



The Baltimore & Ohio has been denied any further extension of time for fulfillment of the train control order of June 13, 1922, in an order of the Interstate Commerce Commission dated June 8, following a petition filed by the railroad on May 2.

The Interstate Commerce Commission has granted a request of the Great Northern as embodied in a petition filed by that road on May 22, 1925, in an order dated June 8, 1925, calling a further hearing with respect to the Commission's train control order of January 14, 1924, insofar as it applies to the Great Northern. The hearing will be held in Washington, D. C., on July 13, 1925.

The New York, Chicago & St. Louis has filed with the Interstate Commerce Commission a petition for a further extension of time, from July 1, 1925, to January 1, 1926, in which to complete the installation of automatic train control required by the Commission between Chicago and Cleveland. The petition says that the test section of 20 miles on the Chicago-Port Wayne division, including the equipment of six locomotives, will be ready for inspection and test by June 20, but that the remaining 120 miles cannot be completed by July 1.

Recent Preliminary Inspections of Train Control

The train control installation on a 20-mile section of the Michigan Central was inspected by representatives of the Interstate Commerce Commission on June 15-20, inclusive. This section of road is equipped with the continuous inductive type of automatic train control, manufactured by the General Railway Signal Co.

On June 15-19, inclusive, the Commission's representatives made a preliminary inspection of the 20.5-mile section of the New York Central, equipped with the Sprague Safety Control and Signal Corp. intermittent inductive type of train control.

The representatives of the Interstate Commerce Commission made a preliminary inspection of the Union Switch & Signal Co. continuous inductive type of automatic train control on the Richmond, Fredericksburg & Potomac on June 15.

Construction

The New York Central has placed orders with the E. A. Lundy Company for 844 Balkite signal rectifiers to be used on various sections of the system.

The Texas & New Orleans (S. P.) has ordered from the Union Switch & Signal Company, a mechanical interlocking, 12 levers, for Port Arthur, Tex., the crossing of the Texarkana & Fort Smith (K. C. S.).

The Illinois Central has ordered from the E. A. Lundy Company one Matthews 6 kva. full automatic gasoline-electric set for use in connection with train control work to take care of emergency power requirements.

The Chicago, Burlington & Quincy has placed orders with the E. A. Lundy Company for 1,589 Balkite signal rectifiers for use in connection with signal installations which will be operated by the a. c. floating battery system.

The Louisville & Nashville has ordered from the E. A. Lundy Company one Matthews 3 kva. full automatic gasoline-electric set for use in connection with train control work to take care of emergency power requirements.

The Bessemer & Lake Erie has ordered from the Union

Switch & Signal Company a complete new set of locking for the existing 16-lever Saxby & Farmer machine at "BD" Tower. This locking will be installed by the railroad company's signal forces.

The Chesapeake & Ohio has purchased six Style "S-8" electric lever units together with a supporting frame for mounting these on the existing 12-lever Saxby & Farmer interlocking machine in service at Gauley, W. Va. These materials are being furnished by the Union Switch & Signal Company.

The New York Central, Lines West, has placed an order with the General Railway Signal Company covering one 48-lever Model-2 unit lever type electric interlocking machine for installation at Parma, Ohio. This machine will have 40 working levers and 8 spare spaces complete with forced drop electric locks.

The Baltimore & Ohio has ordered from the E. A. Lundy Company, 419 Balkite rectifiers, together with the necessary transformers and power-off relays to equip 71 miles double track with light signals, New Castle Junction, Pa., to Akron Junction, Ohio, and 35 miles of double track light signal, Sterling to Greenwich, Ohio.

The Texas & New Orleans is installing a 12-lever mechanical interlocking machine at its Port Arthur, Tex., crossing of the Texarkana & Fort Smith Railway. The material is being furnished by the Union Switch & Signal Company, while the field work will be carried out by the railroad company's regular construction forces.

The Missouri Pacific will install 234 miles of color-light signals this year at an estimated cost of \$865,000. This installation will be made in two sections. The first section, 122 miles, is between Poplar Bluff, Ark., and Bold Knob; the second section, 112 miles, is between Benton, Ark., and Clear Lake Jet, at Texarkana. The signals will be operated by the a. c. floating storage battery system.

The Norfolk & Western has placed order with the General Railway Signal Company covering seven complete engine equipments of the intermittent inductive automanual type train control. These equipments are to be of the same design as that furnished the Atlantic Coast Line and are to be used for equipping Norfolk & Western Class J engines for operation over A. C. L. tracks between Richmond, Va., and Petersburg.

The Minneapolis & St. Paul Suburban has ordered materials for the installation of traffic direction block signaling on its single track in St. Paul, Minn. Orders have also been placed for gauntlet protection at Hazel Park, St. Paul. The signal material for these installations is being furnished by the Union Switch & Signal Company, and the installation of the apparatus will be carried out by the railroad company's construction forces.

The Illinois Central has ordered 47 locomotive equipments and the necessary wayside material from the Union Switch & Signal Company for the installation of the Union continuous inductive automatic train stop system between Champaign, Ill., and Branch Junction. The installation covers 122 miles of double track and is the continuation of the 22 mile trial installation of the Union continuous system previously installed between Champaign and Tuscola.

The Bangor & Aroostook has placed an order with the General Railway Signal Company covering materials for in-