forest fires cut off service over wire lines, train operations would be further safeguarded by the installation at Norden of a "fixed" radio station with a carrier output transmitter of 500 watts and by equipping the fire train stationed at Emigrant Gap with a semi-mobile radio station. The Southern Pacific applied for and was granted by the Federal Communications Commission construction permits whereunder it would be permissible to install a fixed radio transmitting station at Norden, summit of the Sierra Nevada mountains, the rated power of which is to be 500 watts, emission A-1 and A-3, frequency range 2724 and 3190 kc. with tolerance percentage of 0.04, the call letters for which are to be "KAWJ." Also a similar construction permit was issued authorizing the construction of a semi-mobile transmitting station on the fire train stationed at Emigrant Gap, the rated power of which is to be 50 watts, frequency 2726 kc on A-3 emission and 3190 kc on A-1 emission with tolerance percentage of 0.04, and the call letters for which are to be "KAWK." The above-mentioned frequencies are those assigned for special emergencies and their use limited to the times when the Southern Pacific wire lines are out.

Other Reports

The problem of transposition design in connection with carrier systems and 20-in. gain spacing was introduced again when carrier systems were discussed by Subcommittee 4-B. J. L. Niesse described the Type-D, Type-K-10, and a new transposition system designed by the Western Union Telegraph Company and asked for comments.

The report of Committee V—New Devices and Materials, was presented by S. L. Van Aiken, (N. Y. C.)

Committee VI—Communication Plant Operation, G. D. Hood, Rock Island, chairman, discussed classification telegraph service, methods of effecting economies and savings in telegraphing of railways, railway associations, and bureaus, periods to preserve message files, standard forms for the make-up of received telegrams, routine for handling telegrams, new developments in operating practices, balancing of polar duplex circuits, and the transaction of commercial business at railroad telegraph offices.

Discussion

W. Rogers, (M. P.), presented the committee's views on classification telegraph service, and suggested that the standard telegraph form for received telegrams be removed from the Manual and that a distinctively colored paper be used for all telegrams except diversions and reservations, and that another color be used for diversions and reservations. W. A. Jackson and J. L. Niesse stated that no particular classification of telegrams is used on the New York Central, but senders often mark important telegrams "Rush." A. W. Flanagan mentioned that the Southern Pacific has used distinctively colored blanks for several years. J. H. Brennan, superintendent of telegraph of the St. Louis-San Francisco, pointed out that any such practice should be standardized on a national basis due to the rapid growth of interchange messages between railroads. Mr. Rogers explained that part of the committee preferred a simple scheme of coding, such as utilization of two different colors of paper, while other members preferred a more complicated scheme such as use of the terms "Rush," "Preferred," "Day," and "Night." Considerable discussion followed, after which it was agreed that the standard form should be withdrawn and that the committee should continue its investigation of the possibility of coding received telegrams by some distinctive method.

The report of Committee VII—Inductive Co-ordination, was presented by W. A. Moore, New Haven, chairman, and included two sections discussing the fundamental principles of shielding and transposition, respectively.

I. C. C. Permits Removal of Derails

THE Interstate Commerce Commission, on April 4, issued a decision No. 28000 (Sub. No. 3) and an order authorizing the New York Central to remove derails in the main-line tracks at a crossing of the N. Y. C. and the Michigan Central, at Porter, Ind.

In accordance with Paragraph b, Section 26, of the Interstate Commerce Act as amended (Signal Inspection Law), the N. Y. C. on May 21, 1938, filed an application for approval of modifications of the Porter interlocking to remove the main-line derails and to use the levers thus gained to provide a separate lever for each crossover switch. Automatic train stop of the intermittent inductive type is in service through this territory.

The changes were opposed by representatives of some of the train and engine service brotherhoods and other employee organizations on the grounds that safety of operation would be decreased. A hearing was held and briefs were submitted. The petitioner's witnesses testified that, in general, derails in main tracks constitute a hazard instead of providing protection, and that their use is unnecessary and inadvisable under modern operating conditions, since braking appliances and automatic signals have been greatly improved, and automatic train stop systems devised. Failure to observe a stop signal in conjunction with a derail will certainly result in one or more accidents, but in many instances no accident necessarily results from failure to observe a signal with which no derail is used. In case a locomotive is thrown onto the ground by a derail, the locomotive may be overturned and the train buckle onto adjacent main tracks, thus creating potential hazard to other trains also.

Several witnesses testified in opposition to the removal of derails. They urged that derails provide the only positive protection against side collisions at railroad intersections at grade. They claimed that enginemen are ordinarily extremely cautious in approaching points where derails are in service, and that signals, even when supplemented by automatic train stop devices, do not afford the protection required at grade crossings, also that train crews feel greater security at plants equipped with derails.

In the discussion by the commission in the decision, the following statements were made. "It is clear that accidents have been caused by, and also averted by, the use of derails. The action of the Signal Section of the Association of American Railroads, which by resolution indicated that 'Derails should not be used in main tracks,' appears to have been reached after careful and mature consideration of the subject. While we are not to be understood as agreeing that the action indicated by this resolution should govern in every case, it seems that considerable weight should be attached to the action of that body. We are of the opinion that under the particular circumstances here shown, including the traffic involved, the physical characteristics of the tracks and the type of equipment used, we would not be justified under the provisions of Section 26 of the act as amended in withholding approval of the proposed changes. We find that removal of the derails from the main tracks and the other proposed changes as set forth in the application will not decrease safety but may reasonably be said to promote safety. We further find that approval of the petition should be granted, and an appropriate order will be entered."