

Pacific National

SULKY To TALBOT

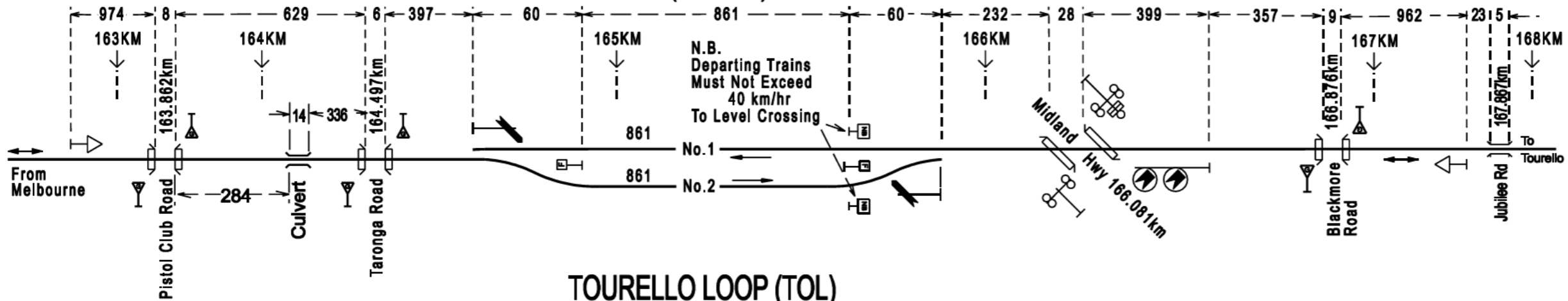
SIGNALLING DIAGRAM No: 18/07

Showing Signal and Interlocking Arrangements to come into use on a date to be fixed by circular which will be issued by Safety Risk Manager for Pacific National

SAFETY RISK MANAGER
for PACIFIC NATIONAL
21-09-2006

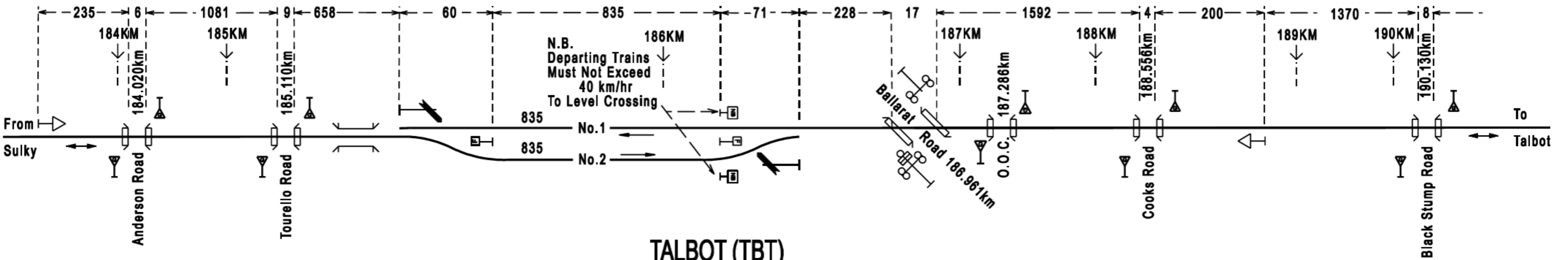
SULKY LOOP (SKL)

(165.388km)



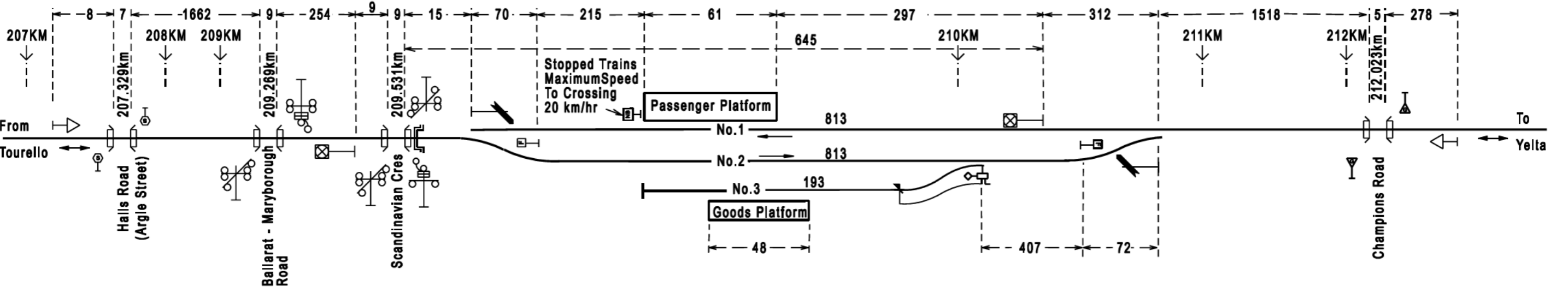
TOURELLO LOOP (TOL)

(185.748km)



TALBOT (TBT)

(209.867km)



- NOTES: All dimensions are in metres
- ◊ Siding dimensions indicate standing room clear of crossing & adjacent tracks
 - ◊ Approach section Indicator shown thus:
 - ◊ Block Point shown thus:
 - ⊃ Catch shown thus:
 - ◊ Clearance Point shown thus:
 - ✈ Derril shown thus:
 - ◊ Dual Controlled Point M/C shown thus:
 - ◊ Fouling Point Indicator shown thus:
 - ◊ Give Way Sign shown thus:
 - ✈ Derriler and Crowder shown thus:
 - ◊ Intermediate Location Board shown thus:
 - ◊ Key Switch, V5PSW shown thus:
 - ◊ Level Xing Predictor Indicator shown thus:
 - ◊ Lever shown thus:
 - ◊ Location Board shown thus:
 - ◊ Non Trailable Point M/C with Lock shown thus:
 - ◊ Notice Board shown thus:
 - ◊ Ped Crib Crossing shown thus:
 - ◊ Ped Xing Zig Zag shown thus:
 - ◊ Plunger Lock shown thus:
 - ◊ Rotary Point Detector shown thus:
 - ◊ Stop Sign shown thus:
 - ◊ Trailable Point Indicator shown thus:
 - ◊ Scotch Block shown thus: