



# What's the

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Railway Signaling

# Answer?

If You Have a Question That You Would Like to Have Someone Answer, Or If You Can Answer Any of the Questions Shown Below, Please Write to the Editor.

## Crossing Bells at Flasher Signals

*"In your opinion, under what circumstances should a bell be provided as an auxiliary part of the protection where flashing-light signals are installed at a highway-railroad grade crossing?"*

### Only for Pedestrians

*W. J. Eck*

Assistant to Vice-President, Southern,  
Washington, D.C.

A low-toned bell is useful on flashing-light crossing signals only when there is considerable pedestrian traffic over the crossing. Bells are of no use for vehicular traffic.

### Bells Valuable at Close Range

*Leroy Wyant*

Signal Engineer, Chicago, Rock Island  
& Pacific, Chicago

It is my opinion a bell should be provided at every crossing protected by flashing-light signals, or, for that matter, any other type of protection including gates.

The bells are especially valuable as warning to pedestrians and to vehicles starting up right at the signal or approaching it from a side street, under which conditions the drivers frequently are out of range of the most effective beam of the flashing light. Further, their attention is usually on the business to which they have just attended or on getting their car out into the traffic lane, and they do not observe the flashing lights. On the other hand, an audible signal, such as a bell, forces its attention on them.

I hear a lot about the objections to bells from nearby residents but the fact remains that we have one on every crossing signal on the Rock Island lines. In a very few cases we have

### To Be Answered in a Later Issue

(1) *When installing crossing signals, what success have you had in pushing pipe conduit under street pavements, and what kind of a device is used as a pusher?*

(2) *On a double-track automatic block signal system using common line wire, an intermittent ground was causing the line control relay to be falsely energized. If you have had similar experience please explain methods used to locate the cause of trouble as it occurred on your territory.*

(3) *What is the most practical means of providing an arrangement whereby one man can check the complete operations of an automatic interlocking of two single-track roads?*

(4) *Have you devised a scheme for the operation of a time-recorder, for automatic interlocking, which operates only when trains are in the control limits, making it practicable to operate the recording tape at a higher speed thereby securing greater accuracy in comparing the data?*

had to resort to the "pedestrian" type bell. For this service we have tried varying types of bells, such as the rapidly-vibrating sheep-type gong.

We are now using a bell of the more commonly used type except the gong is about half the size of the standard type. I believe this latter arrangement is most satisfactory where a less noisy bell is required.

### Bell Warnings Ineffective

*P. M. Gault*

Signal Engineer, Missouri Pacific,  
St. Louis, Mo.

A crossing bell of any kind is a nuisance. As a warning device it is open to the very serious objection of being on the "open-circuit" principle. When horse-drawn vehicles were common it was very effective as a warning, but with the advent of high speed, closed automobiles and trucks its warning can seldom be heard for a distance which will enable the driver to take proper action.

Left to my own judgment, I would seldom use a bell at a highway crossing. The presence of traffic consist-

ing of heavy, slow-moving horse-drawn wagons or vans or pedestrians might justify use of bells if the noise does not become a nuisance to nearby places of business or residences.

## Alining Flashers

*"On an installation of flashing-light crossing signals with the lenses or roundels equipped to give a horizontal beam spread of 30 deg., how should each of the four separate lamps on a signal mast with back-to-back mounting, be directed? Please use sketch to explain."*

### Distribution Curve Indicates Range

*E. W. Reich*

Signal Engineer, Reading Company,  
Philadelphia, Pa.

Wide modern highways with two or more lanes for traffic in each direction, together with the increased speed of highway traffic, are responsible for  
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