



Local Instructions No. L1260/2
 Sheet No. 1
 Number of Sheets: 4

NEW ZEALAND GOVERNMENT RAILWAYS

GRACEFIELD: LOCAL INSTRUCTIONS

To be read in conjunction with current Circular S. & I. for Gracefield-Woburn-Waterloo.

1. INTRODUCTION

The station control panel provided in the Station building gives control of certain signals and motor points as described in current Circular S & I. The Crossing Signals are controlled by the Shunter or Officer-in-Charge by pushbutton. These controls are sited adjacent to each Crossing Signal at Hutt Park Road. Before operating the controls to clear a Crossing Signal authorising a train movement over the crossing, the Shunter or Officer-in-Charge MUST ensure that all hand points are correctly set.

A switchout facility is provided on the Station Control panel and this will permit WOBURN to assume direct control of Signals 12LA, 4A & 10R signals at GRACEFIELD when GRACEFIELD is switched out. Provision is made for the "C" points Woods key to be detected in the Station panel. This "C" key must be in position on the station control panel before 12LAB signal can be cleared or Gracefield switched out.

2. STATION CONTROL PANEL

Signal Levers No.10 &.12 -

These three position levers control the "left" and "right" signals, corresponding to the lever number. The normal conditions of the lever is in the mid-position. The red indication above the signal lever indicates that all signals controlled by that lever are at "Stop". Lever No.10 placed in the "R" position will clear signal No. 10R. To clear signal No. 12LAB, place No.11 points in the correct position, check that "C" points Woods key is inserted in

the panel, and then turn No .12 Lever to the "L" position. To clear the Low Speed light on No. 12LAB signal to signal a train to the main line occupied the above procedure must be followed and then No.12L Low Speed push button operated.

To clear either "Up Outer Home" signals 4A or 4B place No.11 points in the correct position, check that the points are correctly set and turn No. 12 lever to the "R" position. This will sound; a buzzer and illuminate the "Train Waiting" indication on the control panel at Woburn to indicate to the Signaller that a slot release is required. The signaller at WOBURN will clear Signal 4A or 4B by turning his lever No.4. Signal 4A or 4B will clear provided track and points conditions permit.

(b) Points Lever No.11

Points Lever No. 11 enables the position of No.11 points to be controlled. The operation of this Lever will not move the points, unless the points can be moved without danger to traffic. This will be indicated by the points free (F) indication above the lever being illuminated.

The "N" or "R" indications above the point control lever on the panel will indicate the position of the points.

(c) Control Switchout Lever No. 7 -

When it is required to switch-out the station control panel the following procedure must be carried out: -

- (i) Check that Signal Levers No .10 and 12 are in the mid-position and that the Red indication lights above the levers are illuminated.
- (ii) Check that No.11 points lever is in the Normal position and that the Normal indication light is illuminated.
- (iii) Check that the "C" points Woods key is inserted in the Station Control panel.
- (iv) Turn No.7 Lever to the Right. The "IN" above No.7 lever will extinguish and the "OUT" light will be illuminated. All other indications will be extinguished.

When GRACEFIELD is switched out Signals Nos. 10R and 4A are controlled directly by No.4 lever WOBURN and signal No. 12LA by No.5 lever WOBURN. When it is required to Switch IN the Station Control panel, the following procedure must be carried out:

- (v) Check that the signal Levers No.10 and 12 in the mid-position and that No.11 points is in the Normal position.
- (vi) Check that the "C" points Woods key is in the Station Control panel.
- (vii) Operate the "Indications Check" pushbutton on the Station Control panel. This will show all indications illuminated on the Control panel. Check that Signals 10R, 4A and 12LAB are at "Stop" and that No.11 points are shown in the Normal position.
- (viii) Turn No.7 lever to the left. The "Out", light above No.7 lever will be extinguished and the "IN" light will be illuminated. The remainder of the panel indications will now remain on.

When Gracefield is switched IN Signals 4A and 4B are jointly controlled by No.12 lever Gracefield and No.4 lever at WOBURN.

(d) Track Indications -

The red indications on the panel diagram indicate the presence of trains.

(e) Train approaching Indications -

The "Train Approaching" indications on the panel diagram will be illuminated when a Down Train to Gracefield occupies the approach tracks of No.12LAB signal. At the same time an audible buzzer will sound to warn the Shunter or Officer-in-Charge of the presence of an approaching train.

The Shunter or Officer-in-Charge can acknowledge the warning by operating the "Train Approach Buzzer Cancel" pushbutton on the panel.

(f) Indications Check -

When Gracefield is switched-out, all panel diagram indications will be extinguished with the exception of the indications showing the panel switchout. An "indication check" pushbutton on the diagram, when operated by the Shunter or Officer-in-Charge will illuminate the remainder of the indications.

(g) Approach Lock Release Indication - Electrically operated time releases work automatically on signals 10R, 4A, 4B and 12LAB. When a train approaches a clear signal it will not be possible to move No.11 points or clear a conflicting signal until the time delay has operated after the signal lever has been restored to the mid-position. The "Time Delay Operating" indication will be illuminated when the Time-delay is operating and will extinguish when this has elapsed.

3. CONTROLS FOR CROSSING SIGNALS & BARRIERS : HUTT PARK ROAD

The controls are duplicated for each Crossing Signal, providing the Shunter or Officer-in-Charge with facilities to control either left or right Crossing Signal from one pushbutton site. To clear a Crossing Signal the appropriate pushbutton is operated and the barriers will commence to lower. Once the barriers are lowered the signal will clear.

After a train has moved over the crossing or has moved onto the crossing and then set back clear of the crossing the signal will automatically restore to red and the barriers will rise. After the barriers have risen they will be held in the fully raised position for 15 seconds. Should an attempt be made to clear a Crossing Signal during this time, this request is stored and the barriers lowered when the time delay has elapsed.

If the Crossing Signal is restored to red in the face of a train, the barriers will remain down for 15 seconds and will rise when this delay has elapsed.

4. PARKSIDE ROAD : BARRIER CONTROL:

The control of the half-arm barriers at Parkside Road is achieved automatically for all signalled train movements on the branch main.

5. FAILURE OF A.C. POWER SUPPLY:

A failure of the signal power supply will lower the half-arm barriers on both road crossings. After a 90 second delay the barriers will rise automatically. The Shunter or Officer-in-Charge can assume manual control of the barriers by turning the Auto/Manual key on the Barrier Manual Control" to the "Manual" position. This will illuminate the "Barrier on Manual Control" indication on the Station Control panel and transfer control of the barriers to the Barrier Manual Controls sited adjacent to the road crossing.

6. MOTOR POINTS:

Motor points at Gracefield are Westinghouse M5 type dual control. In the event of a points failure the standard procedure as outlined in the attached booklet governing the "Hand Operation of Motor Points" MUST be followed. In the event of the failure of the signal (Reference Traffic Code Instruction 37, Clause 6) if indications of points over which the signal applies are correctly illuminated and correspond with their control levers, a train may be hand-signalled past the Signal at Stop without isolating the motor points.

7. COMMUNICATIONS:

Telephones are provided as shown in current Circular S. & I. These telephones give communication with the Signaller Gracefield or Woburn as required.

F.N.B. Golder
DISTRICT TRAFFIC MANAGER.

District Traffic Manager's Office,
WELLINGTON
March 1968

NEW ZEALAND GOVERNMENT RAILWAYS

WOBURN - GRACEFIELD

These instructions are to be read in conjunction with the current Circular S. & I. for Gracefield-Woburn-Waterloo, Local Instructions L.1260/2 and current Woburn-Waterloo Local Instructions.

1. INTRODUCTION:

The station control panel at Woburn controls the Outer Home Signals 4A & 4B from Gracefield in conjunction with the signalman at Gracefield. When Gracefield is switched out Woburn will have direct control of Signals 10R, 4A & 12LA. No. 11 points can only be controlled from Gracefield

2. STATION CONTROL PANEL:

(a) Signal Levers No. 4 & 5

The two-position signal levers control the signals corresponding to the lever numbers.

Lever No.4 controls the "Up Outer Home" Signals 4A & 4B.

When Gracefield is switched in a request from the signalman at Gracefield for a slot release on Signals 4A or 4B is indicated at the station control panel when the "Train waiting" indication is illuminated and a buzzer alarm rings.

The request is acknowledged by operating the "Buzzer cancel" pushbutton on the control panel. To clear Signals 4A & 4B place No.4 lever to the reverse position. The "Train waiting" indication will extinguish and the green indication above the lever will be illuminated when the signal is at "proceed".

When Gracefield is switched out No.11 motor points at Gracefield are locked in the Normal position and Gracefield signal 10R will co-act with Woburn Signal 4A. Lever No.5 controls Signal 12LA when Gracefield is switched out. To clear Signal 12LA place No. 5 lever to the reverse position. The green indication: above No. 5 lever will be illuminated when the signal is at proceed for a Normal speed to main.

(b) Switchlock Points Lever No. 33 -

The two position lever releases the switchlock on 33A & 33B points.

To unlock 33A & 33B switchlock points move No. 33 lever to the reverse position.

The points free (F) indication above No. 33 lever will be illuminated when these points are released and the points locked (L) indication will extinguish. When the points have been reversed, the Normal indication of the appropriate switchlock points will extinguish.

To release the switchlock for a train to enter Workshops from the Main Line, No 33 lever must be reversed and the train must occupy the short releasing track circuit at the switchlocked points.

When the switchlocked points are placed in the Normal position the Normal indications will be illuminated on the station control panel.

To lock 33A or 33B switchlock points Normal place No. 33 lever in the Normal position. The points locked (L) indication will be illuminated and the points free (F) indication extinguished above No. 33 lever.

(c) Gracefield Switched In/Out -

An indication on the station control panel will be illuminated when Gracefield is switched in or switched out.

(d) Track Indications -

The red indications on the station control panel diagram indicate the presence of trains.

3. COMMUNICATIONS:

Telephones are provided as shown on the current Circular S & I.

F.N.B. Golder
DISTRICT TRAFFIC MANAGER.

District Traffic Manager's Office,
WELLINGTON
March 1968