

NEWS BRIEFS

● **NORTHERN PACIFIC** has placed a \$450,000 order with General Railway Signal Co. for CTC to be installed between Spokane, Wash., and Kootenai, Idaho, 67 miles. To insure continuous operation if the code line should break, controlled signals will operate automatically. Control at 16 locations will be from a machine at Spokane. Electronic overlay track circuits will provide automatic lock release at nine switch locations. The NP will also replace 66 semaphore signals with colorlight signals and install 150 miles of new line wire between Perham and Dilworth, Minn.

● **CANADIAN NATIONAL** has ordered signaling equipment from Union Switch & Signal—Division of WABCO., to be installed at entrances and exits to the new Toronto retarder classification yard. Control will be from a Traffic Control Center in the yard office.

● **ILLINOIS CENTRAL** has received ICC approval to install traffic control on one main track, in lieu of existing block signaling on two main tracks,

between East St. Louis and DuQuoin, Ill., 66 miles. Control will be from a machine at Carbondale. Certain portions of second main track will be removed and other portions converted to sidings.

● **WABASH** will spend \$185,000 for radio equipment for diesel locomotives and cabooses.

● **CANADIAN EXHIBITS** at Seattle's Century 21 Exposition include a model of an automatic car identification system. The system uses gamma radiation from radioactive isotopes to read a code number from cars as they move at speeds of up to 60 mph. It is not affected by the weather.

● **NEW YORK CENTRAL** has ordered a \$1.5 million automatic teletypewriter message switching center from Collins Radio Co. Known as Data Central, the center polls each station in the network, recognizing message priority and traffic requirements automatically. If a circuit is available, a message will go through Data Central in micro-seconds to its destination. If the addressed station is busy, the processor device will store the information and forward it when the line is available. NYC will initially use 67 circuits, each capable of handling over 144,000 words daily. The system is equipped with 105 two-way circuits and can be expanded to handle 256 circuits. Delivery of Data Central is expected in about nine months.

● **RAILROAD SIGNALMEN** will come under the coverage of the hours of service law if a bill introduced by Sen. Smathers (D., Fla.) is passed. S. 3401 is a bill to amend the act of March 4, 1907, to limit employees installing, repairing and maintaining signal systems to 16 hours of continuous duty.

● **CANADIAN NATIONAL** has placed a \$100,000 order with General Railway Signal Co. for CTC to be installed between Watrous and Biggar, Sask., 108 miles. A Traffic Master push-button control machine at Saskatoon will enable one man to control 68 signals and 15 power switches. Eleven sidings will have a power switch at one end and a spring switch at the other.

● **MISSOURI PACIFIC**, Missouri-Kansas-Texas and St. Louis-San Francisco have received ICC approval to

remove a manually operated interlocking at Paola, Kan. New controls will be arranged for automatic approach clearing of home signals on the MP's single track, the M-K-T's single track, and for dispatcher control of home signals on the double track of the StL-SF.

● **LOUISVILLE & NASHVILLE** has received ICC approval for modification to an existing CTC system between Winchester and Cow Creek, Ky., automatic block signal system between Cow Creek and Pryse, Ky., and CTC between Pryse and Perritt, Ky., a total distance of 108 miles.

● **CLEVELAND TRANSIT SYSTEM** has ordered signal equipment from General Railway Signal Co. to convert Windermere terminal interlocking to automatic operation at all times except during rush hours.

● **IRE** votes to merge with AIEE, according to informed reports. Unofficial returns indicate Institute of Radio Engineers members favor merger with the Electrical Engineers society by a margin of nine to one. If approved by members of both societies, the new group will be known as the Institute of Electrical and Electronic Engineers.

● **CENTRAL VERMONT** has ordered 32 Motrac 64/12 volt DC railroad locomotive radios and 54 walkie-talkies from Motorola Inc., for end-to-end use on trains.

● **ERIE-LACKAWANNA** has received ICC approval to install a traffic control system on one main track between Dalton, Pa., and Conklin, N.Y., 38 miles, in lieu of automatic block signaling on two main tracks.

● **NEW YORK CENTRAL** has received ICC approval to install a traffic control system on one main track between Michigan City and Porter, Ind., 12 miles.

● **SOO LINE** has ordered two Wheel Thermo-Scanner hotbox detectors from General Railway Signal Co., to inspect moving trains east and west of the Twin Cities. One unit is being installed near Withrow, Minn., and the other near Rockford, Minn. Detector information will be transmitted to the dispatcher's office at Minneapolis, where it will be printed out on a tape. An automatic alarm system will alert the dispatcher to an overheated journal and he will notify train crews by means of special wayside indicators or two-way radio.

● **BUDD CO.** has ordered 12 sets of
(Please turn to page 4)

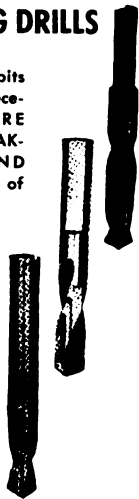
HOWARD & GOULD

SIGNAL BONDING DRILLS

These super bonding drill bits have long-established unprecedent 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.

Bulletin on request.

Howard & Gould

516 West Jackson Blvd., Chicago 6, Ill.

Continued from page 44)

EL cab signaling equipment from Switch & Signal Division of BCO., for installation on RDC cars to be placed in commuter service in Philadelphia area.

Current Publications

For further information, please circle "Number on reader service card, page 39.

CROSSING PROTECTION. Union Development brochure No. 299 describes the automatic highway grade crossing protection package, which combines in one unit all major items of the equipment to protect one highway grade crossing over a single track. The package is designed for application in non-signalized territory. The brochure describes the equipment and includes a circuit diagram showing the arrangement using type C track circuits. *Signal Switch & Signal (CP-12)*

COPPERPLY WIRE. Electrical and physical properties of Copperply wire and its suspension characteristics are given in a new engineering data bulletin, No. 401. Text covers the proper-

ties of this copper-coated steel wire used for voice and carrier frequency transmission. Discussion includes comparison of Copperply with hard-drawn copper and galvanized steel. Wire suspension considerations include selection of span length, storm loading requirements, shielding of wires. *National-Standard Co. (CP-13)*

Railroad Personnel

● **CANADIAN NATIONAL.** John Filmer, CNT plant supervisor in charge of United States Air Force communications in Newfoundland, appointed assistant superintendent (plant) for the Maritime district of CNT.

● **PENNSYLVANIA.** L. E. Camlin, leading maintainer, communications and signals, at Pitcairn, Pa., appointed assistant office engineer C&S, Pittsburgh, Pa.

● **ILLINOIS CENTRAL.** T. J. Kremer, supervisor of signals, Louisiana and Mississippi division, appointed supervisor of signals, Illinois division at Champaign, Ill., succeeding R. O. Ringland, retired because of ill health. Succeeding Mr. Kremer at New Orleans is J. H. Stroud, field signal engineer at Chicago. J. L. McNabb, assistant engineer, signal department,

at Memphis, Tenn., appointed field signal engineer with headquarters at Carbondale, Ill. T. M. Burton, designer in the signal department at Chicago has succeeded Mr. McNabb.

● **DENVER & RIO GRANDE WESTERN.** Ernest J. Moore, assistant engineer, signal and communications department, appointed research analyst in the president's office. Mr. Moore came to the Rio Grande in 1953 as assistant to the signal engineer. He subsequently became assistant to the signals and communications superintendent and assistant engineer in 1961.

● **CHESAPEAKE & OHIO.** Filmore L. Binion, signal inspector at Richmond, Va., appointed supervisor of signals at Columbus, Ohio, succeeding the late R. W. Kelley. Donald E. Guy, signal foreman at Richmond, appointed signal inspector there, succeeding Mr. Binion.

● **CANADIAN PACIFIC.** G. H. Pescud, general manager of communications, Montreal, Que., appointed general manager telecommunications.

● **NEW YORK CENTRAL.** John A. Moore, district signal engineer at In-

(Please turn to page 48)

Now Available

Data Sheet Reprint: Fundamentals of Electricity

Now in a handy 48-page booklet, you get the electrical fundamentals plus information on batteries, rectifiers, motors and circuits. Price is only \$1 per copy.

Data Sheet Reprint: Meters and Test Equipment

This 32-page booklet contains information on AC and DC meters; voltage, current, resistance and decibel measurements; and oscilloscopes. Price is 50¢ per copy.

Please send me _____ copy (ies) of **Fundamentals of Electricity** at \$1 ea.

Please send me _____ copy (ies) of **Meters and Test Equipment** at 50¢ ea.

_____ Payment enclosed

_____ Bill me.

NAME

TITLE RAILROAD

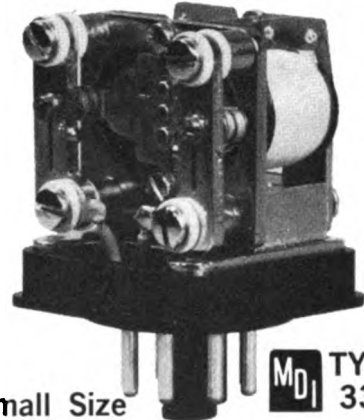
ADDRESS

CITY ZONE STATE

Mail coupon and order or payment to:

R. W. McKnight, Editor, Railway Signaling & Communications
30 Church St., New York 7, N.Y.

MDI HIGH SPEED POLARIZED RELAYS



Small Size

MDI TYPE 330

Rugged Construction Long Life Tungsten Carbide Contacts

For use in telegraph and other communication equipment. Life of one billion operations in normal use. Coil resistance to 4,000 ohms. Available with up to four coils, or with contacts for low level switching.

WRITE FOR BROCHURE AND EVALUATE FOR YOURSELF. MAGNETIC DEVICES, INC.
Dept. 8, 712 East Street, Frederick, Md.

NEWS BRIEFS

(Continued from page 47)

dianapolis, Ind., has retired. He has been succeeded by **Harvey Alexander**, formerly system chief signal inspector.

● **LOUISVILLE & NASHVILLE.** **H. L. Hood**, assistant signal supervisor at Hills Park, Ga., promoted to supervisor of communications and signals at Nashville, Tenn. **Paul C. Rabuzzi** appointed assistant supervisor of communications at Mobile, Ala.

● **NORFOLK & WESTERN.** **T. J. Jensen**, circuit designer draftsman at Roanoke, Va., has retired.

● **SOUTHERN.** **Robert T. Sewell**, signal and electrical supervisor, Greenville, S.C., has retired and has been succeeded by **Woodrow W. McClendon**. **F. T. Wiley, Jr.**, leading draftsman at Charlotte, N.C., appointed assistant signal and electrical supervisor at Gainesville, Ga., succeeding Mr. McClendon.

Supply Trade News

● **GENERAL ELECTRIC CO.** **Merrill H. Wilson** named to head GE's market expansion program in the field of railroad two-way radio. He has been engaged in railroad industry sales for the past 15 years and was sales manager for Bendix railroad radio, and sales engineer for Westinghouse Electric.



Merrill H. Wilson



Wilfrid Abell

● **HOWARD & GOULD CO.** Terminated representation of **Fansteel Metallurgical Corp.** to the railroads to enter the railway signal field with their own line of rectifiers, transformers and associated products.

● **MICOM INC.** is a new organization that provides engineering, construction, installation and maintenance of microwave systems and has a proprietary line of microwave towers and passive reflectors. Staff capabilities enable Micom to survey and select station sites, conduct propagation surveys, provide construction services necessary to complete supporting facilities (towers, buildings, roads), install customer-furnished communication equipment including cabling, and conduct system check-out tests. Routine and emergency maintenance are furnished on a planned program or as required.

● **FANSTEEL METALLURGICAL CORP., Rectifier-Capacitor Division** has appointed several new regional railway sales agents and realigned

other territories, as follows: Southern territory: **M. M. Dilley & Co.**, 13147, Louisville, Ky.; Philadelphia area: **National Accessories Co.**, 34 Suburban Station Bldg., Philadelphia; Cleveland and northeastern area: **T. C. Johnson Co.**, 31 W. Orange St., Clarion, Ohio. Chicago: **Railroad Repair & Supply Co.**, 332 S. Michigan Ave. St. Louis area: **R. E. Bell Co.**, 2089 Railway Exchange Bldg., St. Louis.

Obituary

● **WILFRID ABELL, 61**, who retired in November 1961 as signal engineer for the Prairie Region of the Canadian Pacific, at Winnipeg, Man., died recently. Joining the CP as a signal helper at Golden, B.C., in 1928, he later served at Calgary and Revelstoke. As signal supervisor he served the Manitoba and Saskatchewan districts from 1936 to 1945, when he moved to the Alberta district. In 1949 he was appointed signal engineer at Winnipeg.

● **F. HALLETT LOVELL, 94**, chairman of the board of the Lovell-Dresser Co., died May 19.

● **G. A. NELSON**, former secretary-treasurer of both the Signal Applied Association and the Communication Suppliers Association, died recently.



G. A. Nelson



William S. Storms

This Was News 50 and 25 Years Ago

The Signal Engineer, July 1912. Erie installs square-end, 30" length train order semaphore blades on automatic signal masts. Train order blade is 12' below automatic signal blade and 13' or 14' above ground. Train order signals were installed at passing siding entrances in a 140-mile territory between Susquehanna, Pa., and Hornell, N.Y.—Washington, Baltimore & Annapolis Electric installs 13.2 miles of single-track automatic block signaling with continuous AC track circuits in 30 working days. Installation includes nine AC track circuits, 17 semaphore signals, 16 light signals and two switch indicators.—Chicago & Eastern Illinois plans to install 3-position, normal clear, upper quadrant, automatic semaphore signals on 90.8 miles of single track and 88.4 miles of double track in Illinois and Indiana.

Railway Signaling, July 1937.

Norfolk & Western utilizes power switches, spring switches and controlled signals to reduce the number of train stops and delays at the Prichard, W. Va., 4-track coaling station. Traffic includes 8 passenger trains, 1 local freight and 24 through freight trains. All except passenger trains and one high-ball freight train take coal and water at Prichard.—Seaboard Air Line installs spring switches at one end of each of 12 passing sidings on 106 miles of single-track line between Hamlet, N.C., and Columbia, S.C., to expedite 12 train meets during six hours at night. Spring switches are installed at north ends of sidings and manual block offices are established at south ends of the same sidings. Scheduled traffic includes 10 passenger trains and two freights with extras running the total to 18-20 trains daily over this single-track line.