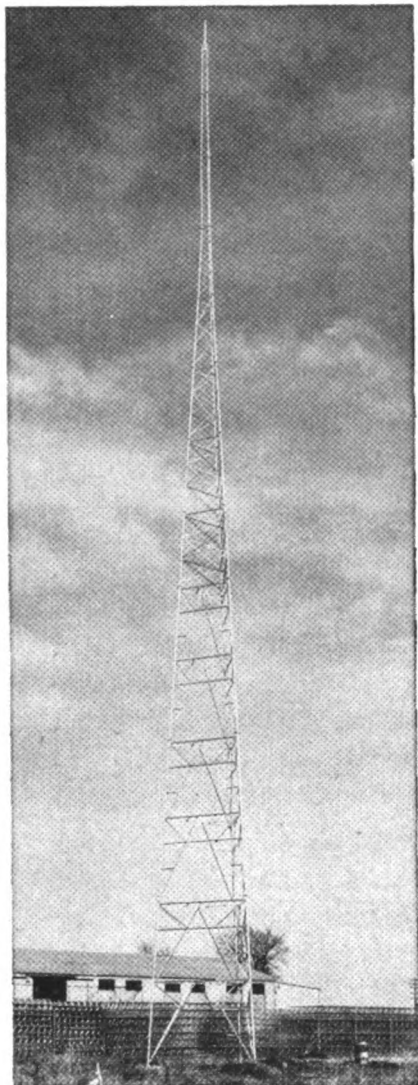


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SIGNALING AND COMMUNICATIONS

A ONE HOUR ARBITRARY ALLOWANCE has been awarded to Detroit, Toledo & Ironton engineers by an arbitration board, for any day that an engineer “is required to receive via radio-telephone from supervisory personnel, work orders or work instructions directed to another employee, and to relay such work orders or work instructions to the employee concerned.” The board rejected a Brotherhood of Locomotive Engineers’ demand for extra pay to handle locomotives “on which radio-telephone is operative and has the potential of being used.” In addition to the DT&I (RS&C May 1960, p 50), the BLE has radio-telephone notices pending on a number of roads, including the AT&SF (RS&C August 1960, p 48).

IF C&O MERGES WITH B&O considerable signal and communication construction would result, according to statements made in connection with the present ICC hearing. A \$13.5 million automatic yard is planned for Cincinnati, Ohio; and four other yard improvements totaling about \$7.5 million. Eight CTC projects, covering 837 miles of road are listed, with a cost of about \$8.7 million: Harpers Ferry-Patterson Creek, W. Va.; Cumberland, Md.-Confluence, Pa.; McKenzie-East Grafton, W. Va.; Wheeling-Moundsville, W. Va.; Belpre-Cincinnati, Ohio; Willard, Ohio-Pine Jct., Ind.; and Washington, Ind.-East St. Louis, Ill.

CANADIAN NATIONAL has ordered equipment from General Railway Signal Co. for the installation of 10 miles of type K2 centralized traffic control for the main lines in the vicinity of the new Moncton automatic classification yard. The control center will be located in Moncton, N. B.

GREAT NORTHERN has received ICC approval for the installation of traffic control system on single main track, in lieu of existing automatic block-signal system, between Aylmer and Surrey, N. D., 50 miles. Control will be from Minot, N. D.

ERIE-LACKAWANNA is ordering materials for two major projects—construction of a \$7.5-million electronic freight yard at Buffalo, N. Y., plus track and signal changes budgeted at more than \$2 million. The new yard, which is scheduled to go into operation in 1962, will be built on the site of the present Lackawanna yard; the former Erie yard will be closed. Track and

News Briefs

signal changes will include single tracking and installation of CTC between Scranton and Stroudsburg, Pa., miles, and between Dalton, Pa., and Conklin, N. Y., 39 miles.

FEDERAL COMMUNICATIONS COMMISSION has allowed Railroad Radio Service base stations, operating on 161.61 mc, to continue their use definitely on a non-interference basis.

CHICAGO & NORTH WESTERN and MILWAUKEE ROADS have received ICC approval to install an automatic interlocking at the Clinton, Ill., crossing of two tracks of the C&NW with one track of Milwaukee.

NEW YORK CENTRAL has received ICC approval to install a traffic control system in lieu of automatic block signaling, and modifications to existing automatic train stop, on second and third main tracks between Barrytown and Croton, N. Y., about 60 miles. Also included in the installation will be remote control of seven manually operated local interlocking discontinuance of other interlocking and removal of portions of first, third and fourth main tracks.

NEW YORK CITY TRANSIT AUTHORITY now has in operation an automatic control of “gap fillers” metal gratings that bridge the space between curved platforms and subway-car doors—at the 14th Street Station on the Lexington Avenue subway line. Heretofore, the gratings were controlled manually to reach out to meet car doors when a train was at the station.

NEW YORK CENTRAL has ordered equipment from General Railway Signal Co. for the installation of 119 miles of CTC between Syracuse and Schenectady, N. Y., which will be completed by 1962.
(Please turn to page 44)

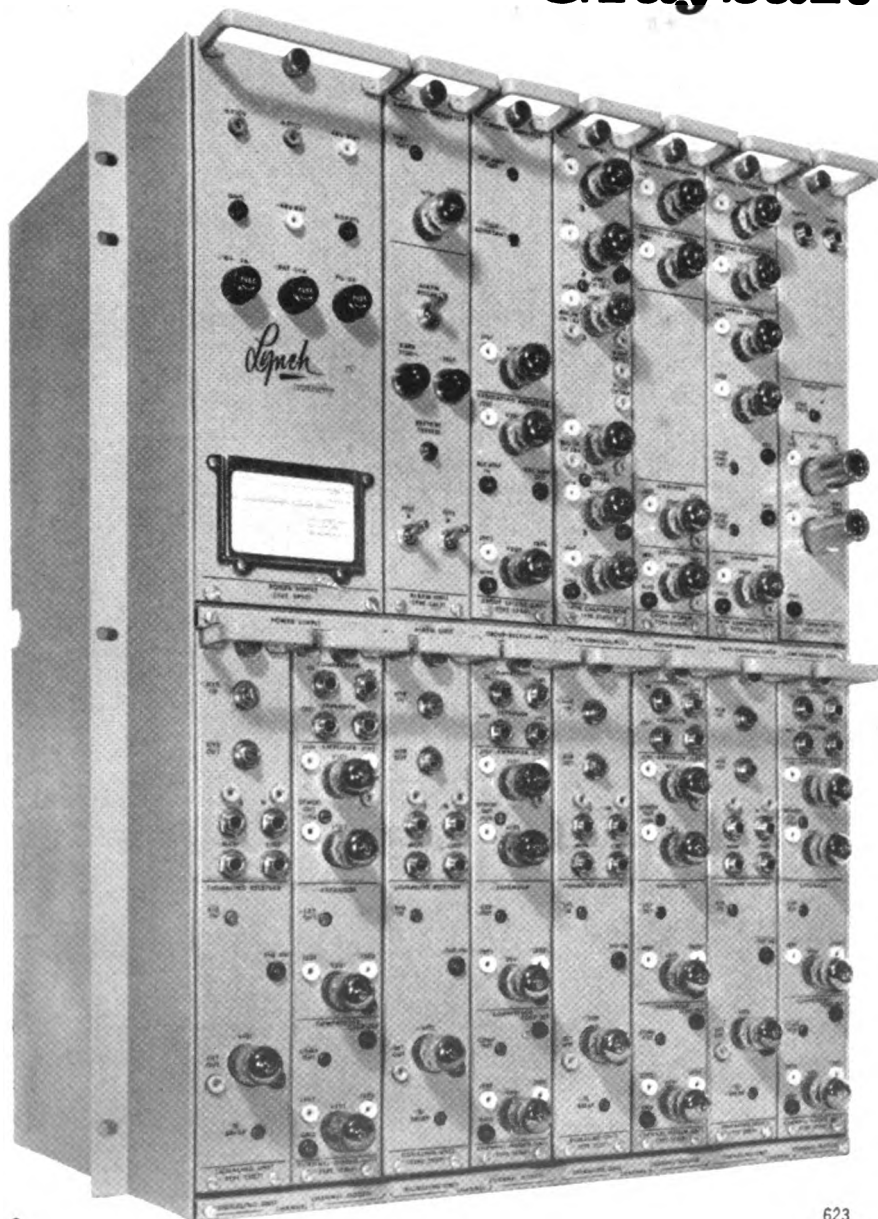
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NEWS BRIEFS

(Continued from page 42)

enable the railroad to cut from 6 tracks to two. The control center will be located at Utica, N. Y.

PENNSYLVANIA has installed CTC between Davis Tower (Indianapolis) and Lebanon, Ind., 25 miles. The siding at Burr on this single-track line, has been lengthened to handle 150-car trains. Cost of the project was more than \$500,000, of which the New York Central contributed part, because of operating trains on 22 miles of the line.

NORTHERN PACIFIC is now operating under centralized traffic control the 100-mile section of mainline track between Livingston and Laurel, Mont. With this new segment, the entire distance between Laurel and Missoula via Helena, some 340 miles, is under CTC. Train movements over the new section are controlled by the train dispatcher at Glendive, Mont.

Current Publications

CROSSING GATES. Development sheet D52.0102, dated March 1961, describing the type B crossing gate mechanism has been issued by GRS. This issue supersedes that dated July 1959. General Railway Signaling Co., Dept. RSC, Rochester 2, N. Y.

SPLICING NEOPRENE CABLE. Four pages describe the procedure for splicing neoprene shielded cable. DuPont Information Service, Dept. RSC, Wilmington 98, Del.

RELAY INTERLOCKING. Chapter XXVI of the AAR's American Railway Signaling Principles and Practices is now available. This chapter contains a great many circuit diagrams and about 40 pages of text. Price \$2.50 to members and railroad employees. Communication and Signaling Section, AAR, 59 E. Van Buren St., Chicago 5, Ill.

MEGGERs. A new bulletin, No. 21-45-36, describes and illustrates the line of insulation testers in the 500 and 1,000-volt class. James G. Biddle Co., Dept. RSC, 1316 Arch St., Philadelphia 7, Pa.

Supply Trade News

THE OKONITE CO. Richard C. Waldron has been named chief engineer and Dr. Robert B. Blodgett director of research. Mr. Waldron has been associated with Okonite for

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RAILWAY SIGNALING and COMMUNICATIONS

NEWS BRIEFS

(Continued from page 44)

many years in research, engineering and product development. Doctor Blodgett has been a member of the research staff since 1954.

RAIL JOINT CO., Division of Poor & Co., Inc. Appointed Calvin L. Bartley western sales manager, at Chicago.

ROHN MFG. CO. has purchased the assets of AlprodcO, Inc., and will manufacture and sell the rigid-tube product line of towers and allied equipment of AlprodcO.

ELECTRIC STORAGE BATTERY CO. W. W. Gould has been promoted to nickel-iron battery market manager of Exide's Industrial Marketing Division. He was Chicago district manager of the Nickel-Alkaline Battery Division, which before its purchase by ESB last year, was known as the Edison Storage Battery Division of Thomas A. Edison Industries.

RAILROAD REPAIR & SUPPLY CO. and Leo F. Duffy Associates, Inc. Clifton H. Sass, Jr., formerly manager of railroad sales for Okonite Co., has joined these companies as vice-president, at Chicago. They are sales representatives in the signal and communications field for Anaconda Wire & Cable Co., J. G. Biddle Co., Joslyn Manufacturing Co., M. Klein & Sons



John W. Kunker



Maurice F. Anderson

and National Telephone Supply Co.

Railroad Personnel

CHESAPEAKE & OHIO. Theodore L. Carlson, superintendent signals, has been appointed general superintendent signals and communications, at Richmond, Va., succeeding the late Maurice F. Anderson.

NORFOLK & WESTERN. A. R. Lewis, supervisor signals and communications at Roanoke, has been transferred to Crewe, Va., succeeding the late F. A. Smeltzer. Orville T. McGhee, Jr., assistant supervisor of signals and communications at Radford, Va., has succeeded Mr. Lewis at Roanoke, and in turn has been succeeded by Charles B. Sowder, signalman.

SANTA FE. M. D. Breeden has been appointed acting superintendent of communications at Topeka, Kan., succeeding D. R. Weems, on leave.

NEW HAVEN. Kenneth L. Smith,

assistant superintendent communications, at New Haven, Conn., has retired and has been succeeded by George N. Loomis, communications engineer.

BALTIMORE & OHIO. John Kunker, signal supervisor at Cincinnati, Ohio, since 1921, has retired after more than 48 years of service.

Obituary

MAURICE F. ANDERSON, general superintendent signals and communications of the Chesapeake & Ohio, died at Richmond, Va., Jan. 6. Mr. Anderson was born in Pineyville, Ill. He studied railroad engineering at the University of Illinois for three years and began his railroad career as a signal draftsman on the Illinois Central in 1925. In 1927 he became a signal draftsman on the former Pere Marquette (now C&O) at Detroit. He went to the Chicago division as a signal inspector in 1933 and returned to Detroit in 1942 as assistant signal engineer, advancing to assistant general superintendent signals and communications prior to his appointment in 1956 as general superintendent S&C at Richmond.

JACK L. BOWEN, president, Electronic Communication Equipment Inc., died on April 8, at Evanston, Ill.

FRANK A. SMELTZER, supervisor of signals and communications of the Norfolk & Western at Crewe, Va., died May 12.

British Try Plastic Relay Houses

The Railway Gazette reports that the British Railways have erected their first plastic relay house. A unit comprises wall and roof in one shell of double curvature, and consists of an inner and outer layer of glass fibre reinforced polyester, separated by phenolic foam for thermal insulation. Three basic sub-sections

form the buildings: a corner section with provisions for doors and ventilators, and side units of two lengths. The smallest unit weighs 200 lbs and the largest weighs 400 lbs. Smallest building is 14 by 14 ft, and can be increased in increments of 4 ft 9 in. The units are bolted down to a concrete floor slab which

incorporates cable ducts. The units are bolted together with stiffening flanges that serve as wire runs. Signal equipment is free standing, bolted to the concrete slab. Exterior and interior are finished in white, and no painting or other protection is required. The height of the buildings is 10 feet.

