MELPAR-A-GRAPH

MELPAR, INC. • A SUBSIDIARY OF WESTINGHOUSE AIR BRAKE CO.

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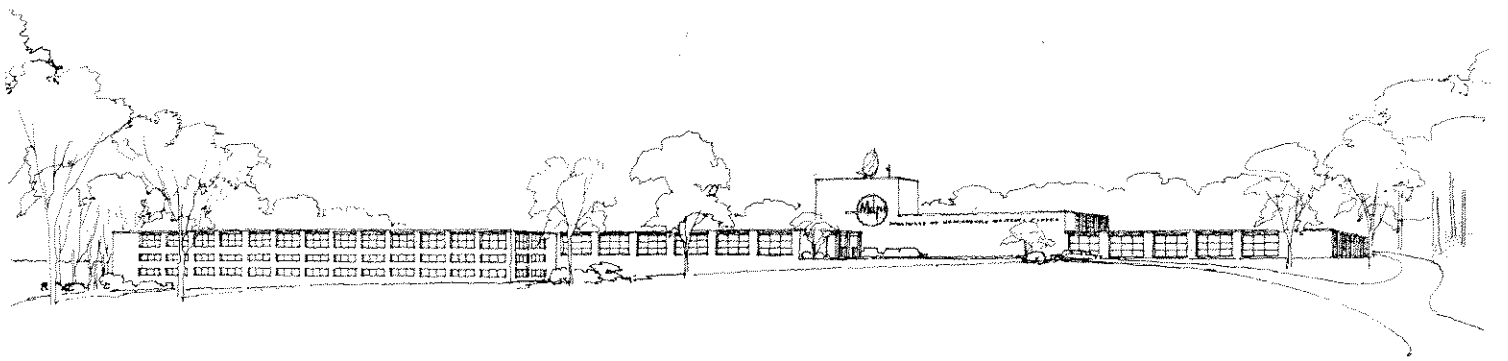
BUILDING ADDITION PLANNED



ARCHITECTURAL CONCEPT . . . Melpar Vice President A. C. Weid announced at an executive staff meeting that plans are being developed to add 120,000 square feet to the Falls Church building. The full details will be published in future issues of the Melpar-a-graph.

NEW AF CONTRACT AWARD EXPECTED TO ENGAGE 1000

New equipment to be used in connection with bomber aircraft is being designed and developed at the Bailey's Crossroads plant by the Reconnaissance Systems Engineering Department and will be going into full production at the Arlington Division, under a new contract recently awarded to Melpar by the U. S. Air Force. Negotiation on the specifications for the system was begun in June, 1958, and completed in September, resulting in this contract.

Expected to be one of the largest development and production projects ever undertaken by Melpar, this equipment will, at its peak, engage the full-time efforts of 1000 people under the direction of Reconnaisance Systems Engineering Department Manager, R. E. Miller, and Arlington Division Manager, W. C. Purple.

The activities will be carried on at the Arlington, Bailey's Crossroads, and Columbia Pike plants.

CHANGE IN VACATION POLICY

was announced as we go to press. The change makes it possible to have a vacation of 15 to 22 days—and you can take it in the Spring, Summer, Fall or Winter—or a day at a time if that's the way you want it and, of course, if your Supervisor can spare you.

If you had a vacation last year you can have half of your 1959 vacation now—or you can save it. The other half will be given to you on July 1st.

If you joined Melpar between January 16 and July 1, 1958, you were given your first vacation credits as of January 1, 1959, rather than waiting until next July, and you received 5 days for the first six months plus a day for each additional month.

Vacation pay checks will be issued on regular pay days.

These are the highlights of the new policy. Full details will be distributed to all employees soon.

MELPAR SPEAKERS ACTIVE AT VARIOUS MEETINGS

Dr. P. E. Ritt, Manager of the Chemistry Laboratory was the guest speaker at a meeting of the American Institute of Chemical Engineers student body of the University of Virginia in Charlottesville, Virginia on December 2nd. His address concerned the "Place of the Chemical Engineer in the Electronics Industry."

"Survey of Speech Bandwidth With Compression Techniques" was the topic of a talk delivered by Mr. S. Campanella, Staff Assistant to the Chief Engineer, before the Washington Society of Engineers on December 17th. Material discussed by Mr. Campanella is the result of research work performed in efficiently coding speech for transmission of voice communication. This application provides the promise of more efficient utilization of available radio spectra and the possibility of improved performance of noisy long-distance communication links. A similar lecture was delivered to the Global Communications Conference by Mr. Campanella at St. Petersburg Beach, Florida, on December 4th.

TUCSON PROJECT DEALS WITH AIR NAVIGATION

GETTING THE LOWDOWN . . . Section Head J. E. Swafford, in charge of the Tucson operations, explains the operation of a theodolite to Mrs. Lafrank on her recent visit to the Tucson plant.

AIM IS SELF-CONTAINED AUTOMATIC NAVIGATOR

The staff of the Melpar-Tucson facility is presently busily engaged in a project to evaluate a self-contained automatic navigator for U. S. Army aircraft. This project is being carried out in the Ft. Huachuca-Tucson area under the terms of Melpar's technical assistance contract with the U. S. Army Electronic Proving Grounds.

As part of the instrumentation being used in the tests, ground based tracking theodolites are used to fix the position of test aircraft along a test course in southern Arizona. These "fixes" of position are then compared with synchronized photographs made of the aircraft's navigational instruments and an accuracy comparison is made.

The self-contained automatic navigator currently being tested is of the doppler radar type and present plans are to evaluate the system installed in both fixed-wing and helicopter types of Army aircraft. Melpar-Tucson personnel fly in the test aircraft as well as man the ground-based tracking stations. The results of these types of tests assist the Army in selecting electronic navigational equipments for future Army aircraft.

POLARIS TEST EQUIPMENT CONTRACT TO WATERTOWN

Announcement of a new project connected with the Polaris Missile program was made last week by A. Abate, Manager of the Melpar Plant at Watertown, Massachusetts. The project, valued at over $175,000, includes the design and development of Maintenance Analysis Tests Set for Shore Support. The contract calls for a number of these sets to be delivered to the General Electric Company at Pittsfield, Massachusetts.

Mr. Abate has assigned the project to Section Head F. G. Benkley. Project Engineer for the job will be H. S. Littleboy.

REMINDER

If your pension payment appears changed when you receive your paycheck this month, it probably has. Once a year, effective January 1 of each year, the earnings class of each Pension participant is redetermined and the contribution adjusted accordingly. A similar adjustment in the group insurance premiums and coverage becomes effective on January 31st of each year.

FIVEL AUTHORED ARTICLE DETAILS BEACON TESTING

Featured in the October issue of "Missile Design and Development," is a six page article by M. J. Fivel entitled "Pre-Site Testing of Electronic Assemblies." Mr. Fivel, Technical Staff Assistant to the Manager, Arlington Division, outlined testing procedures for Melpar's Radar Tracking Beacons. He describes the development of the AN/DPN-48 beacon, its characteristics, physical aspects, and techniques of operation. He also explained and illustrated "pre-site testing" of the equipment.

IN-PLANT REGISTRATION SET

Registration for in-plant courses will take place at Melpar plants later this month. Registration at the Falls Church plant will take place in the Main Conference Room. The Conference Room at Columbia Pike #1 will be the scene of registrations for the Bailey's Crossroad area plants, while the Arlington plant will use the Conference Room in Building #7.

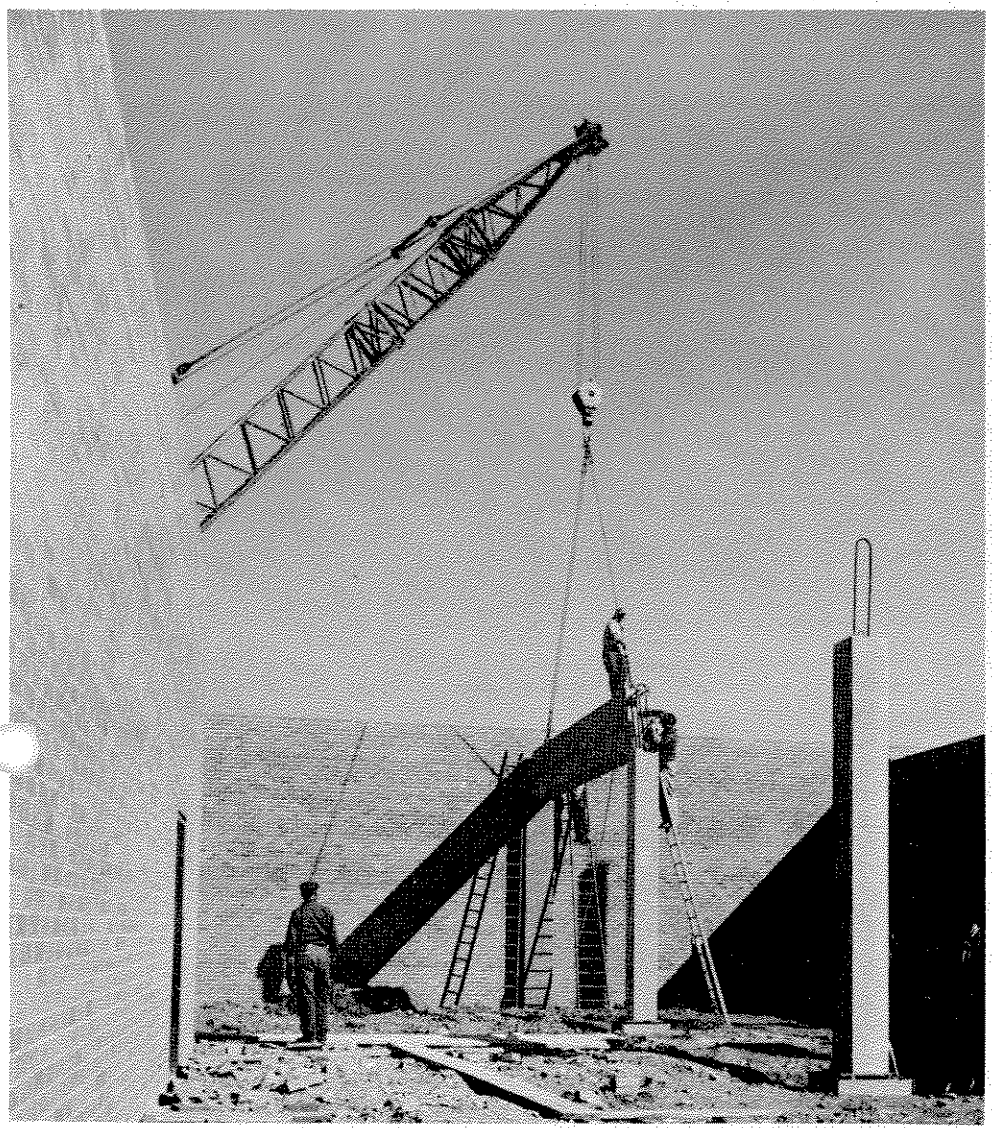
Registration hours are posted on all bulletin boards.

SAFE CONDUCT

by Walt DeGroot

"SO, WHERE'S YOUR PARACHUTE?"

LEESBURG PIKE BUILDING USES NOVEL CONSTRUCTION TECHNIQUE IN PLACE OF STEEL GIRDERS



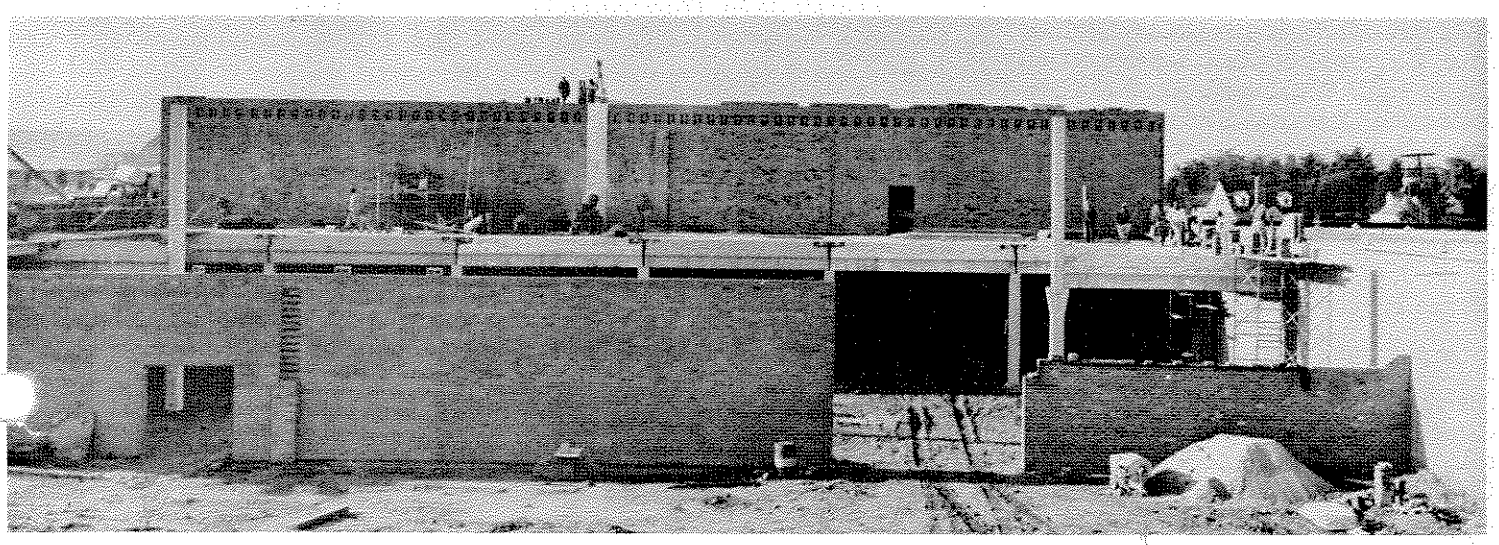
A different concept of structural design is going into the new two story building at the Leesburg Pike Plant. Anticipated completion date of the plant, designated as Leesburg Pike No. 4, is February 1st.

The new design operates on the principle of utilizing prestressed concrete beams in place of steel girders. This prestressed concrete differs from ordinary poured concrete girders in that steel cables are suspended lengthwise in a form. Concrete is then poured over the series of stretched cables; when the concrete sets and dries, and the cables are detached from the form, contraction of these evenly spaced cables compress and weld the concrete into a more solid, strengthened beam. This type of suspension is generally less expensive than structural steel, is non-combustible and will not collapse under intense heat, being more fire resistant than steel.

Three inches of concrete poured over the beams welds them together making the whole structure seamless. The twelve thousand square feet of flooring on the upper level is of this special design, while the lower level floor is poured concrete.

The building will house the Ground Data Handling Equipment Branch and supporting personnel.

AT LEFT . . . the first prestressed concrete beam is placed in position to accept crossbeams which will make up the floor of the second story of Leesburg Pike #4.
BELOW . . . After the floor has been installed, workmen use it as a platform to erect the outside walls. photo by Tatroe



GOING UP!

Boston promotions saw L. A. Katz advance to Assistant Branch Leader from Senior Research Engineer and T. C. Randall rise to Senior Technician from Technician. E. A. Lazaris moved up to Senior Clerk Typist from Clerk Typist.

At Falls Church, G. G. Klinepeter advanced to Technician from Incoming Inspector and A. D. Roten advanced to Lead Technician from Technician. C. A. Taylor was promoted to Senior Chemical Technician from Chemical Technician and B. E. Thummel rose to 1st Class Wire Technician from Wire Technician. M. R. Artman and J. E. Richards advanced to Junior Engineer from Technician. H. H. Menks moved up to Electro-Mechanical Inspector 1st Class from Electro-Mechanical Inspector 2nd Class.

J. T. Violette advanced to Planner from Junior Planner and M. S. Brown moved up to Secretary from Clerk Typist. L. L. Howard was promoted to Senior Technician from Technician. A. P. Duhamel rose to Senior Chemist from Chemical Engineer. B. R. Daugherty, F. B. Love, M. J. Robey and J. B. Foy were promoted to Senior Engineer from Engineer. A. A. Kiriakow advanced to Staff Secretary. M. A. Gerber rose to Senior Purchase Order Clerk from Purchase Order Clerk.

P. V. Maslo advanced to Senior Clerk Typist from Clerk Typist and D. J. Barrett to Clerk Typist from Clerk A. M. E. Swain rose to Senior Accounts Payable Clerk from Accounts Payable Clerk and M. D. Goodyear was promoted to Senior Clerk Typist from Clerk Typist. S. K. Winters moved up to Clerk Typist from Clerk A, and K. E. Caldwell rose to Illustrator. H. F. Kreider was promoted to Electro-Mechanical Inspector 1st Class from Electro-Mechanical Inspector 2nd Class. J. C. Watkins advanced to Electrician 2nd Class from Electrician Helper.

J. C. Caballero rose to Consulting Project Engineer from Senior Engineer. J. T. Bowling and M. E. Lane were promoted to Senior Personnel Clerk from Personnel Clerk. J. O. Dankmyer advanced to Field Service Project Engineer.

Arlington Division promotions include J. L. Leigh advancing from Expediter to Junior Planner and R. S. Sproles from Clerk A to Clerk Typist. C. L. Ennis rose to Electro-Mechanical Inspector 1st Class Task Leader from Electro-Mechanical Inspector 2nd Class Task Leader. R. J. LeBlanc moved up to Machinist A. L. E. Taylor advanced to Lead Porter from Porter. D. A. Randall was promoted to Junior Planner from Expediter.

J. W. Truslow and J. H. Carr rose to Senior Planner from Planner. C. L. Chini advanced to Sheet Metal Group Leader from Sheet Metal Man 1st Class. B. A. Flatley moved up to Engineer from Junior Engineer. R. A. Yescavage rose to Progress Coordinator from Progressman. F. E. Olszewski was promoted to Incoming Inspection Foreman. A. L. Kolec advanced to 1st Class Light Assembler and R. W. Martin to Precision Assembler 1st Class. F. M. Heuay and G. L. Ramey rose to Senior Clerk Typist from Clerk Typist.

H. R. Ingle moved up to Sheet Metal Man 2nd Class and L. A. Frazier advanced to Storekeeper from Tool Crib Attendant. R. D. West rose to Dispatching Coordinator from Senior Dispatcher.

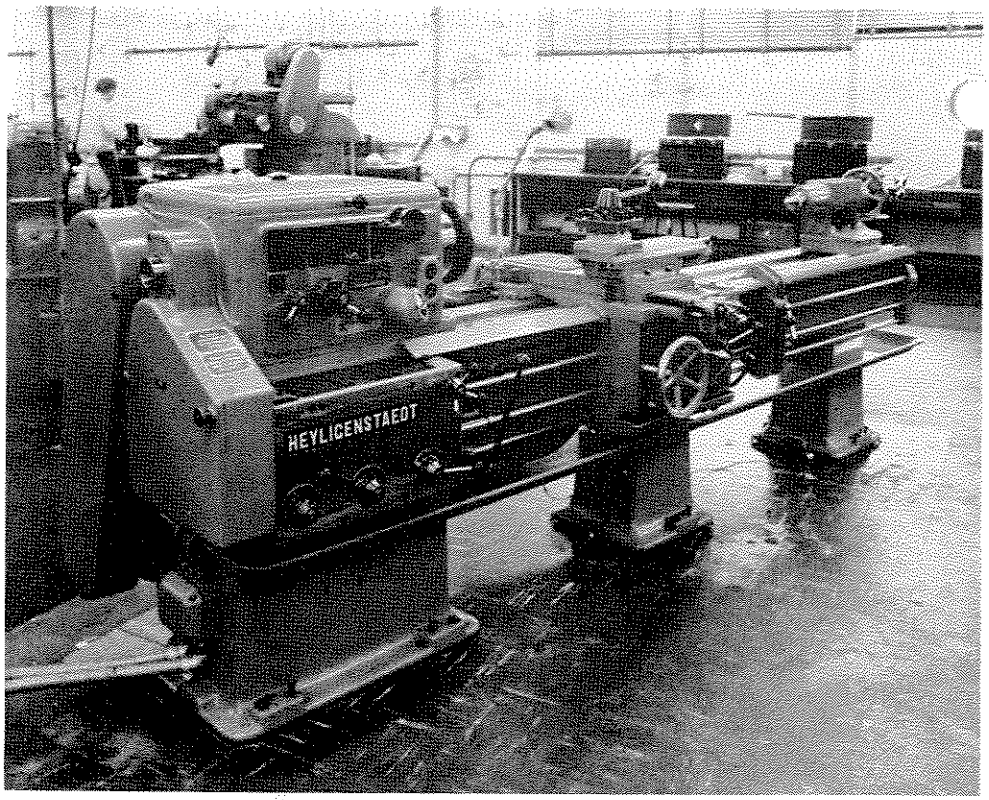
R. M. Keilty, of Watertown advanced to Senior Draftsman. F. L. Goyette rose to Electro-Mechanical Inspector 1st Class from Electro-Mechanical Inspector 2nd Class. T. M. Fisher moved up to Senior Field Administrative Engineer.

At Leesburg Pike, W. P. Maxwell advanced to Engineer from Junior Engineer, and H. Montague III and C. S. Fama rose to Consulting Project Engineer from Senior Engineer.

Columbia Pike promotions saw A. G. Moseley rise to Engineer from Junior Engineer. H. F. Miller advanced to Senior Engineer from Engineer and E. W. Burns rose to Electro-Mechanical Inspector Group Leader from Electro-Mechanical Inspector Task Leader. P. F. Zacharias moved up to Senior Engineer from Engineer. J. F. Balac advanced to Senior Draftsman from Draftsman.

Bailey's Crossroads promotions include P. A. Rock and R. T. Savarese moving up to Senior Engineer from Engineer. M. M. Goode advanced to Clerk Typist from Clerk A. A. G. Thompson rose to Design Engineer from Senior Draftsman.

Moving up to Senior Engineer fr[om] Engineer were J. C. Pullara, E. A. M[c] Cann, E. P. Cormier and W. A. LeDoux. R. E. Koontz rose to Draftsman. W. C. McGunnigal was promted to Junior Engineer from Technician.



PRECISION PLUS . . . Precision work on materials up to 80 inches long and 30 inches in diameter can be handled on a new Heyligenstaedt gap-bed lathe recently installed in the Falls Church machine shop.

The lathe, imported from Germany, has many ingenious innovations including a power-fed tool slide; and a remote carriage control.

According to C. H. Schmitt, machine shop foreman, the tool is capable of cutting American, British or metric threads without a change of gears.

The lathe makes possible work tolerance of .001" or less. Photo by Meinke