

station on Lulu Island, near Vancouver, is expected to be one of the most powerful in the Dominion. The studio will be located about ten miles from the broadcasting station.

The Louisville & Nashville has placed order with the General Railway Signal Company covering one electro-mechanical interlocking machine, clockwork time release, three 690-ohm semaphore type tower indicators, four 4-way circuit controllers and other materials for interlocking plant at Rigolet's drawbridge, La. The interlocking machine will consist of four mechanical levers arranged for vertical lead-out and two electric levers with indication locks.

The New York, Chicago & St. Louis has ordered for installation at Ridge Farm, Ill., at the crossing of its line with the C. C. C. & St. L., an improved Saxby & Farmer mechanical interlocking machine, having 34 working levers and 2 spare spaces. This machine is being furnished by the Union Switch & Signal Company and the field installation will be handled by the railroad company's signal construction forces.

The Western Railway of Alabama has purchased 44 Style S one-arm ground signals, with the necessary relays, switch circuit controllers, etc., for the installation of d. c. block signaling on their line between Opelika, Ala., and Milstead. These materials will be supplied by the Union Switch & Signal Company, and the field installation will be performed by the railway company's regular signal construction forces.

The Southern Pacific Lines in Texas and Louisiana have ordered 21 one-arm Style B signals with the necessary d.c. relays for installation between Eureka, Tex., and Cypress, a distance of 19 miles; also 7 two-arm Style B signals for 8 miles of their line between Avondale, La., and Harvey. These materials will be furnished by the Union Switch and Signal Company, the field installation to be performed by the railway company's signal construction forces.

The Louisville and Nashville has placed order with the General Railway Signal Company covering one electro-mechanical interlocking machine, clockwork time release, three 690-ohm semaphore type tower indicators, five 4-way circuit controllers and other materials for interlocking plant at Chef Menteur drawbridge, La. The interlocking machine will have four mechanical levers arranged for vertical leadout and two electric levers with indication locks.

The Southern Pacific Lines in Louisiana & Texas have placed orders with the General Railway Signal Company covering one Model-2 unit lever type electric interlocking machine for installation at Dallas, Tex. This machine will have 37 working levers and 11 spare spaces and will be equipped with forced drop lever locks. The order also includes nine 1-arm upper quadrant Model-2 A ground signals, eight Model-3 solenoid dwarf signals, four Model-2A one-arm upper quadrant bridge signals, two 2-arm ground signals, 24 Model-5A switch layouts and two operating switch-boards.

The Illinois Central has awarded a contract to Union Switch & Signal Company for the installation of an electro-pneumatic car retarder system in their northbound Markham Yard, just outside of Chicago. This yard, when completed, will be one of the largest classification yards in the country, and will consist of two entirely independent classification yards, one being known as the southbound and the other as the northbound yard. The northbound yard, including 69 power operated switches, is approximately fifty per cent larger than the southbound yard. The car retarders in the northbound Markham yard will be controlled from six towers, so located as to have each tower approximately at the center of the area in which the retarders controlled from that tower would be located. The same man who operates the electro-pneumatic car retarder devices will also operate the switches. The switches will be equipped with electro-pneumatic switch operating mechanisms.

The Canadian Pacific has placed orders for direct current block signaling materials, including a total of 54 Style T2 ground signals with necessary relays, batteries, shelters, etc., for installation on 27 miles of its single track line between Virden, Manitoba, and Kirkella; as well as materials for a similar installation on 17 miles of single track between Beavermouth, B. C., and Connaught, requiring 32 Style T2

ground signals and attendant apparatus. These materials are being furnished by the Union Switch & Signal Company, with the field installation to be performed by the railway company's regular signal construction forces.

The Illinois Central has placed a contract with the General Railway Signal Company covering two installations of all-electric systems of car retarders, skate movements and switch machines. One installation will be made on the southbound Markham yard and will consist of five towers having machines totaling 168 working levers and 32 spare spaces, sub-divided as follows: 78 working levers and 22 spare spaces for retarders, 46 working levers and 4 spare spaces for switches, 44 working levers and 6 spare spaces for power-operated skates. Duplicate motor-generators will furnish the electric current for this plant. The other installation will be made at East St. Louis and will be operated by four towers with machines totaling 106 working levers and 14 spare spaces, sub-divided as follows: 52 working levers and 8 spare spaces for retarders, 28 working levers and 2 spare spaces for switches, 26 working levers and 4 spare spaces for power-operated skates. This plant will also have duplicate motor-generators to furnish electrical power for the operation of all functions.

Personal

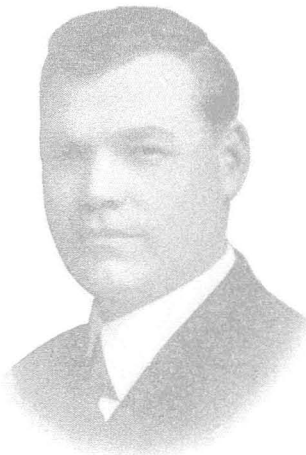
H. K. Lowry, signal engineer of the Chicago, Rock Island & Pacific, with headquarters in Chicago, has resigned, effective May 1, and has established his residence in Altadena, Calif.

Don F. Miller has been appointed signal supervisor, Western district, Great Northern, with headquarters at Spokane, Wash., succeeding Christian Voltz whose death on May 14, 1925, is noted elsewhere in this issue.

W. C. Brown has been appointed signal supervisor of the Southern Railway System, Lines West, with headquarters at Anniston, Ala. Mr. Brown is to have charge of the maintenance and operation of signals on the Birmingham Division between Austall, Ga., and Birmingham, Ala., which has been completely equipped with an alternating current automatic semaphore block signal system to govern the operation of trains.

Leroy Wyant, assistant signal engineer of the Chicago, Rock Island & Pacific, has been promoted to signal engineer, with headquarters at Chicago, effective May 1, succeeding

H. K. Lowry, who has resigned. Mr. Wyant was born at Noblesville, Ind., on August 14, 1885. He was educated at Purdue University and following the completion of his work there, in 1909, he entered the signal department of the Rock Island and served in the capacities of laborer, wireman and maintainer on automatic block signals until July, 1910. At that time he was transferred to the Chicago terminal division, where he was employed as maintainer on an electric interlocking plant. He then be-



Leroy Wyant

came draftsman in the signal engineer's office and later served as an extra gang foreman. On September 1, 1912, he resigned to become signal supervisor on the Chicago, Indianapolis & Louisville, which position he held until May 1, 1913, when he returned to the signal department of the Rock Island as general signal inspector. In August, 1913, he was promoted to superintendent of signal construction in charge of the installation of the interlocking plants at Des Moines, Ia., and Joliet, Ill., and on May 1, 1914, he became