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DIVISION OF THE GABRIEL COMPANY  
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## NEWS BRIEFS

● ATLANTIC COAST LINE has ordered CTC equipment from Union Switch & Signal Division of WABCO for installation on 25 miles of track from the South Carolina state line south to Pee Dee, S.C. Control will be from an addition to an existing TCC machine at Rocky Mount, N.C.

● SANTA FE has placed an order with Union Switch & Signal Division of WABCO for 35 sets of cab signaling and speed control equipment for installation on new diesel electric locomotives.

● A TWO-RAIL NETWORK operated by a fail-safe automatic system has been decided upon by the Los Angeles Metropolitan Transit Authority to alleviate automobile traffic congestion in the city. The system was decided upon after rejecting a monorail system. It will use a central train controller with a programmer, computer, wayside control unit, and train control unit.

● ILLINOIS CENTRAL has ordered CTC materials from Union Switch & Signal Division of WABCO for installation on 65 miles of track between DuQuoin and Church, Ill. Control of the territory will be from an addition to an existing TCC machine at Carbondale, Ill.

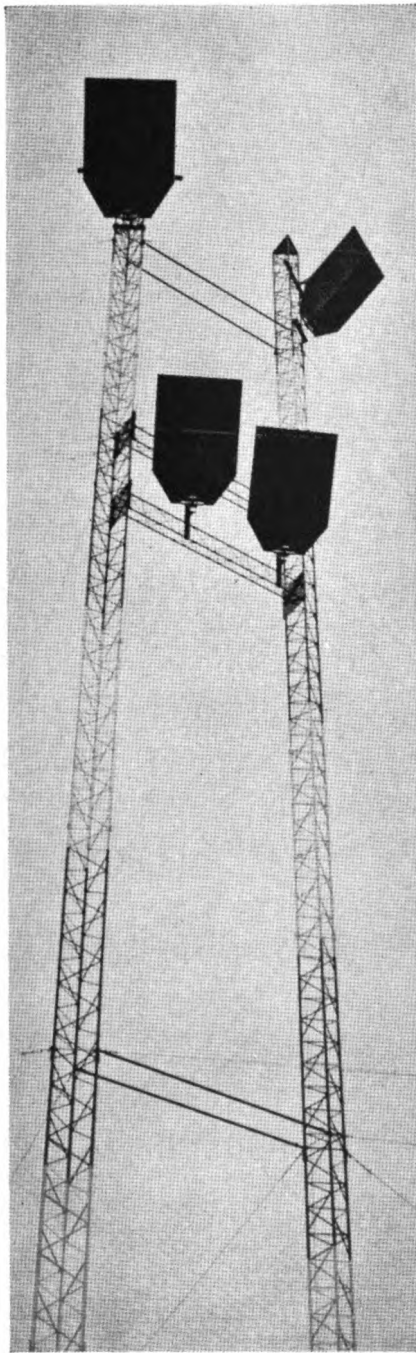
● CANADIAN NATIONAL has awarded a \$2.5 million contract to General Railway Signal Co. for Class Matic equipment to be installed in their new Toronto retarder classification yard, now under construction. The Toronto yard is to be similar to the Montreal yard, in that it will have a main classification yard with a dual hump and 80 class tracks, and a local retarder yard with 39 class tracks.

● DELAWARE & HUDSON has received ICC approval to install a traffic control system on approximately 25 miles of line between Plattsburgh and Rouses Point, N.Y. Also included will be changes to existing interlocking and change of point of control from Rouses Point to the dispatcher's office at Whitehall.

● VIOLATIONS of the Railroad Signal Inspection Act are "being condoned by the ICC, in particular its Bureau of Safety and Service," charged

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## NEWS BRIEFS

(Continued from page 48)

es Jesse Clark, president of the Brotherhood of Railroad Signalmen, in a 62-page pamphlet, distributed to members of Congress and government officials. Mr. Clark is also chairman of RLEA's subcommittee on administration and enforcement of existing safety laws.

- **CANADIAN PACIFIC** has placed an order with Union Switch & Signal Division of WABCO. for CTC equipment to be installed on 72 miles of track between Romford and North Bay, Ont. Control will be from a TCC machine at Sudbury, Ont.

- **TECHNICAL PAPERS** are being solicited by the Professional Group on Vehicular Communications, Institute of Radio Engineers, to be presented at the 13th National Conference in Anaheim, Calif., December 6-7. Papers on subjects covering the vehicular systems and equipment designs are invited. Discussions on new or unusual system techniques, applications of new types of components or related circuitry, interference reduction or spectrum utilization are invited. An abstract of 500 words is required for review by the Papers Committee by August 15, 1962. These should be mailed to William J. Weisz, Motorola, Inc., 4501 W. Augusta Blvd., Chicago 51, Ill.

- **CHESAPEAKE & OHIO** has placed an order with Union Switch & Signal Division of WABCO. for one 22-cylinder master retarder for installation at the existing Walbridge classification yard at Toledo, Ohio. This installation will equip the yard with a dual hump and provide a substantial increase in the flexibility of classification operation. Control of the new retarder will be from a console located in Tower A.

- **SOUTHERN**. Has been granted its request to the ICC that its applications in 1960 be vacated and set aside. These applications were concerned with the Southern and its affiliated roads (GS&F, AGS, NO&NE and CNO&TP), requesting relief from RS&I Section 136.602, in that they be permitted to install dragging equipment detectors without being interconnected into the automatic block signal system (RSC Oct. 1960, p. 56; Nov. 1960, p. 46).

- **BALTIMORE & OHIO** has received ICC approval to install traffic control system between Miller and Hancock, W. Va., 8½ miles, and between Han-

cock and Orleans Road, W. Va., 10 miles. The installation will be made on one main track and is in connection with removal of approximately 11 miles of track.

- **NICKEL PLATE** and Chicago & Eastern Illinois have received ICC approval for the installation of an automatic interlocking at Cayuga, Ind., to replace a mechanical interlocking.

- **CHICAGO & EASTERN ILLINOIS** and Baltimore & Ohio have received approval from the ICC to install an automatic interlocking to replace a mechanical plant at a crossing of the two roads at Salem, Ill.

- **MISSOURI PACIFIC** has received ICC permission to install a traffic control system on approximately 59 miles of double track on the Eastern division in Missouri, in lieu of automatic block signaling. The control will be from Jefferson City, Mo.

- **CHESAPEAKE & OHIO** honored four men from the communications department at its recent General Safety Conference, on the basis of standing in the railway's system safety contest conducted during 1961. A total of 28 men from all over the system received awards. Clear record certificates in the communications department contest were awarded to J. A. Johnson, assistant supervisor communications, Hinton, W. Va.; R. Sines, supervisor communications, Huntington, W. Va.; F. S. Carpenter, assistant supervisor communications, Cheviot, Ohio; and W. L. Wright, supervisor communications, Columbus, Ohio.

- **SOUTHERN PACIFIC** is in the process of constructing a microwave system between Fresno and Los Angeles, utilizing Lenkurt Electric Co. 74B microwave and 45BX multiple equipment. The new system will utilize hot standby with space diversity to provide high reliability. It will carry more than 60 voice and 30 teleprinter channels, relayed by 11 repeater stations along 270 miles of S.P. tracks. The Fresno-Bakersfield section is scheduled to go into operation this month, with the Bakersfield-Los Angeles section completed in September.

- **MICROWAVE**. An FCC inquiry, either in oral hearings or through written statements, of how common carriers and private users of microwave radio frequency space are making use of it is in the immediate offing, according to *Telecommunication Reports*.

At the March Operational Fixed Microwave Council meeting, FCC Safety and Special Radio Services Bureau

Chief Curtis B. Plummer indicated that the thinking of the FCC staff was that the private microwave services might be permitted to use frequency diversity in the frequency bands 12,000 mc and above. He also mentioned the relatively light use being made of the 2120-2200 mc range by private microwave systems and indicated that the Commission staff was considering the possibility of more extensive use of the band for "skinny route" microwave systems.

**CHESAPEAKE & OHIO** signal maintainer, **Clarence V. Smith**, 25, of Saginaw, Mich., has received a bronze medal for bravery and \$500 from the Carnegie Hero Fund Commission for rescuing a teen-age boy from drowning. The boy had fallen from a railroad trestle into the Saginaw River and was calling for help when Smith spotted him from the bridge. Removing his shoes, he jumped five feet onto a pier, then 11 feet into the water, and swam 5 feet to the shore with the struggling youth.

#### Current Publications

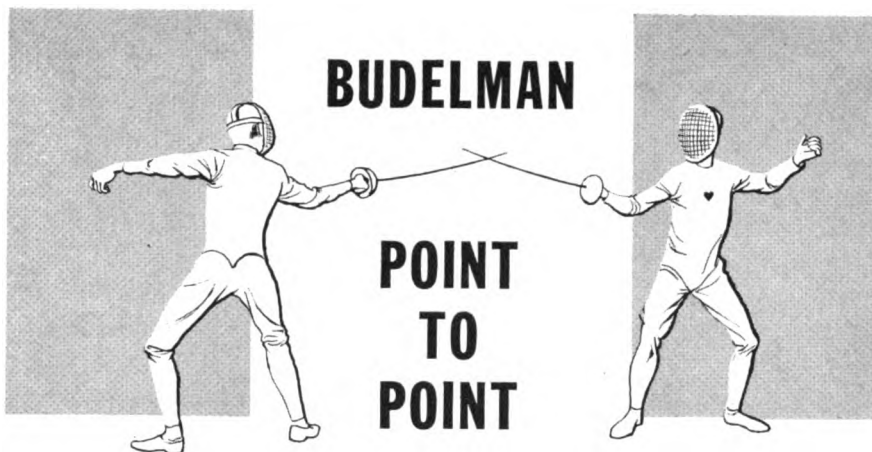
**MICROWAVE SYSTEMS.** A 16-page illustrated brochure lists 35 Collins RF microwave systems, with required power, channel applications and frequencies of operation. The brochure lists advanced features of Collins microwave plus a detailed description of receivers, transmitters and accessory equipment. *Collins Radio Co. (CP-18)*

**TERMINAL BLOCKS.** A new 16-page catalog describes the manufacturer's complete line of more than 73 terminal blocks, including newly insulated feed through and track-type blocks. It includes full specifications, blueprints and prices of both parts and complete blocks. *Curtis Development & Mfg. Co. (CP-19)*

#### Railroad Personnel

**ATLANTIC COAST LINE.** **Robert D. Liggett** appointed assistant chief engineer communication and signaling at Jacksonville, Fla. Earlier this year he was appointed signal engineer at Jacksonville. A photograph of Mr. Liggett appeared in the March issue of RSC and a brief sketch of his career in the February issue.

**CANADIAN PACIFIC.** **George C. Manning**, whose appointment as signal engineer of the Prairie Region at Winnipeg, Man., was announced in the May issue of RSC, was born at Chalk River, Ont., June 22, 1911. Following graduation from high school, Mr. (Please turn to page 52)



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Gunning completed a course with the National Radio Institute and a railway signaling and engineering course with the International Correspondence Schools. From 1927 to 1938 he worked intermittently with the CP as a time-keeper and maintenance of way employee, while attending school. In May 1938 he was transferred to signal construction, filling the positions of signal wireman, helper and maintainer. From 1942 to 1945 he served in the Royal Canadian Navy. Upon his discharge he returned to the CP as a signal maintainer, being promoted to signal inspector in 1946. Mr. Gunning was appointed assistant signal supervisor in 1948 and assistant signal construction supervisor at Toronto in 1957. He was advanced to signal construction supervisor there in 1958 and to assistant signal engineer, Atlantic Region, Montreal, in 1959. In August 1961 Mr. Gunning was transferred in that capacity to the Prairie Region at Winnipeg and was appointed signal engineer in November 1961.

● CHICAGO, BURLINGTON & QUINCY. E. F. Hutchinson appointed superintendent communications, and R. L. Sherwood and E. P. Carter, Sr., supervisors communications equipment. Mr. Hutchinson joined the Burlington as equipment assistant at Chicago in 1940, rising to his most recent post as communications engineer in 1954. Mr. Sherwood began at Galesburg as a helper in the communications department in 1948 and has been com-



George C. Gunning



E. F. Hutchinson



B. A. Lundy, Jr.



J. R. Taylor

munications equipment supervisor since 1958. Mr. Carter was first employed by the Burlington in 1945 as a groundman; he has been assistant communications engineer since 1954.

Supply Trade News

● RAILROAD ACCESSORIES CORP. has been appointed sales representative to the railroads for hydraulic rams for pushing pipe and pulling cable underground, which are manufactured by the Mite Pipe Ram Co. of Orange, Calif.

● INTERNATIONAL TELEPHONE & TELEGRAPH CORP. Dean C. Bradford, manager of the ITT special purpose tube plant at Roanoke, Va., promoted to head a newly created electron-tube department, at Clifton, N.J.

● RAILROAD ACCESSORIES CORP. J. R. Taylor appointed chief engineer and B. A. Lundy, Jr., sales manager. Mr. Taylor is a graduate of McGill University with a degree in engineering. He served as an apprentice engineer with a signal company and as a field signal supervisor on a Canadian railway from 1949 to 1958. He was



L. J. Davis, Jr.



C. F. Wert

then until April 1962 in the Electronics Division of Curtiss-Wright Corp. where he attained the position of chief engineer, process controls. Mr. Lundy has been with Raco since 1937 in the capacity of sales engineer and manager of research and development.

● UNION SWITCH & SIGNAL DIVISION of Westinghouse Air Brake Co. C. W. Henricks, vice-president railway sales, and manager of transportation marketing appointed vice-president, railway sales, and regional transportation director. L. J. Davis, Jr., assistant manager, transportation marketing, appointed manager, transportation marketing and will assume Mr. Henricks' previous marketing responsibilities. C. F. Wert, sales engineer at New York, appointed assistant district manager, New York district office. T. C. Schroeder appointed project manager—communications, with responsibility for planning and integrating the recent acquisition of the Bendix Radio Division's mobile communication products. W. C. DeStein named manager—market research and will assume the responsibilities of the market research section previously directed by Mr. Schroeder.

● ANACONDA WIRE & CABLE CO. Robert E. McIlvane elected vice-president—communications products division, with responsibility for marketing

Obituary

● ROBERT W. KELLEY, 53, supervisor of signals of the Chesapeake & Ohio at Columbus, Ohio, died April 4

This Was News 50 and 25 Years Ago

**The Signal Engineer, June 1912.** Toronto, Hamilton & Buffalo installs absolute permissive block signaling between Hamilton and Vinemount, Ont., about 10 miles. On account of the heavy upgrade from Kinnear to Vinemount three eastbound intermediate signals have been provided to permit close headway between eastbound trains, whereas only one westbound intermediate signal is required on account of the higher speed of westbound trains.—El Paso & Southwestern installs automatic block signaling between Duran and Winkle, N.M., 30 miles. Between these points 60 type K, bottom post, upper quadrant, Hall signals have been put in service. They are 3-

position signals arranged for 2-position working. The installation of 60 signals and two switch position indicators was put in for something less than \$1,000 per mile.

**Railway Signaling, June 1937.** Milwaukee Road reports that after six years service an AC-primary system of power supply for automatic signaling shows that the track battery rendered an average life of 3 years, and the line battery a life of 4 years, 8 months, 27 days.—Missouri Pacific installs CTC on 8 miles of double track and 26 miles of single track between Poplar Bluff and Knobel, Ark., where 14 trains are bunched in 8 hours during the third trick at night.