

# NEWS BRIEFS

● **COMMUNICATION & SIGNAL SECTION**, AAR will hold sectional meetings at Washington, D.C., at the Washington Hotel on May 5, 1965; and at the Baker Hotel in Dallas, Tex., on April 27, 1965. Chairman of the Washington meeting is T. L. Carlson, general superintendent signals and communications, C&O; and the sponsor is F. L. Chatten, system engineer-communications and signals, PRR. J. W. Hinkle, assistant superintendent signals and communications, T&P, is chairman of the Dallas meeting, which is sponsored by R. M. Laurenson, superintendent communications, StL-SF.

● **EX PARTE 171** Revision of Rules 1964: Upon request of the AAR, the ICC has indicated that the hearing

be reopened to consider issues involved in the proposed revision of rule 136.51(b). ICC has issued an order that such reopening hearing will be held before Examiner Robert R. Boyd, March 12, 1965 at 9:30 am, EST, at the Commission's offices in Washington, D.C.

Also, the Commission issued an order denying AAR's request for oral argument contained in its exceptions and replies thereto on the reason that sufficient grounds have not been presented to warrant granting the request.

● **INTERSTATE COMMERCE COMMISSION** has ordered that all trucks which are operating in interstate commerce must reduce to a speed of 25 mph as they approach

railroad-highway grade crossings. Also, the Commission ordered that all buses and all trucks hauling dangerous commodities must come to a full stop not less than 15 ft from the crossing.

● **INTERSTATE COMMERCE COMMISSION** hearing examiner Henry J. Vinskey has issued a report and order in Docket No. 32248 on the applicability of safety regulations to track motor cars and push cars. The new standards "shall apply when track motor cars are used to pull or haul trains, push cars, hand cars or similar cars or equipment." The new standards are as follows:

**Section 131.25 Track Motor Cars (Self-Propelled 4 Wheel Cars which can be Removed From the Rails by Men).**

(a) *Hand Brakes* (includes foot operated brake): Each track motor car shall be equipped with an efficient hand brake so located that it can be safely operated while the car is in motion. Each hand brake shall be equipped with a ratchet or other suitable device which will provide a means of keeping the brake applied when car is not in motion.

Note: The requirements of this rule will be satisfied if the ratchet or other suitable device operates in connection with at least one hand brake on track motor cars that may be equipped with more than one such brake.

(b) *Handholds*: One or more safe and suitable handholds conveniently located shall be provided. Each handhold shall be securely fastened to car.

(c) *Sill steps or footboards*: Each track motor car shall be equipped with safe and suitable sill steps or footboards conveniently located and securely fastened to car when bed or deck of track motor car is more than 24 inches above top of rail.

(d) *Couplers*: When used to haul other cars, each track motor car shall be equipped with a coupler at each end where such cars are coupled (a) which provides a safe and secure attachment, (b) which can be coupled or uncoupled without the necessity of men going between the ends of the cars.

**Section 131.26 Push Cars.**

(a) *Hand brakes* (includes foot

## This Was News 50 and 25 Years Ago

**The Signal Engineer, March 1915.** Western Maryland installs automatic block signaling of the APB type on 61 miles of single track between Big Pool and Cumberland, Md. Signaling provides head-on protection to the siding in advance and rear protection two signals behind a train going through a section. This system as installed on this railroad allows no movements past signals without flagging. The rules state that the train must be flagged through to the next signal or to the next telephone, where communication may be had with the dispatcher. Control from the train-order board is carried back through one automatic, or, if it is very close, back through a second automatic signal so that the engineman is given advance notice in plenty of time to stop the train for orders.—Central London (Gt. Britain) has installed electro-pneumatic type automatic block signals comprising 47 automatics, 53 semi-automatics, 13 repeaters and 80 train stops. Automatic block sections average 1,100 ft.—New York Central will install a 72-lever mechanical interlocking at Beacon, N.Y., to operate a standard 4-track interlocking layout.

**Railway Signaling, March 1940.** Grand Trunk Western installs table interlockers at crossings with the Wabash and Belt Railway of Chicago. Traffic at one plant totaled 138 trains and 54 at the other. Numerous trains stops eliminated as a result of installing new signaling.—Atlantic Coast Line installs gates with signals at two crossings and signals at a third in Enfield, N.C. Automatic control in effect normally with part-time manual control which includes an absolute check when gateman leaves the tower. In order to prevent signals from being left under manual control when the towerman departs, the operating panel is so interlocked with the trap door in the floor of the control room that, before the trap door can be opened to afford an exit, the cover on the operating panel must be closed, and the closing of this cover will restore all control buttons to their automatic position.—Erie replaces three mechanical plants with cabin-door semi-automatic interlockers at Solon and Braceville, Ohio, and Sharon, Pa. Train order signals are controlled by the dispatcher, and automatic "OS"ing is provided.

RS&C

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operated brake): Each push car shall be equipped with an efficient hand brake so located that it can be safely operated while the car is in motion. Each hand brake shall be equipped with a ratchet or other suitable device which will provide a means of keeping the brake applied when car is not in motion.

Note: The requirements of this rule will be satisfied if the ratchet or other suitable device operates in connection with at least one hand brake on push cars that may be equipped with more than one such brake.

(b) *Handholds* (includes handles): Each push car shall be provided with one or more secure handholds. When used to transport persons, each push car shall be provided with one or more safe and suitable handholds conveniently located above the top of the bed of each push car.

(c) *Sill steps or footboards*: When used to transport persons, each push car shall be equipped with safe and suitable sill steps or footboards conveniently located and securely fastened to car, when bed or deck of push car is more than 24 inches above top of rail.

### Railroad Personnel

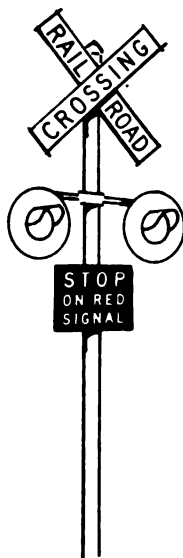
● **CANADIAN NATIONAL**: **Donald H. Green** is appointed acting engineer of signals, Montreal, succeeding **H. Raymond Beck**, appointed railway telecommunications project engineer, at Montreal.

● **ASSOCIATION OF AMERICAN RAILROADS**, Communication and Signal Section: **George McCann**, secretary, was born Jan. 18, 1928 in Chicago, Ill. After attending Bryant & Stratton Business College, he entered railway employment as a clerk-stenographer in the Chicago office of the Central of Georgia. In 1957, he joined the Nashville, Chattanooga & St. Louis in the Chicago passenger traffic office. When the NC&StL was merged with the Louisville & Nashville in 1957, Mr. McCann was appointed chief clerk in the Chicago passenger office. In 1959, he joined

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the C&S Section, AAR, as a clerk-stenographer. Following a two-year absence from the AAR, as clerk in the Santa Fe's mail and express traffic department, he rejoined the C&S Section as assistant secretary in October 1963. He was appointed secretary in November 1964 upon the death of A. H. Grothmann.



W. E. Prince, Jr.  
R. F. & P.



George McCann  
A.A.R.

● **RICHMOND, FREDERICKSBURG & POTOMAC:** Walter Eugene Prince, Jr., engineer signals and communications was born in Erwin, Tenn., on June 23, 1920. After graduation from the University of Tennessee in 1948 with a BSME degree, he joined the Clinchfield as an assistant signal and communications maintainer. Two years later he was appointed signal, electrical and communications inspector, and subsequently promoted to SE & C supervisor. In 1956, Mr. Prince was appointed signal engineer, and three years later appointed engineer signals and communications, the position he held at the time of his joining the RF&P on Feb. 1, 1965.

● **CANADIAN PACIFIC:** Pictures of Douglas H. Walkington, assistant engineer of signals, Montreal, and George C. Gunning, regional signal engineer, Toronto, were inadvertently interchanged in our February



George C. Gunning  
Canadian Pacific



D. H. Walkington  
Canadian Pacific

RAILWAY SIGNALING and COMMUNICATIONS

issue. The correct identifications are shown below. Our apologies to the gentlemen involved.



Roy A. Calendine  
New York Central



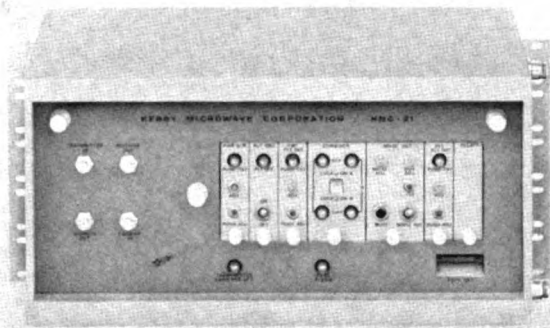
Leo J. Ritter  
New York Central

● **NEW YORK CENTRAL:** Roy A. Calendine, district engineer, communications and signals (*RS&C Dec. 1964, page 28*) was born in Columbus, Ohio, on Nov. 23, 1907. Following high school graduation, he joined the plant department of the Ohio Bell Telephone Co. In February 1943, Mr. Calendine joined the NYC as an assistant telephone and telegraph maintainer at Columbus. He advanced through various positions in the communications department becoming chief T&T inspector, system at Detroit, Mich., in 1953. Later he was appointed general plant supervisor, system, at New York. In 1961, Mr. Calendine was promoted to plant engineer, system. Two years later, he was promoted to district superintendent of communications at Detroit, his most recent position prior to his appointment as district engineer C&S at Detroit.

Leo J. Ritter, staff engineer communications and signals at New York, was born at Chicago, Ill., in 1921. He graduated from the University of Wyoming with a BSEE degree in 1947. He joined NYC as assistant communications engineer at Detroit, Mich., in 1948. Six years later, he was appointed communications engineer at Cleveland. In 1956, Mr. Ritter was appointed electronics engineer at New York. One year later, he was appointed district superintendent of communications at New York. In 1963, he was appointed project manager integrated communications network, his most recent position.

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**John H. Sawyer**, district engineer communications & signals, Cleveland, Ohio, was born July 8, 1907 in E. Fultham, Ohio. He attended public schools and Ohio State and Western Reserve universities. In 1927, Mr. Sawyer started with NYC as a signal helper, becoming a maintainer in 1929, and leading signalman in 1938. He was promoted to assistant engineer in 1951 and office engineer, system in 1955, with headquarters at Cleveland. A year later he was appointed assistant signal engineer, eastern district at Syracuse, N.Y. In 1957, Mr. Sawyer was appointed district signal engineer at Cleveland, the position he held at the time of his recent promotion (RS&C Dec. 1964, page 28).



John H. Sawyer  
New York Central



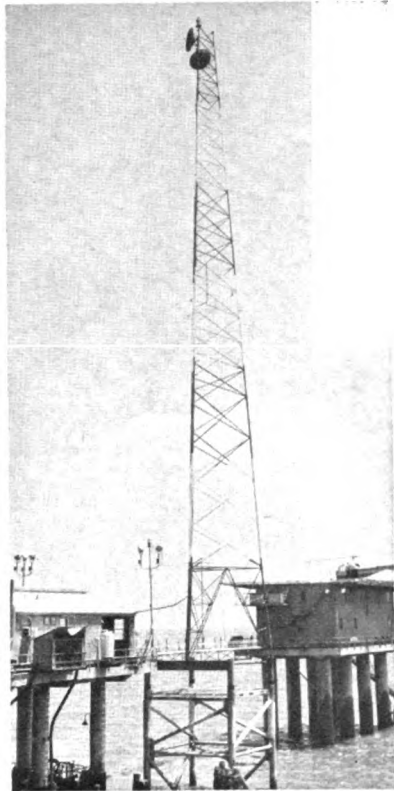
Richard L. Straw  
New York Central

**Richard L. Straw**, appointed district engineer—C&S at Syracuse, N.Y., was born in Milwaukee, Wis., Jan. 29, 1928. A graduate of the Milwaukee School of Engineering with a Bachelor of Science degree in electrical engineering, Mr. Straw joined the Virginia Telephone & Telegraph Co., in 1945. Following military service in the U.S. Navy, he joined the General Telephone Co., of Wisconsin. In 1957, he was appointed communications engineer, NYC, at Syracuse, and in 1963 promoted to district superintendent of communications, his most recent position.

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