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NEWS BRIEFS

● FCC has terminated its inquiry into the allocation of frequencies between 25 and 890 mc. It also set up an Advisory Committee for Land Mobile Service to study growth problems of radio frequency use in this area. The Commission invited the Joint Technical Advisory Committee and the Electronic Industries Association to comment on channel spacing in the 150.8 to 162 mc band and on land mobile sharing of TV channels.

● PRESIDENTIAL EMERGENCY BOARD No. 159 has recommended that railroad employees represented by the Brotherhood of Railroad Signalmen should receive a general wage increase of 6 cents per hour, retroactive to January 1, 1964. The Board recommended that skilled workers represented by the BRS including signalmen, signal maintainers and all other equal or higher rated employees should receive an additional increase of 4 cents per hour, also retroactive to January 1, 1964.

Railroad Personnel

● CANADIAN NATIONAL: Eric P. Stephenson, manager, Maritime Area, Moncton, N.B., promoted to general manager, Great Lakes Region, Toronto, Ont. Mr. Stephenson was system signal engineer in 1958, when he was transferred from signal work to special projects and subsequently into the operating department.

John Derksen, assistant signal supervisor, construction at Winnipeg, Man., has been promoted to signal supervisor at Port Arthur, Ont. W. P. Kearns, signal supervisor, Port Arthur, has been transferred to Saskatoon, Sask.

● CENTRAL OF GEORGIA: W. M. Whitehurst, superintendent communications and signals, has retired. The communications section and the signal section of the CofG will be separated. V. L. Cosey, assistant superintendent C&S, is promoted to assistant signal superintendent, and has jurisdiction over the signal organization. G. C. Chester, communications engineer, has jurisdiction over the communications organization. L. J. Butler, supervisor C&S, becomes supervisor of signals. O. B. Skipper, supervisor C&S, becomes supervisor of communications. I. J. Stephens, supervisor C&S, will be

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RAILWAY SIGNALING and COMMUNICATIONS

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supervisor of signals. R. H. Varner, assistant supervisor C&S, becomes assistant supervisor of signals.

Mr. Whitehurst was born at Dublin, Ga., on October 1, 1904. He entered the service of the CofG in 1923, while taking a cooperative course in engineering at the Georgia Institute of Technology. He worked in construction, maintenance and inspection. Upon graduation in 1926, he became a signal draftsman in the office of the signal engineer. Four years later he was promoted to circuit draftsman, and in 1939 he was promoted to signal inspector. In 1948, Mr. Whitehurst was appointed assistant signal engineer and five years afterwards made signal engineer. In 1960, he was appointed superintendent communications and signals.

● **OPERATIONS & MAINTENANCE, AAR:** P. H. Foley, assistant engineer communications and signals, Communication & Signal Section, AAR, has been assigned the additional title of engineer of the train operation, control and signals committee. He replaces Pierre D'Augua, secretary, TOC&S committee, who died (RS&C, November 1963, page 50). Mr. Foley will be headquartered in Washington. Also, he has been appointed to serve as the AAR representative on the National Committee on Uniform Traffic Laws and Ordinances, and the Joint Committee on Uniform Traffic Control Devices for Streets and Highways.

● **PENNSYLVANIA:** J. T. Cooper has been appointed system industrial engineer-communications.

● **READING:** D. B. Thomas, engineer signal construction, appointed planning engineer, signal, electrical and communications. The position of engineer signal construction is abolished.

News and Orders

● **ACI FOR TRAILERS:** Sylvania Electric Products Inc., has adapted its automatic car identification system for piggy-back trailers mounted on flat cars traveling up to 60 mph. Identification of a colored label on the trailer is automatic. Print-out of the information could be on a paper tape locally, or data can be transmitted over conventional teleprinter or data communications circuits. Labeling on each trailer would consist of colored strips of 3M Co.'s Scotchlite retroreflective material. Such a label could indicate

trailer number, ownership, type or cargo, or weight of trailer. Cost of labeling is said to be less than \$2 per trailer.

● **ATLANTIC COAST LINE** has received ICC approval to install a traffic control system between Drayton Hall and Salkehatchie, S.C., 47 miles in connection with removal of portions of second main track. Control will be from a machine at Florence, S.C.

● **BELT RAILWAY OF CHICAGO** has ordered two 42-cylinder model 32 master retarders from Union Switch & Signal division of WABCO. The units will be installed at Clearing yard in Chicago.

● **CHICAGO & NORTH WESTERN** has placed a \$112,000 order with General Railway Signal Co. for type E all-electric car retarders to be installed at the Proviso, Ill. Classification yard.

● **FACSIMILE-MICROWAVE** system is being studied by an eastern railroad for connecting its major yards and terminals to headquarters. Basic car information such as that contained in waybills, train consists and other data would be "faxed" to the general offices for processing. The system under study would be similar to one now in service on the Denver & Rio Grande Western (RS&C July 1961 pages 13-20).

● **ILLINOIS CENTRAL** has received ICC approval to modify an automatic block signal system on two main tracks between Hazelhurst and Osyka, Miss., 58 miles, in connection with the installation of welded rail in this area.

● **LOUISVILLE & NASHVILLE** has ordered 74 units of IBM 1050 model data transmission equipment for sending car movement and other data from yards and terminals into the road's computer center at Louisville, Ky.

● **NEW YORK CENTRAL** and Pennsylvania have received ICC approval to replace a manually operated interlocking at Winchester, Ind., with an automatic plant.

● **NORFOLK & WESTERN** has ordered one standard 28-cylinder, model 32 retarder from Union Switch & Signal division of WABCO for installation at the Portsmouth, Ohio classification yard.

● **SWITCHLISTS VIA RADIO-TELEPRINTER:** On a test basis, a western railroad has transmitted switchlists from a yard office to a receiving teleprinter in a locomotive cab. Using

VHF radio for the transmitting medium, the tests indicated the feasibility of sending instructions, switch lists, etc., to moving trains or locomotives. The road reports such usage would be helpful to industrial switching crews enabling them to receive written instructions, revised or additional switch lists after they have left the yard office area.

In 1944, the Rock Island successfully tested the use of radio for facsimile transmission from a transmitter in the Blue Island, Ill., yard office to a "fax" receiver in the caboose of a moving freight train (*Railway Signaling, 1944, page 500*).

● **U.S. STEEL CORP.** has ordered the following equipment from General Railway Signal Co.: type F3 hydraulically operated retarders and non-interlocked electric switch machines for installation at Hillsville, Pa. Eleven type F4 hydraulic car retarders and two model 6 switch machines will be installed at the coke oven division at Bethlehem, Pa.

● **RADIATION SERVICE CO.** has ordered 24 sets of 2R series railroad radio from Union Switch & Signal division of WABCO. The units will be installed on switch engines of an eastern railroad.

● **SOO LINE** has ordered hotbox detectors from General Railway Signal Co., for installation at four locations.

● **SOUTHERN** has ordered Link presence detectors, model FSD-1A, from Western Railroad Supply Co., for installation on 60 tracks at Citico yard, Chattanooga, Tenn.

Supply Trade News

● **THE OKONITE CO.** has opened a new automated warehouse in the City of Commerce, Calif., a Los Angeles suburb. Up to 1,300 items will be stocked in the new warehouse, which has 12,000 sq ft of storage space.

● **RAILROAD ACCESSORIES CORP.**, has purchased the assets, manufacturing facilities, patents, etc., of Griswold Signal Co., and Transport Products Corp. Both Griswold and Transport will be independently operated as wholly-owned subsidiaries of Raco. Sales and service to customers will be handled as before with the exception that Raco sales personnel will also represent Griswold and Transport, reported H. A. Scott, Raco president and F. W. Griswold, president, Griswold Signal Co. T. F. Going will con-

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NEWS BRIEFS

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tinue as president of Transport Products Corp., and J. C. Holston will continue as general manager. H. W. Watkins continues as general manager of Griswold.

● **KEBBY MICROWAVE CORP.** has been formed to design, manufacture and sell microwave and other commun-



C. Edward Elkins



R. F. Fairly



Theodore O. Rudd



Arthur H. Smith



Ralph L. Haney



Harry Wesley Burwell



Maurice H. Kebby



Edward F. Tuck



Albin R. Meier



W. M. Whitehurst

ications equipment. **Maurice H. Kebby**, president of the new San Carlos, Calif., firm was chief engineer for commercial products at Lenkurt Electric Co. **Edward F. Tuck**, vice-president of Kebby, was an engineer with Lenkurt, his latest position being microwave development manager. **Albin R. Meier**, marketing manager of Kebby, was technical promotion manager of Lenkurt and editor of *The Lenkurt Demodulator*.

● **NOLLER CONTROL SYSTEMS, INC.:** **C. Edward Elkins**, engineering manager, has been promoted to assistant general manager. He is a graduate of the University of California with a degree of bachelor of science in electrical engineering. Mr. Elkins had been employed by Lynch Communications Systems prior to joining Noller in 1961.

● **THE KERITE CO.** **Theodore O. Rudd**, president, has been elected chairman of the board of directors and chief executive officer. **Arthur H. Smith**, executive vice-president, has been elected president. **John B. Gardner** has been promoted to chief engineer, and **Andrew Hvizd, Jr.**, has been appointed assistant chief engineer. **Ralph L. Haney** has been appointed district manager at Philadelphia.

Mr. Rudd was born in Media, Pa. on December 3, 1903. He graduated from the Sheffield Scientific School of Yale University with a bachelor of science degree in 1924. He joined Kerite two years later as sales engineer. Subsequently he became department manager, vice-president, a director and president.

Mr. Smith, a graduate of Packard

Commercial College in 1912, joined Kerite in 1934 as a sales representative. Since then he has served as railroad sales manager, vice-president, a director, member of the executive committee and executive vice-president.

Mr. Haney, a graduate of Lehigh

University with a BS degree in electrical engineering, was formerly a district sales manager for Allis-Charlmers.

● **STROMBERG-CARLSON**, a division of General Dynamics: **R. F. Fairly**, general manager-commercial sales, has been promoted to vice-president-commercial sales, and will be responsible for sales to the independent telephone industry and to industrial organizations.

● **UNION SWITCH & SIGNAL**, division of WABCO: **C. B. Ramsdell** has been appointed manager, mass transit. **C. E. Staples**, section engineer-electrical, has been appointed senior consulting engineer in the research department.

Obituary

● **HARRY WESLEY BURWELL**, retired communications engineer, Louisville & Nashville, died February 16. Mr. Burwell was born at Five Lakes, Mich., October 4, 1890. He graduated from Purdue University in 1912 with a degree of Bachelor of Science in Electrical Engineering. After joining Automatic Electric Co. as a telephone technician, he was sent in 1914 to help install L&N's automatic dial telephone exchange in the general office. He stayed on, joining the L&N as a telephone installer, and subsequently was appointed automatic telephone supervisor and engineer. In 1937, Mr. Burwell was promoted to telephone engineer. In 1957, he was appointed communications engineer. He served as chairman of the Communications Section, AAR, during 1959-1960. He retired in November, 1960.



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