

stallation of direct-current automatic block signals at Mapleton, Me. These consist of 8 Model-2A bottom post signal mechanisms, 2 Model-2A bottom post bridge signal mechanisms, 2 Model-5 switch circuit controllers, 8 Model-6A switch circuit controllers, 24 Model-9E neutral relays, battery chutes, cable posts, relay boxes and other miscellaneous items.

The Michigan Central has contracted with the Continuous Train Control Corporation, New York and Detroit, for a trial installation of its semi-continuous automatic train control of the inductive type, using Hertzian waves, on its main line between Jackson, Mich., and Albion, 20 miles, double track. The system will be the simple stop with two-position cab indication. Ten locomotives are to be equipped, five freight and five passenger. The locomotive equipment employs different wave lengths for each indication, and works through a gap of from 8 in. to 10 in. Thomas E. Clark of Detroit is consulting engineer of the Continuous Train Control Corporation.

New Signal Construction on the Santa Fe

The Atchison, Topeka & Santa Fe has ordered D. C. block signaling materials from the Union Switch & Signal Company involving T-2 semaphore signals and attendant apparatus for installation on various sections of the Santa Fe, as follows:

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| Stewart Ave., Chicago, to Corwith, Ill..... | Eastern lines |
| 4.7 miles double track. | |
| Medill to Bucklin, Mo..... | Eastern lines |
| 78.4 miles double track. | |
| Rothville to Standish, Mo..... | Eastern lines |
| 27.5 miles double track. | |
| Ridgton to Neosho Rapids, Kan..... | Eastern lines |
| 14 miles double track. | |
| Spencer to Pauline, Kan..... | Eastern lines |
| 14.2 miles single track. | |
| Springer to Shoemaker, N. M..... | Western lines |
| 42.9 miles single track. | |
| Watrous to Las Vegas, N. M..... | Western lines |
| 19.9 miles single track. | |
| Ardmore to Thackerville, Okla..... | Gulf lines |
| 27.4 miles single track. | |
| Cleburne to Meridian, Tex..... | Gulf lines |
| 37.1 miles single track. | |
| Shirley to Angiola, Calif..... | Coast lines |
| 31.1 miles single track. | |

In addition to the above the Santa Fe has ordered Style-R color light signals for installation on three miles of single track over the Coast Lines, between Fallbrook Junction and Escondido Junction, Calif., on which section alternating current blocking will be installed. All of the materials for the above work are being furnished by the Union Switch & Signal Company, and will be installed by the railroad company's construction forces.

The Erie Railroad has placed order with the General Railway Signal Company covering one D.C. electric interlocking machine, having 40 working levers and 16 spare spaces, equipped with 15 forced-drop lever locks, for installation at Paterson, N. J. The order also includes 20 Model-5A D. C. switch machines, four 3-arm triangular color light signals, three 1-arm 3-indication triangular color light signals, one clockwork time release, one operating switchboard, one power switchboard and 60 Model-9E relays.

The Pennsylvania System has placed orders for a complete electro-mechanical interlocking machine for Lima, O., having eight mechanical levers and eight Style "S-8" electric lever units; also a 12-lever supporting frame with five Style "S-8" electric lever units for application to the existing Saxby & Farmer machine at "BR" Cabin, Millbrook, O.; a new 16-lever supporting frame with 7 Style "S-8" electric units for Liverpool, Ind.; and an 8-lever supporting frame with three Style "S-8" electric units for Wanatah, Ind. All of these materials will be supplied by the Union Switch and Signal Company and installed by the railroad company's signal construction forces.

The Reading Company is extending the electro-pneumatic interlocking plant now installed at P. H. & P. Junction, Harrisburg, Pa., to take care of the track layout at Mulberry

street, Harrisburg. The Mulberry street yard has heretofore been operated by an 80-lever mechanical interlocking machine and the new plan will provide for linking the functions of this layout up with the main Harrisburg interlocking so that one plant will operate the functions of both layouts. A 79-lever electro-pneumatic interlocking machine will handle the consolidated plant, which will involve the use of the A-1 type of switch movements with separately mounted cutoff valves. Color-light signals are being used in the Mulberry street layout and an illuminated track model will be installed in the tower at P. H. & P. Junction to cover the entire layout controlled at this central point. The Union Switch & Signal Company has been given the contract for installing this work.

Personal

Welles M. Post, superintendent of telegraph and signals of the Central region of the Pennsylvania, Pittsburgh, Pa., has been promoted to assistant chief signal engineer on the



W. M. Post

staff of the chief signal engineer of the system, effective June 1, 1925, with headquarters in Philadelphia, Pa. Mr. Post was born at Andover, Conn., on July 10, 1876, and entered the signal department construction forces of the New York, New Haven & Hartford in May, 1896. He was later appointed batteryman and then promoted to maintainer. In 1900, he was appointed division signal foreman on the same road, resigning in June, 1905, to become circuit draftsman in the signal engineer's office of the

Pennsylvania. In February, 1906, he was promoted to assistant supervisor of signals on the West Jersey & Seashore and in December of that year was transferred to the Pittsburgh division as assistant supervisor of signals. In February, 1909, he was promoted to supervisor, having jurisdiction over the Chautauqua division, and in June of the same year he returned to the signal engineer's office, becoming supervisor of signals. One month later he became supervisor of signals of the New York division, and in July, 1916, he returned to the signal engineer's office as signal inspector of the Eastern lines. In January, 1917, he became assistant signal engineer of the Eastern lines, and from February, 1918, to September, 1918, he was assistant superintendent of the Middle division. From September, 1918, to March, 1920, he was assistant superintendent of the Pittsburgh division, and on the latter date he became superintendent of telegraph and signals of the Central region, which position he held at the time of his recent promotion. Mr. Post was elected chairman of the Signal section of the A. R. A. at the last annual meeting in March, 1925.

Edward B. Pry, superintendent telegraph and signals of the Southwestern region of the Pennsylvania system, with headquarters at St. Louis, Mo., whose transfer to Pittsburgh, Pa., with the corresponding position in the Central region was noted in the June issue, was born at Burgettstown, Pa., on January 12, 1872. He attended the public schools of his native town and also of Washington, Pa. On December 12, 1894, he entered the service of the Pittsburgh, Cincinnati, Chicago & St. Louis as signal maintainer. Six years later he was promoted to signal foreman and on February 1, 1903, he was appointed signal supervisor on the Grand Rapids & Indiana. Two years later he was promoted to signal inspector on the Pennsylvania Lines West, with headquarters at Pittsburgh, Pa., remaining there until April, 1920, when he was appointed superintendent telegraph and signals of the Southwestern region, with headquarters at St. Louis,