

nation produces a contraction of volume in hydrogen. In 1912, Langmuir produced an active modification of hydrogen by heating a filament in the gas at low pressure. Further observations on this modification have been presented by the Indian investigators, and the American observers are also working along this line. The results of the investigation in India are published in the bulletin of the Science Association of the Maharajah's College, Vizianagram.

H. L.

**Standard Colors for Traffic Signals.**—A conference on the standardization of colors for traffic signals was recently held in New York under the auspices of the American Engineering Standards Committee. Representatives were present from practically all of the national engineering societies, safety associations, electric and steam railway interests, automobile dealers, manufacturers and users associations, police and traffic departments, insurance companies, and several departments of the federal government.

It was agreed unanimously "that there should be national uniformity in the use of colors for signals," and that the detailed technical work involved in bringing this about should be by a sectional committee under the auspices of the American Engineering Standards Committee. Included in the scope of the work were the following:

The use of colored lights on all highway vehicles.

Their use on all signals along highways and at curbs, both permanent and temporary.

Their use for highway crossing signals for steam and electric railways.

A coördinated relation of color, form, position and number of signals.

A coördinated relation to system of flashing, moving or other similar lights.

Colors for non-luminous as distinguished from luminous signals.

Recommendations on the use of colors for emergency exit signals.

Methods of specifying or defining colors for signal purposes.

Any other closely related matters which, in the opinion of the sectional committee, form a part of the subject to be considered.

A suggestion that yellow light be used in place of red for the tail light of automobiles brought forth a spirited discussion.

The conference did not advocate the substitution of green for red as a danger signal, as was erroneously reported in some daily papers due to misinterpretation of discussions. On the contrary, the ideas expressed at the conference were emphatic that red should be used to indicate danger and for no other purpose. In conformity therewith, it was suggested that green be substituted for red as the color for lights for emergency exits of public buildings as indicating paths that lead to safety.

H. L.