

Track Markings

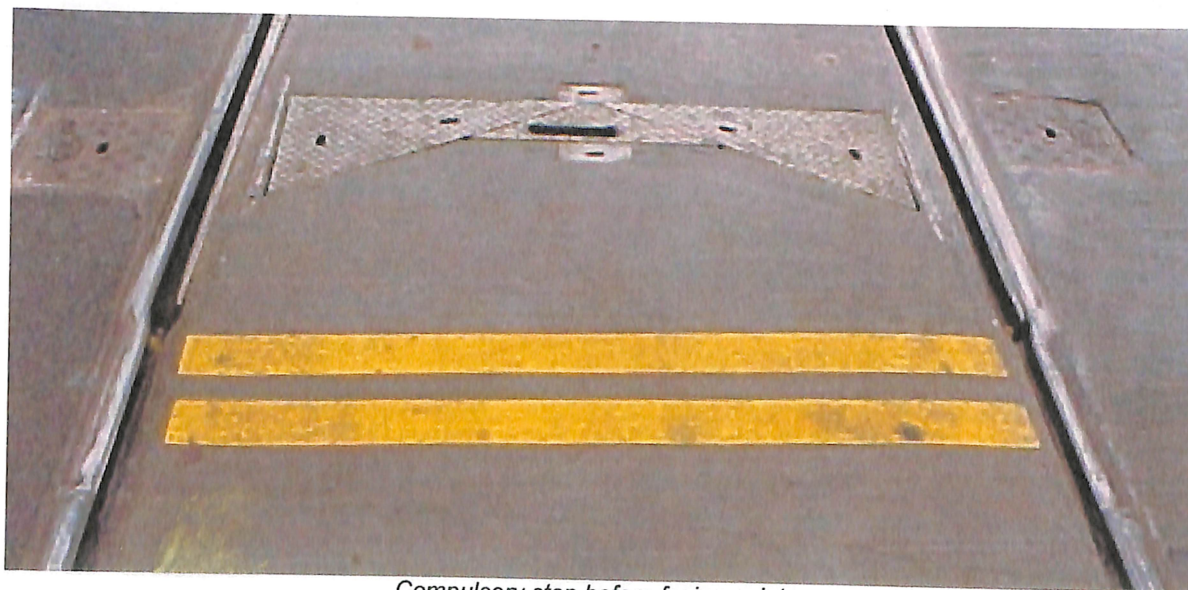
Throughout the network, common to both tram operators, there are a number of track markings to provide information to the driver to allow safe operation.

Type of markings

Full Width Double Yellow Lines

The driver must come to a complete stop at this point, or as close as possible to. Known as a "Compulsory Stop". These are found at the following locations:

- Facing Points - The driver must come to a complete stop at the foot of the blades and check that they are set correctly.
- City Intersections - All intersections in the city are compulsory stops. The driver must open the doors at each of these even if the 'Next Stop' cord has not been pulled or there is no one waiting to board. Special rules apply to movement of trams when at a city intersection. If there is 2 trams waiting at the same stop, the first tram should move off while the second tram waits for the next light cycle. If there are 3 or more trams at the stop, the first two should move off while the third and subsequent trams wait for the next light cycle and repeat the same procedure.
- Special Stops - Some stops outside of the city are designated compulsory stops. One example is Moubray St (Stop 26) on St Kilda Rd, which is opposite the Royal Victorian Institute for the Blind (RVIB). At this stop, drivers are required to make an announcement on approach, come to a complete stop and open their doors while checking for any vision-impaired intending or alighting passengers. Railway stations used to be compulsory stops, however this is no longer.
- Railway Squares - All railway squares (level crossings) are considered compulsory stops. Special procedures apply at railway squares for trams. The driver should come to a complete stop at the designated place, and sound the gong twice to alert the signalman that he is present. The signalman will change the catchpoints in favour of the tram. The tram will then sound his gong once and move through the square.
- Termini - This one needs no explanation.



Compulsory stop before facing points

There are several others, however these are the main ones.

Full Width Single White Line

This tells the driver that there is a set of facing points 75m ahead, and that caution should be exercised.

Full Width Single Yellow Line

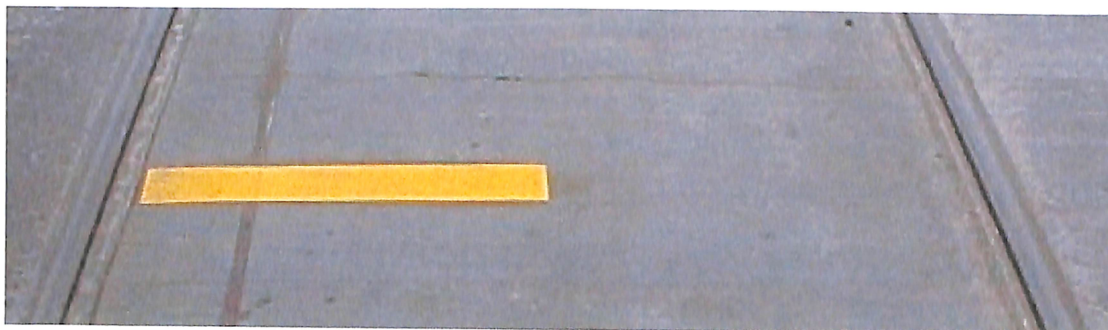
These are called Fouling Marks, and can be found at all crossovers. If a tram needs to shunt, it tells any other trams nearby where they should wait so the shunting tram can cross over safely without colliding with any others.



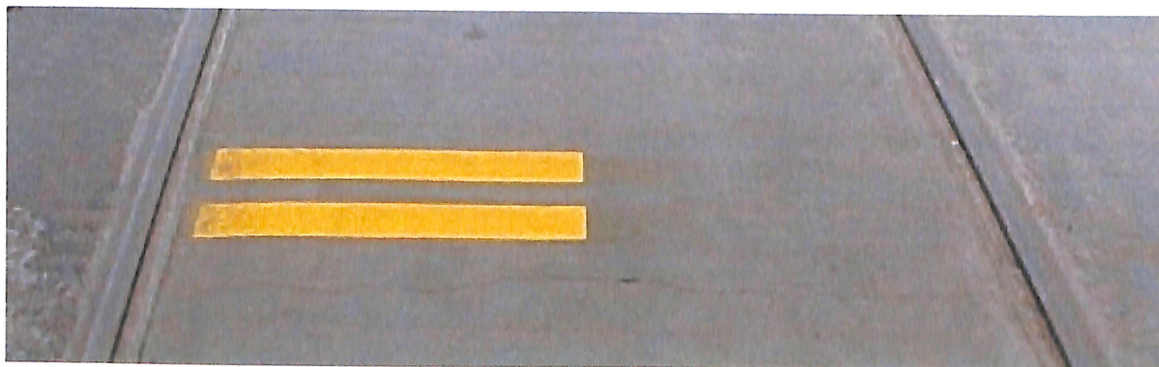
Fouling mark on left track for crossover

Half Width Single Yellow Line & Half Width Single Double Lines

These two markings indicate to a driver where the tram should be stopped so the tram will be clear of any points. They are normally found wherever a crossover is placed. A single line is for rigid trams (ie Z, A, W) and double lines are for articulated trams (B). If a tram is not stopped as far as the shunting mark, the rear bogie may not yet be clear of the point blade.



Half width single yellow lines, clearance for rigid trams



Half width double yellow lines, clearance for articulated trams

Group of triangles & Group of circles

The entire overhead network is separated into sections. If a section needs to be shut down due to an emergency or for maintenance, it can be done without the rest of the network losing power. Through out the network there is a series of "insulators" which separate the sections. Applying power to a tram while travelling through an insulator can damage both the pantograph of the tram and the insulator itself. Therefore drivers are required to disengage power when they travel through an insulator. The triangles and circles tell the driver the section where no power should be applied, ie start and finish.

The triangles apply to:

- All Z and A class trams with the pantograph at the leading end.

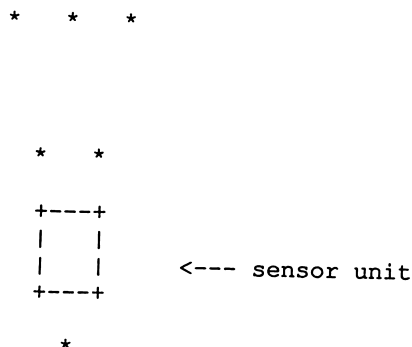
The circles apply to:

- All Z and A trams trams with the pantograph at the trailing end.
- All B, C and D class trams regardless of which end they are being driven from.
- All pole trams.

Recently the the "circle" section was extended significantly to allow for C & D class trams.

White Dots

Many points around the network can be controlled automatically by the driver using a switch on the console of the tram. On approach to a set of automatic points, white dots in the following formation are marked:



As the tram travels over the sensor unit, the driver uses the switch on the console to select the blade setting. Not touching the switch tells the sensor the tram is to travel straight. Moving the switch to the left or right will tell the sensor the tram is to travel in that particular direction. If the point blades are not already set to the desired direction, they will move over.

Each automatic points location has a signal display as well.

()
 (\) - Points are set for a left turn.
 ()

or (depending on the location)

()
 (/) - Points are set for a right turn.
 ()

()
 () - Points are set for the straight.
 (|)

If there are two trams at the automatic points, and one is to go straight and the other is to turn, a special procedure applies. For this example, we will assume that the first tram is going straight while the second tram is going right.

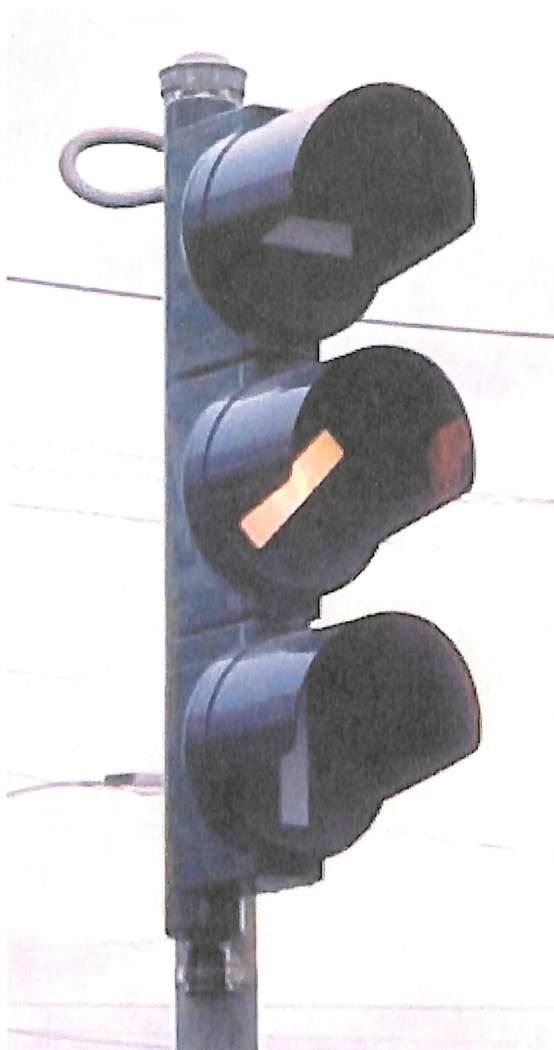
The first tram will move over the sensor and the points will be set to the straight. The second tram will move over the sensor, and the driver will turn the switch to the right. The signal display will register the selection by displaying a horizontal bar.

(-)
 () - Points are set for the straight, but the selection of the following tram has been recorded.
 (|)

The driver of the following tram must not move past the 3 white dots, or the sensor will not be able to tell the difference between the first and second tram and as such will not change the points automatically. Once the first tram has cleared the points, the points will change

()
 (/) - Points are set for a right turn.
 ()

Some locations (ie Spencer & LaTrobe St) have automatic points allowing a driver to choose either right, left or straight. The same procedures apply here, however the signal display has an extra light to accommodate the extra selection.



Points signal display, points set to right

3 Squares

This tells the driver where the recommended stopping place is adjacent to a stop.