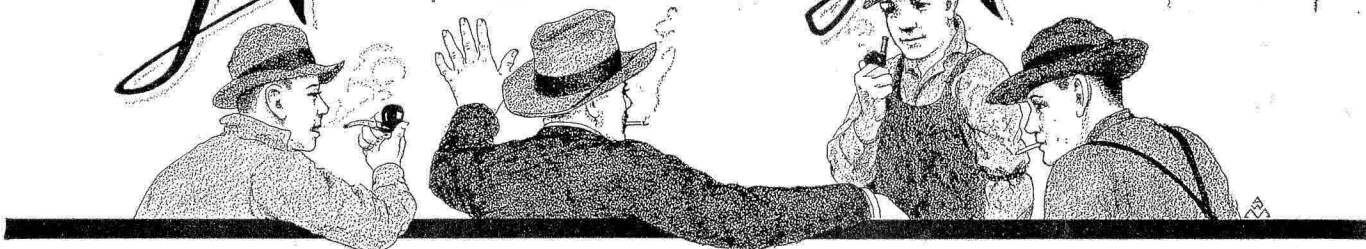


The News of the Month



The automatic train control apparatus of the Indiana Equipment Corporation, which is of the intermittent electrical contact type, was tested on a freight train on the Big Four on July 2, near Indianapolis, Ind.

The Interstate Commerce Commission has denied a petition of the Pere Marquette for a modification of the commission's train control order to permit the installation of automatic train control between Alexis, Ohio, and Romulus, Mich., instead of between Grand Rapids and Detroit, Mich.

The Telegraphers National Bank, of St. Louis, Mo., which is controlled by the Order of Railroad Telegraphers, was opened for business on June 9. The opening coincided with the thirty-seventh anniversary of the founding of this brotherhood.

The Delaware & Hudson and eight subsidiary corporations have brought suit in equity in the Federal Court at New York City asking an injunction to forbid the Interstate Commerce Commission to fix tentative valuations on their property. Plaintiffs declare that the valuations which have been made by the commission do not include the original cost, to date, of the properties, nor do they truly represent their present value, or the cost of their reproduction.

The Signal Section of the American Railway Association will hold its regular November meeting at the Hotel Pennsylvania, New York, on November 14, 1923. The annual meeting next March will be held at Chicago on Thursday and Friday, the 13th and 14th. The hotel at which this meeting will be held has not yet been decided on.

In the derailment of passenger train No. 3 of the Atlanta, Birmingham & Atlantic, near Hatley, Ga., on June 11, about 1 a. m., 19 passengers were injured, and nearly all of the passengers in one coach were almost drowned. The derailment was due to the failure of a culvert because of heavy rains, and two coaches were ditched and partly submerged. The reports say that the electric lights in the coaches were not extinguished; and that but for this favorable circumstance a number of passengers, who were completely immersed, would probably have been drowned.

Presumption That Automobile Driver Will Not Try to Cross Track Ahead of a Train

In an action for the death of an automobilist at a crossing, the Texas Court of Civil Appeals holds that the engineman had the right to presume that the automobilist in approaching the track, where his view was unobstructed, would not attempt to cross in front of and in close proximity to the rapidly approaching train, and no duty rested on him to anticipate danger to the automobilist until he tried [recklessly] to make the crossing.—G. H. & H. vs. Sloman (Tex.), 244 S. W. 268.

Retirement of Noted British Signal Engineer

A. T. Blackall, signal and telegraph engineer of the Great Western Railway of England, has retired, and is succeeded by R. J. S. Insell, chief assistant for the past 20 years. Mr. Blackall may be called the leading signal engineer of England, and his administration of the department has been marked by a progressive policy in all directions; and also by

many inventions. The automatic train control system now in use extensively on that road is a development from the well-known cab signal, which was first introduced on the Fairford Branch about 1907. Mr. Blackall succeeded his father; and the two—father and son—have been at the head of the signal department of this railroad for about 50 years.

Grade crossings in Hammond, Ind., are being considered by representatives of the city and the railroads with a view to eliminating as many as possible. Twelve roads, including the Baltimore & Ohio, the Chesapeake & Ohio, the Chicago, Indianapolis & Louisville, the Elgin, Joliet & Eastern, the Erie, the Michigan Central, the New York Central, the New York, Chicago & St. Louis, the Pennsylvania and the Wabash have lines entering the city. Plans for track elevation have been considered, but also it has been proposed that all tracks except those of the Michigan Central be abolished and all the trains entering the city be operated over that road.

The Interstate Commerce Commission has established a section of signals and train control devices, with W. H. Harland as chief, reporting to Commissioner Esch, to handle matters arising in connection with the commission's order requiring 49 roads to install automatic train control devices. These matters have heretofore been handled in connection with the work of the Bureau of Safety, which will continue to co-operate with the new section. Mr. Harland has been with the commission for several years, formerly in the Bureau of Valuation and recently as signal and electrical engineer in the Bureau of Safety.

The Worst Accident in History—350 Lives Lost

On June 17 at St. Michel in the Department of Savoie the French Minister of War unveiled a monument in memory of the 350 soldiers who lost their lives on November 12, 1917, in the derailment of a troop train at St. Michel.

The troops, numbering 500, had been fighting with the Italians in the Piave and were returning on leave. As the train was to leave Modane, the first town within French territory, the engineman refused to move saying the train was too heavy to be held by the locomotive or the brakes. The military commandant, however, ordered him to proceed with the result that the train went wild. Applications of the brakes set the cars on fire and the burning train left the rails near St. Michel, crashing into a stone bridge. Less than 150 of the 500 soldiers survived. The French censorship prevented the accident from becoming known.

To Record Enginemen's Vigilance

An apparatus by which a locomotive runner records on the tape of a speed indicator his approach to a signal which is set against him is described in the Railway Gazette, London, of June 1, 1923, page 811. The article seems to indicate that the machine can be used with the Hasler or Teloc speed indicators, but no name of any railroad or any maker is given, and whether the apparatus is in actual use is not stated. The design of the apparatus is to compel the engineman to observe a signal after he comes within 3,000 ft. of it and before it is too late for him to stop; or if he fails to make the record, to expose his negligence. It is claimed

that the marks on the tape, which consist of simple triangles composed of small circles, are readily seen, understood and recorded by the clerk who checks the speed records.

Automobile Accidents at Highway Crossings

Accidents involving automobiles and automobile trucks at highway crossings have increased since 1917 about 50 per cent, according to a memorandum for the press prepared by the Bureau of Safety of the Interstate Commerce Commission. In that year there were 2,076 such accidents, resulting in the death of 1,083 persons and the injury of 3,000, while in 1921 there were 2,940 accidents, 1,259 persons killed and 3,976 injured. Mail and telegraphic reports made by the railroads to the bureau for the week ended June 2, 1923, show 35 fatal accidents of this character, causing the death of 55 persons.

Construction

The Canadian Pacific has recently ordered 160 relays and 32 switch boxes from Hall Switch & Signal Company, Garwood, N. J., for 1923 signal work.

The Illinois Central is calling for bids for the construction of five interlocking towers at Gilman, Ill., Ashkum, Clifton, Chebanse and Otto. Each of these towers will cost approximately \$8,000.

The Cleveland, Cincinnati, Chicago & St. Louis is installing an electro-mechanical interlocking machine at Green Spring Junction, Ohio (New York, Chicago & St. Louis railway crossing). This machine will have 32 working mechanical levers and seven S-8 electric units, and will be installed by the signal construction forces of the two interested roads. The Union Switch & Signal Company is furnishing the materials.

The Southern Pacific, Texas Lines, is now assembling the materials at Sugarland, Tex., for the construction of an interlocking plant at the crossing of the Southern Pacific and the Sugarland Railway. This will be a 12-lever mechanical plant with power operated distant signals and slotted home signals. Electric approach, back and detector locking with emergency release on approach locking only, will be installed. Trickle-charged storage batteries will be used on the track circuits and low voltage current will be used for signal lighting.

The Boston Elevated has placed an order with the Union Switch & Signal Company for a complete a. c. electro-pneumatic interlocking of 15 levers, to be installed at the East End of the East Boston Tunnel. This double track tunnel has heretofore been operated with surface cars only, but it is now being changed over to multiple unit trains and 70 electro-pneumatic automatic stops have been ordered from the Union Company for this service. The construction work will be carried out by the signal department of the Boston Elevated Railway.

The Philadelphia & Reading has placed an order with the Union Switch & Signal Company to cover the complete installation of automatic train control of the continuous inductive type on the Camden to Atlantic City line. The territory is 55 miles in length, double track and includes several interlockings. Alternating current for the automatic train control will be superimposed on the 231 existing d. c. track circuits with the power transmitted at 550 volts, 60 cycles, single phase. This line handles the high speed Atlantic City and Seashore traffic which, during the summer season, is extremely heavy. The high speed limit will be 90 miles an hour. Part of the line is used by trains of the Central Railroad of New Jersey operating between Jersey City and Atlantic City. There will be 60 P. & R. locomotives equipped for this train control system.

The Pennsylvania System, Central region, is arranging to install a Style S-8 electro-mechanical interlocking machine at West Rochester, Pa. This machine will have 8 working mechanical levers and 4 spare spaces, with 5 electric levers for switches and 5 for signals. A machine of this type will also be installed at Warren, Ohio, using a 36-lever frame S. & F. machine with 19 electric lever units, 5 for signals and 14 for switches. The signals for this plant will be of

the position light type, requiring a total of 6 high and 5 dwarf signals. This road is also installing an electro-pneumatic interlocking plant at Canton, Ohio, with the machine equipped with 9 levers for switches, 7 for signals and one master lever, and 10 spare spaces in a 27-lever frame. All of these materials are being furnished by the Union Switch & Signal Company, and the field work will be handled by the railroad company.

The Portland Terminal Company has placed orders with the Union Switch & Signal Company for the materials required for three complete electro-mechanical interlockings, to be installed just west of Portland, Me., in connection with important yard and engine house improvements now under way. The three new plants will be located at Fore River, East End of Rigby Yard and at Danforth Street Junction, comprising a total of 61 working mechanical levers for 86 functions and 11, S-7 electric lever units for 29 Style B signals. The two miles of freight track between Danforth Street and Brighton Avenue are being equipped with six automatic signals. The order also includes materials for additions and changes to the existing mechanical interlocking at Rigby Junction, which is being converted to an electro-mechanical plant, involving a 32-lever Saxby & Farmer mechanical machine operating 40 functions and 8, S-7 electric units controlling 17 Style B signals. The four installations will be of the most modern type; each interlocking machine will be provided with a spot light track model and the signals will be governed by SS control, as in standard power plant practice. The engineering and construction work is being handled by the signal department of the Maine Central.

Personal

Troy W. May, signal maintainer on the Central of Georgia, has been promoted to signal construction foreman, with headquarters at Americus, Ga., as was noted in the June issue. Mr. May was born at Milford, Ill., May 22, 1888, and entered signal service with the Union Switch & Signal Company in construction work in September, 1907. In the spring of 1909 he started to work for the Southern Pacific on signal construction and maintenance and later in the same year entered the service of the General Railway Signal Company on signal construction in the northwest. For the succeeding seven years Mr. May held positions of wireman, and construction foreman for various signal companies



Troy W. May

and railroads and on February 1, 1917, he entered the service of the Central of Georgia as a wireman. He was soon transferred as a maintainer, which position he held until he left to enter the United States army in the expeditionary forces in France. On his return to civil life he held his former position as maintainer until his recent promotion to construction foreman.

Charles E. Voegel, Jr., who was recently promoted to assistant supervisor of signals on the Long Island, with headquarters at Jamaica, N. Y., was born May 21, 1892, in Brooklyn, N. Y. He entered railroad service on the Long Island as a helper in March, 1910, previous to which time he had been employed in machine shops repairing motors and electrical apparatus. Mr. Voegel was promoted to assistant maintainer on a. c. automatic signals in April, 1910, and was assigned a territory as a maintainer in November, the same year. In December, 1912, he was appointed draftsman in the signal department at Jamaica, and was later assigned to