

PETONE

**LOCAL INSTRUCTIONS FOR THE SIGNALMAN
DETAILING THE SIGNALBOX OPERATION**

To be read in conjunction with the current S&I Diagram for Petone-Melling.

This Local Instruction cancels Local Instruction L330.

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Distribution:

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1.0 TIME RELEASES

Electrically operated time releases work in conjunction with all signals for approach locking purposes. After any route has been set up the signal lever concerned may be restored to normal if necessary, but if a train is indicated on the approach track circuit to the signal, no alteration to the route can be made until either a time release has operated or the train has completed its movement over the route.

Time releases are set as follows:

Signal Nos 77 78* — 90 secs
Signal Nos 6 8 10 — 60 secs
14 17
66 67 73 74
Signal Nos 68 — 30 secs

*Timer will run whenever lever is restored to normal

2.0 FLASHING RED INDICATION

This is provided on signal levers Nos 6, 10, 14, 17, 65, 66, 67, 74, 77 and 78. The flashing of the red indication above any of these levers in the reverse position indicates that the lever should be restored to normal.

3.0 OVERLAP TRACK CIRCUIT

Overlap track circuits are provided on all main line running signals. These entail an extension of the track control beyond the next signal ahead by a pre-determined distance known as the "overlap", i.e. occupancy by a train of an "overlap" track circuit will hold both the signal immediately behind and also the second signal behind at "Stop".

The length of the "overlap" track circuit varies between 120 and 280 metres approximately according to circumstances.

4.0 SWITCHOUT LEVER NO.1

To switchout the Up Main to automatic operation carry out the following procedure.

1 Check the points levers Nos. 38, 47 and 48 are in the NORMAL position and that the indications correspond.

2 Turn signal levers Nos. 6, 10, 15 and 17 to the PROCEED position and check that the signals have cleared.

3 Turn No.1 lever to the out position and check that the "out" indication above No.1 lever is illuminated.

To switch in turn the appropriate switchout lever to the In position and check that the "in" indication above the lever is illuminated.

SWITCHOUT LEVER NO.2

To switchout the Down Main to Automatic operation carry out the following procedure:

- 1 Check that the points levers Nos 38 and 48 are in the Normal position and that the indications correspond
- 2 Turn signal levers Nos 85, 88, 87, 74 and 77 to the Proceed position and check that the signals have cleared.
- 3 Turn No.2 Iovor to the Out position and check that the "out" indication above No.2 lever is illuminated.

To switch in turn the appropriate switchout lever to the In position and check that the "in" indication above the lever is illuminated.

5.0 LOW SPEED SIGNALS

Low speed signals are operated by moving the respective signal lever to Proceed and simultaneously depressing the plunger directly above it on the panel.

6.0 POINTS INDICATION

The "N" and "R" indication lights behind the points levers indicate the position of the points.

When the "F" indication light is illuminated the interlocking is free for the points to be moved.

7.0 MOTOR POINTS

Motor points are of the type M3 top winding, and type M5 dual control.

In the event of failure of motor points, the standard procedure described in the Rail Operating Code, Section 2, Instruction 5 are to be followed.

Crank handles for the hand winding of the type M3 motor points are kept in boxes secured with "AS" padlocks. The location box is north of 14 signal.

8.0 SIGNALS FAIL TO CLEAR

(See also Rail Operating Code, Section 2, Instruction 5)

- 1 Check that the track circuits ahead of the signal are clear
- 2 Check that all points are correctly set,
- 3 Check the opposing signals are at "Stop".

In the event of a signal still not operating, a train may be authorised to pass the signal at Stop without isolating and hand operating the motor points over which the signal applies provided:

- (i) The points indications of the motor points are correctly illuminated for the appropriate route, and correspond to the position of the respective points levers and;

(ii) The lever controlling the defective signal is operated to the proceed position and left in that position until the train has passed the signal.

Note: The free light on the points over which the signal leads may not be extinguished. Under all circumstances the points levers must NOT be operated until the train has fully completed the movement.

If no points indication can be obtained, the procedure as set out for failure of points must be followed.

In all cases of failure Signals staff MUST be advised immediately.

9.0 GENERAL INSTRUCTIONS — MELLING BRANCH

* When setting the normal route from Melling Branch to the Down Main No.47 points must be in reverse before a free light can be obtained to reverse No.48 points then No.78 Directing signal can be set to proceed.

* When a movement arrives at Melling all track indications are illuminated. After returning from Melling and on the Down Main at Petone all track indications on the Melling Branch will extinguish. However if a portion of a train remains at Melling then the track diagram will not remain illuminated, in this case the Signaller, in addition to noting this in the train register, must place a note on the track diagram alongside Melling; in this situation special Working Timetable instructions for working on the Branch will apply.

* When No.48 points fail a movement from the Melling Branch may proceed into Petone via the Up Main as per special Working Timetable instructions. On these occasions when the movement from the Melling Branch is routed along the Up Main at Petone the track indications on the Melling Branch will remain illuminated. It will be necessary to verbally authorise the next movement to the Melling Branch to pass No.17 Directing signals at Stop once the route has been correctly set and the signal lever controlling the signal placed in the Proceed position; after this movement returns to Petone the track diagram indications will extinguish.