

News Briefs

AUTOMATIC CONTROL equipment for switching locomotives has been furnished by Union Switch & Signal Division for two installations. One is for a public service company in Arizona. The console-operated 600-hp switcher will be used with 92-ton longitudinal hopper cars, equipped with three air motors, each controlling two dump gates. All gates are dumped at once by manually-operated four-way control valves on diagonal sides of the car. The locomotive will move loaded

cars to dumping pit, apply brakes on car over pit, release brakes on empty car and move second car to dumping position. US&S has also delivered a set of inductive control equipment for remotely controlling the movements of an unmanned diesel-electric switcher locomotive, to be installed as part of a pushbutton rail-to-barge coal transfer facility of Transportation Services, Inc., at Florence, Ala. This system provides for throttle control, brakes, movement in either

direction, automatic uncoupling, sanding and bellringing.

TRAIN IDENTIFICATION on British Railways consists of combinations of figures and letters, which easily be converted into electrical codes. At some new interlockings, letter-figure combinations are played alongside the lights marking a train's position on the track diagram panel. The train identification code may be shown on a separate train describer panel. Once set up, codes are transmitted from one position to the next as the train proceeds, and from the last position one interlocking to the first position in the next. No further human intervention is needed until the train changes its designation or completes its trip.

CANADIAN NATIONAL ordered \$1.5 million of radio equipment from Canadian Motorola Electronics Co. Included are 1,150 locomotive accessory installations, locomotive radios, 944 one-way walkie-talkies, 53 five-watt walkie-talkies and 70 base station radios and control accessories. Installations begin in October and be complete early next year.

FIRST USE OF QUIKTRON General Railway Signal Company development for CTC control, has been installed by the Netherlands Railway on a 36-mile installation. Quiktron provides simultaneous transmission controls and indications.

COMMUNICATIONS—Man to Machine, Man to Machine, Man to Man, will be the theme of 1961 Fall Meeting of the Railway Systems and Management Association, to be held in Chicago on November 15-17. An exhibit of processing and transmission equipment is planned. Companies interested in exhibiting should contact Grant C. Vietsch, executive director, 163 East Walton St., Chicago 11.

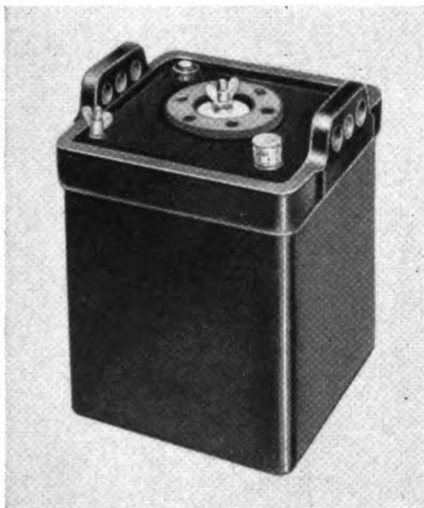
CHESAPEAKE & OHIO has begun testing the first of 12 circuits of its new teleprinter system that will link 145 railway locations with the Car Location Information Center at Huntington, W. Va. The first circuit covers from Hampton Roads, Va. to Hinton, W. Va., 343 miles. The \$1.5 million teleprinter system is expected to be in service by December 31, 1962. It will operate at 100 wpm compared to previous 75 wpm systems on the C&O. Equipment is being furnished by Kleinschmidt Division of Smith-Corona Marchant, and the

(Please turn to page 44)



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Railway track circuits—light signals—electrical aids to navigation, Telephone exchange batteries, etc.

- Argentina—LE CARBONE LORRAINE, Ezezano 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
- Sweden—SVENSKA A.B. LE CARBONE, Sundbyberg, Sweden
- U.S.A.—THE CARBONE CORPORATION, Boonton, N. J.



sales representatives throughout the world



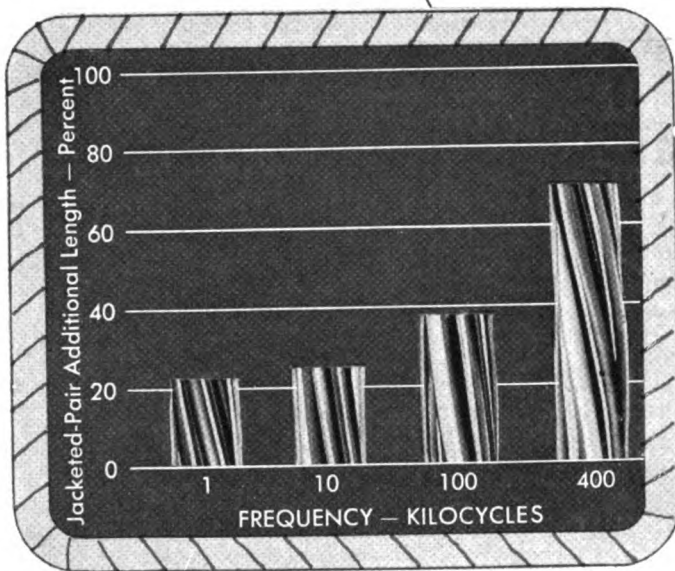
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NEWS BRIEFS

(Continued from page 44)

cuits will be provided by Le Electric carrier.

MICROWAVE SPURS with path distance of less than 15 may now be added to existing wave systems, provided the system self is eligible for frequencies 10,000 mc. The previous FCC required that such "local area" must be operated above 10,000. According to *Telecommunication Reports*, on a new microwave not within local areas and which involve spurs or stubs of less than miles, the applicant must put of the spurs above 10,000 mc and submit annual reports to the Commission on the technical operation of spur.

FCC and FAA have agreed on interim procedures regarding antenna heights exceeding 20 ft. Notice shall now be given to the FAA simultaneously with filing of license application to the FCC. This interim procedure is a result of discussions between two commissions of Part 626 of regulations, which went into effect July 15, 1961.

RAILROAD RADIO and a youngster teamed up recently to solve a freight wreck on the Kansas, Oklahoma & Gulf. The youngster, Ronald Shinpach, 14, had returned to the KO&G bridge site to see if a line put out the day before brought any results. Ronald found the center pier of the bridge—a 40 ft. pile-and-frame trestle, had fallen over, leaving the bridge's center span unsupported. He contacted his father who called the Council Bluffs, Okla., telephone operator. Knowing that a northbound freight train passed through Council Hill each day at noon, the operator reported the bridge condition to the KO&G dispatcher in Muskogee. Immediately the dispatcher contacted the train engineer by Motorola radio, and a four-engine, 110-car freight train was brought to a stop short of the collapsed bridge.

UNION PACIFIC has ordered Lenkurt Electric Co. type 74B 6 mc microwave system, to be installed between Salt Lake City, Utah, and Cheyenne, Wyo., 400 miles. The system will have 13 repeater stations and will have a capacity to handle up to 240 voice channels.

CANADIAN NATIONAL has... (Please turn to page 45)

NEW Bulletins

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for . . .

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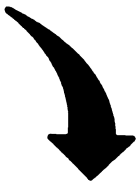
New Manual D-62 data on insulation breakdown and leakage current measurements.

10-35.23



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NEWS BRIEFS

(Continued from page 46)

stalled direct in-dialing at its new headquarters office in Montreal. This new system, known as Centrex, enables outside callers to dial directly to a person in the office without going through a switchboard. The old CN phone number UN 1-7311 is replaced by 877, followed by the four-digit extension number of the person called.

FLORIDA EAST COAST has ordered 89 transistorized 64/12-volt Motrac radios from Motorola. Also included in the order are 20 base station radios, which will be spaced along the lines' 571 miles. Control of these base stations will be from the dispatcher's office at New Smyrna.

ERIE-LACKAWANNA, at its new Buffalo automatic retarder classification yard now under construction, will use the Videograph camera-type television system to record and check freight cars in arriving trains as they pass scanning devices. At a remote point, presumably the yard office, equipment will print pictures of these arriving trains on a paper tape, which can then be used for switch list preparation.

NEW YORK CENTRAL has received ICC approval to abandon its elevated mainline through Syracuse, N. Y., which is to be taken over by the state for a highway. A new passenger station is to be constructed at East Syracuse, and reverse signaling installed on an existing double-track line that by-passes the present mainline through the center of the city. The new station and signal facilities will cost about \$2½ million; salvage from the abandonment will come to about \$5 million; and the state of New York will pay the railroad about \$7 million for the right-of-way acquired for the new highway.

RAILROAD RESEARCH will be the topic of a two-day seminar in the Sheraton Towers Hotel, Chicago, November 2-3. Sponsored by the AAR and the Armour Research Foundation, the program will indicate the problems which should be the targets of railroad and supplier research. A. L. Essman, chief signal engineer (system), Burlington, will define the needs in the area of signaling, and T. W. Wigton, general superintendent communications, Burlington, will discuss communications. A. V. Dastburg, manager yard and terminal development, General Railway Signal Company, will speak on the balance

between fundamentally new mechanisms or elimination of inherent weaknesses in existing mechanisms.

TELPAK TARIFF modification has been filed by American Telegraph & Telegraph Co. with the Federal Communications Commission to become effective September 8. The modification filed is designed to eliminate any possible misunderstanding as to how the service will be furnished and to allow AT&T to furnish telephone by whatever facilities the company may find most appropriate, according to *Telecommunications Reports*.

The modified tariff states that "offering provides Telpak Base Capacity for transmitting various forms of electrical communication up to limits specified for the various classifications [set forth below] and terminating arrangements necessary for the utilization of such capacity." The classifications with the maximum equivalent carrier spectrum assignment in kc and maximum equivalent telephone grade channels respectively are: Telpak A- 48kc, 12; Telpak B- 96 kc, 24; Telpak C- 240 kc, 60; Telpak D- 1,000 kc (approximately 240).

"Telpak Base Capacity denotes potential for communication channels and services which can be realized only with the use of channels and terminals furnished" as indicated in another section of the tariff covering telephone, teletypewriter, telegraph, data schedules 1-5, types C1 and D1 channels.

"Telpak Base Capacity, with appropriate terminating arrangements is provided for use as a single channel or for use as individual channels of lesser capacity, which in total do not exceed the equivalent telephone grade capacity specified [above] for each classification. Telpak Base Capacity is furnished in such manner as the telephone company may determine whether by wire, radio or a combination thereof, and whether or not by means of a single facility or route.

"The customer may not create additional channels from channels furnished under this tariff, except that the customer may create additional channels from channels of telephone grade or less to the extent permitted under AT&T tariffs covering private line telephone, private line teletype and remote signaling, metering and miscellaneous services.

"Within the limits of a Telpak Base Capacity classification the customer may order as many individual channels of lesser capacity, arranged for use as he requires. A channel is considered arranged for use when necessary channel terminals or terminating arrangements are furnished.

suant to the customer's order. For
 h Telpak Base Capacity classifica-
 the Telephone Company under-
 es to provide, at the charges de-
 mined [under the rate section], only
 t portion of the maximum Telpak
 e Capacity which the customer
 ers as channels arranged for his
 additional channels up to the
 imum of the Telpak Base Capa-
 classification will be provided and
 nged for use at the customer's
 uest, subject to the availability of
 able channel terminals or con-
 ting arrangements."

Current Publications

VEED CONTROL. A 16-page
 klet, "DuPont Guide to industrial
 ed and Brush Control," is now
 ilable. It can be useful in analyz-
 vegetation problems and selecting
 right chemicals. E. I. duPont de
 nours & Co., Dept. RSC, Room
 147, Wilmington 98, Del.

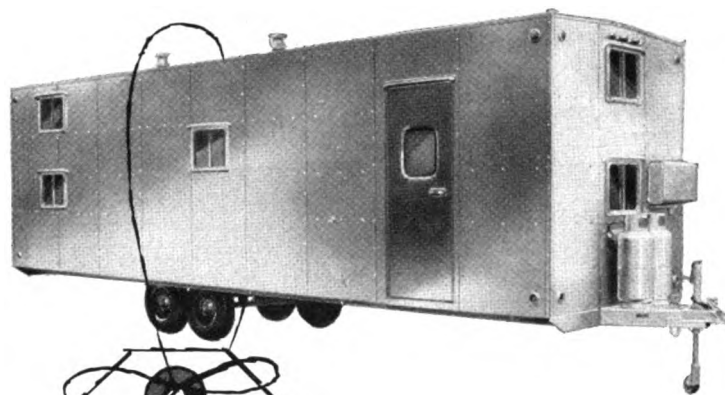
SELENIUM RECTIFIERS. A
 red four-page brochure, Bulletin
 , includes cutaway drawings show-
 features of selenium rectifiers.
 oles in the bulletin give electrical
 l mechanical specifications, as well
 operating characteristics. Semicon-
 ctor Division, Syntron Co., Dept.
 C, Homer City, Pa.

**FIRST-CLASS RADIOTELE-
 ONE License Handbook,** by Ed-
 rd M. Noll, provides information
 reader needs to progress from a
 ond to a first-class FCC radiotele-
 one license holder. It also can serve
 an excellent reference handbook
 those who have already obtained
 ir first-class license. It contains 291
 uestions and answers based on Ele-
 nt IV of the FCC examination.
 t pages, catalog No. BON-1, price
 95. Howard W. Sams & Co., Inc.,
 pt. RSC, 2201 East 46th St., In-
 napolis 6, Ind.

Railroad Personnel

SANTA FE. D. R. Weems, on leave-
 absence (RS&C, July 1961, p 46)
 returned as superintendent of com-
 munications at Topeka, Kan.

SOUTHERN PACIFIC. J. Foster,
 istrict communications supervisor at
 gene, Ore., has been appointed as-
 tant superintendent of communica-
 ns at San Francisco. **D. Hunsaker,**
 istrict communications super-
 visor at San Francisco, has been
 promoted to communications equip-
 ment engineer there; **W. J. Dore** ap-
 pointed district communications su-
 pervisor at Los Angeles, succeeding
 (Please turn to page 50)



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NEWS BRIEFS

(Continued from page 49)

A. W. Earl, transferred to Eugene, Ore.; and **L. L. Rittenhouse** named acting district communications supervisor at Sparks, Nev.

PENNSYLVANIA. **A. V. Rogers** has been appointed assistant supervisor communications and signals at Terre Haute, Ind., and **R. T. Tarvin** assistant inspector communications and signals at Cincinnati, Ohio.

BALTIMORE & OHIO. **W. R. Wheat**, signal supervisor at Baltimore, Md., has retired.

NORTHERN PACIFIC. **F. C. Harrington**, general signal supervisor at Livingston, Mont., has retired.

Supply Trade News

AMERICAN BRAKE SHOE CO. **Eads Johnson, Jr.**, has been named first vice-president of the Railroad Products Division.

COLLINS RADIO CO. All microwave activities have been integrated into one organization within its new systems division, the Alpha Corp., under a new director, **Kerry R. Fox**. **R. S. Willard** has been appointed manager of microwave sales, **L. M. Fisher**, manager of microwave sys-

tems engineering, and **H. F. Kraft**, business manager for microwave contracts. All were previously in the microwave division within the Collins Texas Division.

STEWART - WARNER CORP. Mail handling and other products for the railroads manufactured by Stewart-Warner Electronics Division are now being marketed through the division's own sales organization. **W. V. Ryan**, manager of commercial sales, is in direct charge of railroad sales.

RAILROAD ACCESSORIES CORP. **Edward M. Deems, Jr.**, manager of sales, has been appointed vice-president, succeeding **G. E. Dugan**, retired. A native of New York City, Mr. Deems was born December 15, 1915, and attended Dartmouth College for two years. He worked in the signal department of the Norfolk & Western from 1939 to 1940 and served in the Marine Corps during World War II. He has been associated with Railroad Accessories Corp. since 1945, starting as sales engineer and becoming manager of sales in February 1960.

GENERAL PRECISION, INC. **Robert N. Doble** has been named to the newly created position of transportation specialist of the Link Division at Palo Alto, Calif. Mr. Doble was formerly chief communications officer of the Pacific Great Eastern.



Charles G. Cumpstone



Walter E. Sutter

He will serve as consultant, work closely with Western Railroad Supply Co. and Current Controls Corp. the application and sale of L Tracer products.

GENERAL ELECTRIC CO. **Walter E. Sutter**, national microwave sales manager, has been appointed manager of microwave systems sales in service of GE's communication products department. **Al Caldera**, field engineering manager, has been appointed microwave customer service manager. **Wayne E. Evans**, district sales manager at Kansas City, will be national microwave sales manager for the Lynchburg, Va., headquarters. **Peter E. Smee** remains as manager microwave systems engineering. **Franklin L. Harper** has been named RF systems sales manager and **Art W. Newman**, multiplex carrier sales manager. **Robert L. Manahan** has been appointed district microwave sales manager at Shawnee Mission, Kan.

WHITNEY BLAKE CO. **Charles G. Cumpstone**, manager of national telephone sales at Chicago, has been appointed sales manager at New Haven, Conn.

JOHNSON RUBBER CO. has appointed **St. Louis Railway Supply Co.** Railway Exchange Bldg., St. Louis, manufacturer's representative for **VulcaBond** rail joint sales in the St. Louis area.

Obituary

CHRIST MEYERS, 62, deputy chief engineer in charge of signal and electric traction of the Long Island, died July 15 in Nassau Hospital, Mineola, N. Y. A native of Germany, he attended Hanover and Marburg Colleges and Heidelberg University before coming to the United States early in the 1920's. He entered railroading with the Pennsylvania in 1925, coming to the Long Island in 1948. He was promoted assistant chief engineer in 1956 and recently became deputy chief (RS&E August 1961, p 44).

Editor's Corner



We get stories from several sources: field trips, interviews with railroad men, material written by railroad men and manufacturers, technical papers presented at conferences, railroad public relations departments and railroad employee magazines.

As for field trips, I covered the Twin Cities, Omaha and Denver areas last summer; and Bob Barber covered Chicago to the Pacific Coast last fall. While working up our notes into articles, others have been most helpful in providing news and article material which we have been able to use. My special thanks to the following persons for material that we have used in recent months.

D&RGW—My field trip to Colorado and Utah last summer, plus fine cooperation from these persons: **Carlton T. Sills**, advertising and publicity manager; **Bernard W. Molis**, assistant chief en-

gineer; **Merrill F. Black**, superintendent of communications; **Edward H. Musgrove**, radio engineer.

IC—**G. M. Crowson**, assistant to president; and **John D. Mitros**, editor, Illinois Central magazine.

SAL—**W. E. Rachels**, assistant to president; and **J. R. DePriest**, superintendent communications and signals.

L&N—**Julian L. James**, manager and editor, Louisville & Nashville magazine; and **Edison H. Thomas**, manager news bureau.

SOU—**B. E. Young**, assistant to president.

Bob McKnight

P.S. I'll see you at the Communication and Signal Section meeting at Toronto, October 2-4.

P.P.S. Watch for our new look next month.