NEWS BRIEFS

• AUTOMATIC TRAIN control, developed by General Electric, was demonstrated to representatives of the railroad industry at Erie, Pa., late in November. A recircuited Wishington, D.C., PCC street car was the test vehicle, operating automatically over a half-mile of test track. Commands are transmitted inductively to the car by means of an insulated wire running parallel to the track. A "regulator" in the car causes the motors and brakes to respond to the commands of "Clear" (30 mph), "Caution" (20 mph), "Station Stop," and "Emergency Stop." An emergency stop is made when the carrier system transmitting the commands is interrupted. GE claims their automatic control system will obtain better performance from the train's propulsion and braking systems, with greater safety, than with manual control.

• ATLANTIC COAST LINE has ordered CTC equipment from Union Switch & Signal to be installed on approximately 45 miles of territory from Fayetteville, N. C., to the South Carolina state line. Control will be from an addition to an existing machine at Rocky Mount, N. C.

• NORTHERN PACIFIC will spend approximately $2 million in 1962 for signal and interlocking improvements, including installation of CTC between Huntley and Billings, Mont., and between Spokane, Wash., and Kootenai, Idaho; and $500,000 for communications, including installation of microwave between Seattle and Portland.

• SOUTHERN PACIFIC has signed an agreement with the Order of Railway Telegraphers which freezes jobs for ORT members presently employed by the SP and gives protection under the so-called Washington Agreement for members laid off since April 24, 1958, and those employed in the future and subsequently laid off. Exception are layoffs as a result of line abandonments and installations of centralized traffic control.

A provision stipulates that employees now assigned to regular five-day jobs, including extra employees, will be guaranteed a 40-hour week or pay in lieu thereof. The agreement provides for a base of 1,000 five-day positions for ORT members, and that this number will not be reduced "except to the

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NEWS BRIEFS

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extent of technological or organizational change or a change in the volume or composition of traffic."

ORT President George E. Leighty said this requirement amounts to a job freeze for five years. Generally, the number of positions in the base may be reduced on a showing that the work is no longer there. Under ORT's previous agreement, which remains in effect, jobs cannot be abolished by transfer of work. Moreover, there are other provisions in the settlement stipulating that the annual reduction in the number of positions shall not exceed the rate at which employees leave the service by reason of death, retirement, resignation, dismissal or promotion—and in no case may it exceed 2% of the base. Thus the present limit on job reductions is 20 positions per year. Mr. Leighty estimated that the exception for centralized traffic control projects may mean a loss to ORT members of about 10 jobs a year for four or five years.

Another provision of the settlement is that any reduction in the number of station agencies in excess of five in any calendar year may be placed in effect only through agreement between ORT and SP. It is also provided that employees shall be given not less than 96 hours' notice if their positions are to be abolished, and that ORT be given 90 days' notice of discontinuance of positions because of technological or organizational changes.

● ILLINOIS CENTRAL is installing 66 miles of CTC between East St. Louis and Du Quoin, Ill. The $400,000 project will be substantially completed by the end of 1962.

● LOUISVILLE & NASHVILLE improvements authorized include the installation of six more hotbox detectors on the main line between Corbin, Ky., and Cartersville, Ga., ($248,658), and constrction of a new yardmaster's tower at Montogomery, Ala., with extra teletype receivers and a two-way radio system for both yard and switching service.

● NEW YORK CENTRAL filed an exception to the FCC's decision in the private line case (RSC Aug. 1961, p.40). Chesapeake & Ohio has intervened in the case but did not file an exception with the Commission. According to *Telecommunications Reports,* NYC commented that "any increases granted ought to be granted as successive partial increases over a period until the total increase is effected. In this way a user, such as Central,

will have the opportunity to discover means of effecting economies which would counteract the increased costs." NYC reiterated its comments previously made that a persuasive factor in deciding to order AT&T's 81-D-1 system "was the reliance and generally accepted belief at Central, fostered by AT&T representatives, that there was no likelihood of any material change in rates. . . . There is no doubt that had Central's management been aware that in less than three years AT&T would require an interim increase in rates and then later a further increase as is authorized by the initial decision, it would not have authorized the installation of the system."

The railroad said the initial cost of the system was $498,740 a year. After extensive retrenchments following the 1958 interim rate adjustments, and the elimination of two of the four switching centers, the current cost of the system is still $641,751, or a 29.9% increase, it declared. The initial decision would raise this to $717,139 for the retrenched system, or a 43.8% boost.

• FCC's new private microwave application form, now available, became effective November 1. FCC staff, according to *Telecommunications Reports*, is urging that all outstanding microwave authorizations be renewed on the new form No. 402, rather than the normal form No. 405–A.

• PENNSYLVANIA has received FCC approval to install a traffic control system on one main track, in lieu of automatic block signaling on two main tracks, between Middletown and Harrisburgh, Pa., approximately 10 miles. Modifications will also be made to interlockings and cab signal system in the territory.

• SANTA FE recently moved a Traffic Control System machine over its rails between Wellington, Kan., and Amarillo, Tex., a distance of more than 300 miles. The 17½′ machine was boxed in three sections. The entire operation from the time it was cut loose in Wellington until it was back in service in Amarillo, was handled in 4½ hours, with no delays or difficulties. During the time the TCS machine was in transit the dispatcher controlled the trains over the former Panhandle division indirectly, the signal department having men available with test sets, which operated the signals required for train movement. With the consolidation of territory, the mainline operations of the Santa Fe between Wellington, Kan., and Clovis, N.M., a distance of 417 miles, are now controlled from the dispatcher's office in Amarillo.

Supply Trade News

• ELECTRIC STORAGE BATTERY CO. **Charles A. Taylor,** manager, Washington district, Exide Industrial Marketing Division, has been named manager, southeast region, Washington, D. C., succeeding **J. A. Klingensmith,** retired.

• PREFORMED LINE PRODUCTS CO. **William C. Hershey,** a member of the sales department, has been appointed assistant to manager, telephone product sales, at Cleveland, Ohio.

• GENERAL ELECTRIC CO. **James E. Pitman** has been named manager of marketing research and planning for the Communication Products Department at Lynchburg, Va.

• ROHN MFG. CO. **William Hall** has been promoted to assistant sales manager and **Grady Rooker** to coordinator of sales department, at Peoria, Ill.

• LYNCH COMMUNICATION SYSTEMS INC. **Paul F. Radue** has joined this company as an applications engineer in the marketing division, at

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NEWS BRIEFS

(*Continued from page 37*)

San Francisco, Calif. He was formerly planning engineer with ITT Kellogg, at Chicago.

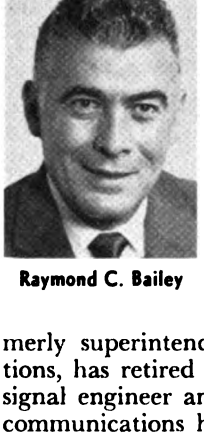
● FAIRMONT RAILWAY MOTORS, INC., has purchased all of the capital stock of the **Northwestern Motor Co.** of Eau Claire, Wis., which will now be operated as a wholly-owned subsidiary.

● RAILROAD ACCESSORIES CORP. **Robert I. Becksted,** who recently retired as signal engineer of the Eastern Region, Canadian Pacific, at Toronto, has been appointed Canadian representative of Raco, with headquarters in Montreal, Que.

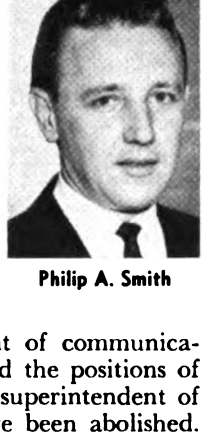
Railroad Personnel

● RICHMOND, FREDERICKSBURG & POTOMAC. **R. C. Bailey,** who was on a temporary assignment with the British Railways from November 1959, was appointed to the new position of assistant engineer, signals, RF&P, upon his return in August of this year. Mr. Bailey was born at Fredericksburg, Va., November 27, 1917. He attended Bliss Electrical School in Washington, D.C., and was employed by the RF&P as a signal helper in 1935. He has worked as assistant signalman, signal maintainer, circuit draftsman and chief draftsman, signals and communications.

● TERMINAL RAILROAD ASSN. OF ST. LOUIS. **Philip A. Smith,** general signal supervisor, has been appointed superintendent of signals and communications. **Oscar E. Miller,** formerly signal engineer, has been assigned to consultant duties because of ill health. **E. B. McCormick,** formerly superintendent of communications, has retired and the positions of signal engineer and superintendent of communications have been abolished. Mr. Smith was born in Akron, Ohio, September 15, 1926. He is a graduate of the Bellefontaine, Ohio, high school and completed a course with the Railway Educational Bureau. He entered the service of the New York Central at Bellefontaine in August 1946 as a signal helper. He was advanced to leading signalman in 1948 and to signal draftsman in the office of the signal engineer in 1952, becoming engineering assistant in 1954, and engineering draftsman in 1955. He left the NYC in May 1956 to become assistant signal engineer of the TRRA of StL. In May of this year Mr. Smith was made general signal supervisor, the position he held at the time of his recent appointment.



Raymond C. Bailey



Philip A. Smith

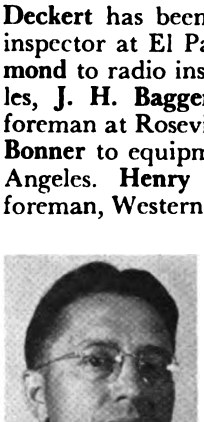
● BALTIMORE & OHIO. **G. W. Kearney** has had his title changed to senior assistant communications engineer, his headquarters remaining at Baltimore, Md.

● SANTA FE. **Harold A. Lepper,** assistant to superintendent of communications, system, at Chicago, has retired. He was first employed by the Santa Fe in 1908 as a clerk in the freight auditor's office, advancing to special accountant in the office of the auditor of disbursements. In 1924 Mr. Lepp was transferred to the communicatio department as auditor of the com pany's accounts with the Weste Union Telegraph Co. He served various capacities at both Topeka an Chicago and in 1945 was appointe to the position he held at the time his retirement.

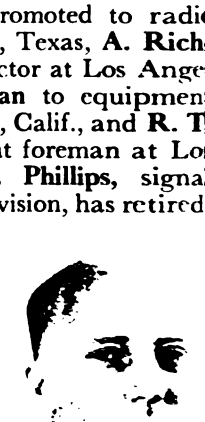
● ST. LOUIS-SAN FRANCISC **R. B. Blaylock,** assistant communica tion and signal supervisor, Norther district, at Fort Scott, Kan., has bee appointed communications supervisor system, at Springfield, Mo. **G. B. Ran dall,** senior draftsman at Springfiel has succeeded Mr. Blaylock at For Scott.

● PENNSYLVANIA. **J. P. Schmid** has been appointed inspector, com munications and signals at Clevelan Ohio. **B. T. Failor,** assistant office en gineer, C&S, at Pittsburgh, Pa., ha been promoted to office engineer ther and has been succeeded by **L. R Hackwelder,** maintainer.

● SOUTHERN PACIFIC. **W. E Deckert** has been promoted to radi inspector at El Paso, Texas, **A. Rich mond** to radio inspector at Los Ange les, **J. H. Baggerman** to equipmen foreman at Roseville, Calif., and **R. T Bonner** to equipment foreman at Lo Angeles. **Henry R. Phillips,** signa foreman, Western division, has retired



Robert W. Margsh



Carl D. MacMillan

● CORRECTION. Through an inadvertent switch our identification of **Robert W. Margsh** and **Carl D. MacMillan,** signal engineer and district signal engineer, respectively of the Chesapeake & Ohio, in the November issue, page 44, was incorrect. Our apologies to the two gentlemen involved. We are reprinting the photographs with the proper identification.

This Was News 50 and 25 Years Ago

The Signal Engineer, December 1911. Great Northern installs electric train staff block signal system on 57 miles of single track between Leavenworth and Skykomish, Wash.—Discussions on signaling subjects: prevention of broken bond wires, lightning arresters, how to locate faulty bonds, systematic inspection, adjustment of signal blades and contact springs, and combining polarized track circuit and line control.—Cost of operating a railway's telephone system is $1.01 per mile of road, a member reported at the Railway Telegraph Superintendents' Association meeting. C. S. Rhoads, Big Four, said his 1,400 miles of telephone lines are maintained by three inspectors, who receive $65 per month and have unlimited expense accounts.

Railway Signaling, December 1936. State of Indiana's $541,000 protection program covers new or additional automatic protection at 213 railroad-highway grade crossings.—Union Switch & Signal offers its inductive train communication system, which can be operated without an FCC license.

Obituary

● DANIEL W. HELT, 78, president emeritus of the Brotherhood of Railroad Signalmen of America, died in Chicago on October 21. He retired from active brotherhood work in 1948.