1. A facing point movement occupies the RT and after the approach release time, the timer (TEPSR) energizes.

2. The crew then operates the reverse pushbutton thus energizing the Reverse Switch Request Relay (RWZR). The RWZR de-energizes the Normal Switch Request Relay (NWZR) and then remains stuck through a NWZR contact. The de-energizing of the NWZR, de-energizes the normal correspondence relay (NWCR).

3. The LR is now energized providing the OST is not occupied.

4. With the LR energized, the Reverse Switch Control Relay (RWR) is then energized and the switch is thrown reverse.

5. Once the switch is lined and locked in the reverse position and the door is closed, the Reverse Switch Correspondence Relay (RWCR) is energized and the reverse indicator shall be displayed. The LR relay is de-energized again.

6. The train now occupies the OST energizing and sticking the Restore to Normal Request Relay (R-NWZR). The R-NWZR remains energized through the stick path after the RT is unoccupied.

7. After the OST becomes unoccupied and the loss of shunt time has expired, the TEPSR is energized, allowing the NWZR to energize.

8. With the NWZR energized, the RWZR and RWCR become de-energized and the LR energizes.

9. The R-NWZR being a slow-release relay, maintains the picking energy for the NWZR until the RWZR has become de-energized thus maintaining the stick path. The switch is then thrown to the normal position when the LR energizes.

10. When the switch is lined and locked in the normal position, the NWCR is energized and the LR is again de-energized, de-energizing the R-NWZR.

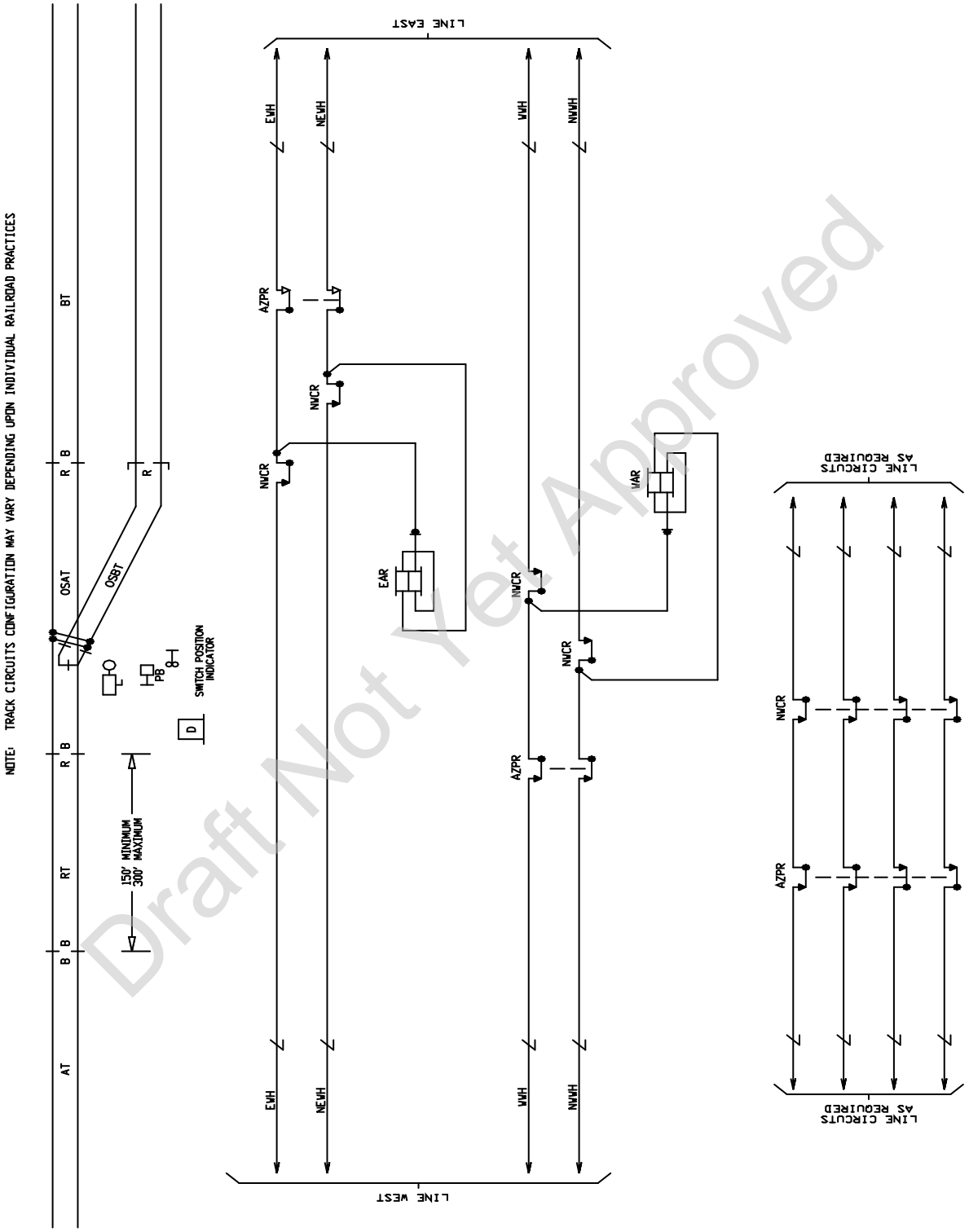

Figure 1663A-1: Layout and Traffic Circuits

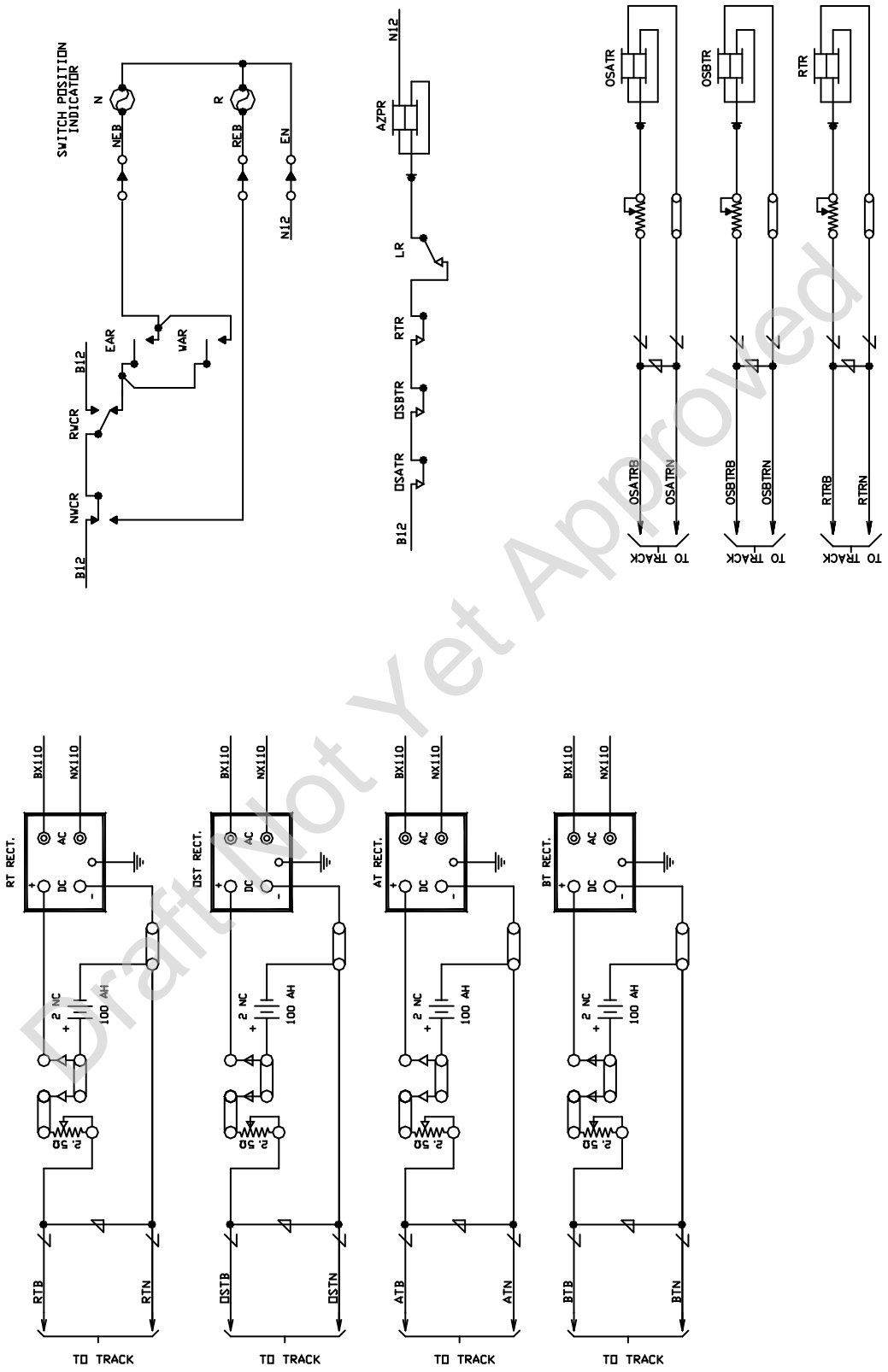

Figure 1663A-2: Track and Switch Position Indicator Circuits

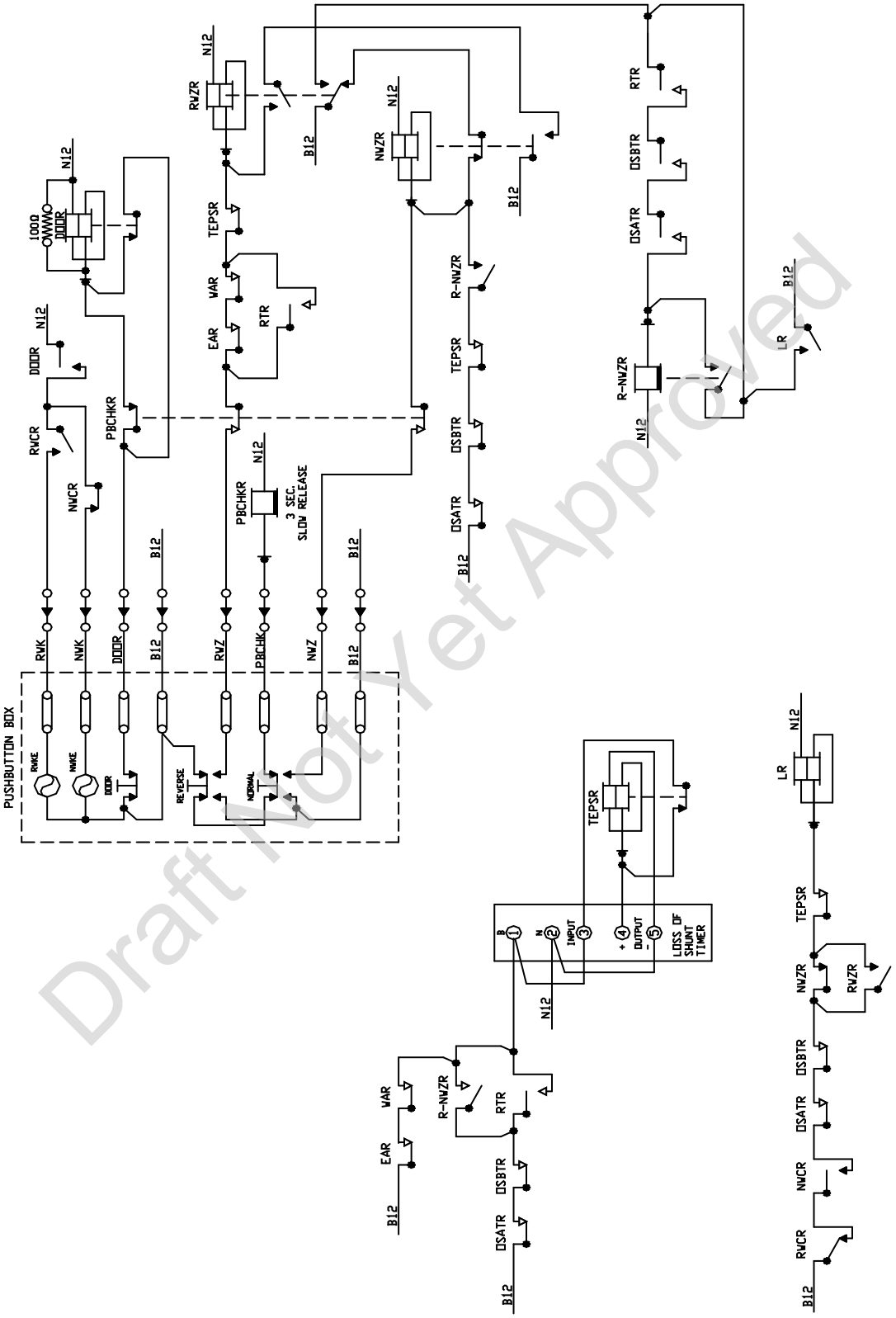

Figure 1663A-3: Switch Control Circuits

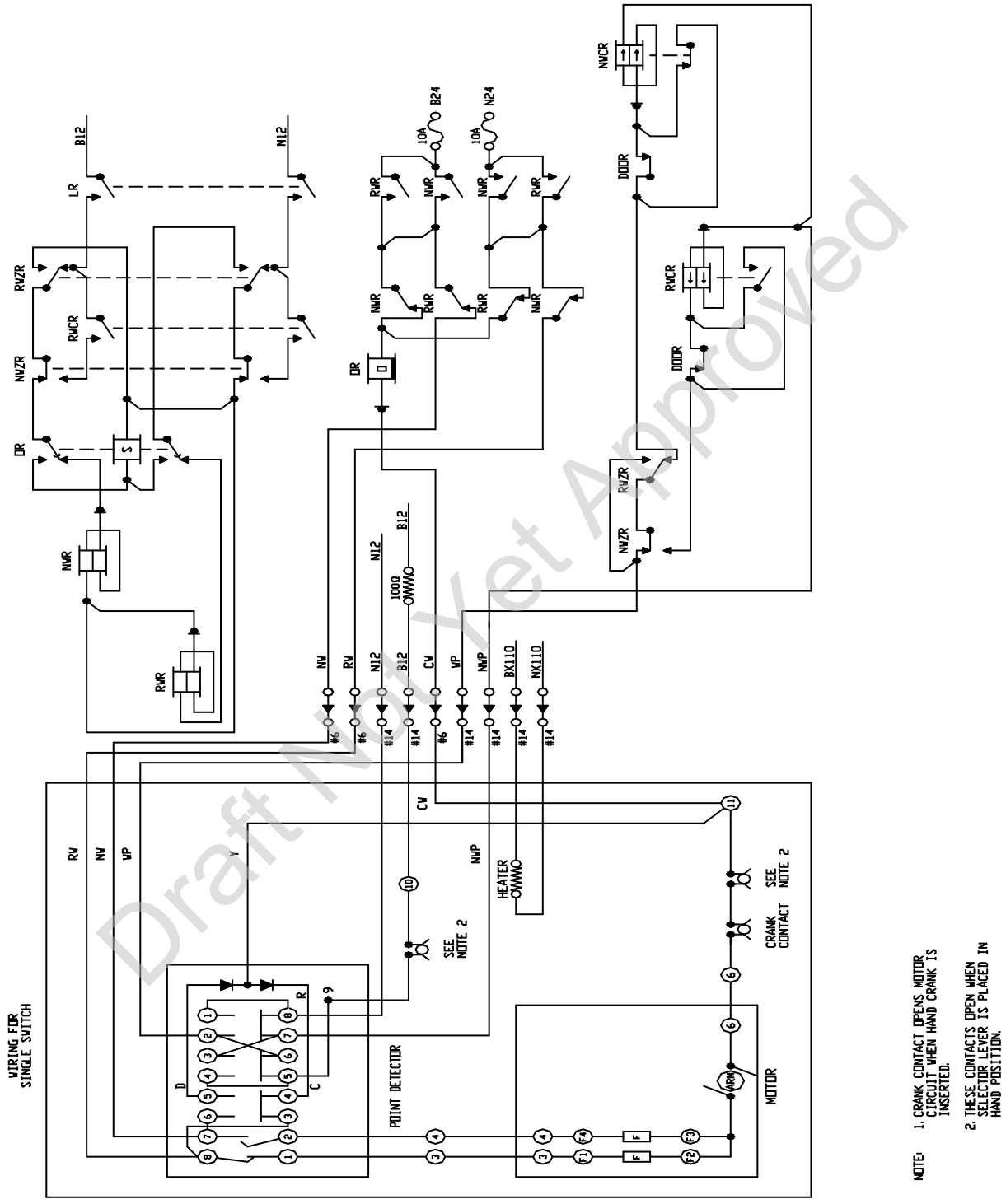

Figure 1663A-4: Switch Operating Circuits