

When the tip of the plug is forced forward, the rubber moves out of the groove, putting additional pressure on the tip felt at the points where the contacts contact the depressed portions of the plug, including the tip and the ring contacts.

The electric motor which rotates the chuck is a 1/30-hp 1,550-rpm type operating on 115 volts. It is mounted on a steel stand equipped with cord, toggle switch and vacuum cup legs and carrying handle. The unit is sufficiently light to be carried from one location to another, so it can be used at any switchboard position needed for polishing the plugs on the cords without need to dismantle them.

The plug polishing machine mentioned in this article is made by W. C. Delzell Co., P.O. Box 366, Reseda, Calif.

NEWS BRIEFS

► **ILLINOIS CENTRAL** has received FCC approval to install a traffic control system between Kensington and Kankakee, Ill., 40.6 miles.

► **CHICAGO & EASTERN ILLINOIS**. W. O. Brantley, signal and communication supervisor at Steger, Ill., appointed assistant engineer signals at Chicago Heights, Ill., succeeding the late M. J. Folley. G. R. Carroll has succeeded Mr. Brantley at Steger.

► **ATLANTIC COAST LINE**. R. C. Royall, supervisor of signals at Rocky Mount, N.C., has retired and has been succeeded by L. M. Smith, assistant supervisor of signals there.

► **CHESAPEAKE & OHIO**. Joseph R. Bellomy, foreman in the communications department, appointed assistant communications inspector at Huntington, W. Va. Valery E. Silvey, assistant supervisor signals at Huntington, has retired.

► **SOUTHERN**. Clyde W. Beasley, assistant signal and electrical supervisor at Alexandria, Va., transferred in the same capacity to Norris Yard in Birmingham, Ala.

► **LOUISVILLE & NASHVILLE**. Madison Rex Waller, whose appointment as assistant to the president was announced in the November issue of RS&C, was born at Hixson, Tenn., January 6, 1909. His railroad experience was obtained in the signal department
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He's loud and clear 30 miles down the line with Budelman Type 14C microwave equipment

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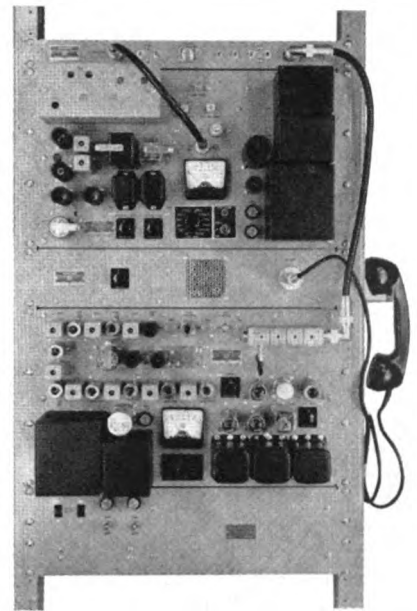
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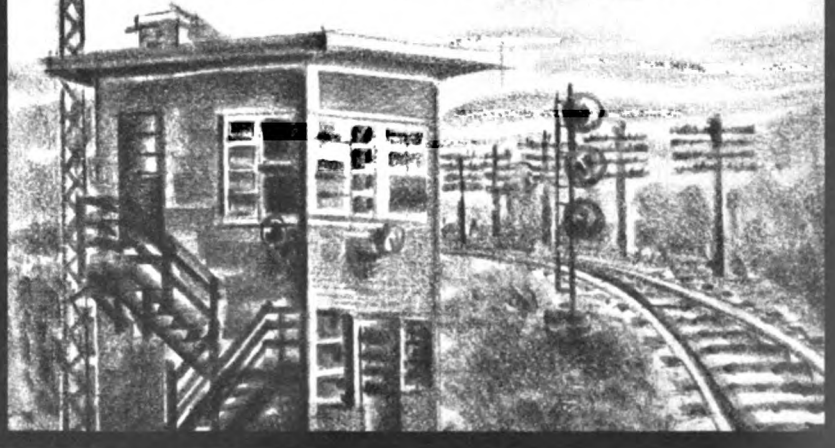
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NEWS BRIEFS

(Continued from page 47)

of the Southern and Pennsylvania. He entered the sales field in 1945 as a sales engineer with the Railroad Accessories Corp. and advanced to assistant sales manager in 1953. In January 1956 he joined the Union Switch & Signal Division of WABCO as a sales engineer, becoming district manager at Pittsburgh in July of that year. In 1957 he was transferred to Chicago as district manager and held that position until the time of his recent appointment as assistant to the president of the L&N.

Supply Trade News

● **RAILROAD ACCESSORIES CORP.** William W. Beard, who recently became a sales engineer for Raco, as announced in the November issue of RS&C, was born at New Castle, Pa., July 18, 1905. He entered the service of the Baltimore & Ohio in 1923, advancing to circuit engineer, office engineer and signal inspector. In March 1946 he was appointed assistant to the signal engineer and in May 1946



Madison Rex Waller



William W. Beard



Harry W. Erikson



John B. Griffith

assistant signal engineer, resigning from that position to become associated with Raco.

● **UNION SWITCH & SIGNAL** Division of WABCO. As reported in the November issue of RS&C, Harry W. Erikson and John B. Griffith have been appointed sales engineers at New York. Mr. Erikson joined US&S in 1945 as a laboratory technician. He was subsequently assigned as an engineer in the cab signal and train control section and in 1954 was promoted to design engineer. His most recent position was application engineer with his activities directed to the application of remote control systems for operating

unmanned switching and pusher locomotives.

Mr. Griffith was graduated from the Missouri School of Mines and Metallurgy in 1951 with a BSCE degree. He was then employed in the signal department of the Illinois Central progressing from junior engineer to draftsman to assistant engineer. In 1955 he joined US&S as an application engineer in the freight car classification yard section, the position he held at the time of his recent appointment.

Obituaries



Vivian O. Smeltzer

This Was News 50 and 25 Years Ago

The Signal Engineer, December 1912. New York, Westchester & Boston has telephone system connecting all interlocking towers and stations on its mainlines between Harlem River and Portchester, and White Plains, N.Y. A two-wire dispatcher circuit is along these lines and in addition there are three message wires. A tower line was installed, enabling interlocking towermen to talk to each other without going on a through line. Dispatcher circuits are set up so that one dispatcher can work the White Plains line and another dispatcher the Portchester line, or one dispatcher can work both lines. Dispatcher systems are equipped with Western Electric selector telephone system.—Lake Shore & Michigan Southern has put into service 20 miles of automatic block signals between White Pigeon, Mich., and Elkhart, Ind. The signals are three-position upper quadrant semaphores. The automatic signals between stations and all entrance and ends of passing sidings are of the permissive type, with pointed-end blades, and at night a red marker light diagonally seven feet below the light, indicating the position of the sema-

phore arm. The block signal located just beyond the leaving end of each passing siding is of the absolute type, with a square-end blade, and at night displays a marker light vertically 13 ft below the signal light.

Railway Signaling, December 1937. Canadian Pacific installs additional signals and special control arrangements to protect about 40 train movements and 40 switching moves entering and leaving its Toronto yard.—Pennsylvania CTC installation at Oakington, Md., includes two crossovers, three turnouts, nine operative signals controlled from Perryville Tower, 3½ miles distant. A 24-lever mechanical machine was removed. The layout consists basically of the end of a four-track section merging into a two-track section.—Chicago, Rock Island & Pacific has installed train telephones in six of its new Rocket passenger trains. The electro-magnetic telephone system consists of three line wires extending from one end of the train to the other, with four stations—in the engine cab, in the diner, in the rear car, and an extension in the rear car. All transmitters are the magnetic or self-powered type.

● **VIVIAN O. SMELTZER**, superintendent of signals, system, of the Santa Fe, whose death on November 1 was reported in the November issue of RS&C, was born at Dighton, Kan., in 1901. He was graduated from Kansas University with a B.S. degree in electrical engineering in 1928. His Santa Fe service dates from 1924, having worked part time in the signal department while attending college. Rising through the ranks of the signal department he became chief draftsman for the system in 1936 and four years later was advanced to assistant signal engineer, Western Lines. In 1942 he was transferred to the Coast Lines as CTC engineer, and two years later was promoted to signal engineer, Gull Lines. In 1945 Mr. Smeltzer was appointed assistant signal engineer, system, and in 1947 superintendent signals, system.

● **CHARLES RAGER**, Chicago district manager for Fairmont Railway Motors, Inc., died November 3 in Chicago.