

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. 3375
THESE TO BE COMPLETED BY THE RECIPIENT OF THE S & I DIAGRAM

SEE S & I DIAGRAM
FOR TAURANGA

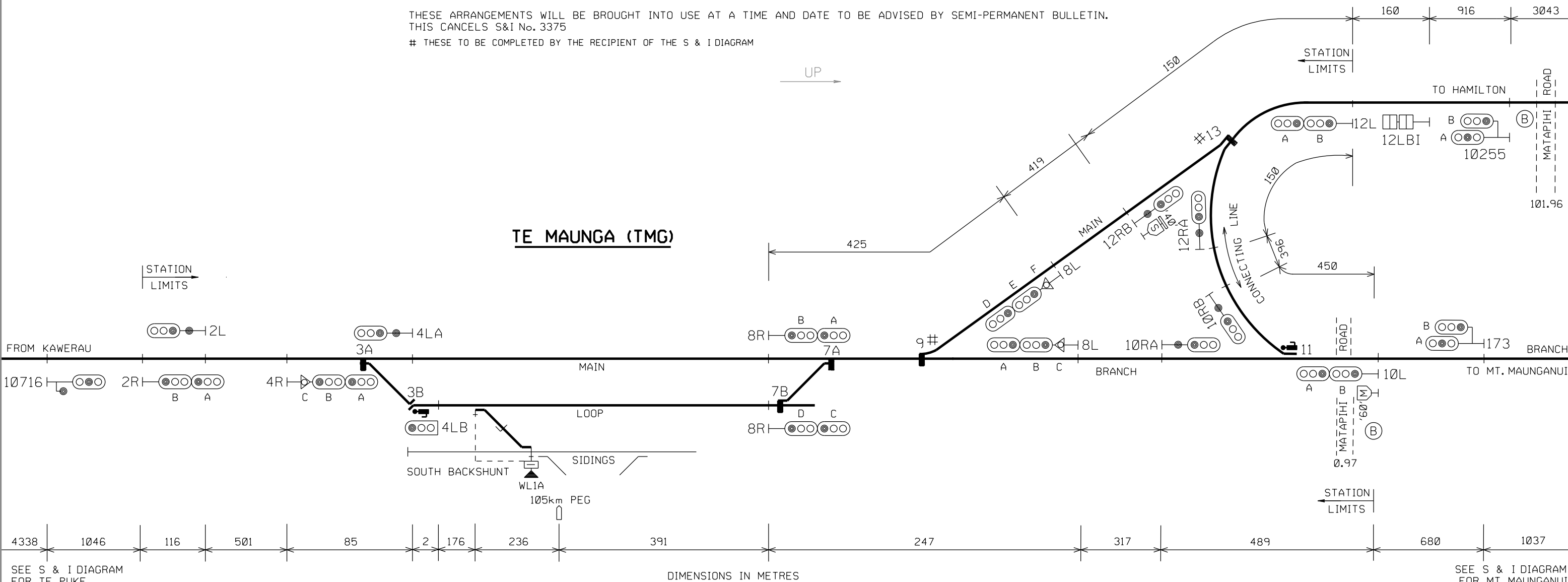
TO HAMILTON
ROAD
MATAPIHI
101.96

BRANCH

TO MT. MAUNGANUI

SEE S & I DIAGRAM
FOR MT. MAUNGANUI

TE MAUNGA (TMG)



DESCRIPTION OF SIGNALS

2RAB UP OUTER HOME
2L DOWN DEPARTURE
4RABC UP HOME

NORMAL SPEED TO MAIN
MEDIUM SPEED TO LOOP
LOW SPEED TO ALL ROADS

4LA DOWN DIRECTING FROM MAIN
4LB SHUNT AND DOWN DIRECTING FROM LOOP
8RAB UP DIRECTING FROM MAIN

NORMAL SPEED TO BRANCH
MEDIUM SPEED TO MAIN
NORMAL SPEED TO BRANCH
MEDIUM SPEED TO MAIN
NORMAL SPEED TO MAIN
MEDIUM SPEED TO LOOP
LOW SPEED TO ALL ROADS
NORMAL SPEED TO MAIN
MEDIUM SPEED TO LOOP
LOW SPEED TO ALL ROADS

8RCD UP DIRECTING FROM LOOP
8LABC DOWN DIRECTING FROM BRANCH

8LDEF DOWN DIRECTING FROM MAIN

NORMAL SPEED TO BRANCH
MEDIUM SPEED TO CONNECTING LINE

10RA UP DEPARTURE FROM BRANCH TO MT MAUNGANUI
10RB UP DEPARTURE FROM CONNECTING LINE TO MT MAUNGANUI
10LAB DOWN HOME FROM BRANCH

NORMAL SPEED TO CONNECTING LINE
MEDIUM SPEED TO MAIN

12RA UP DEPARTURE FROM CONNECTING LINE TO TAURANGA
12RB UP DEPARTURE FROM MAIN TO TAURANGA
12LAB DOWN HOME FROM MAIN

'40' S
ADDITIONAL BOARD ABOVE PERMANENT SPEED BOARD
READING 'THROUGH TURNOUT'

SIDE WHERE MANUAL CONTROL IS OBTAINED
DUAL CONTROL POINTS MACHINE
WITHIN SLEEPER LIKE CASE

POINTS ARE SECURED IN NORMAL POSITION AND CAN BE
USED BUT ONLY WITH AUTHORISATION
FROM SIGNALS FIELD ENGINEER.