

NEWS BRIEFS

● **BROTHERHOOD OF RAILROAD SIGNALMEN** and the railroads have agreed to the wage conditions set down by the Presidential Emergency Board No. 159 to provide a 6 cents an hour general wage increase to BRS members effective January 1, 1964. Signalmen, signal maintainers and those of comparable skills will receive an additional increase of 4 cents an hour.

● **CANADIAN NATIONAL** has placed a \$120,000 order with General Railway Signal Co., for type SA-1 searchlight signals and type B plug-in relays to be used in CTC territory on the Brule subdivision in Alberta.

● **CHICAGO & NORTH WESTERN** has received ICC approval to change mechanically operated switches and crossovers to power operation at Elmhurst, Ill., to change an electromechanical interlocking at Melrose Park, Ill., to all relay operation; and to remotely control both plants from the passenger depot at Chicago.

● **COMMUNICATION & SIGNAL** material expenditures by Class 1 railroads was over \$6 million greater in 1963 than in 1962, according to reports to the AAR's Bureau of Railway Economics. S&C spending in 1963 was \$51,198,000 and in 1962 it was \$44,557,000.

● **FCC:** In terminating its inquiry into the allocation of frequencies between 25 and 890 mc issued a report and order, the following portions of which are quoted from the Federal Register, April 4, 1964:

"Land Transportation Radio Services. 32. Railroad Radio Services. The Association of American Railroads (AAR) and the Southern Railway Company (Southern) spoke for the railway industry. The Railroad Radio Service has available exclusive frequencies in the 160 mc range and in the 450 mc range, and access to certain other shared bands. Both AAR and Southern described in detail the use of radio by the railroad industry and stated that radio had become an integral part of railroad operations. It is used for communications between the engine and caboose, train-to-train, point-to-point, for yard and terminal service and for miscellaneous communications such as railroad police, maintenance trucks, wreckers, supply trains, etc. Both AAR and Southern indicated that no additional frequencies were required; however, both requested the

Commission to continue the existing allocations. It was pointed out that existing frequencies were required in order to meet demands for communications in large terminal areas such as Chicago and Kansas City and for foreseeable growth of new needs. The potential new needs include: communications between operators of mechanized equipment used for repairing rights-of-way, automatic hotbox detectors, automatic devices for warning of unsafe track conditions, etc.

"Land Transportation. 85. Railroad. The Railroad Radio Service provides frequencies for the nation's railroads. Frequencies (in the 160 mc area principally) are used for safety and operational communications in connection with the operation of trains. Radio is used mainly to communicate between the caboose and the locomotive of trains, between passing trains, from trains to base stations along the right-of-way, and in yards and terminals. Fifty exclusive frequencies are available to the Railroad Radio Service. In 1958, there were 2,265 railroad authorizations, 65,230 authorized and



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32,615 estimated transmitters in use in this service. At the end of fiscal 1963, there were 4,179 authorizations, 137,907 authorized, and 68,504 estimated transmitters in use, an increase in the number of transmitters over 1958 of 111.41%. There were 2758 authorized and 1379 estimated transmitters in use for assignable channels in 1963. The Association of American Railroads and Southern Railroad requested no additional frequencies in the course of this proceeding."

● **ICC Division 3** has ruled that the Louisville & Nashville may discontinue operation of automatic train control devices on its line between Corbin, Ky., and Etowah, Tenn. The Commission upheld hearing Examiner Robert R. Boyd's report, which said that the two-speed automatic train control system on the 162-mile single-track line is obsolete. Adequate safety will be maintained, the report said, by the 3-aspect signaling, centralized traffic control, all switches electrically locked, the 132-lb rail, treated crossties, and that maximum speeds are 70 mph for passenger trains and 50 mph for freight trains.

● **LONDON TRANSPORT AUTHORITY** is operating four automatic trains on a 4-mile section of track. Doors are controlled by a motorman, who may take over manual control if necessary. Conventional LTA trains carry a motorman and a conductor.

● **MISSOURI PACIFIC** and Missouri-Kansas-Texas have received ICC approval to replace a mechanical interlocking with an automatic plant at a crossing of the two roads at Sedalia, Mo.

● **PENNSYLVANIA** has ordered 60 hotbox detectors from Servo Corp. of America. This \$2 million investment in detectors will bring PRR's total to 85 installed at strategic points along principal lines. When the detector observes an abnormally hot bearing, a signal ahead of the train is set to stop and an operator in a nearby tower is alerted. The hotbox detector records its findings on graph paper in the tower. The operator can tell at a glance when an overheated bearing has been found, where it is in the train and on which side, and whether there is more than one overheated journal. As soon as the train has stopped at the automatic signal, the conductor is advised by telephone where to look for overheated journals. The affected car is examined and, if necessary, cut out of the train so it can resume its run promptly.

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● **ST. LOUIS-SAN FRANCISCO** is using an electronic recording device in the Springfield, Mo., chief diesel dispatcher's office. At 7 and 10:30 am and 2:30 and 10 pm data on train operations, tonnages, track conditions and location of equipment is recorded. If a supervisor wants to know the conditions, he dials a special number to hear the recorded report.

● **SOUTHERN** plans to construct a \$10 million electronically-controlled automatic retarder classification yard in Macon, Ga. The new yard will be jointly used by Sou and CofG.

● **UNION RAILWAY** has ordered type F4 weight-responsive retarders and model 6 electric switch machines from General Railway Signal Co., for installation at No. 2 coal dock in East Pittsburgh, Pa.

Railroad Personnel

● **ILLINOIS CENTRAL:** **George Pipas**, signal engineer, has been appointed general superintendent communication and signals. **Robert W. Kile**, special engineer, signals, has been

POSITION AVAILABLE

Associate editor to fill vacancy on staff of Railway Signaling and Communications. Work consists of writing descriptive articles, and other editorial functions in connection with producing a monthly magazine. Desire young man, under 35 years of age, with electrical engineering education and at least two years' experience in signal work. Send application with statement of education and experience to Editor, Railway Signaling and Communications, 30 Church St., New York, N.Y., 10007.

promoted to signal engineer.

Mr. Pipas is a native of Nokomis, Ill. (born April 17, 1922). He attended business college in St. Louis and later worked as a clerk for the Illinois Terminal. He entered the U.S. Navy in 1942 and saw service aboard a sub chaser in the Pacific. He was later enrolled in an officer training course at the University of Illinois where he received his degree in 1946. Mr. Pipas joined the Illinois Central in 1946 as a junior engineering aide in the signal department upon his graduation. He later was an assistant supervisor at Paducah and assistant engineer at Memphis. He was named field signal engineer in 1951, special engineer in 1953 and signal engineer in 1956.

Mr. Kile was born at Odin, Ill.,

Oct. 21, 1919. He was graduated from the University of Illinois in 1949 with a BS degree in electrical engineering. He started working for the IC as a junior engineering aide at Champaign, Ill., in 1949. He became special engineer at Memphis in 1951 and special engineer at Chicago in 1956.

● **SOUTHERN PACIFIC:** **R. T. Bonner** is appointed general radio inspector at Sacramento, Calif. The following men have been appointed radio inspectors: **W. B. Butler**, Roseville; **D. M. Sorensen**, Oakland; **J. D. Fraser**, Tucson, Ariz.; **J. H. Baggerman**, Eugene, Ore.; **C. W. Homan** is appointed equipment supervisor, communications, at Oakland. **D. W. Sharp** is appointed equipment foreman, communications, Los Angeles, Calif.; **W. J. Hartwick** is appointed equipment foreman, communications, Roseville, Calif.; and **R. A. Barnes** is appointed gang foreman, communications, Oakland.

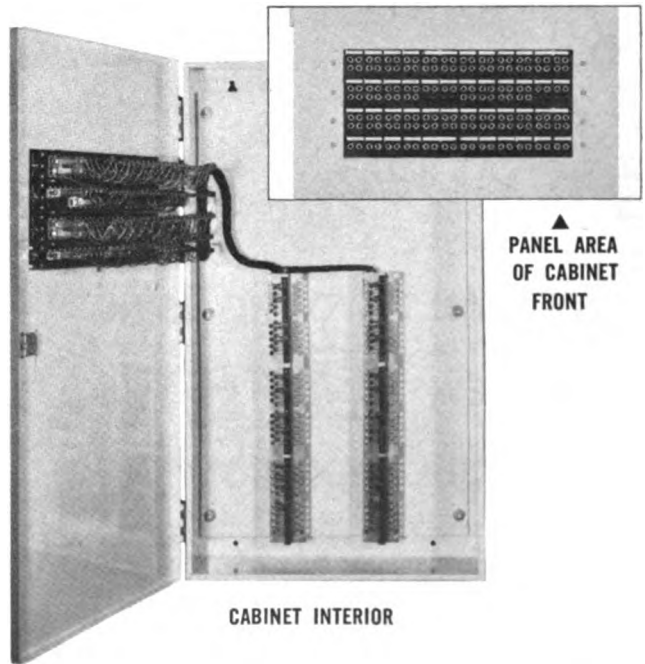
Supply Trade News

● **GENERAL RAILWAY SIGNAL CO.:** **Albert G. Maier**, assistant eastern manager, has been appointed western manager with offices in Chicago. **Robert K. Wickliffe**, sales engineer at New York, has been appointed assistant
(Please turn to page 49)

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eastern manager succeeding Mr. Maier. **Eugene C. Lepp** has been appointed a sales engineer in the New York office.

Mr. Maier was born May 15, 1916, at Rochester, N.Y., and attended the Rochester Radio School and the Rochester Institute of Technology. He joined GRS in 1945 as a circuit designer. He was appointed to the New York sales staff in 1954 and four years later appointed assistant eastern manager.

Mr. Wickliffe, a native of Indiana, attended the Newark College of Commerce, Newark, Ohio. He joined the Baltimore & Ohio in 1937 as a signal helper, and later became signalman, assistant supervisor and signal supervisor when he joined GRS as a sales engineer in 1957.

Mr. Lepp joined GRS as an applications engineer in 1955 after service with the New York Central and the Central of Vermont. He is a graduate of the Rochester Institute of Technology.

● **GENERAL SIGNAL CORP.:** **Harold A. Strickland, Jr.**, vice-president and general manager, industrial electronics division, General Electric Co., has been appointed executive vice-president, and elected a director and member of the executive committee. Mr. Strickland has degrees in electrical and mechanical engineering from the University of Michigan, and an MBA from Harvard University's School of Business Administration. In his new assignment, Mr. Strickland will supervise operations of General Signal's nine U.S. and Canadian plants.

● **MARQUARDT CORP.** A new sales office is opened at 1 Old Indianhead Road, Commack, N.Y., 11725. Regional manager is **J. E. McMahon, Jr.**, who formerly had an office at 7 Bardwell Lane, Huntington. **E. R. Zebe**, midwest regional manager, has been appointed manager, marketing and sales, industrial products department, with headquarters at Pomona, Calif.

Electronic seminars, sponsored by Marquardt and Texas Instruments Co., are to be held during the weeks of July 27 and August 3. The one-day meetings will cover such topics as semiconductors and how they work, application of semiconductors including their use in the grade crossing predictor, and safety and reliability of transistors and transistor devices. Railroad men interested in attending may write to Mr. Zebe at 2882 Metropolitan Place, Pomona, Calif., for further details.

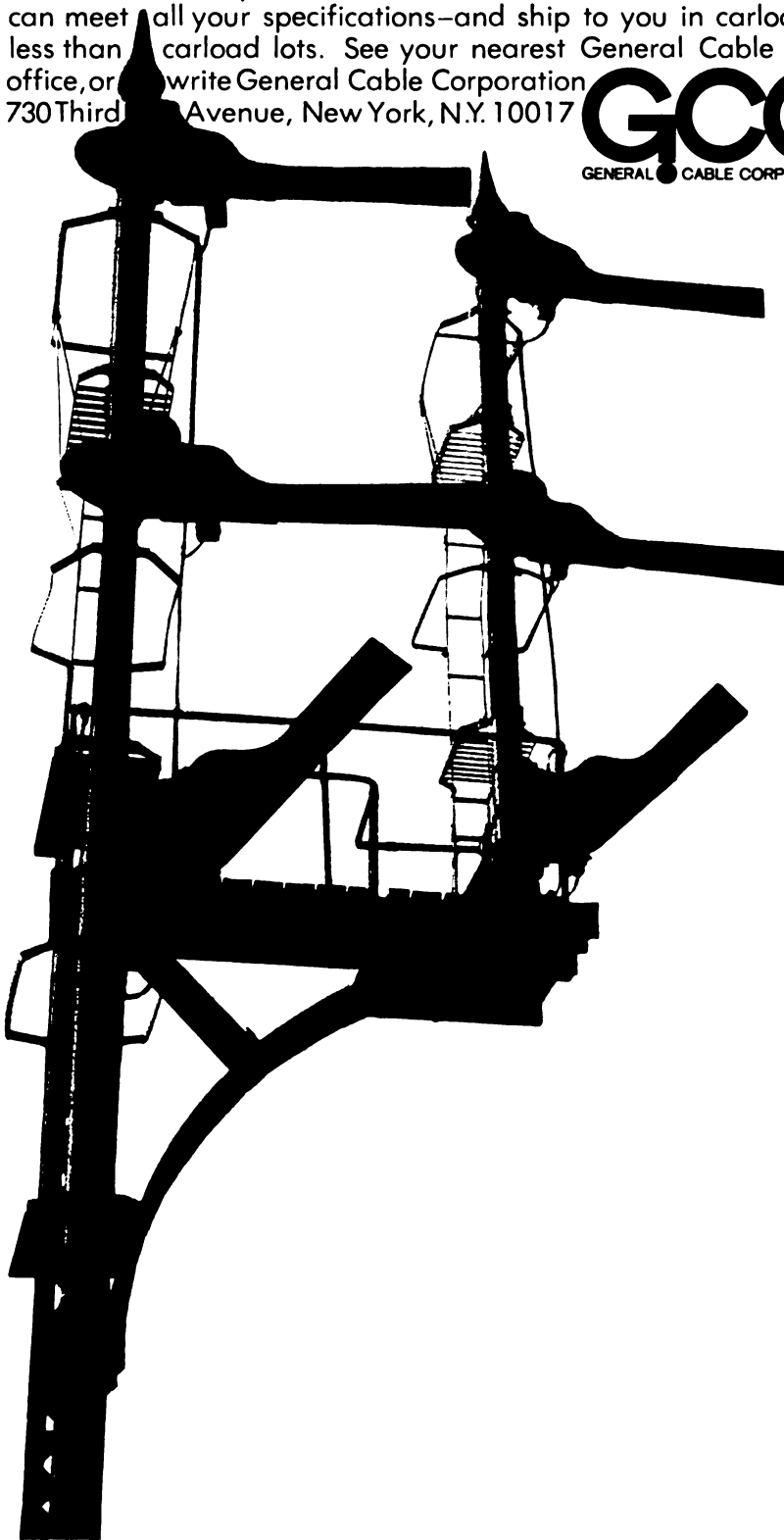
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● **JOHNSON RUBBER CO.:** Jack Cunningham has been appointed sales manager of the railroad products division. Mr. Cunningham's previous experience included signal construction work on the Quebec, North Shore & Labrador, Canadian Pacific and the Iron Ore Co. of Canada.

● **MOTOROLA, INC.:** Daniel E. Noble, executive vice-president of the communications, military electronics, semiconductor products and solid state systems divisions is appointed to the new position of group executive vice-president for the same four technical products divisions. Arthur L. Reese, vice-president and general manager of the communications division is elected an executive vice-president, and will have additional responsibility for the solid state systems division. William J. Weisz, vice-president for communications products of the communications division, is promoted to assistant general manager of the division in addition to his present position.

● **PREFORMED LINE PRODUCTS CO.,** has appointed Sherman & Reilly, Inc., Chattanooga, Tenn., as an exclu-



H. A. Strickland, Jr.



Albert G. Maier



Robert K. Wickliffe



Eugene C. Lepp



George Pipas



Robert W. Kile

sive sales outlet for Preformed's Twin-Grip ground wire support.

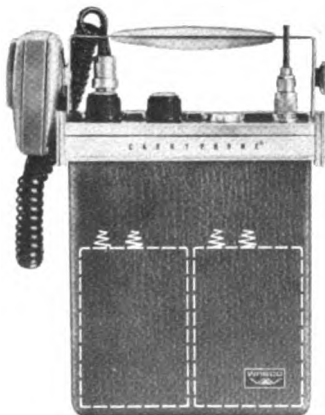
● **UNION SWITCH & SIGNAL** division of WABCO has appointed

C. William Woods as project manager, San Francisco project. In this newly created position, Mr. Woods will be responsible for the control and administration of scheduling and costs and for the coordination of all functions within US&S on its test track program contract for automatic train control and communications for the San Francisco Bay Area Rapid Transit District consulting engineers Parsons Brinckerhoff-Tudor-Bechtel.

Prior to his present appointment Mr. Woods was employed by the Philco Corp. in supervisory positions in the electronic manufacturing field. He holds a BSME from Drexel Institute of Technology.

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This Was News 50 and 25 Years Ago

The Signal Engineer, June 1914. Interstate Commerce Commission reported that the total length of line protected by block signals on January 1, 1914 was 86,737 of which 26,569 miles was protected by automatic block signals, the remainder being manual block. Also in service at this time were 5,961 interlocking plants consisting of the following types: mechanical, electro-mechanical, pneumatic, electro-pneumatic and electric.—Association of Railway Telegraph Superintendents meeting in New Orleans discussed maintenance of pole lines, telegraph and telephone equipment, wireless telegraphy and printing telegraph.—New York, Chicago & St. Louis installs automatic block signals on lines in Indiana and Illinois totaling 144 miles providing APB-type protection for train movements.—Chicago & Eastern Illinois completes an 8-month experimental operation using the Miller automatic train control devices. About 90 locomotives used in both freight and passenger train service have been equipped to operate over 24 track miles of block signaled territory.

Railway Signaling, June 1939. Interstate Commerce Commission rules,

standards and instructions for signaling to become effective September 1, 1939.—Western Pacific installs special fencing to protect its lines against sliding or rolling rocks and for falling rocks. First type is conventional slide fence, but second type using a crossarm at top of posts detects rocks falling off cliffs onto right-of-way. Automatic signals equipped with special triangular marker with letter "P" indicates that protective device may control this signal.—Missouri Pacific installs dragging equipment detectors on each of two main tracks in either direction of approach to the two single-track bridges spanning, respectively, the Gasconade and Osage rivers. If a cast-iron detector is broken by dragging equipment, a red flashing-light signal mounted on the home signal mast will flash to inform the train crew to stop and inspect the train.—Illinois Central installs flashing-light signals and short-arm gates, controlled automatically, at its crossing with state highway No. 116 near Ashkum, Ill. Controls include automatic and manual cutouts used during crossover and switching moves in the station area. **RS&C**