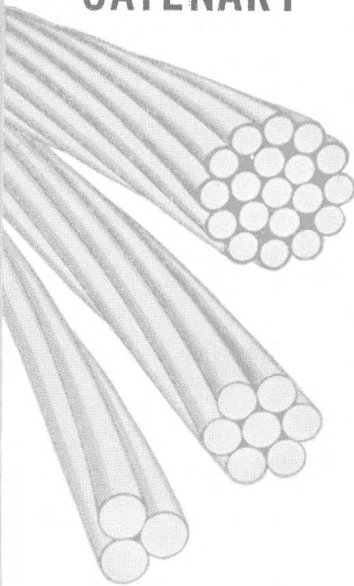


PAGE

Stainless Steel STRAND

Real Economy

for GROUND GUY MESSENGER CATENARY



HERE'S WHY:

HIGHER

Corrosion Resistance
Tensile Strength
Elastic Limit
Resistance to Vibration
Strength to Weight Ratio

RESULT IN LOWER

Cost per year of Installed Life

Write us for literature or answers
to specific engineering questions

Monessen, Pa., Atlanta, Chicago,
Denver, Detroit, Los Angeles, New York,
Pittsburgh, Philadelphia, Portland,
San Francisco, Bridgeport, Conn.

ACCO



PAGE STEEL AND WIRE DIVISION
AMERICAN CHAIN & CABLE

the railroad, the equipment having been furnished by Doolittle Radio, Inc., and Motorola, Inc.

Construction

The Virginian has ordered equipment from the General Railway Signal Company for the installation of an all-relay electric interlocking at South Norfolk, Va. The control machine will have an 18-by 30-in. panel, equipped with 18 track indication lights and 11 levers for the control of 10 switch machines and 14 signals. Type B plug-in relays, Model 5C electric switch machines, Model 7 switch circuit controllers, and welded steel relay cases are included in this order.

The Missouri Pacific has ordered equipment from the General Railway Signal Company for the extension of the existing centralized traffic control between Elm Park, Mo., and Pleasant Hill, on to Strasburg, Mo., an additional 5.5 mi. The additional control facilities will be added to the existing control machine at Pleasant Hill. Model 5D dual-control electric switch machines, Type K relays, and Type G color-light signals will be used in this installation.

The Nashville, Chattanooga & St. Louis has ordered equipment General Railway Signal Company for the installation of an Entrance-Exit interlocking system at Howell, Ga. The 30- by 91-in. control panel will be equipped with 49 entrance knobs, 49 exit buttons, 26 test keys, 2 traffic levers, 2 lock levers, 3 maintainer call levers, and 61 track lights for the control of 41 switch machines, 2 electric switch locks and 49 signals. The area to be controlled includes a junction with the Southern. Types K and B relays, Model 5A electric switch machines and Types D and ME (dwarf) signals will be used in this installation.

The American Locomotive Company has ordered 2 sets of intermittent inductive train control equipment from the General Railway Signal Company. This equipment will be installed on Diesel-electric passenger locomotives for the Erie.

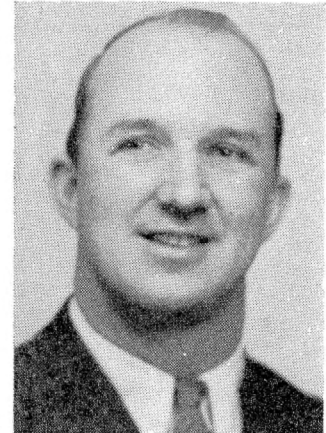
The Monongahela Connecting Railroad has ordered 3 Type E all-electric car retarders from the General Railway Signal Company. These retarders, totaling 241 rail feet, will be installed in East Yard, Pittsburgh, Pa. This order includes the control machine, Type K relays, Model 7 switch circuit controllers and Type MD dwarf signals.

The Chicago, Burlington & Quincy has placed an order with the General Railway Signal Company for equipment to install Type K, two-wire centralized traffic control on 12.2 mi. of single track between Oxford Junction, Neb., and Flynn. The control machine, to be located at McCook, Neb., will have a 22-in. panel equipped with 8 track lights and 6 levers for the control of 2 switch machines, 3 switch locks and 10 signals. This installation will be an extension of the previously in-

stalled C.T.C. system between Hastings, Neb., and McCook.

Personal

Arthur Allen Freiberger, signal supervisor, Illinois Central, with headquarters at Jackson, Miss., has been appointed signal supervisor of the Illinois Division with headquarters at Champaign, Ill., succeeding S. C. Hofmann, retired. Mr. Freiberger was born at Thayer, Mo., October 23, 1912. He entered the services of the signal department of the Chicago Great Western in June, 1932, and was promoted to signal helper in 1937, being appointed



Arthur Allen Freiberger

maintainer in 1937. In April, 1941, Mr. Freiberger went to work as a signal wireman for the Northern Pacific and in March, 1942, he joined the Seaboard Air Line as a signalman. In the latter part of 1942 he was employed as a maintainer on the Illinois Central and in August, 1945, was transferred as a draftsman to the signal engineer's office in Chicago. In December, 1946, he was promoted to signal supervisor at Jackson, Miss.

Thomas M. Evans, whose recent appointment as assistant communications engineer of the Chicago & North Western, with headquarters in Chicago, as noted in the September issue, was born on January 26, 1924, in Chicago. He graduated from Northwestern University with a Bachelor of Science degree in electrical engineering in 1944, subsequently receiving a Master's degree in electrical engineering in 1947. He entered railway service on July 21, 1947, with the Chicago & North Western at Chicago as junior engineer, communications and signal department, holding that position until his recent appointment.

A. C. Murphy, signal supervisor of the Salt Lake division of the Southern Pacific with headquarters at Ogden, Utah, has been transferred to the Sacramento division as signal supervisor, with headquarters at Sacramento, Calif., succeeding S. L. Baxter, retired. J. T. Van Loon, assistant signal supervisor of the Sacramento division at Norden, Calif., has been promoted to signal supervisor of the Salt