

NEWS BRIEFS

● **CHICAGO, BURLINGTON & QUINCY** has been granted relief by the ICC from the requirements of Section 136.587 of the signal RS&I Ex Parte 171 so as to permit the railroad to make a departure test once in each 24 hr period on engines or coaches equipped with remote control and cab signals in push-pull trains in passenger service with an engine connected to the train on one end and provision made to operate the train from a conventional coach, equipped with remote controls and cab signals, on the other end, in the suburban territory between Chicago and Aurora, Ill., and to make departure tests at Chicago of the cab signals in the remote control coaches using portable test equipment.

● **GREAT NORTHERN** has received ICC approval to install a traffic control system between Columbia River and Merritt, Wash., about 58 miles. Control will be from a machine at Seattle.

● **LOUISVILLE & NASHVILLE**

has received ICC approval to make modifications to an existing traffic control system between Montgomery and Mobile, Ala., 175 miles. This is in connection with extension of certain sidings and elimination of other sidings.

● **NORFOLK & WESTERN** has received approval from the ICC to install a traffic control system between New Haven and Clymers, Ind., involving 76.5 miles of line.

● **RADIO:** National Association of Broadcasters has declared that while it may be technically possible for land mobile radio services to share frequency space primarily used for very high frequency TV broadcasting, "insurmountable problems of interference" would be created "in all probability." According to *Telecommunications Reports*, the NAB commented that the approach does not appear to be a "practical solution" to the land mobile services' spectrum problems.

● **SOO LINE and Milwaukee Road**

have received ICC approval to replace a mechanical interlocking with an automatic plant at Hilbert Jct., Wis., arranging for normally clear home signals on the MILW single-track line and pushbutton control of home signals on the Soo single-track line.

SOO has received ICC approval to install a traffic control system between North Fond du Lac and Stevens Points, Wis., 89.5 miles. Control will be from Stevens Point.

● **SOUTHERN** has received ICC approval to make modifications to an existing traffic control system and automatic train-stop system covering 11 miles of line near Rome, Ga.

● **TELPAK:** service furnished by American Telephone & Telegraph Co. will remain unchanged until at least November, according to *Telecommunications Reports*, in its report on the action of a special 3-judge panel of the U.S. Circuit Court of Appeals. The Court issued an injunction sought by AT&T which stayed the effectiveness of an FCC order that was to have been operative by Sept. 1. The Federal Communications Commission had ordered AT&T to file Telpak A and B rates unified with private line charges, and new Telpak C and D rates if warranted by cost studies. It is now expected that the Circuit Court will hear argument in the case in November.

Railroad Personnel

● **CANADIAN NATIONAL TELECOMMUNICATIONS:** Harry Life, superintendent at Moncton, N.B., has been appointed superintendent of the Ontario district with headquarters at Toronto. Mr. Life, a graduate of the University of Toronto in business administration, joined CNT in 1923. After holding various positions for six years he was sent to Moncton in 1929 in a supervisory capacity. Until 1947, Mr. Life held various supervisor's positions, including that of training supervisor. Following four years at CNT headquarters in Toronto, he was appointed manager of the Montreal metropolitan area, which post he held for seven years. Another two years saw him as operations superintendent for all of Canada east of Winnipeg. In 1960, Mr. Life re-

(Please turn to page 86)

This Was News 50 and 25 Years Ago

The Signal Engineer, September 1915. Pennsylvania installs electro-mechanical interlocking replacing a 66-lever mechanical plant at Trenton, N.J. The new machine has 22 working mechanical levers and 28 working electric levers. The switches are operated through switch and lock movements eliminating the plunger facing point locks, detector bars, their pipe connections and levers. —Atlanta & West Point will install 15 telephone train dispatching stations in addition to the 30 already in service. —Illinois Central will install automatic block signals on 88 miles of double track between Gilman and Mattoon, Ill., and on 90 miles of double track and 78 miles of single track on the Kentucky division. IC is planning to add 10 telephone train dispatching stations to the 50 already in service.

Railway Signaling, September 1940. Cleveland, Cincinnati, Chicago & St. Louis replaces tower and interlocking machine at Cold Springs, Ohio following destruction by a train accident. Mechanical plant was modernized and rebuilt in two months. —Wabash installs flashing-light signals and/or gates at 18 street crossings in Lafayette, Ind. Automatic time and cut-out controls are provided for crossings near the passenger station so as to provide adequate protection yet with a minimum delay to vehicular traffic. Where numerous switching moves occur over any of seven crossings, manual supervisory control was provided, being operated by a watchman. An ingenious locking arrangement insures that the watchman cannot depart without leaving the controls on automatic operation.

RS&C

NEWS BRIEFS

(Continued from page 10)

turned to Moncton as superintendent of the Maritime district.

● **DELAWARE & HUDSON:** **P. R. Kross**, signal supervisor, is appointed general signal inspector succeeding **H. L. Moseley** appointed superintendent of signals and communications. **R. W. Acker**, signal shop foreman, Colonie, N.Y., is appointed signal supervisor at Albany, N.Y., succeeding Mr. Kross.

● **LOUISVILLE & NASHVILLE:** **J. B. Carpenter**, signal repair shop foreman, has been promoted to supervisor, signal repair shop and tests, with headquarters at Louisville, Ky.

● **MILWAUKEE ROAD:** **Gordon M. Hill**, signal engineer, succeeding **Philip H. Linderoth**, retired (RS&C Aug. 1965, page 35), was born May 18, 1916 at Mason City, Iowa. He joined the railroad as a station helper in September 1936, and a year later became a signal helper



Harry Life
CNTele.



James A. Early
Pennsylvania

in construction work on lines east. In November 1937, he was promoted to assistant signalman and became a signalman two years later. In 1941, Mr. Hill was appointed signal draftsman, and subsequently rose to signal inspector. In 1947, he was promoted to supervisor signals and communications and in 1953 he was made assistant engineer signals and communications at Chicago, the position he held at the time of his promotion to signal engineer.

Mr. Linderoth was born at Rockford, Ill., on July 15, 1900. He joined the MILW as a stenographer in 1917, and five years later transferred to signal construction work. In 1924, he was made a signal drafts-

man and a year later promoted to material inspector. From then until 1954, he held various supervisory positions including signal inspector, signal valuation engineer and assistant engineer signals. In 1954, he was promoted to signal engineer.

● **NORTHERN PACIFIC:** **F. B. Childs**, radio engineer, has been appointed assistant superintendent of communications succeeding **R. B. Johnson**, retired. **C. A. Bacon**, assistant radio engineer, has been appointed radio engineer.

● **PENNSYLVANIA:** **James A. Early**, engineer communications and signals at Chicago, was born in Glenalice, Tenn., on March 21, 1927. He graduated from the University of Kentucky in 1949 with a degree in electrical engineering, and joined the PRR signal department in July of that year. In 1952, he was promoted to assistant supervisor communications and signals at Terre Haute, Ind. A year later he was transferred to New York, and in 1956 Mr. Early was promoted to supervisor communications and signals at Buffalo, N.Y. Two years later he was transferred to Columbus, Ohio; then to Pittsburgh in February 1959; and to Baltimore, Md., in October 1959. He was appointed engineer electronics with headquarters at Philadelphia in December 1964; and in May this year was appointed engineer C&S at Chicago.

● **SANTA FE:** **L. B. McCune**, assistant signal engineer, appointed signal engineer, Amarillo, Texas, succeeding **R. L. Broomfield**, assigned to other duties.

● **UNION PACIFIC:** **C. Otis Jett**, assistant superintendent of communications, has been appointed superintendent of communications succeeding **G. R. Van Eaton**, retired.

Supply Trade News

● **SYLVANIA ELECTRIC PRODUCTS INC.:** **David J. Collins** has been appointed manager-transportation control systems of the Commercial Electronics Division. One of the Division's major control systems is an automatic freight car identification system, known as Kartrak.

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