

B&O MAGAZINE

FEBRUARY, 1962

Now Under Way: B&O Traffic Survey

During the Next Six Weeks Freight Salesmen, in Seven Pilot Areas, will be Calling on Traffic Managers in the Metal-Working Industry, to Launch Campaign Aimed at Putting Business Back on the Rails, Through Scientific Analysis of Shippers' Needs

Story on Page 1

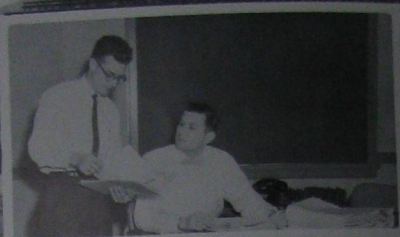


To Put More Business
on B&O Rails

NATION-WIDE TRAFFIC SURVEY BEGINS



In B&O's Marketing Bureau, 11th floor Central Building, Baltimore, employees receive questionnaires sent by sales representatives conducting the survey. Here Donald C. Lambert and Albert W. Best, Jr., at reception center, open some early arrivals



Next Michael S. Kellman and Edwin J. Craven review questionnaires for routing to proper departments where action will be taken on shippers' requests. Rate adjustments will be studied in Marketing Bureau; service adjustments in other departments

... Marketing Department

A campaign widely hailed as "the most promising attempt to put traffic back on the rails yet made by an American railroad," was begun by the Baltimore and Ohio on January 22.

This is the Traffic Potential Survey, organized by B&O's Marketing Department after months of painstaking preparation, to determine from shippers, firsthand, what adjustments in rates and service will be required to win their business back to the railroad's lines, or to hold traffic presently moving via B&O, and increase the volume of such traffic.

Because the survey will offer shippers the prospect of better service than they have been receiving from the railroad or other modes of transportation—and in many cases at lower cost than in the past—it is expected that it will be well received. And "well received" will mean an influx of the new traffic sorely needed to strengthen the B&O and enable it to return to a profitable operation.

Because of what the survey portends traffic-wise, for the entire railroad industry, results achieved from this scientific, in-depth study of the present-day mood and needs of shippers, will be closely followed by traffic experts generally.

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VIRGINIA TANNER,
Manager of Press Relations
and Publications—Editor

HARRIET H. COBB, Associate Editor
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W. E. TYNE,
Director of Public Relations
and Advertising

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William F. Lauer and Stanley A. Dougherty study reports calling for rate adjustments. Lowest possible rates, permitting a profitable operation to the railroad, will be offered



Here Elmer F. Estel dictates to James W. Stauffer replies to B&O sales representatives informing them of action taken on questionnaires submitted. Upon receipt of these, representatives will promptly advise shippers, to secure traffic

Photos by H. T. King, Jr.

Personnel Set to Provide Swift Handling of Returns

To launch the survey, B&O sales representatives for the next six weeks will be calling on approximately 1600 shippers in the metal-working industry, in seven carefully selected pilot areas, including Baltimore, Cincinnati, Lorain-Elyria, Indianapolis, Chicago, Boston and Dallas-Fort Worth.

To acquaint shippers, in advance, with the unique purpose of their calls, President Jervis Langdon, Jr., on January 10, sent a personal letter to the president of each company to be contacted. Pointing out mutual advantages to be gained by the company and the railroad, Mr. Langdon asked each industry head if he would alert his traffic manager to the impending call to be made upon him by a B&O representative. A large number of these executives have already responded, promising full cooperation—and in some instances, asking that the railroad's representative see them personally before contacting the traffic manager.

In making their calls, the B&O freight men are taking with them a specially prepared questionnaire (which they themselves had a hand in devising) to learn from the shippers—one by one—what the railroad needs to do to make its service and rates

attractive enough to recapture their business. Findings are being promptly dispatched, direct to B&O's Marketing Department in Baltimore. There, they are given immediate study and attention. Shippers' suggestions concerning rate adjustments are routed to experts in the bureau for handling. Requests for adjustments in service and equipment are sent direct to the department responsible. In all of this work, the goal will be to make the indicated adjustments, if at all possible, and to promptly notify sales representatives, so that they may advise shippers, to get traffic routed to B&O lines without further delay.

Findings revealed by the survey in the seven pilot areas now being covered will serve as a guide for the Marketing Department in perfecting its techniques for future quizzing of shippers. Within the next few weeks, the survey will be extended to other areas, and later to industries other than the metal-working group. The study will be a continuous one.

As this is being written, results obtained in early stages of the survey are most encouraging. Employees will be fully advised of developments in future issues of the magazine.

ON THE COVER. George B. Bull, Jr., freight representative, Baltimore, entering the office of a traffic manager, armed with questionnaires being used in B&O's new traffic survey.

... NEWLY-ORGANIZED DEPARTMENTS REPLACE

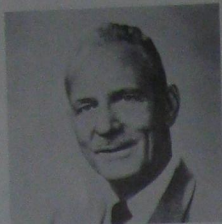


J. W. Phipps, Jr. Appointed Senior Vice President

J. W. Phipps, Jr. has been appointed senior vice president. Mr. Phipps had been vice president-traffic of the B&O since September, 1952.

Mr. Phipps began his railroad career with the B&O as a clerk in Baltimore in September, 1914. He held various administrative posts with the company in New York, Pittsburgh and Chicago prior to serving with the Army during World War I. Returning to the B&O after the war, Mr. Phipps was appointed traveling industrial agent at Pittsburgh, and later held positions as industrial agent, St. Louis; division freight agent, Baltimore, and assistant general freight agent in Washington and in Cleveland.

In 1941, Mr. Phipps was appointed general freight agent at Philadelphia and, two years later, returned to Baltimore as general freight traffic manager of the entire B&O system.



Walter M. Haenssel
Vice President—
Freight Sales Department



William H. Schmidt, Jr.
Assistant Vice President—
Freight Sales Department



Herald S. Smith
Freight Traffic Manager,
Southwest Region



Earl E. Mountcastle
Freight Traffic Manager—
Eastern Region

THE B&O has announced the organization of Sales and Marketing Departments which will replace the company's Freight Traffic Department.

Jervis Langdon, Jr., president of the B&O, said that, in addition to selling the company's freight services, the new Sales Department will be responsible for recommending ways and means of improving these services and increasing freight traffic.

The Marketing Department will be concerned with market research, with traffic, equipment and facility planning, and with pricing of the

B&O's freight services, Mr. Langdon said.

He announced the following personnel changes in connection with the reorganization, effective February 1:

Walter M. Haenssel, freight traffic manager, Southwest Region, Cincinnati, is promoted to vice president, and will be in charge of the new Freight Sales Department, with headquarters in Baltimore.

Charles J. Henry, Jr., assistant vice president-rates, is promoted to vice president and will head the Marketing Department.

William H. Schmidt, Jr., director of public relations and passenger

SALES AND MARKETING FREIGHT TRAFFIC DEPARTMENT

Marketing



*Charles J. Henry
Vice President—
Marketing Department*

traffic, is promoted to assistant vice president in the Freight Sales Department.

J. Clifton McGohan continues as assistant vice president, and is assigned to special projects in the new Marketing Department.

Earl E. Mountcastle is appointed freight traffic manager, Eastern Region, succeeding Harry A. Witte, who retires after 48 years' service with the B&O.

Herald S. Smith, general freight agent at Detroit, is appointed freight traffic manager, Southwest Region, succeeding Mr. Haenssel.

Mr. Haenssel is a native of St. Louis and started work with the B&O in 1917, in the accounting office in that city. He became freight representative at St. Louis in 1927 and subsequently served in Tulsa, Okla., and Kansas City, Mo.

In 1946, Mr. Haenssel returned to St. Louis as general freight agent and, in 1951, was promoted to assistant freight traffic manager in Cincinnati. A year later, he was made freight traffic manager there.

Baltimore & Ohio Magazine, February, Nineteen Sixty-two



*J. Clifton McGohan
Assistant Vice President—
Marketing Department*

Mr. Henry was born in Philadelphia. He was graduated in 1943 from the University of Pennsylvania, where he majored in accounting. After serving in the U. S. Air Force in World War II, Mr. Henry completed his law education at the University of Pennsylvania Law School in 1949 and that same year joined the B&O as an attorney. His railroad career was interrupted in 1951-52 by recall to Air Force service in the Korean War.

After returning to the B&O in 1952, Mr. Henry resumed his legal work and was closely associated with the Traffic Department in the negotiations of rates and charges, and participated in the development of cost-finding techniques.

Mr. Henry was a member of a group of officers of the Eastern Railroads active in encouraging modern rate-making theory, through a series of seminars held in connection with the so-called Cabinet Committee Study and Report on Transportation in 1955.

He was promoted to assistant vice president-rates in June, 1961.

Mr. Schmidt is a former executive editor of *Railway Age*, a railroad-industry magazine which he joined after being graduated by Rutgers University in 1936. He became director of public relations of the B&O in 1956. In 1961 he was assigned the additional responsibility of directing the railroad's Passenger Traffic Department.

Mr. Schmidt is a past national president of the Railroad Public Relations Association.

E. H. Riecks Named Passenger Traffic Manager



Edward H. Riecks, former assistant passenger traffic manager, has been promoted to passenger traffic manager and will be in charge of the Passenger Traffic Department. He will report direct to the president.

MECHANICAL DEPARTMENT REORGANIZED



*E. A. Kuhn
Chief Mechanical Officer*



*V. P. Morgan
Manager, Mechanical
Planning and Production*

ONE of the latest innovations designed to put the company in the best possible financial and operating condition is the reorganization of the Mechanical Department. This move is expected to result in greatly increased efficiency.

Included in the reorganization plan was the establishment of the office of mechanical planning and production, which will provide direction and coordination of all activities of the department and facilitate communication among its several branches. E. A. Kuhn has been named chief mechanical officer. V. P. Morgan, newly appointed manager of mechanical planning and production, will report to Mr. Kuhn.

There are two principal advantages in the new set-up. First, the regional organization which formerly existed has been abolished and has been replaced by an alignment under which all personnel throughout the system will report in a direct line of authority to system headquarters at Baltimore.

Secondly, there is now a clear-cut division of authority in matters pertaining to cars and locomotives. Previously, many Mechanical Department officers had jurisdiction over both types of equipment. Separation of these responsibilities will enable the personnel involved to concentrate their efforts entirely in one area.

W. F. Dadd has been named general superintendent of motive power and, in this position, will have complete responsibility for locomotives. Working directly with him are A. W. Gibson, superintendent locomotive operation, and E. Stimson, Jr., superintendent locomotive maintenance.

W. A. Mullen, as general superintendent rolling stock and special equipment, will have supervision over freight and passenger cars. Reporting to him are J. J. Ekin, Jr., superintendent special equipment and parts manufacture; F. B. Findling, superintendent car inspection and maintenance, and W. C. Reister, superintendent car construction and major repairs.

W. A. Mullen (seated, center), general superintendent rolling stock and special equipment, has supervision over freight and passenger cars. On his staff are, l to r, F. B. Findling, supt. car inspection and maintenance; W. C. Reister, supt. car construction and major repairs, and J. J. Ekin, Jr., supt. special equipment and parts manufacture





*F. R. Gieselman
Mechanical Engineer*



*R. W. Seniff
Engineer Tests and
Specifications*



*C. M. Machin, Jr.
Electrical Engineer*



*A. W. McElvany
Engineer
Mechanical Methods*



*A. M. Schuh
Engineer
Mechanical Appliances*

Mr. Dadd and Mr. Mullen report directly to Mr. Morgan, as will these other officers involved in the organizational changes: F. R. Gieselman, mechanical engineer; R. W. Seniff, engineer tests and specifications; C. M. Machin, Jr., electrical engineer; A. W. McElvany, engineer mechanical methods, and A. M. Schuh, engineer mechanical appliances. As indicated by their titles, each will be responsible for a specific phase of operations within the Mechanical Department.

Locomotive and car shops also will be operated separately. Mr. Stimson will have jurisdiction over the locomotive shops at Cumberland and Glenwood. Mr. Reister will be immediately responsible for the car shops at Keyser, DuBois, Glenwood, Brunswick and Washington, Ind.

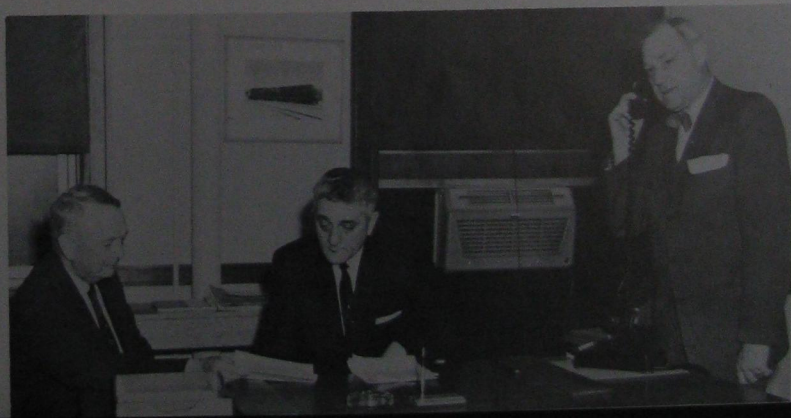
The Cumberland Bolt and Forge Shop will be supervised by Mr. Ekin, who will also handle vehicle and trailer maintenance.

Also having system jurisdiction, but with offices in various cities throughout B&O territory, are five master

mechanics and five general supervisors of car maintenance. Master mechanics are R. A. Shields, Jr., Cumberland; J. A. F. Craig, Pittsburgh; T. J. Stevenson, Willard; O. M. Dorsey, Cincinnati, and I. L. Frye, working out of headquarters. These men will report to Superintendent Locomotive Operation Gibson. Newly-appointed general supervisors of car maintenance are J. F. Peach, with headquarters in Baltimore; W. S. Furlow, Cumberland; K. F. Mewshaw, Grafton; A. F. Pugh, Willard, and G. R. Palmer, Cincinnati—all reporting to Superintendent Car Inspection and Maintenance Findling.

Other promotions and/or title changes have come about as a result of the Mechanical Department reorganization. Some of the men involved are: L. M. Schalk, master carbuilder, Baltimore; W. O. Sines, supervisor special programs; J. N. Minns, shop superintendent, DuBois; J. T. Connelly, shop superintendent, Washington, Ind.; H. M. Dowling, supervisor of car inspection and maintenance, Baltimore, and A. S. Engelhart, supervisor electrical equipment.

W. F. Dadd (center), general superintendent motive power, has responsibility for locomotives. Reporting directly to Mr. Dadd are E. Stimson, Jr., superintendent locomotive maintenance (left), and A. W. Gibson, superintendent locomotive operation. There is now clear-cut division of authority in matters pertaining to cars and locomotives



● SCIENCE RIDES The

Chet Huntley of NBC
for New AAR Film Now

THE Association of American Railroads has released a new motion picture, "Science Rides the High Iron," depicting dramatically the technological and scientific development of the nation's railroads.

The 16 mm, color film, narrated by the well-known NBC news commentator, Chet Huntley, shows how new ideas and designs for modernizing and improving railroad operations and services have resulted from teamwork between railroads and scientists and engineers.

Employees desiring to book the film for showing before clubs and organizations should contact the chairman of their local Railroad Community Committee. Requests for showing in cities where committees are not functioning, should be sent direct to B&O's Public Relations Department in Baltimore. In some localities movie projectors

and the services of operators will be made available by the railroad's Police Department. (See listings below.) Because the number of prints available is limited, bookings in all cities will be made on a first-come-first-served basis. Alternate dates should be given by those requesting showings.

The 25-minute film takes the viewer inside the modern laboratories studying problems ranging from atomic locomotion to stress research. Other laboratory scenes show development of better ways to stow newsprint safely in transit, radio-isotope studies of lubricating oils, and groups of students viewing tests of stresses on diesel locomotive wheels.

In yard and shop, the film illustrates such advances as ultrasonic waves to inspect axles,

Film Distribution Will Be Handled By Railroad Community Committees

Names of Chairmen and Cities are Listed Below:

W. F. REYNOLDS
Captain Police—B&O RR
Baltimore, Md.

O. F. VARNELL
District Sales Mgr.—PRR
Buffalo, N. Y.

R. C. DIAMOND
Asst. to Gen. Mgr.—B&O RR
Cincinnati, Ohio

J. N. DILLEN
Corp. Secretary—NP RR
Cleveland, Ohio

Z. K. MILLER
Asst. Trainmaster—C&O Ry.
Columbus, Ohio

JAMES B. LEAMY
Gen. Mgr.—Detroit Term. RR
Detroit, Mich.

E. F. HIRZEL
Agent-Yardmaster—B&O RR
Huntington, W. Va.

E. RALPH CROSS
Div. Sales Mgr.—B&O RR
Indianapolis, Ind.

ROBERT E. OMLOR
Freight Repr.—B&O RR
Philadelphia, Pa.

FRED W. OKIE
President—Bessemer & Lake Erie RR
Pittsburgh, Pa.

ROBERT J. HONS
General Agent—DT&I RR
Toledo, Ohio

Requests for showing in cities where there is no Railroad Community Committee should be sent direct to B&O's Public Relations Department in Baltimore. In the following cities, motion picture projectors (and in some cases the services of an operator) may be obtained from the railroad's Police Department: New York, Philadelphia, Baltimore, Cumberland, Parkersburg, Crafton, Cincinnati, Pittsburgh, DuBois, Dayton, Akron, Newark and Chicago.

High Iron

News is Commentator Available for Showing

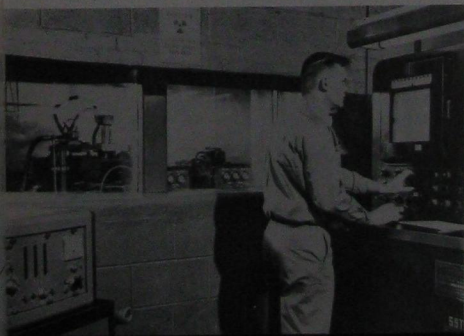
saw-tooth detectors to check the wheel flange, and a wheel-truing machine grinding away worn places in the tread and flange.

"Science Rides the High Iron" also depicts the laying of continuous welded rail, trackside cells flashing reports by radio about over-heated journal boxes, and the workings of the centralized traffic control system.

Automated freight classification facilities are shown in the film, along with modern communications and data processing equipment and such advances as piggybacking, containerization, dieselization and the wide range of modern equipment.

The film also spotlights the many steps forward in passenger travel by rail, including dome cars with air conditioning, background music and glare-proof glass.

Ways in which railroads are using atomic research techniques to improve the operating efficiency of equipment are shown in the new film. Above, radioactive isotope studies of lubricating oils are carried on in a radiology laboratory



TO B&O MEN AND WOMEN:

I would like to extend to you, your families and friends a cordial invitation to see the dramatic color film, "Science Rides the High Iron," just released by the Association of American Railroads.

It was my privilege to provide the commentary for this film, and I predict that its portrayal of the many scientific and technological advances now being made by the railroads will prove a real eye-opener to many Americans. It was for me—and the movie has also given me a new appreciation for the tremendous and essential job which the railroads are performing for the nation.

See "Science Rides the High Iron"—and see if it does not fill you with renewed pride for the colorful and exciting profession that is yours.

A handwritten signature in dark ink, which appears to read "P. H. ...". The signature is written in a cursive, flowing style.

Electronic business machines are a familiar sight today in railroad communications and data processing. This scene from "Science Rides the High Iron," shows checks being processed for some of the millions of Americans whose income is derived from railroads





Travelift crane operator deposits demountable body onto flat car at B&O's East St. Louis TOFCEE handling facility. At present B&O has 255 demountable bodies in piggyback service, and 405 wheeled vans. An additional 100 vans are now on order

TOFCEE BUSINESS Influx of New Business is

SINCE TOFCEE Service was inaugurated on the B&O in July 1954, every month that has passed has seen an increase in the volume of traffic—and revenue—in that phase of our business.

The trend continues—and in coming months should exceed even past growth rates. A major reason for this is B&O's tunnel clearance program, which is moving ahead rapidly and eliminating bottlenecks which formerly restricted TOFCEE shipments over portions of our line.

Although the tunnel clearance program got under way in August 1961, the biggest strides were taken in the month of November. Chief Engineer J. A. Caywood had promised that all restrictions (except those on the Parkersburg Sub-division) would be removed by December 16. But his forces broke the record—and completed the project by November 30.

So the month of December saw new things transpiring in the Railroad Trailer Service Department. It was handling shipments which never before had moved in piggyback service over B&O lines. There was a 55% gain in the number of trailers moved in December 1961,

as compared with December 1960, and George E. Dove, manager railroad trailer service, attributes 34.5% to the removal of tunnel restrictions. Of this 34.5% increase, 30% resulted from the movement of citrus fruits—which traveled for the first time over B&O lines—between Potomac Yard (Washington) and Philadelphia. The remaining 4.5% increase was attributable to traffic coming to the B&O from connections at the Chicago gateway. Previously, this traffic from the West had been transported in wheel pocket cars (having an 8-inch depressed center into which wheels can be lowered for clearance purposes). However, the supply of these cars was limited. But with the clearance break-through, making it possible for 12'6" trailers on standard flat cars to traverse the B&O system between Chicago and Jersey City, the volume of traffic increased.

During the year 1961, TOFCEE shipments (in Plans 2, 3 and 4) showed an over-all increase of 27.4% in trailers hauled and 28.3% in revenue, over 1960. Largest increase for the year was in Plan 3 movements (where shipper supplies trailer, delivers to ramp and picks up at destination)—81.8% in trailers moved and

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George E. Dove, manager railroad trailer service (second from right) and H. E. Johnson, (standing), asst. to mgr., discuss operations and allocation of equipment with C. M. Wrightson (left), mgr. TofCEE and highway operation, and A. T. Satterfield, super. TofCEE equip., Transportation Dept.

CONTINUES TO GROW

Aided By Removal of Tunnel Restrictions

67.6% in revenue, as compared with the previous year. (In Plan 2 movements, the railroad furnishes the equipment, picks up and delivers at door of receiver. Under Plan 4, the shipper provides trailer and flat car, delivers to railroad and picks up at destination.)

Before the tunnel clearance program got under way, officials of both the Traffic and Operating Departments got together to decide on the benefits which might result from such an undertaking. Were they enough to offset the cost of such a project? Traffic men submitted estimates of shipments which would almost certainly come B&O's way if the railroad could handle them. If the Baltimore and Ohio was to get its share of piggyback movements, and increase its potential for handling varied shipments, the clearance program was necessary.

Next step: Freight salesmen over the system were completely briefed on benefits accruing from the tunnel clearance project. They contacted shippers—and are continuing to do so. Officials of connecting railroads also have received full information on B&O's ability to carry through to destination shipments they might turn over to our railroad. Tariffs

were amended to cover the new routings and other service adjustments made.

Cooperating with Manager Railroad Trailer Service Dove and his staff in keeping B&O's TofCEE equipment and movements in good order are Manager TofCEE and Highway Operation C. M. Wrightson and his associates, who handle operating policies and procedures and highway service supervision. In addition, A. T. Satterfield and his co-workers in the newly-organized TofCEE Bureau of the Transportation Department are devoting their efforts to scheduling piggyback movements over the system and improving utilization of the equipment involved.

To take care of the continuing rise in TofCEE shipments, and the additional business expected to come our way as a result of the elimination of clearance problems, the B&O has on order at the present time 100 new piggyback trailers. Of these, 50 are closed, wheeled vans, and 50 are closed van demountable bodies. These 100 closed vans are 40 feet long, the largest ever to be used in B&O TofCEE Service. The 100 new trailers will be added to the 660 currently in our railroad's fleet. Of these, 405 are wheeled trailers and 255, demountable bodies.



Photos by H. M. Ruppenthal, Jr.

Little Eddie Ritchie of Great Cacapon, W. Va., was delighted when the crew of CV-96 stopped and brought him the train shown here, and many other gifts, just before Christmas. Shown with Eddie are, 1 to r, front row, M. E. Minnick and G. L. H. Voorhees; back row, R. H. Edwards, L. S. Yeager, H. D. Wasson and P. E. Foltz

B&O "DIRTY SHIRT" TRAIN FULFILLS HAPPY ASSIGNMENT

By ALBERT D. DARBY
Cumberland News Staff Writer

A Baltimore and Ohio Railroad freight train which generally goes by the uncomplimentary name of "dirty shirt," was the proudest train in the whole system the other day (December 23) when it made a special stop for the benefit of an eight-year-old boy from Great Cacapon, W. Va.

CV-96 (Cumberland Valley), the so-called "dirty shirt," left Cumberland about 9:10 a.m. last Saturday with its first important stop an hour later at Great Cacapon, the Morgan County community situated between Paw Paw and Berkeley Springs.

It seems that about 150 freight trainmen working on the Cumberland Division between Cumberland and Brunswick had decided on a special Christmas project for the benefit of an eight-year-old Great Cacapon boy, whom most of them did not even know by name.

Edward Ritchie, the youngster, lives along the B&O tracks. For the better part of the last five years he has been waving to the crew of every passing B&O train. At night he likes to switch the porch lights off and on as a greeting signal to the trainmen. His mother says he wears the light switch out in no time at all.

The B&O trainmen decided to make Eddie their special Christmas

project, and three men from Brunswick were appointed to the committee. They were F. E. Israel, R. B. Menefee and M. E. Minnick.

Nearly \$100 was collected and they got Eddie an electric train, a suit, jacket, overalls, shoes and socks — with a transistor radio thrown in for good measure. Vernon Wharton of Cumberland, chief caller for the B&O, proved a guiding light in bringing the project to a head. He even painted the B&O insignia on the electric train to make it a proper gift for Eddie.

At any rate, everything was collected and placed on CV-96 last Saturday morning. H. I. Walton, the division superintendent, had given his permission for the stop at Eddie's house in Great Cacapon, where the boy lives with his grandparents, Mr. and Mrs. Edward Farmer.

Eddie was so surprised and happy when he saw the railroaders get off the "dirty shirt" with gifts for him that he could hardly speak.

Finally, after the train was placed in operation in his house, he managed to say, "I sure think it's nice" and "I still believe in Santa Claus." He certainly must have been the happiest boy along the B&O tracks that day.

R. H. Edwards of Ridgeley, the engineer, let the youngster sit at the



Controls of the "Dirty Shirt's" locomotive were fascinating to the youngster, shown here with Engineer R. H. Edwards

thrrottle of Engine 4596 before they resumed their trip, which ultimately got them to Brunswick. This freight train usually takes about nine hours to make the run from Cumberland to Brunswick, a trip negotiated by fast freights in only a few hours.

Among those who stopped at Eddie's house last Saturday were Mr. Edwards; L. S. Yeager, Brunswick, the fireman; G. L. H. Voorhees, Martinsburg, conductor; P. E. Foltz, Brunswick, a brakeman; H. A. Snoots, Cumberland, road foreman of engines; Mr. Wharton; J. A. Gross, Cumberland, trainmaster; H. D. Wasson, Fort Ashby, conductor, and D. W. Courtney, Great Cacapon, train dispatcher.

STORY OF A B&O CONDUCTOR'S KINDNESS

— with a
surprise ending

By Julian Griffin, *Transportation Editor, Cleveland Press*



YOU should write something about this conductor, said the home-coming coed as she stepped off the early morning Baltimore & Ohio train from the East.

I got on at Newcastle at 6:30 this morning, she said, and this conductor, he's the dearest man, he said, glad to have you aboard. Then he said it you'd like some breakfast, the diner is to the rear.

I told him how early I had to get up at New Wilmington to get to

Newcastle in time to catch the train, and he said if I wanted to lie down I could use his bench-like seat up front, or I could adjust my reclining seat.

After a while he came back with a cup of coffee for a lady who said she couldn't walk to the diner. I said I didn't want to sleep, so he brought me a copy of the B&O Magazine to read. I didn't know they had conductors like that.

I went back and had some fruit juice, toast and coffee. It cost 75 cents, plus tip. I think that's reasonable on a train.

The conductor asked my age and I told him 21 and he said he'd been on the railroad more than twice that long. He was so sweet to everyone.

He asked if I'd ever seen a Pullman and I told him no, so he took me back and showed me how the roomettes and bedrooms are arranged.

He told me about his daughter out in Washington state. His wife goes by plane to visit her, but he won't fly. He'd rather take three days on a train and feel sure he will get there. He says people always are in a hurry to get—where? Hurry, hurry, where does it get them? That's what he asked.

He took my luggage when the train got to Cleveland. He typifies what a wonderful conductor should be like. He just seems to love people. I think he is worth a story.

(Conductor R. R. Turner is worth a story. You'd think so, too, if the coed were your daughter.)

Our thanks to Transportation Editor Griffin for this fine story; to that co-ed daughter of his for relaying her good impressions, and congratulations to Conductor Turner for meriting their kind comments.

Conductor R. R. Turner, subject of this story, is shown checking passengers in at Cleveland Union Terminal

Photo Courtesy Cleveland Press



Retirements

Howard P. Wright, electrical engineer, retired on Dec. 31 after more than 48 years of B&O service, all of the time spent in Baltimore. He entered service on Feb. 3, 1913 as a helper at Mt. Clare Shops and, a few months later, moved to the Electrical Dept. as an apprentice. In 1917, he became a repairman and, later that year, power plant inspector. Mr. Wright served in the Navy from June 1918 until Jan. 1919, when he returned to the railroad. He became an electrician in Aug. 1922, and was made assistant engineer at Baileys in 1927. He moved to the general Motive Power Office as assistant engineer in April 1938, and was promoted to assistant electrical engineer in 1943. Mr. Wright was appointed electrical engineer in June 1954. At the time of his retirement, his associates honored him at a luncheon at the Lord Baltimore Hotel, when he was presented a cash gift. Best wishes to him for a long and happy retirement.

Leroy J. Hook, head clerk in the Mechanical Department, Baltimore, retired on Nov. 30. He had been in B&O service for 46 years. Mr. Hook joined the railroad in Dec. 1915 as a messenger at Mt. Clare. During his long years of service Mr. Hook worked as clerk, file clerk, chief clerk and assistant statistical



William E. Householder and Mrs. Householder on day he retired from Auditor Revenues office

clerk, before being named head clerk in the general motive power office in Feb. 1961. Mr. and Mrs. Hook were honored at an office luncheon on his retirement day. Much happiness to them in the future!

George L. Hennick, special inspector in the Mechanical Department at Baltimore, retired on Nov. 30 after more than 50 years' service, which began as a messenger in the Motive Power Dept. at Mt. Clare in Nov. 1910. In Sept. 1914, Mr. Hennick transferred to the Wheeling Division as stenographer, returning to Baltimore a few months later as a work checker at Locust Point. He later worked as stenographer at Riverside, before becoming car foreman at Bay View in 1917. Mr. Hennick was named general foreman at Baileys in 1942, and general car foreman at Curtis Bay in 1943. He was promoted to special inspector in Sept. 1951 and continued in that position until his retirement. On his last day of work, Mechanical Dept. associates held an office luncheon for him and L. J. Hook, both of whom retired the same day. Best wishes to Mr. and Mrs. Hennick for much happiness in the years ahead.

Frank A. Cardegna, engineer motive power, Baltimore, ended a railroad career of more than 45 years when he retired on Dec. 31. Mr. Cardegna joined the company in June 1916 as second C&M apprentice at Mt. Clare. In May 1918, he began his machinist apprenticeship at Riverside, completing it in July of 1919.

Electrical Engineer H. P. Wright (second from left) receives retirement certificate from former Chief Mechanical Officer F. B. Rykoskey. At left is the Rev. William Taskie of Temple Baptist Church, of which Mr. Wright is a member. At right [are] D. C. Turnbull, Jr., vice pres., and W. A. Mullen, gen. supt. rolling stock and special equipment



The following year, Mr. Cardegna became a draftsman and, in Jan. 1942, was promoted to assistant engineer in the mechanical engineer's office at Mt. Clare. He was appointed engineer motive power in March 1945, and held that position until retirement. Best wishes from his many B&O friends for much happiness in the years ahead.

K. Picker, assistant mechanical engineer-cars, Baltimore, had completed more than 46 years of B&O service at the time of his retirement on Dec. 31. He began working for the railroad in Aug. 1915 as an apprentice at Mt. Clare Shops. In July 1917, he was granted a military leave of absence, returning to work in June 1919. Mr. Picker became a draftsman in Aug. 1920 and, in 1942, was promoted to assistant engineer. He was named engineer of freight cars in 1946 and, in 1958, was promoted to assistant mechanical engineer-cars. His co-workers in the Motive Power Dept. join in wishing for him the best of everything in the future.

W. E. Householder, received settlement clerk, office of auditor revenues, Baltimore, ended more than 50 years of B&O service when he retired on Dec. 14. He entered service in Sept. 1911 as a clerk, and worked in various clerical positions—abstract clerk, machine operator and billing clerk—until his promotion to received settlement clerk in Dec. 1935. Co-workers presented Mr. Householder

City Ticket Agent C. B. Porter (left) receives gifts from Regional Mgr. Passenger Sales W. P. Coz. In background, some of Mr. Porter's long-time associates



Alice Gosnell, stenographer in Advertising Dept. accepts retirement certificate from Advertising Mgr. G. V. Frederick, who must have





Retiring the same day were Head Clerk L. J. Hook (left) and Special Inspector G. L. Hennick (right), Mechanical Dept. In center, Mrs. Hook and Mrs. Hennick smile approval



Another double retirement took place in mechanical engineer's office, when Engr. Motive Power F. A. Cardagna (center) and Asst. Mech. Engr.-Cars K. Pieker (right) retired Dec. 31. At left is Mechanical Engr. F. R. Geiselman

with a Polaroid camera and other gifts on his last day of work.

W. H. Gordon, assistant to chief mechanical officer, Baltimore, ended more than 49 years of service—all of it in the Motive Power Department—when he retired on Dec. 1. He joined the B&O on April 1, 1912, as a messenger. Mr. Gordon worked in several clerical capacities in the department, becoming chief statistical clerk in June 1923, and chief clerk at Mt. Clare in July 1930. He was promoted to supervisor material in Oct. 1937 and assistant to superintendent of shops in April 1942. In Jan. 1950, Mr. Gordon was named assistant to general superintendent motive power and equipment. His title was changed to assistant to chief mechanical officer in Feb. of 1961. During his long career with the B&O, Mr. Gordon made many friends, all of whom join in wishing him long life and happiness in the future.

Charles B. Porter, city ticket agent at Baltimore, retired on Dec. 31. He had more than 49 years of service, which began in April 1912 as an elevator operator at Camden. In Oct. 1913, Mr. Porter became ticket clerk and, in June 1923, was promoted to asst. city ticket agent. Later that year, he moved to New York City as asst. city ticket agent and accountant. He remained in New York until Jan.

1946, when he was named city ticket agent at Baltimore. On his last day of work, Mr. Porter's associates presented him with a smoking stand, pipe and tobacco, as a parting gift.

Alice I. Gosnell, stenographer in the Advertising Department at Baltimore, retired on Dec. 31. She had been in service since December 1938 when she began working for the company under the Maryland Modification Plan. She left the railroad in June 1942, returning in Sept. of that year as clerk stenographer in the Passenger Dept. In 1943, she moved to the advertising section as stenographer. Miss Gosnell plans to spend her retirement years in Wilmington, Del. She is a member of the Women's Traffic Club of Baltimore, and was president, in 1960, of the Women's Passenger Association. She also served as vice president of the Women's CTP in Baltimore in 1958. Here's wishing her good health and much happiness in the future!

Marley H. Leatherwood, interline clerk in the Tariff Bureau at Baltimore, retired Dec. 19 after more than 47 years' service. Mr. Leatherwood joined the B&O as a clerk in the Tariff Bureau in March 1914. All of his railroad service was in that office where he held various clerical positions. He became interline

clerk in June 1953. Mr. Leatherwood's associates join in wishing him all the best in his leisure years.

Albert C. Deutsch, district freight representative at Seattle, Wash., retired on Dec. 2 after 49 years' service. Mr. Deutsch began railroading in Jan. 1912 as a clerk on the Northern Pacific Railway. In 1917 his service was interrupted for a tour of military duty. He returned to his position as clerk in 1919, remaining with the NP until Dec. 1924 when he resigned to accept the position of chief clerk in the freight traffic Dept. of the B&O. In Jan. 1927, he was promoted to traveling freight and passenger representative and, in Oct. 1937, was appointed freight representative at Portland, Oregon. In May 1942, Mr. Deutsch was named district freight representative at Seattle, the position he held at the time of his retirement.

William M. Layman, passenger brakeman at Akron, retired on Nov. 1, with 42 years service on the B&O. He began his railroad career in 1919 as a fireman on the Monongah Division, transferring in 1940 to the Akron Division. In 1945 he became a brakeman, the position he held until retirement. Mr. and Mrs. Layman are going to take life easy at their new home in Bradenton, Fla.

made a humorous presentation speech—judging from the faces of well-wishers

FTM M. L. Mollman (right, foreground) congratulates M. H. Leatherwood on his long years of service as a member of the Tariff Bureau in Baltimore. He retired Dec. 19



Retirements (CONT'D)

was promoted to asst. to chief rate clerk; in April 1943, was named asst. chief rate clerk and, in Oct. 1960, became chief rate clerk. Best wishes for good health and many happy years.

Booth W. Goodwin, brakeman, Wheeling Division, retired on Dec. 4 with 44 years' service. Mr. Goodwin joined the B&O in May 1917. All of his service has been in the CT Department on the Wheeling Division, as yard helper, brakeman, conductor and yard foreman. Mr. Goodwin and his wife have moved to West Hollywood, Fla., to enjoy the leisure years ahead. Best wishes to them.

Fannie E. McCubbin, clerk in the office of auditor revenues-passenger bureau retired Oct. 20. Her more than 44 years of service were in the same department, which she entered Oct. 1, 1917. She advanced through several clerical positions, becoming net fares clerk in Nov. 1960. Her fellow employees say they will miss her ready smile and wish her much happiness in retirement. Miss McCubbin's hobby has long been gardening, and she looks forward to devoting more time to it now that she's retired.

Recently retired Baltimore Division men, who received their retirement certificates at a division safety meeting in Baltimore, included George W. A. Butler, engine cleaner; John T. Frawley, bargeman; John W. Lewis, trucker; Joseph P. Wetchy, car inspector, and Francis L. Winter, electrician. Mr. Butler, with 12 years service, began work as a laborer at Brunswick in Sept. 1949. He later worked as fire knocker and, in 1953, became an engine cleaner. His retirement was effective Oct. 31. Mr. Frawley, who began service as a deck hand at Locust Point, Baltimore, in June 1936, retired Nov. 1. He became a bargeman in April 1938. Mr. Lewis retired Sept. 22 after 40 years of service, all of the time spent as a truckman at Locust Point, Baltimore. Mr. Wetchy entered service in Mar. 1920 as a car repairman at Bailey's in Baltimore, becoming passenger car inspector in 1932, and car inspector in 1953. His retirement was effective Nov. 3. Mr. Winter joined the B&O in Aug. 1922 as an electrician at Bailey's and worked in that capacity until his retirement in July 1961.

(Continued on page 21)



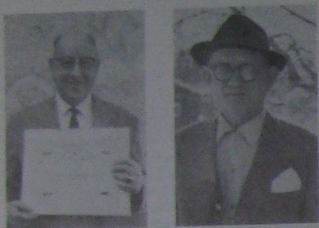
Master Mechanic W. J. Baumiller (far right) presented retirement certificates to Engine Cleaner G. W. A. Butler, Bargeman J. T. Frawley, Trucker J. W. Lewis, Electrician F. L. Winter and Car Inspector J. P. Wetchy, Baltimore Division

Harry E. Kraft, assistant on corps, Engineering Dept., Cincinnati, retired Nov. 30, after 19 years with the railroad. Mr. Kraft first entered B&O service in 1918 as a draftsman in the Valuation Dept. in Baltimore, remaining until 1922 when he resigned. He re-entered service in 1942 in the Engineering Dept., at Cincinnati where he remained until his retirement. His many friends wish him good health and happiness in the years to come.

Julian L. Fulk, relief train foreman, East Side, Philadelphia, retired Dec. 16 with 44 years of service. Mr. Fulk joined the company at Cumberland, Md. in the Car Dept. in Dec. 1917, remaining there until 1949 when he transferred to East Side.

Herbert S. McKeand, yardmaster at Parkersburg, W.Va., retired on Sept. 29, after more than 45 years' service. Mr. McKeand joined the B&O in April 1916 as a clerk on the Ohio River Division. In 1921, he moved to position of agent-operator and, in 1923, became agent at Huntington. In the years following, he worked as clerk caller, switchtender, supervisor station service, extra yardmaster, general yardmaster. In Dec. 1945, he became yardmaster, the position he held at retirement.

Charles E. Davidson, chief rate clerk, Camden Station, Baltimore, had more than 50 years of railroading behind him when he called it a day on Dec. 29. He entered B&O service in Oct. 1911 as manifest clerk on the Baltimore Division. He later worked as receiving clerk and rate revision clerk. In 1927, Mr. Davidson



Harry E. Kraft, assistant on corps, Cincinnati

Julian L. Fulk, train foreman, East Side



Yardmaster H. S. McKeand of Parkersburg, is congratulated by (left) TTM H. F. Lydick and Asst. RFOJB W. S. Snider

Chief Rate Clerk Charles E. Davidson, Camden Station, Baltimore, receives a gift from Asst. Agent J. F. Barnhouse. Mrs. Davidson is in center and, right, their son, G. Robert Davidson. At left is W. L. Cable, chief clerk to agent



Booth W. Goodwin, brakeman, Wheeling Division

Among Ourselves

● GENERAL OFFICES, BALTIMORE

DINING CAR AND COMMISSARY DEPARTMENT

Correspondent George F. Zimmerman

Jacoba Hayden, chief cook, died at his home in Cincinnati on December 19, after an illness of several months. Our sincere sympathy to his widow and three minor children. . . . Clipped from the Baltimore Art Plate Glass "Friendly Visitor": "If you have a hard time comprehending how much a billion is, this may help you. If a business was started in the year 1 A.D. with capital of \$1,000,000,000 and lost \$1,000 a day, it would still be in operation today. Furthermore, it would have almost 800 years to go—or until the year 2739—before its original capital of one billion was exhausted."

FREIGHT TRAFFIC DEPARTMENT EASTERN REGION

Correspondent J. Carroll Monaghan

Happy February birthday to Ray Hardy. . . . Cupid is working overtime these days, with one Foreign Freight guy, Azula Teawalt, happily showing off the latest picture of her boy friend from St. Louis to prove it. For further information contact "AT" herself. . . . Jimmy Combs, our youngest bachelor, says he is going to stay that way, but at 18 who can believe that? . . . We're rapidly getting accustomed to our new quarters here on the 4th floor. As we look around at our associates we see some old friends: FTM Lean, GFA Bennett, Tom Ferkler, Roland Poore, Drummie Drumheiser, Vernon Prouse, John DeBoy, Almeta George, Bill Dempsey, Charlie Hartung, Chris Whittaker, Charlie Dudder and Hal McDaniels; not to mention some new ones—Dick Nickles, Ronnie Schollan, Jim Alban, Ronnie Bosse, and last, but far from least, Elsen Baulitz. . . . Thanks to the cooperation of our Sales and Service friends, and the leadership of Flo Abbott, we're happy to report that everyone had a good time and plenty to eat at our annual Christmas party.

TRAFFIC DEPARTMENT PASSENGER DIVISION

Correspondent Peggy C. Stromberg

Have you seen that plaid vest Tom Watson's sporting these days? Looks like the mayor of Puddle Creek parading around the office! . . . She's no longer a bride, but Jackie Dennis blushed like one the day a lovely corsage was placed on her desk, by messenger, as a birthday present from her best beau (hubby)! . . . The strangest Christmas gift I heard about this year was presented to Earl Norton, nicknamed "The Eagle"—one plucked eagle feather. . . . The end of 1961 brought along the retirement of two of our very good friends: AGPA Fred G. Baugh and CTA Charles B. Porter. Both of the retirees are wished much happiness for the future by their fellow-workers, and, as a token of friendship, Fred Baugh was given a short-wave radio to help him keep abreast of current events near and far, and Charlie Porter was presented a humidor of Turkish-blend tobacco in a walnut pipe stand, together with a Dunhill pipe.

Now Mrs. Porter can look for "C.B." through the haze of Turkish-scented smoke! . . . Vic Ansemann spent the Christmas holidays "way down yonder in New Orleans," and gifted the office force with a huge box of chocolates! . . . By this time, Lloyd Disney should have the twist down pat. For a while, he was a little mixed up with the Charleston—called it the Charleston twirl!

SYSTEM RATE BUREAU

Correspondent Henry C. Fowler

Happy February birthdays to: M. L. Raitzyk, A. T. Alberti, R. W. C. Allison, A. H. Hall, G. R. Simpson and M. H. Pace. . . . Celebrating wedding anniversaries this month are M. L. Mollman, R. C. Meagher, F. J. Yeager and E. C. Anstine. . . . Although it is late, we congratulate the committee which handled the office Christmas luncheon for a job well done. . . . During the past month we were visited by Frank Bell of our Pittsburgh office, and former office associates J. T. Wood, C. A. Brown, Bill Plitt, Ofert Kemp and Ray Orye. We are always glad to see our old friends. . . . Happy to learn that T. J. Younker's daughter is on the mend after an operation in Cincinnati, and that M. L. Zimmerman's daughter is well on the road to recovery after her accident. . . . The importance of everyone doing his or her bit to secure more business for the B&O cannot be stressed too strongly. Let's all put forth just a little more effort.

AUDITOR REVENUES INTERLINE SETTLEMENT BUREAU

Correspondent Robert W. Janssen

The sudden death of Chief Clerk Robert J. Drechsler, on Dec. 10 was most shocking. Our sympathy to his family. Sympathy also to the family of Frank Benzinger who passed away on Dec. 15 after a lengthy illness, to Harriett Elmhurst who lost her sister, "Kitty," Edith McCauley in the death of her sister, Mae; to Bess Robbins, whose brother, Thomas, died (He was also the brother-in-law of Leah Robbins) and to John Dollenger who lost his sister, Irene. . . . On Dec. 14, William E. (Ed) Householder retired after completing over 50 years' service. He received a Polaroid camera and numerous smaller gifts from his fellow employees. Mrs. Householder was present for the festivities. . . . Jan. 5 was the last day for Ida Hobbs who also retired. She received a table model AM-FM radio and many, many other gifts from her co-workers.

CONGRATULATIONS to B&O Traveling Passenger Agent J. W. Richardson (second from left), newly elected second vice president of the Detroit Passenger Traffic Club, shown here with fellow officers of the club. L to r, Fred Hahn, French Line, secretary; Mr. Richardson; Ken Neale, Trans World Airlines, president; Dwight Crupper, SantaFe Railroad, first vice president, and William Lee, Deckert Travel Agency, treasurer



WORKING AT CURTIS BAY. Here are three of the men responsible for keeping operations in good order at B&O's Curtis Bay Yard. L to r, standing, Clerk C. Carlett, recently-appointed Asst. Trainmaster C. W. Colburn and, seated, Yardmaster J. J. Grabowski

Ida, with her husband, Lawrence, and her seven prize Pomeranian dogs moved to their new home in Naples, Fla. on Jan. 15. We wish them many happy years. . . . Congratulations to John Troch who bagged a deer in his nephew's yard in southern Maryland. . . . Congratulations to Morris Green who received a handsome engraved plaque from Jefferson Lodge IOOF in recognition of his many years of service as degree staff captain. . . . Welcome to Elizabeth Muchowski who has returned to work following a lengthy illness. . . . Many retired employees paid the office a visit recently, including Lucas Bell, Bill Brady, Edgar Brooks, Radson Coleman, Bob Dean, George Donohoe, Bill Ekmeyer, Bill Finn, Edith Garner, Al Hoffman, Harry Huether, Bill Huston, George Kelley, Betty Kerr with her children, Kay and Glen, and her sister, Bill Marley and Wes Namuth.

AUDITOR REVENUES REVISION BUREAU

Correspondent John R. S. Wyson

Effective Jan. 2, Henry F. Constantine, formerly assistant chief clerk to the senior vice-president, was appointed assistant to auditor revenues, to handle special assignments. We welcome him to our department. On this same date, Fred Clerk F. C. Otto retired, after more than 43 years of service. We hope that he will enjoy many years of leisure.



OFFICE OF CHIEF MECHANICAL OFFICER
Correspondent N. H. Koerner

A luncheon was recently held at the Lord Baltimore Hotel in honor of H. P. Wright, electrical engineer, who retired after more than 46 years' service. Present were his office associates and other railroad friends. We hope that Mr. Wright will enjoy retirement. . . . All personnel and former employees enjoyed a very delightful office luncheon on the occasion of the retirement of K. Pickler, Jr., assistant mechanical engineer-cars, and F. A. Cardenas, motive power engineer, both having about 46 years service. May these gentlemen always have fond recollections of their tenure with the railroad. . . . Approximately 125 employees, retired employees and their wives gathered at the Emerson Hotel for the usual Christmas party and enjoyed a delicious dinner, followed by an excellent floor show and dancing. . . . In connection with the reorganization of the Mechanical Department, we wish to extend a welcome to the personnel involved.

STATION SERVICE DEPARTMENT
Correspondent H. L. Holstein

Recently, when our men in New York were plugging their way through "operation snowbound," the rest of our force, in Baltimore, and elsewhere, sat out a tense alert. Jack Hughes and Jim Davis, as usual, came through in fine style. John Carpenter came up with a reprieve on walking the dog. George Green gave his snowshoes a check-up. Jim Eckroade and Bill Gross played it "cozy," (they didn't even have their car batteries checked); and although Earl Reed had his color film ready, he didn't get chance to use it. Don't relax fellows, it could be we might be battling the drifts soon.

TARIFF BUREAU

Correspondent K. C. Hennigan

Our sincere wishes for the best of health and happiness to M. H. Leatherwood, who retired Dec. 15 after more than 41 years of service. He was well known over the B&O system in his capacity of chief interline clerk for many years. Mr. Leatherwood will long be remembered for his genial personality and his willingness to help anyone who needed it, whether it be for business or personal reasons. . . . Congratulations to Frank Weber, who succeeded Mr. Leatherwood. Recent visitors to the office were Walt Ambrose, currently serving with the Navy, and Joe Hughes, now with James W. Rouse & Co., Contractors.

DINNER IN THE DINER.
Ready to serve customers in the dining car of the Capitol Limited shortly before it left Washington one day recently were, 1 to 5, Walters Ralph Dunson, Andrew Helm and William Russell. Steward Glenn L. Dean is shown in rear, right.

FREIGHT CLAIM DEPARTMENT
Correspondent C. A. Easton, Jr.

Someone reminded us that Doris McCaig, Elsie Jacob and Katie Lee, having returned to our fold some time ago, had not been welcomed through our column. Welcome home and may your stay be lengthy. . . . The welcome mat is also for our newest co-workers, Elizabeth Stevens, John Eccleston and Lillian Lutz. Lillian lent a hand in decorating the Christmas tree, which was appreciated by all. . . . Due to the year-end activity, we missed reporting such events as Lawrence Sener's retirement; Ace Moler's promotion incident thereto; also Frank Burton's advancement to superv. F&D prev., and Ed Slicher's promotion to Frank Burton's position. The line of succession happily ended with the promotion of Carl Markert to F&D. Congratulations to all. . . . We regretfully report that Al Parrish is confined to Church Home and Hospital; also, Joe Eisenreich is quite ill. We hope that when these notes appear, encouraging news will have been received concerning both. . . . We were happy recently to greet the following pensioners: Jim Meads, John Jubb, Herman Stage and Ralph Hennessey. Do stop in whenever you can. . . . After completing 46 years, 9 months service, Harry L. Gandenburg, FCA, Cincinnati, retired and S. W. Jordan, former F.S.I. at Indianapolis (more recently connected with our Police Department at Cumberland) was appointed F.S.I. at Cincinnati. Congratu-



POSING FOR DADDY is cute little Perni Marie Crawford, five-month-old daughter of Telephone Maintainer W. M. Crawford of Dayton

lations! . . . Happy birthday to Adele Langville, Feb. 14 and Edgar Wootton, Feb. 24. . . . Don't forget the Veterans' convention at Youngstown, May 2, 3 and 4. Also, why not get that friend who has not yet joined and interest him in the association! . . . Let's get behind the president and help put the B&O in the "blue" this year. Effort in the C.T.P. program will help.

OFFICE OF GENL. SUPERINTENDENT TRANSPORTATION
Correspondent C. G. Schanze

Happy to report that Paul Ackler, Vernon Risseler and Raymond Brill have recuperated sufficiently enough to return to work following sickness. . . . Incidentally, Mrs. Charles McKinley, Ann to us in the Transportation Department, was hospitalized just before the holidays but was permitted to go home for Christmas and is now recuperating. Keep up the good work, Ann. . . . Here's hoping better times are not far off, and that the B&O will fare better during 1962 than it has recently. . . . Understand that both Robert McClain, supervisor of freight transportation, and Edward F. Mols, night passenger car distributor, will retire soon after long service.

NEW YORK TERMINAL STATIONS
Correspondent P. E. Barlow

The best of good health, happiness and longevity to Mr. and Mrs. James P. Moine on his retirement from the B&O after 47 years of service. Best wishes also to William E. Anthony who retired after 16 years of service, and William Carter, retiring after 10 years of service. Our deepest sympathy to the family of L. H. Elliott, one of our stowmen at Pier 20-23 N.R., who was found dead in bed recently. . . . Best wishes for a speedy recovery to our ever-loving telephone operator, Kathryn Fox, who was rushed to the hospital recently.

● **EASTERN REGION**

PHILADELPHIA TERMINAL AGENCY
Correspondent S. A. Goldberg

Congratulations to W. J. Kelly on his recent promotion to agent, Philadelphia Perishable Products Terminal, and to R. J. Griffith on his promotion to assistant superintendent of stations. . . . Rate Clerk Jerry Maxwell is a master of all trades. In his spare time he is building an additional modern all-tile bathroom in his home. Good work, Jerry! . . . Good luck to Agent Jack Hamburg on his recent retirement. A dinner was held in his honor at Kugler's Restaurant, and many gifts were presented to him.

OFFICE OF REGIONAL ACCOUNTANT EASTERN REGION

Correspondent Lorraine Murray

We really have news for you this time. At Christmas two of our eligible bachelors, Don Twig and Cyril Gunther, became engaged. We knew sooner or later they would stop playing so hard to get. Of course, the "old pro," Jim Feeney, is trying to give them some GOOD! advice to which they will pay no attention. Charlie Wolf gave himself a fine Christmas gift, a new Ford Fairlane. . . . Sincere sympathy to Jim Knight in the loss of his

little nephew, and to Bill Copeland in the loss of his aunt. . . Bill and Gloria Proudfoot were saddened by the death of their dog during the holidays. . . A cordial welcome to Tom Webb who has resumed work in our office. . . Congratulations and best wishes to Tom and Dot LaMartina who became the proud parents of a little daughter, Emile Anne, on Dec. 12. Their little boy, Gerard, who is just 14 months old, has not made up his mind whether or not he is happy about the whole thing. . . Guess who has taken up skiing! Sid Thomas! Seems his grand daughter introduced him to this sport when he went to Wheeling to visit her during the holidays. . . Seems our Charlie Wolf has talent we don't know about. He won second prize for his outdoor decoration at Christmastime. The award was made by the Loch Raven Improvement Association for the unusual way he decorated his door—with a Nativity scene. . . It's nice to see Elmer McKenney recovered and back on the job. . . Bob Wilkins did it again, made his annual New Year's resolution to go on a diet. We do not want to seem skeptical, but maybe by the time this reaches print, the resolution will have gone the way of all good resolutions.

CAMDEN STATION OFFICE OF FREIGHT AGENT

Correspondent J. Richard Lamb

Regret to report the death of Ethel Fisher, mother of William J. Fisher, cashier's department, on Dec. 9. Our deepest sympathy to the family. . . Charles E. Davidson, chief rate clerk, outboard manifest department, retired Dec. 29 after more than 50 years of service. Charles was well liked by everyone. After talks by Asst. Agent Barnhouse and Division Chairman Garzynski, an office party was held. Charles was presented a wallet from his co-workers, which contained new money, and Mrs. Davidson received a corsage. Their son, from New Castle, was present but their daughter who lives in Binghamton, N. Y., was unable to attend. . . August Hopper, inbound billing department, and Martin Weigman, outboard rates department, continue on the sick list. . . Report all new business or traffic tips to Chairman Hartke or to any of the committeemen.

OFFICE OF STATIONARY STORES

Correspondent G. T. Anderson

We were shocked to learn of the death of Edward J. Davis, retired, formerly of the Printing Plant, and father of William C. Davis. Our deepest sympathy to the family. . . During January, our B&O travelers, Misses Kirby, McCrobs, Crowl and Walker visited Beirut, Lebanon; Alexandria, Egypt and then went to Cairo. It is natural to assume they rode camel-back. Let us hope they were not too shaken up to continue on their way. Many interesting cards were received from these ladies during the holidays.

PRINTING PLANT

Correspondent Andrew Strasser

Our sincere best wishes to William McKnight, stoneland, and his bride, the former Carol Gore. Their marriage took place at All Souls' Episcopal Church on January 13. . . We extend our sympathy to the family of Edward Davis.

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Industrial Engineering

The following appointments were recently announced by the Industrial Engineering Section of the Finance Department:

Gordon A. Volkers and Kent T. Shoemaker have been named industrial engineers. Mr. Volkers had been supervisor methods improvement in the Methods Research and Procedures Department and, earlier, held the position of assistant to superintendent car service. Mr. Shoemaker, a University of Michigan industrial engineering graduate and former technical trainee, was trainmaster on the Baltimore Division.

Robert P. Fetter, Francis L. Wiegmann and Elvin R. Lichty have been appointed assistant industrial engineers. Mr. Fetter, who holds a master's degree from Harvard Graduate School of Business Administration, was previously a methods engineer, and Mr. Wiegmann, who has a master of science degree in industrial engineering from Georgia Institute of Technology, formerly was methods research analyst. Both were employed in the Methods Research and Procedures Department. Mr. Lichty, also a technical trainee and a graduate of Kent State University, came to his new assignment from the position of field engineer at Cumberland.

retired paper cutter operator, who died recently. . . Henry Hartman, compositor, is really enjoying his son's Christmas gifts. The youngster is a bit skeptical about his early-to-bed schedule since Christmas.

CURTIS BAY IMPORT ORE AND COAL PIERS

Correspondent Sam Lubitz

Regret to report the death of Jessie Stevenson, 42, beltman at the Coal Pier, on Dec. 16. Jessie had been with the company since July 1945 and had been off sick since March 1961. Deepest sympathy to his family. . . Happy to report that Geo. Irwin, machinist helper at the Ore Pier, is back at work after a bout with an ulcer and is looking fine. Happy to see you back, George. . . Hope everyone had a real nice Christmas and New Year and let's hope for more business for 1962. Speaking of Christmas, we are reminded that Susan Marie Kernan, daughter of Joe Kernan, supt. of the Ore Pier for Ramsay Scarlett & Co., celebrated her 9th birthday on Dec. 25. We hope Susan got



V. P. Gairoard

J. C. Humbert

Victor P. Gairoard was appointed assistant superintendent car service on Dec. 16. Joining the company as analyst in the Methods and Procedures Dept. in Aug. 1951, Mr. Gairoard became supervisor methods and procedures two years later. In 1955, he was promoted to methods research engineer. In 1959, he moved to the Transportation Dept. as supervisor yard and terminal mechanization, and in Sept. 1961, became research engineer in that department.

Jack C. Humbert was appointed manager motive power operation, Jan. 1. His continuous service with the company began in 1945 as an operator on the Akron Division. He later worked as agent-operator and relief train dispatcher before his promotion to asst. trainmaster at Garrett in 1952. In 1953, he became trainmaster there, moving to Akron as train dispatcher in 1954. Mr. Humbert transferred to Baltimore as supervisor motive power operations in 1959, and was named chief supervisor in that office in Sept. 1961.

(Continued on page 24)

many nice gifts, because it must be really tough to have your birthday fall on Christmas Day. . . If everyone has noticed the smile on Supt. Schl's face, it's because of the recent upswing in business at the Coal and Ore Piers. . . Cliff Martin, Bob Rose and Fred Miles were guests of a Norwegian acquaintance for a party about their friend's ship. Cliff almost signed on as first mate. . . Deepest sympathy to Machinist Earl "Benny" Burke who lost his father on Jan. 2. Deepest sympathy to the family from all his friends at the Coal Pier. . . Remember to practice Safety during '62.

BRUNSWICK, MD.

Correspondent Jean Baker

Congratulations to Brakeman B. P. Miskell and family, who recently moved in their beautiful new home, located in Frederick, Md. Wonder when the housewarming is going to be! . . . Also anxious to have a house warming is Brakeman P. W. Dean. His house is not finished yet, but is well on its way. It is being built in the Knoxville District; in fact, next to

NEWS AT A GLANCE

Foreign Correspondent Likes Capitol Limited

► Following his return to his home base in London, after a visit in the United States, William H. Stoneman of the Chicago Daily News Foreign Service wrote a column on what America is like to one who has spent many years overseas. He had this to say, in part, while discussing food and service: "The home cooking is swell, and it is a joy to find that a train like the Capitol Limited has the same wonderful food it had 40 years ago. But a lot of the fancy eating places leave you cold as well as broke." We appreciate Mr. Stoneman's kind comment about B&O cuisine.

"The American Achievement"

Published by American Can Company

► A highly interesting and informative booklet, titled "The American Achievement" and written by Harold Fleming, recently came to the Magazine's attention. The pamphlet was published by the American Can Company, and was sent to us by W. M. Jefferson, agent-grain elevators for the B&O in Baltimore. It first appeared as an article in the Canco Division's employee magazine. In a foreword, the president of American Can reveals that the article was published "for all our employees, because we believe it pulls together, clear and plain and short, exactly how history and economics and politics and human initiative combined in America to achieve freedom, prosperity, growth and strength, beyond anything the world has ever known before."

B&O Man's Son New Mayor of Lima

► William B. Nungesser, 37, son of Mr. and Mrs. C. A. Nungesser, was sworn in on December 1, his father's birthday, as the youngest mayor ever to be elected in Lima, Ohio. The new mayor's father, a baggage checkman at the Lima station, has been with the B&O nearly 40 years, most of that time in Lima. Mayor Nungesser and his wife have two children, Mike and Pam. Our congratulations to the new mayor and his proud parents!

A Marvelous Boost for Slumbercoach Service

► One of the finest tributes we have ever seen to B&O's Slumbercoach Service was recently received in the Passenger Department from Mrs. Frank Formeller of Patuxent River, Md. We greatly appreciate it an reprint it here: "Our family recently completed a very pleasant journey to Chicago, utilizing B&O's Slumbercoach accommodations. I had a double room and shared it with our two sons, four and two years old, and one of our twin daughters. My husband had a single and, by means of the crib, shared it with the other 7-month-old twin. We found the Slumbercoach a wonderful innovation and sincerely hope to use it again and again on our trips to grandmother's house. Being able to close the sliding door and keep curious pre-schoolers out of the way of other passengers, and see that everyone got a good night's rest was such a relief. If Slumbercoach were not available, we would not have been able to spend Thanksgiving with our family, for we could not have afforded Pullman or airplane travel, and using a 1953 car loaded with four children and six suitcases would have been terrific. Due to the reasonable fare, we will be able to go to Chicago again soon for my sister's wedding. Everyone on the B&O was so helpful and considerate. Thank you for a wonderful train ride." And, thank you, Mrs. Formeller.

Thanks for Christmas Contributions in Letter to Baker Tall

► Baltimore employees who have so generously contributed funds at Christmastime to make the holidays happier for underprivileged children in Baltimore, through H. Baker Tall of the Relief Department, will be interested in a letter of thanks recently received by Mr. Tall. Written by Rev. F. Reid Isaac, executive director of the Kelo Home for Girls and the Strawbridge Home for Boys, the letter follows, in part: "We were greatly pleased to receive the contribution of \$200 from you and your associates at the B&O. The interest which this gift indicates is very encouraging to us in our task of meeting the needs of disadvantaged boys and girls. We send our thanks to all who helped make this possible. The money will be used for the

(Continued on page 24)

his friend, Asst. TTM John L. Sell, . . . Clerk M. V. Lloyd had a new house built in Rosemont. Lucky for him; he was even in his by Christmas. . . While on the subject of new homes, my husband and I visited with the Bert Petersons at Punksutawney. They have a beautiful new home and are very proud of it. Best of luck to them. . . Sympathy to the family of Louis Elmer Frye, retired carman, who died very suddenly Dec. 26. He is survived by a son, Leslie, and a daughter, Virginia Nicholson.

GRAFTON, W. VA.

Correspondent Dick Shafferman

Congratulations to Tom Grayson, formerly ticket agent at Morgan town, who has been appointed ticket and business manager for the West Virginia University Athletic Dept. effective Feb. 15. Tom is a former Grafton boy, whose father was yardmaster here for quite a number of years prior to his retirement. He has another brother, Bob, chief clerk in the Coal Traffic Dept., Baltimore, and a younger brother, John, engineer and fireman on the Monongah Division. Tom had been with the B&O himself since 1928. . . Congratulations also to Ted Beckman on his appointment as general foreman, Clarksburg Shops, and to his successor as electrical foreman, Grafton, John A. McKinley. Sympathy to the family of George Kendle, retired shopman, who died recently. . . "Big Jim" George and his wife, Martha, are the proud parents of a baby boy born Jan. 4. Jim is extra B&O porter and Martha, extra PBX operator at Grafton. . . Hope all employees have expressed their opposition to the proposed coal pipeline by contacting their state senators and delegates.

● CENTRAL REGION

PITTSBURGH DIVISION

Correspondent Bob Martin

We welcome to the superintendent's office, Alma Poe, Bobby Small and Myrtle Fabrizi. . . Best wishes to Car Distributor Sam Sheetz and Secretary Marie Linkenhead, who retired this past month. . . Sincere sympathy to the families of Chief Yard Clerk Tom McNamey and Machinist Elmer McCarthy, who died recently. . . Sorry to hear that our good friend, Anne Welch, is off with a broken wrist. . . Don Locascio is now giving lessons on how to twist. . . Chester Marciniowski (clerk to TM) is the proud father of a baby girl, Janice Elaine, born on Christmas Day.

PITTSBURGH

FREIGHT TRAFFIC DEPARTMENT

Correspondent Frank A. Lentz

Congratulations to John Mohr, Coal Dept. on his election as regional chairman of the BRC. Currently prez of Local 591, Bob will no doubt find his problems increasing many times over. . . CC Gus Alexy, DFO, has discovered a new welding method. Simply plug in an electric heating element—without first placing in a cup of water. (Then watch the fun begin!) . . . The past holiday season saw a repeat appearance of the giant Christmas tree in the B&O passenger station. Contributions from employees, plus some commuters, helped place many

gifts under it for children in various Pittsburgh hospitals. . . . Even Correspondence Clerk Ruth Ross had a "Nuevo Año" (happy new year, that is) as a Latin-American neighbor tried vainly to talk holiday Spanish to her. Ruth "don't know none." . . . DFO's Nell Murphy thinks her dentist is anti-holiday. Her year-end vacation was marred by some painful molar alterations. . . . Our sincere sympathy to Wilson "Bo" Pace, AGFA, in the death of his father-in-law early in January.

DU BOIS, PA.

Annamae Taylor

Both Joe Brendle, section stockman, and A. H. "Tubby" Robertson, store-helper, DuBois, are back in the hospital. We sincerely wish them a speedy recovery. . . . We were very sorry to learn of the death of Robert S. Patchell of Fairless Hills, a former machinist helper in the DuBois Car Shop, who died suddenly after a short illness, in the Lower Bucks County Hospital at Bristol, Pa. . . . Ed Moleky, Tony Petrucci and Elaine Carlson, of the Stores Department, each got a deer this season. Congratulations!

PUNXSUTAWNEY, PA.

Correspondent Mary L. Costantini

Congratulations to Operator (Riker) and Mrs. Joseph Buerbaugh on the birth of a daughter, Alberta Fay, Dec. 9; to Yard Clerk (Riker) and Mrs. Roger Yount in the recent birth of a daughter, to Mary Anne Meehan, daughter of Yeardmaster (Riker) and Mrs. Daniel Meehan, who received her nurse's cap at exercises held at the Pittsburgh Hospital School of Nursing recently. Best wishes and good luck to all concerned. . . . Sincere sympathy to Brakemen Clyde McKee and Warren L. Charles in the recent death of their grandfather, retired Hostler Clyde Cole, 87. . . . In extending a welcome to the new personnel on the Buffalo Division, this correspondent inadvertently missed the new road foreman of engines, B. H. Peterson. To him and his family, a hearty welcome to our fair town. . . . SP-5 Byron M. Depp (tonnage clerk-supt.'s office), now on active duty with the army at Fort Bragg, N. C., stopped in to see us on his recent holiday furlough. He is looking very well. Apparently, his "cooking" must be agreeing with him.

● B&O CT

PASSENGER TRAFFIC DEPARTMENT CHICAGO, ILL.

Correspondent Eileen Heinz

It was very nice to meet and visit with some of the off-line freight representatives attending their staff meeting in Chicago recently. Included among them were John Cook of Portland, and Milwaukee's Jordan Sanford, both former passenger men. . . . Joe Hacker and Paul Lorenz, having spent a long time in warmer climates, are not finding Chicago's chilly winds and icy conditions conducive to comfort. Hope the weatherman will show a little more kindness during the rest of the winter—for their sake as well as our own. . . . Mr. Healey is still favoring his swollen right hand after a spill down the steps at home. He was fortunate in that his injuries weren't more extensive

B&O Receives Two Awards for Forest Management

The Baltimore and Ohio recently received two awards from the American Forest Products Industries, sponsors of the Tree Farm Movement, for excellence in forest management on railroad property at Green Spring and Paw Paw, W.Va. Awards were accepted by J. T. Slocumb, industrial forester for the B&O at Green Spring, at the Tri-State Forest Field Day in Hancock, Md. in the fall.

The B&O has owned the 200-acre tract at Green Spring for about 50 years. Prior to that time, frequent fires and constant uncontrolled cutting had reduced the productivity of the land to a low point. Under management, promiscuous cutting and wild fire ceased. In 1957, trees 16" and more in diameter were sold. The contractor removed approximately 90,000 board feet of timber, sawing the logs into ties which were bought back by the railroad. Other sales have cleared the woods of all over-mature timber. In 1961, an examination of the tract revealed that the remaining young timber's growth has been accelerated, and that the forest is now growing at the rate of 20,000 board feet per year. In 10 years, another cut of 200,000 feet should be made, and subsequent cuts at 20-year intervals will provide a constant supply of high quality timber.



J. T. Slocumb, B&O's industrial forester, with one of the Tree Farm signs to be placed in forests at Green Spring and Paw Paw

The history of the second 400-acre tract at Paw Paw is similar. The B&O has owned this property since 1913. Trees over 15" in diameter were sold in 1959, and 300,000 board feet of timber was recently cut into ties and planks. Further cuttings should yield 700,000 board feet at 20-year intervals.

The B&O strongly supports the American Forest Products Industries' Tree Farm Movement in its efforts to stimulate sound forest management on private lands, thereby providing abundant resources to supply the wood-working industries.

but, at the time of his accident, he said he felt just like "Ol' Man River"—body all achin' and wracked with pain. . . . Welcome to Corinne Eckert, relief stewardess. Corinne no sooner had her uniform home from the tailor's than she was rushed right into the peak of the holiday rush and did a splendid job. . . . Eleanor Bilecki has really been putting her nursing talents to good use. Her 3-year-old niece is recovering from a serious accident that happened in October when 50% of her body was burned. It must have been a great comfort to have her aunt so close. Then, just prior to the holidays, Eleanor's dad suffered a serious heart attack. He is now improving, we are happy to report. . . . Some time ago Denton Turner attended a luncheon, following which he suffered a severe case of primate poisoning. Since he had eaten ham that fateful day, he doesn't believe in pushing his luck too far and, it's no more ham for Denton for a long while. After he recuperated, he was 15 lbs. slimmer.

CHICAGO FREIGHT TRAFFIC DEPARTMENT

Correspondent Bill Anderson

After more than 41 years of faithful service, Lee Emery, porter, retired Nov. 20. A small office party was held on Dec. 21, at which time a cash gift was

presented to him. . . . Congratulations to Sales Repr. Andy Troller, San Francisco, on the birth of his 7th child, Laurette, on Nov. 10. Also to Don Parten, secretary to GFA Dryer, Chicago, on the arrival of Paul James, Dec. 11. . . . Speaking of blessed events, dog fancier Warren Broderick, FSR, Chicago, has a champion Doberman Pinscher which gave birth to a litter of 13 puppies on Dec. 23. Warren anticipated 6 arrivals but he got more than he bargained for. . . . Before 1962 rings out, wedding bells will have tolled for Don Audette, secretary to RMTS Marsh, who expects to march the "last mile" on June 9, and Bill Dwyer, clerk, AGFO, expects to say "I do" sometime next September. . . . We were all shocked to learn that Stan Mack's (chief clerk to CFA Alexander) ten-year-old son, Bobby, had died suddenly on Dec. 29. Our deepest sympathy to Stan and his bereaved family in their great loss.

● WESTERN REGION

CHILLICOTHE, OHIO

Correspondent Bob Merrill

We regret to report a number of deaths among our retired friends. Engineer Carey B. Wilson, who has been living in Miami, Florida, died Dec. 29, of a heart attack. He had retired Feb. 4, 1956, against disability. His wife, a daughter, two



4-H CLUB WEEK IN MARCH. Building today a better world for tomorrow is the goal of 4-H, celebrating National 4-H Club Week, March 8-10. The B&O, through L. S. Hartley, manager agricultural, livestock and perishable traffic, has long cooperated with the 4-H Clubs. And, for many years, delegates to its annual convention in Chicago have traveled B&O

sons, a sister and two brothers survive. Son, Harold, is a yard foreman, Chili cothe. . . Engineer Joseph W. Starkey, who retired Dec. 1, 1956, died Dec. 14. He had been sick for about 5 years but his death came unexpectedly. The widow, two daughters, two sisters, and a brother survive. . . Brakeman Edson L. Chaffin, 1942, died Dec. 3. Surviving is his father who lives in Chillicothe. . . Agent-Operator Ovid S. Ray, who retired May 1, 1960, died Dec. 20 after suffering a heart attack a few days earlier. He had worked for the company 50 years at the time of his retirement. "Doc" was well known in his part of the country as a public spirited individual and, at the time of his death,

was president of the Blanchester Village Council. He served as Blanchester's mayor from 1949 to 1951 and was general manager of the Blanchester Chamber of Commerce at his death. He was a fine speaker and had appeared at several meetings of the B&O Foreman's Club. His widow and a son survive. Our sympathy to all of these B&O families who have lost loved ones. . . Congratulations to John G. Proehl, Jr., electrician, who retired Dec. 1, with service since Oct. 1917; to Helper Carman Bryan W. Stoneburner, who retired January 1, after serving since Dec. 13, 1943, and to Operator Harry H. Hulbert, Dundas, who retired Dec. 30, 1961 after having been in service since Feb. 1, 1913. Best wishes to all!

CINCINNATI, OHIO REGIONAL MANAGER PASSENGER SALES Correspondent Ruth M. Stall

On December 16, approximately 500 people gathered at Cincinnati Hartwell Country Club for the installation of Lloyd P. Wilson as monarch of Oola Khan Grotto; C. S. Blomberg being installed as grand chamberlain. After the impressive ceremony and a lavish buffet, the following were seen in the crowd at the Monarch's Ball which followed: Mr. and Mrs. Lloyd Wilson, (gracious host and hostess), Mr. and Mrs. Howard Lehkamp, Mr. and Mrs. Allen Maddox, Mr. and Mrs. C. S. Blomberg, Mr. and Mrs. Robert A. Connor, Mrs. Anne Fink, Maude Crawford, Marilyn Johnson and the writer. . . Pass. Repr. Lloyd Wilson celebrated the arrival of his second grandson, Peter James, born on Oct. 28 to daughter, Patricia (Mrs. James Borton). . . Pass. Repr. C. S. "Jack" Blomberg, elected vice president of the Cincinnati Passenger Traffic Club, was also named asst. district commissioner of Mocassin District, Boy Scouts of America, for the year 1962. . . Welcome back to Cincinnati to Pass. Repr. Robert B. Hines, who has

been in charge of the Louisville office for the past five years. . . Best of luck to Ray Keller who left the Cincinnati City Ticket Office to become ticket agent at Winton Place. . . To close the holiday season, Reg. Mgr. Pgr. Sales, Howard Lehkamp had "open-house" for the office staff and their families, a festive occasion which everyone enjoyed.

TOLEDO DIVISION

Correspondent M. C. Humpert

Our sympathy to the families of the following, who died recently: Emmette H. Moore, retired yardmaster, Dayton, Nov. 27; Stanley E. Marshall, retired telegrapher, Dayton, at Corinth, Ky. Dec. 16; W. C. Vest, retired yardmaster, Dayton, Dec. 22, and R. O. Craft, retired car distributor, Dayton, Dec. 26.

TOLEDO, OHIO

Correspondent Roy Handy

Nice to see Virginia Below, clerk, up and around. Virginia was ill during the holidays, but she's ready to tackle the New Year. . . Seems like we have an ex-football star among us, Mel Lawicki, chief clerk to agent, can boast of being on the all-city team here in Toled somewhere in the 40's. Mel claims he was known as the Iron Man. . . Celebrating a birthday in January was Dougie Vassar, son of Yard Clerk Larry Vassar. Yours truly's pride and joy, Dougie Handy, will be two years old on Feb. 15. . . Here's hoping that Jennifer Miller, daughter of Claim Agent Miller, is recovering nicely after her operation for appendicitis. . . Our sympathy to the Charlie Thomas family in his death. Charlie was a car inspector with 41 years of service. . . Chief Rate Clerk Howard Dasher, enjoyed a holiday visit to St. Louis with his daughter, Mary. . . Nice to see Mrs. Leon Felt feeling better after three weeks of illness. . . Saw Roscoe and Mac Werstler recently. Both appear to like retirement. . . Mr. and Mrs. Merle Valentine

A LOOK AT OUR SAFETY PERFORMANCE ELEVEN MONTHS 1961

Standing	Departments	Killed	Injured	Man Hours Worked	Frequency Rate
6th Place	Transportation	3	501	29,286,000	17.21
3rd Place	Maintenance of Equipment	..	96	12,957,000	7.41
5th Place	Maintenance of Way	..	86	8,582,000	10.02
2nd Place	Other Departments	..	9	1,564,000	5.75
4th Place	Stores	..	8	933,000	8.57
1st Place	Police	..	4	794,000	5.04
	SYSTEM TOTAL	3	704	54,116,000	13.01

Number lost time personal injuries November 1961.....51

MAJORITY WERE CAUSED BY:

Sprains or strains.....	15
Striking or being struck.....	11
Falls.....	10

are enjoying a vacation in Florida. . . Lee Schwoer, accountant, Lakeforest Dock, did during his vacation what most of us do. Painted! . . . Nice to see Virginia Foley, retired correction clerk, enjoying herself in the Louisville, Ky. sun. . . Freight Agent Hartmeyer, had a fine holiday visit with his son in Washington, D. C.

AKRON, OHIO

Correspondent William J. Campbell

New faces are the talk of the supt.'s office, and some old friends are back. Welcome to Akron: J. H. MacAnanny and family, H. O. McAbee, J. E. Sunderland, Mr. Eck, Jack Lung, Kenny Beagle, Ruth Sapp, Carol Brenner, Bob Heidish, R. Skeens and R. Robie. . . And farewell to H. L. Walton, Elmer Baldwin and Robert Enderly. . . Congratulations to Ed Howard on his promotion to chief dispatcher. . . A get-well-quick to Ed Scherer and his wife, who were in a auto accident; A. W. Wilcox, who had a heart attack; and S. A. O'Neill who has the flu. . . A combined CTP Christmas dinner and a farewell party for H. L. Walton, was held recently and everyone had a delightful time. . . Joe Chill passed away in December. Our sympathy to the family. . . Congratulations on their retirements to H. S. Quick, G. J. Hervey and Roy Neidig. . . Mr. and Mrs. Stephen L. Hunter are visiting their daughter in Santa Clara, Calif. . . Congratulations to Vincent D. Clements, dispatcher, Garretts, on the fine write-up the Fort Wayne Journal-Gazette had about him in the December 25 issue.

ST. LOUIS, DIVISION.

Correspondent E. S. Smith

Recent visitors to the office were J. H. Rittenhouse, W. C. Prid, N. R. Bowden, Russ Phillippe, Trix Richards, Johnnie McKay, L. C. Barnett, R. F. Potts, Frank Williams, Vic Goodrid—all retired. Glad to have them stop in. . . Apologies to the roundhouse and car forces at Flora for failing to mention them in our praises of employees for their fine work during the soybean harvest. . . Lottie T. Dosch, general clerk in superintendent's office, retired Nov. 30, after 45 years of service. Lottie had held many responsible positions during her years with the B&O. Her fellow employees entertained her at a party and presented a gift. Best wishes for many years of health and happiness! . . . To the following who retired recently, we wish the best of everything: Agent-Operator A. A. Donovan, Brownstown, Ind., 53 years' service; Claude F. Smith, trackman, Huron, 15 years; Crane Operator Samuel B. Lutz, 36 years, he will now have more time to devote to fishing; Elza Tharp, carman helper, 17 years; Thomas F. Weddle, engineer, 44 years; Material Distributor Peter L. Brown, 38 years; Carman Harry G. Horton, 24 years; Passenger Trainman E. J. Gayer (better known as "Red"), 37 years; Machinist George W. Lashley, 44 years; Pumper William O. Blain, MotW Department, and Yard Clerk James V. Thompson, E. St. Louis, 41 years; Electrician Charles A. Allen, 19 years. . . Sorry to hear of illness of Roy L. Gaiser, recently retired Stores Dept. employee. Best wishes for a speedy recovery to him and to all who are on the sick list.



B&O PASSENGER STATION NOW A DRIVE-IN BANK. After B&O's old passenger station at DuBois was sold several years ago, its new owner, the Union Banking and Trust Company, remodeled the building and converted it into a modern Drive-In Bank. Last Christmas, the bank was gaily decorated and a model of a B&O engine placed in front, as shown above. The facility was opened in Sept. 1959. The Union Banking and Trust Company is B&O's bank in DuBois, and the company also serviced accounts of the BR&P before it became part of our railroad.

EAST ST. LOUIS, ILL.

Correspondent M. G. Thomas

Retired Yard Clerk J. V. Thompson and Mrs. Thompson surprised us on Tom's 70th birthday by bringing his five layer birthday cake to Come Yard and sharing it with us. Just another example of Tom's thoughtfulness and one reason why we will miss him. Congratulations, Tom, and thanks.

INDIANAPOLIS, IND.

Correspondent Sarah E. Haynes

Sincere sympathy to the families of retired Crane Operator John F. Reddy, who died Oct. 29, 1961 and retired engine-house Foreman John Breen, who died Nov. 3. Sympathy also to Auto Messenger C. Valentine, whose grandmother died Oct. 24. . . Welcome to Asst. Division Engineer C. R. Stevens, recently transferred from the Engineers Corps at Cincinnati! . . . Best wishes and congratulations to Engineer J. M. St. Clair, Indianapolis, and Agent-Operator A. G. Kay, Bloomington, Ind., who retired Nov. 30. Mr. St. Clair had over 41 years' service and Mr. Kay, more than 49 years. May they both enjoy a long and happy retirement! . . . Congratulations to Crew Caller William R. Berry and his bride, Barbara, who were married Nov. 25. . . Congratulations also to Freight Representative Dick Barnes who became a grandpa once again on Oct. 12, when his daughter, Mrs. Judy Eyard, announced the arrival of a 6 lb. baby boy. . . Train Dispatcher "Si" Miller proudly gave his granddaughter, Sharon King, in marriage, Dec. 23, 1961 at the West Washington Street Methodist Church. Congratulations to the happy couple!

RETIREMENTS —From page 14

Fred Weaver, office car chef, bade farewell to railroading on Oct. 1 after 43 years of continuous service. Mr. Weaver joined the B&O as office car chef and

porter in Jan. 1918 at Wheeling, W.Va., and was assigned to the general superintendent. In July 1936, he moved to Pittsburgh in the same capacity. With the establishment of the Central Region in Oct. 1942, he became chief on office car assigned to the general manager at Pittsburgh. Mr. Weaver served continuously in that capacity under four general managers.

Herbert D. Nicholson, engineer, Johnstown, Pa., retired Dec. 19, after more than 50 years' service. Mr. Nicholson began his railroad career in Nov. 1911

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RECENTLY WED. Karen Sullivan, daughter of General Locomotive Foreman and Mrs. M. F. Sullivan of Willard, married Eugene Miller of Shelby, Ohio, on Nov. 25, at St. Francis Xavier Church. Karen's grandfather is retired Agent Yardmaster E. B. Borger of DuBois.

Journey's End



J. J. Jenkins



L. G. Long

John J. Jenkins, Sr., 80, who retired as treasurer of the B&O in 1952, died at his home in Baltimore on Dec. 25. Mr. Jenkins had more than 52 years of B&O service, which began as a clerk in the freight claim department in 1899. He entered the treasurer's office in 1900, becoming assistant treasurer in 1935, and treasurer in 1938. Mr. Jenkins is survived by his wife, Mrs. Margaret Carter Jenkins; a son, J. J. Jenkins, Jr.; a stepdaughter, Mrs. R. Warren Hammann, and a brother, G. Simms Jenkins, all of Baltimore; nine nieces and nephews and five grandchildren.

Lewis G. Long, Sr., project engineer, Cumberland, died on Dec. 26. Better known as "Pete," Mr. Long was stricken while working that morning and died in the hospital in the afternoon. A native of Baltimore, where he studied surveying at Johns Hopkins University, he entered the Engineering Dept. on June 1, 1945. During his years of B&O service, he was involved in the construction of many important projects, largest of which was the recently completed yard and terminal facilities at Cumberland. Mr. Long is survived by his wife, Elizabeth; a daughter, Elizabeth Ellen, and three sons, Lewis, Jr., U. S. Army staff sergeant serving in Hawaii; Robert, a mathematics teacher, and Edward. Elizabeth and Edward are students at Fort Hill Junior High School.

James O. Marshall, better known as John, retired engineer, Cincinnati Terminal, died on Nov. 21 with a heart attack. He had retired in Jan. 1956 because of disability, after 38 years of service.

Interment was at Mason, Ohio. Mr. Marshall is survived by his wife, Mildred, and two sons, Joseph L. and Charles B., all of Cincinnati.



J. O. Marshall

George G. Weber, Jr., 59, carman at DuBois, died suddenly Dec. 14 of a heart attack. A veteran of World War II, Mr. Weber was a member of the Methodist Church, the Eagles, Elks and the American Legion. He is survived by his wife, a daughter, Marion of Akron; four sons, Jerry and Robert of Akron; Earl, Long Beach, Calif., and James, Tacoma, Wash.

Elmer J. Bropst, 87, retired machinist, died in DuBois on Dec. 8. He was a member of the Lakeside Methodist Church and the B&O Veterans. Surviving are a daughter, Mrs. William Corp of DuBois, and three sons, John of Elmhurst, N. J.; Elmer, Pittsburgh, and Ernest, Warren, Pa.

Thomas C. Barr, 85, retired machinist helper of DuBois, died in University Hospital, Baltimore, on Dec. 5. Mr. Barr was a member of St. Catherine's Church and the Red Men. He was preceded in death by his wife; a daughter, Dorothea Truxall, and a son, Thomas.

Amos R. Clouser, 89, retired section foreman, Buffalo Division, died in Memorial Hospital, Johnstown, Pa. on Nov. 24. He had spent most of his life in Rockton, Pa., where he was a member of St. John's Lutheran Church. Surviving are three daughters, Mrs. William Holly of Pittsburgh, Mrs. E. H. Johnson of Parma, Ohio; Mrs. J. O. Saxman, Venice, Fla., and two sons, Calvin, Ridgway, Pa., and Leslie, Rockton.

Edward E. Engstrom, 75, retired machinist, died in DuBois on Dec. 8. He was a member of Trinity Lutheran Church. Mrs. Engstrom survives, as well as four daughters, Mrs. Helen Johnson and Betty Engstrom, DuBois; Mrs. Maxine Kopeck, Buffalo, and Mrs. Jane Foreman, Boynton Beach, Fla. Also surviving are two sons, Edward of Buffalo, and Charles, Pittsburgh.

Paul E. Turner, Sr., 72, retired carman, DuBois, died Dec. 8. He is survived by his wife and two sons, James L. and Paul E., Jr., both of DuBois.

Frank W. Lundgren, 37, tug deckhand for the B&O in New York Harbor, died suddenly on Dec. 17 following a heart attack. He was vacationing in Miami, Fla. at the time. Mr. Lundgren had been in service since Jan. 1945. Surviving are his mother, Mrs. Gertrude Lundgren, and a sister, Mrs. Rae Hohmann. Interment was in Bethel Cemetery, Tottenville, Staten Island.

George A. Eck, 68, retired sheet metal worker at DuBois, died on July 7. He had 50 years' service with the B&O. Mr. Eck was a member of Bethany Covenant Church and the J. E. DuBois Hose Co. Surviving are his wife, Blanche, and a daughter, Mrs. Blanche Anderson of Miami, Fla.

John F. Williams, 65, retired MoFW employee, died in DuBois Hospital on July 27. In addition to Mrs. Williams, he is survived by three daughters, Mrs. Genevieve Case, Mrs. Rachel Markle and Maud Williams, and six sons, John, Frank, Thomas, Marvin, James and George.

Ed P. Hergenrother, 77, retired section foreman, died July 25 in DuBois. His wife, Dora, preceded him in death. Mr. Hergenrother was a member of St. Catherine's Church, the Holy Name Society and the Brotherhood of MoFW Employees. He is survived by a daughter, Miriam; two sons, Philip and Thomas, and three sisters, Mrs. Mary Vincent, Mrs. Loretta Dorsey and Adeline Hergenrother.

Watson E. Yox, retired engineer of Baltimore, died on July 4. At the time of his retirement, account disability, in Jan. 1959, he had more than 41 years of B&O service—all of it in the Baltimore area. Mr. Yox was promoted from fireman to engineer in April 1942.

Thomas L. Fye, 63, carman at DuBois, died on March 20 at Maple Avenue Hospital. He was a member of the Eagles, Moose and Railway Carmen. Funeral services were held at the First Methodist Church, with interment in Salem Cemetery. Mr. Fye is survived by two brothers and three sisters.

Theodore E. Whipple, 56, machinist at DuBois, died April 27, 1961. He was a member of the Episcopal Church, the Eagles, Moose and J. E. DuBois Hose Company. Surviving are his wife, Elva Mae; three daughters, a son and his mother.

Frank Cicchetti, 77, retired boiler-maker helper of DuBois, died March 6, 1961, after a brief illness. A native of Italy, Mr. Cicchetti came to the U. S. when he was very young. He lived in DuBois for more than 50 years. Besides his wife, Mr. Cicchetti is survived by two daughters and a son. He was a member of St. Catherine's Church, the Holy Name Society, Sons of Italy and the Boiler-makers brotherhood.

(Continued on page 24)

RETIREMENTS —From page 21

as a supplyman on the old Connellsville Division. In 1912, he was promoted to freight fireman and, in 1940, became engineer on the Pittsburgh Division. Mr. Nicholson and his wife plan to do some traveling, via train, in their leisure time. Best wishes to them in the years to come.

Charles E. Owings, head clerk, office of Auditor Revenues, Passenger Bureau, retired Dec. 31 after more than 49 years of B&O service. Mr. Owings joined the company in May 1212. He held various clerical positions until July 1946, when he was promoted to head clerk. Best wishes to Mr. Owings for a long and happy retirement.

John E. Kostoff, track foreman, retired on Oct. 21. He started with the B&O in April 1918 as a trackman; was promoted to track foreman in 1920 and to general foreman in 1940. All of his service had been in Willard and on the Chicago Division. Mr. Kostoff has four children, three of whom are B&O employees; five grandchildren and one great-grandson.

W. C. Funk, engineer at Willard, bade farewell to railroading when he retired on Oct. 29. Mr. Funk began his B&O service as supply boy at Riverside Shops in Baltimore in 1916. In 1920 he became a fireman on the New Castle Division and, in Nov. 1939, was promoted to engineer. At the time of his retirement, he was engineer on the Capitol Limited. Mr. and Mrs. Funk will continue to make their home in Willard but will spend the winters in Bradenton, Florida.

Jack Hamburg, agent, Philadelphia Perishable Products Terminal, retired Dec. 8, after 45 years' service. Mr. Hamburg began railroading as a messenger, subsequently holding various clerical positions in the terminal agency. He was promoted to general foreman at the LCL platform to agent at Twin Oaks, and later transferred to Philadelphia as agent. Mr. Hamburg's fellow employees and friends presented him with many gifts at a testimonial dinner in his honor.

William E. Peaslee, conductor between Cumberland and Grafton, retired in Oct. after more than 44 years' service. Mr. Peaslee began his railroad career with the old M&K RR, becoming a B&O employee in 1920 when the two lines were merged. He was promoted to freight conductor in April 1926 and continued in that position until his retirement. Mr. Peaslee's many friends join in wishing him a long and happy retirement.

A SALUTE TO B&O RESERVISTS RECALLED TO DUTY

Since the Berlin crisis developed in late summer, many Baltimore and Ohio men throughout the system have been recalled to duty in the armed forces. Perhaps the single area losing the most men to Uncle Sam is DuBois, where 18 employees were recalled—17 of them serving with Battery C, 4th Howitzer Battalion, 92nd Artillery, at Fort Bragg, N. C. The photograph at right shows some of the men who are currently undergoing training at that point.

We're proud of these B&O workers, and all who have received military leaves of absence to answer Uncle Sam's call in this emergency period. A listing of the reservists, as well as the young men who have been called in the regular draft in recent months, follows. We salute them—and look forward to their early return to the business of railroading.

From DuBois: Apprentice Carmen R. J. Canton, James E. Dodd, D. M. Dubensky, L. D. Hinderliter, R. C. Keen, R. E. Mahlon, Richard McNally, R. J. Pisarcik, E. J. Pretti, J. L. Sherry and P. L. Waite; Carmen Welder Operators J. H. Johnston and E. J. Rajavich; Freight Carmen D. E. Miknis, M. E. Rafferty, G. R. Ross and D. R. Sherry; Laborer (Stores) Anthony J. Villala.

From other points on line: Stowman J. F. Abair, New York; Tariff Compiler Walter R. Ambrose, Baltimore; Clerk James W. Anderson, Keyser, Fireman William J. Ankrum, Gassaway; Brakeman J. C. Armstrong, Grafton, Brakeman Homer D. Bennett, Benwood; Yard Fireman J. O. Breeden, Brunswick; Freight Carmen Richard E. Brady, Jr., Lorain; Telegraph Operator Charles R. Brown, Parkersburg; Yard Fireman J. E. Bundy, Brighton, Ohio; Operator-Clerk J. P. Burkett, Punxsutawney; Brakeman Troy J. Carr, Gassaway; Telegraph Operator C. E. Carrick, Newark Division; Truckee J. M. Clayburn, Clarksburg; Yard Helper Gary L. Cooper, Brunswick; Office Boy C. F. Crizer, Baltimore; Yard Clerk N. E. Crown, Benwood; Stowman R. L. Daniels, New York; Clerk Byron M. Depp, Punxsutawney; General Clerk John C. Doherty, Chicago; Extra Telegraph Operator W. L. Dorsey, Newark Division; Extra Agent-Operator James G. Drain, New Martinsville, W.Va.

Yard Clerk Kenneth M. Ebert, Brooklyn Jct., W.Va.; Apprentice Carman C. E. Edwards, Washington, Ind.; Fireman Paul R. Felix, Gassaway; Switchtender R. W. Fields, Cincinnati; IBM Operator Willard J. Gadd, Jr.,



Among those recently recalled to duty in the armed forces are these B&O employees from DuBois, who are serving with Battery C, 4th Howitzer Battalion, 92nd Artillery, at Fort Bragg, N. C. In row, foreground, PFC George Ross, PFC James Dodd, PFC Paul Waite, S/Sgt. James Johnston; standing, S/Sgt. Ronald Keen, SFC Emanuel Pretti, PFC Richard McNally and PFC David Miknis.

Baltimore; Track Laborer Angelo Garcia, Jr., Chicago; Fireman Eugene N. Gay, Gassaway; Road Fireman L. R. Grams, Brunswick; Yard Clerk Alton G. Hall, Parkersburg; Yard Fireman Kyle F. Hall, Parkersburg; Agent-Operator Charles D. Harris, Gassaway; Mechanical Helper Jennings O. Hilkey, Baltimore; Apprentice Carman Jerry A. Hogan, Washington, Ind.; Brakeman W. D. House, Toledo-Indianapolis Division; Truckee Leroy M. Hughes, Baltimore; Stowman E. T. Ingram, East St. Louis; Agent Charles E. James, Sutton, W.Va.; Agent-Operator Paul N. Jarvis, Gilmer, W.Va.; Brakeman Earl A. Johnson, Benwood, W.Va.; Demurrage Clerk J. E. Johnson, Middletown, Ohio; Trackman William R. Johnson, Holloway, Ohio.

Carman William E. Kay, Chicago; Agent-Operator James V. Keener, Centralia, W.Va.; Telegraph Operator Thomas Kondas, Dayton; Clerk Michael Liscinsky, Indiana, Pa.; Clerk Herman K. Loudenslager, Baltimore; Yard Helper John R. MacDonald, Keyser; Agent-Operator B. A. May, Washington, Ind.; Agent-Operator Larry G. Metz, Gassaway; Telegraph Operator Douglas L. Morris, Hamilton, Ohio; Trackman Lloyd J. Myers, Fairpoint, Ohio; Checker W. J. Nehus, Cincinnati; Signal Helper Lawrence L. Noel, Lodi, Ohio; Yard Clerk Donald H. Parsons, Benwood; Leverman Robert A. Peterocelli, Chicago.

Signalman Victor A. Rawlins, Chillicothe; Yard Helper Edward C. Rossiter, Baltimore; Rate Clerk Henry Sarnecke, Chicago; Operator H. W. Scheid, North Vernon; Operator Carl J. Sears, Gassaway; Agent-Operator W. L. Sisk, Gassaway; Operator R. L. Smith, Burnsville, W.Va.; Yard Clerk Jerome R. Stone, Chicago; Carman George F. Westerman, Grafton; Extra Operator R. L. Wigick, East Salamanca; and Trackman R. K. Zambori, Holloway, Ohio.



50-YEAR MAN. N. R. Atwood (seated), first trick operator at Alum Creek Tower, Columbus, is presented \$50 check by Trainmaster E. A. Frazier, C&N Division, on his 50th anniversary with the railroad. Mr. Atwood entered service Nov. 28, 1911 at Black Lick. He moved to Alum Creek in 1918, and has held the first trick assignment there since 1955. Congratulations!

NEWS AT A GLANCE

--From page 18

children in Cottage 4. You may be interested to know that one of the rooms in this cottage has a plate on the door stating: 'Furnished by Baltimore and Ohio Railroad Employees'—the result of generous gifts of the past which you have sent us at Christmastime. We extend a cordial invitation to anyone who may be interested in visiting our location and enjoying a tour of the grounds and buildings.' . . . Mr. Tall also advises that contributions of employees last Christmas totaled \$1117.57. Of this amount, \$1079.88 was distributed among eight homes in the Baltimore area and was greatly appreciated. The balance of \$37.69 will be used throughout the year for other worthy projects.

Attention Baltimore Polytechnic Graduates (1942)

►George Gross, who handles the B&O account for the Chesapeake and Potomac Telephone Company, in Baltimore, is anxious to contact B&O men who graduated from Baltimore Polytechnic

Institute in 1942. His purpose: to plan a 20-year reunion of the class in the near future. Mr. Gross can be reached on 539-9900, Extension 8484, or at 724 Milyer Lane, Baltimore 29, Md.

Wilson Installed as Monarch

►Lloyd P. Wilson, passenger representative for the B&O at Cincinnati, was installed as monarch of the Oola Khan Grotto at the Hartwell Country Club in December. Congratulations on the high honor that has come to him!

Poetry from St. Petersburg

►A recent letter from Bert Henderson, who retired as a checker at Wilmington, Del. in 1958, brought word that he is thoroughly enjoying retirement in the sunshine state. Mr. Henderson lives in a trailer in St. Petersburg, and sent us a poem he had written to describe his life there. We regret that lack of space prevents our reprinting it here.

Pass Collection Dating to 1904

►Following receipt of a personal signature pass recently, retired Terminal Trainmaster Bailey Nuzum returned to I. C. White, manager employee benefits, all of his previous B&O passes, dating from 1904 through 1960. They made quite an impressive collection. Mr. Nuzum joined the railroad as a brakeman in Sept. 1899 and continued in service until retiring on Nov. 1, 1947. Remembering his 48 years with the railroad, he said: "I loved each moment of my service."

PROMOTIONS —From page 17

Traffic Department

Changes in the titles of field sales personnel in the Traffic Department were announced in January. The new titles are designed to present a more accurate description of the responsibilities of sales personnel and to reflect the modern concept of railroad freight salesmanship.

The title of division freight sales manager will replace the former title of division freight agent in areas where both freight and passenger salesmen are located. The new title of division sales manager will be used in areas where no passenger salesmen are assigned and will indicate both freight and passenger

responsibility. The changes in titles will apply to all Traffic Department field sales personnel in B&O offices throughout the United States and Canada.

JOURNEY'S END—From page 22

William E. Jacobs, 86, retired passenger brakeman, died at his home in Newark, Ohio on December 30 following a lengthy illness. At the time of his retirement in 1941, Mr. Jacobs had more than 41 years of B&O service. For many years, he was head brakeman on Trains 33 and 34 between Wheeling and Cincinnati. He is survived by one daughter, Mrs. Thelma Cramer of Newark.

Robert J. Drechsler, Sr., 63, chief clerk in the Interline Bureau, Auditor Revenues office, died Dec. 10 in Bon Secours Hospital, Baltimore, after being stricken with a heart attack eight days earlier. Mr. Drechsler joined the B&O in Nov. 1915 in what was then the office of auditor merchandise receipts, and held various clerical positions in that office until his promotion to head clerk on April 4, 1948. He became assistant chief clerk in 1949, and chief clerk in 1950. Mr. Drechsler is survived by his wife, Kathleen; nine children, and a brother, Joseph, who is supervisor of freight suits in Baltimore.

Frank E. Benzinger, Sr., 61, percent clerk, Interline Bureau, Auditor Revenues office, died Dec. 10 following a lengthy illness. "Big Ben," as he was affectionately known, had held various clerical positions in the auditor's office since he joined the company in Dec. 1920. Surviving are his wife, Ethel, and a son, Frank, Jr.

"Henry Jake" Swab, 64, laborer, DuBois Car Shop, died Jan. 1, after a lengthy illness. His wife, the former Blanch Baum, survives, as well as a sister, Mrs. George Lougee, Reynoldsville, and three brothers, Harry, Jay, and Dan Swab.

Michael J. Zukoski, 49, carman, DuBois, died Jan. 2, 25 minutes after beginning work at the DuBois Car Shop. He was working on a hopper car, when he collapsed on a low scaffold. He was a veteran of World War II, and was active in the Veterans of Foreign Wars, American Legion, and Cooties. He was also a member of the Olympic Club, the Polish Citizens Club, IP&S, Swedish-American Club, Lithuanian Club, Polish Union, the Brotherhood of Railroad Carmen, and St. Michael's Church. Full military rites were conducted by the local veterans organizations. Surviving are two sisters, Mrs. Michael Polehonki of DuBois, and Mrs. Sam Giumarra, of DeLand, Fla.; four brothers, Walter, John, Alex and Stanley Zukoski.

1912...Honoring the Past
Serving the Future...1962
50 YEARS of GIRL SCOUTING

Lights On Again at Mt. Royal



Photo by Richard Childress, The Baltimore Sunpapers

Lights on the tower clock of Mt. Royal Station have been turned on again by the railroad, restoring a familiar landmark to the Baltimore night sky. In darkness since the station was closed to passenger traffic in July 1961, the tower's relighting on January 18 has meant that thousands of Baltimoreans can happily return to the custom of setting their watches at night by its brightly glowing four-faced clock—just as their fathers and grandfathers before them had been doing since the station was built in 1896.

As an added convenience, the clock will be operated on daylight time when the city returns to that schedule in the spring, and the large tower signs reading "Eastern Standard Time," which formerly had proclaimed the station's year-round observance of that schedule to conform to "railroad time," will be removed.

What final disposition will be made of the Mt. Royal property is not yet known. But for the present, with students from the Maryland Institute of Art attending classes in painting and sculpture in the station by day, and with the lights shining once again from the tower by night, one can almost hear the voice of some train caller from the distant past intoning, "All's well with old Mt. Royal!"

REPORT TO EMPLOYEES

How We Did in 1961

INCOME	1961	1960
Received from customers	\$351,369,044	\$389,402,595
Other income	5,843,718	8,044,666
Total income	\$357,212,762	\$397,447,261
OUTGO		
Payrolls	\$179,819,302	\$194,730,187
Payroll taxes	15,444,145	17,135,907
Health and Welfare benefits	5,651,441	3,685,547
Annuity Plan contributions	4,166,988	4,975,925
Total payroll cost	\$205,081,876	\$220,527,566
Materials, fuel, services, etc.	\$107,114,602	\$108,918,529
Loss and damage-freight	4,656,216	4,299,575
Injuries to persons	3,068,840	3,614,472
Taxes, other than payroll	12,012,470	9,271,140
Rents	39,449,970	30,495,996
Interest	17,176,129	17,708,337
Total outgo	\$388,560,103	\$394,835,615
LEAVING		
For improvements, emergencies, etc. (See Note)	*NOTHING	\$2,611,646

NOTE—*OUTGO in 1961 was \$31,347,341 more than income.

B&O's traffic level in December and January was lower than in November. Extreme winter weather in the West and Southwest, affecting traffic received from connections, was one factor contributing to the decline. Seasonally, December and January are lower, also.

But the picture is not as dark as it might appear. During the last two weeks of January business began to show a definite improvement, with indications that an upswing may be under way.

For December, average daily carloadings were 6809 compared with 7525 for the previous month, and 6211 for December a year ago. For January, daily carloadings averaged 6809 against 6320 for January last year.

Increased traffic which we hope to realize from our nation-wide Traffic Survey and from service and rate-making improvements, contemplated or already under way, should soon be making itself felt. These revenue-producing factors, combined with the savings expected to result from our various cost-cutting programs, should enable us to put the railroad back on a paying basis by the end of the current year.

In the final analysis, of course, B&O's success in 1962 will depend upon the cooperation of all B&O men and women. I know we can count upon this.

Wm. L. Langdon Jr.

President