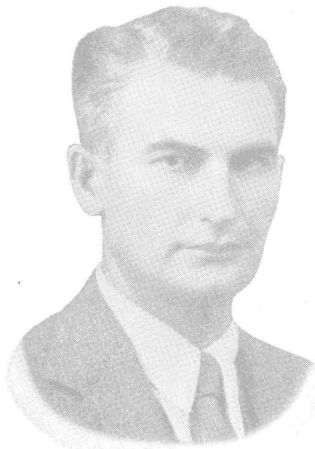


NEWS OF THE MONTH

John I. Vaughn, circuit engineer of the General Railway Signal Company, with headquarters at Rochester, N. Y., has been appointed sales engineer, with headquarters at St. Louis, Mo. Mr. Vaughn attended the University of Illinois, taking academic courses of study, and later, while employed at signaling, took university extension courses, and completed the International Correspondence School course in electrical engineering. He entered the signal field in August, 1920, working successively as signal helper, assistant signal maintainer, and district signal maintainer on the Chicago, St. Paul, Minneapolis & Omaha. In May, 1926, he left the Omaha to go with the New York Central, lines west, and was employed in the Chicago terminal zone as a wireman



John I. Vaughn

and signal maintainer until December, 1928, when he went with the General Railway Signal Company as a copy-writer in the advertising department. He was transferred to the commercial department of the same company in October, 1930, as a circuit engineer, continuing in that capacity until his present appointment as sales engineer. **George J. Johaneck** has also recently been appointed sales engineer of the General Railway Signal Company, reporting to their Chicago office. Mr. Johaneck was born at Shawano, Wis., on March 9, 1907. He was educated in the grade and high school at Shawano. Later he studied at the Chicago School of Engineering and the Armour Institute of Technology. He began his railroad experience in April, 1925, as signal helper and assistant maintainer on the Chicago & North

Western. In June, 1927, he entered the service of the Chicago, Burlington & Quincy as a draftsman, which position he



George J. Johaneck

held until May, 1929, when he resigned to become an engineer in the commercial department of the General Railway Signal Company. He has remained in this capacity until his recent appointment.

H. H. Gault has been appointed signal supervisor of the Baltimore & Ohio, with headquarters at Garrett, Ind., with jurisdiction over the Chicago subdivision of the Akron-Chicago division, vice **P. H. Carroll**, retired, effective September 1.

G. W. Spangler, assistant supervisor of telegraph and signals on the Maryland division of the Pennsylvania, at Wilmington, Del., has been appointed acting supervisor telegraph and signals of the Washington terminal, Washington, D. C., effective September 8. **K. M. Lockerby**, foreman of electric traction, New York division, Pennsylvania Station, N. Y., has been appointed acting assistant supervisor of telegraph and signals on the Maryland division, with headquarters at Wilmington, Del., effective September 8.

R. C. Gardner, signal supervisor of the Canadian National at Edmonton, Alberta, died on August 8. Mr. Gardner was born in Cottonwood Falls, Kan., on September 16, 1887. He entered the service of the Canadian National in December, 1915, as signal inspector, and later became a signal supervisor, in which capacity he remained until his death. Prior to his serv-

ice with the Canadian National, he was employed in the construction department of the Union Switch & Signal Company. **W. Thomas**, formerly of Fort William, Ontario, has succeeded Mr. Gardner at Edmonton. He was leading signal maintainer in the Lakehead terminals, and has many years service with the Canadian National, both in the construction and maintenance departments.

Harold J. McCreary, an electrical engineer who has had considerable experience in circuit design with the Western Electric Company, the Automatic Electric Company, the Railroad Supply Company, the Chicago Television & Research Laboratories, and the Leich Electric Company, has established an office as consulting engineer, with headquarters at 105 West Adams Street, Chicago.

Changes on the New York Central Lines

Following the retirement of **J. C. Mock** as signal and electrical engineer of the Michigan Central, and the recent death of **C. F. Stoltz**, signal engineer of the Big Four, the jurisdiction of **F. B. Wiegand**, signal engineer of the New York Central, with headquarters in Cleveland, Ohio, has been extended to include all lines of the New York Central System, except the Pittsburgh & Lake Erie and the Boston & Albany.

R. B. Elsworth, assistant signal engineer, continues as previously in charge of lines east of Buffalo, with headquarters in Albany, N. Y. **B. J. Schwendt**, assistant signal engineer, lines west, with headquarters in Cleveland, Ohio, has been appointed to succeed Mr. Stoltz, with the title of assistant signal engineer in charge of the Big Four, with headquarters at Cincinnati, Ohio, effective September 1, 1937. **H. D. Abernethy**, chief signal inspector of the New York Central, lines west, with headquarters in Cleveland, has been appointed to succeed Mr. Schwendt as assistant signal engineer, lines west, with headquarters as before. **R. E. Green**, assistant signal engineer of the Michigan Central, with headquarters at Detroit, Mich., has been appointed in charge of signaling on the Michigan Central, reporting to Mr. Wiegand. **J. J. Corcoran**, assistant signal engineer, lines east, with headquarters in Albany, has been transferred to Cleveland, with the same title, to act as a general assistant to Mr. Wiegand on the entire New York Central System. **C. D. Cronk**, signal supervisor, with headquarters in Cleveland, has been promoted to succeed Mr. Abernethy as chief signal inspector. **E. N. Bousquet**, assistant supervisor of the Cleveland district, has been promoted to supervisor of this territory.

Mr. Wiegand entered the service of the New York Central & Hudson River, now the New York Central, on April 21, 1891, serving as a signal maintainer. In May, 1894, he was appointed signal inspector on the Harlem division of the New York Central; in October, 1901, assistant signal supervisor on the Hudson division; and in July, 1902, signal supervisor on

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the River division. In March, 1903, Mr. Wiegand became general signal inspector of the entire road, and two months later was appointed signal supervisor of the Mohawk division. In July, 1906, he was appointed assistant signal engineer of the Lake Shore & Michigan Southern, now part of the New York Central. In Octo-



F. B. Wiegand

ber, 1913, he was appointed signal engineer of the New York Central, lines west of Buffalo. In 1922, Mr. Wiegand acted also in a consulting capacity for the Cleveland Union Terminals Company, and on March 1, 1925, his jurisdiction was extended over the Ohio Central Lines, which railroad at that time was leased by the New York Central. On September 1, 1933, Mr. Wiegand had his jurisdiction extended to include the lines east of Buffalo, following the resignation of W. H. Elliott, signal engineer of the lines east. Mr. Wiegand served as chairman of the Signal Section of the American Railway Association in 1922.

Mr. Schwendt was born on July 25, 1884, at Green Springs, Ohio, and obtained his early education in the grammar and high schools of that city. In March, 1902, he went to work for the Minot Company, Minot, N. D., as assistant plant foreman, from which position he was advanced successively to electrician, wireman, lineman, and installer, and in August, 1903, was given charge of the telephone department. He entered Ohio State University at Columbus in November, 1903, graduating in 1907 with the degree of mechanical and electrical engineer. During the summer months of his college course he was employed by the Allis-Chalmers Electrical Company, in the Bullock Works at Cincinnati, Ohio, as a winder and assembly man. Upon graduation in June, 1907, he entered the service of the Union Switch & Signal Company and was engaged in the installation of electric and mechanical interlockings and automatic signals on the Pennsylvania, lines west, the Baltimore & Ohio and the Erie. In March, 1909, he was appointed supervisor of signals for the Toledo & Ohio Central, Hocking Valley, Kanawha & Michigan and the

Zanesville & Western, with headquarters at Columbus, Ohio. He was appointed signal engineer of the Toledo & Ohio Central and the Zanesville & Western on January 11, 1912, and continued in this capacity until April 1, 1915, when he was appointed superintendent of telegraph and signals of the same road, retaining jurisdiction over the signal department. On August 1 of the following year, his jurisdiction was extended to cover the telegraph and signal departments of the Kanawha & Michigan and the Kanawha & West Virginia. During the period of



B. J. Schwendt

federal control, his jurisdiction was extended to include the telegraph and signal department of the Hocking Valley. On February 1, 1923, his jurisdiction was changed to superintendent of signals of the Toledo & Ohio Central, Zanesville & Western, Kanawha & Michigan and Kanawha & West Virginia. On March 1, 1925, he was appointed assistant signal engineer of the New York Central, Ohio Central Lines, with headquarters at Columbus, Ohio, and on December 1, 1925, he was transferred to Cleveland, Ohio, as assistant signal engineer of the New York Central, lines west, as well as the Ohio Central Lines.

Mr. Abernethy was born at Newark, Ohio, in 1884, and entered the service of the American Railway Signal Company, Cleveland, Ohio, as an engineer in 1905. In 1917 he went with the New York Central as a signal draftsman, and two years later was promoted to chief draftsman. In 1920 he was appointed assistant engineer, and, in 1924, general signal inspector, being promoted in 1926 to chief signal inspector, which position he held until his recent appointment as assistant signal engineer.

Mr. Green was born at Rodney, Ont., in June, 1880, and began signal work as a repairman on the Michigan Central in May, 1900. In November of the same year he was promoted to the position of batteryman, and in December of 1901 was made inspector. In September, 1904, he resigned to accept a position with the St. Louis Terminal. A year later he took a position with the Union Switch & Signal Company, where he remained two years. In October,

1907, he re-entered the service of the Michigan Central in the capacity of assistant signal supervisor. In October, 1909, he was appointed signal supervisor. Mr. Green was appointed assistant signal engineer of the Michigan Central, with headquarters in Detroit, Mich., succeeding J. R. Decker, on July 8, 1912.

Mr. Corcoran was born at West Springfield, Mass., on April 14, 1889, and graduated from Worcester Polytechnic Institute with a degree of Bachelor of Science in Electrical Engineering in 1911. He first entered railroad service in 1906 on the Boston & Albany, and served during the summer months of that year and the succeeding years to 1910 inclusive as water boy, track inspector, material clerk, and signal wireman's helper. In 1911 he entered the service of the New York Cen-



J. J. Corcoran

tral at Buffalo, N. Y., serving successively as signal helper, assistant maintainer, maintainer, maintenance inspector, construction inspector, draftsman, general draftsman, assistant engineer, and chief inspector. From 1922 to 1924, Mr. Corcoran was engineer of construction, and in 1924 was promoted to assistant signal engineer, lines east, which position he held at the time of his recent appointment.

Mr. Cronk was born in New Castle, N. Y., in 1882, and following common school education and study of electrical engineering by correspondence courses, he entered the service of the New York Central on the Hudson division in 1901 as a signal helper. He was assigned as draftsman in 1904 and chief draftsman in 1909, being assigned to valuation work in 1910. In 1912 he was appointed signal inspector with headquarters at Albany, N. Y., and in 1913 was assigned as engineer in the signal engineer's office. He was appointed assistant signal engineer, with headquarters in Cleveland, Ohio, in 1916, and was assigned as chief signal inspector in 1921. In 1927 Mr. Cronk was appointed assistant signal engineer of the Cleveland Union Terminal, and following completion of the terminal he returned to the New York Central, first as assistant engineer, and later as supervisor. His recent promotion is to chief signal inspector.