A", signifying "Automatic" (see Regulation 55) will be displayed on signal posts Nos. 15 and 65, when these Signals are at the Stop position.

When a Low-speed or Calling-on Signal is exhibited for a train or engine to enter the Section, Drivers and Firemen must only regard such Signal as an indication that the Points are set in the proper position, and must not expect that the Line is clear; they will be held responsible for stopping their train short of any obstruction.

The "Low-speed" or "Calling-on" Signals may be exhibited before a train has come to a stand at the Home Signal, and the last paragraph of clause (d) of Regulation 59 and clause (b) of Regulation 64 will not apply.

During foggy weather or when from any other cause a distinct view cannot be obtained and a train is stopped at a Fixed Signal, or on any portion of the Up or Down Northern and Western Running Lines between South Kensington and Dudley Street or the Up and Down

SOUTH KENSINGTON, WEIGHBRIDGE JUNCTION AND DUDLEY STREET SIGNAL-BOXES—*continued*

North-Eastern Lines between Kensington and Dudley Street, the Guard or Shunter-in-Charge of the train must instantly go back with Detonators and Hand Signals to protect his train. He must go back 100 yards, plainly exhibiting his Red Danger Signal, and put down three Detonators ten (10) yards apart upon the line on which the train has stopped; he may then return to his train, but until it is ready to go forward he must remain on the ground at the rear of his train with Detonators and Hand Signals, prepared to take any further steps necessary for the protection of his train.

In clear weather it will not be necessary for the Guard to go back as in the case of foggy weather, but he must descend from the Van and remain at the rear of his train, with the proper Hand Signal, prepared to take any steps necessary for the protection of his train.

During the period that Weighbridge Junction is closed, but South Kensington is open, Up and Down Northern and Western, South-Western and Williamstown Goods, also North-Eastern Goods, will be despatched via Weighbridge Junction.

During the period that both Weighbridge Junction and South Kensington are closed, Up and Down Goods, which run via the Tottenham Gravitation Yards or via Kensington, are to be despatched via Weighbridge Junction. Williamstown and South-Western Goods must, however, be despatched via North Melbourne.

MARIBYRNONG RIVER JUNCTION

(Diagram No. 2/63)

The Points and Signals at Maribyrnong River Junction are controlled from South Kensington Junction Signal-box, and the Signals applicable to the Main Line are worked as described in Regulation 55.

Notes.—1. At Maribyrnong River Junction the Normal Speed Signal on post No. 6 will apply only to the Down Footscray Line, and a Medium Speed indication will not be displayed for this route.

For further instructions see General Appendix.

2. See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

FOOTSCRAY JUNCTION BOX

(Diagram No. 21/61)

Three-position Signalling is in force.

Notes.—1. At Footscray Junction the Normal Speed Signal on post No. 2 will apply only to the Down Williamstown Line, and a Medium Speed indication will not be displayed for this route.

2. See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

YARRAVILLE "A" BOX

(Diagram No. 21/61)

Three-position Signalling is in force.

YARRAVILLE "B" BOX

(Diagram No. 21/61)

Three-position Signalling is in force.

SPOTSWOOD

(Diagram No. 21/61)

Three-position Signalling is in force.

NEWPORT POWER STATION AND OIL LINES

(Diagram No. 5/51)

See General Appendix for instruction respecting the working of Power Station and Oil Lines.

NEWPORT JUNCTION "A" BOX

(Diagram No. 5/67)

Post No.	Particulars
37	Two-position Signals: Bracket Post, two arms, Down Home Signals— Left-hand arm from Post 32 to Newport Workshops No. 1—to post 49. Right-hand arm from post 37 to Newport Workshops No. 2—to post 1.
40	Disc Signal from Sidings "E" to Up Line—towards post 60.
47	Up Home Signal from Up Line, Newport Workshops No. 2 to Up Line—to post 60.
47B	Disc Signal from Loop Siding to Up Line—towards post 60.
48	Up Home Signal from Up Line, Newport Workshops No. 1 to Up Line—to post 60.
49	See particulars under No. 1 Workshops.
57	Up Home Signal, Williamstown Line to Post 60.
63	Two Disc Signals— Left-hand Disc, from Goods Yard or Carriage Sidings to Up Line—towards post 60. Right-hand Disc from Goods Yard or Carriage Sidings to Siding "C".
61	Two Disc Signals— Left-hand Disc, from Sidings "D" to Up Line—towards post 60. Right-hand Disc from Siding "D" to Siding "C".
Disc A	Disc Signal from Siding "C" to Carriage Sidings or Goods Yard or Siding "D".

NEWPORT JUNCTION "A" BOX—*continued*

Post No.	Particulars
59	Up Distant Signal Williamstown Line.
1	Down Starting Signal to No. 2 Workshops controlled by Workshops No. 2 Box.
65	Down Starting Signal Williamstown Line.
33	Down Starting (Light) Signal East Line. A reflectorized sign "East Line" is fixed on the Signal post.
34	Down Starting (Light) Signal West Line. A reflectorized sign "West Line" is fixed on the Signal post.

Post No.	Particulars
	Three-position Signals (Light Signals):
89	Down Home Arrival Signal, from Melbourne.
30	Outer Home Arrival Signal, from East Line to post 38.
38	Inner Home Arrival Signal, from East Line.
42	Home Arrival Signal West Line.
46	Dwarf Signal from No. 1 Stabling Siding.
50	Dwarf Signal from No. 2 Stabling Siding.
60	Home Departure from No. 2 Road.
58	Home Signal from No. 3 Road to Brooklyn.
62	Down Home Signal from No. 1 Road.
64	Down Home Signal from No. 2 Road.
144	Down Home Signal from No. 3 Road to Goods Line.
148	Up Home Signal from Goods Line.
146	Dwarf Signal from Siding "B".
150	Dwarf Signal from Siding "A".
152	Up Home Arrival Signal Geelong Line.

Insert the above in lieu of the particulars shown on pages 55-57, book of Signals.

(A. 1056/67) (W.N. 31/1967)

Notes.—1. Catch Points are provided as shown hereunder:—

At the Up end of the Up Line from Newport Workshops No. 2, ahead of post 47.

At the Up end of the Up Line from Newport Workshops No. 1, ahead of post 48, clear of the Fouling Point with the Down Line to Workshops No. 2.

In the Down Workshops Lines, clear of the Fouling Point of the Down Geelong Line.

In Siding "E" ahead of post 40.

In the Stabling Sidings

2. Weighbridge frame (not interlocked). A four-lever frame is provided in the Goods Yard adjacent to the Weighbridge from which certain points are operated.

NEWPORT WORKSHOPS No. 1 SIGNAL-BOX

(Diagram No. 5/67)

Post No.	Particulars
49	Down Home Signal—to post 52 ; controlled by Newport Box " A " .
49B	Disc Signal, from Timber Sidings to Down Line.
50	Disc Signal, from West Yard Sidings to Up Line—towards post 48.
51	Up Home Signal, from Up Line—to post 48.
52	Down Home Signal, from Down Line—to post 54.
53	Disc Signal, from East Yard Sidings to Up Line—towards post 48, or to Down Line.
54	Down Home Signal, from the Down Line to No. 1 Platform Road.
55	Disc Signal, from Centre Yard Siding No. 2 or 3 to Up Line—towards post 51.
56	Up Home Signal, from Platform Road to Up Line—to post 51.

Note.—Catch Points are provided at the exits of the Timber Sidings, the East Yard Sidings and the West Yard Sidings.

NEWPORT WORKSHOPS No. 2 SIGNAL-BOX

(Diagram No. 5/67)

Post No.	Particulars
1	See particulars under Newport " A " Box.
2	Disc Signal, from Up Line to No. 1 Road or to No. 2 Road.
3	Bracket post, two arms ; Down Home Signals— Left-hand arm, from the Down Line to No. 1 Road. Right-hand arm, from the Down Line to No. 2 Road.
4	Disc Signal, from " X " to Up Line—towards post 47.
5	Bracket post ; two arms ; Up Home Signals— Left-hand arm, from No. 2 Road (via the Crossovers) to the Up Line—to post 47. Right-hand arm, from No. 1 Road to the Up Line—to post 47.

Notes.—1. There are Catch Points ahead of post 4.

2. See Special Instructions in the General Appendix with regard to the Workshops Passenger Yards.

NORTH WILLIAMSTOWN

(Diagram No. 5/67)

Post No.	Particulars
60	Down Distant Signal.
61	Up Starting Signal.
61B	Down Home Signal—to post 66.
62	Disc Signal, from Newport Sidings to Down Line, or to Siding "C".
62B	Two Disc Signals— Left-hand Disc, from Down Line to Up Line—towards post 61, or to Newport Sidings. Right-hand Disc, from Siding "C" to Newport Sidings.
63	Up Home Signal—to post 61.
64	Up Home Signal—to post 63.
66	Down Starting Signal.
67	Up Distant Signal.

WILLIAMSTOWN

(Diagram No. 24/65)

Post No.	Particulars
69	Down Distant Signal.
71	Down Home Signal to post 73.
72	Up Starting Signal.
73	Down Home—Two-position Light Signal—Down Line to No. 1.
75	Up Home Signal No. 1 to Up Line to post 72.
79	Up Home—Two-position Light Signal—Main Line to No. 1.

The points and signals are worked from a Control Panel located in the Station-master's Office.

NEWPORT "B" BOX NEWPORT SOUTH

(Diagram No. 5/67)

Three-position Signalling is in force.

Notes.—At Newport South Normal Speed Signal on post 28 will apply only to the Geelong Line, and a Medium Speed Signal will not be displayed for this route.

WEST FOOTSCRAY**(Diagram No. 1/44)**

Three-position Signalling is in force.

Notes.—1. Whilst West Footscray Signal-box is switched out Dwarf Signals Nos. 7 and 12 will display "Proceed" indications.

2. Only one engine must be permitted to work in the West Footscray Sidings whilst the Signal-box is switched out.

3. At West Footscray the Normal Speed Signal on post 35 will apply only to the Down Main Line and a Medium Speed indication will not be displayed for this Route.

4. See pages 14/15 respecting Three-position Home Signals which may display the letter "A".

TOTTENHAM GRAVITATION YARDS**(Diagram No. 12/64)**

1. (a) The Tottenham Gravitation Yards are situated on the East side of the Northern Lines. A Down Running Line (the extreme Left-hand Road) from West Footscray to Sunshine, and an Up Running Line (extreme Left-hand Road) from Sunshine to West Footscray are provided.

(b) Connections between the groups of Sidings and Running Lines are provided as follow :—

DOWN LINE—

- (i) From Down Passenger and Goods Lines and Departure Roads at West Footscray (Interlocked).
- (ii) From Down end of Second Classification Sidings to Down Independent Through Road near Yardman's Office (Hand Points).
- (iii) From Down Independent Through Road to Brooklyn Line (Interlocked).

UP LINE—

- (i) From Up Independent Through Road to Arrival Road (Interlocked).
- (ii) Cross-over between Neck of Arrival Road (Up end) and Up Independent Through Road (Hand Points).
- (iii) From Brooklyn Line to Up Independent Through Road or to Arrival Road.
- (iv) Crossover between Neck joining First and Second Classification Sidings and Up Independent Through Road (Hand Points).
- (v) Crossover between Up end of Second Classification Sidings and Up Independent Through Road (worked from a Two-lever Frame).
- (vi) From Departure Roads to Up Passenger or Goods Lines at West Footscray (Interlocked).

2. Intermediate Fixed Signals, as shown hereunder, are provided on the Running Lines between West Footscray and Sunshine :—

DOWN LINE—

- (i) Home and Calling-on, post 3G, situated near Down end of Second Classification Sidings.

UP LINE—

- (ii) Home and Calling-on, post 2G, near Up end of First Classification Sidings.
- (iii) Home and Calling-on, post 1G, near Up end of Second Classification Sidings.

Note.—For further instructions see General Appendix.

TOTTENHAM YARD SIGNAL-BOX

(Diagram No. 12/64)

Post No.	Particulars
5G	Two arms and a Disc—Up Signals—Top arm—Home Signal along Up Independent Through Road. Second arm—Calling-on Signal along Up Independent Through Road. Disc—From Up Independent Through Road to Arrival Roads.
7G	Bracket post, 3 arms. Down Signals— Left-hand arm—Home Signal from Down Independent Through Road to Brooklyn Line. Top arm on right—Hand Doll—Home Signal. Along Down Independent Through Road to Sunshine. Second arm on Right-hand Doll—Calling-on Signal along Down Independent Through Road to Sunshine.
8G	Two arms and a Disc Up Signals—Top arm Home Signal Brooklyn Line to Up Independent Through Road. Second arm—Calling-on Signal Brooklyn Line to Up Independent Through Road. Disc—From Brooklyn Line to Arrival Roads.

TOTTENHAM

(Diagram No. 12/64)

Three-position Signalling is in force.

Note.—See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

SUNSHINE

(Diagram No. 12/64)

Post No.	Particulars
9	Three-position Up Home Signal Bendigo Line (Light Signal).
30	Bracket post, two arms, Down Home Signals— Left-hand arm from Down Line to No. 3 Road—to post 37. Right-hand arm, from Down Line to No. 2 Road—to post 38.
31	Two Disc Signals— Top Disc, from Up Line to No. 2 Road—towards post 38, or to No. 3 Road—towards post 37. Bottom Disc, from Up Line to No. 1 Road—towards post 39.

SUNSHINE—*continued*

Post No.	Particulars
31B	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from Down Independent Through Road to No. 3 Road—to post 37. Right-hand arm, from Down Independent Through Road to No. 2 Road—to post 38. The Disc, from Down Independent Through Road (Gravitation Yard) to No. 1 Road—towards post 39. <i>Note.</i> —An Interlocked Catch Point is provided at the Down end of the Up Independent Through Road.
32	Bracket Post, four arms, Up Signals— Top arm on Left-hand Doll, Home from No. 1 Road to Up Independent Through Road—to post 5G. Bottom arm on Left-hand Doll, Calling-on from No. 1 Road to Up Independent Through Road—towards post 5G. Arm on centre Doll, Home from No. 1 Road to Up Line—to Three-position Automatic Signal M 430. Arm on Right-hand Doll, Home from No. 1 Road to Newport Line (worked from Auxiliary Frame).
33	Bracket Post, two arms, Up Home Signals and one Disc— Left-hand arm, from No. 2 Road to Up Line—to Three-position Automatic Signal M 430. Right-hand arm, from No. 3 Road to Up Line—to Three-position Automatic Signal M 430. The Disc, from No. 3 Road to "A"—towards post 49.
34	Disc Signal, from No. 4 Road to "A"—towards post 49.
35	Two arms and a Disc, Down Signals— Down Home "B" to No. 3 Road—to post 37. Bottom arm, Calling-on from "B" to No. 3 Road—towards post 37. The Disc, from "B" to No. 4 Road—towards post 37.
36	Bracket Post, two arms, Down Home Signals— Left-hand Arm, from "A" to "B"—to post 35. Right-hand arm, from "A" to No. 2 Road—to post 38. (Worked from Auxiliary Frame controlled by Signal-box).
37	Bracket Post, with a Disc on Left-hand Doll, and an arm and a Disc on the Right-hand Doll, Down Signals— Disc on Left-hand Doll, from No. 4 or 5 Road to Sidings "A". The arm, Home from No. 3 Road to Ballarat Line. The Disc on Right-hand Doll, from No. 3 Road to Sidings "A".
38	Bracket Post, two Light Signals, Down Home Signals, one Disc— Left-hand Light Signal, from No. 2 Road to Ballarat Line. Right-hand Light Signal, from No. 2 Road to Bendigo Line—to Three-position Automatic Signal M463. The Disc, from No. 2 Road to Sidings "B".

SUNSHINE—*continued*

Post No.	Particulars
39	Disc Signal from No. 1 Road (Up Line) to Sidings " B ", or to to Down Bendigo Line—towards post M463 or to Siding " C ".
40	Disc Signal, from Sidings " A " to No. 3 Road—towards post 33, or to No. 4 Road—towards post 34, or to No. 5 Road. <i>Note.</i> —A Point Indicator works with the Points from Sidings " A " to No. 3, 4, or 5 Road.
41	Disc Signal, from Sidings " B " to No. 1 Road—towards post 32, or to No. 2—towards post 33 or to Dead end.
41B	Ground Disc Signal, from Down Line to No. 1 Road—towards post 32, or to No. 2—towards post 33.
42	Disc Signal, from Siding " C " to No. 1 Road—towards post 32.
44B	Dwarf Light Signal, along Shunting Road—worked from Push Button in Control Box on post.
44C	Dwarf Light Signal, along Shunting Road—worked from Push button in Control Box on post.
46	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Ballarat Line to No. 1 Road—to post 32. Right-hand arm, from Ballarat Line to No. 3 Road—to post 33.
47	Up Home Signal, Ballarat Line to post 46.
48	Up Distant Signal, Ballarat Line. <i>Note.</i> —There are Catch Points in Neck of Sidings " B ".
49	One Arm and a Disc— The Arm, Up Home Signal " A " to Newport Loop Line to post 51. Disc Signal, from " A " to Grain Elevators Board Sidings.
50	One Arm and a Disc—Down Signals— The Arm—Home Signal from Newport Loop Line to " A " —to post 36. Disc Signal from Grain Elevators Board Siding to " A " —towards post 36.
51	Up Starting (Light Signal) to Newport Loop Line.

Note.—The Points, Lock-bars, and Signals leading from No. 1 Road to the Newport Line, and from the Newport Line to No. 2 Road, are worked from an Auxiliary Frame situate at the Up end of the Island Platform, and controlled by cross-locks from the Signal-box.

ALBION

(Diagram No. 19/61)

Three-position Signalling is in force.

Note.—At Albion the Normal Speed Signal on post No. 4 will apply only to the Down Northern Line, and a Medium Speed indication will not be displayed for this route.

ST. ALBANS**(Diagram No. 19/61)**

With the exception of a Down Two-position (Light) Starting Signal (post 19) for the section St. Albans-Sydenham the Signals at St. Albans are Three-position Signals.

KENSINGTON**(Diagram No. 25/65)**

Three-position Signalling is in force.

Note.—See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

NEWMARKET JUNCTION**(Diagram No. 25/65)**

Three-position Signalling is in force.

Notes.—1. At Newmarket Junction the Normal Speed Signal on post No. 3 will apply only to the Down North-Eastern Line, and a Medium Speed indication will not be displayed for this route.

2. See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

**NEWMARKET JUNCTION TO SHOW GROUNDS AND
FLEMINGTON RACECOURSE****(Diagram No. 12/65)**

The Fixed Signals from post R 197, ahead of Newmarket Junction, to post R 247 (inclusive) on the Down Line, and from post R 254 ahead of Racecourse Station to post R 204 (inclusive) at Newmarket Junction on the Up Line are Two-position Light Signals. The Signals on post R 201 Down Line and R 204 Up Line are permanently in use ; all other Light Signals are ordinarily switched out of use and crossed, but will be switched in for use and crosses removed when special passenger traffic is authorized.

Except when instructions are issued to the contrary, the Signals between the Cattle Yards and Box "H" are crossed as per Regulation 91.

Ordinarily the target will be removed from Dwarf Signal, No. 5, at Box "G", Dwarf Signal No. 7 at Box "H", and Dwarf Signals Nos. 6 and 10, at Show Grounds Box, and replaced when required during special passenger traffic.

NEWMARKET JUNCTION TO SHOW GROUNDS AND
FLEMINGTON RACECOURSE—*continued*

The distinguishing numbers and particulars of Signals are as shown hereunder :—

Post No.	Particulars
3 (Newmarket Junction)	Down Signals— Home Signal— Normal Speed Indications for North-Eastern Line. Medium Speed Indications for Racecourse Line—to post R 197.
R197	Automatic—towards post R 201.
R201	Automatic, during special traffic—towards post R 205. Home Signal during Goods traffic and controlled from Foreman's cabin.
R205	Automatic—towards post 2, Box "G".
2 (Box "G")	Home Signal and Calling-on Signal, from Down Line along same Line—to post R219.
R219	Automatic—towards post 6, Box "H".
6 (Box "H")	Bracket Post. Two Home Signals and Calling-on Signal— Left-hand Signal and Calling-on Signal, from Down Line along same Line—to post R233. Right-hand Signal, from Down Line to Show Grounds Platform to Dwarf Signal 10; controlled from Showgrounds Platform Rostrum.
7 (Box "H")	Dwarf Signal, from Refuge Siding to Show Grounds Platform—towards Dwarf Signal 10; controlled from Show Grounds Platform Rostrum.
R233	Automatic—towards post 2, Show Grounds Box.
Show Grounds Box	2 Bracket Post. Two Home Signals and Calling-on Signal— Left-hand Signal and Calling-on Signal, from Down Line along same Line—to post R247. Right-hand Signal, from Down Line to Loop Line—to post UR247.
	6 Dwarf Signal, from Siding "A" to Down Line, towards post R247.
	10 Note.—There are Catch Points at exit from Siding "A". Dwarf Signal, from Showgrounds Platform to Loop Line—towards post UR247.
R247	Automatic—towards post 63, Flemington Racecourse Box.
UR247	Automatic—towards post 64 at exit from Loop Line.
	Up Signals—
R254	Automatic—towards post R250.
R250	Automatic—towards post 12, Show Grounds Box, Bracket Post, Two Home Signals—
12 (Show Grounds Box)	Left-hand Signal, from Up Line, along same Line to post R238, controlled from Show Grounds Platform Rostrum. Right-hand Signal, from Up Line, to Siding "A".

NEWMARKET JUNCTION TO SHOW GROUNDS AND
FLEMINGTON RACECOURSE—*continued*

Post No.	Particulars
	Up Signals—<i>continued</i>
R238	Automatic—towards post 14, Box "H".
14 { Box "H" }	Bracket Post. Two Home Signals— Left-hand Signal, from Up Line to Refuge Siding. Right-hand Signal, from Up Line (Show Grounds Platform) along same Line to post R226.
R226	Automatic—towards post 6, Box "G".
6 { Box "G" }	Home Signal, from Up Line along same Line to R212.
	5 Dwarf Signal, from Refuge Siding to Up Line—towards post R212. <i>Note.</i> —There are Catch Points at each end of the Refuge Siding.
R212	Automatic—towards post R204.
R204	Automatic during special traffic—towards post 13, Newmarket Junction. Home Signal and Calling-on Signal during Goods traffic and controlled from Foreman's cabin.
13 (New-market Junction)	Three-position Home (Light) Signal displaying Medium and Low Speed indications, from Racecourse Line to Up North-Eastern Line to post E188 Up end of Newmarket Station.

FLEMINGTON RACECOURSE BOX
(Diagram No. 12/65)

Post No.	Particulars
	Down Signals—
63	Bracket Post, four arms, Home Signals— Top Left-hand arm, Down Line, to "A"—to post 70. Bottom Left-hand arm, Down Line, to "B"—to post 70. Top Right-hand arm, Down Line, to "D"—to post 71. Bottom Right-hand arm, Down Line, to "E"—to post 71.
64	Two arms, Home Signals— Top arm, from Loop Line to "D"—to post 71. Bottom arm, from Loop Line to "E"—to post 71.
66	Ground Disc, from Engine Road to "E"—towards post 71.
70	Bracket Post, two arms, Home Signals— Left-hand arm, from "A"—to No. 1 Road. Right-hand arm, from "B"—to No. 1 Road.
71	Bracket Post, two arms, Home Signals— Left-hand arm, from "D" to No. 5 Road. Right-hand arm, from "E" to No. 5 Road.
69B	Ground Disc, from "C" towards No. 1 or No. 5 Road.
	Up Signals—
76	Bracket Post, two arms, Home Signals— Left-hand arm, from No. 5 Road to "E"—to post 69. Right-hand arm, from No. 5 Road to "D"—to post 69.
75	Ground Disc, from No. 4 Road to "D"—towards post 69.

FLEMINGTON RACECOURSE BOX—*continued*

Post No.	Particulars
74	Ground Disc, from No. 3 Road to "C"—towards Disc 68.
73	Ground Disc, from No. 2 Road to "B"—towards post 67.
72	Bracket Post, two arms, Home Signals— Left-hand arm, from No. 1 Road to "B"—to post 67. Right-hand arm, from No. 1 Road to "A"—to post 67.
67	Bracket Post, two arms, Home Signals— Left-hand arm, from "B" to Up Line—to post R254. Right-hand arm, from "A" to Up Line—to post R254.
68	Ground Disc, from "C" to Up Line—towards post R254.
68B	Ground Disc, from "D" to Loop Line.
69	Bracket Post, two arms, Home Signals, and a Disc under bracket on Left-hand side of post— Left-hand arm, from "E" to Up Line—to post R254. Right-hand arm, from "D" to Up Line—to post R254. The Disc, from "E" to Loop Line.

Notes.—1. Point Indicators work with the Points leading from Up Line to the Yard, and Points leading from "C" to No. 1 or 5 Road.

2. Catch Points are provided at exit from Engine Road.

3. During Special passenger traffic, the Loop Line between Racecourse Box and Show Grounds must not be used for movements in Up direction to Show Ground Box, except as provided for in Race Circulars in respect to taking trains out of running.

MOONEE PONDS

(Diagram No. 25/65)

Three-position Signalling is in force.

ESSENDON

(Diagram No. 25/65)

Post No.	Particulars
6 21	Three-position, Up Home (Light) Signal. Dwarf (Light) Signal— From Down Line to No. 2 Road—towards post 43, or to No. 3 Road—towards post 44, or to No. 4 Road—towards post 45.

ESSENDON—*continued.*

Post No.	Particulars
40	Bracket Post, three arms, Down Home Signals, and four Discs— Top Arm, on Left-hand Doll, from Down Line to No. 4 Road—to post 46. Bottom Arm, on Left-hand Doll, from Down Line to No. 3 Road—to post 52. Arm, on Right-hand Doll, from Down Line to No. 2 Road—to post 52. Top Left-hand Disc, from Car Sidings to Siding "A". Bottom Left-hand Disc, from Car Sidings to No. 5 Road—towards post 46. Top Right-hand Disc, from Car Sidings to No. 4 Road—towards post 46. Bottom Right-hand Disc, from Car Sidings to No. 3 Road—towards post 52.
41	Four Disc Signals— Top Left-hand Disc, from Up Line to No. 4 Road—towards post 46. Bottom Left-hand Disc, from Up Line to No. 3 Road—towards post 52. Top Right-hand Disc, from Up Line to No. 2 Road—towards post 52. Bottom Right-hand Disc, from Up Line to No. 1 Road—towards post 47.
42B	Up Home Signal, from No. 1 Road to Up Line—to Three-position Signal post E296, co-acting with arm on post 42.
Signal Bridge, on which are erected Posts 42, 43, and 44.	
42	Up Home Signal, from No. 1 Road to Up Line—to Three-position Signal post E296, co-acting with arm on post 42B.
43	Up Home Signal, from No. 2 Road to Up Line—to Three-position Signal, post E296.
44	One Arm and a Disc— The Arm, Up Home Signal from No. 3 Road to Up Line—to Three-position Signal, post E296. The Disc, from No. 3 Road to Carriage Sidings.
45	One Arm and two Discs— The Arm, Up Home Signal from No. 4 Road to Up Line—to Three-position Signal, post E296. Left-hand Disc, from No. 4 Road to Carriage Sidings. Right-hand Disc, from No. 5 Road to Carriage Sidings.
46	One Arm and two Discs— The Arm, Down Home Signal from No. 4 Road to Main Line—to post E323. Left-hand Disc, from No. 5 Road to Coal Stage. Right-hand Disc, from No. 4 Road to Coal Stage.
47	Two Disc Signals— Left-hand Disc, from No. 1 Road to Siding "B". Right-hand Disc, from No. 1 Road to Sidings "C", "D" or "E".

ESSENDON—*continued.*

Post No.	Particulars
	A Point Indicator is attached to the Points leading to " E " Siding ahead of post 47.
51	Disc Signal, from Siding " E " to No. 1 Road—towards posts 42 and 42B.
51B	Ground Disc Signal, from Siding " B " to No. 1 Road—towards posts 42 and 42B.
51C	Disc Signal, from Siding " C " or " D " to No. 1 Road—towards posts 42 and 42B.
52	Bracket Post, three Arms. Down Home Signals— Two Arms on Left-hand Doll (Co-acting), from No. 3 Road to Down Line—to post E323. Arm on Right-hand Doll, from No. 2 Road to Down Line—to post E323.
53	Two Disc Signals— Left-hand Disc, from Coal Stage Road to No. 4 Road—towards post 45. Right-hand Disc, from Coal Stage Road to No. 5 Road—towards post 45.

Notes.—1. There are Catch Points in No. 5 Road at the Up end of the Yard, ahead of post 45 with an Indicator attached, and Catch Points in " B ", " C ", " D ", and " E " Sidings for outward traffic.

2. Telephone Communication is provided between Signal-box and Goods Yard.

3. Up Three-position Home Signal No. 2, located on the Down side of the Gaffney Street Boom Barriers, Pascoe Vale, is controlled from the Signal-box at Essendon.

The Signaller must not place No. 2 Signal to the Proceed position for an Up Goods train unless the preceding train is closely approaching No. 6 Home Arrival Signal at Essendon, and the latter Signal is at Proceed.

A telephone connected to Essendon Signal-box is provided at No. 2 Signal, Pascoe Vale.

GLENROY

(Diagram No. 18/65)

Three-position Signalling is in force.

When Glenroy is switched in, the Points and Signals are controlled from a Control Panel, located in the Stationmaster's Office.

Note.—See pages 14–15 respecting Three-position Home Signals which may display the letter " A ".

BROADMEADOWS

(Diagram No. 18/65)

The Normal Speed Signal on Post No. 5 at Broadmeadows will apply only to the Up Essendon Line and a Medium Speed indication will not be displayed for this route.

Post No.	Particulars
5	Three-position Home (Light) Signal.
19	Down Home Signal, Down Main Line to No. 1 Road—to post 28.
20	Dwarf (Light) Signal, set back from Up Albion Line to Up Main Line—towards Ground Disc 23.
21	Down Home Signal, Albion Line to No. 1 Road—to post 28.
22	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal from Up Line—to post 18. Right-hand arm, Home Signal from Up Line to Albion Line—to post 7 over 4.
23	Ground Disc Signal, from Up Main Line to No. 1 Road—towards post 28; or to No. 2 Road—towards Ground Disc 27.
24	Ground Disc Signal, from Siding "A" to No. 1 Road—towards post 28.
	<i>Note.</i> —There are Catch Points in the exit of Siding "A" ahead of Ground Disc 24.
25	Up Home Signal, from No. 2 Road to Up Line—to post 22.
26	One Arm and one Disc, Up Signals— The Arm, Home Signal, from No. 1 Road to Up Main Line—to post 22. The Disc, from No. 1 Road to Siding "A".
27	Ground Disc Signal, from No. 2 Road to Refuge Siding; or to Down Line—towards post 36, or to Siding "B"; or to Broadstore Siding.
28	One Arm and one Disc, Down Signals— The Arm, Home Signal, from No. 1 Road to Down Line—to post 36. The Disc, from No. 1 Road to Refuge Siding.
29	Disc Signal, from Sidings "C" to Refuge Siding.
30	Ground Disc, from Siding "B" to No. 2 Road—towards post 25.
31	Ground Disc, from Down Line to No. 1 Road—towards post 26, or to No. 2 Road—towards post 25.
32	Disc Signal, from Refuge Siding—to Sidings "C", or to No. 1 Road—towards post 26; or to No. 2 Road—towards post 25.
33	Disc Signal, from Broadstore Siding to No. 2 Road—towards post 25.
	<i>Note.</i> —There are Catch Points in the exit of Broadstore Siding, ahead of Post 33.
34	Up Home Signal to No. 2 Road—to post 25.
35	Up Home Signal, along Up Main Line—to post 34.
36	Down Starting Signal.
37	Up Distant Signal.

BROADMEADOWS—*continued.*

Post No.	Particulars
8	Down Three-position Home (Light) Signal, along Standard Gauge Line protecting Victorian Gauge movements to or from Broadstore Siding (controlled from C.T.C. Panel, Spencer Street).
2	
8	Up Three-position Home (Light) Signal, along Standard Gauge Line protecting Victorian Gauge movements to or from Broadstore Siding (controlled from C.T.C. Panel, Spencer Street).
—	
4	

Notes.—1. There are Catch Points in the exit of Siding "A" ahead of Ground Disc 24 and in the exit of Broadstore Siding, ahead of post 33.

2. Point Indicators work in conjunction with the Up end of the Cross-over from the Up to the Down Line at the Up end of the Yard; with the Points leading from No. 2 Road to Siding "B", with the Points leading to Broadstore Siding; with the Down end of the Cross-over leading from the Down to the Up Line at the Down end of the Yard; with the Cross-over leading from the Down Line to the Refuge Siding and with the Up end of the Cross-locked Cross-over points leading from Sidings "C" to the Down Line.

3. The Cross-over Points from the Down Line to Sidings "C" are trailing to Down traffic, are Cross-locked from the Inter-locking Machine and are operated by a Lever at the Points. Guards, Shunters and other employes operating the Points are to be careful to ensure that the Lever operating the Points is secured in the notch and that, when no longer required, the Points are restored to the Normal position, that is, for Main Line running.

SOMERTON

(Diagram No. 18/65)

With the exception of Post 4, Up Starting (Light) Signal and post 9, Down Starting (Light) Signal, Three-position Signals are provided at Somerton.

An illuminated letter "A" may be displayed on posts 4 and 9. See also pages 14-15 for list of Three-position Signals which may display the letter "A".

ARDEN STREET

(Diagram No. 7/65)

The Signal protection for the Level Crossing is as follows:—

Three-position Automatic Light Signals C133 (Down Passenger Line) and C136 (Up Passenger Line) controlled from the Signal-box. These Signals must be controlled in accordance with Regulation 140.

Post No.	Particulars
10	Two Disc Signals— Left-hand Disc, from Single Track (indicated X on Diagram) to Siding "B".

ARDEN STREET—*continued*

Post No.	Particulars
	Right-hand Disc, from Single Track (indicated X on Diagram) (via Interlocked Cross-over) to Siding "A", controlled from Macaulay Signal-box.
11	Disc Signal, from Arden Street Sidings to Siding "A", controlled from Macaulay Signal-box.
12	Disc Signal, from Siding "A" to Arden Street Sidings, or via Interlocked Cross-over to single track (indicated X on Diagram)—towards Dwarf Signal No. U2, at North Melbourne.

Notes.—1. An Automatic Approach Bell and Light Indicator is provided in Signal-box at Arden Street to give warning of approaching trains.

2. A Point Indicator is attached to the Down end of the Inter-locked Crossover.

MACAULAY
(Diagram No. 7/65)

Post No.	Particulars
13	Down Home Signal, to No. 2 (Down Platform Road)—to post 15.
13B	Three Disc Signals— Left-hand Disc, from Siding "B" to No. 1 (Up Platform Road)—towards post 15B. Top Right-hand Disc, from Siding "A" to Macaulay Sidings. Bottom Right-hand Disc, from Younghusband's Siding to Macaulay Sidings.
14	One arm and a Disc. Up Signals— The Arm, Home, Up Line—to Three-position Automatic Signal C136. The Disc, from Up Line to Siding "A"—towards post 12.
14B	Disc Signal, from Macaulay Sidings to Siding "A"—towards post 12, or to Younghusband's Siding.
15	Down Home Signal, from No. 2 Road—to post 16B.
15B	Down Home Signal, from No. 1 Road to Down Line—to post 16B.
16	Up Home Signal, to No. 1 Road—to post 14.
16B	Two arms. Down Signals— Top arm, Starting. Bottom arm, Distant; worked from Flemington Bridge.
17	Two arms, one Up and one Down Signal— Up arm, Distant. Down arm, Home; worked from Flemington Bridge.

Notes.—1. There are Catch Points at exit from Sidings "A" and "B"

2. The Right-hand Disc Signal on post 10 and the Disc Signal on post 11 at Arden Street are controlled from the Macaulay Signal-box.

FLEMINGTON BRIDGE

(Diagram No. 7/65)

Post No.	Particulars
16B	Two arms. Down Signals— Top arm, Starting ; worked from Macaulay. Bottom arm, Distant.
17	Two arms. One Up and one Down Signal— Up arm, Distant ; worked from Macaulay. Down arm, Home—to post 17B.
17C	Up Starting Signal.
17B	Down Starting Signal.
18	Up Home Signal—to post 17C ; controlled by quadrant on Up Platform.
19	Two arms. One Up and One Down Signal— Up arm, Distant ; controlled by quadrant on Up Platform. Down arm, Distant ; worked from Royal Park.

ROYAL PARK

(Diagram No. 7/65)

Post No.	Particulars
19	Two arms. One Up and one Down Signal— Up arm, Distant ; worked from Flemington Bridge. Down arm, Distant.
20	Down Home Signal—to post 21.
20B	Up Home Signal, from No. 1 Road to Up Line.
21	Bracket Post, two arms. Down Home Signals— Left-hand arm, to Coburg Line. Right-hand arm, to North Fitzroy Line.
22	Up Home Signal from North Fitzroy Line—to post 20B.
22B	Up Home Signal, from Coburg Line—to post 20B.
23	Up Distant Signal, Coburg Line.
24	Up Distant Signal, North Fitzroy Line.

JEWELL

(Diagram No. 7/59)

Post No.	Particulars
23B	Two arms. Down Signals— Top arm, Home, worked by Gatekeeper at Park Street, and controlled by Gatekeeper at Brunswick Road. Bottom arm, Distant.
23C	Up Home Signal, worked by Gatekeeper at Park Street.
24B	Down Home Signal—to post 25, controlled by Gatekeeper at Barkley Street.

JEWELL—*continued.*

Post No.	Particulars
24	Up Starting Signal, controlled by Gatekeeper at Barkly Street and Brunswick Road.
25	One Arm and a Disc, Down Signals— The Arm, Home, along Down Line—to post 28. The Disc, from Down Line to Siding "A".
26	Up Home Signal—to post 24.
27	Ground Disc Signal, from Siding "A" to Up Line—towards post 24, or to Dead-end.
28	Two Arms. Down Signals— Top arm, Home, controlled by Gatekeeper at Dawson Street. Bottom arm, Distant, worked from Brunswick.
28B	Two arms, Up Signals— Top arm, Home, worked by Gatekeeper at Dawson Street. Bottom arm, Distant.

Note.—Point Indicators work with the Points leading from Sidings "A" and "B" at each end of the Yard.

BRUNSWICK

(Diagram No. 7/59)

Post No.	Particulars
28	Two arms. Down Signals— Top arm, Home, worked from Jewell, and controlled by Gatekeeper at Dawson Street. Bottom arm, Distant.
29	Down Home Signal—to post 31, controlled by Gatekeeper at Albert Street.
30	Up Starting Signal, controlled by Gatekeeper at Albert Street.
31	Down Home Signal.
32	Up Home Signal—to post 30.
33B	Two arms. Up Signals— Top arm, Home, worked by Gatekeeper at Hope Street. Bottom arm, Distant.

ANSTEY

(Diagram No. 7/59)

Post No.	Particulars
33	Down Home Signal—to post 34, controlled by Gatekeeper at Hope Street.
34	Two arms. Down Signals— Top arm, Home, controlled by Gatekeeper at Tinning Street. Bottom arm, Distant, worked from Moreland.
34B	Up Home Signal, controlled by Gatekeeper at Tinning Street.

MORELAND

(Diagram No. 7/59)

Post No.	Particulars
34	Two arms. Down Signals— Top arm, Home, worked from Anstey, and controlled by Gatekeeper at Tinning Street. Bottom arm, Distant.
35	One arm and two Discs— The arm, Down Home Signal—to post 38. Left-hand Disc, Siding "C" to Down Line—towards post 38. Right-hand Disc, Siding "B" to Down Line—towards post 38.
36	Disc Signal from Siding "A" to Down Line—towards post 38.
37	Up Home Signal.
38	Down Home Signal.
39	Up Home Signal—to post 37.
40	Up Distant Signal.

Notes.—1. There are Catch Points at Down end of Sidings "A", "B" and "C".

2. Hand Catch Points are provided at the exit from both Roads at the entrance to the Electricity Commission's Store Siding.

COBURG

(Diagram No. 7/59)

Post No.	Particulars
40B	Two arms. Down Signals— Top arm, Home, worked by Gatekeeper, Reynard Road. Bottom arm, Distant.
41	Up Starting Signal, controlled by Gatekeeper, Reynard Road.
42	Bracket Post, two arms, Down Home Signals, and three Discs— Left-hand arm, from Down Line to No. 2 Road—to post 45. Right-hand arm, from Down Line to No. 1 Road—to post 45. Top Left-hand Disc, from Up Line to No. 3 or 4 Road. Bottom Left-hand Disc, from Up Line to No. 2 Road—towards post 45. Right-hand Disc, from Up Line to No. 1 Road—towards post 45.
43	Ground Disc Signal, from No. 3 Road to Up Line—towards post 41.
43B	Ground Disc Signal, from No. 4 Road to Up Line—towards post 41.
44	Bracket Post, two arms, Up Home Signals— Left-hand arm, No. 1 Road to Up Line—to post 41. Right-hand arm, No. 2 Road to Up Line—to post 41.
45	Bracket Post, two arms, Down Home Signals— Left-hand arm, Home Signal, from No. 2 Road to Down Line—to post 48. Right-hand arm, Home Signal, from No. 1 Road to Down Line—to post 48.
47	Up Home Signal, from Up Line to No. 1 Road—to post 44.
46	Two Disc Signals— Left-hand Disc, from Down Line to No. 1 Road—towards post 44. Right-hand Disc, from Down Line to No. 2 Road—towards post 44.
47	Up Home Signal to No. 1 Road—to post 44.
48	Down Starting Signal.
50	Two arms, Up Signals— Top arm, Starting Signal, worked from Batman and controlled by Gatekeeper O'Heas Road. Bottom arm, Distant.

Note.—There are Catch Points at the Up end of Nos. 3 and 4 Roads ; Point Indicators work with the Catch Points at the end of No. 3 to No. 4 Roads, and with the facing Points leading to the Up end of Nos. 3 and 4 Roads.

BATMAN

(Diagram No. 6/65)

Post No.	Particulars
49	Two arms, Down Signals— Top arm, Home, worked by Gatekeeper, O'Heas Road. Bottom arm, Distant.
50	Two arms, Up Signals— Top arm, Starting; controlled by Gatekeeper, O'Heas Road. Bottom arm, Distant, worked from Coburg.
51	One arm and a Disc, Down Signals— The arm, Home, Down Line—to post 56. The Disc, from Down Line—to Goods Siding.
52	Disc Signal, from Up Line to Down Line—towards post 56, or to Goods Siding.
53	Up Home Signal—to post 50.
54	Ground Disc Signal, from Down Line to Up Line—towards post 50.
55	Disc Signal, from Goods Siding to Up Line—towards post 50.
56	Down Home Signal—to post 58.
57	Up Home Signal—to post 53.
58	Down Starting Signal.
59	Up Distant Signal.

Notes.—1. There are Catch Points in the Up end of the Goods Siding ahead of post 55.

2. The Points leading from the Down Line to the Down end of the Goods Siding are rodded to Catch Points in the Siding, worked from a ground Lever near the Points and secured by an "A" pattern Annett Lock. The Annett Key when not in use at the Points is kept in a duplicate Annett lock on the interlocking frame.

3. A Point Indicator works with the Points leading from the Down Line to the Up end of the Goods Siding.

MERLYNSTON

(Diagram No. 6/65)

Post No.	Particulars
60	Two arms, Down Signals— Top arm, Home. Bottom arm, Distant; worked from Fawkner.
62	Up Starting Signal, worked from Fawkner and controlled by Merlynston.

FAWKNER**(Diagram No. 6/65)**

Post No.	Particulars
60	Two arms. Down Signals— Top arm, Home, worked by Merlynston. Bottom arm, Distant.
61	Down Home Signal—to post 63.
62	Up Starting Signal, controlled by Merlynston.
63	Down Home Signal, from Down Line to Single Line—to post 65.
64	Up Home Signal, from Single Line to Up Line—to post 62.
65	Down Starting Signal.
66	Up Home Signal, from Single Line—to post 64.
67	Up Distant Signal.

GOWRIE (NOT INTERLOCKED)**(Diagram No. 6/65)****UPFIELD (NOT INTERLOCKED)****(Diagram No. 6/65)****MERRI****(Diagram No. 9/66)**

Post No.	Particulars
44	Down Home Signal,—to post 45B.
45B	Down Home Signal.
46	Up Home Signal—to post 45.

NORTHCOTE**(Diagram No. 4/67)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 3.
2B	Up Home Signal.

NORTHCOTE—*continued.*

Post No.	Particulars
3	Down Home Signal—to post 5.
3B	Disc Signal, from Goods Siding to Up Line—towards post 2B.
4	Up Home Signal—to post 2B.
5	Down Starting Signal ; controlled by Croxton and also by Gatekeeper at Beavers-road.
6	Two arms. Up Signals— Top arm, Home ; worked by Gatekeeper at Beavers-road. Bottom arm, Distant.

Note.—There is a Derail Block in neck of Goods Siding ahead of post 3B.

CROXTON (Not Interlocked)

(Diagram No. 4/67)

Post No.	Particulars
5	Down Starting Signal for Northcote ; controlled by Croxton as a Home Signal, also by Gatekeeper at Beavers-road.
1	Up Home Signal ; controlled by Gatekeepers at Woolton and Normanby Avenues.

THORNBURY

(Diagram No. 4/67)

Post No.	Particulars
2	Two arms, Down Signals— Top arm, Home ; worked by Gatekeeper at Woolton Avenue, and controlled by Gatekeeper at Normanby Avenue. Bottom arm, Distant.
3	Down Home Signal—to post 5.
4	Up Home Signal.
5	Down Starting Signal.
6	Up Home Signal—to post 4.
9	Two arms, Up Signals— Top arm, Starting ; worked from Bell and controlled by Gatekeeper at Oakover Road. Bottom arm, Distant.

BELL

(Diagram No. 4/67)

Post No.	Particulars
7	Two arms, Down Signals— Top arm, Home; worked by Gatekeeper at Oakover Road. Bottom arm, Distant.
9	Two arms, Up Signals— Top arm, Starting; controlled by Gatekeeper at Oakover Road. Bottom arm, Distant; worked from Thornbury.
9B	Ground Disc Signal, from Up to Down Line—towards post 12, or along Up Line—towards Ground Disc 12B.
9C	Three Disc Signals— Top Left-hand Disc, from Sidings "A" to Down Line—towards post 12. Bottom Left-hand Disc, from Sidings "A" to Up Line—towards Disc 12B. Right-hand Disc, from Sidings "A" to Siding "B".
10	Down Home Signal—to post 12.
11	One arm and a Disc, Up Signals— The arm, Home—to post 9. The Disc, from Up Line to Sidings "A".
11B	Disc Signal, from Siding "B" to Sidings "A".
12	Down Home Signal—to post 14.
12B	Ground Disc Signal, from Up Line to Down Line (via Crossover at Down end of station)—towards post 14.
13	Up Home Signal—to post 11.
11C	Disc Signal, from Down Line to Up Line—towards post 9, or to Sidings "A".
14	Down Starting (Light) Signal.
15	Up Distant Signal.

Note.—Point Indicators work with the Points of the Crossover in the Up Lines at Up end of station and with the Points in Crossover leading to Sidings "A".

PRESTON (Not Interlocked)

(Diagram No. 4/67)

Post No.	Particulars
1	Down Home Signal controlled by lever on Down Platform.
2	Up Home Signal controlled by lever on Up Platform.

REGENT

(Diagram No. 4/67)

Post No.	Particulars
3	Distant Signal.
4	Up Starting (Light) Signal.
5	Down Home Signal—to post 7.
6	Up Home Signal—to post 4.
7	Down Starting Signal.
8	Up Distant Signal.

RESERVOIR

(Diagram No. 4/67)

Post No.	Particulars
9	Down Distant Signal.
10	Up Starting Signal.
11	Two Disc Signals— Left-hand Disc, from Siding "A" to No. 1 Road—towards post 18 ; or to No. 2 Road—towards post 17 ; or to Loop via "X"—towards post 16. Right-hand Disc, from Siding "B" to No. 1 Road—towards post 18 or to No. 2 Road—towards post 17 ; or to Loop via "X"—towards post 16.
12	One arm and a Disc— The arm, Down Home Signal, to No. 1 Road—to post 18. The Disc, from Up Line to No. 1 Road—towards post 18 ; or to No. 2 Road—towards post 17 ; or to Loop—towards post 16.
13	Ground Disc Signal, from "X" to Siding "B" or to Siding "A".
14	Bracket Post, two arms and two Discs, Up Signals— Arm on Left-hand Doll, Home Signal, from No. 2 Road to Up Line—to post 10. Arm on Right-hand Doll from No. 1 Road to Up Line—to post 10. Disc on Left-hand Doll, Up Home Signal, from No. 1 Road to Up Line—to post 10. Disc on Right-hand Doll, from No. 1 Road to Siding "B" or to Siding "A".
15	Disc Signal, from Loop to "X"—towards Ground Disc Signal No. 3 ; or to Up Line—towards post 10.
16	Disc Signal, from Loop to Down Line—towards post 21. <i>Note.</i> —There are Catch Points in the exit of the Loop, ahead of post 16.
17	Disc Signal, from No. 2 Road to Down Line—towards post 21.
18	Down Home Signal, from No. 1 Road to Down Line—to post 21

RESERVOIR—*continued*

Post No.	Particulars
19	Disc Signal, from Down Line to Loop—towards post 15 ; or to No. 2 Road or No. 1 Road—towards post 14.
20	Up Home Signal, to No. 2 Road—to post 14.
21	Down Starting Signal.
22	Up Home Signal, along Up Line—to post 20.
23	Up Distant Signal.

Notes —1. There are Catch Points at the exit of the Loop, Down end, ahead of post 16.

2. Point Indicators work in conjunction with the Crossover Points, Up end ; with the Crossover leading to the Loop, Up end ; with the Crossover ; Down end ; with the Points leading to the Loop at the Down end ; and with the points leading to the Siding " A " or " B ".

RUTHVEN

(Diagram No. 4/67)

Post No.	Particulars
22B	Down Home Signal, worked from Lever at Up end of Platform.
23B	Up Home Signal, worked from Lever at Down end of Platform.

KEONPARK

(Diagram No. 4/67)

Post No.	Particulars
24	Down Distant Signal.
25	Down Home Signal, along Down Line—to post 27.
26	Up Starting Signal.
27	Down Home Signal, from Down Line to Single Line—to post 29.
28	Up Home Signal, from Single Line to Up Line—to post 26.
29	Down Starting Signal.
30	Up Home Signal—to post 28.
31	Up Distant Signal.

LALOR**(Diagram No. 20/64)**

Post No.	Particulars
1	Bracket Post—two Down Home (Light) Signals— Left-hand Signal, from Main Line to No. 1 to post 4. Right-hand Signal, from Main Line to No. 2.
2	Up Home (Light) Signal from No. 2 to Main Line.
3	Up Home (Light) Signal, from No. 1 to Main Line.
4	Down Home (Light) Signal from No. 1 to Main Line.
5	Up Home (Light) Signal, to No. 1 to post 3.

The Points and Signals are operated from a Control Panel located in the Station Office.

VICTORIA PARK**(Diagram No. 9/66)**

Three-position Signalling is in force.

Note.—See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

CLIFTON HILL "A" BOX**(Diagram No. 9/66)**

Post No.	Particulars
26	Three-position Down Home Signal (Light Signal), controlled by "B" Box.
21	Three Discs, Down Signals, controlled by "B" Box— Left-hand Disc, from Up Line to No. 1 Road—towards post 40 ("B" Box). Top Right-hand Disc, from Up Line to No. 2 Road—towards post 25 ("B" Box). Bottom Right-hand Disc, from Up Line to No. 3 Road—towards post 25 ("B" Box).
23	Up Home Signal, from No. 3 Road to Up Line—to post S158.
24	Bracket Post, two arms, Up Home Signals— Left-hand arm, from No. 2 Road to Up Line—to post S158. Right-hand arm, from No. 1 Road to Up Line—to post S158.

CLIFTON HILL " B " BOX

(Diagram No. 9/66)

Post No.	Particulars
25	Bracket Post, four arms, Down Home Signals— Top arm on Left-hand Doll, from No. 2 Road to Down Reservoir Line—to post ST179. Bottom arm on Left-hand Doll, from No. 2 Road to Heidelberg Line (controlled by Westgarth)—to post S185. Top arm on Right-hand Doll, from No. 3 Road to Down Reservoir Line—to post ST179. Bottom arm on Right-hand Doll, from No. 3 Road to Heidelberg Line (controlled by Westgarth)—to post S185.
27	Three Disc Signals— Top Left-hand Disc, from " X " to No. 3 Road—towards post 23. Bottom Left-hand Disc, from " X " to No. 2 Road—towards post 24. Right-hand Disc, from " X " to No. 1 Road—towards post 24.
28	Bracket Post, two arms, Up Home Signals— Left-hand arm, Heidelberg Line to No. 3 Road—to post 23. Right-hand arm, from Heidelberg Line to No. 2 Road—to post 24.
30	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Reservoir Line to No. 3 Road—to post 23. Right-hand arm, from Reservoir Line to No. 2 Road—to post 24.
40	Three-position Down Home (Light) Signal from No. 1 Road.

Note.—At Clifton Hill " B " the Normal Speed Signal on post No. 40 applies only to the Down Reservoir Line and a Medium Speed Signal will not be displayed for this route.

CLIFTON HILL " B " BOX—WESTGARTH

The line between Clifton Hill " B " Box and Westgarth is worked under the System of Lever-locking and Track Control. See General Appendix for instructions.

WESTGARTH
(Diagram No. 8/64)

Post No.	Particulars
2	Down Home Signal, from Single Line Section—to post 4 on Double Line.
3	Three-position Up Home Signal (Light Signal) to the Single, Line Section—to Three-position Automatic (Light) Signal, S186 controlled by Clifton Hill "B" Box.
4	Down Starting Signal—to post S221.
5	Up Home Signal—to post 3.

FAIRFIELD
(Diagram No. 8/64)

Post No.	Particulars
9	Down Home Signal—to post 12.
9B	Two Disc Signals— Left-hand Disc, from the Up Line to the Goods Siding— —towards post 13. Right-hand Disc, along Up Line—towards Ground Disc 12B.
10	Up Home Signal—to post S234.
11	Disc Signal, from the Goods Siding to the Up Line—towards post S234.
12	Down Home Signal—to post 15.
12B	Ground Disc Signal, from the Up Line to the Down Line— towards post 15, or along Up Line—towards Ground Disc 15B.
13	Disc Signal, from Goods Siding to the Down Line—towards post 15.
13B	Ground Disc Signal, from Down Line to Up Line—towards post 10.
14	Up Home Signal—to post 10.
15	One arm and one Disc, Down Signals— The arm, Home—to post S273. The Disc, from Down Line to Paper Mill Siding.
15B	Ground Disc Signal, from Up Line to Paper Mill Siding.
17	Up Home Signal—to post 14.
17B	Disc Signal, from the Paper Mill Siding to Up Line—towards post 14, or to Goods Siding—towards post 11.

Notes.—1. There are Catch Points at the exit from the Goods Siding (Down end) ahead of post 13, also at the exit from the Paper Mill Siding ahead of post 17B.

2. Point Indicators work with the Points leading from the Paper Mill Siding and with the Crossover Points in the Up Line ahead of Ground Disc No. 12B.

HEIDELBERG
(Diagram No. 12/58)

Post No.	Particulars
2	Two Disc Signals— Left-hand Disc, from Up Line to No. 1 Road—towards post 31. Right-hand Disc, from Up Line to No. 2 Road—towards post 16, or to No. 3, 4 or 5 Road—towards Dwarf Signal 13.
2B	Bracket Post, two arms, Down Home Signals, and two Discs— Left-hand arm, from Down Line to No. 1 Road—to post 31. Right-hand arm, from Down Line to No. 2 Road—to post 16. Top Disc, from Down Line to No. 3 Road—towards Dwarf Signal 13. Bottom Disc, from Down Line to No. 4 or 5 Road—towards Dwarf Signal 13.
3	Disc Signal, from Engine Road to No. 4 or 5 Road—towards Dwarf Signal 13.
4	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from No. 2 Road to Up Line—to post S398. Right-hand arm, from No. 1 Road to Up Line—to post S398. The Disc, from No. 3 Road to Up Line—towards post S398. Note.—There is a Derail Block in No. 3 Road ahead of post 4.
5	Two Disc Signals— Left-hand Disc, from No. 4 or 5 Road to Engine Road. Right-hand Disc, from No. 4 or 5 Road to Up Line—towards post S398.
13	Three-position Dwarf Signal from No. 3, 4 or 5 Road. Note.—There is a Derail Block in the neck of Nos. 3, 4 and 5 Roads ahead of Dwarf Signal No. 13.
16	Three-position Down Home (Light) Signal from No. 2 Road.
31	Three-position Down Home (Light) Signal from No. 1 Road.
9	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from Main Line to No. 2 Road—to post 4, Right-hand arm, from Main Line to No. 1 Road—to post 4. The Disc, from Main Line to No. 3 Road—towards post 4, or to No. 4 or 5 Road—towards post 5.
14	Three-position Down Home (Light) Signal from Main Line to Down Line.
1	Three-position Up Home (Light) Signal from Up Line to Main Line.

Note.—A Derail Block is provided in No. 3 Road ahead of post 4 and in the neck of Nos. 3, 4 and 5 Roads ahead of Ground Disc 8.

Dual Control Point Machine is provided for operating by hand No. 8 Points at the junction of the Up and Down Lines.

MACLEOD
(Diagram No. 12/58)

Post No.	Particulars
3	Three-position Down Home (Light) Signal.
4	Three-position Dwarf Signal from Up Line.
4B	Disc Signal, from Stabling Siding to Up Line—to post S508.
5	Two arms, Down Home Signals— Top arm, from "X" to No. 1 Road—to post 7. Bottom arm, from "X" to No. 2 Road—to post 7.
6	Up Home Signal, from No. 2 Road to Up Line—to post S508.
7	Bracket Post, two arms, Down Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
9	Up Home Signal, from Main Line to No. 2 Road—to post 6.
10	Up Distant Signal.

Note.—A Dual Control Point Machine is provided for operating by hand No. 14 points.

GREENSBOROUGH
(Diagram No. 16/25)

Post No.	Particulars
1	Down Distant Signal.
2	Two arms, Down Home Signals—Co-acting with arms on post 2B. Top arm, from Main Line to No. 2 Road—to post 5. Bottom arm, from Main Line to No. 1 Road—to post 6.
2B	Two arms and a Disc— The arms Co-acting with arms on post 2. The Disc, from Main Line to No. 3 Road—towards post 5.
3	Bracket Post, two arms, Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
4	Ground Disc Signal, from No. 3 Road to Main Line.
5	Bracket Post, one arm and a Disc, Down Signals— The arm, Home, from No. 2 Road to Main Line. The Disc, from No. 3 Road to Main Line.
6	Down Home Signal, from No. 1 Road to Main Line.
7	Two arms, Up Home Signals and a Disc— Top arm, Main Line to No. 1 Road—to post 3, Bottom arm, from Main Line to No. 2 Road—to post 3. The Disc, from Main Line to No. 3 Road—towards Ground Disc 4.
8	Up Distant Signal.

Note.—There are Catch Points at each end of No. 3 Road.

ELTHAM
(Diagram No. 2/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms and a Disc, Down Signals— Left-hand arm, Down Home Signal, from Main Line to No. 1 Road—to post 9. Right-hand arm, Down Home Signal, from Main Line to Back Platform Road—to post 8. The Disc, from Main Line to No. 2, 3 or 4 Road—towards post 10.
3	Up Home Signal, from Back Platform Road to Main Line.
4	Up Home Signal, from No. 1 Road to Main Line.
5	Disc Signal from No. 4 Road to Main Line. <i>Note.</i> —There are Catch Points ahead of post 5.
6	Ground Disc Signal, from No. 2 Road to Main Line. <i>Note.</i> —There is a Derail Block in No. 2 Road ahead of post 6.
7	Ground Disc Signal, from No. 3 Road to Main Line. <i>Note.</i> —There is a Derail Block in No. 3 Road ahead of post 7.
8	Down Home Signal, from Back Platform Road to Main Line.
9	Down Home Signal, from No. 1 Road to Main Line.
10	Two Disc Signals, Down Signals— Left-hand Disc, from No. 3, 4 or 5 Road to Main Line. Right-hand Disc, from No. 2 Road to Main Line. <i>Note.</i> —There is a Derail Block on No. 2 Road and in the neck of the lead from Nos. 3 and 4 Roads ahead of post 10.
11	Bracket Post, two arms and a Disc, Up Signals— Left-hand arm, Up Home Signal, from Main Line to Back Platform Road—to post 3. Right-hand arm, Up Home Signal, from Main Line to No. 1 Road—to post 4. The Disc, from Main Line to No. 2 Road—towards Ground Disc 6; or to No. 3 Road—towards Ground Disc 7; or to No. 4 Road—towards post 5; or to No. 5 Road.
12	Up Distant Signal.

Note.—Point Indicators work with the Points to No. 2 and 3 Up end, with the Points to No. 3 and 4 Up end, and with the Points to No. 2 and 3, Down end.

BURNLEY
(Diagram No. 12/66)

Three-position Signalling is in force.

Note.—At Burnley the Normal Speed Signal on post No. 16 will apply only to the Glen Waverley Line, and a Medium Speed indication will not be displayed for this route.

See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

HAWTHORN

(Diagram No. 12/66)

Three-position Signalling is in force.

Notes.—1. At Hawthorn the Normal Speed Signal on post No. 30 will apply only to the Down Box Hill Line, and a Medium Speed indication will not be displayed for this route.

2. Co-acting Light Signals to repeat the indications shown on Signal post 26 are provided on the Platform at Hawthorn opposite the Signal post.

3. See pages 14–15 respecting Three-position Home Signals which may display the letter "A".

4. The Centre line between Hawthorn and Camberwell is worked under the System of Lever Locking and Track Control. See General Appendix for instructions.

CAMBERWELL

(Diagram No. 12/66)

Three-position Signalling is in force.

Normal Speed Routes

At Camberwell the Normal Speed Signal on posts 32 and 30 will apply to the routes specified hereunder, and the Medium Speed Signal when displayed on these posts will not apply to such routes.

Signal Post No.	DOWN TRAINS	
	From—	To—
32	Down Main Line ...	No. 1 Road
30	No. 1 Road ...	Box Hill Line.

RIVERSDALE

(Diagram No. 7/64)

Three-position Signalling is in force.

ASHBURTON

(Diagram No. 7/64)

Post No.	Particulars
9	Down Home (Light) Signal, from Down Line to Single Line,—to post 12.
11	Up Home (Light) Signal, from Single Line to Up Line—to post LA 434.
12	Down Starting (Light) Signal to Alamein.
13	Up Home (Light) Signal from Alamein Line—to post 11.

Notes :—1. The points leading to the Carriage Siding are secured by Annett-lock and rodded to catch-points in the Siding. The Annett-Key is in a duplicate lock with a Circuit Controller in the Station Office.

BOX HILL**(Diagram No. 6/64)**

Three-position Signalling is in force.

BLACKBURN**(Diagram No. 16/60)**

Three-position Signalling is in force.

MITCHAM**(Diagram No. 16/60)**

Three-position Signalling is in force.

Note.—A Point Indicator works with the Points in the Crossover at Up end of Station.

RINGWOOD**(Diagram No. 16/60)**

Post No.	Particulars
2	Three-position Down Home (Light) Signal.
21	Three-position Dwarf Signal from Up line.
29	Three-position Dwarf Signal from No. 2 Road.
	<i>Note.</i> —There are Catch Points in No. 2 Road ahead of Dwarf Signal 29.
30	Three-position Dwarf Signal from Sidings "B" and "C".
32	Three-position Up Home (Light) Signal from No. 1 Road.
33	Three-position Dwarf Signal from Siding "A".
36	Three-position Up Home (Light) Signal from No. 3 Road.
37	Disc Signal, from Siding "B" to Healesville Line, or to Ferntree Gully Line, or to Siding "D".
	<i>Note.</i> —There are Catch Points in the lead from Siding "B" ahead of post 37.
38	Bracket Post, two arms, Down Home Signals, and a Disc— Left-hand arm, from No. 1 Road to Healesville Line. Right-hand arm, from No. 1 Road to Ferntree Gully Line. The Disc, from No. 1 Road to Siding "D".
39	Dwarf Signal, from No. 2 Road to Healesville Line, or to Ferntree Gully Line.
	<i>Note.</i> —There are Catch Points in No. 2 Road ahead of Dwarf Signal 39.

RINGWOOD—*continued.*

Post No.	Particulars
40	Bracket Post, two arms, Down Home Signals— Left-hand arm, from No. 3 Road to Healesville Line. Right-hand arm, from No. 3 Road to Ferntree Gully Line.
41	Disc Signal, from Siding "D" to No. 1 Road—towards post 32, or to Siding "B"—towards post 30. <i>Note.</i> —There is a Derail Block in Siding "D" ahead of post 41.
42	Bracket Post, four arms and a Disc, Up Signals— Top arm on Left-hand Doll, Home, from Ferntree Gully Line to No. 1 Road—to post 32. Bottom arm on Left-hand Doll, Calling-on, from Ferntree Gully Line to No. 1 Road—towards post 32. Top arm on Right-hand Doll, Home, from Ferntree Gully Line to No. 3 Road—to post 36. Bottom arm on Right-hand Doll, Calling-on, from Ferntree Gully Line to No. 3 Road—towards post 36. The Disc, from Ferntree Gully Line to No. 2 Road—towards Dwarf Signal 29, or to Siding "B"—towards Dwarf Signal 30.
43	Bracket Post, four arms and a Disc, Up Signals— Top arm on Left-hand Doll, Home, from Healesville Line to No. 1 Road—to post 32. Bottom arm on Left-hand Doll, Calling-on, from Healesville Line to No. 1 Road—towards post 32, Top arm on Right hand Doll, Home, from Healesville Line to No. 3 Road—to post 36. Bottom arm on Right-hand Doll, Calling-on from Healesville Line to No. 3 Road—towards post 36. The Disc, from Healesville Line to No. 2 Road—towards Dwarf Signal 29, or to Siding "B"—towards Dwarf Signal 30.
44	Up Home Signal, from Ferntree Gully Line—to post 42.
45	Up Distant Signal, Ferntree Gully Line.
46	Up Home Signal, from Healesville Line—to post 43.
47	Up Distant Signal, Healesville Line.

Note.—Point Indicators work with the Points leading from the Up Line to Siding "B", with the Points leading from Siding "E", and with the Points leading from Ferntree Gully Line to the Healesville Line.

CROYDON
(Diagram No. 5/57)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from Main Line to No. 1 Road—to post 6. Right-hand arm, from Main Line to No. 2 Road—to post 5. The Disc, from Main Line to No. 3 Road—towards post 7.

CROYDON—continued.

Post No.	Particulars
3	Up Home Signal, from No. 1 Road to Main Line.
4	One arm and a Disc. Up Signals— The arm, Home from No. 2 Road to Main Line. The Disc, from No. 3 Road to Main Line.
	Signal Bridge from which are suspended posts 5 and 6.
5	One Two-position Light Signal and one Disc. Down Signals— The Light, Two-position Home, from No. 2 Road to Down Line—to post 14. The Disc, from No. 2 Road to Cool Store Siding, or to car Sidings.
6	One Two-position Light Signal and one Disc. Down Signals— The Light, Two-position Home, from No. 1 Road to Down Line—to post 14. The Disc, from No. 1 Road to car Sidings.
7	Disc Signals, from Nos. 3 and 4 Roads to Cool Store Siding.
8	Disc Signal, from "X" to No. 2 or 3 Road—towards post 4, or to 4 Road.
9	Disc Signal, from Cool Store Siding to "X"—towards post 8.
	Signal Bridge on which are erected posts 10 and 11.
10	One Arm and a Disc, Up Signals— The arm, Home, from Up Line to No. 2 Road via "Y"—to post 4. The Disc, from Up Line to "X"—towards post 8.
11	Up Home Signal, from Up Line to No. 1 Road—to post 3.
12	Dwarf Signal, from Down Line to No. 1 Road—towards post 3, or to No. 2 Road—towards post 4.
13	Disc Signal, from Car Sidings to No. 1 Road—towards post 3, or to No. 2 Road—towards post 4.
14	Down Starting Signal.
15	Up Home Signal, Up Line—to posts 10 and 11.
16	Up Distant Signal.

Notes.—1. There is a Derail at the Up end of No. 3 Road ahead of post 4. There are Catch Points at the exit from the Car Sidings ahead of Disc 13.

2. Point Indicators work with each set of Points in the Down end of No. 2 Road and with the Points in the Down end of No. 1 Road.

MOOROOLBARK

(Diagram No. 5/57)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, Down Line—to post 4.

MOOROOLBARK—continued.

Post No.	Particulars
3	Up Starting Signal.
4	Down Home Signal, from Down Line to "W"—to post 7.
5	Disc Signal, from Up Line to "W"—towards post 7.
6	Up Home Signal, from "W" to Up Line—to post 3.
7	Bracket Post, two arms. Down Home Signals— Left-hand arm, from "W" to "X"—to post 8. Right-hand arm, from "W" to No. 1 Road—to post 14.
8	One Arm and a Disc, Down Signals— The Arm, Home, from "X" to No. 2 Road—to post 13. The Disc, from "X" to No. 3 Road—towards Ground Disc 12.
9	One Arm and a Disc. Up Signals— The Arm, Home, from "X" to "W"—to post 6. The Disc, from "X" to Siding "A".
10	Up Home Signal, from No. 1 Road to "W"—to post 6.
11	Ground Disc Signal, from No. 3 Road to "X"—towards post 9.
12	Ground Disc Signal, from No. 3 Road to Siding "B", or to Main Line.
13	One Arm and a Disc. Down Signals.— The Arm, Home, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "B".
14	Down Home Signal, from No. 1 Road to Main Line.
15	Bracket Post, two Arms, Up Home Signals, and one Disc— Left-hand arm, from Main Line to No. 1 Road—to post 10. Right-hand Arm, from Main Line to No. 2 Road—to post 9. The Disc, from Main Line to No. 3 Road—towards Ground Disc 11.
16	Up Distant Signal.

Notes.—1. There are Catch Points in each end of No. 3 Road ahead of Ground Disc Signals 11 and 12.

2. A Point Indicator works with the Points leading to Siding "B" or the Main Line.

LILYDALE (Not interlocked)

(Diagram No. 27/65)

Post No.	Particulars
1	Down Distant.
2	Two arms and a Disc—Down Signals— Left-hand arm, from Main Line to No. 1. Right-hand arm from Main Line to Back Platform Road. The Disc, from Main Line to Nos. 2, 3 or 4.
3	Up Home Back Platform Road to Main Line.
4	Up Home No. 1 to Main Line.

LILYDALE—*continued.*

Post No.	Particulars
5	Down Home Back Platform Road to Main Line.
6	Up Home.
7	Up Distant.

Notes.—1. The Points leading from the Healesville Line to Siding A are secured by Staff lock, the key of which is the Train Staff for the Section Lilydale—Healesville.

2. A pedestrian crossing leads over the Back Platform Road from the platform to the public roadway and is protected by hand gates which are secured by Annett Locking.

KOOYONG

(Diagram No. 5/66)

Three-position Signalling is in force.

Note.—The Signalman at Kooyong controls the working of Tramway traffic over the Glenferrie-road level crossing in accordance with special instructions in the General Appendix.

GARDINER

(Diagram No. 5/66)

Three-position Signalling is in force.

Note.—The Signalman at Gardiner controls the working of Tramway traffic over the Burke-road level crossing in accordance with special instructions in the General Appendix.

GLEN IRIS

(Diagram No. 5/66)

Three-position Signalling is in force.

DARLING

(Diagram No. 5/66)

Post No.	Particulars
30	Down Home Signal, from Down Line to No. 2 Road—to post 32.
30B	Disc Signal, from Up Line to No. 2 Road—towards post 32, or to No. 1 Road—towards post 33.

DARLING—continued.

Post No.	Particulars
31	Up Home Signal, from No. 1 Road to Up Line—to post DG 344.
31B	Disc Signal, from No. 2 Road to Up Line, to post DG 344;
32	Down Home Signal, from No. 2 Road to Down Line—to post DG 383.
33	Two Disc Signals— Left-hand Disc, from No. 1 Road to Down Line—towards post DG 383. Right-hand Disc, from Sidings to Down Line—towards post DG 383. Note.—There are derails in the Sidings ahead of Post 33.
34	One arm and a Disc. Up Signals— The arm, Home from Up Line to No. 1 Road—to post 31. The Disc, from Up Line to Sidings.
34B	Disc Signal, from Down Line to Sidings, or to No. 1 Road—towards post 31, or to No. 2 Road—towards post 31B.

Note.—Derail Blocks are provided at the exits of Sidings ahead of post 33.

GLEN WAVERLEY

(Diagram No. 5/66)

Three-position Signalling is in force.

A Signal Control Panel is provided in the station Office.

AUTOMATIC WORKING OF POINTS AND SIGNALS

The Points and Signals at Glen Waverley are operated as shown hereunder :—

1. For trains arriving and departing from No. 2 (platform) road, the Signal-box will be closed and No. 11 Points and the Main Line signals will operate automatically.
2. For any train or shunting movement to roads other than No. 2, the Signals and points will be operated from the Signal-box, i.e. Control panel in Station Office.
3. When the Signal-box is closed and Automatic working is in operation and No. 2 (platform) road is clear, the signals will be at proceed for a Down train. When the whole of the train has cleared the track Section between Signal No. 10 and Signal No. 18 and Signal No. 10 has assumed the Stop position, No. 11 points will operate to the reverse position, i.e., for the Up Main Line and Signal No. 18 will display a Proceed indication.
4. In the event of a failure of the Automatic operation the Signal-box must be opened and the traffic worked from there in accordance with the Regulations.
5. An automatic low speed signal is provided on Signal No. 10 and providing the track circuits are functioning correctly, it will operate automatically should a failure of the signal or train stop occur. If a complete failure of the automatic operation occurs an alarm bell will operate within $1\frac{1}{2}$ minutes from the

GLEN WAVERLEY—continued.

commencement of the previous movement. A cut out switch for the alarm bell is provided under a paper seal.

SWITCHING IN AND OUT.

The closing lever has three positions "IN" (left) "OUT" (central) and "LIGHTS OUT" (right).

SWITCHING IN :

Place closing lever to "IN" and after observing the position of any train on the illuminated track diagram, restore the necessary signal levers. The Signal-box must then be worked in accordance with the Regulations.

SWITCHING OUT :

Reverse No. 11 points. Place No. 18 signal lever to reverse position and observe No. 18 signal clear. Place Nos. 6 and 10 Signal levers reverse.

Place closing lever No. 2 to central position and observe white light in the centre of the lever to indicate switching out is effective. The closing lever should then be placed to the LIGHTS OUT position and this will switch out all indication lights and the illuminated track diagram.

SOUTH YARRA

(Diagram No. 5/60)

Three-position Signalling is in force.

Note.—Three Emergency Cross-overs are provided at South Yarra, one between the Up and Down Local Lines, one between the Up and Down Through Lines and one between the Up and Down Sandringham Lines.

The Lever operating the Cross-over between each of the above-mentioned lines at South Yarra is secured by an Annett Lock, viz: "C" type for the Cross-over between the Up and Down Local Lines, "B" type for the Cross-over between Up and Down Through Lines and "A" type for the Cross-over between the Up and Down Sandringham Lines. Each Annett Key is secured in a Switchlock in a Cabin adjacent to Three-position Automatic Signal D 124, at the Up end of Nos. 4 and 5 platforms. When the "C" type key is removed, Signals D107, D117, D124 and D140 are locked at the Stop position; when the "B" type Key is removed, Signals F107, F117, F124 and F140 are locked at the "Stop" position. When the "A" type Key is removed Signals B107, B117, B124 and B142 are locked at the Stop position. The cross-overs are provided for emergency purposes and, when in operation, the Officer-in-Charge at South Yarra must arrange for movements through the Cross-over to be protected. See clause (a), Regulation 251.

ARMADALE

(Diagram No. 8/33)

Three-position Signalling is in force.

MALVERN

(Diagram No. 8/33)

Three-position Signalling is in force.

CAULFIELD**(Diagram No. 8/33)**

Three-position Signalling is in force.

Normal Speed Routes

At Caulfield the Normal Speed Signal on posts 28 and 26 will apply only to the routes specified hereunder and the Medium Speed Signal when displayed on these posts will not apply to such routes.

DOWN TRAINS			UP TRAINS		
Signal Post No.	From—	To—	Signal Post No.	From—	To—
28	No. 6 Road	Frankston Line	26	No. 6 Road	Through Line

Three-position Dwarf Signals Applying from Nos. 4 and 6 Roads

The Departure Signals from No. 4 Road (Down direction) and from No. 6 Road (Up direction) are Three-position Dwarf Signals as described in Regulation 58. In the event of failure of either of these Signals, the defective Signal must be treated as a Home Signal—see clause (c) of Regulation 95. After the words "Fixed Signal" on Caution Order, the Signaller must add the words (in the case of Dwarf Signal No. 34) "to Down Frankston Line" or "to Down Dandenong Line" or "to Sidings" as the case may be, and in the case of Dwarf Signal V23 add the words "to Up Local Line" or "to Up Through Line" as may be required.

MURRUMBEENA**(Diagram No. 7/67)**

Three-position Signalling is in force.

Note.—Shunting Limit Board on Down Line.—A Shunting Limit Board (illuminated at night when required) is provided on the Up side of the Down Platform at Murrumbeena. The purpose of the Shunting Limit Board is to enable shunting operations to be conducted on the Down Line from the Siding towards the Shunting Limit Board. During shunting operations, no engine or vehicle must be permitted to pass the Shunting Limit Board. A lighting switch is provided in the Signal-box and the Signaller is responsible for operating the Switch as required.

OAKLEIGH "A" BOX**(Diagram No. 7/67)**

Post No.	Particulars
3	Bracket Post, four arms. Down Home Signals— Top arm on Left-hand Doll, from Down Line to No. 1 Road—to post 8. Bottom arm on Left-hand Doll, from Down Line to No. 2 Road—to post 8. Top arm on Right-hand Doll, from Down Line to No. 3 Road—to post 9. Bottom arm on Right-hand Doll, from Down Line to No. 4 Road—to post 10.
4	Four Disc Signals— Top Left-hand Disc, from Up Line to No. 1 Road—towards post 8. Bottom Left-hand Disc, from Up Line to No. 2 Road—towards post 8. Top Right-hand Disc, from Up Line to No. 3 Road—towards post 9. Bottom Right-hand Disc, from Up Line to No. 4 Road—towards post 10.
5	Up Home Signal, from No. 1 Road to Up Line—to post D474.
6	Lop Bracket post, three arms, Up Signals— Left-hand arm and arm below Bracket (Co-acting), from No. 3 Road to Up Line—to post D474. Right-hand arm, from No. 2 Road to Up Line—to post D474.
7	Up Home Signal, from No. 4 Road to Up Line—to post D474.

Note.—The Signals on posts Nos. 3 and 4, applicable to Nos. 1, 2, 3 and 4 Roads, are controlled by "B" Box.

OAKLEIGH "B" BOX**(Diagram No. 7/67)**

Post No.	Particulars
8	Lop Bracket Post, two arms, Down Home Signals, and two Discs— Left-hand arm, from No. 1 Road to Down Line—to post 13. Left-hand Disc, from No. 1 Road to Sidings "A". Right-hand arm, from No. 2 Road to Down Line—to post 13. Right-hand Disc, from No. 2 Road to Siding "B" or "C".

OAKLEIGH " B " BOX—*continued*

Post No.	Particulars
9	One arm and a Disc, Down Signals— The arm, Home, from No. 3 Road to Down Line—to post 13. The Disc, from No. 3 Road to Siding " B " or " C ". <i>Note.</i> —A Point Indicator works with the Points in the Crossover leading to Siding " B " or " C ".
10	Two Disc Signals— Top Disc, from No. 4 Road to Engine Road. Bottom Disc, from No. 4 Road to Siding " B " or " C ", <i>via</i> " B ". <i>Note.</i> —A Point Indicator works with the Points at the junction of " B " and " C " Sidings.
11	Disc Signal, from Sidings " A " to No. 1 Road—towards post 5.
12	Disc Signal, from " B " to No. 4 Road—towards post 7. <i>Note.</i> —There is a Derail in " B " ahead of post 12.
Signal Bridge on which are erected posts Nos. 13 (Down Signal), 14 and 15 (Up Signals).	
13	One arm and a Disc, Down Signals— The arm, Home—to post 20. The Disc, from No. 1 Road or No. 2 Road to Engine Road.
14	Up Home Signal to No. 4 Road—to post 7.
15	Two arms, Up Home Signals— Top arm, to No. 3 Road—to post 6. Bottom arm, to No. 2 Road—to post 6.
16	Two Ground Discs, one above the other— Top Disc, from Engine Road to No. 2 Road—towards post 6. Bottom Disc, from Engine Road to No. 1 Road—towards post 5.
17	Ground Disc Signal, from Engine Road to " A "—towards post 14 or 15. <i>Note.</i> —There are Catch Points at exit from Engine Road.
18	Four Disc Signals— Top Left hand Disc, from Siding " C " to " B "—towards post 12. Bottom Left-hand Disc, from Siding " C " to " A "—towards post 14 or 15. Top Right hand Disc, from Siding " B " to " B "—towards post 12. Bottom Right-hand Disc, from Siding " B " to " A "—towards post 14 or 15.
19	Up Home Signal—to post 14 or 15.
20	Down Home Signal.
21	Up Distant Signal.

Notes.—1. The Points leading from the Down end of Sidings " A " and Engine Road to the Down Line and the trailing Points in the Down Line are rodded together and worked by a lever secured in the normal

OAKLEIGH " B " BOX—*continued.*

position by an Annett lock; the Key of the lock when not in use at the Points is kept in a duplicate lock on the Interlocking Frame at " B " Box, and in the absence of the Key from the lock on the Frame all the Signals leading to the Down Line are secured at the Stop position.

2. The Signaller at " B " Box must have " Line Clear " for any train that is to start from Sidings " A " before he hands over the Key to the employe to work the Points, and the latter must return the Key immediately after use.

The Signals on posts Nos. 11, 12, 14, 15 and 16 are controlled by " A " Box.

4. Employes must use the various Yard Telephones freely concerning movements of trains and engines, so as to reduce whistling to a minimum,

HUNTINGDALE

(Diagram No. 6/54)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 3.
2C	Up Starting Signal.
3	Down Home Signal.
4	Up Home Signal—to post 2C.
5	Up Distant Signal.

CLAYTON

(Diagram No. 16/22)

Post No.	Particulars
1	Down Distant Signal.
1B	Up Starting Signal.
2	Down Home Signal—to post 5.
3	Up Home Signal—to post 1B.
4	Up Home Signal—to post 3.
5	Down Starting Signal.
6	Up Distant Signal.

WESTALL

(Diagram No. 8/65)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	Disc Signal from Up Line to Siding " D "—or to Hume's Siding.
4	Disc Signal, from Siding " D " or Hume's Siding to Up Line—towards post 2—or to Siding " C ",
5	Up Home Signal, along Up Line—to post 2.
6	Down Home Signal, along Down Line—to post 9—controlled by lever on Down platform.
7	Disc Signal, from Siding " A " to Down Line—towards post 9—or to Siding " B ".
8	Ground Disc Signal, from Down Line to Siding " A ".
9	Down Starting Signal.
10	Up Home Signal, along Up Line—to post 5—controlled by lever on Up platform.
11	Up Distant Signal.

Note.—Point Indicators work in conjunction with the points leading from Siding " A " towards Siding " B " or Down Line and with the Points leading from Siding " B " to Siding " C " or Up Line.

SPRING VALE

(Diagram No. 8/65)

Post No.	Particulars
1	Down Distant Signal.
2	Up Home (Light) Signal, Up Line.
2B	Up Home (Light) Signal, from Loop Siding to Up Line,
3	Down Home Signal—to post 3B.
3B	Down Home Signal to No. 2 Road—to post 5.
4	One arm and a Disc, Up Signals— The arm, Home, from No. 1 Road to Up Line—to post 2. The Disc, from No. 1 Road to Loop Siding—to post 2B.
4B	Ground Disc Signal, from Up Line to No. 1 Road—towards Ground Disc 5B.
4C	Ground Disc Signal, from Loop Siding to No. 1 Road—towards Ground Disc 5B.
5	Bracket Post. One arm and a Disc. Down Signals— Disc on Left-hand Doll, from No. 2 Road to Siding " B " or to Rocla Siding. Arm on Right-hand Doll, Home, from No. 2 Road to Down Line—to post 7.

SPRING VALE—continued

Post No.	Particulars
5B	Ground Disc Signal, from No. 1 Road to Siding " B " or to Rocla Siding.
6	Disc Signal, from Rocla Siding or Siding " B " to No. 1 Road—towards post 4.
6B	Up Home Signal to No. 1 Road—to post 4,
7	Down Starting Signal.
8	Up Distant Signal.

Notes.—1. There are Catch Points with Point Indicators attached at the Down end of Siding " A " and at the exit from Kelly and Lewis' Siding.

2. A Point Indicator is attached to the Safety Points at the Up end of Siding " A ".

3. There are Catch Points at each end of the Loop Siding and at the exit from Siding " B ".

4. The crossover at the Up end of the yard, the Points at the Up end of Siding " A " and the Points in Kelly and Lewis' Siding are worked from an Auxiliary Frame situated near the Points and crosslocked from the signal-bay.

SANDOWN PARK
(Diagram No. 8/65)

Post No.	Particulars
9	Down Home Signal controlled by a lever on platform.
10	Up Home Signal controlled by a lever on platform.

NOBLE PARK
(Diagram No. 8/65)

Post No.	Particulars
1	Down Distant Signal.
2	Up Advanced Starting Signal.
3	Down Home Signal—to post 5; controlled by quadrant on Down Platform.
4	Up Starting Signal—to post 2.
5	Down Starting Signal.
6	Up Home Signal—to post 4.
7	Up Distant Signal.

DANDENONG
(Diagram No. 10/56)

Three-position Signalling is in force.

GLENHUNTLY**(Diagram No. 18/63)**

Post No.	Particulars
2	Three-position Dwarf Signal (Light Signal), from Siding to Down Line—towards post 5.
3	Down Home Signal—to post 5.
4	Two arms (co-acting) Up Home Signal—to Three-position Automatic Signal F378.
4B	Disc Signal, from Down Line to Siding.
5	Down Home Signal—to post 8.
6	Up Home Signal—to post 4.
7	Disc Signal, from Down Line to Up Line—towards post 4.
8	Down Starting Signal.
9	Up Distant Signal.

Note.—The Signaller controls the working of Tramway traffic over the Glenhuntly Road Level Crossing.

ORMOND**(Diagram No. 4/28)**

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	Down Home Signal—to post 4.
4	Down Home Signal—to post 6.
5	Up Home Signal—to post 2.
6	Two arms, Down Signals— Top arm, Starting. Bottom arm, Distant; worked from McKinnon.
7	Two arms, Up Signals— Top arm, Starting; worked from McKinnon. Bottom arm, Distant.

McKINNON**(Diagram No. 4/28)**

Post No.	Particulars
6	Two arms, Down Signals— Top arm, Starting; worked from Ormond. Bottom arm, Distant.

McKINNON—*continued.*

Post No.	Particulars
6B	Down Home Signal—to post 1B.
1B	Two arms, Down Signals— Top arm, Home. Bottom arm, Distant ; worked from Bentleigh.
7	Two arms, Up Signals— Top arm, Starting. Bottom arm, Distant ; worked from Ormond.
1C	Up Home Signal—to post 7.
2B	Two arms, Up Signals— Top arm, Starting ; worked from Bentleigh. Bottom arm, Distant.

Note.—The Gates installed at McKinnon Road are known as the Interlocked Boom Gate. They are operated from a wheel in the Signal-bay in a similar manner to the ordinary Interlocked Swing Gates, and have two positions, open and closed. When in the open position, the crossing is available for road traffic, and the four wings are in the vertical or upright position ; when the crossing is closed against Road traffic the Gates are in the horizontal position across the roadway.

A Pilot Lever is provided to release the Levers controlling the Fixed Signals when the Gates have been closed against Road traffic.

Special care must be exercised by the Signalman when operating the Gates.

BENTLEIGH
(Diagram No. 22/66)

Post No.	Particulars
1B	Two arms, Down Signals— Top arm, Home ; worked from McKinnon. Bottom arm, Distant.
2B	Two arms, Up Signals— Top arm, Starting. Bottom arm, Distant ; worked from McKinnon.
3	Down Home Signal—to post 4.
4	Down Home Signal—to post F 505.

HIGHETT
(Diagram No. 22/66)

Post No.	Particulars
4	Down Home Signal—to post 5B.
5	Up Home Signal—to post F 600.
5B	Down Starting Signal.
6	Up Distant Signal.

BAY ROAD SIGNAL BOX
(Diagram No. 22/66)

Post No.	Particulars
6B	Down Distant Signal.
6C	Up Starting Signal.
6D	Down Home Signal—to post 7.
7B	Up Home Signal—to post 6C.
7	Two arms, Down Signals— Top arm, Starting. Bottom arm, Distant ; worked from Cheltenham.
8B	Up Distant Signal.

CHELTENHAM
(Diagram No. 22/66)

Post No.	Particulars
7	Two arms, Down Signals— Top arm, Starting ; worked from Bay Road Signal-box. Bottom arm, Distant
8	Up Starting Signal.
9	Two arms, Down Home Signals— Top arm, from Down line at No. 3 Road—to post 11 ; controlled by Gatekeeper at Park Road. Bottom arm, from Down line to No. 1 Road ; controlled by Gatekeeper at Park Road.
10	Up Home Signal, from No. 2 Road to Up line—to post 8 ; controlled by Gatekeeper at Park Road.
10B	Up Home Signal, from No. 1 Road to Up line—to post 8 ; controlled by Gatekeeper at Park Road.
11	Down Home Signal, from No. 3 Road to Down line.
12	Up Home Signal, to No. 2 Road—to post 10.
13	Up Distant Signal.

Note.—A Point Indicator works with the Points in Siding " A ".

MENTONE
(Diagram No. 9/63)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	Down Home Signal—to post 5.
4	Up Home Signal— From Up Line—to post 2.
5	One arm and a Disc. Down Signals— The arm, Home—to post 9. The Disc, from Down Line to Siding " B ".

MENTONE—*continued*

Post No.	Particulars
5B	Disc Signal, Up Line to Siding " B ", or to Down Line—towards post 9.
6	Disc Signal, from Sidings " A " to Siding " B ".
7	Two Disc Signals— Left-hand Disc from Down Line to Up Line—towards post 4. Right-hand Disc, from Siding " B " to Up Line—towards post 4, or to Sidings " A ".
8	Up Home Signal—to post 4.
9	Down Starting Signal.
10	Up Distant Signal.

Note.—A Point Indicator works with Points of Crossover in Up Line at Up end of Station.

PARKDALE
(Diagram No. 9/63)

Post No.	Particulars
11	Down Distant Signal.
12	Up Starting Signal.
13	Down Home Signal—to post 14.
14	Down Home Signal—to post 15B.
15	Up Home Signal—to post 12.
15B	Down Starting Signal.
16	Up Distant Signal.

MORDIALLOC
(Diagram No. 6/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, three arms and a Disc, Down Signals— Left-hand arm, Home Signal, from Down Line to No. 3 Road—to post 5. Centre arm, Home Signal, from Down Line to No. 2 Road—to post 6. Right-hand arm, Home Signal, from Down Line to No. 1 Road—to post 7. The Disc, from Down Line to No. 4 Road—towards post 4.
3	Two Disc Signals, set-back Signals— Left-hand Disc, from Up Line to No. 2 Road—towards post 6 ; or to No. 3 Road—towards post 5 ; or to No. 4 Road—towards post 4. Right-hand Disc, from Up Line to No. 1 Road—towards post 7.
4	Disc Signal, from No. 4 Road—towards Goods Sidings.

MORDIALLOC—continued.

Post No.	Particulars
5	Arm and Disc, Down Signals— The arm, Home Signal, from No. 3 Road to Down Line—to post 8. The Disc, from No. 3 to Goods Sidings.
Signal Bridge on which are erected posts 6 and 7.	
6	Arm and Disc, Down Signals— The arm, Home Signal, from No. 2 Road to Down Line—to post 8. The Disc, from No. 2 Road towards Goods Sidings.
7	Arm and Disc, Down Signals— The arm, Home Signal, from No. 1 Road to Down Line—to post 8. The Disc, from No. 1 Road towards Goods Sidings.
8	Down Starting Signal.
9	Up Starting Signal.
10	Up Home Signal, from No. 1 along Up Line—to post 9.
10B	Ground Disc, from No. 2 Road to Up Line—towards post 9.
11	Arm and Disc, Up Signals— The arm, Home Signal, from No. 3 Road to Up Line—to post 9. The Disc, from No. 4 Road to Up Line—towards post 9. <i>Note.</i> —There are Catch Points in the lead from No. 4 Road ahead of post 11.
12	Disc Signal, from Goods Sidings to No. 4 Road—towards post 11.
14	Up Home Signal to No. 1 Road—to post 10.
15	Six Disc Signals, Up Signals— Top Left-hand Disc, from Down Line to No. 1 Road—towards post 10. Centre Left-hand Disc, from Down Line to No. 2 Road—towards Ground Disc 10B. Bottom Left-hand Disc, from Down Line to No. 3 Road—towards post 11. Top Right-hand Disc, from Goods Sidings to No. 1 Road—towards post 11. Centre Right-hand Disc from Goods Sidings to No. 2 Road—towards Ground Disc 10B. Bottom Right-hand Disc, from Goods Sidings to No. 3 Road—towards post 11.
16	Up Distant Signal.

Notes.—1. There are Catch Points in the lead from No. 4 Road, ahead of post 11.

2. Point Indicators work in conjunction with the Points leading from the Down Line to No. 3 Road and with the Points leading to No. 4 Road.

3. Employes must use the various Yard Telephones freely concerning movements of trains or engines so as to reduce whistling to a minimum.

ASPENDALE
(Diagram No. 13/63)

Post No.	Particulars
17	Down Distant Signal.
18	Up Starting Signal.
19	Down Home Signal—to post 21.
21	Down Home Signal—to post 22.
22	One arm and a Disc, Down Signals— The arm, Home—to post 25. The Disc, from No. 2 Road to Siding " A ".
23	Up Home Signal—to post 18.
24	Disc Signal, from Siding " A " to No. 1—towards post No. 18. or to No. 2 Road—towards Limit of Shunt Board. <i>Note.</i> —A Point Indicator works with the Points in the Crossover leading to No. 1 or 2 Road.
25	Two arms, Down Signals— Top arm, Starting. Bottom arm, Distant, worked from Edithvale.
26	Up Distant Signal.

EDITHVALE
(Diagram No. 13/63)

Post No.	Particulars
25	Two arms, Down Signals— Top arm, Starting, worked from Aspendale. Bottom arm, Distant.
27	Down Home Signal—to post 28.
27B	Up Starting Signal.
28	Down Home Signal.
29	Up Home Signal—to post 27B.
30	Up Distant Signal.

CHELSEA
(Diagram No. 9/65)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Home Signal.
4	Down Home Signal—to post 6.
5	Up Home Signal—to post 3.
6	Down Starting Signal.
7	Up Distant Signal.

CHELSEA—*continued.*

Note.—The Siding Points in the Down Line and the Safety Points in the Siding at the Down end of the Yard are rodded together, and worked by a lever situated outside the Up Line. The Points are secured by an Annett Lock, and there is a duplicate Lock on the lever of the Down Home Signal on post 4. In the absence of the Key from the Frame in the Signal-bay the Home Signal lever will be locked at the Stop position. Point Indicators work with the Points leading from the Siding to the Up Line and with the Crossover Points in the Up Line.

BONBEACH (Not Interlocked)
(Diagram No. 3/65)

Post No.	Particulars
8	Down Home Signal, controlled by quadrant at Bondi-road level crossing.
9	Up Home Signal, controlled by quadrant at Bondi-road level crossing.

CARRUM
(Diagram No. 9/65)

Post No.	Particulars
11	Down Distant Signal.
12	Up Starting Signal.
13	Down Home Signal—to post 16.
14	Two arms (co-acting), Up Home Signal—to post 12.
15	Ground Disc Signal, from Up Line to Down Line—towards post 20, or to "A", "B" or "C" Siding. <i>Note.</i> —Point Indicators work with the Points of the Crossover in Up Line, also with the two sets of Points leading to "A" and "B" Sidings.
16	Down Home Signal—to post 20.
17	Ground Disc Signal, from Down Line to Up Line—towards post 14.
18	One arm and a Disc, Up Signals— The arm, Home—to post 14. The Disc, from Siding "C" to Up Line—towards post 14.
19	Two Disc Signals— Left-hand Disc, from Siding "B" to Up Line—towards post 14. Right-hand Disc, from Siding "A" to Up Line—towards post 14.
20	Down Starting Signal.
21	Up Distant Signal.

Notes.—1. The trailing Points in the Down Line and the Points which lead from "A" and "B" Sidings at the Down end are rodded together and worked by a lever which is cross-locked from the Signal-bay. The employe who works this lever must take his instructions from the Signalman. As soon as the shunting operations are completed the Points must be returned to their normal position.

CARRUM—continued.

2. There are Catch Points in the exits from the Up end of Sidings "A" and "B" ahead of post 19 and in the exit from Siding "C" ahead of post 18.

SEAFORD

(Diagram No. 9/65)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 8.
3	Up Home Signal.
4	Ground Disc Signal from Up Line to Down Line—towards post 8, or to Refuge Siding.
5	Disc Signal, from Refuge Siding to Up Line—towards post 3.
6	Ground Disc Signal, from Down Line to Up Line—towards post 3, or to Goods Siding.
7	Up Home Signal—to post 3.
8	Down Starting Signal.
9	Up Distant Signal.

Note.—There are Catch points with Point Indicator attached at the exit from the Goods Siding. There are Catch Points ahead of post No. 5 at the exit from the Refuge Siding.

FRANKSTON

(Diagram No. 10/36)

Post No.	Particulars
2	Down Distant Signal.
3	Up Starting Signal.
4	Bracket Post, three arms, Down Home Signals, and one Disc— Left-hand arm, from Down Line to No. 3 Road—to post 13. Centre arm, from Down Line to No. 2 Road—to post 14. Right-hand arm, from Down Line to No. 1 Road—to post 18. The Disc, from Down Line to "X"—towards post 3.
5	Four Disc Signals— Top Left-hand Disc, from Up Line to "X"—towards post 7. Bottom Left-hand Disc, from Up Line to No. 3 Road—towards post 13. Top Right-hand Disc, from Up Line to No. 2 Road—towards post 14. Bottom Right-hand Disc, from Up Line to No. 1 Road—towards post 18.
6	Disc Signal, from "X" to Up Line—towards post

FRANKSTON—*continued.*

Post No.	Particulars
7	Disc Signal, from " X " to No. 4, 5 or 6 Road—towards post 12. Signal Bridge, on which are erected posts Nos. 8, 9, 10 and 11.
8	Up Home Signal, from No. 1 Road to Up Line—to post 3.
9	Up Home Signal, from No. 2 Road to Up Line—to post 3.
10	Up Home Signal, from No. 3 Road to Up Line—to post 3.
11	Disc Signal, from No. 4, 5 or 6 Road to " X "—towards post 6. Signal Bridge, on which are erected posts Nos. 12, 13 and 14.
12	Three Disc Signals— Left-hand Disc, from No. 4, 5 or 6 Road to Turn-table Road. Top Right-hand Disc, from No. 4, 5 or 6 Road to Siding " A ". Bottom Right-hand Disc, from No. 4, 5 or 6 Road to Main Line.
13	One arm and a Disc— The arm, Down Home Signal, from No. 3 Road to Main Line. The Disc, from No. 3 Road to Siding " A ".
14	One arm and two Discs— The arm, Down Home Signal, from No. 2 Road to Main Line. Left-hand Disc, from No. 2 Road to Siding " A ". Right-hand Disc, from No. 2 Road to Water Crane Siding.
15	Disc Signal, from Turn-table Road to No. 4, 5 or 6 Road—towards post 11.
16	Disc Signal, from Water Crane Siding to No. 2 Road—towards post 9. <i>Note.</i> —There are Catch Points in Crane Siding ahead of post 16.
17	Three Disc Signals— Left-hand Disc, from Siding " A " to No. 2 Road—towards post 9. Top Right-hand Disc, from Siding " A " to No. 3 Road—towards post 10. Top Right-hand Disc, from Siding " A " to No. 3 Road—towards post 10. Bottom Right-hand Disc, from Siding " A " to No. 4, 5 or 6 Road—towards post 11. <i>Note.</i> —There are Catch Points in Siding " A " ahead of post 17.
18	Down Home Signal, from No. 1 Road to Main Line.
19	Bracket Post, three arms, Up Home Signals, and one Disc— Left-hand arm, from Mornington Line to No. 1 Road—to post 8. Centre arm, from Mornington Line to No. 2 Road—to post 9.

FRANKSTON—*continued.*

Post No.	Particulars
20	Right-hand arm, from Mornington Line to No. 3 Road —to post 10. The Disc, from Mornington Line to No. 4, 5 or 6 Road— towards post 11. Up Distant Signal.

Note.—A pedestrian crossing leads over No. 1 Road from the platform to the public roadway and is protected by hand gates which are controlled from the Signal Box by Annett locking. Telephone communication is provided between the gates and the Signal Box.

CRIB POINT
(Diagram No. 1/48)

Post No.	Particulars
1	Bracket Post, two arms, Down Home Signals— Left-hand arm, Main Line—to post 2; worked from lever on platform. Right-hand arm, Main Line to Naval Base Line, <i>via</i> Loop; worked from Auxiliary Frame.
2	Down Home Signal, Main Line to No. 1 or No. 2 Road; worked from lever on platform or lever at Points.
3	Up Home Signal, Main Line; worked from lever on platform.
4	Bracket Post, two arms, Home Signals— Left-hand arm, Naval Base Line to Main Line, <i>via</i> Loop; worked from Auxiliary Frame. Right-hand arm, Naval Base Line—to post 6; worked from Auxiliary Frame.
5	Down Home Signal, Naval Base Line; worked from Auxiliary Frame.
6	Up Home Signal, Naval Base Line to No. 2 Road; worked from lever on platform.
7	Up Home Signal, Main Line to No. 1 or No. 2 Road; worked from lever on platform or lever at Points.

Notes.—1. The Points leading from the Main Line to No. 2 Road at each end of the station are plunger locked.

2. The Points and lock bars at each end of the Loop between the Main Line and the Naval Base Line are interlocked and worked from the Auxiliary Frame situated near the centre of the Loop.

3. The Auxiliary Frame is released by an Annett Lock. Duplicate Annett Locks are provided on the platform levers which work the Left-hand arm on post No. 1 and the Up Home Signal on post No. 3. When not in use, the Annett Key must be kept in the station office.

WINDSOR
(Diagram No. 18/66)

Three-position Signalling is in force.

Note.—See pages 00-00 respecting Three-position Home Signals which may display the letter "A".

DENDY-STREET
(Diagram No. 18/66)

Three-position Signalling is in force.

For the working of the Goods train, the Points and Signals are operated from a Control Panel, located in a cabin adjacent to the Siding Points.

BRIGHTON BEACH
(Diagram No. 18/66)

Three-position Signalling is in force.

Note.—At Brighton Beach the Normal Speed Signal on post No. 15 will apply only to No. 1 Road and a Medium Speed indication will not be displayed for this route.

SANDRINGHAM
(Diagram No. 18/66)

Three-position Signalling is in force.

Switching facilities are provided in the Signal Box.

The Main Line Points operate automatically.

Boom Barriers are provided at the Abbott Street Crossing.

The following instructions apply :—

BOOM BARRIERS—When the Signal Box is switched "IN", the Boom Barriers will operate automatically for main line movements governed by the Arrival and Departure Home Signals Nos. 6 and 16 and will be manually controlled by a lever in the Signal Box for shunting movements to and from the Sidings.

When the Signal Box is switched "OUT", the Boom Barriers will operate automatically for Down trains. Push buttons are provided on the Platform to operate the Boom Barriers for Up trains. When the Boom Barriers are operated by the Push Button for an Up train, the Up departure Signal No. 16 will, subject to the track section ahead being clear, automatically assume the Proceed position.

AUTOMATIC WORKING OF POINTS AND SIGNALS

1. For the arrival and departure of Passenger trains, No. 8 points (Crossover Down Line to the Platform Road) and Home Signals Nos. 6 and 16 will operate automatically.
2. For the shunting and docking of trains, the points and signals will be operated from the Signal Box.
3. When the Signal Box is closed and Automatic working is in operation, a Down train will, if No. 1 (Platform) Road be clear, and the Boom Barriers are in the lowered position, find the Down Signals at Proceed.

When the whole of the train has cleared the Track Section between Signal No. 6 and Signal No. 16 and Signal No. 6 has assumed the Stop position, No. 8 points will operate to the Normal position, i.e. for the Up Main Line.

SANDRINGHAM—continued

Signal No. 16 will not show Proceed until the Boom Barriers have been lowered by the operation of a Push Button (See Note 4). On the Up train departing, and when it is clear of the controlling Track Section and No. 16 Signal has assumed the Stop position, No. 8 (Crossover) points will reverse for the arrival of the next Down train.

4. Push Buttons for the operation of the Boom Barriers for Up trains and for the Low Speed indications on Signals 6 and 16 are provided adjacent to the Booking Office. The function of the Push Buttons is described hereunder :

Start Button—Immediately before the departure of an Up train from the Platform, the employe despatching the train must press the Start Button. This will cause the Boom Barriers to be lowered; Up Home Departure Signal No. 16 will then, subject to the Track Section ahead being clear, and the points having reverted to Normal, assume the Proceed position.

Stop Button—This Button is only to be used when a train is unduly delayed after the Start Button has been operated. The Stop Button must only be operated by the Officer-in-Charge and must not be pressed until the Driver and Guard have been informed that the Home Signal is being replaced to the Stop position.

Low Speed Buttons—In the event of the failure of No. 6 or No. 16 Home Signals, Press Buttons are provided for the operation of the Low speed indicators. The Low Speed Buttons must only be operated by the Officer-in-Charge.

TELEPHONES—When the Signal Box is switched out, the Post telephones are connected to the Station-master's Office.

In the event of a Down train arriving at Signal No. 6, and the Signal is at the Stop position, the Driver must, unless he sees that a train is at or departing from the Platform, communicate with the Officer-in-Charge by the telephone at the Signal.

ST. KILDA

(Diagram No. 13/52)

With the exception of two Disc Signals on post 21 and a Ground Disc Signal, post 20, which are Two-position Signals, the Signals at St. Kilda are Three-position Signals.

The particulars of the Two-position Signals are as follow :—

Post No.	Particulars
20	Ground Disc Signal, from Up Line to Nos. 1, 2 and 3 Roads, or Loco. Roads.
21	Two Disc Signals— Left-hand Disc, from No. 2 Road to Up Line. Right-hand Disc, from No. 3 Road or Loco. Roads to Up Line.

ST. KILDA—*continued.*

Note.—Catch Points are provided at the exit of Nos. 2 and 3 Roads ahead of post 21.

AUTOMATIC WORKING OF POINTS AND SIGNALS FOR MAIN LINE PASSENGER RUNNING

The Points and Signals at St. Kilda are operated as shown hereunder :—

1. For Passenger Running the Signal-box will be closed, and Points No. 14 and Main Line Signals will operate automatically.

2. For shunting operations the whole of the Signals and Points will be operated from the Signal-box.

3. **Method of Closing the Signal-box.**—When the shunting operations have been completed, the Signalman must place all levers to "normal", then pull over lever No. 3, and the closing lever No. 15; the Signal-box must then be securely locked.

4. **Method of Opening the Signal-box.**—Put back in frame closing lever No. 15 and lever No. 3 when the levers may be operated as required for shunting movements.

5. When the Signal-box is closed and Automatic working is in operation, a Down train will, if No 1 (platform) Road be clear, find Down Signals at Proceed.

When the whole of the train has cleared the Track Section between Signal No. 17 and Signal No. 3, and Signal No. 17 has assumed the Stop position, No. 14 Points will operate to the "normal" position, i.e., for the Up Main Line, and Signal No. 3 will show Proceed.

On the Up train departing, and when it is clear of the controlling Track Section ahead of No. 3 Signal (that is the fouling point of the Down Main Line) and No. 3 Signal has assumed the Stop position, No. 14 Points will reverse and the Down Signals again assume the Proceed position.

6. An Emergency Press Button Release for the Low Speed Signal on Posts No. 3 and No. 17 is provided in a wooden box (the door of which is secured by an "H" pattern Carriage Lock) fixed adjacent to each Signal. The Box for No. 3 Signal is located on the Up end of the platform, and that for No. 17 is attached to the mast of No. 17 Signal. The boxes are lettered "Emergency Low Speed Release Button".

A telephone is provided at Signal No. 17 and is connected to the Signal-box and Station Office.

7. **Method of Operating the Press Buttons—**

(a) **Up Trains.**—When a Down train arrives at the platform, St. Kilda, the Driver and Guard must immediately see whether the Departure Signal (No. 3) has functioned to the Proceed position; should it fail to do so, the Guard must at once proceed to the Emergency Release Button Box and press the Plunger; after a short interval the Low Speed Signal should be exhibited.

Should the Low Speed Signal fail to function after the Button has been pressed, the Officer-in-Charge must be immediately advised.

(b) **Down Trains.**—In the event of a Down train arriving at Signal No. 17, and finding the Signal at the Stop position, the Driver must, unless he sees that an Up train is departing from the platform, communicate with the Officer-in-Charge by the telephone provided at the Signal, and advise him of the circumstances.

ST. KILDA—*continued.*AUTOMATIC WORKING OF POINTS AND SIGNALS, ETC.—*continued.*

Should No. 1 (platform) Road be clear, the Officer-in-Charge must instruct the Driver to operate the Emergency Release Button, and after a short interval the Low Speed Signal should be exhibited.

In the event of the Low Speed Signal failing to function after the Button has been pressed, the Driver must immediately advise the Officer-in-Charge.

The Driver must not press the Release Button until instructed to do so by the Officer-in-Charge.

8. In the event of a failure of Automatic operation, the Signal-box must be opened and the traffic worked from there in accordance with the Regulations.

Should it be necessary to issue a Caution Order in accordance with clause (c) of Regulation 95, the Officer-in-Charge must, before doing so, see that No. 14 Points are in the proper position for the movement, and secure them with a Point Clip for the passage of the train. After the train has passed over the Points the Point Clip must at once be taken off.

9. In any case of failure or irregularity of the Automatic equipment, the Electrical Fitter must be immediately advised, and the usual report submitted.

INGLIS-STREET BOX

(Diagram No. 1/41)

Post No.	Particulars
45	Down Home Signal—to post 43.
44	One arm and a Disc. Down Signals— The arm, Home, from Goods Lines Departure to Down Line—to post 39.
44B	The Disc, from Goods Lines Departure—to the Dead End. Disc Signal, from Goods Lines Arrival to Shed Yard; worked by Shunter-in-charge.
43	Down Home Signal—to post 39.
40	One arm and a Disc. Up Signals— The arm, Home—to post P66. The Disc, from Up Line to the Goods Lines Arrival—towards post 44B.
42	Disc Signal, from Dead End to the Goods Lines Arrival—towards post 44B.
41	Two Disc Signals— Left-hand Disc, from Down Line to Goods Lines Arrival—towards post 44B. Right-hand Disc, from Down Line to Up Line—towards post P66.
38	Two arms, Up Signals— Top arm, Up Starting Signal to Graham. Bottom arm, Up Distant Signal.

INGLIS-STREET BOX—*continued.*

Post No.	Particulars
39	Two arms, Down Signals— Top arm, Down Starting Signal, Inglis Street. Bottom arm, Down Distant to Graham. <i>Note.</i> —See General Appendix for Instructions re working of Montague Goods Depot.

GRAHAM

(Diagram No. 16/66)

Post No.	Particulars
38	Two arms, Up Signals— Top arm, Up Starting Signal. Bottom arm, Up Distant Signal worked from Inglis Street.
39	Two arms, Down Signals— Top arm, Down Starting worked from Inglis Street. Bottom arm, Down Distant.
37	One arm and a Disc. Down Signals— The arm, from Down Line along same Line—to post 32. The Disc, from Down Line to "Y"—to post 33.
36	Disc Signal, from Bridge-street Sidings to "X"—towards post 31.
35	Up Home Signal, from Main Line along same Line—to post 38.
34	Two Disc Signals— Right-hand Disc, from "X" to Up Line—to post 38. Left-hand Disc, from "X" to Bridge-street Sidings.
33	Two Disc Signals— Left-hand Disc, from "Y" to Siding "A" or Sidings "B" or "C", or to Goods Loop—towards post 23B. Right-hand Disc, from "Y" to Sidings "D". The arm, Home to Down Line.
32	Down Signals—One arm and two Discs— Left-hand Disc, from Down Line to Siding "H". Goods Loop. Right-hand Disc from Down Line to Siding "A" or to Goods Loop. <i>Note.</i> —The Down Home Signal on post 32 is equipped with an Automatic Train Stop which is controlled through the track circuits between post 32 at Graham and post 19 at Port Melbourne.

GRAHAM—continued.

Post No.	Particulars
31	Three Disc Signals— Left-hand Disc, from "X" to Siding "A" or Sidings "B" or "C", or to Goods Loop. Top Right-hand Disc from "X" to Siding D. Bottom Right-hand Disc, from "X" to Princes Pier Line. Note.—A Point Indicator works with the Points at the entrance to the Siding Roads ahead of post 31.
29	Disc Signal, from Siding "H" to Down Line—towards "Limit of Shunt" Board.
28	Up Home Signal, from Up Line—to post 35.
27	Two Disc Signals— Left-hand Disc, from Siding "A" or Goods Loop to Dead-end "F". Right-hand Disc, from Siding "A" or Goods Loop to Up Line—towards post 35, or to Down Line—towards "Limit of Shunt" Board. Note.—A Point Indicator works with the Points leading to the Up and Down Main Lines ahead of post 27.
27B	Ground Disc Signal, from Dead-end "F" to Siding "A", or to Goods Loop—towards post 23B.
26	Two Disc Signals— Left-hand Disc, from Siding "A" or Sidings "B" to "X"—towards post 34. Right-hand Disc, from Siding "A" or Sidings "B" to Dead-end "G".
26B	Ground Disc Signal, from Dead-end "G" to Siding "A" or Sidings "B" or "C", or to Goods Loop.
16	Disc Signal, from Princes Pier Line to "X"—towards post 34.
15	Disc Signal, from Sidings "D" to "X"—towards post 34.
15B	Two Disc Signals— Left-hand Disc, from Sidings "C" to "X"—towards post 34. Right-hand Disc, from Sidings "C" to Dead-end "G".
20	Up Departure Home Signal from Port Melbourne.

GRAHAM-PORT MELBOURNE STATION

Working of Points and Signals for Main Line Passenger Running
No. 44 Points leading from No. 1 (platform) Road to the Up Main Line at Port Melbourne Station and the Up Departure Home Signal on post 20 are worked from Graham Signal Box.

SYDENHAM

(Diagram No. 3/48)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.

SYDENHAM—continued

Post No.	Particulars
3	Down Home Signal—to post 8.
4	Disc Signal, from Up Line to Siding—towards post 10, or to No. 2 Road—towards post 8, or to No. 1 Road—towards "Limit of Shunt" Board.
5	Up Home Signal—to post 2.
6	Ground Disc Signal, from No. 2 Road to Up Line—towards post 2.
7	Disc Signal, from Siding to Up Line—towards post 2.
8	Down Home Signal—to post 12.
9	Up Home Signal—to post 5.
10	Disc Signal, from Siding to Down Line—towards post 12.
11	Disc Signal, from Down Line to No. 2 Road—towards Ground Disc 6, or to Siding—towards post 7.
12	Down Starting Signal.
13	Up Distant Signal.

Notes.—1. There are Catch Points at the Down end of the Siding ahead of post 10.

2. Point Indicators work with the Points at the Up end of the Cross-over between the Up and Down Lines, with the Points at each end of the connection between the Down Line and the Siding at the Up end of the Yard and with the Points in the Down Line at the Down end of the Yard.

3. A Limit of Shunt Board is provided at the Down end of the Up platform. The purpose of the Limit of Shunt Board is to permit of Shunting operations on the Up Line towards the Limit of Shunt Board. During Shunting operations no engine or vehicle must be permitted to pass the Limit of Shunt Board.

DIGGERS REST
(Diagram No. 15/28)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Home Signal from Up Platform Road.
4	Down Starting Signal.
5	Up Home Signal—to post 3.
6	Up Distant Signal.

Notes.—1. A Point Indicator works with the Points leading from the Siding to the Down Main Line, and also with the Points leading from the Down to the Up Main Line.

2. The Points leading to and from the Siding and the Up Main Line are secured by an Annett Lock, the key of which, when not required to release the Points, is kept in a duplicate lock on the Interlocking Frame.

SUNBURY

(Diagram No. 17/40)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 3.
3	Down Starting Signal.
4	Up Starting Signal.
4B	Up Home Signal—to post 4 (worked from Signal-box or Lever "A").
5	Two arms (co-acting), Up Home Signal—to post 4B.
6	Up Distant Signal.

Note.—The Points are not interlocked.

CLARKEFIELD

(Diagram No. 13/18)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 3, controlled by quadrant on Down platform.
3	Down Starting Signal.
4	Up Distant Signal.
4B	Up Home Signal—to post 6B.
6B	Up Home Signal—to post 6.
6	Up Starting Signal.

Notes.—1. At the Down end of the Yard the Points leading from the Main Line to the Lancefield Siding are rodded together, and worked from an Auxiliary Frame fitted with an Annett Lock ("A" pattern), the key of which, when not otherwise required, is secured in a duplicate lock on the Interlocked Frame; with the above exception the Points are not Interlocked.

2. The Points in Up Main Line leading to the Sidings are rodded to a Catch Blade in No. 1 Siding and Safety Points in No. 2 Siding, and secured by an Annett Lock ("B" pattern) with duplicate lock on the Interlocked Frame.

RIDDELL**(No. Diagram)**

The following Fixed Signals are provided :—

- Down Distant
- Down Home controlled by quadrant on Down platform.
- Down Starting.
- Up Distant.
- Up Home.
- Up Starting.

A six (6) lever Interlocking Apparatus, from which the Fixed Signals are worked, is installed in the signal-bay on the Up Platform.

Note.—The Points are not Interlocked.

GISBORNE**(No Diagram)**

The following Fixed Signals are provided :—

- Down Distant.
- Down Home, controlled by quadrant on Down platform.
- Down Starting.
- Up Distant.
- Up Home.
- Up Starting.

A six (6) lever Interlocking Apparatus, from which the Fixed Signals are worked, is installed in the signal-bay on the Up Platform.

Note.—The Points are not Interlocked.

MACEDON**(No Diagram)**

The following Fixed Signals are provided :—

- Down Distant.
- Down Home, controlled by quadrant on Down platform.
- Down Starting.
- Up Distant.
- Up Home.
- Up Starting.

A six (6) lever Interlocking Apparatus, from which the Fixed Signals are worked, is installed in the signal-bay on the Up Platform.

Note.—The Points are not Interlocked.

WOODEND**(Diagram No. 16/40)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 3.
3	Down Home Signal—to post 6.

WOODEND—continued.

Post No.	Particulars
3B	Two Ground Disc Signals, one above the other— Top Disc, from Up Line to Down Line—towards post 6. Bottom Disc, from Up Line to Siding "C".
3C	Ground Disc Signal, from No. 1 Road to Siding "A".
4	Down Home Signal, from Back platform Road to Down Line—to post 6.
4B	Ground Disc Signal, from No. 2 Road to Back Platform Road.
5	Ground Disc Signal, from No. 1 Road to Down Line—towards post 6, or Siding "B".
5B	Two Disc Signals— Left-hand Disc, from Down Line to No. 1 Road—towards Ground Disc 3C, or to No. 2 Road—towards Ground Disc 4B, or to No. 3 Road, or to Loco. Sidings. Right-hand Disc, from Siding "B" to No. 1 Road—towards Ground Disc 3C, or to No. 2 Road—towards Ground Disc 4B, or to No. 3 Road, or to Loco. Sidings.
6	Down Starting Signal.
7	Two Disc Signals— Left-hand Disc, from Loco. Roads to Down Line—towards post 6, or to Siding "B". Right-hand Disc, from No. 3 Road to Down Line—towards post 6, or to Siding "B".
7B	Ground Disc Signal, from No. 2 Road to Down Line—towards post 6, or to Siding "B".
8	Up Distant Signal.
9	Up Home Signal—to post 11B.
10	Disc Signal, from Siding "D" to Up Line—towards post 11B.
11	Disc Signal, from Siding "C" to Up Line—towards post 12.
11B	Up Home Signal—to post 12.
12	Two arms (Co-acting) Up Starting Signal.

Notes.—1. There are Catch Points in Nos. 1 and 2 Roads, and Siding "A".

2. A Point Indicator works with the Points leading from Siding "B", with the Points leading to No. 2 Road and with the Catch Points in the Siding "A". A Point Indicator also works with the Points of the Crossover Road at the Down end of the Yard.

Whistling Signals

To or from—	Long	Short	Long
Up and Down Line (through No. 2 Crossover, Down side of Platform)	1	1	1
Up and Down Line (through No. 3 Crossover, Down side of Signal-box)	1	3	—
Back Platform and Down Line	2	—	—
Back Platform and No. 2 Siding	3	1	—
No. 1 Siding and Siding "B"	—	5	—
Siding "A" and Down Line	2	2	—

Whistling Signals—*continued.*

To or from—	Long	Short	Long
No. 1 Siding and Down Line	—	4	—
Siding "A" and No. 1 Siding	2	3	—
Siding "C" and Up Line	1	2	—
No. 3 and Loco. Siding to Down Line	—	3	—
Siding "D" and Goods Sheds	—	1	3
Siding "B" and No. 2	—	2	1
No. 2 and Down Line	—	2	2
No. 3 and Loco. Siding to Siding "B"	—	2	—

CARLSRUHE

(Diagram No. 20/19)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	Bracket Post, two arms. Down Signals— Left-hand arm, Home, for Daylesford Line. Right-hand arm, Home, for Bendigo Line—to post 10.
4	Up Home Signal, Daylesford Line—to post 2.
5	Up Home Signal, Bendigo Line—to post 2.
6	Up Home Signal, Daylesford Line—to post 4.
7	Up Home Signal, Bendigo Line—to post 5.
8	Up Distant Signal, Bendigo Line.
9	Up Distant Signal, Daylesford Line.
10	Down Starting Signal, Bendigo Line.

Note.—A Point Indicator works with the Points leading from Siding "A" to the Up Main Line.

KYNETON

(Diagram No. 10/66)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	Down Home Signal—to post 10.
3B	Ground Disc Signal, from Up Line to Down Line—towards post 10, or to Siding "A", or Siding "B".
4	Disc Signal, from Siding "B" to Up Line—towards post 2.
4B	Ground Disc Signal, from Down Line to Up Line—towards post 2.

KYNETON—*continued*

Post No.	Particulars
5	One arm and a Disc, Up Signals— The arm, Home—to post 2. The Disc, along Down Line—towards Ground Disc 4B, or to Siding "A".
6	Two Disc Signals; worked from Auxiliary Frame— Left-hand Disc, from No. 3 Road to Down Line—towards post 14. Right-hand Disc, from No. 2 Road to Down Line—towards post 14.
7	Disc Signal, from Loco. Roads to Siding "C"; worked from the Auxiliary Frame.
8	Disc Signal, from No. 1 Road (Dock) to Down Line—towards post 14; worked from the Auxiliary Frame.
9	Ground Disc Signal, from Up Line to Siding "C"; worked from the Auxiliary Frame.
10	Down Home Signal, from Down Line, along same Line—to post 14.
11	Ground Disc Signal, from Siding "C" to Loco. Roads, or to Up Line—towards post 5, worked from the Auxiliary Frame.
12	Ground Disc Signal, from Down Line to No. 1, 2 or 3 Road; worked from the Auxiliary Frame.
13	Up Home Signal—to post 5.
14	Down Starting Signal.
15	Up Distant Signal Co-acting with Signal on post 15A.
15A	Up Distant Signal Co-acting with Signal on post 15.

Notes.—1. There are Catch Points at exit from Nos. 1, 2 and 3 Roads.

A Derail Block is provided in Siding "B". There is a hand Catch Point in Siding "A" at the entrance to the Goods Shed Road.

2. Point Indicators are fitted to the Points leading from Siding "A" to Up Line; Siding "A" to Down Main Line and the Points in the Crossover between the Up and Down Lines at the Up end of Yard.

3. Point Indicators are also fitted to the Points at each end of the Main Line Crossover at the Down end of Yard, with the Points leading from Siding "C", the Points leading from the Down Main Line to No. 1 Road, and the Points leading to Nos. 2 and 3 Roads.

4. A Point Indicator is fitted to the Points leading from the Down Main Line to Siding "A", and to the Points leading from the Up Main Line to Siding "A" ahead of Ground Disc Signal No. 3B.

5. At the Down end of the Yard the Points are worked from an Auxiliary Frame on Left-hand side of Lines, and cross-locked from the Signal Box. The Main Line Signals at the Down end of the Yard are worked from the Signal Box, but the Signals to and from the Roads and Sidings are worked from the Auxiliary Frame. Telephone communication is provided between the Signal Box, the Stationmaster's Office, and the Auxiliary Frame.

KYNETON—*continued.*

		Whistling Signals		
To or from—		Long	Short	Long
No. 1	Road and Down Main Line	2	—	—
No. 2	Road and Down Main Line	1	1	—
No. 3	Road and Down Main Line	2	1	—
Siding	"C" and Up Main Line	1	2	—
Siding	"C" and Loco. Roads	—	4	—
Siding	"B" and Up Main Line	—	2	—
Siding	"A" and Up Main Line	2	2	—
Siding	"A" and Down Main Line	2	3	—
Siding	"A" and Goods Shed Road	—	1	1

MALMSBURY

(No Diagram)

The following Fixed Signals are provided :—

- Down Distant.
- Down Home, controlled by quadrant on Down platform.
- Down Starting (co-acting).
- Up Distant.
- Up Home (co-acting).
- Up Starting.

A Six (6) Lever Interlocking Apparatus from which the Fixed Signals are worked is installed in the Signal-bay on the Up Platform.

Note.—The Points are not Interlocked.

ELPHINSTONE

(Diagram No. 31/13)

- | | |
|----|--|
| 1 | Down Distant Signal. |
| 1B | Up Advanced Starting Signal. |
| 2 | Up Starting Signal—to post 1B. |
| 3 | Down Home Signal—to post 7, controlled by quadrant on Down platform. |
| 4 | Disc Signal, from Siding "A" to Goods Shed or to Down Line—towards post 7. |
| 5 | Disc Signal—
Disc, from Down Line to Siding "A". |
| 6 | Up Home Signal—to post 2. |
| 7 | Down Starting Signal co-acting with Signal on post 7B. |
| 7B | Down Starting Signal co-acting with Signal on post 7. |
| 8 | Up Distant Signal. |

Auxiliary Frame.—There is a two-lever Auxiliary Frame at the Up end of the Yard, on the Left of Up Line, opposite the Crossover Points. The levers in the Frame are cross-locked from the main Interlocking Frame on the Up Platform. The Crossover Points in the Main Lines are rodded together and worked by one of the levers, and the Points which lead off the Crossover Road to Siding "A". and the Safety

ELPHINSTONE—*continued.*

Points in the Siding, are rodded together and worked by the other lever. The levers are interlocked, and in making the road into Siding "A" the Crossover Points lever leads the Siding Points lever.

Siding "B".—The Points in the Up Main Line, which lead into Siding "B", and a Derail Block in the Siding, are rodded together and worked by a lever, situate on the Left side of the Up Line; the lever is cross-locked from the main Interlocking Frame. A Point Indicator is provided at the Derail Block.

Note.—A Point Indicator works with the Points in Siding "A" at the Down end.

CASTLEMAINE "A" BOX
(Diagram No. 1/58)

Post No.	Particulars
1	Up Distant Signal, Maryborough Line.
2	Down Distant Signal, Northern Line.
3	Up Starting Signal, Northern Line.
4	Bracket Post. Eight arms and a Disc— Top arm, on Left-hand Doll, Up Home Signal from Maryborough Line to No. 3 Road—to post 10. Second arm, on Left-hand Doll, Calling-on Signal from Maryborough Line to No. 3 Road—towards post 10. Third arm, on Left-hand Doll, Up Home Signal from Maryborough Line to No. 2 Road—to post 12. Bottom arm, on Left-hand Doll, Calling-on Signal from Maryborough Line to No. 2 Road—towards post 12. Top arm, on Right-hand Doll, Down Home Signal from Down Northern Line to No. 3 Road—to post 10. Second arm, on Right-hand Doll, Calling-on Signal from Down Northern Line to No. 3 Road—towards post 10. Third arm, on Right-hand Doll, Down Home Signal from Down Northern Line to No. 2 Road—to post 12. Bottom arm, on Right-hand Doll, Calling-on Signal from Down Northern Line to No. 2 Road—towards post 12. The Disc, from Maryborough Line to No. 4 Road—towards post 10.
5	Disc Signal, from Up Northern Line to No. 3 or 4 Road—towards post 10, or to No. 2 Road—towards post 12, or to No. 1 Road—towards post 11, or to Car Dock. <i>Note.</i> —Point Indicators work with Points leading into the Car Dock; the Crossover Points in the Up Northern Line; the connexion in the Crossover at junction of No. 2 Road and Nos. 3 and 4 Roads and at junction of Nos. 3 and 4 Roads.
6	Disc Signal, from Car Dock to Up Northern Line—towards post 3. <i>Note.</i> —There are Catch Points at exit from Car Dock.
	Signal Bridge on which are erected posts 7, 7b and 7c—
7	Up Home Signal, from No. 1 Road—to post 3.
7B	Up Home Signal, from No. 2 Road to Up Northern Line—to post 3.
7C	Down Home Signal, from No. 2 Road to Maryborough Line.

CASTLEMAINE "A" BOX—*continued.*

Post No.	Particulars
8	Bracket post, two arms— Left-hand arm, Up Signal, from No. 3 Road to Up Northern Line—to post 3. Right-hand arm, Down Home Signal, from No. 3 Road to Maryborough Line.
9	Two Disc Signals— Left-hand Disc, from No. 4 Road to Up Northern Line—towards post 3. Right-hand Disc from No. 4 Road to Maryborough Line. <i>Note.</i> —There are Catch Points in No. 4 Road ahead of post 9.
10	Bracket Post, two arms and eight Discs. Down Signals— Top Left-hand Disc, on Left-hand Doll, from No. 4 Road to Sidings, Nos. 4, 5, 6, 7, or Loco. Roads. Second Left-hand Disc, on Left-hand Doll, from No. 4 Road to Siding No. 3. Bottom Left-hand Disc, on Left-hand Doll, from No. 4 Road to Siding No. 2. Top Right-hand Disc, on Left-hand Doll, from No. 4 Road to Siding No. 1. Bottom Right-hand Disc, on Left-hand Doll, from No. 4 Road to Down Northern Line. Top arm on Right-hand Doll, Home, from No. 3 Road to Down Northern Line. Bottom arm on Right-hand Doll, Distant, from No. 3 Road to Down Northern Line; worked from "B" Box. Top Left-hand Disc, on Right-hand Doll, from No. 3 Road to No. 3 Siding. Bottom Left-hand Disc, on Right-hand Doll, from No. 3 Road to No. 2 Siding. Right-hand Disc, on Right-hand Doll, from No. 3 Road to No. 1 Siding. <i>Note.</i> —A Point Indicator works with the Points at the Down end of No. 4 Road.
11	Disc Signal, from No. 1 Road to Sidings "B".
12	Two arms and two Discs. Down Signals— Top arm, Home, from No. 2 Road along the same Line. Bottom arm, Distant, from No. 2 Road to Down Northern Line; worked from "B" Box. Top Disc, from No. 2 Road to No. 1 Siding. Bottom Disc, from No. 2 Road along same Line. <i>Note.</i> —When the Bottom Disc Signal, on post 12, is turned off, the Driver is authorized to pass the top arm on the post at the Stop position for shunting purposes only; the Home Signal, on post 12, must be at Proceed when the train is permitted to proceed to Castlemaine "B" Box from No. 2 Road.
13	Two Disc Signals— Left-hand Disc, from Siding No. 4 to No. 4 Road—towards post 9. Right-hand Disc, from "Y" to No. 4 Road—towards post 9.

CASTLEMAINE "A" BOX—continued.

Post No.	Particulars
14	Ground Disc Signal, from Siding No. 3 to No. 3 Road—towards post 8, or to No. 4 Road—towards post 9. Note.—A Point Indicator works with Facing Points leading from No. 3 Siding. There are Catch Points at exit from No. 3 Siding.
15	Disc Signal, from Sidings "B" to Dead-end Siding, or to No. 1 Road—towards post 7. Note.—A Point Indicator works with the Facing Points leading from Sidings "B".
16	Up Home Signal, from Up Northern Line to No. 1 Road—to post 7.
17	Ground Disc Signal, from No. 2 Siding to No. 3 Road—towards post 8 or to No. 4 Road—towards post 9. Note.—A Point Indicator works with the Points at junction of Nos. 3 and 4 Roads. There are Catch Points at exit from No. 2 Siding.
18	Disc Signal, from Loco. Roads to "Y"—towards post 13.
19	Two Disc Signals— Left-hand Disc, from Down Northern Line to No. 3 Road—towards post 8, or to No. 4 Road—towards post 9. Right-hand Disc, from No. 1 Siding to No. 2 Road—towards post 7B, or 7C, or to No. 3 Road—towards post 8, or to No. 4 Road—towards post 9. Note.—A Point Indicator works with the Facing Points leading from No. 1 Siding. There are Catch Points at exit from No. 1 Siding.
20	Up Distant Signal, Northern Line.

Whistling Signals

From—	Long	Short	Long	Short
No. 4 Road to Up Northern Line ...	—	4	—	—
No. 4 Road to Maryborough Line ...	—	4	1	—
Maryborough Line to No. 2 Road ...	2	1	—	—
Northern Line to No. 2 Road ...	2	—	—	—
To or from—				
Maryborough Line and No. 3 Road ...	3	1	—	—
Northern Line and No. 3 Road ...	3	—	—	—
Carriage Dock and Up Northern Line Siding "B" and Up Northern Line	—	1	1	1
No. 2 Road and No. 1 Siding ...	1	2	—	—
No. 3 Road and No. 1 Siding ...	1	3	—	—
No. 4 Road and No. 1 Siding ...	1	4	—	—
No. 3 Road and No. 2 Siding ...	—	2	1	—
No. 4 Road and No. 2 Siding ...	—	2	2	—
No. 3 Road and No. 3 Siding ...	—	3	1	—
No. 4 Road and No. 3 Siding ...	—	3	2	—
No. 4 Road and Nos. 4, 5, 6 and 7 Sidings ...	—	4	2	—
Loco. Roads and No. 4 Road ...	—	1	1	—
Down Northern Line and No. 3 Road ...	—	3	3	—
From—				
Up Northern Line (via No. 1 Road) ...	1	—	—	—

CASTLEMAINE " B " BOX

(Diagram No. I/58)

Post No.	Particulars
10	Bracket Post, two arms and eight Discs. Down Signals— Top arm on Right-hand Doll, Home, from No. 3 Road to Down Northern Line—to post 22 ; worked from " A " Box. Bottom arm, on Right-hand Doll, Distant, from No. 3 Road to Down Northern Line. The Disc Signals on this post are described under " A " Box particulars.
12	Two arms and two Discs. Down Signals— Top arm, Home, from No. 2 Road, along same Line to post 22 ; worked from " A " Box. Bottom arm, Distant, from No. 2 Road to Down Northern Line. The Disc Signals on this post are described under " A " Box particulars.
21	Two Disc Signals— Top Disc from " X " (junction of Weighbridge Road and Goods Siding) to Down Northern Line—towards post 26. Bottom Disc, from " X " (junction of Weighbridge Road and Goods Siding)—to Thompson's Siding.
22	Down Home Signal, from Down Northern Line, along same Line—to post 26.
23	Disc Signal, from the Goods Sidings to Down Northern Line—towards post 26.
24	Disc Signal, from Thompson's Siding to " X ". Note.—There are Catch Points at exit from Thompson's Siding.
24B	Lop Bracket Post, one arm and a Disc. Up Signals— The arm, Home, from Up Line, along same Line—to post 16. The Disc, from Up Line to " X ".
25	Up Home Signal—to post 24B.
26	Down Starting Signal.
27	Up Distant Signal.

Note.—A Point Indicator works with the Crossover Points in the Down Main Line.

Whistling Signals

To or from—	Long	Short
Weighbridge or Goods Sidings and Down Line ...	—	2
Weighbridge or Goods Sidings and Thompson's Siding ...	—	3
The Goods Sidings 1 to 7 and Down Line ...	1	1

GOLDEN SQUARE**(No Diagram)**

The following Fixed Signals are provided :—

Down Distant.

Down Home, controlled by quadrant on Down Platform.

Up Starting on Right-hand side of line with Co-acting arm on separate post on Left-hand side of line.

Down Starting.

Up Home.

Up Distant, which is placed on the same post as the Up Advanced Starting Signal for Bendigo "A" Box.

A six-lever Interlocking Apparatus, from which the Fixed Signals are worked, is installed in the Signal-bay on the Up Platform.

Notes.—1. The Points are not Interlocked.

2. The Points leading from the Down Line to the Goods Shed Siding are rodded to Safety Points in the Siding and worked from a lever near the Points. The Points in the Down Line are secured by an Annett Lock. The Annett Key is normally kept in a duplicate lock on No. 2 lever in the Signal-bay.

BENDIGO "A" BOX**(Diagram No. 7/60)**

Post No.	Particulars
1	Down Distant Signal.
1B	Two arms. Up Signals— Top arm, Advanced Starting. Bottom arm, Distant ; worked from Golden Square.
2	One arm and five Discs. Down Signals— The arm, Home—to post 8. Top Left-hand Disc, from Down Line to Goods Arrival Road "C" or Shunting Road. Second Left-hand Disc, from Down Line to Goods Arrival Road "B". Third Left-hand Disc, from Down Line to Goods Arrival Road "A". Bottom Left-hand Disc, from Down Line to Up Goods Departure Road. Right-hand Disc, from Down Line to Loco. Road or Sidings "E".
2B	Disc Signal, from Up Line—towards post 3B.
3	Up Starting Signal.
3B	Six Disc Signals— Top Left-hand Disc, from Up Line to Goods Arrival Road "C" or Shunting Road.

BENDIGO "A" BOX—*continued.*

Post No.	Particulars
	Second Left-hand Disc, from Up Line to Goods Arrival Road "B".
	Third Left-hand Disc, from Up Line to Goods Arrival Road "A".
	Fourth Left-hand Disc, from Up Line to Up Goods Departure Road.
	Bottom Left-hand Disc, from Up Line to Down Line—towards post 8.
	Right-hand Disc, from Up Line to Loco. Road or Sidings "E".
4	Four Disc Signals— Top Left-hand Disc, from Siding "D" to Goods Arrival Road "C" or Shunting Road. Centre Left-hand Disc, from Siding "D" to Goods Arrival Road "B". Bottom Left-hand Disc, from Siding "D" to Goods Arrival Road "A". Right-hand Disc, from Siding "D" to Up Goods Departure Road.
4B	One arm and one Disc. Up Signals— The arm, Home, from Up Goods Departure Road to Up Line—to post 3. The Disc under the arm, from Up Goods Departure Road to Siding "D".
5	Ground Disc, Signal from Goods Arrival Road "A" to Siding "D", or to Up Line—towards post 3.
5B	Ground Disc Signal, from Goods Arrival Road "B" to Siding "D", or to Up Line—towards post 3.
6	Ground Disc Signal, from Shunting Road to Siding "D" or to Up Line—towards post 3.
6B	Ground Disc Signal, from Goods Arrival Road "C" to Siding "D" or to Up Line—towards post 3.
7	Two Disc Signals— Left-hand Disc, from Loco. Road to Up Line—towards post 3. Right-hand Disc, from Sidings "E" to Up Line—towards post 3.
7B	Up Home Signal, from Up Line—to post 3.
8	Two arms. Down Signals— Top arm, Starting. Bottom arm, Distant; worked from "B" Box.
9	Two arms. Up Signals— Top arm, Starting; worked from "B" Box. Bottom arm, Distant.

Notes.—1. Point Indicators work with the Facing Points leading to Siding "D", with the Points at the junction of Goods Arrival Road "C" and Shunting Road, and with Points at exit of the dead-end extension of Sidings "E".

2. No train or engine which is turned into either "A", "B" or "C" Goods Arrival Road must foul the Hand Points Crossover at the entrance to Goods Yard until authorized to do so either by the Yard

BENDIGO "A" BOX—*continued.*

Foreman or Shunter: such employe before giving this authority will be responsible for arranging that no conflicting movement is taking place through the Crossovers referred to.

3. The attention of the Signalmen at "A" and "B" Signal-boxes, and the Yard Staff at Bendigo is directed to the Instructions, "Use of Disc Signals for Arriving Trains" contained in the General Appendix, which must be observed in working trains to Sidings "E".

4. Before a shunting or engine movement which would foul the Engine Road to or from "A" Signal-box is permitted from the Down end of Sidings "E" the Shunter-in-Charge or the Driver in the case of a light engine without a Shunter must first obtain the permission of the Signalman at "A" Signal-box by the Telephone at the Yard Foreman's Cabin and permission must not be given by the Signalman if there is conflicting movement in progress. See Instructions in General Appendix.

Whistling Signals

	Long	Short	Long
Main Line, Up or Down	1	—	—
From Down Main Line to Goods Arrival Road "A", "B" or "C"	2	—	—
To or from Goods Arrival Road "A" and Up Main Line	2	1	—
To or from Goods Arrival Road "A" and Siding "D"	2	2	—
From Down Main Line to Up Goods Departure Road	3	—	—
To or from Up Goods Departure Road and Up Main Line	3	1	—
To or from Up Goods Departure Road and Siding "D"	3	2	—
To or from Goods Arrival Road "B" and Up Main Line	—	1	1
To or from Goods Arrival Road "B" and Siding "D"	—	2	1
To or from Goods Arrival Road "C" and Up Main Line	1	1	1
To or from Goods Arrival Road "C" and Siding "D"	1	2	1
From Down Main Line to Shunting Road	—	3	—
To and from Shunting Road and Up Main Line	—	3	1
To and from Shunting Road and Siding "D"	—	3	2
From Down Main Line to Loco. Road	—	1	1
To or from Loco. Road and Up Main Line	—	1	2
From Down Main Line to Sidings "E"	—	1	3
To or from Sidings "E" and Up Main Line	—	1	4

BENDIGO "B" BOX
(Diagram No. 7/60)

Post No.	Particulars
8	Two arms. Down Signals— Top arm, Starting; worked from "A" Box. Bottom arm, Distant.

BENDIGO " B " BOX—*continued*

Post No.	Particulars
8B	Disc Signal, along Goods Road " C "—towards post 10.
9	Two arms. Up Signals— Top arm, Starting. Bottom arm, Distant; worked from " A " Box.
10	Two Disc Signals— Top Disc, from Up Line to No. 1 Road—towards post 22; or to Nos. 2, 3 or 4 Roads—towards post 20. Bottom Disc, from Up Line to Nos. 5 or 6 Roads.
10B	Disc Signal, from Goods Road " C " to No. 1 Road—towards post 22; or to Nos. 2, 3 or 4 Roads—towards post 20. <i>Note.</i> —There are Catch Points in Goods Road " C " ahead of post 10B.
10C	Two Disc Signals— Two Disc, from Loco. Road " D " to No. 1 Road—towards post 22; or to Nos. 2, 3 or 4 Roads—towards post 20. Bottom Disc, from Loco. Road " D " to Nos. 5 or 6 Roads.
	<i>Note.</i> —A Point Indicator works with the Points leading to No. 5 or 6 Road.
	Signal Bridge, on which are erected Posts Nos. 11, 11B, 11C and 11D—
11	Down Home Signal to No. 1 Road—to post 22.
11B	Disc Signal, from Down Line to No. 2 Road—towards post 20.
11C	Disc Signal, from Down Line to No. 3 Road—towards post 20.
11D	Down Home Signal to No. 4 Road—to post 20.
	<i>Note.</i> —Point Indicators work with the Points leading to No. 1 or 2 Road, with the Points leading to No. 3 or 4 Road, and with the Points leading to No. 5 or 6 Road.
12	Three Disc Signals— Left-hand Disc, from Goods Roads to Goods Yard. Top Right-hand Disc, from Goods Roads to No. 1 Road—towards post 22, or to No. 2 Road—towards post 20. Bottom Right-hand Disc, from Goods Roads to No. 3 or 4 Road—towards post 20.
12B	Ground Disc Signal, from No. 16 or 17 Road to Goods Roads.
13	Two Disc Signals— Left-hand Disc, from No. 6 Road to Loco. Road " D ". Right-hand Disc, from No. 6 Road to Up Line—towards post 9.
13B	Disc Signal, from Engine Repair Shop to Loco. Road " D ".
14	One arm and a Disc. Up Signals— The arm, Home, from No. 5 Road to Up Line—to post 9. The Disc, from No. 5 Road to Loco. Road " D ".
14B	Ground Disc Signal, from No. 18 or 19 Road to Goods Roads. Signal Bridge, on which are erected Posts Nos. 15, 16, 17 and 18.

BENDIGO "B" BOX—continued.

Post No.	Particulars
15	One arm and two Discs. Up Signals— The arm, Home, from No. 4 Road to Up Line—to post 9. Left-hand Disc, from No. 4 Road to Goods Road "C". Right-hand Disc, from No. 4 Road to Goods Roads.
16	Three Disc Signals— Top Left-hand Disc, from No. 3 Road to Goods Road "C". Bottom Left-hand Disc, from No. 3 Road to Up Line—towards post 9. Right-hand Disc, from No. 3 Road to Goods Roads.
17	Three Disc Signals— Top Left-hand Disc, from No. 2 to Goods Road "C". Bottom Left-hand Disc, from No. 2 Road to Up Line—towards post 9. Right-hand Disc, from No. 2 Road to Goods Roads.
18	One arm and two Discs. Up Signals— The arm, Home, from No. 1 Road to Up Line—to post 9. Left-hand Disc, from No. 1 Road to Goods Road "C". Right-hand Disc, from No. 1 Road to Goods Roads.
20	One arm and two Discs; controlled from "C" Box— The arm, Down Home Signal from No. 4 Road—to post 23. Left-hand Disc, from No. 2 Road to "H"—towards Ground Disc 21B. Right-hand Disc, from No. 3 Road to "H"—towards Ground Disc 21B.
21	Bracket Post, three arms, Up Home Signals; controlled from "C" Box— Left-hand arm, from Up Line to No. 4 Road—to post 15. Centre arm, from "H" to No. 3 Road—to post 16. Right-hand arm, from "H" to No. 2 Road—to post 17.
22	Two arms. One Up and one Down Signal— Down arm, Home, from No. 1 Road—to post 26; worked from "C" Box. Up arm, Home, to No. 1 Road—to post 18; controlled from "C" Box.

Whistling Signals

To or from—	Long	Short	Long	Short
Main Arrival and No. 1 Road	...	1	—	—
Main Arrival and No. 2 Road	...	2	—	—
Main Arrival and No. 3 Road	...	3	—	—
Main Arrival and No. 4 Road	...	4	—	—
Main Departure and No. 1 Road	...	1	1	—
Main Departure and No. 2 Road	...	1	2	—
Main Departure and No. 3 Road	...	1	3	—
Main Departure and No. 4 Road	...	1	4	—
Main Departure and No. 5 Road	...	1	5	—
Main Departure and No. 6 Road	...	1	6	—
Goods Roads and No. 1 Road	...	—	2	1
Goods Roads and No. 2 Road	...	—	2	2

BENDIGO " B " BOX—*continued*Whistling Signals—*continued.*

Goods Roads and No. 3 Road	...	—	2	3	—
Goods Roads and No. 4 Road	...	—	2	4	—
Goods Road " C " and No. 1 Road	...	—	1	1	1
Goods Road " C " and No. 2 Road	...	—	1	2	1
Goods Road " C " and No. 3 Road	...	—	1	3	1
Goods Road " C " and No. 4 Road	...	—	1	4	1
Loco. Road " D " and No. 1 Road	...	—	1	1	—
Loco. Road " D " and No. 2 Road	...	—	1	2	—
Loco. Road " D " and No. 3 Road	...	—	1	3	—
Loco. Road " D " and No. 4 Road	...	—	1	4	—
Loco. Road " D " and No. 5 Road	...	—	1	5	—
Loco. Road " D " and Repair Shop, No. 6 Road	...	...	1	1	1
Loco. Road " D " and Car Shed	...	...	1	2	1

Employes must use the various Yard Telephones freely concerning movements of trains and engines, so as to reduce whistling to a minimum.

Code of Signals for the Electric Bells—" B " Box

(To be given by Shunters)

From—		Long	Short	Long
Goods Roads to No. 1 Road	...	—	1	—
Goods Roads to No. 2 Road	...	—	2	—
Goods Roads to No. 3 Road	...	—	3	—
Goods Roads to No. 4 Road	...	—	4	—
Goods Roads to Goods Yard or Car Dock	...	—	1	1
To cancel previous Signal	...	—	7	—
To speak on Telephone	1	—

BENDIGO " C " BOX

(Diagram No. 3/35)

Post No.	Particulars
20	One arm and two Discs ; controlled from " B " Box— The arm, Down Home Signal, from No. 4 Road—to post 23. Left-hand Disc, from No. 2 Road to " H "—towards Ground Disc 21B. Right-hand Disc, from No. 3 Road to " H "—towards Ground Disc 21B.
21	Bracket Post, three arms, Up Home Signals ; controlled from " B " Box— Left-hand arm, from Up Line to No. 4 Road—to post 15. Centre arm, from " H " to No. 3 Road—to post 16. Right-hand arm, from " H " to No. 2 Road—to post 17.
21B	Ground Disc Signal, from " H " to Down Line—towards post 26.

BENDIGO "C" BOX—*continued*

Post No.	Particulars
22	Two arms, one Up and one Down Signal— Down arm, Home, from No. 1 Road—to post 26. Up arm, Home, to No. 1 Road—to post 18 ; controlled from " B " Box.
23	Home Signal, from No. 4 Departure Road to Down Line—to post 26.
24	Bracket Post, three arms, Up Home Signals ; controlled from " B " Box— Left-hand arm, from Up Line to No. 4 Road—to post 21. Centre arm, from Up Line to " H "—to post 21. Right-hand arm, from Up Line to No. 1 Road—to post 22.
24B	Three Disc Signals— Top Left-hand Disc, from Down Line to No. 4 Road—towards post 21. Bottom Left-hand Disc, from Down Line to " H "—towards post 21. Right-hand Disc, from Down Line to No. 1 Road—towards post 22 ; controlled from " B " Box.
25	Up Home Signal—to post 24.
26	Down Starting Signal.
27	Up Distant Signal.

Whistling Signals

To or from—	Long	Short
Up Line and No. 1 Road	1	—
Up Line and No. 2 Road	2	—
Up Line and No. 3 Road	3	—
Up Line and No. 4 Road	4	—
Down Line and No. 1 Road	1	1
Down Line and No. 2 Road	1	2
Down Line and No. 3 Road	1	3
Down Line and No. 4 Road	1	4

Note.—The Signalman Bendigo " C " Box controls the operation of the Boom Barriers and Flashing Light Signals at Mundy Street Level Crossing.

NORTH BENDIGO JUNCTION

Bendigo " D " Box
(Diagram No. 3/35)

Post No.	Particulars
28	Down Distant Signal.
29	Up Starting Signal.
30	One arm and a Disc— The arm, Down Home Signal—to post 31. The Disc, from Electric Supply Company's Siding to Down Line—towards post 31.

NORTH BENDIGO JUNCTION—*continued*

Post No.	Particulars
31	Bracket Post, three arms, Down Home Signals, and one Disc— Left-hand arm, to Eaglehawk Line—to post 33. Centre arm, to Echuca Line. Right-hand arm, to Heathcote Line. The Disc, from Down Line to Loco Sidings or Cattle Yards. <i>Note.</i> —The Signals on post 31 also apply to movements from Siding "A" via the crossover to the Down Line.
31B	Disc Signal from "W" to Loco. Sidings or Cattle Yards.
32	Up Home Signal, from Eaglehawk Line—to post 29.
33	Down Starting Signal to Eaglehawk Line.
34	Up Distant Signal, Eaglehawk Line.
35	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from Heathcote Line—to post 29. Right-hand arm, from Echuca Line—to post 29. The Disc, from Loco. Sidings or Cattle Yards to "W", or to Up Line—towards post 29.
36	Up Distant Signal, Heathcote Line.
37	Up Distant Signal, Echuca Line.

Notes.—1. Point Indicators work with the Points leading from Siding "A" to the Down Line and from Loco. Sidings to the Up Line or "W". The Points leading from Siding "A" to the Up Line are worked by a lever placed near the end of the Goods Platform; the lever is cross-locked from the Signal-box. A Point Indicator works with the Points.

2. There are Catch Points at exit from the Electric Supply Company's Sidings.

Whistling Signals

To or from—	Long	Short
Bendigo and Eaglehawk Lines	1	—
Bendigo and Echuca Lines	2	—
Bendigo and Heathcote Lines	3	—
Bendigo and Cattle Yards Lines	1	3
Siding and Down Line	1	1
Electric Light Siding and Down Line	2	2

ECHUCA

(No Diagram)

Post No.	Particulars
1	Down Distant Signal, Bendigo Line.
2	Down Distant Signal, Toolamba Line.

ECHUCA—*continued.*

Post No.	Particulars
4	Bracket Post. Two arms, Down Signals— Left-hand arm, Home, from Bendigo Line. Right-hand arm, Home, from Toolamba Line.
5	Down Home Signal, worked by Gatekeeper at Pakenham Street Level Crossing.
6	Up Home Signal, Deniliquin Line, worked from Platform and controlled by Gatekeeper at Pakenham Street Level Crossing.

Note.—The Points of the crossover between Toolamba Line and the Loco. Roads and Live Stock Sidings are rodded together and secured by an "A" pattern Annett Lock with duplicate Annett locks on the levers of the Home Signals on posts Nos. 4 and 6.

EAGLEHAWK

(Diagram No. 2/30)

Post No.	Particulars
1	Down Distant Signal.
1B	Up Starting Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, Main Line to No. 1 Road—to post 5. Right-hand arm, Main Line to No. 2 Road—to post 6.
3	Disc Signal, from No. 3 or 4 Road to Main Line.
4	Bracket Post, two arms. Up Home Signals— Left-hand arm, No. 2 Road to Main Line. Right-hand arm, No. 1 Road to Main Line.
5	Lop-bracket Post. Down Home Signal, from No. 1 Road to No. 1A Road—to post 8.
6	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2 Road to No. 1A Road—to post 8. Right-hand arm, from No. 2 Road to No. 2A Road—to post 8.
7	Bracket Post, three arms. Up Home Signals— Arm on Left-hand Doll, from No. 2A Road to No. 2 Road—to post 4. Top arm on Right-hand Doll, from No. 1A Road to No. 2 Road—to post 4. Bottom arm on Right-hand Doll, from No. 1A Road to No. 1 Road—to post 4.
8	Bracket Post, four arms. Down Home Signals— Top arm on Left-hand Doll, from No. 1A Road to Inglewood Line.

EAGLEHAWK—continued

Post No.	Particulars
	Bottom arm on Left-hand Doll, from No. 1A Road to Kerang Line.
	Top arm on Right-hand Doll, from No. 2A Road to Inglewood Line.
	Bottom arm on Right-hand Doll, from No. 2A Road to Kerang Line.
9	Bracket Post, four arms. Up Home Signals— Top arm on Left-hand Doll, from Kerang Line to No. 2A Road—to post 7. Bottom arm on Left-hand Doll, from Kerang Line to No. 1A Road—to post 7. Top arm on Right-hand Doll, from Inglewood Line to No. 2A Road—to post 7. Bottom arm on Right-hand Doll, from Inglewood Line to No. 1A Road—to post 7.
10	Bracket Post, two arms. Up Distant Signals— Left-hand arm, Kerang Line. Right-hand arm, Inglewood Line.

Note.—There is a Derail with Point Indicator attached at exit from Loading Platform Siding at Up end of Station. The Points in the Main Line and the Derail are rodded together and worked by a lever near the Points. The Points are secured by an Annett Lock, the key of which is secured in a duplicate lock on a lever in the apparatus when not in use.

Whistling Signals

To or from—	Long	Short	Long
Bendigo and Wycheproof Line	1	—	—
Bendigo and Swan Hill Line	2	—	—
Wycheproof and No. 2 Road	1	1	—
Swan Hill and No. 2 Road	—	1	1

KERANG

(No Diagram)

The following Fixed Signals are provided :—

Down Arrival Home	Main Line
Up Departure Home	Main Line
Up Arrival Home	Swan Hill Line
Up Arrival Home	Koondrook Line

A Four-lever Ground Frame is situated at the Points leading to the Turntable Road. No. 1 Lever in the Ground Frame is normally secured in the Pulled-over position by an Annett Lock ("B" pattern), with duplicate locks on the Platform Quadrants operating the Up Home Signals from the Koondrook and Swan Hill Lines.

KERANG—*continued.*

The Points forming the crossover from the Swan Hill Line to No. 3A Road are equipped with "WS" type levers and are secured in the Normal (parallel) position by Plungers operated by No. 4 lever in the Ground Frame. The Points leading from No. 3A Road and the Koondrook Line, which normally lie for the Platform Road, are rodded to a Derail in the neck towards No. 3 Road, and the Points leading to the Turntable, which normally lie for the Koondrook Line, are rodded to a Derail in the Turntable Road, each set being worked from the Ground Frame.

The Points leading from the Main Line to the Stock Siding at the Up end of the Station are secured by an Annett Lock ("A" pattern), and are rodded to Safety Points in the Stock Siding.

The Points in the Main Line leading to Maxwell's Siding at the Up end of the Station are also secured by an Annett Lock ("A" pattern), and are rodded to Catch Points in the Siding.

There are duplicate locks on the Platform Quadrants operating the Down Arrival Home and Up Departure Home Signals.

INGLEWOOD
(Diagram No. 3/46)

Post No.	Particulars
1	Down Distant Signal, Dunolly Line.
2	Down Distant Signal, Bendigo Line.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, Dunolly Line to No. 2 Road. Right-hand arm, Dunolly Line to No. 1 Road.
4	Bracket Post, two arms. Down Home Signals— Left-hand arm, Bendigo Line to No. 2 Road. Right-hand arm, Bendigo Line to No. 1 Road.
4B	Disc Signal, from Siding "A" to No. 2, 3, 4 or 5 Road.
5	Bracket Post, two arms and a Disc, Up Signals— Left-hand arm, from No. 2 Road to Bendigo Line. Right-hand arm, from No. 2 Road to Dunolly Line. The Disc, from No. 2 Road to Siding "A".
6	Bracket Post, two arms. Up Home Signals— Left-hand arm, No. 1 Road to Bendigo Line. Right-hand arm, No. 1 Road to Dunolly Line.
7	Disc Signal, Engine Roads to No. 1 Road.
8	Bracket Post, two arms. Up Home Signals— Left-hand arm, to No. 1 Road—to post 6. Right-hand arm, to No. 2 Road—to post 5; worked from Auxiliary Frame.
9	Up Distant Signal.
10	Down Starting Signal.

Notes.—1. The Junction Points of the Bendigo and Dunolly Lines, the crossover from No. 1 to No. 2 Road at the Up end of the Yard and the Points to and from No. 1 Road and the Engine Roads are worked from the Signal-bay.

2. The Hand Points at each end of No. 2 Road leading to No. 3 Road must always be secured by hand-locking bars when not otherwise required in connection with shunting operations.

INGLEWOOD—*continued*

3. The Points in the Main Line, and Locking Bar at Down end, and the Right-hand arm on post 8, are worked from the Auxiliary Frame, which is controlled from the Signal-bay by cross-lock.

WEDDERBURN JUNCTION

(No Diagram)

The following Fixed Signals are provided :—

Down Arrival Home—Main Line.

Up Arrival Home—Branch Line.

Bracket Post—

Left-hand arm, Up Departure Home—Main Line.

Right-hand arm, Down Departure Home—Branch Line.

Up Arrival Home—Main Line.

The Junction Points which are facing in Up direction are interlocked and a five-lever Interlocking Apparatus from which the Junction Points, Lock Bar, Arrival Home from the Branch Line, and Departure Home for the Branch Line are operated, is provided adjacent to the Points.

No. 1 Lever in the Interlocking Apparatus is secured in the reverse position by an Annett Lock, with duplicate lock on the Platform quadrants operating the Up Arrival Home Signal from Korong Vale, Up Departure Home Signal (Left-hand arm), and Down Arrival Home Signal from Melbourne.

When it is required to work the Junction Points, the Annett Key must be inserted and the Pilot Lever restored to normal, when lever No. 2, 3, 4, or 5 may be operated.

The levers in the frame consist of a Pilot Lever equipped with an Annett Lock. When the Annett Key is inserted in the Lock, the Pilot Lever may be operated and this, in turn, permits of the operation of the levers controlling the Home Signals.

Attention is specially directed to instructions in General Appendix, respecting custody of Annett Key.

KORONG VALE "A" BOX

(Diagram No. 1/67)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms, Down Home Signals, and four Discs— Left-hand arm, from Main Line to No. 4 Road—to post 12, controlled by "B" Box. Right-hand arm, from Main Line to No. 3 Road—to post 11, controlled by "B" Box. Top Left-hand Disc, from Siding "A" to No. 4 Road— towards post 12, controlled by "B" Box, or to "AA" —towards post 7,

KORONG VALE "A" BOX—*continued*

Post No.	Particulars
	Bottom Left-hand Disc, from Siding "A" to No. 2 Road—towards post 10, or to No. 3 Road—towards post 11, controlled by "B" Box.
	Top Right-hand Disc, from Main Line to "AA"—towards post 7.
	Bottom Right-hand Disc, from Main Line to No. 2 Road—towards post 10, controlled by "B" Box.
3	One arm and a Disc. Up Signals— The arm, Home, from "AA" to Main Line.
4	The Disc, from "AA" to Siding "A". Two Disc Signals— Left-hand Disc, from "BB" (Up end of No. 2 Road) to Main Line.
5	Right-hand Disc, from "BB" to Siding "AA". One arm and a Disc. Up Signals— The arm, Home, from No. 4 Road to Main Line.
6	The Disc, from No. 4 Road to Siding "A". One arm and Two Discs, Up Signals— The arm, Home from No. 3 Road to Main Line.
7	Left-hand Disc, from No. 2 Road to "BB" towards post 4. Right-hand Disc, from No. 3 Road to Siding "A". Disc Signal, from "AA" to No. 5 Road—towards post 12, or to No. 6 Road. or to Marshalling Yard.
8	Two Disc Signals— Left-hand Disc, from No. 5 Road to "AA"—towards post 3. Right-hand Disc, from No. 6 Road or from Marshalling Yard to "AA"—towards post 3.

Whistling Signals

To or from—	Long	Short	Long
Main Line and No. 4 Road... ..	1	—	—
Main Line and No. 3 Road... ..	2	—	—
Siding "A" and No. 5 Road	1	1	—
Siding "A" and Marshalling Yard	1	2	—
No. 5 Road and Main Line... ..	—	1	1
Marshalling Yard or "AA" and Main Line	—	2	1
No. 3 Road and Siding "A"	1	3	—
No. 2 or "BB" and Siding "A"	1	4	—
From No. 2 Road to Main Line	—	4	1

KORONG VALE "B" BOX
(Diagram No. 1/67)

Post No.	Particulars
10	Four Disc Signals— Top Left-hand Disc, from No. 2 Road to "X", Sea Lake Line or Loco. Roads.

KORONG VALE " B " BOX—*continued*

Post No.	Particulars
	Bottom Left-hand Disc, from No. 2 Road to Boort Line, via " A " or " B ".
	Top Right-hand Disc, from No. 1 Road to " X ", Sea Lake Line, or Loco. Roads.
	Bottom Right-hand Disc, from No. 1 Road to Boort Line, via " A ", " B " or " C ".
11	Bracket Post, two arms, Down Home Signals and one Disc— Left-hand arm, from No. 3 Road to Sea Lake Line. Right-hand arm, from No. 3 Road to Boort Line. The Disc, from No. 3 Road to " X " or to Loco. Roads.
12	Bracket Post, five Discs and two arms, Down Signals— Top Left-hand Disc, from No. 5 Road to " Z " or " X ".Bottom Left-hand Disc, from No. 5 Road to Sea Lake Line. Top Right-hand Disc, from No. 5 Road to Loco. Roads. Bottom Right-hand Disc, from No. 5 Road to Boort Line. Arm on middle Doll, Home, from No. 4 Road to Sea Lake Line. Arm on Right-hand Doll, Home, from No. 4 Road to Boort Line. Disc under Bracket, from No. 4 Road to " X " or Loco. Roads.
13	Ground Disc Signal, from " V " to No. 5 Road—towards post 8.
14	Bracket Post, two arms, Up Home Signals, and two Discs— Left-hand arm, from " D " to No. 3 Road—to post 6, controlled by " A " Box. Right-hand arm, from " D " to No. 4 Road—to post 5, controlled by " A " Box. Left-hand Disc, from " D " to No. 1 or 2 Road—towards post 9. Right-hand Disc, from " D " to No. 5 Road—towards post 8
15	Two Disc Signals— Left-hand Disc, from Loco. Roads to No. 1 or 2 Road—towards post 9, or to No. 3 Road—towards post 6, controlled by " A " Box for movements to No. 3 Road. Right-hand Disc, from Loco. Roads to No. 4 Road—towards post 5, controlled by " A " Box, or to No. 5 Road—towards post 8.
16	Two Disc Signals— Left-hand Disc, from " X " to No. 1 or 2 Road—towards post 9, or to No. 3 Road—towards post 6, controlled by " A " Box for movements to No. 3 Road. Right-hand Disc, from " X " to No. 4 Road—towards post 5, controlled by " A " Box, or to No. 5 Road—towards post 8.
17	Disc Signal, from " Z " (exit from Marshalling Yard) via " Y ", to Sea Lake Line.
18	Disc Signal, from " ZZ " to " X "—towards post 16.
19	One arm and a Disc. Up Signals— The arm, Home, from Sea Lake Line to " D "—to post 14. The Disc, from Sea Lake Line to " V ", via " Y "—towards Ground Disc 13, or to No. 6 Road, or Marshalling Yard,

KORONG VALE " B " BOX—*continued*

Post No.	Particulars
	<i>via " Y "—towards post 8.</i>
20	Up Distant Signal, Sea Lake Line.
21	Bracket Post, two arms, Up Home Signals, and two Discs— Left-hand arm, from Boort Line to No. 3 Road—to post 6, controlled by " A " Box. Right-hand arm, from Boort Line to No. 4 Road—to post 5, controlled by " A " Box. Left-hand Disc, from Boort Line to No. 1 Road, <i>via " A " , " B " or " C " , or to No. 2 Road via " A " or " B "—towards post 9.</i> Right-hand Disc, from Boort Line to No. 5 Road—towards post 8.
22	Up Distant Signal, Boort Line.

Whistling Signals

To or from—	Long	Short	Long
Boort Line and No. 1 Road	2	1	—
Boort Line and No. 2 Road	2	2	—
Boort Line and No. 3 Road	2	3	—
Boort Line and No. 4 Road	2	4	—
Boort Line and No. 5 Road	2	5	—
Sea Lake Line and No. 1 Road	1	1	—
Sea Lake Line and No. 2 Road	1	2	—
Sea Lake Line and No. 3 Road	1	3	—
Sea Lake Line and No. 4 Road	1	4	—
Sea Lake Line and No. 5 Road	1	5	—
Loco. Roads and No. 1 Road	—	1	1
Loco. Roads and No. 2 Road	—	2	1
Loco. Roads and No. 3 Road	—	3	1
Loco. Roads and No. 4 Road	—	4	1
Loco. Roads and No. 5 Road	—	5	1
Weighbridge Roads and No. 1 Road	—	1	2
Weighbridge Roads and No. 2 Road	—	2	2
Weighbridge Roads and No. 3 Roads	—	3	2
Weighbridge Roads and No. 4 Road	—	4	2
Weighbridge Roads and No. 5 Road	—	5	2
Marshalling Yards and Sea Lake Line	—	2-2	—

Code of Signals for the Electric Bells between " A " and " B "

Boxes, Korong Vale

	Long	Short	Long
Bendigo Line, Passenger or Mixed Train	—	2	2
Bendigo Line, Goods Train	2	2	—
Boort Line, Passenger or Mixed Train	1	1	—
Boort Line, Goods Train	—	1	1
Sea Lake Line, Passenger or Mixed Train	3	1	—
Sea Lake Line, Goods Train	—	1	3

KORONG VALE " B " BOX—*continued.*

Notes.—1. Point Indicators are provided in each case where a Signal applies to two or more roads.

Catch Points are situated as shown hereunder :—

At exit from " BB " (Up end of No. 2 Road) ahead of post 4 ; at exit from " B " (Down end of No. 2 Road) ; at exit from " C " (Down end of No. 1 Road) ; at exit from Loco. Roads ahead of post 15 ; at exit from " X " ahead of post 16 ; and at exit from " Z " ahead of post 17.

2. Loco. Roads.—A Derail fitted with an Annett Lock is fixed on the high level Road of the Coal Stage. The Annett Key is normally secured on the interlocked lever in the Signal Box governing the Catch Points at exit from the Loco. Siding.

MARYBOROUGH " A " BOX

(Diagram No. 2/43)

Post No.	Particulars
1	Up Distant Signal, Avoca Line.
2	Down Distant Signal, Ballarat Line.
3	Down Home Signal, Ballarat Line—to post 4.
4	Bracket Post, four arms and two Discs— Top arm on Left-hand Doll, Up Home Signal, Avoca Line to " A "—to post 6. Bottom arm on Left-hand Doll, Up Home Signal, Avoca Line to " B "—to post 6. Disc on Left-hand Doll, from Avoca Line to Goods Yard, controlled by " B " Box. Top arm on Right-hand Doll, Down Home Signal, Ballarat Line to " A "—to post 6. Bottom arm on Right-hand Doll, Down Home Signal, Ballarat Line to " B "—to post 6. Disc on Right-hand Doll, from Ballarat Line to Goods Yard, controlled by " B " Box.
5	Bracket Post, four arms, Home Signals— Top arm on Left-hand Doll, from " B " to Ballarat Line. Bottom arm on Left-hand Doll, from " B " to Avoca Line. Top arm on Right-hand Doll, from " A " to Ballarat Line. Bottom arm on Right-hand Doll, from " A " to Avoca Line.
5B	Ground Disc Signal, from Siding " D " or Cool Stores Siding to Goods Yard, controlled by " B " Box. <i>Note.</i> —Derails are placed at the exit from " D " and Cool Stores Sidings.
6	Bracket Post, three arms Home Signals and one Disc— Arm on Left-hand Doll, from " A " to No. 1 Road—to post 12, controlled by " B " Box. Top arm on Right-hand Doll, from " B " to No. 1 Road—to post 12, controlled by " B " Box. Bottom arm on Right-hand Doll, from " B " to No. 2 Road—to post 12, controlled by " B " Box. The Disc, from " A " to Dock Road.

MARYBOROUGH "A" BOX—*continued*

Post No.	Particulars
7	Two Disc Signals— Left-hand Disc, from Goods Yard to Siding "D", or Cool Store Siding. Right-hand Disc, from Goods Yard to "B"—towards post 5.
8	Home Signal, from No. 2 Road to "B"—to post 5.
9	Home Signal, from Dock Road to "A"—to post 5.
10	Bracket Post, two arms. Home Signals— Left-hand arm, from No. 1 Road to "B"—to post 5. Right-hand arm, from No. 1 Road to "A"—to post 5.

Note.—There are Catch Points with Point Indicator at exit from Flour Mill Siding.

Whistling Signals

To or from—	Long	Short	Long
Ballarat Line, through "A" to No. 1 Road ...	1	—	—
Ballarat Line, through "B" to No. 1 Road ...	2	1	—
Ballarat Line, through "B" to No. 2 Road ...	2	—	—
Ballarat Line to Goods Yard ...	3	—	—
Avoca Line, through "A" to No. 1 Road ...	1	1	—
Avoca Line, through "B" to No. 1 Road ...	—	1	1
Avoca Line, through "B" to No. 2 Road ...	1	2	—
Avoca Line to Goods Yard... ...	1	3	—
Avoca Line, through "A" to Dock Road ...	2	2	—
Ballarat Line to Dock Road ...	2	3	—
Flour Mill Siding to Dock Road ...	1	4	—
Siding "D" and Goods Yard ...	—	3	—

Code of Signals for the Electric Bells between "A" and "B" Boxes, Maryborough

	Long	Short	Long
Castlemaine Passenger Train ...	—	3	—
Castlemaine Goods Train ...	3	—	—
Dunolly Passenger Train ...	—	2	—
Dunolly Goods Train ...	2	—	—
Ballarat Passenger Train ...	1	1	—
Ballarat Goods Train ...	—	1	1
Avoca Line, all Trains ...	2	2	—
Ballast Trains ...	—	4	—
Light Engines ...	4	—	—
Shunting Engines ...	—	5	—
Cancel Previous Signal ...	—	7	—
Speak on Telephone ...	1	—	—

Note.—Controller required—Between "A" and "B" Boxes 3-3 rings, to be followed by the number of the Road in short rings. Controller no longer required—3-3-3, to be followed by number of Road in short rings.

MARYBOROUGH "B" BOX

(Diagram No. 19/67)

Post No.	Particulars
11	Two Disc Signals— Left-hand Disc, from No. 3 Road to "X"—towards post 15. Right-hand Disc, from No. 4 Road to "X"—towards post 15.
12	Bracket Post, three arms, Home Signals— Top arm, on Left-hand Doll, from No. 1 Road to "G"—to post 16. Bottom arm, on Left-hand Doll, from No. 1 Road to "H"—to post 16. Arm on Right-hand Doll, from No. 2 Road to "H"—to post 16.
13	Disc Signal, from Nos. 5 to 10 Roads to "X"—towards post 15.
14	Home Signal, from "A" Road to "G"—to post 16.
15	Three Disc Signals— Top Left-hand Disc, from "X" to "K"—towards post 18B. Bottom Left-hand Disc, from "X" to Castlemaine Line. Right-hand Disc, from "X" to Siding "B".
16	Bracket Post, three arms, Home Signals, and a Disc under the Bracket— Arm on Left-hand Doll, from "G" to "K"—to post 18B. Top arm on Right-hand Doll, from "H" to "K"—to post 18B. Bottom arm on Right-hand Doll, from "H" to Castlemaine Line. The Disc, from "G" to Siding "C".
17	Lop-bracket Post, one arm, Home Signal, and a Disc— The arm, from "G" to No. 1 Road—to post 10. The Disc, from "G" to "A" Road.
17B	Disc Signal from Siding "C" to "G"—towards post 17.
18	Two arms, Home Signals, and three Discs— Top arm, from "L" to No. 2 Road—to post 8. Bottom arm, from "L" to No. 1 Road—to post 10. Left-hand Disc, from Siding "B" to Roads Nos. 3 to 10, Goods Yard. Top Right-hand Disc, from "L" to Roads Nos. 5 to 10, Goods Yard. Bottom Right-hand Disc, from "L" to Road No. 3 or 4, Goods Yard.
18B	One arm and a Disc— The arm, Down Home Signal, from "K" to Dunolly Line. The Disc, from "K" to Engine Shed Road.

MARYBOROUGH " B " BOX—*continued*

Post No.	Particulars
19	Bracket Post, three arms, Home Signals, and two Discs— Arm on Left-hand Doll, from Castlemaine Line to " L " to post 18. Top arm on Right-hand Doll, from Dunolly Line to " L " —to post 18. Bottom arm on Right-hand Doll, from Dunolly Line to " G "—to post 17. Left-hand Disc, from Engine Shed Road to " L "—towards post 18. Right-hand Disc, from Engine Shed Road to " G "—towards post 17. <i>Note.</i> —Catch Points are provided in the Engine Shed Road ahead of post 19.
20	Disc Signal from Engine Shed Road—towards post 19.
21	Up Distant Signal, Dunolly Line.
22	Down Distant Signal, Castlemaine Line.

Notes.—1. Point Indicators work with the Points at the end of Nos. 3 and 4 Roads and with the Points leading to Group Nos. 5 to 10 Roads inclusive.

2. The Hand Points leading from " X " to No. 10 Road normally lie towards Nos. 5–9 Roads, and are secured in that position by Hand-locking Bar and Padlock. Before displaying a " Proceed " Signal for a train to arrive in the Goods Yard, the Signalman at " B " Signal-box must first satisfy himself that the Hand Points are properly set and secured. See also instructions under heading " Use of Disc Signals for arriving Trains " in the General Appendix.

3. Telephone communication with " B " Signal-box is provided near the exit from the Loco. Yard. A Notice Board is erected adjacent to the telephone and is lettered " BEFORE PASSING THIS POINT ENGINEMEN MUST OBTAIN THE PERMISSION OF SIGNALMAN AT " B " BOX ".

The Driver of any engine, before entering or fouling the Engine Road, must first obtain permission from the Signalman at " B " Box, and give him the number and class of the engine, its destination and the Driver's name. The Signalman must, before granting permission, satisfy himself that he has not permitted any conflicting movement. A record must be kept in the Train Register Book showing the number of the engine and the time permission was asked for and given.

4. In foggy weather, or when from any other cause there is not a good view, the Signalman at " B " Box must detain any engine coming from the engine shed at post 20, until such time as it can be allowed a clear run into the Yard without stopping at post 18 or post 19.

Whistling Signals

To or from—	Long	Short	Long
Dunolly Line and " A " Road ... ..	—	|	3
Dunolly Line, through " G " to No. 1 Road ...	|	|	|
Dunolly Line, through " H " to No. 1 Road ...	|	—	—

Whistling Signals—continued.

	Long	Short	Long
Dunolly Line and No. 2 Road	2	—	—
Dunolly Line and No. 3 Road	3	—	—
Dunolly Line and No. 4 Road	4	—	—
Dunolly Line and No. 5 Road	5	—	—
Castlemaine Line and No. 1 Road	—	1	1
Castlemaine Line and No. 2 Road	1	2	—
Castlemaine Line and No. 3 Road	1	3	—
Castlemaine Line and No. 4 Road	1	4	—
Castlemaine Line and No. 5 Road	1	5	—
Siding "B" to No. 3 Road	—	3	—
Siding "B" to No. 4 Road	—	4	—
Siding "B" to No. 5 Road	—	5	—
Engine Road to "G"	—	1	1
Engine Road to "H"	—	1	2
Siding "C" and "A" Road	—	2	1
Siding "C" and No. 1 Road	—	2	2
Siding "C" and Oil Siding	—	2	3

BET BET**(No Diagram)**

The following Fixed Signals are provided :—

Down Arrival Home, Main Line.

Up Arrival Home, Main Line.

A five-lever Interlocking Frame from which the Fixed Signals at Bet Bet are worked is provided on the Platform. No. 5 lever in the Interlocking Frame is fitted with an Annett Lock with duplicate Annett Lock on the Ground Quadrant operating the Down Main Line Arrival Home Signal. A duplicate Annett Lock is also provided on the Outer Facing Points leading from the Main Line to No. 2 Extension at the Up end.

The Normal position of No. 5 lever is back in the Frame, and when the Annett Key is required for use, the lever must be pulled over to the reverse position before the key can be released ; the withdrawal of the Annett Key will lock the lever in the reverse position until the key has been restored to the lock on the lever.

When No. 5 lever is in the reverse position, the Signal Levers on the Interlocking Apparatus cannot be operated.

Notes.—1. There are Catch Points with a Point Indicator attached at the exit of No. 2 Extension at the Up end.

2. During the time that Bet Bet station is switched out the levers operating the Up and Down Main Line Signals are pulled over to the reverse position, and secured in that position by means of chain and padlock.

DUNOLLY (Not Interlocked)

The following Fixed Signals are provided :—

Down Arrival Home, Main Line.

Up Outer Departure Home, Main Line.

Up Inner Departure Home, Main Line.

Bracket Post, two arms, Down Signals—

Left-hand arm, Departure Home to Donald Line.

Right-hand arm, Departure Home to Inglewood Line ;
worked from lever on Platform or lever at Junction
Points.

DUNOLLY—*continued.*

Bracket Post, two arms, Up Signals—
 Left-hand arm, Arrival Home, Inglewood Line.
 Right-hand arm, Arrival Home, Donald Line.

Notes.—1. The Points in the Main Line leading to the Australian Wheat Board's siding on the Down side of the Main Line at the Up end of the Yard are rodded to safety Points in the Siding and secured by an Annett Lock with duplicate Locks on the levers on the Down Arrival Home and Up Outer Departure Home Signals.

2. The Points in the Main Line leading to the new Siding on the Up side of the Main Line at the Up end of the station are rodded to safety Points in the Siding and secured by an Annett Lock with a duplicate Lock on the lever of the Down Arrival Home Signal. The Up Inner Departure Home Signal is detected with the Points in the Main Line.

OUYEN

(No Diagram)

The following Fixed Signals are provided :—

Down Arrival Home, Main Line.
 Up Arrival Home, Branch Line.
 Bracket Post, two arms—
 Left-hand arm, Up Departure Home to Main Line.
 Right-hand arm, Down Departure Home to Branch Line.
 Down Departure Home, Main Line.
 Up Arrival Home, Main Line.

A ten (10) Lever Interlocking Frame from which the Fixed Signals are worked is provided on the platform.

The Points in the Main Line leading to the Car Siding are rodded to a Derail Block in the Siding and secured by an Annett Lock.

The Points at both ends of the crossover near the Down end of station, between the Main Line and No. 2 Road, are rodded together and secured by an Annett Lock.

The Points in the Main Line leading to the Works Sidings are rodded to Safety Points in the Sidings and secured by an Annett Lock.

A Pilot Lever, No. 1, is provided in the Interlocking Frame and is fitted with a duplicate Annett Lock, in which the key must, except as shown below, be kept when not required for shunting operations.

The normal position of the Pilot Lever is back in the Frame, and when the Annett Key is required for shunting purposes the Pilot Lever must be pulled over to the reverse position before the key can be released. The withdrawal of the Annett Key will lock the Pilot Lever in the reverse position until the key has been restored to the lock on the lever.

When No. 1 lever is in the reverse position the Signal Levers operating the Down Main Line Arrival Home, Up Branch Line Arrival Home, Down Main Line Departure Home and the Up Main Line Arrival Home are secured in the "Stop" position.

Hand Catch Points operated by a Spur Lever are provided at the exit of the Loco. Sidings.

OUYEN—*continued.*

A Notice Board lettered " CATCH. DRIVERS MUST NOT PASS ". THIS BOARD UNTIL AUTHORISED BY TRAFFIC EMPLOYE " is erected on the Left-hand side of the Loco. Sidings on the approach to the Catch Points.

The Junction Points facing in Up direction are operated by a W.S. lever and plunger locked and detected with the plunger IN with the Home Signals on the Bracket Post.

Note.—During the time that Ouyen Station is closed the Pilot Lever must be pulled over in the reverse position and the Annett Key secured in the Stationmaster's office, in accordance with instructions in the General Appendix.

REDCLIFFS

(Diagram No. 15/38)

Post No.	Particulars
1	Down Home Signal, Main Line to No. 1 or No. 2 Road ; worked from Signal-bay or Quadrant at points.
2	Up Home Signal, Morkalla Line to No. 1 or No. 2 Road ; worked from Auxiliary Frame or Quadrant at points.
3	Bracket Post, two arms, Home Signals, One Up and one Down— Left-hand arm, Up Home from " X " to Main Line. Right-hand arm, Down Home from " X " to Morkalla Line ; worked from Auxiliary Frame.
4	Down Home Signal (protecting Annett-locked Points).
5	Up Home Signal Main Line to No. 1 or No. 2 Road.

The Points leading from the Main Line to the Morkalla Line at Up end of Station, also the Up and Down Home Signals for the Morkalla Line on posts Nos. 2 and 3 respectively, are worked from a five-lever Auxiliary Frame near the junction, and are secured in the normal position by a Cross-lock operated from the Interlocked Frame in Signal-bay. The normal position of the Cross-lock levers are :—

Signal-bay, No. 7 Lever, Normal.

Auxiliary Frame, No. 5 Lever, Reversed.

The Quadrants at Points leading to No. 2 Road at Up end are detected through Points at the Junction.

The Points and 45-ft. Locking Bar in the Main Line at the Down end are equipped with Double Wire Control. For instructions respecting the System of Double Wire Control, see General Appendix.

REDCLIFFS CO-OPERATIVE SOCIETY'S SIDING

The above Siding leads off the Morkalla Line inside the Up Home Signal, post No. 2, and the Points in the Morkalla Line are rodded to a

REDCLIFFS—*continued.*

catch blade in the Siding and secured by a "B" pattern Annett Lock with a duplicate Annett Lock on Lever No. 2 in the Auxiliary Frame.

The normal position of the Annett Key is in the lock at the Auxiliary Frame, and when removed to unlock the Siding Points the Up and Down Home Signals for the Morkalla Line are secured at the "Stop" position.

**PRIVATE SIDINGS FOR STATE RIVERS AND WATER
SUPPLY COMMISSION**

The above Sidings, which are situate at Down end of Station inside the Up Home Signal, post No. 5, consist of two roads extended to a Dead end at the Down end. Each road has accommodation for eight trucks inside the Catch Points at Up end.

The Points in the Main Line at Up end are rodded to catch blades in the Sidings and secured by an "A" pattern Annett Lock, with duplicate lock on No. 9 lever interlocked frame in the Signal-bay. When the Annett Key is removed from the frame the Up Home Signals (No. 14 lever) and Down Home Signals (Nos. 2 and 3 levers) are secured at the "Stop" position.

CRESWICK

(Diagram No. 7/47)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from Main Line to No. 1 Road—to post 6. Right-hand arm, from Main Line to No. 2 Road—to post 6. The Disc, from Main Line to No. 3 or 4 Road.
3	Ground Disc Signal, from Siding "A" to No. 2 Road— towards post 6, or to No. 3 or 4 Road.
4	Up Home Signal, from No. 1 Road to Main Line.
5	One arm and a Disc, Up Signals— The arm, Home, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "A".
6	Bracket Post, two arms, Down Home Signals, and two Discs— Left-hand arm, from No. 1 Road to Main Line. Disc under Left-hand arm, from No. 1 Road to Siding "C". Right-hand arm, from No. 2 Road to Main Line. Disc under Right-hand arm, from No. 2 Road to Siding "C".
7	Disc Signal, from Siding "C" to No. 1 Road—towards post 4, or to No. 2 Road—towards post 5, or to No. 3 or 4 Road.
8	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from Main Line to No. 2 Road—to post 5. Right-hand arm, from Main Line to No. 1 Road—to post 4. The Disc, from Main Line to No. 3 or 4 Road.
9	Up Distant Signal.

CRESWICK—*continued.*

Notes.—1. There are Catch Points at exit from Siding "A", ahead of Ground Disc No. 3, and in Nos. 3 and 4 Roads at each end of the Yard.

2. Point Indicators work with the Catch Points in Nos. 3 and 4 Roads and with the Points leading to Nos. 3 and 4 Roads at the Ballarat end of the Yard; with the Points of the Crossover in No. 2 Road, with the Points leading from Siding "C" to Nos. 3 and 4 Roads and with the Catch Points in Nos. 3 and 4 Roads at the North Creswick end of the Yard.

CLUNES

(Diagram No. 11/39)

Post No.	Particulars
1	Down Home Signal—to post 2.
2	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from Main Line, to No. 2A Road <i>via</i> No. 2 Road. Right-hand arm, from Main Line to No. 1A Road <i>via</i> No. 1 Road. The Disc, from Main Line to No. 3, 4 or 5 Road.
3	Up Home Signal, from Main Line to No. 1 or No. 2 Road <i>via</i> No. 1A Road; or to No. 2 Road <i>via</i> No. 2A Road; worked from Locking Frame or Quadrants at points.

Notes.—1. The Points in the Main Line at the Maryborough end are fitted with Plunger Locks.

2. The Points in the Main Line leading to the Cattle Yards Siding are rodded to Catch Points in the Siding and secured with an Annett Lock with duplicate locks on the Interlocking Frame.

DEER PARK

(Diagram No. 6/43)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, from Main Line to No. 1 Road to post 4, or to No. 2 Road; worked from Signal-bay or from Quadrant at points.
3	Up Home Signal, from No. 1 Road to Main Line.
4	Down Home Signal, from "X" to Main Line; worked from Signal-bay or Auxiliary Frame at points.
5	Up Home Signal, from Main Line to No. 1 Road—to post 3, or to No. 2 Road; worked from Signal-bay or Auxiliary Frame at points.
6	Up Distant Signal.

DEER PARK—*continued.*

Notes.—1. The Points forming connection between the Running Line and Ravenhall Siding and between the Running Line and No. 2 Road at the Down end of the station are worked from an Auxiliary Frame situated near the Points. The Down Departure Home Signal (post No. 4) and the Up Arrival Home Signal (post No. 5) can be operated from either the Auxiliary Frame or from the Signal-bay on the platform. A Pilot Lever (No. 6) is provided in the Auxiliary Frame and is secured in the Normal position by an Annett Lock. The Points forming connection between the Running Line and No. 2 Road at the Up end are rodDED to Safety Points in No. 2 Road and in the lead to No. 3 Road and are secured by an Annett Lock. The Annett Key when not in use is normally secured in a duplicate lock on No. 7 lever in the Interlocking Frame in the Signal-bay.

2. Point Indicators work with Safety Points at the Up end of No. 2 Road, with the Catch Points at the exit from Ravenhall Siding and with the Catch Points at the Down end of No. 2 Road.

ROCKBANK

(Diagram No. 9/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms, Down Home Signals— Left-hand arm, Home Signal, Main Line to No. 1 Road—to post 5. Right-hand arm, Home Signal, Main Line to No. 2A Road via No. 2 Road—to post 5.
3	Bracket Post, two arms, Up Home Signals— Left-hand arm, Up Home Signal, from No. 2 Road to Main Line. Right-hand arm, Up Home Signal, from No. 1 Road to Main Line.
4	Up Home Signal, from No. 2A Road to No. 2 Road—to post 3.
5	Lop-Bracket Post, two arms, Down Signals— Left-hand arm, from No. 1 Road to Main Line Departure. Right-hand arm, from No. 2A Road to Main Line Departure.
6	Bracket Post, four arms, Up Signals— Top arm, Left-hand Doll, Home from Main Line to No. 2A Road—to post 4. Bottom arm, Left-hand Doll, Calling-on from Main Line to No. 2A Road—towards post 4. Top arm, Right-hand Doll, Home from Main Line to No. 1 Road—to post 3. Bottom arm, Right-hand Doll, Calling-on from Main Line to No. 1 Road—towards post 3.
7	Up Distant Signal.

ROCKBANK—*continued.*

Notes.—1. There are Catch Points in the exit from No. 3 Road at the Up end.

2. Point Indicators work in conjunction with the Catch Points in No. 3 Road at the Up end and with the Points leading from No. 3 Road to the Main Line and Siding "A" at the Down end.

3. Dual Control Point Machines—(a) A Dual Control Point Machine is provided for operating by hand No. 9 Points at the Down end of Yard.

MELTON

(Diagram No. 15/19)

Post No.	Particulars
1	Up Distant Signal.
2	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 4.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
4	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3.
6	Down Distant Signal.

Note.—A Point Indicator works with the Points at each end of No. 3 Road.

PARWAN

(Diagram No. 15/40)

Post No.	Particulars
1	Up Distant Signal.
2	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 4.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
4	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.

PARWAN—*continued.*

Post No.	Particulars
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3.
6	Down Distant Signal.

Note.—A Point Indicator works with the Facing Points at Up end of No. 3 Road. There are Catch Points with Point Indicator attached at Down end of No. 3 Road.

BACCHUS MARSH

(Diagram No. 5/63)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms and one Disc, Down Signals— Top arm, on Left-hand Doll, Home Signal from Main Line to No. 2 Road—post 7. Bottom arm, on Left-hand Doll, Calling-on Signal, from Main Line to No. 2 Road—towards post 7. Top arm, on Right-hand Doll, Home Signal from Main Line to No. 1 Road—to post 7. Bottom arm, on Right-hand Doll, Calling-on from Main Line to No. 1 Road—towards post 7. The Disc, from Main Line to No. 3 Road—towards Ground Disc 6 ; or to Nos. 4, 5 or 6 Roads.
3	Two Disc Signals, Up Signals— Left-hand Disc from Nos. 3, 4, 5 and 6 Roads—towards Main Line. Right-hand Disc from Nos. 3, 4, 5 and 6 Roads to Siding "A".
4	One arm (Up Signal) and one Disc (Down Signal)— The arm, Home Signal from No. 1 Road to Main Line. The Disc, from Siding "C" to No. 1 Road—towards post 7.
5	Bracket Post, two arms and a Disc, Up Signals— Left-hand arm, Home Signal, along No. 1 Road—to post 4. Right-hand arm, Home Signal, from No. 2 Road to Main Line. The Disc, from No. 1 Road—towards Siding "C".
6	Two Ground Discs, one above the other, Down Signals— Top Disc, from No. 3 to No. 3A Road—towards Ground Disc 8. Bottom Disc, from No. 3 Road to No. 2 Road—towards post 7.

BACCHUS MARSH—*continued*

Post No.	Particulars
7	Bracket Post, two arms and a Disc, Down Signals— Left-hand arm, Home Signal from No. 2 Road to Main Line—to post 14. Right-hand arm, Home Signal from No. 1 Road to Main Line—to post 14. The Disc, from No. 2 Road—towards Siding "B".
8	Ground Disc Signal, from No. 3A Road—towards Siding "B".
9	Two Disc Signals, Up Signals— Left-hand Disc, from Siding "B" to No. 2 Road—towards post 5. Right-hand Disc, from Siding "B" to No. 3 Road—towards post 3.
10	Bracket Post, four arms and one Disc, Up Signals— Top arm, on Left-hand Doll, Home Signal from Main Line to No. 1 Road—to post 5. Bottom arm on Left-hand Doll, Calling-on Signal, Main Line to No. 1 Road—towards post 5. Top arm, on Right-hand Doll, Home Signal, from Main Line to No. 2 Road—to post 5. Bottom arm, on Right-hand Doll, Calling-on Signal, from Main Line to No. 2 Road—towards post 5. The Disc, from Main Line to No. 3 Road—towards post 3.
11	Up Home Signal along Main Line—to post 10.
14	Down Three-position, Home(Light) Signal, controlling entrance to Single Line Section, Bacchus Marsh—Bank Box.

Whistling Signals

To or from—	Long	Short	Long
Main Line and No. 1 Road... ..	|	—	—
Main Line and No. 2 Road... ..	|	2	—
Main Line and No. 3 Road... ..	|	3	—
Main Line and No. 4 or 5 Road ... ..	|	4	—
Siding "A" and No. 4 or 5 Road ... ..	|	5	—
Siding "A" and No. 3 Road	—	1	3
Siding "B" and No. 2 Road	—	1	2
Siding "C" and No. 1 Road	—	2-2	—
Siding "C" and Car Dock	—	3	—

BALLAN

(Diagram No. 5/63)

Post No.	Particulars
7	Three-position Up Home (Light) Signal, controlling entrance to Single Line section Ballan—Bank Box.
1	Down Home Signal, along Main Line—to post 2.

BALLAN—continued

Post No.	Particulars
2	Bracket Post, two arms and a Disc— Left-hand arm, Home Signal, from Main Line to No. 2 Road—to post 5. Right-hand arm, Home Signal, from Main Line to No. 1 Road—to post 6. The Disc Signal, from Main Line to Nos. 2 or 4 Roads.
3	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from No. 1A Road to Main Line—to post 7. Right-hand arm, Home Signal, from No. 2 Road to Main Line—to post 7.
4	Up Home Signal, from No. 1 Road to No. 1A Road—to post 3.
5	Down Home Signal, from No. 2 Road to Main Line.
6	Down Home Signal, from No. 1 Road to Main Line.
7B	Bracket Post, two arms and a Disc, Up Signals. Left-hand arm, Up Home Signal, from Main Line to No. 1 Road—to post 4. Right-hand arm, Up Home Signal, from Main Line to No. 2 Road—to post 3. The Disc from Main Line to Nos. 3 or 4 Roads.
8	Up Distant Signal. Up Repeating (Light) Signal, for Up Distant Signal, post 8.

Notes.—1. There are Catch Points in the Turntable Road and in Nos. 3 and 4 Roads at the Down end.

2. Point Indicators work in conjunction with the Points leading from the Main Line to the Turntable Road ; with the Catch Points in the Turntable Road ; with the Points from and to No. 3 Road and the Stock Race Siding ; with the Points leading from No. 4 Road ; with the Catch Points in No. 3 Road and with the Catch Points in No. 4 Road.

GORDON

(Diagram No. 5/26)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 4.
3	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
4	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.

GORDON—*continued.*

Post No.	Particulars
5	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3.
6	Up Distant Signal.

Note.—There are Catch Points with Point Indicators at each end of No. 3 Road and at the exit from No. 4 Road.

BUNGAREE
(Diagram No. 11/26)

Post No.	Particulars
1	Down Distant Signal.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 5. Right-hand arm, from Main Line to No. 1 Road—to post 5.
4	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
6	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 4. Right-hand arm, from Main Line to No. 2 Road—to post 4.
7	Up Distant Signal.

Note.—There are Catch Points with Point Indicators in Up end of No. 3 Road and in the lead from Nos. 3, 4 and 5 Roads (Down end). A Point Indicator is attached to the Points of the Crossover leading from No. 3 Road to No. 2 Road.

WARRENHEIP
(Diagram No. 2/36)

Post No.	Particulars
1	Down Distant Signal, Geelong Line.
2	One arm and a Disc— The arm, Down Home Signal, Geelong Line to "A"— to post 6.

WARRENHEIP—*continued.*

Post No.	Particulars
	The Disc, from Geelong Line to "C" via "B"—towards Ground Disc Signal 10.
3	Disc Signal, from Siding "C" to "A"—towards post 6. Note.—There are Catch Points ahead of post 3.
4	Disc Signal, from "A" to Siding "C".
5	Up Home Signal, from "B" to Geelong Line.
6	Down Home Signal, from "A" to post 11.
7	Down Distant Signal, Bacchus Marsh Line.
8	Down Home Signal, Bacchus Marsh Line—to post 11.
9	Bracket Post, two arms. Up Home Signals— Left-hand arm, from "C" to Bacchus Marsh Line. Right-hand arm, from "C" to "B"—to post 5.
10	Ground Disc Signal, from "C" to Down Line—towards post 11.
11	Three arms, two Up and one Down Signals— Up arms, top and bottom (Co-acting), Home to "C"—to post 9. Down arm, Starting.
12	Up Distant Signal.
12B	Up Distant Signal (short post) Co-acting with Signal on post 12.

Notes.—1. There are Catch Points with Point Indicators at exit from Siding "A" and at each end of Siding "B".

2. The Points in the Geelong Line, between posts Nos. 1 and 2, leading to Siding "C" are rodded to Safety Points in the Siding and secured by a Staff Lock. The Key of the Staff Lock is the Electric Staff for the Section Lal Lal-Warrenheip.

3. The Points leading from the Geelong Line to "A", together with the Points and Catch Points forming connexion between "A" and Siding "C", are motor operated and controlled by No. 23 lever in the Signal-box. Dual Control Point Machines are provided for operating the points by hand.

(b) Two Dual Control Point Machines for operating the Points by hand, in accordance with these instructions, are provided, one for the Main Line Points and one for the Points and Catch forming connexion between "A" and Siding "C".

Whistling Signals

To or from—	Long	Short	Long
Bacchus Marsh Line, Up and Down	...	1	—
Geelong Line, Up and Down	...	2	—
Siding "A"	...	1	—
Siding "B"	...	1	2
Siding "C"	...	1	3

BALLARAT EAST
(Diagram No. 1/35)

Post No.	Particulars
1	Down Distant Signal, Main Line.
2	Up Starting Signal, Main Line.
3	Bracket Post, two arms. Home Signals— Left-hand arm, Up Home Signal, from Eureka Line to No. 2 Road—to post 5. Right-hand arm, Down Home Signal, from Main Line to No. 2 Road—to post 5. <i>Note.</i> —There are Catch Points in the Eureka Line, ahead of post 3.
4	Bracket Post, two arms. Home Signals— Left-hand arm, from No. 1 Road to Up Line—to post 2. Right-hand arm, from No. 1 Road to Eureka Line.
5	Bracket Post, two arms, Down Home Signals— Left-hand arm, from No. 2 Road to Passenger Line—to post 11; controlled from "A" Box. Right-hand arm, from No. 2 Road to Goods Line "W"—to post 9.
5A	Disc Signal on post of overhead footbridge at Humffray Street, from Up Line to Goods Line "W"—towards post 9, or to Siding "Y".
6	Down Home Signal, from Loco. Road to Engine Road—towards post 15; controlled from "A" Box.
7	Bracket Post, two arms on Right-hand Doll, and three Discs on Left-hand Doll— Top arm, Up Home Signal, from Main Departure Passenger Line to No. 1 Road—to post 4. Bottom arm, Calling-on Signal, from Main Departure Passenger Line to No. 1 Road—towards post 4. Top Left-hand Disc, from "Y", towards Dead-end extension. Bottom Left-hand Disc, from "Y" to No. 1 Road—towards post 4. Right-hand Disc, from Goods Line "X" to No. 1 Road—towards post 4.

Notes.—1. The Points leading to and from the Goods Shed Roads and the Loco. Siding to the Eureka Line at Ballarat East are Staff-locked. The key of the Staff Lock is the Staff for the Section, Ballarat East—Eureka.

2. There are Catch Points in the Eureka Line ahead of post 3, and at the Up end of the Goods Lines "W" and "X". A Point Indicator works with the Points leading from the Goods Line "X".

3. The Gates over the Goods Sheds Lines at Humffray Street are interlocked and worked from the Signal-box, but Signals are not provided for these Lines. Drivers and Shunters must see that the Interlocked Gates are shut across the roadway, and also receive an All Right Hand Signal from the Signaller before fouling the Crossing; see Special Instruction in the General Appendix with regard to this Crossing.

BALLARAT EAST—*continued*

4. A Derail, worked by a small Annett locked Point Lever, is in use on the high level road leading from the Coal Stage. The Annett Key is in charge of the Signalman at Ballarat East. When the Rolling-stock Shunter requires to work on the Coal Stage he must obtain the Annett Key from the Signalman, and return it to him immediately shunting operations are completed.

		Whistling Signals			
To or from—		Long	Short	Long	
Main Line, Up or Down	... ..	1	—	—	
Buninyong Line, Up or Down	... ..	2	—	—	
Up Main Line and Siding "Y"	... ..	1	2	—	
Engine and Loco. Roads	... ..	—	3	—	
From—					
Down Main Line and Goods Road "W"	... ..	3	—	—	
Up Main Line and Goods Road "W"	... ..	1	1	—	
Goods Road "X" to Up Main Line	... ..	1	1	1	
Siding "Y" and Dead-end Siding	... ..	—	4	—	

BALLARAT "A" BOX

(Diagram No. 1/35)

Post No.	Particulars
8	Ground Disc Signal, from No. 8 Road East to Goods Line "X", or "Y"—towards post 7.
9	Down Home Signal from Goods Line "W" to "Z"—to post 12.
10	Disc Signal, from Engine Road to Loco. Roads; controlled from Ballarat East Box.
11	Bracket Post, four arms, Down Home Signals, and six Discs— Top arm on Left-hand Doll, from Down Passenger Line—to post 21 for No. 1 Road. Bottom arm on Left-hand Doll, from Down Passenger Line—to post 22 for No. 2 Road. Top arm on Right-hand Doll, from Down Passenger Line—to post 23 for No. 3 Road. Bottom arm on Right-hand Doll, from Down Passenger Line—to post 20 for No. 4 Road. Top Left-hand Disc, from Up Passenger Line—to Car Sidings. Centre Left-hand Disc, from Up Passenger Line—towards post 21 for No. 1 Road. Bottom Left-hand Disc, from Up Passenger Line—towards post 22 for No. 2 Road. Top Right-hand Disc, from Up Passenger Line—towards post 23 for No. 3 Road.

BALLARAT "A" BOX—continued

Post No.	Particulars
	<p>Centre Right-hand Disc, from Up Passenger Line—towards post 20 for No. 4 Road.</p> <p>Bottom Right-hand Disc, from Up Passenger Line—to No. 5, 6 or 7 Road.</p>
12	<p>Bracket Post, six arms. Down Home Signals—</p> <p>Top arm on Left-hand Doll, from "Z" to Car Siding.</p> <p>Centre arm on Left-hand Doll, from "Z"—to post 21 for No. 1 Road.</p> <p>Bottom arm on Left-hand Doll, from "Z"—to post 22 for No. 2 Road.</p> <p>Top arm on Right-hand Doll, from "Z"—to post 23 for No. 3 Road.</p> <p>Centre arm on Right-hand Doll, from "Z"—to post 20 for No. 4 Road.</p> <p>Bottom arm on Right-hand Doll, from "Z" to "D"—to post 14.</p>
13	<p>Disc Signal, from "D" via "Z" to Goods Line "X" or "Y"—towards post 7.</p>
14	<p>Four Disc Signals—</p> <p>Top Left-hand Disc, from "D" to No. 5 Road.</p> <p>Bottom Left-hand Disc, from "D" to No. 6 Road.</p> <p>Top Right-hand Disc, from "D" to No. 7 Road.</p> <p>Bottom Right-hand Disc, from "D" to No. 8 Road.</p>
15	<p>Eight Disc Signals—</p> <p>Top Left-hand Disc, from Engine Road to Car Sidings.</p> <p>Second Left-hand Disc, from Engine Road—towards post 21 for No. 1 Road.</p> <p>Third Left-hand Disc, from Engine Road—towards post 22 for No. 2 Road.</p> <p>Bottom Left-hand Disc, from Engine Road—towards post 23 for No. 3 Road.</p> <p>Top Right-hand Disc, from Goods Road "R" to Car Sidings.</p> <p>Second Right-hand Disc, from Goods Road "R"—towards post 21 for No. 1 Road.</p> <p>Third Right-hand Disc, from Goods Road "R"—towards post 22 for No. 2 Road.</p> <p>Bottom Right-hand Disc, from Goods Road "R"—towards post 23 for No. 3 Road.</p>
16	<p>Four Disc Signals—</p> <p>Top Left-hand Disc, from Car Sidings to Goods Line "X" or "Y", via "Z"—towards post 7.</p> <p>Bottom Left-hand Disc, from Car Sidings to Up Passenger Line—towards post 7.</p> <p>Top Right-hand Disc, from Car Sidings to Goods Road "R"</p> <p>Bottom Right-hand Disc, from Car Sidings to Engine Road—towards post 10.</p>
17	<p>One arm and a Disc—</p> <p>The arm, Up Home Signal, from No. 5 Road to Up Passenger Line—to post 7.</p> <p>The Disc, from No. 5 Road to "D"—towards post 13.</p>

BALLARAT "A" BOX—*continued*

Post No.	Particulars
18	<p>Two Disc Signals— Left-hand Disc, from No. 8 Road to No. 8 Road East— towards Ground Disc 8. Right-hand Disc, from No. 8 Road through Crossover to "D"—towards post 13.</p>
19	<p>Bracket Post, two arms, Up Home Signals, and two Discs— Left-hand arm, No. 7 Road to Up Passenger Line—to post 7. Disc under Left-hand arm, from No. 7 Road to "D"— towards post 13. Right-hand arm, from No. 6 Road to Up Passenger Line— to post 7. Disc under Right-hand arm, from No. 6 Road to "D" —towards post 13.</p>
20	<p>Two arms, Down Signals, and one arm and one Disc, Up Signals— Down Signals— Top arm, Home to No. 4 Road—to post 29. Bottom arm, Calling-on, on to No. 4 Road—towards post 29. Up Signals— The arm, Home, from No. 4 Road to Up Passenger Line —to post 7. The Disc, from No. 4 Road to Goods Line "X" or "Y", via "Z"—towards post 7.</p>
21	<p>Two arms, Down Signals, and one arm and two Discs, Up Signals— Down Signals— Top arm, Home to No. 1 Road—to post 26. Bottom arm, Calling-on, to No. 1 Road—towards post 26. Up Signals— The arm, Home, from No. 1 Road to Up Passenger Line— to post 7. Left-hand Disc, from No. 1 Road to Goods Line "X" or "Y", via "Z"—towards post 7. Right-hand Disc, from No. 1 Road to Engine Road—to- wards post 10, or to Goods Road "R".</p>
Signal Bridge, on which are erected Posts Nos. 22 and 23.	
22	<p>Two arms, Down Signals, and one arm and two Discs, Up Signals— Down Signals— Top arm, Home, to No. 2 Road—to Ground Disc 24. Bottom arm, Calling-on, to No. 2 Road—towards Ground Disc 24. Up Signals— The arm, Home, from No. 2 Road to Up Passenger Line— to post 7. Left-hand Disc, from No. 2 Road to Goods Line "X" or "Y", via "Z"—towards post 7.</p>

BALLARAT "A" BOX—continued

Post No.	Particulars
22 (contd.)	Right-hand Disc, from No. 2 Road to Engine Road—towards post 10 or to Goods Road "R".
23	Two arms, Down Signals, and one arm and two Discs, Up Signals— Down Signals— Top arm, Home, to No. 3 Road—to Ground Disc 25. Bottom arm, Calling-on, to No. 3 Road—towards Ground Disc 25. Up Signals— The arm, Home, from No. 3 Road to Up Passenger Line—to post 7. Left-hand Disc, from No. 3 Road to Goods Line "X" or "Y", via "Z"—towards post 7. Right-hand Disc, from No. 3 Road to Engine Road—towards post 10, or to Goods Road "R".

Notes.—1. There are Catch Points at each end of Nos. 2 and 3, and at exit from Nos. 6 and 7 Roads.

2. A Point Indicator works with the Points entering No. 5 Road and with the Points entering Nos. 6 and 7 Roads, and also with the Points leading to the Goods Road and Engine Road.

3. The Up Signals on posts Nos. 26, 27, 28 and 29 and the Disc Signal on post 33 for movements to "A" and "C" are controlled by "A" Box.

Whistling Signals

From—	Long	Short	Long
Down Passenger Line to No. 1 Road	...	1	—
Down Passenger Line to No. 2 Road	...	2	—
Down Passenger Line to No. 3 Road	...	3	—
Down Passenger Line to No. 4 Road	...	4	—
To or from—			
Up Passenger Line and Car Sidings	—	2-2
Up Passenger Line and No. 1 Road...	...	1	1
Up Passenger Line and No. 2 Road...	...	1	2
Up Passenger Line and No. 3 Road...	...	1	3
Up Passenger Line and No. 4 Road...	...	1	4
Up Passenger Line and No. 5 Road...	...	1	5
Up Passenger Line and No. 6 Road...	...	1	6
Up Passenger Line and No. 7 Road...	...	1	3-3
Car Sidings and "Z" (Goods Lines)	...	—	2
Car Sidings and Goods Road "R"	—	2
Car Sidings and Engine Road	...	—	2
Engine Road and No. 1 Road	...	2	1
Engine Road and No. 2 Road	...	2	2
Engine Road and No. 3 Road	...	2	3
"Z" and No. 1 Road	...	—	1
"Z" and No. 2 Road	...	—	1
"Z" and No. 3 Road	...	—	1
"Z" and No. 4 Road	...	—	1
"Z" via "D" Road to No. 8 Road	...	—	2

BALLARAT "A" BOX—*continued***Whistling Signals—*continued***

To or from—	Long	Short	Long
No. 8 Road and Goods Line "X" or to "Y" ...	—	3	—
No. 5 Road and "Z"	1	2	1
No. 6 Road and "Z"	1	2	2
No. 7 Road and "Z"	1	3	3

Employes must use the various Yard Telephones freely concerning movements of trains and engines, so as to reduce whistling to a minimum.

BALLARAT "B" BOX

(Diagram No. 1/35)

Post No.	Particulars
24	Ground Disc Signal, from No. 2 Road—towards post 27.
25	Ground Disc Signal, from No. 3 Road—towards post 27.
	Signal Bridge at Down End of Platform, on which are erected posts Nos. 26, 27, 28 and 29.
26	Two arms, Up Signals, and two arms, Down Signals— Up Signals— Top arm, Home from "C" to No. 1 Road—to post 21 ; controlled from "A" Box. Bottom arm, Calling-on from "C" to No. 1 Road—towards post 21 ; controlled from "A" Box. Down Signals— Top arm, Home from No. 1 Road to Down Line—to post 31. Bottom arm, Calling-on from No. 1 Road to Down Line—towards post 31.
27	Two arms, Up Signals, and two arms, Down Signals— Up Signals— Top arm, Home from "B" to No. 2 Road—to post 22 ; controlled from "A" Box. Bottom arm, Calling-on from "B" to No. 2 Road—towards post 22 ; controlled from "A" Box. Down Signals— Top arm, Home from neck of Nos. 2 and 3 Roads to Down Line—towards post 31. Bottom arm, Calling-on from neck of Nos. 2 and 3 Roads to Down Line—towards post 31.
28	Two arms. Up Signals— Top arm, Home from "B" to No. 3 Road—to post 23 ; controlled from "A" Box. Bottom arm, Calling-on from "B" to No. 3 Road—towards post 23 ; controlled from "A" Box.

BALLARAT " B " BOX—*continued*

Post No.	Particulars
29	Two arms, Up Signals, and two arms, Down Signals— Up Signals— Top arm, Home from " A " to No. 4 Road—to post 20 ; controlled from " A " Box. Bottom arm, Calling-on from " A " to No. 4 Road—towards post 20 ; controlled from " A " Box. Down Signals— Top arm, Home from No. 4 Road to Down Line—to post 31. Bottom arm, Calling-on from No. 4 Road to Down Line— towards post 31.
30	Bracket Post, three arms. Up Home Signals— Left-hand arm, from Up Line to " A "—to post 29 ; Co- acting with Left-hand arm on short bracket post 30A on Left-hand side of Up Line. Centre arm, from Up Line to " B "—to post 27 or 28 for either No. 2 or 3 Road, as the case may be ; Co-acting with the centre arm on short bracket post 30A. Right-hand arm, from Up Line to " C "—to post 26 ; Co- acting with the Right-hand arm on short bracket post 30A.
30A	Co-acting Signals. See particulars under post 30.
31	Three arms. Down Signals— Top and bottom arms (Co-acting). Starting; Centre arm, Distant ; worked from " C " Box.
32	Two arms. Up Signals— Top arm, Starting, worked from " C " Box ; Bottom arm, Distant.
33	Disc Signal, from Down Line to " A ", " B " or " C "—to- wards post 26, 27, 28 or 29 ; controlled by " A " Box —towards post 26 or 29.

Notes.—1. There are Catch Points at each end of Nos. 2 and 3 Roads.
2. Point Indicators work with the Points leading from Down Line
to " B " and with the Points leading from " B " to " A ".

Whistling Signals

To or from—	Long	Short
Main Line and No. 1 Road... ..	1	—
Main Line and No. 2 Road... ..	2	—
Main Line and No. 3 Road... ..	3	—
Main Line and No. 4 Road... ..	4	—
From—		
Down Line to No. 1 Road	1	1
Down Line to No. 2 Road	—	2
Down Line to No. 3 Road	—	3
Down Line to No. 4 Road	—	4

BALLARAT " C " BOX
(Diagram No. 3/65)

Post No.	Particulars
31	Three arms. Down Signals— Top and bottom (Co-acting), Starting ; worked from " B " Box. Centre arm, Distant.
32	Two arms. Up Signals— Top arm, Starting; Bottom arm, Distant ; worked from " B " Box.
1	One arm and a Disc. Down Signals :— The arm, Home for Down Line—to post 4. The Disc, from Doveton Street Sidings to Down Line—towards post 4. <i>Note.</i> —There are Catch Points in the Doveton Street Sidings ahead of post 1.
2	Ground Disc Signal, from Down Line to Doveton Street Sidings.
3	One arm and a Disc. Up Signals— The arm, Home, along Up Line—to post 32. The Disc, from Up Line to Doveton Street Sidings.
4	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from Down Line to Ararat Line—to post 11. Right-hand arm, from Down Line to Maryborough Line. The Disc, from Down Line to Workshops Sidings.
5	Disc Signal, from Workshops Sidings to Up Line—towards post 3.
6	One arm and a Disc, Up Signals— The arm, Home from Maryborough Line to Up Line—to post 3. The Disc, from Maryborough Line to Down Line—towards Ground Disc 2.
7	Up Distant Signal, Maryborough Line.
9	Disc Signal, from Down Line to Works Depot Siding, or along Down Line—towards Ground Disc 2.
10	Up Home Signal, from Ararat Line—to post 3.
11	Down Starting Signal Ararat Line;
12	Up Home Signal, from Ararat Line—to post 10;
14	Up Distant Ararat Line.

Notes.—1. A Point Indicator, placed on a post, works with the Safety Points in the Works Depot Siding.

A Point Indicator also works with the Points in the Down Line leading to the Works Depot Siding, ahead of post 9. There are Catch Points in the Workshops Sidings, ahead of post 5.

2. Doveton Street Sidings.—A notice Board, lettered " PILOT MOVEMENTS NOT TO PASS THIS BOARD UNTIL PERMISSION IS RECEIVED FROM SIGNALMAN, " C " BOX ", is erected 10 yards on the Up side of Doveton Street Level Crossing and applies to movements from the Doveton Street Sidings. A telephone, with loud sounding gong, is provided adjacent to the Notice Board and is connected with " C " Box.

The Shunter in charge of any Pilot entering Doveton Street Sidings must, when the Pilot has passed clear of the Notice Board, advise the

BALLARAT " C " BOX—*continued*

Signalman at " C " Box that the Siding is clear as far as the Notice Board. No train or shunting movement must then be made from Doveton Street Sidings past the Notice Board until the Shunter in Charge of the movement has conferred with the Signalman at " C " Box, and obtained the latter's permission for the movement to be made. In the case of a shunting movement, the Shunter in charge must again inform the Signalman when the Siding between " C " Box and the Notice Board is clear.

An Up goods train, which is to be routed from the Maryborough Line to Doveton Street Sidings, must be stopped at " C " Box, and the Signalman must verbally instruct the Driver that the train must be stopped in the Siding with the engine clear of the Doveton Street Level Crossing.

Whistling Signals

To or from—	Long	Short	Long
Ararat Line	1	—	—
Maryborough Line	2	—	—
Maryborough Line and Doveton Street Sidings ...	2	1	—
Down Line and Workshops Sidings ...	1	1	—
Down Line and Doveton Street Sidings ...	—	1	1
Down Line and Works Depot Siding ...	—	2	1

WHITE'S SIDING

Post No.	Particulars
13	Down Home Signal; worked from White's Siding.

Notes.—1. For instructions regarding the working of White's Siding, see General Appendix.

2. There is a Derail Block at exit from White's Siding.

WENDOUREE

Post No.	Particulars
15 17	Down Home Signal, worked by Gatekeeper, Forest Street. Up Starting Signal; worked from Linton Junction and controlled from Gatekeeper Forest Street.

Note.—See General Appendix for further instructions.

BALLARAT " D " BOX
(Linton Junction)
(Diagram No. 3/65)

Post No.	Particulars
16	Down Distant Signal.
17	Up Starting Signal; controlled by Wendouree.
18	Down Home Signal, from Down Line—to post 20.
19	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Up Line—to post 17. Right-hand arm, from Linton Line to Up Line—to post 17.
20	Bracket Post, three arms and a Disc, Down Signals— Left-hand arm, from Down Line to Cattle Yards Line. Centre arm, from Down Line to Linton Line. Right-hand arm, from Down Line to Ararat Line. The Disc, from Down Line to Grain Sidings.
21	Disc Signal, from Up Line to Grain Sidings.
22	Disc Signal, from Grain Sidings to Up Line—towards post 19.
23	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from Ararat Line—to post 19. Right-hand arm, from Linton Line—to post 19. The Disc, from Cattle Yards Line—towards post 19.
24	Bracket Post, two arms. Up Distant Signals— Left-hand arm. Ararat Line. Right-hand arm. Linton Line.

Notes.—1. There are Catch Points at exit from Cattle Yards Line and at exit from Grain Sidings.

2. See General Appendix for instructions regarding Up Starting Signal, post 17.

Whistling Signals

To or from—	Long	Short	Long
Cattle Yards Line and Main Line	3	—	—
Linton Line and Main Line	2	—	—
Ararat Line	1	—	—
Grain Sidings	1	1	—

WINDERMERE

(Diagram No. 32/16)

Post No.	Particulars
1	Up Distant Signal.
2	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 5. Right-hand arm, from Main Line to No. 2 Road—to post 4.

WINDERMERE—*continued.*

Post No.	Particulars
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
4	One arm and a Disc— The arm, Up Home Signal along No. 2 Road—to post 5. The Disc, from No. 2 Road to No. 3 Road.
5	Lop-bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
6	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 3. Right-hand arm, from Main Line to No. 1 Road—to post 3.
7	Down Distant Signal.

Note.—There are Catch Points with a Point Indicator at the Down end of No. 3 Road ; a Point Indicator works with the Points at the Up end of No. 3 Road.

BURRUMBEET

(Diagram No. 21/64)

Post No.	Particulars
1	Up Distant Signal.
2	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 5. Right-hand arm, from Main Line to No. 1 Road—to post 6.
3	Down Home Signal, from No. 1 Road to Main Line.
4	One arm and a Disc. Down Signals— The arm, Home, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding " B ".
5	One arm and a Disc. Up Signals— The arm, Home, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding " A ".
6	Up Home Signal, from No. 1 Road to Main Line.
7	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 4.
8	Down Distant Signal.

Note.—There are Catch Points with Point Indicator at exit from Nos. 3 and 4 Roads, Down end of Yard ; a Point Indicator also works with the Points leading from No. 3 Road to the Dead End, Up end of Yard.

TRAWALLA

(Diagram No. 16/59)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms, Down Signals— Top arm, on Left-hand Doll, Home from Main Line to No. 1 Road—to post 5. Bottom arm, on Left-hand Doll, Calling-on from Main Line to No. 1 Road—towards post 5. Top arm, on Right-hand Doll, from Main Line to No. 2A Road—to post 4. Bottom arm, on Right-hand Doll, Calling-on from Main Line to No. 2A Road—towards post 4.
3	Bracket Post, two arms, Up Signals— Left-hand arm, Home from No. 2A Road to Main Line. Right-hand arm, Home from No. 1 Road to Main Line.
4	Down Home Signal from No. 2A Road to No. 2 Road—to post 5.
5	Bracket Post, two arms, Down Signals— Left-hand arm, Home from No. 1 Road to Main Line. Right-hand arm, Home from No. 2 Road to Main Line.
6	Bracket Post, two arms, Up Signals— Left-hand arm, Home from Main Line to No. 2A Road via No. 2 Road—to post 3. Right-hand arm, Home from Main Line to No. 1 Road to post 3.
7	Up Distant Signal.

Note.—There are Catch Points with Point Indicators at each end of No. 3 Road.

BEAUFORT

(Diagram No. 7/42)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 7. Right-hand arm, from Main Line to No. 2 Road—to post 7.
3	Up Home Signal, from No. 1 Road to Main Line.
4	Lop-bracket Post, one arm and a Disc, Up Signals— The arm, Home, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "A".
5	Two Disc Signals— Left-hand Disc, from No. 3 or 4 Road to Siding "A". Right-hand Disc, from No. 3 or 4 Road to Main Line.

BEAUFORT—*continued.*

Post No.	Particulars
6	Disc Signal, from No. 3, 4 or 5 Road to Main Line.
7	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
8	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 3.
9	Up Home Signal—to post 8.
10	Up Distant Signal.

Notes.—1. There are Catch Points at each end of Nos. 3 and 4 Roads, at exits from No. 5 Road and Sidings "A" and "B". Point Indicators are provided at exits from Sidings "A" and "B".

2. Point Indicators work with the Points which lead from Siding "A" to No. 2 Road.

3. The Crossover between Siding "A" and the Main Line is secured by a Staff Lock, the Key of which is the Electric Staff for the Section Trawalla-Beaufort. "The crossover between Siding "B" and the Main Line is secured by a Staff Lock, the key of which is the Electric Staff for the Section, Trawalla-Beaufort".

MIDDLE CREEK

(Diagram No. 13/17)

Post No.	Particulars
1	Up Distant Signal.
2	Bracket Post, two arms. Up Home Signals— Left-hand arm, Main Line to No. 1 Road—to post 4. Right-hand arm, from Main Line to No. 2 Road—to post 4.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
4	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 3. Right-hand arm, from Main Line to No. 1 Road—to post 3.
6	Down Distant Signal.

Note.—There are Catch Points with a Point Indicator at the Down end of No. 3 Road, and a Point Indicator works with the Points which lead from No. 3 Road to the Main Line at the Up end of the Yard.

BUANGOR

(Diagram No. 3/44)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 5.
3	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
4	Down Home Signal, from No. 2 Road to No. 2A Road—to post 5.
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2A Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
6	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3.
7	Up Distant Signal.

Note.—There are Catch Points with a Point Indicator at the Up end of No. 3 Road, and a Point Indicator works with the Safety Points at the Down end of No. 3 Road.

ARARAT "A" BOX

(Diagram No. 6/37)

Post No.	Particulars
1	Bracket Post, two arms. Distant Signals— Left-hand arm, from Portland Line. Right-hand arm, from Ballarat Line.
2	Distant Signal from Avoca Line.
3	Two Disc Signals— Top Disc, from Engine Road to "B"—towards posts 10 and 11. Bottom Disc, from Engine Road to "C" or to Roads Nos 8 to 16, New Goods Yard. <i>Note.</i> —There are Catch Points in Engine Road ahead of post 3.
	Signal Bridge, on which are erected posts 4, 5 and 6.
4	One arm and two Discs— The arm, Home Signal from Portland Line to "B"—to posts 10 and 11.

ARARAT "A" BOX—continued

Post No.	Particulars
	Left-hand Disc, from Portland Line to "AA"—towards post 9.
	Right-hand Disc, from Portland Line to "C" or to Roads Nos. 8 to 16 New Goods Yard.
5	One arm and a Disc— The arm, Home Signal from Ballarat Line to "B"—to posts 10 and 11. The Disc, from Ballarat Line to "C", or to Roads Nos. 8 to 16, New Goods Yard.
6	One arm and a Disc— The arm, Home Signal from Avoca Line to "B"—to posts 10 and 11. The Disc, from Avoca Line to "C", or to Roads Nos. 8 to 16, New Goods Yard.
7	One arm and a Disc— The arm, Home Signal from "Y" to Avoca Line. The Disc, from "Y" to Engine Road.
8	Disc Signal, from "C" to "Y"—towards post 7, or to Ballarat or Portland Line. <i>Note.</i> —There is a Derail Block for Outward Traffic ahead of post No. 8.
	Signal Bridge, on which are erected posts 9, 10, 11, 12 and 13
9	Disc Signal, from "AA" to "A"—towards post 18.
10	One arm and a Disc— The arm, Home Signal from "B" to No. 1 Road—to post 26. The Disc, from "B" to "A"—towards post 18.
11	Two arms, Home Signals— Top arm, from "B" to No. 2 Road—to post 24. Bottom arm, from "B" to Portland Line.
12	Home Signal, from "B" to Ballarat Line.
13	Home Signal, from "B" to "Y"—to post 7.
14	Ground Disc Signal, from Nos. 9 to 16, New Goods Yard Roads to "Y"—towards post 7, or to Ballarat or Portland Line.
15	Ground Disc Signal, from No. 8 Road, New Goods Yard to "Y"—towards post 7, or to Ballarat or Portland Line. <i>Note.</i> —There is a Derail Block for Outwards Traffic ahead of Ground Disc No. 15.
16	Disc Signal, from Works Siding to "A"—towards post 18. <i>Note.</i> —There are Catch Points for Outwards Traffic ahead of post 16.
17	Disc Signal, from Water Crane Road to No. 2 Road—towards post 24, or to No. 3, 4, 5 or 6 Road—towards post 23. <i>Note.</i> —There is a Derail Block ahead of post 17.

ARARAT "A" BOX—*continued*

Post No.	Particulars
18	Bracket Post. Two arms above Bracket, Home Signals. One Disc under Bracket, Up Signal; and two Discs under Bracket, Down Signals— Left-hand arm, from "A" to "B"—to posts 11, 12 and 13. Right-hand arm, from "A" to Portland Line, <i>via</i> "AA". Up Disc Signal, from "A" to Works Siding. Down Disc Signals— Top Disc, from "A" to Car Dock. Bottom Disc, from "A" to Portland Dock.
19	Home Signal, from No. 1 Road to "B"—to posts 11, 12 and 13.
20	Home Signal, from Portland Dock to "A"—to post 18.
21	Ground Disc Signal, from Car Dock to "A"—towards post 18. <i>Note.</i> —There are Catch Points for Outwards Traffic ahead of Ground Disc 21.
22	Bracket Post, one arm and five Discs— The arm, Home Signal from No. 2 Road to "B"—to posts 11, 12 and 13. Top Disc on Left-hand Doll, from No. 4, 5 or 6 Road to "C"—towards post 8. Bottom Disc on Left-hand Doll, from No. 4, 5 or 6 Road to "B"—towards posts 11, 12 and 13. Top Left-hand Disc on Right-hand Doll, from No. 3 Road to "C"—towards post 8. Bottom Left-hand Disc on Right-hand Doll, from No. 3 Road to "B"—towards posts 11, 12 and 13. Right-hand Disc on Right-hand Doll, from No. 2 Road to "C"—towards post 8. <i>Note.</i> —There are Catch Points in No. 3 Road and in the neck of Nos. 4, 5 and 6 Roads, for Outwards Traffic ahead of post 22.

Notes.—1. Point Indicators work with the Facing Points leading to Ballarat, Portland, or Avoca Lines, with the Facing Points at the junction of "C" and New Goods Yard with the Points at the entrance to No. 8 Road, with the Facing Points ahead of Ground Disc No. 14, with the Facing Points at the entrance to Nos. 3, 4 and 5 Roads, and with Catch Points in No. 3 Road and in the Neck leading from Nos. 4, 5 and 6 Roads.

2. Loco Depot.—(a) The Loco. Depot is connected to the Station Yard by a Single Track Engine Shed Road, the exit from which at the Station end is controlled by Disc Signals. For further instructions see General Appendix.

Whistling Signals

To or from—	Long	Short	Long
Portland Line and Car Dock	—	3	—
Works Siding and Portland Dock	—	4	—

ARARAT " A " BOX—*continued***Whistling Signals—*continued.***

Portland Line, via " AA " and the Portland Dock	—	3-3	—
Portland Line, via " B " and the Portland Dock ...	—	2	—
Portland Line and No. 1 Road	1	1	—
Portland Line and No. 2 Road	1	2	—
Portland Line and " C "	1	3	—
Portland Line and New Goods Yard ...	1	4	—
Ballarat Line and Portland Dock	—	2-2	—
Ballarat Line and No. 1 Road	2	1	—
Ballarat Line and No. 2 Road	2	2	—
New Goods Yard and Ballarat Line ...	2	3	—
" C " and Ballarat Line	2	4	—
Avoca Line and Portland Dock	—	5	—
Avoca Line and No. 1 Road	3	1	—
Avoca Line and No. 2 Road	3	2	—
New Goods Yard and Avoca Line	2	1	—
" C " and Avoca Line	—	2	2
Engine Road and " C "	—	3-4	—
Engine Road and New Goods Yard ...	—	4-4	—
Engine Road and " B "	—	2-4	—

Employes must use the various Yard Telephones freely concerning movements of trains and engines, so as to reduce whistling to a minimum.

Code of Signals for the Electric Bells between " A " and " B " Boxes

	Long	Short	Long
Ballarat and Stawell Line Passenger and Mixed Trains	—	3	—
Ballarat and Stawell Line Goods Trains ...	3	—	—
Portland Line Passenger or Mixed Trains ...	—	2	—
Portland Line Goods Trains	2	—	—
Maryborough and Avoca Line, all Trains ...	—	2	2
Ballast Trains	—	2-2	—
Light Engine	4	—	—
Shunting Engine	—	5	—
Cancel Previous Signal	—	7	—
Speak on Telephone	1	—	—

Note.—Controller required—between " A " and " B " Boxes, 3-3, to be followed by the number of the Road in short rings. Controller no longer required 3-3-3, to be followed by the number of the Road in short rings.

ARARAT " B " BOX
(Diagram No. 6/37)

Post No.	Particulars
23	<p>Two Disc Signals— Left-hand Disc, from No. 3 Road to Main Line—towards post 32, or to Siding " D "—towards Ground Disc 30. Right-hand Disc, from No. 4, 5 or 6 Road to Main Line—towards post 32, or to Siding " D "—towards Ground Disc 30.</p> <p><i>Note.</i>—There are Catch Points with Point Indicators attached in No. 3 Road, and in the neck of Nos. 4, 5 and 6 Roads, for Outward Traffic ahead of post 23. A Point Indicator also works with the Facing Points ahead of post 23.</p>
24	<p>One arm and a Disc. Down Signals— The arm, Home, from No. 2 Road to Main Line—to post 32. The Disc, from No. 2 Road to Siding " D "—towards Ground Disc 30.</p>
25	<p>Ground Disc Signal, from No. 6 Road to Siding " D " via " W "—towards Ground Disc Signal 30.</p>
26	<p>Down Home Signal from No. 1 Road to Main Line—to post 32.</p>
27	<p>Three Disc Signals— Top Left-hand Disc, from Siding " D " to No. 6 Road via " W " . Bottom Left-hand Disc, from Siding " D " to No. 3, 4, 5 or 6 Road via " V " . Right-hand Disc, from Siding " D " to No. 2 Road—towards post 22 ; controlled by " A " Box.</p> <p><i>Note.</i>—Point Indicators are attached to the Facing Points at entrance to Nos. 3, 4 and 5 Roads.</p>
28	<p>Ground Disc Signal, from No. 7 Road to Siding " D "—towards Ground Disc Signal 30.</p>
29	<p>Bracket Post, two arms. Up Home Signals— Left-hand arm, to No. 2 Road—to post 22 ; controlled by " A " Box. Right-hand arm, to No. 1 Road—to post 19 ; controlled by " A " Box.</p>
30	<p>Disc Signal, from Siding " D " to Main Line or to Dead-end Siding.</p> <p><i>Note.</i>—A Point Indicator works with the Facing Points ahead of Ground Disc Signal 30.</p>
31	<p>Disc Signal, from New Goods Yard to Main Line or to Dead-end Siding.</p>
32	<p>Down Home Signal, from Main Line to Stawell Line.</p>
33	<p>Disc Signal, from Dead-end Siding to New Goods Yard, or to Siding " D "—towards post 27.</p> <p><i>Note.</i>—A Point Indicator works with the Points in Dead-end Siding.</p>
34	<p>One arm and a Disc. Up Signals— The arm, Home from Stawell Line—to post 29. The Disc, from Stawell Line to New Goods Yard, or to Siding " D "—towards post 27.</p>
35	<p>Two arms (Co-acting), Up Distant Signal.</p>

ARARAT " B " BOX—*continued.*

Whistling Signals

To or from—	Long	Short	Long
Main Line and No. 1 Road... ..	1	—	—
Main Line and No. 2 Road... ..	2	—	—
Main Line and No. 3 Road... ..	3	—	—
Main Line and No. 4 Road... ..	1	1	—
Main Line and No. 5 Road... ..	1	2	—
Main Line and No. 6 Road... ..	1	3	—
Main Line and New Goods Yard	1	4	—
New Goods Yard and Dead-end Siding	—	5	—
Siding " D " and No. 2 Road	—	2	1
Siding " D " and No. 3 Road	—	3	1
Siding " D " and No. 4 Road	—	4	—
Siding " D " and No. 5 Road	1	1	1
Siding " D " and No. 6 Road	1	2	2
Siding " D " and No. 7 Road	—	1	1
Siding " D " and Main Line	—	1	2

ARARAT " A " AND " B " BOXES

Special Instructions

1. " A " Box.—(a) The Disc Signals on post 18 leading to the Car Dock or Portland Dock must not be turned off until the train or engine has been brought almost to a stand at the post.

(b) (i) The Points leading from " C " to Water Crane Road, and at the junction of Nos. 6 and 7 Roads, are worked by Reversible Hand Levers, and are equipped with Point Indicators.

(ii) Before turning off a Disc Signal for a movement to Water Crane Road, or to No. 6 or 7 Road, the Signaller at " A " Signal-box must, in addition to complying with the instructions contained in clause (3) hereof, see that the Hand Points in " C " are in proper position for the Road on which the train or engine is intended to run.

(c) Shunters in charge of shunting operations, or Drivers of engines must not permit a vehicle or engine in Water Crane Road, or in No. 6 or 7 Road to foul the adjoining Road towards " C " until the permission of the Signaller at " A " Signal-box has been obtained.

2. " B " Box.—The Disc Signals on post 31 or 34 must not be turned off to allow a movement to or from the Main Line and Roads Nos. 8 to 16 New Goods Yard whilst a train or engine is on Siding " D " or the Dead-end extension of Siding " D ", unless by the direction of the Shunter-in-Charge of the operations, who will be responsible for seeing that the Line is not foul, and that the Driver of any engine on Siding " D " or the Dead-end extension of Siding " D " understands that he must not move his engine until verbally instructed to do so by the Shunter-in-Charge.

3. " A " and " B " Boxes.—When it is necessary to perform a movement into any of the Goods Roads (Nos. 3 to 16 inclusive), the following instructions must be observed :—

ARARAT "A" AND "B" BOXES—*continued***Special Instructions—*continued***

- (a) Before turning off the Disc Signal for the movement, the Signaller must see, or have verbal intimation from the Shunter-in-Charge that all Hand Points are properly set for the intended movement, and that the Line is clear to the Point to which the train is ordinarily required to run. If the Line on which the train is to arrive be obstructed, a Shunter must be stationed at a suitable position to protect the obstruction by Hand Signal before the Disc Signal is exhibited for the train to enter the Yard, and the Disc Signal must be kept at the normal position until the train has been almost stopped.
- (b) The Signaller at both Boxes ("A" and "B") must consult each other before using any of the Roads referred to, and opposing trains must not be permitted to enter the Sections of the Yard embracing Roads Nos. 3 to 6 or 7 to 16 inclusive at one and the same time. In addition, opposing trains must not be permitted to enter Nos. 6 and 7 Roads at one and the same time.
- (c) The Yard Foreman, Shunter or other person in charge of shunting operations must give the Signaller all necessary information regarding arrival trains.

Before an engine is allowed to run through on a Goods Road to the other end of the Yard, the Shunter or other person in charge must obtain the Signaller's permission.

ARMSTRONG

(Diagram No. 9/40)

Post No.	Particulars
1	Down Distant Signal.
1B	Down Home Signal—to post 2.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 6. Right-hand arm, from Main Line to No. 2A Road—to post 4.
3	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 2A Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
4	One arm and a Disc, Down Signals— The arm, Home, from No. 2A Road to No. 2B via No. 2 Road—to post 6. The Disc, from No. 2A Road to No. 3 Road.

ARMSTRONG—continued.

Post No.	Particulars
5	One arm and a Disc. Up Signals— The arm, Home, from No. 2B Road to No. 2A Road via No. 2 Road—to post 3. The Disc, from No. 2B Road to No. 3 Road.
6	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2B Road to Main Line.
7	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2B Road—to post 5. Right-hand arm, from Main Line to No. 1 Road—to post 3.
8	Up Distant Signal.

Note.—There are Catch Points with Point Indicator at the Up end of No. 3 Road and a Point Indicator works with the Points at the Down end of No. 3 Road.

GREAT WESTERN

(Diagram No. 9/58)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms and a Disc. Down Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 2 Road—to post 5. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 2 Road—towards post 5. Top arm on Right-hand Doll, Home, from Main Line to No. 1 Road—to post 7. Bottom arm on Right-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 7. The Disc, from Main Line to No. 3 or 4 Road—towards post 5. Lop-bracket Post, two arms, Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from "X" to Main Line.
4	Ground Disc Signal, from No. 3 or 4 Road to "X"—towards post 3, or to Siding "C".
5	Lop-bracket Post, one arm and a Disc. Down Signals— The arm, Home, from No. 2 Road to No. 2A Road—to post 7. The Disc, from No. 3 or 4 Road to Siding "D", or to No. 2A Road—towards post 7.
6	Lop-bracket Post, one arm and a Disc, Up Signals— The arm, Home, from No. 2A Road to No. 2 Road—to post 3. The Disc, from No. 2A Road to No. 3 or 4 Road—towards Ground Disc 4.

GREAT WESTERN—*continued.*

Post No.	Particulars
7	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2A Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
8	Bracket Post, four arms, Up Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 1 Road—to post 3. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 3. Top arm on Right-hand Doll, Home, from Main Line to No. 2A Road—to post 6. Bottom arm on Right-hand Doll, Calling-on, from Main Line to No. 2A Road—towards post 6.
9	Up Distant Signal.

Notes.—1. Point Indicators work with the Points leading from Nos. 3 and 4 Roads to No. 2 Road at the Up end of the Yard and with the Points leading from Nos. 3 and 4 Roads to No. 2A Road at the Down end of the Yard.

2. (a) The Main Line Points at the Down end of the Yard are motor operated and controlled by No. 28 Lever in the Signal-bay. A Dual Control Point Machine is provided for operating the Points by hand.

STAWELL "A" BOX

(Diagram No. 6/47)

Post No.	Particulars
1	Down Distant Signal, Co-acting with Signal on post 1B.
1B	Down Distant Signal, Co-acting with Signal on post 1.
2	One arm and a Disc. Down Signals— The arm, Home, from Main Line to No. 2A Road—to post 5. The Disc, from Main Line to No. 3A Road—towards post 6.
3	Disc Signal, from No. 3A Road to Main Line.
4	Up Home Signal, from No. 2A Road to Main Line.
5	Bracket Post, two arms, Down Home Signal, and two Discs— Left-hand arm, from No. 2A Road to No. 2 Road—to post 11; controlled by "B" Box. Right-hand arm, from No. 2A Road to No. 1 Road—to post 11; controlled by "B" Box. Left-hand Disc, from No. 2A Road to Goods Yard. Right-hand Disc, from No. 2A Road to No. 3 Road—towards Ground Disc 11B; controlled by "B" Box.

STAWELL "A" BOX—continued.

Post No.	Particulars
6	Two Disc Signals— Left-hand Disc, from No. 3A Road to Goods Yard. Right-hand Disc, from No. 3A Road to No. 3 Road— towards Ground Disc 11B; controlled by "B" Box.
7	Ground Disc Signal, from Goods Yard (Roads 4 to 8) to No. 2A Road—towards post 4, or to No. 3A Road—towards post 3, or to Marshalling Siding.
8	Two Ground Disc Signals, one above the other— Top Disc, from No. 3 Road to No. 2A Road—towards post 4. Bottom Disc, from No. 3 Road to No. 3A Road—towards post 3.
9	Disc Signal, from Shunting Siding to No. 1 Road—towards post 11; controlled by "B" Box.
10	Bracket Post, two arms, Up Home Signals and one Disc— Left-hand arm, from No. 1 Road to No. 2A Road—to post 4. Right-hand arm, from No. 2 Road to No. 2A Road—to post 4. The Disc, from No. 1 Road to Shunting Siding.

Notes.—1. Point Indicators work with each set of Interlocked Facing Points leading from the Yard towards No. 2A or 3A Road or Marshalling Siding.

2. There are Catch Points at the Up end of No. 3A Road ahead of post 3.

Whistling Signals

To or from—	Long	Short	Long	Short
Main Line and No. 2A Road	... 1	—	—	—
Main Line and No. 3A Road	... 2	—	—	—
No. 2A Road and No. 1 Road	... 1	1	—	—
No. 2A Road and No. 2 Road	... 1	2	—	—
No. 2A Road and No. 3 Road	... 1	3	—	—
No. 2A Road and Goods Yard	... 1	4	—	—
No. 3A Road and No. 3 Road	... —	2	1	—
No. 3A Road and Goods Yard	... —	3	1	—
Goods Yard and Marshalling Siding	... —	2	—	2
No. 1 Road and Shunting Siding	... 1	1	2	—

STAWELL "B" BOX
(Diagram No. 6/47)

11	Bracket Post, two arms, Down Home Signals, and two Discs— Left-hand arm, from "W" to Horsham Line.
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STAWELL " B " BOX—continued

Post No.	Particulars
11B	Disc under Left-hand arm, from " W " to Engine Shed Roads or Grampians Line. Right-hand arm, from No. 1 Road to Horsham Line. Disc under Right-hand arm, from No. 1 Road to Engine Shed Roads or Grampians Line.
12	Ground Disc Signal, from No. 3 Road to " W "—towards post 11. Two Disc Signals— Left-hand Disc, from Goods Yard to Engine Shed Roads or Grampians Line. Right-hand Disc, from Goods Yard to Horsham Line.
13	One arm and two Discs. Up Signals— The arm, Home, from " Y " to No. 2 Road—to post 10. Left-hand Disc, from " Y " to No. 3 Road—towards Ground Discs 8. Right-hand Disc, from " Y " to Goods Yard.
14	Bracket Post, four arms, Up Home Signals— Top arm, on Left-hand Doll, from Horsham Line to No. 1 Road—to post 10. Bottom arm, on Left-hand Doll, from Horsham Line to " Y "—to post 13. Top arm, on Right-hand Doll, from Grampians Line to No. 1 Road—to post 10. Bottom arm, on Right-hand Doll, from Grampians Line to " Y "—to post 13.
15	Two Disc Signals— Left-hand Disc, from Engine Shed Roads to No. 1 Road—towards post 10. Right-hand Disc, from Engine Shed Roads to " Y "—towards post 13.
16	Up Home Signal from Horsham Line—to post 14.
17	Bracket Post, two arms. Up Signals— Left-hand arm, Distant, from Horsham Line. Right-hand arm, Home, from Grampians Line—to post 14.

Notes.—1. There are Catch Points at exit from Down end of the Goods Yard ahead of post 12 and at exit from Engine Shed Roads ahead of post 15.

2. The Points leading to the Flour Mill Siding are worked from an Auxiliary Frame, fitted with an Annett Lock, the key of which is normally secured in a Duplicate Lock on the Interlocking Frame in " B " Box. There is a Derail Block at exit from Flour Mill Siding.

3. There is a Derail Block at Down end of No. 3 Road, ahead of post 11B.

4. A Point Indicator works with the Points leading from the Grampians Line to Engine Shed Roads.

STAWELL " B " BOX—continued

Whistling Signals

To or from	Long	Short	Long
Horsham Line and No. 1 Road ...	1	—	—
Horsham Line and No. 2 Road ...	2	—	—
Horsham Line and No. 3 Road ...	3	1	—
Horsham Line and the Goods Yard ...	4	1	—
Grampians Line and No. 1 Road ...	—	1	1
Grampians Line and No. 2 Road ...	—	2	1
Grampians Line and No. 3 Road ...	—	3	1
Grampians Line and the Goods Yard ...	—	4	1
No. 1 Road and Engine Shed Roads ...	1	1	1
No. 2 Road and Engine Shed Roads ...	—	2	—
No. 3 Road and Engine Shed Roads ...	—	3	—
Goods Yard and Engine Shed Roads ...	—	4	—

Code of Signals for the Electric Bells between " A " and " B " Boxes, Stawell

To or from	Long	Short	Long
Main Line, Passenger and Mixed Trains ...	—	2	2
Main Line, Goods Trains ...	2	—	—
Grampians Line Trains ...	3	—	—

DEEP LEAD

(Diagram No. 20/15)

Post No.	Particulars
1	Up Distant Signal.
2	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 4. The Disc, from Siding " A " to No. 2 Road—towards post 4, or from Siding " A " to No. 3 Road. Note.—Point Indicators work with Points at entrance to and exit from No. 3 Road.
3	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line. The Disc, from No. 2 or 3 Road to Siding " A ".
4	Bracket Post, two arms, Up Home Signals and one Disc— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line. The Disc, from No. 2 or 3 Road to Siding " B ".
5	Disc Signal, from Siding " B " to No. 2 Road—towards post 3, or to No. 3 Road. Note.—Point Indicators work with Points at entrance to and exit from No. 3 Road.
6	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3.
7	Down Distant Signal.

GLENORCHY

(Diagram No. 4/46)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms. Down Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 1 Road—to post 8. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 8. Top arm on Right-hand Doll, Home, from Main Line to "X"—to post 4. Bottom arm on Right-hand Doll, Calling-on, from Main Line to "X"—towards post 4.
3	Ground Disc Signal, from Siding "D" to "X"—towards post 4.
Signal Bridge on which are erected posts Nos. 4, 5 and 6—	
4	One arm and a Disc. Down Signals— The arm, Home, from "X" to No. 2 Road—to post 12. The Disc, from "X" to No. 3 or 4 Road—towards post 12.
5	One arm and a Disc. Up Signals— The arm, Home, from "X" to Main Line. The Disc, from "X" to Siding "D".
6	Up Home Signal from No. 1 Road to Main Line.
7	Disc Signal, from No. 3 or 4 Road to "X"—towards post 5.
8	Two arms and a Disc. Down Signals— Top arm, Home, from No. 1 Road to No. 1A Road—to post 14. Bottom arm, Calling-on, from No. 1 Road to No. 1A Road—towards post 14. The Disc, from No. 1 Road to Siding "A" or "B".
9	Up Home Signal, from No. 1A Road to No. 1 Road—to post 6.
10	Disc Signal, from Sidings "B" to No. 1 Road—towards post 6.
11	Ground Disc Signal, from Siding "A" to No. 1 Road—towards post 6.
12	One arm and a Disc. Down Signals— The arm, Home, from No. 2 Road to No. 2A Road—to post 14. The Disc, from No. 3 or 4 Road to No. 2A Road—towards post 14.
13	One arm and a Disc. Up Signals— The arm, Home, from No. 2A Road to No. 2 Road—to post 5. The Disc, from No. 2A Road to No. 3 or 4 Road—towards post 7.
14	Bracket Post, two arms. Down Signals— Left-hand arm, Home, from No. 1A Road to Main Line. Right-hand arm, Home, from No. 2A Road to Main Line.

GLENORCHY—continued

Post No.	Particulars
15	Bracket Post, four arms. Up Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 2A Road—to post 13. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 2A Road—towards post 13. Top arm on Right-hand Doll, Home, from Main Line to No. 1A Road—to post 9. Bottom arm on Right-hand Doll, Calling-on, from Main Line to No. 1A Road—towards post 9.
16	Up Distant Signal.

Notes.—1. There are Catch Points at the exits from Sidings "A" and "B" and at the exit from the Up and Down ends of Nos. 3 and 4 Roads.

2. A Point Indicator works with the junction Points between Sidings "A" and "B".

3. (a) The Main Line Points at the Down end of Nos. 1A and 2A Roads are Motor Operated and controlled by No. 10 lever in the Signal-box.

(b) A Dual Control Point Machine for operating the Points by hand, is provided.

WAL WAL

(Diagram No. 3/40)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 5. Right-hand arm, from Main Line to No. 1 Road—to post 6
3	Up Home Signal, from No. 1 Road to Main Line.
4	One arm and one Disc. Up Signals— The arm, Home, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "A".
5	One arm and one Disc. Down Signals— The arm, Home, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "B".
6	Down Home Signal, from No. 1 Road to Main Line.
7	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 4.
8	Up Distant Signal.

Note.—There are Catch Points with a Point Indicator in No. 3 Road at the Down end. A Point Indicator works with the Points leading from No. 3 Road to the Main Line at the Up end.

LUBECK
(Diagram No. 2/44)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms, and three Discs. Down Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 1 Road—to post 7. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 7. Top arm on Right-hand Doll, Home, from Main Line to No. 2 Road—to posts 8 and 9. Bottom arm on Right-hand Doll, Calling-on, from Main Line to No. 2 Road—towards posts 8 and 9. Left-hand Disc, from Main Line to No. 3 Road—towards Ground Disc 5, or to No. 4 Road—towards Ground Discs 6. Top Right-hand Disc, from Siding "A" to No. 2 Road—towards posts 8 and 9. Bottom Right-hand Disc, from Siding "A" to No. 3 Road—towards Ground Disc 5, or to No. 4 Road—towards Ground Discs 6.
3	Bracket Post, two arms and a Disc. Up Signals— Left-hand arm, Home, from "Z" to Main Line. Right-hand arm, Home, from No. 1 Road to Main Line. The Disc, under Left-hand arm, from "Z" to Siding "A".
4	Five Discs. Up Signals— Top Left-hand Disc, from No. 4 Road to Siding "C". Centre Left-hand Disc, from No. 4 Road to Siding "B". Bottom Left-hand Disc, from No. 4 Road to "Z"—towards post 3. Top Right-hand Disc, from No. 3 Road to Siding "B". Bottom Right-hand Disc, from No. 3 Road to "Z"—towards post 3.
5	Ground Disc Signal, from No. 3 Road to "X"—towards posts 8 and 9.
6	Two Ground Discs, one above the other— Top Disc, from No. 4 Road to "X"—towards posts 8 and 9. Bottom Disc, from No. 4 Road to Siding "D".
Signal Bridge, on which are erected posts 7, 8, 9 and 10—	
7	Down Home Signal, from No. 1 Road to Horsham Line.
8	Down Home Signal, from "X" to Horsham Line.
9	Down Home Signal, from "X" to Rupanyup Line.
10	One arm and a Disc. Up Signals— The arm, Home, from "X" to No. 2 Road—to post 3. The Disc, from "X" to No. 3 or 4 Road—towards post 4.
11	Two arms. Up Signals— Top arm, Home, from Rupanyup Line to "X"—to post 10. Bottom arm, Calling-on, from Rupanyup Line to "X"—towards post 10.

LUBECK—*continued*

Post No.	Particulars
12	Bracket Post, four arms. Up Signals— Top arm on Left-hand Doll, Home, from Horsham Line to "X"—to post 10. Bottom arm on Left-hand Doll, Calling-on, from Horsham Line to "X"—towards post 10. Top arm on Right-hand Doll, Home, from Horsham Line to No. 1 Road—to post 3. Bottom arm on Right-hand Doll, Calling-on, from Horsham Line to No. 1 Road—towards post 3.
13	Up Distant Signal, Horsham Line.
14	Up Distant Signal, Rupanyup Line.

Notes.—1. Catch Points are provided at the Down end of No. 3 Road ahead of Ground Disc Signal 5.

2. Point Indicators work with the Points leading from No. 3 to No. 4 Road at each end of the Yard.

MURTOA

(Diagram No. 7/51)

Post No.	Particulars
1	Down Distant Signal.
1B	Bracket Post—one arm and one Disc. Up Signals. The arm on Right-hand Bracket—Up Starting Signal. The Disc, along Marmalake Siding.
2	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from Main Line to No. 1 Road—to post 9. Right-hand arm, from Main Line to No. 3 Road—to post 11. The Disc, from Main Line to No. 4 or 5 Road—towards post 8, or to No. 6 Road.
3	Ground Disc Signal, from Shunting Siding "A" to No. 3 Road—towards post 11, or to Siding "A"—towards Ground Disc 4. <i>Note.</i> —A Point Indicator works with the Points ahead of Ground Disc 3 in Shunting Siding "A".
4	Ground Disc Signal, from Siding "A" to No. 4 or 5 Road—towards post 8, or to No. 6 Road.
5	Lop-bracket Post, Up Home Signal, from No. 1 Road to Main Line.
5B	Lop-bracket Post, one arm and a Disc. Up Signals— The arm, Home, from No. 3A Road to Main Line. The Disc, from No. 3A Road to Shunting Siding "A".
6	Up Home Signal, from No. 3 Road to No. 3A Road—to post 5B.

MURTOA—continued.

Post No.	Particulars
7	Two Disc Signals— Left-hand Disc, from No. 4, 5 or 6 Road—to Siding "A". Right-hand Disc, from No. 4, 5 or 6 Road to No. 3A Road— towards post 5B.
8	Three Disc Signals— Top Left-hand Disc, from No. 4 Road to "Y"—towards post 16. Bottom Left-hand Disc, from No. 4 Road to Siding "C", "D" or "E". Right-hand Disc, from No. 5 Road to Siding "C", "D" or "E".
9	Down Home Signal, from No. 1 Road to "X"—to post 16.
10	Disc Signal, from Loco. Sidings to "X"—towards post 16.
11	Two arms, Down Home Signals— Top arm, from No. 3 Road to "X"—to post 16. Bottom arm, from No. 3 Road to "Y"—to post 16.
12	Two arms, Down Home Signals— Top arm, from No. 2 Road (Dock) to "X"—to post 16. Bottom arm, from No. 2 Road (Dock) to "Y"—to pes 16.
13	Disc Signal, from Siding "C", "D" or "E" to No. 4 or 5 Road—towards post 7.
14	One arm and two Discs. Up Signals— The arm, Home, from "Y" to No. 3 Road—to post 6. Left-hand Disc, from "Y" to No. 4 or 5 Road—towards post 7. Right-hand Disc, from "Y" to No. 2 Road (Dock).
15	Bracket Post, two arms, Up Home Signals, and two Discs— Left-hand arm, from "X" to No. 3 Road—to post 6. Right-hand arm, from "X" to No. 1 Road—to post 5. Left-hand Disc, from "X" to No. 2 Road (Dock). Right-hand Disc, from "X" to Loco. Sidings.
16	Bracket Post, four arms. Down Home Signals— Top arm on Left-hand Doll, from "X" to Dimboola Line. Bottom arm on Left-hand Doll, from "X" to Warrack- nabeal Line. Top arm, on Right-hand Doll, from "Y" to Dimboola Line. Bottom arm on Right-hand Doll, from "Y" to Warrack- nabeal Line.
17	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Dimboola Line to "Y"—to post 14. Right-hand arm, from Dimboola Line to "X"—to post 15.
18	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Warracknabeal Line to "Y"—to post 14. Right-hand arm, from Warracknabeal Line to "X"—to post 15.
19	Up Distant Signal, Dimboola Line.
20	Up Distant Signal, Warracknabeal Line.

Note.—The Points in the Main Line and the Catch Points in the turntable Siding are rodded together and worked by a Lever near the

MURTOA—continued.

Points. The Points in the Main Line are secured with a "B" pattern Annett Lock, the key of which is normally kept in a Duplicate Lock on the Interlocking Frame in the Signal-box.

Whistling Signals

To or from	Long	Short	Long
Main Line and No. 1 Road... ..	1	—	—
Main Line and No. 2 Road... ..	2	—	—
Main Line and No. 3 Road... ..	3	—	—
Main Line and No. 4 Road... ..	4	—	—
Main Line and No. 5 Road... ..	5	—	—
Branch Line and No. 2 Road	1	2	—
Branch Line and No. 3 Road	1	3	—
Branch Line and No. 4 Road	1	4	—
Branch Line and No. 5 Road	1	5	—
Loco. Sidings and Main Line	—	1	1
Loco. Sidings and Loco. Siding	—	2	1
No. 4 Road and Siding "C", "D" or "E"	—	1	4
Shunting Siding "A" and No. 3 Road	—	1	3
Shunting Siding "A" and No. 4 Road	—	1	5
Shunting Siding "A" and No. 5 or 6 Road	—	1	6

JUNG

(Diagram No. 17/39)

Post No.	Particulars
1	Up Distant Signal.
2	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 4.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
4	Bracket Post, two arms. Up Home Signal— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3.
6	Down Distant Signal.

Note.—A Point Indicator works with the Points leading from each end of Nos. 3 and 4 Roads.

DOOEN

(Diagram No. 7/40)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 6. Right-hand arm, from Main Line to No. 2 Road—to post 5.
3	Up Home Signal, from No. 1 Road to Main Line.
4	Up Home Signal, from No. 2 Road to Main Line.
5	Down Home Signal, from No. 2 Road to Main Line.
6	Down Home Signal, from No. 1 Road to Main Line.
7	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 3.
8	Up Distant Signal.

Note.—There are Catch Points, with a Point Indicator, in No. 3 Road at the Down end. A Point Indicator works with the Points leading from No. 3 Road to the Main Line at the Up end.

HORSHAM

(Diagram No. 5/65)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms and two Discs. Down Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 1 Road—to post 14. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 14. Top arm on Right-hand Doll, Home, from Main Line to No. 2 Road—to post 10. Bottom arm on Right-hand Doll, Calling-on, from Main Line to No. 2 Road—towards post 10. Left-hand Disc, from Main Line to Car Dock. Right-hand Disc, from Main Line to No. 3 Road—towards post 10, or to No. 4 Road—towards Ground Disc II, or to No. 5, 6 or 7 Road.
3	Two Disc Signals— Top Left-hand Disc, from Quarry Siding to Car Dock, or to No. 1 Road—towards post 14. Right-hand Disc, from Quarry Siding to No. 2 or 3 Road—towards post 10, or to No. 4 Road—towards Ground Disc II, or to No. 5, 6 or 7 Road.

HORSHAM—continued

Post No.	Particulars
4	Ground Disc Signal, from Siding "A" to No. 1 Road—towards post 14, or to No. 2 or 3 Road—towards post 10, or to No. 4 Road—towards Ground Disc 11, or to No. 5, 6 or 7 Road.
5	Ground Disc Signal, from Siding "B" to No. 3 Road—towards post 10, or to No. 4 Road—towards Ground Disc 11, or to No. 5, 6 or 7 Road.
6	Disc Signal, from Nos. 3 to 7 Roads to Main Line, or to Quarry Siding, or to Sidings "A" and "B".
7	Disc Signal, from Car Dock to Main Line or Quarry Siding.
9	Lop-bracket Post, two arms and two Discs—Up Signals Left-hand arm, Home, from No. 2 Road to Main Line. Right-hand arm—Home, from No. 1 Road to Main Line. Left-hand Disc—from No. 2 Road to Quarry Siding or Siding "A". Right-hand Disc—from No. 1 Road to Quarry Siding, or Siding "A".
10	Two arms and two Discs. Down Signals— Top arm, Home, from No. 2 Road to "X"—to post 14. Bottom arm, Calling-on, from No. 2 Road to "X"—towards post 14. Left-hand Disc, from No. 2 Road to Siding "C". Right-hand Disc, from No. 3 Road to "X"—towards post 14, or to Siding "C".
11	Ground Disc Signal, from No. 4 Road to "X"—towards post 14, or to Sidings "C" and "D".
12	Ground Disc Signal, from Siding "D" to No. 4 Road—towards post 6.
13	Ground Disc Signal, from Siding "C" to No. 3 or 4 Road—towards post 6, or to No. 2 Road—towards post 8.
14	Bracket Post, four arms. Down Home Signals— Top arm, on Left-hand Doll, from No. 1 Road to Natimuk Line. Bottom arm on Left-hand Doll, from No. 1 Road to Dimboola Line. Top arm on Right-hand Doll, from "X" to Natimuk Line. Bottom arm on Right-hand Doll, from "X" to Dimboola Line.
15	Down Home Signal, from Natimuk Dock to Natimuk Line.
16	Bracket Post, four arms and one Disc. Up Signals— Top arm on Left-hand Doll, Home, from Dimboola Line to No. 2 Road—to post 8. Bottom arm on Left-hand Doll, Calling-on, from Dimboola Line to No. 2 Road—towards post 8. Top arm on Right-hand Doll, Home, from Dimboola Line to No. 1 Road—to post 9. Bottom arm on Right-hand Doll, Calling-on, from Dimboola Line to No. 1 Road—towards post 9. The Disc, from Dimboola Line to No. 3 or 4 Road—towards post 6.

HORSHAM—continued

Post No.	Particulars
17	Two arms and two Discs. Up Signals— Top arm, Home, from Natimuk Line to No. 1 Road—to post 9. Bottom arm, Calling-on, from Natimuk Line to No. 1 Road—towards post 9. Left-hand Disc, from Natimuk Line to No. 2 Road—towards post 8, or to No. 3 or 4 Road—towards post 6. Right-hand Disc, from Natimuk Line to Natimuk Dock.
18	Up Home Signal, from Natimuk Line—to post 17.
19	Up Distant Signal, Natimuk Line.
20	Up Distant Signal, Dimboola Line.

Notes.—1. Point Indicators work with the undermentioned Points :—

Up End—

Points ahead of post 7 in Carriage Dock.

Points ahead of post 6 in neck leading from Nos. 4 to 7 Roads.

Points leading from Main Line to Carriage Dock.

Points leading from Siding "A".

Down End—

Points in No. 4 Road ahead of Ground Disc No. 11.

Points in Crossover leading from No. 4 Road to Siding "C".

Points leading from No. 3 Road to No. 2 Road.

Points leading from No. 3 Road to Siding "C" or "X".

Points leading from Siding "C", to Nos. 3 and 4 Roads.

Points leading from "X" to Nos. 2 and 3 Roads.

2. There are Catch Points in Quarry Siding ahead of post 3.

Whistling Signals

To or from	Long	Short	Long
Main Line and No. 1 Road... ..	1	—	—
Main Line and No. 2 Road... ..	2	—	—
Main Line and No. 3 Road... ..	3	—	—
Main Line and No. 4, 5, 6 or 7 Road	—	2-2	—
Main Line and Carriage Dock	—	1	1
Quarry Siding and Carriage Dock	—	2	1
Quarry Siding and No. 1 Road	1	1	—
Quarry Siding and No. 2 Road	1	2	—
Quarry Siding and No. 3 Road	1	3	—
Quarry Siding and Nos. 4, 5, 6 or 7 Roads	1	4	—
Loco. Road and Carriage Dock	—	3	1
Siding "A" and No. 1 Road	—	1	2
Siding "A" and No. 2 Road	—	2	2
Siding "A" and No. 3 Road	—	3-3	—
Siding "A" and No. 4, 5, 6 or 7 Road	—	4-4	—
Siding "B" and No. 3 Road	—	3	—
Siding "B" and No. 4, 5, 6 or 7 Road	4	4	—
Natimuk Dock and Natimuk Line	—	2	—

Whistling Signals—continued.

			Long	Short	Long
Natimuk Line and No. 1 Road	...	...	2	1	—
Natimuk Line and No. 2 Road	...	...	2	2	—
Natimuk Line and No. 3 Road	...	...	3	3	—
Natimuk Line and No. 4 Road	...	...	4	4	—
Dimboola Line and No. 1 Road	...	...	1	1	1
Dimboola Line and No. 2 Road	...	...	1	2	1
Dimboola Line and No. 3 Road	...	...	1	3	1
Dimboola Line and No. 4 Road	...	...	1	4	1
No. 3 Road and Siding "C"	...	...	3	3	—
No. 4 Road and Siding "D"	...	...	4	4	—

PIMPINIO

(Diagram No. 1/40)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 6. Right-hand arm, from Main Line to No. 2 Road—to post 5.
3	Up Home Signal, from No. 1 Road to Main Line.
4	Up Home Signal, from No. 2 Road to Main Line.
5	Down Home Signal, from No. 2 Road to Main Line.
6	Down Home Signal, from No. 1 Road to Main Line.
7	Bracket Post, two arms. Up Home Signals— Left-hand arm, Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 3.
8	Up Distant Signal.

Note.—A Point Indicator works with the Catch Points at each end of No. 3 Road.

DIMBOOLA

(Diagram No. 3/43)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 3 ; controlled by Gatekeeper at High Street.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 10. Right-hand arm, from Main Line to "Y"—to post 5.

DIMBOOLA—continued

Post No.	Particulars
4	Ground Disc Signal, from Siding " B " to No. 1 Road—towards post 10, or to " Y "—towards post 5.
5	One arm and a Disc. Down Signals— The arm, Home, from " Y " to No. 2 Road—to post 10. The Disc, from " Y " to No. 3, 4 or 5 Road—towards post 9.
5B	One arm and a Disc. Up Signals— The arm, Home, from No. 1 Road to Main Line. The Disc, from No. 1 Road to Siding " B ".
6	Two Disc Signals— Left-hand Disc, from Siding " A " to No. 3, 4 or 5 Road—towards post 9. Right-hand Disc, from " Z " to No. 3, 4 or 5 Road—towards post 9.
7	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road along same Road—to post 5B. Disc under Left-hand arm, from No. 2 Road to Siding " B ".
8	Two Disc Signals— Left-hand Disc, from No. 4 or 5 Road to Siding " A ", or Siding " B ", or to Grain Elevator Siding <i>via</i> " Z ", or to Main Line. Right-hand Disc, from No. 3 Road to Siding " A ", or to Siding " B ", or to Grain Elevator Siding, or to Main Line.
9	Two Disc Signals— Left-hand Disc, from No. 3 Road to Siding " C ", or " D ", or to the Serviceton or Jeparit Line, or to Siding " E "—towards post 11, or to Siding " F ", Weighbridge or Engine Roads <i>via</i> " X ". Right-hand Disc, from No. 4 or 5 Road to Siding " C ", or " D ", or to the Serviceton or Jeparit Line, or to Siding " E "—towards post 11, or to Siding " F ", Weighbridge or Engine Roads <i>via</i> " X ".
10	Bracket Post, five arms, Down Home Signals, and six Discs— Arm on Left-hand Doll, from Dock Road to Serviceton Line. Left-hand Disc on Left-hand Doll, from Dock Road to Siding " C " or " D ". Right-hand Disc, on Left-hand Doll, from Dock Road to Siding " F ", Weighbridge or Engine Roads. Top arm on middle Doll, from No. 1 Road to Serviceton Line. Bottom arm on middle Doll, from No. 1 Road to Jeparit Line. Left-hand Disc on middle Doll, from No. 1 Road to Siding " C " or " D ". Right-hand Disc on middle Doll, from No. 1 Road to Siding " F ", Weighbridge or Engine Roads. Top arm on Right-hand Doll, from No. 2 Road to Serviceton Line.

DIMBOOLA—continued

Post No.	Particulars
	Bottom arm on Right-hand Doll, from No. 2 Road to Jeparit Line.
	Left-hand Disc on Right-hand Doll, from No. 2 Road to Siding "C" or "D".
	Right-hand Disc, on Right-hand Doll, from No. 2 Road to Siding "F", Weighbridge or Engine Roads.
11	Disc Signal, from Siding "E" to Siding "F", Weighbridge or Engine Roads.
12	Ground Disc Signal, from Repair Siding to Siding "C" or "D".
13	Four Disc Signals— Top Left-hand Disc, from Siding "C" or "D" to Nos. 3, 4 or 5 Road—towards post 8. Bottom Left-hand Disc, from Siding "C" or "D" to No. 2 Road—towards post 7. Top Right-hand Disc, from Siding "C" or "D" to No. 1 Road—towards post 7, or to Dock Road. Bottom Right-hand Disc, from Siding "C" or "D" to Repair Siding.
14	Three Disc Signals— Left-hand Disc, from Weighbridge or Engine Roads to No. 3, 4 or 5 Road via "X" or Siding "E"—towards post 8. Top Right-hand Disc, from Weighbridge or Engine Roads to No. 2 Road—towards post 7. Bottom Right-hand Disc, from Weighbridge or Engine Roads to No. 1 Road—towards post 7, or to Dock Road.
	Signal Bridge on which are erected posts 14B, 15, 16, 17 and 18.
14B	Three Disc Signals— Left-hand Disc, from Siding "F" to No. 3, 4 or 5 Road via "X" or Siding "E"—towards post 8. Top Right-hand Disc, from Siding "F" to No. 2 Road—towards post 7. Bottom Right-hand Disc, from Siding "F" to No. 1 Road—towards post 7, or to Dock Road.
15	One arm and a Disc. Up Signals— The arm, Home, from Jeparit Line to No. 2 Road—to post 7. The Disc, from Jeparit Line to No. 3, 4 or 5 Road—towards post 8.
16	Up Home Signal, from Jeparit Line to No. 1 Road—to post 7.
17	One arm and a Disc. Up Signals— The arm, Home, from Serviceton Line to No. 2 Road—to post 7. The Disc, from Serviceton Line to No. 3, 4 or 5 Road—towards post 8.
18	Up Home Signal from Serviceton Line to No. 1 Road—to post 7.
19	Up Distant Signal, Jeparit Line.
20	Up Distant Signal, Serviceton Line.

DIMBOOLA—continued

Notes.—1. Point Indicators work with the undermentioned Points :—

Up end of Yard—

At the two sets of Facing Points in No. 3 Road ahead of post No. 8.

At the Facing Points leading to Nos. 3, 4 and 5 Roads ahead of post No. 6.

At the Facing Points leading from No. 2 Road to Main Line.

At the Facing Points in Siding " B " ahead of Ground Disc No. 4.

Down end of Yard—

At the Points leading from No. 3 Road and from Nos. 4 and 5 Roads ahead of post No. 9.

At the Points leading from Siding " E " to Nos. 3, 4 and 5 Roads.

At the Points in the neck leading from Nos. 3, 4 and 5 Roads to the Main Lines.

At the Points leading from the Serviceton Line to Sidings " C " and " D ".

At the Points leading from Siding " F ", Weighbridge and Engine Roads ahead of posts Nos. 14 and 14B.

At the Points leading from the Jeparit Line to Siding " F ", Weighbridge and Engine Roads.

At the Points leading from the Serviceton Line to the Dock Road.

Whistling Signals

To or from—	Long	Short	Long	Short
Main Line and No. 1 Road...	1	—	—	—
Main Line and No. 2 Road...	2	—	—	—
Main Line and No. 3 Road...	—	3	—	—
Main Line and No. 4 or 5 Road	4	4	—	—
Jeparit Line and No. 1 Road	1	1	—	—
Jeparit Line and No. 2 Road	1	2	—	—
Jeparit Line and No. 3 Road	1	3	—	—
Jeparit Line and No. 4 or 5 Road	1	4	—	—
Dock Road and Siding " C " or " D "	2	1	—	—
Dock Road and Serviceton Line	2	2	—	—
Dock Road and Siding " F ", Weigh- bridge or Engine Roads	2	3	—	—
No. 1 Road and Siding " C " or " D "	—	1	1	—
No. 2 Road and Siding " C " or " D "	—	2	1	—
No. 3 Road and Siding " C " or " D "	—	3	1	—
No. 4 or 5 Road and Siding " C " or " D "	—	4	1	—
No. 1 Road and Siding " F ", Weigh- bridge or Engine Roads	—	1	1	1
No. 2 Road and Siding " F ", Weigh- bridge or Engine Roads	—	1	2	1
No. 3 Road and Siding " F ", Weigh- bridge or Engine Roads	—	1	3	1
No. 4 or 5 Road and Siding " F ", Weighbridge or Engine Roads	—	1	4	1
No. 1 Road and Siding " B "	1	1	—	—
No. 2 Road and Siding " B "	1	2	1	—
No. 3 Road and Siding " B "	1	3	1	—
No. 3 Road and Siding " A "	—	3-3	—	—

DIMBOOLA—*continued*Whistling Signals—*continued*

To or from—	Long	Short	Long	Short
No. 3 Road and Grain Elevator Siding	—	3-3	1	—
Nos. 4 and 5 Roads and Siding "B"	1	4	1	—
Nos. 4 and 5 Roads and Siding "A" ...	1	4	2	—
Nos. 4 and 5 Roads and Grain Elevator Siding via "Z" ...	1	4	3	—

KIATA

(Diagram No. 10/59)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to 2A Road via No. 2 Road—to post 6. Right-hand arm, from Main Line to No. 1 Road—to post 7.
3	Up Home Signal, from No. 1 Road to Main Line.
4	Lop-sided Bracket Post, Up Home Signal, from No. 2 Road to Main Line.
5	Lop-sided Bracket Post, Up Home Signal from No. 2A Road to No. 2 Road—to post 4.
6	Down Home Signal, from No. 2A Road—to Main Line.
7	Lop-sided Bracket Post, Down Home Signal, from No. 1 Road to Main Line.
8	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2A Road—to post 5.
9	Up Distant Signal.

Notes.—1. There are Catch Points, with Point Indicator, in No. 3 Road at the Down end. A Point Indicator works with the Points leading from No. 3 Road to the Main Line at the Up end.

2. (a) The Main Line Points at the Down end of the Yard are motor operated and controlled by No. 14 Lever in the Signal-bay. A Dual Control Point Machine is provided for operating the Points by hand.

NHILL

(Diagram No. 12/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms. Down Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 2B Road—to post 4.

NHILL—continued.

Post No.	Particulars
	Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 2B Road—towards post 4.
	Top arm on Right-hand Doll, Home, from Main Line to No. 1A Road—to post 5.
	Bottom arm on Right-hand Doll, Calling-on, from Main Line to No. 1A Road—towards post 5.
3	Lop-bracket Post, two arms. Up Signals— Arm on Left-hand Doll, Home, from No. 1A Road to Main Line. Arm on Right-hand Doll, Home, from No. 2B Road to Main Line.
4	One arm and a Disc. Down Signals— The arm, Home Signal, from No. 2B Road to No. 2A Road—to post 6. The Disc, from No. 2B Road to No. 3A Road.
5	Bracket Post, two arms, Down Signals— Left-hand arm, Home Signal, from No. 1A Road to No. 2 Road—to post 8. Right-hand arm, Home Signal, from No. 1A Road to No. 1 Road—to post 9.
6	Down Home Signal, from No. 2A to No. 2 Road—to post 8.
7	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from No. 1 to No. 1A Road—to post 3. Right-hand arm, Home Signal, from No. 2 to No. 2B Road, via No. 2A Road—to post 3.
8	Down Home Signal, from No. 2 Road to Main Line.
9	Down Home Signal, from No. 1 Road to Main Line.
10	Bracket Post, four arms, Up Signals— Top arm on Left-hand Doll, Home Signal, from Main Line to No. 1 Road—to post 7. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 7. Top arm on Right-hand Doll, Home Signal, from Main Line to No. 2 Road—to post 7. Bottom arm on Right-hand Doll, Calling-on, from Main Line to No. 2 Road—towards post 7.
11	Up Distant Signal.

Notes.—1. There are Catch Points in No. 3A Road, in No. 3 Road (Down end) and in the exit from Noske's and Departmental Sidings (Up end).

2. Point Indicators work in conjunction with Catch Points in No. 3A Road; with the Points leading from Nos. 3 and 4 Roads towards No. 2A and 3A Roads; with the Points leading from No. 4 Road to Main Lines (Down end); with the Catch Points in exit from Noske's and Departmental Sidings.

3. (a) The Main Line Points at the Up end of the Yard are motor-operated and controlled by No. 16 Lever in the Signal-bay. A Dual Control Point Machine is provided for operating the Points by hand.

DIAPUR

(Diagram No. 22/65)

Post No.	Particulars
1B	Up Distant Signal.
1	Up Home Signal—to post 2.
2	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 4. Right-hand arm, from Main Line to No. 2A Road via No. 2 Road—to post 4.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
3B	Down Home Signal, from No. 2A Road to No. 2 Road—to post 3.
4	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2A Road to Main Line.
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2A Road—to post 3B. Right-hand arm, from Main Line to No. 1 Road—to post 3.
6	Down Distant Signal.

Note.—1. There are Catch Points with Point Indicator at the Up end of No. 3 Road. A Point Indicator works with the Points at the Down end of No. 3 Road.

2. (a) The Main Line Points at the Up end of Diapur are motor operated and controlled by No. 8 Lever in the Signal-bay. A Dual Control Point Machine is provided for operating the Points by hand.

KANIVA

(Diagram No. 21/66)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms, Down Signals— Top arm, on Left-hand Doll, Home Signal, from Main Line to No. 2A Road to post No. 4. Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 2A Road—towards post No. 4. Top arm, on Right-hand Doll, Home Signal from Main Line to No. 1 Road to post No. 6. Bottom arm, on Right-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post No. 6.
3	Bracket Post, two arms, Up Signals.— Left-hand arm, Home Signal, from No. 1 Road to Main Line. Right-hand arm, Home Signal, from No. 2A Road to Main Line.

KANIVA—continued.

Post No.	Particulars
4	One arm and one Disc. Down Signals— The arm, Home Signal from No. 2A Road to No. 2 Road—to post No. 7. The Disc, Signal from No. 2A Road to No. 3 Road, or No. 4 Road.
5	Up Home Signal, from No. 2 Road to No. 2A Road—to post 3.
6	Down Home Signal, from No. 1 Road to Main Line.
7	Down Home Signal, from No. 2 Road to Main Line.
8	Bracket Post, two arms, Up Signals. Left-hand arm, Home Signal, from Main Line to No. 1 Road—to post 3. Right-hand arm, Home Signal, from Main Line to No. 2 Road—to post 5.
9	Up Distant Signal.

Notes.—1. There are Catch Points in No. 3 Road, and No. 4 Road (Up end).

2. Point Indicators work in conjunction with the Catch Points in No. 3 Road and No. 4 Road.

3. (a) The Main Line Points at the Up end of the Yard are motor operated and controlled by No. 6 Lever in the Signal-bay. A Dual Control Point Machine is provided for operating the Points by hand.

4. A system of Annett Locking is in use on the gate giving access to the crossing over No. 1 Road to the Platform. A Pilot Lever (No. 17), secured by an "A" pattern Annett Lock, is provided in the Interlocking Frame. Withdrawal of the "A" pattern Key will secure Lever No. 17 in the reverse position and lock Signals Nos. 4 and 5 on post No. 2 and Signal No. 23 on post No. 8 at the stop position.

"A" and "B" pattern Annett Locks are provided on the gate post and the gate is secured in the closed position by a chain attached to the "B" pattern Key which is normally locked in the "B" pattern lock. When the "A" pattern Key is inserted and turned in the "A" pattern lock, the "B" pattern Key may be turned and removed from the "B" pattern lock, thus releasing the gate and securing the "A" pattern Key in the lock.

The gate must not be again closed and locked until any road vehicle which is on the crossing has been removed.

SERVICETON

(Diagram No. 6/42)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms and two Discs. Down Signals— Top arm on Left-hand Doll, Home, from Main Line to No. 1 Road—to post 6.

SERVICETON—continued.

Post No.	Particulars
2 (contd.)	Bottom arm on Left-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 6. Top arm on Right-hand Doll, Home, from Main Line to "X"—to post 4. Bottom arm on Right-hand Doll, Calling-on, from Main Line to "X"—towards post 4. Left-hand Disc, from Siding "A" to No. 1 Road—towards post 6. Right-hand Disc, from Siding "A" to "X"—towards post 4.
3	Bracket Post, two arms, Up Home Signals and two Discs— Left-hand arm, from "X" to Main Line. Right-hand arm, from No. 1 Road to Main Line. Left-hand Disc, from "X" to Siding "A". Right-hand Disc, from No. 1 Road to Siding "A".
4	Two arms and a Disc. Down Signals— Top arm, Home, from "X" to Loop Road—to post 6. Bottom arm, Calling-on, from "X" to Loop Road—towards post 6. The Disc, from "X" to No. 3 or 4 Road. <i>Note.</i> —A Point Indicator works with the Facing Points leading to No. 4 Road ahead of post 4.
5	Bracket Post, two arms and two Discs. Up Signals— Left-hand Disc on Left-hand Doll, from No. 4 Road to "X"—towards post 3. Right-hand Disc on Left-hand Doll, from No. 3 Road to "X"—towards post 3. Top arm on Right-hand Doll, Home, from Loop Road to "X"—to post 3. Bottom arm on Right-hand Doll, Calling-on, from Loop Road to "X"—towards post 3. <i>Note.</i> —There are Catch Points in Nos. 3 and 4 Roads ahead of post 5.
6	Bracket Post, two arms and three Discs. Down Signals— Arm on Left-hand Doll, Home, from No. 1 Road to Main Line. Disc on Left-hand Doll, from No. 1 Road to Engine Roads or Sidings "B". Arm on Right-hand Doll, Home, from Loop Road to Main Line. Left-hand Disc on Right-hand Doll, from Loop Road to Engine Roads or Sidings "B". Right-hand Disc on Right-hand Doll, from Loop Road to No. 2 Road.
7	Disc Signal, from No. 2 Road to Loop Road—towards post 5. <i>Note.</i> —There are Catch Points in No. 2 Road ahead of post 7.

SERVICETON—continued.

Post No.	Particulars
8	Two Disc Signals— Left-hand Disc, from Engine Roads or Sidings "B" to Loop Road—towards post 5. Right-hand Disc, from Engine Roads or Sidings "B" to No. 1 Road—towards post 3.
9	Bracket Post, four arms. Up Signals— Top arm on Left-hand Doll, Home, from South Australian Line to Loop Road—to post 5. Bottom arm on Left-hand Doll, Calling-on, from South Australian Line to Loop Road—towards post 5. Top arm on Right-hand Doll, Home, from South Australian Line to No. 1 Road—to post 3. Bottom arm on Right-hand Doll, Calling-on, from South Australian Line to No. 1 Road—towards post 3.
10	Up Distant Signal.

Notes.—1. The Points in the Main Line at the Down end, leading to the Engine Roads and Sidings "B", are rodded to Safety Points in the Siding and worked by a Ground Lever. The Points in the Main Line, which are facing in the Up direction, are secured by Staff Lock, the key being the Staff for the Section Serviceton-Wolseley.

2. The Points in the Main Line at the Down end leading to Nos. 2 and 3 Roads, are rodded to Catch Points in the Roads and worked by a Ground Lever. The Points in the Main Line are facing in the Up direction and secured by a Staff Lock, the key being the Staff for the Section Serviceton-Wolseley.

Whistling Signals

To or from—	Long	Short	Long
Melbourne or Adelaide and No. 1 Road ...	1	—	—
Melbourne or Adelaide and the Loop Road ...	2	—	—
No. 1 Road and Siding "A" ...	—	1	1
No. 2 Siding and Siding "A" ...	—	2	1
No. 3 Siding and Siding "A" ...	—	3	1
No. 4 Siding and Siding "A" ...	—	4	1
The Engine Roads or Sidings "B" and Siding "A" ...	—	5	1
No. 2 Siding and the Main Line ...	—	2	—
No. 3 Siding and the Main Line ...	—	3	—
No. 4 Siding and the Main Line ...	—	4	—
The Engine Roads or Sidings "B" and No. 1 Road ...	1	1	—
The Engine Roads or Sidings "B" and the Loop Road ...	2	1	—

NEWPORT "B" BOX—NORTH GEELONG "A" BOX

Automatic and Track Control System of Train Signalling under the direction of a Train Controller is in force on the Single Line Sections between Newport "B" Signal Box and North Geelong "A" Signal Box; the Points at Rock Junction, and Drome Unattended Crossing Loop being Remote Controlled from Newport "B" Box and Werribee respectively.

LAVERTON**(Diagram No. 1/65)**

The Signals at the Up end of Laverton are Three-position Signals. Particulars of Signals at the Down end are as follows :—

Post No.	Particulars
6	Bracket Post, three arms—Down Home Signals— Arm on Left-hand Doll, from No. 1 Road to No. 1A Road—to post 24. Top arm on Right-hand Doll, from No. 2 Road to No. 1A Road—to post 24. Bottom arm on Right-hand Doll, from No. 2 Road to No. 2A Road—to post U24.
8	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1A Road to No. 2 Road—to post 34. Right-hand arm, from No. 1A Road to No. 1 Road—to post 32.
9	Up Home Signal, from No. 2A Road to No. 2 Road—to post 34.
10	Bracket Post, Up Two-position (Light) Signals— Left-hand Signal, from Main Line to No. 2A Road—to post 9. Right-hand Signal, from Main Line to No. 1A Road—to post 8.
24	Down Three-position Departure Home (Light) Signal, from No. 1A Road to Main Line.
U24	Down Three-position Departure Home (Light) Signal, from No. 2A Road to Main Line.

Notes.—1. A Point Indicator works with the Points at Up end of No. 3 Road.

2. There are Catch Points with Point Indicator attached at the Down end of No. 3 Road.

3. Nos. 35, 37 and 39 Points and Nos. 32, 34 and 36 Signals, at the Up end are controlled from a Signal Control Panel. Dual Control Point Machines are provided for operating Nos. 35, 37 and 39 Points by hand.

WERRIBEE**(Diagram No. 1/65)**

Post No.	Particulars
1	Bracket Post. Down Two-position Home (Light) Signals— Left-hand Signal, from Main Line to No. 1A Road—to post 2. Right-hand Signal, from Main Line to No. 2A Road—to post 2.

WERRIBEE—continued

Post No.	Particulars
2	Bracket Post, four arms. Down Home Signals— Top arm on Left-hand Doll, from No. 1A Road to No. 1 Road—to post 5. Bottom arm on Left-hand Doll, from No. 1A Road to No. 2 Road—to post 5. Top arm on Right-hand Doll, from No. 2A Road to No. 1 Road—to post 5. Bottom arm on Right-hand Doll, from No. 2A Road to No. 2 Road—to post 5.
2B	Two Disc Signals—Down Signals— Left-hand Disc, from Siding "F" to Siding "A". Right-hand Disc, from Siding "E" to Siding "A" or "B"; or to No. 1 or No. 2 Road—towards post 5.
3	Bracket Post, four arms and two Discs, Up Signals— Top Left-hand arm, Home Signal, from No. 2 to No. 2A—to post U10. Bottom Left-hand arm, Home Signal, from No. 2 to No. 1A—to post 10. Top Right-hand arm, Home Signal, from No. 1 to No. 2A—to post U10. Bottom Right-hand arm, Home Signal, from No. 1 to No. 1A—to post 10. Left-hand Disc, from No. 2 to Sidings "E" or "F". Right-hand Disc, from No. 1 to Sidings "E" or "F".
3B	Two Discs Signals, Up Signals— Left-hand Disc, from Siding "B" to Sidings "E" or "F". Right-hand Disc, from Siding "A" to Siding "F".
4	One arm and a Disc. Up Signals— The arm, Home, from No. 1 Road—to post 3. The Disc, from No. 1 Road to Siding "A" or "B".
5	Bracket Post, three arms. Down Home Signals— Arm on Left-hand Doll, from No. 1 Road to No. 1B Road to post 37. Top arm on Right-hand Doll, from No. 2 Road to No. 1B Road—to post 37. Bottom arm on Right-hand Doll, from No. 2 Road to No. 2B Road—to post U37.
6	Up Home Signal, from No. 2B Road to No. 2 Road—to post 3.
7	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1B Road to No. 2 Road—to post 3. Right-hand arm, from No. 1B Road to No. 1 Road—to post 4.
8	Bracket Post. Up Two-position Home (Light) Signals— Left-hand Signal, from Main Line to No. 2B Road—to post 6. Right-hand Signal, from Main Line to No. 1B Road—to post 7. Controlled by Gatekeeper at Werribee Street Level Crossing.
10	Up Three-position Departure Home (Light) Signal, from No. 1A Road to Main Line.

WERRIBEE—continued

Post No.	Particulars
U10	Up Three-position Departure Home (Light) Signal, from No. 2A Road to Main Line.
37	Down Three-position Departure Home (Light) Signal, from No. 1B Road to Main Line; controlled by Gate-keeper at Werribee Street Level Crossing.
U37	Down Three-position Departure Home (Light) Signal. from No. 2B Road to Main Line; controlled by Gate-keeper at Werribee Street Level Crossing. Low-Speed Signal, from No. 2B Road to Dead-end only.

Notes.—1. Point Indicators work with the Points at the entrance to and exit from Siding "A", and to the Catch Points at exit from Siding "B".

2. The Points in No. 1B Road, leading to the Grain Siding, are rodded to the Catch Points in the Siding and worked by a Ground Lever; the Points in No. 1B Road are secured by Annett Lock ("B" pattern), the key of which is normally kept in a duplicate lock on apparatus in the Signal-bay.

3. The Points in No. 2B Road at each end of the Cattle Siding are rodded to Catch Points in the Siding, and worked by a Ground Lever. These Points are secured by an Annett Lock ("A" pattern), the key of which is normally kept in a duplicate lock on apparatus in the Signal-bay.

4. The Main Line Points at the Up end of No. 2A Road and Down end of No. 2B Road at Werribee are Remote Controlled from the Signal-bay.

Whistling Signals

To or from—	Long	Short
Main Line and No. 1 Road...	1	—
Main Line and No. 2 Road...	2	—
No. 1 Road and Siding "A"	1	1
No. 1 Road and Siding "B"	1	2
No. 1 Road and No. 2A Road	1	3
No. 2 Road and No. 1B Road	2	1

MANOR

(Diagram No. 1/65)

Post No.	Particulars
1	Down Home Signal—to post 2.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, Main Line to No. 1 Road—to post 6. Right-hand arm, Main Line to No. 2 Road—to post 6.

MANOR—continued.

Post No.	Particulars
3	Ground Disc Signal, Siding "A" to No. 2 Road—towards post 6.
4	Up Home Signal, No. 1 Road to Main Line—to post 9.
5	One arm and a Disc. Up Signals— The arm, Home, No. 2 Road to Main Line—to post 9. The Disc, No. 2 Road to Siding "A".
6	Bracket Post, two arms, Down Home Signals, and one Disc.— Left-hand arm, No. 1 Road to Main Line—to post 23. Right-hand arm, No. 2 Road to Main Line—to post 23. The Disc, No. 2 Road to Siding "B".
7	Ground Disc Signal, Siding "B" to No. 2 Road—towards post 5.
8	Bracket Post, two arms. Up Home Signals— Left-hand arm, Main Line to No. 2 Road—to post 5. Right-hand arm, Main Line to No. 1 Road—to post 4.
9	Up Three-position Departure Home (Light) Signal.
10	Up Home Signal—to post 8.
23	Down Three-position Departure Home (Light) Signal

Note.—There are Catch Points with Point Indicators at each end of No. 3 Road.

LITTLE RIVER

(Diagram No. 26/66)

Post No.	Particulars
1	Down Home Signal—to post 2.
2	Bracket Post, two arms, Down Home Signals, and two Disc Signals— Left-hand arm, Main Line to No. 1 Road to post 5. Right-hand arm, Main Line to No. 2—to post No. 5. Left-hand Disc, Main Line to No. 3. Right-hand Disc, Siding "A" to No. 2 towards post 5 or to No. 3.
3	Disc Signal, from No. 3 to Siding "A" or to Main Line—towards post 7.
4	Bracket Post, two arms, Up Home Signals, and one Disc Signal— Left-hand arm, No. 2 to Main Line, to post 7. Right-hand arm, No. 1 to Main Line to post 7. Disc Signal, No. 2 to Siding "A".
5	Bracket Post, three arms, Down Home Signals. Left-hand arm, No. 1 to No. 1A to post 24. Right-hand arm, No. 2 to No. 1A to post 24. Bottom arm on Right-hand Doll, No. 2 to No. 2A to post

LITTLE RIVER—*continued.*

Post No.	Particulars
	<i>U24.</i>
6	One arm and a Disc Signal, Up Signals, the arm, Home Signal, No. 2A to No. 2 to post 4, the Disc Signal, from No. 2A to No. 3—towards post No. 3.
7	Up three-position Departure Home (Light) Signal.
8	Bracket Post, two arms, Up Home Signals. Left-hand arm, No. 1A to No. 2—to post 4. Right-hand arm, No. 1A to No. 1—to post 4.
9	Bracket Post, two arms, Up Home (Light) Signals— Left-hand arm, Main Line to No. 2A to post 6. Right-hand arm, Main Line to No. 1A—to post No. 8.
24	Down, Three-position Departure Home (Light) Signal from No. 1A.
U24	Down, Three-position Home (Light) Signal from No. 2A.

Notes.—1. There is a Deraill at the Up end of No. 3 Road ; a Point Indicator works with the Points leading from Siding " A " to No. 2 or 3 Road, and with the Points leading from No. 3 to Siding " A " or Up Main Line.

2. A Dual Control Point Machine is provided for operating by hand No. 13 Motor-operated Points.

LARA

(Diagram No. 26/66)

Post No.	Particulars
1	Down Home Signal—to post 2.
2	Bracket Post, two arms, Down Home Signals, and two Discs— Left-hand arm, Main Line to No. 1 Road—to post 5. Right-hand arm, Main Line to No. 2 Road—to post 4. Left-hand Disc, Siding " B " to No. 2 Road—towards post 4. Right-hand Disc, Siding " B " to No. 3 Road.
3	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, No. 2 Road to Main Line—to post 6. Right-hand arm, No. 1 Road to Main Line—to post 6. The Disc, No. 2 Road to Siding " B ".
4	One arm and a Disc. Down Signals— The arm, Home, No. 2 Road to Main Line—to post 30. The Disc, along No. 2 Road—towards post 5B.
5	Down Home Signal, No. 1 Road to Main Line—to post 30.
5B	Disc Signal, along Siding " A ".

LARA—continued

Post No.	Particulars
6	Up Three-position Departure Home (Light) Signal. Bracket Post, two arms, Up Home Signals, and two Discs— Left-hand arm, Main Line to No. 2 Road—to post 3. Right-hand arm, Main Line to No. 1 Road—to post 3. Left-hand Disc, Siding "A" to No. 3 or 4 Road. Right-hand Disc, Siding "A" to No. 2 Road—towards post 3.
7	
8	Up Home Signal—to post 7.
30	Down Three-position Departure Home (Light) Signal.

Note.—There are Catch Points with Point Indicators attached at Down end of Nos. 3 and 4 Roads.

CORIO

(Diagram No. 26/66)

With the exception of the two Down Home Signals on post No. 27, which are Two-position Signals, the Signals at Corio are Three-position Signals.

The particulars of the Two-position Signals are as follows :—

Post No.	Particulars
27	Bracket Post, two arms, Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 26. Right-hand arm, from Main Line to No. 2 Road—to post 28.

Note.—Dual Control Point Machines are provided for operating by hand. No. 8 Points, double-ended, forming crossover between the East and West Lines at the Down end of the Station, and No. 13 Points, rodded to Catch Points, forming connection between the East Line and Shell Oil Coy's Siding.

NORTH GEELONG "A" BOX

(Diagram No. 6/66)

Post No.	Particulars
4	Two arms, one above the other, and one Disc, Down Signals— Top arm, Home Signal, from "Q" to post 25. Bottom arm, Down Distant Signal, worked from "B" Box.

NORTH GEELONG "A" BOX—*continued*

Post No.	Particulars
8	The Disc, from "Q" to Grain Sidings "X" or "Y". Disc Signal, from "S" to "N"—towards post 49; or to "M"—towards post 48; or to "L". <i>Note.</i> —A Derail is provided in "S" ahead of post 8.
9	Ground Disc Signal, from Siding No. 23 to "N"—towards post 49; or to "M"—towards post 48; or to "L". <i>Note.</i> —There are Catch Points in the exit of No. 23 Road, ahead of Ground Disc 9.
9B	Ground Disc Signal, from Siding No. 24 to "N"—towards post 49; or to "M"—towards post 48; or to "L". <i>Note.</i> —There are Catch Points in the exit of No. 24 Road, ahead of Ground Disc 9B.
9C	Ground Disc Signal, from Siding No. 25 to "N"—towards post 49; or to "M"—towards post 48; or to "L". <i>Note.</i> —There are Catch Points in No. 25 Road, ahead of Ground Disc 9C.
9D	Ground Disc Signal, from Siding No. 26 to "N"—towards post 49; or to "M"—towards post 48; or to "L". <i>Note.</i> —There are Catch Points, in No. 26 Road, ahead of Ground Disc 9D.
10	Disc Signal, from "P" to Grain Sidings "X" or "Y".
11	Two Disc Signals— Left-hand Disc, from Grain Sidings "Y" to "M"—towards post 48, or to "L" via "Q"; or to "P"—towards Dwarf Signal 38. Right-hand Disc, from Grain Siding "X" to "M"—towards post 48; or to "L" via "Q"; or to "P"—towards Dwarf Signal 38.
11B	Ground Disc Signal, from Arrival Road No. 27 to "N"—towards post 49; or to "M"—towards post 48; or to "L". <i>Note.</i> —There are Catch Points in the Arrival Road No. 27, ahead of Ground Disc 11B.

Notes.—1. There are Catch Points in No. 23 Road, ahead of post 9; in No. 24 Road, ahead of post 9B; in No. 25 Road, ahead of post 9C; in No. 26 Road, ahead of post 9D and in Arrival Road No. 27, ahead of post 11B.

2. Point Indicators work in conjunction with the compound points and from "S" and the Dead-end Siding; with the compounds from "P" to Grain Sidings "X" and "Y".

NORTH GEELONG " B " BOX

(Diagram No. 6/66)

Post No.	Particulars
4	Two arms, one above the other and one Disc— Top arm, Home Signal, from " Q " to post 25 (worked from " A " Box). Bottom arm, Down Distant Signal. The Disc, from " Q " to Grain Sidings " X " or " Y " (worked from " A " Box).
24	Two arms, one Up and one Down Signal— Down Signal, Distant Signal, worked from " C " Box. Up Signal, Distant Signal to " B " Box.
25	Down Home Signal, along Down Main Line—to post 27.
26	Up Home Signal, from Ballarat Single Line to No. 2—to post 34.
26B	Left-hand Disc, from Sidings " A " to No. 1—towards post 33; or to No. 2 via " X " or Main Line towards post 34. Note.—There are Catch Points in the exit of Sidings " A ", and Through Sidings in the lead towards " X " ahead of post 26B. Right-hand Disc, from Through Sidings to No. 1—towards post 33; or to No. 2—towards post 34. Note.—There are Catch Points in the Through Siding ahead of post 26.
27	One arm and two Disc Signals— The arm Down Home Signal, along Down Main Line to No. 1—to post 33. Left-hand Disc, from Grain Sidings " X " or " Y " to Siding " D ". Right-hand Disc, from Grain Sidings " X " or " Y " to No. 1—towards post 33; or to No. 2—towards post 34.
27B	Disc Signal, from Sidings " E " to No. 1—towards post 33; or to No. 2—towards post 34. Note.—There are Catch Points in Sidings " E " ahead of post 27B.
28	Two Disc Signals— Left-hand Disc, from Sidings " C " to No. 1—towards post 33; or to No. 2—towards post 34. Right-hand Disc, from Sidings " C " to Siding " B ".
31	Three Disc Signals— Top Left-hand Disc, from No. 1 to Sidings " C ". Bottom Left-hand Disc, from No. 1 to Sidings " A " or " E " or to Through Siding. Right-hand Disc, from No. 1 to Grain Sidings.
32	Two arms and Three Disc Signals— Left-hand arm, Down Home Signal from No. 2 to Ballarat Single Line. Right-hand arm, Up Home Signal, from No. 2 to Up Line—to post G 2322. Left-hand Disc, from No. 2 to Sidings " C " or to Through Siding or to Siding " A " via Main Line.

NORTH GEELONG " B " BOX—*continued.*

Post No.	Particulars
32 (<i>contd.</i>)	Top Right-hand Disc, from No. 2 to Sidings " A " or " E " or Through Sidings. Bottom Right-hand Disc, from No. 2 to Grain Sidings.
33	Down Home Signal, from No. 1 to Down Line—to post 38.
34	Down Home Signal, from No. 2 to Down Line—to post 38.
35	Disc Signal, from Down Line to No. 2 Road—towards post 32.
37	Up Home Signal to No. 2—post 32.
38	Down Starting Signal.
39	Up Home Signal, to post 37.
40	Up Distant Signal.

NORTH GEELONG " C " BOX

(Diagram No. I/64)

Post No.	Particulars
12	Up Distant Signal.
13	Two arms and one Disc— Left-hand arm, Up Home Signal from Ballarat Line to " A "—to post 15. Right-hand arm, Home Signal, from Ballarat Line to Geelong Line. The Disc, from Ballarat Line to Through Siding or to No. 1 Sorting Siding.
14	Ground Disc, Signal from Siding " D " to " A "—towards post 15. <i>Note.</i> —There are Catch Points in " D " Siding, ahead of Ground Disc 14.
15	One arm and one Disc— The arm, Home Signal from " A " to Loop Line—to post U49 (controlled by North Geelong " A " Box). The Disc, from " A " to Sorting Sidings 2 to 10.
16	One arm and a Disc— The arm, Home Signal, from " A " to Ballarat Line. The Disc, from " A " to Siding " D ".
17B	Down Home Signal, from Geelong Line to Ballarat Line.
18	Ground Disc Signal, from Through Siding or No. 1 Sorting Siding to Ballarat Line. <i>Note.</i> —There are Catch Points in the neck of the Through Siding and of No. 1 Sorting Siding ahead of Ground Disc 18. and of No. 1 Sorting Siding ahead of Ground Disc 18.
19	Down Home Signal, from Loop Line to " A "—to post 16.
20	Ground Disc Signal, from Sorting Siding No. 2 to " A "—towards post 16. <i>Note.</i> —There are Catch Points in No. 2 Sorting Siding, ahead of Ground Disc 20.

NORTH GEELONG "C" BOX—*continued*

Post No.	Particulars
21	Dwarf Signal, from Sorting Siding No. 3 to "A"—towards post 16.
22	Dwarf Signal, from Sorting Siding No. 4 to "A"—towards post 16.
23	Dwarf Signal, from Sorting Sidings 5-9 to "A"—towards post 16.
23B	Dwarf Signal, from Sorting Siding 10 to "A"—towards post 16.
24	<i>Note.</i> —There are Catch Points in the neck of Sorting Sidings 3-10, ahead of Dwarf Signals 21, 22, 23 and 23B. Down Distant Signal.

Notes.—1. There are Catch Points in "D" Siding, ahead of Ground Disc 14; in No. 2 Sorting Siding, ahead of Ground Disc 20; in the neck of the Through Siding and No. 1 Sorting Siding ahead of Ground Disc 18 in the neck of Sorting Sidings 3-10, ahead of Dwarf Signals 21, 22, 23 and 23B.

2. Point Indicators work in conjunction with the Points leading to Nos. 2-10 Sorting Sidings.

3. The Points leading to the North and South Goods Loops are secured by Annett Lock and rodded to Derails in the Loops. The Annett Key is normally secured in a duplicate Lock on the Interlocking frame in North Geelong "C" Box.

MAITLAND-STREET BOX

(Diagram No. 4/41)

1	Down Distant Signal for "A" Box, Geelong.
2	Down Home Signal—to post 6; controlled by "A" Box, Geelong.
3	Disc Signal, from Loco. Yard (through Level Crossing) to "F"—towards post 7.
4	Disc Signal, from "T" through Level Crossing to Loco. Yard.
5	Up Starting Signal, for "A" Box; controlled by Maitland-street as a Home Signal.

Special Instruction, Maitland-street.—Unless the Proceed Signal is exhibited at Down Home Signal (post 6) "A" Box, the Signalman, Maitland-street, must not take off his Down Home Signal (post 2) for an approaching train until the train has passed the Distant Signal.

GEELONG "A" BOX

(Diagram No. 4/41)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 6 ; controlled by Maitland-street.
5	Up Starting Signal ; controlled by Maitland-street.
6	Bracket Post, one arm and a Disc—
	The arm, Down Home Signal to " Y "—to post 12 or 13.
	The Disc, Down Line to " X "—towards post 10.
7	Five Disc Signals—
	Top Left-hand Disc, from Up Line to " Y "—towards post 12 or 13.
	Bottom Left-hand Disc, from Up Line to " X "—towards post 10.
	Top Right-hand Disc, from Loco. Road " F " to " Y "—towards post 12 or 13.
	Centre Right-hand Disc, from Loco. Road " F " to " X "—towards post 10.
	Bottom Right-hand Disc, from Loco. Road " F " to " W "—towards post 8.
7B	Disc Signal, from " W " to " T "—towards post 4.
	Signal Bridge, on which are erected posts 8, 9, 10, 11, 12 and 13—
8	Disc Signal, from " W " to Sidings " D " or " E " ; controlled by " B " Box.
9	One arm and a Disc. Up Signals—
	The arm, Home, from " X " to Main Line—to post 5.
	The Disc, from " X " to Loco. Road T.—towards post 4.
10	Five Disc Signals—
	Top Left-hand Disc, from " X " to No. 1 Road—towards post 19B.
	Centre Left-hand Disc, from " X " to No. 2 Road—towards post 24 ; controlled by " B " Box.
	Bottom Left-hand Disc, from " X " to No. 3 Road—towards post 17B.
	Top Right-hand Disc, from " X " to No. 4 Road—towards post 16B.
	Bottom Right-hand Disc, from " X " to Sidings " D " or " E " ; controlled by " B " Box.
11	Two Disc Signals—
	Left-hand Disc, from " Y " to Loco. Road " T "—towards post 4.
	Right-hand Disc, from " Y " to Up Line—towards post 5.
12	Three arms. Down Home Signals—
	Top arm, from " Y " to No. 1 Road—to post 19B.
	Centre arm, from " Y " to No. 3 Road—to post 17B.
	Bottom arm, from " Y " to No. 4 Road—to post 16B.
13	Four Disc Signals—
	Top Left-hand Disc, from " Y " to Wharf Road.
	Centre Left-hand Disc, from " Y " to Siding " A ".
	Bottom Left-hand Disc, from " Y " to Siding " B ".
	Right-hand Disc, from " Y " to No. 2 Road—towards post 24 ; controlled by " B " Box.

GEELONG "A" BOX—*continued*

Post No.	Particulars
14	Bracket Post, four Disc Signals— Signals on Left-hand Doll— Left-hand Disc, from Sidings "E" to "W"—towards post 7B. Right-hand Disc, from Sidings "E" to "X"—towards post 9. Signals on Right-hand Doll— Left-hand Disc, from Sidings "D" to "W"—towards post 7B. Right-hand Disc, from Sidings "D" to "X"—towards post 9.
15	Three Disc Signals— Left-hand Disc, from Siding "B" to "Y"—towards post 11. Centre Disc, from Siding "A" to "Y"—towards post 11. Right-hand Disc, from Wharf Road to "Y"—towards post 11.
Signal Bridge, on which are erected posts Nos. 16, 16B, 17, 17B, 18, 19 and 19B—	
16	Two arms. Up Signals— Top arm, Home, from No. 4 Road to "X"—to post 9. Bottom arm, Calling-on, from No. 4 Road to "X"—towards post 9.
16B	Two arms. Down Signals— Top arm, Home, to No. 4 Road—to post 23; controlled by "B" Box. Bottom arm, Calling-on, to No. 4 Road—towards post 23; controlled by "B" Box.
17	Two arms. Up Signals— Top arm, Home, from No. 3 Road to "X"—to post 9. Bottom arm, Calling-on, from No. 3 Road to "X"—towards post 9.
17B	Two arms. Down Signals— Top arm, Home, to No. 3 Road—to post 21; controlled by "B" Box. Bottom arm, Calling-on, to No. 3 Road—towards post 21; controlled by "B" Box.
18	Disc Signal, from No. 2 Road to "X"—towards post 9.
19	Two arms. Up Signals— Top arm, Home, from No. 1 Road to "X"—to post 9. Bottom arm, Calling-on, from No. 1 Road to "X"—towards post 9.
19B	Two arms. Down Signals— Top arm, Home, to No. 1 Road—to post 20; controlled by "B" Box. Bottom arm, Calling-on to No. 1 Road—towards post 20; controlled by "B" Box.

GEELONG "A" BOX—*continued*

Notes.—1. There are Catch Points at the exit of Wharf Road, Sidings "A" and "B" (Goods Yard), and at the exit of No. 2 Road. Point Indicators work with the Points in the Crossover from "X" to Sidings "D" or "E", and with the Points leading from "W" to Sidings "D" or "E".

2. The special attention of the Signalman at Maitland-street, Geelong "A" and "B" Signal-boxes is directed to the instructions under the heading of "Geelong Yard Working" in the General Appendix.

The attention of Yard Foremen and Shunters is directed to the Instruction "Shunting, etc., at Stations and in Station Yards", in the General Appendix.

3. Sidings "D" should, as far as practicable, be kept clear so that they may be available for engines to and from Loco. Sidings.

Whistling Signals

To and from—	Long	Short	Long
Down or Up Line and No. 1 Road	1	—	—
Down or Up Line and No. 3 Road	2	—	—
Down or Up Line and No. 4 Road	3	—	—
Down or Up Line and No. 2 Road	—	2	—
Down Line to Wharf Road	1	1	—
Down Line to "A" Goods Road	1	2	—
Down Line to "B" Goods Road	1	3	—
Up Line to Wharf Road	—	1	1
Up Line to "A" Goods Road	—	1	2
Up Line to "B" Goods Road	—	1	3
"X" towards No. 1 Road	—	1-1	—
"X" towards No. 2 Road	—	2-2	—
"X" towards No. 3 Road	—	3-3	—
"X" towards No. 4 Road	—	4-4	—
"X" to Sidings "D"	—	5	1
"X" to Sidings "E"	—	6	1
Loco. and Wharf Roads	—	3	—
Loco. and "A" Goods Road	—	4	—
Loco. and "B" Goods Road	—	5	—
Loco. and "X"	—	6	—
Loco. and "W"	—	6	2
"W" and Sidings "D"	2	1	—
"W" and Sidings "E"	2	2	—
Sidings "D" to "X"	—	2	1
Sidings "D" to Loco.	—	2	2
Sidings "E" to "X"	—	2	3
Sidings "E" to Loco.	—	2	4

Employes must use the various Yard Telephones freely concerning movements of trains and engines, so as to reduce whistling to a minimum.

Code of Signals for Electric Bells between Geelong "A" Box and Maitland-street Box

	Long	Short	Long
All Down trains	1	—	—
All Up trains	2	—	—
From Geelong to Loco. Shed	1	1	—
From Loco. Shed to Geelong	—	1	1
Telephone Call	1	2	—

GEELONG " B " BOX

(Diagram No. 4/41)

Post No.	Particulars
20	One arm and a Disc. Down Signals— The arm, Home, from No. 1 Road to Main Line. The Disc, from No. 1 Road to Siding " A ".
21	Down Home Signal, from No. 3 Road to Main Line.
22	Disc Signal, from Horse Dock to Main Line or Siding " A ". <i>Note.</i> —There is a Derail in Horse Dock Siding ahead of post 22, and a Point Indicator works with the Facing Points leading to Siding " A ".
23	One arm and a Disc. Down Signals— The arm, Home, from No. 4 Road to Main Line. The Disc, from No. 4 Road to Siding " B ".
24	Two Ground Disc Signals, one above the other— Top Disc, from No. 2 Road to Siding " A ". Bottom Disc, from No. 2 Road to Main Line. <i>Note.</i> —There is a Derail Block at the exit of No. 2 Road.
25	Two Disc Signals— Left-hand Disc, from Car Sidings to Main Line. Right-hand Disc, from Car Sidings to Siding " B ".
26	Two Disc Signals— Left-hand Disc, from Siding " B " to Car Sidings ; controlled by " A " Box. Right-hand Disc, from Siding " B " to No. 4 Road—towards post 16 ; controlled by " A " Box.
27	Three Disc Signals— Left-hand Disc, from Siding " A " to No. 2 Road—towards post 18 ; controlled by " A " Box. Top Right-hand Disc, from Siding " A " to No. 1 Road—towards post 19 ; controlled by " A " Box. Bottom Right-hand Disc, from Siding " A " to Horse Dock. <i>Note.</i> —There are Catch Points in Siding " A " ahead of post 27.
28	Signal Bridge carrying nine Up Signals, six arms and three Discs— Left-hand Doll, two arms— Top arm, Home, from Main Line to No. 4 Road—to post 16 ; controlled by " A " Box. Bottom arm, Calling-on, from Main Line to No. 4 Road—towards post 16 ; controlled by " A " Box. Centre Doll, two arms— Top arm, Home, from Main Line to No. 3 Road—to post 17 ; controlled by " A " Box. Bottom arm, Calling-on, from Main Line to No. 3 Road—towards post 17 ; controlled by " A " Box.

GEELONG " B " BOX—continued.

Post No.	Particulars
28 (contd.)	Right-hand Doll, two arms— Top arm, Home, from Main Line to No. 1 Road—to post 19 ; controlled by " A " Box. Bottom arm, Calling-on, from Main Line to No. 1 Road —towards post 19 ; controlled by " A " Box. Left-hand Disc, from Main Line to Car Sidings ; controlled by " A " Box. Centre Disc, from Main Line to No. 2 Road—towards post 18 ; controlled by " A " Box. Right-hand Disc, from Main Line to Horse Dock.
30	Up Distant Signal.

Notes.—1. A Repeating Light Signal is fixed on post 28, and is released by the Up Signals on post 28.

2. When all the Signals on post 28 are at the Stop position a Red Light is exhibited at the Repeater, and when one of such Signals is at Proceed a Green Light is displayed at the Repeater.

3. When a train enters the tunnel the Driver must be on the lookout for the Repeater, and should it show a Red Light, must have his train under proper control, and proceed cautiously to post 28. If the light of the Repeater be not visible, the Driver must consider the Fixed Signals to be at the Stop position and act accordingly.

4. The Stationmaster, Geelong, must see that proper attention is given to the cleaning and trimming of the lamps and spectacles of the Repeater.

Whistling Signals

To or from—	Long	Short	Long
No. 1 Road and Main Line...	1	—	—
No. 2 Road and Main Line...	2	—	—
No. 3 Road and Main Line...	3	—	—
No. 4 Road and Main Line...	4	—	—
Car Sidings and Main Line ...	1	4	—
No. 1 Road and Siding " A " ...	—	1	1
No. 2 Road and Siding " A " ...	—	2	1
Horse Dock and Siding " A " ...	—	3	1
Horse Dock and Main Line ...	—	3	2

Code of Signals for the Electric Bells between " B " Box, North Geelong, and " A " and " B " Boxes, Geelong.

	Long	Short	Long
Melbourne Passenger or Mixed Train ...	—	2	—
Melbourne Goods Train ...	2	—	—
Ballarat Passenger or Mixed Train ...	—	3	—
Ballarat Goods Train ...	3	—	—
Race Trains (Geelong Racecourse) ...	—	6	—
Light Engine ...	4	—	—
Shunting Engine ...	—	5	—
Speak on Telephone ...	1	2	—
Cancel Previous Signal ...	—	7	—

SOUTH GEELONG**(Diagram No. 24/62)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 3.
3	Two arms (one above the other), and a Disc—Down Signals— Top arm, Home Signal to Queenscliff Line (controlled by Gatekeeper at Swanston Street). Bottom arm, Home Signal to Warrnambool Line (controlled by Gatekeeper at Swanston Street). The Disc from Main Line—towards Goods Sidings.
3A	Disc Signal, from Goods Sidings—towards Main Line.
4	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal from Warrnambool Line. Right-hand arm, Home Signal from Queenscliff Line.
5	Bracket Post, four arms, Up Signals— Top Left-hand arm, Home Signal from Warrnambool Line—to post 4 (worked by Gatekeeper, Swanston Street). Bottom Left-hand arm, Up Distant Signal Warrnambool Line. Top Right-hand arm, Home Signal from Queenscliff Line—to post 4 (worked by Gatekeeper, Swanston Street). Bottom Right-hand arm, Up Distant Signal, Queenscliff Line.

Note.—At the connection at the Down end of the Sidings (inside the Up Distant Signal) the Points in the Main Line and the Safety Points in the Siding are rodded together and worked by a Lever and the Points in the Main Line are secured by a Staff Lock, the Key of which is the Electric Staff for the Section.

BIRREGURRA**(Diagram No. 5/47)**

Post No.	Particulars
1	Down Distant Signal.
4	Bracket Post, two arms, Down Home Signals— Left-hand arm, from Main Line to No. 1 Road—to post 11. Right-hand arm, from Main Line to No. 2A Road—to post 6.
5	Bracket Post, two arms— Top arm on Left-hand Doll, Up Home from No. 2A Road to Main Line. Top arm on Right-hand Doll, Up Home from No. 1 Road to Main Line.

BIRREGURRA—continued

Post No.	Particulars
6	One arm and a Disc. Down Signals— The arm, Home from No. 2A Road to No. 2B Road, via No. 2 Road—to post 11. The Disc, from No. 2A Road to No. 3 or 4 Road—towards post 9.
8	Disc Signal, from No. 3 or 4 Road to No. 2A Road—towards post 5. <i>Note.</i> —There are Catch Points at the exit of Nos. 3 and 4 Roads ahead of post 8.
9	Disc Signal, from No. 3 or 4 Road to No. 2B Road—towards post 11. <i>Note.</i> —There are Catch Points at the exit from Nos. 3 and 4 Roads ahead of post 9.
10	One arm and a Disc. Up Signals— The arm, Home, from No. 2B Road to No. 2A Road, via No. 2 Road—to post 5. The Disc, from No. 2B Road to No. 3 or 4 Road—towards post 8, or to No. 5 Road.
11	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2B Road to Main Line.
12	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Main Line to No. 2B Road—to post 10. Right-hand arm, from Main Line to No. 1 Road—to post 5.
13	Up Distant Signal.

COLAC

(Not Interlocked. No Diagram)

Post No.	Particulars
	Down Home Signal, Main Line. Disc Signal, from Engine Road. Up Starting Signal. Up Home Signal, Main Line. Down Starting Signal.

Note.—The four Signal Levers on the Passenger Platform and the Lever near the Points leading to the Engine Road are equipped with "A" Pattern Annett Locks. The Annett Key, when not required for the operation of the Signal Levers, must be kept in the Station Office.

WARRNAMBOOL

(No Diagram)

Down Signals—

Outer Home (Light) Signal and motor-operated Disc.

Light Signal, Home Signal to No. 1A Road.

The Disc, towards No. 2A Road.

Inner Home Signal, from No. 1A to No. 1, protecting inner Annett-locked Crossover.

Home Signal No. 1 to Koroit Line protecting Annett locked points to Loco. Road.

Up Signals—

Up Distant.

Outer Home, Up Home from Koroit Line.

Up Home, to No. 1A Road, protecting Annett-locked Crossover.

Up Home (Light) Signal, from No. 1A Road.

1. The Points and Signals at the Up outer end of the Yard at Warrnambool are controlled from a Panel located in the office.

2. A dual Control Point Machine is provided at Warrnambool for operating No. 5 Points by hand.

3. Catch Points with Point Indicator are provided at Up end of No. 2A Road.

MOORABOOL

(Diagram No. 22/13)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms, Down Home Signals, and one Disc— Left-hand arm, from Main Line to No. 2 Road—to post 5. Right-hand arm, from Main Line to No. 1 Road—to post 4. The Disc, from Siding "A" to No. 2 Road—towards post 5.
3	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "A".
4	One arm and a Disc. Down Signals— The arm, Home, from No. 1 Road to Main Line. The Disc, from No. 1 Road to Siding "C".
5	One arm and a Disc. Down Signals— The arm, Home from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "B".
6	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3. The Disc, from Siding "B" to No. 2 Road—towards post 3.
7	Up Distant Signal.

Note.—A Point Indicator works with the Points in Siding "C".

GHERINGHAP

(Diagram No. I/36)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal to No. 1 Road—to post 4.
3	One arm and a Disc. Up Signals— The arm, Home, from No. 1 Road to Main Line. The Disc, from No. 1 Road to Siding "A".
4	Two arms, Down Home Signals, and one Disc— Top arm, from No. 1 Road to Maroona Line. Bottom arm, from No. 1 Road to Ballarat Line. The Disc, from No. 1 Road to Siding "C".
5	One arm and a Disc. Up Signals— The arm, Home, from Ballarat Line to No. 1 Road—to post 3. The Disc, from Siding "C" to No. 1 Road—towards post 3.
6	Up Home Signal, from Maroona Line to No. 1 Road—to post 3.
7	Up Distant Signal, Maroona Line.
8	Up Distant Signal, Ballarat Line.

Note.—A Point Indicator works with the Points leading from Siding "A" to Sidings "B" or No. 1 Road.

LETHBRIDGE

(Diagram No. II/34)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, from Main Line to No. 1 or No. 2 Road.
3	Up Home Signal, from Main Line to No. 1 or No. 2 Road.
4	Up Distant Signal.

Note.—The Points in the Up Platform (No. 1) Road leading to the Goods and Stock Siding are rodded to a Safety Point in the Siding and fitted with an Annett Lock, the key of which, when not required for shunting purposes, is secured in a duplicate lock on the Interlocking Frame.

The Main Line Points at each end of the Station are equipped with Double Wire Control. For instructions respecting the System of Double Wire Control, see General Appendix.

MEREDITH**(Diagram No. 13/34)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, from Main Line to No. 1 or No. 2 Road.
3	Up Home Signal, from Main Line to No. 1 or No. 2 Road.
4	Up Distant Signal.

Note.—The Points in the Up Platform (No. 1) Road leading to the Goods and Stock Siding are rodded to a Safety Point in the Siding and fitted with an Annett Lock.

The Points of the Crossover between Nos. 1 and 2 Roads at Down end of Station are also secured with an Annett Lock.

The Annett Key, when not required for shunting purposes, must be secured in a duplicate lock on the Interlocking Frame.

The Main Line Points at each end of the Station are equipped with Double Wire Control. For instructions respecting the System of Double Wire Control, see General Appendix.

ELAINE**(Diagram No. 20/65)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, from Main Line to No. 1 or No. 2 Road.
3	Up Home Signal, from Main Line to No. 1 or No. 2 Road.
4	Up Distant Signal.
5	Bracket Post—Two Down Home (Light) Signals— Left-hand Signal from No. 2 to Main Line. Right-hand Signal from No. 1 to Main Line.

Note.—The Main Line Points at each end of the Station are equipped with Double Wire Control. For instructions respecting the System of Double Wire Control, see General Appendix.

LAL LAL**(Diagram No. 20/34)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, from Main Line to No. 1 or No. 2 Road.
4	Up Home Signal, from Main Line to No. 1 or No. 2 Road.
5	Up Distant Signal.

LAL LAL—*continued*

Note.—The Main Line Points at each end of the Station are equipped with Double Wire Control. For instructions respecting the System of Double Wire Control, see General Appendix.

MAROONA

(No Diagram)

Down Arrival Home Signal, Ararat Line.

Bracket Post, two arms :—

Left-hand arm, Up Departure Home Signal, Gheringhap Line.

Right-hand arm, Down Departure Home Signal, Hamilton Line.

Down Arrival Home Signal, Gheringhap Line.

Up Arrival Home Signal, Hamilton Line.

CRAIGIEBURN

(Diagram No. 13/61)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	Down Home Signal, along Down Line—to post 7.
4	Up Home Signal—to post 2.
5	Ground Disc Signal, from Siding " B " to Down Line—towards post 7. <i>Note.</i> —There is a Derail in Siding " B ".
6	Up Home Signal—to post 4.
7	Down Starting Signal.
8	Up Distant Signal.

DONNYBROOK

(Diagram No. 19/62)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	One arm and one Disc, Down Signals— The arm, Down Home Signal to No. 1 Road—to post 4. The Disc, from Siding " B " to No. 1 Road—towards post 4. <i>Note.</i> —There are Catch Points in Siding " B ".

DONNYBROOK—*continued.*

Post No.	Particulars
3B	Up Home Signal, from No. 2 Road to Up Line—to post 2.
4	Down Home Signal, from No. 1 Road to Down Line—to post 6.
5	Up Home Signal to No. 2 Road—to post 3B.
6	Down Starting Signal.
7	Up Distant Signal.

Notes.—1. The Points leading to and from Siding "A" and the Down Line at the Down end are Annett-locked and operated from a Lever at the Points. The Annett Key is normally kept in a duplicate lock on the locking frame in the Signal-bay.

2. A Point Indicator works with the Points leading from the Down Main Line to Siding "A".

3. There are Catch Points in the exit of Siding "B" ahead of post 3.

BEVERIDGE

(Diagram No. 10/67)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Starting Signal.
4	Down Home Signal—to post 6.
5	Up Home Signal—to post 3.
6	Down Starting Signal.
7	Up Distant Signal.

Notes.—1. Point Indicators work with the Points leading from the Up Line to the Siding, and with the Points leading from the Siding to the Down Line.

2. A Crossover Road is in use between the Down end of the Siding and the Down Main Line. The Points in the Down Main Line and the Safety Points in the Siding are rodded together and worked by a lever; the Points are cross-locked from the Interlocking Frame at the Station.

WALLAN

(Diagram No. 3/61)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Starting Signal.
4	Lop-bracket Post, one arm and a Disc—Down Signals— The arm, Home along Down Line—to post 12. The Disc, from Refuge Siding to No. 1 Road—towards post 12.

WALLAN—continued.

Post No.	Particulars
	Note.—There are Catch Points in the Refuge Siding ahead of post 4.
5	Two Disc Signals—Down Signals— Left-hand Disc, from Up Line to No. 1 Road—towards post 12 or No. 2 Road—towards Ground Disc 14. Right-hand Disc, from Up Main Line to Nos. 3, 4, 5 or 6 Road or to Gravitation Sidings.
7	Disc Signal, from No. 1 (Down Line) to Refuge Siding.
8	One arm, Disc, Signal from No. 3, 4, 5 or 6 Road or Gravitation Sidings to Up Line—towards post 3.
9	Up Home Signal, along Up Line—to post 3.
10	Disc Signal, from Siding "B" to No. 1—towards post 12; or to Dock Road.
11	Disc Signal, from No. 1 to Siding "B"; or to Up Line—towards post 3; or along No. 1—towards post 7.
12	Down Home, along No. 1—to post 18.
13	Disc Signal, from No. 3, 4 or 5 to Weighbridge.
14	Ground Disc Signal, from No. 2 Road to Down Line—towards post 18; or to Weighbridge.
15	Two Disc Signals—Up Signals— Left-hand Disc, from Down Line to No. 2 Road—towards post 9. Right-hand Disc, from Down Line to No. 1 Road—towards post 11.
16	Up Home Signal, along Up Line, to post 9.
17	Disc Signal, from Weighbridge to No. 3, 4 or 5 Road; or to Up Line—towards post 9.
18	Down Starting Signal.
19	Up Distant Signal.

Notes.—1. There are Catch Points in the Refuge Siding ahead of post 4.

2. Point Indicators work in conjunction with both ends of the cross-over Points at the Up end of Yard and with the Up end of the cross-over at the Down end, also with the Points leading to Siding "B".

3. Points No. 8 leading from the Down Line to the Down Refuge Siding are motor-operated and controlled by No. 8 Lever in the interlocking machine.

A Dual Control Point Machine is provided for operating the Points by hand.

Whistling Signals

To or from—	Long	Short	Long
Down Line and Refuge Siding	1	1	—
No. 1 Road and Siding "B"	1	2	—
Up Line and Sidings	—	1	1
No. 3, 4, 5 or 6 Road or Gravitation Sidings	—	3	—
Weighbridge Road (Down end) and Up Road	—	—	2

HEATHCOTE JUNCTION

(Diagram No. 14/40)

Post No.	Particulars
1	Down Distant Signal.
2	Up Starting Signal.
3	Bracket Post, two arms. Down Home Signals— Left-hand arm, to Kilmore Line. Right-hand arm, to Seymour Line—to post 5B.
4	Up Home Signal, Seymour Line—to post 2.
5	Up Home Signal, Seymour Line—to post 4.
5B	Down Starting Signal, Seymour Line.
6B	Two arms, one Up and one Down Signal— Up arm, Distant, Seymour Line. Down arm, Distant; worked from Wandong.
7	Up Home Signal, from Kilmore Line to Up Seymour Line to post 2.
8	Up Home Signal, Kilmore Line—to post 7 (Co-acting with arm on post 8B).
8B	Up Home Signal, Kilmore Line—to post 7 (Co-acting with arm on post 8).
9	Up Distant Signal, Kilmore Line.

WANDONG

(Diagram No. 23/60)

Post No.	Particulars
6B	Two arms, one Up and one Down Signal— Up arm, Distant; worked from Heathcote Junction. Down arm, Distant (Co-acting with arm on post 6C).
6C	Down Distant Signal (Co-acting with Down Distant Signal on post 6B).
2	Up Starting Signal.
3	Down Home Signal—to post 5.
4	Up Home Signal—to post 2.
5	Down Starting Signal.
6	Up Home Signal—to post 4.
7	Up Distant Signal.

Note.—A Point Indicator works with the Points at Up end of Cross-over and with the Catch Points at exit from Sidings "A".

KILMORE EAST

(Diagram No. 7/39)

Post No.	Particulars
1	Down Distant Signal (Co-acting with Signal on post 1B).
1B	Down Distant Signal (Co-acting with Signal on post 1).
2	Up Starting Signal.
3	Down Home Signal—to post 7.
4	Disc Signal, from Refuge Siding to No. 1 Road—towards post 7.
5	One arm and a Disc— The arm, Up Home Signal—to post 2. The Disc, from Siding 3 or 4 to Up Line—towards post 2.
6	Disc Signal, from No. 1 Road to Refuge Siding.
7	Down Home Signal—to post 9.
8	Disc Signal, from Siding 3 or 4 to Down Line—towards post 9.
9	One arm and a Disc— The arm, Down Starting Signal. The Disc, from Down Line to Dock, or to No. 1 Road—towards post 6, or to No. 2 Road—towards post 5, or to Siding 3 or 4—towards post 5.
10	One arm and a Disc— The arm, Up Home Signal, to No. 2 Road—to post 5. The Disc, from Up Line to Siding 3 or 4—towards post 5.
11	Up Distant Signal.

Notes.—1. There are Catch Points in the neck leading from Nos. 3 and 4 Sidings at each end of the Yard, and a Derail Block at the exit from the Refuge Siding.

2. Point Indicators work with the Points at Up end of Crossover at Up end of Yard, with the Points at Down end of Crossover at Down end of Yard, with the facing Points in Up Main Line at Down end of Yard, and with the Points leading to and from the Down Main Line and Dock.

BROADFORD

(Diagram No. 5/61)

Post No.	Particulars
1	Two-position Light Signal—Up Starting Signal.
2	Light Signal, Repeating Signal for Down Distant Signal—post 3.
3	Down Distant Signal.
4	Two two-position Dwarf Light Signals— Left-hand Light, from Up Line to No. 2A Road—towards post 9. Right-hand Light, from Up Line to Up refuge Siding.
5	Two-position Dwarf Light Signal, from Up Refuge Siding to Up Line—towards post 1. Note.—There are Catch Points in the exit from Refuge Siding ahead of post 5.

BROADFORD—*continued.*

Post No.	Particulars
6	Two-position Home (Light) Signal, from No. 2A Road to Up Line—to post 1.
7	Down Home Signal, along Down Line to No. 1 Road—to post 12.
8	Disc Signal, from Down Refuge Siding to No. 1 Road—towards post 12. <i>Note.</i> —There are Catch Points in the exit from the Down Refuge Siding ahead of post 8.
9	Two Disc Signals, Down Signals— Left-hand Disc, from No. 2A Road to No. 1 Road—towards post 12. Right-hand Disc, from No. 2A Road to No. 2 Road—towards Ground Disc 13.
10	Up Home Signal, from No. 2 to No. 2A Road—to post 6.
11	Two Disc Signals, Up Signals— Left-hand Disc, from No. 1 Road to No. 2A Road—towards post 6. Right-hand Disc, from No. 1 Road to Down Refuge Siding.
12	Down Home Signal, from No. 1 Road to Down Line—to post 16.
13	Ground Disc Signal, from No. 2 Road to Goods Siding—towards post 14.
14	Disc Signal, from Goods Siding to Down Line—towards post 16. <i>Note.</i> —There are Catch Points in the exit from the Goods Siding ahead of post 14.
15	Ground Disc Signal, from Down Line to Goods Siding ; or to No. 1 Road—towards post 11.
16	Down Starting Signal.
17	Up Home Signal (Co-acting with arm on post 18) to No. 2 Road—to post 10.
18	One arm and one Disc, Up Signals— The arm, Home Signal (Co-acting with post 17)—to No. 2 Road—to post 10. The Disc from Up Line to Up Refuge Siding—towards post 5.
19	Up Distant Signal.

Notes.—1. There are Catch Points in the Up Refuge Siding Up end ; in the Down Refuge Siding Down end and in the Goods Siding Down end.

2. Point Indicators work in conjunction with the Points forming connection from the Goods Siding to No. 2 Road ; with the Points leading to the Up Refuge Siding at the Down end and with the Points leading from the Down Line to the Goods Siding at the Down end.

TALLAROOK
(Diagram No. 16/61)

Post No.	Particulars
1	Down Distant Signal.
1B	Down Home Signal, along Standard Gauge Line.
2	Up Starting Signal with Co-acting arm on same post.
3	Ground Disc Signal, from Up Line to No. 2A Road—towards Ground Disc 7 ; or to Nos. 3, 4 or 5 Roads—towards post 10.
4	Disc Signal, from Siding " A " to Nos. 3, 4 or 5 Roads—towards post 10.
5	Disc Signal, from Nos. 3, 4 or 5 Roads to Siding " A " ; or to Up Line—towards post 2.
6	Down Home Signal, from Down Line to No. 1 Road—to post 12.
7	Ground Disc Signal, from No. 2A Road to No. 1 Road—towards post 12 ; or to No. 2 Road—towards post 11.
8	Up Home Signal, from No. 2 Road to Up Line—to post 2.
9	Ground Disc Signal, from No. 1 Road to Up Line—towards post 2.
10	Two Disc Signals, Down Signals— Left-hand Disc, from No. 3 Road to Down Wodonga Line—towards post E.3047 ; or to No. 3A—towards post 14. Right-hand Disc, from Nos. 4 or 5 Roads to Down Wodonga Line—towards post 14.
11	Two Disc Signals, Down Signals— Left-hand Disc, from No. 2 Road to Down Wodonga Line—towards post E.3047. Right-hand Disc, from No. 2 Road to Yea Line.
12	Lop-bracket Post, two arms, Down Signals— The arm on Left-hand Doll, from No. 1 Road to Down Wodonga Line—to post E.3047. Right-hand arm, from No. 1 Road to Yea Line.
13	Disc Signal, from No. 3A Road to Nos. 3, 4 or 5 Roads—towards post 5.
14	Disc Signal, from No. 3A Road to Yea Line. <i>Note.</i> —There are Catch Points in No. 3A Road ahead of post 14.
15	Two Disc Signals, Up Signals— Left-hand Disc, from Down Wodonga Line to No. 2 Road—towards post 8 ; or to Nos. 3, 4 or 5 Roads—towards post 5. Right-hand Disc, from Down Wodonga Line to No. 1 Road—towards Ground Disc No. 9.
16	One arm and one Disc, Up Signals— The arm, Home Signal, from Up Wodonga Line to No. 2 Road—to post 8. The Disc, from Up Wodonga Line to No. 3, 4 or 5 Roads—towards post 5 ; or to No. 1 Road—towards Ground Disc 9.
17	One arm and two Discs, Up Signals— The arm, Home Signal, from Yea Line to No. 2 Road—to post 8.

TALLAROOK—*continued.*

Post No.	Particulars
	Left-hand Disc, from Yea Line to No. 3A Road—towards post 13.
	Right-hand Disc, from Yea Line to No. 1 Road—towards Ground Disc 9.
18	Up Distant Signal, Yea Line.
19	Up Home Signal, along Standard Gauge Line.

Notes.—1. Point Indicators work in conjunction with both ends of the Crossover Points leading from the Up Main Line to No. 3 Road with the Up end of the Crossover from No. 1 to No. 2A ; with the Points from Up Line to No. 3 Down end ; with both ends of the compounds leading to Nos. 3, 4 or 5 Roads.

2. There are Catch Points in No. 3A Road ahead of post 14.

3. The Points leading to the Turntable Road and the Up end Points leading to the Stock Siding are secured by Annett Lock and rodded to Catch Points in the Sidings. The Annett Key is normally secured in a Duplicate Lock on the Locking Frame in the Signal-bay.

4. The Points at the Down end of the Stock Siding are secured by Staff-lock the Key of which is the Electric Staff for the section Tallarook-Yea. The Points are rodded to Catch Points in the Siding.

DYSART

(Diagram No. 20/61)

Post No.	Particulars
9	Three-position Down Home (Light) Signal worked by Dysart when switched in and controlled by Seymour "A".
7	Three-position Down Home (Light) Signal worked by Dysart when switched in and controlled by Seymour "A".
2	Three-position Up Home (Light) Signal worked by Dysart when switched in and controlled by Seymour "A".

SEYMOUR "A" BOX

(Diagram No. 20/61)

Post No.	Particulars
1	Three-position Down Home (Light) Signal.
46	Up Home Signal to Up Single Line worked by Seymour "A" and controlled by Dysart when switched in.
2	One arm and two Discs Down Signals. The arm, Home Signal from Down Line to No. 1A Road—to post 8. Left-hand Disc from Down Line to Nos. 6, 7, 8 or 9 Roads—towards post 24 ; or to No. 4 or 5 Roads—towards post 23 ; or to No. 3A Road—towards Ground Disc No. 11. Right-hand Disc, from Down Line to No. 2A—towards Ground Disc 12.

SEYMOUR " A " BOX—*continued*

Post No.	Particulars
3	<p>Four Disc Signals—Down Signals— Top Left-hand Disc from Up Line to Nos. 6, 7, 8 or 9 Roads—towards post No. 24; or to Nos. 4 and 5 Roads—towards post 23; or to No. 3A—towards Ground Disc No. 11. Bottom Left-hand Disc from Up Line to No. 2A Road—towards Ground Disc No. 12. Top Right-hand Disc from Up Line to No. 1A Road—to post 8. Bottom Right-hand Disc, from Up Line along same Line—to post 9.</p>
4	<p>Up Home Signal to Up Line—to post 46.</p>
5	<p>Three Disc Signals. Down Signals.— Top Left-hand Disc, from Siding " D " to Nos. 6, 7, 8 or 9 Roads—towards post 24; or to Nos. 4 and 5 Roads—towards post 24; or to Nos. 4 and 5 Roads—towards post 23; or to No. 3A Road—towards Ground Disc, Signal 11. Bottom Left-hand Disc, from Sidings " D " to No. 2A Road—towards Ground Disc Signal 12. Right-hand Disc, from Sidings " D " to No. 1A Road—towards post 8.</p>
6	<p>Two Disc Signals—Up Signals— Left-hand Disc, from Nos. 3A, 4, 5, 6, 7, 8 or 9 Roads to Up Line—towards post 46. Right-hand Disc, from Nos. 3A, 4, 5, 6, 7, 8 or 9 Roads to Sidings " D ".</p>
7	<p>Two Ground Discs, one above the other, Up Signals— Top Disc, from No. 2A Road to Up Line—towards post 4 Bottom Disc, from No. 2A Road to Sidings " D ".</p>
	<p>Signal Bridge on which are erected posts Nos. 8, 9 and 10, Down Signals.</p>
8	<p>Four Light Signals— Top Left-hand light, Down Home (Light) Signal, from No. 1A to No. 1 Road—to post 19 (controlled by " B " Box). Bottom Left-hand light, Calling-on Signal from No. 1A to No. 1 Road—towards post 19 (controlled by " B " Box). Top Right-hand light, Down Home Signal from No. 1A, to Back Road—to post 18 (controlled by " B " Box). Bottom Right-hand light, Calling-on Signal from No. 1A to Back Road—towards post 18 (controlled by " B " Box).</p>
9	<p>Disc Signal, from Up Line to Back Road—towards post 18 (controlled by " B " Box).</p>
10	<p>Up Signals. One light and one Disc— The Light, Up Home (Light) Signal, from No. 1A Road to</p>

SEYMOUR "A" BOX—*continued.*

Post No.	Particulars
	Up Line—to post 46.
11	Ground Disc Signal, from No. 3A to No. 3 Road—towards post 23.
12	Two Ground Discs, one above the other, Down Signals— Top Disc, from No. 2A to Nos. 2 or 3 Roads—towards post 23. Bottom Disc, from No. 2A to No. 1 Road—towards post 19 (controlled by "B" Box).
13	One arm and one Disc, Up Signals— The arm, Home Signal, from Back Road to Up Line—to post 4. The Disc, from Back Road to No. 1A—towards post 10.
14	Two Ground Disc, Signals one above the other, Up Signals— Top Disc, from No. 3 to No. 2A Road—towards post 7. Bottom Disc, from No. 3 to No. 3A Road—towards post 6.
15	Ground Disc, Signal, from No. 2 to No. 2A Road—towards post 7.
16	One arm and one Disc, Up Signals— The arm, Home Signal, from No. 1 Road to No. 1A Road—to post 10. The Disc, from No. 1 Road to No. 2A Road—towards Ground Disc 7.
17	Up Home Signal, along Back Road—to post 13.

Notes.—1. Nos. 7, 20, 54 and 13 Points are Motor-operated and controlled by the Levers 7, 20, 54 and 13 in the Signal-box.

Dual Control Point Machines are provided for operating the Points by hand.

2. Points Indicators work with the facing Points leading to Nos. 3A, 4, 5 and 6 Roads, and with the facing Points of the Cross-over ahead of Ground Disc 9.

3. Catch Points with a Point Indicator are provided at the exit of Siding "C".

SEYMOUR "B" BOX
(Diagram No. 20/61)

Post No.	Particulars
18	One arm and two Disc Signals, Down Signals— The arm, Home Signal, from Back Platform Road to Down Line—to post 26. Left-hand Disc, from Back Platform Road to Loco. Sidings or Coal Stage Road. Right-hand Disc, from Back Platform Road to Engine Road—towards post 30.
19	One arm, and one Disc, Down Signals— The arm, Home Signal from No. 1 Road to Down Line—to post 26. The Disc, from No. 1 Road to Loco. Siding or Coal Stage Road.

SEYMOUR " B " BOX—*continued*

Post No.	Particulars
20	Two Disc Signals, Down Signals— Left-hand Disc, from Car Sidings to Down Line—towards post 26. Right-hand Disc, from Car Sidings to Loco. Sidings or Coal Stage Road.
21	Disc Signal, from Siding " E " to Engine Road—towards post 30.
22	Two Disc Signals, Up Signals— Left-hand Disc, from Engine Road to Siding " E ". Right-hand Disc, from Engine Road to Back Platform Road—towards post 17.
23	Three Disc Signals, Down Signals— Left-hand Disc, from " Y " to " X "—towards post 25. Top Right-hand Disc, from " Y " to Down Line—towards post 26. Bottom Right-hand Disc, from " Y " to Loco. Siding or to Coal Stage Road.
24	Disc Signal, from No. 6, 7, 8 or 9 Roads—towards post 25 at " X ".
25	Three Disc Signals, two Down and one Up Signals. Down Signals. Left-hand Disc, from " X " to Siding " A ". Right-hand Disc, from " X " to Down Line—towards post 33. UP Signals. Disc Signal, from " X " to No. 2 Road—towards Ground Disc 15 ; or to No. 3 Road—towards Ground Disc 14 ; or to Nos. 4, 5, 6, 7, 8 or 9 Roads—towards post 6.
Signal Bridge on which are erected posts 26, 27, 28 and 29.	
26	Down Home Signal, from Down Line to post 33.
27	Three Disc Signals, Up Signals— Left-hand Disc, from Down Line to Back Platform Road—towards post 17. Top Right-hand Disc, from Down Line to No. 1 Road—towards post 16 ; or to Car Sidings. Bottom Right-hand Disc, from Down Line to No. 2 Road—towards Ground Disc 15 ; or to No. 3 Road—towards Ground Disc 14 ; or to Nos. 4, 5 or 6 Roads—towards post 6.
28	One arm and one Disc, Up Signals— The arm, Home Signal, Up Line to No. 1 Road—to post 11. The Disc, from Up Line to No. 2 Road—towards Ground Disc 11B ; or to No. 3—towards Ground Disc 10B ; or to Nos. 4, 5 or 6—towards post 4.
29	Up Home Signal, from Up Line to Back Platform Road—to post 12.
30	Disc Signal, from Engine Road to Loco. Sidings or to Coal Stage Road.

SEYMOUR "B" BOX—*continued.*

Post No.	Particulars
31	Four Disc Signals, Up Signals— Top Left-hand Disc, from Loco. Sidings to Engine Road— towards post 22. Bottom Left-hand Disc, from Loco. Sidings to Back Plat- form Road—towards post 17 ; or to Car Siding ; or to No. 1 Road—towards post 16 ; or to No. 2 Road— towards Ground Disc 15 ; or to No. 3 Road—towards Ground Disc 14 ; or to Nos. 4, 5 or 6 Roads—towards post 6. Top Right-hand Disc, from Coal Stage Road to Engine Road —towards post 22. Bottom Right-hand Disc, from Coal Stage Road to Back Platform Road—towards post 17 ; or to Car Siding ; or to No. 1 Road—towards post 16 ; or to No. 2 Road— towards Ground Disc 15 ; or to No. 3 Road—towards Ground Disc 14 ; or to Nos. 4, 5 or 6 Roads—towards post 6.
32	Two Disc Signals, Up Signals— Left-hand Disc, along Down Line—towards post 27 ; or to " X "—towards post 25. Right-hand Disc, from Siding " A " to " X "—towards post 25.
33	Two arms, Down Signals— Top arm, Down Starting Signal. Bottom arm, Distant Signal, worked from Seymour " C " Box.
34	Up Distant Signal.

Notes.—1. There are Catch Points in the exit of the Car Siding ahead of post 20.

2. Points Indicators work in conjunction with the facing Points leading to the Car Siding ; with the Points leading to Nos. 2, 3, 4 and 5 Roads, with Cross-over from No. 5 to No. 6 Road ; with the Points leading to Nos. 7 and 8 Roads ; with the Points from " X " to " Y " ; with the Cross-over from " X " to No. 9 Road ; with the Points leading from the Down Line to " X " and at each end of the compounds leading from the Coal Stage Road and Loco. Sidings.

SEYMOUR "C" BOX
(Diagram No. 12/61)

Post No.	Particulars
33	Two arms, Down Signals— Top arm, Down Starting Signal, worked from Seymour " B " Box. Bottom arm, Down Distant Signal, worked from Seymour " C " Box.

SEYMOUR " C " BOX—*continued.*

Post No.	Particulars
34	Up Distant Signal, worked from Seymour " B " Box.
35	One arm and a Disc, Down Signals— The arm, Down Home Signal—to post 39. The Disc, from Down Line to Sidings.
36	Disc Signal, from Departure Sidings to Up Main Line.
37	Up Home Signal.
38	Up Home Signal, along Up Line—to post 37.
39	Down Starting Signal.
40	Up Distant Signal.

MANGALORE

(Diagram No. 1/61)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, to post 4.
3	Up Starting Signal.
4	Bracket Post, three arms, Down Signals— Left-hand arm, Home Signal, to No. 2 Road—to post 14. Middle arm, Home Signal, to No. 1 Road—to post 14. Right-hand arm, Home Signal, to Down North-East Line—to post 10.
5	Four Disc Signals, Down Signals— Top Left-hand Disc, from Sidings " A " to No. 3 or 4 Road—towards post 13. Bottom Left-hand Disc, from Sidings " A " to No. 2 Road via " Y "—towards post 14. Top Right-hand Disc, from Sidings " A " to No. 1 via " Y "—towards post 14. Bottom Right-hand Disc, from Sidings " A " to Down North-East Line—towards post 10.
6	Ground Disc Signal, from " X " to Sidings " A ".
6B	Ground Disc Signal, from Up Line to Down North-East Line—towards post 10.
7	Disc Signal, from No. 3 or 4 Road to Sidings " A ".
8	Home Signal, from Up North-East Line—to post 3.
9	One arm and three Disc Signals, Up Signals— The arm, Home Signal, from No. 1 Road to Up Line—to post 13. Top Left-hand Disc, from No. 1 Road to " X "—towards Ground Disc 6. Bottom Left-hand Disc, from No. 1 Road to Sidings " A " via " Y ".
10	Right-hand Disc, from No. 2 Road to Sidings " A " via " Y ".
	Home Signal, from Down North-East Line to North-East Single Line.

MANGALORE—Continued.

Post No.	Particulars
11	One arm and two Disc Signals, Up Signals— The arm, Home Signal, from North-East Line along Up North-East Line—to post 8. Left-hand Disc, from North-East Line to Loop Siding. Right-hand Disc, from North-East Single Line along Down North-East Line to "X"—towards Ground Disc Signal 6.
12	Up Distant Signal North-East Line.
13	Two Disc Signals, Down Signals— Left-hand Disc, from No. 4 Road to Goulburn Valley Line. Right-hand Disc, from No. 3 Road to Goulburn Valley Line. <i>Note.</i> —There are Catch Points in Nos. 3 and 4 Roads ahead of post 13.
14	Bracket Post, two arms, Down Signals— Left-hand arm, Home Signal from No. 2 Road to Goulburn Valley Line. Right-hand arm, Home Signal, from No. 1 Road to Goulburn Valley Line.
15	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from Goulburn Valley Line to No. 1 Road—to post 9. Right-hand arm, Home Signal, from Goulburn Valley Line to No. 2 Road—to post 9.
16	Up Distant Signal, Goulburn Valley Line.

Notes.—1. There are Catch Points at the Down end of Nos. 3 and 4 Roads, ahead of post 13 and in the Defence Department's Siding.

2. Point Indicators work in conjunction with the Points leading from the Loop Siding to the Up Line ; with the Points leading from the Loop Siding to the Down North-East Single Line and with the Points leading from the Loop Siding to the Defence Department's Siding.

3. The Points forming connection between the Up Main Line and the Loop Siding at the Up end are secured by an Annett Lock. The Annett Key is normally secured in a Duplicate Lock on the Locking Frame in the Signal-box.

4. The Points from the Loop Siding to the Defence Department's Siding are operated from a three-lever Ground Frame located adjacent to the Points. The Ground Frame is cross-locked from the Signal-box. One Lever releases the Cross-lock, one Lever operates the Points in the Loop Siding and the third operates the Catch Points in the Siding. The Catch Points are located on the Down (far) side of the Highway.

WHISTLING SIGNALS

	Long	Short	Long
Main North-East Line, Up and Down ...	2	—	—
To or from—			
Goulburn Valley and Main Lines, through No. 1 Road ...	1	—	—
To No. 2 Road, Goulburn Valley Yard, from Down Line ...	2	2	—

MANGALORE—continued.

WHISTLING SIGNALS—continued

To or from—				
No. 2 Road and Goulburn Valley Line	...	2	2	—
No. 3 Road and Goulburn Valley Line	...	—	3	—
No. 4 Road and Goulburn Valley Line	...	—	4	—
No. 1 Road and Sidings "A"	... ..	1	1	—
No. 2 Road and Sidings "A"	... ..	1	2	—
No. 3 or 4 Road and Sidings "A"	... ..	1	3	—
Down North-East Line and Sidings "A"	... ..	1	4	—
From North-East Single Line to Loop Siding	—	—	2	1

AVENEL

(Diagram No. 17/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms and a Disc, Down Signals— Left-hand arm, Home Signal, from Main Line to No. 2 Road —to post 10. Right-hand arm, Home Signal, from Main Line to No. 1 Road —to post 10. The Disc, from Main Line to No. 3 or No. 4 Road—towards post 9 ; or to No. 5 Road.
3	Disc Signal, along Siding "A"—towards post 5.
4	Disc Signal, along Siding "A".
5	Disc Signal, from Siding "A" to No. 3 or No. 4 Road—towards post 9 ; or to No. 5 Road.
6	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from No. 1 Road to Main Line. Right-hand arm, Home Signal, from No. 2 Road to Main Line.
7	Disc Signal, from No. 3 Road to Main Line—or to Siding "A"— towards post 4.
8	Disc Signal, from No. 4 or No. 5 Road to Main Line, or to Siding "A"—towards post 4.
9	Two Disc Signals— Left-hand Disc, from No. 4 Road to Main Line ; or to Siding "B"—towards post 12. Right-hand Disc, from No. 3 Road to Main Line ; or to Siding "B"—towards post 12.
10	Bracket Post, two arms, Down Signals— Left-hand arm, Home Signal, from No. 2 Road to Main Line. Right-hand arm, Home Signal, from No. 1 Road to Main Line.
11	Disc Signal, from Siding "B" to No. 3 Road—towards post 7 ; or to No. 4 Road—towards post 8.
12	Disc Signal, along Siding "B".
13	Disc Signal, along Siding "B"—towards post 11.

AVENEL—*continued.*

Post No.	Particulars
14	Bracket Post, two arms, and a Disc, Up Signals— Left-hand arm, Home Signal, from Main Line to No. 1 Road —to post 6. Right-hand arm, Home Signal, from Main Line to No. 2 Road —to post 6.
15	Up Distant Signal.

Notes.—1. There are Catch Points at each end of No. 4 Road, also at exit from No. 5 Road (Up end).

2. Point Indicators work with the Points leading to and from the Main Line and Nos. 3 and 4 Roads at each end of the Yard ; also with the Points leading to and from these Roads and Sidings " A " and " B ".

LOCKSLEY

(Diagram No. 25/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms and two Discs, Down Signals— Left-hand arm, Down Signal, from Main Line to No. 2 Road—to post 5. Right-hand arm, Down Home Signal, from Main Line to No. 1 Road—to post 5. Left-hand Disc, from Siding " A " to No. 3 or 4 Road— towards post 6. Right-hand Disc, from Main Line to No. 3 or No. 4 Road— towards post 6.
3	Two Disc Signals, Up Signals— Left-hand Disc, from No. 3 or No. 4 Road to Main Line. Right-hand Disc, from No. 3 or No. 4 Road to Siding " A ".
4	Lop-bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from No. 1 Road to Main Line. Right-hand arm, Home Signal, from No. 2 Road to Main Line.
5	Lop-bracket Post, two arms, Down Signals— Left-hand arm, Home Signal, from No. 1 Road to Main Line.
6	Two Disc Signals, Down Signals— Left-hand Disc, from No. 3 or No. 4 Road to Siding " B ". Right-hand Disc, from No. 3 or No. 4 Road to Main Line.
7	Bracket Post, two arms and two Discs, Up Signals— Left-hand arm, Home Signal, from Main Line to No. 1 Road to post 4. Right-hand arm, Home Signal, from Main Line to No. 2 Road to post 4.

LOCKSLEY—continued

Post No.	Particulars
8	Left-hand Disc, from Main Line to No. 3 or No. 4 Road— towards post 3. Right-hand Disc, from Siding " B " to No. 3 or No. 4 Road —towards post 3. Up Distant Signal.

Note.—Detached vehicles must not be allowed to stand in Siding " A " or Siding " B " or in No. 3 Road.

LONGWOOD

(Diagram No. 19/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms and two Discs, Down Signals—
	Left-hand arm, Home Signal from Main Line to No. 2 Road —to post 6.
	Right-hand arm, Home Signal, from Main Line to No. 1 Road—to post 7.
	Left-hand Disc, from Siding " A " to No. 3 or No. 4 Road— towards post 6 ; or to No. 5 Road or to Stock Yards Siding.
	Right-hand Disc, from Main Line to No. 3 or No. 4 Road —towards post 6 ; or to No. 5 Road or to Stock Yards Siding.
3	Lop-bracket Post, two arms, Up Signals—
	Left-hand arm, Home Signal, from No. 1 Road to Main Line.
	Right-hand arm, Home Signal from No. 2 Road to Main Line.
4	Two Disc Signals, Up Signals—
	Left-hand Disc, from No. 3 Road to Siding " A " or to Main Line.
	Right-hand Disc, from No. 4 or 5 Road or from Stock Yards Siding to Siding " A "—or to Main Line.
5	Disc Signal, along Siding " B ".
6	Lop-bracket Post, one arm and two Discs—Down Signals—
	The arm, Home Signal, from No. 2 Road to Main Line.
	Left-hand Disc, from No. 3 or No. 4 Road to Siding " B "— towards post 5.
	Right-hand Disc, from No. 3 or No. 4 Road to Main Line.
7	Down Home Signal, from No. 1 Road to Main Line.
8	Disc Signal, from Siding " B " to No. 4 Road—towards post 4.

LONGWOOD—*continued*

Post No.	Particulars
9	Bracket Post, two arms and a Disc, Up Signals— Left-hand arm, Home Signal, from Main Line to No. 1 Road —to post 3. Right-hand arm, Home Signal, from Main Line to No. 2 Road—to post 3. The Disc, from Main Line to No. 3 or No. 4 Road—towards post 4.
10	Up Distant Signal.

Notes.—1. Point Indicators work in conjunction with the Points in the compound leading from the Main Line and Siding "A" to No. 3, No. 4 or No. 5 Road or to Stock Yards Siding and from No. 3, No. 4 or No. 5 Road or Stock Yards Siding to Main Line or Siding "A".

2. Detached Vehicles must not be allowed to stand in Siding "A" or Siding "B" or in No. 3 Road.

EUROA

(Diagram No. 15/29)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 5.
3	Up Home (Light) Signal, from No. 1 Road—to Main Line.
3B	Up Home (Light) Signal from No. 2 Road to Main Line.
4	Lop-bracket Post, one arm— Down Home Signal, from No. 2 Road to Main Line.
5	Lop-bracket Post, one arm— Down Home Signal, from No. 1 Road to Main Line.
6	Bracket Post, two arms, Up Home Signals, and one Disc— Left-hand arm, from Main Line to No. 1 Road—to post 3. Right-hand arm, from Main Line to No. 2 Road—to post 3. The Disc, from Main Line to No. 3 or 4 Road.
7	Up Distant Signal.

Note.—There are Catch Points with Point Indicators in the Up end of Nos. 3, 4 and 5 Roads. A Point Indicator also works with the Compound Points at Down end of Nos. 3 and 4 Roads.

VIOLET TOWN
(Diagram No. 28/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms, Down Signals— Top Left-hand arm, Home Signal to No. 2A Road—to post 4. Bottom Left-hand arm, Calling-on Signal, to No. 2A Road— towards post 4. Top Right-hand arm, Home Signal to No. 1 Road—to post 9. Bottom Right-hand arm, Calling-on Signal to No. 1 Road— towards post 9.
3	Lop-bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from No. 1 Road to Main Line. Right-hand arm, Home Signal, from No. 2A Road to Main Line.
4	One arm, and a Disc, Down Signals— The arm, Home Signal, from No. 2A Road to No. 2 Road—to post 7. The Disc, from No. 2A Road to No. 3 Road—towards post 8 ; or to No. 4 Road or Siding " A ".
5	Disc Signal, from Siding " B " to No. 3 Road—towards post 8 ; or to No. 4 Road or Siding " A ".
6	Two Disc Signals, Up Signals— Left-hand Disc, from No. 3 or No. 4 Road to No. 2A— towards post 3 or to Siding " B " . Right-hand Disc, from Siding " A " to No. 2A Road—to- wards post 3 ; or to Siding " B " .
7	Down Home Signal, from No. 2 to No. 2B Road—to post 10.
8	Disc Signal, from No. 3 to No. 2B—towards post 10.
9	Down Home Signal, along No. 1 Road—to post 10.
10	Lop-bracket, two arms, Down Home Signals— Left-hand arm, Home Signal, from No. 2B to Main Line. Right-hand arm, Home Signal, from No. 1 to Main Line.
11	Bracket Post, four arms and a Disc, Up Signals— Top Left-hand arm, Home Signal to No. 1 Road—to post 3. Bottom Left-hand arm, Calling-on to No. 1 Road—to- wards post 3. Top Right-hand arm, Home Signal to No. 2A via No. 2B and No. 2 Road—to post 3. Bottom Right-hand arm, Calling-on to No. 2A via No. 2B and No. 2 Road—towards post 3. The Disc, from Main Line to No. 3 Road—towards post 6.
12	Up Distant Signal.

Notes.—1. There are Catch Points ahead of post 8 at the Down end of No. 3 Road.

2. At the Up end of the Yard Point Indicators work with the Points leading to and from Nos. 3 and 4 Roads and Sidings " A " and Siding " B " .

3. (a) The Main Line Points at the Up end of Nos. 1 and 2A Roads are Motor operated and controlled by No. 14 Lever on the Signal-bay.

(b) A Dual Control Point Machine is provided for operating the Points by hand.

BADDAGINNIE**(Diagram No. 8/60)**

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms and a Disc, Down Signals— Left-hand arm, Home, from Main Line to No. 1 Road—to post 6. Right-hand arm, Home, from Main Line to No. 2 Road—to post 10. Disc Signal, under Bracket, from Main Line to Goods Siding—towards post 7.
3	Up Home Signal, from No. 1 Road to Main Line.
4	Up Home Signal, from No. 2 Road to Main Line.
5	Disc Signal, from Goods Siding to Main Line. <i>Note.</i> —There are Catch Points ahead of post 5.
6	Down Home Signal, from No. 1 Road to No. 1A Road—to post 9.
7	Disc Signal, from Goods Siding to No. 1A Road—towards post 9. <i>Note.</i> —There are Catch Points ahead of post 7.
8	Lop-bracket Post, one arm and one Disc, Up Signals— The arm, Home, from No. 1A Road to No. 1 Road—to post 3. The Disc, from No. 1A Road to Goods Siding—towards post 5.
9	Down Home, from No. 1A Road to Main Line.
10	Down Home, from No. 2 Road to Main Line.
11	Bracket Post, four arms, Up Signals— Top Left-hand arm, Home, from Main Line to No. 2 Road—to post 4. Bottom Left-hand arm, Calling-on from Main Line to No. 2 Road—towards post 4. Top Right-hand arm, Home, from Main Line to No. 1A Road—to post 8. Bottom Right-hand arm, Calling-on, from Main Line to No. 1A Road—towards post 8.
12	Up Distant Signal.

BENALLA " A "**(Diagram No. 16/62)**

Post No.	Particulars
1	Down Distant Signal (controlled by " B " Box).
1B	Up Starting Signal.
2	Bracket Post, four arms (controlled by " B " Box), and two Discs, Down Signals.

BENALLA " A " BOX—continued

Post No.	Particulars
2 (contd.)	<p>The Disc, on Left-hand Doll, from Main Line to " Y "—towards post 4.</p> <p>Top arm, Centre Doll, Home Signal to No. 2 Road—to post 9 (controlled by " B " Box).</p> <p>Bottom arm, Centre Doll, Calling-on Signal to No. 2 Road—towards post 9 (controlled by " B " Box).</p> <p>The Disc, on Centre Doll, from Siding " A " to " Y "—towards post 4.</p> <p>Top arm, on Right-hand Doll, Home Signal to No. 1 Road—to post 11 (controlled by " B " Box).</p> <p>Bottom arm, on Right-hand Doll (Calling-on to No. 1 Road—towards post 11 (controlled by " B " Box).</p>
3	<p>Two Disc Signals, Up Signals—</p> <p>Left-hand Disc, from " Y " to Main Line—towards post 1B.</p> <p>Right-hand Disc, from " Y " to Siding.</p>
4	<p>Four Disc Signals, Down Signals (controlled by " B " Box)—</p> <p>Top Left-hand Disc, from " Y " to Goods Yard.</p> <p>Bottom Left-hand Disc, from " Y " to No. 6 Road—towards post 12 ; or to No. 5 Road—towards Ground Disc 10 ; or to No. 4 Road—towards Ground Disc 13 ; or to No. 3 Road towards Ground Disc 16.</p> <p>Top Right-hand Disc, from " Y " to No. 2 Road—towards post 19.</p> <p>Bottom Right-hand Disc, from " Y " to No. 1 Road—towards post 11.</p>
5	<p>Ground Disc Signal, from No. 3 Road to " Y "—towards post 3.</p>
6	<p>Disc Signal, from Siding " B " to Goods Yard (controlled by " B " Box).</p>
7	<p>Home and Disc, Up Signals—</p> <p>The arm, Home Signal from No. 1 Road to Main Line—to post 1B.</p> <p>The Disc, from No. 1 Road to " Y "—towards post 3.</p>
7B	<p>Home and Disc, Up Signals—</p> <p>The arm, Home Signal from No. 2 Road to Main Line—to post 1B.</p> <p>The Disc, from No. 2 Road to " Y "—towards post 3.</p>
8	<p>Ground Disc Signal, from No. 4 Road to " Y "—towards post 3.</p>
8B	<p>Ground Disc Signal, from No. 5 Road to " Y "—towards post 3.</p>
9	<p>Two Disc Signals—</p> <p>Left-hand Disc, from Goods Yard to " Y "—towards post 3.</p> <p>Right-hand Disc, from Goods Yard to Siding " B ".</p>
9B	<p>Ground Disc Signal, from No. 6 Road to " Y "—towards post 3.</p>

Notes.—1. Point Indicators work in conjunction with the Points leading from " Y " to Siding " B " and with the Points to Nos. 4, 5 and 6 Road.

2. Boom Barriers are in operation at Nunn Street Level Crossing.

BENALLA "A" BOX—continued

Whistling Signals

To or from—	Long	Short	Long	Short
No. 1 Road and Main Line...	1	—	—	—
No. 2 Road and Main Line...	2	—	—	—
No. 3 Road and Main Line...	3	—	—	—
No. 4 Road and Main Line...	4	—	—	—
No. 1 Road and Siding "A"	—	1	3	1
No. 2 Road and Siding "A"	—	2	3	1
No. 3 Road and Siding "A"	—	3	1	1
No. 4 Road and Siding "A"	—	4	1	1
No. 5 Road and Siding "A"	—	5	1	1
No. 6 Road and Siding "A"	—	6	1	1
Goods Yard and the Main Line	4	2	—	—
Goods Yard and Siding "A"	4	1	—	—
Goods Yard and Siding "B"	—	2	2	2

BENALLA "B"

(Diagram No. 16/62)

Post No.	Particulars
10	Two Ground Discs, one above the other— Top Ground Disc, from No. 5 Road to Sidings "K" or "J". Bottom Ground Disc, from No. 5 Road to "M"—towards post 23; or to "N"—towards post 25.
11	Lop-bracket Post, one arm and one Disc, Down Signals— The arm, Home Signal, from No. 1 Road to "W"—to post 27. The Disc, from No. 1 Road to Repair Shop Roads or Loco. Sidings.
12	Four Disc Signals— Top Left-hand Disc, from Goods Yard to Sidings "L", "K", or "J". Bottom Left-hand Disc, from Goods Yard to "M"—towards post 23; or to "N"—towards post 25. Top Right-hand Disc, from No. 6 Road to Sidings "L", "K", or "J". Bottom Right-hand Disc, from No. 6 Road to "M"—towards post 23; or to "N"—towards post 25.
13	Ground Disc, from No. 4 Road to "N"—towards post 25.
14	Disc Signal, from "T" to No. 1 Road—towards post 27 (controlled by "A" Box).
15	Ground Disc Signal, from Dock "D" to "N"—towards post 25.
16	Ground Disc Signal, from No. 3 Road to "N"—towards post 25. Note.—There are Catch Points in No. 3 Road, ahead of Ground Disc Signals No. 16.

BENALLA "B"—continued

Post No.	Particulars
17	Two Ground Discs, one above the other, Up Signals (controlled by "A" Box). Top Disc, from Siding "L" to No. 6 Road—towards Ground Disc 9B. Bottom Disc, from Siding "L" to Goods Yard.
18	Two Ground Discs, one above the other, Up Signals—(controlled by "A" Box). Top Disc, from Siding "K" to No. 5 Road—towards Ground Disc, No. 8B; or to No. 6 Road—towards Ground Disc No. 9B. Bottom Disc, from Siding "K" to Goods Yard.
19	Down Home Signal, from No. 2 Road to "N"—to post 25.
20	Two Disc Signals, Up Signals—(controlled by "A" Box). Left-hand Disc, from Siding "J" to No. 5 Road—towards Ground Disc 8B; or to No. 6 Road—towards Ground Disc 9B.
21	Two Disc Signals, Up Signals— Left-hand Disc, from Loco. Siding "H" to "T"—towards post 14. Right-hand Disc, from Loco. Siding "G" to "T"—towards post 14.
22	Disc Signal, from Loco. Siding "F" to "T"—towards post 14.
Signal Bridge on which are erected posts 23, 24, 25, 26, 27 and 28—	
23	Three Disc Signals— Top Left-hand Disc, from "M" to Yarrowonga Line. Bottom Left-hand Disc, from "M" to Cattle Yard Siding. Right-hand Disc, from "M" to Sidings "R".
24	<i>Note.</i> —There are Catch Points in "M" ahead of post 23. Two Disc Signals (controlled by "A" Box)— Left-hand Disc, from "M" to No. 5 Road—towards Ground Disc 8B; or to No. 6 Road—towards Ground Disc 9B. Right-hand Disc, from "M" to Goods Yard.
25	Two arms and three Discs— Top arm, Down Home Signal from "N" to Yarrowonga Line. Bottom arm, Down Home Signal from "N" to Wodonga Line. Left-hand Disc, from "N" to Cattle Yard Siding. Top Right-hand Disc, from "N" to Sidings "R". Bottom Right-hand Disc, from "N" to "X"—towards post 35.
26	Two arms, and three Discs (controlled by "A" Box). Top arm, Home Signal, from "N" to No. 2 Road—to post 7B. Bottom arm, Calling-on Signal from "N" to No. 2 Road—towards post 7B. Top Left-hand Disc, from "N" to No. 3 Road—towards Ground Disc, 5; or to No. 4 Road—towards Ground Disc 8; (controlled by "A" Box); or to Dock "D".

BENALLA " B " BOX—*continued*

Post No.	Particulars
26 (<i>contd.</i>)	Bottom Left-hand Disc, from " N " to No. 5 Road—towards Ground Disc 8 ; or to No. 6 Road—towards Ground Disc 9B.
27	Right-hand Disc, from " N " to Goods Yard. Two arms and four Discs— Top arm, Down Home Signal, from " W " to Yarrawonga Line. Bottom arm, Down Home Signal, from " W " to Wodonga Line. Top Left-hand Disc, from " W " to Cattle Yard Siding. Bottom Left-hand Disc, from " W " to Sidings " R ". Top Right-hand Disc, from " W " to " X "—towards post 35.
28	Bottom Right-hand Disc, from " W " to Sidings " S ". Two arms, Up Signals—(controlled by " A " Box)— Top arm, Up Home Signal, from " W " to No. 1 Road—to post 7. Bottom arm, Calling-on Signal, from " W " to No. 1 Road—towards post 7.
29	Three Disc Signals, Up Signals— Top Left-hand Disc, from Cattle Yard Siding to " W "—towards post 28. Bottom Left-hand Disc, from Cattle Yard Siding to " N "—towards post 26. Right-hand Disc, from Cattle Yard Siding to " M "—towards post 24.
29B	Bracket Post, two arms and one Disc, Up Signals— Left-hand arm, Up Home Signal, from Yarrawonga Line to " W "—to post 28. Right-hand arm, Up Home Signal, from Yarrawonga Line to " N "—to post 26. The Disc, from Yarrawonga Line to " M "—towards post 24.
30	Up Distant Signal, Yarrawonga Line.
31	Two Disc Signals— Left-hand Disc, from Siding " S " to Loco. Siding " F "—towards post 22. Right-hand Disc, from Siding " S " to " W "—towards post 28.
32	Three Disc Signals— Top Disc, from Sidings " R " to " W "—towards post 28. Middle Disc, from Sidings " R " to " N "—towards post 26. Bottom Disc, from Sidings " R " to " M "—towards post 24.
33	Bracket Post, two arms, Up Signals— Left-hand arm, Up Home Signal, from Wodonga Line to " W "—to post 28. Right-hand arm, Up Home Signal, from Wodonga Line to " N "—to post 26.

BENALLA " B " BOX—continued

Post No.	Particulars
34	Up Distant Signal, Wodonga Line (controlled by " A " Box).
35	Four Disc Signals, two Up and two Down Signals— Up Signals Left-hand Disc, from " X " to " W "—towards post 28. Right-hand Disc, from " X " to " N "—towards post 26. Down Signals Left-hand Disc, from " X " to Siding " Z ". Right-hand Disc, from " X " to Oil Sidings.
36	Dwarf Light Signal, from Siding " Z " to " X "—towards post 35.
37	Dwarf Light Signal, from Oil Siding to " X "—towards post 35. Note.—There are Catch Points in the Oil Sidings, ahead of Signal 37.

Notes.—1. There are Catch Points in No. 3 Road ahead of Ground Disc Signal No. 16 ; in " N " ahead of post 23 ; in " X " ahead of post 35 and in the Oil Siding ahead of post 37.

2. Point Indicators work in conjunction with the Points leading from No. 3 to No. 4 Road ; with the Points leading to Dock " D " ; with the Compound Points between No. 5 Road and Siding " J " ; with the Points leading from No. 6 Road to Siding " L " and with the Points leading to " M ".

Whistling Signals

To or from—	Long	Short	Long	Short
No. 1 Road and Yarrowonga Line ...	1	—	—	—
No. 1 Road and Cattle Siding ...	1	1	—	—
No. 1 Road and Sidings " R " ...	1	2	—	—
No. 1 Road and Wodonga Line ...	1	3	—	—
No. 1 Road and Oil Siding ...	1	4	—	—
No. 1 Road and Loco. Siding " S " ...	1	5	—	—
No. 1 Road and Loco. Sidings or Repair Shop Roads ...	1	6	—	—
No. 2 Road and Yarrowonga Line ...	2	—	—	—
No. 2 Road and Cattle Siding ...	2	1	—	—
No. 2 Road and Sidings " R " ...	2	2	—	—
No. 2 Road and Wodonga Line ...	2	3	—	—
No. 2 Road and Oil Siding ...	2	4	—	—
No. 3 Road and Yarrowonga Line ...	3	—	—	—
No. 3 Road and Cattle Siding ...	3	1	—	—
No. 3 Road and Sidings " R " ...	3	2	—	—
No. 3 Road and Wodonga Line ...	3	3	—	—
No. 3 Road and Oil Siding ...	3	4	—	—
No. 4 Road and Yarrowonga Line ...	4	—	—	—
No. 4 Road and Cattle Siding ...	4	1	—	—
No. 4 Road and Sidings " R " ...	4	2	—	—
No. 4 Road and Wodonga Line ...	4	3	—	—

Whistling Signals—continued.

To or from—	Long	Short	Long	Short
No. 4 Road and Oil Siding ...	4	4	—	—
No. 5 Road and Yarrowonga Line ...	5	—	—	—
No. 5 Road and Cattle Siding ...	5	1	—	—
No. 5 Road and Sidings " R " ...	5	2	—	—
No. 5 Road and Wodonga Line ...	5	3	—	—
No. 5 Road and Oil Siding ...	5	4	—	—
No. 6 Road and Yarrowonga Line ...	6	—	—	—
No. 6 Road and Cattle Siding ...	6	1	—	—
No. 6 Road and Sidings " R " ...	6	2	—	—
No. 6 Road and Wodonga Line ...	6	3	—	—
No. 6 Road and Oil Siding ...	6	4	—	—
Goods Yard and Yarrowonga Line ...	—	1	1	—
Goods Yard and Cattle Siding ...	—	1	2	—
Goods Yard and Sidings " R " ...	—	1	3	—
Goods Yard and Wodonga Line ...	—	1	4	—
Goods Yard and Oil Siding ...	—	1	5	—
Siding " L " and No. 6 Road ...	—	1	1	1
Siding " L " and Goods Yard ...	—	1	2	1
Siding " K " and No. 5 Road ...	—	2	1	—
Siding " K " and No. 6 Road ...	2	2	—	—
Siding " K " and Goods Yard ...	2	3	—	—
Siding " J " and No. 5 Road ...	3	1	—	—
Siding " J " and No. 6 Road ...	3	2	—	—
Siding " J " and Goods Yard ...	3	3	—	—

	Short	Short
Dock Road " D " and Yarrowonga Line ...	1	1
Dock Road " D " and Cattle Siding... ..	1	2
Dock Road " D " and Sidings " R " ...	1	3
Dock Road " D " and Wodonga Line ...	1	4
Dock Road " D " and Oil Siding ...	1	5

Shunter to instruct Signalman as to Road required, as often as possible so as to avoid excessive whistling.

GLENROWAN

(Diagram No. 9/61)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, four arms, Down Signals— Top Left-hand arm, Home Signal, from Main Line to No. 1A Road to post 4. Bottom Left-hand arm, Calling-on Signal, from Main Line to No. 1A Road—towards post 4. Top Right-hand arm, Home Signal from Main Line to No. 2 Road—to post 7. Bottom Right-hand arm, Calling-on Signal, from Main Line to No. 2 Road—towards post 7.

GLENROWAN—*continued*

Post No.	Particulars
3	Lop-bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from No. 2 Road to Main Line. Right-hand arm, Home Signal from No. 1A Road to Main Line.
4	One arm and one Disc, Down Signals— The arm, Home Signal, from No. 1A Road to No. 1 Road—to post 7. The Disc, from No. 1A Road to Goods Siding—towards post 8.
5	Home Signal, from No. 1 Road to No. 1A Road—to post 3.
6	Disc Signal, from Goods Siding to No. 1A Road—towards post 3. Note :—There are catch-points in the Goods Siding ahead of post 6.
7	Lop-bracket Post, three arms, Down Signals— Arm on Left-hand Doll, Home Signal, from No. 1 Road to Main Line—to post 10. Arm and Co-acting arm on Right-hand Doll, from No. 2 Road to Main Line—to post 10.
8	Disc Signal, from Goods Siding to Main Line—towards post 10. <i>Note</i> .—There are Catch Points in the Siding ahead of post 8.
9	Bracket post, two arms and one Disc, Up Signals— Left-hand arm, Home Signal from Main Line to No. 2 Road—to post 3. Right-hand arm, from Main Line to No. 1 Road—to post 5. The Disc, from Main Line to Goods Siding—towards post 6.
10	Down Starting Signal.
11	Up Home Signal, along Main Line—to post 9.
12	Up Distant Signal.

- Notes*.—1. There are Catch Points at each end of the Goods Siding.
2. The Points at each end of the Siding on the Up side of the Yard are secured by Annett Lock and rodded to Catch Points in the Siding.
3. (a) The Up end Junction Points to No. 1A and No. 2 Roads are Motor-operated and controlled by No. 28 Lever in the Inter-locking machine.
(b) A Dual Control Point Machine is provided for operating the Points by hand.

WANGARATTA

(Diagram No. 14/61)

Post No.	Particulars
1	Up Starting Signal.
2	Down Distant Signal.
3	Disc Signal, from Cattle Sidings to "A"—towards post 7 or 8.

WANGARATTA—continued.

Post No.	Particulars
4 6	Down Home Signal, from Main Line to "A"—to post 7 or 8. Two Disc, Signals, Down Signals— Left-hand Disc, from Siding "F" to "A"—towards posts 7 or 8. Right-hand Disc, from Siding "F" to "B"—towards post 10. Note.—There are Catch Points in "B", ahead of post No. 6.
Signal Bridge on which are erected posts 7, 8, 9 and 10. Down Signals.	
7	Two arms and two Discs— Top arm, Home Signal "A" to No. 2 Road—to post 17. Bottom arm, Calling-on Signal, from "A" to No. 2 Road—towards post 17. Left-hand Disc, from "A" to No. 4 or 5 Roads—towards post 19; or to No. 6 Road. Right-hand Disc, from "A" to No. 3 Road—towards post 17.
8	Two arms and one Disc— Top arm, Home Signal, from "A" to No. 1 Road—to post 20. Bottom arm, Calling-on Signal, from "A" to No. 1 Road—towards post 20. The Disc, from "A" to Carriage Dock.
9	One arm and two Discs—Up Signals. The arm, Home Signal, from "A" to Main Line—to post 1. Left-hand Disc, from "A" Siding "F". Right-hand Disc, from "A" to Cattle Sidings.
10	Two Disc Signals— Left-hand Disc, from "B" to No. 1 Road—towards post 20. Right-hand Disc, from "B" to Carriage Dock.
11	Disc Signal, from Sidings "H" or "E" to No. 3 Road—towards post 17; or to Nos. 4 or 5 Roads—towards post 19; or to No. 6 Road.
12	One arm and one Disc, Up Signals— The arm, Home Signal, from No. 1 to "A"—to post 9. The Disc, from No. 1 to Siding "F".
13	Two Disc Signals, Up Signals— Left-hand Disc, from Carriage Dock to Siding "F". Right-hand Disc, from Carriage Dock to "A"—towards post 9.
14	Up Home Signal, from No. 2 Road to "A"—to post 9.
15	Two Disc Signals, Up Signals— Left-hand Disc, from No. 3 Road to "A"—towards post 9. Right-hand Disc, from No. 3 Road to Sidings "H" or "E".

WANGARATTA—*continued*

Post No.	Particulars
16	Two Disc Signals, Up Signals— Left-hand Disc, from Nos. 4, 5 or 6 Roads to "A"—towards post 9. Right-hand Disc, from Nos. 4, 5 or 6 Roads to Sidings "H" or "E".
17	One arm, and three Disc Signals— The arm, Down Home Signal, from No. 2 to Main Line. Top Left-hand Disc, from No. 3 to Siding "C". Top Right-hand Disc, from No. 3 to Main Line. Bottom Disc, from No. 2 to Siding "C".
18	One Disc Signal, from Siding "A" to Main Line.
19	Two Disc Signals— Left-hand Disc, from No. 4 or 5 Road—to Siding "C". Right-hand Disc, from No. 4 or 5 Road—to Main Line.
20	Down Home Signal, from No. 1 Road to Main Line—to post 24.
21	Two Disc Signals, Up Signals— Top Disc, from Siding "C" to No. 2 Road—towards post 14. Bottom Disc, from Siding "C" to No. 3 Road—towards post 15.
23	Bracket Post, four arms and three Discs, Up Signals— Top arm on Left-hand Doll, Home Signal from Main Line to No. 1 Road—to post 12. Bottom arm on Left-hand Doll, Calling-on Signal, from Main Line to No. 1 Road—towards post 12. Disc, on Left-hand Doll, from Main Line to Siding "A". Top arm on Right-hand Doll, Home Signal, from Main Line to No. 2 Road—towards post 14. Bottom arm on Right-hand Doll, Calling-on Signal, from Main Line to No. 2 Road—towards post 14. Left-hand Disc on post, from Main Line to No. 2 Road—towards post 15. Right-hand Disc on post, from Main Line to Nos. 4 or 5 Roads—towards post 16.
25	Up Distant Signal.

Notes.—1. Point Indicators work in conjunction with the Points at the Up end of the compounds leading from Siding "H" to Nos. 3, 4, 5 or 6 Roads; and with the Points in the Down end of the compounds leading from Siding "C" to Nos. 3, 4, or 5 Roads.

2. There are Catch Points in "B" ahead of post 6 and in the Turntable Siding ahead of post 4B.

BOWSER**(Diagram No. 21/60)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal, to post 4.
3	Up Starting Signal.
4	Bracket Post, three arms, Down Signals— Left-hand arm, Home Signal to Peechelba Line. Centre arm, Home Signal to Wodonga Line. Right-hand arm, Home Signal to Everton Line.
5	Up Home Signal, from Wodonga Line to post 3.
6	Up Distant Signal, Wodonga Line.
7	One arm and a Disc, Up Signals— The arm, Home Signal, from "Z"—to post 3. The Disc, from "Z"—to Siding "A".
8	Up Home Signal, from Everton Line to "Z"—to post 3.
9	Up Distant Signal, Everton Line.
10	Up Home Signal, from Peechelba Line, to post 3.
11	Up Distant Signal, Peechelba Line.

Notes.—1. There are Catch Points in the exit from Siding "A" and in the exit from Goods Siding, Down end.

2. Point Indicators work in conjunction with the Catch Points in Siding "A" and in the Goods Siding.

3. The Points at the Down end of the Goods Siding on the Everton Line are worked from an Auxiliary Frame at the Points. The Auxiliary Frame is Cross-locked from the Signal-box.

SPRINGHURST**(Diagram No. 8/50)**

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals— Left-hand arm, from Main Line to No. 2 Road—to post 4. Right-hand arm, from Main Line to No. 1 Road—to post 4.
3	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from No. 2 Road to Main Line.
4	Bracket Post, four arms. Down Home Signals— Top arm on Left-hand Doll, from No. 2 Road to Wahgunyah Line. Bottom arm on Left-hand Doll, from No. 2 Road to Wodonga Line. Top arm on Right-hand Doll, from No. 1 Road to Wahgunyah Line. Bottom arm on Right-hand Doll, from No. 1 Road to Wodonga Line.

SPRINGHURST—continued

Post No.	Particulars
5	Disc Signal, from Siding "A" to No. 1 or 2 Road—towards post 3, or to No. 3 or 4 Road.
6	Bracket Post, two arms. Up Home Signals— Left-hand arm, from Wahgunyah to No. 1 Road—to post 3. Right-hand arm, from Wahgunyah Line to No. 2 Road—to post 3.
7	Up Distant Signal, Wahgunyah Line.
8	Bracket Post, two arms. Up Home Signals— Left-hand arm from Wodonga Line to No. 1 Road—to post 3. Right-hand arm, from Wodonga Line to No. 2 Road—to post 3.
9	Up Distant Signal, Wodonga Line.

Note.—There are Catch Points with Point Indicator in No. 3 Road, Down end of Yard. Point Indicators also work with the Points leading from Nos. 3 and 4 Roads, Up end of Yard, and with the Points in siding "A", also with the Points in the Down end Crossover leading to No. 2 or 3 Road, and the Crossover Points leading from No. 2 to No. 1 Road.

Whistling Signals

To or from—	Long	Short	Long
Main Line and No. 1 Road... ..	1	—	—
Main Line and No. 2 Road... ..	1	2	—
Main Line and No. 3 Road... ..	—	3	—
Main Line and No. 4 Road... ..	—	4	—
Wahgunyah Line and No. 1 Road	—	1	1
Wahgunyah Line and No. 2 Road	—	1	2
Wahgunyah Line and No. 3 Road	—	1	3
Wahgunyah Line and No. 4 Road	—	1	4
Siding "A" (Dead-end) and No. 1 Road	—	2	1
Siding "A" (Dead-end) and No. 2 Road	—	2-2	—
Siding "A" (Dead-end) and No. 3 Road	—	3	—
Siding "A" (Dead-end) and No. 4 Road	—	4	—
Turn-table and No. 3 Road	—	3-3	—
Turn-table and No. 4 Road	—	3-4	—

CHILTERN

(Diagram No. 27/60)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms, Down Signals— Left-hand arm, Home Signal to No. 2 Road—to post 4. Right-hand arm, Home Signal to No. 1 Road—to post 4.
1B	Up Starting Signal.

CHILTERN—*continued.*

Post No.	Particulars
3	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from No. 1 Road to Main Line—to post 1B. Right-hand arm, Home Signal, from No. 2 Road to Main Line—to post 1B.
4	Bracket Post, two arms, Down Signals— Left-hand arm, Home Signal from No. 2 to Main Line. Right-hand arm, Home Signal from No. 1 Road to Main Line.
5	Bracket Post, two arms, Up Signals— Left-hand arm, Home Signal, from Main Line to No. 1 Road—to post 3. Left-hand arm, Home Signal, from Main Line to No. 2 Road—to post 3.
6	Up Distant Signal.

Notes.—1. There are Catch Points in Nos. 3 and 4 Roads at the Up end.

2. Point Indicators work in conjunction with the Catch Points in Nos. 3 and 4 Roads at the Up end and with the Points leading from No. 3 Road at the Down end.

BARNAWARTHA
(Diagram No. 7/28)

Post No.	Particulars
1	Down Distant Signal.
1B	Up Starting Signal.
2	One arm and a Disc. Down Signals— The arm, Home, from Main Line to "X"—to post 5. The Disc, from Main Line to No. 3 or 4 Road—towards post 9; or to No. 5 Road.
3	Up Home Signal, from "X" to Main Line—to post 1B.
4	Two Disc Signals— Left-hand Disc, from No. 3 Road to Main Line—towards post 1B. Right-hand Disc, from No. 4 or 5 Road to Main Line—towards post 1B.
5	Bracket Post, two arms. Down Home Signals— Left-hand arm, from "X" to No. 2 Road—to post 7. Right-hand arm, from "X" to No. 1 Road—to post 7.
6	Bracket Post, two arms. Up Home Signals— Left-hand arm, from No. 1 Road to "X"—to post 3. Right-hand arm, from No. 2 Road to "X"—to post 3.
7	Bracket Post, two arms. Down Home Signals— Left-hand arm, from No. 2 Road to "Y"—to post 10. Right-hand arm, from No. 1 Road to "Y"—to post 10.
8	Bracket Post, two arms. Up Home Signals— Left-hand arm, from "Y" to No. 1 Road—to post 6. Right-hand arm, from "Y" to No. 2 Road—to post 6.

BARNAWARTHA—*continued.*

Post No.	Particulars
9	Two Disc Signals— Left-hand Disc, from No. 4 Road to Main Line—towards post 11B, or to Dead-end. Right-hand Disc, from No. 3 Road to Main Line—towards post 11B, or to Dead-end.
10	Down Home Signal, from "Y" to Main Line to post 11B.
11	One arm and a Disc. Up Signals— The arm, Home, from Main Line to "Y"—to post 8. The Disc, from Main Line to No. 3 or 4 Road—towards post 4.
11B	Down Starting Signal.
12	Up Distant Signal.

Notes.—1. There are Catch Points at Up end of Nos. 3 and 4 Roads.
2. Point Indicators work with the Points leading from Nos. 3 and 4 Roads at Down end.

WODONGA

(Diagram No. 2/64)

Post No.	Particulars
1	Down Distant Signal, Victorian Gauge Line.
2	Down Home Signal, Victorian Gauge Line—to post 5.
3	Down Three-position Home Signal, along Standard Gauge Line.
4	Up Starting Signal, Victorian Gauge Line.
5	One arm and four Discs, Down Signals— The arm, Home Signal, from Victorian Gauge Line to No. 2A Road—to post 10. Top Left-hand Disc, from Victorian Gauge Line to Carriage Sidings. Bottom Left-hand Disc from Victorian Gauge Line to Engine Roads. Top Right-hand Disc, from Victorian Gauge Line to No. 3 Road—towards post 88 ; or to No. 4 Road—towards post 90 ; or to No. 5A or No. 6 Road. Bottom Right-hand Disc, from Victorian Gauge Lines to Cattle Sidings Nos. 4 and 5.
6	One arm and one Disc, Up Signals— The arm, Home Signal, from No. 2A to Victorian Gauge Line—to post 4. The Disc, from No. 2A to Cattle Sidings No. 2A or No. 3A.

WODONGA—continued

Post No.	Particulars
6B	Two Disc Signals, Down Signals— Left-hand Disc, from Siding "C" to Engine Roads or Carriage Sidings. Right-hand Disc, from Siding "C" to No. 2A—towards post 10 ; or to No. 3—towards post 88 ; or to No. 4—towards post 90 ; or to No. 5A or No. 6 Road. Note.—There is a Derail in "C" Siding ahead of post 6B.
7	Dwarf Signal, from No. 1 Cattle Sidings to No. 3A Cattle Sidings.
8	Three-position Up Home Signal along Standard Gauge Line— to post $\frac{35}{8}$.
9	Dwarf Signal, from Cattle Siding No. 3A to Standard Gauge Line or to No. 1 Cattle Siding.
36	Dwarf Signal, from Victorian Gauge Cattle Siding No. 2 to No. 2A.
10	Down Home Signal, Victorian Gauge, from No. 2A to No. 2— to post 86.
10B	Down Home Signal, Victorian Gauge, from No. 2A to No. 1— to post 84.
11	Dwarf Signal, from No. 1 Cattle Siding to Standard Gauge Line. Note.—There are Catch Points in No. 1 Cattle Siding, ahead of Signal 11.
12	Two Disc Signals, Up Signals— Left-hand Disc, from Engine Roads or Carriage Sidings to No. 2A—towards post 6. Right-hand Disc, from Engine Roads or Carriage Sidings to Siding "C".
13	Disc Signal, from Coal Stage Road to Engine Roads or Carriage Sidings.
14	Disc Signal, from Carriage Sidings—towards post 12 ; or to Coal Stage Road.
15	Dwarf Signal, from Standard Gauge Diesel Siding to Standard Gauge Line.
16	Disc Signal, from Engine Roads—towards post 12 ; or to Coal Stage Road.
17	Two Disc Signals, one above the other, Up Signals— Top Disc, from Nos. 3, 4, 5A or 6 to No. 2A—towards post 6. Bottom Disc, from Nos. 3, 4, 5A or 6 towards Siding "C".
18	Three-position Up Home Signal, along Standard Gauge Line.
19	Two arms and two Discs, Up Signals— Left-hand arm, Home Signal, from No. 1 to No. 2A—to post 6. Right-hand arm, Home Signal, from No. 2 to No. 2A—to post 6. Left-hand Disc, from No. 1 to Siding "C". Right-hand Disc, from No. 2 to Siding "C".
80	Down Home Signal (Three-position) along Standard Gauge Line.

WODONGA—continued.

Post No.	Particulars
84	Down Home Signal (Three-position) from No. 1 Road, Victorian Gauge.
86	Down Home Signal (Three-position) from No. 2 Road, Victorian Gauge.
88	Dwarf Signal, from No. 3 Road. <i>Note.</i> —There are Catch Points in No. 3 Road, ahead of Signal 88.
90	Dwarf Signal, from No. 4 or 5 Road. <i>Note.</i> —There are Catch Points in the neck of Nos. 4 and 5 Roads, ahead of Signal 90.
94	Up Home Signal (Three-position) along Standard Gauge Line.
96	Up Home Signal (Three-position) along Victorian Gauge Line.
98	Up Home Signal (Three-position) from Cudgewa Line.
106	Three-position Up Outer Home Signal, from Cudgewa Line.

Notes.—1. There is a Derail in Siding "C" ahead of post 6B.

2. There are Catch Points in Standard Gauge Cattle Siding No. 1 ahead of Signal 11; in Standard Gauge Diesel Siding ahead of Signal 15; in Victorian Gauge Road No. 3 ahead of Signal 88 and in the neck of Victorian Gauge Roads Nos. 3, 4 and 5, ahead of Signal 90.

3. The Lever-locking and Track Control System of Signalling is in force between Wodonga "A" and Coal Sidings and between Wodonga "A" and Albury South Box when Coal Sidings Box is switched out, on the Victorian and Standard Gauge Lines.

WODONGA COAL SIDINGS

(Diagram No. 2/64)

Three-position Signals are in force.

Notes.—1. There are Catch Points in the exit of the Standard Gauge Sidings ahead of Signal U11; in the neck of Standard Gauge Sidings ahead of Signal U8; in the Standard Gauge Loop, ahead of Signal 31, and in the exit of the Victorian Gauge Sidings ahead of Signal U19.

2. The Lever-locking and Track Control System of Signalling is in force between Wodonga and Coal Sidings and between Wodonga and Albury South Box, on the Victorian and Standard Gauge Lines when Wodonga Coal Sidings Box is switched out.

ALBURY

Signalling Diagram No. 18/62)

1. Three-position Signals as in operation in New South Wales are in use.

2. In the case of HOME and AUTOMATIC Signals, the indications are displayed as under—

STOP by a large RED light.

CAUTION by a large YELLOW Light.

PROCEED by a large GREEN Light.

LOW SPEED CAUTION by a small YELLOW Light below the normal STOP indication of the Main Signal.

ALBURY—continued.

3. In the case of Dwarf Signals the indications are displayed as under—
STOP by a RED Light.

LOW SPEED CAUTION by a YELLOW Light.

4. MARKER LIGHTS—All Three-position Light Signals have a LUNAR WHITE Marker Light fixed on the post approximately five (5) feet below the Main Signal Light (Exception, Dwarf Signals).

Automatic Signals—The Marker Light is staggered to the right of the Main Signal Light.

Home Signals—The Marker Light is vertically below the Main Signal Light.

Dwarf Signals—The Marker Light is situated horizontally to the Right of the Signal Light.

5. ROUTE INDICATORS indicated by an illuminated letter are provided to indicate the route that has been set up. Route indicators are provided on the undermentioned Standard Gauge Signals—Down Home (Light) Signal to Albury South.

The Indications illuminated are—

P Platform Road.

T Through Road

R Run Round.

Dwarf (Light) Up Signal on post adjacent to Station Signal-box.

The Indications illuminated are—

TS Transhipping Siding.

RR Run Round.

TR Through Road.

MURCHISON EAST (Not Interlocked)

(No Diagram)

The following Fixed Signals are provided :—

Down Arrival Home, Main Line.

Bracket Post, two arms. One Up and one Down Signal—

Left-hand arm, Up Departure Home, No. 1 Road Extension to Main Line.

Right-hand arm, Down Departure Home, No. 1 Road Extension to Branch Line.

Up Arrival Home, Branch Line.

Up Arrival Home, Main Line.

TOOLAMBA

(Diagram No. 10/60)

Post No.	Particulars
1	Up Distant Signal, Shepparton Line.
2	Up Distant Signal, Echuca Line.
3	Bracket Post, two arms and a Disc, Up Signals— Left-hand arm, Home Signal from Shepparton Line to No. 2 Road—to post 9. Right-hand arm, Home Signal from Shepparton Line to No. 1 Road—to post 10. Disc on Left-hand Doll, from Shepparton Line to Nos. 3, 4, 5 or 6 Roads—towards post 8.

TOOLAMBA—continued

Post No.	Particulars
4	Bracket Post, two arms and a Disc, Up Signals— Left-hand arm, Home Signal, from Echuca Line to No. 2 Road—to post 9. Right-hand arm, Home Signal, from Echuca Line to No. 1 Road—to post 10. Disc Signal, from Echuca Line to Nos. 3, 4, 5 or 6 Roads—towards post 10.
5	Disc Signal, from Siding " B " to Nos. 3, 4, 5 or 6 Roads—towards post 8.
6	Bracket Post, two arms, Down Signals— Left-hand arm, Home Signal, from No. 1 Road to Echuca Line. Right-hand arm, Home Signal, from No. 1 Road to Shepparton Line.
7	Bracket Post, two arms and three Discs—Down Signals— Left-hand arm, Home Signal, from No. 2 Road to Echuca Line. Right-hand arm, Home Signal from No. 2 Road to Shepparton Line. Left-hand Disc, from Nos. 3, 4, 5 or 6 Roads to Echuca Line. Top Right-hand Disc, from Nos. 3, 4, 5 or 6 Roads to Shepparton Line. Bottom Right-hand Disc, from Nos. 3, 4, 5 or 6 Roads to Siding " B ".
8	Two Disc Signals, Up Signals— Left-hand Disc, from Nos. 4, 5 or 6 Roads to Main Line—or to Siding " A ". Right-hand Disc, from No. 3 Road to Main Line—or to Siding " A ".
9	One arm and one Disc, Up Signals— The arm, Home Signal, from No. 2 Road to Main Line. The Disc, from No. 2 Road—towards Siding " A ".
10	One arm and one Disc, Up Signals— The arm, Home Signal from No. 1 Road to Main Line. The Disc, from No. 1 Road to Siding " A ".
11	Two Disc Signals— Left-hand Disc, from Dock Road to Main Line—or to Siding " A ". Right-hand Disc, from Dock Road to Pit Road.
12	Disc Signal, from Pit Road to Dock Road.
13	Two Disc Signals— Left-hand Disc, from Siding " A " to No. 1 Road—towards post 6, or to No. 2—towards post 7, or to Dock Road. Right-hand Disc, from Siding " A " to Nos. 3, 4, 5 or 6 Roads—towards post 7.

TOOLAMBA—*continued.*

Post No.	Particulars
14	Bracket Post, two arms and two Discs, Down Signals— Left-hand arm, from Main Line to No. 1 Road—to post 6. Right-hand arm, from Main Line to No. 2 Road—to post 7. Left-hand Disc, from Main Line to Dock Road. Right-hand Disc, from Main Line to Nos. 3, 4, 5 or 6 Roads— towards post 7.
15	Down Distant Signal.

Note.—Point Indicators work in conjunction with the Points leading from the Main Line to Siding "A", with the Points leading to Nos. 2, 3, 4, 5 and 6 Roads, Up end; with the Points leading to the Dock Road; and with both sets of Points at the Down end of the compounds forming connection from No. 3 or from Nos. 4, 5 or 6 Roads.

NUMURKAH

(No Diagram)

Post No.	Particulars
1	Down Arrival Home Signal—to "X", to post 4.
2	Disc Signal, from Siding "A" to No. 1 Road.
3	Up Home (Departure) Signal, from No. 1 Road to Main Line.
4	Bracket Post, two arms, Down Home Signals— Left-hand arm, from "X", to Picola Line. Right-hand arm, from "X" to Strathmerton Line.
5	Down Starting Signal, Strathmerton Line.
6	Up Arrival Home Signal, from Strathmerton Line.
7	Up Arrival Home Signal, from Picola Line.

TOCUMWAL

(New South Wales Line and Signals)

Frame "A".—Down Home and Distant Signals only are provided, and are worked from Frame "A", fixed at the North end of the Platform.

Frame "B".—The Points in the Main Line leading to the Loop Line, Facing Point Lock and Catch Point at the Sydney end of the Loop are worked from Frame "B", fixed alongside the Main Line Points. When it is required to work Frame "B" the key must be withdrawn from No. 2 Lever in Frame "A", and No. 1 Lever in Frame "B" unlocked and pulled over. After shunting operations are completed, the Points must be placed in their normal position, No. 1 Lever put back and locked, and the key returned to the lock on No. 2 Lever in Frame "A".

GENERAL MOTORS**(Diagram No. 10/56)**

Three-position Signalling is in force.

NARRE WARREN**(Diagram No. 10/61)**

Three-position Signalling is in force.

Notes.—1. A System of Annett-locking is in use on the Gate giving access to the crossing over Nos. 1, 2 and 3 Roads to the Van Goods Shed at Narre Warren.

A Pilot Lever (No. 9) secured by an "A" pattern Annett-lock is provided in the interlocking frame. Withdrawal of the "A" pattern key will secure Lever No. 9 in the reverse position and lock Signals Nos. 2, 14, 15, 16 and 18 at the Stop position.

"A" and "B" pattern Annett-locks are provided on the Gate Post and the Gate is secured in the closed position by a chain attached to the "B" pattern key which is normally locked in the "B" pattern lock. When the "A" pattern key is inserted and turned in the "A" pattern lock, the "B" pattern Key may be turned and removed from the "B" pattern lock thus releasing the Gate and securing the "A" pattern Key in the lock.

The gate must not be again closed and locked until any road vehicle which is on the crossing has been removed.

2. Dual Control Point Machines are provided at No. 5 and No. 7 Motor-operated Points for operating the Points by hand.

BERWICK**(Diagram No. 10/61)**

Three-position Signalling is in force.

Dual Control Point Machines are provided at No. 9, No. 27 and No. 29 Motor-operated Points for operating the Points by hand.

OFFICER**(Diagram No. 6/58)**

Three-position Signalling is in force.

Note.—The Points leading from the Up Line to the Siding at the Up end of Officer and the Points leading from the Down Line to the Siding at the Down end of Officer are rodded to Catch Points in the Siding and secured by Electric Switch Locks as described in Clause 15, pages 466-468, General Appendix.

Telephone Cabins are provided adjacent to the Catch Points in the Siding. The telephones are of the Selector type and are connected to

OFFICER—*continued.*

the Train Control Office, Spencer Street. A foot switch is provided at the base of the Instrument Board. The foot switch must be depressed whilst the employe concerned is speaking to the Train Controller, but when the Train Controller is speaking the Switch must be released. The doors of the telephone cabins are secured by V.R. 5P Padlocks and electric lighting is provided in the cabins. Employes concerned must take care to switch off the light and close and lock the door after use.

Automatic Signals.—When owing to failure or other cause, an Automatic Signal at an Electric Switch locked Siding has to be passed at the "Stop" position, the Driver, in addition to complying with Regulation 74, must, before passing over the Points at each end of the Siding, examine the Points and see that they are in normal position. When the Points are situated in the opposite line, but the lead crosses the line on which the train is to pass, the Points in the opposite line must be examined to see that they are in the normal position. In the event of the Points being in the Reverse position, the Driver must arrange for them to be placed in the normal position and immediately report the matter to the Train Controller by means of the telephone provided at the Siding.

PAKENHAM

(Diagram No. 6/58)

Three-position Signalling is in force.

NAR-NAR-GOON

(Diagram No. 6/58)

Three-position Signalling is in force.

PAKENHAM AND NAR-NAR-GOON

Notes.—1. *Control Apparatus:*—(a) The Points and Signals at the Up and Down ends of the Yard at Pakenham and Nar-Nar-Goon are controlled from a Control Panel on the Platform at the respective station.

2. Dual Control Point Machines are provided for operating by hand the undermentioned Points :

Pakenham—Nos. 7 and 9 at the Up end and Nos. 27 and 29 at the Down end.

Nar-Nar-Goon—No. 9 at the Up end and Nos. 27 and 29 at the Down end.

TYNONG

(Diagram No. 6/58)

Three-position Signalling is in force.

Note.—The Points leading from the Up Line to the Siding at the Up end and the Points leading from the Down Line to the Siding at the Down end of Tynong are rodged to Catch Points in the Siding and secured by Electric Switch Locks as described in Clause 15, pages 466–467, General Appendix.

TYNONG—*continued*

Telephone Cabins are provided adjacent to the Catch Points in the Siding. The telephones are of the Selector type and are connected to the Train Control Office, Spencer Street. A foot Switch is provided at the base of the Instrument Board. The Foot Switch must be depressed whilst the employe concerned is speaking to the Train Controller but when the Train Controller is speaking the Switch must be released.

The doors of the Telephone Cabins are secured by V.R. 5P Padlocks and electric lighting is provided in the Cabins. Employes concerned must take care to switch off the light and close and lock the door after use.

GARFIELD

(Diagram No. 13/65)

Three-position Signalling is in force.

Note.—A Four-Lever Ground Frame, secured by an Electric Switch Lock, is provided adjacent to the Points of the Crossover at the Up end of the Yard. The Points at both ends of the Crossover between Up and Down Lines, the Points leading from the Up Line to the Siding (rodded to Catch Points in the Siding) and Dwarf Signal No. 4 are worked from the Ground Frame. Point Indicators work with both sets of Points in the Up Line.

The District Superintendent must arrange for a competent employe to work the Ground Frame as required.

The Points leading from the Down Line to the Siding at the Down end of the Yard are rodded to Catch Points in the Siding and secured by an electric switch Lock.

The Electric Switch Locks are similar to those described in Clause 15, pages 466-467, General Appendix.

Telephone Cabins are provided adjacent to the Ground Frame at the Up end of the Yard and adjacent to the Catch Points at the Down end of the Siding. The Telephones are of the Selector type and are connected to the Train Control Office, Spencer Street. A foot switch is provided at the base of the Instrument Board. The Foot Switch must be depressed whilst the employe concerned is speaking to the Train Controller, but when the Train Controller is speaking the Switch must be released. The doors of the Telephone Cabins are secured by V.R. 5P Padlocks and electric lighting is provided in the Cabins. Employes concerned must take care to switch off the light and close and lock the door after use.

Automatic Signals.—When owing to failure or other cause, an Automatic Signal at an Electric Switch locked siding has to be passed at the "Stop" position, the Driver, in addition to complying with Regulation 74, must, before passing over the Points at each end of the Siding, examine the Points and see that they are in the Normal position. When the Points are situated in the opposite line, but the lead crosses the line on which the train is to pass, the Points in the opposite line must be examined to see that they are in the Normal position.

In the event of the Points being in the Reverse position, the Driver must arrange for them to be placed in the Normal position and immediately report the matter to the Train Controller by means of the telephone provided at the Siding.

BUNYIP**(Diagram No. 13/65)**

Post No.	Particulars
6	Three-position Down Home (Light) Signal.
8	Dwarf (Light) Signal from Up Line.
12	Three-position Up Home (Light) Signal from No. 2 Road.
14	Three-position Up Home (Light) Signal from No. 1 Road.
3	Down Home Signal, from No. 1 to Main Line.
4	Up Home (Light) Signal, from Main Line to No. 1 Road—to post 14, or to No. 2 Road—to post 12; worked from Signal-box or Lever at Points.
5	Up Distant Signal.

Notes.—1. The Points in the Main Line at the Down end of the Yard are secured by Plunger-locking—see General Appendix for instructions.

2. The Points and Signals at the Up end of the Yard at Bunyip are controlled from a Control Panel on the Platform.

3. Dual Control Point Machines are provided for operating by hand in accordance with the instructions on page Nos. 7 and 9 Points at the Up end of Bunyip.

LONGWARRY**(Diagram No. 2/52)**

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Starting Signal.
4	Down Home Signal, from " X " to Down Line—to post 7.
5	Up Home Signal, from Up Line to No. 1 Road—to post 3, or No. 2 Road; worked from Locking Frame or Lever at Points.
6	Up Home Signal—to post 5.
7	Down Starting Signal.
8	Up Distant Signal.
9	Up Repeating (Light) Signal.

Notes.—1. The Points giving access to No. 2 Road are secured by Plunger locking. The Signal Lever at the Points is secured by an Annett Lock, the key of which is normally secured in a Duplicate Lock on the Locking Frame.

2. The Points leading to the Up end of the Goods Siding are rodded to a Derail in the Siding and worked by a Lever situated near the Points.

LONGWARRY—*continued.*

The Points are secured by an Annett Lock, the key of which is normally secured in a Duplicate Lock on the Locking frame.

3. The Points leading from the Down Line to the Down end of the Goods Siding are rodded to Catch Points in the Siding and worked by a Lever situated near the Points.

The Lever is electrically cross-locked from the Locking Frame in the Signal-box.

DROUIN

(Diagram No. 4/58)

With the exception of Up Starting Signal No. 4 and Down Starting Signal No. 27, which are Two-position Light Signals equipped with Illuminated Letter "A", the Signals at Drouin are Three-position Signals.

WARRAGUL "A" BOX

(Diagram No. 7/52)

Post No.	Particulars
1	Down Distant Signal ; worked by " B " Box.
2	Up Starting Signal ; worked by " B " Box.
3	Bracket Post, two arms and two Discs. Down Signals— Arm on Left-hand Doll, Home, to " U "—to post 5 ; worked by " B " Box. Arm on Centre Doll, Home, to No. 1 Road—to post 9 ; controlled by " B " Box. Disc on Right-hand Doll, from Down Line to No. 2 Road—towards post 14 ; controlled by " B " Box. Disc under Bracket, from Down Line to No. 3 Road—towards post 11, or to Goods Yard ; controlled by " B " Box.
4	Four Disc Signals— Top Left-hand Disc, from Up Line to " U "—towards post 5. Bottom Left-hand Disc, from Up Line to No. 1 Road—towards post 9 ; controlled by " B " Box. Top Right-hand Disc, from Up Line to No. 2 Road—towards post 14 ; controlled by " B " Box. Bottom Right-hand Disc, from Up Line to No. 3 Road—towards post 11, or to Goods Yard ; controlled by " B " Box.
5	Two arms and a Disc, Down Signals— Top arm, Home, from " U " to Back Platform Road—to post 10 ; worked by " B " Box and controlled by " A " Box. Bottom arm, Calling-on, from " U " to Back Platform Road—towards post 10 ; worked by " B " Box and controlled by " A " Box. The Disc, from " U " to Loop—towards post 10 ; controlled by " B " Box.

WARRAGUL "A" 'BOX—continued

Post No.	Particulars
6	One arm and a Disc, Up Signals— The arm, Home, from Back Platform Road to Up Line— to post 2. The Disc, from Loop to Up Line—towards post 2. Note.—There are Catch Points in the Loop ahead of post 6.
7	Disc Signal, from No. 3 Road or Goods Yard to Up Line— towards post 2.
8	Bracket Post, one arm and a Disc; Up Signals:— Disc on Left-hand Doll, from No. 2 Road to Up Line— towards post 2. Arm on Right-hand Doll, Home, from No. 1 Road to Up Line—to post 2; worked by "B" Box. Note.—There are Catch Points in No. 2 Road ahead of post 8.

Note.—A Point Indicator works with the Points leading from No. 3 Road to the Main Line or Siding "A".

Whistling Signals

To or from—	Long	Short
Up Main Line and Back Platform Road	—	2-2
Up Main Line and No. 1 Road	1	—
Up Main Line and No. 2 Road	1	2
Up Main Line and No. 3 Road	1	3
Up Main Line and Loop	—	4
No. 3 Road and Siding "A"	—	3

WARRAGUL "B" BOX

(Diagram No. 7/52)

Post No.	Particulars
1	Down Distant Signal
2	Up Starting Signal
3	Bracket Post, two arms and two Discs, Down Signals:— Arm on Left-hand Doll, Home to "U"—to post 5. Arm on Centre Doll, Home to No. 1 Road—to post 9; worked by "A" Box and controlled by "B" Box. Disc on Right-hand Doll, from Down Line to No. 2 Road— towards post 14; worked by "A" Box and controlled by "B" Box. Disc under Bracket, from Down Line to No. 3 Road— towards post 11, or to Goods Yard; worked by "A" Box and controlled by "B" Box.

WARRAGUL " B " BOX—*continued.*

Post No.	Particulars
4	<p>Four Disc Signals:— Top Left-hand Disc, from Up Line to " U "—towards post 5 ; worked by " A " Box. Bottom Left-hand Disc, from Up Line to No. 1 Road—towards post 9 ; worked by " A " Box and controlled by " B " Box. Top Right-hand Disc, from Up Line to No. 2 Road—towards post 14 ; worked by " A " Box and controlled by " B " Box. Bottom Right-hand Disc, from Up Line to No. 3 Road—towards post 11, or to Goods Yard ; worked by " A " Box and controlled by " B " Box.</p>
5	<p>Two arms and a Disc, Down Signals:— Top arm, Home, from " U " to Back Platform Road—towards post 10 ; controlled by " A " Box. Bottom arm, Calling-on, from " U " to Back Platform Road—towards post 10 ; controlled by " A " Box. The Disc, from " U " to Loop—towards post 10, worked by " A " Box and controlled by " B " Box.</p>
8	<p>Bracket Post, one arm and a Disc, Up Signals:— Disc on Left-hand Doll, from No. 2 Road to Up Line—towards post 2 ; worked by " A " Box. Arm on Right-hand Doll, Home, from No. 1 Road to Up Line—to post 2.</p>
9	<p>Bracket Post, two arms and a Disc, Down Signals— Left-hand arm, Home, from No. 1 Road to Neerim Line. Right-hand arm, Home, from No. 1 Road to " X "—to post 23. The Disc, from No. 1 Road to Loco. Road.</p>
10	<p>Bracket Post, two arms, Down Home Signals, and two Discs— Left-hand arm, from Back Platform Road to Neerim Line. Right-hand arm, from Back Platform Road to " X "—to post 23. Left-hand Disc, from Loop to Neerim Line, or to " X "—towards post 23, or to Loco. Road. Right-hand Disc, from Back Platform Road to Loco. Road. <i>Note.</i>—There are Catch Points in the Loop ahead of post 10.</p>
11	<p>Two Disc Signals:— Left-hand Disc, from No. 3 Road to No. 3A Road—towards post 15. Right-hand Disc, from Goods Yard to No. 3A Road—towards post 15.</p>
12	<p>Disc Signal, from Butter Company's Siding to Neerim Line. <i>Note.</i>—There are Catch Points in the Butter Company's Siding ahead of post 12.</p>
13	<p>Disc Signal, from No. 3A Road to No. 3 Road—towards post 7, or to Goods Yard.</p>
14	<p>Disc Signal, from No. 2 Road to " Z "—towards post 23, or to Loco. Road.</p>

WARRAGUL "B" BOX—*continued*

Post No.	Particulars
15	Disc Signal, from No. 3A Road to "Z"—towards post 23, or to Loco. Road, or Engine Road.
	Signal Bridge on which are erected Posts Nos. 16, 17 and 18:—
16	Two arms, Up Signals:— Top arm, Home, from "Y" to No. 1 Road—to post 8. Bottom arm, Calling-on, from "Y" to No. 1 Road—towards post 8.
17	Two arms and a Disc, Up Signals:— Top arm, Home, from "Y" to Back Platform Road—to post 6. Bottom arm, Calling-on, from "Y" to Back Platform Road—towards post 6.
	The Disc, from "Y" to Loop—towards post 6.
18	Disc Signal, from "X" to No. 1 Road—towards post 8, or to Back Platform Road, or Loop—towards post 6.
19	Bracket Post, four arms and a Disc, Up Signals:— Top arm on Left-hand Doll, Home, from Neerim Line to No. 1 Road—to post 8. Bottom arm on Left-hand Doll, Calling-on from Neerim Line to No. 1 Road—towards post 8. Top arm on Right-hand Doll, Home from Neerim Line to Back Platform Road—to post 6. Bottom arm on Right-hand Doll, Calling-on, from Neerim Line to Back Platform Road—towards post 6. The Disc, under Bracket, from Neerim Line to Loop—towards post 6, or to Butter Company's Siding.
21	Disc Signal from Engine Road to No. 3A Road—towards post 13.
	Note.—There are Catch Points in the exit from the Engine Road, ahead of post 21.
22	Disc Signal, from Loco. Road to No. 3A Road—towards post 13, or to No. 2 Road—towards post 8, or to "Y"—towards posts 16 and 17.
	Note.—There are Catch Points in the Loco. Road ahead of post 22.
23	Bracket Post, two arms, Down Home Signals:— Left-hand arm, from "X" to Sale Line to post 26. Right-hand arm, from "Z" to Sale Line—to post 26.
24	Disc Signal, from Down Sale Line to No. 3A Road—towards post 13, or to No. 2 Road—towards post 8, or to "Y"—towards posts 16 and 17, or to "X"—towards post 18.
25	One arm and two Discs, Up Signals:— The arm, Home, from Sale Line to "Y"—to posts 16 and 17. Left-hand Disc, from Up Sale Line to No. 3A Road—towards post 13. Right-hand Disc, from Up Sale Line to No. 2 Road—towards post 8.
26	Down Starting Signal, Sale Line.
27	Up Distant Signal, Sale Line.

WARRAGUL " B " BOX—*continued.*

Notes.—1. Point Indicators work with the Points leading to No. 3 Road or the Goods Yard, with the Points leading to Nos. 2 and 3 Roads, with the Points leading from No. 2 Road to " Z " or Loco. Road, with the Points leading from Loco. Road to No. 2 Road, with the Points leading from " Z " to No. 2 Road. with the Points leading from Back Platform Road to Loop, with the Points leading from " X " or the Neerim Line to No. 1 Road, with the Points leading from Back Platform Road to Loco. Road, with the Points leading from Back Platform Road to Neerim Line and with the Points leading to Butter Company's Siding.

2. (a) The Points in the Sale Line and in " Z ", between Signal Posts Nos. 23 and 25, are motor operated and controlled by No. 32 Lever in the Signal-box.

(b) Two Dual Control Point Machines are provided for operating the Points by hand.

3. Telephone communication with " B " Signal-box is provided near the exit from the Loco. Shed. Notice Boards are erected adjacent to the telephone and lettered " ENGINES MUST NOT PASS THIS BOARD TOWARDS TRAFFIC YARD UNTIL AUTHORISED BY SIGNALMAN ". The Driver of any engine, before entering or fouling the Loco. Road or Engine Road, must first obtain permission from the Signaller at " B " Box, and give him the number and class of the engine, its destination and the Driver's name. The Signaller must, before granting permission, satisfy himself that he has not permitted any conflicting movement. A record must be kept in the Train Register Book showing the number of the engine and the time permission was asked for and given.

Whistling Signals

To or from—	Long	Short	Long
Down Sale Line and Loop	—	1	2
Down Sale Line and Back Platform Road	—	2-2	—
Down Sale Line and No. 1 Road	1	—	—
Down Sale Line and No. 2 Road	2	—	—
Down Sale Line and No. 3 Road	3	—	—
Down Sale Line and Goods Yard	1	4	—
Neerim Line and Loop	—	1	1
Neerim Line and Back Platform Road	1	2	1
Neerim Line and No. 1 Road	2	1	—
Butter Company's Siding and Neerim Line	—	2	2
Loco. Road and Loop	—	5	—
Loco. Road and Back Platform Road	—	4	1
Loco. Road and No. 1 Road	1	1	—
Loco. Road and No. 2 Road	1	2	—
Loco. Road and No. 3 Road	1	3	—
Engine Roads and No. 3 Road	—	3	1
Engine Roads and Goods Yard	—	3	2

DARNUM
(No Diagram)

Post No.	Particulars
1	Down Distant Signal.
2	Down Home Signal—to post 5 ; controlled by quadrant on Down Platform.
3	Up Starting Signal.
4	Up Home Signal—to post 3.
5	Down Starting Signal.
6	Up Distant Signal.

Note.—1. The Points are not Interlocked.
2. Hand Catch Points are provided at each end of the Siding.

YARRAGON

(Diagram No. 17/66)

With the exception of the Up Starting Signal Post No. 7, which is a Two-position (Light) Signal, the Signals at Yarragon are Three-position Signals.

The particulars of the Two-position Signal are as follows :—

Post No.	Particulars
7	Up Starting (Two-position Light) Signal.

Yarragon

Notes.—1. The Points and Signals at Yarragon are motor-operated and controlled from the mechanical Interlocking machine in the Signal-box.

2. Dual Control Point Machines are provided for operating by hand, the undermentioned Points—

Nos. 13 and 18 at the Up end and Nos. 33 and 35 at the Down end.

TRAFALGAR

(Diagram No. 17/66)

Three-position Signalling is in force.

Notes.—1. The Points and Signals at Trafalgar are motor-operated and controlled from a Control Panel in the Signal-bay.

2. Dual Control Point Machines are provided for operating by hand the following Points.

Nos. 5 and 9 at the Up end and Nos. 21 and 23 at the Down end.

MOE

(Diagram No. 17/66)

Post No.	Particulars
1	Two-position Dwarf Signal, set-back from Up Line to No. 1A towards post 4 or to Receiving Sidings.
2	One Two-position Light Signal and one Disc. Down Signals— The Light, two-position Home Signal from Down Line to No. 1 Road—to post 4. The Disc, from Down Line to Receiving Sidings.
3	Two two-position Light Signals, Up Signals— Left-hand Light, two-position Home Signal, from Receiving Sidings to Up Line—to post D. 4142. Right-hand Light, two-position Home Signal, from No. 1A Road to Up Line—to post D. 4142. Note.—There are Catch Points in the neck to the Receiving Sidings, ahead of post 3.
4	Down Home Signal, from No. 1A Road to No. 1 Road to posts 12, 13 and 14—or to No. 2 Road to post 9, 10 and 11 as indicated on Switch Stand at Points ahead of Signal.
5	Up Home Signal from No. 1 Road to No. 1A Road—to post 3.
6	Disc Signal from No. 2 Road to No. 1A Road—to post 3 ; or to Sidings " A ".
7	Up Home Signal from No. 1 Road—to post 5 (Co-acting)
8	Up Home Signal from No. 1 Road—to post 5 (Co-acting).
10	Three-position (Light) Down Home Departure Signal from No. 2 to Yallourn or Morwell.
11	Three-position (Light) Down Home Departure Signal from No. 1 Road to Yallourn or Morwell.
16	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Sale Line to No. 1 Road—to post 7. Right-hand arm, from Sale Line to No. 2 Road—to post 6, or to No. 3 Road ; worked from Auxiliary Frame.
17	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Yallourn Line to No. 1 Road—to post 7 ; worked from Auxiliary Frame. Right-hand arm, from Yallourn Line to No. 2 Road—to post 6, or to No. 3 Road.
19	Up Distant Signal, Yallourn Line.

Notes.—1. A Point Indicator works with the Points of the Crossover leading from No. 2 Road ahead of post 6 and with the Derails at the Down end of the Receiving Sidings.

2. There are Catch Points in Siding " B ".

3. The Points in No. 1 Road at the Up end of the Passenger Platform, leading to the Receiving Sidings, are rodded to a Derail in each Siding, and secured by an Annett Lock, the Key of which is normally secured in a Duplicate Lock on an apparatus in the Signal-bay.

4. **Dual Control Point Machines** :—Dual Control Point Machines are provided for operating by hand the undermentioned Points—
No. " B ", Junction Points Double and Single Line.
No. 4, Points at the Up end of the Receiving Sidings.

MORWELL

(Diagram No. 17/66)

Post No.	Particulars
1	Bracket Post—2 Down Home (Light) Signals ; 2 Calling-on (Light) Signals— Left-hand Signals—Home Signal, Main Line to No. 1A to post 2. Calling-on Signal (Light) Main Line to No. 1A. Right-hand Signals—Home Signal—Main Line to No. 2A—to post 3. Calling-on Signal (Light) Main Line to No. 2A.
2	Down Home to No. 1 or No. 2 (worked from Lever on Platform or Lever at Plunger locked Points).
3	Down Home to No. 1 or No. 2 (worked from Lever on Platform or Lever B).
4	Up Home (Light) Signal No. 1B to 1A—to post 38.
5	Up Home (Light) Signal No. 2 to No. 2A—to post 40.
6	Up Home—Mirboo North Line to No. 1 or No. 2 (worked from Lever on Platform or Lever at Plunger locked Points).
7	Bracket Post—two arms—Home Signals— Left-hand arm—Down Home Signal, "X" to Mirboo North Line. Right-hand arm—Up Home, "X" to No. 1B to post 4.
8	One arm and one Disc— The arm—Down Home, "Y" to Main Line. The Disc—"Y" to S.E.C. Siding (worked from Auxiliary Frame).
9	Disc Signal, No. 2B to S.E.C. Siding (worked from Auxiliary Frame or Lever on Platform).
10	Disc Signal—from S.E.C. Siding to No. 1 to post 7 or to No. 2 (worked from Auxiliary Frame or Lever on Platform).
11	Up Home Main Line to No. 1 to post 7 or to No. 2 (worked from Lever on Platform or Lever at Plunger locked Points).
38	Three-position Up Home Departure (Light) Signal from No. 1A.
40	Three-position Up Home Departure (Light) Signal from No. 2A.

Notes.—1. The Points leading to the Rail Motor Siding are Annett Locked ; the Key secured in a Duplicate Lock on Lever on Platform.

2. An Auxiliary Frame is provided at the Down end of the Yard. The Levers in the Auxiliary Frame are secured by an Annett Lock on No. 1 Lever.

3. The Points and Signals at Herne's Oak and at the Up end of Morwell are controlled from a Control Panel located in the Signal-bay at Morwell.

4. A Dual Control Point Machine is provided at Morwell for operating No. 37 Points by hand.

TRARALGON

(Diagram No. 25/62)

Post No.	Particulars
1	Down Distant Signal.
2	Bracket Post, two arms and a Disc, Down Signals—
	Left-hand arm, Home Signal, from Main Line to No. 2 Road —to post 9.
	Right-hand arm, Home Signal, from Main Line to No. 1 Road—to post 9.
	The Disc on Left-hand Doll, from Main Line to Nos. 3 or 4 Roads—towards post 11.
2B	Disc Signal, from Siding " C " to No. 1 Road—towards post 9 ; worked from Auxiliary Frame and controlled from Signal-box.
	Note.—There are Catch Points in Siding " C " ahead of Disc No. 2B.
2C	Arm and Disc, Down Signals.—
	The arm, Home Signal, from Maffra Departure Road to No. 1 Road— to post 9 ; worked from Auxiliary Frame and controlled from Signal-box.
	The Disc, from Maffra Departure Road to Maffra Dock ; worked from Auxiliary Frame.
3	Disc Signal, from Sidings " A " to Nos. 5 or 6 Roads or to Nos. 3 or 4 Roads via " X " ; or to No. 2A Road—towards post 11 ; or to Nos. 1 or 2 Roads—towards post 9.
3B	Disc Signal, from Maffra Dock to Maffra Departure Road ; worked from Auxiliary Frame.
4	Bracket Post, two arms and two Discs, Up Signals—
	Left-hand arm, Home Signal, from No. 1A Road to Main Line Departure.
	Right-hand arm, Home Signal, from No. 2A Road to Main Line Departure.
	Disc on Left-hand Doll, from No. 1A Road to Siding " C ", or to Maffra Departure Road, worked from Auxiliary Frame.
	Disc on Right-hand Doll, from No. 2A Road to Sidings " A ".
4B	Disc Signal, from Nos. 5 or 6 Roads to Sidings " A ".
5	Disc Signal, from Nos. 3 or 4 Roads to No. 2A Road—towards post 4 or to Sidings " A " via " X ".
6	Arm and a Disc, Up Signals—
	The arm, Home Signal, from No. 1 Road to No. 1A Road—to post 4.
	The Disc, from No. 1A Road to No. 2A Road—towards post 4.
7	Up Home Signal, from No. 2 Road to No. 2A Road—to post 4.
8	Up Home Signal, along No. 1 Road—to post 6.
9	Bracket Post, four arms, Down Signals—
	Top arm on Left-hand Doll, Home Signal, from No. 2 Road to No. 2B Road—to post 19.
	Bottom arm on Left-hand Doll, Home Signal, from No. 1 Road to No. 1B Road—to post 18.

TRARALGON—continued.

Post No.	Particulars
9 (contd.)	Top arm on Right-hand Doll, Home Signal from No. 1 Road to No. 2B Road—to post 19. Bottom arm on Right-hand Doll, Home Signal, from No. 1 Road to No. 1B Road—to post 18.
10	Disc Signal, from Loco. Roads to No. 1B Road—towards post 18.
11	Disc Signal, from Nos. 3, 4 or 5 Roads to No. 1B Road—towards post 18; or to No. 2B Road—towards post 19. <i>Note.</i> —There are Catch Points in the neck ahead of post 11.
Bridge carrying Posts Nos. 12, 13, 14, 15, 16 and 17 Up Signals.	
12	Up Home Signal, from No. 1B Road to No. 1 Road—to post 8.
13	Disc Signal, from No. 1B Road to Nos. 3 or 4 Roads—towards post 5; or to No. 5 Road; or to Loco. Roads.
14	Up Home Signal, from No. 1B Road to No. 2 Road—to post 7.
15	Up Home Signal, from No. 2B Road to No. 1 Road—to post 8.
16	Disc Signal, from No. 2B Road to Nos. 3 or 4 Roads—towards post 5; or to No. 5 Road.
17	Up Home Signal, from No. 2B Road to No. 2 Road—to post 7.
18	Bracket Post, two two-position Light Signals, Down Signals— Left-hand Light, Home Signal, from No. 1B Road to Maffra Line—to post 21B. Right-hand Light, Home Signal, from No. 1B Road to Sale Line.
19	Down Home (Light) Signal, from No. 2B Road to Maffra Line—to post 21B.
20	Up Home (Light) Signal, from Up Sale Line to No. 1B Road—to posts 12, 13 and 14.
21	Bracket Post, two-position Light Signals, Up Signals— Left-hand Light Home Signal, from Maffra Line to No. 1B Road—to posts 12, 13 and 14. Right-hand Light, Home Signal, from Maffra Line to No. 2B Road—to posts 15, 16, and 17.
21B	Down Starting (Light) Signal to Maffra Line.
22	Up Distant Signal, Sale Line.
23	Up Distant Signal, Maffra Line.

Notes.—1. There are Catch Points in Siding "C", ahead of Disc Signal No. 2B and in the exit of Nos. 3, 4, 5 and 6 Roads ahead of Disc Signal No. 11.

2. Derail Blocks operate in conjunction with the Main Line Points leading to the Turntable Road and the two Loco. Roads Up end of Loco. Yard.

3. Point Indicators work in conjunction with the Derail Blocks on the Turntable Road and on the two Loco. Roads Up end of Loco. Yard; and with the Up facing Points in No. 1B Road.

4. The Points leading to Siding "C" and the Maffra Departure Road and the Home and Disc Signals on post No. 2C, the Disc Signal post 3B, and the Disc Signal on Left-hand Doll, post 4 are worked from an Auxiliary Frame situated between the Maffra Dock and Maffra Departure Road. The Auxiliary Frame is electrically cross-locked from the Signal-box.

TRARALGON—*continued.*

5. The Points forming the connection between the Sale and Maffra Lines are motor operated and controlled by No. 54 Lever in the Signal-box. A Dual Control Point Machine is provided for operating the Points by hand.

		Whistling Signals		
To or from—		Long	Short	Long
Main Line Up end, and No. 1 Road	...	1	—	—
Main Line Up end, and No. 2 Road	...	2	—	—
Main Line Up end, and No. 3 or 4 Road	...	1	1	—
No. 3 or 4 Road and Siding "A" via "X"	...	—	3	—
Siding "A" and No. 2 Road	...	—	2	2
Maffra Line and No. 1 Road	...	1	2	—
Maffra Line and No. 2 Road	...	—	2	—
Maffra Line and No. 3 Road	...	—	3	1
Sale Line and No. 1 Road	...	1	—	—
Sale Line and No. 2 Road	...	1	1	1
Sale Line and No. 3 Road	...	1	3	—
Sale Line and Loco. Yard	...	1	1	—

SALE

(Diagram No. 7/43)

Post No.	Particulars
1	Up Distant Signal, Stratford Line.
2	Down Distant Signal, Melbourne Line.
3	Bracket Post, two arms and two Discs— Arm on Left-hand Doll, Up Home Signal, from Stratford Line to "A"—to post 10. Disc on Left-hand Doll, from Stratford Line to "B"—towards post 7. Arm on Right-hand Doll, Down Home Signal, from Melbourne Line to "A"—to post 10. Disc on Right-hand Doll, from Melbourne Line to "B"—towards post 7.
4	Disc Signal, from Cattle Yards Siding to "B"—towards post 7.
5	Disc Signal from Canal Road to "A"—towards post 10.
6	Disc Signal, from Turntable Road to "A"—towards post 10.
7	Four Disc Signals, three applying in the Up direction and one in the Down direction— Three Discs applying in Up direction— Top Left-hand Disc, from "B" to Melbourne Line. Top Right-hand Disc, from "B" to Stratford Line. Bottom Right-hand Disc, from "B" to Cattle Yards Siding. Disc applying in Down direction, from "B" to No. 5, 4 or 3 Road.
8	Two arms and a Disc— Top arm, Up Home-Signal, from "A" to Melbourne Line. Bottom arm, Down Home Signal, from "A" to Stratford Line. The Disc, from "A" to Canal Road, or to Turntable Road.

SALE—continued.

Post No.	Particulars
9	Two Disc Signals— Left-hand Disc, from No. 3 Road to " B "—towards post 7. Right-hand Disc, from No. 4 or 5 Road to " B "—towards post 7.
10	Two arms and a Disc— Top arm, Home Signal, from " A " to No. 2 Road. Bottom arm, Home Signal, from " A " to No. 1 Road. The Disc, from " A " to No. 3 Road or to Carriage Dock.
12	Lop-bracket Post, one arm and two Discs— The arm, Home Signal, from No. 2 Road to " A "—to post 8. Left-hand Disc, from No. 3 Road to " A "—towards post 8. Right-hand Disc, from No. 3 Road along same Road—towards post 9.
13	Disc Signal, from Carriage Dock to " A "—towards post 8.
14	Home Signal, from No. 1 Road to " A "—to post 8.

Notes.—1. There are Catch Points at the exit from the Cattle Yards Siding ahead of post 4, at the exit from the Turntable Road ahead of post 6 and at the exit from the Canal Road ahead of post 5.

2. Point Indicators work with the Points leading from the Canal Road to the Turntable Road, with the Points leading from " B " to Nos. 4 and 5 Roads, and with the Points leading from No. 1 to No. 2 Road.

Whistling Signals

To or from—	Long	Short	Long
No. 1 Road and Melbourne Line	...	1	—
No. 2 Road and Melbourne Line	...	2	—
No. 3 Road and Melbourne Line	...	3	—
No. 1 Road and Stratford Line	...	1	1
No. 2 Road and Stratford Line	...	2	1
No. 3 Road and Stratford Line	...	3	1
Goods Yard and Melbourne Line	...	4	—
Goods Yard and Stratford Line	...	4	1
Carriage Dock	...	—	1
Engine Shed	...	—	2
No. 3 Road and Cattle Siding...	...	—	3
Goods Yard	...	—	4
Nos. 2 and 3 Roads, through Crossover	...	—	5
" A " Road and Canal Road	...	1	2

STRATFORD JUNCTION

(Diagram No. 15/18)

Post No.	Particulars
1	Down Distant Signal, Sale Line.
2	Down Home Signal, Sale Line.
3	Down Distant Signal, Maffra Line.

STRATFORD JUNCTION—*continued.*

Post No.	Particulars
4	Down Home Signal, Maffra Line.
5	Bracket Post, two arms. Up Home Signals— Left-hand arm, to Sale Line. Right-hand arm, to Maffra Line.
6	Up Distant Signal.

KOO-WEE-RUP (Not Interlocked)

(No Diagram)

The following Fixed Signals are provided—

Down Arrival Home Signal.

Down Starting Signal.

Up Arrival Home Signal.

NYORA

(Diagram No. 13/24)

Post No.	Particulars
1	Down Home Signal to No. 1 Road—to post 2, or to No. 2 Road ; worked from Signal-bay or Lever at Points.
1B	Up Home Signal, from No. 1 Road to Main Line.
2	Bracket Post, two arms, Down Home Signals— Left-hand arm, to Yarram Line. Right-hand arm, to Wonthaggi Line.
3	Bracket Post, two arms, Up Home Signals— Left-hand arm, from Wonthaggi Line to No. 1 Road to post 1B, or to No. 2 Road ; worked from Signal-bay or from Lever at Points. Right-hand arm, from Yarram Line to No. 1 Road—to post 1B, or to No. 2 Road ; worked from Signal-bay or from Lever at Points.

Note.—The Facing Points in No. 1 Road leading to the Gravitation Sidings are rodded to Catch Points in the Sidings and secured by an Annett Lock with Duplicate Locks on Signal Levers Nos. 1 and 1B.

SIGNALS AT PLACES WHERE THE LEVERS ARE NOT INTERLOCKED.

NOTE.—Where there are two Signals shown in the same column one is an Up and one is a Down, unless otherwise specified.

Station	Description of Signals		
	Distant	Home	Starting
Alexandra	—	1 Down	—
Allansford	—	2	—
Annuello	—	2	—
Arcadia	—	2	—
Bairnsdale	—	{ 1 Down 2 Up	—
Balmoral	—	2	—
Ballarat— Racecourse	—	2	—
Show Grounds (White's Siding) (see page 000)			
Balranald	—	1 Down	—
Barnes	—	{ 2 Up 1 Down	—
Barraport	—	2 (Automatic)	—
Baxter	—	{ 2 Up 2 Down	—
Bealiba	—	2	—
Belgrave	—	1 Home (Narrow Gauge)	—
Bena	—	2 (Co-acting arm on Down Signal)	—
Bendigo Racecourse	—	2	—
Berriwillock	—	{ 1 Down 2 Up	—
Beulah	—	{ 2 Down 1 Up	—
Birchip	—	{ 2 Down 1 Up (Co-acting arm on Down Departure Signal)	—
Bittern	—	{ 2 Up 1 Down	—
Bonbeach (see page 00)			
Bonnie Doon	—	2	—
Boorcan	—	2	—
Boort	—	2	1

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station	Description of Signals		
	Distant	Home	Starting
Branxholme	—	{ 2 Up 1 Down	—
Bridgewater	—	2	—
Bright	—	1	—
Brim	—	2	—
Bruthen	—	2	—
Buckrabanyule	—	2	—
Bullarto	—	2	—
Camperdown	—	{ 1 Up 2 Down 1 Disc	—
Carisbrook	—	2	—
Carwarp	—	2	—
Casterton	—	1 Down	—
Cathkin	—	{ 2 Up 1 Down	—
Cavendish	—	2	—
Charlton	—	2	1 Starting (Down) 2
Chewton	2	{ 2 Up 1 Down (Co-acting arm on Down Sig- nal).	—
Chillingollah	—	2	—
Cobram	—	1 Down	—
Cohuna	—	1 Down	—
Colac (see page 000)	—	1 Down	—
Coleraine	—	2	—
Condah	—	2	—
Cope Cope	—	2	—
Cowangie	—	2	—
Cowwarr	—	2	—
Cranbourne	—	2	1
Cressy	—	2	—
Croxton (see page 00)	—	2	—
Cudgewa	—	2	—
Culgoa	—	2	—
Curyo	—	2	—
Dartmoor	—	2	—
Daylesford	—	1	1
Dennis (see page 00)	—	1 Down	—
Deniliquin	—	2	—
Derrinallum	—	2	—

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station	Description of Signals		
	Distant	Home	Starting
Devenish	—	2	—
Diamond Creek	—	2	1
Dingee	—	2	—
Donald	—	{ 2 Down	—
		{ 1 Up	—
Dookie	—	{ 2 Up	—
		{ 1 Down	—
Dunkeld	—	2	—
Dunolly (see page 000)			
East Natimuk	—	{ 2 Up	—
		{ 1 Down	—
Elmore	—	1 Down	—
Emerald	—	1	—
Emu	—	2	—
Epping	—	1	—
Everton	—	{ 1 Down	—
		{ 2 UP	—
Fernbank	—	2	—
Fish Creek	—	{ 1 Down	—
		{ 1 Up	—
		(Co-acting)	—
Foster	—	2	—
Glenalbyn	—	2	—
Glengarry	—	2	—
Glenloch	—	2	—
Glen Thompson	—	2	—
Goldsborough	—	2	—
Goorambat	—	2	—
Goornong	—	2	—
Goroke	—	{ 2 Down	—
		{ 1 Up	—
Gowrie	—	3	—
Guildford	2	2	—
		(Co-acting arm on Down Home Sig- nal post)	
Gunbower	—	2	—
Harcourt	2	{ 2 Down	1 Up
		{ 1 Up	—
	(Co-acting arm on Up Distant)		
Hastings	—	2	1
Healesville	—	1 Down	—
Heyfield	—	2	—
Heywood	—	{ 2 Up	1 Down
		{ 1 Down	—
Hopetoun	—	2	—

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station	Description of Signals		
	Distant	Home	Starting
Huon	—	2	—
Hurstbridge	—	1 Down	—
Inverleigh	—	2	—
Irymple	—	{ 2 Down 1 Up	—
Jacana	—	2	—
Jeparit	—	{ 2 Up 1 Down	—
Kanagulk	—	2	—
Kangaroo Flat	2	2	2
Katunga	—	2	—
Kerang (see page 127)			
Kilmany	—	2	1 Up
Kilmore	—	2	—
Koo-Wee-Rup (see page 267)			
Koetong	—	2	—
Koroit	—	{ 2 Up 2 Down	—
Kyabram	—	{ 1 Down 2 Up	—
Lake Boga	—	2	—
Lake Charm	—	2	—
Lalbert	—	2	—
		(Co-acting arm on Up Home Sig- nal post).	
Lang Lang	—	2	1 Up
Langi Logan	—	2	—
Lascelles	—	2	—
Leongatha	—	{ 1 Down 2 Up	—
Lilydale (see page 81)			
Lindenow	—	2	—
Linton	—	2	—
Lismore	—	2	—
Litchfield	—	2	—
Loch	—	{ 1 Up 2 Down	—
Lockington	—	2	—
Macorna	—	2	—
Maffra	—	{ 1 Down 3 Up	—
Manangatang	—	{ 2 Down 1 Up	—
Mansfield	—	1 Down	—
Marong	—	2	—
Maroona	—	{ 2 Down 1 Up	—
Merbein	—	2	—

SIGNALS AT PLACES NOT INTERLOCKED—continued.

Station	Description of Signals		
	Distant	Home	Starting
Meeniyah	—	2	—
Merino	—	2	—
Merrigum	—	{ 2 Down 1 Up	—
Menzies Creek	—	2	—
Mildura	—	{ 2 Down (Co-acting arm on Down Arri- val Home Signal post) 1 Up	1
Minyip	—	2	—
Mirboo North... ..	—	1 Down	—
Mitiamo	—	2	—
Moama	—	2	1
Mologa	—	2	—
Moolort	—	2	—
Mooroopna	—	2	—
Moriac	—	1 Up	2
Mornington	—	1	—
Mortlake Junction	—	1 Up	—
Moulamein	—	{ 2 Down 1 Up	—
Murchison East (see page 248)			
Murrayville	—	2	—
Myrtleford	—	{ 1 Down 1 Up (Co-acting arm on outer Up Home)	—
Mysia	—	2 (Automatic)	—
Nagambie	—	2	—
Natimuk	—	2	—
Newstead	1 Up	2	—
North Creswick	—	1 Up (Daylesford Line)	—
North Fitzroy	—	1	—
Nowa Nowa	—	2	—
Nullawil	—	2	—
Nyahwest	—	2	—
Orbost	—	1	—
Panmure	—	2	—
Penshurst	—	{ 3 Up 1 Down	—

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station	Description of Signals		
	Distant	Home	Starting
Piangil	—	2	—
Pirron Yallock	—	2	—
Pomborneit	—	2	—
Port Fairy	—	1	—
Portland North	—	{ 3 Down 2 Up	1 Down
Portland	—	1 Down	—
Power-house Yard (Spotswood)	—	1 Down	—
Prairie	—	2	—
Preston (see page 68)			
Pyalong	—	2	—
Pyramid	—	{ 2 Up 1 Down	—
Quambatook	—	{ 2 Down 1 Up	—
Queenscliff	—	1 Down	—
Rainbow	—	{ 2 Up 2 Down	—
Ravenswood	2	3	1
Raywood	—	2	—
Robinvale	—	1 Down	—
Rochester	—	2	—
Romsey	—	2	—
Rosedale	—	2	—
Rupanyup	—	{ 2 Down 1 Up	—
Rushworth	—	{ 2 Up 1 Down	—
Rutherglen	—	2	—
Ruthven	—	2	—
Sandown Park... ..	—	2	—
Sea Lake	—	2	—
Sheep Hills	—	2	—
Shelley	—	{ 1 Down 1 Up 2 Up	1 Up
Shepparton	—	1 Down	—
Somerville	—	2	1 Up
Speed	—	2	—
St. Arnaud	—	{ 2 Down 1 Up	1 Down
St. James	—	{ 2 Up 1 Down	—
Stony Point	—	1 Down	—
Stratford	—	2	1 (Down)
Strathmerton	—	{ 2 Up 1 Down	—
Sutherland	—	2	—
Swan Hill	—	{ 1 Down 2 Up	—

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station	Description of Signals		
	Distant	Home	Starting
Talbot	—	2	—
Tallangatta	—	2	—
Tallygaroopna	—	2	—
Taradale	2	2	*2
Tarnagulla	—	2	—
Tatura	—	2	—
Tatyoon	—	2	—
Terang	—	2	—
Thomastown	—	2	—
Timboon	—	1 Down	—
Timboon Junction	—	1 Up	—
Tinamba	—	2	—
Tocumwal (Station)	—	{ 2 Up 1 Down	—
Tongala	—	{ 2 Down 1 Up	—
Tooborac	1 Down	2	—
Toolondo	—	2	—
Toora	—	2	—
Tooradin	—	2	—
Trentham	—	2	—
Tungamah	—	2	—
* The Down Starting Signal has a Co-acting arm on a separate post.			
Ultima	—	{ 2 Down 1 Up	—
Underbool	—	2	—
Upfield	—	2	—
Vasey... ..	—	2	—
Wahgunyah	—	1 Down	—
Wakool	—	{ 2 Down 1 Up	—
Walpeup	—	2	—
Warracknabeal	—	{ 2 Up 3 Down	—
Warrnambool	1 Up	{ 2 Up 2 Down 1 Disc	—
Watchem	—	2	—
Waubra	—	1 Down	—
Waubra Junction	—	1	—
Wedderburn Junction (see page 129)	—	—	—
Welshpool	—	2	—
Wendouree (see page 157)	—	—	—
Westmere	—	2	—

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station	Description of Signals		
	Distant	Home	Starting
Willaura	—	{ 2 Down 1 Up	—
Williamstown Beach	—	2	—
Williamstown Pier	—	1	—
Winchelsea	—	2	—
Wonthaggi	—	2	—
Woodleigh	—	2	—
Woomelang	—	{ 2 Up 1 Down	—
Wunghnu	—	2	—
Wycheproof	—	2	—
Yaapeet	—	1 Down	—
Yanac	—	1 Down	—
Yarra Glen	—	{ 2 Down* 1 Up	—
Yarram	—	{ 1 Up 1 Down	—
Yarrawonga	—	{ 2 Up 1 Down	—
Yea	—	2	—

* See Special Instructions in the General Appendix.

LEVEL CROSSINGS WHERE THERE ARE FIXED SIGNALS

(Signals worked from Signal boxes with Interlocked Gates are not included in the List).

Line	Nearest Station	Up or Down Side of nearest Station	Name of Crossing	Mileage	Class of Signal
Northern	Albion ...	Up	Anderson Street	mils. chs. 8 9	Up and Down Disc Signals applying to shunting road only, and worked by shunter. Flashing Light Signals also in operation.
"	Echuca ...	Down	Pakenham Street	155 44	Down Home. Controls Echuca Up Home.
"	"	Down	Murray River Bridge	155 70 and 156 14	Two position Home Light Signals Up and Down.
Carlsruhe-Daylesford	Bullarto	Down	Glenlyon Road	69 65	Down Home. Controls Bullarto Up Home.
Carlsruhe-Daylesford	Musk	Down	Wheeler's Hill Road	72 18	Up and Down Homes.
North Eastern	Tocumwal	Up	Murray River	156 0	Down Home
Western	Dimboola	Up	High Street	224 42	Controls Down Home post 2.
Newport-Sunshine (Loop)	Newport	Down	Melbourne Road	7 07	Up and Down Home Signals
Fawkner ...	Jewell ...	Up	Park Street	3 67	Up and Down Homes.
"	" ...	Up	Brunswick Road	3 72	Controls Park Street Down Home and South Brunswick Up Starting Signal post 24.

LEVEL CROSSINGS WHERE THERE ARE FIXED SIGNALS—*continued.*

Line	Nearest Station	Up or Down Side of nearest Station	Name of Crossing	Mileage	Class of Signal
" ...	" ...	Up	Barkly Street	m ls. chs. 3 78	Controls South Brunswick Down Home, post 24B, and Up Starting Signal, post 24.
" ...	" ...	Down	Dawson Street	4 23	Up Home and controls South Brunswick Down Home post 28.
" ...	Brunswick	Up	Albert Street	4 38	Controls Brunswick Down Home, post 29, and Up Starting Signal, post 30.
" ...	Anstey ...	Up	Hope Street	4 63	Up Home and controls Anstey Down Home, post 33.
" ...	" ...	Down	Tinning Street	5 09	Controls Anstey Down and Up Homes, posts 34 and 34B.
" ...	Coburg	Up	Reynard Road	5 70	Down Home and controls Coburg Up Starting Signal, post 41.
" ...	Batman ...	Up	O'Hea's Road	6 51	Down Home and controls Batman Up Starting Signal, post 50.
Epping ...	Croxton	Up	Beavers Road	6 48	Up Home and controls Northcote Down Starting Signal which is also controlled by Croxton.
" ...	" ...	Down	Woolton Avenue	6 78	Down Home and controls Croxton Up Home.
" ...	Thornbury	Up	Normanby Avenue	7 08	Controls Woolton Avenue Down Home and also controls

LEVEL CROSSINGS WHERE THERE ARE FIXED SIGNALS—*continued.*

Line	Nearest Station	Up or Down Side of nearest Station	Name of Crossing	Mileage	Class of Signal
				mls. chs.	
" ...	Bell ...	Up	Oakover Road	7 62	Croxton Up Home Signal. Down Home and controls Bell Up Starting Signal.
Healesville	Blackburn	Down	Blackburn Road	10 79	Up Home. Controls Blackburn Down Departure Home post 5.
Oakleigh	Hughesdale	Up	Poath Road	8 63	Controls Hughesdale Up and Down Three-position Automatic Signals D.451 (Down line) and D.456 (Up line).
Stony Point	Glenhuntly	Up	Neerim Road	7 28	Controls Up and Down Three-position Automatic Signals F.378 and F.377 and Down Homes posts 11 and 9.
"	Highett	Up	Wickham Road	11 34	Controls Up and Down Three-position Automatic Signals F.600 and F.585.
"	Bonbeach	Down	Bondi Road	20 63	Controls Bonbeach Up and Down Homes.
Sandringham	Brighton Beach	Up	Kinane Street	8 64	Controls Up and Down Three-position Automatic Signals B.458 and B.453.
South Eastern	Leongatha	Up	McCartin Street	77 67	Controls Leongatha Down Home.

INDEX TO INTERLOCKED SIGNAL BOXES.

	Page		Page
A.			
Albury	247	Coburg	64
Anstey	63	Corio	198
Ararat "A"	162	Craigieburn	213
Ararat "B"	166	Creswick	140
Arden Street... ..	59	Crib Point	100
Armadale	84	Croydon	79
Armstrong	168		
Ashburton	77	D.	
Aspendale	96	Dandenong	90
Avenel	227	Darling	82
		Darnum	260
B.			
Bacchus Marsh	144	Deep Lead	173
Baddaginnie	232	Deer Park	141
Ballan	145	Dendy-street (Middle Brighton)... ..	101
Ballarat "A"	150	Diapur	189
Ballarat "B"	154	Digger's Rest	107
Ballarat "C" (North Ballarat)... ..	156	Dimboola	183
Ballarat "D" (Linton Jctn.)	158	Donnybrook	213
Ballarat East	149	Dooen	180
Barnawartha	244	Drouin	255
Batman	65	Dudley-street (Melbourne Yard)	35
Bay Road	93	Dysart	220
Beaufort	160		
Bell	68	E.	
Benalla "A"	232	Eaglehawk	126
Benalla "B"	234	Echuca	125
Bendigo "A"	118	Edithvale	96
Bendigo "B"	120	Elaine	212
Bendigo "C"	123	Elphinstone	113
Bendigo "D"	124	Eltham	76
Bentleigh	92	Essendon	55
Berwick	251	Euroa	230
Bet Bet	137		
Beveridge	214	F.	
Birregurra	208	Fairfield	73
Blackburn	78	Fawkner	66
Bowser	242	Flemington Bridge	61
Box Hill	78	Flemington Racecourse Box	54
Brighton Beach	101	Flemington Racecourse Line	52
Broadford	217	Flinders-street "A"	17
Broadmeadows	58	Flinders-street "B"	23
Brunswick	62	Flinders-street "C"	28
Buangor	162	Flinders-street "D" (Princes bridge)	30
Bungaree	147	Flinders-street "E" (Jolimont Junction)	30
Bunyip	254	Footscray Junction	43
Burnley	76	Franklin-street Junction	33
Burrumbeet	159	Frankston	98
C.			
Camberwell	77	G.	
Carlsruhe	111	Gardiner	82
Carrum	97	Garfield	253
Castlemaine "A"	114	Geelong "A"	203
Castlemaine "B"	117	Geelong "B"	206
Caulfield	85	Geelong (Maitland-street)	202
Chelsea	96	General Motors	251
Cheltenham	93	Gheringhap	211
Chiltern	243	Gisborne	109
Clarkefield	108	Glenhuntly	91
Clayton	88	Glen Iris	82
Clifton Hill "A"	71	Glenorchy	174
Clifton Hill "B"	72	Glenrowan	238
Clunes	141	Glenroy	57
		Glen Waverley	83
		Golden Square	118

Index to Interlocked Signal Boxes—continued.

	Page		Page
Gordon	146	Mentone	93
Graham	105	Meredith	212
Gravitation Yard (Melbourne Goods Yard)	34	Merri	66
Great Western	169	Middle Creek	161
Greensborough	75	Mitcham	78
		Moe	261
H.		Moonee Ponds	55
Hawthorn	77	Moorabool	210
Heathcote Junction	216	Mooroolbark	80
Heidelberg	74	Mordialloc	94
Highbett	92	Moreland	63
Horsham	180	Morwell	262
Huntingdale	88	Murtoa	177
		Murrumbena	85
I.			
Inglewood	128	N.	
Inglis-street (North Port)	104	Nar Nar Goon	252
		Narre Warren	251
J.		Newmarket Junction	52
Jewell	51	Newport Junction "A"	44
Jolimont Junction ("E" Box)	30	Newport "B"	47
Jung	179	Newport Workshops No. 1	46
		Newport Workshops No. 2	46
K.		Nhill	187
Kaniva	189	Noble Park	90
Kensington	52	No. 1 Box, Spencer-street	33
Keonpark	70	Northcote	66
Kiata	187	North Ballarat "C" Box	156
Kilmore East	217	North Bendigo Junction	124
Kooyong	82	North Geelong "A"	198
Korong Vale "A"	129	North Geelong "B"	200
Korong Vale "B"	130	North Geelong "C"	201
Kyneton	111	North Melbourne Junction	33
		North Port (Inglis-street)	104
L.		North Williamstown	47
Lal Lal	212	Nyora	267
Lalor	71	Numurkah	250
Lara	197		
Laverton	193	O.	
Lethbridge	211	Oakleigh "A"	86
Linton Junction (Ballarat "D")	158	Oakleigh "B"	86
Little River	196	Officer	251
Locksley	228	Ormond	91
Longwood	229	Ouyen	138
Longwarry	254		
Lubeck	176	P.	
		Pakenham	252
M.		Parkdale	94
Macaulay	60	Parwan	143
Macedon	109	Pimpinio	183
Macleod	75	Princes-bridge (Flinders-street "D" Box)	30
Maitland-street, Geelong	202		
Malmsbury	113	R.	
Malvern	84	Redcliffs	139
Mangalore	225	Regent	69
Manor	195	Reservoir	69
Maribyrnong River Junction	43	Riddell	109
Maryborough "A"	133	Ringwood	78
Maryborough "B"	135	Riversdale	77
McKinnon	91	Rockbank	142
Melton	143	Royal Park	61

Index to Interlocked Signal Boxes—continued.

	Page		Page
		S.	
Sale	265	Traralgon	263
Sandringham	101	Trawalla	160
Seaford	98	Tynong	252
Serviceton	190		
Seymour "A"	220	V.	
Seymour "B"	222	Viaduct Junction	31
Somerton	59	Victoria Park... ..	71
Seymour "C"	224	Violet Town	231
South End (Spencer-street)	33		
South Geelong	208	W.	
South Kensington Junction	42	Wallan	214
Spencer-street, No. 1 Box	33	Wal Wal	175
Spencer-street, Passenger Yard, No. 1 Auxiliary Frame	32	Wandong	216
Spencer-street (South End Box)	33	Wangaratta	239
Spotswood	44	Warragul "A"	255
Springhurst	242	Warragul "B"	256
Spring Vale	89	Warrenheip	147
Stawell "A"	170	Weighbridge Junction (Melbourne Goods Yard)	39
Stawell "B"	171	Werribee	193
St. Albans	52	Westali	89
St. Kilda	102	West Footscray	48
Stratford Junction	266	Westgarth	73
Sunbury	108	Williamstown	47
Sunshine	49	Windermere	158
Sydenham	106	Windsor	101
		Wodonga	245
		Wodonga Coal Sidings	247
		Woodend	109
		Y.	
T.		Yarragon	260
Tallarook	219	Yarraville "A"	44
Thornbury	67	Yarraville "B"	44
Toolamba	248		
Tottenham	49		
Tottenham Gravitation Yards	48		
Tottenham Yard Box	49		

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400-66

9



