

[For the Use and Information of Employees 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. 18/39.

Effective 1st July, 1939

AND UNTIL FURTHER NOTICE

By Authority: T. RIDAN, Acting Government Printer, Melbourne.

VICTORIAN RAILWAYS.

Book of Signals

CONTAINING

Particulars of Signals, Whistles, and Local Roads
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Description of Signals at places where the Levers
are not Interlocked.

Every Engine-driver, Fireman, Electric Train Driver, Rail Motor Driver, Guard, Shunter, and every other employé designated by the Head of the Branch concerned, must be supplied by his superior officer with a copy of this Book.

Every employé 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 Engineer's Diagrams in force, or which may be issued from time to time, in so far 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 Depôts must examine the Books, and report any neglect of this Instruction.

Effective 1st July, 1939,

And until further notice.

By Authority:

T. RIDER, ACTING GOVERNMENT PRINTER, MELBOURNE.

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| 1. Distant Signal. | 27. Repeating Signal—Semaphore. |
| 2. Home or Starting Signal. | 28. Repeating Signal—Colour Light. |
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| 4. Bracket Post. | 30. Direction of Traffic, Single Line. |
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| 6. Front of Disc Signal. | 32. Level Crossing Interlocked Gates. |
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| 8. Back of Disc Signal. | 34. Cattle Pits. |
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| 26. Repeating Signal—Colour Light. | |

LITHOGRAPH 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, Engine-shed, 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 yards 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.

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 FAWKNER LINES.	
Between—	
<i>Flinders-street—Spencer-street—</i> Up and Down North and South Viaduct Lines	17/34
<i>Spencer-street—Franklin-street Junction—</i> Up and Down West and East Suburban Lines	} 5/33
Up and Down Special Lines	
Up and Down "EM" "M" and "WM" Tracks between Two-position Signals at No. 1 Signal-box and Franklin- street Junction	
<i>Franklin-street Junction—North Melbourne Junction—</i> Up and Down East, Centre, and West Lines	5/33
<i>North Melbourne Junction—Macaulay—</i> Up and Down Lines	6/34
<i>North Melbourne—Kensington—</i> Up and Down Country and Special Lines and Up and Down Essendon Suburban Lines	6/34
<i>North Melbourne Junction—South Kensington—</i> Up and Down Country and Up and Down Footscray Suburban Lines	6/34
<i>South Kensington—Footscray "A" Box—</i> Up and Down Lines	} 6/34 4/30
<i>South Kensington—West Footscray—</i> Up and Down Tottenham Gravitation Goods Lines	
<i>Footscray "A" Box—Newport "A" Box—</i> Up and Down Lines	} 6/34 4/30 19/29
<i>Footscray "A" Box—Sunshine—</i> Up and Down Lines	
<i>Sunshine—St. Albans—</i> Up and Down Lines	} 4/30 19/29
<i>Albion—Broadmeadows—</i> Up and Down Lines	
<i>Kensington—Essendon—</i> Up and Down Lines	10/29
<i>Kensington—Essendon—</i> Up and Down Lines	8/28

THREE-POSITION SIGNALS—continued.

Lines or Portions.	No. of Diagram.
PRINCE'S-BRIDGE, CLIFTON HILL, NORTH CARLTON, RESERVOIR, AND HEIDELBERG LINES.	
Between—	
<i>Flinders-street "D" Box (Prince's-Bridge) — Clifton Hill</i>	
"A" Box—	
Up and Down Lines	16/26
<i>Clifton Hill "B" Box—Northcote Loop Junction—</i>	
Up and Down Lines	} 16/26 2/32
FLINDERS-STREET, RINGWOOD, DARLING, DANDENONG, AND FRANKSTON LINES.	
Between—	
<i>Flinders-street "B" and "C" Boxes—Jolimont Junction—</i>	
Up and Down Country, Camberwell, Oakleigh, Sandringham, Special and Race Lines	12/38
<i>Jolimont Junction—Richmond—</i>	
Up and Down North, South, and Centre Lines	1/33
<i>Richmond—Box Hill—</i>	
Up and Down Lines	} 10/26 5/30
<i>Burnley—Heyington—</i>	
Up and Down Lines	} 9/26 10/26
<i>Richmond—South Yarra—</i>	
Up and Down East and West Lines	2/34
<i>South Yarra—Caulfield</i>	
Up and Down Local and Through Lines	} 2/34 8/33
<i>Caulfield—Carnegie—</i>	
Up and Down Lines	} 8/33 10/33
<i>Caulfield—Glen Huntly—</i>	
Up and Down Lines	} 8/33 9/33
<i>South Yarra—Sandringham—</i>	
Up and Down Lines	} 2/34 25/26 26/26

THREE-POSITION SIGNALS—continued.

Lines or Portions.	No. of Diagrams.
FLINDERS-STREET, ST. KILDA, AND PORT MELBOURNE LINES.	
Between—	
<i>Flinders-street "A" Box—St. Kilda—</i>	
Up and Down Lines	24/28
<i>Flinders-street "A" Box—Montague</i>	
Up and Down Lines	37/19
BROADMEADOWS—SEYMOUR LINE.	
Between—	
<i>Tallaroak—Goulburn Junction—</i>	
Up and Down Lines	24/29

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 authorized, 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 Signaller 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 Signaller 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 condition.

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 Signaller must restore his 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 Arrival Home	Footscray Junction
No. 3 Down Departure Home	
No. U17 Up Departure Home	West Footscray
No. 18 Up Arrival Home	
No. 2 Up Home	Tottenham (White City)
No. 35 Down Home	
No. 2 Down Home	South Yarra
No. 8 Up Home	
No. 3 Up Home Brighton Line	South Yarra
No. 14 Up Home Local Line	
No. 20 Down Home West Line	Windsor
No. 30 Down Home East Line	
No. 16 Down Home	Windsor
No. 14 Up Home	
No. 1 Down Home	Armadale, Up and Down Through Lines
No. 10 Up Home	
No. 5 Down Home	Malvern, Local Line
No. 9 Up Home	
No. 2 Down Home	Victoria Park
No. 3 Down Home	
No. 15 Up Home	Newmarket
No. 162 Up Home	
No. 16 Up Home	St. Kilda Line, Flinders-street "A" Signal Box
No. 2 Up Home—Kew Line	
No. 30 Down Home	Hawthorn
No. 26 Down Departure Home—Kew Line	
No. 2 Up Arrival Home—Box Hill Line	Camberwell
No. 6 Up Arrival Home—Ashburton Line	
No. 8 Up Departure Home—From No. 2 Road	Camberwell
No. 30 Down Departure Home—From No. 1 Road	
No. 32 Down Arrival Home	

TWO-POSITION AUTOMATIC SIGNALS.

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

Line and Locality.	No. of Diagram.
Newmarket and Flemington Racecourse	5/35

DEFINITIONS.

The list of definitions as contained in General Regulation 1, 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 <i>vice versa</i> ..	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. 12/38.)

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 three position light Signal No 41. Second arm, from North Viaduct line via "B" to No. 1 Road—to Post 37B. Bottom arm, from North Viaduct line to No. 2 Road—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 Line to 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—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—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.
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.

FLINDERS-STREET "A" BOX—continued.

Post No.	Particulars.
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—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—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 Three-position Automatic Signal W21, North Viaduct Line. Bottom arm, Calling-on from "A"—towards Three-position Automatic Signal W 21, North Viaduct Line. The Disc, from "A" to Siding "U."

FLINDERS-STREET "A" BOX—continued.

Post No.	Particulars.
15	Two arms and one Disc, Down Signals :— Top arm, Home, from "B"—to Three-position Automatic Signal W21, North Viaduct Line. Bottom arm, Calling-on from "B"—towards Three-position Automatic Signal W21, North Viaduct Line. The Disc, from "B" to Siding "U."
16	Two arms, Down Signals :— Top arm, Home, from "D"—to Three-position Automatic Signal W21, North Viaduct Line. Bottom arm, Calling-on, from "D"—towards Three-position Automatic Signal 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 Three-position Automatic Signal 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—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 Three-position Automatic Signal E21, South Viaduct Line. Bottom arm on left-hand Doll, Calling-on from "K"—towards Three-position Automatic Signal E 21, South Viaduct Line. Top arm on right-hand Doll, Home from "K"—to Three-position Automatic Signal W21, North Viaduct Line. Bottom arm on right-hand Doll, Calling-on from "K"—towards Three-position Automatic Signal W21, North Viaduct Line.

FLINDERS-STREET "A" BOX—continued.

Post No.	Particulars.
23	Three Disc Signals :— Top left-hand Disc, from Siding "X" to No. 2 Road—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—towards post 57. Right-hand arm, from Port Melbourne Line to No. 13 Road—towards post 59.
32	Two Disc Signals :— Left-hand Disc, from the St. Kilda Down Line to Up Line—towards Three-position Home Signal 161. Right-hand Disc, from the 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 to "B"—to post 15. Second arm, Calling-on from No. 1 Road to "B"—towards post 15. Third arm, Home from No. 1 Road to "A"—to post 14. Bottom arm, Calling-on from No. 1 Road to "A"—towards post 14.
36	Two arms and two Discs, Down Signals :— Top arm Home from No. 2 Road to "B"—to post 15. Bottom arm, Calling-on from No. 2 Road to "B"—towards post 15 Left-hand Disc, from No. 2 Road to Siding "X." Right-hand Disc, from No. 2 Road to "A"—towards post 14.
37B	Two arms, Up Signals, controlled by "C" Box. Top arm, Home to No. 1 Road—to Three-position Light Signal 1. Bottom arm, Calling-on to No. 1 Road—towards Three-position Light Signal 1.
37	Two arms, Up Signals, controlled by "C" Box. Top arm, Home to No. 2 Road—to Three-position Light Signal 3. Bottom arm, Calling-on to No. 2 Road—towards Three-position Light Signal 3.
38	Two arms, Up Signals, controlled by "C" Box :— Top arm, Home to No. 3 Road—to Three-position Light Signal 8. Bottom arm, Calling-on to No. 3 Road—towards Three-position Light Signal 8.

FLINDERS-STREET "A" BOX—continued.

Post No.	Particulars.
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. The Disc, from No. 3 Road to Siding "X."
	Signal Bridge No. 4, on which are erected Posts 40, 41, 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 Three-position Light Signal 73. Bottom arm, Calling-on to No. 4 Road—towards Three-position Light Signal 73.
41	Three-position Home Signal (Light Signal) from "A" Road.
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 Three-position Light Signal 89. Bottom arm, Calling-on to No. 5 Road—towards Three-position Light Signal 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 Three-position Light Signal 112. Bottom arm, Calling-on to No. 6 Road—towards Three-position Light Signal 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. Two arms, Up Signals, controlled by "C" Box :— Top arm, Home to No. 7 Road—to Three-position Light Signal Bottom arm, Calling-on to No. 7 Road—towards Three-position

FLINDERS-STREET "A" BOX—continued.

Post No.	Particulars.
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 77. Bottom arm, Calling-on to No. 9 Road—towards post 77.
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 78B. Bottom arm, Calling-on to No. 10 Road—towards post 78B.
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 the 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."
55	Two arms, Up Signals, controlled by "B" Box :— Top arm, Home to No. 11 Road—to post 80. Bottom arm, Calling-on to No. 11 Road—towards post 80.
56	Two arms and one Disc, Down Signals— Top arm, Home from No. 12 Road to "K"—to post 21. Bottom arm, Calling-on from No. 12 Road to "K"—towards post 21. The Disc, from No. 12 Road to Car Sidings "V" or "W."

FLINDERS-STREET "A" BOX—continued.

Post No.	Particulars.
57	Two arms, Up Signals, controlled by "B" Box :— Top arm, Home to No. 12 Road—to post 62. Bottom arm, Calling-on to No. 12 Road—towards post 62.
58	Three arms, Down Signals :— Top arm, Home from No. 12 Road to the St. Kilda Line—to Three-position Automatic Signal K 27. Second arm, Home from No. 12 Road to the Port Melbourne Line—to Three-position Automatic Signal P 27. Bottom arm, Calling-on from No. 12 Road to the Port Melbourne Line—towards Three-position Automatic Signal P 27.
59	Two arms, Up signals :— Top arm, Home to No. 13 Road—to post 63 or 63B. Bottom arm, Calling-on to No. 13 Road—towards post 63 or 63B.
60	Two arms, Down Home Signals :— Top arm from No. 13 Road to the St. Kilda Line—to Three position Automatic Signal K 27. Bottom arm from No. 13 Road to the Port Melbourne Line—to Three-position Automatic Signal P 27.
61	Down Home Signal from No. 14 Road to the St. Kilda Line—to Three-position Automatic Signal K 27.
161	Three-position Up Home Signal St. Kilda Line.
162	Three-position Up Home Signal St. Kilda Line (see page 10).

FLINDERS-STREET "B" BOX.

(Diagram No. 12/38.)

Post No.	Particulars.
	Signal Bridge No. 6, on which are suspended Posts 62 and 63.
62	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 81. 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.

FLINDERS-STREET "B" BOX—continued.

Post No.	Particulars.
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 81. 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 the East to West end of No. 12 Road—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 the East to West end of No. 13 Road—to post 60. Bottom left-hand Signal, Calling-on from the East to West end of No. 13 Road—towards post 60. Right-hand Signal, Home from No. 13 Road East to No. 12 Road West—to posts 56 and 58.
78B	Two arms Up Signals, and one Light Signal and a Disc under the Light, Down Signals. Up Signals :— Top arm, Home from the Sandringham Line to No. 10 Road—to post 53. Bottom arm, Calling-on Sandringham Line to No. 10 Road—towards post 53. Down Signals :— The Light, Home from No. 10 Road to Down Sandringham Line—to Three-position Automatic Signal B7. The Disc under the Light, from No. 10 Road to Sandringham Sidings Nos. 3, 4, 5, or 6.
80	Eight Signals—Two arms (Home and Calling-on) Up Signals; 2 Down Homes (Light Signals); and 4 Down Discs under the Down Home Signals. Up Signals :— Top arm, Home to No. 11 Road—to post 54. Bottom arm, Calling-on to No. 11 Road—towards post 54.

FLINDERS-STREET "B" BOX—continued.

Post No.	Particulars.
80 <i>contd.</i>	<p>Down (Light) Signals :— Left-hand Signal, Home from No. 11 Road to the Down Sandringham Line—to Three-position Automatic Signal B7. Right-hand Signal, Home from No. 11 Road to the Down Special Line—to Three-position Automatic Signal J7.</p> <p>Disc Signals :— Left-hand Disc, from No. 11 Road to Sandringham No. 1 Siding towards Ground Disc 97B or to Sandringham Siding No. 2. Top right-hand Disc, from No. 11 Road to Essendon Siding No. 1 via "X." Centre right-hand Disc from No. 11 Road to Essendon Siding No. 2 or to "WW" via "X", or to Essendon Siding No. 3 via "X"—towards ground Disc 132B. Bottom right-hand Disc, from No. 11 Road to "ZZ." <i>Note.</i>—Point Indicators work with the Points leading to Sandringham Sidings Nos. 1 or 2, and with the Points leading to Essendon Sidings Nos. 2, 3, or "WW."</p>
81.	<p>Six Signals—Two arms (Home and Calling-on) Up Signals; 1 Down Home (light) Signal; and 3 Discs under the Down Home Signal.</p> <p>Up Signals :— Top arm, Home to No. 12 road—to post 67. Bottom arm, Calling-on to No. 12 road—towards post 67.</p> <p>Down (Light) Signal :— Home from No. 12 road to Down Special Line—to Three-position Automatic Signal J7.</p> <p>Disc Signals :— Top Disc from No. 12 Road to Essendon Siding No. 1 via "X." Centre Disc from No. 12 Road to Essendon Siding, No. 2 via "X," or to "WW" via "X" or "Y," or to Essendon Siding No. 3 via "X" or "Y"—towards Ground Disc 132B. Bottom Disc, from No. 12 road to "ZZ."</p>
83	<p>One arm and four Discs, Down Signals, and two arms Up Signals.</p> <p>Down Signals :— The Arm Home from No. 13 Road to the Special Line—to Three-position Automatic Signal J7. Top left-hand Disc from No. 13 Road to Essendon Siding No. 1 via "X" Bottom left-hand Disc, from No. 13 Road 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 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 to "ZZ."</p>

FLINDERS-STREET "B" BOX—continued.

Post No.	Particulars.
83 <i>contd.</i>	<p>Up Signals :— Top arm, Home to No. 13 Road—to post 68. Bottom arm Calling-on to No. 13 Road—toward post 68.</p>
84	<p>One arm and three Discs under the arm, Down Signals, and two arms Up Signals.</p> <p>Down Signals :— The arm, Home from No. 14 Road to Down Race Line—to Three-position Automatic Signal SR11. Top left-hand Disc, from No. 14 Road 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 to "ZZ." Right-hand Disc, from No. 14 Road to "Q"—towards post 134, or to "R." <i>Note.</i>—For movements from "R" Siding via connexion indicated "RR" on Diagram, see special instructions in the General Appendix.</p>
	<p>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." <i>Note.</i>—For movements from "R" Siding via connexion indicated "RR" on Diagram see special instructions in the General Appendix.</p>
89B	<p>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."</p>
90	<p>Ground Disc Signal from Dock Road "D" to Essendon Siding No. 3—towards Disc 132B or to "WW".</p>
97	<p>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.</p>
97B	<p>Ground Disc Signal, from Sandringham Siding No. 1 to Sandringham Sidings Nos. 3, 4, 5, and 6.</p>
98	<p>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. <i>Note.</i>—There are Catch Points in Sandringham Sidings Nos. 1 and 2 ahead of post 98.</p>

FLINDERS-STREET "B" BOX—*continued.*

Post No.	Particulars.
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 Signal from the 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 via "X"—towards post 81, or to No. 13 Road via "X"—towards post 83, or to No. 13 Road via "Y"—towards post 83, or to Dock Roads "C" or "D," or to No. 14 Road—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 via "X"— towards post 81, or to No. 13 Road via "Y"—towards post 83, or to Dock Road "C," or to No. 14 Road—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.
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.
137	One arm and a Disc Up Signals :— The arm Home from Up Race Line to No. 14 Road—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—towards post 81, or to No. 13 Road—towards post 83, or to Dock Road "C." Disc Signal, from "Q" to "WW." Two Disc Signals :— Left-hand Disc, from "WW" to "Q"—towards post 133. Right-hand Disc, from "WW"—towards Ground Disc 110B.
142B	Disc Signal, from Goods Siding No. 1—towards post 142.

FLINDERS-STREET "B" BOX—*continued.*

Post No.	Particulars.
143	Disc Signal, from Workshops Line to No. 11 Road—towards post 80, or to No. 12 Road—towards post 81, or to No. 13 Road— towards post 83, or to Dock Road "C," or to No. 14 Road 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—towards post 142.
145	Disc Signal, from Goods Sidings Nos. 7, 8, 9, and 10—towards post 142.

NOTES.—1. Point Indicators work with the Points controlled by the
Disc Signals applicable to and from Essendon Sidings Nos. 1, 2, or 3, and Nos.
11, 12, and 13 Roads, Dock Road "C," or 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 Cross-over, 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 employee in charge of the
shunting operations must work these Points and arrange with the Signalman
at "B" Box for what is required.

3. Employees must use the various Yard telephones freely concerning
movements of trains and engines so as to reduce whistling to a minimum.

FLINDERS-STREET "C" BOX.

(Diagram No. 12/38.)

Post No.	Particulars.
	Signal Bridge No. 8, on which are erected Three-position Light Signals Nos. 1, 3, and 8.
1	Three-position Down Home Signal (Light Signals) from No. 1 Road West.
3	Three-position Down Home Signal (Light Signals) from No. 2 Road West.
8	Three-position Down Home Signal (Light Signals) from No. 3 Road West.

FLINDERS-STREET "C" BOX—continued.

Post No.	Particulars.
86	Three Disc Signals, controlled by "A" Box :— Top Disc, from Camberwell Siding No. 1 to No. 3 Road—towards post 39. Second Disc, from Camberwell Siding No. 1 to No. 2 Road—towards post 36. Bottom Disc, from Camberwell Siding No. 1 to No. 1 Road—towards post 36B. <i>Note.</i> —There are Catch Points ahead of post 86.
87	Dwarf Signal, from Coburg Siding No. 1. <i>Note.</i> —There are Catch Points in Coburg Siding No. 1 ahead of Dwarf Signal 87.
124	Dwarf Signal, from Coburg Siding No. 2. <i>Note.</i> —There are Catch Points ahead of Dwarf Signal 124 for movements towards 5, 6, or 7 Roads.
U.110	Dwarf Signal, from Coburg Siding No. 3.
87B	Ground Disc Signal, from Oakleigh Siding No. 1 to No. 9 Road—towards post 77. <i>Note.</i> —There are Catch Points ahead of Ground Disc 87B in Oakleigh Siding No. 1.
88	Ground Disc Signal, from Oakleigh Siding No. 2 to No. 9 Road—towards post 77. <i>Note.</i> —There are Catch Points ahead of Ground Disc 88 in Oakleigh Siding No. 2.
93	Disc Signal, from Camberwell Siding No. 1 to Camberwell Siding No. 2.
96	Five Disc Signals :— Top left-hand Disc, from Oakleigh Sidings 3, 4, 5, 6, or 7 to Oakleigh Siding No. 1—towards Ground Disc 87B. Second left-hand Disc, from Oakleigh Sidings 3, 4, 5, 6, or 7 to No. 9 Road, via Up Caulfield and Oakleigh Line—towards post 77. Bottom left-hand Disc, from Oakleigh Sidings 3, 4, 5, 6, or 7 to No. 8 Road—towards post 76B. Top right-hand Disc, from Oakleigh Sidings 3, 4, 5, 6, or 7 to No. 7 Road—towards post 75. Bottom right-hand Disc, from Oakleigh Sidings 3, 4, 5, 6, or 7 to No. 6 Road—towards post 74.
96B	Ground Disc Signal, from Oakleigh Siding No. 1 to Oakleigh Sidings Nos. 3, 4, 5, 6, or 7. <i>Note.</i> —A Point Indicator works with the Points at the junction of Oakleigh Sidings Nos. 1 and 3, 4, 5, 6, and 7.

FLINDERS-STREET "C" BOX—continued.

Post No.	Particulars.
106	Bracket Post, four arms, Up Home Signals :— Top arm on left-hand Doll, from the Up Caulfield and Oakleigh Line to No. 9 Road—to post 77. Bottom arm on left-hand Doll, from the Up Caulfield and Oakleigh Line to No. 8 Road—to post 76B. Top arm on right-hand Doll, from the Up Caulfield and Oakleigh Line to No. 7 Road—to post 75. Bottom arm on right-hand Doll, from the Up Caulfield and Oakleigh Line to No. 6 Road—to post 74.
106B	Ground Disc Signal, from Oakleigh Siding No. 2 to Oakleigh Sidings Nos. 6 and 7.
106c	Two Disc Signals :— Left-hand Disc, from Oakleigh Sidings Nos. 4, 5, 6, or 7—towards post 96. Right-hand Disc, from Oakleigh Siding No. 3—towards post 96.
110	Dwarf Signal, from Down Caulfield and Oakleigh Lines.

NOTES.—1. 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 post 3 on Bridge No. 8, consistent with their having a proper view of the Signals on such post.

2. Employees must use the various Yard telephones freely concerning movements of trains and engines so as to reduce whistling to a minimum.

FLINDERS-STREET "D" BOX.

(Diagram No. 12/38.)

Three-position Signalling is in force.

Normal Speed Routes.

At Flinders-street "D" Box the Normal Speed Signal on posts 52, 42, 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—
52	No. 1 Road East	Country Line	30	Country Line	No. 2 Road East
42	No. 15 Road	Collingwood Line			

NOTE.—Employees must use the various Yard telephones freely concerning movements of trains and engines, so as to reduce whistling to a minimum.

JOLIMONT JUNCTION.—FLINDERS-STREET "E" SIGNAL BOX.

(Diagram No. 1/33.)

Three-position Signalling is in force.

Normal Speed Routes.

At Jolimont Junction the Normal Speed Signal on posts 61, 56, 45, 2, 3, 7, and 9 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—
61	Camberwell Line	North Line	2	North Line ..	Signal post 3
56	Signal post 56	Centre Line ..	3	Signal post 3 ..	Camberwell Line
45	Sandringham Line	South Line ..	7	Centre Line ..	Caulfield and Oakleigh Line
			9	South Line ..	Sandringham Line

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

2. Goods Trains from Flinders-street to Spencer-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.

3. Employees must use the various Yard telephones freely concerning movements of trains and engines so as to reduce whistling to a minimum.

FLINDERS-STREET "A" BOX—VIADUCT JUNCTION.**Routing of Trains.**

PASSENGER TRAINS.—Except otherwise ordered, Coburg, Sunshine, and Williamstown Trains must be worked via the North Viaduct Lines, and as far as is practicable, Essendon Trains via the South Lines, but when it is not practicable to work an Up Essendon 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.

FLINDERS-STREET "A" BOX—VIADUCT JUNCTION—continued.

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. 17/34.)

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 Line Viaduct
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 East Yard Road from Viaduct Junction when the Signalman there is directed to do so by the Yard Foreman; but, in every such case, the Signalman must have a proper understanding with the Yard Foreman, and obtain his name, which must be inserted in the Train Register Book with time message received. A separate message must be received for each train or engine turned to East Yard Road.

The Yard Foreman will be responsible for the safe working of each train through the East Yard Road, and, before sending the message for a train or engine to enter East Yard Road, he must see that no engine or train is standing at signal U16, and that no conflicting movement will be made after the message is sent until the arrival of the train or engine in East Yard Road.

SPENCER-STREET PASSENGER YARD.

No. 1 AUXILIARY CABIN.

(Diagram No. 5/33.)

The Points in the Special Lines and West Yard Car Sidings leading 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 situate between Nos. 3 and 4 Roads on Down side of No. 8 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, or 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 53. Dwarf Signals Nos. 3, 4, and U19 are placed on posts. Dwarf Signals Nos. 3, 4, and U4 apply to Down Special Running Line, or to West Yard Car 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 Caution Order, the Signaller must add the words "to Down Main Line," or "to West Yard Car Sidings," according to whether the movement is intended for Main Line or Sidings.

No. 1 BOX.

(Diagram No. 5/33.)

Post No.	Particulars.
9	Ground Disc Signal, from No. 2 West to Down West Country Line "WM"—towards Three-position (Light) Signal 129. <i>Note.</i> —There are Catch Points at each end of No. 2 Road West.
15	Ground Disc Signal, from Up end of Car Sidings to Down West Country Line "WM"—towards Three-position (Light) Signal 129, or to down end of Car Sidings—towards post 40.
16	Ground Disc Signal, from Down end of Car Sidings to Up end over interlocked Points.
21	Down Home Signal, from No. 1 Road West Yard to Down West Country Line "WM"—to Three-position (Light) Signal 129.

No. 1 BOX—continued.

Post No.	Particulars.
22	Bracket post. Four arms Down Home Signals and four Discs :— Top arm on left-hand Doll, from No. 4 Road, Centre Yard, to Down West Country Line "WM"—to Three-position (Light) Signal 129. Bottom arm on left-hand Doll, from No. 4 Road, Centre Yard, to Down Centre Country Line "M"—to Three-position (Light) Signal 75. Top arm on right-hand Doll, from No. 3 Road, Centre Yard, to Down West Country Line "WM"—to Three-position (Light) Signal 129. Bottom arm on right-hand Doll, from No. 3 Road, Centre Yard, to Down Centre Country Line "M"—to Three-position (Light) Signal 75. Left-hand Disc, from No. 4 Road, Centre Yard, to "X"—towards Dwarf Signal U129. Second Disc from left, from No. 4 Road, Centre Yard, to Bank Sidings Nos. 1 to 15 via "Y." Third Disc from left, from No. 3 Road, Centre Yard, to "X"—towards Dwarf Signal U129. Right-hand Disc, from No. 3 Road, Centre Yard, to Bank Sidings Nos. 1 to 15 via "Y."
23	Bracket post. Five arms, three Down and two Up Home Signals, and four Discs :— Down Signals :— Left-hand arm, from No. 2 Road, Centre Yard, to Down Centre Country Line "M"—to Three-position (Light) Signal 75. Top right-hand arm, from No. 1 Road, Centre Yard, to Down Centre Country Line "M"—to Three-position (Light) Signal 75. Bottom right-hand arm, from No. 1 Road, Centre Yard, to Down East Country Line "EM"—to three-position (Light) Signal 191. Top left-hand Disc, from No. 2 Road, Centre Yard, to "X"—towards Dwarf Signal U129. Bottom left-hand Disc, from No. 2 Road, Centre Yard, to Bank Sidings Nos. 1 to 15 via "Y." Top right-hand Disc, from No. 1 Road, Centre Yard, to "X"—towards Dwarf Signal U129. Bottom right-hand Disc, from No. 1 Road, Centre Yard, to Bank Sidings Nos. 1 to 15 via "Y," or 12 to 17 via "Z." Up Signals :— Left-hand arm, to No. 1 Road, Centre Yard—to post 17. Worked from South-end Box. Right-hand arm, to No. 2 Road, Centre Yard—to post 18. Worked from South-end Box. <i>Note.</i> —There are Catch Points in North End of No. 2 Road, Centre

Post No.	Particulars.
24	Down Home Signal, from No. 6 Road, East Yard, along same Road—to post 27.
25	One arm and two Discs. Down Signals :— The arm, Home from No. 4 Road, East Yard, along same Road—to post 27. Left hand Disc, from No. 5 Road, East Yard, to No. 6 Road—towards post 27. Right-hand Disc, from No. 5 Road, East Yard, to No. 4 Road—towards post 27. <i>Note.</i> —There are Catch Points in No. 5 Road ahead of post 25.
25B	Six Disc Signals :— Top left-hand Disc, from No. 2 Road, East Yard, to " X "—towards Dwarf Signal U129. Centre left-hand Disc, from No. 2 Road, East Yard, to Sidings " B.B." or " C.C."—towards post 36. Bottom left-hand Disc, from No. 2 Road, East Yard, to the Car Sidings. Top right-hand Disc, from No. 1 Road, East Yard, to " X "—towards Dwarf Signal U129. Centre right-hand Disc, from No. 1 Road, East Yard, to Sidings " B.B." or " C.C."—towards post 36. Bottom right-hand Disc, from No. 1 Road, East Yard to the Car Sidings.
26	One arm and three Discs, Down Signals :— The arm, Home, from No. 3 Road, East Yard, to Down East Country Line " EM "—to Three-position (Light) Signal 191. Left-hand Disc, from No. 3 Road, East Yard, to " X "—towards Dwarf Signal U129. Top right-hand Disc, from No. 3 Road, East Yard, via Up East Country Line " EM " to Bank Sidings Nos. 1 to 15 via " Y," or 12 to 17 via " Z." Bottom right-hand Disc, from No. 3 Road, East Yard, to Sidings " B.B." or " C.C."—towards post 36.
27	Bracket post. Two arms Down Home Signals and five Discs :— Left-hand arm, from No. 6 Road, East Yard, to the Down East Country Line " EM "—to Three-position (Light) Signal 191. Right-hand arm, from No. 4 Road, East Yard, to the Down East Country Line " EM "—to Three-position (Light) Signal 191. Left-hand Disc on the left-hand Doll, from No. 6 Road, East Yard, to " X "—towards Dwarf Signal U129. Right-hand Disc on the left-hand Doll, from No. 6 Road, East Yard, to Siding " C "—towards post 36. Left-hand Disc on the right-hand Doll, from No. 4 Road, East Yard, to " X "—towards Dwarf Signal U129.

Post No.	Particulars.
27 <i>contd.</i>	Top right-hand Disc on the right-hand Doll, from No. 4 Road, East Yard, via Up East Country Line " EM " to Bank Sidings Nos. 1 to 15 via " Y," or 12 to 17 via " Z."
28	Bottom right-hand Disc on right-hand Doll, from No. 4 Road, East Yard to Siding " C "—towards post 36. Four Disc Signals :— Top left-hand Disc, from Car Dock to " X "—towards Dwarf Signal U129. Bottom left-hand Disc, from Car Dock to Down Centre Country Line " M "—towards Three-position (Light) Signal 75. Top right-hand Disc, from Car Dock to Down East Country Line " EM "—towards Three-position (Light) Signal 191. Bottom right-hand Disc, from Car Dock to Bank Sidings Nos. 1 to 15 via " Y," or 12 to 17 via " Z." <i>Note.</i> —There are Catch Points in Car Dock.
29	Bracket post. Two arms Up Home Signals and two Discs :— Left-hand arm, from Up Centre Country Line " M " to No. 4 Road, Centre Yard—to post 20. Controlled from South-end Box. Right-hand arm, from Up West Country Line " WM " Loop to No. 4 Road, Centre Yard—to post 20. Controlled from South-end Box. Left-hand Disc, from Up Centre Country Line " M " to No. 3 Road, Centre Yard—towards post 19. Controlled from South end Box. Right-hand Disc, from Up West Country Line " WM " Loop to No. 3 Road, Centre Yard—towards post 19. Controlled from South-end Box.
30	Two arms and two Discs. Up Signals :— Top arm, Home, from Up West Country Line " WM " to No. 1 Road, West Yard. Controlled from South-end Box. Bottom arm, Calling-on, from Up West Country Line " WM " towards No. 1 Road, West Yard. Controlled from South-end Box. Left-hand Disc, from Up West Country Line " WM " to No. 2 Road, West Yard. Controlled from South-end Box. Right-hand Disc, from Up West Country Line " WM " to Up end of Car Sidings.
30B	Two Ground Disc Signals, one above the other :— Top Disc, from Down West Country Line " WM " to No. 1 Road, West Yard. Controlled from South-end Box. Bottom Disc, from Down West Country Line " WM " to No. 2 Road, West Yard. Controlled from South-end Box, or to Car Sidings. Disc Signal, from the Car Sidings to No. 1 or No. 2 Road, East Yard.

Post No.	Particulars.
33B	Two Discs :— Left-hand Disc, from Siding "B.B." to Nos. 1, 2, or 3 Road, East Yard. Right-hand Disc, from Siding "C.C." to Nos. 1, 2, or 3 Roads, East Yard. <i>Note.</i> —There are Catch Points ahead of post 33B for Outward traffic in Siding "B.B." and in Siding "C.C."
	Signal Bridge on which are erected posts 34, 34b, 34c, 34d, 35, 35b, 35c, and 35d, Up Signals.
34	Two arms, Up Signals :— Top arm, Home from Up East Country Line "EM" to No. 3 Road, East Yard. Bottom arm, Calling-on from Up East Country Line "EM" to No. 3 Road, East Yard.
34B	Two arms, Up Signals :— Top arm, Home from Up East Country Line "EM" to No. 4 Road, East Yard. Bottom arm, Calling-on from Up East Country Line "EM" to No. 4 Road, East Yard.
34C	Two arms, Up Signals :— Top arm, Home from Up East Country Line "EM" to No. 6 Road, East Yard. Bottom arm, Calling-on from Up East Country Line "EM" to No. 6 Road, East Yard.
34D	One arm and a Disc, Up Signals :— The arm, Home from Up East Country Line "EM" to No. 1 Road, Centre Yard—to post 23. The Disc, From Up East Country Line "EM" to Car Dock.
35	Up Home Signal from Up Centre Country Line "M" to No. 3 Road, East Yard.
35B	Two arms, Up Home Signals :— Top arm, from Up Centre Country Line "M" to No. 4 Road, East Yard. Bottom arm, from Up Centre Country Line "M" to No. 6 Road, East Yard.
35C	Three arms, Up Home Signals :— Top arm, from Up Centre Country Line "M" to No. 1 Road, Centre Yard—to post 23. Centre arm, from Up Centre Country Line "M" to No. 2 Road, Centre Yard—to post 23. Bottom arm, from Up Centre Country Line "M" to No. 3 or 4 Roads, Centre Yard—to post 29.
35D	Two arms, Up Home Signals :— Top arm, from Up West Country Line "WM" to No. 3 or 4 Roads, Centre Yard—to post 29. Bottom arm, from Up West Country Line "WM" to West Yard—to post 30.

Post No.	Particulars.
36	Three Disc Signals :— Top Disc, from Siding "C" to Bank Sidings Nos. 1 to 15 via "Y." Centre Disc, from Siding "C" to Bank Sidings Nos. 12 to 17 via "Z." Bottom Disc, from Siding "B" to Bank Sidings Nos. 12 to 17 via "Z."
37	Ground Disc Signal, from Down East Country Line "EM" to East or Centre Yard, or Car Dock, subject to Signals ahead protecting such Roads.
38	Ground Disc Signal, from Down Centre Country Line "M" to East or Centre Yard, or Car Dock, subject to Signals ahead protecting such Roads.
38B	Ground Disc Signal, from Down West Country Line "WM" to No. 3 or 4 Road, Centre Yard—towards post 29, or along Down West Country Line "WM"—towards Ground Disc 30B.
39	Ground Disc Signal, from Down West Country Line "WM" to East, Centre, or West Yard, or Car Dock, subject to the Signals ahead protecting such Roads, or along Down West Country Line "WM"—towards Ground Disc 38B.
40	Two Disc Signals :— Left-hand Disc, from Car Sidings to Engine Road—towards Dwarf Signal U46. Right-hand Disc, from Car Sidings to Down West Country Line "WM"—towards Three-position (Light) Signal 42.
41	Up Home Signal, from Up East Country Line "EM" along same Line—to posts 34, 34B, 34C or 34D.
41B	Up Home Signal, from Up Centre Country Line "M" along same Line to posts 35, 35B or 35C.
41C	Up Home Signal, from Up West Country Line "WM" along same Line—to post 35D.
42B	Two Ground Disc Signals, one above the other :— Top Disc, from Down West Country Line "WM" along same Line—towards Ground Disc 39. Bottom Disc, from Down West Country Line "WM" to Car Siding.
43	Four Disc Signals :— Top Disc, from Nos. 1 to 15 Bank Sidings to Siding "C" via "Y." Second Disc, from Nos. 1 to 15 Bank Sidings to East Yard—towards posts 34, 34B or 34C via "Y." Third Disc, from Nos. 1 to 15 Bank Sidings to Car Dock or No. 1 Road, Centre Yard—towards post 34D via "Y." Bottom Disc, from Nos. 1 to 15 Bank Sidings to Centre Yard—towards post 35C via "Y."

No. 1 BOX—*continued.*

Post No.	Particulars.
43B	<p>Four Disc Signals :—</p> <p>Top left-hand Disc, from Nos. 12 to 17 Bank Sidings to Siding "B" via "Z."</p> <p>Bottom left-hand Disc, from Nos. 12 to 17 Bank Sidings to Siding "C" via "Z."</p> <p>Top right-hand Disc, from Nos. 12 to 17 Bank Sidings to East Yard—towards posts 34, 34B, or 34C via "Z."</p> <p>Bottom right-hand Disc, from Nos. 12 to 17 Bank Sidings to Car Dock or No. 1 Road, Centre Yard—towards post 34D via "Z."</p>
44B	<p>Five Disc Signals :—</p> <p>Top left-hand Disc, from Engine Road to East Yard or Car Dock</p> <p>Centre left-hand Disc, from Engine Road, to Nos. 1 and 2, Centre Yard—towards post 23.</p> <p>Bottom left-hand Disc, from Engine Road, to Nos. 3 and 4, Centre Yard, or to West Yard—towards post 35D.</p> <p>Top right-hand Disc, from Engine Road, to the Down West Country Line "WM"—towards Ground Disc 38B.</p> <p>Bottom right-hand Disc, from Engine Road, to Car Sidings.</p>
191	Three-position Down Home (Light) Signal for Down East Country Line "EM."
75	Three-position Down Home (Light) Signal for Down Centre Country Line "M." Controlled by Franklin-street Junction.
129	Three-position Down Home (Light) Signal for Down West Country Line "WM." Controlled by Franklin-street Junction.
U129	Three-position Dwarf Signal, from both Lines indicated X on Diagram to Engine Road—towards Dwarf Signal U46, or to Down West Country Line "WM"—towards Three-position (Light) Signal 42.

NOTES.—1. A Point Indicator works with the Double Compound Points in the lead towards Bank Sidings "Y" or "Z."

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

SOUTH-END BOX.

(Diagram No. 5/33.)

Post No.	Particulars.
	Centre Yard.
10	<p>Two-position Home (Light) Signal, on post suspended from Station verandah :—</p> <p>Left-hand Signal, from No. 1 Road to No. 3 Road—to post 22.</p> <p>Right-hand Signal, from No. 1 Road along same Road—to post 23.</p>
11	Ground Disc Signal, from No. 1 to No. 2 Road—towards post 23.
12	<p>Two Ground Disc Signals, one above the other :—</p> <p>Top Disc, from No. 2 to No. 3 Road—towards post 22.</p> <p>Bottom Disc, from No. 2 Road straight down No. 2 Road—towards post 23.</p>
13	<p>Two Ground Disc Signals, one above the other :—</p> <p>Top Disc, from No. 3 Road to No. 4 Road—towards post 22.</p> <p>Bottom Disc, from No. 3 Road straight down same Road—towards post 22.</p>
14	<p>Two arms (fixed on corner of South-end Box). Down Home Signals :—</p> <p>Top arm, from No. 4 Road straight down same Road—to post 22.</p> <p>Bottom arm, from No. 4 to No. 3 Road—to post 22.</p>
17	<p>Three-position Home (Light) Signal from No. 1 Road to bottom end of same Road, on post suspended from Station verandah :—</p> <p>The Low Speed Signal on post No. 17 applies from No. 1 Road towards bottom end of same Road, or through the crossover towards bottom end of No. 2 Road.</p>
18	<p>Two arms and a Disc, on Signal Bridge spanning the Centre Yard, Up Signals :—</p> <p>Top arm, Home from No. 2 Road to bottom end of No. 1 Road.</p> <p>Bottom arm, Calling-on from No. 2 Road towards bottom end of No. 1 Road.</p> <p>The Disc, from No. 2 Road towards bottom end of No. 2 Road.</p>
19	<p>Four Disc Signals on post, on Signal Bridge spanning the Centre Yard :—</p> <p>Top left-hand Disc, from No. 3 Road, towards bottom end of No. 1 Road.</p> <p>Bottom left-hand Disc, from No. 3 Road, towards bottom end of No. 2 Road.</p> <p>Top right-hand Disc, from No. 3 Road, towards bottom end of No. 3 Road.</p> <p>Bottom right-hand Disc, from No. 3 Road, towards bottom end of No. 4 Road.</p>
20	<p>Two arms and a Disc, Up Signals :—</p> <p>Top arm, Home from No. 4 Road to bottom end of same Road.</p> <p>Bottom arm, Calling-on from No. 4 Road, towards bottom end of same Road.</p> <p>The Disc, from No. 4 Road, towards bottom end of No. 3 Road.</p>

SOUTH-END BOX—*continued.*

Post No.	Particulars.
23	Bracket post. Five arms, three Down and two Up Home Signals and four Discs :— Up Signals :— Left-hand arm, to No. 1 Road—to post 17. Right-hand arm, to No. 2 Road—to post 18. The Down Signals and Discs are described under the particulars for No. 1 Box. Note.—The Signals on posts Nos. 29, 30, and 30B (worked from No. 1 Box) are, with the exception of the right-hand Disc on post No. 30, controlled from South-end Box.

Notes.—1. Catch Points are provided at each end of No. 2 Road West. A Point Indicator is attached to the Catch Points at the Up end.

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

FRANKLIN-STREET JUNCTION.

(Diagram No. 5/33.)

Three-position Signalling is in force.

Normal Speed Routes.

At Franklin-street Junction the Normal Speed Signal on posts 42, 44, 67, 23, 2, 68, 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 ..	68	East Line ..	"EM"
44	"M" ..	Signal post 23	34	Centre Line ..	"M"
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 ..	Signal post 68
			30	Special Line ..	Signal post 29
			67	West Line ..	"WM"
			67	Centre or East Line	Special Line

FRANKLIN-STREET JUNCTION—*continued.*

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.

NOTES.

1. For the movements Down East Line to the Down West Country Line (WM) Dwarf Signal 70 is controlled from No. 1 Box.

2. There are Catch Points ahead of Dwarf Signal U46 for Down movements, and Dead-end over-run ahead of Dwarf Signal 47 for Up movements.

NORTH MELBOURNE JUNCTION.

(Diagram No. 6/34.)

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.

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 1 below	East Line ..	Country and Special Line	4	Country and Special Line	East Line

NOTES.—1. 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.

2. On the Up and Down Coburg Goods Line, there are Catch Points on the North side of the Road Bridge.

MELBOURNE GOODS YARD.
GRAVITATION YARD SIGNAL BOX (NOT INTERLOCKED).
(Diagram No. 6/33.)

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.
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. Cowper-street Chaff and Potato Sidings :—
65	Home Signal from Cowper-street Chaff and Potato Sidings to " W " —to post 70.
69	Home Signal from " W " to Cowper-street Chaff and Potato Sidings. <i>Notes.</i> —1. Home Signals 65 and 69 are worked from 2 lever frame, situated in advance of post 69. 2. See Instructions in General Appendix, <i>re</i> working of Pilots between Victoria Dock Cool Stores and Coal Berths Roads.
	Coal Berths Roads :—
1	Down Home Signal, to Coal Berths Roads.
2	Up Home Signal, from Coal Berths Roads. <i>Note.</i> —Home Signals 1 and 2 are worked from a frame situated in advance of post 1. See Instructions in the General Appendix respecting the working of these signals.

DUDLEY-STREET SIGNAL BOX.
(Diagram No. 6/33.)

Post No.	Particulars.
8	Distant Signal for Goods Line, from Viaduct Junction.
63B	Two arms, Home Signals :— Top arm from Engine Road through Gravitation Neck, worked from Gravitation Signal Box. Bottom arm, from Gravitation Neck to Engine Road—to post 78.
70	Four Disc Signals :— Top left-hand Disc, from Low Level Siding or " W " to " H " via " X " or to " U". Bottom left-hand Disc, from Low Level Siding or " W " to " G " or " K " via " Z." Top right-hand Disc, from Low Level Siding or " W " to " J " —towards post 81. Bottom right-hand Disc, from Low Level Siding or " W " to " E " or " F " —towards post 79. <i>Note.</i> —A Point Indicator works with the Points leading to " U " and " X " ahead of post 70.
72	Three Disc Signals :— Top Disc, from No. 7A Road to No. 7 Road—towards post 77. Centre Disc, from 7A Road to No. 6 Road—towards post 77. Bottom Disc, from No. 7A Road to No. 5 Road—towards post 77.
73	Two Ground Discs, one above the other— Top Disc, from No. 6A Road to No. 6 Road—towards post 77. Bottom Disc, from No. 6A Road to No. 5 Road—towards post 77.
74	Ground Disc Signal from No. 5A to No. 5 Road—towards post 77.
74B	Three Disc Signals :— Top Disc, from Loop Road or Transfer Roads to No. 7 Road —towards post 77. Centre Disc, from Loop Road or Transfer Roads to No. 6 Road —towards post 77. Bottom Disc, from Loop Road or Transfer Roads to No. 5 Road—towards post 77.
75	Disc Signal, from No. 7 Road to No. 7A Road, Transfer Roads, Loop Road, or Crane Road. <i>Note.</i> —A Point Indicator works with the first set of Interlocked Facing Points ahead of post 75.
75B	Ground Disc Signal, from Crane Road to No. 7 Road—towards post 77. <i>Note.</i> —Before turning an Engine to or from the Crane Road and No. 7 Road, the shunter in charge of the movement must confer by telephone with the Signaller, Dudley-street, and obtain the proper Signal for the movement.
76	Three Disc Signals :— Top left-hand Disc, from No. 5 Road to Nos. 5A, 6A, or 7A Roads. Bottom left-hand Disc, from No. 5 Road to Transfer Roads or Loop Road.

DUDLEY-STREET SIGNAL BOX—*continued.*

Post No.	Particulars.
76 <i>contd.</i>	Three Disc Signals— <i>continued.</i> Right-hand Disc, from No. 6 Road to Nos. 6A or 7A Roads, Transfer Roads or Loop Roads. <i>Note.</i> —Point Indicators work with the first set of Facing Points in Nos. 5 and 6 Roads, ahead of post 76.
77	Bracket Post, two arms Down Home Signals and three Discs :— Left-hand Disc on left-hand Doll, from No. 7 Road to Loco. Roads "H," "G," or "K." Right-hand Disc on left-hand Doll, from No. 6 Road to Loco. Roads "H," "G," or "K." Top arm on right-hand Doll, from No. 5 Road to "A"—to posts 96 and 97. Bottom arm on right-hand Doll, from No. 5 Road to "D"—to Post 102. Disc on right-hand Doll, from No. 5 Road to "T"—towards post 87.
77B	Ground Disc Signal, from No. 4 Road to "T"—towards post 87 or to "A"—towards posts 96 and 97, or to "D"—towards post 102.
78	Three Disc Signals :— Left-hand Disc, from Engine Road to Loco. Roads "G," "K," or "H," via "Z." Top right-hand Disc, from Engine Road to "J"—towards post 81. Bottom right-hand Disc, from Engine Road to "E" or "F"—towards post 79.
78B	Two Disc Signals :— Left-hand Disc, from "X" to Low Level Siding, or to "W"—towards post 69. Right-hand Disc, from "U" to Low Level Siding, or to "W"—towards post 69.
79	Two Disc Signals :— Left-hand Disc, from "E" (Centre Road at neck of Receiving Yard) to "A"—towards posts 96 and 97. Right-hand Disc, from "F" to "A"—towards posts 96 and 97 or to "B"—towards post 98.
80	Disc Signal, from "Z" to Engine Road—towards post 63B or to Low Level Siding or to "W"—towards post 69.
81	Disc Signal, from "J" (left-hand Road, Down direction, at neck of Receiving Yard) to "T"—towards post 87.
82	Two Disc Signals :— Left-hand Disc, from Loco. Road "Y" to No. 6 Road—towards post 76. Right-hand Disc, from Loco. Road "Y" to No. 7 Road—towards post 75.
82B	Disc Signal, from Loco. Road "H" to Loco. Road "Y"—towards post 82 or to "X"—towards post 78B or to "Z"—towards post 80. <i>Note.</i> —A Point Indicator works with the Points of crossover ahead of post 82B.

DUDLEY-STREET SIGNAL BOX—*continued.*

Post No.	Particulars.
83	Disc Signal, from "G" to "Z"—towards post 80 or to "Y"—towards post 82.
83B	Disc Signal, from "K" to "Y"—towards post 82 or to "Z"—towards post 80.
84	Two Disc Signals :— Left-hand Disc, from Loco. Road "V" to No. 5 Road—towards post 76. Right-hand Disc, from Loco. Road "V" to No. 6 Road—towards post 76.
84B	Two Disc Signals :— Left-hand Disc, from Loco. Road "B" to Engine Road—towards post 63B. Right-hand Disc, from Loco. Road "B" to Low Level Siding or to "W"—towards post 69.
85	Four Disc Signals :— Top left-hand Disc, from Loco. Road "A" to "S" (junction of Passenger Yard and Goods Lines, &c.)—towards post 93. Bottom Left-hand Disc, from Loco. Road "A" to Nos. 1 or 2 Roads. Top right-hand Disc, from Loco. Road "A" to No. 4 Road. Bottom right-hand Disc, from Loco. Road "A" to No. 5 Road—towards post 76.
86	Two Disc Signals :— Left-hand Disc, from Truck Shop Road, No. 1, to "T"—towards post 87. Right-hand Disc, from Truck Shop Road, No. 2, to "T"—towards post 87.
87	Six Up and four Down Disc Signals, situated at "T" (Junction of North Melbourne Wash-out and Truck Shop Sidings) :— Up Signals :— Top Disc, from "T" to "S" (Junction of Passenger Yard and Goods Lines, &c.)—towards post 93. Second Disc, from "T" to No. 1 or No. 2 Road. Third Disc, from "T" to No. 4 Road. Fourth Disc, from "T" to No. 5 Road—towards post 76. Fifth Disc, from "T" to Engine Road—towards post 63B. Bottom Disc, from "T" to Low Level Siding or to "W"—towards post 69. Down Signals :— Top Disc, from "T" to Reversing Loop. Second Disc, from "T" to Truck Shops Roads. Third Disc, from "T" to New Yard. Bottom Disc, from "T" to Wash-out and North Melbourne Sidings.

DUDLEY-STREET SIGNAL BOX—continued.

Post No.	Particulars.
88	Disc Signal, from the New Yard to "T"—towards post 87.
88B	Disc Signal, from Gravitation Yard Departure to "A"—towards post 96.
89	Two Disc Signals :— Left-hand Disc, from Wash-out Sidings and North Melbourne Sidings to "T"—towards post 87 or to Dead-end, or to "A"—towards post 96. Right-hand Disc, from the Reversing Loop to "T"—towards post 87 or to Dead-end, or to "A"—towards post 96. <i>Note.</i> —A Point Indicator works with the first and second set of Facing Points ahead of post 89.
89B	Disc Signal, from Reversing Loop—towards post 89; worked from quadrant near footbridge telephone cabin.
91	Home Signal, from Goods Line to "S"—to post 93.
91B	Disc Signal, from Nos. 1 to 6 East Yard to "S"—towards post 93.
92	Disc Signal, from No. 8 East Yard to "S"—towards post 93.
92B	Disc Signal, from Passenger Yard to "S"—towards post 93.
93	Bracket Post, two Down arms, and one Down Disc; and two Up arms and four Up Discs :— Down Signals :— Top arm, Home, from "S" (Junction of Passenger Yard and Goods Lines, &c.) to "A"—to posts 96 and 97. Bottom arm, Home, from "S" to "D"—to post 102. The Disc, from "S" to "T"—towards post 87. Up Signals :— Disc, on left-hand Doll, from Loop to Passenger Yard—towards Dwarf Signal 47 at Franklin-street. Top arm, on right-hand Doll, Home, from "S" to Goods Lines—to Three-position Light Signal U.W. 60. Bottom arm, on right-hand Doll, Calling-on from "S" to Goods Lines—towards Three-position Light Signal U.W. 60. Left-hand Disc, from "S" to Passenger Yard—towards Dwarf Signal 47 at Franklin-street. Top right-hand Disc, from "S" to East Yard Sidings Nos. 1 to 6. Bottom right-hand Disc, from "S" to No. 8 East Yard. <i>Note.</i> —An illuminated Indicator is erected on a separate post alongside Signal Post No. 93, and will apply to movements from "S" to the Up Coburg Arrival. The Indicator is operated from Dudley-street Signal Box, but will not function unless all levers operating opposing Signals at Dudley-street are in the normal position. In addition, the lever in North Melbourne Signal Box operating the Catch Points in the Up Coburg Goods Line must be in the normal position, and the track between North Melbourne and Dudley-street clear.

DUDLEY-STREET SIGNAL BOX—continued.

Post No.	Particulars.
	<i>Note</i> —continued. Before performing the Wrong Line movement from Dudley-street, the Signaller at Dudley-street must obtain the permission of the Signaller at North Melbourne, and the latter must, before giving such permission, assure himself that he can do so with safety. Each Signaller 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 again clear, the Signaller at Dudley-street must so inform the Signaller at North Melbourne and the necessary record made in the Train Register Book. When the controlling lever (No. 153) is operated for a movement from "S" to the Up Coburg arrival road, the following lettering will appear :—"SHUNT DOWN COBURG ARRIVAL." On receipt of this indication, the Driver may proceed down the Up Coburg Arrival outside Up Home Signal Post No. 103, as far as required within Up Distant Signal post 109. The provision of the Indicator obviates the necessity of the Signaller at Dudley-street verbally informing the Driver to perform the movement, as provided for in the General Appendix, and such Instructions are modified accordingly.
94	Bracket Post, four arms Down Home Signals and two Discs :— Top left-hand arm, from No. 2 Road to "A"—to posts 96 and 97. Bottom left-hand arm, from No. 2 Road to "D"—to post 102. Top right-hand arm, from No. 1 Road to "A"—to posts 96 and 97. Bottom right-hand arm, from No. 1 Road to "D"—to post 102. Left-hand Disc, from No. 2 Road to "T"—towards post 87. Right-hand Disc, from No. 1 Road to "T"—towards post 87.
95	Bracket Post, four arms Up Home Signals and four Discs :— The arm on left-hand Doll, from "C" to Passenger Yard, via the Loop—to post 93. Top arm on middle Doll, from "C" to "S" (Junction of the Passenger Yard and Goods Lines, &c.)—to post 93. Centre arm on middle Doll, from "C" to No. 1 Road. Bottom arm on middle Doll, from "C" to No. 4 Road, or to No. 5 Road—to post 76. Top left-hand Disc, on right-hand Doll, from "D" to Passenger Yard, via the Loop—towards post 93. Bottom left-hand Disc, on right-hand Doll, from "D" to "S" (Junction of Passenger Yard and Goods Lines)—towards post 93.

DUDLEY-STREET SIGNAL BOX—*continued.*

Post No.	Particulars.
95 <i>contd.</i>	Top right-hand Disc, on right-hand Doll, from "D" to No. 1 or No. 2 Road. Bottom right-hand Disc, on right-hand Doll, from "D" to No. 4 Road or to No. 5 Road—towards post 76. Signal Bridge, on which are erected posts Nos. 96, 97, 98, 99, 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 Departure Road. Bottom Arm, Calling-on, from "A" to Down Northern and Western Departure Road. Top Disc, Down Signal, from "A" to Down Gravitation Yard Departure Road, or to Wash-out Sidings and North Melbourne Sidings. Bottom Disc, Up Signal, from "A" to "S"—towards post 93, or to Nos. 1, 2, 4, or 5 Roads, or to Nos. 1 to 9 Receiving Roads, or to Engine Road—towards post 63B, or to Low Level Siding, or to "W"—towards post 69. <i>Note.</i> —A Point Indicator works with the first set of Facing Points, Up direction, at "A" ; also with the Points at each end of the crossover between "A" and North Melbourne Sidings.
97	Four arms, Down Signals :— Top arm, Home, from "A" to Down North-Eastern Departure Road. Second arm from Top, Calling-on, from "A" to Down North-Eastern Departure Road. Third arm from Top, Home, from "A" to Down Coburg Departure Road. Bottom arm, Calling-on, from "A" to Down Coburg Departure Road.
98	One Up arm and two Up Discs, and two Down arms :— Up Signals :— The arm, Home, from "B" to the Receiving Sidings. Left-hand Disc, from "B" to the Engine Road—towards post 63B. Right-hand Disc, from "B" to Low Level Siding, or to "W"—towards post 69. Down Signals :— Top arm, Home, from "B" to Down Coburg Departure Road. Bottom arm, Calling-on, from "B" to Down Coburg Departure Road.
99	Two arms, Up Home Signals :— Top arm, from "B" to No. 3 Road. Bottom arm, from "B" to No. 4 Road, or to No. 5 Road—towards post 76.

DUDLEY-STREET SIGNAL BOX—*continued.*

Post No.	Particulars.
100	Two arms, Up Home Signals :— Top arm, from "B" to "S" (Junction of Passenger Yard and Goods Lines, &c.)—to post 93. Bottom arm, from "B" to No. 1 Road.
101	Disc Signal, from "B" to the Loop—towards post 93. <i>Note.</i> —This post is under the gangway of the Signal Bridge on left-hand side, Up direction.
102	Two arms, Down Signals :— Top arm, Home, from "D" to Coburg Departure Road. Bottom arm, Calling-on, from "D" to Coburg Departure Road.
103	Two arms, Up Home Signals, and two Discs :— Top arm, from Coburg Arrival Road to "C" (straight up same Line)—to post 95. Bottom arm, from Coburg Arrival Road to "B"—to Posts 98, 99, and 100. Left-hand Disc, from Coburg Departure Road to "D"—towards post 95. Right-hand Disc, from Coburg Departure Road to "B"—towards posts 98, 99, and 100.
104	One arm and a Disc, Up Signals :— The arm, Home, from Gravitation Yard Arrival Road to "B"—to posts 98, 99, and 100. The Disc, from Down Northern and Western Departure Road to "A"—towards post 96.
105	Up Home Signal from Northern and Western Arrival Road to "B"—to posts 98, 99, and 100.
106	Up Home Signal from North-Eastern Arrival Road to "B"—to posts 98, 99, and 100.
108	Bracket Post two arms ; Up Distant Signals :— Left-hand arm, for North-Eastern Line. Right-hand arm, for Northern and Western Line.
109	Distant Signal for Up Coburg Goods Line. <i>Note.</i> —Point Indicators work with the crossover ahead of post 89, with crossovers in "Z" leading to "K" and "Y," with crossover leading from "E" to Engine Road, with Points in Receiving Road 9 and Engine Road, with Points in Engine Road leading towards Lower Level Siding or "W." With Points leading to Truck Shop Roads, Nos. 1 and 2 ahead of post 87, with Points in Nos. 5, 6, and 7 Roads leading to Transfer Roads.

NOTE.—Employees must use the various yard telephones freely concerning movements of trains and engines, so as to reduce whistling to a minimum.

WEIGHBRIDGE JUNCTION BOX.

(Diagram No. 6/34.)

Post No.	Particulars.
22	Up Distant Signal for Northern and Western Arrival Line (on Signal Bridge at South Kensington).
107	Down Distant Signal, Northern and Western Line.
110	Down Distant Signal, North-Eastern Line. Signal Bridge, on which are erected posts 111, 112, 113, and 114.
111	Disc Signal, from Gravitation Sidings to Goods Roads "H" or "D," or to Down Northern and Western Line—towards post 118, or to Down North-Eastern Line—towards post 122.
112	Two arms, Down Signals :— Top arm, Home, from Northern and Western Line to Northern and Western Departure—to post 118. Bottom arm, Calling-on, from Northern and Western Line to Northern and Western Departure—towards post 118.
113	Down Home Signal, from Northern and Western Line to North-Eastern Departure—to post 122.
114	Two arms, Down Signals :— Top arm, Home, from North-Eastern Line to North-Eastern Departure—to post 122. Bottom arm, Calling-on, from North-Eastern Line to North-Eastern Departure—towards post 122.
115	Ground Disc Signal, from "X" Junction of "D" and "H" over Interlocked trailing Points to Gravitation Sidings.
117	Two Disc Signals :— Left-hand Disc, from Goods Road "H" towards "HH" or Disc Signal 115 at "X." Right-hand Disc, from Goods Road "D" towards "DD," "HH," or Disc 115 at "X." Signal Bridge, on which are erected posts 118, 119, 120, and 121.
118	Two arms, Down Signals :— Top arm, Home, for Northern and Western Departure Line—to Three-position Automatic Signal MG 137. Bottom arm, Calling-on, for Northern and Western Departure Line—towards Three-position Automatic Signal MG 137.

WEIGHBRIDGE JUNCTION BOX—continued.

Post No.	Particulars.
119	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.
120	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.
121	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.
122	Two arms, Down Signals :— Top arm, Starting, for North-Eastern Line. Bottom arm, Calling-on, for North-Eastern Line.
123	Up Distant Signal, for North-Eastern Arrival Line.

1. Up Goods trains or engines may be turned into Sidings "D" or "H" from South Kensington when the Signalman there is directed to do so by the Yard Foreman; but, in every such case, the Signalman must have a proper understanding with the Signalman, Weighbridge Junction. The Yard Foreman will be responsible for the safe working of each train through to Weighbridge Junction; but the Signalman, 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.

2. The Up and Down Gravitation Yard lines, between Dudley-street Box and the Gravitation Yard, will be worked as a part of the Melbourne Goods Yard. Drivers, Guards, and Shunters to keep a good lookout when on these Lines.

3. Trains or Engines proceeding from Dudley-street that require to enter the North Melbourne Gravitation Sorting Roads, must stop clear of the Crossover from the Down to the Up Line on the Up side of Dynon-road Overline Bridge at North Melbourne Station. The Guard or Shunter must from that point obtain permission by telephone to enter the Gravitation Yard from the Yard Foreman or Leading Shunter in charge of the Gravitation Yard, and, in addition, before permitting the Crossover to be fouled, must see that no conflicting movement is taking place.

WEIGHBRIDGE JUNCTION BOX—*continued.*

4. A Notice Board lettered—

"NOTICE TO ENGINEMEN AND SHUNTERS.

Train or Shunting movements from 'DD' or 'HH' not to pass this Board towards Weighbridge Junction until permission is received from Signalman " is erected on the left-hand side of "DD" Road.

The Driver of any train or engine approaching Weighbridge Junction on "DD" or "HH" Road must bring his train to a stand at the Board, and must not foul the crossings from Gravitation Siding to Goods Arrival "D" or "H" until the Guard or Shunter, or, in the case of a Light Engine, the Fireman, has obtained the permission of the Signalman at Weighbridge Junction to proceed.

The permission to be obtained by telephone.

Whistling Signals.

To or from—	Long.	Short.	Long.	Short.
Northern and Western Line	1	..	..	..
Northern and Western Line and Gravitation Siding	1	..	1	..
Northern and Western Line and North-Eastern Line	1	..	1	..
Gravitation Sidings and Goods Roads "D" or "H"	1	..	2	..
North-Eastern Line	2	..	..	..
North-Eastern Line and Gravitation Yard Sidings	2	..	1	..
Goods Road "D" along same Road to "DD" or "HH"	2	..	2	..
Goods Road "H" along same road to "HH"	2	..	3	..

SOUTH KENSINGTON JUNCTION.

(Diagram No. 6/34.)

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.			UP TRAINS.		
Signal Post No.	From—	To—	Signal Post No.	From—	To—
65	Footscray Suburban Line	Footscray Line	15	Footscray Line	Footscray Suburban Line
63	Goods Line ..	Tottenham Goods Line			

Note.—See page 10 respecting Three-position Home Signals which may display the letter "A."

SOUTH KENSINGTON AND WEIGHBRIDGE JUNCTION SIGNAL BOXES.

South Kensington Signal Box is closed after the last Passenger Train has cleared the Section ahead early on Sunday mornings 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 and on Posts 34, 35, 60, and 63 for the Up and Down Goods Lines will work as Automatic Signals, and the Points to and from the Northern and Western Goods Lines and the Tottenham Gravitation Lines at South Kensington will be set for these Lines.

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.

No illuminated letters "A" are provided for the Up and Down Goods Lines on Posts 34, 35, 63, and 60, but when the controlling Track Circuits are occupied when the Signal-box is closed, the low speed signal will be exhibited and must be treated in accordance with clause (d) of Regulation 59.

When Weighbridge Junction Signal Box is closed the Points in the Up and Down Northern and Western and Up and Down North-Eastern Goods Lines at Weighbridge Junction will be set for these lines, and when a "Proceed" Signal is exhibited during daylight or darkness on Signal Posts Nos. 112, 118, and 119 for the Northern and Western Lines and on Signal Posts Nos. 114, 122, and 121 for the North-Eastern Lines, it will be by the "Calling-on" Signal, and must be treated in accordance with clause (a) of Regulation 64.

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 to these Signals.

Whilst Weighbridge Junction Signal Box is closed the Signalman at Dudley-street Signal Box must not use the Down Home Signals on Posts 96 and 97 for Down trains departing via the Northern and Western or North-Eastern Lines to Weighbridge Junction, but must use the "Calling-on" Signal instead.

During Foggy Weather or when from any 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 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 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 Signals, prepared to take any steps for the protection of his train.

**SOUTH KENSINGTON AND WEIGHBRIDGE JUNCTION
SIGNAL BOXES—continued.**

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. 6/34.)

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 page 10 respecting Three-position Home Signals which may display the letter "A."

FOOTSCRAY JUNCTION "A" BOX.

(Diagram No. 4/30.)

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 page 10 respecting Three-position Home Signals which may display the letter "A."

FOOTSCRAY "B" BOX (Williamstown Line).

(Diagram No. 4/30.)

Three-position Signalling is in force.

YARRAVILLE "A" BOX.

(Diagram No. 4/30.)

Three-position Signalling is in force.

YARRAVILLE "B" BOX.

(Diagram No. 4/30.)

Three-position Signalling is in force.

SPOTSWOOD.

(Diagram No. 4/30.)

Three-position Signalling is in force.

NEWPORT JUNCTION "A" BOX.

(Diagram No. 4/29.)

Post No.	Particulars.
33	Down Home Signal—to post 36.
34B	One arm and a Disc. Down Signals :— The arm, Home, from Sunshine Loop Line to Down Line—to post 36. The Disc, from Altona Siding to Down Line—towards post 36.
35	Bracket Post, two arms, Up Home Signals, and one Disc :— Left-hand arm, from Up Williamstown Line to Sunshine Loop Line. Right-hand arm, from Up Williamstown Line—to post W.380.
36	The Disc, from Up Williamstown Line to Altona Sidings. Signal Bridge, Four arms, Down Home Signals with one arm under the bridge :— Left-hand arm, from Williamstown Line to Goods Yard or Car Siding. Second arm from left, to Williamstown Line. Third arm from left, to Down Workshops Lines—to post 37. Right-hand arm, to Geelong Line—to post 37B. Arm, under the bridge, Set-back Signal from Up Main Line to Road required.
37	Bracket Post, two arms, Down Home Signals :— Left-hand arm, from post 37 to Newport Workshops No. 1—to post 49. Right-hand arm, from post 37 to Newport Workshops No. 2—to post 1.
37B	One arm and a Disc. Down Signals :— The arm, Home to Geelong Line. The Disc, Geelong Line to Sidings "E."

NEWPORT JUNCTION "A" BOX—*continued.*

Post No.	Particulars.
38	Disc Signal from Siding "B" to Up Line—towards post 35.
38B	Disc Signal from Siding "A" to Up Line—towards post 35.
39	Up Home Signal, from Geelong Line—to post 35.
40	Disc Signal from Sidings "E" to Up Line—towards post 35.
42	Two arms, Up Signals :— Top arm, Starting worked from Newport "B" Box. Bottom arm, Distant, Geelong Line.
47	Up Home Signal, from Up Line, Newport Workshops No. 2, to Up Main Line—to post 35.
47B	Disc Signal, from Loop Siding to Up Line—towards post 35.
48	Up Home Signal, from Up Line, Newport Workshops No. 1—to post 35.
49	See particulars under No. 1 Workshops.
57	Up Home Signal, Williamstown Line—to post 35.
58	Two Disc Signals :— Left-hand Disc, from Goods Yard or Car Sidings to Up Line—towards post 35. Right-hand Disc, from Goods Yard or Car Sidings to Siding "C."
58B	Disc Signal, from Sidings "D" to Up Line—towards post 35.
Disc "A"	Ground Disc Signal, from Siding "C" to Goods Yard or Car Sidings.
59	Up Distant Signal, Williamstown Line.
1	Down Starting Signal to No. 2 Workshops, controlled by Workshops No. 2 Box.

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

In both Roads at the Up end of Sidings "B," ahead of post 33.

At the Up end of Siding "A," ahead of post 38B.

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 No. 2 Workshops.

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

In Sidings "D," ahead of post 58B.

In Siding "E" ahead of post 40.

2. A Point Indicator works with the Points leading into Sidings "D."

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

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

NEWPORT WORKSHOPS No. 1 SIGNAL BOX.

(Diagram No. 4/29.)

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.
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 or Down Line.
54	Down Home Signal, from the Down Line to No. 1 Platform Road.
55	Disc Signal, from Centre Yard Sidings Nos. 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 exit of each Siding.

NEWPORT WORKSHOPS—No. 2 SIGNAL-BOX.

(Diagram No. 4/29.)

Post No.	Particulars.
1	See particulars under Newport "A" Box.
2	Disc Signal, from the 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. 4/29.)

Post No.	Particulars.
60	Down Distant Signal.
61	Up Starting Signal
61B	Down Home Signal—to post 63B.
62	Disc Signal, from Newport Sidings to Down Line—towards post 63B or to Siding "C."
62B	Two Disc Signals :— Left-hand Disc, from Down Line to Up Line or Newport Sidings. Right-hand Disc, from Siding "C" to Newport Sidings.
63	Up Home Signal—to post 61.
63B	One arm and a Disc :— The arm, Down Home Signal—to post 66. The Disc, from Down Line to Grain Siding.
<p><i>Note.</i>—The Disc Signal on post (63B) must not be turned off for a train to enter the Siding, until the train has come almost to a stand at the Signal.</p>	
64	One arm and a Disc :— The arm, Up Home Signal—to post 63. The Disc, from Down Line to Up Line—towards post 63.
64B	Disc Signal, from Loop Siding to Up Line—towards post 63.
65	Disc Signal, from Grain Sidings to Up Line—towards post 63.
65B	Ground Disc Signal, from Up Line to Down Line—towards post 66 or to Grain Sidings.
66	Two arms. Down Signals :— Top arm, Starting. Bottom arm, Distant ; worked from Williamstown Beach.
67	Two arms and a Disc. Up Signals :— Top arm, Home ; worked from Williamstown Beach. Bottom arm, Distant. The Disc, from Up Line to Loop Siding ; worked from Williamstown Beach.

Notes.—1. Point Indicators work with the points at each end of the Cross-over leading from the Down Line to the Newport Sidings, also with the points of the Cross-over leading to the Grain Sidings ahead of Ground Disc 65B. There are Catch Points at the exit of Grain Sidings.

2. For instructions regarding the Signalling of Goods Trains on Loop Line between Williamstown Beach and North Williamstown, see General Appendix.

WILLIAMSTOWN BEACH.

(Diagram No. 19/21.)

Post No.	Particulars.
66	Two arms. Down Signals :— Top arm, Starting ; worked from North Williamstown. Bottom arm, Distant.
67	Two arms and a Disc. Up Signals :— Top arm, Home. Bottom arm, Distant ; worked from North Williamstown. The Disc, from Up Line to Loop Siding.
68	One arm and a Disc. Down Signals :— The arm, Home—to post 69. The Disc, from Grain Sidings to Down Line—towards post 69.
68A	Disc Signal, from Down Line to Grain Sidings.
69	Down Starting Signal.
70	Up Home Signal—to post 67.
71B	Up Distant Signal.

WILLIAMSTOWN (ANN-STREET)

(Diagram No. 19/21.)

Post No.	Particulars.
71	Down Distant Signal.
72	Up Starting Signal.
72B	Ground Disc Signal, from Up line to "X"—towards post 74 or along Up Line—towards Signal Bridge 73. A Point Indicator works with the Points ahead of Post 72B.
72C	Ground Disc Signal, from Siding "E" to "X"—towards post 74.
73	Signal Bridge, two arms Down Home Signals and two Discs :— Left-hand arm to No. 1 Road—to Signal Bridge 77. Right-hand arm to No. 2 Road—to Signal Bridge 77. Left-hand Disc, from Up Line to No. 1 Road—towards Signal Bridge 77. Right-hand Disc, from Up Line to No. 2 Road—towards Signal Bridge 77, or to No. 3 Road—towards Signal Bridge 77. A Point Indicator works with the Points in the cross-over from Up Line to No. 2 Road.
73B	Two Disc Signals :— Left-hand Disc, from "X" to Siding "E." Right-hand Disc, from "X" to Up Line—towards post 72.
74	Three Disc Signals :— Top Left-hand Disc, from "X" to No. 2 Road—towards Signal Bridge 77. Bottom left-hand Disc, from "X" to No. 3 Road—towards Signal Bridge 77. Right-hand Disc, from "X" to Weighbridge Siding or Siding "D."

WILLIAMSTOWN (ANN-STREET)—*continued.*

Post No.	Particulars.
74B	Ground Disc Signal, from Weighbridge Siding or Siding "D" to "X"—towards post 73B.
75	Up Home Signal, from No. 1 road to Up Line—to post 72.
76	Ground Disc Signal, from No. 2 road to Up Line—towards post 72, or to "X"—towards post 73B.
76B	Ground Disc Signal, from No. 3 road to Up Line—towards post 72, or to "X"—towards post 73B. A Point Indicator works with the points leading from No. 3 Road to Up Main Line.
77	Signal bridge on which are erected one arm on left-hand doll, four Discs on centre doll, and three Discs on right-hand doll :— Left-hand doll :— The arm Down Home Signal, from No. 1 Road to Pier Passenger Line. Controlled by quadrant on Platform. Centre doll :— Left-hand Disc, from No. 2 Road to Pier Passenger Line. Controlled by quadrant on Platform. Top right-hand Disc, from No. 2 Road to Pier Goods Line. Centre right-hand Disc, from No. 2 Road to Engine Shed. Bottom right-hand Disc, from No. 2 Road to Goods Yard "B." Right-hand doll :— Top left-hand Disc, from No. 3 Road to Pier Goods Line. Bottom left-hand Disc, from No. 3 Road to Engine Shed. Right-hand Disc, from No. 3 Road to Goods Yard "C."
78	Two Disc Signals :— Left-hand Disc, from Goods Yard "C" to No. 3 Road—towards Disc 76B. Right-hand Disc, from Goods Yard "B" to No. 2 Road—towards Disc 76.
78B	Two Disc Signals :— Left-hand Disc, from Engine Shed to No. 3 Road—towards Disc 76B. Right-hand Disc, from Engine Shed to No. 2 Road—towards Disc 76.
79	Bracket Post, two Discs on left-hand doll, Arm and a Disc on right-hand doll, Up Signals :— Top Disc on left-hand doll, from "A" Pier Goods Line to No. 3 Road—towards Disc 76B. Bottom Disc on left-hand doll, from "A" Pier Goods Line to No. 2 Road—towards Disc 76. The arm on right-hand doll, Home, from Pier Passenger Line to No. 1 Road—to post 75. The Disc under Arm, from Pier Passenger Line to No. 2 Road—towards Disc 76.

WILLIAMSTOWN (ANN-STREET)—*continued.*

Notes.—1. The Local Goods Siding in the Section Williamstown (Ann-street) and Williamstown Pier is Staff Locked; see Special Instruction in the General Appendix in regard to the working of this Siding.

2. The Signalman must not turn off the Right-hand Disc on post 78 which leads from "B" to No. 2 Road until he has been requested to do so by the Yard Foreman or Leading Shunter, and before making such a request the Yard Foreman or Leading Shunter must be prepared to have the necessary Hand Points moved for the operation.

3. A Point Indicator is provided at the Crossover from Weighbridge Siding to Goods Yard.

To or from—	Whistling Signals.		
	Long.	Short.	Long.
No. 1 Road and Main Line	1	..	..
Pier Passenger Line, <i>via</i> No. 1 Road	1	..	..
No. 2 Road and Main Line	2	..	..
Pier Passenger Line, <i>via</i> No. 2 Road	2	..	..
Weighbridge Siding or Siding "D" and Up Main Line	1	..	1
No. 2 Road and Pier Goods Line "A" .. ..	..	1	.. 1
No. 2 Road and Loco. Road .. ..	..	2	.. 1
No. 2 Road and "B" .. ..	..	3	.. 1
No. 3 Road and Pier Goods Line "A"	1	..	2
No. 3 Road and Up Main Line	1	..	3
No. 3 Road and Loco. Roads .. ..	..	3	..
No. 3 Road and Goods Yard "C" .. ..	..	2	..
Weighbridge Siding and "B" or "C" .. ..	..	2-2	..
No. 1 Road and Main Line	1	..	..
Pier Passenger Line, <i>via</i> No. 1	1	..	..
Pier Passenger Line and No. 2	2	..	..
From Main Arrival to No. 2 Road	2	..	..
To or from—			
No. 2 Road and Goods Yards "B"	1	..	2
No. 2 Road and Up Main Line .. ..	..	2	..
No. 3 Road and "A," Pier Goods Line .. ..	..	3	..
No. 3 Road and Goods Yards "C" .. ..	..	3	.. 1
No. 3 Road and Up Main Line	1	..	3
Weighbridge or Car Sidings and Up Line	1	..	1

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

WILLIAMSTOWN PIER.

(Diagram No. 19/21.)

Post No.	Particulars.
80	Down Home Signal to No. 1 Road.
81	Up Home Signal from No. 1 Road to Passenger Line.

Note.—When Williamstown Pier Station is closed, the Signalman must, provided the line be clear to the Buffer Stops, leave the Home Signal on post 60 at Proceed, so as to permit a train to enter on No. 1 Road.

NEWPORT, "B" BOX.

(Diagram No. 7/31.)

Post No.	Particulars.
22	Down Three-position Departure Home (Light) Signal, Geelong Line.
41	Down Distant Signal.
42	Two arms. Up Signals :— Top arm, Starting. Bottom arm, Distant; worked from Newport "A" Box.
42B	Disc Signal, from Siding "A" to the Geelong Line—towards Three-position Departure Home (Light) Signal 22, or Altona Line (towards Post 46 when Temporary Cabin "A" is in use), or to Freezing Works Siding.
43	Bracket Post, two arms, Down Home Signals and one Disc : Left-hand arm, from Down Line to Altona Line (towards Post 46 when Temporary Cabin "A" is in use). Right-hand arm, from Down Line to Geelong Line—to Three-position Departure Home (Light) Signal 22. The Disc, from Down Line to the Freezing Works Siding.
43B	Disc Signal, from Siding "E" to Geelong Line—towards Three-position Departure Home (Light) Signal 22, or Altona Line (towards Post 46 when Temporary Cabin "A" is in use) or to Freezing Works Siding.
44	Bracket Post, two arms Up Home Signals and two Discs :— Left-hand arm, from Geelong Line to Up Line—to post 42. Right-hand arm Home Signal, from Altona Line to Up Line—to post 42. Left-hand Disc, from Geelong Line to Siding "A." Right-hand Disc, from Altona Line to Siding "A."
45	Ground Disc Signal, from Freezing Works Siding to Siding "A" or to Up Line—towards post 42.
46	Bracket Post, two arms, one Up and one Down Signal :— Up Signal, Distant, Altona Line. Down Signal, Home, worked from Temporary Cabin "A" (crossed as per Regulation 91 when the Cabin is not open for Special Traffic).

Notes.—1. There are Catch Points at the exit from Sidings "A," "E," and the Freezing Works Siding.

2. Point Indicators work with the Points leading from the Up Main Line to Siding "A"; to the Points leading from the Altona Line to the Freezing Works Siding; with the Crossover Points leading from the Up Main Line to the Altona Line, and the Down Line to the Geelong Line.

WILLIAMSTOWN RACECOURSE LINE.

(Diagram No. 4/33.)

Special Instructions will be issued by the General Superintendent of Transportation in regard to the working of Passenger Traffic on the Racecourse Line.

Post No.	Particulars.
	Down Journey from Newport South to Racecourse.
46	Bracket Post, two arms, one Up and one Down Signal :— Up Signal, Distant, Altona Line worked from Newport South "B" Box. Down Signal, Home; worked from Temporary Cabin "A" (crossed as per Regulation 91 when the Cabin is not open for Special Traffic).
3	Down Home Signal—to post 6.
6	Two arms. Down Signals :— Top arm, Home, to post 7; worked from ground quadrant controlled by Racecourse Box when open. Bottom arm. Distant; worked from Racecourse Box.
	Up Journey from Racecourse to Newport South Box.
5	Up Home Signal—to post 4.
4	Up Home Signal—to post 2.
2	Up Home Signal, to Up Home Signal at Newport South (post 44).

WILLIAMSTOWN RACECOURSE BOX.

(Diagram No. 4/33)

Post No.	Particulars.
6	Two arms. Down Signals. Top arm, Home, to post 7; worked from ground quadrant and controlled from Racecourse Box. Bottom arm, Distant.
7	Bracket Post, two arms. Down Home Signals, and one Disc :— Left-hand arm, from Main Line to No. 3 Road. Right-hand arm, from Main Line to No. 2 Road. The Disc, from Main Line to No. 1 Road or the Altona Line.
8	Two Disc Signals :— Left-hand Disc, from Sidings "B" to No. 3 or 4 Road. Right-hand Disc, from Siding "A" to No. 2 or 3 Road. <i>Note.</i> —Point Indicators work with the Points ahead of Post 8.
9	Disc Signal, from No. 4 Road to Sidings "B."

WILLIAMSTOWN RACECOURSE BOX—continued.

Post No.	Particulars.
10	Bracket Post, two arms Up Home Signals and four Discs :— Left-hand arm, from No. 2 Road to Main Line—to post 5. Right-hand arm, from No. 3 road to Main Line—to post 5. Left-hand Disc under left-hand arm, from No. 2 Road to Siding "C." Right-hand Disc under left-hand arm, from No. 2 Road to Siding "A." Left-hand Disc under right-hand arm, from No. 3 Road to Siding "A." Right-hand Disc under right-hand arm, from No. 3 Road to Sidings "B."
11	Disc Signal, from No. 1 Road to Main Line or Siding "C."
11B	Disc Signal, from Altona Line to Main Line or Siding "C."
12	Disc Signal, from Altona Line—towards post 11B.
13	Ground Disc Signal, from Siding "C" to No. 2 Road, No. 1 Road, or the Altona Line. <i>Note.</i> —A Point Indicator works with the Points ahead of Post 13.

Notes.—1. There are Catch Points in Siding "A" ahead of post 8.

2. When the Box is closed the Points leading to Siding "C" from No. 1 Road and the Altona Line must be set for the Main Line. A Point Indicator is attached to the Points.

3. The Points in the Main Line and the Points in Siding, at Up end of Siding "A," are rodded together, and worked by a lever. The Points in the Main Line are secured by a Staff Lock.

4. The Home and Disc Signals on the Main Racecourse Line and the Altona Line will be out of use and crossed, except during the running of Special Traffic.

WEST FOOTSCRAY

(Diagram No. 19/29.)

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 page 10 respecting Three-position Home Signals which may display the letter "A."

TOTTENHAM GRAVITATION YARDS.

(Diagram No. 19/29.)

1. (a) The Tottenham Gravitation Yards are situated on the East side of the Northern Line. The Yards between Sunshine and West Footscray consist of four Arrival Roads, eight First Classification Roads, thirteen Second Classification Roads, and five Departure Roads. A Running Down 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.

(b) Connexions 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) Arrival connexion from Down Independent Through Road to Down end of Departure Roads (Hand Points).
- * (iii) From Down end of Departure Roads to Down Independent Through Road (Hand Points).
- (iv) From Down end of Second Classification Sidings to Down Independent Through Road near Yardman's Office (Hand Points).
- * (v) Crossover between Up and Down Independent Through Roads at Down end of Arrival Roads (Hand Points). Also from Down Independent Through Road to neck at Down end of Arrival Roads (Hand Points).

UP LINE—

- * (i) From Up Independent Through Road to neck at Down end of Arrival Roads (Hand Points).
- (ii) Crossover between Neck joining First and Second Classification Sidings and Up Independent Through Road (Hand Points).
- (iii) Crossover between Up end of Second Classification Sidings and Up Independent Through Road (worked from a Two-lever Frame).
- (iv) 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 situate at Up end of First Classification Sidings near Yardman's Office.

UP LINE—

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

Notes.—1. The points indicated thus * are spiked and will be out of use until further notice.

2. A Scotch Block is provided in the neck at the Down end of Arrival Roads and securely fixed across the rails.

3. For further instructions see General Appendix.

TOTTENHAM
(Diagram No. 19/29.)

Three-position Signalling is in force.

Note.—See page 10 respecting Three-position Home Signals which may display the letter "A."

SUNSHINE.
(Diagram No. 19/29.)

Post No.	Particulars
9	Three-position Up Home Signals Bendigo Line (Light Signals).
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.
31B	Bracket Post, two Arms, Down Home Signals, and one Disc :— Left-hand Arm, from Down Independent Through Road (Gravitation Yard) to No. 3 Road—to post 37. Right-hand Arm, from Down Independent Through Road (Gravitation Yard) 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 (Gravitation Yard)—to post 2g. Bottom Arm on left-hand doll, Calling-on from No. 1 Road to Up Independent Through Road (Gravitation Yard)—towards post 2g. 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 Newport Line.
34	Disc Signal, from No. 4 Road to Newport Line.
35	Two Arms and a Disc. Down Signals :— Top Arm, Home from Newport Line to No. 3 Road—to post 37. Bottom Arm, Calling-on from Newport Line to No. 3 Road—towards post 37. The Disc, from Newport Line to No. 4 Road—towards post 37.

SUNSHINE—continued.

Post No.	Particulars
36	Bracket Post, two Arms. Down Home Signals :— Left-hand Arm, from Newport Line—to post 35. Right-hand Arm, from Newport Line to No. 2 Road—to post 38. (Worked from Auxiliary Frame.)
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 arms. Down Home Signals, one Disc :— Left-hand Arm, from No. 2 Road to Ballarat Line. Right-hand Arm, from No. 2 Road to Bendigo Line—to Three-position Automatic Signal M 463. The Disc, from No. 2 Road to Sidings "B." <i>Note.</i> —Co-acting Light Signals to repeat the indications shown on the Down Home Signals on Post 38 are provided.
39	Three Disc Signals :— Top Left-hand Disc, from No. 1 Road (Up Line) to Sidings "B." Bottom Left-hand Disc, from No. 1 Road to Down Bendigo Line—towards Three-position Automatic Signal M 463. Right-hand Disc, from No. 1 Road 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.
41B	Ground Disc Signal, from Down Line to No. 1 Road—towards post 32.
42	Disc Signal, from Siding "C" to No. 1 Road—towards post 32.
44B	Disc Signal, from Shunting Road, protecting Anderson-street level crossing.
44c	Disc Signal, from Shunting Road, protecting Anderson-street level crossing. <i>Note.</i> —For working of Disc Signals Nos. "44B" and "44c," see Instructions in the General Appendix.
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 Distant Signal, Ballarat Line. <i>Note.</i> —There are Catch Points in neck of Sidings "B."

Notes.—1. 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.

2. Employees must use the various Yard telephones freely concerning movements of trains and engines so as to reduce whistling to a minimum.

ALBION.

(Diagram No. 6/30.)

Three-position Signalling is in force.

Note.—At Albion the Normal Speed Signal on post No. 20 will apply only to the Down Northern Line, and a Medium Speed indication will not be displayed for this route.

ALBION—BROADMEADOWS.

(Diagram No. 10/29.)

Three-position Signalling is in force.

Note.—A Special Telephone, secured in a box, the door of which is locked by a Standard Padlock, is provided on the Albion-Broadmeadows Line at the foot of Three-position Up Automatic Signal M.G. 662, and is to be used by train crews for emergency purposes.

ST. ALBANS.

(Diagram No. 6/30.)

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. 8/28.)

Three-position Signalling is in force.

NEWMARKET JUNCTION.

(Diagram No. 8/28.)

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 page 10 respecting Three-position Home Signals which may display the letter "A."

NEWMARKET JUNCTION TO SHOW GROUNDS AND FLEMINGTON RACECOURSE.

(Diagram No. 5/35.)

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.

NEWMARKET JUNCTION TO SHOW GROUNDS AND FLEMINGTON RACECOURSE—continued.

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

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

Post No.	Particulars.
	Down Signals:—
	Home Signal:—
	Normal Speed Indications for North-Eastern Line.
	Medium Speed Indications for Racecourse Line—to post R 197.
	Automatic, towards post R 201.
	Automatic, during special traffic—towards post R 205.
	Home Signal during goods traffic and controlled from Shunters' cabin.
	Automatic—towards post 2, Box "G."
	Home Signal and Calling-on Signal, from Down Line along same Line to post R 219.
	Automatic, towards post 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 R 233.
	Right-hand Signal, from Down Line to Show Grounds Platform, controlled from Show Grounds Platform Rostrum.
	Automatic, towards post 2, Show Grounds Box.
	Bracket Post. Two Home Signals and Calling-on Signal:—
	Left-hand Signal and Calling-on Signal, from Down Line along same line—to post R 247.
	Right-hand Signal, from Down Line to Loop Line—to UR 247.
	Dwarf Signal, from Siding "A" to Down Line, towards post R 247.
	<i>Note.</i> —There are Catch Points at exit from Siding "A."
	Automatic, towards post 63, Flemington Racecourse Box.
	Automatic, towards post 64 at exit from Loop Line.
	Up Signals:—
	Automatic, towards post R 250
	Automatic, towards post 12. Show Grounds Box.
	Bracket Post. Two Home Signals:—
	Left-hand Signal, from Up Line, along same Line to post R 238, 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—continued.
R 238 14 Box "H" }	Automatic, towards post 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 Plat form) along same Line to post R 226.
R 226 Box "G" { 6 5	Automatic, towards post 6, Box "G." Home Signal, from Up Line along same Line to R 212. Dwarf Signal, from Refuge Siding to Up Line, towards post R 212. <i>Note.</i> —There are Catch Points at each end of the Refuge Siding.
R 212	Automatic, towards post R 204.
R 204	Automatic, during special traffic, towards post 13, Newmarket Junction, Home Signal during goods traffic and controlled from Shunters' cabin.
13 (Newmarket Junction)	Three-position Home (Light) Signal displaying Medium and Low Speed indications from Racecourse Line to Up North-Eastern Line to Post E 188 Up end of Newmarket Station.

FLEMINGTON RACECOURSE BOX.

(Diagram 5/35.)

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.

FLEMINGTON RACECOURSE BOX—continued.

Post No.	Particulars.
	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.
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 R 254. Right-hand Arm, from "A" to Up Line—to post R 254
68	Ground Disc, from "C" to Up Line, towards post R 254.
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 R 254. Right-hand Arm, from "D" to Up Line—to post R 254 The Disc, from "E" to Loop Line.

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

(ii) Catch Points are provided at exit from Engine Road.

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

**SHUNTING MOVEMENTS AT FLEMINGTON RACECOURSE WHEN
SIGNAL-BOX IS CLOSED.**

When it is necessary for trucks to be placed via the Loop Line into No. 5 Road at the Flemington Racecourse during the time the Signal-box is closed, they must be pushed and movements through the Hand Crossover at the bottom end of No. 5 Road must not be performed during the time Signal-box at Flemington Racecourse is closed.

MOONEE PONDS.

(Diagram No. 8/28.)

Three-position Signalling is in force.

ESSENDON.
(Diagram No. 8/28.)

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 E 296, 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 E 296, co-acting with Arm on post 42B.
43	Up Home Signal, from No. 2 Road to Up Line—to Three-position Signal, post E 296.
44	One Arm and a Disc :— The Arm, Up Home Signal, from No. 3 Road to Up Line—to Three-position Signal, post E 296. The Disc, from No. 3 Road to Car Sidings.
45	One Arm and two Discs :— The Arm, Up Home Signal from No. 4 Road to Up Line—to Three position Signal, post E 296. Left-hand Disc, from No. 4 Road to Car Sidings. Right-hand Disc, from No. 5 Road to Car Sidings.
46	One Arm and two Discs :— The Arm, Down Home Signal from No. 4 Road to Main Line—to post 56. Left-hand Disc, from No. 5 Road to Coal Stage. Right-hand Disc, from No. 4 Road to Coal Stage.

ESSENDON—continued.

Post No.	Particulars.
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." 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 56. Arm on right-hand doll, from No. 2 Road to Down Line—to post 56.
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.
54	Three Disc Signals :— Top left-hand Disc, from Down Line to No. 2 Road—towards post 43. Bottom left-hand Disc, from Down Line to No. 3 Road—towards post 44. Right-hand Disc, from Down Line to No. 4 Road—towards post 45.
55	Bracket Post four Arms, Up Home Signals :— Top Arm, on left-hand doll from Up Line to No. 1 Road—to posts 42 and 42B. Bottom Arm, on left-hand doll from Up Line to No. 2 Road—to post 43. Top Arm, on right-hand doll from Up Line to No. 3 Road—to post 44. Bottom Arm, on right-hand doll from Up Line to No. 4 Road—to post 45.
56	Three Arms, Down Signals :— Top and Bottom Arms (co-acting), Starting Signal. Centre Arm, Distant for Pascoe Vale Road Level Crossing.
57	Up Distant Signal.

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

NORTH ESSENDON (Not Interlocked).

(Diagram No. 13/29.)

Up and Down Home Signals, and a Down Distant Signal, are provided and are operated from Pascoe Vale Road Level Crossing, the particulars of which are as follow:—

Post No.	Particulars.
56	Three Arms, Down Signals:— Top and Bottom Arms (co-acting), Starting for Essendon. Centre Arm, Distant.
2	Down Home Signal.
3	Up Home Signal, controlled by quadrant on Up platform.

PASCOE VALE.

(Diagram No. 13/29.)

Post No.	Particulars.
4	Down Distant Signal, co-acting with Signal on post 4B.
4B	Down Distant Signal, co-acting with Signal on post 4.
5	Down Home Signal—to post 7.
6	Up Starting Signal.
7	Down Home Signal.
8	Up Home Signal—to post 6.
9	Up Distant Signal.

MURRAY-ROAD LEVEL CROSSING (Not Interlocked)

(Diagram No. 13/29.)

Post No.	Particulars.
10	Up Home Signal, co-acting with Signal on post 10B.
10B	Up Home Signal, co-acting with Signal on post 10.

GLENROY

(Diagram No. 13/29.)

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

Note.—There are Catch Points with Point Indicator at exit from Siding leading to the Up line.

BROADMEADOWS.

(Diagram No. 13/29.)

Post No.	Particulars.
17	Down Distant Signal.
18	Up Starting Signal.
19	Down Home Signal to No. 1 Road—to post 25.
20	Disc Signal, from Up Albion line to No. 2 Road—towards Ground Disc 24.
21	Down Home Signal Albion line to No. 1 Road—to post 25.
22	Bracket Post, two arms, Up Home Signals:— Left-hand arm, from Up line—to post 18. Right-hand arm, from Up line to Albion line—to Three-position Automatic Signal MG 912.
22B	Ground Disc Signal, from Up line to No. 2 Road—towards Ground Disc 24 or to No. 1 Road—towards post 25.
23	<i>Note.</i> —A Point Indicator is provided ahead of Ground Disc 22B. Bracket Post, two Arms, Up Home Signals and one Disc:— Left-hand arm, from No. 2 Road to Up line—to post 22. Right-hand arm, from No. 1 Road to Up line—to post 22. The Disc, from No. 1 Road to Siding "A."
23B	Ground Disc Signal from Siding "A" to No. 1 Road—towards post 25.
24	Ground Disc Signal from No. 2 Road to Down line—towards post 28 or to Siding "B."
25	Down Home Signal, from No. 1 Road to Down line—to post 28.
26	Disc Signal, from Siding "B" to No. 2 Road—towards post 23.
26B	Ground Disc Signal, from Down line to No. 1 Road or to No. 2 Road—towards post 23.
27	Up Home Signal to No. 2 Road—to post 23.
28	Down Starting Signal.
29	Up Distant Signal.

Note.—**Refuge Siding.**—The Points in the Main Line and Catch Points with Point Indicator in the Refuge Siding "C," which leads off the Down Main Line at Down end of the Station, are rodded together and worked by a

BROADMEADOWS—continued.

lever fixed on the left-hand side of Down Line. Before giving a Hand Signal for a train to enter or leave the Siding, the employee in charge of the operation must see that the Facing Points are properly set, that the lever which governs them is close home to the frame, and the catch firmly down in the notch, and so kept until the whole of the train has passed. The Point lever, in its normal position, is cross-locked from the Signal-box, and must be restored to its normal position immediately after the train has cleared the Points.

SOMERTON (Not Interlocked).

(Diagram No. 13/29.)

Post No.	Particulars.
30	Down Home Signal controlled by quadrant on Down Platform.
31	Up Home Signal controlled from Two-lever Annett locked Frame at Up end of Siding and quadrant on Up Platform.

Note.—For method of working Somerton see Special Instructions in the General Appendix.

ARDEN-STREET.

(Diagram 3/32.)

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

Three-position Automatic Light Signals C 133 (Down Passenger Line) and C 136 (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 the Single Track (indicated X on Diagram) to Siding "B." Right-hand Disc, from Single Track (indicated X on Diagram) (via Interlocked Crossover) 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 Crossover to the 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 Interlocked Crossover.

MACAULAY.

(Diagram No. 3/32.)

Post No.	Particulars.
13	Down Home Signal, to No. 2 (Down Platform Road)—to post 15.
13B	Two Disc Signals :— Left-hand Disc, from Siding "B" to No. 1 (Up Platform Road)—towards post 15B. Right-hand Disc, from Siding "A" to Macaulay Sidings.
14	One arm and a Disc. Up Signals :— The arm, Home, Up Line—to Three-position Automatic Signal C 136. The Disc, from Up Line to Siding "A"—towards post 12.
14B	Disc Signal, from Macaulay Sidings to Siding "A"—towards post 12.
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. 3/32.)

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. 3/32.)

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 No. 1 Road to Up Line.
21	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from No. 2 Road to Coburg Line. Right-hand arm, from No. 2 Road to North Fitzroy Line.
21B	Down Home Signal, from No. 1 Road to North Fitzroy Line.
22	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from North Fitzroy Line—to post 20B. Right-hand arm, from Coburg Line—to post 20B.
23	Up Distant Signal, Coburg Line.
24	Up Distant Signal, North Fitzroy Line.

Note.—A Point Indicator works with the Points leading from the Down North Fitzroy Line.

SOUTH BRUNSWICK.
(Diagram No. 18/28.)

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.
24	Two arms. One Up and one Down Signal :— Down arm, Home—to post 25. Up arm, Starting.
25	Down Home Signal—to post 28.
26	Up Home Signal—to post 24.
27	Two Disc Signals :— Left-hand Disc, Siding "A" to Up Line—towards post 24. Right-hand Disc, Siding "B" to Up Line—towards post 24.
28	Two arms. Down Signals :— Top arm, Home. Bottom arm, Distant ; worked from Brunswick.
30	Two arms. Up Signals :— Top arm, Starting ; worked from Brunswick. Bottom arm, Distant.

Note.—Point Indicators work with the Points which lead from Siding "A" or "B" to the Pottery Siding or to the Down Line, from Siding "A" to the Up Line and from Siding "B" to Siding "A."

BRUNSWICK.
(Diagram No. 18/28.)

Post No.	Particulars.
28	Two arms. Down Signals :— Top arm, Home ; worked from South Brunswick. Bottom arm, Distant.
29	Down Home Signal—to post 31.
30	Two arms. Up Signals :— Top arm, Starting. Bottom arm, Distant ; worked from South Brunswick.
31	One arm and a Disc. Down Signals :— The arm, Home. The Disc, from Up Line to Siding "A" or "B."
32	One arm and two Discs :— The arm, Up Home Signal—to post 30. Left-hand Disc, Siding "A" to Up Line—towards post 30. Right-hand Disc, Siding "B" to Up Line—towards post 30.
33B	Up Distant Signal.

NORTH BRUNSWICK.
(Diagram No. 18/28.)

Post No.	Particulars.
33	Down Home Signal—to post 34.
34	Two arms. Down Signals :— Top arm, Home. Bottom arm, Distant ; worked from Moreland.
34B	Up Home Signal.

MORELAND.
(Diagram No. 18/28.)

Post No.	Particulars.
34	Two arms.—Down Signals :— Top arm, Home ; worked from North Brunswick. 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.

MORELAND—continued.

Post No.	Particulars.
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 18/28.)

Post No.	Particulars.
40b	Two arms, Down Signals :— Top arm, Home ; worked by Gatekeeper, Reynard-road. Bottom arm, Distant (controlled from Station).
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. Left-hand Disc, from Up Line to No. 3 or 4 Road. Top right-hand Disc, from Up Line to No. 1 Road—towards post 45. Bottom right-hand Disc, Up Line to Loco. Road.
43	Disc Signal, from Loco. 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 (controlled from Station) :— Left-hand arm, No. 2 Road—to Fawknor Line. Right-hand arm, No. 1 Road—to Fawknor Line.

COBURG—continued.

Post No.	Particulars.
47	Bracket Post, two arms, Up Home Signals :— Left-hand arm, Fawknor Line to No. 1 Road—to post 44. Right-hand arm, Fawknor Line to No. 2 Road—to post 44.
48	Up Distant Signal.
49	Ground Disc Signal, from No. 3 or 4 Road to Up Line—towards post 41.

Note.—There are Catch Points with Point Indicators attached in Nos. 3 and 4 Roads. Catch Points are also provided at exit from Loco. Road, and a Point Indicator works with the Points which lead from No. 1 Road to the Loco. Road, and with the Points leading from No. 3 to No. 4 Road.

BATMAN.

(No Diagram.)

Post No.	Particulars.
1	Down Home Signal protecting Gaffney's Road level crossing. Up Home Signal protecting Gaffney's Road level crossing.
2	

NORTH CARLTON.

(Lygon-street.)

(Diagram No. 3/32.)

Post No.	Particulars.
25	Two arms. Down Signals :— Top arm, Home for Bowen-crescent, worked by Gatekeeper. Bottom arm, Distant.
26	Two arms. One Up and one Down Signal :— Up arm, Starting. Down arm, Home—to post 26c.
26b	Down Home Signal, from No. 1 Road to Down Line—to post 28.
26c	Down Home Signal, from No. 2 Road to Down Line—to post 28.
27	Ground Disc Signal, from Down Line to Siding, or to No. 1 Road (Up Line)—towards post 26.

NORTH CARLTON—*continued.*

Post No.	Particulars.
27B	Disc Signal, from the Siding to the Down Line—towards post 28. <i>Note.</i> —There is a Deraul Block ahead of post 27B.
28	Down Home Signal—to post 29B.
28B	Up Home Signal, to No. 1 Road—to post 26.
29	Up Home Signal—to post 28B.
29B	Three arms. Down Signals :— Top arm, Starting, co-acting with bottom arm. Centre arm, Distant, worked from North Fitzroy "A" Box and controlled by North Fitzroy "C" Box.
31	Two arms. Up Signals :— Top arm, Starting, worked from North Fitzroy "A" Box and controlled by North Fitzroy "C" Box as a Home Signal. Bottom arm, Distant.

Notes.—1. The Signalman at North Carlton controls the working of Tramway traffic over the Lygon-street Level Crossing in accordance with Special Instructions in the General Appendix.

2. A Point Indicator works with the Points in Down Line leading into Siding.

NORTH FITZROY "C" BOX.

(Diagram No. 2/32.)

The Signalman at North Fitzroy "C" Box, controls the following Fixed Signals (worked from North Fitzroy "A" Box) :—

Centre arm (Distant Signal), on post 29B.

Down Home Signal, post 30.

Top arm, Up Starting Signal on post 31.

NORTH FITZROY "A" BOX.

(Diagram No. 2/32.)

Post No.	Particulars.
29B	Three arms. Down Signals :— Top arm, Starting, co-acting with bottom arm, worked from North Carlton. Centre arm, Distant, controlled by North Fitzroy "C" Box. Down Home Signal, to No. 2 Road—to post 32, controlled by North Fitzroy "C" Box.

NORTH FITZROY "A" BOX—*continued.*

Post No.	Particulars.
31	Two arms. Up Signals :— Top arm, Starting, controlled by North Fitzroy "C" Box as a Home Signal. Bottom arm, Distant, worked from North Carlton.
32	Bracket Post, four arms, Home Signals, and three Discs :— Top arm on left-hand doll, from No. 2 Road to North Fitzroy Country Line—to post 35. Bottom arm on left-hand doll, from No. 2 Road to North Fitzroy Suburban Line—to post 35B, controlled by North-cote Loop Junction. Top arm on right-hand doll, from No. 1 Road to North Fitzroy Country Line—to post 35. Bottom arm on right-hand doll, from No. 1 Road to North Fitzroy Suburban Line—to post 35B, controlled by North-cote Loop Junction. Left-hand Disc, from No. 2 Road to Siding "A" or "B." Centre Disc, from No. 2 Road to Fitzroy Line. Right-hand Disc, from No. 1 Road to Fitzroy Line.
33	Ground Disc Signal, from "A" or "B" Siding to No. 1 Road—towards post 31.
34	Disc Signal, from Fitzroy Line to No. 1 Road—towards post 31. Signal Bridge on which are erected Posts 35, 35B, 35C, and 35D.
35	Two arms :— Top arm, Home Signal, North Fitzroy Country Line—to post 36 worked from "B" Box. Bottom arm, Calling-on Signal, North Fitzroy Country Line—towards post 36, worked from "B" Box.
35B	Home Signal, North Fitzroy Suburban Line—to post 36, worked from "B" Box.
35C	Home Signal, North Fitzroy Suburban Line, to No. 1 Road—to post 31.
35D	Home Signal, North Fitzroy Country Line, to No. 1 Road—to post 31.
37	Bracket Post, four arms :— Top arm on left-hand doll, Home Signal, from North Fitzroy Suburban Line, worked from "B" Box. Bottom arm, on left-hand doll Distant Signal, North Fitzroy Suburban Line. Top arm, on right-hand doll Home Signal from North Fitzroy Country Line, worked from "B" Box. Bottom arm, on right-hand doll Distant Signal, North Fitzroy Country Line.

NORTH FITZROY "A" BOX—continued.

Notes.—1. There are Catch Points in the Fitzroy Line for Up traffic, near post No. 34, also at exit from "A" and "B" Sidings, ahead of Ground Disc No. 33.

2. The Signalman at "A" Box is responsible for the Working of Trains under the Train Staff System on the Fitzroy Line. See Instructions in regard to this mode of working in General Appendix.

3. The Siding Points, which lead off the North Fitzroy Country Line at the Down end of the Station Yard, are worked from an Auxiliary Frame which is Staff Locked. The key of the Staff Lock is the Electric Staff for the section North Fitzroy "A" Box—Northcote Loop Junction.

4. Each Lever in the Auxiliary Frame works two sets of Points. There are Catch Points, with Point Indicator attached in "B" Siding for Outward traffic. A Point Indicator is also attached to the Safety Points which lead from "A" Siding.

NORTHCOTE LOOP JUNCTION—NORTH FITZROY "A"
SIGNAL-BOX.Lever-locking and Track Control on the North Fitzroy
Suburban Line.

The North Fitzroy Suburban Line between Northcote Loop Junction and North Fitzroy "A" Box is worked under the system of Lever-locking and Track Control. See General Appendix for instructions.

NORTH FITZROY "B" BOX.
(Diagram No. 2/32).

Post No.	Particulars.
	Signal Bridge on which are erected Posts 35, 35B, 35C, and 35D.
35	Two arms :— Top arm, Home Signal, North Fitzroy Country Line—to post 36. Bottom arm, Calling-on Signal, North Fitzroy Country Line—towards post 36.
35B	Home Signal, North Fitzroy Suburban Line—to post 36.
35C	Home Signal, North Fitzroy Suburban Line, worked from "A" Box.
35D	Home Signal, North Fitzroy Country Line, worked from "A" Box.
36	Bracket Post, three arms :— Top arm, on left-hand doll, Home Signal, North Fitzroy Country Line, protecting St. George's-road Crossing. Bottom arm, on left-hand doll, Distant Signal, North Fitzroy Country Line, worked from Northcote Loop Junction. Arm, on right-hand doll, Home Signal, North Fitzroy Suburban Line, protecting St. George's-road Crossing.

NORTH FITZROY "B" BOX—continued.

Post No.	Particulars.
37	Bracket, Post, four arms :— Top arm, on left-hand doll, Home Signal, North Fitzroy Suburban Line, protecting St. George's-road Crossing. Bottom arm, on left-hand doll, Distant Signal, North Fitzroy Suburban Line, worked from Box "A." Top arm, on right-hand doll, Home Signal, North Fitzroy Country Line, protecting St. George's-road Crossing. Bottom arm, on right-hand doll, Distant Signal, North Fitzroy Country Line, worked from Box "A."
38	Two arms :— Top arm, Home Signal, North Fitzroy Country Line—to post 37. Bottom arm, Calling-on Signal, North Fitzroy Country Line—towards post 37.
39	Home Signal, North Fitzroy Suburban Line—to post 37.

Notes.—1. The Signalman at North Fitzroy "B" controls the working of Tramway traffic over St. George's-road Level Crossing in accordance with Special Instructions in the General Appendix.

2. The Calling-on Signals on posts Nos. 35 and 38, North Fitzroy "B" Box, are only to be used for the purpose of permitting Goods trains to draw forward as far as the Home Signals (posts Nos. 36 or 37) protecting St. George's-road Crossing. The Levers operating the Calling-on Signals are not interlocked with the tramway Controls.

The Calling-on Signals must be worked in accordance with Regulations 64 and 95 (a).

Electric Bell Code for all Boxes between Clifton Hill "B" and North Fitzroy
"A" Boxes.

	Long.	Short.	Long.
Reservoir Line Passenger trains, via Clifton Hill	.. 2	.. 3	.. -
North Fitzroy Passenger trains, via Clifton Hill	.. -	.. 3	.. -
Victoria Park Goods	.. ..	.. 1	.. 5
Reservoir Line or Whittlesea Passenger trains, via Royal Park	.. ..	.. 2	.. 4
Reservoir Line or Whittlesea Goods trains	.. ..	.. 2	.. -
Goods train or engine to shunt at North Fitzroy ("A," "B," and Loop Junction only)	.. ..	.. 1	.. 5

" The Signalmen at "A" and "B" Boxes, Clifton Hill, to ring the No. of the Road that the train will run through, after the Code ring has been acknowledged.

NORTHCOTE LOOP JUNCTION.

(Diagram No. 2/32.)

Post No.	Particulars.
36	Bracket Post, three arms :— Top left-hand arm, Down Home Signal to North Fitzroy Country Line, worked from North Fitzroy " B " Box. Bottom left-hand arm, Down Distant Signal for North Fitzroy Country Line. Right-hand arm, Home Signal to North Fitzroy Suburban Line, worked from North Fitzroy " B " Box.
42	Down Home Signal, from North Fitzroy Country Line—to post 44.
42B	Down Home Signal, from Loop Line to Reservoir Line—to post 44.
43	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Reservoir Line to Clifton Hill Line—to Three-position Automatic (Light) Signal ST 188. Right-hand arm, from Reservoir Line to North Fitzroy Country Line.
44	Down Starting Signal, Reservoir Line ; controlled by Merri as a Home Signal.
45	Two arms. Up Signals :— Top arm, Starting, worked from Merri. Bottom Arm, Distant.
19	Down Three-position Home (Light) Signal, from Clifton Hill Line. (Normal Speed Signal controlled by North Fitzroy " A " Box.)
5	Up Three-position Home (Light) Signal, from North Fitzroy Suburban Line.

Note.—At Northcote Loop Junction the Normal Speed Signal on Post No. 19 will apply only to the North Fitzroy Suburban Line, and a Medium Speed indication will not be displayed for this route.

NORTHCOTE LOOP JUNCTION-NORTH FITZROY " A " SIGNAL-BOX.

Lever-locking and Track Control on the North Fitzroy Suburban Line.

The North Fitzroy Suburban Line between Northcote Loop Junction and North Fitzroy " A " Box is worked under the system of Lever-locking and Track Control. See General Appendix for instructions.

MERRI.

(Diagram No. 2/32.)

Post No.	Particulars.
44	Northcote Loop Junction Down Starting Signal ; controlled by Merri as a Home Signal.
45	Two arms. Up Signals :— Top arm, Starting. Bottom arm, Distant, worked from Northcote Loop Junction.
45B	Down Home Signal.
46	Up Home Signal—to post 45.

NORTHCOTE.

(Diagram No. 4/25.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 3.
2B	Up Home Signal.
3	Down Home Signal—to post 5.
3B	Disc Signal, from Goods Siding or Brick Siding to Up Line—towards post 2B.
4	Up Home Signal—to post 2B.
5	Down Starting Signal (controlled by Croxton) ; also by quadrant at Beaver-street Crossing.
6	Up Distant Signal.

Note.—There is a Derail Block in neck of Goods Siding ahead of post 3B. A Point Indicator is attached to and works with Points of Crossover in Up Line at end of Station.

CROXTON (Not Interlocked).

(Diagram No. 8/31.)

Post No.	Particulars.
5	Down Starting Signal for Northcote controlled by Croxton as a Home Signal, also by quadrant at Beaver-road Crossing.
1	Up Home Signal.

THORNBURY.
(Diagram No. 8/31.)

Post No.	Particulars.
2	Down Distant Signal.
3	Down Home Signal—to post 5.
4	Up Home Signal.
5	One arm and a Disc. Down Signals :— The arm, Home. The Disc from Up Line to Down Line, or towards the Sidings.
6	Up Home Signal—to post 4.
6B	Two Disc Signals :— Left-hand Disc, from Down Line to Up Line—towards post 4. Right-hand Disc, from Sidings to Up Line—towards post 4.
9	Two arms. Up Signals :— Top arm Starting ; worked from Bell. Bottom arm, Distant.

Note.—A Point Indicator works with the Points in the Crossover, which leads towards the Siding.

BELL.
(Diagram No. 8/31.)

Post No.	Particulars.
7	Down Distant Signal.
9	Two Arms, Up Signals :— Top Arm, Starting. 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 Ground Disc 12B. Right-hand Disc, from Sidings "A" to Siding "B."
10	Down Home Signal—to post 12.
10B	Disc Signal, from Brick Siding to Down Line—towards 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."

BELL—continued.

Post No.	Particulars.
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.
13B	Ground Disc Signal, from Down Line to Up Line—towards post 9, or to Brick Siding, or to Sidings "A."
14	Down Starting Signal.
15	Up Distant Signal.

Note.—There are Catch Points at exit from the Brick Siding. Point Indicators work with the Points of the Crossover in the Down and Up Lines at Up end of Station and with the Points in Crossover leading to Sidings "A."

PRESTON (NOT INTERLOCKED.)

(Diagram No. 3/33.)

Post No.	Particulars.
1	Down Home Signal, controlled by quadrant at Cramer-road.
2	Up Home Signal, controlled by quadrant at Murray-road.

REGENT.

(Diagram No. 3/33.)

Post No.	Particulars.
3	Down Distant Signal.
4	Up Starting 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. 3/33.)

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 15. Right-hand Disc, from Siding "B" or Sub-station Siding to No. 1 Road—towards post 15.
12	One arm and a Disc. Down Signals :— The arm, Home, from Down Line to No. 1 Road—to post 15. The Disc, from Up Line to No. 1 Road—towards post 15.
13	Ground Disc Signal, from Goods Loop Siding to Siding "B" or Sub-station Siding or to Siding "A."
14	Bracket Post, two arms Up Home Signals and one Disc :— Left-hand arm, from No. 2 Road to Up Line—to post 10. Right-hand arm, from No. 1 Road to Up Line—to post 10. The Disc, from No. 1 Road to Siding "B" or Sub-station Siding or to Siding "A."
15	Down Home Signal, from No. 1 Road to Whittlesea Line controlled by Gatekeeper at High-street Crossing.
16	Bracket Post, two arms. Up Home Signals :— Left hand arm, from Whittlesea Line to No. 2 Road—to post 14. Right-hand arm, from Whittlesea Line to No. 1 Road—to post 14.
17	Up Home Signal—to post 16; controlled by Gatekeeper at High-street Crossing.
18	Up Distant Signal.

Notes.—1. A Point Indicator works with the Points at the Junction of Siding "A" and Siding "B."

2. Point Indicators also work with the Points which lead from the Goods Loop Siding to the Up Line, and Motor Turntable Road.

NORTH RICHMOND.

(Diagram No. 16/26.)

Three-position Signalling is in force.

The Crossover at North Richmond is normally secured by an Annett Lock. The Annett key is normally secured in a switch-lock in the Station-master's Office. When the key is removed from the switch-lock, Signals S 83, S 93, S 100, and S 106 are locked at the Stop position. The Crossover is provided for emergency purposes only, and when in operation the signalman at North Richmond must arrange for movements through the crossover to be protected. See Clause A, Regulation 251.

VICTORIA PARK.

(Diagram No. 16/26.)

Three-position Signalling is in force.

Note.—See page 10 respecting Three-position Home Signals which may display the Letter "A."

CLIFTON HILL "A" BOX.

(Diagram No. 16/26.)

Post No.	Particulars.
20	Bracket Post, three Arms, Down Home Signals, controlled from "B" Box :— Left-hand Arm, to No. 1 Road—to post 26. Centre Arm, to No. 2 Road—to post 25. Right-hand Arm, to No. 3 Road—to post 25.
21	Three Discs, Down Signals, controlled from "B" Box— Left hand Disc, from Up Line to No. 1 Road—towards post 26. Top right-hand Disc, from Up Line to No. 2 Road—towards post 25. Bottom right-hand Disc, from Up Line to No. 3 Road—towards post 25.
23	Up Home Signal from No. 3 Road to Up Line—to Three-position Automatic Signal S 160.
24	Bracket Post, two Arms Up Home Signals— Left-hand Arm, from No. 2 Road to Up Line—to Three-position Automatic Signal S 160. Right-hand Arm, from No. 1 Road to Up Line—to Three-position Automatic Signal S 160.

CLIFTON HILL " B " BOX.

(Diagram No. 16/26.)

Post No.	Particulars.
25	Bracket Post, four arms. Down Home Signals :— Top arm on left-hand doll, from No. 2 Road to Down North Fitzroy Line—to Three-position Automatic (Light) Signal ST 179. Bottom arm on left-hand doll, from No. 2 Road to Heidelberg Line (controlled by Westgarth)—to Three-position Automatic (Light) Signal S 185. Top arm on right-hand doll, from No. 3 Road to Down North Fitzroy Line—to Three-position Automatic (Light) Signal ST 179. Bottom arm on right-hand doll, from No. 3 Road to Heidelberg Line (controlled by Westgarth)—to Three-position Automatic (Light) Signal S 185.
26	Two arms. Down Home Signals :— Top arm, from No. 1 Road to Down North Fitzroy Line—to Three-position Automatic (Light) Signal ST 179. Bottom arm, from No. 1 Road to Heidelberg Line (controlled by Westgarth)—to Three-position Automatic (Light) Signal S 185.
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, from 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 North Fitzroy Line to No. 3 Road—to post 23. Right-hand arm, from North Fitzroy Line to No. 2 Road—to post 24.

CLIFTON HILL " B " BOX—WESTGARTH AND ALPHINGTON—HEIDELBERG.

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

WESTGARTH.

(Diagram No. 12/27.)

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) Entering Signal to the Single Line Section—to Three-position Automatic (Light) Signal, S 186 controlled by Clifton Hill " B " Box.
4	Down Starting Signal
5	Up Home Signal—to post 3
6	Up Distant Signal

DENNIS (Not Interlocked).

Post No.	Particulars.
6B	Down Home Signal—to post 7.
8	Up Starting Signal for Fairfield Park controlled by Dennis as a Home Signal and by Gatekeeper, Victoria-street.

FAIRFIELD PARK.

(Diagram No. 12/27.)

Post No.	Particulars.
7	Two Arms. Down Signals :— Top Arm. Home, worked by Gatekeeper at Victoria-street. Bottom Arm. Distant.
8	Up Starting Signal, controlled by Dennis Station and Gatekeeper, Victoria-street.
9	Down Home Signal—to post 12.
9B	Two Disc Signals :— Left-hand Disc, from the Up Line to the Goods Siding. Right-hand Disc, along Up Line—towards Disc 12B.
10	Up Home Signal—to post 8.
11	Disc Signal, from the Goods Siding to the Up Line—towards post 8.
12	Down Home Signal—to post 15.
12B	Ground Disc Signal, from the Up Line to the Down Line—towards post 15.

FAIRFIELD PARK—continued.

Post No.	Particulars.
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 16. The Disc, from Down Line to Paper Mill Siding.
16	Two Arms, Down Signals :— Top Arm, Starting, controlled by Gatekeeper at Grange-road. Bottom Arm, Distant; worked from Alphington.
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.
18	Two Arms, Up Signals :— Top Arm, Starting; worked from Alphington, controlled by Gatekeeper at Grange-road. Bottom Arm, Distant.

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. A Point Indicator is attached to the Points leading from the Paper Mill Siding.

ALPHINGTON.
(Diagram No. 12/27.)

Post No.	Particulars.
16	Two Arms, Down Signals :— Top Arm, Starting; worked from Fairfield Park, controlled by Gatekeeper, Grange-road. Bottom Arm, Distant.
18	Two Arms, Up Signals :— Top Arm, Starting, controlled by Gatekeeper, Grange-road. Bottom Arm, Distant; worked from Fairfield Park.
19	Down Home Signal—to post 24.
20	Two Disc Signals :— Left-hand Disc, from Up Line to the Siding. Right-hand Disc, from Up Line to No. 2 Road (Down Line)—towards post 24.

ALPHINGTON—continued.

Post No.	Particulars.
21	Bracket Post, two arms, Up Home Signals :— Left-hand Arm, from No. 1 Road (Up Line)—to post 18. Right-hand Arm, from No. 2 Road (Down Line) to Up Line—to post 18.
22	Disc Signal, from the Siding to Up Line—towards post 18.
23	Disc Signal, from the Siding to the Single Line controlled by Ivanhoe.
24	Down Home Signal, from No. 2 Road (Down Line), to the Single Line, controlled by Ivanhoe.
25	One Arm and a Disc, Up Signals :— The Arm, Home, from the Single Line to No. 1 Road (Up Line)—to post 21. The Disc, from the Single Line to the Siding.
26	Up Distant Signal.

IVANHOE.

(Diagram No. 9/27.)

Post No.	Particulars.
1	Down Distant Signal.
2	One Arm and a Disc, Down Signals :— The Arm, Home, from Main Line to No. 1 Road—to post 5. The Disc, from Main Line to No. 3 Road—towards post 6.
3	Up Home Signal, from No. 2 Road to Single Line, controlled by Alphington.
4	Disc Signal, from No. 3 Road to Single Line, controlled by Alphington.
5	Down Home Signal, from No. 1 Road to Single Line, controlled by Heidelberg.
6	Disc Signal, from No. 3 Road to Single Line, controlled by Heidelberg.
7	One Arm and a Disc, Up Signals :— The Arm, Home to No. 2 Road—to post 3. The Disc, Main Line to No. 3 Road—towards post 4.
8	Up Distant Signal.

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

HEIDELBERG.
(Diagram No. 9/27.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two Arms Down Home Signals and two Discs :— 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. Top Disc, from Main Line to No. 3 Road—towards Ground Disc 8. Bottom Disc, from Main Line to No. 4 or 5 Road—towards Ground Disc 8.
2B	Up Starting Signal, controlling entrance to Single Line Section, controlled by Ivanhoe.
3	Disc Signal, from Engine Road to No. 4 or 5 Road—towards Ground Disc 8.
4	Bracket Post, two Arms Up Home Signals and one Disc :— Left-hand Arm, from No. 2 Road—to post 2B. Right-hand Arm, from No. 1 Road—to post 2B. The Disc, from No. 3 Road—towards post 2B.
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—towards post 2B.
6	Down Home Signal, from No. 1 Road to Main Line.
7	Down Home Signal, from No. 2 Road to Main Line.
8	Ground Disc Signal, from Nos. 3, 4, and 5 Roads to Main Line.
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 Nos. 4 or 5 Roads—towards post 5.
10	Up Home Signal—to post 9.
11	Up Distant Signal.

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. A Point Indicator works with Points leading from No. 4 or 5 to Main Line or Engine Road.

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.

GREENSBOROUGH—continued.

Post No.	Particulars.
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, from Main Line to No. 1 Road—to post 3. Bottom Arm, from Main Line to No. 2 Road—to post 3. 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. 6/23.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, three Arms Down Home Signals and one Disc :— Left-hand Arm, to No. 2 Road—to post 6. Centre Arm, to No. 1 Road—to post 6. Right-hand Arm, to Back Platform Road. The Disc, from Main Line to No. 3 Road—towards post 7.
3	Up Home Signal, from Back Platform 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	Disc Signal, from No. 3 Road to Main Line. <i>Note.</i> —There are Catch Points in No. 3 Road ahead of post 5.
6	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.
7	Disc Signal, from No. 3 Road to Main Line. <i>Note.</i> —There are Catch Points in No. 3 Road ahead of post 7.
8	Bracket Post, two Arms Up Home Signals and one Disc :— Left-hand Arm, to No. 1 Road—to post 4. Right-hand Arm, to No. 2 Road—to post 4. The Disc, from Main Line to No. 3 Road—towards post 5.
9	Up Distant Signal.

EAST RICHMOND.
(Diagram No. 10/26.)

Three-position Signalling is in force.

BURNLEY.
(Diagram No. 10/26.)

Three-position Signalling is in force.

Note.—At Burnley the Normal Speed Signal on post No. 2 will apply only to the Down Box Hill Line, and a Medium Speed indication will not be displayed for this route.

HAWTHORN.
(Diagram No. 10/26.)

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 page 10 respecting Three-position Home Signals which may display the letter "A."

CAMBERWELL.
(Diagram No. 10/26.)

Three-position Signalling is in force.

Normal Speed Routes.

At Camberwell the Normal Speed Signal on posts 32 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.

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

Note.—See page 10 respecting Three-position Home Signals which may display the letter "A."

CAMBERWELL-RIVERSDALE.

The line between Camberwell and Riversdale is worked under the system of Lever Locking and Track Control. See General Appendix for instructions.

RIVERSDALE.
(Diagram No. 23/24.)

Post No.	Particulars.
1	Down Distant Signal for Camberwell Line.
2	Down Home Signal, for Deepdene Line to No. 1 Road—to post 6.
3	One Arm and a Disc :— The Arm, Down Home Signal, from Camberwell Line to No. 1 Road—to post 6. The Disc, from Camberwell Line to No. 2 or No. 3 Road—towards post 5.
4	Bracket post, two Arms and a Disc :— Left-hand Arm, Up Home Signal, from No. 1 Road to Camberwell Line, controlled by Camberwell. Right-hand Arm, Down Home Signal, from No. 1 Road to Deepdene Line. The Disc, from No. 2 or No. 3 Road to Camberwell Line controlled by Camberwell.
5	Disc Signal, from No. 2 or No. 3 Road or Siding to Ashburton Line. There are Catch Points ahead of post 5.
6	One Arm and a Disc, Down Signals :— The Arm, Home, from No. 1 Road to Ashburton Line. The Disc, from No. 1 Road to Camberwell City Council's Siding.
7	One Arm and a Disc, Up Signals :— The Arm, Home, from Ashburton Line to No. 1 Road—to post 4. The Disc, from Ashburton Line to No. 2 or No. 3 Road—towards post 4, or to Siding.
7B	Ground Disc Signal, from Camberwell City Council's Siding to No. 1 Road—towards post 4.
8	Up Distant from Ashburton.

Notes.—1. The points at the Down end of the Yard are worked from Signal Box "B" at Riversdale-road, and those at the Up end of the Yard from the Interlocked Signal Apparatus "A" on the Station platform. The levers at Signal Apparatus "A" are controlled from Box "B" by means of a Cross Lock.

2. The Signalman at Riversdale controls the working of Tramway traffic over the Riversdale-road Level Crossing in accordance with Special Instructions in the General Appendix.

HARTWELL.
(Diagram No. 22/34.)

Post No.	Particulars.
1	Down Home Signal, to No. 1 Road—to post 3.
2	Up Home Signal, No. 2 Road to Main Line.
3	Down Home Signal, No. 1 Road to Main Line.
4	Up Home Signal, to No. 2 Road—to post 2.

CANTERBURY.
(Diagram No. 5/30.)

Three-position Signalling is in force.

Note.—The Crossover at Canterbury is normally secured by an Annett Lock. The Annett Key is normally secured in a switch-lock in the Canterbury Signal-box. When the key is removed from the switch-lock, Signals L343, L329, L346, and L356 will be locked at the "Stop" position. The Crossover is provided for emergency purposes only, and when in operation the Signaller at Canterbury must arrange for movements through the Crossover to be protected. See Clause (a), Regulation 251.

SURREY HILLS.
(Diagram No. 5/30.)

Three-position Signalling is in force.

BOX HILL.
(Diagram No. 5/30.)

Three-position Signalling is in force.

Note.—Employees must use the various Yard telephones freely concerning movements of trains and engines so as to reduce whistling to a minimum.

BLACKBURN.
(Diagram No. 8/36.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 5.
3	Lop-bracket Post, one arm and a Disc. Up Signals :— The Arm, Home, from No. 2 Road to Up Line. The Disc, from No. 1 Road to Up Line.
4	Disc Signal, from Siding to Down Line—towards post 5.
5	One Arm and a Disc. Down Signals :— The Arm, Home, from No. 1 Road to Down Line. The Disc, from Down Line to Cool Store Siding.
6	Up Home Signal—to post 3.
7	Disc Signal, from Cool Store Siding to No. 1 or 2 Road—towards post 3, or to Siding.
8	Two Arms, Up Signals :— Top Arm, Home, worked from quadrant at Blackburn Road. Bottom Arm, Distant.

- Notes.*—1. There are Catch Points at exit from Goods Siding.
2. Point Indicators work with the Crossover Points, at Down-end of Station, and with the Points leading from Down Line to the Goods Siding.
3. For the method of working the Co-operative Brick Company's Siding by an Engine from Blackburn, see General Appendix.

TUNSTALL.
(Diagram No. 8/36.)
(Not Interlocked.)

Post No.	Particulars.
9	Down Distant Signal.
10	Up Starting Signal.
11	Down Home Signal—to post 13.
12	Up Home Signal—to post 10.
13	Down Starting Signal.
15	Up Distant Signal.

When Tunstall is closed as a Block Post, the Up and Down Starting Signals are crossed.

MITCHAM.

(Diagram No. 8/36.)

Post No.	Particulars.
14	Down Distant Signal.
16	Up Starting Signal.
17	Disc Signal, from Up Line to Sidings "B."
18	Down Home Signal—to post 24.
19	Disc Signal, from Siding "A" to Down Line—towards post 24.
20	Disc Signal, from Sidings "B" to Up Line—towards post 16.
21	Up Home Signal—to post 16.
22	Disc Signal, from Down Line to Up Line—towards post 16 or to Siding "A."
23	Up Home Signal—to post 21.
24	Down Starting Signal.
25	Up Distant Signal.

Notes.—1. A Point Indicator works with the Points in the Crossover at Up end of Station.

2. The Points in the Down Main Line, leading to the Sub-station Siding are rodded to Catch Points in the Siding and secured by an Annett Lock with duplicate locks on the levers in the Interlocking Frame operating the Down Home Signal (post 18) and the Crossover between the Up and Down Main Lines. The Annett Key, when not required for use at the Sub-station Siding, must be kept in the duplicate lock on the respective lever in the Interlocking Frame, the withdrawal of the key secures the Down Home Signal (post 18) at the Stop position, and the lever operating the Crossover between the Up and Down Main Lines in the normal position.

HEATHERDALE ROAD LEVEL CROSSING.

(Diagram No. 8/36.)

Post No.	Particulars.
26	Down Home Signal worked from quadrant at crossing.

RINGWOOD.

(Diagram No. 8/36.)

Post No.	Particulars.
27	Down Distant Signal.
28	Up Starting Signal.
29	Bracket Post, three arms, Down Home Signals, and one Disc :— Arm on left-hand doll, from Down Line to No. 3 Road—to post 36. Arm on centre doll, from Down Line to No. 2 Road—to post 35. Arm on right-hand doll, from Down Line to No. 1 Road—to post 35. The Disc, from Down Line to Siding "B" or "C."
30	Disc Signal, from Up Line to No. 3 Road—towards post 36 or to Nos. 1 or 2 Roads—towards post 35 or to Siding "B" or "C."
31	Ground Disc Signal, from Siding "A" to No. 3 Road—towards post 36.
32	Two Disc Signals :— Left-hand Disc, from Sidings "B" and "C" to Siding "E." Right-hand Disc, from Sidings "B" and "C" to Up Line—towards post 28.
33	Bracket Post, two arms, Up Home Signals, and one Disc :— Left-hand arm, from No. 1 Road to Up Line—to post 28. Right-hand arm, from No. 2 Road to Up Line—to post 28. The Disc, from No. 1 Road to Siding "E."
34	One arm and a Disc. Up Signals :— The arm, Home, from No. 3 Road to Up Line—to post 28. The Disc, from No. 3 Road to Siding "A."
35	Bracket Post, four arms, Down Home Signals, and one Disc :— Top arm on left-hand doll, from No. 2 Road to Healesville Line. Bottom arm on left-hand doll, from No. 2 Road to Ferntree Gully Line. Top arm on right-hand doll, from No. 1 Road to Healesville Line. Bottom arm on right-hand doll, from No. 1 Road to Ferntree Gully Line. The Disc, from No. 1 Road to Siding "D."
36	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.
37	Disc Signal, from Siding "D" to No. 1 Road—towards post 33 or to Siding "B"—towards post 32.
38	Bracket Post, six arms. Up Home Signals :— Top arm on left-hand doll, from Ferntree Gully Line to No. 1 Road—to post 33. Centre arm on left-hand doll, from Ferntree Gully Line to No. 2 Road—to post 33.

RINGWOOD—*continued.*

Post No.	Particulars.
38 <i>contd.</i>	Bottom arm on left-hand doll, from Ferntree Gully Line to No. 3 Road—to post 34. Top arm on right-hand doll, from Healesville Line to No. 1 Road—to post 33. Centre arm on right-hand doll, from Healesville Line to No. 2 Road—to post 33. Bottom arm on right-hand doll, from Healesville Line to No. 3 Road—to post 34.
39	Up Home Signal, from Healesville Line—to post 38.
40	Up Home Signal, from Ferntree Gully Line—to post 38.
41	Up Distant Signal, from Healesville Line.
42	Up Distant Signal, from Ferntree Gully Line.

Note.—Point Indicators work with the Points which lead from Siding "A," Siding "E," and Siding "D."

CROYDON.

(Diagram No. 25/24.)

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 5.
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.
5	Bracket Post, one arm and three Discs. Down Signals :— The arm, Home from No. 2 Road to Main Line. The Disc, under arm on left-hand doll, from No. 2 Road to Siding "A." Left-hand Disc on right-hand doll, from No. 3 Road to Main Line. Right-hand Disc on right-hand doll, from No. 3 Road to Siding "A."
6	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."

CROYDON—*continued.*

Post No.	Particulars.
7	Disc Signal, from No. 4 Road to Siding "A."
8	Disc Signal, from "X" to No. 2 or No. 3 Road—towards post 4, or to No. 4 Road.
9	Ground Disc Signal, from Siding A to "X"—towards post 8, or to No. 1 Road—towards post 3.
10	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 3. The Disc, from Main Line to No. 3 Road—towards post 4.
11	Up Distant Signal.

Notes.—1. There are Derails at each end of No. 3 Road, and Catch Points at exit of No. 4 Road. Point Indicators work with the Points leading to Nos. 3 and 4 Roads at Down end of Yard.

2. The points in Siding A, leading to the Cool Store Siding are rodded to Catch Points in the Siding, and are secured by an Annett Lock; the key of this Annett Lock is secured in a duplicate lock on the Interlocking Frame.

MOOROOLBARK.

(Engineer's Diagram 7/22.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals :— Left-hand arm from Main line to "X"—to post 5. Right-hand arm, from Main line to No. 1 Road—to post 9.
3	One arm and a Disc. Up Signals :— The arm, Home, from "X" to Main Line. The Disc, from "X" to Siding "A."
4	Up Home Signal, from No. 1 Road to Main Line.
5	One arm and a Disc. Down Signals :— The arm, Home, from "X" to No. 2 Road—to post 8. The Disc, from "X" to No. 3 Road—towards Ground Disc 7.
6	Ground Disc Signal, from No. 3 Road to "X"—towards post 3. <i>Note.</i> —There are Catch Points in No. 3 road ahead of post 6.
7	Ground Disc Signal, from No. 3 Road to Siding "B" or to Main Line. <i>Note 1.</i> —A Point Indicator works with the Points leading to Siding "B" or Main Line. <i>Note 2.</i> —There are Catch Points in No. 3 Road ahead of post 7.

MOOROOLBARK—continued.

Post No.	Particulars.
8	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."
9	Down Home Signal, from No. 1 Road to Main Line.
10	Bracket Post, two arms, Up Home Signals, and one Disc. 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 3.
11	The Disc, from Main Line to No. 3 Road—towards Ground Disc 6. Up Distant Signal.

LILYDALE.
(Diagram No. 53/19.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, three arms, Down Home Signals, and one Disc. Left-hand arm, from Main Line to No. 2 Road—to post 9. Centre arm, from Main Line to No. 1 Road—to post 9. Right-hand arm, from Main Line to Back Platform Road—to post 8. The Disc, from Main Line to No. 3 or 4 Road—towards post 10A.
3	Two Disc Signals :— Left-hand Disc, from Siding "A" to No. 3 Road or to No. 4 Road—towards post 10A. Right-hand Disc, from Siding "A" to No. 2 Road—towards post 9.
4	Up Home Signal, from No. 1 Road to Main Line.
5	Up Home Signal, from the Back Platform Road to Main Line.
6	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."
7	Two Disc Signals :— Left-hand Disc, from No. 3 Road or No. 4 Road to Main Line. Right-hand Disc, from No. 3 Road or No. 4 Road to Siding "A."
8	One arm and a Disc. Down Signals :— The arm, Home from Back Platform Road to the Warburton Line. The Disc, from Back Platform Road to Sidings "GG" or "H."

LILYDALE—continued.

Post No.	Particulars.
9	Bracket Post, four arms, Down Home Signals, and six Discs. Top arm, on left-hand doll, from No. 2 Road to the Healesville Line. Bottom arm, on left-hand doll, from No. 2 Road to the Warburton Line. Top left-hand Disc, on left-hand doll, from No. 2 Road to the Loco. Roads or to Siding "C," "D," or "E." Bottom left-hand Disc, on left-hand doll, from No. 2 Road to Siding "F." Right-hand Disc, on left-hand doll, from No. 2 Road to Siding "G." Top arm, on right-hand doll, from No. 1 Road to Healesville Line. Bottom arm, on right-hand doll, from No. 1 Road to the Warburton Line. Top left-hand Disc, on right-hand doll, from No. 1 Road to the Loco. Roads or to Siding "C," "D," or "E." Bottom left-hand Disc, on right-hand doll, from No. 1 Road to Siding "F." Right-hand Disc, on right-hand doll, from No. 1 Road to Siding "G."
10	Disc Signal, from Siding "H" to the Back Platform Road—towards post 5.
10A	Disc Signal from No. 3 or 4 Road to the Loco. Roads, or to Siding "C," "D," or "E."
11	Ground Disc Signal, from Siding "E" to No. 1 Road—towards post 4 or to No. 2 Road—towards post 6 or to No. 3 Road—towards post 7.
11A	Ground Disc Signal, from Siding "D" to No. 1 Road—towards post 4 or to No. 2 Road—towards post 6 or to No. 3 or 4 Road—towards post 7.
12	Two Ground Disc Signals :— Upper Disc, from Siding "F" to No. 1 Road—towards post 4. Lower Disc, from Siding "F" to No. 2 Road—towards post 6.
13	Disc Signal, from Siding "C" or Loco. Roads to No. 1 Road—towards post 4 or to No. 2 Road—towards post 6 or to No. 3 or 4 Road—towards post 7.
14	Bracket Post, five arms. Up Home Signals :— Top arm on left-hand doll, from the Warburton Line to Back Platform Road—to post 5. Centre arm on left-hand doll, from the Warburton Line to No. 1 Road—to post 4. Bottom arm on the left-hand doll, from the Warburton Line to No. 2 Road—to post 6. Top arm on right-hand doll, from the Healesville Line to No. 1 Road—to post 4. Bottom arm on right-hand doll, from the Healesville Line to No. 2 Road—to post 6.

LILYDALE—continued.

Post No.	Particulars.
15	Three Disc Signals :— Left-hand Disc, from Siding "G" to "GG"—towards Ground Disc 15B. Top right-hand Disc, from Siding "G" to No. 1 Road—towards post 4. Bottom right-hand Disc, from Siding "G" to No. 2 Road—towards post 6.
15B	Ground Disc Signal, from Siding "GG" to Back Platform Road—towards post 5.
16	Up Distant Signal Healesville Line.
17	Up Distant Signal Warburton Line.

Notes.—1. Crossover at Down End of Yard. Between Healesville Line and Siding "F."—The Points in the Healesville Line and the Safety Points in Siding "F" are rodded together and worked by a lever. The Points in the Healesville Line are secured by Staff Lock, the key of which is an Electric Staff for the Section Lilydale-Yarra Glen.

2. Drivers, Guards, and Shunters must take care not to foul the Crossover to the Loco. Roads without the verbal authority of the Signaller, who must, after giving such authority, see that the Shunting operations are properly protected.

3. There are Catch Points at exit from—
Siding "A" ahead of post 3;
Siding "GG" ahead of Ground Disc 15B;
Siding "H" ahead of post 10 and in Siding "F" ahead of post 12.

4. Point Indicators work with the Facing Points at junction of the Crossover and No. 2 Road; the Facing Points in Siding "E"; and the Facing Points at junction of the Crossover and of No. 3 Road.

Whistling Signals.

To or from—	Long.	Short.	Long
Main Line, Up end, and Back Platform Road	.. 1	.. 1	..
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 Road	..	.. 3	..
Main Line, Up end, and No. 4 Road	..	.. 4	..
Siding "A" and No. 2 Road	..	.. 2	..
Siding "A" and No. 3 Road	..	.. 3	..
Siding "A" and No. 4 Road	..	.. 4	..
Healesville Line and No. 1 Road	.. 2	.. 1	..

LILYDALE—continued.

Whistling Signals—continued.

To or from—	Long.	Short.	Long.
Healesville Line and No. 2 Road	.. 2	.. 2	..
Warburton Line and Back Platform Road	.. 1	.. 2	..
Warburton Line and No. 1 Road	.. 1	.. 3	..
Warburton Line and No. 2 Road	..	.. 2	.. 1
Back Platform Road and Sidings "G" and "H"	..	.. 3	..
No. 1 Road and Loco. Roads or Sidings "C," "D," and "E"	..	.. 1	.. 2
No. 2 Road and Loco. Roads or Sidings "C," "D," and "E"	..	.. 2	.. 2
No. 1 Road and Siding "F"	..	1 pause	1
No. 2 Road and Siding "F"	..	2 pause	1
No. 3 or No. 4 Road and Loco. Roads or Siding "C"	1	.. 3	.. 1
No. 3 Road and Sidings "D" and "E"	.. 1	.. 2	.. 1
No. 4 Road and Siding "D"	.. 1	.. 4	.. 1
No. 1 Road and Siding "G"	..	.. 1	.. 1
No. 2 Road and Siding "G"	..	.. 2	..

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

HEYINGTON—EASTMALVERN.

The line between Heyington and Eastmalvern is worked under the System of Lever Locking and Track Control. See General Appendix for instructions.

HEYINGTON.

(Diagram No. 9/26.)

Post No.	Particulars.
1	Down Home Signal, Main Line to No. 2 Road—to post 2.
2	Down Home Signal, No. 2 Road to Main Line, controlled by Tooronga.
3	Up Home Signal, Main Line to No. 1 Road—to post D.G. 180.
4	Up Distant Signal.

KOOPYONG.
(Diagram No. 22/26.)

Post No.	Particulars.
5	Down Distant Signal.
6	Down Home Signal—to Post 9.
7	Up Home Signal.
8	Up Home Signal—to post 7.
9	Down Starting Signal.
0	Up Distant Signal.

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.

TOORONGA.
(Diagram No. 21/26.)

Post No.	Particulars.
11	Two arms. Down Signals :— Top arm, Home, worked from quadrant at Toorak-road. Bottom arm, Distant.
12	One arm and a Disc. Down Signals :— The arm, Home to No. 1 Road—to post 16. The Disc, from Main Line to Council's Siding, or to Loop Siding—towards post 17.
13	Disc Signal, from Loop Siding to Main Line, controlled by Heyington. <i>Note.</i> —There is a Derail Block ahead of post 13.
14	Disc Signal, from Council's Siding to Main Line, controlled by Heyington. <i>Note.</i> —There are Catch Points at exit from Council's Siding ahead of post 14.
15	Up Home Signal, from No. 2 Road to the Main Line, controlled by Heyington.
16	Down Home Signal, from No. 1 Road to the Main Line, controlled by Glen Iris.
17	Disc Signal, from Loop Siding to Main Line, controlled by Glen Iris. <i>Note.</i> —There is a Derail Block ahead of post 17.
18	One arm and a Disc. Up Signals :— The arm, Home to No. 2 Road—to post 15. The Disc, from Main Line to the Loop Siding—towards post 13.
19	Two arms. One Up and one Down Signal :— Down arm, Distant ; worked from Gardiner. Up arm, Distant.

GARDINER.
(Diagram No. 23/26.)

Post No.	Particulars.
19	Two arms. One Up and one Down Signal :— Up arm, Distant ; worked from Tooronga. Down arm, Distant.
20	Down Home Signal—to post 22.
21	Up Starting Signal.
22	Down Home Signal.
23	Up Home Signal—to post 21.
25	Two arms. Up Signals :— Top arm, Home ; worked from quadrant at York-road. Bottom arm, Distant.

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. 24/26.)

Post No.	Particulars.
24	Two arms. Down Signals :— Top arm, Home ; worked from quadrant at York-road. Bottom arm, Distant.
26	Down Home Signal, Main Line to No. 2 Road—to post 25.
27	Up Home Signal, No. 1 Road to Main Line, controlled by Tooronga.
28	Down Home Signal, No. 2 Road to Main Line, controlled by Darling.
29	Up Home Signal, Main Line to No. 1 Road—to post 27.
30	Up Distant Signal.

DARLING.
(Diagram No. 12/29.)

Post No.	Particulars.
29	Down Distant Signal.
30	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from Main Line to No. 2 Road—to post 32, controlled by quadrant at Moira-street. Right-hand arm, from Main Line to No. 1 Road—to post 32, controlled by quadrant at Moira-street.

DARLING—*continued.*

Post No.	Particulars.
31	Up Home Signal, from No. 1 Road to Main Line, controlled by Glen Iris.
32	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.
33	Disc Signal, from Sidings to Main Line.
34	One arm and a Disc. Up Signals :— The arm, Home, from Main Line to No. 1 Road—to post 31. The Disc, from Main Line to Sidings.
35	Up Distant Signal.

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

BARKER.

(Diagram No. 4/36.)

Post No.	Particulars.
1 1B	Up Home Signal, protecting Barker's-road Interlocked Gates. Down Home Signal, protecting Barker's-road Interlocked Gates.

KEW.

(Diagram No. 4/36.)

Post No.	Particulars.
2 5	Down Home Signal Disc Signal, from No. 2 or 3 Road—to Main Line.

Notes.—1. The Points in the Main Line leading to the Low Platform Siding are rodded to Catch Points in the Siding and are worked by a lever situated near the Points, the key of which is the Train Staff for the Section.

2. A Point Indicator works with the Points at the Down end of No. 1 Road.

3. Catch Points are provided at the exit of No. 2 Road and in the lead between Nos. 2 and 3 Roads ahead of Post 5.

SOUTH YARRA.

(Diagram No. 2/34.)

Three-position Signalling is in force.

Normal Speed Routes.

At South Yarra the Normal Speed Signal on Posts 30, 20, and 8 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 20	East Line .. West Line ..	Through Line Sandringham Line	8	Through Line..	East Line

Note.—See page 10 respecting Three-position Home Signals which may display the letter "A."

ARMADALE.

(Diagram No. 8/33.)

Three-position Signalling is in force.

The Crossover between Up and Down Local Lines at Armadale is normally secured by an Annett Lock. The Annett Key is normally secured in a switch-lock in the Signal Bay. When the key is removed from the switch-lock, Signals D213, D225, D230, and D242 are locked at the Stop position. The Crossover is provided for emergency purposes only and when in operation the Signaller at Armadale must arrange for movements through the Crossover to be protected. See Clause A; Regulation 251.

Note.—See page 10 respecting Three-position Home Signals which may display the letter "A."

MALVERN.

(Diagram No. 8/33.)

Three-position Signalling is in force.

Note.—See page 10 respecting Three position Home Signals which may display the letter "A."

CAULFIELD.

(Diagram No. 8/33.)

Three-position Signalling is in force.

CAULFIELD—*continued.*

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. 1 Road ..	Through Line

Note.—Employees must use the various Yard telephones freely concerning movements of trains and engines so as to reduce whistling to a minimum.

CARNEGIE.

(Diagram No. 10/33.)

Post No.	Particulars.
2	Down Home Signal—to post 4.
3	Up Home Signal—to Three-position Automatic Signal D 390.
3B	Ground Disc Signal, from Down Line to Up Line—towards Three-position Automatic Signal D 390.
4	Two arms. Down Signals :— Top arm, Starting. Bottom arm, Distant; worked from Murrumbeena.
5	Two arms. Up Signals :— Top arm, Starting; worked from Murrumbeena. Bottom arm, Distant.

MURRUMBEENA.

(Diagram No. 10/33.)

Post No.	Particulars.
4	Two arms. Down Signals :— Top arm, Starting; worked from Carnegie. Bottom arm, Distant.
5	Two arms. Up Signals :— Top arm, Starting. Bottom arm, Distant; worked from Carnegie.
6	Down Home Signal—to post 8.
7	Up Home Signal—to post 5.
8	Down Starting Signal.
9	Up Distant Signal.

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

OAKLEIGH "A" BOX.

(Diagram No. 2/38.)

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

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. 2/38.)

Post No.	Particulars.
8	One Arm and a Disc, Down Signals :— The Arm, Home, along No. 1 Road—to post 13. The Disc, from No. 1 Road to Sidings "A."
9	Bracket Post, two arms, Down Home Signals, and two Discs :— Left-hand Arm, from No. 2 Road to Down Line—to post 13. Left-hand Disc, from No. 2 Road to Siding "B" or "C." Right-hand Arm, from No. 3 Road to Down Line—to post 13. Right-hand Disc, from No. 3 Road to Sidings "B" or "C."

Note.—A Point Indicator works with the Points in the Crossover leading to Sidings "B" or "C."

OAKLEIGH "B" BOX—*continued.*

Post No.	Particulars.
10	Two Disc Signals :— Top Disc, from No. 4 Road to Engine Road. Bottom Disc, from No. 4 Road to Siding "B" or "C," via "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 posts 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 posts 14 or 15.
19	Up Home Signal—to posts 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 position by an Annett lock; the Key of the lock when not in use at the Points is kept in

OAKLEIGH "B" BOX—*continued.*

a duplicate lock on the Interlocking Frame at Box "B," 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 Signalman 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 employee 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. Employees must use the various Yard Telephones freely concerning lag movements of trains and engines, so as to reduce whistling to a minimum.

EAST OAKLEIGH.

(No Diagram.)

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.

Notes.—1. There are Catch Points, with Point Indicators, at each end of the Goods Siding.

2. There is an Auxiliary one-lever apparatus at Up end of Yard on Left-hand side of Up Line opposite the Crossover, and cross-locked from the main interlocking frame on the Up Platform. The Crossover Points in Up Line, and Catch Points in the Goods Siding, are rodded together and worked by the lever.

SPRING VALE.
(Diagram No. 15/22.)

Post No.	Particulars.
1	Down Distant Signal.
2	Up Starting Signal.
3	Down Home Signal—to post 5.
4	Up Home Signal—to post 2.
5	Bracket Post, two arms. Down Home Signals :— Left-hand arm, to Cemetery Line Right-hand arm, to Dandenong Line—to post 7.
6	Up Home Signal Cemetery Line—to post 4.
6B	Up Home Signal Dandenong Line—to post 4.
7	Two arms, Down Signals :— Top arm, Starting. *Bottom arm, Distant ; worked from Sandown Park.
8	Up Distant Signal, Dandenong Line.
9	Up Distant Signal, Cemetery Line.

* Out of use, and crossed in accordance with Regulation 91, when Sandown Park is closed.

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

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

3. The Points at the Up end of the Goods Siding, also the Points in Kelly and Lewis' Siding, are worked from an Auxiliary Frame situated near the Points and secured by Cross-locks worked from the Signal-box.

4. The Points in the Cemetery Line and the Catch Points in the Sub-station Siding are rodded together and worked by a Ground Lever ; the Points in the Cemetery Line are secured by Staff Lock, the Key being the Staff for the section Spring Vale—Spring Vale Cemetery.

SANDOWN PARK.
(Diagram No. 743/09.)

Post No.	Particulars.
7	Two Arms. Down Signals :— Top arm, Starting ; worked from Spring Vale. Bottom arm, Distant.
9	Down Home Signal—to post 10.

SANDOWN PARK—continued.

Post No.	Particulars.
10	Down Starting Signal.
11	Up Distant Signal.
12	Up Home Signal—to post 14.
13	Up Home Signal, from Back Road.
14	Up Home Signal, from Up Line.

Notes.—1. The Points which lead from the Down Line to the Back Road at the Down end of the Station are rodded together and worked from an Auxiliary Frame, situated near the Points, and cross-locked from the Signal-box.

2. A Point Indicator works with the Points leading from the Dead-end Siding to the Back Road at Up end of Station Yard.

3. When Sandown Park is closed, the Fixed Signals are out of use and crossed.

DANDENONG.

(Diagram No. 7/29.)

With the exception of an Up Starting Signal for the Section Dandenong-Noble Park and Down Starting Signals for the Sections Dandenong-Narre Warren and Dandenong-Cranbourne, which are Two-position (Light) Signals the Signals at Dandenong are Three-position Signals.

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

Post No.	Particulars.
36	Up Starting (Two-position Light) Signal.
47	Down Starting (Two-position Light) Signal, Sale Line.
48	Down Starting (Two-position Light) Signal, Nyora Line.

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

GLENHUNTLY.

(Diagram No. 9/33.)

Post No.	Particulars.
2	Disc 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 F 378.

GLENHUNTLY—*continued.*

Post No.	Particulars.
4B	One Arm and a Disc. Up Signals :— The Arm, Home, from Down Line to Up Line—to Three-position Automatic Signal F 378. The Disc, 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 Signalman at Glen Huntly controls the working of Tramway traffic over the Glenhuntly-road Level Crossing in accordance with Special instructions in the General Appendix.

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.
6B	Down Home Signal—to post 1B.

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 the Road traffic.

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

BENTLEIGH.

(Diagram No. 17/24.)

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.
5	Up Home Signal—to post 2B.
6	Up Distant Signal.

MOORABBIN.

(Diagram No. 17/24.)

Post No.	Particulars.
7	Down Distant Signal.
8	Up Starting Signal.
9	One Arm and a Disc—Down Signals :— The arm, Home—to post 12, controlled by Gatekeeper at South Road Crossing. The Disc, from Siding " B " to Down Line—towards post 12.
10	Disc Signal from Up Line to Down Line—towards post 12, or to Siding " A."
11	Bracket Post, two arms, Up Home Signals :— Left-hand arm from Up platform (No. 1 Road)—to post 8, controlled by Gatekeeper at South Road Crossing. Right-hand arm from Down platform (No. 2 Road)—to post 8, controlled by Gatekeeper at South Road Crossing.
12	Down Home Signal—to post 14.
13	Up Home Signal—to post 11.
13B	Ground Disc Signal, from Down Line to No. 1 or No. 2 Road—towards post 11 or to Siding " A."
14	Down Starting Signal.
15	Up Distant Signal.

Notes.—1. There are Catch Points in Siding " B " ahead of post No. 9.

2. Derail Blocks with Point Indicators attached are provided in both Turnouts to the Main Line from Siding " A."

3. Point Indicators work with the Points leading from Down to Up Line, and Down Line to Siding " A " at Down end of Station.

HIGHETT.

(Diagram No. 10/24.)

Post No.	Particulars.
1	Two Arms, Down Signals :— Top Arm, Home; worked from quadrant at Wickham Road Crossing. Bottom Arm, Distant.
2	Up Starting Signal.
3	Down Home Signal—to post 4.
4	Down Home Signal.
5	Up Home Signal—to post 2.
6	Up Distant Signal.

CHELTENHAM.

(Diagram No. 10/24.)

Post No.	Particulars.
7	Down Distant Signal.
8	Up Starting Signal.
9	Down Home Signal—to post 11, controlled by Gatekeeper at Park Road Crossing.
10	Up Home Signal—to post 8, controlled by Gatekeeper at Park Road Crossing.
11	Down Home Signal.
12	Up Home Signal—to post 10.
13	Up Distant Signal.

Notes.—1. A Point Indicator works with the Points at the Down end of Siding " A " and with the Catch Points at the Up end of the same Siding.

2. The Crossover Points between the Up and Down Lines at the Up end of the Station are worked from a two-lever Auxiliary Frame, situate near the Points. The levers in the Auxiliary Frame are cross-locked from the Interlocking Frame in the Signal Box. The Crossover Points are rodded together and worked by one of the levers, and the Points which lead off the Crossover Road to Siding " A " and the Catch Points in the Siding are rodded together and worked by the other lever. The levers are interlocked, and, in making the road into the Siding, the lever of the Crossover must be operated first.

3. The employee working the Frame must take his instructions from the Signalman

4. Siding " B."—The Points in the Up Line which lead into Siding " B," and the Catch Points in the Siding, are rodded together and worked by a lever which is cross-locked from the Interlocked Frame in Signal-box. There are Catch Points, with Point Indicator, at exit from the Siding.

MENTONE.

(Diagram No. 16/24.)

Post No.	Particulars.
1	Down Distant Signal.
2	Up Starting Signal.
2B	Disc Signal, from Sub-station Siding to Down Line—towards post 5.
3	Down Home Signal—to post 5.
4	Bracket Post, two arms, Up Home Signals, and one Disc :— Left-hand arm, from Up Line—to post 2. Right-hand arm, from Down Line—to post 2. The Disc, from Down Line to Sub-station Siding.

MENTONE—continued.

Post No.	Particulars.
5	Down Home Signal—to post 9.
6	Two Disc Signals :— Left-hand Disc, from Sidings "A" to Siding "B." Right-hand Disc, from Sidings "A" to Down Line—towards post 9.
7	Three Disc Signals :— Top left-hand Disc, from Down Line to Up Line—towards post 4. Bottom left-hand Disc, from Down Line to Sidings "A." Right-hand Disc, from Siding "B" 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 16/24.)

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

MORDIALLOC.
(Diagram No. 2/25.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, three arms, Down Home Signals, and one Disc :— Left-hand Arm, from Down Line to No. 3 Road—to post 5. Centre Arm, from Down Line to No. 2 Road—to post 6. Right-hand Arm, from Down Line to No. 1 Road—to post 7. The Disc, from Down Line to No. 4 Road—towards post 4.

MORDIALLOC—continued.

Post No.	Particulars.
2B	Ground Disc Signal, from Up Line to Nos. 1 or 2 Roads—towards post 3, or to No. 3 Road—towards post 5, or to No. 4 Road—towards post 4.
3	Two Disc Signals :— Left-hand Disc, from Up Line to No. 2 Road—towards post 6. Right-hand Disc, from Up Line to No. 1 Road—towards post 7.
4	Disc Signal, from No. 4 Road to Goods Sidings or Engine Roads.
5	One Arm and a Disc :— The Arm, Down Home Signal, from No. 3 Road to Down Line—to post 8. The Disc, from No. 3 Road to Goods Sidings.
Signal Bridge, on which are erected Posts Nos. 6 and 7.	
6	One Arm and a Disc :— The Arm, Down Home Signal, from No. 2 Road to Down Line—to post 8. The Disc, from No. 2 Road to Goods Sidings.
7	One Arm and a Disc :— The Arm, Down Home Signal, from No. 1 Road to Down Line—to post 8. The Disc, from No. 1 Road to Goods Sidings.
8	Down Starting Signal.
9	Up Starting Signal.
10	Up Home Signal, from No. 1 Road to Up Line—to post 9.
10B	Ground Disc Signal, from No. 2 Road to Up Line—towards post 9.
11	One Arm and a Disc :— The Arm, Up Home Signal, from No. 3 Road to Up Line—to post 9. The Disc from No. 4 Road to Up Line—towards post 9. Note.—There are Catch Points in No. 4 Road ahead of post 11.
12	Disc Signal, from Goods Sidings to No. 4 Road—towards post 11.
14	Up Home Signal, from Up Line to No. 1 Road—to post 10.
15	Bracket Post. Six Disc 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 10. 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.
15B	Disc Signal, from Engine Roads—towards post 15.
16	Up Distant Signal.

MORDIALLOC—*continued.*

Notes.—1. When an engine is in the Goods Siding, and it is necessary to make a movement to or from the Engine Roads, the Signaller must not permit the movement until he has had a clear understanding with the Driver of the engine in the Goods Sidings that he will not foul the crossings while the operation is in progress.

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

ASPENDALE.

(Diagram No. 9/24.)

Post No.	Particulars.
17	Down Distant Signal.
18	Up Starting Signal.
19	Down Home Signal—to post 21.
20	Bracket Post, two arms, Up Home Signals :— Left-hand Arm, from No. 1 Road to Up Line—to post 18. Right-hand Arm, from No. 2 Road to Up Line—to post 18.
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 20.
24	Disc Signal, from Siding "A" to Nos. 1 or 2 Roads—towards post 20. <i>Note.</i> —A Point Indicator works with the Points in the Cross-overs leading to Nos. 1 or 2 Roads.
25	Two Arms, Down Signals :— Top Arm, Starting. Bottom Arm, Distant, worked from Edithvale.
26	Up Distant Signal.

EDITHVALE.

(Diagram No. 9/24.)

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

CHELSEA.

(Diagram No. 14/34.)

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

Note.—The Siding Points in the Down Main 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 Main 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-box the Home Signal lever will be locked at the Stop position. Point Indicators work with the Points leading from the Siding to the Up Main Line and with the Crossover Points in the Up Main Line.

FORSYTH'S SIDING.

(Diagram No. 14/34.)

Post No.	Particulars.
7	Down Home Signal.

Note.—There is a two-lever frame on left-hand side of Down Line. The Points in the Main Line, and Catch Points in the Siding, are rodded together and worked by one lever; the other lever works the Home Signal. See Special Instructions in the General Appendix.

BON BEACH (Not interlocked.)

(Diagram No. 14/34.)

Post No.	Particulars.
6B	Down Home Signal, controlled by quadrant at Bondi Road level crossing.
7B	Up Home Signal, controlled by quadrant at Bondi Road level crossing.

CARRUM.
(Diagram No. 14/34.)

Post No.	Particulars.
8	Down Distant Signal.
9	Up Starting Signal.
10	Down Home Signal—to post 12.
11	Up Home Signal—to post 9
11B	Ground Disc Signal, from Up Line to Down Line—towards post 15, or to "A," "B," or "C" Sidings.
	<i>Note.</i> —Point Indicators work with the Points on the Cross-over in Up Main Line, also with the Points leading to "B" and "A" Sidings.
12	Down Home Signal—to post 15.
12B	Ground Disc Signal, from Down Line to Up Line—towards post 11.
13	One Arm and a Disc. Up Signals :— The Arm, Home—to post 11. The Disc, from Siding "C" to Up Line—towards post 11.
14	Two Disc Signals :— Left-hand Disc, from Siding "B" to Up Line—towards post 11. Right-hand Disc, from Siding "A" to Up Line—towards post 11.
15	Down Starting Signal.
16	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-box. The employee who works this lever must take his instructions from the Signaller. As soon as the Shunting operations are completed the Points must be returned to their normal position.

2. There are Catch Points in "A," "B," and "C" Sidings at the Up end.

MCCULLOCH'S SIDING.

(Diagram No. 26/28.)

A Down Home Signal is provided. There is also a two-lever frame on left-hand side of Down Line. The Points in the Main Line and Catch Points in the Siding are rodded together and worked by one lever, the other lever works the Home Signal. See Special Instructions in the General Appendix.

SEAFORD.
(Diagram No. 26/28.)

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.

Notes.—1. A Point Indicator works with the Points leading from the Refuge Siding to the Up Main Line.

There are Catch Points with Point Indicator attached at exit of Goods Siding.

2. The sub-station Siding is situated at the Up end of the Station, with Trailing Points in the Up Main Line. The Points in the Main Line are connected by rodding to Catch Points in the Siding and worked by a ground lever situated near the Main Line Points. The Points in the Main Line are secured by an Annett Lock, the key of which is kept in a duplicate lock in the Signal-bay.

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 7.
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 3.

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 Roads to Turn-table Road. Top right-hand Disc, from No. 4, 5, or 6 Roads to Siding "A." Bottom right-hand Disc, from No. 4, 5, or 6 Roads 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. 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. 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.
20	Up Distant Signal.

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

BAXTER.
(Diagram No. 23/12.)

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 3. Right-hand arm, from Main Line to No. 1 Road—to post 3. The Disc, from Main Line to Nos. 3, 4, or 5 Roads.
2A	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.
3	Bracket Post, three arms. Down Home Signals :— Arm on left-hand doll, from No. 2 Road to Stony Point Line. Top arm on right-hand doll, from No. 1 Road to Stony Point Line. Bottom arm on right-hand doll, from No. 1 Road to Mornington Line.
4	Bracket Post, three arms, Up Home Signals, and one Disc :— Arm on left-hand doll, from Mornington Line to No. 1 Road—to post 2A. Top arm on right-hand doll, from Stony Point Line to No. 1 Road—to post 2A. Bottom arm on right-hand doll, from Stony Point Line to No. 2 Road—to post 2A. The Disc, from Stony Point Line to Nos. 3, 4, or 5 Roads.
5	Up Distant Signal, Stony Point Line.
6	Up Distant Signal, Mornington Line.

Note.—There are Catch Points, with Point Indicators, at each end of No. 3 Road, and also in the neck at each end of Yard leading from Nos. 4 and 5 Roads.

PRAHRAN.

(Diagram No. 25/26.)

Three-position Signalling is in force.

WINDSOR.

(Diagram No. 25/26.)

Three-position Signalling is in force.

Note.—See page 10 respecting Three-position Home Signals which may display the letter "A."

RIPPONLEA.

(Diagram No. 25/26.)

Three-position Signalling is in force.

ELSTERNWICK.
(Diagram No. 25/26.)

Three-position Signalling is in force.

Notes.—

1. Siding "A" must be kept clear of vehicles so as to be available at any time to receive a train.
2. Telephone communication is provided between the Goods Yard and the Signal-box.
3. The Signalman at Elsternwick controls the working of Tramway Traffic over the Glenhuntly-road Level Crossing in accordance with Special Instructions in the General Appendix.
4. During the time an engine is in either "A" or "B" Siding the Signalman must not permit a second engine or train to enter Siding "A" except by permission of the Yard Porter or Stationmaster, who will be held responsible for the safety of the movement.

NORTH BRIGHTON.
(Diagram No. 25/26.)

Three-position Signalling is in force.

The lever operating the Points in Crossover at North Brighton is normally secured by an Annett Lock. The Annett Key is secured in a switch-lock in the Signal-box. When the key is removed from the switch-lock, Signals B388 and B404 are locked at the Stop position. The Crossover is provided for emergency purposes, and when in operation the Signalman at North Brighton must arrange for movements through the Crossover to be protected. See Clause A, Regulation 251.

MIDDLE BRIGHTON.
(Diagram 25/26.)

Three-position Signalling is in force.

The Points in the Up Line at Middle Brighton leading to the Sub-station Siding are rodded to a Derail in the Siding, and secured by an Annett Lock, the Annett key is normally secured on the lever controlling Signal B.430 in Middle Brighton Signal-box. The removal of the key from the lever secures Signal B.430 at the Stop position, and the reversal of the Points at Siding also places and locks Signal B.420 at the Stop position.

DENDY-STREET.
(Diagram No. 25/26.)

Three-position Signalling is in force.

BRIGHTON BEACH.
(Diagram No. 25/26.)

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.

HAMPTON.

(Diagram No. 26/26.)

Three-position Signalling is in force.

SANDRINGHAM.
(Diagram No. 26/26.)

Three-position Signalling is in force.

The Points at each end of the Crossover between Nos. 1 and 2 Roads at the Down end of Sandringham Yard are rodded together and secured by an Annett Lock, the key of which, when not required for use, must be kept in the Duplicate Lock in the Interlocking Apparatus, the withdrawal of the key secures the operating lever for No. 6 Signal in the normal position.

ALBERT PARK.
(Diagram No. 24/28.)

Three-position Signalling is in force.

A Crossover Road is provided at Albert Park for emergency use and when in operation the Signalman at Albert Park must arrange for movements through the Crossover to be protected—see Clause (a), Regulation 251. The Points at each end of the Crossover are connected by rodding and worked by a lever on Down side of the Line near the Crossover. The Crossover is secured in the normal position by means of an Annett Key, which is normally secured in a Switch Lock in the Signal-box. The Signalman is responsible for its safe custody and its being available for use when required. When the Key is removed from the Switch Lock, Signals K95, K107, K114, and K136 are locked at the Stop Position.

ST. KILDA.
(Diagram No. 24/28.)

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 follows:—

Post No.	Particulars.
20	Ground Disc Signal, from Up Line to Tramway Siding or 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.

Notes.—1. Catch Points, with Point Indicator attached, are provided at exit of Tramway Siding.

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

ST. KILDA—continued.

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.

Note.—Movements from Yard to Tramway Siding must not be commenced unless there is ample time for such movements to be completed before it is necessary for a Down train to arrive in No. 1 Road. A movement from the Up line to the Tramway Siding, and from the Down Line to No. 1 Road must not be performed simultaneously, as there is not the regulation clearance available.

3. **Method of Closing the Signal-box.**—When the shunting operations have been completed, the Signaller must place all levers to "normal," then pull over levers Nos. 14 and 17, 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. 17, 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 a 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.

ST. KILDA—continued.

AUTOMATIC WORKING OF POINTS AND SIGNALS, ETC.—continued.

(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.

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 Fitters must be immediately advised, and the usual report submitted.

INGLIS-STREET BOX.

(Diagram No. 37/19.)

Post No.	Particulars.
45	Down Home Signal—to post 43.
44	One arm and a Disc. Down Signals:— The arm, Home, from the Goods Departure Line to Down Line—to post 39. The Disc, from the Goods Departure Line—to the Dead-end.
43	Down Home Signal—to post 39.
40	One arm and a Disc. Up Signals:— The arm, Home—to Three-position Automatic Signal "P" 66. The Disc, from the Main Line to the Goods Arrival Line.
42	Disc Signal, from Dead-end to the Goods Arrival Line.
41	Two Disc Signals:— Left-hand Disc, from the Down Line to the Goods Arrival Line. Right-hand Disc, from the Down Line to Up Line—towards Three-position Automatic Signal P 66.

INGLIS-STREET BOX—*continued.*

Post No.	Particulars.
38	Two arms. Up Signals :— Top arm, Home for Bridge-street and worked as a Starting Signal by Graham. Bottom arm, Distant Signal.
39	Two arms. Down Signals :— Top arm, Home for Bridge-street and worked as a Starting Signal by Inglis-street. Bottom arm, Distant; worked from Graham. See General Appendix for Instructions <i>re</i> working of Montague Goods Depot.

BRIDGE-STREET BOX.

(Diagram No. 2/37.)

Post No.	Particulars.
39	Two arms. Down Signals :— Top arm, Home; controlled as a Starting Signal by Inglis-street. Bottom arm, Distant; worked from Graham.
38	Two arms. Up Signals :— Top arm, Home; controlled as a Starting Signal by Graham. Bottom arm, Distant; worked from Inglis-street.

GRAHAM.

(Diagram No. 2/37.)

Post No.	Particulars.
39	Two arms. Down Signals :— Top arm, Home, Bridge-street; controlled by Inglis-street as Starting. Bottom arm, Distant.
38	Two arms. Up Signals :— Top arm, Home, Bridge-street; controlled by Graham as Starting. Bottom arm, Distant; worked from Inglis-street.
37	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from Down Line along same Line—to post 32. Right-hand arm, from Down Line to the New Pier Line—to post 33.

GRAHAM—*continued.*

Post No.	Particulars.
36	Disc Signal, from Bridge-street Sidings to "X"—towards post 31. <i>Note.</i> —There are Catch Points ahead of post 36 in each of the Bridge-street Sidings.
35	Up Home Signal, from Main Line along same Line—to post 38.
34	One arm and a Disc. Up Signals :— The arm, Home, from "X" (Up New Pier Line) to Up Line—to post 38. The Disc, from "X" to Bridge-street Sidings.
33	One arm and two Discs. Down Signals :— The arm, Home, from Down New Pier Line—to post 14. Left-hand Disc, from Down New Pier Line to Siding "A" or Sidings "B" or "C," or to Goods Loop—towards post 23B. Right-hand Disc, from Down New Pier Line to Sidings "D."
32	One arm and two Discs. Down Signals :— The arm, Home to Down Line; controlled by Port Melbourne "A." Left-hand Disc, from Down Line to Siding "H"—towards post 25. Right-hand Disc, from Down Line to Siding "A," or to Goods Loop—towards post 23B.
31	Three Disc Signals :— Left-hand Disc, from "X" to Siding "A" or Sidings "B" or "C," or to Goods Loop—towards post 23B. Top right-hand Disc, from "X" to Sidings "D." Bottom right-hand Disc, from "X" to Down New Pier Line—towards post 14. 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. 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."

GRAHAM—continued.

Post No.	Particulars.
26B	Ground Disc Signal, from Dead-end "G" to Siding "A" or Sidings "B" or "C," or to Goods Loop—towards post 23B.
16	Up Home Signal, from New Pier Line to "X"—to post 34.
15	Disc Signal, from Sidings "D" to "X"—towards post 34. <i>Note.</i> —There are Catch Points ahead of post 15.
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."
14	Two arms. Down Signals :— Top arm, Starting, New Pier Line. Bottom arm, Distant ; worked from Port Melbourne "B."

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

GRAHAM—PORT MELBOURNE STATION.

Automatic Working of Points and Signals for Main Line Passenger Running Between Graham and Port Melbourne Stations.

The Points and Signals at Port Melbourne, when "A" Signal-box is closed are operated as shown hereunder :—

1. For Passenger Running, the Signal-box will be closed and Points No. 11 and the Home Signal on post 20 will operate automatically.

2. A Miniature Two-lever Frame is provided in the Stationmaster's Office, and when the Signal-box is closed, the Up and Down Home Signals on post 19 will be operated from the Auxiliary Frame.

When the Signal-box is switched in, the control of the Signals on post 19 from the Auxiliary Frame is rendered ineffective.

3. To permit of shunting operations between the Goods Yard and Station Pier and Siding "H," and Nos. 1 and 2 Sidings, whilst Port Melbourne "A" is closed, the Disc Signals on posts 18, 20B, 23B, and 25 will be at "Proceed."

4. **Method of Opening Signal-box.**—The Signaller must first see that the Levers of the Auxiliary Frame in the Stationmaster's Office are in the normal position.

To open Signal-box, first place No. 23 (Closing lever) to midway position, then No. 8 lever to normal, then No. 23 (Closing lever) to full normal position, after which all other levers can be placed to normal. The Signal-box can then be manually operated as required.

5. **Method of Closing the Signal-box.**—When Port Melbourne "A" Signal-box is to be closed, the Signaller must place all Signals and Point levers to normal, then pull over levers 14, 2, 7, 18, 26, and 28 to the reverse position, then operate No. 23 (Closing lever) to the midway position, then pull No. 8 lever to the reverse position, then place No. 23 (Closing lever) to the full reverse position. The Signal-box must then be securely locked.

GRAHAM—PORT MELBOURNE STATION—continued.

6. When the Signal-box is closed and Automatic working is in operation, and No. 1 Platform Road at Port Melbourne is clear to post 19, and the Up Home Signal on latter post is at "Stop," the "Proceed" Signal can be displayed on the Down Home Signal, post No. 32, at Graham.

7. When a Down train has arrived at Port Melbourne (No. 1 Platform) and has cleared the Track Section between post 32 at Graham and post 20 at Port Melbourne, No. 11 Points at Port Melbourne will operate to the reverse position, i.e., for the Up Main Line, provided that :—

(a) The Down Home Signal on post 32 at Graham is at "Stop" and the Operating lever for such Signal at Graham has been returned to the normal position.

(b) The Down Home Signal on post 19 at Port Melbourne is at "Stop," and No. 2 Auxiliary lever at Port Melbourne is in the normal position.

The Up Home Signal on post 20 at Port Melbourne will then automatically display a "Proceed" Indication, provided that—

(i) No. 11 Points at Port Melbourne have operated to the reverse position.

(ii) The Track Section is clear to post 35 at Graham, and No. 49 Control lever at Graham has been operated to reverse.

8. When a train is occupying No. 1A Platform, and No. 1 Platform is clear, No. 11 Points will be in the normal position, and will not assume the reverse position until the Up Home Signal on post No. 19 has been placed at "Proceed." When this has been done, No. 11 Points will reverse and the Up Home Signal on post 20 will, providing the Controlling Track Section is clear and Graham has operated his Control lever, assume a "Proceed" Signal. If the Train from No. 1A is not required to stop at No. 1 Platform, the Officer in Charge must not Hand Signal the Guard to depart until the Home Signal on post No. 20 goes to "Proceed."

9. When an Up train has proceeded beyond Ground Disc Signal No. 23 i.e., the fouling point of the Down Main Line, and the Up Home Signal on post 20 at Port Melbourne has returned to Stop, No. 11 Points will return to Normal.

10. **Track Indicating Lights at Graham and Port Melbourne.**—White Indicating Lights are provided for No. 11 Lever at Graham, and Levers 25 and 29 at Port Melbourne "A" Signal-box, and for No. 1 Lever in the Auxiliary Frame in the Stationmaster's Office at Port Melbourne. The light in each instance indicates the following :—

(a) No. 11 at Graham. That the track is clear to post 19 at Port Melbourne, No. 11 Points at Port Melbourne are Normal, and that No. 2 Control Lever at Port Melbourne is Reverse, and the Up Home Signal, post 19, is at Stop.

(b) No. 25 at Port Melbourne. A clear track to post 35 at Graham, and that the Control Lever 49 at Graham is in the Reverse position.

(c) Indicating light at the Auxiliary Frame, and likewise light in the Signal-box for No. 29 Lever. That the Down Home Signal on post 32 at Graham is at Stop ; No. 11 Lever at Graham is Normal, and that No. 1 Platform is clear to post 20.

11. A Telephone is provided on the Platform and is connected to the Telephone on No. 1A Platform, and Port Melbourne and Graham Signal-boxes.

GRAHAM—PORT MELBOURNE STATION—*continued.*

12. A Train Description Bell and Press Key are provided at Port Melbourne Signal-box, and on the Station Platform. Latter is Cut Out when Signal-box is opened.

13. An Up Approach Bell and Light are provided at Graham.

14. **Failure of Signals or Automatic Operation.**—In the event of a failure of Automatic operation, or should any failure or defect occur on the Home Signals, i.e., post No. 32 at Graham or post No. 19 or 20 at Port Melbourne, the Signal-box at Port Melbourne 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 Regulation 95 for a train to pass the Home Signal on post No. 32 at Graham, or post No. 20 at Port Melbourne, the Control lever at either Port Melbourne, or Graham should, if possible, be operated, depending upon the direction of the train, and, in addition, the Signalman at Port Melbourne must see that No. 11 Points are in the proper position for the movement, and, with the Point Clip provided, secure them for the passage of the train. Before issuing the Caution Order, however, for a Down train to pass post No. 32 at Graham when the Home Signal on this Post is defective, the Signalman at Graham must confer with the Signalman at Port Melbourne and ascertain whether the Line is clear to post 19, that the opposing Signal on post 19 is at "Stop," and also that No. 11 Points are secured in the normal position by the Point Clip. A record of the messages exchanged must be made in the Train Register Book at both Port Melbourne and Graham Signal-boxes.

When handing the Driver the Caution Order as Authority to pass the Home Signal on post 32 at Graham, or post 20 at Port Melbourne, the Signalman concerned must instruct the Driver to proceed cautiously in order to stop short of any obstruction there may be on the Line.

GRAHAM—PORT MELBOURNE STATION—PORT MELBOURNE STATION PIER—PRINCE'S PIER LINES.

For special instructions respecting Graham, Port Melbourne, Port Melbourne Station Pier, and Prince's Pier Lines see General Appendix.

PORT MELBOURNE "A" BOX.

(Diagram No. 2/37.)

Post No.	Particulars.
32	One arm and two Discs. Down Signals :— The arm, Home to Down Line; worked from Graham, and controlled by Port Melbourne "A." For particulars of Disc Signals, see under Graham.
25	Disc Signal, from Siding "H" to No. 1 or 2 Siding, or to No. 1 Road—towards post 19.
21	Disc Signal, from No. 1 Road to Siding "H"—towards post 29, or to Goods Loop—towards post 26 or 27.

PORT MELBOURNE "A" BOX—*continued.*

Post No.	Particulars.
20	Bracket Post, one arm and two Discs. Up Signals :— The arm, Home, No. 1 Road to Up Line; controlled by Graham. Left-hand Disc, from No. 2 Road to Goods Loop—towards post 26 or 27. Right-hand Disc, from No. 2 Road to Up Line. <i>Note.</i> —There are Catch Points in No. 2 Road ahead of post 20.
20B	Disc Signal, from No. 3 Road to Goods Loop—towards post 26 or 27.
23	Ground Disc Signal, from Up Line to No. 1 Road—towards post 19, or to No. 2 or 3 Road.
23B	Disc Signal, from Goods Loop to No. 1 Road—towards post 19, or to No. 2 or 3 Road.
19	Two Home Signals, one Up and one Down. Light Signals :— Down Signal, from No. 1 Road to Excursion Pier Platform "A"; worked from Signal-box or Auxiliary Frame in Stationmaster's Office. Up Signal, from Excursion Pier Platform "A" to No. 1 Road—to post 20 or 21; worked from Signal-box or Auxiliary Frame in Stationmaster's Office.
18	Two Disc Signals :— Left-hand Disc, from "C" to No. 3 Road—towards post 20B, or to No. 2 Road—towards post 20. Right-hand Disc, from "B" to No. 2 Road—towards post 20.

Notes.—1. Point Indicators work with the Points leading from Siding "H" ahead of post 25; with Points leading from Goods Loop, ahead of post 23B; and with Points in No. 3 Road, ahead of post 18.

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

PORT MELBOURNE "B" BOX.

(Diagram No. 2/37.)

Post No.	Particulars.
14	Two arms. Down Signals :— Top arm, Starting; worked from Graham. Bottom arm, Distant.
13	Up Starting Signal.
12	Bracket Post, two arms. Down Home Signals :— Left-hand arm to "D"—to post 8. Right-hand arm to "B"—to post 6.

PORT MELBOURNE "B" BOX—continued.

Post No.	Particulars.
11	Three Disc Signals :— Left-hand Disc, from Up Line to "C"—towards post 7. Top right-hand Disc, from Up Line to "X"—towards post 5. Bottom right-hand Disc, from Up Line to Oil Company's Siding.
10	Up Home Signal, from "A" to Up Line—to post 13.
9	Up Home Signal, from "C" to Up Line—to post 13.
8	One arm and a Disc. Down Signals :— The arm, Home, from "D" to No. 5 Road. The Disc, from "D" to No. 6 or 8 Road.
7	Two Disc Signals :— Left-hand Disc, from "C" to No. 6, 7, or 8 Road. Right-hand Disc, from "C" to No. 5 Road.
6	One arm and a Disc. Down Signals :— The arm, Home, from "B" to No. 4 Road. The Disc, from "B" to "X"—towards post 5.
5B	Disc Signal, from Oil Company's Siding to Up Line—towards post 13. <i>Note.</i> —There are Catch Points at exit from Oil Company's Siding, ahead of post 5B.
5	Two Disc Signals :— Left-hand Disc, from "X" to No. 3 or 4 Road. Right-hand Disc, from "X" to No. 1 or 2 Road.
4	Up Home Signal, from No. 5 Road to "C"—to post 9.
3	Two Disc Signals :— Left-hand Disc, from No. 6 Road to "C"—towards post 9. Right-hand Disc, from No. 7 or 8 Road to "C"—towards post 9. <i>Note.</i> —There are Catch Points at the exit from Nos. 6, 7, and 8 Roads.
2	Two Disc Signals :— Left-hand Disc, from No. 1 Road to "A"—towards post 10. Right-hand Disc, from No. 2 Road to "A"—towards post 10. <i>Note.</i> —There are Catch Points in the lead between Nos. 1 and 2 Roads, ahead of post 2.
1	Lop-bracket Post, one arm and a Disc. Up Signals :— The arm, Home, from No. 4 Road to "A"—to post 10. The Disc, from No. 3 Road to "A"—towards post 10. <i>Note.</i> —There are Catch Points at exit of No. 3 Road.

Notes.—1. Point Indicators are provided as follow :—At the Catch Points Up end of No. 8 Road ; at the Points leading from Down line "D" to No. 6 Road ; at the Points in the Crossover leading from "C" to Nos. 6, 7, or 8 Roads ; at the Points leading to Nos. 1 and 2 Roads ; and at the Points leading to No. 4 Road ahead of post 5.

2. Train or Engine movements from Nos. 1 or 2 Roads must not be permitted to foul the Level Crossing until the controlling Disc Signal on post No. 2 has been placed at "Proceed."

PORT MELBOURNE "B" BOX—continued.

3. For special instructions respecting the Prince's Pier Lines see General Appendix.

Whistling Signals.

To or from—	Short	Long	Short.
Main Line and No. 4 Road	1 ..
Main Line and No. 5 Road	2 ..
No. 1 Road and "A"	..	1 ..	1 ..
No. 2 Road and "A"	..	2 ..	1 ..
No. 3 Road and "A"	..	3 ..	1 ..
From—			
Down Line or "B" to No. 1 Road	1 .. 1
Down Line or "B" to No. 2 Road	1 .. 2
Down Line or "B" to No. 3 Road	1 .. 3
Up Line to "A"	1 .. 1
Up Line to "C"	1 .. 2 .. 1
To or from—			
No. 5 Road and "C"	..	2 ..	..
No. 6 Road and "C"	..	3 ..	..
No. 7 Road and "C"	..	4 ..	..
No. 8 Road and "C"	..	5 ..	..
From—			
Down Line or "D" to No. 6 Road	..	1 ..	2 ..
Down Line or "D" to No. 8 Road	..	2 ..	2 ..

SYDENHAM.
(Diagram No. 4/26.)

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

Notes.—1. A Point Indicator works with the Points leading from the Up to the Down Line, at Up end of Station, with the Points leading from the Goods Shed Siding to the Down Line, with the Points leading from the Down to the Up line at Down end of Station and with the Points leading from the Down line to goods shed siding.

2. At the Up end of the Yard the Points leading from the Up Line to the Siding are 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.

DIGGER'S 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. 19/34.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 3.
3	Down Starting Signal.
4	Up Starting Signal.
5	Two arms (co-acting), Up Home Signal—to post 4.
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, Bendigo Line.
4B	Up Home Signal, Bendigo Line—to post 6B.
5	Up Home Signal, Lancefield Line—to post 6B, worked from Auxiliary Frame and controlled from Signal-box.
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 Line are rodded together, and worked from an Auxiliary Frame fitted with an Annett Lock, 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.

CLARKEFIELD—*continued.*

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 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.
- 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.
- 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. 2/27.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 3.
3	Down Home Signal—to post 6.
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 Siding "A." A Point Indicator also works with the Points of the Crossover Road at the Down end of the yard.

3. The Crossover Road between the Up and Down Lines at the Up end of the Station is cross-locked from the Signal-box, and the Points are worked from a lever situated near the Points.

WOODEND—continued.

Whistling Signals.

Long. Short. Loog.

To or from—

Up and Down Line (through No. 1 Crossover, Up side of Platform)	.. .. .	1	..	1	..
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	..
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. 4/27.)

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.
5	Up Home Signal—to post 2.
5B	Disc Signal, 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 (Redesdale 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, leading from Down Line to No. 1, 2, or 3 Roads, 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 and in neck of Siding "B."

2. Point Indicators are fitted to the Points leading from Siding "A" to Up Line; Siding "A" to Down Main Line; Up Main Line to Siding "B" and to the Points in the Crossover in 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 Road at the Down end of yard, with the Points leading to and 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. The Points in the Up Main Line leading to the Shell Oil Company's Siding are rodded to a Derailed in the Siding and secured by an Annett Lock, the key of which when not otherwise required is secured in a duplicate Lock on the apparatus in the Signal Box.

KYNETON—continued.

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.

Whistling Signals.		Long.	Short.	Long.
To or from—				
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 ..
Goods Shed Road and Up Main Line	.. ..	..	..	3 ..
Siding "A" and Goods Shed Road	.. ..	..	..	1 .. 1

REDESDALE JUNCTION.

(Diagram No. 4/37.)

Post No.	Particulars.
1	Up Distant Signal, Bendigo Line.
2	Up Distant Signal, Redesdale Line.
3	Bracket Post, two arms. Up Home Signals:— Left-hand arm, from Redesdale Line—to post 7. Right-hand arm, from Bendigo Line—to post 7.
4	Two arms. Down Home Signals:— Top arm, to Bendigo Line. Bottom arm, to Redesdale Line.
5	Down Home Signal—to post 4.
6	Disc Signal, from Siding to Down Line—towards post 4.
7	Up Starting Signal.
8	Down Distant Signal.

Notes.—1. There are Catch Points at each end of the Siding; those at the Up end have a Point Indicator attached.

2. The Points in the Main Line at the Up end of the Siding and the Catch Points in the Siding are rodded together and worked by a lever situated near the Points; the Points are cross-locked from the Signal-box.

3. An Annett Lock is provided on the Interlocked Frame, so that when the Station is closed the Signals applicable to the Bendigo Line can be locked at the Proceed position by means of the Annett Key; the Signalman is responsible for custody of the Key.

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.)

Post No.	Particulars.
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	Two Disc Signals :— Left-hand Disc from Down Line to Siding "B" or to Up Line—towards post 2. Right-hand 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 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

ELPHINSTONE—continued.

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.

Notes.—1. A Point Indicator works with the Points in Siding "A" at the Down end.

2. A Point Indicator works with the Points in the Crossover which lead to Siding "B" or to the Up Line. An Indicator also works with the Points in Siding "B" at the Down end.

CASTLEMAINE "A" BOX.

(Diagram No. 19/26).

Post No.	Particulars.
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, leading from Up Northern Line to Nos. 3 or 4 Roads—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.

CASTLEMAINE "A" BOX—*continued.*

Post No.	Particulars.
	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—to post 51.
8	Bracket Post, two arms :— Left-hand arm, Up Home 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—to post 51.
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—towards post 51. <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.
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.

CASTLEMAINE "A" BOX—*continued.*

Post No.	Particulars.
12 (Cont'd.)	Two arms and two Discs, Down Signals— <i>continued.</i> <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.
14	Ground Disc Signal, from Siding No. 3 to No. 3 Road—towards post 8, or to No. 4 Road—towards post 9. <i>Note.</i> —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. <i>Note.</i> —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. <i>Note.</i> —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 Siding No. 1 to No. 2 Road—towards posts 7b or 7c or to No. 3 Road—towards post 8 or to No. 4 Road—towards post 9. <i>Note.</i> —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.
51	Three Position Home Signal to Maryborough Line.

Note.—A Point Indicator works with the Crossover Points in the Down Northern Line at Down end of yard.

CASTLEMAINE "A" BOX—continued.

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	..	.. 1	.. 1	.. 1
Siding "B" and Up Northern Line	..	.. 1	.. 2	.. 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. 19/26.)

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)—towards Thompson's Siding.

CASTLEMAINE "B" BOX—continued.

Post No.	Particulars.
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." <i>Note.</i> —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.

Note.—The Points are not Interlocked.

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BENDIGO "A" BOX
(Diagram No. 29/28.)

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, Up Line to Goods Arrival Road "C" or Shunting Road. Second left-hand Disc, Up Line to Goods Arrival Road "B." Third left-hand Disc, Up Line to Goods Arrival Road "A." Fourth left-hand Disc, Up Line to Up Goods Departure Road. Bottom left-hand Disc, Up Line to Down Line—towards post 8. Right-hand Disc, 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.

BENDIGO "A" BOX—continued.

Post No.	Particulars.
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 Roads must foul the Hand Points Crossover at the entrance to Goods Yard until authorized to do so either by the Yard Foreman or Shunter; such employee 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 Signalsman at "A" Signal-box by the Telephone at the Yard Foreman's Cabin and permission must not be given by the Signalsman 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 Roads "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	..

BENDIGO "A" BOX—continued.

Whistling Signals—continued.

	Long.	Short.	Long.
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

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

BENDIGO "B" BOX.

(Diagram No. 29/28.)

Post No.	Particulars.
8	Two arms. Down Signals :— Top arm, Starting ; worked from Box "A." Bottom arm, Distant.
8B	Disc Signal, along Goods Road "C"—towards post 10.
9	Two arms. Up signals :— Top arm, Starting. Bottom arm, Distant ; worked from Box "A."
10	Five Disc Signals :— Top left-hand Disc from Goods Road "C" to No. 1 Road— towards post 22 or to No. 2 Road—towards post 20. Bottom left-hand Disc, from Goods Road "C" to Nos. 3 or 4 Roads—towards post 20. Top right-hand Disc, from Loco. Road "D" to No. 1 Road— towards post 22, or to No. 2 Road—towards post 20. Second right-hand Disc, from Loco. Road "D" to Nos. 3 or 4 Roads—towards post 20. Bottom right-hand Disc, from Loco. Road "D" to Nos. 5 or 6 Roads. <i>Note.</i> —A Point Indicator works with the Points leading to Nos. 5 or 6 Roads. Signal Bridge, on which are erected Posts Nos. 11, 11B, 11C, 11D, and 11E :—
11	Down Home Signal to No. 1 Road—to post 22.
11B	Disc Signal, from Down Line to No. 2 Road—towards post 20.

BENDIGO "B" BOX—continued.

Post No.	Particulars.
11c	Disc Signal, from Down Line to No. 3 Road—towards post 20.
11D	Down Home Signal to No. 4 Road—to post 20.
11E	Three Disc Signals :— Top left-hand Disc, from Up Line to No. 1 Road—towards post 22, or to No. 2 Road—towards post 20. Bottom left-hand Disc, from Up Line to Nos. 3 or 4 Roads— towards post 20. Right-hand Disc from Up Line to Nos. 5 or 6 Roads. <i>Note.</i> —Point Indicators work with the Points leading to Nos. 1 or 2 Roads with the Points leading to Nos. 3 or 4 Roads, and with the Points leading to Nos. 5 or 6 Roads.
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 Nos. 3 or 4 Roads—towards post 20.
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. 17, 18, or 19 roads to Goods Roads.
	Signal Bridge, on which are erected Posts Nos. 15, 16, 17 and 18.
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 Road 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.

BENDIGO "B" BOX—continued.

Post No.	Particulars.
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
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
Goods Road " C " and No. 2 Road 1	.. 2
Goods Road " C " and No. 3 Road 1	.. 3
Goods Road " C " and No. 4 Road 1	.. 4
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
Loco. Road " D " and Car Shed 1	.. 2

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

BENDIGO "B" BOX—continued.

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
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.
22	Two arms, one Up and one Down Signal :— Down arm, Home from No. 1 Road—to post 26. Up arm, Home for 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.

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BENDIGO "C" BOX—continued.

To or from—	Whistling Signals.			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

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 Co's. Siding to Down Line—towards post 31.
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.
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; controlled by Gate-keeper, Macrae-street.
34	Three arms, two Up Signals and one Down Signal :— Top Up arm, Home for Level Crossing, Macrae-street. Bottom Up arm, Distant, Eaglehawk Line. Down arm, Home for Level Crossing Bridge-street; controlled by Gatekeeper, Thunder-street.
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.

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NORTH BENDIGO JUNCTION—continued.

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 platform; the lever is cross-locked from the Signal-box.

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

To or from—	Whistling Signals.			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	Two arms, Down Signals for Bendigo Line :— Top arm, Home, worked from frame at the Junction. Bottom arm, Distant for Echuca Station.
2	Two arms, Down Signals for Toolamba Line :— Top arm, Home, worked from frame at the Junction. Bottom arm, Distant for Echuca Station.
3	Bracket Post, two arms. Up Signals, worked from frame at Junction :— Left-hand arm, Home, to Toolamba Line. Right-hand arm, Home, to Bendigo Line.
4	Bracket Post, two arms, Down Signals :— Left-hand arm, Home Bendigo Line, worked from Echuca station. Right-hand arm, Home Toolamba Line, worked from Echuca station.
5	Down Home Signal, worked by quadrant at Pakenham-street Level Crossing.
6	Up Home Signal from Deniliquin Line, worked from Echuca Station, and controlled by quadrant at Pakenham-street Level Crossing.

INTERLOCKING AND SIGNALLING ARRANGEMENTS.

1. A ten (10) lever interlocking frame operates the Points and Signals at the New Goods Yard Junction.

This frame is worked by the Yard Staff under instructions from the employee in charge of the Staff Working and Signalling.

2. Telephone communication is provided between the Station and the frame.

3. The employee working the frame must not permit an engine or train to proceed from the Yard to the Main Line for shunting purposes until he has obtained the permission of the Signalman, and it must be distinctly understood that, except as laid down in Clause 4 hereof, such permission only applies to the Main Line inside the Up and Down Home Signals worked from the interlocked frame. (See Instruction—"Fouling the Running Line," in General Appendix.)

4. In the event of it being necessary for a train or engine to proceed from the New Yard beyond the Up Home Signals for shunting purposes, the employee in charge of the frame must so inform the Signalman and obtain his special permission for the movement. Before granting permission the Signalman must take the necessary precautions in accordance with the Electric Staff Rules, and, when giving the verbal permission to the employee in charge, must plainly state on which Line (Bendigo or Toolamba) the shunting outside the Home Signal may be conducted.

5. The messages may be exchanged by the telephone provided, and all messages received by telephone in connexion with Train Running must be dealt with as laid down in the General Appendix, and not acted upon until thoroughly understood.

6. Unless in possession of the proper Staff for the Section, engines or trains must not run in the Down direction on the Main Lines between the New Yard Junction and Echuca Station, and, when in possession of the Staff, must always run on the Line for which the Staff applies.

7. The New Yard Sidings are numbered 1 to 3, commencing with Siding next to Main Line; No. 1 Siding is extended to a dead-end at the Up end, and the Interlocked Points normally lie from all Sidings to the dead-end. The Sidings are connected to the Main Echuca Yard at the Down end by Hand Points.

8. Four Home Signals—two Up and two Down—are provided to protect movements to or from the New Yard and Main Line. The normal position of these Signals is "Proceed" with all Interlocked Points in the frame lying for Main Line and Dead-end Siding.

A Pilot Lever in the frame is secured by an Annett Lock in the "Pulled over" position, and the frame cannot be operated until the key is inserted in the Pilot Lever and that lever put back in the frame.

The Annett Key to operate the lock on the Pilot Lever, when not required for use, is in the custody of the Signalman, who, when necessary, will hand it to a responsible employee for the purpose of working the frame.

When the work for which the Annett Key was obtained has been completed, the responsible employee must pull over the Pilot Lever and immediately return the key to the Signalman at Echuca.

INTERLOCKING AND SIGNALLING ARRANGEMENTS, ETC.—continued.

Stationmaster Echuca, to arrange that no employee shall work the frame unless they have been certified to as competent to do so.

Note.—The Points of crossovers leading from the Toolamba Line to the Loco. Roads and Live Stock Sidings are rodded together and secured by Annett Locks, with duplicate Annett Locks on the quadrants of Home Signals on posts 4 and 6.

EAGLEHAWK.**(Diagram No. 2/30.)**

Post No.	Particulars.
1	Down Distant 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 Roads 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. Bottom arm on left-hand doll, from No. 1A Road to Kerang Line.

EAGLEHAWK—*continued.*

Post No.	Particulars.
8 (<i>continued</i>)	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 Nos. 2, 3, 4, 5, and 6 Roads ..	1	1	..
Swan Hill and Nos. 2, 3, 4, 5, and 6 Roads ..	..	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 ..	Stony Crossing Line
Up Arrival Home ..	Koondrook Line

KERANG—*continued.*

A Three-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, Stony Crossing and Swan Hill Lines.

The Points leading from the Stony Crossing and Koondrook Lines, 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. 12/19.)

Post No.	Particulars.
1	Down Distant Signal, Dunolly Line.
2	Down Distant Signal, Bendigo Line.
3	Two arms. Down Home Signals :— Top arm, Dunolly Line to No. 2 Road. Bottom 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.
5	Bracket Post, two arms. Up Home Signals :— Left-hand arm, No. 2 Road to Bendigo Line. Right-hand arm, No. 2 Road to Dunolly Line.
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 Shed Road to No. 1 Road.
8	Two arms. Up Home Signals :— Top arm, to No. 1 Road—to post 6. Bottom arm, to No. 2 Road—to post 5; worked from Frame "B."
9	Up Distant Signal.

INGLEWOOD—*continued.*

Notes.—1. The two Crossovers (Junction Points) and Points to and from No. 1 Road and Engine Shed Road are worked from the Signal-box.

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

3. The Points in the Main Line, and Locking Bar at Down end, and the bottom arm on post 8, are worked from the Auxiliary Frame, which is controlled from the Signal-box 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 levers Nos. 2, 3, 4, or 5 may be operated.

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

KORONG VALE "A" BOX.

(Diagram No. 14/29.)

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.

KORONG VALE "A" BOX—*continued.*

Post No.	Particulars.
2 <i>continued.</i>	Top left-hand Disc, from Siding "A" to No. 4 Road—towards post 12, controlled by "B" Box or to "AA"—towards post 7. Bottom left-hand Disc, from Siding "A" to Nos. 1 or 2 Roads—towards post 10, or to No. 3 Road—towards post 11, controlled by "B" Box for movements to Nos. 2 and 3 Roads. Top right-hand Disc, from Main Line to "AA"—towards post 7. Bottom right-hand Disc, from Main Line to Nos. 1 or 2 Roads—towards post 10, controlled by "B" Box for movements to No. 2 Road.
3	One arm and a Disc. Up Signals :— The arm, Home, from "AA" to Main Line. The Disc, from "AA" to Siding "A."
4	Two Disc Signals :— Left-hand Disc, from "BB" (Up end of No. 2 Road) to Main Line. Right-hand Disc, from "BB" to Siding "A."
5	One arm and a Disc. Up Signals :— The arm, Home, from No. 4 Road to Main Line. The Disc, from No. 4 Road to Siding "A."
6	One arm and a Disc. Up Signals :— The arm, Home, from No. 3 Road to Main Line. The Disc, from No. 3 Road to Siding "A."
7	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.
9	Two Disc Signals :— Left-hand Disc, from No. 1 Road to "BB"—towards post 4. Right-hand Disc, from No. 2 Road to "BB"—towards post 4.

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 Road or "BB" and Siding "A"	1	4	..
From No. 2 Road to Main Line .. ..	..	4	1

KORONG VALE "B" BOX.

(Diagram No. 14/29.)

Post No.	Particulars.
10	Four Disc Signals :— Top left-hand Disc, from No. 2 Road to "X," Sea Lake Line or Loco. Roads. 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," or to dead-end extension of "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 Roads—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 Nos. 1 or 2 Roads —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 Nos. 1 or 2 Roads—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.

KORONG VALE "B" BOX—continued.

Post No.	Particulars.
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, via "Y"—towards post 8.
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, via "A," "B," or "C" or to No. 2 Road, via "A" or "B"—towards post 9. 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 Road .. ..	..	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	..

KORONG VALE "B" BOX—*continued.*

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	..
Boort Line, Passenger or Mixed Train 1	..
Boort Line, Goods Train 1	.. 1
Sea Lake Line, Passenger or Mixed Train 3	.. 1
Sea Lake Line, Goods Train 1	.. 3

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 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 Deraill 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.

3. A Disc Signal works in conjunction with the Pawl lever on the Turn-table.

MALDON JUNCTION.

(Diagram No. 19/26.)

CASTLEMAINE—MALDON JUNCTION—GUILDFORD—MALDON.

Automatic System of Train Signalling on the Single Line Section between Castlemaine and Maldon Junction, and Remote Control of Points and Signals at Maldon Junction.

Automatic System of Train Signalling on the "Single Line Section," Castlemaine—Maldon Junction, and Remote Control of Points and Signals at Maldon Junction, is in use in accordance with instructions laid down in Circular C. 14/26.

The Electric Staff instrument for the section Maldon Junction—Guildford and the Train Staff and Staff Ticket Box for the section Maldon Junction—Maldon, is worked by the Signaller at Castlemaine "A" Signal-box.

Note.—Although the Electric Staff for the section Maldon Junction—Guildford, or the Train Staff or Staff Ticket for the section Maldon Junction—Maldon, or, when Shelbourne Junction is open, Maldon Junction—Shelbourne Junction must be delivered to and received from Drivers at Castlemaine, it must be distinctly understood that the Staff system is only operative on the Guildford or Maldon side of Maldon Junction (see C. 14/26, "Rules for the Automatic System of Train Signalling on a Single Line Section, and Remote Control of Points at an Unattended Junction").

Drivers of Maryborough or Maldon Line trains will be held responsible for receiving the proper Staff or Staff Ticket, as the case may be, for the Line

MALDON JUNCTION—*continued.*

on which their trains are to run from Maldon Junction before leaving Castlemaine, and also for handing up the Staff or Ticket on arrival at Castlemaine. Signalmen concerned will be held equally responsible with the Driver for this duty.

Drivers must also see that the proper signal is exhibited for their train on the Three-position Signal (No. 51), which controls the entrance to the "Single Line Section" at Castlemaine. When the "Normal Speed" Signal is exhibited it indicates that the Points and Signal at Maldon Junction are set for the Maryborough Line, and when the "Reduce to Medium Speed" Signal is exhibited it indicates that the Points and Signal at the Junction are set for the Maldon Line.

MARYBOROUGH "A" BOX.

(Diagram No. 5/34.)

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 Box "B." 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 Box "B."
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.
5A	Ground Disc Signal, from Siding "D" or Cool Stores Siding to Goods Yard, controlled by Box "B." <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 Box "B." Top Arm on right-hand doll, from "B" to No. 1 Road—to post 12, controlled by Box "B." Bottom Arm on right-hand doll, from "B" to No. 2 Road—to post 12, controlled by Box "B." 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 ..	..
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. 5/34.)

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	Two Disc Signals :— Left-hand Disc, from "X" to "H"—towards post 16. Right-hand Disc, from "X" to Siding "B".
16	Bracket Post, three arms, Home Signals, and two Discs under the bracket :— Arm on left-hand doll, from "G" to Dunolly Line. Top arm on right-hand doll, from "H" to Dunolly Line. Bottom arm on right-hand doll, from "H" to Castlemaine Line. Left-hand Disc, from "G" to Engine Shed Road. Right-hand Disc, from "H" to Engine Shed Road.
17	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.
18	Two arms, Home Signals, and three Discs :— Top arm, from "H" to No. 2 Road—to post 8. Bottom arm, from "H" 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 "H" to Roads Nos. 5 to 10, Goods Yard. Bottom right-hand Disc, from "H" to Roads No. 3 or 4, Goods Yard.
19	Bracket Post, three arms, Home Signals, and two Discs :— Arm on left-hand doll, from Castlemaine Line to "H"—to post 18. Top arm on right-hand doll, from Dunolly Line to "H"—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 "H"—towards post 18. Right-hand Disc, from Engine Shed Road to "G"—towards post 17.
20	Disc Signal, from Engine Shed Road—towards post 19.
21	Up Distant Signal, Dunolly Line.
22	Down Distant Signal, Castlemaine Line.

MARYBOROUGH "B" BOX—*continued.*

Notes 1.—A Point Indicator works with the Safety Points in Siding "C," and Point Indicators work with the Points at the end of Nos. 3 and 4 Roads and the Points leading to group Nos. 5 to 9 inclusive.

2. The Hand Points leading from "X" to No. 10 Road normally lie towards the Interlocked Points ahead 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 Signaller 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. When a Driver requires to notify the Signaller at "B" Box that his engine is ready to leave the Loco. Yard, he must do so by means of the telephone provided or by the electric bell when provided, in accordance with the following code :—

	Long.	Short.	Long-
Engine for Castlemaine Line	1	..	..
Engine for Donald Line	2	..	..
Engine for Ballarat Line	3	..	..
Engine for Avoca Line	1	1	..
Engine for Inglewood Line	1	2	..
Engine (Switching)	1	3	..
Engine to work on Coal Stage	1	1	1

4. In foggy weather, or when from any other cause there is not a good view, the Signaller 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 Back Platform Road ..	..	1	3
Dunolly Line, through "G" to No. 1 Road ..	1	1	1
Dunolly Line, through "H" to No. 1 Road ..	1	..	..
Dunolly Line, through "H" to No. 2 Road ..	2	..	..
Dunolly Line, through "H" to No. 3 Road ..	3	..	..
Dunolly Line, through "H" to No. 4 Road ..	4	..	..
Dunolly Line, through "H" to 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 ..	..	4	..
Castlemaine Line and No. 5 Road ..	1	5	..
Shunting Siding "B" to No. 3 Road ..	..	3	..
Shunting Siding "B" to No. 4 Road ..	..	4	..
Shunting Siding "B" to No. 5 Road ..	..	5	..
Engine Road to "G" .. ..	..	1	1
Engine Road to "H" .. ..	..	1	2
"C" Siding and "A" Road .. ..	..	2	1
"C" Siding and No. 1 Road .. ..	..	2	2

BET BET.
(No Diagram.)

The following Fixed Signals are provided :—

- Down Arrival Home, Main Line.
- Up Departure 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 Locks on the Ground Quadrants operating the Up and Down Main Line Arrival Home Signals. Duplicate Annett Locks are also provided on the Points of the Crossover between the Main Line and No. 2 Extension, and 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 reversed 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.

OUYEN.
(No Diagram.)

The following Fixed Signals are provided :—

- Down Arrival Home, Main Line.
- Up Arrival Home, Branch Line.
- Down Departure Home, Branch Line.
- Down Departure Home, Main Line.
- Up Arrival Home, Main Line.

A ten (10) Lever Interlocking Frame from which the Fixed Signals at Ouyen, viz., Down Main Line Home Signal, Up Murrayville Line Home Signal, Down Departure Home Signal Murrayville Line, Down Departure Home Signal Main Line, and Up Home Signal Main Line are worked, is provided on the Platform at Ouyen.

The Points in the Murrayville Line leading to the Loco. Sidings are rodded to a Catch Blade in the Loco. Siding and secured by a "B" pattern Annett lock. A Point Indicator of the arrow type is attached to the catch Points.

The Points in the Main Line leading to the Car Siding are rodded to a Derail block in the Siding and secured by an "A" pattern Annett lock.

The points at both ends of the crossover nearest to the Down end of station, between the Main Line and No. 2 Road are rodded together and secured by an "A" pattern Annett lock.

The Points in the Main Line leading to the Works Sidings and the Points in the crossover between the Main Line and No. 2 Road leading to the Works Sidings are rodded to safety points in the sidings and secured by an "A" pattern Annett lock.

OUYEN—*continued.*

Two pilot levers Nos. 1 and 10 are provided in the Interlocking Frame, and are fitted with duplicate Annett locks in which the "A" and "B" pattern keys respectively must, except as shown below, be kept when not required for shunting operations.

The normal position of the Pilot levers is back in the frame, and, when an Annett key is required for shunting purposes the respective 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 Home Signal, Up Murrayville Line Home Signal, Down Main Line Departure Home Signal and the Up Main Line Home Signal are secured in the "Stop" position. When No. 10 Pilot lever is in the reverse position the Signal levers operating the Down Main Line Home Signal, Up Murrayville Line Home Signal, Down Departure Home Signal for the Murrayville Line and the Up Main Line Home Signal are secured in the "Stop" position.

Note.—During the time that Ouyen Station is closed the Pilot Levers must be pulled over in the reverse position and the Annett keys secured in the Stationmaster's office, in accordance with instructions in 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 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 in interlocked frame in the Signal-bay. When the Annett Key is removed from the frame the Up Home Signal (No. 14 lever) and Down Home Signal (Nos. 2 and 3 levers) are secured at the "Stop" position.

WAUBRA JUNCTION.
(Diagram No. 4/38.)

Post No.	Particulars.
1	Down Distant Signal.
2	Two arms. Down Home Signals:— Top arm, to No. 2 Road—to post 4. Bottom arm, to No. 1 Road—to post 4.
3	Bracket Post, two arms. Up Home Signals:— Left-hand arm, No. 1 Road to Main Line. Right-hand arm, No. 2 Road to Main Line.
4	Bracket Post, four arms. Down Home Signals:— Top arm on Left-hand Doll, No. 2 Road to Waubra Line. Bottom arm on Left-hand Doll, No. 2 Road to Creswick Line. Top arm on Right-hand Doll, No. 1 Road to Waubra Line. Bottom arm on Right-hand Doll, No. 1 Road to Creswick Line.
5	Two arms. Up Home Signals:— Top arm, Creswick Line to No. 1 Road—to post 3. Bottom arm, Creswick Line to No. 2 Road—to post 3.
6	Up Distant Signal Creswick Line.
7	Two arms. Up Home Signals:— Top arm, Waubra Line to No. 1 Road—to post 3. Bottom arm, Waubra Line to No. 2 Road—to post 3.
8	Up Distant Signal Waubra Line.

CRESWICK.

(Diagram No. 10/13.)

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. 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, 4, or 5 Road.
8	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 4.
9	Up Distant Signal.

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 the Ballarat end of the yard; and in No. 3 Road, and in neck of Nos. 4 and 5 Roads at the North Creswick 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, and with the Points of the Crossover in No. 2 Road, with the Points leading from siding "C" to Nos. 3, 4, and 5 Roads and with the Catch Points in No. 3 Road at the North Creswick end of the yard.

DAYLESFORD.

(Diagram No. 10/30.)

Post No.	Particulars.
1	Down Distant Signal Woodend Line.
2	Down Distant Signal Ballarat Line.
3	Two Disc Signals :— Left-hand Disc from "Stock Yards" Siding to "B." Right-hand Disc from "Stock Yards" Siding to "A." <i>Note.</i> —There are Catch Points in "Stock Yards" Siding ahead of post 3.
4	Bracket Post, Two arms Down Home Signals and Two Discs. Left-hand arm, from Ballarat Line through "A" to No. 1 or No. 2 Road. Right-hand arm, from Woodend Line through "A" to No. 1 or No. 2 Road. Disc, under left-hand arm, from Ballarat Line to "B." Disc, under right-hand arm, from Woodend Line to "B."
5	Two Disc Signals, controlled from Levers on platform :— Left-hand Disc, from "B" to Woodend Line. Right-hand Disc, from "B" to Ballarat Line or "Stock Yards" Siding.
6	Bracket Post, two arms, Home Signals and one Disc. (The arms are controlled by Levers on platform.) Left-hand arm, from "A" to Woodend Line. Right-hand arm, from "A" to Ballarat Line. The Disc from "A" to "Stock Yards" Siding.

Notes.—1. There are Catch Points at exit of Stock Yards Siding.

2. See Instruction in the General Appendix with regard to the Signaller who works the Electric Staff Instruments conferring with the employee who works the Fixed Signals; telephone communication is provided between the Station and the Signal-box.

Whistling Signals.

To or from—	Long.	Short.
Woodend Line	1	..
Ballarat Line	2	..
Woodend Line and Siding "B"	1	.. 1
Ballarat Line and Siding "B"	2	.. 1

CLUNES.
(Diagram No. 27/18.)

Post No.	Particulars.
1	Down Home Signal,—to post 2.
2	Bracket Post, two arms, Down Home Signals and one Disc:— Left-hand arm, to No. 2 Road. Right-hand arm, to No. 1 Road. The Disc from Main Line to No. 3, 4 or 5 Road.
3	Up Home Signal.

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

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 Interlocking frame.

ROCKBANK.
(Diagram No. 29/14.)

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 4. Right-hand arm, from Main Line to No. 2 Road—to post 4.
3	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.
4	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.
5	Bracket Post, two arms. Up 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	Up Distant Signal.

There are Catch Points with Point Indicator at exit from No. 3 Road at Up end. There is also a Point Indicator at Down end of No. 3 Road at the Points leading towards the Main Line or Dead-end Siding.

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. 3/17.)

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 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. 9/36.)

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 6. Bottom arm on left-hand doll, Calling-on, from Main Line to No. 2 Road—towards post 6. Top arm on right-hand doll, Home, from Main Line to No. 1 Road—to post 6. Bottom arm on right-hand doll, Calling-on from Main Line to No. 1 Road—towards post 6. The Disc, from Main Line to No. 3 Road—towards Ground Disc 6B or to No. 4 or 5 Road.
3	Four Disc Signals :— Top left-hand Disc, from No. 3 Road to Main Line. Bottom left-hand Disc, from No. 3 Road to Siding "A." Top right-hand Disc, from No. 4 or 5 Road to Main Line. Bottom right-hand Disc, from No. 4 or 5 Road to Siding "A."
4	One arm and a Disc. The arm, Up Home Signal, from No. 1 Road to Main Line. The Disc, from Siding "C" to No. 1 Road—towards post 6.
5	Bracket Post two arms. Up Home Signals; and one Disc :— Left-hand arm, along No. 1 Road—to post 4. Right-hand arm, from No. 2 Road to Main Line. The Disc, from No. 1 Road to Siding "C."
6	Bracket Post, two arms. Down 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 Road to Siding "B."
6B	Ground Disc Signal, from No. 3 Road to siding B.
7	Bracket Post, four arms. Up 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, Home, from Main Line to No. 2 Road—to post 5. Bottom arm on right-hand doll, Calling-on, from Main Line to No. 2 Road—towards post 5.
8	Two Disc 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.
9	Up Distant Signal.

BACCHUS MARSH—continued.

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	1	..	3
Main Line and No. 4 or 5 Road	1	..	4
Siding "A" and No. 4 or 5 Road	1	..	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	..

INGLISTON.

(Diagram No. 22/16.)

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.—There are Catch Points with a Point Indicator at Down exit from No. 3 Road. A Point Indicator also works with the Points in No. 3 Road at the Up end of the yard.

BALLAN.

(Diagram No. 3/26.)

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 6. The Disc, from Main Line to No. 3 or 4 Road.

BALLAN—continued.

Post No.	Particulars.
3	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from No. 1A Road to Main Line. Right-hand arm, from No. 2 Road to Main Line
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.
7	Bracket Post, two arms, Up Home Signals and one Disc :— 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 3. The Disc, from Main Line to No. 3 or 4 Road.
8	Up Distant Signal.

Note.—There are Catch Points with Point Indicators at Down exit of Nos. 3 and 4 Roads and in the Turntable Road. A Point Indicator works with the Points leading from Nos. 3 and 4 Roads and the dead-end at Up end of Yard, also the Points leading from No. 1 to the Turntable 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.
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, Main Line.
2	Up Distant Signal, Racecourse Line.
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.
3B	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Racecourse Line to No. 2 Road—to post 5. Right-hand arm, from Racecourse Line to No. 1 Road—to post 5.
4	Bracket Post, four arms. Home Signals :— Top arm on left-hand doll, Down Home, from No. 1 Road to Racecourse Line. Bottom arm on left-hand doll, Up Home, from No. 1 Road to Main Line. Top arm on right-hand doll, Down Home, from No. 2 Road to Racecourse Line. Bottom arm on right-hand doll, Up Home, 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.

Notes.—1. There are Catch Points with Point Indicators in Up end of No. 3 Road, and also in the lead from Nos. 3, 4, and 5 Roads (Down end). A Point Indicator is also attached to the Points of the Crossover leading from No. 3 Road to No. 2 Road.

2. The Points leading from the Main Line to No. 3 Road at the Up end are secured with an Annett Lock, the key of which, when not otherwise required, is secured in a duplicate lock on the interlocked frame in the Signal-box.

3. The Home Signals on post 3B and the two top arms (Home Signals) on post 4, applying to and from Racecourse Line, are out of use and have crosses affixed, except when required in connexion with special traffic on Racecourse Line.

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. 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. (a) 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.

(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."

(c) Each Machine has two levers, one on each side. The levers normally rest on stops to which they are secured by standard 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,

WARRENHEIP—continued.

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 in position 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 either Selector lever is moved from the Motor position to the Hand position the Signals on Posts 2, 3, 4, and 5 are held at "Stop."

(d) Should a failure occur and it is necessary for trains to be worked past the Signals in the "Stop" position, Regulation 95 must be strictly observed, and when issuing the Caution Order or verbally instructing the Driver, the Signalman must in each case first unlock the required Selector lever (or levers) and throw it to the Hand Operating position and lock it in that position and then place the required Points in the position for the intended movement and lock the Hand Throw lever or levers.

(e) All failures of the Points must be promptly reported by Flash Telegraph message and also by memorandum, and the Electrical Fitter for the District advised.

Whistling Signals.

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

BALLARAT EAST.

(Diagram No. 1/35.)

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

BALLARAT EAST—*continued.*

Post No.	Particulars.
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 Humfray-street, from Up Line to Goods Line " W," 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 Buninyong Line at Ballarat East are Staff-locked. The key of the Staff Lock is the Staff for the Section, Ballarat East-Buninyong.

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

3. The Gates over the Goods Sheds Lines at Humfray-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 Signalman before fouling the Crossing ; see Special Instruction in the General Appendix with regard to this Crossing.

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.

BALLARAT EAST—*continued.*

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 to " Y."
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. Centre right-hand Disc, from Up Passenger Line—towards post 20 for No. 4 Road. Bottom right-hand Disc, from Up Passenger Line—towards No. 5, 6, or 7 Road.
12	Bracket Post, six arms. Down Home Signals :— Top arm on left-hand doll, from " Z " to Car Siding. Centre arm on left-hand doll, from " Z "—to post 21 for No. 1 Road. Bottom arm on left-hand doll, from " Z "—to post 22 for No. 2 Road. Top arm on right-hand doll, from " Z "—to post 23 for No. 3 Road.

BALLARAT "A" BOX—*continued*

Post No.	Particulars.
12 (<i>contd.</i>)	Bracket Post, six arms. Down Home Signals— <i>continued</i> . Centre arm on right-hand doll, from "Z"—to post 20 for No. 4 Road. Bottom arm on right-hand doll, from "Z" to "D"—to post 14.
13	Disc Signal, from "D" via "Z" to Goods Line "X," or "Y."
14	Four Disc Signals :— Top left-hand Disc, from "D" to No. 5 Road. Bottom left-hand Disc, from "D" to No. 6 Road. Top right-hand Disc, from "D" to No. 7 Road. Bottom right-hand Disc, from "D" to No. 8 Road.
15	Eight Disc Signals :— Top left-hand Disc, from Engine Road to Car Sidings. Second left-hand Disc, from Engine Road—towards post 21 for No. 1 Road. Third left-hand Disc, from Engine Road—towards post 22 for No. 2 Road. Bottom left-hand Disc, from Engine Road—towards post 23 for No. 3 Road. Top right-hand Disc, from Goods Road "R" to Car Sidings. Second right-hand Disc, from Goods Road "R"—towards post 21 for No. 1 Road. Third right-hand Disc, from Goods Road "R"—towards post 22 for No. 2 Road. Bottom right-hand Disc, from Goods Road "R"—towards post 23 for No. 3 Road.
16	Four Disc Signals :— Top left-hand Disc, from Car Sidings to Goods Line "X" or "Y," via "Z." Bottom left-hand Disc, from Car Sidings to Up Passenger Line. Top right-hand Disc, from Car Sidings to Goods Road "R." Bottom right-hand Disc, from Car Sidings to Engine Road—towards post 10.
17	One arm and a Disc :— The arm, Home Signal, from No. 5 Road to Up Passenger Line—to post 7. The Disc, from No. 5 Road to "D"—towards post 13.
18	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.

BALLARAT "A" BOX—*continued*

Post No.	Particulars.
19	Bracket Post, two arms, Up Home Signals and two Discs :— Left-hand arm, from 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.
20	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 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."
21	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." Right-hand Disc, from No. 1 Road to Engine Road—towards post 10, or to Goods Road "R."
	Signal Bridge, on which are erected posts Nos. 22 and 23.
22	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." Right-hand Disc, from No. 2 Road to Engine Road—towards post 10 or to Goods Road "R."

BALLARAT "A" BOX—*continued.*

Post No.	Particulars.
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." 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	1
Car Sidings and Goods Road "R"	..	2	2
Car Sidings and Engine Road	..	2	3
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	1
"Z" and No. 2 Road	..	1	2
"Z" and No. 3 Road	..	1	3
"Z" and No. 4 Road	..	1	4
"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

Employees 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—to 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"—towards 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. 1/27.)

Post No.	Particulars.
31	Three arms. Down Signals :— Top and Bottom arms (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 3. The Disc, from Doveton-street Sidings to Down Line—towards post 3 or to Siding "A."
2	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.
2B	Disc Signal from Down Line to Doveton-street Sidings.
3	Bracket Post, two arms, Down Home Signals and one Disc. Left-hand arm, from Down Line to Ararat Line—to post 6. Right-hand arm, from the Down Line to Maryborough Line. The Disc, from Down Line to Workshops Sidings.
3A	Disc Signal, from Workshops Sidings to Up Line—towards post 2.
4	Up Home Signal from Maryborough Line to Up Line—to post 2.
5	Up Home Signal from Ararat Line—to post 2.
5B	Disc Signal from Works Depot Siding to Down Line— towards Post 6.
6	Down Starting Signal, Ararat Line.
6B	Disc Signal from Down Line to Works Depot Siding or along Down Line—towards Post 2B
7	Up Distant Signal, Maryborough Line.
8	Up Distant Signal, Ararat Line.

Notes.—1. A Point Indicator is attached to the Points in the Doveton-
street Siding, ahead of post No. 1. A Point Indicator also works with the
Points in Main Line leading to Works Depot Siding, ahead of post 6B.
There are Catch Points in the Workshops Sidings, ahead of post 3A.

2. Selkirk's Siding is secured by Staff Locks, the key of which is the
Electric Staff for the Section North Ballarat-Waubra Junction.

Whistling Signals.

To or from—	Long.	Short.	Long.
Ararat Line	.. .. 1	.. ..	.. ..
Maryborough Line	.. .. 2	.. ..	.. ..
Main 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, SHOW GROUNDS.

Post No.	Particulars.
9	Down Home Signal.

Notes.—1. For instructions regarding the working of White's Siding, see General Appendix. When a through train works the Siding the Annett Key, obtained at "C" Box, must be handed to the Signaller at Linton Junction, who must return it to "C" Box by the first Up train (Expresses excepted).

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

WENDOUREE.

Post No.	Particulars.
10	Down Home Signal.
12	Up Starting Signal; worked from Linton Junction, and controlled from Wendouree.

Note.—See General Appendix regarding the working of Wendouree during special traffic.

BALLARAT "D" BOX.

(Linton Junction.)

(Diagram, No. 1/27.)

Post No.	Particulars.
11	Down Distant Signal.
12	Up Starting Signal; controlled by Wendouree.
13	Down Home Signal; from Down Line—to post 15.
14	Bracket Post, two arms. Up Home Signals:— Left-hand arm, from Ararat Line—to post 12. Right-hand arm, from Linton Line to Up Line—to post 12.
15	Bracket Post, three arms. Down Home 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.

BALLARAT "D" BOX—continued.

Post No.	Particulars.
16	Bracket Post, two arms, Up Home Signals and one Disc:— Left-hand arm, from Ararat Line—to post 14. Right-hand arm from Linton Line—to post 14. The Disc from Cattle Yards Line—towards post 14.
17	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.

2. See General Appendix for instructions regarding Up Starting Signal, post 12.

Whistling Signals.

To or from—	Long.	Short.	Long
Cattle Yards Line and Main Line	3	..	..
Linton Line and Main Line	2	..	..
Ararat Line	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.
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	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.

RACECOURSE JUNCTION (BURRUMBEET PARK LINE).

(Diagram No. 30/11.)

Post No.	Particulars.
1	Bracket Post, two arms. Down Home Signals :— Left-hand arm, to Burrumbeet Park Line. Right-hand arm, to Ararat Line.
2	Up Home Signal, from Ararat Line.
3	Up Home Signal, from Burrumbeet Park Line.

Note.—The Signals at Racecourse Junction are out of use and crossed. They will be brought into use only when special instructions are issued by the General Superintendent of Transportation

BURRUMBEET.

(Diagram No. 8/17.)

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. 7/17.)

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.

Notes.—1. The Points in the Main Line leading to No. 2 Road, at Up end of Yard, also the Home Signals applicable to or from No. 2 Road and Main Line (on posts 4 and 5) are worked from an Auxiliary Frame, the levers in which are controlled from the Signal-box by means of a cross-lock.

2. Point Indicators work with Catch Points at each end of No. 3 Road.

BEAUFORT.

(Diagram No. 29/18.)

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 6. Right-hand arm, from Main Line to No. 1 Road—to post 6.
3	Two arms. Down Home Signals :— Top arm, from No. 1 Road to Main Line. Bottom arm, from No. 2 Road to Main Line.
4	Disc Signal, from Goods Sidings to Main Line
5	Two Disc Signals :— Left-hand Disc, from Goods Sidings to Siding " A." Right-hand Disc, from Goods Sidings to Main Line.
6	Two arms, Up Home Signals, and one Disc :— Top arm, from No. 2 Road to Main Line. Bottom arm, from No. 1 Road to Main Line. The Disc, from No. 2 Road to Siding " A "
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 3.
8	Down Distant Signal.

BEAUFORT—*continued.*

Notes.—1. There are Catch Points at each end of Nos. 3 and 4 Roads, at exit from No. 5, 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 No. 2 Road to "A" Siding and with the Points from Car Dock to Main Line.

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.

MIDDLE CREEK.

(Diagram No. 13/17.)

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 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. 9/17.)

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 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 Up 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 Down end of the Yard.

DOBIE.

(Diagram No. 18/18.)

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. Right-hand arm, from Main Line to No. 2 Road.
3	Up Home Signal, from No. 2 Road to Main Line.
4	Bracket Post, two arms. Up 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.
5	Up Distant Signal.

Notes.—1. The fixed signals at Dobie are out of use and have crosses affixed thereto in accordance with regulation 91.

2. The Main Line Points at the Down end are rodded to a Derail in No. 2 Road and the Main Line Points at the Up end are rodded to Safety Points in No. 2 Road; each set is secured by Staff Lock, the key of which is the Electric Staff for the section Buangor—Ararat.

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. 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 the 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.

ARARAT "A" BOX—continued.

Post No.	Particulars.
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 Outward 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 Roads—towards post 23 <i>Note.</i> —There is a Derail Block ahead of post 17.
18	Bracket Post. Two Arms above Bracket, Home Signals. One Disc under the Bracket, Up Signal; and two Discs under the Bracket, Down Signals :— Left-hand Arm, from "A" to "B"—to posts 11, 12, and 13. Right-hand Arm, from "A" to Portland Line, via "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 Road.
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 Roads to "C"—towards post 8. Bottom Disc on left-hand Doll, from No. 4, 5, or 6 Roads 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.

ARARAT "A" BOX—*continued.*

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 Neek 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 Road, the exit from which at the Station end is controlled by Disc Signals.

(b) Telephone communication with "A" Signal-box is provided at the exit from the Loco. Yard. A Notice Board is erected adjacent to the Telephone and lettered—"Drivers before entering Engine Road must obtain authority from Signalman, "A" Box."

The Driver of any Engine, before entering or fouling the Engine Road, must first obtain permission from the Signalman at Ararat "A" Signal-box, and give him the number and class of Engine, its destination, and the Driver's name. When the messages have been exchanged the Telephone must be placed on the hook and the door of the Telephone Box securely closed. The Signalman must, before granting any permission, satisfy himself that he has not permitted any conflicting movement; he then must secure, by a sleeve, the Signal lever governing opposing movements. 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, also the time Engine arrived at Fixed Signal controlling the exit from Engine Road.

(c) When permission has been obtained for an Engine to proceed from the Loco Yard, both the Driver and Fireman must keep a sharp lookout for any Hand Signals which may be exhibited, and to stop short of any obstruction that may exist on the Line.

At night time or in foggy weather any Light Engine proceeding to or from Ararat Station Yard, via the Engine Road, must carry a red light in front and rear.

(d) In the event of it being necessary for an Engine to haul or push water trucks between the Loco. Yard and Ararat by night along the Engine Road, a red light must be carried on the rear of the last vehicle, when they are being drawn, and on the front of the leading vehicle when they are being pushed. A competent Rolling-stock Branch employee must ride on the rear or leading vehicle, as the case may be, and be prepared to exhibit a Hand Danger Signal, if necessary.

The Locomotive Depot Foreman, or other person in charge of the Depot, to arrange.

(e) During shunting operations at the Loco. Depot, should it be necessary to foul the Engine Road, the Shunter-in-Charge must, in addition to complying with the instructions in the

ARARAT "A" BOX—*continued.*

General Appendix, first obtain authority from the Signalman at Ararat "A" Signal-box, and before granting authority the Signalman must act as laid down in clause (b) hereof, and he must not permit any conflicting movements until the receipt of advice from the Shunter that shunting has been completed and that the Engine Road is again clear.

Whistling Signals.

	Long.	Short.	Long.
To or from Portland Line and Car Dock .. ..	..	3	..
To or from Works Siding and Portland Dock ..	..	4	..
To or from Portland Line, via "AA" and the Portland Dock .. ..	..	3-3	..
To or from Portland Line, via "B" and the Portland Dock .. ..	..	2	..
To or from Portland Line and No. 1 Road ..	1	1	..
To or from Portland Line and No. 2 Road ..	1	2	..
To or from Portland Line and "C"	1	3	..
To or from Portland Line and New Goods Yard ..	1	4	..
To or from Ballarat Line and Portland Dock ..	..	2-2	..
To or from Ballarat Line and No. 1 Road ..	2	1	..
To or from Ballarat Line and No. 2 Road ..	2	2	..
To or from New Goods Yard and Ballarat Line ..	2	3	..
To or from "C" and Ballarat Line	2	4	..
To or from Avoca Line and Portland Dock ..	..	5	..
To or from Avoca Line and No. 1 Road ..	3	1	..
To or from Avoca Line and No. 2 Road ..	3	2	..
To or from New Goods Yard and Avoca Line ..	..	2	1
To or from "C" and Avoca Line .. ..	..	2	2
To or from Engine Road and "C" .. ..	..	3-4	..
To or from Engine Road and New Goods Yard ..	..	4-4	..
To or from Engine Road and "B" .. ..	..	2-4	..

Employees 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.

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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 Roads 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 Outwards Traffic 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 Roads 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>Ground 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>Ground Disc Signal, from Dead-end Siding to New Goods Yard, or to Siding "D"—towards post 27.</p> <p><i>Note.</i>—Point Indicators work with the Points in Dead-end Siding.</p>

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ARARAT "B" BOX—continued.

Post No.	Particulars.
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>Up Distant Signal.</p>

Note.—There is a Point Indicator attached to the Facing Points ahead of post 23.

Whistling Signals.

	Long.	Short.	Long.
To or from Main Line and No. 1 Road	1		
To or from Main Line and No. 2 Road	2		
To or from Main Line and No. 3 Road	3		
To or from Main Line and No. 4 Road	1	1	
To or from Main Line and No. 5 Road	1	2	
To or from Main Line and No. 6 Road	1	3	
To or from Main Line and New Goods Yard	1	4	
To or from New Goods Yard and Dead-end Siding		5	
To or from Siding "D" and No. 2 Road		2	1
To or from Siding "D" and No. 3 Road		3	1
To or from Siding "D" and No. 4 Road		4	
To or from Siding "D" and No. 5 Road	1	1	1
To or from Siding "D" and No. 6 Road	1	2	2
To or from Siding "D" and No. 7 Road		1	1
To or from 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 Signalman 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 Signalman at "A" Signal-box has been obtained.

2. "B" Box.—The Disc Signals on posts 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.

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

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:—

- (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 Signallers 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. 6 '28.)

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. 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. 2 Road—to post 6. The Disc, from No. 2A Road to No. 3 Road.
5	One arm and a Disc. Up Signals:— The arm, Home, from No. 2B Road to 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 Points Indicator works with the points at the Down end of No. 3 Road.

GREAT WESTERN,

(Diagram No. 20/28.)

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. 1 Road—to post 5. Right-hand arm, from Main Line to No. 2 Road—to post 5. The Disc, from Main Line to Nos. 3 or 4 Roads—towards Ground Disc 5B.
3	Ground Disc Signal, from Siding "B" to No. 2 Road—towards post 5, or from Siding "B" to Nos. 3 or 4 Roads—towards Ground Disc 5B.
4	Bracket Post, two arms, Down 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 Road to Siding "B."
4B	Disc Signal, from Nos. 3 or 4 Roads to Main Line or to Siding "B" or "D."
5	Bracket Post, two arms, Up Home Signals and one Disc:— Left-hand arm, from No. 1 Road to Main Line. Right-hand arm, from X to Main Line. The Disc, from X to Siding "A."
5B	Ground Disc Signal, from Nos. 3 or 4 Roads to Siding "C" or to "X,"—towards post 5.
6	Ground Disc Signal, from Siding "A" to No. 2 Road—towards post 4 or to Nos. 3 or 4 Roads—towards post 4B.
7	Bracket Post, two arms, Down 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 the Main Line to Nos. 3 or 4 Roads—towards post 4B.
8	Down Distant Signal.

Notes.—1. Point Indicators work with the Points leading from "X" to Nos. 3 and 4 Roads, with the Points leading to "X" in neck of Nos. 3 and 4 Roads, and with the Points at exit of Nos. 2 and 3 Roads at Down end of Station; also with the Points at the exit of Siding "B."

2. The Points in the Main Line leading to the Car Dock are connected by rodding to Catch Points in the Siding, and worked by a ground lever situated near the Main Line Points. The Points in the Main Line are secured by an Annett Lock, the key of which is kept in a duplicate lock in the Signal-bay.

STAWELL "A" BOX.
(Diagram, No. 8/38.)

Post No.	Particulars.
1	Down Distant Signal.
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 Signals ; and two Discs :— Left-hand arm, from No. 2A Road to No. 2 Road—to post 11 ; controlled from "B" Box. Right-hand arm, from No. 2A Road to No. 1 Road—to post 11 ; controlled from "B" Box. Left-hand Disc, from No. 2A Road to Goods Yard. Right-hand Disc, from No. 2A Road to No. 3 Road—towards post 11 ; controlled from "B" Box.
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 post 11 ; controlled from "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 from "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 Nos. 2A or 3A Roads or Marshalling Siding.

2. There are Catch Points Detector Locked in the closed position with the Disc Signal on post 3, at the Up end of No. 3A Road.

STAWELL "A" BOX—continued.

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
No. 3 Road and Marshalling Siding .. ..	..	3	..	2
Goods Yard and Marshalling Siding .. ..	..	2	..	2
No. 1 Road and Shunting Siding	1	1	2	..

STAWELL "B" BOX.

(Diagram No. 8/38.)

Post No.	Particulars.
11	Bracket Post, three arms. Down Home Signals :— Left-hand arm, from No. 3 Road to "Y"—to post 13. Centre arm, from No. 2 Road to "Y"—to post 13. Right-hand arm, from No. 1 Road to "X"—to post 13.
12	Disc Signal, from Goods Yard to "Y"—towards post 13.
13	Bracket Post, six arms and three Discs. Up and Down Signals :— Down Signals :— Top arm on left-hand doll, Home from "Y" to Grampians Line. Bottom arm on left-hand doll, Home from "Y" to Horsham Line. Top arm on right-hand doll, Home from "X" to Grampians Line. Bottom arm on right-hand doll, Home from "X" to Horsham Line. Top Disc, from "Y" to Engine Shed Roads. Bottom Disc, from "X" to Engine Shed Roads.
	Up Signals :— Top arm, Home, from "Y" to No. 2 Road—to post 10. Bottom arm, Home from "Y" to No. 3 Road—to Ground Disc 8. The Disc, from "Y" to Goods Yard.

STAWELL "B" BOX—continued.

Post No.	Particulars.
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, Down end of the Goods Yard ahead of post 12.

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 Box "B." There is a Derail Block at exit from Flour Mill Siding. There is a Derail Block, with Point Indicator, at Down end of No. 3 Road, ahead of Post No. 11.

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	..
The 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. <i>Note.</i> —Point Indicators work with Points at the 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. <i>Note.</i> —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. 14/15.)

Post No.	Particulars.
1	Up Distant Signal.
2	Bracket Post, four arms and one Disc, Up Signals :— Top arm, on left-hand doll, Home, from Main Line to No. 2 Road—to post 7. Bottom arm, on left-hand doll, Calling-on, from Main Line to No. 2 Road—towards post 7. Top arm, on right-hand doll, Home, from Main Line to No. 1 Road—to post 10. Bottom arm, on right-hand doll, Calling-on, from Main Line to No. 1 Road—towards post 10. The Disc, from Main Line to No. 3 Road or to No. 4 Road.

Note.—A Point Indicator works with the Points leading from Crossover ahead of Post 2.

GLENORCHY—*continued.*

Post No.	Particulars.
3	Ground Disc Signal, leading from Siding "C" to No. 2 Road—towards post 7.
4	Two Disc Signals :— Left-hand Disc, from Siding "A" to No. 1 Road—towards post 10. Right-hand Disc, from Sidings "B" to No. 1 Road—towards post 10. <i>Note.</i> —There are Catch Points at exit from Siding "A" and Siding "B."
5	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 Road to Siding "C."
6	One arm and a Disc. Down Signals :— The arm, Home from No. 1 Road along same Road—to post 5. The Disc, from No. 1 Road to Siding "A" or Sidings "B." <i>Note.</i> —A Point Indicator works with the Facing Points at junction of Siding "A" and Sidings "B."
7	Up Home Signal from No. 2 Road to "X"—to post 9.
8	One arm and a Disc. Down Signals :— The arm, Home, from "X" to No. 2 Road—to post 5. The Disc, from "X" to No. 3 or 4 Road.
9	One arm and a Disc. Up Signals :— The arm, Home from "X" to Main Line. The Disc, from "X" to Siding "D."
10	Up Home Signal from No. 1 Road to the Main Line.
11	Ground Disc Signal, from Siding "D" to "X"—towards post 8.
12	Bracket Post, four arms, Down Signals :— Top arm on left-hand doll, Home, from Main Line to No. 1 Road—to post 6. 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 8. Bottom arm on right-hand doll, Calling-on, from Main Line to "X,"—towards post 8.
13	Down Distant Signal.

Notes.—1. There are Catch Points with Point Indicators at exit from Up end of No. 3 and 4 Roads.

2. There are Point Indicators attached to the Points which lead across from No. 3 and 4 Roads towards the Main Line at the Down end of the yard, and from No. 3 to No. 4 Road at Up end of Yard.

3. When shunting on Nos. 3 or 4 Roads beyond the Crossover that lead onto the Main Line at the Down end of the yard, the Guard or other employee in charge of the shunting to verbally arrange with the Signalman.

WAL WAL.
(Diagram No. 40/11.)

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

Notes.—1. There are Catch Points with a Point Indicator, at Down end of No. 3 Road; a Point Indicator also works with the Points which lead from No. 3 Road to the Main Line at Up end of yard.

LUBECK.
(Diagram No. 22/29.)

Post No.	Particulars.
1	Up Distant Signal Horsham Line.
2	Up Distant Signal Rupanyup Line.
3	Bracket Post, four Arms. Up Signals :— Top Arm on left-hand doll, Home from the Rupanyup line to "X"—to post 9. Bottom Arm on left-hand doll, Calling-on from the Rupanyup line to "X"—towards post 9. Top Arm on right-hand doll, Home from the Rupanyup line, to No. 1 Road—to post 12. Bottom Arm on right-hand doll, Calling-on from the Rupanyup line, to No. 1 Road—towards post 12.
4	Bracket Post, four arms. Up Signals :— Top Arm on left-hand doll, Home from Horsham line to "X"—to post 9. Bottom Arm on left-hand doll, Calling-on from Horsham line to "X"—towards post 9. Top Arm on right-hand doll, Home from Horsham line to No. 1 Road—to post 12. Bottom Arm on right-hand doll, Calling-on from Horsham line to No. 1 Road—towards post 12.

LUBBECK—continued.

Post No.	Particulars.
	Signal bridge on which are erected posts 5, 6, 7 and 8.
5	Down Home Signal from No. 1 Road to Horsham Line.
6	Down Home Signal from No. 1 Road to Rpanyup Line.
7	Down Home Signal from No. 2 Road to Horsham Line.
8	Down Home Signal from No. 2 Road to Rpanyup Line.
9	One arm and a Disc :— The arm, Up Home Signal from "X" to No. 2 Road—to post 11. The Disc, from "X" to No. 3 Road.
10	Two Ground Discs, one above the other. Top Disc, from No. 3 Road to "X"—toward post 7 or 8. Bottom Disc, from No. 3 Road to Siding "B."
11	One arm and a Disc :— The arm, Up Home Signal from No. 2 Road—to Main Line. The Disc from No. 2 Road to Siding "A."
12	Up Home Signal from No. 1 Road to Main Line.
13	Bracket Post, four Arms, and two Discs :—Down Signals :— Top Arm on left-hand doll, Home from Main line to No. 1 Road—to posts 5 or 6. Bottom Arm on left-hand doll, Calling-on from Main line to No. 1 Road—towards posts 5 or 6. Top Arm on right-hand doll, Home from Main line to No. 2 Road—to posts 7 or 8. Bottom Arm on right-hand doll, Calling-on from Main line to No. 2 Road—towards Posts 7 or 8. Left-hand Disc, from Main line to No. 3 Road—towards Ground Disc 10 or to No. 4 Road. Right-hand Disc, from Siding "A" to No. 2 Road—towards Posts 7 or 8, or to No. 3 Road—towards Ground Disc 10 or to No. 4 Road.
14	Down Distant Signal.

Note.—Point Indicators work with the Points leading from No. 3 to No. 4 Road and with the Points in Crossover between Nos. 2 and 3 Roads at Up end of Yard.

MURTOA.
(Diagram No. 28/28.)

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 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.

MURTOA—continued.

Post No.	Particulars.
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 the Shunting Siding "A."
4	Ground Disc Signal, from Siding "A" to No. 4 or 5 Roads—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. 3 Road to Main Line. The Disc, from No. 3 Road to Shunting Siding "A."
6	Up Home Signal, along No. 3 Road—to post 5B.
7	Two Disc Signals— Left-hand Disc, from Nos. 4, 5, or 6 Roads—to Siding "A." Right-hand Disc, from Nos. 4, 5, or 6 Roads to Main Line—towards post 5B.
8	Three Disc Signals— Top left-hand Disc, from Nos. 4 or 5 Roads to "X"—towards post 16. Bottom left-hand Disc, from Nos. 4 or 5 Roads to "Y"—towards post 16. Right-hand Disc, from Nos. 4 or 5 Roads to Sidings "C," "D," or "E."
9	Down Home Signal, from No. 1 Road to "X"—to post 16.
10	Disc Signal, from Loco. Roads 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 post 16.
13	Disc Signal, from Sidings "C," "D," or "E" to No. 4 or 5 Roads—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 Roads—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. 4 or 5 Roads—towards post 7. Right-hand Disc, from "X" to No. 2 Road. (Dock).

MURTOA—continued.

Post No.	Particulars.
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 Warracknabeal Line. Top arm on right-hand doll, from "Y" to Dimboola Line. Bottom arm on right-hand doll, from "Y" to Warracknabeal 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 Branch Line and the Points in Siding "C" are rodded together and worked by a Lever. The Points in the Main Line and the Points in the New Turntable Siding are also rodded together and worked by a lever. The Points in the Branch Line are fitted with an "A" pattern Annett Lock, and the Points in the Main Line with a "B" pattern Annett Lock, both keys are normally secured in duplicate Locks on the Interlocking Frame in the Signal-box, and when either key is away from the Interlocking Frame all conflicting Signals are secured at stop.

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	..
Engine Shed Roads and Main Line	..	1	1
Engine Shed Roads 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. 18/26.)

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.

A Point Indicator works with the Points leading from each end of No. 3 Road, and with Catch Points in the Car Dock.

DOOEN.

(Diagram No. 39/11.)

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

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

HORSHAM

(Diagram No. 2/35.)

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 11, or to Nos. 5, 6, or 7 Roads.
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 Roads—towards post 10, or to No. 4 Road—towards Ground Disc 11, or to Nos. 5, 6, or 7 Roads.
4	Ground Disc Signal, from Siding "A" to No. 1 Road—towards post 14, or to Nos. 2 or 3 Roads—towards post 10, or to No. 4 Road—towards Ground Disc 11, or to Nos. 5, 6, or 7 Roads.
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 Nos. 5, 6, or 7 Roads.
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.
8	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" or Quarry Siding.
9	One arm and a Disc. Up Signals:— The arm, Home, from No. 1 Road to Main Line. The 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."

HORSHAM—continued.

Post No.	Particulars.
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 No. 4 Roads—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 Nos. 3 or 4 Roads—towards post 6.
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 Nos. 3 or 4 Roads—towards post 6. Right-hand Disc, from Natimuk Line to the 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 Car Dock.
Points ahead of Post 6 in neck leading from Nos. 4 to 7 Roads.
Points leading from Main Line to Car Dock.
Points leading from Siding "A."

Down End—

Points in No. 4 Road ahead of Ground Disc No. 11.
Points of Cross-over leading from No. 4 Road to Siding
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 or 4 Roads.
Points leading from "X" to Nos. 2 or 3 Roads.

2. There are Catch Points in Quarry Siding ahead of Post 3

HORSHAM—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 Nos. 4, 5, 6 or 7 Roads .. ..	..	2-2	..
Main Line and Car Dock .. ..	..	1	1
Quarry Siding and Car 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 Car 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 Nos. 4, 5, 6, or 7 Roads .. ..	..	4-4	..
Siding "B" and No. 3 Road .. ..	..	3	..
Siding "B" and Nos. 4, 5, 6, or 7 Roads	4	4	..
Natimuk Dock and Natimuk Line .. ..	..	2	..
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. 12/26.)

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

Note.—A Point Indicator works with the Points leading from No. 3 Road to Dead-end at each end of Yard.

DIMBOOLA.

(Diagram No. 7/36.)

Post No.	Particulars.
1	Down Distant Signal.
2	Three Disc Signals :— Left-hand Disc, from Siding "B" to No. 1 Road—towards post 7. Top right-hand Disc, from Siding "B" to No. 2 Road—towards post 7. Bottom right-hand Disc, from Siding "B" to No. 3 Road—towards post 6.
3	Bracket Post, two arms, Down Home Signals and one Disc :— 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. The Disc, from Main Line to No. 3 Road—towards post 6.
4	Bracket Post, two arms, Up Home Signals and two Discs :— Left-hand arm, from No. 2 Road to Main Line. Right-hand arm, from No. 1 Road to Main Line. Disc under left-hand arm, from No. 2 Road to Siding "B." Disc under right-hand arm, from No. 1 Road to Siding "B."
5	Ground Disc Signal, from No. 3 Road to Main Line, or to Siding "A," or to Siding "B."
6	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 8, or to Weighbridge or Engine Roads via "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 8, or to Weighbridge or Engine Roads via "X."
7	Bracket Post, five arms, Down Home Signals, and six Discs :— Arm on left-hand doll, from Rainbow Dock to Serviceton Line. Left-hand Disc, on left-hand doll, from Rainbow Dock to Siding "C" or "D." Right-hand Disc, on left-hand doll, from Rainbow Dock to 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 Weighbridge or Engine Roads. Top arm, on right-hand doll, from No. 2 Road to Serviceton Line. Bottom arm, on right-hand doll, from No. 2 Road to Jeparit Line.

DIMBOOLA—continued.

Post No.	Particulars.
7 (contd.)	Bracket Post, five arms, Down Home Signals, and six Discs— <i>continued.</i> 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 Weighbridge or Engine Roads.
8	Disc Signal, from Siding "E" to Weighbridge Road or to Engine Roads.
8A	Ground Disc Signal, from Repair Siding to Siding "C" or "D."
9	Five Disc Signals :— Top left-hand Disc, from Siding "C" or "D" to No. 3 Road—towards Ground Disc 5, or to No. 4 or 5 Road. Bottom left-hand Disc, from Siding "C" or "D" to No. 2 Road—towards post 4. Top right-hand Disc, from Siding "C" or "D" to No. 1 Road—towards post 4. Centre right-hand Disc, from Siding "C" or "D" to Rainbow Dock Road. Bottom right-hand Disc, from Siding "C" or "D" to Repair Siding.
10	Bracket Post, four arms, Up Home Signals, and two Discs :— Top arm, on left-hand doll from Jeparit Line to No. 2 Road—to post 4. Bottom arm, on left-hand doll from Jeparit Line to No. 1 Road—to post 4. Top arm, on right-hand doll from Serviceton Line to No. 2 Road—to post 4. Bottom arm, on right-hand doll from Serviceton Line to No. 1 Road—to post 4. Left-hand Disc, from Jeparit Line to No. 3 Road—towards Ground Disc 5, or to No. 4 or 5 Road. Right-hand Disc, from Serviceton Line to No. 3 Road—towards Ground Disc 5, or to No. 4 or 5 Road.
11	Four Disc Signals :— Left-hand Disc, from Weighbridge Road or Engine Roads to No. 3 Road—towards Ground Disc 5 via "X" or to Siding "E," or to No. 4 or 5 Road via "X" or Siding "E." Top right-hand Disc, from Weighbridge Road or Engine Roads to No. 2 Road—towards post 4. Centre right-hand Disc, from Weighbridge Road or Engine Roads to No. 1 Road—towards post 4. Bottom right-hand Disc, from Weighbridge Road or Engine Roads to Rainbow Dock Road.
12	Up Distant Signal, Serviceton Line.
13	Up Distant Signal, Jeparit Line.

DIMBOOLA—continued.

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

Up end of Yard.—With the two sets of facing Points ahead of Ground Disc No. 5 and with the two sets of facing Points in Siding "B" ahead of post 2.

Down end of Yard.—At Points leading from No. 3 Road ; in neck leading from Nos. 4 and 5 Roads ; in neck leading from Nos. 3, 4 and 5 Roads ; at Junction of Crossover and Jeparit Line ; at Points leading from Siding "E" ; and at Points leading from Main Line to Sidings "C" and "D."

2. At the Up end of Yard, Sidings "A" and "B" are extended to a Dead-end, connected to the Main Line by a Crossover Road. The Points in the Main Line and the Safety Points in the Siding are rodded together and the Points in the Main Line are secured by a Staff Lock, the key of which is the Electric Staff for the Section.

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	..	..
Jeparit Line and No. 1 Road	..	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
Rainbow Dock and Siding "C" or "D"	2	..	1	..
Rainbow Dock and Jeparit Line	..	2	..	..
Rainbow Dock and Weighbridge Road or Engine Roads	..	2	..	3
No. 1 Road and Siding "C" or "D"	1	..
No. 2 Road and Siding "C" or "D"	2	..
No. 3 Road and Siding "C" or "D"	3	..
No. 4 or 5 Road and Siding "C" or "D"	4	..
No. 1 Road and Weighbridge Siding or Engine Roads	1	..
No. 2 Road and Weighbridge Siding or Engine Roads	1	..
No. 3 Road and Weighbridge Siding or Engine Roads	1	..
No. 4 or 5 Road and Weighbridge Siding or Engine Roads	1	..
No. 1 Road and Siding "B"	1	..
No. 2 Road and Siding "B"	1	..
No. 3 Road and Siding "B"	1	..
No. 3 Road and Siding "A"	3-3	..

KIATA.

(Diagram No. 14/26.)

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

Note.—There are Catch Points, with Point Indicator in No. 3 Road, Down end of Yard; a Point Indicator also works with the Points leading from No. 3 Road to Dead-end at Up end of Yard.

NHILL.

(Diagram No. 3/27.)

Post No.	Particulars.
1	Up Distant Signal.
2	Bracket Post, four arms. Up 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 Home, from Main Line to No. 2 Road—to post 5. Bottom arm, on right-hand doll, Calling-on, from Main Line to No. 2 Road,—towards post 5.

NHILL—continued.

Post No.	Particulars.
3	Down Home Signal, from No. 2 Road to Main Line.
4	Down Home Signal, from No. 1 Road to Main Line.
5	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from No. 1 Road to No. 1A Road—to post 8. Right-hand arm, from No. 2 Road to No. 2A Road—to post 8.
6	Down Home Signal, from No. 2A Road to No. 2 Road—to post 3.
7	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from No. 1A Road to No. 2 Road—to post 3. Right-hand arm, from No. 1A Road to No. 1 Road—to post 4.
8	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from No. 1A Road to Main Line. Right-hand arm, from No. 2A Road to Main Line.
9	Bracket Post, four arms, and one Disc. Down Signals :— Top arm, on left-hand doll, Home, from Main Line to No. 2A Road—to post 6. Bottom arm, on left-hand doll, Calling-on, from Main Line to No. 2A Road—towards post 6. Top arm, on right-hand doll, Home, from Main Line to No. 1A Road—to post 7. Bottom arm, on right-hand doll, Calling-on, from Main Line to No. 1A Road—towards post 7. The Disc, from Main Line to No. 3A Road.
10	Down Distant Signal.

Notes.—1. Drivers must not foul the entrance to, or enter, No. 3 or 4 Road from No. 3A Road until they receive permission to do so from the Signalman.

2. There are Catch Points, with Point Indicators at Down end of No. 3 Road, and in the Up end of No. 3A Road, also in Flour Mill Siding (Up end of Yard).

3. A Point Indicator also works with the Points leading from No. 3 to No. 2A Road, and at each end of No. 4 Road; the Point Indicator at Up end of No. 4 Road is fixed clear of the fouling point of Nos. 3 and 4 Roads.

DIAPUR.
(Diagram No. 13/36.)

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

KANIVA.
(Diagram No. 1/32.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, four arms and a Disc under the bracket. Down Signals :— Top left-hand arm, Home, from Main Line to No. 2 Road. Bottom left-hand arm, Calling-on, from Main Line to No. 2 Road. Top right-hand arm, Home, from Main Line to No. 1 Road. Bottom right-hand arm, Calling-on, from Main Line to No. 1 Road. The Disc, from Main Line to No. 3 Road.
3	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Main Line to No. 1 Road. Right-hand arm, from Main Line to No. 2 Road.
4	Up Distant Signal.

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

SERVICITION.
(Diagram No. 4/34.)

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 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 "X" —to post 3B. Bottom arm on right-hand doll, Calling-on, from Main line to "X"—towards post 3B. Left-hand Disc, from Siding "A" to No. 1 Road—towards post 7. Right-hand Disc, from Siding "A" to "X,"—towards post 3B.
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."
3B	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. 4 Siding.
4	Two arms, Up Signals :— Top arm, Home, from Loop Road to "X"—to post 3. Bottom arm, Calling-on, from Loop road to "X"—towards post 3.
5	Disc Signal, from No. 4 Siding to "X"—towards post 3. <i>Note.</i> —There are Catch Points in No. 4 Siding, ahead of post 5.
6	One arm and two Discs :— The arm, Down Home Signal from Loop Road to Main Line. Left-hand Disc, from Loop Road to Engine Roads. Right-hand Disc, from Loop Road to No. 2 or 3 Sidings. <i>Note.</i> —A Point Indicator works with the Points leading to Nos. 2 and 3 Sidings.
7	One arm and a Disc :— The arm, Down Home Signal from No. 1 Road to Main Line. The Disc, from No. 1 Road to Engine Roads.

SERVICETON—*continued.*

Post No.	Particulars.
8	Two Disc Signals :— Left-hand Disc, from No. 3 Siding to Loop Road—towards post 4. Right-hand Disc, from No. 2 Siding to Loop Road—towards post 4. <i>Note.</i> —There are Catch Points at exit from Nos. 2 and 3 Sidings.
9	Two Disc Signals :— Left-hand Disc, from Engine Roads to Loop Road—towards post 4. Right-hand Disc, from Engine Roads to No. 1 Road—towards post 3. <i>Note.</i> —There are Catch Points at exit from the Engine Roads.
10	Bracket Post, four arms. Top arm, on left-hand doll, Home Signal, from South Australian Line to Loop Road—to post 4. Bottom arm on left-hand doll, Calling-on Signal, from South Australian Line to Loop Road—towards post 4. Top arm on right-hand doll, Home Signal, from South Australian Line to No. 1 Road—to post 3. Bottom arm on right-hand doll, Calling-on Signal, from South Australian Line to No. 1 Road—towards post 3.
11	Up Distant Signal.

Notes.—1. Two Disc Signals are provided which work in conjunction with Turntable in the Loco. Yard, showing when the Turntable is properly set.

2. The Points in the Main Line at the Down end, leading to the Loco. Siding, are rodded to a Safety Point 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.

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 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 and No. 1 Road ..	.. 1	.. 1	..
The Engine Roads 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 and Drome Unattended Crossing Loops being Remote Controlled from Newport "B" Box and Werribee respectively (see C. 15/31).

LAVERTON.
(Diagram No. 7/31.)

Post No.	Particulars.
1	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. 2 Road—to post 6.
3	Ground Disc Signal, from Siding "A" to No. 2 Road—towards post 6.
4	Up Home Signal, from No. 1 Road to Main Line—to Three-position Departure Home (Light) Signal 7.
5	One arm and a Disc. Up Signals :— The arm, Home, from No. 2 Road to Main Line—to Three-position Departure Home (Light) Signal 7. The Disc, from No. 2 Road to Siding "A."
6	Bracket Post, three arms. Down Home Signals :— Arm on left-hand doll, from No. 1 Road to No. 1A Road—to Three-position Departure Home (Light) Signal 24. Top arm on right-hand doll, from No. 2 Road to No. 1A Road—to Three-position Departure Home (Light) Signal 24. Bottom arm on right-hand doll, from No. 2 Road to No. 2A Road, to Three-position Departure Home (Light) Signal U24.
7	Up Three-position Departure Home (Light) Signal.
8	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from No. 1A Road to No. 2 Road—to post 5. Right-hand arm, from No. 1A Road to No. 1 Road—to post 4.
9	Up Home Signal, from No. 2A Road to No. 2 Road—to post 5.
10	Bracket Post. Up Two-position Home (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. The Points in the Main Line forming connexion with No. 2A Road at the Down end and the Catch Points in No. 2A Road are remote controlled from the Signal-box.

2. A Point Indicator works with the Points at Up end of No. 3 Road.

3. There are Catch Points with Point Indicator attached at the Down end of No. 3 Road.

WERRIBEE.

(Diagram No. 7/31.)

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.
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.
3	Bracket post, four arms, Up Home Signals and one Disc :— Top arm, on left-hand doll, from No. 2 Road to No. 2A Road—to Three-position Departure Home (Light) Signal U10. Bottom arm on left-hand doll, from No. 2 Road to No. 1A Road—to Three-position Departure Home (Light) Signal 10. Top arm on right-hand doll, from No. 1 Road to No. 2A Road—to Three-position Departure Home (Light) Signal U10. Bottom arm on right-hand doll, from No. 1 Road to No. 1A Road—to Three-position Departure Home (Light) Signal 10.
4	The Disc, from No. 1 Road to Sidings "E." One arm and 3 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 Three-position Departure Home (Light) Signal 37. Top arm on right-hand doll, from No. 2 Road to No. 1B Road—to Three-position Departure Home (Light) Signal 37. Bottom arm on right-hand doll, from No. 2 Road to No. 2B Road—to Three-position Departure Home (Light) Signal 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.
10	Up Three-position Departure Home (Light) Signal, from 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.
U37	Down Three-position Departure Home (Light) Signal, from No. 2B Road to Main Line. 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 with duplicate lock on apparatus in 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, 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-box.

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. 7/31.)

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.
3	Ground Disc Signal, Siding "A" to No. 2 Road—towards post 6.
4	Up Home Signal, No. 1 Road to Main Line—to Up Three-position Departure Home (Light) Signal 2.

MANOR *continued.*

Post No.	Particulars.
5	One arm and a Disc. Up Signals :— The arm, Home No. 2 Road to Main Line—to Up Three-position Departure Home (Light) Signal 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 Down Three-position Departure Home (Light) Signal 23. Right-hand arm, No. 2 Road to Main Line—to Down Three-position Departure Home (Light) Signal 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. 7/37.)

Post No.	Particulars.
1	Down Home Signal—to post 2.
2	Bracket Post, two arms, Down Home Signals, and one Disc. Left-hand arm, Main Line to No. 1 Road—to post 5. Right-hand arm, Main Line to No. 2 Road—to post 5. The Disc, Siding "A" to No. 2 Road—towards post 5 or to No. 3 Road.
3	Up Home Signal, No. 1 Road to Main Line—to Up Three-position Departure Home (Light) Signal 7.
4	One arm and a Disc, Up Signals :— The arm, Home, No. 2 Road to Main Line—to Up Three-position Departure Home (Light) Signal 7. The Disc, No. 2 Road to Siding "A."

LITTLE RIVER—*continued.*

Post No.	Particulars.
5	Bracket Post, two arms, Down Home Signals and one Disc :— Left-hand arm, No. 1 Road to Main Line—to Down Three-position Departure Home (Light) Signal 24. Right-hand arm, No. 2 Road to Main Line—to Down Three-position Departure Home (Light) Signal 24. The Disc, No. 2 Road to Siding "B."
6	Bracket Post, two arms, Up Home Signals, and one Disc :— Left-hand arm, Main Line to No. 2 Road—to post 4. Right-hand arm, Main Line to No. 1 Road—to post 3. The Disc, Siding "B" to No. 2 Road—towards post 4 or to No. 3 Road.
7	Up Three-position Departure Home (Light) Signal.
8	Up Home Signal—to post 6.
24	Down Three-position Departure Home (Light) Signal.

Note.—There is a Derail at 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. 2 to 3 Road at Down end.

LARA.

(Diagram No. 7/37.)

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 Up Three-position Departure Home (Light) Signal 6. Right-hand arm, No. 1 Road to Main Line—to Up Three-position Departure Home (Light) Signal 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 Down Three-position Departure Home (Light) Signal 30. The Disc, No. 2 Road to Siding "A."

LARA—continued.

Post No.	Particulars.
5	Down Home Signal, No. 1 Road to Main Line—to Down Three-position Departure Home (Light) Signal 30.
6	Up Three-position Departure Home (Light) Signal.
7	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 Nos. 3 or 4 Roads. Right-hand Disc, Siding "A" to No. 2 Road—towards post 3
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. 7/37.)

Post No.	Particulars.
2	Bracket Post, two arms. Down Home Signals, and one Disc :— Left-hand arm, Main Line to No. 1 Road—to Down Three-position Departure Home (Light) Signal 26. Right-hand arm, Main Line to No. 2 Road—to Down Three-position Departure Home (Light) Signal 28. The Disc, Siding, "B" to No. 2 Road,—towards Down Three-position Departure Home (Light) Signal 28.
3	Up Three-position Departure Home (Light) Signal, No. 1 Road to Main Line.
5	Up Three-position Departure Home (Light) Signal, No. 2 Road to Main Line.
6	Low Speed Signal, No. 2 Road to Siding "B." Bracket Post, two arms. Up Home Signals, and one Disc :— Left-hand arm, Main Line to No. 2 Road—to Up Three-position Departure Home (Light) Signal 5. Right-hand arm, Main Line No. 1 Road—to Up Three-position Departure Home (Light) Signal 3. The Disc, Siding "A" to No. 2 Road—towards Up Three-position Departure Home (Light) Signal 5.
26	Down Three-position Departure Home (Light) Signal, No. 1 Road to Main Line.
28	Down Three-position Departure Home (Light) Signal, No. 2 Road to Main Line. Low Speed Signal, No. 2 Road to Siding "A."

NORTH GEELONG "A" BOX.

(Diagram No. 8/37.)

Post No.	Particulars.
1	Four Disc Signals :— Left-hand Disc, from Harbour Trust's Siding to "Z"—towards post 10. Top right-hand Disc, from Harbour Trust's Siding to Down Line—towards post 6. Centre right-hand Disc, from Harbour Trust's Siding to Arrival Road 27, or to Sidings "A." Bottom right-hand Disc, from Harbour Trust's Siding to Loop Line—towards post 19.
48	Up Three-position Departure Home (Light) Signal.
2	Bracket Post, two arms Down Home Signals and one Disc :— Left-hand arm, for Geelong Line—to post 6. Right-hand arm, for Loop Line—to post 19; controlled by Box "C." The Disc, from Main Line to Arrival Road 27, or to Sidings "A."
3	Disc Signal, from "Z" to Harbour Trust's Siding.
4	Disc Signal, from Timber Co.'s Siding to Arrival Road 27, or Sidings "A," or to Loop Line—towards post 19. <i>Note 1.</i> —There are Catch Points in Timber Co.'s Siding ahead of post 4. <i>Note 2.</i> —Point Indicators work with the points leading to the Loop Line, and to Arrival Road 27 or Sidings "A."
5	Disc Signal, from Siding "E" to Arrival Road 27, or Sidings "A," or to Loop Line—towards post 19. <i>Note.</i> —There are Catch Points in Siding "E" ahead of post 5.
6	One arm and a Disc :— The arm, Down Home Signal along Down Line—to post 25. The Disc, from Main Line to Grain Sidings "X" or "Y." <i>Note.</i> —A Point Indicator works with the Points leading to Grain Sidings "X" or "Y."
7	One arm and two Discs :— The arm, Up Home Signal, Loop Line to Melbourne Line—to Up Departure Home Signal 48. Left-hand Disc, Loop Line to Timber Co.'s Siding or Siding "E." Right-hand Disc, Loop Line to Harbor Trust's Siding.
51	Up, Three-position Home (Light) Signal, Up Line to Melbourne Line—to Up Departure Home Signal 48.
9	Low Speed Signal, Up Line—to Harbour Trust's Siding. Ground Disc Signal, from Siding No. 23 to Timber Co.'s Siding, Dead-end Siding "E," Harbour Trust's Siding, or Main Line—towards Up Departure Signal 48.

NORTH GEELONG "A" BOX—*continued.*

Post No.	Particulars.
9b	Ground Disc Signal from Siding No. 24 to Timber Co.'s Siding, Dead-end Siding "E," Harbour Trust's Siding, or Main Line—towards Up Departure Signal 48.
9c	Ground Disc Signal from Siding No. 25 to Timber Co.'s Siding, Dead-end Siding "E," Harbor Trust's Siding, or Main Line—towards Up Departure Signal 48.
9d	Ground Disc Signal from Siding No. 26 to Timber Co.'s Siding, Dead-end Siding "E," Harbour Trust's Siding, or Main Line—towards Up Departure Signal 48. <i>Note 1.</i> —There are catch points in Sidings 23, 24, 25, and 26, ahead of Ground Discs 9, 9b, 9c, and 9d respectively. <i>Note 2.</i> —Point Indicators work with the Points leading to Timber Co.'s Siding and Dead-end Siding "E," and with the Points leading to Harbour Trust's Siding.
10	Disc Signal, from "Z" to Grain Sidings "X" or "Y." <i>Note.</i> —A Point Indicator works with the Points leading to Grain Sidings "X" or "Y."
11	Two Disc Signals :— Left-hand Disc, from Grain Siding "Y" to Melbourne Line—towards Up Departure Signal 48, or to "Z"—towards post 3. Right-hand Disc, from Grain Sidings "X" to Melbourne Line—towards Up Departure Signal 48, or to "Z"—towards post 3. <i>Note.</i> —A Point Indicator works with the Points leading from Grain Sidings.
11B	Ground Disc Signal, from Arrival Road No. 27 to Dead-end Siding "E," Timber Company's Siding, Harbour Trust's Siding, or Main Line—towards Up Departure Signal 48.
25	Down Starting Signal for "A" Box, controlled by "B" Box as a Home Signal.
25B	Up Home Signal to Post 51, controlled by "B" Box as Up Starting Signal.

Notes.—1. The Signalman at Box "A" must consult the Yard Foreman in regard to Arrival Goods Trains in good time to prevent a train being unnecessarily stopped.

2. There are Catch Points in No. 27 (Arrival Road) clear of the Fouling Point, and Guards or Shunters must see that the last vehicle of a train is well clear of the Points before the train is brought to a stand.

3. Attention is also directed to the Instructions in General Appendix, referring to working of trains via Loop, between "A" and "C" Boxes; also, to Instructions in General Appendix *re* working of Harbour Trust's Sidings.

NORTH GEELONG "A" BOX—*continued.*

To or from—	Whistling Signals.		Long.	Short.	Long.
Melbourne and Geelong Line 1	..	..
Melbourne and Loop Line 2	..	..
Main Line and Sidings "A" 1	.. 1
Main Line and Grain Sidings "X" 1	.. 1	..
Main Line and Grain Sidings "Y" 1	.. 2	..
Main Line and Grain Sidings "Y" 1	.. 3	..
Main Line and Harbour Trust Siding 2	..
Harbour Trust Siding and Grain Sidings "X" 1	.. 2
Harbour Trust Siding and Loop Line 3	..
Harbour Trust Siding and Grain Sidings "Y" 2	.. 2
Harbour Trust Siding and Sidings "A" 3	.. 2
Siding "E" and Loop Line 2-2	..
Siding "E" and Sidings "A" 4	.. 2
Timber Company's Siding and Loop Line 3-3	..
Timber Company's Siding and Sidings "A"

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

NORTH GEELONG "B" BOX.

(Diagram No. 8/37.)

Post No.	Particulars.
24	Three arms. Two Up and one Down Signals :— Up Signals :— Top arm, Starting for "C" Box. Bottom arm, Distant. Down Signal :— Distant for "C" Box.
25	Down Home Signal—to post 27 controlled by "A" Box as Down Starting Signal.
25B	Up Starting Signal for "B" Box controlled by "A" Box as Home Signal.
26	Bracket Post, one arm and a Disc :— The arm, Up Home Signal, Ballarat Line to No. 1 Road—to post 33. The Disc, from Sidings "A" to No. 1 Road—towards post 33, or to No. 2 Road—towards post 34. <i>Note.</i> —There are Catch Points in Sidings "A" ahead of post 26.
27	One arm and two Discs. Down Signals :— The arm, Home from Melbourne Line to No. 1 Road—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 Road—towards post 33, or to No. 2 Road—towards post 34.

NORTH GEELONG "B" BOX—continued.

Post No.	Particulars.
27B	Disc Signal, from Sidings "E" to No. 1 Road—towards post 33, or to No. 2 Road—towards post 34. <i>Note.</i> —A Point Indicator works with the Facing Points in Main Line leading to Sidings "E." Catch Points are provided ahead of post 27B.
28	Two Disc Signals :— Left-hand Disc, from Sidings "C" to No. 1 Road—towards post 33, or to No. 2 Road—towards post 34. Right-hand Disc, from Sidings "C" to Siding "B."
31	Three Disc Signals :— Top left-hand Disc, from No. 1 Road to Sidings "C." Bottom left-hand Disc, from No. 1 Road to Sidings "A" or "E." Right-hand Disc, from No. 1 Road to Grain Sidings.
32	Bracket Post, two arms, Home Signals, and three Discs :— Left-hand arm, Down Home from No. 2 Road to Ballarat Line. Right-hand arm, Up Home, from No. 2 Road to Melbourne Line—to post 25B. Left-hand Disc, from No. 2 Road to Sidings "C." Top right-hand Disc, from No. 2 Road to Sidings "A" or "E." Bottom right-hand Disc, from No. 2 Road to Grain Sidings.
33	Down Home Signal, from No. 1 Road to Down Line—to post 38.
34	Two Disc Signals :— Left-hand Disc, from No. 2 Road to Down Line—towards post 38, or to Vacuum Oil Company's Siding. Right-hand Disc, from No. 2 Road to the Shell Oil Company's Siding.
35	Two Disc Signals :— Left-hand Disc, from Down Line to No. 2 Road—towards post 32. Right-hand Disc, from Vacuum Oil Company's Siding to No. 2 Road—towards post 32. <i>Note.</i> —There are Catch Points in the Vacuum Oil Company's Siding, ahead of post 35.
36	Disc Signal from the Shell Oil Company's Siding to No. 2 Road—towards post 32. <i>Note.</i> —There are Catch Points in the Shell Oil Company's Siding, ahead of post 36.
37	Up Home Signal, to No. 2 Road—to post 32.
38	Down Starting Signal.
39	Up Distant Signal.

NORTH GEELONG "B" BOX—continued.

Notes.—1. The Fyansford Line leads off Siding "C" near North Geelong "C" Box.

2. A Point Indicator works with the Points leading from Grain Sidings towards No. 1 or 2 Road, and also with the Points in Up Main Ballarat Line leading towards No. 1 or 2 Road.

Whistling Signals.

To or from—	Long.	Short.	Long.
Geelong and Melbourne Line	1	..	..
Geelong and Ballarat Line	2	..	..
No. 1 Road and Grain Sidings .. ..	..	2	1
No. 1 Road and Sidings "A" .. ..	..	3	1
No. 1 Road and Sidings "C" .. ..	..	4	1
Sidings "C" and Siding "B" .. ..	..	2-2	..
Grain Sidings and Siding "D" .. ..	..	3-3	..
No. 2 Road to Grain Siding	1	2	..
No. 2 Road to Sidings "A"	2	2	..
No. 2 Road to Sidings "C"	2	3	..
No. 2 Road to Down Geelong Line .. ..	..	1	2
No. 2 Road and Vacuum Oil Company's Siding .. ..	..	1	1
No. 2 Road and British Oil Company's Siding .. ..	..	1	2

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

NORTH GEELONG "C" BOX.

(Diagram No. 8/37.)

Post No.	Particulars.
12	Up Distant Signal.
13	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Ballarat Line to "A"—to post 15. Right-hand arm, from Ballarat Line to Up Geelong Line—to post 24.
14	Ground Disc Signal, from Siding "D" to "A"—towards post 15.
15	One arm and a Disc. Up Signals :— The arm, Home from "A" to Loop Line—to post 7; controlled by "A" Box. The Disc, from "A" to Sorting Sidings.

NORTH GEELONG "C" BOX—*continued.*

Post No.	Particulars.
16	One arm and a Disc. Down Signals :— The arm, Home, from "A" to the Ballarat Line. The Disc, from "A" to Siding "D."
17	Down Home Signal, from Geelong to Ballarat Line.
18	Ground Disc Signal, from No. 1 Sorting Siding to "A"— towards post 16.
19	Down Home Signal, Loop Line to "A"—to post 16.
20	Ground Disc Signal, from No. 2 Sorting Siding to "A"— towards post 16.
21	Ground Disc Signal, from No. 3 Sorting Siding to "A"— towards post 16.
22	Ground Disc Signal, from No. 4 Sorting Siding to "A"— towards post 16.
23	Ground Disc Signal, from No. 5 to 9 Sorting Sidings to "A"— towards post 16.
24	Three arms, two Up and one Down Signals :— Top arm, Up Starting for "C" Box. Bottom arm, Up Distant for "B" Box. Down Signal, Distant for "C" Box.

Notes.—1. There are Catch Points at the exit from Siding "D," also at the exit from Sorting Sidings Nos. 1 and 2, and at the exit in the neck leading from Sorting Sidings Nos. 3 to 5.

2. Point Indicators work with the Points at the entrance to Nos. 1, 2, 3, 4, and 5 of the Sorting Sidings, and with the Catch Points in the neck leading from sorting Sidings Nos. 3 to 9.

3. "D" Siding is connected to the Main Ballarat Line at the Down end. The Points in the Main Line, and the Catch Blade in the Siding, are rodded together and worked by a lever near the Points. The Points in the Main Line are secured by a Staff Lock, the key of which is the Staff for the Section.

Whistling Signals.

To and from—	Long.	Short.	Long.
Loop Line and Ballarat Line	2	...	...
Ballarat and Geelong	1	...	...
Sorting Sidings and Ballarat Line	2	2	1
Sorting Sidings and Siding "D"	3	...	...
Siding "D" and Loop Line	1	1	...

Note.—The Loop Line between Box "A" and Box "C" is to be considered as Station Yard, the Signals at each end being controlled from both Boxes. See Special Instructions in General Appendix.

MAITLAND-STREET BOX.

(Diagram No. 6/22.)

Post No.	Particulars.
1	Down Distant Signal; worked from Box "A," Geelong. See Note below.
2	Down Home Signal—to post 6, Box "A."
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.

Note.—The Signals applicable to the Down Line are electrically interlocked, so that the Down Distant Signal (post 1) is held at "Stop," unless the Home Signal for Maitland-street (post 2), as well as the Down Home at Box "A" (post 6), are at the "Proceed" position.

Special Instruction, Maitland-street.—Unless the Proceed Signal is exhibited at Down Home Signal (post 6), Box "A," the Signaller, 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. 6/22.)

Post No.	Particulars.
1	Down Distant Signal.
5	Up Starting Signal; controlled by Maitland-street.
6	Bracket Post, one arm and a Disc :— The Arm, Down Home Signal to "Y"—to posts 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 posts 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 posts 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.

GEE LONG "A" BOX—continued.

Post No.	Particulars.
	Signal Bridge, on which are erected Posts Nos. 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.
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.

GEE LONG "A" BOX—continued.

Post No.	Particulars.
	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.
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.

Notes.—1. There are Catch Points at the exit of Wharf Road, "A" and "B" Sidings (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 Signalmen 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, &c., at Stations and in Station Yards," in the General Appendix.

3. The Down Home Signals on posts 16B, 17B, and 19B, and the Up Signals on post 9, and the right-hand Disc on post 11, are controlled by Track Circuit.

4. Sidings "D" should, as far as practicable, be kept clear so that they may be available for engines to and from Loco. Sidings.

GEEELONG "A" BOX—*continued.*

Whistling Signals.

To or 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 Road .. .. .	..	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

Employees 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	..

GEEELONG "B" BOX.

(Diagram No. 6/22.)

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 20, and a Point Indicator works with the Facing Pointe 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 are Catch Points at the exit of No. 2 Road.
25	Two Disc Signals:— Left-hand Disc, from Car Sidings to Main Lines. 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:— Extreme left-hand Disc:— Disc Signal, from Main Line to Car Sidings, controlled by "A" Box. Left-hand doll, two arms:— Top arm, Home, from Main Line to No. 4 Road—to post 16, controlled by "A" Box.

GEELONG "B" BOX—continued.

Post No.	Particulars.
28 (contd.)	Signal Bridge, carrying nine Up Signals— <i>continued</i> . Bottom arm, Calling-on, from Main Line to No. 4 Road—towards post 16, controlled by "A" Box. Second doll, from left, 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. Third doll from left, two arms, and two Discs (one each side at foot of doll) :— Top arm, 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 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 look-out 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, or a Mixed Light be displayed at the Repeater, 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 Departure Line	1	..	..
No. 2 Road and Main Departure Line	2	..	..
No. 3 Road and Main Departure Line	3	..	..
No. 4 Road and Main Departure Line	4	..	..
Car Sidings and Main Departure 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

GEELONG "B" BOX—continued.

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. 71/19.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 3.
3	Two arms, Down Home Signals and one Disc :— Top arm, from Main Line to Queenscliff Line, controlled by Gatekeeper at Swanston-street Crossing. Bottom arm, from Main Line to Warrnambool Line, controlled by Gatekeeper at Swanston-street Crossing. The Disc, from Main Line to Goods Sidings.
3A	Disc Signal from Goods Sidings to Main Line.
4	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Warrnambool Line. Right-hand arm, from Queenscliff Line.
5	Bracket Post, four arms. Up Signals :— Top arm on left-hand doll. Home Warrnambool Line worked by Gatekeeper at Swanston-street Crossing. Bottom arm on left-hand doll, Distant, Warrnambool Line. Top arm on right-hand doll, Home, Queenscliff Line, worked by Gatekeeper at Swanston-street Crossing. Bottom arm on right-hand doll, Distant, Queenscliff Line.

Notes.—1. There are Catch Points with a Point Indicator at each end of Siding "A."

2. At the connexion 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. 16/16.)

Post No.	Particulars.
1	Up Distant Signal.
2	Bracket Post, two arms, Up Home Signals and three Discs :— Left-hand arm, from Main Line to No. 2 Road—to post 8. Right-hand arm, from Main Line to No. 1 Road—to post 9. Top left-hand Disc, from Siding "A" to No. 3 or 4 Road— towards post 5, or to No. 5 Road. Bottom left-hand Disc, from Siding "A" to No. 2 Road— towards post 8. Right-hand Disc, from Main Line to No. 3 or 4 Road— towards post 5, or to No. 5 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 Road to Siding "A."
4	Two Disc Signals :— Left-hand Disc, from No. 3, 4, or 5 Road to Main Line. Right-hand Disc, from No. 3, 4, or 5 Road to Siding "A." <i>Note.</i> —There are Catch Points at the exit from Nos. 3, 4, and 5 Roads at Down end, ahead of post 4.
5	Disc Signal, from No. 3 or 4 Road to No. 2 Road—towards post 8. <i>Note.</i> —There are Catch Points at the exit of No. 3 and 4 Roads at Up end, ahead of post 5.
6	Ground Disc Signal, from Dock Road to No. 1 Road or Turn-table Road. <i>Note.</i> —There is a Point Indicator ahead of Disc 6.
7	One arm and one Disc. Down Signals :— The arm, Home for No. 2 Road—to post 3. The Disc, from No. 2 Road to No. 3 or 4 Road—towards posts 4.
8	Two arms. One Up and one Down Signal :— Top arm, Up Home, from No. 2 Road to Melbourne Line. Bottom arm, Down Home, from No. 2 Road to Forrest Line.
9	Two arms. One Up and one Down Signal :— Top arm, Up Home, from No. 1 Road to Melbourne Line. Bottom arm, Down Home, from No. 1 Road to Forrest Line.
10	Bracket Post, two arms, Down Home Signals, and one Disc. Left-hand arm, from Melbourne Line to No. 1 Road— to post 3. Right-hand arm, from Melbourne Line to No. 2 Road— to post 7. The Disc, from Melbourne Line to Dock Road.
11	Bracket Post, two arms, Up Home Signals and one Disc :— Left-hand arm, from Forrest Line to No. 1 Road—to post 3. Right-hand arm, from Forrest Line to No. 2 Road—to post 7. The Disc, from Forrest Line to Dock Road.
12	Down Distant Signal, Melbourne Line
13	Up Distant Signal, Forrest Line.

IRREWARRA.

(Diagram No. 24/15.)

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 6. Right-hand arm, from Main Line to No. 1 Road—to post 6. The Disc, from Main Line to No. 3 or 4 Road—towards post 5.
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	Disc Signal, from No. 3 or 4 Road to Main Line. <i>Note.</i> —There are Catch Points in Nos. 3 and 4 Roads, ahead of post 4.
5	Two Disc Signals :— Left-hand Disc, from No. 3 or 4 Road to Beeac Line. Right-hand Disc, from No. 3 or 4 Road to Melbourne Line. <i>Note.</i> —There are Catch Points in No. 3 and 4 Roads, ahead of post 5.
6	Bracket Post, four arms :— Top arm on left-hand doll, Down Home Signal, from No. 2 Road to Beeac Line. Bottom arm on left-hand doll, Up Home Signal, from No. 2 Road to Melbourne Line. Top arm on right-hand doll, Down Home Signal, from No. 1 Road to Beeac Line. Bottom arm on right-hand doll, Up Home Signal, from No. 1 Road to Melbourne Line.
7	Bracket Post, two arms up Home Signals and one Disc :— Left-hand arm, from Beeac Line to No. 1 Road—to post 3. Right-hand arm, from Beeac Line to No. 2 Road—to post 3. The Disc, from Beeac Line to No. 3 or 4 Road—towards post 4.
8	Bracket Post, two arms—Down Home Signals and one Disc :— Left-hand arm, from Melbourne Line to No. 1 Road—to post 3. Right-hand arm, from Melbourne Line to No. 2 Road—to post 3. The Disc, from Melbourne Line to No. 3 or 4 Road—towards post 4.
9	Up Distant Signal, Beeac Line.
10	Down Distant Signal, Melbourne Line.

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COLAC.
(No Diagram.)

Post No.	Particulars.
1	Down Home Signal, Main Line.
2	Disc Signal, from Engine Road.
3	Bracket Post, two arms, Down Home Signals :— Left-hand arm, Main Line. Right-hand arm, Alvie Line.
4	Bracket Post, two arms, Up Home Signals :— Left-hand arm, Alvie Line. Right-hand arm, Main Line. <i>Note.</i> —There are Catch Points in the Alvie Line ahead of post 4.
5	Up Home Signal, Narrow-gauge Line.

The Junction Points facing in Down direction are Interlocked, and a Five-lever Interlocking Apparatus from which the Junction Points, Lock Bar, Up Arrival and Down Departure Home Signals for the Alvie Line are operated is provided adjacent to the Points.

No. 1 Lever in the Interlocking Apparatus at the Junction is secured in the reverse position by an Annett Lock, with duplicate lock on No. 1 Lever in the Interlocking Frame on Platform.

When the Annett Key is required to work the Junction Points, the Annett Key must be inserted and the No. 1 Lever restored to normal, when levers No. 2, 3, 4, or 5 may be operated.

A Five-lever Interlocking Frame, from which the following Fixed Signals, viz., Down Main Line Arrival Home, Disc Signal at exit from Loco. Yard, Down Departure Main Line Home, and Up Arrival Main Line Home are worked, is provided on the Platform.

No. 1 Lever in the Interlocking Frame on the Platform is fitted with a duplicate Annett Lock in which the Annett Key must, except as shown below, be kept when not required for use.

The normal position of No. 1 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 k on the lever.

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COLAC—continued.

When No. 1 Lever is in the reverse position, the Signal levers operating the Down Main Line Arrival Home, Down Departure Main Line Home, and Up Arrival Main Line Home Signals cannot be operated.

Note.—During the time that Colac Station is closed, No. 1 Lever in the Interlocking Frame on the Platform must be pulled to the reverse position the Annett Key withdrawn and secured in the Stationmaster's Office.

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. 1/36.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal to No. 1 Road—to post 4.
3	One arm and 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.—There are Catch Points with Point Indicator in Neck of Sidings "A."

BANNOCKBURN.
(Diagram No. 8/34.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal, from Main Line to No. 2 Road—to post No. 4.
3	Disc Signal, from Siding "A" to Main Line.
4	Down Home Signal, from No. 2 Road to Main Line.
5	One arm and one Disc, Up Signals :— The arm, Home, from Main Line to No. 1 Road. The Disc, from Main Line to Siding "A."
6	Up Distant Signal.

BANNOCKBURN—continued.

Notes.—1. A Point Indicator is attached to the Points leading from Siding "A" to No. 1 and Shed Roads.

2. Catch Points are provided at the exit of Siding "A" ahead of post 3.

LETHBRIDGE.
(Diagram No. 11/34.)

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 the Up and Down Main Lines 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. 16/34.)

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 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.
3	Up Home Signal, from Racecourse Line to No. 1 Road.
4	Up Home Signal, from Main Line to No. 1 or No. 2 Road.
5	Up Distant Signal.

Notes.—1. 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.

2. The Points leading from No. 1 Road to the Racecourse Line are spiked in the Normal position, i.e., for No. 1 Road.

3. A Quadrant is provided at the Points to operate the Home Signal on post No. 3. This Quadrant is secured in the Normal position by an Annett Lock, the Key of which, when not in use, must be kept in the Duplicate Lock on the Apparatus in the Signal Bay. (See Special Instruction respecting Lal Lal Racecourse Line, in the General Appendix.)

CRESSY.
(Diagram No. 1/37.)

Post No.	Particulars.
1	Distant Signal, Beeac Line.
2	Down Distant Signal, Gheringhap Line.
3	One arm and a Disc. Down Signals:— The arm, Home, from Gheringhap Line to No. 2A Road—to post 7. The Disc, from Gheringhap Line to No. 3A Road—towards post 8.

Post No.	Particulars.
4	Home Signal, from Beeac Line to No. 2A Road—to post 7.
5	Disc Signal, from No. 3A Road to Gheringhap Line.
6	Bracket Post, two arms, Home Signals:— Left hand arm, from No. 2A Road to Gheringhap Line. Right hand arm, from No. 2A Road to Beeac Line.
7	Bracket Post, two arms, Home Signals and two Discs:— Left hand arm, from No. 2A Road to No. 1 Road—to post 16. Right-hand arm, from No. 2A Road to No. 2 Road—to post 18. Left-hand Disc, on right-hand doll, from No. 2A Road to No. 3 Road—towards post 20. Right-hand Disc, on right-hand doll, from No. 2A Road to No. 4, 5, or 6 Road—towards post 19.
8	Two Disc Signals:— Left-hand Disc, from No. 3A Road to No. 3 Road—towards post 20. Right-hand Disc, from No. 3A Road to No. 4, 5, or 6 Road—towards post 19.
9	Two Disc Signals:— Left-hand Disc, from Siding "D" to No. 3 Road—towards post 20. Right-hand Disc, from Siding "D" to No. 4, 5, or 6 Road—towards post 19.
10	Ground Disc Signal, from Loco. Sidings to No. 1 Road—towards post 16.
11	Disc Signal, from Siding "F" to No. 1 Road—towards post 16.
12	Disc Signal, from Siding "E" to No. 1 Road—towards post 16. <i>Note.</i> —There are Catch Points ahead of Ground Disc 10 in Loco. Sidings, post 11 in Siding "F," and post 12 in Siding "E."
13	Three Disc Signals:— Left-hand Disc, from No. 5 or 6 Road to Siding "C," or from No. 4, 5, or 6 Road to Siding "D." Top right-hand Disc, from No. 4, 5, or 6 Road to No. 3A Road—towards post 5. Bottom right-hand Disc, from No. 4, 5, or 6 Road to No. 2A Road—towards post 6.
14	Bracket Post, one arm and three Discs:— The arm, Home Signal, from No. 2 Road to No. 2A Road—to post 6. Left-hand Disc, from No. 3 Road to Siding "D." Top right-hand Disc, from No. 3 Road to No. 3A Road—towards post 5. Bottom right-hand Disc, from No. 3 Road to No. 2A Road—towards post 6.
15	One arm and two Discs:— The arm, Home Signal, from No. 1 Road to No. 2A Road—to post 6. Left-hand Disc, from No. 1 Road to Loco. Sidings or Siding "F." Right-hand Disc from No. 1 Road to Siding "E."

CRESSY—continued.

Post No.	Particulars.
16	Two arms. Home Signals and one Disc :— Top arm, from No. 1 Road to Maroona Line. Bottom arm, from No. 1 Road to Newtown Line. The Disc, from No. 1 Road to Siding "B".
17	Disc Signal, from Siding "B" to No. 1 Road—towards post 14.
18	Two arms. Home Signals :— Top arm, from No. 2 Road to Maroona Line. Bottom arm, from No. 2 Road to Newtown Line.
19	Two Disc Signals :— Left-hand Disc, from No. 4, 5, or 6 Road to Maroona Line. Right-hand Disc, from No. 4, 5, or 6 Road to Newtown Line. <i>Note.</i> —There are Catch Points at exit from No. 4 Road and in the lead from Nos. 4 and 6 Roads.
20	Two Disc Signals :— Left-hand Disc, from No. 3 Road to Maroona Line. Right-hand Disc, from No. 3 Road to Newtown Line.
21	Bracket Post, four arms. Home Signals and four Discs :— Top arm on left-hand doll, from Newtown Line to No. 2 Road—to post 14. Bottom arm on left-hand doll, from Newtown Line to No. 1 Road—to post 15. Top arm on right-hand doll, from Maroona Line to No. 2 Road—to post 14. Bottom arm on right-hand doll, from Maroona Line to No. 1 Road—to post 15. Left-hand Disc on left-hand doll, from Newtown Line to No. 4, 5, or 6 Road—towards post 13. Right-hand Disc on left-hand doll, from Newtown Line to No. 3 Road—towards post 14. Left-hand Disc on right-hand doll, from Maroona Line to No. 4, 5, or 6 Road—towards post 13. Right-hand Disc on right-hand doll, from Maroona Line to No. 3 Road—towards post 14.
22	Home Signal, Maroona Line—to post 21.
23	Home Signal, Newtown Line—to post 21.
24	Distant Signal, Maroona Line.
25	Distant Signal, Newtown Line.

Whistling Signals.

To or from—	Long.	Short.	Long.
Gheringhap or Maroona Line and No. 1 Road	.. 1	..	..
Gheringhap or Maroona Line and No. 2 Road	.. 2	..	..
Gheringhap or Maroona Line and No. 3 Road	.. 3	..	..
Gheringhap or Maroona Line No. 4 Road	.. 1	.. 1	..
Beeac or Newtown Line and No. 1 Road	.. 1	.. 1	.. 1

CRESSY—continued.

Whistling Signals—continued.

To or from—	Long.	Short.	Long.
Beeac or Newtown Line and No. 2 Road	.. 1	.. 2	.. 1
Beeac or Newtown Line and No. 3 Road	.. 1	.. 3	.. 1
Beeac or Newtown Line and No. 4 Road	.. 1	.. 4	.. 1
No. 1 Road and Siding "B"	..	.. 1	.. 1
No. 1 Road and Siding "E"	..	.. 2	.. 1
No. 1 Road and Loco Sidings	..	.. 3	.. 1
No. 1 Road and Siding "F"	..	.. 4	.. 1
No. 3 Road and Siding "D"	..	.. 3	..
No. 4 Road and Siding "D"	..	.. 4	..

NEWTOWN.

(Diagram No. 47/13.)

Post No.	Particulars.
1	Up Distant Signal, Linton Line. (See note 2.)
2	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Linton Line to No. 2 Road—to post 6. Right-hand arm, from Linton Line to No. 1 Road—to post 6.
3	Up Distant Signal, Beeac Line. (See note 2.)
4	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Beeac Line to No. 2 Road—to post 6. Right-hand arm, from Beeac Line to No. 1 Road—to post 6.
5	Bracket post, four arms. Down Home Signals :— Top arm on left-hand doll, from No. 1 Road to Beeac Line. Bottom arm on left-hand doll, from No. 1 Road to Linton Line. Top arm on right-hand doll, from No. 2 Road to Beeac Line. Bottom arm on right-hand doll, from No. 2 Road to Linton Line.
6	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from No. 2 Road to Ballarat Line. Right-hand arm, from No. 1 Road to Ballarat Line.
7	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from Ballarat Line to No. 1 Road—to post 5. Right-hand arm, from Ballarat Line to No. 2 Road—to post 5.
8	Down Distant Signal, Ballarat Line. (See note 2).

Notes.—1. There are Catch Points with Point Indicator attached at each end of No. 3 Road.

2. The Distant Signals at Newtown (posts Nos. 1, 3 and 8) are out of use and have crosses affixed thereon in accordance with Regulation 91.

CRESSY—*continued.*

Post No.	Particulars.
16	Two arms. Home Signals and one Disc :— Top arm, from No. 1 Road to Maroona Line. Bottom arm, from No. 1 Road to Newtown Line. The Disc, from No. 1 Road to Siding "B".
17	Disc Signal, from Siding "B" to No. 1 Road—towards post 15.
18	Two arms. Home Signals :— Top arm, from No. 2 Road to Maroona Line. Bottom arm, from No. 2 Road to Newtown Line.
19	Two Disc Signals :— Left-hand Disc, from No. 4, 5, or 6 Road to Maroona Line. Right-hand Disc, from No. 4, 5, or 6 Road to Newtown Line. <i>Note.</i> —There are Catch Points at exit from No. 4 Road and in the lead from Nos. 4 and 6 Roads.
20	Two Disc Signals :— Left-hand Disc, from No. 3 Road to Maroona Line. Right-hand Disc, from No. 3 Road to Newtown Line.
21	Bracket Post, four arms. Home Signals and four Discs :— Top arm on left-hand doll, from Newtown Line to No. 2 Road—to post 14. Bottom arm on left-hand doll, from Newtown Line to No. 1 Road—to post 15. Top arm on right-hand doll, from Maroona Line to No. 2 Road—to post 14. Bottom arm on right-hand doll, from Maroona Line to No. 1 Road—to post 15. Left-hand Disc on left-hand doll, from Newtown Line to No. 4, 5, or 6 Road—towards post 13. Right-hand Disc on left-hand doll, from Newtown Line to No. 3 Road—towards post 14. Left-hand Disc on right-hand doll, from Maroona Line to No. 4, 5, or 6 Road—towards post 13. Right-hand Disc on right-hand doll, from Maroona Line to No. 3 Road—towards post 14.
22	Home Signal, Maroona Line—to post 21.
23	Home Signal, Newtown Line—to post 21.
24	Distant Signal, Maroona Line.
25	Distant Signal, Newtown Line.

Whistling Signals.

To or from—	Long.	Short.	Long.
Gheringhap or Maroona Line and No. 1 Road	.. 1	..	..
Gheringhap or Maroona Line and No. 2 Road	.. 2	..	..
Gheringhap or Maroona Line and No. 3 Road	.. 3	..	..
Gheringhap or Maroona Line No. 4 Road	.. 1	.. 1	..
Beeac or Newtown Line and No. 1 Road	.. 1	.. 1	.. 1

CRESSY—*continued.*Whistling Signals—*continued.*

To or from—	Long.	Short.	Long.
Beeac or Newtown Line and No. 2 Road	.. 1	.. 2	.. 1
Beeac or Newtown Line and No. 3 Road	.. 1	.. 3	.. 1
Beeac or Newtown Line and No. 4 Road	.. 1	.. 4	.. 1
No. 1 Road and Siding "B"	..	.. 1	.. 1
No. 1 Road and Siding "E"	..	.. 2	.. 1
No. 1 Road and Loco Sidings	..	.. 3	.. 1
No. 1 Road and Siding "F"	..	.. 4	.. 1
No. 3 Road and Siding "D"	..	.. 3	..
No. 4 Road and Siding "D"	..	.. 4	..

NEWTOWN.

(Diagram No. 47/13.)

Post No.	Particulars.
1	Up Distant Signal, Linton Line. (See note 2.)
2	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Linton Line to No. 2 Road—to post 6. Right-hand arm, from Linton Line to No. 1 Road—to post 6.
3	Up Distant Signal, Beeac Line. (See note 2.)
4	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Beeac Line to No. 2 Road—to post 6. Right-hand arm, from Beeac Line to No. 1 Road—to post 6.
5	Bracket post, four arms. Down Home Signals :— Top arm on left-hand doll, from No. 1 Road to Beeac Line. Bottom arm on left-hand doll, from No. 1 Road to Linton Line. Top arm on right-hand doll, from No. 2 Road to Beeac Line. Bottom arm on right-hand doll, from No. 2 Road to Linton Line.
6	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from No. 2 Road to Ballarat Line. Right-hand arm, from No. 1 Road to Ballarat Line.
7	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from Ballarat Line to No. 1 Road—to post 5. Right-hand arm, from Ballarat Line to No. 2 Road—to post 5.
8	Down Distant Signal, Ballarat Line. (See note 2.)

Notes.—1. There are Catch Points with Point Indicator attached at each end of No. 3 Road.

2. The Distant Signals at Newtown (posts Nos. 1, 3 and 8) are out of use and have crosses affixed thereon in accordance with Regulation 91.

HAMILTON.

(Diagram No. 7/34.)

Post No.	Particulars.
1	Distant Signal, Ararat Line.
2	Distant Signal, Cavendish Line.
3	Home Signal, Ararat Line to No. 1A Road—to post 11.
4	One arm and one Disc :— The arm, Home Signal, from Cavendish Line to No. 1A Road—to post 11. The Disc, from Cavendish Line to "Z"—towards post 6.
5	Disc Signal (controlled from Signal-box), from Siding "A" to "X", or to No. 2A Road—towards post 10, or to No. 1A Road—towards post 11.
6	Bracket Post, two arms, Home Signals and two Discs :— Left-hand arm, from No. 1A Road to Cavendish Line Right-hand arm, from No. 1A Road to Ararat Line. Left-hand Disc, from "Z" to Dock Road "D." Right-hand Disc, from "Z" to Car Siding.
7	Two Disc Signals (controlled from the Signal-box) :— Left-hand Disc, from "X" to Cavendish Line. Right-hand Disc, from "X" to Ararat Line or Siding "A."
8	Two Disc Signals (controlled from Signal-box) :— Left-hand Disc, from No. 2A Road to Cavendish Line. Right-hand Disc, from No. 2A Road to Ararat Line, or Siding "A."
9	One Arm and a Disc (controlled from Signal-box) :— The arm, Home Signal, from Dock Road "D" to Cavendish Line. The Disc, from Car Siding to Cavendish Line. <i>Note.</i> —There are Catch Points in Car Siding ahead of post 9.
10	Three Disc Signals :— Left-hand Disc, from No. 3A Road to No. 3 Road—towards post 14. Top right-hand Disc, from No. 2A Road to No. 3 Road—towards post 14. Bottom right-hand Disc, from No. 2A Road to No. 2 Road—towards post 15. <i>Note.</i> —There are Catch Points in No. 2A Road ahead of post 10, to protect the Crossover Road or No. 2 Road.
11	Bracket Post, two arms, Home Signals, and one Disc :— Left-hand arm, from No. 1A Road to No. 2 Road—to post 13. Right-hand arm, from No. 1A Road to No. 1 Road—to post 16. The Disc, from No. 1A Road to No. 3 Road—towards post 14.

HAMILTON—continued.

Post No.	Particulars.
12	One arm and Disc (controlled from Signal-box) :— The arm, Home Signal from No. 1 Road to No. 1A Road—to post 6. The Disc, from No. 1 Road to Siding "A."
13	Bracket Post, one arm and four Discs :— The arm, Home Signal from No. 2 Road to No. 1A Road—to post 6. Disc on left-hand doll, from No. 2 Road to No. 2A Road—towards post 8. Top left-hand Disc on right-hand doll, from No. 3 Road to No. 1A Road—towards post 6. Bottom left-hand Disc, on right-hand doll, from No. 3 Road to No. 2A Road—towards post 8. Right-hand Disc, on right-hand doll, from No. 3 Road to "X"—towards post 7.
Signal Bridge on which are erected posts Nos. 14, 15, 16, and 17 :—	
14	Two Disc Signals :— Left-hand Disc, from No. 3 Road to Siding "B." Right-hand Disc, from No. 3 Road to Main Line. <i>Note.</i> —There are Catch Points in No. 3 Road, ahead of post 14.
15	One arm and a Disc :— The arm, Home Signal from No. 2 Road to Main Line. The Disc, from No. 2 Road to Siding "B."
16	One arm and a Disc :— The arm, Home Signal from No. 1 Road to Main Line. The Disc, from No. 1 Road to Siding "B."
17	Home Signal, from Dock Road "C" to Main Line. <i>Note.</i> —There are Catch Points in Dock Road "C," ahead of post 17.
18	Ground Disc Signal, from Siding "E" to Main Line. <i>Note.</i> —There are Catch Points in the lead from Siding "E," ahead of Ground Disc 18.
19	Two Disc Signals :— Left-hand Disc, from No. 4 Road or Loop Road to Siding "B." Right-hand Disc, from No. 4 Road or Loop Road to Main Line. <i>Note.</i> —Catch Points exist in No. 4 Road, and a Derail in the Loop Road, ahead of post 19.
20	Four Disc Signals :— Top left-hand Disc, from Siding "B" to No. 1 Road—towards post 12. Bottom left-hand Disc, from Siding "B" to No. 2 Road—towards post 13. Top right-hand Disc, from Siding "B" to No. 3 Road—towards post 13. Bottom right-hand Disc, from Siding "B" to No. 4 Road or to Loop Road.

HAMILTON—continued.

Post No.	Particulars.
21	Bracket Post, two arms, Home Signals and four Discs:— Left-hand arm, from Main Line to No. 1 Road—to post 12. Right-hand arm, from Main Line to No. 2 Road—to post 13. Top left-hand Disc, from Main Line to Siding "E." Bottom left-hand Disc, from Main Line to Dock Road "C." Top right-hand Disc, from Main Line to No. 3 Road—towards post 13. Bottom right-hand Disc, from Main Line to No. 4 Road or to Loop Road.
22	Two arms:— Top arm, Distant Signal. Bottom arm, Distant Signal worked from Coleraine Junction.

Notes.—1. No engine must be allowed to stand in Siding "B" when a train is entering or leaving No. 2 Road, or the Goods Yard Roads.

2. Point Indicators are fixed as under:—At the Points leading from "X" to "A" Siding or Main Lines; and at Points leading from No. 2A Road to Siding "A" or Main Lines.

Auxiliary Frame at "Up" end of Yard.

An Auxiliary Signal-box with thirty levers is provided at the Up (the Maroona) end of the yard.

The levers in the Auxiliary Frame are cross-locked from the Signal-box, Down end of yard. All Points and Crossings at the Up end of the yard, with the exception of the Crossover between No. 1 and No. 2 Roads nearest to the Up end of platform, the Crossover between No. 2 and No. 3 Roads, and the Catch Points in No. 2 Road are worked from the Auxiliary Frame. The employee appointed to work the Frame must see that the Main Line, No. 1A Road, and No. 1 Road are left clear after each shunting operation, and so inform the Signaller in the Signal-box. A hand-signalling kit to be kept at the Auxiliary Frame.

The Signals on posts 5, 7, 8, 9, and 12 are controlled from the Signal-box and from the Auxiliary Frame.

Whistling Signals.

To or from—	Long.	Short.	Long.
Ararat Line and No. 1 Road	1	..	..
Ararat Line and No. 2 Road	2	..	..
Ararat Line and No. 3 Road	3	..	..
Cavendish Line and No. 1 Road	1	1	..
Cavendish Line and No. 2 Road	2	1	..
Cavendish Line and No. 3 Road	3	1	..
Cavendish Line and Car Siding, via "Z" Road .. .. .	..	3	..
Cavendish Line and Dock Road "D," via "Z" Road	1	1	1
Siding "A" and No. 1 Road .. .. .	..	1	1
Siding "A" and No. 2A Road .. .. .	..	1	2
Siding "A" and "X" Roads .. .. .	..	1	3

HAMILTON—continued.

Whistling Signals—continued.

From—	Long.	Short.	Long.
"X" to Ararat Line .. .. .	..	2	1
"X" to Cavendish Line .. .. .	..	2	2
To or from—			
Portland Line and No. 1 Road	1	..	..
Portland Line and No. 2 Road	2	..	..
Portland Line and No. 3 Road	3	..	..
Portland Line and No. 4 Road or Loop Road	4	..	..
Main Line, Down end and Siding "E"	1	2	1
Main Line, Down end and Dock Road "C"	1	3	1
Siding "B" and No. 1 Road	1	1	..
Siding "B" and No. 2 Road	1	2	..
Siding "B" and No. 3 Road	1	3	..
Siding "B" and No. 4 Road or the Loop Road	1	4	..

COLERAINE JUNCTION.

(Diagram No. 20/27.)

Post No.	Particulars.
1	Up Distant Signal, Coleraine Line.
2	Up Home Signal, Coleraine Line.
3	Up Distant Signal, Portland Line.
4	Up Home Signal, Portland Line.
5	Bracket Post, three arms, Down Home Signals and a Disc:— Left-hand arm, to Penshurst Line. Centre arm, to Portland Line. Right-hand arm, to Coleraine Line. The Disc, from Main Line to Loco. Sidings.
22	Two arms, one Up and one Down Signal:— Top arm, Down Distant, from Hamilton. Bottom arm, Up Distant; worked from Hamilton.
6	Disc Signal from Loco. Sidings to Main Line.
7	Up Distant Signal, Penshurst Line.
8	Up Home Signal, Penshurst Line.

Note.—There are Catch Points at exit of Loco. Sidings ahead of post 6.

Whistling Signals.

To or from—	Long.
Hamilton and Portland Line	1
Hamilton and Penshurst Line	2
Hamilton and Coleraine Line	3

HAMILTON—continued

Post No.	Particulars.
21	Bracket Post, two arms, Home Signals and four Discs:— Left-hand arm, from Main Line to No. 1 Road—to post 12. Right-hand arm, from Main Line to No. 2 Road—to post 13. Top left-hand Disc, from Main Line to Siding "E." Bottom left-hand Disc, from Main Line to Dock Road "C." Top right-hand Disc, from Main Line to No. 3 Road—towards post 13. Bottom right-hand Disc, from Main Line to No. 4 Road or to Loop Road.
22	Two arms:— Top arm, Distant Signal. Bottom arm, Distant Signal worked from Coleraine Junction.

Notes.—1. No engine must be allowed to stand in Siding "B" when a train is entering or leaving No. 2 Road, or the Goods Yard Roads.

2. Point Indicators are fixed as under:—At the Points leading from "X" to "A" Siding or Main Lines; and at Points leading from No. 2A Road to Siding "A" or Main Lines.

Auxiliary Frame at "Up" end of Yard.

An Auxiliary Signal-box with thirty levers is provided at the Up (the Maroons) end of the yard.

The levers in the Auxiliary Frame are cross-locked from the Signal-box, Down end of yard. All Points and Crossings at the Up end of the yard, with the exception of the Crossover between No. 1 and No. 2 Roads nearest to the Up end of platform, the Crossover between No. 2 and No. 3 Roads, and the Catch Points in No. 2 Road are worked from the Auxiliary Frame. The employee appointed to work the Frame must see that the Main Line, No. 1A Road, and No. 1 Road are left clear after each shunting operation, and so inform the Signaller in the Signal-box. A hand-signalling kit to be kept at the Auxiliary Frame.

The Signals on posts 5, 7, 8, 9, and 12 are controlled from the Signal-box and from the Auxiliary Frame.

Whistling Signals.

To or from—	Long.	Short.	Long.
Ararat Line and No. 1 Road	1	..	..
Ararat Line and No. 2 Road	2	..	..
Ararat Line and No. 3 Road	3	..	..
Cavendish Line and No. 1 Road	1	.. 1	..
Cavendish Line and No. 2 Road	2	.. 1	..
Cavendish Line and No. 3 Road	3	.. 1	..
Cavendish Line and Car Siding, via "Z" Road .. .. .	..	.. 3	..
Cavendish Line and Dock Road "D," via "Z" Road	1	.. 1	.. 1
Siding "A" and No. 1 Road .. .. .	..	.. 1	.. 1
Siding "A" and No. 2A Road .. .. .	..	.. 1	.. 2
Siding "A" and "X" Roads .. .. .	..	.. 1	.. 3

HAMILTON—continued.

Whistling Signals—continued.

From—	Long.	Short.	Long.
"X" to Ararat Line .. .. .	..	.. 2	.. 1
"X" to Cavendish Line .. .. .	..	.. 2	.. 2
To or from—			
Portland Line and No. 1 Road .. .. .	.. 1	..	..
Portland Line and No. 2 Road .. .. .	.. 2	..	..
Portland Line and No. 3 Road .. .. .	.. 3	..	..
Portland Line and No. 4 Road or Loop Road .. .. .	.. 4	..	..
Main Line, Down end and Siding "E" .. .. .	.. 1	.. 2	.. 1
Main Line, Down end and Dock Road "C" .. .. .	.. 1	.. 3	.. 1
Siding "B" and No. 1 Road .. .. .	.. 1	.. 1	..
Siding "B" and No. 2 Road .. .. .	.. 1	.. 2	..
Siding "B" and No. 3 Road .. .. .	.. 1	.. 3	..
Siding "B" and No. 4 Road or the Loop Road .. .. .	.. 1	.. 4	..

COLERAINE JUNCTION.

(Diagram No. 20/27.)

Post No.	Particulars.
1	Up Distant Signal, Coleraine Line.
2	Up Home Signal, Coleraine Line.
3	Up Distant Signal, Portland Line.
4	Up Home Signal, Portland Line.
5	Bracket Post, three arms, Down Home Signals and a Disc:— Left-hand arm, to Peshurst Line. Centre arm, to Portland Line. Right-hand arm, to Coleraine Line. The Disc, from Main Line to Loco. Sidings.
22	Two arms, one Up and one Down Signal:— Top arm, Down Distant, from Hamilton. Bottom arm, Up Distant; worked from Hamilton.
6	Disc Signal from Loco. Sidings to Main Line.
7	Up Distant Signal, Peshurst Line.
8	Up Home Signal, Peshurst Line.

Note.—There are Catch Points at exit of Loco. Sidings ahead of post 6.

Whistling Signals.

To or from—	Long.
Hamilton and Portland Line .. .. .	.. 1
Hamilton and Peshurst Line .. .. .	.. 2
Hamilton and Coleraine Line .. .. .	.. 3

CRAIGIEBURN.
(Diagram No. 5/22.)

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

Notes.—1. Point Indicators work with the Derail in Siding "B," and also with the Points in Sidings "A" and "B," and the Points in Up Line at Up end of Yard.

2. The Points leading from the Up to the Down Main Line, and Sidings "A" and "B" at Up end, are worked from an Auxiliary frame, and secured by a Cross-lock.

DONNYBROOK.
(Diagram No. 30/18.)

Post No.	Particulars.
1	Down Distant Signal.
2	Up Starting Signal.
3	One arm and one Disc. Down Signals :— The arm, Home—to post 4. The Disc, from Siding "B" to Down Line—towards post 4.
4	Down Home Signal—to post 6.
5	Up Home Signal—to post 2.
6	Down Starting Signal.
7	Up Distant Signal.

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

2. A Crossover is provided between Siding "A" at the Down end and the Down Main Line. The Points in the Down Main Line and the Safety Points in the Siding are rodded together and are worked by a lever, and the Points in the Main Line are secured by an Annett Lock. The key is normally kept in a duplicate lock on the Interlocking Frame, and in its absence from the lock the Home Signal and the Disc on post 3, and the Home Signal on post 4, are locked at Danger.

3. There are Catch Points at exit from Siding "B."

BEVERIDGE.
(Diagram No. 34/18.)

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. 3/37.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Starting Signal.
4	Down Home Signal—to post 12.
5	Three Disc Signals :— Top left-hand Disc, from Up Line to No. 1 Road—towards post 12, or to No. 2 Road—towards Ground Disc 14. Bottom left-hand Disc, from Up Line to No. 3, 4, or 5 Road, or to Gravitation Sidings. Right-hand Disc, from Siding "A" to No. 3, 4, or 5 Road, or to Gravitation Sidings.
6	Disc Signal, from Refuge Siding to No. 1 Road—towards post 12. <i>Note.</i> —There is a Derail Block at exit from the Refuge Siding.
7	Disc Signal, from No. 1 Road to Refuge Siding.
8	Two Disc Signals :— Left-hand Disc, from No. 3, 4, or 5 Road, or Gravitation Sidings to Siding "A." Right-hand Disc, from No. 3, 4, or 5 Road, or Gravitation Sidings to Up Line—towards post 3.
9	Up Home Signal—to post 3.

WALLAN—continued.

Post No.	Particulars.
10	Disc Signal, from Loco. Roads to No. 1 Road—towards post 12, or to Dock.
11	Disc Signal, from No. 1 Road to Loco. Roads, or to Up Line—towards post 3, or along No. 1 Road—towards post 7.
12	Down Home Signal—to post 18.
13	Disc Signal, from No. 3, 4, or 5 Road to Weighbridge Road
14	Ground Disc Signal, from No. 2 Road to Down Line—towards post 18, or to Weighbridge Road.
15	Two Disc 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—to post 9.
17	Disc Signal, from Weighbridge Road to No. 3, 4 or 5 Road, or to Up Line—towards post 9.
18	Down Starting Signal.
19	Up Distant Signal.

Note.—Point Indicators are provided on Points at each end of the Crossover in Main Line (Up end); at Points leading to Loco. Roads; at Points of Crossover (Down end) leading from Up Line to Down Line at Points leading from Weighbridge Sidings to Up Line, and at Points leading from Loco. Road to No. 1 Road or Dock.

Whistling Signals.

To or from—	Long.	Short.	Long.
Down Line and Refuge Siding	1	1	..
No. 1 Road and Loco. Roads	1	2	..
Up Line and Sidings .. ..	..	1	.. 1
Siding "A" and No. 3, 4, or 5 Road or Gravitation Sidings .. ..	..	3	..
Weighbridge Road (Down end) and Up Line .. ..	..	..	.. 2

LIGHTWOOD.

(Diagram No. 3/37.)

Post No.	Particulars.
12	Up Home Signal. See Special Instruction, General Appendix.

HEATHCOTE JUNCTION.

(Diagram No. 6/38.)

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. 13/38.)

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 Crossover and with the Catch Points at exit from Sidings "A" and "B."

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 one 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, co-acting with Signal on post 11B.
11B	Up Distant Signal, co-acting with Signal on post 11.

Notes.—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 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. 24/19.)

Post No.	Particulars.
1	Down Distant Signal.
2	Up Starting Signal.
3	Down Home Signal—to post 5.
3A	Disc Signal, from Refuge Siding to Down Line—towards post 5.
4	One arm and two Discs. Up Signals :— The arm, Home—to post 2. Left-hand Disc, from Siding 3 or 4 to Up Line—towards post 2. Right-hand Disc, from Down Line to Refuge Siding.

BROADFORD—continued.

Post No.	Particulars.
5	Down Home Signal—to post 7.
6	Disc Signal, from Siding 3 or 4 to Down Line—towards post 7.
7	Two arms, one Up and one Down Signal :— Up arm, Home—to post 4. Down arm, Starting.
8	Up Distant Signal, co-acting with arm on post 8A.
8A	Up Distant Signal, co-acting with arm on post 8.

Notes.—1. There is an Annett Lock on the lever of the Down Starting Signal, the key of which operates the Points at McDougall. During the absence of the key, the Starting Signal is locked in the Stop position. See Special Instructions in General Appendix.

2. There are Catch Points at the Up end of No. 3 Road, and in Refuge Siding, ahead of Post No. 3A. A Point Indicator works with the Points at the Up end of the Crossover and the Points leading from the Dock.

TALLAROOK.
(Diagram No. 59/19.)

Post No.	Particulars.
1	Down Distant Signal.
2	Two arms (co-acting), Up Starting Signal.
3	Two arms (co-acting), Down Home Signal to Down Line—to post 5.
3A	Ground Disc Signal, from Siding "A" to No. 1 Road—towards post 11.
4	Two arms (co-acting), Up Home Signal, Up Line—to post 2
5	Bracket Post, three arms (top and bottom left-hand arms co-acting). Down Home Signals :— Left-hand arms, to Down Wodonga Line—to three position Automatic Signal E2993. Right-hand arm, from Down Line to "W"—to post 6.
6	Bracket Post, two arms and a Disc, Up Signals ; and two arms and a Disc, Down Signals :— Left-hand arm on bracket, Up Home Signal, from "W" to No. 1 Road. Right-hand arm on bracket, Up Home Signal, from "W" to Up Line—to post 4. Signals under Bracket :— Up Disc, from "W" to No. 2, 3, or 4 Road. Top arm, Down Home Signal, from "W" to Down Wodonga Line—to three position Automatic Signal E2993. Bottom arm, Down Home Signal, from "W" to Yea Line. Down Disc, from "W" to Engine Shed or Coal Stage Road.

TALLAROOK—*continued.*

Post No.	Particulars.
7	Up Home Signal, Up Wodonga Line—to post 4.
10	Two Disc Signals :— Left-hand Disc, from No. 2 Road to "W"—towards post 6. Right hand Disc, from No. 3 or 4 Road to "W"—towards post 6.
11	Down Home Signal from No. 1 Road to "W"—to post 6.
12	Up Home Signal, Yea Line to "W"—to post 6.
13	Disc Signal, from Coal Stage and Engine-shed Road to "W"—towards post 6
14	Up Distant Signal Yea Line.

Notes.—1. There are Catch Points in Nos. 2 and 3 Roads ahead of Post 10, and in the Road leading from the Engine Shed. Point Indicators work with the Points at the Down end of Nos. 2 and 3 Roads.

2. The Point leading from the extension of Nos. 1, 2, 3, and 4 Roads at the Up end and the Points in the Up Main Line are rodded together and worked from a Lever situate near the Points. The Lever is cross-locked from the Signal-box.

3. The Points at both ends of the stock siding which is situated between the Home and Distant Signals on the Yea Lines are secured by Staff Locks, the key of which is the Electric Staff for the section Tallarook—Yea. Catch Points are provided at both ends of the Siding.

Whistling Signals.

To or from—	Long.	Short.	Long.
Main Line, Up and Down	1	..	..
Main Line and Yea Line	2	..	..
Down Main Line and No. 1 Road .. ..	..	1	1
Down Main Line and No. 2 Road .. ..	..	1	2
Down Main Line and No. 3 Road .. ..	..	1	3
Up Main Line and No. 1 Road	1	1	..
Up Main Line and No. 2 Road	1	2	..
Up Main Line and No. 3 Road	1	3	..
No. 1 Road and Dead-end Shunting Siding .. ..	..	2	1
Yea Line and No. 1 Road	2	1	..
Yea Line and No. 2 Road	2	2	..
Yea Line and No. 3 Road	2	3	..
Yea Line and No. 1 Road and Engine Shed	1	2	1
Yea Line and No. 2 Road and Engine Shed	1	3	1
Yea Line and No. 3 Road and Engine Shed	1	4	1

TALLAROOK—GOULBURN JUNCTION—SEYMOUR.

Automatic System of Train Signalling between Tallarook and Seymour and Remote Control of Points and Signals at Goulburn Junction.

Automatic System of Train Signalling between Tallarook and Seymour and Remote Control of Points and Signals at Goulburn Junction are in use in accordance with instructions laid down in Circular C. 14/26.

For arrangement of Signals, &c., between Tallarook and Seymour, see Engineer's Diagram, No. 24/29.

SEYMOUR "A" BOX.
(Diagram No. 9/30.)

Post No.	Particulars.
46	Three-position Up Departure Home Signal for Single Line Section, Seymour-Goulburn Junction. (See C. 14/26.)
1	Down Home Signal—to post 2.
2	One Arm and five Discs. Down Signals :— The arm, Home to No. 1A Road—to post 7. Top left-hand Disc, from Siding "D" to Nos. 4, 5, 6, 7, 8, or 9 Roads—towards post 18, or to No. 3A Road—towards Disc 9B. Centre left-hand Disc, from Siding "D" to No. 2A Road—towards Disc 9. Bottom left-hand Disc, from Siding "D" to No. 1A Road—towards post 7. Top right-hand Disc, from Main Line to Nos. 4, 5, 6, 7, 8, or 9 Roads—towards post 18 or to No. 3A Road—towards Disc 9B. Bottom right-hand Disc, from Main Line to No. 2A Road—towards Disc 9.
3	Up Home Signal—to post 46.
4	Two Disc Signals :— Left-hand Disc, from Nos. 3A, 4, 5, 6, 7, 8, or 9 Roads to Main Line—towards post 3. Right-hand Disc, from Nos. 3A, 4, 5, 6, 7, 8, or 9 Roads to Siding "D."
5	Disc Signal, from Siding "E" to No. 1A Road—towards post 7. <i>Notes.</i> —(1) Point Indicators work with the Points in Nos. 3, 4, and 5 Roads. (2) There are Catch Points in Siding "E" ahead of post 5.
6	Two Ground Disc Signals, one above the other :— Top Disc from No. 2A Road to Main Line—towards post 3. Bottom Disc, from No. 2A Road to Siding "D."

SEYMOUR "A" BOX—continued.

Post No.	Particulars.
7	Bracket Post, four arms, and one Disc Down Signals :— Top arm on left-hand doll, Home, from No. 1A Road to No. 1 Road to—post 13, controlled by "B" Box. Bottom arm on left-arm doll, Calling on from No. 1A Road to No. 1 Road—towards post 13, controlled by "B" Box. Top arm on right-hand doll, Home, from No. 1A Road to Back Road—to post 15, controlled by "B" Box. Bottom arm on right-hand doll, Calling-on from No. 1A Road to Back Road—towards post 15, controlled by "B" Box. The Disc, from No. 1A Road to Engine Road—towards post 10.
8	One arm and two Discs. Up Signals :— The arm, Home, from No. 1A Road to Main Line—to post 3. Left-hand Disc, from No. 1A Road to Siding "E." Right-hand Disc, from No. 1A Road to Siding "D."
9	Two Ground Disc Signals, one above the other erected between Nos. 1A and 2A Roads. Top Disc, from No. 2A Road to No. 2 or 3 Roads—towards post 18. Bottom Disc, from No. 2A Road to No. 1 Road—towards post 13, controlled by "B" Box.
9B	Ground Disc Signal, erected between Nos. 2A and 3A Roads, from No. 3A Road to No. 3 Road—towards post 18.
9c	Up Home Signal from Back Road to No. 1A Road—to post 8.
10	Disc Signal, along Engine Road—towards post 16. Controlled by "B" Box.
10B	Two Ground Disc Signals, one above the other. Top Disc from No. 3 Road to No. 2A Road—towards Discs 6. Bottom Disc, from No. 3 Road to No. 3A Road—towards post 4.
11	One arm and two Discs. Up Signals :— The arm, Home, from No. 1 Road to No. 1A Road—to post 8. Left-hand Disc, from No. 1 Road to No. 2A Road—towards Discs 6. Right-hand Disc, from No. 2 Road to No. 2A Road—towards Discs 6.
12	Bracket post, one arm, and a Disc. Up Signals protecting level crossing gates. The Arm, Home, from Back Road, along same Road—to post 9c. The Disc from Engine Road to No. 1A Road—towards post 8.

Note.—A Point Indicator works with the Facing Points of Crossover ahead of Ground Disc 9.

SEYMOUR "A" BOX—continued.

Notes.—3. Catch Points, with Point Indicator, exist at exit from Engine Road at Up end ahead of post 12. There are also Catch Points, with Point Indicator, at exit of Siding "C."

4. There is a telephone connected with "A" Signal Box at foot of post No. 1, and also between Siding "E" and Main Line opposite post No. 2. A bell key for code ringing by Shunters is also provided at the latter location. The bell code to be the same as Engine Whistling Signals.

5. The Points in Main Line leading to Siding "H" are rodded to a Derail in Siding, and secured by an Annett Lock with a duplicate Lock on Lever "B" in the apparatus at "A" Signal-box.

Whistling Signals.

To or from—	Long.	Short.	Long.	Short.
Main Line and Engine Road .. ..	..	2	..	2
Main Line and Back Road	2	..	2	..
Main Line and Carriage Dock "C" ..	1	..	1	..
Main Line and No. 1 Road	1	..	..	..
Main Line and No. 2 Road	2	..	..	..
Main Line and No. 3A Road .. ..	..	3	..	..
Main Line and No. 3 Road via No. 2A Road ..	..	..	2	.. 3
Main Line and No. 4 Road .. ..	..	4	..	..
Main Line and No. 5 Road .. ..	..	5	..	..
Main Line and No. 6, 7, 8, or 9 Road ..	2	..	1	..
No. 1 Road and Siding "E" .. ..	..	2	..	1
Shunting Siding "D" and No. 1 Road via No. 2A Road	1	..	1	..
Shunting Siding "D" and No. 1 Road via No. 1A Road .. ..	..	1	..	1
Shunting Siding "D" and No. 2 Road ..	1	..	2	..
Shunting Siding "D" and No. 3 Road via No. 2A Road	1	..	3	..
Shunting Siding "D" and No. 3 Road via No. 3A Road .. ..	..	..	3	.. 1
Shunting Siding "D" and No. 4 Road ..	1	..	4	..
Shunting Siding "D" and No. 5 Road ..	1	..	5	..
Shunting Siding "D" and No. 6, 7, 8, or 9 Road .. ..	..	1	..	2
Shunting Siding "D" and Engine Road ..	..	3-3	..	..
Shunting Siding "D" and Carriage Dock ("C") .. ..	..	3	..	2
Shunting Siding "D" and Back Road ..	..	2	..	..

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

SEYMOUR "B" BOX.

(Diagram No. 9/30.)

Post No.	Particulars.
13	One Arm and a Disc. Down Signals :— The Arm, Home, from No. 1 Road to Down Line—to post 20. The Disc, from No. 1 Road to Loco. Siding.
14	Two Discs Signals :— Left-hand Disc, from Car Siding to Down Line—towards post 20. Right-hand Disc, from Car Siding to Loco. Sidings. <i>Note.</i> —There are Catch Points in Car Siding ahead of post 14.
15	One Arm and one Disc. Down Signals :— The Arm, Home, from Back Road to Down Line—to post 20. The Disc, from Back Road to Loco. Sidings.
16	Bracket Post, four Arms, Up Signals ; and two Discs, one Up and one Down Signal :— Top Arm on left-hand doll, Home, from Up Line to Back Road—to post 12. Bottom Arm on left-hand doll, Calling-on, Up Line to Back Road—towards post 12. Top Arm on Right-hand doll, Home, from Up Line to No. 1 Road—to post 11. Bottom Arm on right-hand doll, Calling-on, from Up Line to No. 1 Road—towards post 11. Up Disc, along Engine Road—towards post 12. Controlled by Box "A." Down Disc, along Engine Road to Loco. Sidings or Defence Department's Siding.
17	Ground Disc Signal, from Down Line to No. 1 Road—towards post 11, or to Back Platform Road—towards post 12.
18	Two Disc Signals :— Left-hand Disc, from No. 6, 7, 8, or 9 Road—towards post 20 at "X." Right-hand Disc, from No. 2, 3, 4, or 5 Road, towards post 20 at "X."
19	Disc Signal, from Defence Department's Siding—towards post 16.
20	One Arm and three Discs, Down Signals ; and one Disc, Up Signal :— Down Signals :— The Arm, Home from Down Line—to post 27. Left-hand Disc, from "X" to Siding "A." Top right-hand Disc, from "X" to Down Line—towards post 27. Bottom right-hand Disc, from "X" to Loco. Siding (I.). Up Signal :— Disc, from "X" to No. 2 Road—towards post 11 or to Nos. 4, 5, 6, 7, 8, or 9 Roads—towards post 4, or to No. 3 Road—towards Disc 10b.

SEYMOUR "B" BOX—continued.

Post No.	Particulars.
21	Disc Signal, from "H" to Up Line—towards post 16, or along Engine Road—towards post 16.
22	Two Disc Signals :— Left-hand Disc, from Down Line, along same Line—towards Disc 17 or—towards post 20 at "X." Right-hand Disc, from Siding "A"—towards post 20 at "X." <i>Note.</i> —Point Indicators work with the Facing Points of the Crossover leading from Down Line to "X," "X" towards Goods Yard, with the Facing Points at Crossover leading from Down Line to Back Platform Road and from Up Line to No. 1 Road and with the Points leading to Car Siding.
23	Disc Signal, from Loco. Siding (III.)—towards post 21 at "H."
24	Disc Signal, from Loco. Siding (II.)—towards post 21 at "H."
25	Bracket Post, two Arms, up Home Signals and two Discs :— Left-hand Arm, from Up Line—to post 16. Right-hand arm, from Up Line—to post 20 at "X." Left-hand Disc, from Loco. Siding (I.)—towards post 21 at "H." Right-hand Disc, from Loco. Siding (I.)—towards post 20 at "X."
27	Down Starting Signal.
29	Up Distant Signal.

Notes.—1. A Point Indicator works with the Facing Points at junction of No. 9 Road and Siding "B" and with the Points leading to Nos. 2, 3, 4, 5, 6, 7, and 8 Roads.

2. Point Indicators work with the Facing Points in the Engine Road leading to the Defence Department's Siding, to the Up Main Line, and to the Loco. Sidings.

Whistling Signals.

To or from—	Long.	Short.	Long.	Short.
Down Main Line and No. 1 Road	1	..
Down Main Line and No. 2 Road	2	..
Down Main Line and No. 3 Road	3	..
Down Main Line and No. 4 Road	4	..
Down Main Line and No. 5 Road	5	..
Down Main Line and No. 6 Road	..	1	..	1
Down Main Line and No. 7 Road	..	1	..	2
Down Main Line and No. 8 Road	..	1	..	3
Down Main Line and No. 9 Road	..	1	..	4
Siding "A" and No. 2 Road	1	..
Siding "A" and No. 3 Road	1	..
Siding "A" and No. 4 Road	1	..
Siding "A" and No. 5 Road	1	..
Siding "A" and No. 6 Road	1	..
Siding "A" and No. 7 Road	1	..
Siding "A" and No. 8 Road	1	..
Siding "A" and No. 9 Road	1	..

SEYMOUR "B" BOX—*continued.*

Whistling Signals—*continued.*

From—	Long.	Short.	Long.	Short.
Up Main Line to Back Road	2	2	..	..
Up Main Line to No. 1 Road	1	..	..	..
Up Main Line to No. 2 Road	2	..	..	..
Up Main Line to No. 3 Road	3	..	..	..
Up Main Line to No. 4 Road	4	..	..	..
Up Main Line to No. 5, 6, 7, 8, or 9 Road	..	5	..	5
To or from—				
Loco. Siding I. and Engine Road .. ..	..	2	..	1 .. 2
Loco. Siding I. and Back Road .. ..	..	2	..	2 ..
Loco. Siding I. and No. 1 Road .. ..	..	1	..	1 .. 1
Loco. Siding II. (High Level, as verbally arranged by Shunter)	..	..	..	..
Loco. Siding III. and Engine Road .. ..	..	2	..	.. 2
Loco. Siding III. and Back Road	2	..	2	.. ..
Loco. Siding III. and No. 1 Road	1	..	1	.. ..
Car Siding and Down Main Line	1	..	1	.. 1
Car Siding and Engine Shed .. ..	..	1	..	2 .. 1
Back Road and Down Main Line	2	..	2	.. ..
Loco. Siding I. and No. 2 Road .. ..	..	2	..	1 .. 1
Loco. Siding I. and No. 3 Road .. ..	..	3	..	1 .. 1
Loco. Siding I. and No. 4 Road .. ..	..	4	..	1 .. 1
Loco. Siding I. and No. 5 Road .. ..	..	5	..	1 .. 1
Loco. Siding I. and No. 6 Road .. ..	..	1	..	1 .. 2
Loco. Siding I. and No. 7 Road .. ..	..	1	..	1 .. 3
Loco. Siding I. and No. 8 Road .. ..	..	1	..	1 .. 4
Loco. Siding I. and No. 9 Road .. ..	..	1	..	1 .. 5

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

SEYMOUR LOCO. YARD.

Post No.	Particulars.
26	Two Disc Signals :— Left-hand Disc, from "F" to Engine Shed—towards post 28, worked from quadrant adjacent to Turntable. Right-hand Disc, from "G" to Engine Shed—towards post 28, worked from quadrant adjacent to Turntable.
28	Disc Signal. Worked in conjunction with Turntable at entrance to Shed, and shows when Table is properly set.

Whistling Signals.

	Long.
To Engine Shed from left-hand Siding (next Main Lines) .. ..	.. 1
To Engine Shed from right-hand Siding (next Main Lines) .. ..	.. 2

For Special Instructions regarding the working of Seymour Yard see General Appendix.

MANGALORE

(Diagram No. 4/39.)

Post No.	Particulars.
2	Down Distant Signal.
3	Up Starting Signal.
4	Bracket Post, three arms, Down Home Signals. Left-hand arm, from Down Line to No. 2 Road—to post 10. Centre arm, from Down Line to No. 1 Road—to post 10. Right-hand arm, from Down Line to Down North-East Line—to post 6.
4B	Three Disc Signals :— Left-hand Disc, from Siding "A" to No. 3 or 4 Road—towards post 9. Top right-hand Disc, from Siding "A" to No. 2 Road—towards post 10. Bottom right-hand Disc, from Siding "A" to No. 1 Road—towards post 10.
4C	Disc Signal, from No. 3 or 4 Road to Siding "A".
5	One arm and two Discs. Up Signals :— The arm, Home, from No. 1 Road to Up Line—to post 3. Left hand Disc, from No 1 Road to Siding "A." Right-hand Disc, from No. 2 Road to Siding "A."
5B	Up Home Signal, from Up North-East Line—to post 3.
6	Down Home Signal, from Down North-East Line to North East Line.
7	One arm and one Disc. Up Signals :— The arm, Home, from North-east Line to Up Line—to post 5B. The Disc, from North-East Line to Loop Siding.
8	Up Distant Signal, North-East Line.
9	Two Disc Signals :— Top Disc, from No. 4 Road to Goulburn Valley Line. Bottom Disc, from No. 3 Road to Goulburn Valley Line.
10	Two arms. Down Home Signals :— Top arm, from No. 2 Road to Goulburn Valley Line. Bottom arm, from No. 1 Road to Goulburn Valley Line.

MANGALORE—continued.

Post No.	Particulars.
11	Bracket Post. Up Home Signals :— Left-hand arm, from Goulburn Valley Line to No. 1 Road—to post 5. Right-hand arm, from Goulburn Valley Line to No. 2 Road—to post 5.
12	Up Distant Signal, Goulburn Valley Line.

Notes.—1. There are Catch Points at Down end of Nos. 3 and 4 Roads. There are also Catch Points, with Point Indicators, at each end of the Loop Siding.

2. The Catch Points in the Loop Siding at Up end, and the Points in Main Line leading to the Loop Siding are rodded together and worked from an Auxiliary Frame, situate near the Points. The Auxiliary Frame is secured with an Anne t Lock, the key of which, when not required for shunting purposes must be kept in a Duplicate Lock on the Interlocking Frame in the Signal-box.

3. The Loop Siding is to be used for Goods Trains only.

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 Main Line	2	.. 2	..
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 Siding "A"	1	.. 1	..
No. 2 Road and Siding "A"	1	.. 2	..
No. 3 or 4 Road and Siding "A"	1	.. 3	..
From North-East Single Line to Loop Siding .. ..	..	.. 2	.. 1

AVENEL.

(Diagram No. 1/19.)

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 8. Right-hand arm, from Main Line to No. 1 Road—to post 8. The Disc, from Main Line to No. 3, 4, or 5 Roads.
3	Disc Signal, from Siding "A" to No. 3, 4, or 5 Roads.
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	Disc, Signal, from No. 4 or 5 Road to Main Line or Siding "A."
6	Disc, Signal, from No. 3 Road to Main Line or Siding "A."
7	Two Disc Signals :— Left-hand Disc, from No. 4 Road to Main Line or Siding "B." Right-hand Disc, from No. 3 Road to Main Line or Siding "B."
8	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.
9	Disc Signal, from Siding "B" to No. 3 or 4 Road—towards post 5 or 6.
10	Bracket Post, two arms. Up Home Signals and one Disc :— 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. The Disc, from Main Line to No. 3 or 4 Road—towards post 5 or 6.
11	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. 12/16.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals and two Discs :— 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. 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 4 Road—towards post 6.
3	Two Disc Signals :— Left-hand Disc from No. 3 or 4 Road to Main Line. Right-hand Disc, from No. 3 or 4 Road to Siding "A."
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	Two Disc Signals :— Left hand Disc from No. 3 or 4 Road to Siding "B." Right-hand Disc, from No. 3 or 4 Road to Main Line.
7	Bracket Post, two arms. Up Home Signals and two Discs :— 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. Left-hand Disc, from Main Line to No. 3 or 4 Road—towards post 3. Right-hand Disc, from Siding "B" to No. 3 or 4 Road—towards post 3.
8	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. 38/15.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals and two Discs :— Left-hand arm, from Main Line to No. 2 Road—to post 7. Right-hand arm, from Main Line to No. 1 Road—to post 7. Left-hand Disc, from Siding "A" to No. 3, 4, or 5 Road, or to Cattle Siding. Right-hand Disc, from Main Line to No. 3, 4, or 5 Road, or to Cattle Siding.
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	Two Disc 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 Cattle Siding to Siding "A" or to Main Line.
6	Two Disc Signals :— Left-hand Disc, from No. 3 or 4 Road to Siding "B." Right-hand Disc, from No. 3 or 4 Road to Main Line.
7	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.
9	Bracket Post, two arms. Up Home Signals and two Discs :— 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. Left hand Disc, from Main Line to No. 3 or 4 Road—towards post 4. Right-hand Disc, from Siding "B" to No. 3 or 4 Road—towards post 4.
10	Up Distant Signal.

Notes.—1. Point Indicators work with the Points leading from No. 3 Road to Siding "A" or the Main Line; also with the Points leading from No. 4, 5, or Cattle Siding to Siding "A" or Main Line, and Points leading from Siding "A" to No. 3, 4, 5, or Stock Yard Siding.

2. Detached vehicles must not be allowed to stand in Siding "A" or Siding "B" or in No. 3 Road.

CREIGHTON.

(Diagram No. 3/31.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms, Down Home Signals and two Discs :— 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. 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 4 Road— towards post 6.
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	Two Disc Signals :— Left-hand Disc, from No. 3 or 4 Road to Main Line. Right-hand Disc, from No. 3 or 4 Road to Siding "A."
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	Two Disc Signals :— Left-hand Disc, from No. 3 Road to Siding "B." Right-hand Disc, from No. 3 Road to Main Line.
7	Bracket Post, two arms. Up Home Signals and two Discs :— 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. Left-hand Disc, from Main Line to No. 3 Road—towards post 4. Right-hand Disc, from Siding "B" to No. 3 Road—towards post 4.
8	Up Distant Signal.

Note. 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	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	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 Nos. 3 or 4 Roads.
7	Up Distant Signal.

Note.—There are Catch Points, with Point Indicators, leading from Nos. 3, 4, 5, and 6 Roads (Up end of Yard). A Point Indicator also works with the Compound Points at Down end of Nos. 3 and 4 Roads.

BALMATTUM.

(Diagram No. 4/16.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals and two Discs :— Left-hand arm, from Main Line to No. 2 Road—to post 7. Right-hand arm, from Main Line to No. 1 Road—to post 7. 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 4 Road— towards post 6.
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	Two Disc Signals :— Left-hand Disc, from No. 3 or 4 Road to Main Line. Right-hand Disc, from No. 3 or 4 Road to Siding "A."
6	Two Disc Signals :— Left-hand Disc, from No. 3 or 4 Road to Siding "B." Right-hand Disc, from No. 3 or 4 Road to Main Line

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BALMATTUM—continued.

Post No.	Particulars.
7	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.
9	Bracket Post, two arms. Up Home Signals and two Discs :— 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. Left-hand Disc, from Main Line to No. 3 or 4 Road— towards post 5. Right-hand Disc, from Siding "B" to No. 3 or 4 Road— towards post 5.
10	Up Distant Signal

Note.—Detached vehicles must not be allowed to stand in Siding "A" or Siding "B" or in No. 3 Road.

VIOLET TOWN.
(Diagram No. 18/38.)

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. 2A Road—to post 4. Bottom arm, on left-hand doll, Calling-on, from Main Line to No. 2A Road—towards post 4. Top arm, on right-hand doll, Home, from Main Line to No. 1 Road—to post 9. Bottom arm, on right-hand doll, Calling-on, from Main Line to No. 1 Road—towards post 9.
3	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.
4	One arm and a Disc, Down Signals :— The arm, Home, 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 to Sidings "A."

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VIOLET TOWN—continued.

Post No.	Particulars.
5	Disc Signal, from Siding "B" to No. 3 Road—towards post 8, or to No. 4 Road, or to Sidings "A."
6	Two Disc Signals :— Left-hand Disc, from No. 3 or 4 Road to No. 2A Road— towards post 3, or to Siding "B." Right-hand Disc, from Sidings "A" to No. 2A Road— towards post 3, or to Siding "B."
7	Down Home Signal, from No. 2 Road to No. 2B Road—to post 10.
8	Disc Signal, from No. 3 Road to No. 2B Road—towards post 10.
9	Down Home Signal, from No. 1 Road along same Road—to post 10.
10	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from No. 2B Road to Main Line. Right-hand arm, from No. 1 Road to Main Line.
11	Bracket Post, four arms and a Disc. 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 3. Bottom arm, on right-hand doll, Calling-on, from Main Line to No. 2A 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 No. 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 in the Signal-bay.

(b) A Dual Control Point Machine for operating the Points by hand, in accordance with these instructions, is provided.

(c) The Machine has two levers, one on each side. 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;

VIOLET TOWN—*continued.*

when unlocked and thrown to Reverse position the lettering "Hand" appears on the upper side, indicating that the Points are in position 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 Signals on Posts 2 and 3 are held at "Stop".

(d) Should a failure occur and it is necessary for trains to be worked past the Signals in the "Stop" position, Regulation 95 must be strictly observed, and when issuing the Caution Order or verbally instructing the Driver, the Signaller must in each case first unlock the Selector lever, throw it to the Hand Operating position, lock it in that position, then place the Points in the position for the intended movement and lock the Hand Throw lever.

(e) All failures of the Points must be promptly reported by Flash Telegraph message and also by memorandum, and the Electrical Fitter for the District advised.

BADDAGINNIE.
(Diagram No. 52/19.)

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. Right-hand arm, from Main Line to No. 2 Road—to post 4.
3	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."
4	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."
5	Bracket Post, two arms. Up 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.
6	Up Distant Signal.

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

BENALLA "A" BOX.

(Diagram No. 3/38.)

Post No.	Particulars.
1	Down Distant Signal; controlled by "B" Box.
2	Bracket Post, four arms; controlled by "B" Box, and one Disc. Down Signals :— The Disc, on left-hand doll, from Main Line to "Y"—towards post 4. Top left-hand arm, Home, from Main Line to No. 2 Road—to post 19. Bottom left-hand arm, Calling-on, from Main Line to No. 2 Road—towards post 19. Top right-hand arm, Home, from Main Line to No. 1 Road—to post 11. Bottom right-hand arm, Calling-on, from Main Line to No. 1 Road—towards post 11.
3	Disc Signal, from Siding "A" to "Y"—towards post 4.
4	Six Disc Signals, four Down Signals; controlled by "B" Box, and two Up Signals :— Down Signals :— Top left-hand Disc, from "Y" to Goods Yard. Bottom left-hand Disc, from "Y" to No. 3 Road—towards Ground Disc 16, or to No. 4 Road—towards post 10. Top right-hand Disc, from "Y" to No. 2 Road—towards post 19. Bottom right-hand Disc, from "Y" to No. 1 Road—towards post 11. Up Signals :— Left-hand Disc, from "Y" to Main Line. Right-hand Disc, from "Y" to Siding "A."
5	Ground Disc Signal, from No. 3 Road to "Y"—towards post 4.
6	Disc Signal, from Siding "B" to Goods Yard, controlled by "B" Box.
7	Bracket Post, two arms, Up 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 "Y"—towards post 4. Right-hand arm, from No. 2 Road to Main Line. Disc, under right-hand arm, from No. 2 Road to "Y,"—towards post 4.
8	Disc Signal, from No. 4 Road to "Y"—towards post 4.
9	Two Disc Signals :— Left-hand Disc, from Goods Yard to "Y"—towards post 4. Right-hand Disc, from Goods Yard to Siding "B."

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
Goods Yard and the Main Line .. ..	.. 4	..	..	..
Goods Yard and Siding "A" .. ..	.. 4	.. 1	..	..
Goods Yard and Siding "B" .. ..	..	.. 2	.. 2	.. 2

BENALLA "B" BOX.

(Diagram No. 3/38.)

Post No.	Particulars.
10	Four Disc Signals :— Top left-hand Disc, from No. 4 Road to Siding "L". Bottom left-hand Disc, from No. 4 Road to Siding "K". Top right-hand Disc, from No. 4 Road to Siding "J", or to "M"—towards post 23, or to "N" via "U"—towards post 25. Bottom right-hand Disc, from No. 4 Road to "N" via "V"—towards post 25.
11	One arm and one Disc. Down Signals :— The arm, Home, 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 Siding "L". Bottom left-hand Disc, from Goods Yard to Siding "K". Top right-hand Disc, from Goods Yard to Siding "J", or to "M"—towards post 23. Bottom right-hand Disc, from Goods Yard to "N"—towards post 25.
13	Ground Disc Signal, from Dock Road "E" to "N"—towards post 25.
14	Disc Signal, from Loco. Roads and Repair Shop Sidings "T," to No. 1 Road—towards post 7; controlled by "A" Box.
15	Ground Disc Signal, from Dock Road "D" to "N"—towards post 25.
16	Ground Disc Signal, from No. 3 Road to "N"—towards post 25.
17	Two Ground Disc Signals; one above the other; controlled by "A" Box :— Top Disc, from Siding "L" to No. 4 Road—towards post 8. Bottom Disc, from Siding "L" to Goods Yard Roads.

BENALLA "B" BOX—continued.

Post No.	Particulars.
18	Two Ground Disc Signals; one above the other controlled by "A" Box :— Top Disc, from Siding "K" to No. 4 Road—towards post 8. 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; controlled by "A" Box :— Left-hand Disc, from Siding "J" to No. 4 Road—towards post 8. Right-hand Disc, from Siding "J" to Goods Yard.
21	Two Disc Signals :— Left-hand Disc, from Loco. Siding "H"—towards post 14, at exit from Loco. Yard. Right-hand Disc, from Loco. Siding "G"—towards post 14, at exit from Loco. Yard.
22	Disc Signal, from Loco. Siding "F"—towards post 14, at exit from Loco. Yard.
	Signal Bridge on which are erected posts Nos. 23, 24, 25, 26, 27, and 28 :—
23	Three Disc Signals :— Top left-hand Disc, from Loop Siding "M" to Yarrowonga Line. Bottom left-hand Disc, from Loop Siding "M" to Cattle Yards Siding. Right-hand Disc, from Loop Siding "M" to Sidings "R."
24	Two Disc Signals; controlled by "A" Box :— Left-hand Disc, from Loop Siding "M" to No. 4 Road—towards post 8. Right-hand Disc, from Loop Siding "M" to Goods Yard.
25	Three arms, Down Home Signals and two Discs :— Top arm from "N" to Yarrowonga Line. Centre arm, from "N" to Wodonga Line. Bottom arm, from "N" to Tatong Line. Left-hand Disc, from "N" to Cattle Yard Siding Right hand Disc, from "N" to Sidings "R."
26	Two arms and two Discs, controlled by "A" Box; Up Signals :— Top arm, Home from "N" to No. 2 Road—to post 7. Bottom arm, Calling-on from "N" to No. 2 Road—towards post 7. Left-hand Disc, from "N" to No. 3 Road—towards ground Disc 5, or to No. 4 Road—towards post 8, or to Dock Road "D" or "E." Right-hand Disc, from "N" to Goods Yard.

BENALLA "B" BOX—continued.

Post No.	Particulars.
27	Three arms, Down Home Signals, and three Discs :— Top arm, from "W" to Yarawonga Line. Centre arm, from "W" to Wodonga Line. Bottom arm, from "W" to Tatong Line. Top left-hand Disc, from "W" to Cattle Yards Siding. Bottom left-hand Disc, from "W" to Sidings "R." Right-hand Disc, from "W" to Siding "S."
28	Two arms, Up Signals; controlled by "A" Box :— Top arm, Home from from "W" to No. 1 Road—to post 7. Bottom arm, Calling-on from "W" to No. 1 Road—towards post 7.
29	Three Disc 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, Up Home Signals, and one Disc :— Left-hand arm, from Yarrawonga Line to "W"—to post 28. Right hand arm, from Yarrawonga Line to "N"—to post 26. The Disc, from Yarrawonga Line to "M"—towards post 24.
30	Up Distant Signal, from Yarrawonga Line.
31	Two Disc Signals :— Left-hand Disc, from Loco. Siding "S" to Loco. Siding "F"—towards post 22. Right-hand Disc, from Loco. Siding "S" to "W"—towards post 28.
32	Three Disc Signals — Top left-hand Disc, from Sidings "R" to "W"—towards post 28. Bottom left-hand Disc, from Sidings "R" to "N"—towards post 26. Right-hand Disc, from Sidings "R" to Loop Siding "M"—towards post 24
33	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Wodonga Line to "W"—to post 28. Right-hand arm, from Wodonga Line to "N"—to post 26.
34	Up Distant Signal, Wodonga Line, controlled by "A" Box.
35	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Tatong Line to "W"—to post 28. Right-hand arm, from Tatong Line to "N"—to post 26.
36	Up Distant Signal, Tatong Line.

Notes.—1. There are Catch Points in No. 3 Road, at exit in Dock Roads "D", and "E", in Loop Siding "M" (Down Direction) in Cattle Yards Siding (Up direction), and neck of Sidings "R" (Up direction).

2. Point Indicators work with the Facing Points leading to Loop Siding "M" and Siding "J"; also on points leading to No. 3 Road, and Dock Roads "D" and "E".

BENALLA "B" BOX—continued.

Whistling Signals.

To or from—	Long.	Short	Long.	Short.
No. 1 Road and Yarrawonga 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 Tatong Line	.. 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 Yarrawonga 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 Tatong Line	.. 2	.. 4	..	..
No. 3 Road and Yarrawonga 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 Tatong Line	.. 3	.. 4	..	..
No. 4 Road and Yarrawonga 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	..	..
No. 4 Road and Tatong Line.	.. 4	.. 4	..	..
Goods Yard (via "M") and the Yarrawonga Line	..	.. 2	..	..
Goods Yard (via "M") and Cattle Siding	..	.. 3	..	..
Goods Yard (via "M") and Sidings "R"	..	.. 4	..	..
Goods Yard (via "N") and Yarrawonga Line	.. 1	.. 1	..	..
Goods Yard (via "N") and Cattle Siding	.. 1	.. 2	..	..
Goods Yard (via "N") and Sidings "R"	.. 1	.. 3	..	..
Goods Yard (via "N") and Wodonga Line	.. 1	.. 4	..	..
Goods Yard (via "N") and Tatong Line	.. 1	.. 5	..	..
Siding "L" and No. 4 Road	..	.. 1	.. 1	.. 1
Siding "L" and Goods Yard	..	.. 1	.. 2	.. 1
Siding "K" and No. 4 Road	..	.. 2	.. 1	..
Siding "K" and Goods Yard	..	.. 2	.. 2	..
Siding "J" and No 4 Road	..	.. 3	.. 1	..
Siding "J" and Goods Yard	..	.. 3	.. 2	..
			Short.	Short.
Dock Road "D and" Yarrawonga Line	..	..	1 pause	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 Tatong Line	..	..	1	5
Dock Road "E" and Yarrawonga Line	..	..	2	1
Dock Road "E" and Cattle Siding	..	..	2	2
Dock Road "E" and Sidings "R"	..	..	2	3
Dock Road "E" and Wodonga Line	..	..	2	4
Dock Road "E" and Tatong Line	..	..	2	5
Shunter to instruct Signalman Road required, as often as possible, so as to avoid excessive whistling.				

GLENROWAN.

(Diagram No. 11/29.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals :— Left-hand arm, Main Line to No. 1 road—to post 4. Right-hand arm, Main Line to No. 2 Road—to post 4.
2B	Ground Disc Signal, from Siding "A" to No. 2 Road—towards post 4, or to No. 3 Road
3	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 Road to Siding "A."
4	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 Road to Siding "B."
4B	Disc Signal, from Siding "B" to No. 2 Road—towards post 3, or to No. 3 Road.
5	Bracket Post, two arms. Up 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	Up Distant Signal.

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

WANGARATTA.

(Diagram No. 3/36)

Post No.	Particulars.
1	Up Home Signal, Whitfield Line.
2	Down Distant Signal.
3	Disc Signal, from Cattle Yards to "A"—towards post 7 or 8. <i>Note.</i> —There are Catch Points in Cattle Siding ahead of post 3.
4	Down Home Signal, from Main Line to "A"—to post 7 or 8.

WANGARATTA—continued.

Post No.	Particulars.
5	One arm and a Disc. Up Signals :— The arm, Starting. The Disc, along Cattle Yards Siding.
6	Two Disc Signals :— Left-hand Disc, from Shunting Siding to "A"—towards post 7 or 8. Right-hand Disc, from Shunting Siding to "B"—towards post 10. Signal-bridge on which are erected posts 7, 8, 9, and 10.
7	Two arms and two Discs. Down Signals :— Top arm, Home, from "A" to No. 2 Road—to post 17. Bottom arm, Calling-on, from "A" to No. 2 Road—towards post 17. Left-hand Disc, from "A" to No. 4 or 5 Road—towards post 19. Right-hand Disc, from "A" to No. 3 Road—towards post 17.
8	Two arms and a Disc. Down Signals :— Top arm, Home from "A" to No. 1 Road—to post 20. Bottom arm, Calling-on, from "A" to No. 1 Road—towards post 20. The Disc, from "A" to Car Dock.
9	One arm and two Discs. Up Signals :— The arm, Home, from "A" to Main Line—to post 5. Left-hand Disc, from "A" to Shunting Siding. Right-hand Disc, from "A" to Cattle Siding—towards post 5.
10	Two Disc Signals :— Left-hand Disc, from "B" to No. 1 Road—towards post 20. Right-hand Disc, from "B" to Car Dock.
11	Disc Signal, from Weighbridge Siding or Sidings "E" to No. 3 Road—towards post 17 or to No. 4 or 5 Road—towards post 19.
12	One arm and a Disc. Up Signals :— The arm, Home from No. 1 Road to "A"—to post 9. The Disc, from No. 1 Road to Shunting Siding.
13	Two Disc Signals :— Left-hand Disc, from Car Dock to Shunting Siding. Right-hand Disc, from Car Dock to "A"—towards post 9.
14	Up Home Signal, from No. 2 Road to "A"—to post 9.
15	Two Disc Signals :— Left-hand Disc, from No. 3 Road to "A"—towards post 9. Right-hand Disc, from No. 3 Road to Weighbridge Siding or Sidings "E."
16	Two Disc Signals :— Left-hand Disc, from No. 4 or 5 Road to "A"—towards post 9. Right-hand Disc, from No. 4 or 5 Road to Weighbridge Siding or Sidings "E."

WANGARATTA—*continued.*

Post No.	Particulars.
17	Bracket post, one arm and five Discs. Down Signals:— Left-hand Disc, on left-hand Doll, from No. 3 Road to Siding "C." Top right-hand Disc, on left-hand Doll, from No. 3 Road to Main Line—towards post 24. Bottom right-hand Disc, on left-hand Doll, from No. 3 Road to Siding "D." The arm, Home from No. 2 Road to Main Line—to post 24. Left-hand Disc, on right-hand Doll, from No. 2 Road to Siding "C." Right-hand Disc, on right-hand Doll, from No. 2 Road to Siding "D."
18	Disc Signal, from Siding "A" to Main Line—towards post 24, or to Siding "D."
19	Three Disc Signals:— Left-hand Disc, from No. 4 or 5 Road to Siding "C." Top right-hand Disc, from No. 4 or 5 Road to Main Line—towards post 24. Bottom right-hand Disc, from No. 4 or 5 Road to Siding "D."
20	Down Home Signal, from No. 1 Road to Main Line—to post 24.
21	Two Disc 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 or to No. 4 or 5 Roads—towards post 16.
22	Three Disc Signals:— Left-hand Disc, from Siding "D" to Siding "A." Top right-hand Disc, from Siding "D" to No. 2 Road—towards post 14. Bottom right-hand Disc, from Siding "D" to No. 3 Road—towards post 15 or to No. 4 or 5 Road—towards post 16.
23	Bracket post, four arms and three Discs. Up Signals:— Top arm, on left-hand Doll, Home, from Main Line to No. 1 Road—to post 12. Bottom arm, on left-hand Doll, Calling-on, from Main Line to No. 1 Road—towards post 12. Top arm, on right-hand Doll, Home, from Main Line to No. 2 Road—to post 14. Bottom arm, on right-hand Doll, Calling-on, from Main Line to No. 2 Road—towards post 14. Disc on left-hand Doll, from Main Line to Siding "A." Left-hand Disc under bracket, from Main Line to No. 3 Road—towards post 15. Right-hand Disc under bracket, from Main Line to No. 4 or 5 Road—towards post 16.
24	Down Starting Signal.
25	Up Distant Signal.

WANGARATTA—*continued.*

Notes.—1. Two Point Indicators at the Up end of yard apply in the Down direction. The left-hand one works with the Points which lead from the Weighbridge Siding or Sidings "E," through the Crossover to No. 3, 4, or 5 Road. The right-hand one works with the Points in the Crossover which lead to No. 3, 4, or 5 Road.

2. Two Point Indicators at the Down end of yard apply in the Up direction. The left-hand one works with the Points in the Crossover leading to No. 3, 4, or 5 Road. The right-hand one works with the Points leading from Siding "C" to Nos. 2 and 3, or 4 and 5 Roads.

3. A Point Indicator works with the Points leading from Siding "A" to Siding "D" or the main Line.

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	..	..	..
Shunting Siding and Car Dock	1	..	1	..
Shunting Siding and No. 1 Road	1	..	1	..
Shunting Siding and No. 2 Road	1	..	2	..
Shunting Siding and No. 3 Road	1	..	3	..
Shunting Siding and No. 4 or 5 Road	1	..	4	..
Car Dock and Main Line .. ..	..	..	2	..
No. 3 Road and Weighbridge Siding or Sidings "E" .. ..	..	..	3	..
No. 4 or 5 Road and Weighbridge Siding or Sidings "E" .. ..	..	..	4	..
Siding "C" and No. 2 Road .. ..	..	..	1	..
Siding "C" and No. 3 Road .. ..	..	..	1	..
Siding "C" and No. 4 or 5 Road .. ..	..	..	1	..
Siding "D" and No. 2 Road .. ..	..	..	1	..
Siding "D" and No. 3 Road .. ..	..	..	1	..
Siding "D" and No. 4 or 5 Road .. ..	..	..	1	..
Siding "A" and Main Line	2	..	1	..
Siding "A" and Siding "D"	3	..	1	..
Car Dock and Transfer Siding .. ..	..	..	2	..

BOWSER.

(Diagram No. 18/27.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Starting Signal.
4	Bracket Post, three arms. Down Home Signals:— Left-hand arm, to Peechelba Line. Centre arm, to Wodonga Line. Right-hand arm, to Everton Line.

BOWSER—*continued.*

Post No.	Particulars.
5	Up Home Signal, Wodonga Line—to post 3.
6	Up Distant Signal, Wodonga Line.
7	Up Home Signal, Everton Line—to post 3.
8	Up Home Signal, Everton Line—to post 7.
9	Up Distant Signal, Everton Line.
10	Up Home Signal, Peechelba Line—to post 3.
11	Up Distant Signal, Peechelba Line.

Note.—There are Catch Points, with a Point Indicator at each end of the Siding. At the Down end the Points are worked from an Auxiliary Frame, which is cross locked from the Signal-box.

SPRINGHURST.
(Diagram No. 4/19.)

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.
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 Line 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.

SPRINGHURST—*continued.*

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 Cross-over 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. 2/19.)

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.
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 Indicator, at the exit from No. 3 and 4 Road at the Up end of Yard; a Point Indicator also works with the Points leading from No. 3 Road at the Down end of the Yard.

BARNAWARTHA.
(Diagram No. 7/28.)

Post No.	Particulars.
1	Down Distant 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.
4	Two Disc Signals :— Left-hand Disc, from No. 3 Road to Main Line. Right-hand Disc, from No. 4 or 5 Road to Main Line.
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.
9	Two Disc Signals :— Left-hand Disc, from No. 4 Road to Main Line or Dead-end. Right-hand Disc, from No. 3 Road to Main Line or Dead-end
10	Down Home Signal, from "Y" to Main Line.
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.
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 "A" BOX.
(Diagram No. 5/31.)

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

WODONGA "A" BOX—continued.

Post No.	Particulars.
2	Bracket Post, two arms, Down Home Signals, and three Discs :— Left-hand arm, from Main Line to No. 2 Road—to post 8 ; controlled from "B" Box. Right-hand arm, from Main Line to No. 1 Road—to post 8 ; controlled from "B" Box. Top left-hand Disc, from Main Line to Car Shed Roads. Bottom left-hand Disc, from Main Line to Engine Shed Roads. Right-hand Disc, from Main Line to No. 3 or 4 Road— towards post 8, or to No. 5A Road ; controlled from "B" Box.
3	Disc Signal, from Coal Stage Road to Engine or Car Shed Roads.
3B	Three Disc Signals :— Top left-hand Disc, from Engine or Car Shed Roads to Cattle Sidings. Bottom left-hand Disc, from Engine or Car Shed Roads to Main Line. Top right-hand Disc, from Engine or Car Shed Roads to Weighbridge Siding.
4	Disc Signal, from Engine Shed to Coal Stage, or—towards post 3B.
4B	Disc Signal, from Car Shed to Coal Stage, or—towards post 3B.
5	Two Disc Signals :— Top Disc, from No. 3, 4, or 5A Road to Main Line or to Cattle Siding. Bottom Disc, from No. 3, 4, or 5A Road to Weighbridge Siding.
6	Disc Signal, from New South Wales Sidings (No. 6 or 7) to New South Wales Cattle Sidings.
7	Two arms, Up Home Signals, and one Disc :— Top arm, from No. 1 Road to Main Line. Bottom arm, from No. 2 Road to Main Line The Disc, from No. 1 Road to Cattle Sidings.

Notes.—1. There are Catch Points ahead of post 6 in the New South Wales Siding (Nos. 6 and 7 Roads).

2. Point Indicators work with the Points leading to the Car Dock and with the Points leading from Car Shed ahead of post 4B.

3. The Points of the Up end of Crossover Road between the Main Line and the Victorian Cattle Sidings are secured with an Annett Lock, the key of which, when not required for shunting purposes, is normally secured in a duplicate lock on the Interlocking Frame in "A" Box. During the absence of the key from the Frame, the Signals leading to or from the Main Line are locked at the Stop position.

WODONGA "A" BOX—*continued.*

4. A Derail Block, with Point Indicator attached, is provided in the Weighbridge Siding, well clear of the fouling point.

5. At the Up end of the yard a Point Indicator works with the Points leading from Main Line to the Victorian Cattle Siding. A Point Indicator also works with the Points in the New South Wales Sidings, which lead from the Cattle Sidings across the Victorian Main Line to the New South Wales Sidings, Nos. 6 and 7.

6. The levers which work the joint Broad and Narrow Gauge Points in the Cattle Sidings have Indicators attached, showing the letters "B" or "N" respectively. The letters are painted white on a black ground.

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, 4, or 5A Roads	1	3	..
Main Line and Engine Shed Roads .. ..	..	1	4
Main Line and Car Shed Roads	4	1	..
No. 6 or 7 (New South Wales Sidings and New South Wales Cattle Siding .. ..	..	1	2
Weighbridge Siding and Engine Shed Roads .. ..	..	2	..
Weighbridge Siding and Car Shed Roads .. ..	..	4	..
No. 1 Road and Cattle Yards .. ..	..	3	..
Coal Stage and Engine Shed Roads .. ..	..	3	1
Coal Stage and Car Shed Roads .. ..	..	5	..
Car Shed and the Cattle Sidings	1	1	..
No. 3, 4, or 5A Road and the Cattle Sidings	1	2	..
Engine Shed Sidings and the Cattle Sidings	1	3	..

WODONGA "B" BOX.

(Diagram No. 5/31.)

Post No.	Particulars.
8	Two arms, Down Home Signals, and two Discs:— Top arm, from No. 2 Road—to post 10. Bottom arm, from No. 1 Road—to post 10. Left-hand Disc, from No. 4 or 5 Road—towards post 10. Right-hand Disc, from No. 3 Road—towards post 10.
9	Disc Signal, from New South Wales Siding 6 or 7 towards Albury.
10	Bracket Post, four arms, two Up and two Down Signals and two Up Discs:— Top Down arm, Home towards Albury (Victorian Line). Bottom Down arm, Home to Tallangatta Line. Top Up arm, Home from Albury (Victorian Line) or from Tallangatta Line to No. 1 Road—to post 7.

WODONGA "B" BOX—*continued.*

Post No.	Particulars.
10 (<i>contd.</i>)	Bracket Post, four arms, &c.— <i>continued.</i> Bottom Up arm, Home from Albury (Victorian Line) or from Tallangatta Line to No. 2 Road—to post 7. Left-hand Disc from Albury (Victorian Line) or from Tallangatta Line to No. 3 Road—towards post 5. Right-hand Disc, from Albury (Victorian Line) or from Tallangatta Line to No. 4 Road—towards post 5, or to No. 5 Road.
11	Bracket Post, two arms. Up Home Signals:— Left-hand arm, from Albury (New South Wales Line)—to post 6 in New South Wales Sidings. Right-hand arm, from Albury (Victorian Line)—to post 10
12	Bracket Post, two arms. Up Home Signals:— Left-hand arm, from Albury New South Wales Line—to post 11. Right-hand arm, from Albury (Victorian Line)—to post 11.
13	Down Home Signal, from Dock Road to Tallangatta Line.
14	One arm and one Disc. Up Signals:— The arm, Home, from Tallangatta Line—to post 10. The Disc, from Tallangatta Line to Dock Road.
15	Up Home Signal, from Tallangatta Line—to post 14.

Notes.—1. There are Catch Points in the New South Wales Siding, just ahead of post 9, and in the New South Wales Running Line clear of post 11 for Up Traffic. There are also Catch Points in No. 3 Road and in the neck of Nos. 4 and 5 Roads, just ahead of post 8.

2. The Points of the Reversing Loop Line are worked from an Auxiliary Frame, which is situate near the centre of the Loop. The levers in this Frame are secured by an Annett Lock, the key of which, when not required for shunting purposes, is kept in a duplicate Lock on the Interlocking Frame in "B" Box. During the absence of this key from the Frame in "B" Box, all the Signals applying to or from the Albury Lines (New South Wales and Victorian), and the Tallangatta Line are locked at the Stop position.

3. A Point Indicator works with the Points at each end of the Loop.

Whistling Signals.

To or from—	Long.	Short.	Long.
No. 1 Road and Victorian Line to Albury ..	1	..	..
No. 2 Road and Victorian Line to Albury ..	2	..	..
No. 3 Road and Victorian Line to Albury ..	1	2	..
No. 4 or 5 Road, and Victorian Line to Albury ..	1	3	..
No. 1 Road and Tallangatta Line	1	1	..
No. 2 Road and Tallangatta Line .. ..	..	1	1
No. 3 Road and Tallangatta Line	1	1	1
No. 4 or 5 Road and Tallangatta Line	1	2	1
Dock Road and Tallangatta Line	4	..
New South Wales Roads (No. 6 or 7) and New South Wales Line to Albury	3

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ALBURY.

(Diagram dated 21.6.28.)

For particulars of the Signalling arrangements at Albury, see New South Wales Engineer's Diagram dated 21st June, 1928.

The particulars of the Fixed Signal are indicated on the Diagram.

Whistling Signals.

South Signal-box.

To and from—	Short.	Long.	Short.
Victorian Main Line and Platform Roads 2 ..	
Victorian Main Line and Goods Line 3 ..	
Victorian Main Line and Goods Loop 1 ..	
Victorian Main Line and Tranship Road 1 ..	3
Victorian Main Line and Engine Loop ..	.. 1 ..	.. 1 ..	1

Station Box.

To and from—	Short.	Long.	Short.
Victorian Goods Line and Goods Shed Roads 2 ..	1

EVERTON.

(Diagram No. 33/19.)

Post No.	Particulars.
1	Down Distant Signal.
2	Two arms. Down Home Signals :— Top arm, Main Line to No. 2 Road—to post 3. Bottom arm, Main Line to No. 1 Road—to post 3.
3	Bracket Post, four arms, Down Home Signals; and two Discs :— Top arm on left-hand doll, from No. 2 Road to Yackandandah Line. Bottom arm on left-hand doll, from No. 2 Road to Bright Line. Top arm on right-hand doll from No. 1 Road to Yackandandah Line. Bottom arm on right-hand doll from No. 1 Road to Bright Line. Left-hand Disc, from Car Dock to Yackandandah Line. Right-hand Disc, from Car Dock to Bright Line.
4	Bracket Post, four arms, Up Home Signals; and two Discs :— Top arm on left-hand doll, from Bright Line to No. 1 Road. Bottom arm on left-hand doll, from Bright Line to No. 2 Road. Top arm on right-hand doll, from Yackandandah Line to No. 1 Road. Bottom arm on right-hand doll, from Yackandandah Line to No. 2 Road. Left-hand Disc, from Bright Line to Car Dock or No. 3 Road. Right-hand Disc, from Yackandandah Line to Car Dock or No. 3 Road.
5	Up Distant Signal, Yackandandah Line.
6	Up Distant Signal, Bright Line.

EVERTON—continued.

Note.—There are Catch Points, with Point Indicator at each end of No. 3 Road for Outwards Traffic. A Point Indicator works with the Points leading from the Car Dock to the Turntable. Point Indicators also work with the Points at the Down end of each of the Crossovers between Nos. 1 and 2 Roads.

SPECIAL INSTRUCTION.—The normal state of the levers in the Signal box must be such that there will be a through Road from the Beechworth Line along No. 2 Road in the direction of Tarrawingee.

WAHRING.

(No Diagram.)

Post No.	Particulars.
1	Down Home Signal, worked from Platform when Points are set for Main Line, or from auxiliary apparatus when Points are set for the Crossing Loop.
2	Up Ground Disc Signal from Crossing Loop to Main Line.
3	Down Ground Disc Signal from Crossing Loop to Main Line.
4	Up Home Signal from Platform Road protecting Annett locked Points.
5	Up Home Signal.

Notes.—1. The Crossing Loop (No. 2 Road) is on the Up side of the Passenger Platform. The Points at the Up end of the Loop are secured by an Annett Lock and worked from a two-lever Ground Frame near the Points.

2. The Points at the Down end of the Crossing Loop are also secured by an Annett Lock and are worked from a Quadrant Lever near the Points at that end.

3. The key of the Annett Locks is normally secured in a duplicate Lock on the Interlocked Frame on the Platform.

4. No train entering the Loop in the Down direction must foul the Main Line near the Down end until the Driver has been instructed to do so by the Signaller.

5. The Points in the Main Line at each end of the Wood Siding (next to No. 1 Road) are secured by Plunger Locking.

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 to Main Line.

Right-hand arm, Down Departure Home, No. 1 Road to Branch Line.

Up Arrival Home, Branch Line.

Up Arrival Home, Main Line.

Note.—The Points in No. 1 Road leading to Engine Roads are rodded to Safety Points in the Siding and secured by an Annett Lock with duplicate Locks on Quadrants of Home Signals, except Departure Home for Main Line, which is detected with the Points.

TOOLAMBA.

(Diagram No. 21/15.)

Post No.	Particulars.
1	Up Distant Signal, Shepparton Line.
2	Up Distant Signal. Echuca Line.
3	Bracket Post, two arms, Up Home Signals and one Disc :— Left-hand arm, from Shepparton Line to No 2 Road—to post 9. Right-hand arm, from Shepparton Line to No 1. Road—to post 10. The Disc, from Shepparton Line to Nos. 3, 4, or 5 Road—towards post 8.
4	Bracket Post, two arms, Up Home Signals and one Disc :— Left-hand arm, Echuca Line to No. 2 Road—to post 9. Right-hand arm, Echuca Line to No. 1 Road—to post 10. The Disc, from Echuca Line to No. 3, 4, or 5 Road—towards post 8.
5	Disc Signal, from Siding " B " to No. 3, 4, or 5 Road—towards post 8.
6	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from No. 1 Road to Echuca Line. Right-hand arm, from No. 1 Road to Shepparton Line.

TOOLAMBA—continued.

Post No.	Particulars.
7	Bracket Post, two arms Down Home Signals and three Discs :— Left-hand arm, from No. 2 Road to Echuca Line. Right-hand arm, from No 2 Road to Shepparton Line. Left-hand Disc, from Sidings No. 3, 4, or 5 to Echuca Line. Top right-hand Disc, from Sidings No. 3, 4, or 5 to Shepparton Line. Bottom right-hand Disc, from Sidings No. 3, 4, or 5 to Siding " B."
Signal Bridge, on which are erected posts No. 8, 9, 10, and 11.	
8	Two Disc Signals :— Left-hand Disc, from Sidings No. 4, 5, or 6 to Main Line or to Siding " A." Right-hand Disc, from No. 3 Siding to Main Line or to Siding " A."
9	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."
10	One arm and one Disc. Up Signals :— The arm, Home, 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 Road—towards post 7, or to Dock Road. Right-hand Disc, from Siding " A " to No. 3, 4, or 5 Road—towards post 7, or to No. 6 Road.
14	Bracket Post, two arms Down Home Signals and two Discs :— Left-hand arm, to No. 1 Road—to post 6. Right-hand arm, to No. 2 Road—to post 7 Left hand Disc, from Main Line to Dock Road. Right hand Disc, from Main Line to No. 3, 4, or 5 Road—towards post 7, or to No. 6 Road.
15	Down Distant Signal

Notes.—1. Point Indicators work with the Points leading from No. 4 Road to " A " Siding, No. 3 Road to " A " Siding, Main Line to No. 2 Road (Down direction), Main Line to " A " Siding (Up direction), and No. 1 Road to Dock Road.

TOOLAMBA—*continued.*

2. There is a Crossover at the Up end of the Station (outside the Down Home Signal, post 14) leading from the Main Line to Siding "A." The Points in the Main Line—which are facing for Down trains—are rodded to the Points in Siding "A," and worked by a lever situate close to the Points; the Points in the Main Line are secured by a Staff Lock, the key of which is the Staff for the Section Toolamba-Arcadia.

3. There is a Crossover at the Down end of the Station (outside the Up Home Signal, post 3) leading from the Main Line to Siding "B." The Points in the Main Line—which are facing for Up trains—are rodded to the Points in Siding "B," and worked by a lever situate close to the Points; the Points in the Main Line are secured by a Staff Lock, the key of which is the Staff for the Section Toolamba-Mooroopna.

Whistling Signals.

To or from—	Long.	Short.	Long
Shepparton Line and No. 1 Road	1	..	..
Shepparton Line and No. 2 Road	2	..	..
Shepparton Line and No. 3 Road	3	..	..
Echuca Line and No. 1 Road	1	1	..
Echuca Line and No. 2 Road	2	1	..
Echuca Line and No. 3 Road	3	1	..
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 Road	3	..	..
Siding "A" and No. 1 Road .. ..	..	1	1
Siding "A" and No. 2 Road .. ..	..	2	1
Siding "A" and No. 3 Road .. ..	..	3	1
Siding "A" and Dock Road .. ..	..	4	1
Dock Road and Pit Road .. ..	..	5	..
Siding "B" .. ..	..	2	..
Main Line and Dock Road	1	4	..

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 Points 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."

NARRE WARREN.

(Diagram No. 1/39.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals:— Left-hand arm, to No. 2 Road via No. 2A Road—to post 3. Right-hand arm, to No. 1 Road via No. 1A Road—to post 3, or to No. 2 Road via No. 1A Road—to post 3; worked from Signal-bay or Quadrant at Points.
3	Bracket Post, two arms. Down Home Signals protecting interlocked gates:— 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 protecting interlocked gates:— Left-hand arm, to No. 1 Road. Right-hand arm, to No. 2 Road; controlled by Quadrant at Points.
5	Up Home Signal, from Main Line to Nos. 1 or 2 Roads—to post 4; worked from Signal-bay or Quadrant at Points.
6	Up Distant Signal.

BERWICK.

(Diagram No. 1/38.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to No. 1A Road via No. 1 Road, or to No. 2A Road via No. 2 Road; worked from Signal bay or Quadrant at Points.
3	Bracket Post, two arms. Up Home Signals:— Left-hand arm, to No. 2 Road via No. 2A Road. Right-hand arm, to No. 1 Road via No. 1A Road or to No. 2 Road via No. 1A Road; worked from Signal-bay or Quadrant at Points.
4	Up Distant Signal.

OFFICER.

(Diagram No. 7/38.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals :— Left-hand arm, to No. 1 Road via No. 1A Road, or to No. 2 Road via No. 1A Road ; worked from Locking Frame or Quadrant at Points. Right-hand arm, to No. 2 Road via No. 2A Road.
3	Bracket Post, two arms. Up Home Signals :— Left-hand arm, to No. 2A Road via No. 2 Road. Right-hand arm, to No. 1A Road via No. 1 Road.
4	Up Distant Signal.

PAKENHAM.

(Diagram No. 14/38.)

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals :— Left-hand arm, to No. 1 Road. Right-hand arm, to No. 2 Road.
3	Bracket Post, two arms and a Disc under left-hand arm. Up Signals :— Left-hand arm, Home, from " X " to Main Line. Right-hand arm, Home, from No. 1 Road to Main Line. The Disc " X " to Siding " A " ; worked from Locking Frame or Quadrant at the Signal.
4	Bracket Post, two arms. Up Home Signals :— Left-hand arm, to No. 2 Road—to post 3. Right-hand arm, to No. 1 Road—to post 3.
5	Up Distant Signal.

NAR-NAR-GOON.

(Diagram No. 9/38.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal to No. 1A Road via No. 1 Road, or to No. 2A Road via No. 2 Road ; worked from Locking Frame or Quadrant at Points.
5	Up Home Signal (protecting Annett locked Points).
6	Bracket Post, two arms. Up Home Signals :— Left-hand arm, to No. 2 Road via No. 2A Road. Right-hand arm, to No. 1 Road via No. 1A Road, or to No. 2 Road via No. 1A Road ; worked from Locking Frame or Quadrant at Points.
7	Up Distant Signal.

Note.—The Points leading from the Main Line to the Stock Yard Siding are rodded to Safety Points in the Siding and worked from a lever situate near the Points. The Points in the Main Line are secured by an Annett Lock.

TYNONG.

(Diagram No. 2/39.)

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. Right-hand arm, from Main Line to No. 2 Road.
3	Up Home Signal, from Main Line to No. 1 or No. 2 Road ; worked from Locking Frame or Quadrant at Points.
4	Up Distant Signal.

BUNYIP.**(Diagram No. 5/39.)**

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal, to No. 1A Road via No. 1 Road, or to No. 2A Road via No. 2 Road; worked from Locking Frame or Quadrant at Points.
3	Up Home Signal, from No. 1 Road (protecting Annett Locked Points).
4	Bracket Post, two arms. Up Home Signals:— Left-hand arm, to No. 2 Road via No. 2A Road. Right-hand arm, to No. 1 Road via No. 1A Road to post 3 or to No. 2 Road via No. 1A Road; worked from Locking Frame or Quadrant at Points.
5	Up Distant Signal.

Note.—The Points leading from No. 1 Road to the Goods Shed Siding at the Up end of the Passenger Platform are rodded to Safety Points in the Siding and worked from a lever at the Points. The Points in the Runnung Line are secured by an Annett Lock.

LONGWARRY.**(Diagram No. 6/39.)**

Post No.	Particulars.
1	Down Distant Signal.
2	Bracket Post, two arms. Down Home Signals:— Left-hand arm, to No. 2 Road. Right-hand arm, to No. 1 Road.
3	Down Home Signal (protecting Annett Locked Points).
4	Up Home Signal, to No. 1 Road, or to No. 2 Road; worked from Locking Frame or Quadrant at Points.
5	Up Distant Signal.

The Points leading to the Goods Siding and Wood Siding are controlled as specified hereunder:—

1. *Up End.*—The Points in the Main Line leading to the Goods Siding, also the Points in the main Line leading to the Wood Siding, are rodded to Derails in the respective Sidings and worked by levers placed near the

LONGWARRY—continued.

Points. Each set of Down Facing Points in the Main Line is secured by Plunger Lock, fitted to a third lever, situated on the right-hand side of the Line (facing Down direction); this Lever is Annett locked and when unlocked and pulled over, will release the levers working the Points leading to the Sidings.

2. *Down End.*—The Points in the Main Line and the Catch Points in the Wood Siding are rodded together and worked by a lever placed near the Points.

The Points in the Main Line and the Safety Points in the Goods Siding are rodded together and worked by a lever placed near the Points.

Each set of Up Facing Points in the Main Line is secured by Annett Lock.

3. The Auxiliary Quadrant lever of the Up Home Signal is secured in the normal position by an Annett Lock.

4. When the Key is used to release any of the Points mentioned in clauses 1 and 2, the levers of all Signals, except the Down Home Signals, Post 2, are secured in the normal position.

5. The Key fits all the Locks, and, when not in use, it must be kept in the Duplicate Lock on the interlocking Frame. It must be used only by the Signalman for the working of the Signals, but he may hand it over to a Guard or Shunter to enable shunting operations to be conducted. When the Shunting operations have been completed, the Key must be returned to the Signalman.

WARRAGUL "A" BOX.**(Diagram No. 17/27.)**

Post No.	Particulars.
1	Down Distant Signal; worked by "B" Box.
2	Down Home Signal—to post 4; worked by "B" Box.
3	Up Starting Signal; worked by "B" Box.
4	Bracket Post, four arms and two Discs. Down Signals:— Top arm, on left-hand doll, Home, from Main Line to Back Platform Road—to post 11; controlled by "B" Box. Bottom arm, on left-hand doll, Calling-on, from Main Line to Back Platform Road—towards post 11, controlled by "B" Box.

WARRAGUL "A" BOX—*continued.*

Post No.	Particulars.
4 (<i>continued</i>)	Bracket Post, &c.— <i>continued.</i> Arm on centre doll, Home, from Main Line to No. 1 Road—to post 10; worked by "B" Box. Arm on right-hand doll, Home, from Main Line to No. 2 Road—to post 10; controlled by "B" Box. Left-hand Disc, from Main Line to Car Siding; controlled by "B" Box. Right-hand Disc, from Main Line to No. 3 Road—towards post 9, or to Goods Yard; controlled by "B" Box.
5	Disc Signal, from Car Siding to Main Line—towards post 3; controlled by "B" Box. <i>Note.</i> —There are Catch Points in the Car Siding.
6	Up Home Signal, from Back Platform Road to Main Line—to post 3; controlled by "B" Box.
7	Disc Signal, from No. 3 Road or Goods Yard to Main Line—towards Post 3; controlled by "B" Box.
8	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from No. 2 Road to Main Line—to post 3; controlled by "B" Box. Right-hand arm, from No. 1 Road to Main Line—to post 3; worked by "B" Box.

Note.—A Point Indicator works with the Points leading from No. 3 Road to Main Line or Siding "A."

Whistling Signals.

To or from—	Long.	Short
Main Line and Back Platform .. .. .	..	2-2
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 Car Siding .. .. .	..	4
No. 3 Road and Siding "A" .. .. .	..	3

WARRAGUL "B" BOX.

(Diagram No. 17/27.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 4.
3	Up Starting Signal.
4	Bracket Post, four arms and two Discs. Down Signals :— Top arm on left-hand doll, Home, from Main Line to Back Platform Road—to post 11; worked by "A" Box and controlled by "B" Box. Bottom arm on left-hand doll, Calling-on, from Main Line to Back Platform Road—towards post 11; worked by "A" Box and controlled by "B" Box. Arm on centre doll, Home, from Main Line to No. 1 Road—to post 10. Arm on right-hand doll, Home, from Main Line to No. 2 Road—to post 10; worked by "A" Box and controlled by "B" Box. Left-hand Disc, from Main Line to Car Siding; worked by "A" Box and controlled by "B" Box. Right-hand Disc, from Main Line to No. 3 Road—towards post 9, or to Goods Yard; worked by "A" Box and controlled by "B" Box.
5	Disc Signal, from Car Siding to Main Line—towards post 3; worked by "A" Box and controlled by "B" Box.
6	Up Home Signal, from Back Platform Road to Main Line—to post 3; worked by "A" Box and controlled by "B" Box.
7	Disc Signal, from No. 3 Road or Goods Yard to Main Line—towards post 3; worked by "A" Box and controlled by "B" Box.
8	Bracket Post, two arms. Up Home Signals :— Left-hand arm, Home, from No. 2 Road to Main Line—to post 3; worked by "A" Box and controlled by "B" Box. Right-hand arm, Home, from No. 1 Road to Main Line—to post 3.
9	Four Disc Signals :— Top left-hand Disc, from No. 3 Road to Neerim Line. Bottom left-hand Disc, from No. 3 Road to Loco. Roads. Top right-hand Disc, from No. 3 Road to "X"—towards post 14. Bottom right-hand Disc, from No. 3 Road, to Siding "B" (via "Y"), or to 3A Road—towards post 12.
10	Bracket Post, four arms, Down Home Signals; and three Discs :— Top arm on left-hand doll, from No. 1 Road to Neerim Line. Bottom arm on left-hand doll, from No. 1 Road to "X"—to post 14. Top arm on right-hand doll, from No. 2 Road to Neerim Line.

WARRAGUL "B" BOX—*continued.*

Post No.	Particulars.
10 (<i>contd.</i>)	Bracket Post, four arms, etc.— <i>continued.</i> Bottom arm on right-hand doll, from No. 2 Road to "X" —to post 14. Left hand Disc, from No. 1 Road to Loco. Roads. Centre Disc (right-hand doll, from No. 2 Road to Loco. Roads. Right-hand Disc, from No. 2 Road to Siding "B" (via "Y")
11	Bracket Post, four arms, Down Home Signals, and two Discs :— Top arm, on left-hand doll, from Back Platform Road to Neerim Line. Bottom arm on left-hand doll, from Back Platform Road to "X"—to post 14. Top arm on right-hand doll, from Dock to Neerim Line. Bottom arm, on right-hand doll, from Dock to "X"—to post 14. Left-hand Disc, from Back Platform Road to Loco. Roads. Right-hand Disc, from Dock to Loco. Roads.
12	Two Disc Signals :— Left-hand Disc, from No. 3A Road to Sale Line, or to Siding "B." Right-hand Disc, from Goods Yard to Sale Line, or Siding "B."
13	Disc Signal, from Butter Company's Siding to Neerim Line. <i>Note.</i> —There are Catch Points in the Butter Company's Siding.
14	One arm and a Disc. Down Signals :— The arm, Home, from "X" to Sale Line. The Disc, from "X" to Siding "B."
15	Bracket Post, four arms and two Discs. Up Signals :— Top arm on left-hand doll, Home, from "X" to No. 2 Road— to post 8. Bottom arm, on left-hand doll, Home, from "X" to No. 1 Road—to post 8. Top arm, on right-hand doll, Home, from "X" to Back Platform Road—to post 6. Bottom arm, on right-hand doll, Calling-on, from "X" to Back Platform Road—towards post 6. Left-hand Disc, from "X" to No. 3 Road—towards post 7 Right-hand Disc, from "X" to Dock.
16	Bracket Post, four arms and three Discs. Up Signals :— Top arm, on left-hand doll, Home, from Neerim Line to No. 2 Road—to post 8. Bottom arm, on left-hand doll, Home, from Neerim Line to No. 1 Road—to post 8.

WARRAGUL "B" BOX—*continued.*

Post No.	Particulars.
16 (<i>contd.</i>)	Bracket Post, four arms, etc.— <i>continued.</i> 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. Left-hand Disc, from Neerim Line to No. 3 Road—towards post 7. Centre Disc (right-hand doll), from Neerim Line to Dock. Right-hand Disc, from Neerim Line to Butter Company's Siding.
17	Four Disc Signals :— Top left-hand Disc, from Loco. Roads to No. 3 Road—towards post 7. Centre Left-hand Disc, from Loco. Roads to No. 2 Road— towards post 8. Bottom left-hand Disc, from Loco. Roads to No. 1 Road—to- wards post 8. Right-hand Disc, from Loco. Roads to Back Platform Road, —towards post 6 or to Dock.
18	Two Disc Signals :— Left-hand Disc, from Siding "B" to No. 2 Road—towards post 8; or to No. 3 Road, via "Y" or "Z,"—towards post 7; or to Goods Yard. Right-hand Disc, from Siding "B" to "X,"—towards post 15.
19	One arm and a Disc. Up Signals :— The arm, Home from Sale Line to "X"—to post 15. The Disc, from Sale Line, via "Z" to No. 3 Road—towards post 7, or to Goods Yard.
20	Up Distant Signal, Neerim Line.
21	Up Distant Signal, Sale Line.

Note.—Point Indicators are fixed as under :—To the Points leading to the Dock or Back Platform Road, the Points of Crossover leading from No. 3 Road, the Points leading from "Y" to No. 2 or No. 3 Road, the Points leading from "Z" to Main Line or to Siding "B," the Points leading from "Z" to No. 3A Road or Goods Yard, and the Points leading from Siding "B" to "Y" or "Z."

Whistling Signals.		Long.	Short.	Long.
To or from—				
Sale Line and Back Platform Road	2-2	..
Sale Line and No. 1 Road	1	..
Sale Line and No. 2 Road	2	..
Sale Line and No. 3 Road	3	..
Sale Line and Dock	1	.. 2
Sale Line and Goods Yard, via "Z"	1	.. 4

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

To or from—	Long.	Short.	Long.
Neerim Line and Back Platform Road	1	2	1
Neerim Line and No. 1 Road	2	1	..
Neerim Line and No. 2 Road	2	2	..
Neerim Line and No. 3 Road	2	3	..
Dock and Neerim Line .. ..	..	1	1
Butter Company's Siding and Neerim Line .. ..	..	2	2
Loco. Roads and Back Platform Road .. ..	..	4	1
Loco. Roads and Dock .. ..	..	5	..
Loco. Roads and No. 1 Road	1	1	..
Loco. Roads and No. 2 Road	1	2	..
Loco. Roads and No. 3 Road	1	3	..
Siding "B" and "X" .. ..	..	2	1
Siding "B" and No. 3 Road .. ..	..	3	1
Siding "B" and Goods Yard .. ..	..	3	2

MOE.

(Diagram No. 2/31.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal, along Main Line—to post 4, or to Receiving Sidings, as indicated on Switch Stand at Points ahead of Signal.
3	Disc Signal, from Receiving Sidings to Main Line.
4	Down Home Signal, to No. 1 Road—to post 9, or to No. 2 or 3 Road, as indicated on Switch Stand at Points ahead of Signal.
5	Up Home Signal, from No. 1 Road to Main Line.
6	Disc Signal, from No. 2 or 3 Road to Siding "A" or Main Line.
7	Up Home Signal, from No. 1 Road—to post 5.
8	Up Home Signal (Narrow Gauge) Line.
9	Bracket Post, two arms. Down Home Signals :— Left-hand arm, from "X" to Sale Line. Right-hand arm, from "X" to Thorpdale Line.
10	Bracket Post, two arms. Up Home Signals :— Left-hand arm, from Thorpdale Line, to No. 1 Road—to post 7, or to No. 2 or 3 Road—to post 6. Right-hand arm, from Sale Line, to No. 1 Road—to Post 7 or to Nos. 2 or 3 Road—to post 6.
10B	Dwarf Post. Up Home Signal, Co-acting with Right-hand arm on post 10.
10c	Dwarf Post. Up Home Signal, Co-acting with left hand arm on post 10.

MOE—*continued.*

Post No.	Particulars.
11	Bracket Post, two arms. Up Distant Signals :— Left hand arm, from Thorpdale Line. Right hand arm, from Sale Line.

Notes.—1. A Point Indicator works with the Compound Points leading from Nos. 2 and 3 Roads, ahead of Post 6, and with the Derails at the Down end of the Receiving Sidings.

2. There are Catch Points in each of the Receiving Sidings at the Up end.

3. The Points in the Main Line leading to the Thorpdale Line are Plunger locked and Detected with the Departure Home Signals on Post 9, and the Up Home Signals on Post (Co acting) No. 10.

4. The Points in No. 1 Road at Up end of 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 apparatus in Signal bay.

5. The connexion between Main Line and Up end of Receiving Sidings, and also the connexion between Main Line and Nos. 2 and 3 Roads are operated by Double Wire Control, in accordance with instructions in the General Appendix.

MORWELL.

(No Diagram.)

The following Fixed Signals are provided :—

Down Arrival Home, Main Line.

Bracket Post, two arms. One Down and one Up Signal :—

Left hand arm Down Home ; No. 1 Road to Branch Line.

Right hand arm, Up Home ; No. 1 Road to Main Line.

Up Arrival Home, Branch Line.

Up Arrival Home, Main Line.

Notes.—1. The Junction Points facing in Up direction in No. 1 Road are Plunger locked and detected with the Departure Home Signals. The Junction Points are also detected with the Down Arrival Main Line Home Signal and the Up Arrival Branch Line Home with the Plunger in the out position.

2. Before the Down Main Line Arrival Home Signal can be operated the Points leading off the Branch Line must be set for No. 2 Road.

TRARALGON.

(Diagram No. 5/37.)

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, via No. 2A Road—to post 9. Right-hand arm, from Main Line to No. 1 Road, via No. 1A Road—to post 9. The Disc, from Main Line to No. 3 Road—towards Ground Disc 11, or to No. 4 or 5 Road.
3	Disc Signal, from Sidings "A" to Siding "B," or to No. 4 or 5 Road, via "X," or to No. 3 Road, via "X"—towards Ground Disc 11, or to No. 1 or 2 Road, via No. 2A Road,—towards post 9.
4	Bracket Post, two arms, Up Home Signals, and one Disc. Left-hand arm, from No. 1A Road—to Main Line. Right-hand arm, from No. 2A Road—to Main Line. The Disc, from No. 2A Road—to Sidings "A."
5	Disc Signal, from No. 3, 4, or 5 Road to No. 2A Road—towards post 4, or to Sidings "A," via "X."
6	One arm and a Disc on Footbridge, Up Signals :— The arm, Home, from No. 1 Road to No. 1A Road—to post 4. The Disc, from No. 1 Road to No. 2A Road—towards post 4.
7	Up Home Signal, on Footbridge, 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 Home Signals :— Top arm on left-hand doll, from No. 2 Road to Maffra Line. Bottom arm on left-hand doll, from No. 2 Road to Sale Line. Top arm on right-hand doll, from No. 1 Road to Maffra Line. Bottom arm on right-hand doll, from No. 1 Road to Sale Line.
10	Disc Signal, from Loco. Road to Sale Line.
11	Ground Disc Signal, from No. 3 Road to Maffra or Sale Lines. • <i>Note.</i> —Catch Points are provided in No. 3 Road ahead of Ground Disc 11.
	Signal Bridge, on which are erected posts 12, 13, 14, 15, 16, and 17 Up Signals.
12	Home, from Sale Line to No. 1 Road—to post 8.
13	Disc, from Sale Line to No. 3 or 4 Road,—towards post 5 or to Loco. Yard. <i>Note.</i> —A Point Indicator works with the first set of Facing Points ahead of post 13.
14	Home, from Sale Line to No. 2 Road—to post 7.
15	Home, from Maffra Line to No. 1 Road—to post 8.

TRARALGON—continued

Post No.	Particulars.
16	Disc, from Maffra Line to No. 3 or 4 Road—towards post 5.
17	Home, from Maffra Line, to No. 2 Road—to post 7.
18	Bracket Post, two arms. Up Distant Signals :— Left-hand Arm for Sale Line. Right-hand Arm for Maffra Line.

Notes.—1. There are Catch Points with Point Indicators at exit of each of the three Loco. Roads.

2. Two Ground Discs work with the Turntable controlling movements on to Turntable from either side.

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, 4, or 5 Road ..	1	..	1
No. 3, 4, or 5 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. 69/19.)

Post No.	Particulars.
1	Up Distant Signal, from Stratford Line.
2	Down Distant Signal, from Melbourne Line.
3	Bracket Post, four arms, and one Disc :— Top arm, on left-hand doll, Up Home Signal, from Stratford line to No. 3 Road. Bottom arm, on left-hand doll, Up Home Signal, from Stratford Line to "A"—to post 8. Top arm, on right-hand doll, Down Home Signal, from Melbourne Line to No. 3 Road. Bottom arm, on right-hand doll, Down Home Signal, from Melbourne Line to "A"—to post 8. The Disc, from Cattle Yards Siding to Nos. 3, 4, or 5 Roads.

SALE—continued.

Post No.	Particulars.
4	Home Signal, from Canal Road, to "A"—to post 8.
4A	Disc Signal, from Turn-table Road to "A"—towards post 8.
5	Two arms, Home Signals and one Disc. Top arm, from "B" to Melbourne Line. Bottom arm, from "B" to Stratford Line. The Disc, from "B" to Cattle Yards Siding.
6	Three arms. Home Signals, and one Disc :— Top arm, from "A" to Canal Road. Centre arm, from "A" to Melbourne Line. Bottom arm, from "A" to Stratford Line. The Disc, from "A" to Turn-table Road.
7	Two Disc Signals :— Left-hand Disc, from No. 3 Road to "B"—towards post 5. Right-hand Disc, from No. 4 or 5 Road to "B"—towards post 5.
8	Two arms. Home Signals :— Top arm, from "A" to No. 2 Road. Bottom arm, from "A" to No. 1 Road.
9	Disc Signal, from Engine Shed to Carriage Dock.
10	Home Signal, from No. 2 Road to "A"—to post 6.
11	Disc Signal, from Carriage Dock to "A"—towards post 6.
11A	Home Signal, from No. 1 Road to "A"—to post 6. Disc working with Turn-table indicates when Turn-table is properly set.

Note.—There are Catch Points, with Point Indicator, at exit from the Cattle Yards Siding. Point Indicators also work with Points at Up end Crossover from No. 3 to No. 2 Road, with the Points leading from No. 1 Road into the Dock, and with the Points leading from No. 3 to Nos. 4 and 5 Roads.

Catch Points are provided at exit of Turntable 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.
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, Main Line.

Bracket Post, two arms. Down Signals :—

Left-hand arm, Home from Platform Road to Branch Line, to Home Signal protecting Points leading to Turn-table Road.

Right-hand arm, Home from Platform Road to Main Line.

Down Home Signal, Branch Line, protecting Points leading to Turn-table Road.

Up Arrival Home Signal, Branch Line.

Up Arrival Home Signal, Main Line.

Note.—The Points leading to the Turn-table Road from the Triholm Line are rodded to a Derail in the Turn-table Road and secured by an Annett Lock with duplicate locks on the Platform quadrants operating the Home Signals on the Triholm Line protecting the Annett locked Points.

NYORA.

(Diagram No. 13/24.)

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

NYORA—continued.

Notes.—1. The Points in the Main Line at the Down end of the Station yard leading from the Port Albert Line to the Wonthaggi Line, also the Fixed Signals applying to and from the Wonthaggi Line are worked from an Auxiliary Frame, which is secured by an Annett Lock, the key of which when not required for shunting purposes is kept in a Duplicate Lock on the lever apparatus in the Signal Bay. The Points of the crossover between Nos. 1 and 2 Roads at the Down end of the Station are also worked from the Auxiliary Frame, but the lever operating the Points is a free lever, and when not required for use is secured in the normal position by chain and padlock.

2. A Special Point Indicator is rodded to the Interlocked Up Facing Points in No. 1 Road, well clear of the fouling point, to show Drivers how the Points (near the Auxiliary Frame) are set when they are approaching them in the trailing direction. The Driver of any train or engine proceeding in the Down direction from No. 1 Road, or from No. 2 Road and the Goods Roads must not pass the Point Indicator, unless it is showing that the Interlocked Trailing Points in No. 1 Road are properly set.

3. The Facing Points in No. 1 Road leading to the Gravitation Sidings are rodded to Catch Points in the Sidings and worked by a lever secured by an Annett Lock with Duplicate Locks on Signal levers Nos. 1 and 1B.

KORUMBURRA.

(Diagram No. 21/28.)

Post No.	Particulars.
1	Down Distant Signal.
1B	Down Home Signal—to post 2B.
2	Up Starting Signal.
2B	Bracket Post, two arms, Down Home Signals; and three Discs. Left-hand arm, Main Line to No. 1 Road—to post 7. Right-hand arm, Main Line to No. 2 Road—to post 8. Top left-hand Disc, Main Line to Siding "A." Bottom left-hand Disc, Main Line to No. 3 Road—towards post 9. Right-hand Disc, Main Line to Nos. 4, 5, or 6 Roads—towards post 12.
3	Ground Disc Signal, Siding "B" to Nos. 4, 5, or 6 Roads—towards post 12.
4	Disc Signal, Siding "A" to Main Line—towards post 2. <i>Note.</i> —There are Catch Points in Siding "A" ahead of post 4.
5	Three Disc Signals:— Top left-hand Disc, Nos. 4, 5, or 6 Roads to Siding "B." Bottom left-hand Disc, from Nos. 4, 5, or 6 Roads to Main Line—towards post 2. Right-hand Disc, from No. 3 Road to Main Line—towards post 2. <i>Note.</i> —There are Catch Points in No. 3 Road ahead of post 5.

KORUMBURRA—continued.

Post No.	Particulars.
6	Bracket Post, two arms, Up Home Signals:— Left-hand arm, from No. 2 Road to Main Line—to post 2. Right-hand arm, from No. 1 Road to Main Line—to post 2. <i>Note.</i> —An Interlocked Derail with Point Indicator attached is provided in No. 2 Road ahead of post 6. Signal Bridge, on which are erected posts Nos. 7 and 8.
7	Two arms, Down Home Signals; and four Discs. Top arm, No. 1 Road to Port Albert Line. Bottom arm, No. 1 Road to Outtrim Line. Top left-hand Disc, No. 1 Road to Engine Loop. Bottom left-hand Disc, No. 1 Road to Coal Stage Road. Top right-hand Disc, No. 1 Road to Loco. Road. Bottom right-hand Disc, from No. 1 Road to Turn-table Road.
8	Two arms, Down Home Signals; and two Discs. Top arm, No. 2 Road to Port Albert Line. Bottom arm, No. 2 Road to Outtrim Line. Left-hand Disc, No. 2 Road to Loco. Road. Right-hand Disc, No. 2 Road to Turn-table Road. <i>Note.</i> —An Interlocked Derail with Point Indicator attached is provided in No. 2 Road ahead of post 8.
9	Two Disc Signals:— Left-hand Disc, No. 3 Road to Port Albert Line. Right-hand Disc, No. 3 Road to Outtrim Line. <i>Note.</i> —There are Catch Points in No. 3 Road, ahead of post 9.
10	Two Disc Signals:— Top Disc, Loco. Road to No. 2 Road—towards post 6. Bottom Disc, Loco. Road to No. 1 Road—towards post 6. <i>Note.</i> —There are Catch Points in the Loco. Road ahead of post 10.
11	Disc Signal, from Engine Loop to No. 1 Road—towards post 6.
12	Two Disc Signals:— Left-hand Disc, from Nos. 4, 5, or 6 Roads to Port Albert Line. Right-hand Disc, from Nos. 4, 5, or 6 Roads to Outtrim Line. <i>Note.</i> —There are Catch Points in the neck of Nos. 4, 5, and 6 Roads ahead of post 12.
13	Two Disc Signals:— Left-hand Disc, Turn-table Road to No. 2 Road—towards post 6. Right-hand Disc, Turn-table Road to No. 1 Road—towards post 6. <i>Note.</i> —There are Catch Points in the Turn-table Road ahead of post 13.

KORUMBURRA—continued

Post No.	Particulars.
16	Two arms, Up Home Signals; and two Discs. Top arm, Port Albert Line to No. 2 Road—to post 6. Bottom arm, Port Albert Line to No. 1 Road—to post 6. Left-hand Disc, Port Albert Line to Nos. 4, 5, and 6 Roads— towards post 5. Right-hand Disc, Port Albert Line to No. 3 Road—towards post 5.
16B	Two arms, Up Home Signals; and two Discs. Top arm, Outtrim Line to No. 2 Road—to post 6. Bottom arm, Outtrim Line to No. 1 Road—to post 6. Left-hand Disc, Outtrim Line to Nos. 4, 5, and 6 Roads—towards post 5. Right-hand Disc, Outtrim Line to No. 3 Road—towards post 5.
17	Up Distant Signal, Outtrim Line.
18	Up Distant Signal, Port Albert Line.

Notes.—1. There are Catch Points, with Point Indicator at exit from the Coal Stage Road. A Point Indicator also works with the Facing Points at entrance to the Coal Stage Road.

2. A Ground Disc works with Turn-table and controls movements on to Turn-table from Loco. Road.

To or from—	Whistling Signals.		
	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 Nos. 4, 5, or 6 Roads (Down end of Yard)	4	..	..
Main Line and No. 4 Road (Up end of Yard)	4	..	..
Main Line and No. 5 or 6 Road (Up end of Yard)	5	..	1
Branch Line and No. 1 Road	1	..	1
Branch Line and No. 2 Road	1	..	2
Branch Line and No. 3 Road	1	..	3
Branch Line and Nos. 4, 5, and 6 Roads	1	..	4

KORUMBURRA—continued.

Whistling Signals—continued.

To or from—	Long.	Short.	Long
No. 1 Road and the Engine Loop	1	..	1
No. 1 Road and the Coal Stage Road	1	..	2
No. 1 Road and the Loco. Road	1	..	3
No. 1 Road and the Turn-table Road	1	..	4
Main Line and Siding "A"	1	..	1
No. 2 Road and the Loco. Road	2	..	1
No. 2 Road and the Turn-table Road	2	..	2
Siding "B" and No. 4 Road	4	..	..
Siding "B" and Nos. 5 and 6 Roads	5	..	..

ANDERSON.

(Diagram No. 28/13.)

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. 1 Road—to post 4. Right-hand arm, from Main Line to No. 2 Road—to post 4. The Disc, from Siding "B" to No. 2 Road—towards post 4, or to No. 3 or 4 Road.
3	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 Road to Siding "B."
4	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 Road to Siding "A."
5	Bracket Post, two arms, Up Home Signals; and one Disc:— 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. The Disc, from Siding "A" to No. 2 Road—towards post 3, or to No. 3 or 4 Roads.
6	Up Distant Signal.

Notes.—1. Catch Points, with Point Indicators attached, are provided in Nos. 3 and 4 Roads at each end of the yard. Point Indicators work with the Facing Points leading from Sidings "A" and "B".

DALYSTON.
(Diagram No. 18/13.)

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 5. Right-hand arm, from Main Line to No. 2 Road—to post 6.
3	Ground Disc Signal, from Dead-end Siding " B " to No. 2 Road, —towards post 6.
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 Road to Dead-end Siding " B."
5	One arm and a Disc. Down Signals :— The arm, Home, from No. 1 Road to Main Line—to post 6. The Disc, from No. 1 Road to Sidings " C."
6	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 Road to Dead-end Siding " A."
7	Ground Disc Signal, from Dead-end Siding " A " to No. 2 Road, —towards post 4.
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 4.
9	Up Home Signal—to post 8.
10	Up Distant Signal.

Auxiliary Frame.—An Auxiliary Frame, with three Interlocked levers, is provided at the Down end of the yard opposite the Points in the Main Line leading into Sidings " C." The levers in the Frame are crosslocked from the Signal-box. One lever works the Cross Lock ; another the Points in the Main Line and the Safety Points in the Sidings, which are rodded together ; and the third works the locking bar and plunger. A Point Indicator works with the Safety Points in the Siding.

Note.—There are Derail Blocks, with Point Indicator attached, at the Up end of Sidings " C."

STATE MINE.
(Diagram No. 5/36.)

Post No.	Particulars.
1	Down Distant Signal.
2	Down Home Signal—to post 3.
2B	Disc Signal, from Dudley Area Line to Main Line—towards post 3.
3	One arm and a Disc. Down Signals :— The arm, Home, for the Main Line leading toward Wonthaggi. The Disc, from Main Line to Sidings " B," " C," or " D," or Engine Road.
3B	One Arm and a Disc. Up Signals :— The Arm, Home, for Main Line leading towards Dalyston. The Disc, from Main Line to Dudley Area Line. <i>Note.</i> —There are Catch Points for Outward Traffic in the Dudley Area Line.
4	Three Disc Signals :— Left-hand Disc, from Siding " A " to Main Line. Top Right-hand Disc, from Siding " A " to Sidings " B," " C," or " D," or to Engine Road. Bottom right-hand Disc, from Siding " A " to Timber Siding ; to Shaft No. 5 Sidings ; to Repair Siding ; to Engine Shed Roads ; or to Shaft No. 3 Siding.
5	Disc Signal, from Shaft No. 5 Sidings, or Timber Siding to Siding " A."
6	Disc Signal, from Shaft No. 3 Siding to Siding " A."
6B	Disc Signal, from Engine Shed Roads, or Repair Siding to Siding " A."
7	Four Disc Signals :— Top left-hand Disc, from Engine Road to Siding " A," or to Main Line—towards post 3B. Bottom left-hand Disc, from Siding " D " to Siding " A," or to Main Line—towards post 3B. Top right-hand Disc, from Siding " C " to Siding " A," or to Main Line—towards post 3B. Bottom right-hand Disc, from Siding " B " to Siding " A," or to Main Line—towards post 3B.
8	One Arm and a Disc. Up Signals :— The Arm, Home for Main Line—to post 3B. The Disc, from Main Line to Siding " A."
9	Up Distant Signal.

STATE MINE—*continued.*

Auxiliary Frames.—An Auxiliary Frame with one lever is provided at the Up end of yard and from it the Points in the Main Line and the Safety Points in the neck of Siding "A" and Classification Sidings are worked. The Points in the Main Line are secured by an Annett Lock, the key of which is normally secured in an Electric Switch Lock in the Signal-box.

An Auxiliary Frame with one lever is provided at the Down end of the yard, and from it the Points in the Main Line and the Safety Points in Siding "B" are worked. The Points in the Main Line are secured by a Staff Lock, the key of which is the Staff for the Section State Mine—Wonthaggi.

Note:—Point Indicators work with the undermentioned Points:—The four sets of Points forming the compound between the Main Line, Siding "A" and Sidings "B" and "C"; Points leading to Siding "C" and Points leading to Engine Road; Points at the junction of Timber Siding and Shaft No. 3 Siding and at Points at junction of Engine Shed Roads and Shaft No. 3 Siding.

Whistling Signals.

	Long.	Short.	Long.
Main Line, Up and Down direction 1	..
To or from—			
Main Line and Dudley Area	1 .. 1
Main Line and Siding "B"	2 ..
Main Line and Siding "C"	3 ..
Main Line and Siding "D"	4 ..
Main Line and the Engine Road	5 ..
Siding "A" and Main Line	..	1 ..	1 ..
Siding "A" and Siding "B"	..	1 ..	2 ..
Siding "A" and Siding "C"	..	1 ..	3 ..
Siding "A" and Siding "D"	..	1 ..	4 ..
Siding "A" and the Engine Road	..	1 ..	5 ..
Siding "A" and Shaft No. 5 Sidings	5 .. 1
Siding "A" and Shaft No. 3	3 .. 1
Siding "A" and the Engine Shed Sidings	2 .. 2

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.
Alberton	{ 1 Down 2 Up	..
Alexandra	2	..
Allansford	2	..
Allendale	2	..
Alvie	1 Down	..
Annuello	2	..
Arcadia	2	..
Armytage	2	..
Ashburton	1 Down	..
Avoca	{ 2 Down 1 Up	..
Axedale	2	..
Axedale Racecourse	2	..
Bairnsdale	{ 1 Down 2 Up 1 Up Disc	..
Balmoral	2	..
Ballarat— Racecourse	2	..
Show Grounds (White's Siding) (see page 196)	..		
Balranald	1 Down	..
Barnes	{ 2 Up 1 Down	..
Barongarook	2	..
Barraport	2 (Automatic)	..
Bayswater	{ 2 Up 1 Down	..
Bealiba	2	..
Beeac	2	..
Beech Forest	2	..
Beechworth	2	..
Belgrave	2	..
Bena	2	..

Co-acting arm on Down Signal.

SIGNALS AT PLACES NOT INTERLOCKED—continued.

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Bendigo Racecourse .. ..	..	2	..
Ben Nevis .. ..	..	1 Down	..
		2 Up	..
Berriwillock .. ..	..	2	..
Berrybank .. ..	..	2	..
Beulah .. ..	..	2	..
Birchip .. ..	..	2 Down	..
		1 Up	..
Bittern .. ..	..	2 Up	..
		1 Down	..
Bolangum .. ..	..	1 Down	..
Bonbeach (see page 125) .. ..	..	..	..
Bonnie Doon .. ..	..	2	..
Boorcan .. ..	..	2	..
Boort .. ..	..	1 Up	..
		2 Down	..
Bransholme .. ..	..	2 Up	..
		1 Down	..
Briagolong .. ..	..	1 Down	..
Bridgewater .. ..	..	2	..
Bright .. ..	..	2	..
Brim .. ..	..	2	..
Brooklyn A .. ..	..	2 Up	..
		2 Down	..
Bruthen .. ..	..	2	..
Buckrabanyule .. ..	..	2	..
Bullarto .. ..	..	2	..
Buninyong .. ..	..	1 Down (Co-acting)	..
Burrumbeet Park .. ..	..	1 Down	..
		1 Up	..
Camperdown .. ..	..	2 Down	..
		1 Disc	..
Carapocoe .. ..	..	2	..
		(Co-acting Arm on Up Signal.)	..
Carisbrook .. ..	..	2	..
Carwarp .. ..	..	2	..
Casterton .. ..	..	1 Down	..
Cathkin .. ..	..	2 Up	..
		2 Down	..
Cavendish .. ..	..	2	..
Charlton .. ..	..	2	..
Chewton	2	2 Up	2
		1 Down	..

SIGNALS AT PLACES NOT INTERLOCKED—continued.

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Chillingollah	2	..
Clyde	2	..
Cobram	1 Down	..
Cockatoo	2	..
Cohuna	1 Down	..
Colac (see page 252)
Colbinabbin	1 Down	..
Coleraine	1 Down	..
Condah	2	..
Cope Cope	2	..
Cowangie	2	..
Cowwarr	2	..
Cranbourne	2	..
Crib Point	2 Up	..
		1 Down	..
Croxton (see page 85)
Cudgewa	2	..
Culgoa	2	..
Curyo	2	..
Darnum	2	..
Dartmoor	2	..
Dennis (see page 91)
Deniliquin	1 Down	..
Derrinallum	2	..
Devenish	2	..
Diamond Creek	2	..
Dingee	2	..
Donald	2 Down	..
		1 Up	..
Dookie	2 Up	..
		1 Down	..
Drouin	1 Up	2	..
Drysdale	2	..
Dunkeld	2	..
Dunolly	1 Down	..
		2 Up	..
Eastmalvern	3 Down	..
		2 Up	..
East Natimuk	2 Up	..
		1 Down	..
Ebden	2	..
Echuca Racecourse	2	..
Elmhurst	2	..

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Elmore		1 Down 4 Up	..
Emerald		2	..
Emu		2	..
Epping		2	..
Erica		2	..
Fawkner		1 Down	..
Fernbank		2	..
Fern Hill		2	..
Fish Creek		1 Down 1 Up (Co-acting)	..
Forrest		1 Down	..
Forsyth's Siding (see page 125)			
Foster		2	..
Garvoc		2	..
Geelong Racecourse		2	..
Gellibrand		2	..
Gembrook		1 Down	..
Girgarre		1 Down	..
Glenalbyn		2	..
Glen Forbes		2	..
Glengarry		2	..
Glenloth		2	..
Glen Thompson		2	..
Glenwaverley		1 Down	..
Goldsborough		2	..
Goorambat		2	..
Goornong		2	..
Goroke		2 Down 1 Up	..
Guildford	2	2 (Co-acting arm on Down Home Signal Post.)	..
Gunbower		2	..
Haddon		2	..
Harcourt	2 (Co-acting arm on Up Distant.)	2 Down 1 Up	1 Up
Hastings		2	..
Hattah		2	..
Hawkesdale		2	..
Healesville		1 Down	..
Hernes Oak		1 Up	..

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Heathcote		2 Down 1 Up	..
Heyfield		2	..
Heywood		2 Up 1 Down	..
Hopetoun		2	..
Hughesdale		2	..
Huntley		2	..
Huon		2	..
Hurstbridge		1 Down	..
Illowa		2	..
Inverleigh		2	..
Irymple		2	..
Jeparit		2 Up 1 Down	..
Jumbunna		2	..
Kanagulk		2	..
Kangaroo Flat	2	2	2
Katamatite		1 Down	..
Katunga		2	..
Kerang (see page 164)			
Kilmany		2	..
Kilmore		2	..
King-ton		2	..
Koo-Wee-Rup (see page 321)			
Koroit		2 Up 2 Down 1 Down	..
Kulwin		1 Down	..
Kyabram		2	..
Lake Boga		2	..
Lake Charm		2	..
Lalbert		2 (Co-acting arm on up Home Signal Post.)	..
Lal Lal Racecourse		1 Down	..
Lancefield		1 Down	..
Lang Lang		2	..
Langi Logan		2	..
Langwarrin		2	..

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Lascelles	2	..
Launching Place	2*	..
Leichardt	2	..
Leongatha	{ 1 Down 2 Up	..
Lightwood (see page 266)			
Lindenow	2	..
Linton	2	..
Lismore	2	..
Litchfield	2	..
Loch	{ 1 Up 2 Down	..
Lockington	2	..
Longlea	2	..
Lower Ferntree Gully	2	..
Lyndharst	2	..
Macleod	{ 1 Down 2 Up	..
Macorna	{ 1 Down 2 Up	..
Maffra	{ 1 Down 2 Up	..
Maldon	1 Down	..
Manangatang	{ 2 Down 1 Up	..
Mansfield	1 Down	..
Marnoo	2	..
Marong	2	..
Maroons	{ 2 Down 1 Up	..
McCulloch's (Kelvin's) Siding (see page 126)			
Medina	2	..
Merbein	{ 2 Down 2 Up	..
Meringur	1 Down	..
Merino	2	..
Mernda	2	..
Merrigum	2	..
Mildura	{ 2 Down (Co-acting arm on Down Arrival Home Signal Post.) 1 Up	..

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Millbrook	2	..
Minyip	2	..
Mirboo North	1 Down	..
Mitiamo	2	..
Moama	2	..
Mologa	2	..
Moolort	2	..
Mooroopna	2	..
Moriac	{ 1 Down 2 Up	..
Mornington	2	..
Mortlake	1 Down	..
Morwell (see page 317)			
Moulamein	{ 2 Down 1 Up	..
Mount Evelyn	2	..
Murchison East (see page 304)			
Murrabit	2	..
Murrabit (Murray Bridge)			
Murrayville	2	..
Myer's Flat	2	..
Myrtleford	{ 1 Down 2 Up (Co-acting arm on outer Up Home.)	..
Mysia	2 (Automatic)	..
Nagambie	2	..
Natimuk	2	..
Navarre	1 Down	..
Nayook	2	..
Neerim South	{ 1 Up 2 Down	..
Netherby	2	..
Newlyn	{ 2 Down 1 Up	..
Newstead	2	..
Noble Park	2	{ 1 Down 2 Up
Noojee	1 Down	..
North Creswick	1 Up (Daylesford Line)	..
North Essendon (Pascoe Vale road) (see page 72)			
Nowa Nowa	2	..

* See special instructions in the General Appendix.

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Nullawill		2	..
Numurkah		3 Up	..
		1 Down	..
Nyahwest		2	..
Orbost		2	..
Panmure		2	..
Penshurst		3 Up	..
		1 Down	..
Piangil		2	..
Picola		1 Down	..
Pirron Yallock		2	..
Pomborneit		2	..
Port Albert		1 Down	..
Port Fairy		1 Down	..
Portland North		2	..
Portland		1 Down	..
Power-house Yard (Spotswood)		1 Down	..
Prairie		2	..
Preston (see page 87)			
Pura Pura		2	..
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	..
Redesdale		1 Down	..
Red Hill		2	..
Robinvale		1 Down	..
Rochester		2	..
Rokewood		2	..
Romsey		2	..
Rosedale		2	..
Rowaley		2	..
Rupanyup		2 Down	..
		1 Up	..
Rushworth		3 Up	..
		1 Down	..
Rutherglen		2	..

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Sandford		2	..
Sea Lake		2	..
Sheep Hills		2	..
Shelley		1 Down	..
		2 Up	..
Shelbourne		1 Down	..
Shelbourne Junction		2 Up	..
		1 Down	..
		2 Up	..
Shepparton		1 Down	..
		1 Disc	..
		1 Down	..
Skipton .. .. .			..
Somerton (see page 74)			..
Somerville		2	..
South Morang		2	..
Speed		2	..
Spring Vale Cemetery		1 Down	..
St. Arnaud		2 Down	..
		1 Up	..
St. James		2 Up	..
		1 Down	..
		2	..
Stony Creek		1 Down	..
Stony Crossing		1 Down	..
Stony Point		2	..
Stratford		2	..
Strathallan		2	..
Strathmerton		2 Up	..
		1 Down	..
Sutherland		2	..
Swan Hill		2	..
Tabilk		2	..
Talbot		2	..
Tallangatta		2	..
Tallygaroopna		2	..
Tandarra		2	..
Taradale	2	2	*2
Tarnagulla		2	..
Tatong		1 Down	..
Tatura		2	..
Tatyoon		2	..
Teddywaddy		2	..
Terang		2 Up	..
		1 Down	..
Terang Racecourse		2	..

* The Down Starting Signal has a co-acting arm on a separate post.

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Thomas' Mill Siding	{ 2 Down 1 Up	..
Thomastown	2	..
Thorpdale	1 Down	..
Timboon	1 Down	..
Timboon Junction	1 Up	..
Tinamba	2	..
Tocumwal (Station)	2 (see also page 306.)	..
Tongala	2	..
Tooborac	1 Down	2	..
Toolondo	2	..
Toora	2	..
Tooradin	2	..
Trafalgar	2	..
Trentham	2	..
Tungamah	2	..
Tunstall (see page 99)	..	2	..
Tyabb	2	..
Ultima	2	..
Underbool	2	..
Upper Ferntree Gully	{ 2 Up 1 Down	..
Vasey	2	..
Wahgunyah	1 Down	..
Wahring (see page 303)	..	2	..
Wakool	{ 2 Down 1 Up	..
Walhalla	1 Down	..
Walpeup	2	..
Wandin	2	..
Wangaratta (Narrow Gauge Line)	..	1 Up	..
Warburton	{ 2 Up 2 Down	..
Warracknabeal	{ 1 Up 2 Down	..
Warrnambool	1 Up	{ 2 Up 2 Down 1 Disc	..
Watchem	2	..
Waubra	1 Down	..
Wedderburn Junct. (see page 166)	..	2	..
Welshpool	2	..
Wendouree (see page 196)	..	2	..

SIGNALS AT PLACES NOT INTERLOCKED—*continued.*

Station.	Description of Signals.		
	Distant.	Home.	Starting.
Westmere	2	..
Whitfield	1 Down	..
Whittlesea	2	..
Wildwoods	2	2	..
Willaura	{ 2 Down 1 Up	..
Winchelsea	2	..
Wingeel	2	..
Wonthaggi	2	..
Woodleigh	2	..
Woodside	1 Down	..
Woodvale	2	..
Woomelang	{ 2 Up 1 Down	..
Wunghnu	2	..
Wycheproof	2	..
Yaapeet	1 Down	..
Yackandandah	1 Down	..
Yallourn	2	..
Yanao	1 Down	..
Yarra Glen	{ 2 Down* 1 Up	..
Yarragon	{ 2 Down 1 Up	..
Yarra Junction	2	..
Yarram	{ 2 Up 1 Down	..
Yarrawonga	2	..
Yea	2	..
Yelta..	1 Down	..
Yungera	1 Down	..

* 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 this List.)

Line.	Nearest Station.	Up or Down Side of nearest Station.	Name of Crossing.	Mileage.		Class of Signal.
				mls.	chs.	
Northern ..	Albion ..	Up ..	Anderson-street	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
" ..	Moama ..	Up ..	Meninya-street	156	35	Controls Moama Down Home
Inglewood ..	Bendigo ..	Down	McCrae-street..	102	27	Up Home. Controls North Bendigo Down Starting Signal
" ..	" ..	Down	Bridge-street ..	102	43	Down Home. Controls Thunder-street Up Home
" ..	" ..	Down	Thunder-street	102	57	Up Home. Controls Bridge-street Down Home
" ..	California Gully	Up ..	Holdsworth-road	104	5	Up Home
" ..	" ..	Down	Nelson-street ..	104	51	Up Home
Swan Hill ..	Myer's Flat ..	Down	Down end of Station	107	62	Up and Down Homes
Castlemaine-Maryborough	Guildford ..	Up ..	Newstead-road	83	40	Down Home
North-Eastern	Moonee Ponds	Down	Park-street ..	4	47	Controls Up and Down Three-position Auto Signals, E.296 and E. 291
" ..	North Essendon	Down	Pascoe Vale-road	6	18	Down Distant and Up and Down Homes
" ..	Glenroy ..	Up ..	Murray-road ..	7	58	Up Home
" ..	Broadford ..	Up ..	Sydney-road ..	48	33	Up and Down Homes
" ..	Tocumwal ..	Up ..	Murray River..	156	0	Down Home

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.	
Western ..	Millbrook ..	Down	Melbourne-road	58	53	Controls Millbrook Up and Down Homes
South Western	South Geelong	Down	Swanston-street	46	28	Up Homes. Controls South Geelong. Down Home. Post 3
" ..	Grovedale ..	Up ..	Torquay-road..	50	61	Up and Down Homes
Newport - Sun-Shine (Loop)	Newport ..	Down	Melbourne-road	7	07	Up and Down Home Signals worked by Signalman at Thomas' Mill Siding
Coburg ..	South Brunswick	Up ..	Park-street ..	3	67	Down Home
" ..	" ..	Up ..	Brunswick-road	3	72	Controls Park-street Down Home
" ..	Coburg ..	Up ..	Reynard-road	6	0	Down Home. Controls Coburg Up Starting Signal
Whittlesea ..	North Carlton	Up ..	Bowen-crescent	3	79	Down Home
" ..	Croxton ..	Up ..	Beaver-street	6	48	Controls Northcote Down Starting Signal, which is also controlled by Croxton
" ..	Preston ..	Up ..	Cramer-street	8	35	Controls Preston Down Home
" ..	" ..	Down	Murray-road ..	8	49	Controls Preston Up Home
" ..	Reservoir ..	Down	High-street ..	10	16	Controls Reservoir Up and Down Homes. Posts 17 and 15
Heidelberg ..	Dennis ..	Down	Victoria-street	4	44	Down Home. Controls Fairfield Park Up Starting Signal, which is also controlled by Dennis
" ..	Alphington ..	Up ..	Grange-road ..	5	30	Controls Alphington. Up Starting Signal and Fairfield Park Down Starting Signal

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.
Darling ..	Burnley ..	Down	Madden-grove	2 74	Controls Up and Down Three-position Automatic Signals, DG. 146 and DG. 145
" ..	Tooronga ..	Up ..	Toorak-road ..	4 68	Up and Down Homes
" ..	Glen Iris ..	Up ..	York-road ..	6 14	Up and Down Homes
" ..	Darling ..	Up ..	Moira-road ..	6 78	Controls Darling Down Arrival Homes, Post 30
Healesville ..	Mont Albert	Up ..	Mont Albert-road	8 13	Controls Up and Down Three-position Automatic Signals, L. 424 and L. 421
" ..	Box Hill ..	Up ..	Elgar-road ..	8 68	Controls Up and Down Three-position Automatic Signals, L. 460 and L. 455
" ..	Blackburn ..	Up ..	Middleborough-road	10 11	Up and Down Homes
" ..	" ..	Down	Blackburn-road	10 79	Up Home
" ..	(Between Mitcham and Ringwood)	" ..	Heatherdale-road	14 26	Down Home
Oakleigh ..	Caulfield ..	Down	Grange-road ..	7 3	Controls Up and Down Three-position Automatic Signals, D.362 and D.359
" ..	Hughesdale ..	Up ..	Poath-road ..	8 63	Controls Hughesdale Up and Down Homes
Stony Point ..	Glenhuntly ..	Up ..	Neerim-road ..	7 28	Controls Up and Down Three-position Automatic Signals, F.378 and F.377
" ..	Moorabbin ..	Up ..	South-road ..	10 48	Controls Moorabbin Up and Down Homes Posts 11 and 9
" ..	Highbett ..	Up ..	Wickham-road	11 34	Down Home

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.
Stony Point ..	Cheltenham ..	Up ..	Park-road ..	13 03	Controls Cheltenham Up and Down Homes Posts 10 and 9
" ..	Bonbeach ..	Down	Down end of Station	..	Controls Bonbeach Up and Down Homes
Sandringham ..	North Brighton	Down	Williams-street	7 64	Controls Up and Down Three-position Automatic Signals, B.404, and B.401
" ..	Brighton Beach	Up ..	Kinane-street..	8 64	Controls Up and Down Three-position Automatic Signals, B.458, and B.453
" ..	" ..	Down	New-street ..	9 48	Controls Up and Down Three-position Automatic Signals, B.498, and B.497
" ..	Hampton ..	Down	Linacre-road ..	10 48	Controls Up and Down Three-position Automatic Signals, B.558, and B.533

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BY AUTHORITY:
T. RIDER, ACTING GOVERNMENT PRINTER, MELBOURNE.
