

Pacific National

WILLAURA TO GRAMPIANS LOOP SIGNALLING DIAGRAM No: 50/06

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

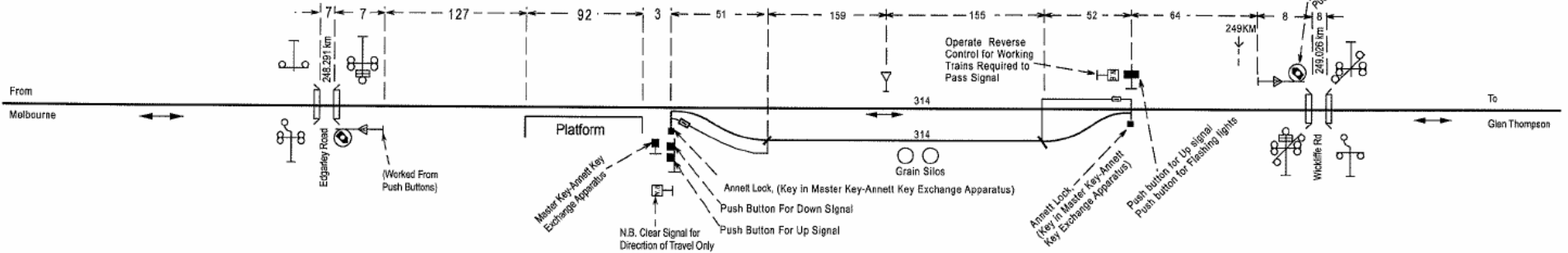
WAYNE RICHARDS
SAFETY RISK MANAGER
for PACIFIC NATIONAL

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 Indicator shown thus:
- Derail shown thus:
- Dual controlled point machine shown thus:
- Fouling Point Indicator shown thus:
- ▶ Give Way Sign shown thus:
- Hayes Derailer and Crowder shown thus:
- Intermediate Location Board shown thus:
- Key Switch, 5P / V5PSW shown thus:
- Lever shown thus:
- Location Board shown thus:
- Non Trailable Pt M/C w Lock shown thus:
- Notice Board shown thus:
- Ped Crib Xing shown Thus:
- Ped Xing Zig Zags shown Thus:
- ◆ Plunger Lock shown this:
- ◆ Level Xing Predictor Indicator shown thus:
- ◆ Rotary Point Detector shown thus:
- ◆ Scotch Block shown thus:
- ◆ Stop Sign shown thus:
- ◆ Trailable Point Indicator shown thus:

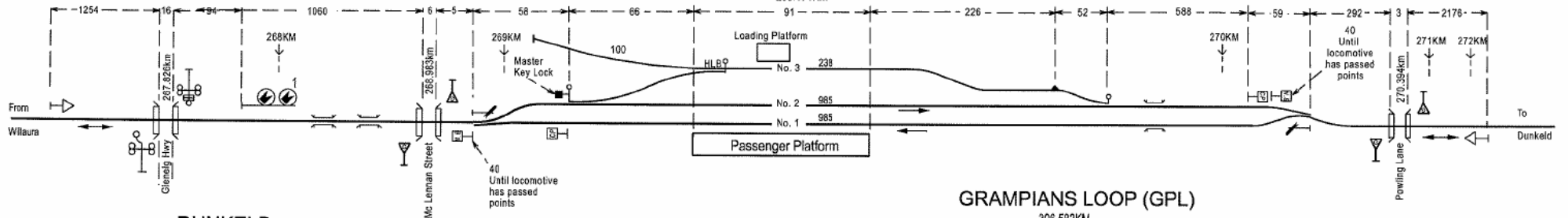
WILLAURA (WLL)

248.473KM



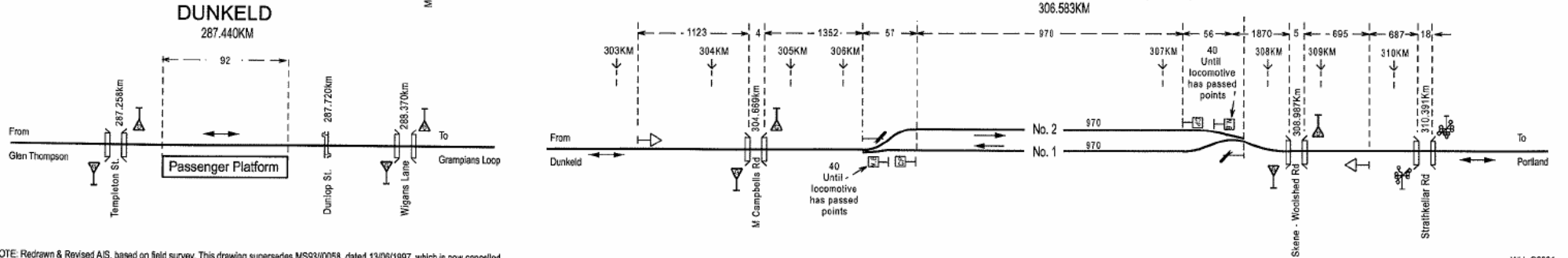
GLEN THOMPSON (GTS)

269.171KM



GRAMPIANS LOOP (GPL)

306.583KM



NOTE: Redrawn & Revised AIS, based on field survey. This drawing supersedes MSS3/0058, dated 13/06/1997, which is now cancelled.

WLL G0001