NEWS BRIEFS

● ICC has extended the time for filing comments on the proposed RS&I changes from August 1 to September 22, 1962. The extension was granted at the request of the Railway Labor Executives' Association. For details of the proposed changes see July RSC, page 13.

● TEXAS & PACIFIC has ordered 118 Motrac 64/12-volt DC radios from Motorola.

● NORTHWESTERN BELL TELEPHONE CO. has issued a revision of FCC tariff No. 20 concerning interstate telephone exchange service, effective July 16, 1962. The revision permits railroads to furnish their own line switching equipment in local service areas where they are using telephone company PBXs and phones. Behind the change is the desire of many railroads to use 4-wire switching equipment, which is not now generally available from the Bell System.

● MISSOURI PACIFIC has scheduled for completion this year an extension of CTC southward from McFaddin to Inari, Tex.

● WESTERN UNION has received FCC approval to make its own Telpak tariff effective, even though WU's position in regard to Telpak and the FCC's inquiry has not changed. According to **Telecommunications Reports,** Western Union stated: "Pursuant to a new interchange of facilities contract with (AT&T), applicant is now in position to utilize Telpak base capacity and channel terminals leased from the telephone company in furnishing to (Western Union's) customers a leased facility service designated Telpak channels and services, similar to the telephone company's offering under its FCC tariff 250.

● PRR-NYC announced that if the merger takes place the following construction projects are planned: A $19.7 million electronic classification yard at Selkirk, N.Y.; and a traffic control system between Alliance, Ohio, and Chicago, Ill., 385 miles.

● CANADIAN PACIFIC has placed a $1½ million order with Union Switch & Signal Division of WABCO. for a Velac automatic freight car classification system, to be installed at the road's new yard at Agincourt, near Toronto. The yard will have the usual complement of electro-pneumatic retarders with automatic controls, distance-to-go provisions in class yard, automatic switching, cab signaling and remote control of receiving and departure yard switches. The main retarder yard will have 63 classification tracks and provision has been made for future installation of an additional nine tracks.

● GULF, MOBILE & OHIO is installing a traffic control system on 31.6 miles of line between Iles and Athol, Ill., at a cost of approximately $350,000. The project will release about 23 miles of second main track.

● LOUISVILLE & NASHVILLE has placed an order with Budelman Electronics Corporation (subsidiary of GRS) for a tropospheric scatter microwave system to "pick up" the Georgiana, Ala., CTC control point and bring it into Mobile. Thus, the 118-mile territory controlled by the Georgiana CTC machine will be controlled from a new Traffic Control Center at Mobile, 119 miles south of Georgiana. The proposed system would operate on 1,850-1,990 mc and would handle only narrow band control signals, with present plans calling for power of 10 watts. Instead of using line-of-sight microwave, as presently used by U.S. railroads, the L&N's microwave system will use a "billiard" or "one-bounce" technique. The transmitting station will beam towards the sky's tropospheric layer (earth's atmosphere, ranging from 30,000 to 60,000 ft altitude). The receiving station will pick up the reflected microwave beam. This "one-bounce" system eliminates repeater stations.

● ANTENNA HEIGHT. New rules are being considered by the FAA, according to **Telecommunications Reports.** FAA has adopted the FCC's rule that notifications are not required for antennas extending less than 20 ft above existing structures.

● AIEE-IRE. Members of the American Institute of Electrical Engineers and the Institute of Radio Engineers, by approximately seven to one, voted for merger of the two electrical engineering groups. The AIEE vote was 29,464 in favor of the merger, 4,381 against the merger; while the IRE vote was 36,221 in favor and 5,489 opposed to the merger. A 14-man merger committee, seven from each society, will proceed with plans to carry out the merger of the two organizations. The new electrical engineering society, which will come into existence January 1, 1963, will be known as the Institute of Electrical and Electronics Engineers. Donald G. Fink, director of the Philco Corporation's Scientific Laboratory, has been appointed general manager of the newly formed IEEE. A Fellow of both the IRE and AIEE, Mr. Fink will be the chief staff officer of the new organization, which will have an estimated membership of about 160,000 in more than 80 countries.

● WESTERN PACIFIC and General Electric Co.'s Computer Department at Phoenix, Ariz., have begun a six-month "re-thinking" study of total information and information handling requirements of a railroad. The joint study is aimed at developing an integrated information system expressly designed to meet railroad management requirements more effectively.

● SANTA FE is planning to install an automatic train inspection station in approach to a truss bridge. The station will consist of a hotbox detector, dragging equipment detector and shifting load detector. The latter will consist of photocells positioned to focus along the clearance lines so that a shifted load would break the light beam. An information signal will notify train crews that a detector has been actuated. At the stopping point, the crew will be able to read a printed tape which will indicate which car actuated which detector.

● FRISCO will temporarily delay its microwave installation between St. Louis and Springfield, Mo., pending further experience with its new computer system. Present indications are that the road will use punched paper tape or punched card transmission, rather than sending waybill data via facsimile. Later it is planned to install a 1,000-mile microwave system—St. Louis to Springfield and Tulsa; Kansas City to Birmingham.

Current Publications

For further information, please circle "CP" number on card, page 35.

● MICROWAVE towers, passive reflectors and antenna protective covers are described in a brochure which includes diagrams, photographs and specifications. *Micom, Inc. (CP-14)*

● CODING SYSTEM. GRS Development Sheet D04.0303 describes the new Rolkode coding system for CTC or supervisory control systems, which includes solid state elements. The booklet describes the system, using block

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NEWS BRIEFS

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diagrams, code control and indication cycle charts, and a description of the counting principle. *General Railway Signal Co. (CP-15)*

● MULTIPLEX. A 16-page brochure on RCA's new CT-42 solid state tone multiplex equipment contains detailed data on applications, frequency allocations, component diagrams, transmitter and receiver options, complete system specifications and operational information. The CT-42 can be used with existing microwave, carrier, or wireline circuits to provide AM or frequency shift data transmission, teletypewriter, remote control and signaling functions. *Radio Corp. of America. (CP-16)*

Railroad Personnel

James S. Webb

Robert D. Liggett

● ATLANTIC COAST LINE. **James S. Webb,** chief engineer communication and signaling, has retired and has been succeeded by **Robert D. Ligget,** assistant chief engineer communication and signaling. Mr. Webb was born in Baltimore, Md., July 22, 1893, and was graduated from Baltimore Polytechnic Institute in 1912. He began his railroad career shortly thereafter in signal construction work for the Washington Terminal Co. He was subsequently with the Baltimore & Ohio and Western Maryland, becoming signal and telephone engineer of the latter road in 1940. In March 1942 he went with the ACL as assistant superintendent signals, becoming signal engineer in August of that year. In 1946 he was made signal and telephone engineer and in 1947 chief engineer communication and signaling.

Mr. Liggett was born in Des Moines, Iowa, June 6, 1925, and was graduated from Purdue University in 1945 with a B.S. degree in electrical engineering. He was employed as a service engineer with Union Switch & Signal Division from 1946 to 1951, when he entered the employ of the ACL as traffic control engineer. He was promoted to field signal engineer in 1959, to signal engineer early this year, and to assistant chief engineer communication and signaling a few months later.

● CANADIAN NATIONAL. P. C. **O'Malley,** signal design engineer, St. Lawrence region, Montreal, appointed assistant signal engineer there. **G. A. Evans,** assistant supervisor signals Hornpayne, Ont., transferred to Wash ago, Ont. His successor is **G. E. Clark** signal foreman, Northern Ontario area **M. S. Drummond,** leading signal maintainer at Capreol, appointed assistant supervisor signals there.

● CHICAGO, ROCK ISLAND & PACIFIC. **John Langston,** acting supervisor lines and equipment, appointed supervisor lines and equipment at Kansas City, Mo., succeeding **Charles Button,** retired.

● SANTA FE. **M. D. Breeden** appointed acting superintendent of communications at Amarillo, Tex., succeeding **J. H. Nail** on temporary special assignment.

● CHESAPEAKE & OHIO. **Kenneth F. Rozinska,** supervisor signal construction at Detroit, Mich., appointed assistant supervisor of signals there.

● CENTRAL OF NEW JERSEY. The signal department has been placed under the jurisdiction of **B. J. Minett** chief engineer.

● PENNSYLVANIA. **R. L. Byrus** appointed office engineer, communications and signals, Chesapeake region at Baltimore, Md.

Supply Trade News

● WHITNEY BLAKE CO. **Bill Williams,** formerly with I.T.E. Circuit Breaker Co., appointed sales representative at Dallas, Texas.

● GABRIEL ELECTRONICS DIVISION. **Joseph J. Sedik** appointed marketing manager. He will be responsible for market development, product planning and sales service operations.

● EXIDE INDUSTRIAL DIVISION Electric Storage Battery Co. **John L. Smyth,** assistant director of engineering, promoted to director of engineering, succeeding **Leland E. Well** retired.

● PUREGAS EQUIPMENT CORP. Purchased that portion of the business of **Engineering Enterprises, Inc.,** relating to Peaco splice closures. Manufacture and sale of these closures will be handled by Puregas.

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NEWS BRIEFS

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● GENERAL RAILWAY SIGNAL CO. Announced that its sales organizations will now represent **Budelman Electronics Corp.**, a GRS subsidiary.

● DIGITRONICS CORP. **Eugene Leonard**, vice-president, engineering, elected president. He succeeds **Albert A. Auerbach**, resigned.

● LENKURT ELECTRIC CO. **George G. McNeely** has rejoined the company's Engineer, Furnish & Install organization as manager of engineering.

● FANSTEEL METALLURGICAL CORP. **Mount Royal Transportation Equipment Ltd.**, Montreal, Que., named railway sales agent in Canada.

● MICOM INC. **Al N. Ohlfest** appointed vice-president, marketing, and **C. A. Wright** vice-president, operations. Before joining Micom Mr. Ohlfest was engaged in sales operations for Tower Communications Co. and Mr. Wright was vice-president and general manager of Tower Construction Co.

● RADIATION INC. **James E. Durst** named western regional manager of Radiation—Orlando division, at Santa Ana, Calif.

Paul Martin

A. Ellis Jones

● RAILROAD ACCESSORIES CORP. **Paul Martin**, formerly methods engineer-system of the New York Central, has joined Raco as assistant to the president.

● UNION SWITCH & SIGNAL DIVISION, Westinghouse Air Brake Co. **A. Ellis Jones** appointed product manager-railroad radio, and **A. F. Freeland** section engineer-communications. They were formerly associated with the Radio Division of Bendix Corp., Mr. Jones having been manager, railroad sales. **Jack D. Reid** appointed manager, international marketing-Europe.

● RADIO CORP. OF AMERICA. **Vroman W. Riley**, eastern sales representative, appointed manager of sales for the microwave department, and **Douglas D. Milne** administrator, merchandising. Mr. Milne has been responsible for product planning and promotion at the department's headquarters in Camden, N.J. **Hodge C. Morgan** has been appointed to the new position of manager, communications products marketing. He was formerly manager, industrial electronic products, Bendix Radio Division.

● OKONITE CO. **W. J. Lenahan**, formerly of the Syracuse office, transferred to Boston as assistant district manager. He has been replaced by **R. J. Wynne**, formerly with the New York district office. **P. B. Lavelle**, formerly at Boston, named district manager of a new office in Indianapolis, Ind. **R. F. Fahringer**, assistant manager, special products at Passaic, N. has joined the New York district office. **Thomas A. Kommers** and **Richard Rahn** have been added to the sales force in the Pacific Coast region. Kommers is manager of the Portland, Ore., office and Mr. Rahn handles sales in the San Francisco district.

● GENERAL DYNAMICS/TELECOMMUNICATION. Signed an agreement with **Automatic Telephone & Electric Co., Ltd.**, Liverpool, England, to distribute and manufacture microwave channel multiplexing equipment now being produced by AT&E.

Obituary

William J. Savage

● WILLIAM J. SAVAGE, 66, retired vice-president and manager of the Primary Battery Division of Thomas A. Edison Industries, died in Montclair, N.J., July 4. Mr. Savage retired on May 1, 1961, after more than 45 years of service with the Edison Co. Throughout his entire business career he was closely associated with the railroad signaling and communications fields. He served as chairman of the Signal Appliance Association for the 1956-57 term.

● J. H. BUTRIDGE, retired field signal engineer of the Illinois Central, died May 21.

● SHIRL A. THOMPSON, 49, formerly assistant to the president on railroad products and services, Sperry Rail Service, died at Danbury, Conn., July 5.

This Was News 50 and 25 Years Ago

The Signal Engineer, August 1912. Pittsburgh & Lake Erie is installing a telephone train dispatching circuit between McKees Rocks and Woodlawn, Pa., 17 miles. Fifteen way stations will be equipped with Western Electric apparatus, including the No. 50 type selector.—St. Louis Southwestern has equipped 24 way stations between Jonesboro, Ark., and Illmo, Mo., 140 miles, with WE telephone train dispatching equipment.—Wabash is installing automatic block signals at various locations in Indiana. A total of 66 signals will protect 37 miles of road and 42 miles of track. US&S Style S lower quadrant signals are used, except at interlockings, where Style T signals are placed on existing poles. Home signals at interlockings are made semi-automatic, with a mechanical calling-on arm. Annunciators are also employed at interlockings with indicators on the distant signals. Wabash also plans to install automatic block signaling on all of its double track, which will total 294 miles, and to install six interlockings at various locations at ends of double track, one interlocking at a junction of two of the road's lines at West Decatur and another plant to be installed at a gauntlet near Decatur.

Railway Signaling, August 1937. Missouri Pacific installs automatic block signaling on 235 miles of single-track line between McCracken, Kan., and Sugar City, Colo., in 102 working days. This installation completes the signaling on the 896-mile route from St. Louis, Mo., to Pueblo, Colo.—Wabash installs automatic block signals on 116 miles of single track between Orland Park and Lodge, Ill. Construction was handled by a force of 45 men, which installed the signaling at the rate of one mile per working day. —Southern Pacific has ordered 110 complete sets of continuous cab signal and automatic train control equipment from Union Switch & Signal, for installation on multiple-unit cars which will operate over the San Francisco-Oakland Bay bridge.