

Poster of Rules & Regulations concerning the Ground Locking Frame

REEPHAM STATION.

3649
3648

Ground Locking Frame near Loop Line Facing Points at Wroxham end of Station.

1. A Ground Locking Frame is fixed near to the Loop Line Facing Points at the Wroxham end of the Station.

2. The Levers are numbered 1 to 6 consecutively. No. 1 works the Slot on the Down Distant Signal, No. 2 works the Slot on the Down Home Signal, No. 3 works the Lock-bar of the Facing Points and simultaneously back-locks the corresponding Lever in the Signal Box, No. 4 works the Loop Line Facing Points, No. 5 works the Slot on the Up Starting Signal, and No. 6 works a manual gong in the Signal Box. A Disc lettered "ON" and "OFF" is provided in the Locking Frame Hut; the normal position being "ON."

3. Each man appointed to work the Ground Locking Frame must pull over No. 6 Lever when a train or engine is required to be passed from the Up Loop Line to the Main Single Line, which will indicate to the Signalman what is wanted to be done.

4. The Signalman must then, if in a position to do so, unlock the Lock-bar of the Facing Points (worked from the Ground Locking Frame) by the corresponding Lever in his Box, and the man in charge of the Locking Frame must pull over No. 3 Lever, which will unlock the Facing Points and simultaneously back-lock the corresponding Lever in the Signal Box, and then work the necessary Levers.

5. The man in charge of the Locking Frame must, when in a position to do so, replace the Points and the Levers in the Locking Frame, in their proper position, and give **2 beats** on the manual gong to the Signalman, who must then relock the Lock-bar of the Facing Points from the Signal Box.

Shunting on Main Lines.—continued.

8. If, on the arrival of a train, it is necessary for the engine to be detached in order to run round the train or any of the vehicles, a white light must be placed on the vehicle from which the engine is detached at the time it is uncoupled.

9. After dusk, and in foggy weather or during falling snow, when a vehicle or vehicles are being **horsed** as indicated in Clause 7, a white light must be carried on the rear of the last vehicle; the Horseman taking care, whenever it is necessary to reverse the position of the Horse, that the position of the light is also reversed.

NOTE.—The instruction referred to in Clauses 7 and 9 will not apply to vehicles being shunted or horsed direct on to, or from, a train while the latter is standing at the Station, unless the adjoining Main Line has to be fouled.

10. By day, a small red flag must be carried in the same position as indicated for the white light, except when an engine is in front or in rear of the vehicles. In the case of a Break (carrying an ordinary tail lamp) being in front or in rear of the vehicles it will not be necessary to attach a red flag in addition. If, however, vehicles are attached outside a Break, the ordinary tail lamp must be removed and the red flag placed on the vehicle furthest from the Break.

11. The lamps and flags must not be removed from the vehicles until the Main Line is again clear. Care, however, must be taken that the lamps and flags are removed when the shunting operation is completed.

12. Lamps and flags are specially supplied for the purpose of carrying out the regulations contained in Clauses 7 to 10. Rape Oil must, in all cases, be used in the lamps.

6. The Loop Line Facing Points at the Wroxham end of the Station are to stand normally for the **Down** Platform Line.

Shunting on Main Lines.

To enable Guards, Shunters, Signalmen and others concerned to satisfy themselves that a vehicle or vehicles have not been left on or foul of the Main Line without their knowledge after shunting operations have been carried out, the following regulations must be strictly observed:—

7. After dusk, and in foggy weather or during falling snow, whenever vehicles are required to be shunted:—

- (i.) From a Siding on to the Main Line;
- (ii.) Across the Main Lines;
- (iii.) Along the Main Line in either direction; or
- (iv.) From one Main Line to another,

a white light must be carried on the vehicle furthest from the engine, and also on the engine unless it is carrying the ordinary lights. Should there be a Break (carrying the ordinary lights) at one end or both ends of the vehicles it will not be necessary to attach a white light, in addition, at the end where the Break is situate. If, however, vehicles are attached outside a Break, the Break tail lights must be removed and a white light placed on the vehicle furthest from the Break.

NOTE—In cases where it is necessary to attach a white light to an engine as directed in the above clause, the Shunter, or person in charge of the shunting, must instruct the Engine-driver as to placing the lamp, and must see that it is removed when the shunting operation is completed.

13. The regulations contained in Clauses 7 to 11 of this Instruction will in no wise relieve a Signalsman of the responsibility of **satisfying himself** by personal observation if he can see for himself, or, failing that, by obtaining verbal intimation from the Station Master, or other in charge of the shunting, **that the Main Line is clear.**

14. The regulations contained in Clauses 7 to 11 of this Instruction will in no way affect the carrying out of **Rule 182** of the Book of Rules and Regulations, but in cases where a red light should be placed on the end of the train or vehicles in accordance with the Rule, it will **not** be necessary for the white light to be carried in addition.

15. The Signalsman must make absolutely sure that the Main Line is clear before he attempts to lower the Signals for the passage of a train. Where the Siding Connections or Crossover Points are situate at some distance from the Signal Box, he must, in the case of shunting operations, **satisfy himself** by personal observation if he can see for himself, or, failing that, by obtaining verbal intimation from the Station Master, or other person in charge of the shunting, **that no obstruction exists on the Main Line** before accepting a train from the Signal Box in rear, under Clause 4 of the Block Telegraph Regulations, or lowering his Signals for a train to approach.

16. Where shunting on the Main Line is done by a **Horseman**, the Signalsman must **satisfy himself** by personal observation if he can see for himself, or, failing that, by obtaining verbal intimation from the Station Master or a competent man, other than the Horseman, that the shunting is completed and **that the Main Line is clear** before accepting a train from the Signal Box in rear, under Clause 4 of the Block Telegraph Regulations, or lowering his Signals for a train to approach.

The Station Master will be responsible that the men appointed to work the Ground Locking Frame, and to take charge of shunting operations, are fully competent for the duty. He will also be responsible for bringing this important Instruction under the special notice of all his Staff concerned, and is requested to satisfy himself, by personal enquiry and observation, that the provisions of this Instruction are being strictly carried out.

Office of Superintendent of the Line,
Liverpool Street Station,
February 3rd, 1910.

This Instruction will come into operation on Monday, 7th February, 1910, and supersede Special Order No. R. 903 of 28th April, 1881. All copies of the superseded Order must be destroyed by the Station Master.

R. P. ELLIS,
Superintendent of the Line.