

# Glenhuntly to Patterson

Ormond, McKinnon, Bentleigh

Gio1112-NMC-010

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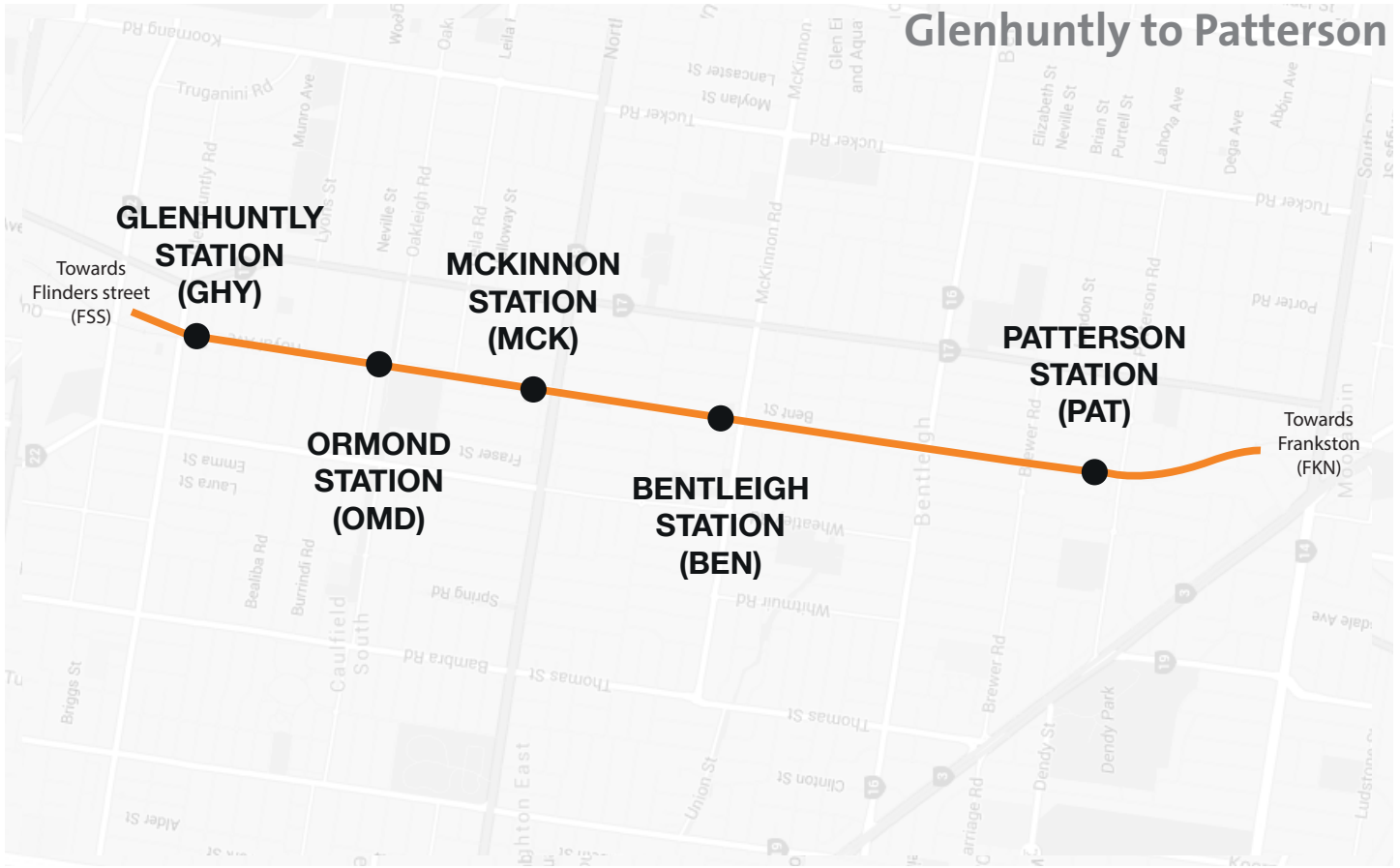
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# Glenhuntly to Patterson



**GLENHUNTLY  
STATION  
(GHY)**

**MCKINNON  
STATION  
(MCK)**

**PATTERSON  
STATION  
(PAT)**

**ORMOND  
STATION  
(OMD)**

**BENTLEIGH  
STATION  
(BEN)**

Towards  
Flinders street  
(FSS)

Towards  
Frankston  
(FKN)

# Legend

## Signals



Automatic Signal



Home Signal



Home Signal Low speed



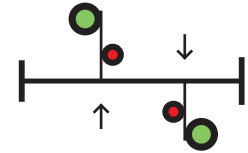
Home Signal Illuminated A



Home Signal Route Indicator



Dwarf Signal



Signal on gantry

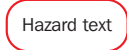
## General Information



Gradient



Hazard



Area of future work



Running Lines showing direction of travel



Kilometre Post

**TOORONGA STATION**  
(TGA)  
Station



Speed restriction

## Signal Plates



Signal Identification



Limit of Changes



Platform



Viaduct



Over Bridge



Footbridge



Level Crossing



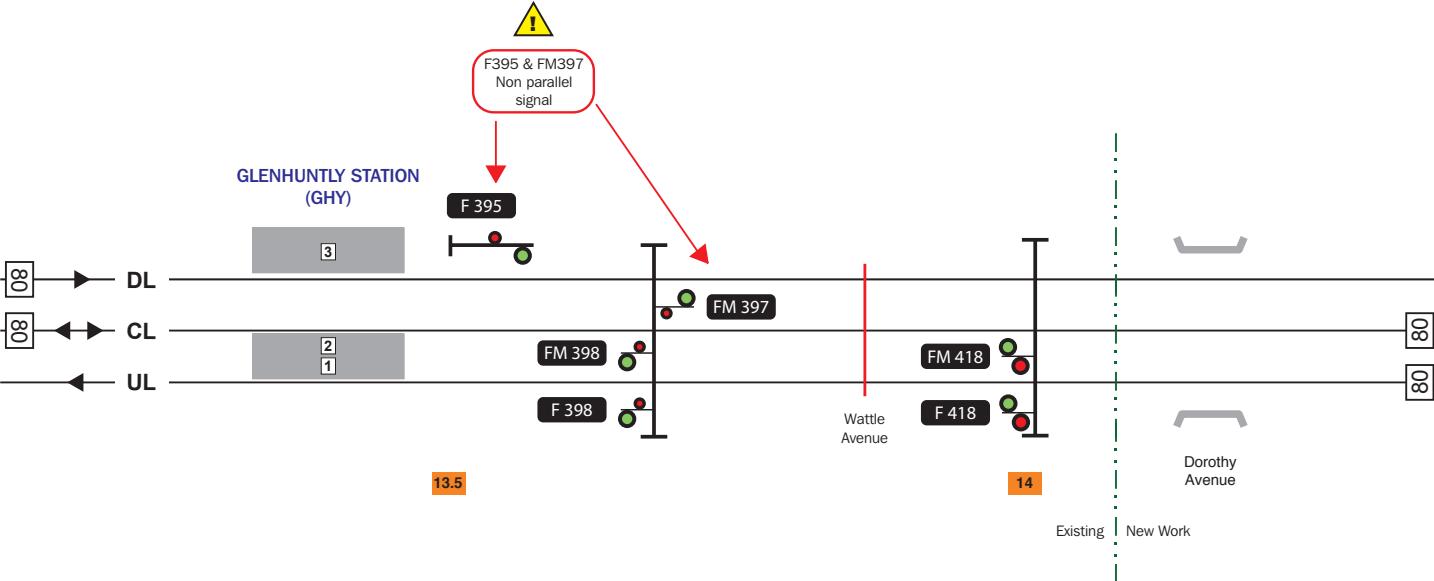
Foot Crossing



Tunnel

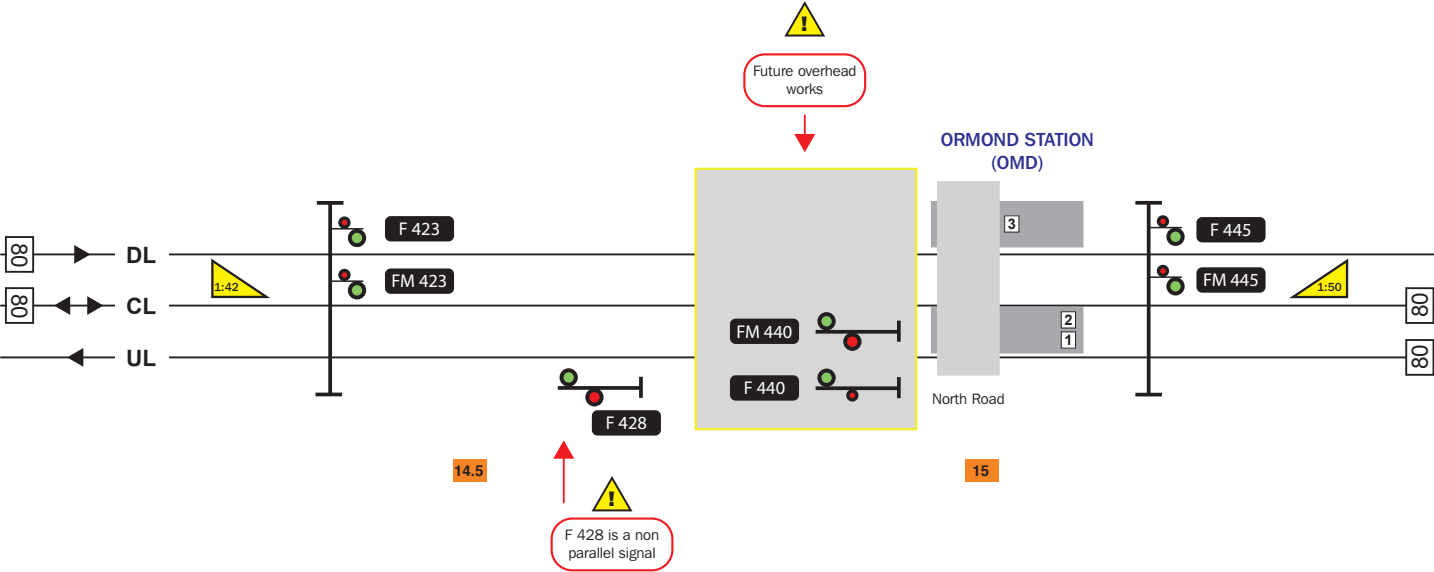
DL Down Line  
 CL Centre Line  
 UL Up Line

Controlling Signaller is Caulfield Signal Box (ABS)



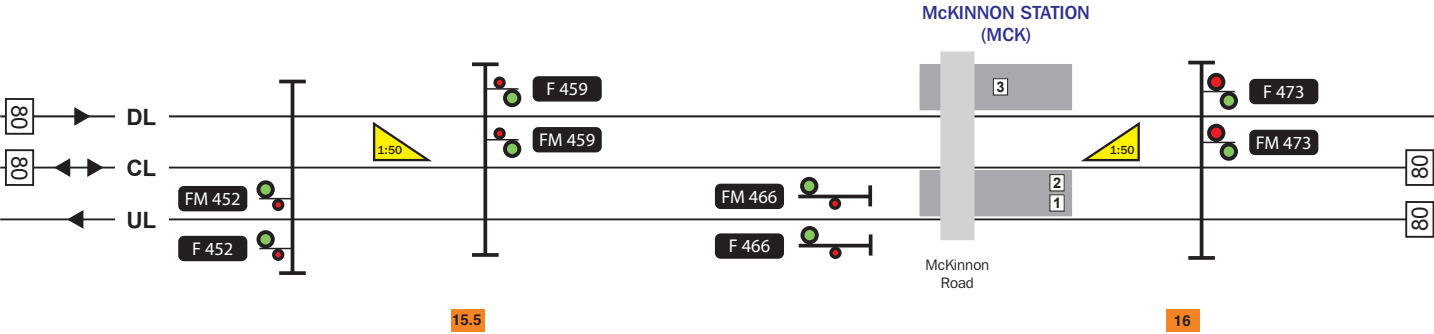
- DL** Down Line
- CL** Centre Line
- UL** Up Line

Controlling Signaller is Caulfield Signal Box (ABS)



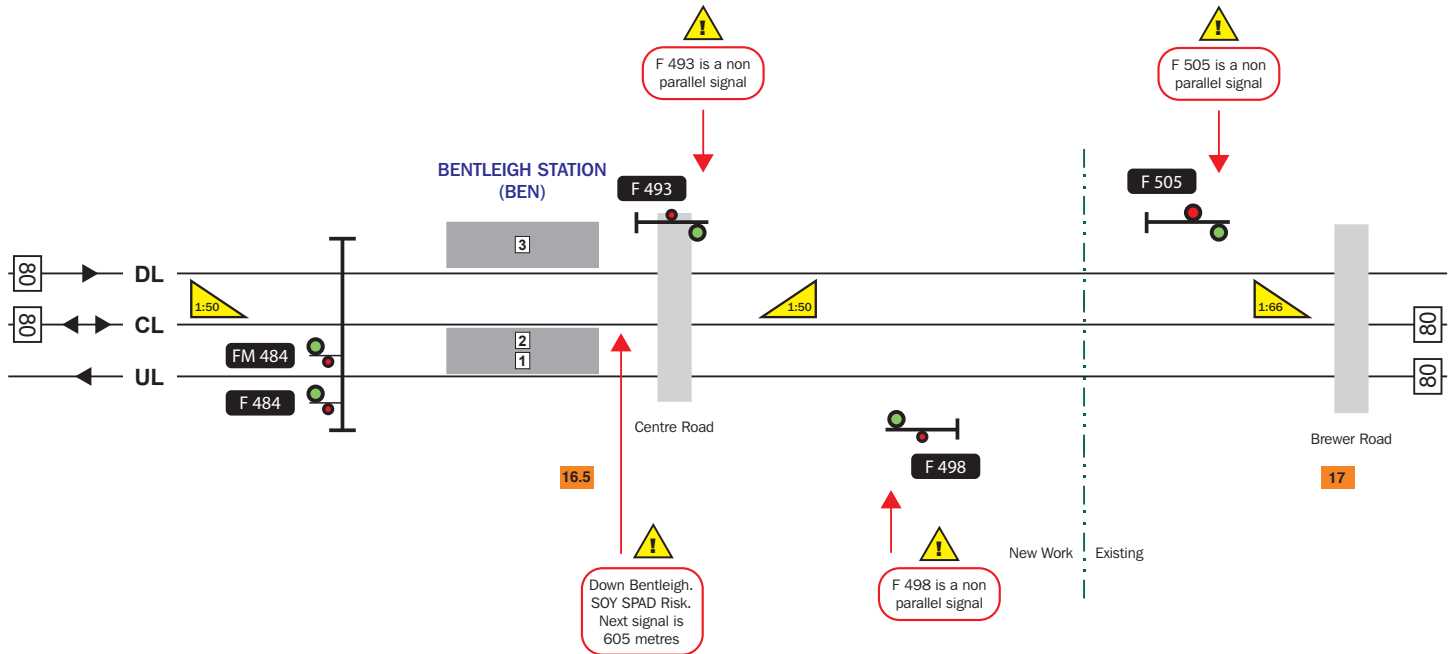
- DL** Down Line
- CL** Centre Line
- UL** Up Line

Controlling Signaller is Caulfield Signal Box (ABS)



DL Down Line  
 CL Centre Line  
 UL Up Line

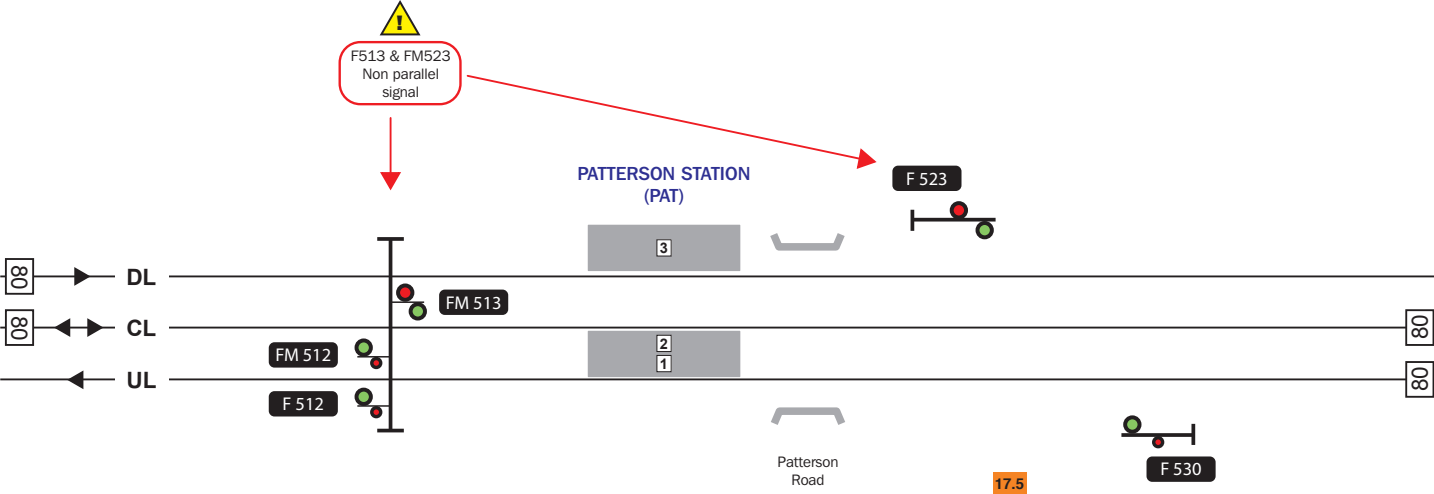
Controlling Signaller is Caulfield Signal Box (ABS)





DL Down Line  
 CL Centre Line  
 UL Up Line

Controlling Signaller is Caulfield Signal Box (ABS)



# Notes

■ **F395 Signal Interlocked with Wattle Avenue pedestrian crossing**

Signal heads to be converted to LED

Approach operated with express/stopping selection

■ **FM 397 Signal Interlocked with Wattle Avenue pedestrian crossing**

Signal heads to be converted to LED

Approach operated with express/stopping selection

■ **F418 Signal Interlocked with Wattle Avenue pedestrian crossing**

■ **F512**

Signal heads to be converted to LED

■ **FM512**

Signal heads to be converted to LED

■ **F513**

Signal heads to be converted to LED

■ **F530**

Signal heads to be converted to LED

■ **F473 - FM 513**

Inconsistent signal spacing at McKinnon

■ **F498 & F493**

Non parallel signals

■ **F428 & F505**

Non parallel signals

■ **SPAD Risk (generic)**

**Driver reading incorrect signal**

Read across or through to adjacent signal

## General:

Drivers must use full signal number with all communications.

ie. Letters (phonetic) and Numbers

## Note:

Sprinter drivers please note that TPWS fitted to all signals

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