and insure safer operation under high train shunt resistance and broken rail conditions, but also will take care of certain difficulties now experienced in light rail car operation, especially in interlocking territory.

Table Interlocker with Vertical Locking

A TABLE interlocker provided with a vertical locking accessible from the front has recently been put on the market by the General Railway Signal Company and is identified as the Type-A table interlocker. The improved arrangement of this new unit has simplified the design of the locking bed, and has made it simpler to group and interlock more table units together; also the locking is more accessible for inspection, repairs, locking changes, and general maintenance than in previous units. A 16-contact circuit controller, provided in each unit, gives ample contacting capacity for any usual circuit arrangement. These contacts are of the improved finger type and give uniform pressure; they are easy to maintain and easy to adjust. Either banner-type indicators, 1½-in. bulls' eyes, or ½-in. telephone-type indicator lights may be provided as specified.

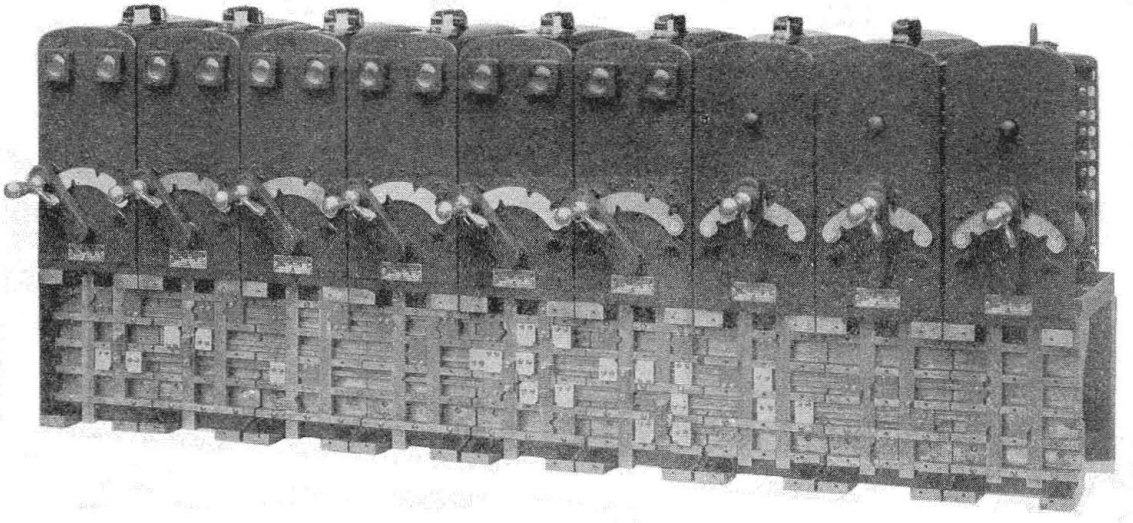

Table interlocker with vertical locking bed readily accessible for inspection and repairs

All the features of the former G-R-S table interlocker are retained. Unit construction permits the assembly of each unit for a large variety of uses and, further, it makes necessary the furnishing of only those parts that are required for a particular purpose. Units can be furnished singly, or assembled in any arrangement to control practically any layout of switches and signals on a railroad system. The G-R-S table interlocker is in effect a small electric interlocking machine, and it has many of the features of a large machine; its levers operate to five positions, and electric lever locks, as well as mechanical locking between levers, are provided. It is suitable for use when space is limited and where mechanical locking and electric lever locks are desired.

Power-Transfer Relay

THE Type-ANL-30 power-transfer relay which was developed by the Union Switch & Signal Company about two years ago, now embodies certain additional features which are worthy of note. It meets all A.R.A. requirements for power-transfer relays. In addition to its low watt input, sure release, and reliable heavy duty contacts, its magnetic structure and winding have been so designed as to produce what is said to be a practically trouble-free relay.

The coil is well insulated, wound on a moulded bakelite spool, and is provided with flexible leads which connect to A.R.A. terminals. The base is also made of moulded bakelite, which provides a strong supporting structure for the operating elements of the relay, resists breakage, and eliminates many defects such as loose binding posts, warpage, and poor insulation. A core-pin in the magnetic structure provides an air gap which insures that the armature will not stick because of residual magnetism. Positive pick-up and release in conjunction with self-cleaning, low-resistance contacts, is said to insure that the Union Type-ANL-30 relay will keep signals lighted.

On the Union Pacific near Salt Lake City, Utah