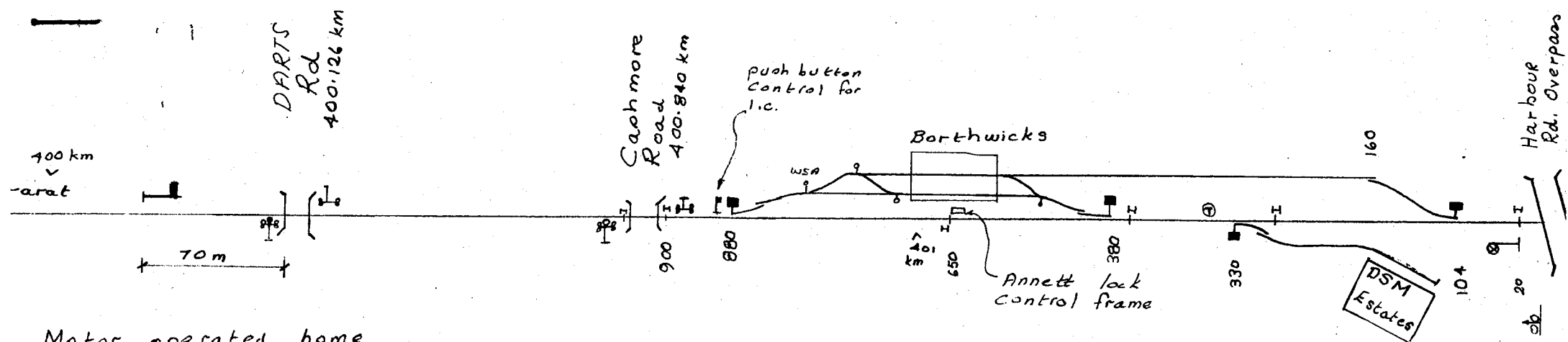
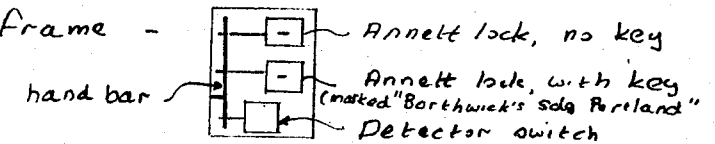




Motor operated, home signal, pole line started adjacent to this signal.

At Borthwicks, the Cashmore Rd level crossing, can be push button operated.

The Annett lock Control Frame -



Noted 27/9/81, that the down end Borthwick turnout (at 104) had the K crossing removed, & the line was disused. By 1/83, line, & turnout relaid in 94 1/2 kg rail, except for catch point, & line rebalasted.

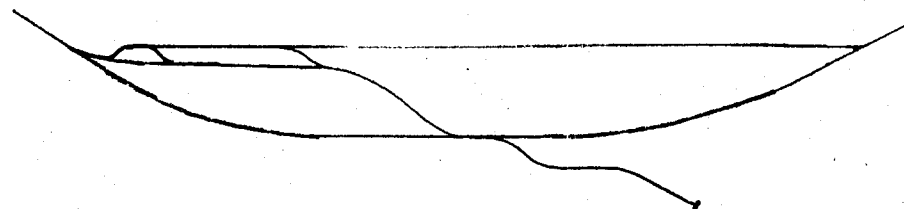
Insulated joint

Point levers, quadrant type, all with rodded catch points. The colour light signal, just up from the Harbour Road overpass, been there for some time, but not noted operational. - Covered over 9/81. Renewed cover 1983.

Pole line (1/83), intact to Cashmore Rd l/c, then cable laid on ground, to Annett lock Control frame.

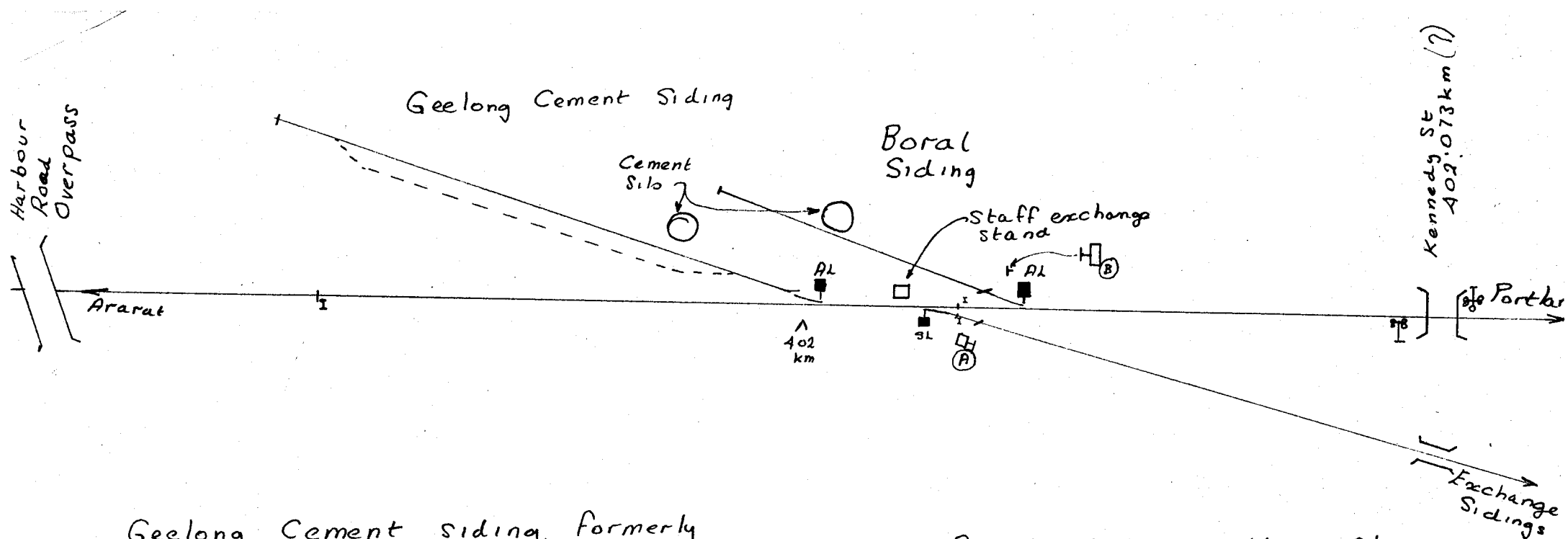
All Turnouts on main line - Annett locked.

Ref. NB 87, p 8-13
94 p 24-26



Borthwicks area

PORTLAND
Sheet 1 of 5
WRD 11/83 NTS



Geelong Cement siding, formerly Portland Wool Stores, loop lifted by 9/81. Catch Point rodded to derail.

Port of Portland Authority (formerly Portland Harbour Trust) line, staff locked points, with electrical position detector + rodded derail.

Boral sdg, installed 9/81 Initially fitted with two derail blocks ~~was~~, both padlocked + points secured with a padlocked locking bar. By mid 82, fitted with Annett lock + rodded derail.

Notice Boards

Ⓐ - "DERAIL"

Ⓑ - "Shunting trains not to exceed 30 kmph" (to operate flashing lights)

Ref. NB 87 p20
Newrails 11/81, 2, 8/82
NB 97, p26, 27,

PORTLAND

Sheet 2 of 5

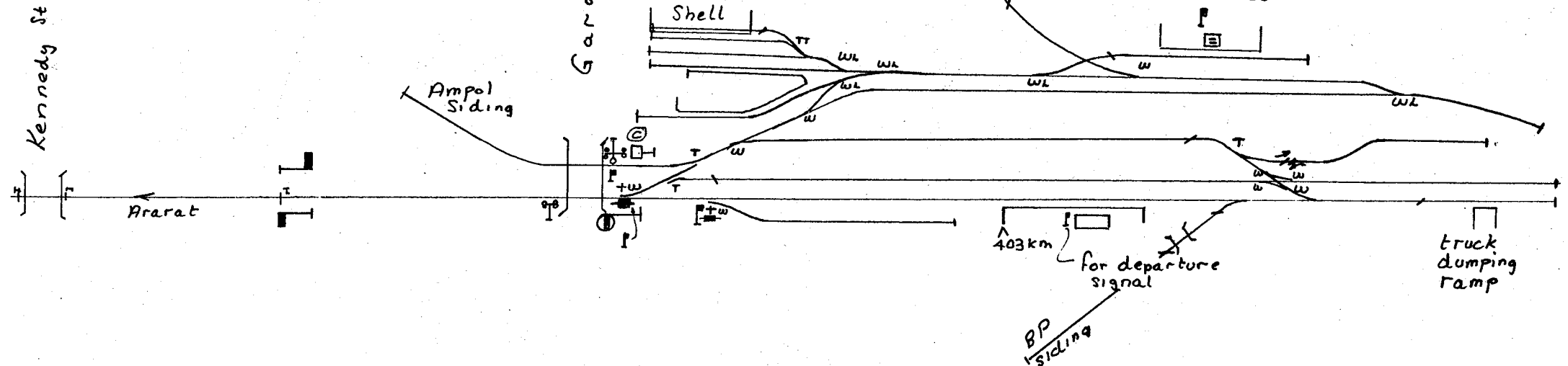
UAD 11/83 NTS

Notice Boards

© "Vicrail

Trains must not enter roadway until flashing lights are operating."

W - WSA lever
WL - " " with locking bar (padlocked)
T - Weighted point lever

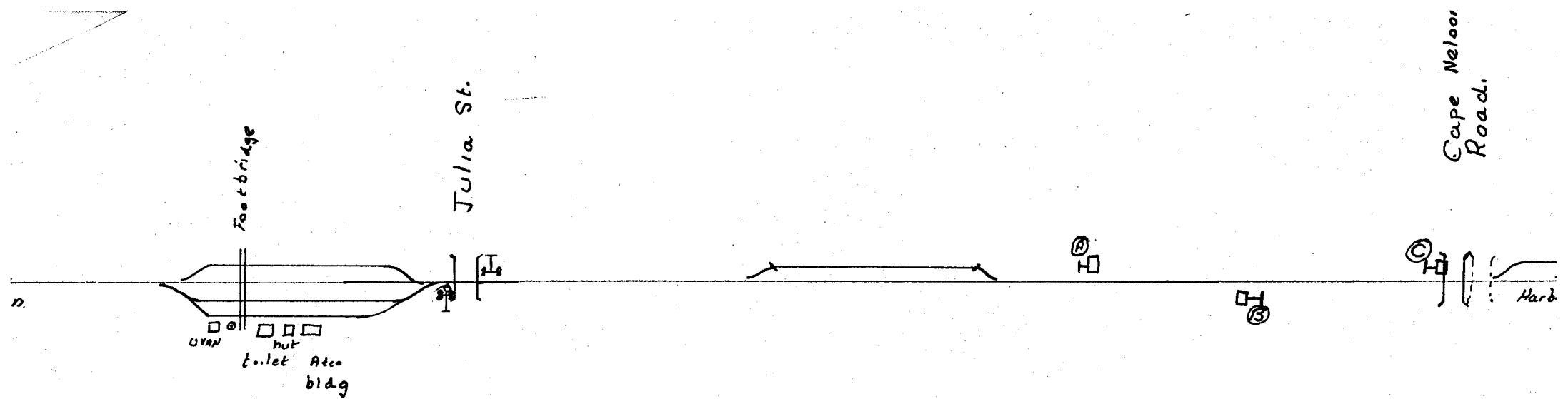


Turnouts for No. 2 Road + dock road, fitted with WSA levers, detectors (wire + electrical), quadrant levers, plunger locks, + flashing light controls.
No 1 Road bonded, signal levers for home arrival and departure on platform, - 1 fitted with Annett key. Telephone type box, controls push button for outer home, fitted with LED indicators, + signal indicator "On, Wrong, OFF", + Down Approach indicator + bell.

Ref NB 96 p 19-22
+ notes. on letter file.
NB 97, p 82.

PORTLAND
Sheet 3 of 5

UAB 11/83. NTS



Exchange Sidings

WSA levers, with locking bars, on thru road (A only)

Julia St F.L.'s approach operated, has had notice boards, but vandalised.

Departure Siding

WSA levers, with locking bars, siding has capacity for ≈ 80 GN's.

Installed during late 1981. In use for 81/82 wheat season. Used to inspect trains, prior to departure.

Air testing facility being installed 11/83.

Sorting Sidings

See sheet 5.

Notice Boards

- (A) - All Engines + trains, stop here, until signalled forward by Guard or Shunter.
- (B) - Limit of Shunt, Harbour Trust Engines
- (C) - All engines + trains, 5mph to Crossing

Ref. NB 96 p 24-26

Newcastle 11/12/81.

PORTLAND

Sheet 4 of 5

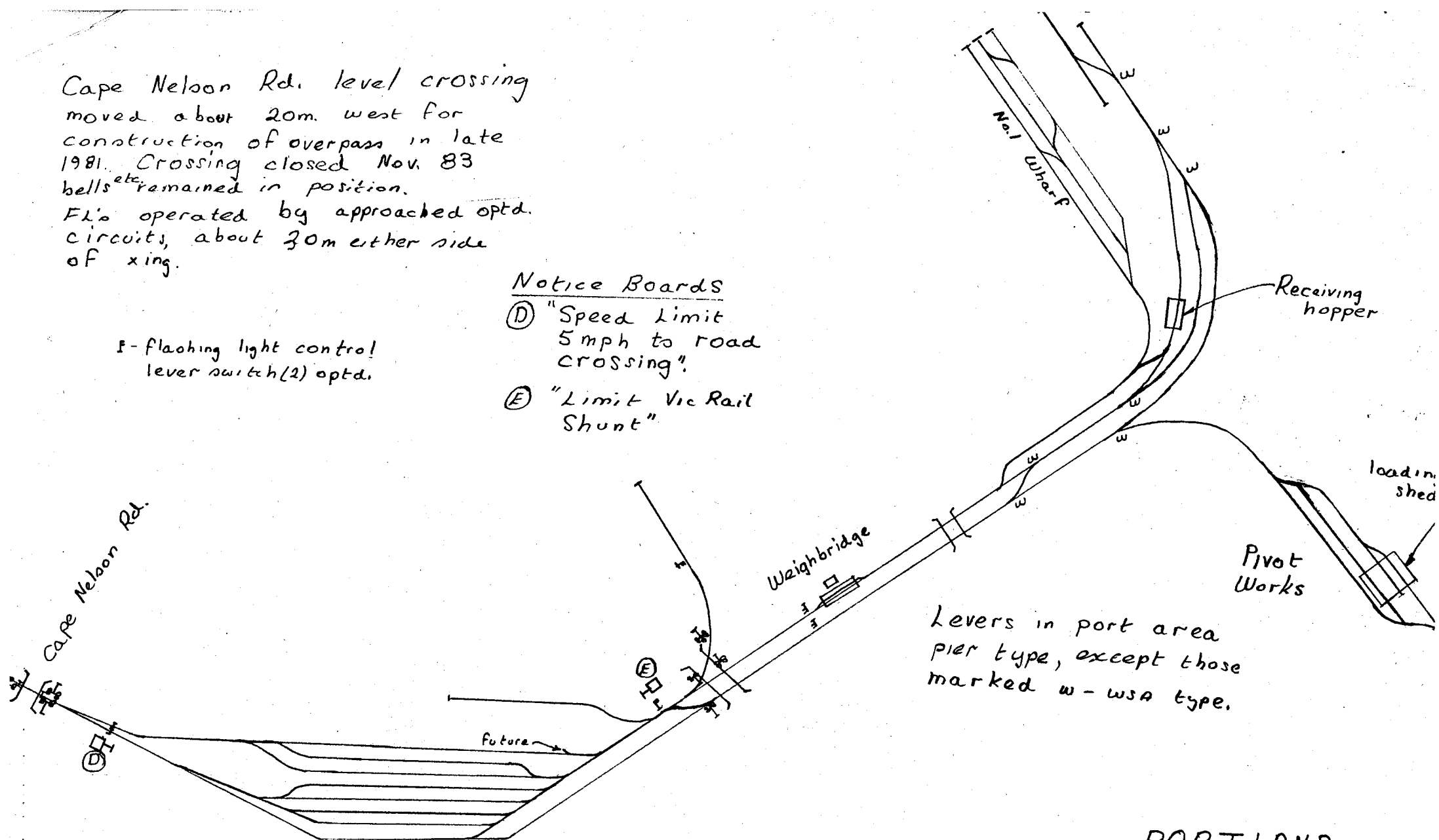
WBD 11/83. NTS

Cape Nelson Rd. level crossing
 moved about 20m. west for
 construction of overpass in late
 1981. Crossing closed Nov. 83
 bells^{etc} remained in position.
 FL's operated by approached optd.
 circuits, about 30m either side
 of xing.

F - flashing light control
 lever switch (2) optd.

Notice Boards

- ① "Speed Limit
 5mph to road
 crossing".
- ② "Limit Vic Rail
 Shunt"



All WSA levers

Sorting SDGS

PORTLAND

Sheet 5 of 5

WAB 11/83. NTS.

EXCHANGE
SIDINGS

BEFORE.

OTWAY ST.

P.H.T.
JUNCTION

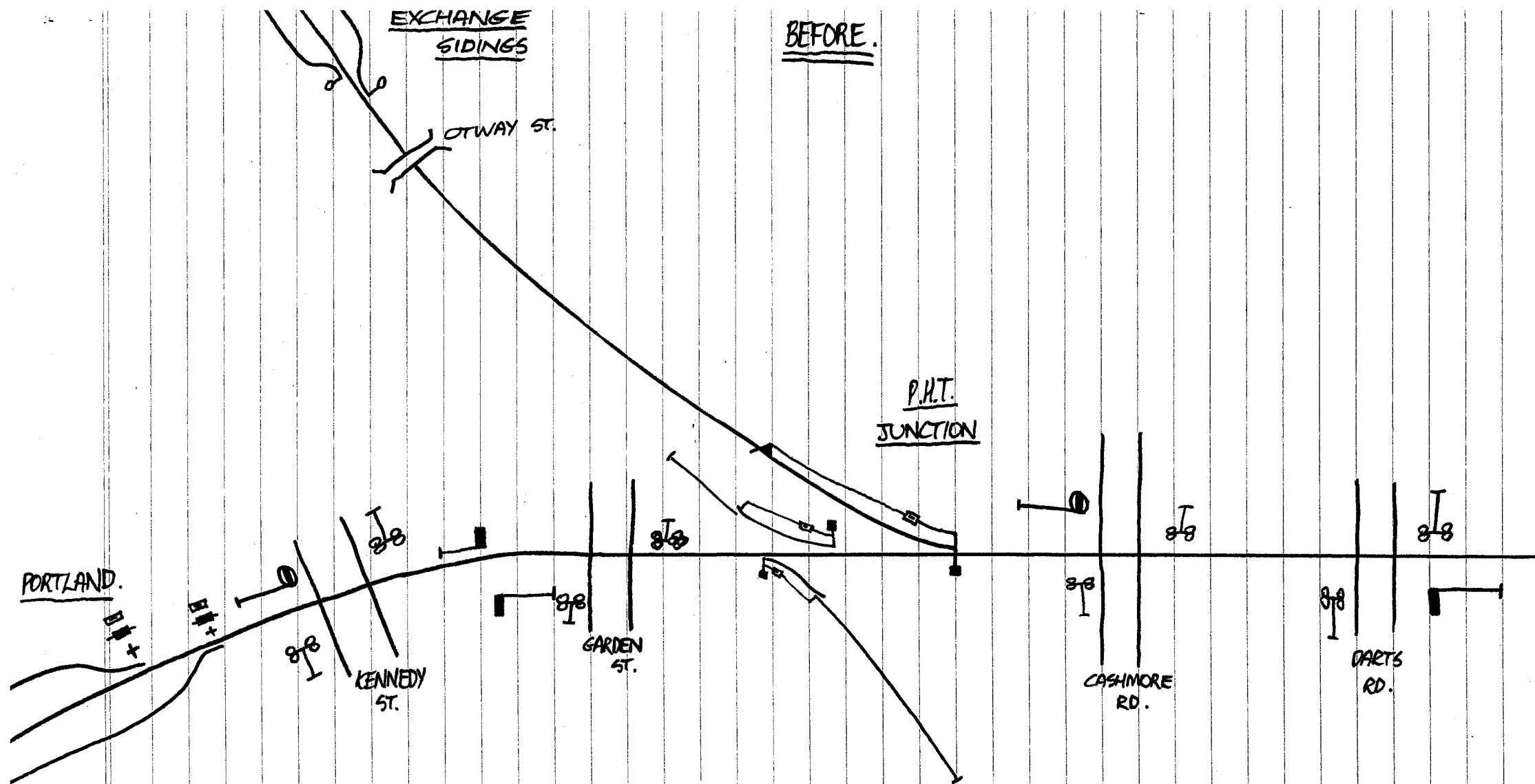
PORTLAND.

KENNEDY
ST.

GARDEN
ST.

CASHMORE
RD.

DARTS
RD.



AT EASTER 1986

AFTER

EXCHANGE
SIDINGS

DETECTORS
FITTED
TO POINTS.

OTWAY ST.

P.H.T.
JUNCTION

GARDEN
ST.

KENNEDY
ST.

PORTLAND

CASHMORE
RD.

DARTS
RD.

