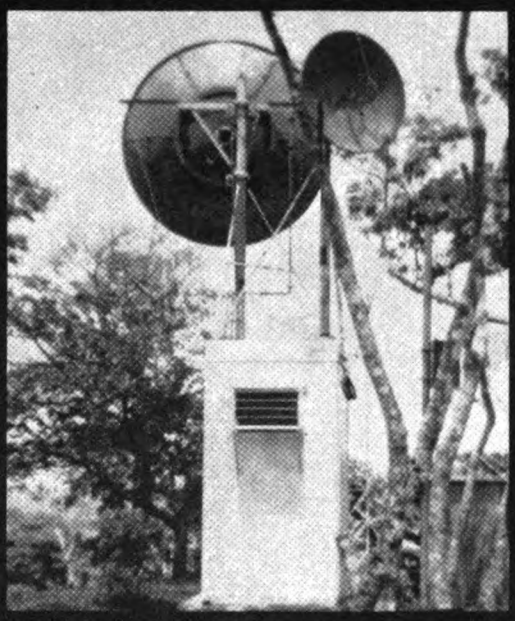


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NEWS BRIEFS

● **CHESAPEAKE & OHIO** has ordered four automatic alarm hotbox detectors from Servo Corp. of America.

● **SOUTHERN** has placed a \$650,000 order for 153 miles of type K2 CTC equipment from General Railway Signal. The system will extend between Rivermont, Va., and Linwood, N.C., where 72.5 miles of second track are scheduled for removal. An existing sectional type control machine at Greensboro, N.C. will be expanded for control of the additional field locations. Automatic route selection and approach clearing are featured.

No open wire is used; the entire system will operate via underground cable. GRS electronic overlay track circuits will be utilized for automatic lock release and at highway crossings. Trakode, the two direction coded track system, will permit longer track circuits, thus keeping the number of cut sections to a minimum.

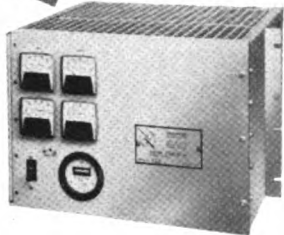
● **SOUTHERN PACIFIC** has begun construction on a new \$2.5 million electronic traffic control system on 142 miles of main line between Lincoln and Redding, Cal. To be completed in the fall of 1963, the new CTC section will tie into an existing 80-mile stretch of CTC from Redding north through to Black Butte.

● **CHICAGO SOUTH SHORE & SOUTH BEND** will spend \$38,600 for street crossing protection at six Gary and one South Bend crossings and \$12,500 for electric snow melters on 11 main track switches to improve winter operations.

● **LOUISVILLE & NASHVILLE** has placed an order with Union Switch and Signal for one 26-cylinder model 32 electro-pneumatic car retarder and eight style DA-10 switch machines for installation at Tilford Yard at Atlanta, Ga. This equipment will be used to control car movements into one additional group of eight classification tracks bringing the total number of class tracks to 32.

● **LONG ISLAND** has ordered from Union Switch & Signal, interlocking equipment for installation in two and three track territory as a part of a grade crossing elimination project at
(Please turn to page 38)

EMERGENCY POWER FOR TELSTAR



is being provided by Power Sources sine wave inversion equipment. PS3201 is on stand by duty at Rumford, Maine and France ready to provide 117 volts, AC, from a battery rack in the event of local power failure. The Telstar application is only one in a complete line of Power Sources "Emergency Power" systems presently operating across the country. The all solid state, SCR circuit inverters provide better than 6% regulation, line or load, and have complete short circuit, open circuit and overload protection. They are cooled through self-convection, allowing full load maximum line service at 40°C ambient. Efficiency is greater than 70%; frequency is 60 cps \pm 1%. Harmonic content of output is less than 5% with an output voltage of 117 volts, AC.

MODEL	INPUT VOLTAGE (DC)	OUTPUT POWER (Kva)	DIMENSIONS
PS3200	23.5 — 28.5	0.25	19" x 10 1/4" x 10"
PS3201	23.5 — 28.5	0.50	19" x 12 1/4" x 15"
PS3202	44 — 52	1.0	19" x 12 1/4" x 15"
PS3203	44 — 52	0.50	19" x 12 1/4" x 15"
PS3210	105 — 125	1.0	19" x 21" x 18"
PS3211	105 — 125	0.50	19" x 17 1/2" x 18"
PS3212	105 — 125	2.0	19" x 24 1/2" x 15"
PS3213	105 — 125	0.25	19" x 12 1/4" x 15"

A full line of filter transfer panels are available also, providing input filter and noise reduction. AC transfer and alarm, delay return, and DC transfer are switching options which can be provided. Batteries and charging equipment can be supplied for complete emergency power systems.

For detailed information on custom or off-the-shelf equipment, contact: Department RS-11.



POWER SOURCES, INC.

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NEWS BRIEFS

(Continued from page 36)

Babylon, L.I. Control of the interlocking will be from a UR route control machine.

● **ILLINOIS CENTRAL** has ordered equipment from General Railway Signal for the installation of 32 miles of CTC between Homewood and Kankakee Jct., Ill. Control will be from a Traffic Master pushbutton machine at Champaign, Ill. Rolkode, a new high-speed coding system (using two frequency-shift carriers for both control and indication transmission) will be used for the control of the seven remote field locations.

Railroad Personnel

● **SEABOARD AIR LINE.** P. G. Bodwell, Jr., assistant signal construction engineer, appointed assistant superintendent telegraph with headquarters as before at Richmond, Va.

● **BELT RAILWAY OF CHICAGO.** Harry W. Dunn, signal and electrical engineer, Chicago & Western Indiana, appointed office engineer.

● **CHICAGO & WESTERN INDIANA.** Carl E. Ross, assistant engineer,

ELECTRICAL ENGINEER

Vacancies are now available as Rail Planning Engineers for those possessing an Engineering Degree and extensive experience in any of the following areas:

- (1) Railroad power system planning—design and installation (Heavy electronics background preferred)
- (2) Planning and design of communication and data systems applicable to railroads.

Salary to \$12,000 plus liberal benefits. Interviews: Monday through Friday from 8:45 A.M. to 4:45 P.M. The Port of New York Authority Personnel Department—Room 200 111 Eighth Avenue New York 11, New York

appointed supervisor—signal and electrical.

● **LOUISVILLE & NASHVILLE** Grady L. Tanner, appointed assistant signal supervisor at Mobile, Ala.

● **BESSEMER & LAKE ERIE.** George R. Pfisterer, staff assistant to chief engineer, retired Dec. 31, 1962. Native of Danville, Ill. (born Dec. 30, 1897), Mr. Pfisterer graduated from Georgia School of Technology in 1911 with a degree in electrical engineering. He worked as a signal helper on the Great Northern during summer 1915-1917. From 1919 to 1929 he was signal maintainer and signal foreman on the Nashville, Chattanooga & St. Louis. In 1930 he joined Union Switch

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Herbert H. Dofka

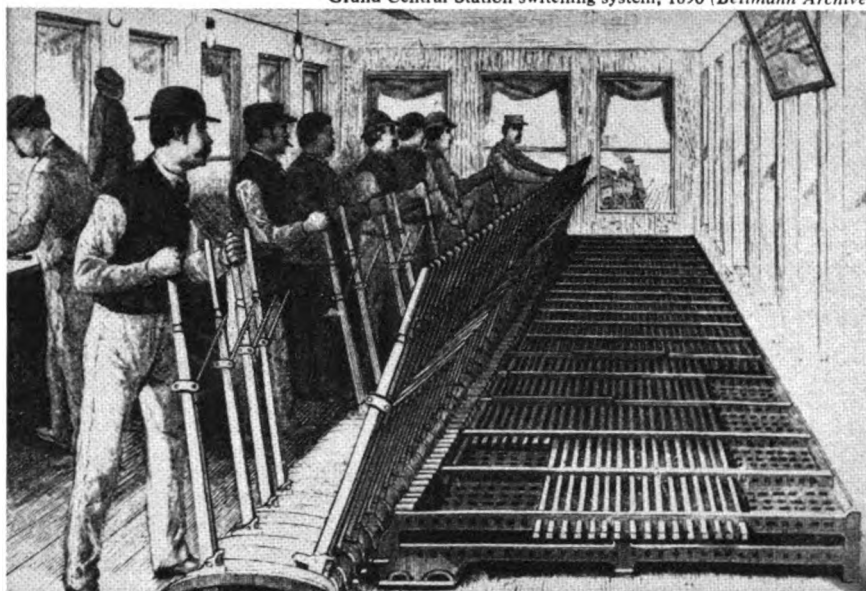


R. M. McIntosh



George R. Pflesterer

Grand Central Station switching system, 1890 (Bettmann Archive)



TIME'S BEEN WORKING ON THE RAILROAD

Signal as a circuit engineer and subsequently was patent engineer. He was appointed signal engineer of the M&LE in 1937, and was appointed staff assistant to the chief engineer in 1960.

• **SANTA FE.** Neal W. Thorne, recently appointed assistant signal engineer for eastern lines at Topeka, Kan. (RSC Jan. 1963, p. 38) was born at Lebo, Kan., Sept. 9, 1926. He joined the Santa Fe in 1944 as a signal helper and was promoted to signal maintainer at Topeka in 1948. He subsequently held positions as draftsman, circuit engineer and assistant engineer at Topeka before transferring to Los Angeles in 1960 as CTC engineer, the position he held prior to his present promotion.

• **CANADIAN NATIONAL.** Herbert H. Dofka, assistant signal engineer at Toronto, Ont., appointed signal engineer, Edmonton, Alta., succeeding R. M. McIntosh who has been appointed signal engineer with Canada's Board of Transport Commissioners at Winnipeg, Man.

Mr. Dofka joined CN as assistant engineer, signal department at Toronto in 1953 and was appointed design engineer three years later. In 1961 he was appointed assistant signal engineer.

Mr. McIntosh started with CN in 1950 as circuit designer at Moncton and was promoted to assistant signal engineer there two years later. He was transferred to Montreal in 1956, where he supervised the signal training program and development of CTC systems. He became assistant signal engineer at Winnipeg in 1957 and four
(Please turn to page 41)



Union Traffic Control Center (Westinghouse Air Brake Co.)

Microwave radio, high-speed facsimile, automatic retarder classification, automatic hotbox detection, electronic data processing, electronic yards, train automation. This is railroading today, compared to the 1890 switching scene shown above. Modern railroad pioneering is more brains than brawn, and electronics is the nerve center of much current progress.

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Continued from page 39)



Leo J. Ritter



John E. Schmitt



Glen L. Miller

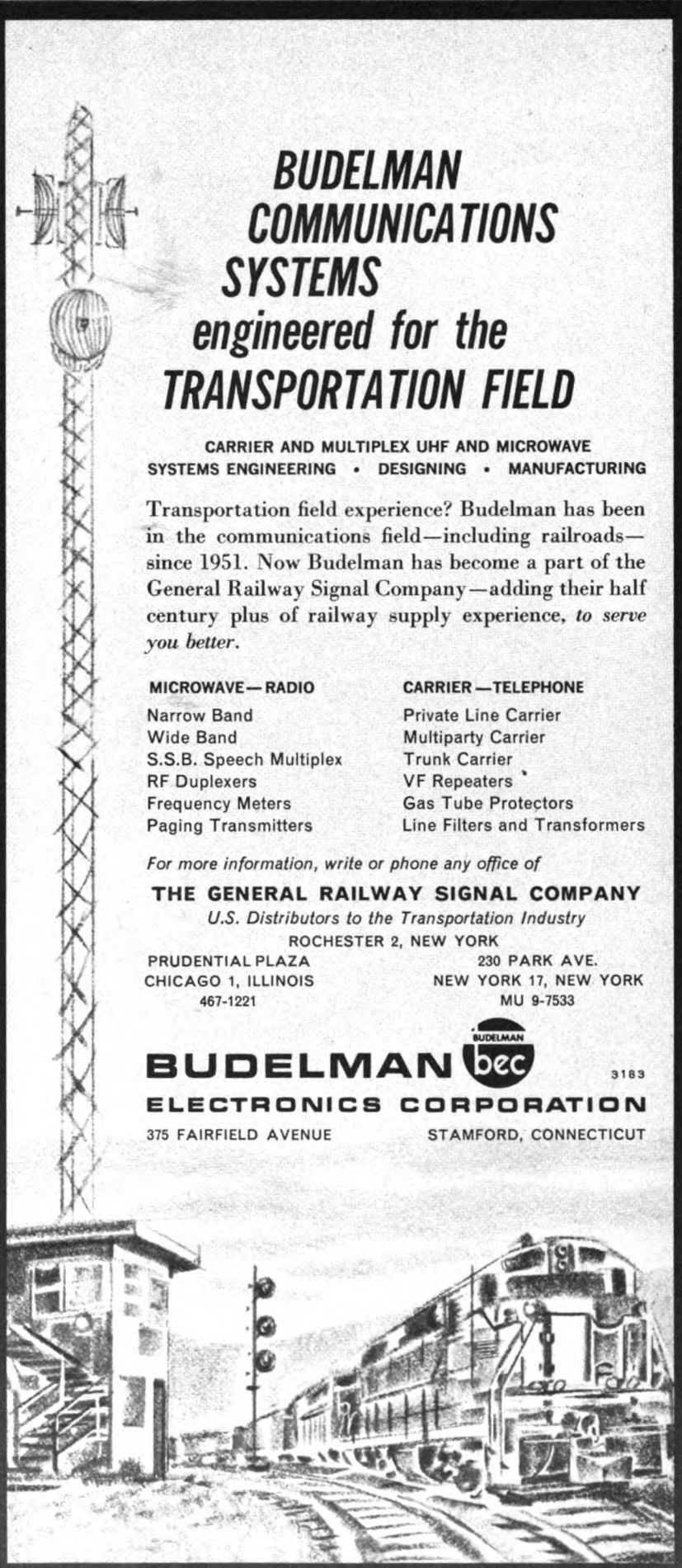


Henry N. Wasserman

... later was promoted to signal engineer at Edmonton.

NEW YORK CENTRAL. Leo J. Ritter, superintendent of communications, New York district, appointed project manager integrated communications network with responsibility for the planning, installation and operation of the road's system-wide telephone calling and message handling facilities. Thomas R. Gibson, communications engineer at New York succeeds Mr. Ritter as superintendent of communications. John E. Schmitt, communications engineer, Cleveland, Ohio, appointed superintendent of communications succeeding Glen L. Miller, retired. Roy A. Calendine, communications plant engineer, New York, is appointed superintendent of communications for the northern district with headquarters at Detroit, Mich., succeeding Henry N. Wasserman, retired. Mr. Ritter was born at Chicago, Ill., in 1921, and later graduated from the University of Wyoming with a BSEE degree. He joined the New York Central as communications engineer at Detroit in 1948 and was transferred to Cleveland in the same capacity in 1954. Two years later he was appointed electronics engineer at New York, and in 1957 he was promoted to district superintendent of communications, his most recent position prior to the present appointment.

Mr. Gibson, born on March 6, 1924 at St. Paul, Minn., graduated from the (Please turn to page 42)



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BUDELMAN 3183

ELECTRONICS CORPORATION

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(Continued from page 41)

University of Minnesota with a BEE degree in 1949. He went to work in the communications department of the Northern Pacific that year as an assistant equipment installer and was promoted to leading equipment repairman in 1952. He joined the Wabash in 1956 as communications engineer and was subsequently appointed engineer of signals and communications from which position he joined the New York Central in 1961 as communications engineer at New York.

Mr. Schmitt was born in Quincy, Ill., in 1923 and graduated from the University of Illinois in 1948 with a BSEE degree. At that time he joined the REA as an electrical and telephone engineer working in their Washington, D.C. headquarters and in various field offices in the west. In 1954 he was appointed telephone engineer of the Eastern Illinois Telephone Co., later becoming assistant manager. He was appointed communications engineer for NYC at Cleveland in 1957.

Mr. Miller, born in Whitestown, Ind., Dec. 31, 1899, graduated from Purdue University in 1922 with a BSEE degree, and received an EE degree from the same institution in 1928. After working for the Indiana Bell Telephone Co., Mr. Miller joined the CCC&StL as assistant engineer, telegraph department at Indianapolis in 1929 and later moved to Cleveland as telephone and telegraph engineer, lines west, NYC. From January 1940 to November 1944, he was system T&T engineer at Detroit, from which point he was transferred to Syracuse to become assistant superintendent of communications, lines east. In January 1954, Mr. Miller was appointed superintendent of communications at Cleveland.

Mr. Calendine, a native of Columbus, Ohio, joined the NYC communications department in 1943. He was appointed line inspector in 1946 at Cincinnati, and district supervisor at Detroit in 1948. Five years later Mr. Calendine was promoted to chief telephone and telegraph inspector at Detroit. In 1954, later he was appointed general plant supervisor at New York. In 1961 Mr. Calendine was appointed communications plant engineer.

Mr. Wasserman, a native of Brooklyn, N.Y., began his railroad career with NYC in 1921 as a telegraph operator at Chicago. In 1926 he was appointed wire chief. He was appointed assistant communications engineer at Detroit in 1944 subsequently becoming telephone and telegraph engineer. In 1954 he was promoted to superintendent of communications at Detroit.



Charles E. Cressman



Robert H. Tomlinson



Roger J. Eckerson



Clifton H. Sass, Jr.

Supply Trade News

● **RAILROAD MATERIALS CORP.** Henry T. Fitzhugh appointed southern representative with headquarters at 6222 Club Road, Richmond 28, Va. Mr. Fitzhugh was secretary to the assistant chief engineer, Chesapeake & Ohio at Richmond.

● **UNION SWITCH & SIGNAL** has acquired exclusive world-wide distribution rights for hand railway track skates from **Ross-Meehan Foundries**, Chattanooga, Tenn.

● **WALTON R. COLLINS CO.**, 122 East 42nd St., New York 17, N.Y., has been appointed sales agent for **Frontier Electronics, Inc.**, manufacturers of snow and high-load detectors.

● **AMERICAN BRAKE SHOE CO.** Kempton Dunn has been elected chairman of the board of directors and chief executive officer. John S. Hutchins has been elected president and chief operating officer.

● **ITT-KELLOGG.** W. J. Cheesman appointed group manager-telecommunications of International Telephone & Telegraph Corp., and will head the ITT-Kellogg Telecommunications division as well as continue as president of ITT-Canada, Ltd.

● **WESTERN RAILROAD SUPPLY CO.** Peter J. Banbury, appointed a sales engineer in the communications and signal equipment department of WRRS. Mr. Banbury was formerly in the telegraph engineering department of Canadian National assigned to yard classification work.

● **SIMMONS-BOARDMAN PUB. CORP.** John Rogers, circulation manager, railway division, appointed sales representative, advertising sales department. F. T. Baker, regional vice-president, advertising sales at New York, resigned to become director of advertising sales for Radio-Electronics, Gernsback Publications, Inc.

● **MID-CONTROL CO.** Clifton H.

Sass, Jr., has been named exclusive railway sales agent for Chicago base railroads by Fansteel Metallurgical Corp. Prior to forming Mid-Control Co., 388 Cornell Ave., Des Plaines, Ill. Mr. Sass was vice-president of Railroad Repair & Supply Co. and Leo H. Duffy Associates, Inc. He was formerly railroad sales manager for Okonite Co. in Chicago.

● **GENERAL RAILWAY SIGNAL** Roger J. Eckerson appointed a sales engineer in Chicago. Mr. Eckerson was formerly an applications engineer in the commercial engineering department at the Rochester, N.Y. plant. A graduate of Syracuse University with a BS degree in business administration he also studied at Clarkson College of Technology and Rochester Institute of Technology. He was formerly a signal mechanic and engineering draftsman for the New York Central before joining GRS.

● **UNION SWITCH & SIGNAL.** Robert H. Tomlinson appointed assistant district manager at New York. Charles E. Cressman appointed communications sales engineer with headquarters at Pittsburgh, Pa.

A native of Pitcairn, Pa., Mr. Tomlinson graduated with a BSEE degree from the University of Pittsburgh in 1948, at which time he joined US&A as a junior engineer. In 1952 he was appointed a design engineer in the equipment engineering department and in 1957 was appointed a sales engineer in the railway sales department with headquarters in Pittsburgh. In 1960 he was transferred in the same capacity to the New York district office, the position he held at the time of his present promotion.

Mr. Cressman was born in Williamport, Pa. He received an electrical education at Coyne Electrical School in Chicago, and in 1935 he joined Zenith Radio Co., in the test and inspection department. In 1940 he joined Bendix Radio in Baltimore, Md. advancing through various positions to an assignment as communications sales engineer in 1952, the position he held until his present appointment.