

TRAIN DISPATCHING FIGURES

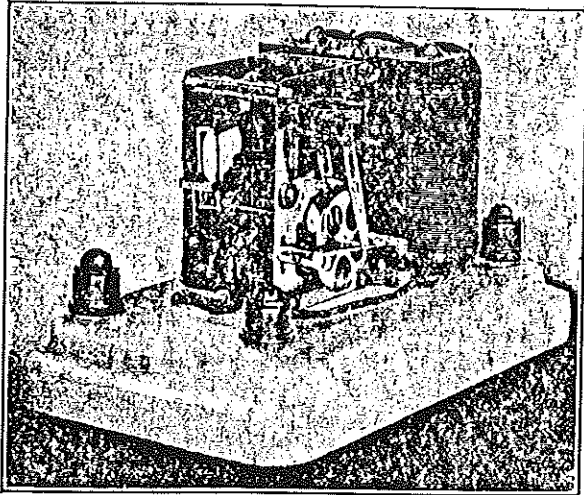


FIG. 1.—Gill selector

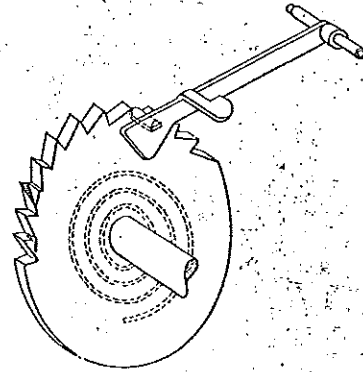


FIG. 2.—Gill selector ratchet wheel

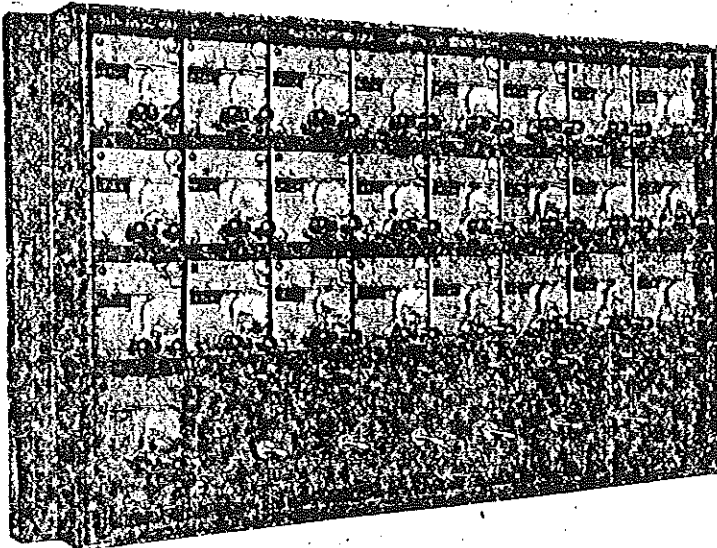


FIG. 3.—Sending keys

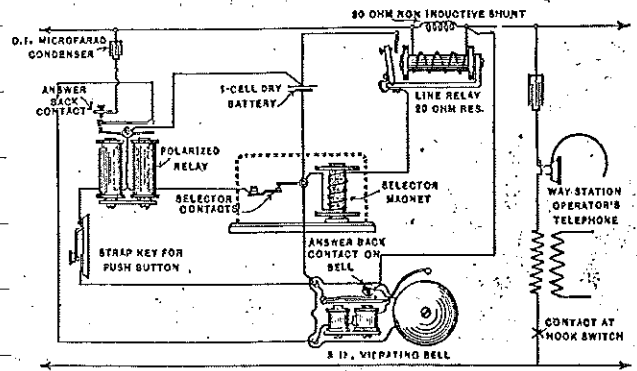


FIG. 4.—Sub-station circuit

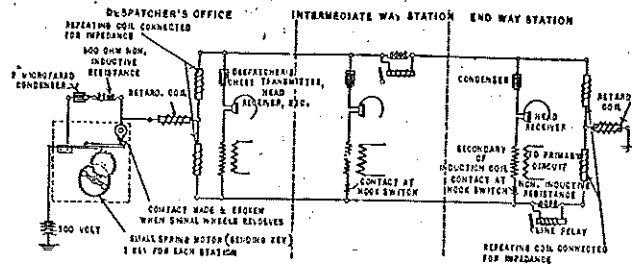


FIG. 5.—Line circuit

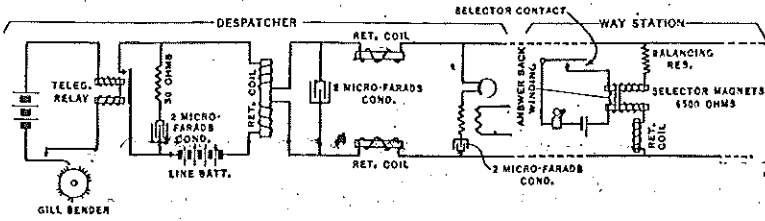


FIG. 6.—New line circuit

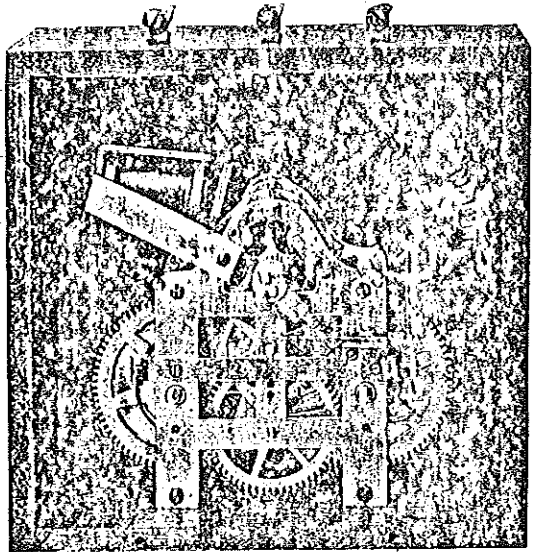


FIG. 8.—Wray-Cummings selector

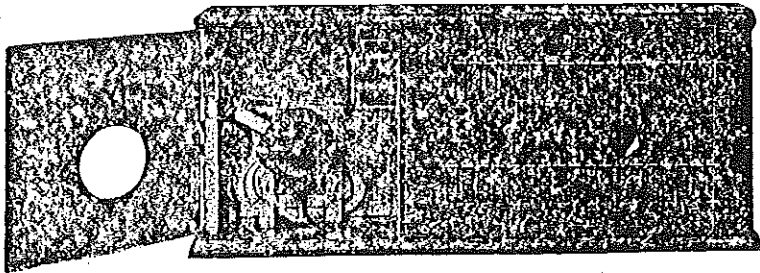


FIG. 7.—Wray-Cummings despatcher keys

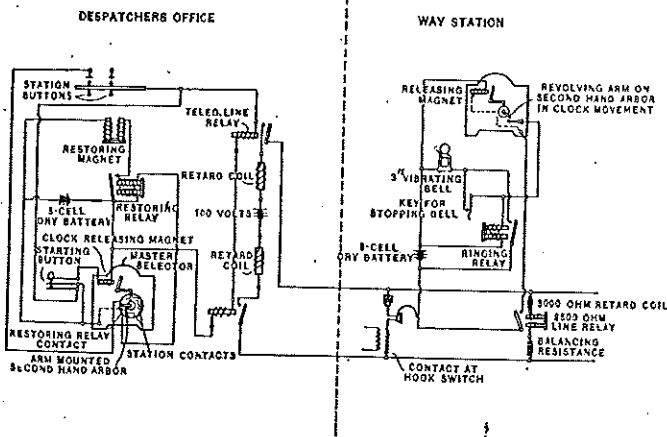


FIG. 9.—Wray-Cummings circuit

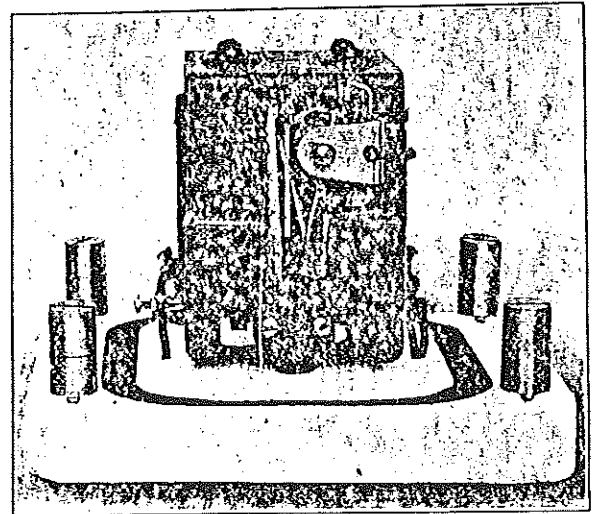


FIG. 10.—Western Electric selector

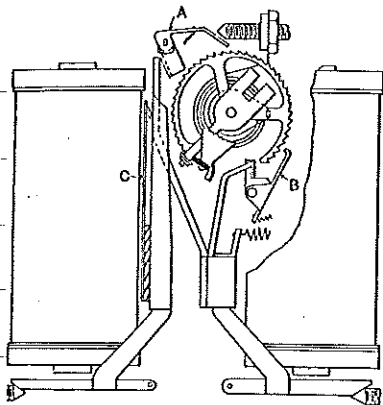


FIG. 11.—Lever movements of W. E. selector

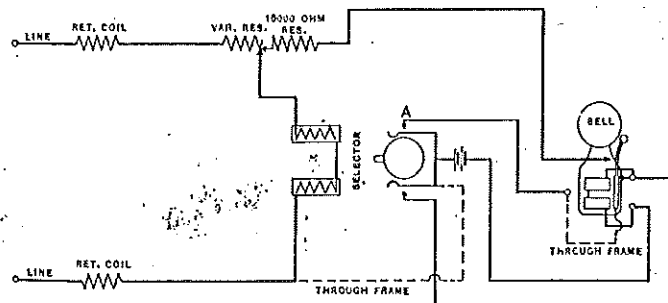


FIG. 12.—W. E. substation circuit (local battery)

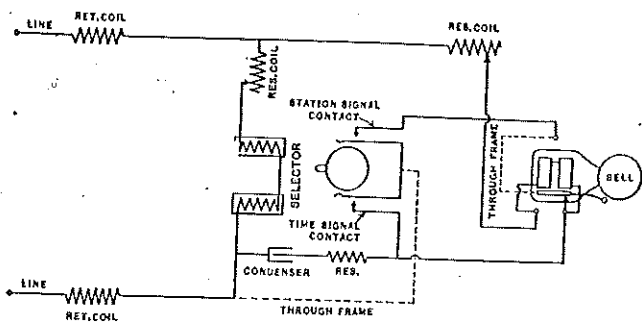


FIG. 13.—W. E. Substation circuit (central ring)

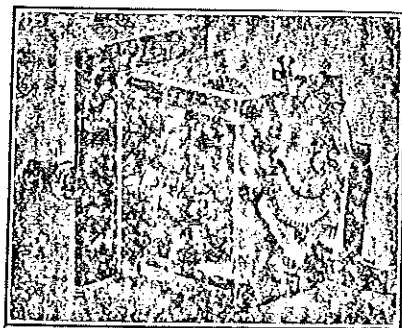


FIG. 14.—W. E. sending key

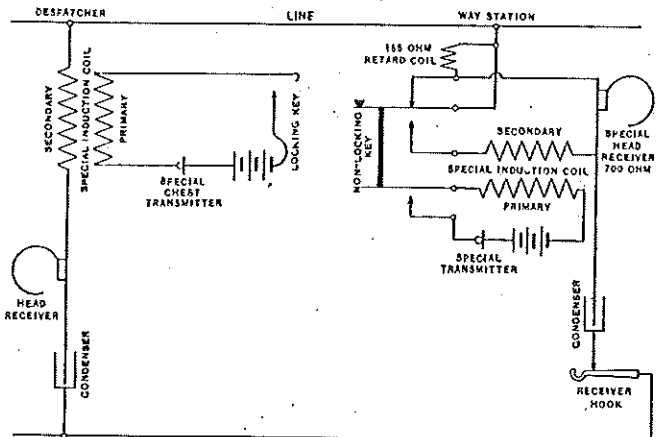


FIG. 17.—W. E. Train despatching way station circuit

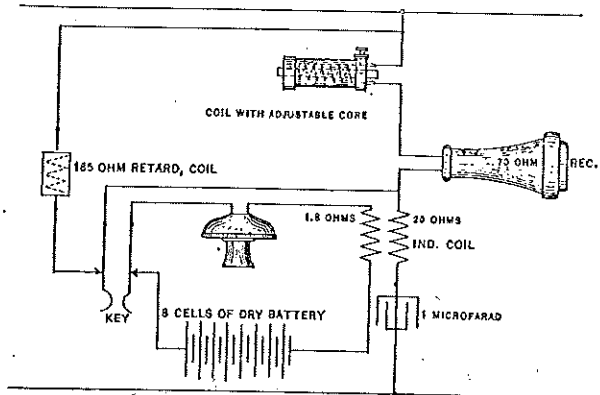


FIG. 18.—Adjustable coil way station circuit

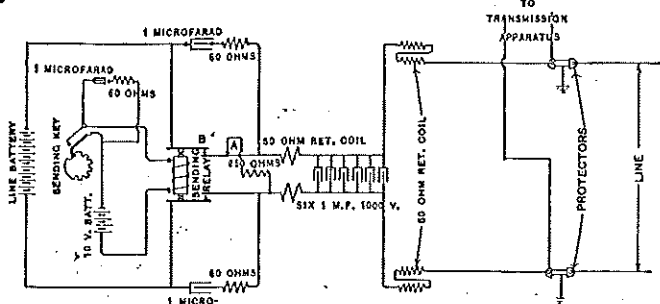


FIG. 15.—W. E. despatchers and line circuit

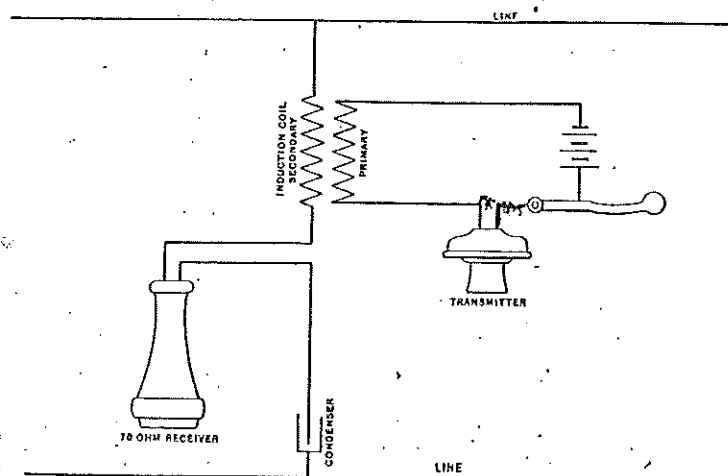


FIG. 16.—Local battery telephone circuit

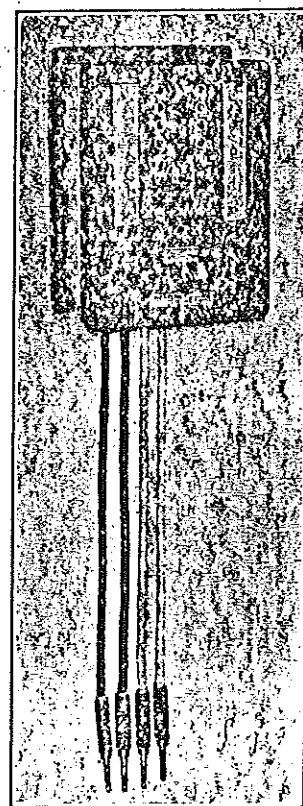


FIG. 19.—Patching box

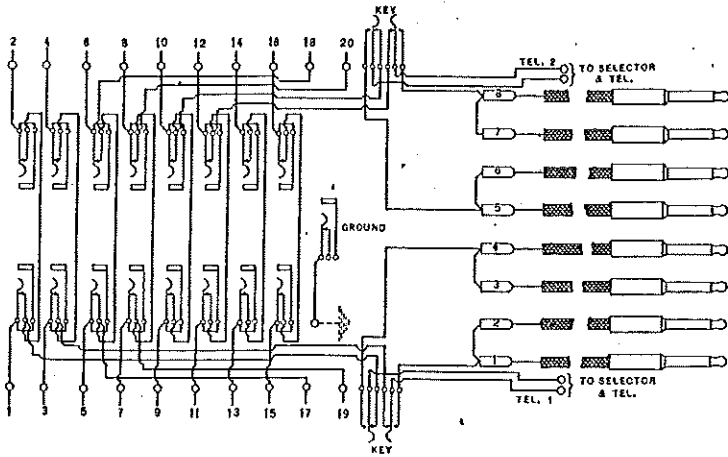


FIG. 20.—Patching box circuit

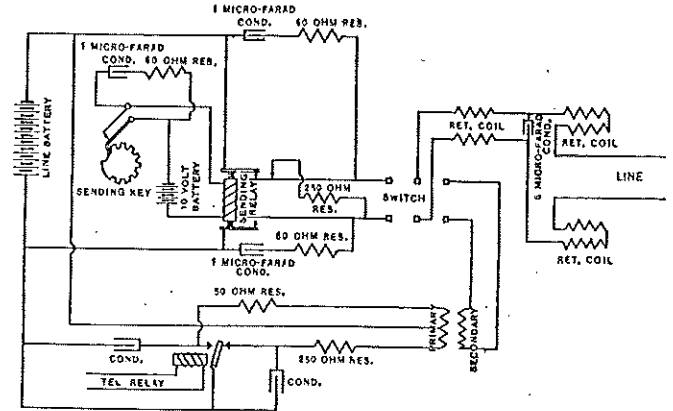


FIG. 23.—Time sending circuit

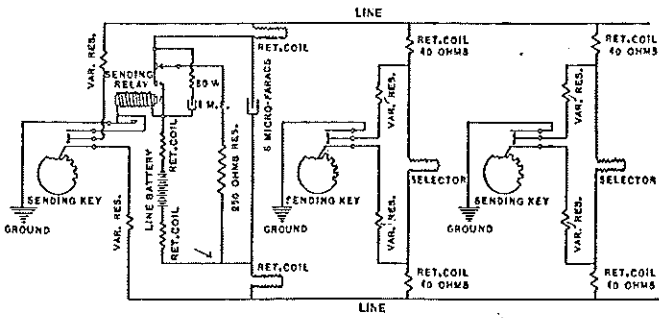


FIG. 21.—Western Electric Intercommunicating circuit

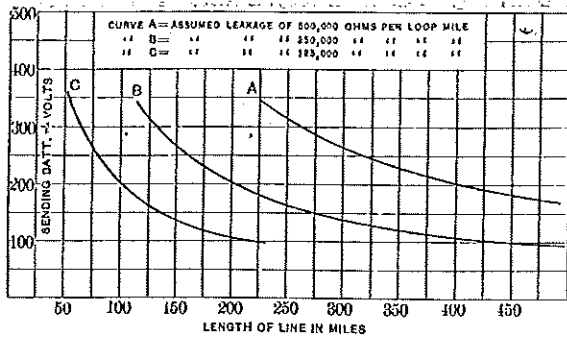


Fig. 22.—Intercommunicating system. Curves show relation between line voltage and length of line. System can be operated over assuming a definite leakage per loop mile (with no readjustment of sending relay).

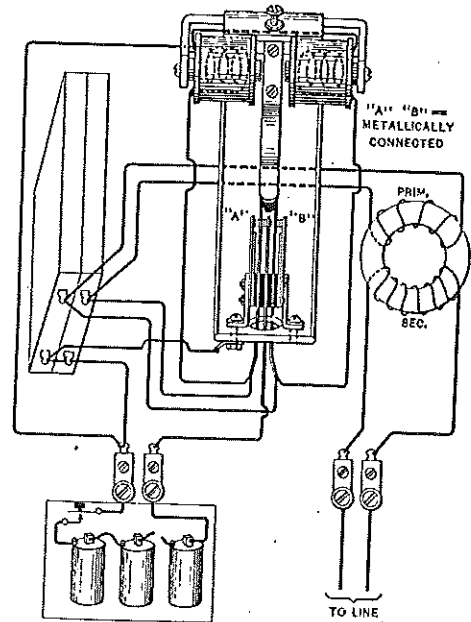


FIG. 4.—Substation circuit