

Letters to the Editor

Plans to Simplify Signal Aspects

TO THE EDITOR:

Your editorial on "A simplification of Signal Aspects" in the June, 1926, issue of *Railway Signaling* is interesting, as is also the article on, "Four-aspect Color-light Signals Installed on English Road," by W. J. Thorowgood.

The phrase that particularly attracts my attention is, "It is high time that the Signal section A. R. A. takes some action to see that practices recommended by the new revision of the code shall contain at

ceed at a speed reduced to not exceeding one-half the maximum authorized at point involved (not exceeding 30 miles an hour) prepared to stop at the next signal" I shall say "Caution."

Four tracks at interlockings being the most complicated, I shall commence at that point:

Normally there are three lights displayed vertically. When these or any of the three are "Red" the signal indicates "Stop." If all three are "Yellow" the signal indicates "Caution" and the normal speed route is set. If but two are "Yellow" the signal still indicates "Caution" but the medium speed route is set. If but one yellow is displayed the signal still indicates "Caution" but trains must move at slow speed prepared to stop. This gives us the decided simplification the editorial speaks of. The display of red means "Stop," yellow indicates "Caution" and green indicates "Proceed." The speeds

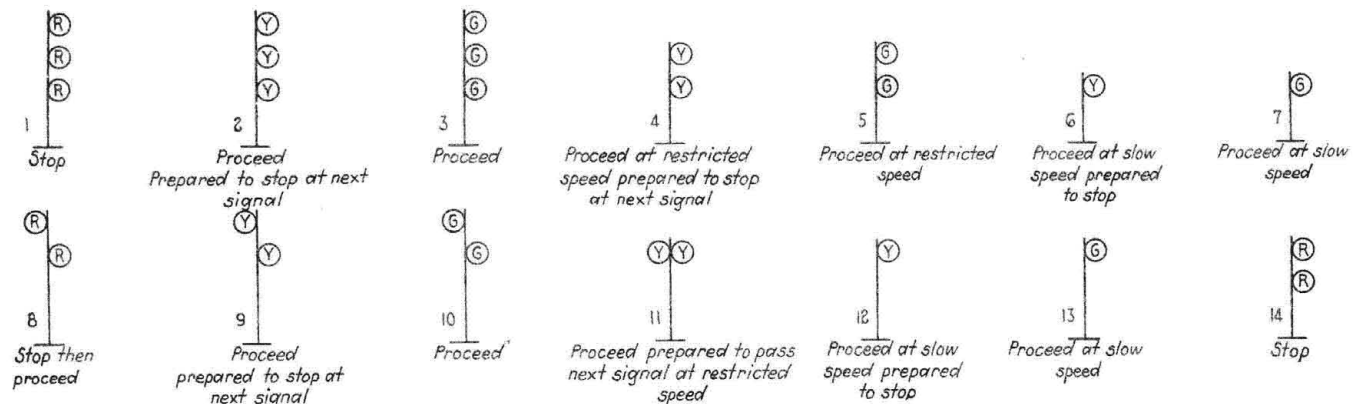


Diagram of Proposed System of Light Signal Indications

least an alternative explanation of the possibilities of a system of signal aspects that will be decided simplification and eliminate the necessity for an engineman to pass a red light, or equivalent, at speed."

Committee-X has an assignment to "Investigate light signal aspects and submit a report on recommended display of light signal indications and aspects." In line with this assignment Committee-X will submit a report on this assignment, for discussion at the September meeting, which gives the views of the members who attended the last meeting of the committee. The committee has approved the report for submission for discussion but they are not a unit in approving what is being submitted and it is earnestly hoped that the discussion will be fast and furious.

In the report two alternatives are given which eliminate the necessity for an engineman to pass a red light at speed, viz: The position light signal as used on the Pennsylvania (and which also is shown in the present standard code) and the color-position-light signal as used on the Baltimore & Ohio.

There was submitted a third alternative which was given passing consideration but was not included in the report as it was in conflict with one of the tentative conclusions of the committee reading, "Experience has demonstrated that no good objection has been raised to the display of red lights in the signal aspects as prescribed by the Standard Code."

The third alternative may and it may not have merit. Speed signaling is the basis. Normal, medium and slow speed has been given consideration. In this discussion "Red" will be referred to as the stop indication, "Yellow" as the caution indication and "Green" as the proceed indication. In other words in order to avoid confusion instead of saying "Pro-

ceed at a speed reduced to not exceeding one-half the maximum authorized at point involved (not exceeding 30 miles an hour) prepared to stop at the next signal" I shall say "Caution."

There is but one so-called special signal for a movement "Proceed, prepared to pass next signal at medium speed," but even with this so-called special signal, the principal involved of displaying red only when the train is to stop, is adhered to.

The third alternative which eliminates the necessity for an engineman to pass a red light at speed is shown in the accompanying drawing. I trust your readers will come to the September meeting of the Signal section with their rapid fire guns fully loaded and have them pointed straight at Committee-X. I will be there, as chairman, supporting the report as it will be printed in the advance notice.

Cleveland, Ohio
 F. B. Wiegand,
 Signal Engineer, New York Central, Lines West

Why Not Use the Assistant Maintainer Rate to a Better Advantage?

TO THE EDITOR:

I have read with interest the editorial appearing in the July issue of *Railway Signaling* entitled, "Where are the Signal Maintainers of the Next Decade to Come From?" The editorial states that three trained maintainers will soon be required at a large interlocking now under construction and further that, "A study of the situation shows that if