

NEWS BRIEFS

● **CANADIAN CORP.** for the 1967 **WORLD EXHIBITION** has ordered, through its prime contractor **Hawker Siddeley Canada, Ltd.**, signaling and control equipment from **Uniswitch Corp.**, a subsidiary of **WABCO**. Installed will be a cab signal and speed control system without wayside signals or trip stops. This rapid transit system will consist of a double track line, 3½ miles long, with stub end terminals: one at the Fair Site, and the other on the mainland in Montreal, Que. Three additional stations will be installed at points in the exhibition area.

Equipment to be provided includes a wayside block system, a voice communications network and cab signals and associated train-carried apparatus to receive and indicate control intelligence transmitted through the rails from the wayside block system. A new audio frequency overlay track circuit will be used for sending tones through the rails to the cab signal receivers on the train. Voice communication will be maintained between an operations control center and train or station areas.

● **FEDERAL TRADE COMMISSION** consent order has been agreed to and signed by **General Railway Signal Co.** and **Westinghouse Air Brake Co.** The order was mainly concerned with licensing agreements between **GRS** and

WABCO and pricing practices of the two companies. Upon signing of the order, an **FTC** spokesman said that "the agreement is for settlement purposes only and does not constitute an admission by the respondents that they have violated the law."

In commenting on the consent order, **P. W. Smith**, **GRS** president, had this to say: "The consent order is centered mainly around former licensing agreements between **GRS** and **Westinghouse Air Brake Co.** of **Pittsburgh, Pa.**, which agreements were cancelled in 1962. Also in 1962, **GRS** cancelled all of its term contracts with its railway customers, replacing them with a price structure entirely within the current requirements of the **Federal Trade Commission.**"

● **NORTHERN PACIFIC** has ordered three type **F4** weight-responsive retarders with hydraulic control from **General Railway Signal Co.**, for use at **Pasco, Wash.**, yard.

● **FLORIDA EAST COAST** has ordered type **D CTC** equipment from **General Railway Signal Co.**, for installation between **Bunnell and Bayard, Fla.**, 45 miles. Control will be from a **TrafficMaster** machine at **New Smyrna Beach**. Controls and indications will be sent via type **FSK** carrier.

FEC has also ordered 10 ho detectors from **GRS** to be installed at **Cocoa, Oak Hill, Ft. Orange, Man Pompano, West Palm Beach and Augustine, Fla.**

● **LEHIGH VALLEY** has received **ICC** permission to install a traffic control system replacing automatic block signaling on two main tracks between **Newark and Aldene, N.J.**, about 6½ miles. Also involved are track connections to be installed at **Aldene** and certain other track re-arrangements to permit **CNJ** passenger trains to operate over **LV** tracks between **Aldene** and **Newark**.

● **QUEBEC IRON & TITANIUM CORP.** has ordered nine type **F** weight-responsive retarders with hydraulic control from **General Railway Signal Co.** for installation at **Sorel, Que.**

Railroad Personnel



Robert C. Steele



Howard W. Trawick

● **CANADIAN PACIFIC:** **Robert C. Steele**, engineer of signals, is appointed general manager for the **Prairie** region with headquarters at **Winnipeg, Man.** **Howard W. Trawick**, assistant engineer of signals, is appointed engineer of signals replacing **Mr. Steele**. **Douglas H. Walkington**, signal engineer, **Eastern** region at **Toronto**, is appointed assistant engineer of signals at **Montreal**.

Mr. Steele was born in **Stevensville, Ont.**, **Jan. 26, 1905**. He began his railroad career in **December 1924** as an assistant signal mechanic on the **New York Central**. He advanced to leading signal maintainer in **1931**; to signal inspector five years later; and in **1946** was appointed assistant signal engineer. In **May 1952**, **Mr. Steele** was appointed assistant engineer of signals, system, **CP**, at **Montreal**. In **July 1952**, he was promoted to engineer of signals.

Mr. Trawick was born in **Truax, Sask.**, **Oct. 17, 1918**. He received a bachelor of science degree in electrical engineering from the **University of Saskatchewan** in **1949**. Following

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This Was News 50 and 25 Years Ago

The Signal Engineer, December 1914. Canadian Pacific installs electric interlocking at **Windsor Station** in **Montreal, Que.** The unit lever machine has 35 levers for 5 double-slip switches and movable-point frogs, 16 single switches, 5 derails and 1 outlying switchlock; and 39 levers for 39 signals. The stub-end terminal has 11 station tracks.—**Puget Sound Electric** installs modified **APB** on 27 miles of line between **Seattle and Tacoma**, of which 20 miles is single track.—**Western Maryland** has completed installation of automatic signaling on 61 miles of line between **Cumberland and Big Pool, Md.**—**Delaware & Hudson** has begun installation of automatic signals on its line between **Plattsburg and Rouses Point, N.Y.** This installation will have upper quadrant, three-position, normal danger signals with switch indicators at switches. At passing tracks, signals will be on brackets located at the fouling points

Railway Signaling, December 1939. Lehigh Valley installs spring switches at end of two passing tracks. Included is signal protection under a special control system.—**Nickel Plate's** 10-years experience with **AC-primary** systems for automatic signals indicate an average battery life of 4 years, 284 days for line cells and 251 days for track cells.—**Southern** has supplied a complete set of instructions, a field note book and a set of simple forms to its signal maintainers for use in recording results of **ICC** inspections and tests. The instruction book measures 4" by 6½". Each of six form sheets measure 8½" by 12¾". Each maintainer also receives a 96-page notebook, 4" by 6¾", which has a stiff pasteboard cover.—**Illinois Central** has issued **Instruction Circular No. 100** with instructions covering periodic tests and inspections of signal devices. The road has developed a set of 11 forms for recording the data obtained. **RS&C**

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graduation, he joined the CP as a signal draftsman. Two years later he was appointed assistant signal supervisor. In 1956, Mr. Trawick was transferred to Montreal as assistant engineer in the office of chief engineer. In 1959, has been appointed signal engineer for the Atlantic region. Two years later he was appointed assistant engineer of signals at Montreal.

● **NEW YORK CENTRAL:** In a merger of the communications and signal departments, the following personnel changes have taken place: **R. C. Karvatt**, director of communications, New York, is appointed director of communications and signals, with the same headquarters. **L. S. Bottinelli**, chief signal engineer, New York, is appointed engineer—C&S. **T. R. Gibson**, district superintendent communications, New York, is appointed design engineer—C&S. **L. J. Ritter**, project manager-integrated communications network, is appointed staff engineer—C&S. **R. H. Covell**, chief signal inspector, New York, is appointed district engineer—C&S. **E. K. Jeffries**, communications engineer, New York, is appointed district field engineer—C&S. **D. E. Firestine**, district signal engi-



Thomas T. Hart



Frederick A. Ahrend

neer, New York, is appointed district staff engineer—C&S. All above named persons will be headquartered at New York.

The following men will be headquartered at Syracuse, N.Y. **R. L. Straw**, district superintendent communications, is appointed district engineer—C&S. **J. L. Lane**, communications field engineer at Boston, is appointed district field engineer—C&S. **S. P. Kohler**, office engineer signals, is appointed district staff engineer—C&S.

J. H. Sawyer, district signal engineer, Cleveland, Ohio, is appointed district engineer—C&S. **J. E. Schmitt**, district superintendent communications, is appointed district field engineer—C&S. **J. R. Stuart**, office engineer signals at New York, is appointed district staff engineer—C&S. The above mentioned men are headquartered at Cleveland, Ohio.

H. Alexander, district signal engineer at Indianapolis is appointed district engineer—C&S. **W. A. Smith**, communications engineer, is appointed district field engineer—C&S. **C. S. Butler**, office engineer signals, is appointed district staff engineer—C&S. The above mentioned men will have headquarters at Indianapolis, Ind.

The following appointments are effective at Detroit, Mich. **R. A. Calendine** district superintendent of communications, is appointed district engineer—C&S. **B. R. Little**, communications engineer, is appointed district field engineer—C&S. **E. J. Seybold**, district signal engineer, is appointed district staff engineer—C&S.

Frederick A. Ahrend, district superintendent communications, at Indianapolis, Ind., has retired. **Thomas T. Hart**, district signal engineer, Syracuse, N.Y. has retired. Also at Syracuse, **W. C. Hay**, chief line supervisor, has retired.

Mr. Ahrend was born in Jersey City, N.J. He joined NYC as an assistant communications engineer at New York in 1941. He was appointed telephone and telegraph engineer at Detroit, Mich., in 1944. Two years later he was promoted to assistant superintendent of communications. Later he was transferred to Indianapolis, Ind. In 1954, Mr. Ahrend was appointed

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L&N assistant chief transportation officer W. H. Thompson, upper right, explains the operation of IBM 1058 card punch.



Lee D. Macon, manager data control, L&N, is in charge of car 1050 while traveling over the road for instructional usage.

● **LOUISVILLE & NASHVILLE** has installed IBM 1050 equipment in a passenger coach. The car will serve as a classroom for the instruction of yard office and other employees in the operation of the 1050 equipment and the road's new information transmission system. Equipment in the car includes operable machines in a simulated yard office at one end and a

division office at the other. The car is on a system-wide tour covering the 27 yard offices and 9 division headquarters where 1050 equipment will be installed. At these stops, employees will be given a concentrated course in proper operational procedures before the machines are placed in actual service.

Installation of 1050 equipment will

begin in January 1965 and is expected to be completed by the end of the year. When the entire 1050 network is complete, a wide variety of statistical and operational information will be transmitted to Louisville through an IBM 1448 switching center, a 1460 computer and 1311 disk files until an IBM 360 computer is installed sometime during 1966.

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superintendent of communications.

Mr. Hart was born May 23, 1903 in Oriskany, N.Y. He received his higher education at Rensselaer Polytechnic Institute, Syracuse University and Siena College. In 1924, he joined the NYC signal department and held various positions in signal maintenance, design and construction on Lines East and the B&A. In 1953, he was promoted from assistant to the signal engineer at Springfield, Mass., to the position of signal engineer. Subsequently Mr. Hart was appointed district signal engineer with headquarters at Syracuse, N.Y.

● **SOUTHERN:** James D. Gardner has been appointed communications engineer at Washington, D.C. A native of Mt. Airy, N.C., Mr. Gardner came to the Southern as a student engineer and later advanced to assistant communications engineer. Recently he has been supervisor of communications at Salisbury, N.C.



Joseph G. Karlet



James M. Hesser

● **NORFOLK & WESTERN:** The following appointments have been made in the expanded signals and communications department: Joseph G. Karlet, superintendent signals and communications, N&W, is appointed manager signals and communications. James M. Hesser, assistant superintendent S&C, N&W, is appointed as-
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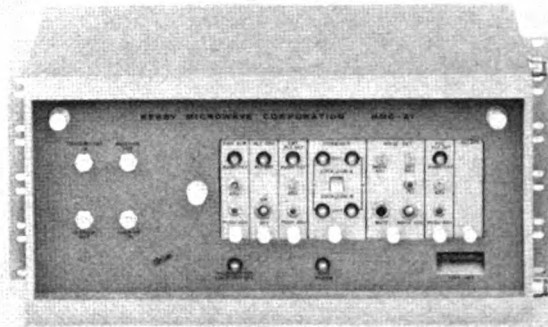
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Assistant manager S&C. **William B. Van Lear**, assistant superintendent signals, N&W, is appointed assistant manager S&C. **Sennet W. Miller**, superintendent communications, NYC&StL, is appointed regional engineer S&C, Lake region, at Cleveland, Ohio. **Lowell B. Yarbrough**, engineer of signals and communications, Wabash, is appointed regional engineer S&C, western region at St. Louis, Mo. **Neill S. Lewis**, assistant superintendent signals, N&W, is appointed regional engineer S&C, Atlantic and Pocahontas regions.

All men will be headquartered at Roanoke, Va., except Mr. Miller and Mr. Yarbrough. **H. G. Stiebeling**, signal engineer, NYC&StL, at Cleveland has retired.

Mr. Karlet was born in Roscoe, Pa., Nov. 10, 1902. He entered railroad service on the N&W as an assistant signalman in May 1926. After several promotions, he became inspector of telegraph and signals in 1942. Six years later he was advanced to assistant superintendent signals. In 1957, Mr. Karlet was appointed superintendent signals and communications.

Mr. Hesser was born in Baltimore, Md., Jan. 30, 1907. Following gradua-



William B. Van Lear



Sennet W. Miller



Lowell B. Yarbrough



Neill S. Lewis

tion from Johns Hopkins University with an engineering degree, he joined the Miller Train Control Corp. in 1928. After eight years as assistant chief engineer, he joined the N&W as a draftsman. After being advanced through the positions of circuit designer and inspector, Mr. Hesser was made chief clerk of the S&C department in 1946. He was promoted to assistant superintendent telegraph in 1950, and appointed assistant superintendent S&C in 1957.

Mr. Van Lear joined the N&W in 1936 as a signal helper, and was appointed a signalman in 1940. He was promoted to signal foreman in 1945, to assistant signal supervisor a year later, and in 1948 to inspector telegraph and signals. In 1953, Mr. Van Lear was appointed assistant to the

superintendent signals and in 1957 he was promoted to assistant superintendent signals.

Mr. Miller was born July 7, 1904 at Bucyrus, Ohio. A graduate of Case Institute of Technology with a degree in electrical engineering, Mr. Miller began his railroad career with the Pennsylvania as a signalman in 1927. Following a three-year apprentice program he worked in various signaling capacities including telegraph and signal inspector. In 1935, he specialized in communications work and rose through various positions to become telephone and telegraph inspector in 1948. At this point in his career, Mr. Miller was appointed superintendent of communications of the Nickel Plate Road at Cleveland, Ohio.

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Mr. Yarbrough was born in Decatur, Ill. on Nov. 27, 1901. He started with the Wabash in May 1918 as a signal helper advancing through various positions in the signal department. In 1929 he was appointed a signal circuit draftsman, and two years later promoted to office engineer. Mr. Yarbrough was appointed assistant engineer in the signal department in 1939, and engineer of signals and communications in 1948. He was promoted to assistant superintendent S&C in 1955, and three years later appointed superintendent S&C. Subsequently, Mr. Yarbrough's title was changed to engineer S&C and his headquarters moved from Decatur, Ill. to St. Louis, Mo.

Mr. Lewis was born Dec. 5, 1903 at Chipley, Fla. He entered railway service in 1924 with the Southern. He advanced through various positions including signal maintainer, signal foreman, leading draftsman and construction supervisor. In 1947 he went with the Virginian as assistant to superintendent telegraph and signals. In 1952, Mr. Lewis was appointed assistant superintendent T&S, and three years later appointed superintendent T&S with headquarters at Princeton, W. Va. When the Virginian was merged with the N&W in 1959, Mr. Lewis was appointed assistant superintendent signals at Roanoke, Va.

Mr. Stiebeling was born in Haskins, Ohio on Mar. 5, 1899. He joined the NKP as a signal helper in 1922. Two years later he was promoted to signal construction foreman, and in 1926 he was made general signal foreman. In 1930, Mr. Stiebeling was made assistant signal supervisor. He was promoted to general signal inspector in 1941 and four years later appointed assistant signal engineer. In 1957, Mr. Stiebeling was promoted to signal engineer, headquartered at Cleveland, Ohio.

● **BALTIMORE & OHIO:** Henry A. Maynard, general signal supervisor at Cincinnati, Ohio has retired. Mr. Maynard was born in Elkwood, Ala., Oct. 20, 1900. Following an education in the public schools, he completed an ICS course in railway signaling. He began his career with the B&O as a signal helper at Dayton, Ohio in 1922. He advanced through various positions becoming a circuit designer in the signal engineer's office in Baltimore in 1937. Two years later he was appointed a signal inspector, and in 1942 Mr. Maynard was promoted to signal supervisor. In January 1947, he was appointed assistant engineer sig-



H. G. Stiebeling



Henry A. Maynard



Charles D. Howell



Del Larson

nals at Cincinnati. Last year his title was changed.

● **CHICAGO, ROCK ISLAND & PACIFIC:** E. F. Koester, engineer signal design, at Chicago, has retired. He began his railroad career in 1917 as a signal helper on the B&OCT. A year later he went with the Rock Island as a signalman. He advanced through various positions including signal foreman, signal supervisor and office engineer. He was appointed engineer signal design in 1956.

Supply Trade News

● **CARBON PRODUCTS** division of Union Carbide Corp.: J. W. Shea has been named to the newly-created position of manager of technical services and will be headquartered at Parma, Ohio. Robert P. Stambaugh has been named director of development, also located at the division's technical center at Parma.

● **GOULD-NATIONAL BATTERIES, INC.:** Richard J. Christensen has been appointed assistant director of advertising. John B. Finigan has been promoted to advertising manager, alkaline battery and filter divisions.

● **LYNCH COMMUNICATION SYSTEMS INC.:** Del Larson has been appointed sales manager. Donald L. Oestreicher, manager of engineering, is appointed assistant general manager. Lewis J. Boss, manager application engineering, has been named to the newly created position of sales office manager. Fulvio F. Garzoli, head of the new product and modification engineering section, has been appointed manager of application engineering. Donald Green, project engineer, has been appointed to the newly created post of manager, development engineering.

Mr. Larson is a graduate of Washington State University with a degree in electrical engineering. He was previously manager of microwave sales for Lynch. He will be in charge of field engineers and customer training representatives, as well as coordinate

sales activities with Graybar Electric Co.

● **TECHNICAL APPLIANCE CORP.:** Don H. Burcham Co. has been appointed sales representatives for Taco antennas, equipment and systems in the states of Alaska, Oregon, Washington, northern Idaho and western Montana. Earl Associates of Honolulu will represent Taco in Hawaii and U.S. Territories and possessions in the Pacific Ocean. Kittleson Co., Los Angeles, Calif., will represent Taco in southern California, southern Nevada and Arizona.

● **UNION SWITCH & SIGNAL** division of WABCO: Charles D. Howell, vice-president-manufacturing and purchasing, WABCO, has been elected vice-president and general manager, US&S, succeeding Robb W. James, resigned. Mr. Howell graduated from Harvard University and the Harvard Graduate School of Business Administration. He joined WABCO in 1959 as assistant vice-president-manufacturing. In 1963, he was appointed vice-president manufacturing and purchasing.

Obituaries

● **RALPH M. SPILLMAN**, assistant signal engineer, Missouri Pacific, died recently. Other deaths reported at the recent C&S Section, AAR, meeting, and not previously reported in this magazine, included: F. E. Beutler, retired assistant engineer, Chicago & Western Indiana; A. S. Bieter, telegraph office manager, Milwaukee Road; and T. A. Gallagher, superintendent telegraph and signals, Toledo, Peoria & Western.

Mr. Spillman was born in Grant City, Mo. on July 21, 1905. He joined the MP as a signal helper in 1925 and subsequently served in various signal department positions. In 1944, he was appointed signal supervisor of the Joplin and White River divisions. Two years later he was transferred to the general offices in St. Louis as signal inspector. In 1953, Mr. Spillman was promoted to assistant signal engineer.