



Program machine has 32 "feelers" which scan holes in plastic band, like scroll on player piano

Programmed Interlocking Control

AUTOMATIC PROGRAMMED CONTROL of three successive power interlockings, handling 900 trains daily, is to go into service January 15 in England, on the London Transport.

A thin plastic band, 8 in. wide and 8 ft. long has rows of punched holes, somewhat like the scroll record for a player piano. One row of holes corresponds for each of the trains in a 24-hr. period. This plastic band is positioned for each train by an electronic eye, and then a comb of 32 steel feelers "scans" this line of holes. The feelers, which encounter holes in the band, cause the closing of electrical contacts which indirectly control the switch machines and signals for the route of the train, in accordance with its sequence in the timetable.

If a train from one line is late, the machine will "think out the problem", and line up the route for an approaching train on the other line, "remembering" to line up the proper route for the one which was delayed, when it approaches. If a train is running late, or not in accordance with the destination shown on the indicator, the machine will notice this, and sound a warning to call the supervisory staff.

MORDEN GOLDERS GRN.	VIA B.	25	11.31
MORDEN HIGH BARNET	VIA C, X.	26	11.47
MORDEN GOLDERS GRN.	VIA B.	28	11.39
MORDEN HIGH BARNET	VIA C, X.	37	11.38
MORDEN GOLDERS GRN.	VIA B.	31	11.28
MORDEN HIGH BARNET	VIA C, X.	70	11.23
KENNINGTON EDGWARE	VIA C, X.	2	11.47 1/2
MORDEN GOLDERS GRN.	VIA B.	39	11.15
MORDEN HIGH BARNET	VIA C, X.	38	11.18
KENNINGTON EDGWARE	VIA C, X.	31	11.37 1/2
MORDEN GOLDERS GRN.	VIA B.	38	11.25
MORDEN HIGH BARNET	VIA C, X.	39	11.29
KENNINGTON EDGWARE	VIA C, X.	39	10.37 1/2
MORDEN GOLDERS GRN.	VIA B.	9	10.25
MORDEN HIGH BARNET	VIA C, X.	6	10.28
MORDEN GOLDERS GRN.	VIA B.	77	10.14

This band or scroll has holes for 900 trains operated in 24 hours

The program machines will handle all northern line trains, about 900 daily, through interlockings at Kennington, Camden Town and Euston Junction. The operation of the program equipment will be supervised remotely by men at Leicester Square interlocking, at which place there is a duplicate of each of the three remote program machines, and an illuminated track and signal diagram of the layouts

at Kennington, Camden and Euston. Normally supervisory men at Leicester will not intervene. However, push buttons are available for them to control the remote interlockings manually if there is a delay or breakdown. The new program control will go into service January 15 at Kennington interlocking, and will be completed for Camden Town and Euston during 1958.