

Letters to the Editor

Early A. P. B. Signaling

CLEVELAND, OHIO.

TO THE EDITOR:

I noted a statement in the article "Burlington Completes Signaling Chicago to Denver," in the February issue of *Railway Signaling*, to the effect that Mr. Latimer was of the opinion that the first installation of A. P. B. signals was made on the Burlington. He also stated that the Chicago & North Western installed some A. P. B. circuits at about the same time but the Burlington had theirs in service first.

The Nickel Plate road installed A. P. B. signals between Dunfee, Ind., and South Whitley, a distance of 16 miles, which were placed in operation February 11, 1911. The contract for these signals was let to the American Railway Signal Company in August, 1910, and work was started in September. The circuits used were those designed by Harry D. Abernathy, then with the American Company and now general signal inspector, New York Central Lines, West. These circuits are the ones referred to as being used on the Burlington by the Federal Signal Company.

Although I do not know the exact date of service of the Burlington signals, I feel that in view of the early date in 1911 that the Nickel Plate signals were placed in service, we can claim priority in the installation of A. P. B. signals.

J. H. OPPELT,

Supervisor of Signals, New York, Chicago & St. Louis

Signals Should Keep Trains Moving

WASHINGTON, D. C.

TO THE EDITOR:

Why require a train to stop before entering an occupied block? With the present signal aspect indicating "stop; then proceed," is the actual stop of real concern or is it the speed at which a train proceeds after stopping?

The use of so-called "tonnage" or "grade" signals permits trains to enter an occupied block without stopping. The existing aspect of "proceed at slow speed prepared to stop short of train or obstruction" seems to be the desirable indication for such movement. If this indication could replace the present "stop; then proceed" indication, it would eliminate a considerable number of stops, it would simplify aspects and indications, and it would do away with the need for "grade" signals. It would seem that if the speed restriction of eight miles an hour before passing a "grade" signal indicating stop can be enforced, the same enforcement should be possible at all other signals displaying a speed restricting indication. Why not use signals to keep trains moving?

R. A. PLA,

Signal & Electrical Inspector, Southern.

New Books

Railway Signaling, by S. T. Dutton, M. Inst. C. E., late Deputy Chief Engineer, East Indian Railway. 148 pages, 5 in. x 7½ in., illustrated, bound in cloth. Published by Crosby Lockwood & Son, Stationers' Hall Court, Ludgate Hill, London, England. Price, seven shillings, six pence.

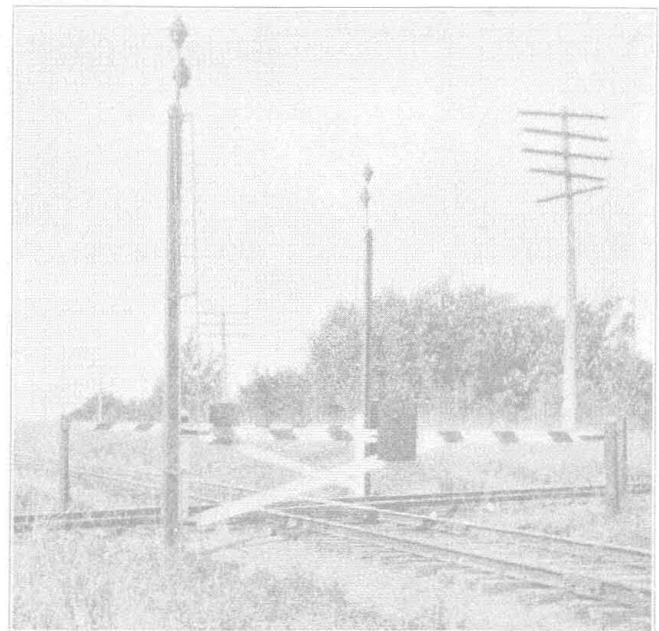
This book is described in the title page as a practical manual for engineers, transportation officers and

students. The four most prominent chapters describe manual block signal working as practiced in England and in India, and six other chapters deal with the details of manufacture and installation of apparatus for manual block signaling and for mechanical interlocking.

American Railway Signaling, Principles and Practice, by Committee-V, Signal Section, A. R. A., published by Signal Section, A. R. A., 30 Vesey street, New York. Three chapters now available. Prices to railroad employees: Chap. V—20 cents, Chap. VI—14 cents, Chap. X—15 cents.

At the stated meeting of the Signal Section, A. R. A., in September, 1925, Committee V—Instructions, presented an outline of chapter titles for a proposed handbook on signaling. This committee has made good progress in compiling information for this handbook and has already presented five chapters to the association for discussion and approval. At the stated meeting in September, 1926, it was decided to issue each chapter in a separate booklet, thereby making each section of the proposed handbook available to the men in the field as soon as it was complete and approved. The secretary of the Signal Section announced recently that chapters V—Batteries, VI—D-C. Relays and X—A-C. Relays are now ready for distribution. Requests for any of these copies should be addressed to H. S. Balliet, secretary, Signal Section, A. R. A.

These booklets represent the latest and most complete information available on their subjects. Each chapter is prepared by men familiar with the construction, maintenance and operation of the equipment being discussed. These chapters, together with others that are to follow, will form a handbook of signaling practice from which new men coming into the field, as well as others now in the field can quickly acquire the fundamental knowledge of the principles of equipment and methods. The opportunity to secure these books at this time should not be neglected. The Signal Section is not an organization for profit and has established the prices as a minimum to cover the actual cost of the paper, printing and postage.



Crossing gates protecting branch line traffic on the C. M. St. P. & P.