

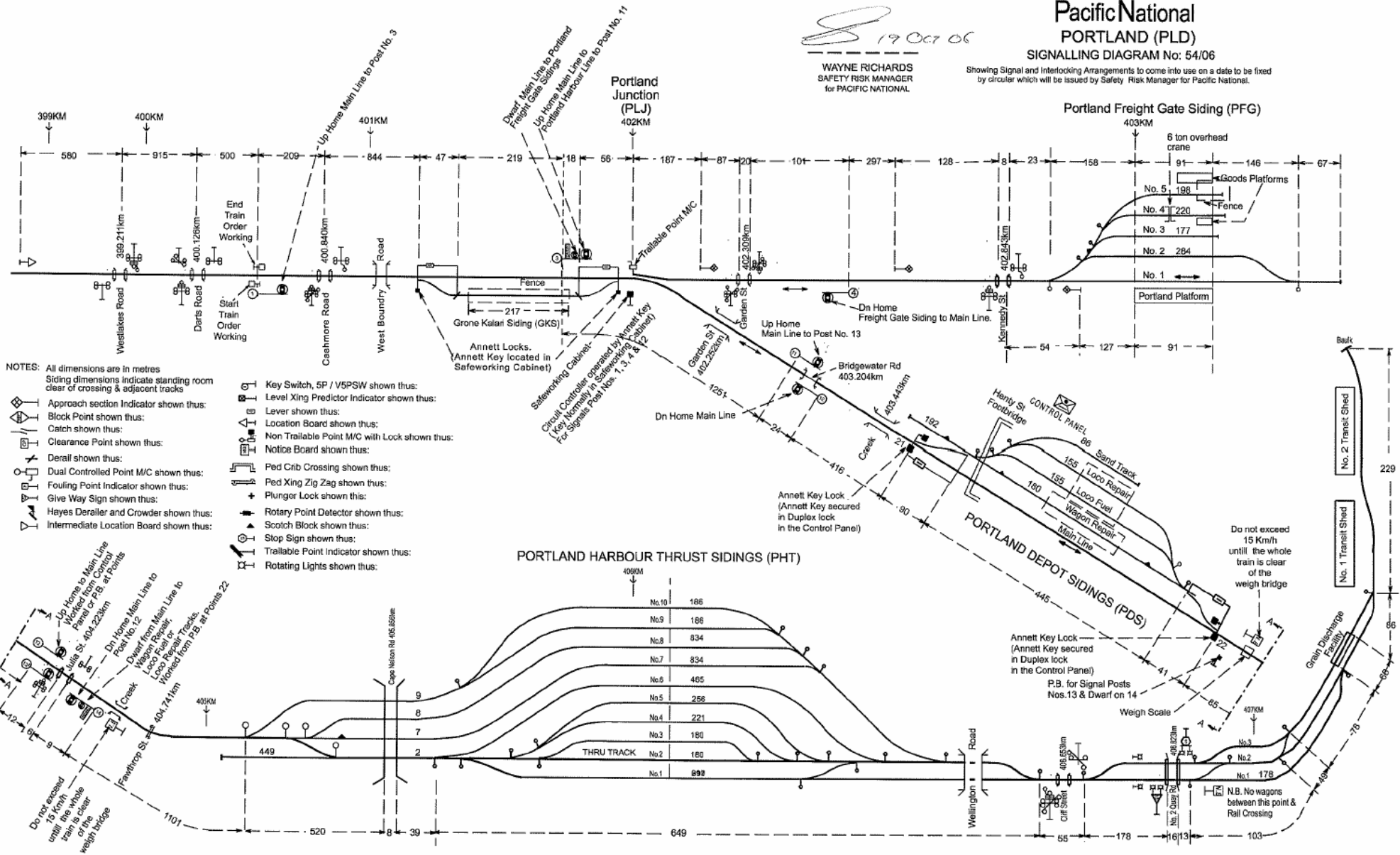
Pacific National PORTLAND (PLD)

SIGNALLING DIAGRAM No: 54/06

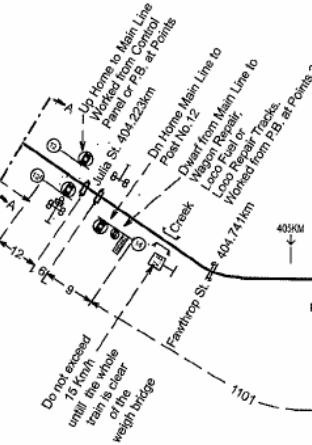
Showing Signal and Interlocking Arrangements to come into use on a date to be fixed by circular which will be issued by Safety Risk Manager for Pacific National.

19 OCT 06

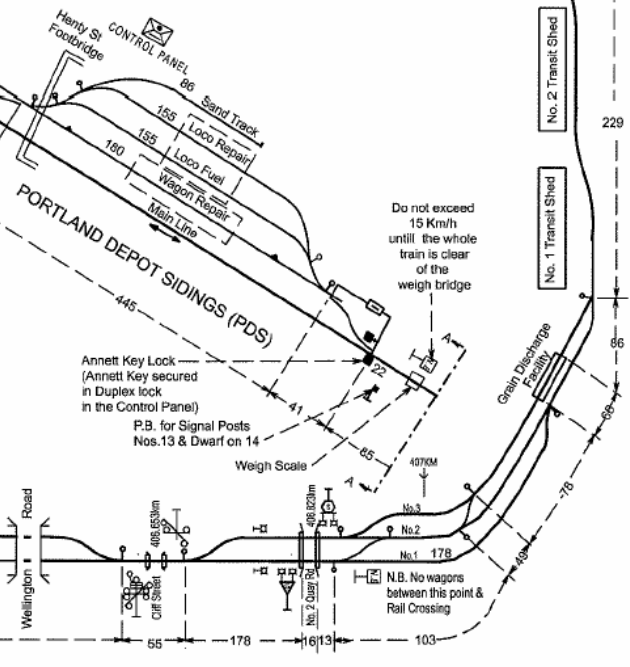
WAYNE RICHARDS
SAFETY RISK MANAGER
for PACIFIC NATIONAL



- NOTES:** All dimensions are in metres
Siding dimensions indicate standing room clear of crossing & adjacent tracks
- Approach section Indicator shown thus: [Symbol]
 - Block Point shown thus: [Symbol]
 - Catch shown thus: [Symbol]
 - Clearance Point shown thus: [Symbol]
 - Derrall shown thus: [Symbol]
 - Dual Controlled Point M/C shown thus: [Symbol]
 - Fouling Point Indicator shown thus: [Symbol]
 - Give Way Sign shown thus: [Symbol]
 - Hayes Derraller and Crowder shown thus: [Symbol]
 - Intermediate Location Board shown thus: [Symbol]
 - Key Switch, 5P / V5PSW shown thus: [Symbol]
 - Level Xing Predictor Indicator shown thus: [Symbol]
 - Lever shown thus: [Symbol]
 - Location Board shown thus: [Symbol]
 - Non Trailable Point M/C with Lock shown thus: [Symbol]
 - Notice Board shown thus: [Symbol]
 - Ped Crib Crossing shown thus: [Symbol]
 - Ped Xing Zig Zag shown thus: [Symbol]
 - Plunger Lock shown thus: [Symbol]
 - Rotary Point Detector shown thus: [Symbol]
 - Scotch Block shown thus: [Symbol]
 - Stop Sign shown thus: [Symbol]
 - Trailable Point Indicator shown thus: [Symbol]
 - Rotating Lights shown thus: [Symbol]



PORTLAND HARBOUR THRUST SIDINGS (PHT)



Do not exceed 15 Km/h until the whole train is clear of the weigh bridge

Annett Key Lock (Annett Key secured in Duplex lock in the Control Panel)

P.B. for Signal Posts Nos. 13 & Dwarf on 14

N.B. No wagons between this point & Rail Crossing

NOTE: Redrawn and revised AIS, based on field survey. Supersedes in part MS93/0050 Rev B dated 14-11-97, now cancelled.