

Letters to the Editor

The Signalmen and the I. B. of E. W.

TO THE EDITOR:

I have before me the May issue of the "Railway Signal Engineer" and on page 182 under the caption of "Propaganda" an editorial dealing with the activities of the International Brotherhood of Electrical Workers in its effort to disrupt the Brotherhood Railroad Signalmen of America by misstatements to signal department employees.

I note that you make reference to the booklet issued by the electrical workers, entitled "A True Insight Into the Signal Situation." I am very much pleased to see that you are well informed as to the attempt of the electrical workers in this instance.

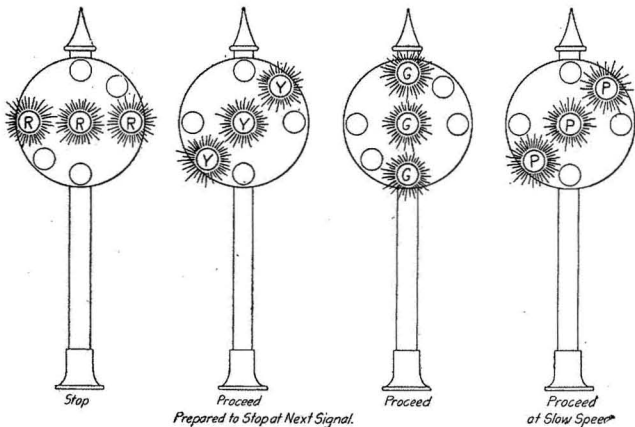
May I, therefore, in behalf of the Brotherhood Railroad Signalmen of America, sincerely thank you for your fair, clear and concise editorials? I believe the statements contained in your article deserve a great deal of credit, showing your complete familiarity with the intention of the electrical workers' efforts.

Chicago. D. W. HELT.
Grand President, Brotherhood Railroad Signalmen of America.

Position Color Light Signal

TO THE EDITOR:

In order to eliminate some of the causes for failures it seems desirable to do away with the heavy mechanical parts in signal mechanisms. Many signal engineers still favor the signal arm; some the colored light signal, and others, the position light signal. In an attempt to combine all three I have to propose the "Position Color Light Signal" with the fewest changes from systems in general use. With the scheme, as proposed, the arm position is



Signal Indications Are Distinctive

outlined in the proper position with its corresponding color, as now in use.

This system is the locomotive engineman's friend, as it requires that he learn nothing new, nor is he required to forget what he has learned. The scheme calls for a center color light which will operate in three positions and the outside lamps with lenses of the required color to light up to match the center, or master indication. Thus in the "Stop" indication we have three red lights in the horizontal position; for the "Caution Proceed" indication, the center light has changed to yellow and the mar-

gin lights give the yellow color indication in the 45 degree upper quadrant position. For the "Proceed" indication, the center light has changed to green and the margin lights give the green color indication in the 90 degree upper quadrant position.

For movements into unsignaled territory, or other slow speed movements, the green is not used and the center light only has red and purple colors, and the signal only operates in two positions, 0 to 45 degrees. For automatic signals, a marker to the left of the mast, as at present, may be used; for interlocking signals, a marker on the center of the mast in line with the lights above, as at present, may be used.

When it is desired to reproduce present interlocking signals where two and three arms are used, two or three discs may be used, so that they will represent indications as follows:

Top Arm	—0 degrees
	0 to 45 degrees
	0 to 90 degrees
Middle Arm	—0 degrees
	0 to 45 degrees
	0 to 90 degrees
Bottom Arm	—0 degrees
	0 to 45 degrees
	0 to 90 degrees

Where it is desired that the top, middle or bottom arm is to be fixed, a marker with the desired three lights can be used and the other colors can be eliminated. Have the readers any indication now displayed that cannot be covered by this scheme?

Cleveland, O. G. E. BECK,
Assistant Valuation Engineer, New York Central.

More Space for Maintenance Problems

TO THE EDITOR:

I would like to see more space devoted to the signal maintainer and maintenance problems. A new feature in signal engineering, automatic train control, is being freely discussed by the *Railway Signal Engineer*. At the present time the railroads do not want to adopt this feature, as it is still in the experimental stage. This feature is a problem for the government, roads and signal engineer and manufacturing people and a good many maintainers will never see or maintain it in operation. Therefore, along with these engineering features lets have something for the maintainers.

I am submitting a kink this month and if a number of maintainers would do this I am sure they would be more benefited and as the maintenance forces are heavy subscribers they should make a part of the *Railway Signal Engineer* their own. I will ask you to send out a call to them to help make a space for the maintainers.

Atoka, Okla. C. A. CUCHENER,
Signal Maintainer, Missouri, Kansas & Texas.

Deceleration of Trains and Automatic Stops

TO THE EDITOR:

I understand that the signal engineers are soon to meet in their annual convention. It occurs to me to offer a suggestion for what it may be worth. It seems that the railroads have been confining themselves in their consideration of automatic train control to the devices themselves. Nowhere have I seen the results of any study on the effect of these devices upon the operation of the road. Now, for example, considering a 100-car freight train, or mixed traffic on the same rails of any road, what is the effect of the automatic stop going to be in reducing the capacity of the railroad?