NEWS BRIEFS

● ICC has received written comments on its proposed RS&I changes from the Association of American Railroads and the Railway Labor Executives Association. A prehearing conference was held last month and further conferences are scheduled by the AAR, RLEA and ICC technical representatives, with the intention of narrowing the margin of disagreement. It is anticipated that following discussions by the interested parties, the Commission will schedule a public hearing, probably to be held in Washington sometime in February or March.

● SERVO vs. GE: Last month General Electric Co. filed objections with the U.S. District Court in Roanoke, Va., to a special master's report on patent litigation with Servo Corp. of America. The report charged GE with patent infringement and unfair competition in the infrared hotbox detector business. Specifically, the master concluded:

"1. U.S. Patent No. 2,880,309, he in referred to as the Orientation '3 patent, is valid as to the claims in s numbered 5, 6, 9, 10 and 11. [T Servo patent described scanner vie ing upward and toed in to look at t trailing edge of journal boxes.]

"2. U.S. Reissue Patent No. 24,9 [Servo] herein referred to as the "Sl ter" 857 patent, is invalid.

"3. United States Patent No. 2,9 575, [Servo] herein referred to as "Alarm" patent, is valid as to claims suit numbered 3, 4, 5 and 20.

"4. The manufacture, use, sale, installation of tie-mounted detect by the General Electric Co., infrin the above identified claims in U Patents No. 2,880,309, and specific the sale to the Erie Railroad of a t mounted detector, without GE's p reading, infringes claims in U.S. Pa No. 2,880,309 and Claim 20 in U Patent No. 2,963,575 and the sales the Texas & New Orleans and Southe Pacific infringes the claims in bo patents.

"5. Defendant, General Electric C has competed unfairly with Servo a has been unjustly enriched by gainin access to and utilizing portions Servo's detailed engineering data construction of General Electric Co tie-mounted detectors, wherefore, Ser is entitled to an accounting for t value of such data.

"6. Defendant, General Electric C be enjoined from further acts of i fringement.

"7. Defendant's counterclaims for declaratory judgment of invalidity a non-infringement of patents in suit dismissed as to United States Pate No. 2,880,309 and 2,963,575.

"8. An accounting for damages had but the determination of increas compensatory damages and attorne fees be postponed until the time of t accounting, to be resolved by t Court."

While the master's report is by means the final word in this case, i formed sources say that it is the bas document upon which the Court w make a decision. Suit was instituted Servo against GE in August 1959. March 1961, the Court appointed t Master ". . . to be present at the pr trial conference beginning March 2 1961, . . . at the trial of the case a after the conclusion thereof [Septe ber 1961] submission of briefs a final arguments, to prepare and fi with the Clerk of the Court a repo setting forth his findings of fact a conclusions of law as to all matters i controversy."

It is anticipated that after GE fil

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briefs supporting its objections, there may be further hearings before the Court issues its verdict. This could be carried to a federal court of appeals and finally to the U.S. Supreme Court. Separate hearings are to be held prior to the Court's accounting of the damages to be assessed.

● NEW YORK's automatic subway train will continue to operate at least until July 1, 1963. Extension of the experiment, which began on January 4 of this year, was reportedly agreed upon by the New York City Transit Authority and the two companies that installed the automatic equipment—Union Switch & Signal Division of WABCO and General Railway Signal Co. These companies will get $341,000 if the Transit Authority decides to keep the automatic train at the end of the experimental period; if the experiment is abandoned, the Authority will pay only for installation and removal of the equipment, approximately $200,000.

● RADAR has been proposed as a safety device for permitting safe operation of 150-mph trains on the Tokyo-Osaka line of the Japanese National Railways. A Y-type surface waveguide installed along the tracks indicates the presence of objects which would be within the clearance zone for safe operation of the train. A warning signal could be transmitted directly to the train or wayside signals could be actuated to a stop aspect. In a test installation the surface wave radar system detected the presence of a man's hand located slightly above the antenna and also indicated the presence of a railroad tie on the track, as well as when it was six inches away from the track.

● NORTHERN PACIFIC will spend $1,407,565 in 1963 for signal and interlocking improvements and $366,300 for communications improvements, including expansion of microwave facilities and greater use of dispatcher-to-train crew radio.

● SWEDISH SUBWAYS in Stockholm will soon be running subway and suburban trains without motormen. Development of a new automatic control system is expected to save $640,000 annually in wages and $100,000 in power costs. The new system is expected to replace 160 motormen and also increase the capacity of any given line from 30 to 35 trains per hour. A data processing system receives digital information on speed, track length, et partly from a tachometer on the tr and from an induction antenna plac along the track. Information is sto and processed and the output of computer is translated into electri impulses to control the train's mo ments.

● FCC has received proposed findin and conclusions regarding Telpak fr interested parties. It is anticipated th the record of the extensive Telpak he ings will be certified to the Comm sion shortly, following which the f Commission will make a decision.

● ACI has been on test on the Br ish Railways. An electronic device u a scattered light method for identifyi passing freight cars moving at up 100 mph. The information is transm ted automatically to a central offi Photoelectric cells at wayside pick light reflected from code plat mounted on the cars.

● ALTON & SOUTHERN is co structing $5 million automatic retard classification yard at East St. Louis, I

● IEEE Winter General Meeting, be held January 27-February 1 in Ne York, will include the following pape of interest to signaling and commun cations men: "Some Problems E countered in the Design of Automa Freight Train Controls," by R. G. M Andrew, General Railway Signal C and "Fundamentals of Infrared Hotb Detection," by E. G. Menaker, Ge eral Electric Co.

● CANADIAN NATIONAL has i stalled direct dialing telephone faci ties between regional headquarters Toronto and other railway offices southern Ontario. Also included in t direct dialing system will be offices the Grand Trunk Western in southe Ontario, Michigan, and as far west as Chicago. Direct in-dialing, known as Centrex, will be provided at Toronto, Sarnia and Niagara, Falls, Ont., where calls will be directed to individuals instead of going through a switchboard.

● ROCK ISLAND and Panhandle & Santa Fe have received ICC approval to change present remote control to automatic approach clearing of home signals on both railroads at a single track crossing of the two roads at Dumas Jct., near Amarillo, Tex.

● MONON and New York Central have received ICC approval to remove a mechanical interlocking at a St. John, Ill., crossing of the two roads and to

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arrange for automatic approach clearing of home signals on both roads.

● NEW YORK CENTRAL and the Order of Railroad Telegraphers have agreed on a job stabilization plan which maintains the railroad's right to eliminate the jobs of telegraphers without previous union consent. The agreement closely follows the terms of an arbitration case involving the ORT and the Chicago & North Western. Both give the railroads the right to eliminate jobs of telegraphers on 90 days' notice to the union. (For details see Railway Age, Dec. 17, 1962, p 44.)

● ATLANTIC COAST LINE has received ICC approval to install a traffic control system between South Florence and Lane, S.C., 45 miles. The installation will provide for either direction operation on alternate sections of one and two main tracks.

● NEW YORK CENTRAL has completed installation of 60 miles of CTC between Croton-on-Hudson and Tarrytown, N.Y.

● SANTA FE will install microwave in 1963 from Amarillo, Tex., to Winslow, Ariz., 615 miles. This installation will link Kansas City with the West Coast as part of the Santa Fe's basic microwave system.

● MILWAUKEE ROAD during 1963 will complete an eight-channel telephone dialing system between Chicago and Minneapolis; install hotbox detectors along the road's mainline between Savanna, Ill., and Council Bluffs, Iowa; and install a 3½-mile extension of CTC near Red Wing, Minn., to permit operation in either direction over both main tracks.

● UNION PACIFIC has received ICC approval to install a traffic control system on single main track between Briggs and Hinkle, Ore., 83 miles.

● ATLANTIC COAST LINE has ordered signal equipment from Union Switch & Signal for installation of CTC on 85 miles of track between Florence and Charleston, S.C. Control will be from a 12-ft TCC machine at Florence ACL has also ordered 24 sets of transistorized 2R series radio equipment to be installed on locomotives.

● PENNSYLVANIA has received ICC approval to install a traffic control system between Duncannon and Newport, Pa., 14.5 miles.

● MISSOURI PACIFIC and AT&S have received ICC approval to remotely control an interlocking at junction of the two roads at Eton, Mo from an AT&SF traffic control machine at Shopton, Iowa. The interlocking control machine at Eton will be removed.

● LEHIGH VALLEY received ICC approval to install a traffic control system between Manville and Phillipsburg, N.J., 42 miles.

● USSR. Tests of two trains on a 12-mile circular subway line in Moscow have been so successful that it has been decided to automate the 40-train system completely.

● ILLINOIS CENTRAL signaling construction now under way and in the planning stages involves the following suburban area trackage in Chicago: Van Buren Street—now have signaling for one track outbound and two tracks inbound; will have signaling for afternoon rush hour service of two outbound

acks and one inbound track, and for orning rush hour service will have gnaling for two inbound tracks and ie outbound track. (Inbound is toward hicago). From 11th street to 51st reet, tracks No. 1 and 6 will be re-oved, leaving four tracks. Signal anges will be made at 11th and 51st reets to accommodate the new track youts. Kensington to Homewood, 8 iles, will have reverse signaling on ack No. 2 and track No. 1 will be gnaled for southbound moves. Be-reen Homewood and Kankakee, 32 iles, there will be three tracks. The nter track with reverse signaling will main as is, but one of the other acks will be removed. The remaining ack will be reversed signaled, thus oviding for two main tracks with ther-direction running on each track.

AAR has asked the FCC for a rule nendment or waiver which would per-it railroad radio service microwave stem licensees to transmit public tele-ams over their microwave facilities. oncerned are roads with Western nion telegraphs agencies, says *Tele-mmunications Reports*. Also Western nion has filed a statement with the ommission endorsing the request of e AAR.

RS&C INDEX for 1962 will be vailable shortly. Those subscribers ho have received the index in past ears will continue to do so. All others ho desire to have a copy of the 1962 dex should write to Circulation De-rtment, Railway Signaling and Com-unications, Emmett Street, Bristol, onn.

Railroad Personnel

SEABOARD AIR LINE. **Robert B. Waterman** named assistant superin-ndent communications and signals, Richmond, Va., succeeding **Clyde arber,** retired. **Hugh M. Davis** ap-ointed communications and signal ngineer, also at Richmond. **W. J. oodwin,** assistant supervisor tele-ones and signals at Richland, Ga., ansferred to Savannah, Ga., succeed-g **C. P. Middleton,** deceased. **J. B. ack,** assistant to supervisor telephones id signals at Savannah, promoted to cceed Mr. Goodwin at Richland, and in turn has been succeeded by **R. W. heffield.** (photos p. 38)

J. W. Powers appointed assistant su-rvisor telephones and signals at Ham-t, N.C. succeeding **E. L. Johnson** who as been appointed assistant signal con-ruction engineer with headquarters at ichmond, Va.

Mr. Waterman was born in Caracas, enezuela, and was graduated from eorgia School of Technology in 1933. He was first employed by the Seaboard as a signal helper and subsequently served in numerous capacities in the communications and signal department. He was made signal engineer in 1946 and held that position at the time of his recent appointment.

Mr. Davis is a native of Winston-Salem, N.C., and attended the University of North Carolina prior to joining the Seaboard in 1944 as a telephone maintainer. He was appointed assistant signal construction engineer in 1951 and assistant superintendent telegraph in 1957.

Mr. Barber, a native of Brighton, Ill., joined the Seaboard in 1926 as a signalman. In 1944 he was placed in charge of construction of the road's centralized traffic control system. He became assistant superintendent communications and signals in 1947.

● CANADIAN NATIONAL. **H. H. Dofka,** assistant signal engineer, Great Lakes region, Toronto, Ont., appointed signal engineer, Mountain region, at Edmonton, Alta., succeeding **R. M. McIntosh.**

● PENNSYLVANIA. **C. W. Herrman,** assistant supervisor, communications and signals at Columbus, Ohio, transferred in the same capacity to New York. **H. C. Rhoades, Jr.,** named office engineer, communications and signals at Buffalo, N.Y.

● MILWAUKEE ROAD. **James L. Frohmader** appointed supervisor signals and communications, Ottumwa, Ia., succeeding **R. C. Dueland,** who has retired. Mr. Frohmader started with the Milwaukee Road in 1951 as a signal helper. He was appointed signal draftsman in Chicago on Sept. 1, 1954, and promoted to signal inspector on June 16, 1957, the position he held until his present appointment.

● NEW YORK CENTRAL. **Prentiss S. Hughel,** superintendent of communications, Eastern district, at Syracuse, N.Y., has retired and has been succeeded by **Richard L. Straw,** communications engineer there.

Mr. Hughel was born at Le Roy, Ill., August 3, 1898. He started with the Cleveland, Cincinnati, Chicago & St. Louis (now New York Central) as a draftsman at Indianapolis in 1919. He was later transferred to Detroit, where he became superintendent of communications in 1947. In January 1954 he was appointed superintendent of communications at Syracuse.

Mr. Straw was born at Milwaukee, Wis., January 29, 1928. After serving in the U.S. Navy during World War II he attended the Milwaukee School of Engineering, from which he was graduated in 1952 with a B.S. degree in electrical engineering. He was then employed by the General Telephone Co. of Wisconsin and in May 1957 became communications engineer of the New York Central at Syracuse.

Prentiss S. Hughel

Richard L. Straw

● READING. **Ernest L. Rogers,** signal supervisor at Reading, Pa., has retired and has been succeeded by **J. E. Schweigert.**

● SOUTHERN. **James R. Strickland** appointed assistant communications engineer at Washington, D.C., **Carey H. Waller,** assistant draftsman, promoted to assistant signal and electrical supervisor at Macon, Ga.

● MONON. **Clarence R. Williams,** superintendent signals and communications, has retired. **Raymond L. Wyant** has been appointed superintendent of signals and will have complete jurisdiction over the signal department. **M. L. Qualkenbush,** supervisor of communications, will have complete jurisdiction over the communications department. A photograph of Mr. Williams and a biographical sketch of his career appeared in the March 1962 issue of RSC, page 42.

Mr. Wyant was born in Chicago, February 14, 1920. He began his railroad career in 1940 as a signal helper on the Chicago, Rock Island & Pacific, at Chicago. He advanced through various positions at Joliet, Ill., and Colby, Kan., to signal maintainer, leaving that road in 1947 to become assistant signal supervisor of the Monon. In 1953 Mr. Wyant was appointed signal supervisor, the position he held until his recent promotion (photo p. 38).

● DETROIT, TOLEDO & IRONTON. **F. Robert Growe,** engineer signals and communications appointed assistant superintendent signals and communications. **Russell L. Alder,** inspector signals and communications appointed supervisor signals and communications. **Samuel J. Taylor** appointed inspector signals and communications.

● SANTA FE. **Orrin C. French,** signal

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NEWS BRIEFS

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engineer, eastern lines, at Topeka, Kan., appointed superintendent signals, system, at Chicago, succeeding the late **V. O. Smeltzer. B. J. Hutton,** assistant signal engineer, eastern lines, has succeeded Mr. French. **Neal W. Thorne,** CTC engineer, Coast Lines, at Los Angeles, named to succeed Mr. Hutton at Topeka.

Born at Newton, Kan., in 1910, Mr. French entered railroad service as a signal helper on the Santa Fe at Amarillo, Tex., in 1927. He resigned to complete his schooling and was graduated from the University of Kansas in 1934. Following two years as associate editor of Railway Signaling and Communications, he returned to the Santa Fe at Topeka in 1936 as signal draftsman. Mr. French served in various capacities at Topeka and La Junta, Colo., prior to appointment as assistant signal engineer, eastern lines, in 1948. He was named signal engineer, eastern lines, in 1955.

Mr. Hutton was born at Carbondale, Kan., and began his Santa Fe service in 1941 as a signal helper. Following military service in the Air Force, he finished his college work, receiving a B.S. degree in electrical engineering from Kansas State College in 1948. He returned to the Santa Fe and was appointed assistant engineer at Topeka in 1950 and assistant signal engineer of the eastern lines in 1958.

Raymond L. Wyant

Herbert E. Reynolds

Gene K. Adams

L. P. Tracy

Orrin C. French

B. J. Hutton

Hugh M. Davis

Robert B. Wate

Supply Trade News

● HAMMARLUND MFG. CO. **Leo G. Sands** appointed manager industrial marketing.

● FAIRMONT RAILWAY MOTORS, INC. **Fred A. Kaup,** New York district manager, appointed Chicago district manager, to replace the late **Charles L. Rager. Avon Lane** has been named to succeed Mr. Kaup.

● WHITNEY BLAKE CO. **Ernest E. Hilliard** has joined the sales staff with headquarters in Omaha, Neb. He was formerly sales manager for Tele-Wire Supply Co.

● MICROWAVE SERVICES INTERNATIONAL, INC., consultants, engineers and constructors in advanced electronic telecommunications, Denville, N.J., announces two new services: Microwave Interference Coordination provides frequency and beam coordination for site selection of new systems and is available in the private common carrier and government bands. Microwave Interference Protection ensures microwave users that harmful interference will not occur to operating systems from proposed new systems.

● JAMES G. BIDDLE CO. Home office has been moved from Philadelphia to a new plant building located at Township Line and Jolly Roads, Plymouth Meeting, Pa.

● GENERAL CABLE CORP. **Harold S. Coleman** appointed industry sales manager for mines, railroads and welding.

● GENERAL RAILWAY SIGNAL CO. Address of new Canadian office is Royal Bank of Canada Building. Place Ville Marie, Montreal 2, Que.

● GENERAL ELECTRIC. **Herbert E. Reynolds** appointed carrier sales manager for communication products department's telecommunication and microwave sales at Lynchburg, Va. Mr. Reynolds was outside sales manager for Lynch Communication Systems, 1954-1960. Next he served as marketing and product manager for carrier and multiplex at Motorola, Inc.

● OKONITE CO. **James S. Mitchell** appointed district manager, Milwaukee sales office.

● RADIO CORP. OF AMERICA. **Haddon S. Wilson,** manager, microwave project operations, promoted to manager, engineering, of the microwave department.

● UNION SWITCH & SIGNAL DIVISION, Westinghouse Air Brake Co. **L. P. Tracy** appointed district manager, replacing **M. Rex Waller,** recently signed, and **Gene K. Adams** na assistant district manager at Chic Mr. Tracy was formerly assistant di trict manager and Mr. Adams a sal engineer in the Chicago office. Cla **ence W. Sooby,** assistant manage transportation research, appointed ma ager, transportation economics at Swis vale, Pa.

Mr. Tracy was born in Columbu Ohio, and received a B.S. degree i electrical engineering from Ohio Stat University in 1932. He was employe by the Pennsylvania from July of th year to 1951, advancing to supervis communications and signaling. He ha been with US&S since that time, star ing as a sales engineer in Chicago an in 1956 was appointed assistant di trict manager.

Mr. Adams was born in Lincol Neb., June 7, 1928. He began hi career in the signal department of th Burlington in 1944, and attended eve ning classes at the Illinois Institute o Technology. He became engineer signal design of the Burlington, but r signed in 1957 to become a sales eng neer for the Griswold Signal Co. 1959 he joined US&S as a sales eng neer at Chicago.

● MOORE ASSOCIATES, INC. To **Morcott,** formerly with Precision In strument Co., appointed chief enginee

Obituary

● HARRY E. BRASHARES, 81, super intendent of signals of the Gre Northern from 1938 until his retiremen in 1951, died November 26 at St. Pau Minn.