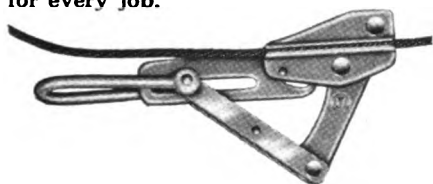


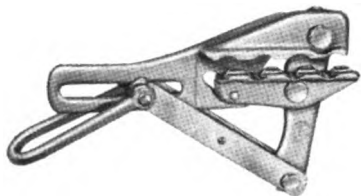
# 60 DIFFERENT KLEIN GRIPS MEET EVERY UTILITY NEED

If you want a strong, nonslipping grip for use on any type of conductor . . . if you need a pattern specially designed for hot line work . . . consult your Klein Catalog. Klein grips are designed for solid and stranded cable, for messenger guy strand and wire rope, and for weatherproof wire.

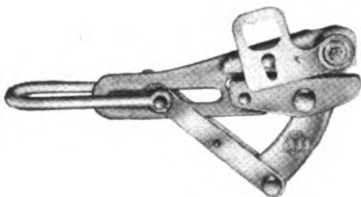
Write for the Klein Grip Selector to make sure you have the proper grip for every job.



1656-40B with bronze-lined jaws. Specially designed for bare A.C.S.R. aluminum and stranded copper cable. Opening from .50 to .74 inch.



Machined jaws allow snaking insulated conductors, eliminating slippage and preventing conductor damage. Insulation does not have to be stripped from conductor. 1659-40—openings from .49 to .80 inch.

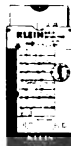


This hot line grip may be placed on wire with stick. Safety latch has three positions and closes automatically when stick is removed. Cannot fall off wire. Can be used for hot or dead work.

1628-5BH—openings from .198 to .522 inch.

### FREE GRIP SELECTOR

To utility companies, the grip selector is available without charge. It shows the proper Klein grip for any type of wire and gives full information for servicing.



Foreign Distributor:  
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# 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 transfer 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.

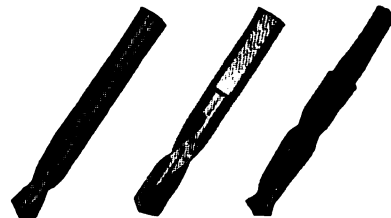
• NORTHERN PACIFIC and DM&IR have received permission from the ICC to arrange for approach clearing of home signals on both railroads at the Pokegama, Wis., crossing of these roads and remove an existing mechanical interlocking.

• NEW YORK CITY TRANSIT AUTHORITY has ordered equipment and materials to operate automatic "gap-fillers" on the curved platform at Grand Central Station.  
(Please turn to page 68)

## HOWARD & GOULD SIGNAL BONDING DRILLS

THESE SUPER BONDING DRILL BITS HAVE LONG ESTABLISHED UNPRECEDENTED RECORDS OF MORE HOLES PER RUN, LESS BREAKAGE, CHANGING AND GRINDING IN ALL TYPES OF RAIL.

Preferred by the signal forces of the many American and Canadian railroads, terminals and mining properties now regular users.



### THE RIGHT DRILL FOR EACH TYPE OF BONDING

Three styles of Howard & Gould bonding drills produce the fastest and lowest cost drilling in each type of bonding. Made of the toughest drill steel by processes that produce PREMIUM PERFORMANCE and LIFE, WITHOUT PREMIUM PRICES.

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RAILWAY SIGNALING and COMMUNICATIONS

FOR A LONG DEPENDABLE LIFE



**NUMBER 56 - Double-Groove Transposition.** These insulators are employed for all circuits (exchange, toll or trunk) that employ tandem-type transpositions.

## HEMINGRAY INSULATORS

### Easily and Economically Installed

Hemingray Glass Insulators stand up under severe conditions, do not deteriorate, provide the service you need to assure continuous operation of communication lines. The dependability of Hemingray Insulators as proved by their years of sturdy performance is one of the reasons behind their world-wide acceptance.

Hemingray has pioneered many insulator developments to keep pace with requirements, improve communication systems, assure you a dependable source of supply.

The immediate availability of these insulators is further assurance of Hemingray dependability. An up to date distribution system makes Hemingray Insulators available when you want them and where you need them.

Hemingray Glass Insulators are a product of Kimble Glass Company, subsidiary of Owens-Illinois, Toledo 1, Ohio.

*There's a Hemingray Insulator to meet every communication line requirement.*

*World standard for quality Since 1870*

### NEWS BRIEFS

(Continued from page 66)

from Union Switch & Signal Division Proximity detectors, a recent development of US&S, will be provided to each car in the train whose doors are to open. The detectors sense the presence of cars at a particular point and the gap-fillers will not operate until the train is properly positioned.

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

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

● **DENVER & RIO GRAND WESTERN** has received ICC approval to install a traffic control system, as well as modify existing automatic block signaling on single and double track sections of mainline between Kenilworth Junction and Soldier Summit, Utah, 23 miles.

● **MISSOURI PACIFIC and ROCK ISLAND** have received ICC approval for replacement of a mechanical interlocking with remote control at a crossing of two MP tracks and one RI track at Little Rock, Ark.

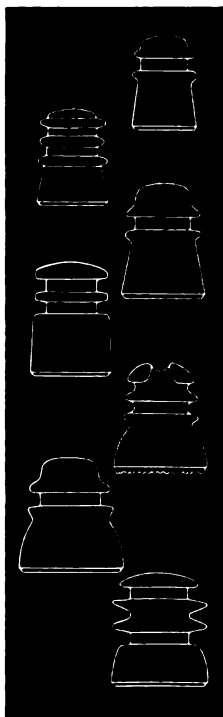
● **NEW YORK CENTRAL and ERIE-LACKAWANNA** have received ICC approval to replace locally controlled interlocking with an automatic interlocking at Buffalo, N. Y., where two tracks of the NYC cross one track of the E-L.

● **NEW YORK CENTRAL and GRAND TRUNK WESTERN** have received ICC approval to replace mechanical interlocking with an automatic interlocking at a single-track crossing of the GTW and NYC at Oxford, Mich.

● **SOO LINE and CHICAGO and NORTH WESTERN** have received ICC approval to install an automatic interlocking in place of a locally controlled interlocking, at a crossing of the two roads at Chippewa Falls, Wis.

● **NORTHERN PACIFIC** is extending dial telephone service to branch lines in Minnesota, Montana and

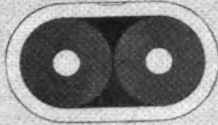
(Please turn to page 70)



HEMINGRAY INSULATORS  
AN **I** PRODUCT

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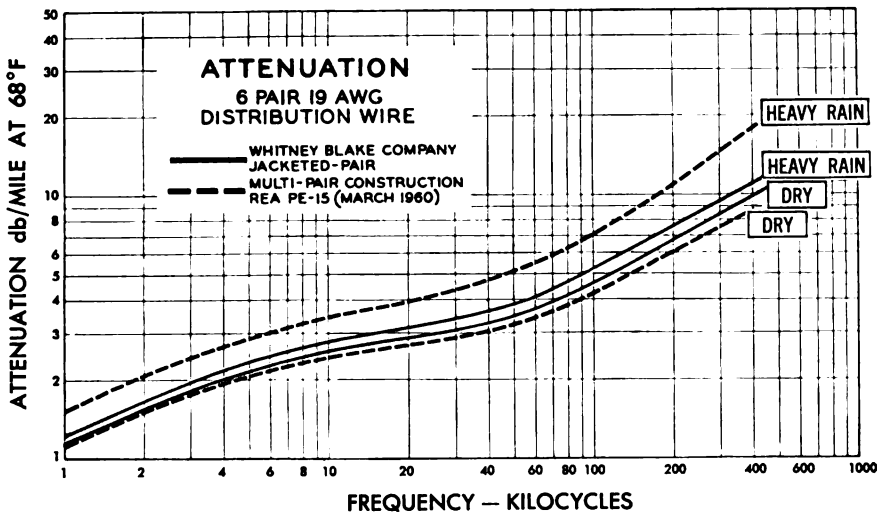
# NOW



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JACKETED-PAIR now makes possible the use of carrier equipment as a result of the relatively small change and low level of attenuation. For example, at 400 kilocycles, the attenuation for PE-15 type increases 106% from dry to heavy rain while JACKETED-PAIR increases only 12% at this frequency.



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### NEWS BRIEFS

(Continued from page 68)

North Dakota. The new service will provide stations 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 Electronic Series: Amplifier Circuits" uses four-color schematics and treats electronics 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. **John O. Cox**, CTC engineer, has replaced Mr. McCune. A photograph and biographical sketch of Mr. McCune appeared in RS&C, Sept. 1960, p. 34.

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**

(Please turn to page 70)

## NEWS BRIEFS

(Continued from page 70)

signal supervisor, Aikin, Md., appointed general signal supervisor 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. Kregel**, formerly commercial marketing manager, has been elected vice-president, marketing, and a director of the company.



Edward A. Burgin



Herbert K. Kregel

**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 MOTOR CORP.** **T. J. McGuire** has been appointed vice-president—marketing; **Jay Finehout**, director of sales-engineering staff; and **E. W. Zipprid** 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.