

The News of the Month

A special train for the convenience of those attending the annual meeting of the Signal section, A. R. A., at Spring Lake, N. J., will be operated by the Pennsylvania Railroad, leaving Chicago, Union Station, at 10:30 a. m., June 13, and arriving at Spring Lake at 9:30 the following morning in time for the opening of the meeting. For the accommodation of persons outside of Chicago holding Pullman passes reservation should be made by giving the number of the pass and for those holding free transportation without Pullman the amount to cover sleeping car space desired should be remitted to the city ticket agent of the Pennsylvania when request for space is made.

Automatic Train Control was the subject of a lecture delivered by C. S. Bushnell of the General Railway Signal Company before the Rochester Sectional Committee of the Signal section on April 27.

Fifty per cent is the reduction reported by the Philadelphia & Reading in the number of fatal accidents to employees in 1921, as compared with 1920; sixty-eight killed in the last year and 34 in the year before. There was also a material reduction in the number injured.

The Winnipeg Sectional Committee, Signal section, A. R. A., of which A. M. Bears (C. P. R.) is chairman, held a meeting May 1, in Winnipeg. The electric lighting of signals as controlled by the sun-relay or approach circuits was explained by P. A. Garrity, of the Thomas A. Edison, Inc. A paper illustrated by lantern slides describing the installation and operation of the a. c. floating battery system was presented by H. B. Crantford of the Electric Storage Battery Company.

The St. Louis Sectional Committee of the Signal section, A. R. A., held a meeting in the Railroad Y. M. C. A., St. Louis, Mo., on April 21. "The Manufacture and Properties of Armco Bonds" was the subject of a paper presented by C. A. McCune, sales engineer of the Page Steel & Wire Company. S. C. Hoffman, signal supervisor of the Illinois Central, presented a paper on the "Educational Methods for Signal Employees," and B. F. Hines, sales engineer for the Thomas A. Edison, Inc., delivered an illustrated lecture on "Electric Lighting on Block Signals."

The Indianapolis Sectional Committee of the Signal section, A. R. A., held a meeting in Indianapolis, April 27. F. B. Kennedy, operating engineer of the Electric Storage Battery Company, delivered a paper on the "Manufacture of Storage Batteries," illustrated by three reels of motion pictures, and H. B. Crantford of the same company explained and demonstrated the operation of the miniature track circuit which was described on page 176 of the *Railway Signal Engineer* for April. The sub-committee on Reclamation of Signal Material gave an interesting report.

The Signalmen of the Union Pacific are suing for back pay, alleging that approximately \$300,000 is due them as wages earned during federal control of the railroads, January, 1918, to February, 1920, and have filed suit in the federal court against the director general of the railroads and the Union Pacific for the recovery of this sum. The attorney for the Brotherhood Railroad Signalmen of America states that the employees were awarded 68 cents an hour for the first 16 months of federal control and 72 cents an hour for the balance of the 26 months, according to provisions made by Director General McAdoo in 1918, although the maximum amount paid by the management of these properties to their employees during federal control was 58 cents an hour for the first period of 16 months and 62 cents an hour for the remaining period. The plaintiffs also allege that the director general on April 7, 1922, ordered the Union Pacific System to pay the back pay claims but that the road refused.

The Savannah Sectional Committee of the Signal section, A. R. A., held a meeting at the Ansley Hotel, Atlanta, Ga., on April 6, with a registered attendance of 118. At the

morning session V. Pagett, of Mudge & Company, Chicago, gave an interesting talk on the "Maintenance and Operation of Railway Motor Cars." In the afternoon E. W. Rowland of the Ohio Brass Company gave a brief description of the gas welded bond. This was followed by short extemporaneous talks by H. McCready of the Union Switch & Signal Company, on light signals, and Charles W. Bell of the Electric Storage Battery on the floating charge. W. D. Cloud of the General Railway Signal Company described briefly the universal relays and the forced drop lock for electric interlocking levers as exhibited in Chicago. C. H. Wiegand, signal supervisor, Atlantic Coast Line, Savannah, was chosen for chairman and R. T. Hinds, signal supervisor, Southern Railway, Atlanta, for sub-chairman for the ensuing year.

Construction

The Northern Pacific has recently issued formal authority for the expenditure of \$339,970 for automatic signals between Dilworth, Minn., and Jamestown, N. D., and \$366,884 for signals between Jamestown, N. D., and Mandan.

The Central Railroad of New Jersey has awarded a contract to the General Railway Signal Company for a complete installation of an electric interlocking at Nesquehoning Junction, Pa. The interlocking plant will consist of a 64-lever installation of an electric interlocking at Nesquehoning Junction Model 4 switch machines and Model 2A high and dwarf signals. Complete approach and sectional route locking will be provided and the contract also includes the installation of automatic block signals approaching the plant from each direction. The block signals are to be Model 2A base-of-mast and will operate from primary battery located in a concrete battery vault at each signal. Alternating current track circuits and electric lighting of the signals will be employed throughout. All work will be installed by forces of the signal company.

Personal

Changes on the Rock Island.—R. R. Baker, signal supervisor of the Chicago Terminal district of the Chicago Rock Island & Pacific, has resigned to go into business for himself. J. P. Zahnen, signal supervisor at Cedar Rapids, Ia., has been transferred to Chicago succeeding Mr. Baker. F. E. Kinney, assistant signal supervisor at Joliet, Ill., was promoted to signal supervisor with headquarters at Cedar Rapids, succeeding Mr. Zahnen. H. J. Kay, signal maintainer at the Union Station interlocking, Joliet, was promoted to assistant signal supervisor with headquarters at Joliet, succeeding Mr. Kinney. L. E. Nordholm, assistant signal supervisor at Des Moines, was appointed office engineer in the signal engineer's office at Chicago, succeeding J. H. Molloy, who was promoted to assistant engineer, signal department, in the signal engineer's office at Chicago. R. E. Clark, signal foreman, was promoted to assistant signal supervisor with headquarters at Des Moines, Ia., succeeding L. E. Nordholm.

Samuel F. Ardel, who was recently appointed signal supervisor of the Washington, Baltimore & Annapolis with headquarters at Odonton, Md., was born February 12, 1880, in New York City. He entered the services of the Delaware, Lackawanna & Western as a machinist in 1901 and three years later was transferred to the signal department, being promoted from a wireman to a foreman in a few months' time. In October, 1906, he entered the services of the General Railway Signal Company as a wireman and construction foreman and in November of the next year went to the Erie as a signal maintainer. In April, 1908, he was employed by the Hudson & Manhattan Terminal as a wireman and in February, 1909, he entered the services of the Union Switch & Signal Company as a foreman, which position he held until May, 1916, at which time he worked for the Fed-

eral Signal Company as a construction foreman until November, 1917. Mr. Ardel then returned to the Union Switch & Signal Company as a construction foreman, which position he held until December 1, 1921, when he was appointed signal supervisor of the Washington, Baltimore & Annapolis.

W. C. Acfield, the new president of the Institution of Railway Signal Engineers of Great Britain, is one of its foundation members, a Member of Council, and was elected vice-president last year. Mr. Acfield served his time with Saxby & Farmer, railway signal engineers, and obtained considerable experience in signaling and other engineering work. He was signal superintendent of the London, Brighton & South Coast Railway from 1896 to 1906; when he went to Derby to take up his present position of signal superintendent to the Midland railway. He has been the honorary secretary to the Association of Railway Companies' Signal Superintendents and Signal Engineers since 1901, and was its president in 1908. Mr. Acfield is one of the members of the Departmental Committee on Automatic Train Control. **C. H. Ellison**, telegraph superintendent of the North Eastern railway, who retires from the position of president of the Institution of Railway Signal Engineers, has been a member of the Institution since 1913.



W. C. Acfield

Obituary

John D. Smith, of Montreal, Canada, retired superintendent of the telegraph department of the Canadian Pacific, died in Chicago, April 7, at the home of his grandson, Warren Jackson.

J. W. McClelland, signal supervisor of the Philadelphia division of the Philadelphia & Reading, died at his home in Philadelphia, March 6, 1922. Mr. McClelland was born in



J. W. McClelland

that city August 11, 1864, and entered the service of the Philadelphia & Reading in the carpenter department in 1887. In 1889 he was transferred to the signal department as a repairman, being promoted to signal foreman a few months later. While in this position Mr. McClelland attended night school at the Spring Garden Institute and was graduated from the electrical department. In 1902, he was promoted to the position of supervisor of signals of the Philadelphia division, which position he held until his death. As supervisor of the Philadelphia division Mr. McClelland aided in

the installation of several large interlockings on his district and the completion of the installation of automatic block signals. He was an active member of the old Railway Signal Association and the Signal section, A. R. A., taking an interesting part in the committee work of the organization.

Signal Supply

The Pennsylvania Compressor Co. announces the opening of its Chicago office under the management of **H. M. Montgomery** at 105 West Monroe Street.

The Black & Decker Manufacturing Company of Baltimore, Md., has recently issued a 20-page miniature catalogue describing its line of electric drills, grinders and cleaners.

A. S. Merrill, formerly sales manager of the Chicago Fuse Manufacturing Company, has been appointed general sales manager of the Appleton Electric Company, Chicago.

C. J. Hamilton, Jr., assistant sales manager of the Chicago Fuse Manufacturing Company, Chicago, has been appointed manager of sales of that company, succeeding A. S. Merrill, resigned.

The National Carbon Company has removed its Chicago railway sales department from 431 South Dearborn street to 360 West Congress street. Mr. Pendorf and Mr. Green are representatives. The change was effective March 1.

George W. Schalchlin, sales engineer of the Allen-Bradley Company, manufacturers of electrical controller apparatus, Milwaukee, Wis., has been appointed district manager of this company's new office in St. Louis, effective April 10.

W. T. Tyler, formerly director, division of operations, U. S. Railroad Administration, and more recently vice-president of the Northern Pacific, has been appointed director, vice-president and general manager of the National Safety Appliance Company of San Francisco. Mr. Tyler will be located at Chicago with temporary offices at present in the Peoples Gas Building.

The Telegraph and Telephone Appliance Association has announced to its members that although no provision is to be made for a general exhibit at the convention of the Telegraph and Telephone section of the A. R. A., held in Colorado Springs, September 19-21, arrangements may be made for individual rooms for such members as may wish to exhibit apparatus.

Walter G. Waite, assistant works manager of the National Carbon Company, has resigned to become vice-president and factory manager of the Twin Dry Cell Battery Company,

with headquarters at Cleveland, Ohio. Mr. Waite was born March 17, 1877, at Boston, Mass., and was graduated from Harvard College in 1900 with the A. B. degree. While attending college he specialized in the study of chemistry and after graduation accepted a position as chemist with the Massachusetts Board of Health and worked in the laboratory of Little & Walker, chemical engineers, Boston. In 1902 he began work as a chemical engineer with the National Carbon Company, and for the past twenty years has specialized in the manufacture of dry batteries. In 1904 M. Waite started



Walter G. Waite

the manufacture of Columbia dry cells at the Fremont factory of the National Carbon Company and has been instrumental in developing this into one of the largest factories of its kind. For the past few years, and until the time of Mr. Waite's appointment as noted above, he was assistant works manager for the National Carbon Company in charge of the manufacture of Columbia and Eveready dry cells and flashlights for all of its factories.

The Weston Electrical Instrument Company announces the appointment of the following sales representatives: **Shiefer Electric Company, Inc.**, with offices at Rochester, Buffalo and Syracuse for upper New York State and Erie,

Pa. **L. D. Joralemon**, Otis bldg., Philadelphia, Pa., for Pennsylvania, Delaware, Maryland and District of Columbia. **Warren C. Graham Co.**, Carondelet bldg., New Orleans, La., for Louisiana, Mississippi and Lower Alabama.

O. A. Lawrie has been appointed district sales manager in the New England territory, with headquarters at Boston, Mass., of the Ohio Brass Company, Mansfield, Ohio. For the past 16 years Mr. Lawrie has been with the American Copper Products Company, Bayway, N. J.

W. H. Fenley, sales engineer for the Kerite Insulated Wire & Cable Company, with headquarters in Chicago, has been promoted to western manager with the same headquarters succeeding B. L. Winchell, Jr., who has been appointed vice-president with headquarters in New York. Mr. Fenley's railroad experience began with his employment by the Cleveland, Cincinnati, Chicago & St. Louis in 1895, where he remained three years, during the last two of which he was yardmaster at Greengburg, Ind. In April, 1898, he entered signal work with the National Switch & Signal Company, and was engaged in construction and maintenance for this company until June, 1900, when he accepted employment with the Chicago Great Western, with headquarters at St. Paul, Minn. During the next ten years he served in the capacities of foreman, inspector, office engineer, supervisor and signal engineer, being promoted to the latter position in February 2, 1908. In 1906-07 he also acted as consulting engineer for the McClintock Signal & Supply Company. On October 10, 1910, he resigned from the Chicago Great Western to become sales engineer for the Union Switch & Signal Company, with headquarters in Chicago. He held this position until August, 1911, when he resigned to become signal engineer of the Panama Railroad. On September 16, 1913, the telephone, telegraph and signal departments of this company were consolidated and Mr. Fenley was appointed superintendent of the combined organization.

Mr. Fenley was chairman of a committee that examined and instructed all conductors and locomotive engineers on the Panama Railroad in 1912, and afterward he revised and rewrote the company's book of rules. He served on a number of joint committees, making reports on the transmission system, the location of substations, the distribution of light and power, the proposed electrification of the road, and a number of other subjects that required consideration.

Mr. Fenley resigned his position as signal engineer of the Panama Canal railroad effective June 3, 1915, and on his arrival in New York accepted a position as sales agent with the Kerite Insulated Wire & Cable Co., which position he has held until his recent appointment as noted above.

The Roller-Smith Company, New York, announces the following changes in its sales organization: The Perkins-LeNoir Company, who formerly represented the Roller-Smith Company in Philadelphia, has been succeeded by Messrs. Esherick & Hoyle, Otis Building, who will handle the Roller-Smith's line of electrical instruments, meters and circuit breakers in the Philadelphia territory. The Perkins-LeNoir Company, who formerly represented the Roller-Smith Company in Baltimore, has been succeeded by J. E. Perkins, 113 East Franklin street.

Frank J. Lepreau, whose appointment as salesman for the Regan Safety Devices Company, Inc., was noted in the April Issue of the *Railway Signal Engineer*, was born in Lyons, France, in 1873. He came to America in 1892 and entered the service of the Stromberg-Carlson Telephone Man-

ufacturing Company, serving in various capacities until 1902. In 1903 he entered the employ of the Western Electric Company as salesman, and held that position until 1905, when he went with the Battery Supply Company, Newark, N. J., as traveling representative. When the Battery Supply Company was absorbed by the Edison Manufacturing Company in 1908, Mr. Lepreau entered the service of the Edison company, with headquarters in Chicago. In December, 1916, he was appointed general sales manager, with headquarters in Bloomfield, N. J., which position he resigned April 1, 1919, accepting the position of sales manager of the railway signal division of the Macbeth Evans Glass Company, Pittsburgh, Pa. Mr. Lepreau was appointed to his new position with the Regan Safety Devices Company, Inc., effective March 16, 1922.

A. G. Shaver, chief engineer of the Regan Safety Devices Company, Inc., New York, who was promoted to vice-president of this company in charge of engineering effective March 1, has resigned his position with this organization effective May 1.

Joseph Beaumont, chief engineer of the Regan Safety Devices Company, Inc., interests abroad with offices in London, has been promoted to vice-president and sales manager of this company with headquarters in Chicago, as was announced in the April issue of the *Railway Signal Engineer*. Mr. Beaumont was born at Staffordshire, England, on October 10, 1874. He came to the United States in 1888. In 1892 he entered railway service in the mechanical department of the New York Central, with headquarters at New York City. From that date until 1898 he was successively machinist apprentice and journeyman machinist in the Moot Haven shops and stationary engineer in the Grand Central Station, New York City. The following year he

enlisted for the Spanish-American war and served as lieutenant, Co. D, 9th New York Volunteer Infantry. In 1899 was mustered out and became connected with the signal department of the Standard Railway Signal Company, now the General Railway Signal Company, Rochester, N. Y. In 1901 he was appointed general foreman in charge of construction and maintenance of all signal and electrical plants on the Buffalo division of the New York Central, with office at Buffalo, N. Y. From 1904 to 1906 he was assistant supervisor of signals and during part of the latter year was supervisor of signals on the same division with the same headquarters. In 1907 he was appointed principal assistant engineer of sales and installation of the General Railway Signal Company, later becoming supervisor of interlocking on the Atlantic Coast Line, with headquarters at Charleston, S. C. In 1908 Mr. Beaumont was appointed signal engineer on the Panama Railroad Canal Zone, and from 1909 to 1910 he was superintendent of telegraph, telephone and signals and electric lighting and power of the Panama Railroad Company. In 1910 he resigned to become supervisor of interlocking on the Chicago Great Western and in October of the same year he was appointed signal engineer, with headquarters at Chicago. In 1914 he resigned to become senior signal engineer, Division of Valuation, Interstate Commerce Commission, Central District, with headquarters at Chicago, and in June of the next year he was appointed senior telegraph, telephone and signal engineer, which position he held until his resignation, in November, 1919, at which time he became connected in an engineering capacity with the Casale Safety Devices Company, New York, later the Regan Safety Devices Company, Inc., which position he has held until his recent promotion.



W. H. Fenley



Joseph Beaumont