

ice on October 22, 1912, as assistant signalman with the A. C. L., followed by promotions successively to fitter and signal maintainer, which position he held at the time of his promotion to signal construction foreman on September 1, 1941. Samuel J. Davis was born on May 21, 1907, at Wilmington, N. C., and entered railway service on October 9, 1922, as a clerk in the auditing department of the A. C. L. He transferred to the signal department on February 1, 1926, as signal helper, which was followed by successive promotions to junior signalman, signalman, and chief signalman, which position he held at the time of his promotion to signal construction foreman.

### Obituary

Paul Max Gault, signal engineer of the Missouri Pacific Lines, at St. Louis, Mo., died on September 16. Mr. Gault was born at Waverly, Kan., in 1884, and was graduated from Ohio State University, Columbus, Ohio, in electrical engineering in 1906. He entered railway service in the same year as a signal apprentice on the Pennsylvania Lines West, and worked in various capacities in the maintenance and construction of automatic signals and mechanical and electric interlocking plants until April 1, 1909, when he was transferred to the signal engineer's office as a draftsman. At the end of four years' apprenticeship he was transferred to the Chicago terminal on automatic signal construction. In January, 1911, he was promoted to division signal inspector at the Chicago terminal. On April 1, 1913, Mr. Gault left the Pennsylvania to become supervisor of signals of the Illinois division of the Illinois Central. He was appointed signal inspector in the office of the signal engineer at Chicago the following year. He was promoted to office en-



P. M. Gault

gineer on January 15, 1915, being assigned as a pilot signal engineer on valuation work in October, 1917. Mr. Gault returned to the signal department as office engineer on the completion of this work, and in January, 1923, he was promoted to assistant signal engineer, with headquar-

ters at Chicago, which position he held until his resignation to become signal engineer of the Missouri Pacific, effective January 1, 1927. The following year he was appointed also signal engineer of the International-Great Northern and the Gulf Coast Lines. Mr. Gault was a member of the Signal Section, A.A.R., having served as vice-chairman in 1928 and 1929, and as chairman in 1930. He also served as vice-chairman of the Joint Committee on Grade Crossing Protection, and was also a member of the Committee on Automatic Train Control.

Walter Thomas, signal supervisor of the Alberta and British Columbia districts of the Canadian National, with headquarters at Edmonton, Alta., died in August. Mr. Thomas was first employed by the Grand Trunk Pacific (now part of the Canadian National) as a bridgeman in May, 1911. In 1912, he became a signal maintainer and bridge operator until 1914, when he was appointed signal maintainer exclusively. In 1920, he was promoted to leading signal maintainer. From the time of his entry into the service in 1911, he was located at Fort William, Ont., where he remained until August, 1937, at which time he was appointed signal supervisor, Edmonton, Alta., in charge of signals on the Alberta and British Columbia districts of the Canadian National.

### Construction

The New York, Chicago & St. Louis has placed an order with the Union Switch & Signal Company, covering materials for the installation of centralized traffic control on 16 miles of single track between Northeast, Pa., and Westfield, N.Y., with the control point at Northeast. In addition to the C.T.C. system apparatus and control machine, the project involves new a-c. switch machines, color light ground signals, with necessary relays, rectifiers, transformers, etc., and the necessary sheet steel relay housings for the apparatus. The code line circuits will be superimposed upon an existing dispatcher's telephone line circuit with simplex telegraph circuits. The regular construction forces of the Nickel Plate will carry out the field installation work.

The Boston & Albany has placed an order with the General Railway Signal Company covering direct current block signal material to be installed between Boston, Mass., and Allston. Included in the order are 30 Type-SA color-light signals, 15 Type-W color-light signals, 57 line and track rectifiers, 225 Type-K relays, 9 Model-7 switch circuit controllers, 12 welded-steel housings, 24 Type-W relays, and necessary transformers.

The Electro Motive Corporation has placed an order with the General Railway Signal Company covering ten sets of intermittent inductive train control engine equipments, eight being for Atlantic Coast Line and two for Florida East Coast diesel locomotives.

The American Locomotive Company has placed an order with the General Railway Signal Company covering 15 intermittent inductive auto manual train

control engine equipments for New York Central locomotives.

### Trade Publications

The Okonite Company, Passaic, N.J., has recently issued a new bulletin entitled, "Splices & Tapes for Rubber Insulated Cables." This bulletin describes Okonite rubber splicing tape, friction tape and rubber cement for use in splicing rubber insulated cables. General instructions for joining rubber insulated cables up to 5,000 volts are provided in this well-illustrated 12-page bulletin.

The Westinghouse Electric & Manufacturing Company, East Pittsburgh, Pa., has announced a new seven-page bulletin, R-998, describing electric heaters for outdoor railroad track switches. Heater length and wattage recommendations are given for typical applications. Methods of mounting are discussed with a detailed drawings. Heater auxiliaries, such as transformers, controls and feeder lines are described.

### R. S. & I. Applications Granted

In orders dated the 11th and 13th of August, the Interstate Commerce Commission authorized extensions of time until January 1, 1942, for various railroads to complete changes in signaling facilities as required by Sections 55, 93, 203, 204, 303, 304, 305, 309, 310, 321, 404 and 405 of the Rules, Standards and Instructions of the Commission applying to installations existing on September 1, 1939. This extension of time applied to applications made by a total of 106 railroads, the names of which were included in either one or the other of the orders mentioned above.

### Applications for Signaling Changes

In the period from August 23 to September 11, the Interstate Commerce Commission has approved 66 applications for proposed modifications of signaling systems of devices under the Interstate Commerce Act as amended. The approved application numbers are (inclusive): BS-Ap-2329, 2593, 2677, 2864, 2893, 2921, 2922, 2924, 2929, 2943, 2946, 2976, 2984, 2985, 2987, 2989, 2994, 2995, 2997, 2999, 3002, 3005, 3013, 3016, 3017, 3019, 3025, 3026, 3028, 3029, 3032, 3033, 3035, 3039, 3044, 3045, 3047, 3049, 3051, 3056, 3057, 3062, 3063, 3065-3067, 3069, 3070, 3078, 3081, 3082, 3085, 3086, 3090-3093, 3096-3098, 3102, 3126, 3136, 3137, 3142 and 3150. Application BS-Ap-2330 has been denied.

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), as follows:

Penna. (BS-Ap-3236) Modification of MG interlocking at Calumet Park, Ill., at crossing with M. C., B. & O. C. T., and I. H. B. and interlocking at Burnham, Ill., at crossing with N. Y. C. & St. L., C. & W. I., and C. S. S. & S. B., involving changing semaphore signal 17 to position-light signal at MG interlocking, installa-

(Continued on page 578)