

## **LOCAL INSTRUCTIONS FOR THE OPERATION OF THE TAITA SIGNAL BOX**

This Local Instruction cancels Local Instruction L337.

MR XX

**Group General Manager, Operations**

29 November 2001

### **Distribution:**

Signalman, Taita  
Service Support Manager, Tranz Metro, Wellington  
Manager, ST & E (Signals)  
Signals and Telecommunications Manager, Palmerston North  
Codes and Audit, Train Operations

## **LOCAL INSTRUCTIONS**

To be read in conjunction with the current S&I Diagram.

### **Switch In and Switch Out**

The interlocked areas at Taita may be switched out by levers 21 & 136 for Taita.

<b>Lever No.</b>	<b>Description, Switchout Control Lever for,</b>	<b>Controls "A" lights on Signals</b>	<b>Locks Points</b>
21	Taita Up Main	25, 28, 31	75, 77, 78
136	Taita Down Main	125, 126, 134, 135	75, 77, 79

#### **(a) To Switch In**

- (1) Switch on diagram power.
- (2) Check that signal and points indications are displayed.
- (3) Restore to normal the control lever or levers governing the area to be switched in. This will extinguish the "A" lights on the signals of this area, and illuminate the "IN" indication on the panel.
- (4) The signals involved may then be put to "stop" by restoring their levers to normal and points and signals may then be operated from the panel.
- (5) After switching in, care should be taken that, except when necessary, signals are not placed at "stop" in the face of an approaching train.

#### **(b) To Switch Out**

- (1) Check that all points in the area are normal.
- (2) Reverse the signal levers as shown below and then the control lever or levers.
- (3) Check that all running signals in the switched out area show "proceed" and that the "OUT" indication is showing.
- (4) Switch off diagram power if the station is to be left unattended.

<b>To Switch Out Signalling On</b>	<b>Check that Points are Normal</b>	<b>Reverse Levers In Sequence and Check Indications</b>
Taita Up Main	75, 77, 78	31, 28, 25, 21
Taita Down Main	75, 77, 79	125, 126, 134, 135, 136

### **Control of 77 Points and 127 Signal at Taita when Station Switched Out**

Pushbuttons are installed in a lock up box mounted adjacent to the time tables on the south west corner of the station building. An instruction which reads as follows has been affixed to the inside of the push button control box :-

#### **OPERATING INSTRUCTIONS**

To reverse 77 points and clear 127 Signal when Taita Signal Box is switched out, pressed push-button labelled "Train to Reverse".

This push-button should not be operated when a train is approaching. If the claim is

successful the "Claim Registered" indication will be illuminated.

To cancel claim if signal cleared in error press push-button labelled "Cancel".

#### **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 of 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 :-

Signals Nos. 25,29,127,134 & 135	90 secs.
" " 27,28,31,32,34,125,126,134, & 135	60 secs.
" " 26 and 129	30 secs

#### **Flashing Red Indication**

This is provided on signal levers Nos. 25, 28, 31, 125, 126, 134 and 135.

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

The flashing indication does not operate in conjunction with Nos. 25, 28,and 134 low speed signals.

#### **Overlap Track Circuits**

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 6 and 14 chains approximately according to circumstances.

#### **Low Speed Signals**

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

#### **Points Indication**

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

#### **Motor Points**

All motor operated points are or the M3 top winding type except No. 77 Points which are Lever MeshingPoints, M5 non-winding type..

In the event of failure of motor points, the standard procedure outlined in the Rail Operating Code, Section 2, instruction 5 must be followed.

Crank handles are kept in sealed boxes in the following locations:-

- (a) On a traction pole near No.25 signal Taita.
- (b) On a traction pole near No 129 signal Taita.

**NOTE:** Motor points must not be hand operated unless the signalling area including them is switched in.

### **Station Platforma And Yard Electric Lighting**

All switches on the switchboard must be normally left on.

Between dusk and dawn certain verandah and all subway and overbridge lights are switched on by means of a time switch.

When a train is in the station area the remainder of the verandah and platform lights are automatically switched on and are automatically switched off when a train leaves the area.\_

### **Failure of Signals**

In the event of a failure of the signals (Rail Operating Code, Section 2, Instruction 5) at Taita if indications of the points over which the signals apply are correctly illuminated and correspond to their control lever position, a train may be hand signalled past the signal at stop without first isolating the motor points. The signalling must, however, be first switched in.