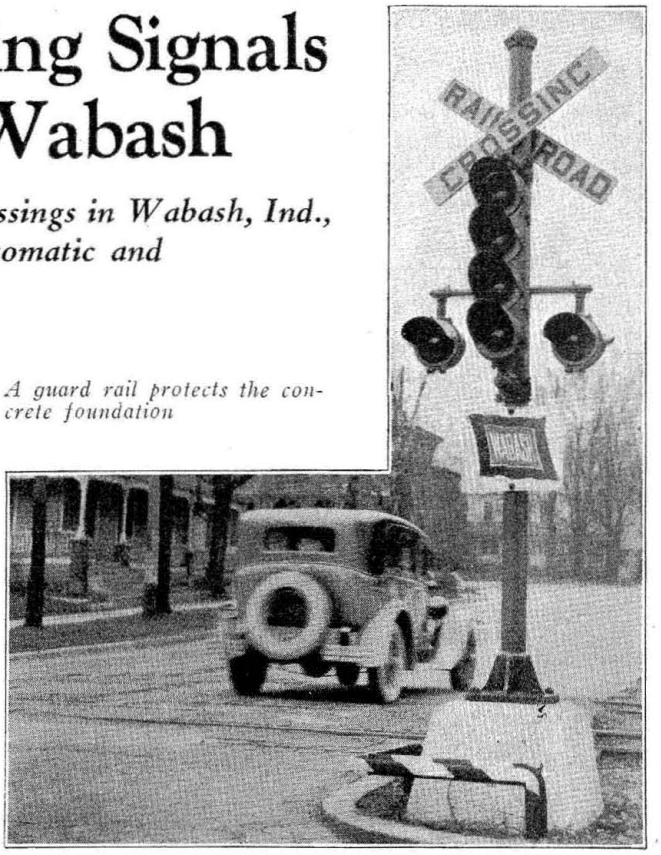
# Flashing-Light Crossing Signals Save Money for Wabash

*Twenty-four hour protection afforded at 13 crossings in Wabash, Ind., includes unique combination of automatic and manual control*

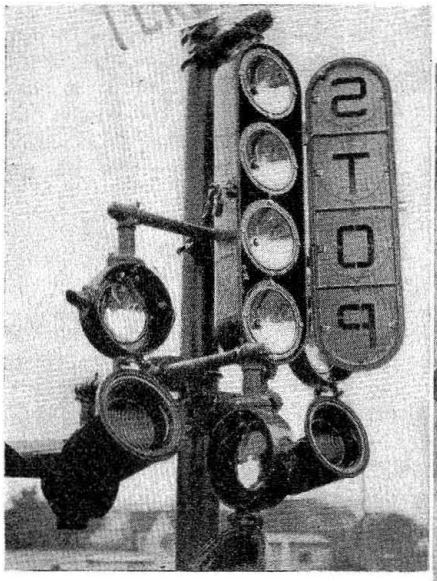
THE Wabash has recently placed in service, flashing-light highway crossing signals at 13 street crossings in Wabash, Ind., which replace gates and flagmen at 9 of the streets, and flagmen at 2 streets, while protection is now given at 2 streets where none was provided before. The payroll saving for the 11 gatemen and flagmen relieved is about $7,800 a year, which will pay for the new installation in about two and one-half years. Wabash, Ind., is a town of about 10,000 population, located on the main-line of the Wabash, running from St. Louis, Mo., to Detroit, Mich. The traffic includes 8 passenger and about 12 freight trains daily and a local freight each way and an average of about 4 extra freights per day, or a total of about 26 train movements daily in addition to the switching. All passenger trains make the station stop and, therefore, the speed is restricted while the through freight trains operate not to exceed 20 miles per hour.

After a study was made of the advantages to be gained by a change in the crossing protection, the division superintendent asked for a hearing before the city council and city engineer, at which time it was explained that the gates were in service only 12 hr. each day, whereas the flashing-light signals would give protection for the full 24 hr. Likewise, the gates, being manually operated, depended on the human element, whereas the signals would be controlled automatically.

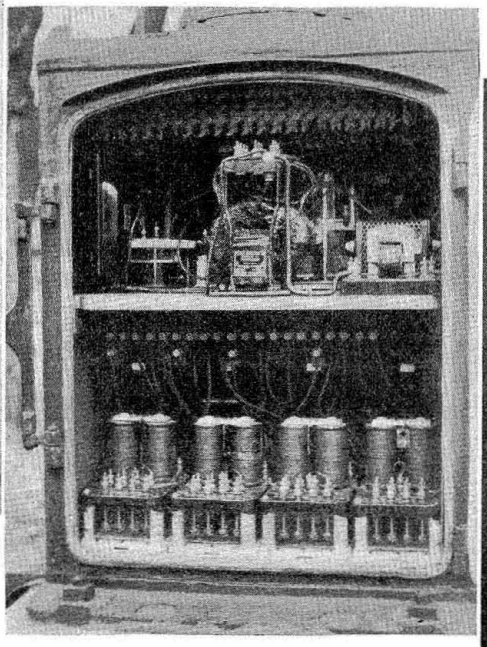



*A guard rail protects the concrete foundation*

Because of several small industries, warehouses and grain elevators in Wabash, the two daily local freight trains each spend about two hours switching. It was the opinion that with automatic control only, that the signals would indicate stop for such long periods while the local trains were switching, that the automobile drivers would soon learn to disregard the signals. A combination control was, therefore, arranged so that the signals are normally




Above—Signal with covers removed to show reflectors and cover glasses



Above—Large sheet metal cases for instruments

**Below—The knife switches for the manual control are mounted on a slate panel**