

Chessie Calendar and Appointments - 1966



Chessie and Kittens Symbolize Chessie Care-full Handling of Freight

People Who Care... On Railroads That Care

Who cares about the job to be done and whether it's done right? The men and women of the affiliated Chesapeake and Ohio and Baltimore and Ohio railroads do.

Modern railroads such as C&O and B&O use revolutionary techniques in keeping with space-age science. But successful transportation still is based on people — most importantly, *people who care*. This is the most important extra benefit that C&O and B&O offer shippers and the public. The 1966 Chessie Calendar and Appointments introduces eleven C&O and B&O men and women. They represent the whole C&O/B&O team of 48,000 railroaders.

Careful Handling Means Car-full Business

No matter what their individual duties, the main concern of C&O and B&O people is care-full handling of the task at hand. They know that care-full transportation results in *car-full* transportation — more business for them and their railroads.

Chessie symbolizes the care that C&O and B&O people put into their jobs. As one C&O freight salesman put it: "Chessie as a symbol implies that C&O and B&O are as concerned with proper handling of a customer's freight as one would be in caring for a family pet."

To the literal-minded person who says: "A sleeping cat is a strange symbol for a wide-awake company," C&O and B&O people have a ready answer: "Chessie keeps one eye open even when she's asleep."

The affiliated C&O and B&O have a total of 10,864 miles of railroad in twelve states and the province of Ontario. Each railroad solicits its own traffic business, but most other activities, such as operations, planning, finance, data processing, public relations and advertising, passenger services and purchasing are coordinated.

Shippers and Public Benefit from C&O/B&O Affiliation

The efficiencies resulting from this arrangement are already benefiting the two railroads, their customers and the public. B&O has been restrengthened physically and financially. C&O, as its own revenues and

earnings go up, also gains from its partner's renewed profitability. Shippers profit from the improved service both lines are able to give them.

The traveling public is benefiting, too. Coordinated C&O/B&O passenger services are offering such attractive innovations as "Red Circle Day" reduced fares, free first-run movies on trains, and summer-time "Chessie Take Your Auto Service," where patrons' cars ride with them on the same passenger train.

The affiliated C&O/B&O seek further growth. The railroads have asked the Interstate Commerce Commission for permission to affiliate with the Western Maryland Railway, an 844-mile coal and merchandise carrier operating in Maryland, West Virginia and Pennsylvania. C&O also has applied for control of the Chicago South Shore and South Bend Railroad, a small but important railroad for which affiliation with C&O would provide a better chance to compete in a highly competitive market.

C&O Plans A Second Strong System In the East with the Norfolk & Western

And still another step has been taken towards bringing the public the best rail transportation possible. On August 31, 1965, C&O and the Norfolk and Western Railway applied to the ICC for permission to merge. N&W and C&O propose to build a second strong system in the East that would operate 26,460 miles of road, have gross revenues of \$1.8 billion and total assets of \$5.9 billion. The proposed system would be of approximately the same size and would provide a better competitive balance in the East with the planned Pennsylvania Railroad - New York Central combination.

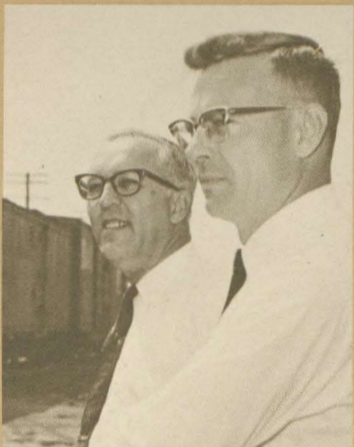
While the new plan for better rail transportation in the East goes forward, C&O/B&O will continue to progress their program for improvement and growth. In this, the two *railroads that care* will depend as ever on the *people who care* — the dedicated and skillful men and women of C&O/B&O.



Chessie service is care-full and alert

JANUARY 1966

People Who Care



C&O Yardmaster Ken Smith
B&O Agent Dale Boyer
Fostoria, Ohio

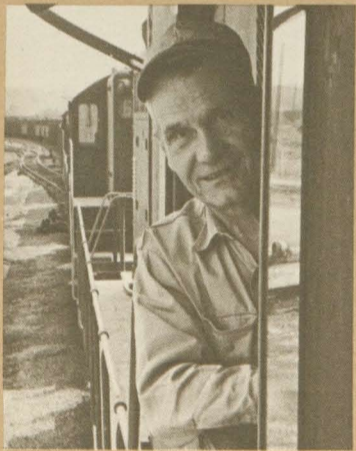
"Tomorrow's railroad yards are being planned today. They will use more electronics to insure careful handling of freight cars. Planners say one computer could help us make up trains at six yards at once, do it faster and better. Time is money, and modern railroading aims to save as much time as possible."



At C&O's Fitzpatrick Yard at Russell, Ky., computers help direct switching of freight cars.

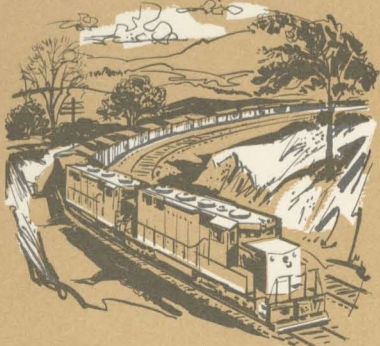
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People Who Care



Holmes Harris
C&O Locomotive engineer
Gladstone, Virginia

"When you see the newest C&O-B&O diesel locomotives pass your auto at a crossing, they probably don't look different. They are, however, and the difference is mainly under the hood. They're more powerful, more efficient. That means they can pull more freight at less expense. It's one way railroads are meeting industry's growing need for better, more-economical transportation."



Four new SD 35 locomotives can pull as much freight as five older models.

FEBRUARY 1966

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MARCH 1966

People Who Care



Jennie M. Cristy
B&O Freight Agent
Sparrows Point, Md.

"Freight agents are in daily touch with shippers, so we know how much our customers appreciate the new services modern railroading provides.

"Thanks to the electronic computers at headquarters, we can tell a shipper in a few minutes exactly where his freight car is and estimate when it will arrive. That helps him schedule his plant operations more profitably."



In 1964, modern C&O/B&O service helped attract 289 new industries to sites on the railroads' lines.

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People Who Care



Randolph Carter
C&O/B&O trainee
Baltimore

"Modern railroading offers challenging, rewarding careers. The C&O/B&O training program for college graduates gives you one year of orientation, a second year of concentrated study in a field you choose, then a responsible job and a chance to move up. Whether you decide on a job in a new field like data processing or market research, or in areas like transportation and engineering, you work in an atmosphere of space-age science and methods."

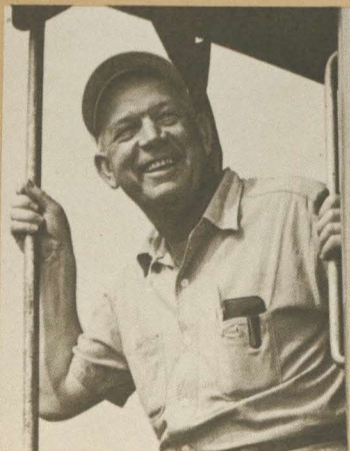


Electronic spectrograph searches lubricating oil samples for microscopic traces of metal that signal excessive engine wear.

APRIL 1966

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People Who Care



Ted Holliday
C&O Conductor
Richmond, Virginia

"Railroads have to be as modern as their customers are. You have noticed how different modern freight trains look with their giant box cars, piggy-back trailers and automobile rack cars.

"There's more to modern railroading you can't see, such as radio communications between train and station, electronic remote-control signaling and "hot box" detectors that find trouble before it starts."

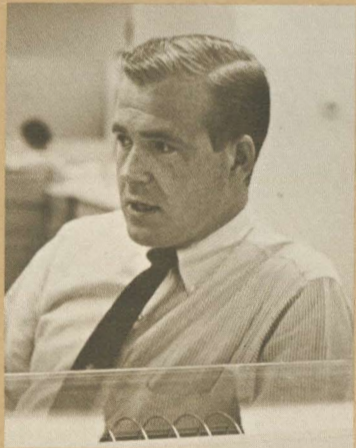


The "hot box" detector's infrared beam, aimed at axles of passing cars, reports instantly any signs of dangerous excess heat.

MAY 1966

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People Who Care



Charles Crizer
Computer Operator
 Baltimore

"C&O/B&O people use computers to keep the payroll for 48,000 men and women, update shareowner records, keep track of freight cars, and collect data our managers and planners need to make decisions. Importantly, computers have created new, highly skilled jobs and new opportunities for railroad men and women."



C&O/B&O computers receive and transmit their data over the railroads' own 65,000-mile network of electronic teletype lines.

JUNE 1966

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JULY 1966

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People Who Care



Stan Finley
B&O Ticket Agent
Akron, Ohio

"Our passenger service attractions include free first-run movies on trains and inexpensive meals on the diner. But modern railroading hasn't forgotten old-fashioned comfort, service and courtesy. We like passengers and we want more of them, and we try to make train travel as pleasant as we can."



Train-gate movie marquee tells C&O/B&O passengers what movie they will see.

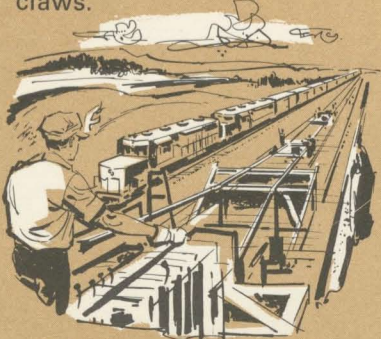
AUGUST 1966

People Who Care



John Hooks
C&O Trackman
Detroit

"Welded rail takes out the clicky-clack, gives freight a smoother ride, gentler handling. Our special track-laying train puts down twin ribbons of rail, a mile of it a day. Maintenance is modern, too, not the old gandy-dancer way. Now skilled men guide ingenious machines to remove old ties without disturbing the track, or clean out debris from the roadbed with giant steel claws."



Traffic continues on one track while a work train installs new welded rail on the other.

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SEPTEMBER 1966

People Who Care



David Weaver
C&O Boatmaster
Newport News, Va.

"Railroaders go to sea, too. Tug-boat crews at Newport News dock the biggest ocean freighters afloat. Schedules are tight, so we have to work fast. Portable radio-telephone keeps the whole fleet in touch. Up north, other railroaders sail the big C&O trainferries across Lake Michigan using radar and other modern electronic aids to assure safe passage."



C&O export coal piers work around the clock at Newport News.

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OCTOBER 1966

People Who Care



Jesse DeChurch
B&O General Car Foreman
Dubois, Pennsylvania

"With my walkie-talkie, I'm still in my office no matter where I am in the shop. It's a good clue to the pace of modern railroading and the way we use space-age tools. Instant communications is important. We have to be as up-to-the-minute as the cars we build and the shippers who use them."



New 60-foot merchandise cars take shape in a C&O/B&O shop.

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NOVEMBER 1966

People Who Care



Therese Lyons
C&O Stenographer
Cleveland

"Office girls are modern railroaders, too. Some work in such advanced fields as computer programming, but even we who take dictation, do the filing and answer the boss' phone have science working for us. For example, I can dial other C&O/B&O offices hundreds of miles away almost instantly over our own electronic telephone network. It's exciting to be a part of this new era in railroading."



Thousands of women work in important C&O/B&O jobs — in data processing, research, transportation, as well as in the indispensable Girl Friday field.

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DECEMBER 1966

1967

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OCTOBER
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DECEMBER
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