

NEWS BRIEFS

● **ALTON & SOUTHERN** has ordered control equipment from General Electric Co., to provide automatic switching and automatic retarder control for its Gateway yard at East St. Louis, Ill. To be completed in mid-1964, the installation will use the GE/PAC 4,000 computer and Directomatic II solid-state control.

● **AUTOMATIC CAR IDENTIFICATION.** In what is believed to be the second ACI system to make use of atomic radiation has been patented by Dr. Kennard H. Morganstern, president of Radiation Dynamics, Inc., Westbury, L.I. Under this new system, rows of the atomic isotope cobalt-60 would be mounted in a pattern on the underside of the freight car. Gamma rays from each isotope packet would beam downward striking a detector mounted between the rails.

A similar system using radioactive material was developed by Electronic Associates, Ltd., Toronto, Ont., which is represented in this country by U.S. Radium Corp., Morristown, N.J. (*RSC Nov. 1963, Page 45.*)

● **ATLANTIC COAST LINE.** W. Thomas Rice, president, made these comments in a recent issue of *Railway Purchases & Stores*: "Our communications and signaling department will continue its program of extending CTC in the interest of more efficient and more economical operations as this will reduce additional segments of Coast Line double-track mainline to the efficient single-track arrangement."

● **BALTIMORE & OHIO** will install the Centrex direct dialing system at its Baltimore, Md., headquarters early in April. The new Centrex system, furnished by the Chesapeake & Potomac Telephone Co., will make it possible for the public to telephone any department or individual in the company by direct dialing. Separate numbers will be assigned to more than 1,200 B&O employees.

According to *Railway Age*, B&O will complete installation of a traffic control system in 1964 between Willard, Ohio and Pine Junction, Ill., total expenditure being \$3,928,360.

● **CANADIAN NATIONAL** has ordered materials and equipment to install CTC on 232 miles of track on the Edson subdivision in Alberta. The order was placed with Uniswitch

Corp., a Union Switch & Signal affiliate. Control will be from an existing TCC machine at Edmonton, Alberta.

CN Telecommunications will install an electronic switching center at its Toronto, Ont., head office, which will include Collins Radio Co., equipment for telegraph message switching. The \$3.5 million switching center will use Collins C-8000 processors equipped to handle up to 256 telegraph circuits.

● **CANADIAN PACIFIC.** Signal work authorized for 1964 includes installation of CTC system between West Toronto and Boston, \$772,600; and install CTC on 66 miles on Cascade subdivision, \$1,220,000; and completion of a \$2,180,000 CTC installation on the Broadview subdivision.

● **BOSTON & MAINE** will install a traffic control system between Holyoke, Mass., and Windsor, Vt., during 1964 at a cost of \$1,107,00.

● **CHICAGO, BURLINGTON & QUINCY.** President H. C. Murphy reports that "a three-year program will

be started in 1964 to provide centralized traffic control on the double-track mainline between Aurora and Galesburg, Ill."

● **DELAWARE & HUDSON.** Will spend \$300,000 for CTC in 1964, according to *Railway Age*, in its January 20 Special Report.

● **FCC** has announced postponement of its program to begin the filing fee operation upon an order by the Seventh U.S. Circuit Court of Appeals in Chicago granting a group of appellants a 60-day stay effective from Jan. 1, 1964, according to *Telecommunications Reports*. The ruling stays the filing fee plan for 60 days pending a hearing on the appellants' request for an interlocutory injunction, and provided that the hearing be held within that time period.

● **GREAT NORTHERN** plans to install an additional 133 miles of CTC in 1964, says *Railway Age*, which will include extending sidings between Juanita, N.D., and Nolan, and at Merritt, Wash.

● **GULF, MOBILE & OHIO.** During 1964 will continue a traffic control system project between Athol, Ill., and Bloomington, \$500,000.

● **ILLINOIS CENTRAL.** Signal work under way and continuing during this year includes installation of new retarders at yard "B", East St. Louis, Ill.; and install CTC between Homewood and Gilman, Ill., and retire 21 miles of third and fourth main tracks and 6 miles of yard and side tracks, \$1 million.

● **LOUISVILLE & NASHVILLE** will continue work this year on CTC installation between Corbin and Winchester, Ky., \$1,998,800, 25% complete at the end of 1963.

● **NORFOLK & WESTERN** president H. H. Pevler, in a report to *Railway Purchases & Stores*, says "we plan to continue our program of adding central traffic control, radio base stations, automatic switch heaters, dial telephones and slide detectors" . . . to present facilities. The road is also continuing work on CTC projects between Hull and Matewan, and Wharmcliffe and Gilbert, all in West Virginia, at a cost of \$1,007,200.

● **NORTHERN PACIFIC** will spend \$1,384,435 for work in signals and interlocking plants, according to *Railway Age*. Work authorized during 1964 includes the installation of 69 miles of
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CTC between Gregory and Staples, Minn.; Huntley and Billings, and between Missoula and Frenchtown, Mont., \$1,460,000.

● **NEW YORK CENTRAL** has awarded two contracts totaling \$313,000 to Motorola, Inc., for 190 Motrac 64/12-volt railroad radios and 231 portable Handie-Talkies.

Signal and communications work in 1964 will include installation of automatic protection equipment at 50 highway crossings; remote control of 10 interlockings and conversion of two interlockings to automatic operation; installation of 5 hotbox detectors, 17 dragging equipment detectors and two broken flange detectors; completion of the direct distance dialing program for telephone service; expansion of Data Central message switching to an additional 146 stations.

● **READING** in 1964 will spend \$500,000 on remote control interlockings.

● **SANTA FE** has ordered signal materials and equipment from Union Switch & Signal division of WABCO for the installation of CTC on about 60 miles of track between Maine and Winslow, Ariz. Control will be from an existing TCC machine at Winslow.

● **SOO LINE** president L. H. Murray reporting on the road's signal work commented: "An 80-mile extension of the Soo's centralized traffic control system was begun to bring all train movements between Chicago and Fond du Lac directly under the dispatcher's supervision."

● **SOUTHERN PACIFIC** has placed an order with Union Switch & Signal division of WABCO for a new control machine to be installed at Roseville, Calif., to control 190 miles of existing CTC.

SP has received ICC permission to install a traffic control system to be controlled from Eugene, Ore., install ABS and interlockings, modify ABS and discontinue traffic control systems and interlockings between Eugene and Brooklyn, Ore., 113 miles.

● **SPOKANE, PORTLAND & SEATTLE** will spend \$140,000 for signaling and communications during 1964 in capital items, according to *Railway Age*.

● **TORONTO TRANSIT COMMISSION** has awarded a \$2¼ million contract to General Railway Signal

Co., to furnish and install signaling and control equipment on the double-track Bloor street subway between Keele st., and Woodbine ave., about 8 miles.

New control panels, comprising indicating lights and color-coded push-button controls will be added to the master control center now in service at St. George station, where the University avenue subway meets the new Bloor street line. The new controls will embrace the traffic in the St. George area plus controls at five other locations. Each location will also have its own local control panel, although normally control will be from St. George.

An electronic train identity system will transmit identities and locations of trains to the control center. Here the information will be displayed on the control panel and will be used to operate the routing equipment automatically. The train identity system will also be used to actuate train destination signs on station platforms, providing automatic announcement of the destination of the next train due.

A programmed automatic dispatcher will provide for most effective control of the entire system, with provision for changing any area to manual control whenever special circumstances require.

A separate control console will be used to expedite movements at Greenwood yard, a storage yard with capacity of 190 cars.

The contract includes automatic block signaling and automatic train stops, a dispatchers' communication system, and electrically operated signals and switch machines.

● **ORO DAM CONSTRUCTORS** have ordered a type J, all-relay, CTC system from General Railway Signal Co. The system will be used to control a material haulage railway along a 10-mile stretch of the Feather river valley in north central California. Control will be from a desk-type machine at Oroville.

Railroad Personnel

● **ATLANTIC COAST LINE.** W. P. Robinson is appointed supervisor of signals at Florence, S.C., succeeding T. A. Mitchell who is retiring after 39 years of service with the Coast Line. B. E. Burgstiner is appointed assistant supervisor signal construction with headquarters at Savannah, Ga.

● **CANADIAN NATIONAL.** Donald C. McLeod has been appointed regional signal engineer at Winnipeg, Man., succeeding L. W. Matson, recently retired (RSC Jan. 1964, page (Please turn to page 37))



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10). **W. T. Lewis**, technical assistant to regional signal engineer at Toronto, retired Jan. 31, 1964.

Mr. McLeod was born and educated in Winnipeg, graduating in 1954 from the University of Manitoba with a bachelor of science degree in electrical engineering. He joined CN as a signal draftsman in 1952, became an assistant engineer in 1954 and two years later was appointed assistant signal engineer.

Mr. Lewis was born in Walsall, England in January, 1899. He began work in the signal department of the Grand Trunk railway in 1917. Continuously employed since then in signal work, he advanced through the positions of draftsman, inspector, circuit designer, office assistant, and at retirement he was technical assistant to the signal engineer at Toronto.

● **ERIE-LACKAWANNA.** **Paul M. Miller**, assistant supervisor communications and signals, Hoboken, N.J., promoted to supervisor C&S there, succeeding **Lester G. Moore**, retired. **James A. Noble**, foreman signal maintenance, Jamestown, N.Y., appointed assistant supervisor C&S succeeding Mr. Miller.

● **SOUTHERN.** **John M. Stanfill**, signal and electrical superintendent, Charlotte, N.C., has been appointed assistant to vice-president, signal and electrical, succeeding **Halbert A. Hudson**, who is retiring. The signal and electrical department headquarters have been moved from Washington, D.C. to Atlanta, Ga. **Gilbert E. Ziel, Jr.**, has been appointed assistant communications engineer, with headquarters at Atlanta, Ga.

Supply Trade News

● **ANSONIA WIRE & CABLE CO.** **Gordon C. Rollins**, former vice-president of manufacturing, is appointed executive vice-president. **Anthony W. Anderson**, sales manager, has been appointed general sales manager. Mr. Anderson had been associated with General Cable Corp., and Federal Telephone & Radio Co., while Mr. Rollins had been associated with Superior Cable Corp.

● **DRESSER CONTROLS**, a division of Dresser Industries. **Dale W. Shackley** is appointed eastern area sales manager with headquarters at 317 East Bruceton road, Pittsburgh, Pa.

Mr. Shackley was born in Decatur, Ind. on July 9, 1916 and was graduated from high school in 1935. He was



Anthony W. Anderson



Dale W. Shackley



Charles F. Quinn



Paul D. Williams



W. T. Lewis



Donald C. McLeod

employed by a commercial telephone company until 1942, when he entered the service of the New York Central as a telephone groundman. From 1943 to 1946 he was a telephone maintainer at Mt. Carmel, Ill., and Indianapolis, Ind.; and from 1946 to 1951, chief

communications inspector at Detroit, Mich. For a year he was a field engineer with Fahnstock Electric Co., after which he returned to the NYC as communications supervisor at Boston. In December 1953, Mr. Shackley was transferred to the Pittsburgh & Lake Erie to become superintendent of communications. In 1959, he was appointed superintendent signals and communications, the position from which he resigned to join Dresser Controls.

● **T. A. EDISON INDUSTRIES.** **Charles F. Quinn**, relay inspector, Lehigh Valley, has been appointed service engineer with headquarters at Bloomfield, N.J. Mr. Quinn was born in Wilkes-Barre, Pa., on June 10, 1920. In addition to education in the public schools, Mr. Quinn attended Wilkes College. He joined the signal department of the LV in July 1941 as an assistant signalman. After four years in the U.S. Air Force, he returned to the LV and held various positions in the signal department, being appointed relay inspector in 1958.

● **RAILROAD MATERIALS CORP.** (eastern sales representative for Western Railroad Supply Co.) has moved its offices from 30 Church St., to 100 Church St., Suite 1608, New York.

● **FANSTEEL METALLURGICAL CORP.** Has appointed **Railway & Power Engineering Corp. Ltd.**, exclusive Canadian sales representatives for its railway products. R&PEC has offices in Montreal, Quebec City, New Glasgow, Hamilton, Winnipeg, Sault Sainte Marie, Edmonton and Vancouver.

● **GENERAL ELECTRIC CO.** **Paul D. Williams** has been appointed manager of product and systems sales for the communications products department with headquarters at Lynchburg, Va.

● **NATIONAL ACCESSORIES CO., INC.** is sales representative for the following companies (in addition to those listed on page 38, Dec. 1963 issue of RSC): Copperweld Steel Co., (Please turn to page 38)

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Fansteel Metallurgical Corp., Gould National Batteries, Inc., Howard & Gould Co., and Walter Kidde & Co. Officers of the company include J. J. Voigt, Jr president, and his son John J. Voigt, assistant to the president.

● **NAVIGATION COMPUTER CORP.** Martin J. Fitzgerald has been appointed national sales manager, and David Zekaria has been appointed director of engineering.

● **EXIDE INDUSTRIAL MARKET-ING** division of the Electric Storage Battery Co. Walter O. Hahne, has been promoted to the newly created position of railway manager for the company's northeast region comprising northern New Jersey, New York state and all New England states. Previously Mr. Hahne had been handling railway sales in the New York district.

● **OHIO BRASS CO.** M. F. Going has been appointed manager of the transit and mining department succeeding J. H. Sanford, who has retired.

● **OKONITE CO.** Elmer J. Fasciano has been appointed district manager of the Cleveland, Ohio sales territory.

● **PARSONS, BRINCKERHOFF, TUDOR, BECHTEL.** Robert J. Barber has been appointed senior electrical engineer in the control engineer's office of PBTB who are general engineering consultants to the Bay Area

Rapid Transit District in San Francisco, Calif.

Mr. Barber, a native of Detroit, Mich., was born in 1930. He graduated from Wayne University in 1953 with a degree of bachelor of science in electrical engineering. Upon graduation he was employed in the application engineering department of Union Switch & Signal. During 1954 and 1955, he was in the U.S. Army and served as an instructor in radar electronics at the Signal Corps School at Fort Monmouth, N.J. In January, 1956, Mr. Barber joined the Detroit, Toledo & Ironton as assistant engineer signals and communications. In November 1958, he was appointed associate editor of Railway Signaling and Communications. In April, 1962, Mr. Barber joined Control Engineering as manufacturing controls editor, the position he held prior to joining PBTB.

● **SERVO CORP. OF AMERICA.** Vincent J. Niederriter has been appointed sales manager of the railroad products division. He was formerly vice-president and general manager of Spring Packing Corp.

● **SIMMONS-BOARDMAN PUB. CORP.** John S. Vreeland, vice-president and eastern regional sales manager, has been appointed advertising sales manager, of all S-B railway publications, a newly created position. Mr. Vreeland will continue as business manager of Railway Signaling and Communications.

Mr. Vreeland was born on November 16, 1907, at Cincinnati, Iowa, and received his higher education at Iowa



Robert J. Barber



John S. Vreeland

State College, Ames, Iowa, from which he was graduated in 1928 with the degree of bachelor of science. In 1928, he was appointed a rodman on the Rock Island at Cedar Rapids, Iowa, and later made instrumentman. In June, 1933, he was appointed supervisor of track. In May 1938 he became associate editor of Railway Engineering and Maintenance at Chicago. In October, 1944, he was transferred to New York as eastern editor and in July 1946 was appointed advertising salesman in the same office. In December 1949, Mr. Vreeland was appointed business manager of RS&C, and elected a vice-president of the corporation in January 1952.

Obituaries

● **CHARLES C. BUCHANAN**, 71, retired administrative engineer, Union Switch & Signal division of WABCO, died December 28, 1963.

● **HARRY M. MACDOUGAL**, 58, New England district sales manager, Copperweld Steel Co., died December 24, 1963, at his home in Arlington, Mass.

This Was News 50 and 25 Years Ago

The Signal Engineer, February 1914. Brooklyn Rapid Transit System Centre Street Loop is a 4-track subway connecting the Williamsburgh, Manhattan and Brooklyn bridges over the East River in New York City. The signal system includes the following features: AC track circuits of the single rail type, controlling signals, automatic stops, lever locks, annunciators and track diagrams; light signals of the 3-indication type, being a light equivalent of 3-position semaphore signals; speed control signals on the Williamsburgh bridge where the grades vary between 2% and 4.6%; electro-pneumatic automatic stops of the trip type, with AC control; electric interlocking plants with AC light signals and locks, and DC switch-operating mechanisms. —“It is rumored that the Santa Fe will spend \$1.5 million for 8,500 miles

of block signaling.”—Northern Pacific will extend its electric block system between Spokane, Wash., and Paradise, Mont., a distance of about 200 miles.—“The Portland Oregonian” is responsible for the statement that in the near future pedestrians on the streets will be warned of the approach of fire apparatus by means of semaphores resembling those used by railroads.

Railway Signaling, February 1939. Chicago, Rock Island and Pacific installs colorlight absolute permissive block automatics on 83 miles of single track, CTC on an 8-mile zone between two junctions, and 2 miles of manually-controlled signaling.—Union Pacific remote controls a junction at Granger, Wyo., where the Portland, Ore., line leaves the Omaha, Neb.,—Ogden, Utah mainline. Remote control of switches

and signals saves an average of at least 10 min. for westbound trains and 15 min. for eastbound trains. Average number of Portland line trains is 20, and the daily number of mainline trains will run to 35.—New Haven consolidates the control of switches, signals and drawbridge protection through Bridgeport, Conn., thus combining three mechanical interlockings into one plant.—State Highway Commission of Iowa has awarded contracts for crossing protection material for the pending Iowa highway crossing signal program, in the following amounts: 350 combination flashing-light and rotating stop-sign highway crossing signals; 70 combination flashing-light and short-arm gate signals; 85 crossing bells; 150 standard flashing-light signals; 10 extra pair of lamp units; and 200 “Number of Track” signs. **ISC**