The News of the Month

The Transportation Club of Louisville, Louisville, Ky., held a meeting at the Tyler Hotel, Tuesday evening, March 21, to decide upon the establishment of permanent quarters at 634 South Fourth street, over the "Goodie Garden."

The State Highway Commission of Wisconsin has established a railway department, with M. W. Torkelson, former bridge engineer of the commission, in charge. The work of the new department will consist chiefly in the re-location of highways, with special consideration given to the elimination of grade crossings of railroads.

The Savannah Sectional Committee of the Signal section, A. R. A., held a meeting in Atlanta, Ga., April 6. "Railroad Motor Cars, Their Maintenance and Operation" was the subject of a paper delivered by V. Pagett, of Mudge & Company, Chicago. "Rail Bonding" was also the subject of general discussion.

The Southern Pacific, to cope with the flagrant carelessness of motorists who run into crossing gates, or into the sides of trains, has adopted the policy of seeking damages from the owners of such machines. During 1921, on the Pacific System, 186 automobiles were driven into the sides of trains; 85 crossing gates were broken down, often resulting in injuries to crossing flagmen; and 46 cars skidded into the sides of trains.

The American Railroad Signal Supervisory Association held its third annual meeting at the Illinois Athletic Club at 6 p. m., March 13. A dinner was served by the association and a few of the members' wives attended the dinner. A very interesting business session was carried out at which several very good talks were made on matters of interest to the members, and the necessity for the existance of the association.

The Interstate Commerce Commission, through its secretary, announced on March 30, 1922, that hearings in the matter of automatic train-control devices will be resumed at the offices of the Interstate Commerce Commission, Washington, D. C., on April 12, at 10 a. m. The commission requested that it be informed as to the approximate amount of time that will be required by each proprietor or manufacturer of a train-control device who desires an opportunity to be heard.

On April 20, 21 and 22 the Electrical Engineering Society of the University of Illinois, Urbana, Ill., will hold its eighth Biennial Electrical Show. The staff of this year's show, headed by C. L. Conrad of Charleston, Ill., has assembled together the largest collection of commercial and instructive freak exhibits ever presented by students. Among the unique features may be listed a Tesla coil, with a 10-ft. spark gap and an estimated voltage of 1,000,000 volts; a talking skull, a typewriter operated by wireless, and a violin playing without strings.

A special train for the convenience of those attending the annual meeting of the Signal section, A. R. A., at Spring Lake, N. J., will be operated by the Pennsylvania Railroad, leaving Chicago, Union Station, at 10:30 a. m., June 13, and arriving at Spring Lake at 9:30 the following morning in time for the opening of the meeting. For the accommodation of persons outside of Chicago holding Pullman passes reservation should be made by giving the number of the pass and for those holding free transportation without Pullman the amount to cover sleeping car space desired should be remitted to the city ticket agent of the Pennsylvania when request for space is made.

The Chicago Chapter of the New York Central Lines Square Club, organized recently, now has a membership of approximately 350. T. G. Inwood, signal supervisor of the Chicago terminals, has been appointed secretary and arrangements are made for regular meetings to be held the second Tuesday of each month. The New York Central Club was organized in New York City about two years ago for the purpose of promoting a brotherly feeling among the employees of the New York Central and enable them to get together periodically for a short time and get better acquainted. After the club was organized in New York other localities organized clubs, the first being at Cleveland, others afterward being formed at Albany, Rochester, Syracuse, Buffalo, Cincinnati, Columbus, Detroit, Toledo, Bay City, Elkhart and on January 25, 1922, in Chicago.

Sixteen Persons were killed and nine injured at Painesville, Ohio, on the night of March 3, when a New York Central express train, eastbound, crashed into a crowded motor bus at St. Clair street in that city. The railroad company issued a statement that the crossing watchman was on duty at the time and signaled the driver of the bus with his lantern to stop. The flagman states that he began to give the bus driver this warning signal when the latter was still from 300 to 500 ft. from the tracks, and the train had its electric headlight burning bright and clear; its whistle was sounded twice and the bell was ringing automatically. The bus driver was among the fatally injured.

The St. Paul Sectional Committee of the Signal section, A. R. A., held its fifth meeting at Room 1110, in the Northern Pacific railway general office building, St. Paul, Minn., at 9:30 a. m., on Tuesday, March 28. Papers were presented on the "Operation, Maintenance and Lubrication of Motor Cars," by W. E. Adams, president, Adams Motor & Mfg. Co.; "Armco Bond Wires for Signal Use," by Mr. McCune of the Page Steel & Wire Co.; "Grounds on Signal Circuits, Their Cause and Effects," by a representative of the General Railway Signal Company, and "Operation of Automatic Block Signals, Single and Double Track," by a representative of the Northern Pacific.

The Toledo Sectional Committee of the signal Section, A. R. A., H. L. Kilian (N. Y. C.) chairman, held a meeting in the Fort Shelby Hotel, Detroit, March 30. The a. c. floating battery system was the subject of the day and H. M. Beck of the Electric Storage Battery Company explained the operation of storage batteries in this service, while A. C. Reid of the Leich Electric Company and W. V. Bayha of the Valley Electric Company described the operation and maintenance of vibrating rectifiers as used for charging storage batteries. The meeting was well attended, there being over 100 present and keen interest in the program was very evident.

Illinois Central Train No. 9, southbound, known as the Seminole Limited, was stopped by a signal out of order a little north of Rantoul, Ill., on the night of April 2. The signal maintainer, who had been notified that the signal was out of order prior to the arrival of the Seminole Limited, on his approach to the signal about 10:30 p. m. saw a man coming down the ladder carrying a lamp and on his arrival at the location he found the trunking and wiring torn out. Newspaper accounts of the incident reported it as an attempt to hold up this train which was due at Rantoul about 11:00 p. m. but railroad officers have no information to indicate that this was the intention of the parties causing the damage.

The Institution of Railway Signal Engineers of Great Britain held a meeting on March 8, in which a paper on signal replacers was read by B. W. Cooke. The signal replacer is designed to insure that signals are restored to their respective positions independently of the leverman's action. The author felt that replacers should be provided on all starting signals and this in turn raised the question as to their use on distant signals. During the discussion it developed that the replacers were not perfect and that the trouble experienced was mainly due to a wire being too tight or too slack, which interfered with the re-engaging mechanism. It was the feeling of some present that because of signaling becoming so complicated it would be better to use

automatic electrically operated signals, discarding the mechanically operated ones.

Construction

The Philadelphia & Reading has placed an order with the Union Switch & Signal Company for the complete installation of two mechanical interlocking plants on its Atlantic City division. These plants will be located at either end of a three-mile stretch of a three-track line between Haddon Heights and Magnolia. Each plant will consist of a 16-lever I. S. & F. machine with complete approach and detector locking, with check locking between the towers and with semi-automatic control of the signals. The work is being installed complete by the Union Switch & Signal Company.

The Atchison, Topeka & Santa Fe, Coast Lines, are proceeding with the construction of a second track on 75 miles of line between Yampai, Ariz., and Griffith, which will be equipped with color-light automatic block signals, operated by alternating current.

The Missouri Pacific has placed an order with the General Railway Signal Company, covering one 12-lever Saxby & Farmer interlocking machine, with a vertical leadout, for installation at Columbia, La. This machine will have 8 working levers and 4 spare spaces, and will be installed by the railroad company's forces.

The Missouri Pacific has placed an order with the General Railway Signal Company covering one 12-lever Saxby & Farmer interlocking machine, together with horizontal compensators, one-way horizontal cranks and stands, for installation at Alexandria, La. This machine will have eight working levers and four spare spaces, and will be installed by the railroad company's forces.

The Pennsylvania has arranged with the Union Switch & Signal Company, Swissvale, Pa., for an installation of the Union full speed train control system on 49 miles of line between Lewistown and Sunbury, Pa.

Mitsui & Company, New York City, have ordered 62 sets of three color light signals from the Union Switch & Signal Company. These signals are for use on the Osaka Electric Railway, Japan.

The Great Northern has placed a contract with the General Railway Signal Company to install the absolute permissive block signal system from Newport, Wash., to Bonner's Ferry, Idaho; Troy, Mont, to Rexford and Whitefish, Mont., to Strykers, which makes a total of 165 miles of single track signaling. The contract calls for 265 Model 2A semaphore signals and other material, which will be furnished and installed by the signal company's construction forces.

The Northern Pacific has placed a contract with the General Railway Signal Company for the installation of automatic block signals between Fargo, N. Dak., and Mandan, 151 miles of which is single track and 53 miles of double track, which will require 383 three-position upper-quadrant signals. This installation will be completed this summer and will constitute the last big gap not automatically block signaled between the Great Lakes and Puget Sound, a distance of about 2,227 miles.

Personal

W. C. Baker, signal maintainer on the Louisville & Nashville at Winchester, Ky., has been promoted to assistant signal supervisor, with headquarters at Paris, Ky., succeeding **L. E. Owen,** whose transfer is noted elsewhere in this issue. Mr. Baker was born in Cincinnati, O., February 18, 1895, and entered railroad service on the L. & N. in the signal construction crew in April, 1914. In October, 1915, he was assigned as signal maintainer's helper and in April of the next year was promoted to signal maintainer at Falmouth, Ky. He enlisted in the U. S. Navy in March, 1918, and was discharged in January, 1919, returning to the L. & N. as maintainer at Richmond. In April of that year he was transferred to the construction forces of the Federal Signal Company on the installation of the electric plant at Winchester, Ky. When this plant was completed in June, 1919, Mr. Baker was placed in charge of the maintenance of the new plant, which position he held until his recent promotion to assistant signal supervisor.

L. E. Owen, recently appointed general signal foreman on the Missouri, Kansas & Texas as announced in the March issue of the *Railway Signal Engineer,* was born in Catawba Island, Ohio, in 1884. He was graduated from the Ohio Northern University in 1906 having specialized on the electrical engineering course. Mr. Owen entered railroad service in August of the same year with the St. Louis & Iron Mountain as a signal maintainer. A few months later he was promoted to assistant signal superintendent but resigned this position in May, 1907, to go with the Union Pacific as a signal maintainer. In September, 1909, Mr. Owen left the Union Pacific but returned to the signal field in March, 1915, accepting a position as signal foreman on the Missouri, Kansas & Texas. In August of this year he was transferred to the signal engineer's office as a draftsman which position he held until the early spring of 1917 when he was appointed signal supervisor, resigning this position in November of the same year. Mr. Owen was appointed assistant signal supervisor on the Louisville & Nashville with headquarters at Paris, Ky., in June, 1918, and held this position until February, 1922, when he received his appointment on the Missouri, Kansas & Texas as noted above.

E. G. Slater, signal foreman of the Cleveland division of the Baltimore & Ohio, has been promoted to signal supervisor with headquarters at Chillicothe, O., succeeding E. J. Allee, diseased, as noted elsewhere in this issue. Geo. H. Cannon, signal maintainer of the Toledo division, succeeds Mr. Slater as signal foreman of the Cleveland division.

Charles C. French, appointed assistant signal engineer of the Cleveland, Cincinnati, Chicago & St. Louis, effective March 1, as noted in the March issue of the *Railway Signal Engineer,* was born in Frankton, Ind., in 1884. He completed the course at Purdue University in 1906 and entered the service of the Chicago, Indianapolis & Louisville as assistant engineer immediately after graduation. In June, 1910, Mr. French accepted the position of structural designer in the bridge and building department of the Illinois Central, resigning after two years to accept a similar position on the Great Western. He was appointed structural designer for the Fairbanks, Morse & Co., in September, 1913, but resigned in June of the next year to return to the Illinois Central as assistant engineer on track elevator structural work. In May of 1916 he entered the service of the Renny Electric Company as production engineer. Mr. French returned to the C. C. C. & St. L. in February, 1917, as assistant engineer in charge of standards and designs in the chief engineer's office which position he held at the time of his recent appointment as assistant signal engineer.

Charles E. French

Obituary

E. J. Allee, signal supervisor of the Baltimore & Ohio, with headquarters at Chillicothe, O., died at Cincinnati, O., February 7. Mr. Allee was born at Oakland, Md., May 21, 1856. He entered the services of the Marietta & Cincinnati (now a part of the Baltimore & Ohio System) as water boy in 1873 and a few years later took service with the same company as a carpenter, and in 1880 entered the services of the Baltimore & Ohio Southwestern as a signal repairman with

headquarters at Chillicothe. On May 1, 1902, he was promoted to the position of signal supervisor, which position he held up to the time of his demise. His entire services were with the B. & O. and predecessor lines. Mr. Allee assisted John D. Taylor in the construction and installation of the original Taylor all-electric interlocking machine; in fact, he made many of the patterns which were used to manufacture the type of machine now in use. On account of his early experience with the all-electric interlocking machine, his counsel was often sought by those interested in this particular work.

Louis S. Humes, superintendent of the Canadian National Telegraphs, died in Montreal, Que., March 4. Mr. Humes was born at Griggsville, Ill., April 4, 1859. He entered the service as a railroad telegraph operator in Wisconsin. In 1887 he was appointed manager of the Western Union Telegraph Company at Eau Claire, Wis. In 1891 he was appointed manager of the Marquette, Mich., office, which position he held for 10 years. He was then transferred to the management of the Duluth, Minn., office, where he remained until 1903, when he was appointed manager of the St. Paul office. In 1904 Mr. Humes accepted the position of general superintendent of the Great Northwestern Telegraph Company at Toronto, Ont., and a few years later was transferred to Montreal as superintendent, which position he held until the time of his death.

Charles Wiechert, signal construction foreman of the Chicago, Milwaukee & St. Paul, was electrocuted March 15, while making repairs on signal lines on the La Crosse division torn down by the recent sleet storms. At the time of the accident he was reeling in a signal control wire that was out of service. It is the opinion of others present that in some manner the end of the wire when passing over a crossarm must have whipped up over the 4400-volt feeder line. The current was conducted from the wire to the reel and from the reel handle to Mr. Wiechert's hand, discharging to the ground. Mr. Wiechert entered the service of the signal department of the Chicago, Milwaukee & St. Paul on the construction of mechanical interlocking at Burlington, Wis., in 1910. He served in the U. S. army during the late war and received honorable citations for bravery in action. After discharge from military service he returned to the C. M. & St. P. and in March, 1920, was promoted to signal construction foreman.

Signal Supply

The Eymon Crossing Company, Marion, Ohio, has opened an eastern office in Boston, Mass., in charge of **G. T. Wiswell,** formerly with the New York, New Haven & Hartford.

W. H. Fenley, sales engineer for the Kerite Insulated Wire & Cable Company, with headquarters in Chicago, has been promoted to western manager with the same headquarters effective March 18, succeeding B. L. Winchell, Jr., who has been appointed vice-president with headquarters in New York.

The Westinghouse Electric & Manufacturing Co. has established an oil testing service wherein operators can mail samples of insulating oil to the Westinghouse works for test. This fills the needs of many power plant operators and signal department inspectors who have no good method of telling whether or not their transformer oil is in perfect condition.

Controllers for Electric Motors, is the title of a new 4 in. by 7 in., 30 page booklet, published recently by the Electric Power Club, an association of 90 electrical manufacturers of electrical equipment. This little book gives definitions of terms used in the manufacture, installation and maintenance of electrical controller equipment. Starters, regulators, limit switches, etc., are explained in every detail with standard circuits and diagrams. Copies may be secured from the Electric Power Club, 1017 Olive St., St. Louis, Mo.

The Fairmont Gas Engine and Railway Motor Car Company, Fairmont, Minn., has recently issued a 20-page booklet giving an interesting account of the Fairmont motor designed for application to section gang cars. The illustrations in this pamphlet show views of these motor cars in use by track and bridge and building gangs for hauling both men and materials and also show various mechanical parts of the equipment. The text consists primarily of the exposition of the mechanical and operating advantages of this form of equipment.

Babbitting motor bearings is described in detail in Circular Reprint No. 104, published by the Westinghouse Electric & Manufacturing Company, East Pittsburgh, Pa. The publication is a discussion of the production of babbitt metal by J. S. Dean, of the railway motor engineering department, Westinghouse Electric Company, and it contains a number of photographs of equipment used in the manufacture of babbitt metals as well as the results of various tests of samples of alloys.

The Magnetic Signal Company of Los Angeles, Cal., was recently reorganized when H. W. Renick and T. McGahan took over the assets of the old Magnetic Signal Company. This company manufactures the magnetic flagman for highway crossing protection and other signal accessories, such as the high voltage simplex relay. The new company has recently issued its 1922 catalog, which illustrates the devices manufactured, and it contains a number of photographs showing actual installations in service. In the rear of the catalog are given a number of circuit diagrams for the operation of the magnetic flagmen on steam or electric roads.

Stanley C. Bryant, signal engineer of the Bryant Zinc Company, Chicago, has resigned to enter the service of the L. S. Brach Manufacturing Company of Newark, N. J., as resident manager, located at Chicago. Mr. Bryant was born in London, England, July 12, 1880. He was educated in the public schools of Chicago and Valparaiso University at Valparaiso, Ind. His first signal work was with the Taylor Signal Company at Buffalo, N. Y., in 1900. From 1901 to 1906 Mr. Bryant was employed on electrical construction and testing work by the Taylor Signal Company and the General Railway Signal Company. In 1906 he was transferred to the engineering department of the General Railway Signal Company at Buffalo, remaining in this department until 1908, at which time he resigned and entered the services of the Chicago & Western Indiana as signal inspector, with headquarters in Chicago, reporting to F. E. Jacob, signal engineer. In March, 1909, he became connected with the Bryant Zinc Company, in the capacity of signal engineer, which position he held until March 31, 1922. In his new duties, Mr. Bryant will have charge of radio, telephone and signal work for the Brach Company in the West.

Stanley C. Bryant

J. Beaumont, chief engineer for the Regan Safety Devices Company, Inc., interests abroad with offices in London and Paris, returned to the United States on February 6, and was appointed vice-president and sales manager of this company, effective March 1. Mr. Beaumont's headquarters will be in Chicago. A. G. Shaver, chief engineer, has been appointed vice-president and chief engineer for this company, effective March 1, with headquarters at Chicago. B. W. Meisel has been promoted from engineer to resident engineer in the sales department, effective March 1. F. J. Le Preau, manager of the railroad department of the Macbeth-Evans Glass Company, has resigned to accept a position as resident engineer with the Regan Safety Devices Company, Inc., with headquarters for the present at Chicago. His appointment was effective March 12.