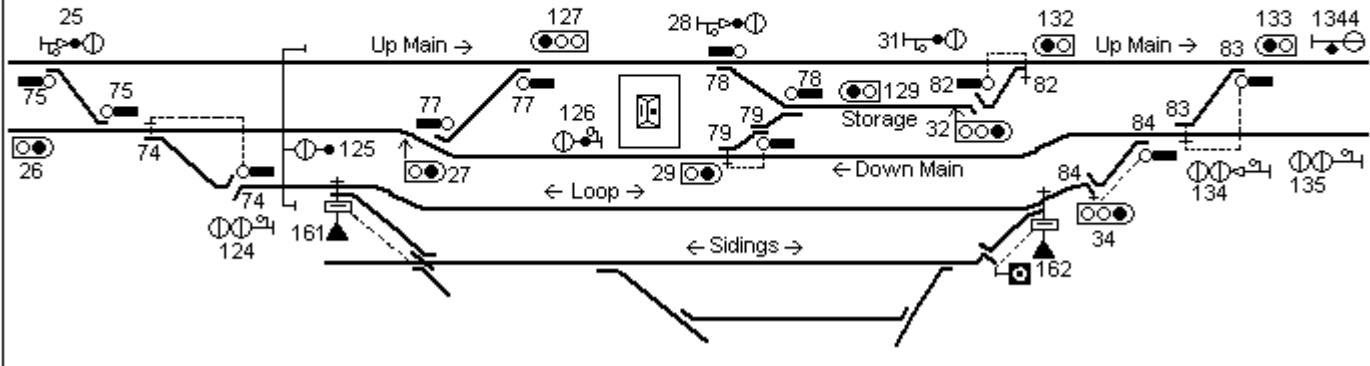


Taita

Based on S & I 889 (September 1960)

Up →

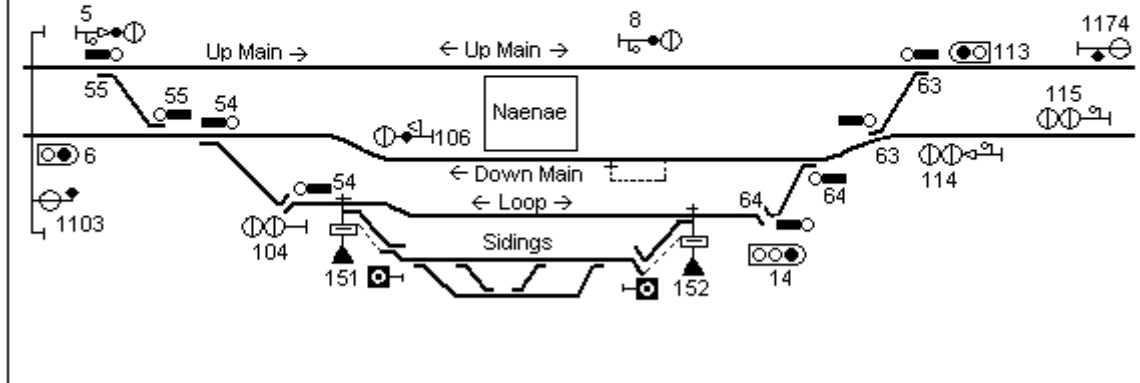
To Woodville →



Naenae

Based on S & I 889 (September 1960)

Up →



NAENAE - TAITA

LOCAL INSTRUCTIONS

To be read in conjunction with Circular S. & I. No. 889.

Switch In and Switch Out

The interlocked areas at Naenae and Taita may be switched out independently of each other, and each in two independent parts, i.e. by levers 1 & 116 for Naenae and 21 & 136 for Taita.

Lever No.	Description, Switchout Control Lever for,	Controls "A" lights on Signals	Locks Points
1	Naenae Up Main	5, 8	55, 63
116	Naenae Down Main	106, 114, 115	54, 55, 63, 64
21	Taita Up Main	25, 28, 31	75, 77, 78, 82, 83
136	Taita Down Main	125, 126, 134, 135	74, 75, 77, 79, 83, 84

(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.

To Switch Out Signalling On	Check that Points are Normal	Reverse Levers In Sequence and Check Indications
Naenae Up Main	55, 63	8, 5, 1
Naenae Down Main	54, 55, 63, 64	106, 114, 115, 116
Taita Up Main	75, 77, 78, 82, 83	31, 28, 25, 21
Taita Down Main	74, 75, 77, 79, 83, 84	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.	5,25,35,115,127,134 & 135	90 secs.
"	" 6,8,14,27,28,31,32,34,104,106,113,114,124,125,126,132, & 133	60 secs.
"	" 26 and 129	30 secs

Flashing Red Indication

This is provided on signal levers Nos. 5, 8, 25, 28, 31, 106, 114, 115, 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. 5, 25, 28, 114 8.nd 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 of the M3 top winding type.

In the event of failure of motor points, the standard procedure outlined in the attached booklet must be followed.

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

- (a) On local telephone shelter at No.5 signal Naenae.
- (b) On local telephone shelter at No.114 signal Naenae .
- (c) On local telephone shelter at No.25 signal Taita.
- (d) On local telephone shelter at No.129 signal Taita.
- (e) On location box adjacent to south end of No.84 crossover Taita.
- (f) On local telephone shelter near No. 162 switchlock Taita.

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

Yard Telephones

Four communications channels are provided between Naenae and Taita at the control panel. Each channel is connected to a key switch appropriately marked.

When a member working in the yard operates a telephone to call the signal panel a buzzer sounds and a white light is illuminated above the appropriate key switch. To answer the calling channel, the associated key is operated "down" and the telephone at the signal panel is connected to the line.

The telephone at the signal panel is also used for answering the train control channel and the signal box channel, both of which are connected to key switches on the signal panel. No light is associated with these key switches, the usual bells ring when the station is called.

In the event of Taita being unattended the four yard telephone key switches are to be thrown in the 'Up' position to switch the yard telephones to train control.

Station Platform 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 (reference Traffic Code Instruction No.49 clause 6) 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.

W.J. THORN

Act. District Traffic Manager Wellington

April 1960