

The News of the Month



Safety of travel in Russia is reported in the Times (London), which states that from reports published by the statistical department of the Bolshevik Commissariat for Communications, 427 passengers and 526 employees were killed in accidents on the railways of Russia during the year 1921. Moreover, 1,159 employees and passengers were taken from the trains and shot during the same period by order of the Revolutionary Tribunal.

A limited number of copies of the British Train Control report, issued by the Ministry of Transport on automatic train control, a 33-page pamphlet, including appendices, will be available at the Chicago or New York office of the *Railway Signal Engineer* at 50 cents a copy. The report says that the cost of the committee's inquiry, including the cost of printing the report, was £75 2s. 6d. (\$334). The report is abstracted elsewhere in this issue.

The Telegraph & Telephone section of the A. R. A. is to hold its annual convention at Colorado Springs on September 19, 20 and 21. The various reports to be presented at this meeting are printed in an advance bulletin to be issued about August 11. On account of the strike situation several of the committee meetings have been postponed. W. A. Fairbanks, secretary of the section, announces that the printed proceedings of the March meeting held at Richmond, Va., will be ready for distribution about August 1.

Six persons were killed and a number injured when St. Louis-San Francisco passenger trains No. 2, "Texas Special," eastbound, and No. 9, "Meteor," westbound, met in a head-on collision at 3:47 a. m. on July 22, at Logan, Mo., where No. 2 was waiting on the main track. The wreck was the result of engineer of train No. 9 failing to obey orders to take siding at Logan as well as disregarding the automatic signal. He had received his orders at Billings, Mo., five miles east of Logan, but somehow he overlooked the point and ran past the block signal, for No. 2 was in clear of the track switch. He was killed, as were five passengers, all of the same family.

The Interstate Commerce Commission has issued an abstract of its quarterly record of railroad accidents for the months of January, February and March, 1922. Most of the totals vary but slightly from those of the same quarter in the preceding year. There is, however, a large decrease in the number of passengers killed—from 75 to 23—which is no doubt explainable largely by the fact that the disastrous collision at Porter, Ind., occurred in February, 1921. In the quarter now reported the total number of persons reported killed in train accidents and train service accidents was 1,154 and of injured 9,870. In train accidents 7 passengers, 42 employees and 11 other persons were killed and 311 passengers, 342 employees and 66 other persons were injured. In non-train accidents 83 persons were killed and 17,526 injured.

The Eleventh Annual Safety Congress will be held in Detroit, Mich., from August 28 to September 1. In the past this conference, which is promoted by the National Safety Council, a co-operative non-commercial organization of men, industries and communities interested in the prevention of accidents, has annually brought together 3,000 or more per-

sons who are actively engaged in safety work in both the United States and Canada. This year invitations will be sent to 15,000 executives and safety workers and a large attendance is expected. Complete discussions of the various phases of industrial and public safety will be conducted at the meetings of the 20 different sections into which the council's activities are divided. These meetings will cover safety problems in a wide variety of fields. The steam railroad section will hold sessions on Tuesday and Wednesday, August 28 and 29. The subjects covered will include "Safety and Publicity," "Accident Prevention from the Standpoint of the Operating Department," "Report of Progress—Careful Crossing Campaign" and "Safety as Seen from the Pulpit."

Train control plans of the American Railway Association were announced recently by a communication to the several roads affected by the recent order of the Interstate Commerce Commission relative to the installation of train control. The letter signed by the secretary of the American Railway Association is as follows:

"In regard to I. C. C. Order No. 13413, in the matter of automatic train control devices decided June 13, 1922:

"It appears unnecessary at this time for any further action to be taken by the carriers' committee (appointed at the time the tentative order was issued) or by the American Railway Association in connection with this order. The Joint Committee on Automatic Train Control will continue as heretofore to co-operate with the Commission and the member roads under the present instructions and along the lines which have been followed. The Joint Committee will make regular and, if necessary, special reports to the Association in order to inform the carriers of the progress of the committee's work.

"It follows that the action to be taken in connection with Order No. 13413 is a matter for the determination of the individual railroads named in the order."

Standards for Overhead Wire Crossings

The American Engineering Standards Committee, by letter ballot, has approved the National Electrical Safety Code of the Bureau of Standards which covers the generation, distribution and utilization of electricity for power, light and communication.

In making public this decision, the Standards Committee announces that there is now in process of formation a thoroughly representative sectional committee to consider any revisions of Part 2 of this Code, "Rules for the Installation and Maintenance of Overhead and Underground Electrical Supply and Signal Lines," which may be deemed necessary by any of the interested parties. There are also being organized three sub-committees to take up the unification of crossing specifications under the three following heads:

Signal lines crossing railways. (The term "signal lines" in this connection is used to include any communication wires.)

Power lines crossing railways.

Power lines crossing signal lines.

These committees are being organized in conformity with the action of the recent conference (March 2) on the standardization of crossing specifications at which there were

present representatives of 14 national engineering, utility and industrial associations, four departments of the federal government, various state commissions of Connecticut, Iowa, Minnesota, New York, and of the telephone, telegraph and cable companies.

Construction

The Erie Railroad has placed an order with the Hall Switch & Signal Company, Garwood, N. J., for 98 relays and 37 switch boxes for new work and replacement service on its lines.

The Canadian National has recently ordered from the Federal Construction Company of Albany, N. Y., necessary materials for an electro-mechanical interlocking plant at Smith Falls, Ontario.

The Grand Trunk has placed an order with the Hall Switch & Signal Company, Garwood, N. J., for 79 relays, to be used in new signal work being installed in the vicinity of Yarmouth, Me.

The St. Louis-San Francisco has placed an order with the Federal Signal Company of Albany, N. Y., for a 28-lever Saxby & Farmer interlocking machine and necessary materials for rebuilding the interlocking plant at Claremore, Okla. This work is to be handled by railroad forces.

The Grand Trunk recently ordered signal material from the General Railway Signal Company of Canada, Ltd. In error this order was shown on page 296 of the July, 1922, *Railway Signal Engineer* as having been received by the General Railway Signal Company of Rochester, N. Y.

The Missouri Pacific has recently ordered from the General Railway Signal Company one 36-lever Saxby & Farmer interlocking machine and 4 Model-2, electric locks. This machine has 31 working levers and 5 spare spaces, and is to be installed by the railroad company forces at Kennedy, Kan.

The City of Philadelphia has awarded a contract to the Hall Switch & Signal Company, Garwood, N. J., for the installation of 12 Hall three color unit-type light signals for traffic direction. These will be mounted on ornamental poles and will automatically control traffic from a central location.

The Raritan River Railroad has placed an order with the Hall Switch & Signal Company, Garwood, N. J., for additional light signal work comprising 19 Unit Type Hall color light signals, 52 a. c. relays, 36 switch boxes, lightning arrestors and other fittings. The above is in addition to 23 light signals, 82 a. c. relays and 29 switch boxes already furnished.

The Norfolk & Western has recently ordered 470 mechanical type rectifiers from the France Manufacturing Company, Cleveland, Ohio. These rectifiers are to be used for charging the storage batteries on the signal system now in service between Phoebie, Va., and Bedford on the Norfolk division and between Lamberst Point, Va., and Bridge No. 8, on the Norfolk terminal. The installation of rectifiers will eliminate the use of gasoline engine driven charging plants now used on every 30 to 40 miles of line.

The New York Central has placed an order with the Hall Switch & Signal Company, Garwood, N. J., for eight a. c. and one d. c. Style "L" top post motor signals, together with accessory material, including relays, lightning arrestors, indicators, switch boxes, etc., required in connection with the installation of automatic signaling for the crossing at grade of the West Shore and the Delaware, Lackawanna & Western railroads, at New York Mills, N. Y.

This road has also ordered 156 neutral relays, 52 motor type relays, and 50 Style "L" top post d. c. signals to be installed by railroad forces.

The Atlanta & West Point Railway has recently awarded the Union Switch & Signal Company a contract for the materials involved in the installation of 16 miles of APB signaling on the main line of the Atlanta & West Point between La Grange, Ga., and West Point. The new signals are the Style "S," 3-position, low voltage type. The installation is

being carried out by the railroad company's forces under the direction of F. G. Wickersham, signal engineer.

The Illinois Central has awarded a contract to Joseph E. Nelson & Sons, Chicago, for the construction of standard brick interlocking towers at Peotone, Ill., Manteno and Monee streets.

Personal

E. C. Keenan, general superintendent of telegraph of the New York Central Lines, with headquarters in New York, has recently received notice that his title has been changed to that of general superintendent of telegraph and telephone.

S. J. Stinson was appointed acting signal supervisor of the Saskatchewan district of the Canadian National Railway, effective July 1, vice R. C. Gardner, transferred. Mr. Stinson will make his headquarters at Saskatoon, Sask.

G. T. Stanton, assistant engineer of signals and telegraph on the Toledo & Ohio Central, with headquarters at Columbus, Ohio, has been promoted to telegraph and telephone

engineer in the office of the superintendent of telegraph of the Cleveland, Cincinnati, Chicago & St. Louis, at Indianapolis, Ind., effective August 1. Mr. Stanton was born July 4, 1895, in Batavia, Ill., and graduated from the Case School of Applied Science, Cleveland, O., with the bachelor of science degree in June, 1920. He entered the service of the Toledo & Ohio Central as an apprentice in the signal and telegraph department in July, 1920, and in August of the same year was promoted to assistant engineer of signals and telegraph, which position he held until his recent promotion. During

the war Mr. Stanton served as a 1st lieutenant in the Field Artillery of the 42d (Rainbow) Division.

Charles Stanley Rhoads, telegraph and telephone engineer in the office of the general superintendent of telegraph and telephone, New York Central Lines, has resigned, effective

August 1, to accept the position of equipment engineer in the plant department of the New York Telephone Company. Mr. Rhoads was born in Hartwell, O., in December, 1884, and secured his education at Purdue University. He entered the service of the Cleveland, Cincinnati, Chicago & St. Louis as a groundman and climber in a telegraph construction gang in June, 1901. In June, 1902, he went in a signal and interlocking construction crew on the C. C. & St. L. as a helper, being transferred to the telegraph crew as a climber in December and in September of 1903 he returned to school.

During the summer of 1905 he worked as a lineman in the construction of telephone toll line for the Central Union Telegraph Company. In July, 1905, he installed a telephone exchange at Cocoa, Fla., and returned to work as a cable splicer for the Central Union Telephone Company in August.



G. T. Stanton



Charles Stanley Rhoads

Mr. Rhoads remained with this company for three years, serving as an installer, inspector, test desk man and wire chief, resigning in June, 1908, to go with the Sandwich Electric Company as an engineer on the design of selectors. After four years he was transferred to New York as sales engineer of the General Railway Equipment Company, an association of telephone and selector manufacturers. In June, 1913, he entered the service of the Hall Switch & Signal Company, being interested in the design, engineering, sales and production of telephone selectors, principally the Gill selector. Mr. Rhoads returned to Purdue University in 1915 and graduated in June, 1916, with the B. S. E. E. degree. For a few months after graduation he worked for the Western Electric Company in the design of loud speaking telephones for train dispatching and in September, 1916, was appointed telegraph and telephone engineer of the C. C. C. & St. L. In July, 1918, he was selected as telegraph and telephone engineer of the U. S. Railroad Administration in the Indiana and Ohio district, being transferred to the Eastern Region in September, 1918, which position he held until March, 1920, when he was appointed telegraph and telephone engineer of the New York Central Lines, having held this position until his recent appointment, as noted above. Mr. Rhoads secured his degree of E. E. from the Purdue University in 1920, upon the presentation of a thesis on modern railroad telegraph and telephone practice.

John L. Niesse, telegraph and telephone engineer of the Cleveland, Cincinnati, Chicago & St. Louis, with headquarters at Indianapolis, Ind., has been transferred, effective August 1, to New York as telegraph and telephone engineer in the office of E. C. Keenan, general superintendent of telegraph and telephone of the New York Central Lines. Mr. Niesse succeeds Stanley Rhoads, resigned, to enter the service of the New York Telephone Company, as mentioned elsewhere in this issue. Mr. Niesse was born in Indiana and graduated from Purdue University in 1916, with a bachelor's degree in electrical engineering, and secured the degree of electrical engineer in 1920. He worked for the Western Union Telegraph Company as engineering assistant in the central office at New York in 1916 and 1917 and later worked several months in the Hawthorne, Ill., plant of the Western Electric Company as an engineering assistant. Mr. Niesse entered the first engineer officers training camp in June, 1917, and served as a 2nd Lieutenant with the 1st Regiment, U. S. Engineers, in France. He returned to the United States as an instructor in the 4th engineer officers training camp and was discharged in December, 1918, with the commission of captain in the engineers reserve corp. Mr. Niesse entered the service of the telegraph and telephone department of the Cleveland, Cincinnati, Chicago & St. Louis, December 4, 1918, and was soon promoted to the position of telegraph and telephone engineer in the office of C. S. Rhoads, Sr., superintendent of telegraph of that road, which position he held until his recent promotion as noted above.

H. A. Shepard, superintendent of telegraph of the New York, New Haven & Hartford, with headquarters at New Haven, Conn., has been appointed superintendent of electric transmission and communication with the same headquarters and the position of superintendent of telegraph has been abolished. The jurisdiction of Mr. Shepard's new office will include all lines of electric communication and transmission on the system, including the electrified territory between New York and New Haven. Charles S. Dow has been appointed superintendent of communication, with headquarters at New Haven.



John L. Niesse

Signal Supply

H. D. Shute, vice president and general sales manager of the Westinghouse Electric & Manufacturing Co., has been elected a member of the board of directors of the Standard Underground Cable Co., Pittsburgh, Pa.

A. B. Saurman, general sales manager of the Standard Underground Cable Co., Pittsburgh, Pa., has been elected a vice president of the company and will combine the duties of his new office with those of general manager of sales.

The Okonite Company, Passaic, N. J., manufacturers of Okonite insulated wires and cables, splicing tapes, etc., has recently opened a branch office in San Francisco, Cal., at 509 New Call Building. S. Herbert Lanyon has been appointed manager.

G. A. Blackmore was elected first vice-president and general manager of the Union Switch & Signal Company at a meeting of the board of directors on June 16. He now assumes the additional duties of general manager, having been vice-president of the company for the past five years.

E. H. Young and H. E. Lavelle have been appointed exclusive eastern representatives of the Dryden Rubber Company, Chicago, with headquarters at 18 Vesey street, New York, for the sale of Dryden "Double Wear" friction tape and splicing compound in the New England and Middle Atlantic states.

The Roller Smith Company, New York, manufacturers of electrical instruments, has recently issued two new illustrated bulletins. Bulletin No. 20 describes in detail this company's line of radio telephone receivers and No. 560 gives a description and details of the construction and operation of the new Type-P enclosed circuit breaker.

The Chicago Railway Signal & Supply Company has just recently issued three illustrated catalogue supplement bulletins. Bulletin No. 14 describes the new type binding post insulator, while Nos. 14 and 16 describe the New Type-R neutral relay and Type-S polarized relay. Copies of these bulletins may be secured from the company on request.

Johns-Manville, Inc., New York, will build a new plant in Canada at Asbestos, Quebec, for the manufacture of asbestos. Work is to be started at once on the plant and is expected to be completed in about six months. The plant will cost over \$1,000,000 and will give employment to about 300 people. The company has taken over the Bennett-Martin mine at Thetford Mines, Que.

Charles H. Bluske has been appointed district sales manager of the Economy Fuse & Manufacturing Company, Chicago, at its Los Angeles, Cal., office, 1304 Maltman avenue, succeeding George L. Davis. Mr. Bluske was formerly connected with the Pacific States Electric Company, Los Angeles. The Pittsburgh, Pa., sales office of the Economy Fuse & Manufacturing Company has been moved from 2223 Farmers Bank building to 1006 Peoples Bank building at Fourth avenue and Wood street.

Reinforced Concrete Signal Cellars is the subject of a 12-page booklet recently issued by the Massey Concrete Products Company, Peoples Gas Bldg., Chicago. A detailed explanation together with photographs and drawings show the several advantages of this type of construction. Ten photographs are used to illustrate the story of "The Distribution and Setting of Signal Cellars," from the flat car to the finished signal in service, on an actual test. When requesting copies of this booklet ask for catalog supplement No. 11.

O. R. Hildebrandt will in future represent the railway sales department of the U. S. Light & Heat Corporation, Niagara Falls, N. Y., in the southeastern territory with headquarters at Norfolk, Va. Mr. Hildebrandt began work in 1905 with the Pennsylvania at Jersey City, N. J. In 1909 he went to the Safety Car Heating & Lighting Company and later was with the Edison Storage Battery Company as chief inspector and sales engineer until February, 1918. He then entered the employ of the U. S. Light & Heat Corporation, as representative in the southeastern district, which position he held until November, 1920, when he again entered railroad work on the Florida East Coast. He now returns to the service of the U. S. Light & Heat Corporation.