

## The News of the Month

**In a rear collision on the Ulster & Delaware** near Grand Gorge, N. Y., on May 26, six employees on a work train were killed. A freight train ran into the rear of the work train, crushing the caboose, in which the men were riding.

**Damages to the amount of \$1,925** will be asked by the Southern Pacific in a suit which it has entered in the Superior Court at Los Angeles, Cal., against Coe & Whitaker, proprietors of a motor truck, for crashing into a locomotive and derailling its tender, on April 9, last.

**The Automatic Train Control Committee** for the Ministry of Transport of Great Britain has issued its report, which contains its recommendations and requisites for installation. Its conclusion is that a case has been made out for the installation of train control on the British Railways and it recommends its gradual adoption. The report, which makes a very careful analysis of this entire subject, consists of a 34-page pamphlet, which includes four appendices.

**At a grade crossing** near Atlantic City, N. J., on Saturday afternoon, June 10, a whole family—John H. Stratton, wife and four children—was killed when their automobile was struck by a train of the Pennsylvania Railroad. On Monday the Board of Freeholders of the county issued a "finding" to the effect that the responsibility for the deaths was chargeable to the railroad company and the Public Utilities Commission of the state. The finding stated that the board, last November, adopted and sent to the authorities a resolution calling for the installation of a gate at this crossing.

**The Great Northern Railway of Ireland** has recently placed in service an instruction car for the purpose of educating employees in the locomotive department, enginemen and foremen, as to the working parts of a locomotive and also of signal equipment. The apparatus is housed in an old passenger coach which is sent to various points on the road. The equipment includes an assortment of sectional details of locomotive equipment, link motions, valve gears, brake ejectors, steam injectors and a complete working model of an interlocking plant and automatic signals.

**The wrecking of an automobile** on a crossing by the west-bound Pacific Express, No. 7, of the Erie Railroad, in Binghamton, N. Y., on the morning of June 6, resulted in the serious scalding of the engineman and fireman, burning gasoline having been thrown over them at the moment of collision by the explosion of the tank of the automobile. The automobile was a truck, stopped on the crossing because of an obstacle in the shape of an ash cart, and the driver and two other men on the truck were killed. The report that the locomotive was derailed in this accident appears to have been incorrect.

**An Automatic Telephone Switchboard** and connecting equipment for 50 phone sets was recently installed at the Waterloo Station of the London & South Western Railway. Extended railroad telephone service was required to serve the Feltham gravitation yard, Woking and Windsor. Instead of enlarging the present manually operated board a new automatic switchboard was installed. Connections are so arranged that communication may be readily established between a party using an automatic set and a manual set. This is no doubt the first automatic telephone switchboard of similar capacity to be installed on any British railway.

**The Valuation of Telegraph Property** is a subject which the Interstate Commerce Commission has assigned for argument, briefs are to be filed on or before October 1 on questions of law regarding the making of inventories of property used by telegraph companies and by other carriers in connection with its railroad valuation. In the Texas Midland case the Commission held that a telegraph line is necessary in the conduct of the business of the carrier and the cost of reproducing the telegraph property was inventoried with that of the railroad. The notice of the hearing says that the

Commission is continually confronted with the necessity of determining whether any part of the telegraph property used by any telegraph company shall be inventoried to any common carrier other than that telegraph company in cases where it clearly appears that the property is owned by the telegraph company and also in cases where the matter of ownership has not been agreed upon by and between the carriers who use the property; and the Commission desires further light on the questions of law that have been presented from time to time.

**The Chicago, Rock Island & Pacific** is preparing to celebrate its 70th anniversary on October 10. Prominent features of the plan will be the delivery by radio of an address of President Gorman to employees' clubs over the system, the issuing of a special historical booklet for general distribution, the planting of anniversary trees on company property and around station grounds, the establishment of a historical exhibit in the La Salle Street station, Chicago, and the decoration of all passenger engines over the system, as well as the inauguration of a cleaning up period directed to the end of improving the appearance of all buildings and grounds.

## Construction

**The Victorian Railways of Australia** recently ordered from the General Railway Signal Company, Rochester, N. Y., two 32-lever Model 2B unit-lever type electro-mechanical interlocking machines for installation at Camberwell, Victoria, and at Hawthorn, Victoria.

**The Chicago, Burlington & Quincy** has recently placed an order with the Federal Signal Company of Albany, N. Y., for 50 Federal Type "4" top post signals, to be installed in the vicinity of Aurora, Ill. These are in addition to those mentioned in the last issue of the *Railway Signal Engineer*.

**The Grand Trunk** has recently ordered from the General Railway Signal Company material for automatic block signals between St. Henry, Quebec and Lachine. The order consists of 12 color light signals complete, 36 type K½ transformers, 26 Model-5 switch circuit controllers and 10 light type switch indicators.

**The St. Louis-San Francisco** has placed an order with the Federal Signal Company of Albany, N. Y., for a 48-lever S. & F. interlocking machine and other necessary materials for the rebuilding of the interlocking plant at Aurora, Mo. This construction work is under the direct supervision of I. H. Uhr, signal engineer.

**The Grand Trunk** has placed an order with the Federal Signal Company of Albany, N. Y., for 24 Federal type "4-A," 3-position, U. Q. bottom post signals, for installing automatic permissive block signaling in the vicinity of Yarmouth, Me. The construction work is under the supervision of C. H. Tillet, signal engineer, and H. L. Black, signal supervisor.

**The Chicago, Burlington & Quincy** has decided to install during 1922 the following signals in addition to the 56 miles of single track automatic block signals from Napier, Mo., to Pawnee, Neb., on which work is well under way: Lytle, Wis., to Bluff Siding, two miles north of East Winona, 17 mi. of single track A. P. B. semaphore signals. Arapahoe, Neb., to Indianola, 28 mi. single track A. P. B. semaphore signals. St. Joseph, Mo., to block 36 between St. Joseph and Kansas City, 16 miles double track and 9 miles of single track. The single track will be A. P. B. and all semaphore signals. South Park, St. Joseph, Mo., to Saxton, Mo., 7 miles single track A. P. B. Hannibal, Mo., to Louisiana, 24 miles of track A. P. B. light signals. Ewbanks, Ill., to Quincy, 8 miles single track A. P. B. light signals. This makes a total of 145 miles of single track and 20 miles of double track for the season's work. It is proposed to contract for the installation of light signals and requests for bids are being prepared at

this time. Contract for the 17 miles from Lytle, Wis., to Bluff Siding, and 28 miles Arapahoe, Neb., to Indianalo is also to be considered.

The Delaware, Lackawanna & Western has placed orders for the block signaling and interlocking materials necessary between Newark, N. J., and Orange in connection with the East Orange elevation work. This territory is in the heart of the commuting zone of the Lackawanna and high speed trains are run on very short headway so that the three main tracks involved are being divided into short blocks and the middle track signaled for traffic in both directions, for reverse running in the night and morning rush hours. The present Roseville avenue mechanical interlocking just west of Newark is being replaced by an electro-pneumatic plant with a 31-lever machine. Both the block signals and the main line signals in interlocking territory, are to be of the Union, Style L color light type, while the interlocked dwarf signals will be of the Style N color light type. The block signals and the high interlocked signals are to be arranged for 3 block indication. The new block signal system is of the alternating current type and all materials are being furnished by the Union Switch & Signal Company and the engineering and construction work will be handled by M. E. Smith, signal engineer of the Lackawanna.

The Department of City Transit of Philadelphia has awarded contract No. 615 to the Union Switch & Signal Company for the complete installation of an automatic block signaling and interlocking system on the Frankford Elevated Railway. The installation comprises, essentially, double track signaling, extending from Arch street, where the new elevated joins with the Philadelphia Rapid Transit existing elevated lines, north to Bridge street, a distance of approximately six miles. Within this territory electro-pneumatic interlockings, utilizing alternating current throughout, will be installed at Arch street, Girard avenue, Dauphin street, Torresdale avenue and Bridge street.

At Arch street a 19-lever frame electro-pneumatic machine comprising 9 working levers for the control of 27 signals, 3 levers for control of 4 switches and 4 levers for traffic control, and 3 spare spaces, will be required. At Girard avenue, Dauphin street and Torresdale avenue three 11-lever electro-pneumatic machines will be installed, each involving 3 working levers for the control of 8 signals, 1 lever for 2 switches and 4 levers for traffic. Three spare spaces will be provided in each of these machines. At Bridge street an electro-pneumatic machine, involving 7 working levers for the control of 22 signals, 3 levers for the control of 6 switches, 2 levers for traffic and 19 spare spaces will make up the 31-lever-frame machine.

Fifty automatic block sections with electro-pneumatic automatic train stops and three indication color light signals will be involved. Alternating current will be used exclusively for the control and operation of all the signal and interlocking work embraced in this contract.

## Personal

J. A. Greer, signal maintainer on the Cincinnati, New Orleans & Texas Pacific at Danville, Ky., was promoted to foreman on the Atlanta division of the Southern, effective June 1, 1922, succeeding J. H. Healey, resigned to accept other duties. Mr. Greer entered the service of the Cincinnati, New Orleans & Texas Pacific as laborer in a signal construction crew during 1915 and was promoted to signal maintainer in November 1916.

Harry J. Kay, recently appointed assistant signal supervisor on the Chicago, Rock Island & Pacific, with headquarters at Joliet, Ill., as noted in the June issue of the *Railway Signal Engineer*, was born May 22, 1891, in Marseilles, Ill. Mr. Kay entered railway service as a lampman on the Rock Island in May, 1912, and was promoted to batteryman six months later. He was promoted to automatic signal maintainer at Joliet in May, 1914, and transferred to interlocking maintainer after two years. He was promoted to extra gang foreman in April, 1918, and after a year on construction and repair work was placed in charge of the

maintenance of the interlocking at the union depot, Joliet, Ill. While on this work he served as acting assistant signal supervisor for several months, returning to his position at the union depot interlocking in February, 1920, which position he held until his recent promotion as noted above.

M. A. Rooney, signal supervisor of the New York & Long Branch Railway at Long Branch, N. J., has been transferred to Phillipsburg, N. J., as signal supervisor on the Central Railroad of New Jersey, effective May 24, vice J. Fred Jacobs, deceased.



M. A. Rooney

He was appointed construction foreman in August, 1906, and in June, 1912, was promoted to supervisor of signals of the New York & Long Branch and N. J. S. division of the C. R. R. of N. J., which position he retained until his recent transfer, as noted above.

H. Copperwaite has been appointed supervisor of signals of the Central Railroad of New Jersey, with headquarters at Long Branch, N. J., effective May 24, vice M. A. Rooney, transferred. Theodore Larson is appointed assistant supervisor of signals, with headquarters at Elizabeth, N. J., vice H. Copperwaite.

## Obituary

J. Fred Jacobs, supervisor of signals, Central Railroad of New Jersey, with headquarters at Phillipsburg, N. J., died suddenly on May 16. Mr. Jacobs was born April 25, 1873, in



J. Fred Jacobs

Newark, N. J., and entered railway service when 18 years old as a telegraph operator on the Central Railroad of New Jersey. He was soon transferred to the signal department as a batteryman and helper. In May, 1892, he was promoted to trouble hunter and a year later was appointed signal inspector. On July 1, 1901, he was promoted to signal maintainer and in June, two years later, was appointed signal foreman between Bound Brook and Lower Catasauqua. In December, 1903, Mr. Jacobs was placed in

charge of the signals on his territory with the title of signal supervisor, which position he held until his death. At the meeting of the New York sectional committee of the Signal section on May 18, a fitting set of resolutions to the memory of J. Fred Jacobs were adopted and spread on the records of the meeting.

## Signal Supply

**A. L. Pearson**, secretary of **Mudge & Co.**, Chicago, has been appointed assistant to the president in addition to his secretarial duties.

**The Century Wood Preserving Company**, Pittsburgh, Pa., has recently issued an eight-page bulletin describing methods used in adzing and boring cross-ties.

**Walter R. Pflasterer** has been appointed agent of the **Track Specialties Company**, New York. Mr. Pflasterer's office will be at 527 Manhattan building, Chicago.

**M. A. Evans** has opened an office at 1416 Lytton bldg., Chicago, to act as a manufacturers agent in the handling of various railway supplies. Mr. Evans has been in the railway supply business for 12 years, the last six of which were spent in the service of the Buda Company.

**W. B. Murray**, chief engineer of the **Miller Train Control Corporation**, with headquarters at Danville, Ill., has been elected vice-president of that organization in addition to his present office. Mr. Murray was born at Dunkirk, N. Y., on August 5, 1875. He entered railroad service in 1893 and was successively a fireman and engineer of the Portland Mt. Tabor Railway, Portland, Ore., until 1897. From that date until 1899 he was engaged in engineering studies at New Haven, Conn. In 1900 he entered the service of the **Hill & Miller Electrical Company**, Washington, D. C., as construction engineer. Two years later he became chief engineer of **Palias Royal** and in 1905 he was general manager of the **Murray Engineering & Construction Company**, while from 1907 to 1911 he was a consulting engineer. He first became connected with the **Miller Train Control Corporation** in 1909, and since 1911 he has devoted his entire time to this organization.

**The Federal Signal Company of Albany, N. Y.**, have recently issued Bulletin No. 12-A, describing in detail the new Style "M" d. c. neutral relay. This relay embodies a new design of contact finger and new style of trunnion and adjustable armature support. A copy of this bulletin will be sent upon request.

**Joseph E. Perkins**, 113 East Franklin Street, Baltimore, Md., has been appointed selling agent for the **Ward Leonard Electric Company**. Mr. Perkins' territory will include Maryland, Virginia and that part of Pennsylvania identified as the Susquehanna valley as far north as Harrisburg.

**Floodlights.**—A four-page bulletin has been issued by the **Pyle-National Company**, Chicago, which is devoted to a description of the construction and application of its several types of flood and search lights, this bulletin containing a complete list of parts and enumerating the uses to which each light is adapted.

**The Black & Decker Manufacturing Company**, Baltimore, Md., has established a new Detroit office in the General Motors building in that city. **C. G. Odell**, assistant to the president of this company, will make his headquarters at this office, which will also be headquarters for the local Detroit representative.

**The Fibre Conduit Company**, Orangeburg, N. Y., has acquired the plant of the **American Fibre Conduit Corporation**, at Fulton, N. Y., and the conduit manufacturing business of the **Johns-Manville, Incorporated**, at Lockport, N. Y., and has appointed **Johns-Manville, Incorporated**, New York, as sales agent for its products.

**The Westinghouse Electric & Manufacturing Company** has recently issued a 14-page illustrated bulletin on the question of inductive interference and electrolysis as related to railroad electrification. This book contains an article by Prof. C. F. Scott, giving considerable information on the effect of a. c. power circuits on signal and communication lines on electrified roads.

**The Dressel Railway Lamp & Signal Company**, Arlington, N. J., has been incorporated with **A. D. Hobbie**, president and treasurer, **F. Hallet Lovell, Jr.**, vice-president, **F. W. Dressel**, vice president, and **L. L. Pollack**, secretary.

The new company succeeds the **Dressel Manufacturing Corporation**, formerly known as the **Dressel Railway Lamp Works**, New York City, originally established in 1882, with factory formerly located at 3860-80 Park avenue, New York City. All the officers of the new company have for a long time been identified with the railroad lighting and signal field. Increased facilities and equipment have been acquired at the new plant located at Arlington. The company recently developed and made improvements in electric headlights, switch and signal lamps and intends to bring out in addition a number of new devices. **A. D. Hobbie** is also vice-president and general manager of **F. H. Lovell & Co.**, Arlington, and he has been active in the railroad field for over 20 years. **F. Hallett Lovell, Jr.**, is president and treasurer of **F. H. Lovell & Co.**, and was president of the **'Klaxon Company** until it was taken over by the **General Motors Company**. **F. W. Dressel** has a long record as a lighting expert in signal and maintenance of way departments and was for a number of years president of the **Dressel Lamp Works**. **L. L. Pollack** has been for a number of years, production manager of **F. H. Lovell & Co.**



A. D. Hobbie



F. W. Dressel

**The Westinghouse Electric & Manufacturing Company** has announced a number of changes in personnel. **F. G. Hickling** is now manager of the railway division of the Pittsburgh district office. **C. C. Curry**, formerly branch manager of the Minneapolis office, has been assigned to special work in connection with the **St. Paul Electric Company**. **Norman Stewart** is branch manager of the Minneapolis office. **S. R. Shave** has been appointed manager of the price section of the power and railway departments, East Pittsburgh. **M. C. Rypinski** of the radio sales division has transferred his headquarters to New York as a branch of the headquarters sales department. **A. Heckman** is now works electrical engineer for the East Pittsburgh works. **F. R. Kohnstamm** has been appointed acting manager of the appliance section of the merchandising department and will be located in Mansfield, Ohio. **J. W. Robinson** will succeed **C. E. Allen** as manager of the central station division of the Chicago office.