The News of the Month

Proceedings for June, 1922, annual meetings of the Signal section will be ready for distribution about September 25.

The Signal Section of the American Railway Association will hold its regular meeting on Tuesday and Wednesday, November 21 and 22, at Hotel McAlpin, New York City.

The Oregon-Washington Railroad & Navigation in conjunction with the Oregon State Highway Commission, will construct an undercrossing on the Shaniko branch at a point about two and a half miles south of Moro, Ore.

The International Chamber of Commerce will hold its second general meeting in Rome, Italy, March 18-24, inclusive, 1923. The present indications are that there will be from two to three hundred American business men in attendance.

The Signal section of the A. R. A. announce the following committee meetings: Committee VI—Standard Designs, meets in New York September 6; Committee VIII—Automatic Block Signaling, meets in New York September 8, October 13, November 10 and December 8.

The Baltimore & Ohio has awarded a contract to the Seaboard Construction Company, Philadelphia, Pa., for the elimination of a grade crossing with the Lincoln highway at Lumbrook, Del. The railroad tracks are to be carried over the highway on a double track, through plate girder span.

The Interstate Commerce Commission has issued a modification of its order defining the limits of United States Standard, Eastern and Central time zones so as to include the territory embraced within the corporate limits of the city of Detroit, Mich., in the first zone. This was done on petition of the city of Detroit.

Utah has joined with other Western states in requiring that motor vehicles engaged in the transportation of freight and passenger stop before crossing railroad tracks. The Public Utilities Commission of Utah recently issued an order that the stop must be made not less than 20 ft. and not more than 50 ft. from the track.

The Brotherhood Railroad Signalmen of America has moved its general office from 800 North Clark street, Bush Temple, to 4750-54 North Kimball avenue, Chicago. Although the office has been moved for some time, mail is still being addressed to the old location, and the general secretary has recently sent out special notice calling attention of those concerned to the new address.

The Chicago Chapter of the American Association of Engineers will start a class in railroad management on September 11. This course is designed to inform the student regarding the work of the station agent, yardmaster, trainmaster, superintendent, section foreman, master carpenter, roadmaster and division engineer. This is a repetition of a course which was conducted last year in which about 20 members of the association were enrolled.

A report on the accident near Leeds, Mo., has been issued by the Interstate Commerce Commission covering the collision between westbound passenger No. 11 and eastbound freight No. 92 on the Missouri Pacific at Hy-tex siding, about two miles west of Leeds, Mo., on July 12, about 6:40 p. m.; three passengers and the engineman of the freight train were killed and 91 passengers, 10 employees and two mail clerks were injured. The report fixes the blame on the passenger train. At Leeds the passenger train received several orders, including the one to meet the freight at Hy-tex, and also a clearance card and a block signal caution card calling attention to the meet. The passenger train ran past the switch nearly a mile. The trains met at 25 or 30 miles an hour. Both locomotives were knocked off the track and the first passenger car in No. 11 was telescoped by the baggage car for about 25 feet.

Six passengers and four other persons were killed and a larger number injured when Minneapolis, St. Paul & Sault Ste. Marie passenger train No. 107, westbound, struck a motor truck on a highway crossing near Annandale, Minn., on August 12. The wreck was the result of the truck driver failing to heed the warnings of freight train men near by. He drove upon the track in front of the passenger train, the truck was hurled against a freight engine which was standing on a siding, and a switchstand was knocked down so as to turn three coaches of the passenger train into the side track and against the standing freight train. The baggage car was crushed against the freight engine while several other cars were derailed. Most of the dead and injured were in the smoking car which fell over on its side. Two of the ten dead were occupants of the motor truck and two were train employees.

Removal of track spikes caused the wreck of the Michigan Central westbound train No. 39, a New York Central express train, consisting of 22 express cars and a coach, one and one-fourth miles east of Gary, Indiana, at 2:18 a. m. Sunday, August 20. The accident was caused by some unknown person or persons maliciously pulling 27 spikes from the outside of the south rail on the westbound main track, beginning at the thirtieth tie west of the section for signal 2531, which is located 2,805 ft. east of the point of the derailment. Engineman Edward Coy and Fireman Elmer Lubs, of Niles, Michigan, were buried under the engine and killed and two express messengers were injured. The train was running approximately 45 miles an hour at the time of the accident, and when it left the rails, about 395 ft. of track was torn up, the engine being half buried in the sand. After the engine turned over, the first car went nearly 20 ft. beyond it before going into the ditch.

The Southern Pacific has filed a petition with the Interstate Commerce Commission for a modification of its automatic train control order, which requires installation on a full passenger division between Oakland and Sacramento, Calif. The company asks to substitute for a part of this mileage that part of its main line between Oakland and Tracy via Port Costa, which is of substantially the same mileage and embraces 24 miles of the location designated by the commission between Oakland and Port Costa. At that point the lines diverge, one to Sacramento and the other through Tracy to Los Angeles. The location designated in the commission's order is entirely double track. The proposed substitute would consist of 24 miles of double track from Oakland to Port Costa and 57 miles of single track from Port Costa to Tracy. The petition states that the problems in applying the automatic train control to single track are far more complex than in the case of double track and the company desires to experiment on both. The substitute location would include the busiest piece of double track on its line, but the combination

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of double track and single track, in the opinion of the company, would constitute a more practical test.

T. and T. Convention Postponed

The annual convention of the Telegraph and Telephone section of the American Railway Association, which was scheduled for September 19, 20, 21, 1922, at Colorado Springs, Colo., has been indefinitely postponed according to notice issued on September 6 by Chairman W. H. Hall and Secretary W. A. Fairbanks. The notice reads as follows:

"Owing to the present conditions the Committee of Direction has decided that it is advisable to postpone the Fall Session (Annual Meeting) of the Telegraph and Telephone section.

"Notice is given, therefore, that the Fall Session of the Telegraph and Telephone section, scheduled for Colorado Springs, Colo., September 19, 20 and 21, 1922, is indefinitely postponed."

Construction

The Eastern Bengal Railway, India, has ordered 406 relays from the Hall Switch & Signal Company, Garwood, N. J.

The Illinois Central has ordered from the Hall Switch & Signal Company 54 unit type three-color light signals.

The Delaware & Hudson Company has placed an order with the Federal Signal Company of Alganu, N. Y., for a 28-lever Style A mechanical interlocking machine with other necessary apparatus for installation at Schenevis, N. Y. This company has also ordered material for a 64-lever all-electric interlocking plant for protection of yard layout and crossing of Boston & Maine and Delaware & Hudson main line at Mechanicsville, N. Y. Federal Signal Company Type 341 circuits will be used throughout.

The Illinois Central is contemplating considerable construction work in the near future. The track work will consist of reduction of grades between Matteson, Ill. and Kankakee and separation of grade crossings of the Michigan Central and Elgin, Joliet & Eastern at Matteson. The present fourth track will be extended from Matteson to Monee; the third track will be completed from Monee to Kankakee and crossover interlocking plants will be located at Monee, Peotone, Manteno and Tucker. Several changes will be made in the present plant at Kankakee Junction. Colored light signals are to be installed throughout. The center track in the three track territory will be signaled for train operation in both directions. Manteno, Ill. and intervening automatic signals will be ready for service in October.

The Atchison, Topeka & Santa Fe has ordered from the Union Switch & Signal Company the material for 121 miles of automatic block signaling; 75 miles on the Coast Lines, color light signals, style L, 3-color, and 46 miles on the Eastern Lines; semaphores, style T-2, top-posts. These semaphores, 146 of them, will be installed between Dumas, Mo., and Medill, 11 miles; Melvern, Kan., and Rigeton, 8 miles; Neosho Rapids, Kan., and Emporia Junction, 10 miles; Wagner, Kan., and Braddock, 10 miles, and between Walton, Kan., and Newton, 7 miles. The light signals are to be installed on the double-track line between Yampai, Ariz., and Griffith. The installation of all this equipment is being handled by the railroad company's regular signal department construction forces.

The Northwestern Elevated Railroad of Chicago has placed an order with the Union Switch & Signal Company for materials involved in the installation of an electro-pneumatic interlocking at Howard Street Terminal. A 51-lever Model 14 electro-pneumatic machine composed of 23 working levers for the control of 43 signals and 8 automatic train stops, 19 levers for the control of 18 switches and 7 double slips, 2 spare levers and 7 spare spaces, is required for the control of this interlocking. Model 14 electro-pneumatic switch and lock movements controlled by Style "C" cut-off valves will be used for the operation of all switches and slips. One and two arm low type electro-pneumatic signals as standard on the Northwestern Elevated will be used throughout. Electro-pneumatic train stops will be installed for the protection of all principal routes. Alternating current track circuits will provide control for electric switch detector locking, sectional route locking and the control of an illuminated track diagram. The field work will be carried out by the regular construction forces of the Northwestern Elevated.

The Pere Marquette is planning the installation of two interlocking plants at Flint, Mich., on the new belt line of the Pere Marquette which is being built around the city of Flint. One of these plants will be a 48-lever machine with 12 spare levers and 36 working levers. This plant will handle the functions at the crossing of the Flint belt line and the Grand Trunk passenger line and another crossing at the Grand Trunk freight line, the two crossings being located 3,450 ft. apart. The other plant at the crossing of the Flint belt line and the Detroit United Railway will use a 16-lever frame with 8 spare levers and 8 working levers. Both of these machines will be the all electric type furnished by the Federal Signal Company, Albany, New York, and an Exide type battery furnished by the Electric Storage Battery Company, charged by the trickle charge arrangement, will be used at both plants.

The South Side Elevated Railroad of Chicago has placed an order with the Union Switch & Signal Company for materials involved in the installation of an electro-pneumatic interlocking at Jackson Park on the south side. The installation involves an 11-lever frame, Model 14 electro-pneumatic machine composed of 4 working levers for the control of 10 signals and 3 stops, 4 levers for the control of 6 switches, and three spare levers. Alternating current track circuits will be installed for the control of electric detector locking. The switches will be operated by Model 14 electro-pneumatic switch and lock movements, controlled by Style "C" cut-off valves. All principal routes will be protected by electro-pneumatic train stops. The signals will be the electro-pneumatic one and two arm low type as standard with this railroad. The construction forces of the South Side Elevated are carrying out the field work.

Construction on the Canadian National

On account of the co-ordination of the Canadian National and the Grand Trunk Pacific railways at Alix, Alta., automatic signals are being installed for three miles at this point where formerly the two roads crossed one another, and with this arrangement both will use the same tracks and station. Automatic signals will do away with the necessity of operators at the junction point.

Nine miles of automatic signals are being installed between Camrose and Battle Junction, Alta., where the Grand Trunk Pacific trains will divert on to the Canadian National tracks, using one station at Camrose. When this work has been completed, about 9 miles of the Grand Trunk Pacific track will be taken up and this will include the abandonment of two interlocking plants at Camrose. The installation of these automatic signals will do away with the necessity of operators at the junction points.

At Edmonton, Alta., between E. D. & B. C. Junction and Union Junction; and E. D. & B. C. Junction and West Junction switch, a re-arrangement of traffic for a distance of 4 miles is being made and two junction points will be protected by automatic signals. The automatic signals will eliminate the necessity of operators at the junction points.

At North Edmonton, Alta., where the G. T. P. now crosses the C. N. R. tracks overhead by the use of a trestle, it is the intention to make connections with the C. N. R., doing away with the trestle and have both roads cross at grade, which will require the installation of a 48-lever interlocking machine. This work is to be done by company forces.

At Pembina highway, Ft. Rouge, Winnipeg, Man., an automatic half-interlocking plant is being installed with automatic derails on the electric road and automatic signals on the steam road, 2 Style DW automatic flagmen manufactured by the Union Switch & Signal Company will be required in connection with this installation. Power to operate most of the apparatus will be A. C. 110-volts, 60 cycles, but the apparatus to operate the derails will be operated by d.c. 500-volts from the trolley, this apparatus being furnished by the Cheatham Electric Switching Device Company, Louisville, Ky. The automatic signals will be lower base mechanism, Style 2A, General Railway Signal Company. Keystone insulated joints

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will be used in track circuit and a.c. track relays will be furnished by the Union Switch & Signal Company.

At Regina, Sask., three automatic flagmen, to be operated on 110-volts, 60-cycles, a.c., have been installed. At Central Lakes and Twig, Minn., on the Duluth, Winnipeg & Pacific, 2 three-position automatic flagmen are being installed, material on both installations being furnished by the Union Switch & Signal Co.

Between Cadorna, Que., and Chaudierre, 11 miles, automatic block signals are being installed. The signals—style T-2, direct current, 25 signals—with other apparatus, have been furnished by the Union Switch & Signal Company.

Personal

R. C. Gardner, formerly signal supervisor on the Canadian National with headquarters at Saskatoon, Sask., has been appointed supervisor of signal construction.

A. W. Flanagan, general foreman telegraph, southern Pacific, has been appointed assistant superintendent of telegraph for the Pacific system of the Southern Pacific with headquarters at San Francisco. Mr. Flanagan entered the service of the Southern Pacific and Western Union Telegraph companies as a joint employe in 1899. In 1901 he took charge of the telegraph outfit, on which he was formerly employed as an apprentice, and subsequently served as foreman of construction forces until July, 1905, when he was assigned to a division as district lineman. After serving in this capacity for a short period, he was again placed in charge of construction work until the latter part of 1908. From 1908 to 1914 Mr. Flanagan worked in several branches of the telegraph department and during 1914 was appointed telephone inspector which position he held until his promotion in 1915 to general line supervisor. In 1916 he was promoted to general foreman and served in that capacity until his recent promotion.

A. W. Flanagan

Charles H. Gaffeney, chief clerk to the superintendent of telegraph of the Central of New Jersey for the past 20 years, has been appointed superintendent of telegraph, with headquarters at Jersey City, N. J., to succeed **F. G. Sherman,** deceased. Mr. Gaffeney will also act as superintendent for the Western Union Telegraph Company of Jersey City, N. J.

F. M. Calcutt has been appointed chief engineer of signals and telegraphs in the newly-formed signal and telegraph branch of the Victorian Government Railways, Australia, which became effective as of July 1, 1922. His headquarters are at Melbourne, and he will now report direct to the Victorian Railways Commissioners. Mr. Calcutt was born in Victoria, and, after obtaining extensive experience in railway engineering in the construction branch of the Victorian Government Railways, he was appointed engineer of signals and interlocking in 1905—the signal department at that time being under the chief engineer of way and works—and remained in this position until his recent promotion. Mr. Calcutt visited the United States in 1912 being selected by the Victorian Railways Commissioners to investigate the latest developments in power railway signaling in America and Europe, since which time he has been responsible for the extensive installation of power and automatic signaling around the Melbourne suburban area.

G. H. Wion has been appointed assistant chief engineer of signals and telegraphs, Victorian Government Railways, as from July 1 of this year. Mr. Wion was born at Zion, Pa., in 1886, and graduated from the Pennsylvania State College in 1908. He then joined the Pennsylvania Railroad as an apprentice in the signal department, and passed through different grades in that department to that of assistant signal supervisor on the Manhattan division in 1912. When the Victorian Railways Commissioners were authorized to proceed with the electrification of the Melbourne suburban railways together with the installation of power signaling, Mr. Wion was chosen to go to Victoria to supervise the installation of power and automatic signaling in that State, arriving in Melbourne in 1914. In 1920 he was appointed assistant engineer of signals. Last year Mr. Wion visited the United States in company with three other officers selected by the Victorian Railways Commissioners to investigate different railway practices.

S. P. Jones has been appointed signal and telegraph maintenance engineer, Victorian Government Railways, Melbourne, Australia. Mr. Jones is a Victorian and joined the Victorian Government Railways as an engineering student in 1898, graduating as B. C. E. at the Melbourne University in 1904. He joined the staff of the engineer of signals in 1909, and has held different positions in connection with the installation and maintenance of mechanical and power signaling.

Obituary

F. G. Sherman, superintendent of telegraph of the Central of New Jersey, who died at his summer home in Pulaski, N. Y., August 20, was born in 1855 near Beloit, Wis. In March, 1873, he began railway work on the Chicago, Burlington & Quincy, subsequently serving as operator and station agent until 1882, when he went to the Chicago, Milwaukee & St. Paul as operator and agent. In 1884 he returned to the Burlington as dispatcher at Aurora, Ill., and in September, 1899, entered the service of the Philadelphia & Reading as train dispatcher. Three years later he was appointed assistant trainmaster of the Central of New Jersey and in October, 1910, was promoted to superintendent of telegraph.

George E. Simpson, general supervisor of transportation of the Chicago, Milwaukee & St. Paul, with headquarters at Chicago, whose death occurred on August 16, was born on May 25, 1847, at Concord, N. H. Upon completing his course of study in the public schools of that city, he entered railway service with the Chicago, Burlington & Quincy as ticket agent and operator with headquarters at Buda, Ill. He was promoted to chief train dispatcher, with headquarters at Galesburg, Ill., and held this position until May 1, 1882, when he became superintendent of telegraph of the Chicago, Milwaukee & St. Paul, with headquarters at Milwaukee, Wis. On October 1, 1888, he was promoted to superintendent of transportation with headquarters at Milwaukee and Chicago. February 1, 1913, he was made supervisor of transportation, with headquarters at Chicago, which position he held until the time of his death as noted above. Mr. Simpson was a member of the general committee on transportation of the American Railway Association and was also a member of the executive committee of the Western Demurrage & Storage Bureau.

G. E. Simpson

Signal Supply

The Bryant Zinc Company is distributing its new catalog No. 27 for 1922. This book is 7½ in. by 10½ in. bound in cloth, including 367 pages, covering the various signal devices and supplies manufactured by this company.

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The Rome Wire Company, Rome, N. Y., has taken an interest in the Atlantic Insulated Wire & Cable Company, Stamford, Conn. The latter company will continue to manufacture its brands of high grade rubber covered wires and cables.

The Railway Electric Manufacturing Company has moved from 250 West Water Street to 135-137 Sycamore Street, Milwaukee, Wis. A change in the business management is also announced. The company will continue to manufacture the Remco selective train dispatching equipment, and in addition thereto will increase their output by making and furnishing mechanical devices of every kind.

The Pittsburgh High Voltage Insulator Company, Pittsburgh, Pa., has announced that its business will be carried on in the future under the name of the Westinghouse High Voltage Insulator Company. The change in name does not affect the management or method of conducting the business of the company, which will continue to be carried on as it has been in the past.

G. A. Blackmore, who was elected first vice-president and general manager of the Union Switch & Signal Company at a meeting of the board of directors on June 16, was born in Wilkinsburg, Pa., in 1884. He now assumes the additional duties of general manager, having been vice-president of the company for the past five years. Mr. Blackmore entered the service of the Union Switch & Signal Company as an office boy in July, 1896. In 1901 he was made chief clerk of the engineering and estimating department at Swissvale. In July, 1904, he was transferred to New York, where he had extensive experience in the Interborough Rapid Transit subways, New York Terminal of the Pennsylvania Railroad and other large interlocking and signaling projects. In March, 1909, he was appointed assistant eastern manager, with headquarters in New York, and in April, 1911, was made eastern manager in charge of the New York, Montreal & Atlanta offices. In this capacity he was responsible for both sales and construction work. He was appointed general sales manager of the Union Switch & Signal Company in 1915, with headquarters in Swissvale, remaining in this capacity until elected vice-president in January, 1917, as mentioned.

G. A. Blackmore

Reorganization of the Magnetic Signal Company

On August 10, the Magnetic Signal Company moved into its new factory at Sixth and Mill streets, Los Angeles, Calif. Shortly previous to this H. B. Hewitt, president of the concern resigned and was succeeded by **H. W. Renick.** Mr. Renick, a graduate of the University of Denver, served in the engineering department of the Colorado & Southern, and the Union Pacific for three years previous to 1910 at which time he was placed in charge of sales and engineering for the Elliot Frog and Switch Company for the territory west of El Paso and Salt Lake. In 1916 he was placed in charge of the sales of this company with headquarters at East St. Louis. He resigned in 1919 to return to the Pacific coast representing Mudge & Co., Elliot Frog & Switch Company and several other railroad supply firms. In October, 1921, he with his associates purchased the assets of the Magnetic Signal Company forming a new corporation of which Mr. Renick was elected vice-president, later becoming president as noted above.

Burkett D. Newton has been elected vice-president and treasurer of the new company, succeeding T. McGahan resigned. Mr. Newton is a mechanical and electrical engineer and will have charge of these departments as well as the production. He graduated from Yale in 1914 and from the Massachusetts Institute of Technology in 1916. Mr. Newton served as general manager of the Mahoning & Shenango Railway & Light Company previous to enlisting in the army in 1917, and after the war returned to the Pacific coast as a special engineer in the design of the new plant of the Goodyear Tire & Rubber Company at Los Angeles. He became associated with the Magnetic Signal Company in July, 1922.

J. V. Wescott has been appointed Chicago representative of the organization with offices in the Railway Exchange Building and Achuff and Boswell are the representatives in St. Louis with offices in the Railway Exchange Building.

L. M. Ritchie has been appointed sales engineer in the railroad sales department of the National Carbon Company, Inc., with headquarters at Cleveland, effective September 10. Mr. Ritchie was born at Bernice, Pa., on March 20, 1892. After attending Clarion State Normal school in 1910 and 1911 he taught school for a year, after which he enrolled at Allegheny College, Meadville, Pa., in 1912, graduating in 1916. After doing graduate work in chemistry, he was made a member of the Electro Chemistry section of the Bureau of Standards, where he spent a year in research on zinc, lead and black nickel plating, and from that time until his recent appointment to a position with the National Carbon Company he has devoted his time exclusively to work in chemical and physical testing laboratories. In 1919 he was made assistant chief of the Electro Chemistry section, being placed in charge of the chemistry work. In this position he was responsible for a large amount of research in connection with battery testing, chemical analysis, writing of specifications, etc.

L. M. Ritchie

Obituary

Alexander Graham Bell, inventor of the telephone and one of the country's most distinguished scientists, died at his summer home in Baddeck, Nova Scotia, on August 2. He was born in Edinburgh, Scotland, March 3, 1847. Mr. Bell was graduated from Edinburgh University and London University and received numerous degrees from many European and American universities in recognition of his several important inventions. He came to Canada in 1870, settling in Boston in 1871, becoming the professor of vocal physiology at the Boston University. Mr. Bell invented the telephone for which patents were granted March 17, 1876. He is also accredited with the invention of photphone, induction balance and telephone probe for painless detection of bullets in the human body, in conjunction with C. A. Bell and Sumner Taintor, he invented the graphophone in 1883. Mr. Bell received many honors from universities all over the world. In 1914 he was honored with the Edison scientific medal.

Alexander Graham Bell

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