NEWS BRIEFS

● FCC has ordered an investigation into AT&T's Telpak tariff. The Commission also suspended for three months the Telpak tariff modification (RS&C, Sept. 1961, p. 48) filed by AT&T, which was to become effective September 8.

● THE WHITE HOUSE announced on September 15 that a special emergency board appointed by President Kennedy has recommended that telegraphers employed by the Southern Pacific should be given protection against loss of jobs because of technological changes. At the same time, the board said the Railway Telegraphers' Union should withdraw its proposal to freeze jobs of its members —a proposal which preceded a pending strike call. It also recommended that the SP and the union should negotiate "protective measures for employees adversely affected" by technological improvements and other changes.

● CHESAPEAKE & OHIO has ordered CTC equipment from Union Switch & Signal Division to be installed on the Huntington to St. Albans, W. Va., addition, approximately 35 miles. Control will be from an existing TCC machine at Huntington.

● CHICAGO & NORTHWESTERN has contracted with Motorola for a 30-mile microwave radio relay system connecting C&NW general offices in downtown Chicago with the Proviso freight terminal and West Chicago, Ill. It has ordered Motorola's new transistorized MR-50 RF equipment and MC-50 multiplex equipment, initially establishing 60 voice channels. The new system will be placed in service early next year.

● HUNGARIAN RAILROADS have achieved improved communications transmission in electrified territory by installing a 50-pair communications cable which features aluminum shielding instead of the usual steel cable sheathing with armor tape of silicon steel. The inside diameter of the aluminum shielding of this cable is 35 mm and the radial thickness of the shielding is 2 mm. The aluminum shielding is protected from ground corrosion by a layer of asphalt over which are wound two polyvinyl chloride tapes. The cable sheathing consists of two tapes of regular steel. The width of the tape is 40 mm and the thickness is 0.8 mm. When installing, the cable shielding sheathing at all stations, signal towers and highway crossing watchman towers was safely grounded and the resultant tranfer resistance of the shielding with relation to the earth was kept to less than 0.1 ohms.

● WABASH and CHESAPEAKE & OHIO have received ICC approval to remove a mechanical interlocking and arrange for automatic approach clearing of home signals on both roads, at a crossing at Magee, Ind.

● NORTHERN PACIFIC and DM&IR have received permission from the ICC to arrange for approach clearing of home signals on both railroads at the Pokegama, Wis., crossing of these roads and remove an existing mechanical interlocking.

● NEW YORK CITY TRANSIT AUTHORITY has ordered equipment and materials to operate automatic "gap-fillers" on the curved platform at Grand Central Station.

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from Union Switch & Signal Divisi Proximity detectors, a recent develc ment of US&S, will be provided each car in the train whose do are to open. The detectors sense presence of cars at a particular po and the gap-fillers will not oper until the train is properly position

● CHICAGO, ROCK ISLAND PACIFIC has received ICC appro for constructing a new route type relay interlocking at Blue Island,

● MISSOURI - KANSAS - TEX and Texas & New Orleans have ceived ICC approval to remove electro-pneumatic interlocking at crossing of two main tracks of M-K-T with one main track of T&NO at Denison, Tex., and range for approach clearing of ho signals on both railroads.

● DENVER & RIO GRAN WESTERN has received ICC proval to install a traffic control s tem, as well as modify existi automatic block signaling on sin and double track sections of mainl between Kenilworth Junction a Soldier Summit, Utah, 23 miles.

● MISSOURI PACIFIC and RO ISLAND have received ICC appro for replacement of a mechanic interlocking with remote control a crossing of two MP tracks and RI track at Little Rock, Ark.

● NEW YORK CENTRAL a ERIE-LACKAWANNA have ceived ICC approval to replace locally controlled interlocking w an automatic interlocking at Buffa N. Y., where two tracks of NYC cross one track of the E-L.

● NEW YORK CENTRAL a GRAND TRUNK WESTERN ha received ICC approval to replace mechanical interlocking with an au matic interlocking at a single-tra crossing of the GTW and NYC Oxford, Mich.

● SOO LINE and CHICAGO NORTH WESTERN have recei ICC approval to install an automat interlocking in place of a locally co trolled interlocking, at a crossing the two roads at Chippewa Fal Wis.

● NORTHERN PACIFIC is exte ing dial telephone service to bra lines in Minnesota, Montana

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North Dakota. The new service will provide stations on these lines with direct distance dialing onto NP's system-wide DDD.

● MISSOURI PACIFIC will expand the recently-completed North Little Rock yard by the addition of 16 classification tracks to the existing 40-track class yard (RS&C, May 1961, p 42).

Trade Publications

● AMPLIFIERS. "Basic Electronics Series: Amplifier Circuits" uses four-color schematics and treats electrons as "moving parts" to explain circuit action. The book covers AF and RF voltage amplifiers, AF power amplifiers, current coupling and feedback. $2.95. *Howard W. Sams & Co., Dept. RSC, 2201 East 46th St., Indianapolis 6, Ind.*

● MOBILE RADIO. "Two-Way Mobile Radio Maintenance" is a manual discussing the practical, rather than the theoretical aspects of planning, installing and maintaining mobile radio equipment. Both vehicle-mounted and base station equipment (including towers) are covered, and test equipment, FCC tests and measurements are also included. $4.95. *Howard W. Sams & Co., Dept. RSC, 2201 East 46th St., Indianapolis 6, Ind.*

Railroad Personnel

● GULF, COLORADO & SANTA FE. **Lawrence B. McCune,** assistant signal engineer at Galveston, Tex., appointed signal engineer there, succeeding **W. L. Talevich, retired. Joel O. Cox,** CTC engineer, has replaced Mr. McCune. A photograph and biographical sketch of Mr. McCune appeared in RS&C, Sept. 1960, p. 54.

Mr. Cox was born in Cranfills Gap, Tex., October 29, 1906. He entered the employ of the GC&SF in January 1924 as a signal helper and was subsequently promoted to signal maintainer, signal foreman, draftsman and signal inspector. In 1946 he was appointed assistant signal supervisor. Since 1953 Mr. Cox has been CTC engineer, except for one year from May 1958 to April 1959, when he was again assistant signal supervisor.

● BALTIMORE & OHIO. **B. R. Dellinger,** assistant signal engineer, appointed principal assistant signal engineer, at Baltimore. **J. M. Beaver,**

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signal supervisor, Aikin, Md., appointed general signal supevisor at Baltimore. **H. L. Anderson** transferred from signal supervisor—construction, Cumberland, Md., to signal supervisor, Ohio division, Cincinnati, replacing **J. W. Kunker,** retired (RS&C, July 1961, p 46). **J. E. Wiseman** promoted to signal supervisor—construction, B&O Chicago Terminal, Chicago. **W. H. Kinsinger** promoted to assistant signal supervisor, B&O-CT, succeeding Mr. Wiseman. **H. E. Childers** appointed signal supervisor, Staten Island Rapid Transit, replacing **P. E. Provenzano. L. J. Hollada** appointed assistant signal supervisor, Baltimore division, replacing **W. R. Wheat,** signal supervisor, retired (RS&C, Sept. 1961, p 50).

• SEABOARD AIR LINE. **E. L. Southwell** appointed signal storekeeper at Hamlet, N. C., succeeding **R. W. Benbury,** retired.

• CHESAPEAKE & OHIO. **Edward A. Burgin,** signal engineer at Richmond, Va., appointed superintendent of signals there, succeeding **Theodore L. Carlson,** promoted (RS&C, July 1961, p 46). Mr. Burgin was born in Philadelphia, Pa., April 24, 1908. He began his career with the Pennsylvania in 1925, leaving in 1929 to go with the C&O. He has served that road as signal foreman, circuit designer, signal inspector, signal supervisor and general signal inspector at Huntington W. Va. In 1951 he was appointed signal engineer at Richmond, the position he held at the time of his recent promotion.

Other appointments in the signal department of the C&O include: **R. W. Margsh,** assistant signal engineer Detroit, Mich., promoted to signal engineer there. **U. H. Auckerman,** assistant engineer signals at Richmond, to district engineer signals, same headquarters. **C. D. MacMillan,** assistant engineer signals, Detroit, to district engineer signals, Detroit. **A. M. Weeks,** engineer signal construction and maintenance, promoted to district engineer signals, and **Wayne Cartee,** signal inspector, to system signal inspector, both with headquarters remaining at Huntington, W. Va.

• JERSEY CENTRAL LINES **L. C. Moore,** signal engineer at Jersey City, N. J., appointed signal and communications engineer there.

Supply Trade News

• GENERAL RAILWAY SIGNAL CO. Has purchased the Budelman Electronics Corp. of Stamford, Conn. It will be operated as a wholly-owned subsidiary of GRS under its present management, with **William Fingerle,** president, and **Barnet S. Trott,** vice-president.

• ITT - KELLOGG. **George A. Banino** has been elected vice-president and general manager of the communications system department, at Chicago.

• LENKURT ELECTRIC CO. **Herbert K. Krengel,** formerly commercial marketing manager, has been elected vice-president, marketing, and a director of the company.

Edward A. Burgin

Herbert K. Krengel

Meredith C. Rea has joined the western district commercial sales group as a sales engineer.

• FANSTEEL METALLURGICAL CORP. The Rectifier-Capacitor Division has established three regional sales offices and has appointed the following as regional sales managers: **Thomas O. Doner,** eastern region, Hackensack, N. J.; **Edward S. Weil Jr.,** central region, Chicago; and **Charles F. Blanchard,** western region, San Marino, Calif.

• UNITED STATES MOTORS CORP. **T. J. McGuire** has been appointed vice-president—marketing. **Jay Finehout,** director of sales-engineering staff; and **E. W. Zipprich** service manager, all with headquarters at Oshkosh, Wis.

• THOMAS A. EDISON INDUSTRIES. **William A. Melroy** has been appointed manager, new product development, of the Primary Battery Division. He will continue overall supervision of the Division's advertising and sales promotion activities in addition to his new duties. **Paul Werrell** has been named assistant advertising manager.

This Was News 50 and 25 Years Ago

The Signal Engineer, October 1911. Central Railroad of New Jersey installs two electro-pneumatic interlockings at Communipaw and Van Nostrand Place, Jersey City. Control of the 21 route signals is so arranged that by the operation of a pushbutton these signals may be cleared for movement over either high, medium or low speed routes, which may be occupied (for switching movements).—Chicago & North Western installs five electric interlockings in Chicago. The stub-end terminal has 16 tracks that narrow to a 6-track throat that divides into two approaches of four tracks each. The five plants have a total of 530 working levers.—At the Railway Signal Association meeting in Colorado Springs, Committee 1 on signaling practice recommended a revised scheme of signal aspects, or rather two schemes, one for roads desiring to get along as cheaply as possible and the other a complete scheme for indications. Discussion lasted three hours after which a vote showed 40 in favor of the comprehensive scheme and 22 against.—One signal department uses the following costs for rough estimates of proposed signal installations: $125 for block signals at stations; $155 for block signals across one track, $175 across two tracks and $185 across three tracks; $280 for mechanical distant signals; $450 for electric distant signals; $50 for telephone line per mile; and $13 for telephone instruments per station on the line.

Railway Signaling, October 1936. Chesapeake & Ohio uses the following arrangement to provide lightning protection for CTC code line at a 5-mile installation at Alleghany, Va. Neon-Argon arresters are connected in series and are located in a box on the pole line. Number 60 AP arresters with carbon blocks are connected across the line and are located in each instrument house and in the tower.—Louisville & Nashville replaces oil lamps with electric lamps and retires markers on semaphore signals between Henderson, Ky. and Amqui, Tenn., 136 miles. Cost of maintenance per electric lamp per month is 19 cents compared to $1.24 per oil lamp per month.