

SIGNAL	ROUTE	DESTINATION	IND'N
30	(M)A	DOWN MAIN	—
	(S)A	DOWN MAIN	3
	(M)B	UP MAIN	2
	(S)B	UP MAIN	2
	(M)C	TERMINATING ROAD	1
	(S)C	TERMINATING ROAD	1

(M)B	30	(M)C
	2 1	

(S)A	30	(S)B
	3 2	
	1	(S)C

SIGNAL	ROUTE	DESTINATION	IND'N
32	(M)A	SSFL	F
	(M)B	UP MAIN	U
	(S)B	UP MAIN	UM
	(M)C	DOWN MAIN	—
	(S)C	DOWN MAIN	DM

(M)A	32	(M)B	32	(S)B	UM	(S)C
	F U		UM	DM		

32(M)C & 32(S)C ALSO CONTROLLED BY GLENLEE 21

65 EOL GE25  
66 EOL

32 'P' 'P'

SIGNAL	ROUTE	DESTINATION	IND'N
34	(M)A	SSFL	—
	(M)B	UP MAIN	—
	(S)B	UP MAIN	UM

34	UM	(S)B
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THIS SIGNAL MUST NOT BE PASSED AT STOP FOR WRONG DIRECTION MOVEMENTS EXCEPT ON THE AUTHORITY OF THE SIGNALLER AND IN ACCORDANCE WITH LOCAL INSTRUCTIONS

WIDE ELECTRIC ROLLING STOCK JUST NOT PASS THIS POINT

ALSO CONTROLLED BY GLENLEE 21

WIDE ELECTRIC ROLLING STOCK MUST NOT PASS THIS POINT

THIS SIGNAL MUST NOT BE PASSED AT STOP FOR WRONG DIRECTION MOVEMENTS EXCEPT ON THE AUTHORITY OF THE SIGNALLER AND IN ACCORDANCE WITH LOCAL INSTRUCTIONS

NOTE:

— INDICATES ARTC TRACK (SIGNALS NOT SHOWN)

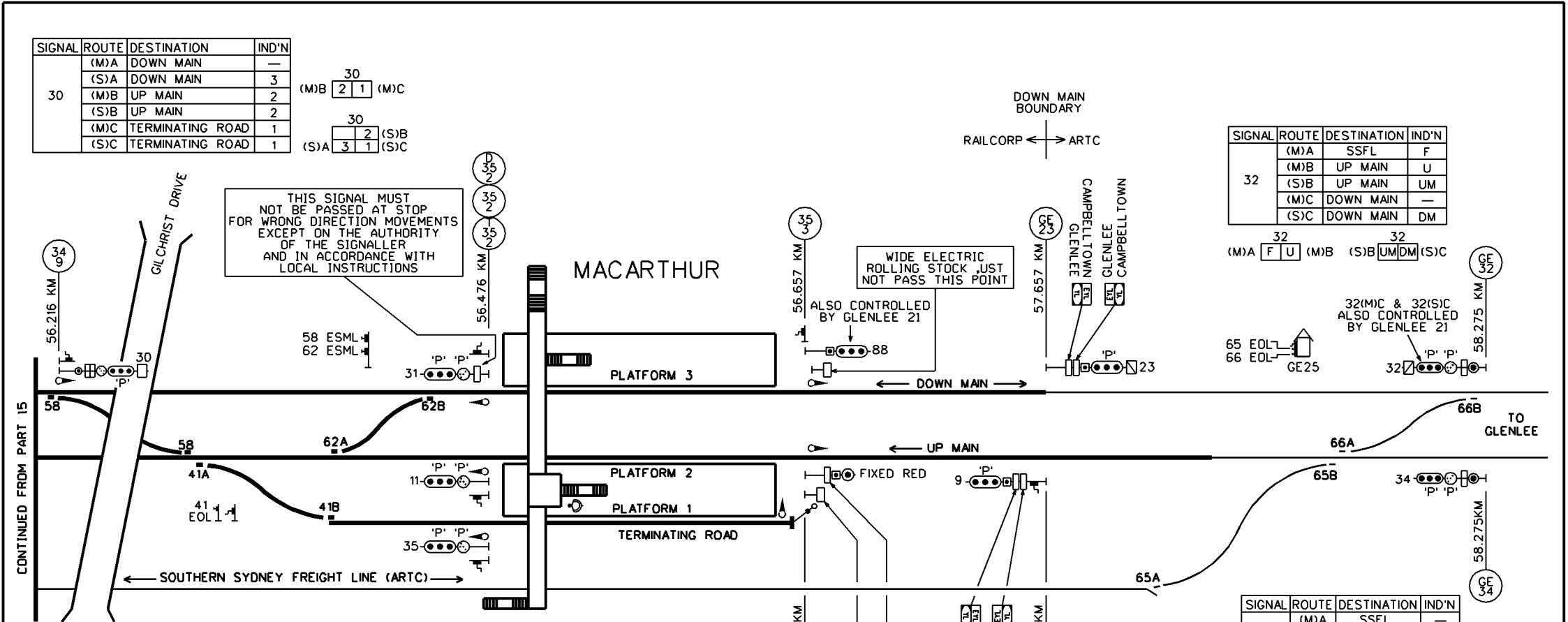
RailCorp

## SSFL COMMISSIONING

### DRIVERS DIAGRAM - PART 16 OF 16

Produced by Invensys Rail - Signal Design

VER 23112012



CONTINUED FROM PART 15

TO GLENLEE

RAILCORP ← → ARTC  
UP MAIN BOUNDARY

DOWN MAIN BOUNDARY  
RAILCORP ← → ARTC