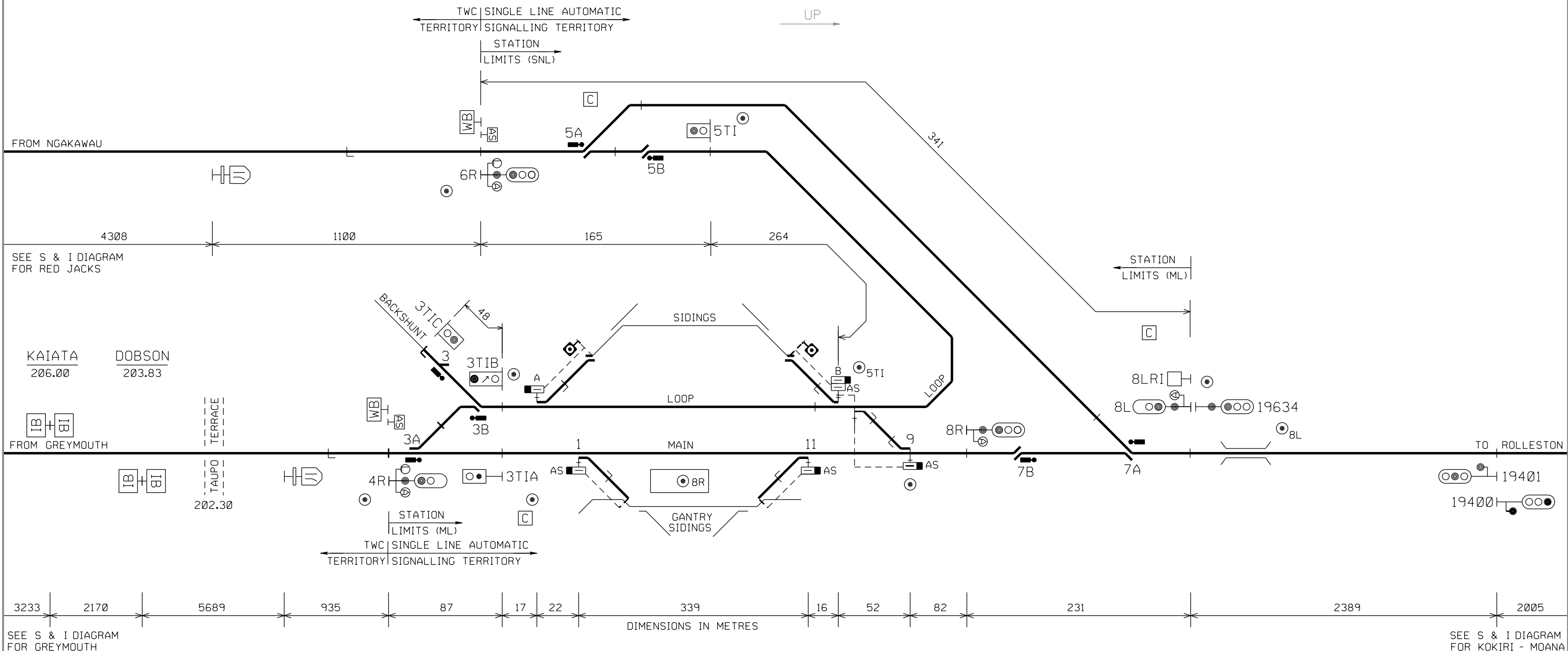


STILLWATER

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. 3107
THESE TO BE COMPLETED BY THE RECIPIENT OF THE S & I DIAGRAM



FRAME LEVER POINTS FITTED
WITH FACING POINTS LOCK, AS PADLOCK
AND PERMISSION LEVER FITTED
WITH TW LEVER LOCK



ROUTE INDICATOR
'\ ' GREYMOOUTH
'/' NGAKAWAU

NOTES: 1) MOTOR POINTS MAY BE LOCKED
NORMAL OR REVERSE BY TRAIN CONTROL
2) SIGNALS AND INDICATORS MAY BE
HELD AT 'STOP' BY TRAIN CONTROL
3) 'A' LIGHT INDICATES MOTOR POINTS ARE LOCKED

STILLWATER DESCRIPTION OF SIGNALS AND INDICATORS

4R	UP ARRIVAL SIGNAL FROM GREYMOOUTH	('L' LIGHT DOES NOT INDICATE POSITION OF HAND OPERATED POINTS ON LOOP)
3TIA	DOWN MAIN TRAILING POINTS INDICATOR	
3TIB	DOWN LOOP TRAILING POINTS INDICATOR	
3TIC	UP BACKSHUNT TRAILING POINTS INDICATOR	
5TI	DOWN LOOP TRAILING POINTS INDICATOR	
6R	UP ARRIVAL SIGNAL FROM NGAKAWAU	('L' LIGHT DOES NOT INDICATE POSITION OF HAND OPERATED POINTS ON LOOP)
8R	UP DIRECTING SIGNAL FROM MAIN	
8L	DOWN ARRIVAL SIGNAL (NOT FITTED WITH 'L' LIGHT)	

J. T. SKILTON
PROFESSIONAL HEAD, SIGNALS AND TELECOMMUNICATIONS