

WHAT'S THE ANSWER?

(Continued from page 37.)

carrier connecting to the system, as well as other duties.

Interlocking Costs

When the operating cost of an interlocking or other joint facility is shared between two or more railroads, do you itemize each bill for each facility, or have you adopted an average cost per signal unit? What are the reasons for your choice?

Do Not Use Average Cost

F. L. CHATTEN, System Engineer-Communications and Signals, Pennsylvania, Philadelphia, Pa.

Generally the bills we prepare for the use of joint facilities between two or more railroads do itemize the operating and maintenance charges. We have not adopted an average cost per signal unit. Our bills are prepared in accordance with contracts between the parties involved and these contracts generally require that the bills be item-

ized in order to complete the billing.

AAR signal units are used to a large extent in allocating the division of ownership, operating and maintenance charges.

Packset Batteries

Do you make use of rechargeable batteries for portable radios? What type of battery is used and where is the charger located? What procedure is followed, and how often are the batteries recharged?

Use Rechargeable Batteries

J. R. WHITE, General Manager, Canadian National Telegraphs, Toronto, Ont.

We are using rechargeable batteries in both portable and pocket radio equipment. In the portable radio units we are using both nickel cadmium and lead-acid rechargeable batteries. The nickel cadmium batteries are in portable radios used by carmen and the charger for these is located in the car foreman's office. The lead-acid rechargeable batteries are in portables used for end-to-end train radio and the chargers for these are located in the yard office at one terminal and in

the radio maintenance shop at the other.

In the pocket receiver units we use nickel cadmium rechargeable batteries. The pocket receiver units are used by carmen and the charger is located in either the yard office or the car foreman's office.

Rechargeable batteries used in radio units for end-to-end train radio are recharged after each run and those in yard use are recharged after each eight-hour shift.

The battery from a portable radio is taken out of the unit to be put on charge. Sufficient spare batteries are held to equip the portable radio with a full charged battery and to place it back in service.

The pocket receiver units are placed in a special charger which recharges the batteries while still in the receiver. Sufficient spare pocket receivers are held to equip successive shifts when necessary.

Charger on Camp Car

W. E. PRINCE, JR., Engineer Signals and Communications, Clinchfield, Erwin, Tenn.

We have two portable radio sets assigned to each of our maintenance of way extra gangs. These are Motorola "P" series sets with a 6/12-volt nickel cadmium power pack and a loud speaker. The foreman carries one when he is away from his motor car or other machine equipped with a main radio. Often a bolt machine or other small powered equipment is operated at some distance from the main body of the gang and the operator carries one of the portable sets to receive instructions from his foreman.

A charger has been installed in each foreman's camp car and he attaches the battery pack to the charger each afternoon for an over-night trickle charge. Thus the set is taken on the job fully charged each day.

Use Dry Battery Power Packs

EDMUND A. KERBER, Assistant Engineer-Communications, Chicago, Milwaukee, St. Paul & Pacific, Chicago, Ill.

A few years ago we discontinued using rechargeable batteries in our portable radios. With the adoption of the new partially transistorized sets, extra duty dry battery power packs are in common use. They provide approximately 40 hours of operation and are replaced when discharged.

Any person on the system changing

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