

had been completed. An operating check was made of the sections affected by the change with the action being observed and reported by men at each field location. Next the series line from Brush to Derby was disconnected from the test set and connected to the remote carrier at Brush. Tests of the connection were quickly made, and the move was officially completed. The entire 248-mi. territory, McCook to Derby, was now handled from McCook.

The movement of the machine from Brush to McCook showed that the control of signals over a section of railroad by C.T.C. operation is very flexible. During the time that the machine was out of service 77 per cent of the territory normally operated by the machine being moved was still controlled by means of the test set. The other 24-mi. section could also have been similarly handled, but, due to the complications in rewiring the field locations, it was felt that this section could be better handled by train orders.

New Records Established By This Move

The entire McCook division, Hastings to Derby, is controlled by two dispatchers on each trick under the supervision of the chief dispatcher. One dispatcher controls a section from Hastings to McCook, operating a General Railway Signal Company machine. The second dispatcher controls the section from McCook to Derby by operating the two adjacent 10-ft. "Union" C.T.C. machines.

The movement of the machine from Brush to McCook resulted in several new records being established for the Burlington. This is the longest C.T.C. line now in service, there being approximately 250 mi. from McCook to Derby with continuous C.T.C. over the entire line. The two "Union" 10-ft. machines, electrically interconnected, control this territory. A General Railway Signal Company machine, located in the same room at McCook, controls the territory between McCook and Hastings. Thus, the entire main line of the McCook division is controlled from division headquarters at McCook. This continuous stretch of C.T.C., from Hastings, Neb. to Derby, Colo., is a distance of 380 mi. In addition, a second General Railway Signal Company installation, between Lincoln and Hastings of approximately 97 mi., adjoins the 380-mi. stretch. This makes approximately 477 mi. of continuous C.T.C. between Lincoln and Derby, the longest continuous stretch of C.T.C. territory in existence at this time.

I.C.C. Signal Hearings

The Interstate Commerce Commission, W. J. Patterson, commissioner, presiding, held hearings in Chicago, November 17 to 21, inclusive, to hear the petitions of certain additional railroads for relief from the requirements of the Commission's signaling order issued June 17, 1947. The roads heard at those sessions were the Chicago & North Western, the Chicago, St. Paul, Minneapolis & Omaha, the Chicago, Rock Island & Pacific, and the Minneapolis, St. Paul & Sault Ste. Marie. In brief, this order of June 17 requires the railroads to install block signaling on all lines, not now so equipped, on which freight trains are operated at 50 m.p.h. or more, or passenger trains at 60 m.p.h. or more, and protection in the form of train stop, train control or cab signaling on all tracks where any train is operated at 80 m.p.h. or more.

The North Western, including the Omaha, sought relief from the requirement to install train stop, train control or cab signaling on certain lines between Chicago and St. Paul where streamlined trains are operated at speeds higher than 80 m.p.h. Also, as applying to territories between Milwaukee, Wis., and Escanaba, Mich., via Green Bay, Wis., and between Mankato, Minn., and LaMar, Iowa, the request was to operate trains at speeds up to 65 m.p.h. without being required to install a block signal system.

Rock Island Petition

The Rock Island requested permission to run certain streamlined Rocket trains over some territories at speeds up to 90 m.p.h. without being required to install cab signaling, train stop or train control. Some of these territories are on 117 mi. between Farnam, Iowa, and Grinnell; 265 mi. between Herington, Kan., and Chickasha, Okla.; and 336 mi. between Pratt, Kan., and Tucumcari, N. M. This railroad also requested permission to operate one train each way daily at speeds higher than 60 m.p.h., without installing block signaling, on 235 mi. between Booneville, Ark., and Oklahoma City, Okla.

The Soo Line is the operating agent for the Wisconsin Central, now in bankruptcy. In opening its case, the Soo Line stated that negotiations were under way, subject to approval of the federal court, to install automatic block on 268 mi. between Spencer,

Wis., and Wheeling, Ill., which is 31 miles from Chicago. Also, this carrier requested permission to operate trains at 60 m.p.h. without installing signaling on certain territories totaling 266 mi. on the route between Minneapolis, Minn., and Winnipeg, Man., as well as at 65 m.p.h. on 142 mi. between Spencer and a junction near St. Paul, Minn.

Similar to Those of Other Roads

For the most part, the information brought forth at these sessions was similar to that given at the hearings held in October when the cases of the Union Pacific, the Great Northern, the Southern Pacific and the Santa Fe were heard. (See page 549 of *Railway Signaling* for October.) One new thought brought out during the November hearings was contained in a statement by Commissioner Patterson, to the effect that the Commission's order does not necessarily require wayside automatic block signals in an installation of cab signaling.

Fourth Aspect

As a part of these sessions, a brief time on Friday morning, November 21, was given to applications which had been made by the Union Pacific to install a fourth aspect, Advance Approach, Rule 282A, on three signals, and by the Illinois Central to install such a fourth aspect on one signal. Both these railroads proposed to use a flashing yellow as this fourth aspect. However, the discussion and decision had to do with the meaning of the indication to an engineman rather than dealing with the character of the aspect, i.e., whether it was yellow-over-yellow or flashing-yellow. In the Standard Code, the indication for the fourth aspect, Advance Approach, Rule 282A, is "Proceed preparing to stop as second signal." As applying to the fourth aspect on the proposed signals on the Union Pacific and the Illinois Central, as mentioned above, Commissioner Patterson, at the session on November 21, disclosed a decision that the indication should be "Proceed, train speed must be reduced immediately, sufficiently to pass next signal at a speed not to exceed 30 m.p.h."

The Union Pacific accepted this stipulation, but the Illinois Central withdrew its application as involving the proposed signal in question.