

NEWS BRIEFS

● **ALTON & SOUTHERN** has ordered type F inert retarders from General Railway Signal Co. for installation at its East St. Louis, Ill. yard.

● **ATLANTIC COAST LINE** has ordered 11 hotbox detectors from Servo Corp. of America.

● **BRITISH RAILWAYS** has put its first microwave system into service, covering 75 miles linking York, Darlington and Newcastle. It is part of the main London-to-Glasgow railway communications. Built and installed by Marconi Co., Ltd., the system will provide a maximum of 159 telephone channels. Direct distance dialing facilities are provided, and bandwidth is available for high-speed data transmission.

● **CHESAPEAKE & OHIO** has ordered 12 sets of 2R series base station radio from Union Switch & Signal division of WABCO. The equipment will be installed on 170 miles of CTC territory between Hinton, W. Va. and Russell, Ky. to provide train-to-wayside communications.

● **CHICAGO, BURLINGTON & QUINCY** has received ICC approval to install a traffic control system on two tracks between Montgomery and east of Mendota, Ill., 40 miles; and between west of Mendota and Bishop, Ill., 74 miles; and on three tracks between Bishop and Galesburg, Ill., 4 miles.

● **FLORIDA EAST COAST** has ordered four Wheel Thermo Scanner units (hotbox detectors) from General Railway Signal Co. FEC also placed an order of \$144,000 for automatic highway crossing protection equipment with GRS for installation in Florida.

● **MISSOURI-KANSAS-TEXAS** and Missouri Pacific have received ICC approval to replace a mechanical interlocking with an automatic plant at a crossing of the two roads at Wagoner, Okla.

● **NEW YORK CENTRAL** has ordered more than 300 Motrac railroad radios in a \$360,000 contract awarded to Motorola, Inc. The transistorized two-way units will be installed in diesel locomotives.

NYC submitted a request to intervene in the FCC's Telpak case. The road also submitted exceptions to the tentative decisions (RS&C May 1964,

pages 37, 39 and 41). The following is from *Telecommunications Reports*:

NYC described the FCC ruling as "tantamount to a requirement that Central give up this system [see RS&C June 1964, pages 17-22] and return to its original design for installing private microwave, estimated to cost \$900,000 per year and to require two years for its installation."

Having noted that its present Telpak costs are \$623,712 per year, NYC stated that the decision leaves it with the "unacceptable alternatives of obtaining present services at rates named in other AT&T private line tariffs—the cost of which is estimated at \$3,523,188 per year—or at rates combining other private line rates for facilities and services presently obtained under Telpak A and B rates with increased Telpak C and D rates—which combination would also present a higher cost to Central than that for private microwave."

NYC said that it did not intervene before because it was ready to abide by a "full and fair" FCC decision on the tariff, but it took the position that

the tentative ruling is neither. The decisive issue, NYC contends, is whether AT&T is to be permitted to serve the bulk communications market, "or is it to be placed by the Commission, through a shortsighted and unrealistic rate-making attitude which fails to properly consider private carriage in making common carrier rates, in much the same position as that in which the rail transportation industry has often found itself?"

Telpak and other private line services are not like services, because such a conclusion "depends for its validity upon there being available to Central under private line rates the same facilities and services presently obtained under Telpak, when such is not the case," NYC's exceptions noted.

● **NORFOLK & WESTERN** has been granted relief from the requirements of Section 136.602 of the ICC's Rules. Standards and Instructions to the extent that it may install 37 dragging equipment detectors without being interconnected with the automatic block signal system.

● **NORTHERN PACIFIC** has placed a \$350,000 order for CTC equipment from General Railway Signal Co. to be installed between Gregory and Staples, Minn. Control will be from a Traffic Master machine at Minneapolis.

NP has received ICC approval to install a traffic control system on one main track between Gregory and Philbrook, Minn., 31 miles; and on one main track and one yard track between Philbrook and Staples, Minn., 6 miles.

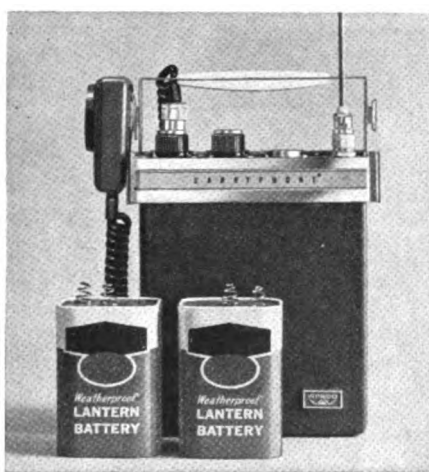
The ICC has also given NP permission to replace semaphore automatic block signals with searchlight-type signals on 22 miles of line between Olequa and Chehalis Jct., Wash.

● **PICKANDS MATHER & CO., INC.** has placed a \$63,590 order with General Railway Signal Co. for type J CTC to be installed on 5.7 miles of a mining installation in the Hoyt Lakes region of northern Minnesota.

● **SANTA FE** has completed the installation of RCA's type CW-60 solid-state microwave equipment at five locations between Amarillo, Texas and Clovis, N.M. These stations are part of a 20-station, 615-mile microwave system that will complete the 1,720-mile microwave trunk line between Topeka, Kan. and Los Angeles, Calif.

● **SAVANNAH & ATLANTA** has purchased 15 Carryphone portable radio units from Union Switch & Signal division of WABCO for use on locomotives and cabooses, and by train crews on

(Please turn to page 32)



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WABCO of other battery packs providing slightly higher power.
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(Continued from page 10)

the ground when switching.

● **SOUTHERN** has asked for full Commission review of an FCC staff action, under delegated authority from the Commission, rejecting the railroad's application which had sought authority to install a public air-ground radio-telephone set in the company's recently acquired executive airplane.

As noted by *Telecommunications Reports*, Southern had urged the FCC to grant petitions for reconsideration which had been filed by AT&T and others seeking a reversal of the FCC decision of last June which would cut off the present Bell System air-ground developmental service this fall.

● **SOUTHERN PACIFIC** has been denied permission to remove 112 wayside track magnets and discontinue an automatic train stop system in service between Gold Run and Truckee, Calif., by Division 3 of the ICC. The ATS system has been in service since 1938, and operates in conjunction with automatic block signaling and interlockings on two tracks, covering about 54 miles.

SP noted improved operating conditions since the ATS was first installed. The number of snow sheds have been reduced; signals have been respaced and changed from colorlight to searchlight type; ground mast signals have been changed to bridge signals; lens-heaters have been installed on many of the signals to dissipate snow and ice; many crossovers and switches have been removed; with the changeover from steam to diesel motive power, all water and fuel stops necessarily needed in the operation of steam locomotives have been eliminated; with the adoption of dynamic brakes, stops on descending grades to cool brakes have been eliminated; radio communication between trains and between trains and the ground crew is now in service and visibility along the roadway for the train crew has been improved by the resloping and widening of cuts.

SP, in its application, also noted that

it plans to pool locomotives with other railroads for through motive power to expedite transcontinental moves and bring about operating economies. Under present conditions, such plans cannot be completed because these other locomotives are not equipped with ATS devices. SP said that annual costs for maintaining ATS equipment was \$50,000 for locomotives and \$5,000 for wayside equipment.

However, Division 3's report states: "none of these improvements or installations is capable of performing the most invaluable function peculiarly associated with an automatic train-stop system; namely, that of stopping a train when an engineman, because of physical disability, human failure, or some other reason, fails to do so. This feature should not be sacrificed in order that more efficient or economical utilization of power or financial advantages may be effected."

The Commission's report also noted that the terrain is very mountainous with steep grades and numerous severe curves, some of which are over 10 deg. There are 3½ miles of tunnels on the line, snow sheds, and the territory is subjected to frequent and heavy snow fall. Concerning train movements, the ICC report notes that in May and June of 1962, there were 845 eastward movements.

● **TARBELL COMMUNICATIONS SALES CO.** has ordered six sets of centralized radio control systems plus 2R series railroad radio from Union Switch & Signal division of WABCO. This equipment will be used on the Spokane, Portland & Seattle to expand their dispatcher-to-train radio system over an additional 125 miles.

● **UNION PACIFIC** has ordered 17 hotbox detectors from Servo Corp. of America.

Railroad Personnel

● **CANADIAN PACIFIC:** **Gordon Macleod**, district engineer telecommunications at Vancouver, B.C. has been appointed superintendent telecommunications, Atlantic district at St.

John, New Brunswick.

● **NEW YORK CENTRAL:** **James P. Stevely**, office engineer signals, New York district, has retired. Mr. Stevely was born in Scotland, November 26, 1898. He was educated at the Irvine Royal Academy, and following service in the Royal Air Force in World War I, Mr. Stevely maintained and installed signal equipment on the Scottish railways. In 1927, he joined the NYC as a signal mechanic, and was promoted to signal inspector two years later. In 1946, he was promoted to general signal inspector at Utica, N.Y. Five years later, Mr. Stevely was promoted to assistant signal supervisor at Poughkeepsie, and a year later was made assistant engineer signals, first at Springfield, Mass., and then at New York in 1953. He was appointed office engineer signals of the New York district in 1957.

● **PENNSYLVANIA:** **J. A. Early**, supervisor communications and signals at Columbus, Ohio, has been transferred to Baltimore, Md. **R. W. Hackenbracht** has been appointed assistant supervisor communications and signals, with headquarters at Chicago.

Supply Trade News

● **C&D BATTERIES:** **W. Paul Morrison** has been appointed manager—railroad sales. A native of Hazard, Ky., Mr. Morrison holds a bachelor of science degree in business administration from Washington & Lee university. Also he studied electrical engineering there. He has served as a railroad division manager for General Chemical and Sperry Rail Service. His most recent position prior to joining C&D, was as general manager, railroad products division, Servo Corp. of America.

● **COLLINS RADIO CO.:** **K. R. Fox** has been appointed assistant vice-president microwave/scatter marketing division.

Tom Hewlett, a systems planning engineer, has been appointed microwave salesman in charge of the Kansas City, Mo. office, replacing **Bud Cum-**



James P. Stevely



W. Paul Morrison



Maskell E. Brown



Walter S. Henry



R. H. Schmuck



Fred W. Smallenburg



Delbert G. Larson



John E. Chapman



Virgil L. Ackerman



Eugene R. Zebe



Robert C. Archibald



William W. Beard

ings, who has been transferred to systems engineering at Dallas. Mr. Hewlett will handle industrial microwave sales for the states of Arkansas, Illinois, Iowa, Kansas, Missouri, Nebraska and Oklahoma.

● **COPPERWELD STEEL CO.:** Maskell E. Brown, district manager, New York, has been promoted to eastern sales manager, at New York. Prior to joining Copperweld in 1956, Mr. Brown was chief of the wire branch for world-wide communications for the U.S. Signal Corps.

● **GENERAL RAILWAY SIGNAL CO.:** Walter S. Henry, assistant western manager at Chicago, has been appointed resident manager, West Coast, with headquarters in San Francisco. R. H. Schmuck, sales representative at Chicago, has been appointed assistant western manager there. Frederick W. Smallenburg has been appointed field sales representative at the New York office.

Mr. Henry, educated at the State University of Iowa, began his railroad career in 1940 as a signal helper on the Chicago & North Western. Following three years with the U.S. Army Signal Corps in World War II, he returned to the C&NW. From 1951 to 1956, he was signal engineer of the Ft. Dodge, Des Moines & Southern. He joined GRS in 1957 as a sales representative in Chicago, later becoming assistant western manager.

Mr. Schmuck, a graduate of the Rochester Institute of Technology, joined GRS in 1956 as an applications engineer. Three years later he was appointed a sales representative in Chicago. Prior to joining GRS, he was associated with the New York Central for six years.

Mr. Smallenburg has a BA degree in Physics from St. John Fisher College. He joined GRS as an engineer in 1960.

● **JOHNSON RUBBER CO.** has appointed Stan H. Haigh Co., 333 First Federal Bldg., St. Paul, Minn., to be railroad products representatives in the Minneapolis-St. Paul area. Main Line Equipment Co., 228 N. LaSalle St., Chicago, will perform a similar service

for Johnson Rubber in the Chicago area.

● **LYNCH COMMUNICATION SYSTEMS INC.:** Delbert G. Larson, manager, microwave systems, has been promoted to sales manager with headquarters at San Francisco, Calif.

John E. Chapman, carrier system product manager, has been appointed product manager with responsibilities for wire line and cable carrier, microwave and multiplex, application engineering, product service, etc.

Virgil L. Ackerman has joined Lynch as a communications engineer in the Houston, Texas office of Graybar Electric Co., to handle system engineering for Lynch products. His territory will cover Texas, New Mexico, Louisiana and parts of Mississippi. Mr. Ackerman has a bachelor of science degree in mechanical engineering from the University of Houston. Prior to joining Lynch, Mr. Ackerman held engineering positions with Odex Engineering Co., Motorola and Pure Oil Co.

● **MARQUARDT CORP.:** Eugene R. Zebe, midwest regional manager at Chicago, has been promoted to manager, marketing and sales, industrial products department, with headquarters at Pomona, Calif. Mr. Zebe was born Dec. 31, 1929 in Philadelphia, Pa. A graduate of Milliken University, he was associated with Illinois Bell Telephone Co. for 10 years in sales work. During the Korean War, he was in communications in the U.S. Marine

Corps. He joined Marquardt in 1962 as midwest regional manager.

● **MOTOROLA INC.:** Elmer H. Wavering, executive vice-president of the automotive products division, has been elected president, succeeding Robert W. Galvin, who has been elected chairman of the board and chief executive officer. Franklin C. Brewster, director of automotive products engineering, has been elected a vice-president and appointed general manager of automotive products succeeding Mr. Wavering.

● **RAILROAD ACCESSORIES CORP.:** William W. Beard, sales and service engineer, has been appointed general manager Transport Products Corp., succeeding J. C. Holston, resigned. T. F. Going, president of Transport Products, also has resigned. H. W. Watkins, general manager, Griswold Signal Co. has resigned. Ralph A. Molinari has been appointed a sales and service representative for Griswold with headquarters at Minneapolis. Robert C. Archibald has joined Raco as a sales and service representative, with headquarters at Cresskill, N.J.

Mr. Archibald was born in Brooklyn, N.Y. on Jan. 10, 1924. He holds a bachelor of business administration degree from Manhattan College and a mechanical engineering degree from Pratt Institute. He served as an electronics specialist with the U.S. Army during World War II. Prior to joining Raco, he was a transportation specialist for the Link division of GPL, Inc.

● **TRANSCONTROL CORP.:** Arthur E. Dodd has been appointed manager of product development with headquarters at Port Washington, N.Y. Henry A. Talbert has been appointed district manager with headquarters at Pittsburgh, Pa.

Mr. Dodd, a graduate of the University of Maryland with a bachelor of science degree in electrical engineering, joined Union Switch & Signal Co. in 1929 as an apprentice engineer. He advanced through various positions, becoming section engineer, relays and (Please turn to page 42)

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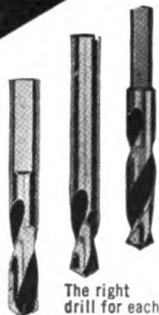
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(Continued from page 33)

signals in 1953, the position he held at the time he joined Transcontrol.

Mr. Talbert is a graduate of Carnegie Institute of Technology with a degree of bachelor of science in electrical engineering. He had been associated with Union Switch & Signal Co. since 1930 holding positions of project engineer, sales engineer and assistant district manager at New York, and then district manager at Pittsburgh, his position at the time he joined Transcontrol.

● UNION SWITCH & SIGNAL division of WABCO: **James A. Cook**, has been appointed manager, product development department. A graduate of the University of Pittsburgh with a bachelor of science degree in electrical



James A. Cook



John R. Heisler

engineering, Mr. Cook joined US&S in 1947 as a relay logic system designer. He became a circuit designer in the research department in 1955 and two years later he was promoted to group leader in electronic design. In 1962, he was appointed section engineer, electronics section of the product development department.

Obituary

● JOHN R. HEISLER, former chief signal engineer Erie-Lackawanna, died May 20 in Orange, N.J. Mr. Heisler was born Sept. 11, 1899. He joined the Delaware, Lackawanna & Western as a signal apprentice at Hoboken, N.J. He advanced through various positions, becoming signal engineer of the DL&W in 1947. He was appointed chief signal engineer of the merged Erie-Lackawanna railroads in 1960, and retired a year later on account of poor health.



Arthur E. Dodd



Henry A. Talbert

This Was News 50 and 25 Years Ago

The Signal Engineer, July 1914. Rochester & Eastern place AC automatic block signals in service on 41 miles of line between Rochester, Canandigua and Geneva, N.Y.—Several efficiency tests of an electro-pneumatic interlocking at the Galveston, Texas causeway operated by the Gulf, Colorado & Santa Fe showed that a power saving of 50% or \$388.08 per year could be obtained by using sand or gravel instead of shell ballast.—Union Traction Co. installs automatic block signals on 16 miles of line between Noblesville and Tipton; and on 30 miles between Indianapolis city limits and Anderson Belt railway.—Protection of highway-railroad grade crossings is the subject of an article which discusses the following protection devices: signs, watchmen, gates, bells, flashing sign and bell, automatic gates, and automatic flagman and bell.

Railway Signaling, July 1939. Florida East Coast completes the installation of automatically-controlled highway crossing signal projects at 16 crossings

in 11 cities in Florida which were paid for by state and federal funds and constructed by the railroad signal forces.—Los Angeles Union passenger terminal handles 36 through passenger trains, and movements through a new 155-lever electro-pneumatic plant can run as high as 60 train and switching moves in an hour.—Atchison, Topeka & Santa Fe adds connecting tracks and associated controlled switches and signals to serve the new Los Angeles Union station. These additions require 104 levers being installed at an existing unit lever interlocking plant, bringing the total to 248 levers.—Rail-highway grade crossing accidents in 1938 accounted for 1,517 deaths and 4,018 injuries, the smallest number of casualties since 1933, according to the ICC.—Kansas City Terminal will install a new electro-pneumatic interlocking at tower 8, which will have 65 working levers, 46 spare spaces. Also, eighty searchlight signals and 43 style A-5 ep switch movements will be installed

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*EIA Duty Cycle

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