

NEWS OF THE MONTH

Signal Section Annual Meeting

The 1939 annual meeting of the Signal Section, Association of American Railroads, will be held at the Stevens hotel, Chicago, on Monday and Tuesday, March 13 and 14. This will be the forty-fifth annual meeting.

Annual Exhibits

The National Railway Appliances Association will hold its twenty-eighth annual exhibit at the International Amphitheater in Chicago, Monday, March 13, to Thursday, March 16, inclusive, these dates being concurrent with the annual convention of the Signal Section, A.A.R., and the annual convention of the American Railway Engineering Association.

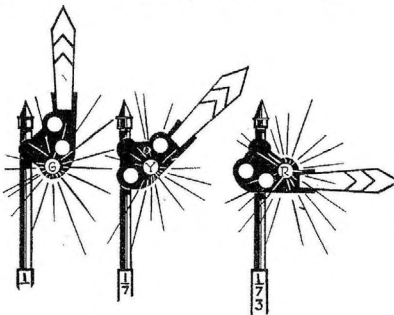
Bureau of Signaling Economics Closes Doors

The Bureau of Railway Signaling Economics, 347 Madison avenue, New York, has been discontinued, effective December 31. The bureau was organized in 1917 for the purpose of studying the economics of railroad signaling by the late Henry M. Sperry, who carried out invaluable pioneer work in his investigations of the economic value of railway signaling during his service as director of the bureau, which continued until his death in 1933. Since then, the bureau has been successively under the direction of W. H. Elliott, B. T. Anderson and S. E. Gillespie.

The Chicago, Rock Island & Pacific, on September 14, filed an application with the Bureau of Safety, Interstate Commerce Commission, for the approval of the modification of an interlocking at a crossing with the Chicago, Burlington & Quincy at South Bend, Neb., involving the installation of an automatic interlocking in lieu of a mechanical interlocking, and removal of main-track derails. The Brotherhood of Locomotive Firemen and Engineers, the Order of Railway Conductors, the Brotherhood of Railroad Trainmen, the Order of Railroad Telegraphers, and the Brotherhood of Locomotive Engineers, by their authorized representatives, filed a protest against the approval of the said application. Therefore, the Interstate Commerce Commission has assigned the application for hearing at the Fontenelle hotel, Omaha, Neb., on January 9, at 10 a.m.

The Cleveland, Cincinnati, Chicago & St. Louis, on November 19, filed an application with the Bureau of Safety, Inter-

state Commerce Commission, for the approval of the modification of an interlocking at a crossing with the New York, Chicago & St. Louis at Claypool, Ind., involving the removal of main-track derails on the C. C. C. & St. L. The Brotherhood of Locomotive Firemen and Engineers, the Brotherhood of Railroad Trainmen, the Order of Railroad Telegraphers, and the Brotherhood of Locomotive Engineers, by their authorized representatives, filed a protest against the approval of the said application. Therefore, it has been ordered that the application be assigned for a hearing at the United States Court Room at Indianapolis, Ind., on January 13, at 10 a.m.



A Message of Confidence

Day and night the signals* along the Illinois Central System send a message of confidence and cheer to those who man the trains.

These sentinels of safety stand guard unceasingly over millions of lives and billions of dollars in goods and property.

The service of the railroad—with its assurance of safety, its maintenance of speed and schedules—is in a large part the result of the trustworthy operation of these wayside signals and the intelligence and alertness of the men who read their meanings and translate them into action.

In all the operations of the railroad, safety comes first.

S. E. Gillespie
President
ILLINOIS CENTRAL SYSTEM

*The upright semaphore or green light means "full speed ahead"; the diagonal semaphore or yellow light means "reduce speed, prepare to stop"; the horizontal semaphore or red light means "stop."

Reproduction of large-sized poster mounted in Illinois Central passenger stations

September Accident Statistics

The Interstate Commerce Commission's completed statistics of steam railway accidents for September, 1938, now in preparation for the printer, will show:

Item	Month of September		9 months ended with September	
	1938	1937	1938	1937
Number of train accidents	525	579	4,165	6,465
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	238	240	1,794	2,055
Injured	242	216	1,959	2,098
Passengers on trains:				
(a) In train accidents*:				
Killed	8	.....	52	.....
Injured	67	26	360	362
(b) In train-service accidents:				
Killed .....	.....	2	13	10
Injured	139	172	1,388	1,486
Travelers not on trains:				
Killed .....	.....	2	6	10
Injured	51	62	550	575
Employees on duty:				
Killed	46	48	358	507
Injured	1,419	1,980	11,801	18,461
All other nontrespassers:†				
Killed	128	192	1,103	1,461
Injured	438	614	3,904	5,039
Total—All classes of persons:				
Killed	420	484	3,326	4,043
Injured	2,356	3,070	19,962	28,021

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than \$150 to railway property.

† Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Number of accidents	259	361	2,340	3,094
Persons:				
Killed	109	161	1,009	1,305
Injured	298	422	2,706	3,512

Personal

Maurice Cassidy has been appointed acting supervisor of signals, Montreal terminals, of the Canadian National, vice J. L. Kenny, whose death was noted in the September issue of *Railway Signaling*.

R. E. Green, assistant signal engineer in charge of signaling on the Michigan Central, has had his jurisdiction extended to include the electrical department, with the title assistant signal electrical engineer. C. G. Winslow, assistant electrical engineer, has retired, effective November 1. Mr. Green was born on June 10, 1881, at Taylor, Ont., and entered railroad service on May 1, 1900, with the Michigan Central in the signal department, remaining until September 30,