RAILWAY SIGNALING AND COMMUNICATIONS

News Briefs

COMMUNICATION AND SIGNAL SECTION, AAR. **R. M. Lawenson,** superintendent of communications, St. Louis-San Francisco, has been named chairman of Committee 7—Inside Plant, succeeding **Allen Fox. H. N. Wasserman,** superintendent of communications, New York Central, Detroit, has been named vice chairman. The annual meeting of the Section will be held in the Royal York Hotel, Toronto, Ont., October 2–4.

FEDERAL COMMUNICATIONS COMMISSION, in its July 14 decision on the five-year old private line rate case, said it "is prescribing certain rates in order to: (a) avoid any unwarranted underpricing by the carriers of their competitive services; (b) insure to the ratepayers the benefits of competitive service offerings in the form of the rates indicated by lower costs of either carrier; and (c) make intercity channel rates more consistent with costs of furnishing such facilities. A revised and simplified telegraph channel rate structure is being prescribed more in line with the existing telephone rate structure and more in keeping with the current state of the art of furnishing private line services."

According to *Telecommunications Reports,* the FCC rejected the American Telephone & Telegraph Co.'s multiple channel tariff on finding that there are no significant cost differences, or bases for concluding that the multichannel rates were reasonably designed to meet competition from private microwave systems or "substantially stimulate" private line use.

After concluding that "there are no significant reductions in costs associated with the volume rates" under the multichannel tariff, the FCC commented that it would consider whether the rates "are reasonably designed to meet competition from privately owned microwave systems and to stimulate the usage of AT&T's private line services." It stressed that there was no evidence of record as to costs of private microwave systems, and that as a result there was no way to compare such costs with the multichannel rates.

"There are no significant differences in the carriers' costs or other circumstances or conditions of service warranting the differences between the

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regular private line rates and multiple channel rates. Thus, AT has not justified differences in cha between large and small volume u for a like communications service tween the same points," the C mission stated.

NEW YORK CITY TRAN AUTHORITY has placed in se during the past three years more 3,000 wood laminate insulated joints made by Permali, Inc. NY reports that these joints have f tioned without a failure attribute their operation.

TERMINAL EQUIPMENT u in connection with Schedule 5 c transmission channels may be provi by either the customer or the teleph company, under terms of a t amendment filed with the FCC AT&T and to become effective Au 2. At present, terminal equipm must be furnished by the phone c pany.

FEDERAL COMMUNICATIO COMMISSION has proposed r making which would formally private microwave systems on a n interference basis, by specifying t the assignment of frequencies ab 952 mc in the marine, aviation, pu safety, industrial and land transpo tion services would be on a "show that harmful interference will not caused to existing stations," accord to *Telecommunications Reports.*

WESTERN PACIFIC orde from Union Switch & Signal C equipment for installation on 23 m of mainline between Oroville Portola, Calif., in connection wit line relocation due to construction the Oroville Dam project by the st

ALTON & SOUTHERN will c struct an automatic classification y in East St. Louis, Ill., at a cost of abo $5 million. Construction is expected begin late this year and require abou 18 months for completion. The ne yard, which will have 32 classificatio tracks, is expected to increase th A&S's peak load capacity of 2,000 ca by at least 50%.

ERIE-LACKAWANNA has beg construction of its $7.5 million auto matic retarder classification yard Buffalo, N. Y. Communications will in clude radio, loudspeakers, televisio dial telephones and teletype. Sig nal equipment will be supplied by Gen

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eral Railway Signal Co., costing about $2 million.

LOUISVILLE & NASHVILLE will install hotbox detectors at six locations. The automatic alarm feature will set signals to stop trains with hotboxes. Estimated cost is $232,458.

LIGHTING LEVELS. A section of the official Lighting Handbook of the Illuminating Engineering Society, showing the minimum recommended levels of illumination, has been newly reprinted. The 16-page booklet is available for 20 cents a copy. **Illuminating Engineering Society, Dept. RSC, 1860 Broadway, New York 23, N. Y.**

HOT BEARING DETECTOR. Union Development sheet No. 296, Hot Bearing Detector System, dated September 1960, has just been released. The 12-page folder describes the various components that make up the detector system. **Union Switch and Signal, Dept. RSC, Swissvale, Pa.**

WAVEGUIDE CHART. A quick informational waveguide cross reference chart, "Reference Table Rigid Rectangular Waveguide Da and Fittings," is available. This cha covers all standard EIA waveguid between WR10 and WR2300 and i cludes electrical performance, m chanical dimensions, standard JA flange references and a cross referen between WR and RG numbe **Microwave Development Labor tories, Inc., Dept. RSC, 15 Strathmo Road, Natick, Mass.**

EDUCATION. Two new Rid training manuals are available: "Fu damentals of UHF," No. 217, an "Basic Mathematics Vol. 2," N 268-2. The UHF book covers th spectrum from 300 to 3,000 mc, stop ping short of the microwave area. Th math book runs from algebra prob lems, through basic geometry, endin with early trigonometry. Both book make abundant use of illustration **John F. Rider Publisher, Inc., Dep RSC, 116 West 14th St., New Yor 11, N. Y.**

Railroad Personnel

CHESAPEAKE & OHIO. As re ported in the July issue of Railwa Signaling and Communications, **Theo dore L. Carlson** has been appointe general superintendent signals an communications, at Richmond. Va Mr. Carlson was born in Litchfield Minn., December 16, 1902. He begar his railroad career in 1923 as a signa construction worker on the Grea Northern. From 1928 to 1929 he wa with the Norfolk & Western as a sig nal draftsman. He came to the C&O in 1929 as a signal circuit designer and has served as chief circuit designer circuit engineer, signal engineer, as sistant superintendent signals, and from 1955 until his new assignment superintendent of signals at Rich mond.

WESTERN PACIFIC. **W. J. Hal lam** has been promoted to signal su pervisor at Sacramento, Calif., suc ceeding **L. B. Carter,** retired.

CANADIAN NATIONAL. Ha announced the following appoint ments: **L. V. Lockhart,** signal engineer of the St. Lawrence Region, with headquarters at Montreal; **R. Pe rum,** radio systems engineer and **A. Piechota,** assistant general radio engi neer, CN Telecommunications, a Toronto, Ont.

LONG ISLAND. **C. Meyers** ha been named deputy chief engineer signals and electric traction. **E. K. St Clair,** assistant to the chief engineer has succeeded Mr. Meyers as assistan

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chief engineer, signals and electric traction.

GREAT NORTHERN. **Allen H. Fox,** engineer of communications at St. Paul, retired July 1. Mr. Fox was born in Minneapolis, Minn., November 28, 1895. He entered the employ of the GN in 1920 as a draftsman in the telegraph department. In 1941 he was appointed assistant superintendent of telegraph, becoming superintendent of telegraph in 1952. His title was later changed to superintendent of communications and in 1957 he was made engineer of communications.

Supply Trade News

GENERAL RAILWAY SIGNAL CO. and a Netherlands subsidiary of International Telephone & Telegraph Corp. have formed a new company, Algemene Sein Industrie, N.V., The Hague, Netherlands, to manufacture and market railway signaling and electronic control systems and devices.

AMERICAN BRAKE SHOE CO. **Raymond A. Frick** has been elected vice-president and named group executive and division president for railroad products.

COLLINS RADIO CO. Has opened a new regional area office for the sale of microwave communications systems at Nashville, Tenn., in charge is **W. T. Allott.**

NATIONAL CARBON CO. **Morgan Henika,** sales engineer at Erie, Pa., has been named eastern division sales manager of brush and railroad products at New York.

UNION SWITCH & SIGNAL DIVISION. **Leland G. Phillips** has been appointed sales engineer, with headquarters in Chicago. After graduating

Allen H. Fox

Leland G. Phillips

from high school in 1946, he furthered his education by completing correspondence courses in electrical theory and electronics. All of Mr. Phillips' working experience has been with the signaling forces of the Milwaukee Road, his first assignment being as a signal maintainer at Laredo, Mo., in 1946. In January 1955 he was promoted to signal draftsman at Chicago and in September of that year to assistant engineer signals. In 1957 he became a signal inspector, the position he held at the time he accepted employment with US&S.

Obituary

JAMES C. MOCK, 95, who retired as signal and electrical engineer of the Michigan Central in 1937, died at his home in Detroit on July 7. Mr. Mock was born on June 1, 1866, at Kylertown, Pa. Upon graduation from Pennsylvania State College in 1890 he entered the service of Union Switch & Signal Co. as construction foreman and designer. Six months later he assisted in the installation of the first electro-pneumatic interlocking, on the Pennsylvania at Jersey City Terminal. For the next 10 years he was employed on automatic block signaling and electro-pneumatic interlocking projects on the Pennsylvania, New York Central, Michigan Central, Lackawanna, and Jersey Central. In 1901 Mr. Mock was appointed signal engineer of the Michigan Central (now New York Central). At that time the MC was one of the few roads in America that had a signal engineer. In 1906 he was appointed electrical engineer of the Detroit River Tunnel Co. After completion of the tunnel construction in 1912 he returned to the MC as signal and electrical engineer. Mr. Mock was active in association work and was president of the Railway Signal Association in 1904 and 1905.

LEE DE FOREST, 87, radio pioneer and inventor of the three-element audion tube, died June 30. Doctor De Forest was granted more than 300 American and foreign patents, including one in 1957 for an automatic dialing device for telephones.

Editor's Corner

There is a trend that I would like to see stopped. It is the demotion of the signal and communications departments. **I will accept nothing less than full departmental status for signaling and communications,** that is, on a par with engineering, mechanical, traffic, accounting and the rest. Why this should be, was explained in a March Editor's Corner, page 50. Recent talks with railroad men, plus a strong rumor that a large railroad is going to combine signal and communications departments and put them under the chief engineer, cause me to burst forth in print.

Taking the same 40 railroads studied in March, the following is developed concerning voting representatives in the old separate Communications Section and Signal Section, and the new Communication and Signal Section. Communications Section voting representation was like this: 17 communications superintendents, 18 superintendents C&S, 1 chief engineer and 4 vice-presidents-operation. Signal Section voting representatives were as follows: 22 signal engineers and 18 superintendents S&C. In the new Communication and Signal Section voting breaks down this way: 2 communications superintendents, 12 signal engineers, 17 superintendents S&C, 3 chief engineers, and 6 vice-presidents-operation.

Again I feel that this is a weakening of signaling and communications departmental status. We've got to sell top railroad managements on the importance of signaling and communications. Dig out your March issues and pass page 51 up to the top.

Also write me your comments, together we can make some headway.

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Do Congressmen answer their mail? Yes! I wrote to 32 Democrats and 19 Republicans asking them to vote against S. 1197, S. 1089 and H.R. 5937—bills that would limit rate-making freedom of the railroads. I received replies from 6 Democrats and 11 Republicans. Interestingly seven of the replies were personal letters, and 10 replies were form letters, two of which contained fact sheets about the bills. From my New York Senators and Representative I received two personal letters and two form letters.

Railroad men might well write their Congressmen asking them to support S. 658, which would allow railroads receiving local tax relief to take the amount of relief as a business deduction when calculating their federal income taxes. Another bill, S. 1370, would shorten depreciation time of railroad plant and equipment to 15 years. This bill also deserves your support.

Bob McKnight