Glenhuntly to Patterson

Ormond, McKinnon, Bentleigh
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GLENHUNTLY STATION (GHY)

F395 & FM397
Non parallel signal

Controlling Signaller is Caulfield Signal Box (ABS)
F 428 is a non parallel signal!

Controlling Signaller is Caulfield Signal Box (ABS)

Future overhead works

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Controlling Signaller is Caulfield Signal Box (ABS)
BENTLEIGH STATION (BEN)

F 493 is a non parallel signal

F 498 is a non parallel signal

F 505 is a non parallel signal

Down Bentleigh, SOY SPAD Risk. Next signal is 605 metres

Controlling Signaller is Caulfield Signal Box (ABS)
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 Interlocked with Wattle Avenue pedestrian crossing
  - Signal heads to be converted to LED

- **FM512**  Signal Interlocked with Wattle Avenue pedestrian crossing
  - Signal heads to be converted to LED

- **F513**  Signal Interlocked with Wattle Avenue pedestrian crossing
  - Signal heads to be converted to LED

- **F530**  Signal Interlocked with Wattle Avenue pedestrian crossing
  - 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

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**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