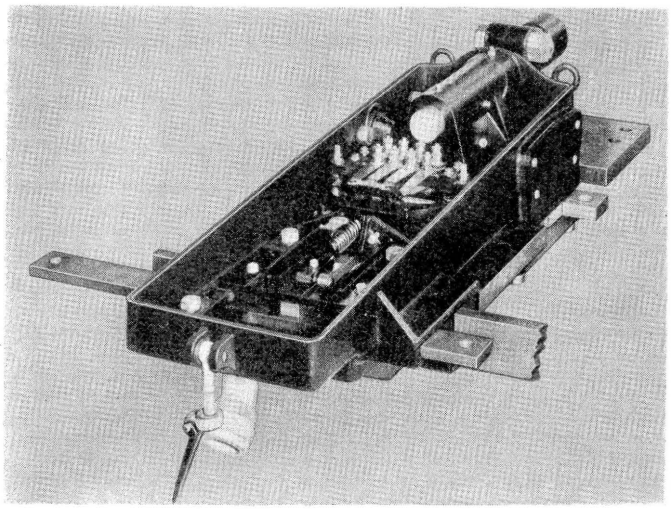
allowances for take-up of slack, both of which are a nuisance when stringing wire.

Facing-Point Lock For Spring Switches

THE General Railway Signal Company has recently developed a new facing-point lock for application to all types of hand-throw mechanisms, switch springs, and buffers normally found in service on spring switches. It is applicable to all existing spring-switch layouts, and the auxiliary equipment, regardless of the type or grouping, can be retained. Where new layouts are involved, auxiliary equipment may be selected as desired.



Type-A facing point lock

The device combines a rugged facing-point-lock mechanism with circuit controllers of simple design and provides for:

1—Positive locking of spring switches for facing moves with the switch normal.

2—Automatic unlocking and operation for trailing moves over the switch in the normal position.

2a—Trailing of switch in reverse position.

3—Manual unlocking and operation.

4—Normal and, if desired, reverse point detection. (Any desired combination of open and closed contacts can be supplied on either controller up to a capacity of 4 contacts.)

4a—Restrictive signal indication if switch is not in proper condition for trailing, or if not properly locked for facing moves.

4b—Latching all contacts to place signals in restrictive indication position if a switch is improperly trailed, holding them in this position until the damage, if any, has been corrected.

5—Accurate adjustment by means of permanent calibrations.

The Type-A lock is 14-½ in. wide, 38-⅜ in. long and 7-½ in. above the ties. It is readily installed at any type of layout,. either right-hand, or left-hand, trailing siding or trailing main line.

Automatic unlocking in the Type-A facing-point lock is accomplished by means of an escapement mechanism utilizing the deflection of the middle portions of the spring-switch rails at the beginning of a trailing move. Assuming that the switch is normally positioned for the main line, a trailing movement from the siding will deflect the switch rails toward the main line side, since the spacing of the flanges is approximately 4 in. greater than the distance between the switch points. The deflection of the switch rail is initiated when the first pair of wheels enters the switch from the siding, and after the switch is unlocked the progressive movement of the wheels tends to move the switch rails toward the reversed position, the full displacement being attained when the wheels reach the switch point. A part of the switch rail deflection is transmitted by the escapement mechanism by means of a rotating shaft to unlock the switch points for a trailing movement so that the points may be fully reversed automatically by the train.

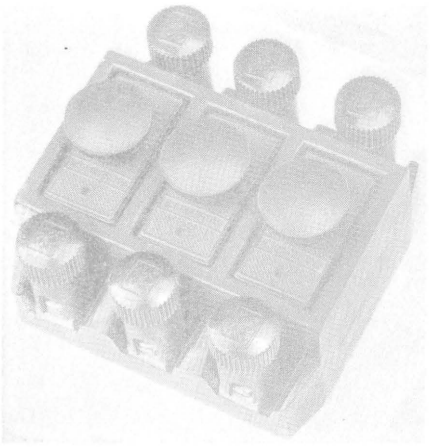
Rotary transmission between the escapement and lock, eliminates the necessity of tying units together. Shifting of ties has no effect on mechanism adjustment.

Definite economy is effected by installation at ends of double track or passing sidings, at main-line connections of yard pull-out tracks, and at terminal points. Slow orders and speed restrictions may be lifted, raising average train speeds while providing facing-point protection equivalent to that at interlocked switches.

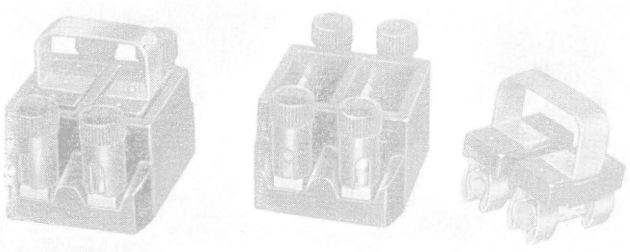
Fuse Disconnects

THE Western Railroad Supply Company has recently introduced to the market a line of dead-front fuse-disconnect switches for interior use on either two or three-wire incoming a-c. power circuits.

The main body of this device as well as the detachable fuse holders are made of molded bakelite. The current-carrying clips in the main body as well as the fuse grips in the detachable section are made of phosphorous bronze. The binding posts are A.A.R. 14-24 thread, in accordance with A.A.R., Signal Section, Drawing 1070, and standard hexagonal nuts are furnished. After the wires are connected to the posts, a fiber insulating sleeve, with a slot to fit over the wires, is placed over each post and is held in place by an insulated nut. This construction, together with the dead-front feature, practically eliminates chances for acci-



Disconnect switch with knurled knobs



Views showing disconnect with handle for pulling all three fused-switches at once