

NEWS

of the MONTH

A. T. C. Tests Ordered

The Interstate Commerce Commission issued an order on August 1, signed by Commissioner Patterson, requiring the Illinois Central to show cause why that road should not be required to adopt certain rules concerning the testing of automatic train stop and cab signaling equipment.

"It appearing, that collisions between trains on the Illinois Central have occurred when trains in automatic train-stop territory were being operated with the automatic train-stop and cab signal devices on the locomotives cut out of service, no additional protection in lieu thereof being provided; and

"It further appearing, that under circumstances such as existed in connection with these accidents it is necessary in the public interest that additional safeguards be provided on the Illinois Central; therefore,

"It is ordered, that the Illinois Central Railroad Company and all other interested parties be, and they are hereby cited to show cause, if any there be, by a formal return filed with the Commission on or before the first day of October, setting forth specifically the grounds relied upon, why the Illinois Central should not be required to adopt the following rules:

"289-B. Automatic Train Stop Device:—Locomotive enginemen upon leaving initial terminals will make required departure tests and must know that all equipment is in proper operating condition before proceeding. Before entering automatic train stop territory, enginemen will cut in automatic train stop device and know it is in proper operating condition before proceeding. Locomotive firemen upon leaving initial terminals and upon entering automatic train stop territory will ascertain from enginemen whether automatic train stop device is in proper operating condition.

"C. Engine Cab Signal:—When the electrical engine device or the signaling current in the rails has failed—pneumatic device may be cut out, electrical device remaining cut in, and train will proceed at restricted speed, not exceeding 15 miles per hour, to the first available point of communication, where report must be made to the chief train dispatcher.

"D. Train will then proceed in accordance with instructions of chief train dispatcher and at a speed considered safe, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point switches prepared to stop unless the way is seen to be clear.

"Chief train dispatcher will notify all

trains concerned by train order. He will issue order providing that the train without automatic train stop protection will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead."

St. Louis Terminal

Immediately after the destruction by fire of the interlocking at Tower No. 1, St. Louis Terminal, on July 22, as explained on page 441 of the August issue, a decision was made to rebuild this interlocking in kind, incorporating such improvements as have been introduced in the electro-pneumatic interlocking system subsequent to the installation of the original plant in 1903. The engineering and production forces of the Union Switch & Signal Co. were consequently called upon by the Terminal Company to effect the very earliest possible replacement of the interlocking machine and associated apparatus.

This involves a new 303-lever frame Model-14 electro-pneumatic interlocking machine; an illuminated track model which will extend practically the entire length of the machine; a relay rack consisting of 23 sections, which will be completely wired at the factory and equipped with plug-in relays. The power distribution switchboard, on which will be mounted rectifiers for charging the interlocking battery, and for the control of all power circuits, will be completely assembled at factory. The main terminal boards, to which all wires from the outside will be brought and terminated, will also be completely assembled at factory. The track relays for the 285 track circuits involved will be of the PN-50 plug-in type and mounted on the tower relay rack.

The Union Company's engineers are co-operating with the architects of the new building to the end that the new fireproof tower will be provided with the most suitable facilities in the way of wire chases and entrances to the tower as well as ducts leading from the relay room to the interlocking machine and track model. All wire used inside of the tower will be provided with a non-inflammable insulation. A catwalk construction will be provided so as to give ready access to the wiring underneath the interlocking machine. New steel terminal cases will be installed just outside of the tower and at points as required to terminate all cables which previously ran directly into the old building—the tower ends of all of these cables having been destroyed at time of the first. The new terminal cases are a sufficient distance from the new tower to permit of cutting away the injured cable ends and terminating the cables of the previous installation. New

non-inflammable insulated wire will be run from these outside cable terminal cases to the main terminal board in the tower. The field installation work is being taken care of by the regular construction forces of the Terminal Company.

Personal

Robert Ross, signal supervisor on the Pere Marquette, with headquarters at Grand Rapids, Mich., retired recently. Mr. Ross was born on December 19, 1870, at St. Catharines, Ont., where he was educated in the public schools. He en-



Robert Ross

tered railway service in November, 1893, with the Union Station Terminal Company at Detroit, Mich., as a signal maintainer, which position he held until February, 1900. At that time he left the Union Station Terminal Company to go with the Pere Marquette as general signal foreman at Grand Rapids, Mich. Mr. Ross was promoted to signal supervisor in June, 1911, which position he held until his recent retirement.

Changes on the Big Four

Wilmer Welsh, circuit engineer, Cleveland, Cincinnati, Chicago & St. Louis, at Cincinnati, Ohio, has been promoted to the position of office engineer, with the same headquarters. T. M. Hayes, signal draftsman, succeeds Mr. Welsh as circuit engineer, with headquarters at Cincinnati.

T. M. Hayes was born on March 18, 1905, in Marion county, Ala. Mr. Hayes studied electrical engineering at the Uni-