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Office of Signal &
Telegraph Sup't.
Diamond Valley.
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BMC;bc.
28th October, 2006.

ISSUE OF NEW SIGNALLING DIAGRAM :

New Signalling Diagram No. 1 / 2006 will become effective immediately and will cancel the previous diagram, details of which are shown hereunder :-

NILLUMBIK :

The principal alterations are:

1. The construction of the new Sanctuary Carriage Storage Sidings and altered track and signalling arrangements.
2. The provision of a new Sanctuary Carriage Storage Building.
3. The provision of Stop Boards at the exit neck of the Nillumbik & Sanctuary Carriage Storage Sidings.

Signalling Diagram No. 7 / 2005 will be cancelled and replaced by this new diagram.

DETAILS OF NEW FACILITIES :

- New Carriage Storage Sidings are being constructed and will consist of 9 Roads leading into the Sanctuary Carriage Storage Building numbered Road No.s 1 – 9. No.10 Road is under construction, for train marshalling purposes.
- All hand points within the Sanctuary Carriage Sidings will be controlled by Q.45 Hand Point Levers and are fully trailable.
- The Sanctuary Storage Building has 9 enclosed roads, each with a capacity of 70 feet (21 metres) in clear. The doors will be secured by standard "D" type padlocks.
- Stop Boards will be provided at the exit neck of Sanctuary and Nillumbik Sidings. The boards are red and are inscribed with the following in white letters "**Stop** until advised by signaller to pass". These boards are provided to prevent shunting moves fouling the exit leads without the permission of the Signaller at Diamond Valley "B" - **during public running hours only.**
- A new Up Home (Light) Signal, Signal Post No.4 will be provided on the SG8 Signal Gantry controlling moves from the new Sanctuary Carriage Storage Sidings. The signal will be illuminated and secured at the "Stop" position until further notice.

CONTINUED ON SECOND SHEET

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SPECIAL INSTRUCTIONS FOR SANCTUARY CARRIAGE SIDINGS :

As the new signalling has not been fully brought into service for the new Sanctuary Carriage Sidings, the following special instructions will become effective :-

During public running hours when it is required to shunt into or out of the new Sanctuary Carriage Storage Sidings, it will be necessary to carry out the following :-

- The Signaller at Diamond Valley "B" is to place the Nillumbik Signal Control Panel to "Switched In" mode and place all relevant fixed signals to the "Stop" position.
- The points leading to the Sanctuary Carriage Storage Sidings may then be unclipped and placed into the desired position by the competent member for a train to arrive or depart from the sidings.
- The Signaller, Diamond Valley "B" will authorise the driver of any shunting train to pass Signal Post No.s 4 or 8 at the "Stop" position after being satisfied that the points have been correctly set and are secured for the intended route.
- After any train or shunting move is completed, the points leading to the Sanctuary Carriage Storage Sidings must be re-clipped by the competent member to lie for the main line and dead-end roads.
- The Nillumbik Signal Control Panel may then be placed in "Switched Out" mode.

Train Radios may be used in connection with this operating procedure.

INSTRUCTIONS RELATING TO THE STOP BOARDS :

The Stop Boards are provided to prevent shunting moves fouling the exit necks of the Nillumbik or Sanctuary Carriage Storage Sidings without the authority of the Signaller, Diamond Valley "B" during the hours of public running.

Accordingly before any train move takes place past these stop boards, the Driver or Shunter-in-charge must firstly obtain the permission of the Signaller, Diamond Valley "B" before fouling the relevant shunting neck(s).

Train Radios may be used in connection with this operating procedure.

ALL CONCERNED TO NOTE AND ARRANGE ACCORDINGLY.

**Bruce. N. McCurry,
Signal & Telegraph Sup't,**

Per: *BMC*