News Briefs

WESTERN COMMUNICATIONS ENGINEERS will hold an open meeting May 9 at the Western Society of Engineers Building, 84 East Randolph St., Chicago. The feature of the luncheon meeting, beginning at 12:30 p.m., will be a talk by J. Weber of Automatic Electric Sales Co. on "PAX May Be the Answer."

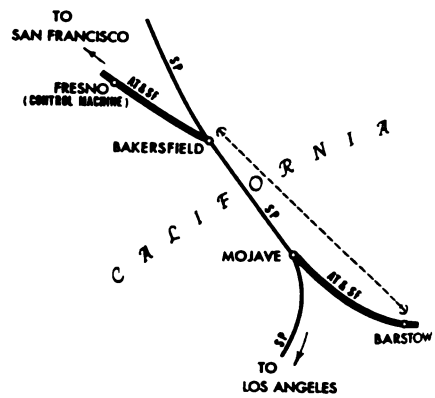
WESTERN SIGNAL ENGINEERS will hold an open meeting June 7 at the Western Society of Engineers Building, 84 East Randolph St., Chicago. The speaker at the luncheon meeting will be M. I. Rayner of Thomas A. Edison Industries, whose topic will be "Carbon Products—Primary Batteries."

RADIO USAGE by locomotive engineers results in more productivity and more responsibility, claims Guy L. Brown, head of the Brotherhood of Locomotive Engineers. Railroads claim that radio makes the crews' jobs easier and produces little monetary savings. As a result of this disagreement, 750 Santa Fe locomotive engineers on the Coast Lines have threatened to strike. President Eisenhower appointed an emergency fact-finding board that is expected to begin hearings in June. The BLE men want an arbitrary payment for use of the radio, which with their wage demands could mean a $15 per day pay increase.

On another radio front, an arbitration board is scheduled to begin hearings May 16 in Detroit on a dispute involving the BLE and the Detroit, Toledo & Ironton. The engineers demand payment of an arbitrary for using radio.

At the BLE wage case hearings in Chicago, reports Railway Age, an engineer testified that a locomotive is more difficult to operate if it's equipped with radio. The apparent reasoning: longer trains are equipped with radio. Longer trains are more difficult to handle. An engineer's responsibility increases as train length increases.

While most railroads do not pay crews for using radio, the Southern and the Reading have agreed to pay up to $3 a day to guarantee radio usage. On the other hand, the Western Pacific and the Tennessee Central have removed radio from locomotives rather than pay extra for its use.



SANTA FE is using a microwave link to transmit TCS (traffic control system) controls and indications. Transmission is by carrier on open-wire lines from the control office at Fresno to Bakersfield, then by microwave link to Barstow. Here the controls and indications are put on wire lines for the Mojave-Barstow TCS.

TEXAS & PACIFIC will install automatic flashing light signals at six grade crossings at Alexandria, La., at a cost of $52,000.

ILLINOIS CENTRAL has authorized two CTC installations costing about $872,000. Work has begun on installing CTC on one main track between Hammond and Orleans Junction, La., 34 miles. A second main track is to be removed except for eight miles that will be utilized as sidings. Later this year the IC

will begin installing CTC on 127 miles of single track between Fulton, Ky., and Bluford, Ill. Several existing sidings will be retired; others will be extended to 225-car capacity.

ILLINOIS CENTRAL has authorized two radio installations costing about $153,000. One system at Memphis, Tenn., terminal will consist of a base station with remote controls at 10 locations; radio on 31 switch engines, diesel inspection truck and three automobiles; and three portable radios for supervisory personnel and special agents. A base station with remote controls and nine portable sets will be used by car inspectors at Johnston Yard. The second installation will cover a freight line between Johnston Yard and North Jackson, Miss., about 200 miles. This system will have 11 wayside stations; 20 radio sets for use on 35 locomotives and 20 portable sets for use in cabooses.

SANTA FE has ordered TCS equipment from Union Switch & Signal-Division of WABCo. to be installed between Maine and Seligman, Ariz., 67 miles. Control of the territory will be from a traffic control center at Winslow, Ariz.

JACKSONVILLE TERMINAL CO. has ordered interlocking equipment from Union Switch & Signal-Division of WABCo. for installation at the Jacksonville, Fla., terminal. The interlocking will be controlled from a B-30 control panel at Beaver St. The B-30 panel replaces an S-7 electro-mechanical machine.

PENNSYLVANIA has ordered 66 sets of type EL cab signaling equipment from Union Switch & Signal-Division of WABCo. for installation on electric freight locomotives now being built for the PRR.

LONG ISLAND has ordered interlocking equipment from Union Switch & Signal-Division of WABCo. for installation at Freeport, L. I., as part of a grade crossing elimination program. Control will be a 5-ft "UR" control machine located at Freeport, which will replace an existing model 14 machine.

NORFOLK & WESTERN is installing CTC on 198 miles of former Virginian tracks between Princeton, W. Va., and Abilene, Va.

SANTA FE has ordered TCS equipment from Union Switch & Signal—Division of WABCo., for installation on 191 miles between Shopton, Iowa, and Sibley, Mo., to be controlled from a 12-ft traffic control senter at Shopton.

CHESAPEAKE & OHIO has ordered traffic control center and CTC equipment from Union Switch & Signal—Di-

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vision of WABCo., to be installed on 79 miles of track between Hinton, W. Va., and Clifton Forge, Va.

NORFOLK & WESTERN has received ICC approval to provide for operation by a traffic control system between Phoebe and Pamplin, Va., about 34 miles. Control will be from the dispatcher's office at Crewe, Va. Operation by signal indication in both directions will be provided on sections of single and double track mainline.

NEW YORK CENTRAL has received ICC approval to install a traffic control system and rearrange existing automatic block and automatic train-stop systems between Berea and Toledo, Ohio, about 94 miles. Control will be from the Toledo passenger station. Portions of the three and four-track mainline will be either removed or made into sidings to provide essentially a double-track mainline with reverse running on both tracks. Four interlockings will be modified and six interlockings will be discontinued as part of the TCS project.

CHICAGO, ROCK ISLAND & PACIFIC and ILLINOIS CENTRAL have received permission from the ICC to remove a mechanical interlocking at Ruston, La., crossing and arrange for approach clearing of all home signals on both railroads at this location. The crossing involves one CRI&P main track and one main track and two secondary tracks of the IC.

PENNSYLVANIA and READING have received ICC approval to arrange a Williamsport, Pa., interlocking for automatic operation instead of remote control operation. The interlocking is at a crossing of two main Reading tracks with one main and industrial track of the PRR.

SEVEN RAILROADS have ordered Series 2R transistorized railroad radios from Bendix Radio Division. The railroads are the Santa Fe, Erie, Great Northern, Northern Pacific, Baltimore & Ohio, Rock Island and Texas & Pacific. The Santa Fe and Erie have placed initial orders totaling 326 units. The 2R series is available in three types and can be used in split channel operation.

Railroad Personnel

CANADIAN NATIONAL. **Hans R. Beck,** acting signal engineer, has been appointed engineer of signals, system, at Montreal. He was born in Winnipeg, Man., September 21, 1925, and was graduated from the University of Manitoba in 1947 with a BS degree in electrical engineering. He was then employed for one year each by the Bell Telephone Co. and Radio Engineering Products, Ltd., both of Montreal. In 1949 he entered the service of the Canadian National as assistant engineer at Toronto. In 1952 Mr. Beck was awarded an Athlone Fellowship for a two-year postgraduate course in electrical signal equipment at the Imperial College, London. On his return to the CN in 1954 he was made assistant signal engineer, Central Region, at Toronto; in 1957 was appointed assistant signal engineer, system, at Montreal, and in 1958 acting signal engineer, system.

MISSOURI PACIFIC. As reported in the April issue of Railway Signaling and Communications, **J. Robert French** has been appointed superintendent of communications. A sketch of his career appeared in that issue.

NEW YORK CENTRAL. **T. M. Hayes** has been appointed project engineer in charge of installation of CTC on the Toledo division between Berea and Toledo, Ohio, with headquarters at Toledo. **E. C. Jackson,** assistant genera signal inspector, Western district, Cleveland, has been promoted to gener signal inspector there, succeeding M Hayes. **D. A. Walker** replaces Mr. Jac son.

J. Robert French

John N. Albertson

Thomas V. Coleman has been ap pointed communications engineer of th New York district, with headquarters New York, succeeding **J. A. Russo,** re signed.

TERMINAL RAILROAD ASSN. O ST. LOUIS. **Arthur G. Harlan has bee** appointed signal supervisor, succeedin **J. E. Tendick,** retired.

PENNSYLVANIA. **Robert E. Rohr bacher,** assistant supervisor, communica tions and signals, Susquehanna district at Williamsport, Pa., has been appointe supervisor communications and signa there. He has succeeded **Jack E. Hart field,** transferred to Fort Wayne, Ind., i the same capacity. **Lawrence E. Ligh** junior engineer, communications and sig nals at Williamsport, has been promote to Mr. Rohrbacher's former position.

Other appointments in the communi cations and signal department include **J. W. Durst,** assistant supervisor at Perry ville, Md., appointed supervisor at Cam den, N.J.; **R. L. Fitzmeyer,** foreman a New York, appointed assistant supervisor at Aspinwall, Pa., succeeding **J. G. Weyer,** transferred in the same capacity to Car negie, Pa.; and **A. V. Hagen** appointed assistant supervisor at Cincinnati, Ohio

SOUTHERN PACIFIC. **John N. Albertson,** assistant superintendent of communications of the Texas & New Orleans Lines of the SP at Houston, has been appointed assistant general superintendent of communications, system, at San Francisco. Mr. Albertson was born May 14, 1911, in New York. He began his career with the New Haven in 1929, while attending New Haven College, department of engineering. He served in both the signal and operating departments before becoming a helper in the communications department in 1937. From 1941 to 1946 he was assistant communications engineer, resigning to become telephone and telegraph inspector for the Milwau-

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kee Road. In 1948 he became staff engineer for Automatic Electric Sales Corp. In 1951 he joined the T&NO Lines of the SP as communications engineer at Houston, being promoted to assistant superintendent of communications there in 1954.

Supply Trade News

SERVO CORP. OF AMERICA. **Sanford H. Steward, Jr.,** has been named district sales manager, railroad products, for the central region of the United States. He was formerly with General Cable Corp. **Dean Morgan** has joined Servo as Washington, D. C., marketing representative.

RAILROAD ACCESSORIES CORP. **Joseph A. Russo,** formerly communications engineer, New York district, of the New York Central, has been appointed chief engineer of Raco.

UNION SWITCH & SIGNAL—Division of Westinghouse Air Brake Co. has announced the formation of an Automation and Systems Section, the prime function of which will be to coordinate design, development and application of automatic control systems in conjunction with other sections of the research and engineering departments, in the field of automatic, semi-automatic and remote control for railroad operation. The new

Frank T. Pascoe

Byron K. Hartman

group will be under the direct supervision of **Frank T. Pascoe,** who has been with Union Switch & Signal since 1941. He has worked in all phases of signaling, but has devoted most of his time to the development of control circuits for centralized traffic control and interlocking installations. Prior to 1941 he was employed for 15 years in the signaling forces of the Pennsylvania and Baltimore & Ohio.

SIMPLEX WIRE & CABLE CO. **John W. Logan** has been elected executive vice-president and director; **Dr. John T. Blake,** senior vice-president and director; and **G. J. Crowdes,** vice-president. Mr. Logan joined Simplex in 1959 as vice-president. A photograph and sketch of his career were published in Railway Signaling and Communications, August 1959, page 46. Dr. Blake, was graduated from Tufts in 1921 and received a Ph.D. degree from M.I.T. in 1924. Joining Simplex in 1924, he became director of research in 1940 and vice-president in 1956. Mr. Crowdes has been with the company since 1918, becoming chief engineer in 1950 and director of engineering in 1958.

COLLINS RADIO CO. **Eldon May** has been named data communications field sales engineer for the central region, Western Division, at Cedar Rapids, Iowa. He was previously data communications applications engineer for the division.

WESTERN INDUSTRIES, INC. **Harold L. Folley,** signal engineer of Western Railroad Supply Co., Division of Western Industries, has been appointed chief engineer of the parent company. Mr. Folley was engineer telephone, telegraph and signals of the Chicago & Illinois Midland before going with Western Railroad Supply Co. early in 1959.

SYNTRON CO. **Byron K. Hartman** has been elected president, succeeding **Carl S. Weyandt,** one of the founders of the company, who has retired. Mr. Hartman joined Syntron as executive vice-president and general manager in 1959. Previous to that he had been associated for 21 years with Link-Belt Co., of which Syntron is a subsidiary.

SIGNALING AND COMMUNICATIONS

Readers Write

To the Editor:

After reading about gang maintenance vs. routine maintenance by Mr. Shepardson in the February issue, I have the following comments to make.

The word routine can be a meaningless word to those who have a disregard for the value of "A stitch in time saves nine," and where there is no information of the corrective measures of irregularities made by the routine maintainer.

Gang maintenance can meet certain requirements up to a point, depending upon the rigidity of the requirements and their classification. If the word RUT is a clear, concise definition of the word routine, then the depth of the RUT is the direct result of supervision. Likewise, a gang is no better than its leader.

During my 36 years in the signal department, I have yet to find a gang foreman who had the ability to adjust his personality to the level of each existing personality in the gang, nor possessed the flexibility of mind to attune his thinking to each personality whereby a harmonious effort resulted with all members in the gang. A foreman without this ability has his likes and dislikes and he has only the full cooperation of the ones he likes. With this condition one works under the law of exact opposites. Furthermore, the men do not work on their own initiative, they do only that which they are told to do and no more than paid to do. Therefore, more supervision is required. The men are gradually reduced to the status of clock watchers. They eventually become one of the hands of the clock, working under the law of diminishing returns.

It is very difficult to see where a supervisor loses valuable time looking for a maintainer to give him instructions where an efficient method of supervision exists.

On the Texas & Pacific we have an efficient method of supervision whereby the supervisors have at their finger tips the facilities to obtain any information they desire within the hour and on the hour, regardless of the magnitude of the signal system.

In routine maintenance, it is not a question of unnecessary checking. The value remains in the fact that you have definite knowledge of the information that the signal appliances are constantly sending out to the wayside equipment, for the purpose of expediting trains in a safe manner and protecting the lives of those whom we serve.

A routine maintainer has ability. He works on his own initiative, he has enthusiasm and he goes the extra mile by making necessary adjustments of irregularities after his prescribed working hours to eliminate failures, resulting in train delays. A routine maintainer's mind is constantly alert and trained to recognize any hazard or potential hazard that may involve the safe operation of train movements or involve the company in any act of liability.

A supervisor and the routine maintainer are a "master-mind" working together in a spirit of perfect harmony for the attainment of a common objective. This condition does not exist in construction gangs dabbling in maintenance.

Who are the blind conformists in the signal field? Are they the ones who have an efficient organization operating behind the principles of soundness, or are they the ones who have an organization with no common objective, blown by the four winds of chance, looking for something constructive?

E. N. Varner
Signal Maintainer
Texas & Pacific
Ranger, Texas