

# The News of the Month



The Annual Meeting of the Telegraph & Telephone section of the A. R. A. will be held in Chicago, December 7, 8 and 9. This meeting was scheduled for September 19-21 at Colorado Springs but was postponed on account of railroad conditions at that time.

Committees of the Signal section, A. R. A., will hold meetings in October as follows: Committee IV—D. C. Automatic Block Signaling, October 6, New York office, 30 Vesey St.; Committee VI—Standard Designs, October 11, A. R. A. office, Chicago; Committee VIII—A. C. Automatic Block Signaling, October 13, New York office; Committee V—Maintenance Rules and Instructions, October 17 and 18, A. R. A. office, Chicago.

**Color Light Signals Have Been Installed** at the Paddington station, London, of the Great Western Railway. The new signals are suspended from the passenger footbridge across the station, in place of mechanically operated repeating signals and some of the backing signals. These color light signals have orange and green indications and can be seen in both directions. They are designed so that a failure of the operating current will cause the orange light to be given in all cases.

**Automatic Train Control** will be the subject under general discussion at a meeting of the Western Society of Engineers, Chicago, on Monday evening, October 23. Among the speakers will be C. F. Giles, superintendent of machinery of the Louisville & Nashville, Louisville, Ky., who will discuss the subject from the mechanical standpoint, and Thomas S. Stevens, signal engineer of the Atchison, Topeka & Santa Fe System, Topeka, Kan., who will speak from the standpoint of the signal engineer. Other speakers will trace the history of train control and will discuss it from the standpoint of the operating department.

**Automobile drivers** are actually becoming more careful. This is the conclusion of the safety department of the Southern Railway from a check at three crossings on the Dixie highway in Kentucky. The checkers found:

Number of vehicles passing over crossings.....	967
Number stopped before crossing tracks.....	221
Number where driver looked in one direction.....	354
Number where driver looked in both directions.....	555
Number where driver crossed without taking any precautions..	58
Number crossed at speed exceeding twenty miles per hour....	28

This check discloses that one driver out of every four actually stopped to make sure that no trains were approaching and 57 per cent looked in both directions. Only 6 per cent crossed without taking any precaution whatever.

**Train Control Was Tested in Ireland** on September 4, when an automatic train control and fog signaling apparatus invented by Andrew Kerr, of Belfast, was applied to a 4-4-0 locomotive belonging to the Northern Counties section of the Midland Railway. The apparatus is designed to give an audible warning and partial brake application at distant signals, to bring a train compulsorily to a stop at home signals and to give also a definite clear indication when passing a signal which is "off." The apparatus is entirely mechanical. The tests were carried out under the direction of Bowman

Malcolm, chief engineer; F. G. Hopkirk, assistant engineer, and F. Cochrane, general foreman of the locomotive works.

## California Commission Checks Construction of New Crossings

In passing upon a recent application of the Southern Pacific for permission to construct a spur track, the Railroad Commission of California warned industries against the expenditure of large sums of money on plants in anticipation of the granting of spur track permits. In the present case the road was authorized to construct a track at grade across Santa Fe avenue and the tracks of the Los Angeles Railway Company in the city of Vernon, to serve the California Dressed Beef Company, which had expended \$250,000 on its plant and \$12,000 on the proposed track before the commission had passed on the application.

"We draw particular attention to this circumstance," the commission said, "for in many applications filed with us our reports of inspection on the ground reveal that a large amount of money is expended on buildings which are located to fit in with a particular location of the track in which a grade crossing of a public highway is involved, and this expenditure is used as an argument toward granting the application. It would be better for the carriers to see that proposed industries fully understand the situation and refuse to do any construction work until the proper application has been filed and granted; and we wish to announce that expenditures so made will not be considered in connection with applications to construct crossings at grade."

## Signalmen Ask for Higher Wages

Requests for increases in pay affecting members of the Brotherhood of Railroad Signalmen of America on 42 railroads and their subsidiaries were brought before the Railroad Labor Board on September 25 by D. W. Helt, president of that organization. Mr. Helt asked practically for the scale of wages in effect under the Board's Decision No. 2 and for certain rules and working conditions which would result in virtually restoring the old signalmen's national agreement.

In opening his case, Mr. Helt said the signalmen based their action on four premises: (1) The general upward trend of the living wage; (2) that the Board in computing reductions in 1921 and 1922 had not used facts of "sound validity"; (3) that the first reduction was made in error, and (4) that government figures place the living cost of the average family at \$2,400 a year.

Mr. Helt also asked for the restoration of punitive overtime after the eighth consecutive hour of work instead of after the ninth hour as is the case under the present rules, and for Sunday and holiday work.

The carriers' side in the controversy was presented by J. W. Higgins, Dr. C. P. Neill and J. G. Welber, representing respectively the western, southeastern and eastern carriers. The general trend of their testimony was to the effect that the downward trends in industrial wage levels and living costs since Decision No. 2 was placed in effect prohibit the restoration of the rates of pay provided for in that decision and that the present rates of pay of these employees are "just

and reasonable" in light of the decreases which have taken place in the cost of living during the past year. Regarding the request of the employees for punitive overtime after the eighth hour the carriers' representative pointed out that the Board had already recognized the peculiar conditions connected with the work of signal and maintenance of way employees and that the application of the provision asked for by Mr. Helt would result in penalizing the railroads for conditions over which they were in a position to exert no control.

### Signal Section Meeting

The Eleventh Meeting of the Signal Section, A. R. A., will be held at the Hotel McAlpin, New York, Tuesday and Wednesday, November 21 and 22, 1922. Meetings will be in the Ball room, the morning session being held from 10:00 a. m. to 12:30 p. m., and the afternoon sessions from 2:00 p. m. to 5:00 p. m. The reports of the committees are contained in the advance notice, November, 1922, which will be mailed October 26, 1922. Hotel reservations should be made direct with the hotel management. The following rates will be in effect at the Hotel McAlpin the prices indicated cover the total charge for the number of persons occupying a room, not the rate per person.

Two connecting double rooms and bath, each room double bed, located on court, four persons, \$12.00.

Two connecting double rooms and bath, outside, four persons, \$14.00, \$15.00, \$16.00.

Two connecting single rooms and bath, on court, two persons, \$7.00, \$7.50, \$8.00.

One double room and bath, on court, three persons, \$6.00, \$6.50.

One double room and bath, outside, two persons, \$7.50, \$8.00, \$9.00, \$10.00.

One single room and bath, outside, one person, \$5.00, \$6.00 and \$7.00.

One single room and bath, on court, one person, \$4.00 and \$4.50.

One double room, no bath, outside, two persons, \$6.00.

One double room, no bath, on court, two persons, \$5.50.

One double room and bath, twin beds, outside, \$8.00, \$9.00, \$10.00.

One double room and bath, twin beds, on court, \$7.00.

Two single rooms, with connecting bath, outside, two persons, \$9.00, \$10.00.

Two double rooms, with connecting bath, twin beds each room, outside, four persons, \$15.00, \$16.00.

One single room, no bath, on court, one person, \$3.00, \$3.50.

Single room, no bath, outside, one person, \$4.00.

### Cab Signals in France

The Orleans Railway of France, operating 2,969 locomotives, now has 547 of these equipped with apparatus for giving an audible signal in the cab. This system is of the ramp type and "crocodiles" (ramps) have been installed at 987 distant signals. By the end of this year the total number of locomotives equipped will be increased to 802. The Orleans is the railroad which for years has had torpedo machines in service at home signals—apparently throughout the whole of its important lines—and concerning which an officer of the company has said that not for 50 years have trains been in serious collision because of an engineman overrunning a fixed stop signal.

The Northern Railway of France, as is well known, has used an audible cab signal for 40 years or more, the simple contact apparatus known as the crocodile. From an inquiry which has been made in connection with the action of the French government in calling upon all the railroads of the Republic to adopt some kind of cab signal, it appears that the Northern now has in service 2,906 locomotives, of which all but 43 have the cab signals. These 43 are at present in the shops. Of the engines fitted, 752 are in the passenger service, 1,726 in freight service and 385 switching locomotives.

The other railroads of France are now making this improvement. These other roads are not in all cases using the same design as that of the Northern, but it appears that there is a general understanding that the principle of operation and the location of apparatus on the roadways are sufficiently

conformed to the practice of the Northern to make it practicable to interchange locomotives, if necessary, throughout France.

## Construction

The New Zealand Government Railways are to install automatic block signals on 120 miles of line, single track, color-light signals to be used, and the electric apparatus to be alternating current. The material has been ordered from the Westinghouse Brake & Saxby Signal Company, London.

The Missouri, Kansas & Texas is installing eight style "S" three-position d.c. signals and four color-light signals near Denison, Tex. This work is being carried out in conjunction with the new freight terminal and two hump yards which are being built at this location. The railroad forces are installing the signal materials, all of which are being furnished by the Union Switch & Signal Co.

The Brooklyn Rapid Transit Company has placed an order with the General Railway Signal Company, covering one 36-lever, Model 2 Unit Lever electric interlocking machine, having 15 working levers and 21 spare spaces, to be installed at Queensborough Plaza, Brooklyn. The order also includes motor train stops, color light signals, a. c. relays, transformers, etc., and installation will be made by the railroad company's forces.

The Government of Japan, through the Takata Exporting Company has ordered from the General Railway Signal Company 200 Model 2A semaphore signals and 70 light signals. The order includes all auxiliary equipment such as relays, transformers, etc., required for installation. Seventy color light signals are to be shipped to Kobe and 200 upper left-hand quadrants to Yokohama. This order follows one placed last year for 370 automatic signals.

The Pere Marquette is installing additional signals, shortening the block sections at certain points between Holland, Mich., and St. Joseph. Other signals are being relocated and new trunking and wiring is being installed in connection with the laying of new rails. Rectifiers are being installed at Michigan City, New Buffalo and Porter, Ind. Approach lighting is to be put in service on the automatic signals between Porter, Ind., and New Buffalo. Four cells of Edison primary battery will be used for electric lighting.

The Chicago, Burlington & Quincy has awarded contracts to the Federal Signal Company for the complete installation of two sections of automatic semaphore signaling, and two sections of color light signaling. The sections are divided as follows: Arapahoe, Neb., to Indianola, 28 miles, 48 semaphore signals; Bluff Siding, Wis., to Lytle, 17 miles, 32 semaphore signals; Hannibal, Mo., to Louisiana, 27 miles, 64 color light signals; Quincy, Ill., to Ewbanks, 7 miles, 17 color light signals. All of the work will be installed complete by the Federal Signal Company.

The Philadelphia & Reading has awarded a contract to the Union Switch & Signal Company for the installation of an electro-pneumatic interlocking at Harrisburg, Pa. The plant will ultimately control all of the switches and signals governing movements approaching and passing through the terminal area, and the interlocking machine which is being provided for the control of the functions will be of sufficient capacity to take care of both the present trackage arrangement and the future layout. In the ultimate scheme the 79-lever frame machine will control a total of 125 functions, while the present layout for the terminal will require a total of 32 working levers in the machine. Style "A-1" electro-pneumatic switch and lock movements controlled by style "C" cut-off valves, separately mounted and equipped with magnets, will be installed for the control and operation of switches. The bottom post type of electro-pneumatic signal mechanism will be installed for all high signals, and all dwarf signals will be of the standard electro-pneumatic type. The interlocking will comprise semi-automatic stick and polarized "SS" control of signals, approach, sectional route and detector locking. Alternating current will be used exclusively for all features of the installation. The Union Switch & Signal Company is installing this plant complete.

## Personal

**S. J. Stinson**, signal maintainer of the Canadian National, with headquarters at Saskatoon, Sask., has been appointed acting signal supervisor of the Saskatchewan district, with the same headquarters, succeeding R. G. Gardner, transferred.

**C. H. Gaffney**, whose appointment as superintendent of telegraph of the Central of New Jersey, with headquarters at Jersey City, was announced in the *Railway Signal Engineer* of September, was born on July 27, 1867, at Lawrenceville, Mercer county, N. J. He was educated in the public schools at Lawrenceville and studied also with the International Correspondence School, Scranton, Pa., and Cooper Institute, New York City and was graduated from the Trenton (N. J.) Normal School. Mr. Gaffney entered railway service in 1883 with the Pennsylvania as a telegraph operator and served with that company in various capacities, including that of train dispatcher. After leaving that company, he entered the service of John Hoey, president of the Adams Express Company, as private telegraph operator. After Mr. Hoey's death, he worked in various clerical capacities with this company and thereafter entered the employ of the National Service Docks Railway as assistant dispatcher and operator, which position he resigned in 1900 to become chief clerk to the supervisor of signals of the Central of New Jersey. Two years later he was appointed chief clerk to the superintendent of telegraph and remained continuously in that position until the time of his recent promotion.



H. G. Gaffney

## Signal Supply

**W. S. Rugg**, assistant to the vice-president, has been appointed general manager of sales of the Westinghouse Electric & Manufacturing Company, East Pittsburgh, Pa.

The International Western Electric Company has recently started the publication of a monthly magazine "Electrical Communication" devoted to the development and improvement of the art of communication in all countries.

The Medart Company, St. Louis, has recently issued a new catalogue No. 43, covering its line of line shafting hangers, bearings, pulleys, couplings, clutches and other line shafting materials. The book contains 192 pages, 8 in. by 5½ in., bound in stiff cardboard.

**G. P. Atkinson**, who has been associated with the Weston Electric Instrument Company for the past six years, will also represent the Ward Leonard Electric Company in the Atlanta district. Mr. Atkinson has established an office in the Atlanta Trust Bldg., Atlanta, Ga.

The Prest-O-Lite Company, Inc., New York, announces a new complete line of storage batteries for railway signaling and interlocking, conforming to the specifications of the Signal section, A. R. A. The railroad sales division of the National Carbon Company, Inc., Cleveland, Ohio, has been appointed to handle the sales and field service of this new line of storage batteries.

**Willis D. Bishop** has been appointed as sales representative for the Ward-Leonard Electric Company for the Province of Quebec, with headquarters in Montreal. Mr. Bishop has been identified with the design, application and sale of control apparatus and switchboards since 1904. His new duties will include both sales and service of the Ward-Leonard line of electrical control apparatus.

The Crouse-Hinds Company, Syracuse, N. Y., has recently issued a new catalogue No. 2000, covering its line of condulets. This book contains 714 pages, 8 in. by 10½ in. and is bound in flexible cloth. In addition to the ordinary illustrations and description of materials, the catalogue is profusely illustrated with photographs showing the application of condulets, fixtures and switch boards in various industries, including railroad car lighting, signaling, etc.

The Roller-Smith Company, has recently issued Bulletin No. 250 describing in detail the construction and operating characteristics of a new line of galvanometers. The new Type K. G. D. is offered to meet a demand for reasonably priced instruments for laboratories where a sensitive, but very rugged device is wanted and the type L. G. D. is produced as a highly sensitive instrument with great accuracy but at the same time being extremely rugged.

The General Electric Company recently announced that it intends to begin at once the erection of a second plant at Oakland, Calif., part of which will be devoted to increased facilities for the manufacture of switchboards and the remainder occupied by meter and instrument laboratories, service shops and offices. The Pacific Coast offices of the company will be maintained in San Francisco, but the present switchboard plant and service shop now located in San Francisco will be transferred to the new Oakland plant.

**H. A. Matthews**, sales manager of the railway division of the U. S. Light & Heat Corporation, Niagara Falls, N. Y., has been elected a vice-president in addition to his other duties, his full title now being vice-president, sales, railway division. Mr. Matthews entered the railway supply business in 1912 with the U. S. Light & Heat Corporation at Chicago. Prior to that time he had been employed by the Lake Shore & Michigan Southern as clerk to the general superintendent at Cleveland, and later entered the services of the Pullman Company. For seven years he was secretary to the president of the Pullman Company, which position he held up to the time he joined the U. S. L. forces at Chicago. In 1917 he was transferred to the factory at Niagara Falls and placed in charge of the railway sales department.



H. A. Matthews

Changes in personnel affecting several departments of the Westinghouse Electric & Manufacturing Company have been announced. **M. C. Rypinski** has resigned his position as head of the radio sales division to become vice-president of C. Brandes, Incorporated, of New York City, manufacturers of head telephones. **George Bailey**, supervisor of distributing agents, will have charge of the work formerly cared for by Mr. Rypinski. **C. R. Gilliland** has been appointed manager of the Indianapolis office. In the Cincinnati office, **C. L. Barton** has been appointed manager of the central station division; **F. H. Nealis** has been appointed manager of the merchandising division, and **L. P. Morris** has been appointed manager of the transportation division. **W. A. Munson** has been transferred from the service department to become office manager of the Pittsburgh district. **A. R. Sternor** has been transferred from the Pittsburgh office to the Columbus sub-office as chief correspondent and engineer.

## Obituary

**Frank M. Hawkins**, eastern sales manager of the Crouse-Hinds Company, with headquarters in New York, died recently in that city. Mr. Hawkins was associated with this company for the past twenty-five years.