

The News of the Month

The American Train Dispatchers' Association, D. L. Darling, secretary-treasurer, Northern Pacific Railway, Spokane, Wash., will hold its annual convention at the Hotel La Salle, Chicago, June 17, 18, 19 and 20.

The attendance at the National Appliances Association exhibit, from March 17 to 20, inclusive, at the Coliseum aggregated 23,295, by far the largest in the history of the Association. It was divided at follows: Monday, 3,612; Tuesday, 6,457; Wednesday, 7,246; Thursday, 5,980.

The New York, New Haven & Hartford has reduced the working time in its large repair shops to forty hours a week. About 4,000 persons are affected. The Pennsylvania has reduced the working time at many of its shops. The Nashville, Chattanooga & St. Louis has made a reduction of ten per cent in the forces of its large shops.

The Serbian Railway, which runs from Belgrade through Nish to Salonika, says a French wireless dispatch from Salonika, is being repaired rapidly. All the bridges and many miles of rail were destroyed by the Germans and the Bulgarians. The repair of the telegraph lines paralleling the railway is nearly completed.

The Erie signal supervisors attended the March meeting and National Appliances exhibit at Chicago in a body. Those in the party included: S. F. Cooper, Newark division; J. M. Gallaher, Delaware division; E. F. Champlin, Susquehanna division; R. Eisele, Meadville division; J. R. Garrabrant, Wyoming division; J. A. Burgin, Kent division; C. A. Nichols, Marion division, and A. C. Turner, Buffalo division.

The Southern Pacific reports that it has carried 46,346,228 revenue passengers during the past year without the loss of a single life in a train accident, and in the last ten years has transported 380,837,002 revenue passengers 14,480,042,394 revenue passenger miles with safety average such that a passenger may travel the equivalent of 579,000 times around the world without loss of life in a train accident.

The Division Signal Foremen of the Chicago & North Western participated in a banquet and get-together meeting at the Winter Gardens, Chicago, on Wednesday evening, March 19. Many of these men were heretofore unknown to each other, so that the meeting was planned for the purpose of enabling them to become acquainted with one another and to discuss problems of mutual interest. There were 21 present.

The Council of National Defense has announced the formation of an Emergency Committee on Employment for Soldiers and Sailors, including representatives of the various government departments. The chairman of the committee is Col. Arthur Woods, and the secretary will be E. H. Greenwood, who has been associated with the Department of Labor in its employment work. A representative of the Railroad Administration probably will be added to the committee.

The Pennsylvania and other railroads that had not heretofore adopted the plan, now pay their employees by checks instead of by cash, except at some points where difficulty would be experienced by the employees in cashing checks. This plan has been adopted at the instance of the Railroad Administration in the interest of uniformity, because most of the railroads have heretofore paid their employees by checks and because the employees favor the change as it will enable them to avoid the inconvenience of waiting for the pay car. The announcement of the change on the Pennsylvania caused a protest on the part of business interests of Altoona because it was proposed to pay in checks drawn on Philadelphia banks. When this was brought to the attention of the Railroad Administration, instructions were issued to have the employees at Altoona paid in checks on Altoona banks.

The American Railroad Signal Supervisory Association held its first annual meeting Tuesday, March 19, in the Elizabethan room of the Congress Hotel. The morning session opened at 10 o'clock with a total registration of 85 members from 28 roads. Among the questions considered were the nomination of officers for 1920 to be elected by letter ballot. The adjustment of the wage situation was discussed in considerable detail with the thought of assisting in straightening out the differences which apparently exist.

The Missouri House of Representatives has adopted a resolution petitioning Congress to return railroad, telegraph and telephone lines and cables to their owners as soon as possible. The resolution also states that private ownership should be safeguarded by federal regulation of service, capitalization, income and disbursements. The Denver Commercial Traffic Club on February 19 directed its officers to prepare a memorandum to be submitted to Congressmen from Colorado stating the view of the club that the railroads should be returned to their owners at the earliest possible date.

The Circuit Court of Appeals, Sixth Circuit, holds that where the Western Union Telegraph Company, after terminating the arrangement under which it maintained lines on the Louisville & Nashville's right of way, was denied the right of condemnation in Alabama, preliminary injunction against the railroad's interference with telegraph lines would not be granted because the government has assumed control of the railroads. It appeared that the Secretary of War had requested that nothing should be done to interfere with the operation of the telegraph system until he approves, and the railroad company had promised full observance of this request.—*L. & N. vs. Western Union*, 252 Fed. 29. Decided June 4, 1918.

Santa Fe Signal Supervisors' Reunion.—The fifth annual luncheon of the past and present members of the Santa Fe Signal Supervisors Committee was held in the French room of the Congress Hotel Monday noon. Those present were: T. S. Stevens, signal engineer; L. Brown, Sr., assistant signal engineer; G. K. Thomas, Jr., assistant signal engineer, and E. Hanson, signal supervisor, all of the Atchison, Topeka & Santa Fe; G. R. Cowherd, signal engineer, El Paso & Southwestern; B. T. Anderson, assistant signal engineer, Delaware, Lackawanna & Western; Harold K. Ferguson, Austin Company, and J. S. Hobson and J. E. Saunders of the Union Switch & Signal Company.

On the second page of the souvenir menu was a photograph of H. Hobson, signal supervisor of the Santa Fe at Topeka. The last page contained the following poem:

"What we have we'll hold," meant lands and gold,
When we strove in the days gone by.
But now we fight for freedom's right,
And we'll hold the right or die."

Speaking from the standpoint of the consulting specialist, A. L. Humphreys, vice-president Westinghouse Air Brake Company, mentioned a few of the concrete forms of service rendered the railroads. In this connection, speaking of the air brakes and block signals, he says: "The development of these two separate but related arts has gone far to expand old limits of operation, referring particularly to traffic density. Economy of operation and safety in handling life and property are insured by modern barking and up-to-date block signal equipment, entirely beyond what was previously possible. A hint of what is involved in the art of braking, for example, is contained in the simple statement that acceleration of a heavy railroad train from rest to 60 m. p. h.—in about six minutes of time—is due to an enormous flow of energy (from each commotion). The modern brake is required to return this train to rest in 20 seconds. To do so, the flow of energy from motion to heat must be 18 times faster.