NEWS BRIEFS

● EXHIBITS will be on display a the 1962 annual meeting of the AA Communication and Signal Section a the Sheraton-Chicago Hotel, Oct. 2 25, in Chicago, Ill. The exhibits wi be sponsored by the Railway Signa and Communications Suppliers Asso ciation.

● LOUISVILLE & NASHVILLE ha ordered Velac automatic yard contro equipment from Union Switch & Signa Division of WABCo. for use at D Coursey, Ky. Included will be four re tarders for the 24-track classificatio yard, automatic switching with a pre programed punched tape, and push button leaving speed selection for th group retarders.

● 50-YEAR TRACK LIFE (for tan gent track) has been predicted b G. M. Magee, director of engineerin research, AAR, in a recent article i *Railway Age*. To do this, continuou welded rail would be used, and Mr Magee urges that the elimination o insulated joints would be beneficial He suggests "a development in th signal system where an electrical iso lation of each block will not be re quired. A method of actuating grade crossing signals without the require ment for circuits isolated by insulated joints is being used to some extent It does not seem outside the realm of possibility that advances in tech nology will bring forth a development whereby signals can be adequately and safely actuated without the re quirement for the insulated-joint type of circuit."

● BALTIMORE & OHIO has re ceived ICC approval to install a traffic control system on about 20 miles of road between Loveland and Midland City, Ohio. CTC will be installed on sections of one and two main tracks, replacing ABS on two main tracks in the entire territory.

● SEABOARD AIR LINE has re ceived ICC approval to install a traffic control system on sections of single and double track between Aberdeen and Hamlet, N. C., in connection with removal, or conversion to a siding, of sections of one main track.

● PENNSYLVANIA has contracted with Radiation Service Co. to expand and coordinate the road's two-way radio communications system through-

ut metropolitan Philadelphia. The ew lease contract calls for Radiation ervice to furnish and maintain multi-hannel, transistorized radio equip-ent for more than 100 locomotives, lus the establishment of a new com-unications control center at "S" tower o coordinate yard and mainline op-rations. Five-frequency units will be stalled in 80 of the 120 mobile units nd two-frequency units will be uti-ized in the remaining 40.

• CHICAGO, BURLINGTON &)UINCY has ordered interlocking and ignaling materials from Union Switch c Signal, for installation at Mendota, ll.

• NEW YORK CENTRAL has re-eived ICC approval to install a traffic ontrol system on sections of single nd double main track, as well as nodifications to existing block signal nd automatic train stop systems, on pproximately 25 miles of road in the icinity of Syracuse, N. Y., all in con-ection with the removal of the pres-nt passenger station and associated nterlockings and the removal of two nain tracks through the city.

• ILLINOIS CENTRAL and Nickel Plate have received ICC approval to eplace a mechanical interlocking at Neoga, Ill., with an automatic inter-ocking. The IC and the Mississippi Central have received approval to re-nove a mechanical interlocking at Brookhaven, Miss., and replace it with n automatic plant.

• MILWAUKEE ROAD is planning to nstall microwave this year between its Chicago headquarters and Bensen-ville, Ill., 15 miles. Microwave path studies have been made for routes between Chicago and Milwaukee, 85 miles; Chicago and Minneapolis, 421 miles; and between Chicago and Savanna, Ill., 137 miles.

• NORTHERN PACIFIC has ordered 50 all-steel cupola-type cabooses, which will be radio-equipped, from the International Car Division of Mor-rison-International Corp.

• DELAWARE & HUDSON will spend $41,570 for two hotbox detec-tors to be installed at West Richmond-ville and South Schenectady, N. Y. The D&H will also install additional radio equipment on highway vehicles.

• OPERATIONAL FIXED MICRO-WAVE COUNCIL at its recent annual meeting approved the appointment of a six-man committee for the develop-ment of a new or improved plan for

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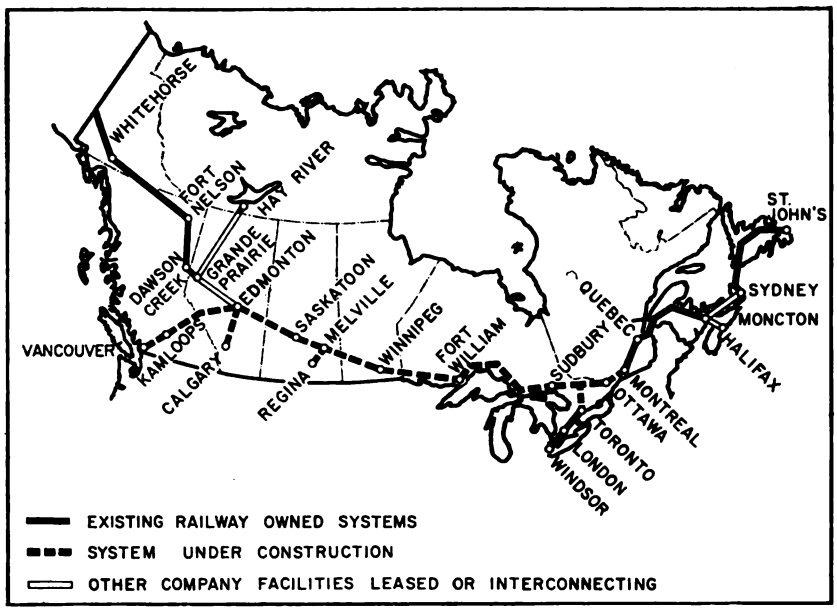
hering and recording technical in-nation with respect to private rowave communication systems. e projected committee would con- of two members each from the ipment manufacturing field, micro-ve user organizations and the FCC. A. Shipman, of the American roleum Institute, was elected chair-n of the OFM Council, succeeding E. Kearney, engineer of the Com-nication and Signal Section, AAR.

LOUISVILLE & NASHVILLE will tall centralized traffic control be-een Birmingham and Calera, Ala., miles. This installation, to cost 22,560, will feature coded track cir-ts for signal control without use of e wires. Control will be from a ard already in operation at Birm-gham.

LEHIGH VALLEY has received C permission to discontinue its auto-tic intermittent train stop system be-een Newark, N. J., and Sayre, Pa., 2 miles. The 480 wayside inductors, talled as part of the system during e 1920's, are in need of replacement d the railroad felt that the $250,000 eded to replace the inductors was olly unnecessary because of a con-derable reduction in traffic (very few ins are operated within less than a lf hour of the preceding train); maxi-um authorized speed is now 50 mph; passenger trains are operated; and e double-track line is equipped with tomatic block signals.

TRANSCANADA MICROWAVE stem will soon be under construc-n by the Canadian National and e Canadian Pacific. The 3,000-mile, 6 million system will link Montreal, ue., with Vancouver, B. C. Owned d operated by both railroads, the N will have administrative and op-ating responsibility for that portion etween Vancouver and Melville, sk., while the CP will have similar sponsibility for the Melville-Montreal ction. The system will be away from ajor cities, for defense purposes, but ill have spurs into many of them, ch as Ottawa, Toronto, North Bay d Fort William, Ont.; Winnipeg, an.; Regina and Saskatoon, Sask.; d Edmonton, Alta.

A $12 million contract has been let RCA Victor Co. of Canada, Ltd., r the microwave equipment, and the itial system will have a capacity of 00 voice channels. While the primary



use will be for commercial and business communications, railway communications will also be handled. The new microwave system is expected to be in service by the end of 1963.

This microwave has been called an unnecessary duplication of existing facilities by H. G. Young, chairman of the Trans-Canada Telephone System. In reply, CN president Donald Gordon and CP president N. R. Crump, said "that in the past 10 years the volume of communications business handled by the railways has tripled." Wire lines can't handle the business, the railway leaders stated and, therefore, a microwave system is essential if the railways are to continue to compete for communications services.

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Current Publications

For further information, please circle "CP" number on Reader Service cards, pages 43 and 44.

● RESISTANCE TESTER. An 8-page illustrated bulletin 21-60, describes the new Wheatstone bridge and megger insulation tester that is a compact, portable test unit. Specifications, charts, photographs and circuit diagrams explain the instrument and its use. *James G. Biddle Co. (CP-13)*

● RADIO MULTIPLEX SYSTEM. A new product bulletin describes the type B121R system, which permits the adding of up to 62 carrier-derived voice frequency channels on point-to-point microwave radio systems. *Lynch Communication Systems, Inc. (CP-14)*

● HOTBOX DETECTOR. A four-page brochure, GEA-6950A, describes GE's electronic control system utilizing infrared-sensitive scanners for trackside detection of overheated journal boxes. Photographs and diagrams show system equipment and how it works. Application information explains how system may be modified for one or two-way scanning, remote inspection readout by wire or carrier current transmission. *General Electric Co. (CP-15)*

● AC GENERATORS. Kato generators from less than 1 up to 1,000 kw are described in a new brochure. The generators are made in brush or brushless types in a wide range of sizes, voltages and frequencies. All necessary controls and switchgear can be supplied. *Kato Engineering Co. (CP-16)*

● TRENCHERS. The Parsons model 77 trencher is capable of digging up to 18" wide ditches. The machine is only 5' 8" high, is 48" wide and weighs 7,800 lb. It has self-cleaning buckets, tractor type crawlers, double acting hydraulic boom hoist, and 16 speeds forward with engine-traction transmission combination. *Parsons Co. (CP-17)*

● ELECTRONICS DATA HANDBOOK. The third edition of this handbook includes data on basic transistor formulas and symbols, circuit diagrams, charts of interchangeability between various types of radio batteries and American and British vacuum tubes, information on db gain and loss, as well as various mathematical tables including algebraic and electronic formulas. Catalog 37 K398, price 35 cent *Allied Radio Corp. (CP-18)*

● ELECTRONICS HANDBOOK. Th ninth edition of "Essential Characte istics" of GE receiving tubes, televisio picture tubes and replacement capac tors includes such information as c pacitance ranges, voltage ratings a dimensions of over 400 capacitors. Al included are characteristics of ov 1,700 vacuum tubes, including circu diagrams. Publication No. ETR-15 price $1.50. *General Electric Co. (CP-19)*

● TEST EQUIPMENT. A series DC differential voltmeters, voltage d viders, AC voltmeters, power suppli and potentiometers are described in new catalog, F-162. Illustrations, spe ifications and dimensions of the instru ments are provided, as well as a list sales representatives. *John Fluke Mf Co. (CP-20)*

● DATA TRANSMISSION SYSTEM New literature is available on the typ B109 multiplexing system designed t provide one-way or two-way voice an data circuits for use on wire line, cabl or radio systems. The system is a stack able carrier providing up to 61 chan nels in the 3 kc to 500 kc band of radio or microwave system, or up t 10 channels in the 6-62 kc band on wireline system. *Lynch Communica tion Systems, Inc. (CP-21)*

● RCA RECEIVING TUBE MAN UAL (Technical Series RC-21) is no available for $1 at distributors or direc from RCA. The 480-page manual pro vides technical data on over 900 re ceiving tubes, including new nuvisto and novar types. Data on some 10 picture tubes is also included. *Radi Corporation of America. (CP-22)*

● MOTION PICTURE. A 16-mm col or sound motion picture, "Accent: Re liability," tells a story of reliability i electronic components. The film show how the human element influences re liability in the production of rectifier and capacitors. It illustrates how Fan steel manufactures tantalum capacitor and shows Fansteel's "white room," where silicon rectifiers are assembled Running time is 22 minutes. Print suitable for projection on 16-mm sound equipment are available. *Fansteel Met allurgical Corp. (CP-23)*

● "T" & "PI" PADS. A Tech-Chart features a table providing ready ref erence for building "T" and "PI" type pads for values between 1 db and 60 db using standard resistance values On the back is a conversion table pro viding dbm values for various imped

unces encountered during testing of electronic equipment. *Lynch Communication Systems Inc. (CP-24)*

• CARRIER LINE TREATMENT. An Equipment Characteristics Manual, featuring Lynch line treatment equipment for carrier applications, is now available. The book provides complete descriptions, drawings, specifications, and ordering information on Lynch line filters, coupling networks, repeat coils, autoformers, and balance networks. An introduction explains the purpose of line treatment equipment, its applications, and explanations of technical terms. *Lynch Communication Systems Inc. (CP-25)*

• 101 MORE WAYS TO USE YOUR VOM AND VTVM describes circuit tests that can be performed with VOM's and VTVM's, including checking impedance of T and L pads, measuring sensitivity of FM mobile receivers, determining power sensitivity of amplifiers, etc. 128 pages, $2.50. Photofact publication catalog No. TEM-8. *Howard W. Sams & Co., Inc. (CP-26)*

• BASIC MATHEMATICS, Vol. 3, includes discussion of binary arithmetic, probability, differentiation, series, integration, conic sections, determinants, and systems of coordinates. It is a pictured-text course utilizing the unity of mathematics approach. 152 pages, $3.90. *John F. Rider Publisher, Inc. (CP-27)*

• MEASUREMENT AND CONTROL. "Industrial Electronics Measurement and Control," a Photofact publication, discusses electronic techniques for measuring pressure, temperature, moisture, time, speed, frequency, etc. Control of temperature, motors, lighting and positioning is also discussed.$3.95. *Howard W. Sams & Co., Inc. (CP-28)*

• RELAYS. "Basic Principles and Applications of Relays" discusses relay construction, operation, and application at the technician level. Timing circuits and electronic control of relays is also covered. Relays referred to are of the small industrial type; the text uses telephone-type contact symbols. $2.90. *John F. Rider Publisher, Inc. (CP-29)*

• POWER SUPPLIES. "Design and Operation of Regulated Power Supplies," a Photofact publication, covers the various techniques used to regulate electronic power supplies using vacuum tubes, gas tubes, and transistors, zener diodes, silicon controlled recti-

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NEWS BRIEFS

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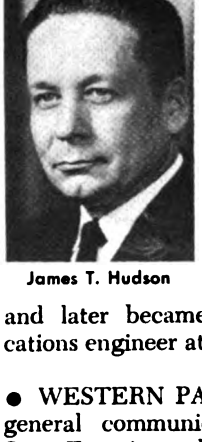
fiers, and regulating transformers. $2.95. *Howard W. Sams & Co., Inc. (CP-30)*

● TUBE SUBSTITUTION. "Tube Substitution Handbook, Vol. 3" lists direct substitutions for receiving and industrial type tubes, and includes a section on American-for-foreign and vice versa substitutions. Catalog No. TUB-3, 96 pages, $1.50. *Howard W. Sams & Co. (CP-31)*

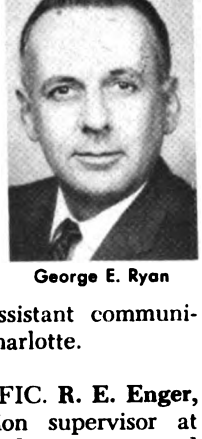
Railroad Personnel

● SOUTHERN. **James T. Hudson,** whose appointment as communications engineer at Washington, D. C., was reported in RSC, Jan. 1962 p. 38, was born at Columbia, S. C. He began with the Southern as a telephone maintainer. After serving in that capacity at various points he was made general foreman of communications at Charlotte, N. C., followed by assignment to Salisbury, N. C., as acting supervisor communications. He later became supervisor of communications at Knoxville, Tenn., and general supervisor of communications at Charlotte.

George E. Ryan, who succeeded Mr. Hudson as general supervisor of communications at Charlotte, was born in Ludlow, Ky., and was first employed by the Southern as a telephone maintaniner. He was promoted to general foreman of communications



James T. Hudson



George E. Ryan

and later became assistant communications engineer at Charlotte.

● WESTERN PACIFIC. **R. E. Enger,** general communication supervisor at San Francisco, has been appointed communication engineer there. He has been succeeded by **B. G. Rumsey,** communication supervisor at Sacramento, Calif.

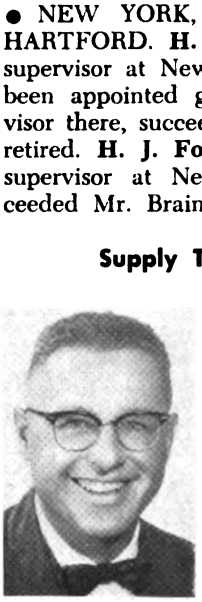
● ILLINOIS CENTRAL. **R. O. Ringland,** supervisor of signals at Champaign, Ill., retired April 1. **T. J. Kremer,** supervisor of signals at New Orleans, La., has been transferred to Champaign, succeeding Mr. Ringland, and **J. H. Stroud,** field signal engineer, in the office of the signal engineer at Chicago, has been appointed supervisor of signals at New Orleans.

● PENNSYLVANIA. **G. H. Ward,** assistant supervisor communications and signals at Wilmington, Del., retired March 1. **R. N. Hettrick,** assistant supervisor C&S at Fort Wayne, Ind., has been transferred to Wilmington, succeeding Mr. Ward. **L. R. Hackwelder,** assistant office engineer C&S at Pittsburgh, Pa., has been advanced to assistant supervisor C&S, succeeding Mr. Hettrick at Fort Wayne.

● ERIE-LACKAWANNA. **Lester G. Moore** has been named supervisor communications and signals of the Terminal and New York Divisions at Hoboken, N. J. **Jack H. Storms,** supervisor communications and signals at Hoboken, has retired.

● NEW YORK, NEW HAVEN & HARTFORD. **H. H. Brainard,** signal supervisor at New Haven, Conn., has been appointed general signal supervisor there, succeeding **P. H. Sullivan** retired. **H. J. Foster,** assistant signal supervisor at New Haven, has succeeded Mr. Brainard.

Supply Trade News



Don H. Steiner

John W. Logan

● AMERICAN STEEL & WIRE DIVISION, United States Steel Corp. **Don H. Steiner** has been appointed sales engineer for railroad and special products in the eastern seaboard area. Mr. Steiner is a native of Chicago, Ill. and attended the University of Illinois. He was employed on the railroads for 27 years, and most recently was superintendent of signals and communications of the Monon. He was previously with the Milwaukee Road.

● SIMPLEX WIRE & CABLE Co. **John W. Logan,** executive vice-president, has been elected president and chief executive officer, succeeding **Everett Morss.** Mr. Logan joined Simplex in 1959 as a vice-president. He is a graduate of the University of Missouri with a B.S. degree in electrical engineering.

● STAINLESS, INC. **Henry J. Guzewicz,** vice-president, has assumed the duties of chief executive officer and president, succeeding the late **Walter L. Guzewicz.**

Obituary

● WALTER L. GUZEWICZ, 51, president of Stainless, Inc., North Wales, Pa., died suddenly on February 11.

This Was News 50 and 25 Years Ago

The Signal Engineer, April 1912. Gray-Thurber automatic train control system provides cab signal indicator as well as audible whistle for a "caution" signal and a pulsating magneto electric bell sounds when a "stop" signal is received.—Missouri Pacific is installing a telephone manual block system on all of its mainlines, covering nearly 3,000 miles of track.—Western Maryland installs all-electric interlocking with 26 working levers near Cumberland, Md., at a junction with the PRR and WM's extension to Connellsville, Pa. —Southern Pacific has reports showing that more than 40% of the block signals in operation in the U.S. are on its own lines. ABS is in service on more than 3,000 miles of SP lines.

Railway Signaling, April 1937. Grand Trunk Western installs facing point cross-over protected by interlocked signals at Lansing, Mich., thereby enabling eastbound passenger trains to make station stops on westward track. New signaling permits road to retire a wood platform, thereby eliminating annual maintenance costs.—Milwaukee Road is effecting marked economies and expediting its service in the Chicago area through the use of a teletypewriter network connecting classification and industrial yards and car accountant's office to handle train consist reports and messages.—Union Pacific replaces lower quadrant semaphores with colorlight signals on 45 miles of double-track mainline. Three-aspect colorlights are respaced to provide adequate braking distance. Grade signal indication is provided by yellow-over-yellow aspect.