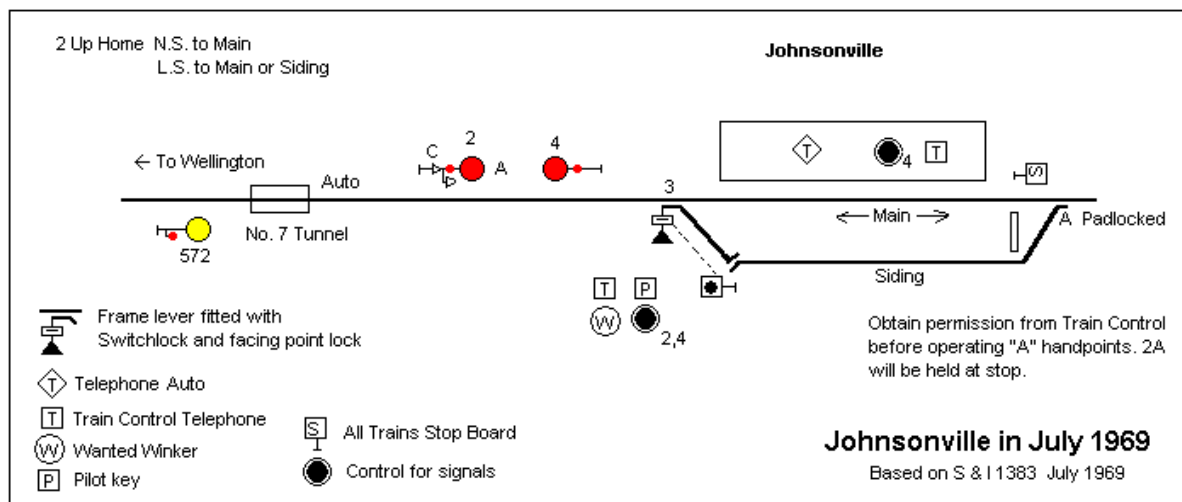


## Johnsonville Local Instruction L 29 July 1969

I have included a diagram to make it easier to understand the local instruction. Note however that the diagram was NOT included in the original document.

I have formatted the document so that it is similar in formatting to the original. However I have not attempted to match the original pagination.



NEW ZEALAND GOVERNMENT RAILWAYS

Local Instruction No. L29

Sheet No. 1

No. of Sheets 4

JOHNSONVILLE

LOCAL INSTRUCTIONS FOR OPERATION OF SIGNAL CONTROL PANELS AND SWITCHLOCK

To be read in conjunction with the Current Circulat S. & I for Johnsonville.

1. INTRODUCTION

Two signal control panels are provided as follows:-

- (a) On the station platform to control No. 4 Down Departure Signal for the dispatching of trains from the platform.
- (b) In a cupboard in the wall of the relay room adjacent to No. 3 switchlock points, for the control of No. 2 Up Home Signal and No. 4 Down Departure signal.

2. SIGNAL CONTROL PANELS

2.1 INDICATIONS

The following indications are provided on these control panels.

Block Open Indication

Normally illuminated to show thw Departure signal may be set at proceed. The indication is extinguished when either

-

- (a) a train enters the block section
- or (b) when an opposing Departure signal is set at proceed.

The indication will be re-illuminated ten or twenty seconds after a train leaves the block secton to show the Departure signbal may be set at proceed.

Up Train Indication

Indicates the block is occupied by an 'Up' train.

Down Train Indication

Indicates the block is occupied by a 'Down' train.

#### 4 Signal Indication

Indicates the No. 4 Down Departure signal is at Stop.

3 Points Normal Indication (provided on station platform only)

Indicates that No.3 points are locked in the 'Normal' position.

2 Signal Indication (provided on relay room only)

Indicates the No.2 Up Home Signal is at Stop.

#### 2.2 Controls

On the station panel clearing and cancel buttons are provided to No. 4 control signal.

On the relay room panel clearing and cancel buttons are provided to control signals No. 2 and 4.

#### 2.3 Approach Lock Release

When a signal has been set at proceed and a train approaches, it will not be possible to move the points or place a conflicting signal at proceed until 40 seconds in the case of No. 4 signal or 90 seconds in the case of No. 2 signal after the signal displaying the proceed indication has been restored to 'Stop'. Electrically operated time releases work automatically on both signals.

3. OPERATION OF CONTROL PANELS AND SWITCHLOCK: Control panels and the switchlock must only be operated as directed by "Train Control".

#### 3.1 Down Train Departing from Platform

Proceed as follows:-

- (a) Check by observing the indications, the block section is open and No. 3 points are 'Normal'.
- (b) Depress the button to set No. 4 signal at proceed, the setting of the signal to proceed is indicated by the extinguishing of the No. 4 signal 'Stop' indication.

If necessary the 'Cancel' button may be used to restore No. 4 signal to 'Stop'.

#### 3.2 Down Train Departing from Siding

- (a) Check by observing the indications, the block section is 'open'.
- (b) Check Nos.2 and 4 signals indications are at 'Stop' if not the 'Cancel' button should be depressed.
- (c) Open the switchlock door.

- (d) When the indicator on No. 3 switchlock indicates the switchlock is 'free' (if it has been necessary to restore a signal to 'Stop' it may be necessary to wait for the Approach Lock Release to operate), the switchlock handle may be 'turned over' and No. 3 points reversed.
- (e) Depress No.4 signal 'Clear' button to set No. 4 signal at proceed, the setting of the signal to proceed is indicated by the extinguishing of the No. 4 signal 'Stop' indication.
- (f) When the movement has cleared the Siding connection the points must be restored to the Normal position & the handle restored to its normal position the switchlock door closed and padlocked and the control panel locked up.

### 3.3 Up Train to Berth in Siding

- (a) The train should be brought to a stand short of No. 2 signal.
- (b) Open the switchlock door.
- (c) Depress 'Cancel' button although No. 2 signal will now be showing a 'Stop' indication.
- (d) Observe No. 2 signal indications at 'Stop'.
- (e) After 90 seconds the indicator on No. 3 switchlock will indicate the switchlock is 'free'. The switchlock handle may then be turned over and the No. 3 points reversed.
- (f) Depress the No. 2 signal 'Clear' button, when the Low Speed indication on No. 2 signal will be illuminated, this will be indicated by the extinguishing of No. 2 signal 'Stop' indication.
- (g) When movement has entered the Siding, the points must be restored to the Normal position, the handle restored to its normal position, the switchlock door closed and padlocked and the control panel locked up.

### 3.4 Up Train to Berth on Main Line

Under normal conditions with the Main Line not occupied, No. 2 Up Home signal will be automatically set at 'proceed' for an approaching train to enter the Main Line, however should it be necessary to enter an occupied main line or should No. 2 signal be at 'Stop' proceed as follows:-

- (a) Open the switchlock door.
- (b) Depress No. 2 signal 'Clear' button, when the Low Speed indication on No. 2 signal will be illuminated, this will be indicated by the extinguishing of No. 2 signal 'Stop' indication light.

(c) Close and padlock the switchlock door and lock up the control panel.

F.N.B. Golder  
DISTRICT TRAFFICT MANAGER

WELLINGTON  
July 1969