The News of the Month

The Signal Section, A. R. A. will hold the following committee meetings during the month of December: Committee VIII-A. C. Automatic Block Signaling, New York Office, December 8; Committee VI-Standard Designs, Chicago Office, December 13.

Signalmen's Educational Meeting on the M. K. & T.

The signalmen of the Choctaw division of the Missouri, Kansas & Texas held an educational meeting in the Severs Hotel at Muskogee, Okla., on Friday, October 26. F. M. Thompson, division engineer presiding. B. F. Hines of the Primary Battery Division of the Thomas A. Edison, Inc., delivered a paper on "Instructions in the Use and Abuse of Primary Cells." After luncheon the "Sunlight Relay" was explained, following which there was a general discussion by the maintainers on better methods of saving material, getting longer life from batteries, at the same time reducing signal failures from battery troubles.

Train Wreck Caused by Collision with Automobile on Highway Crossing

At a highway crossing on the Chicago & North Western near Elmhurst, Ill., on the night of November 26, an inexperienced driver drove his automobile through the crossing gates and collided with a fast passenger train. The driver of the car and two other occupants were killed. The locomotive, still traveling at a high speed, carried along parts of the wreckage of the automobile for about 300 yards, at which point the engine struck a switch, which was evidently damaged by parts of the car. The locomotive, being derailed at this switch, left the rails and turned over on its side in the ditch. The engine crew escaped by jumping.

Discontinuing Railroad Telegraph Employees From Service

In deciding whether the New York Central Lines could discontinue from service electrical linemen, station linemen, and line gangs employed in the maintenance of poles, lines, wires and equipment controlled by a contract between the New York Central system and the Western Union Telegraph Company and allowing this prosperity to be maintained by the Western Union Telegraph Company under its contract with the New York Central Lines, the Labor Board ruled that the contract in question was not and is not illegal; that the action of the parties is within the law, and that the application on behalf of the employees is denied. This question was brought up by the Railway Employees Department, of A. F. of L. on behalf of the International Brotherhood of Electrical Workers.—Decision No. 1238.

Automatic Train Control Order Modified

The Interstate Commerce Commission has modified its automatic train control order to provide that the Northern Pacific may install automatic train stop or train control devices on one full passenger locomotive division between Mandan and Dickinson, N. D., in lieu of the installation required on the portion of its line designated in the original order, but the Northern Pacific's petition, in so far as it requests a modification of the order so as to permit of the use of an automatic train stop under the control of the engineman, who may, if alert, forestall automatic brake application and proceed, is denied. The commission has also denied a petition of the Chicago, Burlington & Quincy for a modification with respect to the extent of the installation required on its road, and also the joint petition of the New York Central, Boston & Albany, Cleveland, Cincinnati, Chicago & St. Louis, Michigan Central and the Pittsburgh & Lake Erie, asking a postponement of the date.

Construction

The New York Central has placed an order with the Federal Signal Company for 33 Type-4 automatic signals for use on its lines west of Buffalo.

The Missouri Pacific has placed an order with the Federal Signal Company of six low-voltage switch layouts together with necessary signals, controlling devices and outlying switch locks.

The Chicago, Burlington & Quincy has placed an order with the Federal Signal Company for switch mechanisms signals and controlling devices necessary for 9 low-voltage switch layouts.

The Hall Switch & Signal Company through its representative, the General Electric Co., Ltd., London, has received orders for 12 single-unit, three-color "Searchlight" signals; 56 relays and 24 signal transformers for installation on railway lines in England.

The Illinois Central has awarded a contract to the General Railway Signal Company, Rochester, N. Y., for one 56-lever Model-2 electric interlocking machine equipped with forced-drop locks for installation at Homewood, Ill. This machine will have 50 working levers and 6 spare spaces. The order also included 22 Model-5 switch machines.

The Regan Safety Devices Company, New York City, announces that the installation of the Regan intermittent contact automatic train control apparatus on the Chicago, Rock Island & Pacific, throughout its Illinois division, 164 miles, double track, is to be begun immediately, with the expectation of completing the work in 100 working days. The directors of the railroad company on Tuesday, November 14, confirmed the decision, announced some time ago, to equip this portion of the Rock Island System in compliance with the order of the Interstate Commerce Commission. The apparatus is now being made at the Regan Company's factory at Niagara Falls, N. Y. That part of this train control system which is already installed, Blue Island, Ill., to Joliet, 25 miles, has been in service three years.

The Missouri, Kansas & Texas Railway is installing an electro-mechanical interlocking at Frisco Crossing, Okla., to protect joint train movements over the Red River bridge by both the M. K. & T, and the St. L.-S. F. These lines cross at this point and a cut-off leads from this plant to the new terminals being built at Denison, Tex. This machine will have 10 working mechanical levers and 2 spare spaces, in a 12-lever frame, with three Style S-8 electric switch units. The interlocking machine and necessary Style S signals, d. c. Style M switch movements, etc., are being supplied by the Union Switch & Signal Company, while the field installation will be carried out by the railway company's regular signal construction forces.

Changes on the Ann Arbor at Toledo

The Ann Arbor Railroad Company is building a double track line through its Manhattan Junction, Toledo, O., interlocking. This plant heretofore has constituted a junction point between the Ann Arbor and the Wheeling & Lake Erie whereas arrangements have now been made to operate the

Pennsylvania Railroad trains over the Ann Arbor tracks through Toledo, necessitating the enlargment of this interlocking. A mechanical machine, 44-lever frame, operating mechanical signals and facing point lock switch layouts, has heretofore been in service at this point.

These track additions necessitate the enlargement of this plant to embrace two electric levers to be superimposed on the mechanical machine, one of which will provide for electric detector locking for each of the two Ann Arbor tracks. The signals on the Ann Arbor are being changed to the position light type, and complete d. c. track circuiting is being installed.

The track changes being made by the Ann Arbor at Toledo also require additions in the Hallett interlocking, which is just outside of the city at a junction point of the Ann Arbor and Toledo Terminal railroads. The rearrangement of this plant, which is now operated from a 24-lever S. & F. mechanical machine, will include track circuits through the plant for detector locking for switches and derails and semi-automatic control of the signals.

The renewed plant will be of the electro-mechanical type employing S-8 units for the control of signals on the Ann Arbor tracks, with Style "G" electro-mechanical switch and lock movements. The signals on the Ann Arbor tracks will also be of the position light type.

The field work in connection with the rearrangement of these two plants is being carried out by the railroad company's construction forces under the supervision of the Union Switch & Signal Company, which company is also furnishing all the new interlocking and signaling materials required for this work.

Personal

W. R. Bennet, signal engineer of the Eastern Bengal Railway, Calcutta, India, who recently spent some time in this country studying railway signaling, sailed from England on November 21 for Calcutta, where he will resume his regular duties.

O. H. Eichblatt, signal inspector on the Southern Pacific, with headquarters at Houston, Texas, has been assigned to make an exhaustive study of automatic train control systems, which are installed for test and experimental purposes on the Southern Pacific lines on the Pacific Coast.

R. F. Finley, superintendent of telegraph of the New York Central, Lines West of Buffalo, with headquarters at Cleveland, Ohio, has been appointed also superintendent of telegraph of the Indiana Harbor Belt, the Chicago River & Indiana and the Chicago Junction railroads, in place of **W. L. Connelly**, deceased. Mr. Finley acts also in this territory as the superintendent of the Western Union Telegraph Company.

Changes on the Santa Fe

During October the following changes were made in the signal department of the Atchison, Topeka & Santa Fe: **George Washburn**, chief draftsman in the eastern lines signal department, has been promoted to the system signal engineer's office. **E. H. Hahn**, formerly draftsman in the office of the signal engineer, eastern lines, has been promoted to chief draftsman in that office. Before being assigned to office work Mr. Hahn was signal maintainer at Ottasa on the Eastern division. **R. Q. Maddock**, assistant signalman in the Eastern division signal extra gang, has been temporarily assigned to drafting work in the office of the signal engineer, eastern lines, at Topeka. Transferring Messrs. Hahn and Maddock to office work brings the number of signal maintainers and assistant signal men who have been brought in from the field for office work to six on the entire system, as follows: Two on the Eastern Lines, two on the Coast Lines and two on the Gulf Lines.

F. F. Seeburger, whose appointment as signal supervisor on the Chicago, Milwaukee & St. Paul with headquarters at Deer Lodge, Mont., was noted in the November issue, was born in Vigo county, Ind., October 19, 1886. Mr. Seeburger was graduated from high school in Terre Haute, Ind., and during his school vacations first entered railroad service as a messenger for the treasurer on the Pennsylvania railroad. The next summer he worked in the telegraph construction crew and later became a telegraph operator. While serving as an operator at an interlocking plant he studied electrical, telegraph and telephone courses with the International Correspondance Schools. He then held various positions in the signal departments of the St. Louis Terminal Co., the Chicago & Eastern Illinois and the New York Central. After a short trial as a locomotive fireman and freight train brakeman he returned to the telegraph and signal work to enter the service of the Union Switch & Signal Company, on the construction of automatic signals on the Chicago, Milwaukee & St. Paul, Lines West. After the installation was finished, Mr. Seeburger went to work as a batteryman for the Chicago, Milwaukee & St. Paul on September 5, 1911, and was promoted to a maintainer, February 22, 1912. From time to time when extra crews were required Mr. Seeburger was placed in charge as foreman and on October 15, 1915, was promoted to relay inspector. In this new position he had charge of the construction of the relay repair shop and inspection facilities on the Lines West. On January 1, 1918, he was relieved of the inside laboratory work and appointed signal inspector, which position he held until his recent promotion as noted above.

Henry Hulatt, manager of telegraphs of the Grand Trunk System, with headquarters in Montreal, Que., has recently resigned to accept an executive position with the Alexander Hamilton Institute. Mr. Hulatt was born February 15, 1883, in London, England. After considerable commercial and journalistic experience necessitating extensive travel over Europe Mr. Hulatt came to Canada in 1907. After working for a short time on the press gallery at Ottawa he went with the store department of the Canadian Northern at Winnipeg. From March, 1908, to October 1, 1910, he was employed as the private secretary to the manager of telegraphs on the Grand Trunk Pacific at Winnipeg, Man., and was then promoted to chief clerk of this department. On January 19, 1913, he was appointed commercial and traffic superintendent of the Grand Trunk Pacific Telegraph Company and also of Time Service of the Grand Trunk Pacific Railway, with headquarters in Winnipeg, which position he held until October 15, 1915, when he was promoted to manager of telegraphs of the Grand Trunk Railway and the Grand Trunk Pacific and also manager and director of the Grand Trunk Pacific Telegraph Company, with headquarters in Montreal. His jurisdiction was extended on January 1, 1916, to include time service matters on the Grand Trunk Railway System. Mr. Hulatt was closely associated with the construction of the telegraph and telephone plant of the Grand Trunk Pacific, and supervised the inauguration of commercial telegraph service on the Grand Trunk Pacific. He also organized the railroad and commercial telegraph service on the Transcontinental Railway from Winnipeg, Man., to Moncton, N. B. In 1916 he reorganized the time service department on the Grand Trunk. Mr. Hulatt was the chairman of the Telegraph & Telephone section, A. R. A., in 1920, and previously served as chairman of different committees. He also served on several committees of the Canadian Engineering Standards Association. He is a member of the Institute of Electrical Engineers, London, and the American Institute of Electrical Engineers. In his new position Mr. Hulatt is to have charge of the editorial work in connection with the revision of the Alexander Hamilton course in order to make it applicable to conditions in England and expects to leave for London about January 1, 1923.

Henry Hulatt

James Thomas Mallanny, whose appointment as general foreman of installation for the Union Switch & Signal Company was announced in the November issue, was born in Seneca, Ill., October 9, 1883. Mr. Mallanny attended high school in his home town and later took a special two-year course in signal engineering. He entered railway service with the Union Switch & Signal Company, on the construction of automatic signals on the Chicago & Eastern Illinois in July, 1905, and in January, 1906, went with the Federal Signal Company on the construction of mechanical interlockings. In May, 1906, he accepted a position as signal wireman on the Southern Pacific but returned to the U. S. & S. Co., in January, 1907, as a wireman and fitter on electro-pneumatic interlockings on the Chicago Elevated. After six months on this work he went west with the Union Pacific as a foreman in charge of the construction of automatic signals. From April, 1909, until December of the same year he was engaged on circuit changes on the New York Central at the time the L. S. & M. S. was changed from left hand to right hand running. Mr. Mallanny returned to the U. S. & S. Co., in December, 1909, as a wireman and fitter, working on mechanical and electric-pneumatic plants on the Baltimore & Ohio, Missouri Pacific, Western Indiana and Grand Trunk for about 18 months, and in June, 1911, was appointed signal construction foreman for the U. S. & S. Co., on the installation of automatic signals on the Chicago, Milwaukee & St. Paul, which position he held until June, 1916, when he was appointed signal inspector on the C. M. & St. P. In April, 1918, he was promoted to general construction foreman of the electrification department of the C. M. & St. P. with headquarters in Seattle, Wash., but returned to the signal department as a supervisor with headquarters at Deer Lodge, Mont., in February, 1920. Mr. Mallanny continued in this position until he again returned to the U. S. & S. Co., as noted above.

James Thomas Mallanny

Obituary

W. L. Connelly, superintendent of telegraph on the Indiana Harbor Belt Railway and assistant superintendent of telegraph on the Illinois division of the New York Central (Chicago, Indiana & Southern Railroad), died in Chicago on October 19. Mr. Connelly was born in Connelly Springs, N. C., September 22, 1867, and first entered railroad service on the Southern railway as a telegraph operator, being promoted successively to agent, dispatcher, chief dispatcher and train master. He later served as chief dispatcher on the Chicago & Alton at Kansas City, Mo., and for the past 15 years has been with the New York Central Lines, being a joint superintendent of telegraph on this road since 1908. Mr. Connelly served for several years as the secretary of the Association of Railway Telegraph Superintendents, now the Telegraph and Telephone section of the American Railway Association.

Signal Supply

The Railroad Supply Company, Chicago, has arranged with the Valley Electric Company, St. Louis, to take charge of the exclusive railroad sales of the Valley rectifiers used in signal service.

C. G. Harwig, chief engineer of the Regan Safety Devices Company, with headquarters at Niagara Falls, N. Y., has been appointed sales engineer of the Hall Switch & Signal Company, with headquarters at Chicago.

The Black & Decker Mfg. Co., Baltimore, Md., has recently issued a 30-page, 8½ by 11 in. booklet, Catalogue No. 5, describing in detail with photographs its complete line of electric drills, grinders, air compressors, etc.

The Richards Train Control Corporation of Baltimore, Md., has recently been incorporated under the laws of Maryland with a capitalization of $2,000,000 for the manufacture and installation of automatic train control apparatus. This represents a reorganization of the Richards-Ford Train Control Company, which was incorporated in 1917.

The Weston Electrical Instrument Company, Newark, N. J., has recently issued a 14-page illustrated bulletin describing in detail a new line of portable instruments for alternating current, including wattmeters, ammeters, and milliammeters. These instruments are especially designed to meet the need for important a.c. testing that requires compact, accurate, durable and portable instruments. The wattmeter is an electrodynamometer instrument, while the voltmeter and the ammeters operate on the electro-magnetic or movable iron type. A wide selection of scale ranges are offered. Features of the new instruments are the black bakelite cases and the patented non-removable binding post caps.

E. Bodde has been appointed consulting engineer for the Regan Safety Device Company, Inc., with headquarters at Niagara Falls, N. Y. Mr. Bodde is a Hollander by birth, and was graduated in electrical engineering from the University of Liege. Before coming to America in 1902, he studied in Paris and London. His first position in this country was in the testing room of the General Electric Company at Schenectady, N. Y. He was later employed by the Hall Switch & Signal Company in the engineering department at Garwood, N. J., and left this position to undertake research work and wireless telegraphy in Professor Fessenden's laboratory at Brant Rock, Mass. His next position was with the Norwich University at Norfield, Vt., after which he returned to the General Electric Company at Lynn, Mass. During the war he was associated with Professor Elihu Thompson in research work. When the work closed he contracted with the Government of China to head the department of electricity in the Government Institute of Technology at Shanghai, China. This latter position he was holding at the time of his recent appointment.

E. Bodde

The Electric Materials Company has been appointed by the Roller-Smith Company, New York, as its agent in the state of Washington and parts of Oregon and Idaho. The Electric Material Company has recently opened an office in the Hinckley building, Seattle, and will handle the Roller-Smith Company's lines of electrical instruments, circuit breakers and radio apparatus in that territory. The Seattle office is in charge of **R. F. Robinson.** Mr. Robinson was graduated from the University of Wisconsin with the degree of electrical engineer in 1905 and has been engaged continually in the electric industry since that date. He spent several years in the manufacturing department of the Western Electric Company at the Hawthorne plant, Chicago, and also was with the Pacific Telephone & Telegraph Company in Oregon and Washington handling central office construction work and engineering. Later he was in the sales department of one of the leading electrical supply jobbers for about five years. The Electric Material Company's main office is at San Francisco, Calif., and it also has a branch office in the Title Insurance building, Los Angeles. Roller-Smith apparatus is to be handled by both of these offices as well as the Seattle office.