

tion for dwarf signals; consequently, we resorted to the expedient of inserting a 1- $\frac{1}{4}$ in. diameter red glass disc in the center of the 5- $\frac{3}{8}$ in. diameter purple roundel. We think this greatly improved our night indications and the enginemen liked the change.

On our first installation of color-light dwarf signals of the searchlight type, we found the stop indication to be very unsatisfactory, especially during the bright daylight. We asked the manufacturers to provide red discs with $\frac{1}{4}$ in. horizontal purple glass strips through the centers and purple discs with $\frac{1}{4}$ in. red glass strips through the centers. The discs were mounted so that the $\frac{1}{4}$ in. strips would be horizontal when the signals were in the stop position. This practice greatly improved the stop indications, as the signal gave the appearance of a red light with a purple halo, or a purple light with a red halo. Either type gave a workable indication.

We do not believe that, in the present state of the art, a satisfactory purple indication can be secured and would prefer a dark red for the stop indication of dwarf signals.



Night Check of Signal Lights

"Who in your organization makes a night check of signal lights by riding a locomotive, and how often is this done?"

Supervisor Makes Monthly Inspection

H. G. Morgan

Signal Engineer, Illinois Central
Chicago

On the Illinois Central the supervisor of signals makes a night check of the semaphore signal lights by riding a locomotive once each month.

Night Checking Unnecessary with Color-light Signals

F. H. Bagley

Signal Engineer, Seaboard Air Line
Norfolk, Va.

As all of our signals are of the color-light type, it is not necessary to ride a locomotive at night to check the indication. We have found a daylight check to be sufficient. Our inspections are not made periodically.

However, they are made much more frequently than the old custom of periodic night checks.

Where color-light signals are used, it is the practice to change lamps periodically so that lamps are burned according to their rated life. Conse-

quently, a reported "light out" failure rarely occurs.

With the modern color-light signal, means are provided for focusing the light in the daytime so that we are assured of good daylight and night indications.



Maintainers' Tool Houses

"Do you use a standard plan for maintainers' tool houses? If so please furnish construction plan and details."

Standard on the Atlantic Coast Line

C. A. Williams

Assistant Engineer, Signal Dept., A.C.L.
Wilmington, N.C.

One of the first requisites on a signal maintenance section is a building of such design and size as to properly house all tools and supplies, together with a motor car. Before any such buildings were erected on the Atlantic Coast Line, we made a complete survey of suitable designs and finally decided on the frame-constructed, com-

posite-roofed building, illustrated in the accompanying plans. The house is supported by concrete piers.

The inside furnishings of this tool house include a 5-ft. by 7 $\frac{1}{2}$ -ft. clothes locker, a wash basin, an 8-ft. by 3-ft. oil-drum rack with space for four drums, a desk with pigeon holes and a drawer, drip pan for the motor car, and a 2-ft. by 12-ft. by 2 $\frac{1}{2}$ -ft. work bench. In addition to the above, the house includes three units of all-metal shelving constructed of angles, bolts, special castings and wire netting.

In addition to the design of the building, we standardized on tool and
(Continued on page 440)

Other answers to this question will appear in subsequent issues. See also page 328 of June issue.



This type of tool house, in use on the Atlantic Coast Line, provides ample space for all storage, motor-car, and office requirements of the maintainer