'ELPAK STIRS INTEREST continued

aking is a clear invitation to dis-rimination among customers, and if s use is proper at all, it can only be fter searching regulatory scrutiny."

Western Union in filing against Tel-ak says it is unable to compete with he tariff as it is being applied. This s where the question of diversity rout-ng entered the case. Specifically, Vestern Union stated: "Upon infor-nation and belief, representatives of he telephone company have offered o furnish the total channel require-ents of users of private wire service, ome of whom are presently customers f Western Union, between any two ervice points and to apply the Telpak ariff schedules to the total channel re-uirement despite the fact that such hannels are over a diversity of routes etween two service points and could ot, or would not, be combined into single broadband electrical path.

"In effect, the representation is that, o conform to the requirements of he customers, the Telpak tariff will e applied to the existing channel fa-ilities however dispersed, whether or ot over one or multiple routes, be-ween any two service points when uch Telpak tariff schedules will pro-luce lower charges.

"If such practices be permitted, hen it is reasonable to expect that he USAF will cancel a major part of ts existing leased circuitry with West-rn Union, that other branches of the overnment will no longer obtain the hannels used in their private wire ervice from Western Union, and that ther customers of Western Union will btain their facility requirements from he telephone company in order to ob-ain the benefit of rates improperly nd unlawfully calculated under the Telpak tariff."

Concerning its contracts with the Bell System to furnish electrical paths or telegraph service, Western Union aid that under the contracts, "not-withstanding the almost complete limination of the distinction between oice and record grade channels in he private wire service field resulting rom recent developments, Western Union is prohibited from furnishing oice service even though such service is alternate and but incidental to the record usage."

The FCC has approved of leases for telegraph purposes by international telegraph carriers of voice channels in submarine telephone cables. In this connection, says Telecommunications Reports, the Commission has referred to the lessening distinction between voice and record services stemming from data services, alternate record-voice, and similar developments in the field.

Western Union contends: "The effect and extent of such prohibition is that Western Union has had numerous requests involving such service which it was unable to furnish because it was necessary that Western Union utilize facilities procured from the telephone company and the telephone company refused to permit even alternate voice usage of such facilities. The result was that the circuitry requirements were obtained by the customer from the telephone company rather than Western Union."

The telegraph company is in the process of extending its microwave system to provide nation-wide service, but feels that by not being able to provide voice as well as non-voice service, "continued construction of its microwave beam system is in serious jeopardy."

Concerning rates, Western Union's filing stated: "Upon information and belief, the Telpak rate levels are open to question. The cost data which the telephone company used in support of the Telpak rates appeared to be heavily weighted with the lower cost of new, advanced types of facility plant, whereas it appears that precisely the same plant as is now in use will continue to be employed, the only difference being a drastic cut in charges."

Specifically, Western Union asked the Commission for an order "directing [AT&T] to cease and desist from furnishing to the using public the components of a broadband leased channel (1) over a variety of routes, some of which may be specifically designated by the customer while others are established for the convenience of the telephone company, (2) over a variety of routes where the customer requests a diversity of routes without the specific designation of any one route or, (3) using a variety of frequency bands on the same route, at rates contained in tariff schedules" under tariff No. 250, the Telpak tariff.

AT&T's purpose in offering Telpak is not to stifle competition, the telephone company said in a statement issued the day following Western Union's filing. Details of this statement and further coverage of the events in the Telpak tariff controversy will be present in next month's issue.

(Previous coverage of the Telpak tariff was presented in the May issue of *Railway Signaling and Communications,* pages 21, 24–25.)

CONTINUED NEXT MONTH

SIGNALING... COMMUNICATIONS

News Briefs

CHICAGO, BURLINGTON & QUINCY is extending CTC from Spanish Lake to North Market Street interlocking (St. Louis), eliminating one main track, and is installing dragging equipment detectors at Riverside, Montgomery, Aurora and Galesburg, Ill., and broken wheel detectors at Galesburg, Ill., and Lincoln, Neb., hump yards.

NORTHERN PACIFIC's major current projects include installation of CTC between Laurel and Livingston, Mont., and between Spokane and Kootenai, Wash., at a cost of $3,349,-000; installation of remote control system for yard at Tacoma, Wash., $528,-400; signal and wiring replacement, Perham to Lake Park, Minn., $112,-500; and improvement of telephone and communications facilities, Pasco to Yakima, Wash., $52,560.

ILLINOIS CENTRAL is installing CTC and converting double track to single track over 40 miles between Ballard and Fulton, Ky., at a cost of $810,000. It is expected to be completed by the spring of 1962.

ATCHISON, TOPEKA & SANTA FE has received ICC approval for discontinuance of interlockings, signal changes and signal system modifications in connection with the installation of CTC on two main tracks between Chalender and Crookton, Ariz., and removal of one main track between Chalender and Ash Fork, and two main tracks between Ash Fork and Crookton, all between Maine, Ariz., and MP 432.4 west of Seligman, Ariz., about 70 miles.

GREAT NORTHERN has received ICC approval to install CTC on one main track in lieu of automatic block signaling on this track, between Pacific Jct. and Chester, Mont., 60 miles, to be controlled from Havre.

CROSSBUCK OBSOLETE? In Michigan, where three major railroads have 556 secondary crossings protected by the standard traffic "STOP" signs, accidents were reduced by 85% annually and fatalities reduced 98%. The standard stop signs have a greater recognition value for motorists. George Wyatt, general attorney for the Michi-

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NEWS BRIEFS

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gan Railroad Association and the New York Central, helped create and pass a bill through the state legislature that permitted counties to erect stop signs at secondary railroad crossings. The program has been approved by eight counties, and the railroads are working with other county authorities to obtain approval.

GREAT BRITAIN'S first highway crossing protected by automatic half-roadway gates ("barriers") went into service on February 5 this year. Operation and physical design is generally similar to that employed in this hemisphere. Alternate flashing red lights and a two-tone gong provide a warning for eight seconds before the gates begin to descend. The descent of the gates takes another eight seconds, reaching the horizontal position five seconds before the arrival of the fastest train. A steady red light is provided at the tip and center of the gate arm. The gong ceases operation when the gates are horizontal. An indicator with the legend, "Second Train Coming," is illuminated if a second train approaches on the other track. Actuation is by track circuits and treadles. A telephone is provided at each gate mechanism, connected to the nearest signal tower, so that motorists can get in touch with the signalman if there is any undue delay. Previously, all gate installations were manually controlled from a signal tower.

DENVER & RIO GRANDE WESTERN has ordered sixty 64/12 Motrac railroad radios from Motorola, for use on diesel locomotives and cabooses.

ELECTRONIC RESERVATION SYSTEM has been withdrawn by Teleregister Corp., the manufacturer, from the Santa Fe, New York Central and New Haven. Design and development work, begun in 1955 (RS&C August 1956, page 25) took considerably longer than anticipated, a Teleregister spokesman reported.

The system consisted of keysets with pushbuttons at the ticket counter, which were connected via communications circuits to a magnetic drum and data processing equipment. The pushbuttons were designed to request and reserve Pullman space and chair-car seats in a matter of seconds.

Santa Fe placed the system in service in 1959. New Haven operated the system in tandem with its manual reservation system. New York Central never "accepted" the system, although units were in Grand Central Terminal, New York, for training of clerks.

Railroad Personnel

Bert O. Brown

Vinton L. Guthrie

CANADIAN PACIFIC. **Bert O. Brown,** assistant engineer in the chief engineer's office, has been appointed signal engineer of the Atlantic Region at Montreal, succeeding **H. W. Trowick,** promoted (RS&C, May 1961, page 44). Mr. Brown was born February 28, 1909, in Sutton, Que., and received his education at Sutton Academy. He joined the CPR in April 1927, in the construction department at Montreal. Two years later he transferred to the signal department and held various positions until his appointment in 1956 as signal supervisor with the Quebec district. He was appointed assistant engineer in the chief engineer's office in 1959.

NORTHERN PACIFIC. **Vinton L. Guthrie,** whose appointment as assistant signal engineer of the lines between Mandan, N. D., and Paradise, Mont., was announced in RS&C, May 1961, page 44, was born in Reedpoint, Mont., November 19, 1899. He attended Montana State College for one year and completed an ICS course in electrical engineering. Mr. Guthrie has been employed in the signal department of the NP since August 1923.

ATCHISON, TOPEKA & SANTA FE. **W. E. Benson,** signal supervisor at Fort Worth, Texas, and **J. W. Sparks,** signal supervisor at Temple, Texas, have retired.

PENNSYLVANIA. **F. H. McNamar,** assistant supervisor, communications and signals at Pittsburgh, Pa., has been named supervisor, communications and signals at Canton, Ohio.

ERIE-LACKAWANNA. **John R. Heisler,** chief signal engineer, at Cleveland, retired April 30, and has been succeeded by **Oliver G. Carey,** signal engineer. **Willis E. Bell** has been appointed assistant signal engineer at Cleveland, his former position of assistant to chief signal engineer having been abolished. **Robert**

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NEWS BRIEFS

(*Continued from page 46.*)

S. Willis, communications supervis New York division, at Hoboken, N. has retired. **Edward J. Manolt** been named communications sup visor, and **Edward F. Dempsey,** assi ant communications supervisor of t Terminal and New York divisions, Hoboken.

A graduate of Syracuse Universi Mr. Heisler joined the former De ware, Lackawana & Western in 19 as an apprentice. He advanced to s nal supervisor in 1943 and becam signal engineer in 1947. Following t merger of the Erie and Lackawan last October he was named chief s nal engineer. A photograph of M Heisler appeared in RS&C, Decem ber 1960, p 49.

Mr. Carey was born at Sandy Lak Pa., August 20, 1905. After graduati from high school he took courses wi the ICS and Railway Educational B reau. Mr. Carey started with the fo mer Erie as a signal helper in 1925. H advanced to signal maintenance for man in 1936, to signal supervisor 1941, and supervisor of communic tions and signals at Hornell, N. Y., January 1956. In July of that year was appointed general signal inspect of construction at Cleveland and December 1956 assistant general supe intendent, communications and si nals, Cleveland. During the consolid tion of departments following th merger, Mr. Carey was appointed si nal engineer.

Mr. Bell was born in Latrobe, Pa July 14, 1918. He was graduated fro Carnegie Institute of Technology 1942 and served with the U. S. Arm Signal Corps during World War I He started with the former Lack wanna as a special engineer in 194 at Hoboken. Later he worked as sign foreman, assistant supervisor, supe visor of construction and signal supe visor, all in the Buffalo area. He wa appointed assistant to the signal engi neer at Hoboken in 1958 and wa transferred to Cleveland following th merger.

Current Publications

LINE WIRE. Bulletin 203 describ the manufacture and properties o Copperply wire, an electroplated cop per covered steel wire for line conduc tors and guy wires. **National Standar Co., Dept. RSC, Niles, Mich.**

COAX CONNECTORS. Bulleti 108 describes a new factory controlle application of a dry adherent lubri

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NEWS BRIEFS

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cant to bullet type coaxial connecto It was designed to eliminate coa transmission line failures caused galling of contact surfaces on the in conductor connector, resulting fr the differential expansion. The pr uct is called Prodelub No. 8. **Prode Inc., Dept. RSC, Kearny, N. J.**

COAX CONNECTORS. An eig page brochure covering connectors air dielectric, Styroflex and Foamf coaxial cables is now available for d tribution. A price list is includ **Phelps Dodge Copper Products Cor Dept. RSC, 300 Park Ave., New Yo 22, N. Y.**

GENERATORS. A single, 8½- by 11-in. catalog sheet lists Ona entire line of electric generati plants, both gasoline and diesel. covers the range from 500 watts 230 kw. Typical units are pictur with a brief description. **Onan Di sion, Dept. RSC, 2515 Univers Ave., S.E., Minneapolis 14, Minn.**

TABLES AND FORMULAE. 32-page booklet of that title is ava able which contains much mathema cal and electrical data of use to t engineer. It is the fourth in a seri which has included "Relay Term "Basic (telephone) Circuits," a "Conversion Factors." **Automa Electric Sales Corp., Dept. RS Northlake, Ill.**

GLASS PROPERTIES. Bulle B-83 describes mechanical, electric optical, thermal and other "Propert of Selected Commercial Glasse **Corning Glass Works, Dept. RS Corning, N. Y.**

GLASS HISTORY. A 68-page lustrated booklet, "This Is Glass," views the history of glass and deta the basic types. It is available on quest. **Corning Glass Works, De RSC, Corning, N. Y.**

EDUCATIONAL BOOKS. T following publications are of possi educational value to signal and co munications men: "Transformer No. 166-37, treats transformers us in electronic and audio equipment an analytical manner; "Filters a Attenuators," No. 166-36, deals wi the types, function, circuitry, and a plication of these components; "Ci zens Band Radio," No. 273, was wr ten for the user, prospective buy and service technician, and places pa ticular emphasis on single and mul

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channel transceivers and receivers; "How to Locate and Eliminate Radio and TV Interference," No. 158 is revised and brought up to date to reflect the latest techniques and components. **John F. Rider Publisher, Inc., Dept. RSC, 116 West 14th St., New York, N. Y.**

Supply Trade News

PARSONS DIVISION, KOEHRING CO. has appointed **Harris Truck & Equipment Co.,** Trementon, Utah, a distributor in the inter-mountain area for the Parsons line of ladder and wheel type trenchers.

WESTINGHOUSE AIR BRAKE CO. **Robb W. James,** general manager, Union Switch & Signal—Division of WABCo., has been elected vice-president of the parent company.

GENERAL RAILWAY SIGNAL CO. As reported in the May issue of RS&C, **Hall E. Downey** has been appointed sales promotion and advertising manager. A graduate of the State College for Teachers at Albany, N. Y., he left high school teaching to accept a civilian position as supervisor of instruction for the AAF Technical Training Command at Goldsboro, N. C. He joined GRS as a copywriter in 1944, becoming copy supervisor in 1951 and advertising manager in 1953, the position he held at the time of his recent appointment.

Hall E. Downey

James J. Van Horn

WESTERN RAILROAD SUPPLY CO., Division of Western Industries, Inc. **James J. Van Horn** has been appointed chief engineer, signal and communications section. Prior to joining WRRS he was with Union Switch & Signal—Division of WABCo. Mr. Van Horn was born in Philadelp Pa., September 1902, and was gra ated from Villanova College in with a B.S. degree in electrical e neering. He started with Union Sw & Signal in 1922 and was employe the engineering department until when he became sales engineer in Pittsburgh district office. He was pointed assistant district mana there in 1951 and district manag 1955. He was subsequently execu assistant to the vice-president—r way sales and manager of sales anal

THOMAS A. EDISON IND TRIES, Primary Battery Divisio reported in the May issue of RS **William J. Savage** has retired as president and division manager a has been succeeded by **M. I. Rayne** assistant division manager. **Walter Olson** has been appointed acting ge eral sales manager, **Alfred W. Fra** eastern regional manager, at Bloom field, N. J., and **James R. Long,** we ern regional manager, at Chicago.

Mr. Savage was born in Waterbur Conn., April 29, 1896. Throughout h entire business career he has bee closely associated with the primar battery and railway signaling field He joined the Primary Battery Div sion of the Edison Company as a ba tery testman in 1915. Advancin through the service and sales depar ments, he was appointed vice-pres dent and division manager in 1958.

Mr. Rayner, who has succeeded M Savage, was appointed assistant div sion manager in September 1960. biographical sketch of his caree appeared in RS&C, October 196 page 63.

Mr. Olson was born in Orang N. J., February 8, 1913, and attende Rutgers University extension cours for four years. He joined the Primar Battery Division in 1931 as an assem bler, later advancing to foreman. 1937 he was appointed service eng neer in the Chicago district office; 1949, sales engineer at Bloomfield N. J.; and in 1950 was promoted t the position of district manager, whic he held until his present appointmen

Mr. Frank and Mr. Long, prior t their recent appointments, were dis trict managers at Bloomfield and Chi cago, respectively.

Editor's Corner

Wrecks: RS&C's policy with regard to publishing articles on train wrecks is to publish only those ICC accident investigation reports that illustrate some significant point of the rules, practice, or technology. In recent years we have reported only three previous to those in this issue. These have involved a train order (March 1959), an emergency release of an electric lock (April 1960), and a track circuit at an interlocking (September 1960). There is no intent to cast ignominy upon the railroad involved. Generally, the practices which led to these accidents are widely employed. This is particularly true of the two accidents reported herein.

Only recently the ICC allowed the maximum for both Slow Speed and Restricted Speed to be increased to 20 mph from 15 mph. Perhaps this is too fast for Restricted Speed. It seems evident that too little emphasis is placed upon the distinction between Slow Speed and Restricted Speed. This opinion stems not only from the accidents here reported, but from observation of operating practices on a number of railroads. Clearly, the difference is "prepared to stop short of train, obstruction . . ." etc.

At the investigation of the accident at Sugar Land the engineman of X619W testified that he could not see the cars standing on the siding until his headlight illuminated them, at which point he was some 350 ft. away. Considering that this train consisted of five locomotive units and 165 cars, some mechanical people have said that it is doubtful if this train could have been stopped if it was going only 5 mph at the time the danger became apparent.

It would appear that our correspondent had a point in suggesting that Yard Speed ("a speed that will permit stopping within one-half the range of vision") be the required speed for a train entering a non-track-circuited siding. Certainly some action should be taken to eliminate this potential hazard before the too-thin film of luck gives out for other railroads.

Bob Barber

Associate Editor