

FIGHT FOR A RAILROAD

The battle for control of the New York Central Railroad, second biggest revenue-producing road in the country, will be finally decided at the annual stockholders' meeting in Albany, N.Y., May 26. On that day the 40,000 owners of more than 6,000,000 shares will by direct vote or by proxy decide whether the railroad's present board of directors headed by President William White remains, or whether Robert B. Young, former chief of the Chesapeake & Ohio, becomes the new boss and chooses his own slate of officers.

For weeks the fight has been building up. The Central has not been involved in such a fight since the Eighteen Fifties and Sixties when Commodore Cornelius Vanderbilt battled Daniel Drew and parlayed his rail holdings into control of the line. It's also reminiscent of the great combats waged by such legendary railroad magnates as Jay Gould, Jim Fisk, E.H. Harriman and James J. Hill.

The New York Central is a rich prize. An outgrowth of a tiny pioneer line, the Mohawk & Hudson Rail Road, only 17 miles long, which started operating way back in 1831, the system today serves eleven states and two provinces of Canada and has 10,417 miles of line. Its total assets are listed at roughly two billion dollars.



William White, president of the New York Central, pictured in his Grand Central office in New York, feels confident he'll retain his management. He's been a railroader since he was 16.



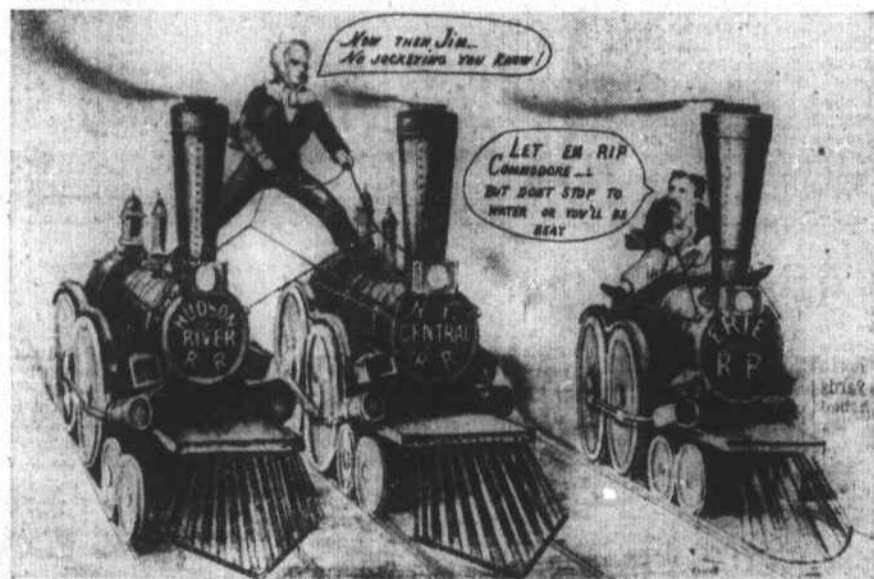
Commodore Cornelius Vanderbilt, founder of the present New York Central system, started as poor ferryman, amassed fortune in ships and rails.



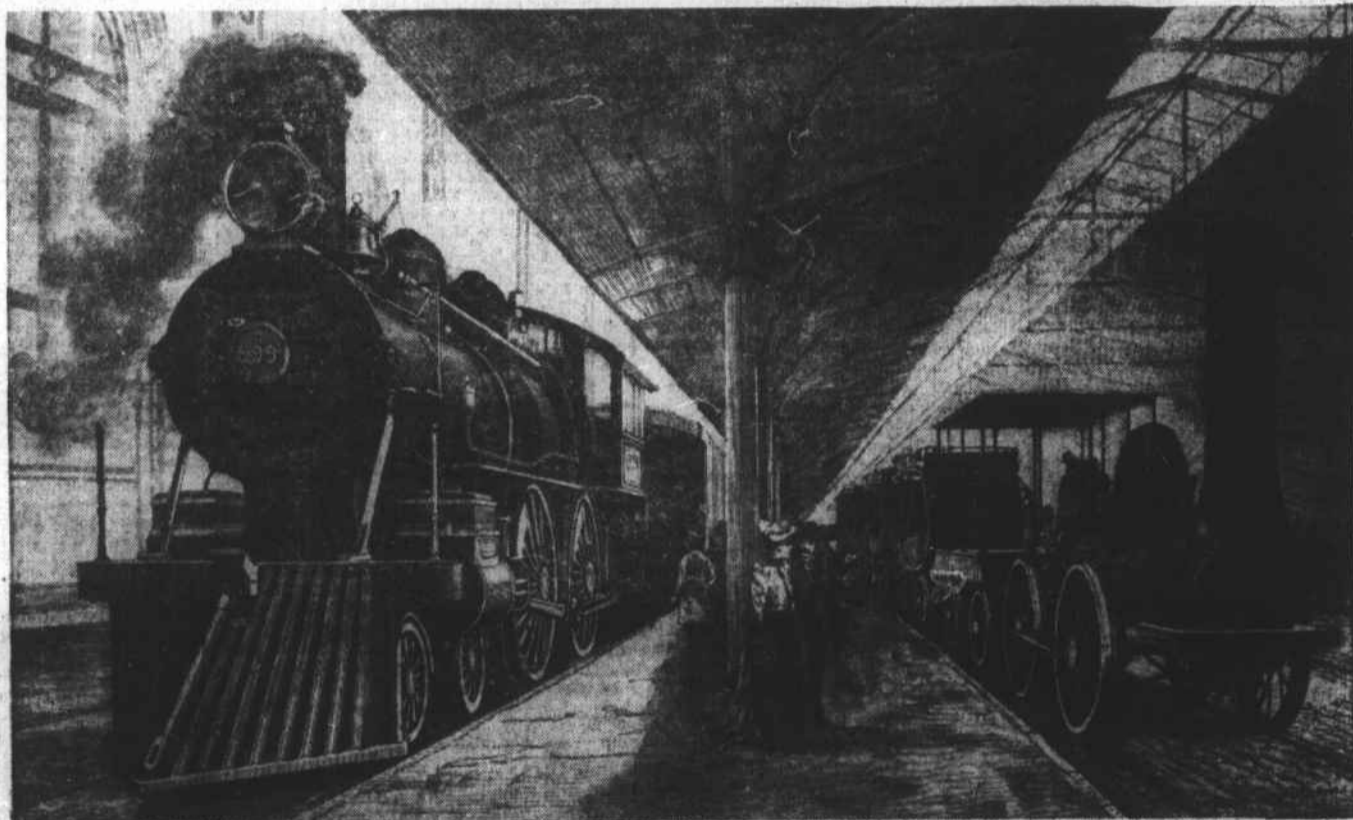
Slight, peppery Texas-born Robert R. Young, who is seeking control of the New York Central, maps out his campaign in his office in New York's Chrysler building.



Central's far-flung system covers 10,417 miles, second in size only to the Pennsylvania.



Bitter fight between America's two railroad giants, Cornelius Vanderbilt and James Fisk, to gain lion's share of rich Western lands was pictured in this cartoon of 1870.



Central proudly displayed two of its historic engines at the 1893 Columbian World's Fair in Chicago—the De Witt Clinton, of 1824, right, with its ears consisting of stage-coach bodies, and Engine 999, left, then its newest and finest locomotive.



A broad band of early morning light streams in on the main concourse of Grand Central Terminal in New York.



Central's huge freight terminal at Weehawken, N.J., opposite Manhattan, covers 140 acres, can hold some 5,000 cars.



Streamlined 20th Century Limited, Central's famed passenger train, passes steam locomotive, pulling a fast freight.

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