NEWS BRIEFS

● BALTIMORE & OHIO has placed a $29,000 contract with General Railway Signal Co. for a Trakode system to be used in CTC territory between Eidenau and Butler, Pa.

● BALTIMORE & OHIO and New York Central have received ICC approval to replace a manual interlocking with an automatic plant at a crossing of the two roads at Parma, Ohio.

● COMMUNICATION SPACE SATELLITE NETWORK, operated by the railroads, would offer them a means to establish a centralized communication system for nation-wide distribution of telephone calls, message traffic, as well as machine or computer processed data information. So stated J. N. Albertson, general superintendent communications-system, Southern Pacific at a recent Pacific Railway Club meeting in San Francisco. He said that the need for a communication network that will embrace all railroads, both in the U.S. and Canada is apparent. Such a communication space satellite network could provide full interchange between various railroads separate communications systems.

● FCC's application and license filing fee system survived its first court test, according to *Telecommunications Reports*. The Seventh U.S. Circuit Court of Appeals denied efforts by a number of appellants to block and set aside application of the filing fee procedure.

● FCC has been sustained in the private line rate case by the Seventh U.S. Circuit Court of Appeals which denied a petition for review filed by Wilson & Co., Swift & Co. and Armour & Co. In its decision, the appeals court said: "We are convinced that on the basis of the findings, the Commission was warranted in finding the private line telegraph rates were 'unreasonably discriminatory' and 'should be determined independently of the time of day or night in which" service is furnished."

The court went on to say that "it could find no error in other rate changes about which complaint is made, nor do we think it necessary to consider them."

The decision observed that the FCC's avowed reason for alterations in the rate structure was that costs should primarily control rates, reported *Telecommunications Reports*.

● FCC has changed its railroad radio service rules to permit the railroads to use their microwave communications systems to handle public telegraph messages as agents of telegraph companies "in these instances where such public telegraph service cannot be efficiently provided through other railroad facilities."

The rule change, proposed about a year and a half ago by the AAR, was described as necessary in situations where a railroad office serving as a Western Union Telegraph Co. agent has available to it only the private microwave system of the railroad. Western Union supported the plan, while AT&T did not object in principle but suggested that case-by-case waivers be employed instead of a blanket rule change, reported *Telecommunications Reports*.

● ICC Examiner Robert R. Boyd has reported favorably on Erie-Lackawanna's petition to remove cab signal and automatic train stop equipment. Examiner's report grants E-L permission to remove cab signal system in service between Binghamton, N.Y. and Scranton, Pa., about 57 miles and automatic train stop system in service between Hornell and Port Jervis, N.Y., about 244 miles.

A reduction in the number of passenger trains, change from steam to diesel motive power, improvement of wayside signals and that only about 10% of the road's lines are covered with train stop or cab signals, are some of the reasons for the granting of the petition. The report states, among other things: ". . . based on this record, the systems in issue are not shown to have ever contributed to the avoidance of a single accident, that they are admittedly old and unimproved upon since time of installation 38 years ago, and that they are subject to the same critical failure, namely, failing on the unsafe side, as did a similar system on the New York Central Railroad near Ripley, N.Y., causing severe consequences.

"All things considered, the systems have never proven themselves to be worthwhile insofar as can be seen by this record; . . . Moreover, there is no rhyme or reason, now, to the forced retention of the considered systems on the middle-of-the-line segments on which they exist, and extending, distance-wise, as they do over only 10% of petitioner's mainline system. At the time they were ordered installed they were looked upon only as a beginning, with the thought of similar installations over the remaining lines as time grew on. Such a goal however, was never attained, fortunately so it now seems. and, in any event, it is highly doubtful that these mere fractional installations would have been ordered had the future been known about the remaining parts of the mainline.

"There is no question but what the Commission would not, today, order such a fractional installation based on no more proven contribution to safety than is here shown, and it follows, by the same token, that it should not order the systems retained."

● LAND MOBILE ADVISORY committee appointed by the FCC has set up three standing committees: operational, technical and frequency utilization and administration. Chairmen of the committees are as follows: Operational-R. L. Ransome, American Petroleum Institute; Technical-A. F. Inglis, Radio Corp. of America; Frequency Utilization and Administration-William Weisz, Motorola, Inc.

The operational group will "study ways in which a base-mobile radio system can be utilized to meet the needs and requirements of various classes of users," announced the FCC. The technical committee's objective includes "making certain that all known technical developments adapted, or capable of adaption, to land mobile communi-

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EXAMINER REPORTS ON RS&I CHANGES

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136.587 Departure test.—A test of the automatic train-stop, train-control, or cab-signal apparatus on each locomotive, except locomotive and multiple-unit cars equipped with mechanical trip stop **only,** shall be made over track elements or test circuits **or with portable test equipment, either** on departure of locomotive from its initial terminal **or,** if locomotive apparatus is cut out between initial terminal and equipped territory, prior to entering equipped territory, to determine if such apparatus is in service and is functioning properly. **If a locomotive makes more than one trip in any 24-hour period only one departure test shall be required in such 24-hour period.** If departure test is made by an employee other than engineman, the engineman shall be informed of the results of such test and a record kept thereof.

The first issue in this rule is whether a departure test either on departure from initial terminal or prior to entering equipped territory if cut out between initial terminal and equipped territory, instead of at both places if cut out, would retain adequate protection and safety. As seen, the changes that have taken place since the railroads of the nation have given up the steam locomotive are so great as to remove the need for the double testing once required. This is a return to the 1939 requirements, but experience has indicated the either/or requirement to be sufficient. Moreover, rule 136.567 gives additional protection for good measure. Regarding the once-every-24 hours issue, the same comments apply to that issue as to the either/or requirement.

The only real apprehension on this record about the use of portable test equipment is in respect to whether the portable equipment is properly constructed, maintained and used only by properly trained personnel. As seen, there is no sound reason to doubt managerial judgment in the construction and use of this equipment. Experience with it today has been entirely satisfactory, and the Examiner is persuaded that it is worth a trial for the future.

All things considered the Examiner finds that this rule should be revised as proposed.

136.602 Operation in conjunction with automatic block-signal system.—Where these devices are in use in automatic block-signal territory they shall be arranged to operate in conjunction with the automatic block-signal system.

The instant proposal is to delete this rule in its entirety.

The record on this rule is abundantly persuasive that its deletion would not reduce safety; in fact it is convincing that safety would be enhanced by this proposed deletion. The train crews in the preponderance of situations would receive the warning more promptly under other methods of notification than by the block signal notification only, and they would have much more specific information on which to act. As to the reliability of the radio method of notification, this is only one of the possible methods and in any event indications are that the radios used in this type of transmission are strong enough and of sufficient reliability to assure proper transmission to the crews, under all conditions.

The Examiner finds that this rule may be deleted without reducing safety and that it should be so deleted. RS&C

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cation requirements are examined for possible beneficial application." The frequency utilization and administration group "will consider licensing procedures, frequency coordination procedures, form and availability of station assignment records, and generally the manner in which assignable spectrum space is to be made available to users."

● LEHIGH VALLEY has ordered type D CTC equipment to be installed between Aldene and Newark, N.J., 5.5 miles. Type D CTC is a high-speed, relay-electronic coding system using frequency shift carrier made by GRS.

● MILWAUKEE ROAD has received ICC approval to install a traffic control system replacing existing automatic block signal system on two main tracks between Sturtevant, Wis. and Wadsworth and Rondout, Ill., 30 miles.

● MISSOURI PACIFIC has awarded a contract to General Railway Signal Co. for $500,000 for type E2 CTC equipment to be installed between Little Rock, Ark. and Alexandria, La., 293 miles. Type E2 uses relays and electronics to send controls to field locations, and solid state units to transmit indications from field locations to the control office.

● SOUTHERN has placed a $150,000 contract with General Railway Signal Co. for type K2 CTC equipment to be installed between Berwin and Brice, Ga.

Railroad Personnel

● LOUISVILLE & NASHVILLE: **Philip P. Ash,** superintendent communications and signals, has retired. Mr. Ash was born in Louisville, Ky., on Oct. 22, 1897. Following U.S. Naval Reserve Force service during World War I, Mr. Ash joined the L&N as a signal wireman in July 1918. A year later, he was appointed a signalman, and in 1921 promoted to signal maintainer. In 1924, Mr. Ash was appointed signal draftsman, and later promoted to chief draftsman. In 1941, he was appointed assistant signal engineer, and promoted to signal engineer in 1953. He was appointed superintendent communications and signals in 1957.

Philip P. Ash

G. W. Blanchard

J. W. Webb, assistant signal supervisor, Birmingham, Ala., has retired. He is succeeded by **W. C. Wainscott,** who was assistant signal supervisor at Athens, Ala. **Roy K. Newton,** signal draftsman at Louisville, has been promoted to assistant signal supervisor to replace Mr. Wainscott at Athens.

● PENNSYLVANIA: **C. W. Bodley** has been appointed assistant supervisor communications and signals at Trenton, N.J.

● SANTA FE: **J. Y. Scarlett,** assistant supervisor automatic train control and train stop equipment has been promoted to general supervisor ATC&TS equipment with headquarters at Topeka, Kan. He succeeds **Stuart H. Dean,** system supervisor ATC&TS equipment, who has retired. **T. Sprott** assistant supervisor ATC&TS equipment at Cleburne, Texas has been appointed supervisor ATC&TS equipment at Argentine, Kan.

Supply Trade News

● COPPERWELD STEEL CO.: **George W. Blanchard** will represent the wire and cable division in the Chicago office. His territory will in-

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clude northern Illinois, upper peninsula of Michigan and Wisconsin. Mr. Blanchard has a BSEE degree from Virginia Polytechnic Institute. Prior to joining Copperweld, he was associated with Simplex Wire & Cable and Reynolds Metals.

● LENKURT ELECTRIC CO.: **Wayne Leonard** has been appointed general sales manager. **Edward G. Hall** has been appointed manager of systems engineering and proposal management. **Jay B. Naugle, Jr.** has been appointed manager of industrial sales. **Frank W. Layton** has been appointed senior sales engineer covering the 12-state area from the western sales office at San Carlos, Calif.

Mr. Leonard has been associated with Automatic Electric Sales Corp. since 1945 holding various sales engineering positions including that of district manager.

Mr. Hall, educated at the University of Kansas City and the University of Wisconsin, held engineering positions with telephone companies before joining Lenkurt 13 years ago. Since then he has held engineering and sales management positions.

Mr. Naugle, a former senior staff engineer, has been with Lenkurt since 1955. Prior to that he was a field engineer with Philco Corp.

Walter E. Noller

Edward G. Hall

John W. Hansen

Charles F. Wert

Mr. Layton, a BSEE graduate from Indiana Technical College, has worked as an engineer for utilities before joining General Electric in 1963 as a systems sales engineer in the Communication Products department, his most recent position prior to joining Lenkurt.

● NOLLER CONTROL SYSTEMS, INC. has been acquired by Badger Meter Mfg. Co. of Milwaukee, Wis.

News Too Late to Classify

● OSMOSE WOOD PRESERVING CO. is sponsoring a contest concerning pine pole top decay patterns. First prize is a $1,000 series E savings bond; second is a $500 series E savings bond; and third is a $250 series E savings bond.

Prizes are offered to all present or past employees of organizations concerned with the study or use of wood poles for the best reports or papers on the subject of a documented pattern of patterns of top (roof) decay or deterioration on older, pressured-treated, creosoted southern yellow pine poles. A "pattern" is defined as a type of deterioration found common to a substantial number (over 5%, say) of pole tops of the same age range rather than a few isolated examples. "Deterioration" can include decay, weathering, splits, checks, etc.

The contest closes November 14, 1964. For further details write DuVal Cravens, Vice-President, Osmose Wood Preserving Co. of America, Inc., 980 Ellicott St., Buffalo, N.Y. 14209.

● NEW YORK CENTRAL has ordered equipment from Moore Associates Inc. for use in centralized traffic control territories. A Marc SCC code system will be used for the control of Dunbridge Dowling siding from Columbus, Ohio. A second Marc SCC code system will control a territory extending from Weehawken to Selkirk yard, near Albany. Sixteen stations are wired initially. Each field station will be wired for 8 controls and 16 indications.

● SOUTHERN: **Nevlin C. Pace,** general communications engineer, has been appointed assistant to vice-president-communications, succeeding **Douglass Ruff,** retired.

● WALTER S. HENRY, resident manager, General Railway Signal Co. with headquarters at San Francisco, Calif., died Aug. 20.

Wayne Leonard

Jay B. Naugle, Jr.

Paul J. Graham

S. J. Colcombe

P. J. Lippmann

A. Ellis Jones

Walter E. Noller will continue as president and general manager of the Richmond, Calif., firm that makes systems for data transmission, supervisory controls and telemetering equipment. The other co-founder, **Bock W. Lee,** continues as vice-president. **C. Edward Elkins,** assistant general manager, will become secretary-treasurer. **J. O. Wright,** president, Badger Meter, was elected vice-president, assistant secretary and assistant treasurer of Noller Control.

• UNION SWITCH & SIGNAL division of WABCO: Effective August 1—**John W. Hansen** is appointed manager-transportation marketing; **Charles F. Wert** is appointed manager-railway sales; **Paul J. Graham** is appointed manager-rapid transit sales; and **Stanley J. Colcombe** is appointed manager-industrial railway sales. They will be headquartered at Swissvale, Pa.

Philip J. Lippmann has been appointed manager-communications marketing. **A. Ellis Jones** has been appointed manager-railway communications sales. **Frank M. Chamberlain** has been appointed manager-marketing research and product planning. These men will be headquartered at Swissvale.