

PICTON (PTN)

SIGNALLING & INTERLOCKING ARRANGEMENTS

THESE ARRANGEMENTS WILL BE BROUGHT INTO USE AT A TIME AND DATE TO BE ADVISED BY ALERT.
THIS CANCELS S&I No. 3253

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

DESCRIPTION OF SIGNALS

2RAB UP OUTER HOME
2L DOWN DEPARTURE
A4RAB UP APPROACH
4RAB UP HOME
4L DOWN DIRECTING
6RABC UP DIRECTING FROM MAIN

6LAC SHUNT AND DOWN DIRECTING FROM MAIN

8L SHUNT ALONG MAIN
10RABC UP DIRECTING

10LA SHUNT AND DOWN DIRECTING FROM STORAGE ROAD
R10LA REPEATS THE ASPECTS OF SIGNAL 10LA
10LB SHUNT AND DOWN DIRECTING FROM ARRIVAL AND DEPARTURE ROAD 1
10LC SHUNT AND DOWN DIRECTING FROM ARRIVAL AND DEPARTURE ROAD 2
12L SHUNT TO ARRIVAL AND DEPARTURE ROAD 1

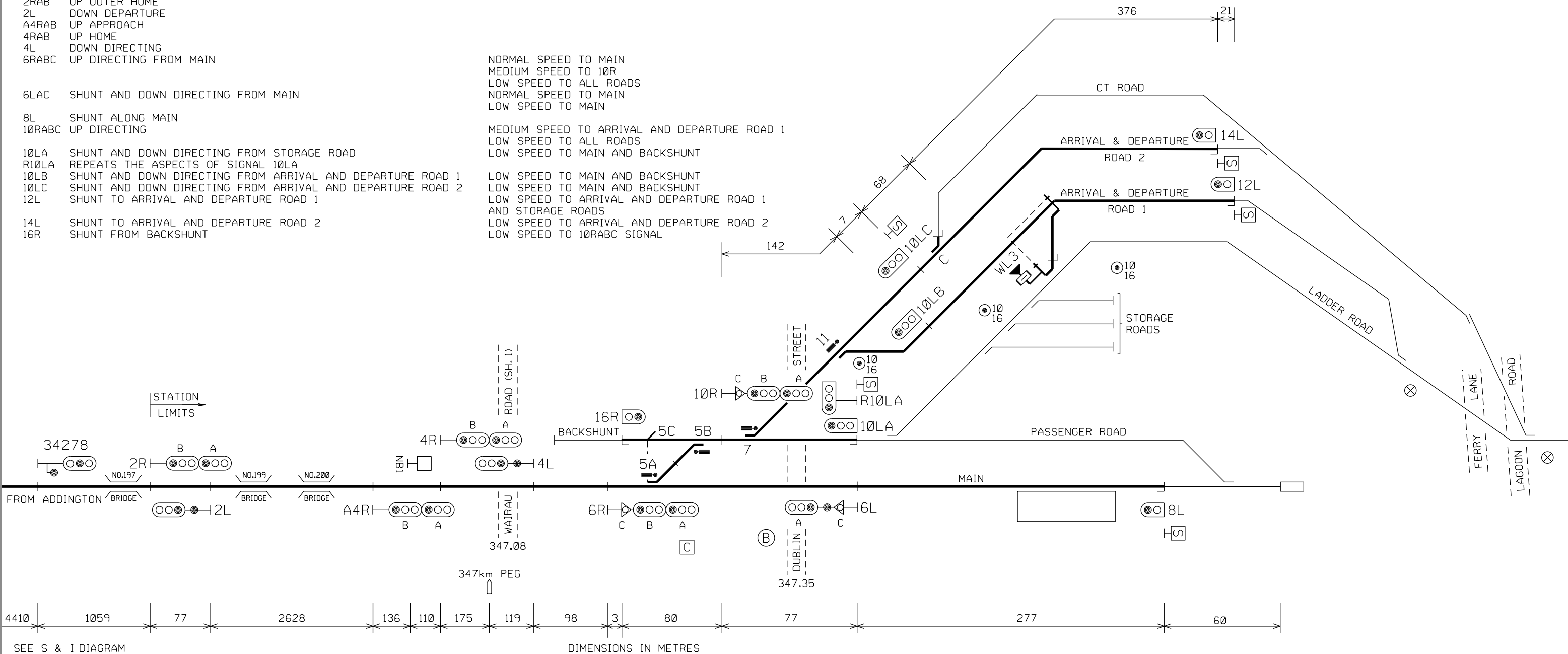
14L SHUNT TO ARRIVAL AND DEPARTURE ROAD 2
16R SHUNT FROM BACKSHUNT

NORMAL SPEED TO MAIN
MEDIUM SPEED TO 10R
LOW SPEED TO ALL ROADS
NORMAL SPEED TO MAIN
LOW SPEED TO MAIN

MEDIUM SPEED TO ARRIVAL AND DEPARTURE ROAD 1
LOW SPEED TO ALL ROADS
LOW SPEED TO MAIN AND BACKSHUNT

LOW SPEED TO MAIN AND BACKSHUNT
LOW SPEED TO MAIN AND BACKSHUNT
LOW SPEED TO ARRIVAL AND DEPARTURE ROAD 1
AND STORAGE ROADS
LOW SPEED TO ARRIVAL AND DEPARTURE ROAD 2
LOW SPEED TO 10RABC SIGNAL

UP
→



SEE S & I DIAGRAM
FOR BLENHEIM FRIEGHT CENTRE



SWITCHLOCKED FRAME LEVER
OPERATING FACING POINTS
LOCK ONLY AT EACH END
OF CROSSOVER



"STOP AND WAIT FOR
PROCEED SIGNAL" BOARD



SAND TRAP