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NEWS BRIEFS

● ICC report on railroad-highway grade crossing accidents recommends that . . . "The Congress should give serious consideration to the enactment of legislation to provide public funds for the installation and maintenance of signals, lights, gates, or other protective devices intended to prevent accidents at rail-highway grade crossings. Such funds should be used to defray the costs of such installations and maintenance under some equitable arrangement between the users of the crossing."

"The railroads take prompt action to improve maintenance of railroad right-of-way at grade crossings to provide safer passage for motor vehicles and to move all sight obstructions so as to provide adequate sight distances for motor vehicle operators and train crews."

"The railroads establish adequate uniform warning time of not less than 20 sec to operators of motor vehicles of the approach of trains to grade crossings."

"This Commission revises its reports on highway grade crossing accidents so as to provide a more detailed and informative description of the cause of each accident."

Examiner Henry J. Vinsky found (in the investigation docketed as NY 33440) "that highway users are the principal recipients of the benefits flowing from rail-highway grade separations and from special protection at rail-highway grade crossings. For this reason the cost of installing and maintaining such separations and protective devices is a public responsibility and should be financed with public funds the same as highway traffic devices."

● ICC has issued an order concerning the operation of track motor cars and the application of safety regulations thereto. 49 CFR part 131 (US Safety Appliance Standards—Railroad) amended to add section 131.22: "Operation of Track Motor Cars—On or after August 1, 1963, it shall be unlawful for any railroad subject to the requirements of the Safety Appliance Acts to operate or permit to be operated on its line track motor cars to pull or haul trailers, push trucks, hop cars or similar cars or equipment."

● AIR BRAKE TRAIN LINE may . . .
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Six Railway Age

CONVENTION DAILIES

Will flash American Railway Progress
Exposition news each morning to
those at the mammoth 1963 show—
A Railway Age service since 1887.

RAILWAY AGE DAILY

Chicago, Ill., Wednesday, Oct. 9, 1963

A SPECIAL
CONVENTION
SERVICE

OCTOBER 1963

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19

Keynoters Take
Optimistic View
Of RR Industry

Business Is Better—But
Internal-External Gains
Must Still Be Pressed—
Program highlights for
railroad co.

At every major combined railroad convention and exhibit for three-quarters of a century railroad men have kept abreast of the news through the Railway Age Convention Dailies.

Railway Age Daily Editions will serve the railroads and suppliers again this year at the giant convention and exhibit in Chicago, October 9-16.

Six Dailies, in modern tabloid format, will be published to report all the fast-breaking news, technical developments and personality highlights. The Dailies will be issued on October 9, 10, 11, 14, 15 and 16, 1963.

The full Railway Age news and technical editorial staff will be in Chicago to report each day's developments... *rush the news to press at midnight* so the Daily will be ready for distribution at the hotels and at McCormick Place each morning *before breakfast*.

To Railway Suppliers:

The Railway Age Dailies offer a special opportunity to exhibitors and non-exhibitors to insure prominent attention for their products by telling their story *in print* for all to see and read. The Dailies will have the highest priority news value at the conventions. Write for sample copy and advertising rate card.

Railway Age Daily Editions

October 9, 10, 11, 14, 15 and 16, 1963

30 Church Street

New York 7, N. Y.

NEWS BRIEFS

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used by one railroad for remote control of a helper locomotive midway on a long tonnage train. Tests have indicated the ability of transmitting a 1,000-cycle signal through the train line.

● CANADIAN NATIONAL has ordered material from Uniswitch Corp., a subsidiary of WABCO, for the installation of CTC on 25 miles of line in the vicinity of the new Toronto yard. Control will be from a UR control machine installed at the yard.

● CANADIAN PACIFIC has placed a \$275,000 order with General Railway Signal Co. for CTC equipment to be installed on 129 miles of single track between Brandon and Broadview, Man. A Traffic Master pushbutton control machine will be located at Brandon. The type J all-relay coding system will be used for controlling the 13 field locations.

● FRENCH NATIONAL RAILWAY has ordered 8 basic hotbox detector systems (scanners and paper-tape recorders) from Servo Corp. of America for installation on eight rail lines radiating from Paris handling 180 to 240 trains daily.

● GREAT NORTHERN has ordered \$360,000 worth of signal equipment from General Railway Signal Co. for two type K2 CTC systems to be installed: (1) on 34 miles of line between Chester and Shelby, Mont. and (2) 65 miles of line between Juana and Aylmer, N.D. An existing control machine at Harve, Mont. will be expanded to handle the 8 field locations between Shelby and Chester. The Minot, N.D. control machine will be expanded to handle the 12 field locations of the 65-mile CTC installation. An H carrier will be used to handle the CTC codes from Minot to a converter location at New Rockford, 40 miles.

● GREAT NORTHERN has ordered 17 sets of 2R series railroad radio equipment from Union Switch & Signal division of WABCO for installation on diesel-electric locomotives.

● NEW YORK CENTRAL has ordered 15 sets of 2R series radio units and one set of railroad radio base station equipment from Union Switch & Signal division of WABCO for use at Boston, Mass.

● NORTHERN PACIFIC has placed... (Please turn to page 48)

RAILWAY SIGNALING and COMMUNICATION

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\$100,000 order with General Railway Signal Co. for type K CTC to be installed on 11 miles of line between Huntley and Billings, Mont. The existing control machine at Glendive, Mont. will be expanded to control the five field locations via an existing 226-mile

carrier link.

● **TEXAS & PACIFIC** has ordered 85 sets of series 2R radio units from Union Switch & Signal division of WABCO. The order includes 13 locomotive sets, 70 caboose sets and two base station units.

● **SOUTHERN PACIFIC** has received ICC approval to install a traffic control

and automatic block signal systems between Lincoln and Tehama, Calif., miles and between Lincoln and Redding, Calif., 47 miles.

● **WABASH** and Gulf, Mobile & Ohio have received ICC approval to arrange for automatic approach clearing of home signals on both railroads at their Clark, Mo. crossing with removal of the interlocking machine from the tower and all mechanical interlocking appurtenances.

American Railway Progress Exposition

Below is the tentative schedule of meetings and the list of exhibitors whose products are of particular interest to railroad signal and communications men. Exhibits are to be held at McCormick Place, Chicago, Ill., October 9-16, 1963.

Tuesday, October 8

Committee of Direction, Communication and Signal Section, AAR, Sheraton-Chicago Hotel.

Wednesday, October 9

ALL DAY: Annual meeting, Communication and Signal Section, AAR, Chicago room, McCormick Place. Speakers for the joint opening session with the Engineering Division, AAR, will be B. F. Biaggini, vice-president, Southern Pacific and C. D. Buford, vice-president, AAR, Operations and Maintenance.

Thursday, October 10

MORNING: Continuation of annual meeting, Communication and Signal Section, AAR, Chicago room, McCormick Place.

AFTERNOON: Joint session of all groups with invited guests, Arie Crown Theater, McCormick Place.

EVENING: Annual banquet of Communication and Signal Section, AAR, Sheraton-Chicago Hotel.

Friday, October 11

MORNING: Continuation of annual meeting, Communication and Signal Section, AAR, Chicago room, McCormick Place.

Exhibitors

Adams & Westlake Co., The American Brake Shoe Co. American Telephone & Telegraph Co. Carbone Corp.

Collins Radio Co. Cox, W. T. Edison Industries, Thomas A. Electronic Communication Equipment Inc. Exide Industrial Marketing Div., Electric Storage Battery Co., The General Electric Co. General Railway Signal Co. Gould National Batteries, Inc. Harmon Electronics, Co., Inc. Hanlon & Wilson Co. International Railroads' Weighing Corp. Johnson Rubber Co., The Kerite Co., The Kohler Co. LaMarche Mfg. Co. Lenkurt Electric Co., Inc. Marquardt Corp., The Moore Associates, Inc. Motorola, Inc. National Carbon Co., Div. of Union Carbide Corp. Neill Co., Inc., R. W. Onan Div., Studebaker Corp. Osmose Wood Preserving Co. of America Permacrete Products Corp. Pettibone Mulliken Corp. Poor & Co. (Rail Joint Co.) Radiation, Inc. Radio Corp. of America Radio Frequency Labs, Inc. Railroad Accessories Corp. Rails Co., The Ray O Vac Corp. Rust-Oleum Corp. Servo Electronic Switch & Signal Co. (Servo Corp. of America) Stromberg-Carlson, A Div. of General Dynamics Corp. Tower Communications Co. Transport Products Corp., Inc. Union Switch & Signal, Div. of Westinghouse Air Brake Co. U.S. Radium Corp. Western Industries, Inc. (Western Railroad Supply Co.) Western Union Telegraph Co. Wheel Checkers White Mfg. Co., Inc. Whitney Blake Co. Woodings-Verona Tool Works

Current Publications

● **RAPID TRANSIT CONCEPTS** the title of a 24-page booklet just issued by the WABCO Mass Transit Center. The brochure discusses practical details of implementing transit proposals now in the planning stage. *Westinghouse Air Brake Co. (CP-12).*

● **RADIO COMMUNICATIONS. I and Multiplex Modulation Systems.** third and final volume in the Series "Modern Communications Course." Edward M. Noll, covers these three forms of modulation systems. Comprehensive discussions of basic theory and circuitry are included, as are practical coverages of various applications. give the reader a broad view of the subject. Discussions of current equipment and testing methods for each of the systems are also included. *Modern Communications Course, Vol. 3, catalog No. MCN-3. Howard W. Sams & Co. Inc. (CP-13).*

● **NOISE FIGURE.** An eight-page application note No. 57, defining noise figure and how it may be measured. states that ultimate sensitivity of a detection system is determined by the noise presented to the system with the signal. In addition, any system will contribute noise to the signal in detection and amplification process. Since the input noise presented with the signal cannot usually be controlled, the approach is to study, measure and attempt to minimize the noise contribution of the system. *Hewlett-Packard Co. (CP-14)*

● **ELECTRONIC TESTS.** This booklet fills the gap between circuit operation and test instrument function. The booklet is written to provide the reader with test and measurement technology that can apply to any type of electronic circuitry. While it is not a beginner's book (it pre-supposes a thorough grounding in basic electronics), it starts out at a semi-elementary level, discussing various methods of measuring resistances, voltages and currents. Following the introductory section of

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NEWS BRIEFS

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electrical and electronic units, it progresses into more complex component and circuit tests, utilizing bridges, generators, calibrators, and the like in analyzing reactive and linear or non-linear loads, zener action in semi-conductors, negative resistance, harmonic content, high-frequency circuits, etc. Theory is strongly supported by practical information on how to select and use the proper equipment. *Electronic Tests and Measurements*, catalog MET-1, \$6.95. *Howard W. Sams & Co. (CP-15)*.

● **ABBREVIATIONS.** A 32-page booklet has 1,001 technical and scientific abbreviations. Three extra sections included, giving frequently-used Latin abbreviations, chemical elements with their symbols and atomic numbers, and Greek and Latin numerical prefixes. *Automatic Electric (CP-16)*.

● **TRAFFIC CONTROL.** A new booklet, F199 describes how trains clear signals for themselves without the intervention of an operator. This automatic traffic control system can be set up to make meets only, or meets and passes between trains. A simplified version is semiautomatic requiring an operator to attend the console only to clear a train into his territory and to arrange meets and passes. *General Railway Signal Co. (CP-17)*.

● **CALL METER.** A unit call meter which can measure and record telephone traffic carried by as many as 500 trunks simultaneously is described in a new folder. Essentially a watt-hour meter, the unit call meter consists of a six digit, gear-driven register, a measuring motor and the mechanism for transmitting pulses for remote registration. The booklet tells how the unit call meter may be used with any of three measuring ranges: range 1 for up to 100 trunks; range 2 for up to 500 trunks; and range 3 for up to 20 trunks. *U.S. Instrument Corp. (CP-18)*.

Railroad Personnel

● **BESSEMER & LAKE ERIE.** Warren J. Young, engineer signals and communications, (RSC Apr., 1963, p. 41) was born August 4, 1915 in Pittsburgh, Pa. and graduated from Carnegie Institute of Technology in 1942 with a B.S. degree in electrical engineering. After brief service with the B&LE, Mr. Young entered the U.S. Naval Reserve as a Lieutenant Junior Grade. He served in the Pacific Ocean area and worked in such fields as radar, electronics and countermeasure communi-



Warren J. Young



Harris W. Fuller



Alfred J. Stumpf



W. P. Bollinger

cations. From 1948 through 1956 he served as communications engineer for the Erie, and returned to the B&LE as supervisor of signals in 1957, his most recent position prior to his promotion to engineer signals and communications.

● **ERIE-LACKAWANNA.** George V. Milanoski, assistant supervisor signals, is appointed supervisor communications and signals at Buffalo, N.Y.

The following E-L appointments are effective June 1, 1963: **Worley C. Spain**, supervisor communications and signals, Youngstown, Ohio; **Eugene J. Gaughan**, assistant signal supervisor, headquarters Salamanca, N.Y.; **James J. Mahoney**, assistant signal supervisor, Youngstown, Ohio; **Robert J. Cross**, communications supervisor, Youngstown, Ohio; and **Hubert A. Kelly**, assistant communications supervisor, Salamanca, N.Y. The positions of supervisor communications and signals, and communications supervisor abolished at Salamanca, N.Y. for the Allegany-Bradford-Meadville and BS&W division.

● **ST. LOUIS-SAN FRANCISCO.** C. E. Trotter, electronics engineer, has been appointed communications engineer, at Springfield, Mo. **Marcus Barrow, Jr.**, communications maintainer at Memphis, Tenn., has been appointed electronics engineer at Springfield, Mo.

Supply Trade News

● **BUDELMAN ELECTRONICS CORP.** Harris W. Fuller has been appointed sales engineer for the Stamford, Conn. microwave and carrier manufacturer. A graduate of the RCA institute, Mr. Harris was a sales engineer in the New York office of Lenkurt

Electric Co., Inc.

● **J. P. CUNLIFFE**, formerly signal engineer, Malayan Railway, establish a private practice as a consulting railway signal engineer, on after June 17, 1963. Mr. Cunliffe's address is 20, Rufus Close, Lewes, sex, United Kingdom.

● **HOWARD & GOULD CO.** **H. L. Emerson**, 319 North Fourth St. Louis 2, Mo. has been appointed sales representative for H&G's rectifiers and twist drills in southern Illinois, St. Louis, Kansas City, and northern Texas.

● **ITT-KELLOGG.** **V. V. Mason** has been appointed president and general manager of ITT Kellogg Telecommunications. A graduate of the University of Toronto with a Master of Science degree, Mr. Mason came to ITT Canadian Westinghouse Co., where he was manager of the switchgear and control division.

● **RADIO CORP. of AMERICA.** **Man C. Colby** has been appointed manager, communications product engineering. Previously he had been manager, systems engineering, position filled by **George A. Olive**.

● **STROMBERG-CARLSON**, a division of General Dynamics Corp. **Alfred J. Stumpf** appointed industrial engineer to cover a 10-state western area, with headquarters in Burlingame, Calif. A graduate of Long Beach College and Bradley University, Stumpf held various positions with General Telephone Co. of California from 1949 to 1957. His most recent work with S-C has been missile electronics.

● **UNION SWITCH & SIGNAL** division of WABCO. **W. P. Bollinger** has been appointed vice-president research and development. A graduate of the University of Illinois in 1940 with a B.S. Degree in Electrical Engineering. Mr. Bollinger has served in various engineering capacities with RCA, Edix and Philco Corp. primarily concerned with missile controls and communications.

● **U.S. INSTRUMENT CORP.** **Simon B. Weiner** has been appointed vice-president engineering. A graduate of the University of Michigan with a B.S. degree in electrical engineering. Mr. Weiner held various telephone engineering assignments in his 16 years with Stromberg-Carlson. He was chief engineer electronics when he decided to become associated with U.S. Instrument Corp.