

# NEWS BRIEFS

● ATLANTIC COAST LINE has ordered one walkie-talkie, 16 ca-boose radios and 27 locomotive radio sets from Union Switch & Signal division of WABCO.

● CHESAPEAKE & OHIO has ordered Syncrostep control equipment from General Railway Signal Co., for remote control of the interlocking at Mer-shon Jct., Mich. Also, signal material has been ordered for an interlocking at Plymouth, Mich.

● FCC has proposed several changes in its program of testing the concept of secondary sharing of frequencies in a number of land mobile radio services. Almost six months have passed since the announced date of the test in California, and no one has applied for a license to take part in the experiment. Hence, the Commission is extending the test to include Texas and the Chicago metropolitan area. Frequencies included in the test are

all those in the 150.8-162 and 450-470 mc bands.

According to *Telecommunications Reports*, the following changes were proposed by the FCC: The applicant will be permitted to use both primary and secondary frequencies at the same time; a present restriction of only one secondary frequency assignment per applicant would be removed; and "would permit an applicant as many secondary assignments as he has primary ones"; and would drop a present requirement that the licensee operate 90 days on his primary assignment after being licensed by the FCC before he is eligible to apply for a secondary assignment.

If all of the frequencies normally assignable to a particular radio service in a specific area are already in use, a licensee in that service may apply for a "secondary" assignment in one of the other services. If he causes interference to a "primary" licensee, however, he must give up

the "secondary" assignment.

The program involves all services in the FCC's public safety, industrial and land transportation radio categories except the telephone maintenance, state guard, special emergency, business, relay press, and taxicab radio services.

● GERMAN FEDERAL RAILROAD installs centralized electronic control tower in Osnabruck, North Germany. The new electronic control tower is designed to operate a total of 616 signals and 457 switches. The new system will replace 22 manual control towers. In addition, automatic electric block systems and visual train number controls are planned. The grade crossings in the vicinity will be equipped with the latest safety devices such as train number printers and approach controls.

● ILLINOIS CENTRAL has ordered 29 base station radios, type 2R64, and 71 mobile sets for use on locomotives from Union Switch & Signal division of WABCO.

● KANSAS CITY SOUTHERN has completed a 1660-mile, 55 station microwave system furnished by Motorola Communications & Electronics Inc. Communication facilities radiate from KCS offices in Shreveport, La., to general offices in Kansas City, Mo., and to terminals in Dallas and Port Arthur, Tex., and New Orleans, La. The fully-integrated system will provide data and teletypewriter transmission, CTC controls, dispatchers' circuits and dial communications. IBM 1050 machines at wayside microwave stations will operate with similar equipment in Kansas City and Shreveport. This data transmission network consists of 4 party-line circuits that extend the full length of the microwave system. Also, included is a CTC network for controlling 33 passing tracks from CTC machines in Shreveport, La. Intercom is provided between housings at ends of passing tracks and dispatchers at CTC machines. A VHF radio dispatching network has 72 wayside stations to provide radio communications between dispatchers and moving trains. A telephone system that terminates in Shreveport, La., provides complete dial facilities.

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Louisville & Nashville signals and communications were rendered completely inoperative by Hurricane Betsy on September 9. There were 35 breaks in the lines across Bay St. Louis bridge alone, and over 100 breaks in the lines between that bridge and Chef Menteur. Poles were down or blown over in other areas; most wayside telephones were either missing or damaged by salt water; several signals were undermined at the bases; and some signal cases were blown empty of relays and equipment. Also switch machines, dwarf signals and highway crossing protection equipment were badly damaged.

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● **KENNECOTT COPPER CO.**, has ordered type J CTC equipment from General Railway Signal Co., for installation at Copperton yard at Bingham Canyon, Utah.

● **KENTUCKY & INDIANA TERMINAL** has ordered type J control equipment from General Railway Signal Co., for control of FG interlocking, Louisville, Ky.

● **LEHIGH VALLEY** has ordered control and signal equipment for installation at Sayre, Pa., from General Railway Signal Co.

● **MISSOURI PACIFIC** has ordered 164 radio units from Union Switch & Signal division of WABCO.

● **SANTA FE** has ordered from Union Switch & Signal division of WABCO, 97 model 2R54CT radios to be used on locomotives and 51 portable Carryphone sets.

**Railroad Personnel**

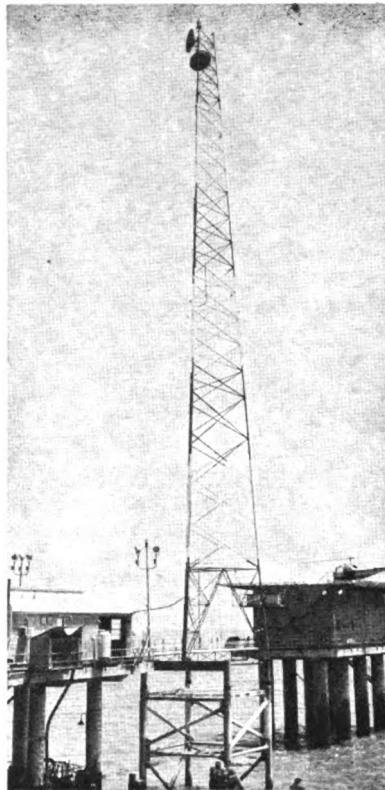
● **LONG ISLAND: Donald Aiken**, superintendent of maintenance-of-way and power, Port Authority Trans-Hudson, has resigned to become acting assistant chief engineer signals and electric traction.

● **NORTHERN PACIFIC: S. C. Sworder**, general signal supervisor, appointed assistant signal engineer, Livingston, Mont., succeeding V. L. Guthrie, retired. **M. B. Walker**, general signal inspector, Tacoma, Wash. appointed office engineer, there.

Mr. Sworder was born at Twin Valley, Minn. in March 1899. After graduating from high school in Livingston, Mont., he entered NP service as a signal maintainer's helper in 1919. He held various construction and maintenance assignments until becoming signal inspector at Billings, Mont. in June 1954. He was promoted to signal supervisor at Helena, Mont., in June 1956 and subsequently Mr. Sworder was appointed general signal supervisor.

Mr. Walker earned his BEE from the University of Washington in 1941. Prior to joining the NP in 1953, he was employed by Westinghouse Electric Co. at Pittsburgh, Pa. Mr. Walker held the position of

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circuit engineer prior to his appointment as general signal inspector.

V. L. Guthrie, assistant signal engineer, was born at Reed Point, Mont. He started with the NP, in 1923 as a signal helper and later was appointed relay repairman. In 1945 he was promoted to construction foreman; in 1950 to signal inspector. In 1954 Mr. Guthrie, was promoted to signal supervisor, at Billings, Mont. Four years later he was appointed supervisor at Missoula, Mont. In 1961 he was appointed assistant signal engineer at Livingston, Mont., the position he held at the time of his retirement.

- **RICHMOND, FREDERICKS-BURG & POTOMAC P. C.** Poates, appointed supervisor of signals at Fredericksburg, Va.

### Supply Trade News

- **ANACONDA WIRE & CABLE CO.:** A. H. Leader, general sales



S. C. Sworder  
Northern Pacific



M. B. Walker  
Northern Pacific



V. L. Guthrie  
Northern Pacific



Leon F. Hamilton  
Lynch Communications

manager, has been promoted to vice-president sales. A native of Seattle, Wash., Mr. Leader has been associated with the company since he was graduated with a degree in electrical engineering in 1948 from the University of Washington.

- **BUDELMAN ELECTRONICS CORP.,** has been renamed Cardion Communications Corp.

- **COLLINS RADIO CO.,** will soon begin site preparation for a \$9 million construction program near Dallas, Texas. Approximately

225,000 sq ft of manufacturing and 110,000 sq ft of administrative facilities are scheduled for occupancy in December, 1966.

- **LING-TEMCO VOUGHT, INC.,** has agreed to purchase for cash, the assets of the Okonite Co., wholly owned subsidiary of Kennecott Copper Corp. The transaction is subject to approval by the Federal District Court in New York, which ordered Kennecott in 1964 to divest the subsidiary in an antitrust ruling. On June 1, 1965, the United States Supreme Court declined to hear Kennecott's appeal from the order.

- **LYNCH COMMUNICATIONS SYSTEMS INC.:** Leon F. Hamilton has been appointed communication engineer assigned to the Atlanta, Ga., office of the Graybar Electric Co. Prior to joining Lynch, Mr. Hamilton was a central office equipment engineer with United Telephone Co. of the Carolinas in Southern Pines, N.C.

- **RAILROAD ACCESSORIES CORP.:** Howard L. Anderson, former signal supervisor, B&O, at Cincinnati, has been appointed project superintendent with headquarters at Cresskill, N.J.

- **RAILS CO.:** Garwood N. Burwell, vice-president, has been appointed president, succeeding Lester T. Burwell, deceased.

- **RAYTHEON CO.:** Sidney Topol has been named manager of the communications and data processing operation.

### Obituary

- **JAMES B. MEARS,** retired field service engineer, Gould-National Batteries, Inc., passed away November 11, 1965, after a brief illness.

## This Was News 50 and 25 Years Ago

**The Signal Engineer, December 1915.** Pacific Electric increases safety and economy with automatic block signaling and interlocking plants. Only 11.5 miles of double track has automatic block signaling. The good results secured have led to a proposal to extend this mileage to 2.7 miles between Edendale and Tropic, Calif. A 16-lever plant will be installed at San Bernardino, an 18-lever machine at Riverside, a 16-lever plant at Los Nietos, a 12-lever plant at Orange, and a 12-lever machine at Alvord, Calif. —Mobile & Ohio has installed a \$20,000 all-electric interlocking machine containing 28 working levers and 4 spares at Davis, Ill. The new plant replaces an old mechanical plant washed away by the flood in 1913. —Central of Georgia constructs a 19-track gravity classification yard at Macon, Ga. An electro-pneumatic pushbutton machine will control 22 switches at the west end of the yard. Over each pair of buttons is an indicator, which stands inclined to the left when the ma-

chine is normal, to the right when it is reversed and in the middle when the track is occupied or the switch points are open, in which position the buttons are locked and can not be operated.

**Railway Signaling, December 1940.** Pennsylvania installs 123 miles of CTC that will connect with a 33 mile project installed in 1930. Train movement will be, in effect, directed by signal indication that supercedes written train orders on 102 miles of the St. Louis division. —Wabash installs gates, signals, and traffic lights at Crawford ave. and 87th street, on the south side of Chicago, near Ashburn, Ill. The project was installed under agreement with and financed by Cook County, Ill. —New Zealand government railway installs automatic meeting stations at Wadestown, Ngaio and Khandallah. Power switch machine for operation of passing siding switches and derails, as well as signals governing routes and authorizing moves through blocks, are controlled automatically. **RS&C**