General News

The Vandalia is planning to install 125 automatic signals on its Michigan division.

The Mobile & Ohio is installing a number of three-position lower-quadrant automatic block signals.

The Iowa & Illinois, an interurban operating between Davenport and Clinton, Iowa, is planning to install a signaling system in the near future.

The Oregon-Washington Railway & Navigation Co. is installing a telephone train dispatching circuit, using 25 Gill selector outfits furnished by the United States Electric Co., together with that company's universal resistance and calling keys to operate the circuit.

The Bessemer & Lake Erie recently ordered 36 Gill selector equipments from the United States Electric Co. The telephone equipment necessary for the installation of the circuit on which these selectors are to be used, together with bells and calling keys, was also covered by the order.

The Chicago, Burlington & Quincy and the Illinois Traction System are planning to construct a new mechanical interlocking plant at a grade crossing on the Burlington cut-off, south of Virden, Ill. This crossing is on the main line of the Illinois Traction System. Power-operated distant signals will be installed.

The Chicago, Indianapolis & Louisville has begun work on the installation of block signals between Hammond and Indianapolis, Ind. The scheme which will be followed out in this installation was described on page 241 of *The Signal Engineer* for June, 1911. The General Railway Signal Co. has the contract for this work.

The Terre Haute, Indianapolis & Eastern has recently put in service a number of train order duplicating machines. These devices are intended to increase the safety of traffic by insuring the proper transmission of train orders between the crew and the dispatcher. They have been recommended by the Indiana Railway Commission.

The Atchison, Topeka & Santa Fe recently put in service at Winfield Jct., Kans., a 52-lever all-electric interlocking plant governing the junction of the two Santa Fe main lines at that point and the crossing of the Missouri Pacific and the Southern Kansas Railway of Texas. Full approach and detector locking were installed, with annunciator sections on the Santa Fe main line.

The Atchison, Topeka & Santa Fe has recently adopted three-position upper quadrant signals with square-end blades as standard. Signals which are to be operated under automatic signal rules will be designated by number boards. This road has been using three-position upper quadrant signals for the last two years, and its action in making them standard defines its policy in this respect.

The Illinois Central put in service an 80-lever mechanical interlocking plant at Effingham, Ill., on Tuesday, August 8, 1911. This plant governs the crossing of the Illinois Central and the Vandalia. The plant was temporarily out of service on account of the rebuilding necessary to take care of a new track put through the interlocking by the Vandalia, as mentioned on page 279 of *The Signal Engineer* for July, 1911. A new leadout and 20 additional levers were required.

The Atchison, Topeka & Santa Fe put in service during July, 1911, the alternating current signaling installation between Argentine and Holliday, Kan. This installation was described in full on page 213 of *The Signal Engineer* for June, 1911. The work involved about 12 miles of alternating current track circuit, together with 19 style "E" and five style "S" signals manufactured by the Union Switch & Signal Co. The new electric interlocking plant at Argentine, which will govern the east entrance to the Argentine yard, will be put in service about the middle of August. The Argentine yard is said to be the largest west of the Mississippi River.

The Chicago, Burlington & Quincy has begun work on the automatic signal installation between Cameron Jct. and Harlem, Mo. The material for this installation is being furnished by the General Railway Signal Co., and the signals will govern 44.7 miles of single track and 7.3 miles of double track. T. C. Siefert is in charge of the work.

The Railway Commission of Indiana has declined to approve the block signal system now in use on the Michigan Central across the northern end of the state, and has instructed that company to install a uniform system of signaling in which the interlocking signals shall be a part of the block signal system. This work is to be completed by January 1, 1913. The commission has also declined to approve the telegraph block system now in use on the Wabash.

The New York, Ontario & Western is installing automatic block signals on its line between Livingston Manor and Liberty, N. Y., a distance of 11 miles. Two-arm style "B" signals, manufactured by the Union Switch & Signal Co., are being used. These will be controlled by polarized track circuits, and operated by primary batteries of the Edison type. The work of installation is under direction of W. H. Harland, signal engineer of the road, and it is planned to put the signals in service in the near future.

The Chicago Great Western has awarded the contract for the signals to be installed between South St. Paul and Randolph, Minn., to the Union Switch & Signal Co. Style "S" three-position upper right-hand quadrant signals will be used. Only two indications will be given by these signals at the present time. The installation will govern 28 miles of track, and the construction work will be done by the signal department forces, under the direction of J. Beaumont, signal engineer.

The Lehigh Valley has recently ordered telephone train dispatching equipment for the west end of its Buffalo division. The new circuit will be 135 miles in length, and will extend from Manchester Yards to Suspension Bridge, with branches from Rochester Jct. to Rochester, and to Hemlock, N. Y. The dispatcher will be located at Buffalo, and 38 selectors will be installed. When this circuit is completed the Lehigh Valley will have its entire main line from Jersey City to Buffalo and Suspension Bridge equipped for handling train movements by telephone.

The Great Northern, which now has nearly 4,000 miles of track equipped for telephone train dispatching has ordered 32 telephone selectors for its Cascade division. The circuit will be divided into two sections, one extending from Tye to Everett Jct., Wash., with a branch from Monroe to Tolt, and another from Pacific avenue to Delta; and the other from Tye to Leavenworth, Wash. The first section will be 93 miles long and the second, 36 miles. The dispatcher for both circuits will be located at Tye. The equipment is to be furnished by the Western Electric Co.

The Chicago & North-Western has let the contract for a 64-lever all-electric interlocking plant at Desplaines, Ill., to the General Railway Signal Co. This plant replaces a mechanical interlocking plant which controlled the crossing of the Wisconsin division of the North-Western and the Minneapolis, St. Paul & Sault Ste. Marie. The new electric plant governs this crossing and that of the Desplaines Valley, a line constructed by the North-Western to connect the Galena and Wisconsin divisions. A contract has also been awarded to the same company for upper-quadrant automatic block signals to be installed on the Desplaines Valley between Proviso and Desplaines. This line is double-track and is about 10 miles long. These contracts were awarded about August 1.