Quest for Crisis

A new book by James N. Sites of the Association of American Railroads' public relations staff is about his year-long study of transportation over much of the world. The book, called *"Quest for Crisis"* relates his experiences and findings in 25 countries from Europe through the Middle East to India and Russia.

Pointing out that a major difference between U.S. railroads and those overseas is that the former are privately owned while the latter are almost entirely government-owned, Mr. Sites emphasizes that the record on government take-over of railroading has proven this does nothing to solve transport problems. Its major effect seems to have been to delay solutions. British "muddling through" on public policies, for example, has stirred up unprecedented transport turmoil and turned British railways into "an economic and physical monstrosity."

"Where transportation systems are in the most trouble," he writes, "many if not all the reasons can be traced to unsound, disorganized, politically oriented government policies. Conversely, where transportation networks are in the best shape and offering the best service at the lowest cost, government policies are found to be most sound, stable and balanced. . ."

But the transport record is by no means all bad. French railroads, with a strong assist from government, are streamlining equipment, turning to daring price innovations. West Germany drives toward modernization of transport and a halt to transport red ink by a firm policy of equal treatment for all carriers, rail, air, highway. In Switzerland, sound government policies and sound business management combine to make both money and friends for the Swiss railroads.

"Government actions that discriminate in taxation or subsidies, or that block progress through unsound regulatory controls not only warp the physical shape of transport, but prevent people from getting the best service at the least cost in terms of both prices and national resources," he writes.

"The major test of government transport policies, therefore, should be this: Do they treat all carriers alike?"

QUEST FOR CRISIS by James N. Sites, published by Simmons-Boardman Publishing Corp., Price: $5.95.

NEWS BRIEFS

• ICC will hold a hearing on its proposed changes of the signal Rules, Standards and Instructions, Ex Parte 271, on April 10, 1963 in Washington, D.C. before Examiner Boyd.

• TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS locomotive engineers had a short strike on Feb. 11 when they walked off the job but returned after a federal court issued a restraining order at TRRA's request. Dispute was over who should man the locomotives' radio. Engineers wanted an operator added to the engine crew to handle the radio calls, while the railroad wanted existing crews to answer and make radio calls. Between 200 and 300 members of the BLE union walked off their jobs.

• CANADIAN NATIONAL ordered installation of 25 miles of CTC near Richmond Hill and Toronto, Ont., in connection with signaling access lines to CN's new retarder yard, at which point control will be from a TCC machine. CN also ordered from Uniswitch, equipment to install CTC on 75 miles of track between Washago and Quaker and Gravenhurst, Ont. Control for this CTC will be from an existing TCC machine at Capreol, Ont.

• SOUTHERN PACIFIC will receive new automatic signaling equipment for a line relocation near Del Rio, Texas, as a result of a new dam being constructed across the Rio Grande river. Equipment was ordered by the International Boundary and Water Commission from Union Switch & Signal.

• SOUTHERN PACIFIC will have Micom, Inc., Dallas, Texas firm construct a 500-mile microwave system between Fresno and Dunsmuir, Cal. The system will use Lenkurt Electric Co. equipment with space diversity techniques *(RSC Sept. 1962 p. 24).*

• SOO LINE will spend about $57,000 to provide dispatcher controlled radio stations to give solid train-to-wayside coverage between Stevens

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NEWS BRIEFS

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Point and Shoreham, Wis. Control will be by the Stevens Point dispatcher of five base stations: Withrow, Downing, Chippewa Falls, Owen and Sherry.

● BALTIMORE & OHIO and Illinois Central have received ICC approval to remove a mechanical interlocking at a crossing of the two roads at Olney, Ill., and arrange for automatic approach clearing of home signals on both roads.

● AT&T objects to the general rule waiver or amendment sought from the FCC by the AAR and supported by Western Union which would permit railroads with WU telegraph agencies to transmit telegrams over railroad microwave systems. AT&T suggests that individual railroads should apply for specific rule waivers to the extent necessary.

● NEW YORK CENTRAL has ordered equipment costing $365,000 from General Railway Signal for two CTC installations:—10-miles of the double track between Suspension Bridge and LaSalle, N.Y.; and on a 20-mile track relocation project between Riverside and Back Bay Station, Boston, Mass. Both installations will use the new Rolkode coding system which employs type FSK frequency-shift carrier equipment and compact type J coding relays.

● CANADIAN PACIFIC has placed a $600,000 order with General Railway Signal for equipment to consolidate the approaches to Agincourt Yard. Traffic Master, the pushbutton control center, will be located at Toronto station and will be arranged for future expansion. A new GRS electronic CTC system will be used for the control of 14 field stations. This system features type FSK frequency-shift carrier, a new solid state indication system and compact type J coding relays.

● CHICAGO TRANSIT AUTHORITY has installed trainphones on the Ravenswood Line, second rapid transit line to get the new radio-telephone-type equipment. The installation links motormen by direct voice contact with central operations control in the Merchandise Mart. The CTA expects to place them in all rapid transit trains. The North-South Line was first to get them.

● 1963. The following signal and communications projects have been authorized for the coming year, according to Railway Age. **Illinois Central:** install CTC and retire 21 miles of third and fourth main track between Homewood and Gilman, Ill., $995,000. **Northern Pacific:** install CTC between Sandpoint, Ida., and Spokane, Wash., $1.9 million.

● 1962-1963. The following signal and communications projects have been completed, or were started and will continue in the coming year, according to Railway Age. Number in parenthesis indicates per cent completed. **Alton & Southern:** construct an automatic retarder classification yard with 32 class tracks at East St. Louis, Ill., $5 million (20). **Baltimore & Ohio:** install CTC between Willard, Ohio and Pine Junction, Ill., $3,928,360 (0). **Canadian National:** install CTC on 9 subdivisions $7.2 million; install end-to-end train radio $3.9 million (100); construct new retarder classification yard at Moncton, N.B., $15.6 million (100); construct new retarder classification yard at Toronto, Ont., $32 million (30); **Canadian Pacific:** construct a retarder classification yard at Agincourt, Toronto, Ont. (100). **Chesapeake & Ohio:** install CTC from Clifton Forge Va. to Hinton, W. Va., $2,991,300 (68); install CTC from Cabin Creek Jct. to St. Albans, W. Va., $2,306,[illegible] (88). **Erie-Lackawanna:** construct [illegible]tronic retarder classification yard [illegible] Buffalo, N.Y. (90). **Illinois Cent[illegible]** install CTC and retire 40 miles of [illegible]ond main track between East St. L[illegible] and DuQuoin, Ill., $1.2 million (6[illegible] modernize "B" yard at E. St. L[illegible] Ill., $2.3 million (20). **Louisville Nashville:** install CTC between Ath[illegible] Ala., and Black Creek, $1.8 mil[illegible] (100); construct southbound retar[illegible] classification yard at DeCoursey, L[illegible]nia, Ky., $11.5 million (70). **New Y[illegible] Central:** install and place in operat[illegible] "Data Central" to expedite the tr[illegible] mission of data and telegrams throu[illegible] out the railroad and also ins[illegible] system-wide direct telephone dial[illegible] $2,885,000 (15); install CTC on [illegible]hawk division, $7.6 million (1[illegible] install CTC on Toledo division, $[illegible] million (100); install CTC on Hud[illegible] division, $1.9 million; and install C[illegible] on Lake division, $1,005,000 (1[illegible] **Nickel-Plate:** construct an electr[illegible] retarder yard jointly with Erie-La[illegible]wanna at E. Buffalo, N.Y., $7.5 mill[illegible] (85). **Norfolk & Western:** install C[illegible] from Ailene, Va., to Princeton, W. [illegible] $2,276,000 (100); rearrange signal[illegible] and traffic control from Burkeville, [illegible] to Oakdale, W. Va., $1,215,000 (1[illegible] **Northern Pacific:** install CTC betw[illegible] Sandpoint, Idaho and Spokane, Wa[illegible]

$1.9 million (35). **Ontario Northland:** install microwave communication system from North Bay, Ont., to Moosonee, $7.2 million (75). **Southern:** install CTC on the Danville Division, $1,710,000 (60); install CTC on the Washington division, $2,262,680 (80).

Railroad Personnel

● CANADIAN NATIONAL. **F. S. Taksaki** appointed cable engineer, CN Telecommunications at Toronto, Ont.

● PENNSYLVANIA. **H. M. Parks** appointed inspector communications and signals at Cincinnati, **O. J. Kolton,** supervisor telephone service, New York, appointed engineer of communications at that point.

● DETROIT, TOLEDO & IRONTON. **F. Robert Growe,** recently appointed assistant superintendent signals and communications (RSC Jan. 1963 p. 37), was born in Detroit, Mich., Mar. 18, 1927. Educated at Dearborn Community College and the University of Detroit, Mr. Growe began his railway career as a signal helper on the DT&I in February 1950. In July of that year he was promoted to an assistant signalman and two months later appointed signal and communications draftsman. In August 1953, he was promoted to engineer, signals and communications, the position he held at the time of his recent promotion.

Russell L. Alder, appointed supervisor signals and communications, DT&I, (RSC Jan. 1963 p. 37), was born at Leipsic, O., on Oct. 3, 1907. He studied electrical engineering at Miami University (Ohio) and Ohio State University. He began his railway work as a signal helper on the B&O in April 1923. Until he joined the DT&I in 1927, Mr. Alder held various positions in B&O signal and interlocking gangs. He joined the DT&I as an interlocking maintainer. He was promoted to signal and communications inspector in February 1954, the position he held at the time of his promotion.

Supply Trade News

● MARQUARDT CORP. **James E. McMahon, Jr.,** 7 Bardwell Lane, Huntington, L.I., N.Y., appointed eastern regional manager. **E. R. Zebe,** appointed midwestern regional manager. Mr. McMahon was formerly with Union Switch & Signal, and Mr. Zebe was formerly associated with ITT-Kellogg.

● HOWARD & GOULD CO. appointed **Southeastern Railway Supply, Inc.,** 2304 Wilson Blvd., Arlington 10, Va., to represent H&G rectifiers, bonding drills and twist drills for tie boring and gaging machines in the U.S. for the area southeast of Baltimore, Md.

Russell L. Alder

F. Robert Growe

Glen C. Iaggi

H. P. Weirich

● ITT-KELLOGG has appointed **Graybar Electric Co.** a national distributor to handle sales of Kellogg's telephone instruments, ringers, key telephone equipment, PABX's fire alarm systems and code-a-phone telephone answering devices.

● FANSTEEL METALLURGICAL CORP. **H. P. Weirich** has been appointed general manager of the rectifier-capacitor division, succeeding **Glen L. Ramsey,** vice-president, who relinquishes this position. Mr. Weirich joined Fansteel in 1951 and has held various sales and management positions. Prior to his recent promotion, he was assistant general manager and sales manager.

Glen C. Iaggi has been appointed sales manager succeeding Mr. Weirich. Since joining Fansteel in 1954 as a field sales engineer, Mr. Iaggi has been assistant sales manager and acting sales manager, his most recent position prior to this appointment.

● MID-CONTROL CO. has moved its offices from Des Plaines, Ill., to 208 S. LaSalle St, Chicago 3, Ill. The company will represent Frontier Electronics Inc., manufacturers of snow and high-load detectors, in the midwest area.

● COPPERWELD STEEL CO. **Avon W. Conrad,** sales representative for the wire and cable division has assumed

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sales duties in California and Nevada and will make his headquarters in Los Angeles. Formerly he represented Copperweld in a five-state area centered on South Dakota. A native of Indiana, Mr. Conrad was formerly office manager at Chicago, prior to being assigned sales duties.

Russell L. Scott, of Copperweld's sales engineering department, has been promoted to replace Mr. Conrad in the upper midwestern territory. Mr. Scott has an electrical engineering degree from Carnegie Institute of Technology, and joined Copperweld in October 1961.

● WESTERN RAILROAD SUPPLY CO. **Peter J. Banbury** appointed sales engineer in the communications and signal equipment department (RSC Feb. 1963 p. 42).

Peter J. Banbury

L. J. Davis, Jr.

Russell L. Scott

Avon W. Conrad

Walter S. Henry

Omar D. Stowell

● GENERAL RAILWAY SIGNAL CO. **Omar D. Stowell, Jr.,** appointed manager of railway sales at Rochester, N.Y., responsible for domestic railway sales of signal and communications equipment. **Walter S. Henry** has been appointed assistant western manager at Chicago.

Prior to assuming his new pos Mr. Stowell was assistant western ager at Chicago. He joined GRS case wiring department in 1946. graduation from Rochester Institu Technology in 1949, he was appoint an engineer in the commercial depa ment. In 1953 he was appointed a sa engineer at Chicago and made assi ant western manager in August 19

Mr. Henry, a native of Iowa, w educated at the State University Iowa, and joined the C&NW as a s nal helper in 1940. Following thr years in the U.S. Army Signal Cor he returned to the C&NW in 19 From 1951 to 1956 he was with t Ft. Dodge, Des Moines & Souther first as signal foreman and later signal engineer. He joined GRS as sales engineer in 1957.

● UNION SWITCH & SIGNAL di sion of WABCO has appointed **L. Davis, Jr.,** vice-president-marketing Mr. Davis was born in Carnegie, P in 1915. He was educated at the U versity of Pittsburgh. After 3½ yea in the U.S. Marine Corps in commu cations, he joined US&S in Octob 1945 in the engineering departme Three years later he was appoint a sales engineer in the New York o fice, and in 1958 he was promoted assistant manager of the New Yo district. In January 1962, Mr. Da was appointed assistant manager-tran portation marketing with headquarte at Pittsburgh. After being promoted manager-transportation marketing April of last year, he was made ma keting manager in September, his mo recent position prior to this appoin ment.

This Was News 50 and 25 Years Ago

The Signal Engineer, March 1913. Chicago, Burlington & Quincy installs a "split-block" system between Wray and Eckley, Colo., 14.64 miles. A long manual block was subdivided by semi-automatic and automatic signals. A passing track at Robb is 8.73 miles from Wray. The new signal system is designed to furnish absolute blocking for opposing movements and to allow permissive blocking for movements of trains in the same direction. This refers to freight trains only, as a positive block is maintained for passenger trains.—Louisville & Nashville installs automatic block signals with polarized line circuits on single track between Corbin, Ky., and LaFollette, Tenn., 52 miles. Two signals (north and southbound) protect each end of each passing siding, while the crossovers and spurs are protected by double switch indicators, indicating the approach of trains from either direction. Switch indicators are not used where both north and southbound signals are located near the switch, or where the main track is occupied while working through the switch.—Chicago Great Western installs an acetylene flashlight in an upper quadrant semaphore automatic block signal. The light flashes 60 times per minute, and is lighted 1/10 of each second. The flashing is continuous through all three indications. The light burns 24 hr daily for nine months without attention. At the end of this time, the empty tank is replaced with one full of acetylene gas. It is not necessary to relight the lamp as there is enough gas in the pipes up the signal mast to keep the flame going while the tank is changed (about 15 min.).

Railway Signaling, March 1938. Pennsylvania installs new signaling, telephone and telegraph equipment coincident with the electrification of the New York-Washington, D.C. line. Features of new signal work include extended sections of universal code track circuits for wayside and cab signals, respacing of signals for high speed; extensive revision of 24 interlockings, 2 interlockings changed to CTC installations; new signal power substations and transmission line; and the conversion of open-wire line to cable in the entire territory.—Missouri-Kansas-Texas uses straight primary battery system for operating 9 searchlight signals and associated track circuits on 7¼ miles of signal track ABS, between Highland Park and Bethard, Tex. Special yellow colorlight emergency light unit is mounted below searchlight head and if conditions are proper will light upon approach of a train if the searchlight lamp filament is broken. This avoids light-out signal failures and the resulting train delays. Indication of this special yellow colorlight unit is: "Approach next signal prepared to stop, and report emergency light burning."

RSC