News Briefs

A DEVICE developed in England is a combination retarder and booster for gravity classification yards, according to Railway Gazette. A series of small cylinders, with pistons which contact the flanges, is mounted along the gauge side of the rails. If the speed of the wheel depressing the piston is in excess of the design speed, the pressure built up in the cylinder exerts a retarding action. If the speed of the wheel is below the design speed, the piston exerts a pressure on the rear side of the flange, tending to increase the speed.

SOUTHERN has placed an order with General Electric Co. for a newly developed multi-channel transistorized microwave and two-way radio communications system to be installed between Washington, D.C., and Atlanta, Ga., 637 miles, at a cost of $5.3 million. It will consist of 54 microwave stations and will replace the Southern's telephone and telegraph pole lines between Washington and Atlanta. The equipment will operate in 6 kmc and will include transistorized multiplex-carrier. The new system is expected to be completed in the latter part of 1961. The Southern has had in operation for the past four years 134 miles of microwave communications in south Georgia and north Florida.

NEW YORK CENTRAL expects to begin construction of a 61-track automatic gravity classification yard in Detroit about the middle of July. The yard will be built on the site of an existing yard, plus some additional land.

LOUISVILLE & NASHVILLE will modernize and enlarge the freight classification yard at DeCoursey, Ky., at an estimated cost of $11.5 million. The plans include: (1) Construction of a new 24-track hump classification yard for southbound traffic, with manually controlled retarders to replace the present yard which does not have retarders; (2) construction of new southbound receiving, departure and empty storage yards to accommodate long trains; (3) construction of a new northbound receiving yard with longer individual tracks; (4) installation of mechanical department facilities for the inspection and servicing of locomotives and light repairs to freight cars. The work is expected to be completed in 1963.

MISSOURI PACIFIC will make test installations of hot box detectors at three locations. One will be located 11 miles east of Osawatomie, Kan., to check westbound trains prior to their arrival at the yard. Two other installations will be made near Little Rock and McGehee, Ark.

SOUTHERN PACIFIC has received ICC approval to install traffic control system, in lieu of automatic block signaling, on one main track between Mojave and Cameron, Calif., about 10 miles, to be controlled from Mojave.

NEW YORK CENTRAL has received ICC approval to install traffic control system on one main track between Brant and Lebanon, Ind., 28 miles, to be controlled from Indianapolis. This will be in lieu of existing automatic block signaling on two tracks. The second main track is to be removed except for portions which will remain as sidings. The NYC has also received approval to install CTC on one main track between Dix and Beech Grove, Ind., approximately 10 miles, in lieu of automatic block signaling on double track. A portion of the second track will be retained as a yard track near Dix. Approval has also been received to install traffic control on portions of single and

(*Continued on page 46*)

NEWS BRIEFS

(*Continued from page 44*)

double track to replace automatic block signaling between BX interlocking, Indianapolis, and west of Avon, Ind., approximately 15 miles.

CHESAPEAKE & OHIO is installing Servo Corp. hotbox detectors on both sides of their yards at Grand Rapids and Saginaw, Mich. The detectors will be located six to eight miles outside the yard observing inbound trains. Carrier will be imposed on the CTC code line to transmit the heat signals to the recorder in the mechanical department's service building. It is contemplated that 11 more detectors will be installed in the Pere Marquette region.

CANADIAN PACIFIC has ordered equipment from General Railway Signal Co. for the installation of 52 miles of Syncroscan CTC to extend the present installation between Glen Tay and Port Hope, Ont., to Agincourt. Control will be from existing machine at Toronto.

GREAT NORTHERN has ordered equipment from General Railway Signal Co. for the installation of 200 miles of Type K2 CTC between Bainville and Dodson, Mont. Control will be from an existing sectional-type machine at Havre, Mont. An 89-mile carrier link will transmit the codes to a converter location at Malta. Another 176-mile carrier link will extend to Kintyre. GRS electronic overlay track circuits will be used for automatic release of electric switch locks.

NORTHERN PACIFIC has ordered equipment from General Railway Signal Co. for the installation of 100 miles of Type K CTC between Laurel and Livingston, Mont. The control machine will be located at Glendive, Mont. A 226-mile carrier link will be installed between the control office and the converter location at Billings, Mont.

NEW YORK, NEW HAVEN & HARTFORD has ordered equipment from General Railway Signal Co. for the installation of Type K2 CTC between Derby Jct., Conn., and Poughkeepsie, N. Y., 75 miles. About 62 miles of second main track will be removed. A 27-mile carrier link will be used between the control office at New Haven and Derby Jct. About 42 miles of GRS Trakode will be installed between Holmes and Fairgrounds, and Berkshire Jct. and Derby Jct.

MICROWAVE ANTENNAS. Andrew Corp. has issued a new 1960 Microwave Antenna Catalog. This 16-page, Catalog M, provides detailed engineering data on

(*Continued on page 48*)

NEWS BRIEFS

(*Continued from page 46*)

60 antennas covering all current microwave frequency ranges, as well as selected cables, waveguides and anti-icing devices. **Andrew Corp., Dept. RSC, P.O. Box 807, Chicago 42, Ill.**

Supply Trade News

AUTOMATIC ELECTRIC SALES CORP. **Roger A. Wilson** and **U. B. Crawford, Jr.,** have been named carrier and radio staff engineers. Mr. Wilson has been assigned to the north central district, with headquarters in Minneapolis, and Mr. Crawford to the southeastern district, at Atlanta.

COPPERWELD STEEL CO. Construction began this month on a new three-story office building in Glassport, Pa., for the Wire and Cable Division. The new structure will feature window wall construction with stone facing on the ground floor and will contain approximately 15,000 sq ft of space. It will house the division's headquarters staff.

OKONITE CO. **Ignacio W. Borda,** vice-president and general sales manager, retired June 15. Until 1957, when he assumed responsibility for all Okonite's field sales personnel and market specialists at the company's Passaic, N.J., headquarters, Mr. Borda had served on the West Coast. Starting as a sales representative in the San Francisco office in 1924, he rose to the position of Pacific Coast manager in 1928 and was named a vice-president in 1929.

RAIL JOINT CO. **H. L. Emerson,** district sales manager at St. Louis, has retired. Rail Joint Co. is now represented there by **Will H. Reaves, Inc.,** 1084 Arcade Building.

SUPERIOR CABLE CORP. **Warner T. Smith,** formerly associated with Anaconda Wire and Cable Co., has joined Superior Cable as chief engineer.

LYNCH COMMUNICATION SYSTEMS INC. **Harrison Johnston** has been appointed marketing manager, at San Francisco. His duties will include those of sales manager, which were taken over in April from the late **E. B. Stone,** vice-president.

HOLAN CORP. OF GEORGIA. **Merle Call** has been appointed sales manager, at Griffin, Ga., having formerly been southern district manager for Eagle-Picher Co. **Donald R. Mansfield** has rejoined Holan of Georgia as a sales representative after two years' service with the U.S. Army.

(*Continued on page 50*)

NEWS BRIEFS

(Continued from page 48)

ELECTRIC STORAGE BATTERY CO. **Leland E. Wells,** director of engineering of Exide Industrial Division, has been promoted to vice-president—engineering of the division.

CLEVELAND TRENCHER CO. **J. Rowland Doyle,** formerly assistant chief engineer of the Oliver Corp., has been named chief engineer of Cleveland Trencher Co.

CURRENT CONTROLS CORP. Appointed railroad sales representative on a nationwide basis for ultrasonic cleaning equipment made by the Princeton Division of **Curtiss-Wright Corp.** Also appointed exclusive sales representative for **Reeves Instrument Corp.** electronic Yardmaster equipment, an automatic system for switching and controlling the coupling speed of freight cars in classification yards. The Chicago office of Current Controls Corp. has been moved to 200 S. Michigan Ave.

Railroad Personnel

CANADIAN NATIONAL. **Charles A. Radford,** superintendent of communications at Vancouver, B.C., has retired.

CHESAPEAKE & OHIO. As reported in the June issue of Railway Signaling and Communications, **U. H. Auckerman** has been appointed assistant engineer—signals, and **Paul L. Wheeler,** assistant signal engineer at Richmond, Va. Biographical sketches of their careers were published in that issue.

Carl M. Murdock, supervisor signals at Huntington, W. Va., has been appointed supervisor signal construction. His successor is **Wiley L. Kirtz,** signal inspector, who in turn has been succeeded by **J. B. Hardgrove,** assistant supervisor signals. **C. E. Pelfrey** has been named to the latter position. All have headquarters at Huntington, W. Va. **F. D. Dumit,** signal inspector, has been appointed supervisor of signals at Grand Rapids, Mich., succeeding **Frank J. Smith,** retired. **H. G. Helton,** assistant supervisor signals at St. Albans, W. Va., named signal inspector at Grand Rapids.

SANTA FE. **R. A. Dragoo,** telephone engineer at Topeka, has been appointed communications engineer at Los Angeles, succeeding **M. D. Breeden,** whose appointment as telegraph engineer at Chicago was reported in Railway Signaling and Communications for June. **C. W. Durham, Jr.,** communications foreman at Topeka, has been promoted to assistant

U. H. Auckerman

Paul L. Wheeler

R. R. Edwards

Curtis Kies

engineer there, and **F. C. Gunter,** electronic technician at Pueblo, Colo., has succeeded Mr. Durham at Topeka. Mr. Dragoo began his service with the Santa Fe in 1949 as a draftsman at Chicago. In 1955 he moved to Topeka as assistant engineer, and was named telephone engineer there in July 1959.

Thomas C. Haney, centralized traffic control engineer at Los Angeles, has been named assistant signal engineer, Coast Lines, succeeding **Julian N. Friedman,** retired. **Neal W. Thorne,** assistant engineer in the office of the assistant superintendent of signals at Topeka, Kan., has succeeded Mr. Haney.

DENVER & RIO GRANDE WESTERN. **Dale W. Reece,** radio maintainer, has been promoted to assistant communications engineer of the Salt Lake division.

PENNSYLVANIA. The following appointments in the communications and signal department became effective June 1: **A. B. Swartzwelder,** engineer C&S, Pittsburgh region, Pittsburgh; **V. E. Wannag,** supervisor, Chesapeake region, Baltimore; **J. A. Early,** supervisor, Buckeye region, Columbus; **F. H. McNamar,** assistant supervisor, Pittsburgh region, Pittsburgh; **A. V. Rager,** inspector, Pittsburgh region; **J. A. Balla,** engineer C&S, office of chief engineer, Philadelphia (former position of engineer C&S, Northwestern region, Chicago, abolished); **R. H. Boyd,** supervisor, **R. E. Rohrbacher,** assistant supervisor, and **L. E. Light,** inspector, Northern region, Williamsport, Pa.; **W. C. McConnell,** supervisor, Philadelphia region, Philadelphia; **E. T. Hammer,** supervisor, Philadelphia region, Camden, N. J.; **J. W. Durst,** assistant supervisor, Philadelphia region, Philadelphia, succeeding **C. F. Householder,** retired. **J. L. Smith** appointed engineer communications, Philadelphia region, succeeding **C. F. Schumacher,** retired. **Wilson M. Vogts,** office engineer, Philadelphia, retired July 1.

SOUTHERN PACIFIC. **R. R. Edwards,** communications equipment engineer at San Francisco, has been appointed assistant superintendent of communications at Houston, Texas, succeeding **John N. Albertson,** promoted (RS&C. May 1960, p. 52). Mr. Edwards started with the SP in 1945 as a lineman in the communications department at San Francisco. He served as assistant telephone and telegraph engineer and later as telephone and telegraph engineer prior to his promotion to communications equipment engineer.

LOUISVILLE & NASHVILLE. **James K. Taylor,** assistant signal supervisor at Mobile, Ala., has been appointed general signal foreman, succeeding the late **C. S. Cates. Richard A. Hicks, Jr.,** has succeeded Mr. Taylor at Mobile.

WABASH. **Lowell B. Yarbrough,** superintendent of signals and communications, was one of 10 U.S. railroad men who departed for the USSR on May 25, on a 30-day inspection tour of Russian rail centers. The group inaugurated an industrial exchange program arranged by the State Department with the Soviets.

Obituary

CURTIS KIES, 74, retired assistant signal engineer of the Gulf, Mobile & Ohio, died on May 12. Mr. Kies was born in Godfrey, Ill. He began his railroad career in 1903 as a signal helper on the Chicago & Alton, now GM&O. Following a number of promotions he was appointed assistant superintendent signals in 1932, the position he held until his retirement in 1956.

PAUL V. DIMMICK, 54, district manager of the Holan Corp., died on May 25 at Jamestown, N.Y.