

Curtis Kies, signal supervisor of the Southern division, has been promoted to general signal inspector with headquarters at Bloomington, effective February 1. M. J. Rhymer, signal inspector, has been promoted to the position of signal supervisor of the Southern division to succeed Mr. Kies. A. G. Anderson, signal supervisor of the Western division, has been transferred to the Northern division in a similar capacity. A. F. Sampson, engineer in charge of the installation of train control on the Northern division, has been promoted to signal supervisor of the Western division to succeed Mr. Anderson. With the exception of Mr. Sampson's promotion to signal engineer and superintendent of telegraph, all of the foregoing changes in the signal organization became effective February 1.

Curtis Kies, whose promotion to the position of general signal inspector, a newly created position, came to the Chicago & Alton in 1903, joining the signal department. Later he was advanced to signal foreman and other supervisory positions until his promotion to signal supervisor of the Southern division on April 19, 1917, in which capacity he has served until his recent promotion to general signal inspector.

M. J. Rhymer, a brother of the late signal engineer of the Alton, whose appointment as signal supervisor of the Southern division is noted above, entered signal work on the Chicago & North Western and later came to the C. & A. with G. W. Hulsizer, who was then signal engineer. He was promoted to signal inspector in 1917.

A. F. Sampson, whose promotion to signal supervisor of the Western division is noted above, has been with the signal department of the C. & A. since 1916. In his new position Mr. Sampson succeeds A. G. Anderson, whose transfer to the Northern division as signal supervisor has already been noted. For the past five years Mr. Sampson has been engineer in charge of train control installations on the Northern division.

N. Y. C. Changes

C. B. Cronk, assistant signal engineer, New York Central Lines West, has been appointed assistant signal engineer in charge of the signaling of the Cleveland Union Terminal, with headquarters in the Terminal Tower building, Cleveland, Ohio. G. E. Beck, chief inspector, has been appointed assistant to the signal engineer, New York Central Lines West, with headquarters at Cleveland. H. D. Abernethy, general signal inspector, has been appointed chief signal inspector, his headquarters remaining at Cleveland. E. N. Bosquet, assistant signal supervisor of the Michigan signal district, with headquarters at Toledo, Ohio, has been appointed special staff engineer in connection with the installation of signaling for the new Cleveland Union Terminal. Mr. Bosquet will make his headquarters in the Terminal Tower building at Cleveland.

W. R. Waide, relay inspector of the Michigan signal district, has been appointed general inspector with headquarters in Cleveland.

R. J. Beilsmith has been appointed assistant superintendent of telegraph of the Wabash with headquarters at Decatur, Ill.

W. Rogers has been appointed joint superintendent of telegraph of the Missouri Pacific and the Western Union Telegraph Company, with headquarters at St. Louis, Mo., to succeed J. C. Browne, deceased.

Obituary

Frank P. Patenall, signal engineer of the Baltimore & Ohio, and at the head of that department since 1891, died at his home in Baltimore, Md., on January 11, at the age of 63, following an illness of several months. Mr. Patenall had been a leader in the railroad signaling field from his youth and had been a prominent figure in the Railway Signal Association and its successor, the Signal Section of the American Railway Association. Frank Percy Patenall was born at Higham Ferrers, England, on August 28, 1864. He entered the railway service in 1881 on the Lancashire



Frank P. Patenall

& Yorkshire. After two years in the signal department of that road, he went into the service of Stevens & Son, signal contractors. In 1885 he came to America and was with the Union Switch & Signal Company as signal foreman until 1888, when he went to the Baltimore & Ohio as signal supervisor, continuing until 1891, when his title was changed to superintendent of signals; and since 1898 he has been signal engineer. He was an original thinker and introduced numerous innovations into American signal practice. The upper quadrant semaphore, of which Mr. Patenall and L. F. Loree were joint patentees (1903) has become the substantially universal type of semaphore in this country; and his color-position-light signal has lately been introduced on a large mileage of the Baltimore & Ohio. The economic results that he accomplished through the installation

on the Cumberland division in 1914 of a method of using the third track in both directions under the control of signals is a third achievement. He is credited also with having been the first to make use of approach-lighted signals. His English training showed variously in his work as, for example, in the elaborate scheme of frequent printed circulars and drawings by which he gave all of his subordinates the opportunity to educate themselves thoroughly in the principles of their business.

David Rex Day, sales representative of the Aldobilt Company and also of the Gerald Company, both companies having headquarters at Chicago, died at his home on January 25. Mr. Day was born on May 25, 1878, in Winter-



David Rex Day

ville, Ohio, and entered the signal business with the Hall Signal Company in May, 1892. After serving the Chicago & North Western as signal construction foreman for two years on the installation of disk signals, he returned to the Hall Switch & Signal Company as general signal construction foreman in the Western office. In 1909, Mr. Day was appointed signal supervisor on the Northern Pacific, but after two years he again returned to the Hall Signal Company as general construction foreman, and after four years was promoted to resident manager in the Chicago territory. He left the Hall Company on September 1, 1923, to enter the sales organization of the Bryant Zinc Company, later absorbed by the Railroad Supply Co., and continued in this capacity until his appointment in January, 1926, as sales representative for the two aforementioned railroad supply companies.

June C. Browne, superintendent of telegraph of the Missouri Pacific, died of cancer on January 6 at his home in St. Louis, Mo. Mr. Browne was born on July 13, 1866, at Richmond, Va., and at the time of his death had completed 45 years of service in the telegraph department of the Missouri Pacific, starting in December, 1882, when he first entered railway service as a telegraph operator on that railroad at Little Rock, Ark. He then advanced successively to chief telegraph operator, telegraph