NEWS BRIEFS

• ARINC will explore the possibility of establishing its own nationwide private microwave network of 5 million circuit miles. April 1 is the deadline for bids on a communications system that will connect 260 locations throughout the U.S. via 23,000 route miles of microwave. At present, the airlines are using 48,000 Telpak units, but according to Aeronautical Radio Inc. president John S. Anderson and Air Transport Association president Stuart G. Tipton, the airlines "must be prepared to provide a suitable alternative" in the light of present circumstances involving rates.

In a joint statement, they said: "As prudent managers of the nation's air transportation system, the airlines cannot afford to be unprepared for contingencies—however remote they may be—which could appreciably increase their costs. Current tariffs for bulk use of circuits, such as AT&T's Telpak are now under litigation, challenged as unnecessary and discriminatory. This uncertainty is further compounded by FCC's Oct. 27, 1965 rate investigation which threatens to raise rates even higher. Faced with this prospect, the airlines have a responsibility for examining all possible alternatives."

• BOSTON & MAINE: ICC hearing examiner Robert R. Boyd, has issued an order authorizing the B&M to discontinue its traffic control system on main track between Concord and Westboro, N.H., approximately 69.5 miles.

• CANADIAN NATIONAL has completed the installation of CTC on 3,500 miles of mainlines extending across Canada from Nova Scotia to British Columbia. Also, CN has ordered equipment from Union Switch & Signal division of WABCO to control a siding switch at Jasper, Alta.

• CHICAGO TRANSIT AUTHORITY announced that it has allotted $700,000 for the installation of an automatic train detection and overspeed control system for the Lake street rapid transit route. The system will provide a signal right in the driver's cab of each train with compulsory overriding train control features. Besides this 1966 budget allocation, CTA spent about $250,000 last December for purchase of some of this new train control equipment. Also, CTA has appropriated $60,000 for an automatic car identification system that will read car numbers of passing cars and compile records automatically.

• DELAWARE & HUDSON will spend $342,690 on signal and interlocking equipment in 1966. Included will be a novel installation which will permit control of an interlocking at Binghamton, N.Y., from Oneonta, 60 miles distant. A closed circuit TV installed at Binghamton will permit visual observation of the interlocking operation which will be communicated to Oneonta. D&H also announced that it will spend $47,772 for communications.

• LEHIGH VALLEY received ICC permission to install a traffic control system on one track replacing existing automatic block signaling on two tracks between Laceyville and Tunkhannock, Pa., about 19 miles.

• NEW YORK CENTRAL is one of several interveners in the FCC inquiry into the interstate rates and earnings of the Bell System. In a statement to the Commission, NYC said in part, that it's interest in the proceeding is "not only that of a user of the communications service herein involved, but that of a common carrier desirous of preserving to another common carrier its right to meet private competition." It said that one issue commonly considered germane to the justness and reasonableness of rates is the factor of private competition, and it described itself as particularly well qualified to assist the FCC in this area, "both as a right-of-way company capable of installing its own private communication system, and as a railroad company with many years of experience in meeting private competition," reported **Telecommunications Reports.**

• NORTHERN PACIFIC is planning to install an Economatic car retarder system, manufactured by

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This was News 50 and 25 Years Ago

The Signal Engineer, January, 1916. Grand Trunk has recently placed in service 20 miles of double-track signaling between Thornton and C&WI Junction, Chicago, Ill. A 72-lever mechanical plant was installed at Blue Island where the Indiana Harbor Belt and the B&OCT cross the Grand Trunk.—The Chicago Association of Commerce appointed a committee early in 1911 to study the possibility of electrifying the steam road terminals in Chicago, Ill., to help eliminate the smoke problem. The committee made a study of the existing railroads facilities and of the feasibility of adapting these facilities to electric operation. The estimated cost of changing existing facilities to electric operation was $6,993,919 for the 2400-volt DC system, and $6,111,407 for the 11,000-volt AC system.

Railway Signaling, January, 1941. Missouri Pacific has installed centralized traffic control, on 12.6 miles of double track between Osage and Cole, Mo. The mainline has two or more tracks for 116.7 miles from St. Louis, Mo., to an end of double track at East Osage on the east side of the Osage River. Single track extends for 2600 ft across a bridge over the Osage River to an end-of-double-track switch at Osage, and from there two main tracks extend 12 miles through Jefferson City to SR Junction.—Chesapeake & Ohio has installed new signaling on a 63.5 mile territory between Barboursville and West Peach Creek, W. Va. CTC was installed on 11 miles of single track and automatic block signaling was installed on the remainder of the mileage for right-hand running on double track. **RS&C**

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American Brake Shoe Co., at Missoula, Mont. NP will spend more than $2.5 million for signal and interlocking improvements. Included will be the installation of CTC between Castle Rock and Vancouver, Wash., 48 miles and completion of the CTC installation between Paradise and Tuscor, Mont., 60 miles. Communications expenditures will be $906,000 and will include, among other projects, a microwave system to be installed between St. Paul Minn., and Fargo, N.D., 252 miles.

• NORFOLK & WESTERN has ordered H-5 signals, relays and M-23 power switches from Union Switch & Signal division of WABCO for installation in CTC territory on the road's western region.

• PENNSYLVANIA POWER & LIGHT CO. has ordered radio equipment from Union Switch & Signal division of WABCO for the remote control of two switching locomotives operating at the Commonwealth plant near Philadelphia.

• PAKISTAN WESTERN has ordered seven 2R-64CT radio sets for use on locomotives, and 148 portable Carryphones from Union Switch & Signal division of WABCO.

• READING has ordered seven base station radios, 104 mobile radio sets and one walkie-talkie from Union Switch & Signal division of WABCO.

• SOUTHERN has received ICC approval to install a traffic control system between Salisbury and Arlington, N.C., about 68 miles. Portions of second main track will be removed.

• SOUTHERN PACIFIC has ordered VR2 control equipment from Union Switch & Signal division of WABCO to modernize Eugene, Ore., yard. This control equipment, which includes Velac speed control apparatus and a digital computer, will provide automatic classification of cars. The computer will also maintain an inventory of cars on class tracks.

C. A. Bacon
Northern Pacific

F. B. Childs
Northern Pacific

Railroad Personnel

• CANADIAN NATIONAL TELECOMMUNICATIONS: At Dawson Creek, B.C., **D. A. Bruce,** has been appointed plant supervisor, succeeding **G. D. Everson,** now assistant superintendent, there. **H. F. Ritchie,** has been appointed assistant general equipment engineer, at Ottawa, Ont. **A. T. Wilson,** assistant superintendent, plant, is now outside plant superintendent at Edmonton, Alta. At Toronto, Ont., **M. A. Sutton,** has been appointed radio engineer and **F. J. Tomko,** has been appointed carrier and toll equipment engineer.

• MONON: **R. L. Wyant,** superintendent of signals, has been promoted to assistant to chief engineer at Lafayette, Ind.

• NEW YORK CENTRAL: **Merrill L. Sears,** communication lineman, has been presented the road's highest heroism award, the Medal of Valor, for rescuing **Jerald D. Bailey,** a fellow-workman from a high-tension power line accident. Bailey was knocked unconscious and burned critically by the 13,800-volt power line.

• NORTHERN PACIFIC: **F. B. Childs,** radio engineer, has been appointed assistant superintendent of communications, with headquarters at St. Paul, Minn. **C. A. Bacon,** assistant radio engineer, has been appointed radio engineer.

Mr. Childs was born Feb. 15, 1924 at Minneapolis, Minn. A graduate of the University of Minnesota with a Bachelor of Electrical Engineering degree, he joined NP in 1945 as an engineering apprentice in the mechanical department. In 1948 he transferred to the communications department, and a year later was appointed an engineering assistant. In 1951 Mr. Childs was promoted to radio inspector, and

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NEWS BRIEFS

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two years later was appointed radio engineer.

Mr. Bacon was born April 10, 1922 at St. Paul, Minn. After serving as a radio operator in the U.S. Army during World War II, he joined Lew Bonn Co. as an electronics parts salesman. Later he attended Northwest Radio & Television Institute. Upon graduation, he joined NP as an equipment repairman in 1948. He was appointed communications maintainer in 1956. Mr. Bacon was promoted to assistant radio engineer in 1962.

• READING: **Leslie E. Robinson,** project engineer for electrification work on the Fox Chase branch has been appointed assistant chief signal, electrical and communications engineer, with headquarters at Philadelphia, Pa. Mr. Robinson was born Dec. 7, 1906 at Ipswich, Mass. He joined RDG as a signal helper in 1926, and advanced through various positions in the signal department until he was appointed project engineer on the Fox Chase line electrification.

• RICHMOND, FREDERICKSBURG & POTOMAC: **John F. McGinley,** has been appointed supervisor signals and communication, with headquarters at Potomac yard, Alexandria, Va. Mr. McGinley attended Pennsylvania State College. In 1950 he joined the Central Railroad of New Jersey as a signal helper. He was promoted to signal maintainer in 1951 and to leading maintainer in 1952. Seven years later he was appointed circuit engineer at Jersey City, and in 1962 he was promoted to assistant signal supervisor at Elizabethport, N.J., the position he held at the time of his recent appointment.

Supply Trade News

• COMPUTER CONTROL CO. INC.: A computerized railroad classification yard, designed to show real-time control capability, was exhibited at the fall joint computer conference. A DDP-16 computer was used to assemble and route a complete train of miniature railroad freight cars. The railroad demonstration started with the locomotive

Leslie E. Robinson
Reading

Franklin S. Harris
Kerite Co.

moving a series of cars around the main track to a hump, while designated siding numbers for each freight car are typed into the computer.

At the hump, each car is uncoupled and rolls free. The DDP-16 automatically sets appropriate switches which guide the cars to the proper class tracks. Car numbers are automatically logged in a manifest by the computer.

When all freight cars have been sorted and in position to make up new trains, the DDP-16 closes the switches, leaving the yard engine on the main track ready to pick up other freight cars or repeat the sorting process. Also, the computer prepares a consist list for either an individual siding or a train.

• KERITE CO.: **Franklin S. Harris,** vice-president and treasurer, has been promoted to executive vice-president. **Louis A. Flament,** secretary and chief accounting officer, has been appointed secretary-treasurer.

Mr. Harris is a graduate of Sheffield Scientific School of Yate University and attended Harvard School of Business Administration. He joined Kerite in 1946 as assistant to the vice-president. He was appointed plant manager a year later. He was made a vice-president in 1950, and a year later named a director of the company. In 1964, Mr. Harris was promoted to vice-president and treasurer.

• LYNCH COMMUNICATIONS SYSTEM INC.: **Donald L. Vail,** has been appointed communication engineer at Minneapolis, Minn. He will provide system engineering for Lynch customers in Minnesota, North Dakota, South Dakota, Montana, Wyoming and Wisconsin. **Ronald L. Newton,** has been promoted to communication engineer and has been assigned to the Kansas City, Mo., office of Graybar Electric Co. Mr. Newton will provide system engineering for customers in Kansas, Nebraska, Colorado, Oklahoma, Missouri, Iowa, Arkansas and portions of Wyoming.

Mr. Vail was a sales engineer with Telecommunication Division of ITT. Previously he spent four years as application engineer with Lenkurt Electric Co., Inc.

Mr. Newton was an application engineer in Lynch's headquarters in San Francisco, Calif. Prior to joining Lynch in 1965, he spent 13 years in the transmission department of Pacific Telephone & Telegraph Co., in San Pedro, Calif.

Ronald L. Newton
Lynch Communications

Donald L. Vail
Lynch Communications

• MARQUARDT CORP.: **Howard C. Palmer,** has been appointed manager marketing and sales, railroad transportation products, at Pomona, Calif. Mr. Palmer was born in Angelica, N.Y., and graduated from Northeastern University with an electrical engineering degree. In 1937, he joined General Railway Signal Co. working in the commercial department on circuit design. Following five years in the U.S. Signal Corps during world war II, he rejoined GRS, later being transferred to the Chicago sales office. In 1950, he was appointed sales engineer there, and six years later promoted to assistant western manager. He was appointed western manager in 1961. Mr. Palmer joined Marquardt as midwest regional manager in 1964, the position he held before his recent promotion.

• MOTOROLA, INC.: **John Mitchell,** chief engineer for the Communications division, has been appointed director of communications products for the division. **Marty Cooper,** manager of engi-

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neering, has been appointed product manager for portable communications for the division.

Mr. Mitchell graduated from Illinois Institute of Technology with a bachelor of science degree in electrical engineering. He joined Motorola in 1953 and served in various engineering positions including chief engineer.

• OHIO BRASS CO.: **Leland W. Birch,** transportation engineer, retired January 1, 1966 after 44 years of service.

• PREFORMED LINE PRODUCTS CO., **Kenneth R. Miller,** manager sales, western district, has been appointed western division sales manager at Palo Alto, Calif. **Fred J. Lekson,** manager sales, eastern district, Washington, D.C., has been appointed eastern division sales manager with headquarters at Tucker, Ga. **Charles W. Grosse,** assistant district sales manager at Cleveland, has been appointed district sales manager, eastern division, at Washington. **George H. Murray,** manager Cleveland district sales, has been appointed district sales manager, eastern division with headquarters at Cleveland. **Richard J. Hodona,** head product demonstrator, has been appointed district sales manager, western division, with headquarters in Denver, Colo. **Robert S. Howley Co.,** has been appointed sales representative in Lorain, Ohio except for territories in Toledo and Cincinnati, Ohio.

• RADIATION INC.: **Ralph A. Johnson,** general manager, has been appointed vice-president of the control systems division. Mr. Johnson earned his BEE from the University of Florida and his MBA from the Harvard University Graduate School of Business Administration. He joined the engineering staff of the Radiation in 1951.

• THE RAILS CO.: **Gar-Wood N. Burwell,** secretary and vice-president has been elected president, to succeed his father, the late **Lester T. Burwell.** A graduate of Syracuse University, Mr. Burwell served with the U.S. Air Force as a communication officer. He joined Rails Co. in 1951 and was appointed secretary and vice-president.

Howard C. Palmer
Marquardt Corp.

John Mitchell
Motorola Inc.

Ralph A. Johnson
Radiation Inc.

Gar-Wood N. Burwell
Rails Co.

• UNION SWITCH & SIGNAL DIVISION OF WABCO has reorganized its distribution center at Swissvale, Pa. Under the new handling system, stock shipments are made within three to five days on receipt of order, and 24-hr shipping cycles have been inaugurated for emergency orders.

Obituaries

• H. D. BROWN, supervisor of communications, Chicago, Burlington & Quincy with headquarters at Chicago, died recently.

• W. A. HOUGH, retired office engineer, former Erie Railroad, died recently.