

APPLICATION DATA

The choice of the proper single or chime-horn for an application depends upon the service, the topography of the area along the right of way, and many other influencing factors which are different for each railroad. In the following table general recommendations are given, as well as specific engineering data which should permit the selection of the proper unit to fit each and every requirement. The combinations listed are standard units generally found to satisfy most railroad requirements. Other combinations may be furnished for special applications.

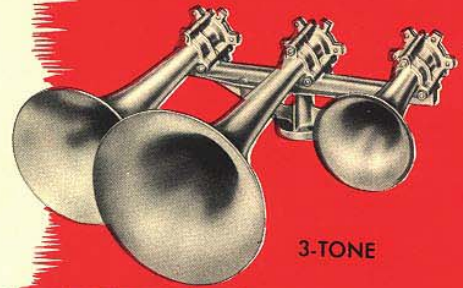
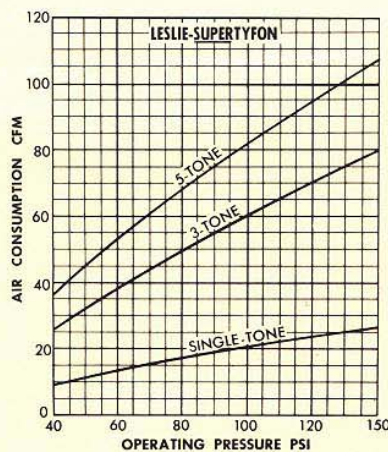
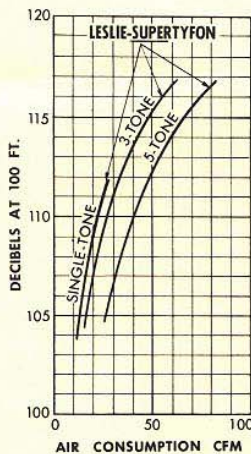


CHART OF MODELS

TYPE	FREQUENCY	SERVICE	APPROXIMATE WEIGHT LBS.
SINGLE TONE S-247 S-277 S-311 S-330 S-370 S-392 S-440 S-554	247 277 311 330 370 392 440 554	YARD OR ROAD SWITCHERS	10
CHIME TONE S-3E S-3J	247, 311, 370 277, 330, 440	PASSENGER OR FREIGHT LOCOMOTIVES AND ROAD SWITCHERS	26
CHIME TONE S-5A S-5D	247, 277, 311, 370, 440 277, 330, 440, 392, 554	MAINLINE PASSENGER AND FAST FREIGHT LOCOMOTIVES	40

SOUND OUTPUT AND AIR CONSUMPTION

The sound output of a signalling device should be as high as possible in keeping with the available air supply. Although a signal may be modulated when desired, in an emergency maximum power output is needed and it should not come at the expense of loss of the effectiveness of other air operated safety devices. The LESLIE-SUPERTYFON has been designed with this in mind and the accompanying graph, the result of actual tests, indicates how the LESLIE-SUPERTYFON provides greater power output with less than half the air consumption of any other horn. This is a long forward step in the design of up to date economical railroad equipment which will permit present air compressors to continue to supply more safety devices.



When comparing the decibel ratings of horns and their sound patterns it should be remembered that direct comparison cannot be made because the decibel is a logarithmic unit. In other words if one horn has an output of 110 decibels and another 100 decibels it is not a reduction of 10% but actually 60% less power output than the 110 decibel signal. One decibel above 110 decibels actually represents a 9.3% increase.