Clayton Penistone GROUP
Clayton & Co (Penistone) Limited
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SPECIFICATION NO. 1073 DATED : April 2001

SPECIFICATION

To govern manufacture and supply of
TIN LAYER CERTAINTY FOG SIGNALS

1. **Size**
   52.4mm to 55.6mm diameter by 9.5mm to 11.1mm in depth
2. **Case**
   The outer case of each signal shall consist of two parts, a base plate and upper flat topped dome, both made from cold reduced tinplate thickness 0.432mm plus or minus 0.025mm and joined at the rim.
3. **Construction of Rim Joint and Fragmentation**
   The rim joint shall consist of a single fold. It shall be made by bending the edge of the upper part of the case underneath the base plate and sealed to prevent entry of moisture. It shall be strong enough to ensure a satisfactory report but no signal under any condition of explosion, properly placed, shall eject fragments of metal in quantity or size likely to cause injury to personnel.
4. **Percussion caps and Anvils**
   Each railway fog signal shall contain five percussion caps fitted on an anvil made of tinned malleable iron, sufficiently soft not to indent the rail. The anvil assembly shall be held securely in a central position on the base be held securely in a central position on the base plate by a perforated tinplate disc or other suitable means.
5. **Explosive**
   Each railway fog signal shall be charged with 7.13 grams to 8.42 grams weight of gunpowder, all of which shall pass through a No 14 BS Sieve.
6. **Tin Layers**
   Railway Fog Signals for use with two-shot fog signal placer, Pinder and/or Woodhead machines shall be fitted with tin layers in accordance with the drawing shown below and not lead strips
7. **Marking & Painting**
   The word SINGLE and figures to show the month and year of manufacture shall be clearly stamped on the dome plates of each Railway Fog Signals, 5 years after this date they should be removed from service and disposed of. Railway Fog Signals shall be painted externally with a non-brittle protective yellow (BS 3810 Colour BSC309) coating. Figures showing the month and year of manufacture shall be stamped on the label outside of each packet of signals.
8. **Immersion Test**
   24 signals from each 14,400 or part of 14,400 in each consignment to be immersed in 9.1 litres of water heated to 48.9°C in a bucket and allowed to cool down in the water to the temperature of an ordinary storeroom. The total time of the immersion to be 48hours and the Railway Fog Signals shall afterwards be tested as shown below. If two or more of those so tested fail to explode with a full report the consignment shall be rejected, but if one only fails to explode with a full report then a further 24 shall be similarly tested and if any of these fail to explode satisfactorily the consignment shall be rejected.
9. **Running Test**
   Each Railway Fog Signals to explode with a report not inferior to that given by an approved standard Railway Fog Signal when run over by an empty four-wheeled wagon of tare weight between 6.6 and 7.6 tonnes moving at a speed of 5 to 7 mph.No internal metal parts shall be ejected from railway fog signals in this test.

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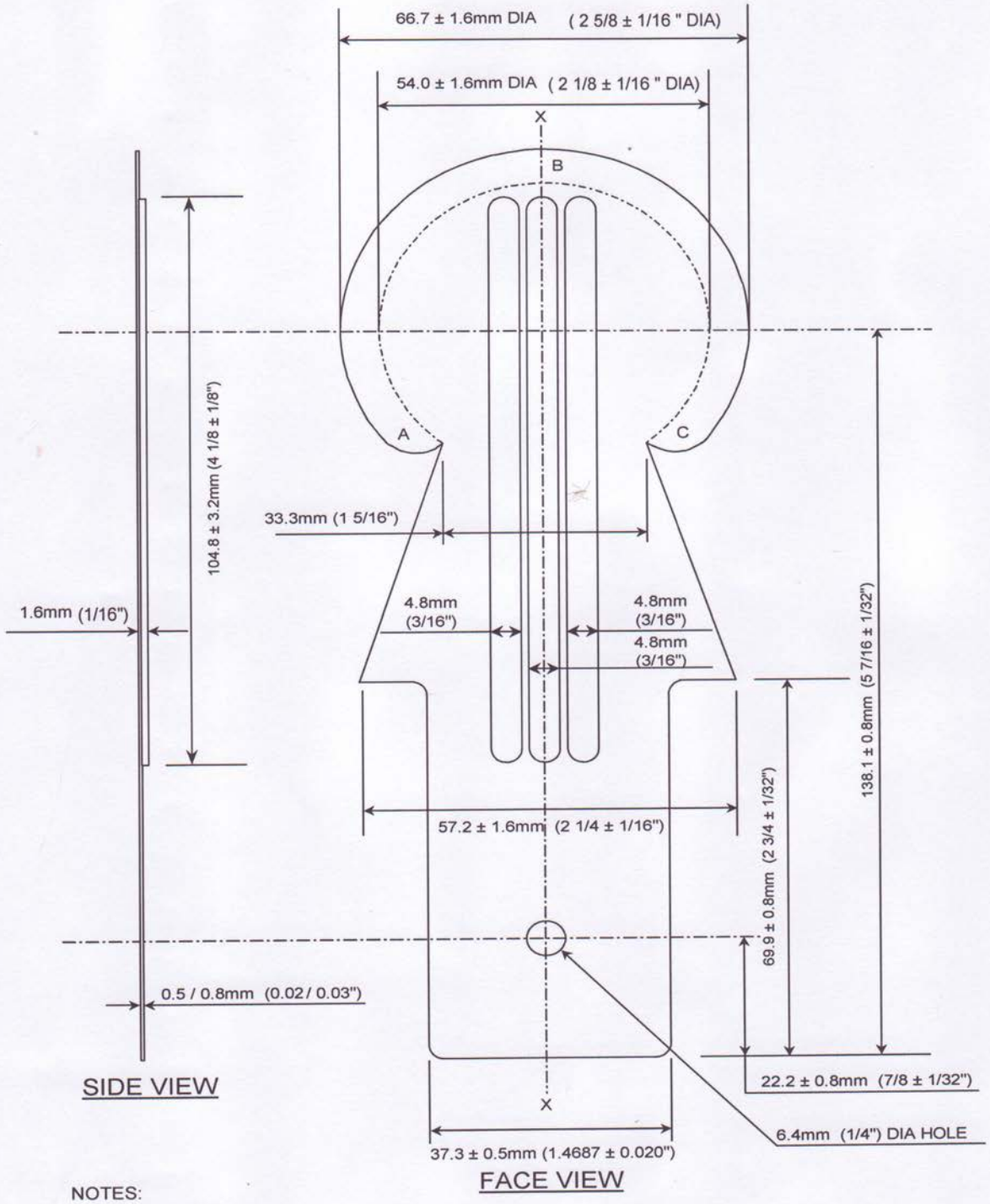
Tin Layer for Fog Signal Placer Machine

Pinder & Woodhead type



NOTES:

1. Not to scale.
2. Product is symmetrical about centre line X-X.
3. A continuous fold of metal at the circumference ABC secures the fog signal to the tin layer.