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GREAT WESTERN RAILWAY.

SIGNAL DEPARTMENT
READING.

INTERLOCKING.

PSAL 110

INTERLOCKING.

(1) LOCKING TABLES, SKETCHES AND ALTERATIONS

(a) No alteration or addition to locking must be carried out except in accordance with the locking table received from the Signal Engineer's Office.

If in the opinion of an Inspector any alteration to existing locking is necessary, or he considers that the locking shewn upon the table supplied to him is not properly arranged, he must report the matter and obtain a new or corrected table; and, except in cases of emergency, he must not give effect to an alteration until he has received such table.

(b) Similarly the locking in the frames must always be carried out strictly in accordance with the tables supplied, both in respect to the locks and the numbers of levers.

If spare levers are shewn the levers must be left in the frame, and if spaces are shewn the levers must be taken out.

(c) Although the official locking table may have been received by the Inspector, no alteration to tappet stud or L. & N.W. locking must be made until the working drawing has been supplied. The Inspectors are provided with drawings of all tappet stud and L. & N. W. locking, and when any alteration in the locking subsequently takes place, amended drawings will be provided.

(2) RENEWAL OF LOCKING FRAMES AND LOCKING.

It may be advisable in connection with extensive repairs to Foreign and G.W.R. twist pattern frames to consider the question of substituting tappet or stud locking, and before ordering the necessary materials the Inspector should report the matter, so that it may be considered whether it would be advisable to substitute such locking for the existing pattern or renew the frame.

(3) LOCKING OF SPARE LEVERS.

When locking is put upon a spare lever a badge must be temporarily attached to such lever worded as follows:-

"This spare lever has locking upon it and the catch rod must not be taken off nor the lever moved."

This badge, of course, must not be used where a spare lever is required to be worked for the purpose of getting a "lead" for any of the working levers.

(4) TAPPET LOCKING.

When tappet locking requires renewal and is fixed near the fulcrum, or where such locking is duplicated no matter what position it occupies in the frame, the Inspector must report the circumstances to the Signal Engineer in order that the question of re-arrangement be considered.

(5) DISCONNECTION OF LOCKING.

When it is necessary to alter, disconnect, or disarrange the locking of a frame, application must be made through the Signal Engineer for the usual notices to be issued, not less than ten days' notice being given; but in case of accident or emergency such work may be carried out without a notice providing the instructions laid down in Rule 71 of the Book of Rules and Regulations are strictly carried out.

(6) TESTING OF LOCKING.

(a) Each Signal Inspector is supplied with a register in which must be shewn the locking frames tested by the Inspector or Sub-Inspector, and also those frames which are examined by the Locking Linemen.

(b) The whole of the locking frames upon District should be examined and tested by the Inspector or Sub-Inspector at least once a year.

(c) If it is found impossible to comply with Clause B, a list must be forwarded to the Signal

Engineer at the end of the year of the frames which the Inspector has been unable to test.

(d) All new locking frames (and existing locking frames, when re-locked) will be tested by a representative from the Signal Engineer's Office. The Inspector must therefore advise the Signal Engineer whenever any frame is ready for testing. In busy places, where possible, the testing should be done before the frame is connected up.

(e) When an alteration or addition to locking has been made, the frame if possible should be tested before the occupation terminates.

(f) Tests made from the Signal Engineer's Office or by a New Works Inspector must be recorded by the Inspector in his visit book in red ink.

(g) Where frames cannot be tested on a week day, they should be dealt with at night, or on a Sunday, each test being entered in the visit book.

(7) **INTERFERENCE WITH LOCKING.**

Under no circumstances must any locking be interfered with other than by an authorised fitter or Locking Lineman, or their mates acting under their instructions.

(8) **CATCH RODS.**

(a) Where there are no spare levers a spare catch rod must be provided.

(b) Where catch rods are provided *fitted with contact pieces* an additional catch rod of that pattern must also be kept in the signalbox.

(9) **LOCKING CERTIFICATES.**

A certificate (No. 1088) signed by the Inspector must be rendered whenever any locking has been disarranged and restored for cleaning and overhauling purposes. A locking certificate (No. 1094A) must also be rendered when any alteration to locking or new frame has been brought into use.

(10) **LOCKING LINEMEN AND ROUNDS.**

(a) Locking Linemen's rounds are established on each Inspector's district in order that every frame may be overhauled at least once a quarter.

(b) It may be necessary for the frames at important places to be overhauled more frequently than once a quarter, and the Inspector should arrange the rounds accordingly.

(11) **ELECTRIC LOCKS AND CATCH ROD CONTACTS.**

(a) When locking frames are being erected in the works and electric locks and catch rod contacts are necessary, such will be provided as part of the locking frame, and it is not necessary for electric locks, catch rod contacts, or materials for fixing same to be requisitioned by an Inspector.

(b) Where electric locks are provided on lever frames, the Telegraph Lineman's visit must coincide with the Locking Lineman's in order that the locks may be jointly overhauled. A copy of the Locking Lineman's rounds should be sent by the Signal Inspector to the Telegraph Inspector concerned in order that this may be arranged.

(c) Electric locks should be overhauled once a quarter. Under no consideration, however, must a Locking Lineman or Locking Fitter interfere with an electric lock unless the Telegraph Lineman is present.

(12) **"SOLDIERS" AND SPECIAL LOCKING IN MCKENZIE'S FRAMES.**

Special locking or blades of electric locks must not in future be connected by "soldiers".

(13) **OVERHAULING AND CLEANING FRAMES.**

At some of the busier signalboxes it is undesirable to take up the boards for overhauling and cleaning purposes during the Lineman's working hours, and when complaint is made by Signalmen of this being done the Inspector should arrange for the work to be carried out at the least busy time. It will be found that in many cases the Inspector will be able to arrange with the Local Traffic Inspector the most suitable time for doing this.

(14) LOCKING LINEMEN'S DUTIES.

The duties of a Locking Lineman engaged on regular rounds are as follows:-

(a) To visit each frame in the order shewn on the "Locking Linemen's Round" sheets, and assure himself that all bolts and screws are properly tightened, and that all locks are effective.

(b) To thoroughly clean the frame throughout and lubricate all frictional parts.

(c) To take note of and report to his Inspector any worn pins, or other parts which it may be desirable to renew, giving full particulars so that the Inspector may obtain the necessary parts, and make arrangements for the work to be done upon the next visit, unless the defect should be such as to require immediate attention in which case special arrangements must be made according to circumstances. Should it be necessary at any time for any interlocking, facing point lock, bar, gates, & c., to be disconnected, the Lineman must act in accordance with Rule 71 of the Book of Rules and Regulations and Mr. Aldington's Circular No. 3270.

(d) To be responsible for each frame being intact, that is, to see that none of the catch rods, clip handles, or pins are missing from the levers, and that all levers, lead numbers, &c., are in place..

(e) To carefully examine, test and satisfy himself that all ground locking, that is, point detection, facing point locks, gate locking in its various forms, and the intermediate locking between signal boxes and ground frames is effective.

(f) He must, before leaving a box where he has been working, clean up any litter made, whether in the upper or lower portion of the box.

(g) Each Locking Lineman is provided with a form (628) upon which he reports weekly to his Inspector the locking frames, facing points and ground locks he has overhauled during the week. (This information will be duly entered by the Inspector in his visit book.).

SIGNAL LINEMEN AND LOCKING FRAMES.

(15)

It is the Signal Lineman's duty to examine locking frames when on his rounds and to report to his Inspector any defect discovered, and also to do any necessary oiling.

READING WORKS FITTERS.

(16)

(a) Particulars of locking &c., are sometimes required by the Reading Works Foreman, and should it be necessary for him to send Fitters to take particulars, or to carry out the work himself, the Works Foreman must advise the Signal Inspector concerned.

(b) As far as possible alterations and renewals to locking frames will be carried out by the outside staff, but where the Inspector's staff is not sufficient to cope with the work, an advice should be sent to the Chief Inspector in good time giving particulars of the other men required, & c., when the necessary arrangements will be made by him.

(c) Men sent from Reading Works to work at out-stations will be under the charge of the Inspector responsible for the work which they are sent to do, and, except when otherwise instructed, must work the same hours and conform in all respects to the same regulations as apply to the men who are regularly under the Inspector's charge.

NOTE- This circular supersedes all previous instructions upon the subject.

A. T. BLACKALL,
Signal Engineer's Office,
READING

April, 1915.