

# NEWS OF THE MONTH

## Applications for Signaling Changes

Applications for approval of proposed modifications of signaling systems or devices have been filed with the Interstate Commerce Commission by several railroads, as required by Paragraph b, Section 26 of the Interstate Commerce Act as amended (Signal Inspection Law). Each application is given a number, and a brief statement as to the changes in each instance is placed on the bulletin board at the office of the commission, each bulletin including a paragraph reading as follows:

"Any interested party desiring to be heard upon such application shall advise the commission in writing within 15 days from the date of this notice; otherwise the commission may proceed to investigate and determine the matters involved in such application without further or formal hearing."

Up to November 26, notices had been published on 27 applications, which are given in abstract as follows:

**C. & N. W. (BS-Ap-1)** Discontinuance of automatic train control devices on old line between East Clinton tower and Bluffs Junction through Fulton. (Application approved by the commission October 20, 1937.)

**C. & O. (BS-Ap-2)** Change from semaphore to color-light signals on double track, Cincinnati division MP-566 to MP-581. (Approved by the commission October 12.)

**I. C. (BS-Ap-3)** Substitution of electric detector locking for mechanical detector bars in the interlocking plant at Tuscola, Ill., in which the I. C., C. & E. I., and B. & O. are interested. (Application approved October 12.)

**C. R. I. & P. (BS-Ap-4)** Change of medium-speed and low-speed settings of automatic train control governors on certain trains to increase medium-speed limit from 30 m.p.h. to 45 m.p.h. and to increase low-speed limit from 15 m.p.h. to 25 m.p.h.

**Wabash (BS-Ap-5)** Conversion of the mechanical interlocking plant at the crossing of the Wabash with the C.C.C. & St.L. at West Unity, Ohio, into an automatic interlocking plant. (Approved by the commission November 10, 1937.)

**I. C. (BS-Ap-6)** Changes in the interlocking plant at Riverdale, Ill., made necessary by the replacement of two slip switches with a crossover and two turnouts in the tracks of the B. & O.

**I. C. (BS-Ap-7)** Changes in the interlocking plant at Kensington, Ill., made necessary by reason of the removal of one switch and one dwarf signal.

**I. C. (BS-Ap-8)** Removal of detector bars operated by levers 11 and 13 at the interlocking plant at West Waterloo, Iowa.

**C. I. & L. (BS-Ap-9)** Removal of six signals from a branch line approaching junction with main line at Orleans, Ind.

**B. & O. (BS-Ap-10)** Certain changes in present facilities made necessary by the installation of an interlocking plant to protect the crossings of the B. & O. and the P.R.R. at Falls Creek, Pa.

**C. & N. W. (BS-Ap-11)** Change in the high-speed setting of automatic train control governors on certain 4-6-2 type E, E2A, and E2B locomotives and to increase the high-speed limit on certain passenger trains of 12 or less cars from 73 m.p.h. to 80 m.p.h.

**I. C. (BS-Ap-12)** Discontinuance of the use of automatic train-stop and cab-signal devices on its line between Champaign, Ill., and Branch Junction, and to substitute in lieu thereof operation under protection of three-indication color-light automatic wayside block signals of the searchlight type.

**D. & R. G. W. (BS-Ap-13)** Conversion of mechanical interlocking plant at the crossing of the D. & R. G. W. with the A. T. & S. F. and the C. & S. at Pueblo Junction, Colo., into a power interlocking plant of the all-relay type.

**A. T. & S. F. (BS-Ap-14)** Installation of an automatic interlocking, replacing crossing gate at the crossing of the A. T. & S. F. with the St. L.-S. F. at Valley Center, Kan.

**G. N. (BS-Ap-15)** During the period which navigation on the Great Lakes is closed, from approximately November 15 to approximately April 15, on account of reduced traffic and in accordance with past practice, discontinuance of operation of the block signal system on the line between Kelly Lake and Emmert and operation of interlocking plants at Gunn, Scranton Crossing, Emmert Crossing, North Mitchell, Allouez Ore Dock, Allouez Omaha Railroad Crossing, Saunders and Signal Bridge A-8.

**Wabash (BS-Ap-16)** Substitution of automatic color-light block signals for manual block system between Lodge, Ill., and Bement, and between Boody, Ill., and Taylorville.

**C. C. C. & St. L. (BS-Ap-17)** Removal of interlocking plant at Huntsville, Ohio, crossing of the C. C. C. & St. L. with C. & L. E., contingent upon the abandonment of the latter line at this point.

**C. & E. I. (BS-Ap-18)** Modification of interlocking plant at Salem, Ill., at crossing of C. & E. I. with the B. & O. by the addition of a siding switch and substitution of color-position-light signals for semaphore home signals on the B. & O.

**Southern (BS-Ap-19)** Modification of interlocking plant at Burstall, Ala., by the installation of two power signal arms, elimination of main track derrails and relocating home signals closer to junction.

**Southern (BS-Ap-20)** Installation of an alternating current automatic block signal system consisting of three-indication color-light signals between Beverly, Tenn., and Clinton.

**L. & N. (BS-Ap-21)** Relocation of automatic signals and installation of a spring switch at north end of Montgomery yards, Montgomery, Ala.

**L. & N. (BS-Ap-22)** Modification of interlocking at Calera, Ala., by installation spring switch at the end of double track in lieu of present remote control operation.

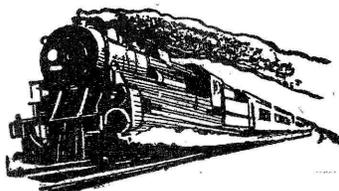
**B. & O. (BS-Ap-23)** Installation of interlocking at 14th street and Western avenue, Chicago, involving the B. & O. C. T., P. R. R., Chicago Junction, and C. & N. W.

**N. Y. N. H. & H. (BS-Ap-24)** Replacing controlled-manual block system using two-position semaphore signals between Sound View, Conn., and Waterford, with an automatic block system using three-position color-light signals, 8.82 miles. This change involves elimination of signal station and interlocking at East Lyme and reconstruction of interlocking at Niantic River drawbridge and signals at Waterford.

**N. Y. N. H. & H. (BS-Ap-25)** Replacing two-position semaphore automatic block signals on the Harlem River branch between signal bridge 105 H and 38 H, 3.79 miles, with three-position semaphore automatic block signals.

**B. & O. (BS-Ap-26)** Replacing manual block system between Vincennes, Ind., and Olney, Ill., with automatic color-position-light signals. This change also involves interlocking at Vincennes, Lawrenceville and Olney.

(Continued on page 720)



**B. & O. (BS-Ap-27)** Installation of searchlight type automatic block signals on the line of the B. & O. C. T. between Blue Island Junction, Ill., and McCook, the proposed changes involving changes in interlockings at McCook, Argo, Chicago Ridge, and Blue Island.

### Canadian Telegraph Statistics

The Department of Trade and Commerce of the Dominion of Canada has recently issued a report on telegraph statistics for 1936. According to the report: Gross revenues of all systems increased from \$9,741,394 in 1935 to \$10,378,873; operating expenses increased from \$8,416,329 to \$8,710,349; and net revenues were increased from \$1,325,065 to \$1,668,524. The number of telegrams originated in Canada and received from the United States for delivery in Canada were 11,001,936 and 1,733,250 respectively, or a total of 12,735,186; and the number of cablegrams forwarded and received were 740,170 and 651,733 respectively. The total value of money transferred by telegraph amounted to \$4,296,738 as against \$3,834,458 in 1935. The number of full time employees increased from 5,903 to 6,064; and salaries and wages increased from \$7,030,830 to \$7,360,193, exclusive of commissions amounting to \$340,284 in 1935 and \$354,343 in 1936.

### Status of Crossing Program

The latest statement showing the current status of United States works program grade crossing projects reveals that as of October 31, there had been completed a total of 1,565 grade separations, 291 reconstruction jobs and 360 crossing protection projects. These cost an estimated \$133,895,583 of which \$131,210,785 was supplied from works program funds.

Work, under way, including 382 separations, 75 reconstruction jobs and 369 protection projects, is expected to cost \$54,756,470 of which the works program funds will supply \$53,065,665. Remaining projects approved for construction include 78 separations, nine reconstruction jobs and 363 protection projects, for which works program funds will supply \$5,477,274 of the \$5,961,615 estimated total cost.

### Mechanical Train-Blocking System

The Yugoslavian State Railways have arranged for a trial installation of the Kofler mechanical automatic train-locking system on the Belgrade-Nisch line between Resnik and Rypnia. The Kofler apparatus consists essentially of an arm, the outermost end of which comprises a broad disengaging lever, this unit being mounted some 12 ft. above rail level and linked with the signal standard in connection with which the apparatus is to operate. The lever extends over the track as soon as the signal is placed at "danger" and is automatically returned to the rest position when the signal is in the "off" position. The locomotive, or railcar, carries on its roof two "stirrup" devices arranged in parallel with the longitudinal axis of the vehicle, one of the "stirrups" being movable and connected either with a warning signal or the locomotive brake

apparatus, and the other being fixed. Should a train proceed beyond a signal placed at "danger," the disengaging lever of the Kofler arm comes into contact with the movable "stirrup," depressing it and thus actuating either the warning signal or the brake apparatus, which causes the train to stop after very brief delay. A few seconds later, the fixed "stirrup" comes into contact with the arm, the result of this being the swinging upwards of the disengaging lever to a height above the level of the train. This second movement cannot take place, however, unless the warning signal has been given or the brakes of the train actuated.

### Accident Prevention

A rather complete compilation of present-day information on health hazards connected with welding operations has been made by the industrial health section of the **Metropolitan Life Insurance Company** in the form of a report entitled, "Health Protection of Welders." It discusses the types of welding and lists four principal hazards that are encountered: (1) Electric shock and burns, (2) radiant energy, roughly classified as ultra-violet rays, infra-red rays and visible light rays of excessive intensity, (3) gases, fumes and dust, (4) miscellaneous, which includes such hazards as the possible exhaustion of oxygen in the air breathed, due to pollution by products of combustion in confined, unventilated spaces. These various hazards are discussed in some detail in the booklet and protective measures are outlined. Methods of treatment are also considered.

### Accident on the Burlington

On October 7, 1937, there was a head-end collision between a passenger train and a light engine backing up, on the Chicago, Burlington & Quincy near Kemp, Neb. Five employees were killed, and five passengers, one baggage expressman, and one mail messenger were killed. The manual block system, in operation in the territory in which this accident occurred, provides no protection for opposing movements. According to the report of the Bureau of Safety, I.C.C., the accident was caused by the failure of a light engine to clear the scheduled time of an opposing superior train.

### Georgia Auto-Stop

The first installation in the state of Georgia of the new retarding-barrier type of highway crossing protection, the Auto-Stop, was placed in service on September 26, at Swainsboro, Ga., on the Georgia & Florida.

### Sodium Lights Solve a Fog Problem

The New York, New Haven & Hartford recently installed four more General Electric sodium lights in its Cedar Hill yards to provide good visibility for yard men in foggy weather. A trial installation of these lights, made about a year ago, has convinced the railroad that sodium lighting is effective where fog is com-

mon. In the Cedar Hill yards switching is accomplished by pushing cars to the top of a hump and letting them roll down on the other side to retarders operated by air from towers at various points in the yard. During fogs it was impossible to operate the retarders efficiently because the operators were unable to see them, even though brilliant illumination was provided by floodlights at heights of 75 to 100 ft. Two sets of four General Electric sodium lights were installed near two separate retarders. The lights operated efficiently and enabled the operators of the retarders to do an effective job. Since the results have been so satisfactory, the railroad has equipped two more retarders with sodium lights.

### Auto-Stops in Tennessee

The grade crossing protection program in Tennessee includes the installation of six auto-stops, the new barrier type of protection manufactured by the Evans Products Company, Detroit, Mich. The third of these was recently placed in operation at Martha on the Tennessee Central; another installation is being completed at Franklin, and two other projects are about to be advertised.

### Grade Crossing Accidents Exceed Last Year

The number of accidents at highway-railroad grade crossings, and the resulting casualties so far in 1937 continue to exceed the same period in 1936, according to the Safety Section of the Association of American Railroads.

In the first seven months of 1937, reports showed 2,433 accidents at grade crossings, an increase of 223 compared with the same period last year. Fatalities resulting from those accidents in the seven months' period in 1937 totaled 998, an increase of 89 compared with the same period one year ago, while the number of persons injured was an increase of 201, there having been 2,776 persons injured in the seven months' period this year.

Fatalities resulting from grade crossing accidents in July totaled 140, an increase of 34 compared with the preceding month this year but a decrease of eleven compared with the same month in 1936. At the same time, 280 persons were injured in July, compared with 267 persons in June, and 305 persons in July, 1936. Reports showed 265 accidents at highway-railroad grade crossings in July, compared with 246 in the preceding month and 281 in July, 1936.

### Personal

**E. L. Belmore**, assistant signal supervisor of the Union Pacific, with headquarters at Glenns Ferry, Idaho, as well as **G. F. Williams**, foreman signal repair shop at Pocatello, have retired. **F. S. Kragenbuhl**, formerly signalman and signal foreman, has been promoted to succeed Mr. Belmore as assistant signal supervisor. **J. S. Orr**, signal supervisor, has been appointed to succeed Mr. Wil-

(Continued on page 722)