



What's the Answer?

An open forum for the discussion of maintenance and construction problems encountered in the signaling field. *Railway Signaling* solicits the co-operation of its readers both in submitting and answering any questions of interest.

To be answered next month

1. *What methods do you use to prevent trouble in starting a motor car in cold weather?*
2. *Do you rewind your own relay and slot coils? What kind of a coil winding machine do you use?*
3. *What mileage of road on your railroad is now operated by signal indication without written train orders and what methods are used?*
4. *When out on a motor car do you watch the automatic signals on your territory to determine the approach of trains? Are special indicators provided to inform motor car operators when trains are approaching?*
5. *Do you believe that it is advisable to eliminate intermediate wayside automatic block signals where train control with continuous cab signals is in service?*

Marking Signals When Out of Service

"Do you use any special means of marking a signal that is temporarily out of service so that trains can pass without coming to a full stop?"

No Distinguishing Marker Is Employed—All Interested Are Notified by Bulletin

WHEN a signal is to be taken out of service temporarily, a bulletin is issued stating the time when this will be done and the blade and lamp is removed at such time. Instructions are given in this bulletin as to the manner in which trains shall be operated when the signal is out of service.

A manual block station may be closed for certain periods of a day or month. The rule governing this operation is as follows:

"Unless otherwise provided, a signal station must not be closed until the block in each direction is clear of all trains.

"To close a signal station the signalman must give '9'

to the next signal station in each direction and when he receives '13' enter it on his block record with the time it is received from each signal station.

"The block signals must then be cleared, all lights extinguished and the block wires arranged to work through the closed signal station."

Albany, N. Y.

W. H. ELLIOTT,
Signal Engineer, New York Central.

Rules Permit Passing a Stop and Proceed Signal If a Marker Letter Is Displayed

ON our earlier installations of automatic signals, the letter "C" was painted on the reverse side of the number plate and when this indication was displayed enginemen were authorized to proceed by a stop signal without stopping, at a slow rate of speed and under full control, prepared to stop short of train or other obstruction, this being covered by Rule 806 of our book of rules, reading as follows:

"A train stopped by a 'Stop and Proceed' signal may proceed at once, but must run cautiously, expecting to find a train, open switch, broken rail, or other obstruction in the block."

On our later installations the solid number plate referred to above has been replaced by the multiple unit plate, but we have not changed our rules up to the present time. In order to take care of this situation we would probably attach a grade indication to a signal if it were taken out of service for any length of time and the same instructions and rules as quoted above, would apply.

There is no objection that I can see to using a special type of marker for this purpose and in our case we would use practically the same type of marker as we use for grade indications.

Roanoke, Va.

D. W. RICHARDS,
Signal Engineer, Norfolk & Western.

Rules Provide Number Plate with Yellow Back Suspended from Reversible Clamp to Allow Trains Passing Stop Signals

THE Southern Pacific, Pacific Lines, use a horizontal number plate, the back of which is painted yellow. It is suspended from a clamp in such a way that it may be readily reversed to show yellow to approaching trains.

The following rule in the transportation book governs this arrangement:

