NEWS BRIEFS

● WABASH has placed a $140,000 order with Motorola for 77 Motrac 64/12-volt two-way radios and 65 walkie-talkies. The 64/12-volt sets will be installed in diesel locomotives and the portable packsets will be used in cabooses. The packsets will operate from special dry battery packs that will operate from six months to a year in normal train service without replacement of batteries.

● LOUISVILLE & NASHVILLE will install hotbox detectors at Lebanon Junction, Ky., and Gallatin, Tenn., on its Louisville-Nashville mainline. A third hotbox detector will be installed at Varilla, Ky., on a coal hauling branch line. When in service, sometime next year, these three units will bring to 29 the total number of hotbox detectors in service on the railroad.

● NORTHERN PACIFIC has received ICC approval to install a traffic control system between Irvin (Spokane), Wash., and Kootenai, Idaho, 52 miles. The new CTC will replace existing automatic block signaling and will be controlled from a machine at Spokane.

● JERSEY CENTRAL LINES have installed a remote control system at WO tower, near Perth Amboy, N.J., in which the levers of a conventional electro-pneumatic interlocking machine are operated by geared motors. These geared motors, in turn, are controlled by a two-wire remote control system. The equipment was furnished by Transcontrol Corp.

● CHESAPEAKE & OHIO has ordered two 16-cylinder, electro-pneumatic car retarders and 16 style DA-10 switch machines from Union Switch & Signal for installation at a coal pier in Newport News, Va. This equipment will be remotely operated from a centrally located tower to control the movement of empty cars as they roll from a rotary dumper to empty car storage tracks.

● SOO LINE will install two-way train radio equipment in four yard switchers at Neenah, Wis., and 17 locomotive units used in road freight service between Chicago and the Twin Cities. Thirty-two walkie-talkie units will also be acquired for cabooses in Chicago-Twin Cities service. A base station will be erected at Neenah. Installation of the equipment will put two-way radio aboard all freight trains operating between Chicago, the Twin Cities, and Canadian Pacific connections at Portal, N.D., and Noyes, Minn. Cost of the installations will be $57,000.

● BUDD CO. ordered 38 sets of type EL cab signaling equipment from Union Switch & Signal Division of WABCO for installation on Budd electric cars to be placed in commuter service in the Philadelphia area. The cars are being purchased by the City of Philadelphia and are to be leased to the Pennsylvania.

● NEW YORK CENTRAL and Toledo, Peoria & Western have received ICC approval for removal of a manually operated interlocking at the Sheldon, Ill., crossing of the two roads, and arranging for automatic approach clearing of home signals on both railroads.

● WABASH, CB&Q and IC have received ICC approval to remove a mechanical interlocking and to provide automatic approach clearing of home signals on all railroads at South Litchfield, Ill., where two main tracks of the Wabash and one main track of the IC cross one main track of the CB&Q.

● AUTOMATION would not be practical on the mainlines of the New York City Transit Authority's subway, according to TA Chairman Charles L. Patterson. The automatic Times Square-Grand Central shuttle train will be operated for another nine months, even though its operation has not produced the expected $60,000 annual savings. He said more research would be done with the automatic shuttle operation. It now carries a motorman as a passenger, but he can take over the controls in an emergency. Mr. Patterson said the TS-GCT operation had proved the feasibility of automated trains on shuttle lines and that such automation might be extended to the Flushing Line that travels 10 miles from Times Square to Flushing, past the 1964 World's Fair site.

● SOUTHERN has received ICC approval to install a traffic control system between Rivermont and Dundee, Va., 65 miles, all in connection with the removal of 30 miles of second main track in this territory. The existing automatic block signaling on two main tracks will be replaced by traffic control on alternate sections of one and two main tracks; for example, on 10 miles of two main tracks between Rivermont and Walke, Va., and on one main track between Walke and Deal.

● LOUISVILLE & NASHVILLE will install a traffic control system on one main track between Graces and Hardy, Ala., 15 miles; on two main tracks between Hardy and Longview, Ala., 6 miles; and on one main track between Longview and Calera, Ala., 7 miles, in lieu of existing automatic block signaling, and in connection with the removal of certain portions of second track and retention of certain portions as sidings.

● SOUTHERN PACIFIC. Construction is now under way on 112 miles of centralized traffic control between Lathrop and Fresno, Calif. The operation will be controlled from a machine at Bakersfield and will be part of automatic train dispatching (RSC July 1962, p. 22). Under the system trains progress themselves through CTC territory, automatically making meets as they arise. The first automatic section now in service between Fresno and Bakersfield, 108 miles, more than half the meets are being made non-stop.

Railroad crews are now at work on the east side mainline that runs north to Sacramento. Between Lathrop and Fresno crews will install 10 controlled passing sidings, each 1.6 miles long and spaced about nine miles apart. Later this year the existing 40-mile stretch of conventional CTC between Stockton and Polk (near Sacramento) will have its three 6,000-ft sidings extended and will be integrated into the new automatic CTC system.

Concerning the Lathrop-Fresno section, SP has sought wherever possible to eliminate train meet sidings in built-up sections of communities along the railroad and relocate or build new and longer sidings at the outskirts or in open country where there is little or no highway cross-traffic. Those tracks once used for meets which are not being removed will be retained for use in serving local industries.

Specifically, between Lathrop and Fresno, 112 miles, six new CTC control sidings were installed. The majority of 11 former passing sidings were converted to local tracks to serve industries and a few were removed from service entirely. As part of the CTC construction program, flashing-light signals were installed at two highway-railroad grade crossings and flashing-light signals and automatic gates were installed at five crossings. In the Fresno-Bakersfield CTC section, 108 miles, six new passing sidings were installed and 12 former passing tracks were converted to industry tracks, or removed altogether. As for crossing protection in

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this section, 12 crossings were provided with new flashing-light signals and seven crossings were equipped with flashing-light signals and automatic gates.

SP's new Los Angeles-Fresno microwave system (RSC Sept. 1962, p. 24) will also handle the CTC control and indication codes into and out of Bakersfield.

● ENGINEERING GRADUATES. The number employed by railroads is expected to increase by 6% during the next 10 years, according to a survey by the Engineering Manpower Commission, a group sponsored by 15 professional engineering societies. In contrast, however, the number of physical scientists employed by railroads during the next decade is expected to decrease by 17%. The starting salary for engineering graduates in the railroad industry is $520 monthly, according to the survey. This median is only $20 per month below that for engineering graduates in other industries.

Railroad Personnel

Raymond Sines

● CHESAPEAKE & OHIO. **Raymond Sines,** who has been appointed general communications inspector at Huntington, W. Va. (RSC, Sept. 1962, p 41), started railroading with the C&O at Columbus, Ohio, in 1927 as a lineman's helper. He moved up as lineman, foreman and line installer. He was promoted to assistant supervisor of communications at Huntington in 1953, and to supervisor of communications in 1956. He held the latter position at the time of his recent appointment.

● CANADIAN NATIONAL. **W. J. Gillis,** system technical liaison representative, CN Telecommunications, at Toronto, appointed inside plant supervisor, Maritime district, at Moncton, N.B. His successor at Toronto is **H. M. McLachlan,** formerly traffic planning assistant there.

● PENNSYLVANIA. **Roy Cowan,** inspector, communications and signals at Baltimore, Md., appointed assistant supervisor, communications and signals at Steubenville, Ohio.

Supply Trade News

Don Herdine

W. R. Fisher

● RADIO FREQUENCY LABORATORIES, INC. **Don Herdine,** formerly assistant communications engineer of the Chicago, Milwaukee, St. Paul & Pacific, has joined the RFL Communication Equipment Division as sales and applications engineer, specializing in voice and telegraph carrier systems. He will also assist in product planning.

● UNION SWITCH & SIGNAL DIVISION. **L. J. Davis, Jr.,** manager of transportation marketing, appointed marketing manager. A photograph of Mr. Davis appeared in the June 1962 issue of RSC, page 52.

Effective October 1, a subsidiary company, **Uniswitch Corp.,** was established in Montreal, Que., at 1155 Dorchester Blvd. West, to provide closer liaison and quicker service to Canadian customers. **W. R. Fisher,** formerly sales engineer in the New York district office, has been appointed district manager of the Montreal office. Mr. Fisher has been associated with US&S since 1941, starting as a machinist. He was appointed sales engineer in 1953 and transferred to the New York office in 1957.

● OMAHA STEEL WORKS. Acquired the business of **Brown Mfg. Co.,** Woodbine, Iowa, manufacturers of small trenching equipment.

● GENERAL CABLE CORP. **D.M. Fuge,** merchandising manager, appointed general manager of sales and merchandising. **George A. Knowles,** formerly general sales manager and assistant vice-president, is now assistant to the chairman of the board.

● MOTOROLA COMMUNICATIONS & ELECTRONICS, INC. Established new Southeast area offices in Atlanta, Ga., under the direction of **Bernard T. Olson,** vice-president and Southeastern area manager. He was formerly regional sales manager for the northern half of California and Nevada.

● LENKURT ELECTRIC CO. **E. Olson,** formerly eastern district manager, microwave communica systems, for Motorola Communicatio & Electronics, Inc., is now associate with Lenkurt, in San Carlos, Calif., o the staff of the commercial sales ma ager.

● LYNCH COMMUNICATION SY TEMS INC. **Delbert G. Larson** a pointed sales manager, microwa systems, at San Francisco, Calif., new position in the marketing divisi He was formerly western district ma ager, microwave sales, for Mot Communications & Electronics, In

● ROBERT S. SCHOENF CORP., P.O. Box 38, New Yor N.Y., has been formed to provid gineering and installation of mi wave, VHF radio, telephone, and o railway communications syste Equipment may be provided on a pu chase or lease basis.

● MARQUARDT CORP. **Walter W Hutchinson** appointed manager of ma keting and sales, industrial products.

● SIMPLEX WIRE & CABLE C **E. L. Polsinelli,** 1607 East 39th Kansas City, Mo., appointed distrib for the complete Simplex line.

● GENERAL RAILWAY SIGNAL Co Will issue 127,006 common share of stock for all outstanding shares of Edwards Co., manufacturers of electrical and electronic control and communications equipment, including fire alarm and other protective systems. In addition to the merger of GRS and Edwards a new parent company will be formed. General Signal Corp. Nathan R. Owen, chairman of the board of GRS will be chairman of the new corporation; R. Stafford Edwards, chairman of the board of Edwards will be vice-chairman of the board; and P. W. Smith, president of GRS will be president of the new corporation. The Rochester, N.Y., facility of GRS will continue under its original name of General Railway Signal Co., as will the Edwards Co.

Obituaries

● WILLIAM S. HENRY, 84, retired Canadian sales representative of General Railway Signal Co., died in Rochester, N.Y., August 29. He retired in 1949 after 46 years of service with GRS.

● THOMAS F. PETERSON, 59, president of Preformed Line Products Co., died at Cleveland, Ohio, August 24.