

NEWS OF THE MONTH

The Signal Section, Association of American Railroads, will hold its annual convention at the Stevens Hotel, Chicago, on Monday and Tuesday, March 15 and 16. The business sessions will be devoted primarily to the presentation and discussion of the reports of the committees. During the years of the depression, general entertainment at the conventions has been eliminated. However, with the return of better times, the 1937 convention schedule will include a dinner and dance to be held Monday evening in the grand ballroom of the Stevens Hotel.

The National Railway Appliances Association will hold an exhibit in the Coliseum, Chicago, from March 15 to 18, inclusive. A considerably greater number of exhibitors will participate than did a year ago.

The Missouri Pacific has contracted with the General Railway Signal Company for automatic block signaling equipment which is to be installed on 235 miles of single track between McCracken, Kan., and Sugar City, Colo.

The Chicago, Rock Island & Pacific has placed orders with the Union Switch & Signal Company for equipment to install automatic block signaling on 126 miles of single track between Herington, Kan., and Pratt, and also on 47 miles between Bureau, Ill., and Peoria.

New Signaling on Pennsylvania

The board of directors of the Pennsylvania, on January 27, authorized completion of the electrification of its lines for both passenger and freight service east of Harrisburg, Pa. The company's four-track main line is now electrified between New York, Trenton, N. J., Philadelphia, Pa., Wilmington, Del., Baltimore Md., and Washington, D. C.

The chief parts of lines in the new electrification are the main line from Paoli, Pa., just west of Philadelphia, through Lancaster to Harrisburg; the low-grade freight line from Morrisville, Pa., near Trenton, N. J., via Columbia to Enola yard, near Harrisburg; the freight line from Columbia, Pa., following the course of the Susquehanna river to Perryville, Md., and the freight line from Monmouth Junction, N. J., to South Amboy, with the necessary yards, connecting branches and equipment. The new work will involve the electrification of 315 miles of line and 773 miles of track.

The proposed electrification program will include the reconstruction of the sig-

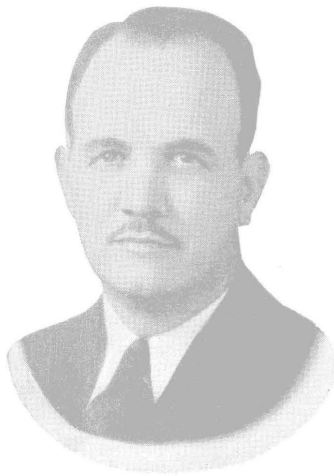
naling to install the coder system of control for the wayside signals as well as cab signals.

Fifty Years Service

On January 19, M. A. Baird, superintendent of telegraph and signals for the Erie, completed 50 years of service with that road. Mr. Baird was born on July 15, 1870, in Cuddebackville, N. Y., and entered railway service on January 19, 1887, as a laborer, on the Erie, at Middletown, N. Y. In May, 1891, he became a signal blacksmith; in May, 1894, signal gang foreman; in October, 1897, signal maintainer; in September, 1899, signal supervisor; in October, 1901, signal inspector; in March, 1909, signal supervisor; in September, 1911, general signal inspector; and in October, 1915, chief signal inspector. In May, 1917, he was appointed signal engineer, and held this position until 1933, when, upon the consolidation of the signal and telegraph departments of the Erie, he was appointed superintendent of telegraph and signals. Mr. Baird's headquarters are at Cleveland, Ohio.

Personal Mention

Raymond W. Troth, who was promoted to signal inspector of the St. Louis-San Francisco, as reported in the December, 1936 issue of *Railway Signaling*, was born on January 19, 1900, at Valley Falls, Kan.



R. W. Troth

Following a public school education, Mr. Troth entered the service of the Santa Fe at Valley Falls as station helper on August 1, 1919. He was appointed operator at Emporia, Kan., on October 1, 1919, and

served in this capacity until April 24, 1922, when he entered the signal department as a helper. On August 1, 1923, Mr. Troth entered the office of the signal engineer, Eastern Lines, as draftsman and served as draftsman, signalman on construction, and supervisor of materials until June 15, 1927, when he resigned to enter the signal department of the St. Louis-San Francisco as draftsman. He was promoted to chief draftsman in March, 1928, to office engineer in April, 1929, and to signal inspector on October 16, 1936.

T. J. Platt, chief signalman on the Atlantic Coast Line at Yonge's Island, S. C., was promoted to signal foreman, effective January 1.

Hugo Schick has been appointed sales representative of the Western Railroad Supply Company for the Republic of Mexico, with headquarters at Amberes 53, Mexico, D. F.

John W. Vogler of John W. Vogler & Co., St. Louis, Mo., has been appointed sales representative for the Fansteel Metallurgical Corporation, North Chicago, Ill.

W. G. Trost, supervisor of telegraph and signals, Wilkes-Barre division of the Pennsylvania, has been appointed acting signal inspector in the office of the superintendent of telegraph and signals, effective January 1. T. R. Adams, inspector of telegraph and signals, Pennsylvania, has been appointed supervisor of telegraph and signals on the Wilkes-Barre division, effective January 1.

Effective December 16, 1936, the position of assistant signal supervisor at Watsonville Junction, Cal., on the Coast division of the Southern Pacific, was re-established. H. B. Garrett, formerly assistant signal supervisor, at Phoenix, Ariz., on the Tucson division, was appointed to the position at Watsonville Junction, and A. C. Krout succeeded Mr. Garrett at Phoenix. Mr. Krout at the time of this appointment was working out of the signal engineer's office as signal inspector.

H. E. Fishburn, supervisor of signals on the Canadian National at London, Ont., died on December 31, 1936. Mr. Fishburn was 61 years of age at the time of his death, and prior to his association with the Canadian National was connected with the Federal Signal Company for several years as construc-

(Continued on page 110)