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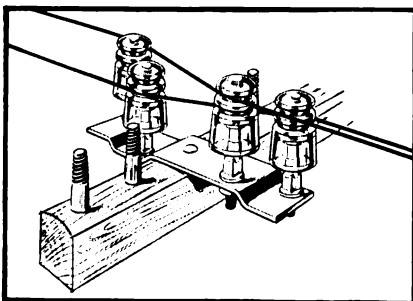
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## News Briefs

**COMMUNICATION AND SIGNAL SECTION, AAR.** R. M. Lawson, superintendent of communications, St. Louis-San Francisco, has been named chairman of Committee 7—Inside Plant, succeeding Allen H. 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.

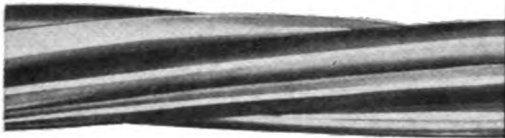
After concluding that "there are no significant reductions in costs associated with the volume rates" under the multichannel tariff, the FCC commented that it would consider whether the rates "are reasonably designed to meet competition from privately owned microwave systems and to stimulate the usage 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

*(Please turn to page 42)*

WHITNEY BLAKE

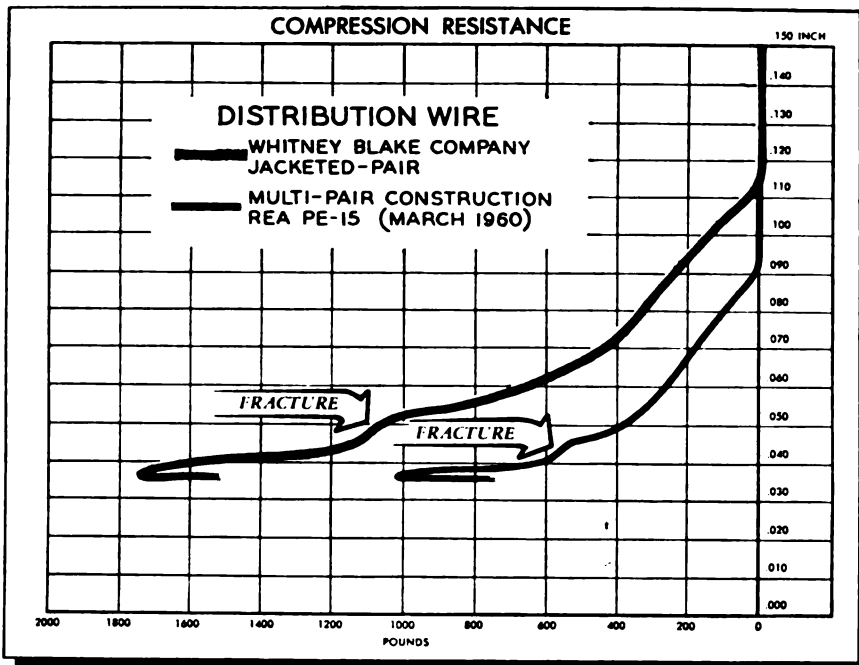
JACKETED PAIR



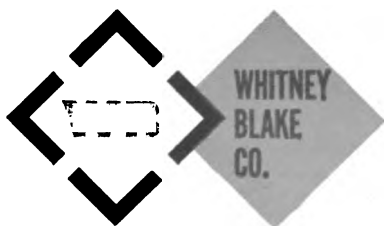
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DOUBLE THE COMPRESSION RESISTANCE

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In order to demonstrate the extreme mechanical toughness of the JACKETED-PAIR wire, and to obtain a measure of the mechanical handling capabilities, samples of JACKETED-PAIR and the PE-15 construction were subjected to a compression-resistance test. The PE-15 type withstood an average of 525 pounds before the insulation was crushed to the failure point while the JACKETED-PAIR required an average crushing pressure of 1080 pounds. Thus, the JACKETED-PAIR has more than twice the compression resistance of the PE-15 type multi-pair distribution wire.



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NEWS BRIEFS

(Continued from page 40)

regular private line rates and multiple channel rates. Thus, AT&T has not justified differences in charges between large and small volume users for a like communications service between the same points," the Commission stated.

NEW YORK CITY TRANSPORTATION AUTHORITY has placed in service during the past three years more than 3,000 wood laminate insulated joints made by Permalite, Inc. NYC reports that these joints have functioned without a failure attributable to their operation.

TERMINAL EQUIPMENT in connection with Schedule 5 of transmission channels may be provided by either the customer or the telephone company, under terms of a tariff amendment filed with the FCC by AT&T and to become effective August 2. At present, terminal equipment must be furnished by the phone company.

FEDERAL COMMUNICATIONS COMMISSION has proposed regulations making which would formally regulate private microwave systems on a non-interference basis, by specifying the assignment of frequencies above 952 mc in the marine, aviation, public safety, industrial and land transportation services would be on a "show that harmful interference will not be caused to existing stations," according to *Telecommunications Reports*.

WESTERN PACIFIC ordered equipment from Union Switch & Signal Co. for installation on 23 miles of mainline between Oroville and Portola, Calif., in connection with line relocation due to construction of the Oroville Dam project by the state.

ALTON & SOUTHERN will construct an automatic classification yard in East St. Louis, Ill., at a cost of about \$5 million. Construction is expected to begin late this year and require about 18 months for completion. The new yard, which will have 32 classification tracks, is expected to increase the A&S's peak load capacity of 2,000 cars by at least 50%.

ERIE-LACKAWANNA has begun construction of its \$7.5 million automatic retarder classification yard at Buffalo, N. Y. Communications will include radio, loudspeakers, television, dial telephones and teletype. Signal equipment will be supplied by General Electric.

(Please turn to page 41)

RAILWAY SIGNALING and COMMUNICATIONS

**NEWS BRIEFS**

(Continued from page 42)

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 ref-

erence chart, "Reference Table Rigid Rectangular Waveguide Data and Fittings," is available. This chart covers all standard EIA waveguide between WR10 and WR2300 and includes electrical performance, mechanical dimensions, standard JA flange references and a cross reference between WR and RG number. **Microwave Development Laboratories, Inc., Dept. RSC, 15 Strathmore Road, Natick, Mass.**

**EDUCATION.** Two new Rider training manuals are available: "Fundamentals of UHF," No. 217, and "Basic Mathematics Vol. 2," No. 268-2. The UHF book covers the spectrum from 300 to 3,000 mc, stopping short of the microwave area. The math book runs from algebra problems, through basic geometry, ending with early trigonometry. Both books make abundant use of illustrations. **John F. Rider Publisher, Inc., Dept. RSC, 116 West 14th St., New York 11, N. Y.**

**Railroad Personnel**

**CHESAPEAKE & OHIO.** As reported in the July issue of Railway Signaling and Communications, **Theodore L. Carlson** has been appointed general superintendent signals and communications, at Richmond, Va. Mr. Carlson was born in Litchfield, Minn., December 16, 1902. He began his railroad career in 1923 as a signal construction worker on the Great Northern. From 1928 to 1929 he worked with the Norfolk & Western as a signal 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, assistant superintendent signals, and from 1955 until his new assignment, superintendent of signals at Richmond.

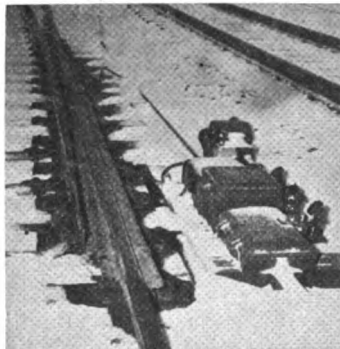
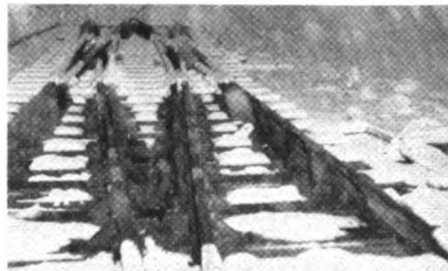
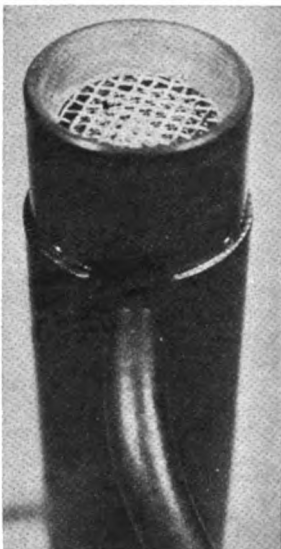
**WESTERN PACIFIC.** **W. J. Hallam** has been promoted to signal supervisor at Sacramento, Calif., succeeding **L. B. Carter**, retired.

**CANADIAN NATIONAL.** Has announced the following appointments: **L. V. Lockhart**, signal engineer of the St. Lawrence Region, with headquarters at Montreal; **R. Pegrum**, radio systems engineer and **A. Piechota**, assistant general radio engineer, CN Telecommunications, Toronto, Ont.

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

(Please turn to page 43)

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## NEWS BRIEFS

(Continued from page 44)

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 1908 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.

\* \* \*

**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*