

# NEWS BRIEFS

● **CLASS 1 RAILROADS** spent \$44,557,000 for communication and signal material in 1962, according to the AAR's Bureau of Railway Economics, reported *Railway Age*. For 1961, these C&S expenditures amounted to \$44,328,000.

● **BROTHERHOOD OF RAILROAD SIGNALMEN** has asked the National Railway Labor Conference to select a committee to handle a BRS demand for a 25% wage increase which has been rejected by 129 roads under BRS contract, reports *Railway Age*.

● **ERIE-LACKAWANNA** has placed an order with Union Switch & Signal division of WABCO for radio sets to equip 29 base stations as part of their radio modernization program.

● **SERVO** Corp. of America has won a U.S. District Court judgement against GE, prohibiting further infringement of the basic hotbox detector patent (covering viewing angle) and entitling Servo to recover damages. The automatic alarm patent was held non-infringed.

## Railroad Personnel

● **BURLINGTON LINES.** The following personnel changes became effective June 1. **A. E. Parnell**, superintendent communications and signals, Colorado & Southern and Fort Worth & Denver, retired. He has been suc-



Belknap Freeman



A. M. Horn

ceeded by **A. M. Horn**, assistant signal engineer, CB&Q lines west, and will retain this position in addition to assuming the duties of superintendent C&S of the C&S and FW&D railways. **W. F. Giles**, signal supervisor, CB&Q, at St. Joseph, Mo. has retired. He is succeeded by **R. W. Sanders**, assistant signal supervisor, CB&Q, at Red Oak, Iowa. **D. E. Downard**, signal foreman, CB&Q, was appointed assistant signal supervisor, succeeding Mr. Sanders with the headquarters being moved from Red Oak to Council Bluffs, Iowa.

Mr. Horn, born Sept. 23, 1902 at Plattsmouth, Neb., entered railway service on the CB&Q in 1925 as a signal helper. After advancing through various positions, he was appointed signal supervisor in 1943. In 1955, he was appointed assistant signal engineer of lines west with headquarters at Lincoln, Neb.

● **LOUISVILLE & NASHVILLE.** **James I. Adams**, supervisor communi-

cations and signals, Pennsylvania & Pittsburgh, Pa., has been appointed general superintendent communications and signals with headquarters at Louisville, Ky.

● **MONON.** **R. L. Wyant**, superintendent signals, appointed superintendent communications and signals.

● **PENNSYLVANIA.** **Belknap Freeman**, engineer communications and signals, at Buffalo, N.Y., has been appointed engineer electronics, with headquarters at Philadelphia, Pa. **R. H. Boyd**, supervisor C&S, Williamsport, Pa. has been transferred in the same capacity to New York City. **W. J. Evans**, has been appointed assistant engineer C&S at New York City. **D. G. Shiels**, assistant supervisor C&S, Johnstown, Pa. has been transferred to Harrisburg in the same capacity. **L. R. Hackwelder**, assistant supervisor C&S, Fort Wayne, Ind. has been transferred in the same capacity to Perryville, Md. **R. L. Fitzmeyer**, assistant supervisor C&S, Aspinwall, Pa. has been transferred in the same position to Pittsburgh. **W. E. Meyer**, has been appointed assistant supervisor C&S at Aspinwall, Pa. succeeding Mr. Fitzmeyer. **W. H. Morris**, assistant supervisor C&S at Pittsburgh has been transferred in the same position to Johnstown, Pa.

Mr. Freeman, a native of Boston, Mass. and a graduate of Carnegie Institute of Technology, joined the PRR in 1941. After holding several positions in the signal department, he was appointed assistant supervisor of telegraph and signals at Pittsburgh in 1948 and was appointed supervisor in 1953.

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## This Was News 50 and 25 Years Ago

**The Signal Engineer, July 1913.** Southern Pacific installs automatic block signaling on 74 miles of the Lucin Cut-Off across Great Salt Lake. Except for five miles where straight AC signaling is installed, AC track circuits are used with DC line-controlled signals.—Successful tests of the Detroit Automatic Train Control System are made on the Canadian Pacific. The system, based on the principle of induced currents, provides visual and audible signals in the locomotive cab, and also indicates conditions of safety, danger or caution to the train dispatcher.—Audible signal demonstrated in which a blank cartridge is fired if engineer passes an automatic block signal in the Caution or Stop position without operating a cut-out lever to acknowledge.—U.S. Civil Service Commission announces that examinations

are to be held for various positions with the Interstate Commerce Commission. Salary for railway signal engineer is listed at \$1,080 to \$1,500 and for senior railway signal engineer, the pay is listed as \$1,800 to \$4,000 per year

**Railway Signaling, July 1938.** Chicago, Rock Island & Pacific installs 467 miles of automatic block signaling between Herington, Kan. and Tucumcari, N.M. The signaling is controlled by the absolute permissive block system. The leaving signals at each end of the station layouts are lighted continuously to provide an indication for trains on a siding to pull out, and to give information to operators and to crews of trains on a passing track concerning the approach of trains. The lamps in the remainder of the signals are normally extinguished, being lighted by

approach control. However, as a means of giving information as to the approach of trains for the benefit of mainline trains, track forces and others on motor cars, the control is so arranged that when a train leaves a station, all of the signals for both directions are lighted throughout to the next station.—Southern has completed a signaling installation which includes CTC on 4 miles of single-track line between Beverly, Tenn. and Sharps Gap, and automatic block signaling between Sharps Gap and Clinton, 18.6 miles. As a part of the installation, spring switches were installed at 17 switches at passing tracks, ends of double track and junctions. On the automatic block signaling territory, the road time of freight trains has been reduced an average of 6 minutes eastward and 13 minutes westward.

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In 1957 he was appointed engineer C&S at Philadelphia, and in 1959 Mr. Freeman was appointed engineer C&S of the Northern region at Buffalo, N.Y., his most recent position.

● **PITTSBURGH & LAKE ERIE.** Joseph J. Eash, engineer maintenance of way and structures, appointed chief engineer succeeding Earl G. Brisbin, retired. Mr. Eash was signal engineer of the P&LE prior to his promotion to assistant chief engineer in December 1959.

**Current Publications**

● **TEST EQUIPMENT.** A test equipment circuit manual contains specifications and schematic diagrams of most service-type instruments in current use. Types of instruments covered include VOM's; VTVM's; signal, sweep and pattern generators; tube and transistor testers; oscilloscopes; bridge-type instruments; and special equipment such as signal tracers, circuit analyzers, etc. Test Equipment Circuit Manual, catalog TEC-1, \$4.95. *Howard W. Sams & Co., Inc. (CP-22).*

**Supply Trade News**

● **COPPERWELD STEEL CO.** Donald T. Jones, electrical engineer, has been promoted to assistant manager of sales of the wire and cable division, with headquarters at Glassport, Pa. A native of St. Louis, Mr. Jones received a B.S. degree in electrical engineering from Iowa State University. After serv-

ing as a sales engineer, since 1948, in various states, Mr. Jones was named assistant electrical engineer in 1959 and a year later promoted to electrical engineer.

● **FANSTEEL METALLURGICAL CORP.** Edward S. Weil, midwest regional sales manager of the Rectifier-Capacitor division has been appointed sales manager of the R-C division succeeding Glen Jaggi, resigned.

● **GENERAL ELECTRIC.** William P. Bartley has been appointed manager of advance engineering of the Communication Products department at Lynchburg, Va. Mr. Bartley succeeds D. C. Pinkerton who was named manager of engineering.

● **LENKURT ELECTRIC CO., INC.** John P. Kern has been appointed a senior sales engineer with headquarters at Atlanta, Ga. A native of Ellendale, N.D., he attended State Normal & Industrial College in Ellendale. With Lenkurt since 1954, Mr. Kern has been manager of technical publications, his most recent position has been that of being in charge of sales promotion.

● **NATIONAL CARBON CO.** Robert D. Kennedy has been appointed manager for electrical and mechanical products. Part of his responsibility will be for such products as signaling and switchlamp batteries. A 1954 graduate of Cornell University, Mr. Kennedy received a bachelor's degree in mechanical engineering. He joined National Carbon in 1955, and after holding various sales positions, he was appointed division sales manager in 1961 for electrical and mechanical products in Chi-

cago, his most recent position prior to the announced appointment.

● **SERVO CORP. OF AMERICA.** Richard W. Geaney, sales manager of the railroad products division, has been appointed manager of the division succeeding W. P. Morrison. A graduate of the U.S. Naval Academy, he received a bachelor of science degree with his commission as an ensign in 1945. He joined Servo in 1959 as sales manager, and prior to this time he was railroad sales manager of General Cable Corp.

● **THOMAS A. EDISON INDUSTRIES,** Primary Battery Division announces the following appointments effective July 1: A. W. Frank, eastern regional manager, is appointed manager of sales engineering, a newly created position. W. E. Rowland, field engineer, is promoted to eastern regional manager. H. E. Woodhouse, signal engineer, New York, Susquehanna & Western is appointed field engineer with headquarters at Bloomfield, N.J.

Mr. Frank, a native of Freeland, Pa. (born Aug. 30, 1923) entered the railway signal field as a draftsman on the Lehigh Valley in 1949 and later advanced to assistant circuit designer. He joined Edison Primary Battery in 1954 as a service engineer, and later advanced through several positions to become eastern regional manager in 1961.

Mr. Rowland, born Nov. 17, 1922 in Grand Rapids, Mich. is a graduate of Michigan State University (1952). In June 1956, he became associated with the Primary Battery division as a service engineer at St. Louis, Mo. Three years later he was advanced to field engineer.

Mr. Woodhouse was born Jan. 21, 1927 in Passaic, N.J. He entered the railway field in 1948 as a signaller on the NYS&W, and was later promoted to circuit engineer. In 1959 he was promoted to signal engineer.

**Obituary**

● **FRED W. BENDER,** retired signal engineer, Central Railroad of New Jersey, died recently at his home in Elizabeth. Born Oct. 15, 1882 in Elizabeth, Mr. Bender joined the CNJ as secretary to the superintendent of telegraph and signals in 1899. In 1901 he was promoted to chief clerk, and also served as chief draftsman and designer. In September 1918, he was appointed assistant signal engineer and two years later promoted to signal engineer. In 1941 his jurisdiction was extended to include telephone, telegraph and electronics.



Robert D. Kennedy



Donald T. Jones



W. E. Rowland



A. W. Frank



Richard W. Geaney



John P. Kern



H. E. Woodhouse



Fred W. Bender