

NEWS BRIEFS

The Milwaukee has begun construction of a new freight car classification yard employing automatic switching and retarder speed control at St. Paul, Minn. The new gravity-type retarder yard will have 35 classification tracks with a total capacity of 1724 cars and will include complete modern signaling and communications facilities. The total cost of the new yard will be \$5 million.

A searchlight dwarf signal set the cadence for the Shrine parades in Chicago during their annual convention last month. The signal was installed by the Illinois Central signal department in a 7th floor window of their annex building (next to Central Station). The flashing-yellow aspect (55 times per min.) was visible along Michigan Avenue for about two miles north of the station.

The Texas & Pacific has ordered equipment from the General Railway Signal Company for the installation of remote control at Preble and Iona, Tex., with a control machine at Weatherford, Tex.

The Ontario Northland has ordered equipment from the General Railway Signal Company for the installation of 25 miles of absolute permissive block signaling between Temagami, Ont., and Bushnell.

The Erie has ordered equipment for the installation of a remote control system at OS interlocking, Jersey City, N. J., from the General Railway Signal Company.

The Canadian National has ordered equipment for the installation of: (1) block signaling using Trakode at West Parkdale Jct., Toronto, Ont.; (2) centralized traffic control between Winnipeg Station, Man. and Transcona and Paddington, Man.; and (3) block signaling using Trakode on 140 miles of road between Blue River and Kamloops Jct., B.C. The General Railway Signal Company is furnishing the equipment.

The Kansas City Terminal, Chicago, Burlington & Quincy, St. Louis-San Francisco, Gulf, Mobile & Ohio, Missouri Pacific and the Wabash have received approval from the Interstate Commerce Commission for modifications of Tower No. 2 Old Union Depot Yard electropneumatic interlocking and Chicago, Burlington & Quincy, St. Louis Avenue (Tower No. 1) electromechanical interlocking, at Kansas City, Mo. The installation of miniature lever push-button machine in Tower No. 2 to control consolidated interlocking consisting of rearrangement of signals and switches at Tower No. 2 and Tower No. 1 interlockings, including 1 high and 76 dwarf signals, 49 single switches, 8

double-slip switches and 1 single-slip switch, and removal of electropneumatic interlocking machine at Tower No. 2 and electromechanical interlocking machine at Tower No. 1 interlocking.

The Union Pacific has received approval from the Interstate Commerce Commission for installation of a traffic-control system, with control machine at Pocatello, Idaho, in lieu of automatic block-signal system, between Granger, Wyo., and Pocatello, Idaho, 214 miles; modification of interlocking at Granger; and modification and change of present interlocking at McCammon, Idaho, to a controlled point of traffic control system; and installation of new interlocking at McCammon on line connecting with Utah Division, the interlocking control machine being at McCammon.

The Baltimore & Ohio has received approval of the Interstate Commerce Commission to install traffic control system in lieu of automatic block-signal system and modifications of automatic train-stop system between Bay View and Huntingdon Ave., Baltimore, Md., a distance of approximately 4 miles, modifications of interlockings at Bay View and Huntingdon Ave., installation of interlocking at Clifton Park, and discontinuance of interlocking at Waverly, on the Baltimore Division, East End.

The Wabash has received approval from the Interstate Commerce Commission for the proposed installation of traffic-control system, in lieu of automatic block-signal system, between Salisbury and WB Junction, Mo., 44 miles. Purpose stated in application is to expedite train movements, reduce operating expenses and eliminate future replacement of rail on one track.

The Atchison, Topeka & Santa Fe has applied to the Interstate Commerce Commission for the approval of the proposed installation of traffic-control system, with control machine at Fresno, Calif., in lieu of automatic block-signal system, between MP 998, Fresno, and MP 1120, Mormon, Calif., and modifications of automatic train-stop system between MP 1001 and 1119.

The Terminal Railroad Association of St. Louis has applied to the Interstate Commerce Commission for approval of proposed modifications of interlockings at Towers 3, X, MS and Q, St. Louis, Mo., on the Eads Division: Installation of control machine in new office to control modified interlocking facilities at interlockings at Towers 3, X and MS, including installation of 6 dwarf signals, change of aspects of 2 dwarf signals, and removal of 6 bridge signals, and interlocking machine, at Tower 3

interlocking; installation of electric lock on 1 derail, change of 9 high and 12 dwarf signals from non-automatic to semi-automatic control, and removal of 2 dwarf signals and present interlocking machine, at Tower X interlocking; change of aspects of 4 dwarf signals and removal of 4 dwarf signals, 2 power switch machines, and 1 interlocking machine at MS Tower interlocking; relocation of 2 automatic signals, and removal of 2 automatic signals between MS and Q interlockings; change of aspects of 2 signals a Q interlocking; and arranging for train operation by signal indications, between X and Q interlockings.

The Pennsylvania has applied to the Interstate Commerce Commission for approval of proposed modifications of automatic block-signal system on double track between MP 95.6, Loveland, Ohio, and MP 111.0, Clare, Ohio, and interlocking at Loveland. Installation of traffic-control system, in lieu of automatic block-signal system, on eastward track, and removal of automatic block-signal system on westward track, between Loveland interlocking and MP 109, a distance of approximately 12.2 miles, and installation of interlocking at end of double track, MP 109, to be remotely controlled from Clare interlocking, including installation of 4 automatic signals, and electric locks on 8 hand-operated switches, relocation of 2 automatic signals and 2 dragging equipment detectors, and removal of 12 automatic signals; installation of 1 dwarf and 2 home signals, and 1 power-operated switch at end of double track; and installation of 1 power-operated switch, change of aspects of 1 home signal, 1 dwarf signal and 1 approach signal, and removal of 1 dwarf signal and 2 interlocked cross-overs, at Loveland interlocking. Purpose stated in application is to eliminate unnecessary facilities in connection with removal of 12.2 miles of westward track.

The Delaware & Hudson has applied to the Interstate Commerce Commission for the approval to install a traffic-control system, with control machine at Saratoga Springs, N.Y., in place of automatic block between Saratoga Springs and Ft. Edward, N. Y., approximately 20 miles, on the Saratoga-Champlain Division.

The Atlantic Coast Line has applied to the Interstate Commerce Commission for approval of a traffic-control system, with control machine at South-over yard office, Savannah, Ga., in lieu of automatic block-signal system, between MP 497.5 near South Tower, Ga., and MP 502.9 Burroughs, Ga., and removal of electromechanical interlocking at South Tower; modifications of automatic block-signal system between MP 502.9 Burroughs and MP 531.3 South Walthourville, Ga.; installation of traffic-control system, with control machine at Waycross, Ga., in lieu of auto-

matic block-signal system, between MP 531.3 South Walthourville and MP 548.6 Jesup, Ga., modifications of interlocking at Back Swamp, Ga., and removal of interlocking at Doctortown, Ga.; modifications of interlocking at South Jesup, Ga.; and installation of automatic train-stop system between MP 497.5 and 548.6

The New York Central has applied to the Interstate Commerce Commission for the approval of proposed installation of traffic-control system, with two control machines in Passenger Station, Erie, Pa., in lieu of automatic block-signal system, on tracks 1 and 2, between Bay View, N.Y., and Harbor Creek, Pa., approximately 71 mi. and between Dock Jct., Pa., and Nottingham, Ohio, approximately 83 mi., and discontinuance of automatic block-signal system on tracks 3 and 4, in the above described territory, with portions of tracks 3 and 4 retained as sidings and the remainder removed; modifications of automatic block-signal system on tracks 1, 2, 3 and 4, between Harbor Creek and Dock Jct., Pa., approximately 11 mi.; modifications of interlockings at Bay View, N. Y., Dunkirk, N. Y., North East, Pa., Dock Jct., Pa., Girard Jct., Pa., Ashtabula, Ohio, West Crossover, Ohio, Painesville, Ohio and Nottingham, Ohio, arranging to control all interlocked functions at Dunkirk, North East, Dock Jct., Girard Jct., West Crossover and Painesville and at 34 other controlled points from traffic-control machines at Erie, and arranging for operation by signal indications in both directions on each track of the double-track sections between Bay View, N. Y., and Nottingham, Ohio; discontinuance of interlockings at Angola, N. Y., Westfield, N.Y., Madison, Ohio, and Willoughby, Ohio; and modification of automatic train-stop system to correspond with signal and interlocking changes between Bay View and Nottingham, approximately 165 miles, on the Erie Division.

Electrical wires and cables manufactured for the railroad industry by United States Rubber Co., is described in a 90-page, illustrated booklet. Major sections of the booklet are devoted to insulation compounds, jacket compounds, signal cables, communication cables and power and control cables. Also included is a section on electrical tapes and splicing compounds and several charts of information on messengers for aerial cables. Titled "U.S. Electrical Wires and Cables for the Railroad Industry," it is available from the electrical wire and cable department, United States Rubber Co., 1230 Avenue of the Americas, New York 20, N. Y.

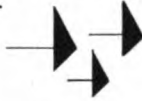
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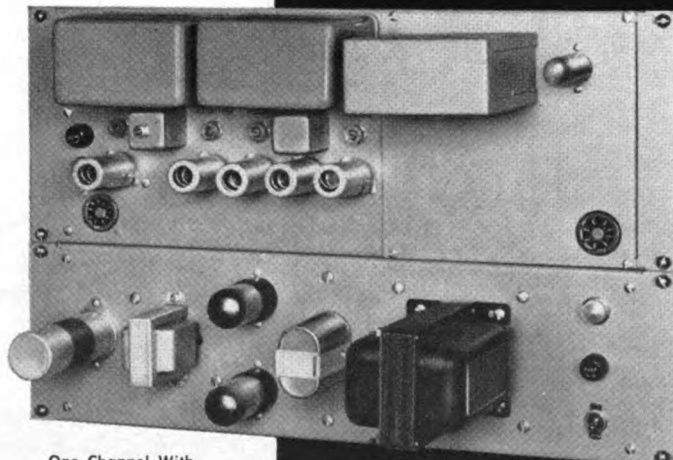
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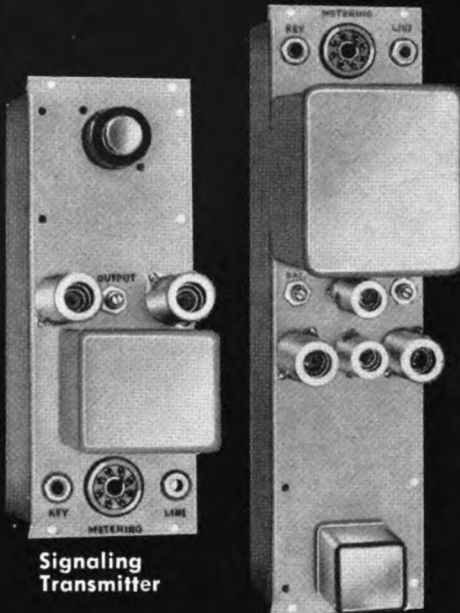
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Test clips and ground clamps are explained in a new catalogue issued by Mueller Electric Company of 1580 East 31st St., Cleveland 14, Ohio. The illustrated catalogue covers all late revisions, including their many new miniaturized and special insulated clips.

The Continental-Diamond Fibre Company has been acquired by The Budd Company and shall be operated as a division of the latter. The Board of Directors of this new Budd subsidiary includes Edward G. Budd, Jr., president, H. A. Coward and E. R. Schmidt, executive vice presidents; H. K. Collins,



H. K. Collins

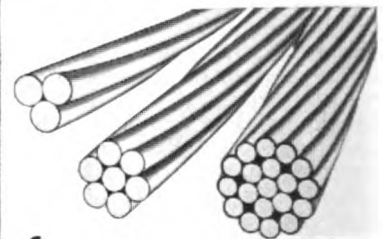
vice president and general manager; G. E. Lallou, secretary and treasurer; and E. E. Reardon, controller. Mr. Collins will be the chief administrative officer of the Continental Diamond Fibre Division which is a manufacturer of electrical insulation and plastics.

Cook Electric Company, Chicago 14, Ill., has opened a new district office at 3862 N. Carrollton, Indianapolis, Ind. with H. Weir Cook, Jr., as district manager. Mr. Cook was formerly installation engineer with Aero Engineering Company, Division of Garrett Corporation.

Allen B. DuMont Laboratories, Inc. has formed a Technical Products division which will manufacture and sell industrial television systems, cathode-ray and other electronic instruments, industrial electronics, components and systems, mobile radio equipment, etc. Dr. P. S. Christaldi will head the division whose offices and manufacturing operations will be at 760 Bloomfield Ave., Clifton, N.J.



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Philco Corporation's Government & Industrial Division has moved its West coast and Pacific northwest regional sales office to a new location at Suite 417, 1355 Market St., San Francisco 3, Cal. Lewis J. Boss is regional sales engineer for the area which includes northern California, Oregon, Washington, Idaho, Nevada, Utah, Colorado, Montana, Wyoming and the Territories of Alaska and Hawaii. Griffin L. Ashby formerly in the Government and Industrial Division office in Denver will be associated with Mr. Boss in the San Francisco office.

Cook Electric Company has opened a new district office at 6405 E. Kellogg, Wichita, Kan., with E. W. Wilbert as district manager.

Uriah L. Allen, Jr. has been appointed field engineer for North Electric Co., Galion, Ohio, in the Maryland, North Carolina, Virginia and Washington D. C. area. Mr. Allen will be located at 422 Washington Bldg., Washington, D. C., and will represent North's complete line, including sub-miniature, sensitive and telephone type relays; pulse sending and receiving equipment, voice and signaling frequency carrier,



and internal telephone communication systems. Formerly, he was chief mechanical engineer for the National Scientific Laboratory in Washington, special assistant to the vice president in charge of electronics at Maguire In-

dustries, and sub-section head for mechanical and electro mechanical devices used in electronics for the Bureau of Ships, United States Navy.

Richard Relf has been appointed district manager in the Cleveland area of Gould-National Batteries, Inc. A native of St. Paul, Minn., Mr. Relf joined the Gould organization in 1949 after service in the U.S. Navy during World War



II and attendance at the University of Minnesota. Prior to his recent appointment Mr. Relf was employed in Gould's Depew, N.Y.; Trenton, N.J.; Chicago and Columbus districts.

Harry A. Ronan has been appointed New England regional manager for Motorola Communications and Electronics, Inc. with headquarters in Winchester, Mass. In his new position, Mr. Ronan will direct sales and service of fixed, mobile and portable two-way radio communications equipment for all New England mobile radio users including the railroad, public safety, and industrial services. His territory covers Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont. Mr. Ronan joined Motorola in 1949 as a radio communications engineer, and subsequently served as zone manager in the New York and Michigan areas. He graduated from Michigan State College with a B.S. degree in electrical engineering. An active

amateur radio operator, he served as transmitter engineer for broadcast station WILS, Lansing, following five years experience as a Navy radio technician during World War II.

R. W. J. Harris has been appointed vice president of The Rail Joint Company located in Chicago, Ill.


Atlantic Coast Line appointments made recently are: F. M. Craven to telephone supervisor with headquarters at Waycross, Ga.; A. L. Stuckey to radio supervisor, with headquarters at Jacksonville, Fla.; and J. C. Ryan to radio shop supervisor with headquarters at Jacksonville, Fla.

V. W. Osborn, radio technician on the Bessemer & Lake Erie has been appointed communications inspector. C. E. Rhoades, leading signal maintainer has been appointed signal inspector.

Jesse Paul Coleman, supervisor of signals on the Grand Trunk Western with headquarters in Battle Creek, Mich., who died recently, was born in October 1892 at Rilling Prairie, Ind., and attended Purdue University. He entered the service of the Grand Trunk




in October 1915 as a signal helper at Battle Creek and held a succession of positions until May 1926 at which time he was appointed supervisor of signals, which position he held at the time of his death.



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