

TRACKS

CHESAPEAKE AND OHIO RAILWAY

JUNE 1956

**ANNUAL MEETING AND
STOCKHOLDERAMA**

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PUGWASH . . . AND PEACE

See Page 32



TRACKS

CHESAPEAKE AND OHIO RAILWAY

Vol. 41—No. 6

JUNE, 1956

Ted O'Meara, Editor

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COVER—Listening to recorded explanation of Univac, these charming C&Oers were hostesses at Annual Shareholders Meeting and Stockholderama at Richmond. From left, Mrs. Helen M. Smith, Betty L. Brightwell (background), Mrs. Clara M. Holt, Mrs. Ann B. Goodlow, Mrs. Henry W. Oppenheimer (wife of general attorney) and Anise Lee Zimmerman. Inside cover (opposite), general view of Stockholderama with crowds of shareholders watching C&O men demonstrate newest in maintenance of way machinery. Back cover shows old 377, a high-wheeled C&O locomotive—shareholders enjoyed blowing the whistle—which was on exhibit along with wooden coach of ancient vintage. Most modern of rolling stock also was on exhibit. See story on Page 2.—C&O staff photographs.

ANNUAL SHAREHOLDERS MEETING AND STOCKHOLDERAMA

THIS is the biggest thing since the Railroad Fair at Chicago," a stockholder remarked as he stepped from the C&O coach he had been on for all of fifteen minutes, or the time it took the special train to run from Main Street Sta-

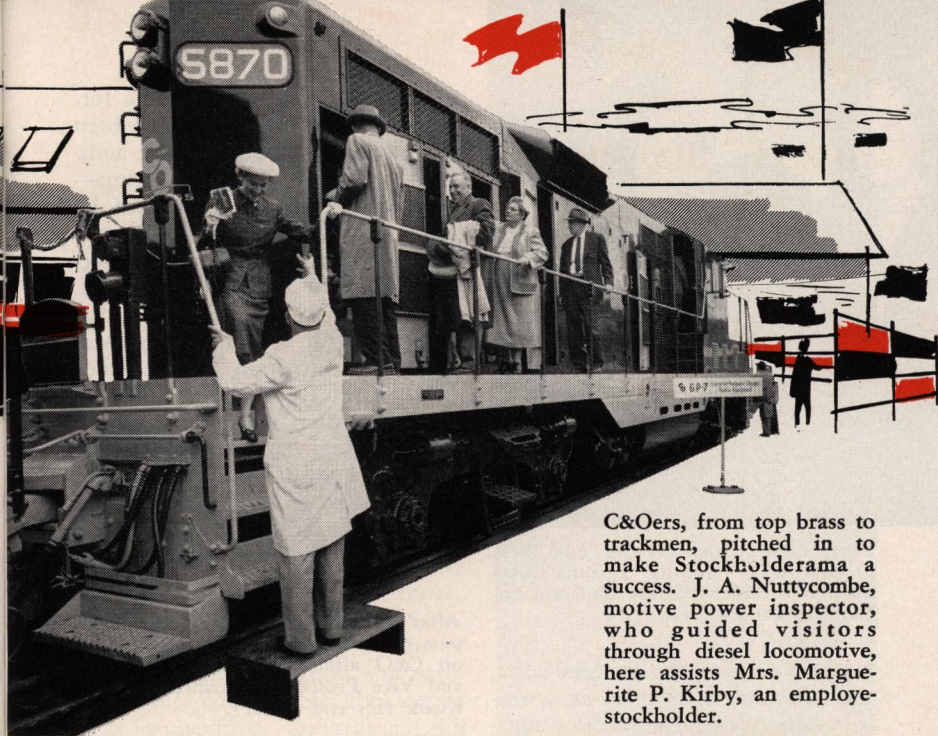


tion to Seventeenth Street Yard at Richmond.

What the stockholder beheld was to bug the eyes of more than 650 others—a record attendance—at C&O's "Annual Shareholders Meeting and Stockholderama" on April 26 at the Virginia capital, corporate home of the railroad.

In previous years the annual meeting has been held in the company's offices or in a business building in Richmond, but this year it was decided to show the owners some of the progressive developments that have taken place in railroading, their own road in particular. Hence, the Stockholderama and special free trains to carry the

Enroute to Annual Meeting, J. R. Cary, Jr., superintendent, and R. Vawter, general manager (right), are welcomed at Main Street Station by Conductor R. B. Giles and Hostesses Catherine MacDougall and Mary Hahn.



C&Oers, from top brass to trackmen, pitched in to make Stockholderama a success. J. A. Nuttycombe, motive power inspector, who guided visitors through diesel locomotive, here assists Mrs. Marguerite P. Kirby, an employee-stockholder.

shareowners out to see it and to attend the meeting.

The "fair" atmosphere prevailed at Main Street, too, where blooming azaleas and colorful signs decorated the old station. Uniformed train hostesses guided the shareholders to the trains for the short ride to the meeting place.

Spread out over several acres, along and between the tracks, the Stockholderama scene was gay with bright painted fences, flags, benches, potted azaleas and dogwood and colorfully canopied walkways connecting exhibits of rolling stock

and other railroading equipment.

Along a section of well-ballasted track, one of the first things the stockholders saw was a crew of workmen, dressed in suits of new blue overalls, operating the very latest in roadway-maintenance machines. There was everything from pneumatic spike-driving hammers to cranes to a tie machine. All of the bigger machines were painted in C&O colors, bright yellow and blue, adding eye-catching appeal to the over-all setting.

The inventor of the tie machine, C&O Division Engineer R. H. Ab-



Shareholders Irma Moore and Bess Dinan were among dozens who greeted President Tuohy on train enroute to annual meeting.

bott, whose name the machine bears, was on hand to describe its operation. The Abbott Tie Machine automatically removes and replaces wooden ties, an important and costly part of track upkeep, without disturbing the adjacent roadbed.

After watching a tie being pulled from beneath the rails with the ease of a loose tooth being extracted from the mouth of a six-year-old, a stockholder said, "John Henry has really gone modern!"

It was John Henry's day, too, for no track crew had ever performed before so large and interested an audience. It would be a toss-up as to who was having the most fun, workmen or onlookers.

The entire Stockholderama—the

central section of which was a former shop building which had been converted into an attractive auditorium for the annual meeting—was conceived and constructed by C&O people. All of the superintendents and foremen, their assistants and their forces at Richmond, contributed to the over-all setting.

Vying with the Abbott Tie Machine for attention was another C&O invention—the Railvan, a freight carrier with both rubber tires for highway travel and steel wheels for rail travel. The Railvan, invented by K. A. Browne, C&O director of research, is designed to combine the flexibility of the truck

After breakfast aboard office car, business students were brought up to date on C&O affairs by President Tuohy and Vice President—Finance John E. Kusik (far end of car).



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STOCKHOLDERAMA

with the economy of the train. In effect, it will provide the equivalent of "piggyback" service, the carrying of trucks on flat cars, without the expense of providing the flat car. Many times during the day, the shareowners watched how the Railvan could, in only seconds, retract its rubber-tired wheels and lower its flanged steel wheels to the rails. Needless to say, Mr. Browne was pleased with the expressions of approval as he and his assistants demonstrated their brainchild.

Both before and after the annual meeting, during which the C&O's owners heard Walter J. Tuohy, C&O president, say that their company is well started on a year of expected record business and earnings, the outdoor Stockholderama was in operation. Colorful and full of action, the exhibition was opened later in the day to the general public. In fact, the public had an over-the-fence preview on the Sunday before the meeting when more than a thousand Richmonders drove

Introductions, and questions from the floor, were in order at C&O's annual meeting. Top, Eleanor Pratt, winner in last year's student essay contest, attended meeting as shareholder. Center, Mrs. Alma M. Kelly, of Denver, asked whether National Coal Research Institute is actually finding new uses for coal, and was told it definitely is; right, Dick Eckenroth, security analyst, complimented Mr. Tuohy and the railroad "for such a wonderful showing and all-round fine performance."

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"Speaking as a stockholder," said Cyrus Eaton, C&O's board chairman, "I think our future is still very bright. I have been thrilled in the past months to have heard of the purchases of our stock by insurance companies, by trust companies, by banks, by investment trusts."

Seated on dais with Mr. Tuohy as he conducts meeting are, from left, Vice President—Law Joseph C. Kauffman, Vice President—Finance John E. Kusik, and Secretary Howard Keelor.



STOCKHOLDERAMA

out to Seventeenth Street Yard to see what was a-building there.

C&O personnel in engineers' white coveralls and caps operated the exhibits and told the sharehold-

ers about them over loudspeaker systems.

Also displayed was a model of another important C&O innovation, its Univac electronic computer sys-

Cyrus Eaton, chairman of the board, and ten other directors were re-elected by the shareowners. Front, from left, Mr. Tuohy, Mr. Eaton, Herbert Fitzpatrick, Barnum L. Colton; rear, Dr. Fay A. LeFevre, M. S. Fotheringham, Roger H. Ferger, Robert J. Bowman, Cyrus Eaton, Jr., and Robert J. Bulkley. Director William H. Lipscomb was ill and unable to attend this year's meeting.



STOCKHOLDERAMA

tem, the first installed by any railroad. The Univac, which fills a large part of a floor in C&O's Cleveland headquarters, was represented by a Remington Rand working model.

Other exhibits in the Stockholderama included a mobile Reflectoscope, a C&O-developed vehicle for detecting flaws in car axles electronically; a Loader Car, made to C&O's own specifications, a specially built car, compartmentalized to prevent shifting in lading; a Pulpwood Car, of C&O's own design; an all-steel Hopper Car, one of 52,000 in service on C&O; a Burro Crane, which removes old rail and lifts new rail into place;

Mrs. Helen M. Smith, employe-hostess, briefly interrupts talk between Chairman Eaton and Vice President Dunn to present Mr. Eaton with Greenbrier box lunch. Engineering and maintenance forces of Mr. Dunn's department made major contributions to Stockholderama success.



a Nordberg Track Cleaner, which picks up debris from four miles of track per day.

Also on display was a Transverse Adzing Machine, which smooths off the wood plugs that are placed in old spike holes; a Craw Air Compressor, a self-propelled tractor-type machine that proves compressed air for the power tools; a compressed air Power Jack for lifting the track; a Multiple Tamper, which firmly sets ties in place and levels the surrounding roadbed, a Power Bolt Wrench and a tandem Spike Driver that works on both rails at once. A radio-equipped diesel locomotive and caboose, as well as various freight cars, were decked out in a proposed new color scheme being shown for the first time. In contrast was a vintage steam locomotive, in which shareholders were free to blow the whistle, and an orange-painted coach of the kerosene-lamp and pot-belly-stove era.

And the traditional little red caboose on the C&O will blossom out in a new color scheme of bright yellow if the railroad's officers and shareholders like a sample which was unveiled at the Annual Meeting and Stockholderama. Greater visibility—and therefore safety—is the objective of a yellow caboose, with red lettering. The shareholders also saw a box car painted in a proposed new scheme of black, with yellow lettering and yellow reflect-

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Hostesses Clara Holt, Ann B. Goodlow and Anise Zimmerman, all C&O employes, heard recorded explanation of Univac in free moment at Stockholderama. Right, Carl G. White, of Remington Rand Co., and E. L. Morrison, Jr., general superintendent computer applications (wearing glasses).

tive striping, for ready visibility.

Two business students from each of seven Virginia colleges and universities attended the meeting as C&O's guests to witness "corporate democracy in action." Afterwards they were asked to write their impressions of the meeting with the best essay winning two shares of stock for its writer.

The students were invited to breakfast aboard Mr. Tuohy's office car where they had an opportunity, before the meeting, to talk with him and with Vice President-Finance John E. Kusik and M. I.

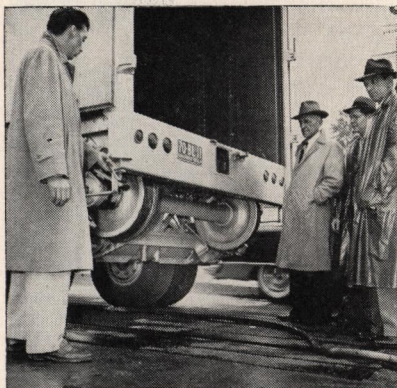
Dunn, vice president-construction and maintenance.

Mr. Tuohy's remarks to the students were only a prelude to the picture of the railroad he presented at the meeting which opened promptly at 10:30 a.m.

He told the shareholders, who were meeting for the first time in a railroad yard, that they were witnessing an exhibition of progressive developments on their railroad and that "your management is always seeking new and better ways for the railroad to fill its vital transportation job."

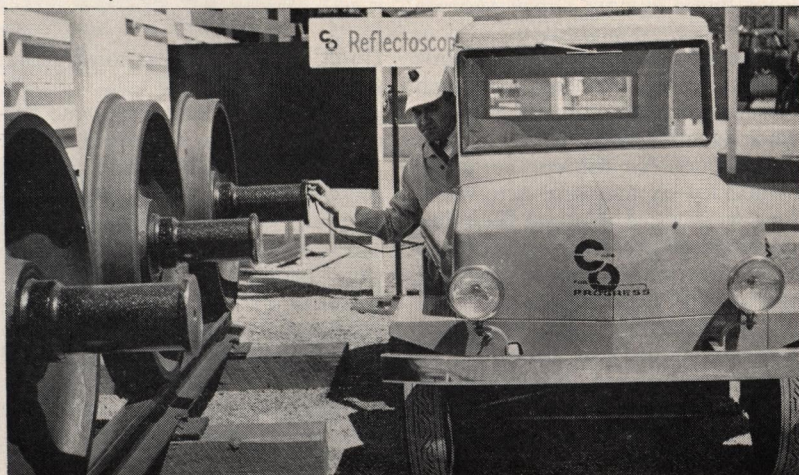
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STOCKHOLDERAMA



Railvan, another C&O invention on exhibit at Stockholderama, will run on either railway or highway.

Reflectoscope, axle flaw detector, being demonstrated by Ted De Vilbiss, superintendent non-destruction testing, was developed in C&O research laboratory in conjunction with Sperry Co. Machine projects ultrasonic waves which bounce back if they strike flaw and show on viewer in front of operator.



"If all of us on the railroad do not keep up with the tide of progress in finding ways to do the job faster and better," he said, "there would be no C&O—no wages, no tax payments, no dividends and loss of savings invested by thousands of people. Hardly need it be emphasized that this is an era of swift change. And to keep up we need such new tools for old tasks as the Abbott Tie Machine, the Railvan and the Univac. So that you could see these innovations, we arranged today's Stockholderama."

In a slide presentation to the

shareholders, Mr. Tuohy described the ten years of growth on the railroad which has made the C&O "practically a new railroad," which has a book value today of a billion dollars, "and half of that value has been added, new, in the last ten years."

The shareholders were treated to a luncheon prepared by the chefs of The Greenbrier Hotel at White Sulphur Springs, W. Va., C&O's resort in the Alleghany Mountains.

The lunch was served in the meeting room, but many of the shareholders found the pleasant surroundings outdoors and the comfortable benches a more enticing place to eat and visit.

The special trains which carried the shareholders to the meeting left early in the afternoon to return to Main Street Station. But dozens purposely missed the train and used taxicabs and buses for the return trip.

Why?

They just couldn't tear themselves away from the Stockholderama.

Abbott Tie Machine (above), which automatically removes and replaces wooden ties, was one of main attractions at Stockholderama. Machine is invention of C&O division engineer. Operating machine is Wilford E. Moore. Right, C&O trackmen who worked at Stockholderama demonstrating machines. From left, Jeff Bailey, James I. Norman, John D. Patterson, Albert L. Johnson, Robert Moss, Wilford Fore and Harry R. Morris.



RAILS 'round the world

by DAVID CAMERON

GARDENERS employed by London Transport are experimenting with a vigorous and durable type of grass for use on embankments and cuts. The grass, known as "red fescus 859," is flourishing even on dry clay banks and is turning the areas around subway stations from barren eyesores into pleasing stretches of greensward. The gardeners are encouraged in their belief that the grass may solve some landscaping problems by the fact that red fescus 859 thrived and established a sturdy turf on a coal dump at Neasden where it was planted to keep dust from blowing about.

THE recent ceremonial visit by Queen Elizabeth II and the Duke of Edinburgh to the British colony of Nigeria brought an additional health bonus to natives who live along the rail lines traveled by the royal couple. In preparation for the visit, dozens of workmen sprayed the vegetation on each side of the railway and

destroyed billions of disease-carrying mosquitoes which infest the forest and tropical grasses.

THE DERAILMENT of two tank cars at Blairton, W. Va., caused an unprecedented consumption of well water. The tanks were filled with 8,500 gallons each of wine in concentrated form and sprang leaks when they overturned. Eager free-loaders who arrived with jugs, bottles and pans were shooed away by guards, but the would-be salvagers found some consolation in watching the high-powered wine gush into two wells located near the Baltimore & Ohio tracks. Although the water became tastier, authorities reported that even a prodigious guzzler couldn't get really drunk on it.

THE owner of a small dairy farm near Bologna, Italy, must have a railroad engineer's license in order to continue making butter. Dairyman Benatti uses an old railway engine to furnish power

for his milk processing machinery because there is no electricity in the area. Italian State Railways have decreed that Signor Benatti is "operating a steam locomotive even though it has no wheels."

ty-five expensive dresses, fourteen skirts, four raincoats, eight two-piece dresses and nine coats stowed neatly in the air-conditioning system of a Pullman of the luxury tourist train, "Aztec Eagle." But they didn't catch the smuggler.

MANY scientific marvels, such as the submarine, the airplane and television, conceived in the fertile imagination of French author Jules Verne and considered utterly fantastic when he wrote about them, are commonplace realities today. But one of his predictions still lies only in the realm of imagination—a transatlantic subway. In a manuscript published after his death fifty-one years ago, Verne describes a journey from Boston to Liverpool in cigar-shaped cars propelled through an underwater tube by pneumatic motive power. Through this tube powerful bellows drove a train of passenger cars 3,500 miles between Boston and Liverpool at a speed, in the author's words, of "a trifle over 1,720 miles an hour." Not even our fastest jet planes can leave Boston after breakfast, land in London and be back in Boston in time for lunch, as a passenger on Jules Verne's transatlantic subway could do.

A SMUGGLER in Mexico chose a novel hiding place for his loot. Custom officials found thir-

THE EARLIEST known railroad photograph, more than one hundred years old, is preserved in Victoria and Albert Museum in London. The picture was taken in 1851 and shows Locomotive No. 136, the *Folkstone*, as she appeared on exhibition at Hyde Park, London. The *Folkstone* was built for the South Eastern Railway and was designed by Russell Crampton, English engineer best known for his Safety Locomotive which proved that an eight-inch wheel on a narrow gauge had the same virtues of speed and steadiness as a seven-inch wheel on a broad gauge.

RABARI Jai-Mala, a native of India, went to extreme lengths to persuade a man to repay a loan of \$1,100—he derailed a train on which his debtor was traveling. He previously had written an anonymous letter to the debtor, warning him of serious consequences if he did not repay the loan. As a result of his drastic act, Rabari Jai-Mala received a five-year prison sentence at Ahmedabad, India.

RECALL ED...

Thanks to this program, hundreds of railroaders are being kept on the payroll.

THE words a railroader's wife dreaded, and not too long ago, were these—"I've been cut off!"

When friend husband, especially if he didn't have much seniority, made this unhappy announcement, it meant that next day he'd be looking for a job in some other industry. And a brakeman pumping gasoline at a filling station is about as happy as a musician selling pickles.

The picture has changed, however, for today railroad management and the labor organizations are coordinating their efforts in finding railroad employment for furloughed, or cut-off, railroad workers.

Nearly two years ago, the Chesapeake & Ohio began a coordinated expansion of its program for using employes furloughed in one branch of the service to meet needs for new employes in other branches. This program has been especially effective where employment needs could be anticipated, such as was the case when large numbers of vacancies were occasioned by the introduction of a five-day work week for the operating crafts.

TRACKS

By **DON KELLY**
(Office of Assistant Vice President—
Labor Relations)

In the Operating and Maintenance of Way and Construction Departments, which employ the bulk of C&O's total work force, hundreds of furloughed employes have been removed from the ranks of the unemployed. Where recall in accordance with seniority has not filled all vacancies, furloughed employes have been transferred from other departments, other crafts and other locations. In a number of cases special agreements have been made with the brotherhoods concerned to accomplish this end. Every conceivable means has been used to offer available positions to those cut off, before recruiting employes from outside the company.

Latest figures indicate that C&O's total cut-off list was reduced by more than 5,700 employes between December, 1954, and March, 1956. A recent survey made by the Rail-

Machinist helper turned brakeman, L. C. Sharp (opposite), back to work after two-year furlough; E. C. Carol (above), cut-off brakeman, now on paint force; W. H. Fowler (right), machinist, now brakeman . . . all happy to be back on railroad jobs.



JUNE, 1956

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RECALLED

road Retirement Board indicates only 357 active claimants for unemployment benefits from the C&O, of which 137 are working part time. However, all of these employees will be given first opportunity to return to full time railway service in some capacity as openings arise.

Recent examples of furloughed C&O employees being returned to service in other crafts include approximately 500 vacancies at Russell Car Shops, brought about by increased work there, and 200 vacancies as yard brakeman, occasioned by the five-day work week for this group, filled by furloughed employees from other branches of service; fifty-five cut-off employees from other branches given employment as a result of the five-day work

week for firemen, and fifty furloughed employees of other crafts brought into the work of building a new yard at Russell.

In addition to the efforts of individual railroads, in cooperation with labor organizations, the Railroad Retirement Board's Employment Division is working closely with the industry to channel employees furloughed on one road to other roads needing employees of the same or other classes. This has tended to reduce even further the shrinking cut-off list and help keep railroad workers in the railroad industry.

The sincere interest manifested in utilizing furloughed employees has produced both humane and economic advantages. Numerous employees are enjoying a higher standard of living than would otherwise have been theirs. The railroads, too, have benefited from the experience and skill of re-employed workers over that of new people not familiar with the railroad industry. By itself, the advantage gained from the utilization of skills previously acquired is sufficient justification to give preference to furloughed railroad workers.

Elton Thomas, former pipefitter, ran service station 3 years while furloughed, has been yard brakeman since December on C&O recall plan.

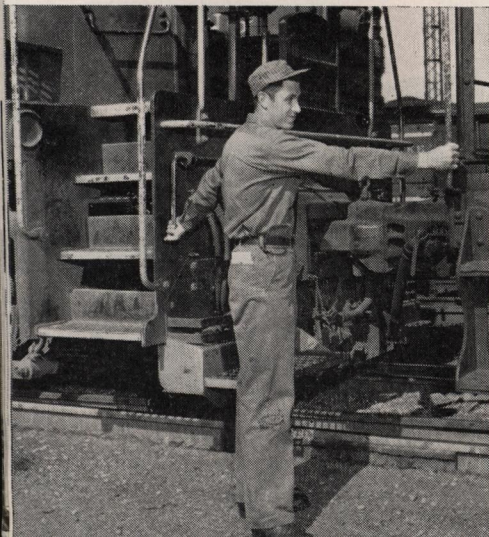
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C AND O CAMERA

TRACKS will welcome contributions to Cando Camera, but photographs must be clear and of railroad, preferably C & O, subjects.

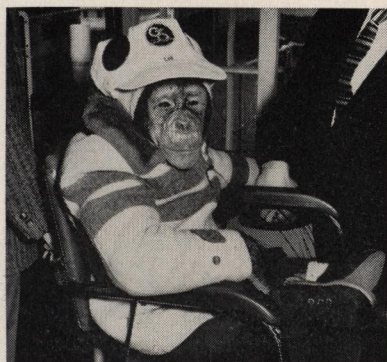
CLEAN FROM IOWA to North Carolina, Virginia, West Virginia and Maryland traveled this trainload of Maytag washers and appliances. Moving at one time aboard sister ships *Spartan* and *Badger*, this million dollars' worth of electric appliances was largest single merchandise shipment ever to cross Lake Michigan via C&O trainferry.—*Photograph by Fred Costello.*





RAILROAD WEEK in Huntington pays tribute to three railways serving community. (Left) J. B. Herring of C&O, A. W. Johnston of B&O and M. B. Young of N&W bury "time capsule" at foot of C. P. Huntington statue at C&O station. Capsule, made in C&O shops, contains current history, publications and letter from each road's president to his successor in year 2000. "May you report many another 'Best Year' in your time," wrote C&O's W. J. Tuohy. "We are third highest of 131 railroads in net revenue during 1955. Our purpose is to continue growth that will make C&O No. 1 in your regime."

HUNTINGTON YOUNGSTERS—5,000 strong—find high spot of week's festivities in Can-dO Special (right). In full sized mock-up of engine cab, exhibited at Sears, young engineers prepare to "drive" locomotive.



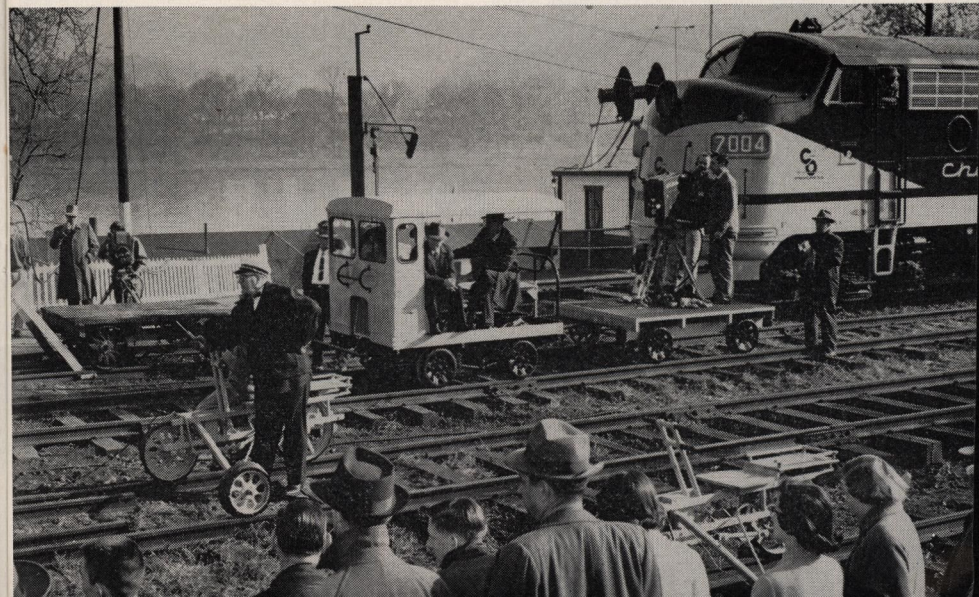
ANOTHER WOULD-BE ENGINEER, in appropriate C&O cap, faces camera (left) with accustomed aplomb. Visiting celebrity J. Fred Mugs is regular in cast of "Today," network TV show which originated from West Virginia city for two days during gala week. Other events included daily tour of C&O shops, track exhibit, appearances by C&O Chief Hostess Mary Hahn, and renaming of Eighth Avenue to Railroad Avenue for week's duration.

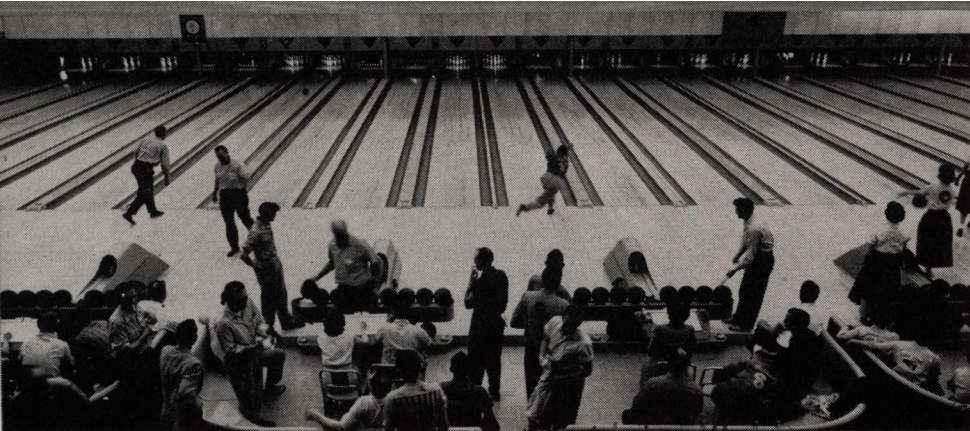
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"ADMIRAL" DAVE GARROWAY, on morning television show, interviews Miss Huntington Railroads, alias Carole Smole, daughter of C&O'er J. J. Smole. Seaman's cap, left over from previous day's broadcast aboard Armco riverboat, is about to come off in favor of engineer's cap and kerchief, presented by Carole. Miss Railroads was chosen from field of 13 charm-ers, all railroaders or from railroad families.



BIG FEATURE of "Today's" railroad broadcast, screened at C&O siding, is announced by Garroway (below). TV camera is mounted on rail car to follow handcar race between program's Frank Blair and Jack Lescoulie, won by latter. Preceding race, Dick McCutcheon of NBC questioned FFV Conductor Clyde Harbour, 54-year C&O veteran, regarding handcar racing in his early railroading days.—*Photographs by Willis Cook.*





ULTRA MODERN BOWLING CENTER is site of 1956 C&O System Bowling Tournament at Cleveland. Some 300 keglers, participating in doubles, singles and team events, delighted in bright, up-to-date alleys, under floor ball returns, automatic pin setters, lights which registered numbers of any pins left standing after first roll in each frame. Chairman of tourney was G. L. Garlitz, Jr., head bookkeeper, Accounting Dept., Cleveland.—All photographs by Art Hanford.



SMALLEY BROTHERS of Peru, Ind., are all members of same team, have averages among highest of bowlers at meet. Shown below, left to right, are Carl, Bill and Bob, whose averages are 171, 189 and 175, respectively.



ALL TIED UP, but ready for action on the alleys (opposite page) are two girls' teams, Purchasing of Cleveland, and C&O Chessies of Russell, Ky. Latter team won ladies' Taylor trophy for Southern Region. Sportsmen's team of Columbus, Ohio, took men's Taylor trophy. For Northern Region, corresponding Cronk trophies went to two Detroit teams, lady Spartans and men's Industrial shown at right. Standing, left to right, are Bob Lockhart, Captain Tom Diak, Marv Siegert, (kneeling) Benny Arney and Bob VanderKlipp.



PRESENTING AWARDS is Betty Royon (above, left), special assistant to chairman of board, Cleveland. Team captain Eva Mae Willis accepts Taylor trophy. • Shown below is 1956 innovation, Leo Curl Memorial trophy, tribute to late Detroit C&O man, credited with originating C&O system tournament. Proud winners are Detroit Industrials, identified below.



SIDETRACKS

being tipsy. When one of the guests insisted that the hostess exhibit the latest addition to her family, the proud mother went to the nursery and reappeared with a set of twins swathed in a single blanket. Smithers gazed at the bundle for a moment, rubbed his eyes, steadied himself and finally declared, "My, what a beautiful baby!"

M. V. Simpson
Brooklyn, N. Y.

CONVINCED she was dying, a wife felt only concern that her husband would be unable to manage without her.

"Promise me, dear," she breathed, "that when I'm gone you'll take another wife. And I've been thinking that you couldn't choose a better one than Helen Henry."

"Well, I don't know," hesitated her husband. "She isn't exactly the one I've been thinking about myself."

Mrs. J. P. Nicely
Huntington, W. Va.

ATENNESSEE hillsman gave two visitors permission to hunt on his land. As they set out, he told them, "You'll find a still 'round 'tother side of the mountain, and I'd be obleeged if you'd bring me back a jugful."

At the end of the day, the pair stopped at the still, filled a jug but were barely on their way again

when a bullet whistled over their heads. Pounding at top speed down the path to the mountaineer's cabin, they rushed in and panted that his still was being raided.

"Boys," he replied, as he hastily shut the door behind them, "I plumb forgot to mention, that ain't my still."

Lewis Casey
Gallipolis, Ohio

AWARE of the heavy penalty for sleeping on sentry duty, a recruit on early morning relief did his best to keep his eyes open. In spite of all efforts, he went to sleep on his feet. Awakened by a slight noise, he raised his eyes and saw the Officer of the Day approaching. The recruit stood for another minute with his head bowed, then lifted it slowly. Looking piously up at the sky, he murmured, "Amen."

M. R. Beasley
Marquette, Mich.

Do you have a funny story? Send it in. TRACKS will pay \$5 for it if used. If it does not appear in 60 days, please consider it rejected. No jokes will be returned unless submitted with return stamped envelope. Mail to Sidetracks Editor, TRACKS Magazine, Terminal Tower, Cleveland 1, Ohio.

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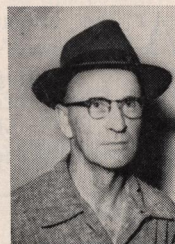


A roundup of items gleaned
from material directed
to the editor.

Saved by the Whistle

SOME people who live close to railroad tracks have been

known to complain about what—from the layman's viewpoint—they considered "unnecessary" whistle blowing. But not the Norman Painters, of Iron Gate, Va. They



Mitchell

will always be grateful for the sound of a train whistle. Repeated blasts from a C&O engine early one recent Sunday morning roused the couple who hurried to safety with their fourteen-month-old baby, escaping the fire that destroyed the interior of their second-story suite. On a before-dawn run, W. E. Mitchell, James River Division engineer, saw flames shooting from a house near the tracks. Shrilling a persistent alarm with his locomotive whistle, he not only warned the Painter family but also awakened the volunteer fire department,

whose prompt action confined the blaze to one floor of the building.

Color Cover Is C&Oer's

THE cover of *Railroad Magazine* for August, on news stands early this month, shows one of the *Pere Marquettes*, No. 14, silhouetted against a pale morning sky as she crosses Thornapple Bridge. The color photograph was made by John Mott, C&O staff photographer in Cleveland, who has also been the man behind the camera for many TRACKS' pictures. After receiving his B.F.A. degree from Ohio University where he majored in photography, John spent a year as an industrial cameraman before joining the railway four years ago. The August *Railroad* also reproduced his favorite among the black-and-white C&O photos he has taken, along with his portrait and a brief write-up.

In the Public Eye

CIVIC service and railroading are combined by many C&O employees, four of whom have recently

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ROUNDHOUSE ROUNDUP

been in the public prints. In Huntington, W. Va., Mrs. Pearl L. Lytle has been elected president of the Pilot Club. Mrs. Lytle, who works for C&O as secretary to the assistant general freight agent, was previously first vice president of the classified service club for business and professional women.

The First and People's Bank of Russell, Ky., has named C&O yardmaster Joe Fisher to its board of directors. Mr. Fisher fills the vacancy created by the death of his father, Judge Jacob Fisher, one of the founders of the bank.

In the political field, Lester Holdery, of Huntington, is a candidate for the Republican nomination

for councilman-at-large in that city. A special engineer for C&O, he has been employed by the railway since graduation from college.

C. C. Corker, of Meadow Creek, W. Va., is a Democratic candidate for nomination for county sheriff. Mr. Corker, a lay minister, has been a signal maintainer for the past thirty-four of his thirty-seven years of C&O service.

Eisenhower Stresses Safety

AT the invitation of President Eisenhower, two C&O men went to Washington for the President's Conference on Occupational Safety. E. G. McDougale, superintendent of the Newport News-Nor-

folk Terminal Division, and C. M. Schaefer, superintendent of safety and fire prevention, were among more than 3,000 management, farm, labor and government leaders in attendance when the President spoke at the opening of the three-day session. Although railroad safety, specifically, was not on the agenda, both men felt the meeting was highly instructive. They were impressed by the emphasis put upon education for home safety, inasmuch as accidents in the home head the list of casualties in this country.

Lawall Named Vice President

DR. Charles E. Lawall has been appointed vice president—coal traffic and development of the Chesapeake & Ohio Railway. When he came to the company in 1945 as engineer of coal properties, Dr. Lawall was already a prominent figure in education and in coal mining engineering. He had been president of West Virginia University for seven years and had served as secretary of the West Virginia Coal Mining Institute for ten years and as president for one.

Two years after joining C&O, he was made assistant vice president—coal traffic and development. In November of last year, he was

named assistant to the president, succeeding the late J. W. Bahen.

Dr. Lawall is chairman of the Mining Development Committee of Bituminous Coal Research, Inc., and a member of a number of other mining and engineering societies. He holds degrees of Engineer of Mines, M.S. and LL.D. from Lehigh University, an LL.D. from Waynesburg College and a D.Sc. from Morris Harvey College.

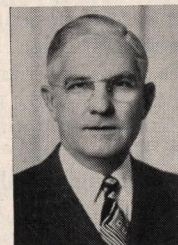
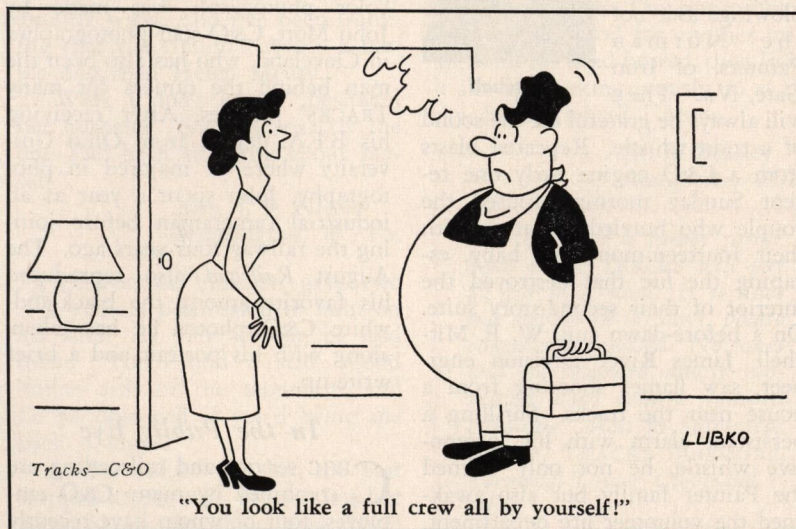
He will continue to maintain headquarters at both Cleveland, Ohio, and Huntington, W. Va.

Postal Clerk Rewarded

FIRST-DAY and other philatelic covers prized by stamp collectors should not be devaluated or marred with post office endorsements such as "missent" or "forwarded," believes Warner L. McAllister. For suggesting such stampings be omitted, he received a postal award of \$50. Mr. McAllister is a postal employee assigned to service between Richmond and Charlottesville, Va., and has been riding over the C&O rails for more than twenty years.

Traffic Men Chosen

THREE more C&O men have been elected to civic posts, again proving that, while a railroader may be a "travelin' man," he is also a community-minded citizen. At Norfolk, Va., J. M. Hamrick, Jr., district passenger agent, was chosen president of Post B, the Travelers



Lawall

ROUNDHOUSE ROUNDUP

Protective Association. He had previously served as vice president, represents the group on Norfolk's United Nations organization, is a member of the local Traffic Club and is on the transportation committee of the Chamber of Commerce. General Agent S. O. Youngquist, Flint, Mich., has been voted chairman of the transportation division of the Chamber of Commerce, making him a member of their board of directors. He had held the post previously in 1938 and 1947. He also belongs to the First Traffic Club, the Masons and the Elks. In Huntington, General Agent Leo Hager was picked to head the rail committee of the Chamber of Commerce. The committee is charged with promoting rail transportation in the area, in connection with rates and attending costs.

YMCA Honors Veterans

FIFTY-YEAR members were honored recently at an open house celebration of the Clifton Forge, Va., YMCA. Special recognition was given to Fenton A. Chapman, who was presented with a gold YMCA membership card. The award was made by W. K. Morton, of Richmond, assistant to C&O vice president and president of the C&O YMCA System Council. Principal host at the open house reception

was C&Oer Clarence L. Long, chairman of the YMCA board of directors at Clifton Forge.

Church Salutes C&O Man

LOYAL and devoted service by Otho S. Kittinger, a veteran of forty-nine years C&O employment, was recognized recently when he was the subject of a "This is Your Life" program at the Fifth Avenue Baptist Church in Huntington. Mr. Kittinger has been superintendent of the Sunday School at the Fifth Avenue Church for nearly seven years and is also a deacon of the church. He began his C&O career as a clerk-messenger in the superintendent's office at Clifton Forge, Va., in 1907 and was employed there until 1931 when he was transferred to the timekeeping bureau at Huntington.

Although unable to attend the program, Dr. J. Maurice Trimmer, pastor of the Fifth Avenue Church, sent a telegram in which he called Mr. Kittinger "one of the finest Christian gentlemen I have ever met and one of the most loyal church members I have known in my twenty-seven years in the ministry." In another wire from twenty-four of his Huntington neighbors, Mr. Kittinger was described as "a man we are proud to have as our friend and neighbor. He passes out kindness to all."

'News' in the News

PUBLIC discussions on what to name the new city which will be formed by the consolidation of Newport News, Hampton and Warwick, Va., have featured C&O's prominent role in that district. During the verbal tug-of-war over a new name, many citizens have written letters to Newport News papers expressing their opinions. Several who are in favor of retaining the name Newport News have cited C&O among their reasons. They pointed out that the C&O coal pier is associated all over the world with

Newport News and credited the railroad for much of the city's success.

Safety in the South

ONE of the leaders of the twenty-second annual West Virginia State-Wide Safety Conference was Calvin L. Jeffers, C&O safety and fire prevention supervisor at Huntington. Mr. Jeffers served as a vice chairman of the conference, held in Huntington and built around the theme, "Safety—My Business, Your Business, Our Business, Good Business."



RAILROAD QUIZ

(Answers on page 63)

1. Are cash transactions balanced out on a railroad's books daily, weekly or monthly?
2. Which of these are classed as passenger-train cars—refrigerator cars, mail cars, express cars, stock cars?
3. If one is making a round trip, can he save money by purchasing a round-trip ticket instead of a separate ticket each way?
4. What is the overall length of a standard freight car axle—between 5 and 6 feet, between 6 and 7 feet or between 7 and 8 feet?
5. When a shipment is waybilled on Form AD 99, is it a carload shipment or an LCL shipment?
6. What is a combination rate—a through rate made up of two local rates separately published or a blanket rate for two or more commodities?
7. Is the current per diem charge for freight car hire more or less than \$2?
8. In which country is the world's longest straight-and-level stretch of railway track—Australia, Russia or Argentina?
9. Under the new ICC classification of railroads, effective January 1, 1956, is a railroad whose gross revenues total \$2,000,000 a year a Class I or a Class II railroad?
10. Does a gross-ton-mile figure include the weight of freight only or the weight of freight and equipment combined?

THE DISTAFF SIDE

By MARGARET FRIEND

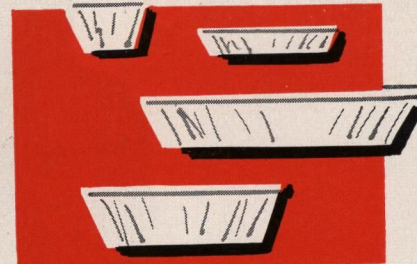


AN OLD favorite tablecloth is making a big hit with outdoor eating enthusiasts this season. It's the old-time beer garden cloth of red and white check, but now you can buy it for round tables, as well as square. And some of the prettier ones have heavy white cotton fringe around the edge. If you like to take the family out in the country and unpack a lunch at a roadside table or in a park, there's a printed burlap cloth you'll want along. Heavy enough to hide the splinters and pretty enough to eat on, this cloth also has another advantage—it isn't as "blowby" as lighter weight linens that need jars of pickles or ketchup at the corners to weight them down.

Summer breakfasts will be pleasant when the table is laid with one of the new French table cloths shown at some department stores. One in particular shows great imagination. The linen is printed with French bows and the whole is overlaid with polka dots in pinks and deep rose.

Anyone taking a quick trip through a linen department gets the impression that manufacturers are out to make bedding so beautiful that the bedroom will be one

TRACKS



of the handsomest rooms in the house. Flowered sheets and pillowcases are offered by some of the best makers. One line is carnation patterned—not only sheets and cases, but blankets, comforters, towels, shower curtains and bath mats. The same line also has these items available in field flower design. Another of the sheet makers has a beautiful ensemble of sheets and cases strewn with daisies.

SUMMER HOSIERY

The bare-legged look is the one to achieve this summer. No seams, no heels, just a filmy wisp of stocking that looks as though it weren't there. Just to eliminate any excuse for going stockingless, you can even buy "bare-look hose" for wear with the type of sandal with a thong passing between the great and next toe. These thong-toe sandalfoots cost \$2.50 a pair.

SUMMER COOKING

Those of you who like to cook but would rather not wash dishes

after the meal should look for a new line of disposable pans. Made of aluminum foil, they can be used for cooking, serving, storing and freezing. These work-free pans that add to summer leisure include cake, loaf, broil and pie pans, casseroles—even custard cups. Pans, plates and anything in the line are packaged in groups of from seven to twenty, depending on the item, for under a dollar. It's a small price to pay to escape washing the "horribles", as one young homemaker called pots and pans.

SUMMER FASHION

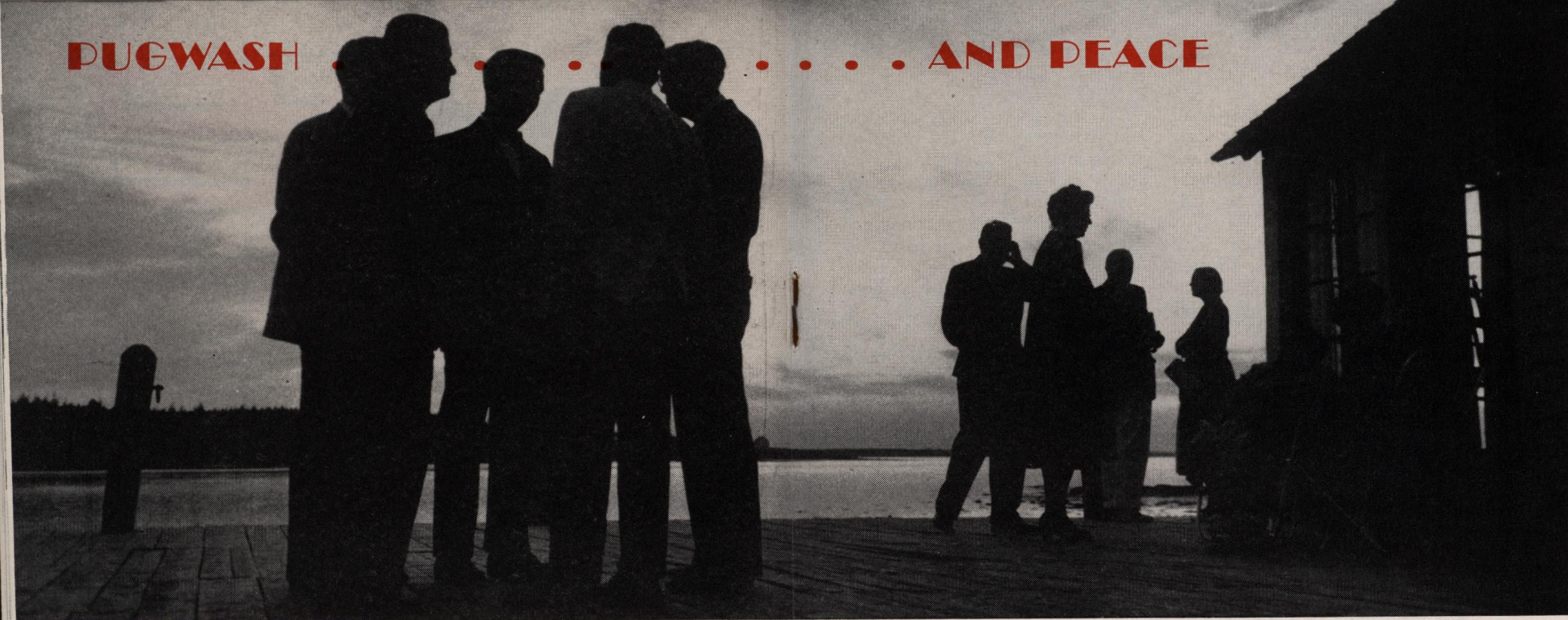
For summer days in the city, there is nothing handsomer than the new, simple, black chiffon shirt-waist dresses with straight-hanging pleated skirts and below-elbow sleeves.

Chiffon is a fashionable fabric this summer for evening wear, too. Both long floating chiffons and the draped kind are getting the nod of approval from women with a good style sense.

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PUGWASH AND PEACE



INFORMAL DISCUSSION in relaxed, natural settings was keynote of Pugwash gathering. Here scholars talk on dock at sunset.

THIS summer a small group of men will journey from far and near places to a village on Nova Scotia's northwest coast. Having quitted the clamorous hubs of the world's work, they will arrive at Pugwash, where the measure of midsummer excitement is the race of the fishermen, their boats piled high with traps, to the lobster grounds.

At Pugwash, in a simple white

clapboard house, set amid wind-twisted trees on wide lawns stretching down to Northumberland Strait, these men of different countries, cultures and callings will relax and talk together in what is informally called the Second Pugwash Gathering.

The house is 150-year-old Pineo Lodge, the ancestral home of Cyrus S. Eaton, chairman of the board of the Chesapeake & Ohio Rail-

way, and of the gathering there this summer Mr. Eaton recently said:

"This year we plan to invite Russians, Indians, Chinese and other scholars from many lands." He added, "Not someone running for office, or with an axe to grind. Disinterested men may find an answer."

Another war would mean annihilation, Mr. Eaton believes, "and it is time for a few fellows with

common sense to sit down and work out some compromises. There is no glory and reward in war. There is nothing in it for us from the side of liberty and freedom. From the economic standpoint it is terrifying. That is why sensible men have to sit down."

Last summer a similar group of scholars came together at Pugwash. In the words of the host at that time, "We look forward to some

PUGWASH... AND PEACE

wholesome recreation at this small village by the sea, and at the same time to reflection together on some of the more profound problems that concern the family of mankind."

The group, he said, would "relax together, exchange views, sharpen their own thinking, and design formulas for us to live by in this brand new world of ours."

At the end of the gathering, "the Pugwash thinkers" as the world's press was quick to name them, presented a scroll to their host evaluating the meeting.

"It was your inspiration," the joint statement said, "to bring together in fruitful communion men and women of most diverse attainment, men of action and men of thought, writers, business men and scholars. We may well have witnessed the birth of one of those ideas which are destined to open up ever increasing possibilities of good."

Pictures of the participants in the First Pugwash Gathering, some of the thoughts that were in their minds and some activities that went on are on the following pages.

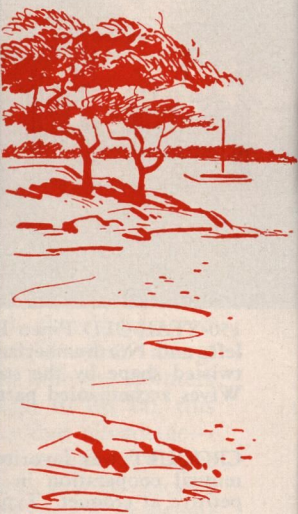
THE IDEA was to discuss anything, everything or nothing. In shirtsleeved comfort, English biologist and philosopher Julian Huxley (with bird-watching glasses), Canadian scholar Dr. F. Cyril James (with pipe) and Host Eaton found rocky beach an ideal spot for quiet talk. At meeting, Mr. Eaton paid tribute to Dr. James, economist and principal of McGill University, Montreal, for "his collaboration of inestimable value in bringing this first Pugwash meeting to fruition."



150-YEAR-OLD Pineo Lodge sits on point of land between Pugwash River, left, and Northumberland Strait, right. Apple trees have been forced into twisted shape by the strong winds which blow across the point in winter. Wives accompanied participants to the meeting at Pugwash.

CROQUET was favorite sport of guests. Although they explored paths of mutual cooperation in their informal talks, scholars became keenly competitive at croquet. Typical scene was an eminent authority on international law judging a point of conflict between an Egyptologist or philosopher and one of the world's foremost biologists or historians.

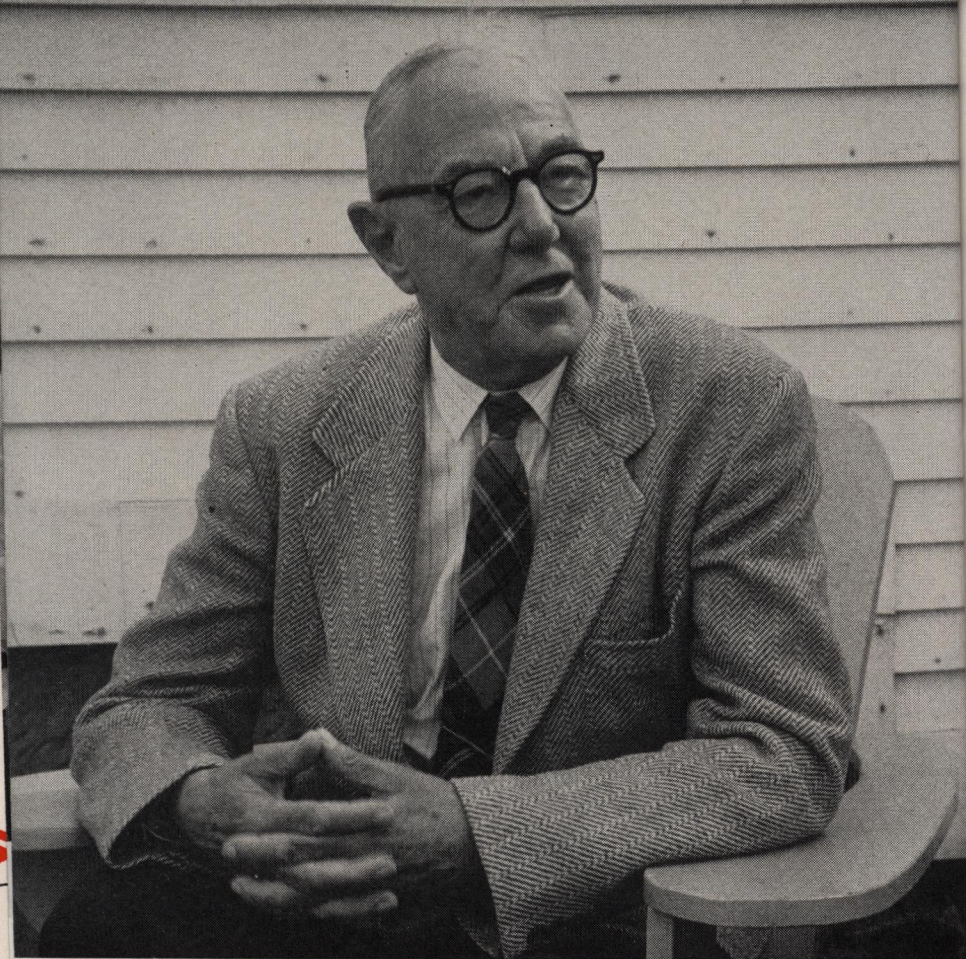




HENRY STEELE COMMAGER, of Columbia University, noted historian. "... One important question we are going to face in the next generation is whether we will fall into the kind of nationalism which was common in 19th Century Europe and make the mistake of chauvinistic nations, or whether, with the example of history, we can escape it . . . Modern science, technology and war have made nationalism obsolete. There is no such thing as national biology, geology . . . If we use our own experience with federalism, noncompetitive nationalism, we should be able to refit nationalism into an international pattern better than any country except Britain . . . It is an implacable requirement that we reformulate nationalism. I feel some degree of confidence we are working it out."



JOHN ALBERT WILSON, of the University of Chicago, an outstanding Egyptologist and epigrapher with expeditions to the Pyramids. Speaking of the value of the idea of the Pugwash retreat, Mr. Wilson paraphrased John Donne's line, No man is an island entire of itself. "I believe we are all islands," he said, "but we have to be in sight and shouting distance of each other. An island is lost unless it is related to other islands and to the mainland of history itself. This gives us islands a chance to be within sight and shouting distance of each other."



WALTER TERENCE STACE, prominent American philosopher and retired Princeton University professor. His special interest is Indian religions—"the supreme examples of mystical thinking." Summarizing the core of his philosophy, he said, "That something which man seeks is light. But it is not a light which can exist at any place or time. It is the light which never was on sea or land. Thus it is non-existent. And yet it is the great light which lightens the world."



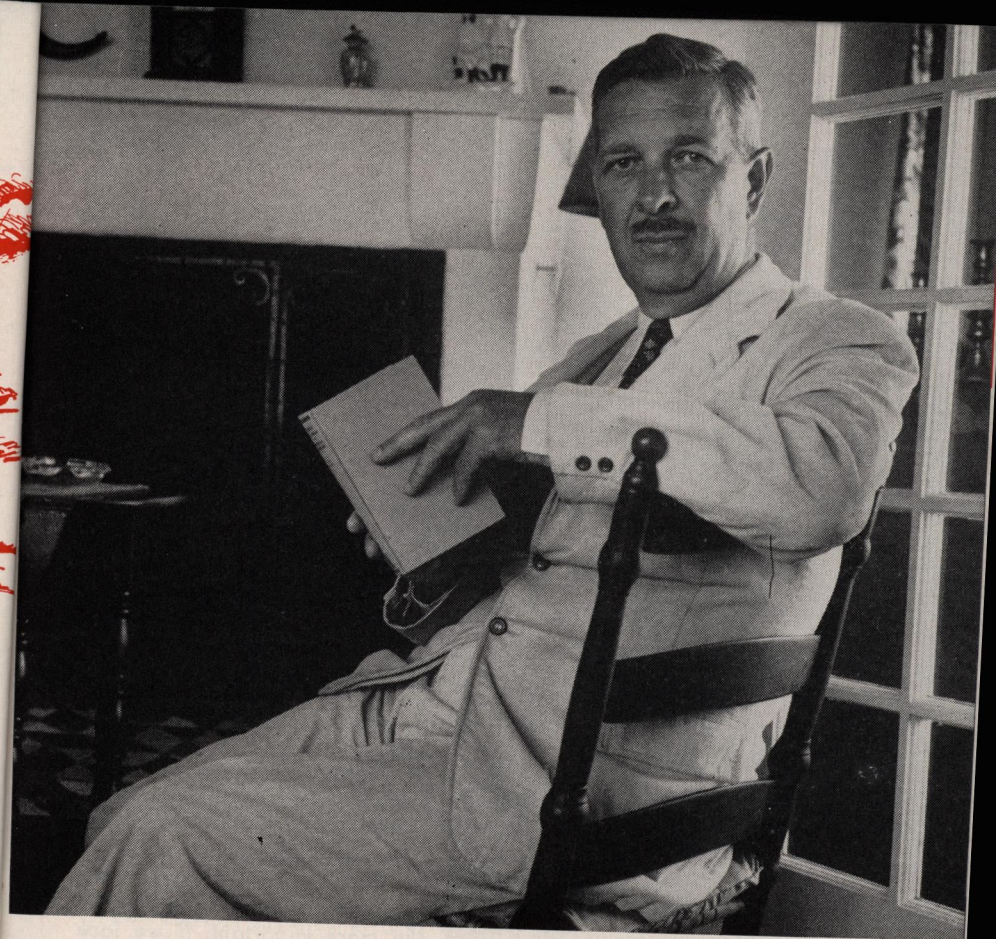
RUSSELL WIGGINS, executive editor of "The Washington Post." Discussing the value of the Pugwash meeting, he said, "We are in danger of having a cellular society in which specialization becomes progressively narrower and the generalist becomes rarer and rarer. Each field becomes a more jealous mistress of the intellect. The individual, unless he is careful, finds himself more separated from mankind, incapable of communicating to them the special problems of his field or the general field of which his science is a part, whether he likes it or not."



FREDERICK SHERWOOD DUNN, director of the Center of International Studies at Princeton, and specialist in international relations, politics, economics, law and organization. Because of his work on a study of the Japanese peace settlement, he enjoyed particularly talking with philosopher Stace. "I find it very helpful to learn a good deal about Far Eastern cultures from the standpoint of that study," he said. "You cannot understand the political developments in the Far East today without understanding their religions." A Sunday painter, Mr. Dunn had sketched Pugwash Light, in background.

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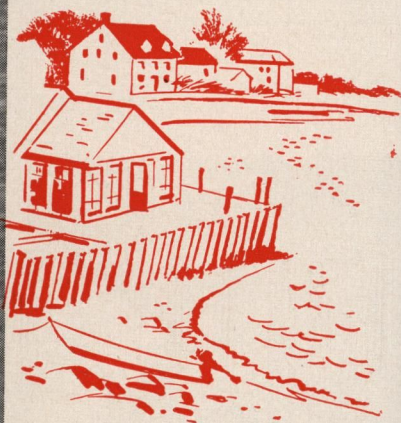
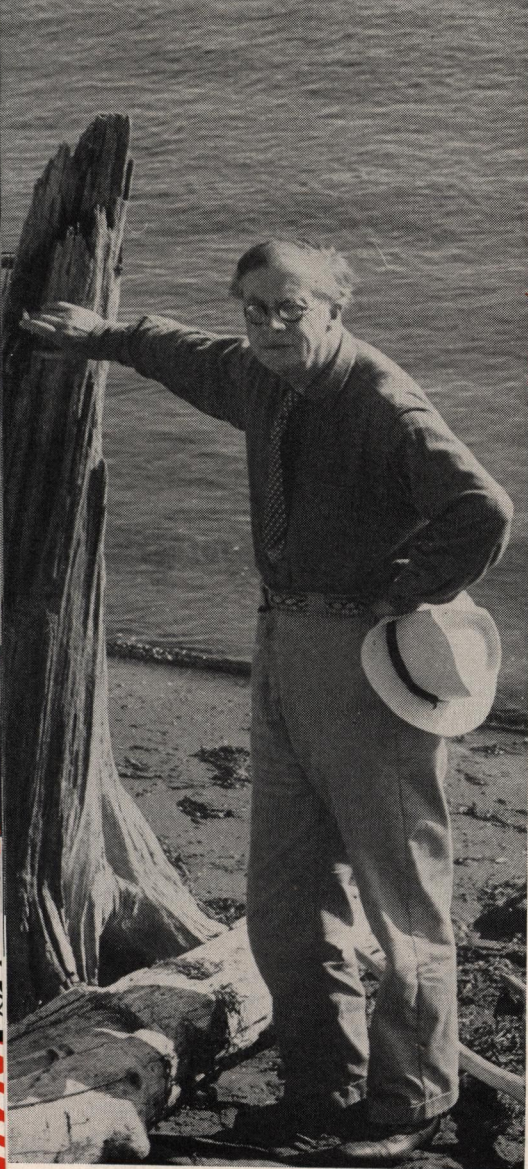
TRACKS



JULIAN BOYD, professor of history at Princeton, and editor of the fifty-volume Jefferson papers. Of Thomas Jefferson he said, "He is infinite in the quality of his mind and the nuances of his personality. He had a tremendous zest for life. Everything in the universe had interest for him and the central thing which gained his attention was the future of the human race, particularly the future of this country. His form of nationalism was not a narrow one. He was dedicated to this country but only because he thought the Republican form of government had by far the best chance to improve the lot of mankind."

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DR. JULIAN S. HUXLEY, of London, biologist, philosopher, author and grandson of Thomas Huxley. "It seems to me," Dr. Huxley said in informal comments, "that one of the great things today in the world is the tendency to fall apart. It is becoming more and more evident we do want to get people together from different disciplines, different backgrounds. What we do depends on what we think. In the long run what we think is the more important. If we look at the course of human history, all the great advances have been due to increased knowledge. A gathering of this sort is so interesting because it brings together people of different disciplines, to try and find out whether there is any common ground between them and the philosophers."



CYRUS EATON sits on the rocky beach in front of his ancestral home. This was a favorite spot when, as a boy, he would sit for hours, "preferably all alone," gazing at the sea, which he loves. "When I was a boy the fishermen went out from here in small sailboats no matter what the weather. I never lost an opportunity to go with them. I learned lessons of hardihood and aloneness, that a man must handle his boat skillfully or else . . .

"I am convinced there has got to be constant meeting between those who are serious about life. We must find some answer on how we are going to live together even though we live different lives, have different religions, different senses of economics."



FISHING TRIP on motor cruiser got "thinkers" and wives out into air and sun. . . In Baie Verte, off Northumberland Strait, two boats of fishermen (below) put out from the motor cruiser to try their luck. In near boat, Biologist Huxley, Egyptologist Wilson and Historian Boyd (left to right) caught a dogfish. On trip back, Editor Wiggins composed a bit of doggerel in honor of the occasion, ending with these lines:

Now all the fishes in the Strait
Salute the dogfish, good and
great,
And scorn the lessons history
taught 'em
Because that great man Huxley
caught 'im.



RETURNING FROM fishing trip, group strolls from the dock up Pugwash's tree-shaded main street. Town is proud of its Scottish ancestry, so street signs are in Gaelic as well as English.

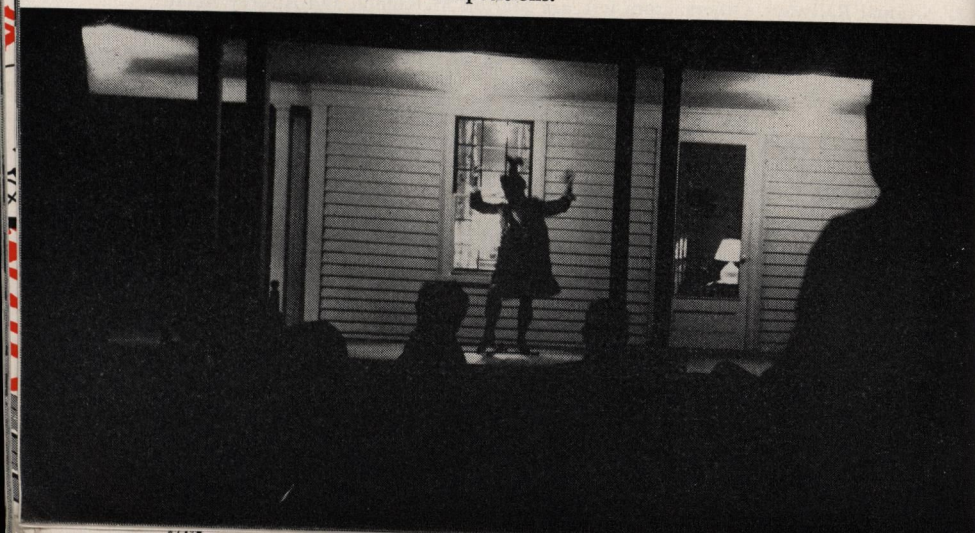
STAFF WAS DIRECTED by Raymond Bourque, member of the Nova Scotia legislature and a railway porter-conductor on the Canadian Pacific system. Chef Joseph C. Hickson, at right, is retired head chef of the Canadian National Railways. Others, from left, are Marion McKinnon and Audrey Aclkes, waitresses, and Mrs. Herbert Lockhard, kitchen assistant.





DINING HALL is old lobster factory on pier overlooking Pugwash River. Evening sun flooded room at dinner time. Meals were punctuated with scholarly wit and discussions of everything from international politics to musical comedy, sea lions and species of new birds spotted that day. Standing at left is Patrick McGinnis, president of the Boston & Maine Railroad, who also participated in the meeting.

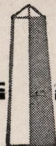
LOCAL LASSIE, Cairnie Fillmore, 19, captivated the guests after dinner with her lightness, grace and shy charm as she danced the Highland Fling and the Sword Dance on the Pineo Lodge veranda. The 92 medals on her costume were won in dance competitions.



FOLLOWING CAIRNIE'S DANCING, guests talk on porch or gather in the beamed living room to exchange views and read before retiring early.

THIS IS PUGWASH as seen from Pineo Lodge. Sheltered in the lee of the dining hall, historian Commanger works on a manuscript while others ride on beach. At close of meeting, Mr. Eaton said, "The first session of our experiment has ended, with, I believe, our modest objective achieved. That was simply to relax, talk and think together in this beautiful seacoast setting." The "Montreal Gazette" said, "... it may be hoped that the experiment now taking place at Pugwash will lead to similar efforts to give thinkers a chance to think. Amidst the rush and clamor of the world, something must be done to keep thinking from becoming an anachronism or a casualty."





Here are twelve recent recipients of diamond pins and lifetime gold passes, honoring their fifty years of C & O service.

T. L. Anderson, agent, Warren, Va., on Feb. 5.

S. F. Hartley, train dispatcher, Hinton, W. Va.; aged 69; started as telegraph operator on Apr. 27 at Cotton Hill, W. Va.

C. J. Mason, fireman, Hinton, W. Va.; aged 68; started as fireman on New River Coal District on May 23.

John Robbins, gang foreman, Russell, Ky., started as car repairer at Russell on May 9.

C. L. Smith, agent, Cotton Hill, W. Va.; aged 67; started as extra telegraph operator at Glade, W. Va., on May 2.

Earl Smith, coach yard foreman, Grand Rapids, Mich., started as engine wiper on Oct. 15, 1905.



Hartley Mason McAllister

D. C. McAllister, engineer, Cincinnati, Ohio; aged 63; started as turntable operator at Covington, Ky., on May 11.

L. R. McManis, section foreman, Wellston, Ohio; aged 66; started as section laborer at Dundas, Ohio, on May 1.

W. H. Page, oiler and packer, Hinton, W. Va.; aged 68; started as laborer at Hinton on June 1.



Page C. L. Smith J. W. Smith

J. W. Smith, engineer, Ashland, Ky.; aged 71; started as fireman on Lexington Division on Feb. 16.

W. S. Smith, operator and agent, Alleghany, Va.; aged 70; started as telegraph operator at White Sulphur Springs on May 5.

E. E. Wilburn, assistant supervisor signals, Russell, Ky.; aged 67; started as laborer on Lexington Subdivision on Apr. 6.

Smooth is the Road

By JOSEPH F. DOHERTY

PART TWO OF CHAPTER XXII

RAND McNALLY'S BEST CUSTOMER

THE pace the brothers set for themselves was a steady one, with no time out for pause, except at luncheon. Frequently, they would make trips to New York, traveling together, to call on J. P. Morgan & Company, or the Guaranty Trust Company to discuss plans and projects.

O. P. and M. J. had met Thomas W. Lamont in 1916. They had been introduced to him by A. H. Smith, one-time messenger boy of the Lake Shore & Michigan Southern Railroad, who had risen to the presidency of the New York Central in 1914. In the absence of Henry P. Davison, who had taken over the chairmanship of the Red Cross War Council for the duration of World War I, Lamont was the acting senior partner, under the elder J. P. Morgan.

"Now I want to have you know that these two young men command my complete confidence," said Mr. Smith in introducing the brothers. "They have made an extraordinary record out our way already. I have concluded arrangements to sell them the Nickel Plate Railroad; and I have done it on very easy terms, because I think it will be to our advantage—the New York Central is obliged anyway to divest itself of the property. . . ."

The brothers had also met George F. Baker, Sr., the acknowledged dean of New York bankers, on whom they called to pay their respects and to discuss with him the possibility of their acquiring an interest in the Erie Railroad, in which Mr. Baker had invested heavily.

Mr. Baker asked the brothers only one question: "Do you sleep well

and work well?" O. P. replied: "We sleep like tops and never worry." Mr. Baker responded: "All right then, I'm with you." That is what Ernest Graham, of Graham, Anderson, Probst & White, architects for the Cleveland Union Terminal, told Clarence W. Barron, owner of the Wall Street Journal, adding: "They are clean boys."

Between the dean of New York bankers and the brothers' friendship ripened. There was a sentimental side to Mr. Baker, the counterpart of which was not to be found in Wall Street. He made no secret of his liking for the Van Sweringens, whom he eventually came to regard as his proteges. He shared certain traits in common with the brothers—dislike of compliments, shyness, an aversion for publicity and a predilection for living his life privately.

Before their meeting with Thomas Lamont and George F. Baker, the brothers had visited Wall Street in quest of funds with which to finance their Terminal Properties, more popularly known as the Cleveland Union Terminal Development. This was a project that was to embrace a monumental Union Station on the Public Square, embodying air rights above and around the railroad station, on which the Van Sweringens were to build a virtual city-within-a-city, featuring a Terminal Tower, rising 780 feet above the concourse level of the station, and a group of impressive surrounding buildings, conforming with the Terminal Tower's proposed chaste, limestone construction.

In their effort to finance this project, they called on the Chase-Blair-Dillon group of bankers. They were to learn that credit is something that matures slowly like a period of courtship. The brothers pulled their plans from their brief cases and showed the bankers what they proposed to build. When they were told that

they might have to part with some of their terminal air rights as a consideration of any transaction the bankers might enter into, the brothers removed their hats from the clothes rack, bid the bankers adieu and walked out on the deal.

They then visited other bankers and got a polite "brush-off" for their pains. The grapevine had whispered the message "lay off the Van Sweringens." It was seemingly not "kosher," having visited one group of bankers, to go shopping around among others. Bankers, it seems, like fish, run in shoals. The brothers definitely had violated the niceties of banker etiquette.

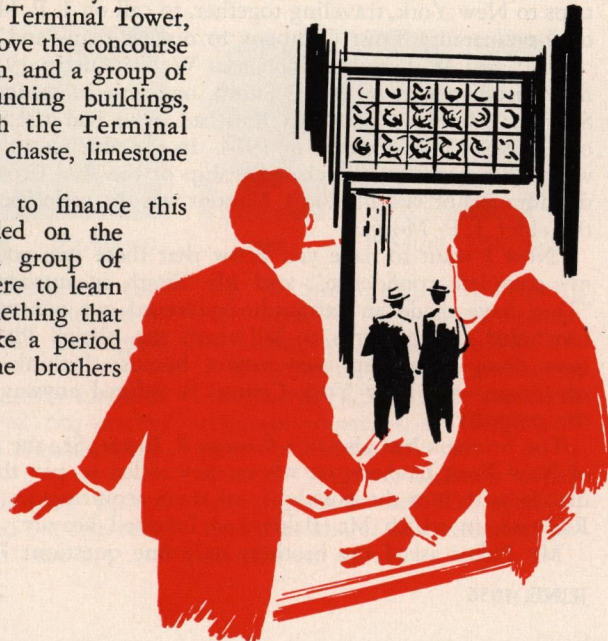
The brothers had worked out a kind of *modus vivendi* with the newspapers, but never quite to the satisfaction of the three Cleveland papers, the *Plain Dealer*, the *Press* and the *News*. The Van Sweringens were willing to "release" the run-of-mine news but had set up "taboos" with respect to confirming or denying rumors and with respect to publicity concerning themselves and their plans. These "taboos" were honored by the newspapers more in the breach than in the observance.

Rumors the brothers dreaded most of all—those little feelers that get bruited about to determine where sits the wind. Quite a few persons, had they possessed advance information as to what the brothers had in mind, could have cashed in handsomely many times. The Van Sweringens, long ago, had made the discovery that to deny a rumor gets you nowhere; that a denial, however frank, more often than otherwise is misinterpreted.

Their public relations man who functioned under the innocuous title of "special representative" was put to his last shifts to steer a safe course between the Van Sweringens' soft pedal on publicity and the instinctive zeal of every good reporter to come up with a page-one story.

By one device or another, some New York reporters assigned to the railroad beat obtained the number of the brothers' unlisted telephone on the Canal Exchange, used for business communication between New York and Cleveland. One day, O. P., answering the buzzer on his desk, found himself in conversation with a New York newspaperman. Though he courteously answered the reporter's question, he was nevertheless provoked. From that time on, callers on the private line were required to identify themselves before any calls were put through to O. P. or M. J.

New York reporters on the railroad beat were no respecters of personages. In the parlance of these reporters, O. P. was "the Dutchman," when encountered unaccompanied by M. J. When they were both together the reporters would refer to them as the "Dolly Sisters," that famous,



SMOOTH IS THE ROAD

inseparable song-and-dance team that won renown in the lush 1920's.

Until about 1921, the brothers had been more or less a myth to the New York railroad reporters, with the exception of Henry Korsmeyer, of the Wall Street Journal. Someone had passed on a tip as to how to identify them in any gatherings:

"First: Look for two youngish men of about medium weight, wearing clothes of a neutral shade. If you see one with particularly alert-looking, penetrating eyes of grey, and with hair a little lighter than light brown—that's M. J. Second: If you see another man, a little heavier in build, brown hair; and if he narrows his eyes with a discerning look as the speaker struggles with an abstruse point, or if he tucks one or both feet under him as the discussion gets a little more absorbing—that's O. P.

"If these pointers fail, there is only one thing to do. Interrupt the meeting by saying, 'Gentleman! There are two motion picture cameramen, two still photographers and seven newspapermen in the audience.' Just as that announcement is made, look for two men to detach themselves from the group and seek egress by some exit—the fire escape, if other means fail. You will know then who they are. They will be Oris P. and Mantis J. Van Sweringen."

To several newspapermen the latch string was always out. One of them was Louis B. Seltzer, then political reporter of the *Cleveland Press*, now editor, who was endowed with a highly developed sense of news. Another was Merryle Stanley Rukeyser, economic columnist of the Hearst newspapers. Among others were William M. Tugman, now editor and publisher of the *Port Umpquay Courier*, Reedsport, Ore.; Dale Cox, now a public relations man in Chicago, and the late Carl Michie of the *Cleveland Plain Dealer*.

That day in 1919 when they were examining the map in O. P.'s office, the brothers were seeking an anomolous type of railroad, one that was bogged down by poor credit but potentially strong in traffic origination, provided its credit and its facilities could be improved and expanded.

It was their purpose now to develop a great system of roads, compacting with the new policy Congress was formulating, with emphasis on fewer railroad properties, more nearly co-equal in size and importance in earnings, facilities, traffic resources and territorial opportunities.

They found in the instance of the C&O just what they were looking for—a large originator of bituminous coal but a property that had never been able to command the credit requisite to realization of its birthright. The C&O was just what they needed, however, to offset the deficiencies

of the Nickel Plate, Lake Erie & Western and Clover Leaf in traffic origination.

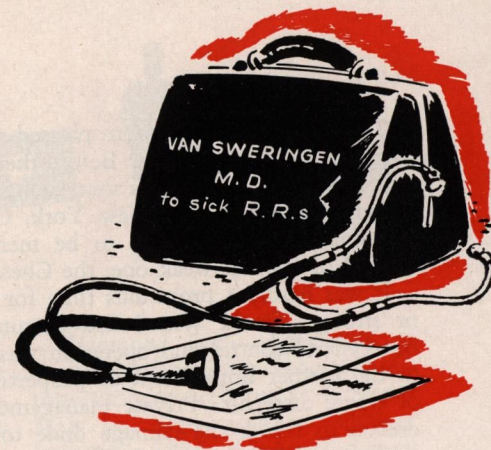
Those latter three roads, in the parlance of railroading, were "overflow" or "overhead" lines. Having no terminals of their own to speak of they could, in brisk traffic periods, often realize greater earnings per mile of road than many of the strong systems that had heavy investments in terminal facilities. On the other hand, in periods of declining traffic, the predicament of the "overhead" lines could become quite serious.

The Van Sweringens were essentially "doctors" of weak properties. O. P. once summed up the reason for his affinity for weak lines: "I would rather buy a poor, cheap railroad than a successful one. The one has possibilities. The other has probably realized its possibilities."

O. P. set his staff of assistants to the task of assembling data to support or disprove his "hunch" with respect to the C&O. He described the kind of information he would like to have in the form of graphs and charts, with the figures on earnings, revenues, debts and the like to support the findings.

After receiving the data, O. P. put in a telephone call to the House of Morgan and in a matter of minutes his impression of the poor credit status of the C&O was confirmed. He learned that Frank Trumbull, then the chairman of the C&O board, had at no time been able to obtain accommodations in anything like the sizable amounts needed for the improvement and development of the property. The bankers for the C&O property at that time were Kuhn, Loeb and Company.

The statistical graphs, prepared by the Van Sweringens staff, highlighted two situations: The congestion at the Cincinnati gateway, the worst pinch point on the C&O system, and at the Columbus gateway, where the C&O was encountering difficulty in getting rid of its coal because of the complicated traffic relationships of other coal-originating carriers. There was the further aggravation of restrictions that applied to the volume movement of C&O coal routed over the Norfolk & Western to the Hocking Valley, a C&O subsidiary.



SMOOTH IS THE ROAD

The Van Sweringens were pleased with the elements of weakness they found in the C&O system. Before they left their office that evening, they had made up their minds that, along with the one weak property they already controlled—the New York, Chicago & St. Louis Railroad, and the small lines that were to be merged with it—they ought to have control of another weak one, the Chesapeake & Ohio.

It was hardly a propitious time for acquiring another property—weak or strong. World War I had terminated in the preceding November but Federal control and operation was to continue until March 1, 1920, to the further impairment of properties, already reduced to a condition of tragic disrepair. Private managements would need many millions of dollars to repair the damage done to their lines. The purse-strings of credit had been drawn tight because of business and financial dislocations resulting from the war.

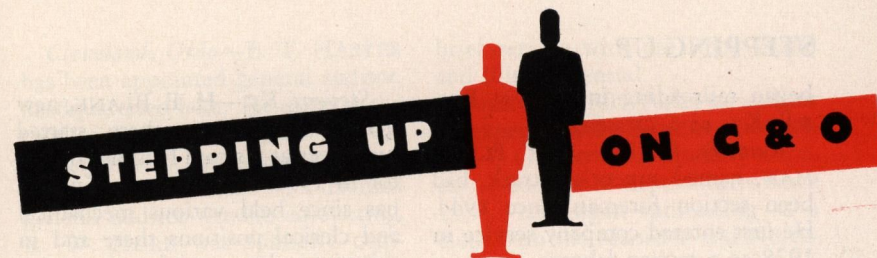
That the Van Sweringens did not make immediate overtures to acquire an interest in the C&O was due mainly to these conditions, and also partly to the fact that first things had to be put first, namely, the Nickel Plate consolidation. When that was accomplished, the nation recovered from the war jitters and credit conditions restored to normal, then the time would be propitious for the bolder venture involving the control of the C&O. That was the substance of the opinion the Morgan bankers expressed and with which the brothers agreed.

There was a reason for the forehandedness of the brothers in the matter of expanding the Nickel Plate System. They had been merger-minded since the virtual outset of their interest in that property. They had sensed the opportunity implicit in the breakdown of operations in the war period which was leading Congress to the conclusion that the restraints against size and strength of railroads should be modified and the strong lines permitted to absorb the weak.

"Smooth Is The Road" will be continued in the July issue of Tracks

Travel Comfort for Dancer and Prancer

Their favorite menu and a "homelike" atmosphere was provided for more than a thousand reindeer recently when a trainload of the Arctic-bred creatures was operated from Sweden to Ustaaset, a famous Norwegian sports resort. Enroute, the animals were fed with reindeer moss and snow was shoveled into the cars at intervals. So that smoke from the steam locomotive would not affect the reindeer as they passed through the tunnels, the engine was attached to the rear and pushed, rather than pulled, its unusual load.



Norfolk, Va.—Appointed general agent, Passenger Department here is J. M. HAMRICK, JR. Born in North Carolina, he started his career in Richmond as a messenger in the Accounting Department in 1923. He has also served in Washington and, most recently, as district passenger agent here.



Hamrick Coleman Sherman

Newport News, Va.—Named general car foreman here, C. A. COLEMAN was formerly car foreman. He joined the C&O in 1910 and has held posts in Raceland and Charlottesville and special assignments as equipment inspector at manufacturing plants in Butler, Pa., and Hammond, Ind. Very active in civic affairs, Mr. Coleman early this year was appointed to serve on the Newport News City Council.

Richmond, Va.—Appointed to the post of assistant general auditor—property accounts, O. C. SHERMAN had been valuation engineer here since 1954. His first company position was staff assistant in 1949 at Cleveland, where he also served as tax assistant before coming to Richmond.

Named general supervisor bridges and buildings on the Southern Region is H. S. TALMAN, who will have his headquarters in this city. He was first employed by the C&O in 1925 in the Engineering Department here and has also served at Thurmond, W. Va., Russell, Ky., and Hinton, W. Va., where he was division engineer from 1941 until his recent promotion.

H. C. JOHNSON, JR., has been appointed member rules committee. Formerly assistant signal engineer—system here, he has been with the railway since 1937 when he began as a signal helper in his native Cincinnati.

Clifton Forge, Va.—New general car foreman here is C. A. NUCKOLS, who held the position of foreman, Car Department, since 1954. He

STEPPING UP

began railroading in 1932 at Russell, Ky., as a messenger.

Rainelle, W. Va.—R. T. FLESHMAN, named supervisor track, had been section foreman since 1944. He first entered company service in 1928 as a section laborer.



Johnson Blank Ford

Huntington, W. Va.—Promoted to auditor of expenditures—Southern Region, J. T. FORD was formerly assistant to general auditor—operations accounting here. A career outline on Mr. Ford appeared in the February-March issue of TRACKS.

E. F. HOGAN has been appointed assistant division engineer, with headquarters here. Most recently track supervisor on the Hocking Division, he has been with C&O since 1945, starting as chairman on the system survey party.

Ashland, Ky.—Named general agent here is W. N. STRATTON, who has been a railroader since 1922 when he began as a telegraph operator on this division. He has since served as supervisor of station service at Hinton and as freight agent here.

Stevens, Ky.—H. E. BLANK, new general car foreman here, started his career as a steam hammer operator in 1916 at Covington, Ky. He has since held various mechanical and clerical positions there and in this city and was car foreman prior to his recent promotion.

Columbus, Ohio—Assistant Terminal Trainmaster L. P. FUSSINGER comes here from Covington, Ky., where he was yardmaster. He entered C&O service there as a crew caller in 1925.

Toledo, Ohio—Appointed division freight agent, with headquarters in this city, C. F. FORCELL was formerly distict freight agent here. First employed by the railway in 1937 at Chicago, he later became



Stratton Harter Tourte

traveling freight agent, then commercial agent there and was general agent at New Orleans, La., before coming here last year. . . . R. H. WYLIE, newly named freight service representative, joined the company in 1953 at Charleston, W. Va., and, most recently, was traveling freight agent at Columbia, S. C.

Cleveland, Ohio—B. T. HARTER has been appointed general auditor, headquartered here. He came to the C&O in 1953 as assistant to the budget director and a year later was made budget officer. . . . Named general auditor—traffic accounting, R. W. HURD was formerly computer applications officer at Richmond. His first railway position was staff assistant here in 1952.

H. F. TOURTE, promoted to chief internal auditor, has been internal audit officer since coming to the company in 1954 from Simplex Valve and Meter, where he was assistant treasurer. Mr. Tourte is a certified public accountant and a graduate of Case Institute of Technology.

Detroit, Mich.—J. L. VARLEY has been appointed assistant general auditor — operations accounting, with headquarters here. Auditor of expenditures — Northern Region since 1954, Mr. Varley had previously held a succession of supervisory and official positions in the disbursement accounting office here. He started with C&O in 1920 after

brief service with the Rock Island and Illinois Central.

Succeeding Mr. Varley as auditor of expenditures—Northern Region is L. F. GRABOWSKI, formerly assistant to auditor of expenditures since 1954. He began railroading as a clerk with the Manistee and North-



Varley Grabowski Klim

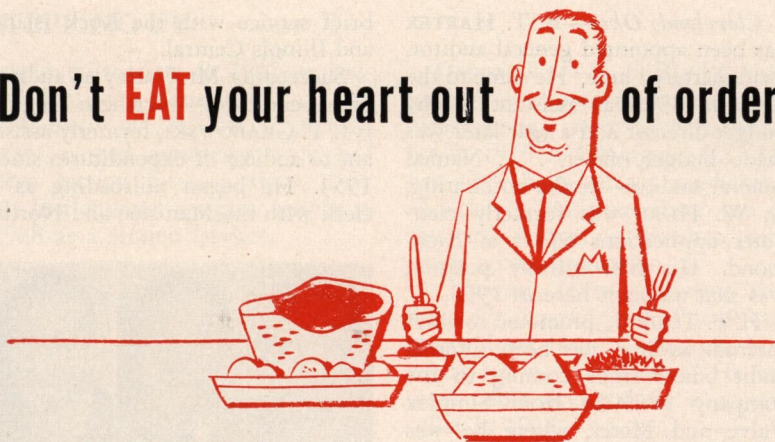
eastern in 1937, moved to Fort Street Union Depot Company in 1951 and joined C&O as staff assistant here in 1953.

Newly named assistant to freight traffic manager here is E. J. KLIM. First employed by the railway as a stenographer in 1948, he has held various clerical positions in Freight Traffic and, most recently, was chief clerk.

Anglers Accommodated

Fishermen in some areas out West can hitch a ride on a freight train without breaking the law. The anglers ride branch lines little known to the public when they want to get into really isolated areas. On these little spurs into the wilderness, once or twice a week some of the Western railroads operate freight trains or mixed trains with one or two passenger coaches. The fishermen ride, at regular coach fares per mile, in the caboose or the coach, if there is one. The train drops them off at the side of a stream or lake en route. They set up camp, fish in splendid solitude and are picked up again on one of the train's return trips.

Don't **EAT** your heart out of order



By DR. J. J. BRANDABUR

*Chief Medical Examiner
Chesapeake & Ohio Railway
Huntington, W. Va.*

HEART disease is still the No. 1 killer in America. Not only does it remain first on the list, but its mortality rate, according to life insurance statistics, has increased from 4.6 per thousand to 8.6 per thousand. And this is despite the fact that there has been a decrease of at least 20 per cent in deaths due to rheumatic or valvular heart disease.

The explanation—coronary heart disease has become more prevalent. With the increasing life-span in this country, the middle-age group grows larger each year. And by the time they reach their middle years,

most Americans have extensive arteriosclerosis (hardening) of the coronary arteries, those two vital blood supply lines for the tissues of the heart itself. But more significantly, this condition has made its appearance in many young men still in their early twenties.

Studies of heart disease on an international scale have turned up some significant facts, by comparing Americans with their counterparts in other countries—countries which embrace the majority of the world's population. These nations have far fewer cases of coronary occlusion (obstruction of the coronary arteries) and myocardial infarction (hemorrhage and death of tissue, due to loss of blood supply, in the heart wall muscle).

In Japan, Africa and Italy, the incidence of degenerative heart dis-

ease is only a small fraction of that prevalent in the Americas. Furthermore, Italo-Americans, American Negroes and Americanized Japanese are more susceptible than their relatives in their native lands. So it is not a matter of racial difference but rather the mode of life.

Some authorities feel that real poverty and all that goes with it protects against the possibility of developing coronary disease.

Considering the mode of life as the primary factor, physical activity and diet seem to be the most important elements. For example, habitual lack of exercise has been suggested as favoring the development of coronary heart disease. But this only plays a small part because manual workers in the United States are not immune to coronary trouble. So the total amount and kind of diet are felt to be most significant.

There is a relative frequency of obesity in the United States as against emaciation in other countries which were studied. In the United States, among men more than 20 per cent heavier than average for their height and age, mortality from heart disease is 50 per cent higher than in the general population. And yet in Italy and Africa, there are an appreciable number of overweight people, among whom this type of heart disease is relatively infrequent.

So it is felt the *kind* of food which is eaten must be the key. It is considered significant that these

people have a diet low in fat and high in vitamins and minerals.

In other words, hardening of the arteries (arteriosclerosis) is thought to be due to a cholesterol substance in fats. This has been borne out in experiments. By changing a man's diet from ordinary American fare to a very low fat menu, such as a rice-fruit diet, the serum cholesterol begins to fall in a day or so. After a few weeks it may be 30 per cent below the previous normal.

The best evidence was seen during World War II in Finland and Norway. Less than two years after fat consumption was sharply reduced because of the lack of supplies, mortality from coronary heart disease fell sharply. With the resumption of fatty diets after the war, coronary heart disease rose to the old level and even higher in some instances.

In Israel, there has been a continuing influx of Jews from Yemen who were accustomed to a low fat diet and were relatively free from coronary heart disease. After a few years in Israel on the richer European diet pattern, an increasing number developed coronary heart disease.

This research study cannot help but impress you with the thought: the penalty of a high-fat diet is a predisposition toward coronary heart disease. But let me add, do be practical in your dietary regime and plan it under the supervision of your family physician.

BIRTHS

Covington, Ky.—Stanley and Ruth Coleman, a son, Apr. 6.

Cheviot, Ohio—Floyd Jahnke, a daughter, Apr. 4.

RETIREMENTS

Newport News, Va.—Charles Flournoy, janitor, Jan. 1. . . . J. D. Spivey, car repairer, 46 years' service. . . . R. S. Weber, rate clerk, Apr. 1, 42 years' service. . . . Carter Willis, coal trimmer, 45 years' service.

Richmond, Va.—P. A. Belton, special officer, Jan. 1. . . . R. A. Cardona, secretary, 11 years' service. . . . R. S. Clark, supervisor work equipment, Mar. 1, 49 years' service. . . . W. L. Dunn, conductor, 43 years' service. . . . G. H. Fegel, OS&D clerk, 30 years' service. . . . L. P. Gunter, carpenter, Jan. 7. . . . H. L. Hobson, conductor, 49 years' service.

Charlottesville, Va.—V. L. Barnett, engineer, 51 years' service.

Waynesboro, Va.—David Salisbury, track laborer, Jan. 1.

Lynchburg, Va.—T. L. Peters, yard conductor, Jan. 1.

Springwood, Va.—R. J. Spangler, laborer, 45 years' service.

Clifton Forge, Va.—J. R. Burgess,

conductor, Feb. 1, 56 years' service. . . . O. N. Crance, ex. force foreman, Jan. 1. . . . J. W. Fischer, car repairer, 50 years' service. . . . M. E. Frye, laborer, 27 years' service.

W. W. Melton, yard conductor, Jan. 1. . . . S. W. Noell, telegraph operator, Jan. 1. . . . L. W. Shirey, traveling mechanic, 37 years' service. . . . J. R. Simpson, yard conductor, Jan. 1. . . . Herbert Smith, section laborer, 37 years' service.

Covington, Va.—E. C. Gordon, station porter, Jan. 2, 32 years' service.



R. S. Clark, F. W. Patton, E. D. Colon,
Richmond Russell Grand Rapids

Sandstone, W. Va.—A. A. Addleman, agent, Jan. 11.

Rainelle, W. Va.—H. R. Draper, supervisor track, Mar. 10, 46 years' service.

Nallen, W. Va.—O. W. McClung, section foreman, Jan. 1.

Handley, W. Va.—William Thomas, engine coaler, Jan. 23, 46 years' service.

St. Albans, W. Va.—A. B. Barnett, oiler and packer, Jan. 1.

Huntington, W. Va.—L. L. Abbott, telegraph operator, Jan. 1. . . . F. H. Cook, machinist, Jan. 1, 31

years' service. . . . R. N. Donley, supervisor, Paymaster's Office, Feb. 1. . . . J. P. Henderson, yard conductor, Jan. 1.

A. F. Loeser, supervisor warehouse service, Jan. 11, 31 years' service. . . . C. C. McNeeley, conductor, 42 years' service. . . . J. E. Pauley, machinist, Feb. 1. . . . D. L. Wood, laborer, 37 years' service.

Ashland, Ky.—W. H. Barker, engineer, 37 years' service. . . . C. W. Frazier, yard conductor, Jan. 1. . . . J. L. Laferty, oiler and packer, Feb. 1, 32 years' service.

Joseph Mantle, fireman, Apr. 24, 50 years' service. . . . W. E. McCafferty, yard conductor, 35 years' service. . . . B. J. O'Mara, engineer-fireman, Mar. 21, 52 years' service. . . . J. R. Strother, passenger conductor, Feb. 28, 46 years' service.

Russell, Ky.—James Mathews, track laborer, Feb. 3, 11 years' service. . . . F. W. Patton, yard conductor, Jan. 28, 32 years' service. . . . J. J. Riddle, conductor, Jan. 16, 32 years' service.

Stevens, Ky.—R. M. Bradford, yard brakeman, 30 years' service. . . . Mathew Jackson, laborer, Feb. 15, 38 years' service. . . . H. E. Marksberry, carman, Feb. 11, 34 years' service.

Cheviot, Ohio—S. C. Lostetter, engineer, Jan. 15.

Peru, Ind.—C. M. Dye, conductor, 42 years' service.

Columbus, Ohio—J. F. Hutchison, check clerk, Jan. 4. . . . Earl Schleppi, freight car repairer, Feb. 8, 33 years' service.

Walbridge, Ohio—G. E. Luther, car inspector, Feb. 1, 33 years' service.

Toledo, Ohio—J. E. Black, assistant general freight agent, Apr. 30, 32 years' service.

Detroit, Mich.—G. R. Seguin, wheelsman, Jan. 1, 50 years' service. . . . Nellie Vibert, clerk, Jan. 21, 43 years' service.

Saginaw, Mich.—E. J. Cottrell, yard conductor, Mar. 19, 46 years' service. . . . L. J. Demskie, carman, 32 years' service.

Among the Brotherhoods

AT HUNTINGTON, W. VA., Train Dispatcher R. M. Weller has been elected office chairman of the American Train Dispatchers Association and D. W. Christian has been designated the authorized representative of the Blacksmith and Boilermaker crafts.

In Russell, Ky., the Brotherhood of Railway Clerks elected G. E. Lambert division chairman on the Russell Division a position he held previously during the eight year period 1935-43. . . . Engineer W. A. Sutton has been appointed local committeeman to handle Engineers' business at Russell.

At Parsons Yard in Columbus, Ohio, E. L. Newland has been named acting local chairman of the Brotherhood of Railway Trainmen.

At Peru, Ind., T. M. Cavanaugh, Sr., has been selected to serve as local chairman for the Railroad Yardmasters of North America, Inc.

DON'T MOVE . . . without sending your change of address to Tracks! And please do it well in advance, if you can, allowing at least two months' time for our mailing list revision. That way you won't miss a single issue. Be sure to tell us your former address, as well as your new one, and whether or not you are a C&O employee. Our address is Tracks, Chesapeake & Ohio Railway, Terminal Tower, Cleveland 1, Ohio.

St. Louis, Mich.—L. A. Houghtalin, track foreman, 30 years' service.

Grand Rapids, Mich.—Frank Barone, crossing watchman, Apr. 4, 28 years' service. . . . J. E. Green, operator-leverman, 11 years' service. . . . J. J. Wiczorek, conductor, Feb. 27, 46 years' service. . . . E. D. Colon, chief clerk to superintendent of Locomotive Department, 60 years' service.

Grand Junction, Mich.—Charles Krieger, track foreman, Mar. 30, 43 years' service.

Traverse City, Mich.—F. C. Bradford, general clerk, Mar. 26, 40 years' service.

Alden, Mich.—E. R. Parks, trackman, Jan. 31, 41 years' service.

DEATHS

Newport News, Va.—J. V. Eubank, Jr., deckhand, aged 54, one year's service. . . . H. S. Ross, yard brakeman, aged 47, 13 years' service. . . . W. A. Saunders, assistant chief clerk to trainmaster, aged 54, 34 years' service.

Richmond, Va.—J. T. Copeland, laborer, aged 55, Mar. 22, 35 years' service. . . . J. R. Hawkes, retired clerk, aged 84, Mar. 31, 23 years' service. . . . J. A. Mitchell, retired assistant chief clerk, Mar. 20, 52 years' service. . . . F. L. Ray, retired pipefitter, Mar. 4, 33 years' service. . . . S. E. White, Jr., retired conductor, aged 76, Apr. 5, 53 years' service.

Ashland, Va.—J. F. Anthony, retired laborer, aged 85, Mar. 26, 27 years' service.

Charlottesville, Va.—F. N. Gianninny, retired engineer, aged 80, Apr. 16, 38 years' service.

Lynchburg, Va.—F. F. Wilson, retired car inspector, aged 71, Mar. 29, 34 years' service.

Clifton Forge, Va.—Walter Anderson, truck operator, aged 53, Mar. 23, 29 years' service. . . . R. V. Cunningham, machinist, aged 71, Apr. 2, 45 years' service. . . . C. L. Irvine, freight trucker, aged 59, Apr. 21, 12 years' service.

W. B. Ritchie, retired engineer, aged 80, Apr. 15, 55 years' service. . . . W. M. Walker, retired conductor, aged 83, Apr. 17, 35 years' service.

Ronceverte, W. Va.—A. J. Reaser,

retired section foreman, aged 76, Mar. 25, 36 years' service.

Caldwell, W. Va.—J. H. Fury, retired track foreman, aged 74, Apr. 7, 47 years' service.

Hinton, W. Va.—W. G. Bennett, retired car repairer, aged 66, Apr. 7, 38 years' service. . . . H. F. Bugg, conductor, aged 69, Apr. 6, 50 years' service. . . . J. M. Doyle, retired air brake repairer, aged 84, Apr. 8, 42 years' service.

W. F. Monroe, retired conductor, aged 77, Dec. 31, 44 years' service. . . . W. B. Ritchie, retired engineer, aged 80, Apr. 15, 50 years' service. . . . R. F. Snyder, fireman, aged 53, Apr. 15, 22 years' service.

Marmet, W. Va.—W. P. Curry, train dispatcher, aged 77, Apr. 13, 57 years' service.

Charleston, W. Va.—J. N. Fowler,

retired tool car cook, aged 87, Apr. 2, 30 years' service.

Milton, W. Va.—Lucian Ball, retired signal maintainer, aged 78, Mar. 6, 43 years' service.

Barboursville, W. Va.—J. S. McDaniel, retired machinist, aged 86, Apr. 5, 28 years' service.

Huntington, W. Va.—C. I. Barnes, secretary, aged 55, Apr. 14, 33 years' service. . . . Joseph Duma, retired boilermaker, aged 75, Mar. 29, 41 years' service. . . . B. R. Gilbert, retired engineer, aged 69, Mar. 17, 50 years' service. . . . G. W. Grove, retired yard brakeman, aged 76, Feb. 13, 32 years' service.

J. L. Hale, retired section foreman, aged 75, Mar. 3, 45 years' service. . . . J. T. Mays, retired fireman, aged 70, Apr. 11, 33 years' service. . . . M. N. McCormick, retired chief clerk of zone revision bureau, aged 77, Mar. 21. . . . William Nellons, machinist helper, aged 60, Apr. 15, 42 years' service.

L. S. Pollard, yardmaster, aged 59, Mar. 30, 38 years' service. . . . William Smith, retired transportation inspector, aged 83, Mar. 13, 54 years' service. . . . J. H. Woody, yard brakeman, aged 53, Apr. 6, 13 years' service.

Chapmanville, W. Va.—J. M. Shelton, retired engineer, aged 75, Mar. 17, 40 years' service.

Logan, W. Va.—E. H. Dobbins, clerk, aged 28, May 23, 10 years' service.

Russell, Ky.—George Lett, re-

Answers to R.R. Quiz

1. Daily.
2. Mail and express cars.
3. Yes. He can usually effect a considerable saving.
4. Between 7 and 8 feet.
5. LCL.
6. A through rate made up of two local rates separately published.
7. More. The rate in Nov. 1955 was \$2.40.
8. In Argentina. It extends 205 miles from Junin to Mackenna.
9. A Class II railroad.
10. The weight of freight and equipment combined.

BIRTHS, RETIREMENTS, DEATHS

tired conductor, aged 73, Feb. 17, 45 years' service. . . . W. H. Pifer, retired conductor, aged 72, Mar. 19, 41 years' service. . . . H. E. Roadcup, retired conductor, aged 78, Mar. 16, 47 years' service.

Maysville, Ky.—W. L. Lyons, retired conductor, aged 74, Dec. 13, 34 years' service. . . . P. A. Mason, retired crossing watchman, aged 76, Mar. 28, 33 years' service.

Silver Grove, Ky.—J. H. Sayers, clerk, aged 59, Mar. 29, 33 years' service.

Covington, Ky.—Ben Tarvin, re-

tired storekeeper, aged 85, Apr. 5, 20 years' service.

Cheviot, Ohio—J. T. Staton, car repairer, aged 68, 44 years' service.

Columbus, Ohio—J. M. Poff, retired laborer, aged 80, Mar. 29, 28 years' service.

Detroit, Mich.—E. J. Wild, retired superintendent of car service, Mar. 23.

St. Thomas, Ont.—M. J. McManus, retired conductor, Apr. 1.

Wilmington, N. C.—J. A. Bodine, retired general agent, aged 71, Jan. 11, 40 years' service.

THE TRACKS FORCE

These are the associate editors through whom correspondents at points along the some 5,000 miles of C&O report their news items and photographs for publication in TRACKS.

Employees who desire to submit material to the magazine are requested to send it to their local, or division, correspondent or to one of the associate editors.

Theresa Stewart, Editorial Assistant,

327 LaSalle St., Chicago, Ill.

Ashland, Ky. (Ashland Division), Elizabeth Taylor; Bleinheim, Ont. (Canadian Division), Ernie Fryer; Charleston, W. Va., Bob Tozier; Chicago, Ill. (Florence Kawal; Cleveland, Ohio, Anne Julylia; Clifton Forge, Va. (Clifton Forge Division), C. L. Long; (Railroad YMCA's), Fred O. McCoy; Columbus, Ohio (Hocking Division), Ann Randall; Covington, Ky. (Cincinnati-Chicago Division), Vivien Walker; Detroit, Mich., Mildred F. Boker; Grand Rapids, Mich. (Grand Rapids Division), Robert Fairchild; (Wyoming Shops), Leo B. Ryan; Hinton, W. Va. (Hinton Division), Lillian Daugherty; Huntington, W. Va. (Huntington Division), Virginia Bias; (Huntington Shops), Elvin McLaughlin; Ludington, Mich. (Marine Division), N. C. Sherman; Muskegon, Mich., Roscoe D. Henry; Newport News, Va. (Newport News-Norfolk Terminal), Florence Schell; Peru, Ind., P. B. Nicholson; Richmond, Va. (Richmond Division), Mallie Woolard Whitt; (General Offices), Alice C. Chalkley; Russell, Ky. (Russell Terminal), Lillian Nolte; Saginaw, Mich. (Saginaw Division), Carl Colpean; Toledo, Ohio (Ottawa-Walbridge-Presque Isle Yards), W. B. Swailes.

There's something special

about each of these

plant sites



GRAND HAVEN, MICH.

A lake shore resort!

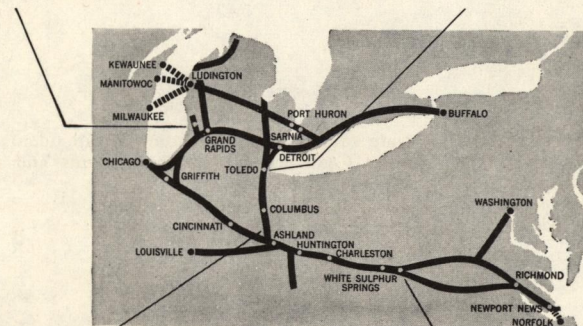
How would you like to have wonderful sailing, swimming, fishing right in your front yard? Good living makes for good employee morale. Several level industrial sites are available, adjoining the railway and near the lake or the Grand River. Overnight freight service to Chicago and Detroit.



TOLEDO, OHIO

It's a level site!

This new industrial development was the city airport until a new one was built last year. Here, only ten miles from the center of Toledo, are 500 level acres adjoining Chesapeake and Ohio's Walbridge yards. Water, gas and electricity are all in.



SCIOTO VALLEY, OHIO

has surplus labor.

The huge AEC plant is nearly finished and thousands of workers are looking for new jobs. Many are skilled mechanics. We recommend several splendid sites along the C & O lines between the Ohio River and Columbus, Ohio.



CLIFTON FORGE, VA.

has wonderful transportation.

At the junction of two important C & O lines, Clifton Forge gets fast freight service in or out in every direction. Large labor reservoir includes many machinists and other skilled workers. Several good industrial sites are available.

JUST WHAT ARE YOUR REQUIREMENTS? Acreage, labor, water, fuel, raw materials? Where are your chief markets? Let our staff of experts help you find just the site you are looking for. Your inquiry will be handled in complete confidence. Address:



Chesapeake and Ohio Railway

INDUSTRIAL DEVELOPMENT DEPARTMENT, CLEVELAND 1, OHIO

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TRACKS

