

# TRUCKS

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**JULY, 1953**

**HIGH IRON HOBBIES**

**See Page 24**



**HALF-CENTURY HIGHBALL.** Clyde Harbour, the captain of C&O's fastest passenger trains running out of Huntington, W. Va., is a railroadman's railroadman. Up through the ranks from brakeman, his seniority dates back to 1903, but prior to that he had flagged and made couplings on the Charleston, Clendenin & Sutton Railroad, before coming to the big pike. He has worked as yardmaster, assistant general yardmaster, and assistant trainmaster, but his greatest love is just what he is doing today, taking tickets and being in charge of the "varnish" on C&O's mainline. At his fifty-year party, someone asked Clyde how he felt. He said, "I can jump farther, kick higher and fall in the river and come out drier than any other man 68 years old on the Huntington Division."

# TRACKS

MAGAZINE

CHESAPEAKE AND OHIO RAILWAY

VOL. 38—No. 7  
JULY, 1953

TED O'MEARA, Editor  
GEO. McCANN, Asst. Editor

COVER



Clyde Enslow was in the middle of a job at Huntington Shops, where he is a machinist-welder, when TRACKS prevailed on him to pause briefly for a photograph. Tom Hamer took the picture and said, "This may be one for the cover." He was right. Mr. Enslow, besides being a typical C&O railroader, is also a hobbyist—model railroads—and appears again in "High Iron Hobbies," beginning on P. 24, a pictorial feature highlighting the men at the shops, who, when the quitting whistle blows, become collectors, carvers, photographers, mink ranchers, and yes—even poets. The story is the pleasing result of combined efforts by John O'Dwyer, a machinist, hobbyist and TRACKS correspondent, and Elvin McLaughlin, TRACKS associate editor at the Shops.

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TRACKS is published monthly by The Chesapeake and Ohio Railway Co. in the interest of its employes to whom it is distributed free of charge. It is available to others at 10c per single copy, or at \$1.00 per year.

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EDITORIAL AND PUBLISHING OFFICE:  
TERMINAL TOWER, CLEVELAND 1, OHIO

# A Pile of Coal



## and what to do with it

By J. H. KELLY



*All the coal C&O has dumped at Newport News in fifty years would fill a hole to Tibet, would go around the world twice, would . . . well, read this story and find out.*

At a crucial point in the axial revolution of the earth, approximately sixty seconds past 11:59 p.m., Dec. 31, 1899, 75th meridian time, the twentieth century officially began. At that precise moment, we may assume that coal was being dumped over the Chesapeake & Ohio Railway's coal

piers at Newport News, Va. Our saga begins with the very first ounce of coal that went over the piers after that instant, and it ends, for all practical purposes, at 3:32 p.m., May 4, 1953.

If these split-second chronologies confuse you—relax. You are to be confused with a vengeance from this point hence. The fact that coal was being dumped at Newport News for many years before Jan. 1, 1900, and continued to be dumped after May 4, 1953, has no actual bearing upon the pertinent facts.

It does bring up the point that, barring such possibilities as a cler-

ical oversight of a hundred pounds more or less in the records, 3:32 p.m., May 4, 1953 marked the exact time at which coal dumpings by the C&O at Newport News since the turn of the century reached a total of 330,000,000 gross tons. Let that sink in slowly. It's a lot of coal!

With all due apologies to Professor Einstein, and having already dealt in Time, we now deal in Space rather than Weight. Cousin Albert says they are all the same anyway, gravity being what it is today. So . . . knowing that the high and low volatile coals we dump at Newport News run from a true slack to a block type bituminous, and will stow in forty-one cubic feet to fifty-two cubic feet per gross ton space, we arbitrarily reach forty-six cubic feet as an average displacement area for each of the 330,000,000 tons with which we are working.

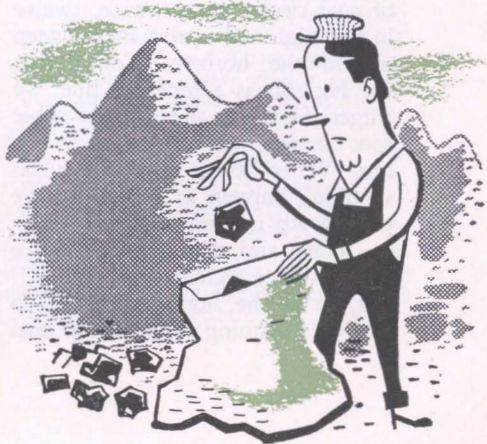
That gives us a measly 15,180,000,000 cubic feet of space upon which to let our fiendish imagination run wild!

If we had gone further than the third grade, we could build a pyramid with this coal that would put Cheops to utter shame. But since triangles are to us something that occur only in love nests, we stick to the straight and not quite so narrow, and pile our coal into a beautiful three-dimension pile with sheer sides measuring 2,450 feet long, 2,450 feet wide and 2,450 feet

high—really high, wide and handsome. Give or take, we figure there would be quite a few lumps left over for retired boilermakers to throw at passing diesels.

This pile of coal we have just erected is of a fluid nature, and you will naturally grant us the privilege of tearing it down and reassembling it to suit our needs. With your permission, we'll load it back into cars. Averaging the little hoppers of a half-century ago to the present-day coalers, we strike a loosely calculated average of fifty-two tons capacity each.

With an energetic bit of shoveling, and allowing for theft, moisture and shrinkage, we succeed in loading 6,346,154 cars, which we find fill most of the main lines around the country and leave only passing sidings for passenger travel. This, of course, will not do, so we assemble our train, discover that it is 51,683 miles long, and reaches twice around our terrestrial sphere.





We're stuck with a lot of coal here! If we could just dig a hole to pour it in. . . . We dig one back of Pier 14, just south of the 37th parallel and a little west of the 75th meridian, and exactly nineteen feet square. Now we fill it.

The fact that we still have some left after the hole emerges in someone's backyard in Tibet, and pours coal all over the place, bothers us, for we should have dug the hole one-half inch wider on one side.

With all those people in Tibet thriving on our coal, we'd better salvage what's left, so we take it out of the hole. What else can we do with it?

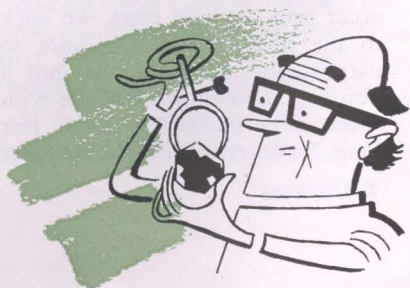
Anyway, if you are not certain as to what a cubic foot of coal is, let us enlighten you. It is a flock of coal twelve inches wide, twelve inches high and twelve inches deep toward the horizon. Considering the horizon as a movable line, we forget the depth and run our cubic foot as far away from us as we can. What occurs to the horizon shouldn't happen to a dog, for we pass it, lap it, wait and let it catch up to us, and then let loose. We still have too much coal.

Even if the horizon weren't so elusive, a running cubic foot of coal

would go around the earth 125 times before our coal was all gone. This 330 million tons really does stretch. It would probably fire the old kitchen range long enough to get that plum pudding your Dad promised you when you were a kid.

If it were put in bags, the twenty-pound kind sold in some retail stores, this little pile of coal would fill roughly thirty-five billion of them. It would take one man filling bags at the rate of one every thirty seconds, in an eight-hour day, working every day in the year, without the benefit of Sundays, holidays or vacation, about 100,000 years to fill them, after which he could spend his retirement in the popcorn booth at the local theatre.

Spread upon the ground, one foot thick, and one mile wide, our coal would stretch from Newport News along the main line of the C&O to South Portsmouth, Ky. If the width were reduced to one-half mile, it would extend from Newport News along the C&O to Cincinnati, the Big Four to St. Louis, Mo., and the Missouri Pacific to Independence, Mo. What this blanket of coal would accomplish, we really can't say, other than to keep weeds from



## A PILE OF COAL

growing, providing they are less than one foot in height.

Going back to our long cubic foot of coal, we find that if it were extended—not toward the horizon and around the world—but toward the moon, it would reach to that mooted hunk of green cheese and back again to the earth not just once, but for *six* complete round trips! And we would still have enough coal left over to fill two seventy-ton hoppers and an extra

150 pounds for the bullet in the yard office.

For further information concerning "Coal and What to Do with It," keep tuned to this station. So far we have advised the world that the C&O at Newport News dumped 330,000,000 tons of good coal from Jan. 1, 1900 to May 4, 1953. When we pass the half-billion mark sometime in 1972, most likely at 4:18 a.m., June 12, we hope we'll be on hand to bring you up to date.

### Briefly:

You've met him before, but we'd like to introduce him again. Here is a guy who can make romance out of the most routine job. In case you don't remember Jim Kelly, let us tell you that he has been a ship's purser (on a New York to Bermuda run), he has been a hobo (for experience only), he has written for general magazines, and he is, today, a clerk for C&O at Newport News, Va.

To say that Jim is a character would be selling him short. Let's just say he's an enthusiast in anything that he undertakes. He is an expert radioman. He knows photography from film emulsion to portrait printing. He knows railroading from yard office to business car routine. Jim is a Figure Filbert, too, as you know, if you have read this far in his story beginning on page 2, titled "A Pile of Coal . . . And What To Do With It."

Look at the center spread this month and get going with some belated house-cleaning. If you have an old photograph, ticket, timetable, tariff or other item that you would like see preserved for posterity, send it to C&O. The company, your fellow-workers, your grandchildren, and C&O'ers for generations to come will profit.

John Casey retired last year. John's was a booming voice that was heard, on the company's phone lines, one end of the railroad to the other. For thirty years he was chief car distributor at Huntington.

But, as we said, Casey retired. Most everyone comes to that end, but Casey had a plan. Today, instead of cars, Casey distributes a lot of conversation, charm and enthusiasm for a good life of leisure to all who want to listen to how he's getting along after a year away from the railroad. Read "Casey in Retirement" on page 8 and you needn't dread that day of laying down the pick or hanging up the 'phone for the last time.—T.O.M.



## RAILS 'ROUND THE WORLD

LAST February's floods, which devastated large areas of the Netherlands and Great Britain, took their toll in damage of those countries' railroads, too. The very first estimates of the loss on the British Railways' Eastern Region was nearly \$1,500,000, costly under any circumstances but more so for England in her present difficult financial straits.

Britain's railroads and their employees, despite their own distress, turned in the kind of performance that has become expected of the tight little isle. In sixteen days during the disaster period, more than 140 special trains convoyed nearly 100,000 tons of material and supplies to the flooded regions, and the railroaders worked unceasingly at their jobs.

American rails, incidentally, came quickly to the assistance of their overseas friends. The New York Central ran a "Dike Train" through New York's Harlem and Hudson valleys, areas settled by the Dutch centuries ago, and collected nearly \$10,000 in funds for the flood victims of the Netherlands. The train

was the idea of a Central conductor, who was later thanked personally in New York by Prince Bernhard of the Netherlands. The employees who ran the special donated their services free.

●  
A VARIATION on the auto-rental service now offered by many American railroads, including C&O, has recently been established in Switzerland, but with bicycles. Swiss Federal Railways has organized a service which permits a rail traveler to hire a bike at any station, use it and return it to any other station on the system.

●  
FOR twenty years a Canadian railway telegrapher has been scraping a battered old fiddle, a hand-down from his grandfather, at country dances in Maine and Canada. When he wasn't playing it, he kept it in a closet of his home. That is, until recently, when he took it to a Toronto, Ont., bank for safekeeping. The reason: he had just found out that it was a Stradivarius, more than 130 years old and valued at



\$65,000! It would be worth more, but a small crack in the wood cut the violin's value several thousand dollars.

FRANCE'S railroads slowed down to a walk recently in the city of Noisy-le-Sec, when local employes staged a novel type of athletic contest—a walking race. Open only to railroadmen, who had to wear the uniforms or costumes associated with their trades, the race was held over about two miles of city streets. The winner put the youngsters to shame. He was a fifty-two-year-old station employe.

EAST Germany's Red bosses have stopped one stunt to keep Germans in the Russian zone out of West Berlin. Trains running between East Berlin and the Soviet sector of Germany have to pass through West Berlin, where many passengers slip off to shop in well-stocked stores. Several weeks ago, the East German railways decided to run the trains non-stop to East Berlin, but without success. The canny passengers merely pulled the emergency cords, halting the trains at the West Berlin station anyway.

GALE, sweeping across Utah last Feb. 9, lifted twelve empty, twenty-three-ton boxcars from their underpinnings like a giant's child carelessly overturn-

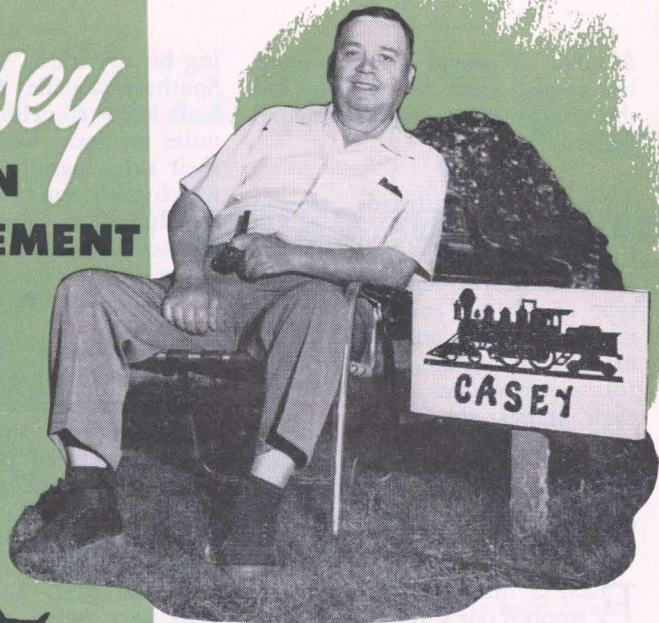
ing his toy train. The cars of the Southern Pacific freight, which had been traveling at thirteen miles an hour, were flipped onto their sides, parallel to the tracks, which their trucks still straddled. Results of the freak windstorm blocked the SP main line for five hours.

THE Canadian National Railways didn't have to pick up a recent consignment. It delivered itself! Two rubber-pontooned helicopters, overhead blades whirling, settled gently beside a waiting boxcar on the tracks at Chaudiere Station in Ottawa, where they were dismantled, loaded and soon on their way west. The flying windmills were being rented from an air service by a contractor who is building a new CN branch line. The 'copters would be needed there when the spring thaw bogged down supply lines on the ground.

THE world's second oldest railway, opened in 1830, has come to the end of its line. With whistle blasting, a single, be-decked locomotive made the last run, a rite witnessed by countless mourners who lined the seven-mile route from Whitstable to Canterbury, England. The world's first railway tunnel and the world's first railway bridge were on this line's right-of-way.

# Casey

IN  
RETIREMENT



*Portrait of a railroader enjoying  
the good years at the close  
of a busy career.*

By MICHAEL MARA

A LITTLE more than a year ago, John N. Casey, chief car distributor for Chesapeake and Ohio at Huntington, W. Va., suddenly realized it was time to ask himself a few questions. He would be sixty-five on his next birthday . . . time to break away from his telephones and his car allotment sheets . . . time to leave the office he had occupied for thirty years . . . time to

say goodbye to the boys and go into retirement.

Would he miss the work routine? Would he miss the "good morning" of his office force? His contacts with railroaders and coal company representatives?

John asked himself these questions, then he had to chuckle, for in his subconscious he had been planning right along for the "good

years" ahead. . . . Being morbid about this business of retirement was, in his book, taboo.

He had wanted, for some time, to move out to a suburban community, to a place where he could have a vegetable garden and where he could tinker to his heart's content. He had always wanted to try his hand at deep sea fishing. Florida, in winter, would be a good place for it. He had a lot of friends and relatives he wanted to visit. He could have all of these, he figured, and keep in contact with fellow-workers and business associates, too.

Financially, he had no worries. He had a ready sale for his house and could double his money on it in the current market. He owned stock in several good companies, including his own railroad. When he figured that angle, he found that, using returns from these, and with his pension pay, he could do all the traveling he wanted and still save money.

So, when May 1, 1952, rolled around, John Casey was ready for it—after forty-eight years and eight months of active service.

He had sold his house and bought a five-room cottage in North Kenova, Ohio, just eight minutes by auto from downtown Huntington. He and Mrs. Casey loaded a few bags in the back seat of their Buick and headed for Baltimore to visit their daughter, Mrs. W. F. Steelman, and their two granddaughters. (They have another

daughter, Mrs. T. V. Kleumper, living in Huntington, and she has a son, seven, and a daughter, four. Mrs. Steelman's husband is an industrial engineer for Continental Can Co.; Mrs. Kleumper's is a prominent Huntington insurance man.)

Following the Baltimore visit, the Caseys toured the New England states. Then they returned to their Ohio cottage and pitched right in redecorating it, upstairs and down, and planning their flower and vegetable gardens. John had a collection of tools and, in no time at all, found that he was much better at carpentering than he thought he ever would be.

"We found ourselves so busy,"

---

John and Mrs. Casey, with Florida roadmap, plan forthcoming trip at their country home in North Kenova, Ohio. John has found that preparation for retirement has made these days some of his most enjoyable.



## CASEY IN RETIREMENT

John says, "that it took a loud blast from a locomotive whistle, one day, to remind me that I had ever worked for the railroad."

That's a joke, though, for everything about John Casey has something to do with railroading. His conversation is full of anecdotes about job performances, personalities, railroad equipment, railroad progress and the coal business. He will talk loading and dumping records as long as you listen. He'll tell what it was like keeping the cars rolling to the mines during three wars, and during major flood disasters, when the railroad was knocked down but never completely out. He'll tell about the days when a dozen or more operators from mines back in the hills would be waiting to see the car allotment commissioner, hoping to get the cars to load their coal that was then bringing \$20 a ton. Periods of car shortages and yard congestions, and their causes, are catalogued in his memory and he likes to reminisce of the sweat and down-to-earth railroading that went into overcoming them.

Mention one of the old-timers on the C&O, or a prominent coal mine operator, and John is likely to say, "I saw him in Sarasota last winter," or "He saw my lawn sign while driving by a few days ago and stopped in for a chat." (His "sign" is a cast iron locomotive plaque

with "Casey" lettered on it.)

- He still sees many of his associates who are still working, visits with others who are retired, and keeps up a running correspondence with both railroad and coal company acquaintances. While he's off the railroad, he's still on it, for his interest in C&O is still there, and "keeping in touch" is all a part of his plan for a successful retirement.

John Newton Casey was born at Ironton, Ohio, on April 4, 1887. His father worked for the Vesuvius Iron Company there. Ironton, at that time, was the Pittsburgh of its day and was the center of many iron and charcoal furnaces. If the elder Casey held any hopes that his three sons would follow in his footsteps they were blasted as the boys, one by one, made their own decisions as to what careers they would follow.

Harry, the older, is a retired C&O machinist, having put in a full fifty years with the railroad. Chester, John's younger brother, took up medicine, and still is a practicing physician in the town of his birth.

John, himself, took off for Cincinnati when he was sixteen and went to work as a clerk in the C&O offices there. After ten years, he went to Huntington as ticket agent, and three years later was made chief clerk to the chief car distributor. In 1917 he was promoted to car

distributor at St. Albans, W. Va., and came back to Huntington as night chief car distributor the following year. On January 1, 1922, he was appointed chief car distributor.

For thirty years, Casey's was a familiar voice on the company's telephone lines, coralling the car loading figures of today and placing cars for tomorrow's loadings. Weekly coal car loadings on C&O have gone as high as 36,000 cars, so it was no cinch playing checkers with the empties, getting them back to the mines for more loads. But hard work is something that never frightened John Casey, and he has the greatest admiration for other present-day hard-working officers of the company.

But now that he is, as he puts it, foot-loose, John Casey is having a wonderful time. Those forty-eight years and eight months, in which he didn't miss a pay day, were fun,

too, along with the long hours of hard work, for they gained him many friendships, innumerable experiences and a background that he wouldn't trade for all the fishing boats in Florida.

"The job gets to be part of one," John says. "But anyone, with a little planning, can enter into other activities that will take its place when the time comes to leave it. The thing *not to do* is let that 'retirement age' slip up on you with nothing but a rocking chair to look forward to.

"Whether I'm building a flower box, painting the house, hoeing onions, writing a letter or planning another trip, when I hear a train whistle I'm thankful that I'm in good health and can enjoy doing some of the things I didn't have time for when I was working.

"If I felt any better about the whole thing," he laughs, "why, I'd be sick."

### *Railroad Oddities*

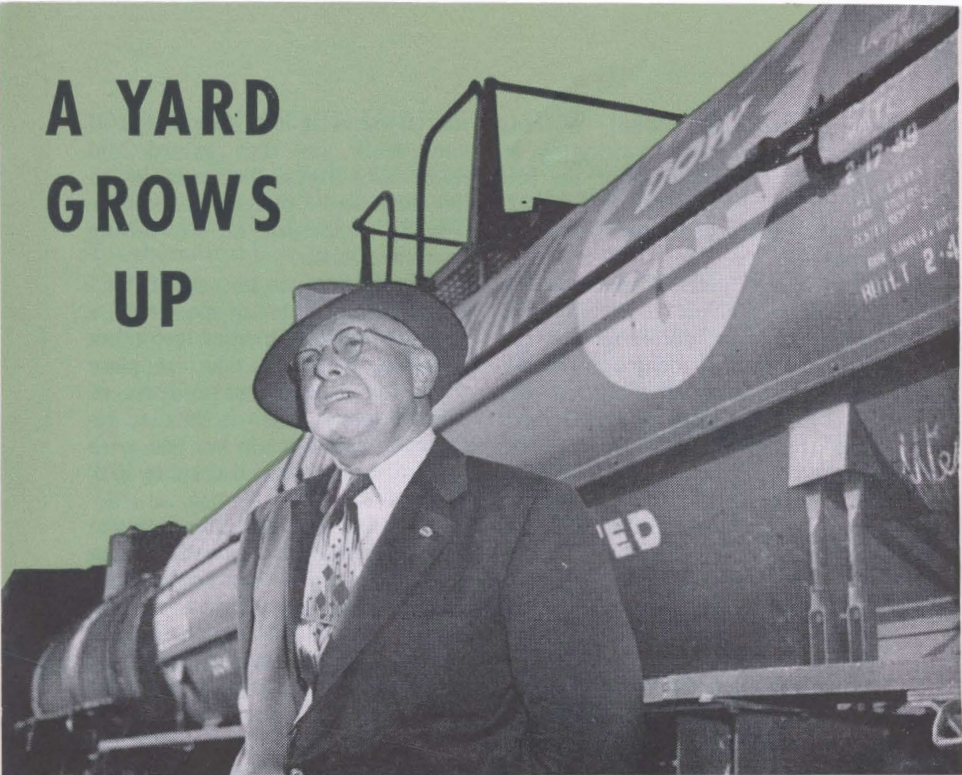
When a remote western sawmill town was practically isolated this spring by floods and storms, an expectant mother was rushed to the hospital by "special" train. Her flyer consisted of a steam locomotive and caboose. But before the train could reach the hospital, forty-five miles away, the baby decided to arrive—in the caboose—with the conductor in assistance.

Trains were delayed on one of the big railroads recently when industrious beavers felled a tree across the main line.

America's railroads spent during 1952 an average of more than \$5,000 a mile for maintaining their roadways—a total of more than \$1,000,000,000.

One eastern railroad's roster of locomotive engineers includes eight full-blooded Indians, full members of the Seneca tribe. All of them have faultless records.

# A YARD GROWS UP



*CEO's newly enlarged and modernized terminal at  
Midland, Mich., has paced the progress of a great industry.*

By GEORGE McCANN

**Y**OU begin getting wisps of the odor almost before you can see Midland across the flat, windy prairies that surround the city. It is acrid, but not too unpleasant, and a few whiffs and a brief reference to high school chemistry tell you what it is . . . chlorine. A lot of folks around these parts will

tell you it smells an awful lot like prosperity, too.

No one sniffs Midland's winds and their pungent aroma with more relish than the men who run the Chesapeake & Ohio Railway's terminal in the Michigan community, internationally famous as the home of Dow Chemical Company. Dur-

(Opposite) Lloyd Gillespie, C&O's terminal manager at Midland, Mich., stands against the background of a familiar sight at his yard—a Dow Chemical tank car.

ing 1952, the terminal handled for Dow 15,580 inbound carloads and 14,080 carloads out. Every month in fact, an average of 1,700 carloads leave the Dow property, about 1,200 of which are routed via C&O.

Against a backdrop of the multi-colored towers and stacks Dow has built over the rich brine beds around Midland, Lloyd Gillespie, C&O terminal manager, stands outside his new offices and approvingly surveys the scene. He tells you: "Midland has run as high as \$900,000 a month in cash remittances. I think we may make it a million someday."

A business like that from Dow and from Midland's other industries is obviously the reason for the special attention the terminal has received from the C&O and its Pere Marquette District. Two years ago at its annual staff meeting, C&O's Traffic Department described Midland's biggest industry thus: "From a humble beginning in a small shack, the Dow plant has grown to cover more than 500 acres . . . has subsidiary plants in California, North Carolina, Texas and elsewhere in Michigan . . . handles 500,000,000 gallons of brine a day and produces more than 95 per cent of all American magnesium."

Since the late Dr. Herbert Dow erected his humble shack at the end of the last century, expansion has become the accepted thing for the industry he founded. From 1940 to 1950, Dow grew to six times its former size and more than doubled its capital investment in three years.

There are no signs that it has felt the last twinge of growing pains, either. Construction crews and equipment have become familiar parts of the landscape not only at Dow Chemical, but at Dow Corning, an affiliated plastics industry now in its tenth year, where the fever of expansion is still high.

"During the war, Dow was a hot spot," Terminal Manager Gillespie sums up. "And it's still pretty warm around here."

Traffic requirements grew with Dow and the spotlight fell on Midland's need for increased and improved facilities during the war. Lloyd Gillespie came to Midland in 1942, when the industrial temperature was beginning its meteoric climb and the Pere Marquette was already shaping its plans for an expected post-war boom. Today, Gillespie likes to pace the graveled area around his headquarters and see how his railroad's plans have borne fruit.

There is a new \$46,000 terminal building, opened in March 1952, a long one-story building housing a spacious and well-lighted main office, a trainmen's room, maintenance room, stock and record rooms,



Agent H. S. Parmelee (standing) and Terminal Supervisor Arnold Weber find that a day's doings at Midland keep them constantly on the go. Console on Weber's desk operates terminal-wide communications system.

Three of the C&O's Midland force pause between assignments. From left: Conductor Stephen Sovey; Carl Eurich and Sam Lagallao, brakemen. Midland has a total force of forty-five clerical, operating and maintenance employes. *Photographs by F. F. Costello.*



a shower room and separate offices for the manager, agent and terminal supervisors.

The impact of progress has been felt outside, too. A redesigned and enlarged yard has given Midland a total capacity of 1,500 cars. The new layout, with the extra motive power assigned to the terminal, has boosted its operating efficiency to a new high.

Outside work is pretty important here. Midland does all of its own classifying when it can and thus the extra power has fitted nicely into the terminal's stepped-up program. For instance, C&O handles all interchange to and from Dow for itself and the Michigan Central, which also serves the community.

New communications have contributed a great deal of Midland's current high operating capacity. Teletype machines hook up the terminal office with the scale house inside the plant, permit billing of cars before they are switched into C&O's yard for classification. The yard has the advantage of a communication system similar to but smaller than the one at Wyoming Yard at Grand Rapids, where two-way "talk-back" speakers keep the terminal office in constant, convenient touch with operating and maintenance crews.

Forty-five capable railroaders provide the brains and muscle for Midland's daily round of operations. They include, besides the terminal manager, Agent H. S. Parmelee,



## A YARD GROWS UP

Terminal Supervisors Arnold Weber and Claude Royal, nine section men, four train crews of five men each, two operators and ten clerks.

Outlining some of the terminal's routine, Manager Gillespie says, "All of our operations here are based on connections with manifest freight trains. We classify and move cars for the Toledo Gateway and Grand Rapids to Saginaw (twenty miles away) where they make connections with manifest runs.

"If time permits, we move cars destined for the Detroit Gateway to Saginaw, too. Otherwise, they're picked up on WF-10, the symbol through run from Ludington to Detroit. Our cross-lake business goes out of Saginaw for Ludington. Short hauls between here and Ludington and for Ludington proper go on TW-7."

In a single day several weeks ago, Midland Terminal handled 112 loads and 107 empties in and out. Those cars came from Dow, of course, and from Midland's other industries, like Pure Oil, which shipped 1,723 cars out of the terminal last year, Dow Corning, Michigan Bean Company and the Brown Lumber Company.

Dow Chemical remains, traffic-wise, the colossus of Midland. It routes a never-ending stream of chemical products through C&O's terminal and over the nation's rail-

roads. Its insatiable appetite for raw materials draws in through Midland Terminal huge quantities of such commodities as raw sulfur, benzol and styrene. Its power plants consume thirty-six carloads of bituminous coal every day. Within the plant, Dow owns and operates thirty-five miles of switching railroad, manned by seven crews.

In their years of cooperative traffic work, Dow and C&O have become old and lasting partners. Lloyd Gillespie enlaces his fingers and declares "our business with Dow is just like that."

For Gillespie, the last eleven years at Midland have been the crowning ones of a career he began in 1923 as a station helper at Brown City, Mich., on the old Toledo-Ludington Division. An enthusiastic railroadman and public relations evangelist, he says, "I'm proud of this place. I've watched it grow and I've had fun doing it."

The Gillespie decision to enter the life's work he did was a step on a path well-worn by his father, the late Martin L. Gillespie, who had thirty-five years with the old PM before he became traffic manager for the Michigan Sugar Company in Saginaw. After studying station accounting, telegraphy and agency work, the younger Gillespie moved on to other posts, was at various times telegrapher, night yardmaster and agent.

## A YARD GROWS UP

The terminal chief is a busy man off the job as well as on it. A resident of Midland since he began working there, he has found a niche for his talents in community life, holds the chairmanship of the Industrial Committee of the Midland Chamber of Commerce. He is an active member of the PM Veterans and the Saginaw chapter of the Recreation Association. Nor did his family, which includes two daughters and a son, find any difficulty adjusting to life in the chemical city. One daughter, his son and one son-in-law work for Dow Corning and the other son-in-law is employed at Dow Chemical.

Like a lot of men on the C&O who have stepped up the ladder, Lloyd Gillespie has found that a responsible job, a title and a modern office don't make a railroadman deskbound. He prefers it that way, too, even when a night's sleep goes by the boards for an emergency visit to the terminal.

Gillespie's telephone, for instance, shares the top of his desk with a switchman's electric lantern, polished and maintained in perfect working order. But don't make the mistake of asking if it's a memento of the old days.

"Do I use it?" Gillespie will snort. "You're darned tootin' I use it! You come around the terminal some morning at four o'clock. I'll show you how I use it!"



Here's a chance to test your knowledge of railroads and railroading. The answers will be found on page 65. If you answer 5 of the following questions correctly, you're good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are way above average; if you answer all 10, you're a genius.

1. Is a crosstie creosoted by painting, spraying or pressure treatment?
2. What railway officer is known as the GTM?
3. Was Casey Jones a fictional character or a real person?
4. Which of these states are in "Official Territory" — Massachusetts, New York, Georgia, Iowa or Colorado?
5. Which one of these railway operations costs the most—maintenance of way and structures or maintenance of equipment?
6. In railway signaling, is a block a length of track of defined limits, a certain type of semaphore, or a system of red-and-green lights on a CTC board?
7. Can a locomotive without one or more cars attached be classed as a train?
8. What is a derail?
9. Is a spring switch thrown by remote control, by hand or by the wheels of an approaching locomotive or car?
10. Is the approximate cost of a steel box car about \$3,500, \$6,500 or \$9,500?

# COME, JOIN THE FEDERATION

*An invitation to take part  
in the successful work of  
a dynamic organization—the  
Federation for  
Railway Progress.*

**W**OULD you like to become a member of a real live-wire organization? One that is doing as much, or more, than any group to promote the welfare of the greatest transportation industry this nation has ever known?

Rail transport was born in England, developed in America. It has helped to build the United States into a major force in today's world economical and political picture.

If you are a railroad man or woman, you have used good judgment in choosing your profession, and whether you are an assistant vice president or a section man, your future is just about as secure as it would be in any other industry.

JULY, 1953

RAILWAY *PROGRESS*

JULY, 1953



"One of the best ways I know of to keep informed about railroading . . . is to read 'Railway Progress' every month."—*President Walter J. Tuohy.* (Above) A recent cover from FRP's monthly magazine.

There is an "honest" policy on the C&O, one that profits everyone. It is a policy that gives Joe Jones or Jane Jenkins a fair chance of survival in these hectic years.

Now, how can you help to keep this thing you have? How do you promote job insurance? Good working conditions? Recognition for a job well-done?

There's this—join the Federation for Railway Progress. You C&O workers will receive, or have already received, a letter from President Walter J. Tuohy, inviting you to become a member. His letter

## COME, JOIN THE FEDERATION

tells the Federation's story. Here, in part, is what it says:

"Dear Associate:

"Six years ago Robert R. Young, the chairman of C&O, started the Federation for Railway Progress. Mr. Young felt that the very existence of railroading was in danger unless we adopt the most progressive methods.

"The FRP was formed for this purpose. Membership is open to all who are interested in good railroading — railroaders, stockholders and people who travel and ship by rail. We railroaders, whose livelihood depends upon our ability to compete successfully with other forms of transportation, are especially invited to join.

"A particular benefit comes from the FRP magazine, 'Railway Progress.' One of the best ways I know of to keep informed about railroading, and to see ourselves as others

see us, is to read 'Railway Progress'.

"If you are not now a member of the Federation for Railway Progress, I would like to invite you to join those of us who are. Through our united support we can do a great deal to insure progress in the industry which to many of us is as much a way of life as it is a job."

If you haven't joined, why not do it now? Why not have a share in this promotion of an industry that has given you a livelihood, a way of life you perhaps would not have otherwise enjoyed?

You readers who are not railroaders—you have a chance, too, to participate in the enthusiastic drive to build America's most solid transportation industry to even greater heights. Your name on the roster of supporters of the Federation will go far to keep America's railroads rolling and the continued interest in railroad development secure.

———T.O'M.

**F**ROM the end of World War II until the beginning of this calendar year, the Class I railroads of the country spent \$7,824,773,000 for expansion to and improvement of their properties.

When we think of the contribution of the American railways to the general economy, we usually think of their vital service in the transportation of goods and the hundreds of thousands of workers they directly employ.

Hundreds of thousands of other workers who were never on the payroll of any railroad in their lives are nonetheless dependent on carriers for livelihood. They will be found at the benches and lathes of machine shops, in the steel mills and foundries, in riveting and welding jobs, in the lumber and timber industry, in coal and ore mines. . . .

Rail transportation is basic in our national economy. Its economic well-being is the economic well-being of all of us.

*Huntington (W.Va.) Advertiser*



## THE LADY "OP"

By FRED O. MCCOY

**J**ULY 4 is a wonderful day. It's the birthday of our nation's independence. It's a day of flag-waving, fire-cracker shooting, political speeches, picnicking and all-around good times.

The Fourth of July holds a lot more significance for one of Chesapeake and Ohio's tens of thousands of employes. For July 4 was the date she worked her first trick as a railroad telegrapher.

That was back in 1888, sixty-five years ago, and the lady is still

pounding brass on her home division. She has worked not only the Fourths, but the Christmases and New Year Days, other holidays and countless Sundays as well, for her career spans that era of work-'til-you-drop right up to the present time.

Mrs. E. H. Meadows, business-like telegraph operator at Covington, Va., began her career by accident, when she was fifteen, in the New River section. She remembers diamond stack locomotives and four-wheel, eight-ton "buck-jimmy" cars. Today she controls trains with



Mrs. Meadows, the "lady op", has been a telegrapher for C&O for 65 years, works today at Covington, Va.

three-unit diesel locomotives and modern coal cars.

Railroading was a tough occupation in the '80's and such a demure girl could only have gotten into it by chance. Her cousin, Milton Smith, was studying Morse code in order to qualify for a job as operator. He had no one else to practice with so he induced his young cousin to receive and send with him. She was an excellent "sender" from the first. When he got the job, she hung around the tower and sent messages for him.

But fearing that her presence in the tower might embarrass Milton, she wrote to the dispatcher and asked permission to be there. He wired back that she was not only

welcome, but would fill a great need if she agreed to relieve Smith who was soon to be absent for a month. She eagerly agreed.

In those days veteran telegraph operators were a proud craft. They took great pride in sending messages fast and in peculiar abbreviated codes of their own. Mrs. Meadows more than held her own and fellow operators soon came to hold her in high respect both as a telegrapher and as a person.

Operators worked a regular twelve-hour shift seven days per week. If no one came to relieve her, she was required to stay on the job indefinitely. She has been on duty as long as thirty-six consecutive hours.

She worked in the New River section until 1904. While there, she became acquainted with another C&O operator, Seymour Meadows, who at one time had boarded at her mother's home. Eventually they married and when Meadows left the C&O to become general manager of a public utilities company in Beckley, Mrs. Meadows transferred there as operator and agent.

By 1927 she was already the oldest operator on the roster. She took a job at Whitcomb for one year and when Seymour retired, came to Covington, Va., in 1928 and has been there ever since.

The Meadows are a brass pounding family. They reared two sons, Howard, now operator at Hot Springs, Va., and the late John

## THE LADY "OP"

Meadows, for a long time operator at Cincinnati.

Being an incurable romantic, we wondered if, since she and Seymour both had access to the telegraph wires, they had courted by Morse code. When we suggested it to her, she was horror-stricken.

"Oh, you just couldn't do that," she exclaimed. "Why, the operator in every lonely tower along the division could have 'listened' in on our romance."

When we broached the same subject to Seymour, whom Mrs. Mead-

ows still always refers to as "Mr. Meadows," we suggested that perhaps they had some little secret code that they tacked on to messages that only they understood.

"You can't possibly know my wife or you would never have thought of such an idea," he said. "When she is on duty, she is first and only a railroad employee and no longer a woman. Why I believe that she would have postponed our honeymoon if she thought that it would hamper the operation of the C&O."



"They insist they aren't moving their household. They're just coming back from an antique auction!"

Tracks—C&O



THE headquarters of a Western railroad received an urgent letter from one of its branch offices in the desert. "They're short of water again on that deserted branch," the chief clerk reported as he waved the letter at the boss.

"Rot!" snapped the operating chief. "They always are."

"But it's really urgent this time, sir," said the clerk. "The stamp is attached with a paper clip."

Al Spong,  
*Chicago, Ill.*

MRS. Richards ran her fingers over the new fur coat her husband had just given her and then said to him: "So you finally decided to get me the skunk coat I've been wanting for years. Who could imagine that such a wonderful fur could come from such an evil, foul-smelling beast?"

"I don't expect gratitude, dear," replied her spouse in wounded

tones, "but I must insist upon respect!"

Henry Josephs,  
*Gardenville, Pa.*

Money is getting so common down in Texas and in one very, very prosperous oil town in particular, that they tell the story about the first-time visitor who only had a \$5 bill with which to pay for his \$1.50 lunch. He gave the bill to the young woman cashier and then waited impatiently.

"Did you forget my change, miss?" he finally asked.

"Change?" she asked in all innocence, "What is change?"

Frank Ball,  
*Barboursville, W. Va.*

THE Lost, Faltering & Limbo Northern finally sent a crew to rehabilitate the ancient station at a backwoods whistle stop. After an



hour probing the woodwork and examining the wooden foundation, the bridges and buildings foreman scratched his head in puzzlement and announced: "This station is so infested with termites it's a wonder it doesn't collapse.

"Well, what's holding it together?" inquired the agent.

"Only way I can figger," the foreman responded, "is the termites are holding hands!"

Harry J. Miller,  
Philadelphia, Pa.

**O**KAY, men! We'll take practice jumps in the morning," the sergeant bellowed to the paratroop recruits. Next morning, the young airborne GI's were aloft in a troop carrier. All went in perfect order as one by one the soldiers hit the silk, until the last man, a happy-go-lucky type came up to the plane's door.

"Hold it!" roared the sarge. "For heaven's sake, Buster, you're not wearing your parachute!"

"Oh, that's all right," smiled the recruit. "Just a practice jump, isn't it?"

Mrs. A. C. Miller,  
Berrien Springs, Mich.

**Y**OU can get some idea of the kind of windstorms they've been getting in the Midwest from this conversation, overheard in a small Kansas farming town. "Quite a blow, last night, wasn't it, Elmer?"

asked one tiller of the soil of his neighbor.

"Yep, shore was," the friend replied, chewing on a wisp of straw.

"Damage your barn any?" questioned the first man.

"Dunno," the second farmer replied as he spat out the straw. "Hain't found it yet."

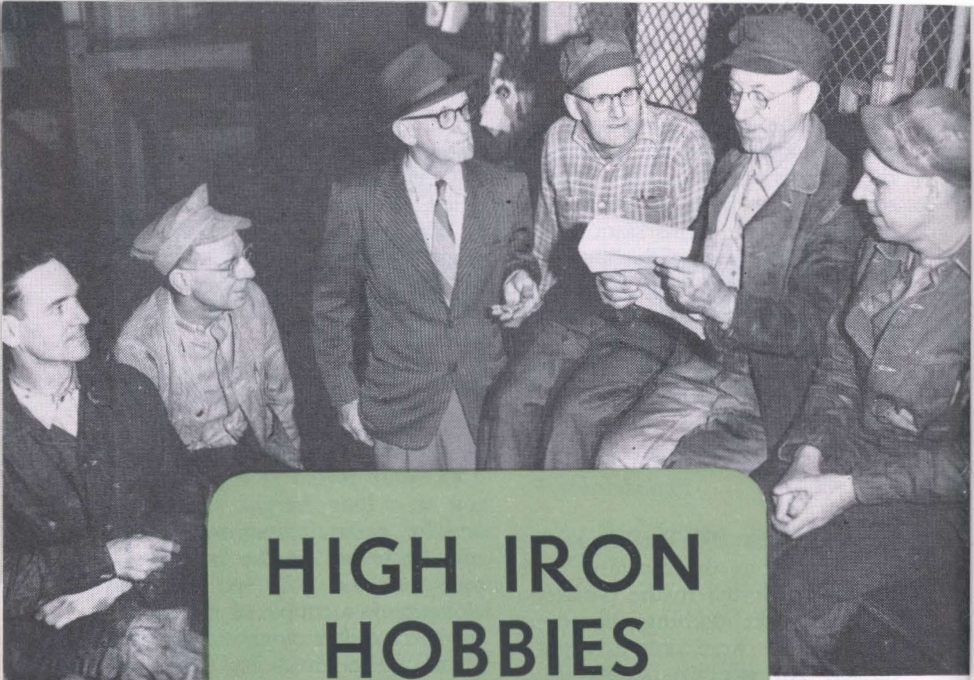
Jerry Stagman,  
Philadelphia, Pa.

**M**Y wife and I and my little girl were halted at a grade crossing as a long freight whizzed by and for entertainment were chanting the names on the box cars as they rumbled past us. Suddenly along came a couple of them bearing the familiar mountain goat emblem of the Great Northern. My little girl spied them and exclaimed:

"Oh, look! Bock beer!"

Frederick J. Trost,  
Troy, Ohio

*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.*



## HIGH IRON HOBBIES

By JOHN O'DWYER *and* ELVIN MCLAUGHLIN

WHEN the quitting whistle blows at C&O's shops in Huntington, W. Va., a lot of the men who ply their special skills there undergo startling changes. Machinists become mink ranchers, electricians become wood carvers, welders turn into train dispatchers and the boilermakers lay aside the sledge to take up the pen and woo the muse of poetry.

The transformations are wrought by a singular American institution—the hobby. Few industries approach the railroads for the number of people who find peace and comfort in doing something different in their spare time with head and hands.

On this page is a photograph of the James Whitcomb Riley Club, which for years has been meeting

in a corner of the shops during lunch periods to hear the verse composed by its members. From left: Machinists Ed McClure, thirty years' service; Chester Hite, thirty-three years; Tom Nelson, retired with fifty-two years service; Tool Room Attendant John Shaver; John O'Dwyer, fifty years, and Machinist-Welder Earnest Hite, brother of Chester, with C&O twenty-seven years.

Chester Hite is unofficial "poet laureate" of the shops, has written thirty poems all told. "Nothing happens here, he doesn't have a poem about it," his fellow specialists say. Earnest is an enthusiastic home movie fan and tenor in the popular "Valley Four" quartet.

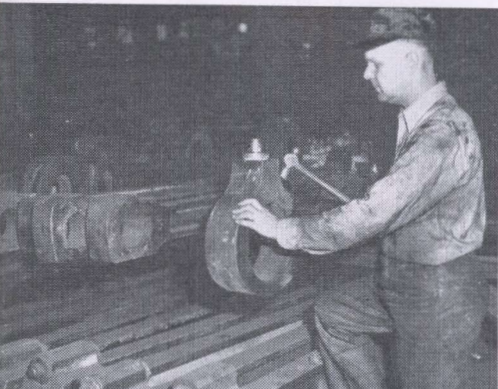
Ed McClure is a coin collector as well as poet, has 250 valuable old coins in his collection, a hobby he started twenty-five years ago with his first Indian head penny.

John Shaver and Tom Nelson founded the Riley Club through a mutual interest in poems of the Hoosier bard. Shaver lives in Milton, has a brother, a machinist at Russell Shops. About the club, he says sadly: "A lot of the fellows are gone," but he brightens when he adds, "but the rest of us still meet quite often. A common interest in things never dies."

On the next two pages are more pictures illustrating how C&O men are keeping those common interests alive.

**TATTING**, delicate art of decorating cloth with lace, affords relaxation for Machinist Willard Mayes, who is using hammer here for equally delicate art of inspecting a locomotive siderod. Mayes changes ordinary handkerchiefs into things of beauty with his lacework, distributes them as gifts to friends and relatives. He has been a C&O man since 1929, has always worked in shops.

**ARCHIVIST** for shops is Morton McClure (left), machinist-burner, who exhibits historical C&O photographs for employes on bulletin board at shop's main gate. Machinist John O'Dwyer watches as McClure tacks up a "new old" picture. Historical picture collector himself, he has been running display for ten years with his own finds and others lent by shops employes.



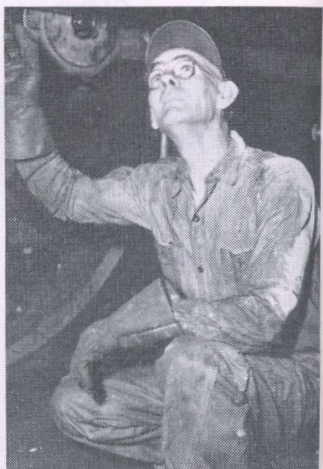


**PICTORIAL MAGICIAN**, that's William Laurence, who bought his first camera in 1911, the year he came to America from his native England, where he worked on world's oldest railroad. He has invented own stereo camera, takes amazingly realistic 3-dimension pictures. He owns several fine cameras, is member of photo club.

**ANTIQUES** have been hobby for years of Machinist Frank Cochran (below, left), who collects old pistols and rare documents. With C&O for 28 years, he comes from large family of railroaders and clergymen, has machinist brother at Clifton Forge.

**ELECTROPLATING**, hobby of Crane Operator Edwin Porter (center), preserves in bronze and silver items like baby's shoe, pipe and apple he is holding. Pastime means profit for Porter, a C&O man since 1924, who has built up a brisk home business in electroplating.

**PART-TIME PHOTOGRAPHER** William Hayes (right), signals crane operator, who has lowered locomotive into place in repair bay. Doctor's advice five years ago to find a restful hobby as a remedy for ill health has grown today into a complete darkroom, expensive array of equipment and a fascinating hobby.



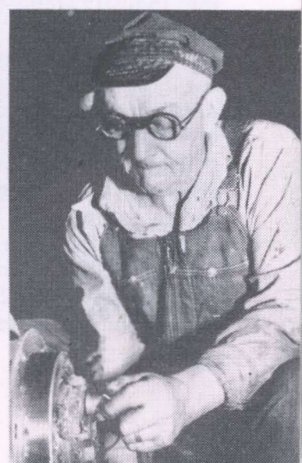
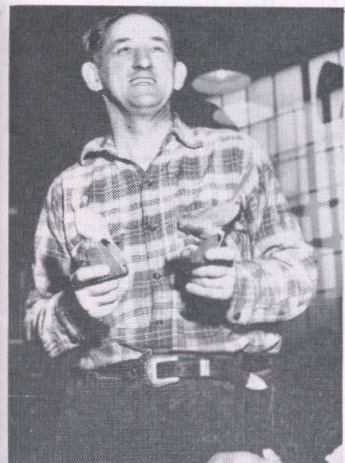
"MODEL RAILROADING is fun," grins Machinist-Welder Clyde Enslow, as he pauses in a routine job at shops. In his own layout, Enslow has five model locomotives, several passenger cars and 100 freight cars. He is a member of Huntington Society of Model Railroaders, which has six members and a layout 40 feet long, 20 feet wide. He has been a fan since 1936. Enslow started with C&O in 1923, has been welding for seventeen years, is the son of a former C&O machinist. He taught welding for several years at Huntington's East High Trades School.



WOODCARVER Aaron Jouan (below, left), creates such life-like images that real birds have even attacked the carved cardinals in his hands. Native of Sweden, the C&O electrician has been railroading 24 years, carving for 30 years, has imposing collection at home. One bird takes total of three hours' work for the C&O man.

MINKS mean money for Frank Irwin (center), a 30-year C&O man, who operates a mink ranch at his home in Barboursville, W. Va., with an eye to profits in pelts. Interested in hobby by fellow employe, he has bred three minks in past year, was expecting another this spring. Son Fred works in Huntington Stores Department.

BUILDER Ralph Staley (right), shown dismantling a diesel engine armature, constructed his own five-and-a-half-room home recently, his first attempt at building. With "considerable" help from wife, Staley, a 25-year C&O machinist, did all own carpentry, plumbing, wiring.



## Roundup

*A round-up of items gleaned from material directed to the editor.*

### *Report On the Industry*

AMERICA'S Class I railroads in 1952 had their best year, financially speaking, since 1942, according to the Federation for Railway Progress' annual financial report on the industry released last month. Showing a gain in net income of \$13 million over the previous year, the railroads came up with a 4.51 per cent rate of return, better than the 4.06 per cent of last year, but still a long way from the 10.1 per cent net return shown by manufacturing concerns in 1952.

The Federation's report points out that although some of the railroads' costs were down—fuel and rent for buildings and equipment—

wages, taxes and interest charges were up sufficiently to show a gain in expenses over 1951. Taxes alone were ten times total net income or \$1,262,000,000. However, the increase in expenses was only \$56 million which seems to indicate a general leveling off of expenses for the industry.

"The Railroads in 1952" shows that the industry received an average of 1.43 cents every time it moved a ton of freight one mile. Each time a passenger was moved one mile he paid the railroads an average 2.66 cents—far less than it would have cost him to operate his own car.

The report, written in lay lan-

guage, concludes: "Compared with past performance, last year showed a marked improvement for the railroads and their shareholders. And the simple word 'progress' played a major role. Progress in finding quicker, more efficient ways of speeding freight to its destination; progress in giving the passengers more comfortable and safer service than ever before—these were major factors in getting the railroads headed back on the

rails toward a healthy future. However, only when such problems as huge deficits on passenger operations, high costs and too much regulation are solved will the economic health of the industry, whose services are so vital to our nation, be assured."

### *No Shortage of Nortons*

WHEN Engineer Clifford A. Norton completed his last run from Traverse City to Grand Rapids

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TOP TRAFFIC MAN Arthur S. Genet (center), C&O vice president-traffic, receives award as "Transportation Man Of The Year" from Ted Volk, national chairman of Delta Alpha Nu, transportation fraternity, in Chicago, Ill. Arthur S. Bastrass, national president of the group, looks on.



## ROUNDHOUSE ROUND-UP

late in April and retired after more than fifty years of railroading, it didn't remove the family name from C&O rolls on the Pere Marquette District. His two brothers, Jacob O. and Peter H., are also C&O engineers, and two sons, Arthur E. and Gene E., are employed by the railway.

The tradition goes back another generation, for the father of the three engineers was superintendent of water service at Petoskey, and several of their uncles were also railroaders. According to Cliff Norton's recollection, he has piloted every train in PM District service.

### *Chessie's Friends*

WHEN a man in the coal business is to be photographed, it is only natural that he select the background. So it was with William A. Reiss, president of the



William A. Reiss

C. Reiss Coal Company at Sheboygan, Wis., recently, when he was enroute home from Hot Springs, Va., and was snapped standing be-

side a C&O hopper of top-grade bituminous.

In a letter to President Walter J. Tuohy, Mr. Reiss paid a compliment to C&O's passenger service, too. "My daughter, Anne," he wrote, "said she now believes the advertising C&O puts out—'You can sleep like a kitten,' for when I was ready to go back to the diner the next morning, I found she was still asleep; and Richard and Alice, who live out in Colorado Springs, both told me that they never had such a comfortable night's sleep aboard a train."

### *Rail Birds*

AT HUNTINGTON, C&O's shop train has been carrying some extra deadheads—non-railroaders, at that—who insist on riding the rods. They've been getting away with it, too.

For the third year a mother robin set up housekeeping this spring beneath Coach E-11. While she was out digging for the family meals, her little brood of three took two daily nine-mile trips from the shop to Tenth Street Station. When the babysitting train crew returned with the nest still safely perched atop the coach's brake rigging, Mama again took over.

According to John M. O'Dwyer, TRACKS' correspondent at the Locomotive Shop, speculation is that the nestlings probably will grow



up to be switchmen or car inspectors.

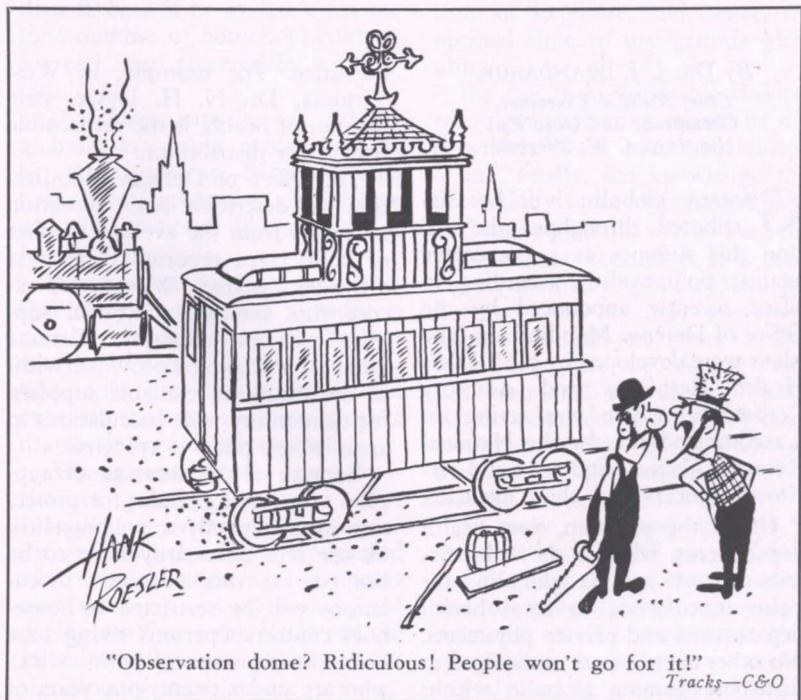
### *Brakeman's Memorial*

A RAILROADER who pioneered in the field of folk music has been commemorated with a monument in Meridian, Miss. That's the home town of Jimmy Rodgers, the "Singing Brakeman," who died twenty years ago.

But he still lives in the hearts of many present-day famous folk artists, like Ernest Tubb, who prizes Jimmy's old guitar, and Hank Snow,

who named his son after the late singer. When the memorial was dedicated in May, the two musicians headed a host of others—Jimmy Skinner, Jimmy Davis and several "Grand Ole Opry" stars among them—who took part in the ceremonies.

The monument itself, carved in Italy, is a marble bust, almost eight feet high, mounted on marble blocks. Behind it stands an old steam locomotive, the same type on which Jimmy Rodgers was brakie.





**GAMMA**

# Globulin

*... Science hopes it  
may be one answer  
to polio this summer.*

By DR. J. J. BRANDABUR,  
*Chief Medical Examiner,  
Chesapeake and Ohio Ry.,  
Huntington, W. Virginia*

**G**AMMA globulin will be distributed throughout the nation this summer as a preventive against poliomyelitis, according to plans recently announced by the Office of Defense Mobilization. The plans were developed by the ODM's Health Resources and Advisory Committee, which was acting on a recommendation by the National Research Council and state and territorial officers and their agencies.

Under the program, state health departments will be the sole distributors of gamma globulin, for polio inoculation, to local health departments and private physicians. No other agencies are authorized to distribute gamma globulin within

the state. For example, in West Virginia, Dr. N. H. Dyer, state director of health, is the responsible person for distribution.

The Office of Defense Mobilization will determine basic allocation to a state from the average number of polio cases reported there over a five-year period. When cases exceed this average, additional supplies will be allocated. Gamma globulin will also be provided, within the limits of available supplies, for community-wide inoculations in areas where polio is epidemic.

Because of the shortage of supplies of gamma globulin for protection against paralytic poliomyelitis, its use will necessarily have to be limited for this purpose. Inoculations will be restricted to household contacts (persons living in a house where a case of polio exists) who are under twenty-one years of

age or who are pregnant, but only when the case has been clinically diagnosed as being in the acute phase.

The recommended dosage of gamma globulin is 0.14 cc per pound of body weight, or an average of 10 cc per person. The dosage was established after recent evaluation studies published in the *Journal of the American Medical Association* of April 11, 1953. Therefore, gamma globulin will be distributed to physicians on this basis—that, on the average, not more than 40 cc will be available for the total number of household contacts for each case reported by a physician.

The main supplies of gamma globulin are being made available by the American National Red Cross, the Department of Defense and the National Foundation for Infantile Paralysis.

It might be well to state here that the use of gamma globulin is certainly not a panacea for the prevention of paralytic polio. In addition to the problems of supply and expense, there are numerous other drawbacks and disadvantages.

Among these are the short duration of passive protection. For example, the evaluation studies showed that the follow-up period after an inoculation was only fourteen weeks. Cases which occurred during the first week following the injection of gamma globulin were significantly modified in severity.

During the next period of four weeks, a high, but not complete, degree of protection was demonstrated.

During the sixth to the eighth week after injection, the protection appeared to be waning. No protection was detectable after the eighth week.

Other disadvantages: the need for reinjection each time polio becomes prevalent in a community; the extremely low incidence of paralytic polio;

the inability to determine the time of exposure, and hence, the optimal time to use gamma globulin;

the fact that susceptible children who need protection cannot be distinguished from immune children.

and, finally, the knowledge that protection is not always complete.

Gamma globulin will be used this summer, not because it is a satisfactory method of polio control, but because it is the only preventive agent available in even modest quantities. In any disease with less emotional appeal than polio, all the considerations I have listed would probably restrict or even prohibit its use, except in very selected cases.

In polio, however, it will be demanded and it will be used. During the next year or two, by using one or more millions of doses, a relatively small number of cases of paralytic poliomyelitis may be expected to be prevented.

# LETTERS TO TRACKS' EDITORS

## TUNNEL TALK

... The copies of TRACKS which have been coming my way have been of great interest to me and my three young boys, all of whom are extremely "train-minded." In the March issue, "Rails 'Round The World," Paul Norton states that the Simplon II is the world's longest railway tunnel.

The "blue riband" should, in fact, go to London, as right here below the metropolis, in the Northern section of the Underground Railway, is easily the longest tunnel in the world—seventeen and a quarter miles—between Morden and East Finchley.

Alfred T. Young

*London, England*

Author Norton referred to tunnels on conventional railways when he cited Simplon II as the world's longest railroad bore, but TRACKS is happy to pass on Mr. Young's interesting facts to its readers.

## THEIR DADS, TOO

... I have just finished the April issue and enjoyed it very much, especially "My Father Was A Railroad Man," by Jesse Stuart. You see, my father was a railroad man, too, a C&O man, at that.

At the time of his death in 1946, my father had completed about thirty years' service as a section hand. The greater portion of those years was spent on the Big Sandy and Right Beaver Creek section of eastern Kentucky. With the exception of a few years during the depression days, Father never worked for any other company except C&O.

James J. Patton

*Memphis, Tenn.*

... I enjoyed very much the story "My Father Was A Railroadman" in the April issue. My father worked thirty-three years for the Pere Marquette.

When he retired in 1947, I went to work for the C&O on the same section

and stayed there until I was drafted in 1952. I plan on going back when I get out. My home is in Lowell, Mich.

Pvt. John F. Richards

*2nd Evacuation Hospital  
A.P.O. New York.*

## PLUS ON PALINDROMES

... In the April issue, you show a list of "palindrome" stations (names that read the same forward and backward) in "Rails 'Round The World." I am wondering if the inhabitants of the following might have appreciated having their towns included in the list:

Alabama has a Semmes. California boasts Ono, Ewe and Alla. Colorado has Ara; people in several states call Ada and Anna their homes. Kansas and Texas like Asa, and Illinois and Ohio dote on Ava. And, of course, Abba, Ga., Ama, La., and Acca, Va., should not be overlooked.

I think TRACKS is the best railroad magazine I have ever read.

E. C. Emerick,  
C&O Telegraph Operator

*Peru, Ind.*

## ANOTHER BROTHER

... The article "Chessie's Little Brothers" in the May issue states: "Ohio and Indiana have few short lines and none whatever connecting with C&O iron."

From the days when prohibition made Mason Jars popular, the Muncie and Western (4.91 miles) has given Chesapeake District, Chicago Division, a substantial volume of business, principally glassware, at our South Muncie interchange. M&W's president is G. W. Ball.

M. I. Dunn,  
C&O Asst. Vice Pres.-Maintenance  
*Huntington, W. Va.*

Author Earl Clark, a resident now of the state of Washington, overlooked the M&W from his considerable distance from C&O.



## SAFEST RAILROAD

By DON PERRY

A COVETED plaque for having won the best safety record among the nation's largest railroads during 1952, was presented to C&O's president, Walter J. Tuohy, at ceremonies in May at Huntington, W. Va.

In the photograph above are, from left, George A. Robinson, general safety agent; C. J. Geyer, vice president-construction and maintenance; C. A. Taylor, vice president-operations; President Tuohy, and Charles Hopkins, managing director of the West Virginia Safety Coun-

cil, who made the presentation at the railroad's annual safety awards meeting.

C&O won first place among railroads whose employees worked more than fifty million man hours. Its total accident rate in 1952 was 4.44 per cent per million man hours worked, compared with an average of 6.47 per cent for all railroads in its group, and 7.31 per cent for Class I railroads as a whole.

Commenting on the enviable record, the *Huntington Advertiser* declared editorially: "The record is

## SAFEST RAILROAD

a distinction of which both men and management may well be proud. It reflects constant and diligent effort. . . ."

At the meeting in the ballroom of the Hotel Pritchard were more than 400 C&O employes who had helped C&O win its top safety honors. Mr. Tuohy told them "safety and efficiency go hand in hand. We are very proud of this recognition and of the almost unbelievably low accident rate that made it possible for C&O to win it.

"Safety is a key objective," he continued, "on the C&O and to

that end we must strive to make use of the best safety devices possible to obtain. These are the railroad's tools, so to speak. Without the men who operate them, they would, of course, be useless, and we are proud of these men. My hope is that I will be back next year getting the same safety award."

Vice President Taylor and General Manager Robert Vawter also addressed the meeting, during which sixteen C&O safety committee secretaries were recognized for their efforts in promoting day-to-day safety.

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TOP HONORS in various classifications were accepted by these C&O executives. From left: F. S. Harris, superintendent, Walbridge Terminal, Ohio, for Transportation; C. S. Wetherholt, assistant to general superintendent, who received trophy for Huntington East End in the Supply category; J. E. Garretson, master mechanic, Russell, Ky., Terminal, for Mechanical; W. L. Filkins, general agent, Huntington Station, four-time winner in the Large Stations division; J. R. Cary, Jr., superintendent, Clifton Forge Division, for Division Stations; F. C. Cunningham, division engineer, Chicago Division, for Maintenance of Way. *Photographs by Tom Hamer.*





**RUNNERS UP** received honorable mention certificates presented to (from left) E. R. Kegelmeyer, district storekeeper, Eastern Stores Group, for Supply; J. L. Savage, Huntington Shops superintendent, for Mechanical; K. T. Reed, general superintendent, Chicago Division, for Transportation; H. M. Kash, freight agent, Cincinnati, for Large Stations; C. L. Crummett, division engineer, Clifton Forge Division, for Maintenance of Way; J. F. Shaffer, superintendent, Newport News-Norfolk Terminal, for Division Stations.

**CLEAR RECORDS**, with restricted man hours, won honorable mention for nine stations and stores departments. From left: A. H. Young, division storekeeper, Western Stores Group, J. A. Bawsel, division storekeeper, Russell, Ky., and L. G. Roberts (substituting for M. E. Compton, supervisor of stores delivery for Huntington Transportation Forces) accepted Supply awards. Earl Downs, freight agent, Charleston, for Large Stations; F. W. Myers, superintendent, Russell Terminal, for Division Stations; J. G. Darnell, (who represented H. A. Iuler, Cincinnati Division superintendent) for Division Stations; A. M. Smith, general agent, Columbus, Ohio, for Large Stations; R. N. Lynch, trainmaster, Chicago Division, for Division Stations; W. S. Butler, superintendent, Richmond Division (representing J. R. Thompson, general agent at Richmond), for Large Stations.



# The Distaff Side



By MARGARET FRIEND

IT'S A wonder that someone hasn't thought of it sooner, but the newest improvement in luggage is a snap-in lining that comes out for cleaning. The average person owns the same luggage for years and each piece takes many trips before it is finally discarded. Rough as travel is on the outside, the inside gets plenty of wear, too. Therefore, it's nice to know there are lightweight, durable travelling cases available now with a removable lining. Saberly Products Corporation in Philadelphia makes them.

## LUXURY

Dogs will be wearing denim and

patent leather collars this summer, if their owners are in the least bit fashion conscious. The Kennel Shop, newly opened by Mark Cross in New York City, is setting the pace.

The shop shows the latest doggy gadgets like sleeveless sweaters, raincoats and handsome carrying cases for dogs who go travelling with their owners. The travelling cases match other fine Mark Cross Luggage. The dog collars and leashes match the owners' belts and bags.

For fancy occasions, where leather collars won't do, there are satin ones studded with rhinestones.



Looks like dog-owners will have a field-day this summer.

### SUMMER UNDERTHINGS

Summer lingerie designs follow closely the trends in dress fashion. There are styles for both the slim and full skirted fashions. Petticoats for full skirts are more popular than ever and there are many that would be a joy to own. Particularly pretty are those in white or pastel tulle or of crisp embroidered organdy with flower or dot motifs. "Can-can" petticoats have row upon row of stiff ruffles.

For the slender silhouette, sheath-slim petticoats are frequently permanently pleated from waist to hem, or have a pleated or lace hem flounce.

Short length gowns are popular this summer. Pajamas and sleeping pants, fancy enough to be worn for leisure hours, are being featured. Some resemble old-time pantaloons. Fabrics are wonderful this season, too. Choose among cottons and synthetics. Nylon tricot and taffeta, sculptured or embossed nylon, double nylon chiffon, dacron and a new fabric in nylon called "Angel Crepe" all make summer lingerie pleasant to own.

The cottons highlighted are batiste, cotton plisse, sheer polished cotton, called "Chev-sheen," seersucker, and dimity. Rosebud and floral prints enhance many of these new fabrics.

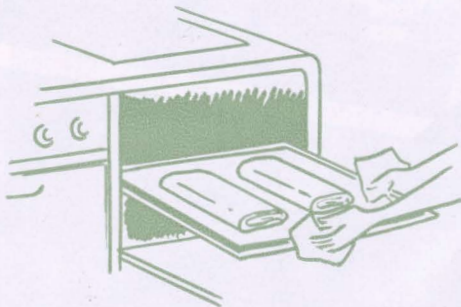
JULY, 1953

### FOR THE RODS

Just now, if you're buying draperies and you need to replace your rods, decorators suggest placing the rods right under the ceiling so that the drapes hang from ceiling to floor. But putting the rods up there is another matter. Few people are skilled in making a bracket secure in plaster, and so that everyone can do this successfully there are on the market now wooden blocks that go up like magic because you stick them to the wall with a liquid adhesive instead of nails.

### CHINA

Perhaps the bride with too many handsome china patterns to choose from started this season's biggest idea in table settings. In any case, she started something pleasant. Use a different china pattern for each course. When combining different patterns of china, the plate of the same shape should be used. Designs should become gayer as dinner progresses. When dessert comes 'round, plates should be most handsomely ornamented.



## WANTED FOR THE ARCHIVES

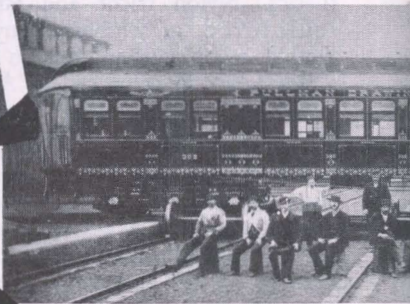
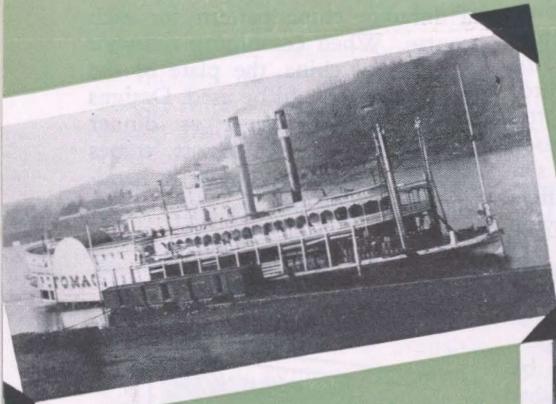
**T**H**E**R**E** is a lot of history behind a railroad. A lot of unrecorded history may be found in the attics, trunks, scrapbooks and albums of Chesapeake and Ohio Railway employes . . . old photographs of equipment . . . old tickets, timetables, bills of lading, booklets and advertising brochures . . . history the company would like to preserve.

If you are the owner of any such items, or other papers, maps or records, which you think might have historical value, it would be greatly appreciated if you would send them to:

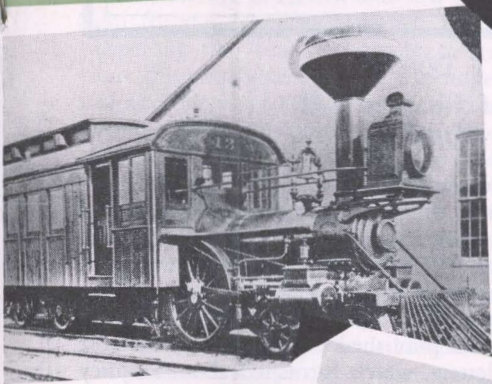
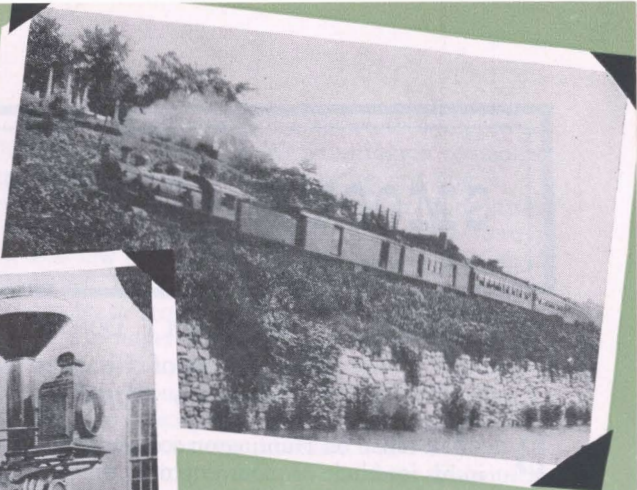
Miss Irene Welsh, Editorial Assistant  
Passenger and Public Relations Department  
The Chesapeake and Ohio Railway Company  
422 Terminal Tower  
Cleveland 1, Ohio

Anything you send will be returned, if you so desire, after photographic or photostatic copies have been made for the archives. Some of the items will be reproduced from time to time in **TRACKS**, with credit to the contributor.

When the railroad's western terminus was at Huntington, W. Va., freight was transferred from box cars to the company's steamboats for the run on to Cincinnati and west.

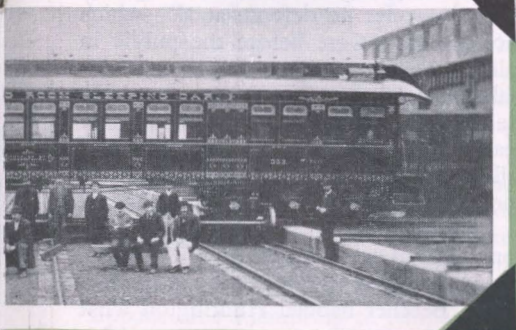
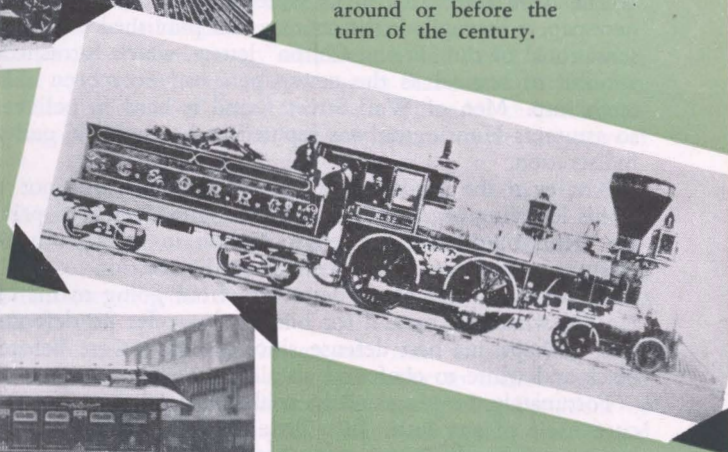


Before air conditioning, this was an accommodation train bowling along the Ravenna subdivision near Richmond and alongside the old James River canal. Photograph taken about 1912.



Peggy the Pay Car, which operated on the Flint and Marquette around or before the turn of the century.

High-wheeled 4-4-0 wood burner, which rolled the varnish over C&O rails in its early years.



This classy bit of rolling stock, the *Chesapeake*, a Pullman drawing room sleeping car, was in Huntington shops for an overhaul in 1887 when this picture was made.

# SMOOTH IS THE ROAD

By JOSEPH F. DOHERTY

## Part Three of Chapter XII

### SECOND NUPTIALS

**B**EECHER called on Huntington occasionally at the Fifth Avenue hostelry in his interlude of mourning over the passing of his first spouse, and with greater frequency just after New Year's Day, 1884, when the scandalous nature of Mr. Huntington's lobbying activities in Washington became the main topic of conversation in Wall Street.

The *New York Sun*, in its issues of Dec. 29 and 30, 1883, and other newspapers throughout the country had published excerpts from the most sensational of the "Friend Colton" letters, which furnished about as juicy a tidbit of scandal as the newspapers had ever been able to sink their teeth into. Men of Wall Street found it hard to believe that a person so astute as Huntington was reputed to be could be guilty of such great indiscretion.

Not even the "in-laws" of his New York office nor the myrmidons of his lobbying organization in Washington had been privy to the letters that Huntington had written to Colton in his own hand. Huntington was put a little out of countenance by the reaction to the "Friend Colton" letters, but not enough to deter him from going to his office every day. He did what was natural for him to do—offer no defense at all—which was, perhaps, his best defense since the facts were before the public in black and white to confound an alibi.

Fortunately, he possessed an analgesic type of mind that could quickly cure itself of any hurt. In a little while he had recovered his sense of humor sufficiently to get some hearty belly laughs at the capital, where he saw congressmen slink into alleyways or cross to the other side of the street to avoid the embarrassment of exchanging nods or the time of day.

Beecher officiated at Huntington's second nuptials on July 12, 1884, in the Plymouth Church parsonage. A collation was served by Mrs. Beecher after the ceremony. At the table, Beecher handed Huntington what

he described as "a few cards of introduction to friends worth while, whom you can meet on your honeymoon." To which Mr. Huntington responded, "Here, Henry, is a letter that will do a little introducing for you."

As it was to most people, 1884 was a bad year for Beecher, with lecture lyceums experiencing no great demand for lecturers, not even for one so outstanding as Henry. The few engagements he filled hardly reimbursed him for the expenses incurred. The preacher had a recipe, however, for dispelling the "blues"—namely, to stop thinking about one's self and to start thinking about others. He fingered the litter in his various pockets for the names of some friends who might be in need of an encouraging word in the enveloping gloom. From an inside pocket of his coat he fished an envelope bearing the inscription, "C. P. Huntington." He opened the envelope. Out dropped four one-thousand dollar bills.

Huntington, right up into the period of his old age, kept his muscles flexed and his claws extended, ready and willing to fight anyone who opposed him. He recognized no Marquis of Queensberry rules as applying to business. Nature, which keeps the insect world in continuous balance, had fashioned a skew mold from which emerged this man of audacious instincts, able to cope with conditions as he found them.

"Bossism" was in the saddle in every sizeable city and town. Legislators made it a practice to put price tags to enactments that benefited business. It took an incredible amount of drive and audacity, under these circumstances, to accomplish anything. The "robber barons" were the answer to this stalemate.

That noted Englishman and student of American affairs, Viscount James Bryce, historian, publicist and diplomat, who studied the American scene around 1885, marveled at the power wielded by the railroad barons—"kings," he called them. He had Huntington in mind along with Commodore Vanderbilt and Jay Gould and others when he penned the following:

"These railway kings are among the greatest men in America. They have power, more power—that is, more opportunity to make their will prevail—than perhaps anyone in political life, except the President or the Speaker, who, after all, hold theirs only four years, while the railroad monarch holds his for life."

Huntington was by temperament, ideally suited for the role he played as a railroad baron. He had a cast iron nerve; nothing daunted him. He could beard the President of the United States in his executive office and do just the opposite of what the Chief Executive wanted and expected him to do. He could give McCulloch, Secretary of the Treasury, his comeuppance for attempting to temporize in the matter of \$2,400,000 of gov-

## SMOOTH IS THE ROAD

ernment subsidy bonds, which he (Huntington) thought he was entitled to receive. He could swing the Southern Pacific bridge across the Colorado River despite the presence of United States soldiers who had orders to stop him.

If anything ever fazed Huntington, it was not recorded in the record of his life. He was a law to himself. He took whatever he thought he ought to take; held on to whatever he thought was his. His attitude toward public opinion was complete indifference. The San Francisco newspapers belabored him unmercifully. Their shafts were hurled in vain. He took no notice of them, offered no defense. In time, these newspapers began to suspect there was a masochistic side to Huntington's nature, that he derived a kind of pleasure from abuse; that no amount of slugging above or below the belt could knock the "old boy" out, and that they were merely getting blowed from their own exertions and fulminations.

A man exposed to maligning in his lifetime might be presumed to yearn at times for the benison of a little praise. This could not be said of Huntington. He considered blame safer than fame; contumely better than praise. "I am rather proud of the enemies I have made," his secretary, George E. Miles, quoted him as saying. "All I ask is that they do not praise me, for then my friends would say 'what the d—— has Huntington been doing that such men should praise him?'"

With a few exceptions the New York newspapers treated Huntington and his activities with an objectivity that contrasted sharply with the passionate outpourings of the San Francisco press. Apart from the fact that they had sided with Scott in the shenanigans in Congress over the "Open Highway" project, Huntington had little cause to complain. The one exception was *The World* in the period before Joseph Pulitzer acquired that newspaper. It was consistently hostile and critical, though Huntington could hardly complain that it was murdering the truth, since it never got near enough to the truth to do it any bodily harm.

In one of his "Friend Colton" letters, Huntington alleged that *The World* had once proposed that he cover its deficits and supply funds to sustain its operations. In return for this, Huntington could count on its full and consistent support. He rejected this overture with something more than a minced oath. Not long after this incident *The World* passed into the possession of Jay Gould.

Joseph Pulitzer purchased *The World* from the Jay Gould estate in 1893. A newcomer from Hungary, who had swum ashore from an immigrant ship in Boston Harbor in the early '70s, he succeeded where

Gould and predecessor owners failed. Pulitzer gave to his publication respectability, standing, influence, circulation and liberal policies, qualities that were lacking under former regimes.

Careers, embodying transitions from rags to riches, had their most potent appeal in the '70s and '80s. Huntington's rise to wealth fitted that pattern. To the delight of the newshounds, it had all of the classic ingredients: a lad born to poverty, who had worked hard, saved half of

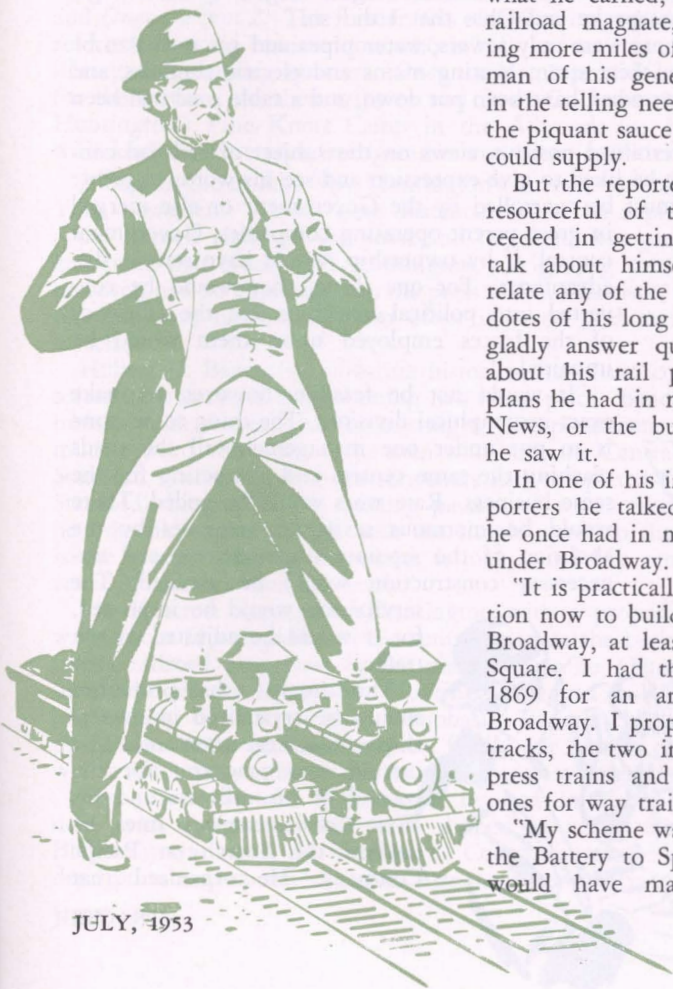
what he earned; a peddler turned railroad magnate, who was building more miles of railway than any man of his generations. The tale in the telling needed but a dash of the piquant sauce any good reporter could supply.

But the reporters, even the most resourceful of them, rarely succeeded in getting Huntington to talk about himself personally, or relate any of the incidents or anecdotes of his long career. He would gladly answer questions, however, about his rail properties or the plans he had in mind for Newport News, or the business outlook as he saw it.

In one of his interviews with reporters he talked about the plan he once had in mind for a subway under Broadway.

"It is practically out of the question now to build a railroad under Broadway, at least below Madison Square. I had the plans made in 1869 for an arcade road under Broadway. I proposed to have four tracks, the two inside ones for express trains and the two outside ones for way trains.

"My scheme was for a road from the Battery to Spuyten Duyvil. It would have made another well



lighted and well ventilated street below the surface of Broadway. The cost I figured at \$14,500,000. I should have got the line running from the Battery to Union Square before I built further. I intended to ask A. T. Stewart and other large property holders to subscribe to the enterprise and I have no doubt they would have done so. At the time, I had the money necessary to carry on the work. It was a question whether I should choose the Broadway enterprise or the Chesapeake and Ohio. The Board of Public Works of Virginia urged me so strongly to go into the Chesapeake and Ohio that I did so.

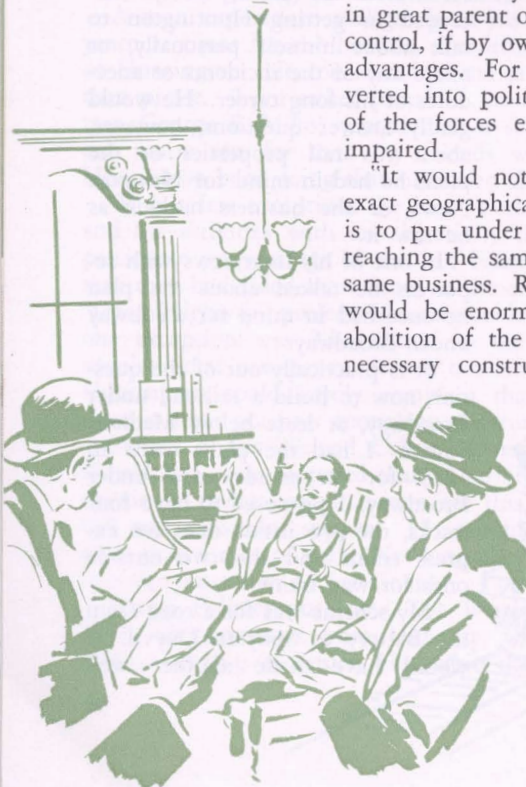
"In Broadway there were only sewers, water pipes and gas mains to be encountered. Since then, steam heating mains and electric conduits, and the Lord only knows what, have been put down, and a cable road had been built."

Huntington entertained positive views on the subject of railroad consolidation to which he liked to give expression and see his words in print:

"The railroads must be controlled by the Government or else merged in great parent operating companies. Government control, if by ownership, would have serious disadvantages. For one thing, they would be converted into political machines and the efficiency of the forces employed upon them would be impaired.

"It would not be feasible, however, to make exact geographical divisions. The thing to be done is to put under one management all the roads reaching the same centres and competing for the same business. Rate wars would be ended. There would be enormous saving in expenses by the abolition of the separate organizations, and unnecessary construction would be avoided. The service too would be improved, for it would be adjusted to the traffic."

This theory—that properties should be crystalized in ownership under large companies—he carried into practice. For the control of his railways and his West Coast steamship lines, he devised the Southern Pacific Company. He organized that





## SMOOTH IS THE ROAD

corporation in 1884 under the laws of Kentucky where it had no property interest. This gave his railroads the status of a foreign corporation in the states in which it operated and the right of election to sue or be sued in either the State or Federal courts of the various districts.

The newspapers especially liked to describe the princely manner in which Huntington rode the rails in his two private cars, *Oneonta No. 1* and *Oneonta No. 2*. The former was his office car, which reporters often referred to as "a mansion on wheels." It had a drawing room, parlor, library, and sleeping quarters. *Oneonta No. 2* provided accommodations for the servants on their trips to and from California and to and from Huntington's Pine Knott Camp in the Adirondacks. It was equipped with kitchen, storeroom, refrigerators and other facilities.

Along, in the middle '90s, Huntington's attitude mellowed toward New York newsmen. There were instances when he replied to questions about himself right off the anvil and the word was passed through the grapevine that crusty Old Huntington was getting soft. The softening, however, had no application to the press of San Francisco, which, Huntington said, was untruthful—"too often incorrect and therefore unjust to myself."

Hubert H. Bancroft, California historian, may have contributed to the softening process, if any softening had taken place. Bancroft was busying himself with the task of committing to the permanence of print, at so much a word, the story of the men who built the Central Pacific and the Southern Pacific. One of his scribes had completed a draft of Leland Stanford's biography, the opening passage of which read as follows: "If he (the biographer) starts with the simple assertion that he (Stanford) is the greatest man in the world, it may sound like senseless adulation, yet it is no more than the truth."

Mr. Bancroft approached Huntington with a proposition. He would write about Huntington and his contribution to the building of the California railroad properties in the manner that he (Huntington) would like to be written about. Mr. Huntington begged to be excused, though his seeming declination lacked emphasis. Bancroft, walking beside him up Market Street in San Francisco, finally got him to consent to have a writer accompany him on his trip back east to interview him en route.

The interview with Huntington resulted in a 122-page biography, done with a pen that had been dipped in a pot filled with treacle. Biography was hardly the word for it. Concoction would be a more precise description and specifically that Armenian concoction called "Baklava,"

## SMOOTH IS THE ROAD

consisting of many layers of tissue-thin dough, filled with pistachio nuts and all gooey with honey.

His closest associates would have difficulty discerning in the word portrait by Bancroft any resemblance to the real Huntington, for he could very well have been Cromwell, without his warts and blemishes, or Pierpont Morgan, with Morgan's salient feature—his erubescens nose—omitted. The Huntington of the Bancroft opus was a pious fellow, whereas the real Huntington was the "devil's own stocking," to borrow an idiom of the middle-class Greeks.

The real Huntington could fetch a good backhand stroke when the occasion warranted and not worry about the blow being a little illegal. He could, without qualms, avail himself of every advantage in a transaction. He stood ready to match his wits with the acutest of his enemies. He had the courage to battle in Congress for what he thought he ought to have, and to hold on grimly to what he thought belonged to him. That was the Huntington his associates knew. They preferred the original to the caricature, consistent with the nature of men to admire flawless jewels but not to admire a flawless man.

Well along in the '90s, Huntington became a much more conversible man and much more cordial gentleman. He made occasional speeches, but always with the prepared text in hand. He couldn't make an impromptu speech standing on his feet—it occasioned a sense of awkwardness. He was airing his views now on many subjects—on the proposed canal via Nicaragua or the Isthmus, on railroad consolidation, the future of the Negro, and other topics. He was rapidly becoming a "Herr Teufelsdröckh," a professor of things in general. Maybe his second wife, Arabella, was responsible for that.

Collis P. Huntington had often complained that he carried too heavy a load in the development of the Central Pacific and its sister property, the Southern Pacific. Sarcastically, he summed Leland Stanford's contribution to the Central Pacific as consisting merely of "the dumping of the first load of gravel at Sacramento and the driving of the last spike at Promontory Point." Though the latter was president of both properties, he referred matters of finance and policy to Mr. Huntington for decision. He had a strong disinclination to pull a strong oar.

*"Smooth Is The Road" will be continued in the August issue of TRACKS.*

## BETTER SERVICE NOTES

### CHARLESTON, W. VA.

W. M. Broske, assistant supervisor of recreation, Richmond, Va., and R. R. Tozier, general chairman here, explained the organization, methods and purpose of the Better Service Conferences on April 17 at the first open meeting since this group was organized. Superintendent E. T. Rucker and Assistant Superintendent O. W. Draper made brief remarks. Representatives of several prominent Kanawha Valley shippers attended.



BSC OFFICERS of newly organized Charleston group photographed at induction ceremonies. From left: Louis M. Knight, program chairman; B. E. Linkenhoker, attendance chairman; Robert R. Tozier, general chairman, and Frankie Heffner, secretary.

### BECKLEY, W. VA.

Every Chesapeake and Ohio employe can be a good-will representative of his railroad in the eyes of his friends and neighbors, who

associate him with his company. So said P. O. Malone, locomotive engineer, addressing the first regular meeting of the New River District BSC on April 15. Another speaker, J. Lawrence Chapman, Erie general agent at Columbus, Ohio, discussed pending legislation in Congress affecting the industry. Three appointments made by the general chairman were James F. Houchins, chairman Reception and Fellowship Committee; J. E. Marston, chairman Attendance and Education Committee; W. B. Whitten, chaplain.

### ST. THOMAS, ONT.

His company's difficulties in getting reasonable deliveries of LCL shipments from other roads was reported at the April 24 meeting by F. Chapman, Provincial Fire Equipment, London, Ont. Cooperation from the C&O was promised by Superintendent C. Smale and Trainmaster F. W. Carruthers, who stated that every effort is made to speed up these movements over the Canadian Division. Thomas Noon, local chairman, Ship-By-Rail Association, spoke on truck competition.

### COLUMBUS, OHIO

Protecting the president of the United States when he rides our line, dealing with juvenile trespass-

## BETTER SERVICE NOTES

ers, investigating claims and checking on prospective employes are all duties of the Special Agent's Department. They were outlined by Chief Special Agent W. J. Melvin, principal speaker at the April 28 conference, who has charge over 170 men serving on passenger trains and in terminals throughout the system.

### TOLEDO, OHIO

J. A. Massey, president of C&O Employes' Mutual Benefit Association, and H. C. Dodd, general chairman, Nickel Plate-Wheeling and Lake Erie Federation, Brotherhood of Maintenance of Way Employes, discussed the belt conveyor proposal and its effect on the railroad industry at the April 14 meeting. Two of the arguments cited against the project were: (a) As a public utility, it would be given the right of eminent domain to appropriate property needed in its operation. (b) It would pay taxes to only about a half dozen counties through

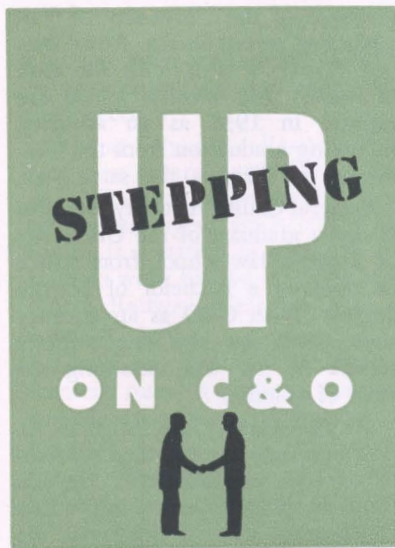
which it would pass, whereas railroads pay taxes in every county.

### OTHER MEETINGS

E. J. Anderson, traffic manager of Owens-Illinois Glass Company, who talked on the glass industry and its connection with the railroad at the April 21 meeting in Huntington, W. Va., praised the better service his firm was receiving from the C&O. . . . The importance of reducing the number of freight claims paid by American railroads was stressed by L. M. Neece, of the Freight Claim Department, Huntington, at the Marion, Ohio, conference on April 15. . . . C. D. Cline, of the ICC, and Homer Fuller, supervisor diesel operation, Kentucky, were among the guests at the May 5 meeting in Peru, Ind., who heard the reading of a 115-year-old report. Delivered by Daniel Webster in the United States Senate in 1838, it is as appropriate as it was then.

### *This Month In Railway History*

- July 1, 1851—First railway shipment known to have been made under refrigeration was eight tons of butter transported in a box car filled with bins containing blocks of ice from Ogdensburg, New York, to Boston over what are now the Rutland and Boston & Maine railroads.
- July 1, 1937—Railroad Retirement Act, providing plan for retirement of railway employes because of age or disability, went into effect.
- July 3, 1869—Oldest mountain climbing railroad in America, the Mount Washington Cog Railway, opened to summit of Mount Washington (New Hampshire), a distance of  $3\frac{1}{4}$  miles. The railroad, still in use, reaches an elevation of 6,293 feet above sea level.



#### LAW DEPARTMENT

SEVERAL major appointments on the Chesapeake and Pere Marquette Districts headline this month's news of staff changes. At



W. R. Althans



Hewitt Baiett

Detroit, Mich., WILLIAM R. ALTHANS has been named general solicitor and will continue in charge of

the legal staff of the PM District. At Richmond, Va., new general solicitor is HEWITT BAIETT, who will direct the railroad's law offices there. Several other advancements among C&O attorneys were made at Richmond and Cleveland.

Mr. Althans, formerly assistant general counsel at Detroit, has specialized in railroad legal problems since 1938, when he joined the old Pere Marquette Railway as an attorney. He had been in private practice since 1936 and before that was associated with the Detroit firm of Goodenough, Voorhies, Long and Ryan.

He was made assistant general attorney in 1943 and assistant general counsel in 1950. He is the current president of the Michigan Railroad Lawyers Association.

Mr. Althans was born in St. Louis, Mo., and attended Highland Park, Mich., schools and the University of Michigan, where he obtained an A.B. degree in 1930 and a law degree in 1932.

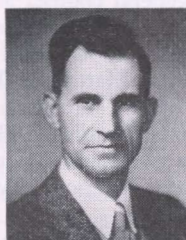
General Solicitor Baiett has been general attorney at Richmond since he first entered the C&O's legal service in 1946. Previously he had been on the legal staff of the Chicago, Burlington & Quincy Railroad in Chicago, except for two years' service as a naval officer. He received his law degree from the University of Arizona in 1938.

New assistant general counsels for the railway are GLENN C. WILBER at Cleveland, Ohio, and

STROTHER HYNES, at Richmond. Mr. Wilber has been general attorney for C&O both in Detroit and Cleveland since 1939, a year after he came with the railway as an attorney. He had previously practiced with a Detroit law firm. Mr. Wilber was born in Battle Creek,



G. C. Wilber



Strother Hynes

Mich., received an A.B. degree from the University of Michigan in 1929 and a doctor of laws degree in 1933 from the Detroit College of Law.

Mr. Hynes, who received his law degree from Oxford University in England, practiced privately from 1926 to 1944 in Ashland, Ky., and for three of those years was Ashland city attorney. He joined C&O as assistant general solicitor and has been general attorney at Richmond since 1947.

Also at Richmond, RICHARD T. WILSON, JR., and J. S. DORTCH, JR., have been promoted from assistant general attorney to general attorney, and E. M. HUDGINS, formerly general claim agent, has been advanced to general claims attorney. Mr. Wilson has been with the Law Department since 1932. He is a

graduate of the University of Virginia and served in the Army during World War II with the rank of major. Mr. Dortch joined the railway in 1938 as an attorney, following graduation from the University of Virginia the same year.

General Claims Attorney Hudgins is also a graduate of the University of Virginia law school, from which he received a Bachelor of Science degree. With C&O as an attorney since 1940, he also saw military service in the war, attaining the rank of colonel.

At Cleveland, Ohio, MARTIN D. AVENT has been appointed assistant to the vice president-law. He was formerly special assistant in the Law Department and has been with the railroad for twenty-two years.

#### OTHER DEPARTMENTS

*Detroit, Mich.*—JOHN L. VARLEY, has been appointed assistant

general auditor-operations for the Pere Marquette District. Assistant to the general auditor since October, 1950, he has



been with the railroad for thirty-three years and had previously worked for the Illinois Central and the Rock Island. Mr. Varley was born in New Philadelphia, Ohio, and attended high school and business college in Cambridge, Ohio. . . . EDWARD A. KEL-

## STEPPING UP ON C&O

LEY has been appointed trainmaster, succeeding T. A. Grove, who died recently.

*Kansas City, Mo.*—PAUL E. SAHLIN, new general agent here, comes from Chicago, where he has been commercial agent since 1947. Mr. Sahlin is a native of Chicago and went to work for the old Pere Marquette Railway there in 1927 as a junior clerk.

*Cleveland, Ohio*—S. G. GUINS, formerly research engineer, has been named assistant to the director of research. A graduate of the University of Michigan, he started with C&O in 1947 as an analysis and test engineer. In the same office, J. A. KELL has been appointed assistant research engineer and G. J. SENNHAUSER has been advanced to design and development engineer. Mr. Kell has been an analysis and test engineer since he came with the railway in 1947. He was born in Astoria, N. Y., and was graduated from Brooklyn Polytechnic Institute. Mr. Sennhauser will complete his first year with the C&O next month and has been working as a locomotive development engineer.

*Fort Eustis, Va.*—E. E. KINSLOW has been appointed military passenger agent here. After previous service with the Washington Terminal Company and the Seaboard Airline Railroad, he joined C&O in 1934 at Washington, D. C.

*Washington, D. C.*—Appointed traveling passenger agent here is GIBSON SEWARD. He has been with C&O since 1942, and most recently was traveling passenger agent at Norfolk, Va.

*Norfolk, Va.*—J. C. BANE has been named traveling passenger agent. He first went to work for the railroad at the Huntington, W. Va., freight station in 1934.



W. P. Pugh



A. T. Brooks

*Richmond, Va.*—WILLIAM P. PUGH, newly-appointed inspector of special agents, has been a special agent at Clifton Forge, Va., since 1941. He began his career with C&O as assistant special agent at Lynchburg, Va.

*Clifton Forge, Va.*—New special agent here is A. T. BROOKS, a C&O man since 1935. He has served as special officer and assistant special agent on the Clifton Forge Division. . . . R. T. RIDOUT succeeds Mr. Brooks as assistant special agent. He entered railway police work as a special officer at Newport News, Va., in 1937.



C H E S A P E A K E D I S T R I C T

JEAN SADLER

*Editorial Assistant, Cleveland, Ohio*

● **NEWPORT NEWS-NORFOLK TERMINAL**

Florence Schell, *Associate Editor*

W. M. McPherson, safety inspector, attended the Virginia Statewide Safety Conference held at Roanoke. . . . Recent travelers include Clerk and Mrs. Tommy Corbell to Chicago, Ill.; Assistant Chief Clerk Orpha Kibler to Williamsburg; Mr. and Mrs. Leon Maraki to Daytona Beach, Fla.

J. W. Martin, assistant superintendent coal piers, and Mrs. Martin are occupying their new home at Grand View, Va. . . . Welcome to Mary Forrest, back with us after recuperating from injuries received in an automobile accident. . . . Sympathy to F. W. Hutcheson, supervisor bridges and buildings, on the death of his mother; to Thomas Flood, fireman-deckhand, on the death of his mother and sister; to A. S. Taylor, marine fireman, on the death of his father.

● **RICHMOND, VA. GENERAL OFFICES**

Alice C. Chalkley, *Associate Editor*

"Our Laura," who retired April 30, is gone from the ranks and we miss her. When special information was needed, or an article had to be written, or any of the thousand and one details of a railroader's day required seeing to, everyone knew he could turn to Laura Armitage. And the problem would be handled as efficiently as only she could, in her pleasant, gracious manner. Good luck and God bless Laura.

**Law Department:** Congratulations to Hewitt Biaett, general solicitor, and Strother Hynes, assistant general counsel, upon their new appointments. . . . From every state in the nation, 50,000 Boy Scouts are preparing to attend their National Jamboree to be held July 17 to 23 in Santa Ana, Cal. The C&O is supplying three modern re-



clining coaches, plus a baggage car, for those leaving from Richmond. In that happy group is R. T. (Dick) Wilson, III, son of Assistant General Attorney and Mrs. R. T. Wilson, Jr. Dick will stop off for visits at Chicago, Yellowstone National Park, Los Angeles, Grand Canyon and Mexico.

## TRANSPORTATION DEPARTMENT

Frances Bowers, *Correspondent*

Newcomers to the department are Otto Clark from Mechanical Department, Emma Omohundro and Norman Wiltshire from Car Accounting. A hearty welcome to them. . . . It's nice having Gerald "Jerry" Stanley with us again.

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HALF-CENTURY HITCH of C&O service was marked recently by I. D. Irwin, (center), superintendent passenger transportation, who received 50-year pin from Vice President-Operations C. A. Taylor at Richmond. Mrs. Irwin looks on. Son of parents who were C&O telegraphers, Mr. Irwin started railroading as a messenger at Ashland, Ky., has been a telegrapher, train dispatcher, car distributor in his long career. His son, I. Harry, is fire prevention inspector at Huntington, W. Va. *Photograph by Dementi.*



Ethel Yeatts, back from vacation in Daytona Beach, Fla., is as brown as that well-known berry! . . . It is good to know John West, on sick leave, is improving. . . . Some days the office takes on the air of a veritable flower garden, thanks to the generosity of Gardeners Gibson Phillips, Walter Bowles, Glenna Pollard, Edith Hartelius and Mary Harris.

#### **ACCOUNTING DEPARTMENT AUDITOR OF STATISTICS**

Taylor Lassiter, *Correspondent*

A. A. (Bill) Martin, president of the Virginia Dahlia Society, with the assistance of his capable staff, has completed plans for the annual Dahlia Show to be held at Miller



& Rhoads in September. Dahlias from all over the world will be exhibited. . . . Mrs. John P. Montgomery has announced the engagement of her daughter, Polly, to Russell Chenault of Richmond. . . . Those attending the Brotherhood Conference in Cincinnati were R. B. Whitehurst, A. C. Faison, G. M. Long, Jr., H. V. Knight, F. C. Landrum, J. D. Maxey, Jr. and R. A. Klotz. . . . George Long bought a chance in a baseball pool for fifty cents, sold it for twenty-five cents.

Was his face red when the ticket won \$16.

#### **AUDITOR OF REVENUES**

Elizabeth A. Murray, *Correspondent*

Leon Meriwether Morris, assistant auditor of revenues, retired April 30 with forty-eight years' service. At a luncheon in his honor, the Accounting Department presented him with a large traveling bag.

Mr. Morris, a native of Richmond, joined the railway in 1905 as a messenger. He became clerk and, in 1924, was appointed assistant chief clerk. In 1934 he was promoted to chief clerk and, in 1938, to the position he held at retirement.

#### **CAR ACCOUNTANT'S OFFICE**

Constance G. Ware, *Correspondent*

There's a new outlook on life for employes in this office since a fresh coat of green paint made the scenery brighter. . . . A. W. Duke, car accountant, and B. E. Hovey, assistant car accountant, attended the meetings of the Eastern Association of Car Service Officers at Washington, D. C., in May. . . . Among those attending the April stockholders meeting were Estella Martin, Mrs. Eileen Creery, Mrs. Estelle S. Perdue, Floye B. Crump, Otie S. Brauer, Mrs. Ruby B. Turner, Mrs. Constance G. Ware, T. C. Irwin and Howard Tucker. . . . Mrs. Virginia E. Chappell and Mrs. Katherine Trott, both on leave, are missed

in the office. . . . Congratulations are in order—Ronald Scott Belcher arrived May 9. Sam Belcher, Jr., and his wife, Mildred, are quite proud of their second son.

#### **FREIGHT CLAIM DEPARTMENT**

James P. Casey, *Correspondent*

Ralph Wormeley represented this department at the special meeting of the Brotherhood Railway Clerks held at Cincinnati, Ohio. . . . Edloe Bickers, mail clerk, says Coach Dick Morton, of Hermitage High School, believes he has good baseball material in Edloe's grandson, Ray "Sonny" Perrin, who is making good on the first team. . . . Andy Orschel is a steady and consistent golfer at Laurel Golf Course on Saturdays and holidays.

#### **● RICHMOND DIVISION MAIN STREET STATION**

Mallie Woolard Whitt,  
*Associate Editor*

Herbert Thurman Bishop, supervisor of bridges and buildings, celebrated two memorable occasions on April 16, the first being his sixty-fifth birthday, and the second, his retirement from C&O service after thirty-eight years. Mr. Bishop joined our road in May 1915, as carpenter foreman, was advanced to assistant supervisor of bridges and buildings in 1930, and in December 1945, he succeeded the late

Isaac Garrison, to the position he held until his recent retirement.

Don't look now, but our ticket office is having its "face lifted" and will be a thing of beauty when the extensive remodeling, now in progress, is completed. . . . Among those who attended the twentieth annual safety conference in Huntington, W. Va., were H. S. Chandler, general supervisor of track, J. O. Sale, supervisor of track, W. R. Orange, supervisor of water supply and H. M. Saunders, assistant supervisor of bridges and buildings.

Esau Tinsley, retired yard brakeman, who celebrated his ninety-sixth birthday on April 15, is still alert and active enough to climb ninety-six steps to the trainmasters' office to chat a while. He expects to visit New York City this summer. . . . Stenographer Anna Belle Doss has recuperated sufficiently to return to work, after an absence of two months. . . . Welcome to Stenographer Shirley Falwell who was awarded a position in the Division Engineer's Office.

John H. Harrigan, assistant chief dispatcher, retired May 13 after fifty-eight years' service. Mr. Harrigan took his first job with C&O as a telegrapher at Fort Monroe, Va., when he was seventeen years old. After working as an operator at several other locations, he was transferred in 1908 to the "Q" telegraph office in the Richmond General

Offices, was promoted to dispatcher in 1916 and to assistant chief on Jan. 1, 1924. His daughter, Anne Harrigan, is a stenographer in the office of D. L. O'Connor, freight traffic manager-sales, at Richmond.

#### **FULTON YARD OFFICE**

Louise Hicks, *Correspondent*

C. S. Savage, Jr., son of terminal trainmaster, has been wounded in the foot while serving in Korea. . . . Clarence W. Brooks, son of Yard Brakeman J. H. Brooks, is with the 101st Airborne Division at Camp Breckenbridge, Ky. . . . H. L. Conti has been promoted to car service inspector. . . . On April 25, in the First Baptist Chapel, A. G. Adams, Jr., son of yardmaster, and Joyce Wright were married.

#### ● **CLIFTON FORGE DIVISION**

C. L. Long, *Associate Editor*

Retired Section Storekeeper Walter E. Foster, of Iron Gate, Va., celebrated his eighty-seventh birthday on March 23 with a four-generation reunion that included his son, F. E. Foster, of Mount Hope, W. Va., his grandson, F. E. Foster, Jr., and his great-grandson, F. E. Foster, III, of Richmond, Va. The senior Foster retired in 1949 with thirty-three years' C&O service. . . . Mrs. M. F. Lawler, wife of foreman Boiler Department, Clifton Forge, was chosen president of the Julia Jackson Chapter of the United Daughters of the Confederacy for the coming year.

#### **MECHANICAL DEPARTMENT**

Eva C. Haynes, *Correspondent*

John L. Faber, son of Clerk and Mrs. Harry L. Faber, is president of the Sedalia (Mo.) Junior Chamber of Commerce and has been elected president of the state organization. . . . Mr. and Mrs. John E. Persinger announce the engagement of their daughter, Joyce Elaine, to Franklin Thomas Showalter, son of Mr. and Mrs. J. Y. Showalter, of Iron Gate, Va.

#### **TRANSPORTATION DEPARTMENT**

Lillian McClung Lewis, *Correspondent*

Congratulations to W. P. Pugh on his promotion to Inspector of

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W. H. Ganzert, (left), safety inspector, Clifton Forge Division, receives 50-year service pin from G. A. Robinson, general safety agent. Mr. Ganzert also received a gold system pass and a personal letter of commendation from President Walter J. Touhy. A native of Richmond, Mr. Ganzert joined C&O there as a call boy. *Photograph by Fred McCoy.*



## TALKING IT OVER

Special Agents, headquartered in Richmond, Va. His many friends here will miss him. . . . Welcome to A. T. Brooks, promoted to Special Agent. . . . The Rev. and Mrs. J. E. Downey announce the marriage of their daughter, Virginia Florence, to Pfc. Dean L. Cox on May 2. The bride is a member of the C&O hospital staff. The groom has completed twelve months service in Korea with the 25th Infantry Division and expected his discharge in June.

A pure white robin with the traditional red breast has been seen here in Clifton Forge by Mrs. A. F. Pannell. The bird, apparently on the verge of nest-building, seemed quite tame. . . . Sgt. Harold Matheny spent a 30-day furlough with his mother, after serving fifteen months in Korea on combat duty with the 25th Infantry.

Sympathy to Mrs. S. A. Sales, Sr., and family on the death of her mother, Mrs. Robert S. Kern, widow of conductor, on May 7. She is survived by two sons and two daughters. . . . Sympathy also to Mrs. J. W. Horton, on the death of her mother, Mrs. Mildred Ann Shiflett, on March 22 and to Mrs. Emmett Dobbs, on the death of her father, Leslie H. Clements on March 25, at Bremono Bluff, Va.

On April 22, a Navy plane carrying four officers from White Sulphur Springs, W. Va., enroute to

Arlington, Va., crashed about a mile from the airport, killing one officer and injuring the three others. A path had to be cut through brush and undergrowth to reach the wreckage. The C&O dispatched men and special rail transportation to the spot nearest the crash and brought the dead and most seriously injured to the station at White Sulphur, where hospital ambulances waited. A letter, addressed to "our unknown but dear friends," and received by Superintendent J. R. Cary, Jr., from Mr. and Mrs. John B. Herider, parents of one of the injured men, Lt. Comdr. George L. Herider, thanked all railway employees concerned for their kindness.

### RONCEVERTE, W. VA.

Harriet E. Cackley, *Correspondent*

The marriage of Maybelle Livesay, daughter of Mrs. Jack Livesay, to Harry Lipps, yard clerk, son of Mrs. H. E. Lipps, took place on May 23, in Trinity Methodist Church. . . . Mr. and Mrs. C. W. Osborne have returned to their farm near Spring Creek after spending the winter months in St. Cloud, Fla. . . . Sympathy to Agent A. C. Wood, Fort Springs, on the death of his wife, Mrs. Clara Esther Wood, and to W. A. Hutcheson and F. W. Hutcheson on the death of their mother, Mrs. Frank Hutcheson.

## ● HINTON DIVISION

Lillian Daugherty, *Associate Editor*

Retired Conductor and Mrs. A. E. Wise, quietly observed their 50th wedding anniversary on April 21. . . . Retired Hinton General Yardmaster and Mrs. J. W. Carman, now residents of St. Albans, celebrated their 50th anniversary on May 6 with a reunion of relatives and friends at the church grounds at Edmonds, W. Va., where they were married. . . . Benny Rushford, son of Charles Rushford, yard clerk, Hinton, was graduated from West Virginia University, Morgantown, with high grades in the pre-dental school. He will continue his studies at the University of Baltimore.

Louise Mullan, stenographer, has recovered from surgery undergone at C&O Hospital, Huntington. . . . R. E. Sawyers, chief clerk, has returned after extended illness. . . . Mary L. Burke, stenographer, was local Business & Professional Women's Club delegate to the state convention, held in Huntington.

### RALEIGH, W. VA.

W. Wyant Butler, *Correspondent*

W. O. Sydnor, Jr., coal traffic agent, attended the annual meeting of the North Carolina Retail Coal Merchants Association at Winston Salem in May. . . . Clerk and Mrs. W. H. Ford saw their daughter, Janet Lee, graduated from Laird Memorial Hospital at Montgomery. . . . Agent E. Smith and wife, Edna, co-workers at Beckley freight sta-

tion, have moved to their new home in Salem, Va. . . . Sincere sympathy to the family of W. B. Parr, conductor, on his sudden death on May 4; to Conductor and Mrs. T. E. Cox on the death of their daughter; and to Brakeman J. E. Ames on the death of his sister.

Returned vacationers are Conductor and Mrs. J. R. Holliday from Orlando, Fla.; Mrs. H. B. Waddell, widow of engineer, from Providence, R. I. where she visited her Navy son; and Engineer and Mrs. W. B. Maddy and son, Eldridge, from Kansas City, Mo. . . . S. F. Andrews, assistant trainmaster, was recent guest speaker at the Montgomery Lions Club.

### RAINELLE, W. VA.

One of three top graduates of Rainelle High School this May was Judy Wills, daughter of Trainmaster and Mrs. J. N. Wills. Mrs. Wills, former C&O clerk at Huntington and Richmond, is the daughter of retired Vice President L. B. Allen. Judy, secretary of her class and one of its two salutatorians, was feature editor of the class book, a member of the National Honor Society, Quill and Scroll, and of the Journalism Club, and played in the school band for five years.



Judy Wills

## ● HUNTINGTON DIVISION

R. L. Lamb, *Associate Editor*  
**C&O BUILDING**

Vera Gordon, *Correspondent*

Mark Hankins, right of way agent, and Wayne Fletcher, industrial commissioner, attended the American Railway Development Association meeting in Mobile, Ala., at which Real Estate Agent R. O. Robertson was elected first vice president. . . . Best wishes to Louis Kuch, timekeeper, who is retiring after thirty years of service. . . . Sympathy to Tina Hazlett, stock report clerk, on the death of her mother, and to Betty Withrow, elevator operator, on the death of her brother. . . . L. B. Evans, paymaster, and E. W. Haessler, assistant coal traffic agent, are convalescing after serious illnesses.

## HUNTINGTON FREIGHT DEPOT

Karl Blizzard, *Correspondent*

Our Freight Station is getting a new look—out the window. WSAZ Television is remodeling the old Huntington Grocery Building for its new headquarters, just across the street from the Freight Station. . . . The Independent Women's Bowling League held its annual dinner at the Spring Valley Country Club this year. Nancy Hanks, accountant, was our contribution to the gala event. . . . Howard Curtis, waybill clerk, took his seventy-five-year-old mother fishing over at Tom

McWilliams' farm. Waybill Clerk Earl Ferguson and Clerk Edward Pollard, Jr., were along to help carry their expensive fishing tackle home. You guessed it. Mama caught the fish—and on a reed pole, too.

Wishes for a lot of success to W. C. Smith, ex-waybill clerk, who took a jaunt across town to fill the duties of report clerk in the Superintendent's Office. . . . Yard Conductor W. A. Dodson's daughter, Marcia Lynne, in training at St. Mary's School of Nursing here, has planned to enter the profession ever since she was a tiny girl. Faithful, these Dodsons, for Dad hasn't missed a single Better Service meeting since the Huntington conference was founded.

## ELK YARD

Bob Tozier, *Correspondent*

Charleston is now officially "on the map" as one of the cities located on the C&O Railway sponsoring an Employees Better Service Conference. A large crowd of C&O employees, representatives of fifteen prominent shippers in the Charleston area and wives attended the April meeting.

To live up to BSC standards, Elk Yard went all out when the United States Naval Ordnance Plant in South Charleston needed to move one of their diesels to Pineville, N. C., where an entire

## TALKING IT OVER

plant shut down, due to no locomotive. At approximately 10:00 a.m., Elk Yard was notified the Navy wanted a rush move on this engine which had to move under restricted speed of 35 miles per hour. This necessitated moving it on the East Local, running alternate days only. As this was the day the local headed east, a special effort was made to get the Navy locomotive to Elk Yard in time. At 1:20 p.m. the diesel was on its way.

We wish to congratulate M. L. (Mike) Moriarity, engineer, on the completion of fifty years' service on May 6. Mike received a personal letter from President Tuohy, complimenting him on his splendid record, along with a 50-year diamond service pin and gold passes for himself and wife, presented to him by Superintendent E. T. Rucker. . . . Sympathy to Brakeman G. M. Dangerfield on the death of his mother. . . . A happy landing to Rebecca Frank, stenographer to Charleston Freight Agent N. S. Stark, who is going to New Mexico on a six-month leave to be with her husband stationed there with the Army. Her relief steno will be our own Frankie Heffner.

### CHARLESTON, W. VA.

Lucille Harter, *Correspondent*

Earl Downs' theory about teaching a woman to drive—give her the family car, suitcases and the open road, throw in a few good curves,

plus a few miles of detour and dirt road. He insisted it's the only way, all the time he nervously paced the office floor while his wife was on a recent trip through North Carolina. Total cost, one master cylinder, plus a new pair of shoes.

Final rites for Owens Station were held April 19, when the station was closed and consolidated with Charleston Freight Station. It had served several large plants, including Libbey-Owens-Ford and Owens-Illinois, large receivers and shippers of carload freight, together with other concerns located in the vicinity. This landmark holds memories for many Charleston Terminal employes who have worked there in the quiet atmosphere of frogs croaking in the distant swamp and the scent of wildflowers from the nearby field floating through the window. The whistle and swish of No. 3 racing through our quiet valley, all the thrill of the main line going by the window is now lost forever to those clerks transferring to Charleston Freight Station. Owens has bowed to progress, passing with the era of the feather duster, the ice man and the green eyeshade.

An epidemic peculiar to the season has swept Morris Street. Armchair gardening has hit even the most stalwart clerk. There's O. G. Crowder, claim clerk, with tales of onions so big it takes two men to



carry one. Clara Fair, secretary, fancies roses. Claim Clerk Bill Foster, is dairy farming this season, with milkweeds and buttercups as principal crops. Lucille Harter, steno-clerk, is planting special golf balls that will obey when spoken to, and she expects Trainmaster J. M. Pitchford and Check Clerk W. R. Roycroft to be her first customers. Steno Ruth White is raising a money tree.



Two gardeners fancy an element of mystery in their work. E. D. Kelly, yard clerk, bought your-pick-from-the-tub-five-cents-each bulbs, and what will he find blooming in his front yard come summer? Steno Jimmy Dotson, who with tender care has nurtured his "tulip" purchase of some seasons back, now offers a substantial reward for identifying the exotic plants flourishing in his so-called tulip bed. Mrs. Dessie Donally, assistant cashier, is our one honest-to-goodness dirt farmer. The lovely floral arrangements that daily grace the office are from her garden.

#### ● HUNTINGTON SHOPS

Elvin McLaughlin, *Associate Editor*

Electrician Helper and Mrs. Aron

Phillip Jouan are planning a trip to his homeland in July and August. To prepare for this visit, Mrs. Jouan studied the Swedish language at the University of Chicago. Sailing on the S. S. Stockholm to Gottenborg, Sweden, they will entrain for Horsingborg, his birthplace. It has been thirty years since Jouan has seen his brother, whom he will visit in Larvik, Norway. . . . Congratulations to Clerk Donald E. Harper, promoted to Air Force sergeant, Lackland Air Force Base, San Antonio, Tex. . . . Clerk Harry H. Hinerman's first grandchild, Larry Steven, son of the George Houstons (Joyce Hinerman), was born April 14, at Whittier, Cal.

#### LOCOMOTIVE SHOPS

John M. O'Dwyer, *Correspondent*

We are happy to have two of our young soldiers back—Clarence J. Marcum, machinist apprentice, returned from the Army Ordnance Corps, and D. L. Leadman, machinist apprentice, from the Army Transportation Corps. They were gone two years and spent eighteen months in Japan and Korea. . . . Machinist and Mrs. Earl E. Guinn and their three sons visited relatives in Tucson, Ariz. While there he visited the Southern Pacific Railway Shops and drove the family to Nogales, Mexico, on a shopping trip.

Machinist and Mrs. Frank Keeney, of Chesapeake, Ohio, announced the marriage of their

daughter, Mary Lou, to Seaman James Edward Smith, U. S. Navy, stationed at Little Creek, Va., where the newlyweds will reside. . . .

#### STORES DEPARTMENT

Charles L. Powell, *Correspondent*

Sympathy to Mrs. Hovie E. Kruse, secretary to district storekeeper, on the death of her brother, Gilmer B. Pinkerton, on April 25. . . . Erskine Wells, invoice clerk, is publicity chairman contacting graduates of Huntington High School, Class of 1923, in preparation for a reunion in September.

#### ● ASHLAND DIVISION

Elizabeth Taylor, *Associate Editor*  
**ASHLAND, KY.**

Gary Pelphrey, son of Instrument Man and Mrs. D. T. Pelphrey, has received an appointment to the Annapolis Naval Academy, reporting July 1. In the preliminary tests, Gary achieved the highest score made in Kentucky. He was



Gary Pelphrey  
an outstanding May graduate of Ashland High School, where he was a Cadet Major of ROTC, a member of the National Honor Society and a reporter on the school's *Hi-Life Gazette*.

Sympathy to the family of Harold LeMasters, secretary to division

freight agent, on his death; to Carl Kirk, manager of Zone Revision, on the death of his mother; and to Wayne Kendall, on the deaths of his wife and brother.

#### ● RUSSELL, KY., TERMINAL TRANSPORTATION DEPARTMENT

Mrs. Lillian Nolte, *Associate Editor*  
W. C. Peggins, *Correspondent*

Former Machinist and Mrs. Robert Lewis and son who recently left Russell, are living in Las Vegas, Nev., where he is back again in railroad work. . . . Clerk and Mrs. A. W. Ainsko visited Mr. and Mrs. John C. Lee in Logan, W. Va. . . . Engineer and Mrs. C. E. Purdy enjoyed a fishing trip at Herrington Lake. . . . Arthur Cox, clerk, has been seriously ill at his home in Ironton, Ohio. . . . Mrs. Edith Cooke, stenographer, has moved into a new home in Flatwoods, Ky. . . . Agent F. U. Simpson has been ill and confined to his home. . . . Bill Clendennin, formerly YMCA barber at Russell, and his family like very much the city of Tampa, Fla., where they moved recently.

O. C. Cook, general yardmaster, has been appointed City Councilman. . . . At their annual dinner, Mrs. Ruth Duke, clerk, was elected president of the Russell, Ky., Ladies' Bowling League. . . . A dinner for those completing the nine-week Work Simplification course for yardmasters was attended by Yardmasters A. P. Bennett, E. R. Wright,

P. R. Trumbo, J. M. Williams, A. M. Kilgore, C. H. Kincaid, W. B. Nalle, J. C. Radcliffe, General Yardmaster O. C. Cook, Assistant General Yardmasters W. E. Basenback and N. S. Armstrong. Besides those who had attended the classes, guests included E. E. Slack, supervisor work simplification, Mechanical Department, P. R. Humphreys, supervisor work simplification, Mechanical Department, S. M. Ehrman, supervisor work simplification, and P. L. Koehler, superintendent work simplification.

#### RUSSELL CAR SHOP

Avelea Tackett, *Correspondent*

Mr. and Mrs. Glenn Crum spent a week in Clifton Forge, Va., where Mr. Crum was a patient in the C&O Hospital. . . . Mrs. Jo Ann Hughes, steno-clerk, has returned from leave of absence. . . . Randall

Coffee, son of H. L. Coffee, is attending the National Boy Scout Jamboree in California. . . . New daughters have arrived at the homes of Mr. and Mrs. Donald E. Christian, who chose the name Deborah Lynn, Mr. and Mrs. C. L. Miller, Mr. and Mrs. Robert Miller and Mr. and Mrs. Charles Rose, who have twin girls. . . . Sympathy to Mrs. Carolyn McDaniels and Foreman O. M. Slusser on the death of their mother and wife.

#### RUSSELL ROUNDHOUSE

Doris Walters, *Correspondent*

Gang Foreman and Mrs. John Robbins and J. E. Christian spent a few days visiting Chief Aeronautics Officer John E. Robbins, at Norfolk, Va. Chief Robbins is scheduled to leave soon for a naval station in Newfoundland. . . . Alfred Walker, air brake repairer, Russell Repair Track, died April 20 after an accident at home.

Ruth Duke, AAR clerk-stenographer, and Vera Mae Savage, route clerk, bowlers for the C&O *Chessies* took third place in the women's doubles in the Columbus C&O tournament. Ruth is our new women's league president. . . . Cleve Williams, car inspector, making a speedy recovery after an automobile accident, hopes to be back on the job shortly. . . . Two laborers who have quite a siege in sick bay are Edward Evans and Marvin Hensley.

#### Answers to R. R. Quiz

1. By pressure treatment.
2. General Traffic Manager.
3. A real person.
4. Massachusetts and New York.
5. Maintenance of equipment.
6. A length of track of defined limits.
7. Yes, when displaying markers.
8. A device designed for guiding rolling stock off the rails to avoid collisions or other accidents.
9. Thrown by wheels of an approaching locomotive or car.
10. About \$6,500.

## ● CINCINNATI DIVISION

Vivien Walker, *Associate Editor*

Sincere sympathy is extended to Yardmaster George Keating on the death of his wife and to Harry Gaynor, conductor, on the death of his father. . . . Barney Wedding, engine carpenter, is being congratulated on being a grandpappy again. . . . Fred T. Hall, lineman, is proud of his son John F. Hall, a senior at Yale, who was elected an associate member of the Yale chapter of Sigma Xi, national scientific research society. John is also a member of Tau Beta Pi, national honorary engineering fraternity.

Stevens, Ky., Shops boast of a grand fellow, one Gus Eshman, machinist helper. Due to the age limit, Gus has made his last donation to the blood bank of the American Red Cross. He donated nineteen pints to the bank, besides



giving blood to the families of his fellow employes when needed. The Red Cross presented him with a special pin in recognition of his splendid work.

### CHEVIOT, OHIO

Carl Unger, *Correspondent*

Roger A. Rumery has purchased

a DeSoto and O. N. Faulconer, a Plymouth. . . . Mr. and Mrs. J. R. Mann spent their vacation at Miami, Fla; C. A. Chappell, in California; Stewart Hatcher, at home. . . . Sympathy to M. A. Jackson on the death of his father. . . . Glad to report that J. A. Jeffcott has recovered from his recent illness, and Mrs. R. M. Borman has recovered from her operation. . . . W. E. Eshman won \$250 in a church raffle.

## ● CHICAGO DIVISION

PERU, IND.

P. B. Nichelson, *Associate Editor*  
**TRANSPORTATION DEPARTMENT**

Betty Marie Ellis, daughter of Mr. and Mrs. Arthur Ellis, Sr., of Peru, Ind., was married to Dr. Yasuo Takahashi, son of Mr. and Mrs. Goro Takahashi, Tokyo, Japan, at the Union Church in Tokyo, on March 24, by the Rev. Hallam Shorrock, an American missionary.

Dr. Takahashi is a graduate of Chibo University of Medicine and served his internship in the Tokyo Army Hospital. Mrs. Takahashi received her B.S. degree from Manchester College, her master's degree from Columbia, and has been a missionary in Tokyo for three years. The couple expect to arrive in San Francisco about July 1 and will live in Brooklyn, N. Y.

### MECHANICAL DEPARTMENT

Howard Thomas, *Correspondent*

Edward Dagnen, 53rd Airborne

An Illinois justice of the peace, who did some thoughtful detective work, has a pair of eyeglasses which may belong to a C&O employe. Writing to TRACKS, Peter J. McDonnell, of Glen Ellyn, Ill., said that on May 20 he noticed a man get off a north-bound Clark Street car at Randolph Street in Chicago, leaving the glasses and a copy of C&O's magazine on the seat. The case bears the date "10/9/51." Mr. McDonnell is holding the glasses for their owner, who may have them back by writing him or calling at 386 Main Street, Glen Ellyn, telephone 292-R.

Division in Korea, has been promoted from A/3c to A/2c. He is the son of Louis Dagnen, machinist helper. . . . The shop employes have entered a soft ball team in the local City League for the ensuing year. . . . Congratulations to retired Car Repairer and Mrs. Edward Bishop on their fifty-fourth wedding anniversary.

### ● CHICAGO TERMINAL

Florence Kawal, *Associate Editor*  
**FREIGHT TRAFFIC DEPARTMENT**  
 Mildred Cagney Wilkins, *Correspondent*

Sixteen girls attended the farewell luncheon on May 15 for Mrs. Lillian O'Berg Dilger, secretary to freight traffic manager, who retired May 29. The entire Chicago organization extends good wishes to her for continued health and many years of happy leisure.

May 2 finally rolled around,—time for the long-awaited Chicago Golf Outing, held at Gleneagles Country Club in Lemont, Ill. Although Mr. Weatherman wasn't very accommodating, the occasion was a complete success. Out-of-towners who came for the fun and prizes were Larry Kowski and Tom Hayes of Milwaukee; Tempest Dyer, Peru; Howard Stanfield, Burnham Yard, and "Moon" Mullens of Russell, Ky. Those who left with top honors were Julia Peterman, ladies low net; Walter Slania, low net; Wayne Baughn, low gross. Thanks are due to Mary Ann Sealy, Christine Hojnacki and Walter Powers for making the affair so enjoyable.

A friend in need is a friend indeed! Larry Jankowski knows it's so because Jean Collier, Jean Zimmerman, Bob Hilsheimer, Ned Lemieux and Dave McCraw donated their blood to Larry following his recent operation, from which he is recovering rapidly. . . . Wayne Baughn is moving his family to Park Forest which soon will be a real "Chessie Village," as Ed Long and Ned Lemieux are already settled there. . . . W. L. Bailes has moved back to Hinsdale after residing a year in Western Springs.

### ● HOCKING DIVISION

Ann M. Randall, *Associate Editor*  
**COLUMBUS, OHIO**

Smithfield Thomas, sixty-three

## TALKING IT OVER

years old, died April 29, following an operation. He had twenty-three years' service with the railroad, starting as clerk in the Valuation Department, and was chief clerk in the Engineering Department at the time of his death. Surviving are his wife, two sons, one daughter and three grandchildren, who have our deepest sympathy.

William A. Glenn, retired section foreman, his son Wallace, retired yardmaster, and daughter, Hazel, returned from a four months' visit in Florida in time to celebrate dad's ninety-fourth birthday on May 23 at the summer home of the Glens. We have it straight that he didn't miss a thing in Florida that the younger generation enjoyed, including deep sea fishing, dog races, baseball games. And every night that a foursome could be rounded up, he was ready for a card game.

Columbus bowlers fared well in the April system tournament here. Helen Phillips, Dolly Derouaux and Mary Schoppelrei of Columbus, and Arlene Worrall and Isabelle Sylva of Detroit, captured the Taylor rotating trophy for the women's team, while Columbus *Yardmasters* W. K. Bingham, Earl Lisk, Charles Graham, Bob Hart and W. R. Owens won the men's. The two teams with their trophies appeared on a WTVN noon telecast on April 28. . . . Our Columbus girls have

organized several additional teams in preparation for the 1954 Detroit tournament. . . . Apropos of Columbus luck or skill, Dolly Derouaux won two bowling balls at the tourney, sold one to Bob Hart who, in a father-and-son contest a few weeks later, took first prize. . . . Still on the subject of bowling, Helen Phillips, a member of the Journal-Star League, won two trophies in that tournament, one for high team, the other for chalking up 229, high individual score for the season.

Juanita Hook and Nelle Ward started the vacation ball rolling in our office, the former vacationing in Mexico, and the latter in Florida. . . . We welcome the return of Gladys Zipf to the office, following a leave of absence account illness. . . . It is now "Grandpa" Thurman Ufferman, track foreman, Columbus, since the arrival in April of Billy and Rickey, twin sons of Mr. and Mrs. Joe Stobby, Midland, Mich. . . . A bird who knows on which side his bread is buttered is the parakeet of Train Dispatcher and Mrs. McClain. He has mastered two sentences, in this order, "I love my Mom and Pop" and "When do we eat?," although this is not the limit of his vocabulary.

### TRAFFIC DEPARTMENT

Lena Lowry, *Correspondent*

The Columbus Transportation Club held its annual dinner and in-

stallation of officers on April 23. Carl F. Haubrich, freight service representative, is the new treasurer. Among those representing the C&O were A. S. Genet, J. E. Doyle, Cleveland; A. M. Glassmeyer, W. E. Mason, Cincinnati; G. C. Marquardt, New York; George Roach, Chicago; V. D. Moore, Huntington; C. N. Page, G. D. Cashner, C. F. Haubrich, S. M. Swaney, W. J. Wesley, N. E. Schickler and W. I. Knox, all from Columbus. . . . Shirley Jean, daughter



Shirley Wesley  
September.

of Traveling Freight Agent and Mrs. W. J. Wesley and a graduate of North High School, will enter Mt. Carmel Hospital School of Nursing in

The marriage of Patricia Ann, daughter of Assistant Chief Car Distributor Leo King, and the late Mrs. King, to 1st Lt. Geo. Robert Walker, son of Mr. and Mrs. B. Earl Walker of Columbus, took place June 10 in the North Broadway Methodist Church. The bride is a graduate of Ohio State University School of Nursing, a member of Kappa Kappa Gamma Sorority and before her marriage was connected with University Hospital. Lt. Walker is also a graduate of Ohio State University, College of Law, and is in the Adjutant General's Office, stationed at Fort Ord, Calif.

## TOLEDO, OHIO

William B. Swailes, *Correspondent*

With the return of spring, so also the return of Toledo, Ohio, with items of interest to our readers. This month we are consolidating news from Walbridge Terminal, Ottawa Yard and the C&O docks at Presque Isle.

The Toledo contingent was happy to participate in the fine, well-planned Columbus bowling tournament and proud of our winners, who made such an excellent showing in cash awards.

President Roy Kusel, and Secretary Bob Sass of C&O League No. 2 are responsible for the excellence of our recent annual bowling dinner at Bay Shore Supper Club. The *Deadheads* proved they were champions, with *Ottawa Yard* second by one point. We are looking forward to next season under Al Jocamel, of *Ottawa Yard*, the newly elected president, and Arthur Guth, secretary.

Our congratulations to E. Art Kelly, newly-appointed trainmaster at Detroit, formerly located at *Ottawa Yard*; and to his successor, G. H. Lindsay, now night general yardmaster at *Ottawa*. . . . The next event for our members and families will be the annual association picnic on Sept. 7 at Greater Toledo Beach.

The Better Service Conference, adjourned over the summer months, will reconvene on the second Tuesday in September, according to General Chairman Dan Sieman. . . . Cy Humphries, dock electrician, visited

the annual tulip festival at Holland, Mich. . . . Our best wishes for many happy years of good fishing go with Charlie McThena, section foreman, who retired April 1 with fifty-two years of service.

## ● CLEVELAND, OHIO

### GENERAL OFFICES

Jean Sadler, *Associate Editor*

**Passenger & Public Relations:** Irene Welsh has been appointed editorial assistant in Press Relations. . . . Moving to the same division as file clerk, Carol Ward leaves the Service Bureau. . . . Economy note from a California vacation. Clinging desperately to a pole when she found her San Francisco cable car swinging over dizzy heights, Janet



Grygo told the conductor he'd have to take the fare from her purse because she wasn't letting go. Result, fifteen cents saved. . . . Elma Campbell couldn't get away from C&O, even in Florida. She and her husband, John, had dinner with the Roger Rainey's (previously from Cleveland, now in the Miami office), as well as running into Susie Ersek, our messenger, on vacation.

**President's Office:** Hello to a new C&O'er, Frank Atkins, our messenger, whose home is in East Liverpool, Ohio. . . . And goodbye to Jeanne Owen, who left us for other fields. . . . Sympathy to Sanford Connell, secretary to president, on the death of his father, Mike Connell, a retired Nickel Plate man who was well known in our Cleveland offices. **Coal Traffic & Development:** Having been a railroader previously when he worked for the Santa Fe, Clerk Dick Leonard returned to the industry by joining our office.

**Personnel:** Eight current and ex-department girls got together for a farewell luncheon and shower for Cincinnati-bound Elaine Fleming, who received a baby-supply kit and a sleeping Chessie kitten for the future arrival. . . . Latest office rivalry seems to be in Florida suntans—acquired by Rita McVicker, Marion Klasson and Albina Skocaj. . . . The Dick Hamiltons' new and confused cat, christened Adlai E. Stevenson, answers to the nickname of Ike. **Secretary & Treasurer:** New stenoclerk in the department is Mrs. Beverly McIntyre.

**Purchasing & Stores:** Sympathy to Margaret Zoloty on the death of her brother after a long illness. . . . Our *Pinmates* have scored again! Undisputed first and second half season winners in the women's bowling league include Dottie Isphording, Ruth Fibich, Mary Ann Marick, Doris James and Anne



Julylia. Individual and team trophies were presented at the third annual Ladies Nite and bowling dinner held at the Cleveland Athletic Club. Dorothy Ispording was chairman of the affair, with Anna Mae Campbell in charge of entertainment. . . . Al Skoulis from Purchasing was a member of the men's top team and has a beautiful trophy to prove it.

### BORN

John F., son of Locomotive Fireman and Mrs. John F. Olinger, April 27, Peru, Ind.

Threse, daughter of Sheetmetal Worker and Mrs. Peter H. Bender, May 14, Peru, Ind.

Ann Marie, daughter of Dark-room Technician and Mrs. Arthur S. Hanford, Jr., May 3, Cleveland, Ohio.

Louise Ann, daughter of Secretary to Advertising Manager and Mrs. Anthony Agardi, May 6, Cleveland, Ohio.

### MARRIED

Waller-Owens: Lee Waller and Esther Owens, May 6, Richmond, Va.

Overton-Lane: Dr. Thomas Overton and Mary C. Lane, May 1, Richmond.

Farry-Stinson: A. R. (Dick) Farry, assistant car distributor, Thur-

mond, and Joyce Stinson, May 3, Oak Hill, W. Va.

King-Buschelman: Elmer F. King, engineman, and Mary Ann Buschelman, April 2, Covington, Ky.

Lemker-Morgan: Bernard J. Lemker, conductor, and Mrs. Emma Morgan, April 18, Covington, Ky.

Gore-Losey: George A. Gore, electrician apprentice, and Margaret Losey, April 11, Newport, Ky.

Sharp-Murphy: Harry G. Sharp and Jean Murphy, April 10, Peru, Ind.

### RETIRED

Pearl M. Jackson, machinist, Huntington Shops, April 30; 49½ years' service.

Alvin W. Durham, chief clerk to shop superintendent, general master mechanic and master mechanic, Huntington, W. Va.; May 29; 48½ years' service.

Milton Layne, machinist helper, Huntington, April 30; 31½ years' service.

J. P. Nicely, boilermaker, Huntington, April 30; 35 years' service.

L. M. Jackson, machinist, Huntington, April 30; 49 years' service.

W. S. Sheppard, machinist, Huntington, May 13; 10 years' service.

Gus Rath, section foreman, Silver Grove, Ky., May 5; 49 years' service.

Joseph H. Ostendorf, engineman, Covington, Ky., April 1; 34 years' service.

## TALKING IT OVER

George W. Wood, freight traffic manager-service, Cincinnati, Ohio, May 1; 40 years' service.

Thomas Brennan, trucker, Chicago, Ill., Feb. 9; 24 years' service.

Lester H. Sullivan, agent, Sweetser, Ind., April 24; 41 years' service.

Benjamin T. Reder, agent, Malden, Ind.; 29 years' service.

Donald R. Robinson, telegraph operator, Peru, Ind.; 37 years' service.

### DIED

John William King, engineer, aged 55; Nov. 11, Richmond, Va.; 35 years' service; wife, one son survive.

William Minor, retired laborer, aged 66; April 20, Frederick Hall, Va.; 22 years' service; one son survives.

Wallace Nix, fire and ash pan cleaner, aged 59; April 25, Clifton Forge, Va.; 27 years' service; wife survives.

Earl Lee Elliott, track laborer, aged 38; Feb. 21, Concord, Va.; seven years' service; wife, four children survive.

Hansford Ballard Andrews, retired engineer, aged 58; April 19, Falling Springs, Va.; 37 years' service; wife, one son, two daughters survive.

Stephen Jeter, track laborer, aged 63; April 14, Covington, Va.; 32 years' service; wife and foster daughter survive.

Floyd Case Ward, passenger conductor, aged 74; April 30, Clifton Forge, Va.; 52 years' service; son survives.

C. Siebert Gay, yard clerk, aged 52, April 18, Hinton, W. Va.; 27 years' service; wife, son and mother survive.

William J. Kerr, extra clerk; April 19, Hinton; mother and brother survive.

John H. Baber, retired chief yard clerk, aged 82; April 27, Hinton; 50 years' service; wife, daughter Louise, telephone operator, and two sons, including Frank, yard clerk, survive.

William Bishop Parr, conductor, aged 63; May 4, Beckley, W. Va.; 43 years' service; wife, two daughters and son survive.

Henry Paul Lobenstein, laborer, Tin Shop, aged 65; April 26, Huntington, W. Va.; wife, two step-sons, two step-daughters survive. Burial New Braunfels, Texas.

Elba McGinnis, retired passenger car repairer, aged 80; March 15, Huntington, W. Va.; 25 years' service; wife, three sons, two daughters survive.

Kirby Smith Stephens, retired passenger car repairer, aged 80; May 16, Huntington; 27 years' service; nephew survives.

Lewis Anderson Noble, retired Planing Mill machine operator, aged 86; April 22, Huntington;

30 years' service; wife and son survive.

Walter Cecil Hawes, retired engineer, aged 74; May 13, Huntington; 35 years' service; wife, daughter and step-daughter survive.

William E. Gaynor, retired conductor, aged 86; May 1, Covington, Ky.; 50 years' service.

C. W. Boluss, retired yard conductor, aged 79; May 4, Norwood, Ohio; 50 years' service.

C. B. Francis, retired clerk, aged 68; May 5, Covington, Ky.; 22 years' service.

T. A. Haynes, retired baggage-man, aged 96; May 4, Louisville, Ky.; 44 years' service.

Archibald E. Bittiars, clerk, aged 63; Covington, Ky.; 27 years' service.

James A. Mason, clerk, aged 58; Covington, Ky.; 30 years' service.

Oliver Clay Ailes, section laborer, aged 42; May 1, Fowlerton, Ind.; 19 years' service; wife, two sons survive.

William E. Gregg, retired traveling mechanic, aged 68; April 30, Peru, Ind.; 30 years' service; wife survives.

John E. Slate, retired engineer, aged 65; April 27, Columbus, Ohio; 43 years' service.

Earl C. Young, engineer, aged 65; May 13, Pomeroy, Ohio; 46 years' service.

Oscar P. Murdock, engineer, aged 61; April 28, Columbus, Ohio; 35 years' service.

Gordon G. Christian, retired en-

gineer, aged 67; April 29, Columbus, Ohio; 46 years' service.

Gilbert G. Clark, conductor, aged 57; May 13, Columbus, Ohio; 28 years' service.

Harry C. Day, station porter, aged 68; May 19, Huntington, W. Va.; 26 years' service; wife, son, three daughters survive; burial Point Pleasant, W. Va.

James Edwin Schultz, retired hostler, aged 87; May 19, Huntington; 48 years' service; two sons survive; burial Rome, Ohio.



THRESSA STEWART  
*Editorial Assistant*  
*Chicago, Ill.*

#### GENERAL MOTORS BUILDING

Mildred F. Boker, *Associate Editor*

General Freight Agent L. J. Byrne's son, Capt. Robert Byrne, Army Air Force, is now adjutant at Forbes Field, Topeka Kans. His son-in-law, Lieut. Comdr. Richard Keller, is stationed on the cruiser *Bremerton*, in Korean waters. . . . Retired Clerk Jane Thompson of the Treasury Department flew down to Miami Beach for a date with

"Old Sol" after her recent operation. . . . Good to see Grace Greene back at her old stand in the Industrial Department and Rosemary Koch back in the Law Department.

Kenneth, nine-year-old son of Roman Mroz, Freight Traffic Dept., Detroit, is a member of an accordion band. He appeared in a concert in Detroit's Art Institute Auditorium recently.



Reconsigning Clerk Ruth O'Reilly has a head start on the season's sultan. . . . Mrs. Gloria Calkins is the new file clerk in the Freight Traffic Department, succeeding Mrs. Catherine Stanton Fries, who is awaiting the stork.

#### RECREATION ASSOCIATION

Vera A. Smith, *Correspondent*

Bowling Chatter: Even during the warm weather Marie Davis will be reminded of her bowling skill when she uses the excellent pen attached to her trophy. Congratulations to Marie for three honors in one season. . . . The Detroit Recreation lanes will welcome the men as well as the women bowlers next season.

Golf Chatter: Herb Corvillion, to insure his golfers of success, has

already purchased and distributed more than fifty dozen of the right kind of golf balls. . . . Among the enthusiastic participants this year is our general auditor, Mr. A. L. Engwall.

#### ENGINEERING DEPARTMENT

Dennis D'Arcy, *Correspondent*

Ivy Riddell feels her tour of Biloxi, Miss., and New Orleans, La., was profitable as well as being very entertaining. One evening in Biloxi, Ivy won fifteen dollars in a keno game. . . . After some months of deep thought and many years of desire, Harry Haines finally purchased a fourteen-foot *Century* speedboat.

#### SUPERINTENDENT OF TRANSPORTATION

Marilyn J. Barkley, *Correspondent*

Every year the girls in the office look forward to sending birthday greetings to the mother of retired employee, Tillie Hiers. On May 6 this year when she celebrated her 98th, the girls sent her a lovely plant. . . . Elaine Wagner, home for a weekend in Indiana, couldn't get through the gate at the farm leading to her summer cottage, because the cows were lined up inside. She honked and mooed. They contentedly ignored her. She was settling down for a night in the car, when old bossy moved and the rest followed. . . . Sympathy to Hilda Taylor on the death of her brother.

**ACCOUNTING DEPARTMENT****AUDITOR OF REVENUE**Arlene Worrall, *Correspondent*

Theresa Choryan was married to Frank Smyt on May 30. . . . Absent on sick leave are Mary Weidman, Dolores Yurgo and Tena Strouse. . . . Margaret (Weike) Cavin, formerly of Mr. Cook's department, is the mother of a son born in May. . . . Our co-worker Marion Schulties is flying home to England for a three months' visit. . . . Theme song for the offspring of Joe Pletkovic might well be "Don't Fence Me In." Joe is very proud of the ranch type fence he built singlehanded.

**AUDITOR OF DISBURSEMENTS**H. Southers, *Correspondent*

Arthur Carpenter, Army, Robert Nowacki and Jerry Trznadel, Navy, were recent office visitors. . . . Lillian Meehan and Millie Selthoffer are our most recent grandmothers. . . . Our colleague, William (Bill) Buckler, supervisor, Contract, Bill and Voucher Department, suffered a heart attack on April 15; after three weeks in the hospital he was resting at home for several weeks.

Wedding bells are ringing around here. Jimmy McLarnon took the plunge, was married to Emily Susan Saia on May 9. . . . A bridal shower was given by the girls in the office for Edna Clear, whose marriage to Donald Venturino took place on

May 23. Niagara Falls was their destination. . . . Colleen Dickinson and Arnold Knopp also took the step on June 13 at Trinity Lutheran Church in Wyandotte, driving to the Pocono Mountains in Pennsylvania for their honeymoon. . . . Joan Kerr and Marvin Hole are planning an early fall wedding.

**FREIGHT CLAIM DEPARTMENT**F. S. Cornell, *Correspondent*

Bernie Ebert visited relatives and looked over his farm in Wisconsin. . . . Mr. and Mrs. E. C. Roberts attended the annual session of the Freight Claim Division of A.A.R. held at Chicago in May. . . . Bill Pope, on Navy duty, postcards he has visited the Rock of Gibraltar and some Spanish towns. . . . M. P. Hoffman, retired traveling claim adjuster, is back home at Traverse City, after his western tour. . . . Sympathy to Helen Szmagaj on the death of her father on May 7.

**● SAGINAW DIVISION**Carl E. Colpean, *Associate Editor*

It was again a treat to see two streamliners pass through Saginaw on their way from Detroit to Midland. These trains, known as the "Dow Corning Editorial Specials," carried magazine and newspaper writers to Midland for the chemical corporation's editorial conference. . . . The *Tracks* team, composed of

Della and Dorothy Altscheffel, Pearl Michutka, Doris Blohm and Alice Schramke, won the C. L. McGrain bowling trophy for the C&O Ladies League championship. . . C&O employes at Port Huron won the championship in the Bowl-o-Drome House League. Members of the winning team were Section Foreman Harry Penn and Laborers Robert Reed, William Pfeiffer and Don and Fred Rowbotham.



C&O Ladies' League champs with the trophy they won. (See Saginaw Division news on page 75.)

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### FLINT, MICH.

George Cech, *Correspondent*

Pfc. Donald E. Southwell, son of McGrew Clerk and Mrs. Eldon Southwell is attending Marine Corps electronics maintenance school, at San Francisco, Calif. . . Mrs. Harold Manley, wife of our warehouse foreman and a social studies instructor at Emerson Junior High School, attended a National Education Association conference of class room teachers in Chicago. She is president-elect of the Flint Classroom Teachers Association.

Rate Clerk Jack Ferry was going through customs on the Ambassador Bridge at Detroit, and his wallet, containing valuable papers fell out of his pocket. Noticing the loss, the driver of the car behind was unable to attract Mr. Ferry's attention. A few days later he received a letter from Joseph Caswell of Windsor, Ont., requesting that he stop for his wallet on his next visit to Canada.

Signal Maintainer Donald Guy, whose hobby is restoring antique autos, at present is working on a 1914 Model T Ford. Donald's spare time used to be spent racing hard-tops at the Owosso and Auburn tracks. Racing on a governed track is safer than driving on the highway, he feels, because, while racing, safety is not taken for granted as it seems to be on the roads. . . . Our congratulations to Cashier and Mrs. Claude Lacey, who recently observed their fortieth wedding anniversary. . . . That sparkling, friendly voice around McGrew yards belongs to Mrs. Evangeline Schaffer, to whom we extend a hearty welcome.

### ● GRAND RAPIDS DIVISION

R. D. Fairchild, *Associate Editor*

#### GRAND RAPIDS, MICH.

Hattie Grove, who completed forty-six years' service with our company on July 1, has just returned from a two-week Sarasota, Fla., vacation, nicely tanned and looking healthier than ever. . . .

Alice Rodgers, steno-clerk in the Division Engineer's Office and her husband, Dick, are receiving congratulations on the birth of an eight-pound daughter, Betty Ann. . . . Trainmaster Maynard Buffin's wife, "Buff," has returned home to recuperate after several days at St. Mary's Hospital.

Rules Instructor Roy Norin is hosting his son, Lt. Bob Norin, daughter-in-law Barbara, and grandson, Richard, for the duration of Bob's leave from Norfolk Naval Air Station. Barb, nee Dunn, is an ex-railroader with service as a steno in the Trainmaster's Office.

### ● WYOMING SHOPS

Leo B. Ryan, *Associate Editor*

Thousands of "engineers" of all ages sped through the countryside at the throttle of a fast, main-line train during a two-week exhibit of the fascinating Can-Do Special at Herpolsheimer's department store. . . . It's one thing to entice birds in the sanctuary of a park or woodland dell, but Head Checker Irwin Hale is perhaps the first to have a parakeet alight on his shoulder amidst the bustle of a teeming warehouse. Irwin appealed to the local radio station who aired the story and found the owner. . . . Bob King, son of Chief Clerk and Mrs. George J. King, rates a new shiny "crow" on the sleeve of his Coast Guard uniform, evidence of his recent promotion.

A tribute-dinner sponsored by the Supervisors Association climaxed the retiring of Chief Boiler Inspector Arthur D. O'Neil, General Roundhouse Foreman Homer J. Smathers and Roundhouse Boiler Foreman Albert Westdorp—three names writ large in the history of this terminal. . . . And, at Manistee, C&O personnel joined M&NE officers, city officials and townspeople in a like ovation to John S. Olson, retiring shop superintendent, ex-mayor and city councilman. . . . Professors-for-a-day Clark Porter and Marvin P. Winston matched questions with answers, when engineering and other classes inspected locomotive No. 5769, tracked onto the campus at Michigan State College as a major Industrial Day exhibit.

### MUSKEGON, MICH.

Roscoe D. Henry, *Associate Editor*

Frank Moran, Walter Kersch, Edwin Wickland, Harold Loyselle, Gordon Manthy and Earl Johnson represented Muskegon in the Bowling Tournament at Columbus, Ohio.

After their long illnesses, we were glad to welcome back to work Switch Conductors Clarence Martin and Dorsey Abair. . . . Baggage man and Mrs. Gerald Wickerink announce the marriage of their daughter, Barbara Ann, to Nicholas Iwaniw on April 25 in St. Joseph's church. . . . Car Foreman and Mrs.

## TALKING IT OVER

Boone Stamper announce the marriage of their daughter, Joanne Maxine, to Henry H. Harrington on May 6 in the First Baptist Church. The groom is presently serving in the Navy.

### ● MARINE DIVISION LUDINGTON, MICH.

N. C. Sherman, *Associate Editor*

The season for annual school group trips across Lake Michigan proved doubly interesting this year due to the conducted tours of the new ships, the *Spartan* and the *Badger*. . . . Ann Marasco ("Scoops" to you) recently conducted a tour of Milwaukee, showing her nieces and nephews the Washington Park Zoo and other points of interest. Her reaction—What a Day! . . . It's a baby boy for the Gilbert Rogens, weighing in at eight and one-half pounds.

### MARINE STORE

Ann Marasco, *Correspondent*

The Commercial B League wound up a bang-up season and that "if I hadn't missed my spare" cry won't be heard until September. Our Marine Store ended in fourth place, managing to snag the last bow of the season when Leo Weinert bowled high game of 252. High single of 1011 and high three of 2855 went to the Marine Shop. John Switkovitz, Marine Shop, took

second high game of 251 and Vernon VanderVeer, Roundhouse, high series of 649. All scores included handicap. The final standings of C&O keglers were Marine Store, fourth; Car Department, fifth; Marine Shop, sixth; and Switchmen, seventh. At their annual bowling dinner, Junior Gooding was elected president; Arni Grant, of the Freight office, vice-president; Robert Bonnaville, Secretary.

Honors go to Paul Clough, general yardmaster, chosen Resident of the Week recently. Mr. Clough, who came to Ludington thirty years ago as Pere Marquette freight agent, is active in the Ludington Rotary Club and is a member of the First Methodist Church. . . . That long-legged bird was around again to present Richard Masse with a daughter on April 23, a son to Daniel O'Connell on May 13, and a grand-child to Sam Stock on May 1. . . . Eighty-one men from Ludington's Chamber of Commerce enjoyed a Goodwill Cruise to Manitowoc, Wis., aboard C&O carferry *City of Saginaw*.

A Spring Frolic for all C&O employes, their wives, guests, retired C&O employes and widows of employes was held recently by the Recreation Association. The top-notch committee included Walter Schultz, entertainment; Gerald Budreau and William Olmstead Jr., music and hall; Glen Davidson, tickets, and William Klemm, publicity.



● **CANADIAN DIVISION  
MAINTENANCE DEPARTMENT**

Ernie Fryer, *Correspondent*

Frank Sutton, retired track foreman of Dutton, Ont., died April 24 after a short illness. Mr. Sutton started railroad service in 1916 and retired about 1939. . . . Trackman Robert Lampman, of our St. Thomas

section, died suddenly on May 11. Mr. Lampman joined the Pere Marquette in 1937. . . . Extra Gang Foreman William Comboye and his wife, Rita, were blessed with a son born April 26. Bill made the "midnight ride" to Chatham without any traffic violations and was presented with son William Frederick.

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OLD FRIENDS got together in May at Manistee, Mich., to honor John S. Olson, (seated, center) superintendent of shops for the Manistee & Northeastern Railway, a subsidiary of C&O, upon his retirement. Others in the photograph: (seated, from left) E. F. Olsen, general superintendent of the M&NE; M. M. Cronk, vice president and general manager of the C&O's Pere Marquette District, Detroit; standing, E. M. Whanger, C&O budget director, Cleveland, and Elmer A. Kuhn, PM District superintendent of motive power and equipment, Grand Rapids. Eighty railroadmen attended the testimonial dinner. Mr. Olson began railroading in 1908, has been with M&NE since 1929. He was once mayor of Manistee. *Photograph by Manistee News-Advocate.*



## TALKING IT OVER

### MARRIED

Gorman-Snider: Richard I. Gorman and Janet Ruth Snider, June 6, Grand Rapids, Mich.

Rosendahl-Christie: Wayne R. Rosendahl and Jeanette G. Christie, July 25, Grand Rapids, Mich.

McLarnon-Saia: Jimmy McLarnon and Emily Susan Saia, May 9, Detroit, Mich.

Venturino-Clear: Donald Venturino and Edna Clear, May 23, Detroit, Mich.

Knopp-Dickinson: Arnold Knopp and Colleen Dickinson, June 13, Wyandotte, Mich.

### RETIRED

Claude Ports, assistant to general auditor, Detroit, Mich.; 33 years' service.

Frank A. Stimmel, overcharge clerk, Detroit, Mich.; 41 years' service.

Charles H. Van Alstine, car inspector, Alma, Mich.; 31 years' service.

Clifford A. Norton, engineer, Grand Rapids, Mich.; 44 years' service.

Charles B. Atchison, agent, Lansing, Mich.; 32 years' service.

Earl D. Campbell, machinist helper, Ludington, Mich.; 10 years' service.

Troy I. Bigham, fireman, Grand Rapids, Mich.; 24 years' service.

Charles Arrigo, laborer, Grand Rapids, Mich.; 28 years' service.

### DIED

Frank Sutton, retired track foreman, aged 78; April 24, Dutton, Ont.; 21 years' service; sister survives.

Simon F. Steckle, retired captain of police, aged 85; May 14, Grand Rapids, Mich.; 24 years' service.

## WITH THE FOLKS OFF-LINE

### ● MILWAUKEE, WISCONSIN COAL TRAFFIC DEPARTMENT

Larry Kowski, *Correspondent*

A hearty welcome to Yvonne Gurnovitz, new stenographer, whose chief interests lie in foreign-built cars. . . . The Chicago golf outing on May 2 was attended by Larry

Kowski and Tom Hayes. . . . Art Florance and his wife spent their vacation attending the annual stockholders' meeting in Richmond and visiting other points on the C&O. . . . After a two-year layoff from golf, Bill Hanes shot a red-hot 46 for nine holes his first time out this season.

INTERNATIONAL COUNCIL OF INDUSTRIAL EDITORS

1952 AWARDS PROGRAM



AWARD OF EXCELLENCE

TRACKS

The Chesapeake and Ohio Railway Company  
TED O'MEARA, Editor

*Walter G. Bass*  
PRESIDENT, I.C.I.E.

*William J. Christie*  
CHAIRMAN, AWARDS COMMITTEE

1952 Awards Program Conducted by Industrial Press Association of Greater St. Louis

TRACKS WINS AGAIN. The International Council of Industrial Editors, an association composed of employe magazine editors' groups, has again honored *Tracks* in presenting it the award for "excellence" in its annual publication competition. Nearly 900 publications were entered in the contest and only 100, in the various classifications (*Tracks* was entered as an external-internal magazine), won awards. This is the seventh time, since 1945, that C&O's publication has been so honored by the Council and the awards have ranged from "honorable mention" to "highest award."

# LET'S GO

... with Chesapeake and Ohio to the wonder vacation spots of the East . . . beautiful and inspiring Washington . . . ever vibrant New York . . . Colonial Virginia's Atlantic seashore and Blue Ridge mountains, Restored Williamsburg, historic Richmond, Charlottesville.

For a really carefree vacation, have your Chessie holiday package completely arranged in advance by C&O travel counselors. All details are taken care of for you before you leave. Hotel accommodations, meals en route, sightseeing trips, entertainment—are all part of your pre-planned vacation. Write or phone your own travel agent or any Chesapeake and Ohio passenger office for full itinerary particulars and costs. Chessie's variety vacations are individually packaged to meet your personal time and budget preferences.

## 1953

# Chessie Tours

