WHAT'S THE ANSWER?

(Continued from page 62)

diation exposures to employees within the limits of Part 20; and that radiation levels outside restricted areas will not occur in excess of Part 20 limits for unrestricted areas. Because these lamps have so far been manufactured largely on an experimental basis and distribution has been limited, we are not yet in a position to know what radiation levels might be created by the storage of a large number of these lamps in one place. The problem does not, however, seem to be one which would call for unusual precautionary measures.

If vandals enter private property and destroy such a lamp, they would not receive any appreciable radiation exposure. Destruction of the equipment would release the gaseous Krypton to the atmosphere where it would be dispersed.

Robert Lowenstein, Acting Director, Division of Licensing and Regulation, Atomic Energy Commission, Washington, D. C.

A. It is my understanding that up to the present time these devices have been used as a source of light only in lamps of hand-operated switches. This is a service over which this Commission exercises no jurisdiction and accordingly we have had no opportunity to assess their value in railroad operations, nor any experience upon which to base an opinion as to their practicability or serviceability.

The only regulation of the Commission that would be pertinent to the use of these lights in railroad service is Section 136.23 of the Commission's Rules, Standards and Instructions for Signal Systems with respect to aspects and indications of roadway signals. This section requires that aspects of roadway signals shall be shown by semaphore blades, color of lights, position of lights, flashing of lights, or any combination thereof, and that night aspects shall be shown by lights. It is conceivable that atomic lamps could be adapted to this service, although it is my understanding that at the present stage of development their use for this purpose is now scarcely practicable. It is obvious, however, that if such lamps should be used in roadway signals that they would have to possess characteristics in all respects equivalent to those of electric illuminants (incandescent lamps), which they would replace, in order to be acceptable, both to the railroad industry and to the Commission.

Everett Hutchison, Chairman, Interstate Commerce Commission, Washington, D. C.

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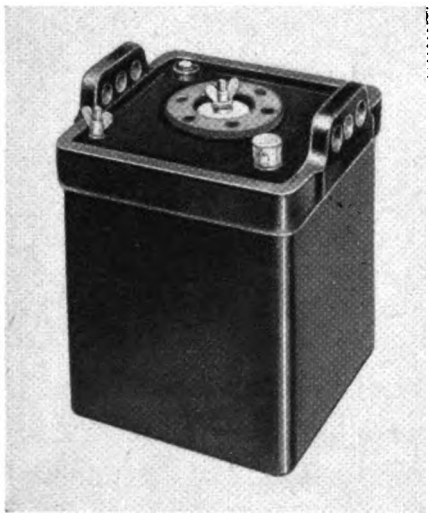

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Dynamic Indication

Q. What are the possibilities of eliminating the dynamic indication feature in all-electric interlockings, where adequate point detection is also in use?

A. We have only one interlocking with dynamic indication. It was installed many years ago when the point detection feature was not incorporated in all signals. For example, signals do not check trailing point switches. The dynamic indication is necessary under these circumstances. If point detection circuits exist which check the fact that the points are closed properly and the switch is locked, no dynamic indication is necessary. I see no reason why the dynamic indication feature could not be eliminated under these circumstances.

W. W. Hartzell, Engineer of Signals and Communications, Boston & Maine, Boston, Mass.

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