NEW TRAFFIC CONTROL APPARATUS INSTALLED — W. R. Sprinkle, assistant city electrician, left above, installs time control apparatus at 3rd and Main while Lieutenant C. M. Stutts, head of the police department's traffic division, and J. B. Baxter, chief electrical engineer of the Crouse, Hinds Co., from whom the city's new traffic control system was purchased, look on. Switching over the lights from the old system to the new got under way yesterday and will require about a week for completion. Downtown lights on 4th, 5th, Liberty and Main streets will be controlled from a master unit at police headquarters. The new system is designed to route traffic through the business district in a continuous stream at a given speed and will likely be set at 15 miles per hour in the beginning. — (Staff Photo.)
Of use no longer, the old traffic tower which commanded Winston-Salem’s main “square” for nearly two decades, will be torn down and may be followed by the middle-of-the-street safety zones. Harvey Flynt, who switched on the system 17 years ago, climbed into the tower Tuesday at 3 p.m. and switched off “old 220,” as the system was called, for the last time. Flynt is shown at the top of the ladder while Captain C. M. Stuts watches on the platform below.—(Staff Photo.)
City's New Traffic Light

Switching System To Take Week

The city's new traffic light controls are being switched out one by one, today in downtown Winston-Salem.

Switching over the lights from the old system to the new will require about one week, and traffic lights must be cut off in the areas in which the electricians are working.

Police authorities issued a special request today that motorists drive with unusual care during this transition period.

Policemen are directing traffic at every corner where a light is not in operation, but there will naturally be some confusion with part of the lights operating on the new system and part of them on the old.

First connection today was that of the eleclician master controller, located in police headquarters. Afterward, the electricians began working at Main and Second. Lights were off at First and Second and Main and Liberty, while those connections were being made.

The traffic lights must be cut off in the area in which the men are working, Lieutenant C. M. Butler explained, but this will not affect more than four lights at any one time and sometimes only one will have to be cut off.

The connection of the new control system is being directed by a factory engineer, who will set the lights to the traffic-count made by the police department.

There will be some congestion in traffic in the downtown area during the next few days, with some of the lights working on the new system and some still operating on the old timing, but traffic squads will try to remedy this as far as possible.

An idea of the complicated connections which must be made may be illustrated by the fact that every light must have 14 different "hot wires" running from the light itself to the secondary control, located on a nearby pole. Similar cables run from every control to the master control box at police headquarters.

The new system, purchased at a cost of around $4,000, will furnish controls for all downtown lights on Fourth, Fifth, Liberty and Main streets—the city's principal traffic arteries.

It is designed to move traffic through the business district in a continuous stream and, when it is financed correctly, it is expected to be possible for cars to move straight through the business district at a given speed without stopping.

Traffic can set to any reasonable speed and, by means of the master control, police can throw all lights on in case of emergency or otherwise alter their operation temporarily, after which they will return to their usual timing.
Hook-up of the master controls of the city's new traffic system was completed and the unit turned on yesterday afternoon at 3:30 o'clock.

Pulling of the switch marked the completion of another milestone in the history of traffic control in the Twin City. A few adjustments in the timing of the synchronized apparatus will likely be necessary, but no changes of any size are contemplated since the system has been timed already to conform to previous traffic counts made at the various intersections.

In announcing completion of the hook-up of the system, Captain C. M. Stutts, head of the traffic division, called attention of local drivers to changes effected by the new system.

"Watch the light directly in front of you and not the next one ahead," he said, "and start immediately when it changes to green. The light ahead no longer changes at the same time as the one you're sitting under and there will be delay if drivers fail to observe the light above them.

"The amber colored light in the center now overlaps only on green, instead of both red and green as previously, and drivers are cautioned to observe more closely and bring their cars to a halt when facing the amber light instead of trying to rush across," he stated.

A speed of 12 to 15 miles per hour is designed to take the driver through the entire business district provided he is not halted by double parkings, left turners which block the street, and other similar deterrents.

H. J. Flynn, city electrical inspector, who supervised the installation, tested the system yesterday after the master controls were switched on and termed it 100 per cent. successful. Driving at the prescribed speed, he travelled on Main street from First to Seventh, on Fourth from Poplar to Church, and on Liberty from Sixth to Third with no delays except for a second or two at Third.

For the present time, it was explained, there will be no changing of the system to take care of ambulances, fire trucks and other emergency vehicles although the master controls make it possible to pull all lights to a stop on a particular street in the event of emergency.

The controls are in operation on Main street, from First to Sixth; on Liberty from First to Sixth; on Fourth street from Patterson avenue to Poplar; on Fifth street from Patterson avenue to Spruce; on Sixth street from Main to Cherry; and on Third from Church to Liberty.
Traffic Signals Installed In Recently Annexed Areas

Traffic Captain C. M. Stutts today said the first traffic control installation in the recently annexed area was placed in operation Monday at 4:30 p.m.

Located at the intersection of Patterson and Indiana Avenues, the light was ready for the 5 p.m. rush of motorists en route to their homes north of the city.

Captain Stutts said motorists liked the control which has been needed since the new short-cut highway to Rural Hall was opened several months ago. Patterson Avenue and this highway were made the main thoroughfare, with Indiana Avenue marked as a stop street. This, however, did not adequately solve the problem of traffic control.

Blinker Installed

A blinker light will be placed this week in another annexed area in the south section of the city. This will be at Main Street and Clemmonsville Road to handle vehicles of the Weston and Konnoak Hills areas. At peak hours that is a heavily traveled road.

Captain Stutts said these are the only traffic installations scheduled for the annexed areas.

A traffic light was placed today at Fourth and Claremont to replace the blinker which will be moved to Main Street extension. Rerouting of highways directs vehicles of Highways 88, 421, 311, and 108 through this intersection with the result that congestion has made it necessary to put in the automatic control.
Pedestrian Signals Ready; Jaywalkers May Be Cited

Pedestrian traffic sign installations at nine major intersections in the business district have been tested and all are in use, Traffic Captain C. M. Stutts said today.

"It is the hope of the Police Department and all interested in traffic control that pedestrians will observe the Walk-Don't Walk signs as strictly as motorists must observe the vehicle controls," said Captain Stutts.

Traffic regulations govern pedestrian travel, too, and if necessary citations will be given violators, he said.

"Both the pedestrian and vehicle signs are there to move traffic safely, quickly and efficiently and all who use the intersections should remember they are for their benefit," he pointed out.

Captain Stutts said pedestrians must watch the signs for them and not the vehicle signs, for each has its purpose. On one-way streets, he explained, the vehicle control signals have been cut out except on the sides where vehicles approach. Therefore, pedestrians must depend solely on their signs if they expect to cross safely.

A new maintenance truck for the Police Department, which was placed in use today, will speed up work of this division, especially in the replacement of burned out bulbs in traffic control lights.