

# The News of the Month

**The Signal section** of the American Railway Association will hold the March stated meeting at the Drake Hotel, Chicago, on Monday and Tuesday, March 13 and 14.

**The Telegraph & Telephone section** of the American Railway Association will hold the March stated meeting in the Jefferson Hotel, Richmond, Va., March 21, 22 and 23.

**Automatic Train Control**, was the subject of a paper delivered by L. V. Lewis, train control engineer of the Union Switch & Signal Company, before the Railway Club of Pittsburgh, on January 26.

**The annual exhibit** of railway appliances will be held under the auspices of the National Railway Appliances Association in the Coliseum, Chicago, March 13-16. Over 160 exhibitors have contracted for space and there is every evidence that the show will be such that none can afford to miss it.

**"Communication Wires"** is the term recently adopted by the Committee of Direction of the Telegraph and Telephone section in preference to the term "signal wires" as specified in the National Electric Safety Code issued by the Bureau of Standards as applying to wires used for telegraph and telephone service.

**The Chicago Sectional Committee**, Signal Section A. R. A., will hold a meeting in the Florentine Room, Congress Hotel, Chicago, 8 p. m. Thursday evening, February 23. H. S. Balliet, assistant terminal manager, Grand Central Terminal, New York, will deliver an address on the "Progress of Railway Signaling in America," illustrated by over 350 lantern slides.

**The Rochester Sectional Committee** of the Signal section, A. R. A., will hold a meeting on Thursday, February 16, at the Rochester Engineering Society rooms, Sibley Building, Rochester, N. Y. The program for the evening will consist of moving pictures and talk on "The Use and Abuse of Tools and Drills" by P. H. Handerson and H. G. Smith of the Cleveland Twist Drill Company.

**The Toledo Sectional Committee**, Signal section, A. R. A., will hold a meeting in Toledo, O., February 9. The a. c. floating battery system is to be the subject of the meeting and the representatives of the Electric Storage Battery Company, the Leich Electric Co., and the Valley Electric Company will deliver papers on storage batteries and rectifiers manufactured by the respective companies.

**An examination of signal equipment** was given in connection with a recent meeting of the Institution of Railway Signal Engineers, at the London & Southwestern Railway signal works in Wimbledon. For the information of the visitors W. J. Thorrowgood, signal and telegraph superintendent, arranged for an exhibition of various types of signal and telegraph apparatus used on the L. & S. W. The interest was shown in the equipment shown in the illustration, which is used for instruction purposes.

**The Indianapolis Sectional Committee**, Signal section A. R. A., held a meeting at Louisville, Ky., on January 26. Considerably time was devoted to the report of the committee on concrete trunking. J. B. Wiegel, chief signal inspector of the Louisville & Nashville gave a talk on track circuit efficiency and S. J. Hough of the Waterbury Battery Company presented a paper on "Maintenance of Primary Batteries." W. H. Finley of the Kerite Insulated Wire & Cable Company gave an interesting talk on the installation and maintenance of insulated wire.

**Inspector of Safety Appliances** is the title of a position in the Interstate Commerce Commission, open competitive examination for which will be given by the United States Civil Service on March 22 and 23, 1922. The duties of the position will consist of making inspections and reports as required by the Safety Appliances Acts and the position offers a salary of \$3,000 a year with expenses. The applicants must have

reached their twenty-fifth but not their fifty-fifth birthday on date of examination; however, these ages do not apply to persons entitled to preference because of military or naval service. Applicants should at once apply for Form 1933, stating title of the examination desired, to the Civil Service Commission, Washington, D. C., or to the Postoffice in any of the larger cities.

**Engineers** of seven different classes are now wanted by the Interstate Commerce Commission, for duty in connection with the valuation of railroads and telegraph lines; and the Civil Service Commission, Washington, announces that applications will be received until further notice. Salaries range from \$1,320 for junior engineer to \$2,700 for senior engineers, grade 2. Appointees whose salary is \$2,500, or less, and whose services are satisfactory, may be allowed the regular bonus of \$20 a month. Engineers of the several grades are wanted in the fields of civil, electrical, mechanical, signaling, architectural and telegraph engineering.

**A head on collision** occurred between a passenger train and a dispatch freight train near Noble, Ill., at 10:10 p. m. on January 31. The accident occurred on single track on tangent for over a mile each side of the accident. Both engines were equipped with electric headlights giving full view for over a mile. The conductor of the passenger train gave a meeting point signal and received reply from the engineer but apparently something happened to the engineer which prevented his stopping after answering the signal as he did not slacken speed and made no effort to leave his engine. The conductor set the air from the rear of the train. The engineer and fireman of the passenger train were killed and three passengers were slightly injured.

## Construction

**The Missouri Pacific** has placed an order with the General Railway Signal Company covering one 28-lever Saxby & Farmer interlocking machine for installation at Hiawatha, Kan. This machine will have 25 working levers and 3 spare spaces. This plant will be installed by railroad forces.

**The Western Pacific** has placed a contract with the General Railway Signal Company for a 24-lever mechanical interlocking plant at San Salvador St., San Jose, Cal. The machine will have 20 working levers and 4 spare spaces. The installation will be made by the signal company's forces.

**The Missouri Pacific** has placed an order with the General Railway Signal Company for one 24-lever Saxby & Farmer interlocking machine with horizontal deflecting bar leadout, also a number of pipe-connected home and dwarf signals, tower indicators and other materials for a complete mechanical plant which will be installed at Dudley, Mo. The machine consists of 19 working levers and 5 spare spaces and all work will be performed by the railroad company's forces.

**The Union Pacific Railroad** has ordered materials from the Union Switch & Signal Company for the installation of a d. c. 110-volt Type "F" electric interlocking at Tower 2, Council Bluffs, Iowa. This interlocking comprises 20 functions, consisting of 8 switches, 8 signals and 4 traffic control levers, all of which will be controlled by means of 12 working levers in a 15-lever Type "F" electric interlocking machine. Switches will be operated by 110-volt d. c. Style "M" switch and lock movements, while all the signals are of the "T-2" type, equipped with motors for 110-volt operation. The field work will be carried out by the regular construction forces of the railroad company's signal department.

**The Philadelphia & Garrettsford Street Railway** has awarded a contract for the complete installation of a new electro-pneumatic interlocking at their Sixty-ninth Street Terminal, Philadelphia, to the Union Switch and Signal Company. The layout includes 43 functions, consisting of 21

switches and 22 signals, which will be controlled from 23 working levers in a 23-lever frame an electro-pneumatic interlocking machine. Style "C" cut-off switch valves will be used throughout. All new signals will be of the Style "N" color light type. Alternating current track circuits will be installed throughout the interlocking so as to provide for semi-automatic control of signals and electric detector locking.

The Wabash Railway has awarded a contract to the Union Switch & Signal Company for the complete installation of a Type "F" electric interlocking for protection of the Rouge River drawbridge near Detroit. The interlocking includes 22 functions which will be controlled from 10 working levers in a 15-lever frame, Model 14 Type "F" electric interlocking machine. The bridge is of the bascule lift type and arranged for double track. The installation provides for rail locking devices at both ends of the draw span and for complete interlocked control of the drawbridge operating machinery. Style "M" electric switch and lock movements are being installed for the operation of all switches and derails, as well as for the operation of the rail locking devices. All signals are of the "T-2" top post type arranged for operation on 110 volts d. c.

The Philadelphia & Reading Railroad has contracted for the complete installation of a Style "P-5" electro-mechanical interlocking for drawbridge protection at Darby Creek, Pa., near Philadelphia. The layout consists of a double track with one turnout, necessitating five smashboard signals. A. C. track circuits are being provided for semi-automatic control of smashboard signals and electric detector locking. The drawbridge is of the bascule lift type and is to be equipped with rail locking devices at both ends. These devices will be mechanically operated. The interlocking machine consists of 5 working electric levers, 3 being required for the operation of 5 smashboard signals, 1 for electric detector lock lever in connection with rail lock devices, and 1 as a master lever; 1 spare signal lever and 1 spare space being included, making a 7-lever frame. The mechanical machine consists of 2 working levers for the operation of rail locks and electric bridge couplers and will include 1 spare lever and 1 spare space, making a 4-lever frame. Complete interlocked control of the drawbridge operating machinery is being provided. The Union Switch and Signal Company has been given the contract for the complete installation of this plant.

### Personal

**H. E. Burns**, supervisor of signals, Chicago division of the Grand Trunk Railway, with headquarters at Battle Creek, Mich., was transferred, effective January 1, 1922.

**L. E. Owen**, assistant signal supervisor on the Louisville and Nashville with headquarters at Paris, Ky., has resigned recently to accept the position of assistant superintendent of signal construction on the Missouri, Kansas & Texas.

**Jesse P. Coleman**, assistant signal supervisor on the Grand Trunk with headquarters at Valparaiso, Ind., was recently promoted to signal supervisor with headquarters at Durand, Mich., Mr. Coleman was born October 22, 1882 in La Porte County, Indiana, and finished the electrical engineering course at Purdue University in 1911. He entered railway service in the signal-electrical construction crew on the Grand Trunk, October 15, 1914, and was promoted to foreman in June, 1918. He continued in this capacity until October, 1919, when he was promoted to assistant signal supervisor with headquarters at Valparaiso, Ind., which position he held until his recent appointment.

**William S. Dayton**, signal supervisor of the Detroit division of the Grand Trunk with headquarters in Detroit, Mich., has been transferred recently to the Chicago division, headquarters Battle Creek, Mich., with the same title. Mr. Dayton was born in Eubanks, Ky., July 27, 1886, and entered railway service on the Cincinnati, New Orleans & Texas Pacific in September, 1905, as a signal maintainer helper. In December, 1906, he was promoted to signal maintainer at Bracket, Ky., which position he resigned in June, 1907, to enter the service of the Southern Pacific as signal maintainer at Lake Charles, La. Mr. Dayton returned to the C. N. O.

& T. P. in October, 1909, but after four years of service he again left this road to go with the Grand Trunk as a signal maintainer. He was promoted to signal foreman in August, 1915, and appointed assistant signal supervisor at Valparaiso, Ind., May 1, 1919, which position he held until October of the same year when he was promoted to signal supervisor with headquarters at Detroit.

### Signal Supply

**J. C. Donaldson** has recently been appointed sales engineer of the Hall Switch & Signal Co.

**J. Beaumont**, chief engineer, of the Regan Safety Devices Company, Ltd., London, sailed from England on January 28. Upon arrival in the United States Mr. Beaumont intends to spend considerable time in Chicago.

The Cement Gun Construction Company, Chicago, has recently issued a 6 in. by 9 in., 32 page booklet illustrating by photographs the methods used in constructing buildings, battery wells, battery boxes, piles, poles and telephone booths.

**Alfred E. Pratt**, sales engineer of the National Carbon Company, Inc., Cleveland, Ohio, has been appointed assistant manager of the railroad department with headquarters



Alfred E. Pratt

at Cleveland. Mr. Pratt was born at West Scarborough, Maine, December 11, 1887, and was educated at Mount Union College and Western Reserve University. After leaving college he spent two years in the maintenance of way department and signal construction on the western lines of the Erie Railroad. In October, 1909, he was appointed supervisor of signals of the Buffalo Creek Railroad at Buffalo, N. Y. In January, 1913, he accepted a position as general signal foreman of construction with the Erie Railroad while automatic signals were being installed on four divisions. In November, 1916, he was appointed signal supervisor of the Buffalo division of the Erie Railroad and in April, 1917, was transferred to the Kent division, with headquarters at Marion, Ohio. On March 1, 1918, he resigned to accept the position as sales engineer in the railroad department of the National Carbon Company.

Changes in Personnel of the Standard Underground Cable Company

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**Atlee B. Saurman** has been appointed general sales manager, with headquarters in Pittsburgh, Pa. Mr. Saurman has been with the company over twenty years, during which period he served for several years as manager of the Boston office; for twelve years as manager of the Pacific Coast department, with headquarters at San Francisco, and for the past seven years as manager of the Southeastern sales department, with headquarters at Philadelphia.

**Edward Kerschner** has been appointed manager of the new southeastern sales department, with headquarters in Washington, D. C. Mr. Kerschner has been for many years past connected with the Pittsburgh and Philadelphia offices and, since it was established, manager of the Washington district office. A sub-office of the sales department will be continued in Atlanta, Ga., with J. A. Peacock in charge as formerly.

**F. O. Hoyt**, formerly and for many years on the staff of the company's New York sales department, has been appointed manager of the Philadelphia sales department, which department will have charge of eastern Pennsylvania, southern New Jersey, and Delaware.