KINKS

Trap Circuit

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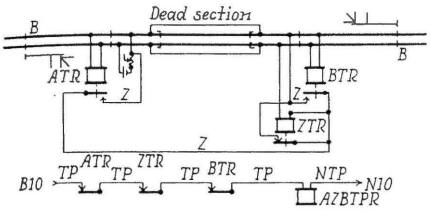
IN connection with Rule 55 of the Interstate Commerce Commission Rules, Standards & Instructions,



Trap circuit eliminates extra wires

quite a few roads probably will be compelled to install trap circuits to comply with the 35-ft. limit of dead section. The accompanying diagram illustrates a trap circuit which, as far as I know, is not in general use. It was designed primarily to eliminate extra wires, especially at interlockings already in service where extra wires are not in service. As the majority of crossing interlocking towers are close to the crossing, the additional track relays could be housed therein, releasing, at the same time, a TP control from one of the home signals. It is to be understood, of course, that all controls must pass over three track relays in series, with no signal located at either end of the track circuit covering the dead section, in order to protect against a broken rail, etc., in the ZT circuit.

Greasing Rotary Switch Circuit Controllers

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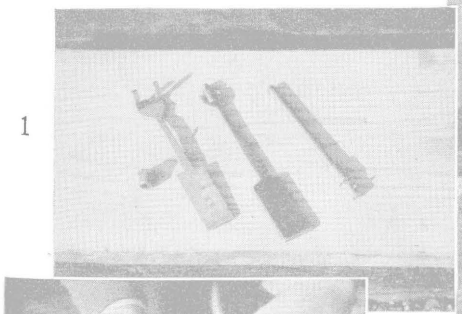
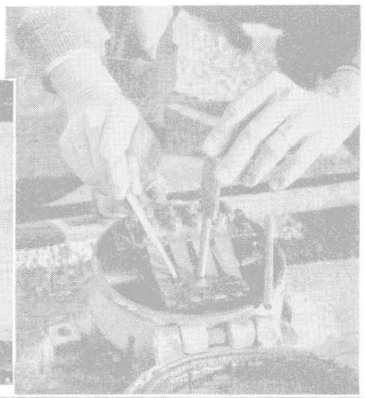
THE accompanying photographs of tools illustrate a time saving method for greasing vertical rotary switch circuit controllers. Photograph No. 1 shows the tools which are made from cross arm braces and 5/16 in. pipe. Photograph No. 2 shows the method of removing the Alemite fitting from jay bushing in the motion plate, by use of the tools. Photograph No. 3 illustrates how the tools are applied to the Alemite fitting and jay bushing. Photograph No. 4 shows the actual greasing of the vertical rotary switch circuit controller, without removing the six screws that hold the spring board and cap, and from four to eight wires. The above method, will effect a saving of about seventy-five per cent in time over the old method, without use of tools shown in photograph No. 1.



1



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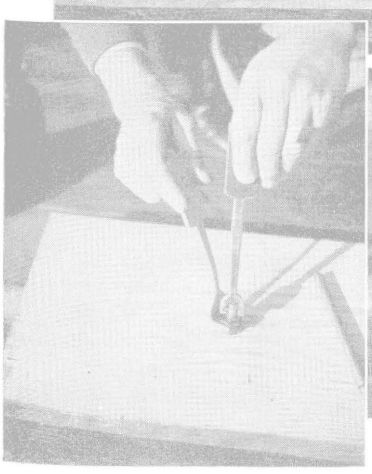

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Switch Motor Carrier

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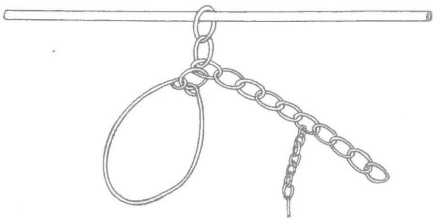
HAVING a number of General Railway Signal Company Model-2 switch motors to handle around an interlocking plant, and as they are awkward



Bar, chain, and ring carrier

to handle at best and quite heavy, I made a carrier as illustrated in the accompanying sketch.

The cross bar, or handle, is made of a piece of ¾-in. iron or steel, 3 ft. in length. A ring, made of ⅜-in. iron and 2 in. in diameter, is welded at the center of the handle. The large loop is made of ⅜-in. iron, 4 ft. long, with both ends formed into rings of 2-in. diameter and welded closed. Fasten these end rings, by means of another ring, to the end of a 14-in. chain, the links of which are ¼-in. iron. Now with still another ring, fasten the first link of the chain to the ring on the cross bar, this being the right amount of rings to bring the handle into proper position for carrying. These rings and links are all welded closed to prevent opening under strain. The large loop is now placed over the round, or commutator, end of the motor and the free end of the chain is placed in the jaw on the motor shaft. A pin made of ¼-in. welding steel is placed through the holes in the jaw and the end link of the chain. This pin can be fastened to the lifting chain with a small length of signal lock chain. The motor can now be handled without fear of slipping or dropping.