

NEWS of the ...MONTH



Telegraph Section Meeting

The Telegraph and Telephone section of the Association of American Railroads will hold its annual meeting at The Stevens Hotel, Chicago, on Tuesday, Wednesday and Thursday, June 25, 26 and 27. In addition to reports of 18 committees on various features of the section's work, four papers will be presented.

Superintendents' Convention

The American Association of Railroad Superintendents will hold its forty-first annual convention at the Hotel Sherman, Chicago, on June 18-20. In addition to the reports of six committees, arrangements are being made for several authorities in transportation practices to address the meeting. The program will be thoroughly business-like in character, devoid of entertainment.

B. T. Anderson will present a paper, June 19, on the operation of trains by signal indications, and signal engineers are invited to be present and enter into the discussion.

The annual banquet will be dispensed with and in place thereof a luncheon will be held on Wednesday noon at which a leading railway executive will speak on transportation problems of the day.

Signal Night for New York Railroad Club

Four illustrated talks on railroad, rapid-transit and highway-traffic signals were given at the meeting of New York Railroad Club on May 17. A. Holley Rudd, chief signal engineer, Pennsylvania, presided and also told about the evolution of cab signals on his road. Robert C. Johnson, engineer maintenance of way, Board of Transportation, City of New York, described the signal system of the Independent Subway and compared it with railroad signal systems. Robert B. Elsworth, assistant signal engineer, New York Central, described the signal system recently installed in the electric zone of the Central and told how it has speeded up operation. Ralph A. Reed, designing engineer, General Electric Company, described the latest developments in highway traffic signals and reported on the progress of standardization in traffic control throughout the United States. The Keystone quartette of the Pennsylvania railroad presented several numbers and community singing was led by Fred

Bender, signal engineer, Central of New Jersey.

Highway Crossing Signals

The state department of Public Works and Buildings, division of highways, of Illinois, on May 19, called for bids for the installation of flashing-light signals at 88 grade crossings on 13 railroads in Illinois, the bids to be opened on June 4. The action is part of a state highway safety program which will be financed under the Federal NIRA program. The railroads include the Alton, the Atchison, Topeka & Santa Fe, the Baltimore & Ohio, Baltimore & Ohio Chicago Terminal, the Chicago & Eastern Illinois, the Chicago Great Western, the Chicago & Illinois Midland, the Grand Trunk Western, the Illinois Terminal Company, the Litchfield & Madison, the Peoria & Eastern, the Southern and the Terminal Railroad Association of St. Louis.

Federal Allotments for Grade Crossing Protection

The Emergency Relief Appropriation Act of 1935, otherwise known as the \$4,800,000,000 Bill, which was approved April 8, included an item of \$800,000,000 for highways, roads, streets, and grade-crossing elimination.

An excerpt from the resolution reads as follows: "That any amounts allocated from the appropriation made herein for the elimination of existing hazards to life at railroad grade crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, and the relocation of highways to eliminate grade crossings, shall be apportioned by the Secretary of Agriculture to the several States (including the Territory of Hawaii and the District of Columbia), one-half on population as shown by the latest decennial census, one-fourth on the mileage of the Federal-aid highway system as determined by the Secretary of Agriculture, and one-fourth on the railroad mileage as determined by the Interstate Commerce Commission, to be expended by the State highway departments, under the provisions of the Federal Highway Act of November 9, 1921, as amended and supplemented, and subject to the provisions of section 1, of such Act of June 18, 1934 (48 Stat. 993)."

Of the \$800,000,000 about \$100,000,000

goes for projects authorized last year, \$200,000,000 is assigned for new projects of grade separations, \$300,000,000 is allocated to highways, which will include relocation of existing highways to eliminate crossings, replacement of present grade crossing structures and the installation of protection for grade crossings.

American Railroad Signals

The Electric Storage Battery Company has devoted an entire edition of its publication *Exide News* to an illustrated account of railway signaling history beginning with the earliest stages of the art. From "center posts to centralized traffic control" the eight-page edition traces the development of signaling from the days of the look-out post and the "highball" signal to the present time.

The origin of train schedules, telegraphic train orders, the manual block system, train staff and mechanical interlocking are described. Following this is a graphic description of the operation of a track circuit as it is now known. Variations of automatic signals are discussed and the use of power switches, cab signals and centralized traffic control are treated in an interesting manner.

The illustrations include reproductions of a time-table dated 1832, primitive trains and signals, banjo, semaphore and light signals, and a C.T.C. machine, together with appropriate explanations.

Personal Mention

J. D. Underhill, sales manager of the Okonite Company, has been promoted to vice-president of the Okonite Company, the Okonite-Callender Company and the Hazard Insulated Wire Works. Mr. Underhill's headquarters are as before at 501 Fifth Avenue, New York.

Herbert F. Sauer, manager of the Cleveland branch of the Electric Storage Battery Company, has been appointed manager of the Chicago branch. Mr. Sauer entered the employ of the Electric Storage Battery Company in Cleveland, in 1905. In 1909, he was transferred to the Atlanta branch but returned to Cleveland in 1913. In 1920 he became manager of the Cleveland branch.

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