Training of New Levermen

"Who is responsible for the training of new levermen on your road?"

THE New York Central on the installation of its controlled manual signal system on its main line between New York and Buffalo, N. Y., in 1892, when something over 240 signal stations were placed in service on the 440 miles, employed for each of the main line divisions a chief signalman who was in responsible charge of the men employed to work the signal levers in the signal stations whose title, in accord with our rules, was that of signalman and not leverman. In some of our signal stations a train director is employed but these as well as the other men employed in the signal station are given the name of signalmen.

Since 1892 we have found it advisable to employ a chief signalman on each division on which there are about 15 or more interlocking plants, the chief signalmen having also charge of telegraph operators at stations not provided with signals, but does not have charge of agents at stations except as to their duties as telegraph operators.

We have found the chief signalman to be a necessary part of our signal supervisory force for they not only have charge of and examine the signalmen on the rules but also instruct the men in the operation of the signals and see that everything is done to expedite the safe movement of trains. In addition, the chief signalmen examine all engine and train men on signal rules, on the signals in use on the division, and are responsible for the men in the train service being fully qualified on signals. The chief signalman reports to the superintendent as an operating official and is not a part of or subject to the authority of the signal department.

Albany, N. Y.
W. H. Elliott,
Signal Engineer, New York Central (Buffalo and East).

Second Answer

A SIGNAL cabin inspector has recently been assigned on our road to devote his entire time to the investigation of operating methods at interlocking plants. Although only engaged in his new duties but a short time he has already rendered assistance in getting trains through interlocked territories as fast as possible and has been instrumental in inaugurating a system of qualifying operators for positions as levermen. Following is an outline of his duties:

1. Qualify new operators.
2. Check old operators.
3. Inspect cabins and interlocking plants.
4. Check unauthorized persons in cabins.
5. Check traffic locking operations.
6. Note violations of rules applying to operators.
7. Note violations of rules applying to trainmen.
8. Prepare written report to division superintendent and superintendent of signals on operators qualified.
9. Prepare written report to division superintendent and superintendent of signals on violations of rules.
10. Check fire protection.
11. Check movement of trains or operation of train through interlocking plant in order to save train delays.
12. Prepare a list of qualified towermen on each division for use of dispatcher.
13. Make such special investigation of interlocking plants as may be required.
14. Check all rules relative to cabin operation and operation of trains at interlocking plants.
15. Check electric wiring in cabins.

Richmond, Va.
Burt T. Anderson,
Superintendent of Signals, Chesapeake & Ohio.

C. M. & St. P. Preliminary Report

E. H. Degroot, Jr., director of the Bureau of Signals and Train Control Devices, of the Interstate Commerce Commission, has directed a letter to J. H. Molloy, Office Engineer, Signal Department, Chicago, Rock Island & Pacific.

Chicago, J. H. Molloy,
Office Engineer, Signal Department, Chicago, Rock Island & Pacific.

DEGROOT,
Office Engineer, Signal Department, Chicago, Rock Island & Pacific.

H. DEGROOT, JR. Preliminary Report

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