Practical Application of Carrier Telephone and Telegraph in the Bell System

By ARTHUR F. ROSE

IN 1918 it was announced that the engineers of the Bell System had perfected carrier current telephone apparatus to such a point that four talking circuits had been added to one pair of wires already in use for telephone and telegraph communication and were being used commercially between Pittsburgh and Baltimore for providing needed telephone facilities. Since that time the growth of carrier application in the Bell System has been quite rapid. The purpose of this paper is to summarize the applications of carrier up to the present time and give a few typical examples where it has been found economical to provide circuits by means of carrier rather than by other types of facilities.

Principles of Operation

The theory of carrier current systems, together with a historical sketch, was presented by Messrs. Colpitts and Blackwell before the American Institute of Electrical Engineers in February, 1921, and was published in Volume XL of the Transactions of the Institute. For those who do not wish to go into the detailed theory given in that paper, it may suffice to say that in a carrier current system a number of telephone or telegraph messages are simultaneously superposed on a single pair of wires by means of high frequency currents of different frequencies on which the individual messages are impressed. It is from this principle that the carrier current systems get their name, as the individual high frequency currents may be said to "carry" the telegraph or telephone messages. By using different frequencies for the carrier currents, the individual messages retain distinctive features which enable them to be separated one from another at the receiving end of the circuit.

On account of the much higher frequencies that are used in carrier operation, the carrier currents are attenuated more rapidly than the ordinary low frequency voice currents. This requires that repeaters be located at frequent intervals in a carrier system. In these repeaters all the carrier channels are amplified together although the ordinary voice frequency channel is separated out and amplified in its own repeater.

The telephone and telegraph carrier systems although alike in their essentials differ very materially in the details of their operation. With the present equipment the frequencies employed in carrier telephony are much higher than in carrier telegraphy, thereby requiring more frequent repeater stations. In both telephone and telegraph systems it is necessary to provide for two way operation. This may be accomplished by using different carrier frequencies in the two directions or by using the same frequency in each direction with directional selectivity obtained by the three-winding coil (hybrid coil) used in repeater work. In this latter case it is necessary to provide networks

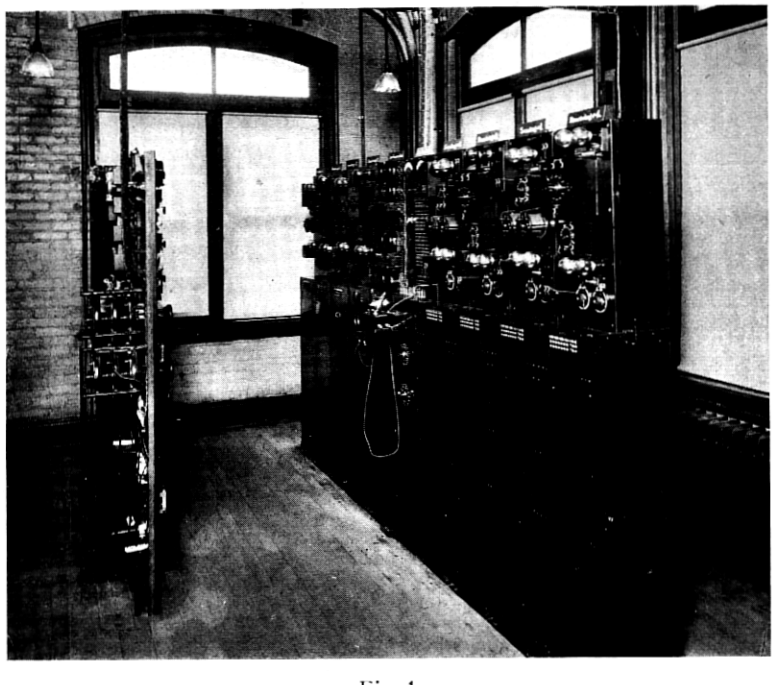

Fig. 1

to balance the lines over which the carrier system is operated. In the past both of these methods have been used but the tendency is now in the direction of eliminating balance entirely on account of its attendant maintenance difficulties and of providing for directional selectivity entirely by means of different frequencies in the two directions.

In order to show the variations in equipment arrangements which have been used in carrier systems, Figs. 1, 2 and 3 have been included. Fig. 1 shows one terminal of the original Pittsburgh-Baltimore carrier

telephone system. In this picture it will be noted that the apparatus is mounted on racks about 6 feet high and occupying about one square foot of floor space, which are lined up in rows as space permits. Fig. 2 shows a terminal of a later type of carrier telephone equipment which was installed between Harrisburg and Detroit. In this case the ap-

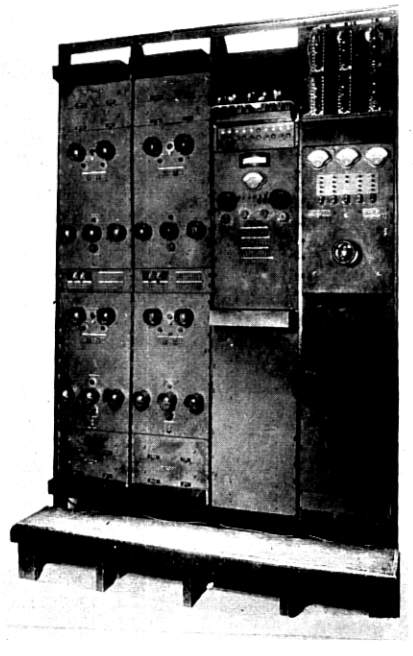

Fig. 2

paratus for a complete terminal (4 channels) is mounted on four relay bays as shown. The carrier telegraph equipment shown in Fig. 3 is a typical installation of the latest apparatus. Here rack construction is used although the individual panels are considerably larger than the older telephone equipment.

Present Development

As pointed out by Mr. Vail in his original announcement of the successful development of the carrier equipment, carrier systems are economical only for the longer circuits in the plant. The cost of the terminal equipment is so great that short circuits cannot economically be provided by carrier apparatus. Repeaters, for amplifying the high frequency currents must also be installed at frequent intervals.

The permissible distance between these repeaters depends on the gauge of wire employed in the circuits on which the carrier circuits are superposed. For this reason the large gauge circuits of the Bell System have been equipped first with the result that practically all the existing carrier installations are installed on the 165 mil wires

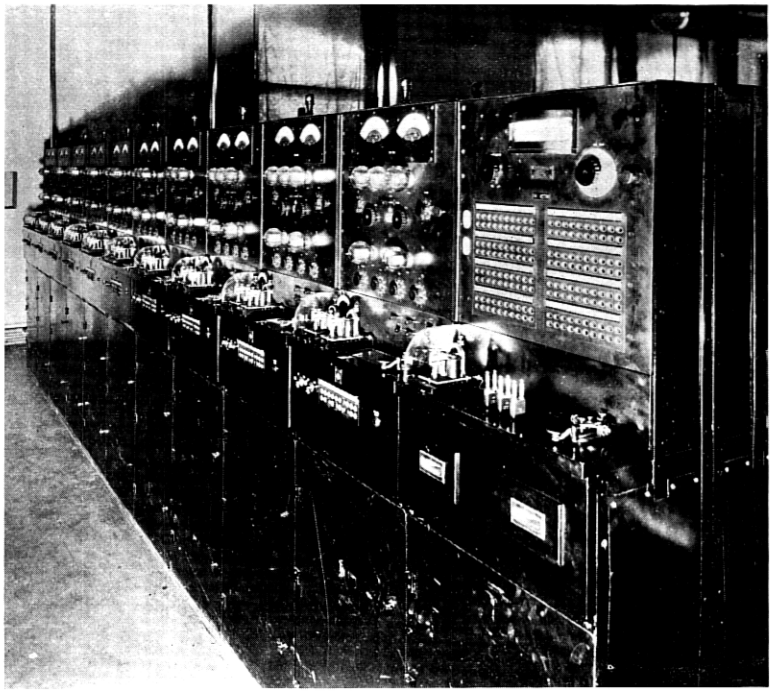

Fig. 3

which are the largest generally in use throughout the Bell plant. This wire is largely used on the important backbone routes of the country and it is on these that the existing carrier circuits are superposed. In looking over the map of Fig. 4, which shows all the existing carrier installations, this fact will be noted and also that the carrier systems in most cases provide circuits over 250 miles in length.

It is of interest to note that the application of carrier very completely covers the important cross country routes. In the west the circuits from Portland to Los Angeles are equipped, the transcontinental line from San Francisco east to Harrisburg, and the eastern coast route from Bangor to Atlanta with the exception of the all cable sections between Boston and Washington. As each line on the map represents several channels the number of circuits obtained by carrier

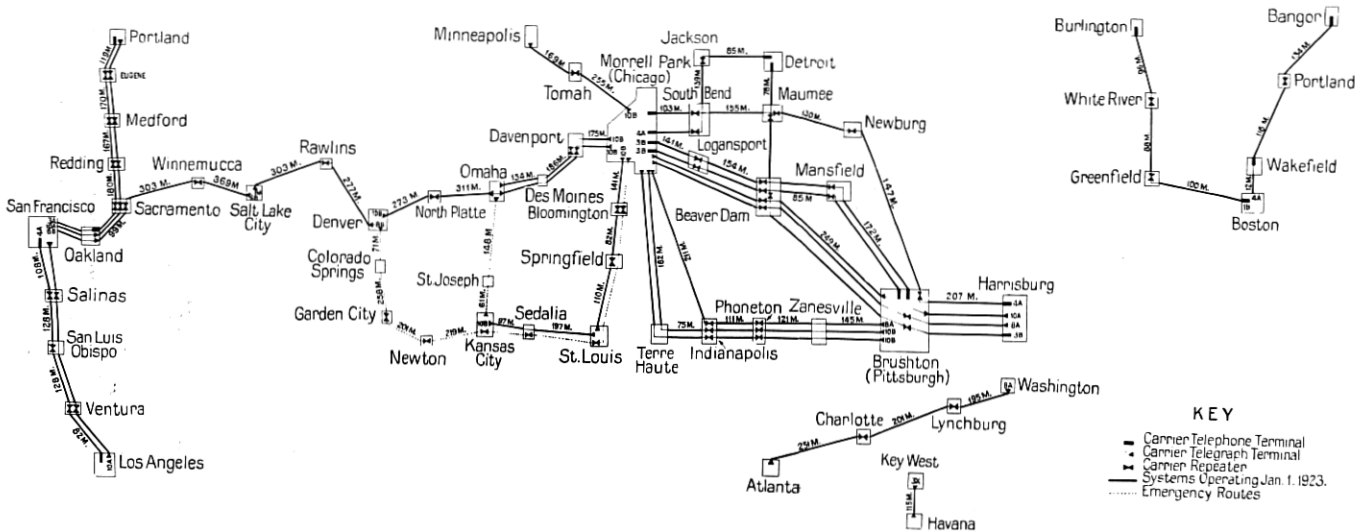

Fig. 4—Carrier System Installations

does not appear as large as is actually the case. In order to give a better idea of the extent of the carrier application the following table has been prepared which lists all the systems shown on the map and totals the channel miles obtained by each system. The telegraph channels if placed end to end would circle the globe 3 times and the telephone channels would extend somewhat more than half way round.

Carrier Telephone System	Channels	Miles	Channel Miles
Harrisburg-Chicago	4	742	2,968
Boston-Bangor	4	250	1,000
San Francisco-Los Angeles	4	446	1,784
Harrisburg-Detroit	3	605	1,815
Boston-Burlington	1	284	284
Oakland-Portland	3	735	2,205
Pittsburgh-Chicago	6	552	3,312
Chicago-Detroit	4	327	1,308
Total	29	3,941	14,676

Carrier Telegraph System	Channels	Miles	Channel Miles
Washington-Atlanta	8	647	5,176
Harrisburg-Chicago	18	749	13,482
Oakland-Portland	10	735	7,350
Chicago-Omaha	20	495	9,900
Chicago-Pittsburgh (Via Terre Haute)	20	634	12,680
Chicago-Pittsburgh (Via Indianapolis)	8	588	4,704
Key West-Havana	3	115	345
Chicago-Minneapolis	10	424	4,240
Chicago-St. Louis	10	333	3,330
St. Louis-Kansas City	10	294	2,940
Omaha-Denver	10	584	5,840
Denver-Salt Lake	8	580	4,640
Salt Lake-Oakland	6	771	4,626
San Francisco-Los Angeles	10	446	4,460
Total	151	7,395	83,713

Typical Cases—Telegraph

It will perhaps be of interest to consider several typical cases of carrier installations in order to see the economies involved in providing circuits by carrier rather than by other methods. Taking first the carrier telegraph systems as the considerations involved

there are usually very simple, we shall consider the Pittsburgh-Chicago section. There are at present three carrier telegraph systems actually in operation between Pittsburgh and Chicago. They provide a total of twenty-eight full duplex channels. These give service which could not be given otherwise as all the open-wire facilities between Pittsburgh and Chicago are completely equipped with direct current composited telegraph sets (to give all possible telegraph channels). The layout of the carrier telegraph systems between these points is shown in Fig. 5.

The above example is representative of the conditions under which carrier telegraph will be installed. In cases where open wire or cable facilities are available which can be composited with the ordinary direct current methods, the telegraph facilities can be obtained as a by-product most cheaply in this way. As soon as these facilities are all in use or an insufficient number of spare circuits remains, carrier telegraph can properly be used provided the returns from the special contract telegraph service are sufficient to meet the annual charges on the apparatus itself.

One of the carrier systems listed in the above tables is the Key West-Havana carrier system. The details of the telephone and telegraph channels obtained for the submarine cables were described in detail in the paper on the "Key West-Havana Submarine Telephone and Cable System" published in the journal of the A. I. E. E., dated March, 1922. On account of the considerable length of this cable and its high attenuation, the carrier equipment is special although resembling in principle the carrier telegraph apparatus used in our ordinary land installation. Without the carrier equipment it would have been possible to obtain only one telegraph channel on each of the three submarine cables by means of direct current composite sets. With the carrier apparatus it is possible to obtain 4 telegraph channels in addition to the single telephone channel.

Typical Cases—Telephone

The most important application at the present time of carrier telephone apparatus is probably between Pittsburgh and Chicago where the existing open wire leads are so congested that the additions of further circuits would require extensive construction work and possibly an entirely new pole line. An engineering study of this situation resulted in the drawing up of plans for an aerial toll cable which will largely replace the open wire. Work is already well advanced on the installation of this cable and it will be completed

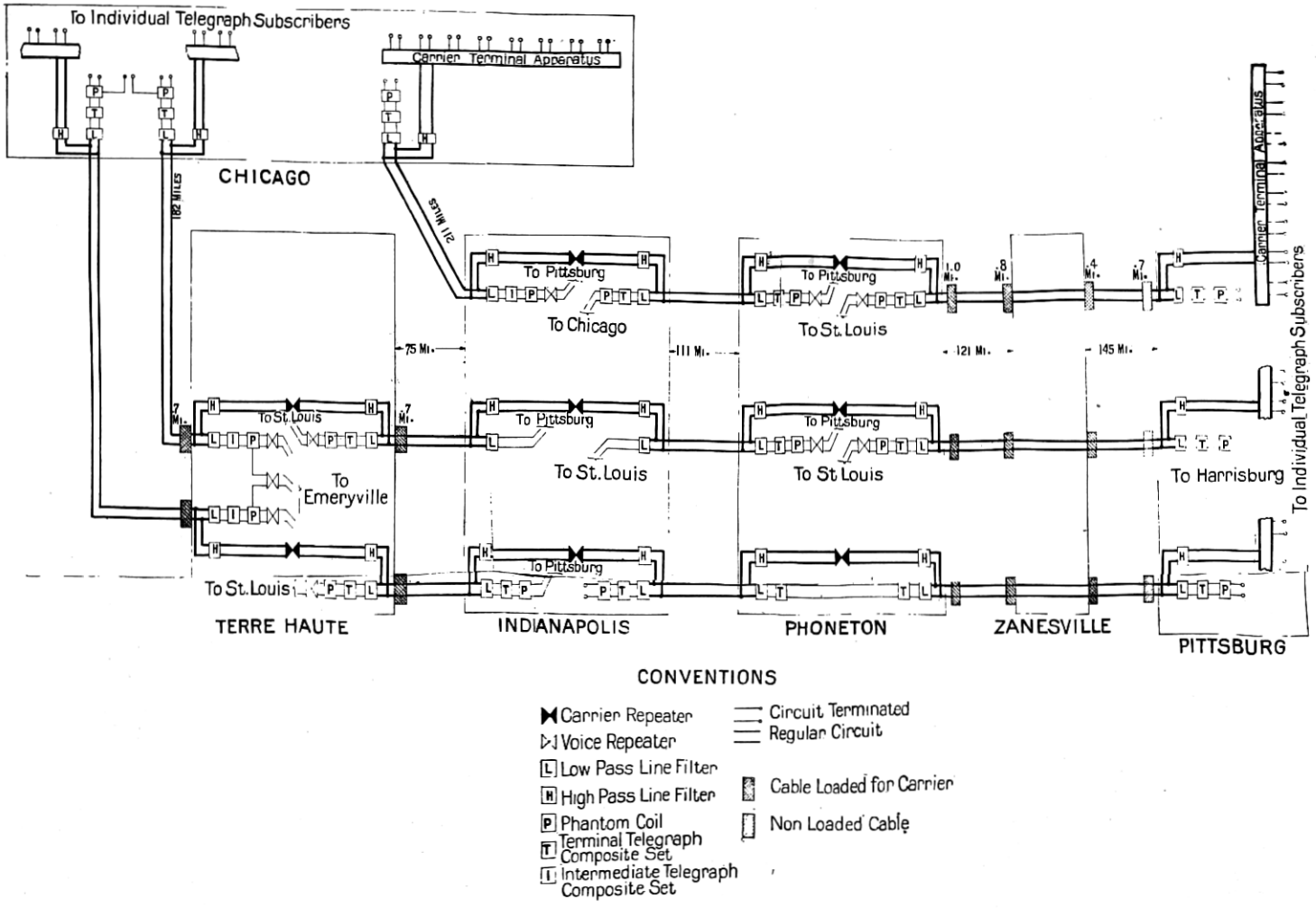

Fig. 5—Chicago-Pittsburgh Carrier Telegraph Systems

within the next few years but in the meantime, the use of carrier apparatus enables the traffic growth to be taken care of without stringing wire which, under the circumstances,would be very expensive.

There are, at present, operating between Harrisburg and Chicago, one 4-channel telephone system and between Pittsburgh and Chicago, two 3-channel systems, providing a total of 10 carrier telephone channels. These will be supplemented by at least two additional systems before the cable is completed. As soon as the cable is installed the carrier systems will probably be removed from service here and reinstalled in other locations.

In most cases the problem of providing additional circuits is not as difficult as in the section between Pittsburgh and Chicago. For this reason the relative economies of providing circuits by carrier and by the other methods must be more carefully considered. Even where no congestion exists, however, it will be found that where the circuits are long enough the carrier circuits will be cheaper than any other method of providing the facilities. The circuits to be provided must usually be several hundred miles in length before this is the case; also, since the cost of a carrier channel goes down as the number of channels installed at one time is increased it will usually be found that an installation of 3 channels will prove in for considerably shorter distances than would be necessary if a lesser number of channels are installed. In the practical case a complete system consisting of either three or four channels is usually installed at one time.

A typical case of a carrier telephone installation where the existing open wire lead is not already full but where the circuits required are long, is the Oakland-Portland system which in conjunction with a short cable between Oakland and San Francisco provides San Francisco-Portland circuits. The detailed layout is shown on Fig. 6. Here the cost study showed a considerable saving in annual charges in favor of the carrier although there was room for stringing open wire on the existing pole line. This system was put in service by the Pacific Telephone and Telegraph Company in 1921 and has since given very satisfactory service.

Another type of carrier installation is one installed to defer a proposed cable project. A long toll cable project involves the investment of such large sums of money that deferring the annual charge on the cable circuit for one year will frequently be sufficient to pay for and maintain a carrier system over the same period. Additional carrier systems may then be added to further defer the cable if this appears economical. The addition of a second system to a lead usually involves some considerable line expense for transposition work,

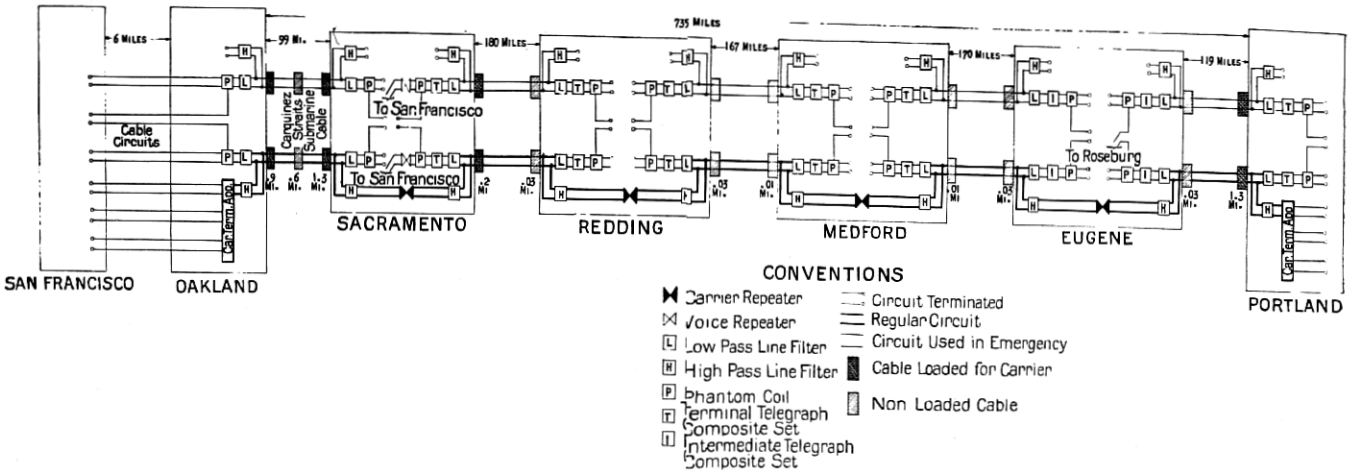

Fig. 6—Oakland-Portland Carrier Telephone System

however, and this may prove out the further addition of carrier. Even if it appears economical to install additional carrier systems, a point will soon be reached where the cumulative annual charges of the carrier systems will exceed that of the cable. The first few systems prove in over the cable because the carrier provides only for the immediate circuit requirements while the cable must take care of growth and therefore includes many idle facilities when first installed. Where carrier is used to provide facilities in place of a toll cable it should always be considered an intermediate and temporary step between open wire and cable plant.

The use of carrier as outlined above may effect further economies after the apparatus has been removed as the equipment may be reused at some other point to advantage. A typical example of the use of carrier apparatus to defer a cable is the Boston-Bangor carrier system which was put in to defer the installation of the first section of the Boston-Portland cable. The layout of this system is given in Fig. 7. It will be seen that this system is fairly short but the first

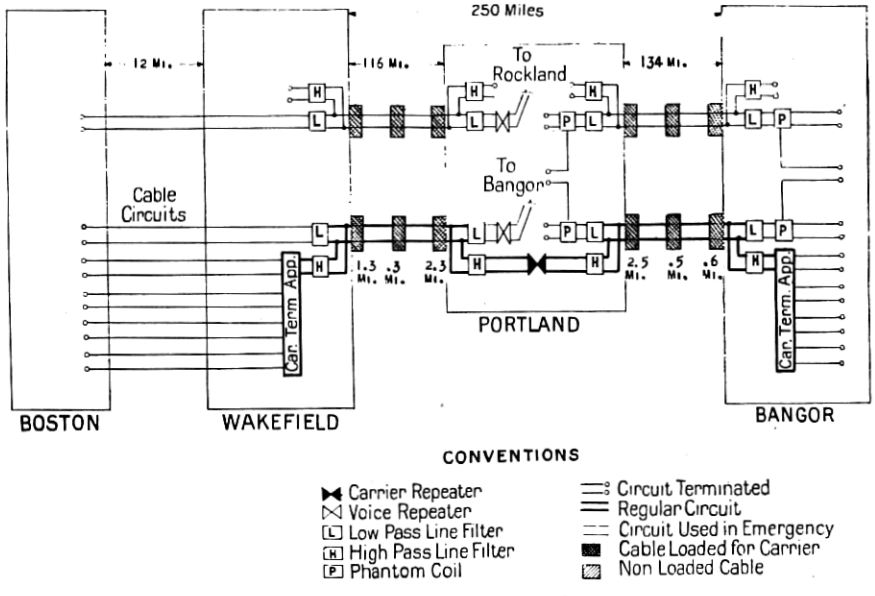

Fig. 7—Boston-Bangor Carrier Telephone System

year's annual charge on the first 50 miles of the Boston-Portland cable would have been sufficient to pay the entire first cost of this carrier project. It is possible that further carrier may be installed on this route before the cable is finally installed. The present system

has deferred the cable somewhat longer than was originally expected as the growth of traffic has not been quite as rapid as was expected at the time of the war emergency.

Another example of line congestion enabling the carrier to be proved in on somewhat shorter than the ordinary economical length is in case a considerable amount of line reconstruction is involved if open-wire circuits are added to an existing lead. A case of this kind was the Boston-Burlington system where a very considerable amount of line reconstruction work would have been involved if an effort had been made to add a phantom group to the existing lead. The use of the carrier system on the existing 104 mil circuits enabled this work to be eliminated from consideration and it is possible that the work will not need to be done until this section of the line is relieved by cable or other means.

There are many cases in which the use of carrier can be considered a stop-gap to take care of the transient period between open wire and cable facilities. This has been true in the case of the former Baltimore-Pittsburgh system where the original apparatus has been removed from service as cable facilities are now available between these points via Philadelphia, Reading and Harrisburgh. This does not mean that the equipment is no longer of value, since it usually can be used again on some other location. Even the experimental panels which were used in the Pittsburgh-Baltimore system will probably be reinstalled within the next year. It is now thought that this apparatus will be used between Chicago and Minneapolis in connection with some additional panels to provide for new telephone circuits there.

Expected Development

Looking forward for the next ten years, it is expected that carrier telephone facilities will be installed at the rate of about 5,000 to 10,000 channel miles and telegraph facilities at the rate of from 20,000 to 30,000 channel miles per year. In the meantime development work may produce cheaper systems which will prove in on shorter circuits, thereby extending the field of use so that the rate of application may possibly be doubled or trebled. Even now the number of channel miles in service constitutes an important part of the total facilities of the Bell System and present a very interesting picture of rapid growth when compared with the beginning between Baltimore and Pittsburgh in 1918.