

# The News of the Month

**New York City** export houses are asking for prices on 200 complete sets of color light signals; also on another lot of 52 complete sets, for export to Japan.

**Crossing a Railway Track** against the warnings of a signal or a watchman, has been declared an offense, punishable by fine of not more than \$200, by an ordinance adopted by the Board of Commissioners of Dallas, Tex.

**The St. Paul Sectional Committee** of the Signal section, A. R. A., will hold a meeting at St. Paul on Tuesday, March 28, at which time a paper on automatic signaling will be presented, as well as papers of interest on other subjects.

**Charges of manslaughter** against the engineman and fireman of the Michigan Central train which collided with a New York Central train at the crossing at Porter, Ind., last February, causing the death of 37 passengers, were dismissed in the Circuit Court at Valparaiso, Ind., on February 13.

**According to a report** to Commissioner Esch the thirty inch snow fall and blizzard in the vicinity of Baltimore and eastern Virginia recently did not interfere with the operation of the ramp type train control apparatus in service on the Chesapeake & Ohio.

**The Illinois Central** signal department employees educational meeting was held at Champaign, Ill., on Sunday, February 26. Grounds, was the subject discussed and considerable information on their location and elimination was brought out in the discussion.

**The American Association of Engineers** will hold its fourth annual railroad conference in Chicago on Monday, March 13, the first day of the meeting of the signal section A. R. A. and the day preceding the opening of the annual convention of the American Railway Engineering Association.

**In the recent** Automatic Train Control Order March 15 was the date set for the hearing of the railroads before the Commission. However, because of the meetings of the Signal section, A. R. A., and the American Railway Engineering Association in Chicago during the week of March 15, the hearing has been postponed until March 20.

**The Chicago Sectional Committee** of the Signal section, A. R. A., held a meeting at the Congress Hotel, Chicago, on February 23. H. S. Balliet, assistant terminal manager, Grand Central Terminal, N. Y., delivered a paper on "The History of Railway Signaling." The lecture was illustrated by 360 lantern slides showing views of modern equipment. Approximately 100 were in attendance at the meeting and real appreciation of the program was very evident.

**Five trainmen** were killed and 11 persons injured when passenger train No. 10, a double header, on the Great Northern collided with a snow plow near Delano, Minn., 40 miles west of Minneapolis on February 23. At an investigation of the accident held on February 28, the conductor of the snow plow assumed responsibility for the wreck admitting that he should have remained at Delano.

**Sub-Committee "G"**—Apparatus, Material and Tools, of the Telegraph and Telephone section, A. R. A., held a meeting in St. Louis on Wednesday and Thursday, March 1 and 2, 1922. Sub-Committee "H"—Locations and Layouts, held a conference in Chicago on Friday, March 3, 1922, with the Engineering division and Signal section, relative to layouts of signal and telegraph and telephone apparatus in buildings. Committee No. 8—Editing and Publicity, held a meeting in New York City on Thursday, February 23, 1922.

**The State Railroad Commission of California** recently issued an order requiring that stages and omnibuses be stopped before passing over railroad crossings. J. C. Caviston, 30 Vesey street, New York City, secretary of the Operating Division of the American Railway Association, sent to all members of the association a copy of the order and with this a message from the committee on grade crossing pro-

tection, C. L. Bardo, chairman, suggesting that railroads bring this matter to the attention of state commissions to see if action in this direction cannot be obtained in all of the states. A similar order has been issued by the Public Service Commission of Nevada; and it applies the rule not only to automobile stages (passenger-carrying vehicles) but also to trucks engaged in the transportation of explosives or inflammable liquids.

**The Swedish State Railway** has sent a committee to United States to investigate signaling of single track railways, electrification of steam railways and general railway engineering projects. The committee, consisting of Ture Hard, chief signal engineer, Swedish State Railways, Hjalmar G. Aberg, chief engineer, Swedish State Railways, and Hugo Wilson, chief engineer of the A. B. Vaslas & Signals, manufacturers, landed in New York, February 3. After spending several days at the factories of the General Railway Signal Company and the Union Switch & Signal Company they went to the Western Coast and expect to return to Chicago in order to be present at the March meeting of the Signal section, A. R. A., and the American Railway Engineering Association and also to spend some time at the exhibits at the Coliseum.

## No Particular Type of Train Control

Endorsed by I. C. C.

The Interstate Commerce Commission has issued a memorandum to the press, referring to its automatic train control order, saying: "It has come to the commission's notice that parties interested in particular devices, by advertisements and other representations in stock-selling activities, are giving the impression to the public that the commission approved, and ordered carriers to install, their particular devices.

"The commission desires it to be understood that its order does not prescribe, prefer, or indorse any particular device or type to be used by any carrier.

"The only requirement is that installation shall pass certain technical specifications and requirements which have been found to be necessary for the successful operation of devices of this character. These are so broad as to afford the desired freest field of opportunity for inventors and for trying out all automatic train control and train stop devices."

## Personal

**C. C. French**, assistant engineer in the office of the chief engineer of the Cleveland, Cincinnati, Chicago & St. Louis, has been appointed assistant signal engineer of that road, succeeding S. J. Dewey, resigned, as noted elsewhere.

**T. J. O'Meara**, office and construction engineer and formerly assistant signal engineer of the New York Central at Albany, N. Y., has entered the service of the Hall Switch & Signal Co., Garwood, N. J., as electrical engineer, effective February 15.

**F. B. Wiegand**, signal engineer of the New York Central Lines west of Buffalo, has also been appointed consulting engineer of the Cleveland Union Terminal Company, effective February 15. Mr. Wiegand will assume his new duties in addition to his other work and the engineering forces have already started on the general layout of the Terminal.

## Construction

**The Pere Marquette** has ordered the material for the installation of 341 miles of telephone train dispatching circuits. Three separate installations are on the program, Grand Rapids, Mich., to Petoskey, 225 miles; Barry, Mich., to White Cloud, 36 miles and Holland, Mich., to Pentwater, 80 miles.

The line wire, No. 9, hard drawn copper, for the entire installation has been ordered already.

**Chicago Union Station Company** will accept bids until March 20, for the construction and installation of two large interlocking plants estimated to cost approximately \$1,000,000, to be used in operation of the north and south approaches to the Union station. The same company is accepting bids for 10,000 duct ft. of 6-way conduits.

### Signal Supply

**C. M. Bre Miller**, shop inspector in the factory of the Federal Signal Company at Albany, N. Y., has been transferred permanently to the Chicago office of this company as service signal engineer in the western territory.

**Exum M. Haas**, formerly manager of the railroad department of the Austin Company and the H. K. Ferguson Company, both of Cleveland, Ohio, and western editor of the Electric Railway Journal from 1911 to 1916, has joined the organization of the Simmen Automatic Railway Signal Company of Eden, New York, in an executive capacity.

**Stewart John Dewey**, formerly assistant signal engineer of the Chicago, Cincinnati, Cleveland & St. Louis, Cincinnati, O., joined the sales forces on March 1 of the Electric Storage Battery Co. Mr. Dewey has been assigned to the railway signal department, Chicago branch, in connection with the A. C. floating battery system. Mr. Dewey has a wide and varied experience in railway engineering work. He was born in Washington, D. C., in 1892 and was graduated from the Army and Navy Preparatory School of that city in 1910. In the same year he entered the service of the C. H. & D. chief engineer's office, Cincinnati, O., taking up general railway maintenance and construction work. Later, in January, 1912, he resigned to enter the employ of the Baltimore & Ohio at Cincinnati as draftsman in designing and estimating of railway structures. A few months later he resigned the position to take up the duties of assistant division engineer on the Pere Marquette at Saginaw, Mich. In January, 1913, Mr. Dewey entered the service of the C. C. & St. L. R. R. at Cincinnati as a draftsman in designing and estimating railway structures. In August of the same year he was appointed assistant engineer in the construction department, having supervision of part of the reclamation work following the flood of 1913 and supervision of the construction of the White Water River bridge; also designing and estimating of track elevation work. In May, of 1915, he was appointed assistant signal engineer of the C. C. & St. L., and continued in that capacity until he resigned to become associated with the Electric Storage Battery Co.

**The Regan Safety Devices Company, Inc.**, has opened sales offices in the Peoples Gas building, Chicago. J. Beaumont, who has recently returned from Europe, has been placed in charge of sales.

A working model of a track circuit will be on exhibition by the Electric Storage Battery Company at the Drake Hotel and at the Coliseum during the March meeting of the Signal section, March 13 and 14.

**Pendleton E. Lehde** has been appointed special representative of the Roller-Smith Company, for the territory of the State of Louisiana and southern part of Mississippi, with

headquarters in Whitney Central building, New Orleans, La. Mr. Lehde will handle the Roller-Smith Company's line of electrical instruments, electrical meters and electric circuit breakers in that territory.

**Frank Solyman Dinsmore**, for many years a member of the business department staff of the Simmons-Boardman Publishing Co., died at the Long Island College Hospital, Brooklyn, N. Y., at 1:30 a. m., on February 14, of chronic interstitial nephritis.

The end came sooner than was expected. On January 4, following advice of his doctor, Mr. Dinsmore sailed for the British West Indies in the hope that the warm climate would help nature, and that his life might thus be prolonged. But it was too late. By the time the steamer reached Barbadoes Mr. Dinsmore was too weak to disembark; so he came back, was taken to the hospital and there the spark of life gradually dimmed and then went out. With characteristic optimism, he scarcely realized the seriousness of his condition; and he passed away unconscious of the end and without pain.

"F. S. D.," as he liked to be called and which he frequently applied to himself when reminiscing, was born at Berlin, Wis., May 13, 1859. His father, a pioneer, trekked by wagon from his birthplace in New Hampshire to northern New York, where he married before going West. At the age of 12, Frank, disgusted by his inability to convince his teacher that he was right in an argument when he was sure of the position he had taken, threw aside his books and went to work for his father, a maker of farm implements. In 1881 he made up his mind to study medicine; and for the next 16 years he so applied himself when not selling medical books to get money with which to pay his tuition fees. Thinking that his ambition to become a surgeon would be advanced thereby, he joined the staff of the Railway Surgeon in 1894, that paper being then published by the owner of the Railway Age. Three years later he transferred his affections to the latter publication and came to New York as its eastern representative. From that time to his death he was almost literally wedded to the Railway Age and its sister publications; because for it he lived and, in a sense, died—for he might have been spared longer had his devotion to his work not caused him to regard with contempt, until too late, the warnings he heard on every hand and of which he himself must have been convinced.

Mr. Dinsmore's principal work was that of an advertising salesman; and therein lay the tangible measure of his pecuniary worth to this institution. But his employer values most what he did, by living example and fatherly advice, to help and encourage the younger men of the entire staff—business and editorial. When discouraged, he lifted them out of their depths; if he saw their jobs in jeopardy, he diplomatically and unobtrusively tried to awaken the sort of interest and ambition which would overcome the failing; and when they required a guiding hand, it was his that was always outstretched.

And with his tribute to Mr. Dinsmore's immeasurable worth his employer of the last 14 years unstintingly links his own sense of obligation for the unswerving loyalty and devotion that was reflected in so many varied and delightful ways. With employer and co-worker alike, Mr. Dinsmore's death has created a vacancy that is real. Everyone who was intimately acquainted with him will have as his most lasting expression the beautiful example his living afforded.

E. A. S.



Frank S. Dinsmore



Stewart John Dewey