



The Telegraph & Telephone Section of the American Railway Association has changed the dates for the annual convention to October 27, 28 and 29, the convention to be held at the Hotel Roosevelt in New Orleans, La.

The New York Central about April 1, inaugurated the practice of running its passenger locomotives through between Chicago and Buffalo in both directions without change. This run, over a distance of 520 miles, is one of the longest, if not the longest, established with coal burning locomotives.

A petition filed on May 9, 1925, by the Illinois Central requesting a further extension of the time specified for fulfillment of the automatic train control order of June 13, 1922, has been denied by the Interstate Commerce Commission in an order dated May 11, 1925.

The Chicago & North Western installation of train control on 22 miles of double track, Missouri Valley, Ia., to Council Bluffs, will be inspected by representatives of the Interstate Commerce Commission starting June 4. The General Railway Signal Company's two-speed continuous train control system is being used on this installation, 10 engines being equipped.

#### Pennsylvania Combines Two Regions

The directors of the Pennsylvania Railroad, at a meeting on May 27, decided to combine the company's operations in the Northwestern and Southwestern regions of the system. The change will be effective June 1. Its purpose is to obtain the advantages of a more concentrated administration of the service and facilities in the territory affected. Among other changes E. B. Pry, superintendent telegraph and signals of the Southwestern region, has been transferred to Pittsburgh, where he will occupy the corresponding position in the Central region. W. M. Post, hitherto superintendent of telegraph and signals of the Central region, has been transferred to Philadelphia as assistant chief signal engineer on the staff of the chief signal engineer of the system. C. W. Hixson, superintendent of telegraph and signals of the Northwest Region, with headquarters at Chicago, has had his jurisdiction extended to cover the whole of what is now the Western Region, his headquarters remaining in Chicago.

#### Enginemen Try to Force C. & N. W. to Discontinue Left-Hand Operation

An order directing the Chicago & North Western to operate its trains on the right hand track in double track territory instead of on the left hand track as at present, is asked in a petition by the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen now pending before the United States Railroad Labor Board. The brotherhoods claim that the left hand method is hazardous since enginemen must look across the track ahead of the engine in order to determine the position of block signals. In opposing the petition the North Western points out that the cost involved in the reconstruction of the block signal system, the relocation of sidings and switches, and the rearrangement of stations and platforms would make the change impossible. The management also denies that the present method is dangerous. The date for the hearing of the complaint has not been set.

#### Large Expenditures Expected This Year

The Class I railways will spend approximately \$750,000,000 this year for new equipment and other capital improvements, according to a report submitted by the Bureau of Railway Economics to the American Railway Association at the reg-

ular spring meeting held in Chicago on May 15. This estimate is based on preliminary returns from practically all of the Class I railways throughout the United States. Of the \$750,000,000, approximately \$410,000,000 represents the amount of authorizations not actually spent when 1924 ended but carried over into the present year.

The Kansas City Southern has filed a petition with the Interstate Commerce Commission asking that it be relieved from the duty of installing automatic train control as required in the two orders issued by the Commission. The time for the completion of the first installation has been extended to July 1 and the petition states that a 14-mile section has been completed for test purposes, with equipment furnished by the General Railway Signal Company. It is stated that the road is primarily a freight carrying one, having only two passenger trains each way a day, and that the risk of accident is slight, statistics being given in support of this. It is estimated that the cost to comply with the first order would be \$425,000 and a list is given of other projects for capital expenditures which should have precedence. It is also stated that the company is not in the same class as to volume of business or financial condition with other large roads in its territory that are included in the list of roads named in the Commission's orders.

## Construction

The Canadian National (Western Region) is installing a half-interlocking at Westside, Winnipeg, Manitoba, for which the materials have been ordered from the Union Switch & Signal Company. Color-light signals will be used at this interlocking.

The New York Central has placed order with the General Railway Signal Company covering one 32-lever Style A interlocking machine for installation at Stuyvesant, N. Y. This machine will have 24 working levers and 8 spare spaces in accordance with New York Central specifications.

The Texas and Pacific will install a Saxby and Farmer mechanical interlocking machine having four working levers at Jefferson, Tex., and another S. & F. machine of the same type with nine working levers and three spare spaces at South Mansfield, La. These materials are being furnished by the Union Switch & Signal Company.

The Chesapeake & Ohio has ordered a complete new electro-mechanical interlocking machine for Clifton Forge, Va., having six working mechanical levers and two spare spaces, with four Style S-8 electric units. These materials are being supplied by the Union Switch & Signal Company and will be installed by the railway company's signal construction forces.

The Lehigh and New England has placed orders with the General Railway Signal Company covering two Model-2 A automatic signals, 3 switch indicators, 4 Model-5 switch circuit controllers, 4 Model-9 E track relays, 2 Model-9 E line relays, 4 track resistors, track bonding, insulated splices, and all material for the complete installation of a cross-over protection at Arlington, N. J.

The Canadian National will install new copper telegraph lines between Winnipeg, Man., and Vancouver, B. C., and increase its automatic telegraph equipment in the western territory. The railroad's new Pacific coast broadcasting