

NEWS BRIEFS

● **ATLANTIC COAST LINE** will install an IBM system for car accounting and reporting to keep constant tab on more than 30,000 freight cars on the road's 5,500 miles of track. Under the new system, when waybills are prepared for freight shipments, IBM cards are punched at the same time for transmission over leased communication lines to computers in Jacksonville, Fla. When cars are placed in outbound trains, data covering each car is transmitted to the central computer. It immediately relays this information to the terminal to which the train is going. Simultaneously this information will be placed in random access memory files to permit location of any car on ACL in a matter of milliseconds. Each retransmission of a train consist is stored on magnetic tapes for later processing of car and locomotive miles, tonnage statistics and revenue figures, etc. Two IBM 1460-1448 computers and one 1410 computer, all tape oriented, will form the nucleus of the central data

processing unit, and 30 IBM 1050 machines will be used for direct transmission of data to the computers.

● **CHICAGO & NORTH WESTERN** and **CB&Q** have received ICC approval to install a new interlocking at a junction of a yard track with main track replacing existing spring switch and automatic signal protection, and to install a new interlocking at a junction of the M&StL division with the Galena division of the C&NW, both to be remotely controlled from South Pekin, Ill. Also an automatic interlocking is to be installed at a crossing of single track lines of the C&NW and CB&Q including arranging for supervisory control of home signals on the CB&Q, all in the vicinity of Kickapoo, Ill.

● **DELAWARE & HUDSON** has received ICC approval of proposed installation of remotely controlled interlockings and traffic-control system, to be controlled from Albany, N.Y., and

modifications of existing remotely controlled interlockings at KG, SC and B cabins including change of point control from Whitehall to Albany, between Plattsburgh and Whitehall N.Y., approximately 99 miles.

● **CHICAGO, BURLINGTON QUINCY** and **Missouri Pacific** have received ICC approval to replace mechanical interlocking with an automatic interlocking at Falls City, Neb.

● **ERIE-LACKAWANNA** and **Detroit Toledo & Ironton** have received ICC approval to replace a mechanical interlocking at Springfield, Ohio with an automatic plant involving two single track lines of both railroads.

● **FLORIDA EAST COAST** has received ICC approval to install a traffic control system, to be controlled from dispatcher's office at New Smyrna Beach, Fla., between Bunnell and Turnbull, Fla., about 35 miles. As part of this project, portions of second main track will be removed and other portions will be converted to sidings.

● **GULF, MOBILE & OHIO** has received ICC approval to install a traffic control system between Bloomington and Athol, Ill., about 28 miles. Portions of second main track will be removed and other portions will be converted to sidings. Control will be from a machine at the Bloomington passenger station.

● **ILLINOIS CENTRAL** has had hotbed detectors in service at Woodstock, Tenn., and Lake View, Miss., with recordings of journal indications being reported at Johnston yard, Memphis, Tenn. Detectors at Robbins, Ill., send their findings into recorders at Carbondale, Ill., while the recorders at Bloomington, Ill., report for two detectors at that location.

● **MISSOURI PACIFIC** has received ICC approval to install a traffic control system to replace existing automatic block signal system on single track between DeQuincy and Kinder, La., 35 miles. Control will be from the dispatcher's office at Houston, Tex.

● **SEABOARD AIR LINE** has received ICC approval for the following modifications to traffic control system in Florida: add signals and electrically locked hand-throw switches on 10 miles of one track between Coleman and Center Hill; add controlled signal and power-operated switches in connection with construction of a passing track at Hollywood; various signal changes on one track between

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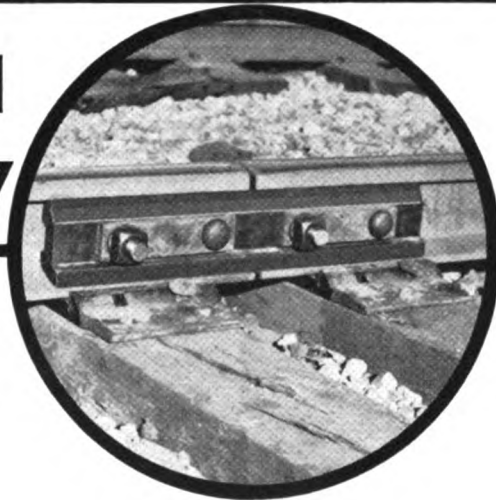
This Was News 50 and 25 Years Ago

The Signal Engineer, November 1913. Louisville & Nashville installs absolute permissive block signaling between Louisville, Ky., and Cincinnati, Ohio, 110 miles. There are 19 station layouts with as many passing tracks, 15 spur sidings, 12 cross-overs leading from mainline to passing tracks, and also five highway crossings protected by electric alarm bells. Model 2A ground mechanism, 3-position, upper-quadrant signals were used, there being 44 absolute and 124 permissive signals. Sidings and cross-overs within the station layouts are protected by double switch indicators indicating the approach of trains from either direction, two blocks, and a cut section overlap and clearing after the train has passed out of the track section in which the switch is located. Spur sidings between stations not near signals, which at times are used for a train to get in the clear and let another train pass, are protected by double switch indicators, the control of which extends to the absolute signals in both directions, clearing up after the train has passed out of the track section in which the switch is located.—Santa Fe spent \$343,806.78 for interlocking, block and other signal apparatus during the year ended June 1913.

Railway Signaling, November 1938. New York Central replaces 3-indication, lower quadrant semaphores with 4-indication colorlight signals, thus increasing braking distances. Automatic signals installed in 1906 were for maximum speeds of 60 mph for passenger trains and 35 mph for freight trains. Blocks were approximately 4,200 ft long. New signaling is for maximum train speeds of 80 mph for passenger trains and 50 mph for freight trains on the territory involved between Toledo and Elyria, Ohio, about 80 miles.—Pennsylvania has entirely reconstructed its eastbound gravity classification unit at Enola yard near Harrisburg, Pa., and installed car retarders. About 1,200 cars can be humped in 8 hr into the 33-track classification yard.—A joint board of five engineers has been formed by the Illinois Highway Department and the Illinois Commerce Commission to discuss with cities the possibility of closing light traffic crossings. The state, in bargaining with the cities, can offer additional protection at the reduced number of crossings. It is estimated that half of the existing grade crossings in medium sized cities have such light traffic over them that they could be closed. **RSC**

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NEWS BRIEFS

(Continued from page 10)

Sherman and Indiantown, 20 miles, connection with extension of passing siding and providing power operated at each end of another siding, and ranging traffic control system to permit following moves between Sherman and Indiantown; signal changes on siding main track between Mildred and Sherman, 11 miles, in connection with extension of a passing siding; and signal changes on 21 miles of track between Ridge and Ft. Basinger in connection with extension of passing siding and providing power-operated switches at each end of another siding and arranging traffic control system to permit following moves between Ridge and Ft. Basinger.

- **NEW YORK CENTRAL** has placed its Data Central automatic switching system into operation whereby teletype message traffic is switched in a matter of milliseconds. The \$1.5 million system supplied by Collins Radio Co., also provides for message accounting, priorities and traffic requirements for the Teletype system connecting 250 message and data stations over the railroad's 10,300 miles of line.

- **SANTA FE** has ordered 45 sets of railroad radio equipment for installation on cabooses from Union Switch & Signal division of WABCO.

- **SOUTHERN PACIFIC** has ordered 4-channel, type CY yard cab signaling equipment from Union Switch & Signal division of WABCO for installation on three hump engines at Taylor yard, Los Angeles.

Railroad Personnel

- **CHESAPEAKE & Ohio.** Warren L. Cummins, signalman, has been appointed assistant supervisor of signals at New Cabin, Ky.

- **ERIE-LACKAWANNA.** P. A. Brady, circuit engineer, appointed office engineer, communications and signals, succeeding Charles J. R. Taylor who is retiring. D. Stauski, chief draftsman, is promoted to circuit engineer succeeding Mr. Brady. W. F. Caden, supervisor communications & signals, Huntington, Ind., has been transferred to Scranton, Pa., succeeding L. A. Gehr, who has retired.

Mr. Taylor was born on June 15, 1898 at Busby, Scotland. He attended Bellahouston Academy and the Royal Technical College, Glasgow, Scotland, completing a three-year engineering course. After completing a 5-year apprenticeship in marine engineering, he



B. W. Molis



C. J. R. Taylor

erved 22 months with the H. M. Cold-
ream Guards in France and Germany
uring World War I. He came to the
S. in September, 1923 and joined the
rie as a rodman in the construction
epartment. He was appointed junior
raftsman in the valuation department
year later. After transferring to the
ngineering department in the same
ear, he was promoted to leading
raftsman in the signal department in
927. In 1947, Mr. Taylor was appoint-
ed office engineer in the signal depart-
ment, and in 1956 he was appointed
office engineer, communications and
ignals.

DENVER & RIO GRANDE WEST-
ERN. B. C. Eaton, supervisor signals
and communications, appointed signal
engineer, succeeding Bernard W.
Molis, assistant chief engineer, who has
retired.

Mr. Molis was born in Muscatine,
a., September 10, 1893. He began his
railroad career with the Rock Island
n 1911 as a signal helper and was
onstruction engineer with that road
when he joined the D&RGW as signal
engineer in 1926. In 1957 he was ap-
pointed superintendent of signals and
ommunications, and promoted to as-
sistant chief engineer in 1961.

LOUISVILLE & NASHVILLE.
P. Powell, assistant engineer, is pro-
moted to assistant signal engineer with
headquarters at Louisville. C. E. Shaw,
foreman, signal repair shop, is ap-
pointed assistant signal engineer. J. T.
Brown is appointed signal inspector.
B. Carpenter is appointed foreman,
signal repair shop.

UNION. W. K. Schomberg is ap-
pointed signal engineer.

SOUTHERN. Marshall S. Lynch is
appointed communications traffic su-
pervisor at Chattanooga, Tenn.

PENNSYLVANIA announces the
following changes in signaling and
communications assignments: J. V.
Pluto is appointed assistant supervisor
signals & signals, Philadel-
phia, Pa.; G. R. Santoff is appointed
assistant supervisor C&S at Harrisburg,
(Please turn to page 50)

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NEWS BRIEFS

(Continued from page 35)

Pa.; W. L. Hamilton, is appointed supervisor C&S at Cincinnati, Ohio; and C. V. Noble is appointed assistant supervisor C&S at Chicago.

- FLORIDA EAST COAST. Howard E. Webb, principal assistant signal engineer, L&N, appointed superintendent communications and signals, succeeding Hayburn L. Stephens, retired (RSC October 1963, page 76).

Mr. Webb began his railroad career as a laborer in the signal department of the Louisville & Nashville in 1940 and was later advanced to signalman and lead signalman. Following service in the armed forces in World War II, he became a signal draftsman in the signal engineer's office in Louisville in 1946. In 1953, Mr. Webb was appointed assistant signal supervisor and four years later was promoted to assistant signal engineer. He was appointed principal assistant signal engineer in 1961.

- SANTA FE. R. L. Broomfield, CTC engineer, system, Chicago, is appointed acting signal engineer, Amarillo, Tex., succeeding H. A. Appleby, deceased.

Supply Trade News

- EXIDE INDUSTRIAL MARKETING division of Electric Storage Battery Co. Edward A. Holland, district manager at New York, has been appointed northeast region manager with the same headquarters. He succeeds H. H. Warren, retired.

- FANSTEEL METALLURGICAL CORP. Edward Lutter has been appointed manager of railway sales, rectifier-capacitor division.

- HOWARD & GOULD CO. has appointed Mount Royal Transportation Equipment, Ltd., 2121 Old Orchard Ave., Montreal 28, Quebec, Canada, to be sales representatives for H-G rectifiers, transformers and twist drills to Canadian railroads.

- MOTOROLA INC. Communications division has appointed Allied Electronics Corp., 100 N. Western Ave., Chicago, Ill., 60680, as national distributor of its electronic test instruments.

- R. W. NEILL CO. has appointed the Primary Battery division of Thomas A. Edison Industries as sales agents for their line of railroad communications equipment and systems for all railroads with headquarters east of the Mississippi river.



Howard E. Webb



Harry A. Appleby

- RADIATION INC. Dr. Joseph Boyd has been elected president and chief executive officer.

- WESTERN RAILROAD SUPPLY CO. has purchased Electronic Communications Equipment Inc., which will be operated as a division. Walter Roth, WRRS vice-president, will have jurisdiction over the new division, manufacturer of railroad communications equipment, particularly amplifiers and talk-back speaker systems. Theodore H. Cole will be general manager and Robert M. Peters will continue as vice-president, sales.

Obituaries

- PIERRE D'AUGA, secretary of Train Operation, Control and Signaling Committee, Association of American Railroads, died recently in Washington, D.C., after a short illness.

- HARRY A. APPLEBY, signal engineer, Santa Fe, at Amarillo, Tex., died Oct. 14. Born at Cedar Vale, Kan., 1897, Mr. Appleby graduated from University of Kansas with a BS degree in electrical engineering. After serving as a naval drill instructor in World War I, he entered railway service with the Santa Fe in 1923 in signal construction work. Later that year he was appointed a signal draftsman at Junta, Colo., and was promoted chief draftsman at Amarillo, five years later. In 1931, Mr. Appleby was appointed assistant signal engineer at Amarillo, and transferred in that capacity to Topeka in 1940. Two years later he was appointed signal engineer at Amarillo.

- C&S SECTION, AAR. Members who have died within the last year, not reported in RSC include the following: F. J. Ahern, signal maintainer, New Haven; E. H. Branson, retired laboratory director, General Railway Signal Co.; R. M. Hitchcock, retired superintendent of communications, Central of Georgia; A. L. Shepard, retired signal office engineer, Nickel Plate Road; A. B. Taylor, chief engineer, Norfolk Southern; and W. M. Van der Sluis, retired general superintendent telegraph & signals, Illinois Central.