

KINKS

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Flag and Torpedo Containers

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MEN who operate motor cars, hand cars, or velocipedes have had trouble with their flags getting dirty, greasy, and torn, and whenever they had to use a torpedo, more than half the time the lead clamps would be broken off due to the vibration to which they were subjected when carried on such vehicles.

I have devised a means by which all such trouble is eliminated. Take an old discarded inner tube. Any size will do, although the smaller size is more convenient. Next measure the length of your flag sticks. Cut the piece of inner tube five or six inches longer than the flag sticks and place them in it. Some rubber bands about 1/4 in. wide may be cut off of the other piece of tube and one placed on each end of the inner tube that contains the flags. Thus, you have a carrying case for your flags that will keep them clean, dry, handy, and always ready for use. This arrangement can be carried in your tool box with your tools and is not subject to damage. A similar carrying case may be made to carry your torpedoes as out-

lined above, but before placing them in the container, each torpedo should be wrapped in a small piece of paper. This will keep them from rubbing together and breaking off the lead clamps. I have an arrangement like this which I have been using daily for more than four years and it looks as good as when I made it.

Drawings of Relay and Junction Box Details

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THE accompanying diagrams show the latest method of detailing relay and junction boxes devised by, and used on, our road. All equipment shown is that of the General Railway Signal Company.

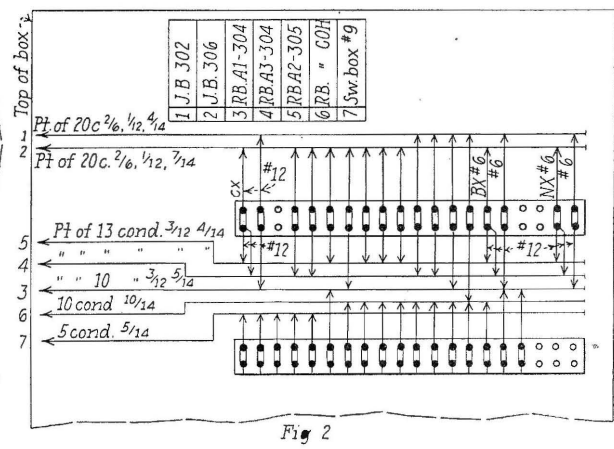
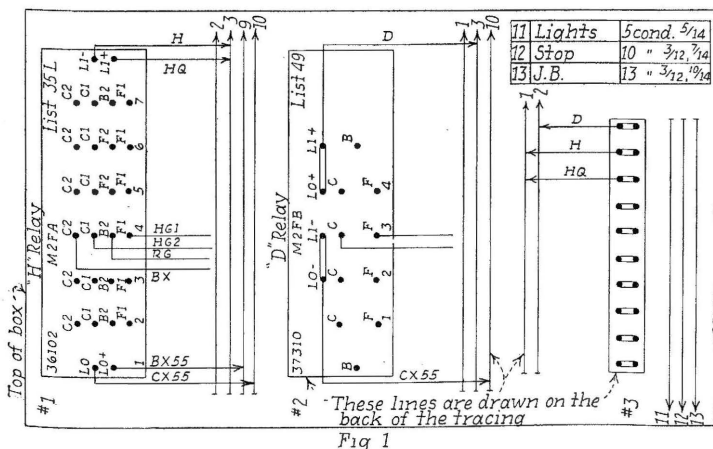
Fig. 1 shows the upper part of a double relay case. The relays are shown as rectangular boxes and the outlines of all relays are the same size. The contact posts are shown as dots, which are set at a standard spacing, so that 4 or 6 way relays, whether 2 or 3 position, may be interchanged on the drawing by adding, or erasing, dots and changing the

contact designation. The lines representing the wiring also have standard spacing. For instance, if a relay is to be changed from a form A to a form B, the lines from contacts 4F1 and 4C1 would be the same as for contacts 3F and 3C.

The lines shown below the boards, representing incoming and outgoing cables, are given key numbers corresponding to the number and description of the cable, given in the cable key in the lower right-hand corner. The key numbers of the cables that are common to most boxes are standardized, such as, 11—lights, 12—stop, etc.

Fig. 2 shows a section of a 100-way junction box. As in the relay box, the cables are given key numbers, but the description of each leg of the cable is written upon it as shown. We find this helpful because of the large number of cables.

The locations on the key do not necessarily follow in numerical order but are arranged so that cables between junction boxes have the same number on both ends. Another improvement we have made is to draw the outlines of the relays and boards and the "designation lines" on the back of the tracing. (See notes on Fig. 1) This does away with the necessity of "patching up" these lines when any of the wiring is removed. This applies to junction boxes as well.



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