

# DEPARTMENT OF MAINTENANCE

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## REPORT OF COMMITTEE ON SNOW AND ICE CONTROL "LIGHTING OF SNOW AND ICE CONTROL EQUIPMENT"

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The Maintenance and Equipment Committee of the American Association of State Highway Officials at their meeting in Los Angeles, California, in December, 1946, approved the following resolution:

"Subcommittee No. 9 met and recommends as a basis for lighting snow removal and ice treatment equipment; two standard headlights, clearance lights, adjustable to plowing width, visible from front and rear. Flashing blue light, minimum 6-inch diameter lens mounted on top of cab, visible from front and rear."

This recommendation, however, was not submitted to the States for a letter ballot. At the present time, therefore, there is no standard uniform method of lighting snow removal and ice treatment equipment.

The Equipment Engineers of the Mississippi Valley Conference of State Highway Departments at their Chicago meeting on March 12, 1948, approved the following resolution:

"In that all States represented are vitally interested in the most effective method of lighting snowplow equipment, it was agreed that the problem was one that entailed considerable research. Also, that the Mississippi Valley Conference request the Highway

Research Board to make an investigation of lighting on snowplow equipment and to make a report of such investigation to the member States of this Conference."

As a result of the Los Angeles meeting in December, 1946, and the action taken at the Mississippi Conference in 1948, the Snow and Ice Control Committee of the Highway Research Board conducted a questionnaire survey of the several States in the snow belt in order to obtain data on existing lighting methods as a basis for preparing recommendations for a uniform method of lighting on this type of equipment.

As a result of the Committee's review of the returns of the questionnaire, at a meeting in Chicago on July 21, 1948, the Committee submits the following method of lighting snow and ice treatment equipment:

1. Identification lights should be provided on all snow and ice treatment equipment as follows:

These lights or light, should be:

- (A) Located on the cab,
- (B) Visible from all directions,
- (C) Flashing,
- (D) Blue in color,
- (E) Of 6-in. minimum diameter of lens.
- (F) Of from 21 to 32 candle power minimum light intensity.

2. Clearance lights should be provided on snow and ice treatment equipment as follows:

- (A) One light should be mounted on left side of cab, which should be adjustable to extreme width of plowing equipment.
  - (B) A clearance light should also be placed on the right side of the cab when plowing wings are not used.
  - (C) When wings are used, flood lights should be provided to illuminate the plowing wing.
  - (D) The color of clearance light from front should be amber and from rear, red.
  - (E) The minimum dimension of light should be not less than 2-in.
  - (F) The candle power should be of ordinary tail light intensity.
3. Other lights provisions as required are:
- (A) Truck headlights should be raised above normal lights to clear operating equipment. Auxiliary headlights should be used if necessary.
  - (B) Additional operating lights may be located on top of cab or at other locations to illuminate plowing, abrasive spreading or other equipment, if necessary.

Following the Chicago meeting, at the request of the committee, the Highway Research Board consulted with Mr. C. W. Stark, secretary of the National Committee on Uniform Traffic Laws and Ordinances with regard to the lighting of snow and ice equipment,

with particular reference to the opinion of that committee on the steady burning or flashing type of light. It was found that the recommendations of the Committee will conflict with at least two sections of the "Uniform Act Regulating Traffic on Highways".

It was regretted that there was insufficient time prior to the September 1948 meeting of the American Association of State Highway Officials for a poll of the National Committee on Uniform Traffic Laws and Ordinances with regard to the necessary changes in the Code to permit the flashing blue light visible from all directions.

The proposed standards were submitted to the Committee on Maintenance and Equipment of the American Association of State Highway Officials at its Annual Meeting at Salt Lake City, Utah, on September 23, 1948, and were unanimously approved.

The proposed lighting standards have been referred to the National Committee on Uniform Traffic Laws and Ordinances for coordination with the work of that organization before submission to the Committee on Standards of the AASHO.

The Snow and Ice Control Committee wishes particularly to emphasize the desirability of establishing a lighting standard for identifying snow and ice treatment equipment. The Committee believes that the highway-user will soon become accustomed to identifying this type of equipment by a standard lighting system and use caution when approaching these vehicles.