NEWS BRIEFS

● ICC SIGNAL HEARING has been postponed from April 10 to May 7 in Washington, D.C. This Ex Parte 171 proceeding concerns proposed changes in the Commission's Rules, Standards and Instructions on signal systems (RSC July 1962, p.13).

● SURCOM. A nation-wide railroad communications service is in the planning stage. If implemented, it could lead to car reporting and car accounting on a national basis.

Details of the proposal were disclosed at a recent Railway Systems & Management Association seminar in Chicago by Grant C. Vietsch. RSMA's executive director.

"We have created a vehicle, a corporation called Surface Communications, Inc.," said Mr. Vietsch. "It's symbol is SURCOM, which stands for Shared Use of Railway Communications, and its purposes are:

● "To furnish point-to-point communications service to common carriers.

● "To perform car accounting and management advisory services relating to movement of goods and people by common carrier.

● "To engage in any management or research and development related to transport operations."

Mr. Vietsch then outlined in general terms the approach to be taken by SURCOM:

"1) A pilot study will be begun at once, using leased computer center facilities. Initial emphasis will be upon communications switching. We are in the process of writing up the proposal for TEST—Total Electronic Switching of Telecommunications. This will be one of the first ventures of SURCOM and will serve as a pilot study upon which to base increased participation by additional roads.

"2) Coincidental with this communications switching will be studies aimed at determining system parameters and system discipline for the car-accounting service.

"3) Once a system is established, groups of related roads will be cut over to the computer center.

"4) In its first stage of operation, the center will merely report car movement. Once each day each road subscribing to the service will receive a list of all its cars off-line and their last reported location. Further, it will be possible to interrogate the center at any time to determine the location of a specific car or container.

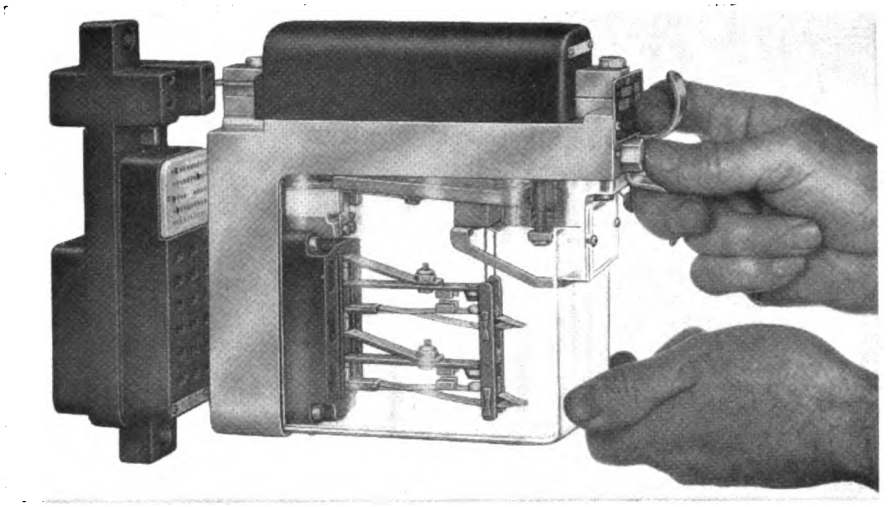
"5) One of the basic tenets of SURCOM will be a continuing systems study to establish paths to be followed to better car accounting. It is not illogical to suppose that, in time, the center will be turning out per diem accounting and related statistics."

SURCOM, said Mr. Vietsch, will be capitalized on the basis of one share of stock per freight car owned. Capitalization would pay for the study program proposed. Although user charges haven't been firmly set, it has been proposed that for the car reporting service the charge might be one cent for each car reported daily.

In Mr. Vietsch's view, SURCOM would bring a quick payoff at little or no capital investment. It would lease computer center time for switching and initial program studies. Leased telephone company facilities would provide communications between the center and the railroads.

● AUTOMATIC TRAIN has been tested in the London subway in which a

(Please turn to page 44)



Here are 9 new Union Plug-In Relays

PN-150SO Switch Overload Relay is standard for overload and short circuit protection of d-c switch motors. It is equivalent to OR-11 and ORP-60 relays but has a PN-150 relay housing. Three different operating ratings are available which cover practically all d-c switch machine applications. **PA-150SA Overload Relay** for a-c switch machines has an internal rectifier and slightly different contact combination. *See U.D. 287-G.*

PP-151 Magnetic Stick Relay in combination with **PN-150 BM Biased Relay** are used for control of electric switch machines. PP-151 has two silver-to-silver low resistance contacts for reversing motor circuit polarity and keeping overload relay circuits in agreement. PN-150 BM uses heavy-duty magnetic contacts to make and emergency break the motor circuit, and is capable of breaking motor current in excess of 50 amperes at 110 volts d-c. Its biased feature makes the combination self-checking. *See U.D. 287-G.*

PT-150 Thermal Relay is equivalent of TH-10 and PT-52 relays but provides longer adjustable time intervals. Improved characteristics enable one relay to cover operating times which previously required three different relays. A permanent magnet keeps the back contact closed even under vibration and gives it a snap action. *See U.D. 287-E.*

PN-150BL Biased Plug-in Light-out Relay has a half-wave copper oxide rectifier built into the relay. Calibrations are more accurate and consistent with the built-in rectifier, mounted in place of contacts 4, 5, and 6. It's available in three ratings which cover most applications for light-out protection. *See U.D. 278-F.*

PN-150BH High Drop-Away Relay has a high ratio of drop-away to pick-up. It's ideal for broken rail protection on track circuits as long as 6000 feet. The double coils can be used in series or in multiple to obtain a .5- or 2-ohm relay, 1- or 4-ohm relay, 500- or 2000-ohm relay. All relays are equipped for front-of-relay testing. *See U.D. 278-D.*

PN-150BE High Efficiency Line Relay is a plug-in, biased relay. Use it where response to both polarities is not needed, or with a PN-150B or PN-250B relay when single polarity response is needed. When wired in series, the coil resistances are 60, 1000, and 2000 ohms. *See U.D. 278-D.*

PN-150NE Neutral Efficient Relay can be used in the center of a circuit network to pick-up on either polarity. It has the same efficiency as DN-22A relays. A locking device holds down the armature when the relay is de-energized. *See U.D. 278-D.*

lew solid state nverter develops 3 times more power

he Union F-30 Inverter has a solid state ircuit that's 90% efficient and has 3 mes the power capabilities of previous nits. The inverter delivers 250 or 325 'A at 120 volts from a 12- or 16-volt d-c ower supply respectively and it's stable rom —22°F. to 150°F. Frequency outut range is from 50 to 100 cycles per econd. The plug-in vibrator will last a ong time because it operates at a fraction f its capacity.

The top plates conveniently list terminal nomenclature, instructions for connecting power supply, and voltages between terminals. For greater power requirements, connect two inverters in tandem. The F-30 Inverter is designed for standby or intermittent power supply to carrier equipment, train graphs, meters, and alternating current track circuits. *Write for U.D. 297.*

WABCO

UNION SWITCH & SIGNAL DIVISION

PITTSBURGH 18, PENNSYLVANIA/Westinghouse Air Brake Company

NEWS BRIEFS

(Continued from page 42)

motorman pressed a button to release the brakes and start the train, after which the automatic controls took over to run the train to the next station. Commands to the train are provided by track circuits carrying coded or varying frequencies of electrical currents. Safety circuitry and controls are included to stop the train if the track ahead is occupied.

● LEHIGH VALLEY has received ICC approval to install a traffic control system between Sayre, Pa., and Manchester, N.Y., 87 miles, in connection with the removal of portions of second main track in this area. Modifications will be made to existing interlockings and automatic block signaling on two main tracks.

● SOUTHERN has received ICC approval to install a traffic control system on sections of single and double main track between Fall, Va., and Hold, N.C., about 90 miles. The traffic control will replace automatic block signaling on two main tracks between these points.

● ILLINOIS CENTRAL and New York Central have received ICC approval to arrange for automatic approach clearing of home signals on both roads and remove the interlocking machines and mechanical interlocking appurtenances at crossings of the two roads at Robinson, Ill. and Harwood, Ind.

● NORTHERN PACIFIC has placed a $100,000 order for 77 transistorized 64/12-volt Motrac railroad radios and several portable transistorized radio sets from Motorola Inc.

● TELPAK TARIFF initial decision may be forthcoming "within a relatively few weeks," according to *Telecommunications Reports.*

● CANADIAN NATIONAL has ordered two UR route control machines from Uniswitch Corp., subsidiary of WABCO. The machines and associated track model will control approximately 100 miles of Toronto yard access lines.

● ATLANTIC COAST LINE has placed an order with Union Switch & Signal division of WABCO for 60 sets of 2R series transistorized radios for installation on diesel locomotives.

● GREAT LAKES STEEL CORP. has ordered equipment from Union Switch & Signal division of WABCO to install an automatic interlocking and highw grade crossing protection equipment Ecorse, Mich.

● CANADIAN NATIONAL TEL COMMUNICATIONS has begun c struction of a $5 million troposphe scatterwave communications system 5 miles long between Hay River in t northwest territories to Victoria Isla in the Arctic. Only two intermedia relay stations are planned, at Sna River and Port Radium. The scatt wave system is capable of skippi distances of up to 200 miles witho intermediate relay equipment. Rad beam signals with power output 1,000 watts are generated at the sc terwave sites and beamed skyward fr parabolic, reflector-type antennas. T antennas are 60 ft in diameter.

● CHESAPEAKE & OHIO order a 15 ft TCC machine from Uni Switch & Signal division of WABC for installation at Peru, Ind. This m chine will control CTC territory b tween Cheviot, Ohio and Griffith, In 250 miles.

● E. I. DU PONT de NEMOURS CO. has ordered two sets of radio r mote control equipment from Uni Switch & Signal division of WABC to equip two additional switching l comotives at one of their plants (RS Dec. 1962, p.19).

● CANADIAN PACIFIC authoriz $5 million for the 5th year's constru tion phase of the automatic retard classification yard at Agincourt, On $1.2 million expenditure for signali in connection with this new yard; a another $1.2 million for the first ye of a two-year program of CTC insta ation on the Broadview subdivision Manitoba.

● CANADIAN NATIONAL will i stall 46 miles of CTC from Carman Jc near Winnipeg, Man., to the east e of Portage la Prairie; and CTC will l installed on four subdivisions in Albert

● LOUISVILLE & NASHVILLE w install eight additional classificati tracks at its automatic retarder yard Atlanta, Ga. This addition to Tilfo Yard will cost $437,000. At a cost $105,000, the L&N will install thr hotbox detectors on the K&A divisio and one each on the CV and Louisvil divisions.

Current Publications

● LASERS & MASERS: A new boo begins with a basic discussion of quan tum theory. The content then logicall progresses to simple explanations of th

ciples behind the development of MASER (Microwave Amplification Stimulated Emission of Radiation), how these theories evolved into dopment of the Light MASER, or ER (Light Amplification by Stimul Emission of Radiation). A LASER special type of semiconductor h can be used to produce coherent an intense light-wave beam capaof cutting the hardest materials m to man as if they were butter. cted into space, such a beam has inated a small area on the moon, 000 miles away, and the reflected gy has been detected on its return. itional material describes all unified developments to date, and the us applications for LASERS. ABC's LASERS & MASERS, Cat. No. -1, Price $1.95. *Howard W. Sams o., (CP-13).*

CIRCUIT HANDBOOK. Industrial tronic Circuits Handbook presents plete schematic diagrams, along correlated text discussions, for e than 50 commercially-used industdevices. Rather than approach the ect from the usual "generalized ry" viewpoint, this new book deals modern "off-the-shelf" instrument its representative of hundreds now se. Although basic theory is cov-, it is included as an integral part he circuit discussions themselves.
he types of equipment described in book have not been separated into ters or categories. The category of ircuits employing photocells, for exle, would include the radiation meter. This same circuit, however, ld also be included in the category emperature-measuring instruments. handbook has an index. Indus- Electronic Circuits Handbook, cat- No. IEC-1, Price $3.95. *Howard Sams & Co., Inc. (CP-14).*

Railroad Personnel

ERIE-LACKAWANNA. **Hubert A.** y, communications supervisor, tington, Ind., transferred to Salaca, N.Y., succeeding **Charles R.** ick, who retired April 30.

GRAND TRUNK WESTERN. **J. D.** se, assistant superintendent inside t, appointed superintendent comications, succeeding **E. L. Grunat,** retired.

PENNSYLVANIA. **L. E. Light,** asnt supervisor communications and als, at Lewistown, Pa., has been sferred to Wilmington, Del., in same capacity. **C. V. Rogers,** asnt supervisor C&S, at Terre Haute, ., has been transferred in the same acity to Huntington, Pa. **L. R. Compton,** assistant supervisor C&S, replaces Mr. Rogers at Terre Haute.

● SOUTHERN. **Samuel A. Means** has been appointed chief signal and electrical inspector at Charlotte, N.C. His most recent position prior to this appointment was that of supervisor of construction S&E. **A. Franklin Cox,** assistant communications engineer, appointed supervisor of communications at Chattanooga, Tenn.

● ST. LOUIS-SAN FRANCISCO. **J. S. Downs,** communications engineer, appointed assistant to general superintendent communications and signals, succeeding **C. L. Summers,** deceased.

● NORTHERN PACIFIC. **Kenneth M. Rue,** assistant electronics engineer, appointed to the new position of telephone engineer, following the death of **M. N. Zeller,** electronics engineer. The position of electronics engineer has been abolished **Larry J. Grivna** has been appointed assistant telephone engineer to fill the vacancy left by Mr. Rue's appointment.

● CANADIAN NATIONAL TELECOMMUNICATIONS. **G. O. Taylor** has been appointed teleprinter systems equipment engineer at Toronto.

● CHESAPEAKE & OHIO. **J. B. Small** and **P. T. Brown** have been appointed assistant supervisors of signals at Columbus, Ohio and Huntington, W. Va., respectively. They succeed **V. C. Wales** and **W. M. Dunn,** at Columbus and Huntington, respectively, who have retired.

Supply Trade News

Louis T. Freed

George J. Johanek

● GENERAL RAILWAY SIGNAL CO. **George J. Johanek,** manager of the commercial engineering department, appointed manager of rapid transit development. **Vincent D. Parrish,** manager of price and estimating, is appointed manager of contract and application engineering.

Louis T. Freed, general sales manager, has been appointed vice-president, sales. A native of Albia, Ia., Mr.

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NEWS BRIEFS

(Continued from page 45)

Freed began his railway career in 1926 in the signal department of the Chicago, Burlington & Quincy and advanced through various positions to become senior circuit engineer in 1945. A year later he joined GRS as a sales engineer. He was appointed assistant resident manager at Chicago in 1954 and two years later made assistant western manager, becoming western manager in 1957. In 1961 Mr. Freed was appointed general sales manager.

Mr. Johanek joined GRS in 1929 following signal experience on Chicago & North Western and the Chicago, Burlington & Quincy and studies at the Chicago School of Engineering and Armour Institute of Technology. In 1937, he was appointed a sales engineer in the Chicago office, but he returned to the commercial department in 1942. Five years later he was appointed assistant commercial engineer, and in 1950 Mr. Johanek was promoted to commercial enginer.

Mr. Parrish, an electrical engineering graduate of Ohio State University, joined GRS in 1943 as a supervising engineer on their B-29 program. Prior to that time he had had five years' experience in the signal department of the New York Central and 10 years' experience with the United Light Engineering and Construction Corp. In 1945, he was appointed assistant group leader in the commercial department and became commercial supervising engineer in 1955. A year later he was appointed supervisor of estimating, and in 1959 was appointed manager of price and estimating.

● UNION SWITCH & SIGNAL division of WABCO. **Philip E. Pierce** has been appointed sales engineer with headquarters in Chicago. A native of Abingdon, Ill., Mr. Pierce graduated from Monmouth, Ill., high school and attended Monmouth College. In February 1953 he became a construction helper in the signal department of the Chicago, Burlington & Quincy. Within one year he was assigned as a draftsman in the office of the chief signal engineer, the position he held at the time of his recent employment with US&S.

● COPPERWELD STEEL CO. **John F. Gray** appointed sales representative assigned to Florida with headquarters in Tampa. **A. E. Roberts** has been appointed a sales representative with a territory embracing northern Illinois, upper peninsula of Michigan and most of Wisconsin. He will be headquartered in Chicago.

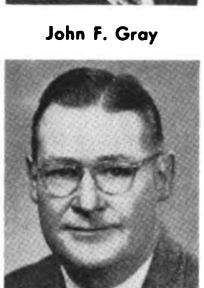
Vincent D. Parrish

Philip E. Pierce

A. E. Roberts

John F. Gray

William E. Chainey



Louis J. Ott

Mr. Gray has a bachelor of science degree in electrical engineering from Northeastern University, and prior to joining Copperweld he was employed by the New England Gas and Electric Association. Mr. Roberts is a mechanical engineering graduate of Swarthmore College, and formerly in the sales departments of Beryllium Corp., and the H. K. Porter Co.

● MID-CONTROL CO. and **Clifton H. Sass, Jr. & Associates** is now located at 388 Cornell Ave., Des Plaines, Ill.

● SIERRA ELECTRONIC division of Philco has appointed Simpson Enterprises of Wichita, Kan., as sales representatives for the area within southern Illinois, Kansas and Missouri. Two additional Simpson offices are at Kansas City, Kan., and Kirkwood, Mo.

● GENERAL ELECTRIC. **John O. Hayden** has been appointed telecommunications product planning manager at Lynchburg, Va. **David C. Pinkerton** has been named manager of engineering for GE's communication products department.

● LOVELL-DRESSEL CO. **R. C. Schatzman,** president, has been elected chairman of the board of directors a chief executive officer. **Lane L** vice-president, has been elected dent.

● TRACK SPECIALTIES CO., facturers of Trasco inert retarders moved its executive offices to West Conn. (P.O. Box 729) from 1775 B way, New York 19.

● GRAYBAR ELECTRIC CO. **Reine,** executive vice-president has elected president, effective June 1, ceding **Willard E. Henges,** who retire May 31. **A. A. Wilson,** manager has been appointed southe ern district manager, Richmond. succeeding **W. E. James;** and E. **Grimes,** district sales manager moted to Allegheny district manage Pittsburgh, Pa.

● MOORE ASSOCIATES, INC. **liam E. Chainey,** appointed chief ap cations engineer, is a graduate of University of California, Berkeley. lowing three years in the U.S. A during which he taught electronics the U.S. Ordnance School, he jo Lynch Communications Systems as application engineer. Two years la in 1960, he joined Moore Associates

● OHIO BRASS CO. **Louis J. O** vice-president, sales, has been elec executive vice-president. Mr. Ott joi the company in 1927, and was pointed advertising manager in 19 In 1949 he was made general sa manager and promoted to vice-pre dent, sales, in 1953.

● JOHNSON RUBBER CO. **E. Burnett** has been appointed gen sales manager for specialty produ including insulated rail joints.

● WESTINGHOUSE AIR BRA CO. **Gene R. Schaefer,** formerly pr uct manager, mass transit, for Un Switch & Signal division, has b named director of the WABCO M Transit Center.

Obituaries

● HARRY V. GREEN, manager of communications department, Atchis Topeka & Santa Fe, died April 3.

● M. N. ZELLER, electronics en neer, Northern Pacific, died recently

● C. L. SUMMERS, assistant to g eral superintendent communicati and signals, St. Louis-San Francis died recently.

● GEORGE L. DRAFFAN, chairm of the board of directors, Ohio Br Co., died April 13.