

NEWS BRIEFS



Chesapeake & Ohio is using a new communications maintenance vehicle with oversize tires permitting it to travel over roads, almost any terrain and even along the railroad right-of-way. From the bucket on the telescoping boom at the rear of the vehicle, a man with pneumatic shears and saws can quickly cut branches and brush that interfere with line wires. The boom is also equipped with an auger for drilling holes and a winch for setting up poles, plus a hydraulic jack for removing poles. The winch shaft can be extended on either side. At the same time, power reels string wires, two at a time.

The vehicle is a hybrid of the FWD Corp's Blue Ox and the Pitman Polecat. C. C. Bozarth, C&O communications engineer reports: "A three man crew can wrap up a job with the Polecat-Blue Ox in about half the time formerly needed by six men."

The Polecat boom mounted on the Blue Ox body has a maximum lifting capacity of 9,500 lb, and with full boom extension, it can reach out 23 ft. The operator in the fiberglass bucket can be put up to 32 ft in the air. Remote controls are available that will give the man in the bucket full control of all boom movements as well as speed.

● ASSOCIATION OF AMERICAN RAILROADS has established a Data (Please turn to page 76)



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From General Cable, everything you need: Signal cable & track wire, insulated by Aquaseal® premium insulation. Qualpeth® FPA* communications wire and cable, now with a bonded polyethylene coating on both sides of the shield to solve troublesome moisture problems. Video pair cable. Diesel and car wire. Tower and case wire. Trolley wire. All engineered for superior dependability in every railroad application. All meet or exceed AAR Signal and Electrical Section Specifications...and many are immediately available from local stocks. Special types can be quickly engineered to meet your particular specifications.

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GENERAL CABLE CORPORATION

*patent pending

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Systems Division, whose executive director will be **Carl L. Byham**, manager of Socony Mobil Oil Co.'s computer-communications department. The new division's secretary will be **Arthur G. Hilley**, assistant to the secretary of the AAR's Finance, Accounting, Taxation and Valuation Department. The role of the new Data Systems Division will be: (1) handle industry-wide problems in the data processing field; (2) simplify the interchange of data between carriers; and (3) stimulate development of new railroad data processing techniques.

Activities of the new division will be channeled through a general committee—organized to develop and execute division objectives—and a technical advisory committee. Membership of the general committee will represent such varied railroad activities as finance, accounting, operations, transportation, engineering, communications, research, administration and marketing.

● **ATLANTIC COAST LINE** has ordered signal equipment from Union Switch & Signal division of WABCO to install CTC on 43 miles of track between Kress, S.C. and Central Jct., Ga. Control will be from an existing TCC machine at Florence, S.C.

● **CALIFORNIA PUBLIC UTILITIES COMMISSION** has ordered automatic highway crossing protection devices be installed at 160 highway-railroad grade crossings in the eastern section of the Los Angeles metropolitan area. The new devices may be installed in four stages ranging from June 30, 1965 to June 30, 1968. Railroads involved are the Santa Fe, Southern Pacific and Union Pacific, which the PUC said operate a total of 102 freight and passenger trains through the territory daily. Maximum train

speeds were ordered reduced from 90 mph to 65 mph. The PUC ordered 8 crossings closed to vehicular traffic, the work to be performed and the costs to be borne by the railroads involved.

The California PUC allocated installation costs on a 50-50 basis between the railroads and the public agencies involved. The public agencies (cities or counties) may receive a 25% reimbursement from State funds for their share of the costs of the new crossing protective devices. The PUC ruled that all maintenance costs be borne by the railroads.

Santa Fe has installed flashing-light signals and automatic short-arm gates at three designated crossings. Under the PUC order it must install such protective devices at 52 other highway-railroad grade crossings. Additionally, AT&SF must install flashing signals at 24 other highway crossings.

Southern Pacific has been ordered to install flashing-light signals and automatic short-arm gates at 48 highway-railroad grade crossings. It has already installed such equipment at four crossings included in the PUC order.

Union Pacific has been ordered to install flashing-light signals at one road crossing, and flashing-light signals with short-arm gates at 26 other highway crossings.

Pacific Electric has been ordered to coordinate the operation of its flashing-light signals at three existing crossings with automatic gates at adjacent AT&SF crossings.

● **CANADIAN PACIFIC** has ordered CTC equipment from Uniswitch Corp., a subsidiary of WABCO, to be installed on 50 miles of track between Gleichen and Calgary, Alberta. Control will be from Calgary.

● **CHICAGO & NORTH WESTERN** and the Milwaukee Road have received ICC approval to replace a man-

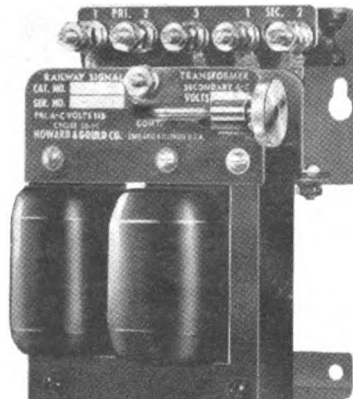
ually controlled electric interlocking with an automatic interlocking at a double-track crossing of the MILW with the single-track of the C&NW at Camp Douglas, Wis.

● **CHICAGO TRANSIT AUTHORITY** has ordered 58 Trainphone units from Femco, Inc. to be installed on trains on the Douglas and Congress rapid transit lines.

● **COMPUTER CONTROL CO.** has received an order from Union Switch & Signal division of WABCO for a DDP-24 general purpose digital computer. The DDP-24 will be the heart of a mass transit supervisory and control system which electronically surveys traffic conditions and instructs trains where and when they may travel. A stored program in the DDP-24 with daily scheduling information allows train routing to be conducted automatically. The DDP-24 will be used in a demonstration of automatic train operation for the San Francisco Bay Area Rapid Transit District.

● **ICC RS&I EX PARTE 171:** At the request of the RLEA, it has been given 90 days in which to file exceptions to Examiner Robert R. Boyd's report on the signal rules changes. This 90-day period ends Oct. 24. It appears unlikely that the proposed rules changes will take effect Nov. 1.

● **GENERAL SERVICES ADMINISTRATION** witnesses in the FCC domestic telegraph inquiry urge full and free interconnection of the nation's communications facilities. GSA's complete interconnection proposal would apply to private systems as well as common carrier networks. According to **Telecommunications Reports**, GSA witnesses declared that what they foresee as its benefits, including full competition and the unrestricted opportunity of a customer to link his own communications system or equip-



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For details request Bulletin HG 105.

◆ **Styles B and D Full Wave Selenium RECTIFIERS**

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- All unnecessary enclosures eliminated.
- Lowest cost d-c supply to signal relays, coils, and other apparatus, or battery charging.

For details request Bulletin HG 104.



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ment with a common carrier network, could come about only through complete interconnection.

● **GREAT NORTHERN** has received ICC approval to install a traffic control system between Merritt and Richmond Beach, Wash., 101 miles. Control will be from a machine at Seattle.

● **ILLINOIS CENTRAL** has applied to the ICC for approval of proposed modifications of electric interlocking protecting Green River drawbridge at Rockport, Ky., involving change from manual to automatic operation as follows:

(A) Drawbridge normally open for movement of river traffic. Colorlight channel signals display green (proceed) and train signals display red (stop).

(B) A southward train enters approach track section 26,336 ft north of the bridge: (1) Channel signals display flashing yellow. (2) Mars light on top of bridge is activated. (3) Siren sounds warning. (4) After 5 minutes warning time, channel signals display flashing-red and bridge begins descent. (5) If boat enters section under bridge while it is descending, downward movement of bridge will stop and bridge will raise, to full open position. (6) When bridge is in full lowered position, sirens will cease operating, channel signals will continue to flash red and train signal for southward train movement will display green for movement of train over bridge. (7) After train movement over bridge, the bridge will open immediately. (8) When bridge is fully open, channel signals will change from flashing-red to steady green. (9) If train does not enter restart section located 4,592 ft north of the bridge within a time interval of 5 minutes, timing cycle will be cancelled. Channel signals will change from flashing-yellow to steady green. If train enters the restart section within the 5 minute interval,

bridge lowering timing cycle will continue but if train does not occupy bridge within 12 minutes, train signal will change from green to red. (10) If train signal changes from green to red as a result of time interval, after an additional 6 minutes have elapsed to insure that train can be stopped or has stopped before occupying bridge, bridge will commence to open. When bridge is fully open, channel signals will change from flashing-red to steady green.

(C) A northward train entering track section 31,055 ft south of the bridge will start the sequence of operation as described in paragraph (B) except that northward trains' signal will display green for northward train movement. Restart section for northward train movement is 20,077 ft south of the bridge.

(D) Bridge is operated by commercial power. In event of failure of this power source, an indication will be displayed in railroad's dispatcher's office at Paducah, Ky. Dispatcher will then ascertain cause of trouble and arrange for correction.

(E) Emergency "Raise" and "Lower" pushbuttons are provided at each end of the bridge for use in testing, movement of track motor cars, and by trainmen in event of failure of the automatic feature.

● **LOUISVILLE & NASHVILLE** has awarded a \$650,000 contract to Motorola, Inc. for two-way radio equipment. Included are 295 Motrac radios designed for 64/12 volt operation in locomotives and cabooses, 29 special mobile repeater units to be used for coordination of m/w activities and more than 300 fully transistorized portable radios for road-train usage.

L&N directors have authorized \$228,000 for installation of additional voice and data computer communication circuits between Louisville and East St. Louis, Ill.

At Radnor yard, Nashville, Tenn.,

the L&N replaced the master retarder in 6 hr 57 min. The new master retarder has 46 cylinders and measures 115 ft in length.

● **NEW YORK CENTRAL** has received ICC approval to install a traffic control system on single-track in lieu of manual block signal system between Dunkirk, Ohio and Ridgeway, 21 miles.

In another application, NYC has received approval to install a traffic control system between Jackson and Kalamazoo, Mich., 68 miles. Portions of second main track will be removed and other portions retained as sidings and industry tracks.

● **NORFOLK & WESTERN** has ordered one 12-cylinder model 32 car retarder and one 8-cylinder car retarder from Union Switch & Signal division of WABCO for installation above the scale area at the coal handling facility at Pier 6, Lamberts Point, Va. Both retarders are equipped with the new short stroke cylinders and with radar speed control.

● **PRIVATE LINE TARIFF** schedules of American Telephone & Telegraph Co. and Western Union Telegraph Co., originally scheduled filed to be effective Aug. 1, 1963, went into effect Oct. 1. Formal announcement by the FCC was in line with a decree of the Seventh U.S. Circuit Court of Appeals.

● **SANTA FE** has received ICC approval to install a traffic control system on two main tracks between Winslow and Maine, Ariz., 78 miles.

● **SOUTHERN** has received ICC approval to install a traffic control system in lieu of existing automatic block signaling on single-track for about 20 miles in the vicinity of East Rome, Ga. Control will be from a machine at Atlanta.

(Please turn to page 78)

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- ★ Rectifying elements renewable at location without special tools or removal of unit in case of damage.
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NEWS BRIEFS

(Continued from page 77)

● **SOUTHERN PACIFIC** has received relief from Section 136.602 of the RS&I by the ICC in that the railroad will be permitted to install dragging equipment detectors without being interconnected with the automatic block-signal system. Detectors are to be installed at three locations between Battle Mountain and Barth, Nev. SP will also install detectors at 10 locations between Gila and Wymola, Ariz.

Railroad Personnel

● **ATLANTIC COAST LINE:** F. G. Cutts has been appointed assistant supervisor, communication and signaling, with headquarters at Fayetteville, N.C. David Roland, Jr., is appointed assistant supervisor, communication and signaling, with headquarters at Florence, S.C.

● **CANADIAN NATIONAL TELECOMMUNICATIONS:** J. B. Lauzon has been appointed outside plant supervisor with headquarters at Moncton, N.B.

● **LOUISVILLE & NASHVILLE:** Jack P. Powell, assistant signal engineer, has been appointed engineer-signals, system. Maurice R. Williams, communications engineer, has been appointed engineer-communications, system. Both men will be headquartered at Louisville, Ky.

Mr. Powell, a native of Nashville, Tenn., attended the University of Tennessee and Vanderbilt University. He started with the NC&StL as a signal draftsman, and subsequently held other signal department positions prior to NC&StL merger into L&N in 1957. After joining the L&N, Mr. Powell was appointed signal supervisor-train control, and advanced to assistant signal engineer in October 1963.

Mr. Williams, a graduate of Texas A&M College, was first employed by the L&N as a signal draftsman in 1941. He was promoted to chief draftsman in 1947. For the next 10 years he was employed as a signal supervisor of train control by Union Switch & Signal. He returned to the L&N as an electrical engineer, working in communications. He was appointed communications engineer in 1961.

● **SOUTHERN:** James T. Hudson, communications engineer, Washington, D.C., has been appointed general communications engineer there.

Nevlin C. Pace, who has been appointed assistant to vice-president-communications (RS&C, Sept. p. 46), was



Douglas Ruff



M. M. Rand

born in Bailey, Miss. He entered the service of the Southern as a telephone maintainer at Meridian, Miss. in October 1935. In May 1944, he became general foreman communications at Charlotte, N.C., and two years later was appointed supervisor communications at Cincinnati, Ohio. He was transferred to Chattanooga, Tenn. a year later. In October 1951, Mr. Pace was appointed communications engineer at Washington, and promoted to general communications engineer in October 1958.

Douglas Ruff, retired assistant to vice-president-communications, is a native of Columbia, S.C. He was graduated from The Citadel in 1924. He joined the Southern as a general foreman in the telephone and telegraph department at Charlotte, N.C. in April 1929. Ten years later he was appointed supervisor in the same department at Cincinnati. In May 1944, he was promoted to telegraph and telephone engineer at Washington. He was appointed communications engineer in October 1944, general supervisor communications in February 1945 and general communications engineer in October 1951. In August 1958, Mr. Ruff was promoted to assistant vice-president-communications.

Supply Trade News

● **AMERICAN BRAKE SHOE CO.:** Robert L. Carmichael has been appointed western regional sales manager for the Railroad Products division at San Francisco, Calif. Walter C. Kilrea replaces Mr. Carmichael as New York district sales manager.

● **C&D BATTERIES:** Appointed Esco Service Co., 80 East Jackson Blvd., Chicago, Ill., to be their railroad products representatives in the Chicago, Minneapolis, St. Paul, Omaha, Detroit and Louisville areas.

● **CARBON PRODUCTS** division of Union Carbide Corp.: M. M. Rand has been appointed director of marketing. Following graduation from Michigan State University in 1948, Mr. (Please turn to page 82)



— at the
October AAR Show
in St. Louis,
Booth 316

MOTION PICTURES

specially prepared for the show, will depict the GCP (Grade Crossing Predictor) in operation at various sites throughout the United States.

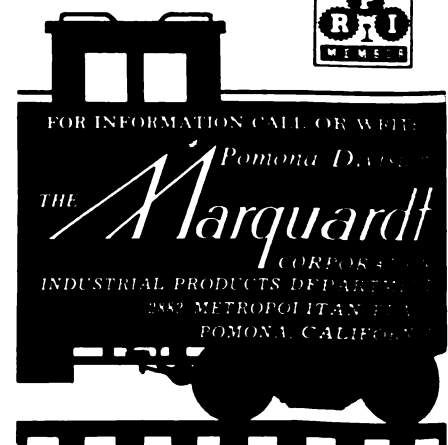
PRODUCT DEMONSTRATIONS

will feature the GCP and the E-T-C (Electronic-Track-Circuit) controlling crossings on a model railroad display that has 70 feet of track. Switching moves will also be demonstrated.

Marquardt's constant volt, 40-ampere battery charger will be operating to show overall capability. This will include line and load regulation, ripple, and current limit.

TECHNICAL PERSONNEL

will be in attendance at the exhibit to answer any questions you may have concerning Marquardt's railway products or services.



(Continued from page 78)

Rand joined Union Carbide in production and development work. He later went into marketing functions for electrode products. **Robert D. Kennedy**, product manager for electrical and mechanical products in New York succeeds Mr. Rand as marketing manager for electrode and metallurgical products.



H. E. Woodhouse



R. H. C. Balliet



G. E. Stinson



G. K. Adams

● **PRIMARY BATTERY** division of Thomas A. Edison Industries: **Harold E. Woodhouse**, field engineer at Bloomfield, N.J., has been appointed assistant regional manager at Chicago. **Richard A. Chamberlain**, field engineer at Chicago, has been transferred to Bloomfield, N.J.

Mr. Woodhouse was born on Jan. 21, 1927 in Passaic, N.J. After education in the public schools and service in the U.S. Army, he joined the New York, Susquehanna & Western in 1948 as a signalman. He was later promoted to circuit engineer, and appointed signal engineer in February 1959. He

joined Edison in July 1963 as a field engineer.

Mr. Chamberlain was born on July 10, 1923 at Ashton, Ill. After education in the public schools and service in the U.S. Army, he joined the Chicago & North Western in 1949 as an assistant signalman. He joined Edison in March 1956 as a service engineer in Chicago. Three years later he was appointed to field engineer.

● **UNION SWITCH & SIGNAL** division of WABCO: **Gene K. Adams**, assistant district manager at Chicago has been appointed district manager, New York Office. **Glenn E. Stinson**, sales engineer at Chicago has been appointed assistant district manager there. **Jack E. Rupp**, manager-headquarters marketing, has been appointed project manager, responsible for the coordination of divisional plans and for technical liaison with international affiliates and licensees.

● **WHITNEY BLAKE CO.:** **George E. McKenzie** has been transferred from the Michigan-Indiana territory to 3055 Silverton Drive, Dallas, Texas. He will serve customers in New Mexico and parts of Texas and Louisiana.

Obituaries

● **ROBERT H. C. BALLIET**, retired secretary of the Signal Section, AAR, died Sept. 6. Mr. Balliet was born in Bethlehem, Pa. on Nov. 2, 1895. He entered railroad service as a timekeeper in the m/w department on the New York Central in 1916. Later he was appointed assistant chief clerk in the valuation department. From 1922 to 1930, he was a committee reporter and assistant to his father who was secretary of the Signal Section. In October 1930, Mr. Balliet was appointed secretary of the Signal Section. In this position he retained until his retirement in January 1961, when the Signal Section was combined with the Communications Section, AAR.

● **ROLAND C. DAVIES**, editor and publisher of *Telecommunications*, died Sept. 15. He had been editor of the publication since its founding in 1911.

This Was News 50 and 25 Years Ago

The Signal Engineer, October 1914. Philadelphia & Reading adds a 24-lever section to a 71-lever electro-pneumatic interlocking machine at Reading Terminal in Philadelphia. Also 7 working levers are added to the Brown street plant and 2 working levers to the Broad street interlocking, all in the terminal area. —Lehigh & Hudson River equips its entire single-track main line from Maybrook, N.Y. to Belvidere, N.J., with DC automatic block signals. Double arms on the upper quadrant semaphores permit low speed following movements into occupied blocks. —New York Central installs electric interlocking at Rome, N.Y., using No. 14 turnouts. An 80-lever electric interlocking machine was installed to operate the switches and signals. —Pennsylvania installs controlled manual block system on two tracks, which fulfills the function of a three-track line. The system is designed to permit movements to be made by signal indications in either direction on either track, and to protect against opposing trains every possible movement from a yard or over a crossover near the middle of the two-mile section. —Railway Signal Association held its 19th annual convention at Hotel Champlain, Bluff Point, N.Y. Membership totaled 2,000 according to president F. B. Patenall (B&O). The following committees presented reports: 1— signaling practice; 2— mechanical interlocking; 3— power interlocking; 4— automatic block; 5— manual block; 6— standard designs, signal symbols and nomenclature; 7— subjects and definitions; 8— electric railway and alternating

current signaling; 9— wires and cables; 10— storage battery and charging equipment; special committees: lightning protection; method of recording signal performance; signaling requirements of electric railways; contracts.

Railway Signaling, October 1939. Reading installs crossing signals and gates in Delaware financed by Federal funds. The circuit arrangement, for crossing signal control, employs slow acting repeaters of the track relays in lieu of an interlocking relay. An XR relay is used for the control of the flasher relay and signal lighting circuits. The advantage of using the so-called XR relay is that it obviates the necessity of threading lighting circuits over either the track relays or the slow-acting repeaters of the track relays and there is, therefore, less chance of contact failure. —Pennsylvania provides signal system a la carte each year in order to handle between 35 and 40, 14-car passenger trains to and from the Municipal Stadium in Philadelphia, incident to the playing of the Army-Navy football game. Prior to the game a double-track line is signaled— both tracks— for movement to the stadium. During the game, signal employees reverse the signaling to provide for two-track operation away from the stadium after the game ends. —Rock Island installs automatic interlocking at Ottawa, Ill. crossing with the Burlington. Numerous switching moves, station stops and grades necessitated the installation of several different types of automatic time element and stick relay cut-out facilities. **RS&C**