

quarters at St. Paul, Minn., and A. F. Geske has been advanced to junior assistant signal engineer on the Chicago, St. Paul, Minneapolis & Omaha, at Eau Claire, Wis.

Elmer F. Shaw was born on February 21, 1887, at Racine, Wis., and attended high school in South Milwaukee, Wis. He



E. F. Shaw

entered railway service on September 19, 1908, with the Chicago & North Western at Barrington, Ill., as a signal helper. In June, 1910, he was promoted to signal maintainer at Lake Shore Junction, Wis. He continued with the Chicago & North Western, being advanced to shop foreman, district signal foreman and inspector. Mr. Shaw was made assistant supervisor telegraph and signals at Sioux City, Iowa, in April, 1938, being transferred in the same position to Green Bay, in June, 1940. Mr. Shaw was appointed supervisor telegraph and signals, covering the Lake Shore, Ashland and Peninsula divisions, with headquarters at Green Bay, in 1945.

New Company Formed

Announcement has been made of the formation of the Transport Products Company, 120 South Campbell Street, Louisville, Ky., which has purchased the Signal Division of the Peerless Manufacturing Corporation, as well as the Power Gates Company, both of Louisville. Ted Going, formerly with the Peerless Manufacturing Corporation for about nine years, is president of the new company. M. M. Dilley, formerly vice-president of the Power Gates Company for seven or eight years, is vice-president. J. E. Butler, formerly production manager with the Peerless Manufacturing Corporation, and before that, in the signal department of the Louisville & Nashville, is production manager of the new company. H. C. Bierbaum, formerly with the Power Gates Company, is assistant production manager, and L. R. Zehnder is chief engineer.

N. & W. Promotions

James M. Hesser, inspector of telegraph and signals on the Norfolk & Western, has been promoted to chief clerk in the telegraph and signal department, succeeding Agnes Dougan, who died on April 24.

Mr. Hesser was born on January 30, 1907, at Baltimore, and was graduated from the Washington (D.C.) Technical High School in 1924. He was graduated from Johns Hopkins University in 1928 with a bachelor of engineering degree. Mr. Hesser began his signaling career at Staunton, Va., as assistant chief engineer of the Miller Train Control Corporation, from 1928 to 1933. He served as a chief engineer of that company's subsidiary, The Trafalator Corporation, from 1933 to 1936, entering railway service in March, 1936, as a draftsman in the signal department of the Norfolk & Western at Roanoke, Va. In October, 1941, he was promoted to circuit designer in October, 1941, and to inspector of telegraph and signals, with headquarters at Roanoke, Va., effective April 1, 1942, which position he held at the time of his latest appointment.

H. C. Nicewarner, assistant supervisor of signals on the Norfolk division of the Norfolk & Western, with headquarters at Lynchburg, Va., whose promotion to inspector of telegraph and signals, effective June 1, succeeding J. M. Hesser, was noted on page 485 of the July issue of *Railway Signaling*, entered the service of the Norfolk & Western in 1925 as a helper in the signal department, following experience in the signal departments of the Chesapeake & Ohio and the Illinois Central. He was promoted to assistant signalman in 1926, and to signalman in 1927. Mr. Nicewarner served as signal maintainer at Vulcan, W. Va., from May, 1937, to September, 1939, at which time he was appointed assistant signal supervisor on the Norfolk division, and which position he held at the time of his latest appointment.

Albert R. Lewis, assistant signal supervisor on the Norfolk division of the Norfolk & Western, whose transfer in the same capacity, on June 20 from Crewe, Va., to Lynchburg, was announced on page 485 of the July issue of *Railway Signaling*, was born on April 27, 1910, at Rocky Hill, N. J. Mr. Lewis was graduated from Lafayette College, Easton, Pa., in 1933, and entered railway service in 1934, as a helper on the Pennsylvania, between Baltimore and Washington. He remained in this capacity until 1936, and from 1937 to 1938, he served as a signalman and leading signalman between Paoli, Pa., and Harrisburg on the electrification. During 1939 and 1940, Mr. Lewis served as a signalman on the Norfolk & Western construction forces at Roanoke, Va. From 1941 until 1945 he served as signal foreman on the construction forces at Roanoke, Va., being promoted to assistant supervisor of signals on the Norfolk division, with headquarters at Crewe, Va., in 1945, which position he held at the time of his recent transfer.

W. H. Williams, acting assistant superintendent of installations of the Union Switch & Signal Company and Union Switch & Signal Construction Company, was appointed assistant superintendent of installations of those companies, with headquarters at Swissvale, Pa., effective May 1. Mr. Williams, who first joined the Union Switch & Signal Construction

Company on September 18, 1925, as a signalman, came from the Norfolk & Western where he started his signaling career on February 29, 1916, as a helper on construction, subsequently serving as signalman and assistant storekeeper until March, 1919. At that time he was appointed signal maintainer on the Norfolk division, which position he held until en-



W. H. Williams

tering the service of the Union Switch & Signal Construction Company. Since that time he has held such titles as signalman, assistant foreman, foreman, and general foreman on outside construction. In 1939 he was appointed chief dispatcher in charge of operation and maintenance for the Eastern Presidents' Conference, a group of 27 eastern railroads, who owned and operated the largest model railroad in the world, located at the New York World's Fair. Mr. Williams served in this capacity during the two seasons of the fair, returning to his regular duties with the Union Switch & Signal Construction Company in 1940. On May 17, 1943, he was appointed acting assistant superintendent of installations, spending most of his time on circuits and operations checks of installations, until his recent appointment as assistant superintendent of installations.

Welles M. Post, signal engineer of the Pennsylvania, with headquarters at Philadelphia, having reached the age limit, has retired, effective August 1. Mr. Post was born on July 10, 1876, at Andover, Conn., and entered the signal department construction forces of the New York, New Haven & Hartford in May, 1896. He was later appointed batteryman and then promoted to maintainer. In 1900 he was appointed division signal foreman on the same road, resigning in June, 1905, to become a circuit draftsman in the signal engineer's office of the Pennsylvania. In February, 1906, he was promoted to assistant supervisor of signals on the West Jersey & Seashore, and in December of that year, was transferred to the Pittsburgh division as assistant supervisor of signals. In February, 1909, he was promoted to supervisor, having jurisdiction over the Chautauqua division, and in June of the same year he returned to the signal engineer's office as supervisor of

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signals. One month later he became supervisor of signals of the New York division, and in July, 1916, he returned to the signal



W. M. Post

engineer's office as signal inspector of the Eastern lines. In January, 1917, he became assistant signal engineer of the Eastern lines, and from February, 1918, to September, 1918, he was assistant superintendent of the Middle division. From September, 1918, to March, 1920, he was assistant superintendent of the Pittsburgh division, and on the latter date he became superintendent of telegraph and signals on the Central region. In 1925 Mr. Post was promoted to assistant chief signal engineer, and in 1937 was appointed signal engineer, which position he held until his retirement. He has originated and patented several improvements in signaling devices which are being used extensively. During the past six years Mr. Post, as chairman of a committee to improve signaling systems on lines of light traffic, and with other special assignments, has been closely identified with the development of the Union inductive train communication experiments on the Pennsylvania. Mr. Post has for many years been an active member of the Signal Section of the A.A.R. and of the American Railway Engineering Association. He has served on several committees of both the Signal Section, A.A.R., and the A.R.E.A. Mr. Post was chairman of the Signal Section in 1925 and was a member of the board of directors of the A.R.E.A. from 1937 to 1939, and chairman of the joint committee on highway grade crossing protection of the A.A.R. from April, 1944, until his retirement. He was a co-operating member of the A.A.R. committee on train control and signals and was a member of its subcommittee which assisted in the preparation of the rules, standards and instructions for the installation, inspection, maintenance and repair of signal and interlocking systems issued by the I.C.C. in 1939.

W. K. Waltz, assistant supervisor of telegraph and signals on the Minnesota division of the Chicago Great Western, with headquarters at St. Paul, Minn., was appointed supervisor of telegraph and signals of that division, with the same headquarters, effective July 1, vice W. J. O'Neil, retired. R. E. Wall was appointed

assistant supervisor of telegraph and signals of the Minnesota division, with headquarters at St. Paul, Minn., effective July 1, succeeding Mr. Waltz.

William K. Waltz was born on February 11, 1907, at Pasadena, Cal., and attended both grammar school and high school in St. Paul, Minn. During the year 1926-1927 he studied the electrical trades at the Dunwoody Industrial Institute in Minneapolis, Minn. In 1928 he entered the University of Minnesota and was graduated in 1932 with the degree of electrical engineering. Mr. Waltz entered railway service in March, 1927, with the Chicago Great Western, and served as a signal helper in a signal gang installing color-light signals. After graduating from the University of Minnesota in 1932, he worked as a radio service man until he was appointed assistant signal maintainer at St. Paul, Minn., on June 8, 1935. Two years later, on June 7, 1937, he became signal maintainer at Empire, Minn. On January 1, 1940, he was appointed signal inspector at the Chicago Great Western headquarters in Chicago, in which capacity he served until the early part of 1943.



W. K. Waltz

when he was promoted to assistant supervisor of telegraph and signals on the Minnesota division, which position he held at the time of his latest appointment.

C. O. Jett has been appointed system telegraph and telephone engineer on the Union Pacific, with headquarters at Omaha, Neb. Mr. Jett was formerly with the Bell Telephone System, and the U. S. Forest Service. During World War II, he was a radar engineer in the War Department at Washington, D.C.

James McComb has been appointed sales representative of the Ramapo Ajax Division of the American Brake Shoe Company, at East St. Louis, Ill. C. P. Corrigan has been appointed sales representative for the Chicago and Cleveland districts. R. P. McClave has returned as a member of the sales staff of the Los Angeles department.

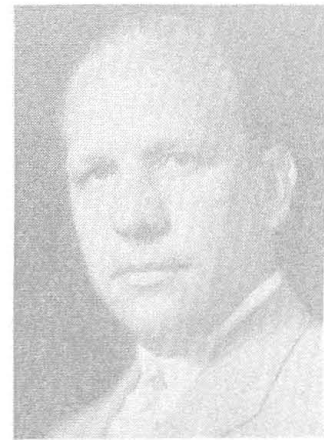
James McComb was educated at the University of Michigan, and was later employed by the Chicago, Milwaukee, St. Paul & Pacific, in the maintenance of way

department, later joining the sales staff of the Wooding Forge and Tool Company where he was employed for five years before entering military service in World War II. Mr. McComb served four and one-half years in the Military Railway Service of the U. S. Army, 26 months of which were spent on the Alaska Railroad, and was recently discharged as a captain from the 715th Railway Operating Battalion.

C. P. Corrigan is a graduate of Princeton University, and joined the American Brake Shoe Company in New York in 1939, spending two years in the purchasing department, from which he was later transferred to the sales department of the Ramapo Ajax division at Chicago. Mr. Corrigan entered the armed forces three and one-half years ago, serving during this period in the 53rd Seabee Battalion.

R. P. McClave is a graduate of Princeton University, and was with the Ramapo Ajax Division from 1936 until he entered the U. S. Navy four years ago. Starting as an engineer apprentice in the Chicago plant, he was later transferred to the sales departments of the Ramapo plants at Los Angeles and at Hillburn, New York. Mr. McClave served with the Civil Engineer Corps of the U. S. Navy, from which he was recently released as a lieutenant.

R. H. Wood, general manager of the Union Switch & Signal Company, has been appointed general counsel of the Westinghouse Air Brake Company and the Union Switch & Signal Company in charge of patent and legal matters, with headquarters at Wilmerding, Pa., and Swissvale. Mr. Wood was born in Worthington, Ohio, and was graduated from Ohio State University with a degree in electrical engineering, and later from Duquesne University Law School, Pittsburgh, Pa. He entered the engineering department of the Union Switch & Signal Company in July, 1922, and later that year



R. H. Wood

was transferred to the patent department of the company. In 1936 he was named patent attorney for the Union Switch & Signal Company, and in 1943 was ap-

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