

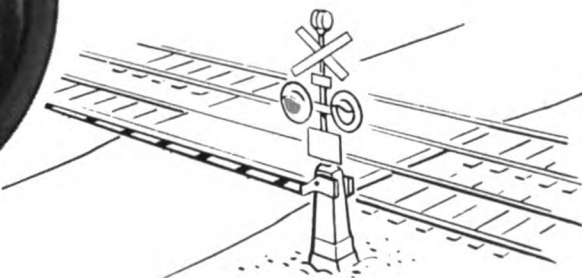
# News Briefs



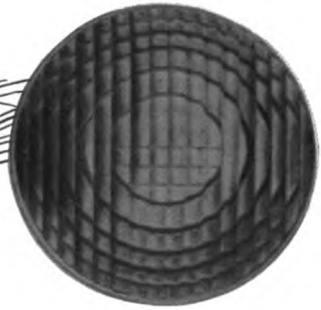
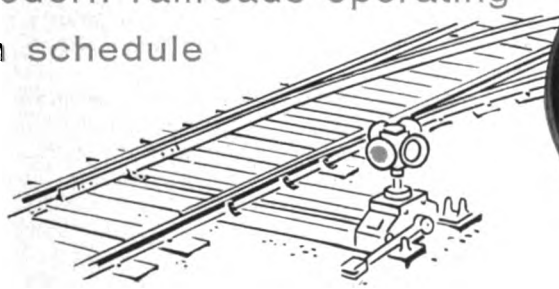
## KOPP signal lenses



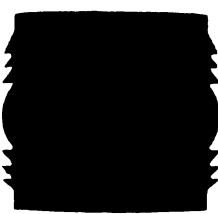
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help keep today's modern railroads operating on schedule



Kopp signal lenses, roundels and lantern globes are engineered to meet the precise requirements of railroad signaling. Carefully controlled custom-manufacturing, rigid testing and meticulous inspection assure highest quality and dependable uniformity. All Kopp signal glassware is manufactured in accordance with A.A.R. Signal Section specifications.



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**Kopp Glass, INC.**  
Swissvale, Pennsylvania

**FULLY-AUTOMATED SUBWAY SYSTEM** is scheduled to be in operation in Hamburg, Germany, by the end of 1962, according to press reports. An electronic computer is to handle traffic in the subway. This will store timetable data, time of train stops at each station, and will control trains accordingly. It is also anticipated that special computer programs will be used for construction work and other maintenance which would require changing train schedules from the normal. Preliminary estimates are that a 15% saving in operating expenses will result.

**BOSTON METROPOLITAN TRANSIT AUTHORITY** has ordered automatic signaling equipment from Union Switch & Signal—Division of WAB Co. for installation on its 10-mile Newton-Highland Branch line.

**PHILADELPHIA TRANSPORTATION CO.** has ordered automatic signaling equipment from Union Switch & Signal—Division of WAB Co., and equipment for one interlocking to be installed on the Market Street line between 15th and 2nd streets.

**MERGER OF THREE NON-OPERATING UNIONS**—Order of Railroad Telegraphers, Brotherhood of Railroad Signalmen and American Train Dispatchers Association—may come under study. Delegates to the recent ORT convention authorized President G. E. Leighty to explore the possibility of consolidation of the three organizations.

**SOUTHERN** has filed applications with the FCC for 54 microwave stations between Atlanta and Washington (RS&C, July 1960, page 44).

**ELECTRONIC INDUSTRIES ASSOCIATION'S** Microwave Section has advised its members that it will stress feasibility of using common frequencies for both land microwave communications and space communications when it presents its case before the reopened FCC microwave hearings. According to **Telecommunications Reports**, EIA's position will be that "concurrent use of frequencies for earth-bound microwave systems

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and earth-space-earth communications facilities will result in virtually no interference to either type of use by the other."

**LOUISVILLE & NASHVILLE** has ordered interlocking materials from Union Switch & Signal—Division of WAB Co. for installation at an interlocking adjacent to Wauhatchie (Tenn.) Yard. The interlocking will be controlled from a machine at Wauhatchie.

**ILLINOIS CENTRAL** has received ICC approval to install CTC, in lieu of automatic block signaling on one main track between Metropolis and Bluford, Ill., 79 miles, and between Chiles and Fulton, Ky., 42 miles.

**BALTIMORE & OHIO** has received ICC approval to install traffic control to provide for operation by signal indication on two main tracks, 4.4 miles, between New River Junction and Trenton, Ohio; also approval to provide for operation by signal indication on one main track, in lieu of automatic block signaling on two main tracks, between Trenton and

South Dayton, Ohio, 22.4 miles. Control will be from a machine in the freighthouse station in Dayton, Ohio. Portions of one main track will be removed and other sections will be left in service as sidings between Trenton and South Dayton.

**ERIE** has made a \$50,000 hotbox detector installation on the eastbound track at River Jct., 64 miles east of Buffalo, N. Y. The counter in the dispatcher's office (at Buffalo), along with the recorder, will show the exact location of up to four hotboxes on each side of a train. When the detector "picks up" a hotbox, a signal 2.5 miles ahead of the train is set to "approach," and a signal 5 miles ahead indicates "stop." An electric sign tells the train crew the stop was necessary because a hotbox had been detected. The crew calls the dispatcher, who reads the counter and tells them the exact location of the hotbox.

**FCC HAS ADOPTED** interim technical standards for privately-owned microwave systems licensed after January 1 of this year, according to **Telecommunications Reports**. These standards are to hold until the private microwave systems "can be licensed on a regular basis." According to the FCC report, any transmitting equip-

ment authorized before January 1, 1961, or any equipment authorized as the result of applications filed before that date, is exempt from the standards "provided the operation of such equipment does not result in harmful interference to another station which is operating in accordance with (the new standards)."

**CHICAGO, BURLINGTON & QUINCY** has received ICC approval to install CTC on two main tracks, in lieu of automatic block signaling, between St. Louis and Machens, Mo., approximately 22 miles. Control will be from the dispatcher's office at Hannibal, Mo.

**NEW YORK CENTRAL** has received ICC approval to install CTC on 14 miles of two main tracks between LaPorte and Durham, Ind. Some sections of two other main tracks are to be removed and some sections are to remain as industry tracks and sidings. The NYC has also received approval to install CTC on one main track between Carson and Thorn Hill, Ohio, approximately 52 miles. Control will be from Erie, Pa. Portions of second main track will be removed and the remainder will be left in place for sidings.

**GREAT NORTHERN** has received ICC approval for the installation of CTC on one main track, for approximately 12 miles, in place of automatic block signaling on two main tracks. Portions of one main track will be retained as sidings, the remainder being removed. On another 12 miles of automatic block signaling CTC is to be installed for either direction running on both main tracks; these installations to be between Lyndale Jct. (Minneapolis) and Delano, Minn.

## Supply Trade News

**COPPERWELD STEEL CO.** Paul L. Black has been appointed sales engineer in western Pennsylvania, West Virginia and several counties in Kentucky. He was formerly associated with Hubbard & Co.

**Robert E. Taylor**, formerly with Kaiser Aluminum & Chemical Co., has joined Copperweld as an engineer in the sales engineering department at Glassport, Pa.

**FANSTEEL METALLURGICAL CORP.** James E. Borendame has been appointed to the newly created position of director of marketing and public relations. He was previously director of marketing services for Acme Steel Co.

**Northern Radio**  
**ALL-TRANSISTOR VF Carrier Telegraph System**  
 18 CHANNELS in 15 3/4" panel space

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## NEWS BRIEFS

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and telephone engineer in 1934. In 1940 he became assistant superintendent of telegraph, system, and in 1942 superintendent of telegraph, his title later being changed to superintendent of communications. In 1953 Mr. Ellis was appointed general superintendent of communications and in 1956 general superintendent of communications and signals. He served as chairman of the Communications Section, AAR, during 1953-54.

**SANTA FE.** As reported in the August issue of Railway Signaling and Communications **Lawrence B. McCune** has been appointed assistant signal engineer of the Gulf, Colorado & Santa Fe at Galveston, Tex., succeeding **R. B. McKithan**, retired. Mr. McKithan, who was born in Mangum, Okla., entered the service of the Santa Fe as a laborer at Temple, Tex., in 1911 and worked in practically every phase of signaling construction and maintenance. He was appointed signal



Lawrence B. McCune



R. B. McKithan



Charles O. Ellis



Silvain Colpaert

supervisor in 1923 and became assistant signal engineer at Amarillo, Tex., in 1942. In 1945 he was named assistant signal engineer at Galveston, where he remained until his retirement.

Mr. McCune was born February 8, 1908, at Las Animas, Colo. He entered Santa Fe service as a telegraph apprentice in 1924 and became a signal helper in 1926. He served in various positions in signal construction and maintenance, becoming assistant signal supervisor in 1939. In 1943 he was promoted to signal supervisor and in 1946 became assistant signal engineer, serving in this capacity at Amarillo,

Tex., and at La Junta, Colo., until transfer to Galveston July 1, 1960.

**Clayton H. Green**, whose appointment as general signal supervisor of the Western Lines, at Amarillo, Tex., was reported in the August issue of RS&C, was born on September 1, 1906, at Ordway, Colo. He began his railroad career with the Santa Fe in 1923 as an apprentice operator, becoming a signal helper a year later. Advancing through various positions in the signal department, on the Western Lines and Panhandle & Santa Fe Mr. Green became a maintainer in 1931 and a special draftsman in 1941. He was appointed assistant signal supervisor in 1944 and signal supervisor in 1946. He was named to his present position on July 1 of this year.



## Editor's Corner

**A Report to the Readers:** Three or four times a year we send postcards to a different group of our subscribers, asking them to rate the articles in a particular issue. We study these carefully to see what type of articles you prefer, and to see that you get what you want.

**Comments:** These postcards have space for your comments and these too are read carefully. The most frequent comment sounds like this: "Would like to see more articles on troubleshooting." And this is where you come in. While Bob McKnight and I are well acquainted with signaling and communications, only you who are involved in the daily problems of keeping the signaling and communication plant in good shape, and who must from time to time find the opens, crosses, grounds, faulty equipment, and the other bugs that get into the systems, can tell us about them so that we may pass them on to others.

\$\$\$\$\$\$\$\$: When you have an interesting case of trouble, or perhaps have found it in an unusual way, or cobbled up a tool or device that makes your work

easier or better, drop us a line and tell us about it. It doesn't have to be fancy; scribble it on the back of an old requisition form or other scrap of paper, stuff it in an envelope and mail it to us (Railway Signaling and Communications, 30 Church Street, New York 7, N. Y.). Be sure to put your name and address on it so we will know where to send the money! We pay \$15 per page as printed for a feature article, \$10 minimum for a Kink, and \$5 minimum for a What's the Answer? reply—more if drawings are involved or the description is long and involved.

**Readers Prefer:** We are very proud of the results of a survey of the magazines preferred by railroad communications men, made by a big communications supplier. Of 305 replies, 217 rated us First Place as "most useful." Our nearest rival got only 38 votes, and the rest dwindled down from there. Glad you like us; we will do our best to continue to earn your confidence.

*Bob Barber*  
Associate Editor

**DULUTH, MISSABE & IROQUOIS RANGE.** **Silvain Colpaert**, assistant signal engineer, has been named signal engineer, at Duluth, Minn., succeeding **Harold S. Spindler**, who retired July 31. Mr. Colpaert was born in Duluth, November 18, 1922. He was graduated from high school in 1941 and later took correspondence courses in electrical and diesel engineering and extension courses in electronics and industrial supervision at the University of Minnesota for three years. He entered the service of the DM&IR in August 1941 as a drawbridge operator, being promoted to electrician helper a few months later. He served in the U.S. Navy for three years in the Pacific Theater of Operations, after which he returned to the DM&IR. Advancing through the positions of signal maintainer and signal foreman, Mr. Colpaert was appointed signal supervisor in January 1958 and assistant signal engineer in December 1959.

### Obituary

**EFFIE D. SPIGGLE**, 52, general supervisor communications maintenance of the Chesapeake & Ohio, at Richmond, Va., died July 25.

**EVANS S. WILLIAMS**, 64, supervisor of communications and signals of the Louisville & Nashville, at Evansville, Ind., died June 23.