News Briefs

AUTOMATIC TRAINS. "The railroad is an appealing subject for automatic control," R. G. Buck of General Railway Signal Co., reported to the Winter General Meeting of the American Institute of Electrical Engineers in New York. "With present centralized traffic control and signaling systems the train's route can be determined from a central office, and information as to the maximum permissible speed generated at or brought to the wayside. Coded cab signaling can be used to transmit these 'commands' to the train through the rails.

"What remains is to build a device to make the decisions and take the actions of the engineman. One could build a device he thought would do the job, install it in a locomotive of a willing railroad; try it, and modify it until an acceptable model was produced. As an alternative, if an artificial train could be built in the laboratory which simulated the responses of a real train closely enough, individual ideas as well as the complete device could be tried on the simulated train at a considerable saving in development time and expense.

"Such a project has been undertaken at the General Railway Signal Co., with the simulation being based on a commercial electronic analog computer.

"It has been found that the analog computer can be used to simulate a railroad train accurately enough so that details of operation may be studied. Because railway car rolling characteristics vary widely, depending upon lubrication, temperature, humidity and rail condition, extremely accurate predictions of a train's performance cannot be made. It cannot even be matched empirically because the train will perform differently the next day. Useful results, however, can be obtained, in that the desirability of different types of throttle handling, or controls which sense acceleration, etc., can be determined."

Work is being done to better the accuracy of this simulation by taking into account slack action, train length, dynamic braking, and variation of brake shoe to wheel friction coefficients at different speeds.

AUTOMATION AND COMPUTER CONFERENCE of the AIEE Land Transportation Committee, formerly scheduled for May 18 and 19, will now be held June 6 and 7 at Cleveland, Ohio.

BALTIMORE & OHIO and NICKEL PLATE have received ICC approval to replace a mechanical interlocking with an automatic interlocking, at a double-track crossing of the B&O with a single track of the NKP at Holgate, Ohio.

ATLANTIC COAST LINE and SOUTHERN have received ICC approval to remove an electric interlocking and arrange for automatic approach clearing of home signals on two tracks of the ACL and one track of the Southern, at a crossing of the roads at Selma, N. C.

NORFOLK & WESTERN has received ICC approval for installation and modification of traffic control, signal systems and interlockings, between Glen Lyn, Va., and Bluefield, W. Va., 23 miles. Part of the changes will include installation of traffic control on each of two tracks to provide for operation in either direction, in lieu of existing signal system arranged for one-direction operation on each track, for 11 miles near Blake, W. Va. Also in

his area, three miles of a middle track will be removed.

LOUISVILLE & NASHVILLE. Board of directors has authorized expenditure of $273,300 for installation of more two-way radios on its freight trains. The new equipment will be used on 26 diesel locomotive units and 10 cabooses. The purchase will also include 80 walkie-talkies for use at trackside. When this installation is completed, all of the L&N's fast freight trains will be equipped with two-way radio communication, except those on the Cumberland Valley division in eastern Kentucky and a few branch lines.

CANADIAN PACIFIC has ordered CTC equipment from Union Switch & Signal to be installed on 84 miles of single track between Moose Jaw and Indian Head, Sask. This installation will permit removal of 74 miles of second main track. Control of the territory will be from an addition to an existing control machine at Moose Jaw.

DENVER & RIO GRANDE WESTERN has received ICC approval to install a traffic control system on single main track, in lieu of automatic block signaling, between Salida and Kobe, Colo., 47 miles.

OREGON TRUNK RY. has authorized installation of 18,700 ft of slide detector fence by company forces, at an estimated cost of $106,450.

DENVER & RIO GRANDE WESTERN has placed in service a 5,300-mile high-speed private wire telegraph network leased from Western Union, to speed flow of messages between off-line traffic offices and system headquarters in Denver. Two circuits radiating east and west from Denver are equipped with electronic selectors which enable any two stations to communicate independently. Equipment also permits transmittal of messages to any desired group of stations or to all offices simultaneously. System is equipped with printers capable of receiving messages at a rate of 3,600 words per hour.

TERMINAL RAILROAD ASSN. OF ST. LOUIS will install automatic gates and flashers to replace manual gates and watchmen at seven street crossings, at a cost of $200,000. The project is scheduled for completion this year.

HOTBOX DETECTOR radios exact locations of overheated journals

NEWS BRIEFS *continued*

to the train crew as they pass a detector located at Riceboro, Ga., on the Seaboard Air Line. Simultaneously the information is sent via telephone line 33 miles north to the train dispatcher at Savannah. Detection of a hotbox also causes a red indication lamp to be lighted on a relay housing adjacent to the detector. The Seaboard plans to install 22 automatic hotbox detectors throughout its system this year.

SEABOARD AIR LINE has begun installation of CTC between Greenwood, S. C., and Monroe, N. C., 118 miles. Control will be from a machine at Atlanta, Ga., 154 miles from Greenwood.

ATLANTIC COAST LINE has received ICC approval to install a traffic control system in lieu of automatic block signaling on double track between Contentnea and Talbotts, N. C., 70 miles, in connection with the removal of portions of one main track of the present double main track in this territory.

NORFOLK & WESTERN has received approval from the ICC for modification of traffic control system between Singer, Va., and Kellysville, W. Va., 72 miles, and between Radford and Walton, Va., two miles; all in connection with removal of certain sections of main, middle and spur tracks.

Railroad Personnel

CANADIAN NATIONAL. **Eric P. Stephenson,** system project engineer at Montreal, has been appointed manager of the Maritime area at Moncton, N.B. Before becoming project engineer in 1958, Mr. Stephenson was system signal engineer.

PENNSYLVANIA. **Lawrence E. Light,** inspector, communications and signals at Williamsport, Pa., promoted to assistant supervisor, communications and signals at Lewistown, Pa.

CENTRAL OF GEORGIA. **G. C. Chester** has been appointed communication engineer, at Macon, Ga., succeeding **J. H. Walton,** resigned.

Current Publications

LINE COUPLING NETWORK. The type F1125 unit is an economical line filter set used to separate the voice frequency circuit from carrier telephone and telegraph circuits operating in the 12–65 kc range. It has a frequency crossover of 4.5 kc. Lynch

arrier Systems Inc., Dept. RSC, 695 ryant St., San Francisco 7, Calif.

EDUCATIONAL BOOKS. Recent ublications of possible educational alue to signal and communications en are: Alternating Current Elec- icity, # 200-10; Basic Transistors, : 262; Semiconductors and Tran- stors, # 166-25 (a more advanced eatment than # 262); Basic Mathe- atics, # 268-1; and An Introduc- on to Electrotechnology, # 277 (AC nd DC at college level). **John F. ider Publisher, Inc., Dept. RSC, 116 Vest 14th St., New York 11, N.Y.**

RADIO INTERFERENCE. Prob- ms explored and solutions suggested. **Howard W. Sams & Co., Dept., RSC, ndianapolis 6, Ind.**

Supply Trade News

Frank A. Scott

Edward F. Galvin

GENERAL RAILWAY SIGNAL O. As reported in RS&C, January 961, page 44, **Frank A. Scott,** form- rly with the Maine Central, has oined GRS as a sales engineer at the New York office. Mr. Scott began with he Maine Central as a signalman's helper in 1938. He was promoted suc- cessively to maintainer, leading signal- man, signal test man, assistant signal supervisor, inspector of signal con- struction, and signal supervisor, the position he held at the time he joined GRS.

SIMPLEX WIRE & CABLE CO. **Edward F. Galvin** has been appointed manager of field sales in the com- pany's marketing division. Mr. Galvin was manager of railroad sales for Simplex from 1945 to 1957, and since then has been New England district manager.

STEWART-WARNER CORP. Has made arrangements with Dicta- phone Corp. and Western Union Tele- graph Co. to lease or sell its "Data- fax" electronic facsimile equipment.

AUTOMATIC ELECTRIC SALES CORP. **Robert A. Eiser** has been named a staff engineer in the newly created systems sales department for

NEWS BRIEFS *continued*

the industrial products division. H will be concerned with applicatio and sales engineering in the dat transmission field. **Howard N. Inwoo** has been transferred to the new de partment and will continue to serve a director of railway and petroleum in dustry sales.

SIMMONS-BOARDMAN PUB LISHING CORP. **Robert F. Lash** formerly with Industrial Publications Inc., has joined Simmons-Boardman publisher of Railway Signaling & Communications, as director of circu lation.

Obituary

R. A. Hendrie

Harold L. Folley

R. A. HENDRIE, 71, retired gen eral superintendent of communica tions of the Missouri Pacific, died March 8 in the Missouri Pacific Hos pital, St. Louis. Mr. Hendrie was born in Bevier, Ky., February 4, 1890. He entered railroad service in 1906 as a telegraph operator on the Louisville & Nashville. From 1909 to 1928 he was employed on the Missouri-Kansas-Texas, successively as telegraph operator, wire chief, telegraph inspector and telephone engineer. In 1928 he became telegraph and telephone engineer of the MP, being promoted to assistant superintendent of telegraph in 1939 and to general superintendent of communications in 1951. Mr. Hendrie was a past-chairman of the Communications Section, AAR. He retired in February 1960.

HAROLD L. FOLLEY, 55, signal engineer for Western Railroad Supply Co., Division of Western Industries, Inc., died January 24 in Berwyn, Ill., after a brief illness. Mr. Folley was engineer telephone, telegraph and signals of the Chicago & Illinois Midland before becoming signal engineer for Western Railroad Supply Co. early in 1959.

EARL G. GOODLETT, Jr., assistant supervisor of signals of the Norfolk & Western at Bluefield, W. Va., died February 14.