

Supplemental Notes on Drafting Practice

A Detailed Explanation of Some Points Previously Touched Upon in These Columns

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In the February issue of *The Signal Engineer*, there appeared an article on "Drafting Room Practice" which has aroused considerable interest in the line of office systems and

be overestimated. In making the survey, the necessary articles required are a 100 ft. steel tape, a 25 ft. or 50 ft. steel tape in leather case, a field book, a hand level and a crayon

INSTRUCTIONS FOR MAKING SURVEYS OF INTERLOCKING PLANTS.

The extreme frog points of the crossing to be the zero stations.

Locate the following:—

1. Switches and derails, Freeland, split, Morden or otherwise (interlocked and outlying).
2. Signals (interlocked and block).
3. Depots and other buildings.
4. Stand pipes and water tanks.
5. Railway crossings.
6. Street crossings, with sidewalks.
7. Highway crossings.
8. Crossing bells and crossing gates.
9. Track centers.
10. Track curvatures.
11. Distance of signals from track.
12. Location of tower from tracks.
13. Location of pipe line and distance from rails.
14. Detector bars.
15. Bolt locks.
16. Switch boxes.
17. Insulated joints.
18. Outlying switch locks.

19. Annunciator starts.

Secure:—

1. Angle of crossing.
2. Size of steel (base, height, drilling, size of bolt). (Allow $\frac{1}{2}$ -inch between ends).
3. Cross sections along main track (for pipe line, signal buildings, and signals).
4. Size of tower, inside and outside.
5. Floor plans of tower.
6. Numbering of interlocking plant.
7. Spare spaces.
8. Spare levers.
9. Size of machine.
10. Kind of machine.
11. Dog chart of locking.
12. Location of time locks, screw releases, and electric locks.
13. Description of route locking, power distants, fixed blades, slotted signals, three-position signals, etc.
14. Classification of side tracks.
15. Condition of plant.

Fig. 1.

has called for many answers to various questions in this connection.

With the idea more definitely to define some of the drafting room practice of the Illinois Central this supplemental article has been written. It is the desire of the writer that the article may be taken for just what it is worth and that those who are interested in this subject will express their ideas and set forth their systems in subsequent issues.

The chief requisite for satisfactory work is the completeness of the survey. If a layout of tracks for either interlocking, or block signals is measured in a superficial manner, the development of the plans, the ordering of material or the making of the estimates is very likely to be an unsatisfactory

or two of chalk. The color of this, of course, is a matter of choice, but it will be found that yellow is far superior to red, blue or any other color, for marking on the top of

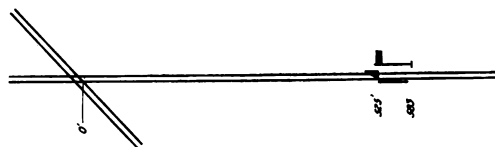


Fig. 2.

the rail. It can be seen as far as 50 feet away while red or blue is hard to distinguish 15 feet from the mark. Yellow crayon has not the permanency that red has for mark-

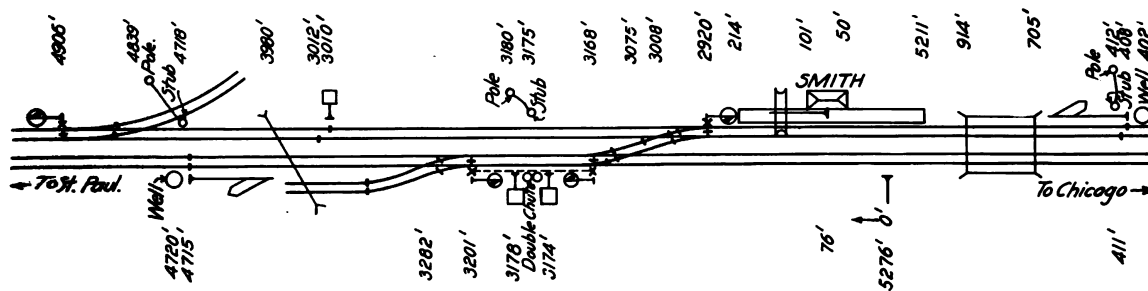


Fig. 3.

task. The importance of securing all information from the ground, which by right, should always be taken there, cannot

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ing on the web or flange of the rail, and it therefore may be well to carry two colors in laying out new work or in making changes.

