

Letters to the Editor

Is Parkway Injured by Dampness at Ends of Cable?

TO THE EDITOR:

In an editorial headed "Potheads Required for Parkway" in the March issue of *Railway Signaling*, attention was called to the necessity of sealing the end of Parkway cable in order to prevent moisture creeping back into the cable through the jute filling and eventually destroying insulation.

There is, in the minds of some experienced signalmen, a doubt as to whether this condition actually exists, although on one eastern railroad, which uses Parkway cable to a large extent, it is contended that the exposed insulation at the end of a cable acts as a wick for moisture, drawing it for some distance back into the cable. It would be most interesting to learn of actual instances where moisture caused deterioration of the insulation. Have any installations of modern Parkway cable been in service sufficiently long to indicate that this seepage has any bearing upon the life of the cable as a whole?

As the steel tape and outside jute may be taped to prevent unravelling, etc., the only reason for using a pothead is to hermetically seal the end of the cable, and it should be satisfactorily proven that the expense of applying the pothead is actually justified. It may be possible that the amount of moisture present may vary according to the use to which the Parkway is put. It may be present to a large degree in Parkway track wires, but hardly noticeable in cable brought into concrete foundations under signal cases.

The question of grounding cable to prevent electrolysis is also pertinent. It would be interesting to potential users to learn from those who have used the cable extensively, whether electrolysis is present in the ordinary installation and whether grounding is the preventive, and if so, successful methods of grounding.

L. C. R.

Unique Bell Installation Announces Passing of Argentine-Chile Boundary

TO THE EDITOR:

When traveling on the Ferrocarril Transandino Argentino-De Chile from Chile to Argentine the last station in Chile is Caracoles, and directly after passing this station the train enters the summit tunnel 10,391 ft. in length. In the middle of this tunnel one crosses the border line between the two countries and as a means

of announcing to passengers the passing of this important point we have installed an automatic bell such as is ordinarily used for highway crossing protection. This bell is a Max-a Tone type made by the L. S. Brach Mfg. Company of Newark, N. J.

The altitude of the location is 10,512 ft. above sea level. Do you know of any crossing bell located at any higher altitude? I regret that I cannot send you a picture of this bell, but unfortunately as the bell is in the middle of the tunnel the photograph would be like the well known picture of the "nigger" looking for a black cat in a coal-hole.

Los Andes, Chile, So. America. N. HAVEN HART,
Telegraph Superintendent, Ferro Carril Transandino De Chile.

Train Operation by Signal Indication on Burlington for 14 Years

TO THE EDITOR:

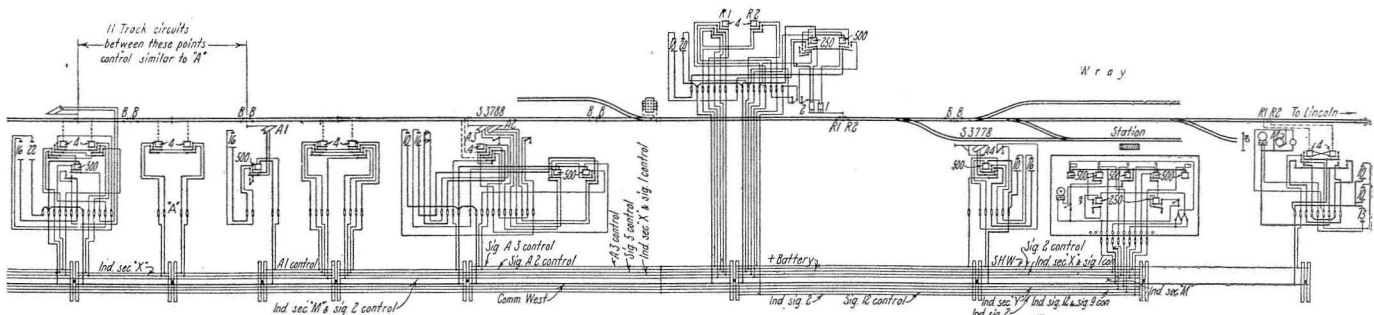
I was unable to attend the meeting in Chicago on March 13 and 14, and consequently did not hear the paper by S. N. Wight, "Signaling at the Age of Maturity," or would have said on the floor what I now hope you will allow me to say through the medium of your columns.

It is an old saying that "there is nothing new under the sun" and I want to call attention to the fact that as early as 1911 the Chicago, Burlington & Quincy installed two stretches of what, for want of a better title, we called "Split Block," one between Indianola, Nebr., and McCook, with an intermediate blind station known as Red Willow, a total distance of 12 miles; and one between Wray, Colo., and Eckley, with an intermediate station at Robb, a total distance of 15 miles, which embodies the ideas suggested by Mr. Wight's paper.

The installation between Indianola and McCook was replaced with A. P. B. automatic block signals in 1916. The installation between Wray and Eckley is in service yet and is working satisfactorily. Our arrangement includes a permissive feature for following movements, which I do not understand to be included in Mr. Wight's circuits, but they are A. P. B. for opposing train movements.

At the blind siding, Robb, we have heading out signals which are controlled by the operators at Eckley and Wray and are cleared by them when the dispatcher is ready to move a train which has headed in or is occupying the siding. A train on this siding received a proceed indication of the heading out signal, opens the main line switch and proceeds. The opening of this main line switch automatically clears the main line signal, the control for this signal being selected through the switch box. As first installed the selections are made through the use of interlocking and stick relays. The accompanying diagram shows the arrangement which we have between Wray and Eckley.

McCook, Nebr. W. W. SWANSON,
Signal Supervisor, Chicago, Burlington & Quincy.



and Eckley, Used for the Direction of Trains by Signal Indication