

Signal Supply News

G. H. Macdonough, who was formerly superintendent of construction for the Railway Signal Company at Chicago, has been appointed manager of the Potter-Winslow Company, Chicago. Mr. Macdonough assumed the duties of his new position on January 1, 1912.

F. H. Jones, assistant resident manager of the General Railway Signal Co. at Chicago, has been appointed resident manager at San Francisco, Cal. C. O. Poor, general superintendent of the Rochester works of the company, succeeds Mr. Jones at Chicago.

The Electric Signal Engineering Co., Alliance, O., has recently been incorporated with a capital of \$20,000. The incorporators are D. E. Schultz, Richard Jones, Mrs. Pearl Lee, F. T. Cope, and C. Bowden. This company will manufacture and sell all kinds of electrical signals and also a large variety of electrical and mechanical devices.

The Electrose Manufacturing Co. has established a temporary office at 109 Broadway, Brooklyn, N. Y., on account of a disastrous fire which started in the adjacent factory building adjoining this company's plant, and finally was communicated to the plant and resulted in its entire destruction. The company expects to be in position by the 15th of February, 1912, or earlier, to renew operations.

The Gray-Thurber automatic train control system was publicly tested on Friday, December 29, 1911, on the Fort Wayne division of the Pennsylvania on a stretch of the main line passenger track between Jack's Run, and Glenfield, Pa. A special train made a number of trips during the day between the two points and tested the system under various conditions. The tests are reported entirely satisfactory.

Fred C. Lavarack has resigned the position of signal engineer of the Federal Signal Co. to become general sales manager of the Signal Accessories Co., with offices at 140 Nassau street, New York City. This company has been incorporated to manufacture signal materials, and to handle the sales of the United Electric Apparatus Co., Boston, Mass.; the W. F. Bossert Mfg. Co., of Utica, N. Y.; the American Conduit Co., East Chicago, Ind., and the Imperial Rubber Co. Mr. Lavarack has spent his entire business life in the railway signal field, having been with the Standard Signal Company; the Pneumatic Signal Company; the New York Central & Hudson River; the School of Railway Signaling; and later with the Federal Signal Company.

Thomas A. Edison, Inc., Orange, N. J., has published a reprint of an argument setting forth the relative economy of primary batteries and portable storage batteries for signaling. The reprint contains an article presented by E. E. Hudson at the meeting of the Railway Signal Association held in Chicago, March 20, 1911, together with extracts from discussions, and other additions in connection with the discussion of a paper prepared by A. H. McKeen, signal engineer of the Oregon-Washington R. R. & Navigation Co., entitled, "Portable Storage Batteries as Applied to Automatic Signals on the Harriman Lines." Both of these papers were published in the daily edition of the "Railway Age Gazette" for March 21, 1911.

G. R. S. ANNUAL REUNION.

The past and present employes of the General Railway Signal Co., will hold their third annual reunion and banquet, in the Powers Hotel, Rochester, N. Y., on Saturday, February 10, 1912.

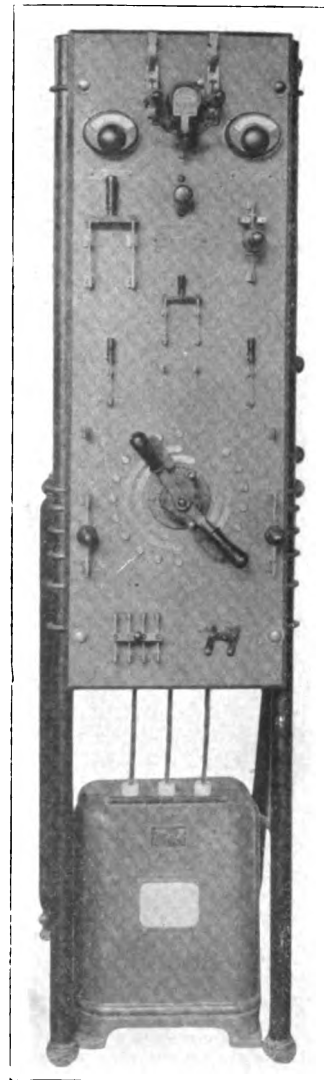
All past employes are cordially invited to attend, and are urgently requested to notify the committee of their intentions, so that proper arrangements can be made. It is expected this reunion will surpass even the success of the previous meetings.

Covers will be laid for over 500 and a good program has been arranged.

All communications should be addressed to **S. A. Benedict**, General Railway Signal Co., Rochester, N. Y.

MERCURY ARC RECTIFIERS.

The accompanying illustration shows the General Electric Company's latest type of mercury arc rectifier panel, specially arranged for charging storage batteries at interlocking plants. The direct current feeders are connected to central binding posts of the four-pole rocker type switch and the various sets of batteries to the outer contacts, the charging current being transferred from one set to another by throwing the switch up or down.



General Electric Mercury Arc Rectifier for Charging Storage Batteries at Interlocking Plants.

This type of panel was recently installed on the Pennsylvania Railroad near Northumberland, Pa., and described in *The Signal Engineer* for November, 1911.

The flexibility of the mercury arc rectifier for adaptation to signal work is readily obtained, either by placing control devices on a standard panel, or by the addition of a small auxiliary battery charging panel, in cases where a larger number of battery circuits are required.

ONE HUNDRED AND TWENTY-FIVE railway supply companies have secured space for the display of their apparatus in connection with the annual exhibition of appliances used in the construction, operation and maintenance of railways at the Coliseum in Chicago, March 18-23, 1912.