

WOBURN - WATERLOO
LOCAL INSTRUCTIONS

To be read in conjunction with Circular S. & I. No. 917

SWITCH IN AND SWITCH OUT

The interlocked area may be switched in or switched out in four independent parts i.e. by the levers 1,16,76 or 87.

Lever No.	Description: Switchout Control Lever For	Controls "A" Lights On Signals	Locks Points
1	Woburn Up Main	6, 13	36, 40, 45
16	Waterloo Up Main	18, 21	48, 49, 54
76	Woburn Down Main	68, 74	36, 38, 39, 40, 44, 45
87	Waterloo Down Main	80, 84	45, 49

(A) TO SWITCH IN

- (1) Switch on diagram power.
- (2) Check that points and signals 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) Before switching out any area 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 the running signals in the switched out area show "proceed" and that the "OUT" indication is showing.
- (4) Switch off diagram power if station is to be left unattended.

To Switch Out Signalling On	Check That Points Are Normal	Reverse Levers in Sequence & Check Indications
Woburn Up Main	36, 40, 45	13, 6, 1
Waterloo Up Main	48, 49, 54	21, 18, 16
Woburn Down Main	36, 38, 39, 40, 44, 45	68, 74, 76
Waterloo Down Main	45, 49	80, 84, 87

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 :

Signals Nos. 3, 6, 7, 74, 18, 19, 8490 secs.
Signals Nos. 13, 14, 68, 69, 21, 24, 79, 80 60 secs.
Signals Nos. 70, 78, 8530 secs.

FLASHING RED INDICATIOINS

These are provided on Signal levers Nos. 6, 13, 68, 69, 74, 18, 21, 24, 80 and 84.

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

The flashing indication does not operate in conjuncion with Nos. 6, 74, or 18 low speed signals.

OVERLAP TRACK CIRCUITS

Overlap track circuits are provided on all main line4 running signals. These entail an extension of the track circuit control beyond the next signal ahead by a pe-determined distance known as an "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" varies betwen 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 push button immediately above it on the panel.

POINTS INDICATIONS

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

MOTOR POINTS

All points motors are of the M3 top winding type In the event of failure of motor points, the standard procedure as outlined in the attached booklet must be followed.

Crank handles are kept in sealed boxes inthe following localities :

With relation to the the Up direction :-

- (a) On left hand side of the Up Main, opposite No.40 crossover south end, Woburn.
- (b) On left hand side of the Up Main, opposite No.45 crossover south end, Woburn.
- (c) On left hand side of the Loop near No.79 signal, Waterloo.
- (d) On the left hand side of the Loop near No.54 trap points Waterloo.

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 Woburn and Waterloo 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 contact the signal box, a single stroke gong sounds and a red light appears above the appropriate kay. The operation of the key upward will switch the line to the amplifier providing the amplifier key is down and the call may be answered using the loud-speaker and microphone. If the amplifier key is up the call must be taken on the

train control telephone. After the call is completed the keys must be returned to the centre position.

If the signal box is to be left unattended the four "line" keys must be placed in the downwards position and the fifth, amplifier-telephone key left in the centre position. This will switch all yard telephones to the train control circuit.

STATION PLATFORM & 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 again when the train leaves the area.

S. Smith
DISTRICT TRAFFIC MANAGER
Wellington
May 1960