

NEW ZEALAND GOVERNMENT RAILWAYS

Local Instruction No.L.71
Sheet No.1
No. of Sheets 3

PETONE : LOCAL INSTRUCTIONS FOR SIGNAL BOX

To be read in in conjunction with current Circular S & I for Petone.

This Local Instruction cancels Local Instruction No.L.824.

1. 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:-

<u>Signal Nos</u>	3. 77. 78.	- 90 secs.
<u>Signal Nos</u>	4. 6. 8. 10. 13. 14. 17. 19. 64. 65. 66. 67. 73. 74. 79. 80.	- 60 secs.
<u>Signal Nos</u>	7. 11. 68. 69. 70. 72.	- 30 secs.

2. FLASHING RED INDICATION :

This is provided on signal levers Nos. 3, 6, 10, 13, 14, 17, 19, 65, 66, 67, 74, 77, 78, 79 and 80.

The flashing of the red indication above any of these levers in the reverse position indicates that the lever should be restored to normal.

The flashing indication does not operate in conjunction with Nos. 3, 10, 13, 19, 67 and 74 low speed signals. Signals Nos. 11A and 11B remain at yellow and do not require restroking when 43 points are normal and 41 and 42 points are reverse.

3. 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 and 280 metres approximately according to circumstances.

4. SWITCHOUT LEVER NO.1:

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

1. Check that points levers Nos. 33, 38, 39, 40, 43, 44, 47 and 48 are in the NORMAL position and that the indications correspond.
2. Turn Signal Levers Nos 3, 6, 10, 14 & 17 to the PROCEED position and check that the signals have cleared.
3. Turn No.1 lever to the out position and check that "out" indication above No.1 lever is illuminated.

When Petone is switched out all telephones to signalman will be connected to the Train Control Operator.

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 points levers Nos 33, 34, 37, 38, 44 and 48 are in the Normal position and that the indications correspond.
2. Turn Signal Levers Nos 65,66,67,74 & 77 to the Proceed position and check that the signals have cleared.
3. Turn No.2 lever to the out position and check that "out" indication above No. 2 lever is illuminated.

When Fetone is switched out all telephones to signalman will be connected to the Train Control Operator.

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

5. 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. 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. 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 booklet "Hand operation of Motor Points" MUST be followed.

Crank handles for the hand winding of type M3 motor points are kept in boxes secured with "A.S" padlocks.

- (a) On location box adjacent to No.43 points
- (b) On location box opposite 48 crossover
- (c) On location box opposite south end of 49 crossover at Lower Hutt

8. SIGNALS FAIL TO CLEAR: See also Traffic Code Instruction No.37 (Clause 6).

1. Check that the track circuits ahead of the signal are clear.
2. Check that all points are correctly set.
3. Check that 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.

Rule 98(b) is modified accordingly.

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

In all cases of failure the Signal Maintainer MUST be advised immediately.

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WELLINGTON
August 1975