Canton Piers and President Station are combined, beginning February 1, under James L. Cohee, whose new title will be Freight Agent, Baltimore. The change takes place simultaneously with the retirement of John A. Robb, Jr., as Freight Agent at Canton. Mr. Robb is being honored by the agents’ association tonight at the passenger station in Baltimore.

Assisting Mr. Cohee will be G. Clyde Underhill, who moves from the Produce Terminal. John B. McKinnon comes there from Sparrows Point, and Chapman M. Ward moves from Perryville to the Sparrows Point position.

D. J. Moynihan, Manager, Freight Sales & Services, of the Chesapeake Region, declares the new setup will improve service, as all billing, accounting and physical freight handling will be under single rather than divided supervision.

Mr. Cohee, a veteran of 42 years with the Pennsylvania, has been in this general area throughout that time. His various positions have taken him from Wilmington, where he was born, to Hagerstown, Chester and Baltimore. He has been at President Station since February, 1956.

---WHAT DO YOU KNOW ABOUT THE "URGENT SIX"?---

Economy Again

What again? Well, yes—because nature’s rampage in the big storm of last week has proven costly to the railroad, in other regions, and in our own, too. Our major difficulty was experienced along the upper reaches of the C&PD, where ice rose over the railroad many feet high, disrupting the rails and forcing costly detours to the North for our East-West freight. Ohio, Pennsylvania and New York suffered even more. In one Ohio area there were 60 washouts. The damage will run into millions, just at a time when things were beginning to look up a little. So economy once again is necessary—for our own enlightened self-interest.

---THE "URGENT SIX"---SOMETHING TO DO WITH SHERLOCK HOLMES?---

Caterpillar

In another of the meetings between traffic managers and our staff that have been so productive of mutually advantageous ideas, Robert Jurvis, Traffic Manager, Caterpillar Tractor Company of York, Pa., will visit the staff of the Regional Manager on Tuesday, February 3, to discuss problems affecting their plant at York. Caterpillar Tractor is the principal industry served by the P.R.R. in York.

---SHOULD CONGRESS INVESTIGATE THE "URGENT SIX"?---
Our Story

More and more the railroad story is getting around. Two young engineers of the Westinghouse Company at lunch the other day talked very intelligently on the subject and disclosed their familiarity with the situation and the need for corrective action on the part of the government with respect to taxation, regulation and subsidization of the opposition.

There is also a letter we received from a colleague of the Baltimore Public Relations Council, George W. Hawkins, whose associate, Charles P. Fisher, noticed an item in the New York Daily News regarding a bill introduced into the New York Legislature to reduce the railroad share in cost of grade crossings.

The Railroad Community Committee is actively promoting the use of its speakers before all sorts of gatherings to continue to tell, and tell, and tell---the story that needs only the telling to have acceptance. After all, it has so much logic, and whatever opposition there is finds it difficult to refute our arguments.

---THE "URGENT SIX"---DO YOU WANT TO KNOW ABOUT THEM?---

Special Project "ME"

"Double entendre" is considered by some people to be French for a naughty story. In this instance, the story is not naughty, but practical, because ME stands not only for the individual freight salesman but for Maintenance of Equipment as well.

It is the heart of the new slogan put out by L. T. Marine, General Manager-Freight Sales---"The will to win will put us in united and strengthened by project ME."

Back of the slogan, and the nice "double entendre" is the thought that our budget for the first quarter includes an allocation for repairs to cars and locomotives which is nearly $5,000,000 greater than was spent last year. That means when salesmen are successful in getting shippers to use our service they won't have to experience the frustration which has occurred when it is found that equipment is not available to handle it.

So the special project "ME" is to provide an extra $5,000,000 gross freight revenue secured from additional business so that the department can say to management "Here, this will help pay for repairs to equipment."

The program includes:
Class I and Class II repairs, including fitting 400 boxcars with damage-free equipment, for 2,500 freight cars.

In addition to the equipment aspect, the "ME" has reference to the personal pronoun, which means that everybody is on the team. The last-quarter extra effort was so successful that there is a strong hope that SPECIAL PROJECT "ME" will succeed likewise. After all, the Colts didn't give up when the clock was near running out---and they won!

---THE "URGENT SIX"---A HOCKEY TEAM IN A HURRY?---

Passenger Paragraphs

The odd manner of announcing the schedule changes on February 22 in East-West service was not deliberate. It resulted from premature information to the press, and there are indications that confidential material, which was not yet affirmed, was wrongfully disclosed.
The school tours at the Baltimore Station continue to grow. This time there are 2200 requests, as contrasted with 1400 in November and 1500 in January. It will be necessary to devote two days to our young visitors in March, and preparations are proceeding accordingly.

Edison L. Gessner, Lieutenant-Commander of the Patapsco River Power Squadron, writes his thanks for an excursion tour to New York by his group. H. G. Herbert handled matters to the expressed complete satisfaction of the party.

Mrs. Harry H. Reynolds, of Clairmont, Cal., writes to thank Leonard Flait, who helped her board No. 195 without reservation, bound for Clearwater, Fla., in an emergency involving her father who is ill beyond recovery. This took place during the heavy holiday travel just before Christmas.

---TIRED OF HEARING ABOUT THE URGENT SIX?---

Around the Horn

WILMINGTON---H. J. Braun, District Passenger Manager, has accepted an appointment to the Board of Directors of the Delaware Safety Council, Inc., by chairman Irence duPont. L. du Pont Copeland is vice-chairman. Mr. Braun attended the annual dinner at the Hotel duPont on Tuesday.

WASHINGTON---The annual Traffic Club dinner will take place here on Wednesday, February 4, and the P.R.R. will be represented.

NORFOLK---Oops! Frank Dawley got the cake for a 50-year button not 40. We are glad to have had him for the other ten years.

Baltimore---Soon you will be able to purchase Florida real estate in the passenger station lobby. Port Charlotte, Fla., has an exhibit which is going to be displayed there.

YORK---Miss Catherine R. Brenner, school teacher, writes her thanks to us for colouring books which were sent for her class. Norman Dugan took them to her, and she praises the books, adding that five-year-olds are fascinated with trains and are at the "magic" age. That's a good phrase.

CAPE CHARLES---The Northampton Times carried a picture of the presentation of a 40-year service button to Ralph H. Jones, Chariton Agent, by C. H. MacMullin, Superintendent of Stations. Mr. Jones is Councilman there and president of the volunteer fire department.

SEAFORD---William McKinley Green, Baggage Agent, received a 40-year button, presented by C. H. MacMullin.

---AND NOW---
It means perhaps, your livelihood. It ought to be investigated by Congress. It doesn't have much to do with football or other sports although fair play is involved. And it is most urgent.

The Urgent Six is the title of a 19 page booklet produced by the Association of American Railroads as a presentation of the program sought in Congress at this session. The first page reads:

"What are the problems of national transportation policy that remain to be resolved?

"Of a score or more of major problems, here briefly are the ones railroads regard as most serious and, therefore, most urgently in need of attention by Congress:

1. Railroads still are required to help pay for highways, airways, airfields, and waterways, but do not have the same opportunity as other taxpayers to use these facilities for a business purpose.

2. Fully self-supporting, tax-paying railroads still are unfairly handicapped by having to meet competition that is tax-supported.

3. A 10 per cent travel tax imposed in World War II to discourage use of public carriers continues-14 years after the way-to do just that.

4. Railroads must continue to bear the full cost of unemployment insurance benefits for employees that far exceed benefits under programs covering other workers.

5. Railroads still are deprived of equal opportunity to share in transporting agricultural commodities, which when transported by motor carrier are exempt from regulation by the Interstate Commerce Commission.

6. Vitally needed modernization of railroads continues to be frustrated by unsound policies governing depreciation of plant and equipment."

Copies of this booklet from the Association of American Railroads can be obtained through the Public Relations Department.