

# NEWS OF THE MONTH

The Baltimore & Ohio Chicago Terminal Railroad has awarded a contract to the Union Switch & Signal Company to furnish all the necessary materials for the installation of a "UR" (Union Route) interlocking at Western avenue, Chicago. The layout involves 16 electrically-operated switches, 4 single switches and 6 cross-overs, and 33 color-position, color, and position-light signals. The method of control is of the type wherein the towerman simply operates one push button on the control panel at the initial signal and another push button at the end of the route to line up all switches and signals involved; thereby eliminating the operation of a lever for each switch or signal. The control panel consists of an illuminated track model (normally dark) equipped with a push button corresponding to each signal location. When a train enters an approach track section, or when two push buttons are operated to set up a route and the switches in the route align properly, the route will be indicated on the control panel by an illuminated line. During the movement of a group of switches, sections of the illuminated line on the control panel representing these switches will remain dark. Only one push button is used at each end of a route, and the same button may serve as an entering or leaving button, depending on the sequence of operation. When a signal push button is operated, it will be illuminated red, while this illumination will change to green as soon as the signal clears. Auxiliary push buttons will be provided in the control panel for operating the switches individually if so desired. The field work will be carried out by the railroad company's regular signal construction forces.

The Southern Pacific Company has ordered 110 complete sets of continuous cab signal and automatic train control equipment from the Union Switch & Signal Company for installation on the multiple unit cars which will operate over the San Francisco-Oakland Bay bridge between Oakland and San Francisco. These are for 4-indication cab signal operation without wayside signals over the double bridge track, with four operating speed limits (35, 25, 17 and 11 m.p.h.) arranged to correspond to the four cab signal aspects. Complete speed control will be provided with automatic emergency braking in the event of failure on the part of the motorman to control the speed of his train in accordance with the set speed

limits. Automatic cutout of speed control equipment when leaving the bridge territory is being arranged for by using a distinctive code frequency for accomplishing this cutout. Automatic cutin of the speed control equipment when the trains re-enter the train control territory at approaches to the east end of the bridge is being provided. The equipment is being applied to the cars by the railroad company's forces at their Alameda shops, Alameda, Calif.

The City of Philadelphia, through the department of city transit, has awarded the Union Switch & Signal Company a contract for the complete installation of the required interlocking and automatic signaling system in the double-track extension of the South Broad Street subway from Lombard—South station to and including Snyder Avenue station. The work involves an 11-lever, electro-pneumatic interlocking at Snyder avenue, 24 automatic color-light signals, 25 electro-pneumatic, automatic train stops, etc.

## Personal Mention

**L. B. Porter**, signal engineer and assistant superintendent of telegraph of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Milwaukee, Wis.,



**L. B. Porter**

has been appointed superintendent telegraph and signals, effective July 15. Mr. Porter was born June 30, 1888, at West

Liberty, Iowa, and first entered railroad service in signal construction on the Union Pacific in 1906, being promoted to maintainer in 1907. During 1908 and 1909 he completed a course in electrical engineering at the University of Iowa, and then returned to the Union Pacific. A year later he joined the forces of the Chicago, Rock Island & Pacific as a maintainer in Iowa, and in January, 1910, was promoted to draftsman in the signal engineer's office in Chicago. In May of the same year he was appointed chief draftsman in the signal engineer's office of the Chicago, Milwaukee & St. Paul, with headquarters at Milwaukee. In May, 1912, Mr. Porter was appointed general signal inspector, and in August, 1913, was promoted to assistant signal engineer, lines east. Mr. Porter was appointed signal engineer of the Milwaukee on July 1, 1930. Early in 1933 the signal and telegraph departments of the Milwaukee were consolidated, **E. A. Patterson** continuing as superintendent of telegraph, and at this time Mr. Porter took over the additional duties with the title of signal engineer and assistant superintendent of telegraph. Following the death of Mr. Patterson, as noted in the July issue, the positions of superintendent of telegraph and signal engineer have been abolished, and Mr. Porter has been appointed superintendent telegraph and signals.

**G. H. Lefold**, engineer of telegraph and signals, Western Region, Pennsylvania, has been transferred in the same capacity to Philadelphia, Pa. Effective June 16, **S. B. Higginbottom**, supervisor of telegraph and signals of the Pittsburgh division of the Pennsylvania, has been appointed engineer of telegraph and signals, Western Region, vice G. H. Lefold. Mr. Higginbottom was born at North Lawrence, Ohio, on July 17, 1891, and entered the service of the Pennsylvania at Pittsburgh, Pa. on May 14, 1907, as a machinist helper in the motive power department. On July 26, 1909, he was transferred to the signal department as a signal repairman and was gradually advanced until, on November 16, 1928, he was appointed supervisor of telegraph and signals on the Monongahela division. In December, 1929, Mr. Higginbottom was appointed in the same capacity on the Conemaugh division, and on March, 8, 1933, to the Pittsburgh division. **C. M. Wallace**, supervisor telegraph and signals, Ft. Wayne division, has been appointed supervisor telegraph and signals, Pittsburgh division, effective July 1. **C. W. Henricks**, assistant supervisor telegraph and signals, New York zone, has been promoted to supervisor of telegraph and signals, Ft. Wayne division, effective July 1. Mr. Henricks was born on July 19, 1899, at LaPlace, Ill., and graduated from LaPlace high school in 1914. He entered the service of the Pennsylvania on April 11, 1922, on the New York division, serving as helper and signaller until 1929, when he was appointed assistant foreman. In 1931 Mr. Henricks was appointed power director on the newly electrified New York division, and in 1932 was appointed foreman of substations. On January 1, 1934, he was advanced to acting assistant  
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