

NEWS of the ...MONTH



New Interlocking Machines Abroad

New interlocking machines embodying the latest developments in signaling practice abroad were placed in service at Waverly Station in Edinburgh on October 12, and at Waterloo Station, London, on October 17. The Waverly machine, which replaces five mechanical machines formerly in service with a total of 415 levers, is equipped with 227 miniature levers and is of the all-electric type. All signaling for the station is electrically operated, semaphore signals having been replaced by multiple unit color-light and banner type signals. Track circuits, an illuminated track diagram and train describing equipment are features of the installation.

The Waterloo machine contains 309 levers controlling the same area formerly controlled by 6 separate machines with a total of 499 levers. The new machine operates 44 color-light signals, 62 flood-lit shunting signals, 34 route indicators as well as switch machines and position-light junction indicators. Four illuminated track diagrams are provided.

Says Rails Are Facing New Era

An optimistic picture of railroad development in the future was visioned by W. A. Harriman, chairman of the Union Pacific board of directors, in an address at New York on November 10. After tracing the rising trend of railroad business and earnings since the depth of the depression, Mr. Harriman asserted that the railroads do not fear the competition of either motor trucks nor of subsidized inland waterways.

"The importance of competing forms of transportation," he continued, "is only a small factor in the light of the great volume of new business that pours into the railroad industry as industrial activity, stimulated by human needs and mechanical progress, increases. In other words, the answer to the malnutrition of the railroads is not the removal of truck competition; it is the expansion of industrial activity."

Mr. Harriman told how the railroads have improved the quality of the passenger service which they render, not solely for the purpose of obtaining additional busi-

ness, but as a means of getting favorable attention from the public. He also contended that the attitude of President Roosevelt towards the railroads, which was manifested in the establishment of the provision of federal co-ordinated transportation, has resulted in improved co-operation between the railroads, and that the Association of American Railroads, working on frank terms with the Interstate Commerce Commission and other government agencies, has dissipated misunderstanding and distrust on both sides.

Personal Mention

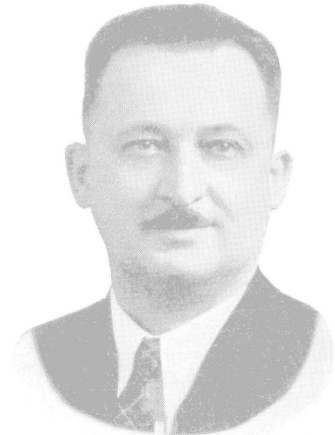
P. R. Kelley has received a temporary appointment as signal maintenance foreman on the Erie at Hancock, N. Y. Mr. Kelley succeeds P. E. Hoffman, who has been granted a leave of absence on account of ill health.

I. W. Crouse, formerly signal maintainer, has been appointed signal inspector on the New York, Chicago & St. Louis.

H. Barron, signal inspector of the St. Louis-San Francisco signal department, was promoted, effective October 16, to signal supervisor of the territory between Springfield, Mo., and White Oak, Okla. Mr. Barron's headquarters will be at Springfield. R. W. Troth, chief draftsman, was promoted to signal inspector, succeeding Mr. Barron. A. C. McMahan, formerly of the Norfolk & Western, was appointed chief draftsman of the Frisco signal department, succeeding Mr. Troth.

Charles W. Holden has been appointed chief supervisor of telephones, Seaboard Air Line, effective October 1, 1936, succeeding Mr. H. C. Sherrer, deceased. Mr. Holden's headquarters will be at Hamlet, N. C. He was born on March 7, 1884, at Louisburg, Tenn., and entered the service of the Western Union Telegraph Company in 1905 as lineman, subsequently becoming inspector, valuation inspector, and installer. On December 16, 1925, he entered the service of the Seaboard Air Line as telephone maintainer, which position he was holding at the time of his promotion to chief supervisor of telephones.

Chester Andrews, formerly in the signal department of the Alton, has been promoted to office engineer, with headquarters at Bloomington, Ill. He was born on May 27, 1894, at Berlin, Germany, and was educated at Armour Institute of Technology in Chicago. Mr. Andrews entered railroad service in 1913, being employed in the signal department of the Chicago & North Western. He served for



Chester Andrews

two years as ensign in the United States Naval Reserve Force during the World War. From 1924 to 1933, he was employed in the signal department of the Illinois Central, and on May 1, 1936, resigned to accept a position in the signal department of the Alton, which position he was holding at the time of his recent promotion to office engineer.

A. C. McMahan, formerly signal circuit designer of the Norfolk & Western, has been appointed office engineer and chief draftsman of the St. Louis-San Francisco, with headquarters at Springfield, Mo. He was born on July 1, 1904, at Marshall, Mo., and was educated at Missouri University and Armour Institute of Technology. Mr. McMahan entered railroad service on June 9, 1924, with the Illinois Central as signal draftsman during the electrification of the Chicago

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