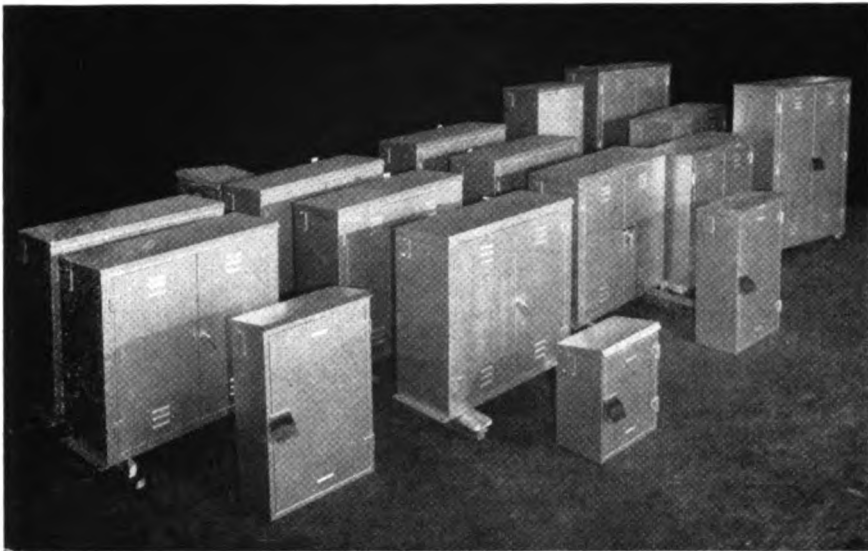


TPC INSTRUMENT CASES



A SIZE FOR EVERY SIGNALING PURPOSE

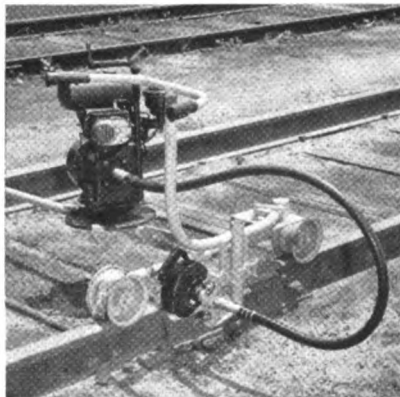
TPC Instrument Cases are manufactured to your requirements. Strong and sturdy, they are built of 14 ga. copper bearing sheet steel, feature adjustable shelving, and grease fittings on the door hinges for easy accessibility. TPC also manufactures sheet metal telephone boxes. We invite you to consult with our Engineers for your signaling needs.

TPC RAILBOND GRINDER

MODEL 300AY

This TPC Railbond Grinder is designed to prepare the rail joint surface for a perfectly welded bond. The easy to operate handle bar control assures even pressure of the grinding wheel against the rail joint, resulting in a smooth, even, clean surface ready for bonding.

Patent Applied For



TRANSPORT PRODUCTS CORPORATION

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SIGNALING COMMUNICATIONS

News Briefs



At opening of Fansteel Metallurgical Corporation's new silicon rectifier building: **Cliff Stryker** (left), who started Rectifier Division in 1922, shown with tantalum Balk rectifier; **Glen Ramsey** (center), vice-president of Fansteel and general manager, Rectifier-Capacitor Division, holds late rectifier, a 70-amp silicon type; and **Cliff Howard** (right), who headed the division from 1935 to 1942, with model DT selenium signal rectifier.

Railroad Personnel

CANADIAN NATIONAL. R. J. Steele, general superintendent, C. Telegraphs, Toronto, and M. L. Prentice, general superintendent, Winnipeg, have had their titles changed to regional manager, CNT.

CHICAGO & WESTERN INDIANA. Christy T. Peters, chief electrician, retired on November 30. Carl E. Ross has been appointed assistant engineer of the C&WI and Belt Railway of Chicago. His duties will be principally concerned with signal and electrical design.

MAINE CENTRAL. H. D. Sullivan has been appointed acting signal supervisor at Portland, Me., succeeding F. A. Scott, resigned.

NEW YORK CENTRAL. W. A. McGill, signal supervisor at Cleveland, has been appointed general signal inspector, Western District, with the same headquarters, succeeding E. C. Jackson, retired.

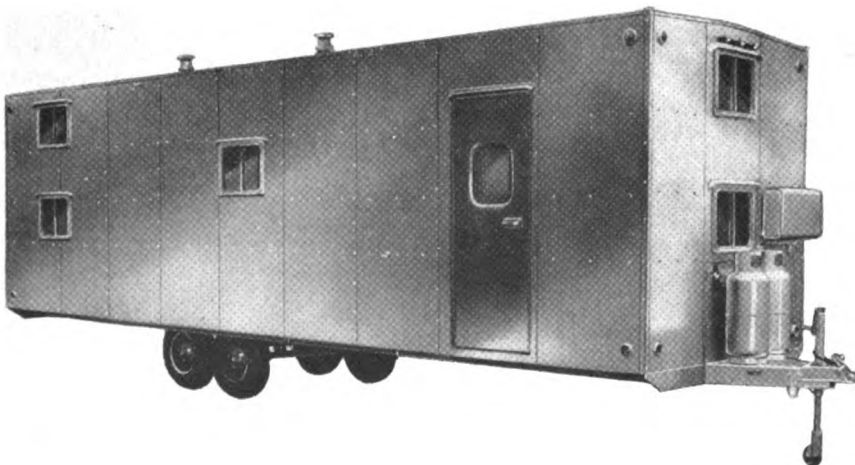
CHESAPEAKE & OHIO. P. W. Lambert, assistant supervisor communications at Hinton, W. Va., has been named supervisor communications at Richmond, Va., succeeding L. A. Duke, retired. J. A. Johnson, assistant

(Continued on page 48)



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NEWS BRIEFS

(Continued from page 46)

communications inspector at Richmond, has succeeded Mr. Lambert at Hinton. **R. B. Lang**, draftsman at Richmond, has been promoted to assistant communications inspector there, succeeding Mr. Johnson.

TEXAS & PACIFIC. Following the merger of the signal and communications departments, **George H. Alford**, assistant signal engineer, has been appointed superintendent signals and communications, reporting to Assistant Chief Engineer **James L. Weatherby**. Mr. Weatherby was signal engineer prior to his appointment as assistant chief engineer in 1957. **John W. Hinkle**, who left the T&P in 1959 to become communications engineer of the Missouri Pacific, and later assistant superintendent of communications, has returned to the T&P as communications engineer. **M. R. Beamer**, formerly superintendent communications is now vice-president of Harmon Electronics Co., in charge of eastern sales.

Mr. Alford was born in Texarkana, Tex., January 7, 1917. He entered the service of the T&P in 1936 as a signal helper, advancing to leading signalman, and in 1943 became a signal draftsman. He was promoted to signal estimator in 1954 and in 1957 to assistant engineer of signals, the position he held at the time of his recent appointment.

A photograph of Mr. Hinkle and a sketch of his career appeared in Railway Signaling and Communications, November 1959, page 50.



George H. Alford



Frank Youngwerth

ERIE-LACKAWANNA. As reported in last month's issue, **Frank Youngwerth** has been appointed general superintendent of communications and signals. Other appointments as a result of the merger of the two railroads include: **John R. Heisler**, chief signal engineer; **John D. Douros**, chief communications engineer; **W. E. Bell**, assistant to chief signal engineer; and **C. R. Christenson**, chief clerk. all with headquarters at Cleveland. Messrs. Heisler, Douros and Bell were

NEWS BRIEFS

(Continued from page 49)

the office of the signal engineer, being promoted to circuit draftsman in 1930. In 1939 he was promoted to signal inspector, in 1948 to assistant signal engineer, and in 1953 to signal engineer, the position he held at the time of his recent appointment.

D. R. House, a native of Barnesville, Ga., joined the CofG signal department in 1925 as a signal helper and held various positions in signal construction and maintenance work. He was appointed signal draftsman in 1941, circuit draftsman in 1944, and



W. M. Whitehurst



D. R. House

signal construction engineer in 1952. He was assistant signal engineer from 1953 until his recent appointment.

J. H. Walton was born in Byron, Ga., August 3, 1906, and received a

B.S. degree in general engineering from Georgia Institute of Technology in 1928. He began with the CofG in 1941 as a draftsman, becoming telephone and telegraph maintainer shortly thereafter. In 1951 he was promoted to telephone and telegraph inspector and in 1953 to assistant superintendent communications.

Obituary

WALTER STEPHENS, 87, died on October 25 in Orlando, Fla. Mr. Stephens was engaged in railway signal work for almost 50 years, having started with the Southern in 1898. He was thereafter employed on a number of railroads until he became general construction foreman for the Federal Signal Co. After that company was purchased by the General Railway Signal Co. he was transferred to Rochester, remaining with GRS until 1938, when he retired. During World War II he was recalled by GRS, returning again in 1948, at the age of 70. His son, R. L. Stephens, is superintendent communications and signal of the Florida East Coast.

Supply Trade News

INTERNATIONAL CAR DIVISION, Morrison-International Corp. R. B. Hornberger has been appointed railroad representative in nine western states, including Alaska, with headquarters at San Francisco.



John W. Hansen



Clarence E. Lane

UNION SWITCH & SIGNAL—Division of Westinghouse Air Brake Co. John W. Hansen has been appointed manager—headquarters sales. He will be responsible for headquarters sales administration, sales promotion and advertising, market research, sales training and related activities. He has been succeeded as manager of sales promotion and advertising by Clarence E. Lane, assistant manager. W. G. Kendall, sales engineer in the New York district office, has been transferred to the Chicago district office in the same capacity, and R. H. Tomlinson, sales engineer in the Pittsburgh district office, has been transferred to New York in the same capacity.



Editor's Corner

In an economy move the AAR has combined the Signal Section and the Communications Section and no annual meeting is planned for next year, 1961. While this observer cannot disagree with the merging of the two Sections (look at the title of our magazine), I do believe that cancellation of the annual meeting is "penny wise and pound foolish."

The interplay and exchange of ideas at the annual meetings is one of the biggest gains that individual railroad men and their managers obtain from such annual meetings. The presentation of technical papers and panel discussions have been very beneficial in progressing the "technical sciences" of signaling and communications. The timeliness of these presentations in the rapidly changing technology would be lost with biennial meetings.

Both Sections have reduced the number of standing committees in recent years. Not too long ago the Communications Section had eight committees, they now have six, and the Signal Section this past year reduced the number of committees from 12 to nine. Thus, the combined Section will have 15 standing committees. Much of the work of the committees is concerned with keeping the respective manuals of recommended practices up to date. The rapid progress of signaling and communications technology makes it mandatory that committee meetings be held during the year, in addition to an annual meeting. Elimination of an annual meeting would, I am sure, put an undue burden on the committee members and create a backlog of reports which would

be most difficult to handle at a biennial meeting.

A single meeting of the combined Section will prove an economical and wise move for manufacturers, particularly for those who have been exhibiting at the previous separate conventions. Now they will be able to reach this audience at one meeting per year. Similarly, it will be more economical for the railroads.

I would strongly urge that a 1961 annual meeting be held at Chicago in October. This would produce least expense in time and travel for railroad men. Some men with whom I have talked would pay their own expenses, assuming that they would be able to use their passes on their own roads and be given time off by their managers.

In the event that the "powers that be" still do not find it possible to sanction an annual meeting of the new Signal and Communications Section, AAR, in 1961, I would suggest this alternative: the committees should prepare their reports, a book of reports be printed, and the committee chairmen and Committee of Direction meet in Chicago to hear and approve the reports. This action was taken by the Signal Section in 1954, when they were not allowed to hold an annual meeting. As we did then, Railway Signaling and Communications would report the actions that would be taken by the assembled committee chairmen and Committee of Direction at such a meeting.

Bob McKnight