

# News Briefs

1960 INDEX FOR RS&C may be obtained by writing R. C. Van Ness, director of circulation, Railway Signaling and Communications, 30 Church St., New York 7, N. Y.

CHICAGO, ROCK ISLAND & PACIFIC. Placed an order with Union Switch & Signal—Division of

WABCo. for "UR" interlocking equipment for installation on a new track arrangement at Blue Island interlocking, Chicago.

GREAT NORTHERN has ordered 24 64/12-volt railroad radios for use on locomotives from Motorola Communications & Electronics, Inc.

LOUISVILLE & NASHVILLE has received ICC approval to install a traffic control system on one main track, to be controlled from dispatcher's office at Birmingham, Ala. TCS will replace an existing automatic block signal system on two main tracks

between Black Creek and Oakw Ala., 75 miles, and between Dec Junction and Athens, Ala., 16 miles. The TCS system will enable the railroad to remove portions of one main track and retain other portions for use as sidings between these points.

NEW YORK CENTRAL has received approval to install traffic control on two main tracks between Senectady and Syracuse, N. Y., 10 miles. In connection with this project there will be removal of portions of two of four main tracks and retention of some sections of these tracks as sidings and industry tracks.

NORFOLK & WESTERN has ordered car retarder equipment from Union Switch & Signal—Division of WABCo. The equipment is to be added to the eastbound Roanoke line and includes a 44-cylinder, double-acting Model 32 car retarder to be installed ahead of a new group of eight classification tracks. Automatic switch control, Velac speed control and pushbutton operation will also be provided.

TORONTO TRANSIT COMMISSION has awarded a \$978,000 contract to General Railway Signal Co. of Canada covering a signal system for the University Section of Bloor-Danforth-University subway.

CHICAGO, BURLINGTON & QUINCY has ordered 68 64/12-volt road radios for use on locomotives from Motorola Communications & Electronics, Inc.

CHICAGO TRANSIT AUTHORITY has ordered signal equipment from Union Switch & Signal—Division of WABCo., to provide automatic operation of its double-track stub-end Jackson Park terminal. The diamond crossover and associated signals may also be controlled from a local control panel that will be installed.

MISSOURI PACIFIC. Will build a new electronic classification yard at McGehee, Ark. The yard will have 10 tracks with a capacity of 840 cars. The design will permit expansion to a 16-track yard with 1,400-car capacity. Under present normal operation, an average of 1,252 cars and a maximum of 1,683 cars are handled through McGehee daily. The new construction will include a receiving yard, departure yard and auxiliary facilities. There will be the usual radio communications, yard loudspeakers and talk-back systems, and radar control of movement of cars over the yard. The McGehee yard will be the third electronic retarder yard to be built.

(Continued on page 4)



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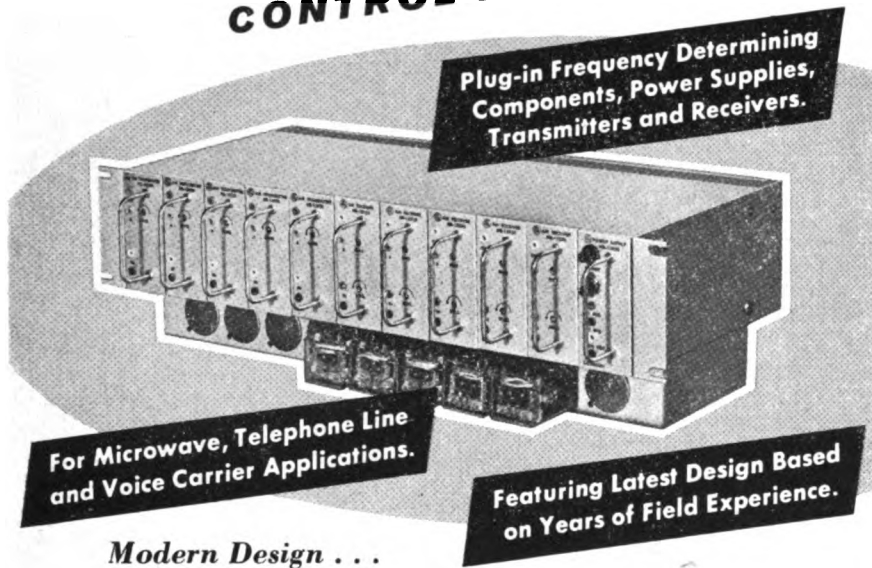
AD 524  
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- Argentina—LE CARBONE LORRAINE, Erezcano 3051/53 Buenos Aires, Argentina
- Belgium—LE CARBONE S.A.B., 124 Bd. du Jubilee, Brussels, Belgium
- Brazil—CARBONO LORENA S.A.—Rua Barao, Itapetininga 273 Sao Paulo, Brazil
- Canada—CIPEL (CANADA) LIMITED—Valleyfield, Quebec, Canada
- England—LE CARBONE (GREAT BRITAIN) LTD.—Portslade, England
- France—CIPEL, Argenteuil (S&O) France
- Germany—CARBONE A.G., Bonames, Frankfurt/Main, Germany
- Italy—SOCIETA "PILE CARBONIO," via Rasori 20, Milan, Italy
- Spain—CIPEL, Juan Bravo, Madrid, Spain
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Transistorized Series 2056  
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**10 Transmitters or Receivers and Power Supply in One Single Frame.**

The 2056 Series of Audio tones features modern design utilizing plug-in card construction and provides equipment at a very minimum in cost with a maximum number of channels in a given space. For example, 10 AM transmitters or receivers and a common power supply are mounted in a single 3½ x 19" frame. Each channel is conveniently terminated with a terminal strip at the rear of the frame. Output relays are mounted on a bracket attached underneath the main chassis frame, each relay being located directly under its respective channel.

The channel frequency determining components are also of the plug-in type and are mounted directly on the channel plug-in assembly in AM units, and adjacent to plug-in assemblies on FS units. This type of design, of course, keeps spare parts requirements to a minimum, since all plug-in cards are common to all frequencies.

The 2056 Series of AM tones were designed to meet low speed tone signalling and control requirements when low noise lines and inherently low noise communication circuits as provided by microwave and voice carrier equipments are available for transmission.

The 2056 Series of FS tones are used when ultimate reliability and high speed keying is required. They can be used in circuits which are inherently noisy and which are subject to fading conditions.

The FS tones are available with either TWO or THREE frequency outputs. The former being employed in normal signalling and control circuits, whereas the latter is used in two-function single channel applications such as RAISE-OFF-LOWER, FORWARD-OFF-REVERSE.

**RFL REPRESENTATIVES:**

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W. L. Cunningham, Elmhurst, Ill.

TEXAS, ARK., LA., OKLA.  
Datatrol Co., Dallas, Texas

ALA., TENN., VA., N.C., S.C., GA.  
Dickerson Eng., Jacksonville, Fla.

CALIFORNIA  
Luscombe Engr., Pasadena, Calif.

ORE., WASH.  
Hawthorne Electronics, Seattle, Wash.

CANADA  
Microwave Sys., Scarborough, Ont.

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**SEND FOR TECH. DATA** — For additional information, including application data, write or phone DE 4-3100. Demonstrations available by local representatives.



**Radio Frequency LABORATORIES, INC.**  
Boonton, New Jersey, U.S.A.

**NEWS BRIEFS**

(Continued from page 40)

the MP. Neff Yard at Kansas City, Mo., went into service in 1959 and a second yard at North Little Rock, Ark., is under construction.

**Railroad Personnel**



Adolph E. DeMattei



John N. Albertson

**SOUTHERN PACIFIC.** Adolph E. DeMattei, general superintendent of communications-system, retired December 31, after more than 51 years of service with the SP. His successor is John N. Albertson, assistant general superintendent of communications-system. A biographical sketch of Mr. DeMattei's career was published in RS&C, March 1960, page 46, and Mr. Albertson in May 1960, page 5.

**LOUISVILLE & NASHVILLE.** H. Wesley Burwell, communication engineer, retired on November 1, 1960. Mr. Burwell was born at Ft. Lakes, Mich., October 4, 1890. He was graduated from Purdue University in 1912 with a B.S. degree in electrical engineering and began with the L&N as a telephone installer in 1914. He was subsequently automatic telephone supervisor and engineer. In 1937 he was appointed telephone engineer and in 1957, communication engineer. Mr. Burwell was chairman of the Communications Section, AAR, in 1959-60.



H. Wesley Burwell



Carl E. Ross

**CHICAGO & WESTERN INDIANA.** As reported in the December 1960 issue of RS&C, Carl E. Ross has been appointed assistant engineer of the C&WI and Belt Railway of Chicago. Mr. Ross was born in Chicago. (Continued on page 41)

## NEWS BRIEFS

(Continued from page 42)

September 15, 1930. He attended evening classes at Illinois Institute of Technology from 1950 to 1959. He began railroad work in 1950 as a signal helper on the Rock Island. From 1951 until his recent appointment, he was with Union Switch & Signal-Division of WABCo, as a sales engineer at Chicago.

**NEW YORK CENTRAL.** **Monier H. Thomson**, assistant field signal engineer at Syracuse, N.Y., has been appointed field signal engineer at Utica, N.Y.

**TEXAS & PACIFIC.** **Andrew J. Yarrell**, general signal inspector has been promoted to assistant engineer—signals, and system signalman **Carroll G. McCrary** has been advanced to signal draftsman.

**BESSEMER & LAKE ERIE.** **George R. Pflasterer**, signal engineer, has been appointed staff assistant to the chief engineer. **M. L. Mannion** has been appointed to succeed him as signal engineer. Mr. Pflasterer was born in Danville, Ill., December 30, 1897, and received an electrical engineering degree from Georgia School of Technology in 1917. He worked as a signal helper on the Great Northern during the summers of 1915 to 1917. From 1919 to 1929 he was signal maintainer and signal foreman on the Nashville, Chattanooga & St. Louis. In 1930 he joined Union Switch & Signal Co. as a circuit engineer and subsequently was patent engineer for that company. He became signal engineer of the B&LE in 1937.

**SOUTHERN.** **Dan E. Barker**, supervisor communications at Salisbury, N.C., has been transferred in the same capacity to Atlanta, Ga., and has been succeeded by **Mack A. Young**, assistant communications engineer at Washington, D.C.

**CENTRAL OF GEORGIA.** **V. L. Cosey** and **L. J. Butler**, supervisors of signals, have been appointed super-



John W. Porter



Louis T. Freed



Howard C. Palmer



Arthur Hoogerhyde

visors of communications and signals at Macon, Ga., and Columbus, Ga., respectively. **W. C. Davis**, general communications inspector at Macon, appointed supervisor of communications and signals at Columbus.

### Supply Trade News

**GENERAL RAILWAY SIGNAL CO.** **John W. Porter**, vice-president in charge of sales, has been appointed executive vice-president. **Louis T. Freed**, western manager, has been appointed sales manager in charge of United States and Canadian sales, with offices in Rochester, N. Y., and **Howard C. Palmer**, assistant western manager, has succeeded Mr. Freed at Chicago.

**UNION SWITCH & SIGNAL-Division of Westinghouse Air Brake Co.** **Arthur Hoogerhyde** has been appointed manager of the project engineering department, succeeding **C. W. Bell**, retired. Mr. Hoogerhyde received a B.S. degree in electrical engineering from the University of Illinois in 1944. He joined US&S in September 1946 as an equipment engineer. In 1947 he was appointed systems engineer and simultaneously served as a Signal School instructor. In 1949 he became a project engineer and in 1953 was given the title of administrative engineer, engineering services. From 1955 until his recent appointment he was a section engineer in the centralized traffic control section.

**JOHNSON RUBBER CO.** has established a railroad sales division to handle all railroad products. **Richard E. Morrison** will head the new division as sales manager, with head-

quarters at Middlefield, Ohio. He was formerly sales engineer in the Chicago district for Johnson's mechanical division.

**COPPERWELD STEEL CO.** **Claude H. Jensen**, chief electrical engineer of the Wire & Cable Division has retired after 30 years of service with Copperweld.

**GENERAL RAILWAY SIGNAL CO.** **Frank A. Scott**, formerly signal supervisor of the Maine Central, has joined GRS as a sales engineer at New York.

**AMERICAN BRAKE SHOE CO.** **Charles P. Corrigan** has been named sales manager of the Railroad Products Division for the central region at Chicago. He succeeded **R. H. Robinson**, retired.

**LENKURT ELECTRIC CO.** has assumed complete responsibility for marketing its products and engineering services to customers formerly served by its distributor, **Automatic Electric Sales Corp.**

**RADIO CORP. OF AMERICA.** **Edward J. Hart** has been appointed manager of the microwave department. He will supervise microwave marketing, engineering and special projects. Mr. Hart joined RCA in 1953 as a microwave sales coordinator.

**KELLOGG DIVISION, International Telephone & Telegraph Corp.** **William W. Simonds**, plant manager at Raleigh, N. C., has been named sales manager of the carrier and microwave division, with the same headquarters.

### WANTED RAILWAY SIGNAL SYSTEM CIRCUIT DESIGNER

Minimum requirements—High school education and two years' experience in circuit design. Company offers excellent employee benefit program. Salary open. Send resume to: **Box 123, Railway Signaling and Communications, 30 Church Street, New York 7, N. Y.**



**Railroad Accessories Corp.** new plant at Tenakill Park, Cresskill, N. J., holds the general offices and two manufacturing facilities formerly at Albany and Woodside, N. Y. The new 40,000-sq ft plant is adjacent to the Erie-Lackawanna.