NEWS BRIEFS

• ASTOR ELECTRIC SERVICE has ordered a drawbridge protection system from General Railway Signal Co., to be installed at Dodge Island for the Port of Miami, Fla., and will facilitate Florida East Coast train movements.

• BOSTON & MAINE has received ICC approval to install a traffic control system on one track replacing existing automatic block signal system arranged for current of traffic operation on two tracks between Dover, and Rockingham, N.H., about 16 miles.

• CANADIAN NATIONAL has ordered type K2 CTC equipment from General Railway Signal Co., to add three control points to their existing Winnipeg-Melville, Man., installation.

• CENTRAL OF GEORGIA and SOUTHERN have received ICC approval to install a traffic control system between Experiment and Hapeville, Ga.

• CHESAPEAKE & OHIO has ordered type D1 CTC equipment from General Railway Signal Co., to add two additional control points at Wayne, Mich., on the Saginaw-Ottawa CTC territory.

• CHICAGO & NORTH WESTERN and Chicago, Burlington & Quincy have received ICC approval to replace a mechanical interlocking with an all-relay plant at the double-track crossing of both roads at Rochelle, Ill. Automatic approach clearing of home signals on both roads will be provided with supervisory control of home signals on the CB&Q from the CB&Q depot at Rochelle.

• FLORIDA EAST COAST has received ICC approval to install a traffic control system between Cocoa-Rockledge and St. Lucie, Fla., 66 miles.

FEC has ordered type D1 CTC equipment from General Railway Signal Co., to extend the Bayard-Cocoa CTC territory to Lake Park, Fla. An existing Traffic Master control machine at New Smyrna Beach will be expanded to handle the added 120 track miles and 13 additional control points.

• GULF, MOBILE & OHIO has ordered six hotbox detectors from General Railway Signal Co., to be installed near Jackson, Tenn., Mobile, Ala., and Bloomington, Ill.

GM&O will install 18 miles of CTC between Plainview and Wann, Ill., at an estimated cost of $300,000.

• LOUISVILLE & NASHVILLE by an order of hearing examiner Robert R. Boyd is permitted to discontinue operation and maintenance of a train-stop system between Mobile, Ala., and New Orleans, La.

• MISSOURI PACIFIC has ordered a hotbox detector from General Railway Signal Co., for installation near Chester, Ill.

• NEW YORK CENTRAL has completed an $800,000 CTC installation between Toledo and Ridgeway, Ohio, 76 miles. An additional expenditure of $35,000 was made to install two hotbox and two dragging equipment detectors on the line.

NYC has received ICC approval to install a traffic control system between Glen Echo and Bellefontaine, Ohio, 24 miles; and also between Wellington and Greenwich, Ohio, 18 miles.

• SEABOARD AIR LINE has received ICC approval to install a traffic control system between Maxville and Starke, Fla., 19 miles.

• SOO LINE has ordered type J CTC equipment from General Railway Signal Co., to extend their Schiller Park, Ill., to North Fond du Lac, Wis., CTC to Stevens Point, Wis. The Stevens Point control ma-

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This Was News 50 and 25 Years Ago

The Signal Engineer, October 1915. Railway Signal Association meeting at Salt Lake City, Utah had an attendance of 238. Committee 1 on signaling practice reported on requisites for installation of switch indicators, economies of maintenance and the capacity of single track. Other committees reported on mechanical interlockings, power interlockings, automatic block, manual block, standard designs, relays electric railway and AC signaling, storage battery and charging equipment, electrical testing and lighting protection.—Southern Pacific installs 107-lever electropneumatic interlocking machine at its Third Street passenger terminal in San Francisco. The machine controls 19 double slip switches with movable frogs, 21 single switches, 45 double-arm and 6 single-arm dwarf signals.—Louisville & Nashville will install automatic block signals between La Follette, Ky. and Etowah, Tenn., 113 miles at an estimated cost of $178,000.

Railway Signaling, October 1940. Telegraph & Telephone Section, AAR, meeting at Ottawa, Ont., was attended by 148 members and 27 guests. Members heard reports of committees concerned with outside and inside plant, research and development, new devices and material, communication plant operation, and inductive coordination.—Signal Section, AAR, meeting at Washington, D.C. was attended by 367 members. Committees reporting included: economics, interlocking, automatic train control and signals, automatic block signaling, contracts and instructions, designs, materials research, highway grade crossing protection, overhead and underground lines, and signaling practice.—Santa Fe's new signal shop at Topeka, Kan., has special machine tools and equipment for signal repair work. A special feature of the shop is a dark room for testing and adjusting light signals.—Louisville & Nashville installs remote control interlocking replacing a mechanical plant governing a crossing with the Illinois Central. Control is by two-wire coded line circuit 17 miles long on which a telephone circuit is superimposed.

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chine will be expanded to handle an additional 14 control points and 90 miles of track.

• SOUTHERN has ordered 110 diesel-electric locomotives from EMD which will be equipped with intermittent inductive train control equipment supplied by General Railway Signal Co.

SOU has opened its new computer centralized control center at Atlanta, Ga., which is fed information over a 4,100-mile microwave system. The center will keep track of 65,000 cars operating on the railway. Also, the center will handle 85,000 car movement messages daily from 50 yards.

• WESTERN UNION is expanding its facilities so it can become a national information utility which will make it possible for large and small users of every kind, everywhere, to fill their total needs for information systems and services on the most efficient and economical basis possible. WU's board chairman Walter P. Marshall said that WU would provide "a national system which will gather, store, process, retrieve and distribute all kinds of information through a series of interconnected computers, over broadband facilities of the kind Western Union has already put into service over its new transcontinental radio beam network."

In addition to designing, installing and servicing private wire systems, WU will now undertake to study a customer's basic information requirements and then to select, install and service computer and other data processing equipment.

Railroad Personnel

• ATLANTIC COAST LINE: **O. Pearson** is appointed supervisor communication and signaling at Tampa, Fla., succeeding **W. E. Holleyhead,** retired.

• CANADIAN NATIONAL TELECOMMUNICATIONS: **Fred H. Beauchamp,** superintendent communications, Toronto, appointed regional manager at Toronto, succeeding

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NEWS BRIEFS

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R. B. Steele, appointed special consultant for CNT.

• DELAWARE & HUDSON: **Henry L. Moseley,** general signal inspector, appointed superintendent of signals and communications, succeeding **Charles H. Tobin,** retired. Mr. Moseley was born October 6, 1905 at Windsor, N.Y. He joined the D&H as a signal helper at Carbondale, Pa., in 1926, and was appointed assistant signal maintainer in 1930. He was promoted to signal maintainer in 1939 and five years later appointed leading signal mechanic at Albany. In 1947, Mr. Moseley was appointed assistant maintenance foreman and two years later made signal inspector in January 1949. In June 1949, he was promoted to general signal inspector.

Mr. Tobin was born at Coeymans, N.Y., on July 21, 1900. After graduation from Albany Business College, he joined Western Union as a timekeeper in 1917, and later became a lineman. He was a signal mechanic on the D&H from 1920 to 1939, at which time he was appointed signal foreman. Two years later, Mr. Tobin was promoted to signal inspector. In 1949 he was appointed signal engineer and superintendent of telegraph. In May 1956, Mr. Tobin was promoted to superintendent signals and communications.

• DENVER & RIO GRANDE WESTERN: **Luke E. Trump,** groundman at Grand Junction, Colo., has been promoted to communications engineer at Denver. Mr. Trump graduated from the Colorado State University in 1962 with a degree in electrical engineering.

• ERIE LACKAWANNA: **W. E. Bell,** chief signal engineer, was born at Latrobe, Pa., July 14, 1918. A graduate of Carnegie Institute of Technology, he joined the Delaware, Lackawanna & Western as an assistant engineer signals in 1946. Two years later he was appointed signal construction foreman, and in 1950 promoted to assistant signal supervisor. He was appointed signal supervisor in 1952, and made assistant to signal engineer in 1958. Upon merger of the DL&W with the Erie, Mr. Bell was made assistant to the chief signal engineer in 1960. A year later he was appointed assistant signal engineer and became signal engineer in 1964. He was promoted to chief signal engineer in May 1965, upon the resignation of **Frank Youngwerth,** who became associated with Railroad Accessories Corp.

Charles H. Tobin
Delaware & Hudson

Henry L. Moseley
Delaware & Hudson

W. E. Bell
Erie-Lackawanna

George I. Molusky
Erie-Lackawanna

George I. Molusky, signal engineer, was born in Callicoon, N.Y., on Feb. 3, 1924. He joined the Erie as a signalman in 1946, and was

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appointed signal maintainer in 1949. Two years later he was promoted to foreman of maintainers. He was made assistant signal supervisor a year later, and in another year promoted to signal supervisor in 1953. Mr. Molusky was appointed supervisor communications and signals in 1956, a position he held after the merger with the DL&W in 1960. In 1964, his title was changed to signal supervisor and in May 1965, Mr. Molusky was promoted to signal engineer.

C. Otis Jett
Union Pacific

Glenn R. Van Eaton
Union Pacific

• LOUISVILLE & NASHVILLE: **J. E. Bruce, Jr.,** appointee assistant signal supervisor at Boyles, Ala.

• MILWAUKEE ROAD: **Roger Lotta,** electronic equipment maintainer, at Aberdeen, S.D., promoted to senior communications inspector at Chicago, Ill.

• MISSOURI PACIFIC: **C. W. Plunkett,** assistant to chief engineer, is appointed engineer of signals, communications and equipment.

• SANTA FE: **M. D. Breedon,** acting superintendent of communications at Los Angeles, Calif., appointed assistant superintendent of communications. **J. L. Lee,** superintendent of communications at Galveston, Texas, transferred in that capacity to Los Angeles. **R. L. Broomfield,** signal engineer, Amarillo, Texas, appointed traffic control system engineer at Chicago. **J. O. Cox,** assistant signal engineer, Galveston, transferred in that capacity to Fort Worth, Texas. **John A. McCulloch,** communications engineer at Topeka, Kan., for the past four years and recently acting communications engineer system at Chicago, has been appointed communications engineer system.

• UNION PACIFIC: **Carl Otis Jett,** superintendent of communications, (whose appointment was published in the Sept. issue of RS&C, page 86) was born in Jackson, Ky., June 25, 1908. A graduate electrical engineer, Mr. Jett attended the University of Kentucky and George Washington University. He was employed by the Bell System and TVA, and during World War II, he served with the Army Service Forces in charge of communications maintenance. He joined UP in 1946 as system telephone and telegraph engineer, and was subsequently named system communications engineer. In 1960 he was promoted to assistant superintendent of communications, the position he held at the time of his recent promotion.

Glenn R. Van Eaton, retiring superintendent of communications, started with the UP in 1923 as station agent at Sloan, Nev. In 1934 he was promoted to wire chief at Las Vegas, Nev., and three years later

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NEWS BRIEFS

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Arthur Hoogerhyde
Union Sw & Signal

C. W. Plunkett
Missouri Pacific

was appointed manager of the telegraph office at that point. Mr. Van Eaton became assistant superintendent of telegraph at Salt Lake City in 1941, and a year later was promoted to superintendent of telegraph at the road's headquarters in Omaha, Neb. In 1957, Mr. Van Eaton was appointed superintendent of communications.

Supply Trade News

• LENKURT ELECTRIC CO., INC.: **Cecil E. Connors, Jr.,** staff assistant, California Interstate Telephone Co., has joined Lenkurt as a service engineer at Atlanta, Ga.

• GENERAL RAILWAY SIGNAL CO.: **Sam Russo,** engineer in the CTC group, has been appointed customer service engineer at Chicago, Ill. **Werner H. Siemens,** application engineer, has been appointed customer service engineer in the New York office.

• LYNCH COMMUNICATION SYSTEMS INC.: **Ronald L. Newton** has been appointed application engineer with headquarters in San Francisco.

• STROMBERG-CARLSON CORP., will spend $1.2 million to expand telephone switchboard manufacturing facilities at its Rochester, N.Y., plant.

• UNION SWITCH & SIGNAL division of WABCO: **Arthur Hoogerhyde,** manager of project engineering, has been appointed director-research and engineering, succeeding **W. P. Bollinger,** who resigned. Mr. Hoogerhyde joined US&S in 1946 as equipment engineer. He advanced through various engineering positions to become manager of project engineering in 1960.

• WESTERN UNION TELEGRAPH CO.: **Julian Z. Millar,** assistant vice-president and technical consultant, retired October 1.

• WESTINGHOUSE AIR BRAKE CO.: **A. King McCord,** president, has been elected chairman of the board of directors and chairman of the executive committee, succeeding **Edwin Hodge, Jr.,** who resigned as chairman but remains a director and member of the executive committee.

Obituaries

• DEATHS ANNOUNCED at the Communication and Signal Section, AAR, annual meeting and not previously published in RS&C, included: **C. E. Denny,** retired president, Northern Pacific; **R. G. Gleason,** electrical engineer, Plastic Wire & Cable Co.; **A. S. Haigh,** retired signal engineer, New York Central; **A. P. Hix,** retired signal engineer, Terminal Railroad Association of St. Louis; **J. M. Hoover,** assistant signal engineer, St. Louis Southwestern; **C. P. Huth,** engineer communications and signals, Pennsylvania; **B. F. Mason,** retired superintendent of communications, Soo Line; **C. E. Nauman,** retired general signal inspector, Chesapeake & Ohio; and **E. B. Smith,** retired assistant signal engineer, New York Central.

Feedback from Readers

C&S Annual Meeting

The Editor's Corner in the August issue was very interesting, but I have one point of criticism and that is, it was much too kind. Why not just come out and say that the Association of American Railroad's Communication and Signal Section is the most ridiculous, useless, outdated organization that has been devised by man. It is used as a protective shield to protect some of my fraternity brothers from their management. It is run by the same group of men year after year. These are the same men who make these wonderful rules and regulations of which no one complies, and then return to their own railroads and do everything but follow their own leadership.

It is about time for a complete revision of the organization, and it should be that the signal and communication section must start dictating to the supply organization and not the supply organization dictating to the AAR. Read one of the AAR's specifications and then read a manufacturer's brochure and you will find them amazingly similar.

What we need are committees to develop material standardization, control research and develop a national code and many other items along this line with the ultimate end to reduce cost without sacrificing safety. These committees should be given the power to dictate not only to the railroads, but to the manufacturers as well.

I did not attend the meeting in St. Louis this year, nor will I attend the meeting in Cleveland this year, as I have many more important responsibilities than to waste three days quibbling about commas, periods, semi-colons and colons.

My main complaint with the Communication and Signal Section is that small railroads such as the Chicago and Western Indiana have absolutely no voice whatsoever in the section, therefore, it really does not represent the entire railroad industry, but only a selected few.

Let's face the facts. We comply with rules and regulations set forth by the Interstate Commerce Commission, State Commissions and State Department of Highways. These are the manuals to which we continuously refer, while the AAR manuals do nothing more than to collect dust.

C. E. Ross, Supervisor Signals & Electrical, Chicago and Western Indiana, Chicago, Ill.