

NEW ZEALAND GOVERNMENT RAILWAYS

Local Instruction L194  
Sheet No.1  
No. of Sheets: 4

TRENTHAM : LOCAL INSTRUCTIONS

To be read in conjunction with current Circular S. & I. for Trentham. This Local Instruction cancels the Local Instruction issued to be read in conjunction with Circular S. & I. No.726.

Switching In and Switching Out:

When Trentham is to be switched out :-

1. Check that all levers are normal and that corresponding indications are showing. Reverse No. 1 lever.
3. The indication lamp marked "OUT" over No. 1 lever now shows "OUT" and the station is switched out.
4. Switch off diagram power if the station is to be left unattended.
5. If the station is to be left unattended operate the communications switches as described under the section "Yard Telephones".

When Trentham is to be switched in:

1. Switch on diagram power.
2. Check that all points and signal levers are normal and that corresponding indications are showing.
3. Check that no train is shown on the diagram.
4. Ring Taita and Upper Hutt signalmen and advise them that Trentham is about to be switched in.
5. Restore No. 1 lever to normal.
6. The indication lamp marked "IN" over No.1 lever now shows, and the station is switched in.
7. Operate the communication control switches to restore communications to the control machine.
8. Ring Taita and Upper Hutt signalmen and advise completion of switching in operation.

### Control when Trentham is Switched Out:

When Trentham is switched out the following arrangements will apply:-

1. Signals Nos. 2 and 3.

The A-lights on these signals are illuminated and the signals are automatically cleared by approaching down trains.

2. Signals Nos. 8, 23, 29 and Points No.18.

These are remotely controlled from a panel in Upper Hutt Station. Indication lights repeat the positions of the signals and points on the panel and an illuminated track diagram gives track indications of that area at Trentham over which movements are controlled from Upper Hutt. No.8, 18 and 29 indication lights are only illuminated when Trentham is switched in.

When any of the above signals is at clear or when 18 points are reversed, it is not possible to switch in the signalling.

It should be noted that the control on No.23 signal is effective whether or not Trentham is switched out so that when Trentham is switched in, 23 signal must still be released by reversal of No.23 key at Upper Hutt.

### Time Releases:

Electrically operated 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 the automatic time release has operated.

Time releases are set as follows :-

Signals Nos. 2, 8, 29	...	90 seconds
Signals Nos. 3, 7, 23, 28	...	60 seconds
Signals Nos. 4, 24	...	30 seconds

A special time release also operates to release the back-locking of Nos. 3 and 29 signals. If a train signalled into the station by No.3 signal comes to rest with its rear on No. 13T track circuit, no opposing or fouling move can be made. Similarly with No.29 signal and No.18 19T track circuit. This backlocking may be released, providing both Nos. 3 and 29 signal levers are normal, by depressing the "Time Release" plunger, and holding it in for 60 seconds.

#### Overlap Track Circuits:

The track circuit mcontrol of Nos. 3 and 29 signals has been extended past the next signal in advance. As well as normal track circuit control, No. 3 signal cannot be placed at "proceed" if track circuits Nos. 18.18T or 29T are occupied. No. 29 signal cannot be placed at "proceed" if No. 13T track circuit is occupied.

#### Low Speed Signals:

Nos. 3C, 24 and 29C are operated by simultaneously moving the signal lever to reverse, and depressing the plunger directly above the lever.

#### Points Indications:

The "F" indication lamps above the points levers indicate the points are free to be moved.

A points lever should not be operated unless the "F" light above it is illuminated.

Trains may be handsignalled over the motor points past a "stop" signal, if the appropriate "N" or "R" indication over the points lever position is illuminated. If neither "N" or "R" indication is illuminated, the points must first be isolated before a handsignal can be given.

Attention is drawn to the fact that Nos. 23A and 23BC are departure signals and may only be passed at stop as provided by Automatic Signalling Regulation No.19.

#### MotorPoints

Motor points at Trentham are of the M5 Westinghouse type except No. 11 which is of type M2A.

A crankhandle for No. 11 points is locked in a detector box near the points. The crank handle must be replaced and locked in its detector box before the associated signals signalling over the points can be cleared.

In the event of a failure of a signal (see also Traffic Code Instruction No.37 Clause 6) the train may be authorised to pass the Signal at "Stop" (in the case of a Departure Signal see also

Auto Regulation No.19) without isolating and hand operating the points to which the signal applies provided that:-

- (a) The points indications for all points, up to the next fixed signal, are correctly illuminated for the appropriate route and correspond to the position of the respective points levers.
- (b) 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: When the station is switched out, in the event of failure of signals, motor points are to be isolated as directed by Train Control.

Level Crossing Barriers, Camp Road:

Barriers are provided at Camp Road level crossing which are lowered automatically, approximately 20 seconds before the passage of a train. A repeater light is provided on the signal control panel which is illuminated when the barriers are down.

When a train is standing at the Race Course platform No.7 signal should not be pulled off before the train is ready to depart as this will cause the barriers to be down an unnecessarily long time before the train's departure.

Should the power fail, the barriers will descend, remain down for 4 minutes, and then rise to allow road traffic to proceed.

Should circumstances arise such as circuit failure or unusual train movements which cause the barriers to descend and remain down so as to cause excessive delays to road traffic, the following procedure should be adopted:-

- (1) Proceed to the road crossing and unlock the box marked "manual control", mounted in the shelter at the road crossing.
- (2) After ascertaining that no trains are approaching the crossing, operate the top switch from the "automatic" to the "manual" position. This will hold all signals controlling approach to the crossing at danger.
- (3) The barriers are then under the direct control of the "raise" and "lower" switch which should be operated as required.

Note: Once manual control has been instituted it becomes the responsibility of the member at the control switch to

ensure that the barriers are do\vn for the passage of all trains until the switches have been restored to the automatic position and the box securely locked.

Staton Lighting:

All switches on the switchboard should normally be left on.

All verandah lights are controlled by time switch and contactor switch operated by approaching trains.

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WELLINGTON  
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