NEWS BRIEFS

• ATLANTIC COAST LINE will soon be operating 10 new GE and 14 new EMD diesel-electric locomotives with intermittent inductive train control equipment that was furnished by General Railway Signal Co.

• BALTIMORE & OHIO has ordered type KM2 CTC equipment from General Railway Signal Co. to handle a 17-mile section of double track between McKenzie-Miller to Orleans Road, W.Va.

B&O has ordered nine hotbox detectors from GRS of which eight will be installed between Akron, Ohio and Chicago, Ill. at Homer, Tiffin, Standby (2), La Paz, Alida, Bascom and Cromwell. The ninth unit will be installed on the Cumberland division.

• BOSTON & MAINE's application for authority to discontinue the operation of automatic cab signal equipment between West Cambridge and East Deerfield, Mass., 99 miles, has been denied after a hearing held by examiner Henry J. Vinskey.

• CHICAGO TRANSIT AUTHORITY awarded a $702,480 contract to General Railway Signal Co., to furnish an automatic train detection and over-speed control system using cab signals and audio frequency track circuits on the Lake street line. By use of wayside equipment, speed commands are transmitted through audio frequencies to coils mounted in front of train wheels. The coils and car logic interpret the speed commands and actuate cab signal equipment, which will indicate to the motorman prevailing conditions of the track ahead and maximum permissible speed. If the motorman does not respond to the visual and audible signals within the allowable time, the train will automatically stop. On curves and in certain other areas along the route, the system will restrict the speed of trains to a predetermined maximum which, if exceeded, will result in an automatic stop. CTA will install the wayside and cab equipment on 70 two-car units of rapid transit cars.

• DETROIT, TOLEDO & IRONTON has ordered seven Grade Crossing Predictor units for highway grade crossing control from Marquardt Corp.

• IEEE Vehicular Communications Conference: A call for papers to be presented at this conference, to be held Dec. 2-3, 1965, at the Sheraton-Park hotel in Washington, D.C. is now under way. All phases of vehicular communications and related topics are to be discussed. The author of a paper will be allotted 30 minutes for presentation which will include a 5-10 minute period for discussion. Persons wishing to present papers are requested to submit abstracts of not less than 250 words (500 preferred) to W. F. Biggerstaff, Papers Committee Chairman, USFS Electronics Center, ARC, Beltsville, Md., 20705. Abstracts must be in by July 15.

• INTERSTATE COMMERCE COMMISSION'S division 3 has upheld Examiner Henry J. Vinskey's hearing report and order concerning safety regulations pertaining to track motor cars and push trucks (RS&C March 1965, page 10). At the end of the rules, the following note is appended: Sections 131.25 and 131.26 are applicable only when the vehicles governed thereby are coupled together and moved together. Division 3 made one change in approving the examiner's report and order. The footnote under Section 131.26 (a) regarding hand brakes is deleted.

• KANSAS CITY SOUTHERN has ordered two GCP units and four electronic track circuit equipments from Marquardt Corp.

• LEHIGH VALLEY has ordered type H CTC equipment from General Railway Signal Co., for installation at Packerton Jct., Pa. Equip-

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This Was News 50 and 25 Years Ago

The Signal Engineer, July 1915. Norfolk & Western installs AC block signals on 28 miles of line between Bluefield, W.Va., and West Vivian. The change over from DC signaling was caused by electrification of the line through Elkhorn tunnel. Single-phase, 25 cps power is used for traction and 60 cps power for the signal system. The AC semaphore type signals are mounted on the bridges supporting the overhead trolley line.—Union Railroad of Baltimore, handling PRR trains in vicinity of Union Station, installs automatics and interlockings on 4-track line over which there are 300 movements daily.—New York, New Haven & Hartford will spend $600,000 to install automatic block signals on its 4-track mainline from Stamford, Conn., to Woodlawn, N.Y., 20 miles.

Railway Signaling, July 1940. Bessemer & Lake Erie installs train telephone system that uses rails for transmission medium of 5.7 kc current between locomotive and caboose of a freight train. On transmitting end, connections are made to car trucks and at the receiving end, the 5.7 kc signal is picked up inductively by car-carried coils mounted over the rails. The new train communication system is in operation on 128 miles of line between Albion, Pa. and North Bessemer yard.—Louisville & Nashville installs remote control interlocking at Knoxville, Tenn., which includes a crossing of two single-track lines with special provisions to facilitate switching.—Atlanta Terminal replaces old interlocking plants with new equipment. Complete electric locking installed; AC-DC track circuits for reliable shunting; and change-over made under traffic with no train delays and with full interlocking protection. Traffic at this Atlanta, Ga., passenger station totals about 500 train movements and switching operations daily. **RS&C**

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ment will permit joint operation of Jersey Central and LV trains over 1½ miles of track.

• LOUISVILLE & NASHVILLE's application seeking relief from the requirements of Section 136.410 of the RS&I to the extent that it be permitted to remove electric locks from certain switches and crossovers on its Evansville division without reduction in the maximum authorized train speeds of 25 mph has been granted, after a hearing, by Examiner Robert R. Boyd. The switches and crossovers are hand-operated and in CTC territory.

• MILWAUKEE ROAD has ordered four Grade Crossing Predictors from Marquardt Corp., for the control of highway grade crossing protection equipment.

• MISSOURI PACIFIC LINES ordered six GCP units for the control of highway-railroad grade crossing protection equipment from the Marquardt Corp.

• NORFOLK & WESTERN will spend $13.5 million for an electronic, automatic retarder classification yard at Bellevue, O. The road will install CTC on 145 miles of line between Fort Wayne, Ind., and Danville, Ill.

• NORTHERN PACIFIC has ordered type K CTC equipment from General Railway Signal Co., for controlling 17.5 miles of line between Frenchtown and Missoula, Mont. Also, NP ordered a type K CTC system from GRS to be installed on 60 miles of single track from Kootenai, Ida., to Tuscor, Mont. The existing Traffic Master machine at Spokane, Wash., will be expanded to handle the 10 additional control points.

• FLORIDA EAST COAST has ordered eight sets of long-shunt, electronic overlay track circuit equipments from General Railway Signal Co., for installation at highway crossing protection installations.

• INDIANA HARBOR BELT has ordered 15 GCP units from Marquardt Corp., for the control of highway grade crossing protection equipment.

• PENNSYLVANIA has ordered one set of Train Multiple Unit-er equipment from General Railway Signal Co. TMU is a locomotive-mounted, computer-electronic system that automatically controls mid-train locomotives without need for communication with the lead locomotive or the wayside. The TMU equipment senses coupler tension and compression to maintain a constant ratio between coupler horsepower and train tonnage over any terrain.

• SANTA FE has ordered 11 Grade Crossing Predictor units for highway grade crossing control from the Marquardt Corp.

• SOUTHERN has ordered type K2 CTC equipment from General Railway Signal Co., for installation between Gastonia, N.C., and Worley, S.C., about 81 miles. The existing control machine at Greenville, S.C., will be expanded to control 13 additional locations. About 40 miles of second main track will be removed. GRS Trakode will replace existing line circuits, and 30 sets of long-shunt overlay track circuits will be installed for highway crossing protection. Series overlay track circuits will be provided for switch lock release.

SOU has ordered TMU equipment from GRS for automatic control of a mid-train locomotive.

Type K2 CTC has been ordered by SOU from GRS for control of the access line to the new 50-track classification yard, now under construction at Macon, Ga. The control machine in the yard office will control the 8-mile line between North Macon and CofG Junction, Ga. Trakode will be used instead of line wires to control the CTC signals. Model 5G mainline electric switch machines will be installed to handle yard switching at the pullout tracks.

George W. Kearney
Baltimore & Ohio

Jack E. Rupp
Gen. Railway Signal

• SOUTHERN PACIFIC LINES has ordered 69 GCP units and 27 electronic track circuit systems from Marquardt Corp.

• UNION PACIFIC has ordered an NX route-type relay interlocking system from General Railway Signal Co., for installation at Omaha, Neb. The machine will control 150 signals and 112 switches to handle traffic of seven other railroads in addition to UP trains. Controls will be also arranged for call-on, fleeting moves, and switching signal manipulation.

UP has ordered 18 sets of GCP equipment from Marquardt Corp., for control of highway grade crossing protection equipment.

Railroad Personnel

• BALTIMORE & OHIO: **George W. Kearney,** deputy communications engineer, has been promoted to communications engineer. Mr. Kearney was born on Sept. 13, 1925 at Pittsburgh, Pa. A graduate of the Bliss School of Electrical Engineering, he joined the B&O in 1947 as a telephone maintainer at Pittsburgh. In 1952, Mr. Kearney was appointed assistant communications engineer, and three years later promoted to communications engineer. Subsequently he advanced to senior engineer communications and in 1963 was appointed deputy communications engineer.

• CANADIAN NATIONAL: **A. E. Brown,** signal supervisor, Assiniboine area, Winnipeg, Man., is appointed signal supervisor for the Winnipeg area.

• ERIE LACKAWANNA: **W. E. Bell,** signal engineer, Cleveland, is appointed chief signal engineer, succeeding **Frank Youngwerth,** resigned. **George I. Molusky,** signal supervisor, Hornell, N.Y., appointed signal engineer succeeding Mr. Bell. **James J. Mahoney,** assistant signal supervisor, Huntington, Ind., appointed signal supervisor at Hornell. **Harry W. Klein,** foreman signal

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maintenance, Lima, Ohio, is appointed assistant signal supervisor at Huntington, Ind.

• PENNSYLVANIA: **J. A. Early,** engineer electronics, Philadelphia, appointed engineer communications and signals, Chicago, succeeding **C. P. Huth,** deceased.

Supply Trade News

• C&D BATTERIES has opened a new factory branch office at 169 S. Lexington Ave., St. Paul, Minn. **John A. Hansen,** the new manager, will have sales responsibility covering Minnesota, North and South Dakota and western Wisconsin.

A. Gordon Thomson
Gen. Railway Signal

E. J. Pleszko
Preformed Line Prod.

• HOWARD & GOULD CO. have appointed Petch & Co., 1208 Wadsworth Blvd., Denver, Colo., as sales representatives serving the Rocky Mountain area. Vale Enterprises Ltd., 352 Dorval Ave., Dorval, Que., have been appointed sales representatives for all of Canada for H&G products.

• GENERAL RAILWAY SIGNAL CO.: **Jack E. Rupp,** project manager of US&S, has been appointed manager, urban transit markets. **A. Gordon Thomson,** supervisor application engineering department, has been appointed assistant to vice-president engineering.

Mr. Rupp graduated from Carnegie Institute of Technology in 1942 with a bachelor of science degree in electrical engineering. He joined Union Switch & Signal in 1947 and served in various engineering, research and market capacities. His latest position was that of assistant to vice-president–general manager, and project manager.

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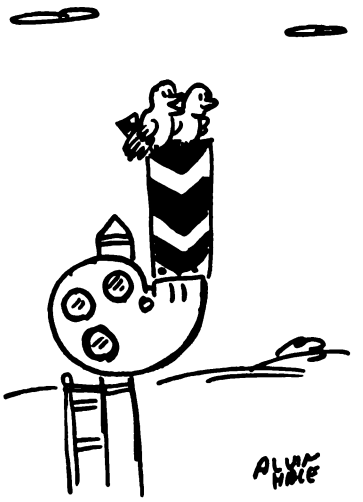
Mr. Thomson joined GRS as a co-op student in 1946 and three years later was promoted to application engineer. He was appointed an application engineering group leader in 1955. He was appointed supervisor in application engineering in 1963. In his new position, Mr. Thomson will coordinate activities between the engineering, application engineering and engineering services departments.

• NOLLER CONTROL SYSTEMS INC. has appointed C. W. Silver Co., Salt Lake City, Utah and Twin Falls, Ida., as sales representatives for the states of Utah, Nevada and southern Idaho. Gordon McLaren & Associates, Inc., Mercer Island, Wash., have been appointed sales representatives for the states of Alaska, Oregon, Washington and northern Idaho.

• PREFORMED LINE PRODUCTS CO.: **E. J. Pleszko** has been appointed manager, new products department. A graduate of Ohio University with a degree in mechanical engineering, Mr. Pleszko joined Preformed in 1958 as project engineer. Subsequently he was appointed assistant manager, new products department.

• RAILROAD RUBBER PRODUCTS INC.: This company was incorrectly identified in Product News item on urethane end post appearing in RS&C May 1965, page 32.



"Get ready for a thrilling ride. Here comes a train."