

it will pick up the power on a small aerial and pass it to rectifying tubes, which will feed it to the motor on the car.

Conscience Money on D. & R. G. W.

The Denver & Rio Grande Western agent at Canon City, Colo., received the following letter, dated at Laverne, Okla., March 15, 1933: "About a year ago, when a boy and I were prospecting in the Royal Gorge, two rocks accidentally got away from us and, tumbling down, broke the signal line wires. I learned what the repair costs were and I am sending the 'damage money,' \$3, trusting that you will do the right thing by it. If this is not right or sufficient I will try and make it so."

The Union Switch & Signal Company has moved its New York offices from the Westinghouse building, 150 Broadway, to the 34th floor of the Empire State building, 350 Fifth avenue. The new telephone number is Chickering 4-2590.

Obituary

Olin Bramhall Frink, sales engineer of the Kerite Insulated Wire & Cable Company with headquarters in New York, died at his home on April 14. Mr. Frink was born near Montrose, Pa., April 19, 1879. In 1896 he entered the service of the C. & C. Company, manufacturers of electric motors and generators at Garwood, N. J., and a short time later went with the Hall Signal Company in the same city. Mr. Frink worked on the construction of automatic signaling on the Central Railroad of New Jersey in 1902-03 and was employed as a maintainer after the completion of installation. He served as a signal maintainer of the Interborough Rapid Transit subway in New York, when this project was first opened to traffic, and in 1904 returned to the Hall Signal Company to take charge of the construction of automatic signals on the Delaware & Hudson. In December, 1905, he was appointed signal inspector for the Pennsylvania division of the D. & H. and in June, 1905, was transferred in the same

capacity to the Susquehanna division. In January, 1909, Mr. Frink returned to the Hall Signal Company, where he was successively general inspector, factory engineer, work manager, assistant to vice-president, and sales engineer. In 1921 he went with the Waterbury Battery Company, where he spent five years in sales and engineering work in the application of the Waterbury Company's material in railway signaling. On December 1, 1926, he joined the railway sales force of the Kerite Insulated Wire & Cable Company of New York City, where he remained until his death, which occurred at his home in Elizabeth, N. J., on April 14, 1934.

Thomas Steven Stevens, signal engineer, system, Atchison, Topeka & Santa Fe, died in Topeka, Kan., April 11. Mr. Stevens was born November 28, 1861, at Ashby Magna, Leicestershire, England. He attended the private schools at Blox-



T. S. Stevens

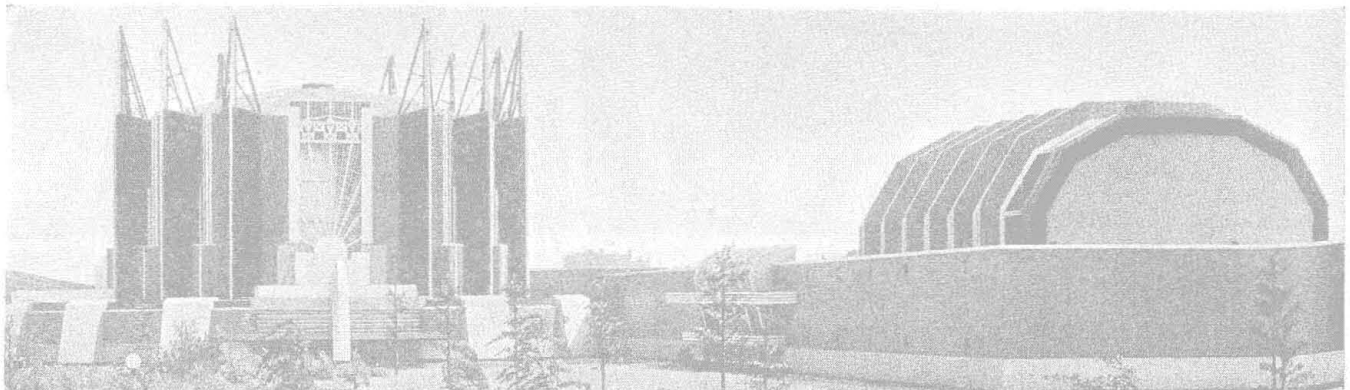
ham, England, and spent four years as student and cable operator with the Eastern Cable Company at Porth Curna, Cornwall, England, and Alexandria, Egypt. He came to the United States in June, 1887, and entered the service of the Chicago, Burlington & Quincy in the freight department at Chicago, where he worked from 1887 to 1889. In 1889, Mr. Stevens entered the service of the Union Switch & Signal Company in the con-

struction department and was in the employ of this company until December, 1900. During this period he had charge of the installation of the electro-pneumatic interlocking plants at Stewart avenue and 21st street, in Chicago, the St. Louis Union station and Grand avenue in St. Louis, and on the D. L. & W. at Hoboken, N. J. In December, 1900, he was appointed signal engineer of the A. T. & S. F. system, which position he held up to his death. In 1900, the signaling on the Santa Fe consisted of comparatively few mechanical interlockings and several small isolated sections of automatic signals. Since that time automatic signaling has been installed on more than 4,700 miles of road on the Santa Fe, together with numerous mechanical and power interlockings. Continuous train control with cab signaling incorporating either-direction train operation on both tracks of 175 miles of road between Chicago, Ill., and Ft. Madison, Ia., is one of the outstanding signaling projects on the railroad. Mr. Stevens was an active member of the Signal Section, A. R. A., and served as president of the Railway Signal Association in 1915.

Construction

The Interborough Rapid Transit Company has placed order with the Union Switch & Signal Co. covering materials necessary for signaling the local subway tracks on the Lenox Avenue line from 110th street to 145th street, New York City. This order includes 40 color-light signals, 55 electro-pneumatic automatic train stops, 163 relays with housing cases, 45 transformers, 56 Keystone insulated rail joints, etc. The field installation will be handled by the Interborough Company's regular signal construction forces.

The Pennsylvania has placed an order with the Ohio Brass Company for \$47,000 worth of insulators to be used in connection with the electrification projects between Philadelphia and Washington. This has been made possible by the P. W. A. employment program in connection with the government-financed railroad improvement campaign.



The Travel and Transport building will be the center of railroad interest at the 1934 Century of Progress Exposition which opens May 26.