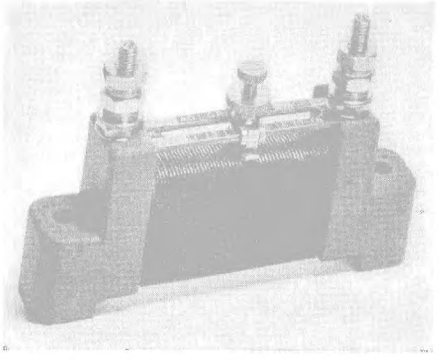
insulated, rubber-covered leads 8 ft. long, with a spade terminal on one end and a test clip on the other, are provided. Scales are approximately 4 in. in length, and all values are said to be easily readable with a high degree of accuracy. Batteries which are mounted in the bottom compartment of the case are readily accessible for replacement, which is claimed to be necessary only after several months of ordinary use.

Adjustable Resistor

THE General Railway Signal Company announces an improved adjustable resistor known as Type T. The resistor consists of a rugged, low moisture absorption porcelain block wound with non-corrosive resistance wire. It has standard A.A.R. terminals and a slide-bar with resistance calibrations clearly identified. The overall dimensions are 15/16 in. wide, 3-7/16 in. high, and 5 in. long. This new resistor has a 20-watt

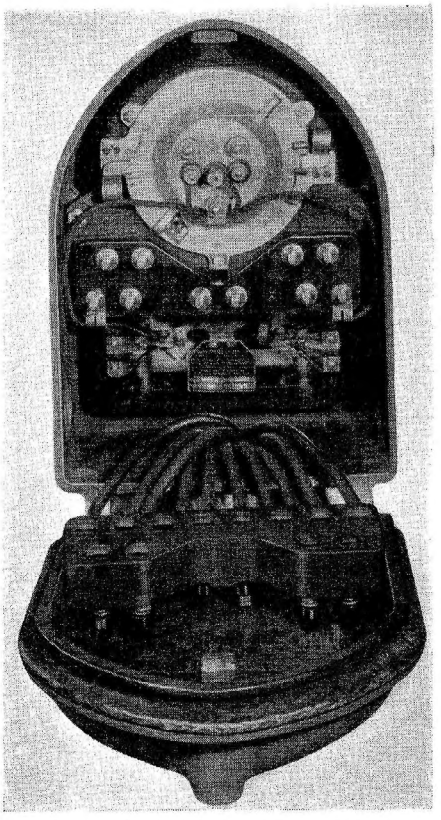


Type-T adjustable resistor

continuous capacity rating for 75 deg. C. rise. It can be wound to various resistances up to 50 ohms or more as specified. Standard resistances are: 2.6, 4, 8.5, and 21 ohms.

Plug Connector for "H-2" Searchlight Signals

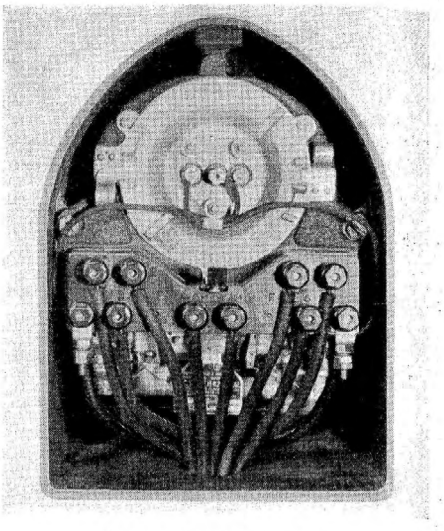
THE Union Switch & Signal Company, now has available an auxiliary plug-in type terminal board for application to either the Union H or H-2 type of searchlight signals, which permits the removal and replacement of the operating units without disconnecting any of the field wires. This plug connector consists of a moulded bakelite terminal board equipped with terminal posts spaced and marked the same as the terminals on the regular operating unit terminal board. Attached to the under side of each terminal post, and housed inside the bakelite body, are spring clip connectors which slide over and make contact



Plug connector removed

with the terminal posts on the operating unit.

Some of the advantages claimed for this device are as follows: Materially shortens the time required to remove from service and replace operating units, thus preventing or shortening train delay time, especially in congested territories; eliminates any possibility of replacing field wires on wrong terminal when changing operating units, as wires are not removed from the plug connector; can be applied to signals now in service without making any change in the operating units. Wires are simply removed from the present terminal posts and placed on similarly marked posts on the plug connector, the nuts and washers taken off following removal of wires being discarded; plug connector spring clips have sliding contact on the terminal screws, and the clips are so designed that ample contact pressure will be maintained; plug connector board is self-aligning and uniform contact is made on all posts; the plug connector is maintained in position by a spring lock which is latched and unlatched without tools; and the terminal binding posts on

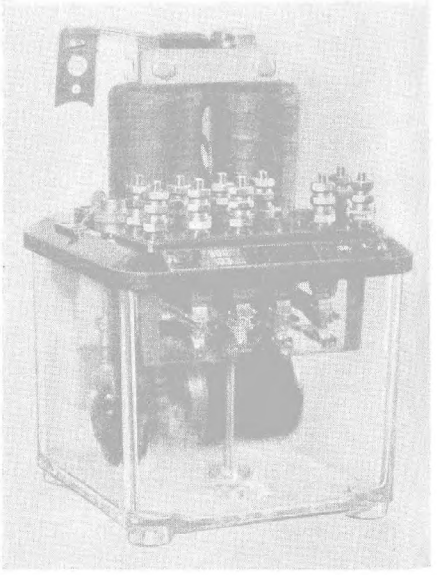


Plug connector in place

plug connector are equipped with a special insulated jam nut which prevents any possibility of grounding or short-circuiting the posts when the connector is removed.

D-C. Time-Element Relay

THE General Railway Signal Company has designed and is manufacturing a new constant-speed motor-driven d-c. time-element relay, to be designated Type-K, Class-T. This relay was designed for line or local operation to attain more accurate



Type-K d-c. time-element relay

and greater latitude in timing. The relay is slightly larger than the Type-K, Size-4, neutral relay. It is furnished with coils of any resistance required, equipped either with standard A.A.R. terminals or insulated terminals. Contact fingers are