

# News Briefs

**NORTHERN PACIFIC** is using a revolving white beacon light for a maintainers' call light on its CTC housings at the ends of sidings. Low afternoon sun made it almost impossible to tell if the conventional-type light bulb was lighted. Mounted on a pipe mast above the housing roof, the revolving beacon can easily be seen from the nearby highway. The dispatcher turns on the beacon by remote control, when he desires to talk to the signal maintainer or the supervisor.

**NEW YORK CITY TRANSIT AUTHORITY** is rehabilitating the signal system on the Brooklyn portion of the IRT division. Signal cases will be located at platforms or other centralized locations, rather than at each signal and track circuit. Cable will be run to tracks circuits, signals, and train stops.

**COMMUNICATIONS SECTION, AAR. H. C. Macomber**, general superintendent communications of the Missouri Pacific, has been named a member of the Committee of Direction to fill the vacancy created by the retirement of R. A. Hendrie. Mr. Macomber will serve until December 31, 1960.

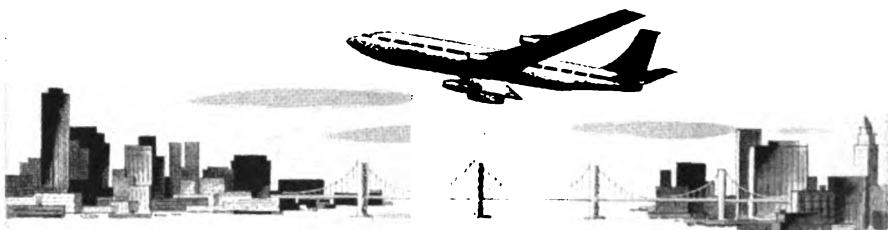
**SOUTHERN PACIFIC** on May 17 completed the last link in its centralized traffic control system between Los Angeles and El Paso. All trains now operating on the 810 miles of track between these two points either run on double track or are controlled by CTC. There are 59 control sidings, each about 1 3/4 miles long.

**FLORIDA EAST COAST** has ordered 38 "Handie-Talkie" portable radiophones from Motorola, Inc. The two-way units will be used for both yard and over-the-road operations.

**MICHIGAN RAILROADS** have had some limited access highways across their infrequently used spur tracks at grade with flasher protection. The state is now considering the installation of advance warning signs 1,500 ft before the rail crossing on the left and right side of each roadway. The signs will be a painted crossbuck on a diamond shaped background

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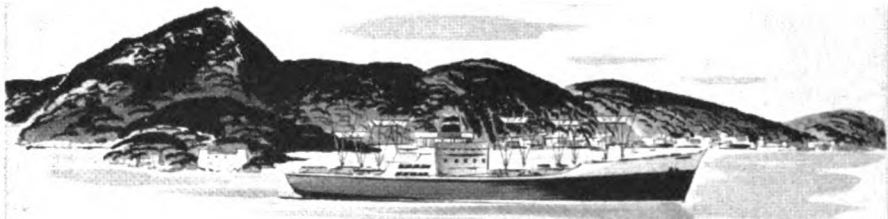
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**NEWS BRIEFS**

(Continued from page 47)

with two alternately flashing yellow lights arranged vertically. The railroads will supply only a contact on the XR relay. Also under consideration is the installation of a traffic signal at these crossings to avoid the stopping of oil trucks, which are required to stop at railroad grade crossings unless a green signal is showing.

RADIO ARBITRARY has been rejected in the recommendations of the emergency board created by the President. The board had been established to investigate the dispute between the Brotherhood of Locomotive Engineers and the AT&SF. The board recommended: "That the organization [BLE] withdraw forthwith its demands for an arbitrary payment to engineers operating locomotives equipped with a radio telephone. . . ." The board said, "There is no question that it [radio-telephone] has helped make railroad operation more efficient and safe. The fact that the carrier has been benefited, however clear it may be, is not standing alone an appropriate basis for additional compensation to employees. The equipment was installed at carrier's expense and the resulting contribution to carrier's service is attributable to capital investment

rather than to any change in the engineers' functions."

CANADIAN NATIONAL and CANADIAN PACIFIC have awarded a contract to Budelman Electronics Corp. for additional microwave radio equipment to be used for extending their Quebec-New Brunswick radio relay system to Moncton. The contract calls for delivery of 12 Budelman type 14BN radio terminals which are to be combined in pairs to function as six back-to-back repeaters. The CN-CP system runs from Quebec City to St. Arsene where it splits into a wye. One leg runs west to Jonquiere, Que., the other leg runs north and then east to Mount Carleton. The network actually consists of two parallel microwave systems. An RCA microwave system is used for conveying television programs. The Budelman equipment operates in the 960-mc band and is used for conveying control and alarm signals as well as telephone communications. The new extension is slated for completion early in 1961. It will run to Moncton from Dalhousie, an existing repeater station site, approximately 178 miles.

**Current Publications**

RECEIVING TUBE MANUAL. A new edition, RC-20, of the RCA

Receiving Tube Manual, enlarged 432 pages, is now available. Technical data on 760 receiving tubes and 173 TV picture tubes are included. Copies may be obtained from distributors or by sending \$1. to RCA Commercial Engineering, Electron Tube Division, Harrison, N. J.

EDUCATIONAL PUBLICATIONS. Two recently released Ride books are entitled "Understanding Microwaves," No. 107, and "Basic Carrier Telephony," No. 258. John F. Rider Publisher, Inc., 116 West 14th St., New York 11, N. Y.

**Railroad Personnel**



Thomas C. Haney




C. R. Bickel

SANTA FE. Thomas C. Haney, whose appointment as assistant signal engineer of the Coast Lines was announced in the July issue of Railway Signaling and Communications, is a native of St. John, Kan. He began with the Santa Fe in 1946 as a signal helper. He was out of service while studying for a BS degree in electrical engineering at the University of Kansas, rejoining the road in 1949 as a signal helper. Mr. Haney advanced through various positions to assistant engineer at Topeka, and in 1958 was appointed centralized traffic control engineer at Los Angeles, the position he held at the time of his recent appointment.

L. B. McCune, assistant signal engineer, Northern district, Western Lines, at La Junta, Colo., has been transferred to Galveston, Tex., as assistant signal engineer of the Gulf, Colorado & Santa Fe, succeeding R. B. McKithan, retired. Other appointments in the signal department of the Western Lines include: C. R. Bickel, general signal supervisor at Amarillo, appointed assistant signal engineer at La Junta, succeeding Mr. McCune. C. H. Green, signal supervisor at Slaton, Tex., has succeeded Mr. Bickel at Amarillo and in turn has been succeeded by Howard L. Jones, assistant signal supervisor at Clovis, N. M. Ralph E. Russell, assistant signal supervisor at Las Vegas, N. M., has been transferred in the

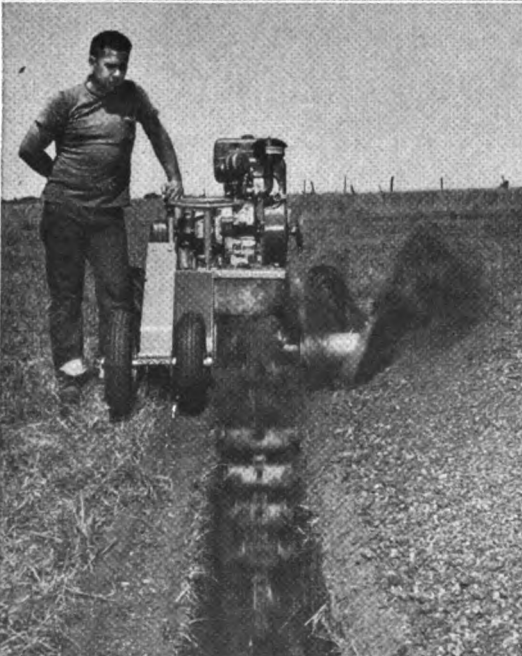
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(Continued from page 48)

same capacity to Clovis. **Thomas G. Rhodes**, signal inspector at Raton, N. M., has been promoted to assistant signal supervisor at Las Vegas and has been succeeded by **Alva J. East**, signal construction foreman. A biographical sketch of Mr. Bickel's career was published in *Railway Signaling and Communications*, March 1959, page 55.

**CANADIAN NATIONAL.** **Harry Life**, operations superintendent for central and eastern Canada, has been appointed superintendent telegraphs for the Maritimes at Moncton, N. B., succeeding **Hugh Marquis**, retired (RS&C, June 1960, p. 69).

**LOUISVILLE & NASHVILLE.** **D. F. Crook**, assistant supervisor signals, at Robards, Ky., has been named supervisor communications and signals at Evansville, Ind.

**ST. LOUIS-SAN FRANCISCO.** **K. B. Gardner**, assistant communication and signal supervisor at Amory, Miss., has been appointed communication and signal supervisor there, succeeding **P. W. Davis**, transferred to a similar position at Springfield, Mo. **G. E. Benedict**, senior draftsman at Springfield, has been named to succeed Mr. Gardner as assistant communication and signal supervisor at Amory. **L. R. Everett**, communication maintainer at Tulsa, Okla., has been promoted to assistant communication and signal supervisor, with the same headquarters. **D. R. Holt**, wire chief at Ft. Scott, Kan., has been named operations supervisor at Springfield.

### Supply Trade News

**RAILROAD ACCESSORIES CORP.** Appointed exclusive distributor for Semper-Seal, a new epoxy-type resin cable splice and blocking compound made by **C&S Products Co.**, Windsor Locks, Conn.

## Data Sheets

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**HOLAN CORP.** **Charles S. Canfield, Jr.**, has joined the company as district manager at York, Pa.

**PREFORMED LINE PRODUCTS CO.** Established an eastern area headquarters office at 1116 Kingwood Drive, Falls Church, Va., under the supervision of **Fred J. Lekson**, district manager of sales.

## S&C Man Observes Russian Railroads

*L. B. Yarbrough, superintendent of signals and communications, Wabash, was one of eight railroad men who spent six weeks observing Russian railroad operations. Here are some of his comments on their signaling and communications practices.*

**Signaling:** Each rail line is carefully graphed to determine its capacity. Until that capacity is filled, no expansion of facilities is undertaken. There is still considerable use of wire-pull banjo signals and dispatching by use of train staffs. The dispatcher records train movements on a graph. This graph has the "norms" printed in light lines, and as a train progresses, the dispatcher merely darkens in the line. These norms are set up to distribute the trains evenly throughout the day so that there are no peak traffic periods. If, for instance, a line has a 100-train per day capacity, but only 75 trains are operated, there are 25 vacant "norms." If an extra train is to be run, it follows one of the vacant norms.

As traffic increases, the line may be double-tracked with block signals, electrified, or CTC installed. Electrification and signaling usually go hand in hand. CTC is never installed on double-track lines. Con-



tinuous track circuits are used: 75-cycle ac where 50-cycle traction is used; 50-cycle where dc propulsion is used, and dc track circuits elsewhere. Coded track circuits are also employed. Signals are color-light or searchlight and cab signals and inductive train stops are provided on some high density lines. Aspects are similar to AAR practice with one or two arms. Special blue and lunar white aspects are used at interlockings to permit switching moves. Standby battery is provided as in U. S. practice, except that open-top cells are still frequently used at interlockings. Relays, signals, retarders, and other signal equipment have been patterned after those of U. S. manufacturers.

New interlockings are all-relay and busy terminals have pushbutton automatic routing machines. Switch machines are electric. Automatic interlockings are non-exist-

ent. Highway crossings are virtually nil, but those that exist have normally-down pole barriers.

Single-track operation predominates. At each line of road station, a station master directs switch tenders located at ends of sidings to throw switches for train movements. Even where CTC is in use, each station has a small machine with controls for local operations. One 50-mile line had a central control machine and 10 local machines, one at each of the stations. The local machines are not normally used for routing through movements, but for local switching at the station master's direction.

There are a number of gravity classification yards with manual pneumatic retarders. They are currently experimenting with one automatic yard.

**Communications:** The dispatcher has a telephone line with selector ringing. There is some radio used in electrified territory, transmitting at 2-2.6 mc about 5 miles through space and about 18 to 20 miles by inductive coupling to the catenary and line wires. They are experimenting with microwave. The railroads have their own separate, independent communication system.