

Changes in Personnel

Akron, Canton & Youngstown: H. B. Stewart, Jr., trustee, has been elected president, following the completion of the reorganization of this road. Mr. Stewart's headquarters are at Akron, Ohio, as before.

Alabama, Tennessee & Northern: F. J. Garner has been appointed master mechanic.

Atchison, Topeka & Santa Fe: H. B. Lautz has been promoted to acting vice-president in charge of operation, with headquarters at Chicago, to succeed George H. Minchin, who has a leave of absence on account of illness. Mr. Lautz has been and will continue to be general manager of the Eastern Lines.

Baltimore & Ohio: A. P. Martindale, terminal trainmaster at Brighton, Ohio, has been advanced to assistant superintendent of the Ohio division, with headquarters at Cincinnati, Ohio. Mr. Martindale succeeds R. B. Emch, who has been transferred to the St. Louis division with headquarters at Washington, Ind., C. S. Darling, formerly assistant night terminal trainmaster at Brighton, replaces Mr. Martindale.

J. S. Maxwell has been appointed assistant superintendent, Buffalo division, with headquarters at Punxsutawney, Pa.

Canadian National: James P. Johnson has been promoted to vice-president and general manager of the Atlantic region, with headquarters at Moncton, N. B., to succeed J. F. Pringle, who has been transferred to the Central region, with headquarters at Toronto, Ont., to relieve Major F. L. C. Bond, who has retired after 45 years of service. J. W. Wardlaw,

formerly general superintendent of transportation with headquarters at Toronto, Ont., succeeds James P. Johnson as chief of system transportation, with headquarters at Montreal, Que.

W. S. Davis has been appointed to succeed J. F. Smith as superintendent of motive power and car equipment, Northern Ontario district, with headquarters at North Bay, Ont. Mr. Smith has retired from the position.

Canadian Pacific: W. F. Koehn has been appointed to replace A. R. McLeod as acting assistant superintendent of the Laurentian division. Mr. McLeod has been granted a leave of absence because of illness.

Central of Georgia: Horace W. Waters, formerly assistant trainmaster of the Macon division has been advanced to trainmaster. C. P. LeSueur also continues as trainmaster of the division.

Central of New Jersey: W. J. Meyer has been appointed assistant to the general manager. Mr. Meyer retired January 1 at Chicago as assistant superintendent of the Chicago, Burlington & Quincy railroad.

Chesapeake & Ohio: I. C. Clark has been appointed to the newly-created position of chief of personnel, with headquarters at Richmond, Va. Mr. Clark was formerly supervisor of wages and working conditions.

W. A. Mordica has been appointed to succeed E. A. T. Watkins, as trainmaster with headquarters at Ashland, Ky. Mr. Watkins has retired from the position.

Chicago & North Western: W. A. Langlands has been promoted to superintendent of Diesel and motor car

equipment, with headquarters at Chicago, his former headquarters as master mechanic of the Galena division. Mr. Langlands has been succeeded by R. Micel, general foreman at Clinton, Iowa.

Chicago & Western Indiana: J. R. Plunkett, formerly assistant trainmaster, with headquarters at Chicago, has been promoted to superintendent with the same headquarters.

Erie: C. F. Schwartz has been appointed to succeed F. D. Dunton as master mechanic at Avoca, Pa. Mr. Dunton has been granted a leave of absence to accept a commission in the United States Army.

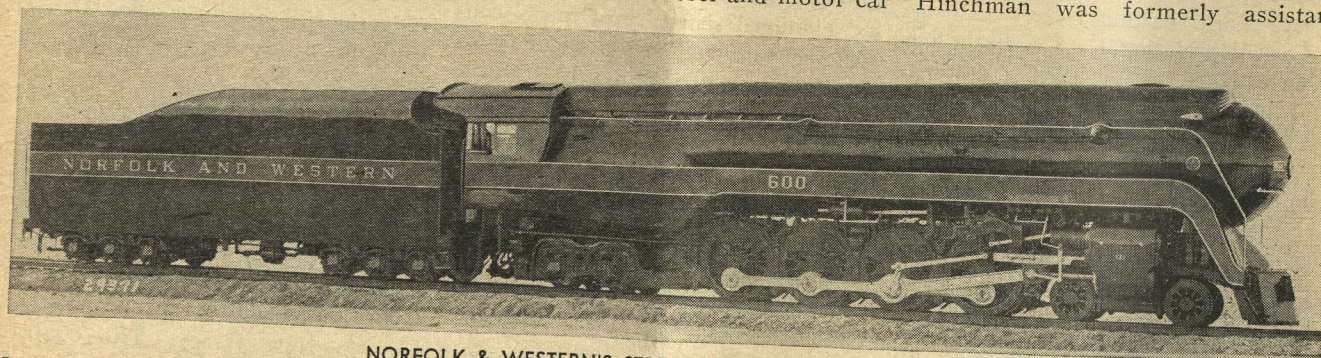
Lehigh Valley: J. R. Grove, superintendent of motive power, has also been given the position of assistant general manager.

Seaboard Air Line: J. L. Cooke succeeds J. H. Bowen as superintendent, North Carolina division, with headquarters at Hamlet, N. C. Mr. Bowen has been transferred to Savannah, Ga., to replace John White as superintendent of the South Carolina division. Mr. White has been appointed assistant to general manager at Norfolk, Va.

Southern: M. F. Self succeeds I. L. Pratt as terminal trainmaster, with headquarters at Cincinnati, Ohio. Mr. Pratt has been appointed trainmaster, with headquarters at Oakdale, Tenn.

T. R. Good, trainmaster of the Knoxville division, with headquarters at Knoxville, Tenn., has been appointed to succeed B. L. Stanfiel as assistant superintendent of the division. Mr. Stanfiel has been promoted to superintendent of the Asheville division at Asheville, N.C.

Southern Pacific: E. E. Hinchman succeeds O. B. Schoenky as superintendent of motive power, with headquarters at Los Angeles, Cal. Mr. Hinchman was formerly assistant



NORFOLK & WESTERN'S STREAMLINED LOCOMOTIVE 600
Bro. W. E. Ackinson, C.E., Div. 511, who submitted this photo, had the honor of running this engine, built in December 1941, on its first trip over the Scioto division of the N & W hauling the "Cavalier."

superintendent of motive power with headquarters at Sacramento, Calif. Mr. Schoenky has retired after 51 years of service.

C. H. Neill, assistant trainmaster of the Salt Lake division, has been appointed trainmaster, with headquarters at Carlin, Nev. He succeeds D. W. Tanner, who has been transferred to Ogden, Utah, to replace W. C. Hughes, transferred to Klamath Falls, Ore.

Union Pacific: John C. Gale has been appointed to succeed F. C. Paulsen as general manager of the Eastern district, with headquarters at Omaha, Neb. Mr. Gale was formerly assistant to the president, special service. Mr. Paulsen has been granted a leave of absence.

Wichita Falls & Southern: Orville Bullington, president, with headquarters at Wichita Falls, Texas, has been elected chairman of the board of directors, to succeed Roy B. Jones, who has resigned. Malcolm Putty replaces Mr. Bullington as president, and C. W. Snyder, secretary, has been promoted to secretary and treasurer, with headquarters as before at Wichita Falls.



Don Hill

DENVER & RIO GRANDE WESTERN'S ENGINE 3413 HAULING FREIGHT THROUGH HOT SULPHUR SPRINGS, COLO.

C. I. Junction, this road has applied to the I.C.C. Authority is also sought to abandon operation over 0.88 mile of Tennessee Coal, Iron & Railroad Company tracks between T. C. I. Junction and Blockton and "certain terminal tracks of the Woodstock & Blockton at Blockton."

Lehigh Valley: Application has been made to the I.C.C. by this road and its subsidiary, the Loyalsock, for permission to abandon two segments of branch line, one from Noxen to Splash Dam, Pa., 9.74 miles, and one from Lopez to a point near Bernice Junction, Pa., 3.44 miles.

Application has also been made for authority to abandon segments of two branch lines in Pennsylvania, one from Little Run Junction to Slate-dale, 1.08 miles, and one from a point near Welshtown Junction to Welsh-town, 1.44 miles.

Missouri-Kansas-Texas: The recommendation that the I.C.C. authorize this road to abandon a branch applied to the line from Walker to Eldorado Springs, Mo., 14.04 miles, and not to Excelsior Springs, as stated in our March issue.

Missouri Pacific: Abandonment of its 42 mile branch line between Sedalia and Warsaw, Mo., has been authorized by the I.C.C. Both the War Food Administration and the Department of Agriculture protested, but the commission stated that the record was "conclusive that in the past few years this railroad has been abandoned by the people who formerly utilized its services." Judgment was reserved for three years, for the "protection of employes who may be adversely affected."

Nashville, Chattanooga & St. Louis: Application has been made to the I.C.C. for authority to abandon a branch from Union City, Tenn., to Hickman, Ky., 16.57 miles.

Pennsylvania: Authorization has been given by the I.C.C. for abandonment of a 1.19 mile branch at Blairs-ville, Pa.

Pennsylvania - Reading Seashore Lines: The I.C.C. has denied the application for authority to abandon its 3.9 mile branch from Cape May Court House, to Stone Harbor, N.J., used in recent years only for carload freight traffic, on the ground that its continued operation will not impose an undue burden on the road, while if service was discontinued the communities would suffer detriment.

Pere Marquette: This road's subsidiary, the Manistee & Northeastern has been authorized by the I.C.C. to abandon a portion of a branch from a point near Cedar City to Provemont, Mich., 10.71 miles.

St. Louis & Hannibal: Abandonment of its entire line from Hannibal to Bowling Green, Mo., 32.8 miles, has been authorized by the I.C.C. However, it is expected that about 1.2 miles of the line at Hannibal will be acquired by the Chicago, Burlington & Quincy.

White Sulphur Springs & Yellowstone Park: Application has been made to the I.C.C. for abandonment of its entire line from White Sulphur Springs to Dorsey, Mont., 19.22 miles, and to abandon operation of a line from Dorsey to Ringling, 5.42 miles, leased from the Chicago, Milwaukee, St. Paul & Pacific.

Abandonments

Chicago, Burlington & Quincy: The Interstate Commerce Commission has authorized the abandonment of two lines in Iowa, one from Humeston to Clearfield, 58 miles, and one from Merle Junction to Clarinda, 27 miles. The certificate, however, is effective one year from its date, in consideration of any affected communities that may find it difficult to secure adequate truck service under wartime conditions. For the protection of employes, jurisdiction was reserved for two years.

Denver & Rio Grande Western: Abandonment of its branch from Leadville to Ibex, Colo., 6.73 miles, has been authorized by the I.C.C.

Fort Smith, Subiaco & Rock Island: Application has been made to the I.C.C. for authority to abandon its line from a point near Scranton, to Paris, Ark., about 16 miles.

Gulf, Mobile & Ohio: For authority to abandon its 11.83 mile Blockton branch between Eoline, Ala., and T.