

PALMERSTON NORTH

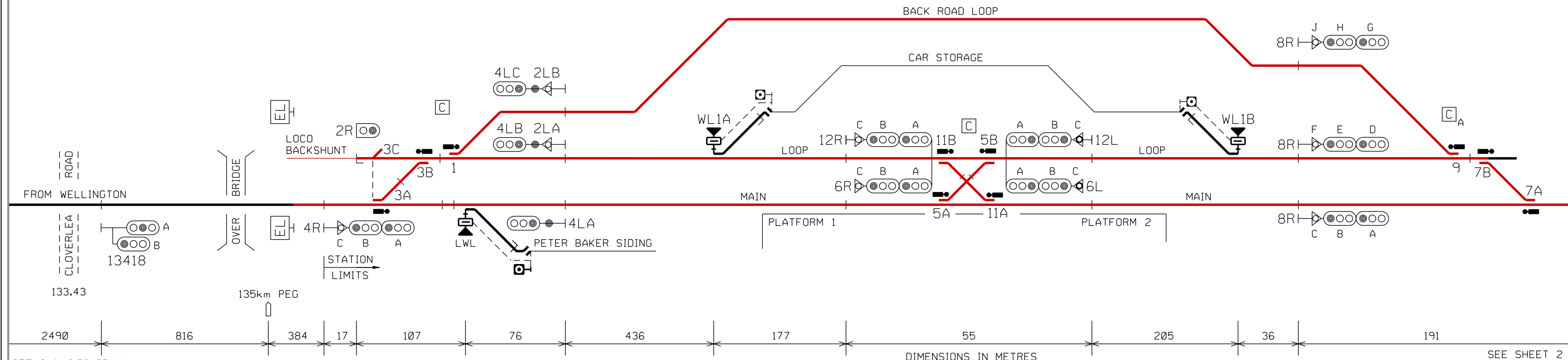
SIGNALLING & INTERLOCKING ARRANGEMENTS

THESE ARRANGEMENTS WILL BE BROUGHT INTO USE AT A TIME AND DATE TO BE ADVISED BY SEMI-PERMANENT BULLETIN.
THIS CANCELS S&I No. 3147

THESE TO BE COMPLETED BY THE RECIPIENT OF THE S & I DIAGRAM

UP
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PALMERSTON NORTH (PMN)



DESCRIPTION OF SIGNALS

2R	SHUNT FROM LOCO BACKSHUNT	LOW SPEED TO ALL ROADS
2LA	SHUNT FROM LOOP	LOW SPEED TO LOCO BACKSHUNT
2LB	SHUNT FROM BACK ROAD LOOP	LOW SPEED TO LOCO BACKSHUNT
4RABC	UP HOME	NORMAL SPEED TO MAIN
		MEDIUM SPEED TO LOOP OR BACK ROAD LOOP
		LOW SPEED TO ALL ROADS
4LA	DOWN DEPARTURE FROM MAIN	NORMAL SPEED TO MAIN
4LB	DOWN DEPARTURE FROM LOOP	NORMAL SPEED TO MAIN
4LC	DOWN DEPARTURE FROM BACK ROAD LOOP	NORMAL SPEED ALONG MAIN
6RABC	UP DIRECTING FROM MAIN	MEDIUM SPEED TO LOOP
		LOW SPEED TO MAIN OR LOOP
		NORMAL SPEED ALONG MAIN
		MEDIUM SPEED TO LOOP
		LOW SPEED TO MAIN OR LOOP
6LABC	DOWN DIRECTING FROM MAIN	NORMAL SPEED TO MAIN
		MEDIUM SPEED TO SOUTH ARRIVAL/DEPARTURE ROAD
		LOW SPEED TO ALL ROADS
8RABC	UP DIRECTING FROM MAIN	MEDIUM SPEED TO MAIN OR SOUTH ARRIVAL/DEPARTURE ROAD
		LOW SPEED TO ALL ROADS
8RDEF	UP DIRECTING FROM LOOP	MEDIUM SPEED TO MAIN OR SOUTH ARRIVAL/DEPARTURE ROAD
8RGHJ	UP DIRECTING FROM BACK ROAD LOOP	LOW SPEED TO ALL ROADS
		NORMAL SPEED ALONG LOOP
12RABC	UP DIRECTING FROM LOOP	MEDIUM SPEED TO MAIN
		LOW SPEED TO MAIN OR LOOP
		NORMAL SPEED ALONG LOOP
12LABC	DOWN DIRECTING FROM LOOP	MEDIUM SPEED TO MAIN
		LOW SPEED TO MAIN OR LOOP

[C]_A CRANK HANDLE (CODED) FOR USE WITH
No. 7 & 9 MOTOR POINTS

[EL] "ELECTRIC LIMIT" BOARD

NOTE: THIS IS A COLOUR DIAGRAM

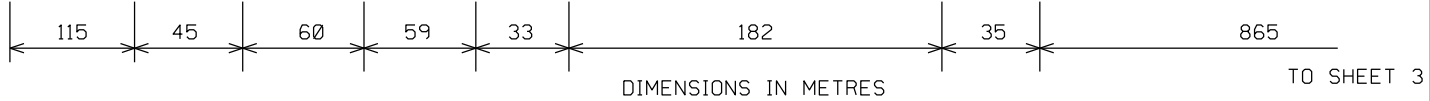
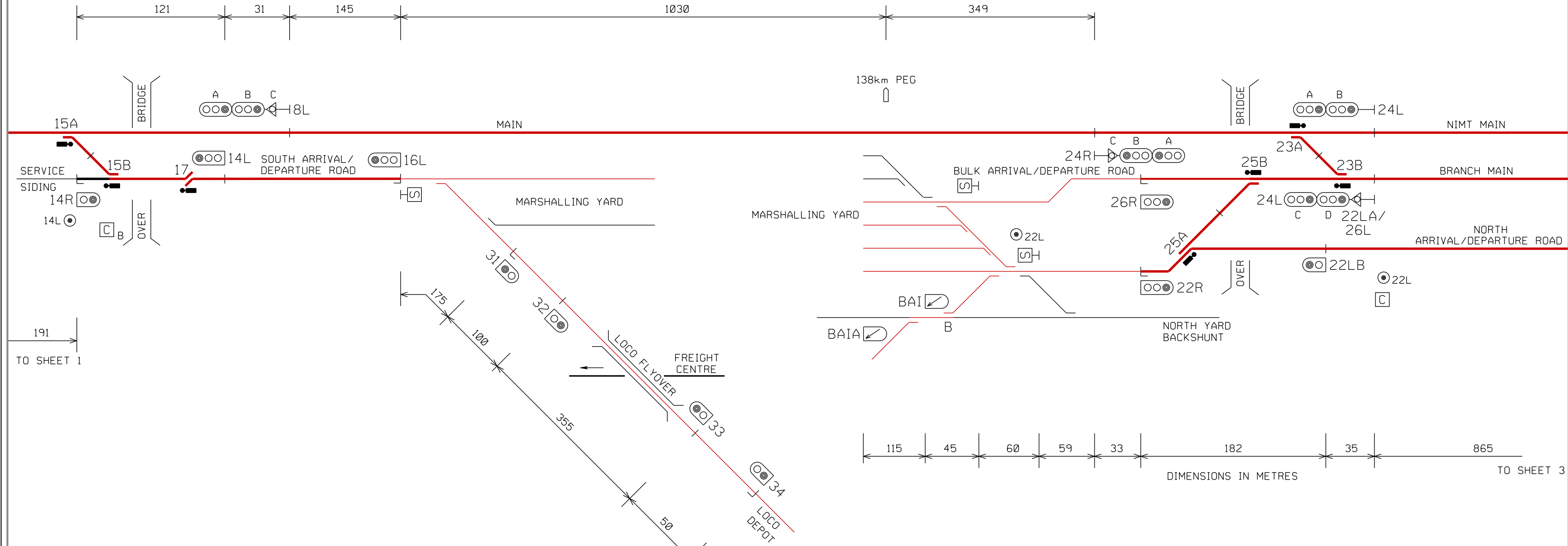
RED LINES INDICATE ROUTE AVAILABLE FOR ELECTRIC TRAINS

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J. T. SKILTON
CHIEF ENGINEER

PALMERSTON NORTH

SIGNALLING & INTERLOCKING ARRANGEMENTS



B CRANK HANDLE (CODED) FOR USE WITH No. 15 AND 17 MOTOR POINTS

8LABC DOWN DIRECTING FROM MAIN

- 14R SHUNT FROM SERVICE SIDING
- 14L SHUNT AND DOWN DIRECTING FROM SOUTH ARRIVAL/DEPARTURE ROAD
- 16L SHUNT AND DOWN DIRECTING FROM MARSHALLING YARD
- 22R SHUNT AND UP DIRECTING FROM MARSHALLING YARD
- 22LA SHUNT FROM BRANCH MAIN
- 22LB SHUNT FROM NORTH ARRIVAL/DEPARTURE ROAD
- 24RABC UP DIRECTING FROM NIMT MAIN

- 24LAB DOWN DIRECTING FROM NIMT MAIN
- 24LCD DOWN DIRECTING FROM BRANCH MAIN
- 26R SHUNT FROM BULK ARRIVAL/DEPARTURE ROAD
- 26L SHUNT FROM BRANCH MAIN
- 31 SHUNT
- 32 SHUNT
- 33 SHUNT
- 34 SHUNT

- NORMAL SPEED TO MAIN
- MEDIUM SPEED TO LOOP OR BACK ROAD LOOP
- LOW SPEED TO ALL ROADS
- LOW SPEED TO ALL ROADS
- LOW SPEED TO ALL ROADS
- LOW SPEED TO SOUTH ARRIVAL/DEPARTURE ROAD
- LOW SPEED TO BRANCH MAIN OR NORTH ARRIVAL/DEPARTURE ROAD
- LOW SPEED TO MARSHALLING YARD
- LOW SPEED TO MARSHALLING YARD
- NORMAL SPEED ALONG NIMT MAIN
- MEDIUM SPEED TO BRANCH MAIN
- LOW SPEED TO NIMT MAIN OR BRANCH MAIN

- MEDIUM SPEED TO MAIN
- LOW SPEED TO BRANCH MAIN
- LOW SPEED TO BULK ARRIVAL/DEPARTURE ROAD
- LOW SPEED TO No. 32 SIGNAL
- LOW SPEED TO LOCO DEPOT
- LOW SPEED TO SOUTH ARRIVAL/DEPARTURE ROAD
- LOW SPEED TO No. 33 SIGNAL

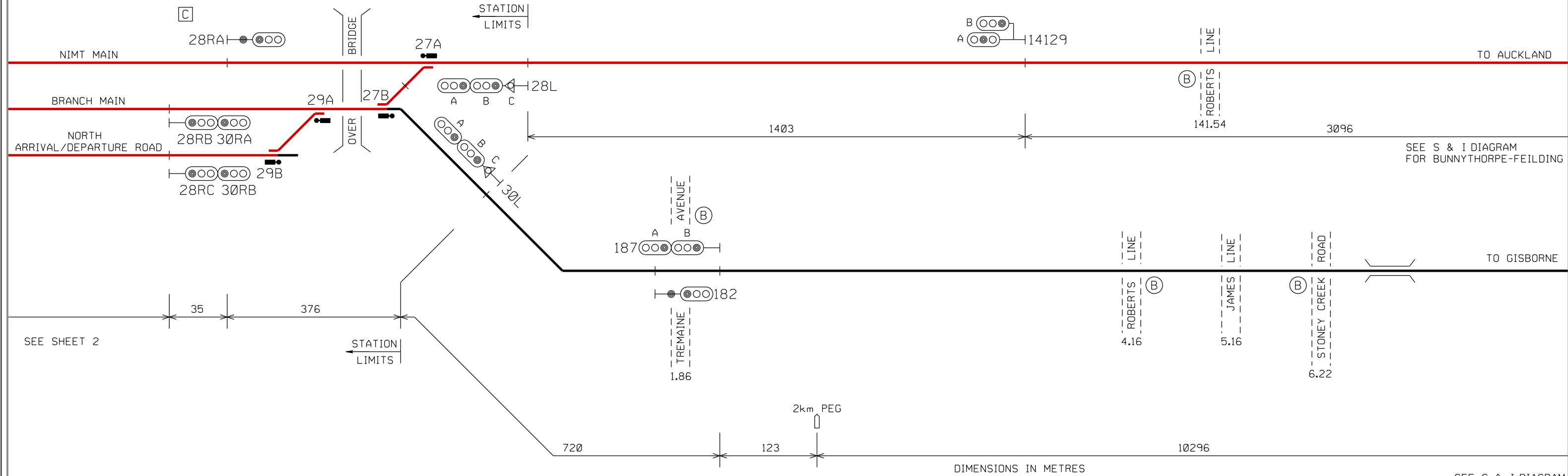
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SIGNALLING & INTERLOCKING ARRANGEMENTS



DESCRIPTION OF SIGNALS

28LABC	DOWN MAIN HOME
28RA	UP DEPARTURE FROM NIMT MAIN
28RB	UP DEPARTURE FROM BRANCH MAIN
28RC	UP DEPARTURE FROM NORTH ARRIVAL/DEPARTURE ROAD
30RA	UP DEPARTURE FROM BRANCH MAIN
30RB	UP DEPARTURE FROM NORTH ARRIVAL/DEPARTURE ROAD
30LABC	DOWN PNGL HOME

NORMAL SPEED TO NIMT MAIN
MEDIUM SPEED TO BRANCH MAIN OR NORTH ARRIVAL/DEPARTURE ROAD
LOW SPEED TO ALL ROADS

MEDIUM SPEED TO NIMT MAIN
MEDIUM SPEED TO NIMT MAIN
NORMAL SPEED TO PNGL MAIN
NORMAL SPEED TO PNGL MAIN
NORMAL SPEED TO BRANCH MAIN
MEDIUM SPEED TO NORTH ARRIVAL/DEPARTURE ROAD
LOW SPEED TO BRANCH MAIN OR NORTH ARRIVAL/DEPARTURE ROAD

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