

NEWS BRIEFS

● **ALGOMA CENTRAL & HUDSON BAY** has ordered a complete highway crossing protection system from General Railway Signal Co.

● **AUTOMATION'S IMPACT** on communications, particularly on the Bell System is the subject of a report prepared by the Diebold Group for the Communications Workers of America. Two aspects in the report of particular interest to railroaders are interconnection and Telpak. Concerning interconnection or "interface" as the report notes, are the following comments:

"Voice equipment 'foreign' to the Bell System cannot be connected to the public dial network without first passing through a dial subset. However, two major breakthroughs are expected to occur during the next two to five years that will help to ease the current incompatibility between private and public net-

works: a sharp decline in the monthly rental of the Bell System's data subsets to 33 to 50% of their current cost . . . The establishment of a tariff that would enable private communications facilities to be interfaced (through a relatively expensive interface that will protect the public network circuits) with the public dial network.

"If these breakthroughs materialize as expected, complete flexibility will be achieved in the use of communications facilities, thus maximizing the effective demand for both voice and data communications."

The Diebold report reviews the Telpak situation and makes the following comment regarding American Telephone & Telegraph Co.'s position after the recent tentative Telpak decision:

"AT&T will have to agree to provide the entire Telpak capability on a single routing and over a single

carrier in order to prove a cost reduction as opposed to individual lines . . . The rates for the less costly Telpak A and Telpak B are likely to be increased somewhat, perhaps as much as 30%, in order not to discriminate unduly against the user of individual private line circuits.

"There is also a reasonable possibility that the entire tariff might have to be revoked, as was the WADS (wide area data service) tariff proposal . . . If this should occur, there would be substantial moves by such companies as Motorola, Collins, Western Union and others to provide similar extended microwave facilities to serve the individual needs of large companies.

"In addition to the problems of interface and the Telpak tariff, the Bell System in particular, must make its facilities competitive in terms of equipment and service with private networks which larger corporations might well find cost effective to establish."

Communications and information systems were also covered in the Diebold report, which had this to say with respect to future developments:

"Whether or not the Bell Telephone operating system is able to participate, the integration of communications into the expanding area of information technology will take place . . . and by the end of this decade a large number of industries in the U.S. will have gone over to general use of communications links for their on-line information systems.

"By 1971 to 1975, major integrated data processing and communications systems will be in common use. The choice between types of communications carriers—whether private, Bell or other—is still open. Undoubtedly the Bell System, with its network of communications facilities which are either available or adaptable, with its great investment in research and development, and with its accumulative experience growing out of the first two assets, stands in a most advantageous position . . . It is expected that the communications switching system of the next decade will interface with the Bell System dial network—either alone or with an accompanying private network, as particular con-

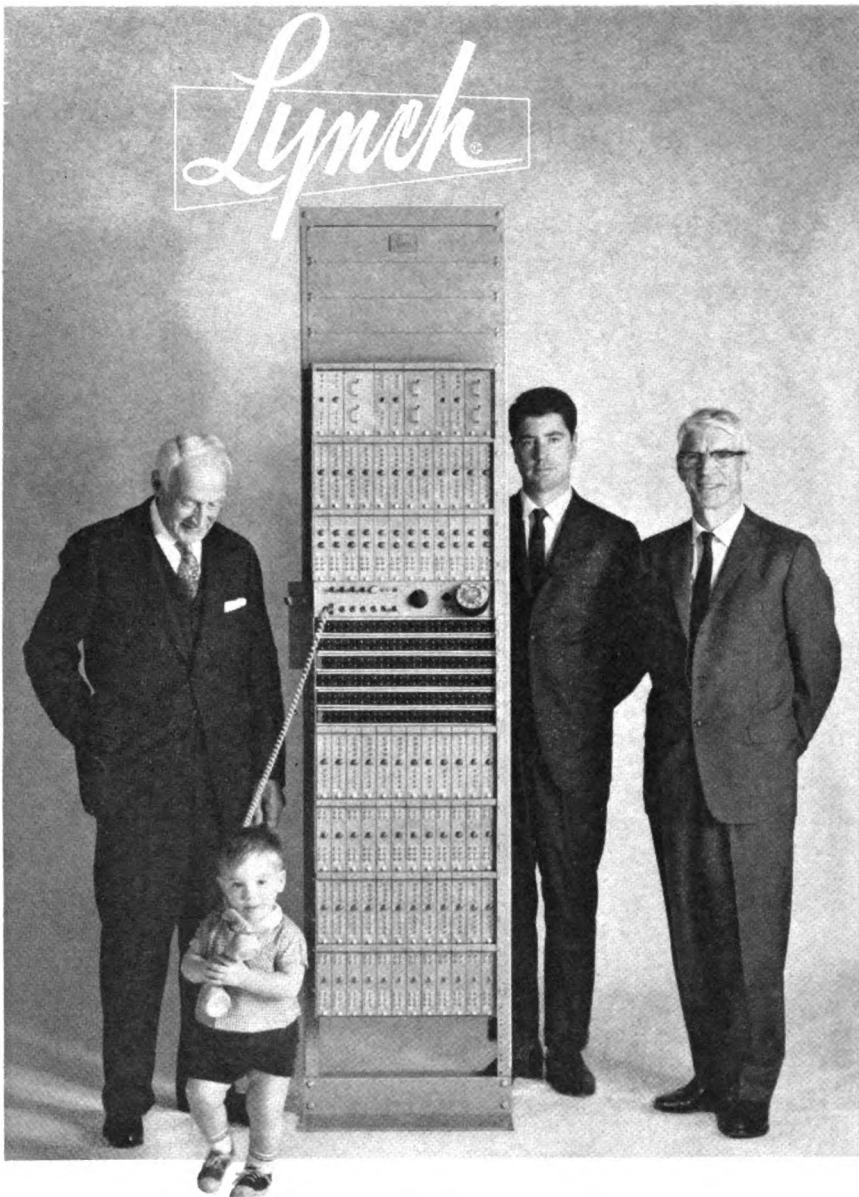
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This Was News 50 and 25 Years Ago

The Signal Engineer, June 1915. Toronto, Hamilton & Buffalo installs absolute permissive block signaling on 60 miles of line between Welland and Brantford, Ont. Trains were formerly operated by the telegraph block system in connection with train-order boards, and in some cases by standard semaphore train-order signals.—Tests of Jones Train Control system are completed on the Maryland & Pennsylvania. The train stop and cab signal system was tested on approximately 9 miles of track, with 40 locomotives being equipped operating between Baltimore and Homeland, Md. The system is the intermittent electrical contact type using contact rails, which are inverted T-sections about 40 ft long.—Atlantic Coast Line installs double-track automatic block signaling on 65 miles of line between Selma and Parkton, N.C.

Railway Signaling, June 1940. South African Railways installs route-type interlocking at Johannesburg to handle 1,000 move-

ments daily. The new plant extends over an area about 1.5 miles long, and includes 14 single switches and 22 crossovers operated by a total of 58 power switch machines, 40 running signals, and 33 signals for directing switching movements.—Norfolk & Western installs automatic block signaling on 7 miles of double track and 9 miles of single track between Weller Yard and Luke, Va. Also included is the installation of CTC on 9 miles of single track and passing tracks between Luke and Home Creek, Va. The automatic block signals on the double track are controlled by polarized track circuits to display three aspects. In order to minimize the contact resistance and thus insure proper operation of these polar circuits, a special arrangement of 1,000-ohm polar, 250-ohm neutral and 4-ohm polar track relays was used to permit contacts to be used in multiple.—Louisville & Nashville has extensive network of railroad-owned telephone facilities using interconnected private automatic exchanges. **RS&C**



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NEWS BRIEFS

(Continued from page 10)

ditions may prescribe."

● **BALTIMORE & OHIO** has received ICC approval to install a traffic control system between Sherwood, Ohio and Indo, Ind., about 17 miles in connection with removal of second main track between Sherwood and Hicksville, Ohio. Control will be from a machine at Akron, Ohio.

● **BOSTON & MAINE** has ordered a type E retarder from General Railway Signal Co., for installation at Mechanicville, N.Y., yard.

● **CHICAGO & EASTERN ILLINOIS:** General Railway Signal Co., is supplying 8 sets of intermittent inductive train control equipment for EMD locomotives for use by the railroad.

● **MILWAUKEE ROAD:** Examiner Robert R. Boyd, ICC, has issued an order granting the railroad relief from the requirements of section 136.587 of the RS&I to the effect that it be permitted to operate locomotives of its train No. 12 which originates at Watertown, Wis., and its trains Nos. 168-68-681 and 186-86-861, both of which originate at Savanna, Ill., without making a test of the automatic cab signal apparatus over track elements or test circuits on departure of such locomotives from their initial terminal. In the examiner's report, the fact is brought out that the locomotive equipment is tested prior to entering cab signal territory.

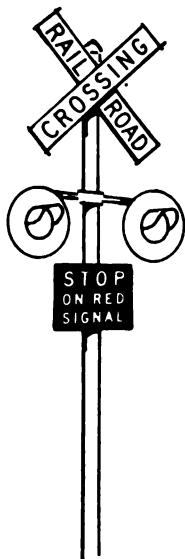
● **CHICAGO TRANSIT AUTHORITY** will soon be taking bids for the purchase of cab signaling and speed control equipment to be installed on the Lake street line. Estimated cost of the equipment is \$700,000. Installation is to be performed by CTA personnel. This cab signaling and speed control system will utilize audio frequency track circuits.

● **COMMUNICATION** and signal material purchased by Class I railroads in 1964 totaled \$48,361,000, down \$2,837,000 from 1963. These figures were recently announced by the AAR.

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He then asked Kopp to “design a roundel that would increase signal intensity 3 times, range $2\frac{1}{2}$ times and be ideal for high-speed highways”. A plus feature, this signal uses the same low cost 18-watt lamp. It can be interchanged with all standard highway x-ing roundels.

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NEWS BRIEFS

(Continued from page 28)

● **DENVER & RIO GRANDE WESTERN** has been granted relief from the requirements of section 136.602 of Ex Parte 171 RS&I to the extent that it be permitted to install dragging and/or derailed equipment detectors and their associated indicators without being arranged to operate in conjunction with automatic block signals. The railroad will install these detectors at 19 locations. The road in its application stated that the primary intent is for the observance by the rear trainman of the associated indicator. He will immediately stop the train if an actuation of the detector is indicated. If these detectors were interconnected with the signal system, the train, in some instances, would have to travel six miles or more before it encountered a stop signal.

● **MICROWAVE:** A Joint Technical Advisory Group study of the reliability and related design parameter of microwave systems, and the resultant impact on efficient use of the spectrum, states that the government should sponsor a measurement program “to determine the relative merits of frequency and space diversity and the physical and climatic conditions under which each proves to be superior, in terms of impact on reliability and spectrum utilization.”

As reported by *Telecommunications Reports*, JTAC pointed out that “There is no doubt that a frequency diversity system is less expensive than a space diversity system. Since the cost of service is a consideration, it is appropriate that petitions for frequency diversity be approved by the FCC for locations where spectrum crowding does not exist and is not likely to exist during a reasonable operating lifetime.

“However, in locations where spectrum crowding exists or is likely to exist, there is a three-way conflict among economy per circuit, number of circuits, and circuit reliability. The FCC should seek to relieve this conflict in the public interest. To do so, it requires quantitative data on the performance of the various diversity options. There-

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fore, it is strongly recommended that a data collection effort be undertaken."

● **NEW YORK CENTRAL** has ordered 4 hotbox detectors from General Railway Signal Co., for installation at Mungen and Peoria, Ohio, Erie, Pa., and Chelsea, Mich.

NYC has ordered 55 sets of approach overlay shunt track circuit equipment from GRS to provide electronic control of highway crossing protection and of switch locking in continuous welded rail territories.

NYC has received ICC approval to install a traffic control system on single track between Dunkirk and Dunbridge, Ohio, about 46 miles.

● **PENNSYLVANIA** has ordered 64 sets of approach overlay track circuit equipment and 8 sets of series overlay track circuit equipment from General Railway Signal Co. Approach overlay track circuits provide, without insulated joints, track circuit control of highway crossing protection equipment. The series overlay track circuits provide, without insulated joints, control of electric switch locks.

● **SOUTHERN** will construct a \$12 million automatic classification yard at Macon, Ga. A \$1.3 million contract has been awarded to General Railway Signal Co., for installing a retarder system, including electronic equipment controlled by a digital computer.

FCC upheld a staff action which rejected SOU railway request to install a public air-ground outlet in its executive airplane. The Commis-

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Signalmen wanted for work on Santa Fe Railroad in California on extensive highway crossing protection program. Must be qualified by practical experience in all classes of signal work. Give age and experience. Box 6, Railway Signaling & Communications, 22 W. Madison St., Chicago, Ill. 60602.

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sion stated that the railroad's request is "no different from the type of need of other prospective subscribers who desire this same service." FCC said the railroad has not demonstrated a need to justify waiver of an FCC policy determination, and had showed no special circumstances for its need.

● **TELPAC:** FCC by a vote of 5 to 1 has turned down all pleas to reconsider its interim order of last December (RS&C Jan. 1965, page 22). The Telpak tariff will remain as it is until after Sept. 1, 1965. The interim order directed AT&T to file revised Telpak C and D rates on Sept. 1, and to file new tariffs unifying the present Telpak A and B rates and the existing private line schedules.

Railroad Personnel

● **MILWAUKEE ROAD:** William

R. Jensen, assistant engineer signals, has retired. He began his railroad career as a signal helper in 1927, and two years later was promoted to signal maintainer at Northbrook, Ill. In 1944, Mr. Jensen was appointed estimating engineer at Seattle, Wash. Two years later, he was appointed signal inspector, and in 1947 promoted to supervisor of signals at Miles City, Mont. He was appointed supervisor signals and communications at Chicago in 1950. In 1956, Mr. Jensen was promoted to assistant engineer signals.

● **SANTA FE:** L. Ralph Thomas, superintendent of communications, system, at Chicago has been appointed general superintendent of communications and signals, succeeding James A. Parkinson, retired. C. A. Crouch, superintendent of communications, Los Angeles, succeeds Mr. Thomas as superintendent of communications, system, at Chicago. M. D. Breeden, communications engineer, system, Chicago is appointed acting superintendent of communications, Los Angeles. J. A. McCulloch, communications engineer, Topeka, appointed acting communications engineer, system, at Chicago. M. D. Goddard, assistant engineer communications, Los Angeles, appointed acting communications engineer at Topeka, Kan. K. J. Levack, communications equipment supervisor, at Chicago, appointed acting assistant engineer communications at Los Angeles.

Mr. Thomas was born in Odessa, Mo., on May 18, 1911. He began his railroad career as an apprentice telegraph operator at Needles, Calif., in 1928. He advanced through various positions, becoming communications equipment supervisor at

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L. R. Thomas
Santa Fe



C. A. Crouch
Santa Fe

Topeka, Kan., in 1939. Two years later he was appointed telegraph engineer at Chicago. In 1944, Mr. Thomas was promoted to system electronics engineer, and in 1957 he was appointed superintendent of communications, system at Chicago.

Mr. Crouch was born on May 21, 1916 at Topeka, Kan. A graduate of the University of Kansas with a bachelor of science degree in electrical engineering in 1939, he began his SFe career as a helper electrician in 1939. Two years later he was appointed telephone engineer at Chicago. In 1944, Mr. Crouch was appointed telegraph engineer. In 1952, he was promoted to assistant superintendent of communications at Los Angeles. In 1957, he was appointed superintendent of communications.

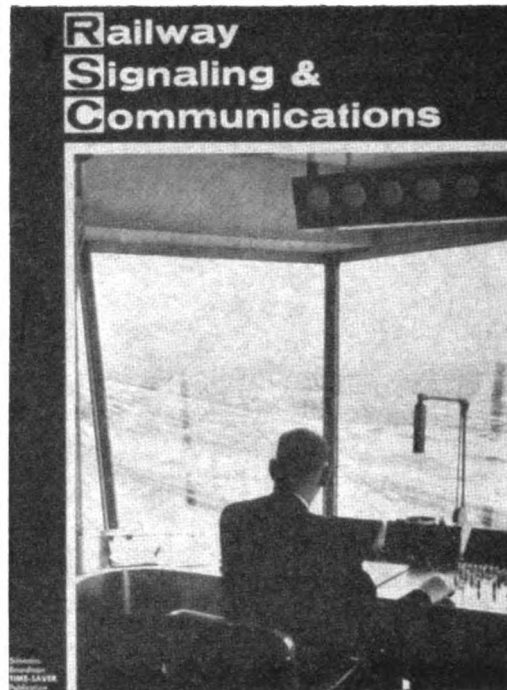
● **SOO LINE:** F. K. Cramer, senior electronics inspector, Milwaukee Road, has been appointed assistant to communications and signal engineer, with headquarters at Minneapolis, Minn.

Supply Trade News

● **ANSONIA WIRE & CABLE CO.:** Jack H. Scheinman, chief executive officer and senior vice-president, has been elected president. He joined the company in 1964 as vice-president, marketing.

● **CARBON PRODUCTS DIVISION,** Union Carbide Corp.: M. W. Westland, manager of electrical and mechanical products central division, has been appointed product manager for brush, battery and mechanical products, succeeding R. D. Kennedy, who is appointed electrode and metallurgical product marketing manager. Noel P. Lindsay has been appointed central division manager succeeding Mr. Westland.

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RS&C achieves highly favorable response in reader survey

Four times a year, the editor of Railway Signaling & Communications takes a backward look over his shoulder with a view to determining how well his editorial product is being received.

700 cards are sent out to a cross-section of RS&C readers, listing articles and departments with checking spaces for "Very Good"—"Satisfactory" and "Not Interested".

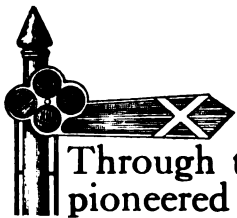
In this survey for the January, 1965 issue, 18% of the group replied. It is interesting to note that of 132 returns, "Very Good" or "Satisfactory" were the overwhelming choices for the various categories. The main feature, for instance, received a 98% favorable vote, "News Briefs" 97% and of particular interest to advertisers, "Product News" and "Supply Trade News" polled 95% and 89% respectively.

These high readership ratios are typical of studies made on RS&C, whether by our own organization or by outside sources. As the only technical railroad magazine serving the specialized signaling and communications field, RS&C is an unusually rewarding advertising buy. Ask your Railway Age Group salesman for complete information.

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GENERAL CABLE CORPORATION

NEWS BRIEFS

(Continued from page 33)



Raymond L. Thomas
T. A. Edison



F. Youngwerth
Raco

● **PRIMARY BATTERY DIVISION**, Thomas A. Edison Industries: **Raymond L. Thomas**, field engineer, has been promoted to assistant district manager, with headquarters as before at Decatur, Ga.

Mr. Thomas was born on Mar. 27, 1926 at Savannah, Ga. Following service in the U.S. Air Force from 1943 to 1946, he began his railroad career on the Louisville & Nashville as a signal helper. Later he served as a signalman on the Southern. In 1957, he was appointed a service engineer for the Primary Battery Division of Edison. In 1960, Mr. Thomas was promoted to field engineer.

● **GRS INTERNATIONAL**: **Karl N. Heimbach** has been appointed manager foreign operations. He was formerly manager export department of General Railway Signal Co. **A. W. Taff**, assistant manager export department, GRS, has been appointed assistant manager foreign operations, GRS International.

● **GENERAL RAILWAY SIGNAL CO.**: **Hall E. Downey**, manager public relations and sales promotion, has been appointed manager promotional services.

● **OHIO BRASS CO.**: **W. Robert Cress**, general sales manager, has been elected vice-president, sales. Mr. Cress joined the company in 1948 as an engineer, but later transferred to the sales department. In 1952, he was appointed district manager at Cincinnati, Ohio; and appointed district manager at Chicago in 1953. He was appointed general sales manager in 1963.

● **RAILROAD ACCESSORIES CORP.**: **Frank Youngwerth**, chief
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RAILWAY SIGNALING and COMMUNICATIONS

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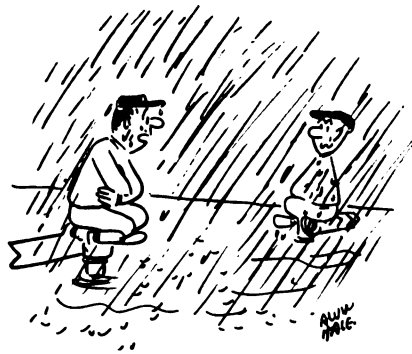
signal engineer, Erie Lackawanna, has been appointed assistant to the president, succeeding Paul Martin, appointed general manager, Cresskill division.

Mr. Youngwerth was born in Garfield, N.J., on Nov. 23, 1909. He began his railroad career on the Erie in 1929 as a signal helper. He advanced through various positions, being appointed assistant signal supervisor in 1943. Two years later he was appointed signal inspector, and in 1946 was promoted to office engineer signals. A year later, Mr. Youngwerth was appointed assistant signal engineer. In 1956, he was appointed assistant general superintendent communications and signals, and a year later promoted to general superintendent C&S. He retained this position when the Erie and DL&W were merged. In 1964, Mr. Youngwerth's title was changed to chief signal engineer.

● **RAILTRON CORP.:** William M. Pelino, chief technical advisor, Servo Corp. of America, has been appointed president of this newly formed organization which will be engaged in applications engineering of electronic systems to railroad operations. Raymond A. Moenich, assistant manager of field engineering, Servo Corp., has been appointed director of services. Len E. Keeton, southeastern district manager, Servo Corp., has been appointed director of marketing and sales. The above mentioned men will be at the company's headquarters in Richmond, Va.

● **RACON EQUIPMENT INC.:** Has appointed several firms as sales representatives for its products including a recorder for checking the operation of flashing-light signals at railroad-highway grade crossings. T. C. Johnson Co., of Cleveland, Ohio and Atlanta, Ga., will represent Racon in eastern U.S. Racon, located in San Diego, Calif., will handle its own sales on the Pacific Coast and as far east as Denver, Colo. Lyman Tube & Supply Co., Montreal, Que., will represent Racon for all of Canada.

● **RADIATION INC.:** Thomas H.



"It could have been worse if these were dwarf signals."

King, corporate representative for Stelma, Inc., has been appointed marketing manager-communications. Ralph A. Johnson, director program management, has been appointed general manager, control systems division. He will supervise a new unit that was formed to manufacture and sell Paricode and Locotrol supervisory control line purchased from North Electric Co., and process controls to be marketed under an agreement with Data Systems, Inc.

● **SIERRA ELECTRONICS** division of Philco Corp.: Robert L. Kost has been appointed advertising and sales promotion manager.

● **SERVO CORP. OF AMERICA:** Henry Blackstone, president, reported that the company has been involved in patent litigation with General Electric Co., since 1959. Following a ruling of the U.S. district court upholding the validity of Servo's patent on railroad hotbox detectors, but rejecting Servo's claim for damages for unfair competition in the appropriation of its engineering data, the U.S. court of appeals for the 4th circuit reversed the ruling of the district court with respect to Servo's patent and also reversed the district court holding that Servo was entitled to recover damages from GE on the Servo claim for unfair competition. Servo, said Mr. Blackstone, has not yet determined whether it will seek a review of the holding on the patent in the U.S. Supreme Court or in another litigation.

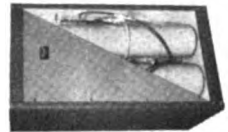
● **STROMBERG-CARLSON CORP.:** George W. Ayres has been appointed manager of engineering at the Charlottesville, Va., plant (formerly U.S. Instrument Corp.).

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